


7-18-2025

THIS DOCUMENT HAS BEGIN DIGITALLY SIGNED AND SEALED BY:

Albert H Zimmerman

Digitally signed by Albert H Zimmerman
DN: cn=Albert H Zimmerman, o=Qk4, ou, email=azimmerman@qk4.com, c=US
Date: 2025.07.18 10:11:07 -04'00'

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

COMPANY NAME
ADDRESS

CITY, STATE
PE NAME, P.E. NO.

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 ROADWAY DRAWINGS | 1A1 – 1A3 |
| STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS | 1A4 |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2, 2-1, 2-2, 2-3, 2-4 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1 - 2B9 |
| GENERAL NOTES | 2C, 2C1 |
| SPECIAL NOTES | 2D |
| ENVIRONMENTAL NOTES | 2E, 2E1 |
| TABULATED QUANTITIES | 2F, 2F1 - 2F25 |
| DETAIL SHEETS | 2G, 2G1 |
| RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS | 3 |
| PROPERTY MAPS AND RIGHT-OF-WAY ACQUISITION TABLES | 3A – 3L |
| PRESENT LAYOUTS | 4 – 13 |
| RIGHT-OF-WAY DETAILS | 4A – 13A |
| PROPOSED LAYOUTS | 4B – 13B |
| PROPOSED PROFILES | 4C – 13C |
| RAMP PROFILES | 14 – 15 |
| SIDE ROADS PROFILES | 16 – 26 |
| PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES | 27 – 42 |
| DRAINAGE MAP(S) | 43 – 44 |
| CULVERT SECTION(S) | 45 – 112 |
| EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS | 113-115, 115A-115AC |
| ENVIRONMENTAL MITIGATION PLANS | |
| SIGNING AND PAVEMENT MARKING PLANS | 116 – 125 |
| SIGN SCHEDULE SHEETS | 126– 131 |
| ROADWAY CROSS SECTIONS | 132 – 266 |
| SIDE ROAD CROSS SECTIONS | 267 – 350 |
| TRAFFIC CONTROL PLANS | T1 |
| GEOTECHNICAL PLANS | G01 |
| NATURAL STREAM DESIGN PLANS | |
| RETAINING WALL PLANS | R1 |
| SIGNAL PLANS | SIG-1 |
| STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS | S-1 |
| UTILITIES PLANS | |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(25) | ROADWAY-SIGN1 |
| | | |
| | | |
| | | |

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGNATURE SHEET

7/16/2025 6:05:44 PM
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9-26-2025

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Albert H Zimmerman

Digitally signed by Albert H Zimmerman
DN: cn=Albert H Zimmerman, o=Qk4, ou, email=azimmerman@qk4.com, c=US
Date: 2025.10.01 13:26:05 -04'00'

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

Qk4, Inc.
9920 Corporate Campus Drive
Louisville, KY 40223
Albert H. Zimmerman, P.E. NO. 102692

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

| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | ROADWAY-SIGN2 |
| TITLE SHEET | 1 |
| ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS | 1A |
| STANDARD ROADWAY DRAWINGS | 1A3 |
| STANDARD TRAFFIC DESIGN DRAWINGS | 1A4 |
| ESTIMATED ROADWAY QUANTITIES | 2, 2-1, 2-2, 2-3 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B8 |
| GENERAL NOTES | 2C |
| PRESENT LAYOUTS | 7 |
| RIGHT-OF-WAY DETAILS | 7A |
| PROPOSED LAYOUTS | 7B |
| SIDE ROAD CROSS SECTIONS | 296 – 302 |

| DWG. | REV. | DESCRIPTION |
|---|---|---|

| DWG. | REV. | DESCRIPTION |
|---|---|---|

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(25) | ROADWAY-SIGN2 |
| | | |
| | | |
| | | |

09-26-25:

ADDED PS&E INDEX TO SHOW SIGNED, REVISED LETTING SHEETS

ADDED COMPANY NAME & NUMBER, PE NAME AND NUMBER FROM UPPER LEFT CORNER

DELETED THE FOLLOWING SHEET NAMES AND THEIR SHEET NOS. FROM THE INDEX: GEOTECHNICAL, NATURAL STREAM DESIGN, RETAINING WALL, SWPP & UTILITIES

DELETED SHEET NAME "SIGNATURE" & SHEET NO. "ROADWAY-SIGN1" FROM INDEX

DELETED SHEET NO. 2-4 FROM INDEX

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET

10/1/2025 11:13:40 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalPS&EPackage-LettingRev-10-01-25\Rev sheets after 9-29\000_105467.03-Sht2-Signature-Roadway.dgn

Index Of Sheets
See Sht. 1A for Index

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

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

| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 2025 | 1 |
| FED. AID PROJ. NO. | STP-126(25) | |
| STATE PROJ. NO. | 82S126-F3-002 | |

09-26-25:
REVISED THE CHIEF ENGINEER'S SIGNATURE
REVISED THE PROJECT MANAGER TITLE LINE
ADDED "0.0" TO THE BRIDGE, BOX
BRIDGE & BOX BRIDGE LENGTHS
REMOVED THE PS&E PHASE STAMP

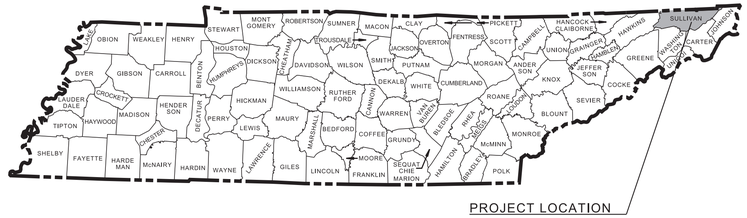
# SULLIVAN COUNTY

SR-126, FROM EAST CENTER STREET IN KINGSPORT
TO EAST OF BRIARWOOD ROAD (IA) (TMA)

PS&E

GRADE, DRAIN, PAVE, SIGNALS, SIGNS,
GUARDRAIL, WALLS & PAVEMENT MARKING

STATE HIGHWAY NO.126



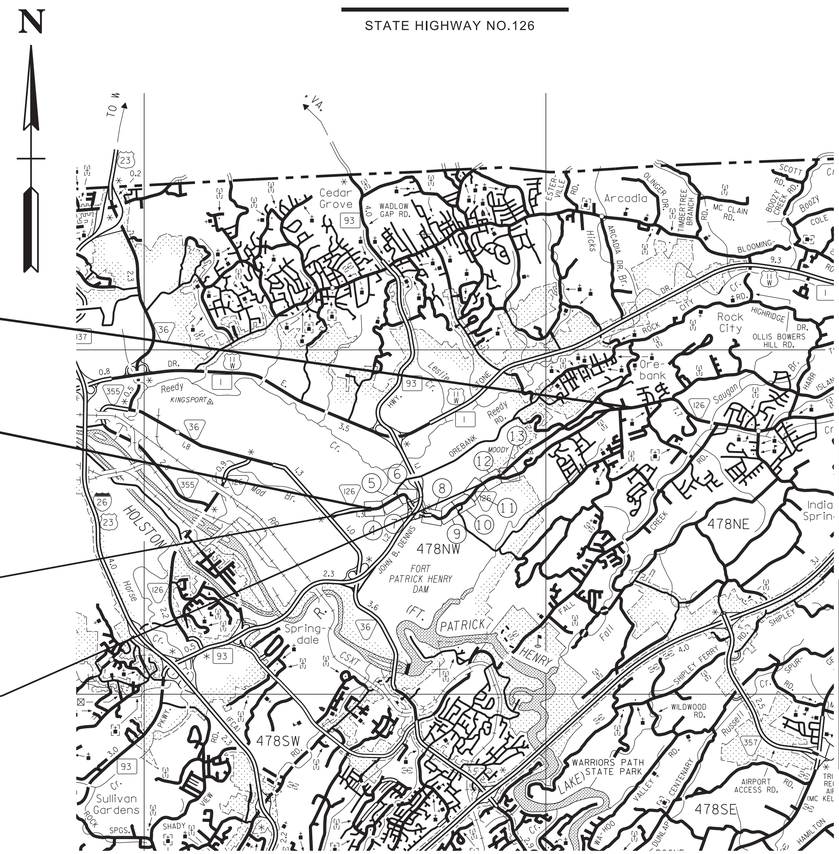

PROJECT LOCATION

82085-2237-14
END PROJECT NO. STP-126(16) R.O.W.
STA. 414+84.41
N 825378.6432 E 3010525.9870

82085-2237-14
BEGIN PROJECT NO. STP-126(16) R.O.W.
STA. 196+80.00
N 818288.9348 E 2992360.2352

82S126-F3-002
BEGIN PROJECT NO. STP-126(25) CONSTRUCTION
STA. 196+00.00
N 818285.4693 E 2992280.3103

82S126-F3-002
END PROJECT NO. STP-126(25) CONSTRUCTION
STA. 307+50.00
N 820590.2511 E 3001273.4238




SCALE: 1"= 1/4 MILE

0 1/4 1/2 3/4 MILES

NO EXCLUSIONS

| EQUATION | |
|---|---|
| DESCRIPTION | NET EFFECT ON ENUMERATION |
| STA. 273+62.55 BK. = STA. 273+80.24 AH. | +17.69 |
| TOTAL | +17.69 |

1

| SURVEY 08-01-14 | TRAFFIC DATA | |
|---|---|---|
| UPDATE 11-22-19 | ADT (2025) | 14,870 |
| UPDATE 03-26-21 | ADT (2045) | 19,180 |
| UPDATE 04-29-21 | DHV (2045) | 2,110 |
| UPDATE 03-10-23 | D | 55 - 45 |
| UPDATE 02-21-24 | T (ADT) | 1 % |
| UPDATE 02-23-24 | T (DHV) | 11 % |
| UPDATE 02-27-24 | V | 35 MPH |
| UPDATE 04-03-24 | | |

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

SEALED BY
BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGENT-IN-RESPONSE
STATE OF TENNESSEE
9-26-2025

## SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : Eric Wilson, P.E.

DESIGNED BY : Qk4, Inc.

DESIGNER : Albert H. Zimmerman, P.E. CHECKED BY Albert H. Zimmerman, P.E.

P.E. NO. 82S126-F1-002 (DESIGN)

PIN NO. 105467.03

| | |
|---|---|
| R.O.W. LENGTH | 4.129 MILES |
| ROADWAY LENGTH | 2.111 MILES |
| BRIDGE LENGTH | 0.0 MILES |
| BOX BRIDGE LENGTH | 0.0 MILES |
| BOX BRIDGE LENGTH | 0.0 MILES ▲ |
| PROJECT LENGTH | 2.111 MILES |

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

APPROVED:
SHANE HESTER CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

9/29/2025 4:10:09 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalPS&EPackage-LettingRev-09-09-25\105467-03-DesignFiles-LettingRev-09-09-25\001.sht

# PS&E INDEX OF DRAWINGS

| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| SIGNATURE SHEET | ROADWAY-SIGN2 |
| TITLE SHEET | 1 |
| ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS | 1A |
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| STANDARD TRAFFIC DESIGN DRAWINGS | 1A4 |
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| PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES | 27 – 42 |
| DRAINAGE MAP(S) | 43 – 44 |
| CULVERT SECTION(S) | 45 – 112,70A,70B,91A |
| EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS | 113,114,114A,115-115I, 115I-1 – 115I-4, 115J - 115AC |
| SIGNING AND PAVEMENT MARKING PLANS | 116 – 125 |
| SIGN SCHEDULE SHEETS | 126– 131 |
| ROADWAY CROSS SECTIONS | 132 – 266 |
| SIDE ROAD CROSS SECTIONS | 267 – 350 |
| TRAFFIC CONTROL PLANS | T1-T38 |
| GEOTECHNICAL PLANS | G01 |
| RETAINING WALL PLANS | R1 |
| SIGNAL PLANS | SIG-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.

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

| | | |
|---|---|---|
| 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-3 | 03-01-23 | STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING |
| RD-L-4 | 10-01-24 | STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING |
| RD-L-5 | 07-30-24 | STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL |
| RD-L-6 | 02-20-20 | STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL |
| RD-L-7 | 02-20-20 | STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL |
| RD-L-8 | 02-20-20 | STANDARD LEGEND FOR NATURAL STREAM DESIGN |

# STANDARD ROADWAY DRAWINGS

## 10-101.00 STANDARDS ROADWAY DRAWINGS

| | | |
|---|---|---|
| RD11-SE-1 | | TRANSITION AND CROSS SLOPE DETAILS |
| RD11-SE-2 | | SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS |
| RD11-SE-2A | | SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS |
| RD11-SE-3 | | SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS |
| RD11-SE-3A | | SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS |
| RD11-TS-1 | 06-28-19 | DESIGN STANDARDS FOR LOW-VOLUME ROADS |
| RD11-TS-1A | 06-28-19 | DESIGN STANDARDS FOR LOCAL ROADS AND STREETS |
| RD11-TS-2 | | DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS |
| RD11-TS-3 | | DESIGN STANDARD FOR ARTERIAL HIGHWAYS (2-LANE) |
| RD11-TS-4 | 10-01-24 | DESIGN STANDARDS FOR ARTERIAL AND FREEWAY RAMPS (1, 2 AND 3 LANE) |
| RD11-TS-6 | | TYPICAL CURB & GUTTER SECTIONS WITH SHOULDERS AND WITH GRASS STRIPS |
| RD11-TS-6A | | TYPICAL CURB & GUTTER SECTIONS WITHOUT SHOULDERS AND WITH GRASS STRIPS |
| RD11-TS-6C | | TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDERS AND WITHOUT GRASS STRIPS |
| RD11-TS-7 | 07-17-20 | DESIGN STANDARDS 2-LANE CURB & GUTTER WITH CONTINUOUS 2-WAY LEFT-TURN LANE WITHOUT GRASS STRIPS |
| RD11-TS-7A | 07-17-20 | DESIGN STANDARDS 2-LANE CURB & GUTTER WITH CONTINUOUS 2-WAY LEFT-TURN LANE WITH GRASS STRIPS |
| RD11-TS-7B | 06-12-25 | DESIGN STANDARDS 2-LANE HIGHWAYS WITH CONTINUOUS 2-WAY LEFT-TURN LANE |
| RD11-LR-1 | | MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS |
| RD11-LR-2 | | MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS |
| RD11- S-11 | | DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT |
| RD11- S-11A | | ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION |
| RD11- S-11B | | DESIGN AND CONSTRUCTION DETAILS FOR ROCK CUT SLOPE AND CATCHMENT |
| RD11-SA-1 | 01-09-24 | SAFETY APPROACH TO UNDERPASSES GRADING DESIGN AND SLOPE PROTECTION |
| RD11-SD-1 | | INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES |
| RD11-SD-2 | | INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION |
| RD11-SD-3 | | INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS |
| RD11-SD-4 | | INTERSECTION SIGHT DISTANCE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS |
| RD-UD-3 | 01-09-24 | UNDERDRAIN DETAILS |
| RD-UD-4 | 06-28-19 | UNDERDRAIN LATERAL DETAILS |
| RD-UD-6 | 06-28-19 | LATERAL UNDERDRAIN ENDWALL DETAIL FOR 1:1 & 2:1 SLOPES |
| RD-UD-7 | 06-28-19 | LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES |
| RD-UD-8 | 06-28-19 | LATERAL UNDERDRAIN ENDWALL DETAIL FOR 5:1 SLOPES |
| RD-UD-9 | 06-28-19 | LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES |

## 10-102.00 PIPE CULVERTS, ENDWALLS AND ENERGY DISSIPATERS

| | | |
|---|---|---|
| **D-FLU-1** | **06-28-19** | **FLUME DETAILS** |
| D-PB-1 | 03-01-23 | STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION |
| D-PB-2 | 03-01-23 | STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION |
| D-PB-3 | 11-30-20 | INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION |
| D-PB-4 | 01-09-24 | PIPE COLLAR DETAILS |
| D-PG-3 | 06-28-19 | FERROUS AND ALUMINUM CORRUGATED METAL PIPE |
| D-PG-4 | 06-28-19 | FERROUS AND ALUMINUM CORRUGATED METAL PIPE ARCHES |
| D-PO-1 | 06-28-19 | STANDARD OVAL AND REINFORCED CONCRETE ARCH PIPE CULVERT |
| D-PS-1 | 06-28-19 | STRUTTING DETAILS FOR CORR. METAL & STRUCTURAL PLATE ROUND PIPE |
| D-PE-18A | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES) |
| D-PE-18B | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES |
| D-PE-24A | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES) |
| D-PE-24B | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE, BILL OF STEEL AND PRECAST NOTES |
| D-PE-30A | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 30" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES) |
| D-PE-30B | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 30" PIPE, BILL OF STEEL AND PRECAST NOTES |
| D-PE-36A | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES) |
| D-PE-36B | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE, BILL OF STEEL AND PRECAST NOTES |
| D-PE-42A | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 42" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES) |
| D-PE-42B | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 42" PIPE, BILL OF STEEL AND PRECAST NOTES |
| D-PE-48A | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 48" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES) |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 1A |
| | | | |
| | | | |
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09-26-25:

ADDED “SIGNATURE SHEET” & “ROADWAY-SIGN2” TO THE INDEX

ADDED SHEET NO. TO THE SHEET NAME “UTILITIES PLANS”

REVISED THE “REV.” DATE FOR DRAWING NO. RD11-TS-7B

REVISED THE SHEET NOS. FOR SHEET NAMES “CULVERT SECTION(S)” AND “EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS”.

DELETED THE SHEET NAME “NATURAL STREAM DESIGN” AND ITS SHEET NO. FROM THE INDEX

DELETED SHEET NAME “ENVIRONMENTAL MITIGATION PLANS” FROM THE INDEX

DELETED SHEET 2-4 FROM THE INDEX

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
ASSISTANT STATE
BUREAU OF
TRANSPORTATION
STATE OF TENNESSEE

9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

10/1/2025 11:06:06 AM
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| | | |
|---|---|---|
| D-PE-48B | 06-28-19 | TYPE "U" CROSS DRAIN ENDWALL FOR 48" PIPE, BILL OF STEEL AND PRECAST NOTES |
| D-PE-99 | 03-04-21 | TYPE "U" CROSS DRAIN ENDWALL DETAILS, PIPE GRATE & SKEWED CONNECTION |
| D-SEW-1A | 07-07-23 | TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE |
| D-SEW-12D | 07-07-23 | TYPE “SAFETY” SIDE DRAIN ENDWALL WITH STEEL PIPE GRATE, FOR 18” PIPE, 12:1 SLOPE |
| SD-MSE-1 | 06-28-19 | SIDE DRAIN MITERED END SECTION |
| D-PE-4 | 06-28-19 | STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30") |
| 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-3 | | PROTECTED ENDWALLS FOR OVAL PIPES DETAILS & QUANTITIES (EQU. PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES) |
| D-PEW-4 | | PROTECTED STRAIGHT ENDWALLS (PIPE SIZES 18” TO 30” & EQU. OVAL PIPES) |

## 10-102.05 ENERGY DISSIPATERS

| | | |
|---|---|---|
| D-ED-1 | | CONCRETE FLUME ENERGY DISSIPATER |

## 10-103.00 CATCH BASINS AND MANHOLES

| | | |
|---|---|---|
| D-CB-DI | | ALTERNATE CATCH BASIN DROP INLET DETAILS |
| D-CB-10LPC | 02-20-20 | LOW PROFILE LOWERED CURB 32" X 26" RECTANGULAR CONCRETE NO. 10LPC CATCH BASIN |
| D-CB-10RA | 01-28-22 | STANDARD PRECAST 48" CIRCULAR NO. 10 CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-10S | 02-20-20 | STANDARD RECTANGULAR CONCRETE N0. 10 CATCH BASIN |
| D-CB-10SB | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 10 CATCH BASIN |
| D-CB-12LP | 02-20-20 | LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-12LPA | | ALTERNATE REINFORCEMENT FOR PRECAST CONCRETE 32” X 32” NO. 12LP CATCH BASIN |
| D-CB-12P | 02-20-20 | STANDARD PRECAST RECTANGULAR CONCRETE NO.12 CATCH BASIN |
| D-CB-12RA | 01-28-22 | STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-12RB | 02-20-20 | STANDARD PRECAST 60" AND 72" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-12RC | 02-20-20 | STANDARD PRECAST 84" THRU 120" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-12S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 12 CATCH BASIN |
| D-CB-12SB | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 12 CATCH BASIN |
| D-CB-12SC | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 12 CATCH BASIN |
| D-CB-12SD | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 12 CATCH BASIN |
| D-CB-12SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 12 CATCH BASIN |
| D-CB-13P | 02-20-20 | STANDARD PRECAST RECTANGULAR CONCRETE NO. 13 CATCH BASIN |
| D-CB-13RA | 01-28-22 | STANDARD PRECAST 48" CIRCULAR NO. 13 CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-13RB | 02-20-20 | STANDARD PRECAST 60" AND 72" CIRCULAR NO. 13 CATCH BASIN FOR USE WITH 6" VERTICAL CURB |
| D-CB-13RC | 02-20-20 | STANDARD PRECAST 84" THRU 120" CIRCULAR NO. 13 CATCH BASIN (FOR USE WITH 6" VERTICAL CURB) |
| D-CB-13S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 13 CATCH BASIN |
| D-CB-14P | 02-20-20 | STANDARD PRECAST RECTANGULAR CONCRETE NO. 14 CATCH BASIN |
| D-CB-14RB | 02-20-20 | STANDARD PRECAST CIRCULAR NO. 14RB CATCH BASIN |
| D-CB-14S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 14 CATCH BASIN |
| D-CB-14SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 14 CATCH BASIN |
| D-CB-16S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 16 CATCH BASIN |
| D-CB-17S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 17 CATCH BASIN |
| D-CB-25LP | 02-20-20 | LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 25LP CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25P | 02-20-20 | STANDARD PRECAST RECTANGULAR CONCRETE NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25RA | 01-28-22 | STANDARD PRECAST 48" CIRCULAR NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25RB | 02-20-20 | STANDARD PRECAST CIRCULAR NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25SB | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25SC | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25SD | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-25SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 25 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-26P | 02-20-20 | STANDARD PRECAST RECTANGULAR CONCRETE NO. 26 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-26S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 26 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-27S | 02-20-20 | STANDARD RECTANGULAR CONCRETE NO. 27 CATCH BASIN (FOR USE WITH 6" SLOPING CURB) |
| D-CB-31R | 02-20-20 | STANDARD PRECAST CIRCULAR NO. 31 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-31SD | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 31 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-31SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 31 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-32LP | 02-20-20 | STANDARD 80” X 32” RECTANGULAR CONCRETE NO. 32 CATCH BASIN (FOR USE UNDER CONCRETE MEDIUM BARRIER WALL) |
| D-CB-38RB | 03-04-21 | STANDARD PRECAST CIRCULAR NO. 38 CATCH BASIN |
| D-CB-38S | 03-04-21 | STANDARD 32" X 32" SQUARE CONCRETE NO. 38 CATCH BASIN |
| D-CB-38SB | 03-04-21 | STANDARD 4' X 4' SQUARE CONCRETE NO. 38 CATCH BASIN |
| D-CB-38SC | 03-04-21 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 38 CATCH BASIN |
| D-CB-39RB | 03-04-21 | STANDARD PRECAST CIRCULAR NO. 39 CATCH BASIN |
| D-CB-39S | 03-04-21 | STANDARD 4' X 4' SQUARE CONCRETE NO. 39 CATCH BASIN |
| D-CB-39SC | 03-04-21 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 39 CATCH BASIN |
| D-CB-39SD | 03-04-21 | STANDARD 7' X 7' SQUARE CONCRETE NO. 39 CATCH BASIN |
| D-CB-39SE | 03-04-21 | STANDARD 9' X 9' SQUARE CONCRETE NO. 39 CATCH BASIN |
| D-CB-40S | 03-04-21 | STANDARD 4' X 8' RECTANGULAR CONCRETE NO. 40 CATCH BASIN |
| D-CB-40SE | 03-04-21 | STANDARD 9' X 9' SQUARE CONCRETE NO. 40. CATCH BASIN |
| D-CB-41LP | 02-20-20 | LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 41LP CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41P | 02-20-20 | STANDARD PRECAST 4' x 3' RECTANGULAR CONCRETE NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41RB | 02-20-20 | STANDARD PRECAST CIRCULAR NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41S | 02-20-20 | STANDARD 4' X 3' RECTANGULAR CONCRETE NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41SB | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41SC | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41SD | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-41SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 41 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-42RB | 02-20-20 | STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN |
| D-CB-42S | 02-20-20 | STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN |
| D-CB-42SB | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN |
| D-CB-42SC | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 42 CATCH BASIN |
| D-CB-42SD | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 42 CATCH BASIN |
| D-CB-43R | 02-20-20 | STANDARD PRECAST CIRCULAR NO. 43R CATCH BASIN |
| D-CB-43SB | 02-20-20 | STANDARD 8' X 4' RECTANGULAR CONCRETE NO. 43SB CATCH BASIN |
| D-CB-43SC | 02-20-20 | STANDARD 8' X 5' 2" RECTANGULAR CONCRETE NO. 43SC CATCH BASIN |
| D-CB-44SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 44 CATCH BASIN |
| D-CB-45S | 02-20-20 | STANDARD 8' X 4' RECTANGULAR CONCRETE NO. 45 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-46SE | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 46 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL) |
| D-CB-51SC | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 51 CATCH BASIN (FOR USE IN FRONT OF CONCRETE RETAINING WALL) |
| D-CB-51SD | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 51 CATCH BASIN (FOR USE IN FRONT OF CONCRETE RETAINING WALL) |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 1A1 |
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SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
KNOXVILLE
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD ROADWAY DRAWINGS

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|---|---|---|
| D-CB-51SE | 02-20-20 | STANDARD 9’ X 9’ SQUARE CONCRETE NO. 51 CATCH BASIN |
| D-CB-52SE | 02-20-20 | STANDARD 9’ x 9’ SQUARE CONCRETE NO. 52 CATCH BASIN |
| D-CB-99 | 02-20-20 | MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES |
| D-CB99-GS | | CATCH BASIN DETAILS FOR GRADE SEPARATION WALL |
| D-CB-99R | 01-28-22 | MISCELLANEOUS DETAILS FOR ROUND STRUCTURES |
| D-CB-99RA | 10-29-21 | BILL OF STEEL FOR ROUND CATCH BASIN LIDS |
| D-CB-99RB | 02-20-20 | ROUND JUNCTION BOX SPRING DRAIN BOX |
| D-CBB-12A | 06-28-19 | TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS |
| D-CBB-12B | 06-28-19 | TYPE ‘B’ CAST IRON FRAME, GRATE & 6" SLOPING INLET DETAILS FOR NOS. 25, 26 & 27 TYPE CATCH BASINS |
| D-CBB-12D | 07-07-23 | TYPE "B" CAST IRON FRAME, GRATE & CURB HOOD DETAILS FOR NOS. 12, 14, 16 & 17 TYPE CATCH BASINS |
| D-CBB-13 | 06-28-19 | TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NO. 13 TYPE CATCH BASINS |
| D-CBB-31 | 02-20-20 | TYPE “B” CAST IRON FRAME, GRATE & INLET DETAILS FOR NOS. 31, 41, 45, 46, & 51 TYPE CATCH BASINS |
| D-CBB-42 | 10-29-21 | CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS |
| D-JBS-1 | 02-20-20 | STANDARD 32" X 32" SQUARE CONCRETE NO. 1 JUNCTION BOX |
| D-JBS-2 | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 2 JUNCTION BOX |
| D-JBS-3 | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 3 JUNCTION BOX |
| D-JBS-4 | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 4 JUNCTION BOX |
| D-JBS-5 | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 5 JUNCTION BOX |
| D-RJB-1 | | PRECAST ROUND JUNCTION BOX STRUCTURES (48” THRU 120”) |
| D-MH-2 | 02-20-20 | STANDARD PRECAST NO. 3 MANHOLE |
| D-MH-3 | 02-20-20 | TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE |
| D-MH-4 | 02-20-20 | STANDARD NO. 3 MANHOLE CASTINGS AND STEPS |
| D-MH-5 | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 3 MANHOLE |
| D-MH-6 | 02-20-20 | STANDARD 7' X 7' SQUARE CONCRETE NO. 3 MANHOLE |
| D-MH-7 | 02-20-20 | STANDARD 9' X 9' SQUARE CONCRETE NO. 3 MANHOLE |
| D-RMH-1 | | PRECAST MANHOLE STRUCTURES (48” THRU 120”) |
| D-RF-1 | 07-30-24 | STANDARD PRECAST RISER |
| D-SDS-1 | 02-20-20 | STANDARD 32" X 32" SQUARE CONCRETE NO. 1 SPRING DRAIN BOX |
| D-SDS-2A | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 2A SPRING DRAIN BOX |
| D-SDS-2B | 02-20-20 | STANDARD 4' X 4' SQUARE CONCRETE NO. 2B SPRING DRAIN BOX |
| D-SDS-3A | 02-20-20 | STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 3A SPRING DRAIN BOX |
| D-RSB-1 | | PRECAST ROUND SPRING DRAIN BOX STRUCTURES (48” THRU 120”) |
| D-SLD-1 | 02-20-20 | SLOTTED DRAINS |
| D-SLD-2 | 02-20-20 | SLOTTED DRAINS |
| D-SLD-3 | 02-20-20 | SLOTTED DRAINS |
| D-TD-1 | 07-07-23 | TRENCH DRAIN |

## 10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

| | | |
|---|---|---|
| RP-J-1 | 05-01-20 | PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING |
| RP-J-3 | 05-01-20 | PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING |
| RP-J-5 | 05-01-20 | TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS |
| RP-J-7 | 05-01-20 | CONCRETE RAMP JOINT TYPES AND SPACING |
| RP-J-9 | 05-01-20 | CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT |
| RP-J-11 | 05-01-20 | 3/4" AND 1 3/4" EXPANSION AND EDGE PAVEMENT JOINTS |
| RP-J-13 | 05-01-20 | 3/4" AND 1 3/4" ELASTOMERIC COMPRESSION JOINT SEALS |
| RP-J-15 | 05-01-20 | LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS |
| RP-J-17 | 05-01-20 | DOWEL ASSEMBLY DEVICES |
| RP-J-18 | 01-28-22 | DOWEL ASSEMBLY DEVICES |
| RP-J-19 | 05-01-20 | DOWEL ASSEMBLY DEVICES |
| RP-J-23 | 01-28-22 | CONCRETE PAVEMENT REPAIR DETAILS |
| RP-J-24 | 05-01-20 | CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS |
| RP-J-25 | 05-01-20 | CONCRETE PAVEMENT JOINT REPAIR DETAILS |
| RP-D-15 | 04-01-25 | DETAILS OF STANDARD CONCRETE DRIVEWAYS |
| RP-D-16 | 04-01-25 | DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS |
| RP-I-5 | 05-01-20 | EXAMPLES OF STREET & ALLEY INTERSECTIONS |
| RP-R-1A | 04-21-25 | STANDARD RAMP DETAILS FOR LOW VOLUME RURAL ROADWAYS |
| RP-SC-1 | 05-04-22 | SLOPING CONCRETE CURB AND CURB AND GUTTER |
| RP-VC-10 | 03-04-21 | VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 8” TO 12” GUTTER DEPTH) |
| RP-VC-11 | 03-04-21 | VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6” & 7” GUTTER DEPTH) |
| W-CIP-1 | 05-01-20 | ROADWAY FEATURES AT CAST IN PLACE RETAINING WALL |
| W-MSE-2 | 05-01-20 | ROADWAY FEATURES FOR MSE MODULAR BLOCK FACING RETAINING WALL |
| W-SG-1 | 07-30-24 | STANDARD GRAVITY-TYPE RETAINING WALLS |
| W-SP-1 | 05-01-20 | ROADWAY FEATURES AT SOLDIER PILE AND SOIL ANCHORED RETAINING WALLS |
| S-F-1 | 03-01-23 | HIGH VISIBILITY FENCE |
| S-F-10B | 06-28-19 | STANDARD RIGHT-OF-WAY CHAIN LINK FENCE |
| S-RP-2 | 06-28-19 | STANDARD CONCRETE RIGHT-OF-WAY MARKERS |

## 10-105.00 MULTIMODAL

| | | |
|---|---|---|
| CR-GN-1 | | GENERAL NOTES CURB RAMP |
| CR- GN-2 | | CURB RAMP NUMBERING |
| CR-DWS-1 | | DETECTABLE WARNING SURFACE DETAIL |
| CR-PLL-1 | | PUSH BUTTON LOCATION LAYOUT |
| CR-CRT-1 | | CURB RAMP TYPES |
| CR-GTL-1 | | GUTTER TRANSITION LAYOUT |
| CR-GT-2 | | GUTTER TRANSITION LAYOUT |
| CR-PL-1 | | PERPENDICULAR CURB RAMP PLACEMENT LAYOUT |
| CR-10 | | PERPENDICULAR CURB RAMP |
| CR-11 | | PERPENDICULAR CURB RAMP WITH BRICK DETAILS |
| CR-PL-2 | | PARALLEL CURB RAMP PLACEMENT LAYOUT |
| CR-20 | | PARALLEL CURB RAMP 5 – FT SIDEWALK |
| CR-21 | | COMBINATION RAMP USED WITH WIDE SIDEWALK |
| CR-22 | | COMBINATION CURB RAMP |
| CR-23 | | PARALLEL CURB RAMP WITH EXISTING BRICK |
| CR-30 | | CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING |
| CR-31 | | BLENDED TRANSITION BI-DIRECTIONAL |
| CR-32 | | LOWERED CORNER RAMP |
| CR-33 | | SINGLE CROSSING CURB RAMP IN CURVE |
| CR-34 | | SINGLE CROSSING CURB RAMP IN CURVE |
| CR-40 | | MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS |
| CR-41 | | SINGLE CROSSING CURB RAMP IN CURVE |
| CR-50 | | PEDESTRIAN REFUGE |
| CR-51 | | PEDESTRIAN REFUGE |
| MM-PM-1 | | SIGNING AND PAVEMENT MARKINGS AT INTERSECTION CROSSINGS FOR SHARED-USE PATHS |
| MM-PM-2 | 07-30-24 | SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANE OR ROUTES |
| MM-PM-3 | 06-15-21 | SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES ON URBAN ROADWAYS |
| MM-PM-4 | | SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES |
| MM-PM-5 | 05-04-22 | SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES AT INTERSECTIONS |
| MM-BPR-1 | 04-01-25 | BIKE AND PEDESTRIAN SAFETY RAIL |
| MM-PS-1 | | DETAILS FOR PEDESTRIAN STEPS AND HANDRAILS |
| MM-SW-1 | 07-07-23 | DETAILS FOR CONCRETE SIDEWALKS |
| MM-SW-2 | | ALTERNATE DETAILS FOR CONCRETE SIDEWALK (REHABILITATION) |
| MM-TS-1 | 06-15-21 | BIKE ACCOMMODATION DESIGN GUIDANCE |
| MM-TS-2 | 06-15-21 | LATERAL OFFSETS FOR SIDEWALK AND SHARED USE PATH |
| MM-TS-3 | 07-30-24 | SEPARATED SHARED USE PATH TYPICAL SECTIONS |

## 10-106.00 SAFETY DESIGN AND GUARDRAILS

| | | |
|---|---|---|
| S-CZ-1 | 06-28-19 | CLEAR ZONE CRITERIA |
| S-PL-1 | 03-01-23 | SAFETY PLAN FOR BARRIER LENGTH OF NEED |
| S-PL-1A | 03-01-23 | SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS) |
| S-PL-1B | 03-01-23 | SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS |
| S-PL-3 | 03-01-23 | SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS |
| S-PL-4 | 01-09-24 | SAFETY PLAN FOR BRIDGE PIERS IN DEPRESSED MEDIAN |
| S-PL-4A | 01-09-24 | SAFETY PLAN TO FOR BRIDGE PIERS/ ABUTMENTS OUTSIDE THE SHOULDER |
| S-PL-5 | 06-28-19 | SAFETY PLAN FOR BRIDGE ENDS IN MEDIANS |
| S-PL-6 | 07-30-24 | SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE |
| S-PL-6A | 06-28-19 | SAFETY PLAN SAFETY HARDWARE PLACEMENT IN MEDIAN |
| S-CC-1 | 01-09-24 | CRASH CUSHION |
| S-CC-2 | 06-28-19 | CRASH CUSHION (GATING) BARREL ARRAY |
| S-GR31-1 | 03-13-25 | GUARDRAIL DETAILS |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 1A2 |
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7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD ROADWAY DRAWINGS

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|---|---|---|
| S-GR31-1A | 06-28-19 | GUARDRAIL AND BLOCK-OUT DETAILS |
| S-GR31-1B | | GUARDRAIL FASTENING HARDWARE |
| S-GR31-1C | 07-07-23 | GUARDRAIL GENERAL NOTES AND POST DETAILS |
| S-GRC-4 | 07-07-23 | GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET |
| S-GRS-3 | 06-28-19 | SPECIAL CASE GUARDRAIL FOOTING |
| S-GRS-4 | 05-04-22 | SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL |
| S-GRS-6 | | SPECIAL CASE FLEXIBITLTY ON GUARDRAIL POST INSTALLATIONS |
| S-GRS-7A | 07-30-24 | SHORT RADIUS-GUARDRAIL SYSTEM (SRGS) ANCHOR DETAILS |
| S-GRS-7B | | SHORT RADIUS-GR SYSTEM (SRGS) EYE-BOLT SPACING DETAILS |
| S-GRA-1 | 06-28-19 | TYPE 12 GUARDRAIL ANCHOR |
| S-GRA-1A | 06-28-19 | GUARDRAIL ANCHOR FOR TYPE 12 TERMINAL (ALTERNATIVE) |
| S-GRA-3 | 01-09-24 | TYPE 13 GUARDRAIL ANCHOR |
| S-GRA-4 | 03-01-23 | IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE |
| S-GRA-5 | 06-28-19 | FLARED GUARDRAIL ANCHOR |
| S-GR28-1M | 06-15-21 | W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL DETAILS |
| S-GR28-2M | 06-28-19 | GUARDRAIL HARDWARE DETAILS |
| S-GR28-3M | 01-28-22 | GUARDRAIL HEIGHT ADJUSTMENT |
| S-GR28-4M | 06-28-19 | GUARDRAIL TERMINAL ANCHOR TYPE 13 |
| S-PL-2M | | SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES |
| S-SSMB-9 | 10-29-21 | SINGLE SLOPE BARRIER WALL FOR GRADE SEPARATED MEDIAN |

## 10-107.00 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-3 | 01-24-25 | MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS |
| T-M-4 | 01-24-25 | STANDARD INTERSECTION PAVEMENT MARKINGS |
| T-M-4B | 01-24-25 | STANDARD SIGNALIZED MID-BLOCK CROSSING |
| T-M-9 | 01-24-25 | PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS |
| T-M-9A | 01-24-25 | PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS |
| T-M-9B | 01-24-25 | PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS |
| T-M-15A | 01-24-25 | ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES |
| 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 | 01-24-25 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |
| T-WZ-21 | 01-24-25 | LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT |
| T-WZ-36 | 01-24-25 | LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY |
| T-WZ-40 | 01-24-25 | RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-41 | 01-24-25 | LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-42 | 01-24-25 | CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-50 | 01-24-25 | TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 2 OR 3 LANE MAJOR ROUTES |
| T-WZ-51 | 01-24-25 | TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR ROUTES |
| T-WZ-52 | 01-24-25 | TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR AND MINOR ROUTES |
| T-WZ-55 | 01-24-25 | SIDEWALK TRAFFIC CONTROL |

## 10-108.00 EROSION PREVENTION AND SEDIMENT CONTROL

| | | |
|---|---|---|
| EC-STR-1 | 08-01-12 | DEWATERING STRUCTURE |
| EC-STR-2 | 08-01-12 | SEDIMENT FILTER BAG |
| EC-STR-3B | 06-15-21 | SILT FENCE |
| EC-STR-3C | 03-01-23 | SILT FENCE WITH WIRE BACKING |
| EC-STR-3E | 04-01-08 | SILT FENCE FABRIC JOINING DETAILS |
| EC-STR-6 | 11-30-20 | ROCK CHECK DAM |
| EC-STR-6A | 05-06-16 | ENHANCED ROCK CHECK DAM |
| EC-STR-8 | 06-10-14 | FILTER SOCK |
| EC-STR-11 | 03-16-17 | CULVERT PROTECTION TYPE 1 |
| EC-STR-11A | 08-01-12 | CULVERT PROTECTION TYPE 2 |
| EC-STR-19 | 04-01-08 | CATCH BASIN PROTECTION |
| EC-STR-27 | 08-01-12 | TEMPORARY SLOPE DRAIN AND BERM |
| EC-STR-33 | 08-01-12 | SUSPENDED PIPE DIVERSION (DOWNSTREAM) |
| EC-STR-33A | 08-01-12 | SUSPENDED PIPE DIVERSION (UPSTREAM) |
| EC-STR-34 | 05-04-22 | EROSION CONTROL BLANKET FOR SLOPE INSTALLATION |
| EC-STR-36 | 05-04-22 | TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION |
| EC-STR-37 | 06-10-14 | SEDIMENT TUBE |
| EC-STR-39 | 08-01-12 | CURB INLET PROTECTION TYPE 1 & 2 |
| EC-STR-39A | 08-01-12 | CURB INLET PROTECTION TYPE 3 & 4 |
| EC-STR-41 | | CATCH BASIN FILTER ASSEMBLY (TYPE 1) |
| EC-STR-41A | | CATCH BASIN FILTER ASSEMBLY (TYPE 1) SLIPCOVER DETAILS |
| EC-STR-44 | | CATCH BASIN FILTER ASSEMBLY (TYPE 4) |
| EC-STR-44A | | CATCH BASIN FILTER ASSEMBLY (TYPE 4) SLIPCOVER DETAILS |
| EC-STR-48 | | CATCH BASIN FILTER ASSEMBLY (TYPE 8) |
| EC-STR-48A | | CATCH BASIN FILTER ASSEMBLY (TYPE 8) SLIPCOVER DETAILS |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 1A3 |
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09-26-25:
ADDED STANDARD DRAWING NO. S-SSMB-9

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
REGISTERED No. 102096
STATE OF TENNESSEE

9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD ROADWAY DRAWINGS

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# STANDARD TRAFFIC DESIGN DRAWINGS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 1A4 |
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09-26-25:
REVISED TITLE TO "STANDARD TRAFFIC DESIGN DRAWINGS"

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **SIGNS** | | |
| T-S-6 | 02-12-91 | STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS |
| T-S-7 | 02-12-91 | HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES |
| T-S-8 | 07-15-91 | HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS |
| T-S-9 | 06-10-14 | STANDARD LAYOUT GROUND MOUNTED SIGNS |
| T-S-10 | 04-04-12 | STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN |
| T-S-11 | 06-06-11 | DELINEATOR AND MILEPOST DETAILS |
| T-S-12 | 07-10-17 | STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES |
| T-S-13 | 10-21-19 | STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS |
| T-S-14 | 10-21-19 | STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, WF-BEAMS |
| T-S-15 | 12-07-90 | STANDARD CONDUIT & GROUND DETAILS FOR OVERHEAD & CANTILEVER SIGN STRUCTURES |
| T-S-16 | 07-02-15 | GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS |
| T-S-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-18 | 02-14-14 | END OF ROADWAY, DEAD END SIGNS, AND METAL BARRICADES (TYPE III) |
| T-S-19 | 06-12-20 | STANDARD STEEL SIGN SUPPORTS |
| T-S-20 | 07-11-17 | SIGN DETAILS |
| T-S-21 | 04-10-19 | DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS |
| T-S-22 | 04-10-19 | SIGN LAYOUT FOR HOV LANES |
| 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 | BREAKAWAY POST SIGN SUPPORTS |
| T-S-24 | 08-02-13 | DETAILS OF SIGN WITH SOLAR FLASHING ASSEMBLY |
| **SIGNALS** | | |
| T-SG-2 | 06-27-16 | LOOP LEAD-INS, CONDUIT AND PULL BOXES |
| T-SG-3A | 06-27-16 | ALTERNATE DETECTION DETAILS |
| T-SG-4 | 06-27-16 | SPAN WIRE AND MESSENGER CABLE DETAILS |
| T-SG-5 | 06-27-16 | CONTROLLER CABINET DETAILS |
| T-SG-6 | 10-21-19 | PEDESTRIAN SIGNAL DETAILS |
| T-SG-7 | 10-21-19 | SIGNAL HEAD ASSEMBLIES |
| T-SG-7C | | TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES |
| T-SG-7D | 09-12-23 | TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES |
| T-SG-7E | | TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES |
| T-SG-7F | 07-13-17 | TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES |
| T-SG-9 | 07-15-24 | DETAILS OF CANTILEVER SIGNAL SUPPORT |
| T-SG-9A | 07-12-17 | MISCELLANEOUS SIGNAL DETAILS |
| T-SG-10 | 09-12-23 | MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS |
| T-SG-11 | 07-12-17 | MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION |
| T-SG-12 | 12-20-19 | TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS |
| T-SG-13 | 06-27-16 | FLASHING BEACON DETAIL |
| T-SG-14 | 09-10-24 | PEDESTRIAN HYBRID BEACON DETAIL, 2 OR 3 LANE FACILITIES |
| T-SG-15 | 09-10-24 | PEDESTRIAN HYBRID BEACON DETAIL, MULTILANE FACILITIES |
| **LIGHTING AND UTILITY POLES** | | |
| T-FO-1 | | FIBER OPTIC AERIAL ENTRANCE DETAILS |
| T-FO-2 | | FIBER OPTIC UNDERGROUND ENTRANCE DETAILS |
| T-FO-3 | | FIBER OPTIC AERIAL CONNECTION DETAILS |
| T-FO-4 | 07-15-24 | FIBER OPTIC PULL BOX, CABINET & POLE DETAILS |
| T-L-1 | 07-15-24 | STANDARD LIGHTING FOUNDATION DETAILS |
| T-L-1SA | 07-15-24 | STANDARD LIGHTING DETAILS FOR SINGLE ARM SUPPORTS |
| T-L-1TM | | STANDARD LIGHTING DETAILS TENON MOUNTED OFFSET LIGHTING SUPPORTS |
| T-L-2 | 07-15-24 | FOUNDATION DETAIL FOR LUMINAIRE MOUNTED ON CONCRETE MEDIAN BARRIER |
| T-L-3 | 07-15-24 | STANDARD LIGHTING DETAILS PULL BOXES |
| T-L-4 | 07-15-24 | STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION |

| DWG. | REV. | DESCRIPTION |
|---|---|---|

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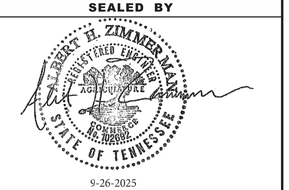


9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC DESIGN
DRAWINGS

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 1B |
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## PROJECT COMMITMENTS

| COMMITMENT ID | SOURCE DIVISON | DESCRIPTION | STA. / LOCATION |
|---|---|---|---|
| EDHZ001 | Environmental Division, Hazardous Materials | Passive soils samples were collected from beneath the concrete floor slab at Tract 9, 3200 Memorial Blvd. and indicate the presence of total petroleum hydrocarbons, tetrachloroethylene and trichloroethene in the soil. Should this concrete floor slab and underlying soil be disturbed in the future, supplemental waste characterization and classification samples shall be collected for handling and disposal purposes. | LT STA. 203+07 TO 204+29 +/- |
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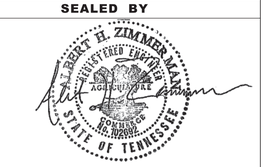


7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2 |
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09-26-25:
ADDED FOOTNOTE 40 TO ITEM NOS. 203-02.01, 203-03.51 & 203-05

## ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 82S126-F3-002 |
|---|---|---|---|---|
| | 105-01 | Construction Stakes, Lines and Grades | LS | 1 |
| | 201-01 | Clearing and Grubbing | LS | 1 |
| (1) | 202-01 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | LS | 1 |
| | 202-03.01 | Removal of Asphalt Pavement | S.Y. | 2028 |
| (2) | 203-01 | Road and Drainage Excavation (Unclassified) | C.Y. | 144651 |
| (2)(40) | 203-02.01 | Borrow Excavation (Graded Solid Rock) | TON | 37043 |
| (2)(40) | 203-03.51 | BORROW EXCAVATION (UNCLASSIFIED) | C.Y. | 153001 |
| | 203-04 | Placing and Spreading Topsoil | C.Y. | 8843 |
| (40) | 203-05 | UNDERCUTTING | C.Y. | 18360 |
| (3) | 203-06 | Water | M.G. | 3072 |
| (2) | 203-10.16 | Graded Solid Rock (In-Place) | C.Y. | 1826 |
| (4) | 204-08.01 | Backfill Material (Flowable Fill) | C.Y. | 35 |
| | 208-02.01 | Ditch (Riprap,Sand & Plastic Sheeting) | L.F. | 15846 |
| (23) | 209-02.05 | 12" TEMPORARY SLOPE DRAIN | L.F. | 11000 |
| (23) | 209-03.21 | Filter Sock (12 Inch) | L.F. | 775 |
| (23) | 209-05 | Sediment Removal | C.Y. | 1636 |
| (23) | 209-08.02 | Temporary Silt Fence (With Backing) | L.F. | 4483 |
| (23) | 209-08.03 | Temporary Silt Fence (Without Backing) | L.F. | 10893 |
| (23) | 209-08.07 | Rock Check Dam Per | EACH | 517 |
| (23) | 209-08.08 | Enhanced Rock Check Dam | EACH | 58 |
| (23) | 209-09.01 | SANDBAGS | BAG | 7450 |
| (23) | 209-09.03 | Sediment Filter Bag (15' x 15') | EACH | 2 |
| (23) | 209-09.41 | Curb Inlet Protection (Type 2) | EACH | 1 |
| (23) | 209-09.43 | Curb Inlet Protection (Type 4) | EACH | 231 |
| (23) | 209-10.01 | Temporary Dewatering Structure | C.Y. | 382 |
| (23) | 209-20.03 | POLYETHYLENE SHEETING (6 MIL. MINIMUM) | S.Y. | 250 |
| (23) | 209-40.33 | Catch Basin Protection (Type D) | EACH | 20 |
| (23) | 209-40.34 | Catch Basin Protrection (Type E) | EACH | 3 |
| (23) | 209-40.41 | Catch Basin Filter Assembly (Type 1) | EACH | 20 |
| (23) | 209-40.44 | Catch Basin Filter Assembly (Type 4) | EACH | 1 |
| (23) | 209-40.48 | Catch Basin Filter Assembly (Type 8) | EACH | 5 |
| (5) | 303-01 | Mineral Aggregrate, Type A Base, Grading D | TON | 61378 |
| (6)(23) | 303-10.01 | Mineral Aggregate (Size 57) | TON | 3627 |
| | 307-01.01 | ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A | TON | 201 |
| (7) | 307-01.08 | Asphalt Concrete Mix (PG64-22) (Grading) B-M2) | TON | 3156 |
| | 307-01.21 | ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S | TON | 10419 |
| | 307-02.01 | Asphalt Concrete Mix (PG70-22) (Grading A) | TON | 13519 |
| | 307-02.08 | Asphalt Concrete Mix (PG70-22) (Grading B-M2) | TON | 8856 |
| | 313-03 | TREATED PERMEABLE BASE | S.Y. | 1671 |
| | 402-01 | Bituminous Material for Prime Coat (PC) | TON | 136 |
| (8) | 402-02 | Aggregate for Cover Material (PC) | TON | 456 |
| (9) | 403-01 | Bituminous Material for Tack Coat (TC) | TON | 20 |
| (7) | 411-01.10 | ACS Mix (PG64-22) (Grading D) | TON | 1868 |
| (7) | 411-02.10 | ACS Mix (PG70-22) (Grading D) | TON | 5192 |
| | 501-01.03 | PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10" | S.Y. | 1671 |
| (31) | 602-01 | STRUCTURAL STEEL | LB. | 64.45 |
| (31) | 604-01.01 | CLASS A CONCRETE (ROADWAY) | C.Y. | 0.62 |
| | 604-01.20 | Box Tube Safety Rail | L.F. | 353 |
| (10) | 604-02.41 | ENERGY DISSIPATER (USBR TY VI - 24", W = 5') | EACH | 2 |
| (10) | 604-02.42 | ENERGY DISSIPATER (USBR TY VI - 30", W =5') | EACH | 1 |
| (10) | 604-02.44 | ENERGY DISSIPATER (USBR TY VI - 30", W = 7') | EACH | 2 |
| (11) | 604-07.01 | Retaining Wall #1 (Sta. 253+00 - Sta. 255+00 LT) | S.F. | 1427 |
| (11) | 604-07.02 | Retaining Wall #2 (Glenwood Sta. 48+00 - Sta. 48+85 LT) | S.F. | 982 |
| (11) | 604-07.03 | Retaining Wall #3A (Sta 287+50 to Sta 291+50 RT) | S.F. | 4601 |
| (11) | 604-07.04 | Retaining Wall #3B (Sta 291+50 to Sta 292+00 RT) | SF | 512 |
| (11) | 604-07.05 | Retaining Wall #6 (Harbor Chapel 50+75 to 278+75 RT) | S.F. | 5377 |
| (11) | 604-07.06 | Retaining Wall #13 (Sta. 282+25 to Sta. 286+75 LT) | S.F. | 2945 |
| (11) | 604-07.07 | Retaining Wall #14 (Sta 291+00 to Sta 297+00 LT) | S.F. | 10382 |
| (11) | 604-07.08 | Retaining Wall (Ramp C) | S.F. | 1360 |
| (12) | 607-03.02 | 18" Concrete Pipe Culvert (Class III) | L.F. | 7388 |
| (12) | 607-03.04 | 18" CONCRETE PIPE CULVERT (CLASS V) | L.F. | 27 |

## ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 82S126-F3-002 |
|---|---|---|---|---|
| (12) | 607-05.02 | 24" Concrete Pipe Culvert (Class III) | L.F. | 2640 |
| (12) | 607-06.02 | 30" Concrete Pipe Culvert (Class III) | L.F. | 1396 |
| (12) | 607-06.04 | 30" CONCRETE PIPE CULVERT (CLASS V) | L.F. | 154 |
| (12) | 607-07.02 | 36" Concrete Pipe Culvert (Class III) | L.F. | 912 |
| (12) | 607-08.02 | 42" Concrete Pipe Culvert (Class III) | L.F. | 429 |
| (12) | 607-09.02 | 48" Concrete Pipe Culvert (Class III) | L.F. | 626 |
| (12) | 607-11.03 | 60" CONCRETE PIPE CULVERT (CLASS III) | L.F. | 466 |
| (12) | 607-37.02 | 18" Corrugated Metal Pipe Culvert | L.F. | 16 |
| (12) | 607-39.02 | 18" Pipe Culvert (Side Drain) | L.F. | 523 |
| (12) | 607-39.03 | 24" Pipe Culvert (Side Drain) | LF | 202 |
| (12) | 607-39.09 | 60" Pipe Culvert (Side Drain) | L.F. | 81 |
| | 607-45.02 | 18" Slotted Drain Pipe | L.F. | 40 |
| | 611-01.02 | Manholes, >4' - 8' Depth | EACH | 2 |
| | 611-01.03 | Manholes, >8' - 12' Depth | EACH | 3 |
| | 611-01.04 | MANHOLES, > 12' - 16' DEPTH | EACH | 1 |
| | 611-01.05 | Manholes, >16' - 20' Depth | EACH | 1 |
| | 611-01.06 | Manholes, >20' - 24' Depth | EACH | 1 |
| | 611-01.07 | Manholes, >24' - 28' Depth | EACH | 2 |
| | 611-02.11 | Junction Box, Type 2 | EACH | 1 |
| | 611-07.01 | Class A Concrete (Pipe Endwalls) | CY | 139 |
| | 611-07.02 | Steel Bar Reinforcement (Pipe Endwalls) | LB | 6353 |
| | 611-07.03 | Structural Steel (Pipe Endwalls) | LB | 728 |
| | 611-07.31 | 18IN ENDWALL (SIDE DRAIN) | EACH | 2 |
| | 611-07.54 | 18IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 16 |
| | 611-07.57 | 24IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 1 |
| | 611-07.60 | 30IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 1 |
| | 611-07.63 | 36IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 1 |
| | 611-07.64 | 36IN ENDWALL (CROSS DRAIN) 4:1 | EACH | 2 |
| | 611-07.66 | 42IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 1 |
| | 611-07.69 | 48IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 2 |
| | 611-12.01 | Catch Basins, Type 12, 0' - 4' Depth | EACH | 16 |
| | 611-12.02 | Catch Basins, Type 12, >4' - 8' Depth | EACH | 55 |
| | 611-12.03 | Catch Basins, Type 12, >8' - 12' Depth | EACH | 18 |
| | 611-12.04 | CATCH BASINS, TYPE 12, > 12' - 16' DEPTH | EACH | 8 |
| | 611-12.05 | Catch Basins, Type 12, >16' - 20' Depth | EACH | 1 |
| | 611-12.06 | CATCH BASINS, TYPE 12, > 20' - 24' DEPTH | EACH | 1 |
| | 611-13.02 | Catch Basins, Type 13, >4' - 8' Depth | EACH | 1 |
| | 611-13.04 | Catch Basins, Type 13, >12' - 16' Depth | EACH | 1 |
| | 611-14.01 | CATCH BASINS, TYPE 14, 0' - 4' DEPTH | EACH | 2 |
| | 611-14.02 | Catch Basins, Type 14, >4' - 8' Depth | EACH | 20 |
| | 611-14.03 | Catch Basins, Type 14, >8' - 12' Depth | EACH | 6 |
| | 611-14.04 | Catch Basins, Type 14, >12' - 16' Depth | EACH | 3 |
| | 611-16.02 | Catch Basins, Type 16, >4' - 8' Depth | EACH | 3 |
| | 611-25.02 | Catch Basins, Type 25, >4' - 8' Depth | EACH | 2 |
| | 611-26.02 | Catch Basins, Type 26, >4' - 8' Depth | EACH | 5 |
| | 611-27.02 | Catch Basins, Type 27, >4' - 8' Depth | EACH | 1 |
| | 611-27.04 | Catch Basins, Type 27, >12' - 16' Depth | EACH | 1 |
| | 611-28.02 | Catch Basins, Type 28, >4' - 8' Depth | EACH | 6 |
| | 611-28.04 | Catch Basins, Type 28, >12' - 16' Depth | EACH | 1 |
| | 611-28.06 | Catch Basins, Type 28, >20' - 24' Depth | EACH | 1 |
| | 611-28.08 | CATCH BASINS, TYPE 28, >( ' 28 ' DEPTH) | EACH | 1 |
| | 611-29.02 | Catch Basins, Type 29, >4' - 8' Depth | EACH | 1 |
| | 611-39.02 | Catch Basins, Type 39, >4' - 8' Depth | EACH | 1 |
| | 611-41.01 | Catch Basins, Type 41, >0' - 4' Depth | EACH | 1 |
| | 611-41.02 | CATCH BASINS, TYPE 41, > 4' - 8' DEPTH | EACH | 1 |
| | 611-42.01 | Catch Basins, Type 42, >0' - 4' Depth | EACH | 18 |
| | 611-42.02 | Catch Basins, Type 42, >4' - 8' Depth | EACH | 17 |
| | 611-42.03 | Catch Basins, Type 42, >8' - 12' Depth | EACH | 2 |
| | 611-42.04 | Catch Basins, Type 42, >12' - 16' Depth | EACH | 1 |
| | 611-43.01 | Catch Basins, Type 43, 0' - 4' Depth | EACH | 2 |
| | 611-43.02 | Catch Basins, Type 43, >4 - 8' Depth | EACH | 7 |

SEE SHEETS 2-2 FOR FOOTNOTES

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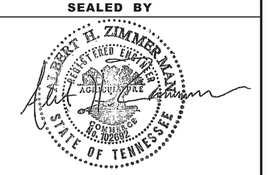


9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

10/1/2025 11:02:56 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalPS&EPackage-LettingRev-10-01-25\Rev sheets after 9-29\002.dgn

# ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 82S126-F3-002 |
|---|---|---|---|---|
| | 611-43.03 | Catch Basins, Type 43, >8' - 12' Depth | EACH | 1 |
| | 611-44.02 | Catch Basins, Type 44, >4' - 8' Depth | EACH | 2 |
| | 611-44.03 | CATCH BASINS, TYPE 44, > 8' - 12' DEPTH | EACH | 1 |
| | 611-45.02 | Catch Basins, Type 45, >4' - 8' Depth | EACH | 1 |
| | 611-90.01 | CATCH BASINS, (TYPE >4'-8'DEPTH) | EACH | 1 |
| | 620-05.01 | CONC PARAPET SINGLE SLOPE (STD-1-1SS) | L.F. | 450 |
| (23) | 621-03.03 | 24" TEMPORARY DRAINAGE PIPE | L.F. | 70 |
| (23) | 621-03.05 | 36" TEMPORARY DRAINAGE PIPE | L.F. | 72 |
| (13) | 622-02.01 | STEEL MESH & PLATES | S.F. | 124 |
| | 701-01.01 | Concrete Sidewalk (4") | S.F. | 77943 |
| | 701-02 | Concrete Driveway | S.F. | 16028 |
| | 701-02.03 | Concrete Curb Ramp | S.F. | 3769 |
| | 702-01.02 | Concrete Curb | L.F. | 10350 |
| | 702-03 | Concrete Combined Curb and Gutter | L.F. | 24002 |
| | 703-01 | PORTLAND CEMENT CONCRETE DITCH PAVING | C.Y. | 32.2 |
| | 705-02.02 | Single Guardrail (Type 2) | L.F. | 5300 |
| | 705-04.10 | EARTH PAD FOR GUARD RAIL END TREATMENT | EACH | 6 |
| | 705-06.01 | W BEAM GR (TYPE 2) MASH TL3 | L.F. | 175 |
| | 705-06.10 | GR Terminaltrailing End (Type 13) Mash TI-3 | EACH | 11 |
| | 705-06.11 | GR TERMINAL (IN-INLINE) MASH TL3 | EACH | 4 |
| | 705-06.30 | GR Terminal (Energy Absorbing) Mash TL2 | EACH | 6 |
| | 705-08.13 | Permanent Impact Attenuator NCHRP350 TL-3 | EACH | 2 |
| | 706-01 | GUARDRAIL REMOVED | L.F. | 4119 |
| | 706-06.03 | RADIUS RAIL | L.F. | 4 |
| | 706-10.26 | ROUNDED END ELEMENT | EACH | 4 |
| (23) | 707-08.11 | HIGH-VISIBILITY CONSTRUCTION FENCE | L.F. | 750 |
| | 708-02.01 | MARKERS (CONCRETE R.O.W. POSTS) | EACH | 227 |
| (23) | 709-05.05 | MACHINED RIP-RAP (CLASS A-3) | TON | 10 |
| (14)(23) | 709-05.06 | Machined Rip-Rap (Class A-1) | TON | 1402 |
| | 709-05.07 | Machined Rip-Rap (Class A-2) | TON | 579 |
| | 709-05.08 | MACHINED RIP-RAP (CLASS B) | TON | 3758 |
| | 709-05.09 | MACHINED RIP-RAP (CLASS C) | TON | 8010 |
| | 710-02 | Aggregate Underdrains (With Pipe) | L.F. | 19353 |
| | 710-05 | Lateral Underdrain | L.F. | 354 |
| | 710-06.11 | Lateral Underdrain Endwall (2:1) | EACH | 2 |
| | 710-06.12 | Lateral Underdrain Endwall (3:1) | EACH | 8 |
| | 710-06.13 | Lateral Underdrain Endwall (4:1) | EACH | 2 |
| | 710-06.14 | Lateral Underdrain Endwall (5:1) | EACH | 1 |
| | 710-06.15 | Lateral Underdrain Endwall (6:1) | EACH | 1 |
| | 712-01 | Traffic Control | LS | 1 |
| (15) | 712-04.01 | Flexible Drums (Channelizing) | EACH | 273 |
| (17) | 712-06 | Signs (Construction) | S.F. | 944 |
| | 712-07.02 | TEMPORARY BARRICADES (TYPE II) | L.F. | 75 |
| | 712-07.03 | Temporary Barricades (Type III) | L.F. | 994 |
| | 712-08.03 | Arrow Board (Type C) | EACH | 4 |
| (18) | 712-09.05 | Removable Pavement Marking (Arrow) | EACH | 131 |
| | 713-02.21 | SIGN POST DELINEATION ENHANCEMENT | L.F. | 10 |
| | 713-11.01 | "U" SECTION STEEL POSTS | LB. | 270 |
| | 713-11.02 | Perforated/Knockout Square Tube Post | LB. | 2745 |
| | 713-11.22 | U POST SLIP BASE | EACH | 2 |
| | 713-13.01 | FLAT SHEET ALUMINUM SIGNS (0.064" THICK) | S.F. | 1270.5 |
| (19) | 713-15 | REMOVAL OF SIGNS, POSTS AND FOOTINGS | LS | 1 |
| | 713-15.07 | SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK) | EACH | 6 |
| | 713-16.01 | Changeable Message Sign Unit | EACH | 2 |
| | 714-09.46 | LED Luminaires | EACH | 4 |
| | 716-02.04 | PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING) | S.Y. | 6641 |
| | 716-02.11 | Plastic Pavement Marking (6" Dotted Line) | L.F. | 957 |
| | 716-03.01 | PLASTIC WORD PAVEMENT MARKING (ONLY) | EACH | 4 |
| | 716-04.15 | Plastic Pavement Marking - Bike Symbol/Arrow Shared) | EACH | 34 |
| (18) | 716-05.01 | Painted Pavement Marking (4" Line) | L.M. | 16.7 |
| | 716-05.03 | Painted Pavement Marking (Cross-Walk) | L.F. | 638 |

# ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 82S126-F3-002 |
|---|---|---|---|---|
| | 716-05.05 | Painted Pavement Marking (Stop Line) | L.F. | 700 |
| | 716-05.06 | Painted Pavement Marking (Turn-Lane Arrow) | EACH | 50 |
| | 716-05.09 | Painted Pavement Marking (4" Straight-Turn Arrow) | EACH | 5 |
| | 716-05.11 | PAINTED PAVEMENT MARKING(STRAIGHT ARROW) | EACH | 2 |
| | 716-05.21 | PAINTED PAVEMENT MARKING(4"DOTTED LINE) | L.F. | 429 |
| (20) | 716-08.01 | REMOVAL OF PAVEMENT MARKING (LINE) | L.F. | 6363 |
| | 716-08.04 | REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING) | S.Y. | 593 |
| | 716-08.05 | REMOVAL OF PAVEMENT MARKING (STOP LINE) | L.F. | 34 |
| | 716-08.06 | REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW) | EACH | 4 |
| (29) | 716-12.02 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 11.2 |
| | 717-01 | MOBILIZATION | LS | 1 |
| (22) | 730-40 | TEMPORARY TRAFFIC SIGNAL SYSTEM | EACH | 2 |
| (23)(32) | 740-10.03 | Geotextile (Type III) (Erosion Control) | S.Y. | 13994 |
| (23)(40) | 740-10.04 | Geotextile (Type IV) (Stabilization) | S.Y. | 40626 |
| (23) | 740-11.02 | Temporary Sediment Tube 12IN | L.F. | 775 |
| (33) | 797-05.01 | 8IN DIP GRAVITY SEWER 0FT-6FT DEPTH | LF | 225 |
| (33) | 797-05.02 | 8IN DIP GRAVITY SEWER 6FT-12FT DEPTH | LF | 293 |
| (34) | 797-07.02 | 48IN MANHOLE 4FT-6FT DEPTH | EACH | 2 |
| (34) | 797-07.03 | 48IN MANHOLE 6FT-8FT DEPTH | EACH | 2 |
| (34) | 797-07.05 | 48IN MANHOLE 10FT-12FT DEPTH | EACH | 1 |
| (35) | 797-07.75 | TRAFFIC RATED FRAMES AND COVERS | EACH | 4 |
| (33) | 797-08.05 | 6IN PVC PIPE FOR SERVICE LATERAL | LF | 145 |
| (36) | 797-08.08 | 6IN CLEANOUT ASSEMBLY | EACH | 2 |
| (37) | 797-10.06 | CONNECT 6IN LATERAL TO SEWER LINE | EACH | 2 |
| (38) | 797-10.34 | REMOVE EXISTING PUMP STATION | LS | 1 |
| (39) | 797-11.38 | BY-PASS PUMPING | LS | 1 |
| (23)(24) | 801-01 | Seeding (With Mulch) | UNIT | 945 |
| (23) | 801-01.07 | TEMPORARY SEEDING (WITH MULCH) | UNIT | 500 |
| (23)(25) | 801-01.38 | NATVE SEED MX FINAL STABLIZATN OF SLOPES | UNIT | 48 |
| (23)(24) | 801-02 | Seeding (Without Mulch) | UNIT | 1421 |
| (30) | 801-03 | Water (Seeding and Sodding) | M.G. | 242 |
| (23) | 801-07 | SEED (SUPPLEMENTAL APPLICATION) | LB. | 2931 |
| (24) | 803-01 | Sodding (New Sod) | S.Y. | 2424 |
| | 805-01.02 | TURF REINFORCEMENT MAT (CLASS II) | S.Y. | 5675 |
| (23)(27) | 805-12.02 | Erosion Control Blanket (Type II) | S.Y. | 70322 |
| (28) | 806-02.03 | Project Mowing | CYCL | 4 |
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2-1 |
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09-26-25:

DELETED ITEM NOS.795-00.00, 801-02.01 & 801-07.01.

REVISED QUANTITIES FOR ITEM NOS. 801-02, 801-07, 710-02, 710-05 & 805-12.02

ADDED FOOTNOTES 33 THRU 39 & ITEM SERIES NOS. 797-XX.XX FOR SANITARY SEWER ITEMS

ADDED FOOTNOTE 40 FOR ITEM NO. 740-10.04

REVISED UTILITY QUANTITIES:
-DELETED ITEM NO. 797-40.01
-REVISED ITEM NOS. 797-05.01, 797-07.02 & 797-07.03
-ADDED ITEM NOS. 797-05.02 & 797-07.05

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9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

SEE SHEET 2-2 FOR FOOTNOTES

10/1/2025 11:21:58 AM
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# FOOTNOTES

(1) THIS INCLUDES, BUT IS NOT LIMITED TO CATCH BASINS, MANHOLES, JUNCTION BOXES AND ANY ITEMS RELATED TO STORM STRUCTURES. ALSO INCLUDES THE REMOVAL OF 2030 L.F. OF WROUGHT IRON & BRICK FENCING: SR126 LT. STA. 216+17 TO 218+83 AND OREBANK RD RT. STA. 44+44 TO 50+00. BID PRICES INCLUDE ALL SALVAGE VALUE OF MATERIAL. SALVAGED ITEMS SHALL BECOME PROPERTY OF THE CONTRACTOR.

(2) SEE GRADING SPECIAL NOTES ON SHEET 2D & ESTIMATED GRADING QUANTITIES ON SHEET 2F

(3) INCLUDES 242 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL

(4) FOR THE BACKFILLING AND ABANDONMENT OF EXISTING PIPES AND INLETS.

(5) INCLUDES 400 TONS FOR MAINTENANCE OF TRAFFIC AND 1060 TONS FOR WEDGE STONE

(6) FOR RETAINING WALL 14. INCLUDES 360 TONS FOR CULVERT PROTECTION TYPE 1 (SEE EROSION CONTROL PLANS).

(7) THE CONTRACTOR HAS THE OPTION OF USING THE PERFORMANCE GRADE MIX OR REGULAR ASPHALT ON THE PAVING OF DRIVEWAYS AND BUSINESS ENTRANCES.

(8) ITEM TO BE USED AS DIRECTED BY THE ENGINEER.

(9) APPLY AT RATE OF 0.05-0.10 GAL/SY.

(10) SEE TABULATED QUANTITIES FOR DIMENSIONS. (SHEET 2G1)

(11) ALL COST OF BUILDING AND INSTALLING THE RETAINING WALL, INCLUDING FOUNDATION PREPARATION, BACKFILLING, AND EXCAVATION, SHALL BE INCLUDED IN THE SQUARE FOOTAGE COST OF THE RETAINING WALL. QUANTITIES FOR FOUNDATION PREPARATION, BACKFILL, AND EXCAVATION ARE REFLECTED IN THE END AREA CALCULATIONS ON CROSS SECTIONS AND IN GRADING QUANTITY ROADWAY ITEM 203-01, ROAD AND DRAINAGE EXCAVATION (C.Y.). FOR FURTHER INFORMATON ON RETAINING WALLS AND QUANTITIES, SEE SHEET (R1-R27).

(12) THE BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT

(13) SEE EPSC SHEET NO. 115L & 115R FOR LOCATION OF STEEL PLATES.

(14) INCLUDES 131.5 TONS FOR OUTLET PROTECTION (SEE TAB. QUANTITIES). INCLUDES 515.4 TONS FOR RIP RAP BASINS (SEE TAB. QUANTITIES). INCLUDES 528 TONS FOR EPSC QUANTITES (SEE SHEET 114).

(15) TO BE INCREASED AND DECREASED AS DIRECTED BY TDOT SUPERVISOR.

(16) NOT USED

(17) SEE SHEETS NO. T3-T38 FOR CONSTRUCTION SIGN LOCATIONS.

(18) TO BE USED FOR TEMPORARY PAVEMENT MARKING.

(19) INCLUDES THE REMOVAL OF ANY SIGNS WITHIN THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER.

(20) ANY DAMAGE TO THE PAVEMENT SURFACE CAUSED BY PAVEMENT MARKING REMOVAL SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE BY METHODS AND MATERIALS ACCEPTABLE TO THE TDOT SUPERVISOR. THE END RESULT OF THE REMOVAL SHALL NOT CAUSE A CONDITION THAT APPEARS TO BE A LINE THAT CONFLICTS WITH THE CURRENT MARKINGS.

(21) NOT USED

(22) CONTRACTOR SHALL SUBMIT TEMPORARY SIGNAL PLANS TO TDOT FOR APPROVAL FOR THE INTERSECTIONS OF EAST CENTER STREET AND HARBOR CHAPEL ROAD.

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

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

(26) NOT USED

(27) MONOFILAMENT EROSION CONTROL BLANKETS MAY NOT BE USED WITHIN 30 FEET OF TOP OF BANK.

(28) ITEM INCLUDES LITTER AND TRASH REMOVAL. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF ITEM NO. 806-02.03, PROJECT MOWING, CYCL.

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

(30) INCLUDES 242 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL

(31) USED IN SPECIAL CASE GUARDRAIL FOOTING FOR UTILITY CONFLICTS

(32) QUANTITY COMES FROM THE FOLLOWING: 3513 EPSC (CULVERT PROTECTION TYPE 1), 1176 OUTLET PROTECTION, 442 RIP-RAP BASIN, 7661 DITCH LINING & 1536 RELOC.CHANNEL STR-02.

(33) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE EXCAVATION INCLUDING BUT NOT LIMITED TO BEDDING, BACKFILLING, THRUST BLOCKING, CONCRETE ANCHORS, PIPE FUSION, APPURTENANCES, FLOWABLE FILL, MAINTAINING THE TRENCH, TESTING, CHECK DAMS, AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE FOR GRAVITY SEWER LINES AS SPECIFIED ON THE PLANS. DUCTILE IRON PIPE GRAVITY SEWER LINES SHALL BE EPOXY LINED.

(34) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR INSTALLATION OF PRECAST MANHOLE BOTH PREFORMED BASE OR OPEN BOTTOM (DOGHOUSE), INCLUDING BUT NOT LIMITED TO VENT ASSEMBLY (WHERE REQUIRED), CRUSHED STONE, PIPE TO MANHOLE CONNECTORS, EXCAVATION BACKFILL, BUTYL RESIN GASKET, MANHOLE STEPS, ASPHALTIC WATERPROOFING, FRAME AND COVER, AND TRAFFIC CONTROL.

(35) INCLUDES ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED FOR INSTALLATION FO TRAFFIC-RATED FRAMES AND COVERS, INCLUDING BUT NOT LIMITED TO REMOVAL AND DISPOSAL OF EXISTING FRAMES AND COVERS, NECESSARY ADJUSTMENTS, GROUTING, BACKFILL, COMPACTION, AND SURFACE RESTORATION IN ACCORDANCE WITH THE PLANS.

(36) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT, INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR INSTALLATION OF ASSEMBLIES AS DESCRIBED AND DETAILED IN THE PLANS AND SPECS.

(37) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR CONNECTING TO AN EXISTING SEWER LINE, PUMP STATION, OR MANHOLE AS SPECIFIED ON PLANS, INCLUDING TRAFFIC CONTROL.

(38) INCLUDES ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED TO RETIRE AN EXISTING PUMP STATION IN PLACE, INCLUDING BUT NOT LIMITED TO REMOVAL AND DISPOSAL OF PUMPS, EQUIPMENT, PIPING, ELECTRICAL COMPONENTS, CAPPING OR PLUGGING EXISTING LINES, GROUTING, FILLING STRUCTURES AS REQUIRED, SITE GRADING, BACKFILL, COMPACTION, AND SURFACE RESTORATION IN ACCORDANCE WITH THE PLANS.

(39) INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT, TRAFFIC CONTROL, PLUGGINS OF LINES, AND ALL INCIDENTALS FOR A COMPLETE FUNCTIONAL BYPASS PUMPING SYSTEM.

(40) SEE GEOTECHNICAL PLANS FOR MORE INFORMATION.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2-2 |
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09-26-25:

ADDED FOOTNOTES 33 THRU 39 FOR SANITARY SEWER ITEMS

ADDED FOOTNOTE 40 FOR FOR GEOTECHNICAL ITEMS

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9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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# ESTIMATED TRAFFIC SIGNAL QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 82S126-F3-002 |
|---|---|---|---|---|
| | 713-14.21 | STREET NAME SIGN (RIGID 0.100IN THICK | S.F. | 271 |
| | 725-03.99 | VIDEO DETECTION CABLE | L.F. | 4550 |
| | 730-01.02 | REMOVAL OF SIGNAL EQUIPMENT | EACH | 4 |
| (5) | 730-02.08 | SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED) | EACH | 1 |
| (5) | 730-02.09 | SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE) | EACH | 30 |
| (5) | 730-02.30 | SIGNAL HEAD ASSEMBLY (140 A4F WITH BACKPLATE) | EACH | 8 |
| | 730-03.21 | INSTALL PULL BOX (TYPE B) | EACH | 43 |
| | 730-05.01 | ELECTRICAL SERVICE CONNECTION | EACH | 6 |
| | 730-08.01 | SIGNAL CABLE - 3 CONDUCTOR | L.F. | 4600 |
| | 730-08.02 | SIGNAL CABLE - 5 CONDUCTOR | L.F. | 6500 |
| | 730-08.03 | SIGNAL CABLE - 7 CONDUCTOR | L.F. | 5700 |
| | 730-08.04 | SIGNAL CABLE - 9 CONDUCTOR | L.F. | 150 |
| | 730-12.02 | CONDUIT 2" DIAMETER (PVC) | L.F. | 9938 |
| | 730-12.03 | CONDUIT 3" DIAMETER (PVC) | L.F. | 420 |
| | 730-12.23 | CONDUIT 2" DIAMETER (DIRECTIONAL BORE) | L.F. | 440 |
| | 730-12.24 | CONDUIT 3" DIAMETER (DIRECTIONAL BORE) | L.F. | 970 |
| (4)(5) | 730-13.02 | VEHICLE DETECTOR (VIDEO) | EACH | 22 |
| (5) | 730-15.07 | CABINET (PEDESTRIAN HYBRID BEACON) | EACH | 2 |
| (5) | 730-15.32 | CABINET (EIGHT PHASE BASE MOUNTED) | EACH | 4 |
| (2) | 730-16.04 | CONTROLLER (ATC) | EACH | 4 |
| (2) | 730-16.14 | CONTROLLER (PEDESTRIAN HYBRID BEACON) | EACH | 2 |
| (1)(5) | 730-23.31 | PEDESTAL POLE (DESCRIPTION) | EACH | 18 |
| (1)(5) | 730-23.80 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 40') | EACH | 1 |
| (1)(5) | 730-24.90 | CANTILEVER SIGNAL SUPPORT (2 @ 45' & 50') | EACH | 1 |
| (1)(5) | 730-24.91 | CANTILEVER SIGNAL SUPPORT (2 @ 45' & 55') | EACH | 1 |
| (1)(5) | 730-25.01 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 50') | EACH | 1 |
| (1)(5) | 730-25.07 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 55') | EACH | 1 |
| (1)(5) | 730-25.11 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 60') | EACH | 1 |
| (1)(5) | 730-25.13 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 65') | EACH | 3 |
| (1)(5) | 730-25.14 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 70') | EACH | 3 |
| (3)(5) | 730-26.02 | PEDESTRIAN PUSHBUTTON WITH 12" SIGN | EACH | 22 |
| (3)(5) | 730-26.05 | COUNTDOWN PEDESTRIAN SIGNAL | EACH | 22 |
| (3)(5) | 730-26.11 | COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN | EACH | 22 |
| | 730-35.06 | BATTERY BACK-UP AND POWER CONDITIONER | EACH | 4 |
| (5) | 730-50.25 | Pedestrian Hybrid Beacon Assembly | EACH | 4 |
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| | | INTERCONNECT LAYOUT QUANTITIES: | | |
| | 730-03.24 | INSTALL PULL BOX (FIBER OPTIC-TYPE B) | EACH | 16 |
| | 730-03.33 | FIBER OPTIC SPLICE FUSION | EACH | 165 |
| | 730-08.40 | INTERCONNECT CABLE - FIBER OPTIC (12 FIBER SINGLE-MODE) | L.F. | 7692 |
| | 730-08.41 | INTERCONNECT CABLE - FIBER OPTIC (6 FIBER DROP) | L.F. | 1126 |
| | 730-12.13 | CONDUIT 2" DIAMETER (JACK AND BORE) | L.F. | 526 |
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# FOOTNOTES

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRIES, AND TRAFFIC SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:

A. GALLOPING NO DESIGN NECESSARY. VIBRATION DAMPENERS SHALL BE USED ON ALL CANTILEVERED ARMS THAT ARE 50' OR LONGER.
B. VORTEX SHEDDING NOT APPLICABLE ON TRAFFIC SIGNAL SUPPORTS WITH A TAPER OF AT LEAST 0.14 IN/FT.
C. NATURAL WIND GUSTS THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.

THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE POLES WITH CURVED CANTILEVERED ARM(S) IN ACCORDANCE WITH METRO PUBLIC WORKS. FOR POLE AND ARM DETAILS, CONTACT MIKE HIRTZER AT 615-880-3261.

(2) The City of Kingsport requests the use of Econolite Controllers and Reno Malfunction Management Units (MMU) to assist the controller.

(3) The City of Kingsport requests the use of Accessible Pedestrian Signals (APS) System by Campbell.

(4) The City of Kingsport requests the use of Econolite Video for Traffic Signal Detection

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2-3 |
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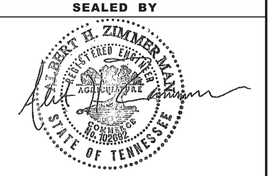
09-26-25:
DELETED ITEM NO. 713-15.07 FROM THE QUANTITIES.

SEALED BY



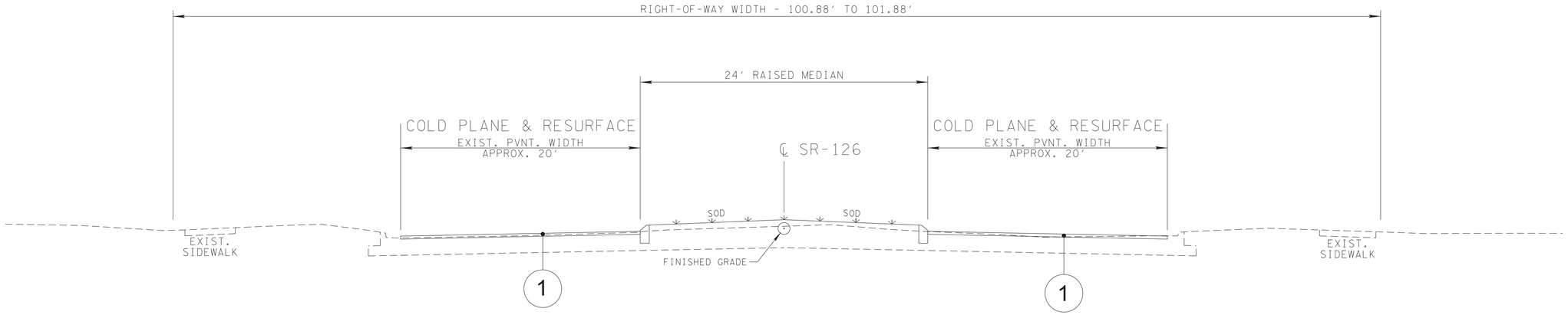

9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

9/29/2025 9:56:09 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalPS&EPackage-LettingRev-09-09-25\105467-03-DesignFiles-LettingRev-09-09-251002-3.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2 |
| | | | |
| PSE | 2025 | STP-126(25) | 2B |
| | | | |




TYPICAL SECTION

S.R. 126 STA. 196+00.00 TO STA. 196+90.00

**SEALED BY**



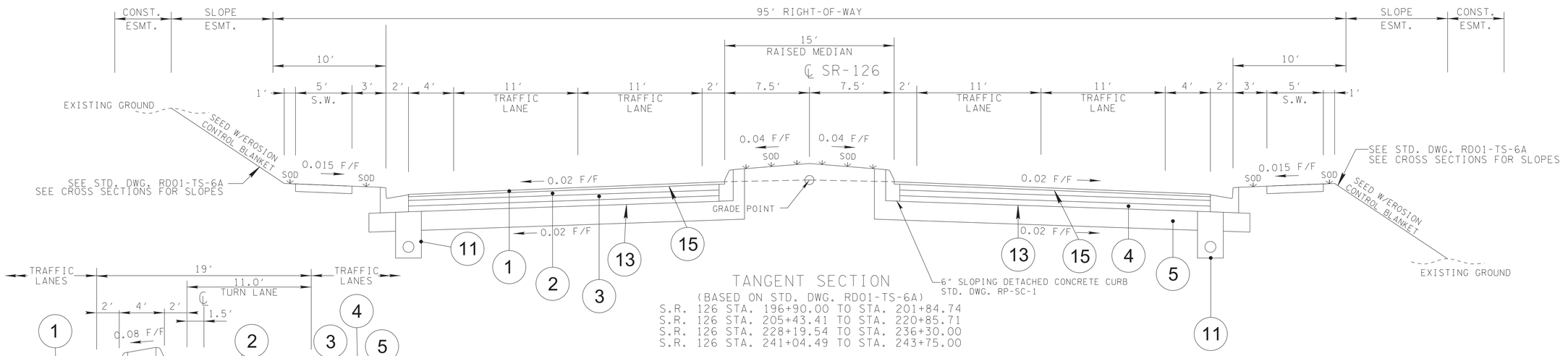

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

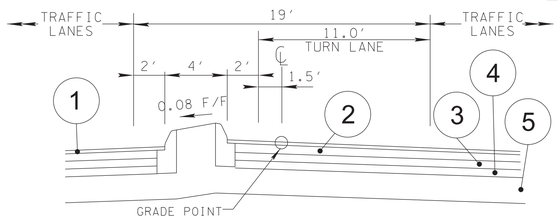
# TYPICAL SECTIONS

7/16/2025 6:27:01 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B.sht

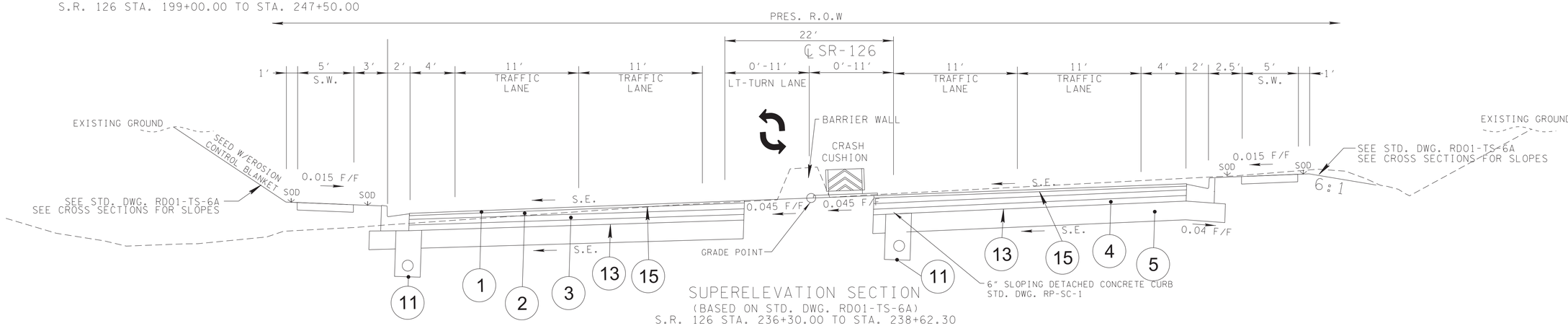
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2A |
| | | | |
| PSE | 2025 | STP-126(25) | 2B1 |
| | | | |



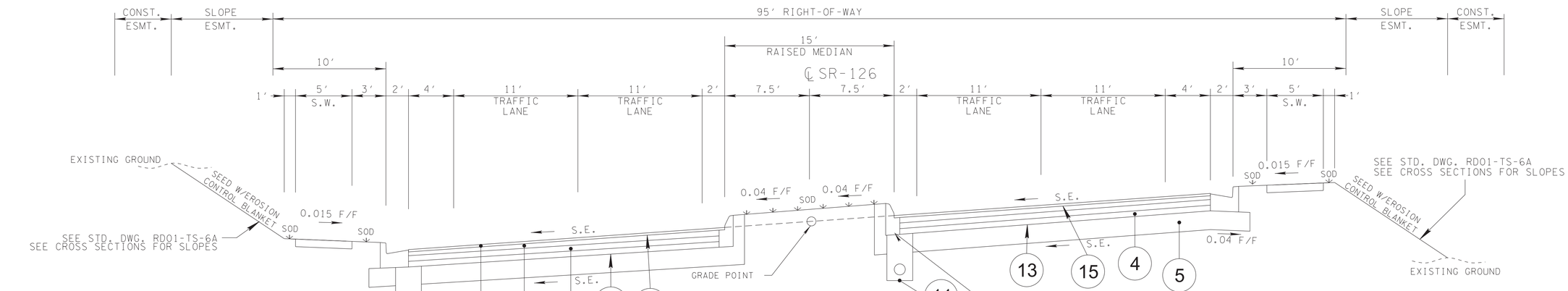

TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 196+90.00 TO STA. 201+84.74
S.R. 126 STA. 205+43.41 TO STA. 220+85.71
S.R. 126 STA. 228+19.54 TO STA. 236+30.00
S.R. 126 STA. 241+04.49 TO STA. 243+75.00




MEDIAN TURN LANE DETAIL
(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 199+00.00 TO STA. 247+50.00

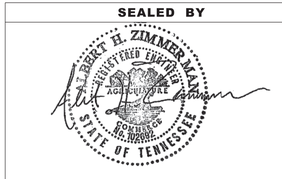



SUPERELEVATION SECTION
(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 236+30.00 TO STA. 238+62.30




SUPERELEVATION SECTION
(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 201+84.74 TO STA. 205+43.41
S.R. 126 STA. 220+85.71 TO STA. 228+19.54
S.R. 126 STA. 238+62.30 TO STA. 241+04.49

SEALED BY



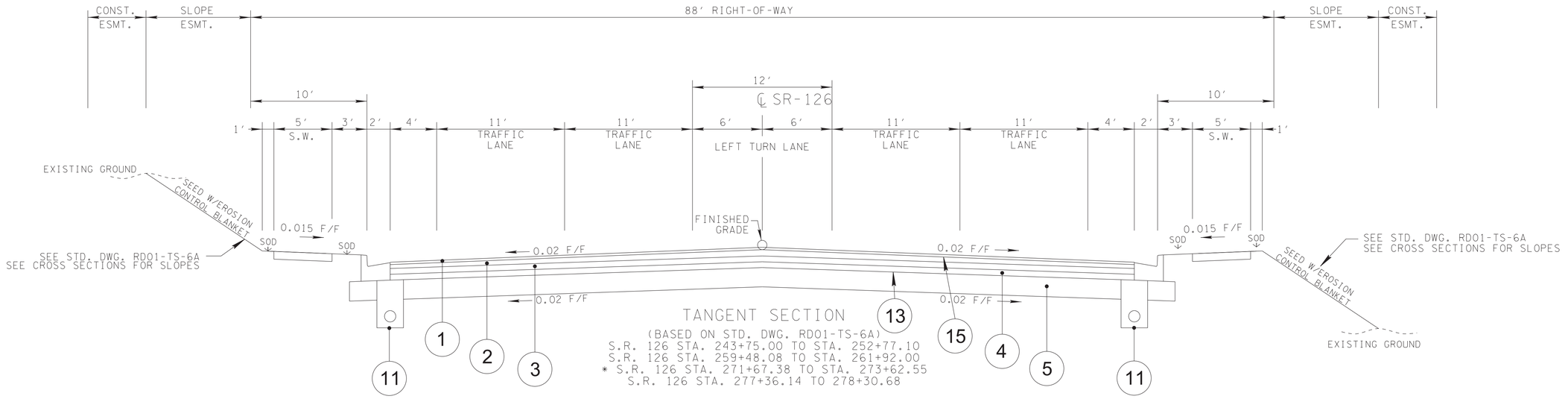

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TYPICAL SECTIONS

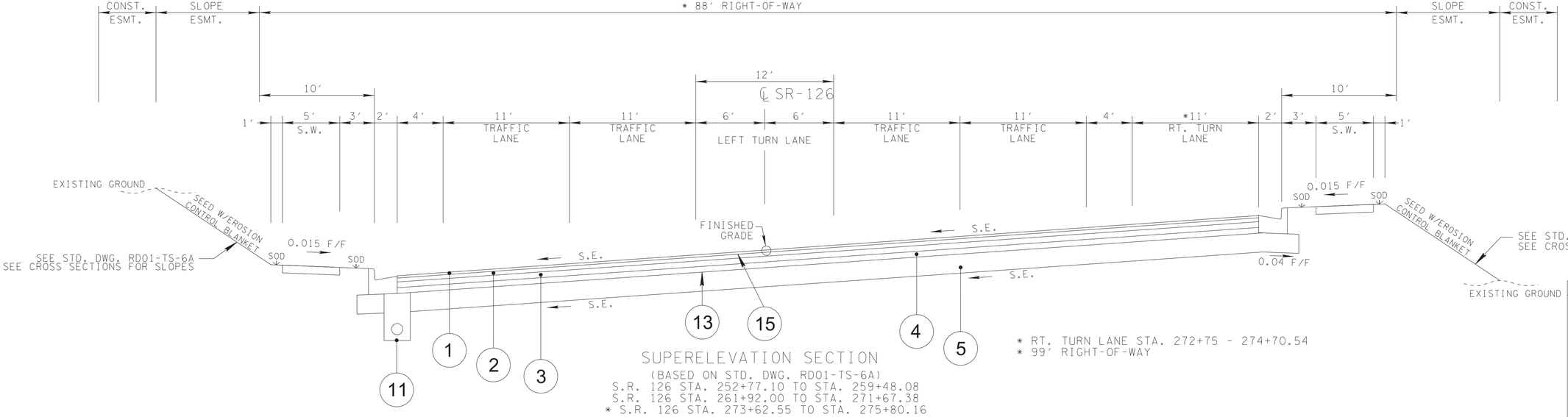
7/16/2025 6:27:18 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B1.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2B |
| | | | |
| PSE | 2025 | STP-126(25) | 2B2 |
| | | | |




## TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 243+75.00 TO STA. 252+77.10
S.R. 126 STA. 259+48.08 TO STA. 261+92.00
* S.R. 126 STA. 271+67.38 TO STA. 273+62.55
S.R. 126 STA. 277+36.14 TO 278+30.68




## SUPERELEVATION SECTION

(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 252+77.10 TO STA. 259+48.08
S.R. 126 STA. 261+92.00 TO STA. 271+67.38
* S.R. 126 STA. 273+62.55 TO STA. 275+80.16

* RT. TURN LANE STA. 272+75 - 274+70.54
* 99' RIGHT-OF-WAY

**SEALED BY**

ALBERT H. ZIMMERMAN III
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE

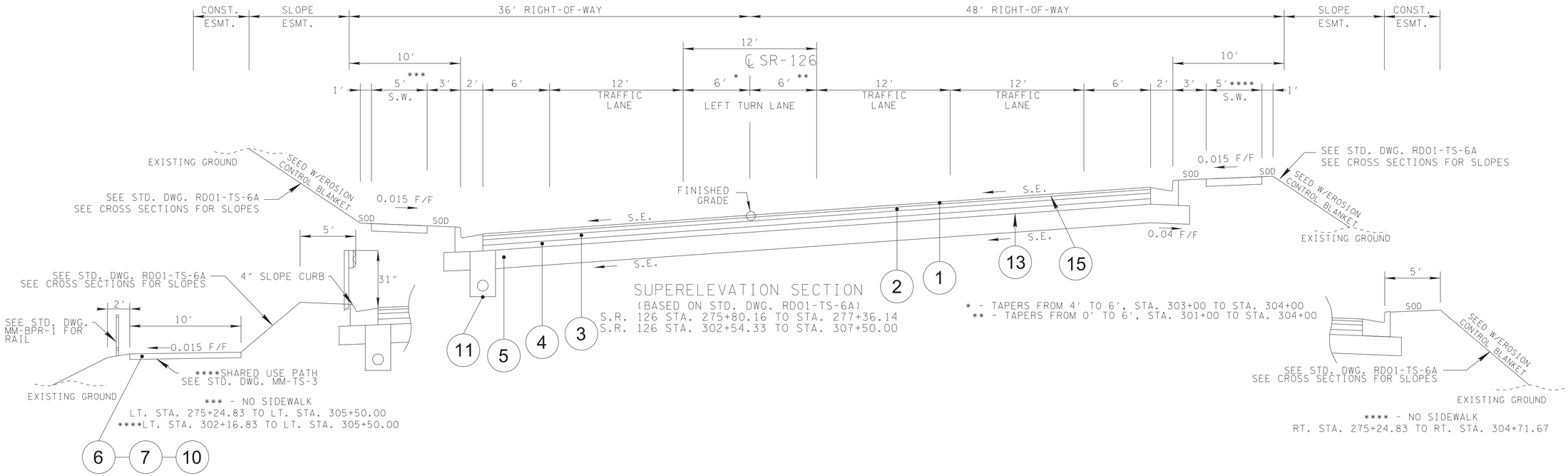
7-18-2025

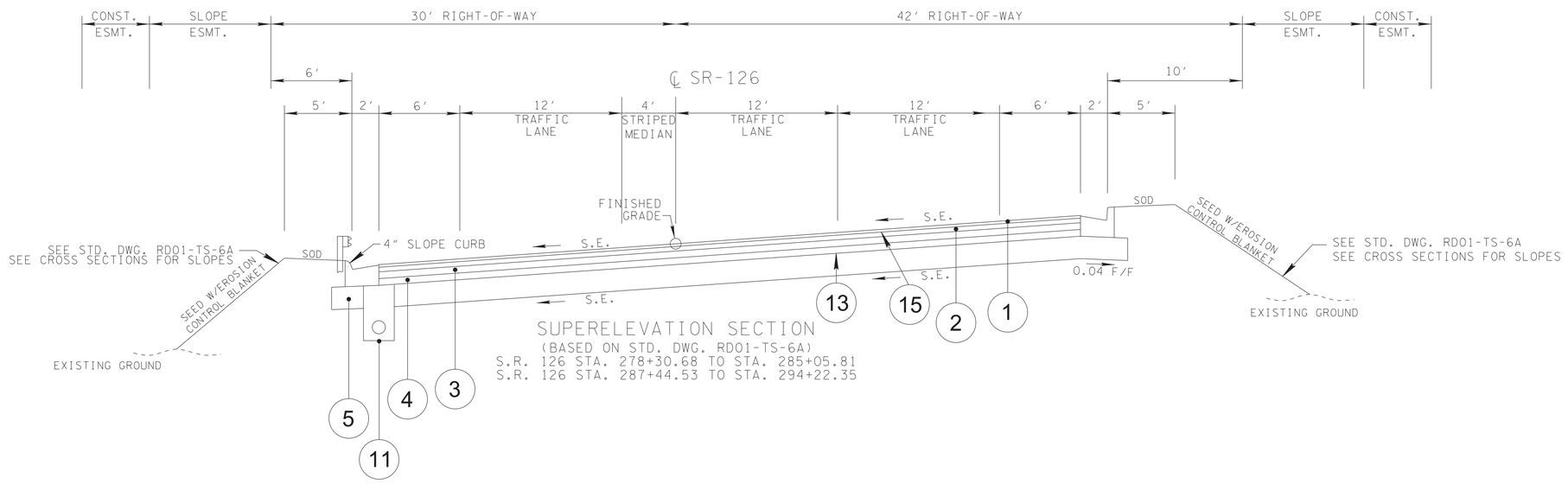
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TYPICAL SECTIONS

7/16/2025 6:30:04 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B2.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2C |
| | | | |
| PSE | 2025 | STP-126(25) | 2B3 |
| | | | |




**SEALED BY**




7-18-2025

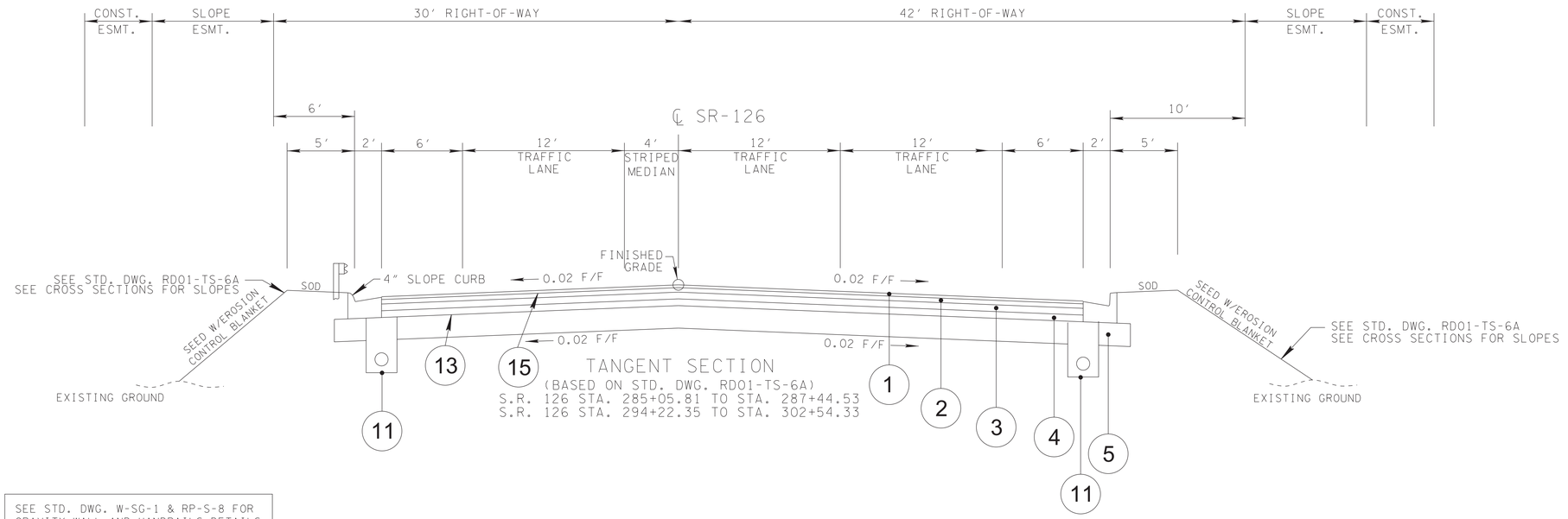
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TYPICAL SECTIONS

7/16/2025 6:30:07 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B3.sht

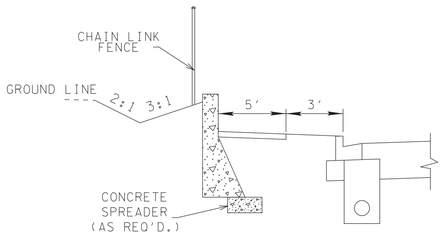
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2D |
| | | | |
| PSE | 2025 | STP-126(25) | 2B4 |
| | | | |

4-30-2021:
EXTENDED RETAINING WALL #4 TO STA. 325+00 RT.



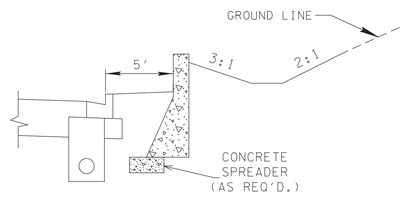

TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-6A)
S.R. 126 STA. 285+05.81 TO STA. 287+44.53
S.R. 126 STA. 294+22.35 TO STA. 302+54.33

SEE STD. DWG. W-SG-1 & RP-S-8 FOR GRAVITY WALL AND HANDRAILS DETAILS




RETAINING WALL DETAIL

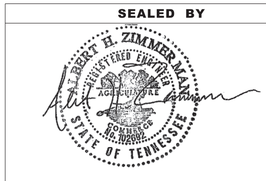
S.R. 126 LT. STA. 253+00 TO STA. 255+00 (WALL #1)




RETAINING WALL DETAIL

S.R. 126 RT. STA. 287+50 TO STA. 292+00 (WALL #3)

SEALED BY



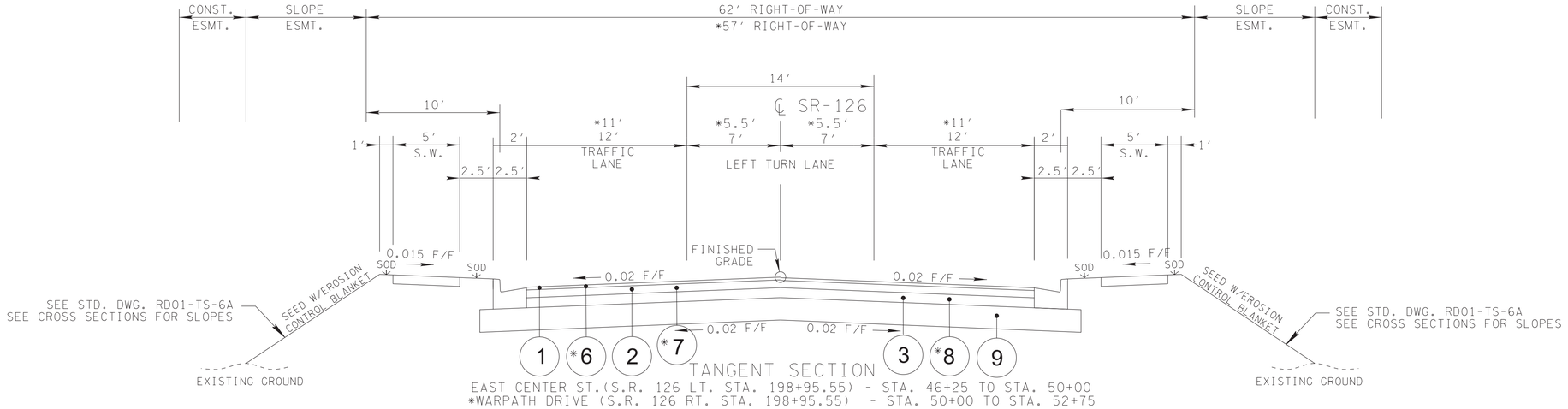

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TYPICAL SECTIONS

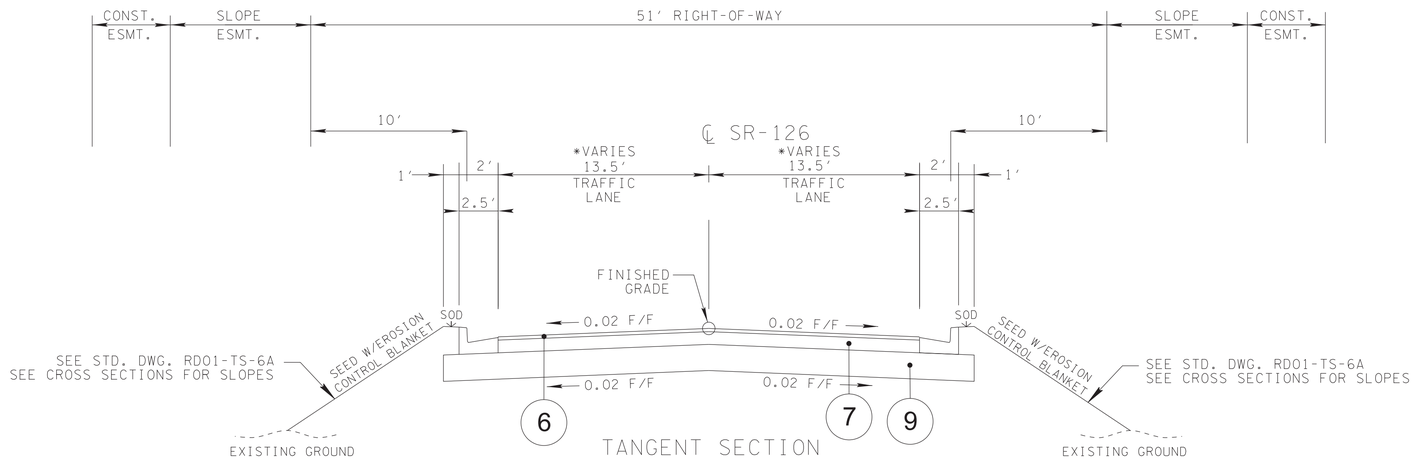
7/16/2025 6:30:10 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B4.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2H |
| | | | |
| PSE | 2025 | STP-126(25) | 2B5 |
| | | | |



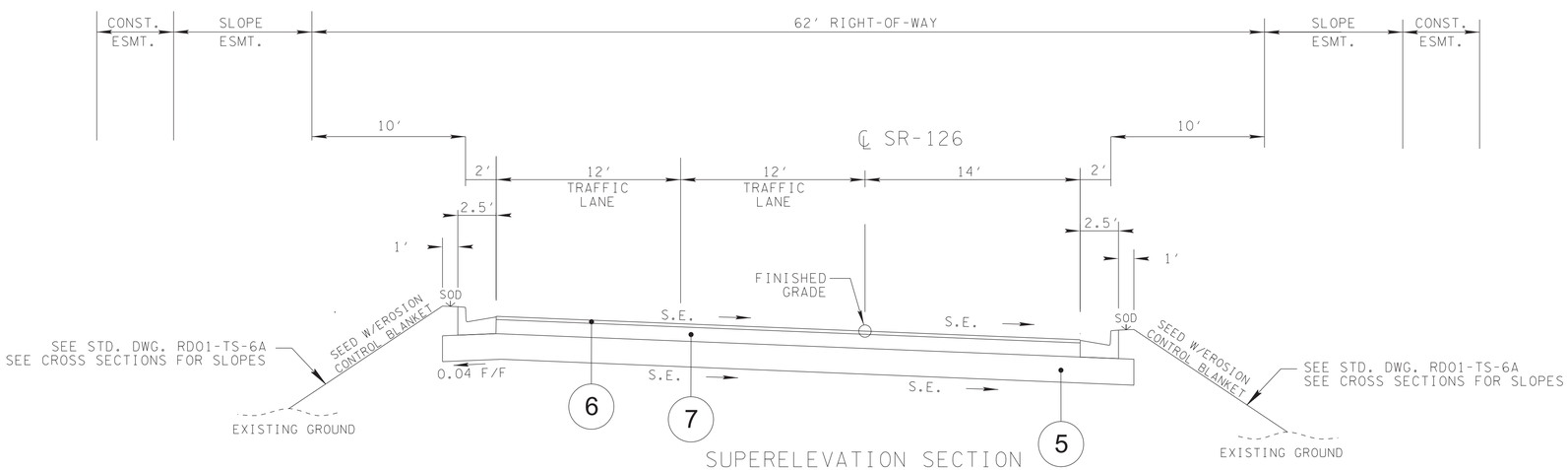

TANGENT SECTION

EAST CENTER ST.(S.R. 126 LT. STA. 198+95.55) - STA. 46+25 TO STA. 50+00
*WARPATH DRIVE (S.R. 126 RT. STA. 198+95.55) - STA. 50+00 TO STA. 52+75




TANGENT SECTION

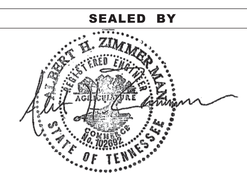
WOODSIDE DRIVE (S.R. 126 LT. STA. 212+43.12) - STA. 47+00 TO STA. 50+00
*MILTON COURT (S.R. 126 RT. STA. 248+88.97) - STA. 50+00 TO STA. 51+00
*MILLER ST. (CUL-DE-SAC) - STA. 148+60 TO STA. 150+00




SUPERELEVATION SECTION

HARBOR CHAPEL ROAD (S.R. 126 RT. STA. 275+24.83)- STA. 50+00 TO STA. 51+90.16

**SEALED BY**



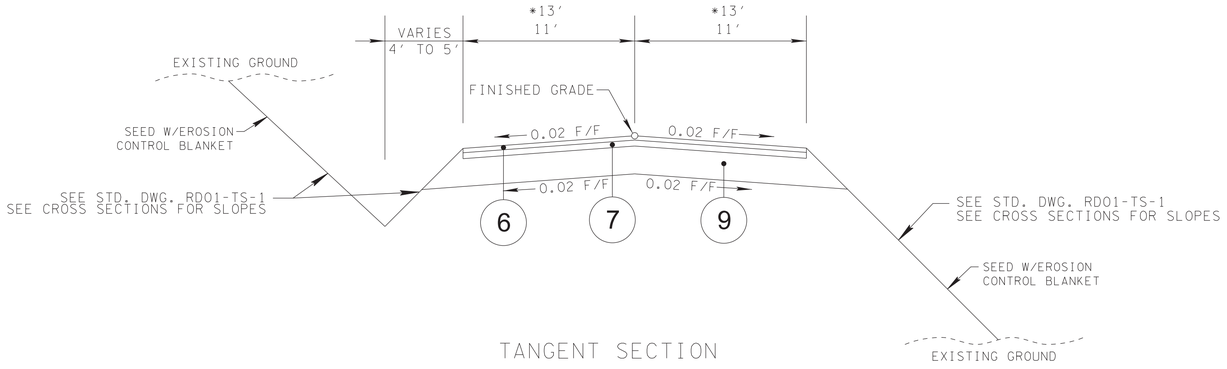

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TYPICAL SECTIONS

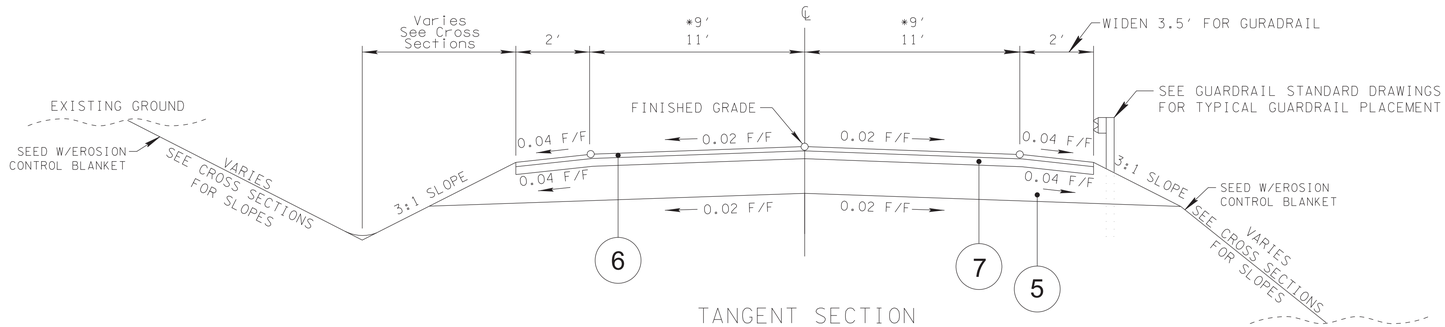
7/16/2025 6:30:13 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B5.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2I |
| | | | |
| PSE | 2025 | STP-126(25) | 2B6 |
| | | | |



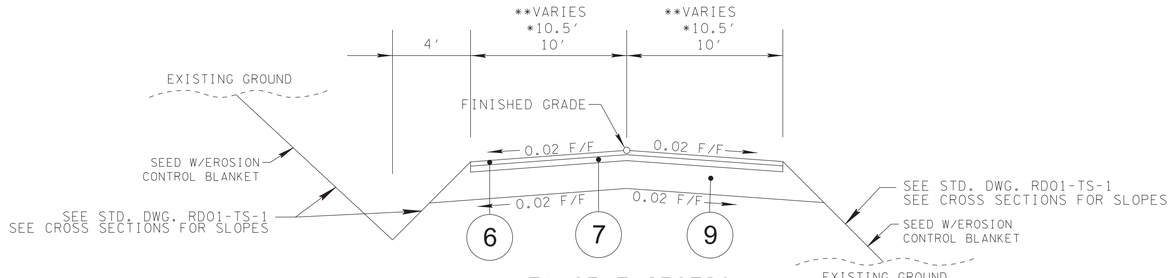

TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1)
BEVERLY HILL ST. (LT. STA. 261+29.76 S.R. 126) - STA. 48+60 TO STA. 50+00
WOODRIDGE AVE. (LT. STA. 272+68.47 S.R. 126) - STA. 44+00 TO STA. 50+00
HEATHER LN. (LT. STA. 248+88.97 S.R. 126- STA. 47+50 TO STA. 50+00
KITE ST. (RT. STA. 254+55.13 S.R. 126) - STA. 50+00 TO STA. 52+65




TANGENT SECTION

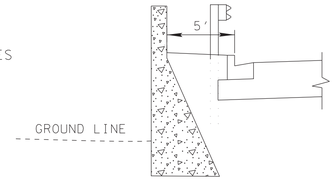
(BASED ON STD. DWG. RD01-TS-1)
OREBANK RD. (LT. STA. 218+82.87 S.R. 126) - STA. 43+00 TO STA. 50+00




TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1A)
HILLCREST DR. (RT. STA. 233+53.13 S.R. 126) - STA. 50+00 TO STA. 51+75
GLENWOOD ST. (LT. STA. 270+16.83 S.R. 126) - STA. 47+50 TO STA. 50+00
BRIARWOOD RD. (RT. STA. 304+71.67 S.R. 126) - STA. 50+00 TO STA. 54+00
TANGLEWOOD RD. (RT. STA. 51+54.35 BRIARWOOD RD.) - STA. 10+00 TO STA. 12+00
*STRATFORD RD. (RT. STA. 242+36.48 S.R. 126) - STA. 50+00 TO STA. 51+11.02
AMY LN. (LT. STA. 47+65.36 WOODRIDGE AVE.) - STA. 243+25 TO STA. 250+00
**KENT ST. (CUL-DE-SAC) STA. 49+00 TO STA. 49+80

SEE STD. DWG. W-SG-1 FOR GRAVITY WALL DETAILS




RETAINING WALL DETAIL

GLENWOOD ST. LT. STA. 48+00 TO STA. 48+85 (WALL #2)

SEALED BY

ALBERT H. ZIMMERMANN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
POWELL, TN
STATE OF TENNESSEE

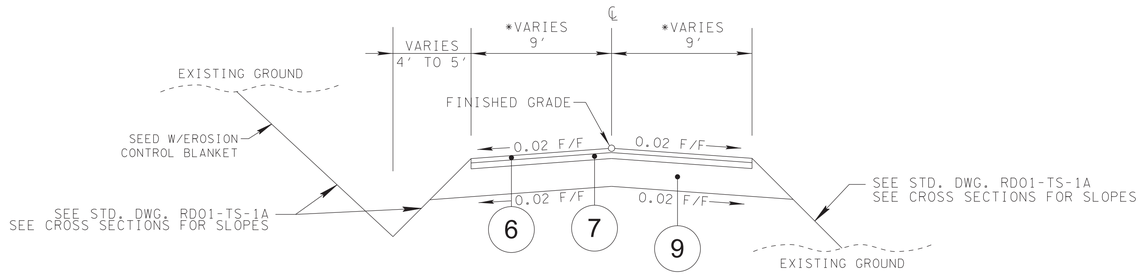
7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TYPICAL SECTIONS

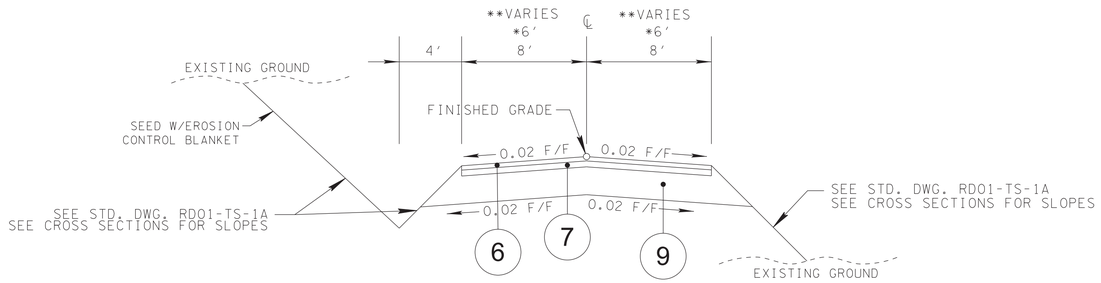
7/16/2025 6:30:15 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B6.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2J |
| | | | |
| PSE | 2025 | STP-126(25) | 2B7 |
| | | | |



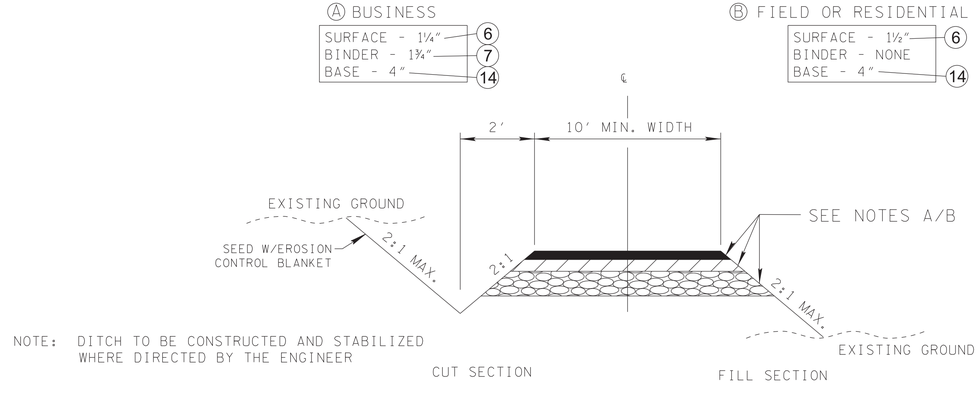

TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1A)
CENTRAL ST. (RT. STA. 203+57.99 S.R. 126) - STA. 50+00 TO STA. 51+60
CONWAY DR. (LT. STA. 208+78.59 S.R. 126) - STA. 50+00 TO STA. 52+25




TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1A)
PARKERSON DR. (LT. STA. 205+24.52 S.R. 126) - STA. 49+00 TO STA. 50+00
LYNNBROOK LN. (LT. STA. 43+74.24 OREBANK RD.) - STA. 10+00 TO STA. 11+25
TRINITY LN. (LT. STA. 48+84.10 WOODRIDGE AVE.) - STA. 146+25 TO STA. 150+00
PARKER ST. - STA. 50+25.00 TO STA. 55+50.00
**AMY COURT (CUL-DE-SAC - RT. STA. 245+75.00 AMY AVE.)




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

**SEALED BY**

ALBERT H. ZIMMER MANN
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
STATE OF TENNESSEE

7-18-2025

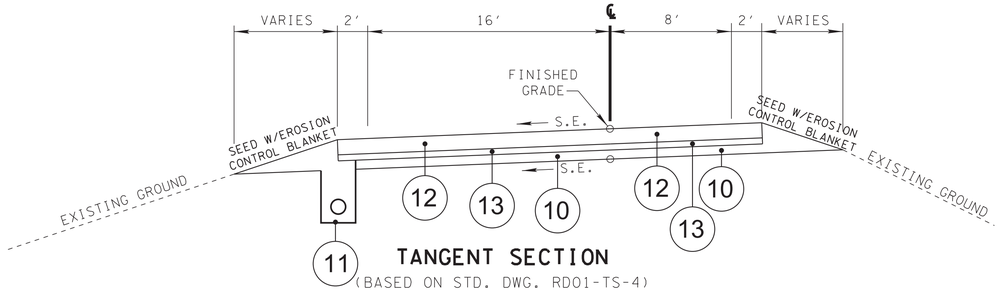
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TYPICAL SECTIONS

7/16/2025 6:30:18 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002B7.sht

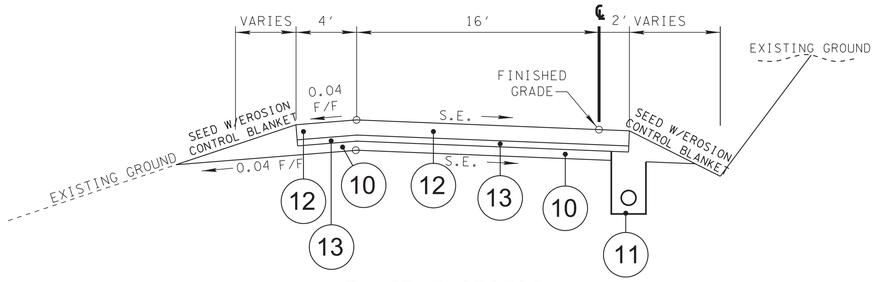
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 2K |
| | | | |
| PSE | 2025 | STP-126(25) | 2B8 |
| | | | |

09-26-25:
ADDED DETAIL B "GRAVITY RETAINING WALL"



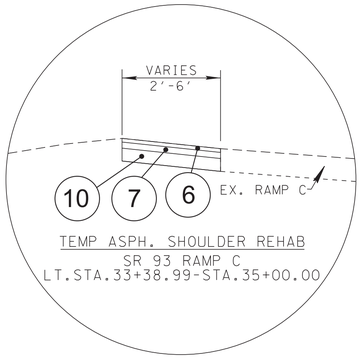

## TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
SR 93 RAMP A (RT. STA. 239+71.42 S.R. 126) - STA. 8+75.00 TO STA. 10+00.00



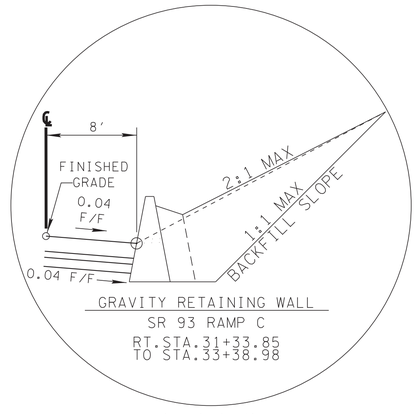

## TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
SR 93 RAMP B (RT. STA. 234+52.41 S.R. 126) - STA. 20+00.00 TO STA. 22+00.00



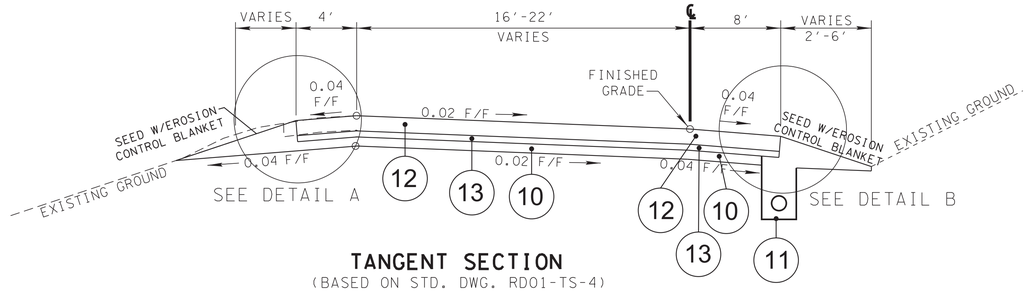

TEMP ASPH. SHOULDER REHAB
SR 93 RAMP C
LT.STA.33+38.99-STA.35+00.00

DETAIL A



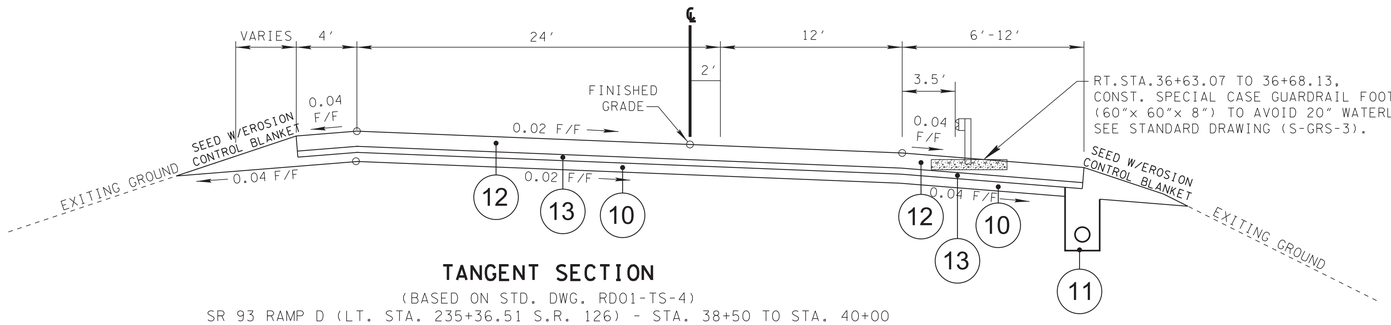

GRAVITY RETAINING WALL
SR 93 RAMP C
RT.STA.31+33.85
TO STA.33+38.98

DETAIL B




## TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
SR 93 RAMP C (LT. STA. 240+73.28 S.R. 126) - STA. 30+00.00 TO STA. 31+33.85
STA. 31+33.85 TO STA. 33+38.98 (SEE DETAIL B)
STA. 33+38.98 TO STA. 35+00.00 (SEE DETAIL A)




RT.STA.36+63.07 TO 36+68.13,
CONST. SPECIAL CASE GUARDRAIL FOOTING
(60"x 60"x 8") TO AVOID 20" WATERLINE.
SEE STANDARD DRAWING (S-GRS-3).

## TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
SR 93 RAMP D (LT. STA. 235+36.51 S.R. 126) - STA. 38+50 TO STA. 40+00

**SEALED BY**

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
ROANE CO.
ID. NO. 109016
STATE OF TENNESSEE

9-26-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TYPICAL SECTIONS

9/28/2025 7:52:00 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalIPS&EPackage-LettingRev-09-09-25\105467-03-DesignFiles-LettingRev-09-09-25\002B8.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2B9 |
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| | | | |
| | | | |

# SR-126

| | |
|---|---|
| (1) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132 LB./S.Y.)**<br>411-02.10 ACS MIX (PG70-22) GRADING "D" | (2) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)**<br>307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2" |
| (3) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)**<br>307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A" | (4) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A-S" @ 3.00" THICK (APPROX. 270 LB./S.Y.)**<br>307-01.21 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A-S" |
| (5) **MINERAL AGGREGATE 10" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" | (11) **AGGREGATE UNDER DRAIN WITH PIPE (SEE STD. DWG. RD-UD-3)**<br>710-02 |
| (13) **PRIME COAT**<br>402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) = 0.30-0.35 GALLONS/S.Y.<br>402-02 AGGREGATE FOR COVER MATERIAL (PC) = 8-12 LB./S.Y. | (15) **TACK COAT**<br>403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC).<br>SEE 403.05 FOR DETERMINING APPLICATION RATE IN FIELD |

# EAST CENTER STREET

| | |
|---|---|
| (1) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132 LB./S.Y.)**<br>411-02.10 ACS MIX (PG70-22) GRADING "D" | (2) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)**<br>307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2" |
| (3) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)**<br>307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A" | (9) **MINERAL AGGREGATE 8" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" |

# WARPATH DRIVE

| | |
|---|---|
| (6) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132 LB./S.Y.)**<br>411-01.10 ACS MIX (PG64-22) GRADING "D" | (7) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)**<br>307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" |
| (8) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)**<br>307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A" | (9) **MINERAL AGGREGATE 8" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" |

# HARBOR CHAPEL & OREBANK ROADS

| | |
|---|---|
| (6) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132 LB./S.Y.)**<br>411-01.10 ACS MIX (PG64-22) GRADING "D" | (7) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.25" THICK (APPROX. 226 LB./S.Y.)**<br>307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" |
| (5) **MINERAL AGGREGATE 10" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" | |

# RAMPS

| | |
|---|---|
| (12) **PORTLAND CEMENT CONCRETE PAVEMENT PLAIN @ 10.0" THICK (APPROX. LB./S.Y.)**<br>501-01.03 PORTLAND CEM CONC (PLAIN) | (13) **TREATED PERMEABLE BASE 4" THICK**<br>313-03 TREATED PERMEABLE BASE (S.Y.) |
| (10) **MINERAL AGGREGATE 6" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" | (11) **AGGREGATE UNDER DRAIN WITH PIPE (SEE STD. DWG. RD-UD-3)**<br>710-02 |

# RAMP SHOULDERS

| | |
|---|---|
| (12) **PORTLAND CEMENT CONCRETE PAVEMENT PLAIN @ 10.0" THICK (APPROX. LB./S.Y.)**<br>501-01.03 PORTLAND CEM CONC (PLAIN) | (13) **TREATED PERMEABLE BASE 4" THICK**<br>313-03 TREATED PERMEABLE BASE (S.Y.) |
| (10) **MINERAL AGGREGATE 6" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" | (11) **AGGREGATE UNDER DRAIN WITH PIPE (SEE STD. DWG. RD-UD-3)**<br>710-02 |

# ALL OTHER INTERSECTING ROADS

| | |
|---|---|
| (6) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132 LB./S.Y.)**<br>411-01.10 ACS MIX (PG64-22) GRADING "D" | (7) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.25" THICK (APPROX. 226 LB./S.Y.)**<br>307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" |
| (9) **MINERAL AGGREGATE 8" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" | |

# PRIVATE DRIVES

| | |
|---|---|
| (6) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.50" THICK (APPROX. 132 LB./S.Y.)**<br>411-01.10 ACS MIX (PG64-22) GRADING "D" | |
| (7) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 1.75" THICK (APPROX. 226 LB./S.Y.)**<br>307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" | |
| (14) **MINERAL AGGREGATE 4" THICK**<br>303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" | |

**SEALED BY**

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
KNOXVILLE
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# PAVEMENT SCHEDULE

7/16/2025 6:30:25 PM
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# GENERAL NOTES

## GRADING

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

(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. 203-04. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.

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

(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.

## 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, STORM SEWERS & CONDUITS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE AND MINOR STRUCTURES).

(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).

(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.

(7) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

## 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

(1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

## 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 _LANESHIFT FOR CENTERLINES, EDGE LINES & LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 , L.M.

## 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.

## 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.

## SIGNING

(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 OPERATIONS OFFICE.

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

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

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

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

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

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

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

## TRAFFIC CONTROL DIRECTIONAL SIGNING

(7) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. , AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

**(D) NOTE: FILL IN THE BLANK WITH APPROPRIATE 712-SERIES ITEM NUMBER.**

## SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(6) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF KNGSPORT AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY KINGSPORT.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2C |
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09-26-25:
DELETED NOTE (3) UNDER "SEEDING AND SODDING".

**SEALED BY**

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

9/30/2025 3:33:39 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| PSE | 2025 | STP-126(25 | 2C1 |
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(8) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

(9) AN ADVANCE FLASH OPERATION PERIOD IS REQUIRED TO MAKE MOTORISTS AWARE OF THE PRESENCE OF NEW SIGNAL HEADS. NEW SIGNAL HEADS SHALL BE PUT IN FLASH OPERATION FOR MINIMUM OF SEVEN (7) CALENDAR DAYS UP TO FOURTEEN (14) CALENDAR DAYS PRIOR TO ACTIVATION OF NORMAL TRAFFIC SIGNAL OPERATION. OTHER FLASH OPERTATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.

(10) THE CONTRACTOR SHALL CONTACT JIMHENSLEY@KIKNGSPORTTN.GOV, A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

(11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

(12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

## 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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS

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

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GENERAL NOTES

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# 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

## RETAINING WALLS

(1) THE (RIGHT-OF-WAY/EASEMENT) BETWEEN STATION 237+00 TO STATION 305+55 SHALL REMAIN CLEAR FOR THE CONSTRUCTION OF THE RETAINING WALL. NO UTILITY LINES MAY BE PLACED THERE WITHOUT APPROVAL FROM STRUCTURES DIVISION.

(2) THE OPTIONS FOR RETAINING WALL TYPES SHALL BE LIMITED TO THE APPROVED ALTERNATIVES AS SPECIFIED ON THE RETAINING WALL SHEET(S).

(3) VALUE ENGINEERING CHANGE PROPOSALS WILL NOT BE ACCEPTED FOR RETAINING WALLS ITEM NUMBER(S): 604-07.02 (Retaining Wall #1 Sta. 253+00 - Sta. 255+00 LT), 604-07.03 (Retaining Wall #2 Glenwood Sta. 48+00 - Sta. 48+85 LT), 604-07.04 (Retaining Wall #6 Harbor Chapel 50+75 to 278+75 RT), 604-07.05 (Retaining Wall #13 Sta. 282+25 to Sta. 286+75 LT), 604-07.06 (Retaining Wall #3 Sta 287+50 to Sta 292+00 RT), 604-07.07 (Retaining Wall #14 Sta 291+00 to Sta 297+00 LT)

(4) ALL COST OF BUILDING, INSTALLING AND BACKFILLING THE RETAINING WALL, INCLUDING GRANULAR BACKFILL, GEOTEXTILE FABRIC (TYPE IV), LEVELING PAD, AMD MOMENT SLAB, SHALL BE INCLUDED IN THE COST OF THE RETAINING WALL. COSTS FOR EXCAVATION OF THE WALL SHALL BE INCLUDED IN ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION PER CUBIC YARD. END AREAS FOR EXCAVATION FOR THE WALL SHALL BE INCLUDED IN END AREA TOTALS ON CROSS-SECTIONS.

## PAVEMENT

### RESURFACING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

D. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS

F. IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

G. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

## HISTORICAL

(1) THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING AND COORDINATING WITH THE TDOT REGIONAL SIGN SHOP FOR STORING HISTORIC MARKER(S). AT THE TIME THE MARKER(S) IS TAKEN DOWN, LINDA WYNN WITH THE TENNESSEE HISTORICAL COMMISSION SHOULD BE NOTIFIED AT (615)-770-1093. AT THE END OF CONSTRUCTION, MARKER(S) WILL BE RESET BY THE SIGN SHOP AT THE DIRECTION OF THE REGIONAL TRAFFIC ENGINEER. IF THE MARKER CANNOT BE RESET OUTSIDE OF THE CLEAR ZONE, THE REGIONAL TRAFFIC ENGINEER WILL CONTACT THE TENNESSEE HISTORIC COMMISSION AND RETURN THE MARKER(S).

## SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

(2) THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRIES, AND TRAFFIC SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:

A. GALLOPING – NO DESIGN NECESSARY. VIBRATION DAMPENERS SHALL BE USED ON ALL CANTILEVERED ARMS THAT ARE 50' OR LONGER.

B. VORTEX SHEDDING – NOT APPLICABLE ON TRAFFIC SIGNAL SUPPORTS WITH A TAPER OF AT LEAST 0.14 IN/FT.

C. NATURAL WIND GUSTS – THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.

(3) THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE POLES WITH CURVED CANTILEVERED ARM(S) IN ACCORDANCE WITH METRO PUBLIC WORKS. FOR POLE AND ARM DETAILS, CONTACT MIKE HIRTZER AT 615-880-3261.

## MULTIMODAL

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

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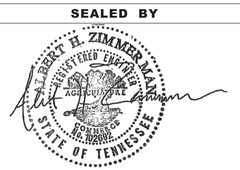


7-18-2025

STATE OF TENNESSEE
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SPECIAL NOTES

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# ENVIRONMENTAL NOTES

## SUBSECTION 1 – ENVIRONMENTAL GENERAL 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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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, ENGINEERING 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 ENGINEERING PRODUCTION SUPPORT 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.

### STREAMS, WETLANDS & BUFFER ZONES

(19) ONCE WATER IS DIVERTED INTO A NEWLY CONSTRUCTED AND STABILIZED RELOCATED STREAM / CHANNEL, THE ECOLOGY SECTION SHALL BE NOTIFIED. THE STREAM NAME, STREAM NUMBER, AND DATE THE WATER WAS DIVERTED INTO THE NEWLY CONSTRUCTED STREAM / CHANNEL SHALL BE SUPPLIED WITH THE NOTIFICATION.

### 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.

## SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL SPECIAL NOTES

#### ENVIRONMENTAL

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

#### ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PS&E FIELD REVIEW 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 PS&E FIELD REVIEW MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.

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

#### PROJECT COMMITMENTS

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

### SCOPE OF WORK

(6) THE SCOPE OF WORK ON THIS PROJECT IS THE RECONSTRUCTION OF SR-126 FROM EAST CENTER STREET IN KINGSPORT, TN TO JUST EAST OF BRAIRWOOD ROAD.

#### 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

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

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ENVIRONMENTAL NOTES

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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.

**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL NOTES

7/16/2025 6:39:32 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F |
| | | | |
| | | | |
| | | | |

## ESTIMATED GRADING QUANTITIES

| DESCRIPTION | UNADJUSTED VOLUMES (CY) | | ADJUSTED VOLUMES (CY) |
|---|---|---|---|
| | EXC. | EMB. | EXC. |
| MAINLINE | 119212 | 254970 | 119212 |
| SIDE ROADS | 24874 | 79725 | 24874 |
| PVT. DRIVES, BUSINESS AND FIELD ENTRANCES | | | |
| INDEPENDENT DITCHES | 115 | | 115 |
| TEMPORARY CONSTRUCTION EXITS | | | |
| OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...) | | | |
| TOPSOIL (EMB.) | | | |
| TOPSOIL (EXC.) | | | |
| TOPSOIL TOTALS (SEE TOPSOIL TABLE) | | | |

| ROCK (C.Y.) | | TOTALS (C.Y.) | | | | |
|---|---|---|---|---|---|---|
| EXC. | EMB. | EXC. (UNCL.) | EMB. (UNCL.) | EXC (COMMON) | EXC. (AVAIL.) | EXC. (ADJ.) |
| 450 | 37043 | 144651 | 297652 | 144201 | 144201 | 144651 |

**BALANCE SUMMARY**

SHRINK = % SWELL = %

| EMB. | | EXC. |
|---|---|---|
| 297652 | VS. | -144651 |
| AVAILABLE | = | 153001 |
| BORROW MATERIAL | = | 153001 |
| BORROW ROCK | = | 37043 |

## PROPOSED GUARDRAIL

| SHEET NO. | LOCATION | SIDE | | STATIONS | | GUARDRAIL | | | | | | | TERMINAL ANCHORS | | | | | GUARDRAIL FOOTING | | CABLE BARRIER | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | SINGLE GUARDRAIL (TYPE II) | METAL BEAM GUARD FENCE | THRIE BEAM BRIDGE TRAN. MASH TL-2 (20.65') | MEDIAN DIVIDER | | W BEAM GR (TYPE 2) MASH TL3 | MICHIGAN END SHOE | ROUND END ELEMENT | TYPE 12 | TYPE 13 MASH TL3 (9.375') | IN-LINE MASH TL3 | TYPE 38 MASH TL3 (46.875') | TYPE 21 MASH TL2 (21.875') | CLASS A CONCRETE (ROADWAY) | STRUCTURAL STEEL | LONG-ITUDINAL | TERMINAL | |
| | | LT | RT | FROM | TO | 705-02.02 (L.F.) | 705-01.04 (L.F.) | 705-06.26 EACH | WITH RUB-RAIL (TYPE 2) 705-03.01 (L.F.) | AT CONC. BARRIER (26.896') 705-03.04 (L.F.) | 705-06.01 (L.F.) | 706-10.80 (EACH) | 706-10.26 (EACH) | VARIES 705-04.02 (EACH) | 705-06.10 (EACH) | 705-06.11 (EACH) | 705-06.20 (EACH) | 705-06.30 (EACH) | 604-01.01 (C.Y.) | 602-01 (LB.) | 705-80.01 (L.F.) | 705-80.18 (EACH) | |
| 6B | SR 126 | X | | 217+50 | 45+28 | 550.00 | | | | | | | | | 1 | | | 1 | | | | | From SR 126 to Orebank |
| 6B | SR 126 | X | | 219+04 | 224+68 | 512.50 | | | | | | | | | 1 | | | 1 | | | | | |
| 7B | SR 93 RAMP D | | X | 36+00 | 39+00 | 300.00 | | | | | | | | | 1 | | | | 4.30 | 451 | | | Sta. 36+00 Tie to Existing |
| 8B | SR 126 | | X | 245+00 | 245+76 | | | | | | 100.00 | | 2 | | 2 | 2 | | | | | | | From SR 126 to Private Dr |
| 8B | SR 126 | | X | 245+94 | 246+48 | | | | | | 75.00 | | 2 | | 2 | 2 | | | | | | | From SR 126 to Private Dr |
| 9B | SR 126 | | X | 257+28 | 260+00 | 287.50 | | | | | | | | | 1 | | | 1 | | | | | |
| 10B | GLENWOOD ST. | X | | 48+00 | 49+11 | 112.50 | | | | | | | | | 1 | | | 1 | | | | | |
| 10B | SR 126 | X | | 273+00 | 46+28 | 487.50 | | | | | | | | | 1 | | | 1 | | | | | From SR 126 to Woodridge |
| 10B | WOODRIDGE AVE. | X | | 45+50 | 246+76 | 600.00 | | | | | | | | | 1 | | | 1 | | | | | From Woodridge to Amy |
| 10B | WOODRIDGE AVE. | X | | 49+31 | 280+00 | 475.00 | | | | | | | | | 1 | | | | | | | | From Woodridge to SR 126 |
| 11B | SR 126 | X | | 280+00 | 281+95 | 337.50 | | | | | | | | | | | | | | | | | |
| 11B | SR 126 | X | | 287+45 | 293+00 | 975.00 | | | | | | | | | | | | | | | | | |
| 12B | SR 126 | X | | 293+00 | 305+00 | 1212.50 | | | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | 5300.00 | | | | | 175.00 | | 4 | | 11 | 4 | | 6 | 4.30 | 451 | | | |

## CURB RAMP TABULATION

| ROADWAY | | LOCATION | | | | | | | | SIGNALIZED | STANDARD DRAWING | CURB RAMP (RETROFIT) ITEM NO. 701-02.01 | CURB RAMP (NEW) ITEM NO. 701-02.03 | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAINLINE | INTERSECTING | STATION or LOG MILE (L.M.) | LEFT | MEDIAN | RIGHT | QUADRANT N. | QUADRANT S. | QUADRANT E. | QUADRANT W. | YES / NO | NO. | S.F. | S.F. | |
| | WARPATH DR. | 198+31.90 | | | X | | X | | X | YES | CR-20 | | 152.0 | |
| | WARPATH DR. | 199+17.96 | | | X | | X | X | | YES | CR-10 | | 62.0 | |
| | WARPATH DR. | 199+42.31 | | | X | | X | X | | YES | CR-10 | | 62.0 | |
| | EAST CENTER ST. | 198+47.60 | X | | | X | | | X | YES | CR-20 | | 97.0 | |
| | EAST CENTER ST. | 198+68.10 | X | | | X | | | X | YES | CR-20 | | 97.0 | |
| | EAST CENTER ST. | 199+38.70 | X | | | X | | X | | YES | CR-20 | | 152.0 | |
| | CENTRAL ST. | 203+34.57 | | | X | | X | | X | NO | CR-40 | | 80.0 | |
| | CENTRAL ST. | 203+76.14 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| SR 126 | PARKERSON DR. | 205+04.04 | X | | | X | | | X | NO | CR-40 | | 80.0 | |
| | PARKERSON DR. | 205+59.60 | X | | | X | | X | | NO | CR-40 | | 80.0 | |
| | CONWAY DR. | 208+58.22 | | | X | | X | | X | NO | CR-40 | | 80.0 | |
| | CONWAY DR. | 209+07.21 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| | WOODSIDE DR. | 212+12.81 | X | | | X | | | X | NO | CR-40 | | 80.0 | |
| | WOODSIDE DR. | 212+66.72 | X | | | X | | X | | NO | CR-40 | | 80.0 | |
| SR 126 | | 213+36.86 | X | | | | | | | YES | CR-10 | | 80.0 | PEDESTRIAN CROSSWALK |
| SR 126 | | 213+36.86 | | | X | | | | | YES | CR-10 | | 80.0 | PEDESTRIAN CROSSWALK |
| | OREBANK RD. | 218+56.56 | X | | | X | | | X | NO | CR-40 | | 80.0 | |
| | OREBANK RD. | 219+12.32 | X | | | X | | X | | NO | CR-40 | | 80.0 | |
| | HILLCREST DR. | 233+33.15 | | | X | | X | | X | NO | CR-40 | | 80.0 | |
| | HILLCREST DR. | 233+94.28 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| | SR 93 RAMP D | 234+70.00 | X | | | X | | | X | YES | CR-10 | | 195.0 | |
| | SR 93 RAMP D | 235+53.38 | X | | | X | | X | | YES | CR-10 | | 80.0 | |
| | SR 93 RAMP B | 234+93.30 | | | X | | X | | X | YES | CR-10 | | 103.0 | |
| | SR 93 RAMP B | 235+81.39 | | | X | | X | X | | YES | CR-40 | | 80.0 | |
| | | 240+02.53 | | | X | | | | | YES | CR-10 | | 80.0 | PEDESTRIAN CROSSWALK |
| | SR 93 RAMP A | 239+50.78 | | | X | | X | | X | YES | CR-10 | | 106.6 | |
| SR 126 | SR 93 RAMP A | 239+91.32 | | | X | | X | X | | YES | CR-10 | | 80.0 | |
| | SR 93 RAMP C | 239+36.64 | X | | | X | | | X | YES | CR-10 | | 80.0 | |
| | SR 93 RAMP C | 240+12.08 | X | | | X | | X | | YES | CR-10 | | 80.0 | |
| | STRATFORD RD. | 242+10.30 | | | X | | X | | X | NO | CR-40 | | 80.0 | |
| | STRATFORD RD. | 242+62.83 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| | HEATHER LN. | 248+60.00 | X | | | X | | | X | NO | CR-40 | | 80.0 | |
| | HEATHER LN. | 249+14.12 | X | | | X | | X | | NO | CR-40 | | 80.0 | |
| | MILTON CT. | 248+58.99 | | | X | | X | | X | NO | CR-40 | | 80.0 | |
| | MILTON CT. | 249+18.95 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| SR 126 | | 254+32.95 | X | | | | | | | YES | CR-20 | | 80.0 | PEDESTRIAN CROSSWALK |
| SR 126 | | 254+77.07 | | | X | | | | | YES | CR-20 | | 80.0 | PEDESTRIAN CROSSWALK |
| | KITE ST. | 250+50.00 | | | X | | X | | X | NO | CR-40 | | 80.0 | |
| | KITE ST. | 250+50.00 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| | BEVERLY HILL ST. | 261+05.28 | X | | | X | | | X | NO | CR-10 | | 80.0 | |
| | BEVERLY HILL ST. | 261+51.81 | X | | | X | | X | | NO | CR-10 | | 80.0 | |
| | GLENWOOD ST. | 269+76.91 | X | | | X | | | X | NO | CR-10 | | 80.0 | |
| SR 126 | GLENWOOD ST. | 270+27.11 | X | | | X | | X | | NO | CR-10 | | 80.0 | |
| | WOODRIDGE AVE. | 274+80.71 | X | | | X | | | X | YES | CR-10 | | 80.0 | |
| | HARBOR CHAPEL RD. | 274+77.95 | | | X | | X | | X | YES | CR-10 | | 80.0 | |
| | BRIARWOOD ROAD | 304+98.91 | | | X | | X | X | | NO | CR-40 | | 80.0 | |
| | | | | | | | | | | | TOTAL | | 3987 | |

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7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F1 |
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# PAVEMENT QUANTITIES

| LOCATION (ROADWAY) | ALTERNATE | TYPE - GRADE - PAY ITEM (TON) | | | | | | | | | | | | | | | | | | | | | | | | | | CONCRETE (S.Y.) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | MINERAL AGG. | BITUMINOUS PLANT MIX BASE (HOT MIX) | | | | | | | | | | | | | | PRIME COAT | TACK COAT | ASPHALTIC CONCRETE SURFACE (HOT MIX) | | | | | | | | | | TREATED PERMEABLE BASE | CONCRETE PAVEMENT 10" |
| | | | PG-64-22 | | | | PG-70-22 | | | | PG-76-22 | | | | PG-82-22 | | | | PG-64-22 | | | PG 70-22 | | | | PG 76-22 | | | PG 82-22 | | |
| | | D | A | A-S | B-M | B-M2 | A | A-S | B-M | B-M2 | A | A-S | B-M | B-M2 | A | B-M2 | | | D | E | TL | D | E | OGFC | TL | D | OGFC | TL | D | | |
| | | 303-01 | 307-01.01 | 307-01.20 | 307-01.07 | 307-01.08 | 307-02.01 | 307-01.21 | 307-02.21 | 307-02.08 | 307-03.01 | 307-01.22 | 307-03.07 | 307-03.08 | 307-04.01 | 307-04.08 | 402-01 | 402-02 | 403-01 | 411-01.10 | 411-01.07 | 411-03.07 | 411-02.10 | 411-02.11 | 411-03.22 | 411-03.08 | 411-03.10 | 411-03.23 | 411-03.09 | 411-04.10 | 313-03 | 501-01.03 |
| SR-126 | | 49179.0 | | | | | 13314.0 | 10419.0 | | 8721.0 | | | | | | | 117.0 | 386.0 | 20.0 | | | | 5113.0 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WARPATH DRIVE | | 277.0 | 85.0 | | | 56.0 | | | | | | | | | | | 1.0 | 2.0 | | 33.0 | | | | | | | | | | | |
| EAST CENTER STREET | | 672.0 | | | | | 205.0 | | | 135.0 | | | | | | | 2.0 | 6.0 | | | | | 79.0 | | | | | | | | | |
| MILLER STREET | | 445.0 | | | | 89.0 | | | | | | | | | | | 1.0 | 4.0 | | 52.0 | | | | | | | | | | | | |
| CENTRAL STREET | | 98.0 | | | | 20.0 | | | | | | | | | | | | 1.0 | | 11.0 | | | | | | | | | | | | |
| PARKERSON DRIVE | | 46.0 | | | | 9.0 | | | | | | | | | | | | | | 5.0 | | | | | | | | | | | | |
| CONWAY DRIVE | | 174.0 | | | | 35.0 | | | | | | | | | | | | 2.0 | | 20.0 | | | | | | | | | | | | |
| WOODSIDE DRIVE | | 332.0 | | | | 66.0 | | | | | | | | | | | 1.0 | 3.0 | | 39.0 | | | | | | | | | | | | |
| OREBANK ROAD | | 906.0 | | | | 181.0 | | | | | | | | | | | 2.0 | 8.0 | | 106.0 | | | | | | | | | | | | |
| LYNNBROOK LANE | | 80.0 | | | | 16.0 | | | | | | | | | | | | 1.0 | | 9.0 | | | | | | | | | | | | |
| HILLCREST DRIVE | | 112.0 | | | | 22.0 | | | | | | | | | | | | 1.0 | | 13.0 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAMP B | | 50.0 | | | | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | 89 | 89 |
| RAMP D | | 712.0 | | | | 143.0 | | | | | | | | | | | 2.0 | 6.0 | | | | | | | | | | | | 1262 | 1262 |
| RAMP A | | 91.0 | | | | 18.0 | | | | | | | | | | | | 1.0 | | | | | | | | | | | | 162 | 162 |
| RAMP C | | 89.0 | | | | 18.0 | | | | | | | | | | | | 1.0 | | | | | | | | | | | | 158 | 158 |
| RAMP C (ASPH. SHLD) | | 35.0 | 17.0 | | | | | | | | | | | | | | | | | 7.0 | | | | | | | | | | | | |
| STRATFORD ROAD | | 122.0 | | | | 25.0 | | | | | | | | | | | | 1.0 | | 14.0 | | | | | | | | | | | | |
| HEATHER LANE | | 238.0 | | | | 48.0 | | | | | | | | | | | 1.0 | 2.0 | | 28.0 | | | | | | | | | | | | |
| MILTON COURT | | 59.0 | | | | 12.0 | | | | | | | | | | | | 1.0 | | 7.0 | | | | | | | | | | | | |
| KITE STREET | | 272.0 | | | | 54.0 | | | | | | | | | | | 1.0 | 2.0 | | 32.0 | | | | | | | | | | | | |
| BEVERLY HILL STREET | | 94.0 | | | | 19.0 | | | | | | | | | | | | 1.0 | | 11.0 | | | | | | | | | | | | |
| GLENWOOD STREET | | 143.0 | | | | 29.0 | | | | | | | | | | | | 1.0 | | 17.0 | | | | | | | | | | | | |
| HARBOR CHAPEL ROAD | | 172.0 | | | | 34.0 | | | | | | | | | | | | 2.0 | | 20.0 | | | | | | | | | | | | |
| WOODRIDGE AVENUE | | 768.0 | | | | 154.0 | | | | | | | | | | | 2.0 | 7.0 | | 90.0 | | | | | | | | | | | | |
| AMY AVENUE | | 783.0 | | | | 157.0 | | | | | | | | | | | 2.0 | 7.0 | | 92.0 | | | | | | | | | | | | |
| TRINITY LANE | | 347.0 | | | | 70.0 | | | | | | | | | | | 1.0 | 3.0 | | 41.0 | | | | | | | | | | | | |
| AMY COURT | | 273.0 | | | | 55.0 | | | | | | | | | | | 1.0 | 2.0 | | 32.0 | | | | | | | | | | | | |
| BRIARWOOD ROAD | | 386.0 | | | | 77.0 | | | | | | | | | | | 1.0 | 3.0 | | 45.0 | | | | | | | | | | | | |
| TANGLEWOOD ROAD | | 214.0 | | | | 43.0 | | | | | | | | | | | 1.0 | 2.0 | | 25.0 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ASPHALT DRIVEWAYS | | 3004.0 | | | | 1339.0 | | | | | | | | | | | | | | 879.0 | | | | | | | | | | | | |
| CONCRETE DRIVEWAYS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MULTI-USE PATH | | 966.0 | | | | 347.0 | | | | | | | | | | | | | | 193.0 | | | | | | | | | | | | |
| (LT.STA. 302+17-308+18) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRAFFIC CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SHLDR REHAB (RAMP C) | | 32.0 | | | | 10.0 | | | | | | | | | | | | | | 6.0 | | | | | | | | | | | | |
| TEMP DET. (WOODRIDGE) | | 207.0 | 99.0 | | | | | | | | | | | | | | | | | 41.0 | | | | | | | | | | | | |
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| TOTALS | | 61378.0 | 201.0 | | | 3156.0 | 13519.0 | 10419.0 | | 8856.0 | | | | | | | 136.0 | 456.0 | 20.0 | 1868.0 | | | 5192.0 | | | | | | | | 1671 | 1671 |

SEALED BY

ALBERT H. ZIMMERMAN — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE — STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 6:42:16 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F1.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F2 |
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# SIDE DRAIN TABULATION

| SHEET NO. | STATION | LOCATION LT. | LOCATION RT. | DESCRIPTION | SURFACE WIDTH FT. | SKEW | RCP CLASS III OR CMP 16 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT ≤ 10 FT. (607-) 39.02 18" | 39.03 24" | 39.04 30" | 39.05 36" | 39.06 42" | 39.07 48" | 39.08 54" | 39.09 60" | RCP CLASS III OR CMP 14 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT > 10 FT. AND ≤ 16 FT 18" | 24" | 30" | 36" | 42" | 48" | END TREATMENT INLET CODE | INLET TYPE | INLET DRAWING NO | OUTLET CODE | OUTLET TYPE | OUTLET DRAWING NO | CLASS A CONC. 611-07.01 (C.Y.) | REINF. STEEL 611-07.02 (LB) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5B | 51+41.42 | | X | CONWAY DR. | 39 | | 62 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 7B | 230+08.62 | | X | SR-126 | 10 | | | 40 | | | | | | | | | | | | | | | | | | | | PVT. |
| 7B | 231+41.44 | | X | SR-126 | 20 | | | 54 | | | | | | | | | | | | | | | | | | | | BUS. |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7B | 51+46.10 / 51+61.74 | X | | HILLCREST DR. | 28.6 | | 52 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 8B | 243+83.20 | X | | SR-126 | 30 | | 40 | | | | | | | | | | | | | | | | | | | | | BUS. |
| 8B | 244+90.20 | | X | SR-126 | 12 | | | | | | | | | 40 | | | | | | | **151B** | | **D-PEW-1** | **151C** | | **D-PEW-1** | **24.00** | **1210** | FIELD ENT. (1.5' EMBEDMENT) |
| 8B | 245+84.70 | | X | SR-126 | 12 | | | | | | | | | 41 | | | | | | | **151** | | **D-PEW-1** | **151A** | | **D-PEW-1** | **24.00** | **1210** | FIELD ENT. (1.5' EMBEDMENT) |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8B | 49+02.61 | X | | HEATHER LANE | 16 | | 49 | | | | | | | | | | | | | | | | | | | | | PVT. |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8B / 9B | 51+88.88 | X | | KITE STREET | 24 | | 40 | | | | | | | | | | | | | | | | | | | | | BUS. |
| 9B | 262+33.04 | X | | SR-126 | 10 | | 30 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 9B | 264+76.68 | X | | SR-126 | 10 | | | 30 | | | | | | | | | | | | | | | | | | | | PVT. |
| 9B | 265+10.10 | X | | SR-126 | 10 | | | 24 | | | | | | | | | | | | | | | | | | | | PVT. |
| 9B | 265+57.71 | X | | SR-126 | 10 | | | 24 | | | | | | | | | | | | | | | | | | | | PVT. |
| 9B | 266+37.41 | X | | SR-126 | 16 | | | 30 | | | | | | | | | | | | | | | | | | | | PVT. |
| 10B | 267+77.63 / 268+01.91 | X | | SR-126 | 43 | | 60 | | | | | | | | | | | | | | | | | | | | | PVT. / BUS. |
| 10B | 44+54.84 | | X | WOODRIDGE AVE. | 10 | | 24 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 10B | 45+34.93 | | X | WOODRIDGE AVE. | 11 | | 28 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 10B | 245+35 | X | | AMY AVE. | 20 | | 48 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 10B | 351+19.08 / 351+36.32 | | X | AMY COURT | 34.25 | | 42 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 12B | 293+50.18 | | X | SR-126 | 12 | | 24 | | | | | | | | | | | | | | | | | | | | | PVT. |
| 12B | 11+23.85 | X | | TANGLEWOOD RD. | 12 | | 24 | | | | | | | | | | | | | | | | | | | | | PVT. |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **TOTALS** | | | | | | | **523** | **202** | | | | | | **81** | | | | | | | | | | | | | **48** | **2420** | |

Pipe Tabulation For Private Drives, Business & Field Entrances

# CROSS DRAIN TABULATION

| SHEET NO. | LOCATION | STATION | SKEW | RCP CLASS III OR CMP 12 GA OR PVC OR SRTRP OR HDPE OR PP FILL HEIGHT ≤ 16 FT. (L.F.) (607-) -03.02 18" | -5.02 24" | -6.02 30" | -7.02 36" | -8.02 42" | -9.02 48" | 11.03 60" | RCP CLASS V OR CMP 14 GA OR PVC FILL HEIGHT > 24 FT. AND ≤ 38 FT (L.F.) (607-) -3.04 18" | -5.04 24" | -6.04 30" | -7.04 36" | -8.04 42" | -9.04 48" | END TREATMENT INLET CODE | INLET TYPE | INLET DRAWING NO. | OUTLET CODE | OUTLET TYPE | OUTLET DRAWING NO. | ED VI * (30" PIPE W = 5') 604-02.42 (EACH) | 18 IN ENDWALL 6:1 611-07.31 (EACH) | 18 IN ENDWALL 3:1 611-07.54 (EACH) | 36 IN ENDWALL 4:1 611-07.64 (EACH) | CLASS A CONC. 611-07.01 (C.Y.) | REINF. STEEL 611-07.02 (LB.) | STRUC. STEEL 611-07.03 (LB.) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6B | LYNNBROOK | 10+19.14 | 76°40' LT | **43** | | | | | | | | | | | | | 371 | U | D-SEW-1A, D-PE-18A | 372 | U | D-SEW-1A, D-PE-18A | | 2 | | | | | | |
| 8B | SR 126 | 246+75.00 | 55°00' RT | | | | | | | **145** | | | | | | | 167A | | D-PEW-1 | 167 | | D-PEW-1 | | | | | 24.00 | 1210 | | 1.5' EMBEDMENT |
| 9B | KITE | 50+84.50 | 82°24'34" RT | | | | | | **86** | | | | | | | | 170 | | D-PEW-1 | 169 | | D-PEW-1 | | | | | 15.38 | 576 | | |
| 9B | KITE | 51+29.75 | 70°28'31" RT | | | | **76** | | | | | | | | | | 170A | U | D-SEW-1A, D-PE-36A | 169A | | D-SEW-1A, D-PE-36A | | | | 2 | | | | 0.9' EMBEDMENT |
| 10B | WOODRIDGE | 48+00 | 83°00' RT | | | | | | | | | | **154** | | | | 365 | | D-PEW-1 | 364 | ED VI | | 1 | | | | 2.07 | 68 | | ENERGY DISSIPATER * |
| 12B | TANGLEWOOD | 10+13.00 | 90° RT | **51** | | | | | | | | | | | | | 367 | U | D-PE-18A | 368 | U | D-PE-18A | | | 2 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ED VI * = ENERGY DISSIPATER USBR TYPE VI (SEE USBR TYPE VI ENERGY DISSIPATER DESIGN SHEET 2G1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **TOTALS** | | | | **94** | | | **76** | | **86** | **145** | | | **154** | | | | | | | | | | **1** | **2** | **2** | **2** | **41** | **1854** | | |

**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 6:43:37 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F2.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F3 |
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## RIPRAP BASIN LOCATIONS, DIMENSIONS AND QUANTITIES (SEE EC-STR-21)

| LOCATION | | | | CULVERT OUTLET | | | BASIN DIMENSIONS (FT.) | | | | | | | | | | | | | | | RIPRAP DEPTHS (FT.) | | | | GEOTEXTILE FABRIC 740-10.03 (S.Y.) | RIP-RAP CLASS A-1 709-05.06 (TON) | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) 203-01 (CU. YD.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET DISTANCE (FT.) | OFFSET DIRECTION LT | OFFSET DIRECTION RT | NO. OF BBLS. | SIZE | LENGTH (FT.) | W1 | W2 | W3 | W4 | W5 | W6 | W7 | W8 | H1 | H2 | L1 | L2 | L3 | L4 | L5 | D1 | D2 | D3 | D4 | | | |
| 208+16.25 SR-126 | 349.96 | X | | | 48" | 16 | 4.0' | 19.0' | 4.0' | 8.4' | 11.4' | 9.3' | 3.0' | 6.6' | 1.5' | 4.2' | 15.0' | 8.0' | 12.5' | 3.0' | 23.0' | 2.5' | 2.0' | 3.0' | 1.5' | 172.5 | 194.7 | 259.2 |
| 45+01.16 Orebank Rd | 123.35 | | X | | 48' | 89 | 4.0' | 19.0' | 2.0' | 6.8' | 9.8' | 13.2' | 3.0' | 4.0' | 1.5' | 3.4' | 15.0' | 8.0' | 16.4' | 3.0' | 26.0' | 2.5' | 2.0' | 3.0' | 1.5' | 174.7 | 199.1 | 149.7 |
| 239+96.47 Amy Ave. | 22.63 | | X | | 42" | 34 | 3.5' | 19.0' | 4.0' | 6.6' | 9.6' | 7.1' | 3.0' | 6.0' | 1.5' | 3.3' | 15.0' | 8.0' | 7.8' | 3.0' | 23.0' | 2.5' | 2.0' | 3.0' | 1.5' | 94.5 | 121.6 | 170.1 |
| TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | 441.7 | 515.4 | 579 |

## OUTLET PROTECTION

| LOCATION | | | | CULVERT OUTLET | | DRAINAGE CODE | OUTLET ELEV. | La | W | T (THICK) | D (DEPTH) | SLOPE | GEOTEXTILE FABRIC (TYPE III) (EROSION CONTROL) | MACHINED RIPRAP CLASS (TON) | | | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET DISTANCE (FT.) | OFFSET DIRECTION LT | OFFSET DIRECTION RT | SIZE | LENGTH (FT.) | | | (FT) | (FT) | (FT) | (FT) | (H/1) | 740-10.03 (SQ. YD.) | A1 709-05.06 | B 709-05.08 | C 709-05.09 | 203-01 (CU. YD.) | |
| 208+16.25 SR-126 | 349.96 | X | | 48" | 16 | 70 | 1296.78 | * | * | * | * | * | * | * | | | * | RIPRAP BASIN |
| 48+50 Woodside Dr | 35.5 | X | | 18" | 12 | 93 | 1309.61 | 8 | 9.5 | 2.5 | 1 | 3 | 23.2 | | 16.9 | | | RIPRAP APRON |
| 4501.16 Orebank Rd | 123.35 | | X | 48" | 89 | 115 | 1287.16 | * | * | * | * | * | * | * | | | * | RIPRAP BASIN |
| 221+00 SR-126 | 86 | X | | 30" | 65 | 98 | 1319.10 | 50 | 4 | 3.5 | 1.33 | 3 | 117.5 | | | 140.8 | | RIPRAP CHANNEL |
| 235+75 SR-126 | 84.5 | X | | 18" | 40.5 | 127 | 1386.84 | 6 | 4 | 2.5 | 1 | 3 | 16 | | 10 | | | RIPRAP CHANNEL |
| 249+34 SR-126 | 59 | X | | 18" | 18.5 | 155 | 1464.61 | 16 | 4 | 2.5 | 1 | 3 | 33 | | 26.8 | | | RIPRAP CHANNEL |
| 254+92.91 SR-126 | 63.9 | | X | 18" | 23.5 | 172 | 1496.06 | 37 | 2 | 1.5 | 1 | 3 | 49.3 | 29.9 | | | | RIPRAP CHANNEL |
| 257+00 SR-126 | 84 | | X | 18" | 43.5 | 176 | 1500.30 | 35 | 4 | 2.5 | 1 | 3 | 65.3 | | 58.6 | | | RIPRAP CHANNEL |
| 260+18 SR-126 | 55 | | X | 18" | 19 | 178 | 1524.29 | 53 | 2 | 1.5 | 1 | 3 | 69.5 | 42.9 | | | | RIPRAP CHANNEL |
| 261+54 SR-126 | 70.5 | | X | 18" | 30 | 181 | 1526.93 | 55.5 | 4 | 2.5 | 1 | 3 | 100.2 | | 92.8 | | | RIPRAP CHANNEL |
| 264+05.83 SR-126 | 90.6 | | X | 30" | 55 | 186 | 1533.12 | 16 | 7 | 1.5 | 1 | 3 | 33.5 | 20.7 | | | | RIPRAP CHANNEL |
| 273+00 SR-126 | 63 | X | | 18" | 22.5 | 197 | 1592.01 | 47 | 2 | 1.5 | 1 | 3 | 61.9 | 38 | | | | RIPRAP CHANNEL |
| 239+96.47 Amy Ave. | 22.63 | | X | 42" | 34 | 380 | 1495.04 | * | * | * | * | * | * | * | | | * | RIPRAP BASIN |
| 296+08 SR-126 | 103.5 | X | | 24" | 31 | 234 | 1603.50 | 14 | 16 | 2.5 | 1 | 3 | 28.2 | | 24.9 | | | RIPRAP APRON |
| 303+50 SR-126 | 78.3 | X | | 24" | 44.5 | 240 | 1655.40 | 15 | 5 | 2.5 | 1.33 | 3 | 38.1 | | 32.6 | | | RIPRAP CHANNEL |
| 10+19.14 Lynnbrook Ln | 22.5 | | X | 18" | 42.5 | 372 | 1308.34 | 15 | 2 | 2.5 | 1 | 3 | 26.8 | | 20.2 | | | RIPRAP CHANNEL |
| * - SEE RIPRAP BASIN LOCATIONS, DIMENSIONS, AND QUANTITIES TABLE ON STANDARD DRAWING (EC-STR-21". | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | 662.5 | 131.5 | 282.8 | 140.8 | | |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 6:45:02 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F3.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F4 |
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# DITCH LINING (TABLE 1 OF 3)

| ROADWAY | STATION | | SIDE | SLOPE | | | MACHINED RIPRAP | | | TRM TYPE II 805-01.02 (S.Y.) | CONC. DITCH PAVING 703-01 (C.Y.) | SODDING NEW SOD 803-01 (S.Y.) | GEOTEX. TYPE III 740-10.03 (S.Y.) | T (THICK) (FT) | D (DEPTH) (FT) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FROM | TO | | FORE (H:1) | BOTTOM WIDTH | BACK (H:1) | CLASS A1 709-05.06 (TON) | CLASS B 709-05.08 (TON) | CLASS C 709-05.09 (TON) | | | | | | |
| SR-126 | 19936 | 20000 | RT | 4 | | 4 | | | | | | 59 | | | 1.0 |
| SR-126 | 20470 | 20600 | RT | 4 | | 3 | | | | | | 105 | | | 1.0 |
| SR-126 | 20630 | 20660 | RT | 4 | | 3 | | | | | | 24 | | | 1.0 |
| SR-126 | 20690 | 20720 | RT | 4 | | 3 | | | | | | 24 | | | 1.0 |
| SR-126 | 20750 | 20848 | RT | 4 | | 3 | | | | | | 119 | | | 1.5 |
| SR-126 | 20915 | 21050 | RT | 4 | | 3 | | | | | | 164 | | | 1.5 |
| SR-126 | 21110 | 21200 | RT | 4 | | 2 | | | | | | 95 | | | 1.5 |
| SR-126 | 21270 | 21403 | FAR LT | 3 | 2 | 3 | | 316 | | | | | 290 | 2.5 | 2.0 |
| SR-126 | 21600 | 21850 | FAR LT | 3 | | 3 | | | | | | 439 | | | 2.5 |
| SR-126 | 21685 | 21910 | RT | 3 | 2 | 2 | | | | | | 185 | | | 1.0 |
| SR-126 | 21950 | 22400 | RT | 3 | 2 | 2 | | | | 505 | | | | | 1.5 |
| SR-126 | 22450 | 22500 | LT | 4 | 2 | 3 | | 76 | | | | | 79 | 2.5 | 1.0 |
| SR-126 | 22500 | 22650 | LT | 3 | 2 | 3 | | | | 139 | | | | | 1.0 |
| SR-126 | 22460 | 22990 | RT | 3 | 2 | 2 | | 868 | | | | | 889 | 2.5 | 1.5 |
| SR-126 | 23030 | 23123 | RT | 3 | 2 | 2 | | 153 | | | | | 156 | 2.5 | 1.5 |
| SR-126 | 23163 | 23235 | RT | 3 | 2 | 2 | | 118 | | | | | 121 | 2.5 | 1.5 |
| SR-126 | 23275 | 23300 | RT | 3 | 2 | 2 | | | | 21 | | | | | 1.0 |
| SR-126 | 23600 | 23800 | LT | 3 | | 2 | | | | 120 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| SR-126 | 24115 | 24300 | LT | 3 | 2 | 2 | | | | 153 | | | | | 1.0 |
| SR-126 | 24300 | 24363 | LT | 3 | 2 | 3 | | | | 59 | | | | | 1.0 |
| SR-126 | 24403 | 24550 | LT | 3 | 2 | 3 | | | | 136 | | | | | 1.0 |
| SR-126 | 24633 | 24669 | LT | 3 | 2 | 3 | | | | 34 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| SR-126 | 24935 | 25154 | RT | 3 | 2 | 2 | | | | 180 | | | | | 1.0 |
| SR-126 | 25077 | 25200 | LT | 3 | 2 | 3 | | 166 | | | | | 182 | 2.5 | 1.0 |
| SR-126 | 25200 | 25300 | LT | 3 | 2 | 2 | | 120 | | | | | 138 | 2.5 | 1.0 |
| SR-126 | 25300 | 25450 | LT | 3 | | 2 | | | | 90 | | | | | 1.0 |
| SR-126 | 25450 | 25600 | LT | 3 | | 3 | | | | | | 105 | | | 1.0 |
| SR-126 | 25600 | 25700 | LT | 3 | | 4 | | | | | | 81 | | | 1.0 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| SR-126 | 25391 | 25410 | RT | 3 | 4 | 3 | | | 58 | | | | 43 | 3.5 | 1.5 |
| SR-126 | 25486 | 25725 | RT | 3 | 2 | 3 | | | 966 | | | | 659 | 3.5 | 2.5 |
| SR-126 | 25725 | 25975 | RT | 2 | 2 | 2 | | | 621 | | | | 498 | 3.5 | 2.0 |
| SR-126 | 25975 | 26025 | RT | 2.5 | 2 | 2 | | | 135 | | | | 105 | 3.5 | 2.0 |
| SR-126 | 26025 | 26275 | RT | 3 | 2 | 3 | | | 831 | | | | 601 | 3.5 | 2.0 |
| SR-126 | 26275 | 26410 | RT | 3 | 2 | 3 | | | | | 14 | | | 0.3 | 1.0 |
| SR-126 | 26410 | 26450 | RT | 3 | 2 | 6 | | | | | | 50 | | | 1.0 |
| SR-126 | 25700 | 25875 | LT | 3 | 2 | 3 | | | | 162 | | | | | 1.0 |
| SR-126 | 25875 | 26050 | LT | 3 | | 2 | | | | 105 | | | | | 1.0 |
| SR-126 | 26174 | 26222 | LT | 6 | 2 | 3 | | | 123 | | | | 97 | 3.5 | 1.0 |
| SR-126 | 26252 | 26444 | LT | 6 | 2 | 3 | | | | 240 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
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| SHEET TOTALS (1 OF 3) | | | | | | | | 1817 | 2734 | 1943 | 14 | 1451 | 3859 | | |

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURAL
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 6:45:57 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F4.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F5 |
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# DITCH LINING (TABLE 2 OF 3)

| ROADWAY | STATION | | SIDE | SLOPE | | | MACHINED RIPRAP | | | TRM TYPE II 805-01.02 (S.Y.) | CONC. DITCH PAVING 703-01 (C.Y.) | SODDING NEW SOD 803-01 (S.Y.) | GEOTEX. TYPE III 740-10.03 (S.Y.) | T (THICK) (FT) | D (DEPTH) (FT) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FROM | TO | | FORE (H:1) | BOTTOM WIDTH | BACK (H:1) | CLASS A1 70905.06 (TON) | CLASS B 709-05.08 (TON) | CLASS C 709-05.09 (TON) | | | | | | |
| SR-126 | 26444 | 26457 | LT | 4 | 2 | 2 | | | 34 | | | | 27 | 3.5 | 1.5 |
| SR-126 | 26486 | 26500 | LT | 4 | 2 | 2 | | | 37 | | | | 29 | 3.5 | 1.5 |
| SR-126 | 26524 | 26546 | LT | 4 | 2 | 2 | | | 58 | | | | 45 | 3.5 | 1.5 |
| SR-126 | 26570 | 26623 | LT | 3 | 2 | 2 | | | 122 | | | | 101 | 3.5 | 1.5 |
| SR-126 | 26652 | 26762 | LT | 3 | 2 | 2 | | | 252 | | | | 209 | 3.5 | 1.5 |
| SR-126 | 26820 | 26950 | LT | 3 | 2 | 2 | | | | 146 | | | | | 1.5 |
| SR-126 | 27135 | 27450 | RT | 3 | 2 | 2 | | | | 259 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| SR-126 | 27600 | 28531 | RT | 3 | 2 | 1.5 | | | | 675 | | | | | 1.5 |
| SR-126 | 28531 | 28660 | RT | 3 | 2 | 1.5 | 119 | | | | | | 178 | 1.5 | 1.5 |
| SR-126 | 28725 | 28925 | RT | 3 | 2 | 2 | | | | 165 | | | | | 1.0 |
| SR-126 | 28925 | 29150 | RT | 3 | | 2 | | | | 135 | | | | | 1.0 |
| SR-126 | 29150 | 29339 | RT | 3 | 2 | 3 | | 255 | | | | | 280 | 2.5 | 1.0 |
| SR-126 | 29364 | 29400 | RT | 3 | 2 | 3 | | 86 | | | | | 79 | 2.5 | 2.0 |
| SR-126 | 29400 | 29650 | RT | 3 | 2 | 3 | | | | 232 | | | | | 1.0 |
| SR-126 | 29700 | 30150 | RT | 3 | 2 | 2 | | | | 370 | | | | | 1.0 |
| SR-126 | 30150 | 30350 | RT | 3 | 2 | 2 | | | | 164 | | | | | 1.0 |
| SR-126 | 30350 | 30427 | RT | 3 | 2 | 2 | | | | 87 | | | | | 1.5 |
| SR-126 | 30500 | 30521 | RT | 3 | 2 | 2 | | | | 18 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| SR-126 | 30600 | 30832 | LT | 2 | 2 | 2 | | | | 225 | | | | | 1.5 |
| WARPATH DR. | 5050 | 5150 | LT | 4 | | 3 | | | | | | 81 | | | 1.0 |
| CONWAY DR. | 5050 | 5079 | LT | 4 | | 2 | | | | | | 31 | | | 1.5 |
| CONWAY DR. | 5056 | 5115 | RT | 4 | | 2 | | 61 | | | | | 74 | 2.5 | 1.0 |
| CONWAY DR. | 5162 | 5200 | LT | 4 | | 2 | | 59 | | | | | 61 | 2.5 | 1.5 |
| CONWAY DR. | 5200 | 5225 | LT | 4 | | 2 | | | | 27 | | | | | 1.5 |
| CONWAY DR. | 5169 | 5225 | RT | 4 | | 2 | | | | 40 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| SR-126 ENT 216+62 RT | 100 | 208 | LT | 3 | 2 | 3 | | | | 100 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| OREBANK ROAD | 4300 | 4337 | LT | 3 | | 2 | | | | 23 | | | | | 1.0 |
| OREBANK ROAD | 4390 | 4430 | LT | 3 | | 3 | | | 115 | | | | 87 | 3.5 | 2.0 |
| OREBANK ROAD | 4430 | 4550 | LT | 3 | | 3 | | | | | | 169 | | | 2.0 |
| OREBANK ROAD | 4550 | 4800 | LT | 3 | 2 | 3 | | 722 | | | | | | | 2.5 |
| OREBANK ROAD | 4800 | 4850 | LT | 3 | 2 | 3 | | | 131 | | | | 103 | 3.5 | 1.5 |
| OREBANK ROAD | 4850 | 4900 | LT | 3 | 2 | 3 | | 68 | | | | | 74 | 2.5 | 1.0 |
| OREBANK ROAD | 4600 | 4750 | RT | 2 | 2 | 2 | | | | 220 | | | | | 2.5 |
| OREBANK ROAD | 4750 | 4850 | RT | 2 | 2 | 2 | | | | | | 146 | | | 2.5 |
| OREBANK ROAD | 4850 | 4900 | RT | 2 | 2 | 2 | | | | | | 36 | | | 1.0 |
| | | | | | | | | | | | | | | | |
| RAMP B | 2100 | 2150 | RT | 4 | | 1.5 | | | | 33 | | | | | 1.0 |
| RAMP C | 3000 | 3133 | RT | 3 | 2 | 2 | | 160 | | | | | 183 | 2.5 | 1.0 |
| RAMP C Bottom | 3133 | 3339 | RT | 6 | 2 | 2 | | | | | | 236 | | | 1.0 |
| RAMP C Top | 3133 | 3339 | RT | 2 | | 1.5 | | | | | | 92 | | | 1.0 |
| RAMP D | 3850 | 3950 | LT | 6 | 4 | 2 | | | | | 10 | | | 0.3 | 0.5 |
| | | | | | | | | | | | | | | | |
| HILLCREST DR. | 5048 | 5150 | RT | 3 | | 4 | | | | 83 | | | | | 1.0 |
| HILLCREST DR. | 5072 | 5134 | LT | 3 | | 4 | | 74 | | | | | 85 | 2.5 | 1.0 |
| | | | | | | | | | | | | | | | |
| HEATHER LANE | 4760 | 4850 | LT | 3 | | 2 | | | | 54 | | | | | 1.0 |
| HEATHER LANE | 4917 | 4939 | LT | 3 | | 2 | | 20 | | | | | 25 | 2.5 | 1.0 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| **SHEET TOTALS (2 OF 3)** | | | | | | | **119** | **1505** | **749** | **3056** | **10** | **791** | **1641** | | |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
NO. 109886
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 6:47:19 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F5.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F6 |
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# DITCH LINING (TABLE 3 OF 3)

| ROADWAY | STATION | | SIDE | SLOPE | | | MACHINED RIPRAP | | | TRM TYPE II 805-01.02 (S.Y.) | CONC. DITCH PAVING 703-01 (C.Y.) | SODDING NEW SOD 803-01 (S.Y.) | GEOTEX. TYPE III 740-10.03 (S.Y.) | T (THICK) (FT) | D (DEPTH) (FT) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FROM | TO | | FORE (H:1) | BOTTOM WIDTH | BACK (H:1) | CLASS A1 709-05.06 (TON) | CLASS B 709-05.08 (TON) | CLASS C 709-05.09 (TON) | | | | | | |
| KITE STREET | 5082 | 5146 | LT | 4 | 2 | 2 | | | 260 | | | | 177 | 3.5 | 2.5 |
| KITE STREET | 5146 | 5169 | LT | 4 | 2 | 4 | | | 54 | | | | 44 | 3.5 | 1.0 |
| KITE STREET | 5208 | 5252 | LT | 3 | 2 | 3 | | | 84 | | | | 75 | 3.5 | 1.0 |
| | | | | | | | | | | | | | | | |
| KENT STREET | 4965 | 5000 | LT | 2 | | 2 | | | | | | 17 | | | 1.0 |
| | | | | | | | | | | | | | | | |
| WOODRIDGE AVE. | 4474 | 4520 | RT | 3 | | 2 | | | 57 | | | | 63 | 3.5 | 1.0 |
| WOODRIDGE AVE. | 4548 | 4600 | RT | 3 | 2 | 2 | | | 88 | | | | 83 | 3.5 | 1.0 |
| WOODRIDGE AVE. | 4600 | 4750 | RT | 2 | 2 | 2 | | | 221 | | | | 225 | 3.5 | 1.0 |
| WOODRIDGE AVE. | 4750 | 4800 | RT | 2 | 2 | 2 | | | 99 | | | | 87 | 3.5 | 1.5 |
| WOODRIDGE AVE. | 4800 | 4900 | RT | 2 | 2 | 2 | | | | 72 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| AMY AVE. | 24410 | 24450 | RT | 3 | 2 | 3 | 33 | | | | | | 50 | 1.5 | 1.0 |
| AMY AVE. | 24452 | 24500 | RT | 3 | 2 | 3 | 39 | | | | | | 60 | 1.5 | 1.0 |
| AMY AVE. | 24452 | 24535 | LT | 3 | | 3 | | | 120 | | | | 123 | 3.5 | 1.0 |
| AMY AVE. | 24535 | 24550 | RT | 3 | 2 | 3 | | 21 | | | | | 22 | 2.5 | 1.0 |
| AMY AVE. | 24558 | 24650 | LT | 3 | | 3 | | | | 65 | | | | | 1.0 |
| AMY AVE. | 24605 | 24700 | RT | 3 | 2 | 3 | | | | 155 | | | | | 2.0 |
| AMY AVE. | 24700 | 24800 | RT | 2 | 2 | 2 | | | 198 | | | | 175 | 3.5 | 1.5 |
| AMY AVE. | 24800 | 24880 | RT | 2 | 2 | 2 | | | 158 | | | | 140 | 3.5 | 1.5 |
| AMY AVE. | 24700 | 24950 | LT | 3 | 2 | 2 | | | 573 | | | | 475 | 3.5 | 1.5 |
| | | | | | | | | | | | | | | | |
| AMY AVE. ENT 245+35L | 100 | 175 | RT | 2 | | 2 | | | | 38 | | | | | 1.0 |
| | AMY COURT | | | | | | | | | | | | | | |
| AMY COURT | 35050 | 35108 | RT | 3 | | 3 | 36 | | | | | | 60 | 1.5 | 1.0 |
| | | | | | | | | | | | | | | | |
| TRINITY LANE | 14650 | 14750 | LT | 2 | | 2 | | 73 | | | | | 105 | 2.5 | 1.0 |
| TRINITY LANE | 14750 | 14973 | LT | 2 | | 2 | | | | 111 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
| TANGLEWOOD RD | 1016 | 1093 | LT | 3 | | 2 | | | | 70 | | | | | 1.5 |
| TANGLEWOOD RD | 1093 | 1113 | LT | 3 | | 2 | | | 37 | | | | 34 | 3.5 | 1.5 |
| TANGLEWOOD RD | 1139 | 1180 | LT | 3 | | 2 | | | 51 | | | | 56 | 3.5 | 1.0 |
| | | | | | | | | | | | | | | | |
| BRIARWOOD RD | 5070 | 5150 | LT | 3 | | 2 | | | | 48 | | | | | 1.0 |
| BRIARWOOD RD | 5056 | 5100 | RT | 3 | | 2 | | | | 27 | | | | | 1.0 |
| BRIARWOOD RD | 5100 | 5121 | RT | 3 | | 2 | | | 26 | | | | 29 | 3.5 | 1.0 |
| BRIARWOOD RD | 5183 | 5250 | RT | 3 | | 2 | | 59 | | | | | 77 | 2.5 | 1.0 |
| BRIARWOOD RD | 5250 | 5400 | RT | 3 | | 2 | | | | 90 | | | | | 1.0 |
| | | | | | | | | | | | | | | | |
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| SHEET TOTALS (3 OF 3) | | | | | | | 108 | 153 | 2026 | 676 | | 17 | 2161 | | |
| PROJECT TOTALS | | | | | | | 227 | 3475 | 5509 | 5675 | 24 | 2260 | 7661 | | |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 6:48:42 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F6.dgn

# CATCH BASINS AND MANHOLES (TABLE 1 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE MH 611-01.02 4'-8' | TYPE MH 611-01.03 8'-12' | TYPE MH 611-01.04 12'-16' | TYPE MH 611-01.05 16'-20' | TYPE MH 611-01.06 20'-24' | TYPE MH 611-01.07 24'-28' | TYPE JB 611-02.11 TYPE 2 | TYPE 12 611-12.01 0'-4' | TYPE 12 611-12.02 4'-8' | TYPE 12 611-12.03 8'-12' | TYPE 12 611-12.04 12'-16' | TYPE 12 611-12.05 16'-20' |
| 4B | E.CENTER | 46+90 | 21.00 LT | 1 | 1318.66 | 1314.78 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 4B | E.CENTER | 47+80 | 21.00 LT | 2 | 1318.11 | 1313.96 | 4.15 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 4B | E.CENTER | 46+90 | 21.00 RT | 3 | 1318.66 | 1314.78 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 4B | E.CENTER | 47+80 | 21.00 RT | 4 | 1318.10 | 1313.60 | 4.5 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 4B | E.CENTER | 48+94 | 21.00 RT | 5 | 1316.41 | 1312.03 | 4.38 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 49+12 | 21.00 RT | 6 | 1316.30 | 1311.61 | 4.69 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 49+24 | 21.00 RT | 8 | 1316.33 | 1311.40 | 4.93 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | SR 126 | 197+93 | 34.00 LT | 9 | 1317.81 | 1313.93 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 4B | SR 126 | 198+38 | 34.00 LT | 10 | 1317.62 | 1312.38 | 5.24 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 4B | E.CENTER | 49+24 | 22.87 LT | 11 | 1317.12 | 1310.90 | 6.22 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | SR 126 | 200+04.88 | 37.50 LT | 12 | 1316.74 | 1309.95 | 6.79 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 4B | SR 126 | 201+75 | 37.50 LT | 13 | 1315.89 | 1308.52 | 7.37 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 5B | SR 126 | 203+30 | 37.50 LT | 14 | 1314.58 | 1307.19 | 7.39 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 5B | SR 126 | 203+05 | 7.50 RT | 15 | 1316.89 | 1311.39 | 5.5 | 3' X 8' | D-CB-26S | | | | | | | | | | | | |
| 5B | SR 126 | 204+27 | 37.50 LT | 16 | 1314.09 | 1306.17 | 7.92 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 5B | SR 126 | 204+71 | 37.50 LT | 17 | 1313.99 | 1305.56 | 8.43 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 5B | SR 126 | 205+79 | 37.50 LT | 18 | 1314.38 | 1304.59 | 9.79 | 3' X 4' | D-CB-12S | | | | | | | | | | | 1 | |
| 5B | SR 126 | 206+10.86 | 37.50 LT | 19 | 1314.54 | 1301.66 | 12.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | 1 |
| 5B | SR 126 | 205+10 | 7.50 RT | 20 | 1315.35 | 1311.30 | 4.05 | 3' X 8' | D-CB-26S | | | | | | | | | | | | |
| 5B | SR 126 | 205+35 | 7.50 RT | 21 | 1315.27 | 1310.61 | 4.66 | 3' X 8' | D-CB-26S | | | | | | | | | | | | |
| 5B | SR 126 | 205+47 | 7.50 RT | 22 | 1315.24 | 1309.18 | 6.06 | 3' X 8' | D-CB-26S | | | | | | | | | | | | |
| 5B | PARKERSON | 49+22 | 10.00 RT | 23 | 1313.79 | 1309.55 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 5B | PARKERSON | 49+22 | 10.41 LT | 24 | 1313.45 | 1308.88 | 4.05 | 3' X 4' | D-CB-12RA | | | | | | | | | 1 | | | |
| 4B | SR 126 | 200+04.88 | 51.37 LT | 25 | 1317.20 | 1310.63 | 6.57 | 4' DIA | * EXISTING | | | | | | | | | | | | |
| 4B | E.CENTER | 52+09 | 17.39 RT | 28 | 1317.11 | 1313.23 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 4B | E.CENTER | 51+28 | 18.50 RT | 29 | 1316.28 | 1312.06 | 4.22 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 51+08 | 21.95 RT | 30 | 1316.09 | 1311.50 | 4.59 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 50+90 | 30.52 RT | 31 | 1315.95 | 1311.90 | 4.05 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | SR 126 | 197+93 | 34.00 RT | 33 | 1317.81 | 1312.81 | 5 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 52+09 | 17.39 LT | 34 | 1317.32 | 1312.90 | 4.42 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 4B | E.CENTER | 51+22 | 18.50 LT | 35 | 1316.89 | 1311.46 | 5.43 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 51+02 | 18.50 LT | 36 | 1316.81 | 1310.92 | 5.89 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | E.CENTER | 50+82 | 18.50 LT | 37 | 1316.90 | 1310.34 | 6.56 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | SR 126 | 199+32 | 44.22 RT | 39 | 1316.97 | 1309.57 | 7.4 | 10' DIA | D-CB-12RC | | | | | | | | | 1 | | | |
| 4B | SR 126 | 200+17 | 37.50 RT | 40 | 1316.68 | 1308.77 | 7.91 | 4' X 4' | D-CB-12SB | | | | | | | | | 1 | | | |
| 4B | MILLER | 148+62 | 10.00 RT | 41A | 1317.89 | 1313.92 | 3.97 | 4' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 4B | MILLER | 149+62 | 40.25 RT | 43 | 1316.62 | 1312.11 | 4.51 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 4B | SR 126 | 200+87 | 37.50 RT | 45 | 1316.47 | 1307.97 | 8.5 | 9' X 9' | D-CB-14SE | | | | | | | | | | | | |
| 4B | SR 126 | 201+38 | 37.50 RT | 47 | 1316.49 | 1307.21 | 9.28 | 9' X 9' | D-CB-14SE | | | | | | | | | | | | |
| 4B | SR 126 | 202+52 | 37.50 RT | 49 | 1317.29 | 1306.37 | 10.92 | 4' X 4' | D-CB-12SB | | | | | | | | | | 1 | | |
| 5B | SR 126 | 203+20 | 37.83 RT | 51 | 1317.12 | 1305.60 | 11.52 | 9' X 9' | D-CB-14SE | | | | | | | | | | | | |
| 5B | CENTRAL | 50+59.66 | 13.70 RT | 52 | 1317.49 | 1305.25 | 12.24 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | 1 |
| 5B | SR 126 | 204+07 | 37.50 RT | 56 | 1316.68 | 1304.56 | 12.12 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | 1 |
| 5B | SR 126 | 204+47.58 | 48.57 RT | 58 | 1316.90 | 1303.96 | 12.94 | 6' DIA | D-MH-2 | | | 1 | | | | | | | | | |
| 5B | SR 126 | 205+89 | 37.50 RT | 59 | 1314.84 | 1302.65 | 12.19 | 9' X 9' | D-CB-14SE | | | | | | | | | | | | |
| 5B | SR 126 | 206+25 | 37.50 RT | 61 | 1314.58 | 1302.12 | 12.46 | 9' X 9' | D-CB-14SE | | | | | | | | | | | | |
| 5B | SR 126 | 206+42 | 37.50 RT | 63 | 1314.69 | 1300.73 | 13.96 | 9' X 9' | D-CB-14SE | | | | | | | | | | | | |
| 5B | SR 126 | 206+90 | 37.50 RT | 64 | 1315.04 | 1301.27 | 13.77 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | 1 |
| 5B | SR 126 | 207+70 | 37.50 RT | 66 | 1315.63 | 1300.44 | 15.19 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | 1 |
| 5B | SR 126 | 207+70 | 37.50 LT | 67 | 1315.63 | 1299.67 | 15.96 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | 1 |
| 5B | SR 126 | 208+16.53 | 332.47 LT | 69 | 1306.56 | 1296.51 | 10.05 | 6' DIA | D-MH-2 | | 1 | | | | | | | | | | |
| 5B | SR 126 | 208+35 | 37.50 RT | 71 | 1316.10 | 1309.28 | 6.82 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 5B | CONWAY | 50+63 | 11.05 RT | 73 | 1316.45 | 1310.52 | 5.93 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 5B | CONWAY | 50+63 | 11.96 LT | 74 | 1316.45 | 1311.69 | 4.76 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 5B | SR 126 | 209+27 | 37.50 RT | 76 | 1316.78 | 1312.21 | 4.57 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 5B | SR 126 | 211+10 | 37.50 RT | 77 | 1318.17 | 1314.17 | 4 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 5B | SR 126 | 209+50 | 37.50 LT | 79 | 1316.95 | 1309.88 | 7.07 | 4' X 4' | D-CB-12SB | | | | | | | | | 1 | | | |
| 5B | SR 126 | 210+54 | 37.50 LT | 80 | 1317.71 | 1311.05 | 6.66 | 4' X 4' | D-CB-12SB | | | | | | | | | 1 | | | |
| 5B | SR 126 | 212+87 | 37.50 LT | 81 | 1320.03 | 1314.01 | 6.02 | 4' X 8' | D-CB-16S | | | | | | | | | | | | |
| 5B | SR 126 | 214+75 | 37.50 LT | 82 | 1323.09 | 1319.21 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 5B | SR 126 | 213+20 | 37.50 RT | 83 | 1320.59 | 1314.80 | 5.79 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 5B | SR 126 | 215+60 | 37.50 RT | 85 | 1324.57 | 1320.52 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 6B | SR 126 | 216+85 | 37.50 RT | 87 | 1326.76 | 1322.44 | 4.32 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| **SHEET TOTALS (1 OF 10)** | | | | | | | | | | | 1 | 1 | | | | | 8 | 17 | 2 | 6 | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F7 |
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**SEALED BY**

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
NO. 109998
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 6:50:05 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F7.dgn

# CATCH BASINS AND MANHOLES (TABLE 2 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE 12 611-12.06 20'-24' | TYPE 13 611-13.02 4'-8' | TYPE 13 611-13.04 12'-16' | TYPE 14 611-14.01 0'-4' | TYPE 14 611-14.02 4'-8' | TYPE 14 611-14.03 8'-12' | TYPE 14 611-14.04 12'-16' | TYPE 16 611-16.02 4'-8' | TYPE 25 611-25.02 4'-8' | TYPE 26 611-26.02 4'-8' | | |
| 4B | E.CENTER | 46+90 | 21.00 LT | 1 | 1318.66 | 1314.78 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 47+80 | 21.00 LT | 2 | 1318.11 | 1313.96 | 4.15 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 46+90 | 21.00 RT | 3 | 1318.66 | 1314.78 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 47+80 | 21.00 RT | 4 | 1318.10 | 1313.60 | 4.5 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 48+94 | 21.00 RT | 5 | 1316.41 | 1312.03 | 4.38 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 49+12 | 21.00 RT | 6 | 1316.30 | 1311.61 | 4.69 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 49+24 | 21.00 RT | 8 | 1316.33 | 1311.40 | 4.93 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | SR 126 | 197+93 | 34.00 LT | 9 | 1317.81 | 1313.93 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | SR 126 | 198+38 | 34.00 LT | 10 | 1317.62 | 1312.38 | 5.24 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 49+24 | 22.87 LT | 11 | 1317.12 | 1310.90 | 6.22 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | SR 126 | 200+04.88 | 37.50 LT | 12 | 1316.74 | 1309.95 | 6.79 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | SR 126 | 201+75 | 37.50 LT | 13 | 1315.89 | 1308.52 | 7.37 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 203+30 | 37.50 LT | 14 | 1314.58 | 1307.19 | 7.39 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 203+05 | 7.50 RT | 15 | 1316.89 | 1311.39 | 5.5 | 3' X 8' | D-CB-26S | | | | | | | | | | | 1 | |
| 5B | SR 126 | 204+27 | 37.50 LT | 16 | 1314.09 | 1306.17 | 7.92 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 5B | SR 126 | 204+71 | 37.50 LT | 17 | 1313.99 | 1305.56 | 8.43 | 3' X 8' | D-CB-14S | | | | | | 1 | | | | | | |
| 5B | SR 126 | 205+79 | 37.50 LT | 18 | 1314.38 | 1304.59 | 9.79 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 206+10.86 | 37.50 LT | 19 | 1314.54 | 1301.66 | 12.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 205+10 | 7.50 RT | 20 | 1315.35 | 1311.30 | 4.05 | 3' X 8' | D-CB-26S | | | | | | | | | | | 1 | |
| 5B | SR 126 | 205+35 | 7.50 RT | 21 | 1315.27 | 1310.61 | 4.66 | 3' X 8' | D-CB-26S | | | | | | | | | | | 1 | |
| 5B | SR 126 | 205+47 | 7.50 RT | 22 | 1315.24 | 1309.18 | 6.06 | 3' X 8' | D-CB-26S | | | | | | | | | | | 1 | |
| 5B | PARKERSON | 49+22 | 10.00 RT | 23 | 1313.79 | 1309.55 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | PARKERSON | 49+22 | 10.41 LT | 24 | 1313.45 | 1308.88 | 4.05 | 3' X 4' | D-CB-12RA | | | | | | | | | | | | |
| 4B | SR 126 | 200+04.88 | 51.37 LT | 25 | 1317.20 | 1310.63 | 6.57 | 4' DIA | * EXISTING | | | | | | | | | | | | |
| 4B | E.CENTER | 52+09 | 17.39 RT | 28 | 1317.11 | 1313.23 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 51+28 | 18.50 RT | 29 | 1316.28 | 1312.06 | 4.22 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 51+08 | 21.95 RT | 30 | 1316.09 | 1311.50 | 4.59 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 50+90 | 30.52 RT | 31 | 1315.95 | 1311.90 | 4.05 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | SR 126 | 197+93 | 34.00 RT | 33 | 1317.81 | 1312.81 | 5 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 52+09 | 17.39 LT | 34 | 1317.32 | 1312.90 | 4.42 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | E.CENTER | 51+22 | 18.50 LT | 35 | 1316.89 | 1311.46 | 5.43 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 51+02 | 18.50 LT | 36 | 1316.81 | 1310.92 | 5.89 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | E.CENTER | 50+82 | 18.50 LT | 37 | 1316.90 | 1310.34 | 6.56 | 3' X 8' | D-CB-16S | | | | | | | | 1 | | | | |
| 4B | SR 126 | 199+32 | 44.22 RT | 39 | 1316.97 | 1309.57 | 7.4 | 10' DIA | D-CB-12RC | | | | | | | | | | | | |
| 4B | SR 126 | 200+17 | 37.50 RT | 40 | 1316.68 | 1308.77 | 7.91 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 4B | MILLER | 148+62 | 10.00 RT | 41A | 1317.89 | 1313.92 | 3.97 | 4' X 4' | D-CB-12S | | | | | | | | | | | | |
| 4B | MILLER | 149+62 | 40.25 RT | 43 | 1316.62 | 1312.11 | 4.51 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 4B | SR 126 | 200+87 | 37.50 RT | 45 | 1316.47 | 1307.97 | 8.5 | 9' X 9' | D-CB-14SE | | | | | | 1 | | | | | | |
| 4B | SR 126 | 201+38 | 37.50 RT | 47 | 1316.49 | 1307.21 | 9.28 | 9' X 9' | D-CB-14SE | | | | | | 1 | | | | | | |
| 4B | SR 126 | 202+52 | 37.50 RT | 49 | 1317.29 | 1306.37 | 10.92 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 5B | SR 126 | 203+20 | 37.83 RT | 51 | 1317.12 | 1305.60 | 11.52 | 9' X 9' | D-CB-14SE | | | | | | 1 | | | | | | |
| 5B | CENTRAL | 50+59.66 | 13.70 RT | 52 | 1317.49 | 1305.25 | 12.24 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | |
| 5B | SR 126 | 204+07 | 37.50 RT | 56 | 1316.68 | 1304.56 | 12.12 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | |
| 5B | SR 126 | 204+47.58 | 48.57 RT | 58 | 1316.90 | 1303.96 | 12.94 | 6' DIA | D-MH-2 | | | | | | | | | | | | |
| 5B | SR 126 | 205+89 | 37.50 RT | 59 | 1314.84 | 1302.65 | 12.19 | 9' X 9' | D-CB-14SE | | | | | | | 1 | | | | | |
| 5B | SR 126 | 206+25 | 37.50 RT | 61 | 1314.58 | 1302.12 | 12.46 | 9' X 9' | D-CB-14SE | | | | | | | 1 | | | | | |
| 5B | SR 126 | 206+42 | 37.50 RT | 63 | 1314.69 | 1300.73 | 13.96 | 9' X 9' | D-CB-14SE | | | | | | | 1 | | | | | |
| 5B | SR 126 | 206+90 | 37.50 RT | 64 | 1315.04 | 1301.27 | 13.77 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | |
| 5B | SR 126 | 207+70 | 37.50 RT | 66 | 1315.63 | 1300.44 | 15.19 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | |
| 5B | SR 126 | 207+70 | 37.50 LT | 67 | 1315.63 | 1299.67 | 15.96 | 5' 2" X 5' 2" | D-CB-12SC | | | | | | | | | | | | |
| 5B | SR 126 | 208+16.53 | 332.47 LT | 69 | 1306.56 | 1296.51 | 10.05 | 6' DIA | D-MH-2 | | | | | | | | | | | | |
| 5B | SR 126 | 208+35 | 37.50 RT | 71 | 1316.10 | 1309.28 | 6.82 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | CONWAY | 50+63 | 11.05 RT | 73 | 1316.45 | 1310.52 | 5.93 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 5B | CONWAY | 50+63 | 11.96 LT | 74 | 1316.45 | 1311.69 | 4.76 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 5B | SR 126 | 209+27 | 37.50 RT | 76 | 1316.78 | 1312.21 | 4.57 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 211+10 | 37.50 RT | 77 | 1318.17 | 1314.17 | 4 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 209+50 | 37.50 LT | 79 | 1316.95 | 1309.88 | 7.07 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 5B | SR 126 | 210+54 | 37.50 LT | 80 | 1317.71 | 1311.05 | 6.66 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 5B | SR 126 | 212+87 | 37.50 LT | 81 | 1320.03 | 1314.01 | 6.02 | 4' X 8' | D-CB-16S | | | | | | | | 1 | | | | |
| 5B | SR 126 | 214+75 | 37.50 LT | 82 | 1323.09 | 1319.21 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 213+20 | 37.50 RT | 83 | 1320.59 | 1314.80 | 5.79 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 5B | SR 126 | 215+60 | 37.50 RT | 85 | 1324.57 | 1320.52 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 6B | SR 126 | 216+85 | 37.50 RT | 87 | 1326.76 | 1322.44 | 4.32 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| **SHEET TOTALS (2 OF 10)** | | | | | | | | | | | | | | **14** | **4** | **3** | **2** | | **4** | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F8 |
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**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

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# CATCH BASINS AND MANHOLES (TABLE 3 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE MH 611-01.02 4'-8' | TYPE MH 611-01.03 8'-12' | TYPE MH 611-01.04 12'-16' | TYPE MH 611-01.05 16'-20' | TYPE MH 611-01.06 20'-24' | TYPE MH 611-01.07 24'-28' | TYPE JB 611-02.11 TYPE 2 | TYPE 12 611-12.01 0'-4' | TYPE 12 611-12.02 4'-8' | TYPE 12 611-12.03 8'-12' | TYPE 12 611-12.04 12'-16' | TYPE 12 611-12.05 16'-20' |
| 5B | WOODSIDE | 47+82.50 | 13.50 RT | 90 | 1314.57 | 1310.92 | 3.65 | 3' X 8' | D-CB-14S(MOD) | | | | | | | | | | | | |
| 5B | WOODSIDE | 47+78.50 | 13.50 LT | 91 | 1314.57 | 1310.8 | 3.77 | 3' X 8' | D-CB-14S(MOD) | | | | | | | | | | | | |
| 5B | WOODSIDE | 48+50.00 | 13.50 LT | 92 | 1315.54 | 1311.68 | 3.86 | 3' X 4' | D-CB-12S(MOD) | | | | | | | | 1 | | | | |
| 5B | WOODSIDE | 47+78.50 | 17.50 LT | 93 | | 1310.76 | | 32" X 32" | D-JBS-2 | | | | | | | 1 | | | | | |
| 6B | SR 126 | 219+50 | 37.50 LT | 95 | 1331.40 | 1310.6 | 20.8 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 6B | SR 126 | 219+50 | 37.50 RT | 96 | 1331.40 | 1326.73 | 4.67 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 6B | SR 126 | 221+75 | 37.50 RT | 101 | 1334.94 | 1329.98 | 4.96 | 4' X 4' | D-CB-12SB | | | | | | | | | 1 | | | |
| 6B | SR 126 | 223+25 | 7.50 LT | 102 | 1342.00 | 1337.33 | 4.67 | 4' X 4' | D-CB-25SB | | | | | | | | | | | | |
| 6B | SR 126 | 223+25 | 37.50 RT | 103 | 1340.11 | 1331.75 | 8.36 | 4' X 4' | D-CB-12SB | | | | | | | | | | 1 | | |
| 6B | SR 126 | 224+60 | 37.50 RT | 104 | 1346.94 | 1336.61 | 10.33 | 4' X 4' | D-CB-12SB | | | | | | | | | | 1 | | |
| 6B | SR 126 | 226+00 | 7.50 LT | 106 | 1356.82 | 1352.22 | 4.6 | 4' X 4' | D-CB-25SB | | | | | | | | | | | | |
| 6B | SR 126 | 226+00 | 37.50 RT | 107 | 1354.93 | 1345.93 | 9 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 6B | SR 126 | 227+50 | 37.50 RT | 108 | 1363.72 | 1353.72 | 10 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 6B | SR 126 | 228+75 | 37.50 LT | 109 | 1370.50 | 1366.62 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 6B | SR 126 | 228+75 | 37.50 RT | 110 | 1370.10 | 1362.6 | 7.5 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 6B | OREBANK | 46+00 | 25.00 RT | 112 | 1314.19 | 1289.13 | 25.06 | 6' DIA | D-MH-2 | | | | | | 1 | | | | | | |
| 6B | OREBANK | 49+28 | 13.00 RT | 116 | 1329.50 | 1325.62 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 6B | OREBANK | 49+28 | 13.28 LT | 117 | 1329.26 | 1325.02 | 4.24 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 7B | SR 126 | 229+50 | 37.50 LT | 119 | 1372.45 | 1368.57 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 7B | SR 126 | 231+00 | 37.50 RT | 120 | 1375.28 | 1371.23 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 7B | SR 126 | 232+00 | 37.50 RT | 121 | 1377.18 | 1373.13 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 7B | SR 126 | 233+80 | 37.50 LT | 123 | 1383.51 | 1379.63 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 7B | SR 126 | 234+04.30 | 37.56 RT | 125 | 1384.67 | 1379.84 | 4.83 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 7B | SR 126 | 235+75 | 37.50 LT | 128 | 1393.98 | 1388.02 | 5.96 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 7B | SR 126 | 236+70 | 37.50 LT | 130 | 1399.23 | 1390.48 | 8.75 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 7B | SR 126 | 239+83.50 | 7.50 RT | 133 | 1417.73 | 1411.98 | 5.75 | 3' X 8' | D-CB-26S | | | | | | | | | | | | |
| 7B | SR 126 | 239+94.56 | 2.91 LT | 134 | 1418.45 | 1407.17 | 11.28 | 7' DIA | D-MH-2 | | 1 | | | | | | | | | | |
| 7B | HILLCREST | 50+54 | 23.49 LT | 136 | 1383.87 | 1380.13 | 3.74 | 3' X 4' | D-CB-12LP | | | | | | | | 1 | | | | |
| 7B | RAMP B | 20+92.54 | 45.24 LT | 138 | 1392.71 | 1387.19 | 5.52 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 7B | RAMP C | 30+20 | 2.00 RT | 140 | 1420.20 | 1411.5 | 8.7 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 7B | RAMP C | 31+20 | 2.00 RT | 143 | 1414.68 | 1404.17 | 10.51 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 7B | RAMP A | 9+49 | 12.80 RT | 146 | 1419.01 | 1414.68 | 4.33 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | SR 126 | 241+10 | 37.50 RT | 147 | 1424.52 | 1420.64 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 8B | SR 126 | 241+10 | 55.00 RT | 148 | 1424.99 | 1418.64 | 6.35 | 8' DIA | D-MH-2 | 1 | | | | | | | | | | | |
| 8B | SR 126 | 242+81 | 35.88 RT | 149 | 1433.05 | 1427.3 | 5.75 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | SR 126 | 246+06 | 34.00 RT | 150 | 1451.05 | 1443.37 | 7.68 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | SR 126 | 246+33 | 34.00 LT | 152 | 1452.55 | 1445.3 | 7.25 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | SR 126 | 249+34 | 34.00 LT | 154 | 1469.19 | 1464.81 | 4.38 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | SR 126 | 249+38 | 34.00 RT | 156 | 1469.41 | 1460.61 | 8.8 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 8B | SR 126 | 246+75 | 34.00 RT | 156A | 1454.88 | 1448.81 | 6.07 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | SR 126 | 248+53.38 | 35.78 RT | 156C | 1464.69 | 1452 | 12.69 | 5' DIA | D-CB-13RB | | | | | | | | | | | | |
| 8B | SR 126 | 251+18.50 | 34.00 LT | 168B | 1479.25 | 1470.29 | 8.96 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 8B | SR 126 | 253+25 | 34.00 LT | 158 | 1490.65 | 1478.65 | 12 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 8B | STRATFORD | 50+65 | 61.38 LT | 159 | 1434.83 | 1427.5 | 7.33 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | STRATFORD | 50+65 | 13.00 LT | 160 | 1430.53 | 1423.54 | 6.99 | 6' DIA | D-CB-12RB | | | | | | | | | 1 | | | |
| 8B | STRATFORD | 50+98 | 13.00 LT | 161 | 1429.98 | 1424.48 | 5.5 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 8B | STRATFORD | 51+08 | 13.00 RT | 163 | 1428.98 | 1425.1 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | 1 | | | | |
| 8B | MILTON CT. | 50+52.65 | 18.25 LT | 166 | 1467.84 | 1462.34 | 5.5 | 3' X 4' | D-CB-13S | | | | | | | | | | | | |
| 9B | SR 126 | 254+85 | 35.26 RT | 171 | 1501.51 | 1496.42 | 5.09 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 9B | SR 126 | 257+00 | 34.00 LT | 174 | 1510.99 | 1501.55 | 9.44 | 3' X 4' | D-CB-12P | | | | | | | | | | 1 | | |
| 9B | SR 126 | 257+00 | 34.00 RT | 175 | 1513.36 | 1500.76 | 12.6 | 3' X 4' | D-CB-12S | | | | | | | | | | | 1 | |
| 9B | SR 126 | 260+18 | 34.00 RT | 177 | 1529.27 | 1524.68 | 4.59 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 9B | SR 126 | 261+54 | 40.12 LT | 179 | 1536.87 | 1529.11 | 7.76 | 3' X 8' | D-CB-14RB | | | | | | | | | | | | |
| 9B | SR 126 | 261+54 | 34.00 RT | 180 | 1536.64 | 1527.26 | 9.38 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 9B | SR 126 | 264+40 | 34.00 LT | 184 | 1553.86 | 1544.82 | 9.04 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 9B | SR 126 | 264+40 | 34.00 RT | 185 | 1552.32 | 1533.67 | 18.65 | 3' X 4' | D-CB-12S | | | | | | | | | | | | 1 |
| 10B | SR 126 | 267+00 | 34.0 LT | 187 | 1568.23 | 1563.64 | 4.59 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 10B | SR 126 | 267+00 | 34.0 RT | 188 | 1566.70 | 1553.2 | 13.5 | 3' X 4' | D-CB-12S | | | | | | | | | | | 1 | |
| 10B | SR 126 | 269+28 | 34.0 LT | 189 | 1580.56 | 1576.51 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 10B | SR 126 | 269+28 | 34.0 RT | 190 | 1579.03 | 1567.12 | 11.91 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 10B | SR 126 | 269+37 | 46.00 RT | 191 | 1581.40 | 1575.4 | 6 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 10B | SR 126 | 271+35 | 34.00 RT | 193 | 1589.39 | 1580.14 | 9.25 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| **SHEET TOTALS (3 OF 10)** | | | | | | | | | | **1** | **1** | | | | **1** | **1** | **8** | **23** | **13** | **2** | **1** |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F9 |
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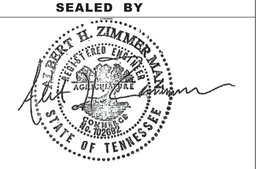
**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

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# CATCH BASINS AND MANHOLES (TABLE 4 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE 12 611-12.06 20'-24' | TYPE 13 611-13.02 4'-8' | TYPE 13 611-13.04 12'-16' | TYPE 14 611-14.01 0'-4' | TYPE 14 611-14.02 4'-8' | TYPE 14 611-14.03 8'-12' | TYPE 14 611-14.04 12'-16' | TYPE 16 611-16.02 4'-8' | TYPE 25 611-25.02 4'-8' | TYPE 26 611-26.02 4'-8' | | |
| 5B | WOODSIDE | 47+82.50 | 13.50 RT | 90 | 1314.57 | 1310.92 | 3.65 | 3' X 8' | D-CB-14S(MOD) | | | | 1 | | | | | | | | |
| 5B | WOODSIDE | 47+78.50 | 13.50 LT | 91 | 1314.57 | 1310.8 | 3.77 | 3' X 8' | D-CB-14S(MOD) | | | | 1 | | | | | | | | |
| 5B | WOODSIDE | 48+50.00 | 13.50 LT | 92 | 1315.54 | 1311.68 | 3.86 | 3' X 4' | D-CB-12S(MOD) | | | | | | | | | | | | |
| 5B | WOODSIDE | 47+78.50 | 17.50 LT | 93 | | 1310.76 | | 32" X 32" | D-JBS-2 | | | | | | | | | | | | |
| 6B | SR 126 | 219+50 | 37.50 LT | 95 | 1331.4 | 1310.6 | 20.8 | 4' X 4' | D-CB-12SB | 1 | | | | | | | | | | | |
| 6B | SR 126 | 219+50 | 37.50 RT | 96 | 1331.4 | 1326.73 | 4.67 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 6B | SR 126 | 221+75 | 37.50 RT | 101 | 1334.94 | 1329.98 | 4.96 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 6B | SR 126 | 223+25 | 7.50 LT | 102 | 1342 | 1337.33 | 4.67 | 4' X 4' | D-CB-25SB | | | | | | | | | 1 | | | |
| 6B | SR 126 | 223+25 | 37.50 RT | 103 | 1340.11 | 1331.75 | 8.36 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 6B | SR 126 | 224+60 | 37.50 RT | 104 | 1346.94 | 1336.61 | 10.33 | 4' X 4' | D-CB-12SB | | | | | | | | | | | | |
| 6B | SR 126 | 226+00 | 7.50 LT | 106 | 1356.82 | 1352.22 | 4.6 | 4' X 4' | D-CB-25SB | | | | | | | | | 1 | | | |
| 6B | SR 126 | 226+00 | 37.50 RT | 107 | 1354.93 | 1345.93 | 9 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 6B | SR 126 | 227+50 | 37.50 RT | 108 | 1363.72 | 1353.72 | 10 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 6B | SR 126 | 228+75 | 37.50 LT | 109 | 1370.5 | 1366.62 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 6B | SR 126 | 228+75 | 37.50 RT | 110 | 1370.1 | 1362.6 | 7.5 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 6B | OREBANK | 46+00 | 25.00 RT | 112 | 1314.19 | 1289.13 | 25.06 | 6' DIA | D-MH-2 | | | | | | | | | | | | |
| 6B | OREBANK | 49+28 | 13.00 RT | 116 | 1329.5 | 1325.62 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 6B | OREBANK | 49+28 | 13.28 LT | 117 | 1329.26 | 1325.02 | 4.24 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 229+50 | 37.50 LT | 119 | 1372.45 | 1368.57 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 231+00 | 37.50 RT | 120 | 1375.28 | 1371.23 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 232+00 | 37.50 RT | 121 | 1377.18 | 1373.13 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 233+80 | 37.50 LT | 123 | 1383.51 | 1379.63 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 234+04.30 | 37.56 RT | 125 | 1384.67 | 1379.84 | 4.83 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 7B | SR 126 | 235+75 | 37.50 LT | 128 | 1393.98 | 1388.02 | 5.96 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 236+70 | 37.50 LT | 130 | 1399.23 | 1390.48 | 8.75 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | SR 126 | 239+83.50 | 7.50 RT | 133 | 1417.73 | 1411.98 | 5.75 | 3' X 8' | D-CB-26S | | | | | | | | | | | 1 | |
| 7B | SR 126 | 239+94.56 | 2.91 LT | 134 | 1418.05 | 1407.17 | 11.28 | 7' DIA | D-MH-2 | | | | | | | | | | | | |
| 7B | HILLCREST | 50+54 | 23.49 LT | 136 | 1383.87 | 1380.13 | 3.74 | 3' X 4' | D-CB-12LP | | | | | | | | | | | | |
| 7B | RAMP B | 20+92.54 | 45.24 LT | 138 | 1392.71 | 1387.19 | 5.52 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | RAMP C | 30+20 | 2.00 RT | 140 | 1420.2 | 1411.5 | 8.7 | 3' X 8' | D-CB-14S | | | | | | 1 | | | | | | |
| 7B | RAMP C | 31+20 | 2.00 RT | 143 | 1414.68 | 1404.17 | 10.51 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 7B | RAMP A | 9+49 | 12.80 RT | 146 | 1419.01 | 1414.68 | 4.33 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 241+10 | 37.50 RT | 147 | 1424.52 | 1420.64 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 241+10 | 55.00 RT | 148 | 1424.99 | 1418.64 | 6.35 | 8' DIA | D-MH-2 | | | | | | | | | | | | |
| 8B | SR 126 | 242+81 | 35.88 RT | 149 | 1433.05 | 1427.30 | 5.75 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 246+06 | 34.00 RT | 150 | 1451.05 | 1443.37 | 7.68 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 246+33 | 34.00 LT | 152 | 1452.55 | 1445.30 | 7.25 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 249+34 | 34.00 LT | 154 | 1469.19 | 1464.81 | 4.38 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 249+38 | 34.00 RT | 156 | 1469.41 | 1460.61 | 8.8 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 246+75 | 34.00 RT | 156A | 1454.88 | 1448.81 | 6.07 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | SR 126 | 248+53.38 | 35.78 RT | 156C | 1464.69 | 1452.00 | 12.69 | 5' DIA | D-CB-13RB | | | 1 | | | | | | | | | |
| 8B | SR 126 | 251+18.50 | 34.00 LT | 168B | 1479.25 | 1470.29 | 8.96 | 3' X 8' | D-CB-14S | | | | | | 1 | | | | | | |
| 8B | SR 126 | 253+25 | 34.00 LT | 158 | 1490.65 | 1478.65 | 12 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | STRATFORD | 50+65 | 61.38 LT | 159 | 1434.83 | 1427.5 | 7.33 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | STRATFORD | 50+65 | 13.00 LT | 160 | 1430.53 | 1423.54 | 6.99 | 6' DIA | D-CB-12RB | | | | | | | | | | | | |
| 8B | STRATFORD | 50+98 | 13.00 LT | 161 | 1429.98 | 1424.48 | 5.5 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | STRATFORD | 51+08 | 13.00 RT | 163 | 1428.98 | 1425.1 | 3.88 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 8B | MILTON CT. | 50+52.65 | 18.25 LT | 166 | 1467.84 | 1462.34 | 5.5 | 3' X 4' | D-CB-13S | | 1 | | | | | | | | | | |
| 9B | SR 126 | 254+85 | 35.26 RT | 171 | 1501.51 | 1496.42 | 5.09 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 9B | SR 126 | 257+00 | 34.00 LT | 174 | 1510.99 | 1501.55 | 9.44 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 9B | SR 126 | 257+00 | 34.00 RT | 175 | 1513.36 | 1500.76 | 12.6 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 9B | SR 126 | 260+18 | 34.00 RT | 177 | 1529.27 | 1524.68 | 4.59 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 9B | SR 126 | 261+54 | 40.12 LT | 179 | 1536.87 | 1529.11 | 7.76 | 3' X 8' | D-CB-14RB | | | | | 1 | | | | | | | |
| 9B | SR 126 | 261+54 | 34.00 RT | 180 | 1536.64 | 1527.26 | 9.38 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 9B | SR 126 | 264+40 | 34.00 LT | 184 | 1553.86 | 1544.82 | 9.04 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 9B | SR 126 | 264+40 | 34.00 RT | 185 | 1552.32 | 1533.67 | 18.65 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 267+00 | 34.0 LT | 187 | 1568.23 | 1563.64 | 4.59 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 267+00 | 34.0 RT | 188 | 1566.7 | 1553.2 | 13.5 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 269+28 | 34.0 LT | 189 | 1580.56 | 1576.51 | 4.05 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 269+28 | 34.0 RT | 190 | 1579.03 | 1567.12 | 11.91 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 269+37 | 46.00 RT | 191 | 1581.4 | 1575.4 | 6 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 271+35 | 34.00 RT | 193 | 1589.39 | 1580.14 | 9.25 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| **SHEET TOTALS (4 OF 10)** | | | | | | | | | | **1** | **1** | **1** | **2** | **1** | **2** | | | **2** | **1** | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F10 |
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**SEALED BY**

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
CIVIL
No. 102000
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 6:55:46 PM
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# CATCH BASINS AND MANHOLES (TABLE 5 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE MH 611-01.02 4'-8' | TYPE MH 611-01.03 8'-12' | TYPE MH 611-01.04 12'-16' | TYPE MH 611-01.05 16'-20' | TYPE MH 611-01.06 20'-24' | TYPE MH 611-01.07 24'-28' | TYPE JB 611-02.11 TYPE 2 | TYPE 12 611-12.01 0'-4' | TYPE 12 611-12.02 4'-8' | TYPE 12 611-12.03 8'-12' | TYPE 12 611-12.04 12'-16' | TYPE 12 611-12.05 16'-20' |
| 10B | SR 126 | 272+00 | 34.00 LT | 195 | 1592.75 | 1585.75 | 7 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 10B | SR 126 | 275+33.66 | 39.75 LT | 199 | 1605.07 | 1586.75 | 18.32 | 5' DIA | D-MH-2 | | | | 1 | | | | | | | | |
| 10B | SR 126 | 275+33.66 | 36.00 RT | 200 | 1607.75 | 1602.59 | 5.16 | 5' DIA | D-MH-2 | 1 | | | | | | | | | | | |
| 10B | SR 126 | 275+84.71 | 42.04 RT | 203 | 1609.66 | 1605.18 | 4.48 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 10B | SR 126 | 278+88 | 33.74 RT | 206 | 1619.18 | 1613.8 | 5.38 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 10B | GLENWOOD | 49+39 | 13.52 LT | 208 | 1586.27 | 1580.37 | 5.9 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 10B | GLENWOOD | 49+39 | 11.00 RT | 209 | 1585.74 | 1579.8 | 5.94 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 10B | GLENWOOD | 49+50 | 11.75 RT | 210 | 1584.73 | 1578.18 | 6.55 | 8' DIA | D-CB-14RB | | | | | | | | | | | | |
| 10B | GLENWOOD | 49+55.74 | 32.52 LT | 211 | 1586.16 | 1580.96 | 5.2 | 8' DIA | D-CB-14RB | | | | | | | | | | | | |
| 10B | AMY AVE. | 247+00 | 22.50 RT | 213 | 1557.05 | 1530.84 | 26.21 | 5' DIA | D-MH-2 | | | | | | 1 | | | | | | |
| 10B | HARBOR CH. | 50+54 | 37.19 RT | 215 | 1607.29 | 1603.24 | 4.05 | 4' X 8' | D-CB-16S | | | | | | | | | | | | |
| 10B | HARBOR CH. | 50+72 | 27.62 LT | 216 | 1609.19 | 1604.37 | 4.82 | 8' DIA | D-CB-14RB | | | | | | | | | | | | |
| 10B | HARBOR CH. | 51+15 | 17.34 RT | 217 | 1609.05 | 1603.92 | 5.13 | 3' X 8' | D-CB-14S | | | | | | | | | | | | |
| 11B | SR 126 | 282+30 | 32.00 RT | 219 | 1629.55 | 1622.81 | 6.74 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 11B | SR 126 | 285+31.04 | 32.02 RT | 220 | 1637.88 | 1630.85 | 7.03 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 11B | SR 126 | 285+75 | 32.00 RT | 222 | 1638.86 | 1632.12 | 6.74 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 11B | SR 126 | 287+25 | 32.00 RT | 223 | 1643.26 | 1635.21 | 8.05 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 11B | SR 126 | 289+50 | 32.00 RT | 226 | 1647.4 | 1639.41 | 7.99 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 11B | SR 126 | 291+50 | 32.00 RT | 227 | 1649.25 | 1641.15 | 8.1 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 11B | AMY AVE. | 243+55.17 | 13.00 LT | 377 | 1517.5 | 1507.83 | 9.67 | 5' DIA | D-MH-2 | | 1 | | | | | | | | | | |
| 12B | SR 126 | 294+00 | 32.00 RT | 230 | 1651.88 | 1643.25 | 8.63 | 3' X 4' | D-CB-12S | | | | | | | | | | 1 | | |
| 12B | SR 126 | 296+08 | 70.00 LT | 235 | 1625.92 | 1603.75 | 22.17 | 5' DIA | D-MH-2 | | | | | 1 | | | | | | | |
| 12B | SR 126 | 297+00 | 32.00 RT | 237 | 1659.22 | 1653.41 | 5.81 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 12B | SR 126 | 298+50 | 32.00 RT | 239 | 1664.34 | 1658.65 | 5.69 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 12B | SR 126 | 303+50 | 37.00 RT | 242 | 1675.58 | 1670.4 | 5.18 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 12B | SR 126 | 305+10 | 38.69 RT | 244 | 1681.08 | 1675.67 | 5.41 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 12B | BRIARWOOD | 50+58 | 14.07 LT | 245 | 1679.67 | 1674.63 | 5.04 | 3' X 4' | D-CB-12S | | | | | | | | | 1 | | | |
| 13B | SR-126 | 307+00 | 25.17 LT | 247 | 1692.04 | 1686.69 | 5.35 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| 13B | SR-127 | 307+01 | 37.00 RT | 248 | 1689.82 | 1685.23 | 4.59 | 3' X 4' | D-CB-12P | | | | | | | | | 1 | | | |
| **SHEET TOTALS (5 OF 10)** | | | | | | | | | | **1** | **1** | | **1** | **1** | **1** | | | **15** | **3** | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F11 |
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**SEALED BY**

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
NUMBER
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 6:57:41 PM
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# CATCH BASINS AND MANHOLES (TABLE 6 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE 12 611-12.06 20'-24' | TYPE 13 611-13.02 4'-8' | TYPE 13 611-13.04 12'-16' | TYPE 14 611-14.01 0'-4' | TYPE 14 611-14.02 4'-8' | TYPE 14 611-14.03 8'-12' | TYPE 14 611-14.04 12'-16' | TYPE 16 611-16.02 4'-8' | TYPE 25 611-25.02 4'-8' | TYPE 26 611-26.02 4'-8' | | |
| 10B | SR 126 | 272+00 | 34.00 LT | 195 | 1592.75 | 1585.75 | 7 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 275+33.66 | 39.75 LT | 199 | 1605.07 | 1586.75 | 18.32 | 5' DIA | D-MH-2 | | | | | | | | | | | | |
| 10B | SR 126 | 275+33.66 | 36.00 RT | 200 | 1607.75 | 1602.59 | 5.16 | 5' DIA | D-MH-2 | | | | | | | | | | | | |
| 10B | SR 126 | 275+84.71 | 42.04 RT | 203 | 1609.66 | 1605.18 | 4.48 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | SR 126 | 278+88 | 33.74 RT | 206 | 1619.18 | 1613.8 | 5.38 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 10B | GLENWOOD | 49+39 | 13.52 LT | 208 | 1586.27 | 1580.37 | 5.9 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 10B | GLENWOOD | 49+39 | 11.00 RT | 209 | 1585.74 | 1579.8 | 5.94 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 10B | GLENWOOD | 49+50 | 11.75 RT | 210 | 1584.73 | 1578.18 | 6.55 | 8' DIA | D-CB-14RB | | | | | 1 | | | | | | | |
| 10B | GLENWOOD | 49+55.74 | 32.52 LT | 211 | 1586.16 | 1580.96 | 5.2 | 8' DIA | D-CB-14RB | | | | | 1 | | | | | | | |
| 10B | AMY AVE. | 247+00 | 22.50 RT | 213 | 1557.05 | 1530.84 | 26.21 | 5' DIA | D-MH-2 | | | | | | | | | | | | |
| 10B | HARBOR CH. | 50+54 | 37.19 RT | 215 | 1607.29 | 1603.24 | 4.05 | 4' X 8' | D-CB-16S | | | | | | | | 1 | | | | |
| 10B | HARBOR CH. | 50+72 | 27.62 LT | 216 | 1609.19 | 1604.37 | 4.82 | 8' DIA | D-CB-14RB | | | | | 1 | | | | | | | |
| 10B | HARBOR CH. | 51+15 | 17.34 RT | 217 | 1609.05 | 1603.92 | 5.13 | 3' X 8' | D-CB-14S | | | | | 1 | | | | | | | |
| 11B | SR 126 | 282+30 | 32.00 RT | 219 | 1629.55 | 1622.81 | 6.74 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 11B | SR 126 | 285+31.04 | 32.02 RT | 220 | 1637.88 | 1630.85 | 7.03 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 11B | SR 126 | 285+75 | 32.00 RT | 222 | 1638.86 | 1632.12 | 6.74 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 11B | SR 126 | 287+25 | 32.00 RT | 223 | 1643.26 | 1635.21 | 8.05 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 11B | SR 126 | 289+50 | 32.00 RT | 226 | 1647.4 | 1639.41 | 7.99 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 11B | SR 126 | 291+50 | 32.00 RT | 227 | 1649.25 | 1641.15 | 8.1 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 11B | AMY AVE. | 243+55.17 | 13.00 LT | 377 | 1517.5 | 1507.83 | 9.67 | 5' DIA | D-MH-2 | | | | | | | | | | | | |
| 12B | SR 126 | 294+00 | 32.00 RT | 230 | 1651.88 | 1643.25 | 8.63 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 12B | SR 126 | 296+08 | 70.00 LT | 235 | 1625.92 | 1603.75 | 22.17 | 5' DIA | D-MH-2 | | | | | | | | | | | | |
| 12B | SR 126 | 297+00 | 32.00 RT | 237 | 1659.22 | 1653.41 | 5.81 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 12B | SR 126 | 298+50 | 32.00 RT | 239 | 1664.34 | 1658.65 | 5.69 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 12B | SR 126 | 303+50 | 37.00 RT | 242 | 1675.58 | 1670.4 | 5.18 | 3' X 4' | D-CB-12P | | | | | | | | | | | | |
| 12B | SR 126 | 305+10 | 38.69 RT | 244 | 1681.08 | 1675.67 | 5.41 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| 12B | BRIARWOOD | 50+58 | 14.07 LT | 245 | 1679.67 | 1674.63 | 5.04 | 3' X 4' | D-CB-12S | | | | | | | | | | | | |
| **SHEET TOTALS (6 OF 10)** | | | | | | | | | | | | | | **5** | | | **1** | | | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F12 |
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**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 6:59:36 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F12.dgn

# CATCH BASINS AND MANHOLES (TABLE 7 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE 27 611-27.02 4'-8' | TYPE 27 611-27.04 12'-16' | TYPE 28 611-28.02 4'-8' | TYPE 28 611-28.04 12'-16' | TYPE 28 611-28.06 20'-24' | TYPE 28 611-28.08 35' | TYPE 29 611-29.02 4'-8' | TYPE 39 611-39.02 4'-8' | TYPE 41 611-41.01 0'-4' | TYPE 41 611-41.02 4'-8' | | |
| 4B | E. CENTER | 49+12 | 34.00 RT | 7 | 1317.9 | 1312.5 | 5.4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | SR 126 | 201+42.39 | 50.50 LT | 26 | 1316.52 | | FIELD | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | SR 126 | 202+15.64 | 50.50 LT | 27 | 1317.01 | | FIELD | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | SR 126 | 198+10 | 55.50 RT | 32 | 1318.77 | 1314.37 | 4.4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | E. CENTER | 51+00 | 36.60 LT | 38 | 1314.74 | 1311.49 | 3.25 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | MILLER | 148+62 | 22.12 LT | 41 | 1317.38 | 1314.42 | 2.96 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | MILLER | 148+62 | 24.50 RT | 42 | 1317.45 | 1314.49 | 2.96 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | SR 126 | 200+18 | 58.00 RT | 44 | 1316.75 | 1311.33 | 5.42 | 5' DIA | D-CB-42RB | | | | | | | | | | | | |
| 4B | SR 126 | 200+87 | 50.50 RT | 46 | 1317.3 | 1312.69 | 4.61 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | SR 126 | 201+38 | 50.50 RT | 48 | 1316.95 | 1312.7 | 4.25 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 4B | SR 126 | 202+52 | 50.50 RT | 50 | 1317.05 | 1313.55 | 3.5 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 203+25 | 56.80 RT | 53 | 1316.61 | 1312.73 | 3.88 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | CENTRAL | 51+41.57 | 12.92 LT | 54 | 1316.58 | 1312.16 | 4.42 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | CENTRAL | 51+41.57 | 12.92 RT | 55 | 1316.58 | 1311.76 | 4.82 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | CONWAY | 52+35 | 15.00 LT | 74A | 1322.1 | 1317.52 | 4.58 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 5B | SR 126 | 204+07 | 50.50 RT | 57 | 1316.44 | 1313.04 | 3.4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 205+89 | 51.65 RT | 60 | 1314.2 | 1310.95 | 3.25 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 206+30 | 51.00 RT | 62 | 1314 | 1310.75 | 3.25 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 206+90 | 50.00 RT | 65 | 1314.9 | 1311.15 | 3.75 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 208+48 | 58.50 RT | 72 | 1314.5 | 1309.91 | 4.59 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 209+15 | 57.50 RT | 75 | 1315.65 | 1312.69 | 2.96 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 211+10 | 50.00 RT | 78 | 1317.6 | 1314.6 | 3 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 213+20 | 53.30 RT | 84 | 1321.29 | 1315.43 | 5.86 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 5B | SR 126 | 215+60 | 50.50 RT | 86 | 1325 | 1321 | 4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 6B | SR 126 | 216+85 | 52.45 RT | 88 | 1325.7 | 1322.74 | 2.96 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 6B | SR 126 | 219+50 | 50.58 RT | 97 | 1331 | 1327.12 | 3.88 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 6B | SR 126 | 221+00 | 7.50 LT | 99 | 1335.02 | 1319.89 | 15.13 | 4' X 8' | D-CB-27S | | 1 | | | | | | | | | | |
| 6B | SR 126 | 221+75 | 7.50 LT | 100 | 1336.83 | 1329.27 | 7.56 | 4' X 8' | D-CB-27S | 1 | | | | | | | | | | | |
| 6B | SR 126 | 224+60 | 54.50 RT | 105 | 1345.7 | 1340.82 | 4.88 | 9' X 9' | D-CB-44SE | | | | | | | | | | | | |
| 6B | OREBANK | 46+00 | 67.52 RT | 111 | 1294.89 | 1288.05 | 6.84 | 7' X 7' | D-CB-39SD | | | | | | | | 1 | | | | |
| 7B | SR 126 | 236+94 | 2.38 RT | 131 | 1401.52 | 1396.27 | 5.25 | 4' X 8' | D-CB-45S | | | | | | | | | | | | |
| 7B | SR 126 | 238+06 | 1.06 RT | 132 | 1407.69 | 1403.95 | 3.74 | 32" X 32" | D-CB-41LP | | | | | | | | | 1 | | | |
| 7B | RAMP B | 21+35.28 | 44.00 LT | 139 | 1391.55 | 1387.5 | 4.05 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 7B | RAMP C | 31+48.50 | 13.00 RT | 142 | 1413.06 | 1408.73 | 4.33 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 8B | SR 126 | 241+30.21 | 88.50 RT | 162 | 1425.9 | 1421.19 | 4.71 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 8B | SR 126 | 246+75 | 57.92 RT | 156B | 1452.06 | 1445.08 | 6.98 | 5' DIA | D-CB-42RB | | | | | | | | | | | | |
| 8B | SR 126 | 248+26.81 | 76.16 LT | 164A | 1457.63 | 1448.4 | 9.23 | 8' X 4' | D-CB-43SB | | | | | | | | | | | | |
| 9B | SR 126 | 257+00 | 66.85 LT | 173 | 1505.91 | 1502.03 | 3.88 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 9B | SR 126 | 261+73.50 | 60.63 LT | 182 | 1534 | 1530 | 4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 9B | SR 126 | 264+40 | 57.65 LT | 183 | 1551.21 | 1545.21 | 6 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 10B | SR 126 | 270+35.34 | 69.41 LT | 192 | 1586.1 | 1581.78 | 4.32 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 10B | SR 126 | 271+35 | 48.00 RT | 194 | 1588.68 | 1584.35 | 4.33 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 10B | SR 126 | 273+00 | 34.00 LT | 196 | 1596.85 | 1592.25 | 4.6 | 3' X 4' | D-CB-28S | | | 1 | | | | | | | | | |
| 8B | HEATHER LN | 47+60 | 16.00 LT | 201 | 1458.3 | 1454.42 | 3.88 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 10B | SR 126 | 275+76 | 26.00 LT | 202 | 1606.67 | 1599.17 | 7.5 | 3' X 8' | D-CB-29S | | | | | | | 1 | | | | | |
| 10B | HARBOR CH. | 50+72 | 26.70 LT | 204 | 1615.19 | 1604.86 | 10.33 | 4' X 4' | D-CB-42SB | | | | | | | | | | | | |
| 10B | SR 126 | 278+88 | 24.00 LT | 205 | 1618.11 | 1605 | 13.11 | 3' X 4' | D-CB-28S | | | | 1 | | | | | | | | |
| 10B | SR 126 | 278+88 | 43.50 RT | 207 | 1617.97 | 1614.09 | 3.88 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 10B | AMY AVE. | 247+00 | 32.00 LT | 212 | 1554 | 1548.04 | 5.96 | 9' X 9' | D-CB-44SE | | | | | | | | | | | | |
| 10B | AMY AVE. | 246+05 | 38.50 RT | 214 | 1535.2 | 1523.88 | 11.32 | 9' X 9' | D-CB-44SE | | | | | | | | | | | | |
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| **SHEET TOTALS (7 OF 10)** | | | | | | | | | | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| PSE | 2025 | STP-126 (25) | 2F13 |
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SEALED BY

ROBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMERCE
INSTITUTIONAL
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:01:36 PM
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# CATCH BASINS AND MANHOLES (TABLE 8 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE 42 611-42.01 0'-4' | TYPE 42 611-42.02 4'-8' | TYPE 42 611-42.03 8'-12' | TYPE 42 611-42.04 12'-16' | TYPE 43 611-43.01 0'-4' | TYPE 43 611-43.02 4'-8' | TYPE 43 611-43.03 8'-12' | TYPE 44 611-44.02 4'-8' | TYPE 44 611-44.03 8'-12' | TYPE 45 611-45.02 4'-8' | SPECIAL 4'-8' | |
| 4B | E. CENTER | 49+12 | 34.00 RT | 7 | 1317.9 | 1312.5 | 5.4 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 4B | SR 126 | 201+42.39 | 50.50 LT | 26 | 1316.52 | | FIELD | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 4B | SR 126 | 202+15.64 | 50.50 LT | 27 | 1317.01 | | FIELD | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 4B | SR 126 | 198+10 | 55.50 RT | 32 | 1318.77 | 1314.37 | 4.4 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 4B | E. CENTER | 51+00 | 36.60 LT | 38 | 1314.74 | 1311.49 | 3.25 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 4B | MILLER | 148+62 | 22.12 LT | 41 | 1317.38 | 1314.42 | 2.96 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 4B | MILLER | 148+62 | 24.50 RT | 42 | 1317.45 | 1314.49 | 2.96 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 4B | SR 126 | 200+18 | 58.00 RT | 44 | 1316.75 | 1311.33 | 5.42 | 5' DIA | D-CB-42RB | | 1 | | | | | | | | | | |
| 4B | SR 126 | 200+87 | 50.50 RT | 46 | 1317.3 | 1312.69 | 4.61 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 4B | SR 126 | 201+38 | 50.50 RT | 48 | 1316.95 | 1312.7 | 4.25 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 4B | SR 126 | 202+52 | 50.50 RT | 50 | 1317.05 | 1313.55 | 3.5 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 203+25 | 56.80 RT | 53 | 1316.61 | 1312.73 | 3.88 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | CENTRAL | 51+41.57 | 12.92 LT | 54 | 1316.58 | 1312.16 | 4.42 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 5B | CENTRAL | 51+41.57 | 12.92 RT | 55 | 1316.58 | 1311.76 | 4.82 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 5B | CONWAY | 52+35 | 15.00 LT | 74A | 1322.1 | 1317.52 | 4.58 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 5B | SR 126 | 204+07 | 50.50 RT | 57 | 1316.44 | 1313.04 | 3.4 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 205+89 | 51.65 RT | 60 | 1314.2 | 1310.95 | 3.25 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 206+30 | 51.00 RT | 62 | 1314 | 1310.75 | 3.25 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 206+90 | 50.00 RT | 65 | 1314.9 | 1311.15 | 3.75 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 208+48 | 58.50 RT | 72 | 1314.5 | 1309.91 | 4.59 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 5B | SR 126 | 209+15 | 57.50 RT | 75 | 1315.65 | 1312.69 | 2.96 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 211+10 | 50.00 RT | 78 | 1317.6 | 1314.6 | 3 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 5B | SR 126 | 213+20 | 53.30 RT | 84 | 1321.29 | 1315.43 | 5.86 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 5B | SR 126 | 215+60 | 50.50 RT | 86 | 1325 | 1321 | 4 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 6B | SR 126 | 216+85 | 52.45 RT | 88 | 1325.7 | 1322.74 | 2.96 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 6B | SR 126 | 219+50 | 50.58 RT | 97 | 1331 | 1327.12 | 3.88 | 4' X 8' | D-CB-43SB | | | | | 1 | | | | | | | |
| 6B | SR 126 | 221+00 | 7.50 LT | 99 | 1335.02 | 1319.89 | 15.13 | 4' X 8' | D-CB-27S | | | | | | | | | | | | |
| 6B | SR 126 | 221+75 | 7.50 LT | 100 | 1336.83 | 1329.27 | 7.56 | 4' X 8' | D-CB-27S | | | | | | | | | | | | |
| 6B | SR 126 | 224+60 | 54.50 RT | 105 | 1345.7 | 1340.82 | 4.88 | 9' X 9' | D-CB-44SE | | | | | | | | 1 | | | | |
| 6B | OREBANK | 46+00 | 67.52 RT | 111 | 1294.89 | 1288.05 | 6.84 | 7' X 7' | D-CB-39SD | | | | | | | | | | | | |
| 7B | SR 126 | 236+94 | 2.38 RT | 131 | 1401.52 | 1396.27 | 5.25 | 4' X 8' | D-CB-45S | | | | | | | | | | 1 | | |
| 7B | SR 126 | 238+06 | 1.06 RT | 132 | 1407.69 | 1403.95 | 3.74 | 32" X 32" | D-CB-41LP | | | | | | | | | | | | |
| 7B | RAMP B | 21+35.28 | 44.00 LT | 139 | 1391.55 | 1387.5 | 4.05 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 7B | RAMP C | 31+48.50 | 13.00 RT | 142 | 1413.06 | 1408.73 | 4.33 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 8B | SR 126 | 241+30.21 | 88.50 RT | 162 | 1425.9 | 1421.19 | 4.71 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 8B | SR 126 | 246+75 | 57.92 RT | 156B | 1452.06 | 1445.08 | 6.98 | 5' DIA | D-CB-42RB | | 1 | | | | | | | | | | |
| 8B | SR 126 | 248+26.81 | 76.16 LT | 164A | 1457.63 | 1448.4 | 9.23 | 8' X 4' | D-CB-43SB | | | | | | | 1 | | | | | |
| 9B | SR 126 | 257+00 | 66.85 LT | 173 | 1505.91 | 1502.03 | 3.88 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 9B | SR 126 | 261+73.50 | 60.63 LT | 182 | 1534 | 1530 | 4 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 9B | SR 126 | 264+40 | 57.65 LT | 183 | 1551.21 | 1545.21 | 6 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 10B | SR 126 | 270+35.34 | 69.41 LT | 192 | 1586.1 | 1581.78 | 4.32 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 10B | SR 126 | 271+35 | 48.00 RT | 194 | 1588.68 | 1584.35 | 4.33 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 10B | SR 126 | 273+00 | 34.00 LT | 196 | 1596.85 | 1592.25 | 4.6 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 8B | HEATHER LN | 47+60 | 16.00 LT | 201 | 1458.3 | 1454.42 | 3.88 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 10B | SR 126 | 275+76 | 26.00 LT | 202 | 1606.67 | 1599.17 | 7.5 | 3' X 8' | D-CB-29S | | | | | | | | | | | | |
| 10B | HARBOR CH. | 50+72 | 26.70 LT | 204 | 1615.19 | 1604.86 | 10.33 | 4' X 4' | D-CB-42SB | | | 1 | | | | | | | | | |
| 10B | SR 126 | 278+88 | 24.00 LT | 205 | 1618.11 | 1605 | 13.11 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 10B | SR 126 | 278+88 | 43.50 RT | 207 | 1617.97 | 1614.09 | 3.88 | 4' X 8' | D-CB-43SB | | | | | 1 | | | | | | | |
| 10B | AMY AVE. | 247+00 | 32.00 LT | 212 | 1554 | 1548.04 | 5.96 | 9' X 9' | D-CB-44SE | | | | | | | | 1 | | | | |
| 10B | AMY AVE. | 246+05 | 38.50 RT | 214 | 1535.2 | 1523.88 | 11.32 | 9' X 9' | D-CB-44SE | | | | | | | | | 1 | | | |
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| **SHEET TOTALS (8 OF 10)** | | | | | | | | | | **18** | **14** | **1** | | **2** | **3** | **1** | **2** | **1** | **1** | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F14 |
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**SEALED BY**

ALBERT H. ZIMMERMAN · ALBERT FRED ZIMMERMAN · AGRICULTURIST · COMMISSIONER · STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 7:03:30 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F14.dgn

# CATCH BASINS AND MANHOLES (TABLE 9 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE 27 611-27.02 4'-8' | TYPE 27 611-27.04 12'-16' | TYPE 28 611-28.02 4'-8' | TYPE 28 611-28.04 12'-16' | TYPE 28 611-28.06 20'-24' | TYPE 28 611-28.08 35' | TYPE 29 611-29.02 4'-8' | TYPE 39 611-39.02 4'-8' | TYPE 41 611-41.01 0'-4' | TYPE 41 611-41.02 4'-8' | | |
| 11B | SR 126 | 282+30 | 30.00 LT | 218 | 1628 | 1623.5 | 4.5 | 3' X 4' | D-CB-41S | | | | | | | | | | 1 | | |
| 11B | SR 126 | 285+31.04 | 41.84 RT | 221 | 1637.17 | 1631.55 | 5.62 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 11B | SR 126 | 287+25 | 42.00 RT | 224 | 1642.56 | 1638.42 | 4.14 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 11B | SR 126 | 289+50 | 24.00 LT | 225 | 1649.02 | 1644.1 | 4.92 | 3' X 4' | D-CB-28S | | | 1 | | | | | | | | | |
| 11B | SR 126 | 291+50 | 24.00 LT | 228 | 1650.86 | 1645.8 | 5.06 | 3' X 4' | D-CB-28S | | | 1 | | | | | | | | | |
| 12B | SR 126 | 295+50 | 24.00 LT | 229 | 1654.96 | 1650.96 | 4 | 3' X 4' | D-CB-28S | | | 1 | | | | | | | | | |
| 12B | SR 126 | 294+00 | 51.33 RT | 231 | 1648 | 1643.84 | 4.16 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 12B | SR 126 | 296+08 | 24.00 LT | 232 | 1656.49 | 1621.49 | 35 | 5' DIA | D-CB-28RB | | | | | | 1 | | | | | | |
| 12B | SR 126 | 294+00 | 24.00 LT | 233 | 1652.74 | 1647.74 | 5 | 3' X 4' | D-CB-28S | | | 1 | | | | | | | | | |
| 12B | SR 126 | 297+00 | 24.00 LT | 236 | 1659.39 | 1652.25 | 7.14 | 3' X 4' | D-CB-28S | | | 1 | | | | | | | | | |
| 12B | SR 126 | 297+00 | 43.38 RT | 238 | 1658 | 1653.84 | 4.16 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 12B | SR 126 | 303+50 | 25.00 LT | 241 | 1677.7 | 1655.9 | 21.8 | 5' DIA | D-CB-28RB | | | | | 1 | | | | | | | |
| 12B | SR 126 | 303+50 | 48.26 RT | 243 | 1674.88 | 1670.71 | 4.17 | 4' X 8' | D-CB-43SB | | | | | | | | | | | | |
| 12B | SR 126 | 305+50 | 54.81 RT | 366A | 1681.5 | 1677.5 | 4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 12B | BRIARWOOD | 50+69.68 | 26.35 LT | 366 | 1677.92 | 1674.96 | 2.96 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 10B | AMY AVE. | 245+35 | 27.94 RT | 373 | 1528.5 | 1516.68 | 11.82 | 5' 2" X 5' 2" | D-CB-42SC | | | | | | | | | | | | |
| 10B | AMY AVE. | 244+52 | 15.55 LT | 374 | 1521.77 | 1517.77 | 4 | 32" X 32" | D-CB-42S | | | | | | | | | | | | |
| 10B | AMY AVE. | 244+52 | 16.00 RT | 375 | 1520.95 | 1513.3 | 7.65 | 4' X 4' | D-CB-42SB | | | | | | | | | | | | |
| 11B | AMY AVE. | 244+10 | 13.50 RT | 376 | 1519 | 1512.47 | 6.53 | 5' 2" X 5' 2" | D-CB-42SC | | | | | | | | | | | | |
| 11B | AMY AVE. | 242+98 | 9.16 LT | 378 | 1513.47 | 1499.63 | 13.84 | 7' DIA | D-CB-42RB | | | | | | | | | | | | |
| 11B | AMY AVE. | 240+08 | 22.00 LT | 379 | 1500.42 | 1495.38 | 5.04 | 4' X 4.5' | SPECIAL | | | | | | | | | | | | |
| **SHEET TOTALS (9 OF 10)** | | | | | | | | | | | | 5 | | 1 | 1 | | | | 1 | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F15 |
| | | | |
| | | | |
| | | | |

SEALED BY

ALBERT E. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
& INSURANCE
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:05:23 PM
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# CATCH BASINS AND MANHOLES (TABLE 10 OF 10)

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | DRAINAGE CODE | GRATE/ TOP ELEV. | INVERT ELEV. | DEPTH (FT.) | INSIDE DIM. | STANDARD DRAWING NO. | PAY ITEMS TYPE 42 611-42.01 0'-4' | TYPE 42 611-42.02 4'-8' | TYPE 42 611-42.03 8'-12' | TYPE 42 611-42.04 12'-16' | TYPE 43 611-43.01 0'-4' | TYPE 43 611-43.02 4'-8' | TYPE 43 611-43.03 8'-12' | TYPE 44 611-44.02 4'-8' | TYPE 44 611-44.03 8'-12' | TYPE 45 611-45.02 4'-8' | SPECIAL 4'-8' | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11B | SR 126 | 282+30 | 30.00 LT | 218 | 1628 | 1623.5 | 4.5 | 3' X 4' | D-CB-41S | | | | | | | | | | | | |
| 11B | SR 126 | 285+31.04 | 41.84 RT | 221 | 1637.17 | 1631.55 | 5.62 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 11B | SR 126 | 287+25 | 42.00 RT | 224 | 1642.56 | 1638.42 | 4.14 | 32" X 32" | D-CB-42S | | 1 | | | | | | | | | | |
| 11B | SR 126 | 289+50 | 24.00 LT | 225 | 1649.02 | 1644.1 | 4.92 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 11B | SR 126 | 291+50 | 24.00 LT | 228 | 1650.86 | 1645.8 | 5.06 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 12B | SR 126 | 295+50 | 24.00 LT | 229 | 1654.96 | 1650.96 | 4 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 12B | SR 126 | 294+00 | 51.33 RT | 231 | 1648 | 1643.84 | 4.16 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 12B | SR 126 | 296+08 | 24.00 LT | 232 | 1656.49 | 1621.49 | 35 | 5' DIA | D-CB-28RB | | | | | | | | | | | | |
| 12B | SR 126 | 294+00 | 24.00 LT | 233 | 1652.74 | 1647.74 | 5 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 12B | SR 126 | 297+00 | 24.00 LT | 236 | 1659.39 | 1652.25 | 7.14 | 3' X 4' | D-CB-28S | | | | | | | | | | | | |
| 12B | SR 126 | 297+00 | 43.38 RT | 238 | 1658 | 1653.84 | 4.16 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 12B | SR 126 | 303+50 | 25.00 LT | 241 | 1677.7 | 1655.9 | 21.8 | 5' DIA | D-CB-28RB | | | | | | | | | | | | |
| 12B | SR 126 | 303+50 | 48.26 RT | 243 | 1674.88 | 1670.71 | 4.17 | 4' X 8' | D-CB-43SB | | | | | | 1 | | | | | | |
| 12B | SR 126 | 305+50 | 54.81 RT | 366A | 1681.5 | 1677.5 | 4 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 12B | BRIARWOOD | 50+69.68 | 26.35 LT | 366 | 1677.92 | 1674.96 | 2.96 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 10B | AMY AVE. | 245+35 | 27.94 RT | 373 | 1528.5 | 1516.68 | 11.82 | 5' 2" X 5' 2" | D-CB-42SC | | | 1 | | | | | | | | | |
| 10B | AMY AVE. | 244+52 | 15.55 LT | 374 | 1521.77 | 1517.77 | 4 | 32" X 32" | D-CB-42S | 1 | | | | | | | | | | | |
| 10B | AMY AVE. | 244+52 | 16.00 RT | 375 | 1520.95 | 1513.3 | 7.65 | 4' X 4' | D-CB-42SB | | 1 | | | | | | | | | | |
| 11B | AMY AVE. | 244+10 | 13.50 RT | 376 | 1519 | 1512.47 | 6.53 | 5' 2" X 5' 2" | D-CB-42SC | | 1 | | | | | | | | | | |
| 11B | AMY AVE. | 242+98 | 9.16 LT | 378 | 1513.47 | 1499.63 | 13.84 | 7' DIA | D-CB-42RB | | | | 1 | | | | | | | | |
| 11B | AMY AVE. | 240+08 | 22.00 LT | 379 | 1500.42 | 1495.38 | 5.04 | 4' X 4.5' | SPECIAL | | | | | | | | | | | 1 | |
| SHEET TOTALS (10 OF 10) | | | | | | | | | | 3 | 3 | 1 | 1 | | 4 | | | | | 1 | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F16 |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102602
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:07:12 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F17 |

## CATCH BASIN TOTALS (TABLE NO. 1)

| SHEET NO. | PAY ITEMS | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TYPE MH 611-01.02 4'-8' | TYPE MH 611-01.03 8'-12' | TYPE MH 611-01.04 12'-16' | TYPE MH 611-01.05 16'-20' | TYPE MH 611-01.06 20'-24' | TYPE MH 611-01.07 24'-28' | TYPE JB 611-02.11 TYPE 2 | TYPE 12 611-12.01 0'-4' | TYPE 12 611-12.02 4'-8' | TYPE 12 611-12.03 8'-12' | TYPE 12 611-12.04 12'-16' | TYPE 12 611-12.05 16'-20' | TYPE 12 611-12.06 20'-24' | TYPE 13 611-13.02 4'-8' | TYPE 13 611-13.04 12'-16' | TYPE 14 611-14.01 0'-4' | TYPE 14 611-14.02 4'-8' | TYPE 14 611-14.03 8'-12' | TYPE 14 611-14.04 12'-16' | TYPE 16 611-16.02 4'-8' | TYPE 25 611-25.02 4'-8' | TYPE 26 611-26.02 4'-8' |
| 1 | | 1 | 1 | | | | | 8 | 17 | 2 | 6 | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | 14 | 4 | 3 | 2 | | 4 |
| 3 | 1 | 1 | | | | 1 | 1 | 8 | 23 | 13 | 2 | 1 | | | | | | | | | | |
| 4 | | | | | | | | | | | | | 1 | 1 | 1 | 2 | 1 | 2 | | | 2 | 1 |
| 5 | 1 | 1 | | 1 | 1 | 1 | | | 15 | 3 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | 5 | | | 1 | | |
| TOTALS | 2 | 3 | 1 | 1 | 1 | 2 | 1 | 16 | 55 | 18 | 8 | 1 | 1 | 1 | 1 | 2 | 20 | 6 | 3 | 3 | 2 | 5 |

## CATCH BASIN TOTALS (TABLE NO. 2)

| SHEET NO. | PAY ITEMS | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TYPE 27 611-27.02 4'-8' | TYPE 27 611-27.04 12'-16' | TYPE 28 611-28.02 4'-8' | TYPE 28 611-28.04 12'-16' | TYPE 28 611-28.06 20'-24' | TYPE 28 611-28.08 35' | TYPE 29 611-29.02 4'-8' | TYPE 39 611-39.02 4'-8' | TYPE 41 611-41.01 0'-4' | TYPE 41 611-41.02 4'-8' | TYPE 42 611-42.01 0'-4' | TYPE 42 611-42.02 4'-8' | TYPE 42 611-42.03 8'-12' | TYPE 42 611-42.04 12'-16' | TYPE 43 611-43.01 0'-4' | TYPE 43 611-43.02 4'-8' | TYPE 43 611-43.03 8'-12' | TYPE 44 611-44.02 4'-8' | TYPE 44 611-44.03 8'-12' | TYPE 45 611-45.02 4'-8' | SPECIAL* 4'-8' |
| 7 | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | 16 | 14 | 1 | | 2 | 3 | 1 | 2 | 1 | 1 | |
| 9 | | | 5 | | 1 | 1 | | | | 1 | | | | | | | | | | | |
| 10 | | | | | | | | | | | 2 | 4 | 1 | 1 | | 4 | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | 1 | 1 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | 18 | 2 | 1 | 2 | 7 | 1 | 2 | 1 | 1 | 1 |

( * - SEE SHEET 2G)

SEALED BY




7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:09:08 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F18 |
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| | | | |
| | | | |

# STORM DRAINAGE PIPES (TABLE NO. 1 OF 4)

| SHEET NO. | INLET | | OUTLET | | % GRADE | REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.) | | | | | | | | | | | | CLASS A CONC. 611-07.01 C.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CODE NO. | OUTLET ELEV. | CODE NO. | INLET ELEV. | | CLASS III 607-03.02 18" | CLASS III 607-05.02 24" | CLASS III 607-06.02 30" | CLASS III 607-07.02 36" | CLASS III 607-08.02 42" | CLASS III 607-09.02 48" | CLASS III 607-10.02 54" | CLASS III 607-11.03 60" | CLASS IV 607-05.03 24" | CLASS V 607-03.04 18" | CMP 607-37.02 18" | SLOTTED 607-45.02 18" | | |
| 4B | 1 | 1314.78 | 2 | 1314.13 | 0.76 | 86' | | | | | | | | | | | | | |
| 4B | 2 | 1313.96 | 4 | 1313.77 | 0.51 | 37' | | | | | | | | | | | | | |
| 4B | 3 | 1314.78 | 4 | 1313.77 | 1.16 | 87' | | | | | | | | | | | | | |
| 4B | 4 | 1313.60 | 5 | 1312.36 | 1.18 | 105' | | | | | | | | | | | | | |
| 4B | 5 | 1312.03 | 6 | 1311.94 | 1.00 | 9' | | | | | | | | | | | | | |
| 4B | 7 | 1312.50 | 6 | 1312.25 | 2.27 | 11' | | | | | | | | | | | | | |
| 4B | 6 | 1311.61 | 8 | 1311.57 | 1.00 | 4' | | | | | | | | | | | | | |
| 4B | 9 | 1313.93 | 10 | 1313.53 | 0.98 | 41' | | | | | | | | | | | | | |
| 4B | 10 | 1312.38 | 8 | 1311.57 | 1.62 | 50' | | | | | | | | | | | | | |
| 4B | 8 | 1311.40 | 11 | 1311.07 | 0.89 | | 37' | | | | | | | | | | | | |
| 4B | 11 | 1310.90 | 12 | 1310.12 | 0.81 | | 96' | | | | | | | | | | | | |
| 4B | 12 | 1309.95 | 13 | 1308.69 | 0.76 | | 166' | | | | | | | | | | | | |
| 4B / 5B | 13 | 1308.52 | 14 | 1307.36 | 0.81 | | 144' | | | | | | | | | | | | |
| 5B | 15 | 1311.39 | 14 | 1310.16 | 2.51 | 49' | | | | | | | | | | | | | |
| 5B | 14 | 1307.19 | 16 | 1306.50 | 0.80 | | 86' | | | | | | | | | | | | |
| 5B | 16 | 1306.17 | 17 | 1305.89 | 0.82 | | 34' | | | | | | | | | | | | |
| 5B | 17 | 1305.56 | 18 | 1304.76 | 0.81 | | 99' | | | | | | | | | | | | |
| 5B | 20 | 1311.30 | 21 | 1310.94 | 2.00 | 18' | | | | | | | | | | | | | |
| 5B | 21 | 1310.61 | 22 | 1310.51 | 2.00 | 5' | | | | | | | | | | | | | |
| 5B | 22 | 1309.18 | 18 | 1308.42 | 1.43 | 53' | | | | | | | | | | | | | |
| 5B | 23 | 1309.55 | 24 | 1309.05 | 3.13 | 16' | | | | | | | | | | | | | |
| 5B | 24 | 1308.88 | 18 | 1308.42 | 1.00 | 46' | | | | | | | | | | | | | |
| 5B | 18 | 1304.59 | 19 | 1304.30 | 1.00 | | 29' | | | | | | | | | | | | TIE INTO EX. OUTLET PIPE |
| 5B | 19 | 1301.66 | | | | | | | | | | | | | | | | | EX. PIPE |
| 4B | 25 | 1310.63 | | | | | | | | | | | | | | | | | TIE IN EX. PIPE |
| 4B | 26 | | 27 | | | 69' | | | | | | | | | | | | | TIE IN EX. PIPE. FIELD LOCATE |
| 4B | 27 | | | | | | | | | | | | | | | | | | TIE IN EX. PIPE. FIELD LOCATE |
| 4B | | | 28 | | | 13' | | | | | | | | | | | | | TIE IN EX. PIPE |
| 4B | 28 | 1313.23 | 29 | 1312.23 | 1.40 | 72' | | | | | | | | | | | | | |
| 4B | 29 | 1312.06 | 30 | 1311.73 | 2.75 | 12' | | | | | | | | | | | | | |
| 4B | 31 | 1311.90 | 30 | 1311.73 | 1.55 | 11' | | | | | | | | | | | | | |
| 4B | 30 | 1311.50 | 36 | 1311.25 | 0.69 | | 36' | | | | | | | | | | | | |
| 4B | | | 34 | | | 12' | | | | | | | | | | | | | TIE IN EX. PIPE |
| 4B | 34 | 1312.90 | 35 | 1311.79 | 1.31 | | 85' | | | | | | | | | | | | |
| 4B | 35 | 1311.46 | 36 | 1311.25 | 1.50 | | 14' | | | | | | | | | | | | |
| 4B | 38 | 1311.49 | 36 | 1311.25 | 1.41 | 17' | | | | | | | | | | | | | |
| 4B | 36 | 1310.92 | 37 | 1310.67 | 1.79 | | 14' | | | | | | | | | | | | |
| 4B | 37 | 1310.34 | 39 | 1309.99 | 0.70 | | | 50' | | | | | | | | | | | |
| 4B | | | 33 | | | 11' | | | | | | | | | | | | | TIE IN EX. PIPE |
| 4B | 32 | 1314.37 | 33 | 1313.76 | 2.44 | 25' | | | | | | | | | | | | | |
| 4B | 33 | 1312.81 | 39 | 1310.99 | 1.39 | 131' | | | | | | | | | | | | | |
| 4B | 39 | 1309.57 | 40 | 1308.94 | 0.80 | | | 79' | | | | | | | | | | | |
| 4B | 41 | 1314.49 | 42 | 1314.09 | 1.00 | 40' | | | | | | | | | | | | | |
| 4B | | 1317.19 | 42 | 1314.09 | 11.07 | 28' | | | | | | | | | | | | | TIE IN PIPE UNDER ENTRANCE |
| 4B | 42 | 1313.92 | 43 | 1312.28 | 1.50 | 109' | | | | | | | | | | | | | |
| 4B | 43 | 1312.11 | 44 | 1311.54 | 1.78 | 32' | | | | | | | | | | | | | |
| 4B | 44 | 1311.33 | 40 | 1310.97 | 2.12 | 17' | | | | | | | | | | | | | |
| 4B | 40 | 1308.77 | 45 | 1308.13 | 1.00 | | | 64' | | | | | | | | | | | |
| 4B | 46 | 1312.55 | 45 | 1312.28 | 3.37 | 8' | | | | | | | | | | | | | |
| 4B | 45 | 1307.80 | 47 | 1307.54 | 0.60 | | | | 43' | | | | | | | | | | |
| 4B | 48 | 1312.70 | 47 | 1312.44 | 3.25 | 8' | | | | | | | | | | | | | |
| 4B | 47 | 1307.21 | 49 | 1306.54 | 0.60 | | | | 112' | | | | | | | | | | |
| 4B | 50 | 1313.55 | 49 | 1313.41 | 1.27 | 11' | | | | | | | | | | | | | |
| 4B / 5B | 49 | 1306.37 | 51 | 1305.93 | 0.67 | | | | 66' | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | 1243' | 840' | 193' | 221' | | | | | | | | | | |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMUNITY DEVELOPMENT
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:09:52 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F18.dgn

# STORM DRAINAGE PIPES (TABLE NO. 2 OF 4)

| SHEET NO. | INLET | | OUTLET | | % GRADE | REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.) | | | | | | | | | | | | CLASS A CONC. 611-07.01 C.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CODE NO. | OUTLET ELEV. | CODE NO. | INLET ELEV. | | CLASS III 607-03.02 18" | CLASS III 607-05.02 24" | CLASS III 607-06.02 30" | CLASS III 607-07.02 36" | CLASS III 607-08.02 42" | CLASS III 607-09.02 48" | CLASS III 607-10.02 54" | CLASS III 607-11.03 60" | CLASS IV 607-05.03 24" | CLASS V 607-03.04 18" | CMP 607-37.02 18" | SLOTTED 607-45.02 18" | | |
| 5B | 51 | 1305.60 | 52 | 1305.42 | 0.69 | | | | 26 | | | | | | | | | | |
| 5B | 53 | 1312.73 | 52 | 1312.45 | 2.00 | 14 | | | | | | | | | | | | | |
| 5B | 54 | 1312.16 | 55 | 1311.93 | 0.98 | | 23.5 | | | | | | | | | | | | TIE IN EX. PIPE |
| 5B | 55 | 1311.76 | 52 | 1310.20 | 2.00 | | 78 | | | | | | | | | | | | TIE IN EX. PIPE |
| 5B | 52 | 1305.25 | 56 | 1304.78 | 0.70 | | | | | 67 | | | | | | | | | |
| 5B | 57 | 1313.04 | 56 | 1312.80 | 2.40 | 10 | | | | | | | | | | | | | |
| 5B | 56 | 1304.56 | 58 | 1304.29 | 0.71 | | | | | 38 | | | | | | | | | |
| 5B | 58 | 1303.96 | 59 | 1302.98 | 0.71 | | | | | 139 | | | | | | | | | TIE IN EX. PIPE |
| 5B | 60 | 1310.95 | 59 | 1310.79 | 1.78 | 9 | | | | | | | | | | | | | |
| 5B | 59 | 1302.65 | 61 | 1302.45 | 0.74 | | | | | 27 | | | | | | | | | |
| 5B | 62 | 1310.75 | 61 | 1310.53 | 2.20 | 10 | | | | | | | | | | | | | |
| 5B | 61 | 1302.12 | 63 | 1302.06 | 0.75 | | | | | 8 | | | | | | | | | |
| 5B | 63 | 1301.73 | 64 | 1301.44 | 0.71 | | | | | 41 | | | | | | | | | |
| 5B | 65 | 1311.15 | 64 | 1310.91 | 2.53 | 9.5 | | | | | | | | | | | | | |
| 5B | 64 | 1301.27 | 66 | 1300.66 | 0.81 | | | | | 75 | | | | | | | | | |
| 5B | 78 | 1314.60 | 77 | 1314.34 | 2.36 | 11 | | | | | | | | | | | | | |
| 5B | 77 | 1314.17 | 76 | 1312.38 | 1.00 | 179 | | | | | | | | | | | | | |
| 5B | 76 | 1312.21 | 71 | 1311.33 | 1.00 | 88 | | | | | | | | | | | | | |
| 5B | 75 | 1312.69 | 74 | 1312.36 | 1.83 | 18 | | | | | | | | | | | | | |
| 5B | | 1316.97 | 74 | 1311.86 | 5.32 | | 96 | | | | | | | | | | | | TIE IN PIPE UNDER ENTRANCE |
| 5B | 74 | 1311.69 | 73 | 1311.33 | 2.00 | | 18 | | | | | | | | | | | | |
| 5B | 73 | 1310.52 | 72 | 1310.08 | 1.91 | | 23 | | | | | | | | | | | | |
| 5B | 72 | 1309.91 | 71 | 1309.45 | 2.00 | | 23 | | | | | | | | | | | | |
| 5B | 71 | 1309.28 | 66 | 1308.06 | 2.00 | | 61 | | | | | | | | | | | | |
| 5B | 66 | 1300.44 | 67 | 1299.89 | 0.80 | | | | | | 69 | | | | | | | | |
| 6B | 88 | 1322.74 | 87 | 1322.61 | 1.00 | 13 | | | | | | | | | | | | | |
| 5B / 6B | 87 | 1322.44 | 85 | 1320.69 | 1.45 | 121 | | | | | | | | | | | | | |
| 5B | 86 | 1321.00 | 85 | 1320.69 | 2.82 | 11 | | | | | | | | | | | | | |
| 5B | 85 | 1320.52 | 83 | 1315.80 | 2.00 | 236 | | | | | | | | | | | | | |
| 5B | 84 | 1315.43 | 83 | 1315.30 | 0.93 | | 14 | | | | | | | | | | | | TIE IN EX. PIPES |
| 5B | 83 | 1314.80 | 81 | 1314.18 | 0.79 | | | 78 | | | | | | | | | | | |
| 5B | 82 | 1319.21 | 81 | 1315.88 | 1.83 | 182 | | | | | | | | | | | | | |
| 5B | 81 | 1314.01 | 80 | 1311.22 | 1.23 | | | 227 | | | | | | | | | | | |
| 5B | 80 | 1311.05 | 79 | 1310.05 | 1.00 | | | 100 | | | | | | | | | | | |
| 5B | 79 | 1309.88 | 67 | 1308.12 | 1.00 | | | 176 | | | | | | | | | | | |
| 5B | 67 | 1299.67 | 68 | 1297.97 | 0.80 | | | | | | 212 | | | | | | | | |
| 5B | 68 | 1297.75 | 69 | 1297.13 | 0.79 | | | | | | 78.5 | | | | | | | | |
| 5B | 69 | 1296.91 | 70 | 1296.78 | 0.81 | | | | | | 16 | | | | | | | | |
| 5B | 90 | 1310.52 | 91 | 1310.40 | 0.52 | 23 | | | | | | | | | | | | | |
| 5B | 91 | 1310.23 | 92 | 1309.89 | 0.51 | 67 | | | | | | | | | | | | | TIE IN EX. PIPE |
| 5B | 89 | 1311.96 | 92 | 1311.59 | 1.03 | 36 | | | | | | | | | | | | | |
| 5B | 92 | 1309.72 | 93 | 1309.61 | 0.92 | 12 | | | | | | | | | | | | | |
| 6B | 113 | 1306.90 | 112 | 1305.85 | 2.59 | | | | | | 40.5 | | | | | | | | |
| 6B | 112 | 1289.13 | 111 | 1288.22 | 2.60 | | | | | | 35 | | | | | | | | |
| 6B | 114 | 1289.61 | 111 | 1289.55 | 0.50 | | | 12 | | | | | | | | | | | |
| 6B | 111 | 1288.05 | 115 | 1287.16 | 1.00 | | | | | | 89 | | | | | | | | |
| 6B | 116 | 1325.62 | 117 | 1325.19 | 2.00 | 21.5 | | | | | | | | | | | | | |
| 6B | 117 | 1325.02 | 118 | 1324.75 | 1.80 | 15 | | | | | | | | | | | | | |
| 6B | 97 | 1327.12 | 96 | 1326.90 | 2.00 | 11 | | | | | | | | | | | | | |
| 6B | 96 | 1326.73 | 95 | 1325.37 | 1.97 | 69 | | | | | | | | | | | | | |
| 6B | 95 | 1310.60 | 94 | 1309.50 | 2.04 | 54 | | | | | | | | | | | | | |
| 7B | 121 | 1373.13 | 120 | 1371.40 | 1.80 | 96 | | | | | | | | | | | | | |
| 6B / 7B | 120 | 1371.23 | 110 | 1365.92 | 2.40 | 221 | | | | | | | | | | | | | |
| 6B / 7B | 119 | 1368.57 | 109 | 1366.79 | 2.51 | 71 | | | | | | | | | | | | | |
| 6B | 109 | 1366.62 | 110 | 1365.92 | 1.00 | 70 | | | | | | | | | | | | | |
| 6B | 110 | 1362.60 | 108 | 1359.84 | 2.40 | 115' | | | | | | | | | | | | | |
| 6B | 108 | 1353.72 | 107 | 1351.05 | 2.01 | 133' | | | | | | | | | | | | | |
| 6B | 106 | 1352.22 | 107 | 1351.05 | 2.79 | 42' | | | | | | | | | | | | | |
| 6B | 107 | 1345.93 | 104 | 1343.06 | 2.31 | 124' | | | | | | | | | | | | | |
| 6B | 105 | 1340.82 | 104 | 1340.62 | 1.67 | | 12' | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| **TOTALS** | | | | | | **2092'** | **349'** | **593'** | **26'** | **395'** | **540'** | | | | | | | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F19 |
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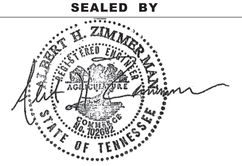
**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 7:11:29 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F19.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F20 |
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# STORM DRAINAGE PIPES (TABLE NO. 3 OF 4)

| SHEET NO. | INLET | | OUTLET | | % GRADE | REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.) | | | | | | | | | | | | CLASS A CONC. 611-07.01 C.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CODE NO. | OUTLET ELEV. | CODE NO. | INLET ELEV. | | CLASS III 607-03.02 18" | CLASS III 607-05.02 24" | CLASS III 607-06.02 30" | CLASS III 607-07.02 36" | CLASS III 607-08.02 42" | CLASS III 607-09.02 48" | CLASS III 607-10.02 54" | CLASS III 607-11.03 60" | CLASS IV 607-05.03 24" | CLASS V 607-03.04 18" | CMP 607-37.02 18" | SLOTTED 607-45.02 18" | | |
| 6B | 104 | 1336.61 | 103 | 1335.15 | 1.23 | | | 119 | | | | | | | | | | | |
| 6B | 102 | 1337.33 | 103 | 1336.15 | 2.88 | 41 | | | | | | | | | | | | | |
| 6B | 103 | 1331.75 | 101 | 1330.15 | 1.20 | | | 133 | | | | | | | | | | | |
| 6B | 101 | 1329.98 | 100 | 1329.44 | 1.32 | | | 41 | | | | | | | | | | | |
| 6B | 100 | 1329.27 | 99 | 1328.44 | 1.20 | | | 69 | | | | | | | | | | | |
| 6B | 99 | 1319.89 | 98 | 1319.10 | 1.22 | | | 65 | | | | | | | | | | | |
| 7B | 123 | 1379.63 | 124 | 1379.30 | 0.92 | 36 | | | | | | | | | | | | | |
| 7B | 136 | 1380.13 | 125 | 1379.90 | 1.00 | 23 | | | | | | | | | | | | | |
| 7B | 126 | 1381.16 | 125 | 1380.90 | 2.00 | | 13 | | | | | | | | | | | | |
| 7B | 125 | 1379.84 | | 1379.67 | 0.97 | | 17.5 | | | | | | | | | | | 0.5 | TIE INTO EX. PIPE W/ CONC. COLLAR |
| 7B | 139 | 1387.50 | 138 | 1387.36 | 1.00 | 14 | | | | | | | | | | | | | |
| 7B | 138 | 1387.19 | 137 | 1386.56 | 1.00 | 63 | | | | | | | | | | | | | |
| 7B | 131 | 1396.27 | 130 | 1395.35 | 2.11 | 43.5 | | | | | | | | | | | | | |
| 7B | 130 | 1390.48 | 128 | 1388.19 | 2.52 | 91 | | | | | | | | | | | | | |
| 7B | 128 | 1388.02 | 127 | 1386.84 | 2.91 | 40.5 | | | | | | | | | | | | | |
| 7B | 132 | 1403.95 | | 1402.71 | 3.88 | 32 | | | | | | | | | | | | 0.5 | TIE INTO EX. PIPE W/ CONC. COLLAR |
| 7B | 140 | 1411.50 | 143 | 1408.78 | 2.99 | 91 | | | | | | | | | | | | | |
| 7B | 142 | 1409.07 | 143 | 1408.78 | 2.00 | 14.5 | | | | | | | | | | | | | |
| 7B | 143 | 1404.17 | 144 | 1402.72 | 2.99 | 48.5 | | | | | | | | | | | | | |
| 7B | 146 | 1414.68 | 133 | 1413.68 | 2.50 | 40 | | | | | | | | | | | | | |
| 7B | 133 | 1411.98 | 134 | 1411.70 | 2.95 | 9.5 | | | | | | | | | | | | | |
| 8B | 149 | 1427.30 | 160 | 1426.11 | 3.13 | 38 | | | | | | | | | | | | | |
| 8B | 159 | 1427.50 | 160 | 1426.11 | 2.99 | 46.5 | | | | | | | | | | | | | |
| 8B | | | 163 | 1425.27 | | | | | | | | | | | | 15.5 | 40 | | |
| 8B | 163 | 1425.10 | 161 | 1424.65 | 1.87 | 24 | | | | | | | | | | | | | |
| 8B | 161 | 1424.48 | 160 | 1423.91 | 2.00 | 28.5 | | | | | | | | | | | | | |
| 8B | 160 | 1423.54 | 148 | 1420.51 | 2.29 | 132.5 | | | | | | | | | | | | | |
| 8B | 162 | 1421.17 | 148 | 1420.51 | 3.00 | 22 | | | | | | | | | | | | | |
| 8B | 147 | 1420.64 | 148 | 1420.51 | 1.00 | 13 | | | | | | | | | | | | | |
| 7B / 8B | 148 | 1418.64 | 135 | 1417.44 | 2.00 | 60 | | | | | | | | | | | | | |
| 8B | 153 | 1445.82 | 152 | 1445.47 | 1.40 | 25 | | | | | | | | | | | | | |
| 8B | 152 | 1445.30 | 150 | 1444.26 | 1.49 | 70 | | | | | | | | | | | | | |
| 8B | 150 | 1443.37 | 151 | 1443.00 | 1.28 | 29 | | | | | | | | | | | | | |
| 8B | 201 | 1454.42 | | 1450.30 | 8.58 | 48 | | | | | | | | | | | | | CORE HOLE & TIE INTO EX. CB-49 |
| 8B | 166 | 1462.34 | 157 | 1462.03 | 1.09 | 28.5 | | | | | | | | | | | | | |
| 8B | 157 | 1461.91 | 156 | 1460.78 | 5.14 | 22 | | | | | | | | | | | | | |
| 8B | 156 | 1460.61 | 156C | 1456.46 | 5.00 | 83 | | | | | | | | | | | | | |
| 8B | 156C | 1452.00 | 156A | 1448.98 | 1.72 | 176 | | | | | | | | | | | | | |
| 8B | 156A | 1448.81 | 156B | 1448.18 | 3.00 | 21 | | | | | | | | | | | | | |
| 8B | 156B | 1445.08 | 167 | 1444.00 | 3.00 | 36 | | | | | | | | | | | | | TIE THRU WING WALL OF 60" PIPE |
| 8B | 164 | 1457.00 | 164A | 1448.76 | 10.43 | | | | | | | | 79 | | | | | | 1.5' EMBEDMENT |
| 8B | 164A | 1448.40 | 165 | 1446.90 | 1.88 | | | | | | | | 80 | | | | | | 1.5' EMBEDMENT |
| 8B | 168 | 1474.83 | 168B | 1470.46 | 3.26 | | | | | | | | 134 | | | | | | 1.5' EMBEDMENT |
| 8B | 168B | 1470.29 | 168A | 1470.15 | 0.50 | | | | | | | | 28 | | | | | | 1.5' EMBEDMENT |
| 8B | 158 | 1478.65 | 168B | 1474.46 | 2.12 | 198 | | | | | | | | | | | | | |
| 8B | 154 | 1464.81 | 155 | 1464.61 | 1.08 | 18.5 | | | | | | | | | | | | | |
| 8B | CB-57 | 1498.37 | | 1498.17 | 1.00 | 20 | | | | | | | | | | | | | |
| 9B | 171 | 1496.42 | 172 | 1496.06 | 1.53 | 23.5 | | | | | | | | | | | | | |
| 9B | 173 | 1502.03 | 174 | 1501.72 | 1.00 | 31 | | | | | | | | | | | | | |
| 9B | 174 | 1501.55 | 175 | 1500.93 | 0.98 | 63 | | | | | | | | | | | | | |
| 9B | 175 | 1500.76 | 176 | 1500.30 | 1.06 | 43.5 | | | | | | | | | | | | | |
| 9B | 177 | 1524.68 | 178 | 1524.29 | 2.05 | 19 | | | | | | | | | | | | | |
| 9B | 182 | 1530.00 | 179 | 1529.44 | 2.49 | 22.5 | | | | | | | | | | | | | |
| 9B | 179 | 1529.11 | 180 | 1527.44 | 2.49 | 67 | | | | | | | | | | | | | |
| 9B | 180 | 1527.26 | 181 | 1526.93 | 1.10 | 30 | | | | | | | | | | | | | |
| 10B | 195 | 1585.75 | 211 | 1581.29 | 2.55 | 175 | | | | | | | | | | | | | |
| 10B | 192 | 1581.78 | 208 | 1581.56 | 1.00 | 22 | | | | | | | | | | | | | |
| 10B | 208 | 1581.39 | 211 | 1581.29 | 1.00 | 10 | | | | | | | | | | | | | |
| 10B | 211 | 1580.96 | 210 | 1580.68 | 1.08 | 26 | | | | | | | | | | | | | |
| 10B | 209 | 1580.78 | 210 | 1580.68 | 2.86 | 4 | | | | | | | | | | | | | |
| 10B | 210 | 1578.18 | 189 | 1576.68 | 2.50 | 60 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | 2323' | 31' | 427' | | | | | 321' | | | 16' | 40' | 1 | |

SEALED BY




7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:13:05 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F20.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F21 |
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# STORM DRAINAGE PIPES (TABLE NO. 4 OF 4)

| SHEET NO. | INLET | | OUTLET | | % GRADE | REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.) | | | | | | | | | | | | CLASS A CONC. 611-07.01 C.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CODE NO. | OUTLET ELEV. | CODE NO. | INLET ELEV. | | CLASS III 607-03.02 18" | CLASS III 607-05.02 24" | CLASS III 607-06.02 30" | CLASS III 607-07.02 36" | CLASS III 607-08.02 42" | CLASS III 607-09.02 48" | CLASS III 607-10.02 54" | CLASS III 607-11.03 60" | CLASS IV 607-05.03 24" | CLASS V 607-03.04 18" | CMP 607-37.02 18" | SLOTTED 607-45.02 18" | | |
| 10B | 189 | 1576.51 | 190 | 1575.15 | 2.16 | 63 | | | | | | | | | | | | | |
| 10B | 194 | 1584.35 | 193 | 1584.11 | 2.00 | 12 | | | | | | | | | | | | | |
| 10B | 193 | 1580.14 | 190 | 1575.15 | 2.50 | 199.5 | | | | | | | | | | | | | |
| 10B | 191 | 1575.40 | 190 | 1575.15 | 1.79 | 14 | | | | | | | | | | | | | |
| 10B | 190 | 1567.12 | 188 | 1562.28 | 2.20 | | 220 | | | | | | | | | | | | |
| 10B | 187 | 1563.64 | 188 | 1562.28 | 2.16 | 63 | | | | | | | | | | | | | |
| 9B / 10B | 188 | 1553.20 | 185 | 1547.90 | 2.11 | | 251.5 | | | | | | | | | | | | |
| 9B | 183 | 1545.21 | 184 | 1544.99 | 1.00 | | 22 | | | | | | | | | | | | |
| 9B | 184 | 1544.82 | 185 | 1543.56 | 2.00 | | 63 | | | | | | | | | | | | |
| 9B | 185 | 1533.67 | 186 | 1533.12 | 1.00 | | | 55 | | | | | | | | | | | |
| 10B | 196 | 1592.25 | 197 | 1592.01 | 1.07 | 22.5 | | | | | | | | | | | | | |
| 10B | 217 | 1603.92 | 215 | 1603.59 | 0.89 | 37 | | | | | | | | | | | | | TIE IN EX. PIPE |
| 10B | 215 | 1603.24 | 200 | 1602.90 | 0.79 | 43 | | | | | | | | | | | | | |
| 10B | 204 | 1605.52 | 203 | 1605.35 | 1.70 | 10 | | | | | | | | | | | | | |
| 10B | 203 | 1605.18 | 216 | 1604.70 | 1.02 | 47 | | | | | | | | | | | | | |
| 10B | 216 | 1604.37 | 200 | 1604.01 | 1.00 | 36 | | | | | | | | | | | | | |
| 10B | 200 | 1602.59 | 199 | 1587.86 | | | | | | | | | | | | | | | EX. 36" RCP |
| 10B | 199 | 1583.84 | 198 | 1583.42 | 0.79 | | | | 53 | | | | | | | | | | |
| 10B | 202 | 1602.50 | 201 | 1602.38 | 1.00 | 12 | | | | | | | | | | | | | |
| 10B | 212 | 1548.04 | 213 | 1547.13 | 1.90 | | | 48 | | | | | | | | | | | |
| 10B | 213 | 1530.84 | 214 | 1529.24 | 2.00 | | | 80 | | | | | | | | | | | |
| 10B | 214 | 1523.88 | 373 | 1522.83 | 1.59 | | | | 66 | | | | | | | | | | |
| 10B | 373 | 1516.68 | 375 | 1515.28 | 1.61 | | | | 87 | | | | | | | | | | |
| 10B | 374 | 1517.77 | 375 | 1516.90 | 3.11 | 28 | | | | | | | | | | | | | |
| 10B / 11B | 375 | 1513.30 | 376 | 1512.69 | 1.61 | | | | 38 | | | | | | | | | | |
| 11B | 376 | 1512.47 | 377 | 1511.69 | 1.50 | | | | 52 | | | | | | | | | | |
| 11B | 377 | 1507.83 | 378 | 1507.03 | 1.70 | | | | 47 | | | | | | | | | | |
| 11B | 378 | 1499.63 | 379 | 1495.70 | 1.60 | | | | 245.5 | | | | | | | | | | REMOVE EX. DBI & TIE IN EX. PIPE |
| 11B | 379 | 1495.38 | 380 | 1495.04 | 1.00 | | | | | 34 | | | | | | | | | |
| 11B | 218 | 1623.51 | 219 | 1623.03 | 0.94 | 51 | | | | | | | | | | | | | |
| 10B / 11B | 219 | 1622.81 | 206 | 1613.97 | 2.60 | 339.5 | | | | | | | | | | | | | |
| 10B | 207 | 1614.09 | 206 | 1613.97 | 1.60 | 7.5 | | | | | | | | | | | | | |
| 10B | 206 | 1613.80 | 205 | 1612.78 | 1.92 | 53 | | | | | | | | | | | | | |
| 10B | 205 | 1605± | | | | | | | | | | | | | | | | | TIE INTO EX. 24" RCP |
| 12B | 231 | 1643.84 | 230 | 1643.42 | 2.47 | 17 | | | | | | | | | | | | | |
| 11B / 12B | 230 | 1643.25 | 227 | 1641.32 | 0.80 | | 241.5 | | | | | | | | | | | | |
| 11B | 227 | 1641.15 | 226 | 1639.58 | 0.80 | | 196 | | | | | | | | | | | | |
| 11B | 225 | 1644.10 | 226 | 1642.49 | 3.16 | 51 | | | | | | | | | | | | | |
| 11B | 226 | 1639.41 | 223 | 1635.38 | 1.85 | | 217.5 | | | | | | | | | | | | |
| 11B | 224 | 1638.40 | 223 | 1638.06 | 4.00 | 8.5 | | | | | | | | | | | | | |
| 11B | 223 | 1635.21 | 222 | 1632.29 | 2.00 | | 146 | | | | | | | | | | | | |
| 11B | 222 | 1632.12 | 220 | 1631.32 | 1.95 | | 41 | | | | | | | | | | | | |
| 11B | 221 | 1631.55 | 220 | 1631.32 | 3.07 | 7.5 | | | | | | | | | | | | | |
| 11B | 220 | 1630.85 | | | | | | | | | | | | | | | | | TIE INTO EX. 36" RCP |
| 11B | 228 | 1646.58 | 229 | 1646.45 | 1.18 | 11 | | | | | | | | | | | | | |
| 12B | 233 | 1648.54 | 232 | 1648.45 | 0.86 | 10.5 | | | | | | | | | | | | | |
| 12B | 239 | 1658.65 | 237 | 1653.71 | 3.38 | 146 | | | | | | | | | | | | | |
| 12B | 238 | 1653.84 | 237 | 1653.58 | 2.89 | 9 | | | | | | | | | | | | | |
| 12B | 237 | 1653.41 | 236 | 1652.43 | 1.94 | 50.5 | | | | | | | | | | | | | |
| 12B | 236 | 1637.29 | 235 | 1636.46 | 3.07 | | | | | | | | | | 27 | | | | |
| 12B | 235 | 1622.29 | 234 | 1622.10 | 0.78 | 24.5 | | | | | | | | | | | | | |
| 12B | 244 | 1675.67 | 245 | 1674.80 | 3.22 | 27 | | | | | | | | | | | | | |
| 12B | 366 | 1674.96 | 245 | 1674.80 | 1.00 | 16 | | | | | | | | | | | | | |
| 12B | 245 | 1674.63 | 242 | 1670.60 | 3.16 | 127.5 | | | | | | | | | | | | | |
| 12B | 243 | 1670.71 | 242 | 1670.60 | 1.22 | 9 | | | | | | | | | | | | | |
| 12B | 242 | 1670.40 | 241 | 1669.30 | 1.95 | 56.5 | | | | | | | | | | | | | |
| 13B | 246 | 1688.09 | 247 | 1687.76 | 1.47 | | 22.5 | | | | | | | | | | | | |
| 13B | 247 | 1686.69 | 248 | 1685.40 | 2.17 | | 59.5 | | | | | | | | | | | | |
| 13B | 248 | 1685.23 | 249 | 1685.10 | 0.96 | | 13.5 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | 1610' | 1421' | 183' | 589' | 34' | | | | | 27' | | | | |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:14:46 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F21.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F22 |
| | | | |
| | | | |
| | | | |

## STORM DRAINAGE PIPE TOTALS

| TABLE NO. | REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.) | | | | | | | | | | | | CLASS A CONC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CLASS III 607-03.02 18" | CLASS III 607-05.02 24" | CLASS III 607-06.02 30" | CLASS III 607-07.02 36" | CLASS III 607-08.02 42" | CLASS III 607-09.02 48" | CLASS III 607-10.02 54" | CLASS III 607-11.03 60" | CLASS IV 607-05.03 24" | CLASS V 607-03.04 18" | CMP 607-37.02 18" | SLOTTED 607-45.02 18" | 611-07.01 C.Y. |
| 1 | 1243' | 840' | 193' | 221' | | | | | | | | | |
| 2 | 2092' | 349' | 593' | 26' | 395' | 540' | | | | | | | |
| 3 | 2323' | 31' | 427' | | | | | 321' | | | 16' | 40' | 1 |
| 4 | 1610' | 1421' | 183' | 589' | 34' | | | | | 27' | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| TOTALS | 7267' | 2640' | 1396' | 836' | 429' | 540' | | 321' | | 27' | 16' | 40' | 1 |

## RIGHT OF WAY MARKERS

| SHEET NO. | Item #: 708-02.01 QUANTITIES "A" | "B" | "C" | TOTALS |
|---|---|---|---|---|
| 4 | 18 | 0 | 4 | 22 |
| 5 | 6 | 1 | 6 | 13 |
| 6 | 11 | 11 | 13 | 35 |
| 7 | 9 | 2 | 2 | 13 |
| 8 | 12 | 4 | 10 | 26 |
| 9 | 19 | 5 | 2 | 26 |
| 10 | 9 | 7 | 12 | 28 |
| 11 | 7 | 7 | 5 | 19 |
| 12 | 11 | 8 | 5 | 24 |
| 13 | 4 | 9 | 8 | 21 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTALS | 106 | 54 | 67 | 227 |

**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

7/16/2025 7:16:19 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F22.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F23 |
| | | | |
| | | | |
| | | | |

# STORM DRAIN ENDWALLS

| SHEET NO. | LOCATION | STATION | OFFSET (FT.) | CODE | TYPE | STANDARD DRAWING NO. | PROTECTED ENDWALLS | | ENERGY DISSIPATER (USBR TY VI) | | SAFETY ENDWALLS ( ITEM NO. 611-07.54 THRU 611-07.71 SERIES ) | | | | | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CLASS "A" CONCRETE 611-07.01 (C.Y.) | STEEL BAR REINFORCING 611-07.02 (LB.) | (24" PIPE W = 5') 604-02.41 (EACH) | ((30" PIPE W = 7') 604-02.44 (EACH) | STRUC. STEEL 611-07.03 (LB.) | 18 IN. 3:1 7.54 (EACH) | 18 IN. 4:1 7.55 (EACH) | 24" IN. 3:1 7.57 (EACH) | 24" IN. 4:1 7.58 (EACH) | 30" IN. 3:1 7.60 (EACH) | 30" IN. 4:1 7.61 (EACH) | 36" IN. 3:1 7.63 (EACH) | 42" IN. 3:1 7.66 (EACH) | 48" IN. 3:1 7.69 (EACH) | |
| 5B | SR 126 | 208+14.06 | 350.55 LT | 70 | | D-PEW-1 | 5.51 | 209 | | | | | | | | | | | | | |
| 5B | WOODSIDE | 48+50 | 21.00 RT | 89 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 6B | SR 126 | 219+50 | 71.00 LT | 94 | | D-PEW-1 | 0.72 | 21 | | | | | | | | | | | | | |
| 6B | SR 126 | 221+00 | 76.00 LT | 98 | ED VI | | | | | 1 | | | | | | | | | | | ENERGY DISSIPATER * |
| 6B | OREBANK | 46+00 | 18.50 LT | 113 | U | D-PE-48A | | | | | 167 | | | | | | | | | 1 | |
| 6B | OREBANK | 46+15.89 | 66.44 RT | 114 | U | D-PE-30A | | | | | 114 | | | | | 1 | | | | | |
| 6B | OREBANK | 45+18.53 | 116.08 RT | 115 | U | D-PE-48A | | | | | 167 | | | | | | | | | 1 | |
| 6B | OREBANK | 49+25.79 | 28.50 LT | 118 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 7B | SR 126 | 233+94 | 71.00 LT | 124 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 7B | SR 126 | 234+04.30 | 50.98 RT | 126 | U | D-PE-24A | | | | | | | | 1 | | | | | | | |
| 7B | SR 126 | 235+85 | 70.00 LT | 127 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 7B | SR 126 | 240+64.98 | 77.55 RT | 135 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 7B | RAMP B | 20+92.54 | 14.20 RT | 137 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 7B | RAMP C | 31+20 | 49 LT | 144 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 8B | SR 126 | 246+06 | 62.72 RT | 151 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 8B | SR 126 | 246+33 | 58.72 LT | 153 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 8B | SR 126 | 247+44.89 | 79.53 LT | 165 | | D-PEW-1 | 12.00 | 605 | | | | | | | | | | | | | |
| 8B | SR 126 | 249+34 | 53.00 LT | 155 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 8B | HEATHER LANE | 49+32.28 | 23.22 LT | 164 | | D-PEW-1 | 12.00 | 605 | | | | | | | | | | | | | |
| 8B | SR 126 | 250+99.11 | 53.89 LT | 168A | | D-PEW-1 | 7.69 | 288 | | | | | | | | | | | | | |
| 8B | SR 126 | 252+12.23 | 62.23 RT | 168 | | D-PEW-1 | 7.69 | 288 | | | | | | | | | | | | | |
| 9B | SR 126 | 254+91.38 | 58.16 RT | 172 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 9B | SR 126 | 257+00 | 74.00 RT | 176 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 9B | SR 126 | 260+18 | 53.50 RT | 178 | | D-PEW-1 | 0.72 | 21 | | | | | | | | | | | | | |
| 9B | SR 126 | 261+54 | 64.50 RT | 181 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 9B | SR 126 | 264+11.26 | 82.39 RT | 186 | ED VI | | | | | 1 | | | | | | | | | | | ENERGY DISSIPATER * |
| 10B | SR 126 | 273+00 | 54.50 LT | 197 | U | D-PE-18A | | | | | | 1 | | | | | | | | | |
| 10B | SR 126 | 275+81.86 | 81.47 LT | 198 | U | D-PE-36A | | | | | 132 | | | | | | | 1 | | | |
| 11B | AMY AVE. | 240+00.62 | 11.15 RT | 380 | U | D-PE-42A | | | | | 148 | | | | | | | | 1 | | |
| 12B | SR 126 | 296+08 | 103.50 LT | 234 | | D-PEW-1 | 1.40 | 42 | | | | | | | | | | | | | |
| 12B | SR 126 | 303+50 | 71.00 LT | 240 | ED VI | | | | 1 | | | | | | | | | | | | ENERGY DISSIPATER * |
| 13B | SR 126 | 307+00 | 49.00 LT | 296 | | D-PEW-1 | 1.40 | | | | | | | | | | | | | | |
| 13B | SR 126 | 307+01 | 52.00 RT | 249.0 | ED VI | | | | 1 | | | | | | | | | | | | ENERGY DISSIPATER * |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F24 |
| | | | |
| | | | |
| | | | |

## SPECIAL DITCHES

| ROADWAY | STATION | | SIDE | CONFIGURATION | | | T | D | *DETAIL | TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| | FROM | TO | | FORE (H/V) | BOTTOM WIDTH (FT.) | BACK (H/V) | THICK (FT.) | DEPTH (FT.) | NO. | |
| SR-126 | 199+36 | 200+00 | RT | 4 | | 4 | | 1.0 | 11 | SOD |
| SR-126 | 204+70 | 206+00 | RT | 4 | | 3 | | 1.0 | 11 | SOD |
| SR-126 | 206+30 | 206+60 | RT | 4 | | 3 | | 1.0 | 11 | SOD |
| SR-126 | 206+90 | 207+20 | RT | 4 | | 3 | | 1.0 | 11 | SOD |
| SR-126 | 207+50 | 208+48 | RT | 4 | | 3 | | 1.5 | 11 | SOD |
| SR-126 | 209+15 | 210+50 | RT | 4 | | 3 | | 1.5 | 11 | SOD |
| SR-126 | 211+10 | 212+00 | RT | 4 | | 2 | | 1.5 | 11 | SOD |
| SR-126 | 212+70 | 214+03 | FAR LT | 3 | 2 | 3 | 2.5 | 2.0 | 2 | RIP-RAP |
| SR-126 | 216+00 | 218+50 | FAR LT | 3 | | 3 | | 2.5 | 14 | SOD |
| SR-126 | 216+85 | 219+10 | RT | 3 | 2 | 2 | | 1.0 | 8 | SOD |
| SR-126 | 219+50 | 224+00 | RT | 3 | 2 | 2 | | 1.5 | 7 | TRM TYP II |
| SR-126 | 224+50 | 225+00 | LT | 4 | 2 | 3 | 2.5 | 1.0 | 2 | RIP-RAP |
| SR-126 | 225+00 | 226+50 | LT | 3 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| SR-126 | 224+60 | 229+90 | RT | 3 | 2 | 2 | 2.5 | 1.5 | 6 | RIP-RAP |
| SR-126 | 230+30 | 231+23 | RT | 3 | 2 | 2 | 2.5 | 1.5 | 6 | RIP-RAP |
| SR-126 | 231+63 | 232+35 | RT | 3 | 2 | 2 | 2.5 | 1.5 | 6 | RIP-RAP |
| SR-126 | 232+75 | 233+00 | RT | 3 | 2 | 2 | | 1.0 | 7 | TRM TYP II |
| SR-126 | 236+00 | 238+00 | LT | 3 | | 2 | | 1.0 | 13 | TRM TYP II |
| | | | | | | | | | | |
| SR-126 | 241+15 | 243+00 | LT | 3 | 2 | 2 | | 1.0 | 3 | TRM TYP II |
| SR-126 | 243+00 | 243+63 | LT | 3 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| SR-126 | 244+03 | 245+50 | LT | 3 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| | | | | | | | | | | |
| | | | | | | | | | | |
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| | | | | | | | | | | |
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| | | | | | | | | | | |
| SR-126 | 250+77 | 252+00 | LT | 3 | 2 | 3 | 2.5 | 1.5 | 2 | RIP-RAP |
| SR-126 | 252+00 | 253+00 | LT | 3 | 2 | 2 | 2.5 | 1.0 | 2 | RIP-RAP |
| SR-126 | 253+00 | 254+50 | LT | 3 | | 2 | | 1.0 | 13 | TRM TYP II |
| SR-126 | 254+50 | 256+00 | LT | 3 | | 3 | | 1.0 | 14 | SOD |
| SR-126 | 256+00 | 257+00 | LT | 3 | | 4 | | 1.0 | 14 | SOD |
| SR-126 | 249+35 | 251+54 | RT | 3 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| | | | | | | | | | | |
| SR-126 | 253+91 | 254+10 | RT | 3 | 4 | 3 | 3.5 | 2.5 | 6 | RIP-RAP |
| SR-126 | 254+86 | 257+25 | RT | 3 | 2 | 3 | 3.5 | 2.5 | 6 | RIP-RAP |
| SR-126 | 257+25 | 259+75 | RT | 2 | 2 | 2 | 3.5 | 2.0 | 6 | RIP-RAP |
| SR-126 | 259+75 | 260+25 | RT | 2.5 | 2 | 2 | 3.5 | 2.0 | 6 | RIP-RAP |
| SR-126 | 260+25 | 262+75 | RT | 3 | 2 | 3 | 3.5 | 2.0 | 6 | RIP-RAP |
| SR-126 | 262+75 | 264+10 | RT | 3 | 2 | 3 | 0.3 | 1.0 | 5 | CONCRETE |
| SR-126 | 264+10 | 264+50 | RT | 3 | 2 | 6 | | 1.0 | 8 | SOD |
| SR-126 | 257+00 | 258+75 | LT | 3 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| SR-126 | 258+75 | 260+50 | LT | 3 | | 2 | | 1.0 | 13 | TRM TYP II |
| SR-126 | 261+74 | 262+22 | LT | 6 | 2 | 3 | 3.5 | 1.0 | 2 | RIP-RAP |
| SR-126 | 262+52 | 264+44 | LT | 6 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| SR-126 | 264+44 | 264+57 | LT | 4 | 2 | 2 | 3.5 | 2.0 | 2 | RIP RAP |

* SEE SHEET 2F25 FOR DETAILS

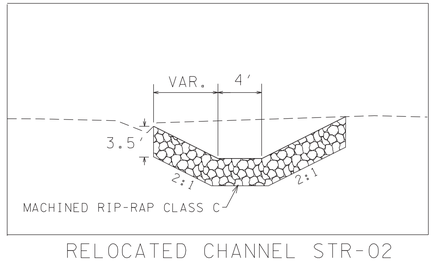
## SPECIAL DITCHES

| ROADWAY | STATION | | SIDE | CONFIGURATION | | | T | D | *DETAIL | TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| | FROM | TO | | FORE (H/V) | BOTTOM WIDTH (FT.) | BACK (H/V) | THICK (FT.) | DEPTH (FT.) | NO. | |
| SR-126 | 264+86 | 265+00 | LT | 4 | 2 | 2 | 3.5 | 1.5 | 2 | RIP RAP |
| SR-126 | 265+24 | 265+46 | LT | 4 | 2 | 2 | 3.5 | 1.5 | 2 | RIP RAP |
| SR-126 | 265+70 | 266+23 | LT | 3 | 2 | 2 | 3.5 | 1.5 | 2 | RIP RAP |
| SR-126 | 266+52 | 267+62 | LT | 3 | 2 | 2 | 3.5 | 1.5 | 2 | RIP RAP |
| SR-126 | 268+20 | 269+50 | LT | 3 | 2 | 2 | | 1.5 | 3 | TRM TYP II |
| SR-126 | 271+35 | 274+50 | RT | 3 | 2 | 2 | | 1.0 | 7 | TRM TYP II |
| SR-126 | 276+00 | 285+31 | RT | 3 | 2 | 1.5 | | 1.5 | 7 | TRM TYP II |
| SR-126 | 285+31 | 286+60 | RT | 3 | 2 | 1.5 | 1.5 | 1.5 | 6 | RIP RAP |
| | | | | | | | | | | |
| SR-126 | 287+25 | 289+25 | RT | 3 | 2 | 2 | | 1.0 | 7 | TRM TYP II |
| SR-126 | 289+25 | 291+50 | RT | 3 | | 2 | | 1.0 | 10 | TRM TYP II |
| SR-126 | 291+50 | 293+39 | RT | 3 | 2 | 3 | 2.5 | 1.0 | 6 | RIP RAP |
| SR-126 | 293+64 | 294+00 | RT | 3 | 2 | 3 | 2.5 | 2.0 | 6 | RIP RAP |
| SR-126 | 294+00 | 296+50 | RT | 3 | 2 | 3 | | 1.0 | 7 | TRM TYP II |
| SR-126 | 297+00 | 301+50 | RT | 3 | 2 | 2 | | 1.0 | 7 | TRM TYP II |
| SR-126 | 301+50 | 303+50 | RT | 3 | 2 | 2 | | 1.0 | 8 | SOD |
| SR-126 | 303+50 | 304+27 | RT | 3 | 2 | 2 | | 1.5 | 7 | TRM TYP II |
| SR-126 | 305+00 | 305+21 | RT | 3 | 2 | 2 | | 1.0 | 7 | TRM TYP II |
| | | | | | | | | | | |
| SR-126 | 306+00 | 308+32 | LT | 2 | 2 | 2 | | 1.5 | 3 | TRM TYP II |
| SR-126 ENT 216+62 RT | 1+00 | 2+08 | LT | 3 | 2 | 3 | | 1.0 | 3 | TRM TYP II |
| | | | | | | | | | | |
| OREBANK ROAD | 45+50 | 48+00 | LT | 3 | 2 | 3 | | 2.5 | 3 | TRM TYP II |
| OREBANK ROAD | 48+00 | 48+50 | LT | 3 | 2 | 3 | 3.5 | 1.5 | 2 | RIP RAP |
| OREBANK ROAD | 48+50 | 49+00 | LT | 3 | 2 | 3 | 2.5 | 1.0 | 2 | RIP RAP |
| OREBANK ROAD | 46+00 | 47+50 | RT | 2 | 2 | 2 | | 2.5 | 7 | TRM TYP II |
| OREBANK ROAD | 47+50 | 48+50 | RT | 2 | 2 | 2 | | 2.5 | 8 | SOD |
| OREBANK ROAD | 48+50 | 49+00 | RT | 2 | 2 | 2 | | 1.0 | 8 | SOD |
| | | | | | | | | | | |
| RAMP C | 30+00 | 31+33 | RT | 3 | 2 | 2 | 2.5 | 1.0 | 6 | RIP RAP |
| RAMP C Bottom | 31+33 | 33+39 | RT | 6 | 2 | 2 | | 1.0 | 8 | SOD |
| RAMP D | 38+50 | 39+50 | LT | 6 | 4 | 2 | 0.33 | 0.5 | 1 | CONCRETE |
| | | | | | | | | | | |
| KITE STREET | 50+82 | 51+46 | LT | 4 | 2 | 2 | 3.5 | 2.5 | 2 | RIP RAP |
| KITE STREET | 51+46 | 51+69 | LT | 4 | 2 | 4 | 3.5 | 1.0 | 2 | RIP RAP |
| KITE STREET | 52+08 | 52+52 | LT | 3 | 2 | 3 | 3.5 | 1.0 | 2 | RIP RAP |
| | | | | | | | | | | |
| WOODRIDGE AVE. | 45+48 | 46+00 | RT | 3 | 2 | 2 | 3.5 | 1.0 | 6 | RIP RAP |
| WOODRIDGE AVE. | 46+00 | 47+50 | RT | 2 | 2 | 2 | 3.5 | 1.0 | 6 | RIP RAP |
| WOODRIDGE AVE. | 47+50 | 48+00 | RT | 2 | 2 | 2 | 3.5 | 1.5 | 6 | RIP RAP |
| WOODRIDGE AVE. | 48+00 | 49+00 | RT | 2 | 2 | 2 | | 1.0 | 7 | TRM TYP II |
| | | | | | | | | | | |
| AMY AVE. | 244+10 | 244+50 | RT | 3 | 2 | 3 | 1.5 | 1.0 | 6 | RIP RAP |
| AMY AVE. | 244+52 | 245+00 | RT | 3 | 2 | 3 | 1.5 | 1.0 | 6 | RIP RAP |
| AMY AVE. | 245+35 | 245+50 | RT | 3 | 2 | 3 | 2.5 | 1.0 | 6 | TRM TYP II |
| AMY AVE. | 246+05 | 247+00 | RT | 3 | 2 | 3 | | 2.0 | 7 | TRM TYP II |
| AMY AVE. | 247+00 | 248+00 | RT | 2 | 2 | 2 | 3.5 | 1.5 | 6 | RIP RAP |
| AMY AVE. | 248+00 | 248+80 | RT | 2 | 2 | 2 | 3.5 | 1.5 | 6 | RIP RAP |
| AMY AVE. | 247+00 | 249+50 | LT | 3 | 2 | 2 | 3.5 | 1.5 | 2 | RIP RAP |

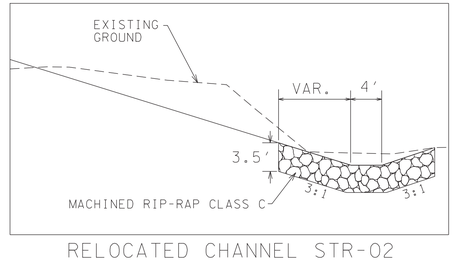
* SEE SHEET 2F25 FOR DETAILS

## RELOCATED CHANNEL STR-02

| ROADWAY | STATION | | SIDE | CONFIGURATION | | | | MACHINED RIPRAP | | GEOTEX. | T | D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FROM | TO | | DETAIL NO. | FORE (H/V) | BOTTOM WIDTH (FT.) | BACK (H/V) | CLASS B 709-05.08 (TON) | CLASS C 709-05.09 (TON) | TYPE III 740-10.03 (S.Y.) | (THICK) (FT) | (DEPTH) (FT) |
| SR 126 | 244+14 | 244+71 | RT | 2 | 3 | 4 | 3 | | 257 | 170 | 3.5 | 2.5 |
| SR 126 | 245+09 | 245+61 | RT | 2 | 3 | 4 | 3 | | 234 | 155 | 3.5 | 2.5 |
| SR 126 | 246+02 | 246+33 | RT | 2 | 3 | 4 | 3 | | 140 | 93 | 3.5 | 2.5 |
| SR 126 | 247+16 | 247+45 | LT | 2 | 3 | 4 | 3 | | 131 | 87 | 3.5 | 2.5 |
| SR 126 | 249+07 | 250+97 | LT | 2 | 3 | 4 | 3 | | 854 | 567 | 3.5 | 2.5 |
| SR 126 | 252+12 | 253+25 | RT | 2 | 3 | 4 | 3 | | 508 | 337 | 3.5 | 2.5 |
| SR 126 | 253+25 | 254+02 | RT | 2 | 3 | 4 | 3 | | 236 | 176 | 3.5 | 1.5 |
| **TOTALS** | | | | | | | | | **2360** | **1585** | | |




RELOCATED CHANNEL STR-02
DETAIL 1




RELOCATED CHANNEL STR-02
DETAIL 2

SEALED BY




7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

7/16/2025 7:18:13 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\002F24.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | 2F25 |
| | | | |
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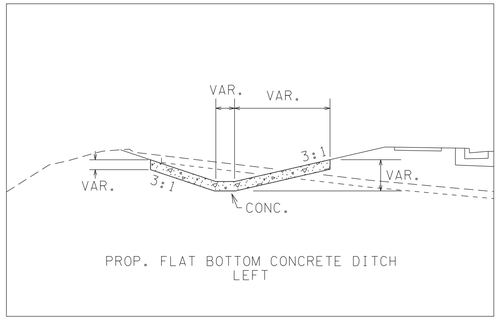
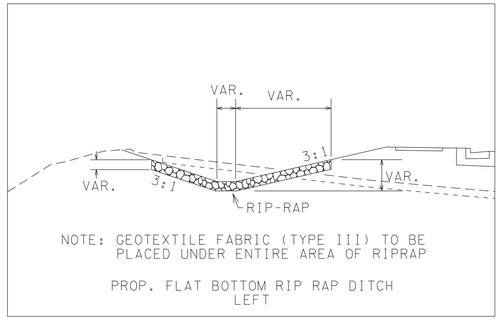



PROP. FLAT BOTTOM CONCRETE DITCH
LEFT

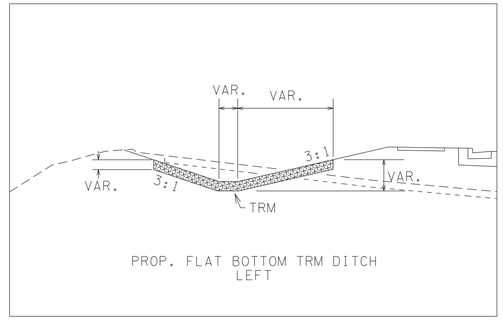
DETAIL NO. 1




NOTE: GEOTEXTILE FABRIC (TYPE III) TO BE PLACED UNDER ENTIRE AREA OF RIPRAP

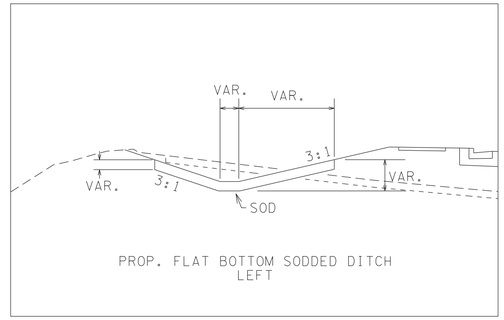
PROP. FLAT BOTTOM RIP RAP DITCH
LEFT

DETAIL NO. 2



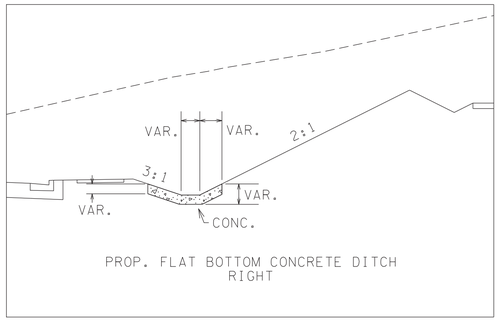

PROP. FLAT BOTTOM TRM DITCH
LEFT

DETAIL NO. 3



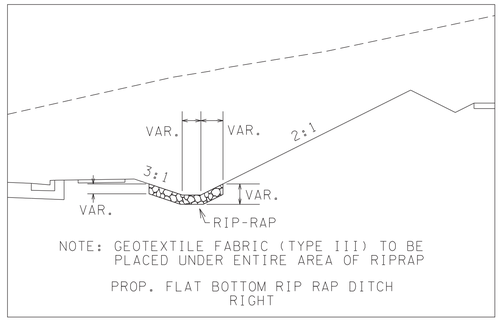

PROP. FLAT BOTTOM SODDED DITCH
LEFT

DETAIL NO. 4




PROP. FLAT BOTTOM CONCRETE DITCH
RIGHT

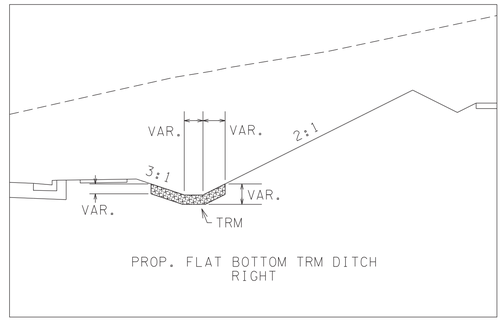
DETAIL NO. 5




NOTE: GEOTEXTILE FABRIC (TYPE III) TO BE PLACED UNDER ENTIRE AREA OF RIPRAP

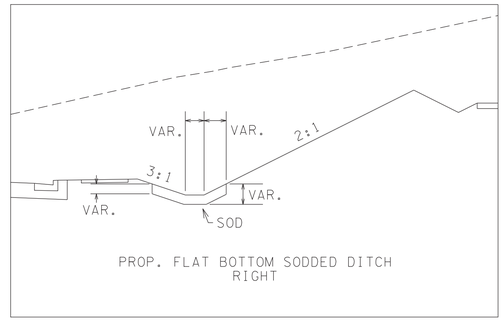
PROP. FLAT BOTTOM RIP RAP DITCH
RIGHT

DETAIL NO. 6



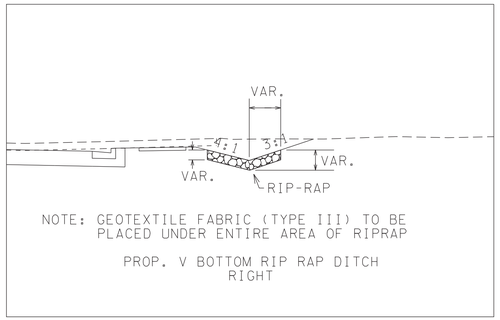

PROP. FLAT BOTTOM TRM DITCH
RIGHT

DETAIL NO. 7




PROP. FLAT BOTTOM SODDED DITCH
RIGHT

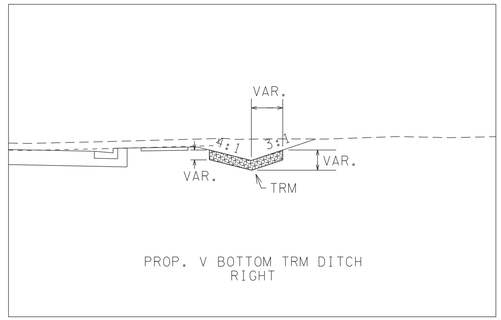
DETAIL NO. 8




NOTE: GEOTEXTILE FABRIC (TYPE III) TO BE PLACED UNDER ENTIRE AREA OF RIPRAP

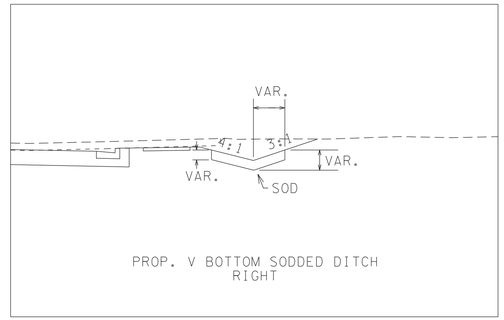
PROP. V BOTTOM RIP RAP DITCH
RIGHT

DETAIL NO. 9



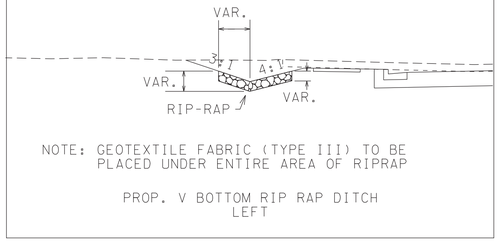

PROP. V BOTTOM TRM DITCH
RIGHT

DETAIL NO. 10




PROP. V BOTTOM SODDED DITCH
RIGHT

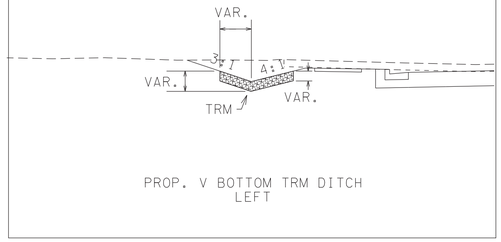
DETAIL NO. 11




NOTE: GEOTEXTILE FABRIC (TYPE III) TO BE PLACED UNDER ENTIRE AREA OF RIPRAP

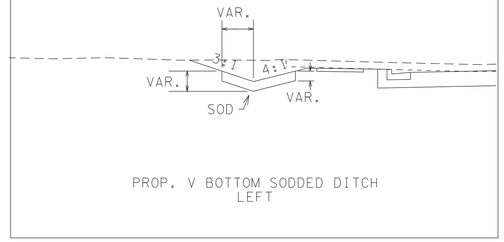
PROP. V BOTTOM RIP RAP DITCH
LEFT

DETAIL NO. 12




PROP. V BOTTOM TRM DITCH
LEFT

DETAIL NO. 13




PROP. V BOTTOM SODDED DITCH
LEFT

DETAIL NO. 14

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SPECIAL DITCH DETAILS

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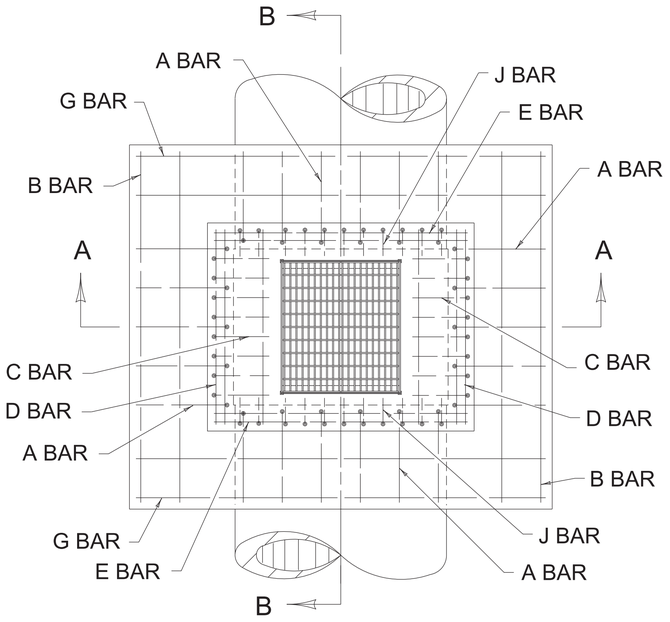
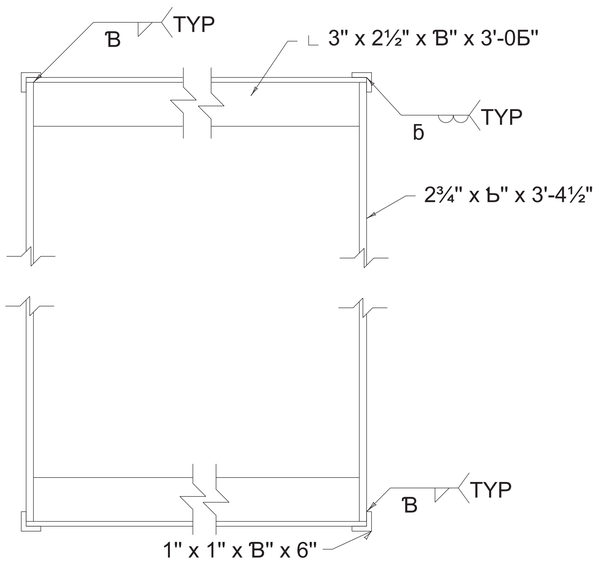
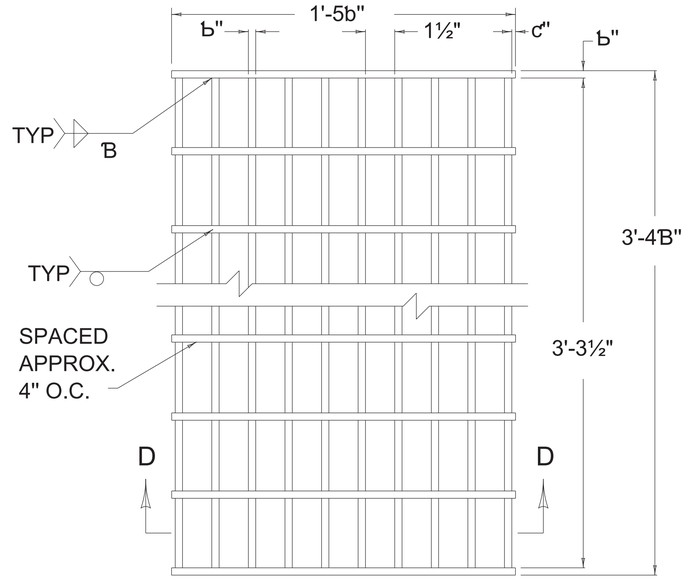
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 2G |
| | | | |
| | | | |
| | | | |




PLAN VIEW



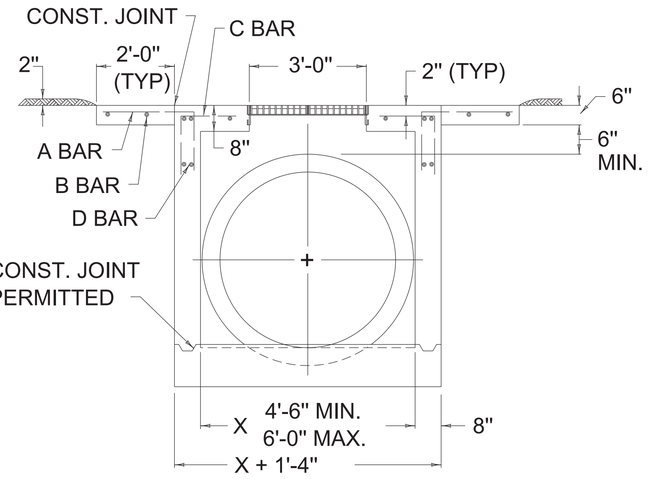

FRAME DETAIL



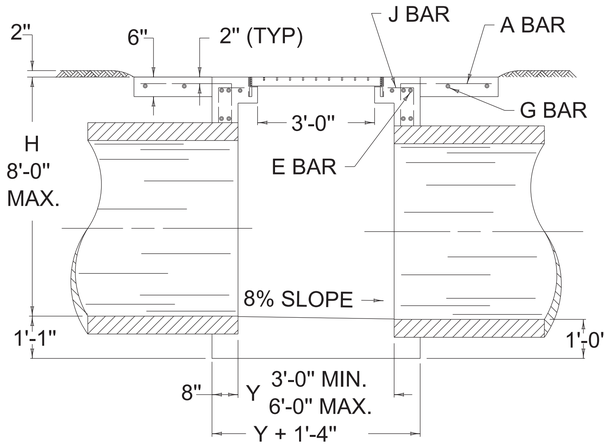

① GRATE DETAIL
(TWO GRATES REQ'D.)




SECTION D-D




SECTION A-A




SECTION B-B

## ~ NOTES ~

BID ITEM AND UNIT TO BID
611-90.01 CATCH BASIN (TYPE SP, 5' DEPTH)

① RELIANCE STEEL (CAT. NO. H2-12D) AND GARY STEEL (CAT. NO. HW3-D-300) ARE ACCEPTABLE ALTERNATIVES PROVIDED MATCHED GRATES ARE SUPPLIED.

② THE 2¾" BAR SHALL BE NOTCHED TO RECEIVE THE 1" CROSS BAR.

3. REINFORCEMENT SHALL HAVE A CLEAR DISTANCE OF 2" FROM OUTSIDE FACE UNLESS OTHERWISE SHOWN.

4. THIS BOX IS TO BE USED PRIMARILY FOR SUMP CONDITIONS WHERE A GRATED INLET IS REQUIRED FOR PIPE SIZES 42" THRU 60". ( SEE DETAILS BELOW FOR DIMENSIONS AND STEEL CHARTS. )

## ~ NOTES ~

⑤ BASED ON "H" AS EQUAL TO D+T+1'-2".

⑥ Q=CUBIC YARDS OF CONCRETE PER FOOT INCREASE OR DECREASE WHEN "H" VARIES FROM D+T+1'-2".

7. NO DEDUCTIONS HAVE BEEN MADE FOR PIPE, SEE REFERENCE CHART FOR QUANTITIES TO DEDUCT.

8. "T" IS CONCRETE PIPE WALL THICKNESS OR METAL PIPE CORRUGATION DEPTH.

9. D=INSIDE DIAMETER OF PIPE.

10. A, B AND G BARS SPACED 1'-0" O.C., C AND J BARS SPACED 6" O.C., ALL OTHER BARS SPACED AS SHOWN.

## REFERENCE CHART

| DIA. OF PIPE | SPECIAL CB | | CONCRETE TO DEDUCT FOR EACH PIPE |
|---|---|---|---|
| | PIPE ON "X" SIDE OF INLET | PIPE ON "Y" SIDE OF INLET | CUBIC YARDS |
| 42" | 4'-6" | 4'-6" | 0.4 |

## DIMENSIONS AND ESTIMATE OF QUANTITIES

| INLET SIZE | | | PIPE | | ⑤ | CONCRETE | | REINF. STEEL |
|---|---|---|---|---|---|---|---|---|
| NO. | X | Y | MAX. DIA. | SIDE | H | CUBIC YARDS | ⑥ Q | LBS. |
| 3 | 4'-6" | 4'-0" | 42" | X | 5'-½" | 5.0 | 0.5 | 348 |

## BILL OF REINFORCEMENT

# 5 REINFORCEMENT BARS

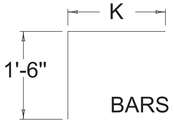
| MARK | NO. ① | LGTH. FT. | LGTH. IN. | K FT. | K IN. |
|---|---|---|---|---|---|
| 4'-6" x 4'-0" | | | | | |
| A | 20 | 3 | 10 | 2 | 4 |
| B | 4 | 9 | 0 | | |
| C | 16 | 2 | 5 | 0 | 11 |
| D | 10 | 5 | 0 | | |
| E | 10 | 5 | 6 | | |
| G | 4 | 9 | 6 | | |
| J | 18 | 2 | 2 | 0 | 8 |

## ~ BAR NOTES ~

① NUMBER OF BARS IN ONE SPECIAL C.B.

2. DIMENSIONS ARE O. TO O. OF BARS.

3. ALL BARS ARE STRAIGHT EXCEPT THOSE SHOWN BELOW.




BARS A, C AND J

BENT BAR SHAPES

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DEPARTMENT OF TRANSPORTATION

SPECIAL CATCH BASIN DETAIL

SCALE: NTS

7/16/2025 7:19:50 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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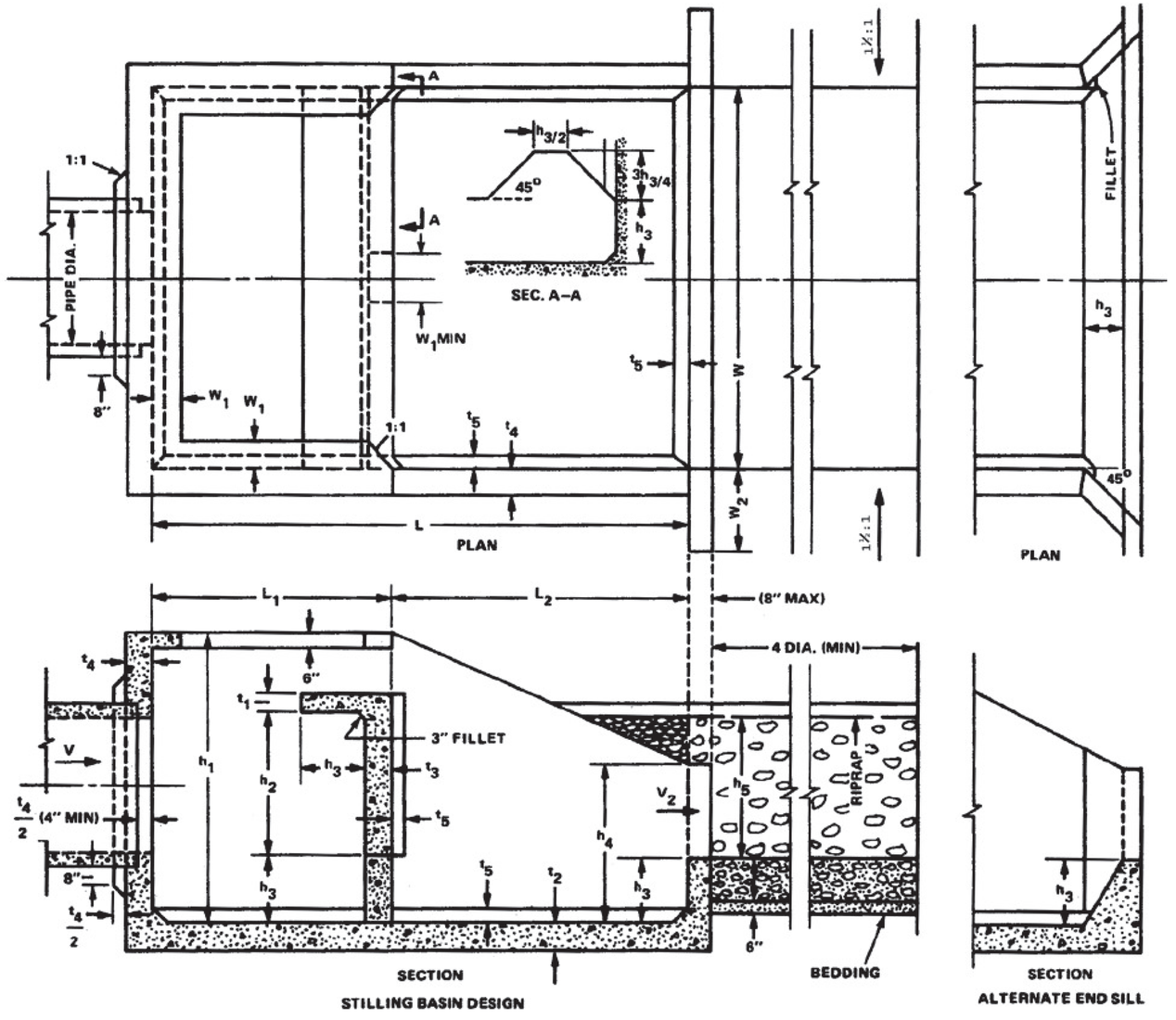


Figure 9-13
Typical USBR Type VI Baffled Dissipator
Reference: USDOT, FHWA, HEC-14 (1983)

## USBR TYPE VI ENERGY DISSIPATOR DESIGN

| DRAINAGE STRUCTURE NO. | LOCATION | STATION | OFFSET (RT/LT) | PIPE DIAMETER SIZE | DIMENSIONS* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | W (ft-in) | $h_1$ (ft-in) | L (ft-in) | $h_2$ (ft-in) | $h_3$ (ft-in) | $L_1$ (ft-in) | $L_2$ (ft-in) | $h_4$ (ft-in) | $W_1$ (ft-in) | $W_2$ (ft-in) | $t_3$ (ft-in) | $t_2$ (ft-in) | $t_1$ (ft-in) | $t_4$ (ft-in) | $t_5$ (ft-in) |
| 98 | SR-126 | 221+00 | 76.0' LT | 30" | 7'-0" | 5'-5" | 9'-5" | 2'-7" | 1'-2" | 4'-0" | 5'-5" | 2'-11" | 0'-6" | 1'-11" | 0'-6" | 0'-6" | 0'-6" | 0'-6" | 0'-3" |
| 186 | SR-126 | 264+11.26 | 81.96' RT | 30" | 7'-0" | 5'-5" | 9'-5" | 2'-7" | 1'-2" | 4'-0" | 5'-5" | 2'-11" | 0'-6" | 1'-11" | 0'-6" | 0'-6" | 0'-6" | 0'-6" | 0'-3" |
| 240 | SR-126 | 303+50 | 71.0' LT | 24" | 5'-0" | 3'-10" | 6'-8" | 1'-11" | 0'-10" | 2'-11" | 3'-10" | 2'-1" | 0'-5" | 1'-5" | 0'-6" | 0'-6" | 0'-6" | 0'-6" | 0'-3" |
| 249 | SR-126 | 307+00 | 52.0' RT | 24" | 5'-0" | 3'-10" | 6'-8" | 1'-11" | 0'-10" | 2'-11" | 3'-10" | 2'-1" | 0'-5" | 1'-5" | 0'-6" | 0'-6" | 0'-6" | 0'-6" | 0'-3" |
| 364 | WOODRIDGE | 47+79.76 | 85.88' LT | 30" | 5'-0" | 3'-10" | 6'-8" | 1'-11" | 0'-10" | 2'-11" | 3'-10" | 2'-1" | 0'-5" | 1'-5" | 0'-6" | 0'-6" | 0'-6" | 0'-6" | 0'-3" |

* - SEE PAGES 9A-9 AND 9A-10 OF THE "TDOT DESIGN DIVISION - DRAINAGE MANUAL" (DATED JANUARY 1, 2010) FOR FIGURE PARAMETERS.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

USBR TYPE VI ENERGY DISSIPATOR DETAIL

SCALE: NTS

7/16/2025 7:19:53 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3 |
| PSE | 2025 | STP-126(25) | 3 |
| | | | |
| | | | |

## RIGHT-OF-WAY

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

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

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

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

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

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

(7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

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

(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.

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

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

(12) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

## 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

### ELECTRIC

AEP-KINGSPORT POWER COMPANY
420 RIVERPORT ROAD
KINGSPORT, TN 37660
CONTACT: TOM HENSLEY
PHONE: 423-578-2249
FAX: 423-578-2272
EMAIL: TDHENSLEY@AEP.COM

### GAS

ATMOS
1639 ROBERT C. JACKSON DRIVE
MARYVILLE, TN 37801
CONTACT: DAVID SWECKER
PHONE: 865-379-8606
FAX: 865-977-7813
CELL PHONE: 865-567-5303
EMAIL: DAVID.SWECKER@ATMOSENERGY.COM

### WATER/SEWER

CITY OF KINGSPORT
1213 KONNAROCK ROAD
KINGSPORT, TN 37664
CONTACT: NORMAN EICHMANN
PHONE: 423-229-9454
FAX: 423-224-2593
EMAIL: NORMANEICHMANN@KINGSPORTTN.GOV

### FIBER OPTICS

CITY OF KINGSPORT TRAFFIC DIVISION
225 WEST CENTER STREET
KINGSPORT, TN 37660
CONTACT: TIM ELSEA
PHONE: 423-229-9487
FAX: 423-245-2260
CELL PHONE: 423-224-2426
EMAIL: ELSEA@KINGSPORTTN.GOV

### CABLE

CHARTER COMMUNICATIONS
TRI-CITIES ENGINEERING DEPT.
10417 WALLACE ALLEY STREET
KINGSPORT, TN 37663
CONTACT: MIKE ROBERTS
CELL PHONE: 423-791-3816
EMAIL: MIKE.ROBERTS@CHARTER.COM

### TELEPHONE

CENTURYLINK
101 NORTH ROAN STREET
JOHNSON CITY, TN 37601
CONTACT: JEFF JOHNSON
PHONE: 423-461-4301
FAX: 423-461-4458
CELL PHONE: 423-946-8602
EMAIL: JEFF.C.JOHNSON@CENTURYLINK.

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7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

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

IB-17-04

7/17/2025 7:09:28 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\003.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3A |
| PSE | 2025 | STP-126(25) | 3A |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS FOR TRACT NOS. 1-5, 7, 8, 13, 21, 25, 26, 28, 42, 46, 47 & 82.

ADDED CONST. EASEMENTS TO TRACT NOS. 41, 43 & 53.

ADDED STRIKETHROUGHS TO TRACT NOS. 24, 31, 49, 73, 76, 80, 87, 88, 315, 316, 318 & 319.

1-08-20:
REVISED PROPERTY LINES FOR TRACT NOS. 76 & 80 AND COMBINED TRACT NO. 79 INTO TRACT NO. 76.

TRACT NO. 48 - REMOVED ACCESS TO EDENS RIDGE ROAD AND REMOVED STRIKETHROUGH.

8-05-20:

TRACT NOS. 41 & 51 REMOVED CONST. ESMTS. FOR DEMOLITION

4-30-21:
TRACT NO. 53 REMOVE TCE.

UNECONOMIC REMNANTS TRACT NOS. 8016, 8030, 8044, 8057, 8058 AND 8086.

TRACT NO. 7 ADD DRAINAGE ESMT. AND REVISE SLOPE & CONST. ESMT.

5-31-22:
TRACT NO. 320 REMOVE LOSS OF ACCESS PATTERN & NOTE.
TRACT NO. 320 REVISE DRAIN EASEMENT

TRACT NO. 22 REVISED SLOPE EASEMENT & CONST. EASEMENT

ADDED PERM. DRAIN EASEMENT TO TRACT NO. 22.

10-6-22:
TRACT NO. 22 REVISED SLOPE EASEMENT & CONST. EASEMENT
ADDED TRACT NOS. 10-S, 11-S, 12-S, 25-S, 53-S & CONST. ESMTS.

03-14-23:
TRACT NO. 22 REMOVED SLOPE EASEMENT.
ADDED TRACT NOS. 354 & 355 CONST. ESMTS.

1-17-24:
ADDED TRACT NO. 356, EXIST. R.O.W. LINE & PROP. R.O.W. LINE.

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

82S126-F3-002
BEGIN PROJ. NO. STP-126(25)(CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

SEE SHEET NO. 3B

MATCH LINE STA. 250+00

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPERTY MAP

STA.190+00 TO STA.250+00

SCALE: 1"=200'

7/17/2025 7:11:39 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\003A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3B |
| PSE | 2025 | STP-126(25) | 3B |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS FOR TRACT NOS. 101, 102, 103, 116, 154, 324, 328 & 341.
ADDED CONST. EASEMENT TO TRACT NO. 326.
ADDED STRIKETHROUGHS TO TRACT NOS. 88 & 137.
TRACT 130, REVISED PROP. R.O.W. & ADDED CONST. EASEMENT.

8-05-20:
TRACT 130 - REMOVED CONST. ESMT. FOR DEMOLITION.

4-30-21:
TRACT NO. 120 REMOVE CONST. ESMT.
TRACT NO. 182 REVISED DRAINAGE ESMT.
UNECONOMIC REMNANTS TRACT NOS. 8086, 8104, 8175 AND 8324.

5-31-22:
ADDED LOSS OF ACCESS TO TRACT 135.
REVISED PROP. R.O.W. OF TRACT 165.

10-6-22:
ADDED PERM. EASEMENT TO TRACT NOS. 145-S & 147.
REVISED PROP. R.O.W. & SLOPE LINE OF TRACTS 168 & 329.
ADDED TRACT 338-S, PROP. R.O.W. & SLOPE LINE
ADDED TRACT'S 154-S, 156-S & 158-S FOR REVISED CONST. ESMT.
ADDED TRACT NO. 130-S & CONST. ESMT.
ADDED TRACT NO. 321-S & CONST. ESMT.

03-14-23:
TRACT NO. 130-S REVISED CONST. ESMT.
TRACT NO. 150 ADDED CONST. ESMT.

01-17-24:
TRACT NO. 150 REMOVED CONST. ESMT. FOR DEMOLITION.

03-22-24:
TRACT NO.145-S REVISED PERM. ESMT.

EQ. STA. 273+62.55 BK. =
STA. 273+80.24 AHD.

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMERCE
INSTITUTIONAL
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPERTY MAP

STA.250+00 TO STA.305+00

SCALE: 1"=200'

7/17/2025 7:11:50 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\003B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3C |
| PSE | 2025 | STP-126(25) | 3C |
| | | | |
| | | | |

10-28-19:

TRACT 186, REVISED PROP. R.O.W.

ADDED STRIKETHROUGHS TO TRACT NOS. 221 & 225.

4-30-21:

TRACT NOS. 205 & 207 - REMOVED CONST. AND SLOPE ESMT.

UNECONOMIC REMNANTS TRACT NOS. 8208, 8211, 8218, 8226 AND 8234.

5-31-22:

ADDED STRIKETHROUGH TO TRACT NO. 207.

REMOVED UNECONOMIC REMNANT TRACT NOS. 8208 & 8211.

ADDED LOSS OF ACCESS TO TRACT NOS. 208 & 211.

10-6-22:

ADDED CONST. ESMT.TO TRACT NOS. 186, 192 & 194 & 219.

01-17-24:

REMOVED CONST. ESMT. FOR DEMOLITION FROM TRACT NO.192.




SEALED BY




7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPERTY MAP

STA.305+00 TO STA.360+00

SCALE: 1"=200'

7/17/2025 7:11:54 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\003C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3D |
| PSE | 2025 | STP-126(25) | 3D |
| | | | |
| | | | |




10-28-19:
ADDED STRIKETHROUGHS TO TRACT NOS. 244 & 284.

ADDED CONST. EASEMENT TO TRACT NO. 291

8-05-20:
TRACT 257 - REMOVED UNECONOMIC REMNANT

4-30-21:
TRACT NO. 285 REVISED AREA OF TCE.

TRACT NOS. 335 ND 336 REVISED AREA OF PDE.

UNECONOMIC REMNANTS TRACT NOS. 8234, 8260, 8262, 8266, 8274, 8283, 8286, 8287 AND 8288.

REVISED END OF PROJ. (R.O.W.)

5-31-22:
TRACT NOS. 334 & 337 - REVISED PROP. R.O.W.
TRACT NO. 334-ADDED SLOPE EASEMENT & CONST. EASEMENT
TRACT NO. 334-S-ADDED PROP. R.O.W.
TRACT NO. 337-S-ADDED PROP. R.O.W.

10-6-22:
TRACT NO. 334-S-ADDED CONST. ESMT.
TRACT NO. 336 - ADDED CONST. ESMT.
REMOVED TRACT NO. 8262 & UNECONOMIC REMNANT HATCHING
TRACT NOS. 291, 311, 332 & 333 - ADDED CONST. ESMT.

03-14-23:
ADDED TRACT NO. 242-S CONST. ESMT.

SEALED BY




7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPERTY MAP

STA.360+00 TO STA.413+00

SCALE: 1"=200'

7/17/2025 7:11:59 AM
N:\350 - SR 126 Sullivan County\105467-03-Construction-Roadway\003D.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3E |
| PSE | 2025 | STP-126(25) | 3E |
| | | | |
| | | | |

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① |
| 1 | DPKY DEVELOPMENT COMPANY, LLC | 062H GRP A | 5 | 3262 | 1912 | 2.775 | | 2.775 | | | | 2.775 | | | 72 | 1240 |
| 2 | MANAGEMENT PROPERTIES INC | 062H GRP A | 9 | 867C | 506 | 0.397 | | 0.397 | 877 S.F. | | 877 S.F. | 0.377 | | 263 | 417 | 2494 |
| 3 | RICHARD O. RIPLEY | 062H GRP E | 3 | 1869C | 466 | | 0.566 | 0.566 | | 1462 S.F. | 1462 S.F. | | 0.532 | 238 | 189 | 1723 |
| 4 | BETHEL PRESBYTERIAN CHURCH | 062H GRP F | 1 | 0198A | 394 | | 0.247 | 0.247 | | 0.139 | 0.139 | | 0.108 | | 685 | 564 |
| 5 | DWARKESH REAL ESTATE TRUST, LLC | 062H GRP C | 30 | 3176 | 2142 | 2.020 | | 2.020 | 2767 S.F. | | 2767 S.F. | 1.956 | | 1091 | 417 | 1152 |
| 6 | DONALD F MUTTER AND WIFE, ROSEMARY B MUTTER | 062H GRP C | 31 | 493C | 113 | 0.188 | | 0.188 | 24 S.F. | | 24 S.F. | 0.187 | | | | 339 |
| 7 | ALFREDO A PEREZ | 062H GRP G | 1 | 2510C | 211 | | 0.395 | 0.395 | | 2295 S.F. | 2295 S.F. | | 0.342 | 200 | 158 | 633 |
| 8 | SUDARSANAN JANARDHANAN AND WIFE, MEERADEVI SUDARSANAN | 062H GRP G | 2 | 2064C | 725 | | 0.814 | 0.814 | | 1495 S.F. | 1495 S.F. | | 0.780 | 758 | 313 | 1782 |
| 9 | KEITH MIJESKI | 062H GRP C | 25 | 3327 | 2495 | 0.360 | | 0.360 | 1273 S.F. | | 1273 S.F. | 0.331 | | | 321 | 499 |
| 10 | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS, INDIVIDUALLY AND AS TRUSTEE OF THE JEAN B DEEL REVOCABLE LIVING TRUST | 062H GRP C | 24 | 2135C WB 136 | 668 282 | 0.394 | | 0.394 | 1366 S.F. | | 1366 S.F. | 0.363 | | | 221 | 503 |
| 10-S | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS, INDIVIDUALLY AND AS TRUSTEE OF THE JEAN B DEEL REVOCABLE LIVING TRUST | 062H GRP C | 24 | 2135C WB 136 | 668 282 | 0.363 | | 0.363 | | | | 0.363 | | | | 0.276 AC ② |
| 11 | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS, INDIVIDUALLY AND AS TRUSTEE OF THE JEAN B DEEL REVOCABLE LIVING TRUST | 062H GRP C | 23 | 2135C WB 136 | 668 282 | 0.194 | | 0.194 | 1627 S.F. | | 1627 S.F. | 0.157 | | | 189 | 518 |
| 11-S | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS, INDIVIDUALLY AND AS TRUSTEE OF THE JEAN B DEEL REVOCABLE LIVING TRUST | 062H GRP C | 23 | 2135C WB 136 | 668 282 | 0.157 | | 0.157 | | | | 0.157 | | | | 0.104 AC ② |
| 12 | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS, INDIVIDUALLY AND AS TRUSTEE OF THE JEAN B DEEL REVOCABLE LIVING TRUST | 062H GRP C | 22 | 330A WB 136 | 405 282 | 0.234 | | 0.234 | 3121 S.F. | | 3121 S.F. | 0.162 | | | 484 | 701 |
| 12-S | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS, INDIVIDUALLY AND AS TRUSTEE OF THE JEAN B DEEL REVOCABLE LIVING TRUST | 062H GRP C | 22 | 330A WB 136 | 405 282 | 0.162 | | 0.162 | | | | 0.162 | | | | 1907 ② |
| 13 | HELEN JEAN HARRIS REVOCABLE TRUST | 062H GRP H | 1 | 2747C | 437 | | 0.836 | 0.836 | | 307 S.F. | 307 S.F. | | 0.829 | 497 | 451 | 1883 |
| 14 | BILLY JOE VANDERPOOL | 062H GRP C | 17 | 805C | 590 | 0.831 | | 0.831 | 4014 S.F. | | 4014 S.F. | 0.739 | | | 1426 | 1047 |
| 15 | BRENDA JACKSON | 062H GRP H | 2 | 3086 | 2117 | | 0.525 | 0.525 | | | | | 0.525 | | 393 | 1536 |
| 16 | THELMA G PORTER & LADONNA CHERIE PORTER | 062H GRP C | 16 | 3400 | 1393 | 0.379 | | 0.379 | 0.379 | | 0.379 | 0.000 | | | 2637 | 755 |
| 17 | ERIC JOHNSON | 062H GRP H | 3 | 2971C | 190 | | 0.173 | 0.173 | | | | | 0.173 | | | 473 |
| 18 | WADE M MCCLELLAN AND WIFE, JAMIE L MCCLELLAN | 062H GRP C | 15 | 1527C | 274 | 0.381 | | 0.381 | 3150 S.F. | | 3150 S.F. | 0.309 | | | 2170 | 606 |
| I9 | THERESA SHANKEL BELLAMY, MICHELLE L. SHANKEL ROTH AND MARIETTA M. SHANKEL | 062H GRP H | 4 | 0064A | 511 | | 0.352 | 0.352 | | | | | 0.352 | | 117 | 932 |
| 20 | THERESA SHANKEL BELLAMY | 062H GRP H | 5 | 0331A | 352 | | 0.183 | 0.183 | | | | | 0.183 | | 1342 | 1107 |
| 21 | SKJ PROPERTIES, LLC | 062H GRP C | 13 | 2872C | 389 | 3.417 | | 3.417 | 0.311 | | 0.311 | 3.106 | | 0.229 AC | 1180 | 2687 |
| 22 | SUSAN M. HANES | 062G GRP A | 38 | 3537 | 1668 | | 0.341 | 0.341 | | | | | 0.341 | 1368 | | 1761 |
| 23 | THOMAS CHARLES SEGUIN AND WIFE, JENNY ELLEN SEGUIN | 062G GRP A | 39 | 3333 | 116 | | 1.003 | 1.003 | | | | | 1.003 | | | 924 |
| ~~24~~ | ~~THOMAS CHARLES SEGUIN AND WIFE, JENNY ELLEN SEGUIN~~ | ~~062G GRP A~~ | ~~40~~ | ~~3332~~ | ~~2494~~ | | ~~1.657~~ | ~~1.657~~ | | | | | ~~1.657~~ | | | |
| 25 | TONY R CAVIN AND PATRICIA A CAVIN | 062H GRP C | 12 | 2034C | 523 | 0.517 | | 0.517 | 0.151 | | 0.151 | 0.366 | | | 646 | 1819 |
| 25-S | TONY R CAVIN AND PATRICIA A CAVIN | 062H GRP C | 12 | 2034C | 523 | 0.366 | | 0.366 | | | | 0.366 | | | | 0.131 AC ② |
| 26 | GARY C ANDES AND ANDREA W ANDES | 062G GRP A | 41 | 3130 | 2077 | | 1.597 | 1.597 | | | | | 1.597 | | 1630 | 1907 |
| 27 | EVA K FLETCHER | 062H GRP D | 20 | 193C | 308 | 0.203 | | 0.203 | 2386 S.F. | | 2386 S.F. | 0.148 | | | 1467 | 1552 |
| 28 | GARY C ANDES AND ANDREA W ANDES | 062G GRP A | 42 | 3130 | 2077 | | 0.470 | 0.470 | | | | | 0.470 | | 51 | 372 |
| 29 | EVA K FLETCHER | 062H GRP D | 19 | 193C | 308 | 0.436 | | 0.436 | 0.106 | | 0.106 | 0.330 | | | 1668 | 1007 |
| 30 | KENNETH WAYNE CULBERTSON | 062H GRPD | 18 | 3172 | 597 | 0.461 | | 0.461 | 0.104 | | 0.104 | 0.357 | | | 3024 | 1233 |
| ~~31~~ | ~~GARY C ANDES AND ANDREA W ANDES~~ | ~~062G GRP A~~ | ~~42.1~~ | ~~3130~~ | ~~2077~~ | | ~~0.113~~ | ~~0.113~~ | | | | | ~~0.113~~ | | | |
| 32 | SULLIVAN COUNTY FARM BUREAU | 062G GRP A | 44 | 1820C | 389 | | 0.443 | 0.443 | | | | | 0.443 | | | 828 |
| 33 | KENT KILGORE | 062H GRP D | 15 | 3345 | 1681 | 0.497 | | 0.497 | 0.106 | | 0.106 | 0.391 | | | 3407 | 1086 |
| 34 | SULLIVAN COUNTY FARM BUREAU | 062G GRP A | 45 | 1190C | 529 | | 0.235 | 0.235 | | | | | 0.235 | | | 1774 |
| 35 | LARRY J. ALLEN, PAR LEE HICKMAN, & BARBARA SUE CHARLTON | 062H GRP D | 14 | 3314 | 2153 | 0.261 | | 0.261 | 3838 S.F. | | 3838 S.F. | 0.173 | | | 1617 | 576 |
| 36 | LARRY J. ALLEN, PAR LEE HICKMAN, & BARBARA SUE CHARLTON | 062H GRPD | 13 | 3314 | 2153 | 0.134 | | 0.134 | 2401 S.F. | | 2401 S.F. | 3415 S.F. | | | 1172 | 351 |
| 37 | PETER N LODAL AND SUSAN N LODAL | 062G GRP A | 46 | 193C | 121 | | 2.623 | 2.623 | | | | | 2.623 | | 0.112 AC | 2980 |
| 38 | LARRY J. ALLEN, PAR LEE HICKMAN, & BARBARA SUE CHARLTON | 062H GRP D | 12 | 3314 | 2153 | 0.136 | | 0.136 | 2807 S.F. | | 2807 S.F. | 3099 S.F. | | | 1326 | 262 |
| 39 | LARRY N LUNAN | 062H GRP D | 11 | 2556C | 64 | 0.571 | | 0.571 | 0.571 | | 0.571 | 0.000 | | | | |
| 40 | DON BILLINGS AND WIFE, MARY BILLINGS | 062B GRP A | 8 | 3010 | 829 | 12.779 | | 12.779 | 2.473 | | 2.473 | 10.306 | | | | |
| 41 | ANDREA QUINN | 062G GRP A | 47 | 3241 | 1389 | | 1.095 | 1.095 | | 348 S.F. | 348 S.F. | | 1.087 | | 2505 | 1208 ② |
| 42 | DONALD E. BILLINGS AND WIFE, MARY W. BILLINGS | 062G GRP B | 16 | 3132 | 2327 | 0.993 | | 0.993 | 0.236 | | 0.236 | 0.757 | | | 0.242 AC | 3723 |
| 43 | SHAMROCK McCLELLAN | 062G GRP A | 48 | 3412 | 598 | | 0.345 | 0.345 | | 1920 S.F. | 1920 S.F. | | 0.301 | | | 0.152 AC |
| 44 | DEBORAH K JONES | 062G GRP A | 49 | 1657C | 599 | | 0.253 | 0.253 | | 3738 S.F. | 3738 S.F. | | 0.167 | | | |
| 45 | GARY W. FORTNER AND WIFE, AMY E. FORTNER | 062G GRP A | 50 | 3377 | 2345 | 3073 S.F. | 1.897 | 1.968 | 3073 S.F. | 0.961 | 1.032 | | 0.936 | | | |
| 46 | G C MCCALL, III AND WIFE, VICKIE MCCALL | 062G GRP B | 15 | 356C | 124 | 0.423 | | 0.423 | | | | 0.423 | | | 247 | 565 |

① CONSTRUCTION EASEMENT IS FOR EROSION CONTROL MEASURES AND WORKING ROOM.
② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

10-28-19:
ADDED SLOPE EASEMENTS AND ADJUSTED CONST. EASEMENTS FOR TRACT NOS. 1 - 5, 7, 8, 13, 21, 25, 26, 28, 42, 46 & 47.

ADDED CONST. EASEMENTS TO TRACT NOS. 41 & 43.

ADDED STRIKETHROUGH TO TRACT NOS. 24, & 31.

1-08-20:
TRACT 19 - REVISED SLOPE EASEMENT AREA.

REVISED PROPERTY OWNERS OF TRACT NOS. 1, 5, 9, 10, 13, 22-24, 26, 28, 30, 31, 41 & 42.

8-05-20:
TRACT NO. 8 - REVISED AREA TO BE ACQUIRED.

REVISED PROPERTY OWNERS OF TRACT NOS. 27, 29, 33, 35, 36, 38, 45, & 50.

TRACT NO. 41 - REMOVED CONST. ESMT. FOR DEMOLITION

12-18-2020:
TRACT NO. 7 - REMOVED DRAINAGE ESMT.

4-30-21:
REVISED PROPERTY OWNERS OF TRACT NOS. 20 AND 43.

TRACT NO. 7 ADD DRAINAGE ESMT. AND REVISE OTHER ESMTS.

5-31-22:

REVISED PROPERTY OWNERS OF TRACT NO. 19.

REVISED SLOPE EASEMENT OF TRACT NO. 22.

ADDED PERM. DRAINAGE EASEMENT TO TRACT NO. 22.

REVISED CONST. EASEMENT ON TRACT NO. 22.

10-6-22:
REVISED SLOPE EASEMENT OF TRACT NO. 22

REVISED CONST. EASEMENT OF TRACT NO. 22

REVISED PROPERTY OWNERS & DEED REFERENCE OF TRACT NOS. 10, 11 & 12.

ADDED TRACT NOS. 10-S, 11-S, 12-S & 25-S FOR CONST. EASEMENT.

03-14-23:
REVISED CONST. EASEMENT TRACT NO. 10-S.

REVISED PROPERTY OWNER & DEED REFERENCE OF TRACT NO. 22
REMOVED SLOPE EASEMENT TRACT NO. 22

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
No. 120222
STATE OF TENNESSEE
7-18-2025

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:12:14 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\003E.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3F |
| PSE | 2025 | STP-126(25) | 3F |
| | | | |
| | | | |

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | DEED DOCUMENT REFERENCE PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① | |
| 47 | JOSEPH ANTHONY ORDILLE AND AIMIEE BETH ORDILLE | 062G GRP B | 14 | 3513 | 2129 | 0.544 | | 0.544 | | | | 0.544 | | | 196 | 526 | |
| 48 | JOHN E HILL AND WIFE, KAREN C HILL | 062G GRP B | 8 | 418C | 758 | 0.124 | | 0.124 | | | | 0.124 | | | | | |
| ~~49~~ | ~~BERT CAPPS, III AND MELISSA A CAPPS, HUSBAND AND WIFE~~ | ~~062G GRP B~~ | ~~7~~ | ~~3181~~ | ~~570~~ | ~~0.145~~ | | ~~0.145~~ | | | | ~~0.145~~ | | | | | ② |
| 50 | CRYSTAL LEE DAVIS | 062G GRP B | 6 | 3366 | 348 | 0.161 | | 0.161 | 28 S.F. | | 28 S.F. | 0.160 | | | 229 | 456 | |
| 51 | GLASS RENTALS, G.P. | 062G GRP A | 51 | 2963C | 7 | | 1.101 | 1.101 | | 0.203 | 0.203 | | 0.898 | | | | |
| 52 | JAMES NECESSARY | 062G GRP B | 5 | 2634C | 650 | 0.400 | | 0.400 | 1284 S.F. | | 1284 S.F. | 0.371 | | | 1748 | 888 | |
| 53 | GLASS RENTALS, G.P. | 062G GRP A | 52 | 2963C | 7 | | 0.975 | 0.975 | | 0.128 | 0.128 | | 0.847 | | | | |
| 53-S | GLASS RENTALS, G.P. | 062G GRP A | 52 | 2963C | 7 | | 0.847 | 0.847 | | | | | 0.847 | | | 4101 | ③ |
| 54 | SCOTT EDWARD PLYLER AND WIFE, DONDA THOMPSON PLYLER | 062G GRP B | 4 | 3302 | 2410 | 1.380 | | 1.380 | 1138 S.F. | | 1138 S.F. | 1.354 | | | 3537 | 1934 | |
| 55 | HOLSTON VL REALTY LLC | 062G GRP A | 53 | 3487 | 1108 | | 0.823 | 0.823 | | 4312 S.F. | 4312 S.F. | | 0.724 | | | | |
| 56 | HOLSTON MANOR SNF REALTY LLC | 062G GRP A | 56 | 3487 | 1190 | | 6.135 | 6.135 | | 0.208 | 0.208 | | 5.927 | | | 0.170 AC | |
| 57 | JACOB DANIEL GILLIAM AND GRACE ANN GILLIAM, HUSBAND AND WIFE | 062G GRP B | 3 | 3292 | 1026 | 0.306 | | 0.306 | 3350 S.F. | | 3350 S.F. | 0.229 | | | | | |
| 58 | KEITH FARMER | 062G GRP B | 2.1 | 2009C<br>1075C | 113<br>439 | 0.244 | | 0.244 | 3590 S.F. | | 3590 S.F. | 0.162 | | | | | |
| 59 | LEWIS C. WYNN | 062G GRP B | 1 | 3241 | 646 | 1.985 | | 1.985 | 0.206 | | 0.206 | 1.779 | | | | | |
| 60 | MADRE LYNN FORSHA | 062G GRP A | 8 | 2363C | 85 | | 0.440 | 0.440 | | 3017 S.F. | 3017 S.F. | | 0.371 | | | | |
| 61 | DENNIS WESTMORELAND AND WIFE, BARBARA WESTMORELAND | 062B GR A | 7 | 305C | 343 | | 0.900 | 0.900 | | | | | 0.900 | 0.132 AC | | | |
| 62 | THE BARBARA FAYE WILLIAMS WESTMORELAND REVOCABLE LIVING TRUST | 062B GR A | 7.01 | 1679C | 390 | | 2.122 | 2.122 | | 42 S.F. | 42 S.F. | | 2.121 | 1574 | | | |
| ~~63~~ | ~~LINDA J MILLSTID~~ | ~~062B GR A~~ | ~~6~~ | ~~1140C~~ | ~~324~~ | ~~0.905~~ | | ~~0.905~~ | | | | ~~0.905~~ | | | | | |
| ~~64~~ | ~~PHILIP BLAKE MUSICK AND LAUREN M GRIM~~ | ~~062B GR A~~ | ~~5~~ | ~~3001~~ | ~~595~~ | | | | | | | | | | | | |
| ~~65~~ | ~~DEBBY J HUTTON~~ | ~~062G GR B~~ | ~~20~~ | ~~2103C~~ | ~~548~~ | | | | | | | | | | | | |
| ~~66~~ | ~~JULIA W SMITH~~ | ~~062G GR B~~ | ~~21~~ | ~~2143C~~ | ~~497~~ | | | | | | | | | | | | |
| ~~67~~ | ~~INA DANKO~~ | ~~062B GR A~~ | ~~4~~ | ~~3023~~ | ~~2437~~ | | | | | | | | | | | | |
| 68 | MICHAEL T SHIELDS AND SAVANNAH S SHIELDS | 062G GR B | 019.00 | 3290 | 2329 | 0.483 | | 0.483 | 1337 S.F. | | 1337 S.F. | 0.452 | | | | 363 | |
| ~~69~~ | ~~JAMES MARK BOWERY AND WIFE, WENDY MARGARET BOWERY~~ | ~~062J GR A~~ | ~~8~~ | | | | ~~2.469~~ | ~~2.469~~ | | | | | ~~2.469~~ | | | | |
| 70 | BIG INDIAN, GP | 062J GRA | 18.1 | 3396 | 131 | | 0.709 | 0.709 | | 958 S.F. | 958 S.F. | | 0.687 | 620 | | 3889 | |
| ~~71~~ | ~~BOYD M DISHMAN AND WIFE, ELIZABETH A DISHMAN~~ | ~~062G GR C~~ | ~~51~~ | ~~2528C~~ | ~~544~~ | ~~4.822~~ | | ~~4.822~~ | | | | ~~4.822~~ | | | | | |
| 72 | GARY C ANDES | 062G GR E | 1 | 922C | 555 | | 0.977 | 0.977 | | | | | 0.977 | 1651 | | 1403 | |
| ~~73~~ | ~~THELMA G PORTER & LADONNA CHERIE PORTER~~ | ~~062G GR C~~ | ~~50~~ | ~~3053~~ | ~~2432~~ | ~~0.892~~ | | ~~0.892~~ | | | | ~~0.892~~ | | | | | |
| 74 | GUY THOMAS GRILLS, TONY ALLEN GRILLS, AND DAVID TIMOTHY GRILLS | 062G GR E | 2 | 0235A | 48 | | 0.803 | 0.803 | | 0.148 | 0.148 | | 0.655 | 1245 | | | |
| 75 | GUY THOMAS GRILLS, TONY ALLEN GRILLS, AND DAVID TIMOTHY GRILLS | 062G GR E | 4 | 0261A | 341 | 890 S.F. | 0.615 | 0.635 | 890 S.F. | 0.229 | 0.249 | | 0.386 | | | | |
| ~~76~~ | ~~DICKIE L. SLACK AND WIFE, L. CHERIE PORTER, AND THELMA G. PORTER~~ | ~~062G GR C~~ | ~~48.02~~ | ~~3294~~ | ~~2474~~ | ~~1.477~~ | | ~~1.477~~ | | | | ~~1.477~~ | | | | | |
| 77 | GLORIA J CARR AND HUSBAND, CLYDE W CARR | 062G GR E | 5 | 350C | 334 | 1312 S.F. | 0.545 | 0.575 | 1312 S.F. | 3360 S.F. | 0.107 | | 0.468 | | | | |
| 78 | BERYL RENTALS | 062G GR E | 6 | 3070 | 1415 | 3164 S.F. | 0.334 | 0.407 | 3164 S.F. | 0.103 | 0.176 | | 0.231 | | | | |
| ~~79~~ | ~~NOT USED~~ | | | | | | | | | | | | | | | | |
| ~~80~~ | ~~THE CITY OF KINGSPORT~~ | ~~062G GR C~~ | ~~49~~ | ~~0253A~~ | ~~541~~ | ~~0.692~~ | | ~~0.692~~ | | | | ~~0.692~~ | | | | | |
| 81 | BERYL RENTALS | 062G GR E | 7 | 3070 | 1415 | 0.234 | 0.130 | 0.364 | 0.234 | 0.130 | 0.364 | | | | | | |
| 82 | GUY ELLISON AND WIFE, SANDRA R ELISON | 062G GR C | 37 | 2553C | 571 | 0.334 | | 0.334 | | | | 0.334 | | | 679 | 1430 | |
| ~~83~~ | ~~FREDA J FLEENOR~~ | ~~062G GR C~~ | ~~38~~ | ~~793C~~ | ~~230~~ | ~~0.242~~ | | ~~0.242~~ | | | | ~~0.242~~ | | | | | |
| ~~84~~ | ~~MARY M THOMPSON~~ | ~~062G GR C~~ | ~~39~~ | ~~1746C~~ | ~~518~~ | ~~0.263~~ | | ~~0.263~~ | | | | ~~0.263~~ | | | | | |
| ~~84A~~ | ~~MARY M THOMPSON~~ | ~~062G GR C~~ | ~~40~~ | ~~2878C~~ | ~~465~~ | | | | | | | | | | | | |
| ~~85~~ | ~~STEVEN KELLY BLEDSOE AND GINA LEANN BLEDSOE~~ | ~~062G GR C~~ | ~~41~~ | ~~1980C~~ | ~~556~~ | | | | | | | | | | | | |
| 86 | WILLIAM MCKINLEY CHRISTIAN AND WIFE, JO ANN CHRISTIAN | 062J GR C | 17 | 448C | 548 | 0.189 | 0.472 | 0.661 | 0.189 | 0.315 | 0.504 | | 0.157 | | | | |
| ~~87~~ | ~~VIVECA A JONES~~ | ~~062G GR C~~ | ~~36~~ | ~~1727C~~ | ~~374~~ | ~~0.238~~ | | ~~0.238~~ | | | | ~~0.238~~ | | | | | |
| ~~88~~ | ~~FRED MARTIN JENNINGS II~~ | ~~062G GR C~~ | ~~35~~ | ~~464C~~ | ~~720~~ | ~~0.269~~ | | ~~0.269~~ | | | | ~~0.269~~ | | | | | |
| ~~89~~ | ~~EUGENE A. SAGASTA AND WIFE, MORGAN A. SAGASTA~~ | ~~062G GR C~~ | ~~34~~ | ~~3057~~ | ~~213~~ | ~~0.554~~ | | ~~0.554~~ | | | | ~~0.554~~ | | | | | |
| 90 | ROY ROSENBLOOM | 062J GR C | 17.1 | 3207 | 1519 | 1736 S.F. | 1362 S.F. | 3098 S.F. | 1736 S.F. | 1362 S.F. | 3098 S.F. | | | | | | |
| ~~91~~ | ~~SHIRLEY SUE MCCLOUD~~ | ~~062G GR F~~ | ~~21.1~~ | ~~1771C~~ | ~~707~~ | ~~0.149~~ | | ~~0.149~~ | | | | ~~0.149~~ | | | | | |
| ~~92~~ | ~~R&L PROPERTIES LLC~~ | ~~062G GR F~~ | ~~31~~ | ~~1825C~~ | ~~777~~ | ~~0.280~~ | | ~~0.280~~ | | | | ~~0.280~~ | | | | | |
| ~~93~~ | ~~WILLIAM CHRISTIAN AND WIFE, PATSY CHRISTIAN~~ | ~~062G GR F~~ | ~~32~~ | ~~2274C~~ | ~~532~~ | ~~0.152~~ | | ~~0.152~~ | | | | ~~0.152~~ | | | | | |
| ~~94~~ | ~~AUDREY T SMITH~~ | ~~062G GR F~~ | ~~33~~ | ~~1155C~~ | ~~114~~ | ~~0.517~~ | | ~~0.517~~ | | | | ~~0.517~~ | | | | | |

① CONSTRUCTION EASEMENT IS FOR EROSION CONTROL MEASURES AND WORKING ROOM.

② FOR DAMAGES ONLY.

③ CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

10-28-19:
ADDED SLOPE EASEMENT AND ADJUSTED CONSTRUCTION EASEMENT FOR TRACT NO. 82.
ADDED STRIKETHROUGH TO TRACT 49.
ADDED CONST. EASEMENT TO TRACTS NO. 51 & 53
ADDED STRIKETHROUGH TO TRACT NOS. 73, 76, 80, 87 & 88.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 49 & 50.
TRACT NO. 48 - REMOVED STRIKE-THROUGH AND ADDED FOR DAMAGES ONLY NOTE.
REVISED PROPERTY OWNERS OF TRACT NOS. 51, 54, 57, 59, 68, 70, 76 & 90.
REMOVED TRACT NO. 79

8-05-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 50, 51, 55, 56, 74, & 75.
TRACT NO. 51 - REMOVED CONST. ESMT. FOR DEMOLITION

12-18-20:
REVISED PROPERTY OWNERS OF TRACT NO. 70.

4-30-21:
TRACT NO. 53 REMOVE TCE.
ADD DEED REFERENCE BOOK TO TRACT NO. 58.

5-31-22:
REVISED PROPERTY OWNERS AND ADDED DEED REFERENCE BOOK TO TRACT NOS. 55 & 56.

10-6-22:
REVISED PROPERTY OWNERS OF TRACT NO. 47.
ADDED TRACT NO. 53-S & CONST. ESMT.

3-14-23:
TRACT NO. 78 REVISED AREA TO BE ACQUIRED (RIGHT) & AREA REMAINING.

ERNEST H. ZIMMERMAN III — REGISTERED LAND SURVEYOR — STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:18:30 AM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\003F.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3G |
| PSE | 2025 | STP-126(25) | 3G |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS AND ADJUSTED CONSTRUCTION EASEMENTS FOR TRACT NOS. 101, 102, 103 & 116.

ADDED STRIKETHROUGH TO TRACT NO. 137.

TRACT 130, REVISED PROP. R.O.W. & ADDED CONST. EASEMENT.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 96, 98,102, 104, 116, 117, 121,127-131, 135 & 138.

8-05-20:
TRACT NO. 130 - REMOVED CONST. ESMT. FOR DEMOLITION.

4-30-21
REVISED EASEMENTS TO TRACT NO. 120.

10-6-22:
ADDED TRACT NO. 130-S FOR CONST. EASEMENT.

03-14-23:
REVISED CONST. EASEMENT TRACT NO. 130-S.

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① |
| ~~95~~ | ~~JAMES H HURD AND WIFE, SHARON R HURD~~ | ~~062G GR F~~ | ~~21~~ | ~~1120C~~ | ~~18~~ | ~~0.161~~ | | ~~0.161~~ | | | | ~~0.161~~ | | | | |
| 96 | RODNEY HURD D/B/A HURD PROPERTIES | 062J GR C | 18 | 3183 | 1450 | 726 S.F. | 0.156 | 0.173 | 726 S.F. | 0.156 | 0.173 | | | | | |
| 97 | DONNA F MCCLURE | 062G GR F | 20 | 1501C | 39 | 0.313 | | 0.313 | | | | 0.313 | | | 236 | 527 |
| 98 | RODNEY HURD | 062J GR C | 19 | 3290 | 2325 | | 2592 S.F. | 2592 S.F. | | 2592 S.F. | 2592 S.F. | | | | | |
| 99 | ALICE MEADE ALEXANDER | 062G GR F | 19 | 3056 | 258 | 0.175 | | 0.175 | 577 S.F. | | 577 S.F. | 0.162 | | | 178 | 500 |
| 100 | ROBERTA LOIS BISHOP AND JOSEPH ALLEN BISHOP | 062J GR C | 20 | 2822C | 234 | | 0.272 | 0.272 | | 0.272 | 0.272 | | | | | |
| 101 | JASON LYNN BAINES AND VICTORIA BAINES | 062G GR F | 18 | 2651C | 100 | 0.160 | | 0.160 | 566 S.F. | | 566 S.F. | 0.147 | | | 11 | 448 |
| 102 | JENNIFER FORD HUNTER, CATHERINE FORD KILGORE AND WILLIAM ROBERT FORD, JR. | 062G GR F | 17 | 3279 | 2011 | 0.152 | | 0.152 | 336 S.F. | | 336 S.F. | 0.144 | | | 7 | 422 |
| 103 | MARK K GREGG AND WIFE, VICKI M GREGG | 062G GR F | 16 | 1040C | 535 | 0.147 | | 0.147 | | | | 0.147 | | | 31 | 508 |
| 104 | DON BILLINGS AND WIFE, MARY W. BILLINGS | 062J GR E | 6 | 3138 | 1638 | 307 S.F. | 1.180 | 1.187 | 307 S.F. | 0.901 | 0.908 | | 0.279 | | | |
| 105 | WILLIAM J JOHNSON IV AND LISA R VANCE | 062G GR F | 15 | 282C | 355 | 0.147 | | 0.147 | | | | 0.147 | | | | 125 |
| ~~106~~ | ~~AVENUE REAL ESTATE, LLC~~ | ~~062G GR F~~ | ~~14~~ | ~~2735C~~ | ~~262~~ | ~~0.185~~ | | ~~0.185~~ | | | | ~~0.185~~ | | | | |
| ~~107~~ | ~~G&K PROPERTIES, LLC~~ | ~~062G GR F~~ | ~~13~~ | ~~2337C~~ | ~~44~~ | ~~0.188~~ | | ~~0.188~~ | | | | ~~0.188~~ | | | | |
| 108 | JAMES E BARNETTE | 062G GR F | 12 | 0243A | 87 | 0.343 | | 0.343 | 1329 S.F. | | 1329 S.F. | 0.312 | | | | 488 |
| 109 | DAVID PAUL SALYER | 062F GR B | 42 | 1984C | 792 | 1425 S.F. | 0.323 | 0.356 | 1425 S.F. | 0.323 | 0.356 | | | | | |
| 110 | LARRY W LAUGHLIN AND WIFE, MILA B LAUGHLIN | 062G GR F | 10.2 | 1013C | 704 | 0.494 | | 0.494 | | | | 0.494 | | | 231 | 805 |
| 111 | SHARON MELINDA SALYER, TRUSTEE | 062F GR B | 43 | 1985C | 211 | 1050 S.F. | 4.030 | 4.054 | 1050 S.F. | 2.276 | 2.300 | 0 S.F. | 1.754 | | | 912 |
| 112 | B&R MCCLURE FAMILY LIMITED PARTNERSHIP | 062G GR F | 10 | 2040C | 66 | 0.485 | | 0.485 | 1527 S.F. | | 1527 S.F. | 0.450 | | | 1469 | 1391 |
| ~~113~~ | ~~CHRISTINA RENEE BEAR~~ | ~~062G GR F~~ | ~~9~~ | ~~2739C~~ | ~~504~~ | ~~0.152~~ | | ~~0.152~~ | | | | ~~0.152~~ | | | | |
| ~~114~~ | ~~SHERRIE ROBISON~~ | ~~062G GR F~~ | ~~8~~ | ~~2606C~~ | ~~454~~ | ~~0.299~~ | | ~~0.299~~ | | | | ~~0.299~~ | | | | |
| ~~115~~ | ~~KENNETH W GLASS~~ | ~~062F GR A~~ | ~~12~~ | ~~2868~~ | ~~553~~ | ~~0.237~~ | | ~~0.237~~ | | | | ~~0.237~~ | | | | |
| 116 | SCOTT DIETRICH | 062F GR A | 11 | 3284 | 715 | 0.248 | | 0.248 | 641 S.F. | | 641 S.F. | 0.233 | | | 264 | 732 |
| 117 | SCOTT DIETRICH | 062F GR A | 10 | 3284 | 715 | 0.318 | | 0.318 | | | | 0.318 | | | | 852 |
| 118 | RODNEY HURD D/B/A HURD PROPERTIES | 062F GR A | 9 | 2892C | 239 | 0.229 | | 0.229 | | | | 0.229 | | | | 410 |
| 119 | RODNEY HURD | 062F GR A | 8 | 3008 | 2069 | 0.231 | | 0.231 | | | | 0.231 | | | | 508 |
| 120 | RODNEY HURD | 062F GR A | 7 | 2477C | 78 | 1678 S.F. | | 1678 S.F. | | | | 1678 S.F. | | | | 131 |
| 121 | MICHAEL E. MCGUIRE AND WIFE, MARY ANN MCGUIRE | 062F GR A | 6 | 3126 | 2054 | 0.205 | | 0.205 | 302 S.F. | | 302 S.F. | 0.198 | | | 96 | 873 |
| 122 | MICHAEL E. MCGUIRE AND WIFE, MARY ANN MCGUIRE | 062F GR A | 5 | 1806C | 131 | 0.216 | | 0.216 | | | | 0.216 | | | 583 | 596 |
| 123 | MICHAEL EDWARD MCGUIRE | 062F GR A | 4 | WB64 | 515 | 0.260 | | 0.260 | | | | 0.260 | | | 1383 | 971 |
| 124 | GRAYBILL ISBELL LIMITED PARTNERSHIP | 062F GR A | 2 | 3060 | 2398 | 0.355 | | 0.355 | | | | 0.355 | | | 1367 | 1035 |
| 125 | EDWARD S LEEPER JR | 062F GR A | 23 | 528C | 391 | 1.231 | | 1.231 | | | | 1.231 | | | 917 | 1167 |
| 126 | EDWARD S LEEPER JR | 062F GR A | 1 | 528C | 391 | 0.372 | | 0.372 | | | | 0.372 | | | | 2317 |
| 127 | NATIONAL RETAIL PROPERTIES, INC. | 062F GR B | 44 | 3238 | 1358 | | 0.862 | 0.862 | | 0.173 | 0.173 | | 0.689 | 850 | | 2980 |
| 128 | LUCIAN BOLDEA | 062C GR E | 19 | 3316 | 1710 | 0.262 | | 0.262 | 857 S.F. | | 857 S.F. | 0.242 | | 499 | 373 | 600 |
| 129 | PAUL DEAN VOWELL AND WIFE, SANDY RAYE KETRON VOWELL | 062C GR E | 18 | 3273 | 320 | 0.238 | | 0.238 | | | | 0.238 | | | 853 | 845 |
| 130 | WILLIAM E. ROWLAND, JR. | 062F GR B | 1 | 3268 | 1538 | | 0.631 | 0.631 | | 0.398 | 0.398 | | 0.233 | | | |
| 130-S | WILLIAM E. ROWLAND, JR. | 062F GR B | 1 | 3268 | 1538 | | 0.233 | 0.233 | | | | | 0.233 | | | 2470 ② |
| 131 | PAUL DEAN VOWELL AND WIFE, SANDY RAYE KETRON VOWELL | 062C GR E | 17 | 3273 | 320 | 1.264 | | 1.264 | 0.189 | | 0.189 | 1.075 | | 494 | 2840 | 1299 |
| 132 | JEFFREY D HAMMONDS | 062C GR E | 16 | 1794C | 365 | 0.804 | | 0.804 | 0.114 | | 0.114 | 0.690 | | | | |
| 133 | RAY W BINGHAM AND TRULA MAE BINGHAM | 062C GR E | 15 | 0149A | 113 | 0.466 | | 0.466 | 551 S.F. | | 551 S.F. | 0.453 | | | | |
| ~~134~~ | ~~BERT M POWELL III & HILLARY A DOBBS~~ | ~~062C GR F~~ | ~~32~~ | ~~3059~~ | ~~773~~ | ~~0.298~~ | | ~~0.298~~ | | | | ~~0.298~~ | | | | |
| 135 | CODY R. ESTES AND WIFE, CLAUDIA D. ESTES | 062C GR F | 31 | 3131 | 1355 | 0.373 | | 0.373 | | | | 0.373 | | | 207 | 1381 |
| 136 | MARK JOSEPH VAUGHN AND WIFE, SARAH BAISE VAUGHAN | 062C GR F | 30 | 2905C | 354 | 0.382 | | 0.382 | 0.382 | | 0.382 | | | | | |
| ~~137~~ | ~~J MARK PROPERTIES, LLC~~ | ~~062C GR F~~ | ~~29~~ | ~~2846C~~ | ~~402~~ | ~~0.307~~ | | ~~0.307~~ | | | | ~~0.307~~ | | | | |
| 138 | VIVIAN GAIL ADKINS | 062C GR F | 28 | 3338 | 194 | 0.308 | | 0.308 | | | | 0.308 | | | | 659 |
| 139 | MK FORBES, MARY FORBES, AND JACK FORBES, TRUSTEES | 062C GR F | 10 | 116C | 832 | 1909 S.F. | | 1909 S.F. | 1909 S.F. | | 1909 S.F. | | | | | |
| ~~140~~ | ~~SHARON MELINDA SALYER, TRUSTEE~~ | ~~062F GR B~~ | ~~1.5~~ | ~~1985C~~ | ~~211~~ | | ~~2.994~~ | ~~2.994~~ | | | | | ~~2.994~~ | | | |
| 141 | NOT USED | | | | | | | | | | | | | | | |
| ~~142~~ | ~~GARRY CALCOTT AND WIFE, LORIANN CALCOTT~~ | ~~062F GR C~~ | ~~1~~ | ~~2715C~~ | ~~479~~ | | ~~0.555~~ | ~~0.555~~ | | | | | ~~0.555~~ | | | |
| ~~143~~ | ~~JAYNELLE M BISHOP AND HUSBAND, HARRY W BISHOP~~ | ~~062F GR C~~ | ~~1.1~~ | ~~1557C~~ | ~~18~~ | | ~~0.334~~ | ~~0.334~~ | | | | | ~~0.334~~ | | | |

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② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:21:33 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\003G.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3H |
| PSE | 2025 | STP-126(25) | 3H |
| | | | |
| | | | |

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① |
| 144 | ANTHONY W GILLIAM AND SAMANTHA D GILLIAM | 062C GR F | 9 | 1516C | 397 | 0.926 | | 0.926 | 0.926 | | 0.926 | 0.000 | | | | |
| 145 | JEFFREY W. PECOR AND SARINNA P. ROBERTS | 062F GR C | 2 | 3250 | 674 | | 1.531 | 1.531 | | 0.222 | 0.222 | | 1.309 | | | |
| 145-S | RUSSELL L. MARSH AND WIFE, SHEILA G. MARSH | 062F GR C | 2 | 3399 | 225 | | 1.309 | 1.309 | | | | | 1.309 | | | 0.182 AC ③ |
| 146 | BRADLEY TED HOOVER | 062C GR F | 8 | 2909C | 338 | 0.293 | | 0.293 | 0.293 | | 0.293 | | | | | |
| 147 | ROBERT D THOMPSON AND MARY E THOMPSON AND ROSEMARIE A LANE | 062F GR C | 3 | 3046 | 2359 | | 0.978 | 0.978 | | 0.200 | 0.200 | | 0.778 | | | 0.125 AC ③ |
| 148 | BILLY W BOATRIGHT AND WIFE, KAREN T BOATRIGHT | 062C GR F | 7 | 2610C | 402 | 0.293 | | 0.293 | 0.293 | | 0.293 | 0.000 | | | | |
| 149 | HAGAN HENSLEY AND WIFE, LINDSAY HENSLEY | 062C GR F | 6 | 3198 | 2443 | 0.562 | | 0.562 | 0.562 | | 0.562 | 0.000 | | | | |
| 150 | DAVID PLACE AND STEPHANIE KAY PLACE | 062F GR C | 4 | 3532 | 1902 | | 1.161 | 1.161 | | 0.528 | 0.528 | | 0.633 | | | |
| 151 | KENNETH R & PHYLLIS R COX | 062C GR F | 5 | 0266A | 431 | 0.522 | | 0.522 | 2140 S.F. | | 2140 S.F. | 0.473 | | | 687 | 1080 |
| 152 | C O WIMBISH % MARY WIMBISH | 062C GR G | 30 | 98C | 191 | 0.290 | | 0.290 | 0.290 | | 0.290 | 0 S.F. | | | | |
| 153 | BRITTANY S. HARDY AND GARRETT B. HARDY | 062F GR C | 5 | 3502 | 609 | | 3.705 | 3.705 | | 1.540 | 1.540 | | 2.165 | | | |
| 154 | MARY WIMBISH ARNOLD FKA MARY WIMBISH & MICHAEL ARNOLD | 062C GR G | 29 | 1113C | 277 | 3498 S.F. | | 3498 S.F. | | | | 3498 S.F. | | | 71 | 479 |
| 154-S | MARY WIMBISH ARNOLD FKA MARY WIMBISH & MICHAEL ARNOLD | 062C GR G | 29 | 1113C | 277 | 3498 S.F. | | 3498 S.F. | | | | 3498 S.F. | | | | 251 |
| ~~155~~ | ~~KENNETH R & PHYLLIS R COX~~ | ~~062C GR F~~ | ~~4~~ | ~~1004C~~ | ~~161~~ | ~~0.335~~ | | ~~0.335~~ | | | | ~~0.335~~ | | | | |
| 156 | CHRISTOPHER VON WAGNER | 062C GR G | 28 | 1555C | 520 | 3299 S.F. | | 3299 S.F. | | | | 3299 S.F. | | | | 294 |
| 156-S | CHRISTOPHER VON WAGNER | 062C GR G | 28 | 1555C | 520 | 3299 S.F. | | 3299 S.F. | | | | 3299 S.F. | | | | 296 |
| ~~157~~ | ~~RONALD L & VALERIE G BURKE~~ | ~~062C GR F~~ | ~~3~~ | ~~1926C~~ | ~~784~~ | | ~~0.411~~ | ~~0.411~~ | | | | | ~~0.411~~ | | | |
| 158 | SULLIVAN COUNTY, TENNESSEE | 062C GR G | 27 | 0192A | 143 | 1420 S.F. | | 1420 S.F. | | | | 1420 S.F. | | | | 88 |
| 158-S | SULLIVAN COUNTY, TENNESSEE | 062C GR G | 27 | 0192A | 143 | 1420 S.F. | | 1420 S.F. | | | | 1420 S.F. | | | | 76 |
| ~~159~~ | ~~UNIVERSITY OF TENNESSEE~~ | ~~062C GR G~~ | ~~26~~ | ~~350C~~ | ~~184~~ | ~~0.161~~ | | ~~0.161~~ | | | | ~~0.161~~ | | | | |
| ~~160~~ | ~~GARY W & AMY E FORTNER~~ | ~~062C GR F~~ | ~~2~~ | ~~2281C~~ | ~~515~~ | | ~~0.436~~ | ~~0.436~~ | | | | | ~~0.436~~ | | | |
| ~~161~~ | ~~PATRICIA SKEEN & ORBIN SCOTT TAYLOR~~ | ~~062C GR F~~ | ~~1~~ | ~~688C~~ | ~~601~~ | | ~~0.825~~ | ~~0.825~~ | | | | | ~~0.825~~ | | | |
| ~~162~~ | ~~HERSHEL GERALD & SHIRLEY P BRUCE~~ | ~~062C GR G~~ | ~~25~~ | ~~0135A~~ | ~~326~~ | ~~2611 S.F.~~ | | ~~2611 S.F.~~ | | | | ~~2611 S.F.~~ | | | | |
| ~~163~~ | ~~UNIVERSITY OF TENNESSEE~~ | ~~062C GR G~~ | ~~24~~ | ~~350C~~ | ~~181~~ | ~~3569 S.F.~~ | | ~~3569 S.F.~~ | | | | ~~3569 S.F.~~ | | | | |
| 164 | MARTHA JANE & JAMES WILLIAM HUBBARD | 062C GR G | 23 | 2329C | 425 | 0.456 | | 0.456 | 1875 S.F. | | 1875 S.F. | 0.413 | | | | |
| 165 | PATRICK M SPIVEY III | 062F GR C | 6 | 815C | 292 | | 6.699 | 6.699 | | 0.442 | 0.442 | | 6.257 | | | |
| ~~166~~ | ~~THOMAS RICHARD FLOYD & JENNY STEVES GILLESPIE~~ | ~~062C GR G~~ | ~~31~~ | ~~1661C~~ | ~~295~~ | ~~1.565~~ | | ~~1.565~~ | | | | ~~1.565~~ | | | | |
| ~~167~~ | ~~DAVID SALEH~~ | ~~062C GR G~~ | ~~32~~ | ~~3079~~ | ~~1973~~ | ~~0.892~~ | | ~~0.892~~ | | | | ~~0.892~~ | | | | |
| 168 | CHRISTOPHER A. EATON AND WIFE, SARAH EATON | 062C GR G | 15 | 3155 | 579 | 0.831 | | 0.831 | 0.707 | | 0.707 | 0.124 | | | | |
| 169 | SHARON METCALF CLINE | 062F GR C | 8 | 1140C | 753 | | 1.125 | 1.125 | | 2548 S.F. | 2548 S.F. | | 1.067 | | | |
| 170 | WILLIAM EUGENE & ELLEN RUTH FIELDS SR | 062F GR C | 9 | 821C | 716 | | 0.981 | 0.981 | | 2366 S.F. | 2366 S.F. | | 0.927 | | | |
| 171 | RODNEY HURD (TAX SALE OCT 25TH 2017) XXXXXXX | 062C GR G | 14 | 3264 | 1609 (1612) | 0.291 | | 0.291 | 0.291 | | 0.291 | 0.000 | | | | |
| 172 | DORMAN L & MARY ANN STOUT | 062C GR G | 13 | 0271A | 612 | 0.374 | | 0.374 | 0.374 | | 0.374 | 0.000 | | | | |
| 173 | MICHAEL DAVID BLAIN | 062F GR C | 10 | 3040 | 1046 | | 0.441 | 0.441 | | 3406 S.F. | 3406 S.F. | | 0.363 | | | |
| 174 | LAURA ANN & MARK A GAMBLE | 062FGR C | 14 | 2010C | 412 | | 3.925 | 3.925 | | 1384 S.F. | 1384 S.F. | | 3.893 | | | |
| 175 | UNIVERSITY OF TENNESSEE | 062C GR G | 12 | 350C | 181 | 0.477 | | 0.477 | 0.345 | | 0.345 | 0.132 | | | | |
| 176 | MARK A & LAURA A GAMBLE | 062F GR C | 11 | 2827C | 137 | | 0.511 | 0.511 | | 0.225 | 0.225 | | 0.286 | | | |
| 177 | THE REEDY LIVING TRUST | 062C GR G | 5 | 987C | 810 | 2.130 | | 2.130 | 0.244 | | 0.244 | 1.886 | | | | |
| 178 | PHILLIP C & VENICE D JENKINS | 062F GR C | 12 | 1776C | 142 | | 0.470 | 0.470 | | 0.250 | 0.250 | | 0.220 | | | |
| 179 | GEORGE J & SARAH K COLEMAN | 062C GR G | 6.1 | 1014C | 156 | 0.477 | | 0.477 | 2839 S.F. | | 2839 S.F. | 0.412 | | | | |
| 180 | SELBY MILLARD | 062C GR G | 7.1 | 3285 | 1907 | 0.748 | | 0.748 | 4149 S.F. | | 4149 S.F. | 0.653 | | | | |
| 181 | PHILLIP C & VENICE D JENKINS | 062F GR C | 13 | 1776C | 142 | | 0.249 | 0.249 | | 0.148 | 0.148 | | 0.101 | | | |
| 182 | JENNY L FALCONER | 062C GR G | 8.1 | 2693C | 652 | 1.181 | | 1.181 | 0.194 | | 0.194 | 0.987 | | 456 | | |
| 183 | WILLIAM JAMES ENDEAN AND TABITHA L. ENDEAN | 062F GR C | 17 | 3433 | 1904 | | 0.632 | 0.632 | | 0.169 | 0.169 | | 0.463 | | | |
| ~~184~~ | ~~WILLIAM JAMES ENDEAN AND TABITHA L. ENDEAN~~ | ~~062F GR C~~ | ~~17.1~~ | ~~3433~~ | ~~1904~~ | | ~~0.624~~ | ~~0.624~~ | | | | | ~~0.624~~ | | | |
| 185 | CHRIS B & PAMELA D LACEY | 062D GR B | 9 | 403C | 73 | | 0.185 | 0.185 | | 0.172 | 0.172 | | 552 S.F. | | | |
| 186 | SAMUEL G & DORIS B WILSON | 062D GR B | 8 | 389A | 603 | | 2.923 | 2.923 | | 0.208 | 0.208 | | 2.715 | | | 4154 ② |
| 187 | SAMUEL G & DORIS B WILSON | 062D GR B | 8.5 | 389A | 603 | | 0.443 | 0.443 | | | | | 0.443 | | | 568 |
| ~~188~~ | ~~DOUGLAS L & CHARLOTTE W DADE~~ | ~~062D GR B~~ | ~~7~~ | ~~467C~~ | ~~636~~ | ~~2.378~~ | | ~~2.378~~ | | | | ~~2.378~~ | | | | |
| 189 | VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST | 062D GR A | 20 | 1136C | 774 | 0.127 | | 0.127 | 3868 S.F. | | 3868 S.F. | 1654 S.F. | | | | |

① CONSTRUCTION EASEMENT IS FOR EROSION CONTROL MEASURES AND WORKING ROOM.

② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

③ PERMANENT EASEMENT IS FOR SOIL NAILS/ANCHORS FOR RETAINING WALL

10-28-19:
ADDED SLOPE EASEMENT AND ADJUSTED CONSTRUCTION EASEMENT FOR TRACT NO. 154.

TRACT 186, REVISED PROP. R.O.W.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 145, 149, 150, 168, 171, 177, 180, 183 & 189.

8-05-20:
TRACT NO. 169 - REVISED AREA TO BE ACQUIRED.

4-30-21:
REVISED PDE TRACT NO.182

REVISED PROPERTY OWNERS OF TRACT NOS. 183 & 184.

5-13-22:
REVISED AREA TO BE ACQUIRED OF TRACT 165.

10-6-22:
ADDED TRACT NO. 145-S FOR PERM. EASEMENT.
ADDED PERM. EASEMENT TO TRACT NO. 147.
REVISED PROPERTY OWNERS OF TRACT NOS. 145 & 145-S.

REVISED AREA TO BE ACQUIRED OF TRACT 168.
ADDED TRACT'S NOS. 154-S, 156-S & 158-S FOR REVISED CONST. ESMT.

REVISED PROPERTY OWNERS OF TRACT NOS. 154, 154-S, 158 & 158-S.

REVISED AREA TO BE ACQUIRED OF TRACT 183.
ADDED CONST. ESMT. & FOOTNOTE TO TRACT NO. 186.

03-14-23:
REVISED PROPERTY OWNERS & DEED REFERENCE TRACT NO. 145-S.

ADDED CONST. ESMT. & FOOTNOTE TRACT NO. 150.

01-17-24:
REVISED PROPERTY OWNERS AND DEED REFERENCE FOR TRACT NO. 150. REMOVED CONST. ESMT. FOR DEMOLITION & FOOTNOTE FOR TRACT NO. 150.

REVISED PROPERTY OWNERS AND DEED REFERENCE FOR TRACT NO. 153.

03-22-24:
REVISED PERM. ESMT. FOR TRACT NO. 145-S.

JAMES H. ZIMMERMAN III
REGISTERED ENGINEER
No. 109883
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:24:20 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\003H.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 31 |
| PSE | 2025 | STP-126(25) | 31 |
| | | | |
| | | | |

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | DEED DOCUMENT REFERENCE PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① |
| 190 | VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST | 062D GR A | 21 | 1136C | 774 | 2.987 | | 2.987 | 0.261 | | 0.261 | 2.726 | | | | |
| 191 | VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST | 062D GR A | 19.2 | 1136C | 774 | 1.416 | | 1.416 | 0.287 | | 0.287 | 1.129 | | | | |
| 192 | GARY WAYNE MANIS | 062D GR A | 1 | WB86/ 3527 | 679/ 487 | 1.031 | | 1.031 | 0.487 | | 0.487 | 0.544 | | | 1437 | 1457 |
| 193 | VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST | 062D GR A | 19 | 1136C | 774 | 2.868 | | 2.868 | 0.220 | | 0.220 | 2.648 | | | | |
| 194 | MYRON CHRIS WATKINS AND WIFE, LIESEL CAMPBELL WATKINS | 062D GR A | 2 | 3201 | 2237 | 1.573 | | 1.573 | 0.582 | | 0.582 | 0.991 | | | | 0.388 AC ② |
| 195 | LOIS J & KIMBERLY MATLOCK | 062D GR B | 10 | 1267C | 345 | | 4.441 | 4.441 | | 3845 S.F. | 3845 S.F. | | 4.353 | | | |
| ~~196~~ | ~~GERALD WAYNE & BETTY G FRITZ~~ | ~~062D GR B~~ | ~~11~~ | ~~2802C~~ | ~~274~~ | | ~~9.687~~ | ~~9.687~~ | | | | | ~~9.687~~ | | | |
| 197 | LESA SINGLETON BROOKS HORNE AND HUSBAND, GREG B. HORNE | 062D GR A | 2.1 | 3152 | 2095 | 0.849 | | 0.849 | 0.219 | | 0.219 | 0.630 | | | | |
| 198 | GARY W & MARILYN E TAYLOR | 062D GR A | 3 | 1197C | 343 | 0.883 | | 0.883 | 0.153 | | 0.153 | 0.730 | | | | |
| 199 | HELEN SLOAN TAYLOR AND TERRY TAYLOR BELOTE | 062D GR A | 4 | 3126 | 2235 | 0.952 | | 0.952 | 0.153 | | 0.153 | 0.799 | | | | |
| 200 | VALERIA SINYAVSKAYA | 062D GR A | 5 | 2581C | 625 | 0.944 | | 0.944 | 0.167 | | 0.167 | 0.777 | | | | |
| 201 | RACHEL COPE | 062D GR B | 12 | 3036 | 2305 | | 2.949 | 2.949 | | 0.163 | 0.163 | | 2.786 | | | |
| 202 | DENNIS R & REBECCA H HALL | 062D GR A | 6 | 675C | 156 | 0.975 | | 0.975 | 0.218 | | 0.218 | 0.757 | | | | |
| 203 | DENNIS HALL AND WIFE, REBECCA HALL | 062D GR A | 7 | 3100 | 1680 | 0.991 | | 0.991 | 0.275 | | 0.275 | 0.716 | | | | |
| 204 | DENNIS HALL AND WIFE, REBECCA HALL | 062D GR A | 8 | 3100 | 1680 | 0.954 | | 0.954 | 0.179 | | 0.179 | 0.775 | | | | |
| 205 | RICHARD S. GIBBONS | 062D GR B | 13 | 3176 | 947 | | 3.042 | 3.042 | | 0.151 | 0.151 | | 2.891 | 757 | | |
| 206 | SAMUEL E & REBECCA J BLACKWELL | 062D GR A | 9 | 2149C | 19 | 1.959 | | 1.959 | 0.267 | | 0.267 | 1.692 | | | | |
| ~~207~~ | ~~RICHARD S. GIBBONS~~ | ~~062D GR B~~ | ~~14~~ | ~~3176~~ | ~~947~~ | | ~~2.697~~ | ~~2.697~~ | | | | | ~~2.697~~ | | | |
| 208 | HEATHER BLANCARTE AND DOMINICK J. BLANCARTE, WF&HUS | 62 | 34.5 | 3462 | 519 | | 7.978 | 7.978 | | 0.831 | 0.831 | | 7.147 | | | |
| 209 | JAMES C & WENDY R WHITE | 062D GR A | 10 | 886C | 173 | 0.980 | | 0.980 | 0.157 | | 0.157 | 0.823 | | | | |
| 210 | KEVIN KORPOL AND JOY STEWARD | 062D GR A | 11 | 3427 | 714 | 2.009 | | 2.009 | 0.304 | | 0.304 | 1.705 | | | | |
| 211 | EUGENE & ELIZABETH HARRELL | 62 | 34 | 2721C | 206 | | 4.902 | 4.902 | | 0.494 | 0.494 | | 4.408 | | | |
| 212 | RICHARD CLARK AND LISA CLARK, HUSBAND AND WIFE | 062D GR A | 12 | 3106 | 2381 | 1.991 | | 1.991 | 0.279 | | 0.279 | 1.712 | | | | |
| 213 | JAMES WEBB | 047M GR A | 49 | 1536C | 82 | 1.915 | | 1.915 | 2080 S.F. | | 2080 S.F. | 1.867 | | | | |
| 214 | RANDALL C. MOODY AND CRAIG D. MOODY | 62 | 33 | 2720C | 718 | 1.100 | 31.219 | 32.319 | 1.100 | 4.519 | 5.619 | | 26.700 | | | |
| ~~215~~ | ~~FRANK & MARY M RICHMOND JR~~ | ~~047M GR A~~ | ~~20~~ | ~~0158A~~ | ~~507~~ | ~~1.630~~ | | ~~1.630~~ | | | | ~~1.630~~ | | | | |
| 216 | JACQUI L. SIKORA | 047M GR A | 48 | 3301 | 364 | 3.507 | 316 S.F. | 3.514 | 0.474 | 316 S.F. | 0.481 | 3.033 | | | | |
| 217 | PHILIP N HENRY | 047M GR A | 46 | 2399C | 661 | 3.376 | 0.137 | 3.513 | 1.201 | 0.137 | 1.338 | 2.175 | | | | |
| 218 | BETTY S MOODY | 047M GR A | 45 | 0021C | 652 | 1.252 | 2509 S.F. | 1.310 | 0.840 | 2509 S.F. | 0.898 | 0.412 | | | | |
| 219 | CAROL J HARLESS | 047M GR A | 32 | 2906C | 123 | 2.066 | 0.231 | 2.297 | 1.297 | 0.231 | 1.528 | 0.769 | | | | 0.165 AC ② |
| ~~220~~ | ~~LENNIS FRANCE AND HIS WIFE, PHYLLIS FRANCE~~ | ~~048P GR A~~ | ~~11.01~~ | ~~3102~~ | ~~546~~ | | ~~0.414~~ | ~~0.414~~ | | | | | ~~0.414~~ | | | |
| ~~221~~ | ~~LENNIS & PHYLLIS FRANCE~~ | ~~048P GR A~~ | ~~10~~ | ~~480C~~ | ~~543~~ | | ~~0.366~~ | ~~0.366~~ | | | | | ~~0.366~~ | | | |
| 222 | JAMES JOSEPH & JUDITH REBECCA JOHNSON JR | 047M GR A | 44 | 1334C | 67 | 0.327 | 853 S.F. | 0.347 | 0.327 | 853 S.F. | 0.347 | 0 S.F. | | | | |
| 223 | DOLLY ISAACS ETAL C/O CAROL HARLESS | 047M GR A | 43 | 2376C | 747 | 0.352 | | 0.352 | 0.306 | | 0.306 | 2006 S.F. | | | | |
| ~~224~~ | ~~LENNIS & PHYLLIS FRANCE~~ | ~~048P GR A~~ | ~~10~~ | ~~480C~~ | ~~543~~ | | ~~0.347~~ | ~~0.347~~ | | | | | ~~0.347~~ | | | |
| ~~225~~ | ~~LENNIS & PHYLLIS FRANCE~~ | ~~048P GR A~~ | ~~9~~ | ~~150C~~ | ~~877~~ | | ~~0.498~~ | ~~0.498~~ | | | | | ~~0.498~~ | | | |
| 226 | JAMES JOSEPH & JUDITH REBECCA JOHNSON JR | 047M GR A | 42 | 1334C | 67 | 0.701 | | 0.701 | 0.547 | | 0.547 | 0.154 | | | | |
| ~~227~~ | ~~KYLE H & JOAN K BLEDSOE~~ | ~~048P GR A~~ | ~~8~~ | ~~0285A~~ | ~~26~~ | | ~~0.344~~ | ~~0.344~~ | | | | | ~~0.344~~ | | | |
| 228 | CLYDE EUGENE BLEDSOE | 048P GR A | 1.1 | 2208C | 48 | | 0.641 | 0.641 | | 3251 S.F. | 3251 S.F. | | 0.566 | | | |
| 229 | MALCOLM M. JONES AND MARIE H. JONES | 047M GR A | 41 | 3312 | 2033 | 0.710 | | 0.710 | 0.309 | | 0.309 | 0.401 | | | | |
| 230 | MALCOLM M. JONES AND MARIE H. JONES | 047M GR A | 38 | 3312 | 2033 | 2.500 | | 2.500 | 1.045 | | 1.045 | 1.455 | | | | |
| 231 | EDWARD C & JANNIE BLEDSOE C/O GENE BLEDSOE | 048P GR A | 3 | 0226A | 529 | | 1.418 | 1.418 | | 0.173 | 0.173 | | 1.245 | 241 | | |
| 232 | RANDALL W & MARY W MOORE | 047M GR A | 40 | 2759C | 765 | 3.176 | | 3.176 | 1.195 | | 1.195 | 1.981 | | | | |
| 233 | STUART E & SUSIE WRIGHT | 048P GR A | 2 | 585C | 687 | | 1.974 | 1.974 | | 0.772 | 0.772 | | 1.202 | 2872 | | |
| 234 | BARBARA M PUCKETT | 048I GR B | 37 | 952C | 193 | 2.750 | | 2.750 | 1.836 | | 1.836 | 0.914 | | | | |
| ~~235~~ | ~~MARY W COUCH & RANDALL W MOORE~~ | ~~048I GR B~~ | ~~7~~ | ~~1086C~~ | ~~444~~ | ~~0.967~~ | | ~~0.967~~ | | | | ~~0.967~~ | | | | |
| ~~236~~ | ~~BLUE RIDGE INVESTMENT GROUP LLC~~ | ~~048I GR B~~ | ~~8~~ | ~~3009~~ | ~~651~~ | ~~0.975~~ | | ~~0.975~~ | | | | ~~0.975~~ | | | | |
| ~~237~~ | ~~VIRGINIA RUTH HARR~~ | ~~048I GR B~~ | ~~9~~ | ~~3074~~ | ~~1281~~ | ~~3.896~~ | | ~~3.896~~ | | | | ~~3.896~~ | | | | |
| 238 | BOBBY & BRENDA CHRISTAIN ETAL C/O ANTHONY L CHRISTIAN | 048P GR A | 24 | 2964C | 276 | 0.415 | | 0.415 | | | | 0.415 | | | | |
| 239 | ERIC W. SUMMERS AND WIFE, MISTI N. SUMMERS | 048P GR A | 25 | 3244 | 478 | | 0.341 | 0.341 | | 463 S.F. | 463 S.F. | | 0.330 | | | |

① CONSTRUCTION EASEMENT IS FOR EROSION CONTROL MEASURES AND WORKING ROOM.

② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

10-28-19:
ADDED STRIKETHROUGH TO TRACT NOS. 220, 221 & 225.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 191, 193, 194, 197, 199, 203, 204,205,207, 208, 212, 216, 220, 229, 230, & 239.

8-05-20:
REVISED PROPERTY OWNER OF TRACT NO. 214.

4-30-21:
REVISED PROPERTY OWNERS OF TRACT NOS. 199, 210, 214 & 218.

REVISED PDE TRACT NO.182.

TRACT NOS. 205 & 207 - REMOVED SLOPE AND CONSTRUCTION EASEMENTS.

TRACT NOS. 205, 208, & 211 - REVISED PROPOSED ACQUISITION AREA.

5-31-22:
ADDED STRIKETHROUGH TO TRACT NO. 207.

REVISED PROPERTY OWNERS, PARCEL NO. & DEED REFERENCE BOOK OF TRACT NO. 208.

10-6-22:
ADDED CONST. ESMT. & FOOTNOTE TO TRACT NOS. 192, 194 & 219.

01-17-24:
REMOVED CONST. ESMT. FOR DEMOLITION & FOOTNOTE FROM TRACT NO. 192.

3-22-24:
REVISED PROPERTY OWNER AND ADDED DEED DOCUMENT REFERENCE TO TRACT NO. 192.

JERRY B. ZIMMERMAN
REGISTERED LAND SURVEYOR
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:27:08 AM
N:\3350 - SR 126 Sullivan County\05467-03-Construction-Roadway\003i.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3J |
| PSE | 2025 | STP-126(25) | 3J |
| | | | |
| | | | |

10-28-19:
ADDED STRIKETHROUGH TO TRACT NOS. 244 & 284.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 248, 256, 257, 259, 261, 265, 276, 277, 284, 286, 287.

12-18-20:
ADDED CONST. EASEMENT TO TRACT 242.

REVISED PROPERTY OWNER OF TRACT NO. 249

TRACT NO. 264 - ADDED CONST. EASEMENT

4-30-21
REVISED PROPERTY OWNERS OF TRACT NOS. 248, 260, 265 & 283.

TRACT NO. 285 - REVISED CONST. ESMT. AREA

03-14-23:
ADDED FOOTNOTE TO CONST. ESMT. TRACT NO. 242.
ADDED TRACT NO. 242-S CONST. ESMT. & FOOTNOTE.

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① | |
| 240 | RANDY W & REGENIA M BECKNER | 048P GR A | 26 | 2701C | 732 | | 1.377 | 1.377 | | 3006 S.F. | 3006 S.F. | | 1.308 | | | | |
| 241 | GARRY W & MARY R JONES | 048P GR A | 26.02 | 1300C | 248 | | 0.398 | 0.398 | | 341 S.F. | 341 S.F. | | 0.390 | | | | |
| 242 | TIMOTHY V TAYLOR | 048I GR B | 36 | 2371C | 131 | 6.698 | | 6.698 | 0.902 | | 0.902 | 5.796 | | | | 0.743 AC | ② |
| 242-S | TIMOTHY V TAYLOR | 048I GR B | 36 | 2371C | 131 | 5.796 | | 5.796 | | | | 5.796 | | | | 0.743 AC | ② |
| 243 | RODNEY HURD | 048P GR A | 27.1 | 2096C | 531 | | 1.576 | 1.576 | | 0.245 | 0.245 | | 1.331 | | | | |
| ~~244~~ | ~~GARY D BANKS~~ | ~~048P GR A~~ | ~~28.09~~ | ~~1731C~~ | ~~725~~ | | ~~0.372~~ | ~~0.372~~ | | | | | ~~0.372~~ | | | | |
| ~~245~~ | ~~TERRY W MARY ETTA TEMPLETON~~ | ~~048P GR A~~ | ~~28.1~~ | ~~1449C~~ | ~~708~~ | | ~~0.426~~ | ~~0.426~~ | | | | | ~~0.426~~ | | | | |
| ~~246~~ | ~~H DARYL & FREDA MCGRADY~~ | ~~048P GR A~~ | ~~28.2~~ | ~~312C~~ | ~~73~~ | | ~~0.337~~ | ~~0.337~~ | ~~3274 S.F.~~ | | ~~3274 S.F.~~ | | ~~0.337~~ | | | | |
| ~~247~~ | ~~WILLIAM R & BETTY JEAN NEUDENBURG~~ | ~~048P GR A~~ | ~~28.3~~ | ~~410C~~ | ~~680~~ | | ~~0.340~~ | ~~0.340~~ | ~~0.902~~ | | ~~0.902~~ | | ~~0.340~~ | | | | |
| 248 | CONNOR SIMMONS | 048P GR A | 30 | 3399 | 314 | | 0.372 | 0.372 | | 625 S.F. | 625 S.F. | | 0.358 | | | | |
| 249 | MARK KELLY WILLIAMS | 048P GR A | 29.9 | 3388 | 1527 | | 0.596 | 0.596 | | 1410 S.F. | 1410 S.F. | | 0.564 | | | 848 | |
| ~~250~~ | ~~WILLIAM R & BETTY J & CHARLES M NEUDENBURG~~ | ~~048P GR A~~ | ~~28.4~~ | ~~242C~~ | ~~77~~ | | ~~0.341~~ | ~~0.341~~ | | | | | ~~0.341~~ | | | | |
| 251 | MARY ETTA SHULER TEMPLETON | 048P GR A | 29 | 3116 | 2017 | | 2.788 | 2.788 | | 0.625 | 0.625 | | 2.163 | 2893 | 2069 | 0.103 AC | |
| ~~251A~~ | ~~MARY ETTA SHULER TEMPLETON~~ | ~~048P GR A~~ | ~~28~~ | ~~3116~~ | ~~2017~~ | | ~~1.426~~ | ~~1.426~~ | | | | | ~~1.426~~ | | | | |
| ~~252~~ | ~~RITA SYKES & G NELSON LEERSKOV~~ | ~~048P GR A~~ | ~~22~~ | ~~2792C~~ | ~~331~~ | | ~~0.465~~ | ~~0.465~~ | | | | | ~~0.465~~ | | | | |
| ~~253~~ | ~~MARY ETTA SHULER TEMPLETON~~ | ~~048P GR A~~ | ~~27~~ | ~~3116~~ | ~~2017~~ | | ~~796 S.F.~~ | ~~796 S.F.~~ | | | | | ~~796 S.F.~~ | | | | |
| ~~254~~ | ~~RONNIE & DONNA L DAVIS~~ | ~~048P GR B~~ | ~~11~~ | ~~1013C~~ | ~~634~~ | | ~~0.410~~ | ~~0.410~~ | | | | | ~~0.410~~ | | | | |
| ~~255~~ | ~~DAVID B & CINDY STEADMAN WINEGAR~~ | ~~048P GR B~~ | ~~12~~ | ~~1458C~~ | ~~293~~ | ~~0.337~~ | | ~~0.337~~ | | | | ~~0.337~~ | | | | | |
| 256 | MICHELLE L. DILLMAN AND JAMES A. DILLMAN, WIFE AND HUSBAND | 048P GR B | 13 | 3264 | 466 | | 0.426 | 0.426 | | 1133 S.F. | 1133 S.F. | | 0.400 | | | | |
| 257 | MICHELLE L. DILLMAN AND JAMES A. DILLMAN, WIFE AND HUSBAND | 048P GR B | 2 | 3264 | 466 | | 0.635 | 0.635 | | 0.576 | 0.576 | | 2534 S.F. | | | | |
| 258 | TIMOTHY V TAYLOR | 048I GR B | 35 | 2371C | 131 | 1.948 | | 1.948 | 0.366 | | 0.366 | 1.582 | | | | | |
| 259 | WALTER MICHAEL COOPER AND WIFE, ASHLEY M. COOPER | 048P GR B | 3 | 3250 | 690 | | 0.923 | 0.923 | | 0.358 | 0.358 | | 0.565 | | | | |
| 260 | DEXTER R HARVEY & JANIE F. HARVEY | 048I GR B | 34 | 395C | 700 | 1.902 | | 1.902 | 0.869 | | 0.869 | 1.033 | | | | | |
| 261 | WALTER MICHAEL COOPER AND WIFE, ASHLEY M. COOPER | 048P GR B | 5 | 3250 | 690 | | 0.336 | 0.336 | | 0.108 | 0.108 | | 0.228 | | | | |
| 262 | DEXTER R & JANIE F HARVEY | 048I GR B | 33 | 266C | 594 | 0.528 | | 0.528 | 0.528 | | 0.528 | 0.000 | | | | | |
| 263 | JACKIE WAYNE & BOBBI JEAN SPRIGGS | 048I GR B | 12 | 1140C | 429 | 0.167 | | 0.167 | 3789 S.F. | | 3789 S.F. | 3496 S.F. | | | | | |
| 264 | JACKIE WAYNE & BOBBI JEAN SPRIGGS | 048I GR B | 13 | 777C | 12 | 0.181 | | 0.181 | 4112 S.F. | | 4112 S.F. | 3788 S.F. | | | | 2679 | |
| 265 | SHERRYLL G. TUNNELL AND CAROL A. TUNNELL, TRUSTEES | 048I GR B | 14 | 1144C | 327 | 0.179 | | 0.179 | 2390 S.F. | | 2390 S.F. | 0.124 | | | | | |
| 266 | JASON A ALGIER & MISTY D RIDINGS | 048I GR B | 32 | 2059C | 251 | 0.356 | | 0.356 | 0.231 | | 0.231 | 0.125 | | | | | |
| ~~267~~ | ~~ROBI DEANNA TITUS~~ | ~~048I GR B~~ | ~~14.1~~ | ~~3031~~ | ~~385~~ | ~~0.366~~ | | ~~0.366~~ | | | | ~~0.366~~ | | | | | |
| 268 | H STEVE & KATHLEEN M BALL | 048P GR D | 28 | 2668C | 402 | | 0.345 | 0.345 | | 1810 S.F. | 1810 S.F. | | 0.303 | | 508 | 794 | |
| ~~269~~ | ~~H STEVE & KATHLEEN M BALL~~ | ~~048P GR D~~ | ~~27~~ | ~~2668C~~ | ~~402~~ | ~~0.356~~ | | ~~0.356~~ | | | | ~~0.356~~ | | | | | |
| ~~270~~ | ~~DAVID W MOORE~~ | ~~048P GR B~~ | ~~6~~ | ~~2948C~~ | ~~470~~ | | ~~0.569~~ | ~~0.569~~ | | | | | ~~0.569~~ | | | | |
| ~~271~~ | ~~TIMOTHY C & JULIE D VAUGHN~~ | ~~048P GR B~~ | ~~8~~ | ~~705C~~ | ~~732~~ | | ~~0.747~~ | ~~0.747~~ | | | | | ~~0.747~~ | | | | |
| ~~272~~ | ~~HARLIS D THOMAS~~ | ~~048P GR D~~ | ~~26~~ | ~~3063~~ | ~~454~~ | ~~0.356~~ | | ~~0.356~~ | | | | ~~0.356~~ | | | | | |
| ~~273~~ | ~~SHERRI D & JEFF G RHEA~~ | ~~048P GR D~~ | ~~25~~ | ~~1189C~~ | ~~449~~ | ~~0.340~~ | | ~~0.340~~ | | | | ~~0.340~~ | | | | | |
| 274 | JASON A ALGIER & MISTY D RIDINGS | 048I GR B | 31 | 2059C | 251 | 0.178 | | 0.178 | 2735 S.F. | | 2735 S.F. | 0.115 | | | | | |
| ~~275~~ | ~~ROBI DEANNA TITUS~~ | ~~048I GR B~~ | ~~14.2~~ | ~~3031~~ | ~~385~~ | ~~0.186~~ | | ~~0.186~~ | | | | ~~0.186~~ | | | | | |
| 276 | CHUCK HENLEY | 048I GR B | 30 | 3072 | 1035 | 0.359 | | 0.359 | 1219 S.F. | | 1219 S.F. | 0.331 | | | | | |
| 277 | CHUCK ALLEN & TRACY RENEE HENLEY | 048I GR B | 28.3 | 2818C | 1 | 0.353 | | 0.353 | 3629 S.F. | | 3629 S.F. | 0.270 | | | | | |
| ~~278~~ | ~~RICHARD BALL~~ | ~~048I GR B~~ | ~~29.2~~ | ~~1376C~~ | ~~230~~ | ~~0.808~~ | | ~~0.808~~ | | | | ~~0.808~~ | | | | | |
| 279 | FRANCES MOODY & DAVID N UNDERWOOD | 048P GR D | 29 | 1688C | 260 | | 6.201 | 6.201 | | 0.375 | 0.375 | | 5.826 | | | | |
| 280 | MICHAEL R MARTIN | 048I GR B | 28.2 | 3043 | 852 | 0.526 | | 0.526 | 0.311 | | 0.311 | 0.215 | | | | | |
| 281 | MICHAEL R MARTIN | 048I GR B | 28 | 3046 | 609 | 0.210 | | 0.210 | 0.133 | | 0.133 | 3353 S.F. | | | | | |
| 282 | SHERRI D UNDERWOOD RHEA | 048P GR D | 29.5 | 1688C | 173 | | 1.333 | 1.333 | | 1029 S.F. | 1029 S.F. | | 1.309 | | | | |
| 283 | RICHARD C BATES AND CATHY BATES | 048I GR B | 27 | 794C | 290 | 1.136 | | 1.136 | 0.565 | | 0.565 | 0.571 | | | | | |
| ~~284~~ | ~~DAVID ALLEN LARK AND CRYSTAL GAIL LARK, HUSBAND AND WIFE~~ | ~~048P GR D~~ | ~~29.55~~ | ~~3294~~ | ~~203~~ | | ~~1.048~~ | ~~1.048~~ | | | | | ~~1.048~~ | | | | |
| 285 | EAST LAWN MEMORIAL PARK INCORPORATED | 48 | 15 | 0165A | 65 | | 74.784 | 74.784 | | 0.112 | 0.112 | | 74.672 | 1382 | | 0.125 AC | |
| 286 | JLD INVESTMENTS, LLC | 048I GR B | 26 | 3118 | 1684 | 0.307 | | 0.307 | 0.180 | | 0.180 | 0.127 | | | | | |
| 287 | JLD INVESTMENTS, LLC | 048I GR B | 25 | 3118 | 1684 | 0.579 | | 0.579 | 0.275 | | 0.275 | 0.304 | | | | | |

① CONSTRUCTION EASEMENT IS FOR EROSION CONTROL MEASURES AND WORKING ROOM.
② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

JOSEPH H. ZIMMERMAN IV — REGISTERED ENGINEER — AGENT — STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/18/2025 9:20:27 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\05467.03 PS&E Submittal\05467-03-FinalPS&EPackage\05467-03-DesignFiles\05467-03-ConstructionLettingFiles\003J.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3K |
| PSE | 2025 | STP-126(25) | 3K |
| | | | |
| | | | |

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① |
| 288 | JLD INVESTMENTS, LLC | 048I GR B | 24 | 3118 | 1684 | 0.580 | | 0.580 | 0.284 | | 0.284 | 0.296 | | | | |
| 289 | DARRELL GLEN CRUSENBERRY | 048I GR B | 23 | 2681C | 669 | 0.566 | | 0.566 | 0.302 | | 0.302 | 0.264 | | | | |
| 290 | DARRELL GLEN CRUSENBERRY | 048I GR B | 22 | 2681C | 669 | 0.551 | | 0.551 | 0.172 | | 0.172 | 0.379 | | | | |
| 291 | KRISTY LEEANN LARKINS AND JASON LEE LARKINS | 048I GR B | 21 | 3344 | 979 | 0.517 | | 0.517 | 0.179 | | 0.179 | 0.338 | | | | 0.124 AC ② |
| 292 | BARTON S. LONG AND HEATHER D. LONG, HUSBAND AND WIFE | 048I GR B | 20 | 3336 | 413 | 0.488 | | 0.488 | 0.178 | | 0.178 | 0.310 | | | | |
| 293 | BARTON S. LONG AND HEATHER D. LONG, HUSBAND AND WIFE | 048I GR B | 19 | 3336 | 413 | 0.468 | | 0.468 | 0.170 | | 0.170 | 0.298 | | | | |
| 294 | PHILLIP OSBORNE | 048I GR B | 18 | 2663C | 673 | 0.423 | | 0.423 | 0.163 | | 0.163 | 0.260 | | | | |
| 295 | PHILLIP OSBORNE | 048I GR B | 17 | 2663C | 673 | 0.456 | | 0.456 | 0.226 | | 0.226 | 0.230 | | | | |
| ~~296~~ | ~~LESLEY H THOMAS & BRYAN L HESS~~ | ~~048H GR H~~ | ~~15~~ | ~~2191C~~ | ~~95~~ | ~~1.399~~ | | ~~1.399~~ | | | | ~~1.399~~ | | | | |
| ~~297~~ | ~~WILLARD H & RUBY V WILLIAMS TRUSTEES~~ | ~~048H GR H~~ | ~~14~~ | ~~2849C~~ | ~~50~~ | ~~1.397~~ | | ~~1.397~~ | | | | ~~1.397~~ | | | | |
| ~~298~~ | ~~JACKIE RUTH SMITH~~ | ~~048I GR A~~ | ~~21~~ | ~~209C~~ | ~~670~~ | ~~0.855~~ | | ~~0.855~~ | | | | ~~0.855~~ | | | | |
| 299 | JEANETTE LEE TRENT C/O JEANETTE TRENT SHEW | 048I GR B | 16 | 610C | 662 | 0.459 | | 0.459 | 0.325 | | 0.325 | 0.134 | | | | |
| 300 | RUTH VERNON WEXLER | 048I GR A | 20 | WB42 | 912 | 1.047 | | 1.047 | 0.632 | | 0.632 | 0.415 | | | | |
| ~~301~~ | ~~WILLARD H & RUBY V WILLIAMS TRUSTEES~~ | ~~048H GR H~~ | ~~13~~ | ~~2849C~~ | ~~50~~ | ~~2.318~~ | | ~~2.318~~ | | | | ~~2.318~~ | | | | |
| ~~302~~ | ~~WILLARD H & RUBY V WILLIAMS TRUSTEES~~ | ~~048H GR H~~ | ~~12~~ | ~~2849C~~ | ~~50~~ | ~~2.270~~ | | ~~2.270~~ | | | | ~~2.270~~ | | | | |
| ~~303~~ | ~~RANN L VAULX~~ | ~~048H GR H~~ | ~~9~~ | ~~2503C~~ | ~~491~~ | | ~~0.803~~ | ~~0.803~~ | | | | | ~~0.803~~ | | | |
| ~~304~~ | ~~RANN L VAULX~~ | ~~048H GR H~~ | ~~10~~ | ~~2243C~~ | ~~215~~ | | ~~1.965~~ | ~~1.965~~ | | | | | ~~1.965~~ | | | |
| 305 | JACKIE R MARTIN | 048G GR C | 6.06 | 1943C | 252 | 2.822 | | 2.822 | 1.024 | | 1.024 | 1.798 | | | | |
| 306 | RANN L VAULX | 048H GR H | 11 | 2411C | 603 | 1.114 | | 1.114 | | | | 1.114 | | | | 0.114 AC |
| 307 | BARBARA JEAN BRIDWELL MCKAY | 048G GR C | 9 | 2937C | 763 | 1.379 | | 1.379 | 0.664 | | 0.664 | 0.715 | | | 614 | 815 |
| 308 | JACKIE R MARTIN | 048G GR C | 6.07 | 2151C | 95 | 2.101 | | 2.101 | 2173 S.F. | | 2173 S.F. | 2.051 | | | | |
| 309 | BRANDY E. CRESCI AND MARK A. CRESCI AND DIANE M. ADNEY AND BOB E. ADNEY | 048G GR C | 6 | 3399 | 917 | 5.383 | | 5.383 | 0.384 | | 0.384 | 4.999 | | | | |
| 310 | BRANDY E. CRESCI AND MARK A. CRESCI AND DIANE M. ADNEY AND BOB E. ADNEY | 048G GR C | 9.1 | 3399 | 917 | 6.434 | | 6.434 | 0.383 | | 0.383 | 6.051 | | 1192 | | |
| 311 | F GLENN & JACKIE ARWOOD | 048J GR A | 12 | WB103 | 173 | | 1.149 | 1.149 | | 0.467 | 0.467 | | 0.682 | | | 0.101 AC ② |
| 312 | BRANDY E. CRESCI AND MARK A. CRESCI AND DIANE M. ADNEY AND BOB E. ADNEY | 048G GR C | 7.1 | 3399 | 917 | 1.217 | | 1.217 | 0.278 | | 0.278 | 0.939 | | | | |
| 313 | DONALD F. MUTTER AND WIFE, ROSEMARY B. MUTTER | 062H GRC | 033.00 | 2796C | 156 | 0.577 | | 0.577 | 224 S.F. | | 224 S.F. | 0.572 | | | | 1556 |
| 314 | DONALD F. MUTTER AND WIFE, ROSEMARY B. MUTTER | 062H GRC | 032.00 | 275A | 502 | 0.367 | | 0.367 | 204 S.F. | | 204 S.F. | 0.362 | | | | 663 |
| ~~315~~ | ~~TRUSTEES OF BETHEL PRESBYTERIAN CHURCH~~ | ~~062H GRF~~ | ~~018.00~~ | ~~183A~~ | ~~582~~ | ~~0.102~~ | | ~~0.102~~ | | | | ~~0.102~~ | | | | |
| ~~316~~ | ~~TRUSTEES OF BETHEL PRESBYTERIAN CHURCH~~ | ~~062H GRF~~ | ~~017.00~~ | ~~84A~~ | ~~305~~ | ~~0.602~~ | | ~~0.602~~ | | | | ~~0.602~~ | | | | |
| 317 | R. DOUGLAS NICHOLS AND SHIRLEY M. NICHOLS | 062H GRC | 011.00 | 697C | 62 | | 0.284 | 0.284 | | | | | 0.284 | | | 420 |
| ~~318~~ | ~~ASHLEY M. ALLEY~~ | ~~062H GRC~~ | ~~010.00~~ | ~~3092~~ | ~~1506~~ | | ~~0.192~~ | ~~0.192~~ | | | | | ~~0.192~~ | | | |
| ~~319~~ | ~~NONG THI SAMS~~ | ~~062H GRD~~ | ~~007.10~~ | ~~3060~~ | ~~419~~ | ~~0.154~~ | | ~~0.154~~ | | | | ~~0.154~~ | | | | |
| 320 | WALNUT HILLS HOMEOWNER'S ASSOCIATION OF KINGSPORT | 062G GRE | 7.1 | 2333C | 466 | | 0.321 | 0.321 | | 1444 S.F. | 1444 S.F. | | 0.288 | 515 | | |
| 321 | PHILLIP D CHRISTIAN AND WIFE LINDA M CHRISTIAN | 062J GRC | 21 | 373C | 566 | | 0.532 | 0.532 | | 3274 S.F. | 3274 S.F. | | 0.457 | | | |
| 321-S | PHILLIP D CHRISTIAN AND WIFE LINDA M CHRISTIAN | 062J GRC | 21 | 373C | 566 | | 0.457 | 0.457 | | | | | 0.457 | | | 0.197 AC ② |
| 322 | DAVID L ROSE | 062J GRC | 22 | 2484C | 464 | | 0.435 | 0.435 | | 732 S.F. | 732 S.F. | | 0.418 | | | |
| 323 | DAVID L ROSE | 062J GRC | 23 | 2484C | 259 | | 0.416 | 0.416 | | | | | 0.416 | | | 730 |
| 324 | ROBERT VINSON MATHENY AND WIFE PEGGY SUE MATHENY | 062J GRC | 24 | 760C | 698 | | 0.260 | 0.260 | | 1422 S.F. | 1422 S.F. | | 0.227 | | 256 | 461 |
| 325 | JAMES P. HAYES III | 062J GRE | 5 | 3286 | 1879 | | 0.685 | 0.685 | | 3379 S.F. | 3379 S.F. | | 0.607 | | | 880 |
| 326 | MATTHEW ROBERT THOMAS AND WIFE, FAITH E. THOMAS | 062C GRF | 27 | 3223 | 2455 | 0.287 | | 0.287 | | | | 0.287 | | | | 580 |
| 327 | JACKIE RAY SHULER AND FREDA F SHULER | 062C GRF | 26 | 357A | 583 | 0.277 | | 0.277 | | | | 0.277 | | | 515 | 678 |
| 328 | KENNETH R COX, SR AND PHYLLIS R COX | 062C GRF | 11 | 259A | 373 | 0.524 | | 0.524 | 2188 S.F. | | 2188 S.F. | 0.474 | | | 770 | 918 |
| 329 | CHRISTOPHER A EATON AND WIFE, SARAH EATON | 062C GRG | 33 | 3155 | 579 | 0.931 | | 0.931 | 0.171 | | 0.171 | 0.760 | | | | |
| ~~330~~ | ~~CHARLES H PENLEY III~~ | ~~048P GRA~~ | ~~22.53~~ | ~~1548C~~ | ~~512~~ | | ~~0.404~~ | ~~0.404~~ | | | | | ~~0.404~~ | | | |
| ~~331~~ | ~~LOYD L RAMEY AND WIFE, GLENDA F RAMEY~~ | ~~048P GRA~~ | ~~22.4~~ | ~~1796C~~ | ~~113~~ | | ~~0.301~~ | ~~0.301~~ | | ~~426 S.F.~~ | ~~426 S.F.~~ | | ~~0.291~~ | | | |
| 332 | LUTHER H MINOR AND WIFE, LEONA MINOR | 048G GRC | 7 | 869C | 764 | 0.800 | | 0.800 | 0.315 | | 0.315 | 0.485 | | | | 1785 ② |
| 333 | KIMBERLY ROSEANN STROUTH | 048J GRA | 13 | 2388C | 198 | | 0.503 | 0.503 | | 0.199 | 0.199 | | 0.304 | | | 1494 ② |
| 334 | KEVIN GROVES AND REBECCA GROVES | 048G GRC | 3 | 3385 | 859 | 2.901 | | 2.901 | 1979 S.F. | | 1979 S.F. | 2.856 | | | 248 | 727 |
| 334-S | KEVIN GROVES AND REBECCA GROVES | 048G GRC | 3 | 3385 | 859 | 2.856 | | 2.856 | 0.661 | | 0.661 | 2.195 | | | | 2325 ② |
| 335 | TRI CITY FENCE CO | 048J GRA | 13.1 | 1945C | 538 | | 0.611 | 0.611 | | 0.159 | 0.159 | | 0.452 | | | |

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② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

10-28-19:
ADDED SLOPE EASEMENTS AND ADJUSTED CONSTRUCTION EASEMENTS FOR TRACT NOS. 324, 328.

ADDED CONST. EASEMENT TO TRACT NOS. 291 & 326.

ADDED STRIKETHROUGH TO TRACT NOS. 315, 316, 318 & 319.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 288, 292, 293, 325, 326 & 334.

8-5-20:
TRACT NO. 333 - REVISED PERM. DRAINAGE EASEMENT AREA.

REVISED PROPERTY OWNER OF TRACT NO. 291 & 334.

12-18-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 309, 310, 312, & 334.

TRACT NO. 291 - REMOVED CONST. EASEMENT

4-30-21
REVISED EASEMENTS TO TRACT NOS. 333, 335, & 336.

ADD DEED REFERENCE BOOK TO TRACT NO. 314.

TRACT NOS. 310, 311, 312, 332, 333,335 AND 336 ADDITIONAL ACQUISITION AREA ADDED.

5-31-22:
TRACT NO. 334-ADDED SLOPE EASEMENT & CONST. EASEMENT

ADDED TRACT NO. 334-S FOR ADDITIONAL PROP. R.O.W.

TRACT NO. 320 - REVISED PERM. DRAINAGE EASEMENT

10-6-22:
TRACT NO. 291 - ADDED CONST. ESMT. & FOOTNOTE

TRACT NO. 329 - REVISED AREA TO BE ACQUIRED

TRACT NO. 334-S - ADDED CONST. ESMT. & FOOTNOTE.

TRACT NO. 336 - ADDED CONST. ESMT. AREA & FOOTNOTE.

ADDED TRACT NO. 321-S. ADDED CONST. ESMT. & FOOTNOTE TO TRACT NOS. 311, 321-S, 332 & 333.

03-14-23:
TRACT NO. 334-S - ADDED PROP. R.O.W. BACK TO ACQUISITION TABLE

ROBERT H. ZIMMERMAN JR. REGISTERED ENGINEER 026888 STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:32:48 AM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\003K.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 3L |
| PSE | 2025 | STP-126(25) | 3L |
| | | | |
| | | | |

# R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA ACRES | | | AREA TO BE ACQUIRED ACRES | | | AREA REMAINING ACRES | | EASEMENT (SQUARE FEET) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAINAGE | SLOPE | CONST. ① | |
| 336 | TRI CITY FENCE CO | 048J GRA | 14.05 | 1254C | 753 | | 0.811 | 0.811 | | 0.160 | 0.160 | | 0.651 | | | 0.334 AC | ② |
| 337 | FRED A ROWLAND | 048J GRA | 14.1 | 751C | 625 | | 1.070 | 1.070 | | 1855 S.F. | 1855 S.F. | | 1.027 | | | | |
| 337-S | FRED A ROWLAND | 048J GRA | 14.1 | 751C | 625 | | 1.027 | 1.027 | | 0.205 | 0.205 | | 0.822 | | | | |
| 338 | DAVID STEPHENSON WEINHOLD AND WIFE, STEPHANIE FLUCE WEINHOLD | 062C GRG | 3 | 3187 | 338 | 1.425 | | 1.425 | 3602 S.F. | | 3602 S.F. | 1.342 | | | | | |
| 338-S | DAVID STEPHENSON WEINHOLD AND WIFE, STEPHANIE FLUCE WEINHOLD | 062C GRG | 3 | 3187 | 338 | 1.342 | | 1.342 | 0.218 | | 0.218 | 1.124 | | | | | |
| 339 | DAVID T. HUBBARD AND AMY MAEVE HUBBARD, HUSBAND AND WIFE | 062C GRG | 4 | 3265 | 380 | 1.632 | | 1.632 | 1061 S.F. | | 1061 S.F. | 1.608 | | | | | |
| 340 | HEATHER L. PARSONS AND BRIAN W. WESLEY PARSONS | 062J GRE | 8 | 3528 | 1626 | | 0.839 | 0.839 | | 2127 S.F. | 2127 S.F. | | 0.790 | | | 741 | |
| 341 | CAROLYN D DAVIS | 062F GRB | 39 | 2824C | 90 | | 0.197 | 0.197 | | 130 S.F. | 130 S.F. | | 0.194 | | 45 | 447 | |
| 342 | JOHN H. HALL AND WIFE, CATHERINE F HALL | 062C GRF | 12 | 1209C | 83 | 0.436 | | 0.436 | 438 S.F. | | 438 S.F. | 0.426 | | | | | |
| ~~343~~ | ~~GARY W FORTNER AND WIFE, AMY E FORTNER~~ | ~~062C GRF~~ | ~~13~~ | ~~2281C~~ | ~~515~~ | ~~0.855~~ | | ~~0.855~~ | | | | ~~0.855~~ | | | | | |
| ~~344~~ | ~~SUSAN D SNAPP~~ | ~~062C GRF~~ | ~~25~~ | ~~2542C~~ | ~~395~~ | ~~0.296~~ | | ~~0.296~~ | | | | ~~0.296~~ | | | | | |
| ~~345~~ | ~~DANIEL F WILCOX AND WIFE VELMA S WILCOX~~ | ~~062C GRF~~ | ~~24~~ | ~~198A~~ | ~~182~~ | ~~0.354~~ | | ~~0.354~~ | | | | ~~0.354~~ | | | | | |
| ~~346~~ | ~~RICHARD A SMITH AND WIFE LINDA N SMITH~~ | ~~062C GRF~~ | ~~23~~ | ~~107C~~ | ~~278~~ | ~~0.519~~ | | ~~0.519~~ | | | | ~~0.519~~ | | | | | |
| ~~347~~ | ~~GERALD L RENFRO AND PEGGY J RENFRO~~ | ~~062C GRF~~ | ~~22~~ | ~~1440C~~ | ~~389~~ | ~~0.689~~ | | ~~0.689~~ | | | | ~~0.689~~ | | | | | |
| 348 | DEARLENE S ROBBINS | 062C GRF | 21 | 254C | 628 | 0.287 | | 0.287 | | | | 0.287 | | 264 | | | |
| 349 | DEARLENE S ROBBINS | 062C GRF | 20 | 254C | 628 | 0.287 | | 0.287 | | | | 0.287 | | 1981 | | | |
| 350 | DEARLENE S ROBBINS | 062C GRF | 19 | 254C | 628 | 0.293 | | 0.293 | | | | 0.293 | | 1031 | | | |
| 351 | DEARLENE S ROBBINS | 062C GRF | 18 | 254C | 628 | 0.297 | | 0.297 | | | | 0.297 | | | | | |
| 352 | DEBORAH E JONES | 062H GRD | 8 | 2743C | 286 | | 0.267 | 0.267 | | 1076 S.F. | 1076 S.F. | | 0.242 | | | | |
| 353 | BARBARA J AND DAVID W GARDNER | 062H GRD | 9 | 3036 | 870 | | 0.275 | 0.275 | | 2787 S.F. | 2787 S.F. | | 0.211 | | | | |
| 354 | AARON WISE DEEL & MAURICE GRAY DEEL | 062H GRC | 20 | 124C | 349 | 0.137 | | 0.137 | | | | 0.137 | | | | 673 | ② |
| 355 | AARON WISE DEEL & MAURICE GRAY DEEL | 062H GRC | 21 | 222A | 158 | 0.128 | | 0.128 | | | | 0.128 | | | | 973 | ② |
| 356 | WALNUT HILLS HOMEOWNER'S ASSOCIATION OF KINGSPORT | 062G GRE | 8.00 | 2333C | 466 | | 1.264 | 1.264 | | 0.197 | 0.197 | | 1.067 | | | | |
| 8016 | THELMA G PORTER & LADONNA CHERIE PORTER | 062H GRP C | 16 | 3400 | 2432 | 0.308 | | 0.308 | 0.308 | | 0.308 | 0 S.F. | | | | | |
| 8030 | KENNETH WAYNE CULBERTSON | 062H GRPD | 18 | 3172 | 597 | 0.357 | | 0.357 | 0.357 | | 0.357 | 0 S.F. | | | | | |
| 8044 | DEBORAH K JONES | 062G GRP A | 49 | 1657C | 599 | | 0.167 | 0.167 | | 0.167 | 0.167 | | 0 S.F. | | | | |
| 8057 | JACOB DANIEL GILLIAM AND GRACE ANN GILLIAM, HUSBAND AND WIFE | 062G GRP B | 3 | 3292 | 1026 | 0.229 | | 0.229 | 0.229 | | 0.229 | 0 S.F. | | | | | |
| 8058 | KEITH FARMER | 062G GRP B | 2.1 | 2009C | 113 | 3590 S.F. | | 3590 S.F. | 3590 S.F. | | 3590 S.F. | 0 S.F. | | | | | |
| | | 062G GRP B | 2.1 | 1075 | 439 | | | | | | | | | | | | |
| 8086 | WILLIAM MCKINLEY CHRISTIAN AND WIFE, JO ANN CHRISTIAN | 062J GR C | 17 | 448C | 548 | | 0.157 | 0.157 | | 0.157 | 0.157 | | 0 S.F. | | | | |
| 8104 | DON BILLINGS AND WIFE, MARY W. BILLINGS | 062J GR E | 6 | 3138 | 1638 | | 0.279 | 0.279 | | 0.279 | 0.279 | | 0 S.F. | | | | |
| 8175 | UNIVERSITY OF TENNESSEE | 062C GR G | 12 | 350C | 181 | 0.132 | | 0.132 | 0.132 | | 0.132 | 0 S.F. | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 8218 | BETTY S MOODY | 047M GR A | 45 | 0021C | 652 | 0.412 | | 0.412 | 0.412 | | 0.412 | 0 S.F. | | | | | |
| 8226 | JAMES JOSEPH & JUDITH REBECCA JOHNSON JR | 047M GR A | 42 | 1334C | 67 | 0.154 | | 0.154 | 0.154 | | 0.154 | 0 S.F. | | | | | |
| 8234 | BARBARA M PUCKETT | 048I GR B | 37 | 952C | 193 | 0.914 | | 0.914 | 0.914 | | 0.914 | 0 S.F. | | | | | |
| 8260 | DEXTER R & JANIE F. HARVEY | 048I GR B | 34 | 395C | 700 | 1.033 | | 1.033 | 1.033 | | 1.033 | 0 S.F. | | | | | |
| | | | | | | | | | | | | | | | | | |
| 8266 | JASON A ALGIER & MISTY D RIDINGS | 048I GR B | 32 | 2059C | 251 | 0.125 | | 0.125 | 0.125 | | 0.125 | 0 S.F. | | | | | |
| 8274 | JASON A ALGIER & MISTY D RIDINGS | 048I GR B | 31 | 2059C | 251 | 0.115 | | 0.115 | 0.115 | | 0.115 | 0 S.F. | | | | | |
| 8283 | RICHARD C BATES AND CATHY BATES | 048I GR B | 27 | 794C | 290 | 0.571 | | 0.571 | 0.571 | | 0.571 | 0 S.F. | | | | | |
| 8286 | JLD INVESTMENTS, LLC | 048I GR B | 26 | 3118 | 1684 | 0.127 | | 0.127 | 0.127 | | 0.127 | 0 S.F. | | | | | |
| 8287 | JLD INVESTMENTS, LLC | 048I GR B | 25 | 3118 | 1684 | 0.304 | | 0.304 | 0.304 | | 0.304 | 0 S.F. | | | | | |
| 8288 | JLD INVESTMENTS, LLC | 048I GR B | 24 | 3118 | 1684 | 0.296 | | 0.296 | 0.296 | | 0.296 | 0 S.F. | | | | | |
| 8324 | ROBERT VINSON MATHENY AND WIFE PEGGY SUE MATHENY | 062J GRC | 24 | 760C | 698 | | 0.227 | 0.227 | | 0.227 | 0.227 | | 0 S.F. | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

① CONSTRUCTION EASEMENT IS FOR EROSION CONTROL MEASURES AND WORKING ROOM.

② CONSTRUCTION EASEMENT IS FOR REMOVAL OF STRUCTURE.

## DISTURBED AREA

| | |
|---|---|
| IN BETWEEN SLOPE LINES | 41.443 |
| 15 FOOT WIDE STRIP (OUTSIDE SLOPES LINES) | 12.478 |
| TOTAL DISTURBED AREA | 53.921 |
| TOTAL PROJECT AREA | 59.056 |

10-28-19:
ADDED STRIKETHROUGH TO TRACT NO. 351.

ADDED SLOPE EASEMENTS AND ADJUSTED CONSTRUCTION EASEMENTS FOR TRACT NO. 341.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 338, 339 & 340.

4-30-21:
ADDED TRACT NOS. 8016, 8030, 8044, 8057,8058, 8086, 8104, 8175, 8208, 8211, 8218, 8226, 8234, 8260, 8262, 8266, 8274, 8283, 8286, 8287, 8288, AND 8324 AS UNECONOMIC REMNANTS.

TRACT NO. 336 - ADDITIONAL ACQUISITION
AREA ADDED & REVISED ESMTS.

5-31-22:
TRACT NO. 337 - REVISED PROP. R.O.W.

ADDED TRACT NO. 337-S FOR ADDITIONAL PROP. R.O.W.

REVISED PROPERTY OWNER OF TRACT NO. 340

ADD DEED REFERENCE BOOK TO TRACT NO. 340.

DELETED TRACT NOS. 8208 & 8211

10-6-22:
MOVED TRACT NOS. 145-S, 154-S, 156-S, 158-S, 334-S, 337-S & 338-S TO TABLE WITH PARENT TRACT.

DELETED TRACT NO. 8262.

ADDED TRACT NO. 338-S FOR ADDITIONAL PROP. R.O.W.

TRACT NO. 336 - ADDED CONST. ESMT. AREA & FOOTNOTE.

03-14-23:
REVISED PROPERTY OWNER & DEED REFERENCE TRACT NO. 340.

ADDED TRACT NOS. 354 & 355, CONST. ESMTS. & FOOTNOTE.

1-17-24:
ADDED TRACT NO. 356 & PROP. R.O.W. AREA

3-22-24:
REVISED AREA TO BE ACQUIRED & AREA REMAINING ON TRACT NO. 356.



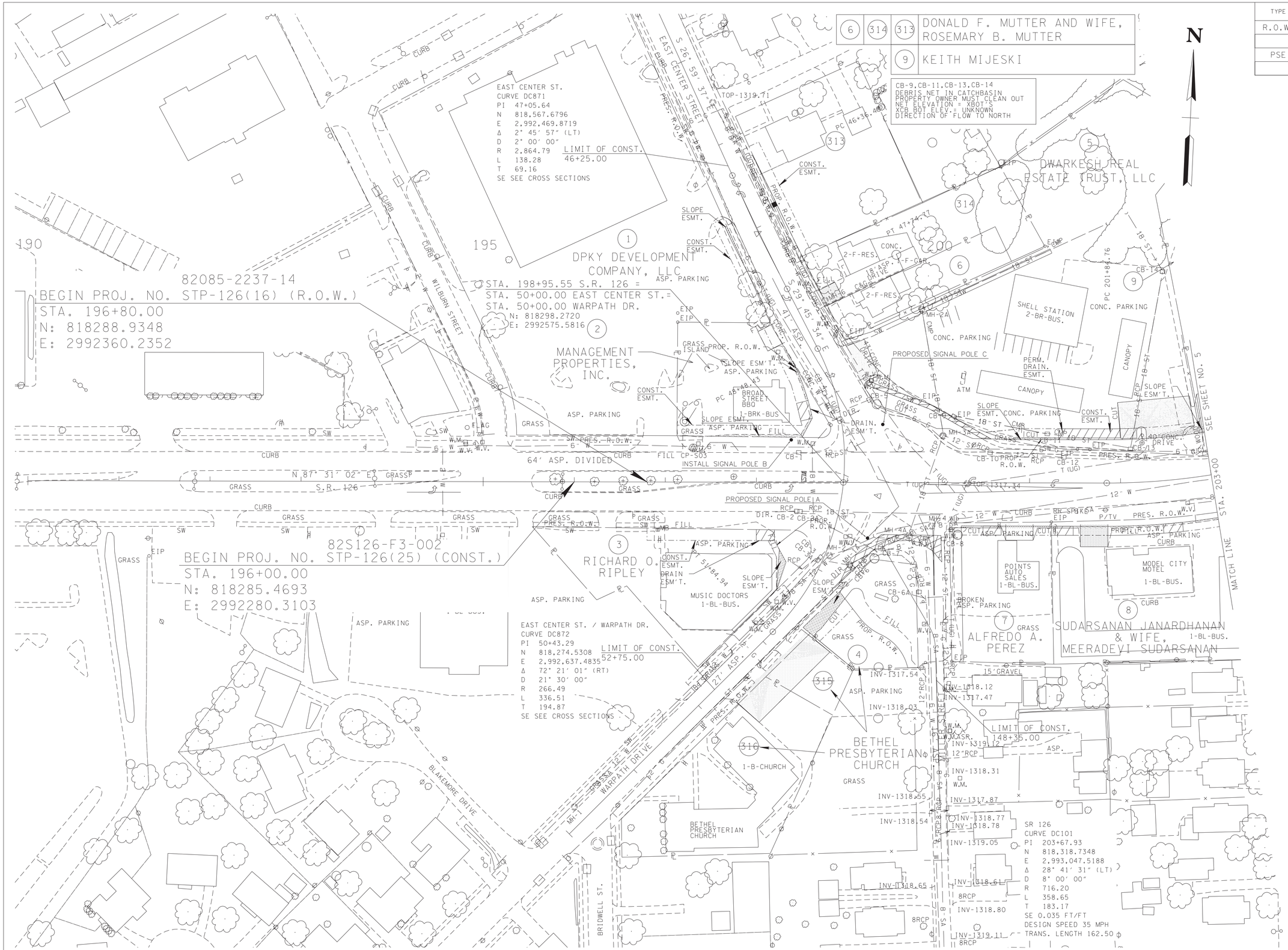

7-16-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

7/17/2025 7:35:40 AM
N:\13\50 - SR 126 Sullivan County\05467-03-Construction-Roadway\003L.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 4 |
| | | | |
| PSE | 2025 | STP-126(25) | 4 |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102002
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.190+00 TO STA.203+00

SCALE: 1"=50'

7/17/2025 7:38:26 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\004.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 4A |
| PSE | 2025 | STP-126(25) | 4A |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS ON TRACT NOS. 1-5, 7, & 8.

ADDED STRIKETHROUGH TO TRACT NOS. 315 & 316.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 1, 5, & 9.

12-18-20:
REMOVED DRAINAGE ESMT. FROM TRACT NO. 7

4-30-21:
ADD DRAINAGE ESMT. FOR TRACT NO. 7.

| | | | |
|---|---|---|---|
| 6 | 314 | 313 | DONALD F. MUTTER AND WIFE, ROSEMARY B. MUTTER |
| 9 | | | KEITH MIJESKI |

N

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

82S126-F3-002
BEGIN PROJ. NO. STP-126(25) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

190 195 200

1 DPKY DEVELOPMENT COMPANY, LLC

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.
N: 818298.2720
E: 2992575.5816

2 MANAGEMENT PROPERTIES, INC.

3 RICHARD O. RIPLEY

4 BETHEL PRESBYTERIAN CHURCH

5 DWARKESH REAL ESTATE TRUST, LLC

6

7 ALFREDO A. PEREZ

8 SUDARSANAN JANARDHANAN & WIFE, MEERADEVI SUDARSANAN

9

315 316

S 26° 59' 37" E EAST CENTER STREET PRES. R.O.W.

LIMIT OF CONST. 46+25.00

LIMIT OF CONST. 52+75.00

LIMIT OF CONST. 148+35.00

N 87° 31' 02" E S.R. 126

WARPATH DRIVE

MILLER STREET

MATCH LINE STA. 203+00

SEE SHEET NO. 5A

| CURVE | RADIUS | LENGTH | |
|---|---|---|---|
| SC32 | 881.47 L | 144.73' | EIP |
| SC83 | 10.00 R | 21.68' | |
| SC84 | 170.21 L | 77.44' | |
| SC85 | 20.00 R | 44.36' | |
| SC86 | 150.00 L | 43.34' | |
| SC87 | 300.00 R | 62.78' | |
| SC88 | 5000.00 L | 141.88' | |
| SC89 | 275.00 R | 108.16' | |

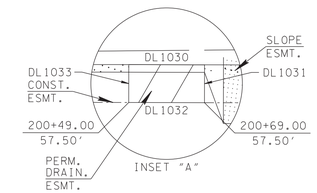
| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL76 | N 88° 9' 3" E | 245.97' |
| SL77 | N 43° 56' 56" W | 107.12' |
| SL78 | S 62° 30' 3" W | 36.33' |
| SL79 | N 43° 54' 57" W | 118.45' |
| SL104 | N 86° 52' 23" E | 111.79' |
| SL105 | S 3° 34' 43" E | 151.53' |
| SL106 | S 88° 57' 35" W | 99.58' |
| SL107 | N 3° 33' 16" W | 151.94' |
| SL108 | N 85° 49' 3" E | 79.34' |
| SL109 | S 86° 0' 42" W | 223.11' |
| SL149 | S 42° 55' 24" W | 121.43' |
| SL397 | S 35° 13' 19" W | 66.44' |
| SL407 | N 62° 14' 47" E | 203.66 |
| SL408 | S 31° 44' 41" E | 99.93' |
| SL409 | N 52° 3' 18" E | 165.22' |
| SL410 | N 26° 54' 10" W | 123.94' |
| SL411 | N 30° 17' 20" W | 60.81' |
| SL412 | N 40° 32' 56" W | 23.75' |
| SL413 | S 27° 44' 58" E | 41.99' |
| SL414 | S 63° 4' 43" W | 197.86' |
| SL415 | N 63° 1' 55" E | 40.16' |
| SL416 | S 61° 38' 55" E | 100.44' |
| SL419 | S 81° 25' 16" W | 4.17' |
| SL420 | S 88° 7' 55" W | 137.28' |
| SL421 | S 87° 39' 56" W | 176.06' |
| SL422 | N 28° 17' 38" W | 311.00' |
| SL423 | N 59° 27' 22" E | 296.90' |
| SL424 | S 26° 57' 49" E | 407.39' |
| SL425 | S 87° 46' 12" W | 101.80' |
| SL426 | S 2° 13' 00" E | 124.66' |
| SL427 | S 27° 19' 38" E | 6.59' |
| SL428 | S 33° 10' 48" E | 42.55' |
| SL429 | S 86° 1' 59" W | 59.46' |
| SL431 | N 43° 0' 3" E | 56.02' |
| SL432 | S 85° 30' 2" E | 47.65' |
| SL433 | S 3° 57' 50" E | 113.08' |
| SL435 | S 13° 39' 8" E | 265.48' |
| SL874 | S 53° 05' 17" E | 61.85' |
| SL875 | S 21° 47' 51" W | 55.49' |
| SL877 | N 42° 53' 43" E | 68.26' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL100 | N 25° 39' 42" E | 23.80' |
| DL101 | N 87° 31' 02" E | 55.18' |
| DL210 | S 28° 38' 34" E | 59.50' |
| DL214 | N 31° 01' 54" W | 26.67' |
| DL215 | N 15° 45' 22" E | 31.92' |
| DL228 | S 29° 45' 34" E | 36.44' |
| DL401 | S 29° 45' 33" E | 15.97' |
| DL484 | S 87° 31' 2" W | 55.13' |
| DL1012 | N 40° 18' 33" W | 36.09' |
| DL1023 | S 5° 46' 55" E | 12.00' |
| DL1025 | N 87° 31' 02" E | 52.76' |
| DL1030 | N 87° 31' 02" E | 20.00' |
| DL1031 | S 2° 27' 40" E | 10.00' |
| DL1032 | S 87° 31' 02" W | 20.00' |
| DL1033 | N 2° 27' 40" W | 10.00' |
| DL1035 | N 87° 31' 02" E | 20.00' |
| DL1036 | N 2° 27' 40" W | 10.00' |
| DL1042 | S 8° 44' 31" E | 10.00' |

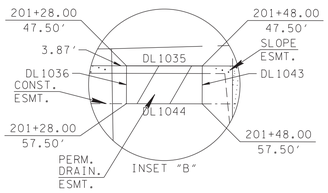
| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL1043 | S 2° 27' 40" E | 10.00' |
| DL1044 | S 87° 31' 02" W | 20.00' |
| DL1569 | N 73° 58' 35" E | 13.01' |
| DL1860 | S 73° 50' 29" W | 13.01' |
| DL1861 | N 16° 05' 30" W | 20.03' |
| DL1862 | N 88° 09' 03" E | 20.00' |
| DL1863 | S 2° 28' 58" E | 11.77' |
| DL1864 | S 87° 31' 02" W | 20.00' |
| DL1865 | N 2° 28' 58" W | 12.00' |
| DL1866 | N 87° 31' 02" E | 52.76' |
| DL1867 | N 2° 28' 58" W | 12.00' |
| DL1871 | N 7° 08' 31" W | 10.00' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| DC211 | 2833.79 L | 64.50' |
| DC217 | 62.00 R | 29.65' |
| DC218 | 53.00 L | 49.00' |
| DC400 | 2833.79 L | 24.29' |
| DC1022 | 656.70 L | 37.81' |
| DC1024 | 668.70 L | 38.50' |
| DC1041 | 763.70 R | 62.10' |
| DC1042 | 763.70 R | 21.33' |
| DC1053 | 668.70 L | 66.21' |
| DC1570 | 235.49 L | 46.00' |
| DC1860 | 235.49 R | 20.01' |
| DC1872 | 773.70 R | 21.61' |
| DC1874 | 763.70 R | 53.32' |

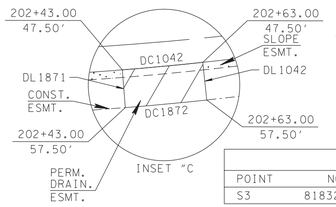
INSET "A"




INSET "B"




INSET "C"

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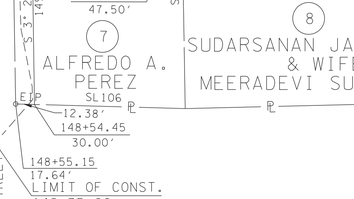
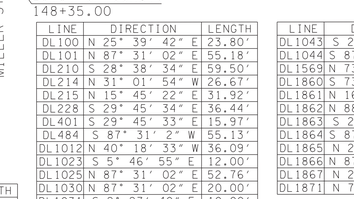
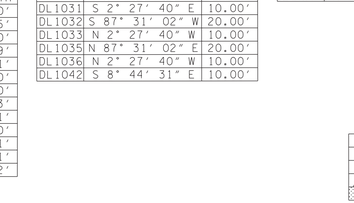



INSET "B"




INSET "C"




| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S3 | 818328.5238 | 2992409.1615 | 1318.46 | 197+30.59 | 37.43' (LT) |

| LEGEND | |
|---|---|
| ——— | PROPOSED RIGHT-OF-WAY |
| —·—·— | CONSTRUCTION EASEMENT |
| //// | DRAINAGE EASEMENT |
| ▨ | SLOPE EASEMENT |

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA. 190+00 TO STA. 203+00

SCALE: 1"=50'

7/17/2025 7:38:33 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\004A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 4B |
| | | | |
| PSE | 2025 | STP-126(25) | 4B |
| | | | |

(5 #14) GT. EL. 1316.41
IN. EL. 1312.36
OUT.EL. 1312.03

(6 #14) GT. EL. 1316.30
IN. EL. 1312.25
IN. EL. 1311.94
OUT.EL. 1311.61

(7 #42) GT. EL. 1317.90
OUT.EL. 1312.50

(8 #14) GT. EL. 1316.33
IN. EL. 1311.57
IN. EL. 1311.57
OUT.EL. 1311.40

(9 #12) GT. EL. 1317.81
OUT.EL. 1313.93

(10 #12) GT. EL. 1317.62
IN. EL. 1313.53
OUT.EL. 1312.38

(11 #14) GT. EL. 1317.12
IN. EL. 1311.07
OUT.EL. 1310.90

(25 #MH) GT. EL. 1317.20
IN. EL. PLUG
IN. EL. PLUG
OUT.EL. 1310.63

(26 #42) GT. EL. 1316.52
IN. EL. Ex. Pipe
OUT.EL. Field

(27 #42) GT. EL. 1317.01
IN. EL. Field
OUT.EL. Ex. Pipe

190

195

200

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

82S126-F3-002
BEGIN PROJ. NO. STP-126(25) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.
N: 818298.2720
E: 2992575.5816

N 87° 31' 02" E
S.R. 126

S 26° 59' 37" E
EAST CENTER STREET

WILBURN STREET

WARPATH DRIVE

BLAKEMORE DRIVE

BRIDWELL ST.

MILLER STREET

LIMIT OF CONST. 46+25.00

LIMIT OF CONST. 52+75.00

LIMIT OF CONST. 148+35.00

1673 [1673]
943 [730] EAST CENTER STREET 730 [943]
784 [808] 1125 [1337]
1401 [1103] S.R. 126 S.R. 126 2271 [1973]
617 [295] 1146 [636]
374 [349] WARPATH DR. 349 [374]
723 [723]
2040 DHV
PM
[AM]

(1 #12) GT. EL. 1318.66
OUT.EL. 1314.78

(2 #12) GT. EL. 1318.11
IN. EL. 1314.13
OUT.EL. 1313.96

(3 #12) GT. EL. 1318.66
OUT.EL. 1314.78

(4 #12) GT. EL. 1318.10
IN. EL. 1313.77
IN. EL. 1313.77
OUT.EL. 1313.60

(12 #12) GT. EL. 1316.74
IN. EL. 1310.12
OUT.EL. 1309.95

(13 #12) GT. EL. 1315.89
IN. EL. 1308.69
OUT.EL. 1308.52

(28 #12) GT. EL. 1317.11
IN. EL. Ex. Pipe
OUT.EL. 1313.23

(29 #14) GT. EL. 1316.28
IN. EL. 1312.23
OUT.EL. 1312.06

(30 #14) GT. EL. 1316.09
IN. EL. 1311.73
IN. EL. 1311.73
OUT.EL. 1311.50

(31 #14) GT. EL. 1315.95
OUT.EL. 1311.90

(32 #42) GT. EL. 1318.77
OUT.EL. 1314.37

(35 #14) GT. EL. 1316.89
IN. EL. 1311.79
OUT.EL. 1311.46

(36 #14) GT. EL. 1316.81
IN. EL. 1311.25
IN. EL. 1311.25
IN. EL. 1311.25
OUT.EL. 1310.92

(37 #16) GT. EL. 1316.90
IN. EL. 1310.67
OUT.EL. 1310.34

(38 #42) GT. EL. 1314.74
OUT.EL. 1311.49

(39 #12) GT. EL. 1316.97
IN. EL. 1310.99
IN. EL. 1309.99
OUT.EL. 1309.57

(40 #12) GT. EL. 1316.68
IN. EL. 1310.97
IN. EL. 1308.94
OUT.EL. 1308.77

(41 #42) GT. EL. 1317.38
OUT.EL. 1314.42

(41A #12) GT. EL. 1317.89
IN. EL. 1314.09
IN. EL. 1314.09
IN. EL. 1314.09
OUT.EL. 1313.92

(42 #42) GT. EL. 1317.45
OUT.EL. 1314.49

(43 #14) GT. EL. 1316.62
IN. EL. 1312.28
OUT.EL. 1312.11

(44 #42) GT. EL. 1316.75
IN. EL. 1311.54
OUT.EL. 1311.33

(45 #14) GT. EL. 1316.47
IN. EL. 1312.42
IN. EL. 1308.30
OUT.EL. 1307.97

(46 #42) GT. EL. 1317.30
OUT.EL. 1312.69

(47 #14) GT. EL. 1316.49
IN. EL. 1312.44
IN. EL. 1307.54
OUT.EL. 1307.21

(48 #42) GT. EL. 1316.95
OUT.EL. 1312.70

(49 #12) GT. EL. 1317.29
IN. EL. 1313.41
IN. EL. 1306.54
OUT.EL. 1306.37

(50 #42) GT. EL. 1317.05
OUT.EL. 1313.55

(33 #14) GT. EL. 1317.81
IN. EL. Ex. Pipe
IN. EL. 1313.76
OUT.EL. 1312.81

(34 #12) GT. EL. 1317.32
IN. EL. Ex. Pipe
OUT.EL. 1312.90

STA. 48+01.58
19' PVT. DR.

LIMIT OF CONST.
0+50.00

STA. 48+77.25
40' BUS. ENT.

LIMIT OF CONST.
0+50.00

STA. 48+13.77
24' BUS. ENT.

LIMIT OF CONST.
0+48.50

STA. 197+61.02
24' BUS. ENT.

LIMIT OF CONST.
0+90.00

STA. 202+52.89
40' BUS. ENT.

LIMIT OF CONST.
0+63.00

STA. 200+89.00
30' BUS. ENT.

LIMIT OF CONST.
0+70.00

STA. 201+71.00
30' BUS. ENT.

LIMIT OF CONST.
0+60.00

STA. 51+88.08
16' BUS. ENT.

LIMIT OF CONST.
0+60.00

STA. 52+30.05
16' BUS. ENT.

PARALLEL CURB RAMPS
STD. DRAWING CR-20

PERP CURB RAMPS
STD.DRAWING CR-10

SIGNAL POLE A

SIGNAL POLE B

SIGNAL POLE C

SIGNAL POLE D

PED. POLES

PED.POLE

SEE SHEET NO. 5B

MATCH LINE

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

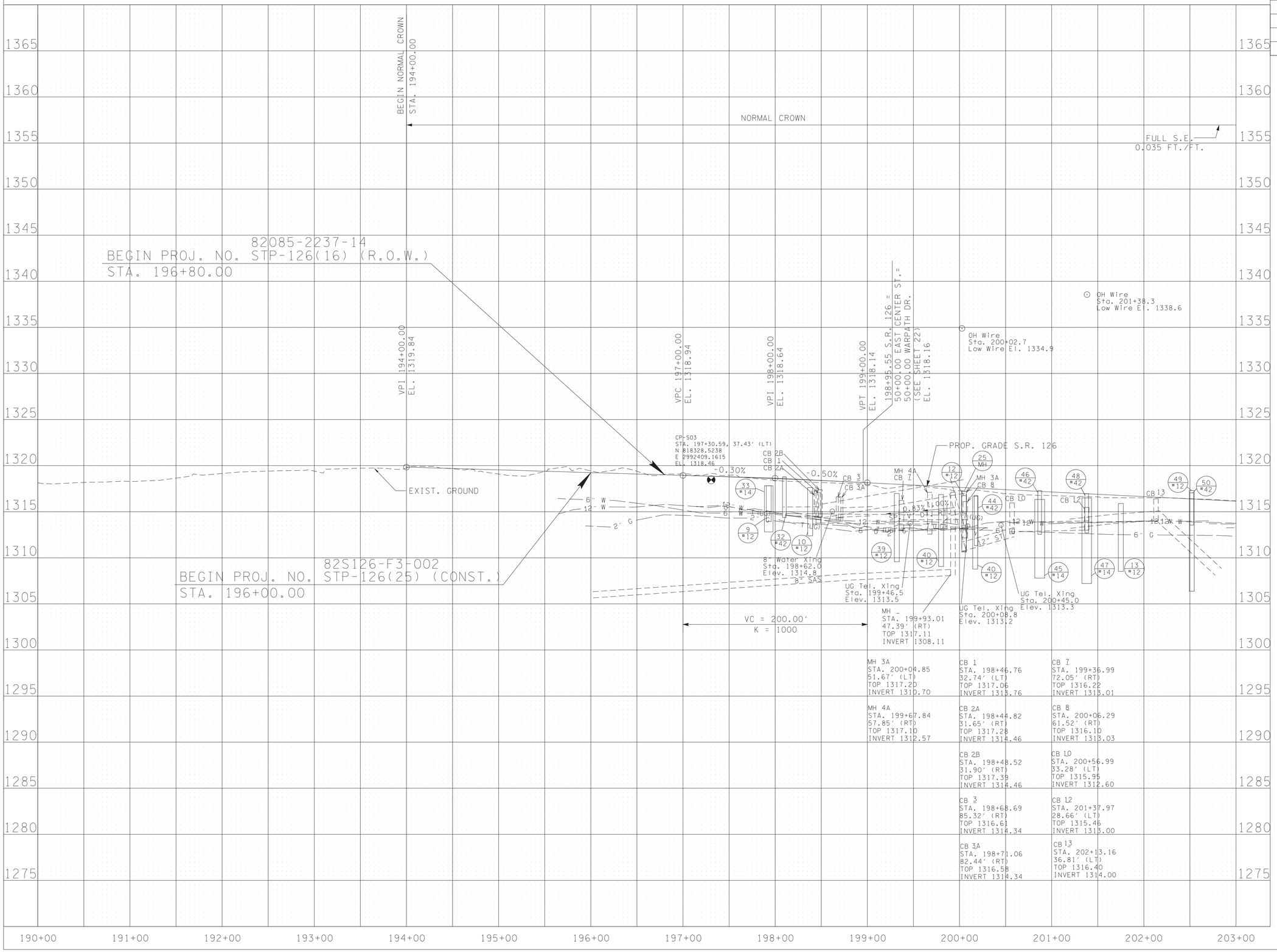
# PROPOSED LAYOUT

STA.190+00 TO STA.203+00

SCALE: 1"=50'

7/17/2025 2:44:26 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\004B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 4C |
| PSE | 2025 | STP-126(25) | 4C |




SEALED BY

ALBERT H. ZIMMER MAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.190+00 TO STA.203+00
SCALE: 1"=50' HORIZ.
1"=5' VERT.

7/17/2025 7:38:42 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\004C.sht

| LEGEND | WETLAND IMPACTS (WTL-01) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.002 AC. |
| | VOLUME OF PERMANENT IMPACT = 10.7 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

| LEGEND | WETLAND IMPACTS (WTL-02) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.000 AC. |
| | VOLUME OF PERMANENT IMPACT = 0.0 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

PARKERSON DR.
CURVE DC876
PI 49+52.51
N 818,446.0595
E 2,993,163.9800
Δ 21° 35' 16" (LT)
D 28° 00' 00"
R 204.63
L 77.10
T 39.01

WOODSIDE DR.
CURVE DC261
PI 46+73.10
N 819,078.9878
E 2,993,595.1443
Δ 76° 19' 38" (LT)
D 33° 45' 00"
R 169.77
L 226.15
T 133.42

| | | |
|---|---|---|
| 10 | 11 | DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS INDIVIDUALLY AND AS THE TRUSTEE OF THE JEAN B. DEEL REVOCABLE LIVING TRUST |
| 12 | | |
| 16 | | THELMA G. PORTER AND LADONNA CHERIE PORTER |
| 18 | | WADE M. MCCLELLAN AND WIFE, JAMIE L. MCCLELLAN |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 5 |
| | | | |
| PSE | 2025 | STP-126(25) | 5 |
| | | | |

SR 126
CURVE DC101
PI 203+67.93
N 818,318.7348
E 2,993,047.5188
Δ 28° 41' 31" (LT)
D 8° 00' 00"
R 716.20
L 358.65
T 183.17
SE 0.035 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 162.50

CENTRAL ST.
CURVE DC241
PI 50+47.38
N 818,293.5971
E 2,993,048.3374
Δ 11° 51' 35" (RT)
D 15° 00' 00"
R 381.97
L 79.06
T 39.67

| | | |
|---|---|---|
| 8 | | SUDARSANAN JANARDHANAN AND WIFE, MEERADEVI SUDARSANAN |
| 20 | | THERESA SHANKEL BELLAMY |
| 25 | | TONY R. CAVIN AND WIFE, PATRICIA A. CAVIN |
| 26 | 28 | GARY C ANDES AND ANDREA W ANDES |
| 27 | | EVA K. FLETCHER |
| 31 | | GARY C ANDES AND ANDREA W ANDES |
| 32 | 34 | SULLIVAN COUNTY FARM BUREAU |

TRACT #24 IS A HISTORICAL PROPERTY AND SHALL NOT BE DISTURBED BY THE CONTRACTOR EXCEPT FOR THE PURPOSES OF CONSTRUCTING THE PRIVATE DRIVE AS SHOWN ON THE PLANS. ANY DAMAGE THAT OCCURS SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR OWN EXPENSE.

SEALED BY

ALBERT H. ZIMMER MAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 7:38:53 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\005.sht

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S4 | 818349.7967 | 2993187.6533 | 1316.34 | 204+99.12 | 47.42' (RT) |
| S5 | 818569.6532 | 2993563.4968 | 1318.33 | 209+31.60 | 52.41' (RT) |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| DC159 | 763.70 R | 8.67' |
| DC161 | 763.70 R | 14.26' |
| DC402 | 668.70 L | 50.08' |
| DC403 | 668.70 L | 48.15' |
| DC404 | 668.70 L | 50.54' |
| DC405 | 668.70 L | 33.16' |
| DC1115 | 913.74 R | 7.09' |
| DC1122 | 763.70 R | 9.99' |
| DC1123 | 763.70 R | 19.19' |
| DC1874 | 763.70 R | 53.32' |
| DC1877 | 763.70 R | 23.46' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| SC32 | 881.47 L | 144.73' |
| SC33 | 913.74 L | 61.77' |
| SC79 | 853.89 R | 48.01' |
| SC80 | 859.35 R | 50.08' |
| SC81 | 859.35 R | 51.95' |
| SC82 | 853.89 R | 45.73' |
| SC300 | 195.43 L | 55.85' |
| SC301 | 145.87 R | 124.75' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL2 | S 31° 12' 17" E | 150.21' |
| SL3 | S 58° 58' 08" W | 150.22' |
| SL4 | N 31° 1' 28" W | 154.67' |
| SL5 | N 59° 4' 36" E | 50.09' |
| SL7 | S 58° 46' 08" W | 50.43' |
| SL8 | N 58° 40' 14" E | 99.88' |
| SL9 | S 33° 6' 54" E | 150.04' |
| SL10 | S 58° 41' 00" W | 104.54' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL104 | N 58° 49' 31" E | 50.93' |
| DL105 | N 58° 49' 31" E | 35.18' |
| DL106 | N 13° 27' 44" E | 21.08' |
| DL221 | N 54° 41' 34" W | 23.00' |
| DL222 | S 31° 18' 52" W | 21.39' |
| DL223 | N 22° 35' 30" E | 29.69' |
| DL224 | N 13° 7' 2" W | 27.43' |
| DL225 | N 24° 16' 24" E | 20.24' |
| DL226 | S 33° 27' 56" E | 39.54' |
| DL227 | S 84° 25' 32" E | 20.09' |
| DL233 | S 77° 51' 56" E | 21.50' |
| DL406 | N 58° 49' 31" E | 67.98' |
| DL407 | N 58° 49' 31" E | 67.36' |
| DL412 | N 58° 49' 31" E | 99.98' |
| DL1051 | N 12° 44' 31" W | 10.00' |
| DL1052 | N 54° 36' 40" W | 16.42' |
| DL1123 | S 20° 58' 55" E | 12.00' |
| DL1125 | S 69° 44' 17" W | 19.49' |
| DL1128 | N 19° 32' 31" W | 12.00' |
| DL1873 | S 3° 30' 22" E | 6.63' |
| DL1875 | S 83° 45' 11" W | 12.09' |
| DL1878 | S 24° 20' 31" E | 11.96' |
| DL1879 | S 66° 27' 07" W | 21.67' |
| DL1880 | N 22° 44' 31" W | 12.50' |
| DL2045 | N 61° 37' 51" W | 53.11' |
| DL2046 | N 16° 49' 31" W | 44.38' |
| DL2047 | N 51° 54' 51" E | 33.24' |
| DL2048 | S 57° 17' 19" E | 56.80' |
| DL2049 | S 4° 46' 12" E | 50.24' |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 5A |
| | | | |
| PSE | 2025 | STP-126(25) | 5A |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS ON TRACT NOS. 8, 13, 21, 25, 26, & 28.

ADDED STRIKETHROUGH AND HISTORICAL NOTE TO TRACT NO. 24.

ADDED STRIKETHROUGH TO TRACT NOS. 31, 318 & 319.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 5, 9, 10, 13, 22-24, 26, 28, 30, & 31.

8-05-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 27, 29, & 33.

TRACT NO. 14 - ADDED PRIVATE DRIVE

4-30-21:

REVISED PROPERTY OWNERS OF TRACT NO. 20.

UNECONOMIC REMNANTS TRACTS NO. 8016 & 8030.

5-31-22:

REVISED PROPERTY OWNERS OF TRACT NO. 19.

REVISED SLOPE EASEMENT ON TRACT NO. 22.
ADDED PERM. DRAIN ESMT.TO TRACT NO. 22.
REVISED CONST. ESMT. ON TRACT NO. 22.

10-6-22:

REVISED BUS. ENTRANCE, SLOPE & CONST. ESMTS. OF TRACT NO. 22.

ADDED TRACT NOS. 10-S, 11-S, 12-S, & 25-S CONST. ESMTS. & FOOTNOTE.

REVISED PROPERTY OWNERS OF TRACT NOS. 10, 11 & 12.

03-14-23:

REVISED PROPERTY OWNER TRACT NO. 22. REMOVED SLOPE EASEMENT TRACT NO. 22.
ADDED TRACT NOS. 354 & 355 CONST. ESMTS. & FOOTNOTE.

(10) (11) (12) DON SAULS, SAMMIE SAULS & PATRICIA DEEL WILLIAMS INDIVIDUALLY AND AS THE TRUSTEE OF THE JEAN B. DEEL REVOCABLE LIVING TRUST

(16) THELMA G. PORTER AND LADONNA CHERIE PORTER

(18) WADE M. MCCLELLAN AND WIFE, JAMIE L. MCCLELLAN

(5) (10) (9) DWARKESH REAL ESTATE TRUST, LLC

(354) (14) (355) AARON WISE DEEL & MAURICE GRAY DEEL

(16) (18) (21) SKJ PROPERTIES, LLC

(8016) UNECONOMIC REMNANT

(318) (317) (25-S) ASHLEY M. ALLEY

(25) R DOUGLAS & SHIRLEY NICHOLS

(8030) UNECONOMIC REMNANT

(319) NONG THI SAMS

(27) (29) (30) (33) EVA K. FLETCHER, KENNETH WAYNE CULBERTSON, KENT KILGORE

(8) (15) (17) (19) (20) (22) BRENDA JACKSON, ERIC JOHNSON, SUSAN M. HANES, THOMAS CHARLES SEGUIN AND WIFE, JENNY ELLEN SEGUIN

(13) HELEN JEAN HARRIS REVOCABLE TRUST

(23) (24) (26) THERESA SHANKEL BELLAMY, MICHELLE L. SHANKEL ROTH, MARIETTA M. SHANKEL

(28) (31) (32) (34) SULLIVAN COUNTY FARM BUREAU

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| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL11 | N 58° 48' 13" E | 49.93' |
| SL12 | S 35° 39' 9" E | 150.43' |
| SL13 | S 58° 48' 58" W | 56.59' |
| SL30 | N 50° 44' 33" E | 100.24' |
| SL31 | S 34° 12' 48" E | 163.63' |
| SL32 | S 58° 57' 7" W | 99.99' |
| SL33 | S 34° 22' 13" E | 149.60' |
| SL34 | N 50° 44' 32" E | 99.80' |
| SL35 | N 50° 44' 32" E | 101.12' |
| SL36 | S 34° 20' 5" E | 135.36' |
| SL37 | S 58° 57' 10" W | 101.04' |
| SL38 | N 50° 44' 32" E | 50.11' |
| SL39 | N 34° 20' 5" W | 113.53' |
| SL40 | S 58° 57' 7" W | 50.01' |
| SL41 | S 58° 57' 05" W | 99.03' |
| SL74 | N 60° 40' 27" E | 149.82' |
| SL110 | S 3° 30' 22" E | 145.37' |
| SL111 | S 59° 01' 53" W | 89.69' |
| SL112 | S 85° 39' 10" W | 138.59' |
| SL113 | N 4° 15' 59" W | 180.37' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL114 | S 10° 58' 51" E | 59.70' |
| SL115 | N 58° 45' 54" E | 71.91' |
| SL116 | N 34° 58' 40" W | 198.51' |
| SL117 | S 49° 25' 44" W | 83.11' |
| SL120 | N 58° 45' 13" E | 153.04' |
| SL124 | S 38° 58' 33" E | 476.64' |
| SL125 | S 38° 22' 51" E | 221.77' |
| SL127 | S 38° 33' 41" E | 354.35' |
| SL128 | N 58° 57' 34" E | 114.93' |
| SL134 | N 58° 51' 40" E | 112.80' |
| SL135 | N 39° 23' 38" W | 213.46' |
| SL140 | N 38° 53' 54" W | 97.04' |
| SL141 | N 60° 21' 58" E | 53.05' |
| SL142 | S 37° 08' 38" E | 96.49' |
| SL143 | N 37° 59' 56" W | 95.30' |
| SL144 | S 51° 12' 25" W | 42.46' |
| SL178 | S 49° 31' 30" W | 135.49' |
| SL179 | S 59° 22' 31" W | 33.58' |
| SL181 | N 58° 31' 35" E | 48.86' |
| SL182 | N 58° 31' 5" E | 102.58' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL183 | S 37° 59' 40" E | 69.73' |
| SL184 | S 84° 0' 55" E | 57.73' |
| SL217 | S 38° 21' 16" E | 186.04' |
| SL218 | N 31° 20' 11" W | 149.95' |
| SL220 | N 60° 14' 25" E | 50.04' |
| SL221 | N 59° 1' 5" E | 99.65' |
| SL223 | S 41° 55' 03" E | 103.31' |
| SL273 | S 34° 25' 18" E | 91.65' |
| SL274 | N 58° 59' 42" E | 150.83' |
| SL275 | S 34° 44' 12" E | 107.15' |
| SL276 | S 58° 59' 42" W | 150.00' |
| SL277 | S 34° 26' 09" E | 282.74' |
| SL280 | S 17° 25' 56" E | 115.31' |
| SL281 | S 7° 01' 13" E | 49.84' |
| SL282 | N 58° 26' 11" E | 29.39' |
| SL283 | N 59° 22' 5" E | 30.06' |
| SL284 | S 22° 4' 43" E | 279.23' |
| SL285 | S 58° 28' 43" W | 314.51' |
| SL288 | S 7° 39' 20" E | 300.80' |
| SL289 | N 17° 31' 24" W | 22.24' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL290 | S 14° 44' 7" E | 287.77' |
| SL291 | S 58° 45' 49" W | 73.42' |
| SL292 | S 60° 41' 56" W | 73.26' |
| SL293 | S 62° 13' 46" W | 80.49' |
| SL294 | N 52° 41' 32" E | 45.24' |
| SL296 | N 13° 10' 19" W | 86.66' |
| SL395 | N 4° 14' 57" W | 422.77' |
| SL397 | S 35° 13' 19" W | 66.44' |
| SL398 | N 35° 15' 38" E | 39.10' |
| SL399 | S 13° 39' 26" E | 207.81' |
| SL400 | N 76° 19' 54" E | 49.96' |
| SL401 | N 76° 20' 17" E | 68.65' |
| SL402 | S 7° 49' 54" E | 58.54' |
| SL403 | N 13° 39' 00" W | 5.48' |
| SL404 | N 13° 39' 39" W | 132.44' |
| SL405 | S 13° 38' 55" E | 139.80' |
| SL406 | S 13° 39' 25" E | 309.23' |
| SL416 | S 61° 38' 55" E | 100.44' |
| SL417 | S 61° 30' 24" E | 6.01' |
| SL418 | S 8° 33' 56" E | 3.08' |
| SL419 | S 81° 25' 16" W | 4.17' |
| SL434 | N 35° 15' 38" E | 24.62' |
| SL873 | S 34° 20' 06" E | 165.49' |
| SL874 | N 59° 13' 53" E | 150.00' |
| SL875 | N 34° 26' 07" W | 82.80' |
| SL876 | N 34° 26' 13" W | 54.25' |
| SL877 | N 58° 46' 48" E | 158.94' |
| SL878 | S 35° 02' 13" E | 82.24' |
| SL879 | N 34° 25' 00" W | 59.63' |

(8) SUDARSANAN JANARDHANAN AND WIFE, MEERADEVI SUDARSANAN

(20) THERESA SHANKEL BELLAMY

(25) TONY R. CAVIN AND WIFE, PATRICIA A. CAVIN

(26) (28) GARY C ANDES AND ANDREA W ANDES

(27) EVA K. FLETCHER

(31) GARY C ANDES AND ANDREA W ANDES

(32) (34) SULLIVAN COUNTY FARM BUREAU

LEGEND
- PROPOSED RIGHT-OF-WAY
- CONSTRUCTION EASEMENT
- DRAINAGE EASEMENT
- SLOPE EASEMENT

SEALED BY
ROBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
ROANE CO.
STATE OF TENNESSEE
7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF L00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 7:39:01 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\005A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 5B |
| | | | |
| PSE | 2025 | STP-126(25) | 5B |
| | | | |

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-01 OR WTL-02 AND THAT THE STREAM AND SURROUNDING VEGETATION WILLNOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

PARKERSON DR.
CURVE DC876
PI 49+52.51
N 818,446.0595
E 2,993,163.9800
Δ 21° 35′ 16″ (LT)
D 28° 00′ 00″
R 204.63
L 77.10
T 39.01

WOODSIDE DR.
CURVE DC261
PI 46+73.10
N 819,078.9878
E 2,993,595.1443
Δ 76° 19′ 38″ (LT)
D 33° 45′ 00″
R 169.77
L 226.15
T 133.42

14 #12 GT. EL. 1314.58
IN. EL. 1310.16
IN. EL. 1307.36
OUT.EL. 1307.19

15 #26 GT. EL. 1316.89
OUT.EL. 1311.39

16 #14 GT. EL. 1314.09
IN. EL. 1306.50
OUT.EL. 1306.17

17 #14 GT. EL. 1313.99
IN. EL. 1305.89
OUT.EL. 1305.56

18 #12 GT. EL. 1314.38
IN. EL. 1308.42
IN. EL. 1308.42
IN. EL. 1304.76
OUT.EL. 1304.59

19 #12 GT. EL. 1314.54
IN. EL. 1304.30
OUT.EL. 1301.66

23 #12 GT. EL. 1313.79
OUT.EL. 1309.55

24 #12 GT. EL. 1313.45
IN. EL. 1309.05
OUT.EL. 1308.88

67 #12 GT. EL. 1315.63
IN. EL. 1308.12
IN. EL. 1299.89
OUT.EL. 1299.67

69 #MH GT. EL. 1306.56
IN. EL. 1296.73
OUT.EL. 1296.51

70 EW INV. 1296.35
208+14.06
350.54′LT.

79 #12 GT. EL. 1316.95
IN. EL. 1310.05
OUT.EL. 1309.88

80 #12 GT. EL. 1317.71
IN. EL. 1311.22
OUT.EL. 1311.05

81 #16 GT. EL. 1320.03
IN. EL. 1315.88
IN. EL. 1314.18
OUT.EL. 1314.01

82 #12 GT. EL. 1323.09
OUT.EL. 1319.21

90 #14 GT. EL. 1314.57
OUT.EL. 1310.92

91 #14 GT. EL. 1314.57
IN. EL. 1310.97
IN. EL. 1310.80
OUT.EL. 1310.80

92 #12 GT. EL. 1315.54
IN. EL. 1311.80
OUT.EL. 1311.68

93 JB IN. EL.
IN. EL. 1310.76
OUT.EL. 1310.76

89 EW INV. 1311.96
48+50
21.00′RT

STA. 208+39.42
BEGIN STR-01

STR-01

RIP-RAP BASIN
(CLASS A-1)
L=46′
W=19′
D=5.7′

WWC-01

15" OF 15" RC

STA. 208+78.59 S.R. 126 =
STA. 50+00.00 CONWAY DR.
N: 818587.0598
E: 2993491.0178

205

210

215

S 41° 54′ 38″ W

WOODSIDE DRIVE

N

LIMIT OF CONST.
47+00.00

LIMIT OF CONST.
0+40.00

STA. 47+64.00
16′ PVT. DR.

PT 47+65.84

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.
N: 818775.7551, E: 2993802.9014

STA. 48+77.39
12′ BUS. ENT.

LIMIT OF CONST.
0+30.00

LIMIT OF CONST.
0+36.00
STA. 48+09.00
12′ PVT. DR.

STA. 211+25.00
40′ BUS. ENT.
LIMIT OF CONST.
0+90.00

LIMIT OF CONST.
0+80.00
STA. 49+16.83
15′ PVT. DR.

WTL-02

PERP.CURB RAMP
STD.DRAWING
CR-10

MONO-DI.CURB RAMPS
STD DRAWING CR-40

STA. 203+04.55
12′ BUS. ENT.

LIMIT OF CONST.
0+90.00

LIMIT OF CONST.
48+95.00

LIMIT OF CONST.
0+22.00
STA. 49+11.25
24′ BUS. ENT.

END TAPER
PT 205+43.41
LT.STA.205+48.00

BEGIN TAPER
RT.STA.204+60.00

STA. 207+26.64
24" BUS. ENT.

STA. 208+73.12
40" BUS. ENT.

LIMIT OF CONST.
1+40.00

LIMIT OF CONST.
1+00.00

BEGIN TAPER
RT.STA.210+10.00

END TAPER
LT.STA.210+98.00

LIMIT OF CONST.
0+70.00
STA. 215+34.50
12′ FLD. ENT.

FLD. SIGNAL POLE A

SEE SHEET NO. 6B

SEE SHEET NO. 4B

STA. 203+00

MATCH LINE

MONO-DI.CURB RAMPS
STANDARD DRAWING CR-40

PT 49+93.59

PC 49+07.70

N58°49′ 51″E

S.R. 126

PERP.CURB RAMP
STD.DRAWING CR-10

STA. 216+00

MATCH LINE

STA. 205+24.52 S.R. 126 =
STA. 50+00.00 PARKERSON DR.
N: 818403.9852, E: 2993187.9428

STA. 50+86.00
24′ BUS. ENT.

LIMIT OF CONST.
0+35.00

LIMIT OF CONST.
51+60.00

LIMIT OF CONST.
0+80.00

STA. 204+38.00
36′ BUS. ENT.

LIMIT OF CONST.
0+80.00

STA. 206+06.47
16′ PVT. DR.

LIMIT OF CONST.
0+90.00

STA. 206+72.54
14′ PVT. DR.

BEGIN TAPER
RT.STA.206+85.00

STA. 207+36.35
24′ PVT. DR.
* S.D. REQD.

LIMIT OF CONST.
0+90.00

OUT.EL.
1315.60

LIMIT OF CONST.
0+30.00

IN. EL. 1318.08

BEGIN TRANSITION
RT.& LT.STA.52+12.50

END TRANSITION
RT.& LT.STA.52+25.00

LIMIT OF CONST.
52+25.00

STA. 203+57.99 S.R. 126 =
STA. 50+00.00 CENTRAL ST.
N: 818339.0608, E: 2993035.0072

STA. 50+93.46
10′ BUS. ENT.
20′ S.D. REQD.

LIMIT OF CONST.
0+33.00

STA. 51+41.42
48′ PVT. DR.
* S.D. REQD.

STA. 51+00.53
20′ BUS. ENT.

LIMIT OF CONST.
0+15.00

STA. 210+71.85
12′ PVT. DR.

LIMIT OF CONST.
0+90.00

END TAPER
LT.STA.211+10.00

STA. 210+92.60
12′ PVT. DR.

6" SLOPING
DETACHED
CONC. CURB

CONWAY DRIVE S35°09′24″E

S34°25′00″E

SIGNAL POLE B

LIMIT OF CONST.
1+20.00

STA. 212+45.00
40′ BUS. ENT.

LIMIT OF CONST.
1+10.00

STA. 213+74.00
24′ BUS. ENT.

LIMIT OF CONST.
1+30.00

STA. 215+13.37
14′ PVT. DR.

LIMIT OF CONST.
0+90.00

STA. 216+00.00
40′ BUS. ENT.

20 #26 GT. EL. 1315.35
OUT.EL. 1311.30

21 #26 GT. EL. 1315.27
IN. EL. 1310.94
OUT.EL. 1310.61

22 #26 GT. EL. 1315.24
IN. EL. 1310.51
OUT.EL. 1309.18

51 #14 GT. EL. 1317.12
IN. EL. 1305.93
OUT.EL. 1305.60

52 #12 GT. EL. 1317.49
IN. EL. 1312.45
IN. EL. 1310.20
IN. EL. 1305.42
OUT.EL. 1305.25

53 #42 GT. EL. 1316.61
OUT.EL. 1312.73

54 #42 GT. EL. 1316.58
IN. EL. Ex. Pipe
OUT.EL. 1312.16

55 #42 GT. EL. 1316.58
IN. EL. Ex. Pipe
IN. EL. 1311.93
OUT.EL. 1311.76

56 #12 GT. EL. 1316.68
IN. EL. 1312.80
IN. EL. 1304.78
OUT.EL. 1304.56

57 #42 GT. EL. 1316.44
OUT.EL. 1313.04

58 #MH GT. EL. 1316.90
IN. EL. Ex. Pipe
IN. EL. 1304.29
OUT.EL. 1303.96

59 #14 GT. EL. 1314.84
IN. EL. 1310.79
IN. EL. 1302.98
OUT.EL. 1302.65

60 #42 GT. EL. 1314.20
OUT.EL. 1310.95

61 #14 GT. EL. 1314.58
IN. EL. 1310.53
IN. EL. 1302.45
OUT.EL. 1302.12

62 #42 GT. EL. 1314.00
OUT.EL. 1310.75

63 #14 GT. EL. 1314.69
IN. EL. 1302.06
OUT.EL. 1301.73

64 #12 GT. EL. 1315.04
IN. EL. 1310.91
IN. EL. 1301.44
OUT.EL. 1301.27

65 #42 GT. EL. 1314.90
OUT.EL. 1311.15

66 #12 GT. EL. 1315.63
IN. EL. 1308.06
IN. EL. 1300.66
OUT.EL. 1300.44

71 #12 GT. EL. 1316.10
IN. EL. 1311.33
IN. EL. 1309.45
OUT.EL. 1309.28

72 #42 GT. EL. 1314.50
IN. EL. 1310.08
OUT.EL. 1309.91

73 #14 GT. EL. 1316.92
IN. EL. 1311.33
OUT.EL. 1310.52

74 #14 GT. EL. 1316.92
IN. EL. 1312.36
IN. EL. 1311.86
OUT.EL. 1311.69

74A #43 GT. EL. 1322.10
OUT.EL. 1317.52

75 #42 GT. EL. 1315.65
OUT.EL. 1312.69

76 #12 GT. EL. 1316.78
IN. EL. 1312.38
OUT.EL. 1312.21

77 #12 GT. EL. 1318.17
IN. EL. 1314.34
OUT.EL. 1314.17

78 #42 GT. EL. 1317.60
OUT.EL. 1314.60

83 #12 GT. EL. 1320.59
IN. EL. 1315.80
IN. EL. 1315.30
OUT.EL. 1314.80

84 #42 GT. EL. 1321.29
IN. EL. Ex. Pipe
IN. EL. 1317.90
OUT.EL. 1315.43

85 #12 GT. EL. 1324.57
IN. EL. 1320.69
IN. EL. 1320.69
OUT.EL. 1320.52

86 #42 GT. EL. 1325.00
OUT.EL. 1321.00

SEALED BY

ROBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMERCE
No. 109998
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPOSED LAYOUT

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 7:39:12 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\005B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 5C |
| PSE | 2025 | STP-126(25) | 5C |
| | | | |
| | | | |

BEGIN S.E. TRANS STA. 204+62.16

END S.E. TRANS STA. 206+24.66

162.50' S.E. TRANSITION

LT FULL S.E. 0.035 FT./FT.

RT

NORMAL CROWN

OH Wire Sta. 203+27.6 Low Wire El. 1337.6

OH Wire Sta. 205+08.2 Low Wire El. 1337.3

VC = 200.00' K = 162

OH Wire Sta. 206+64.8 Low Wire El. 1333.5

OH Wire Sta. 207+35.1 Low Wire El. 1333.4

OH Wire Sta. 210+64.2 Low Wire El. 1337.9

OH Wire Sta. 210+67.2 Low Wire El. 1337.2

OH Wire Sta. 210+68.0 Low Wire El. 1338.6

OH Wire Sta. 212+23.6 Low Wire El. 1339.3

VC = 400.00' K = 392

OH Wire Sta. 212+42.4 Low Wire El. 1339.5

OH Wire Sta. 212+58.0 Low Wire El. 1349.0

OH Wire Sta. 214+15.0 Low Wire El. 1348.0

OH Wire Sta. 214+18.3 Low Wire El. 1342.5

VPC 204+50.00 EL. 1315.39

VPT 206+50.00 EL. 1315.62

VPC 210+50.00 EL. 1318.56

VPT 214+50.00 EL. 1323.53

205+57.99 S.R. 126 = 50+00.00 CENTRAL ST. (SEE SHEET 220) EL. 1315.85

205+24.52 S.R. 126 = 50+00.00 PARKERSON DR. (SEE SHEET 220) EL. 1315.19

208+78.59 S.R. 126 = 50+00.00 CONWAY DR. (SEE SHEET 220) EL. 1317.30

212+43.12 S.R. 126 = 50+00.00 WOODSIDE DR. (SEE SHEET 22B) EL. 1320.45

MH 14

CP-S05 STA. 209+31.60, 52.41 (RT) N 818569.6532 E 2993563.4968 EL. 1318.33

PROP. GRADE S.R. 126

EXIST. GROUND

EXISTING GROUND

VPI 205+50.00 EL. 1314.89

VPI 212+50.00 EL. 1320.03

8" SAS Xing Sta. 203+62.4 Elev. 1310.4

30" ST Xing Sta. 204+57.0 Elev. 1308.2

CP-S04 STA. 204+99.12, 47.42 (RT) N 818349.7967 E 2993187.6533 EL. 1316.34

4" Gas Xing Sta. 206+29.0 Elev. 1310.6

18" ST Xing Sta. 205+99.0 Elev. 1308.9

UG Tel. Xing Sta. 208+20.0 Elev. 1312.8

UG Tel. Xing Sta. 210+20.0 Elev. 1314.3

2" Water Xing Sta. 212+23.3 Elev. 1316.9

2" Gas Xing Sta. 212+27.0 Elev. 1316.5

UG Tel. Xing Sta. 212+44.0 Elev. 1315.9

6" Water Xing Sta. 212+49.5 Elev. 1317.0

UG Power Xing Sta. 212+61.0 Elev. 1316.4

MH 8 STA. 203+63.06 9.51' (LT) TOP 1316.28 INVERT 1310.74

MH 9 STA. 203+60.71 31.68' (RT) TOP 1316.38 INVERT 1309.22

MH 10 STA. 203+12.20 360.22' (RT) TOP 1321.15 INVERT 1314.98

MH 11 STA. 205+18.96 48.67' (RT) TOP 1316.25 INVERT 1309.45

MH 12 STA. 208+79.47 2.86' (RT) TOP 1317.51 INVERT 1312.86

MH 13 STA. 208+78.32 50.58' (RT) TOP 1317.90 INVERT 1310.60

MH 14 STA. 209+03.13 377.63' (RT) TOP 1335.96 INVERT 1328.66

MH 15 STA. 215+07.14 55.22' (RT) TOP 1324.23 INVERT 1318.73

CB 15 STA. 203+47.13 32.66' (RT) TOP 1315.79 INVERT 1313.88

CB 17 STA. 204+35.15 46.25' (RT) TOP 1316.39 INVERT 1312.98

CB 18 STA. 204+48.12 49.20' (RT) TOP 1316.06 INVERT 1311.06

CB 19 STA. 204+50.98 7.90' (LT) TOP 1314.16 INVERT 1307.66

CB 20 STA. 205+46.47 1.27' (RT) TOP 1313.53 INVERT 1311.33

CB 21 STA. 205+99.68 6.13' (LT) TOP 1312.99 INVERT 1303.59

CB 22 STA. 205+98.96 0.44' (RT) TOP 1311.20 INVERT 1309.41

CB 23 STA. 207+69.17 3.06' (RT) TOP 1315.43 INVERT 1310.03

CB 24 STA. 208+66.47 51.62' (RT) TOP 1317.25 INVERT 1315.84

CB 25 STA. 208+89.62 52.29' (RT) TOP 1317.69 INVERT 1314.69

CB 26A STA. 209+03.19 51.32' (RT) TOP 1317.52 INVERT 1316.21

CB 27 STA. 213+08.45 71.50' (RT) TOP 1321.99 INVERT 1318.99

CB 28 STA. 213+20.64 53.39' (RT) TOP 1321.29 INVERT 1317.93

CB 29A STA. 213+26.07 79.39' (RT) TOP 1322.51 INVERT 1321.80

CB 29 STA. 213+56.13 69.05' (RT) TOP 1321.76 INVERT 1320.26

SEALED BY

ALBERT H. ZIMMERMAN LICENSED PROFESSIONAL ENGINEER AGRICULTURE FORESTRY STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

# PROFILE

STA. 203+00 TO STA. 216+00

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

7/17/2025 7:39:18 AM

N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\005C.sht

OREBANK RD.
CURVE DC203
PI 48+79.05
N 819,256.6510
E 2,994,259.6799
Δ 90° 00′ 00″ (LT)
D 45° 30′ 00″
R 125.92
L 197.80
T 125.92
SE 0.040 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 120

OREBANK RD.
CURVE DC202
PI 44+44.58
N 819,482.8146
E 2,994,633.4926
Δ 22° 46′ 31″ (RT)
D 12° 30′ 00″
R 458.37
L 182.20
T 92.32
SE 0.038 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 115

OREBANK RD.
CURVE DC201
PI 41+78.43
N 819,698.1655
E 2,994,790.2424
Δ 6° 36′ 58″ (LT)
D 3° 30′ 00″
R 1,637.02
L 189.03
T 94.62

SR 126
CURVE DC102
PI 225+83.22
N 819,469.4565
E 2,994,949.4806
Δ 99° 03′ 58″ (RT)
D 13° 30′ 00″
R 424.41
L 733.82
T 497.51
SE 0.040 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 177.50

LYNNBROOK LN.
CURVE DC886
PI 11+50.03
N 819,484.7005
E 2,994,813.9331
Δ 20° 58′ 46″ (LT)
D 28° 30′ 00″
R 201.04
L 73.61
T 37.22
SE SEE CROSS SECTIONS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 6 |
| | | | |
| PSE | 2025 | STP-126(25) | 6 |
| | | | |

STA. 43+74.24 OREBANK RD. =
STA. 10+00.00 LYNNBROOK LN.
N: 819539.9993, E: 2994674.4844

STA. 218+82.87 S.R. 126 =
STA. 50+00.00 OREBANK RD.
N: 819706.9223
E: 2994350.2686

DON BILLINGS AND WIFE, MARY BILLINGS

DONALD E. BILLINGS AND WIFE, MARY W. BILLINGS

C. C. MCCALL III AND WIFE, VICKIE C. MCCALL

JOSEPH ANTHONY ORDILLE AND AIMEE BETH ORDILLE

DEBORAH K. JONES

SHAMROCK McCLELLAN

GARY W. FORTNER AND WIFE, AMY E. FORTNER

8044 UNECONOMIC REMNANT

ANDREA QUINN

PETER N. LODAL AND WIFE, SUSAN N. LODAL

GLASS RENTALS, G.P.

JAMES NECESSARY

APPROXIMATE LOCATION FROM KINGSPORT GIS NOT FOUND IN FIELD

LIFT STATION PER KINGSPORT GIS FILE

APPROXIMATE PIPE LOCATION PER CITY OF KINGSPORT GIS MAP

SEE SHEET NO. 5

SEE SHEET NO. 7

| | |
|---|---|
| 33 | KENT KILGORE |
| 34 | SULLIVAN COUNTY FARM BUREAU |
| 35 36 38 | LARRY J. ALLEN, PAR LEE HICKMAN, & BARBARA SUE CHARLTON |
| 39 | LARRY N. LUNAN |
| ~~48~~ | JOHN E. HILL & WIFE, KAREN C. HILL |
| ~~49~~ | BERT CAPPS, III AND MELISSA A CAPPS, HUSBAND AND WIFE |
| 50 | CRYSTAL LEE DAVIS |
| 54 | SCOTT EDWARD PLYLER AND WIFE, DONDA THOMPSON PLYLER |
| 61 | DENNIS WESTMORELAND AND WIFE, BARBARA WESTMORELAND |
| 62 | BARBARA FAYE WILLIAMS WESTMORELAND REVOCABLE LIVING TRUST |
| 68 | MICHAEL T. SHIELDS AND SAVANNAH S. SHIELDS |
| 352 | DEBORAH E JONES |
| 353 | BARBARA J AND DAVID W GARDNER |

SEALED BY
BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
ROCKWOOD
TENNESSEE
STATE OF TENNESSEE
7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.216+00 TO STA.229+00

SCALE: 1"=50'

7/17/2025 7:39:26 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\006.sht

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL14 | N 50° 43' 59" E | 103.16' |
| SL16 | S 58° 57' 7" W | 100.00' |
| SL17 | N 33° 33' 16" W | 253.03' |
| SL18 | N 50° 44' 32" E | 25.06' |
| SL20 | S 58° 57' 07" W | 25.00' |
| SL22 | N 50° 44' 32" E | 25.05' |
| SL23 | S 34° 12' 48" E | 141.46' |
| SL24 | S 58° 57' 8" W | 25.00' |
| SL25 | N 34° 12' 55" W | 132.17' |
| SL26 | N 50° 44' 30" E | 50.11' |
| SL27 | S 34° 12' 38" E | 160.05' |
| SL28 | S 58° 57' 8" W | 50.00' |
| SL30 | N 50° 44' 33" E | 100.24' |
| SL32 | N 58° 57' 7" E | 99.99' |
| SL81 | N 56° 42' 47" E | 51.26' |
| SL82 | N 71° 19' 36" E | 56.72' |
| SL83 | S 26° 15' 13" E | 42.16' |
| SL84 | S 54° 16' 24" W | 93.41' |
| SL85 | S 49° 05' 07" E | 60.14' |
| SL86 | S 51° 2' 54" W | 113.57' |
| SL87 | S 50° 54' 47" E | 50.11' |
| SL92 | N 17° 27' 52" W | 47.94' |
| SL145 | N 68° 37' 24" W | 89.49' |
| SL146 | N 37° 9' 22" E | 148.25' |
| SL148 | S 34° 32' 17" W | 160.87' |
| SL160 | S 12° 52' 47" E | 87.20' |
| SL161 | S 60° 08' 05" W | 58.86' |
| SL162 | N 30° 37' 56" W | 113.09' |
| SL163 | N 60° 22' 10" E | 10.00' |
| SL164 | N 30° 41' 49" W | 6.89' |
| SL165 | N 60° 23' 2" E | 92.64' |
| SL166 | S 60° 06' 45" W | 22.86' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL167 | S 25° 03' 24" E | 12.16' |
| SL168 | S 25° 06' 02" E | 181.43' |
| SL170 | N 68° 28' 41" E | 76.94' |
| SL171 | N 31° 13' 58" W | 134.58' |
| SL172 | N 60° 6' 39" E | 101.54' |
| SL173 | S 30° 37' 56" E | 13.51' |
| SL175 | S 21° 51' 25" E | 21.05' |
| SL176 | S 43° 53' 54" E | 98.46' |
| SL177 | N 43° 3' 32" W | 75.40' |
| SL178 | S 49° 31' 30" W | 135.49' |
| SL180 | N 42° 47' 03" W | 282.09' |
| SL182 | N 58° 31' 5" E | 102.58' |
| SL185 | N 51° 48' 23" E | 70.51' |
| SL186 | S 47° 44' 10" W | 268.99' |
| SL187 | S 43° 0' 35" E | 275.93' |
| SL188 | S 42° 36' 23" E | 46.51' |
| SL189 | S 54° 55' 01" W | 120.12' |
| SL190 | S 55° 4' 21" W | 199.11' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL108 | N 58° 49' 31" E | 6.14' |
| DL164 | S 68° 25' 46" W | 73.60' |
| DL238 | S 17° 08' 05" W | 31.71' |
| DL239 | S 55° 35' 41" E | 85.56' |
| DL243 | S 44° 31' 10" W | 53.28' |
| DL244 | N 77° 05' 22" W | 105.42' |
| DL311 | N 37° 30' 04" E | 5.72' |
| DL312 | N 47° 41' 23" E | 68.78' |
| DL314 | N 32° 07' 07" E | 43.94' |
| DL326 | S 79° 01' 57" W | 90.08' |
| DL328 | N 63° 19' 38" W | 26.14' |
| DL337 | S 22° 06' 31" E | 54.61' |
| DL338 | N 33° 46' 40" W | 4.78' |
| DL412 | N 58° 49' 31" E | 99.98' |
| DL413 | N 58° 49' 31" E | 49.99' |
| DL414 | N 58° 49' 31" E | 24.99' |
| DL415 | N 58° 49' 31" E | 25.00' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL191 | N 74° 15' 0" E | 5.00' |
| SL193 | S 21° 7' 10" E | 88.86' |
| SL205 | N 42° 18' 46" W | 49.21' |
| SL213 | S 19° 55' 20" E | 99.89' |
| SL214 | N 49° 32' 33" E | 3.40' |
| SL224 | S 56° 45' 2" W | 389.46' |
| SL226 | S 47° 2' 42" W | 143.82' |
| SL227 | N 19° 50' 21" W | 129.90' |
| SL228 | S 36° 19' 3" W | 197.73' |
| SL234 | S 59° 40' 50" W | 232.39' |
| SL235 | N 35° 33' 54" E | 264.02' |
| SL236 | S 71° 46' 13" E | 110.60' |
| SL237 | S 12° 12' 54" W | 94.95' |
| SL238 | S 30° 21' 7" W | 65.72' |
| SL239 | S 61° 30' 46" W | 36.60' |
| SL240 | S 22° 14' 59" W | 149.62' |
| SL241 | N 56° 36' 13" W | 1.61' |
| SL242 | S 60° 46' 46" W | 81.04' |
| SL243 | N 19° 50' 22" W | 69.50' |
| SL244 | S 32° 37' 26" E | 126.68' |
| SL268 | S 65° 2' 51" E | 15.20' |
| SL295 | N 59° 19' 59" E | 21.39' |
| SL297 | S 63° 32' 45" E | 44.82' |
| SL298 | N 29° 30' 1" W | 31.47' |
| SL299 | S 30° 53' 28" E | 8.03' |
| SL300 | N 59° 6' 33" E | 247.71' |
| SL301 | N 59° 6' 32" E | 77.58' |
| SL302 | N 30° 55' 42" W | 8.11' |
| SL354 | S 59° 19' 7" W | 58.87' |
| SL357 | N 34° 18' 59" W | 179.78' |
| SL370 | S 40° 34' 26" W | 204.95' |
| SL371 | S 56° 32' 32" E | 146.95' |
| SL373 | S 37° 13' 23" W | 137.70' |
| SL374 | N 58° 41' 7" W | 41.39' |
| SL375 | S 88° 56' 19" W | 48.73' |
| SL376 | S 79° 26' 6" W | 51.09' |
| SL377 | S 72° 19' 2" W | 39.87' |
| SL378 | N 30° 42' 10" E | 120.19' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| DC111 | 471.91 R | 14.59' |
| DC429 | 471.91 R | 68.38' |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 6A |
| PSE | 2025 | STP-126(25) | 6A |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS ON TRACT NOS. 42, 46, & 47.

ADDED CONST. EASEMENTS TO TRACT NOS. 41, 43, 51, & 53.

ADDED STRIKETHROUGH TO TRACT NO. 49.

11-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 41, 42, 49-51, 54, & 68.

TRACT NO. 48 - REMOVED ACCESS TO EDEN'S RIDGE ROAD AND REMOVED STRIKETHROUGH.

8-05-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 33. 35, 36, 38, 45, 50, & 51.

TRACT NO. 41 - REMOVED THE CONST. ESMT. FOR DEMOLITION

TRACT NO. 51 - REMOVED THE CONST. ESMT. FOR DEMOLITION

12-18-20:
TRACT NO. 52 - REVISED LOCATION OF DRIVEWAY

4-30-21:
REVISED PROPERTY OWNER OF TRACT NO. 43.

REMOVE TCE FROM TRACT NO. 53.

UNECONOMIC REMNANT - TRACT NO. 8044.

10-6-22:
REVISED PROPERTY OWNERS OF TRACT NO. 47.

ADDED TRACT NO. 53-S, CONST. ESMT. & FOOTNOTE.

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL416 | N 34° 12' 55" W | 113.94' |
| DL421 | N 32° 57' 07" E | 59.36' |
| DL423 | N 12° 11' 11" E | 68.92' |
| DL424 | S 78° 49' 54" W | 54.24' |
| DL425 | S 78° 49' 54" W | 27.12' |
| DL426 | N 82° 13' 07" W | 25.32' |
| DL430 | S 22° 06' 31" E | 81.93' |
| DL485 | S 68° 25' 46" W | 66.04' |
| DL486 | S 79° 01' 57" W | 30.52' |
| DL1901 | S 64° 11' 54" E | 59.79' |
| DL1902 | S 25° 45' 25" W | 76.00' |
| DL1904 | N 26° 52' 09" E | 116.89' |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S6 | 819160.6884 | 2994442.1512 | 1332.46 | 219+89.32 | 1.56' (RT) |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL379 | N 16° 40' 2" E | 179.89' |
| SL382 | S 14° 03' 11" E | 183.88' |
| SL383 | S 81° 24' 13" E | 91.36' |
| SL384 | N 62° 28' 50" E | 170.04' |
| SL385 | N 65° 18' 35" E | 33.82' |
| SL386 | N 79° 7' 28" E | 51.35' |
| SL387 | N 89° 6' 38" E | 69.95' |
| SL392 | S 43° 14' 39" E | 15.03' |
| SL874 | N 34° 12' 38" W | 229.05' |
| SL875 | N 34° 12' 48" W | 193.65' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| SC30 | 359.11 L | 60.69' |
| SC31 | 359.91 L | 65.27' |
| SC34 | 216.00 R | 24.11' |
| SC60 | 375.36 L | 70.88' |
| SC61 | 298.76 L | 145.74' |
| SC62 | 246.00 L | 109.41' |
| SC63 | 116.24 R | 39.33' |
| SC64 | 298.58 L | 121.17' |
| SC65 | 298.58 L | 39.62' |
| SC66 | 116.24 R | 113.97' |

| LEGEND | |
|---|---|
| | PROPOSED RIGHT-OF-WAY |
| | CONSTRUCTION EASEMENT |
| | DRAINAGE EASEMENT |
| | SLOPE EASEMENT |

| | |
|---|---|
| 33 | KENT KILGORE |
| 34 | SULLIVAN COUNTY FARM BUREAU |
| 35 36 38 | LARRY J. ALLEN, PAR LEE HICKMAN, & BARBARA SUE CHARLTON |
| 39 | LARRY N. LUNAN |
| ~~48~~ | JOHN E. HILL & WIFE, KAREN C. HILL |
| ~~49~~ | BERT CAPPS, III AND MELISSA A CAPPS, HUSBAND AND WIFE |
| 50 | CRYSTAL LEE DAVIS |
| 54 | SCOTT EDWARD PLYLER AND WIFE, DONDA THOMPSON PLYLER |
| 61 | DENNIS WESTMORELAND AND WIFE, BARBARA WESTMORELAND |
| 62 | BARBARA FAYE WILLIAMS WESTMORELAND REVOCABLE LIVING TRUST |
| 68 | MICHAEL T. SHIELDS AND SAVANNAH S. SHIELDS |
| 352 | DEBORAH E JONES |
| 353 | BARBARA J AND DAVID W GARDNER |

SEALED BY

ALBERT H. ZIMMER MAJOR
REGISTERED ENGINEER
AGRICULTURE
BOWLING GREEN
KENTUCKY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA.216+00 TO STA.229+00

SCALE: 1"=50'

7/17/2025 7:39:36 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\006A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 6B |
| | | | |
| PSE | 2025 | STP-126(25) | 6B |
| | | | |

12-18-20:
TRACT NO. 52 - REVISED LOCATION OF DRIVEWAY

STA. 43+74.24 OREBANK RD. =
STA. 10+00.00 LYNNBROOK LN.

BEGIN TRANSITION RT.& LT. STA.43+00.00

END TRANSITION RT.& LT. STA.43+50.00

LIMIT OF CONST. 43+00.00

371 EW INV. 1309.09 43+43.47 17.52'LT

25' R

43' OF 18" CMP

S 68° 22' 19" E

LYNNBROOK LANE

LIMIT OF CONST. 11+25.00

S 89° 21' 05" E

STA. 10+53.84 13' PVT. DR.

LIMIT OF CONST. 0+20.00

372 EW INV. 1308.34 43+85.96 19.51'LT

109 #12 GT. EL. 1370.50 IN. EL. 1366.79 OUT.EL. 1366.62

LIMIT OF CONST. 0+80.00

111 #39 GT. EL. 1294.89 IN. EL. 1289.55 IN. EL. 1288.22 OUT.EL. 1288.05

RIP-RAP BASIN (CLASS A-1) L=49' W=19' D=4.9'

115 EW INV. 1287.16 45+13.84 116.08'RT

15' R

30' OF 36" RCP

STA. 44+31.56 13' PVT. DR.

* S.D. REQD.

13' OF 30" RCP

45' OF 48" RCP TYPE 21

112 MH TOP EL. 1314.19 IN. EL. 1305.85 OUT.EL. 1289.13

114 EW INV. 1289.61 46+15.89 66.44'RT

41' OF 48" RCP

99 #27 GT. EL. 1335.02 IN. EL. 1328.44 OUT.EL. 1319.89

113 EW INV. 1306.90 46+00.00 18+50'LT

102 #25 GT. EL. 1342.00 OUT.EL. 1337.33

STA. 218+82.87 S.R. 126 =
STA. 50+00.00 OREBANK RD.

OREBANK ROAD

100 #27 GT. EL. 1336.83 IN. EL. 1329.44 OUT.EL. 1329.27

94 EW INV. 1309.50 48+57.43 65.10'RT

95 #12 GT. EL. 1331.40 IN. EL. 1325.57 OUT.EL. 1310.60

END TAPER RT.STA.221+79.42

98 ED INV. 1319.10 46+59.23 95.29'LT

BEGIN TAPER RT.STA.220+37.00

TYPE 21

EDEN'S RIDGE ROAD

106 #25 GT. EL. 1356.82 OUT.EL. 1352.22

STA. 226+42.00 14' PVT. DR.

LIMIT OF CONST. 0+80.00

STA. 226+92.83 14' PVT. DR.

LIMIT OF CONST. 0+80.00

STA. 227+50.21 14' PVT. DR.

LIMIT OF CONST. 0+90.00

STA. 227+74.00 14' PVT. DR.

LIMIT OF CONST. 1+00.00

118 EW INV. 1324.75 219+12.81 68.50'LT

117 #12 GT. EL. 1329.26 IN. EL. 1325.19 OUT.EL. 1325.02

116 #12 GT. EL. 1329.50 OUT.EL. 1325.62

MONO-DI CURB RAMPS STD.DRAWING CR-40

TYPE 13

14.0' OF 18" CMP

101 #12 GT. EL. 1334.94 IN. EL. 1330.15 OUT.EL. 1329.98

103 #12 GT. EL. 1340.11 IN. EL. 1336.15 IN. EL. 1335.15 OUT.EL. 1331.75

105 #44 GT. EL. 1345.70 OUT.EL. 1340.82

104 #12 GT. EL. 1346.94 IN. EL. 1343.06 IN. EL. 1340.62 OUT.EL. 1336.61

107 #12 GT. EL. 1354.93 IN. EL. 1351.05 IN. EL. 1351.05 OUT.EL. 1345.93

STA. 224+40.00 14' PVT. DR.

LIMIT OF CONST. 3+30.00

108 #12 GT. EL. 1363.72 IN. EL. 1359.84 OUT.EL. 1353.72

LIMIT OF CONST. 0+70

STA. 217+01.90 10' FLD. ENT.

96 CUL#12 GT. EL. 1331.40 IN. EL. 1326.90 OUT.EL. 1326.73

STA. 219+23.96 14' PVT. DR.

LIMIT OF CONST. 2+10.00

97 #43 GT. EL. 1331.00 OUT.EL. 1327.12

S.R. 126

MATCH LINE

STA. 216+00

87 #12 GT. EL. 1326.76 IN. EL. 1322.61 OUT.EL. 1322.44

88 #42 GT. EL. 1325.70 OUT.EL. 1322.74

END LARGE RT.STA.216+30.00

BEGIN LARGE RT.STA.216+42.00

STA. 216+61.98 14' PVT. DR.

LIMIT OF CONST. 2+10.00

SEE SHEET NO. 5B

LIMIT OF CONST. 0+90.00

STA. 216+00.00 40' BUS. ENT.

STA. 228+93.56 14' PVT. DR.

LIMIT OF CONST. 1+10.00

109 #12

SEE SHEET NO. 7B

110 #12 GT. EL. 1370.10 IN. EL. 1365.92 IN. EL. 1365.92 OUT.EL. 1362.60

MATCH LINE STA. 229+00

2040 DHV
PM
[AM]

| | | |
|---|---|---|
| | 450 [247] | |
| | 174 [201] | 276 [46] |
| 1094 [1299] | 168 [201] | 926 [1098] |
| 2208 [1917] | S.R. 126 | |
| 1114 [618] | 269 [42] | 845 [576] |
| | 6 [0] | |
| | OREBANK RD. | |
| | 7 [4] | 933 [1102] |
| S.R. 126 — 1784 [1678] | | |
| 851 [576] | | |

SEALED BY

HERBERT H. ZIMMERMAN III REGISTERED ENGINEER AGRICULTURE RICHMOND, VIRGINIA STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

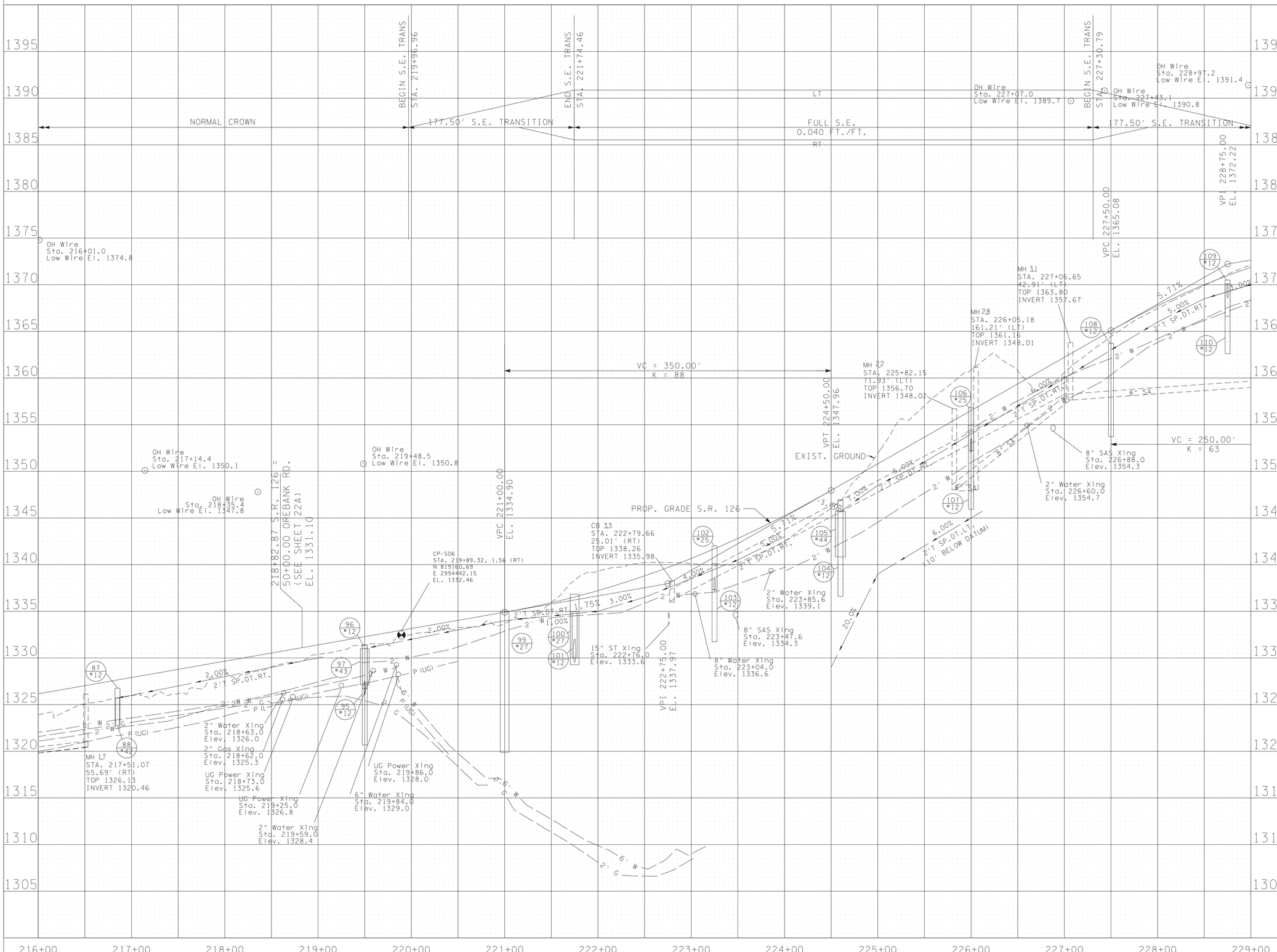
# PROPOSED LAYOUT

STA.216+00 TO STA.229+00

SCALE: 1"=50'

7/17/2025 7:39:44 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\006B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 6C |
| PSE | 2025 | STP-126(25) | 6C |




SEALED BY

ALBERT H. ZIMMERMAN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 102002 STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.216+00 TO STA.229+00

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

7/17/2025 7:39:50 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\006C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 7 |
| | | | |
| PSE | 2025 | STP-126(25) | 7 |
| | | | |

09-26-25:
REVISED SLOPE LINES ALONG RAMP C FOR THE REVISED GRAVITY RETAINING WALL.

SR 93
CURVE DSCS1
PI 9015+25.71
N 818,957.6785
E 2,996,151.1692
Δs 65° 17′ 00″ (LT)
θs 5° 15′ 00″
Δc 54° 47′ 00″ (LT)
Dc 3° 30′ 00″
Rc 1,637.02
Lc 1,565.24
Ts 1,200.02
Ls 300.00

RAMP B
CURVE DC291
PI 36+71.15
N 818,591.7683
E 2,995,671.0667
Δ 23° 33′ 56″ (RT)
D 10° 00′ 00″
R 572.96
L 235.65
T 119.52
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

SR 126
CURVE DC103
PI 239+13.26
N 817,995.2274
E 2,995,548.3591
Δ 52° 51′ 55″ (LT)
D 12° 45′ 00″
R 449.38
L 414.65
T 223.39
SE 0.038 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 172.50

RAMP C
PI 30+24.57
N 817,995.3538
E 2,995,733.7797
Δ 36° 17′ 04″ (RT)
D 76° 23′ 40″
R 75.00
L 47.50
T 24.57
SE 0.040 FT/FT
DESIGN SPEED 15 MPH
TRANS. LENGTH 35

RAMP C
PI 30+92.42
N 818,051.6665
E 2,995,693.0575
Δ 38° 57′ 24″ (RT)
D 45° 06′ 53″
R 127.00
L 86.35
T 44.92
SE 0.040 FT/FT
DESIGN SPEED 15 MPH
TRANS. LENGTH 35

STA. 237+51.01 S.R.126 =
STA. 9005+20.10 S.R.93
N: 818147.2804
E: 2995491.0739

| LEGEND | WETLAND IMPACTS (WTL-03b) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.000 AC. |
| | VOLUME OF PERMANENT IMPACT = 0.0 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

STA. 240+73.28 S.R.126, 46.5 LT. -
STA. 30+00.00 RAMP C
LIMIT OF CONST.
33+38.99

STA. 235+36.51 S.R.126 =
STA. 40+00.00 RAMP D
N: 818344.2785, E: 2995406.5635

STA. 233+53.13 S.R.126 =
STA. 50+00.00 HILLCREST DR.
N: 818514.1876
E: 2995337.9492

STA. 234+52.41 S.R.126 =
STA. 20+00.00 RAMP B
N: 818422.1923, E: 2995374.9125

STA. 239+71.42 S.R.126
STA. 10+00.00 RAMP A
N: 817990.2016
E: 2995642.5287

JACOB DANIEL GILLIAM AND GRACE ANN GILLIAM, HUSBAND AND WIFE

LEWIS C. WYNN

MADRE LYNN FORSHA

HOLSTON MANOR SNF REALTY LLC

HOLTSON VL REALTY LLC
HILLCREST DRIVE
CURVE DC382
PI 52+92.88
N 818,316.0066
E 2,995,126.2281
Δ 17° 39′ 47″ (RT)
D 13° 00′ 00″
R 440.74
L 135.87
T 68.48

GLASS RENTAL GP

WENDY JAMES MARK BOWERY AND WIFE, MARGARET BOWERY

FLAG
HILLCREST DRIVE
CURVE DC381
PI 50+65.97
N 818,489.3373
E 2,995,276.4261
Δ 26° 58′ 52″ (LT)
D 20° 50′ 05″
R 275.00
L 129.50
T 65.91
SE SEE CROSS SECTIONS

RAMP A
CURVE DC271
PI 9+25.78
N 817,924.7701
E 2,995,601.6529
Δ 39° 43′ 16″ (LT)
D 57° 00′ 00″
R 100.52
L 69.69
T 36.31
SE SEE CROSS SECTIONS

| | |
|---|---|
| 54 | SCOTT EDWARD PLYLER AND WIFE, DONDA THOMPSON PLYLER |
| 58 | KEITH FARMER |
| 70 | BIG INDIAN, GP |
| 71 | BOYD M. DISHMAN AND WIFE, ELIZABETH A. DISHMAN |

SEALED BY
ALBERT H. ZIMMER MAJOR
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
9-26-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.229+00 TO STA.241+00

SCALE: 1"=50'

9/28/2025 8:06:55 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalPS&EPackage-LettingRev-09-09-25\007.sht

| LEGEND | |
|---|---|
| ——— | PROPOSED RIGHT-OF-WAY |
| –·–·– | CONSTRUCTION EASEMENT |
| //// | DRAINAGE EASEMENT |
| ▒▒▒ | SLOPE EASEMENT |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 7A |
| PSE | 2025 | STP-126(25) | 7A |
| | | | |
| | | | |

10-28-19:
ADDED CONST. EASEMENT TO TRACT NO. 53.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 54, 57, 59, & 70.

8-05-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 55 & 56.

12-18-20:
REVISED PROPERTY OWNERS OF TRACT NO. 70.

4-30-21:

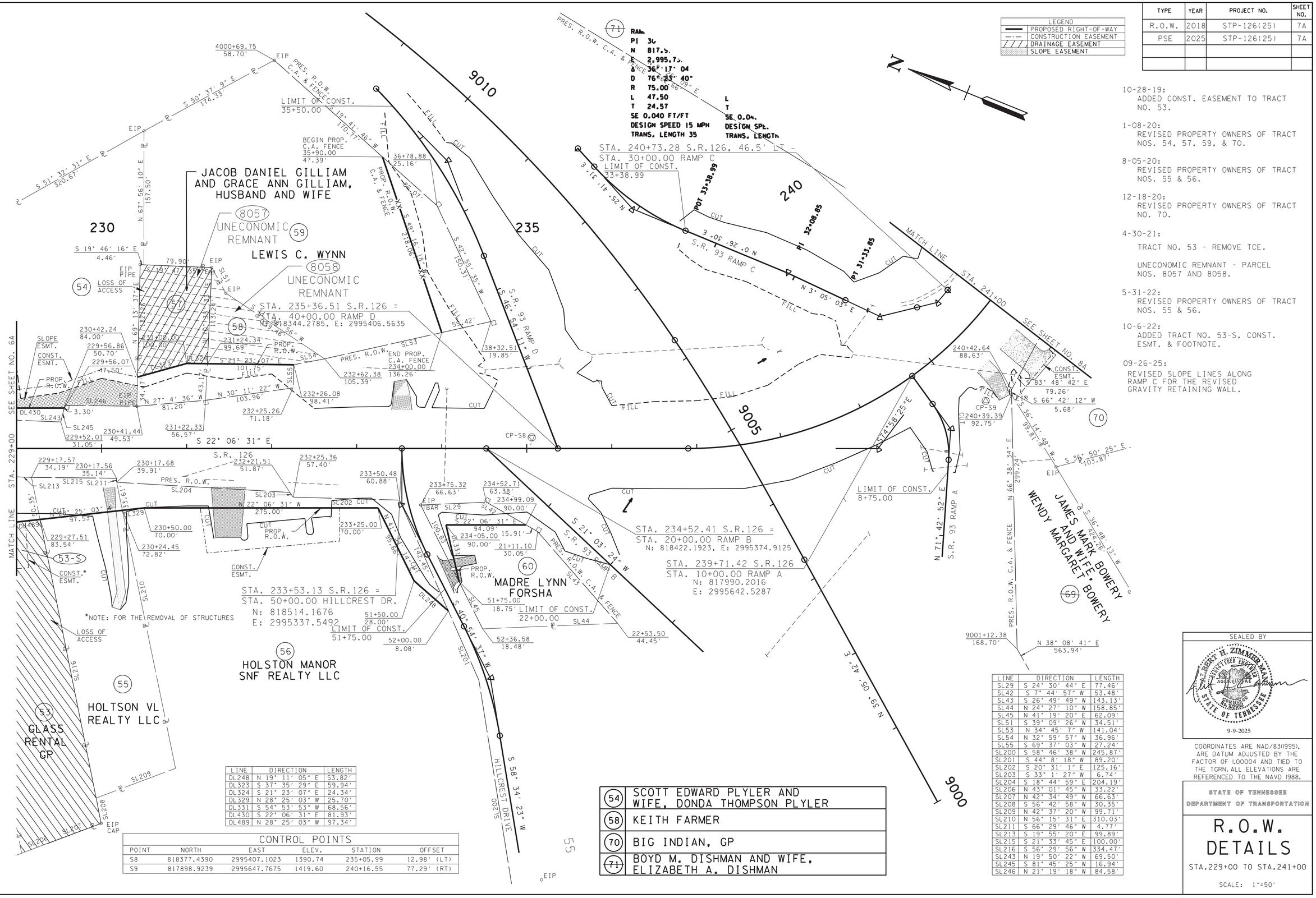
TRACT NO. 53 - REMOVE TCE.

UNECONOMIC REMNANT - PARCEL NOS. 8057 AND 8058.

5-31-22:
REVISED PROPERTY OWNERS OF TRACT NOS. 55 & 56.

10-6-22:
ADDED TRACT NO. 53-S, CONST. ESMT. & FOOTNOTE.

09-26-25:
REVISED SLOPE LINES ALONG RAMP C FOR THE REVISED GRAVITY RETAINING WALL.




| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S8 | 818377.4390 | 2995407.1023 | 1390.74 | 235+05.99 | 12.98' (LT) |
| S9 | 817898.9239 | 2995647.7675 | 1419.60 | 240+16.55 | 77.29' (RT) |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL248 | N 19° 11' 05" E | 53.82' |
| DL323 | S 37° 35' 29" E | 59.94' |
| DL324 | S 21° 23' 07" E | 24.34' |
| DL329 | N 28° 25' 03" W | 25.70' |
| DL331 | S 54° 53' 53" W | 68.56' |
| DL430 | S 22° 06' 31" E | 81.93' |
| DL489 | N 28° 25' 03" W | 97.34' |

| | |
|---|---|
| 54 | SCOTT EDWARD PLYLER AND WIFE, DONDA THOMPSON PLYLER |
| 58 | KEITH FARMER |
| 70 | BIG INDIAN, GP |
| 71 | BOYD M. DISHMAN AND WIFE, ELIZABETH A. DISHMAN |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL29 | S 24° 30' 44" E | 77.46' |
| SL42 | S 7° 44' 57" W | 53.48' |
| SL43 | S 26° 49' 49" W | 143.13' |
| SL44 | N 24° 27' 10" W | 158.85' |
| SL45 | N 41° 19' 20" E | 62.09' |
| SL51 | S 39° 09' 26" W | 34.51' |
| SL53 | N 34° 45' 7" W | 141.04' |
| SL54 | N 32° 59' 57" W | 36.96' |
| SL55 | S 69° 37' 03" W | 27.24' |
| SL200 | S 58° 46' 38" W | 245.87' |
| SL201 | S 44° 8' 18" W | 89.20' |
| SL202 | S 20° 31' 1" E | 125.16' |
| SL203 | S 33° 1' 27" W | 6.74' |
| SL204 | S 18° 44' 59" E | 204.19' |
| SL206 | N 43° 01' 45" W | 33.22' |
| SL207 | N 42° 34' 49" W | 66.63' |
| SL208 | S 56° 42' 58" W | 30.35' |
| SL209 | N 42° 37' 20" W | 99.71' |
| SL210 | N 56° 15' 31" E | 310.03' |
| SL211 | S 66° 29' 46" W | 4.77' |
| SL213 | S 19° 55' 20" E | 99.89' |
| SL215 | S 21° 33' 45" E | 100.00' |
| SL216 | S 56° 29' 56" W | 334.47' |
| SL243 | N 19° 50' 22" W | 69.50' |
| SL245 | S 81° 45' 25" W | 16.94' |
| SL246 | N 21° 19' 18" W | 84.58' |

SEALED BY

ROBERT H. ZIMMERMAN, REGISTERED ENGINEER, AGRICULTURE, COMMISSION NO. 119, STATE OF TENNESSEE

9-9-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA.229+00 TO STA.241+00

SCALE: 1"=50'

9/28/2025 8:08:43 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-FinalPS&EPackage-LettingRev-09-09-25\007A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 7B |
| | | | |
| PSE | 2025 | STP-126(25) | 7B |
| | | | |

09-26-25:
REVISED GRAVITY WALL, SLOPE LINES & 2'T DITCH ALONG RAMP C.

CONTRACTOR NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-02, STR-03 OR WTL-03b AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

SR 93
CURVE DSCS1
PI 9015+25.11
N 818,957.6785
E 2,996,151.1692
Δs 65° 17′ 00″ (LT)
θs 5° 15′ 00″
Δc 54° 47′ 00″ (LT)
Dc 3° 30′ 00″
Rc 1,637.02
Lc 1,565.24
Ts 1,200.02
Ls 300.00

RAMP D
CURVE DC291
PI 36+41.15
N 818,591.7689
E 2,995,671.0667
Δ 23° 33′ 56″ (RT)
D 10° 00′ 00″
R 572.96
L 235.65
T 119.52
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

(140 #14) GT. EL. 1420.20
OUT.EL. 1411.50

(142 #43) GT. EL. 1413.40
OUT.EL. 1409.07

(143 #12) GT. EL. 1414.68
IN. EL. 1408.78
IN. EL. 1408.78
OUT.EL. 1404.17

(144 EW) INV. 1402.72
245+14.78
75.33'LT

SR 126
CURVE DC103
PI 239+13.26
N 817,995.2274
E 2,995,548.3591
Δ 52° 51′ 55″ (LT)
D 12° 45′ 00″
R 449.38
L 414.63
T 223.39
SE 0.038 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 172.50

GUARDRAIL NOTE:
RT.STA.36+63.07 TO 36+68.13,
CONST. SPECIAL CASE GUARDRAIL FOOTING (60″x 60″x 8″) TO AVOID 20″ WATERLINE.
SEE STANDARD DRAWING (S-GRS-3).

SEE GUARDRAIL NOTE (THIS SHEET)

STA. 235+36.51 S.R.126 = STA. 40+00.00 RAMP D
N: 818344.2785, E: 2995406.5635

STA. 240+73.28 S.R.126, 46.5' LT = STA. 30+00.00 RAMP C

STA. 234+52.41 S.R.126 = STA. 20+00.00 RAMP B
N: 818422.1923, E: 2995374.9125

STA. 239+71.42 S.R.126 = STA. 10+00.00 RAMP A
N: 817990.2016
E: 2995642.5287

STA. 233+53.13 S.R.126 = STA. 50+00.00 HILLCREST DR.
N: 818514.1676
E: 2995337.5492

HILLCREST DRIVE
CURVE DC382
PI 52+92.88
N 818,316.0066
E 2,995,126.2281
Δ 17° 39′ 47″ (RT)
D 13° 00′ 00″
R 440.74
L 135.87
T 68.48

HILLCREST DRIVE
CURVE DC581
PI 50+65.97
N 818,389.3374
E 2,995,276.4263
Δ 26° 58′ 52″ (LT)
D 20° 50′ 05″
R 275.00
L 129.50
T 65.97
SE SEE CROSS SECTIONS

RAMP A
CURVE DC271
PI 9+25.78
N 817,924.7701
E 2,995,601.6529
Δ 39° 43′ 16″ (LT)
D 57° 00′ 00″
R 100.52
L 69.69
T 36.31
SE SEE CROSS SECTIONS

(119 #12) GT. EL. 1372.45
OUT.EL. 1368.57

(123 #12) GT. EL. 1383.51
OUT.EL. 1379.63

(120 #12) GT. EL. 1375.28
IN. EL. 1371.80
OUT.EL. 1373.22

(121 #12) GT. EL. 1371.40
IN. EL. 1375.76

(124 EW) INV. 1379.30
233+94.00
71.00'LT

(127 EW) 235+75.00
78.50'LT
INV. 1386.84

(128 #12) GT. EL. 1393.88
IN. EL. 1388.98
OUT.EL. 1388.02

(130 #12) GT. EL. 1399.23
IN. EL. 1395.35
OUT.EL. 1390.48

(125 #12) GT. EL. 1384.67
IN. EL. 1380.90
IN. EL. 1379.90
OUT.EL. 1379.84

(126 EW) INV. 1381.16
254+03.29
50.98'RT

(131 #45) GT. EL. 1401.52
OUT.EL. 1396.27

(132 #41) GT. EL. 1407.69
OUT.EL. 1403.95

(133 #26) GT. EL. 1417.73
IN. EL. 1413.68
OUT.EL. 1411.98

(134 #MH) GT. EL. 1418.45
IN. EL. 1411.70
IN. EL. 1407.61
OUT.EL. 1407.17

(135 EW) INV. 1417.44
240+64.98
77.55'RT

(136 #12) GT. EL. 1383.87
OUT.EL. 1380.13

(137 EW) INV. 1386.56
235+00.00
64.03'RT

(138 #12) GT. EL. 1392.71
IN. EL. 1387.36
OUT.EL. 1387.19

(139 #42) GT. EL. 1391.55
OUT.EL. 1387.50

(146 #12) GT. EL. 1419.01
OUT.EL. 1414.68

(36 #12) GT. EL. 1392.52
OUT.EL. 1392.52

(140 #14) GT. EL. 1420.20
OUT.EL. 1411.50

(142 #43) GT. EL. 1413.40
OUT.EL. 1409.07

(143 #12) GT. EL. 1414.68
IN. EL. 1408.78
IN. EL. 1408.78
OUT.EL. 1404.17

(144 EW) INV. 1402.72
245+14.78
75.33'LT

4300 [2516]
3900 [2733]
2040 DHV
PM [AM]
1757 [1654]
2661 [2321]
2563 [1528]
2391 [2206]
S.R. 93
S.R. 126

SEE SHEET NO. 6B
SEE SHEET NO. 8B
MATCH LINE STA. 229+00
MATCH LINE STA. 241+00
BEGIN GRAVITY RETAINING WALL 31+33.85
END GRAVITY RETAINING WALL 33+38.99
LIMIT OF CONST. 33+38.98
LIMIT OF CONST. 35+50.00
PC 35+21.63
PT 37+57.28
PC 236+89.87
PT 31+31.85
PI 32+08.85
PI 33+38.99
POT 35+06.88
POT 33+38.99
TS 9003+25.08
PC 9+24.40
PT 53+60.27
S 22° 06′ 31″ E
S.R. 126
S 46° 54′ 29″ W
S.R. 93 RAMP D
N 25° 41′ 31″ E
N.B. S.R. 93
S.B. S.R. 93
N 3° 05′ 03″ W
S.R. 93 RAMP C
S 21° 03′ 21″ W
S.R. 93 RAMP B
N 71° 42′ 52″ E
S.R. 93 RAMP A
S 30° 50′ 37″ W
HILLCREST DRIVE
S 58° 34′ 23″ W
N 39° 12′ 50″ E
9010
9005
9000
235
240
230
55
S 32° 08′ 08″ W
N 32° 08′ 08″ E
18′ OF 24″RCP
13′ OF 24″RCP
127′R
14′ OF 18″RCP
82′ OF 60″RCP
88′ OF 60″CMP
202′ OF 64″CMP
193′ OF 60″RCP
16′ RCP
38′ 16″RCP
54″CONC.PVD. EW CHANNEL
STA. 240+39.00
20′ BUS. ENT.
STA. 233+53.00
24′ BUS. ENT.
STA. 231+48.91
40′ BUS. ENT.
STA. 240+78.50
30′ BUS. ENT.
LIMIT OF CONST. 0+80.00
LIMIT OF CONST. 1+05.00
LIMIT OF CONST. 1+90.00
LIMIT OF CONST. 0+90.00
LIMIT OF CONST. 1+00.00
LIMIT OF CONST. 8+75.00
LIMIT OF CONST. 0+50.00
LIMIT OF CONST. 22+00.00
LIMIT OF CONST. 0+25.00
LIMIT OF CONST. 51+75.00
STA. 230+08.62
14′ FLD. ENT.
STA. 51+46.10
10′ PVT. ENT.
STA. 51+61.74
14′ PVT. ENT.
IN. EL. 1401.88
BEGIN TRANSITION RT.& LT. STA.51+25.00
BEGIN TRANSITION RT.& LT. STA.51+75.00
BEGIN TRANSITION RT.& LT. STA.II+10.53
END TRANSITION RT.& LT.STA.II+24.02
END TAPER LT.STA.233+38.00
BEGIN TAPER RT.STA.232+50.00
BEGIN STRIPING TAPER RT.STA.236+30.00
END STRIPING TAPER LT.STA.236+30.00
BEGIN TRANSITION RT.STA.235+78.98
END TRANSITION LT.STA.236+78.98
PERP.CURB RAMPS STD.DRAWING CR-10
PED.REFUGE STD DRAWING CR-51
PED.REFUGE STD DRAWING CR-50
MONO-DI.CURB RAMPS STD.DRAWING CR-40
PERM. IMPACT ATTENUATOR NCHRP350 TL-3
SIGNAL POLE A
SIGNAL POLE B
PED. POLE C
PED. POLE D
PED. POLE E
PED. POLE F
PED. POLE G
PED. POLE PB
STR-02
STR-03
WWC-03
WTL-03b
FLUME
CONC.PVD.CHANNEL
PVD. CONC. CHANNEL
49′ CONC. PVD. CHANNEL
29′ CONC. PVD. CHANNEL
66′ CONC.PVD.CHANNEL
46′ CONC.PVD.CHANNEL
48.5′ OF 18″RCP
FILL
CUT
2′ T
4′ T

SEALED BY




9-26-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

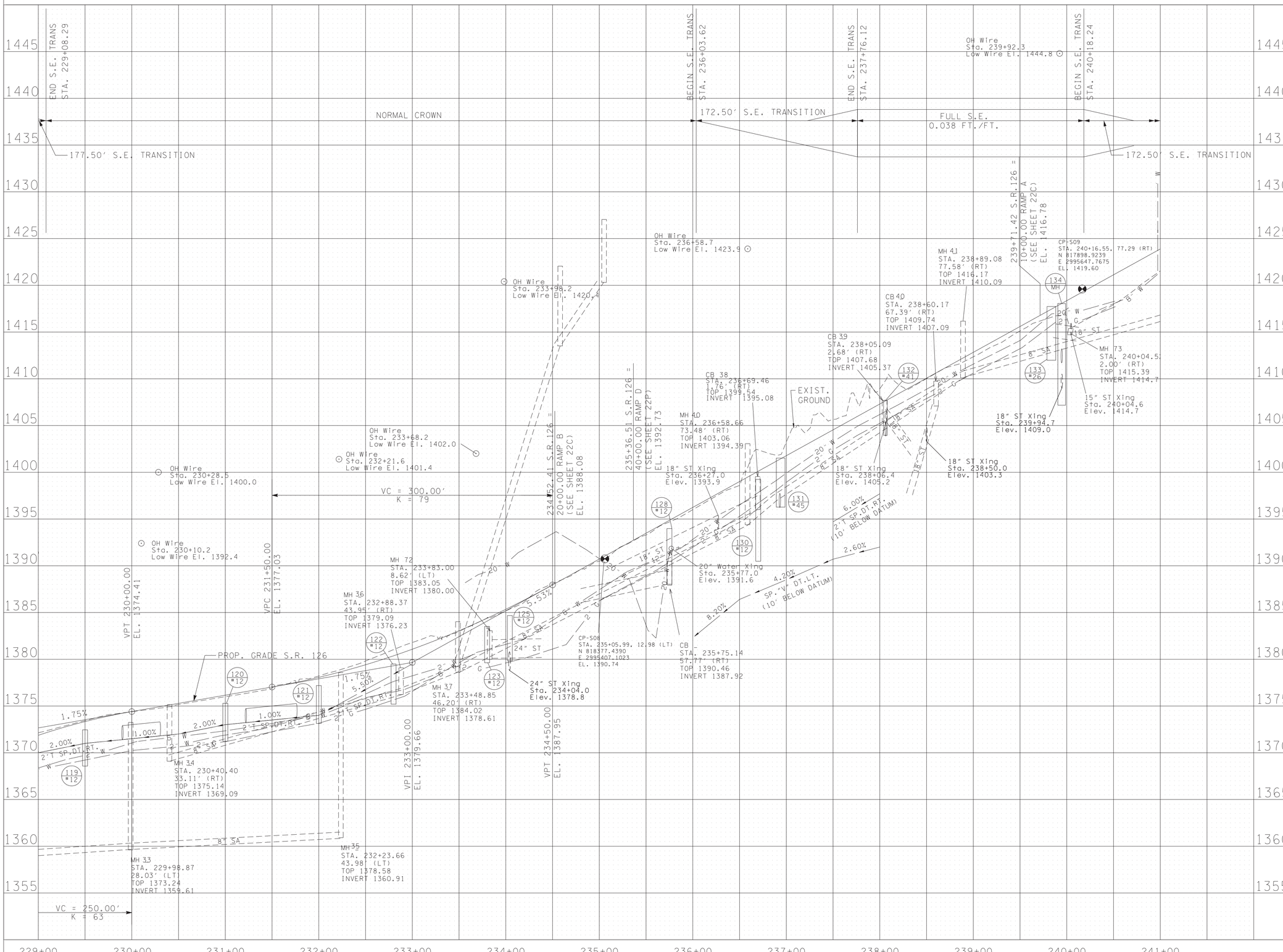
# PROPOSED LAYOUT

STA.229+00 TO STA.241+00

SCALE: 1"=50'

9/28/2025 8:27:38 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\05467.03 PS&E Submittal\05467-03-FinalPS&EPackage-LettingRev-09-09-25\007B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 7C |
| PSE | 2025 | STP-126(25) | 7C |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.229+00 TO STA.241+00

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

7/17/2025 7:40:16 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\007C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 8 |
| | | | |
| PSE | 2025 | STP-126(25) | 8 |
| | | | |

| | |
|---|---|
| 76 | DICKIE L. SLACK AND WIFE, L. CHERIE PORTER, AND THELMA G. PORTER |
| 82 | GUY ELLISON AND WIFE, SANDRA R. ELLISON |
| 91 | SHIRLEY SUE MCCLOUD |
| 93 | WILLIAM CHRISTIAN AND WIFE, PATSY CHRISTIAN |
| 95 | JAMES H. HURD AND WIFE, SHARON R. HURD |
| 101 | JASON LYNN BAINES AND VICTORIA BAINES |
| 102 | JENNIFER FORD HUNTER, CATHERINE FORD KILGORE AND WILLIAM ROBERT FORD, JR. |

HEATHER LN.
CURVE DC731
PI 48+21.35
N 817,904.6843
E 2,996,500.6364
Δ 24° 03' 38" (LT)
D 38° 11' 50"
R 150.00
L 62.99
T 31.97
SE SEE CROSS SECTIONS

HEATHER LN.
CURVE DC732
PI 49+13.23
N 817,823.6092
E 2,996,545.8369
Δ 44° 09' 59" (RT)
D 38° 11' 50"
R 150.00
L 115.63
T 60.86
SE SEE CROSS SECTIONS

N

SEE SHEET NO. 7

SEE SHEET NO. 9

BOYD M. DISHMAN AND WIFE, ELIZABETH A. DISHMAN

THELMA G. PORTER &/OR DONNA CHERIE PORTER

245

THE CITY OF KINGSPORT

MARY M. THOMPSON

EUGENE A. SAGASTA AND WIFE, MORGAN A. SAGASTA

AUDREY T. SMITH

PREDA J. ELEANOR

R&L PROPERTIES, LLC

WELCIA A. JONES

FRED MARTIN LEMMONS, JR.

DONNA F. MCCLURE

ALICE MEADE ALEXANDER

HAWTHORNE STREET

BUSBEE STREET

HEATHER LANE

STRATFORD ROAD

SOUTH HAWTHORNE STREET

KITE ST.

MILTON CT.

SR 126

STA. 241+00

STA. 254+00

MATCH LINE

PC 50+58.56

PT 49+68.00

PC 50+76.23

PT 51+44.87

PC 52+29.43

PT 53+89.35

BEGIN WTL-04a IMPACT STA. 250+34.61

BEGIN WTL-04b IMPACT STA. 250+00.26

END WTL-04a IMPACT STA. 250+27.15

END WTL-04b IMPACT STA.249+67.76

END STR-02 IMPACT STA. 244+13.88

STA. 242+36.48 S.R. 126= STA. 50+00.00 STRATFORD RD.

STA. 248+86.97 S.R. 126= STA. 50+00.00 HEATHER LN./ MILTON CT.

GARY C. ANDES

GUY THOMAS GRILLS, TONY ALLEN GRILLS, & DAVID TIMOTHY GRILLS

GLORIA J CARR AND HUSBAND, CLYDE W CARR

WALNUT HILLS HOMEOWNERS ASSOC. OF KINGSPORT

PHILLIP D. & LINDA M. CHRISTIAN

DAVID L. ROSE

BERT VINSON & PEGGY SUE MATHENY

67' OF 12" RCP "TO BE REMOVED"

40' OF 24" RCP "TO BE REMOVED"

7' OF (2) 24" CMP "TO BE REMOVED"

68' OF (2) 24" RCP "TO BE REMOVED"

172' OF 24" CMP "TO BE REMOVED"

110' OF 24" RCP "TO BE REMOVED"

20' OF 24" RCP "TO BE REMOVED"

14' OF 24" RCP "TO BE REMOVED"

130' OF 48" STORM CMP "TO REMAIN"

116' OF 48" STORM CMP "TO REMAIN"

205' OF 18" RCP STORM SEWER "TO BE REMOVED"

*NOTE: FOR THE REMOVAL OF STRUCTURES SEE SHEET "STR-02 NOTE: THIS SHEET BELOW

| LEGEND | WETLAND IMPACTS (WTL-03a) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.000 AC. |
| | VOLUME OF PERMANENT IMPACT = 0.0 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

| LEGEND | WETLAND IMPACTS (WTL-04a) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.001 AC. |
| | VOLUME OF PERMANENT IMPACT = 6 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

| LEGEND | WETLAND IMPACTS (WTL-04b ) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.011 AC. |
| | VOLUME OF PERMANENT IMPACT = 52 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

STR-02 NOTE:
STR-02 SOURCE TO BE VERIFIED BY REGION 1 ECOLOGY STAFF IN THE LOCATION OF THE DEMOLISHED CONCRETE BLOCK BUILDING AROUND STA. 253+60

STRATFORD ROAD
CURVE DC306
PI 50+84.94
N 817,821.0563
E 2,995,869.5598
Δ 15° 01' 36" (RT)
D 28° 38' 52"
R 200.00
L 52.45
T 26.38
SE SEE CROSS SECTIONS

SR 126
CURVE DC70001
PI 256+52.09
N 817,536.0775
E 2,997,258.7943
Δ 63° 44' 36" (LT)
D 9° 30' 00"
R 603.11
L 670.98
T 374.99
SE 0.037 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 167.50

MILTON CT. (PVT.)
CURVE DC733
PI 51+09.35
N 817,628.3179
E 2,996,493.4128
Δ 18° 48' 10" (RT)
D 28° 38' 52"
R 200.00
L 65.63
T 33.11
SE SEE CROSS SECTIONS

KITE ST.
CURVE DC817
PI 53+24.70
N 817,307.9608
E 2,996,978.6955
Δ 13° 38' 30" (RT)
D 10° 30' 00"
R 545.67
L 129.92
T 65.27
SE SEE CROSS SECTIONS

| | |
|---|---|
| 70 | BIG INDIAN, GP |
| 78 | 81 BERYL RENTALS |
| 84A | MARY M. THOMPSON |
| 85 | STEVEN KELLY BLEDSOE AND GINE LEANN BLEDSOE |
| 86 | WILLIAM MCKINLEY CHRISTIAN AND WIFE, JO ANN CHRISTIAN |
| 90 | ROY ROSENBLOOM |
| 96 | RODNEY HURD D/B/A HURD PROPERTIES |
| 98 | RODNEY HURD |
| 100 | ROBERTA LOIS BISHOP AND JOSEPH ALLEN BISHOP |
| 325 | JAMES P. HAYES III |
| 356 | WALNUT HILLS HOMEOWNERS ASSOC. OF KINGSPORT |

SEALED BY

BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 7:40:26 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\008.sht

| | |
|---|---|
| (76) DICKIE L. SLACK AND WIFE, L. CHERIE PORTER, AND THELMA G. PORTER | (95) JAMES H. HURD AND WIFE, SHARON R. HURD |
| (82) GUY ELLISON AND WIFE, SANDRA R. ELLISON | (101) JASON LYNN BAINES AND VICTORIA BAINES |
| (91) SHIRLEY SUE MCCLOUD | (102) JENNIFER FORD HUNTER, CATHERINE FORD KILGORE AND WILLIAM ROBERT FORD, JR. |
| (93) WILLIAM CHRISTIAN AND WIFE, PATSY CHRISTIAN | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 8A |
| PSE | 2025 | STP-126(25) | 8A |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS ON TRACT NOS. 82, 101, & 324.

ADDED STRIKETHROUGH TO TRACT NOS. 73, 76, 80, 87, & 88.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 70, 76, 90, 96, 98, 102, & 325.

REVISED PROPERTY LINES FOR TRACT NOS. 76 & 80 AND COMBINED TRACT NO. 79 INTO TRACT NO. 76.

ADDED ENTRANCE LT. STA. 246+00.00 FOR TRACT NO. 76.

8-05-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 74 & 75.

12-18-20:
REVISED PROPERTY OWNERS OF TRACT NO. 70.

4-30-21:
TRACT NO. 324 - REMOVED PRIVATE DRIVE.

UNECONOMIC REMNANT TRACT NO. 8086 AND 8324.

5-31-22:
REMOVED PARKING AREA & LOSS OF ACCESS PATTERN OF TRACT 320.

REVISED PERM. DRAINAGE EASEMENT OF TRACT 320.

10-6-22:
ADDED TRACT NO. 321-S, CONST. ESMT. & FOOTNOTE.

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL167 | N 24° 07' 33" W | 3.54' |
| DL168 | N 81° 08' 09" W | 55.90' |
| DL169 | N 30° 08' 27" W | 22.17' |
| DL170 | N 74° 58' 25" W | 66.55' |
| DL173 | N 71° 25' 47" W | 106.13' |
| DL255 | N 70° 57' 22" W | 71.17' |
| DL256 | N 11° 01' 26" E | 32.35' |
| DL260 | N 0° 07' 44" E | 28.65' |
| DL261 | N 65° 18' 0.5" E | 34.38' |
| DL263 | N 13° 51' 46" E | 120.64' |
| DL266 | S 37° 9' 50" W | 122.52' |
| DL436 | S 74° 58' 25" E | 18.15' |
| DL493 | N 61° 23' 17" W | 49.18' |
| DL494 | N 79° 33' 53" W | 88.99' |
| DL495 | N 79° 33' 53" W | 29.77' |
| DL1587 | S 86° 06' 24" W | 7.56' |
| DL1588 | N 33° 28' 38" W | 34.71' |
| DL1589 | N 80° 52' 16" E | 43.99' |
| DL1591 | S 86° 06' 24" W | 72.78' |
| DL1932 | N 15° 18' 33" W | 29.70' |
| DL1933 | S 17° 16' 02" E | 31.82' |
| DL1934 | N 79° 56' 37" W | 23.09' |
| DL1940 | N 74° 58' 25" W | 54.06' |
| DL1941 | S 15° 01' 35" W | 18.20' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| DC434 | 548.11 L | 31.08' |
| DC437 | 548.11 L | 49.43' |
| DC438 | 548.11 L | 47.94' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL94 | S 58° 38' 27" E | 50.22' |
| SL98 | S 65° 37' 39" E | 49.95' |
| SL101 | N 55° 40' 27" W | 50.29' |
| SL230 | N 20° 2' 50" E | 4.74' |
| SL232 | S 80° 33' 17" E | 37.02' |
| SL252 | S 80° 32' 15" E | 28.02' |
| SL255 | S 80° 29' 57" E | 28.75' |
| SL309 | N 66° 56' 30" W | 38.32' |
| SL313 | S 05° 44' 14" E | 95.45' |
| SL316 | N 87° 07' 50" E | 148.55' |
| SL329 | S 34° 38' 09" E | 91.88' |
| SL330 | S 3° 58' 27" E | 27.13' |
| SL334 | N 9° 26' 09" E | 562.66' |
| SL344 | S 27° 27' 45" W | 196.69' |
| SL349 | N 5° 43' 54" E | 27.52' |
| SL436 | S 80° 2' 10" E | 126.12' |
| SL438 | S 24° 25' 17" W | 40.14' |
| SL440 | N 32° 23' 25" E | 171.39' |
| SL441 | S 2° 41' 20" W | 42.87' |
| SL443 | N 82° 38' 58" W | 80.68' |
| SL445 | N 84° 24' 22" E | 69.29' |
| SL446 | S 3° 16' 40" E | 37.71' |
| SL447 | S 15° 37' 54" W | 195.53' |
| SL448 | N 85° 16' 59" W | 77.37' |
| SL449 | N 8° 07' 12" W | 80.45' |
| SL450 | N 17° 19' 32" E | 96.29' |
| SL451 | N 47° 39' 34" W | 66.21' |
| SL452 | S 17° 16' 29" W | 244.03' |
| SL453 | S 66° 29' 01" E | 74.37' |
| SL454 | S 24° 07' 33" W | 148.39' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL455 | N 2° 11' 0" W | 40.42' |
| SL456 | N 84° 14' 41" E | 40.04' |
| SL458 | S 88° 44' 55" W | 55.26' |
| SL459 | N 79° 6' 4" W | 46.17' |
| SL460 | S 16° 36' 46" W | 80.71' |
| SL461 | S 16° 54' 35" W | 59.52' |
| SL462 | S 64° 0' 59" E | 4.70' |
| SL466 | S 71° 06' 24" E | 13.33' |
| SL467 | S 14° 15' 22" W | 63.70' |
| SL468 | N 22° 51' 45" E | 42.68' |
| SL469 | N 62° 30' 5" W | 46.62' |
| SL470 | S 30° 28' 29" W | 33.73' |
| SL471 | S 54° 15' 30" E | 55.44' |
| SL472 | S 53° 34' 16" E | 62.11' |
| SL473 | S 65° 3' 50" E | 73.32' |
| SL474 | S 18° 8' 26" W | 49.28' |
| SL475 | N 62° 35' 13" W | 157.98' |
| SL476 | S 71° 52' 03" E | 49.49' |
| SL477 | S 19° 50' 6" W | 57.16' |
| SL478 | N 62° 31' 46" W | 48.44' |
| SL481 | S 87° 34' 46" E | 3.26' |
| SL665 | N 61° 46' 57" W | 45.83' |
| SL666 | S 58° 38' 21" W | 27.71' |
| SL667 | S 89° 58' 43" W | 45.91' |
| SL668 | S 29° 25' 0" W | 122.29' |
| SL669 | S 83° 48' 42" E | 21.25' |
| SL695 | N 50° 23' 11" W | 49.38' |
| SL737 | N 68° 13' 59" W | 58.00' |
| SL746 | S 64° 00' 39" E | 98.75' |
| SL747 | S 64° 00' 39" E | 65.00' |
| SL748 | S 25° 23' 21" W | 117.95' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL749 | S 36° 23' 21" W | 32.00' |
| SL751 | N 25° 09' 12" E | 135.50' |
| SL755 | N 63° 30' 51" W | 161.78' |
| SL844 | S 16° 57' 00" W | 116.02' |
| SL845 | N 16° 57' 00" E | 47.57' |
| SL846 | S 22° 31' 18" W | 30.98' |
| SL847 | S 71° 20' 19" E | 18.00' |
| SL848 | S 18° 39' 41" W | 32.50' |
| SL849 | N 71° 20' 19" W | 100.85' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| SC68 | 268.01 R | 50.22' |
| SC69 | 268.01 R | 51.04' |
| SC70 | 509.10 R | 48.10' |
| SC76 | 602.54 L | 50.23' |
| SC77 | 602.54 L | 9.09' |
| SC78 | 632.69 L | 76.48' |
| SC90 | 562.46 L | 101.57' |
| SC91 | 585.21 R | 71.86' |
| SC92 | 585.21 R | 140.12' |
| SC93 | 544.58 R | 64.17' |
| SC94 | 574.73 R | 50.52' |
| SC96 | 330.10 L | 81.10' |
| SC98 | 514.22 L | 51.21' |
| SC6008 | 50.00 R | 63.67' |
| SC123 | 546.40 R | 51.85' |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S11 | 817887.3134 | 2996473.6684 | 1459.50 | 248+02.75 | 135.67' (LT) |
| S12 | 817603.9130 | 2996921.8404 | 1488.99 | 253+07.93 | 22.66' (RT) |

| | |
|---|---|
| (70) | BIG INDIAN, GP |
| (78) (81) | BERYL RENTALS |
| (84A) | MARY M. THOMPSON |
| (85) | STEVEN KELLY BLEDSOE AND GINE LEANN BLEDSOE |
| (86) | WILLIAM MCKINLEY CHRISTIAN AND WIFE, JO ANN CHRISTIAN |
| (90) | ROY ROSENBLOOM |
| (96) | RODNEY HURD D/B/A HURD PROPERTIES |
| (98) | RODNEY HURD |
| (100) | ROBERTA LOIS BISHOP AND JOSEPH ALLEN BISHOP |
| (325) | JAMES P. HAYES III |
| (356) | WALNUT HILLS HOMEOWNERS ASSOC. OF KINGSPORT |

| LEGEND | |
|---|---|
| | PROPOSED RIGHT-OF-WAY |
| | CONSTRUCTION EASEMENT |
| | DRAINAGE EASEMENT |
| | SLOPE EASEMENT |

SEALED BY
ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 2:46:04 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\008A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 8B |
| | | | |
| PSE | 2025 | STP-126(25) | 8B |
| | | | |

(164A #43) GT. EL. 1457.63
IN. EL. 1448.76
OUT.EL. 1448.40

(165 EW) INV. 1446.90
247+44.89
79.53'LT

(167A EW) INV. 1445.50
247+16.19
58.82'LT

(168A EW) INV. 1470.15
250+97.34
55.66'LT

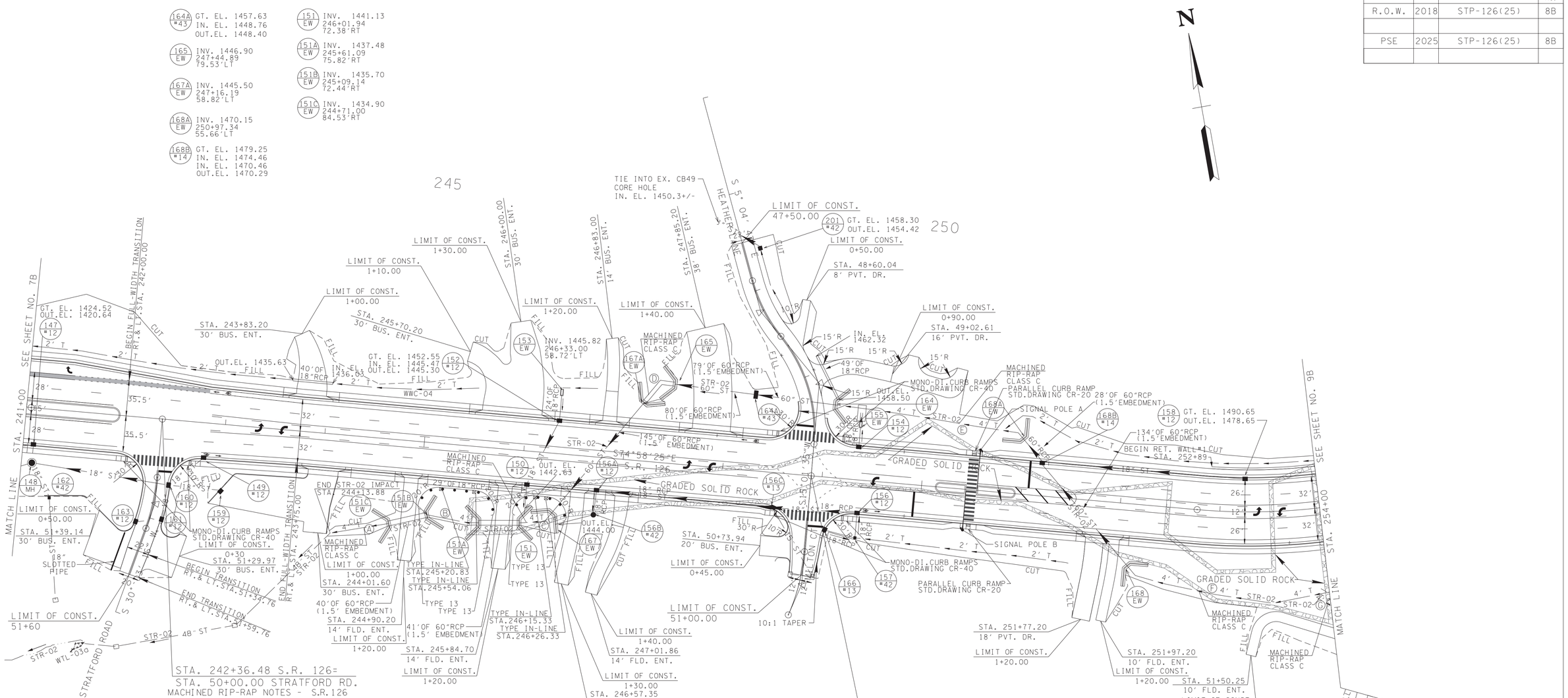
(168B #14) GT. EL. 1479.25
IN. EL. 1474.46
IN. EL. 1470.46
OUT.EL. 1470.29

(151 EW) INV. 1441.13
246+01.94
72.38'RT

(151A EW) INV. 1437.48
245+61.09
75.82'RT

(151B EW) INV. 1435.70
245+09.14
72.44'RT

(151C EW) INV. 1434.90
244+71.00
84.53'RT




MACHINED RIP-RAP NOTES - S.R.126

| CODE | STATIONS | LT/RT | CLASS | LENGTH | WIDTH | DEPTH | THICK. |
|---|---|---|---|---|---|---|---|
| (A) | 244+14 TO 244+71 | RT | C | 60'* | 4' | 2.5' | 3.5' |
| (B) | 245+09 TO 245+61 | RT | C | 52'* | 4' | 2.5' | 3.5' |
| (C) | 246+02 TO 246+33 | RT | C | 36'* | 4' | 2.5' | 3.5' |
| (D) | 247+16 TO 247+45 | LT | C | 40'* | 4' | 2.5' | 3.5' |
| (E) | 249+07 TO 250+97 | LT | C | 193'* | 4' | 2.5' | 3.5' |
| (F) | 252+12 TO 253+25 | RT | C | 201'* | 4' | 2.5' | 3.5' |
| (G) | 253+25 TO 254+02 | RT | C | 14'* | 4' | 1.5' | 3.5' |

* INCLUDES ENDWALL WINGS

(148 MH) TOP EL. 1424.99
IN. EL. 1420.51
IN. EL. 1420.51
IN. EL. 1420.51
OUT.EL. 1418.64

(149 #12) GT. EL. 1433.05
OUT.EL. 1427.30

(150 #12) GT. EL. 1451.05
IN. EL. 1444.26
OUT. EL. 1443.37

(154 #14) GT. EL. 1469.19
OUT.EL. 1464.81

(155 EW) INV. 1464.61
249+34.00
53.00'LT

(156 #12) GT. EL. 1469.41
IN .EL. 1460.78
OUT.EL. 1460.61

(156A #12) GT. EL. 1454.88
IN. EL. 1448.98
OUT.EL. 1448.81

(156B #12) GT. EL. 1452.06
IN.EL. 1448.18
OUT.EL. 1445.08

(156C #13) GT. EL. 1464.69
IN. EL. 1456.46
IN. EL. 1453.23
OUT.EL. 1452.00

(157 #42) GT. EL. 1465.78
IN. EL. 1462.03
OUT.EL. 1461.91

(159 #12) GT. EL. 1434.83
OUT.EL. 1427.50

(160 #12) GT. EL. 1430.53
IN. EL. 1426.11
IN. EL. 1426.11
IN. EL. 1423.91
OUT.EL. 1423.54

(161 #12) GT. EL. 1429.98
IN. EL. 1424.65
OUT.EL. 1424.48

(162 #42) GT. EL. 1425.90
IN. EL. 1421.51+
OUT.EL. 1421.19

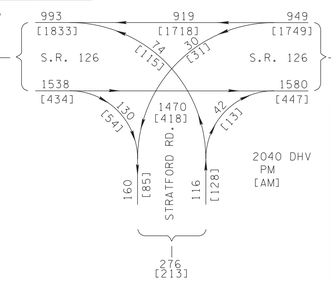
(163 #12) GT. EL. 1428.98
IN. EL. 1425.27
OUT.EL. 1425.10

(164 EW) INV. 1457.00
249+07.30
72.85'LT

(166 #13) GT. EL. 1467.84
OUT.EL. 1462.34

(167 EW) INV. 1442.50
246+33.09
59.85'RT

(168 EW) INV. 1474.83
252+12.43
61.96'RT




CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-02 EXCEPT AT PERMITTED LOCATIONS OR WTL-03a AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

PROPOSED RIP-RAP NOTE:

RIP-RAP SHALL BE PLACED SO AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIP-RAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIP-RAP SHALL BE FILLED WITH STREAM BED SUBSTRATE.IF AVAILABLE,TO PREVENT LOSS OF STREAM WITHIN RIP-RAP AREAS. STREAM BED SUBSTRATE CAN BE REMOVED FROM RIP-RAP EMBEDMENT AREA. IF STREAM BED SUBSTRATE IS NOT AVAILABLE, THE FOLLOWING SHOULD BE USED. PRIOR TO PLACEMENT OF RIP-RAP, IT SHOULD BE MIXED WITH A MIXTURE OF 70% CREEK GRAVEL AND 30% SAND TO FILL THE VOIDS. ONCE THE RIP-RAP MIXTURE HAS BEEN INSTALLED THE AREA SHOULD BE THOROUGHLY COMPACTED. ONCE COMPACTED AN ADDITIONAL 1-2 INCHES OF SAND AND CREEK GRAVEL SHALL BE ADDED TO FILL IN THE REMAINING VOIDS IF NEEDED. THE CONTRACTOR SHALL ENSURE THAT WATER WILL FLOW OVER THE RIP-RAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.

EMBEDDING OF STRUCTURES NOTE:

DURING CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, THE CONTRACTOR SHALL GATHER COURSE ALLUVIAM FROM PORTIONS OF THE STREAM CHANNEL THAT IS BEING EXCAVATED OR FILLED, AND STOCKPILE THE MATERIAL IN A NON-WETLAND/AQUATIC SITE. FOLLOWING THE INSTALLATION OF THE STRUCTURE, THE STOCKPILED ALLUVIAM SHALL BE BACK-FILLED WITHIN THE STRUCTURE TO SATISFY THE REQUIRED EMBEDMENT DEPTH AS DEPICTED IN THE PLANS. WHEN THESE MATERIALS ARE NOT PRESENT OR SUFFICIENT TO PROVIDE THE REQUIRED EMBEDMENT DEPTH, THE REMAINDER OF THE FILL FOR EMBEDMENT WILL BE COMPRISED OF MATERIALS THAT ARE APPROXIMATELY THE SAME SIZE AND COMPOSITION AS THE UPSTREAM AND DOWNSTREAM CHANNEL MATERIALS. THE STANDARD DRAWING FOR SUBSTRATE RESTORATION D-NSD-30 SHOULD BE USED.

SINGLE BARREL STRUCTURES NOTE:

"LOW FLOW" CHANNEL WITH SINGLE BARREL EMBEDDED STRUCTURE. THE STREAM AT THE INLET AND OUTLET OF PROPOSED EMBEDDED STREAM CONVEYANCE STRUCTURES SHALL BE RESTORED TO THE PRECONSTRUCTION STREAM CHANNEL CROSS-SECTION MATCHING THE CHANNEL BOTTOM WIDTH AND BANK HEIGHT AND WIDTH. THE RESTORED STREAM CHANNEL WILL BE CONSTRUCTED FROM THE EXCAVATED STREAM AND STREAM BANK MATERIALS, OR OTHER MATERIALS IF SPECIFIED, ONCE THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE IS COMPLETE. REFER TO THE "EMBEDDING OF STRUCTURES" NOTE FOR SPECIFICATIONS OF EXCAVATED STREAM MATERIALS TO BE USED, IF APPLICABLE. WHEN RECONSTRUCTING THE STREAM BANK, USE A COIR FIBER ROLL AT THE TOE OF THE BANK TO PROVIDE BANK STABILITY WHILE NATIVE VEGETATION ESTABLISHES. STANDARD DRAWING D-NSD-33 MUST BE USED FOR COIR FIBER ROLL INSTALLATION. STREAM BANK MATERIALS EXCAVATED DURING THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, OR OTHER MATERIALS IF SPECIFIED, SHOULD BE USED WHEN RECONSTRUCTING THE STREAM BANK ONCE THE STRUCTURE IS COMPLETE. NATIVE SEED MIXTURES AS SPECIFIED IN STANDARD DRAWING STD-17-20 SHALL BE PLANTED ONCE THE BANK CONSTRUCTION IS COMPLETE.

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSIONER
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

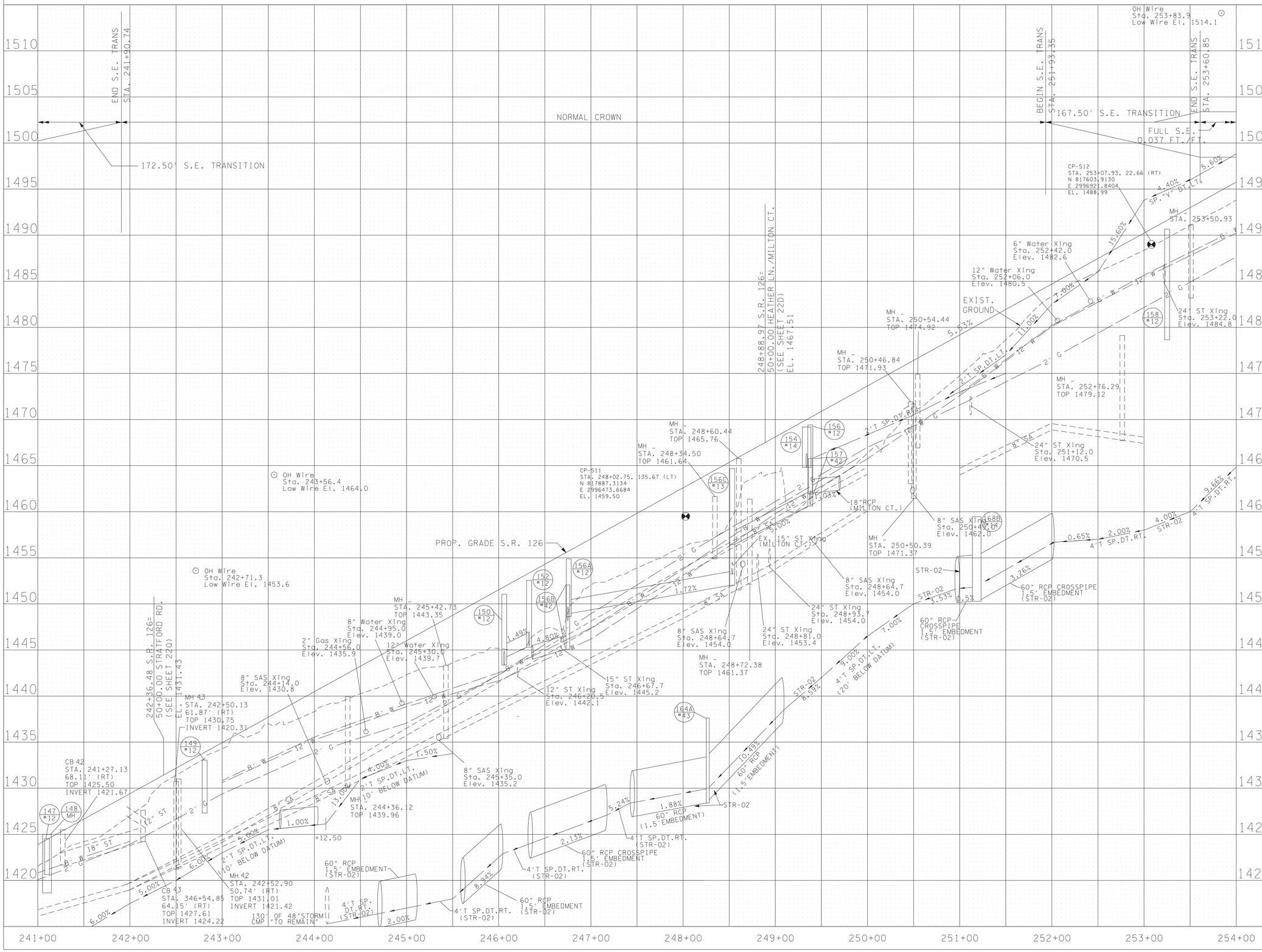
# PROPOSED LAYOUT

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 7:4:24 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\008b.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 8C |
| PSE | 2025 | STP-126(25) | 8C |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102000
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.241+00 TO STA.254+00

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

7/17/2025 7:41:30 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\008C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 9 |
| | | | |
| PSE | 2025 | STP-126(25) | 9 |
| | | | |

| | |
|---|---|
| 100 | ROBERTA LOIS & JOSEPH ALLEN BISHOP |
| 102 | JENNIFER FORD HUNTER, CATHERINE FORD KILGORE, AND WILLIAM ROBERT FORD, JR. |
| 103 | MARK K. GREGG AND WIFE, VICKI M. GREGG |
| 105 | WILLIAM J. JOHNSON IV AND LISA R. VANCE |
| ~~106~~ | AVENUE REAL ESTATE, LLC |
| ~~107~~ | G&K PROPERTIES, LLC |
| 110 | LARRY W. LAUGHLIN AND WIFE, MILA B. LAUGHLIN |
| 112 | B&R MCCLURE FAMILY LIMITED PARTNERSHIP |
| ~~113~~ | CHRISTINA RENEE BEAR |

| LEGEND | WETLAND IMPACTS (WTL-05) |
|---|---|
| | AREA OF PERMANENT IMPACT = 0.000 AC. |
| | VOLUME OF PERMANENT IMPACT = 0.0 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.0 AC. |
| | VOLUME OF TEMPORARY IMPACT = 0.0 C.Y. |

BEVERLY HILL ST.
CURVE DC70181
PI 49+14.47
N 818,009.9164
E 2,997,559.5295
Δ 23° 18' 08" (LT)
D 28° 38' 52"
R 200.00
L 81.34
T 41.24
SE SEE CROSS SECTIONS

STA. 261+20.82 S.R. 126=
STA. 50+00.00 BEVERLY HILL ST.

BEGIN STR-04 IMPACT STA. 263+67.39

END STR-04 IMPACT STA.262+81.60

STR-04 NOTE:
STR-04 SOURCE TO BE VERIFIED BY REGION 1 ECOLOGY STAFF NEAR STA. 263+67.39

KITE ST.
CURVE DC816
PI 51+01.93
N 817,511.1239
E 2,997,076.1943
Δ 27° 31' 21" (RT)
D 21° 00' 00"
R 272.84
L 131.06
T 66.82
SE 0.036 FT/FT
DESIGN SPEED 25 MPH
TRANS. LENGTH 97.5

SR 126
CURVE DC70001
PI 256+52.09
N 817,536.0775
E 2,997,258.7943
Δ 63° 44' 36" (LT)
D 9° 30' 00"
R 603.11
L 670.98
T 374.99
SE 0.037 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 167.50

SR 126
CURVE DC70002
PI 266+90.57
N 818,375.8210
E 2,997,996.0844
Δ 29° 15' 41" (RT)
D 3° 00' 00"
R 1,909.86
L 975.38
T 498.58
SE 0.024 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 130.83

| | |
|---|---|
| 118 | RODNEY HURD D/B/A HURD PROPERTIES |
| 119 | RODNEY HURD |
| 121 | MICHAEL E MCGUIRE AND WIFE, MARY ANN MCGUIRE |
| 122 | MICHAEL E MCGUIRE AND WIFE, MARY ANN MCGUIRE |
| 123 | MICHAEL EDWARD MCGUIRE |
| 324 | ROBERT VINSON & PEGGY SUE MATHENY |
| 341 | CAROLYN D. DAVIS |

SEALED BY
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REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
LICENSE NO. 120182
STATE OF TENNESSEE
7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 7:41:40 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\009.sht

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S13 | 817734.1119 | 2997404.6931 | 1515.78 | 258+15.65 | 6.70' (LT) |
| S14 | 818206.3429 | 2997862.2966 | 1552.61 | 264+74.55 | 9.69' (LT) |

| | |
|---|---|
| (100) | ROBERTA LOIS & JOSEPH ALLEN BISHOP |
| (102) | JENNIFER FORD HUNTER, CATHERINE FORD KILGORE, AND WILLIAM ROBERT FORD, JR. |
| (103) | MARK K. GREGG AND WIFE, VICKI M. GREGG |
| (105) | WILLIAM J. JOHNSON IV AND LISA R. VANCE |
| ~~(106)~~ | AVENUE REAL ESTATE, LLC |
| ~~(107)~~ | G&K PROPERTIES, LLC |
| (110) | LARRY W. LAUGHLIN AND WIFE, MILA B. LAUGHLIN |
| (112) | B&R MCCLURE FAMILY LIMITED PARTNERSHIP |
| ~~(113)~~ | CHRISTINA RENEE BEAR |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL62 | S 54° 27' 43" W | 42.79' |
| SL63 | S 53° 48' 51" W | 57.52' |
| SL64 | S 34° 6' 43" E | 89.39' |
| SL65 | S 53° 26' 2" W | 51.55' |
| SL66 | S 41° 19' 58" E | 49.72' |
| SL69 | N 51° 27' 36" E | 62.27' |
| SL70 | N 34° 12' 29" W | 133.86' |
| SL71 | S 58° 21' 13" W | 66.25' |
| SL72 | S 27° 45' 40" E | 9.13' |
| SL73 | N 51° 22' 0" E | 50.57' |
| SL75 | S 57° 31' 30" W | 49.35' |
| SL267 | N 22° 13' 42" W | 15.20' |
| SL269 | S 25° 10' 26" E | 10.57' |
| SL270 | S 60° 29' 37" W | 30.40' |
| SL271 | S 10° 32' 21" W | 2.52' |
| SL479 | S 18° 54' 33" W | 21.88' |
| SL480 | S 0° 38' 44" E | 32.41' |
| SL482 | N 64° 14' 22" W | 153.23' |
| SL494 | S 47° 34' 15" E | 40.89' |
| SL499 | S 67° 1' 35" E | 36.92' |
| SL500 | N 19° 1' 51" E | 19.31' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL501 | N 0° 37' 51" W | 40.07' |
| SL502 | N 83° 24' 13" E | 71.04' |
| SL503 | N 55° 47' 32" E | 12.50' |
| SL506 | N 51° 39' 10" E | 52.32' |
| SL507 | S 46° 34' 57" W | 50.29' |
| SL508 | S 46° 35' 7" W | 63.65' |
| SL510 | S 30° 1' 42" W | 26.01' |
| SL511 | S 47° 5' 19" W | 50.00' |
| SL513 | S 51° 43' 19" W | 75.04' |
| SL514 | S 52° 33' 45" W | 75.08' |
| SL632 | S 53° 32' 33" W | 42.07' |
| SL640 | N 32° 39' 46" W | 17.19' |
| SL644 | S 83° 38' 23" W | 46.24' |
| SL645 | N 47° 29' 45" W | 26.07' |
| SL649 | N 63° 5' 1" E | 33.62' |
| SL659 | S 27° 9' 55" E | 50.02' |
| SL663 | S 32° 56' 43" W | 36.28' |
| SL719 | N 26° 19' 58" W | 79.76' |
| SL727 | S 44° 30' 8" W | 99.95' |
| SL747 | S 64° 0' 39" E | 65.00' |
| SL748 | S 25° 23' 21" W | 117.95' |
| SL751 | N 25° 09' 12" E | 135.50' |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 9A |
| PSE | 2025 | STP-126(25) | 9A |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENTS ON TRACT NOS. 102, 103, 116, 324, & 341.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 102, 104, 116, 117, 121, 325, & 340.

4-30-21:
UNECONOMIC REMNANT TRACT NO. 8104.

TRACT NO. 104 - REMOVED PRIVATE ENTRANCE.

TRACT NO. 122 - REVISED ENTRANCE TIE-IN LOCATION.

5-31-22:
REVISED PROPERTY OWNERS OF TRACT NO. 340.

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL174 | S 28° 24' 26" W | 45.27' |
| DL177 | S 42° 24' 46" W | 59.41' |
| DL263 | N 13° 51' 46" E | 120.64' |
| DL267 | N 47° 40' 40" W | 9.30' |
| DL271 | S 42° 44' 5" E | 32.77' |
| DL351 | S 42° 50' 14" E | 43.07' |
| DL442 | N 68° 57' 12" E | 102.97' |
| DL448 | N 50° 35' 49" E | 67.48' |
| DL499 | N 47° 40' 40" W | 20.62' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| DC286 | 175.00 L | 38.45' |
| DC438 | 548.11 L | 47.94' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| SC71 | 502.72 R | 49.01' |
| SC73 | 502.72 R | 60.30' |
| SC74 | 502.72 R | 28.65' |
| SC97 | 173.09 R | 58.73' |
| SC98 | 574.22 L | 51.21' |
| SC99 | 100.77 R | 86.28' |
| SC100 | 578.98 L | 61.36' |
| SC101 | 205.87 L | 70.36' |
| SC121 | 404.36 R | 127.91' |
| SC122 | 411.38 R | 82.03' |
| SC128 | 502.72 R | 51.37' |
| SC133 | 473.95 L | 15.84' |
| SC134 | 125.36 L | 3.00' |
| SC135 | 578.98 L | 96.64' |

| | |
|---|---|
| (118) | RODNEY HURD D/B/A HURD PROPERTIES |
| (119) | RODNEY HURD |
| (121) | MICHAEL E MCGUIRE AND WIFE, MARY ANN MCGUIRE |
| (122) | MICHAEL E MCGUIRE AND WIFE, MARY ANN MCGUIRE |
| (123) | MICHAEL EDWARD MCGUIRE |
| (324) | ROBERT VINSON & PEGGY SUE MATHENY |
| (341) | CAROLYN D. DAVIS |

| LEGEND | |
|---|---|
| | PROPOSED RIGHT-OF-WAY |
| | CONSTRUCTION EASEMENT |
| //// | DRAINAGE EASEMENT |
| | SLOPE EASEMENT |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 7:41:45 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\009A.sht

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-02 EXCEPT AT PERMITTED LOCATIONS OR WTL-05 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

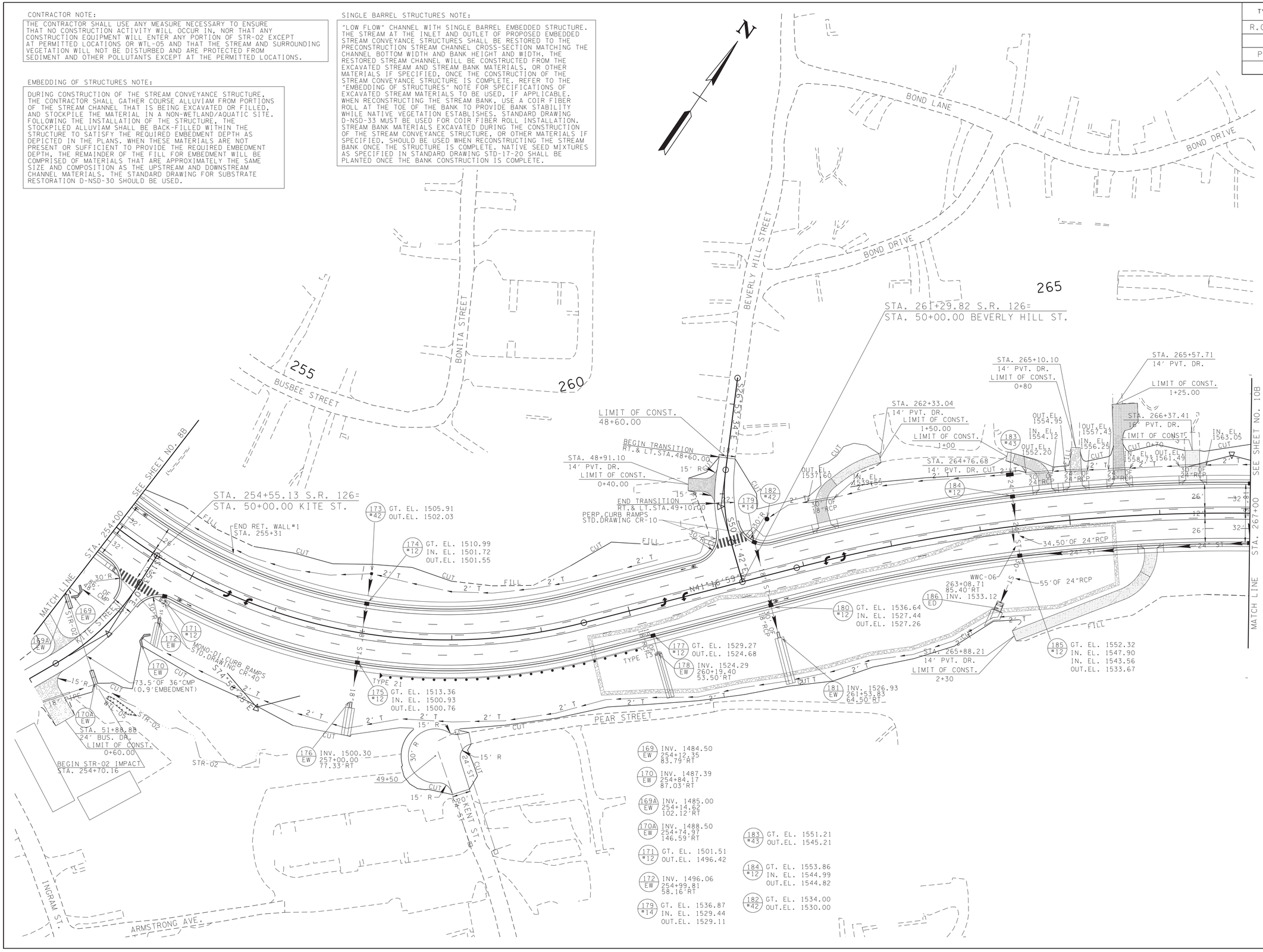
EMBEDDING OF STRUCTURES NOTE:

DURING CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, THE CONTRACTOR SHALL GATHER COURSE ALLUVIAM FROM PORTIONS OF THE STREAM CHANNEL THAT IS BEING EXCAVATED OR FILLED, AND STOCKPILE THE MATERIAL IN A NON-WETLAND/AQUATIC SITE. FOLLOWING THE INSTALLATION OF THE STRUCTURE, THE STOCKPILED ALLUVIAM SHALL BE BACK-FILLED WITHIN THE STRUCTURE TO SATISFY THE REQUIRED EMBEDMENT DEPTH AS DEPICTED IN THE PLANS. WHEN THESE MATERIALS ARE NOT PRESENT OR SUFFICIENT TO PROVIDE THE REQUIRED EMBEDMENT DEPTH, THE REMAINDER OF THE FILL FOR EMBEDMENT WILL BE COMPRISED OF MATERIALS THAT ARE APPROXIMATELY THE SAME SIZE AND COMPOSITION AS THE UPSTREAM AND DOWNSTREAM CHANNEL MATERIALS. THE STANDARD DRAWING FOR SUBSTRATE RESTORATION D-NSD-30 SHOULD BE USED.

SINGLE BARREL STRUCTURES NOTE:

"LOW FLOW" CHANNEL WITH SINGLE BARREL EMBEDDED STRUCTURE. THE STREAM AT THE INLET AND OUTLET OF PROPOSED EMBEDDED STREAM CONVEYANCE STRUCTURES SHALL BE RESTORED TO THE PRECONSTRUCTION STREAM CHANNEL CROSS-SECTION MATCHING THE CHANNEL BOTTOM WIDTH AND BANK HEIGHT AND WIDTH. THE RESTORED STREAM CHANNEL WILL BE CONSTRUCTED FROM THE EXCAVATED STREAM AND STREAM BANK MATERIALS, OR OTHER MATERIALS IF SPECIFIED. ONCE THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE IS COMPLETE. REFER TO THE "EMBEDDING OF STRUCTURES" NOTE FOR SPECIFICATIONS OF EXCAVATED STREAM MATERIALS TO BE USED, IF APPLICABLE. WHEN RECONSTRUCTING THE STREAM BANK, USE A COIR FIBER ROLL AT THE TOE OF THE BANK TO PROVIDE BANK STABILITY WHILE NATIVE VEGETATION ESTABLISHES. STANDARD DRAWING D-NSD-33 MUST BE USED FOR COIR FIBER ROLL INSTALLATION. STREAM BANK MATERIALS EXCAVATED DURING THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, OR OTHER MATERIALS IF SPECIFIED, SHOULD BE USED WHEN RECONSTRUCTING THE STREAM BANK ONCE THE STRUCTURE IS COMPLETE. NATIVE SEED MIXTURES AS SPECIFIED IN STANDARD DRAWING STD-17-20 SHALL BE PLANTED ONCE THE BANK CONSTRUCTION IS COMPLETE.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 9B |
| | | | |
| PSE | 2025 | STP-126(25) | 9B |
| | | | |

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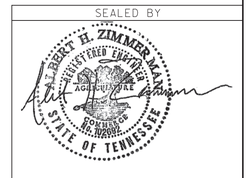


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPOSED LAYOUT

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 3:42:11 PM
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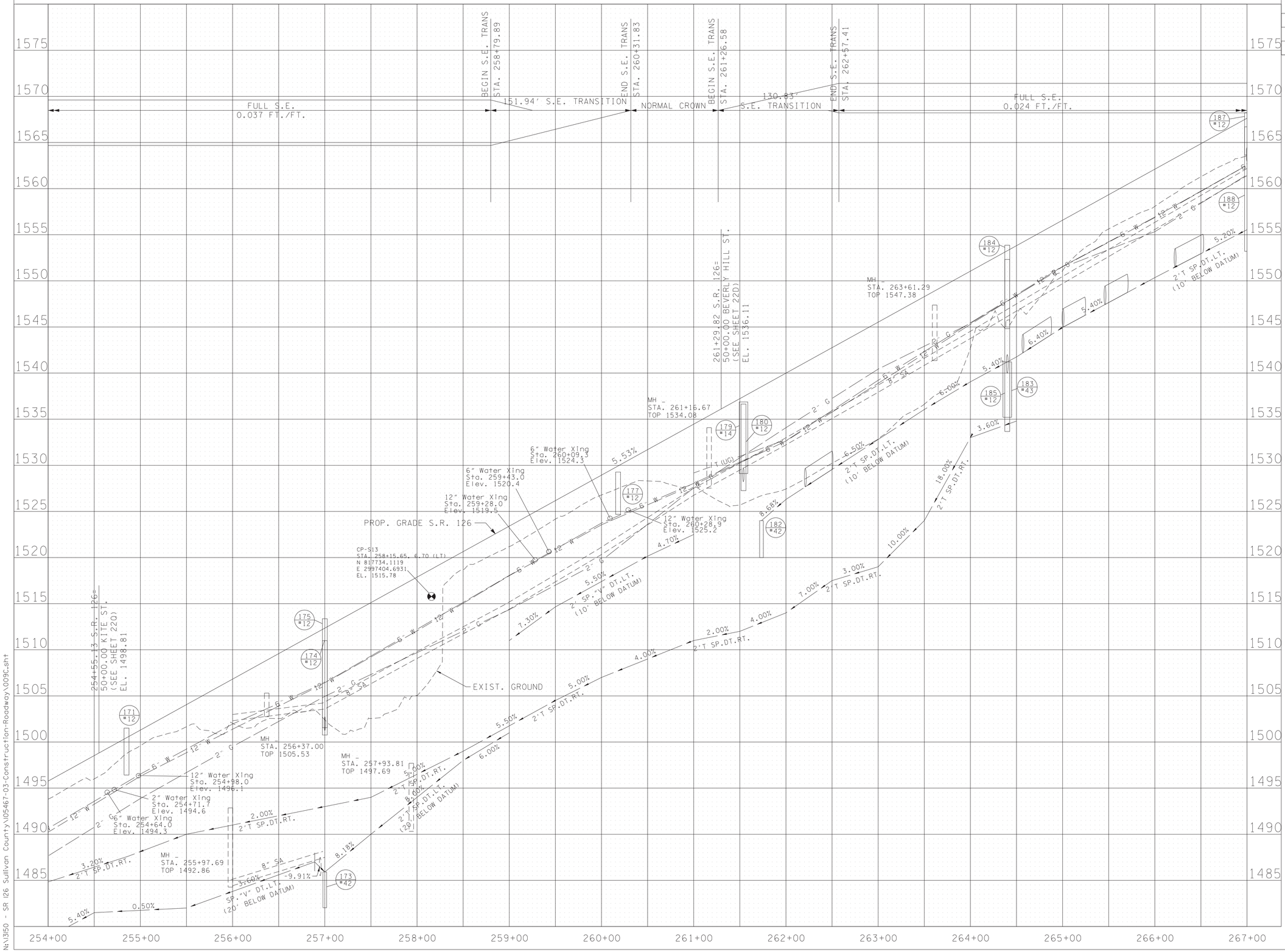
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 9C |
| PSE | 2025 | STP-126(25) | 9C |
| | | | |
| | | | |

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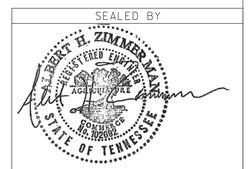


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.254+00 TO STA.267+00
SCALE: 1"=50' HORIZ.
1"=5' VERT.

7/17/2025 7:41:57 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\009C.sht

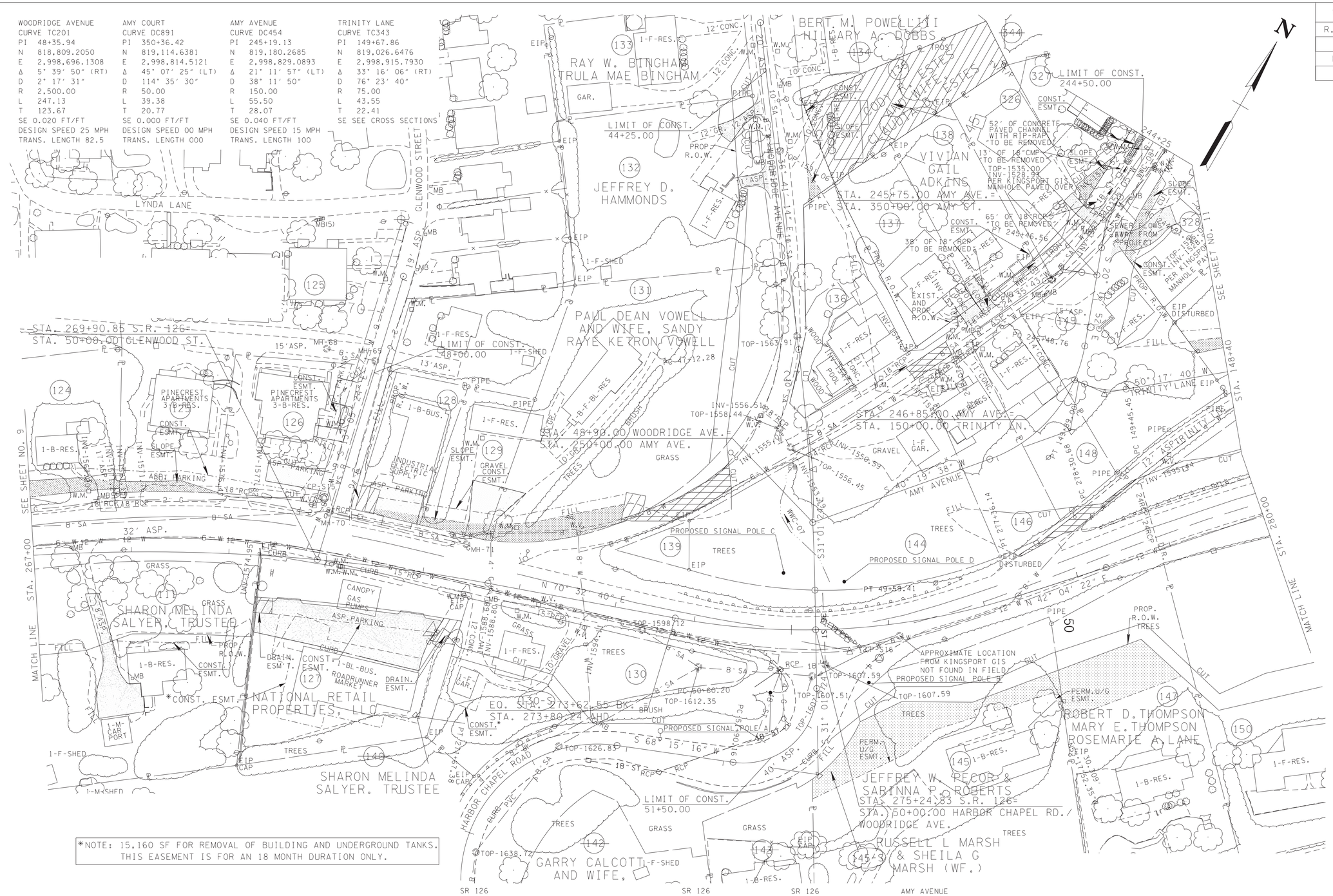
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 10 |
| | | | |
| PSE | 2025 | STP-126(25) | 10 |
| | | | |

WOODRIDGE AVENUE
CURVE TC201
PI 48+35.94
N 818,809.2050
E 2,998,696.1308
Δ 5° 39′ 50″ (RT)
D 2° 17′ 31″
R 2,500.00
L 247.13
T 123.67
SE 0.020 FT/FT
DESIGN SPEED 25 MPH
TRANS. LENGTH 82.5

AMY COURT
CURVE DC891
PI 350+36.42
N 819,114.6381
E 2,998,814.5121
Δ 45° 07′ 25″ (LT)
D 114° 35′ 30″
R 50.00
L 39.38
T 20.77
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

AMY AVENUE
CURVE DC454
PI 245+19.13
N 819,180.2685
E 2,998,829.0893
Δ 21° 11′ 57″ (LT)
D 38° 11′ 50″
R 150.00
L 55.50
T 28.07
SE 0.040 FT/FT
DESIGN SPEED 15 MPH
TRANS. LENGTH 100

TRINITY LANE
CURVE TC343
PI 149+67.86
N 819,026.6476
E 2,998,915.7930
Δ 33° 16′ 06″ (RT)
D 76° 23′ 40″
R 75.00
L 43.55
T 22.41
SE SEE CROSS SECTIONS




SR 126
CURVE DC70002
PI 266+90.57
N 818,375.8210
E 2,997,996.0844
Δ 29° 15′ 41″ (RT)
D 3° 00′ 00″
R 1,909.86
L 975.38
T 498.58
SE 0.024 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 130.83

HARBOR CHAPEL ROAD
CURVE DC836
PI 51+48.45
N 818,541.2285
E 2,998,857.2953
Δ 99° 16′ 40″ (RT)
D 76° 23′ 40″
R 75.00
L 129.95
T 88.25
SE SEE CROSS SECTIONS

SR 126
CURVE DC70003
PI 275+61.94
N 818,667.4117
E 2,998,821.5454
Δ 28° 28′ 18″ (LT)
D 8° 00′ 00″
R 716.20
L 355.90
T 181.70
SE 0.035 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 162.50

SR 126
CURVE DC107
PI 281+68.44
N 819,123.1837
E 2,999,232.9720
Δ 4° 42′ 01″ (LT)
D 0° 41′ 46″
R 8,230.00
L 675.13
T 337.76
SE 0.020 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 140.00

AMY AVENUE
CURVE DC455
PI 247+36.42
N 818,975.8466
E 2,998,904.6305
Δ 60° 36′ 29″ (RT)
D 38° 11′ 50″
R 150.00
L 158.67
T 87.67
SE 0.040 FT/FT
DESIGN SPEED 15 MPH
TRANS. LENGTH 100

SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 7:42:08 AM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\010.sht

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL150 | N 69° 34' 39" E | 111.43' |
| SL156 | S 53° 9' 10" W | 48.54' |
| SL157 | S 50° 8' 10" W | 57.38' |
| SL158 | S 46° 36' 10" W | 20.94' |
| SL159 | N 80° 11' 50" W | 63.04' |
| SL523 | N 52° 40' 10" E | 204.42' |
| SL524 | N 37° 38' 06" W | 20.73' |
| SL530 | S 37° 28' 45" E | 175.00' |
| SL531 | S 36° 23' 12" E | 58.78' |
| SL536 | N 70° 56' 49" E | 69.49' |
| SL538 | N 13° 59' 0" W | 146.87' |
| SL539 | S 73° 6' 37" W | 48.98' |
| SL540 | S 73° 6' 13" W | 68.97' |
| SL547 | S 37° 10' 32" W | 47.43' |
| SL548 | S 37° 7' 13" W | 158.25' |
| SL549 | N 35° 38' 2" W | 89.34' |
| SL550 | S 34° 58' 16" E | 104.21' |
| SL551 | N 24° 47' 44" E | 30.69' |
| SL552 | N 25° 12' 51" E | 70.19' |
| SL553 | N 26° 23' 4" E | 72.76' |
| SL554 | S 25° 36' 20" W | 72.49' |
| SL555 | S 56° 49' 38" E | 50.17' |
| SL556 | N 25° 37' 19" E | 8.00' |
| SL557 | S 31° 5' 41" E | 130.65' |
| SL558 | N 17° 2' 24" W | 46.30' |
| SL561 | N 56° 35' 5" W | 187.54' |
| SL562 | N 23° 50' 1" E | 75.08' |
| SL563 | S 24° 4' 10" W | 26.45' |
| SL564 | N 57° 59' 51" W | 185.11' |
| SL565 | S 58° 27' 26" E | 180.20' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| SL567 | S 29° 39' 44" E | 50.33' |
| SL568 | S 75° 3' 57" W | 78.43' |
| SL569 | N 38° 30' 21" E | 81.71' |
| SL572 | N 24° 54' 46" E | 18.17' |
| SL573 | N 23° 28' 10" E | 60.77' |
| SL574 | N 23° 10' 51" E | 60.61' |
| SL577 | S 25° 55' 33" W | 69.16' |
| SL579 | N 66° 1' 7" W | 67.31' |
| SL582 | S 19° 59' 27" W | 33.57' |
| SL583 | S 36° 21' 31" W | 39.34' |
| SL584 | S 19° 59' 27" W | 74.78' |
| SL585 | S 66° 16' 30" E | 57.64' |
| SL593 | S 49° 41' 29" E | 7.14' |
| SL596 | N 17° 58' 24" E | 47.12' |
| SL605 | N 44° 50' 36" W | 21.98' |
| SL607 | N 83° 58' 23" E | 26.74' |
| SL608 | S 58° 26' 17" E | 61.40' |
| SL609 | N 52° 47' 47" E | 47.31' |
| SL610 | S 37° 29' 34" E | 9.95' |
| SL611 | N 52° 02' 42" E | 14.89' |
| SL612 | S 37° 19' 59" E | 5.48' |
| SL634 | N 23° 51' 13" W | 12.82' |
| SL687 | N 74° 55' 10" W | 21.58' |
| SL756 | S 02° 11' 05" W | 128.82' |
| SL757 | S 12° 31' 47" W | 78.13' |
| SL760 | N 45° 22' 27" E | 84.60' |
| SL782 | N 2° 12' 36" E | 157.17' |
| SL807 | N 59° 04' 52" W | 162.26' |
| SL30881 | N 17° 26' 39" E | 216.30' |
| SL30884 | S 32° 08' 10" W | 21.84' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL185 | S 75° 33' 27" W | 32.12' |
| DL186 | S 61° 20' 00" W | 74.97' |
| DL187 | N 76° 59' 19" W | 36.74' |
| DL295 | S 0° 55' 05" W | 142.64' |
| DL298 | N 47° 49' 12" E | 160.81' |
| DL541 | N 2° 21' 39" E | 27.19' |
| DL542 | S 69° 27' 39" W | 25.58' |
| DL798 | N 70° 32' 40" E | 20.00' |
| DL799 | S 19° 27' 20" E | 17.37' |
| DL1980 | S 26° 02' 13" E | 16.00' |
| DL1981 | S 63° 40' 03" W | 19.09' |

| | |
|---|---|
| 326 | MATTHEW ROBERT THOMAS AND WIFE, FAITH E. THOMAS |
| 328 | KENNETH R. SR. & PHYLLIS R. COX |

| | |
|---|---|
| 124 | GRAYBILL ISBELL LIMITED PARTNERSHIP |
| 125 | 126 EDWARD S. LEEPER, JR. |
| 128 | LUCIAN BOLDEA |
| 129 | PAUL DEAN VOWELL AND WIFE, SANDY RAYE KETRON VOWELL |
| 130 | WILLIAM E. ROWLAND, JR. |
| 136 | MARK JOSEPH VAUGHAN AND WIFE, SARAH BAISE VAUGHAN |
| 137 | J MARK PROPERTIES, LLC |
| 139 | M.K. FORBES MARY FORBES, AND JACK FORBES, TRUSTEES |
| 144 | ANTHONY W. GILLIAM SAMANTHA D. GILLIAM |
| 146 | BRADLEY TED HOOVER |
| 148 | BILLY W. BOATWRIGHT AND WIFE, KAREN T. BOATWRIGHT |
| 149 | HAGAN HENSLEY AND WIFE, LINDSAY HENSLEY |
| 150 | DAVID PLACE AND STEPHANIE KAY PLACE |
| 151 | KENNETH R. SR. & PHYLLIS R. COX |
| 152 | C.O. WIMBISH |

| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
|---|---|---|---|---|---|
| S15 | 818533.8400 | 2998277.3220 | 1584.96 | 269+92.20 | 63.62' (LT) |
| S16 | 818675.7435 | 2998851.9681 | 1610.52 | 275+86.80 | 33.23' (RT) |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| DC296 | 125.00' L | 46.25' |
| DC502 | 1866.86' L | 18.48' |
| DC531 | 1866.86' L | 18.25' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| SC39 | 275.00 R | 24.53' |
| SC105 | 911.84 R | 48.40' |
| SC106 | 385.87 L | 53.73' |
| SC107 | 385.87 L | 35.63' |
| SC108 | 385.87 L | 15.14' |
| SC109 | 144.50 L | 77.47' |
| SC112 | 1030.34 L | 57.67' |
| SC114 | 1027.06 L | 100.38' |
| SC116 | 948.31 R | 196.73' |

| LEGEND | |
|---|---|
| | PROPOSED RIGHT-OF-WAY |
| | CONSTRUCTION EASEMENT |
| | DRAINAGE EASEMENT |
| | SLOPE EASEMENT |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 10A |
| PSE | 2025 | STP-126(25) | 10A |
| | | | |
| | | | |

10-28-19:
ADDED SLOPE EASEMENT ON TRACT NO. 328.

ADDED CONST. EASEMENT TO TRACT NO. 326.

ADDED STRIKETHROUGH TO TRACT NO. 137.

TRACT 130, REVISED PROP. R.O.W. & ADDED CONST. EASEMENT.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 127-131, 135, 138, 145, 149, 150, & 326.

8-05-20:
TRACT NO. 130 - REMOVED CONST. ESMT. FOR DEMOLITION.

5-31-22:
REMOVED DRIVEWAY TRACT NO. 125.

REMOVED DRIVEWAY TRACT NO. 135.

ADDED LOSS OF ACCESS PATTERN & NOTE TO TRACT NO. 135.

10-6-22:
ADDED PERM. EASEMENT & PATTERN TO TRACT NOS. 145-S & 147.

ADDED TRACT NO. 130-S, CONST. ESMT. & FOOTNOTE.

03-14-23:
REVISED CONST. ESMT. TRACT NO. 130-S.

REVISED PROPERTY OWNERS TRACT NO. 145-S.

ADDED CONST. ESMT. & FOOTNOTE TRACT NO. 150.

01-17-24:
ADDED BEARINGS,DISTANCES, STATIONS & OFFSETS FOR PROP. R.O.W. & PERM. ESMT. OF TRACT NO. 128.

REVISED PROPERTY OWNERS AND REMOVED CONST. ESMT. FOR DEMOLITION FOR TRACT NO. 150.

03-22-24:
REVISED PERM. ESMT. FOR TRACT NO.145-S.

06-10-25:
ADDED CONST.ESMT.& NOTE FOR TRACT NO.127.

SEALED BY

TENNESSEE LICENSED LAND SURVEYOR AGRICULTURE ENGINEERING BOUNDARY SURVEY ROBERT H. ZIMMERMANN STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# R.O.W. DETAILS

STA.267+00 TO STA.280+00

SCALE: 1"=50'

*NOTE: 15,160 SF FOR REMOVAL OF BUILDING AND UNDERGROUND TANKS. THIS EASEMENT IS FOR AN 18 MONTH DURATION ONLY.

*NOTE: FOR THE REMOVAL OF STRUCTURE

7/17/2025 7:42:15 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 10B |
| | | | |
| PSE | 2025 | STP-126(25) | 10B |
| | | | |

N

BOND DRIVE

LYNDA LANE

GLENWOOD STREET

270

STA. 269+90.85 S.R. 126=
STA. 50+00.00 GLENWOOD ST.

SEE SHEET NO. 9B

STA. 267+00

MATCH LINE

STA. 267+77.63
16' PVT. DR.
LIMIT OF CONST.
0+80

STA. 267+58.79
14' PVT. DVR.
LIMIT OF CONST.
1+70

STA. 48+27.34
26' BUS. ENT.
LIMIT OF CONST.
0+32

LIMIT OF CONST.
0+38

STA. 48+70.93
12' BUS. ENT.

STA. 49+20.58
20' BUS. ENT.
LIMIT OF CONST.
0+76

STA. 269+65.00
24' BUS. ENT.
LIMIT OF CONST.
0+83

STA. 270+95.00
24' BUS. ENT.
LIMIT OF CONST.
0+99

LIMIT OF CONST.
48+00.00

BEGIN RET. WALL#2
STA. 48+00

STA. 270+66.25
24' BUS. ENT.
LIMIT OF CONST.
0+80

END RET. WALL#2
STA. 48+85

PERP.CURB RAMPS
STD.DRAWING CR-10

TYPE 1

TYPE 13

TYPE 21

STA. 48+90.00 WOODRIDGE AVE.=
STA. 250+00.00 AMY AVE.

STA. 271+49.58
28' BUS. ENT.
LIMIT OF CONST.
1+00

N 70° 32' 40" E

8:1 TAPER

+79
32.0'

+75
44.0'

BEGIN TURN-LN TAPER
RT.STA.271+79.00

EQ. STA. 273+62.55 BK. =
STA. 273+80.24 AHD.

END TURN-LN TAPER
RT.STA.272+75.00

HARBOR CHAPEL ROAD

S 68° 15' 16" W

LIMIT OF CONST.
51+50.00

STA. 275+24.83 S.R. 126=
STA. 50+00.00 HARBOR CHAPEL RD./
WOODRIDGE AVE.

SKYLAND LANE

55

LIMIT OF CONST.
44+25.00

BEGIN TRANSITION
RT.STA.44+25.00

END TRANSITION
RT.STA.44+50.00

LIMIT OF CONST.
0+60.00

STA. 44+54.84
10' PVT. DR.
* S.D. REQD.

STA. 45+34.93
11' PVT. DR.
* S.D. REQD.

LIMIT OF CONST.
0+40.00

S 38° 41' 14" E

45

275

STA. 245+75.00 AMY AVE.=
STA. 350+00.00 AMY CT.

486' OF 36"STORM SEWER
RCP (CLASS III)

245

BEGIN TRANSITION
RT.& LT.
STA.244+50.00

LIMIT OF CONST.
244+50.00

END TRANSITION
RT.& LT.
STA.244+73.30

STA. 244+25

LIMIT OF CONST.
0+50.00

STA. 245+21.12
12' PVT. DR.
* S.D. REQD.

STA. 351+36.32
20' PVT. DR.
* S.D. REQD.

LIMIT OF CONST.
0+30.00

STA. 351+19.08
14' PVT. DR.
* S.D. REQD.

LIMIT OF CONST.
0+45.00

STA. 245+35.00
20' PVT. DR.
* S.D. REQD.

LIMIT OF CONST.
0+80.00

SEE SHEET NO. 11B

STA. 148+40

TRINITY LANE

S 50° 17' 40" W

STA. 246+85.00 AMY AVE.=
STA. 150+00.00 TRINITY LN.

S 40° 19' 38" W

TAMY AVENUE

STA. 280+00

MATCH LINE

N 42° 04' 22" E

END RET. WALL#6
STA. 278+75

SIGNAL POLE C
PED. POLE F
TYPE 1

SIGNAL POLE D
TYPE 13

SIGNAL POLE E
PED. POLE E
SIGNAL POLE B
PERP.CURB RAMP
STD.DRAWING CR-10

SIGNAL POLE A

BEGIN RET. WALL#6
STA. 50+80

(187) #12 GT. EL. 1568.23 OUT.EL. 1563.64

(189) #12 GT. EL. 1580.56 IN. EL. 1576.68 OUT.EL. 1576.51

(209) #14 GT. EL. 1585.74 IN.EL. 1579.97 OUT.EL. 1579.80

(210) #14 GT. EL. 1584.73 IN. EL. 1579.70 OUT.EL. 1578.18

(208) #12 GT. EL. 1586.27 IN. EL. 1581.56 IN. EL. 1580.54 OUT.EL. 1580.37

(192) #42 GT. EL. 1586.10 OUT.EL. 1581.78

(211) #14 GT. EL. 1586.16 IN. EL. 1581.29 IN. EL. 1581.29 OUT.EL. 1580.96

(365) EW INV. 1558.90 47+99.43 66.49'RT

(199) #MH GT. EL. 1605.07 IN. EL. 1598.50 IN. EL. 1587.86 OUT.EL. 1586.75

(195) #12 GT. EL. 1592.75 OUT.EL. 1585.75

(197) EW INV. 1592.01 273+00.00 56.33'LT

(196) #28 GT. EL. 1596.85 OUT.EL. 1592.25

(190) #12 GT. EL. 1579.03 IN. EL. 1575.15 IN. EL. 1575.15 IN. EL. 1575.15 OUT.EL. 1567.12

(193) #12 GT. EL. 1589.39 IN. EL. 1584.11 OUT.EL. 1580.14

(194) #42 GT. EL. 1588.68 OUT.EL. 1584.35

(215) #14 GT. EL. 1607.29 IN. EL. 1603.59 OUT.EL. 1603.24

(217) #14 GT. EL. 1609.05 IN. EL. Ex. Pipe OUT.EL. 1603.92

(200) #MH GT. EL. 1607.75 IN. EL. 1604.01 IN. EL. 1602.90 OUT.EL. 1602.59

(214) #44 GT. EL. 1535.20 IN. EL. 1529.24 OUT.EL. 1523.88

(213) #MH GT. EL. 1557.05 IN. EL. 1547.13 OUT.EL. 1530.84

(364) ED INV. 1549.00 47+81.85 88.77'LT

(198) EW INV. 1586.30 49+17.75 50.50'RT

(202) #29 GT. EL. 1606.67 OUT.EL. 1599.11

(203) #12 GT. EL. 1609.66 OUT.EL. 1605.18

(204) #42 GT. EL. 1615.19 OUT.EL. 1604.86

(216) #14 GT. EL. 1609.19 IN. EL. 1604.70 IN. EL. 1604.70 OUT.EL. 1604.37

(374) #42 OUT.EL. 1531.77

(375) #42 OUT.EL. 1524.77

(373) #42

(212) #44 GT. EL. 1554.00 OUT.EL. 1548.04

(205) #28 GT. EL. 1618.11 IN. EL. 1612.78 OUT.EL. 1605.00

(207) #43 GT. EL. 1617.97 OUT.EL. 1614.09

(206) #12 GT. EL. 1619.18 IN. EL. 1613.97 IN. EL. 1613.97 OUT.EL. 1613.80

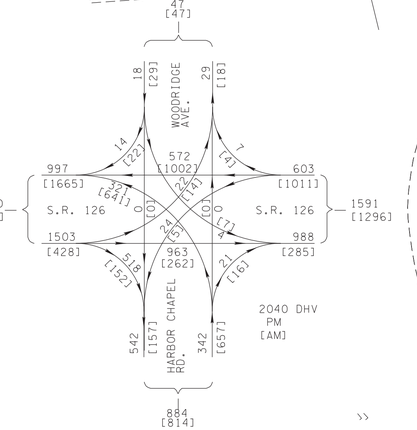
(188) #12 GT. EL. 1566.70 IN. EL. 1562.28 IN. EL. 1562.28 OUT.EL. 1553.20

(191) #12 GT. EL. 1581.40 OUT.EL. 1575.40

(373) #42 GT. EL. 1528.50 IN. EL. 1522.83 OUT.EL. 1516.68

(374) #42 GT. EL. 1521.77 OUT.EL. 1517.77

(375) #42 GT. EL. 1520.95 IN. EL. 1516.90 IN. EL. 1515.28 OUT.EL. 1513.30




MACHINED RIP-RAP NOTES - AMY AVENUE

| CODE | STATIONS | LT/RT | CLASS | LENGTH | WIDTH | DEPTH | THICK. |
|---|---|---|---|---|---|---|---|
| (A) | 244+25 TO 244+50 | RT | A1 | 25' | 2' | 1.0' | 1.5' |
| (B) | 244+52 TO 245+00 | RT | A1 | 48' | 2' | 1.0' | 1.5' |
| (C) | 245+35 TO 245+50 | RT | B | 15' | 2' | 1.0' | 2.5' |
| (D) | 247+00 TO 249+50 | LT | C | 250' | 2' | 1.5' | 3.5' |

MACHINED RIP-RAP NOTES - AMY COURT

| CODE | STATIONS | LT/RT | CLASS | LENGTH | WIDTH | DEPTH | THICK. |
|---|---|---|---|---|---|---|---|
| (E) | 350+50 TO 351+08 | RT | A1 | 58' | 0' | 1.0' | 1.5' |

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

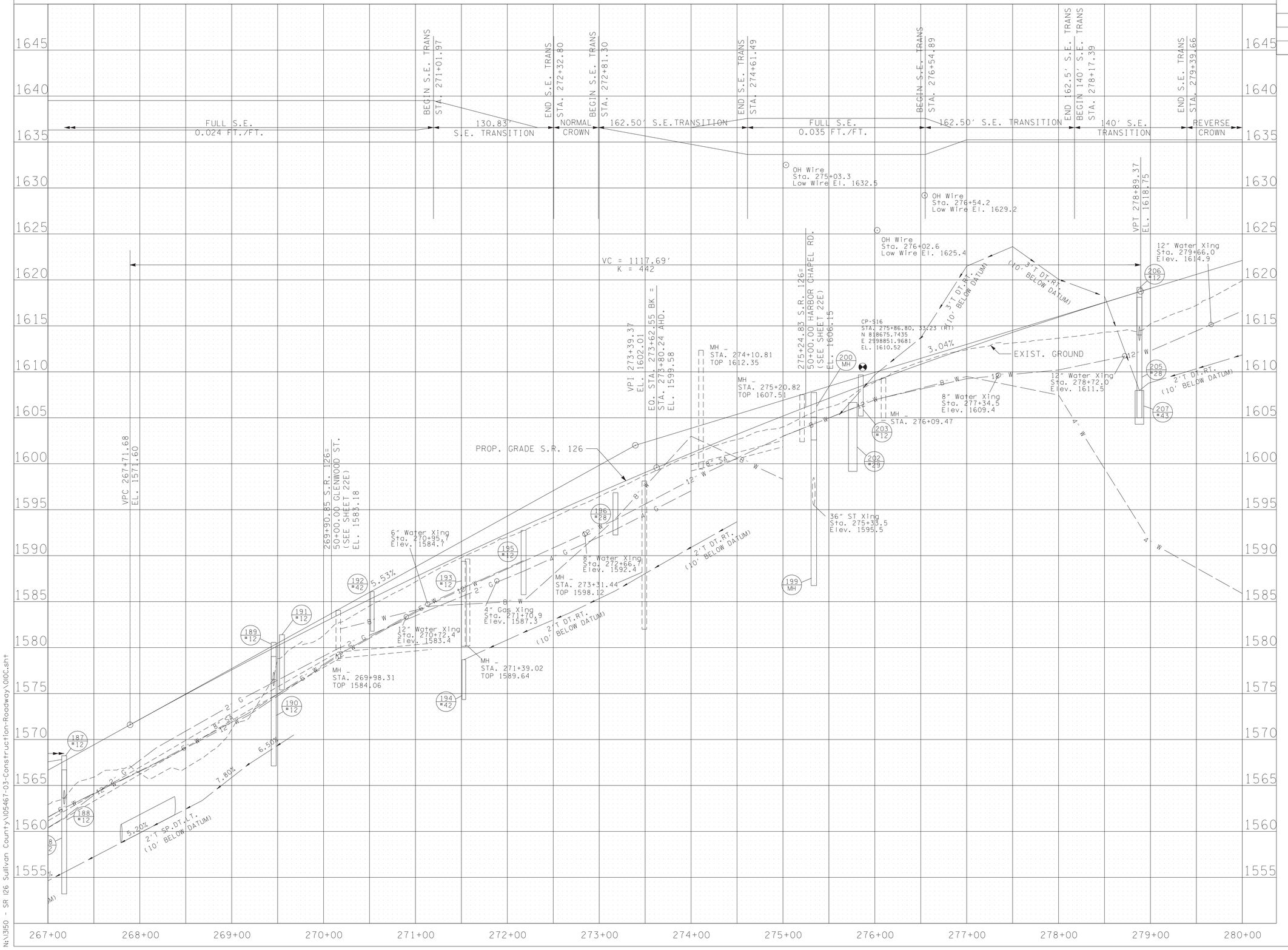
# PROPOSED LAYOUT

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 7:42:23 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\01OB.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 10C |
| PSE | 2025 | STP-126(25) | 10C |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.267+00 TO STA.280+00
SCALE: 1"=50' HORIZ.
1"=5' VERT.

7/17/2025 7:42:28 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\010C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 11 |
| | | | |
| PSE | 2025 | STP-126(25) | 11 |
| | | | |

| | | | |
|---|---|---|---|
| 151 | 155 | 328 | KENNETH R. COX, SR. AND WIFE, PHYLLIS R. COX |
| 152 | | | C.O. WIMBISH % MARY WIMBISH |
| 154 | | | MARY WIMBISH FKA MARY WIMBISH & MICHAEL ARNOLD |
| 156 | | | CHRISTOPHER VON WAGNER |
| 158 | | | SULLIVAN COUNTY, TENNESSEE |
| 159 | 163 | | THE UNIVERSITY OF TENNESSEE |
| 160 | 343 | | GARY W. FORTNER AND WIFE AMY E. FORTNER |
| 162 | | | HERSHEL GERALD BRUCE AND WIFE, SHIRLEY P. BRUCE |
| 327 | | | JACKIE RAY SHULER AND FREDA F SHULER |
| 342 | | | JOHN H. HALL AND WIFE CATHERINE F. HALL |
| 344 | | | SUSAN D SNAPP |
| 345 | | | DANIEL F WILCOX AND WIFE VELMA S WILCOX |
| 346 | | | RICHARD A SMITH AND WIFE LINDA N SMITH |

| | | | |
|---|---|---|---|
| 347 | | | GERALD L RENFRO AND PEGGY J RENFRO |
| 348 | 349 | 350 | 351 DEARLENE S ROBBINS |

AMY AVENUE
CURVE DC452
PI 243+00.14
N 819,352.0481
E 2,998,741.3223
Δ 79° 15′ 53″ (LT)
D 127° 19′ 26″
R 45.00
L 62.25
T 37.27

AMY AVENUE
CURVE DC453
PI 243+80.73
N 819,329.7972
E 2,998,831.4852
Δ 77° 03′ 19″ (RT)
D 127° 19′ 26″
R 45.00
L 60.52
T 35.83

AMY AVENUE
CURVE DC451
PI 240+28.81
N 819,643.5529
E 2,998,757.2498
Δ 97° 55′ 49″ (LT)
D 163° 42′ 08″
R 35.00
L 59.82
T 40.21

TRINITY LANE
CURVE TC342
PI 147+31.43
N 819,177.9721
E 2,999,098.0288
Δ 10° 00′ 18″ (RT)
D 5° 43′ 46″
R 1,000.00
L 174.62
T 87.53
SE 0.024 FT/FT
DESIGN SPEED 25 MPH
TRANS. LENGTH 87.5

TRINITY LANE
CURVE TC341
PI 145+68.09
N 819,302.7233
E 2,999,203.7867
Δ 7° 43′ 14″ (LT)
D 5° 43′ 46″
R 1,000.00
L 134.75
T 67.48
SE 0.024 FT/FT
DESIGN SPEED 25 MPH
TRANS. LENGTH 95.46

SR 126
CURVE DC107
PI 281+68.44
N 819,123.1837
E 2,999,232.9720
Δ 4° 42′ 01″ (LT)
D 0° 41′ 46″
R 8,230.00
L 675.13
T 337.76
SE 0.020 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 140.00

SR 126
CURVE DC108
PI 290+87.68
N 819,854.0116
E 2,999,791.1763
Δ 22° 01′ 45″ (RT)
D 3° 15′ 00″
R 1,762.95
L 677.82
T 343.15
SE 0.031 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 174.17

SEALED BY

HERBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 7:42:38 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\01.sht

| | | | |
|---|---|---|---|
| 151 | 155 | 328 | KENNETH R. COX, SR. AND WIFE, PHYLLIS R. COX |
| 152 | | | C.O. WIMBISH % MARY WIMBISH |
| 154 | | | MARY WIMBISH FKA MARY WIMBISH & MICHAEL ARNOLD |
| 156 | | | CHRISTOPHER VON WAGNER |
| 158 | | | SULLIVAN COUNTY, TENNESSEE |
| 159 | 163 | | THE UNIVERSITY OF TENNESSEE |
| 160 | 343 | | GARY W. FORTNER AND WIFE AMY E. FORTNER |
| 162 | | | HERSHEL GERALD BRUCE AND WIFE, SHIRLEY P. BRUCE |
| 327 | | | JACKIE RAY SHULER AND FREDA F SHULER |
| 342 | | | JOHN H. HALL AND WIFE CATHERINE F. HALL |
| 344 | | | SUSAN D SNAPP |
| 345 | | | DANIEL F WILCOX AND WIFE VELMA S WILCOX |
| 346 | | | RICHARD A SMITH AND WIFE LINDA N SMITH |

| | | | | |
|---|---|---|---|---|
| 347 | | | | GERALD L RENFRO AND PEGGY J RENFRO |
| 348 | 349 | 350 | 351 | DEARLENE S ROBBINS |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| L201 | N 32° 8' 10" E | 40.63' |
| L202 | S 46° 23' 10" W | 23.69' |
| L203 | N 43° 10' 24" W | 10.00' |
| L204 | S 46° 23' 10" W | 7.79' |
| L205 | S 50° 7' 36" E | 69.56' |
| L206 | N 43° 5' 59" E | 36.03' |
| L207 | S 43° 44' 10" W | 16.90' |
| L208 | S 43° 5' 59" W | 79.92' |
| L209 | N 43° 5' 59" E | 50.03' |
| L210 | N 43° 1' 43" E | 44.15' |
| L211 | S 43° 02' 22" W | 81.10' |
| L212 | S 42° 41' 51" W | 66.12' |
| L213 | N 43° 1' 43" E | 24.97' |
| L214 | S 55° 3' 26" E | 69.91' |
| L215 | S 40° 9' 41" W | 11.07' |
| L216 | N 55° 17' 41" W | 43.67' |
| L217 | N 42° 41' 52" E | 67.99' |
| L218 | S 38° 26' 28" W | 60.59' |
| L219 | S 50° 9' 3" E | 25.00' |
| L220 | S 31° 20' 04" W | 38.18' |
| L221 | N 31° 11' 36" E | 47.64' |
| L222 | N 55° 31' 13" W | 39.58' |
| L223 | S 35° 34' 35" W | 52.92' |
| L224 | N 55° 12' 26" W | 58.89' |
| L225 | N 15° 30' 39" E | 56.29' |
| L226 | S 15° 30' 39" W | 50.46' |
| L227 | S 35° 34' 35" W | 51.59' |
| L228 | N 54° 34' 7" W | 78.49' |
| L229 | N 14° 58' 53" E | 55.76' |
| L230 | S 14° 58' 45" W | 52.12' |
| L231 | S 35° 34' 35" W | 21.91' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| L232 | N 54° 41' 45" W | 14.68' |
| L233 | N 13° 28' 12" W | 50.75' |
| L235 | N 46° 33' 13" E | 13.43' |
| L236 | S 35° 34' 35" W | 6.92' |
| L237 | S 54° 41' 45" E | 20.00' |
| L239 | S 63° 18' 15" W | 18.78' |
| L305 | S 50° 03' 44" E | 70.31' |
| L586 | N 46° 16' 36" E | 127.80' |
| L756 | S 2° 11' 05" W | 128.82' |
| L760 | N 45° 22' 27" E | 84.60' |
| L761 | S 80° 28' 50" E | 85.07' |
| L766 | N 79° 28' 43" E | 172.29' |
| L767 | S 2° 18' 08" W | 63.90' |
| L771 | S 2° 00' 37" W | 68.76' |
| L773 | S 68° 01' 17" E | 160.29' |
| L774 | S 1° 57' 25" W | 102.41' |
| L776 | S 20° 59' 17" E | 273.93' |
| L777 | N 78° 11' 25" W | 10.15' |
| L778 | S 1° 57' 25" W | 102.29' |
| L782 | N 2° 12' 36" E | 157.17' |
| L783 | N 84° 54' 24" W | 10.02' |
| L784 | N 1° 48' 36" E | 61.27' |
| L833 | N 78° 11' 24" W | 32.63' |
| L834 | N 78° 11' 24" W | 33.09' |
| L835 | N 78° 11' 24" W | 33.07' |
| L839 | S 14° 20' 44" E | 232.96' |
| L843 | S 6° 13' 59" E | 183.38' |
| L867 | N 78° 11' 25" W | 15.96' |
| L30884 | S 32° 8' 10" W | 21.48' |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 11A |
| | | | |
| PSE | 2025 | STP-126(25) | 11A |
| | | | |

10-28-19:
ADDED SLOPE EASEMENT ON TRACT NO. 154.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 150 & 168.

5-31-22:
REVISED PROP. R.O.W. & SLOPE LINE OF TRACT NO. 165.

9-2-22:
REVISED PROP. R.O.W. & SLOPE LINE OF TRACT NOS. 168 & 329.

REVISED CONST. ESMT. & SLOPE LINE OF TRACT NOS. 154-S, 156-S & 158-S.

REVISED PROPERTY OWNERS OF TRACT NOS. 154 & 158.

| CURVE | RADIUS | LENGTH |
|---|---|---|
| C201 | 1482.50' L | 111.82' |
| C202 | 548.00' R | 123.98' |
| C203 | 593.00' L | 109.87' |
| C204 | 1392.50' R | 33.88' |
| C205 | 1392.50' R | 50.00' |
| C206 | 1392.50' R | 50.20' |
| C207 | 1392.50' R | 11.80' |
| C208 | 1367.50' R | 51.39' |
| C209 | 1367.50' R | 52.51' |
| C6000 | 30.00' L | 30.41' |
| C6001 | 20.00' R | 30.27' |
| C6002 | 20.00' R | 34.91' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL139 | N 54° 41' 45" W | 20.32' |
| DL141 | N 3° 10' 28" W | 53.44' |
| DL142 | N 00° 58' 19" W | 53.73' |
| DL143 | N 40° 14' 58" E | 106.96' |
| DL273 | N 84° 54' 24" W | 35.50' |
| DL294 | S 66° 07' 55" E | 58.58' |
| DL295 | S 0° 55' 05" W | 142.64' |
| DL505 | S 47° 09' 12" W | 143.70' |
| DL778 | N 25° 39' 20" E | 27.55' |
| DL779 | N 25° 39' 20" E | 44.43' |
| DL780 | S 66° 44' 05" E | 13.51' |
| DL781 | S 6° 13' 59" E | 70.69' |
| DL782 | S 66° 44' 05" E | 33.53' |
| DL783 | S 22° 04' 45" W | 61.54' |

| LEGEND | |
|---|---|
| | PROPOSED RIGHT-OF-WAY |
| | CONSTRUCTION EASEMENT |
| | DRAINAGE EASEMENT |
| | SLOPE EASEMENT |

SEALED BY

BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

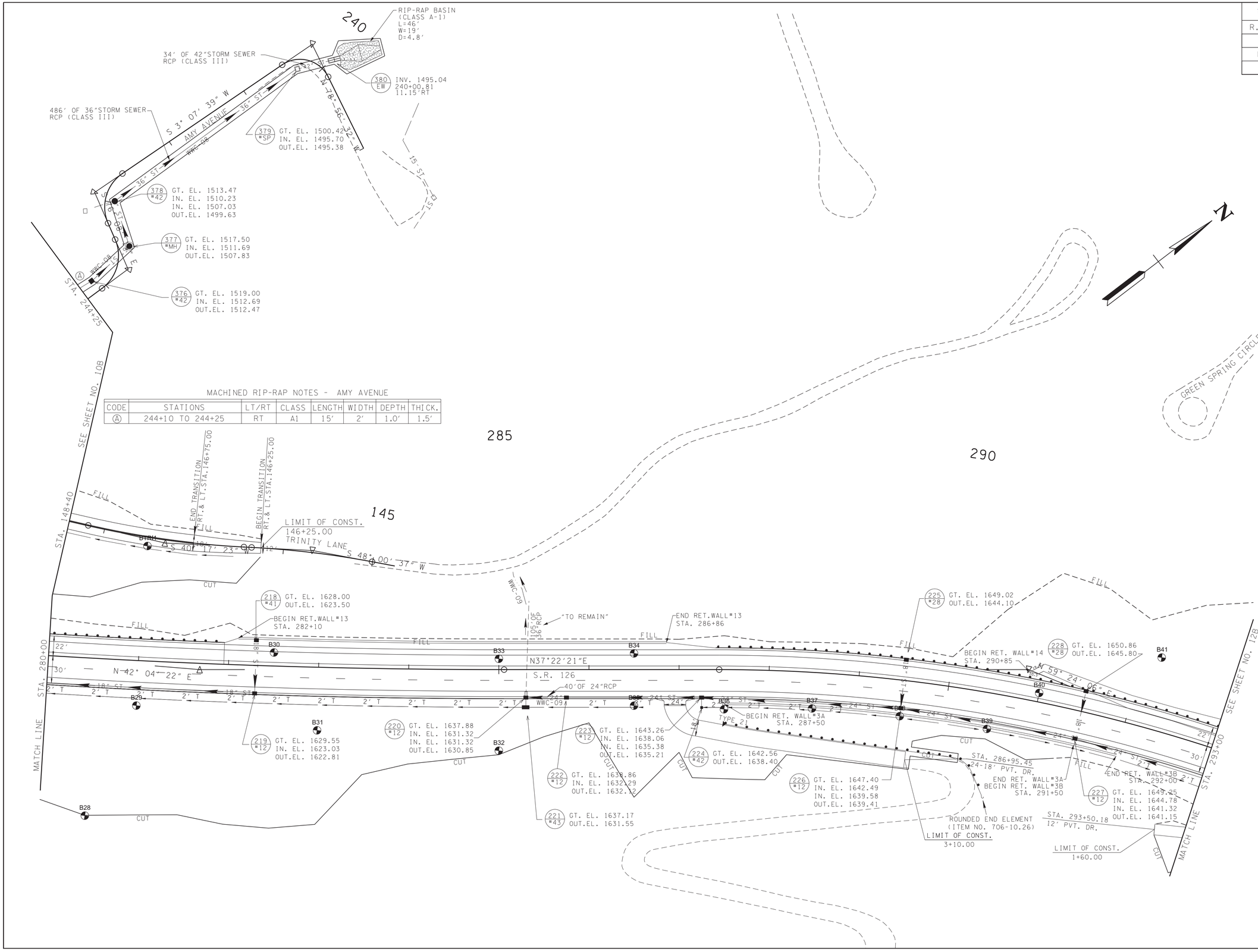
# R.O.W. DETAILS

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 7:42:42 AM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\01A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 11B |
| | | | |
| PSE | 2025 | STP-126(25) | 11B |
| | | | |




MACHINED RIP-RAP NOTES - AMY AVENUE

| CODE | STATIONS | LT/RT | CLASS | LENGTH | WIDTH | DEPTH | THICK. |
|---|---|---|---|---|---|---|---|
| A | 244+10 TO 244+25 | RT | A1 | 15' | 2' | 1.0' | 1.5' |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102602
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPOSED LAYOUT

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 3:33:46 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\011B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 11C |
| PSE | 2025 | STP-126(25) | 11C |
| | | | |
| | | | |

REVERSE CROWN

BEGIN S.E. TRANS STA. 284+35.81

140' S.E. TRANSITION

END S.E. TRANS STA. 285+75.81

NORMAL CROWN

BEGIN S.E. TRANS STA. 286+57.44

174.17' S.E. TRANSITION

END S.E. TRANS STA. 288+31.61

FULL S.E. 0.031 FT./FT.

OH Wire
Sta. 283+47.5
Low Wire El. 1654.8

OH Wire
Sta. 286+08.6
Low Wire El. 1659.4

OH Wire
Sta. 287+04.6
Low Wire El. 1663.7

OH Wire
Sta. 289+01.5
Low Wire El. 1667.3

VPC 286+50.00
EL. 1641.91

VPI 288+50.00
EL. 1648.00

VPT 290+50.00
EL. 1649.57

VPC 293+00.00
EL. 1651.53

PROP. GRADE S.R. 126

EXIST. GROUND

3.04%

0.78%

10.70%

10.30%

-5.06%

-6.22%

-3.22%

6.38%

6.50%

8.00%

2.32%

-16.06%

-0.50%

12" W

2'T DT.RT. (10' BELOW DATUM)

2'T SP.DT.RT. (10' BELOW DATUM)

SP. 4'T DT.RT. (10' BELOW DATUM)

VC = 400.00'
K = 176

36" ST Xing
Sta. 285+31.0
Elev. 1626.9

220 #12
221 #43
222 #12
223 #12
224 #42
225 #28
226 #12
227 #12
228 #28
218 #41
219 #12

1685 1680 1675 1670 1665 1660 1655 1650 1645 1640 1635 1630 1625 1620 1615 1610 1605 1600 1595

280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+00 291+00 292+00 293+00

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.280+00 TO STA.293+00
SCALE: 1"=50' HORIZ.
1"=5' VERT.

7/17/2025 7:42:53 AM
N:\13\50 - SR 126 Sullivan County\105467-03-Construction-Roadway\01lc.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 12 |
| | | | |
| PSE | 2025 | STP-126(25) | 12 |
| | | | |

| | |
|---|---|
| 168 | CHRISTOPHER A. EATON AND WIFE, SARAH EATON |
| 170 | WILLIAM EUGENE FIELDS, SR. AND WIFE, ELLEN RUTH FIELDS |
| 173 | MICHAEL DAVID BLAN |
| 175 | THE UNIVERSITY OF TENNESSEE |
| 181 | PHILLIP C. JENKINS AND WIFE, VENICE D. JENKINS |
| 183 | WILLIAM JAMES ENDEAN AND TABITHA L. ENDEAN |
| 185 | CHRIS B. LACEY AND WIFE, PAMELA D. LACEY |
| 186 | SAMUEL G. WILSON AND WIFE, DORIS B. WILSON |

SR 126
CURVE DC108
PI 290+87.68
N 819,854.0116
E 2,999,791.1763
Δ 22° 01′ 45″ (RT)
D 3° 15′ 00″
R 1,762.95
L 677.82
T 343.15
SE 0.031 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 174.17

SR 126
CURVE DC109
PI 306+04.90
N 820,630.6178
E 3,001,104.4363
Δ 38° 45′ 58″ (RT)
D 5° 45′ 00″
R 996.45
L 674.19
T 350.57
SE 0.037 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 195.00

STAGE COACH ROAD
DAVID STEPHENSON WEINHOLD AND WIFE STEPHANIE FLUCE WEINHOLD
CHRISTOPHER A. & SARAH EATON
DAVID T. HUBBARD AND AMY MAEVE HUBBARD, HUSBAND AND WIFE
THE REEDY LIVING TRUST
8175 SQ. FT. UNECONOMIC REMNANT
GEORGE J. COLEMAN, III AND WIFE, SARAH K. COLEMAN
SELBY MILLARD
JENNY L. FALCONER
VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST
DORMAN L. STOUT AND WIFE, MARY ANN STOUT
RODNEY HURD
SHARON METCALFE CLINE
LAURA ANN GAMBLE AND HUSBAND, MARK A. GAMBLE
MARK A. GAMBLE AND WIFE, LAURA A. GAMBLE
PHILIP C. JENKINS AND WIFE, VENICE D. JENKINS
WILLIAM JAMES ENDEAN AND TABITHA L. ENDEAN

STA. 304+71.67 S.R. 126= STA. 50+00.00 BRIARWOOD RD.
STA. 51+54.35 BRIARWOOD RD.= STA. 10+00.00 TANGLEWOOD RD.

SEE SHEET NO. 11
SEE SHEET NO. 13
MATCH LINE STA. 293+00
MATCH LINE STA. 306+00

PROP. R.O.W.
FILL
CUT
TREES
GRASS
SHRUBS/BRUSH
FOUNDATION
1-B-RES.
2-F RES.
F SHED
POOL
GRAVEL PK
LIFT STATION
PERM. DRAIN. ESMT.
MULTI-USE PATH
"TO BE REMOVED"
LIMIT OF CONST. 12+00.00
LIMIT OF CONST. 54+00.00
1-E BUS. LADY INSURANCE AGENCY
PARKING
SHED
S.V.E.
DIR. TEL. PED.
CP-S19
CP-S20
WWC-10
WWC-11
INV-1648.23
INV-1650.16
INV-1654.46
INV-1656.47
INV-1659.19
INV-1673.03
TOP-1654.46
TOP-1687.73
TOP-1699.11
TOP-1720.94
TOP-1711.41
N 59° 24′ 06″ E 32′ ASP. SR 126
S 54° 06′ 09″ W 118′ ASP. TANGLEWOOD ROAD
S 51° 17′ 38″ W 118′ ASP. TANGLEWOOD ROAD
S 39° 45′ 51″ E 118′ ASP. BRIARWOOD ROAD
PC 302+54.23
PT 11+48.42
PT 15+43.99
PC 13+96.65
POB
POC

TANGLEWOOD ROAD
CURVE DC342
PI 14+50.32
N 820,143.3303
E 3,000,679.4558
Δ 2° 48′ 34″ (RT)
D 1° 30′ 00″
R 3,819.72
L 187.30
T 93.67

TANGLEWOOD ROAD
CURVE DC341
PI 11+08.58
N 820,357.4721
E 3,000,946.6818
Δ 18° 29′ 09″ (LT)
D 23° 00′ 00″
R 249.11
L 80.37
T 40.54

BRIARWOOD ROAD
CURVE DC336
PI 52+31.32
N 820,321.7312
E 3,001,072.1646
Δ 21° 40′ 52″ (LT)
D 11° 30′ 00″
R 498.22
L 188.53
T 95.41
SE 0.031 FT/FT
DESIGN SPEED 25 MPH
TRANS. LENGTH 92.5

SEALED BY
ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA. 293+00 TO STA. 306+00

SCALE: 1"=50'

7/17/2025 7:43:01 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\012.sht

| | |
|---|---|
| 168 | CHRISTOPHER A. EATON AND WIFE, SARAH EATON |
| 170 | WILLIAM EUGENE FIELDS, SR. AND WIFE, ELLEN RUTH FIELDS |
| 173 | MICHAEL DAVID BLAN |
| 175 | THE UNIVERSITY OF TENNESSEE |
| 181 | PHILLIP C. JENKINS AND WIFE, VENICE D. JENKINS |
| 183 | WILLIAM JAMES ENDEAN AND TABITHA L. ENDEAN |
| 185 | CHRIS B. LACEY AND WIFE, PAMELA D. LACEY |
| 186 | SAMUEL G. WILSON AND WIFE, DORIS B. WILSON |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 12A |
| PSE | 2025 | STP-126(25) | 12A |
| | | | |
| | | | |

10-28-19:
TRACT 186, REVISED PROP. R.O.W.

1-08-20:
REVISED PROPERTY OWNERS FOR TRACT NOS. 168, 171, 177, 180, 183, 190, 338, & 339.

4-30-2021:
REVISED PROPERTY OWNERS FOR TRACT NOS. 183 & 184.

UNECONOMIC REMNANT TRACT NO. 8175.

10-6-22:
REVISED PROP. R.O.W. & SLOPE LINE OF TRACT NO. 329.
ADDED TRACT NO. 338-S, PROP. R.O.W. & SLOPE LINE
ADDED CONST. ESMT. TO TRACT NO. 186.

N 68° 23' 4" E 121.60'
R=598.72'L L=3.57'
R=598.72'L L=109.81'
N 57° 32' 2" E 88.70'
N 58° 7' 18" E 167.01'
INGRESS/EGRESS ESMT NOT PLOTTABLE
177 THE REEDY LIVING TRUST
N 40° 13' 10" W 227.10'
N 9° 54' 24" W 279.93'
N 23° 37' 14" W 329.59'
N 29° 44' 33" W 323.21'
338 DAVID STEPHENSON WEINHOLD AND WIFE STEPHANIE FLUCE WEINHOLD
339 DAVID T. HUBBARD AND AMY MAEVE HUBBARD, HUSBAND AND WIFE
8175 UNECONOMIC REMNANT
CHRISTOPHER A. & SARAH EATON 295
329
N 87° 6' 14" E 182.22'
294+00.00 214.50'
293+38.00 190.48'
DL476 DL477 DL479 DL480 DL743 DL744 DL745 DL746 DL482 DL5094 DL5095 DL5236 DL5237
338-S
N 87° PROP. R.O.W. 56.0' 147.33'
295+26.72 144.01'
295+25.08 130.65'
13.46'
N 57° 56' 37" E 78.31'
296+05.00 146.00'
296+16.06 136.25'
N 80° 20' 10" E 25.30'
296+28.63 136.96'
293+16.98 138.41'
293+48.00 141.00'
338
N 57° 56' 37" E 184.70'
293+10.24 122.31'
125.00'
17.66'
EIP
63.29'
N 55° 52' 38" E 91.15'
N 56° 9' 40" E 131.63'
N 80° 20' 10" E 134.23'
12.58'
297+54.00 189.00'
N 55° 56' 44" E 29.66'
EIP
FILL
16.79'
DL479
298+00.51 90.45'
298+50.00 92.00'
N 57° 06' 29" E 42.37'
N 68° 26' 28" E 133.66'
299+82.00 71.00'
PROP. R.O.W.
300+24.33 72.70'
N 56° 30' 43" E 122.38'
293+42.58
L938
L3039
294+61.91 126.76'
168
171 RODNEY HURD
DORMAN L. STOUT AND WIFE, MARY ANN STOUT
172
N 29° 37' 42" E 105.09'
S 29° 37' 42" E 105.44'
96.26'
293+36.69 26.32'
296+14.28 30.83'
175
297+26.37 38.33'
65.56'
N 41° 37' 37" E
EIP CAP
EIP CAP
N 57° 36' 43" E 49.52'
S 55° 34' 10" W 112.34'
213.92'
S 55° 34' 10" W
EIP CAP
EIP CAP
92.05'
N 57° 06' 29" E
301+16.30 76.38'
301+16.55 46.43'
80.14'
301+96.50 51.79'
S 55° 34' 10" W 40.40'
300+26.48
L942
L240
293+34.55 8.45'
C213
294+60.13 21.68'
C214
PRES. R.O.W.
295+16.68 24.29'
S 55° 34' 10" W 97.82'
297+27.57 20.37'
PRES. R.O.W.
298+13.04 26.10'
85.66'
S 55° 34' 10" W
N 59° 24' 06" E
S.R. 126
STA. 293+00
SEE SHEET NO. 11A
MATCH LINE
293+25.48 71.05'
293+58.49 74.24'
CP-S19 11.99'
L242
L241
R=1462.50'L L=162.13'
PRES. R.O.W.
295+23.23 73.49'
150.55'
143.28'
PROP. R.O.W. S 55° 49' 31" W 295+05.00 82.00'
N 55° 34' 10" E 131.79'
296+54.73 64.68'
7.94'
PIPE S 57° 16' 15" W
293+58.70 86.23'
DL480 293+23.51 85.94'
CUT
154.32'
S 33° 35' 41" E
169
SHARON METCALFE CLINE
N 49° 7' 58" E 228.31'
N 51° 42' 47" E 69.25'
PIPE DISTURBED
S 50° 00' 32" W 282.58'
174
LAURA ANN GAMBLE AND HUSBAND, MARK A. GAMBLE
S 40° 40' 33" E 400.09'
170
S 34° 24' 45" E 119.12'
296+55.25 72.61'
173
L243
L244
PRES. R.O.W.
89.92'
S 55° 49' 31" W
297+32.92 59.45'
297+33.25 64.44'
CUT
172.38'
N 49° 46' 0" E
EIP
297+45.00 67.00'
297+95.00 114.00'
S 57° 31' 26" W 29.08'
298+24.06 113.05'
R=40.00'L L=209.42'
298+14.19 59.01'
298+39.29 57.33'
N 55° 34' 10" E 168.30'
S 57° 31' 26" W 25.28'
176
300+07.21 46.08'
300+47.37 106.71'
S 57° 31' 26" W 168.13'
PROP. R.O.W.
298+49.33 112.22'
MARK A. GAMBLE AND WIFE, LAURA A. GAMBLE
15+75.50 18.73'
S 50° 37' 24" W 165.39'
14+09.47 26.42'
S 54° 06' 09" W
L247
L248
L249
L245
L246
S 40° 57' 25" E 333.90'
S 40° 57' 25" E 85.19'
S 40° 57' 25" E 55.80'
S 40° 40' 57" E 50.38'
S 40° 40' 6" E 64.97'
S 40° 40' 6" E 64.93'
61.41'
N 55° 34' 10" E 172.79'
S 57° 31' 26" W 82.68'
178
301+90.04 96.72'
301+00.00 104.00'
S 54° 46' 50" W 102.68'
S 54° 46' 50" W 90.34'
48.49'
S 40° 40' 6" E
63.05'
S 40° 40' 6" E
46.05'
EIP DISTURBED
L250
C215
181
302+01.25 33.09'
CP-S20
EIP CAP
302+90.19 30.78'
304+13.07 30.27'
50+30.29 56.82'
PRES. R.O.W.
N 40° 23' 40" W 97.58'
R=920.00'R L=53.98'
305+09.92 84.33'
305+27.35 30.46'
305+31.30 48.14'
305+38.91 80.48'
DL5238
DL5095
DL5237
185
L261
L438
305+90.00 62.00'
50+98.95 64.29'
302+96.07 87.65'
10+94.18 38.52'
10+70.27 47.35'
11+39.83 39.83'
11+78.84 29.47'
12+37.13 28.79'
11+30.13
L218
L219
L251
L252
L253
11+97.97 10.75'
11+76.01 10.47'
11+99.29 27.28'
PROP. R.O.W.
S 51° 17' 35" W
TANGLEWOOD ROAD
LIMIT OF CONST. 12+00.00
S 54° 06' 09" W
L249
11+55.00 45.00'
S 56° 30' 16" W 98.51'
183
10+43.12 35.00'
51+77.02
51+80.52 1.04'
53+03.44 26.38'
EIP CAPPED
S 51° 21' 0" W 154.73'
184
LIMIT OF CONST. 54+00.00
WILLIAM JAMES ENDEAN AND TABITHA L. ENDEAN
6' UTILITY AND DRAINAGE ESMT
S 50° 57' 50" W 168.07'
N 34° 8' 18" W 169.49'
N 34° 6' 43" W 153.19'
6' UTILITY AND DRAINAGE ESMT
12' UTILITY AND DRAINAGE ESMT
S 38° 39' 10" E 19.63'
S 33° 46' 56" E
BRIARWOOD ROAD
CUT
FILL
PROP. R.O.W.
L436
15.19'
52+65.25 33.00'
52+67.04 17.90'
CONST. ESM'T.
187
R=465.22' L L=103.55'
51+07.22 34.45'
51+54.35 33.00'
CONST.* ESMT.
UNECONOMIC REMNANT
186
MATCH LINE
STA. 306+00
*NOTE: FOR THE REMOVAL OF STRUCTURE
N 52° 32' 16" E 433.36'
N 51° 13' 46" W 163.90'
305
190
VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST
N 34° 28' 11" W 84.16'
N 77° 41' 33" E 81.29'
N 77° PROP. R.O.W. 257.57'
304+73.58 88.96'
R=995.00' L L=159.75'
305+74.53 64.28'
PRES. R.O.W.
MULTI-USE PATH
CUT
EIP
304+83.20 54.69'
R=1005.00'L L=96.33'
N 11° 29' 52" W 10.00'
305+74.42 44.28'
R=893.30' R L=367.64'
SEE SHEET NO. 13A
STA. 304+71.67 S.R. 126= STA. 50+00.00 BRIARWOOD RD.
182
JENNY L. FALCONER
180
SELBY MILLARD
GEORGE J. COLEMAN, III AND WIFE, SARAH K. COLEMAN
300
N 52° 47' 25" E 103.12'
N 52° 38' 26" E 147.71'
167.34'
N 52° 56' 15" E
EIP
N 51° 34' 13" E 42.86'
METALPOST
180.35'
N 34° 24' 20" W
188.15'
N 31° 3' 33" W
199.67'
N 30° 57' 52" W
N 57° 06' 29" E 84.91'
303+74.00 100.00'
303+49.00 112.00'
304+00.00 100.00'
PERM. DRAIN. ESMT.
303+40.00 89.65'
DL744
DL745
DL746
DL482
303+72.00 94.66'
302+62.11 82.28'
302+62.49 54.01'
N 57° 06' 29" E 146.56'
28.27'
EIP CAP
R=1005.00'L L=66.48'
R=1005.00'L L=232.79'
PRES. R.O.W.
EIP CAP
S 55° 34' 11" W 46.43'
301+16.55
301+96.50 51.79'
S 55° 34' 11" W
EIP CAP
EIP CAP
92.37'
99.95'
N 57° 06' 29" E
92.05'
301+16.30 76.38'
179
N 57° 06' 29" E 42.37'
300+24.33 72.70'
N 30° 57' 52" W
199.67'
N 34° 24' 20" W
180.35'
N 31° 3' 33" W
188.15'
N 52° 38' 26" E 147.71'
N 52° 47' 25" E 103.12'
EIP
EIP
EIP
EIP
N 52° 56' 15" E 167.34'
N 51° 13' 46" W 163.90'
N 52° 32' 16" E 433.36'
N 34° 28' 11" W 84.16'
N 77° 41' 33" E 81.29'
N 77° PROP. R.O.W. 257.57'
304+73.58 88.96'
R=995.00' L L=159.75'
305+74.53 64.28'
PRES. R.O.W.
MULTI-USE PATH
CUT
EIP
304+83.20 54.69'
R=1005.00'L L=96.33'
N 11° 29' 52" W 10.00'
305+74.42 44.28'
R=893.30' R L=367.64'
SEE SHEET NO. 13A
STA. 306+00
MATCH LINE
STA. 304+71.67 S.R. 126= STA. 50+00.00 BRIARWOOD RD.
STA. 51+54.35 BRIARWOOD RD.= STA. 10+00.00 TANGLEWOOD RD.

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL305 | S 73° 05' 40" W | 47.71' |
| DL310 | N 80° 48' 04" W | 70.25' |
| DL476 | N 38° 30' 35" E | 73.18' |
| DL477 | N 52° 03' 42" E | 33.57' |
| DL479 | N 57° 36' 43" E | 46.53' |
| DL480 | N 57° 16' 15" E | 33.47' |
| DL482 | N 57° 06' 29" E | 31.20' |
| DL743 | N 01° 29' 42" W | 24.44' |
| DL744 | N 89° 00' 59" E | 30.15' |
| DL745 | S 01° 26' 42" E | 5.78' |
| DL746 | N 57° 06' 29" E | 35.31' |
| DL5094 | S 16° 41' 14" E | 22.22' |
| DL5095 | S 84° 05' 18" W | 102.96' |
| DL5236 | S 16° 41' 14" E | 45.92' |
| DL5237 | S 55° 56' 59" W | 50.90' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| L240 | S 26° 32' 30" E | 18.00' |
| L241 | N 26° 32' 30" W | 15.00' |
| L242 | N 62° 32' 39" E | 31.81' |
| L243 | N 55° 34' 10" E | 78.37' |
| L244 | S 34° 25' 50" E | 5.00' |
| L245 | N 55° 34' 10" E | 81.12' |
| L246 | N 34° 25' 50" W | 18.00' |
| L247 | N 55° 34' 10" E | 25.16' |
| L248 | S 50° 37' 24" W | 7.00' |
| L249 | N 50° 37' 24" E | 7.00' |
| L250 | N 55° 34' 10" E | 21.68' |
| L251 | S 50° 37' 24" W | 58.30' |
| L252 | N 50° 33' 33" E | 21.96' |
| L253 | N 49° 3' 55" E | 29.38' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| L253 | N 49° 3' 55" E | 29.38' |
| L255 | S 38° 43' 52" E | 36.91' |
| L256 | S 38° 43' 52" E | 126.18' |
| L258 | N 39° 30' 2" W | 139.94' |
| L259 | N 39° 30' 44" W | 34.79' |
| L260 | S 26° 52' 18" E | 16.58' |
| L261 | S 26° 52' 35" E | 18.08' |
| L436 | N 50° 30' 03" E | 122.83' |
| L437 | N 39° 24' 59" W | 86.42' |
| L438 | S 56° 25' 24" W | 30.96' |
| L577 | N 39° 30' 44" W | 27.66' |
| L938 | N 57° 17' 58" E | 170.74' |
| L942 | S 63° 18' 15" W | 196.88' |
| L3039 | N 56° 09' 40" E | 34.59' |

| CURVE | RADIUS | LENGTH |
|---|---|---|
| C213 | 1364.50'R | 124.76' |
| C214 | 1364.50'R | 56.61' |
| C215 | 920.00'R | 87.88' |
| C216 | 80.00'R | 42.13' |
| C217 | 120.00'L | 47.20' |
| C218 | 120.00'L | 55.01' |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S19 | 819954.7154 | 3000088.9584 | 1651.09 | 293+85.42 | 64.52' (RT) |
| S20 | 820460.6704 | 3000842.7575 | 1672.67 | 302+93.65 | 12.32' (RT) |

| LEGEND | |
|---|---|
| ——— | PROPOSED RIGHT-OF-WAY |
| -·-·- | CONSTRUCTION EASEMENT |
| //// | DRAINAGE EASEMENT |
| ▨ | SLOPE EASEMENT |

SEALED BY
ROBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
TENNESSEE
STATE OF TENNESSEE
7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

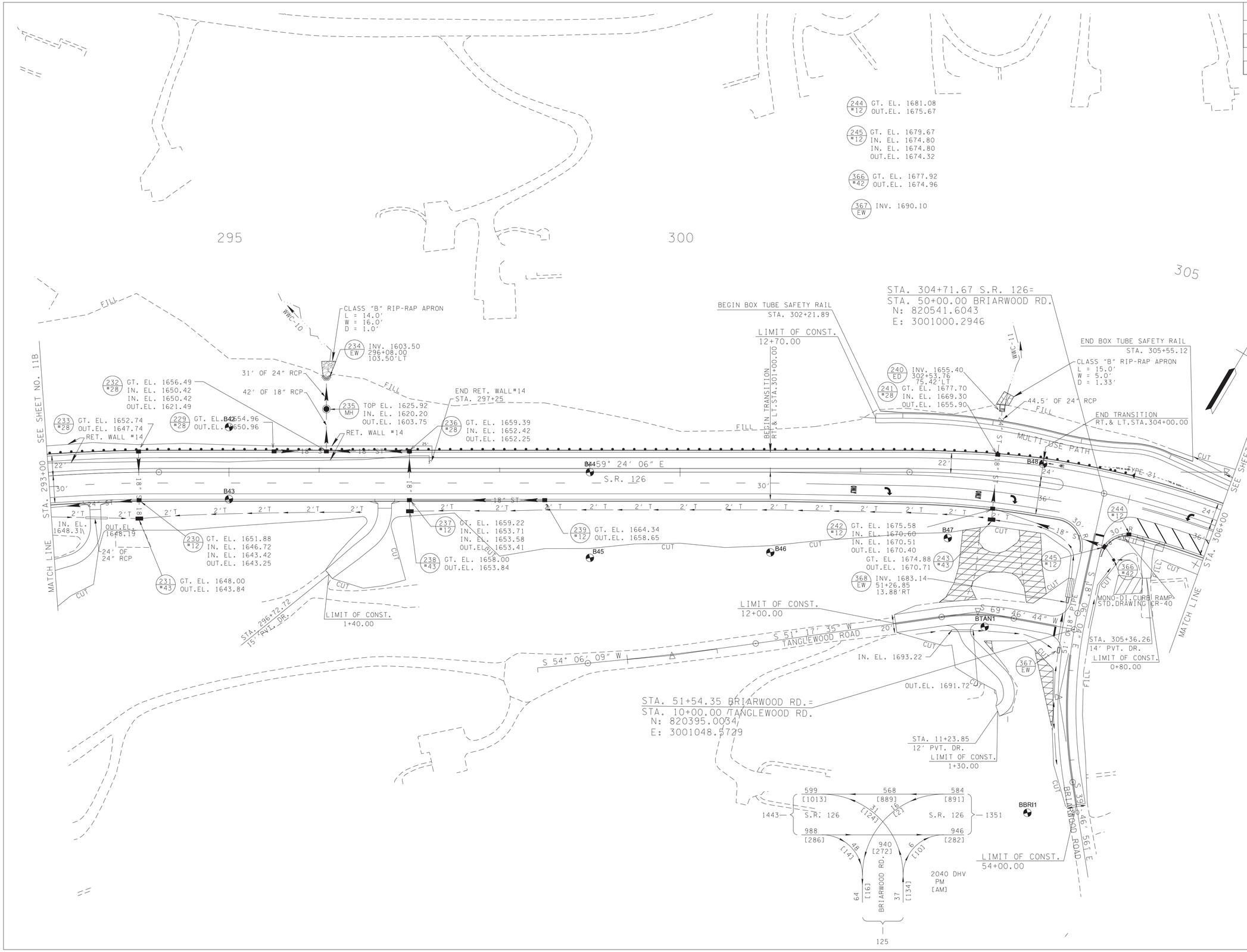
# R.O.W. DETAILS

STA.293+00 TO STA.306+00

SCALE: 1"=50'

7/17/2025 7:43:06 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\012A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 12B |
| | | | |
| PSE | 2025 | STP-126(25) | 12B |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPOSED LAYOUT

STA.293+00 TO STA.306+00

SCALE: 1"=50'

7/17/2025 7:43:13 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\012B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 12C |
| PSE | 2025 | STP-126(25) | 12C |
| | | | |
| | | | |

174.17' S.E. TRANSITION
NORMAL CROWN
195.00' S.E. TRANSITION
FULL S.E.
0.037 FT./FT.

BEGIN S.E. TRANS STA. 293+35.27
END S.E. TRANS STA. 295+09.44
BEGIN S.E. TRANS STA. 301+86.83
END S.E. TRANS STA. 303+51.83

VC = 400.00'
K = 149
VC = 300.00'
K = 105
VC = 400.00'
K = 239

VPC 293+00.00 EL. 1651.53
VPI 295+00.00 EL. 1653.10
VPT 297+00.00 EL. 1659.99
VPC 298+00.00 EL. 1663.44
VPI 300+00.00 EL. 1670.33
VPT 302+00.00 EL. 1673.89
VPC 302+50.00 EL. 1674.78
VPI 304+00.00 EL. 1677.44
VPT 305+50.00 EL. 1684.38

PROP. GRADE S.R. 126
EXIST. GROUND

CP-S19
STA. 293+85.42, 64.52 (RT)
N 819954.7154
E 3000088.9584
EL. 1651.09

CP-S20
STA. 302+93.65, 12.32 (RT)
N 820460.6704
E 3000842.7575
EL. 1672.67

MH – STA. 300+63.36 TOP 1711.41
MH – STA. 302+96.78 TOP 1696.72
MH – STA. 303+23.22 TOP 1687.73
MH – STA. 304+15.41 TOP 1677.93
MH – STA. 304+16.36 TOP 1678.48

OH Wire Sta. 302+23.8 Low Wire El. 1717.8 (Plotted 10' Below Datum)
OH Wire Sta. 302+22.9 Low Wire El. 1694.6
OH Wire Sta. 303+66.1 Low Wire El. 1695.0

304+71.67 S.R. 126= 50+00.00 BRIARWOOD RD. (SEE SHEET 221) EL. 1681.05

24" ST Xing Sta. 303+54.0 Elev. 1669.6
12" Water Xing Sta. 303+01.0 Elev. 1670.3

-0.50%
0.78%
1.78%
3.45%
4.00%
3.00%
4.63%

2'T SP.DT.RT. (10' BELOW DATUM)
2'T DT.RT. (10' BELOW DATUM)

12" W
6" W
4" FM

TOP EL. 1625.92
IN. EL. 1620.20
OUT.EL. 1603.75

293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306+00

7/17/2025 7:43:17 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\012C.sht

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ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSION NO. 109081
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.293+00 TO STA.306+00
SCALE: 1"=50' HORIZ.
1"=5' VERT.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 13 |
| | | | |
| PSE | 2025 | STP-126(25) | 13 |
| | | | |

OLD STAGE ROAD
CURVE DC702
PI 49+01.35
N 820,703.1276
E 3,001,396.8514
Δ 60° 50′ 48″ (LT)
D 38° 00′ 00″
R 150.78
L 160.12
T 88.54
SE 0.040 FT/FT
DESIGN SPEED 15 MPH
TRANS. LENGTH 105

SEPTIC LOCATION UNKNOWN

KINGSPORT CITY LIMITS

191 VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST

193 VINTON A. HOYLE AND MARTHA G. HOYLE LIVING TRUST

190 VINTON A. HOYLE. AND MARTHA G. HOYLE LIVING TRUST

STA. 308+64.48 S.R. 126=
STA. 50+00.00 OLD STAGE RD.

SEE SHEET NO. 12

STA. 306+00

MATCH LINE

TREES

GRASS

2-BR-RES.

CUT

ASP.

PROP. R.O.W.

PRES. R.O.W.

OLD STAGE ROAD

18' ASP.

WWC-12

BACKFLOW PREV.

5MB

W.M.

I-B-RES.

RW

CONC.

ASP./GR

16' GRAVEL

CUT

GRASS

200

I-B RES.

I-M-CAR.

I-F-SHED.

HELEN LOAN TAYLOR BELOTE

VALERIE ANN TAYLOR

198

2-F RES.

GARY W. TAYLOR AND WIFE, MARILYN E. TAYLOR

199

15 LESA SINGLETON BROOKS AND HUSBAND, GREG B. HORNE

2-F-RES.

197

I-F-GAR

PROP. R.O.W.

194

2-F/B-RES

MYRON CHRIS WATKINS AND WIFE, LIESEL CAMPBELL WATKINS

2-B-RES.

SLOPE ESMT.

CONST. ESMT.

192 ELLA V. MANIS

INV-1695.96

CP-S21

PT 49+72.03

S 81° 49′ 56″ E

S.R. 126

33' ASP.

INV-1689.68

FULL

24" RCP

FILL

BRUSH/TREES

BRUSH

WWC-13

INV-1697.39

INV-1681.97

PAIGEWIRE

CP-S23

N 59° 05′ 21″ E

186 SAMUEL G. WILSON AND WIFE, DORIS B. WILSON

I-F-SHED

187

4.45

I-B-RES.

CURB

S 39° 45′ 56″ E

BRIARWOOD ROAD

SAMUEL G. WILSON AND WIFE, DORIS B. WILSON

188 DOUGLAS L. DADE AND WIFE, CHARLOTTE W. DADE

189

PRES. R.O.W.

12" W

8" W

4" G

C

INV-1702.33

18"RCP

INV-1695.96

CP-S21

PT 49+72.03

12" W

S 81° 49′ 56″ E

S.R. 126

33' ASP.

INV-1689.68

24" RCP

FULL

FILL

BRUSH/TREES

PRES. R.O.W.

PROP. R.O.W.

WWC-13

INV-1697.39

INV-1681.97

82P126-F3-002

END PROJ. NO. STP-126(25) (CONST.)

STA. 307+50.00

N: 820590.2511

E: 3001273.4238

SR 126
CURVE DC109
PI 306+04.90
N 820,630.6178
E 3,001,104.4363
Δ 38° 45′ 58″ (RT)
D 5° 45′ 00″
R 996.45
L 674.19
T 350.57
SE 0.037 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 195.00

195 LOIS J. MATLOCK AND KIMBERLY MATLOCK

SR 126
CURVE DC110
PI 314+62.85
N 820,504.8964
E 3,001,980.3643
Δ 39° 04′ 44″ (LT)
D 5° 45′ 00″
R 996.45
L 679.63
T 353.63
SE 0.037 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 195.00

196 GERALD WAYNE FRITZ AND WIFE, BETTY G. FRITZ

201 RACHEL COPE

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
No. 109855
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRESENT LAYOUT

STA.306+00 TO STA.319+00

SCALE: 1"=50'

7/17/2025 7:43:25 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\013.sht

| LEGEND | |
|---|---|
| ——— | PROPOSED RIGHT-OF-WAY |
| — — — | CONSTRUCTION EASEMENT |
| /// | DRAINAGE EASEMENT |
| ::: | SLOPE EASEMENT |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 13A |
| PSE | 2025 | STP-126(25) | 13A |
| | | | |
| | | | |

10-28-19:
TRACT 186, REVISED PROP. R.O.W.

1-08-20:
REVISED PROPERTY OWNERS OF TRACT NOS. 189-191, 193, 194, 197, & 199.

4-30-21:
REVISED PROPERTY OWNER OF TRACT NO. 199.

10-6-22:
ADDED CONST. ESMT. TO TRACT NOS. 186, 192 & 194.

| LINE | DIRECTION | LENGTH |
|---|---|---|
| L257 | N 39° 26' 59" W | 60.45' |
| L258 | N 39° 30' 02" W | 139.94' |
| L262 | N 41° 40' 21" W | 24.80' |
| L263 | S 55° 32' 59" W | 25.15' |
| L264 | S 34° 47' 45" E | 41.70' |
| L266 | N 55° 27' 32" E | 105.31' |
| L267 | S 55° 32' 59" W | 61.91' |
| L268 | S 8° 43' 50" W | 5.00' |
| L269 | S 5° 20' 12" W | 15.00' |
| L270 | N 30° 44' 48" W | 15.00' |
| L432 | N 55° 27' 32" E | 68.29' |
| L433 | N 34° 25' 11" W | 10.67' |
| L434 | N 81° 10' 28" W | 58.76' |
| L435 | N 44° 52' 39" E | 58.17' |

| LINE | DIRECTION | LENGTH |
|---|---|---|
| DL5004 | N 23° 01' 47" E | 16.18' |
| DL5005 | N 46° 48' 02" E | 66.54' |
| DL5011 | S 07° 00' 55" W | 37.66' |
| DL5014 | S 56° 21' 28" W | 29.61' |
| DL5099 | N 87° 31' 09" W | 75.48' |
| DL5175 | N 23° 01' 47" E | 34.25' |
| DL5178 | S 56° 21' 28" W | 48.75' |
| DL5182 | N 72° 30' 32" E | 4.16' |
| DL5183 | N 48° 39' 48" E | 101.89' |
| DL5238 | S 41° 36' 57" E | 6.62' |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEV. | STATION | OFFSET |
| S21 | 820618.1330 | 3001422.7304 | 1703.28 | 308+95.88 | 33.42' (LT) |
| S23 | 820714.3454 | 3002356.3532 | 1699.80 | 318+65.40 | 13.45' (RT) |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

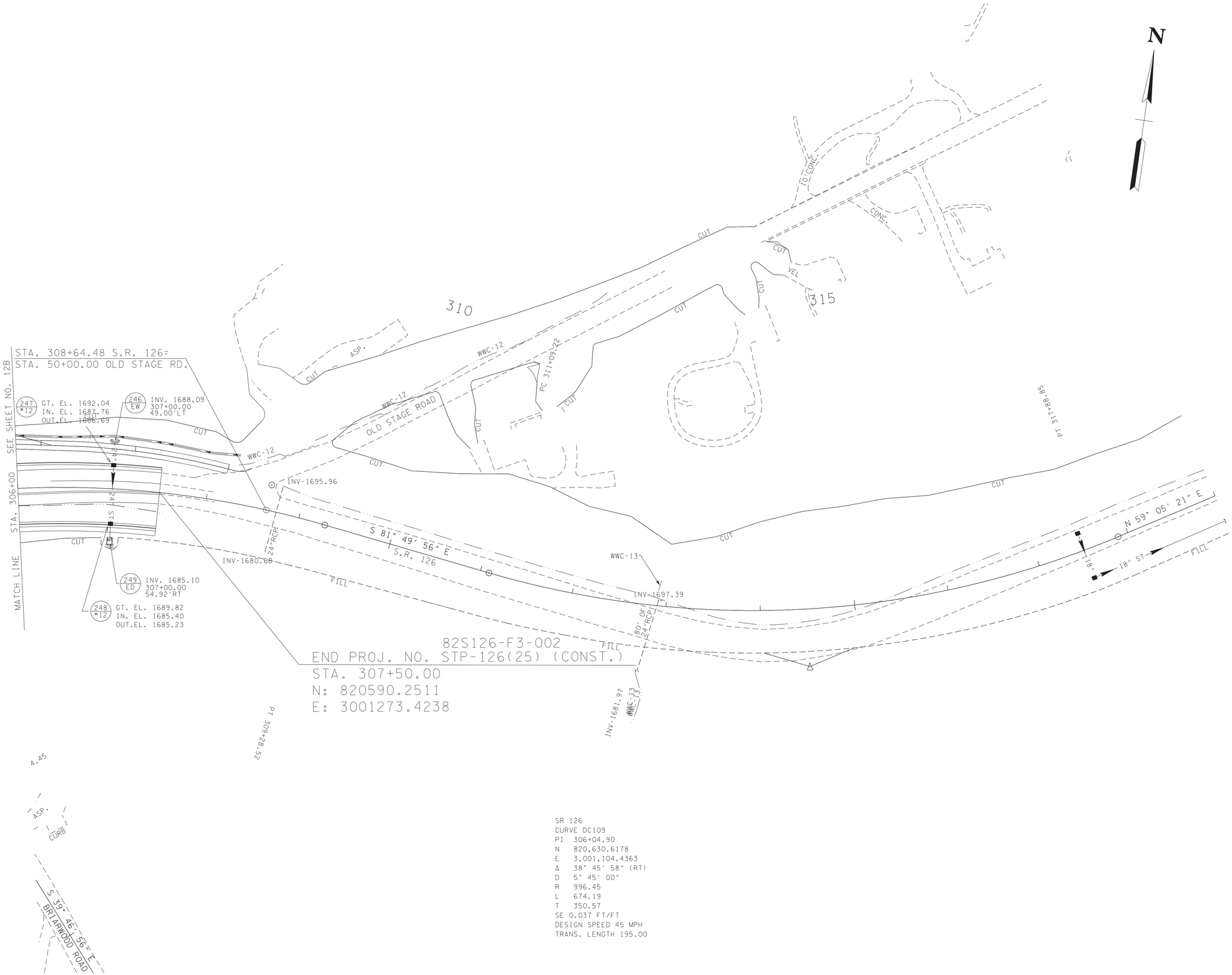
# R.O.W. DETAILS

STA.306+00 TO STA.319+00

SCALE: 1"=50'

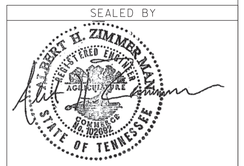
7/17/2025 7:43:31 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\03A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 13B |
| | | | |
| PSE | 2025 | STP-126(25) | 13B |
| | | | |




SR 126
CURVE DC109
PI 306+04.90
N 820,630.6178
E 3,001,104.4363
Δ 38° 45' 58" (RT)
D 5° 45' 00"
R 996.45
L 674.19
T 350.57
SE 0.037 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 195.00

SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPOSED LAYOUT

STA.306+00 TO STA.307+50

SCALE: 1"=50'

7/17/2025 7:43:38 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\013B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 13C |
| PSE | 2025 | STP-126(25) | 13C |
| | | | |
| | | | |

FULL S.E.
0.037 FT./FT.

BEGIN S.E. TRANS
STA. 308+92.29

253.16' S.E. TRANSITION

END S.E. TRANS
STA. 311+45.45

FULL S.E.
0.037 FT./FT.

BEGIN S.E. TRANS
STA. 316+91.35

195.00' S.E. TRANSITION

END S.E. TRANS
STA. 318+86.35

NORMAL CROWN

8" W
2" G

VPI 313+00.00
EL. 1719.07

VPC 307+00.00
EL. 1691.32

VPT 319+00.00
EL. 1700.17

OH Wire
Sta. 308+56.5
Low Wire El. 1714.5

308+64.48 S.R. 126=
50+00.00 OLD STAGE RD.
(SEE SHEET 22J)
EL. 1698.05

CP-S21
STA. 308+95.88, 33.42 (LT)
N 820618.1330
E 3001422.7304
EL. 1703.28

PROPOSED GRADE

PROP. GRADE S.R. 126

-3.15%

EXIST. GROUND

251 #12
252 #12
253 #12
250 #12
247 #12
248 #12

12" W
4" G

24" ST Xing
Sta. 312+90.5
Elev. 1696.1

12" Water Xing
Sta. 312+90.0
Elev. 1698.1

12" Water Xing
Sta. 315+29.0
Elev. 1699.4

CP-S23
STA. 318+65.40, 13.45 (RT)
N 820714.3454
E 3002356.3532
EL. 1699.80

2" Gas Xing
Sta. 308+58.6
Elev. 1692.3

24" ST Xing
Sta. 308+75.0
Elev. 1690.2

VC = 1200.00'
K = 154

2'T DT.LT.
(20' BELOW DATUM)

6.69%

2.00%

6.00%

1.80%

8.68%

2'T SP.DT.LT.
(20' BELOW DATUM)

82S126-F3-002
END PROJ. NO. STP-126(25) (CONST.)
STA. 307+50.00

1750 1745 1740 1735 1730 1725 1720 1715 1710 1705 1700 1695 1690 1685 1680 1675 1670 1665 1660

306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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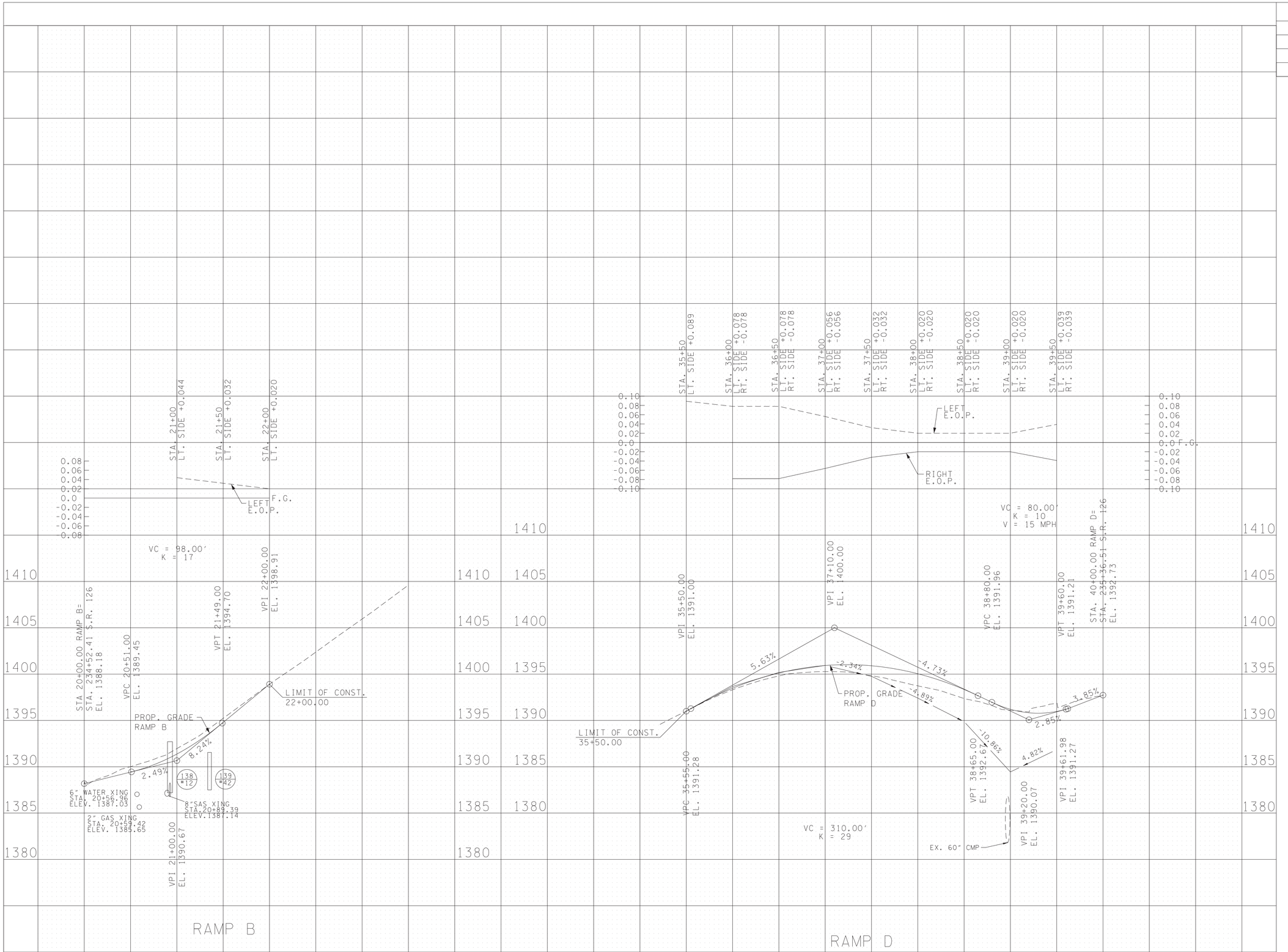
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA. 306+00 TO STA. 319+00
SCALE: 1"=50' HORIZ.
1"=5' VERT.

7/17/2025 7:43:43 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\013C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 14 |
| | | | |
| PSE | 2025 | STP-126(25) | 14 |
| | | | |

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JERRY H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER OF
STATE OF TENNESSEE

7-18-2025

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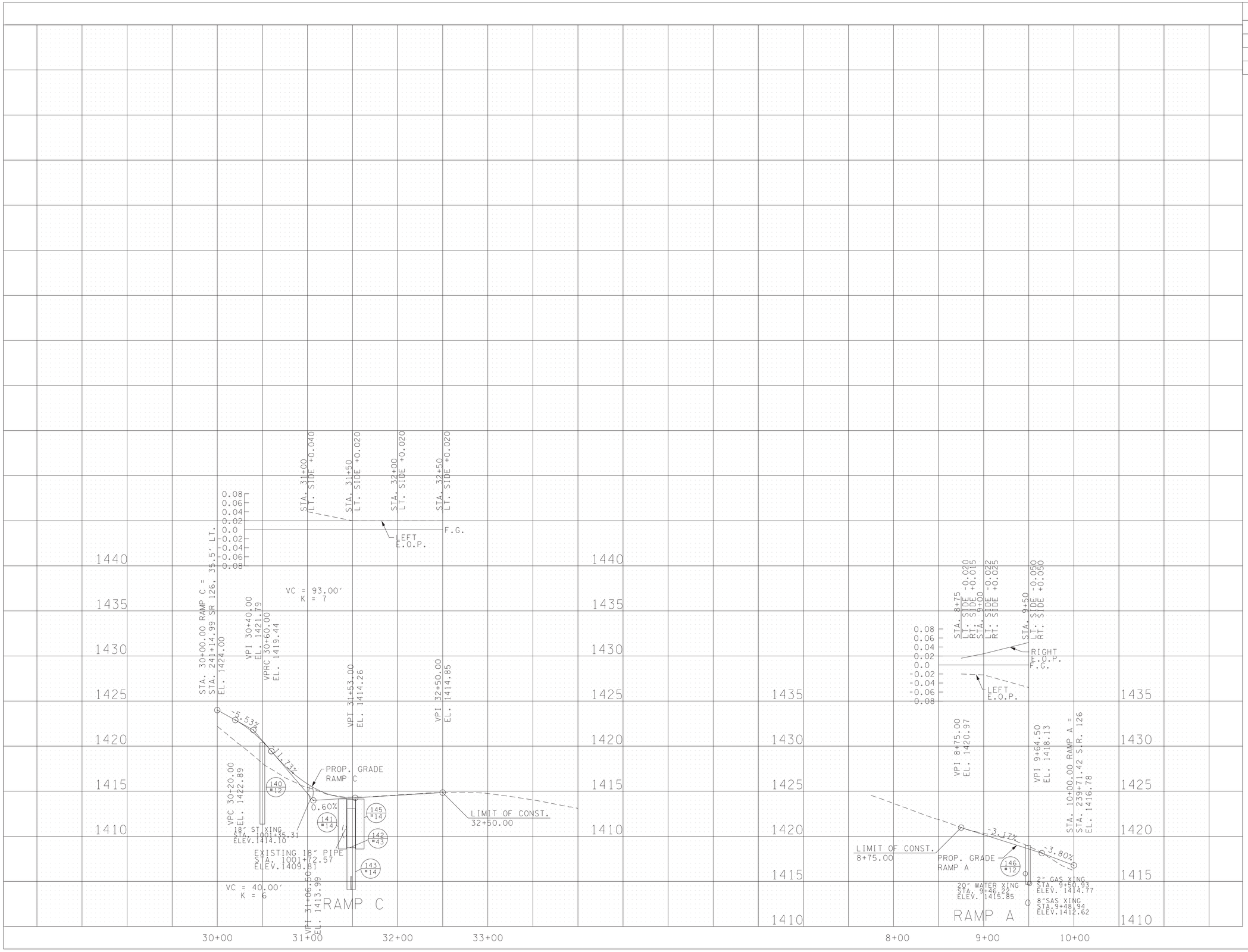
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE OF SIDE ROADS AND STREETS

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

7/17/2025 7:55:17 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\014.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22F |
| | | | |
| PSE | 2025 | STP-126(25) | 15 |
| | | | |

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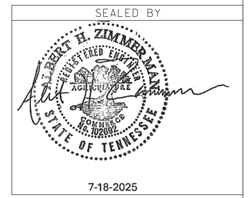


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# RAMP PROFILES

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

7/17/2025 7:55:22 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\015.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22 |
| | | | |
| PSE | 2025 | STP-126(25) | 16 |
| | | | |

# EAST CENTER STREET / WARPATH DRIVE

STA. 46+50 LT. SIDE -0.020 RT. SIDE -0.022
STA. 47+00 LT. SIDE -0.020 RT. SIDE -0.020
STA. 47+50 LT. SIDE -0.020 RT. SIDE -0.020
STA. 48+00 LT. SIDE -0.008 RT. SIDE -0.020
STA. 48+50 LT. SIDE +0.020 RT. SIDE -0.020
STA. 49+00 LT. SIDE +0.020 RT. SIDE -0.020
STA. 49+50 LT. SIDE +0.005 RT. SIDE -0.005
STA. 51+00 LT. SIDE +0.020 RT. SIDE -0.020
STA. 51+50 LT. SIDE +0.020 RT. SIDE -0.020
STA. 52+00 LT. SIDE -0.001 RT. SIDE -0.020
STA. 52+50 LT. SIDE -0.010 RT. SIDE -0.014

0.08 0.06 0.04 0.02 0.0 -0.02 -0.04 -0.06 -0.08

F.G. RIGHT E.O.P. LEFT E.O.P.

F.G. RIGHT E.O.P. LEFT E.O.P.

F.G. DR. = WARPATH ST. / EAST CENTER ST. / S.R. 126

VC = 75.00′ K = 20

VC = 75.00′ K = 23

VPI 46+25.00 EL. 1319.60
VPC 47+62.50 EL. 1318.77
VPI 48+00.00 EL. 1318.55
VPT 48+37.50 EL. 1317.89
VPC 48+79.52 EL. 1317.16
VPT 49+54.52 EL. 1317.25
STA. 50+00.00 EAST CENTER ST. / S.R. 126
STA. 49+95.55 EL. 1318.16
VPC 50+57.50 EL. 1317.07
VPT 51+32.50 EL. 1316.83
VPC 51+44.37 EL. 1316.99
VPI 51+82.77 EL. 1317.46
VPT 52+20.27 EL. 1317.65
VPI 52+75.00 EL. 1317.95

1335 1330 1325 1320 1315 1310

LIMIT OF CONST. 46+25.00
PROP. GRADE EAST CENTER ST.
-0.60% -1.75% 2.00% -1.89% -0.50% 2.50% 1.25% 0.50%
PROP. GRADE WARPATH DR.
LIMIT OF CONST. 52+75.00

6" W
8" W
T (UG)
6" GAS XING STA. 45+64.51 ELEV. 1315.62
8"SAS
MH STA. 45+54.66 TOP 1319.71
VC = 75.00′ K = 65
MH STA. 48+05.00 TOP 1318.30
VPI 49+17.02 EL. 1316.50
TELEPHONE XING STA. 49+25.48 ELEV. 1312.95
8" WATER XING STA. 50+52.41 ELEV.1314.17
12" WATER XING STA. 50+98.87 ELEV.1314.11
SP. "V"
MH STA. 50+81.22 TOP 1316.68
8" SAS XING STA. 50+92.96 ELEV. 1307.52
VPI 50+95.00 EL. 1316.37
VC = 75.00′ K = 100
12" W
2" G
2" GAS XING STA. 52+17.84 ELEV. 1313.83
MH STA. 54+75.19 TOP 1318.11

45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00

SEALED BY

ALBERT H. ZIMMERMAN LICENSED PROFESSIONAL ENGINEER AGENCY NO. 109004 COMMISSION OF TENNESSEE STATE OF TENNESSEE

7-18-2025

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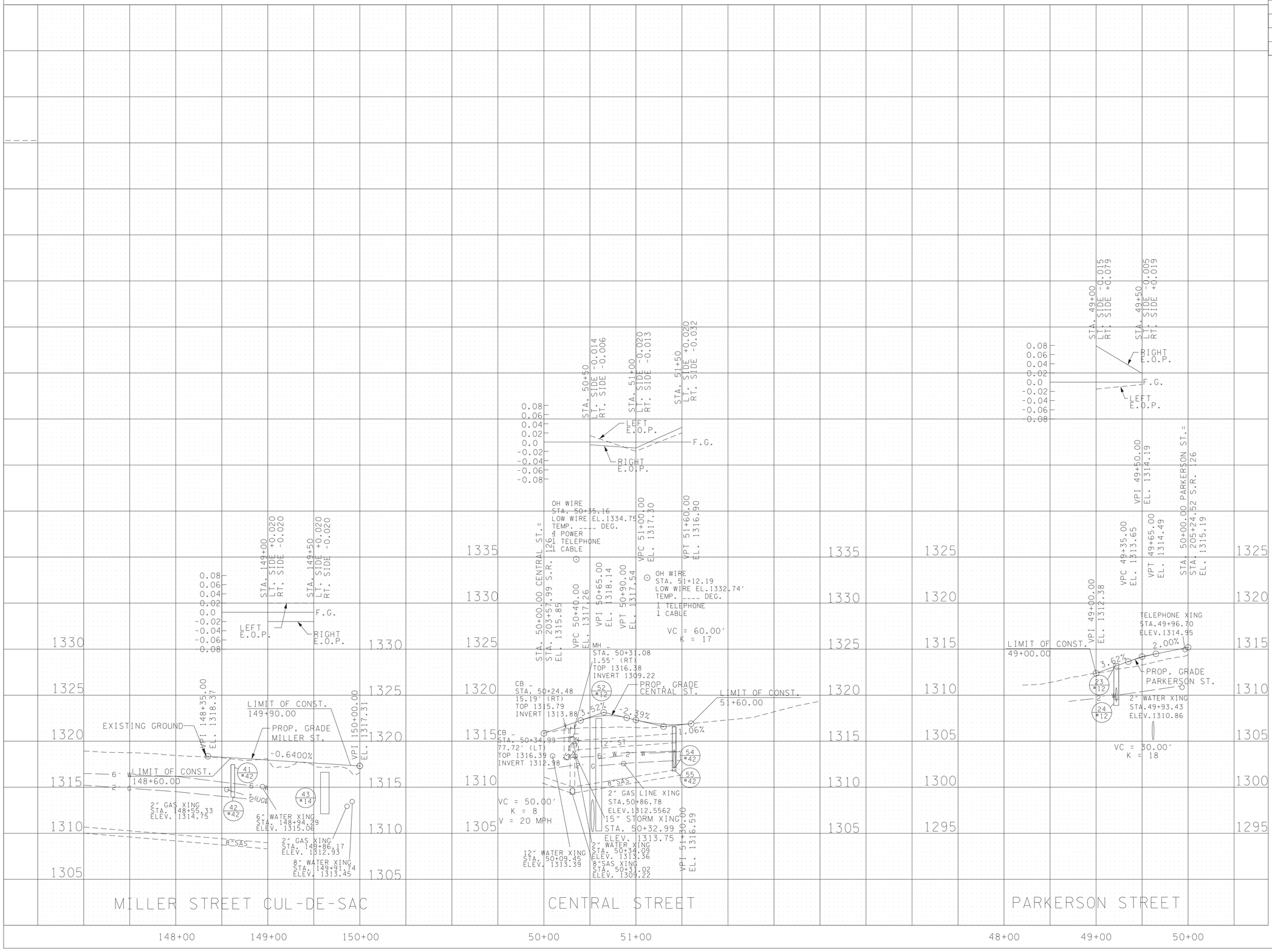
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

## SIDE ROAD PROFILES

SCALE: 1"= 50′ HORIZ.
1"= 5′ VERT.

7/17/2025 7:55:26 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\016.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22A |
| | | | |
| PSE | 2025 | STP-126(25) | 17 |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE BUILDING
KNOXVILLE, TENNESSEE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:55:31 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\07.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22B |
| | | | |
| PSE | 2025 | STP-126(25) | 18 |
| | | | |

5-31-22:

TRACT NO. 22 - REVISED DRAINAGE STRUCTURE.

REVISED PROP. GRADE CONWAY DRIVE

STA. 50+50 LT. SIDE +0.007 RT. SIDE -0.007
STA. 51+00 LT. SIDE -0.020 RT. SIDE -0.020
STA. 51+50 LT. SIDE -0.020 RT. SIDE -0.020
STA. 52+00 LT. SIDE -0.009 RT. SIDE -0.020
STA. 52+25 LT. SIDE +0.010 RT. SIDE -0.026

LEFT E.O.P.
RIGHT E.O.P.
F.G.

OH WIRE STA. 20+55.75
LOW WIRE EL.1337.79'
TEMP. ---- DEG.
4 POWER
2 TELEPHONE
1 CABLE

STA. 50+00.00 CONWAY DR. = STA. 208+78.59 S.R. 126
EL. 1317.30

VPC 50+35.60 EL. 1316.60
VPT 50+85.60 EL. 1318.10
VPC 51+10.00 EL. 1319.08
VPT 51+85.60 EL. 1320.83
VPI 51+85.00 EL. 1321.59
VPI 52+00.00 EL. 1322.24
VPI 52+25.00 EL. 1323.29

VC = 50.00
K = 25

PROP. GRADE CONWAY DR.
LIMIT OF CONST. 52+25.00

3.96%
4.39%
3.06%
4.00%
2.00%
1.99%
4.00%
3.37%
VC = 50.00
K = 5
V = 42 MPH
0.50%
4.00%
6.60%
1.00%
SP. "V" DT. RT. VERT. OFFSET

74A #43
74 #14
73 #14
75 #42
72 #42

U.G. TELEPHONE XING
STA. 20+01.70
ELEV. 1317.41

U.G.TEL. XING
STA.20+36.08
ELEV.1313.7539

8"SAS XING
STA. 20+12.11
ELEV. 1312.52

MH -
STA. 20+03
0.91' (LT)
TOP 1317.51
INVERT 1312.86

2" WATER LINE XING
STA.20+04.28
ELEV.1314.4220

8" WATER XING
STA. 20+28.50
ELEV. 1313.62

2" WATER XING
STA. 20+53.08
ELEV. 1314.80

MH -
STA. 20+50
3.64' (RT)
TOP 1317.90
INVERT 1310.60

VPI 50+60.60 EL. 1317.10
VPI 51+35.00 EL. 1320.08

4" GAS LINE XING
STA.20+05.53
ELEV.1313.3538

CONWAY DRIVE

STA. 47+00 LT. SIDE -0.009 RT. SIDE -0.006
STA. 47+50 LT. SIDE -0.020 RT. SIDE -0.020
STA. 48+00 LT. SIDE -0.020 RT. SIDE -0.020
STA. 48+50 LT. SIDE -0.020 RT. SIDE -0.020
STA. 49+00 LT. SIDE -0.020 RT. SIDE -0.020
STA. 49+50 LT. SIDE +0.004 RT. SIDE -0.020

LEFT E.O.P.
RIGHT E.O.P.
F.G.

VPI 47+00.00 EL. 1316.05
VPC 47+22.50 EL. 1315.57
VPT 48+77.50 EL. 1316.84
VPC 49+15.00 EL. 1318.27
VPI 49+40.00 EL. 1319.22
VPT 49+65.00 EL. 1319.73

STA. 50+00.00 WOODSIDE DR. = STA. 212+43.12 S.R. 126
EL. 1320.45

VC = 155.00'
K = 26

LIMIT OF CONST. 47+00.00
PROP. GRADE WOODSIDE DR.

2.5%
2.05%
3.80%
4.00%
1.00%
1.10%
SP. "V" DT. RT.

90 #14
89 EW
91 #14
92 #12
93 JB

VPI 48+00.00 EL. 1313.96

VC = 50.00'
K = 28
V = 30 MPH

WOODSIDE DRIVE

50+00 51+00 52+00 53+00 46+00 47+00 48+00 49+00 50+00

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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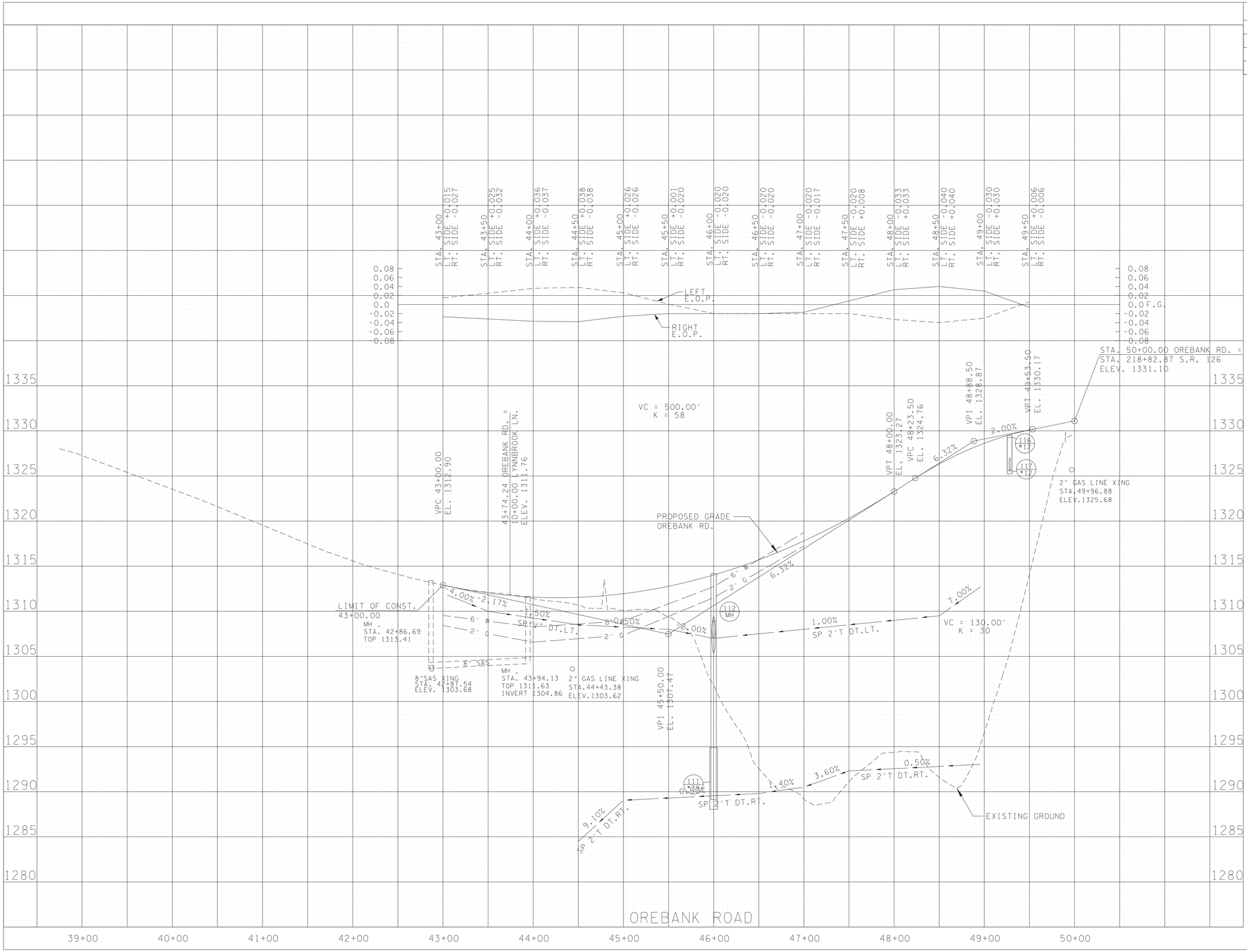
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

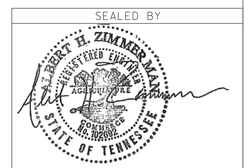
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

7/17/2025 7:55:36 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\08.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22C |
| PSE | 2025 | STP-126(25) | 19 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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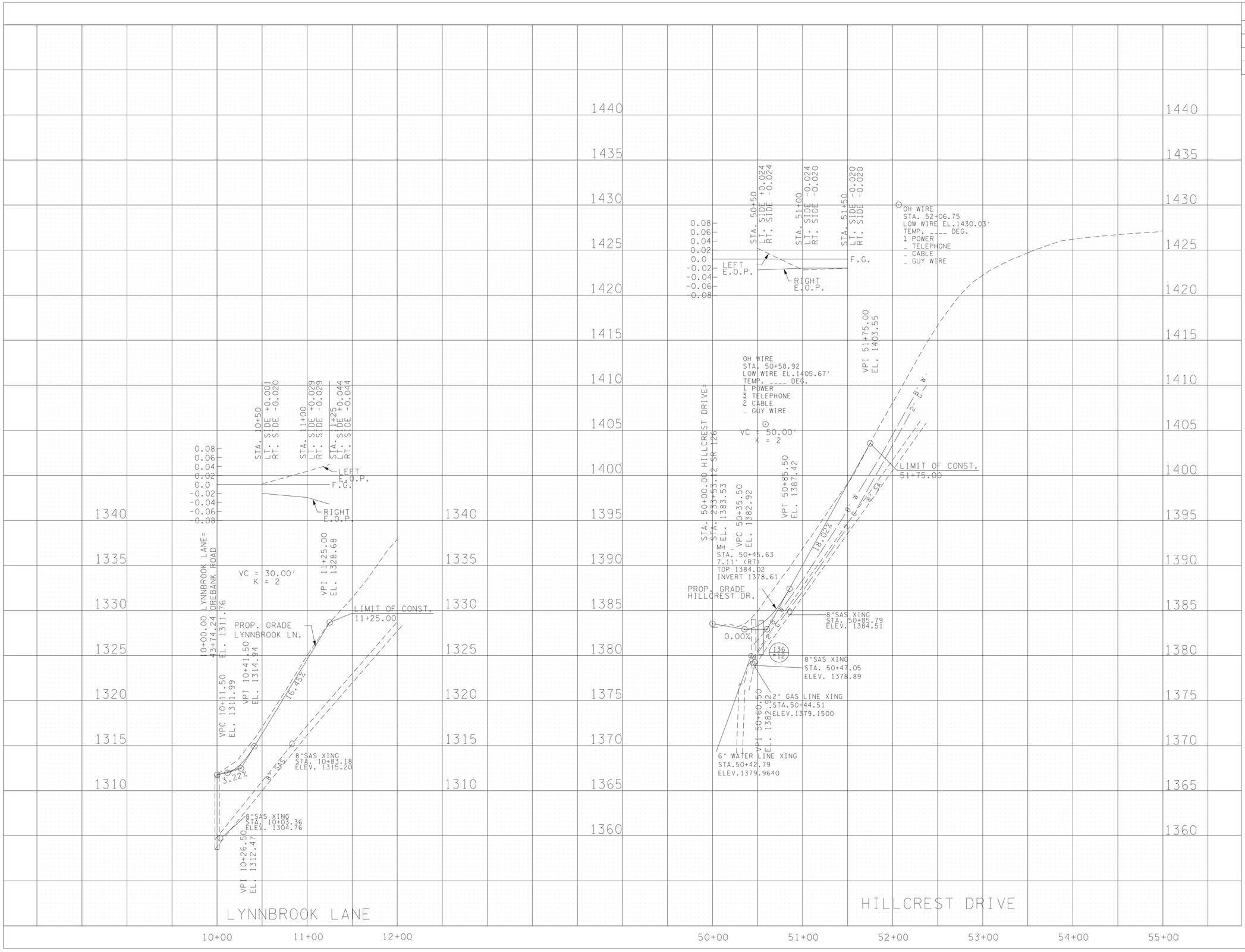
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:55:41 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\019.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22D |
| PSE | 2025 | STP-126(25) | 20 |
| | | | |
| | | | |

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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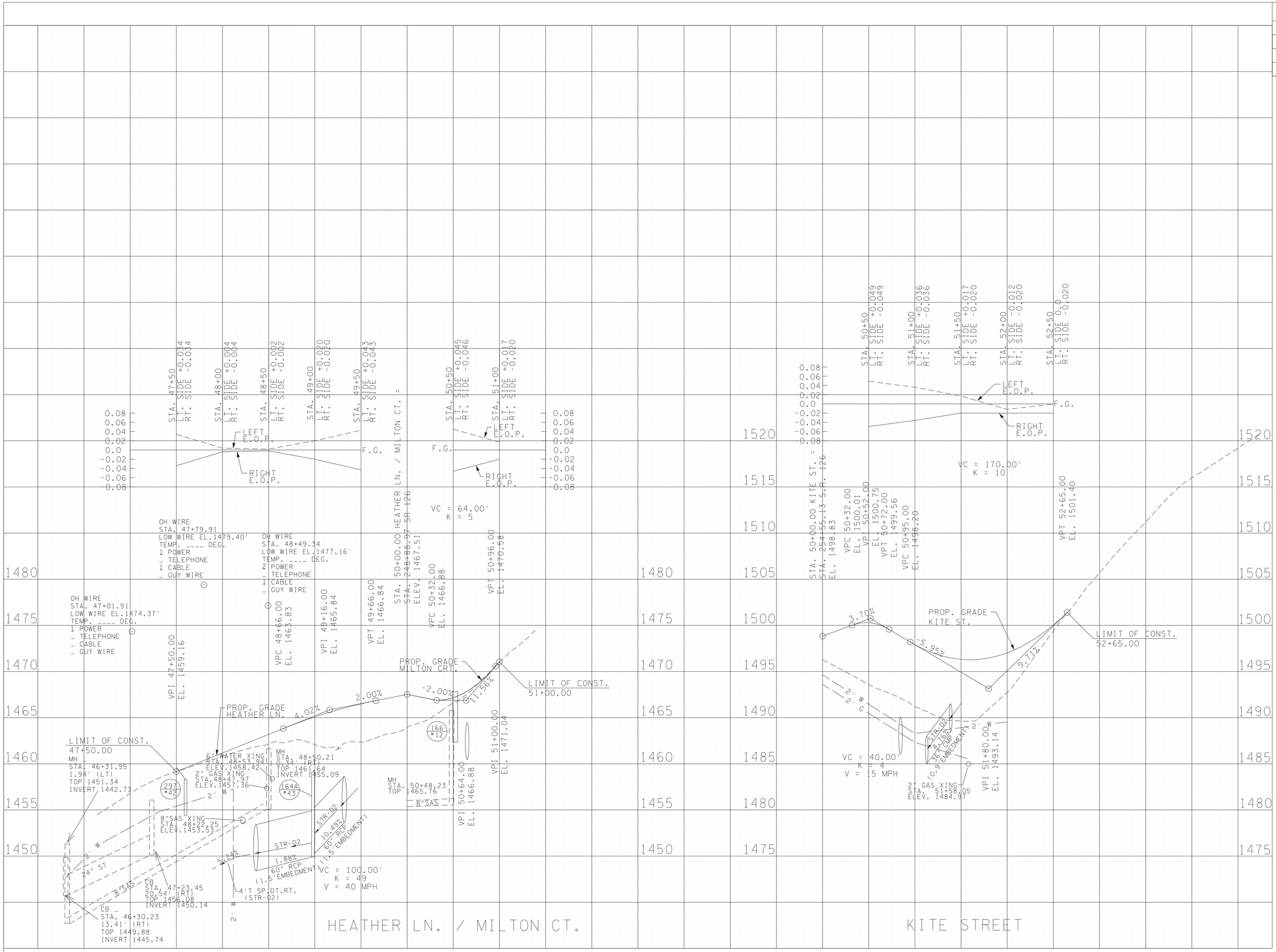
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:55:46 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\020.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22G |
| | | | |
| PSE | 2025 | STP-126(25) | 21 |
| | | | |

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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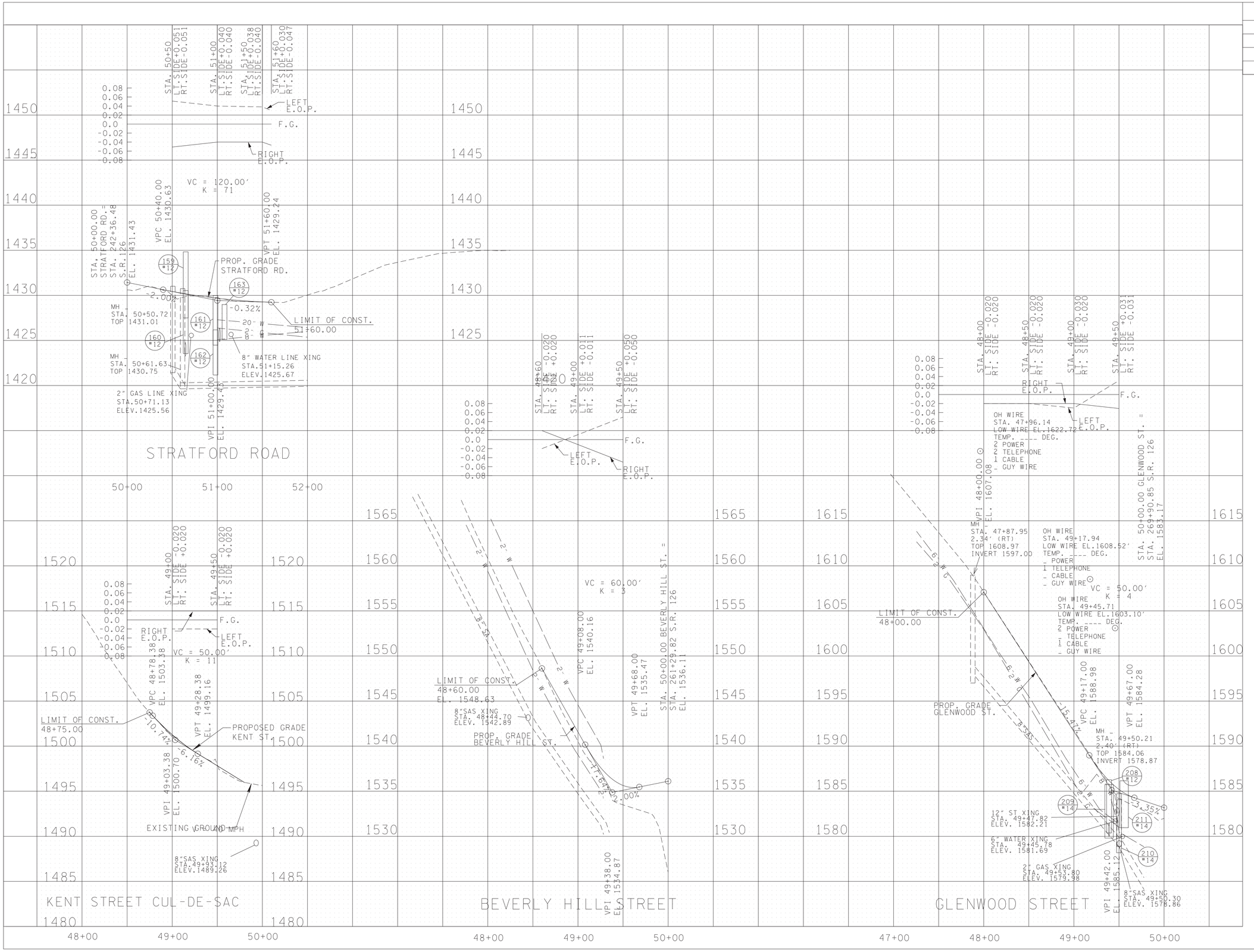
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:55:51 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\02.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22H |
| | | | |
| PSE | 2025 | STP-126(25) | 22 |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER
STATE OF TENNESSEE

7-18-2025

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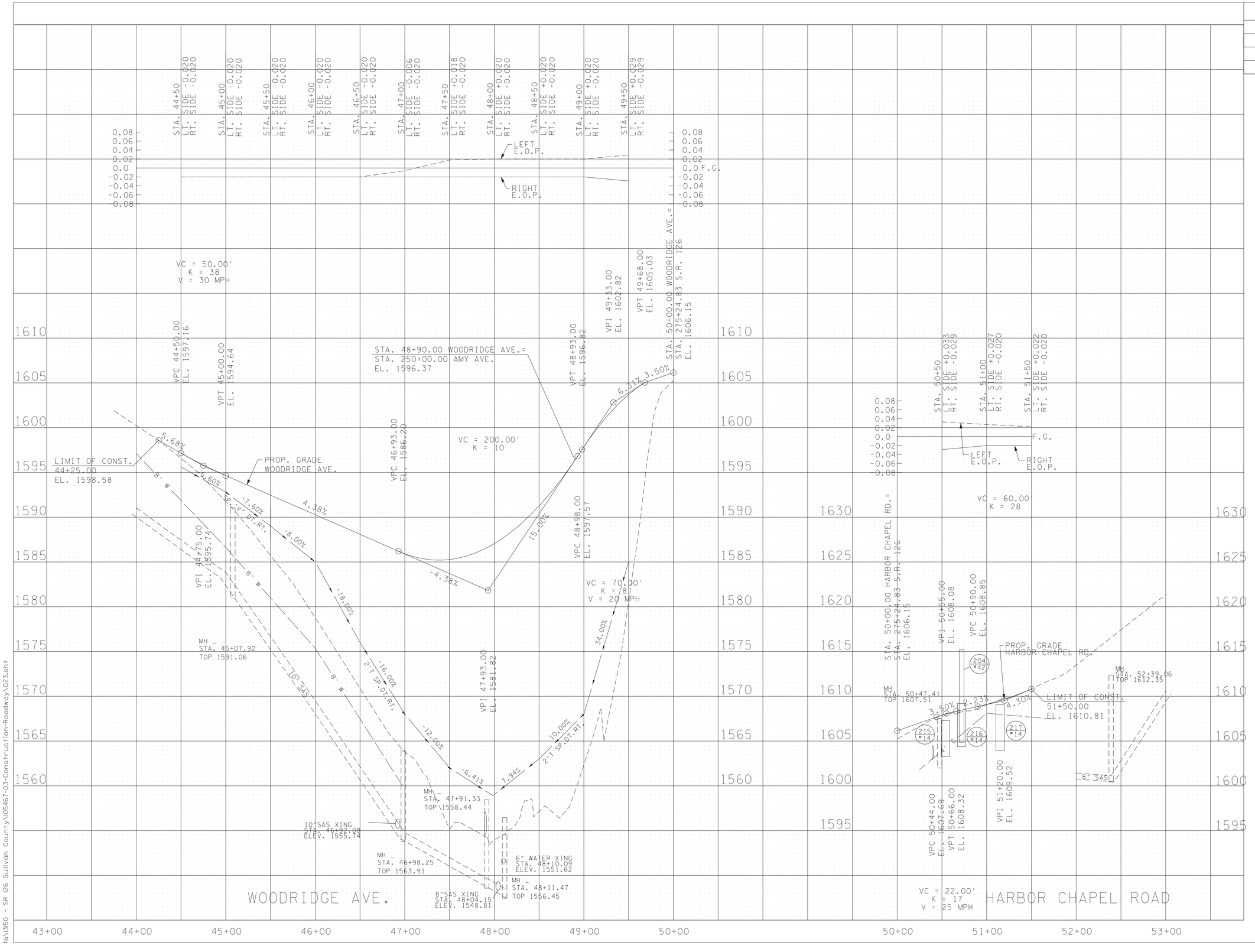
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROADS PROFILES

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

7/17/2025 7:55:56 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\022.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22I |
| | | | |
| PSE | 2025 | STP-126(25) | 23 |
| | | | |

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BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
BRISTOL, TENNESSEE
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**

**DEPARTMENT OF TRANSPORTATION**

# SIDE ROAD PROFILES

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

7/17/2025 7:56:01 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\023.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22J |
| PSE | 2025 | STP-126(25) | 24 |
| | | | |
| | | | |

AMY COURT

STA. 350+00.00 AMY CT. =
STA. 245+75.00 AMY AVE.
EL. 1537.44

VPI 350+11.00
EL. 1537.36
VPC 350+35.00
EL. 1536.88

VC = 80.00'
K = 10

LIMIT OF CONST.
351+60.40

VPT 351+15.00
EL. 1538.38

VPI 351+40.00
EL. 1539.82

STA. 350+50 LT. SIDE +0.050 RT. SIDE -0.050
STA. 351+00 LT. SIDE -0.020 RT. SIDE -0.020
STA. 351+40 LT. SIDE -0.020 RT. SIDE -0.020

0.71% -2.00% 6.75%

8" WATER XING
STA. 350+44.14
ELEV. 1534.39

6" WATER XING
STA. 350+26.34
ELEV. 1530.99

MH
STA. 350+48.35
TOP 1535.90
INV. 1528.93

PROP. GRADE
AMY CRT.

VPI 350+75.00
EL. 1536.08

AMY AVENUE

MH
STA. 243+86.24
TOP 1519.43

6" WATER XING
STA. 243+84.92
ELEV. 1516.10

MH
STA. 242+83.27
TOP 1513.88

MH
STA. 240+23.93
TOP 1500.45

8" SAS XING
STA. 241+32.18
ELEV. 1497.68

8" SAS XING
STA. 240+10.15
ELEV. 1492.84

MATCH LINE STA. 244+00

8" SAS XING
STA. 243+74.77
ELEV. 1510.46

MATCH LINE STA. 244+00

VPI 245+10.00
EL. 1527.69

VPT 245+70.00
EL. 1536.69

VC = 120.00'
K = 18

PROP. GRADE
AMY AVE.

6" WATER XING
STA. 245+37.38
ELEV. 1527.78

6" WATER XING
STA. 245+09.05
ELEV. 1525.01

LIMIT OF CONST.
VPC 244+50.00
ELEV. 1522.66

8.44% 8.38%

MH
STA. 245+87.66
TOP 1535.00
INV. 1528.93

DT. LT. VERT. OFF-SET -20'

8" SAS XING
STA. 244+03.34
ELEV. 1513.01

MATCH LINE STA. 248+00

1.50% 1.50% 3.00%

15.00% 2-1 SP. DT. RT.

16.00% 2-1 SP. DT. LT.

MATCH LINE STA. 248+00

STA. 250+00.00 AMY AVE. =
STA. 48+90.00 WOODRIDGE AVE.
EL. 1596.37

VPC 249+37.06
EL. 1591.75

VPI 249+62.06
EL. 1595.50

VPT 249+87.06
EL. 1596.07

15.00% 3.31%

11.70% 2-1 SP. DT. LT.

9.14%

VC = 50.00'
K = 3

6.00%

5.00%

AMY AVENUE

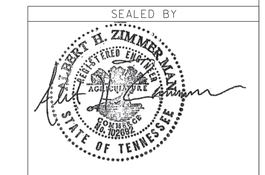
STA. 244+50 LT. SIDE +0.060 RT. SIDE -0.036
STA. 245+00 LT. SIDE -0.010 RT. SIDE +0.020
STA. 245+50 LT. SIDE -0.020 RT. SIDE +0.008
STA. 246+00 LT. SIDE -0.019 RT. SIDE -0.020
STA. 246+50 LT. SIDE +0.011 RT. SIDE -0.020
STA. 247+00 LT. SIDE +0.040 RT. SIDE -0.040
STA. 247+50 LT. SIDE +0.040 RT. SIDE -0.040
STA. 248+00 LT. SIDE +0.014 RT. SIDE -0.020
STA. 248+00 LT. SIDE +0.014 RT. SIDE -0.020
STA. 248+50 LT. SIDE -0.016 RT. SIDE -0.020
STA. 249+00 LT. SIDE -0.020 RT. SIDE -0.020
STA. 249+50 LT. SIDE +0.053 RT. SIDE -0.053

0.08 0.06 0.04 0.02 0.0 F.G. -0.02 -0.04 -0.06 -0.08

RIGHT E.O.P.
LEFT E.O.P.

240+00 241+00 242+00 243+00 244+00 244+00 245+00 246+00 247+00 248+00 248+00 249+00

SEALED BY




7-18-2025

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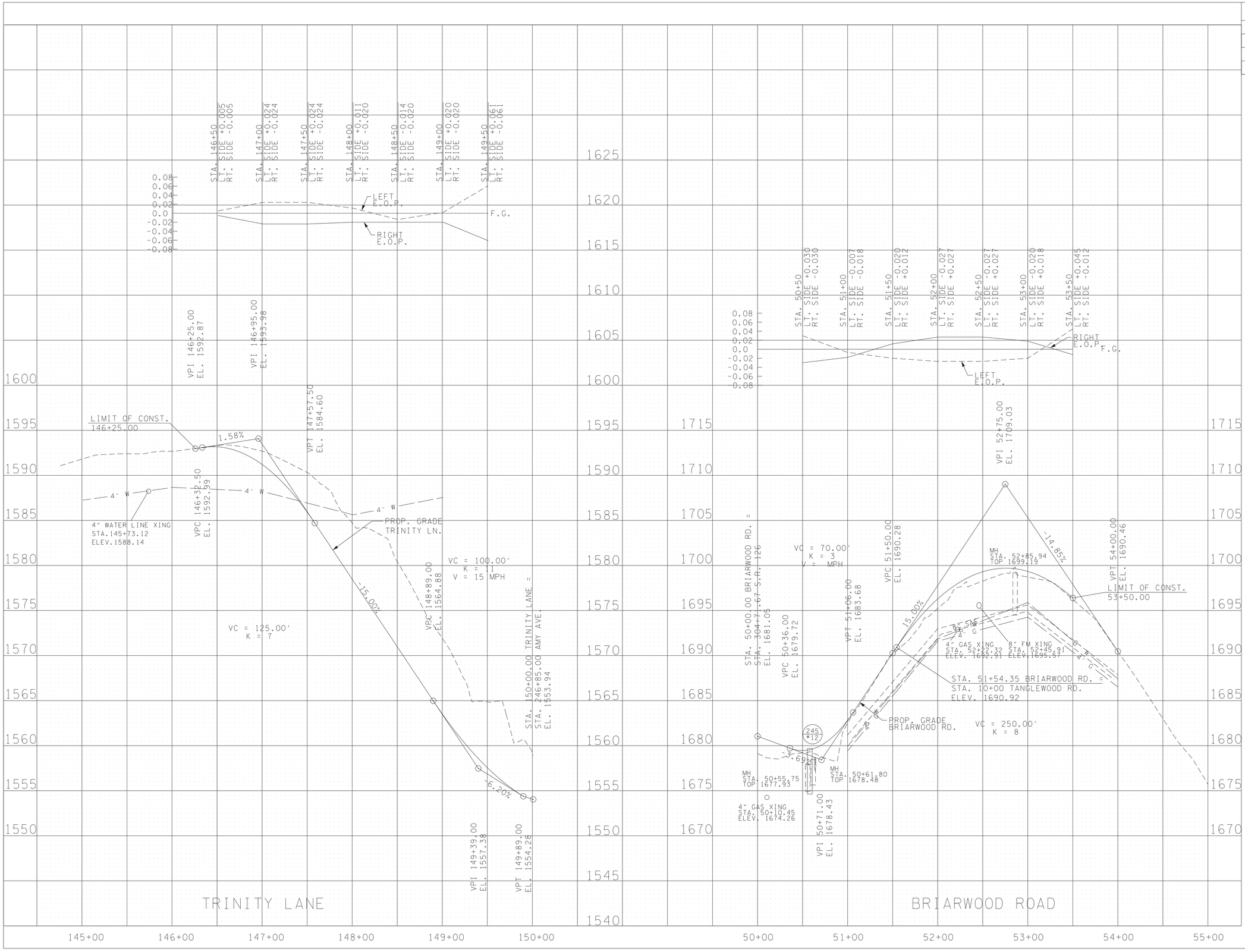
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:56:05 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\024.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22K |
| PSE | 2025 | STP-126(25) | 25 |
| | | | |
| | | | |

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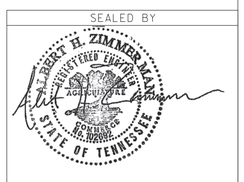


7-18-2025

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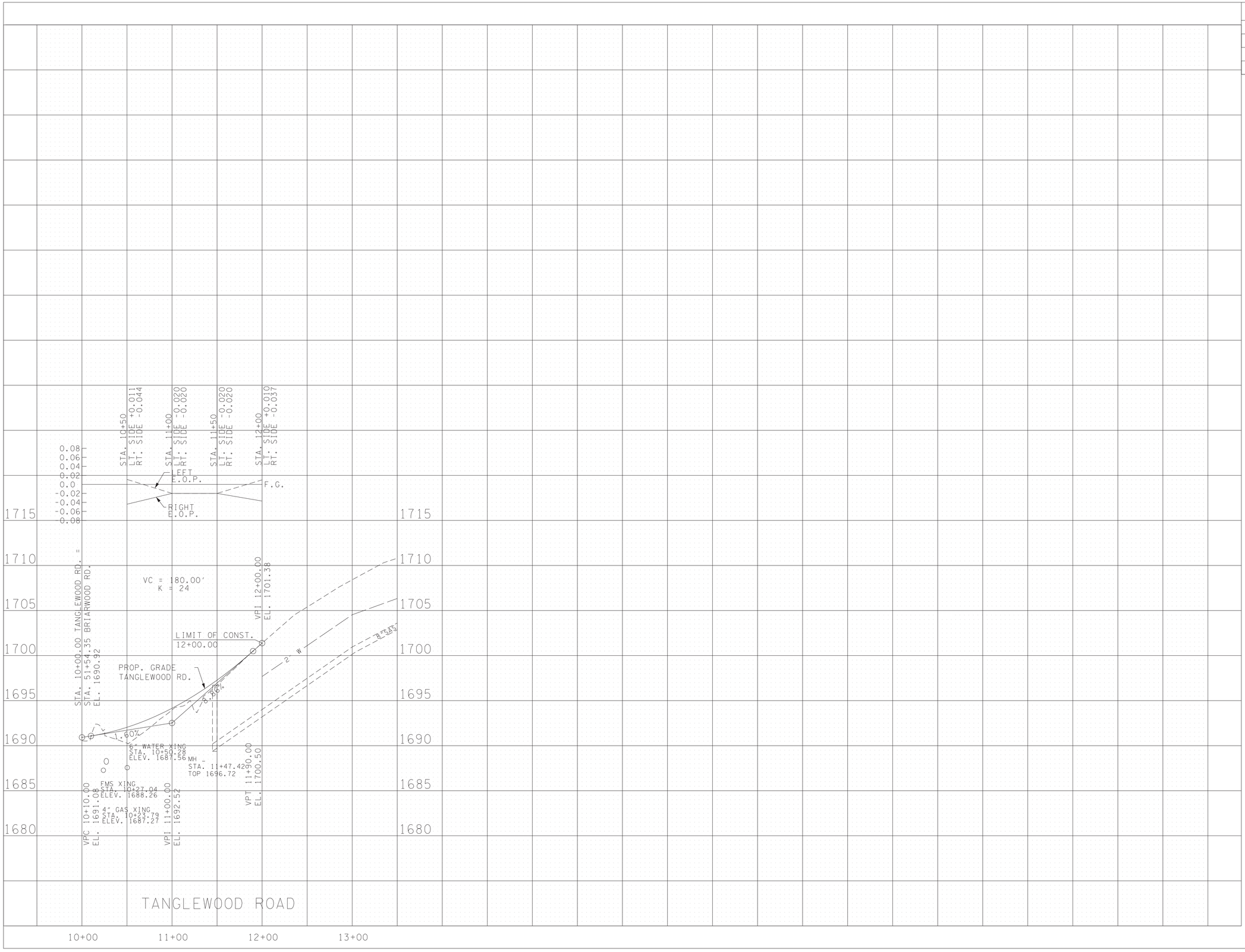
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:56:10 AM
N:\13\50 - SR 126 Sullivan County\05467-03-Construction-Roadway\025.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 22L |
| PSE | 2025 | STP-126(25) | 26 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIDE ROAD PROFILES

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

7/17/2025 7:56:15 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\026.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23 |
| PSE | 2025 | STP-126(25) | 27 |
| | | | |
| | | | |

7-16-20:

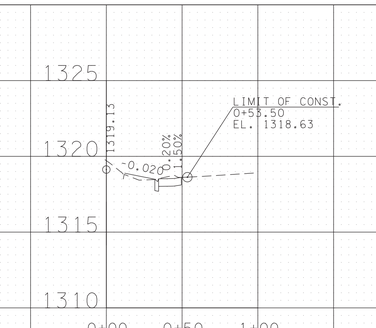
ADDED PRIVATE DRIVE PROFILE FOR TRACT NO. 14.

12-18-20:

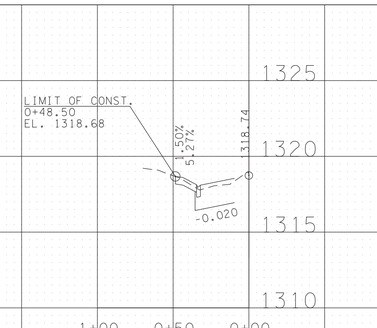
REVISED PRIVATE DRIVE PROFILE FOR TRACT NOS. 7 & 8.

4-30-21:

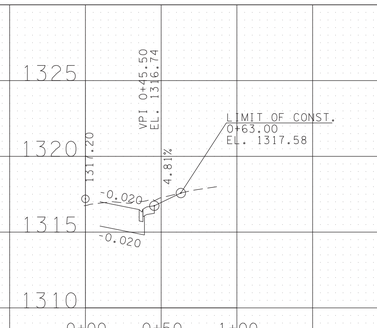
REVISED PRIVATE DRIVE PROFILE FOR TRACT NOS. 7 & 8.



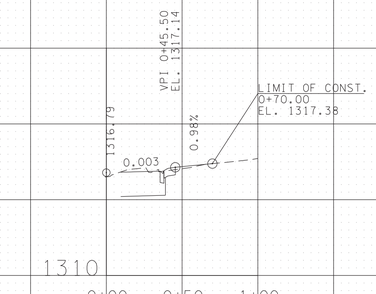

BUS. ENT. RT. 196+37.00
TRACT NO. 3
S.R. 126



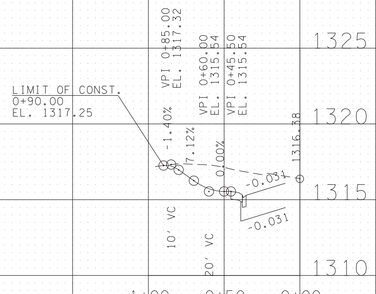

BUS. ENT. LT. 197+61.02
TRACT NO. 2
S.R. 126



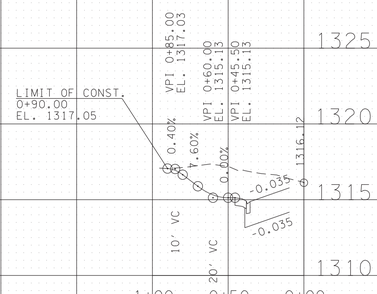

BUS. ENT. RT. 200+89.00
TRACT NO. 7
S.R. 126



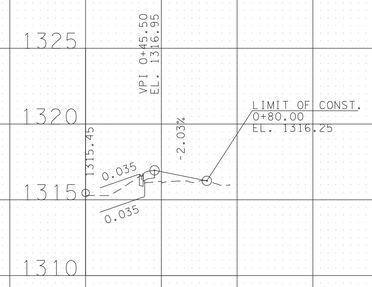

BUS. ENT. RT. 201+71.00
TRACT NO. 8
S.R. 126



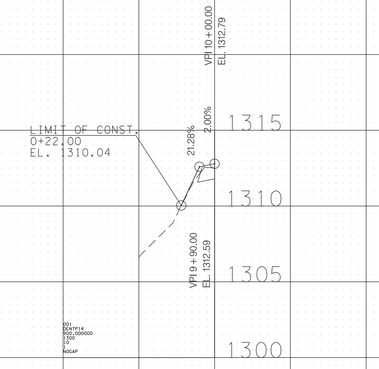

BUS. ENT. LT. 202+52.89
TRACT NO. 5
S.R. 126



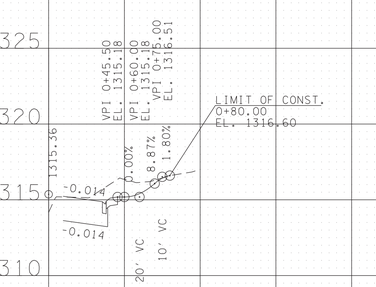

BUS. ENT. LT. 203+04.55
TRACT NO. 9
S.R. 126




BUS. ENT. RT. 204+38.00
TRACT NO. 13
S.R. 126




BUS. ENT. LT. 49+11.25
TRACT NO. 14
PARKERSON DR.




PVT. DR. RT. 206+06.47
TRACT NO. 15
S.R. 126

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

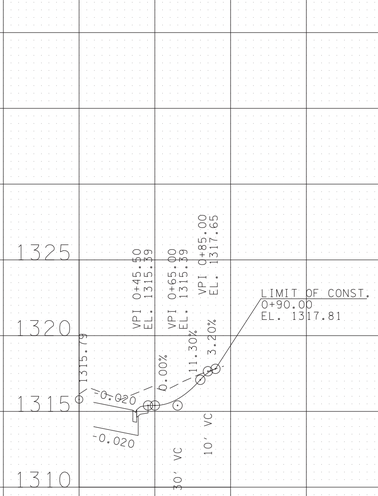
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

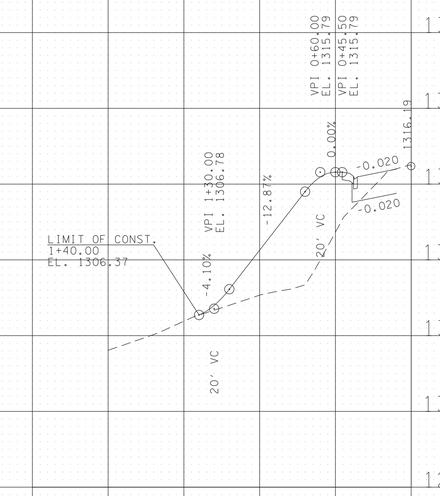
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

7/17/2025 7:56:20 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\027.sht

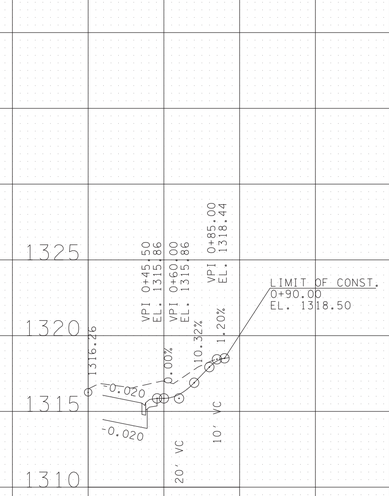
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23A |
| PSE | 2025 | STP-126(25) | 28 |
| | | | |
| | | | |



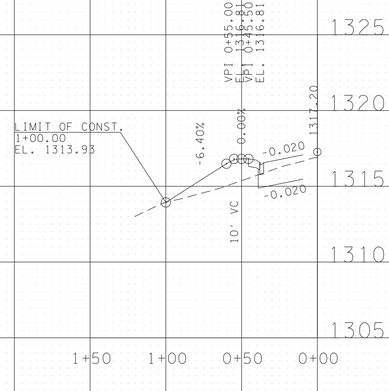

PVT. DR. RT. 206+72.54
TRACT NO. 17
S.R. 126



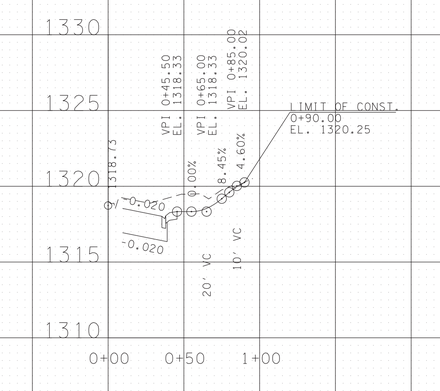

BUS. ENT. LT. 207+26.64
TRACT NO. 18
S.R. 126



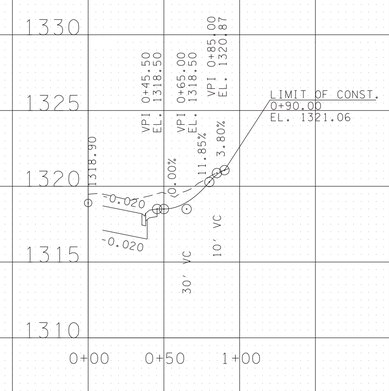

PVT. DR. RT. 207+36.35
TRACT NO. 19
S.R. 126




BUS. ENT. LT. 208+73.12
TRACT NO. 21
S.R. 126

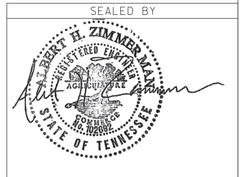



PVT. DR. RT. 210+71.85
TRACT NO. 23
S.R. 126




PVT. DR. RT. 210+92.60
TRACT NO. 24
S.R. 126

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

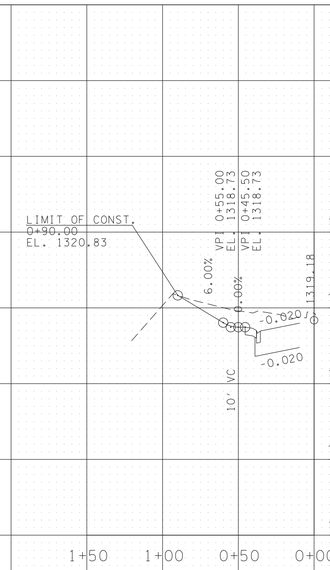
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

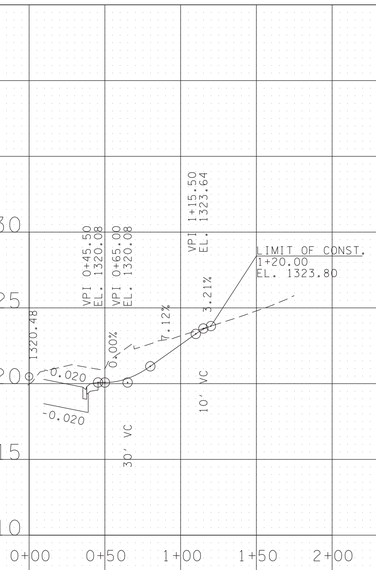
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

7/17/2025 7:56:25 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\028.sht

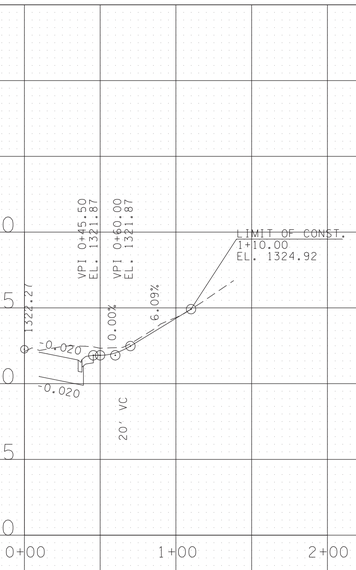
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23B |
| PSE | 2025 | STP-126(25) | 29 |
| | | | |
| | | | |



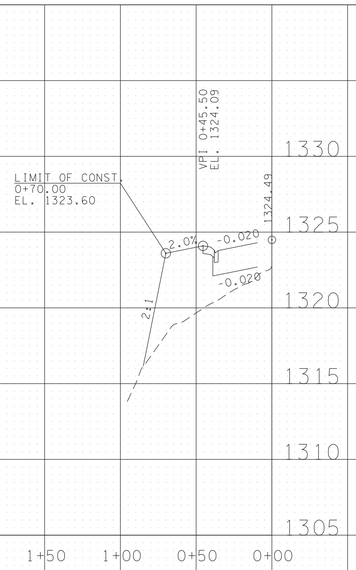

BUS. ENT. LT. 211+25.00
TRACT NO. 25
S.R. 126



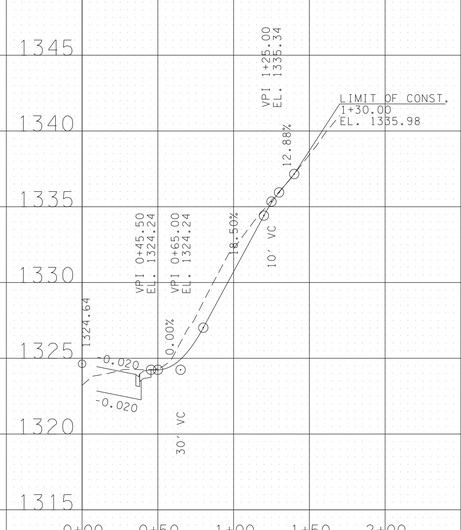

BUS. ENT. RT. 212+45.00
TRACT NO. 26
S.R. 126



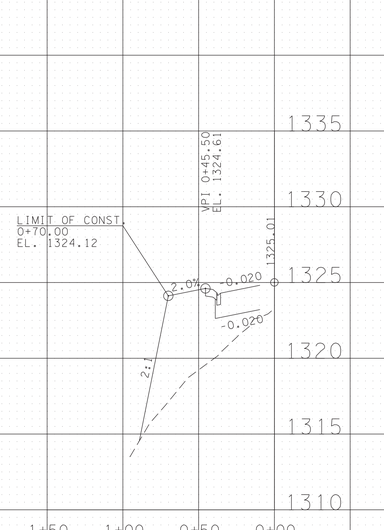

BUS. ENT. RT. 213+74.00
TRACT NO. 28
S.R. 126



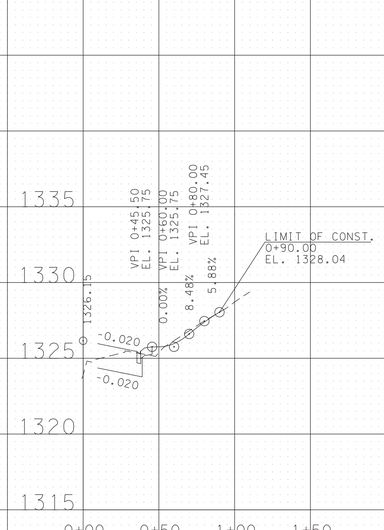

FLD. ENT. LT. 215+00.00
TRACT NO. 30
S.R. 126




PVT. DR. RT. 215+13.37
TRACT NO. 31 / 32
S.R. 126

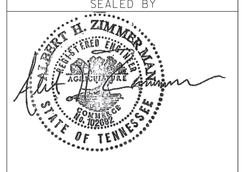



FLD. ENT. LT. 215+34.50
TRACT NO. 33
S.R. 126




BUS. ENT. RT. 216+00.00
TRACT NO. 34
S.R. 126

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

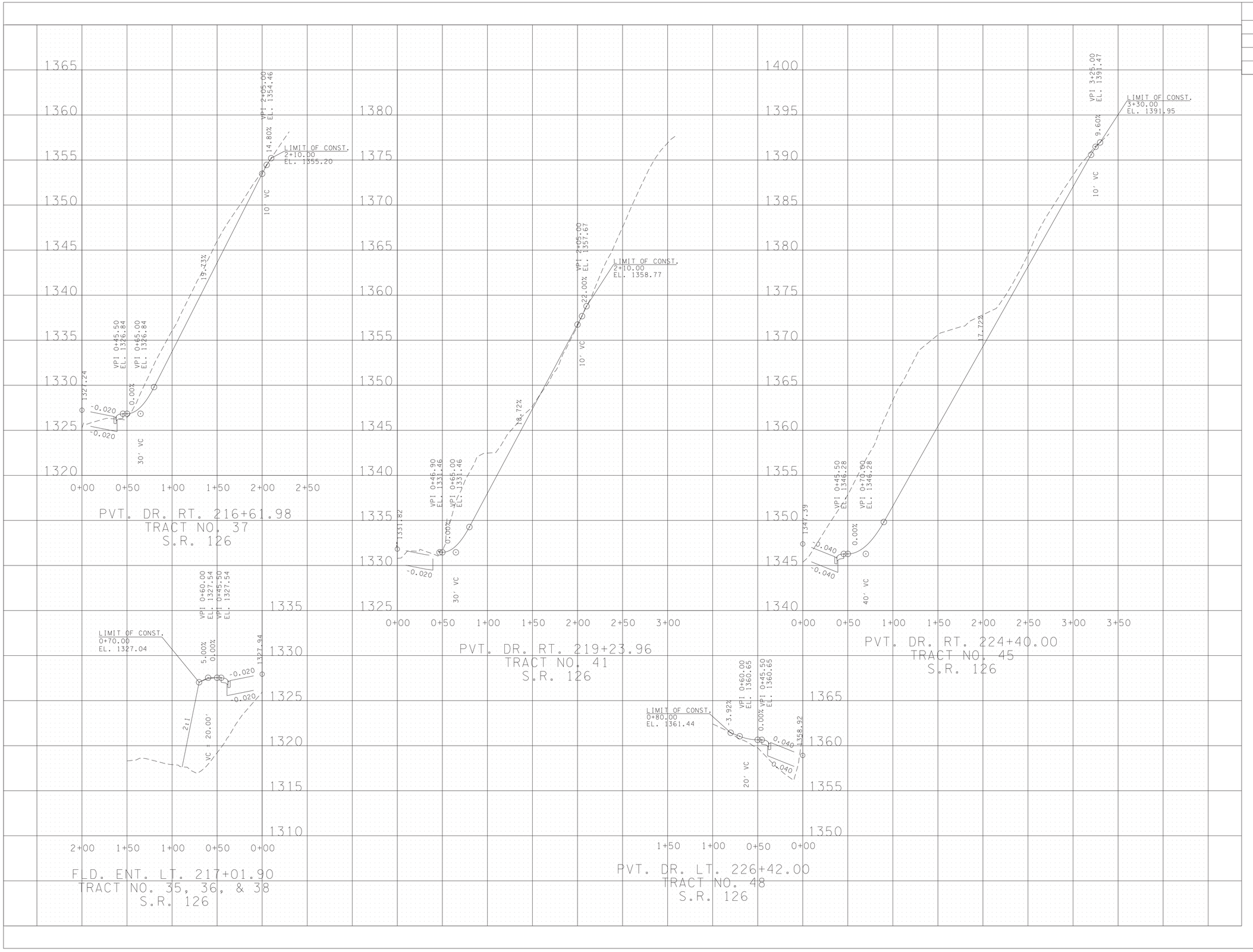
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

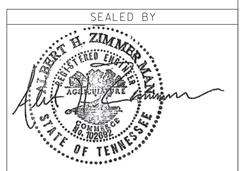
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

7/17/2025 7:56:30 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\029.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23C |
| PSE | 2025 | STP-126(25) | 30 |
| | | | |
| | | | |




SEALED BY




7-18-2025

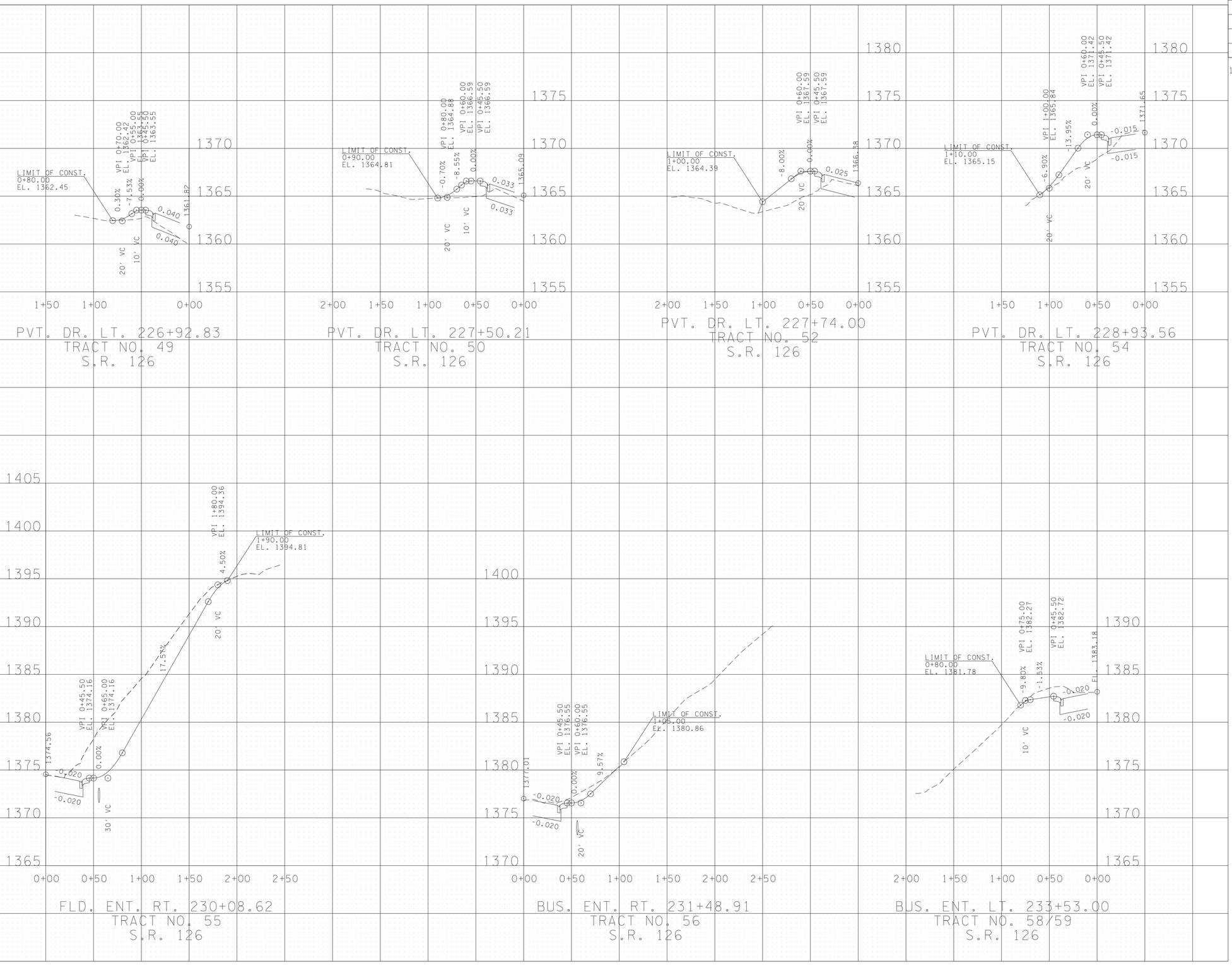
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:56:35 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\030.sht




| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23D |
| PSE | 2025 | STP-126(25) | 31 |
| | | | |
| | | | |

12-18-20:
REVISED PRIVATE DRIVE PROFILE
FOR RELOCATED ENTRANCE
FOR TRACT NO. 52.

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

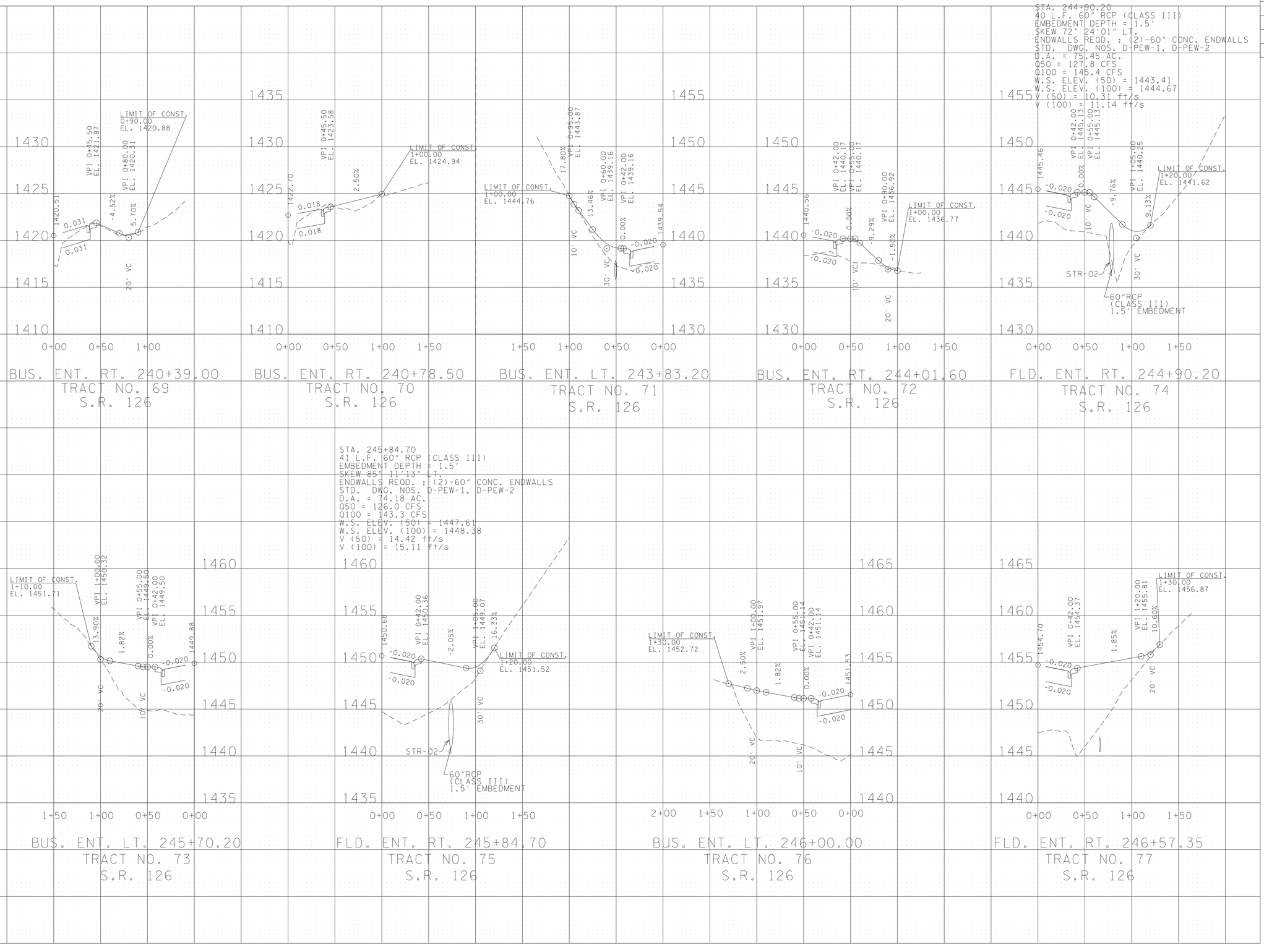
# PRIVATE DRIVE PROFILES

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

7/17/2025 7:56:40 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\03\sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23E |
| PSE | 2025 | STP-126(25) | 32 |
| | | | |
| | | | |

1-08-20:
ADDED ENT. PROFILE LT. STA. 246+00.00 FOR TRACT NO. 76




SEALED BY

ROBERT H. ZIMMERMANN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

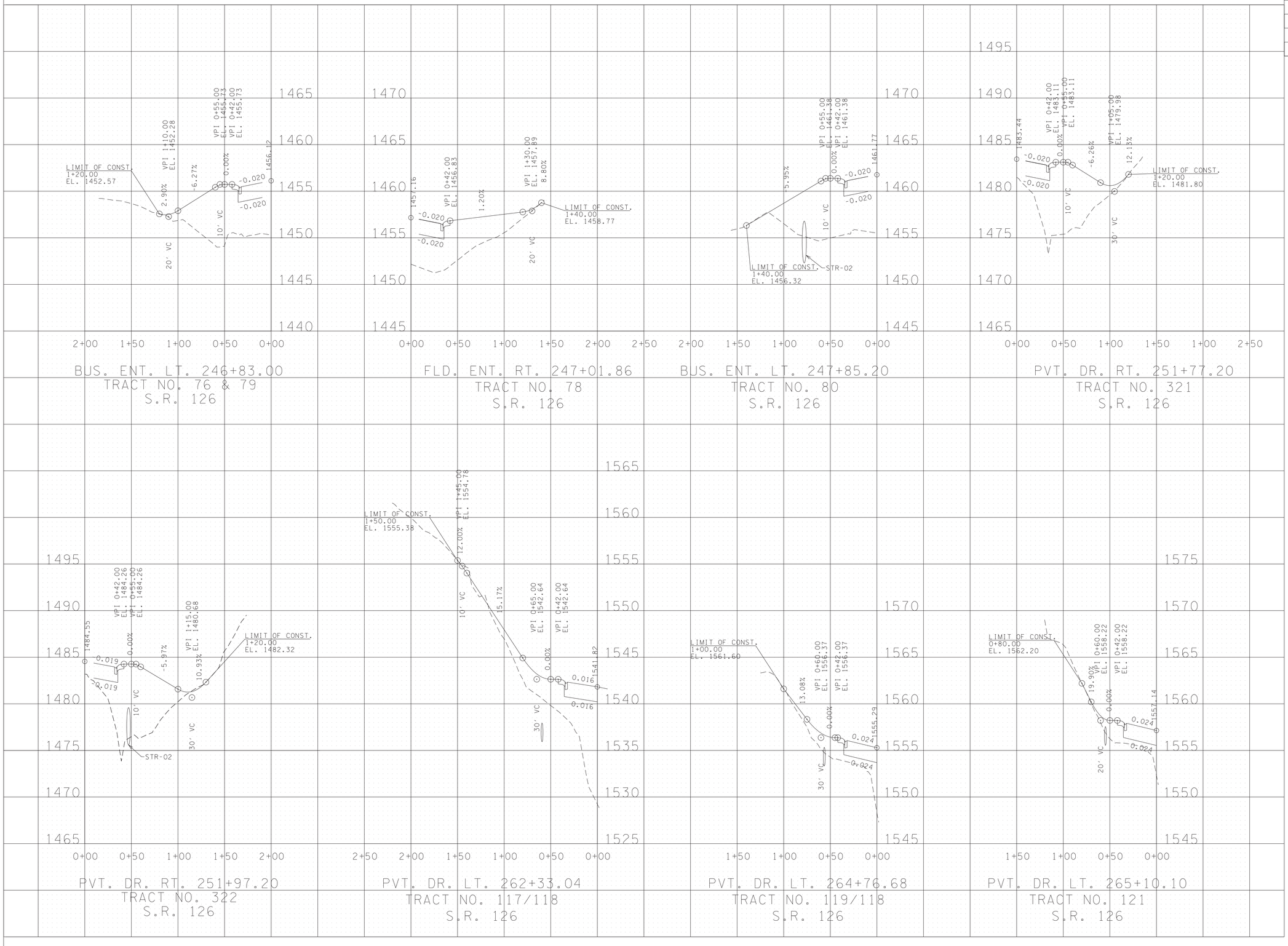
STATE OF TENNES
DEPARTMENT OF T

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:56:45 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\032.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23F |
| PSE | 2025 | STP-126(25) | 33 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:56:50 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\033.sht

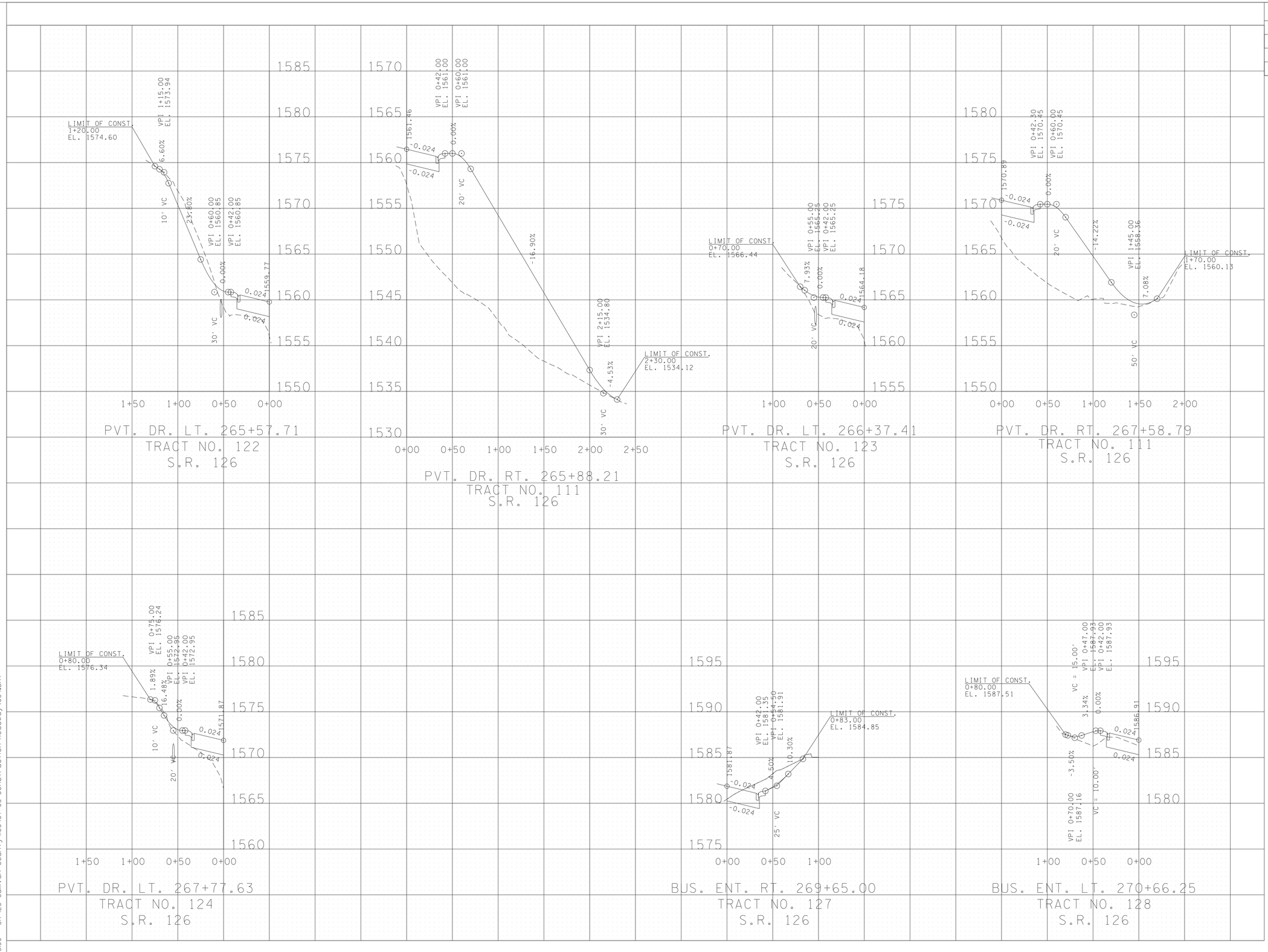
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23G |
| PSE | 2025 | STP-126(25) | 34 |
| | | | |
| | | | |

4-30-21:

TRACT NO. 122 - REVISED ENTRANCE TIE-IN LOCATION.

5-31-22:

REMOVE BUS. ENT. LT. 268+01.91 TRACT NO. 125 OF S.R. 126




SEALED BY

ALBERT H. ZIMMERMANN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
REGISTERED
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

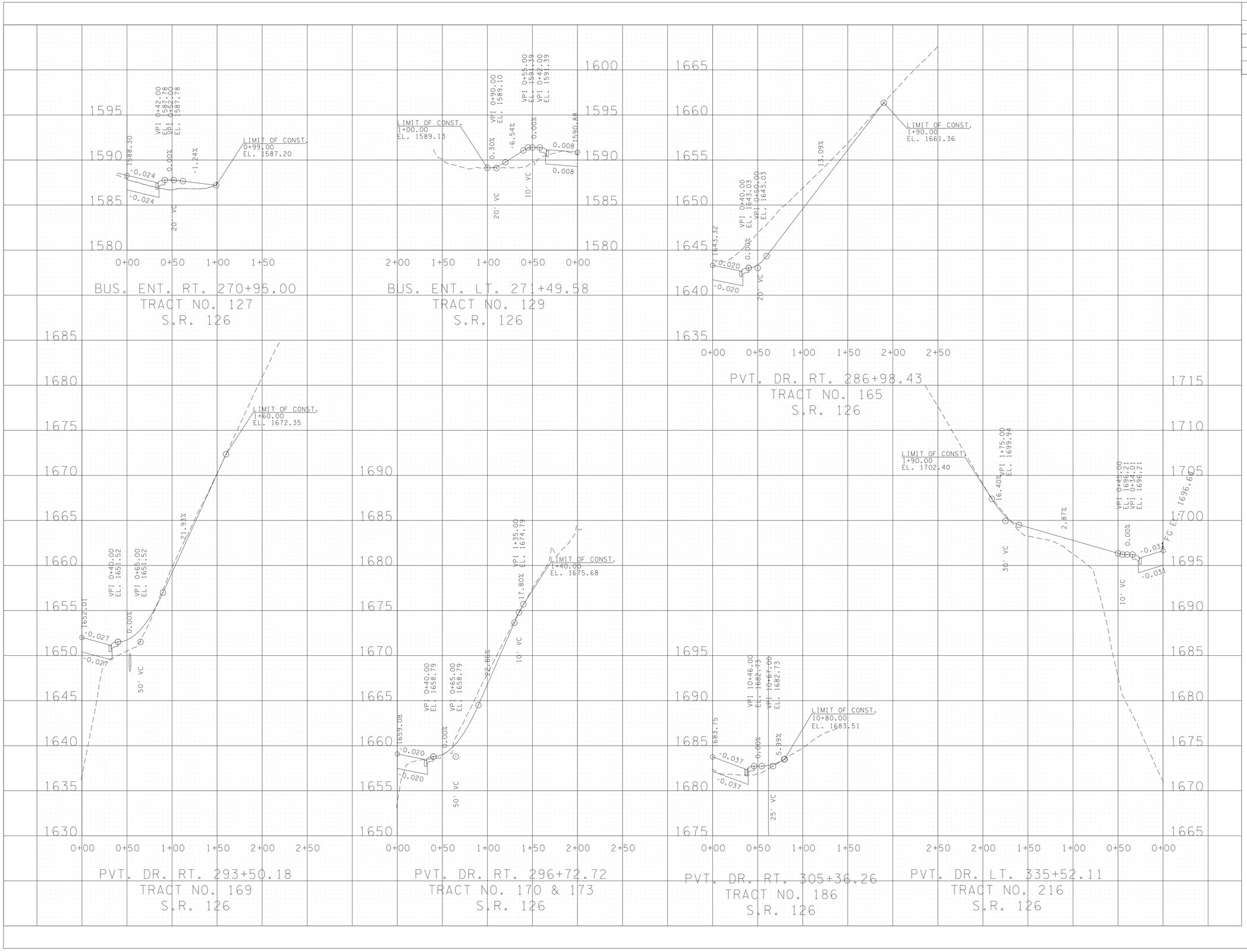
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:56:55 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\034.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23H |
| PSE | 2025 | STP-126(25) | 35 |
| | | | |
| | | | |




SEALED BY

BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
No. 109886
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

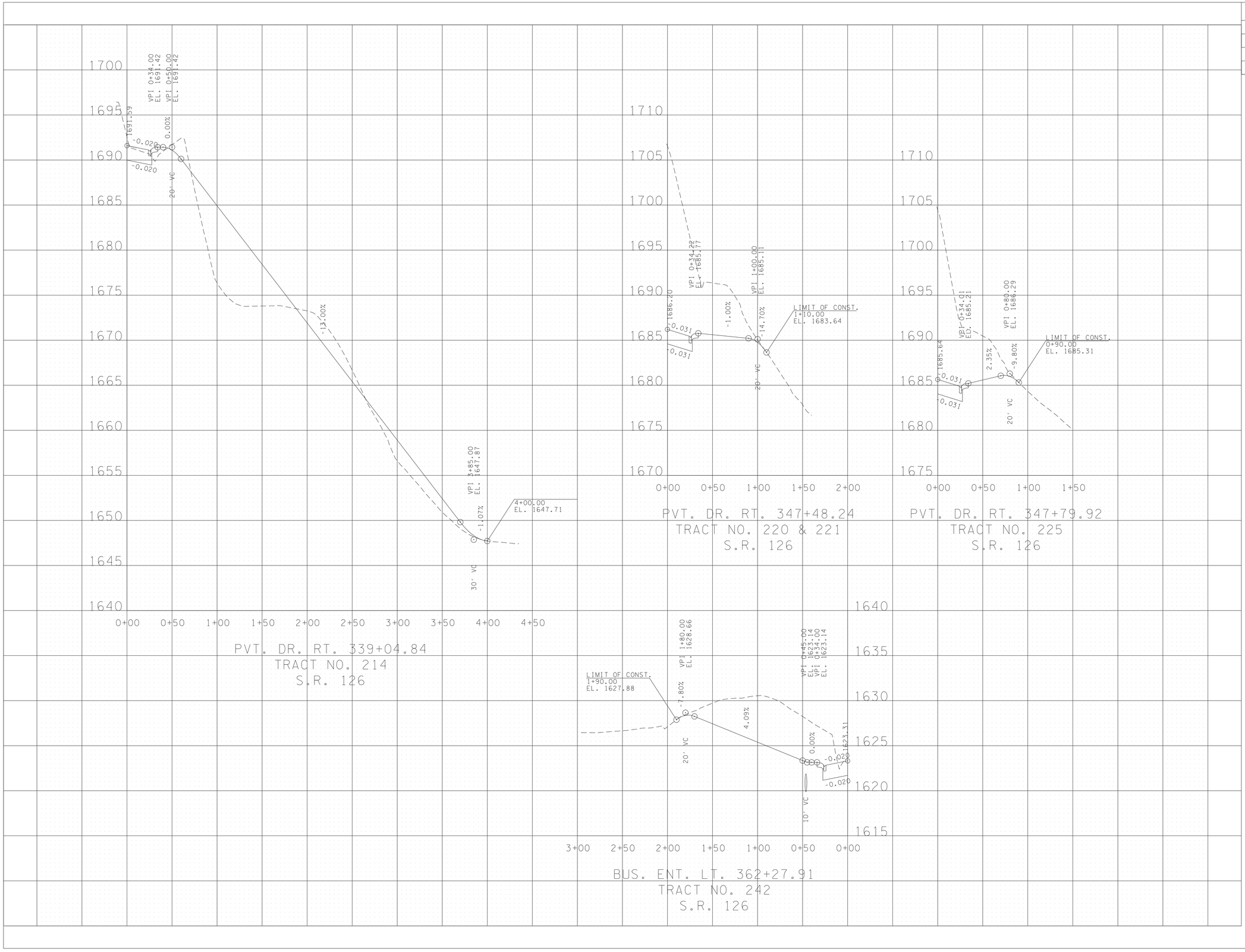
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:57:00 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\035.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23J |
| PSE | 2025 | STP-126(25) | 36 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMANN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
ENVIRONMENT
COMMERCE
INFRASTRUCTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

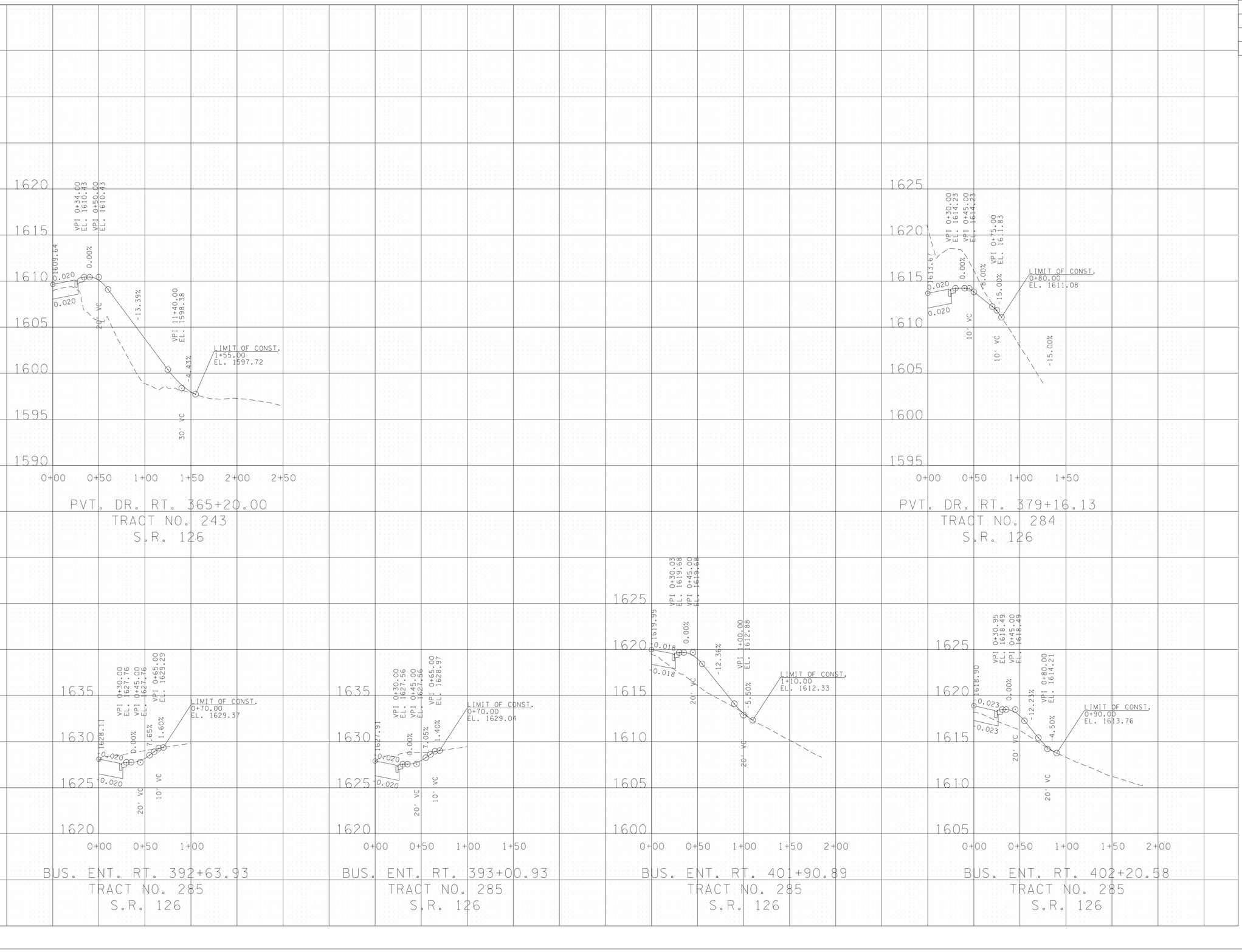
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

7/17/2025 7:57:05 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\036.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23K |
| PSE | 2025 | STP-126(25) | 37 |
| | | | |
| | | | |

12-18-20:

REMOVED PRIVATE DRIVE PROFILE FOR TRACT NO. 242.




SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

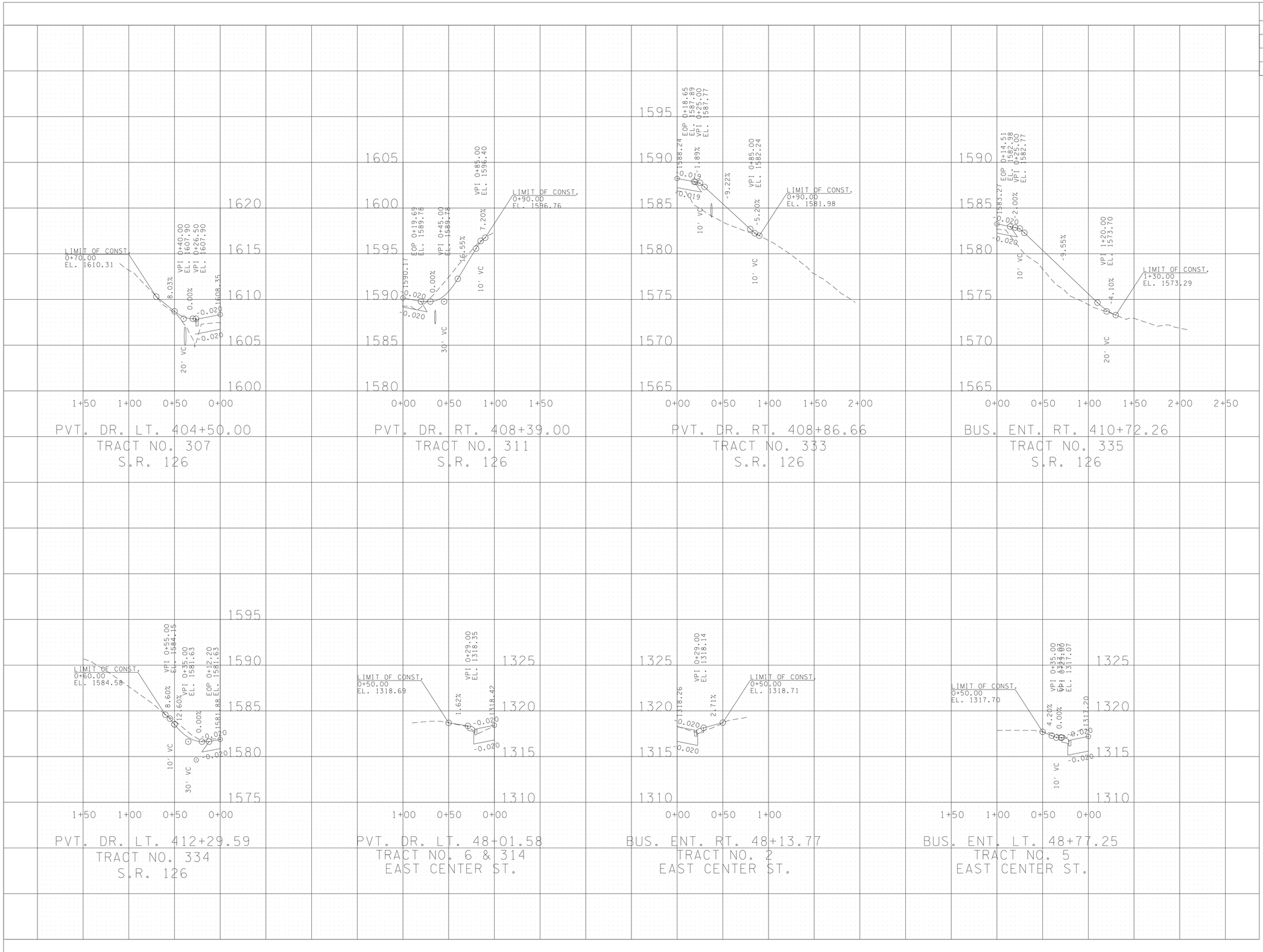
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:57:10 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\037.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23L |
| PSE | 2025 | STP-126(25) | 38 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
NUMBER
115.102855
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

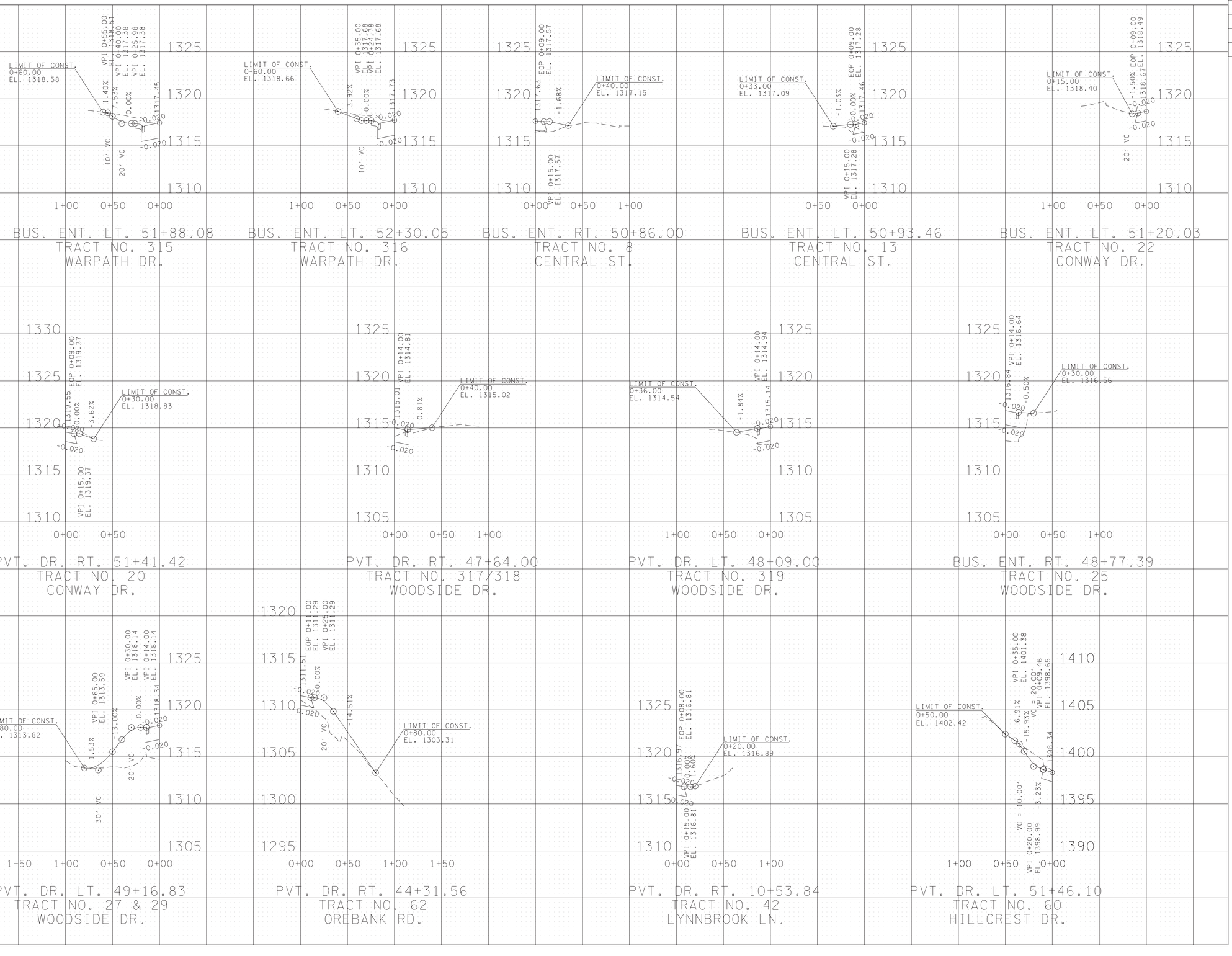
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

7/17/2025 7:57:15 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\038.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23M |
| PSE | 2025 | STP-126(25) | 39 |

9-2-22:

TRACT NO. 22 - REVISED PROP. GRADE OF BUS. ENT.




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COKMAN
No. 102092
STATE OF TENNESSEE

7-18-2025

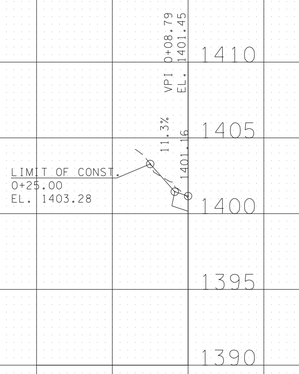
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

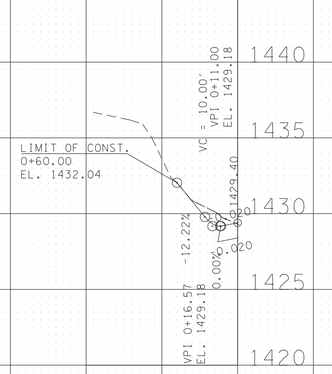
# PRIVATE DRIVE PROFILES

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

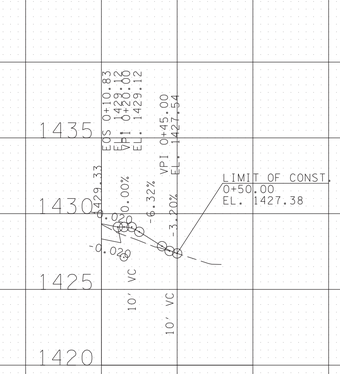
7/17/2025 7:57:20 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\039.sht



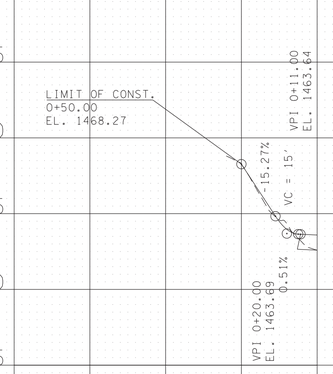

PVT. DR. LT. 51+61.74
TRACT NO. 60
HILLCREST DR.



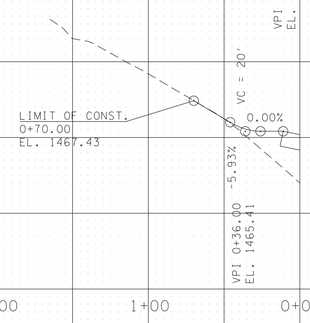

BUS. ENT. LT. 51+29.97
TRACT NO. 72
STRATFORD RD.



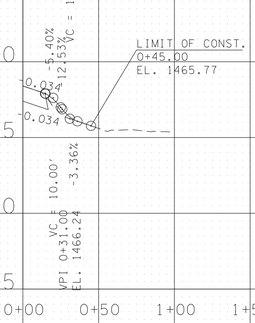

BUS. ENT. RT. 51+39.14
TRACT NO. 70
STRATFORD RD.



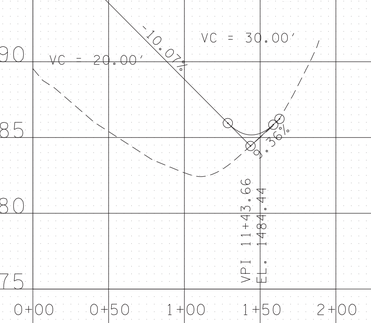

PVT. DR. LT. 48+60.04
TRACT NO. 82
HEATHER LN.




PVT. DR. LT. 49+02.61
TRACT NO. 87 & 88
HEATHER LN.




BUS.ENT. RT. 50+73.94
TRACT NO. 320
MILTON CT.

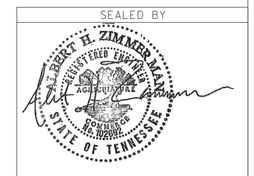



FLD. ENT. RT. 51+50.25
TRACT NO. 323
KITE ST.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23N |
| PSE | 2025 | STP-126(25) | 40 |
| | | | |
| | | | |

4-30-21:
TRACT NO. 104 - REMOVED PRIVATE DRIVE PROFILE.

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

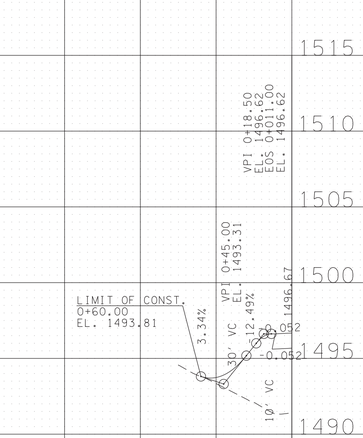
# PRIVATE DRIVE PROFILES

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

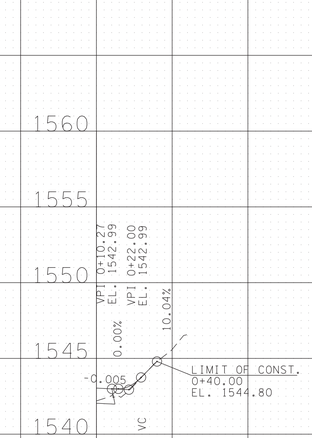
7/17/2025 7:57:24 AM
N:\350 - SR 126 Sullivan County\105467-03-Construction-Roadway\040.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 230 |
| PSE | 2025 | STP-126(25) | 41 |
| | | | |
| | | | |

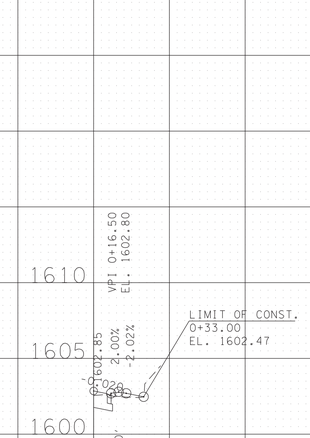
4-30-21:
REMOVED FIELD ENTRANCE TO TRACT 324.DUE TO TRACT BECOMING AN UNECONOMIC REMNANT



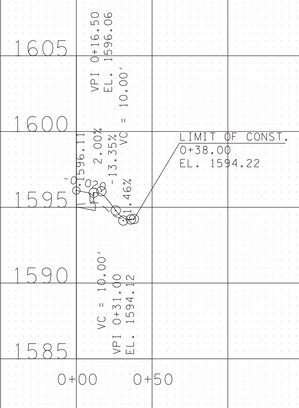

BUS. ENT. LT. 51+88.88
TRACT NO. 325
KITE ST.



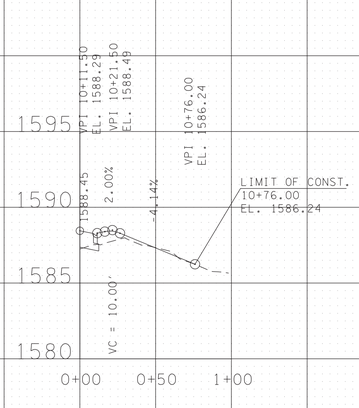

PVT. DR. RT. 48+91.70
TRACT NO. 112
BEVERLY HILLS ST.



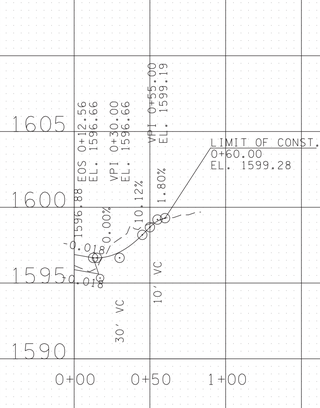

BUS. ENT. RT. 48+27.34
TRACT NO.126
GLENWOOD STREET



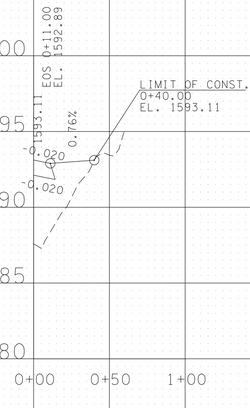

BUS. ENT. RT. 48+70.93
TRACT NO.126
GLENWOOD STREET




BUS. ENT. RT. 49+20.58
TRACT NO.126
GLENWOOD STREET




PVT. DR. RT. 44+54.84
TRACT NO. 132
WOODRIDGE AVE.




PVT. DR. RT. 45+34.93
TRACT NO. 132
WOODRIDGE AVE.

SEALED BY

ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
No. 109466
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

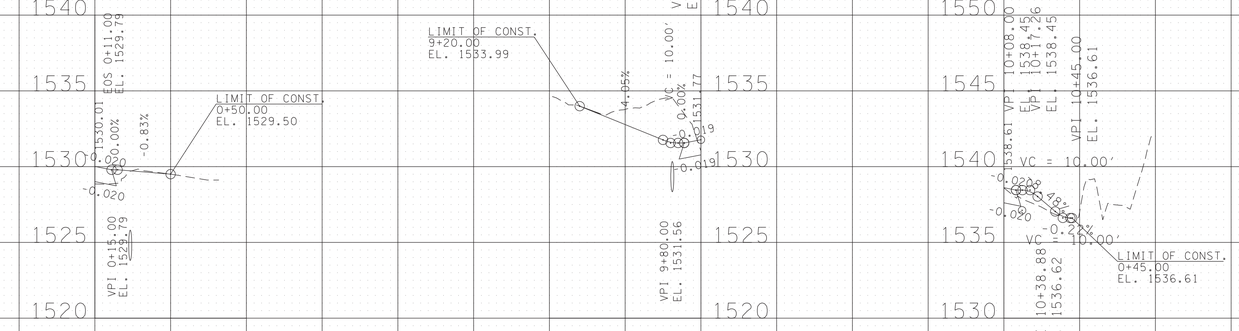
# PRIVATE DRIVE PROFILES

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

7/17/2025 7:57:29 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\04.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 23P |
| PSE | 2025 | STP-126(25) | 42 |
| | | | |
| | | | |

5-31-22:
REMOVED PVT. DR. LT. STA. 45+13.00 TRACT NO. 135 WOODRIDGE AVE.



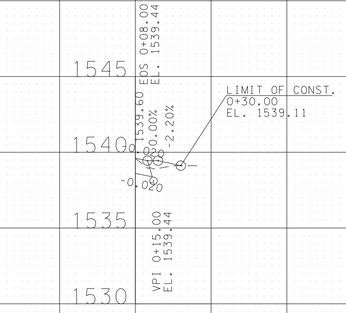

PVT. DR. RT. 245+21.12
TRACT NO. 326
AMY AVE.



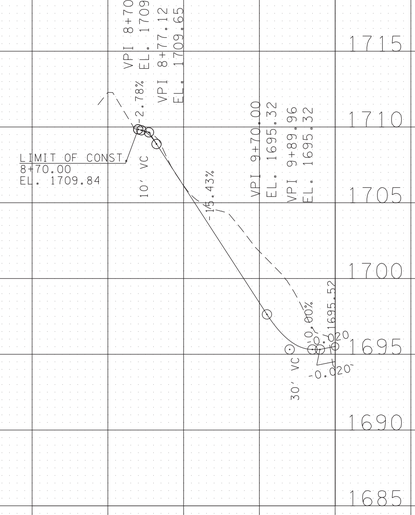

PVT. DR. LT. 245+35.00
TRACT NO. 328
AMY AVE.




PVT. DR. RT. 351+19.08
TRACT NO. 138
AMY CT.

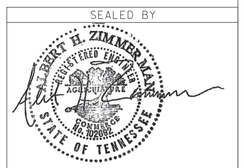



PVT. DR. RT. 351+36.32
TRACT NO. 137
AMY CT.




PVT. DR. LT. 11+23.85
TRACT NO. 183
TANGLEWOOD RD.

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PRIVATE DRIVE PROFILES

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

7/17/2025 7:57:34 AM
N:\350 - SR 126 Sullivan County\105467-03-Construction-Roadway\042.sht

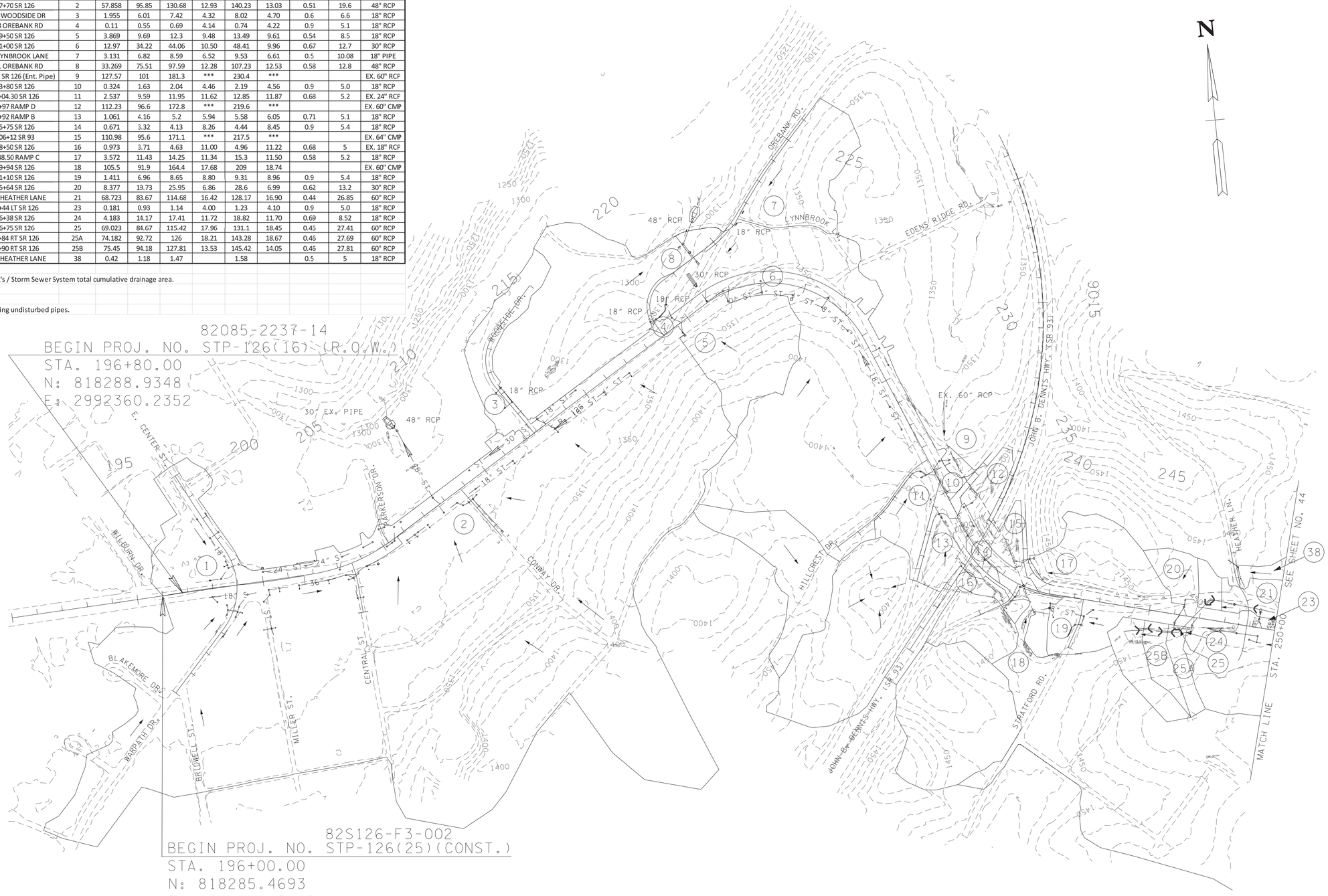
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2016 | STP-126(25) | 24 |
| PSE | 2025 | STP-126(25) | 43 |
| | | | |
| | | | |

DRAINAGE TABLE

| STRUCTURE LOCATION | DRAINAGE AREA # | AREA* (ac) | Q10 (cfs) | Q50 (cfs) | V50 (fps) | Q100 (cfs) | V100 (fps) | C Coefficient of Runoff | Tc (min) | STRUCTURE TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| 206+11 SR 126 | 1 | 4.2 | 17.17 | 21.33 | 15.96 | 23.09 | 16.32 | 0.82 | 7.3 | EX. 30" PIPE |
| 207+70 SR 126 | 2 | 57.858 | 95.85 | 130.68 | 12.93 | 140.23 | 13.03 | 0.51 | 19.6 | 48" RCP |
| 48+50 WOODSIDE DR | 3 | 1.955 | 6.01 | 7.42 | 4.32 | 8.02 | 4.70 | 0.6 | 6.6 | 18" RCP |
| 49+28 OREBANK RD | 4 | 0.11 | 0.55 | 0.69 | 4.14 | 0.74 | 4.22 | 0.9 | 5.1 | 18" RCP |
| 219+50 SR 126 | 5 | 3.869 | 9.69 | 12.3 | 9.48 | 13.49 | 9.61 | 0.54 | 8.5 | 18" RCP |
| 221+00 SR 126 | 6 | 12.97 | 34.22 | 44.06 | 10.50 | 48.41 | 9.96 | 0.67 | 12.7 | 30" RCP |
| 10+19 LYNBROOK LANE | 7 | 3.131 | 6.82 | 8.59 | 6.52 | 9.53 | 6.61 | 0.5 | 10.08 | 18" PIPE |
| 44+31 OREBANK RD | 8 | 33.269 | 75.51 | 97.59 | 12.28 | 107.23 | 12.53 | 0.58 | 12.8 | 48" RCP |
| 233+53 LT SR 126 (Ent. Pipe) | 9 | 127.57 | 101 | 181.3 | *** | 230.4 | *** | | | EX. 60" RCP |
| 233+80 SR 126 | 10 | 0.324 | 1.63 | 2.04 | 4.46 | 2.19 | 4.56 | 0.9 | 5.0 | 18" RCP |
| 234+04.30 SR 126 | 11 | 2.537 | 9.59 | 11.95 | 11.62 | 12.85 | 11.87 | 0.68 | 5.2 | EX. 24" RCP |
| 39+97 RAMP D | 12 | 112.23 | 96.6 | 172.8 | *** | 219.6 | *** | | | EX. 60" CMP |
| 20+92 RAMP B | 13 | 1.061 | 4.16 | 5.2 | 5.94 | 5.58 | 6.05 | 0.71 | 5.1 | 18" RCP |
| 235+75 SR 126 | 14 | 0.671 | 3.32 | 4.13 | 8.26 | 4.44 | 8.45 | 0.9 | 5.4 | 18" RCP |
| 9006+12 SR 93 | 15 | 110.98 | 95.6 | 171.1 | *** | 217.5 | *** | | | EX. 64" CMP |
| 238+50 SR 126 | 16 | 0.973 | 3.71 | 4.63 | 11.00 | 4.96 | 11.22 | 0.68 | 5 | EX. 18" RCP |
| 31+48.50 RAMP C | 17 | 3.572 | 11.43 | 14.25 | 11.34 | 15.3 | 11.50 | 0.58 | 5.2 | 18" RCP |
| 239+94 SR 126 | 18 | 105.5 | 91.9 | 164.4 | 17.68 | 209 | 18.74 | | | EX. 60" CMP |
| 241+10 SR 126 | 19 | 1.411 | 6.96 | 8.65 | 8.80 | 9.31 | 8.96 | 0.9 | 5.4 | 18" RCP |
| 245+64 SR 126 | 20 | 8.377 | 19.73 | 25.95 | 6.86 | 28.6 | 6.99 | 0.62 | 13.2 | 30" RCP |
| 49+25 HEATHER LANE | 21 | 68.723 | 83.67 | 114.68 | 16.42 | 128.17 | 16.90 | 0.44 | 26.85 | 60" RCP |
| 249+44 LT SR 126 | 23 | 0.181 | 0.93 | 1.14 | 4.00 | 1.23 | 4.10 | 0.9 | 5.0 | 18" RCP |
| 246+38 SR 126 | 24 | 4.183 | 14.17 | 17.41 | 11.72 | 18.82 | 11.70 | 0.69 | 8.52 | 18" RCP |
| 246+75 SR 126 | 25 | 69.023 | 84.67 | 115.42 | 17.96 | 131.1 | 18.45 | 0.45 | 27.41 | 60" RCP |
| 245+84 RT SR 126 | 25A | 74.182 | 92.72 | 126 | 18.21 | 143.28 | 18.67 | 0.45 | 27.69 | 60" RCP |
| 244+90 RT SR 126 | 25B | 75.45 | 94.18 | 127.81 | 13.53 | 145.42 | 14.05 | 0.45 | 27.81 | 60" RCP |
| 47+60 HEATHER LANE | 38 | 0.42 | 1.18 | 1.47 | | 1.58 | | 0.5 | 5 | 18" RCP |

* - Culvert's / Storm Sewer System total cumulative drainage area.

*** - Existing undisturbed pipes.

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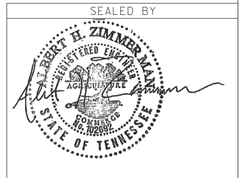


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# DRAINAGE MAP

STA. 190+00 TO STA. 250+00

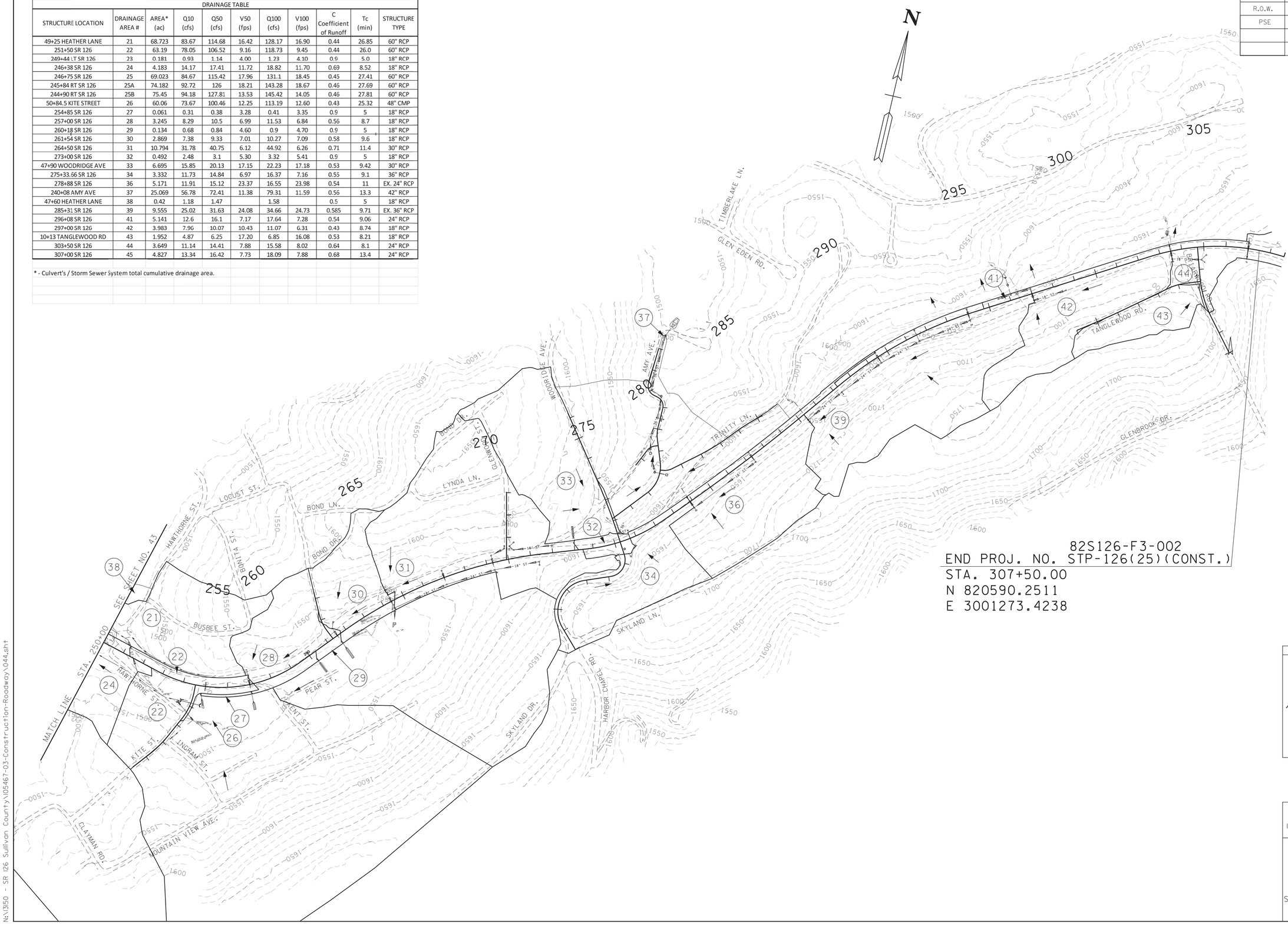
SCALE: 1"=200'

7/17/2025 7:57:44 AM
N:\350 - SR 126 Sullivan County\05467-03-Construction-Roadway\043.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 24A |
| PSE | 2025 | STP-126(25) | 44 |
| | | | |
| | | | |

| DRAINAGE TABLE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE LOCATION | DRAINAGE AREA # | AREA* (ac) | Q10 (cfs) | Q50 (cfs) | V50 (fps) | Q100 (cfs) | V100 (fps) | C Coefficient of Runoff | Tc (min) | STRUCTURE TYPE |
| 49+25 HEATHER LANE | 21 | 68.723 | 83.67 | 114.68 | 16.42 | 128.17 | 16.90 | 0.44 | 26.85 | 60" RCP |
| 251+50 SR 126 | 22 | 63.19 | 78.05 | 106.52 | 9.16 | 118.73 | 9.45 | 0.44 | 26.0 | 60" RCP |
| 249+44 LT SR 126 | 23 | 0.181 | 0.93 | 1.14 | 4.00 | 1.23 | 4.10 | 0.9 | 5.0 | 18" RCP |
| 246+38 SR 126 | 24 | 4.183 | 14.17 | 17.41 | 11.72 | 18.82 | 11.70 | 0.69 | 8.52 | 18" RCP |
| 246+75 SR 126 | 25 | 69.023 | 84.67 | 115.42 | 17.96 | 131.1 | 18.45 | 0.45 | 27.41 | 60" RCP |
| 245+84 RT SR 126 | 25A | 74.182 | 92.72 | 126 | 18.21 | 143.28 | 18.67 | 0.46 | 27.69 | 60" RCP |
| 244+90 RT SR 126 | 25B | 75.45 | 94.18 | 127.81 | 13.53 | 145.42 | 14.05 | 0.46 | 27.81 | 60" RCP |
| 50+84.5 KITE STREET | 26 | 60.06 | 73.67 | 100.46 | 12.25 | 113.19 | 12.60 | 0.43 | 25.32 | 48" CMP |
| 254+85 SR 126 | 27 | 0.061 | 0.31 | 0.38 | 3.28 | 0.41 | 3.35 | 0.9 | 5 | 18" RCP |
| 257+00 SR 126 | 28 | 3.245 | 8.29 | 10.5 | 6.99 | 11.53 | 6.84 | 0.56 | 8.7 | 18" RCP |
| 260+18 SR 126 | 29 | 0.134 | 0.68 | 0.84 | 4.60 | 0.9 | 4.70 | 0.9 | 5 | 18" RCP |
| 261+54 SR 126 | 30 | 2.869 | 7.38 | 9.33 | 7.01 | 10.27 | 7.09 | 0.58 | 9.6 | 18" RCP |
| 264+50 SR 126 | 31 | 10.794 | 31.78 | 40.75 | 6.12 | 44.92 | 6.26 | 0.71 | 11.4 | 30" RCP |
| 273+00 SR 126 | 32 | 0.492 | 2.48 | 3.1 | 5.30 | 3.32 | 5.41 | 0.9 | 5 | 18" RCP |
| 47+90 WOODRIDGE AVE | 33 | 6.695 | 15.85 | 20.13 | 17.15 | 22.23 | 17.18 | 0.53 | 9.42 | 30" RCP |
| 275+33.66 SR 126 | 34 | 3.332 | 11.73 | 14.84 | 6.97 | 16.37 | 7.16 | 0.55 | 9.1 | 36" RCP |
| 278+88 SR 126 | 36 | 5.171 | 11.91 | 15.12 | 23.37 | 16.55 | 23.98 | 0.54 | 11 | EX. 24" RCP |
| 240+08 AMY AVE | 37 | 25.069 | 56.78 | 72.41 | 11.38 | 79.31 | 11.59 | 0.56 | 13.3 | 42" RCP |
| 47+60 HEATHER LANE | 38 | 0.42 | 1.18 | 1.47 | | 1.58 | | 0.5 | 5 | 18" RCP |
| 285+31 SR 126 | 39 | 9.555 | 25.02 | 31.63 | 24.08 | 34.66 | 24.73 | 0.585 | 9.71 | EX. 36" RCP |
| 296+08 SR 126 | 41 | 5.141 | 12.6 | 16.1 | 7.17 | 17.64 | 7.28 | 0.54 | 9.06 | 24" RCP |
| 297+00 SR 126 | 42 | 3.983 | 7.96 | 10.07 | 10.43 | 11.07 | 6.31 | 0.43 | 8.74 | 18" RCP |
| 10+13 TANGLEWOOD RD | 43 | 1.952 | 4.87 | 6.25 | 17.20 | 6.85 | 16.08 | 0.53 | 8.21 | 18" RCP |
| 303+50 SR 126 | 44 | 3.649 | 11.14 | 14.41 | 7.88 | 15.58 | 8.02 | 0.64 | 8.1 | 24" RCP |
| 307+00 SR 126 | 45 | 4.827 | 13.34 | 16.42 | 7.73 | 18.09 | 7.88 | 0.68 | 13.4 | 24" RCP |

* - Culvert's / Storm Sewer System total cumulative drainage area.




82S126-F3-002
END PROJ. NO. STP-126(25)(CONST.)
STA. 307+50.00
N 820590.2511
E 3001273.4238

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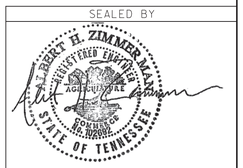


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

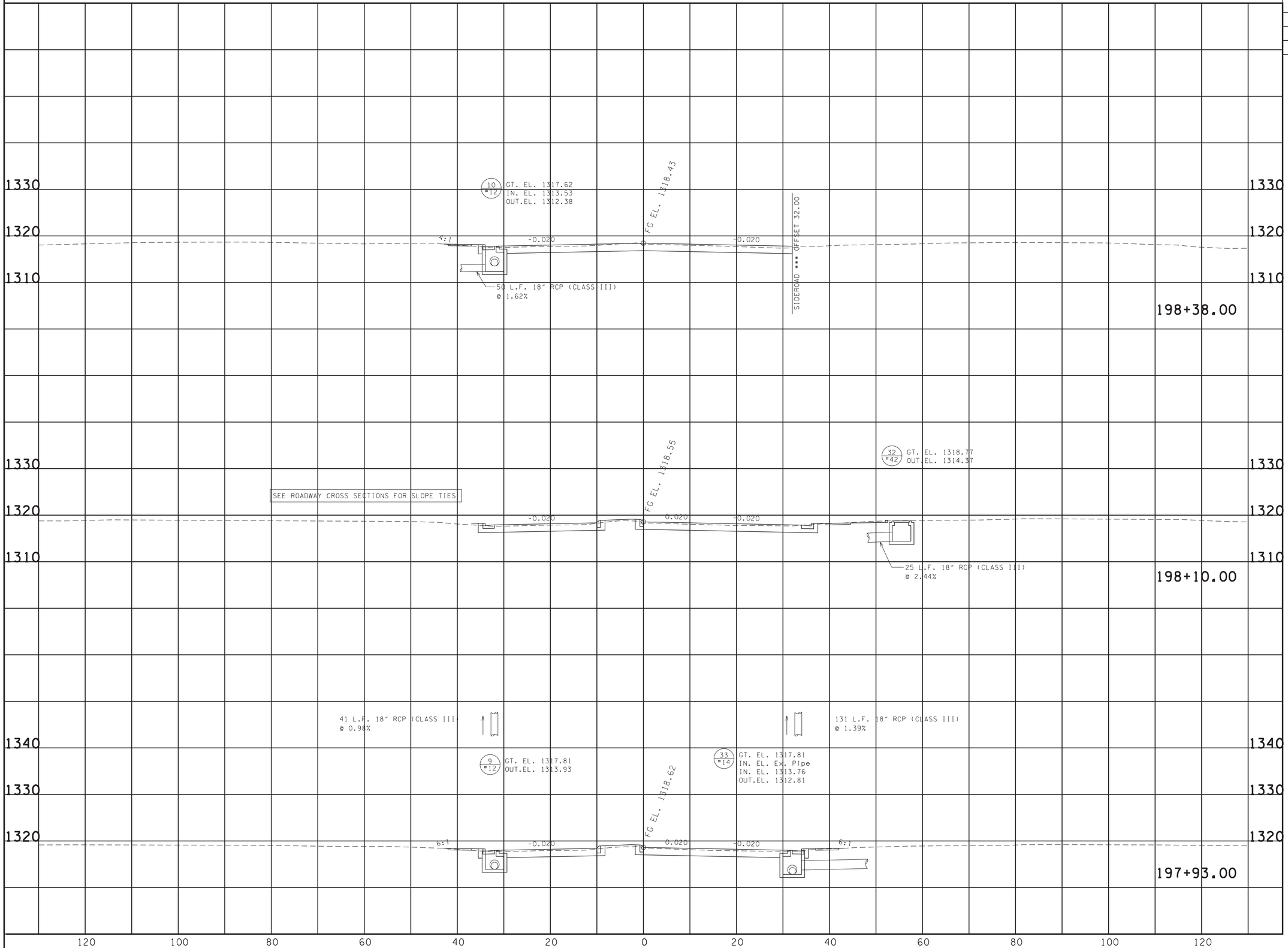
# DRAINAGE MAP

STA. 250+00 TO STA. 305+00

SCALE: 1"=200'

7/17/2025 11:37:58 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\044.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25 |
| PSE | 2025 | STP-126(25) | 45 |




SEALED BY

ALBERT H. ZIMMER MAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102602
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

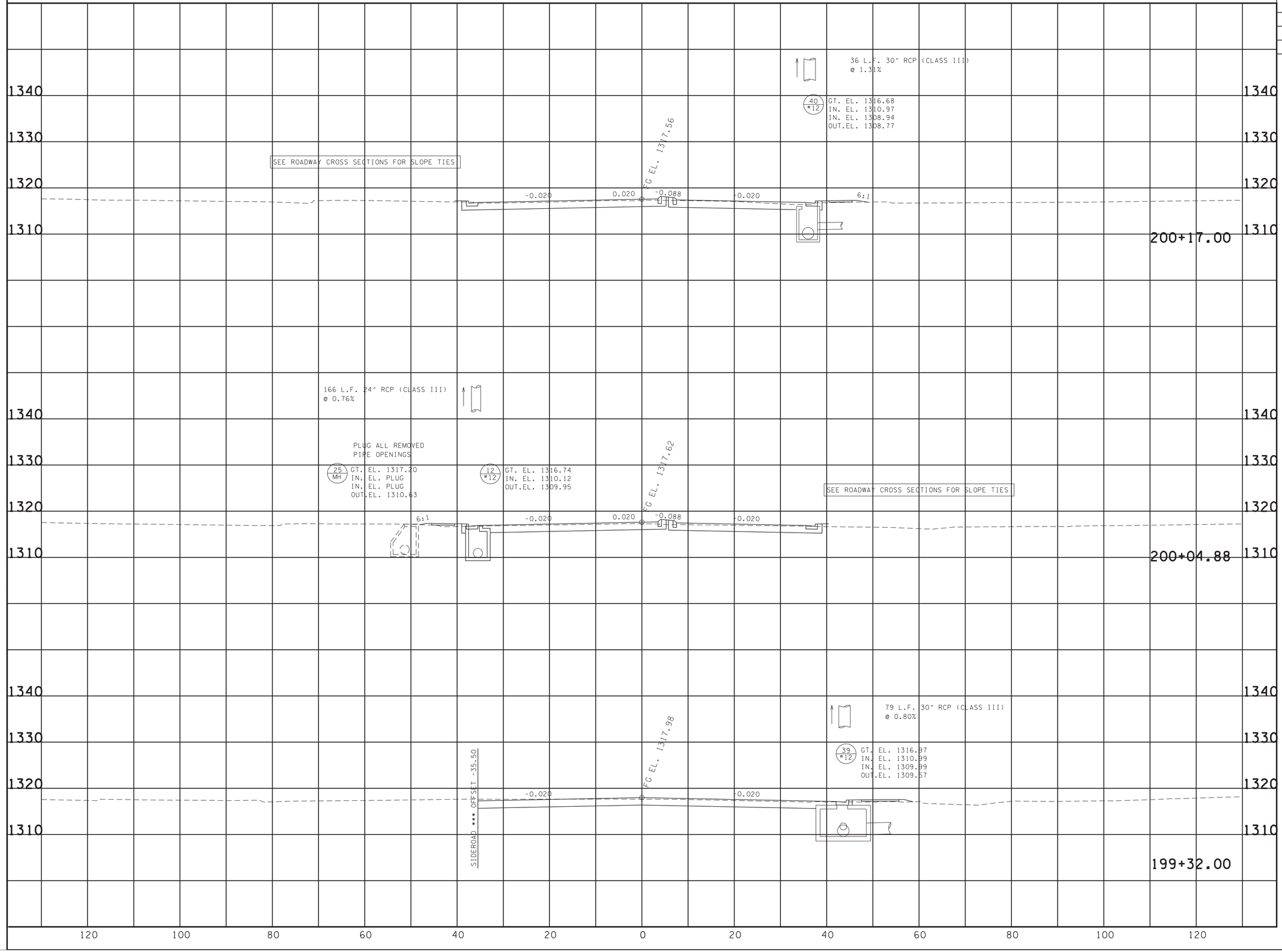
# CULVERT SECTIONS

STA. 197+93.00
TO
STA. 198+38.00

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

7/17/2025 12:14:21 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25A |
| PSE | 2025 | STP-126(25) | 46 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
PERSONAL SEAL
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

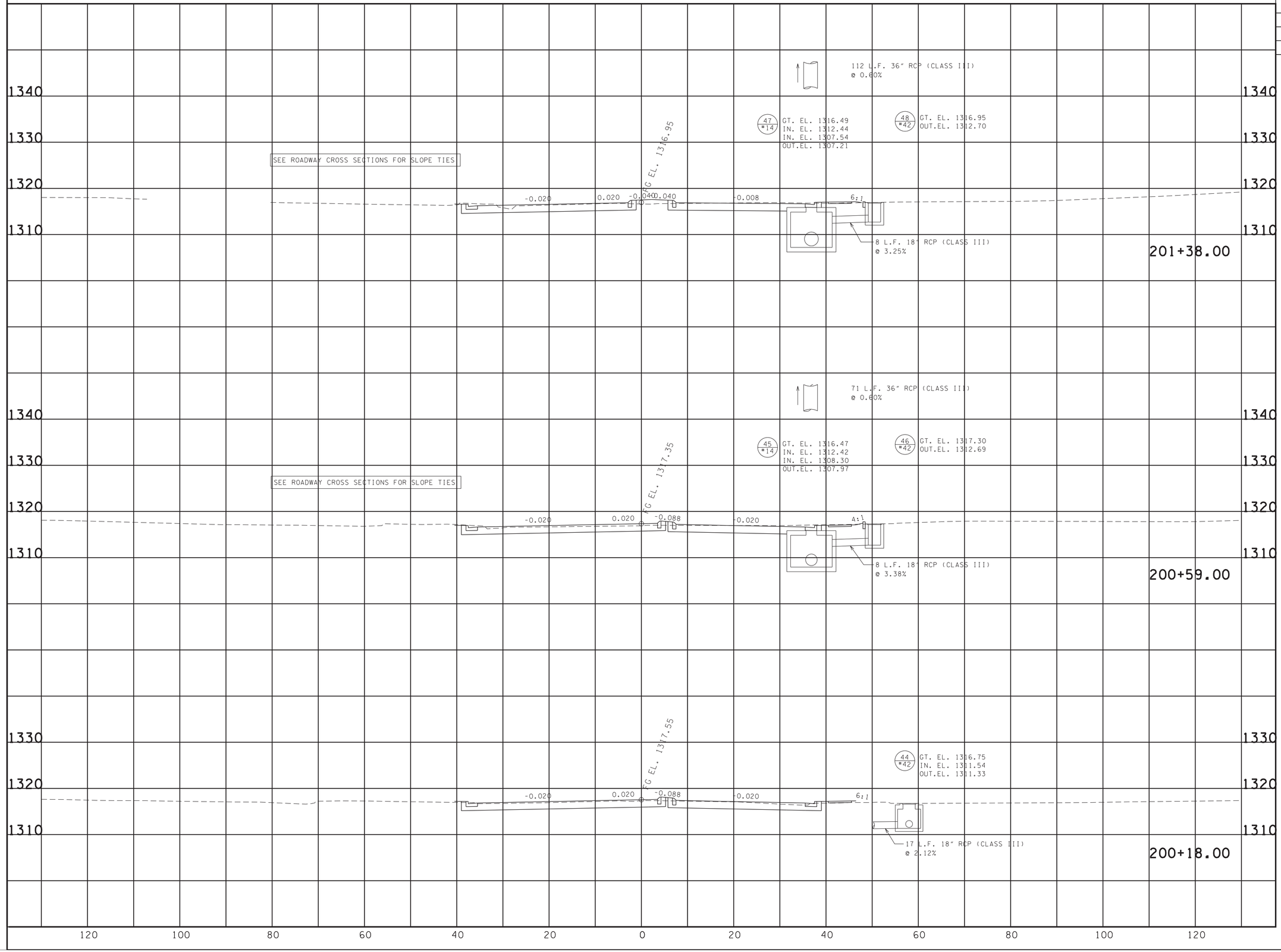
# CULVERT SECTIONS

STA. 199+32.00
TO
STA. 200+17.00

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

7/17/2025 12:14:26 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25B |
| PSE | 2025 | STP-126(25) | 47 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
BOWLING GREEN
KENTUCKY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

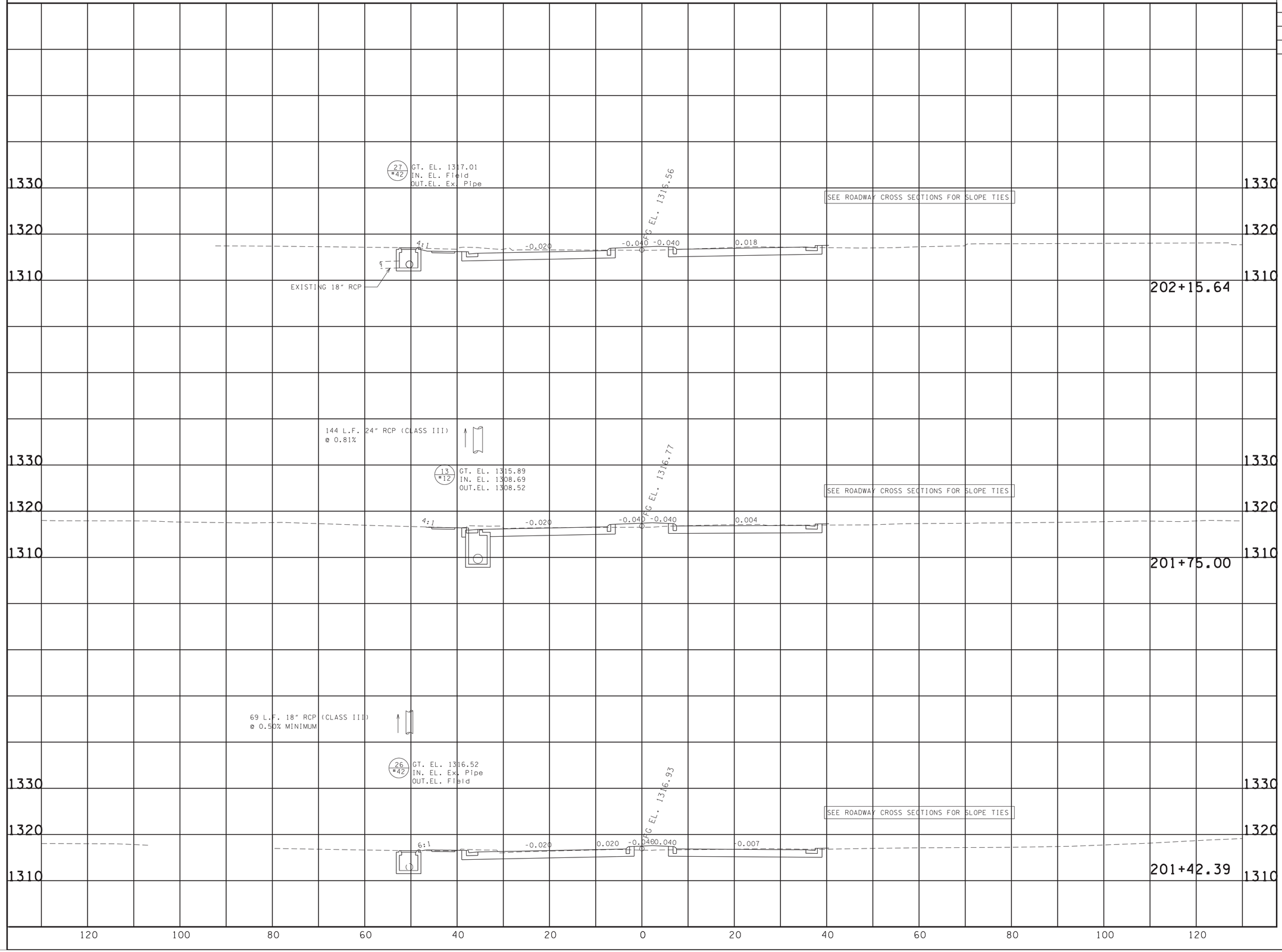
# CULVERT SECTIONS

STA. 200+18.00
TO
STA. 201+38.00

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

7/17/2025 12:14:24 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25C |
| PSE | 2025 | STP-126(25) | 48 |

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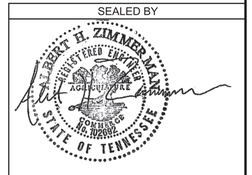


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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

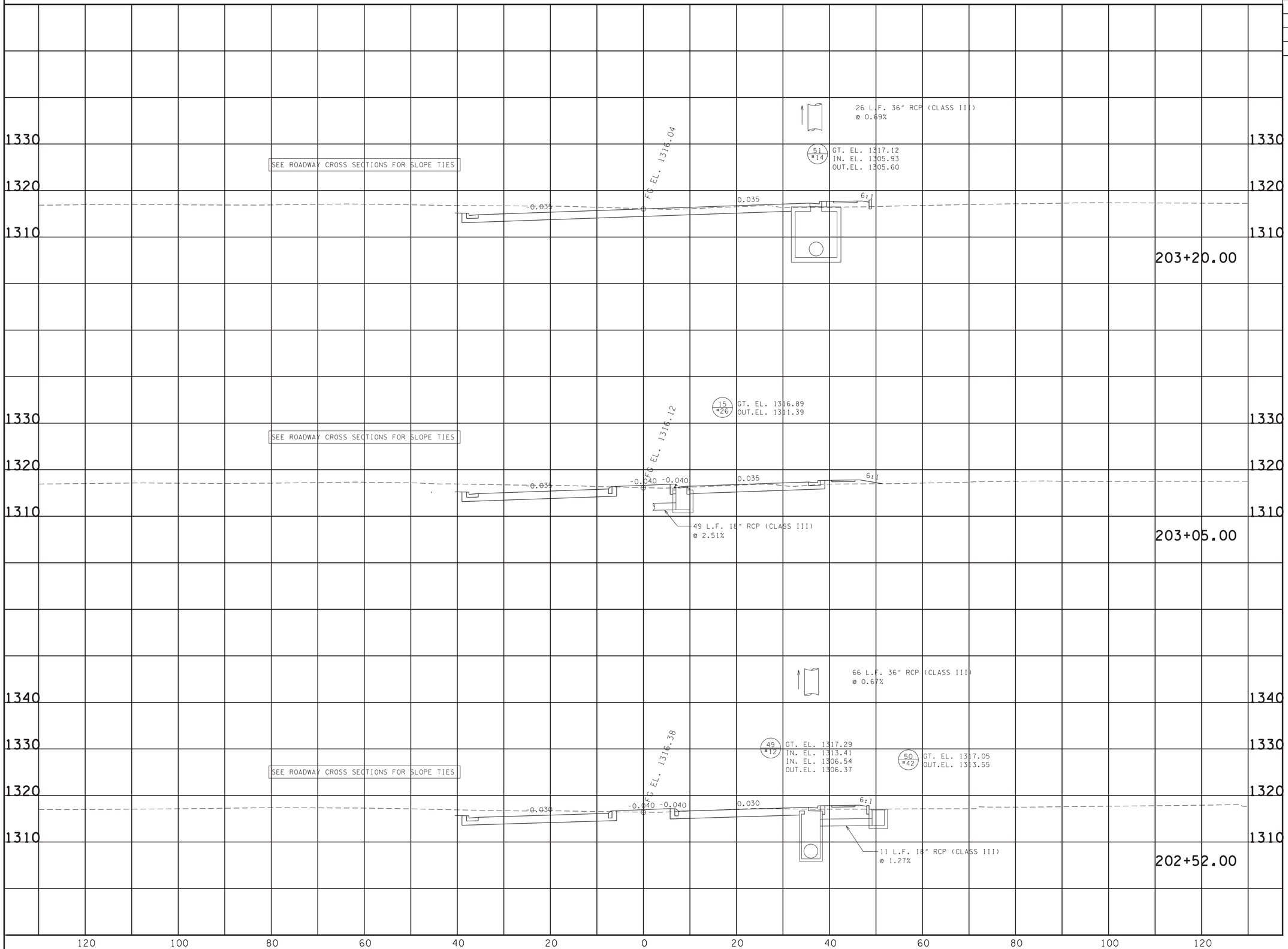
# CULVERT SECTIONS

STA. 201+42.39
TO
STA. 202+15.64

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

7/17/2025 12:14:22 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25D |
| PSE | 2025 | STP-126(25) | 49 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMANN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
BOWLING GREEN
KENTUCKY
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

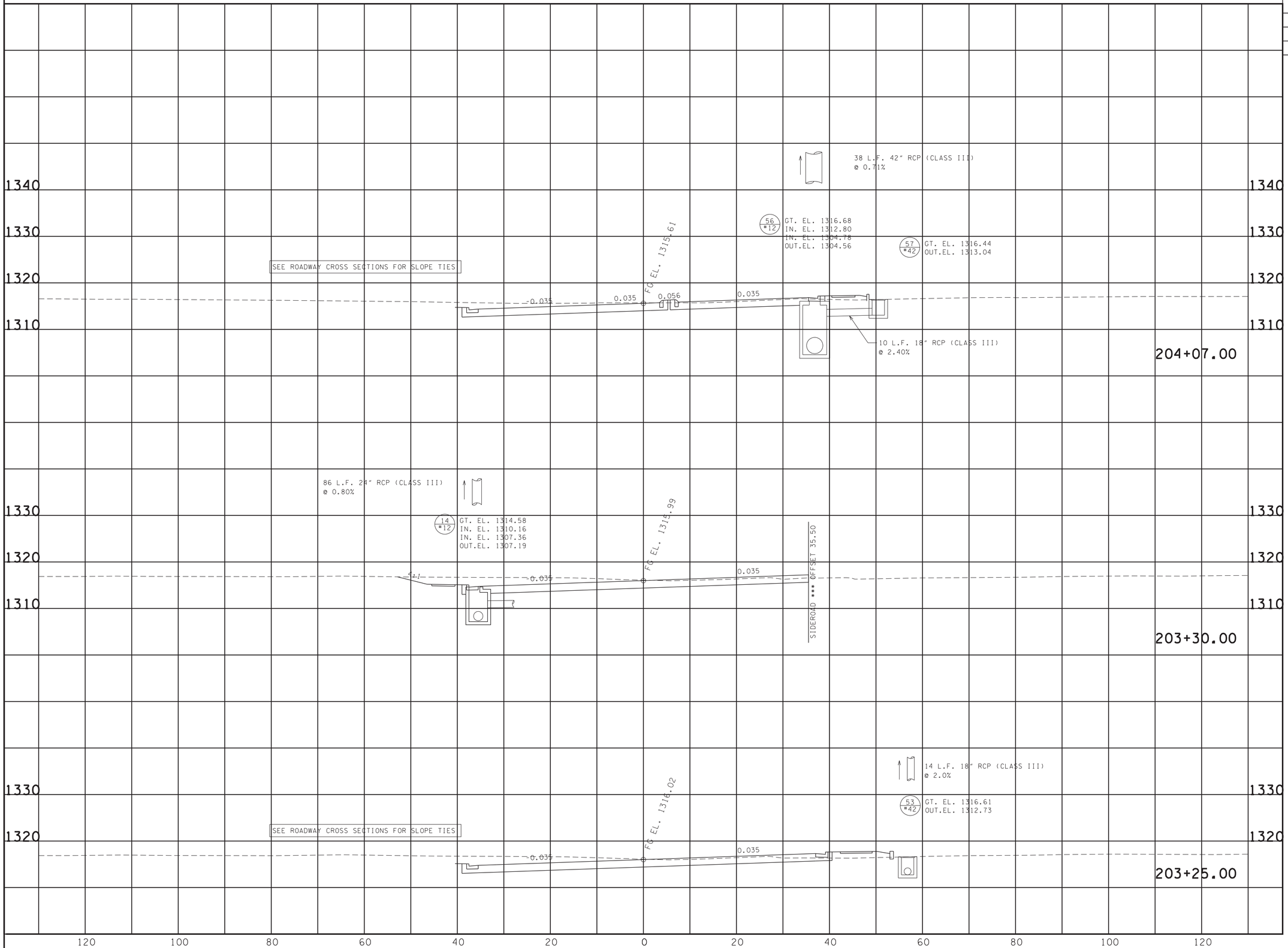
# CULVERT SECTIONS

STA. 202+52.00
TO
STA. 203+20.00

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

7/17/2025 12:13:41 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25E |
| PSE | 2025 | STP-126(25) | 50 |
| | | | |
| | | | |

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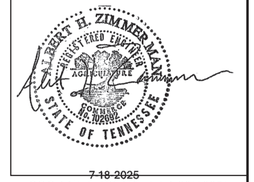


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

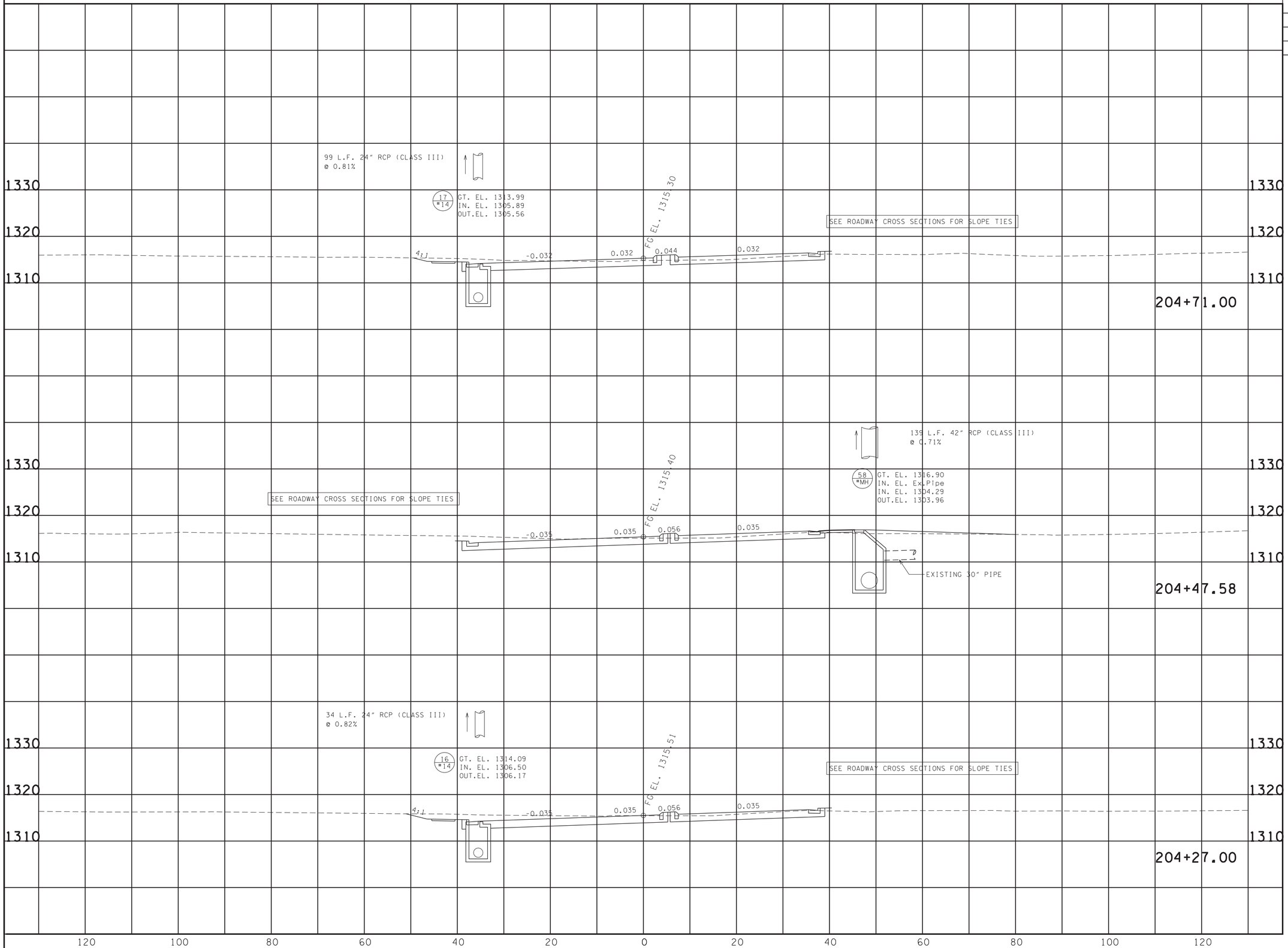
# CULVERT SECTIONS

STA. 203+25.00
TO
STA. 204+07.00

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

7/17/2025 12:14:28 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25F |
| PSE | 2025 | STP-126(25) | 51 |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

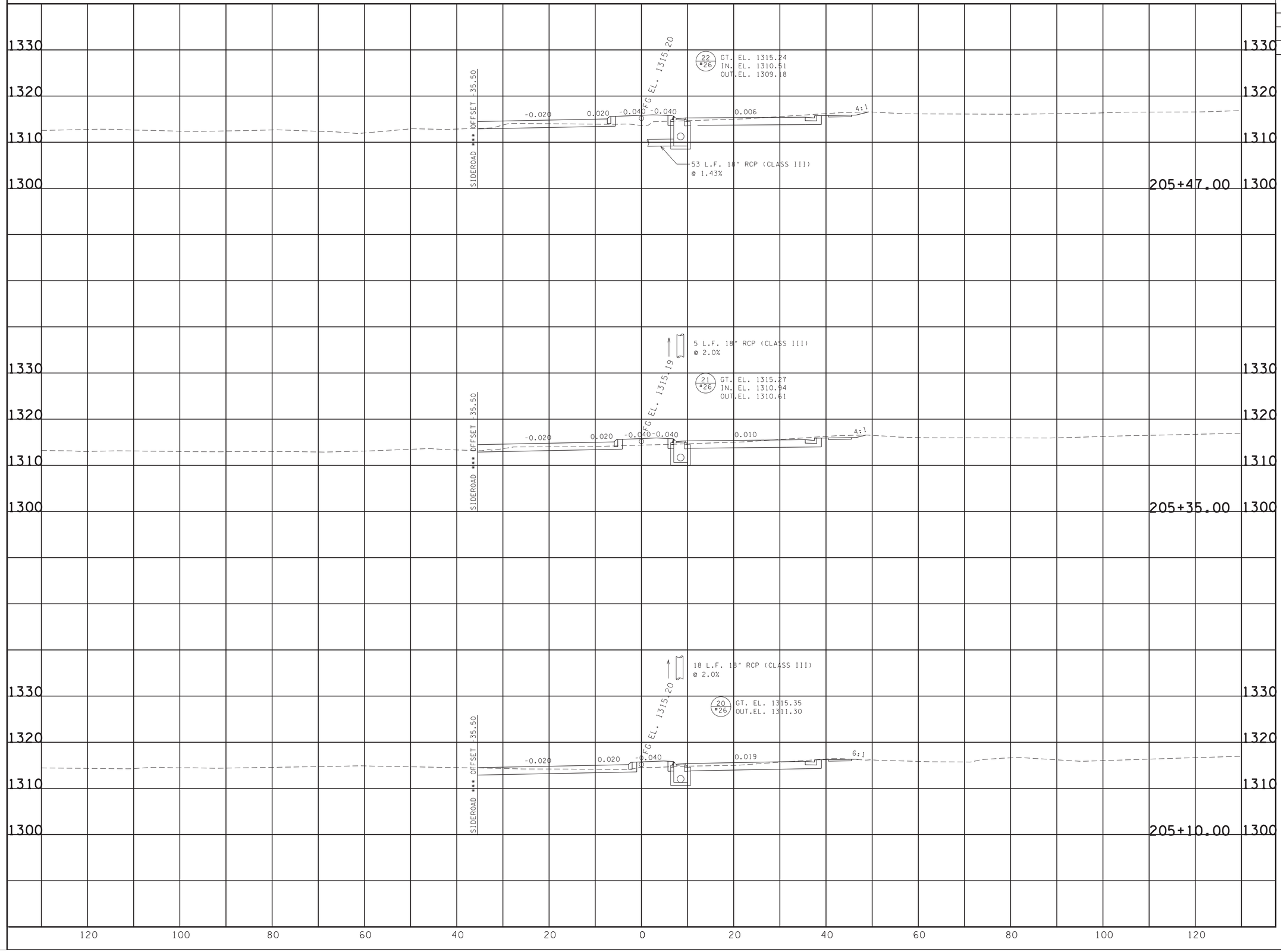
# CULVERT SECTIONS

STA. 204+27.00
TO
STA. 204+71.00

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

7/17/2025 12:14:29 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25G |
| PSE | 2025 | STP-126(25) | 52 |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

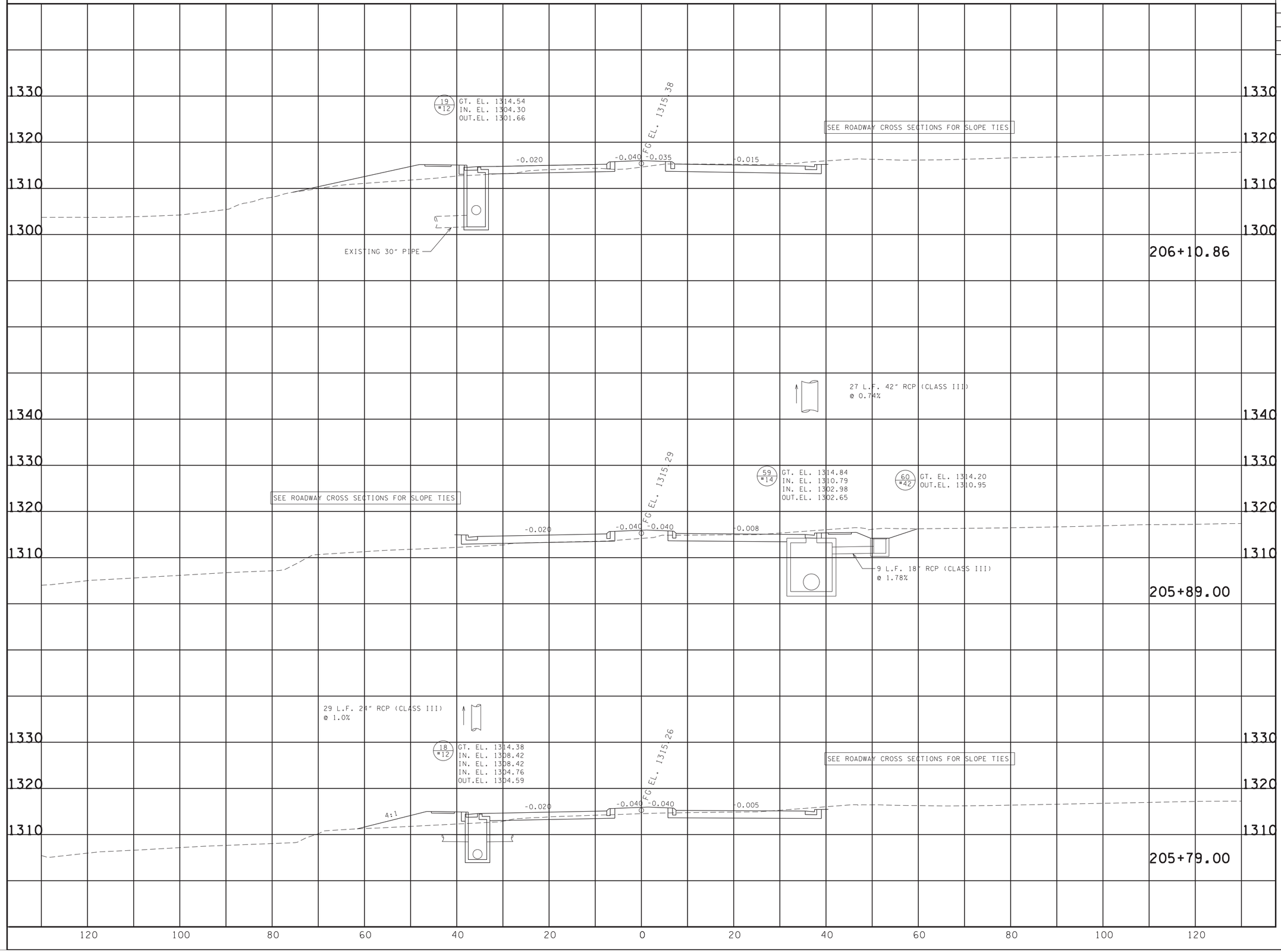
# CULVERT SECTIONS

STA. 205+10.00
TO
STA. 205+47.00

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

7/17/2025 12:14:31 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25H |
| PSE | 2025 | STP-126(25) | 53 |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 205+79.00
TO
STA. 206+10.86

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

7/17/2025 12:14:33 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 251 |
| PSE | 2025 | STP-126(25) | 54 |
| | | | |
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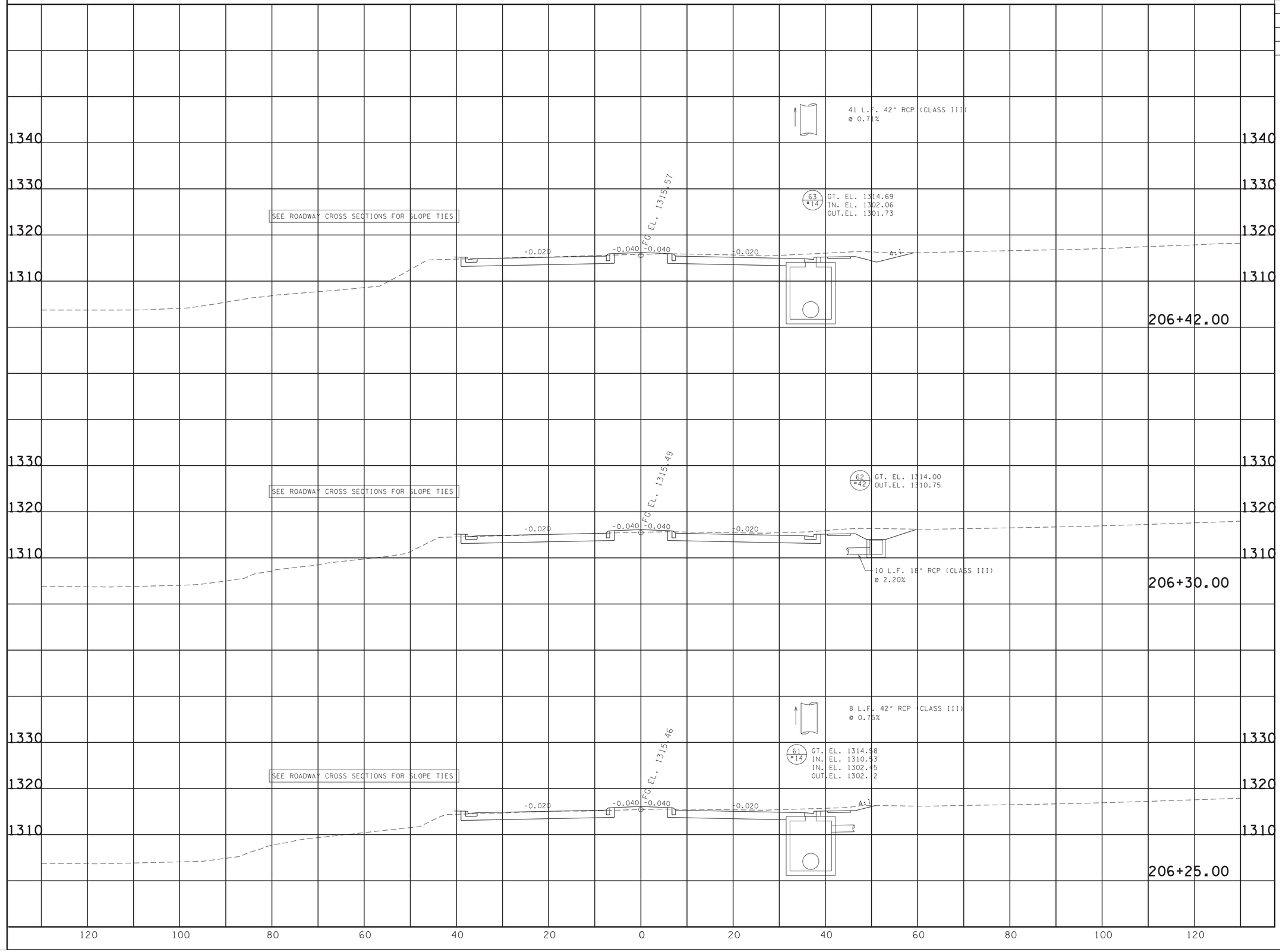


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AGRICULTURE
BOWLING GREEN, KENTUCKY
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

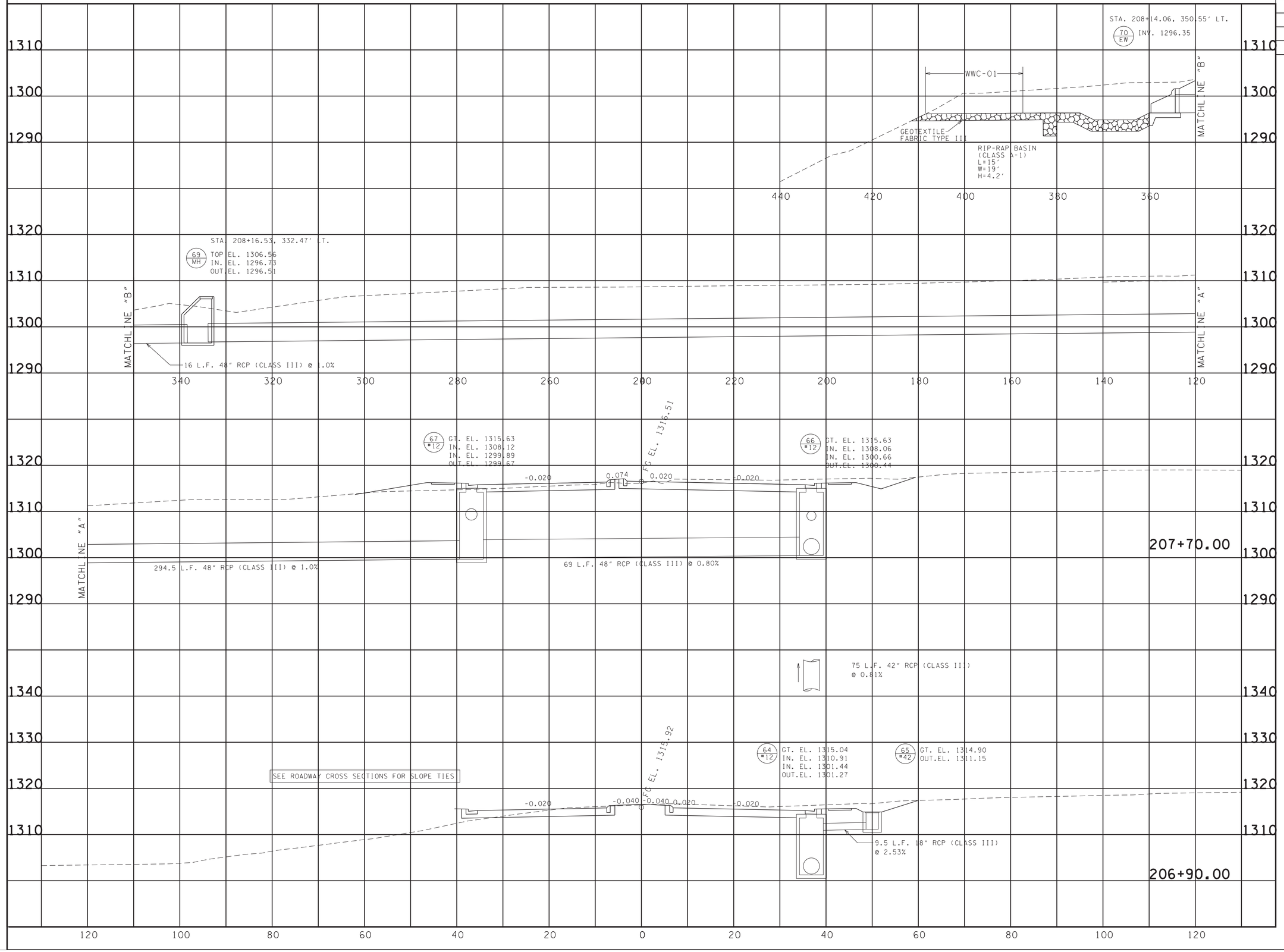
# CULVERT SECTIONS

STA. 206+25.00
TO
STA. 206+42.00

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

7/17/2025 12:14:35 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25J |
| PSE | 2025 | STP-126(25) | 55 |
| | | | |
| | | | |

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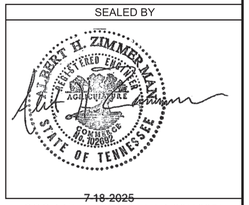


7-18-2025

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

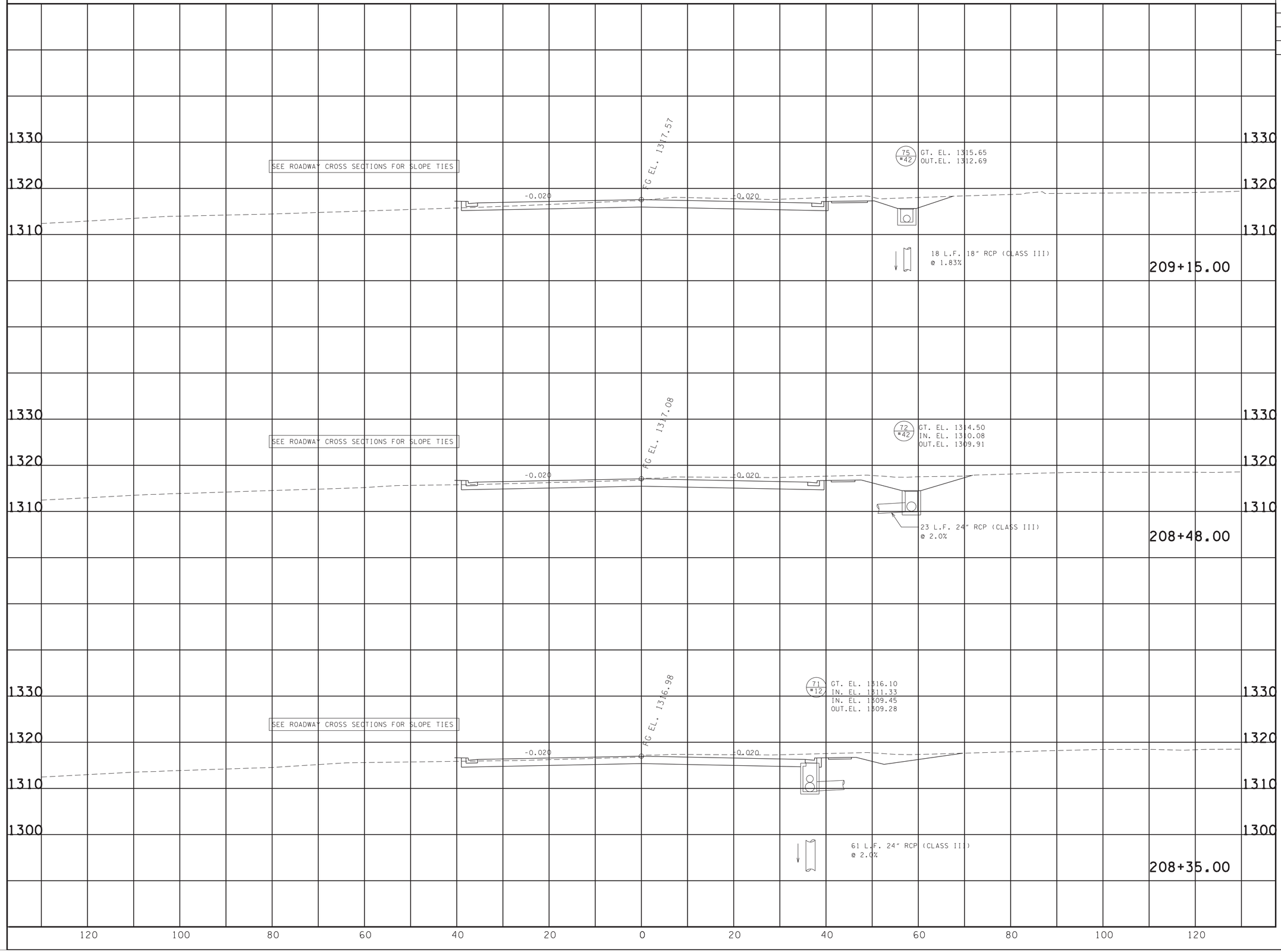
# CULVERT SECTIONS

STA. 206+90.00
TO
STA. 207+70.00

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

7/17/2025 12:14:36 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25K |
| PSE | 2025 | STP-126(25) | 56 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
BOWLING GREEN, KENTUCKY
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

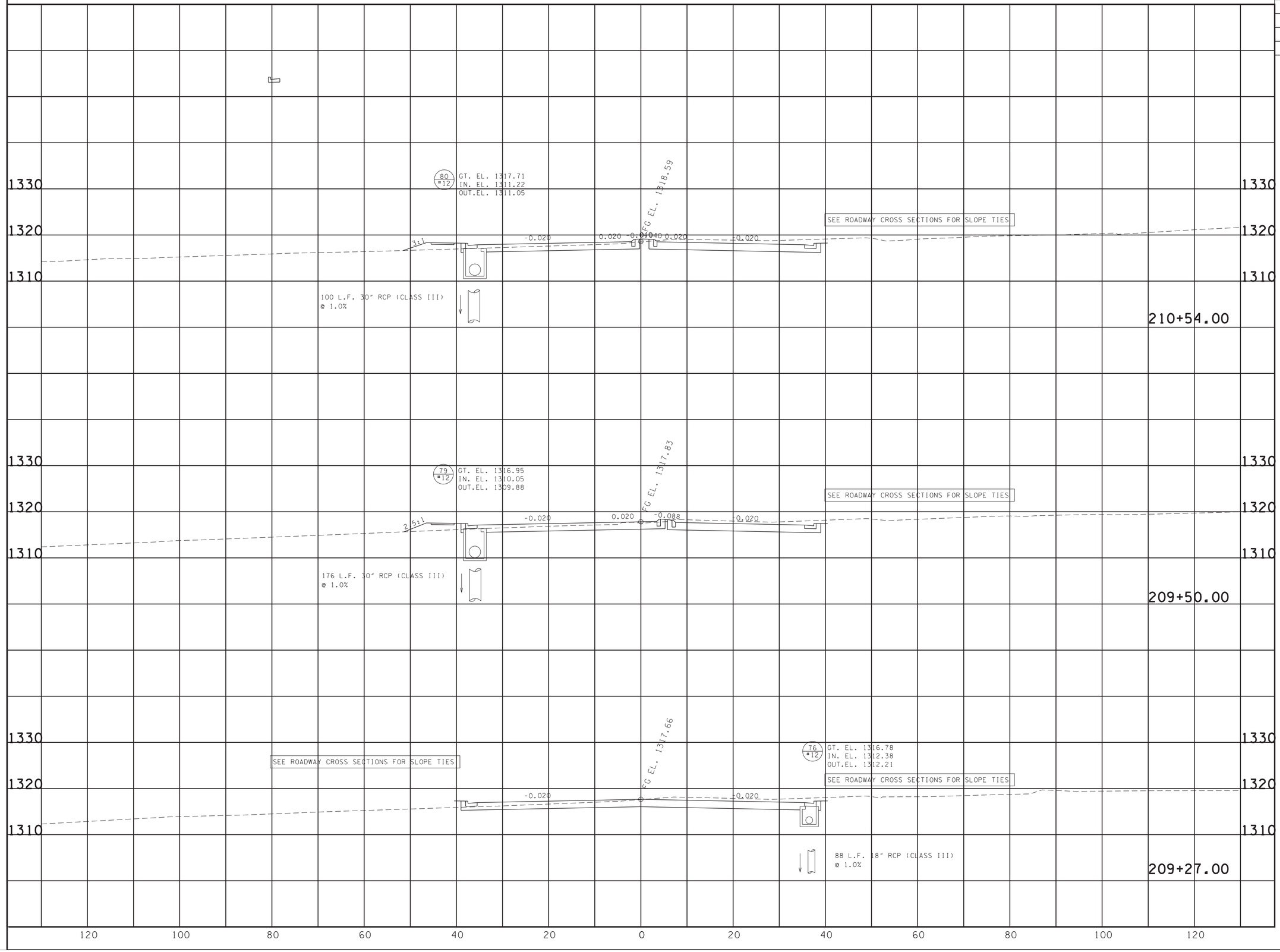
# CULVERT SECTIONS

STA. 208+35.00
TO
STA. 209+15.00

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

7/17/2025 12:14:38 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25L |
| PSE | 2025 | STP-126(25) | 57 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSION
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 209+27.00
TO
STA. 210+54.00

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

7/17/2025 12:14:40 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25M |
| PSE | 2025 | STP-126(25) | 58 |
| | | | |
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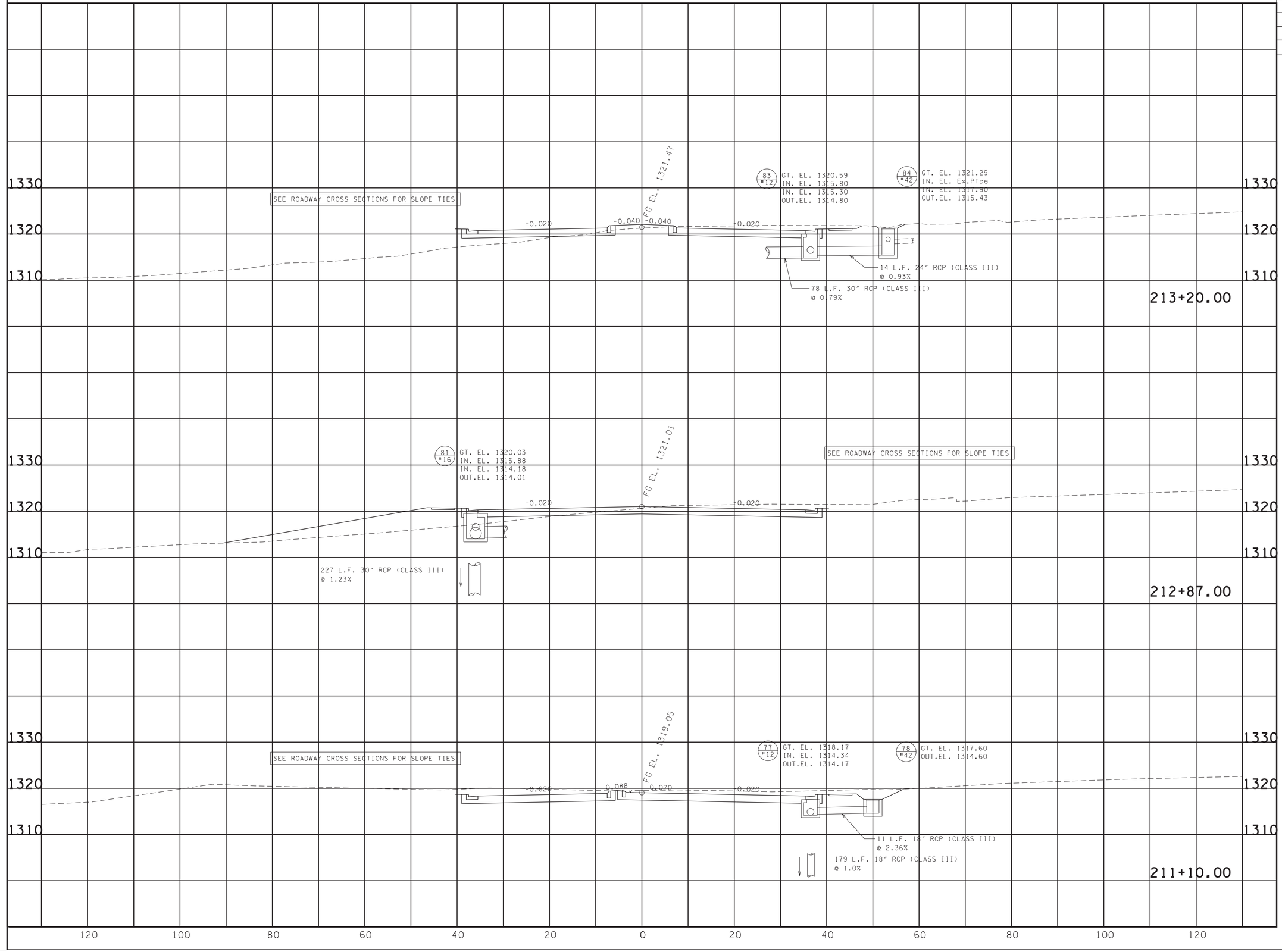


7/17/2025 12:14:42 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

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REGISTERED ENGINEER
AGRICULTURE
BOARD OF
REGISTRATION
STATE OF TENNESSEE

7-18-2025

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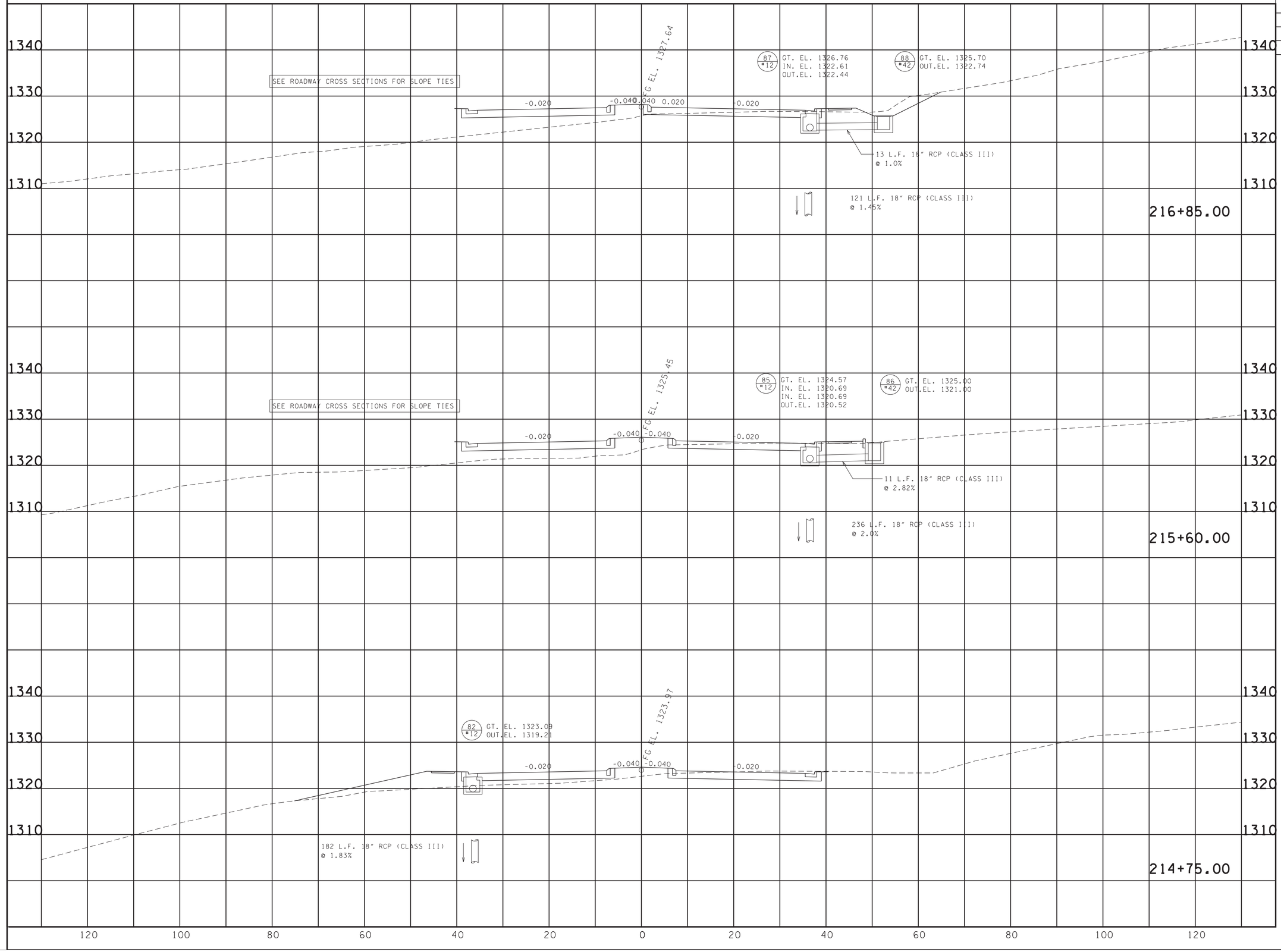
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 211+10.00
TO
STA. 213+20.00

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25N |
| PSE | 2025 | STP-126(25) | 59 |
| | | | |
| | | | |




7/17/2025 12:14:44 PM
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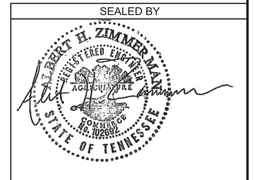
SEALED BY




7-18-2025

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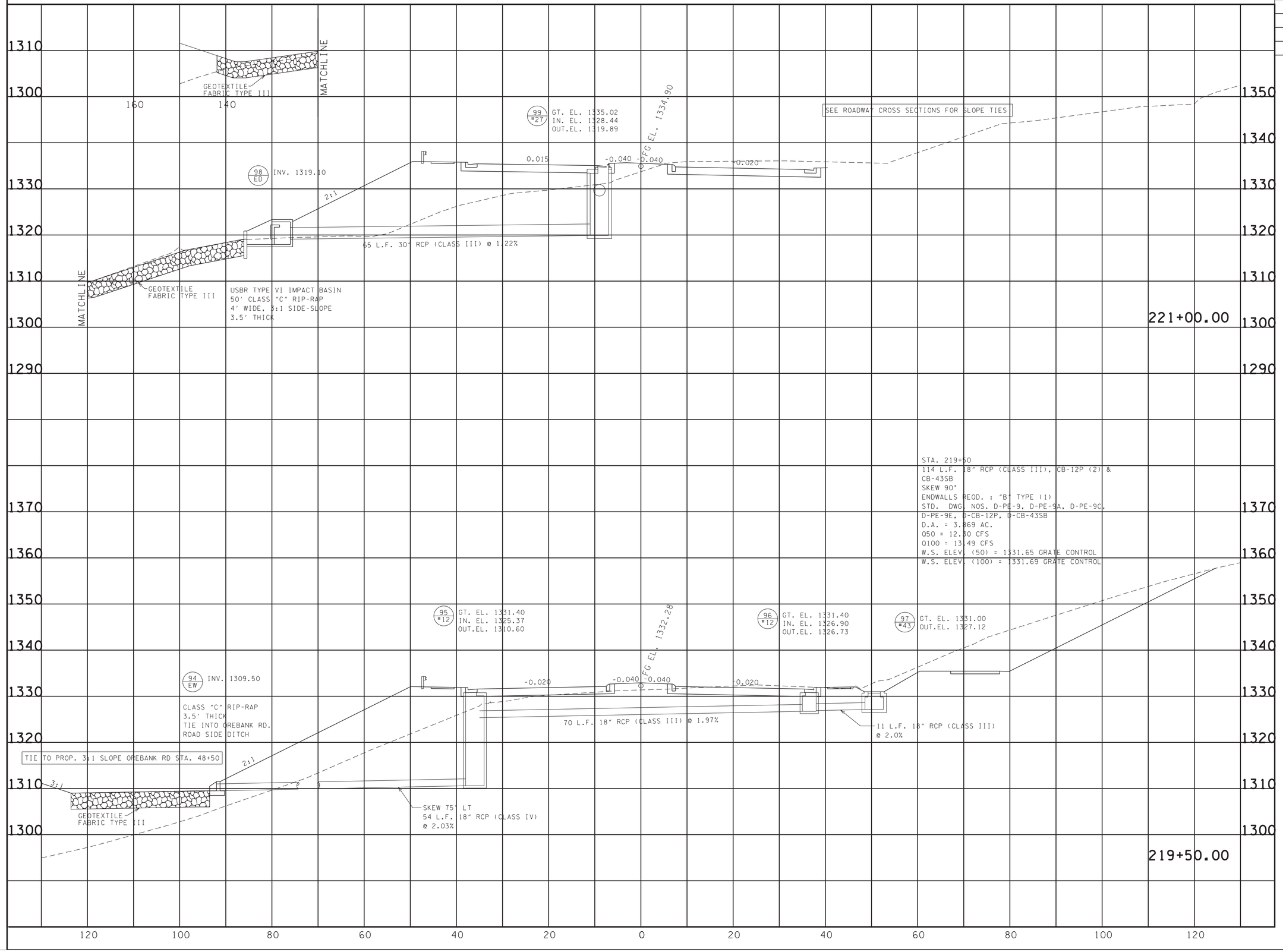
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 214+75.00
TO
STA. 216+85.00

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 250 |
| PSE | 2025 | STP-126(25) | 60 |
| | | | |
| | | | |

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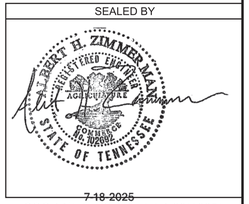


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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

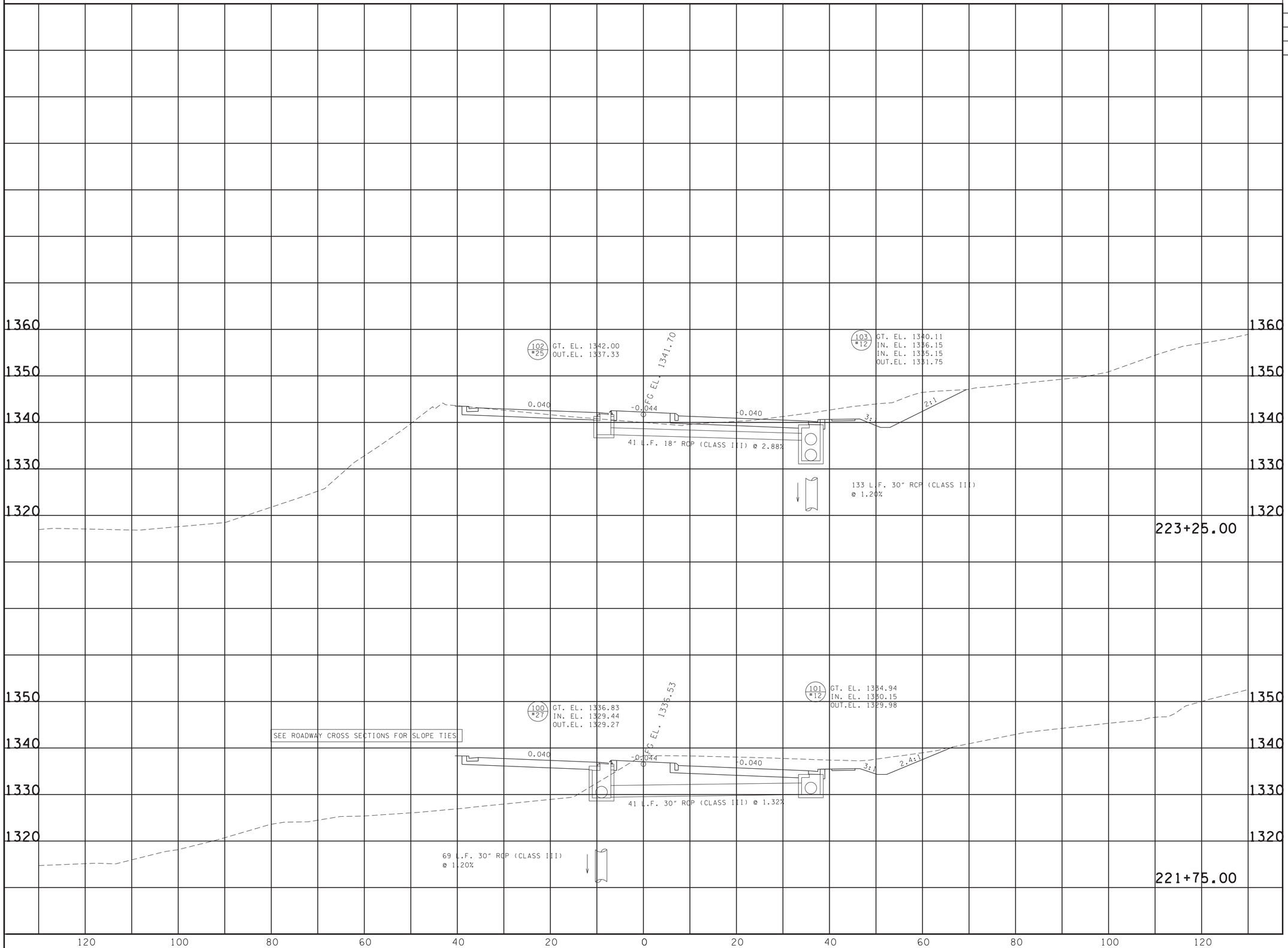
# CULVERT SECTIONS

STA. 219+50.00
TO
STA. 221+00.00

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

7/17/2025 12:14:53 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25P |
| PSE | 2025 | STP-126(25) | 61 |
| | | | |
| | | | |

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ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURAL
COMMERCE & INDUSTRY
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

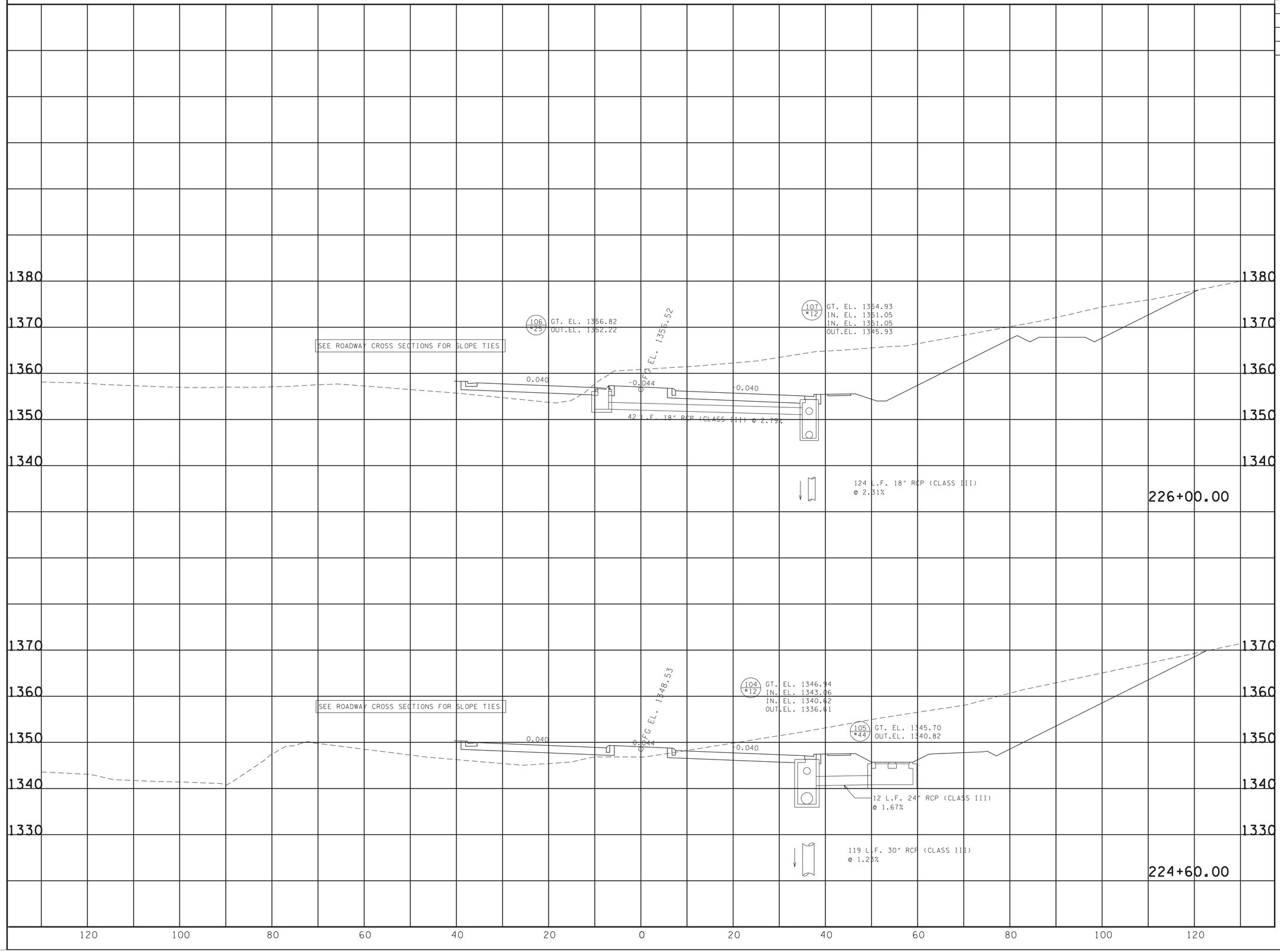
# CULVERT SECTIONS

STA. 221+75.00
TO
STA. 223+25.00

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

7/17/2025 12:14:51 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 250 |
| PSE | 2025 | STP-126(25) | 62 |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 224+60.00
TO
STA. 226+00.00

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

7/17/2025 12:14:49 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25R |
| PSE | 2025 | STP-126(25) | 63 |
| | | | |
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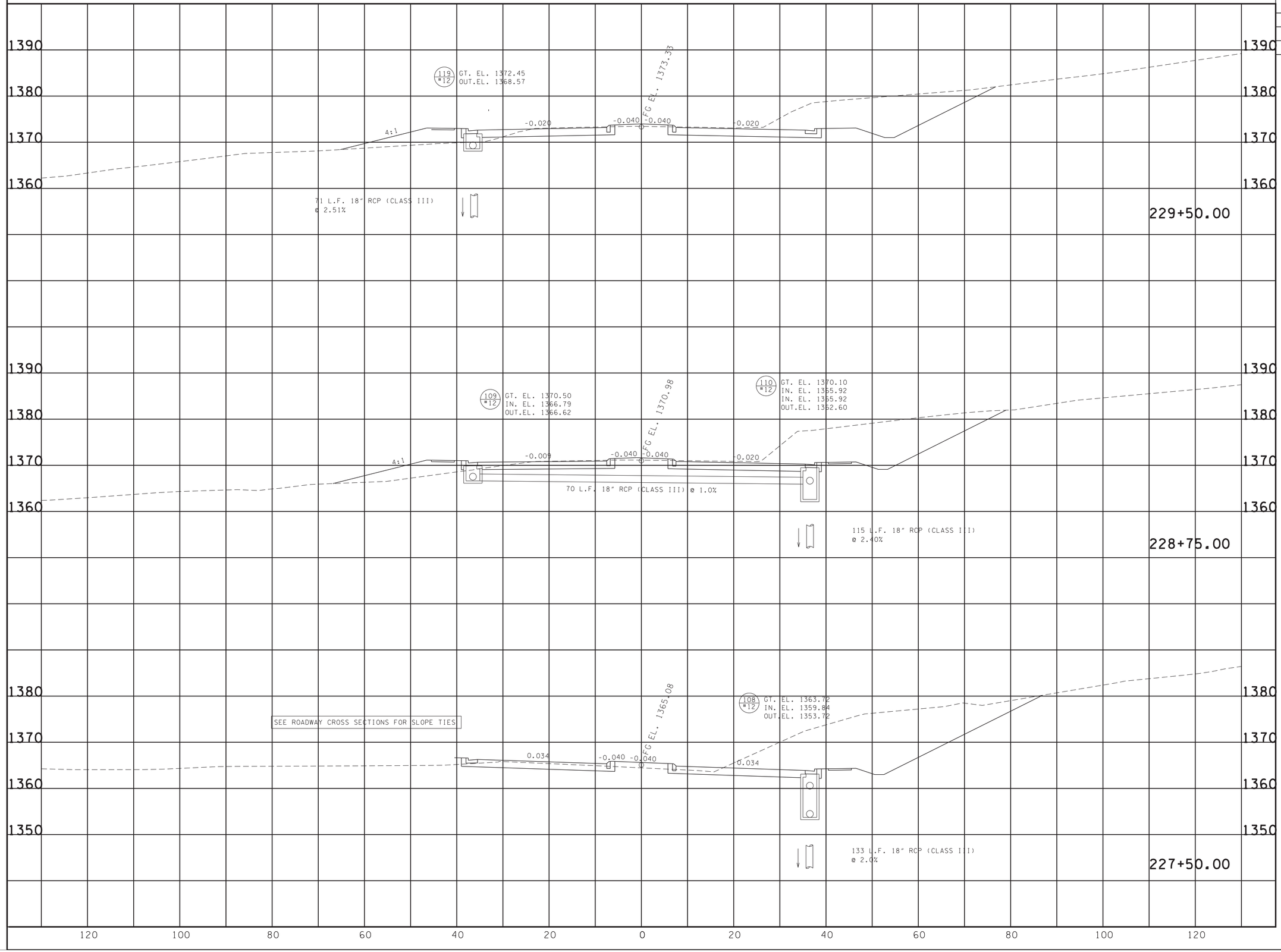


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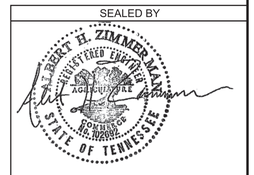


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

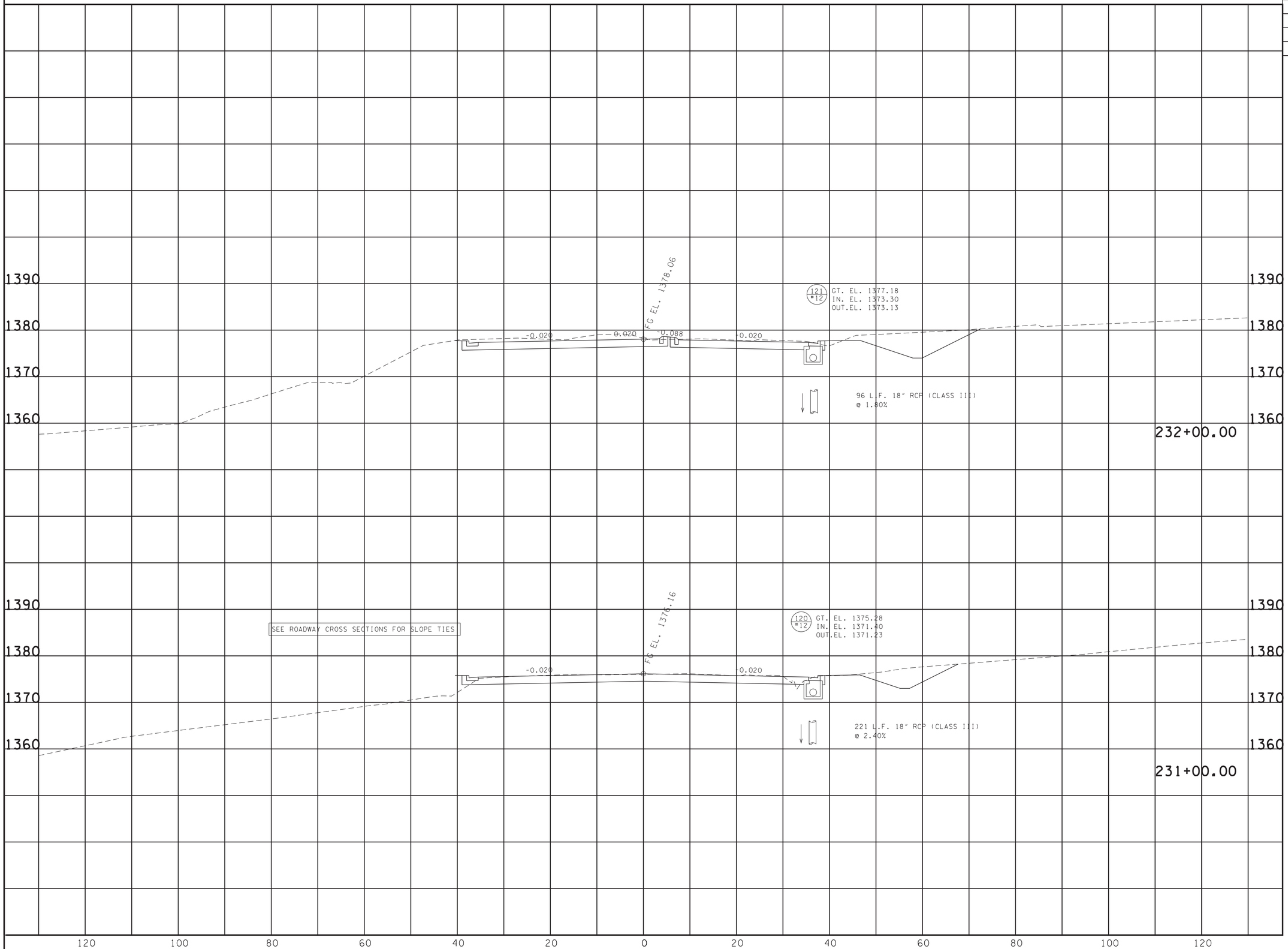
# CULVERT SECTIONS

STA. 227+50.00
TO
STA. 229+50.00

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

7/17/2025 12:14:47 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25S |
| PSE | 2025 | STP-126(25) | 64 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
BOWLING GREEN, KENTUCKY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

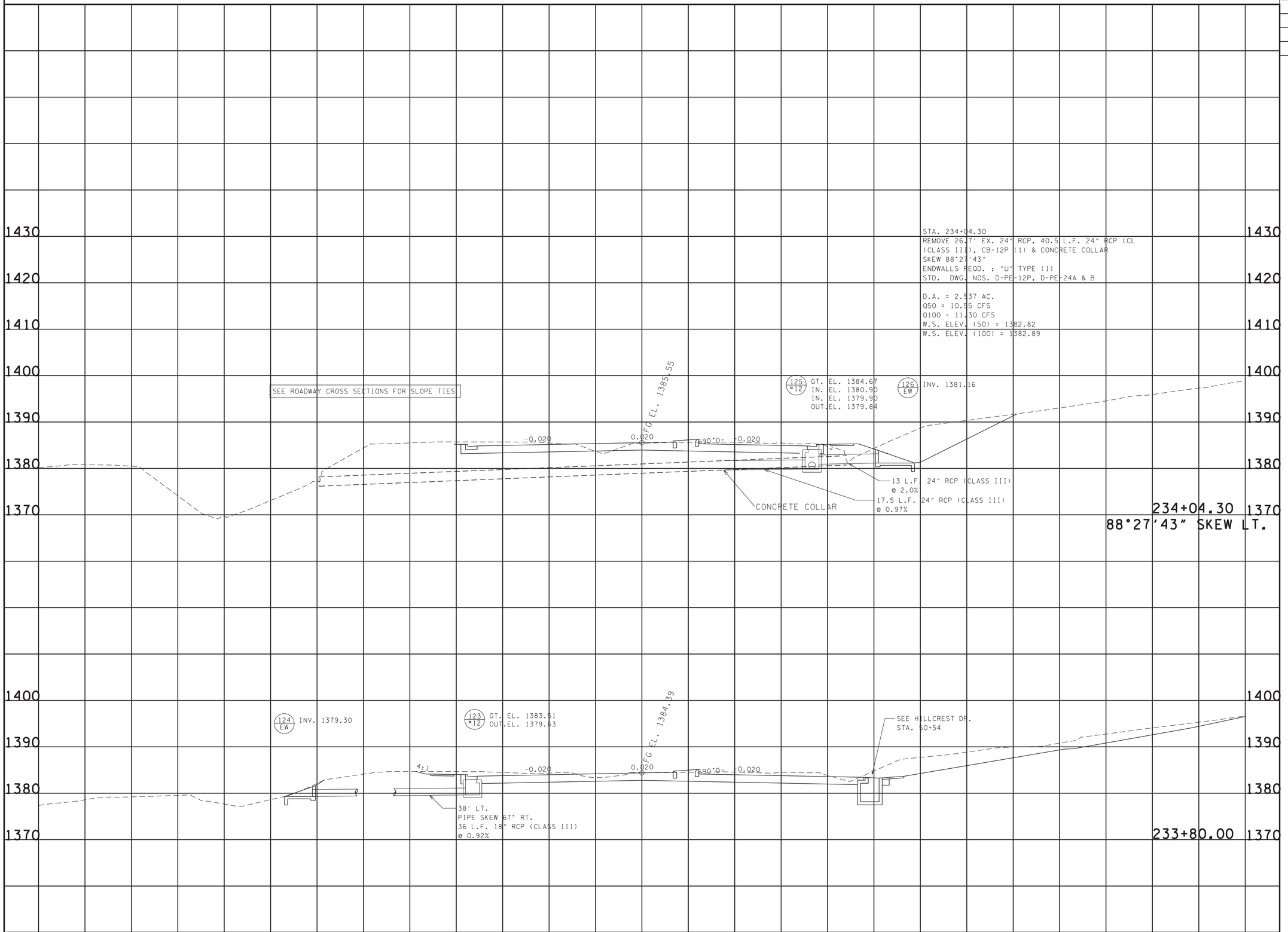
# CULVERT SECTIONS

STA. 231+00.00
TO
STA. 232+00.00

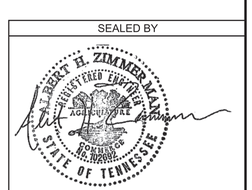
SCALE: 1"=10' HORIZ.
1"=10' VERT.

7/17/2025 12:14:45 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25T |
| PSE | 2025 | STP-126(25) | 65 |
| | | | |
| | | | |




SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

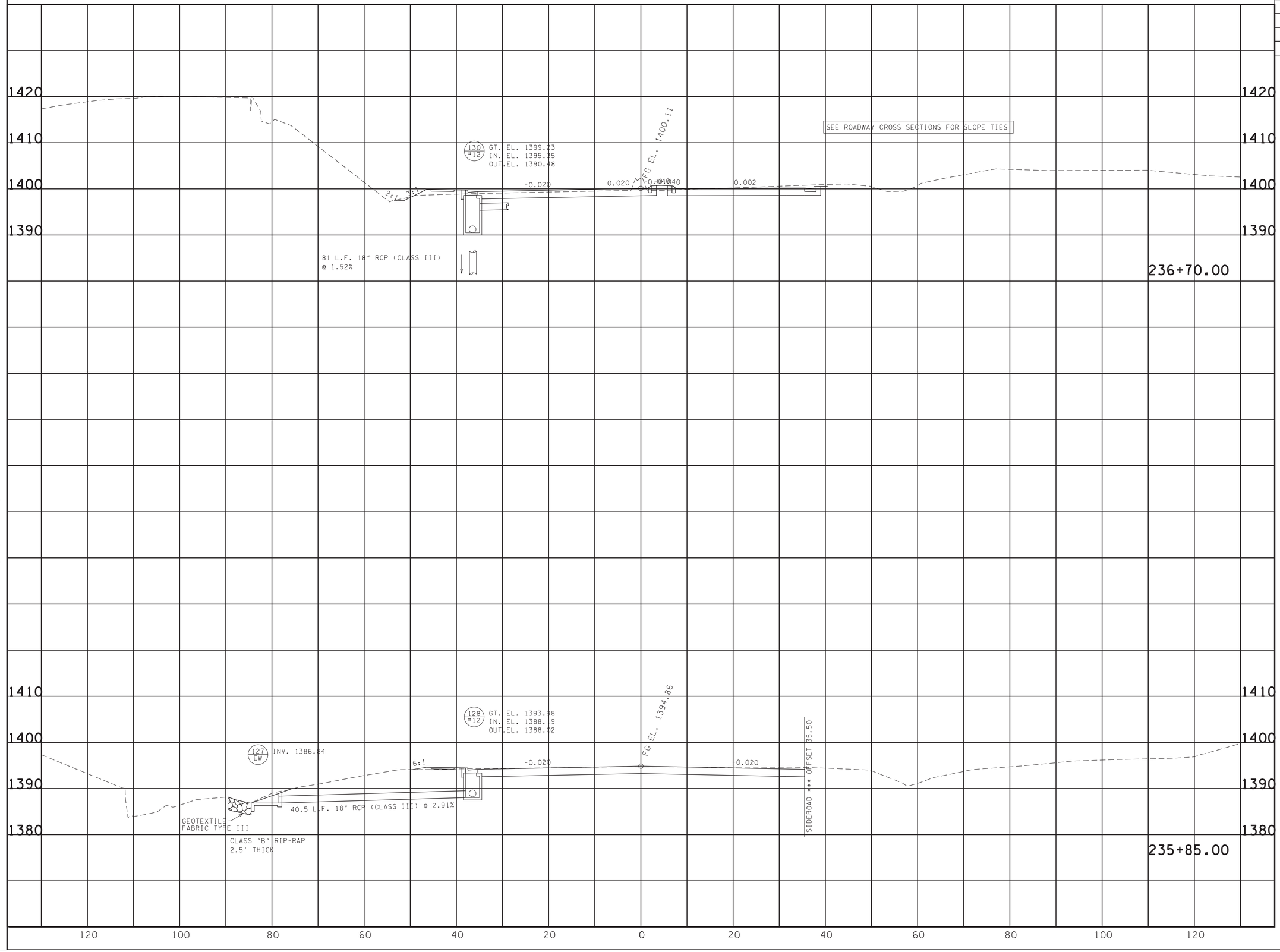
# CULVERT SECTIONS

STA. 233+80.00
TO
STA. 234+04.30

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

7/17/2025 12:14:54 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25U |
| PSE | 2025 | STP-126(25) | 66 |

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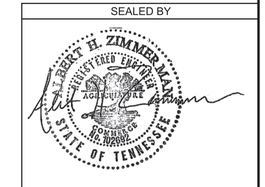



7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

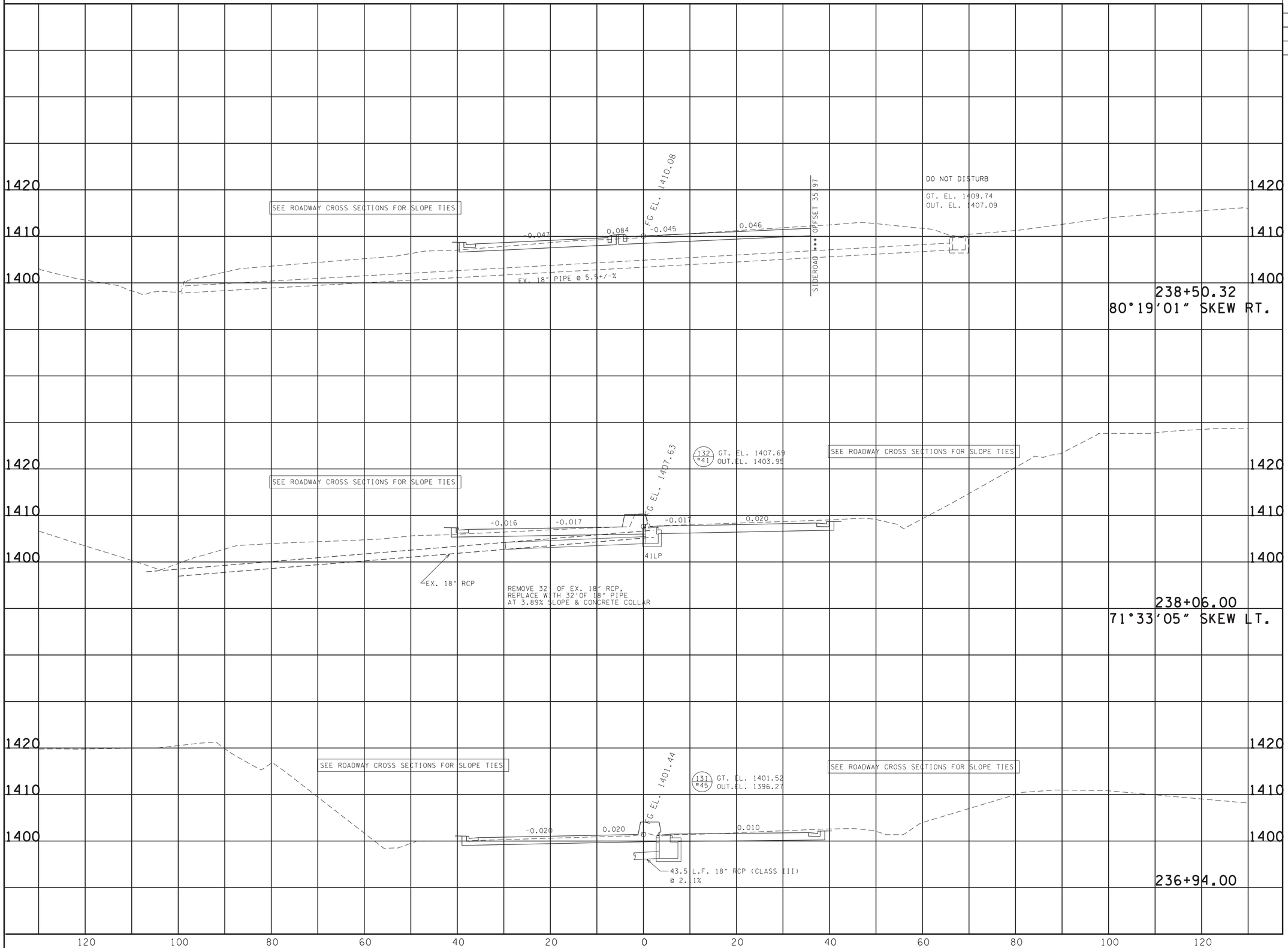
# CULVERT SECTIONS

STA. 235+85.00
TO
STA. 236+70.00

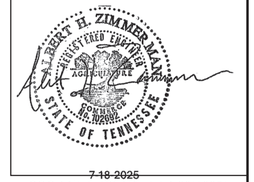
SCALE: 1"=10' HORIZ.
1"=10' VERT.

7/17/2025 12:14:56 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25V |
| PSE | 2025 | STP-126(25) | 67 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

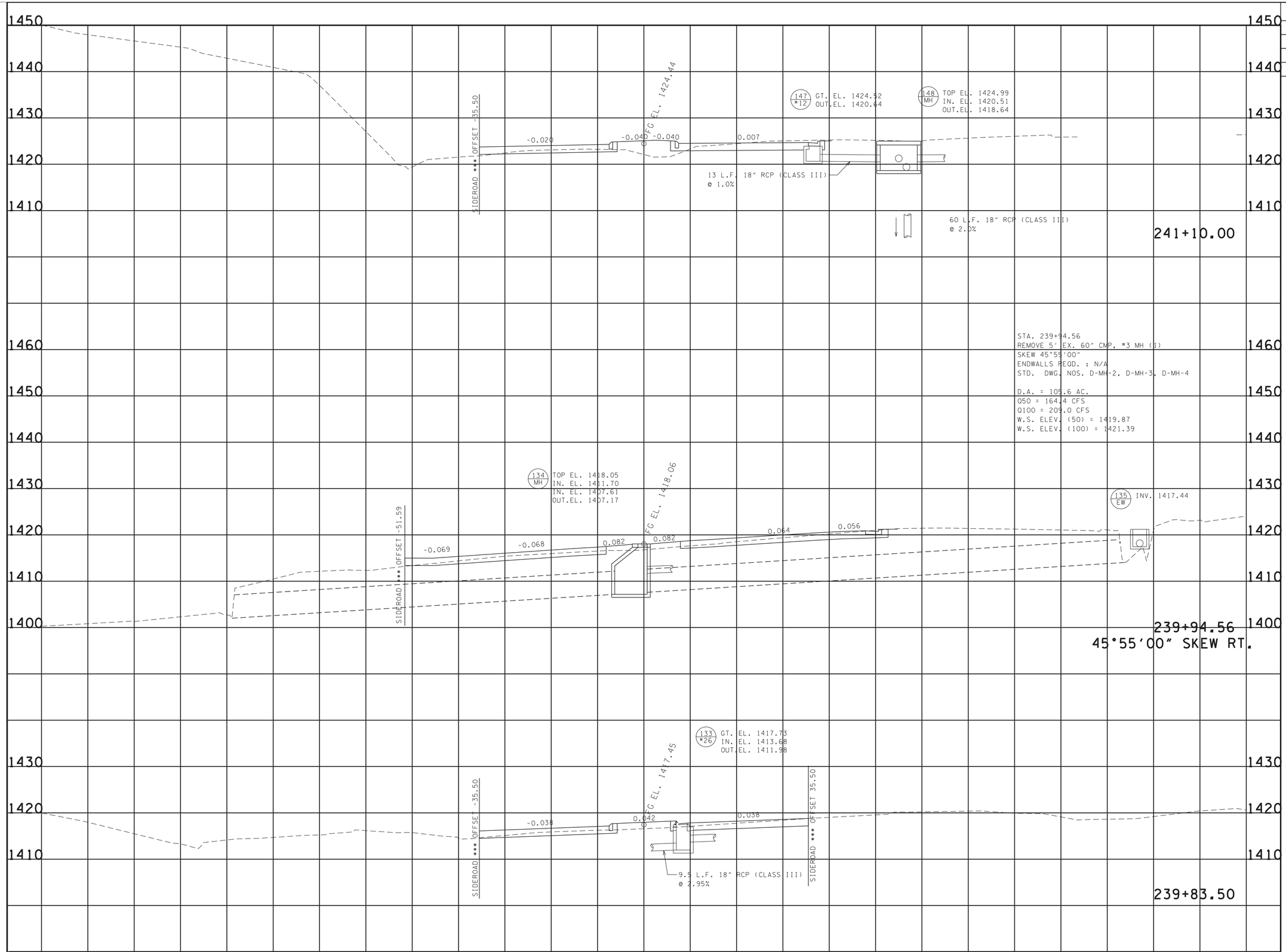
# CULVERT SECTIONS

STA. 236+94.00
TO
STA. 238+50.32

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

7/17/2025 12:14:58 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25W |
| PSE | 2025 | STP-126(25) | 68 |
| | | | |
| | | | |




7/17/2025 12:15:00 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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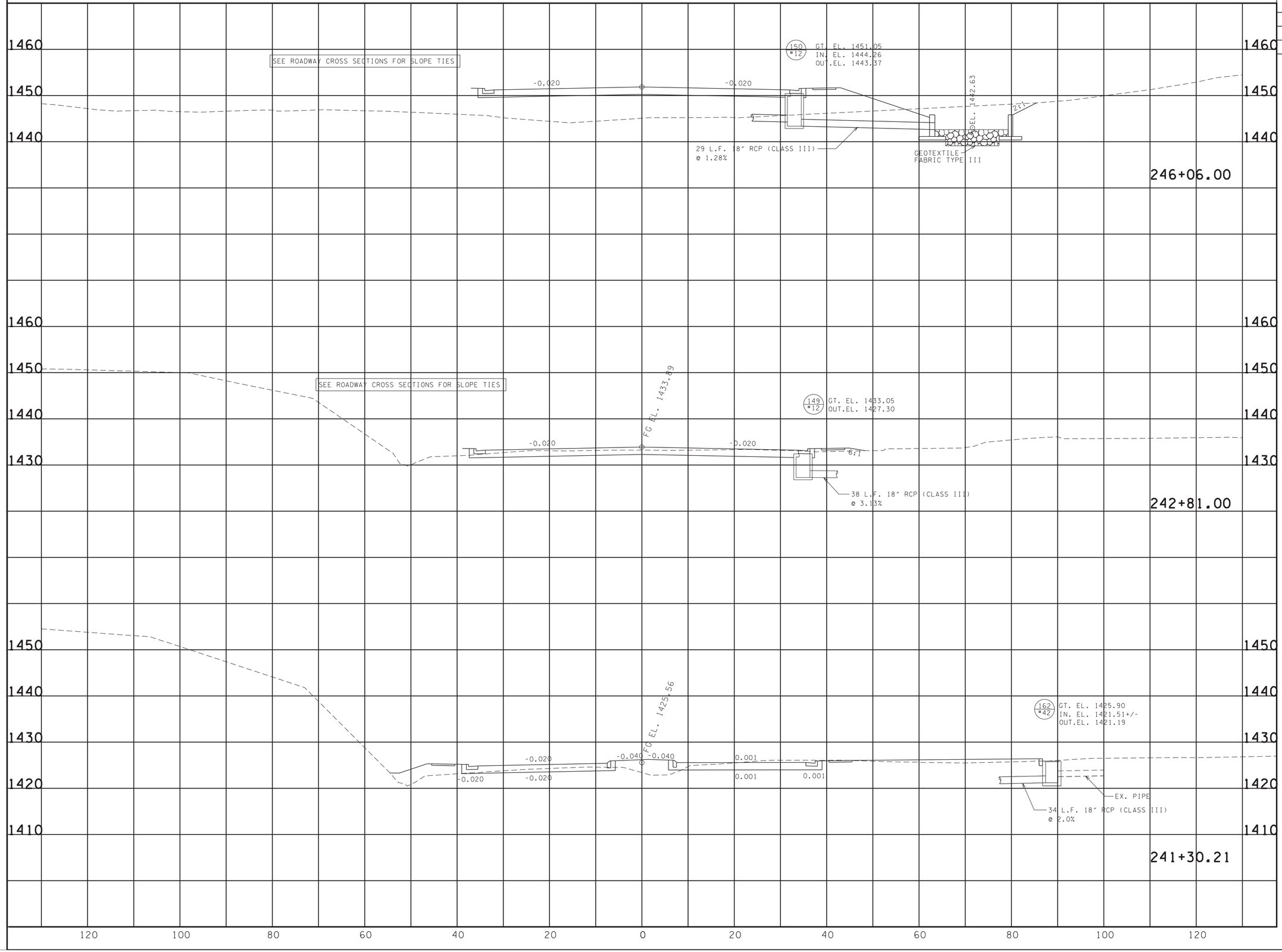
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 239+83.50
TO
STA. 240+10.00

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25X |
| PSE | 2025 | STP-126(25) | 69 |

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ALBERT H. ZIMMERMAN
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AGRICULTURE
COMMERCE
NO. 102602
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

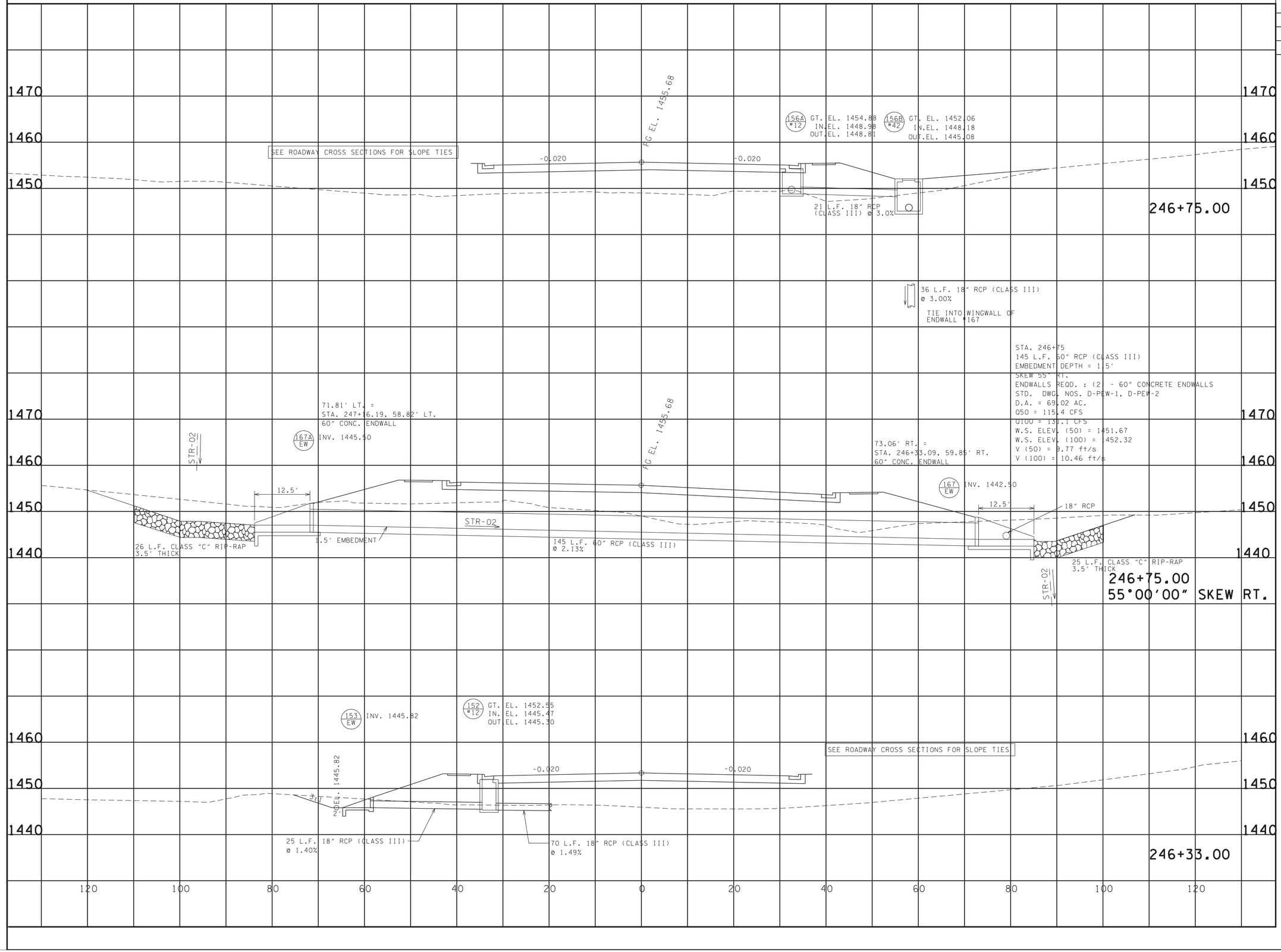
# CULVERT SECTIONS

STA. 241+30.21
TO
STA. 245+64.00

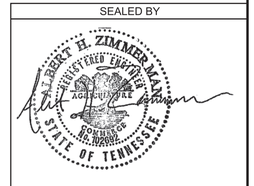
SCALE: 1"=10' HORIZ.
1"=10' VERT.

7/17/2025 12:15:01 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25Y |
| PSE | 2025 | STP-126(25) | 70 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

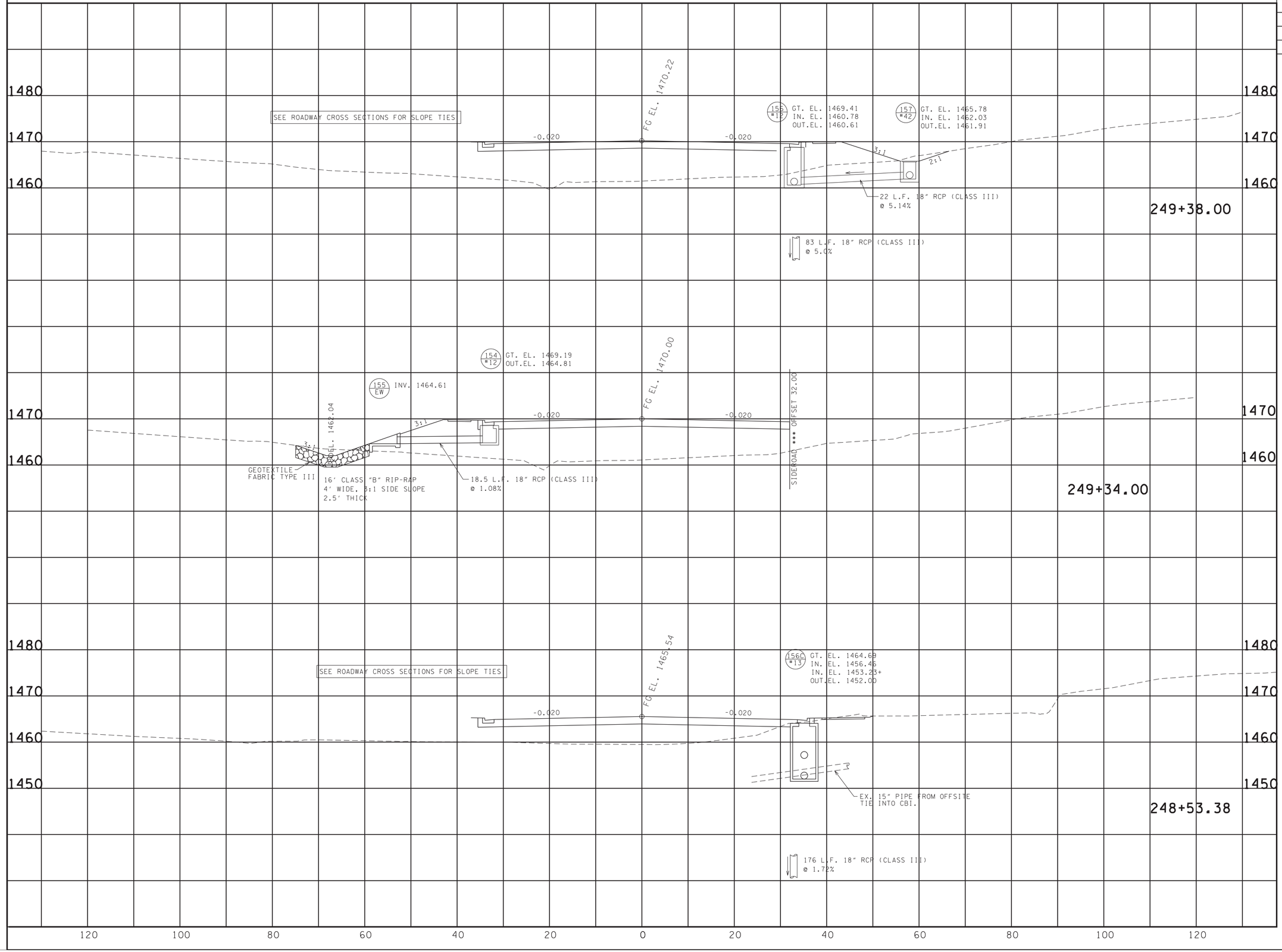
# CULVERT SECTIONS

STA. 246+33.00
TO
STA. 246+75.00

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

7/17/2025 12:15:05 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| PSE | 2025 | STP-126(25) | 70A |
| | | | |
| | | | |

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ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

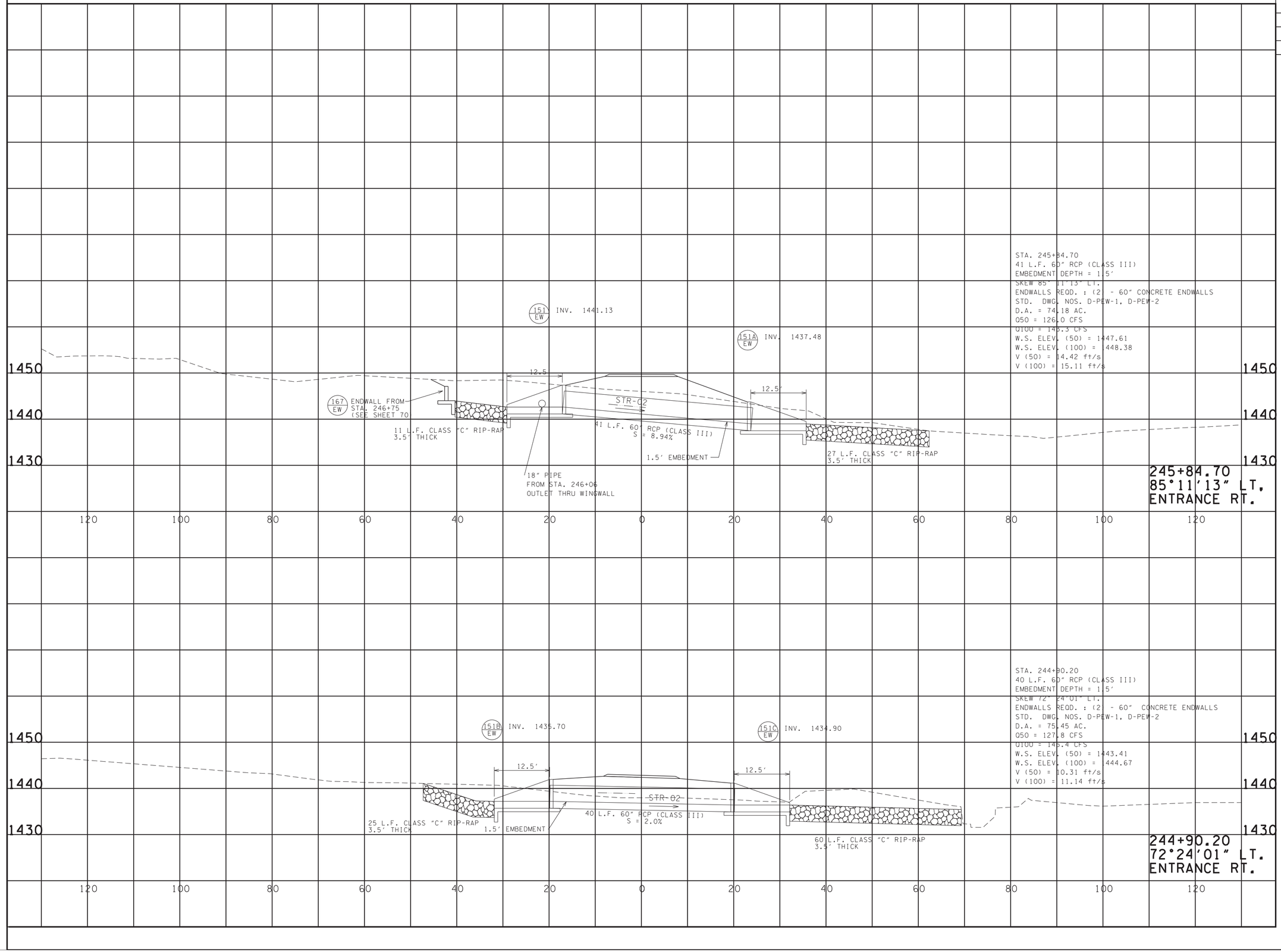
# CULVERT SECTIONS

STA. 248+53.38
TO
STA. 249+38.00

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

7/17/2025 12:15:07 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25Y |
| PSE | 2025 | STP-126(25) | 70B |

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7-18-2025

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

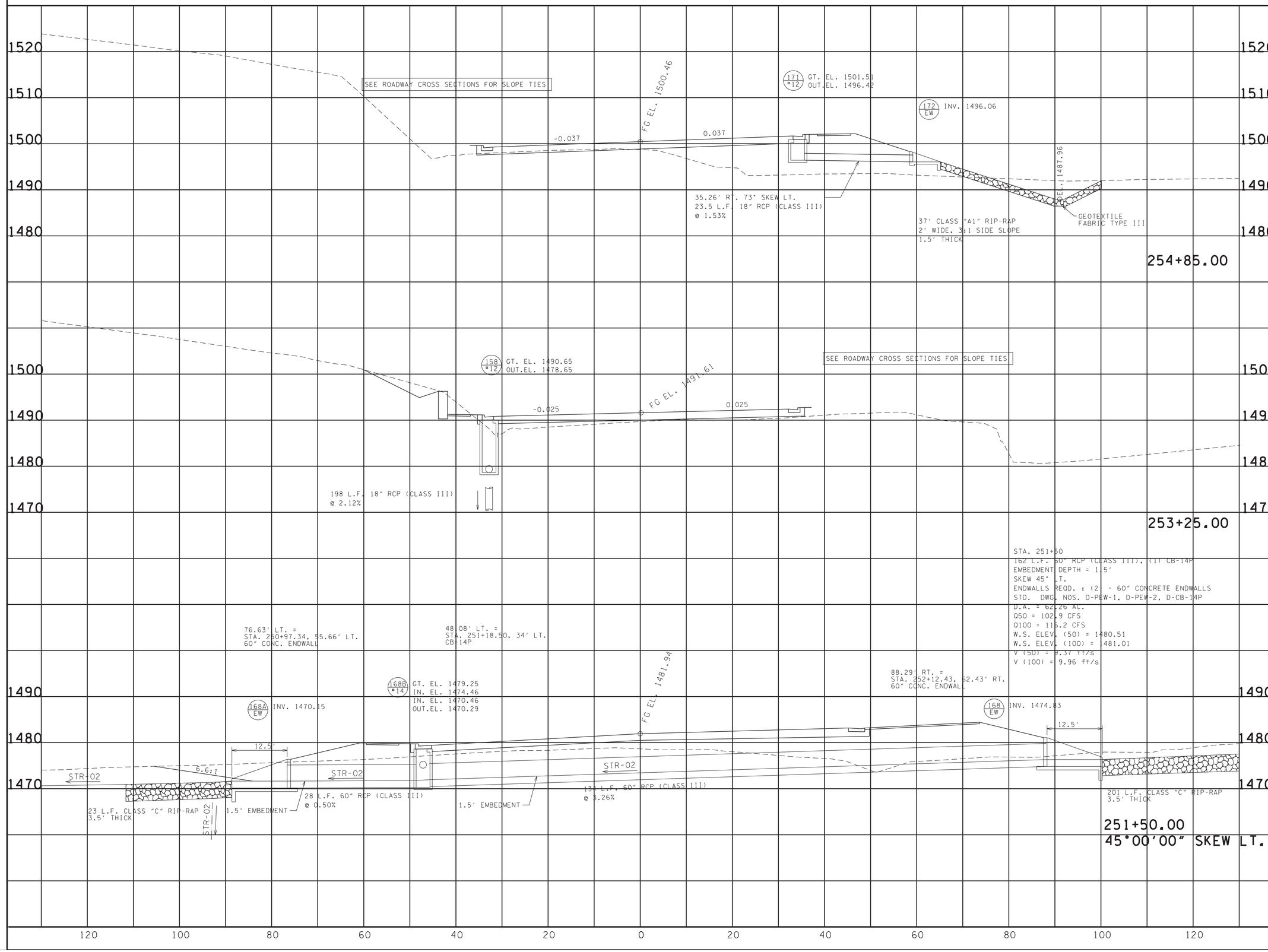
# CULVERT SECTIONS

STA. 244+90.20
TO
STA. 245+84.70

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

7/17/2025 12:15:03 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25Z |
| PSE | 2025 | STP-126(25) | 71 |

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ALBERT H. ZIMMER MAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

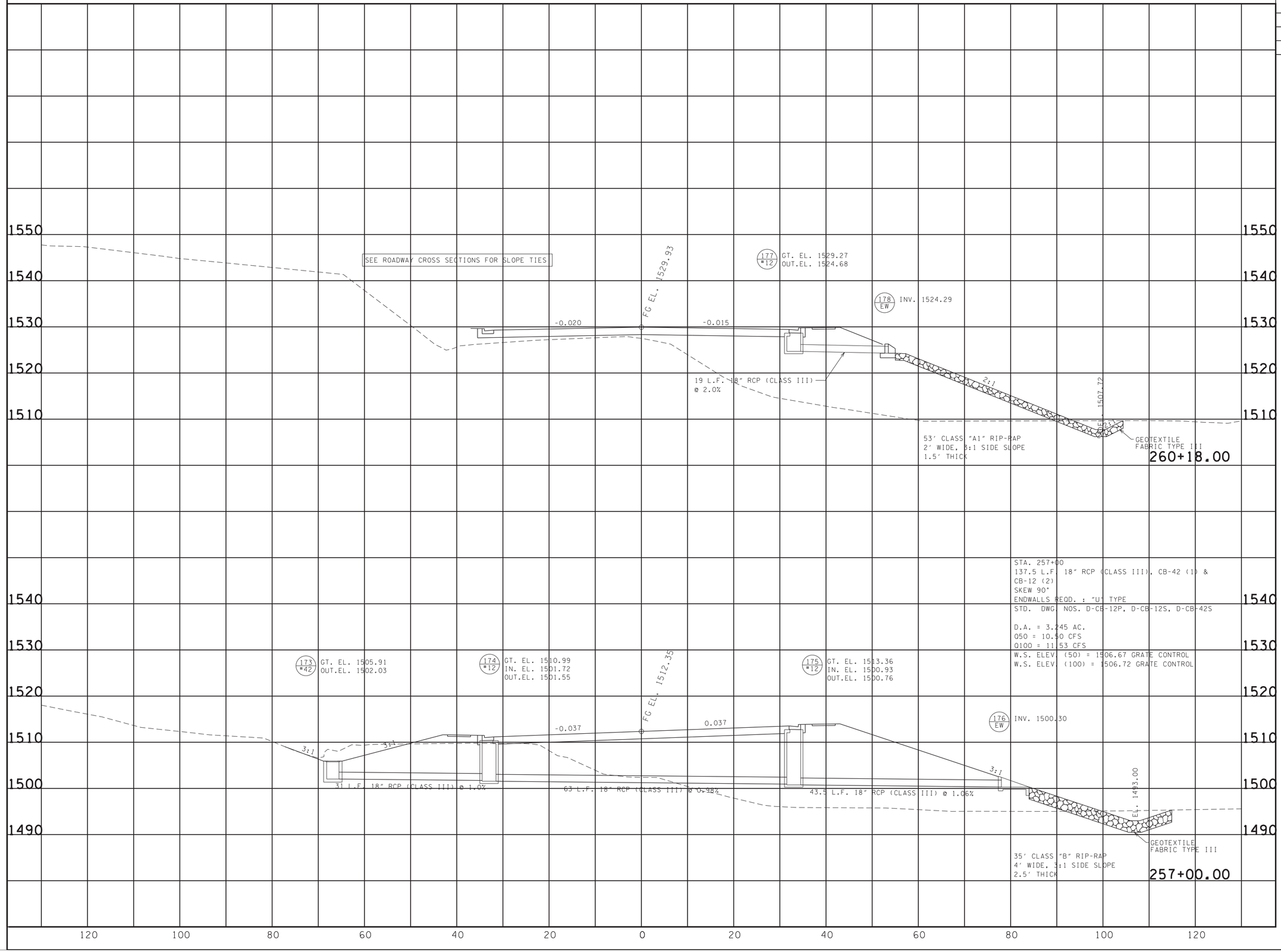
# CULVERT SECTIONS

STA. 251+50.00
TO
STA. 254+85.00

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

7/17/2025 12:15:09 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AA |
| PSE | 2025 | STP-126(25) | 72 |
| | | | |
| | | | |

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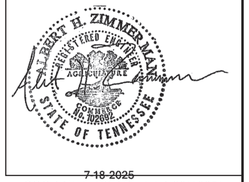


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

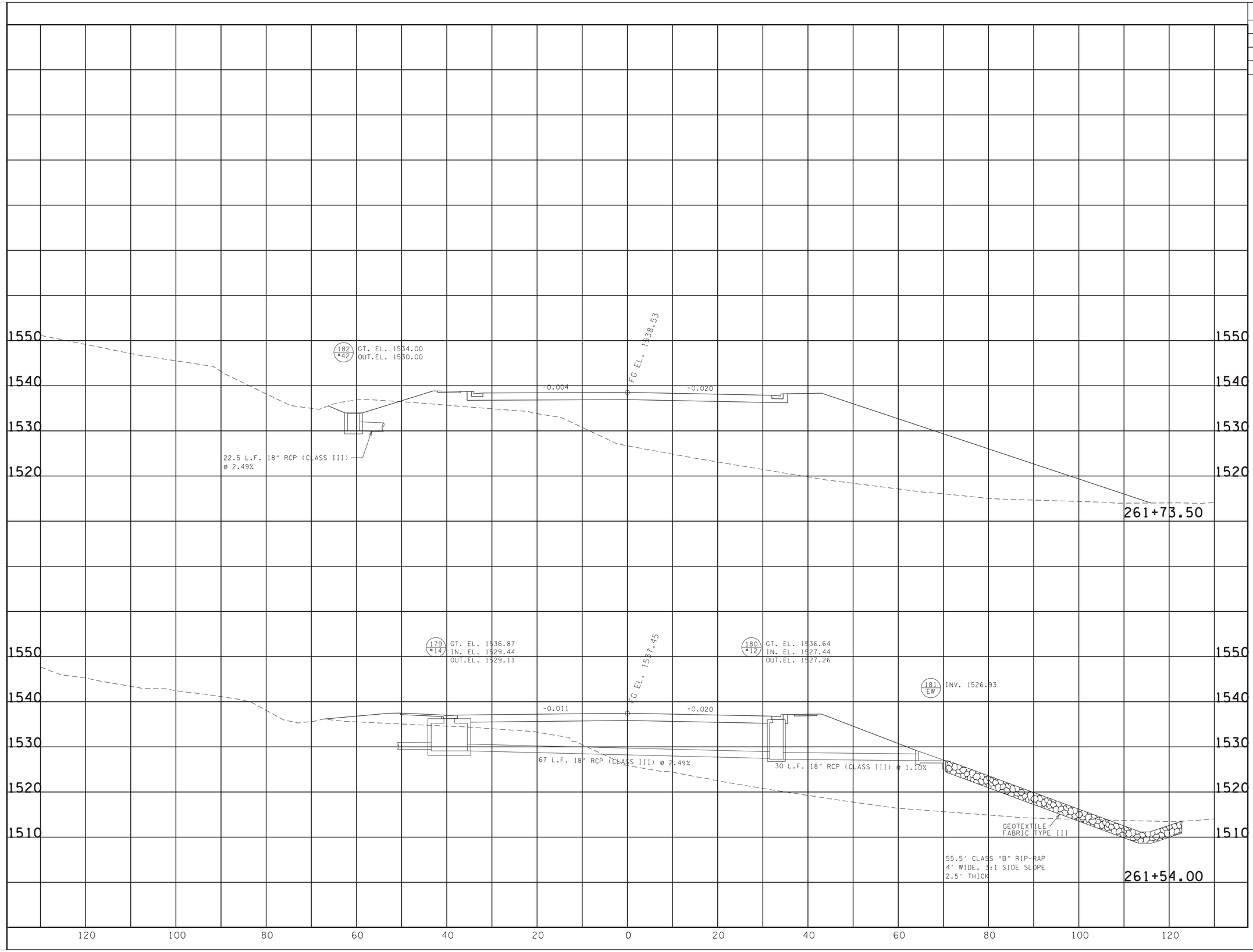
# CULVERT SECTIONS

STA. 257+00.00
TO
STA. 260+18.00

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

7/17/2025 12:15:10 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AB |
| PSE | 2025 | STP-126(25) | 73 |

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7-18-2025

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

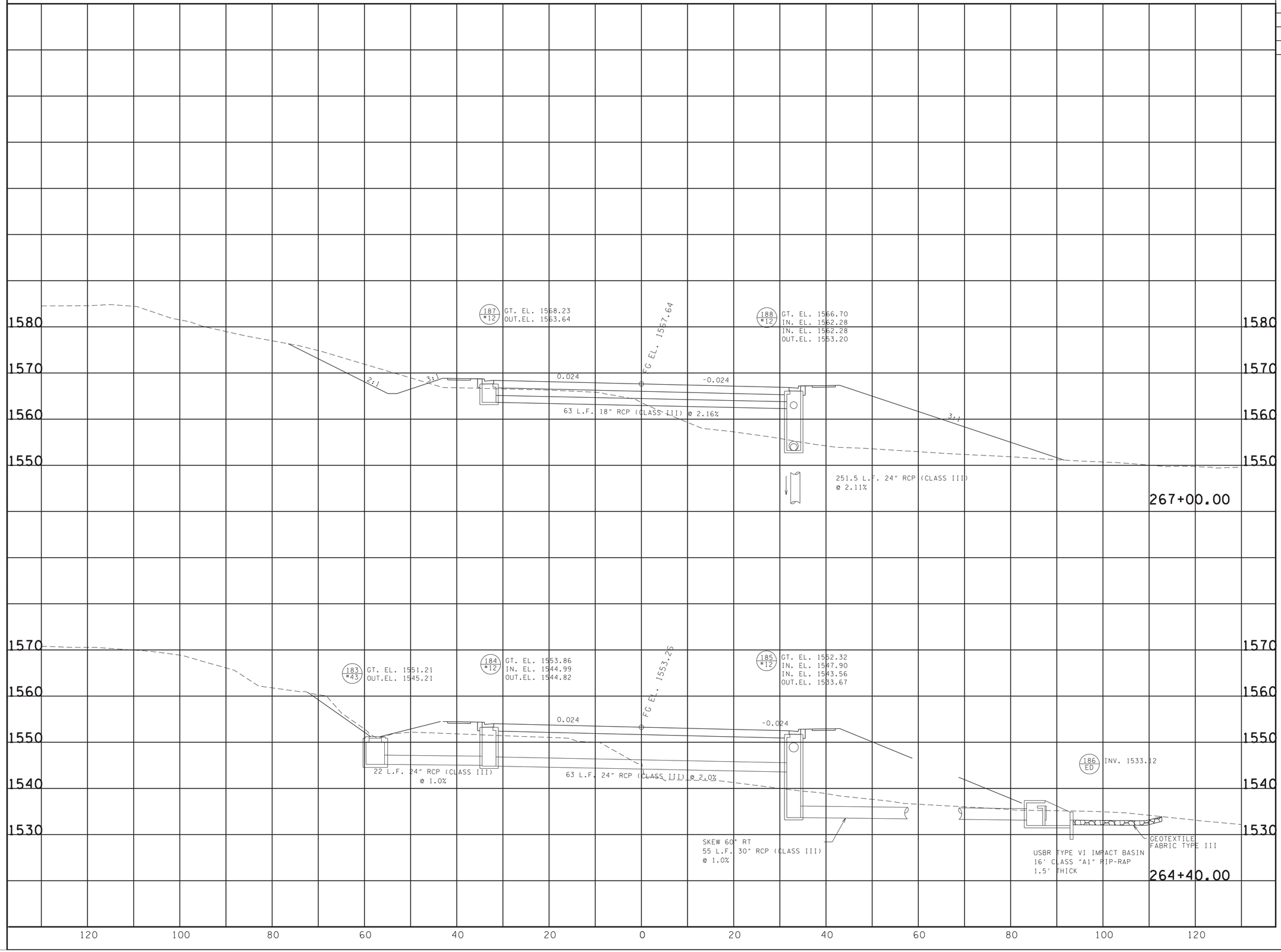
# CULVERT SECTIONS

STA. 261+54.00
TO
STA. 261+73.50

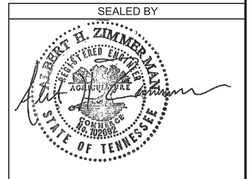
SCALE: 1"=10' HORIZ.
1"=10' VERT.

7/17/2025 12:15:12 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AC |
| PSE | 2025 | STP-126(25) | 74 |




SEALED BY




7-18-2025

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

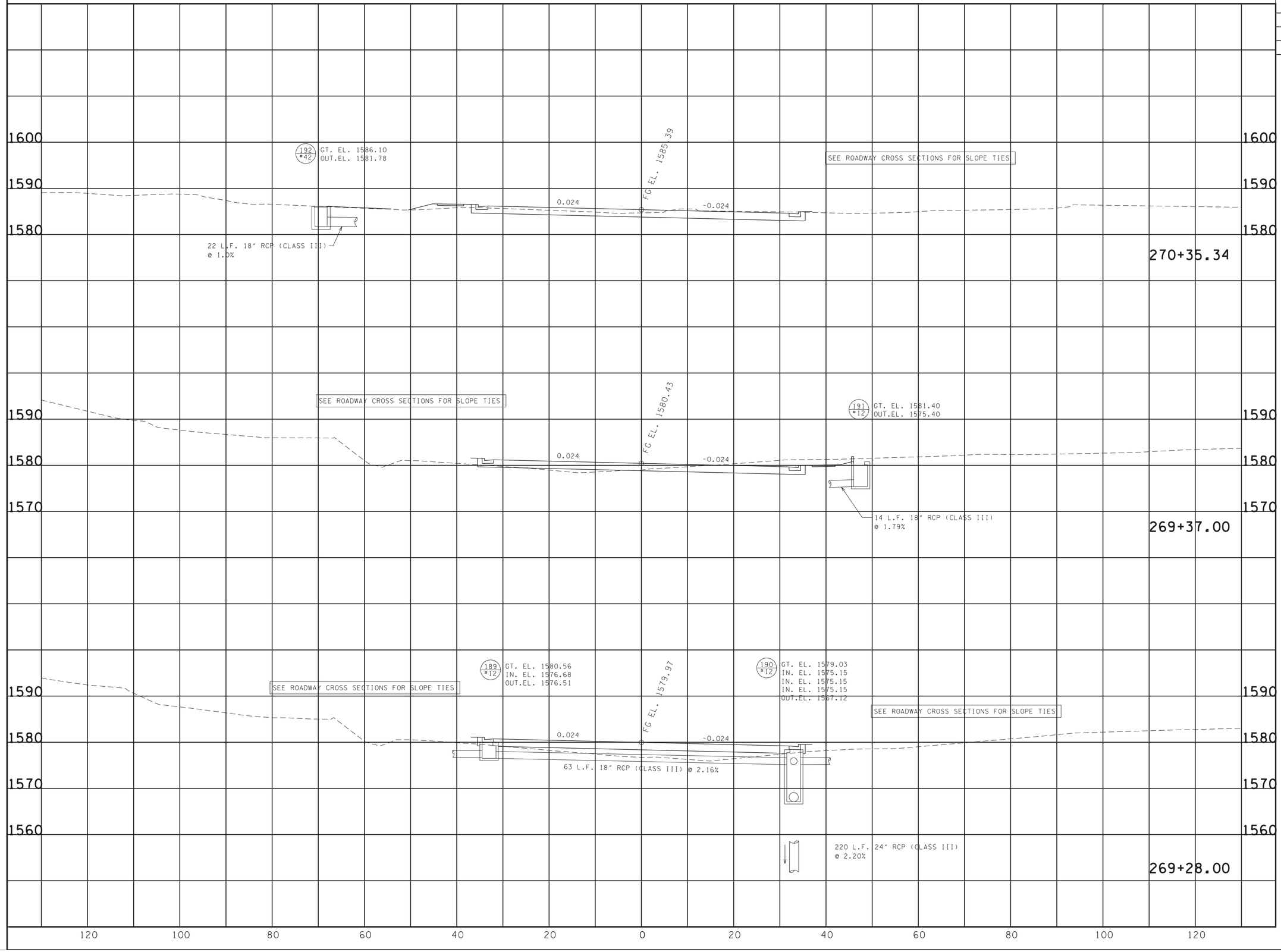
# CULVERT SECTIONS

STA. 264+40.00
TO
STA. 267+00.00

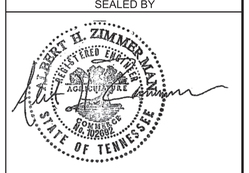
SCALE: 1"=10' HORIZ.
1"=10' VERT.

7/17/2025 12:15:14 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AD |
| PSE | 2025 | STP-126(25) | 75 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

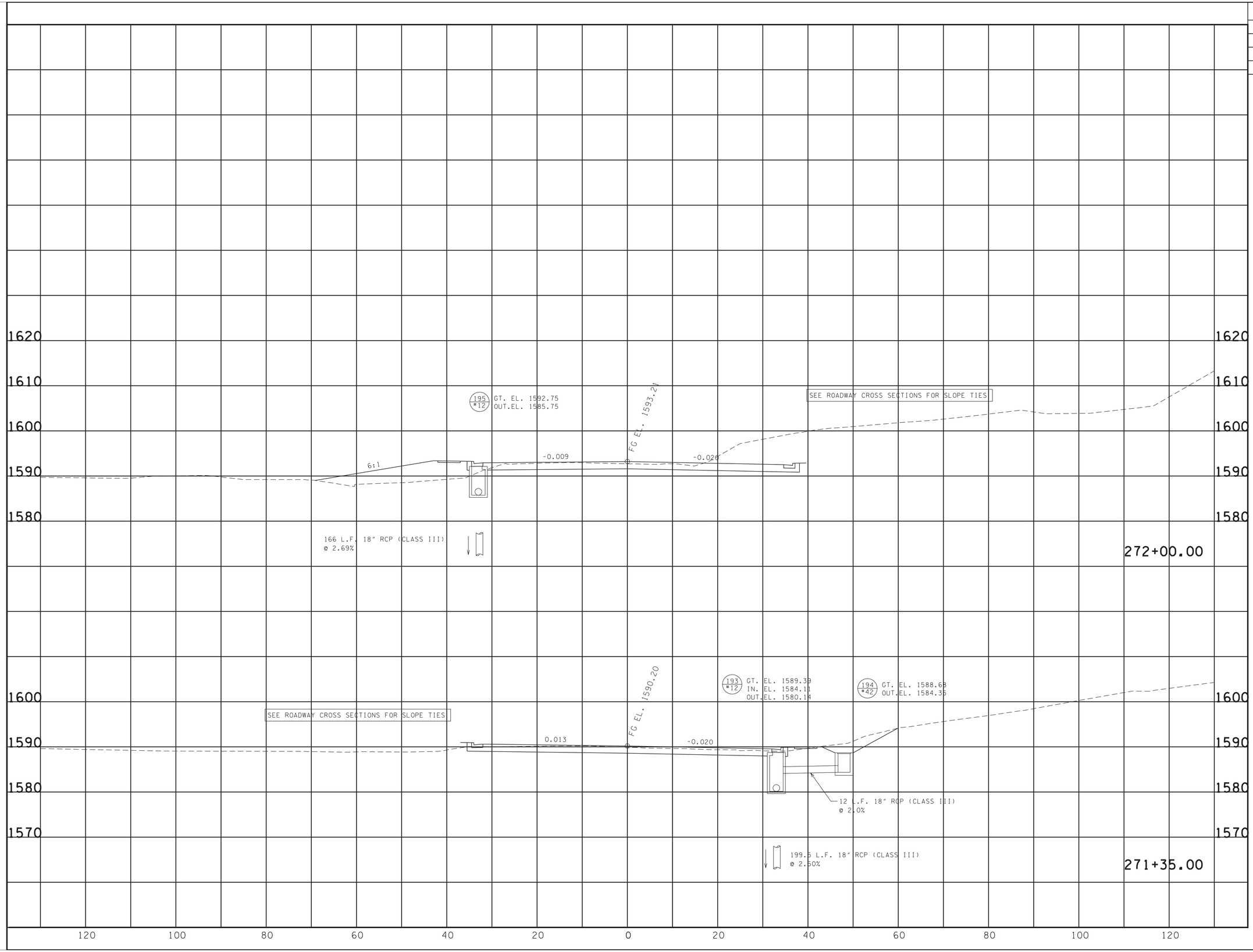
# CULVERT SECTIONS

STA. 269+28.00
TO
STA. 270+35.34

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

7/17/2025 12:15:23 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AE |
| PSE | 2025 | STP-126(25) | 76 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMANN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
BOWLING GREEN
KENTUCKY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

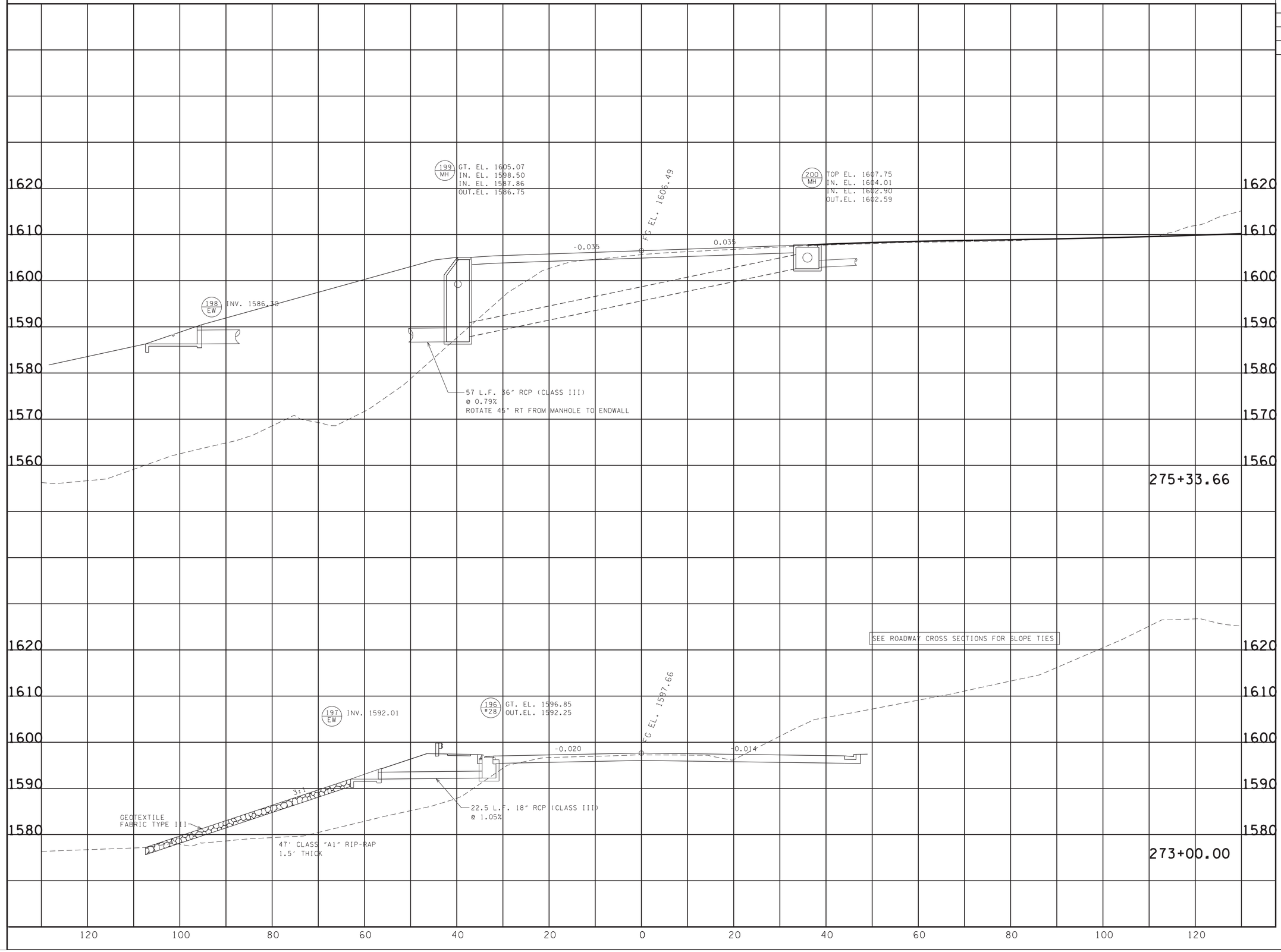
# CULVERT SECTIONS

STA. 271+35.00
TO
STA. 272+00.00

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

7/17/2025 12:15:21 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AF |
| PSE | 2025 | STP-126(25) | 77 |

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7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

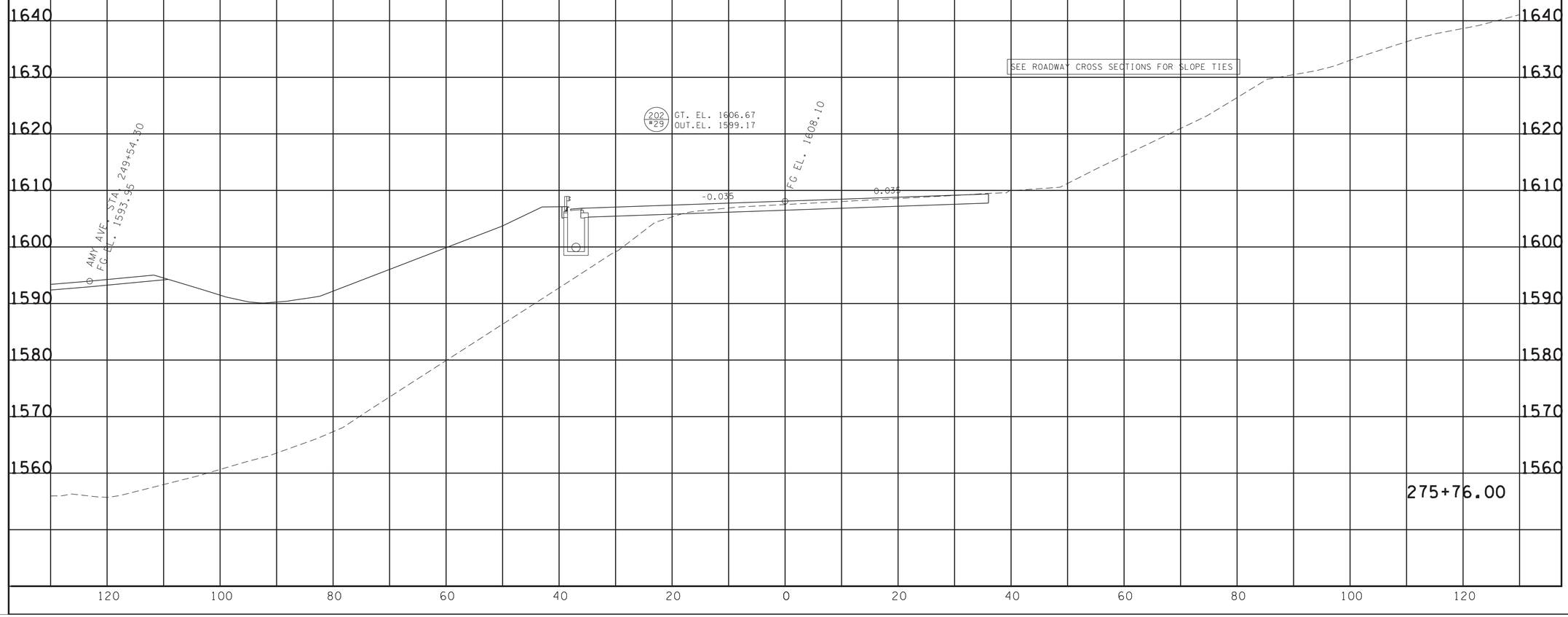
# CULVERT SECTIONS

STA. 273+00.00
TO
STA. 275+33.66

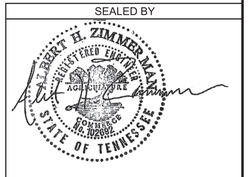
SCALE: 1"=10' HORIZ.
1"=10' VERT.

7/17/2025 12:15:19 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AG |
| PSE | 2025 | STP-126(25) | 78 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

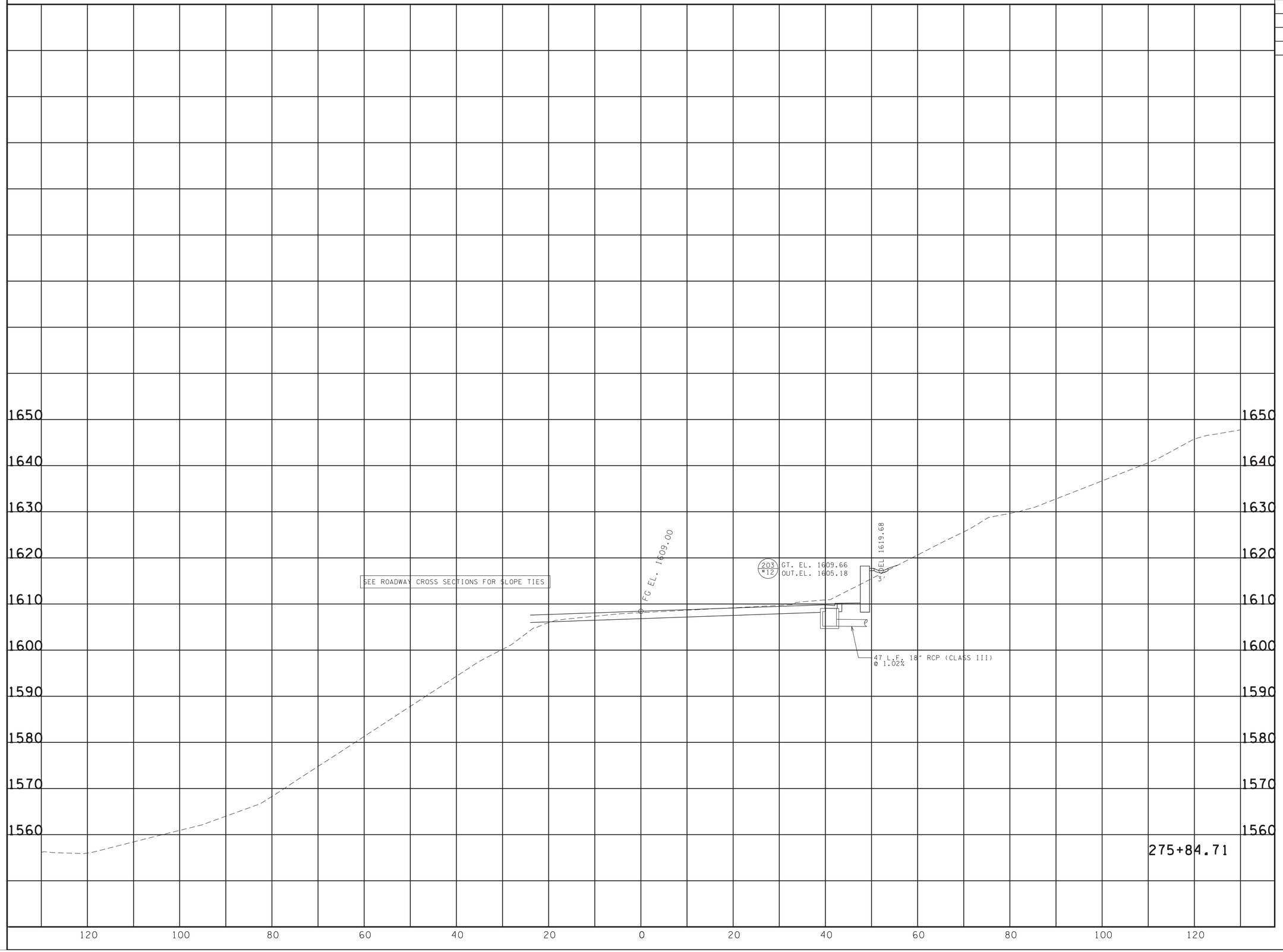
# CULVERT SECTIONS

STA. 275+76.00
TO
STA. 275+76.00

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

7/17/2025 12:15:18 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AH |
| PSE | 2025 | STP-126(25) | 79 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
BOWLING GREEN
KENTUCKY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 275+84.71
TO
STA. 275+84.71

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

7/17/2025 12:15:16 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AI |
| PSE | 2025 | STP-126(25) | 80 |
| | | | |
| | | | |

STA. 278+88
REMOVE EX. CB & 23' EX. 24" RCP, TIE IN EX. RCP
WITH LT. CB, 60.5 L.F. 18" RCP (CLASS III),
CB-12P (1), CB-28S (1) & CB-43SB (1)
SKEW 90°
ENDWALLS REQD. : N/A
STD. DWG. NOS. D-CB-12P, D-CB-28S, D-CB-43SB

D.A. = 5.171 AC.
Q50 = 14.98 CFS
Q100 = 16.50 CFS
W.S. ELEV. (50) = 1618.58 GRATE CONTROL
W.S. ELEV. (100) = 1618.62 GRATE CONTROL

SEE ROADWAY CROSS SECTIONS FOR SLOPE TIES

205 #28 GT. EL. 1618.11
IN. EL. 1612.78
OUT.EL. 1605.00

206 #12 GT. EL. 1619.18
IN. EL. 1613.97
IN. EL. 1613.97
OUT.EL. 1613.80

207 #43 GT. EL. 1617.97
OUT.EL. 1614.09

FG EL. 1618.71

4:1

-0.020

0.020

EX. 24" RCP @ 7.72%

INV. 1595.44

NOTE: CB NOT LOCATED BY SURVEY

7.5 L.F. 18" RCP (CLASS III)
@ .60%

53 L.F. 18" RCP (CLASS III)
@ 1.92%

278+88.00

1670
1660
1650
1640
1630
1620
1610
1600
1590
1580

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

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LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
BOWMAN
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 278+88.00
TO
STA. 278+88.00

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

7/17/2025 12:15:25 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AJ |
| PSE | 2025 | STP-126(25) | 81 |
| | | | |
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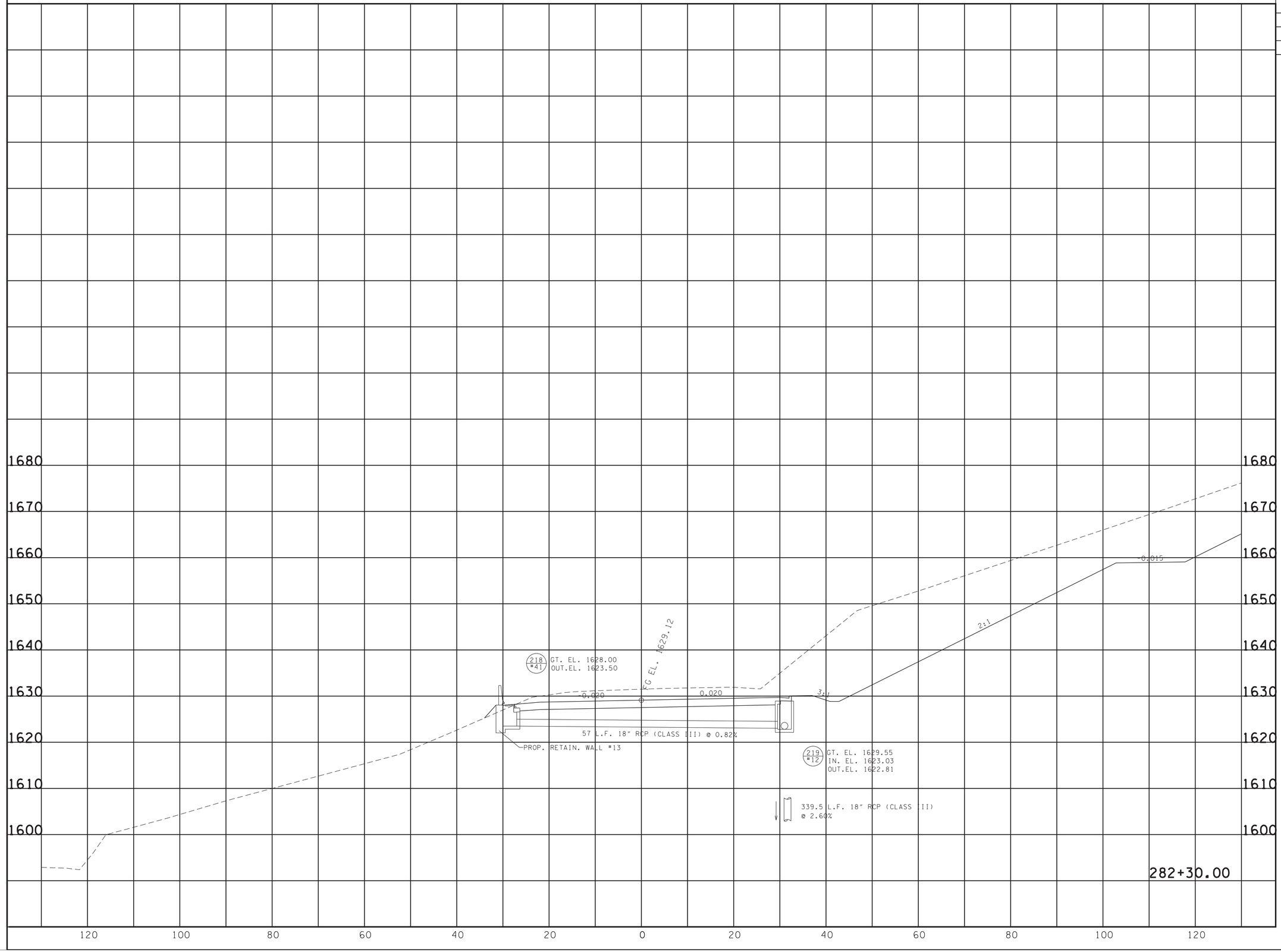


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COMMERCE & INDUSTRY
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 282+30.00
TO
STA. 282+30.00

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

7/17/2025 12:15:26 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AK |
| PSE | 2025 | STP-126(25) | 82 |
| | | | |
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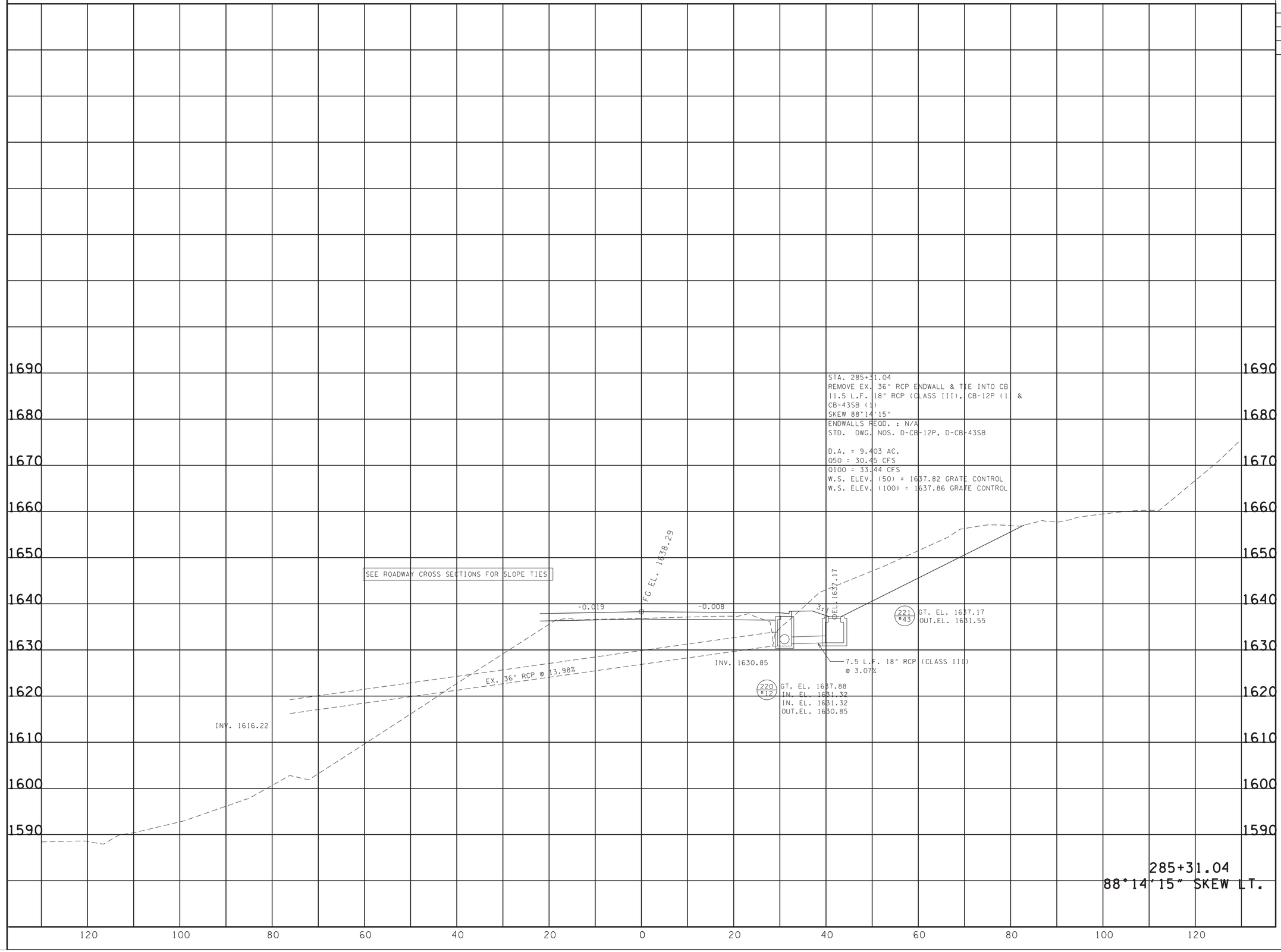


7/17/2025 12:15:28 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

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BOWLING GREEN, KENTUCKY
STATE OF TENNESSEE

7-18-2025

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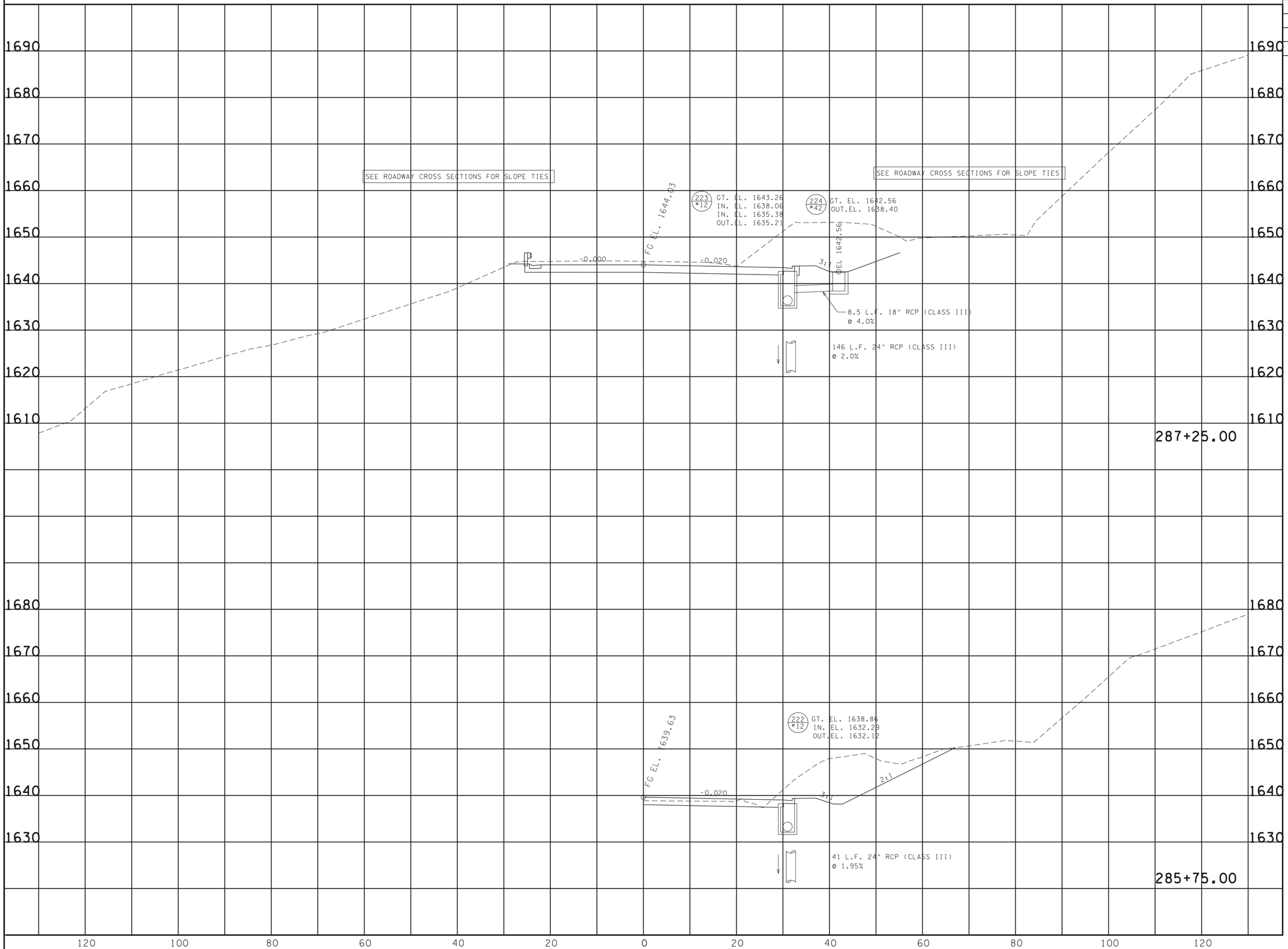
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 285+31.04
TO
STA. 285+31.04

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AL |
| PSE | 2025 | STP-126(25) | 83 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 109098
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 285+75.00
TO
STA. 287+25.00

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

7/17/2025 12:15:30 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AM |
| PSE | 2025 | STP-126(25) | 84 |
| | | | |
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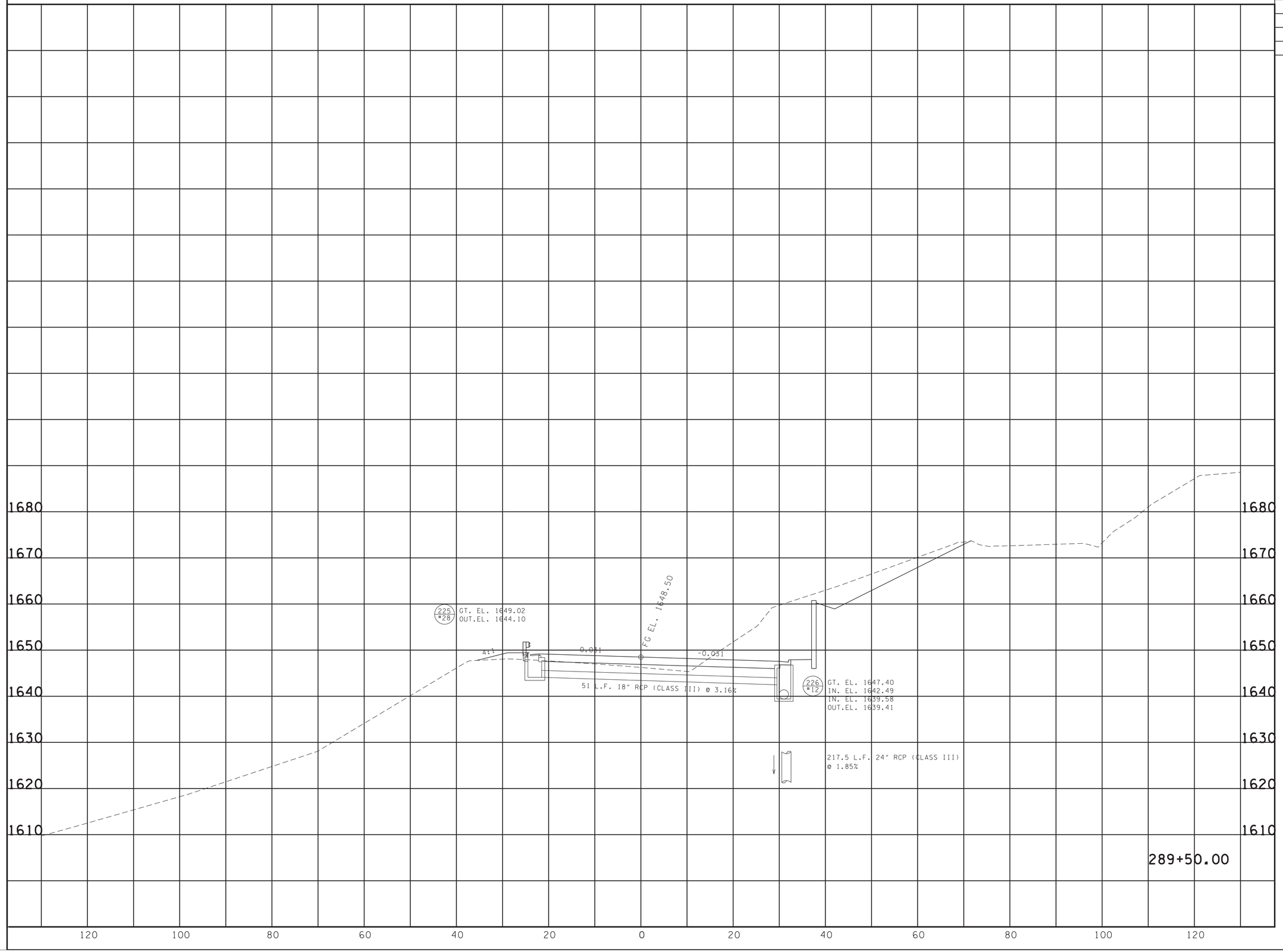


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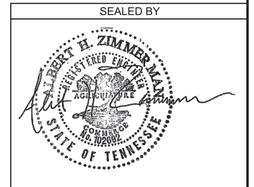


~~7-18-2025~~

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

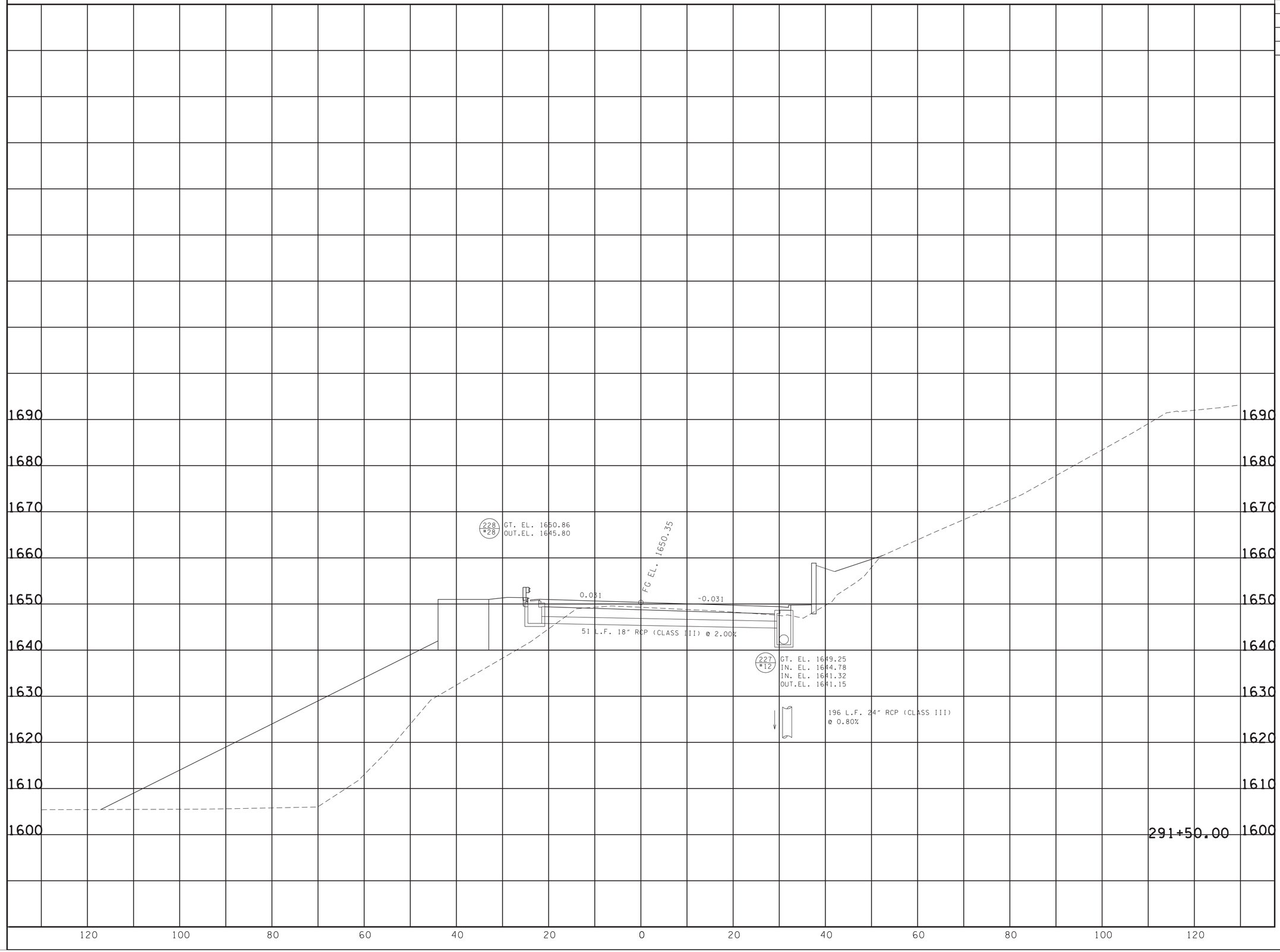
# CULVERT SECTIONS

STA. 289+50.00
TO
STA. 289+50.00

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

7/17/2025 12:15:39 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AN |
| PSE | 2025 | STP-126(25) | 85 |
| | | | |
| | | | |

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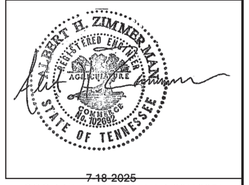


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

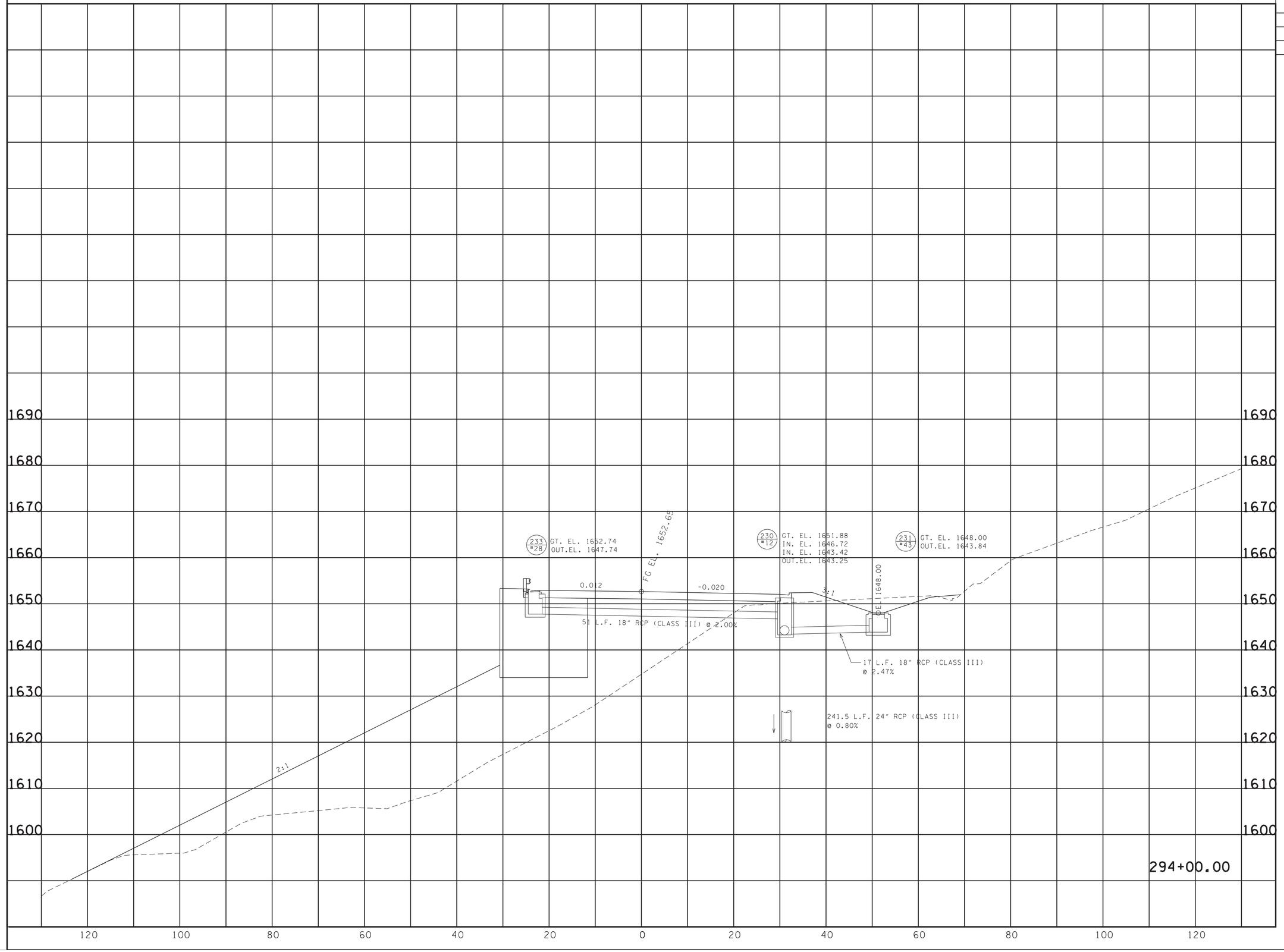
# CULVERT SECTIONS

STA. 291+50.00
TO
STA. 291+50.00

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

7/17/2025 12:15:37 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25A0 |
| PSE | 2025 | STP-126(25) | 86 |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# CULVERT SECTIONS

STA. 294+00.00
TO
STA. 294+00.00

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

7/17/2025 12:15:35 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AP |
| PSE | 2025 | STP-126(25) | 87 |
| | | | |
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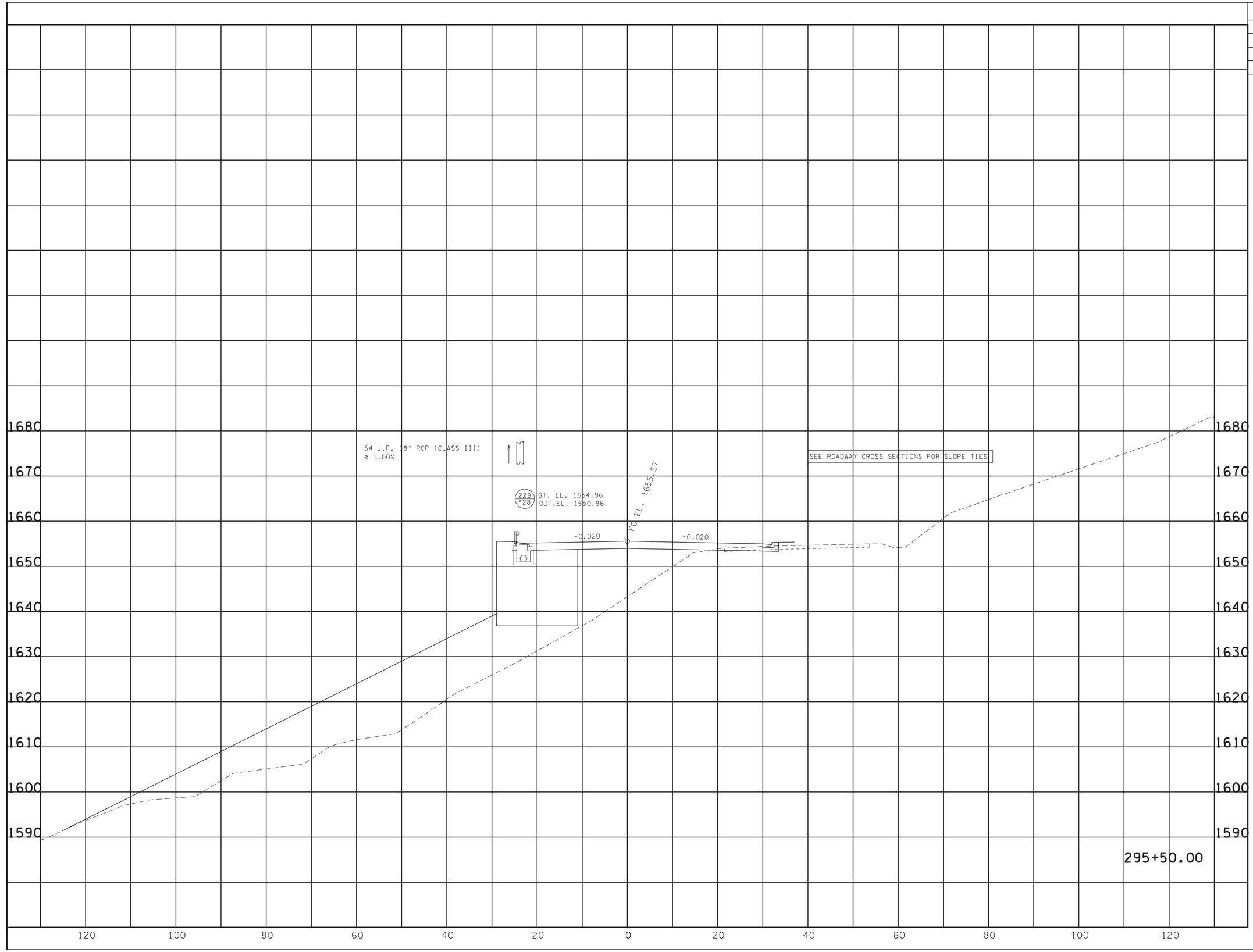


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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

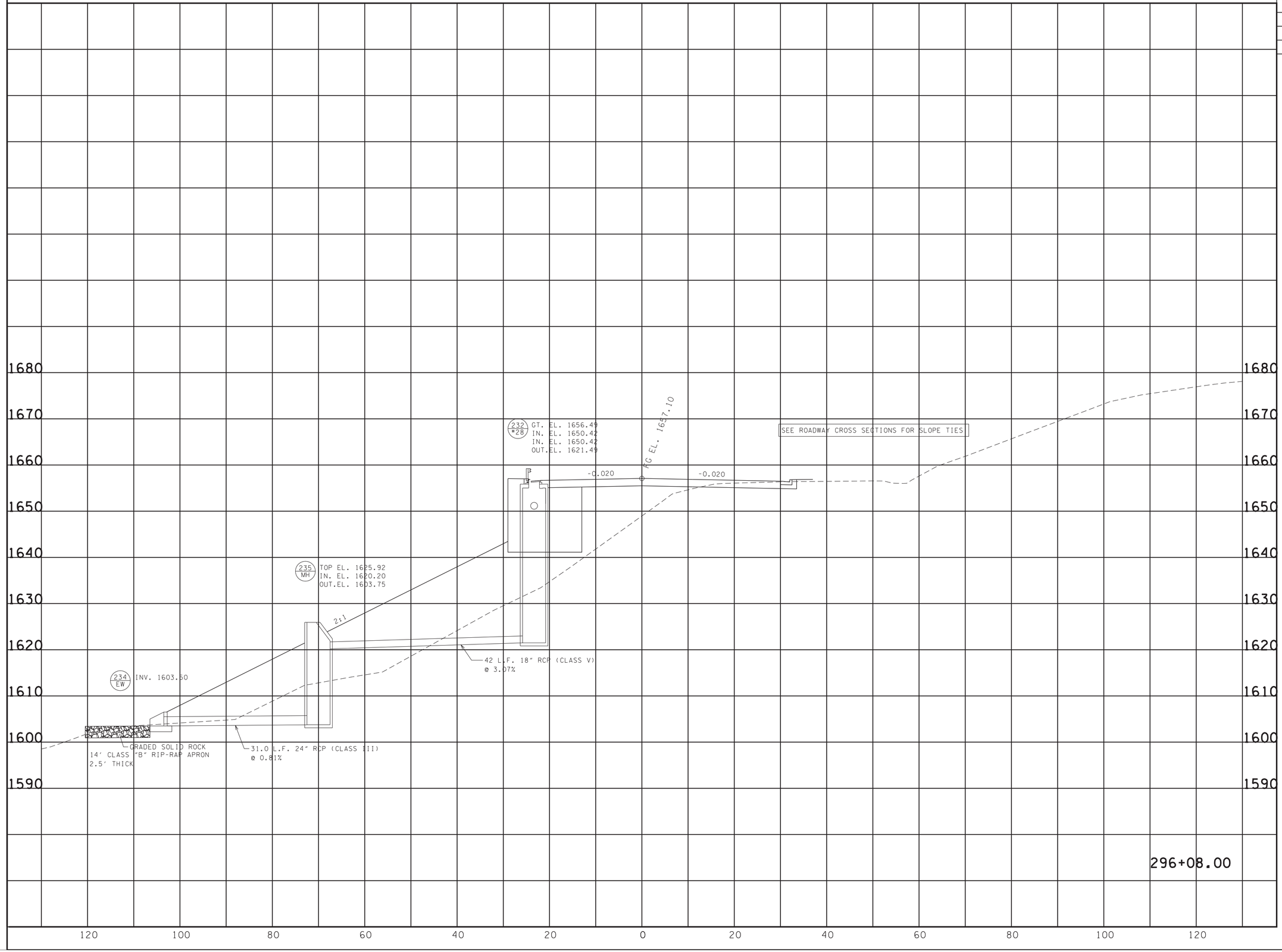
# CULVERT SECTIONS

STA. 295+50.00
TO
STA. 295+50.00

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

7/17/2025 12:15:33 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AQ |
| PSE | 2025 | STP-126(25) | 88 |
| | | | |
| | | | |

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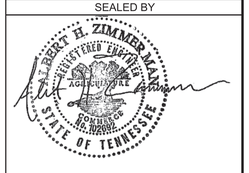


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

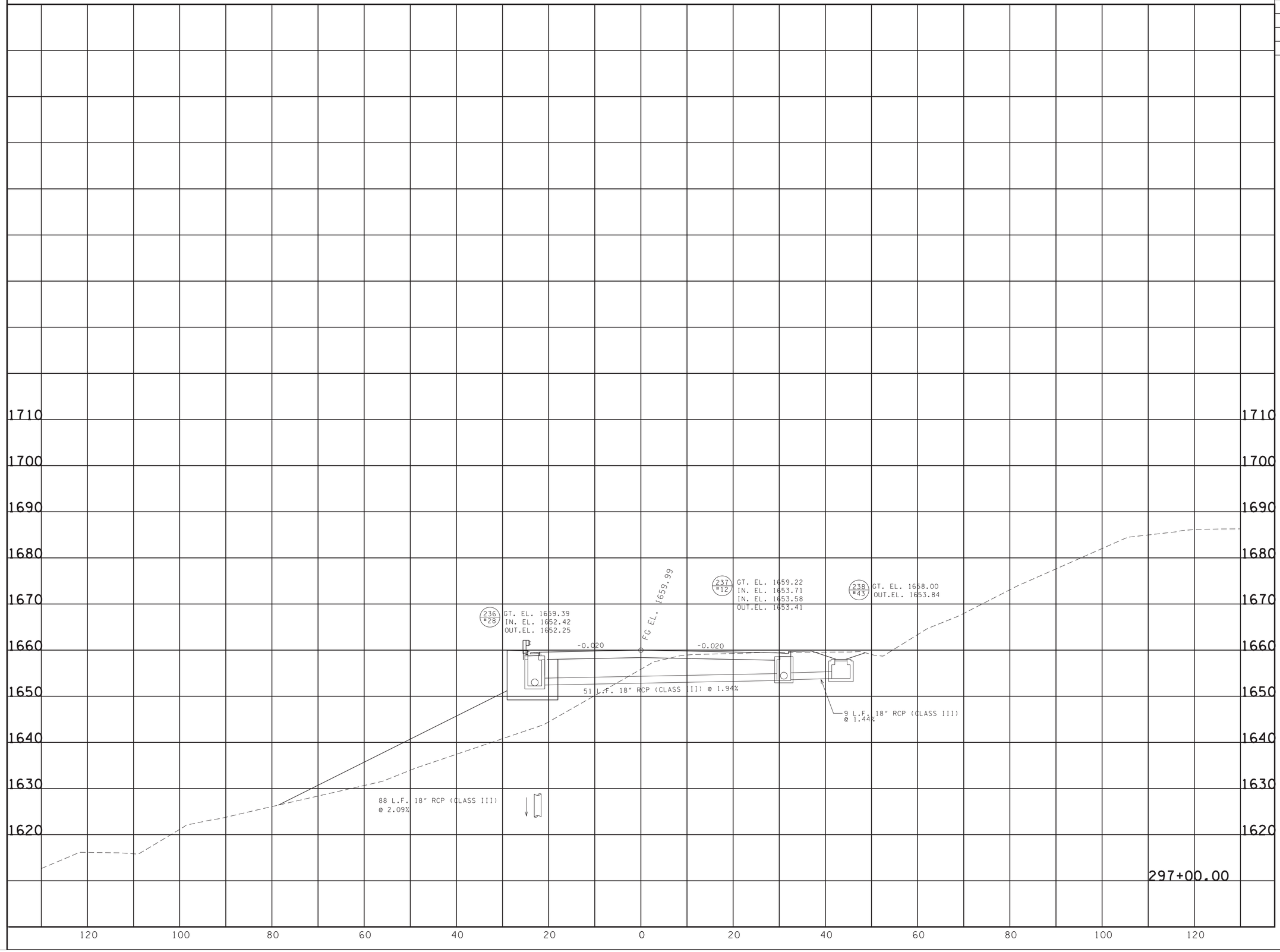
# CULVERT SECTIONS

STA. 296+08.00
TO
STA. 296+08.00

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

7/17/2025 12:15:32 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AR |
| PSE | 2025 | STP-126(25) | 89 |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

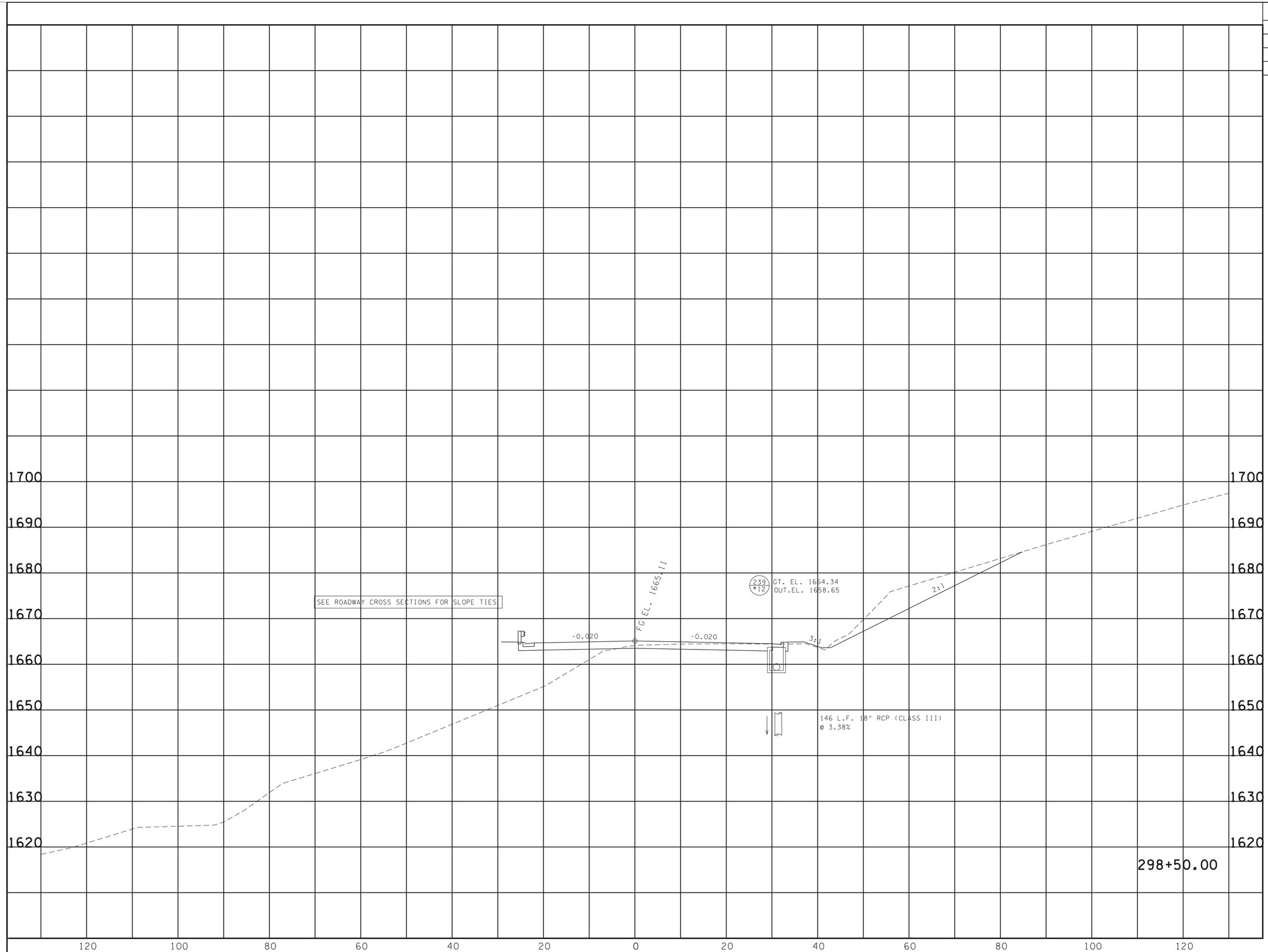
# CULVERT SECTIONS

STA. 297+00.00
TO
STA. 297+00.00

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

7/17/2025 12:15:40 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AS |
| PSE | 2025 | STP-126(25) | 90 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
BONDED
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

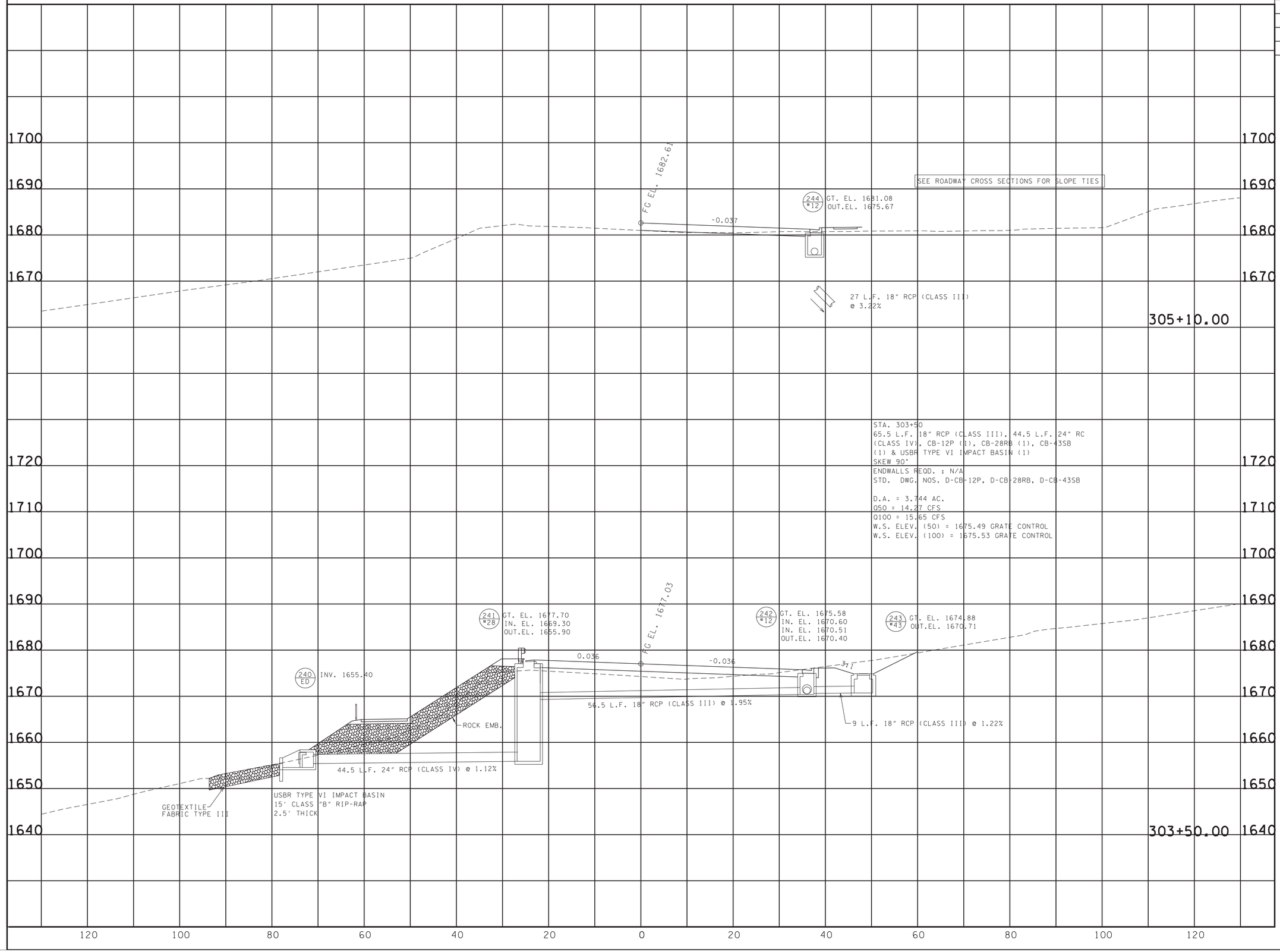
# CULVERT SECTIONS

STA. 298+50.00
TO
STA. 298+50.00

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

7/17/2025 12:15:42 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AT |
| PSE | 2025 | STP-126(25) | 91 |
| | | | |
| | | | |

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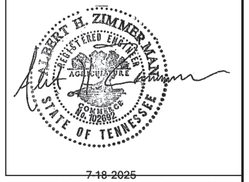


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

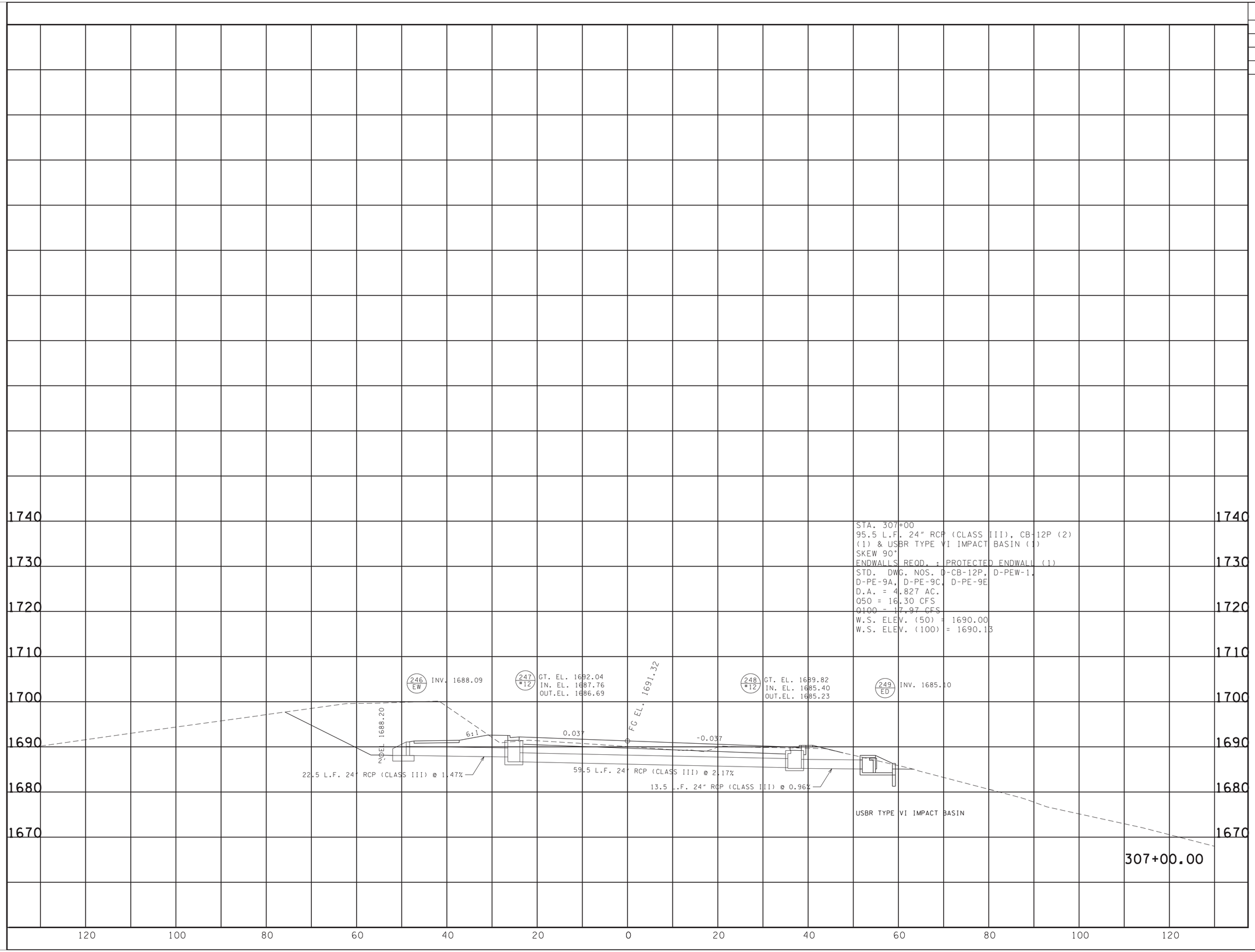
# CULVERT SECTIONS

STA. 303+50.00
TO
STA. 305+10.00

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

7/17/2025 12:15:44 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25AU |
| PSE | 2025 | STP-126(25) | 91A |

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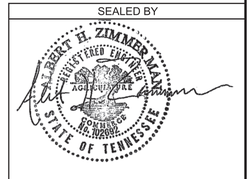


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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

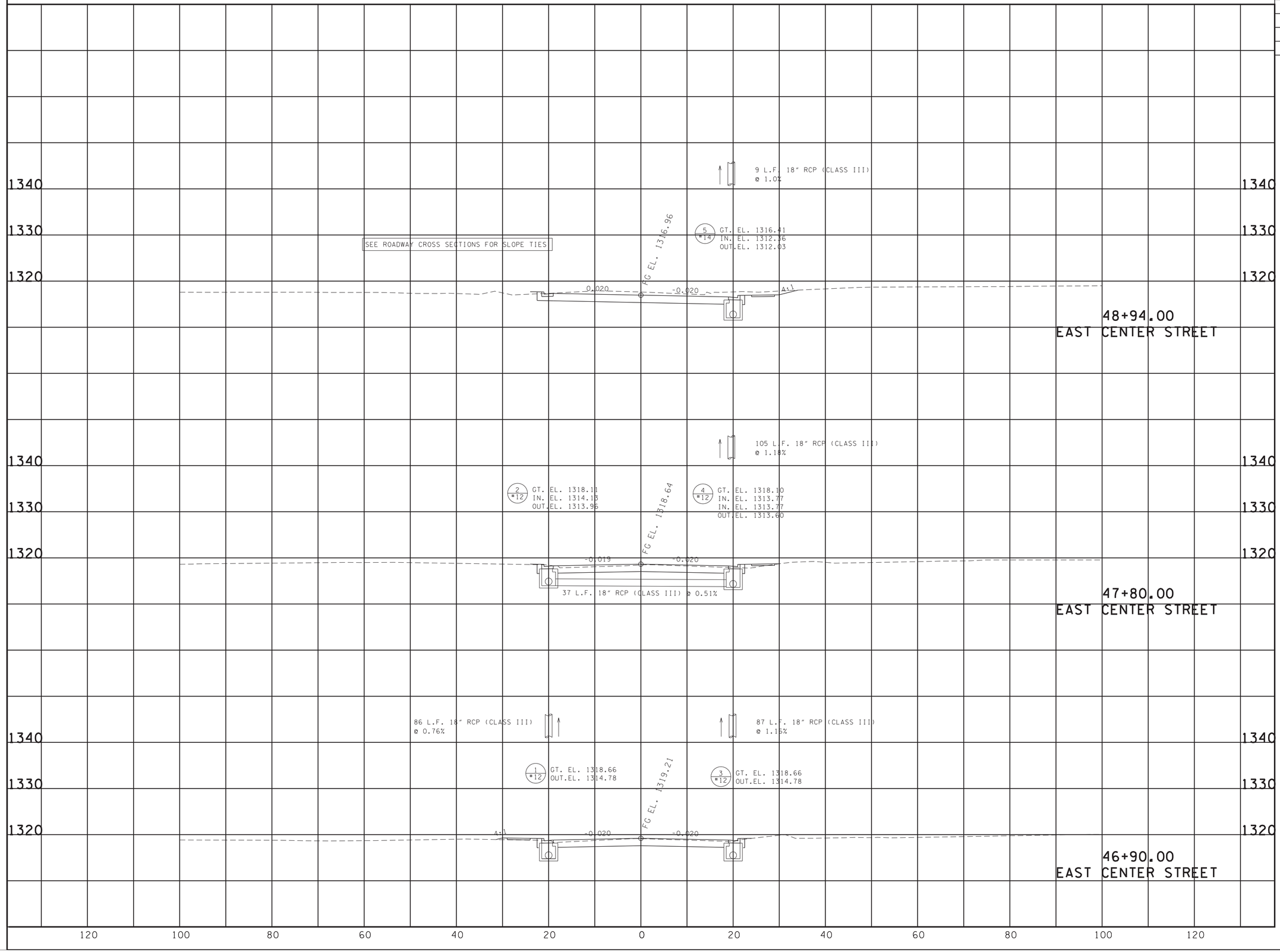
# CULVERT SECTIONS

STA. 307+00.00
TO
STA. 309+13.00

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

7/17/2025 12:15:46 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25BX |
| PSE | 2025 | STP-126(25) | 92 |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102607
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

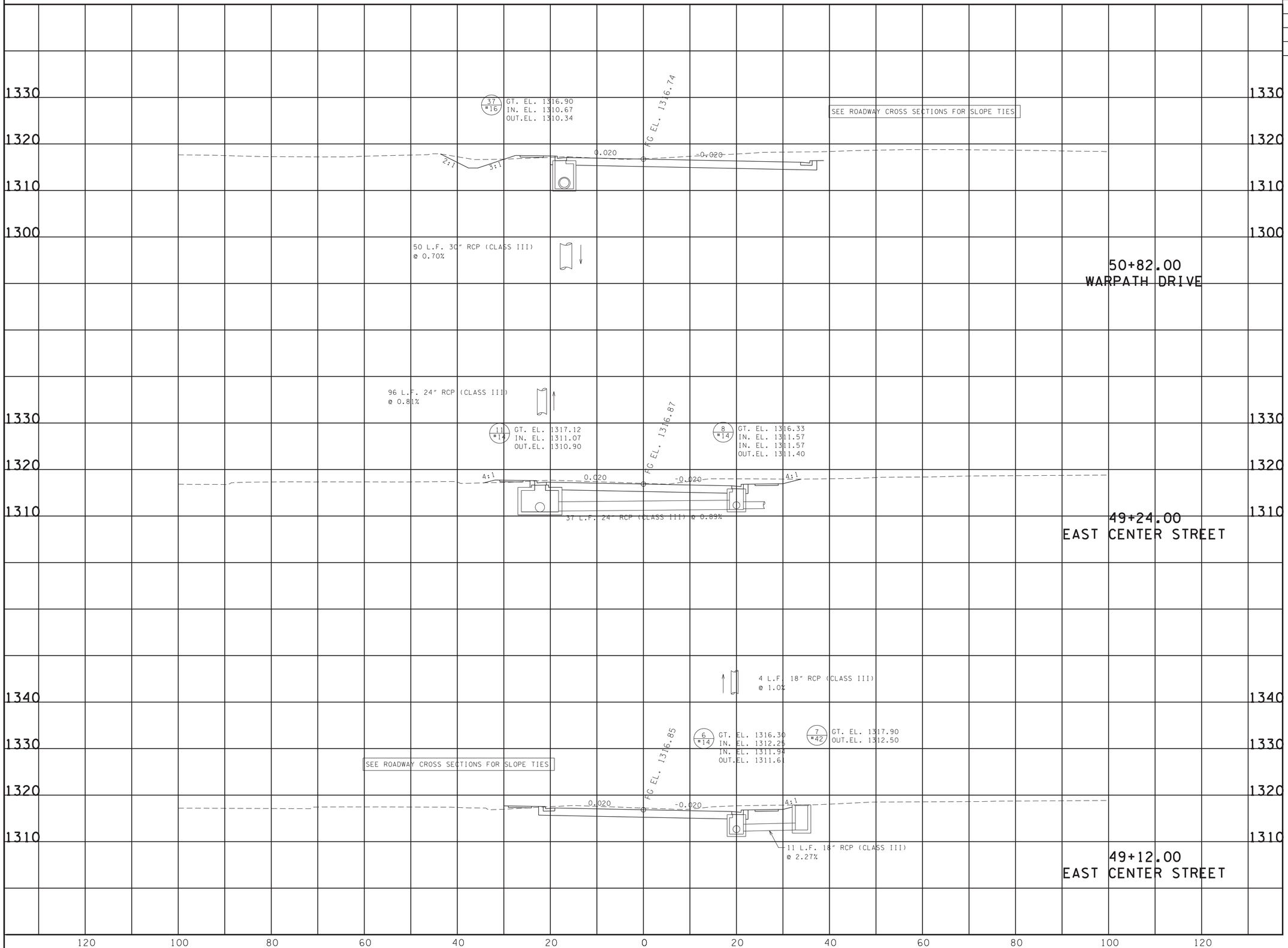
# CULVERT CROSS-SECTIONS

STA. 46+90.00
TO
STA. 48+94.00

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

7/17/2025 12:13:50 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25BY |
| PSE | 2025 | STP-126(25) | 93 |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 49+12.00
TO
STA. 50+82.00

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

7/17/2025 12:13:43 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25BZ |
| PSE | 2025 | STP-126(25) | 94 |
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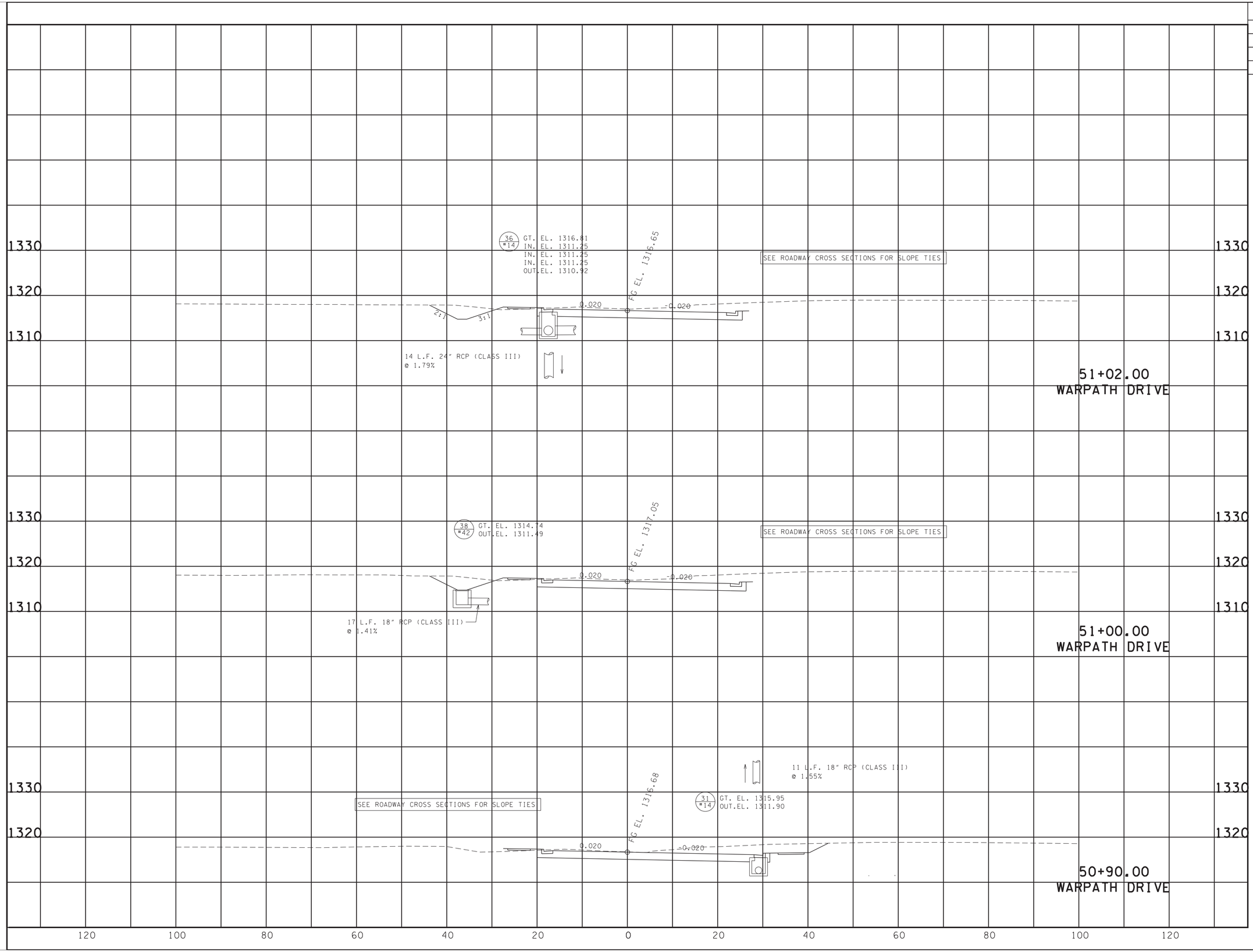


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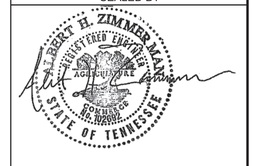


7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

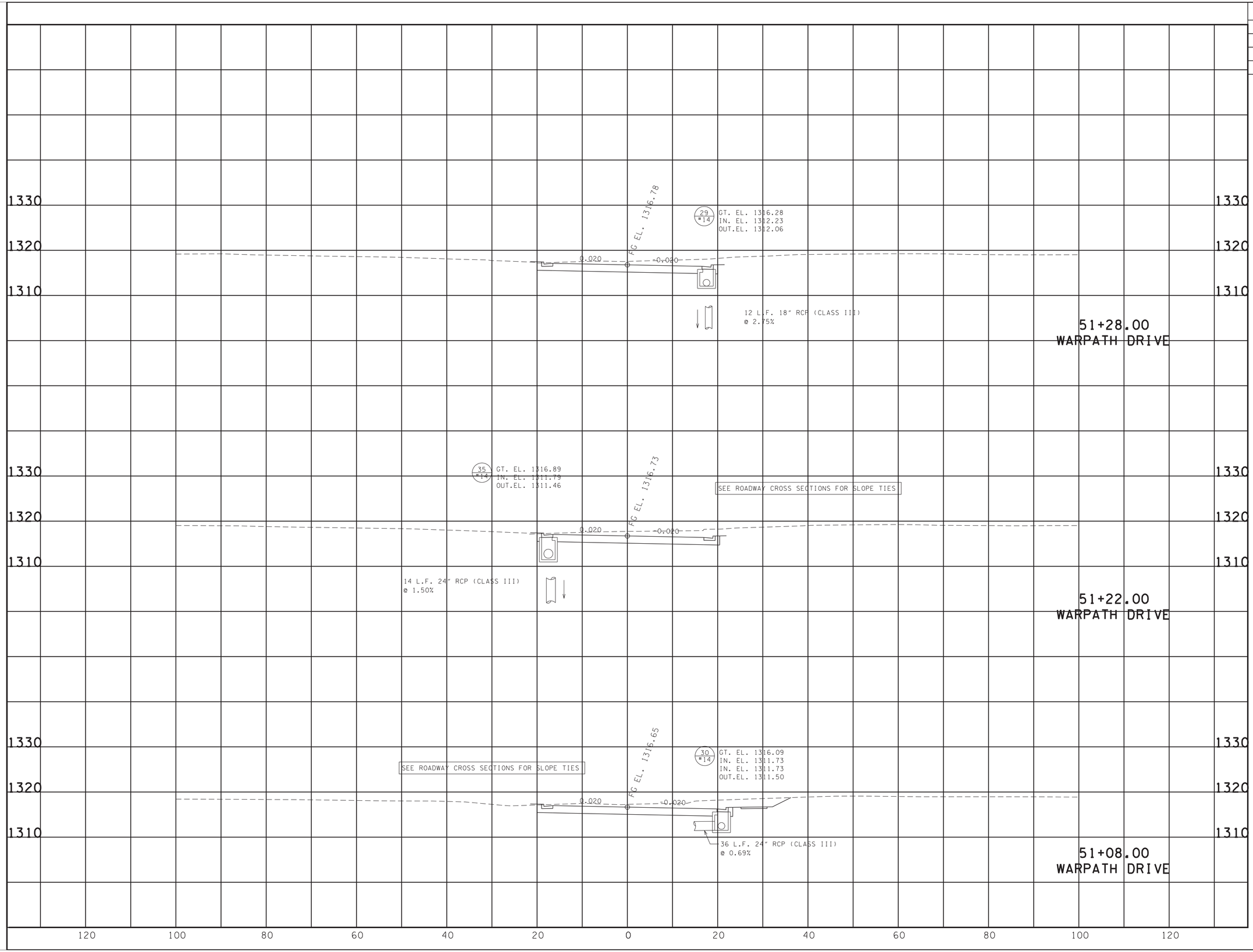
# CULVERT CROSS-SECTIONS

STA. 50+90.00
TO
STA. 51+02.00

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

7/17/2025 12:13:45 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CA |
| PSE | 2025 | STP-126(25) | 95 |
| | | | |
| | | | |

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REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER OF
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

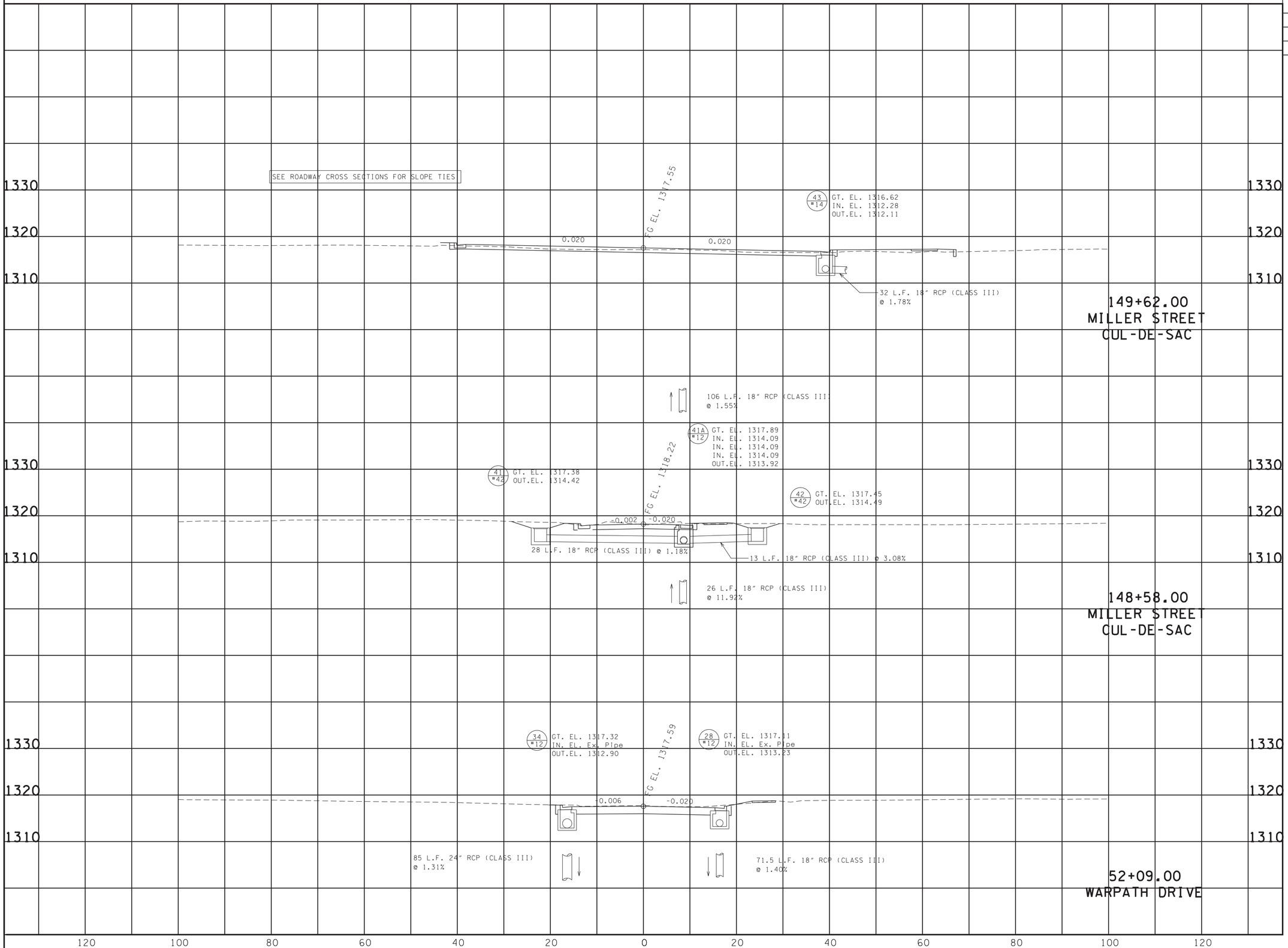
# CULVERT CROSS-SECTIONS

STA. 51+08.00
TO
STA. 51+28.00

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

7/17/2025 12:13:47 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CB |
| PSE | 2025 | STP-126(25) | 96 |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

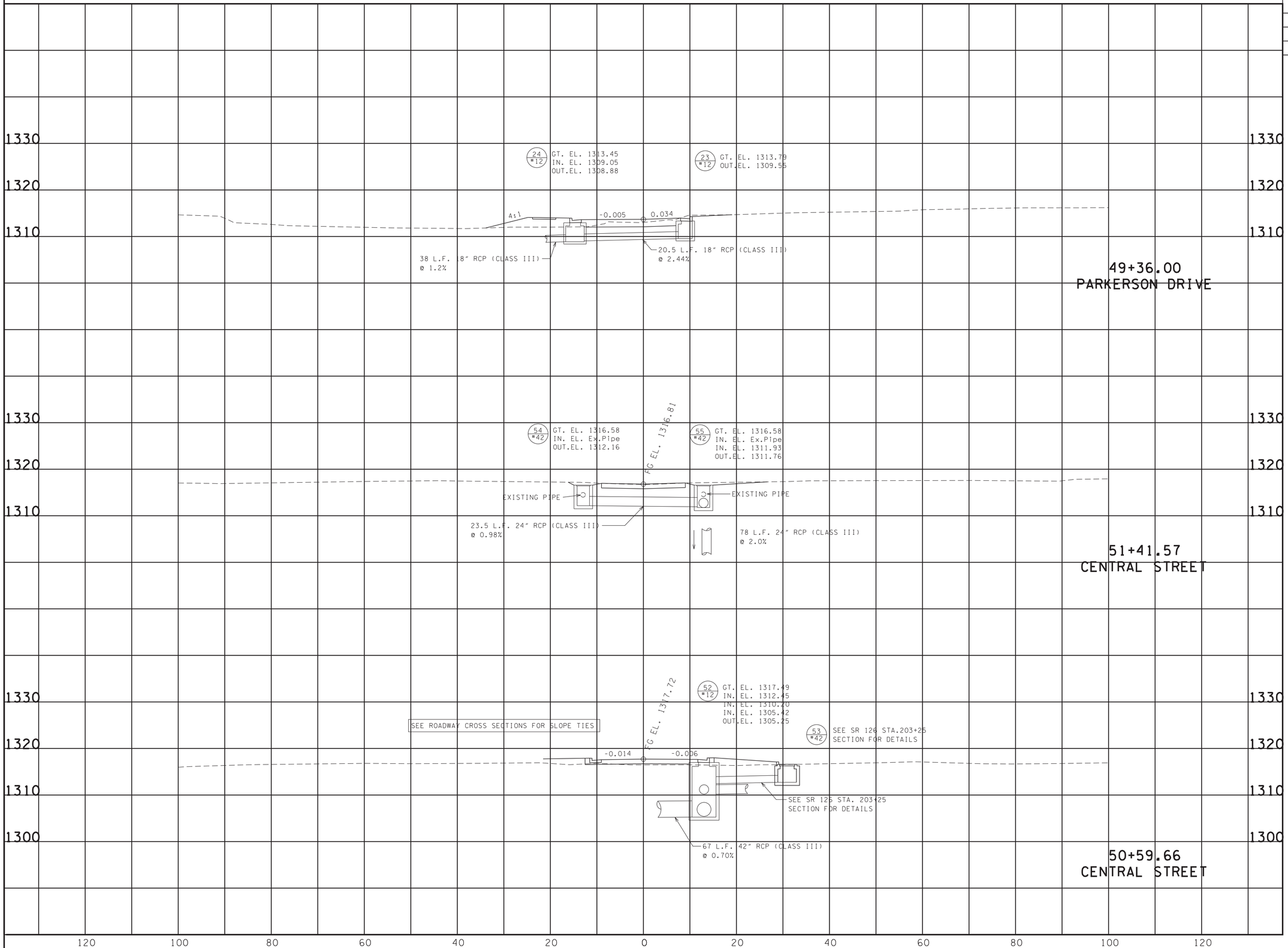
# CULVERT CROSS-SECTIONS

STA. 52+09.00
TO
STA. 52+09.00

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

7/17/2025 12:13:48 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CC |
| PSE | 2025 | STP-126(25) | 97 |

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AGRICULTURE
COMMERCE
No. 102097
STATE OF TENNESSEE

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

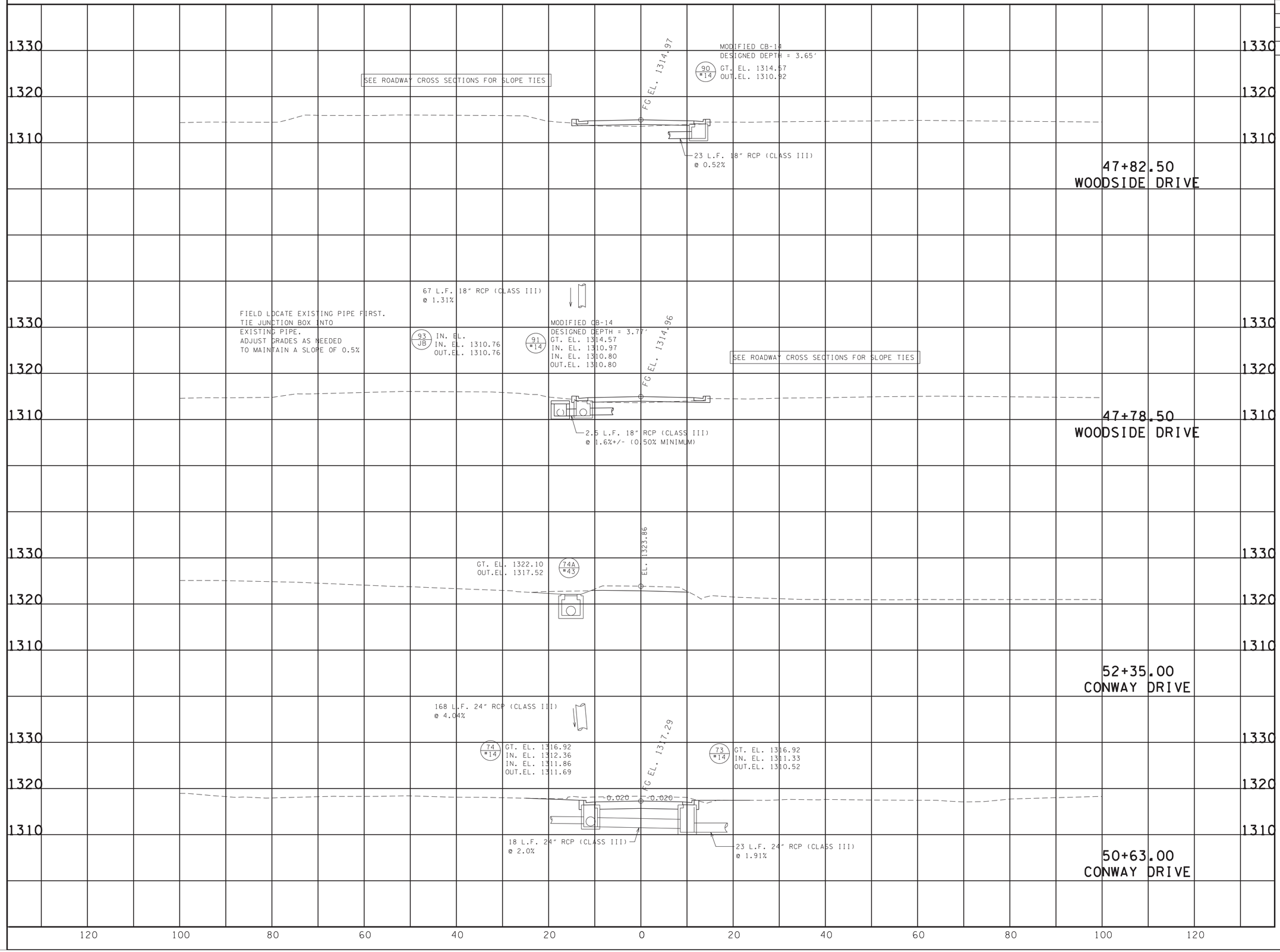
# CULVERT CROSS-SECTIONS

STA. 50+59.66
TO
STA. 51+41.57

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

7/17/2025 12:13:52 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CD |
| PSE | 2025 | STP-126(25) | 98 |

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AGRICULTURE
COMMERCE
No. 102692
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 50+63.00
TO
STA. 50+63.00

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

7/17/2025 12:13:54 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CE |
| PSE | 2025 | STP-126(25) | 99 |
| | | | |
| | | | |

STA. 46+15.89, 66.44' RT OREBANK RD.
30" CONC. ENDWALL

(114 EW) INV. 1289.61

12 L.F. 30" RCP (CLASS III) @ 0.50%

STA. 46+00, 67.52' RT OREBANK RD.
CB-39SD

89 L.F. 48" RCP (CLASS III) @ 1.0%

STA. 45+18.53, 116.08' RT. OREBANK RD.
48" CONC. ENDWALL

(115 EW) INV. 1287.16

GEOTEXTILE FABRIC TYPE III

RIP-RAP BASIN
(CLASS A-1)
L=15'
W=19'
H=3.4'

47+04.26
OREBANK ROAD
32°37'15" SKEW LT.

(113 EW) INV. 1306.90

FG EL. 1314.03

-0.040 -0.020 -0.020 -0.040

3:1 3:1

40.5 L.F. 48" RCP (CLASS III) @ 2.59%

2:1

35 L.F. 48" RCP (CLASS III) @ 2.60%

(112 MH) TOP EL. 1314.19
IN. EL. 1305.85
OUT.EL. 1289.13

STA. 46+00, 67.52' RT OREBANK RD.
CB-39SD

(111 #39) GT. EL. 1294.89
IN. EL. 1289.55
IN. EL. 1288.22
OUT.EL. 1288.05

46+00.00
OREBANK ROAD

(92 #12) GT. EL. 1315.54
IN. EL. 1311.80
OUT.EL. 1311.68

FG EL. 1315.94

-0.020 -0.020

32 L.F. 18" RCP (CLASS III) @ 0.50%

(89 EW) INV. 1311.96

48+50.00
WOODSIDE DRIVE

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

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

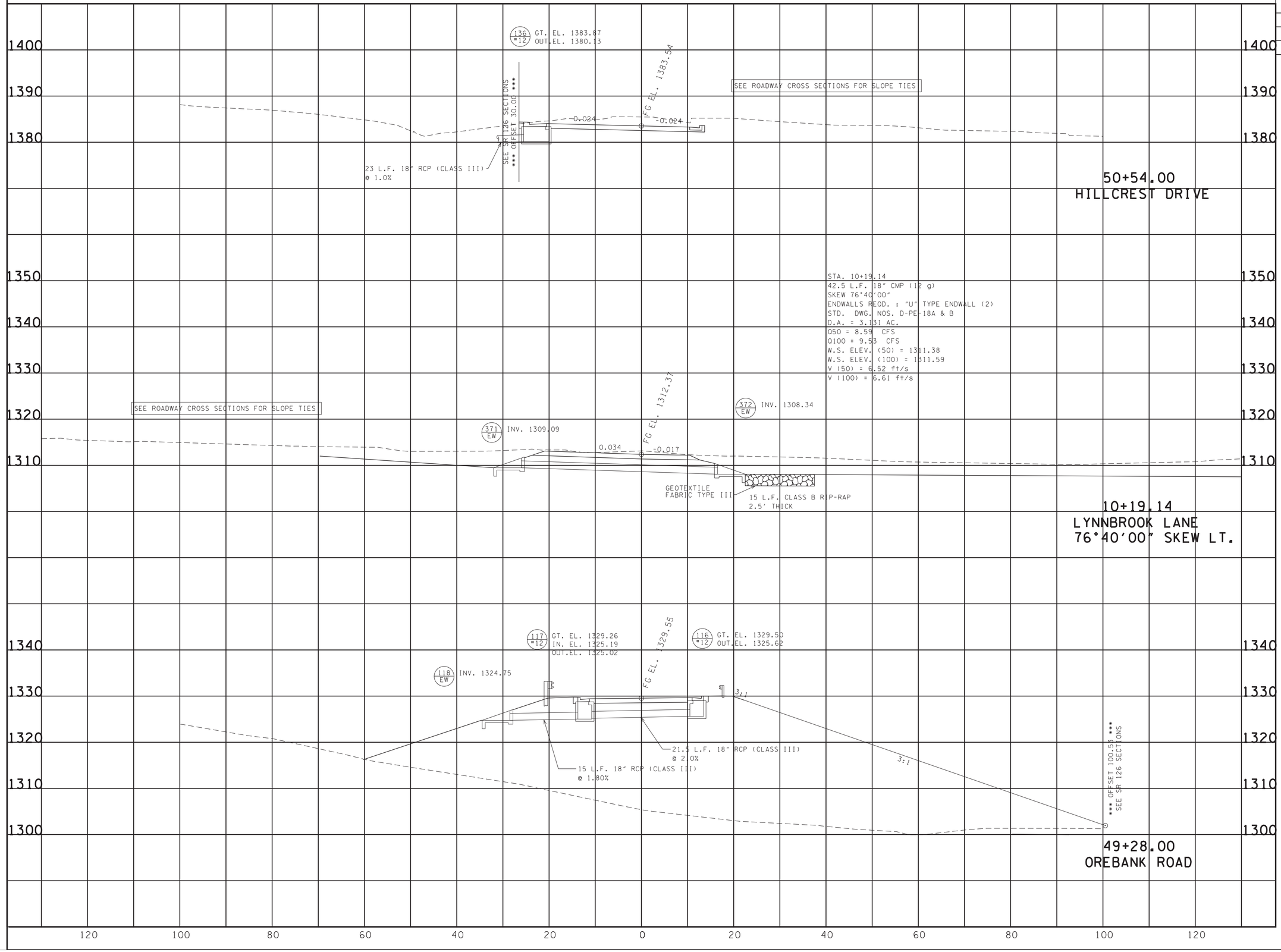
# CULVERT CROSS-SECTIONS

STA. 47+78.50
TO
STA. 48+50.00

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

7/17/2025 12:13:56 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CF |
| PSE | 2025 | STP-126(25) | 100 |
| | | | |
| | | | |

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REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
KNOXVILLE
TENNESSEE
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 49+28.00
TO
STA. 49+28.00

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

7/17/2025 12:13:57 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CG |
| PSE | 2025 | STP-126(25) | 101 |
| | | | |
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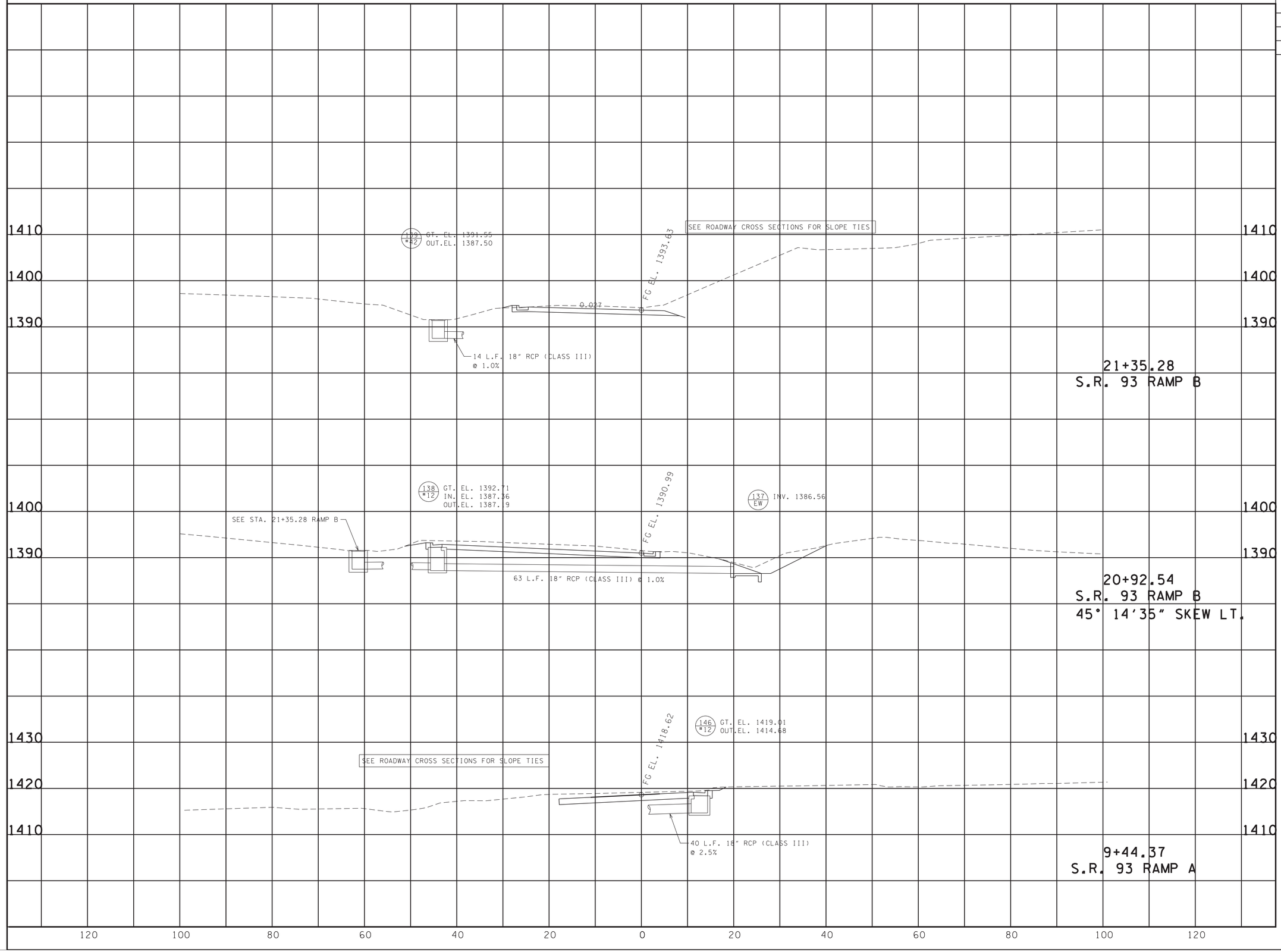


7/17/2025 12:13:59 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

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AGRICULTURE & ENGINEERING
KNOXVILLE
STATE OF TENNESSEE

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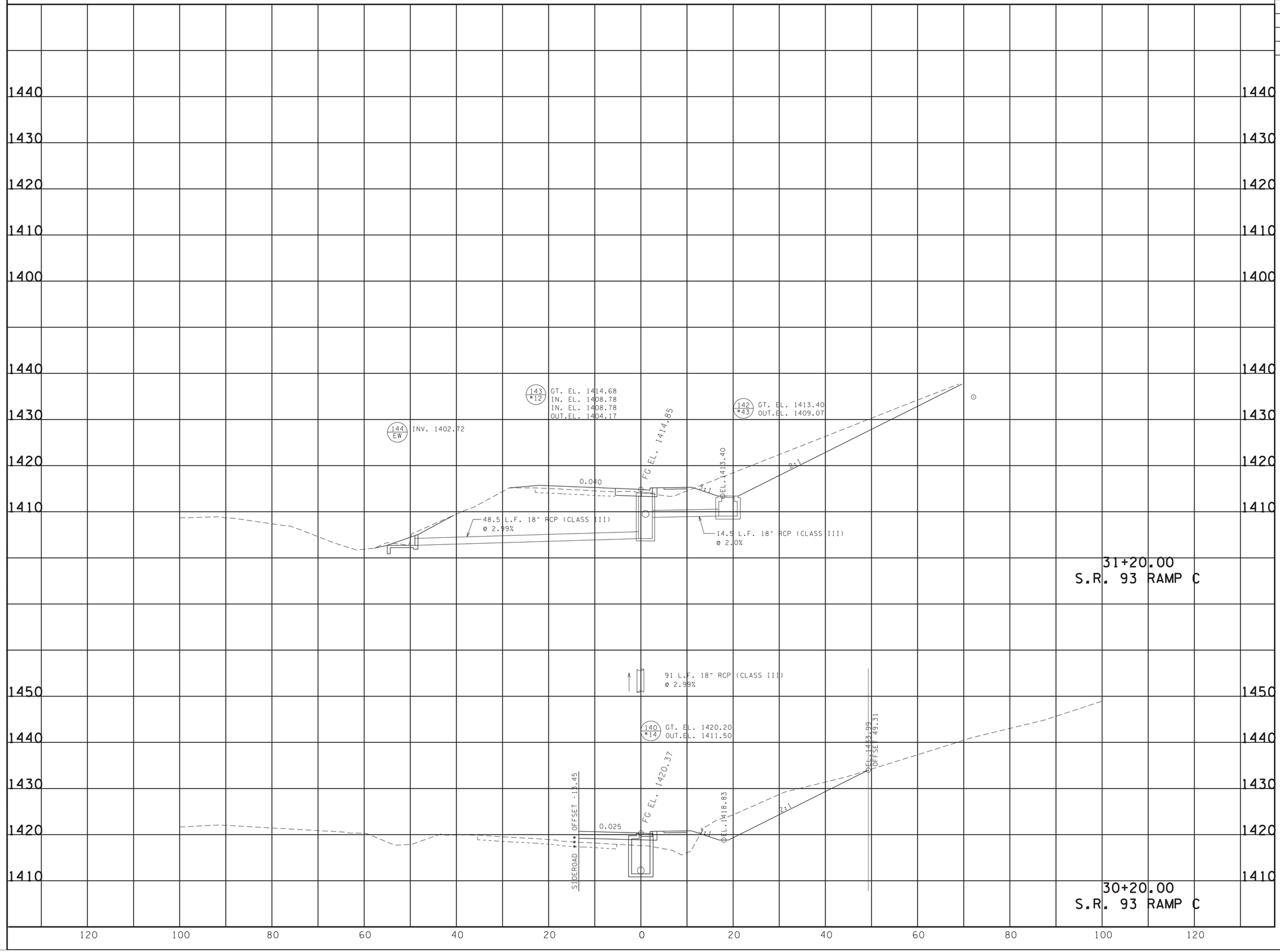
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 9+44.37
TO
STA. 9+44.37

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CH |
| PSE | 2025 | STP-126(25) | 102 |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 30+20.00
TO
STA. 31+20.00

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CI |
| PSE | 2025 | STP-126(25) | 103 |
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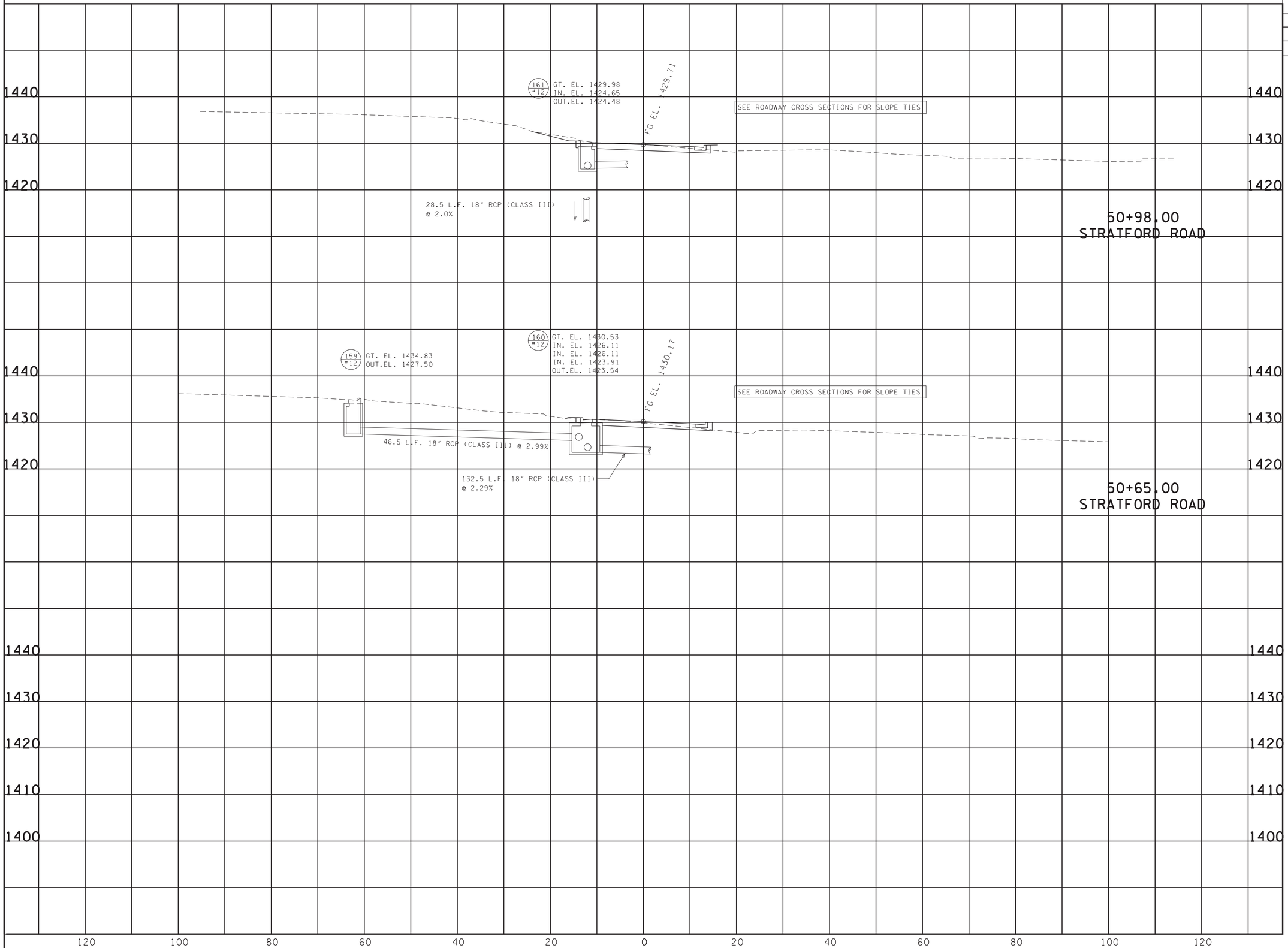


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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

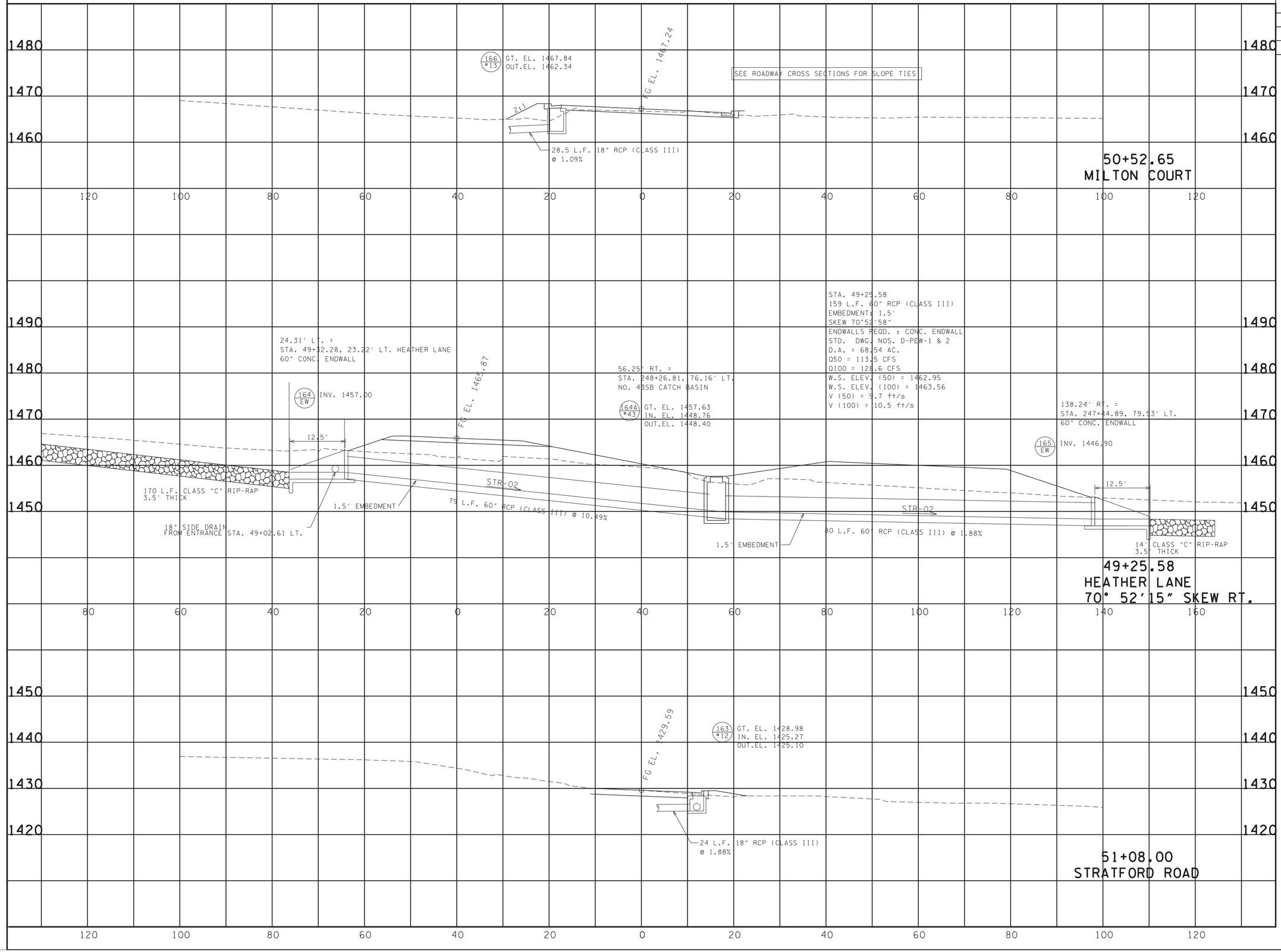
# CULVERT CROSS-SECTIONS

STA. 50+65.00
TO
STA. 50+98.00

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

7/17/2025 12:14:03 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CJ |
| PSE | 2025 | STP-126(25) | 104 |
| | | | |
| | | | |

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REGISTERED ENGINEER
AGRICULTURE & ENGINEERING
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 51+08.00
TO
STA. 50+52.00

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

7/17/2025 12:14:04 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CK |
| PSE | 2025 | STP-126(25) | 105 |
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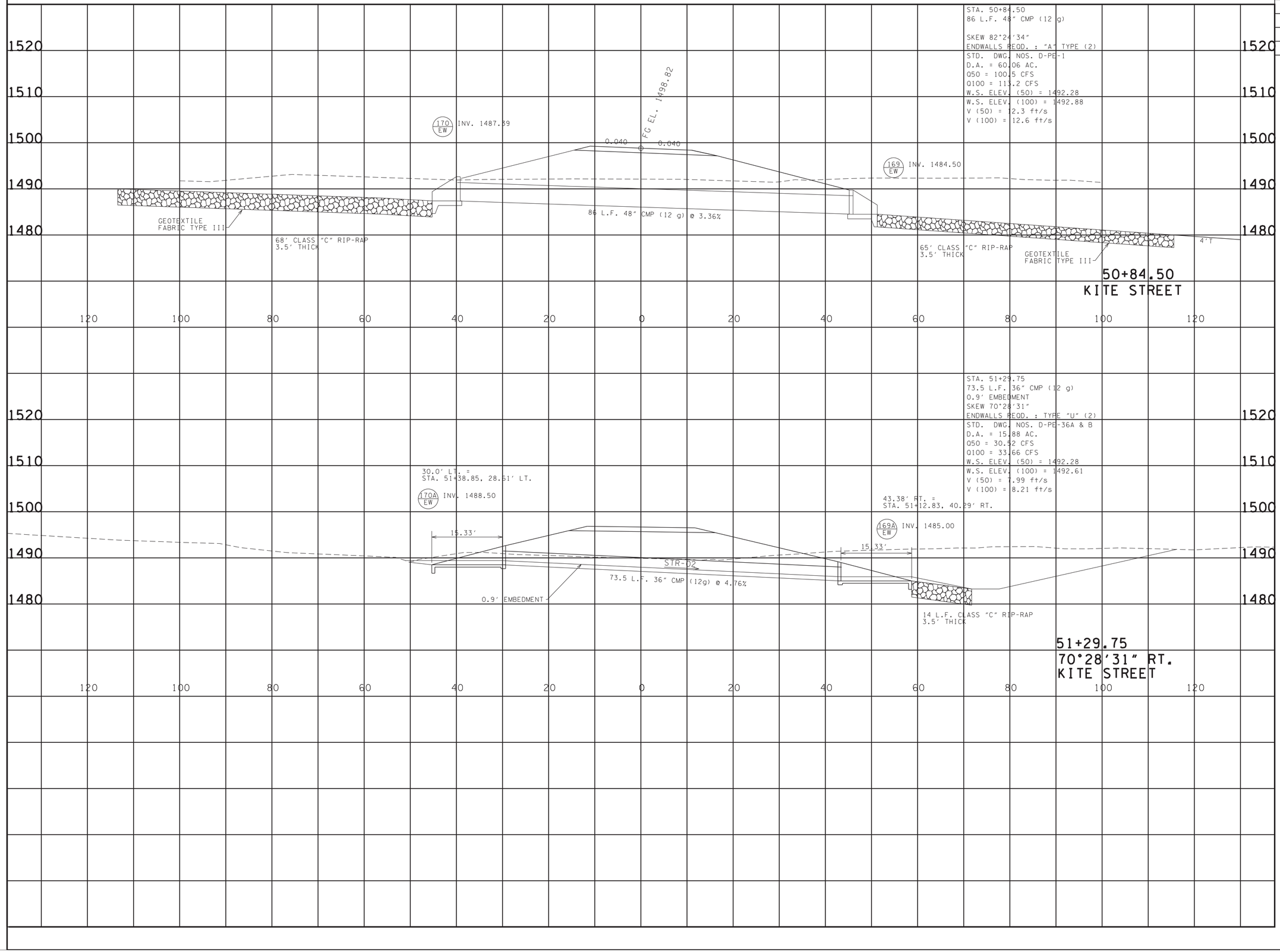


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AGRICULTURE
KNOXVILLE
TENNESSEE
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 50+84.50
TO
STA. 51+29.75

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

7/17/2025 12:14:06 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CL |
| PSE | 2025 | STP-126(25) | 106 |
| | | | |
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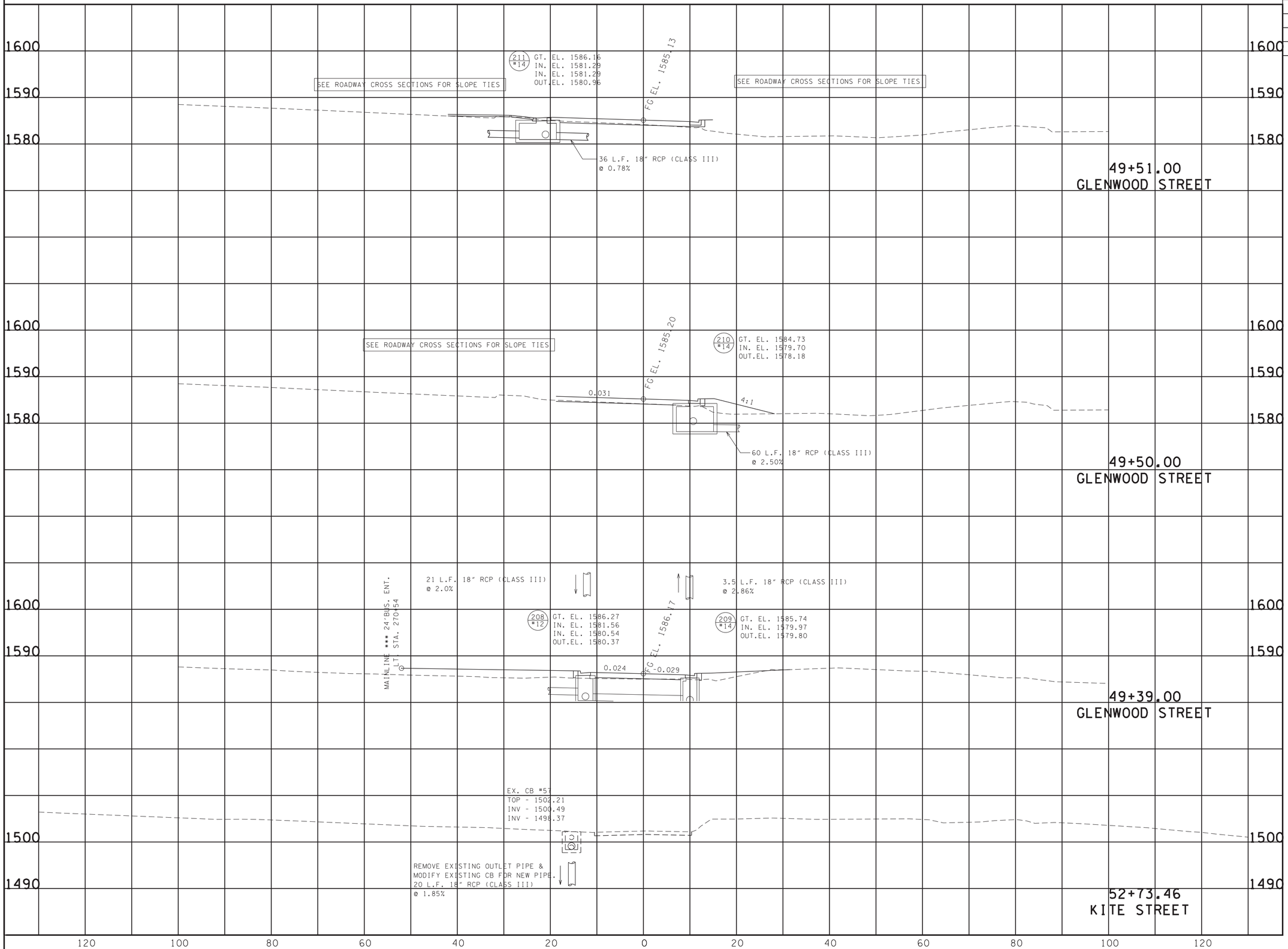


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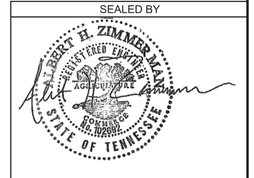


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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 50+84.50
TO
STA. 52+73.46

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

7/17/2025 12:14:08 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CM |
| PSE | 2025 | STP-126(25) | 107 |
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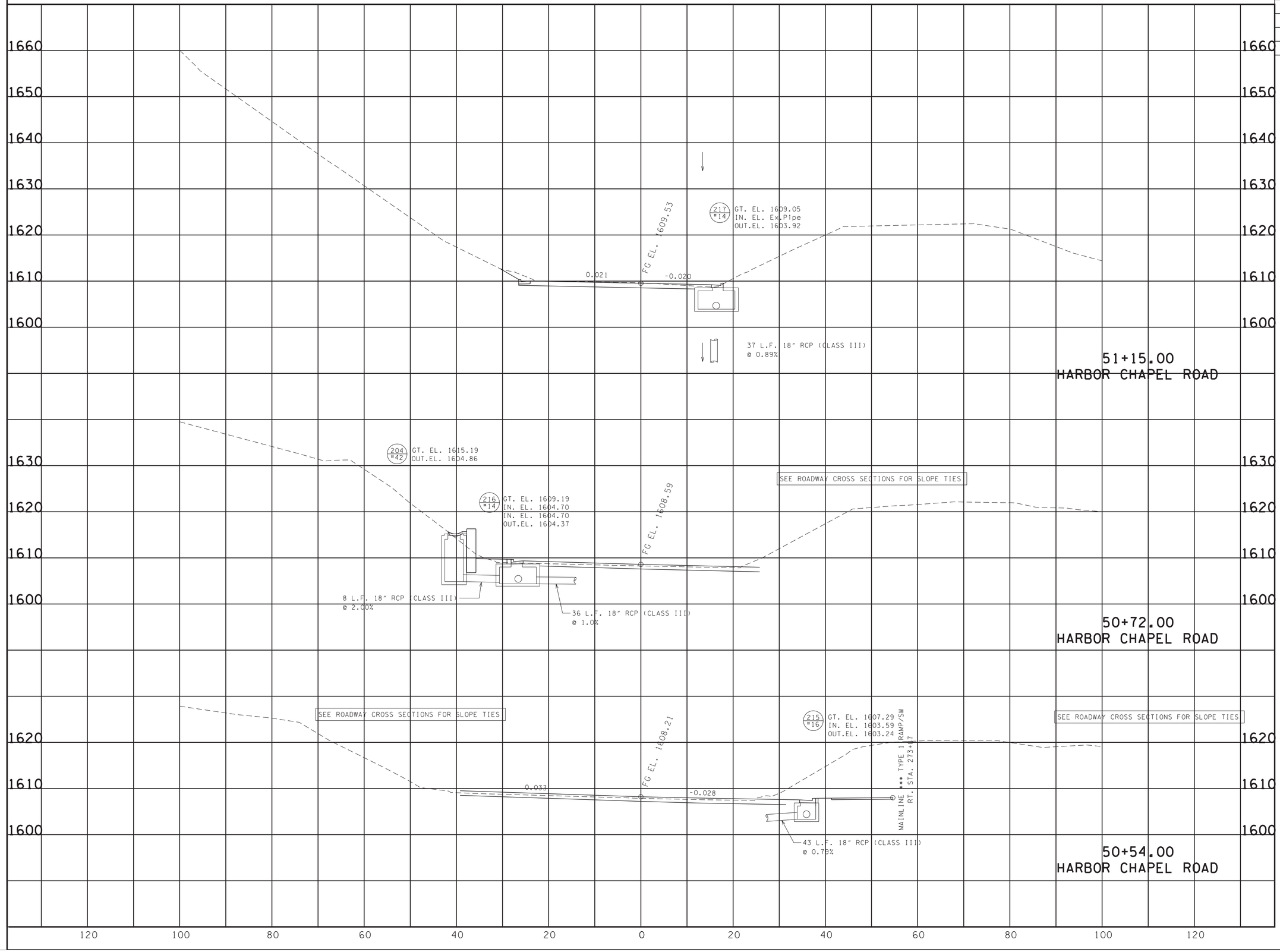


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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 50+54.00
TO
STA. 50+72.00

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

7/17/2025 12:14:10 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CN |
| PSE | 2025 | STP-126(25) | 108 |
| | | | |
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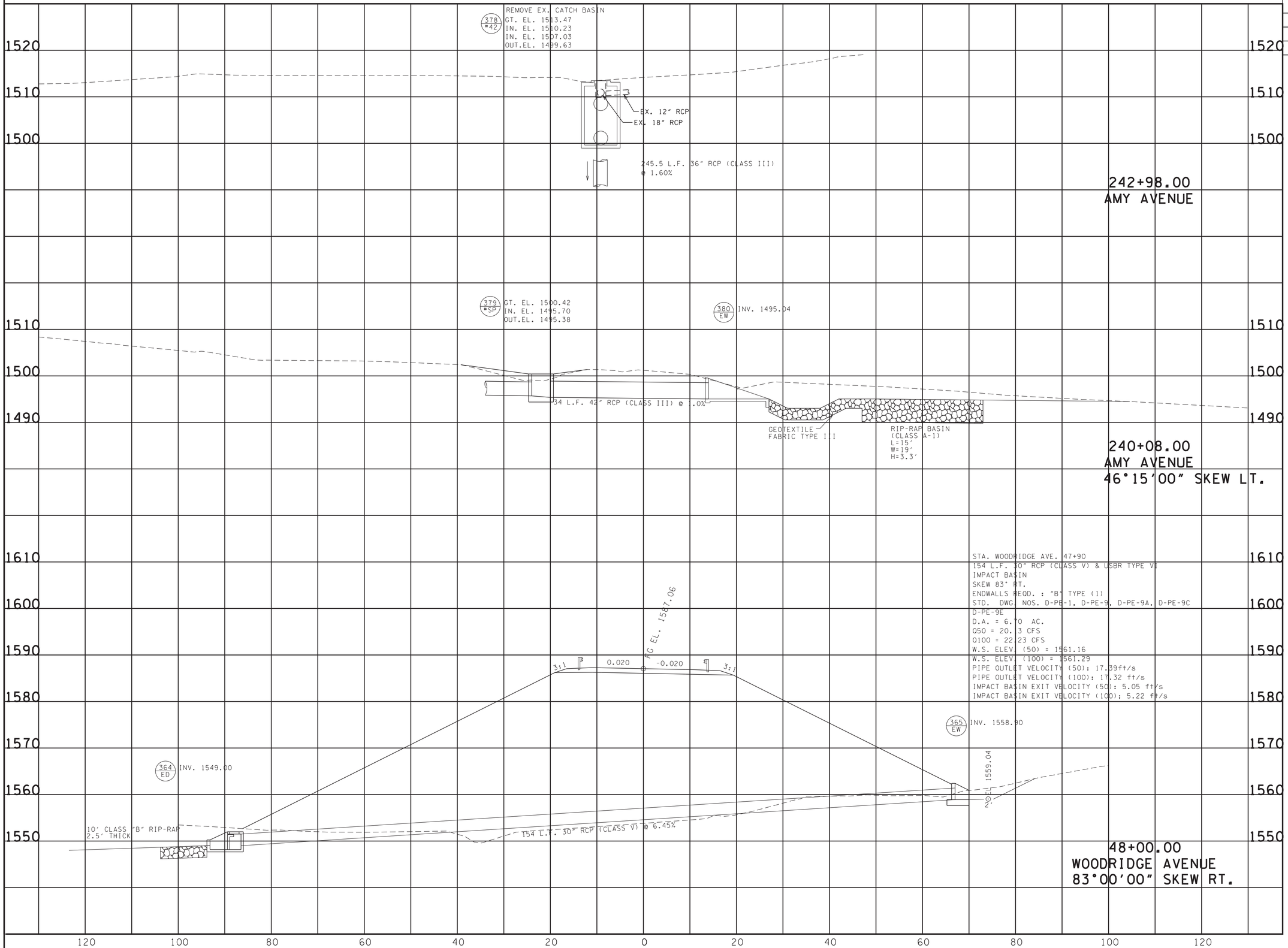


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REGISTERED ENGINEER
AGRICULTURE & ENGINEERING
BOWLING GREEN, KENTUCKY
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

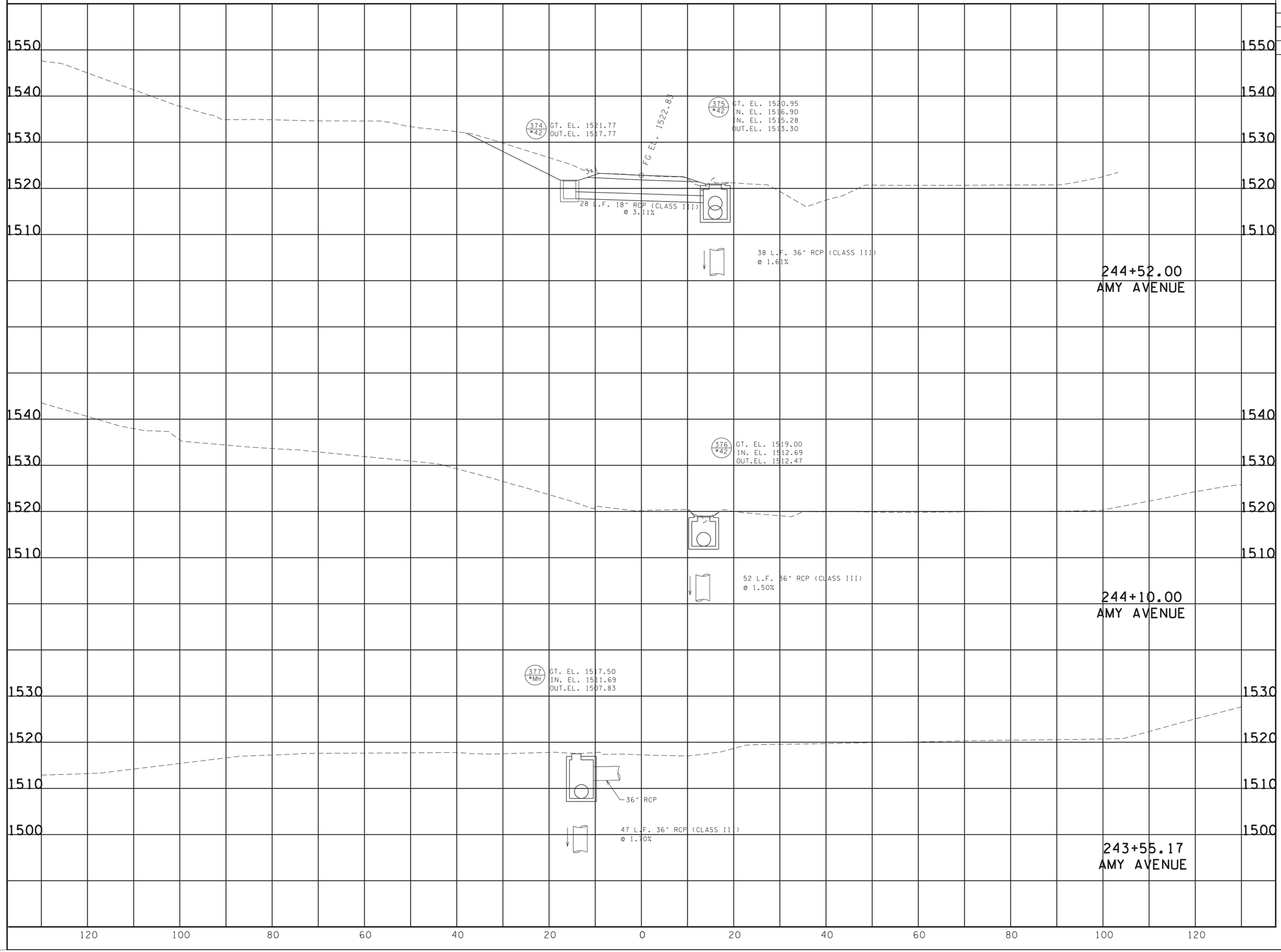
# CULVERT CROSS-SECTIONS

STA. 48+00.00
TO
STA. 48+00.00

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

7/17/2025 12:14:12 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CO |
| PSE | 2025 | STP-126(25) | 109 |
| | | | |
| | | | |

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 240+08.00
TO
STA. 243+55.17

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

7/17/2025 12:14:13 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CP |
| PSE | 2025 | STP-126(25) | 110 |
| | | | |
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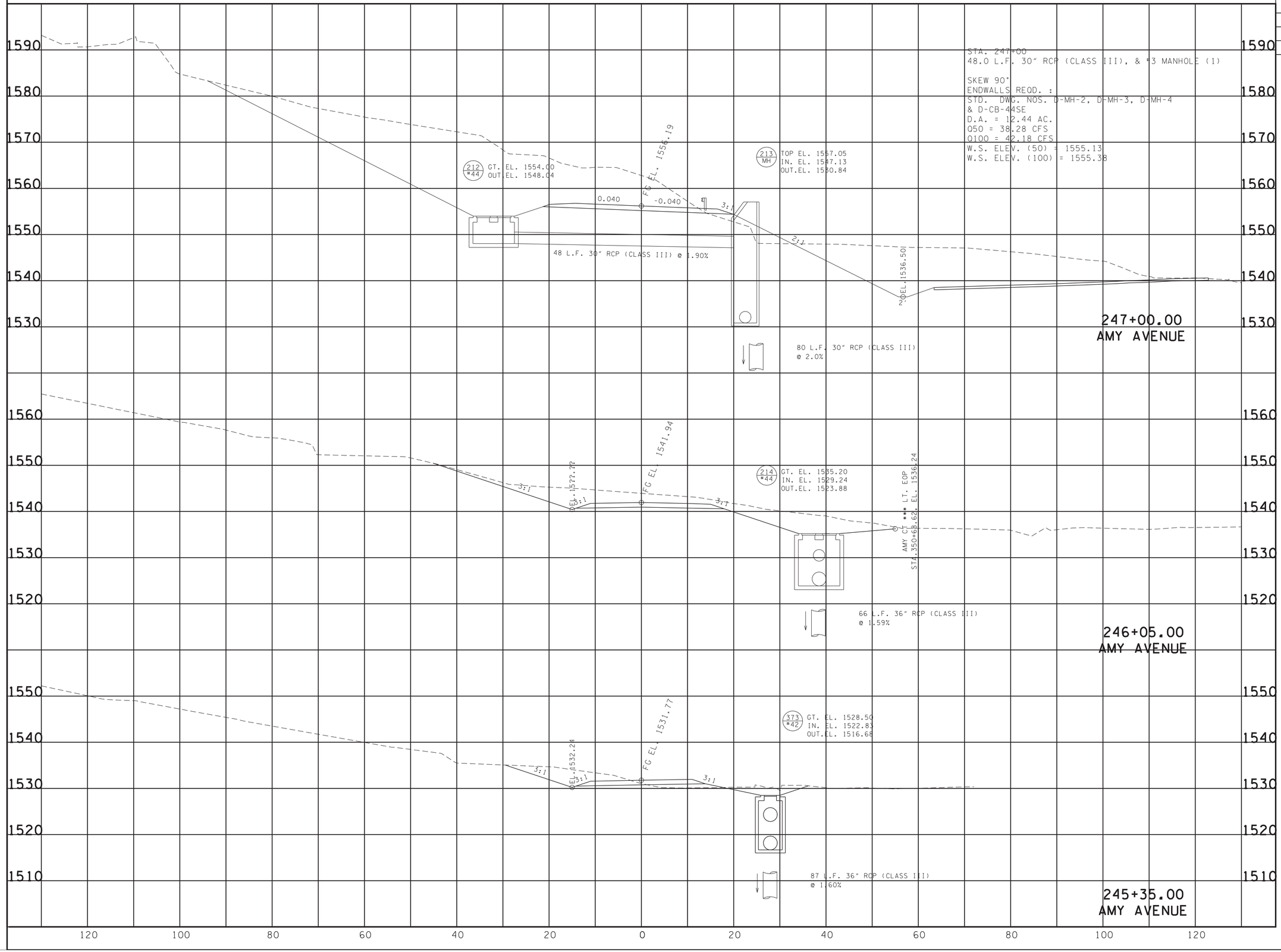


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REGISTERED ENGINEER
AGENT/ASSOCIATE
COMMISSION NO. 102999
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

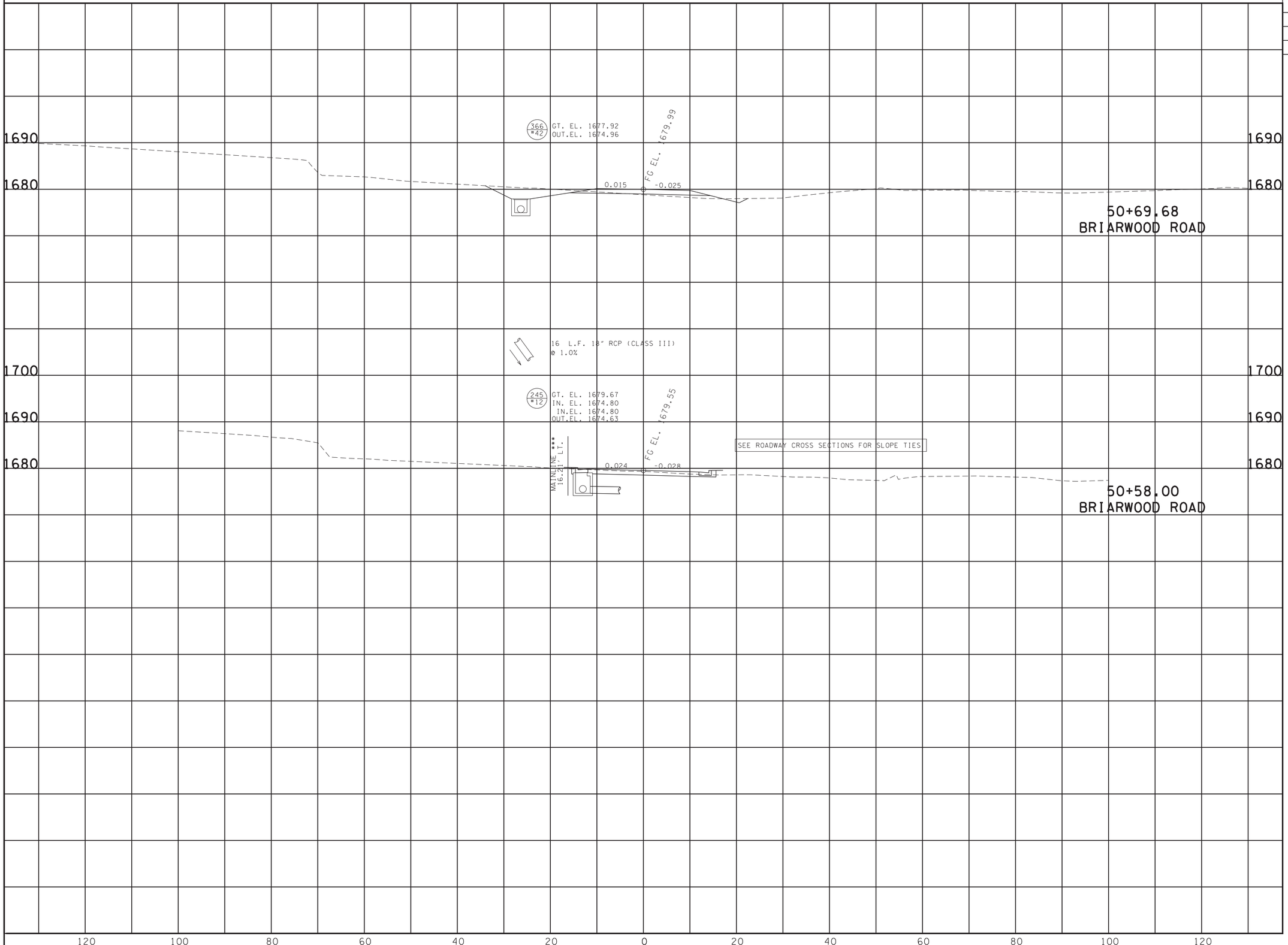
# CULVERT CROSS-SECTIONS

STA. 245+35.00
TO
STA. 246+05.00

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

7/17/2025 12:14:15 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CQ |
| PSE | 2025 | STP-126(25) | 111 |
| | | | |
| | | | |

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AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

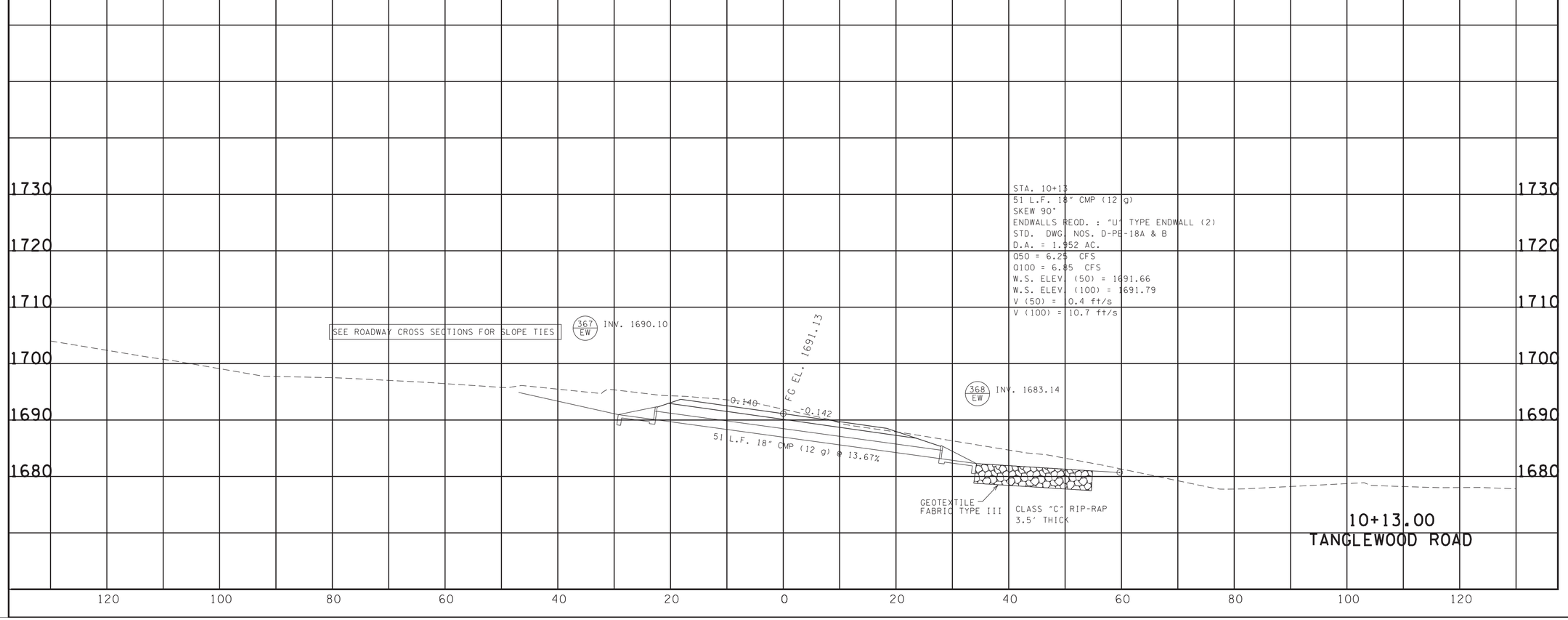
# CULVERT CROSS-SECTIONS

STA. 350+33.59
TO
STA. 350+33.59

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

7/17/2025 12:14:17 PM
N:\113150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 25CR |
| PSE | 2025 | STP-126(25) | 112 |
| | | | |
| | | | |

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KNOXVILLE
STATE OF TENNESSEE

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# CULVERT CROSS-SECTIONS

STA. 10+13.00
TO
STA. 10+13.00

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

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N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SL126CulvertXSectionSheets_Printing Only-all sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26 |
| PSE | 2025 | STP-126(25) | 113 |
| | | | |
| | | | |

# EROSION PREVENTION AND SEDIMENT CONTROL NOTES

## SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL 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.

### STREAMS, WETLANDS & BUFFER ZONES

(54) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., PIER FOOTING, RIP-RAP PLACEMENT, CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS (EC-STR-31) AND TEMPORARY DIVERSION CULVERTS (EC STR-32) FOR SINGLE BARREL CULVERT CONSTRUCTION.

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STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

7/17/2025 8:25:34 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26A |
| PSE | 2025 | STP-126(25) | 114 |
| | | | |
| | | | |

# TABULATED EPSC QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|---|
| | 209-02.05 | 12" TEMPORARY SLOPE DRAIN | L.F. | 11000 |
| | 209-03-21 | FILTER SOCK (12 INCH) | L.F. | 775 |
| | 209-05 | SEDIMENT REMOVAL | C.Y. | 1636 |
| | 209-08.02 | TEMPORARY SILT FENCE (WITH BACKING) | L.F. | 4378 |
| | 209-08.03 | TEMPORARY SILT FENCE (WITHOUT BACKING) | L.F. | 10893 |
| | 209-08.07 | ROCK CHECK DAM PER | EA. | 348 |
| | 209-08.08 | ENHANCED ROCK CHECK DAM | EA. | 43 |
| | 209-09.01 | SANDBAGS | BAG | 7450 |
| | 209-09.03 | SEDIMENT FILTER BAG (15' X 15') | EA. | 2 |
| | 209-09.41 | CURB INLET PROTECTION (TYPE 2) | EA. | 1 |
| | 209-09.43 | CURB INLET PROTECTION (TYPE 4) | EA. | 231 |
| | 209-10.01 | TEMPORARY DEWATERING STRUCTURE | C.Y. | 382 |
| | 209-20.03 | POLYETHYLENE SHEETING (6 MIL. MINIMUM) | S.Y. | 250 |
| | 209-40.33 | CATCH BASIN PROTECTION (TYPE D) | EA. | 20 |
| | 209-40.34 | CATCH BASIN PROTECTION (TYPE E) | EA. | 3 |
| | 209-40.41 | CATCH BASIN FILTER ASSEMBLY (TYPE 1) | EA. | 20 |
| | 209-40.44 | CATCH BASIN FILTER ASSEMBLY (TYPE 4) | EA. | 1 |
| | 209-40.48 | CATCH BASIN FILTER ASSEMBLY (TYPE 8) | EA. | 5 |
| (1) | 303-10.01 | MINERAL AGGREGATE (SIZE 57) | TON | 464 |
| | 621-03.03 | 24" TEMPORARY DRAINAGE PIPE | L.F. | 70 |
| | 621-03.05 | 36" TEMPORARY DRAINAGE PIPE | L.F. | 72 |
| | 707-08.11 | HIGH-VISIBILITY CONSTRUCTION FENCE | L.F. | 750 |
| | 709-05.05 | MACHINED RIP-RAP (CLASS A-3) | TON | 10 |
| (1) | 709-05.06 | MACHINED RIP-RAP (CLASS A-1) | TON | 528 |
| (1) | 740-10.03 | GEOTEXTILE (TYPE III) (EROSION CONTROL) | S.Y. | 3513 |
| | 740-10.04 | GEOTEXTILE (TYPE IV) (STABILIZATION) | S.Y. | 40626 |
| | 740-11.02 | TEMPORARY SEDIMENT TUBE 12 IN | L.F. | 1330 |
| | 801-01.07 | TEMPORARY SEEDING (WITH MULCH) | UNIT | 500 |
| (2) | 801-02 | SEEDING (WITHOUT MULCH) | UNIT | 598 |
| | 805-01.02 | TURF REINFORCEMENT MAT (CLASS II) | S.Y. | 5675 |
| (3) | 805-12.02 | EROSION CONTROL BLANKET (TYPE II) | S.Y. | 66403 |
| | | | | |
| | | | | |

(1) FOR CULVERT PROTECTION TYPE 1.
(2) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(3) MONOFILAMENT EROSION CONTROL BLANKETS MAY NOT BE USED WITHIN 30 FEET OF TOP OF BANK

## EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

| SYMBOL | ITEM | STD. DWG. |
|---|---|---|
| | DEWATERING STRUCTURE | EC-STR-1 |
| SFB SFB SFB SFB | SEDIMENT FILTER BAG | EC-STR-2 |
| SF SF SF SF | SILT FENCE | EC-STR-3B |
| SFB SFB SFB SFB | SILT FENCE WITH WIRE BACKING | EC-STR-3C |
| | ROCK CHECK DAM (V-DITCH) | EC-STR-6 |
| | ROCK CHECK DAM (TRAPEZOIDAL DITCH) | EC-STR-6 |
| | ENHANCED ROCK CHECK DAM (V-DITCH) | EC-STR-6A |
| | ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH) | EC-STR-6A |
| SOCK SOCK SOCK | FILTER SOCK | EC-STR-8 |
| | CULVERT PROTECTION (TYPE 1) | EC-STR-11 |
| | CULVERT PROTECTION (TYPE 2) | EC-STR-11A |
| A | CATCH BASIN PROTECTION (TYPE A) | EC-STR-19 |
| D | CATCH BASIN PROTECTION (TYPE D) | EC-STR-19 |
| E | CATCH BASIN PROTECTION (TYPE E) | EC-STR-19 |

## EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

| SYMBOL | ITEM | STD. DWG. |
|---|---|---|
| | TEMPORARY BERM | EC-STR-27 |
| | TEMPORARY SLOPE DRAIN | EC-STR-27 |
| | RIPRAP | EC-STR-27 |
| | SAND BAG BERM | EC-STR-33 |
| | EROSION CONTROL BLANKET | EC-STR-34 |
| | TURF REINFORCEMENT MAT | EC-STR-36 |
| TUBE 12" TUBE 12" | 12 INCH SEDIMENT TUBE | EC-STR-37 |
| 2 | CURB INLET PROTECTION (TYPE 2) | EC-STR-39 |
| 4 | CURB INLET PROTECTION (TYPE 4) | EC-STR-39A |
| 1 | CATCH BASIN FILTER ASSEMBLY (TYPE 1) | EC-STR-41 |
| 4 | CATCH BASIN FILTER ASSEMBLY (TYPE 4) | EC-STR-44 |
| 8 | CATCH BASIN FILTER ASSEMBLY (TYPE 8) | EC-STR-48 |
| HVF HVF | HIGH VISIBILITY FENCE | S-F-1 |

## STORM WATER OUTFALL DRAINAGE AREAS
### CLEARING AND GRUBBING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 1 | 1.62 | 0.63% |
| 2 | 2.73 | 0.50% |
| 3 | 1.36 | 1.43% |
| 4 | 0.80 | 1.38% |
| 5 | 0.23 | 0.50% |
| 6 | 1.86 | 1.00% |
| 7 | 0.35 | 1.25% |
| 8 | 0.22 | 0.80% |
| 9 | 0.07 | 0.50% |
| 10 | 2.16 | 1.25% |
| 11 | 1.39 | 1.25% |
| 12 | 3.70 | 2.39% |
| 13 | 0.04 | 0.50% |
| 14 | 0.09 | 0.60% |
| 15 | 1.10 | 1.72% |
| 16 | 1.09 | 2.53% |
| 17 | 0.34 | 1.10% |
| 18 | 0.22 | 1.48% |
| | | |
| 19 | 0.65 | 0.70% |
| 20 | 0.14 | 0.70% |
| 21 | 0.04 | 0.70% |
| 22 | 0.25 | 0.70% |
| 23 | 0.23 | 0.84% |
| 24 | 1.34 | 6.23% |
| 25 | 0.02 | 1.00% |
| 26 | 0.67 | 12.20% |
| 26A | 3.56 | 13.37% |
| 27 | 0.87 | 16.69% |
| 28 | 9.45 | 15.00% |
| 29 | 0.65 | 16.40% |
| 30 | 0.34 | 3.48% |
| 31 | 0.08 | 3.98% |
| 32 | 0.07 | 3.98% |
| 33 | 2.32 | 14.53% |
| 34 | 4.15 | 5.81% |
| 35 | 9.35 | 4.64% |
| 36 | 0.47 | 11.88% |
| 37 | 1.39 | 6.51% |
| 38 | 0.52 | 5.80% |
| 39 | 0.56 | 18.75% |
| 40 | 0.96 | 2.74% |
| 41 | 0.15 | 2.00% |
| 42 | 0.44 | 28.91% |
| 43 | 0.71 | 4.76% |
| 44 | 0.40 | 2.75% |
| 45 | 0.12 | 7.09% |
| 46 | 0.90 | 8.32% |
| 47 | 0.06 | 8.00% |
| 48 | 0.12 | 6.67% |
| 49 | 0.23 | 11.82% |
| 50 | 0.06 | 12.73% |
| 51 | 0.12 | 3.77% |
| 52 | 3.61 | 14.14% |
| 53 | 1.20 | 14.15% |
| 54 | 0.29 | 6.69% |
| 55 | 2.00 | 10.09% |
| 56 | 44.16* | 2.30% |
| 56A | 2.64 | 14.89% |
| 56B | 17.18** | 12.13% |
| 56C | 4.77 | 24.25% |
| 56D | 7.71 | 25.64% |
| | | |
| | | |
| | | |
| 57 | 25.08* | 4.55% |

* - TOTAL DRAINAGE AREA, INCLUDES ALL SUB-OUTFALL AND SHEET FLOW TO OUTFALL.

## STORM WATER OUTFALL DRAINAGE AREAS
### CLEARING AND GRUBBING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 57A | 25.01* | 4.76% |
| 57B | 1.32 | 20.80% |
| 57C | 1.36 | 24.44% |
| 57D | 0.84 | 19.51% |
| 57E | 5.85 | 27.92% |
| 57F | 4.00 | 12.73% |
| 57G | NOT USED | |
| 57H | NOT USED | |
| 57I | NOT USED | |
| 57J | NOT USED | |
| 57K | NOT USED | |
| 57L | NOT USED | |
| 58 | 2.88 | 17.83% |
| 59 | 9.89 | 54.50% |
| 60 | 1.64 | 29.67% |
| 61 | 5.35 | 21.07% |
| 62 | 3.52 | 9.88% |
| 63 | 0.75 | 11.40% |
| 64 | 1.88 | 5.36% |
| 65 | 0.29 | 8.92% |
| 66 | 3.75 | 5.26% |
| 67 | 0.42 | 1.48% |

** - CLEAN WATER FROM OFFSITE

## STORM WATER OUTFALL DRAINAGE AREAS
### CLEARING & DRAINAGE STAGE 1A

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 104 | 31.32* | 1.00% |
| 104A | 7.14 | 2.34% |
| 104B | 6.22 | 3.94% |
| 104C | 0.04 | 6.30% |
| 104D | 0.07 | 6.30% |
| 104E | 0.39 | 2.67% |
| 104F | 0.42 | 2.67% |
| 104G | 3.46 | 5.40% |
| 104K | 0.27 | 4.70% |
| 104L | 0.16 | 4.70% |
| 104M | 0.16 | 6.25% |
| 104N | 9.93 | 8.00% |
| 104O | 0.35 | 6.25% |
| 104P | 0.17 | 6.25% |
| 104Q | 0.14 | 5.30% |
| 104R | 0.10 | 2.60% |
| 104S | 0.24 | 2.60% |
| 104T | 0.49 | 2.60% |
| 104U | 0.32 | 2.60% |
| 104V | 0.23 | 3.57% |
| 104W | 0.31 | 9.70% |
| | | |
| 119 | 24.75* | 4.55% |
| 119A | 1.08 | 4.76% |
| 119B | 0.05 | 10.52% |
| 119C | 0.94 | 24.44% |
| 119D | 0.89 | 19.51% |
| 119E | 0.04 | 11.11% |
| 119F | 0.11 | 15.00% |
| 119G | 1.17 | 12.73% |
| 119H | 7.47 | 17.56% |
| 119IA | 1.38 | 5.53% |
| 119IB | 5.36 | 3.50% |
| 119IC | 6.15 | 5.00% |

* - TOTAL DRAINAGE AREA, INCLUDES ALL SUB-OUTFALL.

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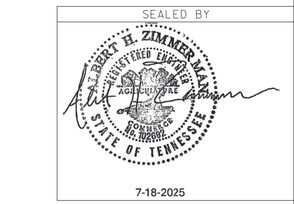


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND & TABULATION

7/17/2025 8:29:51 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26A |
| PSE | 2025 | STP-126(25) | 114A |
| | | | |
| | | | |

## STORM WATER OUTFALL DRAINAGE AREAS
### INTERMEDIATE GRADING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| | | |
| 37 | 1.39 | 6.51% |
| 38 | 0.52 | 5.80% |
| | | |
| 40 | 0.96 | 2.74% |
| 41 | 0.15 | 2.00% |
| 51 | 0.12 | 3.77% |
| 56 | 21.79* | 2.30% |
| 56B | 8.66 | 12.13% |
| 56C | 4.77 | 24.25% |
| 56D | 7.70 | 25.64% |
| 58 | 2.88 | 17.83% |
| 60 | 0.99 | 29.67% |
| | | |
| | | |
| 100 | 4.03 | 0.50% |
| 101 | 0.05 | 0.50% |
| 102 | 57.72* | 0.70% |
| 102A | 0.12 | 0.70% |
| 102B | 0.22 | 0.70% |
| 102C | 0.20 | 1.67% |
| 102D | 0.41 | 1.75% |
| 102E | 0.26 | 1.67% |
| 102F | 0.04 | 1.50% |
| 102G | 1.46 | 16.69% |
| 102H | 2.45 | 16.40% |
| 102I | 0.13 | 1.75% |
| 102J | 2.38 | 15.00% |
| 102K | 0.29 | 1.75% |
| 102L | 1.47 | 15.00% |
| 102M | 0.07 | 0.70% |
| 102N | 0.01 | 0.70% |
| 102O | 1.08 | 2.00% |
| 102P | 0.08 | 2.00% |
| 102Q | 0.09 | 2.00% |
| 102R | 8.34 | 12.20% |
| 102S | 1.89 | 2.96% |
| 102T | 0.19 | 0.70% |
| 102U | 0.23 | 0.70% |
| 102V | 1.03 | 12.00% |
| 102W | 0.09 | 0.50% |
| 102X | 0.48 | 3.75% |
| 102Y | 0.06 | 0.50% |
| 102Z | 0.05 | 0.50% |
| 102AA | 0.42 | 3.75% |
| 102AB | 0.07 | 0.50% |
| 102AC | 0.84 | 3.75% |
| 102AD | 0.20 | 0.50% |
| | | |
| | | |
| 102AH | 0.02 | 0.50% |
| 102AI | 0.32 | 1.00% |
| 102AJ | 0.01 | 1.00% |
| 102AK | 7.35 | 2.53% |
| 102AL | 1.58 | 2.53% |
| | | |
| | | |
| 102AO | 0.04 | 1.00% |
| 102AP | 0.03 | 0.50% |
| 102AQ | 0.10 | 0.50% |
| 102AR | 0.41 | 1.00% |
| 102AS | 0.06 | 0.50% |
| 102AT | 0.10 | 1.00% |
| 102AU | 0.13 | 0.50% |
| 102AV | 0.07 | 1.00% |
| 102AW | 0.07 | 0.50% |
| 102AX | 0.27 | 1.00% |
| 102AY | 0.10 | 1.00% |
| 102AZ | 0.10 | 1.00% |
| 102BA | 0.34 | 2.39% |
| 102BB | 3.35 | 2.39% |
| 102BC | 0.92 | 2.39% |
| 102BD | 0.02 | 0.50% |

* - TOTAL DRAINAGE AREA, INCLUDES ALL SUB-OUTFALL.

## INTERMEDIATE GRADING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 102BE | 0.10 | 0.50% |
| 102BF | 0.14 | 0.50% |
| 102BG | 0.03 | 0.50% |
| 102BH | 0.23 | 1.02% |
| 102BI | 6.36 | 1.25% |
| 102BJ | 3.72 | 1.25% |
| 102BK | 0.14 | 1.02% |
| 102BL | 0.03 | 0.50% |
| 102BM | 0.12 | 0.50% |
| 102BN | 0.15 | 0.50% |
| 102BO | 0.24 | 0.50% |
| 103 | 0.88 | 5.00% |
| 104 | 31.32* | 1.00% |
| 104A | 7.14 | 2.34% |
| 104B | 6.22 | 3.94% |
| 104C | 0.04 | 6.30% |
| 104D | 0.07 | 6.30% |
| 104E | 0.39 | 2.67% |
| 104F | 0.42 | 2.67% |
| 104G | 3.46 | 5.40% |
| 104K | 0.27 | 4.70% |
| 104L | 0.16 | 4.70% |
| 104M | 0.16 | 6.25% |
| 104N | 9.93 | 8.00% |
| 104O | 0.35 | 6.25% |
| 104P | 0.17 | 6.25% |
| 104Q | 0.14 | 5.30% |
| 104R | 0.10 | 2.60% |
| 104S | 0.24 | 2.60% |
| 104T | 0.49 | 2.60% |
| 104U | 0.32 | 2.60% |
| 104V | 0.23 | 3.57% |
| 104W | 0.31 | 9.70% |
| 105 | 0.32 | 5.52% |
| 106 | 0.67 | 5.80% |
| 107 | 3.81 | 28.91% |
| 108 | 0.09 | 5.53% |
| 109 | 0.11 | 5.53% |
| 110 | 1.39 | 5.53% |
| 111 | 1.05 | 7.09% |
| 112 | 4.11 | 5.53% |
| 113 | 0.18 | 5.53% |
| 114 | 0.45 | 6.00% |
| 115 | 0.28 | 5.53% |
| 115A | 0.66 | 5.53% |
| 116 | 4.42 | 5.53% |
| 117 | 22.38* | 5.53% |
| 117A | 0.06 | 5.53% |
| 117B | 3.24 | 5.53% |
| 117C | 0.13 | 5.53% |
| 117D | 2.87 | 5.53% |
| | | |
| 117E | 10.81* | 5.53% |
| 117EA | 0.45 | 5.53% |
| 117EB | 0.07 | 5.53% |
| 117EC | 5.46 | 15.10% |
| 117ED | 0.39 | 5.00% |
| 117EE | 0.06 | 5.00% |
| 117EF | 0.38 | 5.00% |
| 117EG | 0.63 | 5.00% |
| 117EH | 0.02 | 5.00% |
| 117EI | 0.01 | 12.00% |
| 117EJ | 1.43 | 15.47% |
| 117EK | 0.07 | 5.00% |
| 117EL | 0.10 | 15.47% |
| 117EM | 0.81 | 8.00% |
| 117EN | 0.10 | 5.00% |
| 117EO | 0.27 | 5.00% |
| 117EP | 0.56 | 5.00% |
| | | |

117 TOTAL = SHEET FLOW TO 117 PLUS 117A TO 117E

117E TOTAL = SHEET FLOW TO 117E PLUS 117EA TO 117EP

## STORM WATER OUTFALL DRAINAGE AREAS
### INTERMEDIATE GRADING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 118 | 3.45 | 17.83% |
| 119 | 24.75* | 4.55% |
| 119A | 1.08 | 4.76% |
| 119B | 0.05 | 10.52% |
| 119C | 0.94 | 24.44% |
| 119D | 0.89 | 19.51% |
| 119E | 0.04 | 11.11% |
| 119F | 0.11 | 15.00% |
| 119G | 1.17 | 12.73% |
| 119H | 7.47 | 17.56% |
| 119IA | 1.38 | 5.53% |
| 119IB | 5.36 | 3.50% |
| 119IC | 6.15 | 5.00% |
| 120 | 9.56 | 3.00% |
| 121 | 9.56 | 3.45% |
| 122 | 3.35 | 4.60% |
| 123 | 0.19 | 7.30% |
| 124 | 0.81 | 4.60% |

## STORM WATER OUTFALL DRAINAGE AREAS
### FINAL GRADING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| | | |
| 37 | 1.39 | 6.51% |
| 38 | 0.52 | 5.80% |
| | | |
| 40 | 0.96 | 2.74% |
| 41 | 0.15 | 2.00% |
| 51 | 0.12 | 3.77% |
| 56 | 21.79* | 2.30% |
| 56B | 8.66 | 12.13% |
| 56C | 4.77 | 24.25% |
| 56D | 7.70 | 25.64% |
| 58 | 2.88 | 17.83% |
| 60 | 0.99 | 29.67% |
| | | |
| | | |
| 100 | 4.03 | 0.50% |
| 101 | 0.05 | 0.50% |
| 102 | 57.72* | 0.70% |
| 102A | 0.12 | 0.70% |
| 102B | 0.22 | 0.70% |
| 102C | 0.20 | 1.67% |
| 102D | 0.41 | 1.75% |
| 102E | 0.26 | 1.67% |
| 102F | 0.04 | 1.50% |
| 102G | 1.46 | 16.69% |
| 102H | 2.45 | 16.40% |
| 102I | 0.13 | 1.75% |
| 102J | 2.38 | 15.00% |
| 102K | 0.29 | 1.75% |
| 102L | 1.47 | 15.00% |
| 102M | 0.07 | 0.70% |
| 102N | 0.01 | 0.70% |
| 102O | 1.08 | 2.00% |
| 102P | 0.08 | 2.00% |
| 102Q | 0.09 | 2.00% |
| 102R | 8.34 | 12.20% |
| 102S | 1.89 | 2.96% |
| 102T | 0.19 | 0.70% |
| 102U | 0.23 | 0.70% |
| 102V | 1.03 | 12.00% |
| 102W | 0.09 | 0.50% |
| 102X | 0.48 | 3.75% |
| 102Y | 0.06 | 0.50% |
| 102Z | 0.05 | 0.50% |
| 102AA | 0.42 | 3.75% |
| 102AB | 0.07 | 0.50% |
| 102AC | 0.84 | 3.75% |
| 102AD | 0.20 | 0.50% |
| | | |
| | | |
| 102AH | 0.02 | 0.50% |
| 102AI | 0.32 | 1.00% |
| 102AJ | 0.01 | 1.00% |
| 102AK | 7.35 | 2.53% |
| 102AL | 0.14 | 2.53% |
| 102AO | 0.04 | 1.00% |
| 102AP | 0.03 | 0.50% |
| 102AQ | 0.10 | 0.50% |
| 102AR | 0.41 | 1.00% |
| 102AS | 0.06 | 0.50% |
| 102AT | 0.10 | 1.00% |
| 102AU | 0.13 | 0.50% |
| 102AV | 0.07 | 1.00% |
| 102AW | 0.07 | 0.50% |
| 102AX | 0.27 | 1.00% |
| 102AY | 0.10 | 1.00% |

* - TOTAL DRAINAGE AREA, INCLUDES ALL SUB-OUTFALL.

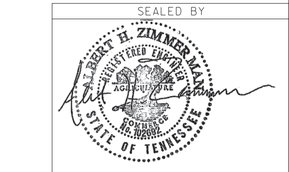
## STORM WATER OUTFALL DRAINAGE AREAS
### FINAL GRADING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 102AZ | 0.10 | 1.00% |
| 102BA | 0.34 | 2.39% |
| 102BB | 3.35 | 2.39% |
| 102BC | 0.92 | 2.39% |
| 102BD | 0.02 | 0.50% |
| 102BE | 0.10 | 0.50% |
| 102BF | 0.14 | 0.50% |
| 102BG | 0.03 | 0.50% |
| 102BH | 0.23 | 1.02% |
| 102BI | 6.36 | 1.25% |
| 102BJ | 3.72 | 1.25% |
| 102BK | 0.14 | 1.02% |
| 102BL | 0.03 | 0.50% |
| 102BM | 0.12 | 0.50% |
| 102BN | 0.15 | 0.50% |
| 102BO | 0.24 | 0.50% |
| 103 | 0.88* | 5.00% |
| 104 | 31.32* | 1.00% |
| 104A | 7.14 | 2.34% |
| 104B | 6.22 | 3.94% |
| 104C | 0.04 | 6.30% |
| 104D | 0.07 | 6.30% |
| 104E | 0.16 | 2.67% |
| 104F | 0.25 | 2.67% |
| 104G | 3.46 | 5.40% |
| 104H | 0.08 | 3.70% |
| 104I | 0.15 | 3.70% |
| 104J | 0.17 | 3.70% |
| 104K | 0.27 | 4.70% |
| 104L | 0.16 | 4.70% |
| 104M | 0.16 | 6.25% |
| 104N | 9.93 | 8.00% |
| 104O | 0.35 | 6.25% |
| 104P | 0.17 | 6.25% |
| 104Q | 0.14 | 5.30% |
| 104R | 0.10 | 2.60% |
| 104S | 0.24 | 2.60% |
| 104T | 0.49 | 2.60% |
| 104U | 0.32 | 2.60% |
| 104V | 0.23 | 3.57% |
| 104W | 0.31 | 9.70% |
| 105 | 0.32 | 5.52% |
| 106 | 0.67 | 5.80% |
| 107 | 3.81 | 28.91% |
| 108 | 0.09 | 5.53% |
| 109 | 0.11 | 5.53% |
| 110 | 1.39 | 5.53% |
| 111 | 1.05 | 7.09% |
| 112 | 4.11 | 5.53% |
| 113 | 0.18 | 5.53% |
| 114 | 0.45 | 6.00% |
| 115 | 0.94* | 5.53% |
| 115A | 0.66 | 5.53% |
| 116 | 4.42 | 5.53% |

## STORM WATER OUTFALL DRAINAGE AREAS
### FINAL GRADING STAGE

| OUTFALL NO. | DRAINAGE AREA ACRES | AVERAGE SLOPE OF D.A. % |
|---|---|---|
| 117 | 22.38* | 5.53% |
| 117A | 0.06 | 5.53% |
| 117B | 3.24 | 5.53% |
| 117C | 0.13 | 5.53% |
| 117D | 2.87 | 14.89% |
| 117E | 10.81* | 5.53% |
| 117EA | 0.45 | 5.53% |
| 117EB | 0.07 | 5.53% |
| 117EC | 5.46 | 18.00% |
| 117ED | 0.39 | 5.00% |
| 117EE | 0.06 | 5.00% |
| 117EF | 0.38 | 5.00% |
| 117EG | 0.63 | 5.00% |
| 117EH | 0.02 | 5.00% |
| 117EI | 0.01 | 12.00% |
| 117EJ | 1.43 | 15.47% |
| 117EK | 0.07 | 5.00% |
| 117EL | 0.10 | 15.47% |
| 117EM | 0.81 | 8.00% |
| 117EN | 0.10 | 5.00% |
| 117EO | 0.27 | 5.00% |
| 117EP | 0.56 | 5.00% |
| 118 | 3.45 | 17.83% |
| 119 | 24.75* | 4.55% |
| 119A | 1.08 | 4.76% |
| 119B | 0.05 | 10.52% |
| 119C | 0.94 | 24.44% |
| 119D | 0.89 | 19.51% |
| 119E | 0.04 | 11.11% |
| 119F | 0.11 | 15.00% |
| 119G | 1.17 | 12.73% |
| 119H | 7.47 | 17.56% |
| 119IA | 1.38 | 5.53% |
| 119IB | 5.36 | 3.50% |
| 119IC | 6.15 | 5.00% |
| 120 | 9.56 | 3.00% |
| 121 | 5.14 | 3.45% |
| 122 | 3.35 | 4.60% |
| 123 | 0.19 | 7.30% |
| 124 | 0.81 | 4.60% |

SEALED BY




7-18-2025

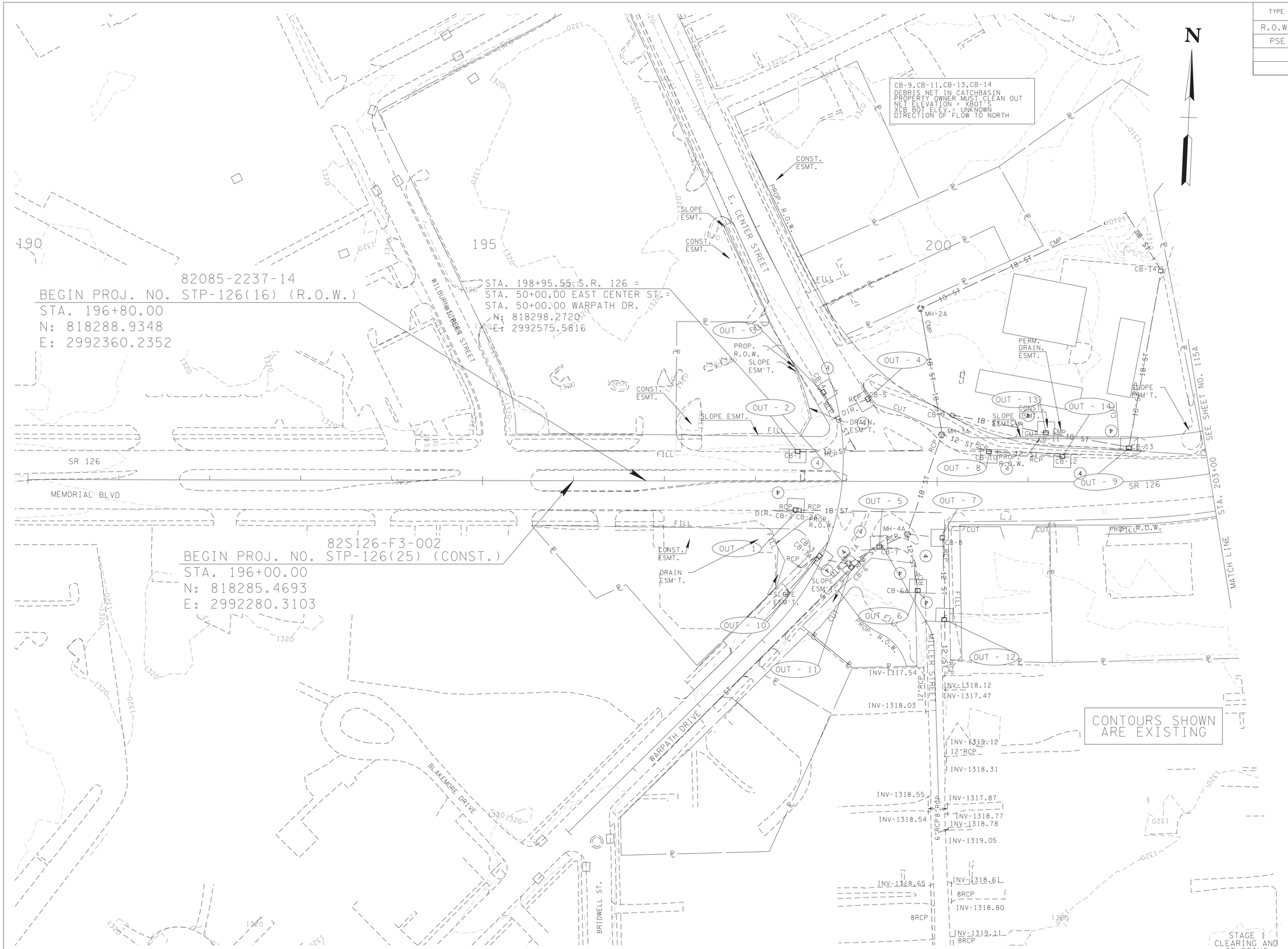
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION AND SEDIMENT CONTROL LEGEND & TABULATION

7/17/2025 8:30:53 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\114A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26B |
| PSE | 2025 | STP-126(25) | 115 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.190+00 TO STA.203+00

SCALE: 1"=50'

7/17/2025 8:32:20 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26C |
| PSE | 2025 | STP-126(25) | 115A |
| | | | |
| | | | |

N

STA. 208+38.36
END WWC-01 &
BEGIN STR-01

STR-01

WWC-01

OUT - 64

STA. 208+78.59 S.R. 126 =
STA. 50+00.00 CONWAY DR.

205

210

215

END WTL-01
IMPACT
STA. 207+82.14

BEGIN WTL-01
IMPACT
STA. 207+77.43

WTL-01

PARKERSON DRIVE

WOODSIDE DRIVE

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.

WTL-02

OUT - 31

OUT - 32

OUT - 30

SEE SHEET NO. 115

MATCH LINE STA. 203+00

OUT - CWS

OUT - 19

OUT - 20

OUT - 21

OUT - 23

OUT - 24

OUT - 25

OUT - 17

OUT - 18

OUT - 22

OUT - 67

OUT - 16

OUT - 26A

OUT - 26

OUT - 28

OUT - 29

OUT - 27

SR 126

STA. 205+24.52 S.R. 126 =
STA. 50+00.00 PARKERSON DR.

STA. 203+57.99 S.R. 126 =
STA. 50+00.00 CENTRAL ST.

CONWAY DRIVE

CLOVER STREET

SEE SHEET NO. 115B

MATCH LINE STA. 216+00

NOTE:
EXISTING STORM SEWER SYSTEM FOR (OUT-24, OUT-25 & OUT-28) ARE ASSUMED TO TIE INTO EXISTING OUTLET STRUCTURE (OUT-21). (OUT-28) INCLUDES DRAINAGE AREAS FROM (OUT-27 AND OUT-29) AND SEVERAL OFFSITE PIPES.

CONTOURS SHOWN ARE EXISTING

STAGE 1
CLEARING AND
GRUBBING

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGREEVILLE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 8:32:26 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\115A.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26D |
| PSE | 2025 | STP-126(25) | 115B |
| | | | |
| | | | |




CONTOURS SHOWN ARE EXISTING

N

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.216+00 TO STA.229+00

SCALE: 1"=50'

STAGE 1
CLEARING AND GRUBBING

7/17/2025 8:32:35 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26E |
| PSE | 2025 | STP-126(25) | 115C |
| | | | |
| | | | |




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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.229+00 TO STA.241+00

SCALE: 1"=50'

7/17/2025 8:32:43 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\115C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26F |
| PSE | 2025 | STP-126(25) | 115D |
| | | | |
| | | | |

N

MATCH LINE STA. 241+00 SEE SHEET NO. 115C

SEE SHEET NO. 115E STA. 254+00 MATCH LINE

HEATHER LANE

HAWTHORNE STREET

BUSBEE STREET

SOUTH HAWTHORNE STREET

STRATFORD ROAD

MILTON COURT

KITE STREET

S.R. 126

OUT - 44 · OUT - 43 · OUT - 45 · OUT - 46 · OUT - 47 · OUT - 48 · OUT - 49 · OUT - 50 · OUT - 51 · OUT - 52 · OUT - 53 · OUT - 55

CB-42 · CB-43 · CB-44 · CB-45 · CB-46 · CB-47 · CB-48 · CB-49 · CB-50 · CB-51 · CB-52 · CB-53 · CB-54 · CB-55

INV-1432.08 24"RCP INV-1434.46 FILL INV-1441.46

WWC-04

INV-1445.24 12"ST RCP

TEMPORARY DEWATERING STRUCTURE (84 CY)

7' OF (2) 24" CMP "TO BE REMOVED"

68' OF (2) 24" RCP "TO BE REMOVED"

STR-02 72' OF 24" CMP INV-1450.98

INV-1444.90 INV-1444.40

END STR-02 IMPACT STA. 244+13.88

130' OF 48" STORM CMP "TO REMAIN"

116' OF 48" STORM CMP "TO REMAIN"

STA. 242+36.48 S.R. 126= STA. 50+00.00 STRATFORD RD.

INV=1446.75 12"RCP INV-1448.64

RCP 24"ST

END WTL-04a IMPACT STA. 250+27.15

BEGIN WTL-04a IMPACT STA. 250+34.61

INV-1490.09 12"RCP INV-1487.89

INV-1470.49 24"RCP

BEGIN WTL-04b IMPACT STA. 250+00.26

INV-1474.16 INV-1467.85 WTL-04b

END WTL-04b IMPACT STA.249+67.76

20' OF 24" RCP "TO BE REMOVED"

14' OF 24" RCP "TO BE REMOVED"

INV-1471.98 INV-1471.88

INV-1481.62 INV-1477.03

205' OF 18" RCP STORM SEWER "TO BE REMOVED"

STA. 248+88.97 S.R. 126= STA. 50+00.00 HEATHER LN./ MILTON CT.

INV-1485.14 INV-1488.69 INV-1488.54 INV-1481.69 INV-1489.22

INV-1494.01 8" CMP INV-1497.50

STR-02 WTL-05 STR-02 WTL-04c

PROPOSED RIP-RAP NOTE:

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

EMBEDDING OF STRUCTURES NOTE:

DURING CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURES, THE CONTRACTOR SHALL GATHER COURSE ALLUVIAM FROM PORTIONS OF THE STREAM CHANNEL THAT IS BEING EXCAVATED OR FILLED, AND STOCKPILE THE MATERIALS IN A NON-WETLAND/AQUATIC SITE. FOLLOWING THE INSTALLATION OF THE STRUCTURE, THE STOCKPILED ALLUVIAM SHALL BE BACK-FILLED WITHIN THE STRUCTURE TO SATISFY THE REQUIRED EMBEDMENT DEPTH AS DEPICTED IN THE PLANS. WHEN THESE MATERIALS ARE NOT SUFFICIENT TO PROVIDE THE REQUIRED EMBEDMENT DEPTH, THE REMAINDER OF THE FILL FOR EMBEDMENT WILL BE COMPRISED OF MATERIALS THAT ARE APPROXIMATELY THE SAME SIZE AND COMPOSITION AS THE UPSTREAM AND DOWNSTREAM CHANNEL MATERIALS. THE STANDARD DRAWING FOR SUBSTRATE RESTORATION D-NSD-30 SHOULD BE USED.

SINGLE BARREL STRUCTURES NOTE:

"LOW FLOW" CHANNEL WITH SINGLE BARREL EMBEDDED STRUCTURE. THE STREAM AT THE INLET AND OUTLET OF PROPOSED EMBEDDED STREAM CONVEYANCE STRUCTURES SHALL BE RESTORED TO THE PRECONSTRUCTION STREAM CHANNEL CROSS-SECTION MATCHING THE CHANNEL BOTTOM WIDTH AND BANK HEIGHT AND WIDTH. THE RESTORED STREAM CHANNEL WILL BE CONSTRUCTED FROM THE EXCAVATED STREAM AND STREAM BANK MATERIALS, OR OTHER MATERIALS IF SPECIFIED, ONCE THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE IS COMPLETE. REFER TO THE "EMBEDDING OF STRUCTURES" NOTE FOR SPECIFICATIONS OF EXCAVATED STREAM MATERIALS TO BE USED, IF APPLICABLE. WHEN RECONSTRUCTING THE STREAM BANK, USE A COIR FIBER ROLL AT THE TOE OF THE BANK TO PROVIDE BANK STABILITY WHILE NATIVE VEGETATION ESTABLISHES. STANDARD DRAWING D-NSD-33 MUST BE USED FOR COIR FIBER ROLL INSTALLATION. STREAM BANK MATERIALS EXCAVATED DURING THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, OR OTHER MATERIALS IF SPECIFIED, SHOULD BE USED WHEN RECONSTRUCTING THE STREAM BANK ONCE THE STRUCTURE IS COMPLETE. NATIVE SEED MIXTURES AS SPECIFIED IN STANDARD DRAWING STD-17-20 SHALL BE PLANTED ONCE THE BANK CONSTRUCTION IS COMPLETE.

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-02,WTL-03c WTL-04c,WTL-04b OR WWC-05 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

STR-02 CONSTRUCTION SEQUENCING:

INSTALL DEWATERING STRUCTURE AT SR-126 STA. 247+50 AS SHOWN. INSTALL FIELD ENTRANCE CULVERT PIPES AND ENDWALLS AT SR-126 RT. STA. 244+90.20 AND STA. 245+84.70. CONSTRUCT AND PERMANENTLY STABILIZE RELOCATED STR-02 BETWEEN SR-126 STA. 244+13.88 AND STA. 246+33. INSTALL PERIMETER EPSC MEASURES ALONG PORTIONS OF STR-02 THAT WILL NOT BE IMPACTED THIS STAGE. AFTER STR-02 HAS BEEN PERMANENTLY STABILIZED UP SR-126 RT. STA. 246+33, BEGIN CONSTRUCTING SR-126 STA. 247+75 OUTLET ENDWALL (RT) AND CROSS DRAIN CULVERT PIPE. USE PUMP AROUND TO MAINTAIN STR-02 FLOW.

CONTOURS SHOWN ARE EXISTING

STAGE 1 CLEARING AND GRUBBING

SEALED BY

ROBERT H. ZIMMERMAN REGISTERED ENGINEER AGRICULTURE No. 115157 STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

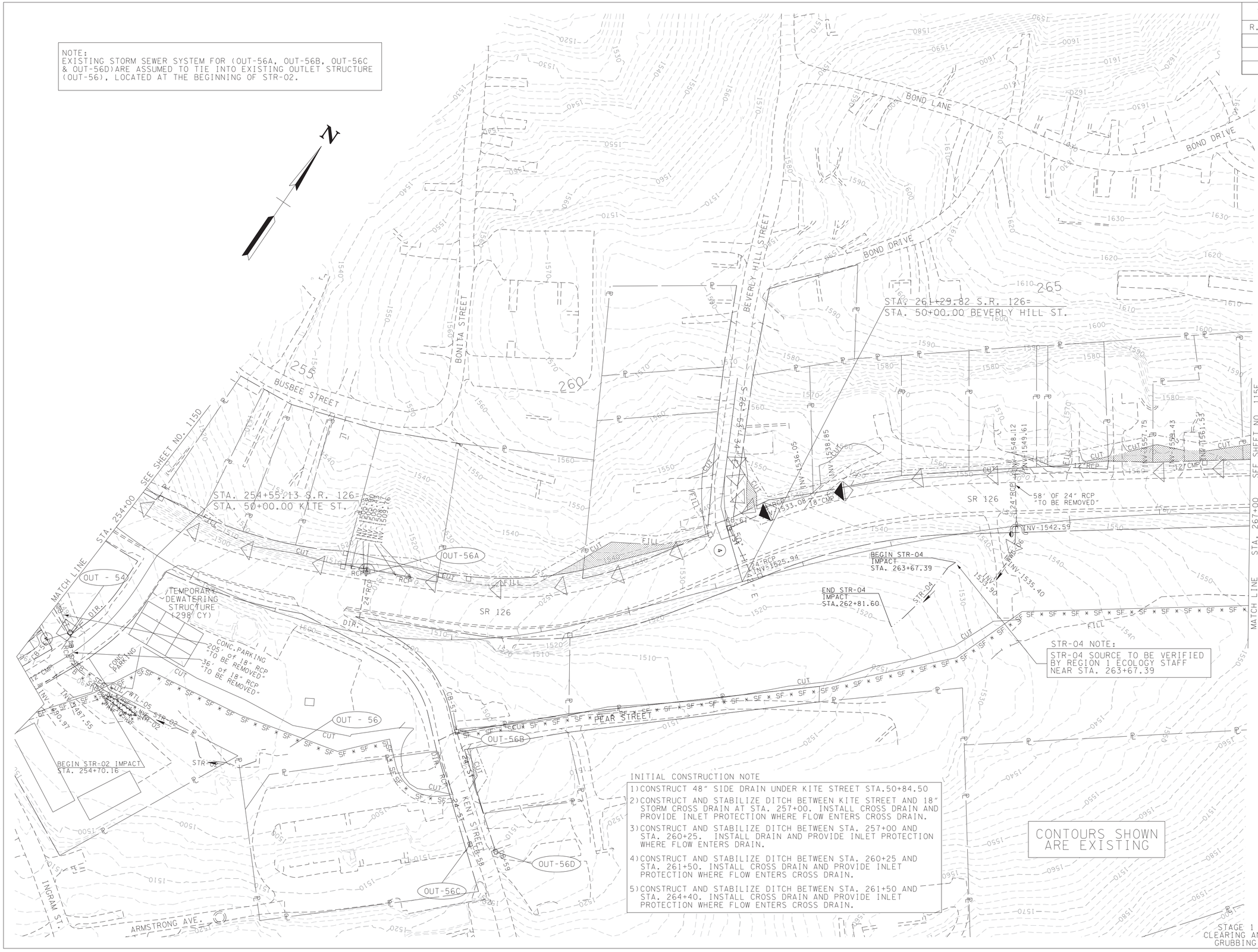
STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 8:32:49 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\150.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26G |
| PSE | 2025 | STP-126(25) | 115E |
| | | | |
| | | | |

NOTE:
EXISTING STORM SEWER SYSTEM FOR (OUT-56A, OUT-56B, OUT-56C & OUT-56D)ARE ASSUMED TO TIE INTO EXISTING OUTLET STRUCTURE (OUT-56), LOCATED AT THE BEGINNING OF STR-02.




SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSION OF TENNESSEE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

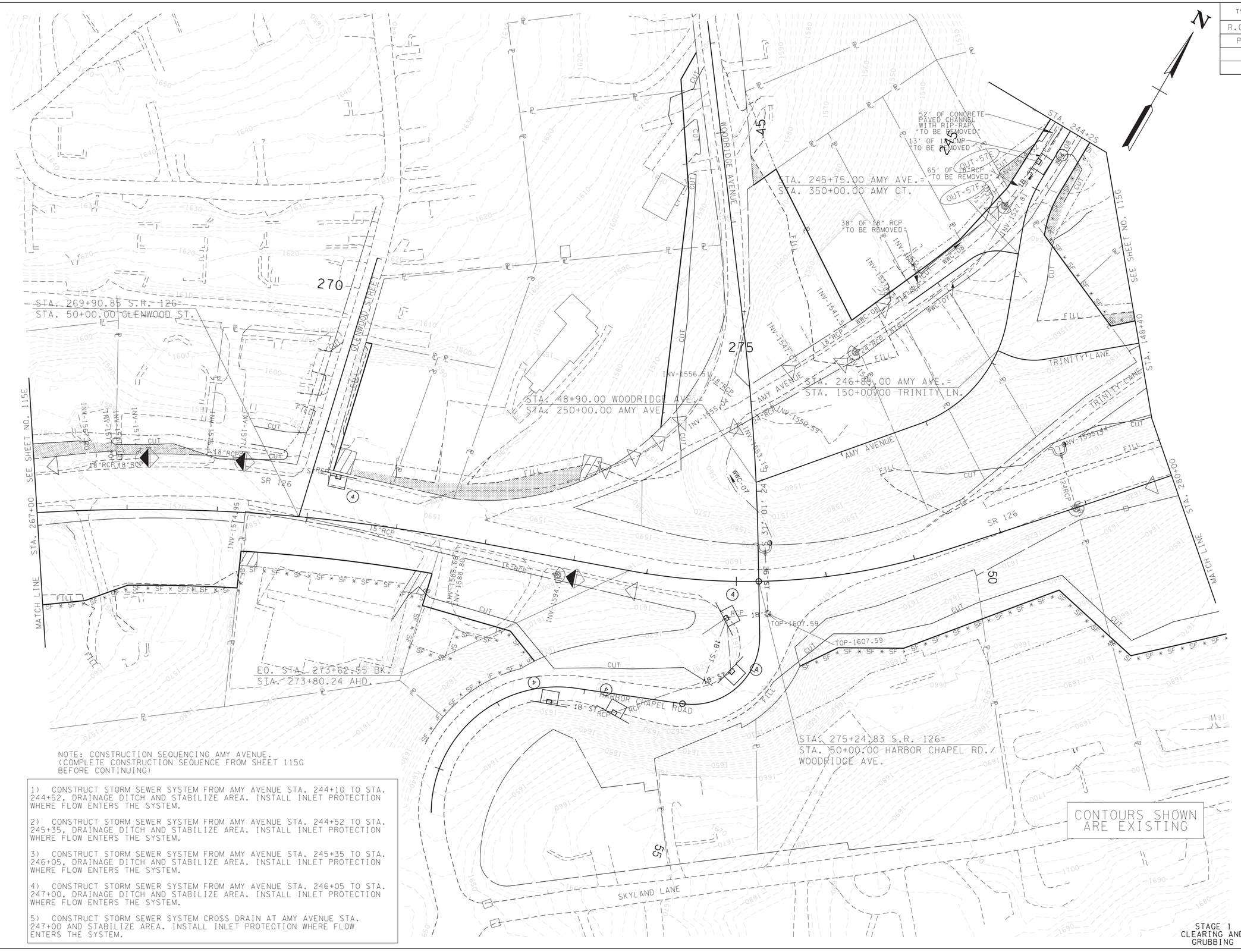
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 8:32:55 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115E.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26H |
| PSE | 2025 | STP-126(25) | 115F |
| | | | |
| | | | |




NOTE: CONSTRUCTION SEQUENCING AMY AVENUE.
(COMPLETE CONSTRUCTION SEQUENCE FROM SHEET 115G BEFORE CONTINUING)

1) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+10 TO STA. 244+52, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+52 TO STA. 245+35, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 245+35 TO STA. 246+05, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 246+05 TO STA. 247+00, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

5) CONSTRUCT STORM SEWER SYSTEM CROSS DRAIN AT AMY AVENUE STA. 247+00 AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

CONTOURS SHOWN ARE EXISTING

STAGE 1
CLEARING AND GRUBBING

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
& INDUSTRY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 2:47:45 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\115F.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26I |
| PSE | 2025 | STP-126(25) | 115G |
| | | | |
| | | | |

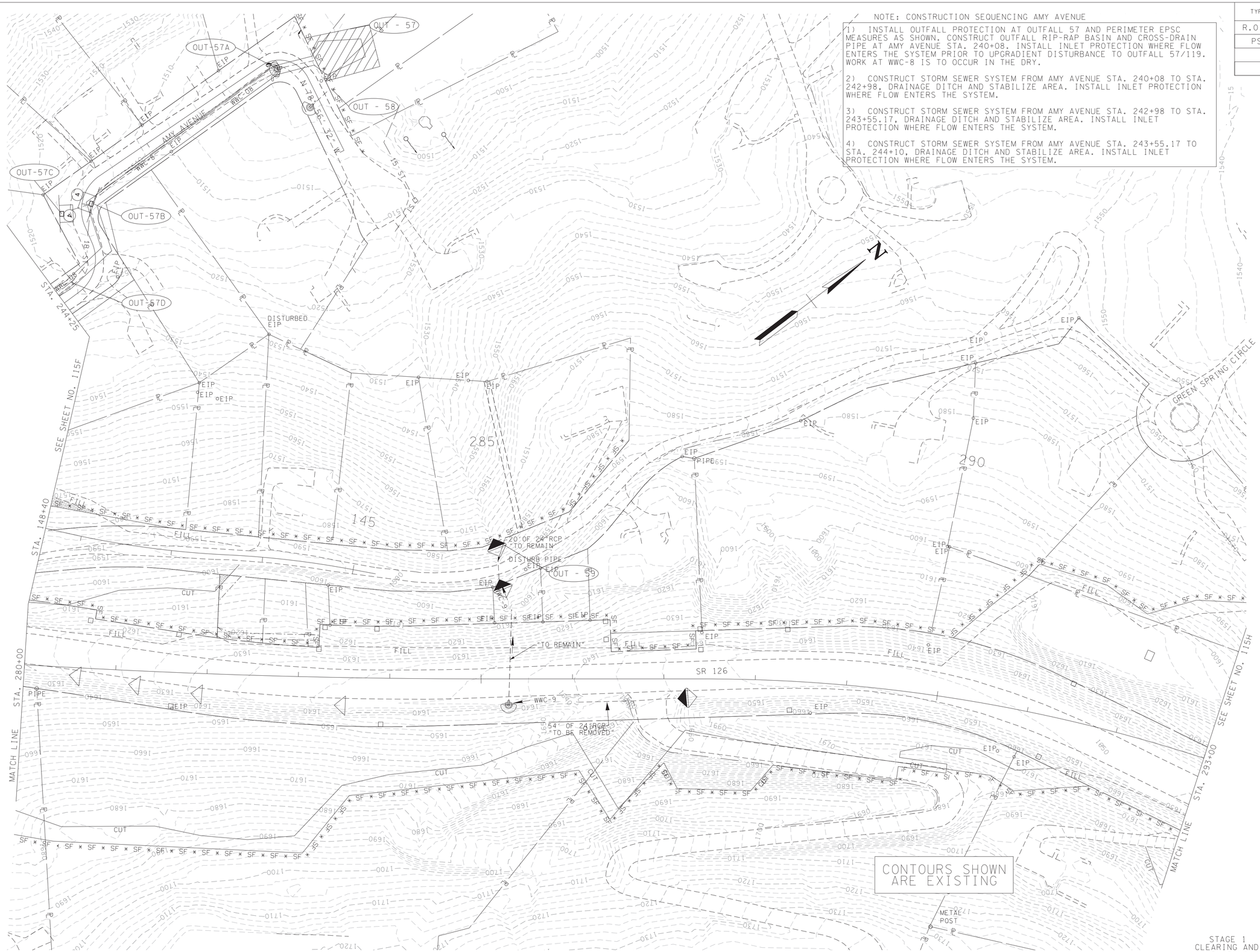
NOTE: CONSTRUCTION SEQUENCING AMY AVENUE

1) INSTALL OUTFALL PROTECTION AT OUTFALL 57 AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT OUTFALL RIP-RAP BASIN AND CROSS-DRAIN PIPE AT AMY AVENUE STA. 240+08. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 57/119. WORK AT WWC-8 IS TO OCCUR IN THE DRY.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 240+08 TO STA. 242+98, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 242+98 TO STA. 243+55.17, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 243+55.17 TO STA. 244+10, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.




STAGE 1
CLEARING AND
GRUBBING

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

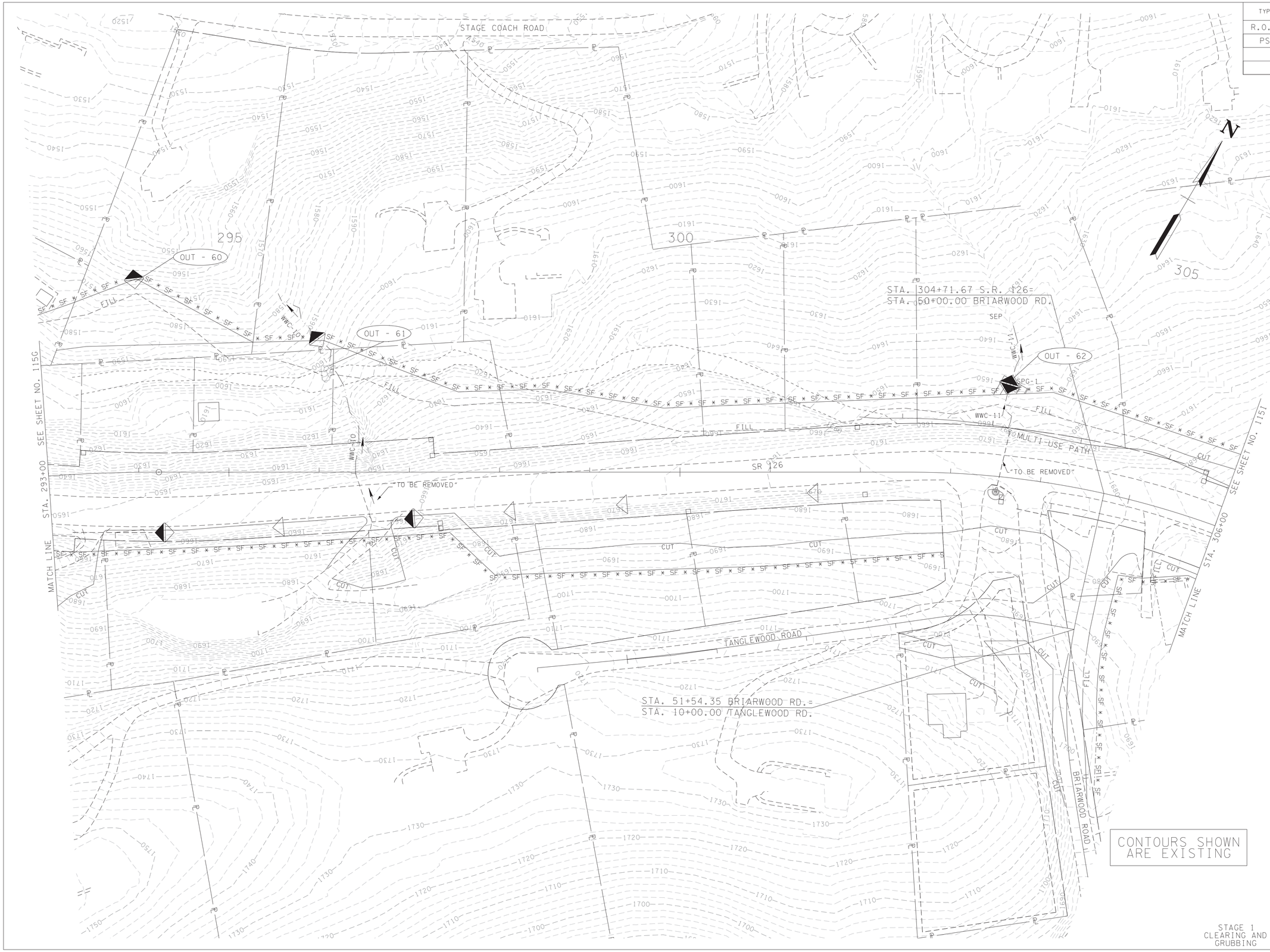
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:33:05 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115G.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26J |
| PSE | 2025 | STP-126(25) | 115H |
| | | | |
| | | | |




CONTOURS SHOWN ARE EXISTING

STAGE 1
CLEARING AND GRUBBING

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102002
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.293+00 TO STA.306+00

SCALE: 1"=50'

7/17/2025 8:33:11 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115H.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26K |
| PSE | 2025 | STP-126(25) | 115I |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

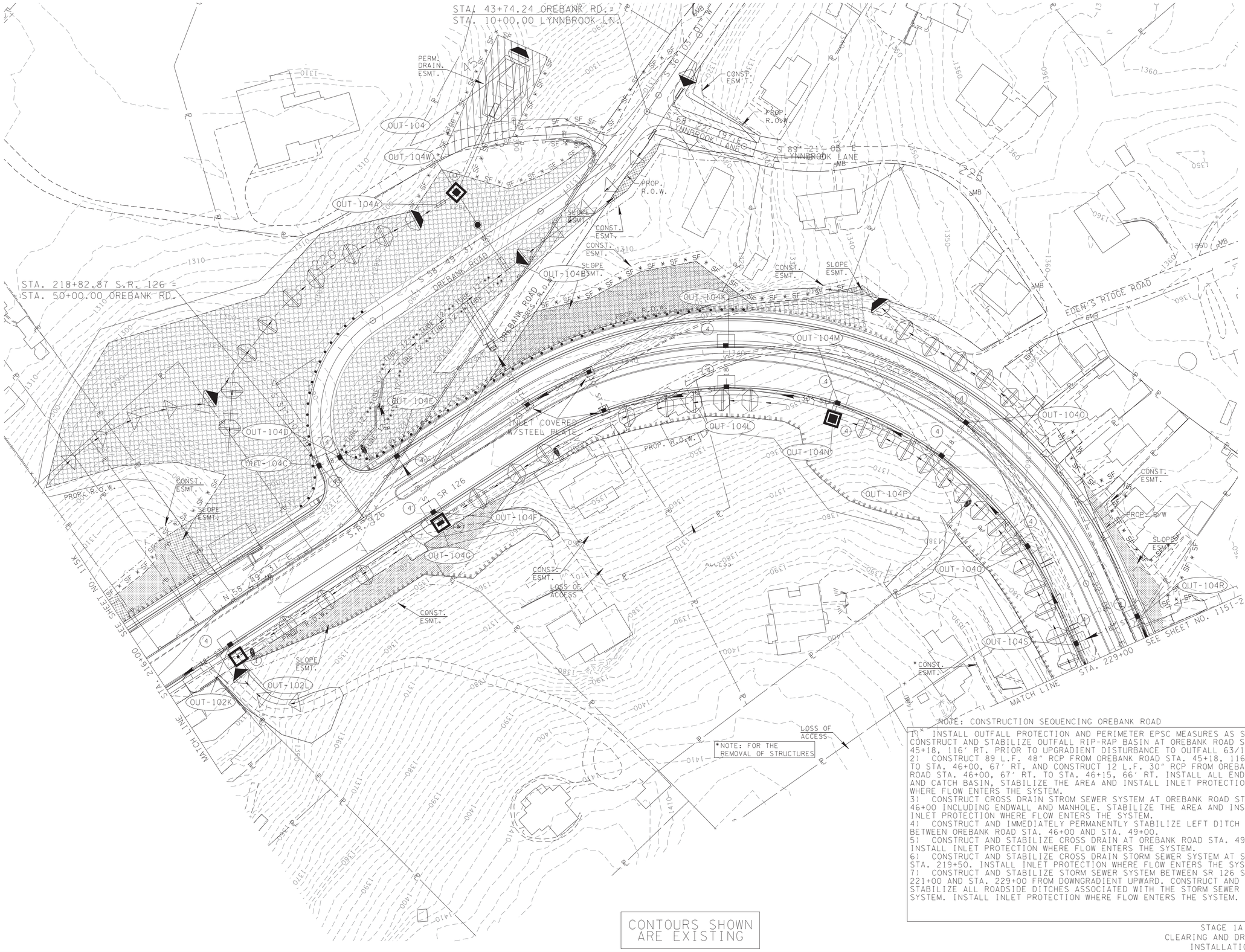
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.306+00 TO STA.319+00

SCALE: 1"=50'

7/17/2025 8:33:16 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\115i.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26D |
| PSE | 2025 | STP-126(25) | 115I-1 |
| | | | |
| | | | |




N

NOTE: CONSTRUCTION SEQUENCING OREBANK ROAD

1) INSTALL OUTFALL PROTECTION AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT AND STABILIZE OUTFALL RIP-RAP BASIN AT OREBANK ROAD STA. 45+18, 116' RT. PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 63/104.
2) CONSTRUCT 89 L.F. 48" RCP FROM OREBANK ROAD STA. 45+18, 116' RT. TO STA. 46+00, 67' RT. AND CONSTRUCT 12 L.F. 30" RCP FROM OREBANK ROAD STA. 46+00, 67' RT. TO STA. 46+15, 66' RT. INSTALL ALL ENDWALLS AND CATCH BASIN, STABILIZE THE AREA AND INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
3) CONSTRUCT CROSS DRAIN STROM SEWER SYSTEM AT OREBANK ROAD STA. 46+00 INCLUDING ENDWALL AND MANHOLE. STABILIZE THE AREA AND INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
4) CONSTRUCT AND IMMEDIATELY PERMANENTLY STABILIZE LEFT DITCH BETWEEN OREBANK ROAD STA. 46+00 AND STA. 49+00.
5) CONSTRUCT AND STABILIZE CROSS DRAIN AT OREBANK ROAD STA. 49+28. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
6) CONSTRUCT AND STABILIZE CROSS DRAIN STORM SEWER SYSTEM AT SR 126 STA. 219+50. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
7) CONSTRUCT AND STABILIZE STORM SEWER SYSTEM BETWEEN SR 126 STA. 221+00 AND STA. 229+00 FROM DOWNGRADIENT UPWARD. CONSTRUCT AND STABILIZE ALL ROADSIDE DITCHES ASSOCIATED WITH THE STORM SEWER SYSTEM. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

CONTOURS SHOWN ARE EXISTING

STAGE 1A
CLEARING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102009
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.216+00 TO STA.229+00

SCALE: 1"=50'

7/17/2025 8:33:23 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115I-1.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26E |
| PSE | 2025 | STP-126(25) | 11512 |
| | | | |
| | | | |

NOTE: CONSTRUCTION SEQUENCING OREBANK ROAD

8) CONSTRUCT AND STABILIZE STORM SEWER SYSTEM BETWEEN SR 126 STA. 229+00 AND STA. 232+00 FROM DOWNGRADIENT UPWARD. CONSTRUCT AND STABILIZE ALL ROADSIDE DTICHES ASSOCIATED WITH THE STORM SEWER SYSTEM. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

STA. 240+62.85 S.R.126 46.9' LT.
STA. 30+00.00 RAMP C

STA. 235+36.51 S.R.126
STA. 40+00.00 RAMP D

STA. 234+52.41 S.R.126
STA. 20+00.00 RAMP B

STA. 239+71.42 S.R.126
STA. 10+00.00 RAMP A

STA. 233+53.13 S.R.126
STA. 50+00.00 HILLCREST DR.

SEE SHEET NO. 115I-1

MATCH LINE STA. 229+00

SEE SHEET NO. 115I-2

MATCH LINE STA. 241+00

*NOTE: FOR THE REMOVAL OF STRUCTURES

INITIAL DITCH CONSTRUCTION NOTE

CONSTRUCT 2 FT DITCH STA. 229+00 - STA. 233+00 RT INCLUDING PERMANENT STABILIZATION (RIP-RAP) GRADE TO DRAIN AT 20:1

CONTOURS SHOWN ARE EXISTING

SEALED BY

BERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.229+00 TO STA.241+00

SCALE: 1"=50'

STAGE 1A
CLEARING AND DRAINAGE INSTALLATION

7/17/2025 8:33:34 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115I-2.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26H |
| PSE | 2025 | STP-126(25) | 1151 |
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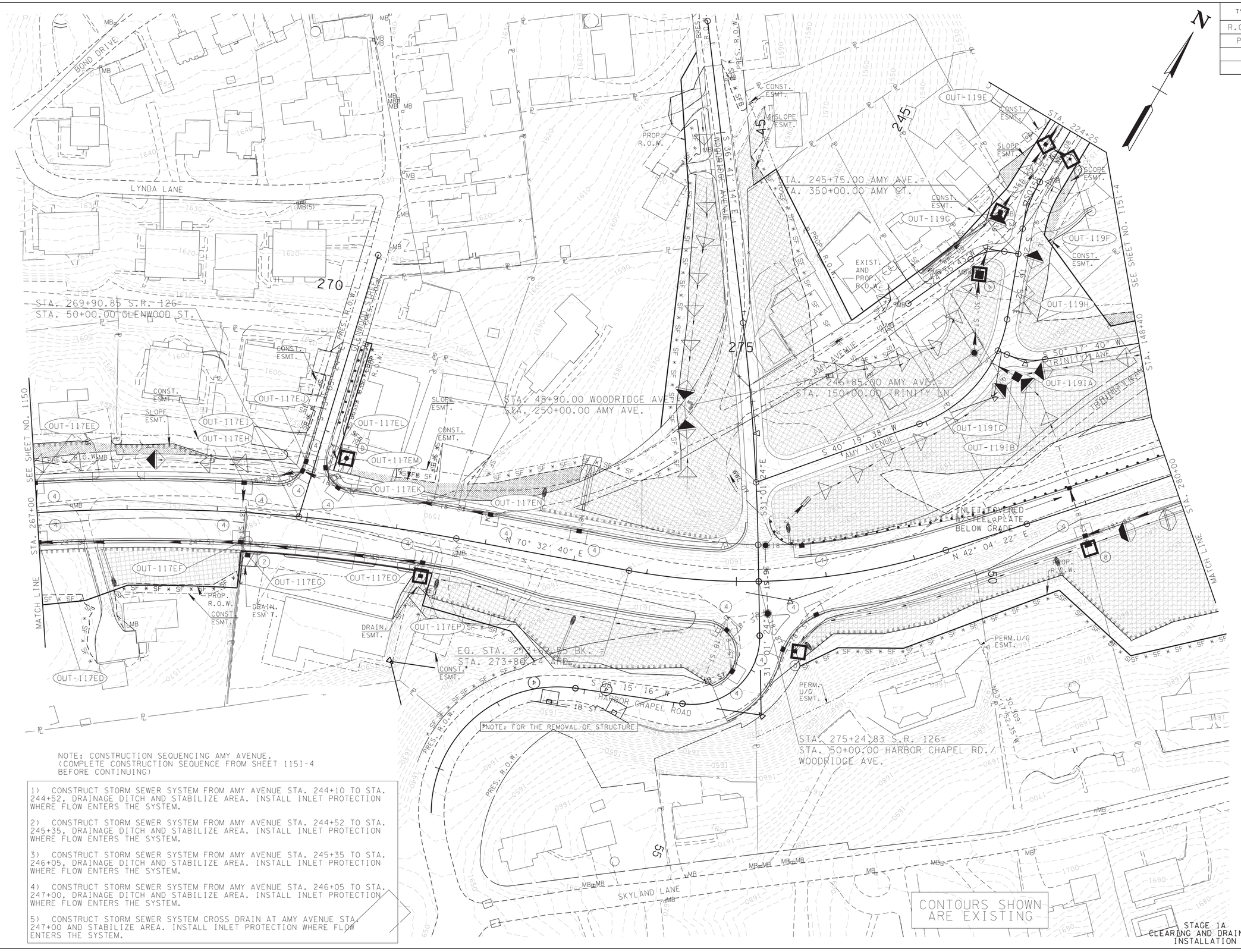
| | | | |




NOTE: CONSTRUCTION SEQUENCING AMY AVENUE.
(COMPLETE CONSTRUCTION SEQUENCE FROM SHEET 1151-4 BEFORE CONTINUING)

1) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+10 TO STA. 244+52, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+52 TO STA. 245+35, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 245+35 TO STA. 246+05, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 246+05 TO STA. 247+00, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

5) CONSTRUCT STORM SEWER SYSTEM CROSS DRAIN AT AMY AVENUE STA. 247+00 AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

SEALED BY

ALBERT H. ZIMMERMAN III
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
BOWLING GREEN, KENTUCKY
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.267+00 TO STA.280+00

SCALE: 1"=50'

STAGE 1A
CLEARING AND DRAINAGE INSTALLATION

7/17/2025 2:50:08 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\1151-3.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26I |
| PSE | 2025 | STP-126(25) | 1151A |
| | | | |
| | | | |

NOTE: CONSTRUCTION SEQUENCING AMY AVENUE

1) INSTALL OUTFALL PROTECTION AT OUTFALL 57 AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT OUTFALL RIP-RAP BASIN AND CROSS-DRAIN PIPE AT AMY AVENUE STA. 240+08. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 57/119. WORK AT WWC-8 IS TO OCCUR IN THE DRY.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 240+08 TO STA. 242+98, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 242+98 TO STA. 243+55.17, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 243+55.17 TO STA. 244+10, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

OUT-119
OUT-119A
OUT-119B
OUT-119C
OUT-119D
OUT - 58
OUT-120
PERM. DRAIN. ESMT.
PRES. R.O.W.
AMY AVENUE
S 35° 07' 36" W
WWC-8
15" ST
SHILOAH
STA. 244+25
SEE SHEET NO. 1151-3
285
290
145
GREEN SPRING CIRCLE
PSE ESMT.
CONST. ESMT.
SLOPE ESMT.
PROP. R.O.W.
TRENTON LANE
S 48° 00' 37" W
S 40° 17' 23" W
STA. 148+40
20" OF 24" RCP TO REMAIN
WWC-9
24" RCP
54' OF 24" RCP TO BE REMOVED
UNECONOMIC REMNANT
N37°22'21"E
SR 126
S.R. 126
RET. WALL #3
N 42° 04' 22" W
N59° 24' 06" E
STA. 280+00
MATCH LINE
SEE SHEET NO. 115R
STA. 293+00
CMB

CONTOURS SHOWN ARE EXISTING

STAGE 1A
CLEARING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSIONER OF AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:33:50 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\151-4.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26B |
| PSE | 2025 | STP-126(25) | 115J |
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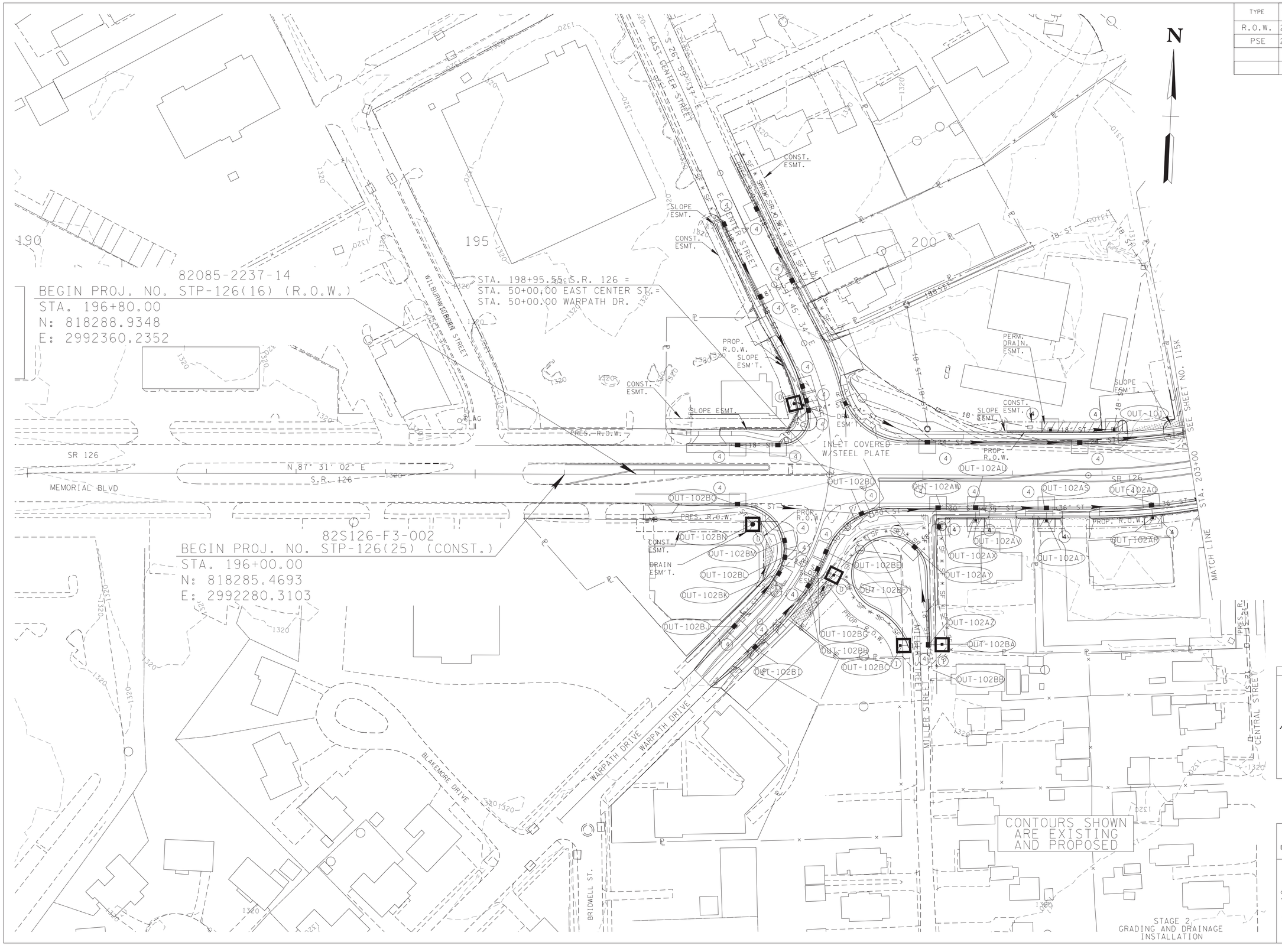



SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

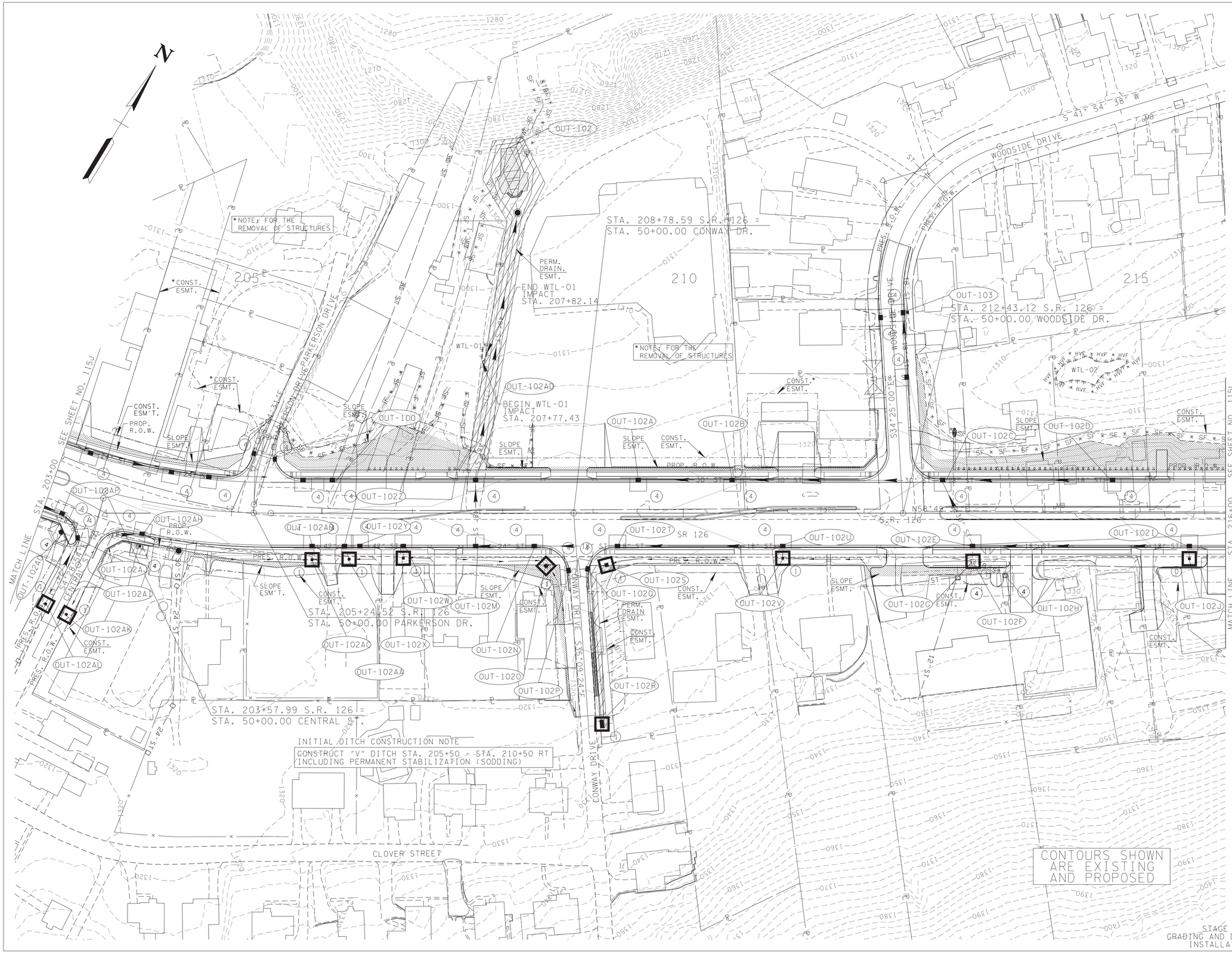
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.190+00 TO STA.203+00

SCALE: 1"=50'

7/17/2025 8:34:01 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115J.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26C |
| PSE | 2025 | STP-126(25) | 115K |
| | | | |
| | | | |




STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 8:34:07 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115K.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26D |
| PSE | 2025 | STP-126(25) | 115L |
| | | | |
| | | | |

STA. 43+74.24 OREBANK RD. =
STA. 10+00.00 LYNNBROOK LN.

STA. 218+82.87 S.R. 126 =
STA. 50+00.00 OREBANK RD.

N

NOTE: CONSTRUCTION SEQUENCING OREBANK ROAD

1) INSTALL OUTFALL PROTECTION AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT AND STABILIZE OUTFALL RIP-RAP BASIN AT OREBANK ROAD STA. 45+18, 116' RT. PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 63/104.
2) CONSTRUCT 89 L.F. 48" RCP FROM OREBANK ROAD STA. 45+18, 116' RT. TO STA. 46+00, 67' RT. AND CONSTRUCT 12 L.F. 30" RCP FROM OREBANK ROAD STA. 46+00, 67' RT. TO STA. 46+15, 66' RT. INSTALL ALL ENDWALLS AND CATCH BASIN, STABILIZE THE AREA AND INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
3) CONSTRUCT CROSS DRAIN STROM SEWER SYSTEM AT OREBANK ROAD STA. 46+00 INCLUDING ENDWALL AND MANHOLE. STABILIZE THE AREA AND INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
4) CONSTRUCT AND IMMEDIATELY PERMANENTLY STABILIZE LEFT DITCH BETWEEN OREBANK ROAD STA. 46+00 AND STA. 49+00.
5) CONSTRUCT AND STABILIZE CROSS DRAIN AT OREBANK ROAD STA. 49+28. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
6) CONSTRUCT AND STABILIZE CROSS DRAIN STORM SEWER SYSTEM AT SR 126 STA. 219+50. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
7) CONSTRUCT AND STABILIZE STORM SEWER SYSTEM BETWEEN SR 126 STA. 221+00 AND STA. 229+00 FROM DOWNGRADIENT UPWARD. CONSTRUCT AND STABILIZE ALL ROADSIDE DITCHES ASSOCIATED WITH THE STORM SEWER SYSTEM. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

CONTOURS SHOWN ARE EXISTING

STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.216+00 TO STA.229+00

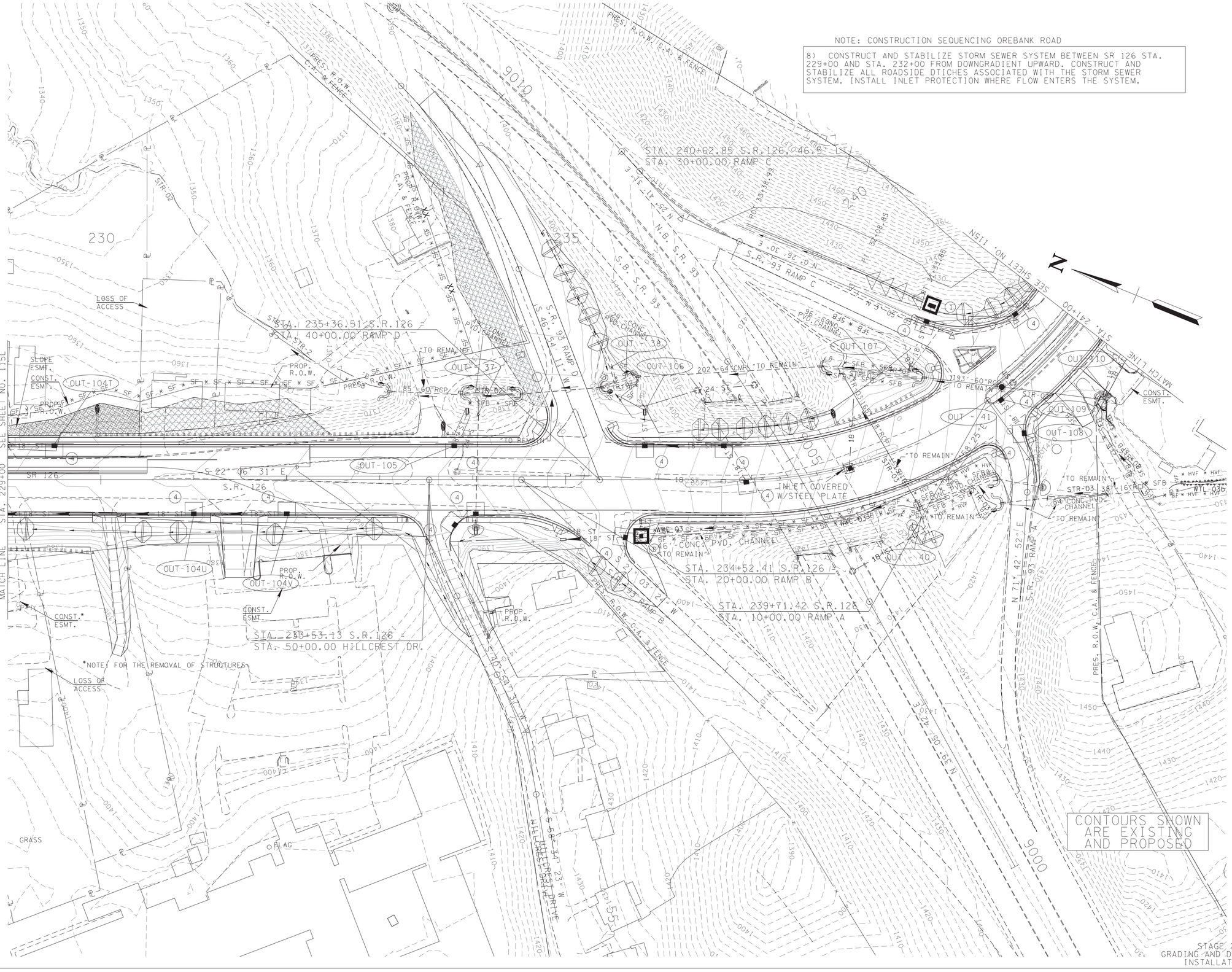
SCALE: 1"=50'

7/17/2025 8:34:15 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115L.sht

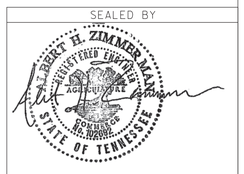
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26E |
| PSE | 2025 | STP-126(25) | 115M |
| | | | |
| | | | |

NOTE: CONSTRUCTION SEQUENCING OREBANK ROAD

8) CONSTRUCT AND STABILIZE STORM SEWER SYSTEM BETWEEN SR 126 STA. 229+00 AND STA. 232+00 FROM DOWNGRADIENT UPWARD. CONSTRUCT AND STABILIZE ALL ROADSIDE DTICHES ASSOCIATED WITH THE STORM SEWER SYSTEM. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.




SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.229+00 TO STA.241+00

SCALE: 1"=50'

STAGE 2
GRADING AND DRAINAGE INSTALLATION

7/17/2025 8:34:28 AM
N:\350 - SR 126 Sullivan County\105467-03-Construction-Roadway\115M.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26F |
| PSE | 2025 | STP-126(25) | 115N |
| | | | |
| | | | |

N

SEE SHEET NO. 115M

STA. 241+00

SEE SHEET NO. 1150

STA. 254+00

MATCH LINE

MATCH LINE

HEATHER LANE

HAWTHORNE STREET

BUSBEE STREET

SOUTH HAWTHORNE STREET

KITCHEN STREET

STRATFORD ROAD

OUT-51

OUT-123

OUT-114

OUT-116

OUT-111

OUT-112

OUT-115

OUT-115A

SLOPE ESM'T.

GRASS

CONST. ESM'T.

FLAG GRASS

MACHINED RIP-RAP CLASS C

PRES. R.O.W.

PROP. R.O.W.

PERM. DRAIN. ESM'T.

CB-46

CB-45

CB-44

STR-02

STR-02 48" ST

STR-03

STR-03 18" ST

S74°58'25"E

S.R. 126

INV-1450.96

END STR-02 IMPACT
STA. 244+13.88

130' OF 48" STORM CMP "TO REMAIN"

116' OF 48" STORM CMP "TO REMAIN"

STA. 242+38.48 S.R. 126=
STA. 50+00.00 STRATFORD RD.

STA. 248+88.97 S.R. 126=
STA. 50+00.00 HEATHER LN. & MILTON CT.

LOSS OF ACCESS

205' OF 48" RCP STORM SEWER "TO BE REMOVED"

*NOTE: FOR THE REMOVAL OF STRUCTURES

GRASS/TREES

S39°50'16"W 1538.12'

INITIAL DITCH CONSTRUCTION NOTE

STR-02 SEQUENCING:
PRIOR TO CONSTRUCTION OF THE NEW PIPES CARRYING STR-02, CONSTRUCT A TEMPORARY DITCH BETWEEN STA. 248+50 AND 251+50 RT., INCLUDING 72 LIN FT OF 36 INCH TEMPORARY PIPE UNDER MILTON CT. BETWEEN STA. 247+50 AND STA. 248+50 RT. CONSTRUCT PART WIDTH PROP. SR 126 SUCH THAT EXISTING STR-02 IS NOT IMPACTED UNTIL THE NEW PIPES TO THE LEFT ARE COMPLETE.

INITIAL DITCH CONSTRUCTION NOTE

CONSTRUCT 2 FT DITCH STA. 249+35 - STA. 251+54 RT INCLUDING PERMANENT STABILIZATION (TRM) AND MINIMUM 1 FT LIFT OF PROPOSED FILL WITH SILT FENCE WITH BACKING AT THE TOE

CONSTRUCT 2 FT DITCH STA. 252+50 - STA. 262+75 RT INCLUDING PERMANENT STABILIZATION (RIP-RAP) AND MINIMUM 1 FT LIFT OF PROPOSED FILL WITH SILT FENCE WITH BACKING AT THE TOE

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-02 EXCEPT AT PERMITTED LOCATIONS OR WTL-03a AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

CONTOURS SHOWN ARE EXISTING AND PROPOSED

STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

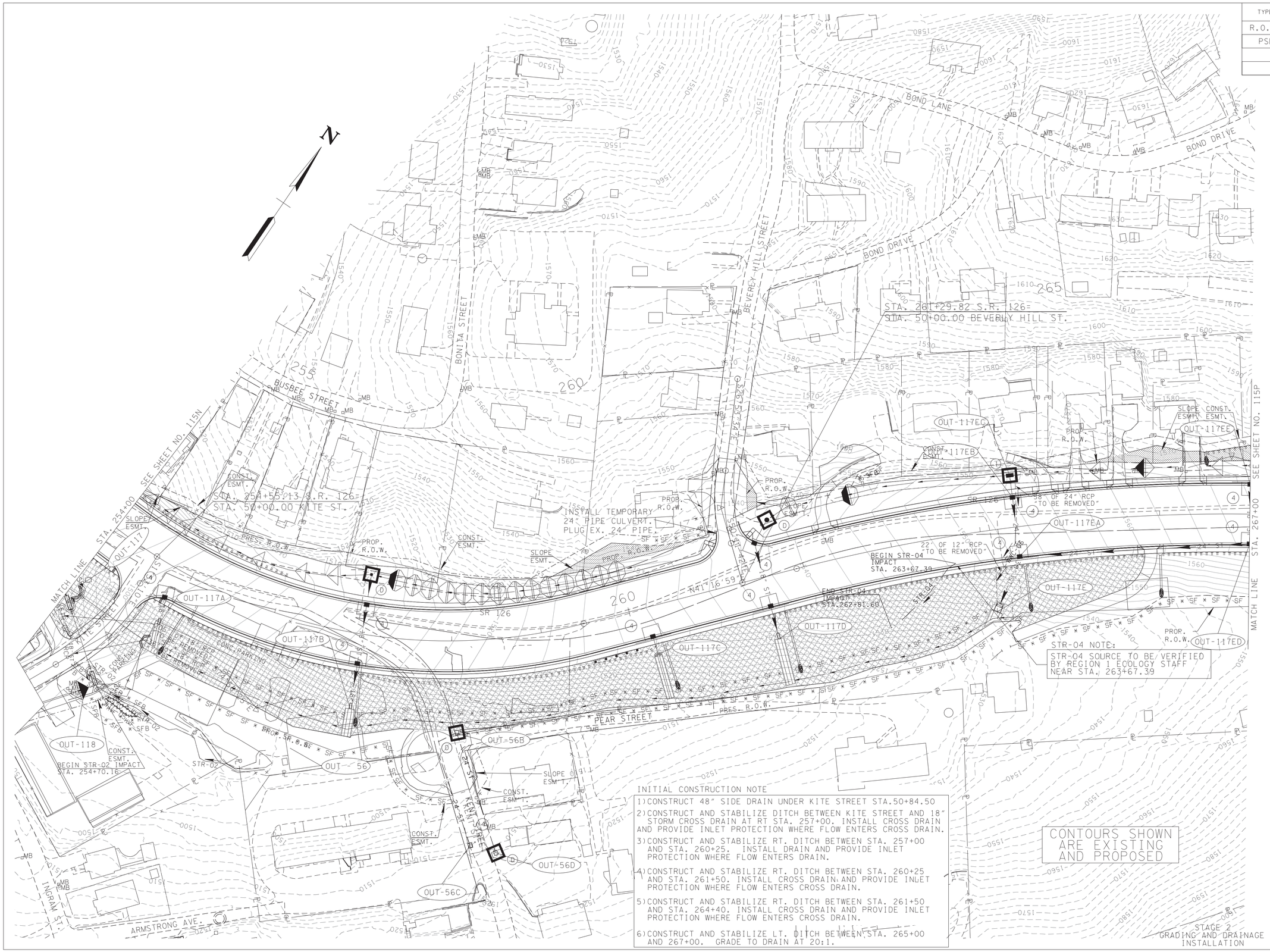
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 8:34:35 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\115N.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26G |
| PSE | 2025 | STP-126(25) | 1150 |
| | | | |
| | | | |




INITIAL CONSTRUCTION NOTE

1) CONSTRUCT 48" SIDE DRAIN UNDER KITE STREET STA.50+84.50

2) CONSTRUCT AND STABILIZE DITCH BETWEEN KITE STREET AND 18" STORM CROSS DRAIN AT RT STA. 257+00. INSTALL CROSS DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS CROSS DRAIN.

3) CONSTRUCT AND STABILIZE RT. DITCH BETWEEN STA. 257+00 AND STA. 260+25. INSTALL DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS DRAIN.

4) CONSTRUCT AND STABILIZE RT. DITCH BETWEEN STA. 260+25 AND STA. 261+50. INSTALL CROSS DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS CROSS DRAIN.

5) CONSTRUCT AND STABILIZE RT. DITCH BETWEEN STA. 261+50 AND STA. 264+40. INSTALL CROSS DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS CROSS DRAIN.

6) CONSTRUCT AND STABILIZE LT. DITCH BETWEEN STA. 265+00 AND 267+00. GRADE TO DRAIN AT 20:1.

CONTOURS SHOWN ARE EXISTING AND PROPOSED

STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

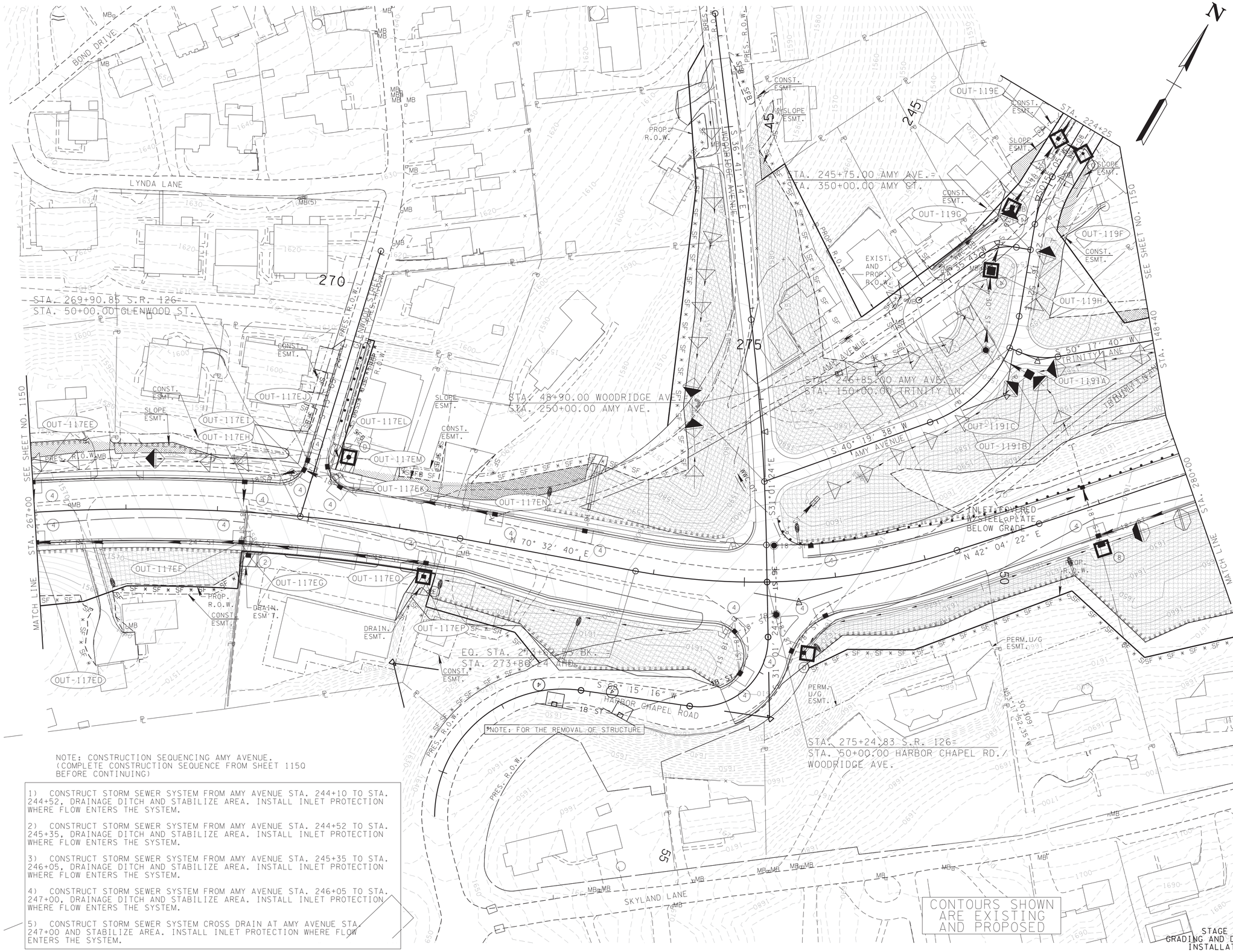
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 8:34:43 AM
N:\1150 - SR 126 Sullivan County\105467-03-Construction-Roadway\1150.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26H |
| PSE | 2025 | STP-126(25) | 115P |
| | | | |
| | | | |




NOTE: CONSTRUCTION SEQUENCING AMY AVENUE.
(COMPLETE CONSTRUCTION SEQUENCE FROM SHEET 115Q BEFORE CONTINUING)

1) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+10 TO STA. 244+52, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+52 TO STA. 245+35, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 245+35 TO STA. 246+05, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 246+05 TO STA. 247+00, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

5) CONSTRUCT STORM SEWER SYSTEM CROSS DRAIN AT AMY AVENUE STA. 247+00 AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

CONTOURS SHOWN ARE EXISTING AND PROPOSED

STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 2:51:19 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115P.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26I |
| PSE | 2025 | STP-126(25) | 1150 |
| | | | |
| | | | |

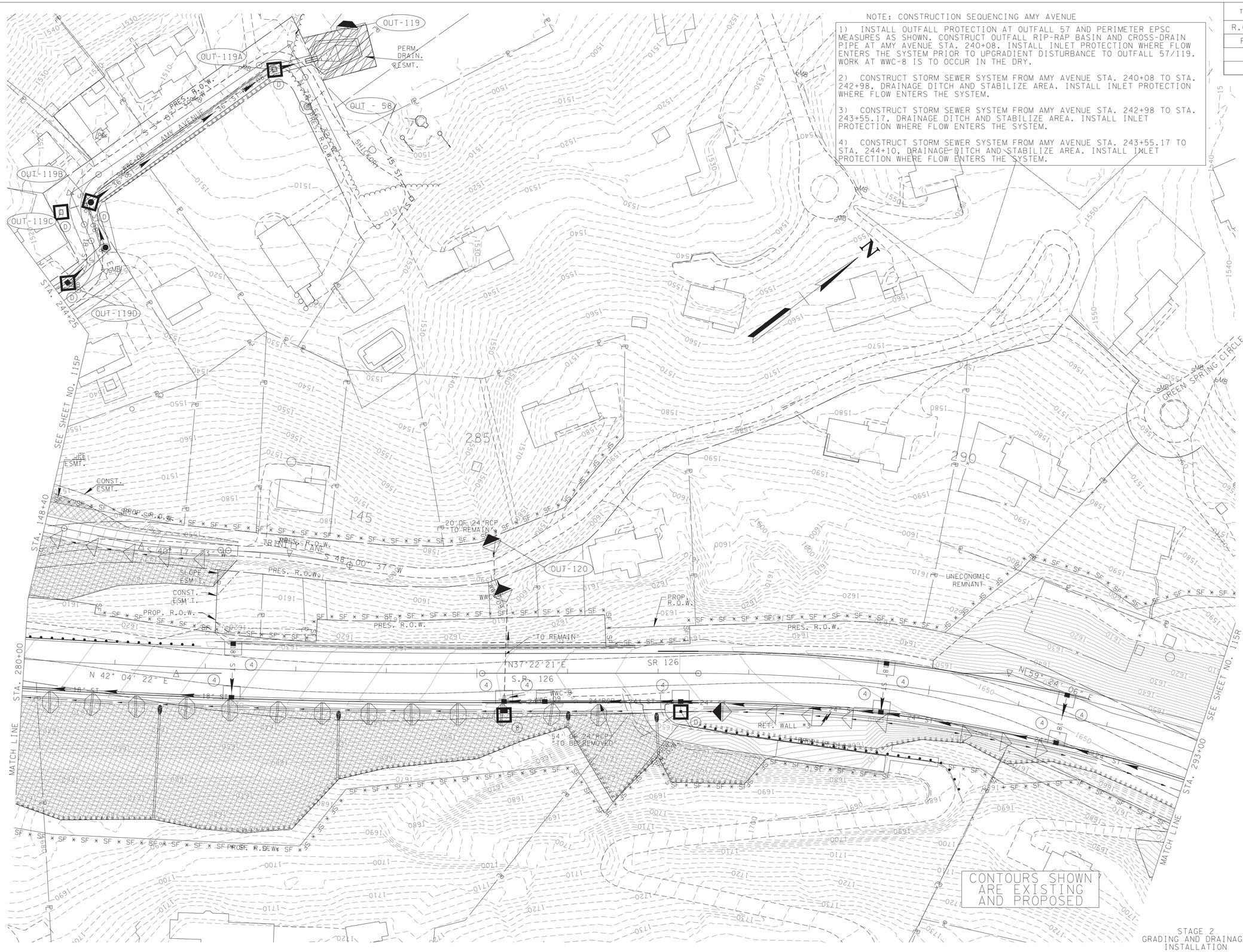
NOTE: CONSTRUCTION SEQUENCING AMY AVENUE

1) INSTALL OUTFALL PROTECTION AT OUTFALL 57 AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT OUTFALL RIP-RAP BASIN AND CROSS-DRAIN PIPE AT AMY AVENUE STA. 240+08. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 57/119. WORK AT WWC-8 IS TO OCCUR IN THE DRY.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 240+08 TO STA. 242+98, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 242+98 TO STA. 243+55.17, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 243+55.17 TO STA. 244+10, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.




CONTOURS SHOWN ARE EXISTING AND PROPOSED

STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSION
NO. 102092
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:35:05 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\1150.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26J |
| PSE | 2025 | STP-126(25) | 115R |
| | | | |
| | | | |

STAGE COACH ROAD

295

300

305

OUT - 60

OUT-121

OUT-122

WWC-10

WWC-11

WWC-11A

FLAG

STA. 304+71.67 S.R. 126=
STA. 50+00.00 BRIARWOOD RD.

PERM. DRAIN. ESMT.

PROBE R.O.W.

PROP. R.O.W.

PROP. S.R.O.W.

PROP. SFB

PROP. SFO

PROP. SFI

PROP. SFU

PROP. SFS

PROP. SFW

PROP. SFT

PROP. SFE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26K |
| PSE | 2025 | STP-126(25) | 115S |
| | | | |
| | | | |

N

SEE SHEET NO. 115R

STA. 306+00

MATCH LINE

OUT-124

KINGSPORT CITY LIMITS

SR 126

OLD STAGE ROAD

PRES. R.O.W.

82S126-F3-002
END PROJ. NO. STP-126(25) (CONST.)
STA. 307+50.00
N: 820590.2511
E: 3001273.4238

CONTOURS SHOWN ARE EXISTING AND PROPOSED

STAGE 2
GRADING AND DRAINAGE INSTALLATION

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.306+00 TO STA.319+00

SCALE: 1"=50'

7/17/2025 8:35:21 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\115S.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26T |
| PSE | 2025 | STP-126(25) | 115T |
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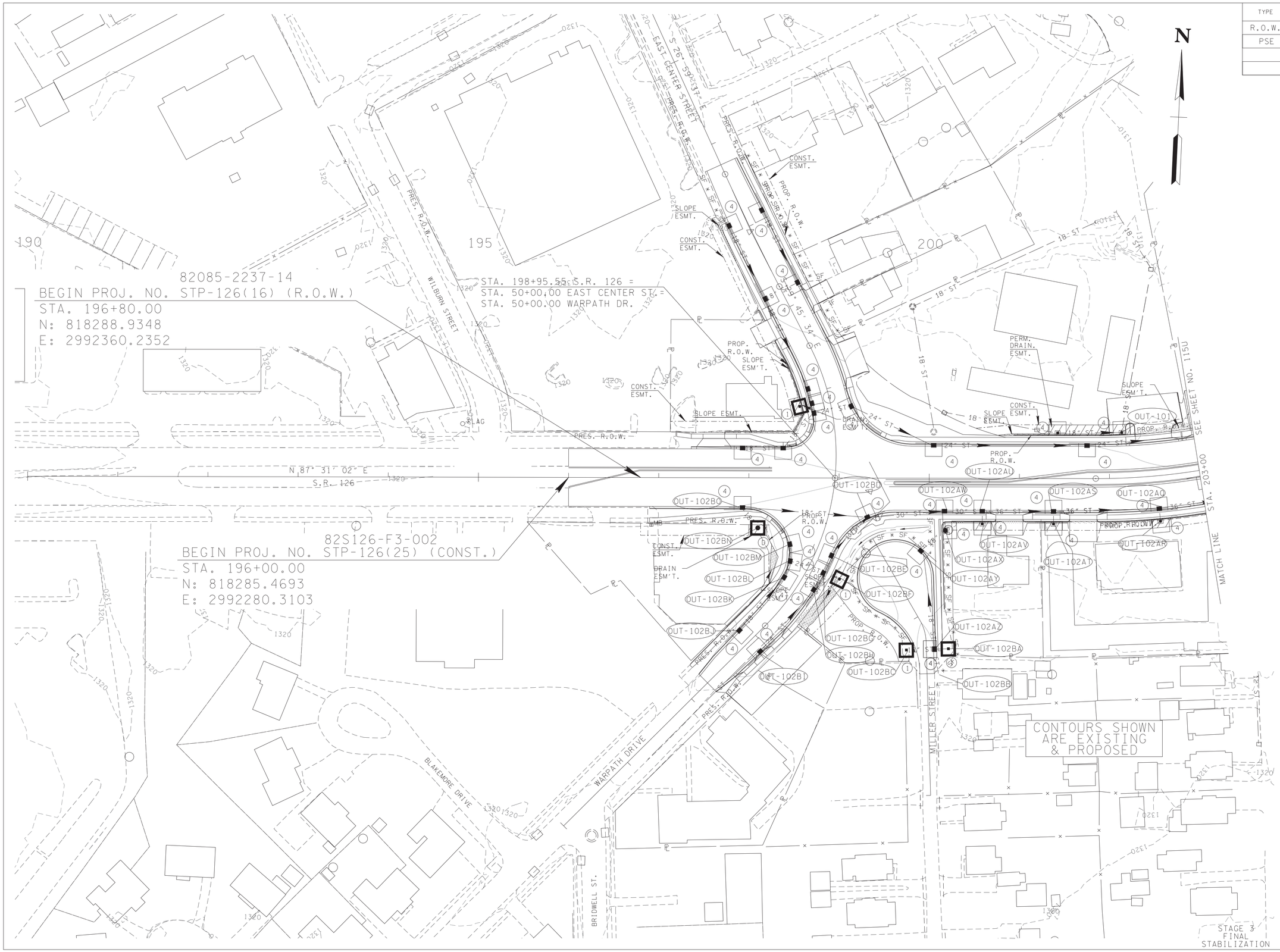


SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102092
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.190+00 TO STA.203+00

SCALE: 1"=50'

7/17/2025 8:35:29 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115T.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26U |
| PSE | 2025 | STP-126(25) | 115U |
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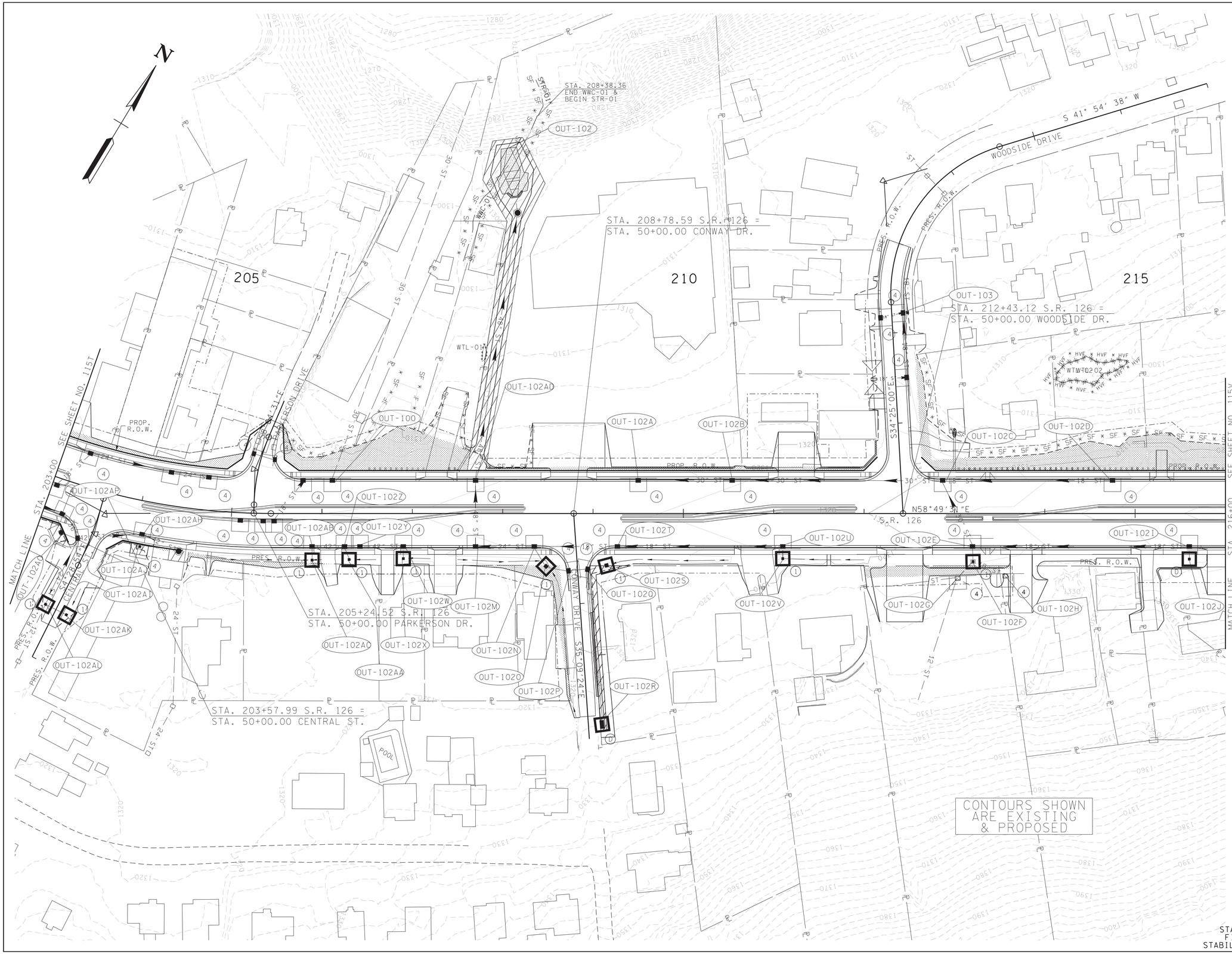
| | | | |




STAGE 3
FINAL
STABILIZATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

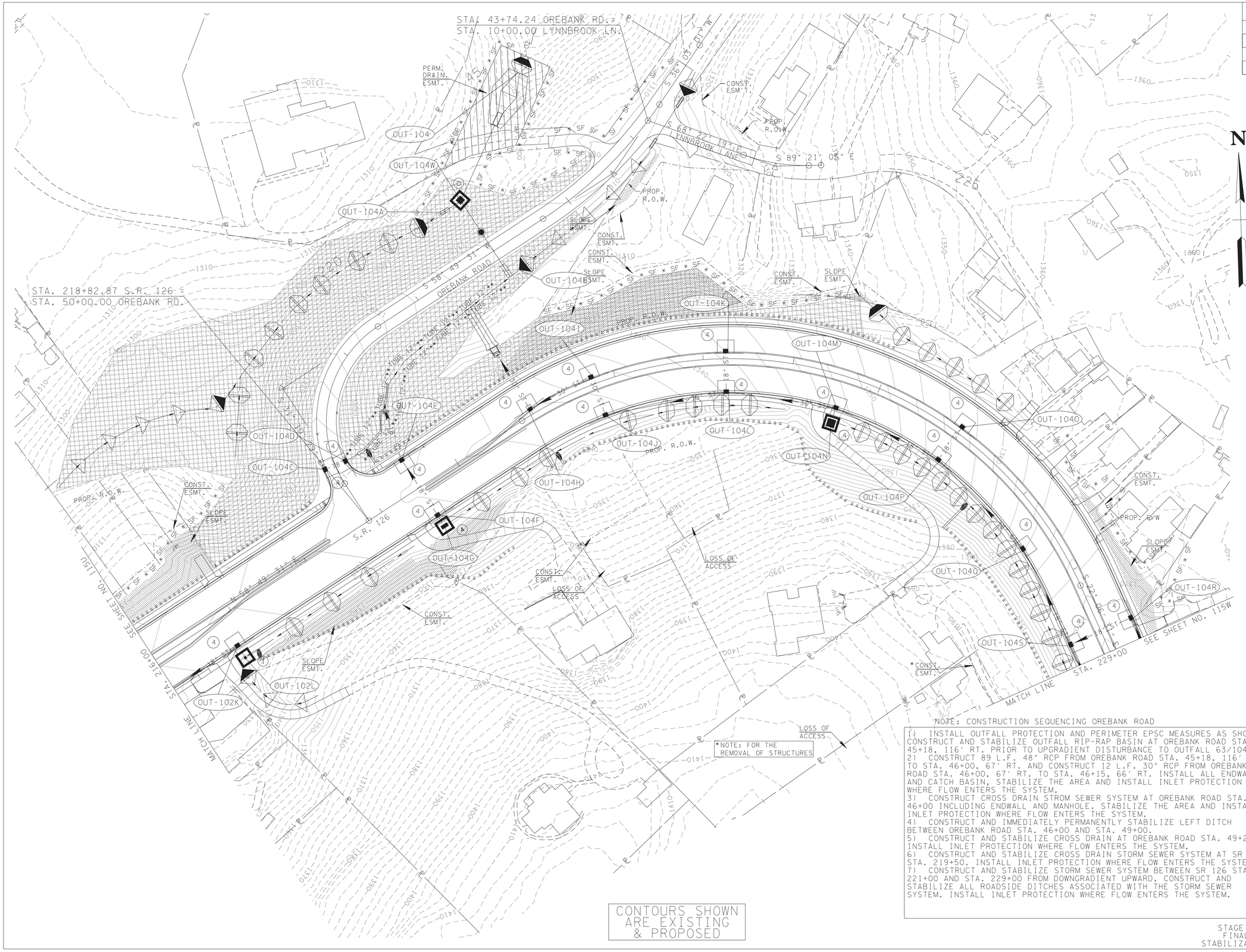
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 2:52:07 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115U.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26V |
| PSE | 2025 | STP-126(25) | 115V |
| | | | |
| | | | |




CONTOURS SHOWN ARE EXISTING & PROPOSED

NOTE: CONSTRUCTION SEQUENCING OREBANK ROAD

1) INSTALL OUTFALL PROTECTION AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT AND STABILIZE OUTFALL RIP-RAP BASIN AT OREBANK ROAD STA. 45+18, 116' RT. PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 63/104.
2) CONSTRUCT 89 L.F. 48" RCP FROM OREBANK ROAD STA. 45+18, 116' RT. TO STA. 46+00, 67' RT. AND CONSTRUCT 12 L.F. 30" RCP FROM OREBANK ROAD STA. 46+00, 67' RT. TO STA. 46+15, 66' RT. INSTALL ALL ENDWALLS AND CATCH BASIN, STABILIZE THE AREA AND INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
3) CONSTRUCT CROSS DRAIN STROM SEWER SYSTEM AT OREBANK ROAD STA. 46+00 INCLUDING ENDWALL AND MANHOLE. STABILIZE THE AREA AND INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
4) CONSTRUCT AND IMMEDIATELY PERMANENTLY STABILIZE LEFT DITCH BETWEEN OREBANK ROAD STA. 46+00 AND STA. 49+00.
5) CONSTRUCT AND STABILIZE CROSS DRAIN AT OREBANK ROAD STA. 49+28. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
6) CONSTRUCT AND STABILIZE CROSS DRAIN STORM SEWER SYSTEM AT SR 126 STA. 219+50. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.
7) CONSTRUCT AND STABILIZE STORM SEWER SYSTEM BETWEEN SR 126 STA. 221+00 AND STA. 229+00 FROM DOWNGRADIENT UPWARD. CONSTRUCT AND STABILIZE ALL ROADSIDE DITCHES ASSOCIATED WITH THE STORM SEWER SYSTEM. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

STAGE 3
FINAL
STABILIZATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.216+00 TO STA.229+00

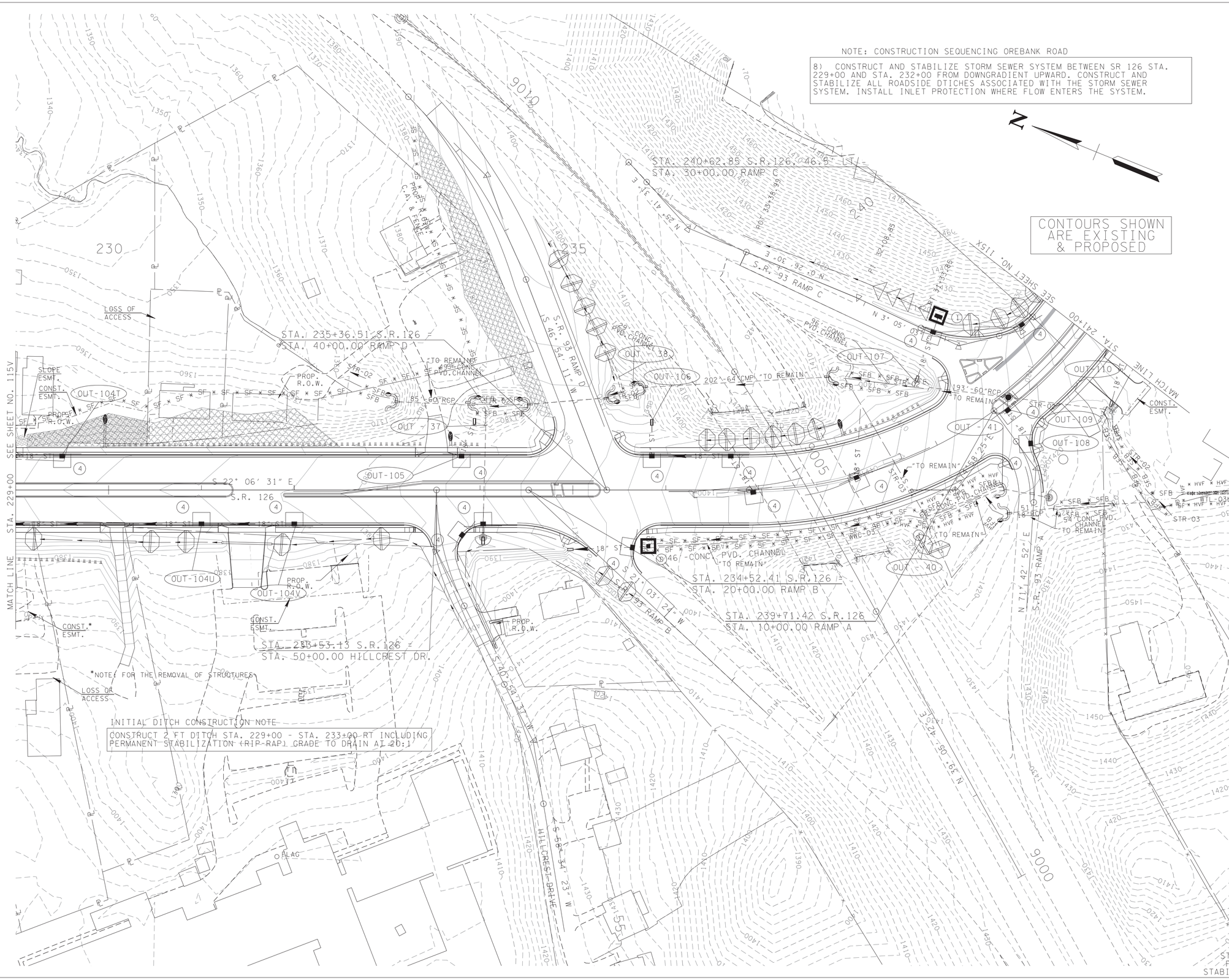
SCALE: 1"=50'

7/17/2025 8:35:39 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\115V.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26W |
| PSE | 2025 | STP-126(25) | 115W |
| | | | |
| | | | |

NOTE: CONSTRUCTION SEQUENCING OREBANK ROAD

8) CONSTRUCT AND STABILIZE STORM SEWER SYSTEM BETWEEN SR 126 STA. 229+00 AND STA. 232+00 FROM DOWNGRADIENT UPWARD. CONSTRUCT AND STABILIZE ALL ROADSIDE DTICHES ASSOCIATED WITH THE STORM SEWER SYSTEM. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.




STAGE 3
FINAL
STABILIZATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102097
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.229+00 TO STA.241+00

SCALE: 1"=50'

7/17/2025 8:35:50 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115W.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26X |
| PSE | 2025 | STP-126(25) | 115X |
| | | | |
| | | | |




CONTRACTOR NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-02 EXCEPT AT PERMITTED LOCATIONS OR WTL-03a AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

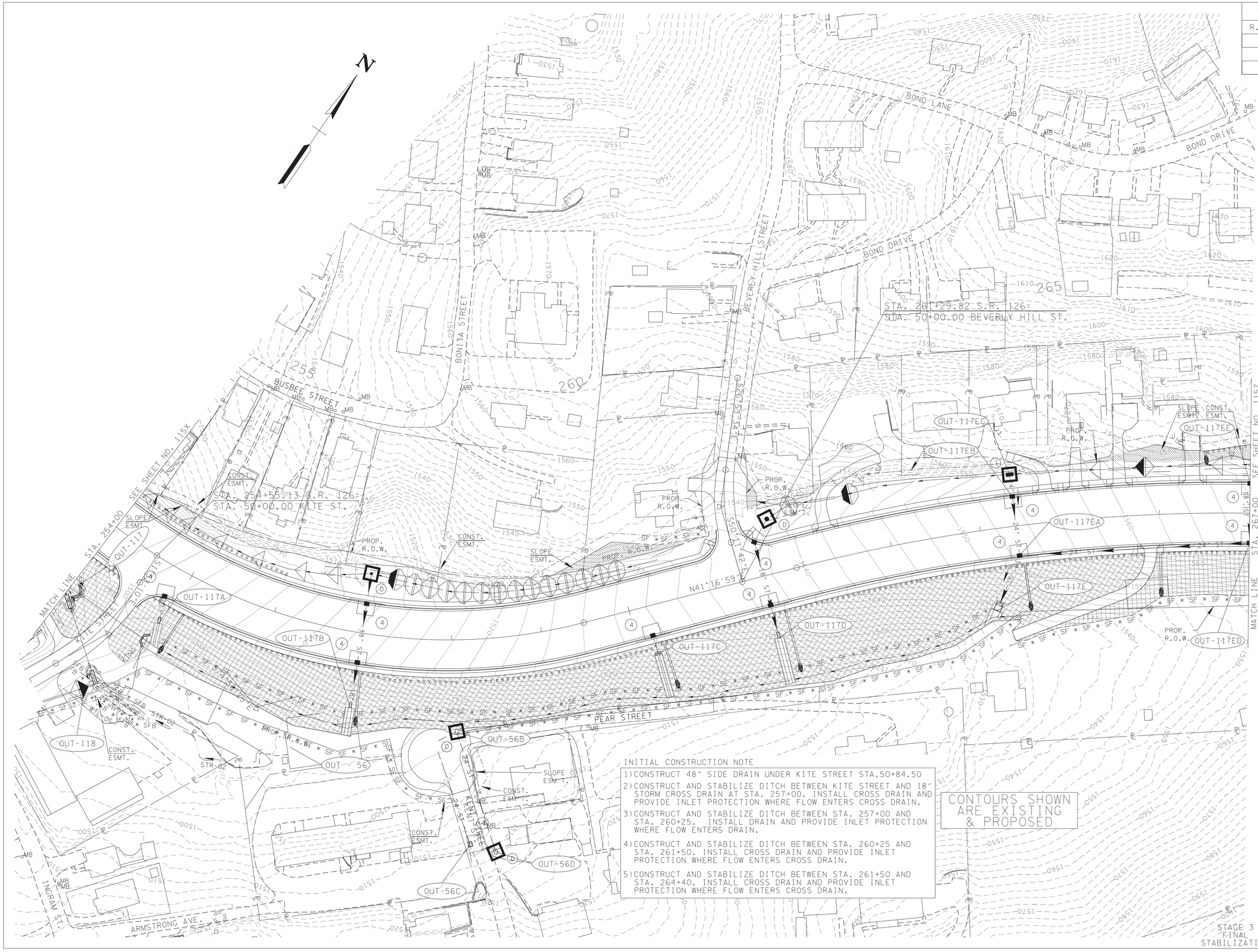
# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 8:35:57 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115X.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26Y |
| PSE | 2025 | STP-126(25) | 115Y |
| | | | |
| | | | |




INITIAL CONSTRUCTION NOTE

1) CONSTRUCT 48" SIDE DRAIN UNDER KITE STREET STA.50+84.50
2) CONSTRUCT AND STABILIZE DITCH BETWEEN KITE STREET AND 18" STORM CROSS DRAIN AT STA. 257+00. INSTALL CROSS DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS CROSS DRAIN.
3) CONSTRUCT AND STABILIZE DITCH BETWEEN STA. 257+00 AND STA. 260+25. INSTALL DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS DRAIN.
4) CONSTRUCT AND STABILIZE DITCH BETWEEN STA. 260+25 AND STA. 261+50. INSTALL CROSS DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS CROSS DRAIN.
5) CONSTRUCT AND STABILIZE DITCH BETWEEN STA. 261+50 AND STA. 264+40. INSTALL CROSS DRAIN AND PROVIDE INLET PROTECTION WHERE FLOW ENTERS CROSS DRAIN.

STAGE 3
FINAL
STABILIZATION

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 8:36:03 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\115Y.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26Z |
| PSE | 2025 | STP-126(25) | 115Z |
| | | | |
| | | | |

STA. 269+90.85 S.R. 126=
STA. 50+00.00 GLENWOOD ST.

STA. 48+90.00 WOODRIDGE AVE.=
STA. 250+00.00 AMY AVE.

STA. 245+75.00 AMY AVE.=
STA. 350+00.00 AMY CT.

STA. 246+85.00 AMY AVE.=
STA. 150+00.00 TRINITY LN.

STA. 275+24.83 S.R. 126=
STA. 50+00.00 HARBOR CHAPEL RD.
WOODRIDGE AVE.

EQ. STA. 273+62.75 BK.
STA. 273+80.24 AHD

*NOTE: FOR THE REMOVAL OF STRUCTURE

SEE SHEET NO. 115Y

SEE SHEET NO. 115AA

MATCH LINE

NOTE: CONSTRUCTION SEQUENCING AMY AVENUE.
(COMPLETE CONSTRUCTION SEQUENCE FROM SHEET 115I-4 BEFORE CONTINUING)

1) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+10 TO STA. 244+52, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 244+52 TO STA. 245+35, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 245+35 TO STA. 246+05, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 246+05 TO STA. 247+00, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

5) CONSTRUCT STORM SEWER SYSTEM CROSS DRAIN AT AMY AVENUE STA. 247+00 AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

CONTOURS SHOWN ARE EXISTING & PROPOSED

STAGE 3 FINAL STABILIZATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 8:36:14 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\115Z.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26AA |
| PSE | 2025 | STP-126(25) | 115AA |
| | | | |
| | | | |

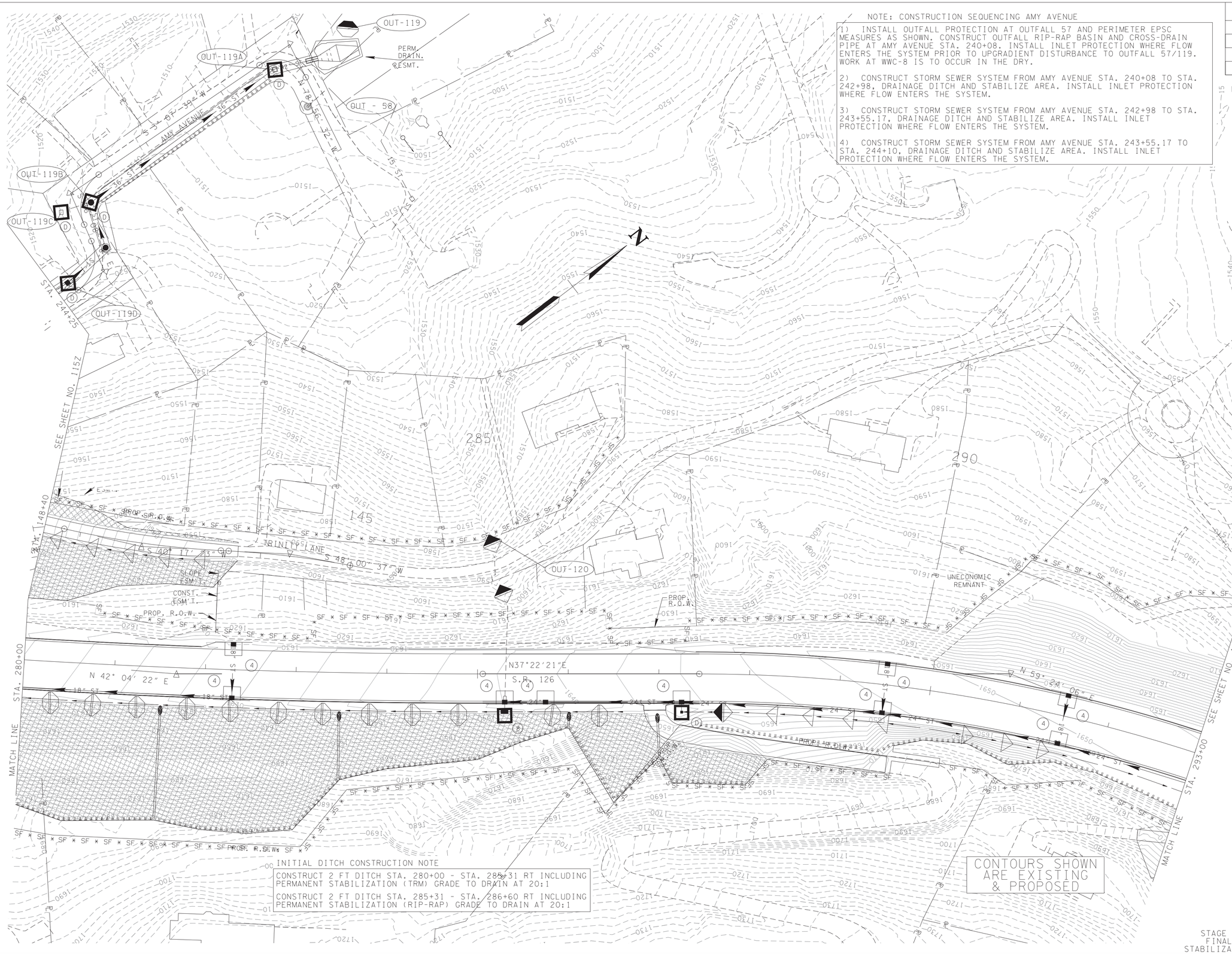
NOTE: CONSTRUCTION SEQUENCING AMY AVENUE

1) INSTALL OUTFALL PROTECTION AT OUTFALL 57 AND PERIMETER EPSC MEASURES AS SHOWN. CONSTRUCT OUTFALL RIP-RAP BASIN AND CROSS-DRAIN PIPE AT AMY AVENUE STA. 240+08. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM PRIOR TO UPGRADIENT DISTURBANCE TO OUTFALL 57/119. WORK AT WWC-8 IS TO OCCUR IN THE DRY.

2) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 240+08 TO STA. 242+98, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

3) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 242+98 TO STA. 243+55.17, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.

4) CONSTRUCT STORM SEWER SYSTEM FROM AMY AVENUE STA. 243+55.17 TO STA. 244+10, DRAINAGE DITCH AND STABILIZE AREA. INSTALL INLET PROTECTION WHERE FLOW ENTERS THE SYSTEM.




INITIAL DITCH CONSTRUCTION NOTE

CONSTRUCT 2 FT DITCH STA. 280+00 - STA. 285+31 RT INCLUDING PERMANENT STABILIZATION (TRM) GRADE TO DRAIN AT 20:1

CONSTRUCT 2 FT DITCH STA. 285+31 - STA. 286+60 RT INCLUDING PERMANENT STABILIZATION (RIP-RAP) GRADE TO DRAIN AT 20:1

CONTOURS SHOWN ARE EXISTING & PROPOSED

STAGE 3 FINAL STABILIZATION

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102002
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:36:29 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\115AA.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26AB |
| PSE | 2025 | STP-126(25) | 115AB |
| | | | |
| | | | |

295

300

305

OUT - 60

OUT-121

OUT-122

STA. 304+71.67 S.R. 126=
STA. 50+00.00 BRIARWOOD RD.

PERM. DRAIN. ESMT.

MULTI-USE PATH

N 59° 24' 06" E
S.R. 126

STA. 293+00

MATCH LINE

SEE SHEET NO. 115AA

SEE SHEET NO. 115AC

STA. 306+00

MATCH LINE

PROP. R.O.W.

PROP. S.R.O.W.

S 54° 06' 09" W

S 51° 17' 35" W
TANGLEWOOD ROAD

S 69° 46' 44" W

UNECONOMIC REMNANT

PROP. R.O.W.

STA. 51+54.35 BRIARWOOD RD.=
STA. 10+00.00 TANGLEWOOD RD.

S 39° 46' 56" E
BRIARWOOD ROAD

CONTOURS SHOWN ARE EXISTING & PROPOSED

STAGE 3
FINAL
STABILIZATION

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION & SEDIMENT CONROL (EPSC) PLANS

STA.293+00 TO STA.306+00

SCALE: 1"=50'

7/17/2025 8:36:38 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\115AB.snt

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 26AC |
| PSE | 2025 | STP-126(25) | 115AC |
| | | | |
| | | | |


N
KINGSPORT CITY LIMITS
WWC-12
WWC-13
SF
SF
SF

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28 |
| PSE | 2025 | STP-126(25) | 116 |
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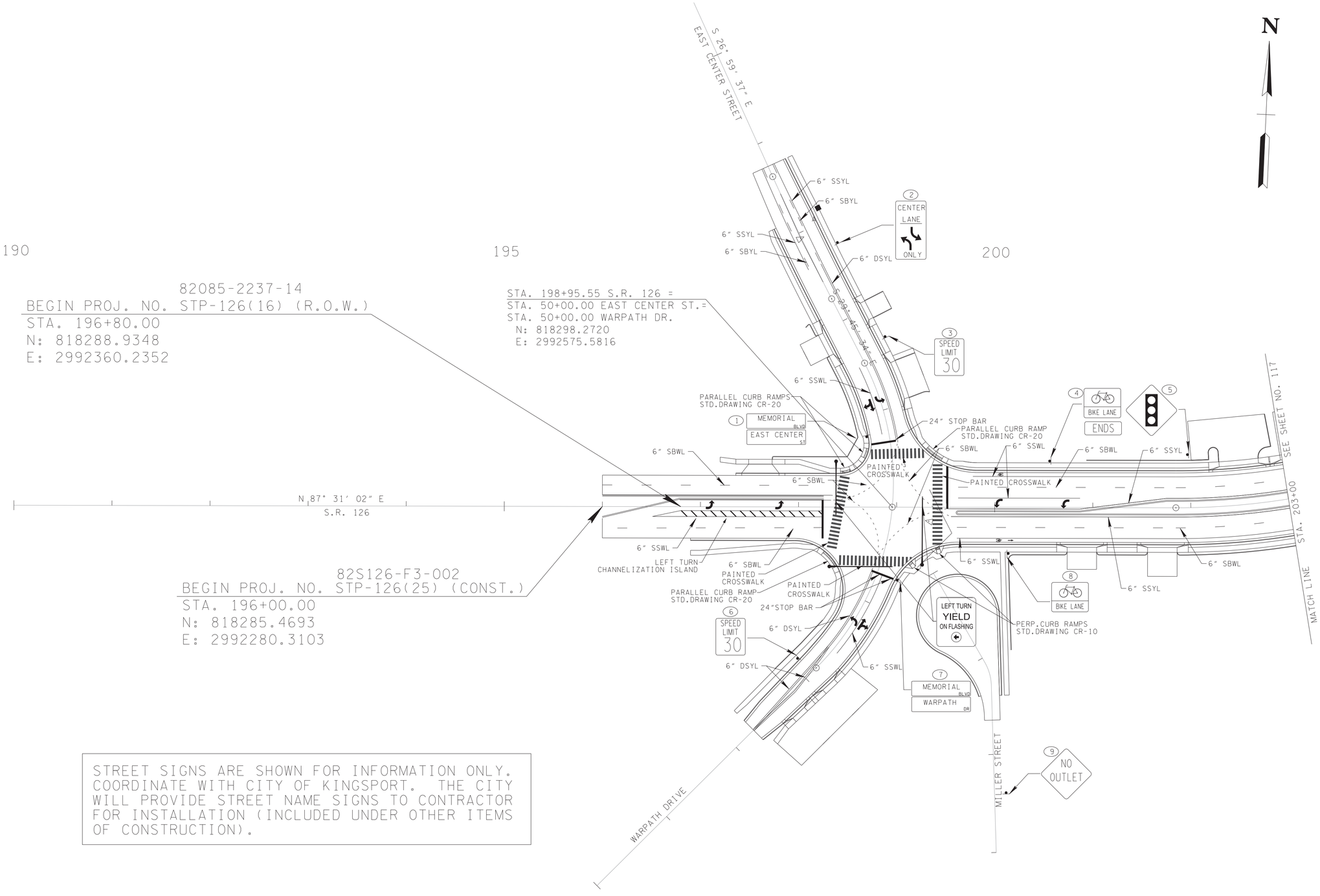
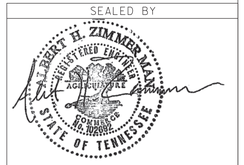



STREET SIGNS ARE SHOWN FOR INFORMATION ONLY. COORDINATE WITH CITY OF KINGSPORT. THE CITY WILL PROVIDE STREET NAME SIGNS TO CONTRACTOR FOR INSTALLATION (INCLUDED UNDER OTHER ITEMS OF CONSTRUCTION).

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

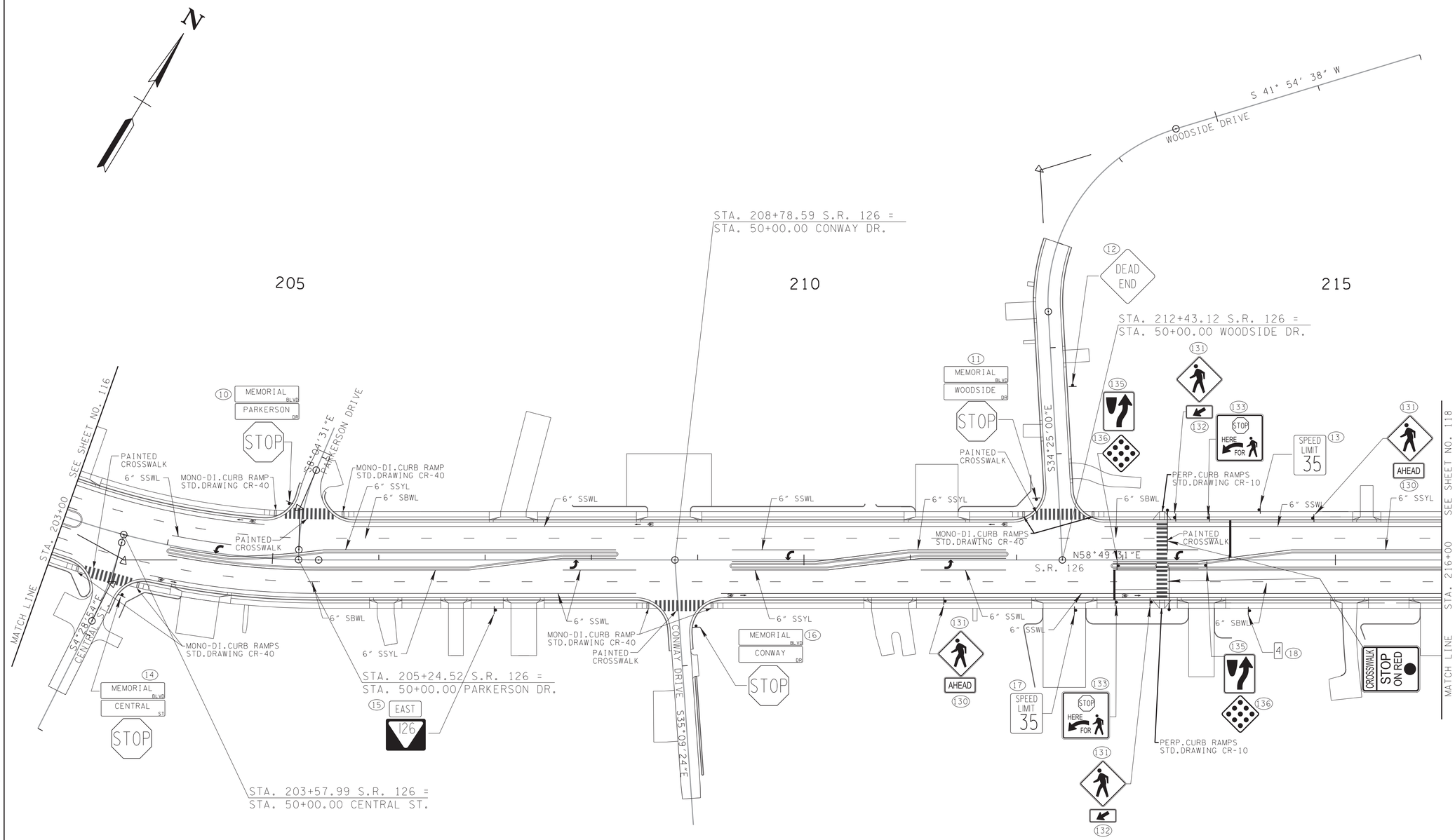
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.190+00 TO STA.203+00
SCALE: 1"=50'

7/17/2025 8:36:51 AM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\16.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PRELIM. | 2016 | STP-126(25) | 28A |
| PSE | 2025 | STP-126(25) | 117 |
| | | | |
| | | | |




SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
ROAD NO. 109336
STATE OF TENNESSEE

7-18-2025

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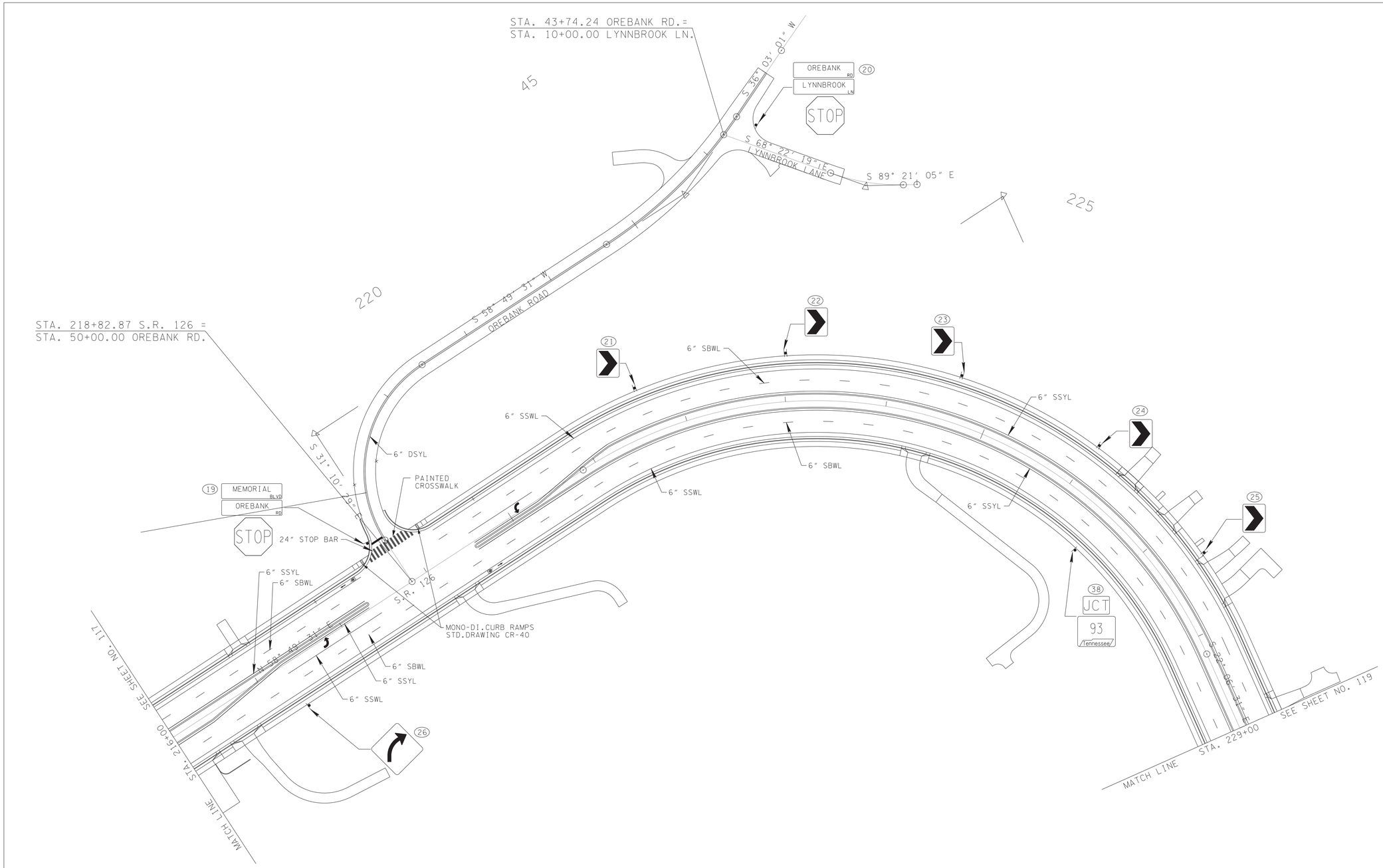
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.203+00 TO STA.216+00
SCALE: 1"=50'

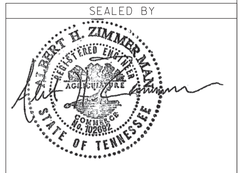
7/17/2025 2:53:32 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\117.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28B |
| PSE | 2025 | STP-126(25) | 118 |
| | | | |
| | | | |




N

SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

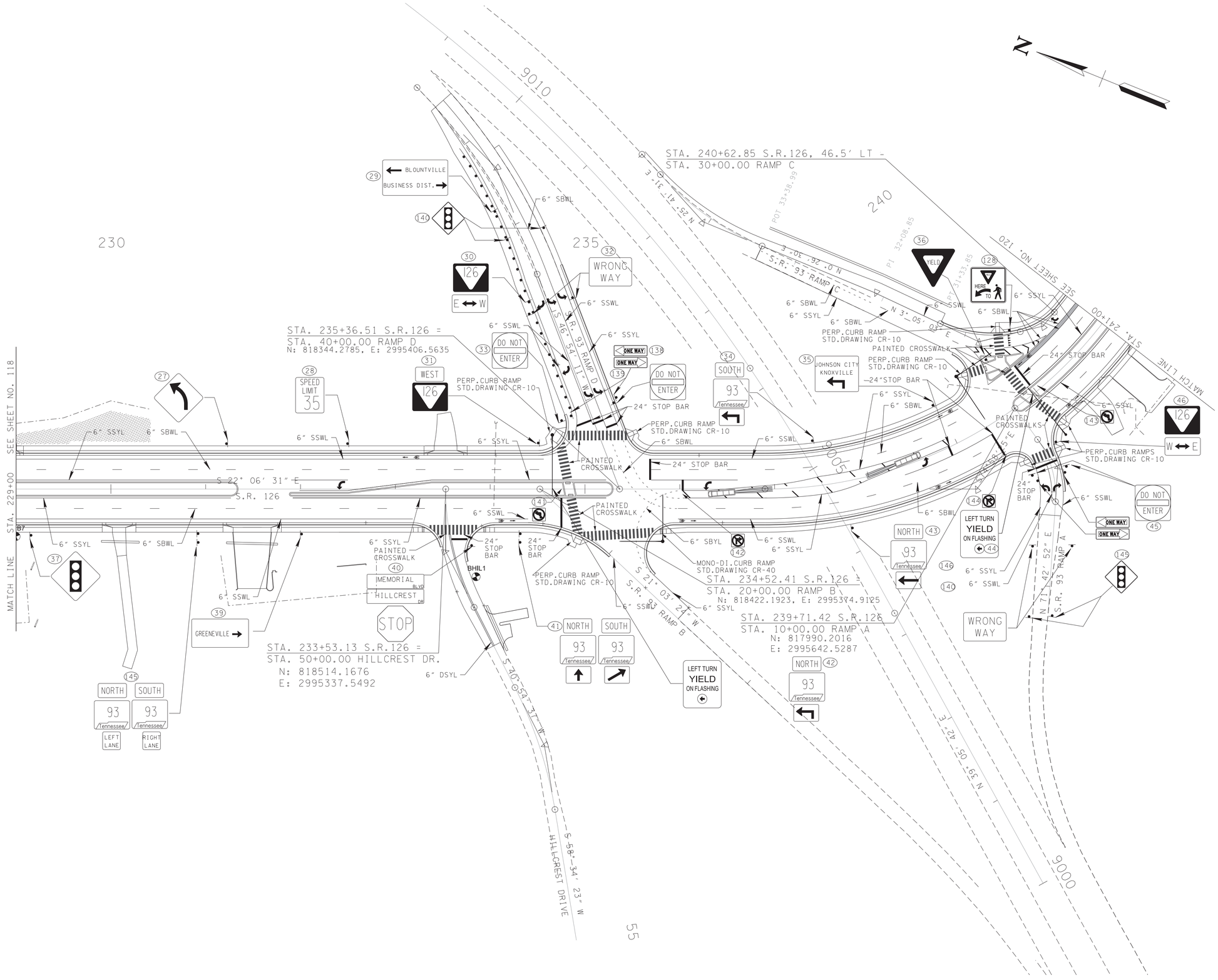
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.216+00 TO STA.229+00
SCALE: 1"=50'

7/17/2025 8:36:58 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\118.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28C |
| PSE | 2025 | STP-126(25) | 119 |
| | | | |
| | | | |





SEALED BY

HERBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER OF
STATE OF TENNESSEE

7-18-2025


COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

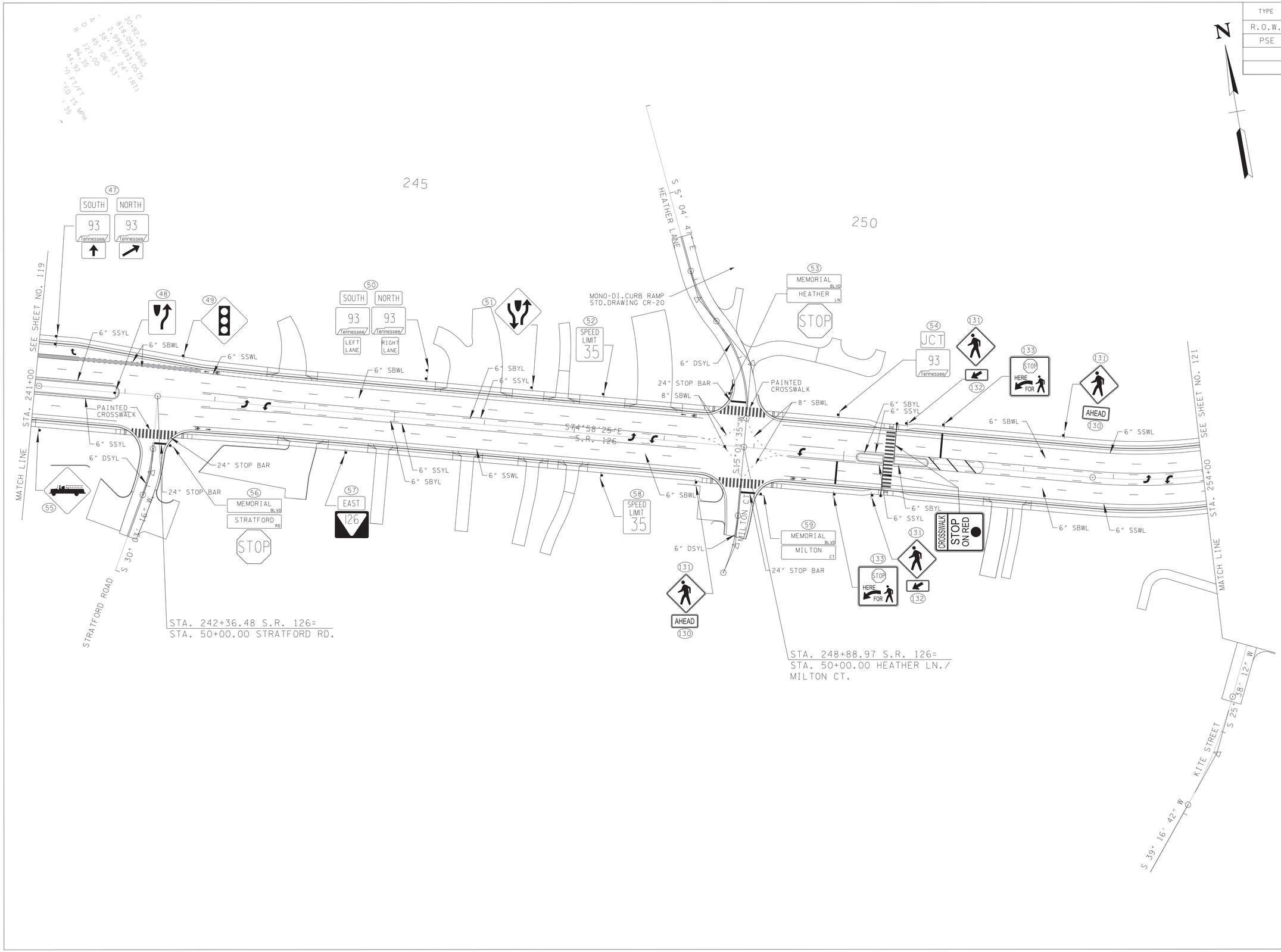
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA. 229+00 TO STA. 241+00
SCALE: 1"=50'


7/17/2025 8:37:02 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\119.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28D |
| PSE | 2025 | STP-126(25) | 120 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102692
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

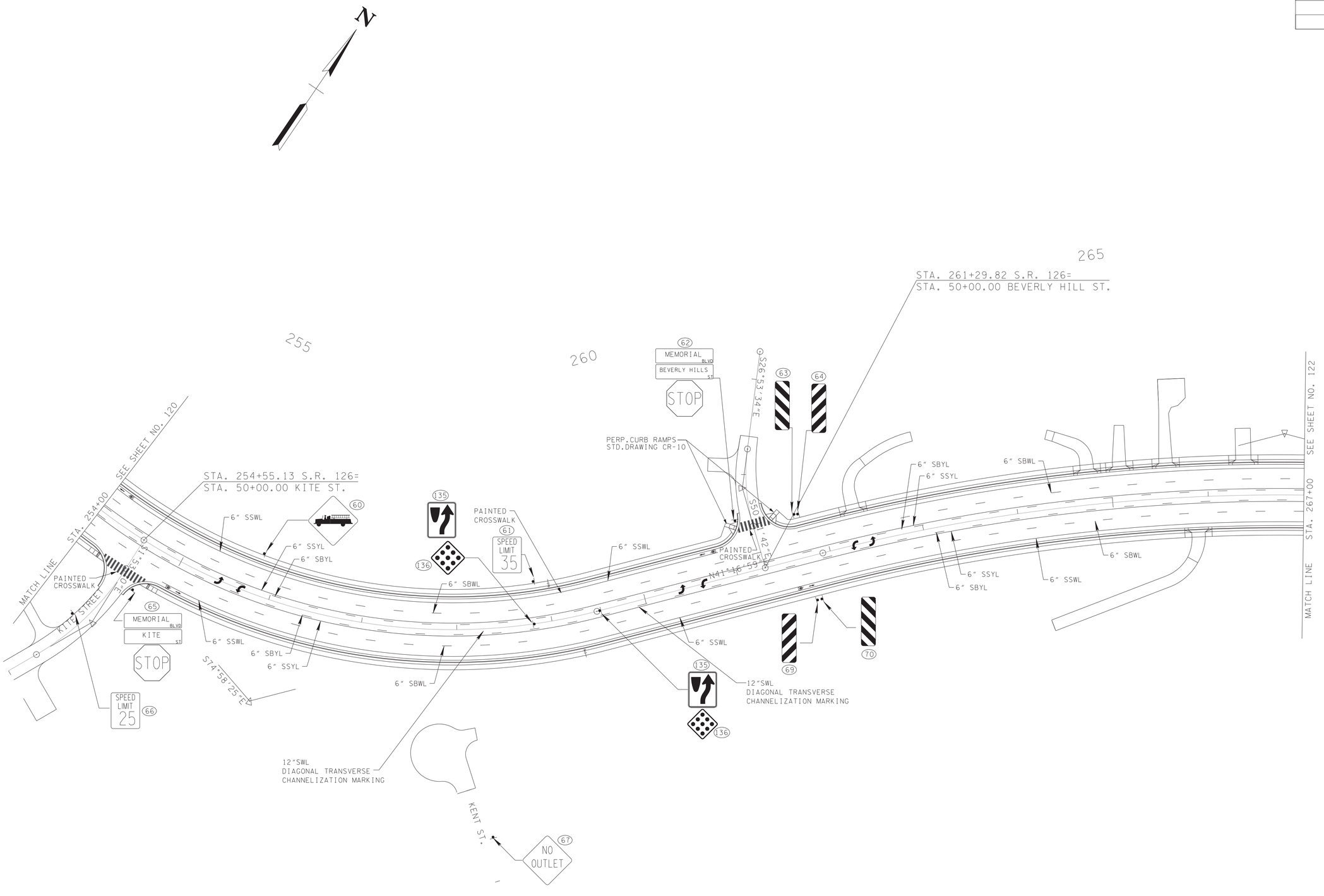
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.241+00 TO STA.254+00
SCALE: 1"=50'

7/17/2025 8:37:08 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\120.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28E |
| PSE | 2025 | STP-126(25) | 121 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.254+00 TO STA.267+00
SCALE: 1"=50'

7/17/2025 8:37:14 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\12.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28F |
| PSE | 2025 | STP-126(25) | 122 |
| | | | |
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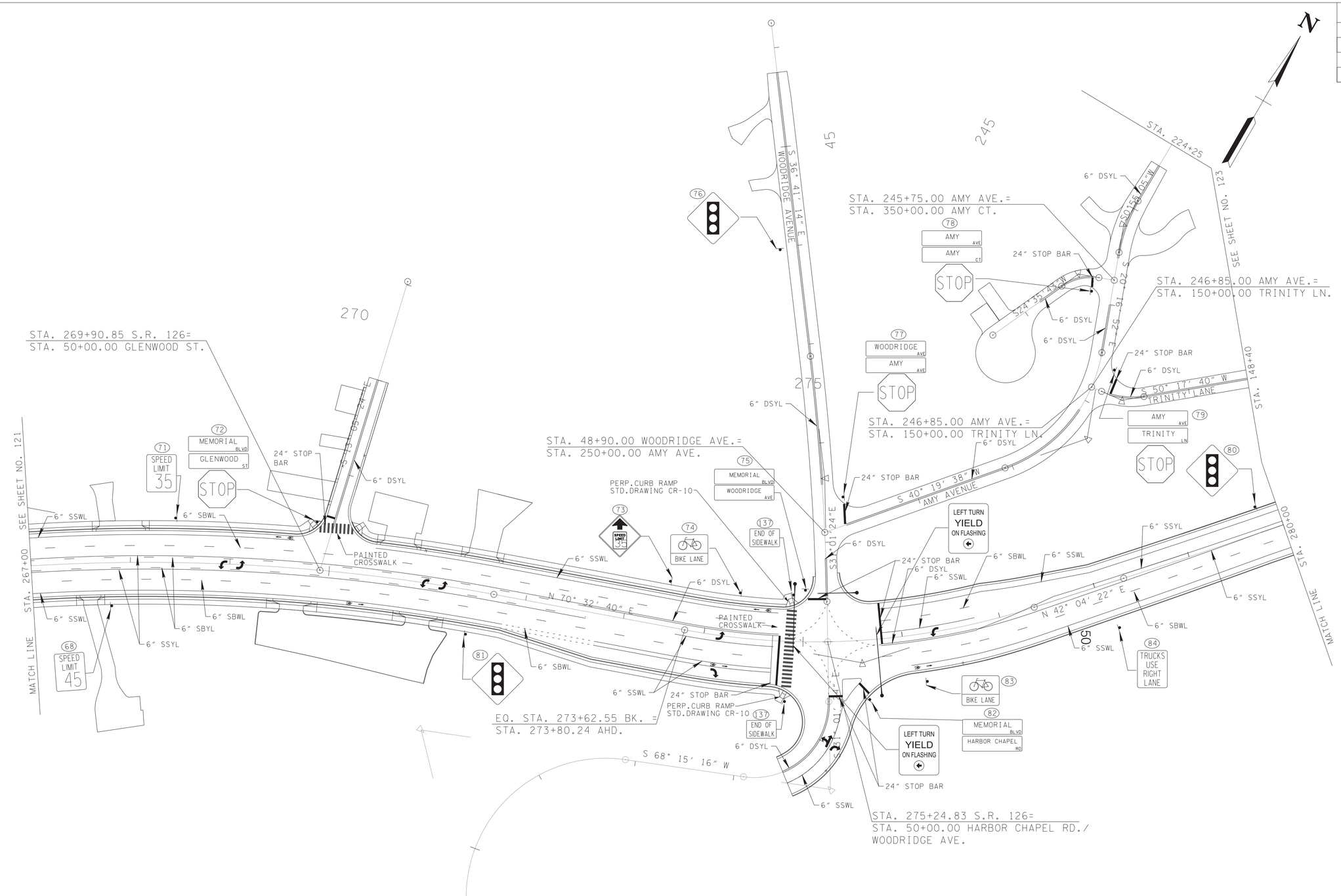


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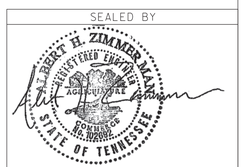


7-18-2025

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.267+00 TO STA.280+00

SCALE: 1"=50'



7/17/2025 8:37:18 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\22.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28G |
| PSE | 2025 | STP-126(25) | 123 |
| | | | |
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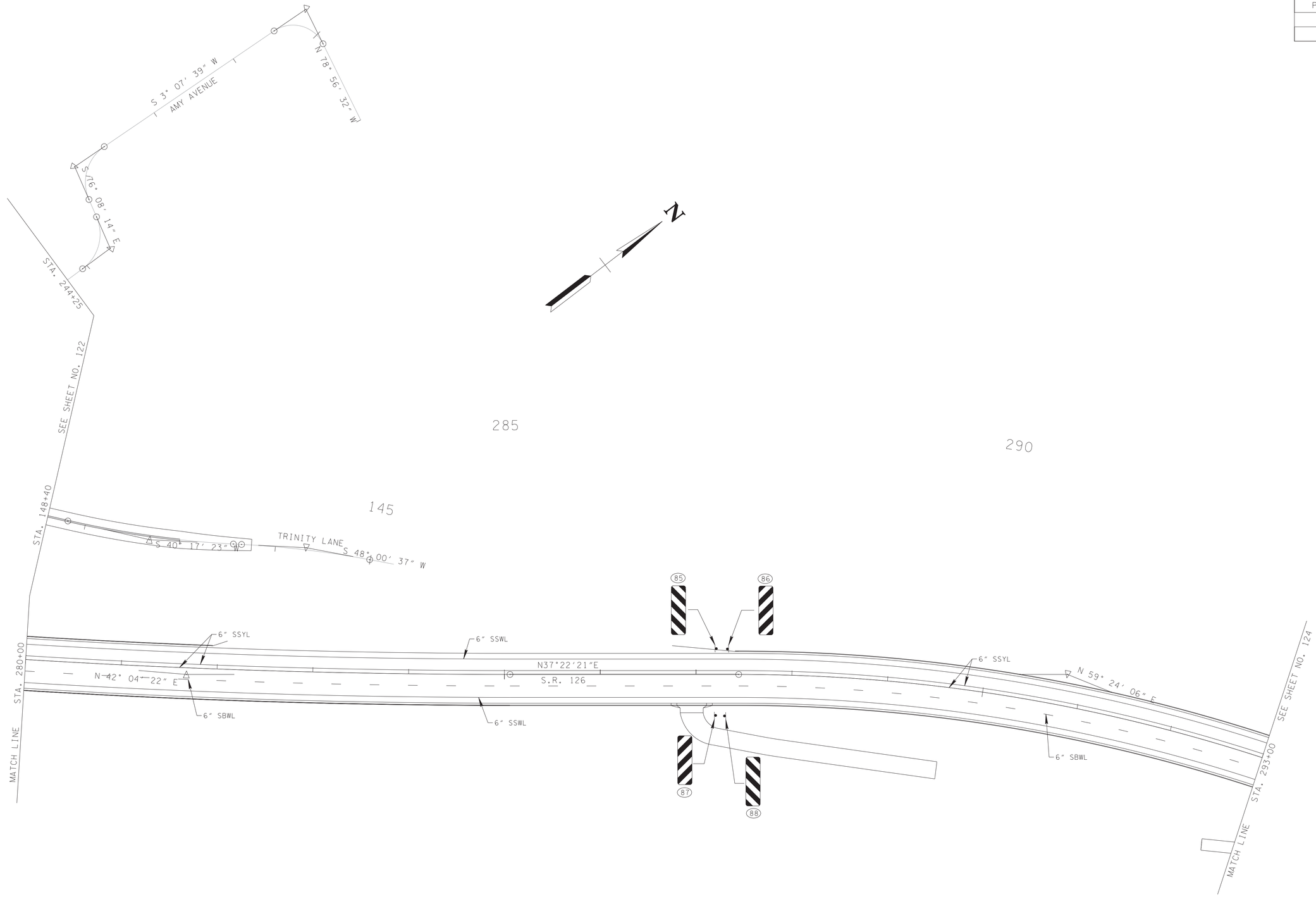
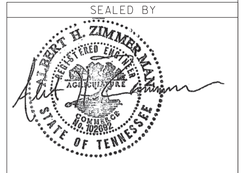



SEALED BY




7-18-2025

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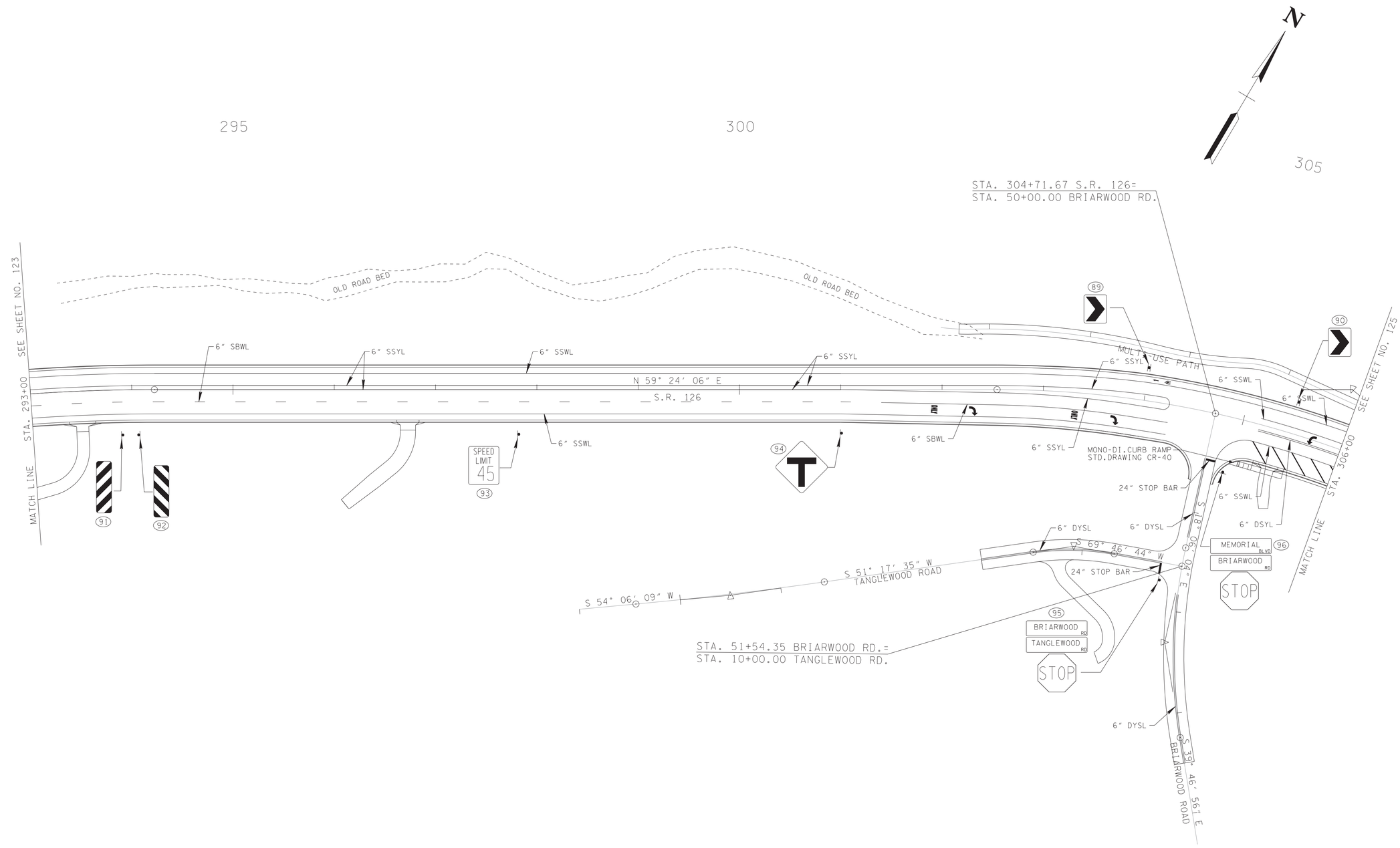
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.280+00 TO STA.293+00
SCALE: 1"=50'

7/17/2025 8:37:23 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\123.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28H |
| PSE | 2025 | STP-126(25) | 124 |
| | | | |
| | | | |




SEALED BY

HERBERT H. ZIMMERMAN III
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER OF AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

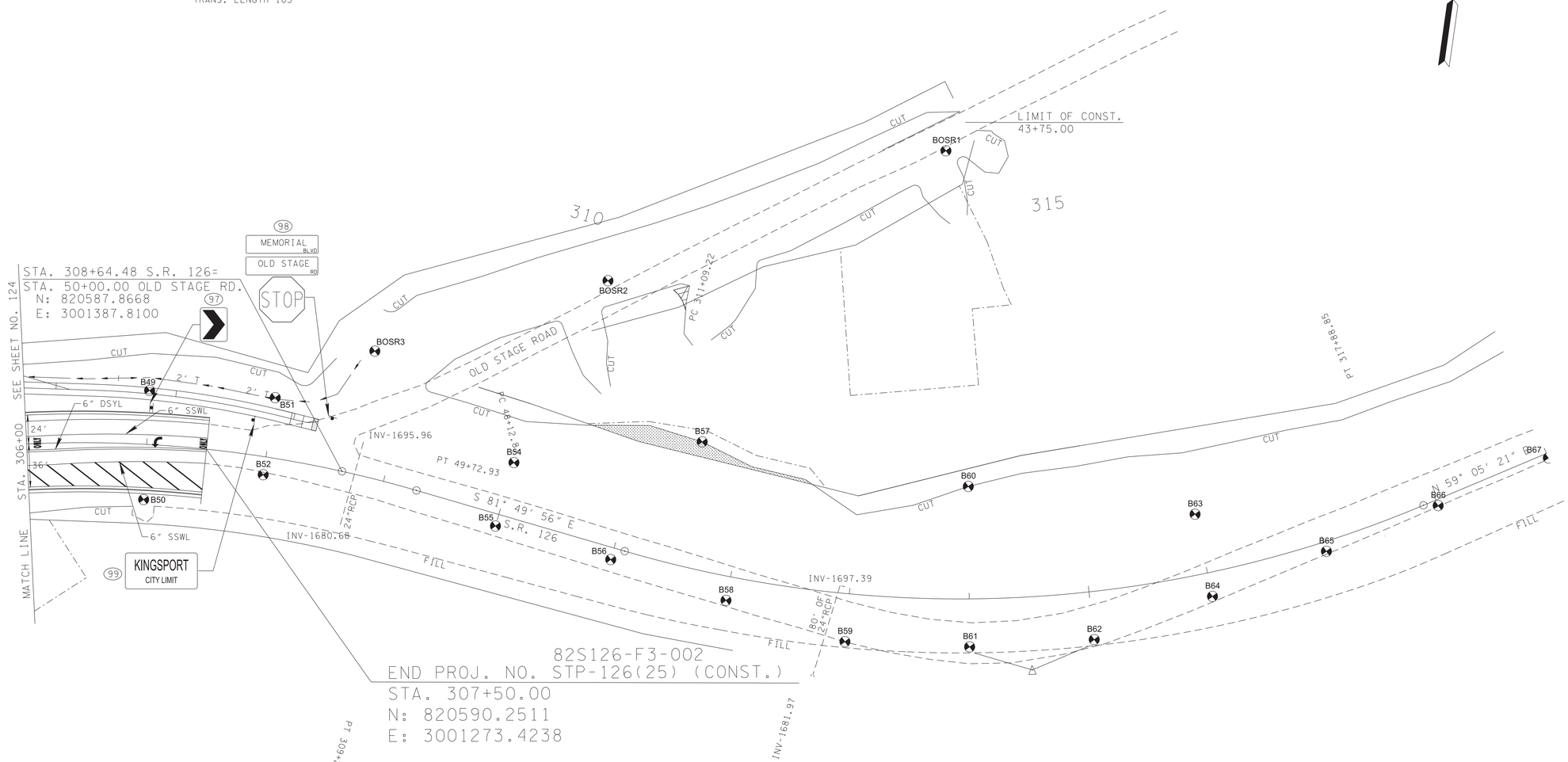
# SIGNING AND PAVEMENT MARKING PLANS

STA. 293+00 TO STA. 306+00
SCALE: 1"=50'

7/17/2025 8:37:28 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\124.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28I |
| PSE | 2025 | STP-126(25) | 125 |
| | | | |
| | | | |

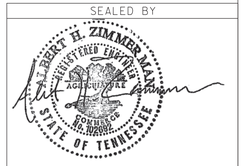
OLD STAGE ROAD
CURVE DC702
PI 49+01.35
N 820,703.1276
E 3,001,396.8514
Δ 60° 50′ 48″ (LT)
D 38° 00′ 00″
R 150.78
L 160.12
T 88.54
SE 0.040 FT/FT
DESIGN SPEED 15 MPH
TRANS. LENGTH 105




SR 126
CURVE DC109
PI 306+04.90
N 820,630.6178
E 3,001,104.4363
Δ 38° 45′ 58″ (RT)
D 5° 45′ 00″
R 996.45
L 674.19
T 350.57
SE 0.037 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 195.00

SR 126
CURVE DC110
PI 314+62.85
N 820,504.8964
E 3,001,980.3643
Δ 39° 04′ 44″ (LT)
D 5° 45′ 00″
R 996.45
L 679.63
T 353.63
SE 0.037 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 195.00

SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNING AND PAVEMENT MARKING PLANS

STA.306+00 TO STA.319+00
SCALE: 1"=50'

7/17/2025 8:37:33 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\25.sht

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

SEE STD. DWG. NO. T-S-19

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28R |
| PSE | 2025 | STP-126(25) | 126 |
| | | | |
| | | | |

| SIGN NO | LEGEND | SHEET NO | SIZE | | | | COPY | | | | SHIELD | ARROW | SIGN FACE | | | STEEL DESIGN (BREAK-AWAY) | | | | | MINIMUM VERTICAL CLEARANCE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LENGTH | HEIGHT | RADIUS | BORDER WIDTH | CAPITAL | LOWER CASE | NUMERAL | SERIES | | | COPY | BACKGROUND | MATERIAL | SUPPORT TYPE | SUPPORT LENGTH | FOOTING | CONC. CU. YD. | REIN STEEL LBS. | | |
| 1 | TN-69A LEFT TURN YIELD ON FLASHING | 116<br>119<br>122 | 24" | 30" | | | | | | | | | BLACK<br>YELLOW | WHITE REF. | 0.080" SHEET ALUM. | | | | | | | TO BE MOUNTED ON MAST ARM OF SIGNAL POLE |
| 2,102,<br>103,104<br>105,108<br>111,114,<br>117 | R3-9B CENTER LANE ONLY | 116 | 24" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | P2 | H=13'-0" | | | | 7 FT. | |
| 3,6 | R2-1 SPEED LIMIT 30 | 116,116 | 30" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=13'-0" | | | | 7 FT. | |
| 4,121 | R3-17 BIKE LANE<br>R3-17BP ENDS | 116 | 24"<br>30" | 18"<br>12" | | | | | | | | | BLACK<br>BLACK | WHITE REF.<br>WHITE REF. | 0.080" SHEET ALUM. | P2 | H=13'-0" | | | | 7 FT. | |
| 5,37<br>49,76,<br>80,81,<br>140,145 | W3-3 | 116,119<br>120 | 36" | 36" | | | | | | | | | BLACK<br>RED<br>GREEN | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 8,74<br>83 | R3-17 BIKE LANE | 116,122<br>122 | 24" | 18" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | P1 | H=12'-0" | | | | 7 FT. | |
| 9,67<br>107,109<br>116 | W14-2 NO OUTLET | 116,121 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 10 | R1-1 STOP | 117 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 11 | R1-1 STOP | 117 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 12 | W14-1 DEAD END | 117 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 13,17<br>28,52<br>58,61<br>71 | R2-1 SPEED LIMIT 35 | 117,117<br>119,120<br>120,121,<br>122 | 30" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=13'-0" | | | | 7 FT. | |
| 14 | R1-1 STOP | 117 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 15,57,<br>113 | M3-2 EAST<br>TN-6B 126 | 117,120 | 24"<br>30" | 12"<br>24" | | | | | | | | | BLACK<br>BLACK | WHITE REF.<br>WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-0" | | | | 7 FT. | |

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGN SCHEDULE

CELL SS2

7/17/2025 8:37:37 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\126.sht

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

SEE STD. DWG. NO. T-S-19

| SIGN NO | LEGEND | SHEET NO | SIZE | | | | COPY | | | | SHIELD | ARROW | SIGN FACE | | | STEEL DESIGN (BREAK-AWAY) | | | | | MINIMUM VERTICAL CLEARANCE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LENGTH | HEIGHT | RADIUS | BORDER WIDTH | CAPITAL | LOWER CASE | NUMERAL | SERIES | | | COPY | BACKGROUND | MATERIAL | SUPPORT TYPE | SUPPORT LENGTH | FOOTING | CONC. CU. YD. | REIN STEEL LBS. | | |
| 16 | R1-1 STOP | 117 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 18 | TN-17A 40 | 117 | 6" | 12" | | | | | | | | | WHITE | GREEN REF. | 0.080" SHEET ALUM. | | | | | | 7 FT. | |
| 19 | R1-1 STOP | 118 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 20 | R1-1 STOP | 118 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 21,22 23,24 25,89 90,97 | W1-8 | 118,118 118,118 118,124 124,125 | 18" | 24" | | | | | | | | | BLACK | YELLOW REF. | 0.080" SHEET ALUM. | P1 | H=12'-6" | | | | 7 FT. | |
| 26 | W1-2 | 118 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 27 | W1-2 | 119 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 29 | D1-2 ← BLOUNTVILLE BUSINESS DIST. → | 119 | VARIES | 30" | | | | | | | | | WHITE | GREEN REF. | 0.100" SHEET ALUM. | P8 | H=13'-6" H=13'-9" | | | | 7 FT. | |
| 30 | TN-6B 126<br>TN-39 E ↔ W | 119 | 30"<br>30" | 24"<br>15" | | | | | | | | | BLACK<br>BLACK | WHITE REF.<br>WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-6" | | | | 7 FT. | |
| 31 | M3-4 WEST<br>TN-6B 126 | 119 | 24"<br>30" | 12"<br>24" | | | | | | | | | BLACK<br>BLACK | WHITE REF.<br>WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-0" | | | | 7 FT. | |
| 32,44 | R5-1A WRONG WAY | 119,119 | 42" | 30" | | | | | | | | | WHITE | RED REF. | 0.100" SHEET ALUM. | P5 | H=12'-6" | | | | 7 FT. | |
| 33,45 | R5-1 DO NOT ENTER | 119,119 | 36" | 36" | | | | | | | | | WHITE | WHITE REF.<br>RED REF. | 0.100" SHEET ALUM. | P8 | H=13'-6" | | | | 7 FT. | |
| 34 | M3-3 SOUTH<br>TN-6C 93 Tennessee<br>M5-1 | 119 | 24"<br>30"<br>21" | 12"<br>24"<br>15" | | | | | | | | | BLACK<br>BLACK<br>BLACK | WHITE REF.<br>WHITE REF.<br>WHITE REF. | 0.080" SHEET ALUM. | P6 | H=14'-9" | | | | 7 FT. | |
| 35 | D1-2 JOHNSON CITY KNOXVILLE | 119 | VARIES | 30" | | | | | | | | | WHITE | GREEN REF. | 0.080" SHEET ALUM. | P8 | H=12'-6" H=13'-0" | | | | 7 FT. | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28S |
| PSE | 2025 | STP-126(25) | 127 |
| | | | |
| | | | |

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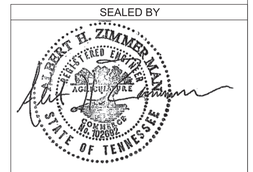


7-18-2025

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# SIGN SCHEDULE

CELL SS2

7/17/2025 8:37:40 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\127.sht

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

SEE STD. DWG. NO. T-S-19

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28T |
| PSE | 2025 | STP-126(25) | 128 |
| | | | |
| | | | |

| SIGN NO | LEGEND | SHEET NO | SIZE | | | | COPY | | | | SHIELD | ARROW | SIGN FACE | | | STEEL DESIGN (BREAK-AWAY) | | | | | MINIMUM VERTICAL CLEARANCE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LENGTH | HEIGHT | RADIUS | BORDER WIDTH | CAPITAL | LOWER CASE | NUMERAL | SERIES | | | COPY | BACKGROUND | MATERIAL | SUPPORT TYPE | SUPPORT LENGTH | FOOTING | CONC. CU. YD. | REIN STEEL LBS. | | |
| 36 | R1-2 YIELD | 119 | 48" | 48" | | | | | | | | | RED | RED REF. WHITE REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" H=15'-6" | | | | 7 FT. | |
| 38,54 | M2-1 JCT TN-6C 93 Tennessee | 118,120 | 21" 30" | 15" 24" | | | | | | | | | BLACK BLACK | WHITE REF. WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-6" | | | | 7 FT. | |
| 39 | D1-1 GREENEVILLE → | 119 | VARIES | 18" | | | | | | | | | WHITE | GREEN REF. | 0.100" SHEET ALUM. | P8 | H=12'-6" H=13'-0" | | | | 7 FT. | |
| 40 | R1-1 STOP | 119 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 41 | M3-1 NORTH SOUTH M3-3 TN-6C 93 Tennessee 93 Tennessee TN-6C M6-3 M6-2 | 119 | 24" 24" 30" 30" 21" 21" | 12" 12" 24" 24" 15" 15" | | | | | | | | | BLACK BLACK BLACK | WHITE REF. WHITE REF. WHITE REF. | 0.080" SHEET ALUM. 0.080" SHEET ALUM. | P6 P6 | H=15'-6" H=15'-9" | | | | 7 FT. | |
| 42 | M3-1 NORTH TN-6C 93 Tennessee M5-1 | 119 | 24" 30" 21" | 12" 24" 15" | | | | | | | | | BLACK BLACK BLACK | WHITE REF. WHITE REF. WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-6" | | | | 7 FT. | |
| 43 | M3-1 NORTH TN-6C 93 Tennessee M6-1 | 119 | 24" 30" 21" | 12" 24" 15" | | | | | | | | | BLACK BLACK BLACK | WHITE REF. WHITE REF. WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-6" | | | | 7 FT. | |
| 46 | TN-6B 126 TN-39 W ↔ E | 119 | 30" 30" | 24" 15" | | | | | | | | | BLACK BLACK | WHITE REF. WHITE REF. | 0.080" SHEET ALUM. | P6 | H=15'-6" | | | | 7 FT. | |
| 47 | M3-3 SOUTH NORTH M3-1 TN-6C 93 Tennessee 93 Tennessee TN-6C M6-3 M6-2 | 120 | 24" 24" 30" 30" 21" 21" | 12" 12" 24" 24" 15" 15" | | | | | | | | | BLACK BLACK BLACK | WHITE REF. WHITE REF. WHITE REF. | 0.080" SHEET ALUM. | P6 P6 | H=15'-6" H=15'-6" | | | | 7 FT. | |
| 48 | R4-7 | 120 | 24" | 30" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=12'-6" | | | | 7 FT. | CONTRACTOR TO USE STD.DWG. T-S-23C MULTI-DIRECTIONAL SLIP BASE |
| 50 | M3-3 SOUTH NORTH M3-1 TN-6C 93 Tennessee 93 Tennessee TN-6C M5-4 LEFT LANE RIGHT LANE M5-6 | 120 | 24" 24" 30" 30" 24" 24" | 12" 12" 24" 24" 18" 18" | | | | | | | | | BLACK BLACK BLACK | WHITE REF. WHITE REF. WHITE REF. | 0.080" SHEET ALUM. 0.080" SHEET ALUM. | P6 P6 | H=15'-6" H=15'-6" | | | | 7 FT. | |
| 51 | W6-1 | 120 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |

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BURT H. ZIMMERMAN JR. LICENSED PROFESSIONAL ENGINEER AGRICULTURE COMMISSIONER OF AGRICULTURE STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# SIGN SCHEDULE

CELL SS2

7/17/2025 8:37:43 AM

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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)

SEE STD. DWG. NO. T-S-19

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28U |
| PSE | 2025 | STP-126(25) | 129 |
| | | | |
| | | | |

| SIGN NO | LEGEND | SHEET NO | SIZE | | | | COPY | | | | SHIELD | ARROW | SIGN FACE | | | STEEL DESIGN (BREAK-AWAY) | | | | | MINIMUM VERTICAL CLEARANCE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LENGTH | HEIGHT | RADIUS | BORDER WIDTH | CAPITAL | LOWER CASE | NUMERAL | SERIES | | | COPY | BACKGROUND | MATERIAL | SUPPORT TYPE | SUPPORT LENGTH | FOOTING | CONC. CU. YD. | REIN STEEL LBS. | | |
| 53 | R1-1 STOP | 120 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 55,60 | W11-8 | 120,121 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 56 | R1-1 STOP | 120 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 62 | R1-1 STOP | 121 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 63,70, 85,88, 92,119, 125 | OM3-L | 121,121, 123,123, 124 | 12" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.080" SHEET ALUM. | P2 | H=13'-6" | | | | 7 FT. | |
| 64,69, 86,87, 91,120, 124 | OM3-R | 121,121, 123,123, 124 | 12" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.080" SHEET ALUM. | P2 | H=13'-6" | | | | 7 FT. | |
| 65 | R1-1 STOP | 121 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 66,122 | R2-1 SPEED LIMIT 25 | 121 | 30" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=13'-0" | | | | 7 FT. | |
| 72 | R1-1 STOP | 122 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 73 | SPEED LIMIT 35 | 122 | 36" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=12'-6" | | | | 7 FT. | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 77 | R1-1 STOP | 122 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |

SEALED BY

ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
& INDUSTRY
STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGN SCHEDULE

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7/17/2025 8:37:46 AM
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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)

SEE STD. DWG. NO. T-S-19

| SIGN NO | LEGEND | SHEET NO | SIZE | | | | COPY | | | | SHIELD | ARROW | SIGN FACE | | | STEEL DESIGN (BREAK-AWAY) | | | | | MINIMUM VERTICAL CLEARANCE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LENGTH | HEIGHT | RADIUS | BORDER WIDTH | CAPITAL | LOWER CASE | NUMERAL | SERIES | | | COPY | BACKGROUND | MATERIAL | SUPPORT TYPE | SUPPORT LENGTH | FOOTING | CONC. CU. YD. | REIN STEEL LBS. | | |
| 78 | R1-1 STOP | 122 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 79 | R1-1 STOP | 122 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 84 | R4-5 TRUCKS USE RIGHT LANE | 122 | 24" | 30" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=12'-6" | | | | 7 FT. | |
| 68,93, 106,110, 115 | R2-1 SPEED LIMIT 45 | 122 | 30" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=13'-0" | | | | 7 FT. | |
| 94,127 | W2-4 | 122 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 95 | R1-1 STOP | 124 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 96 | R1-1 STOP | 124 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 98 | R1-1 STOP | 125 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 99 | I-2 KINGSPORT CITY LIMIT | 125 | VARIES | 18" | | | | | | | | | WHITE | GREEN REF. | 0.100" SHEET ALUM. | P8 | H=13'-6" H=14'-0" | | | | 7 FT. | |
| 112 | R1-1 STOP | 18 | 36" | 36" | | | | | | | | | WHITE | RED REF. | 0.080" SHEET ALUM. | P8 | H=16'-0" | | | | 7 FT. | |
| 128 | HERE TO | 119 | 36" | 36" | | | | | | | | | RED BLACK | WHITE REF. WHITE REF. | 0.100" SHEET ALUM. | P8 | H=13'-6" | | | | 7 FT. | |
| 129 | NOT USED | | | | | | | | | | | | | | | | | | | | | |
| 130 | AHEAD W16-3 | 117,120 | 24" | 12" | | | | | | | | | BLACK | YELLOW REF. | 0.080" SHEET ALUM. | P8 | H=13'-6" | | | | 7 FT. | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 28V |
| PSE | 2025 | STP-126(25) | 130 |
| | | | |
| | | | |

SEALED BY

ALBERT H. ZIMMERMANN REGISTERED ENGINEER 26211 COMMISSION OF TENNESSEE STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# SIGN SCHEDULE

CELL SS2

7/17/2025 8:37:48 AM

N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\130.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | 131 |

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

SEE STD. DWG. NO. T-S-19











| SIGN NO | LEGEND | SHEET NO | SIZE | | | | COPY | | | | SHIELD | ARROW | SIGN FACE | | | STEEL DESIGN (BREAK-AWAY) | | | | | MINIMUM VERTICAL CLEARANCE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LENGTH | HEIGHT | RADIUS | BORDER WIDTH | CAPITAL | LOWER CASE | NUMERAL | SERIES | | | COPY | BACKGROUND | MATERIAL | SUPPORT TYPE | SUPPORT LENGTH | FOOTING | CONC. CU. YD. | REIN STEEL LBS. | | |
| 131 | W11-2 | 117,120 | 36" | 36" | | | | | | | | | BLACK | YELLOW REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | CONTRACTOR TO INSTALL ITEM 713-02.21 SIGN POST DELINEATION ENHANCEMENT |
| 132 | W16-7P | 117,120 | 24" | 12" | | | | | | | | | BLACK | YELLOW REF. | 0.080" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 133 | STOP HERE FOR R1-5B | 117,120 | 36" | 36" | | | | | | | | | WHITE<br>BLACK | RED REF.<br>WHITE REF. | 0.080" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 134 | CROSSWALK STOP ON RED R10-23 | 117,120 | 24" | 30" | | | | | | | | | BLACK | RED REF.<br>WHITE REF. | 0.080" SHEET ALUM. | | | | | | | TO BE MOUNTED ON MAST ARM OF SIGNAL POLE |
| 135 | R4-7 | 117,121 | 24" | 30" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | U6 | H=12'-6" | | | | 7 FT. | CONTRACTOR TO USE STD.DWG. T-S-23C MULTI-DIRECTIONAL SLIP BASE |
| 136 | OM1-1 | 117,121 | 18" | 18" | | | | | | | | | ORANGE | YELLOW REF. | 0.080" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 137 | END OF SIDEWALK R9-9 | 122 | 24" | 12" | | | | | | | | | BLACK | WHITE REF. | 0.080" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 138<br>140 | ONE WAY R6-1L | 119,119 | 54" | 18" | | | | | | | | | BLACK | WHITE REF. | 0.100" SHEET ALUM. | U3 | H=12'-6"<br>H=13'-0" | | | | 7 FT. | |
| 139<br>146 | ONE WAY R6-1R | 119,119 | 54" | 18" | | | | | | | | | BLACK | WHITE REF. | 0.100" SHEET ALUM. | U3 | | | | | 7 FT. | |
| 141<br>143 | R3_2 | 119,119 | 36" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.100" SHEET ALUM. | P8 | H=15'-0" | | | | 7 FT. | |
| 142<br>144 | R3_1 | 119,119 | 36" | 36" | | | | | | | | | BLACK | WHITE REF. | 0.100" SHEET ALUM. | P8 | | | | | 7 FT. | |
| 145 | M3-3 NORTH SOUTH M3-1<br>TN-6C 93 Tennessee 93 Tennessee TN-6C<br>M5-4 LEFT LANE RIGHT LANE M5-6 | 120 | 24" 24"<br>30" 30"<br>24" 24" | 12" 12"<br>24" 24"<br>18" 18" | | | | | | | | | BLACK<br>BLACK<br>BLACK | WHITE REF.<br>WHITE REF.<br>WHITE REF. | 0.080" SHEET ALUM.<br>0.080" SHEET ALUM. | P6<br>P6 | H=15'-6"<br>H=15'-6" | | | | 7 FT. | |











SEALED BY

ALBERT H. ZIMMERMANN REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 102692 STATE OF TENNESSEE

7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

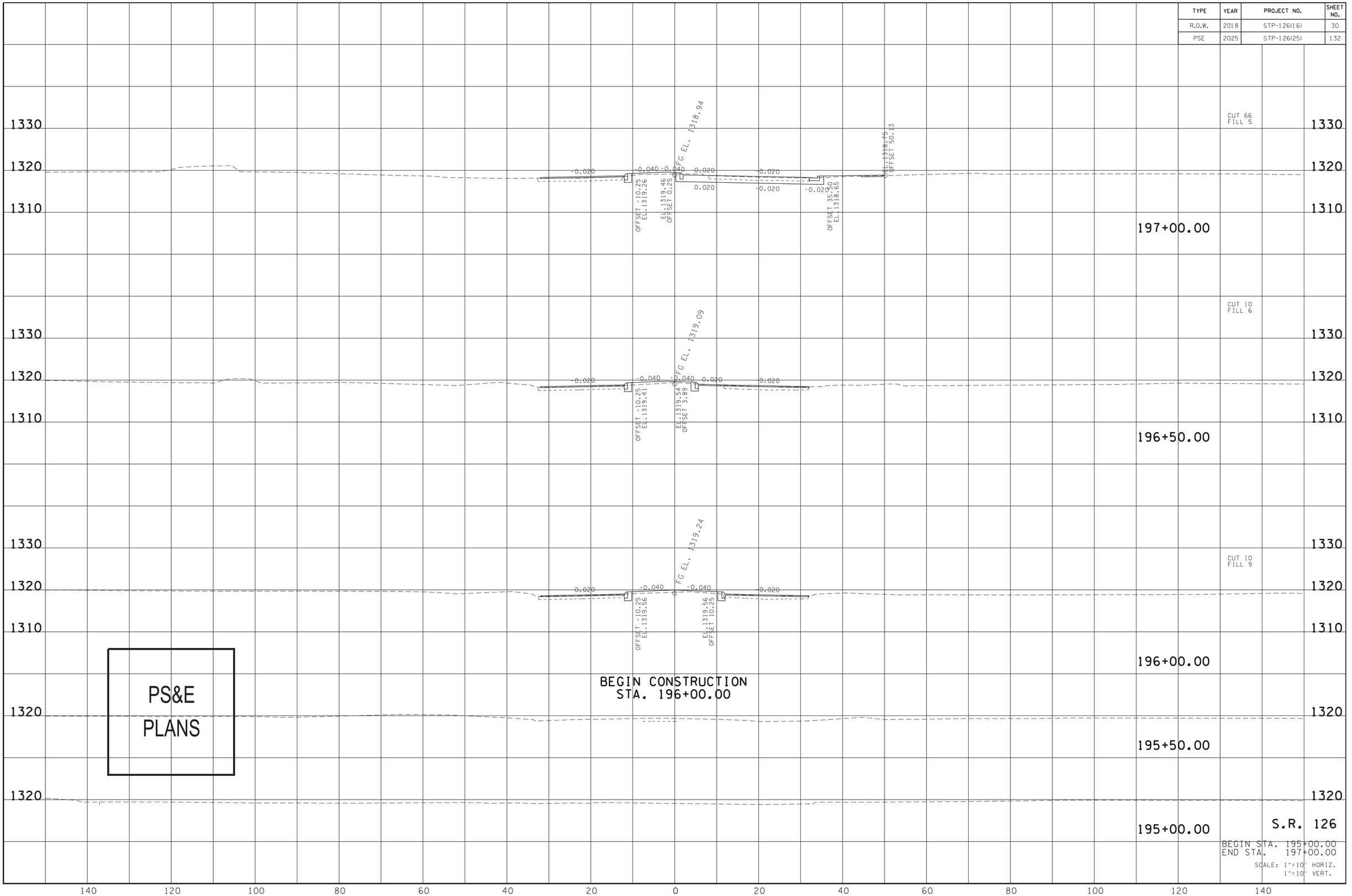
SIGN SCHEDULE

CELL SS2

7/17/2025 8:37:51 AM

N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\131.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 30 |
| PSE | 2025 | STP-126(25) | 132 |

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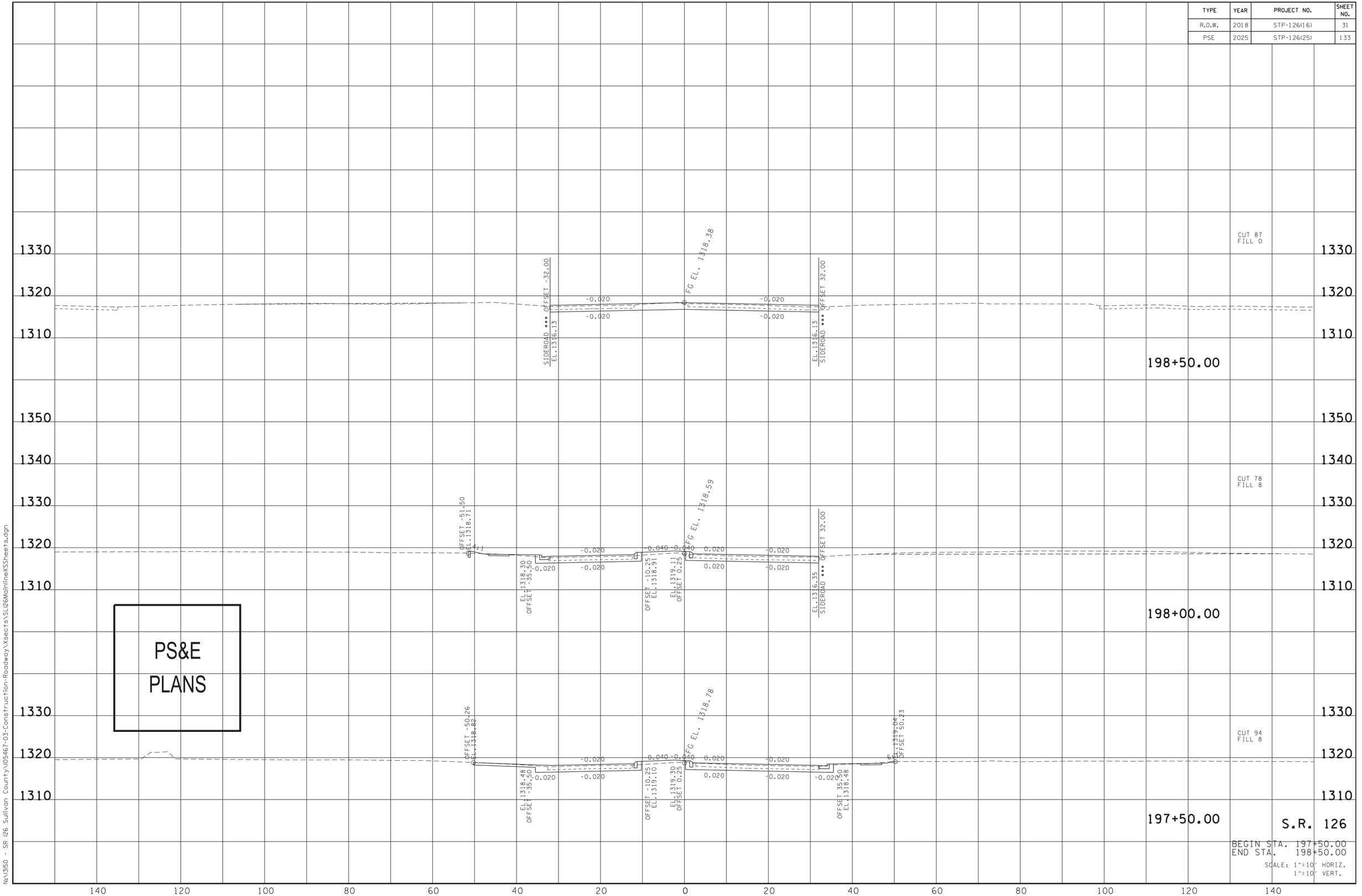
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 31 |
| PSE | 2025 | STP-126(25) | 133 |




4/13/2025 9:36:29 PM
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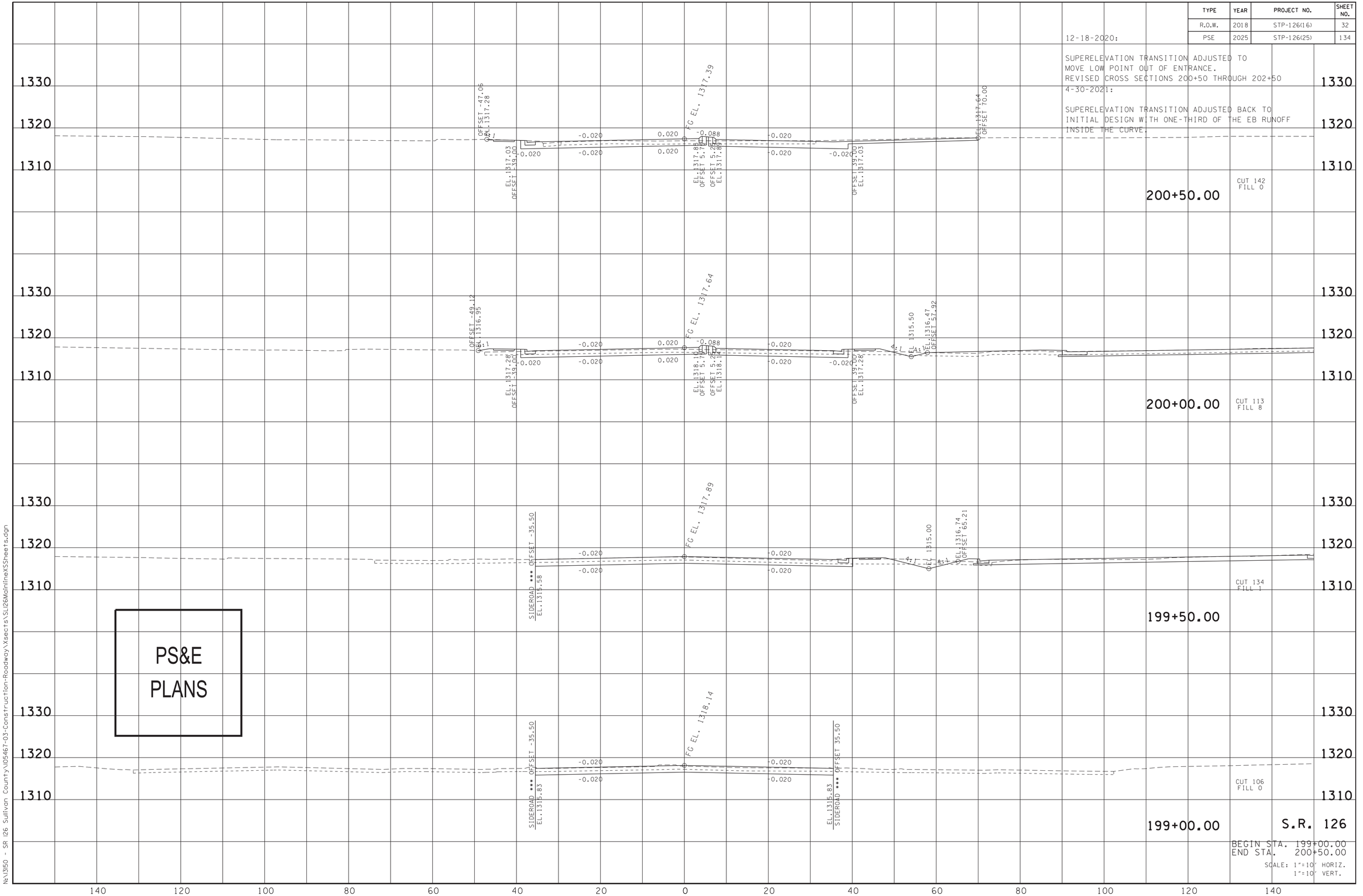
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 32 |
| PSE | 2025 | STP-126(25) | 134 |

12-18-2020:

SUPERELEVATION TRANSITION ADJUSTED TO
MOVE LOW POINT OUT OF ENTRANCE.
REVISED CROSS SECTIONS 200+50 THROUGH 202+50
4-30-2021:

SUPERELEVATION TRANSITION ADJUSTED BACK TO
INITIAL DESIGN WITH ONE-THIRD OF THE EB RUNOFF
INSIDE THE CURVE.




PS&E
PLANS

4/13/2025 9:37:40 PM
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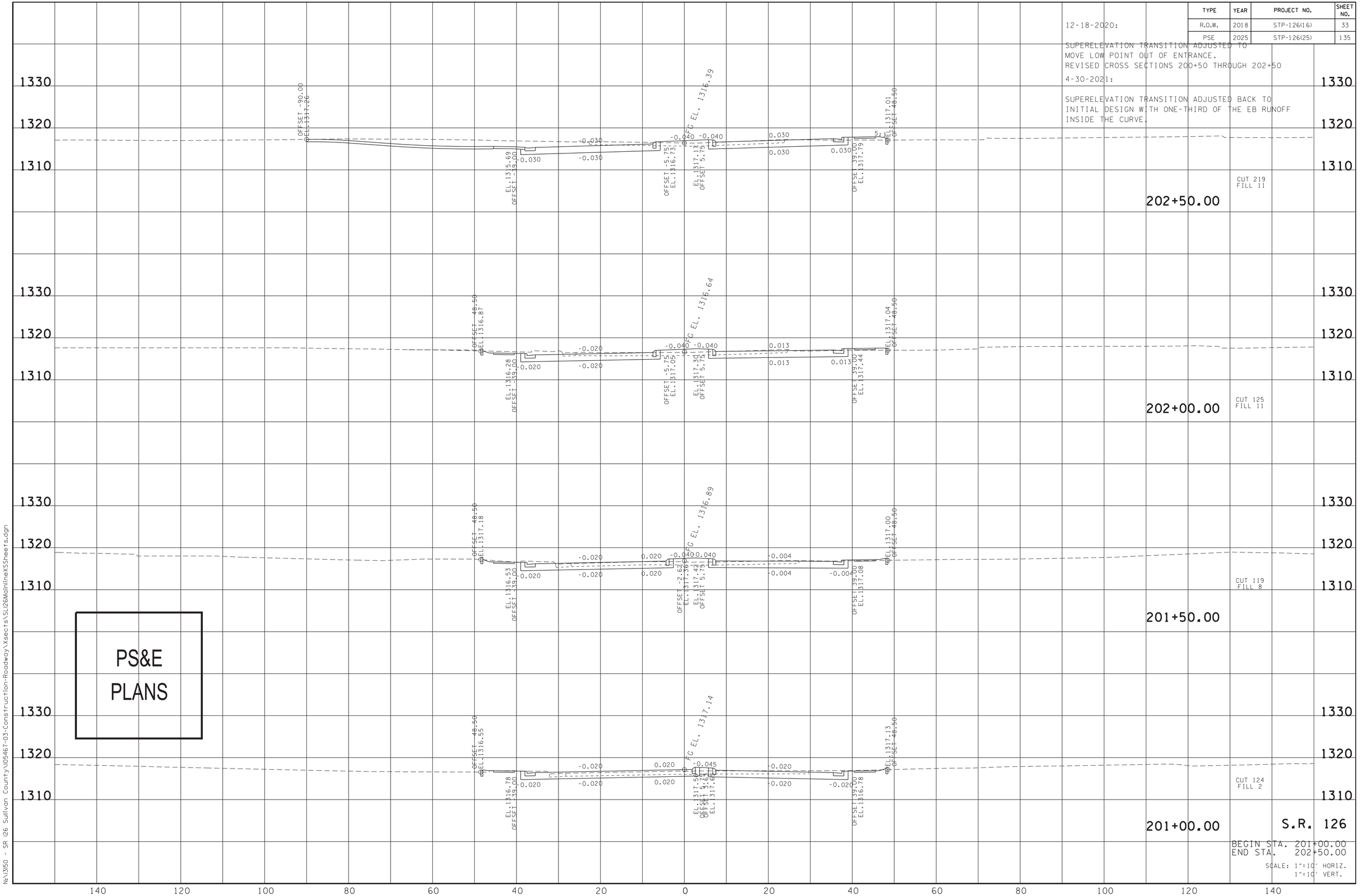
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 33 |
| PSE | 2025 | STP-126(25) | 135 |

12-18-2020:

SUPERELEVATION TRANSITION ADJUSTED TO MOVE LOW POINT OUT OF ENTRANCE.
REVISED CROSS SECTIONS 200+50 THROUGH 202+50

4-30-2021:

SUPERELEVATION TRANSITION ADJUSTED BACK TO INITIAL DESIGN WITH ONE-THIRD OF THE EB RUNOFF INSIDE THE CURVE.




PS&E
PLANS

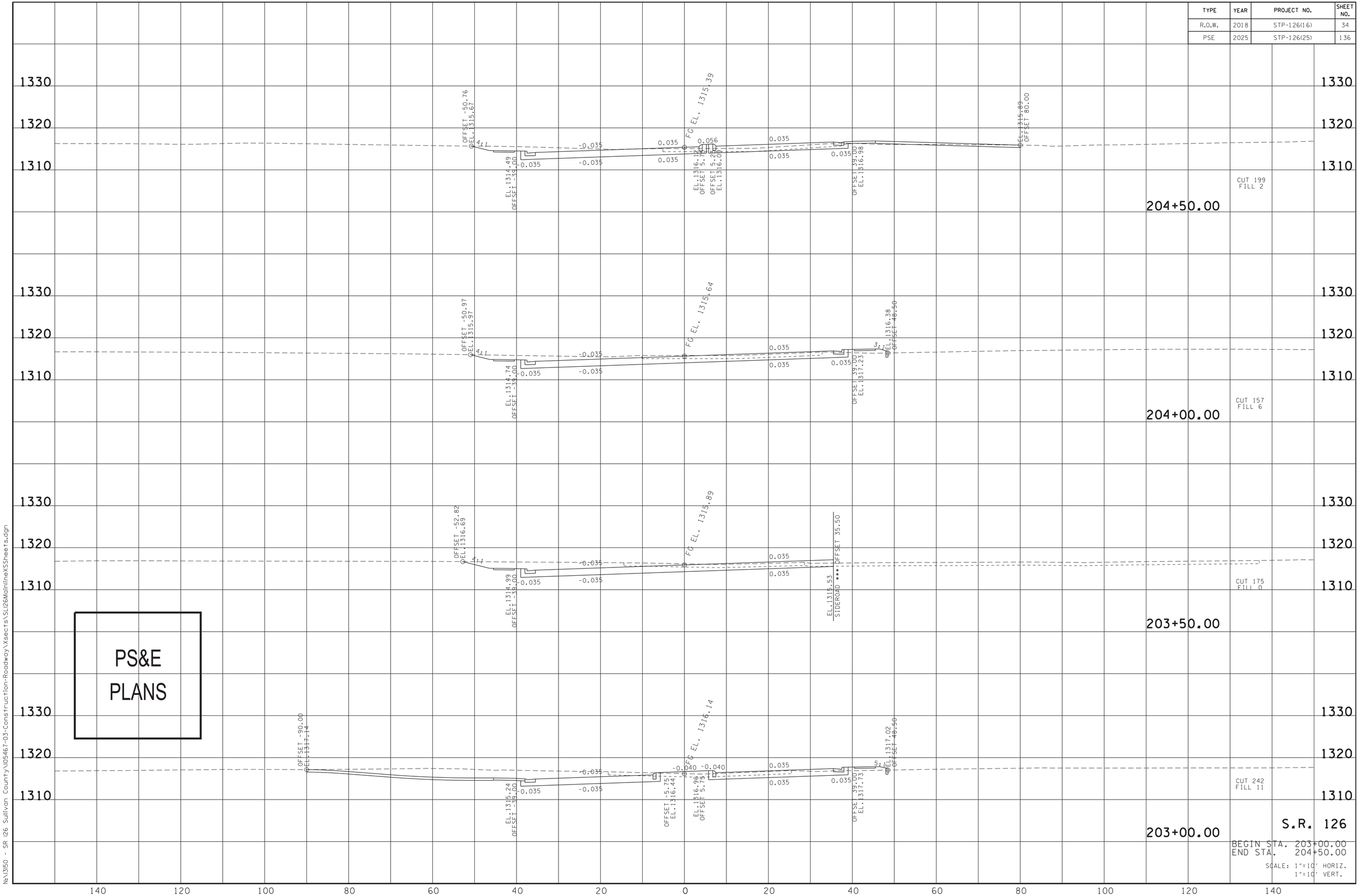
S.R. 126

BEGIN STA. 201+00.00
END STA. 202+50.00

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

4/13/2025 9:38:32 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

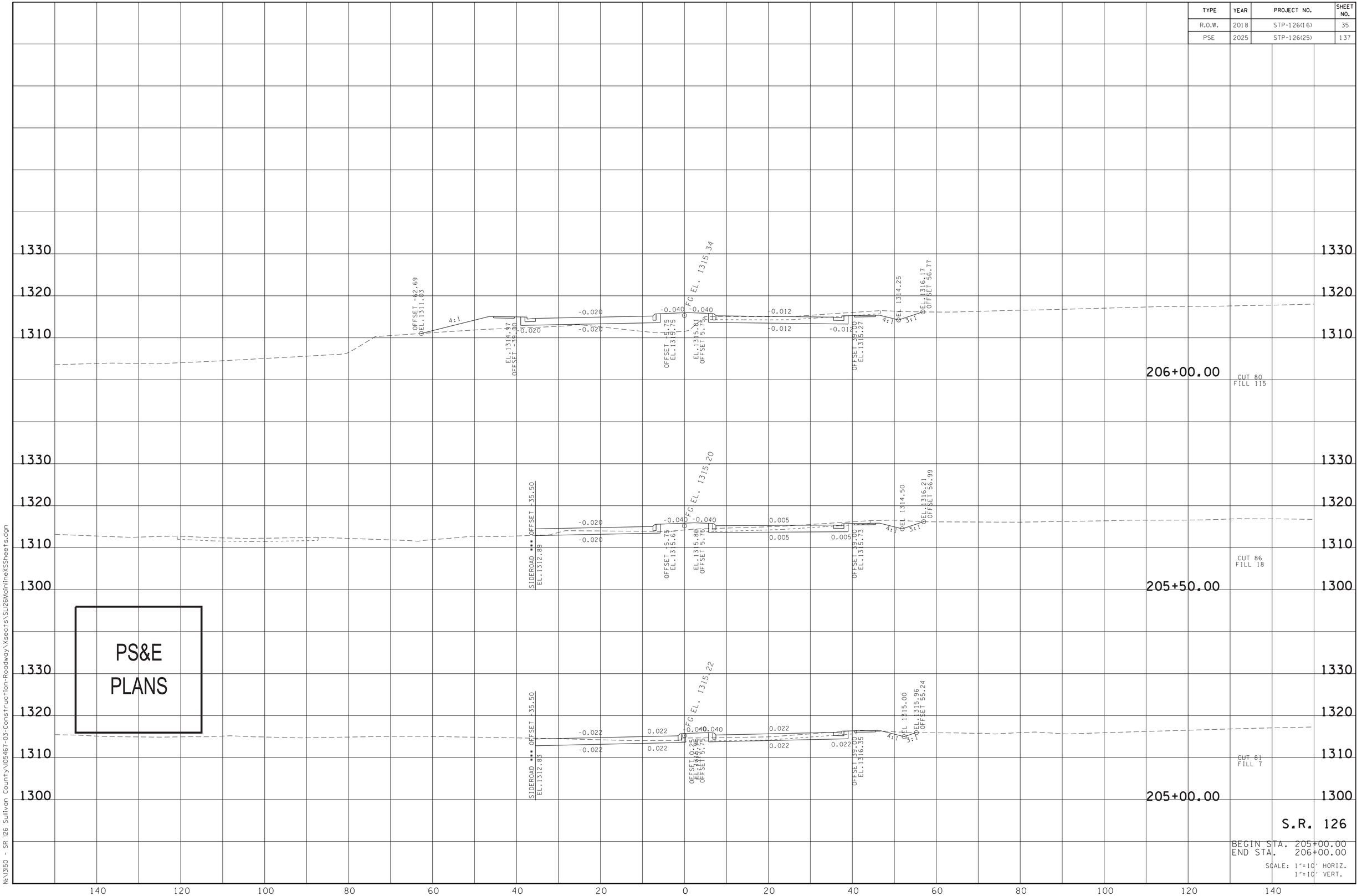
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 34 |
| PSE | 2025 | STP-126(25) | 136 |




PS&E
PLANS

4/13/2025 9:39:01 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 35 |
| PSE | 2025 | STP-126(25) | 137 |




PS&E
PLANS

S.R. 126

BEGIN STA. 205+00.00
END STA. 206+00.00

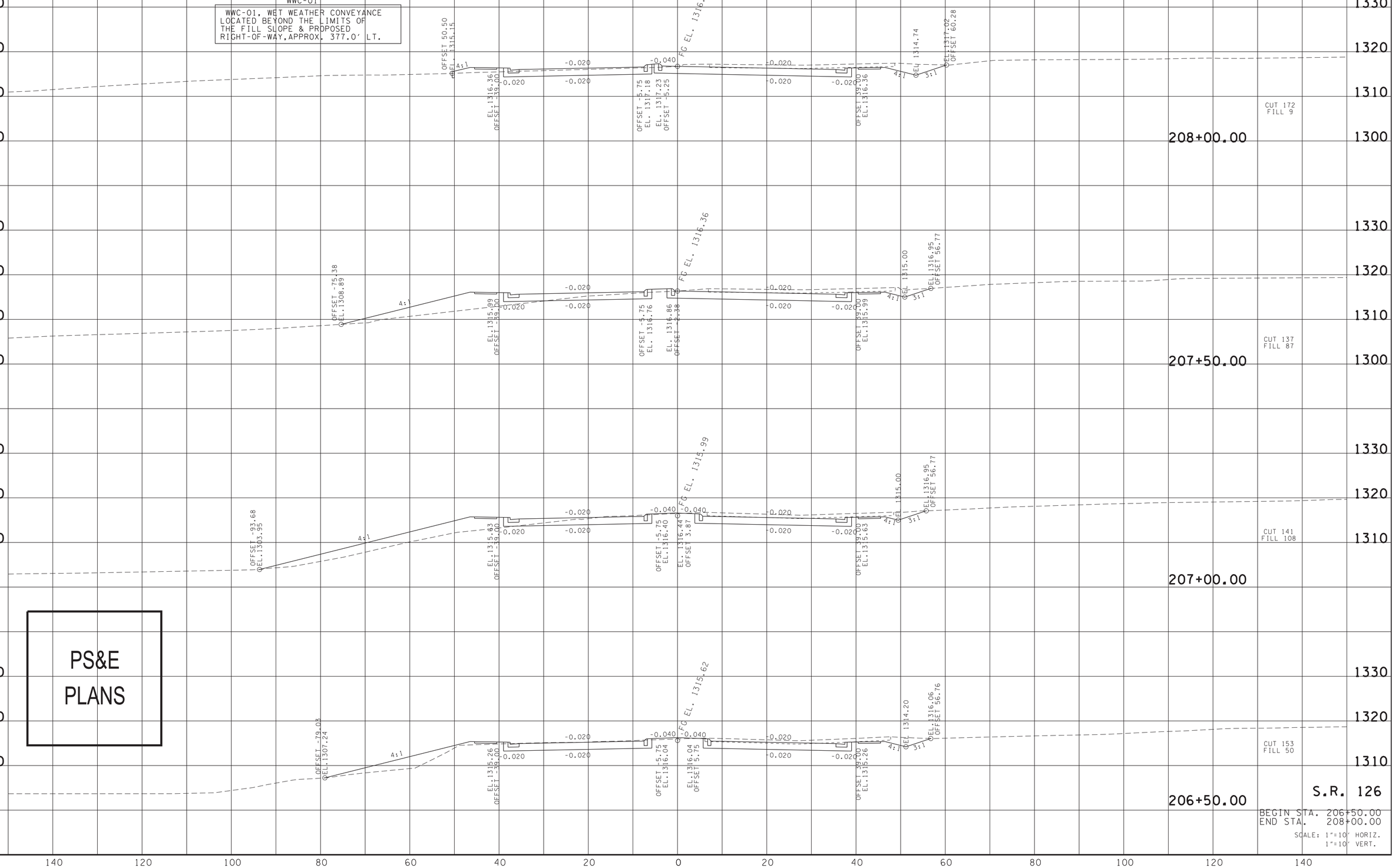
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 9:39:23 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 36 |
| PSE | 2025 | STP-126(25) | 138 |

WWC-01

WWC-01, WET WEATHER CONVEYANCE LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 377.0' LT.




PS&E PLANS

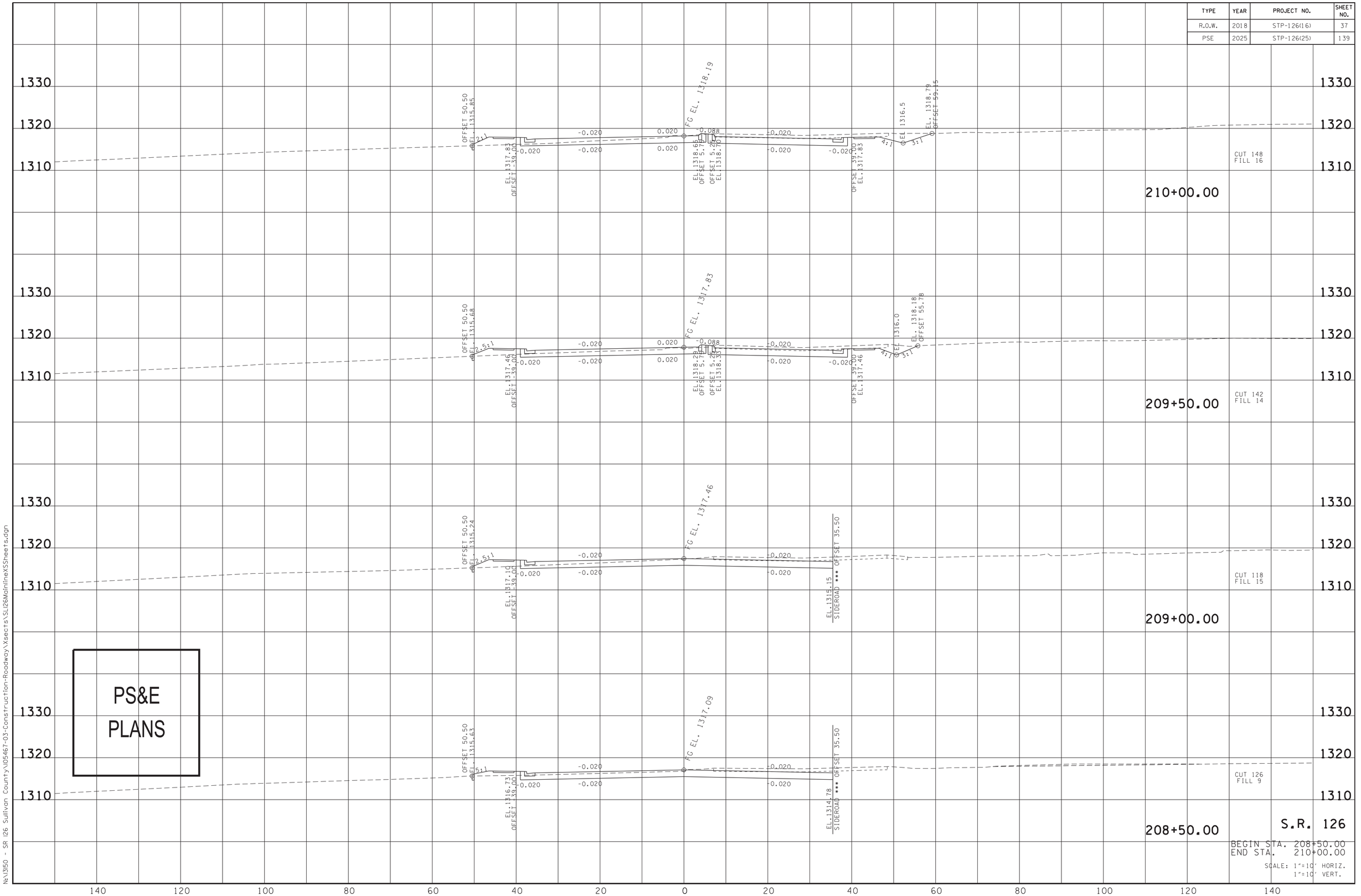
S.R. 126

BEGIN STA. 206+50.00
END STA. 208+00.00

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

4/13/2025 9:39:53 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 37 |
| PSE | 2025 | STP-126(25) | 139 |




PS&E
PLANS

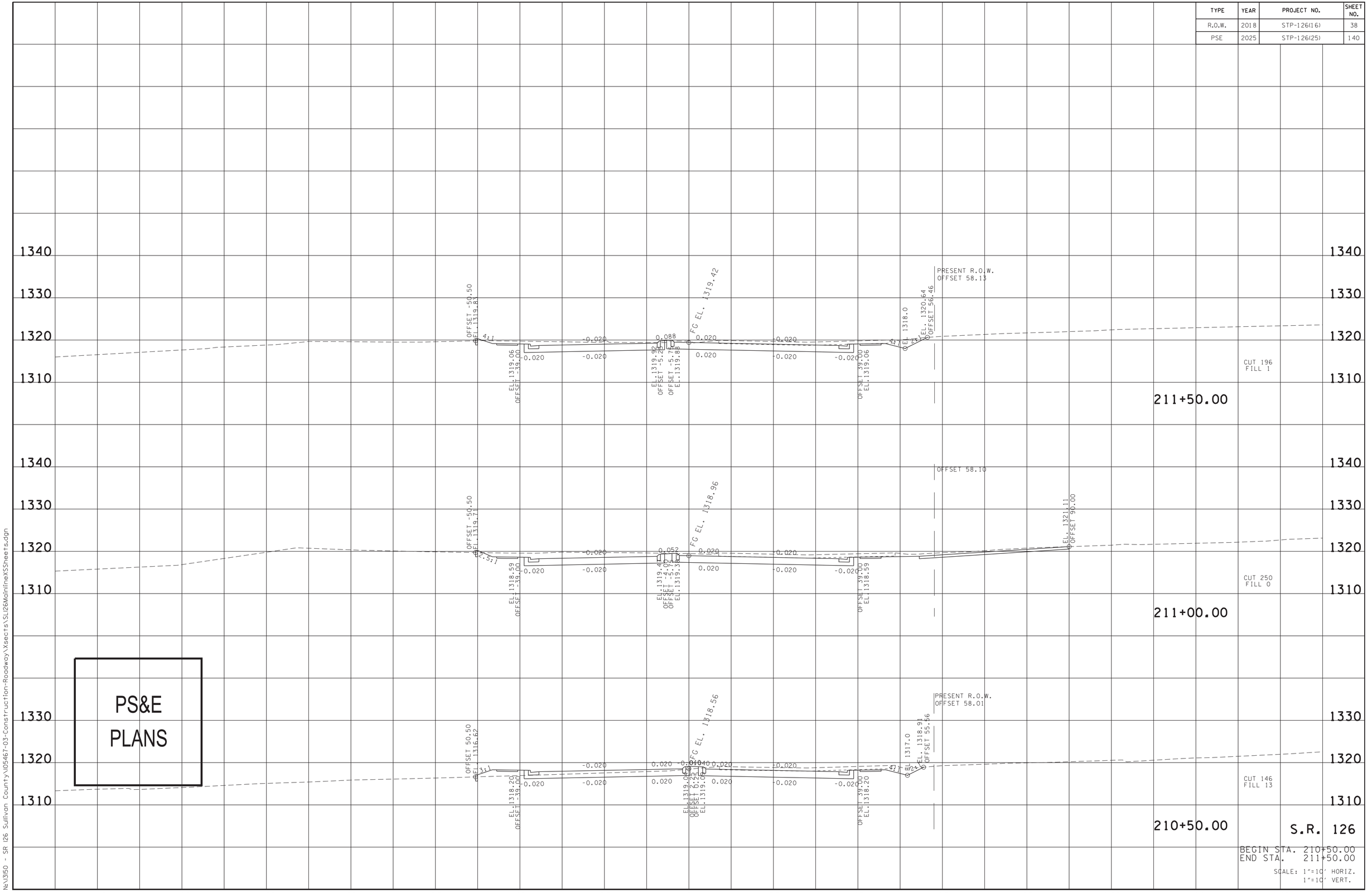
S.R. 126

BEGIN STA. 208+50.00
END STA. 210+00.00

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

4/13/2025 9:40:23 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 38 |
| PSE | 2025 | STP-126(25) | 140 |




PS&E
PLANS

S.R. 126
BEGIN STA. 210+50.00
END STA. 211+50.00

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

4/13/2025 9:40:56 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 39 |
| PSE | 2025 | STP-126(25) | 141 |

PS&E
PLANS

213+00.00

OFFSET 61.96
EL. 1314.75
2.5:1
EL.1320.82
OFFSET -39.00
-0.020
-0.020
-0.020
-0.040
-0.040
FG EL. 1321.19
OFFSET -5.75
EL.1321.60
EL.1321.60
OFFSET 5.75
-0.020
-0.020
OFFSET 39.00
EL.1320.82
6:1
EL. 1322.03
OFFSET 53.07

CUT 94
FILL 88

212+50.00

SIDEROAD **** OFFSET -35.50
EL. 1318.22
-0.020
-0.020
FG EL. 1320.54
-0.020
-0.020
OFFSET 39.00
EL.1320.17
6:1
EL. 1321.58
OFFSET 55.58

CUT 123
FILL 3

212+00.00

SIDEROAD **** OFFSET -35.50
EL. 1317.63
-0.020
-0.020
FG EL. 1319.95
-0.020
-0.020
OFFSET 39.00
EL.1319.58
4:1
2:1
EL. 1318.5
EL. 1321.09
OFFSET 56.47
PRESENT R.O.W.
OFFSET 58.16

CUT 169
FILL 0

S.R. 126

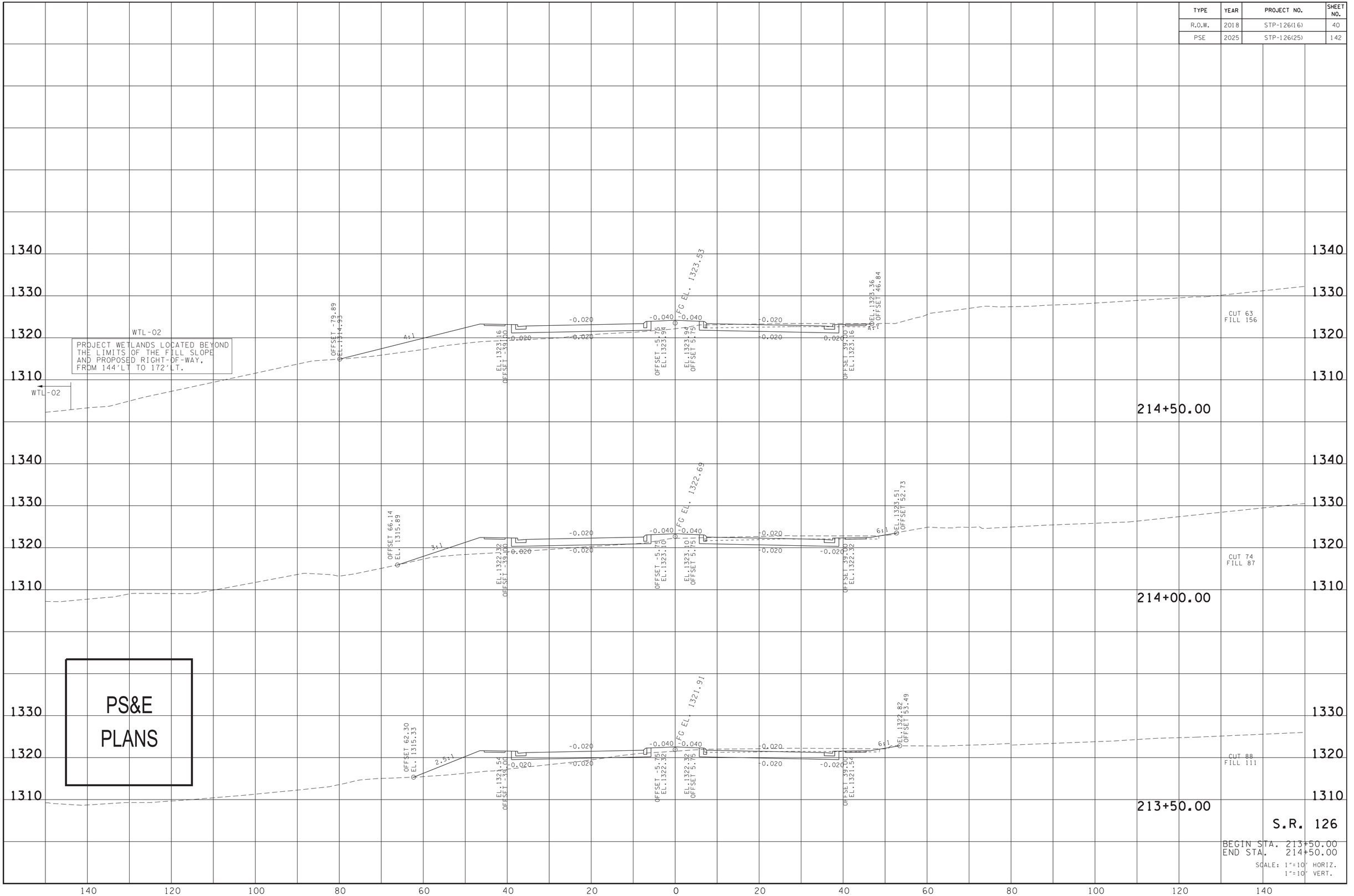
BEGIN STA. 212+00.00
END STA. 213+00.00

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

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

4/13/2025 9:41:34 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 40 |
| PSE | 2025 | STP-126(25) | 142 |




PS&E PLANS

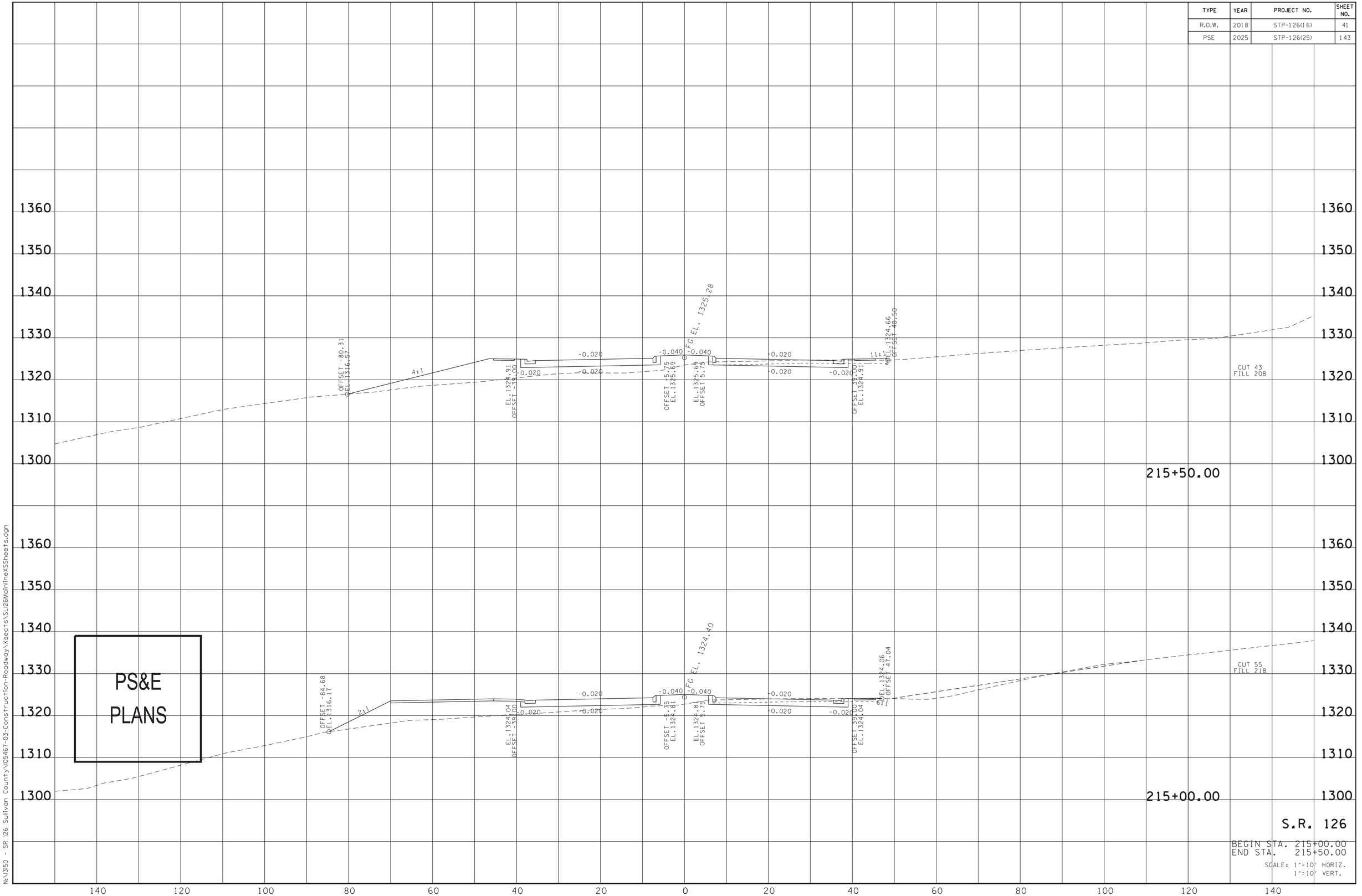
S.R. 126

BEGIN STA. 213+50.00
END STA. 214+50.00

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

4/13/2025 9:42:12 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 41 |
| PSE | 2025 | STP-126(25) | 143 |



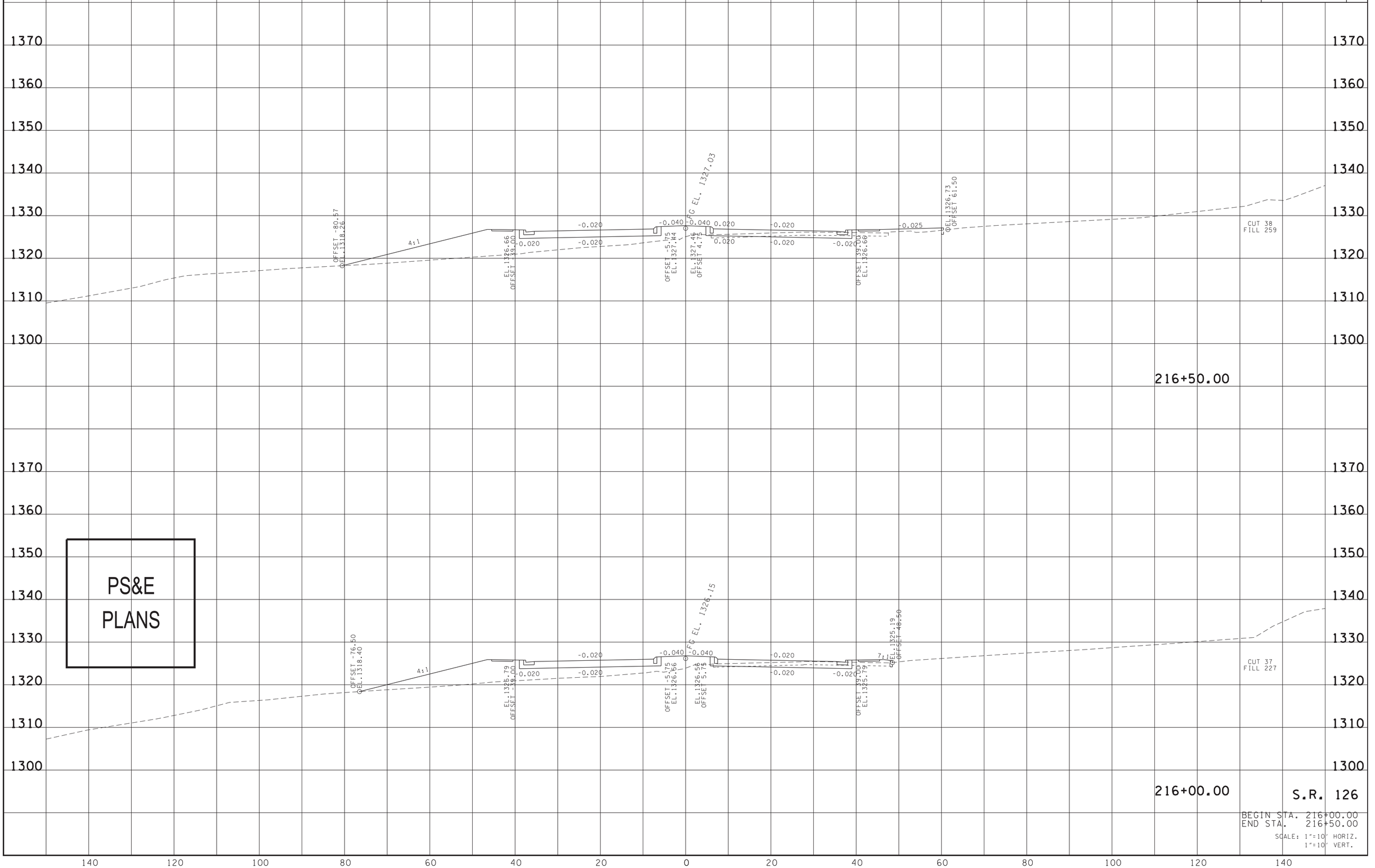

S.R. 126

BEGIN STA. 215+00.00
END STA. 215+50.00

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

4/13/2025 9:42:51 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 42 |
| PSE | 2025 | STP-126(25) | 144 |




PS&E PLANS

4/13/2025 9:43:34 PM
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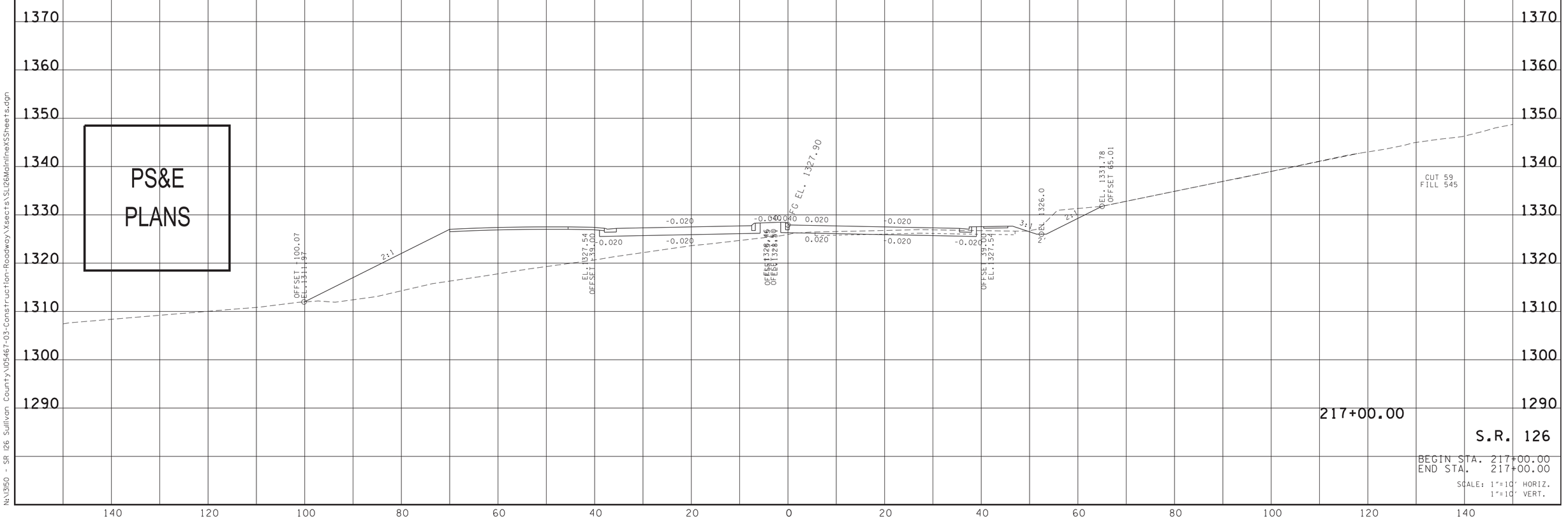
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 43 |
| PSE | 2025 | STP-126(25) | 145 |

PS&E PLANS




217+00.00

S.R. 126

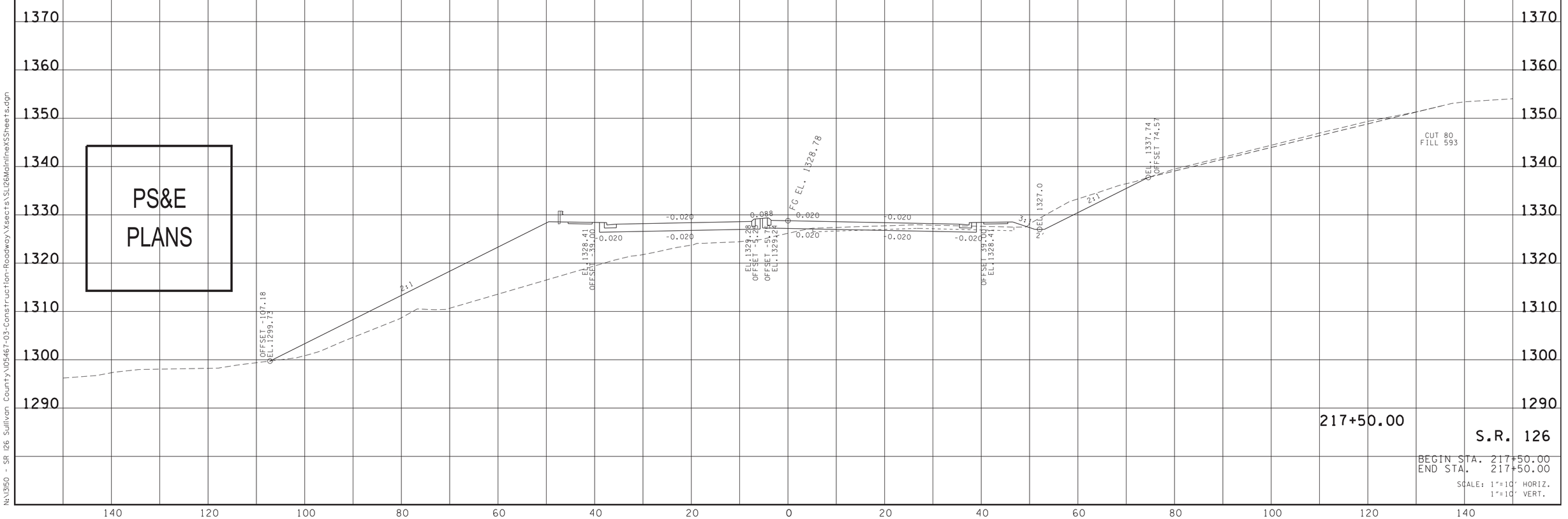
BEGIN STA. 217+00.00
END STA. 217+00.00

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

4/13/2025 9:44:28 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 44 |
| PSE | 2025 | STP-126(25) | 146 |

PS&E
PLANS




217+50.00

S.R. 126

BEGIN STA. 217+50.00
END STA. 217+50.00

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

4/13/2025 9:44:55 PM
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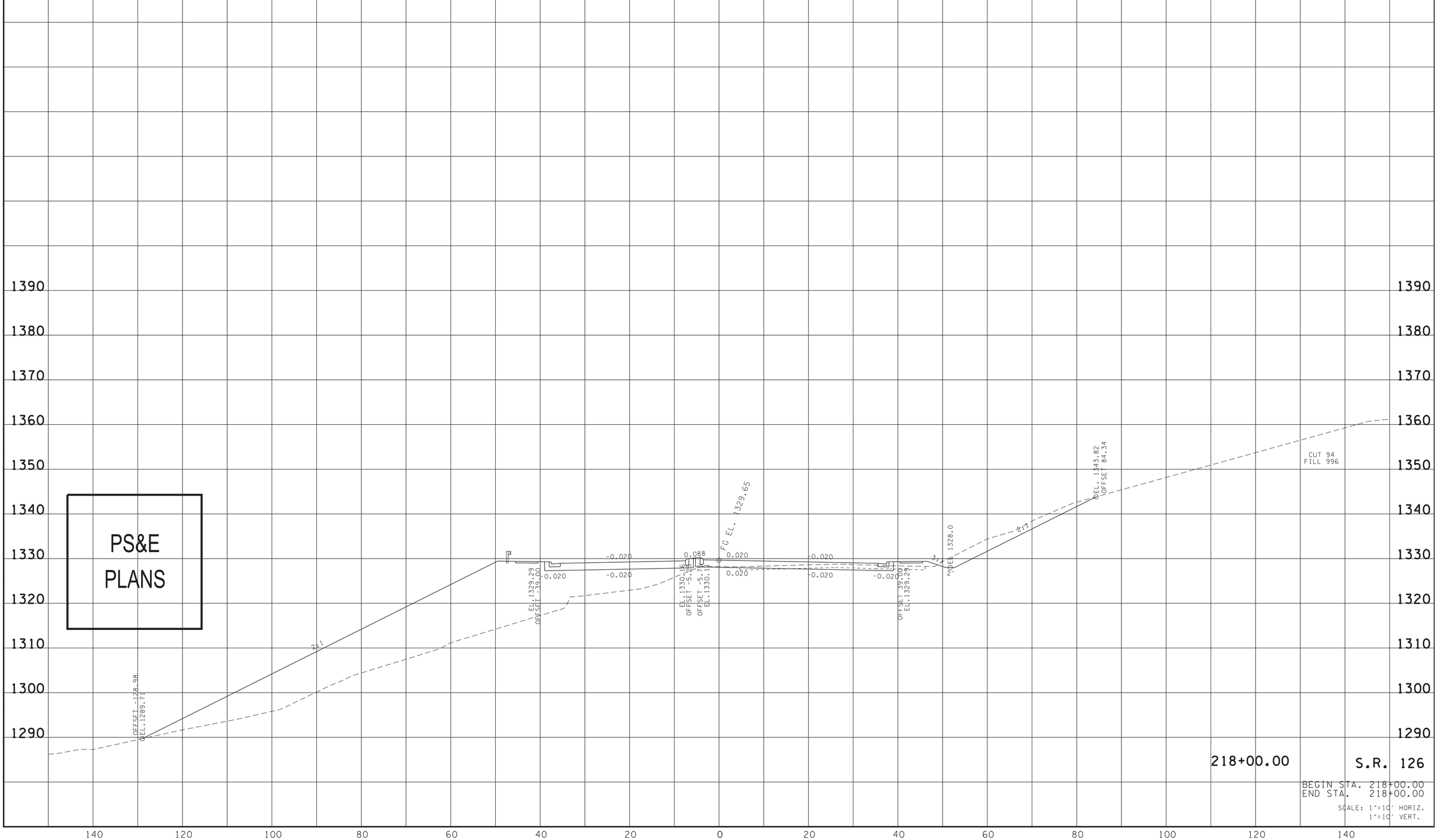
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 45 |
| PSE | 2025 | STP-126(25) | 147 |

PS&E PLANS

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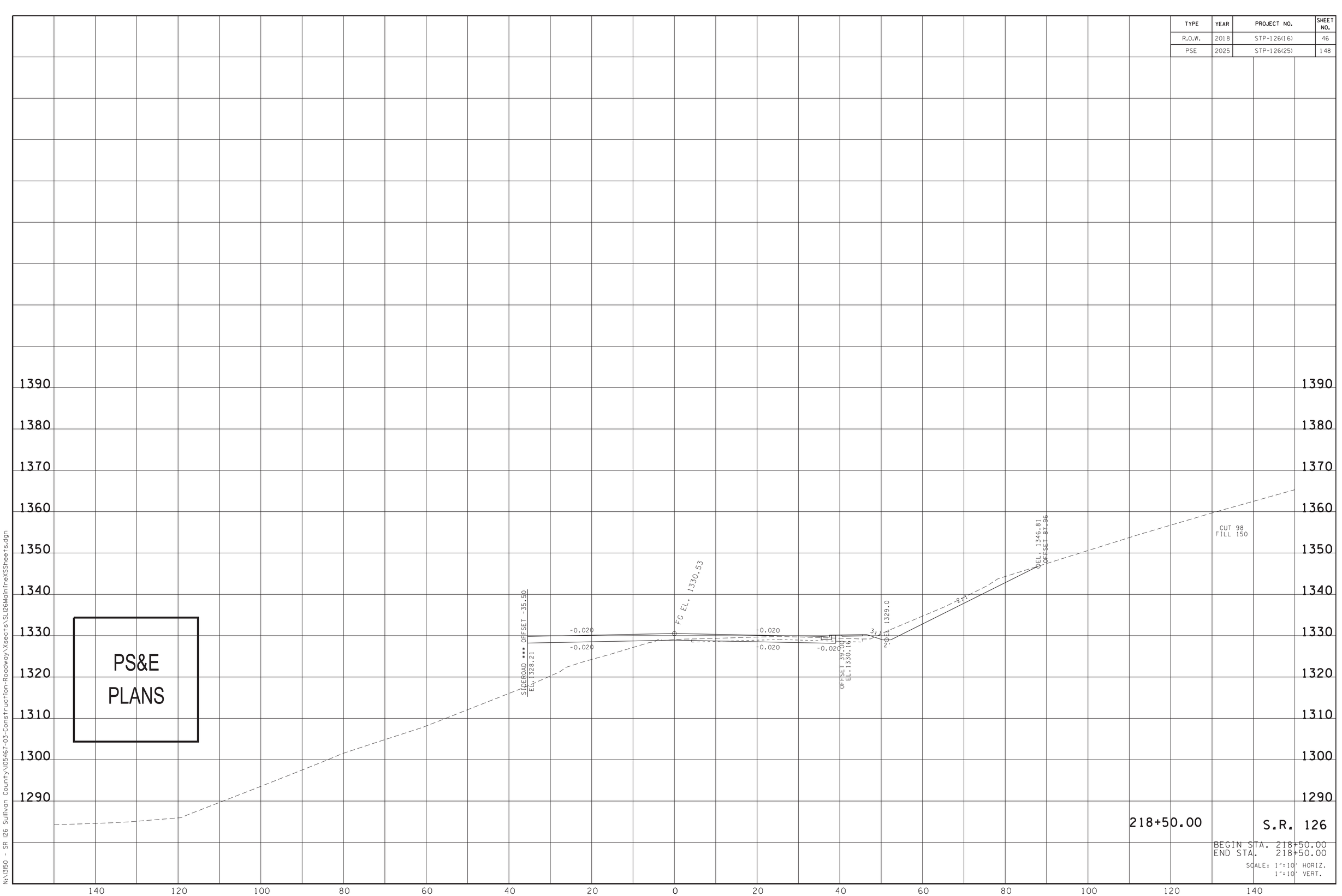
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 46 |
| PSE | 2025 | STP-126(25) | 148 |

PS&E
PLANS

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 47 |
| PSE | 2025 | STP-126(25) | 149 |

PS&E
PLANS

SIDEROAD *** OFFSET -35.50
EL.1329.09

-0.020
-0.020

FG EL. 1331.40

-0.020
-0.020

OFFSET 39.00
EL.1331.04

NOEL 1330.0

2:1

OFF. 1348.13
OFFSET 88.22

CUT 149
FILL 60

219+00.00

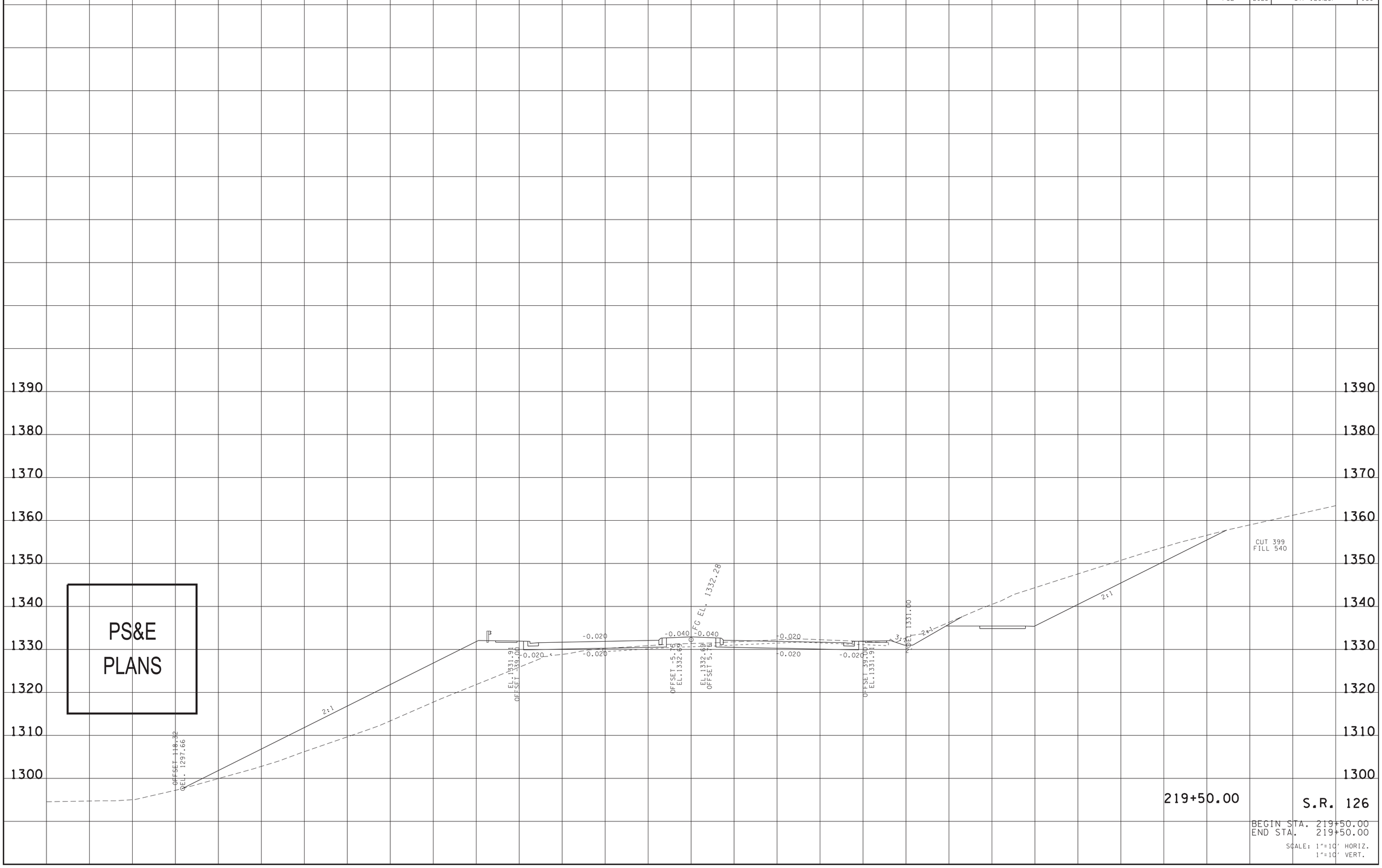
S.R. 126

BEGIN STA. 219+00.00
END STA. 219+00.00

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

4/13/2025 9:46:21 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 48 |
| PSE | 2025 | STP-126(25) | 150 |

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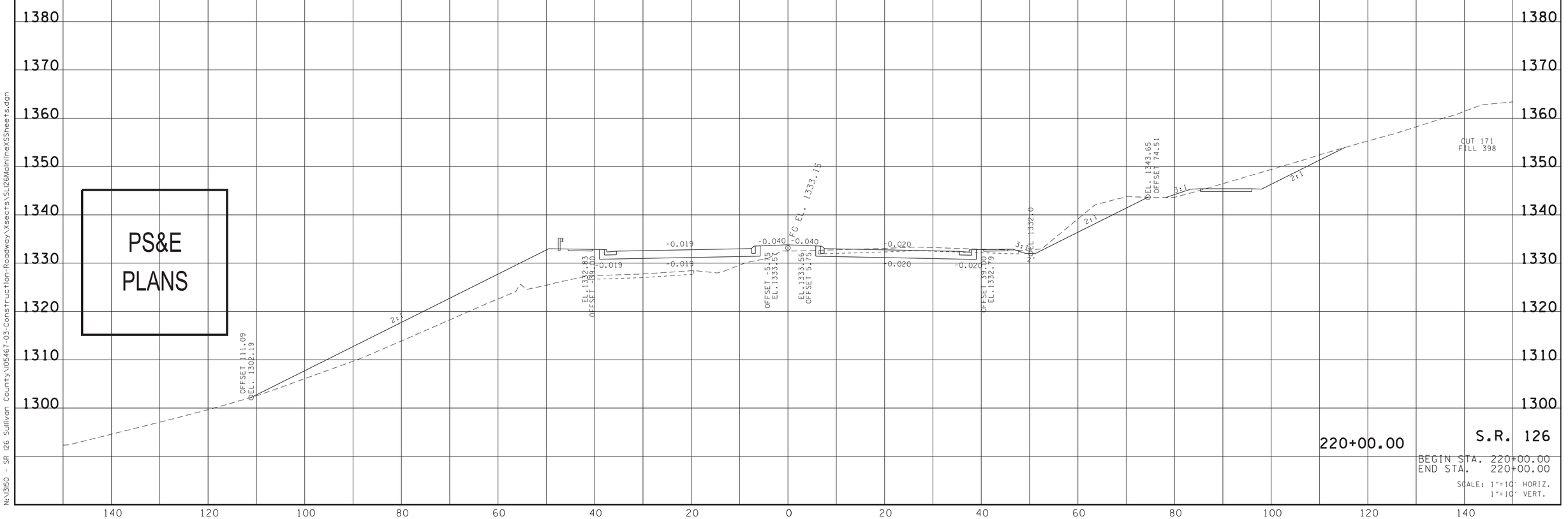
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 49 |
| PSE | 2025 | STP-126(25) | 151 |

PS&E
PLANS




220+00.00

S.R. 126

BEGIN STA. 220+00.00
END STA. 220+00.00

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

4/13/2025 9:47:31 PM
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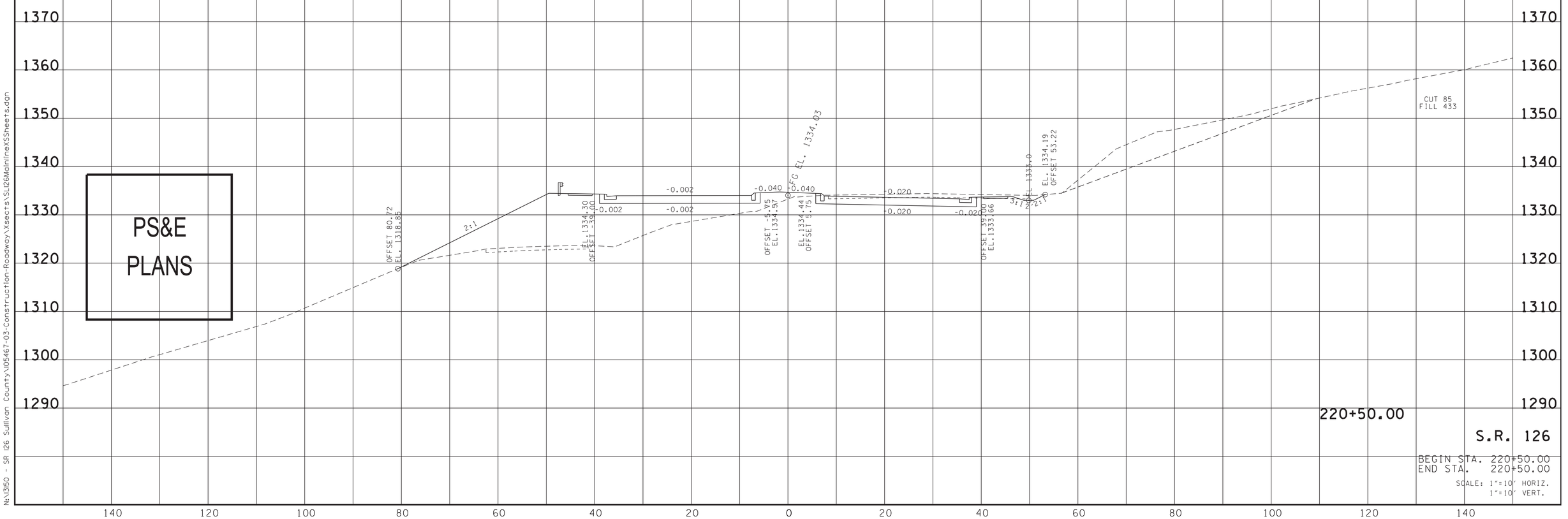
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 50 |
| PSE | 2025 | STP-126(25) | 152 |

PS&E PLANS




4/13/2025 9:47:57 PM
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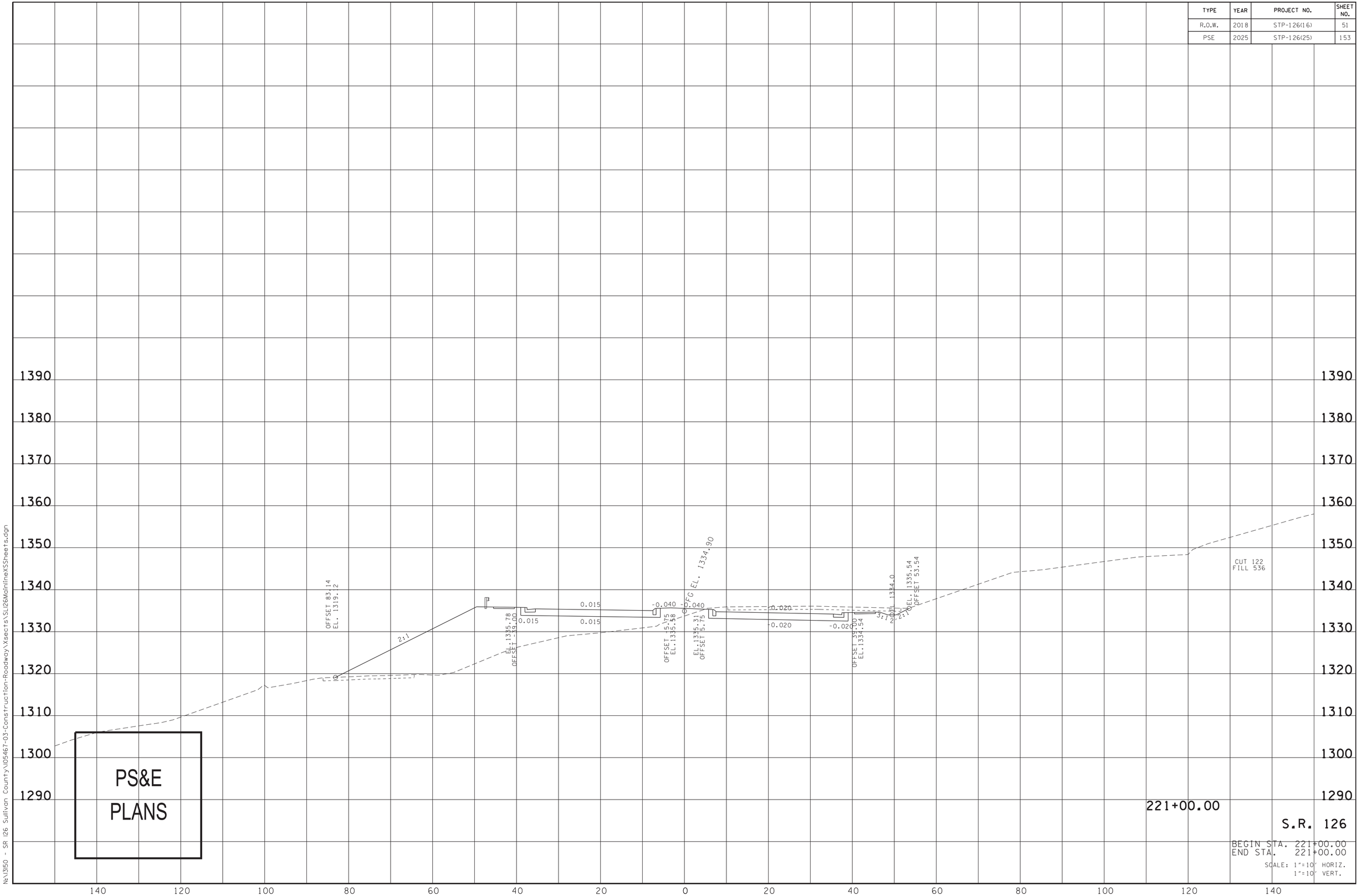
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 51 |
| PSE | 2025 | STP-126(25) | 153 |




4/13/2025 9:48:40 PM
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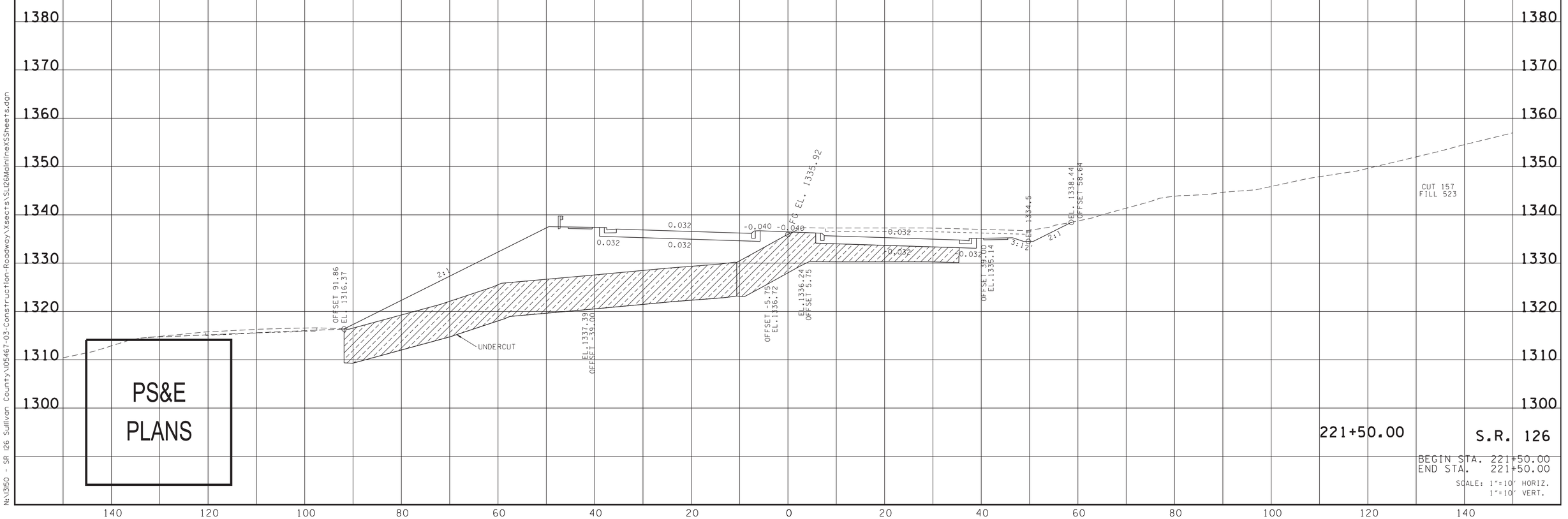
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 52 |
| PSE | 2025 | STP-126(25) | 154 |




4/13/2025 9:49:35 PM
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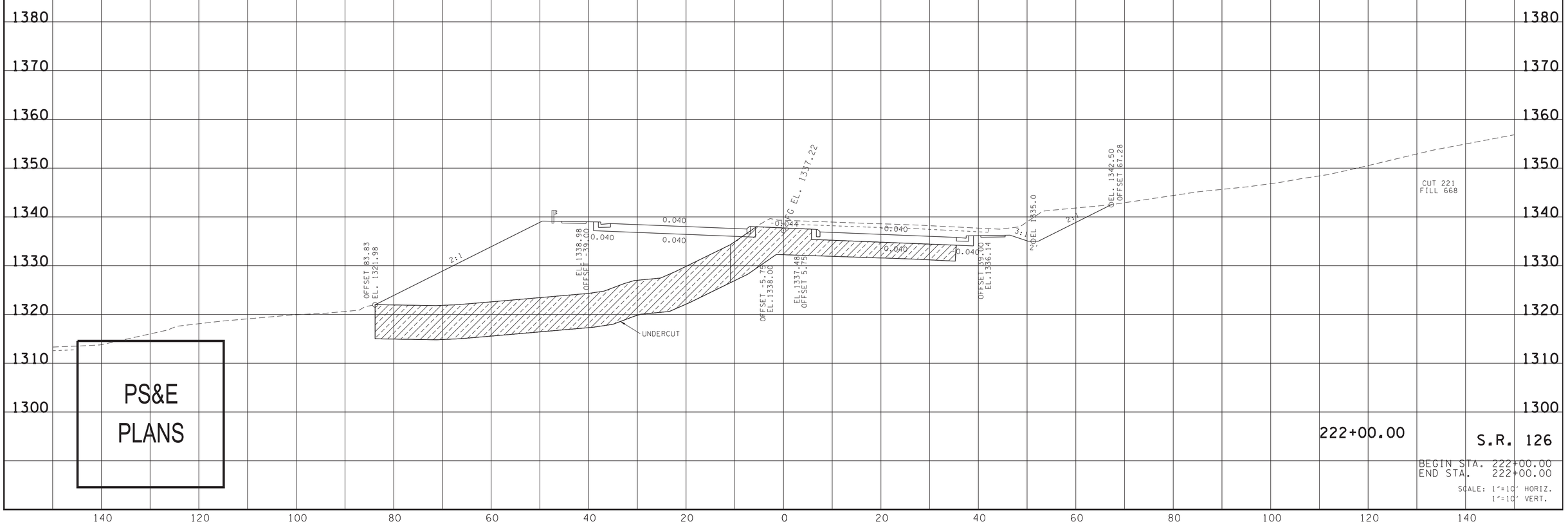
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 53 |
| PSE | 2025 | STP-126(25) | 155 |


1390
1380
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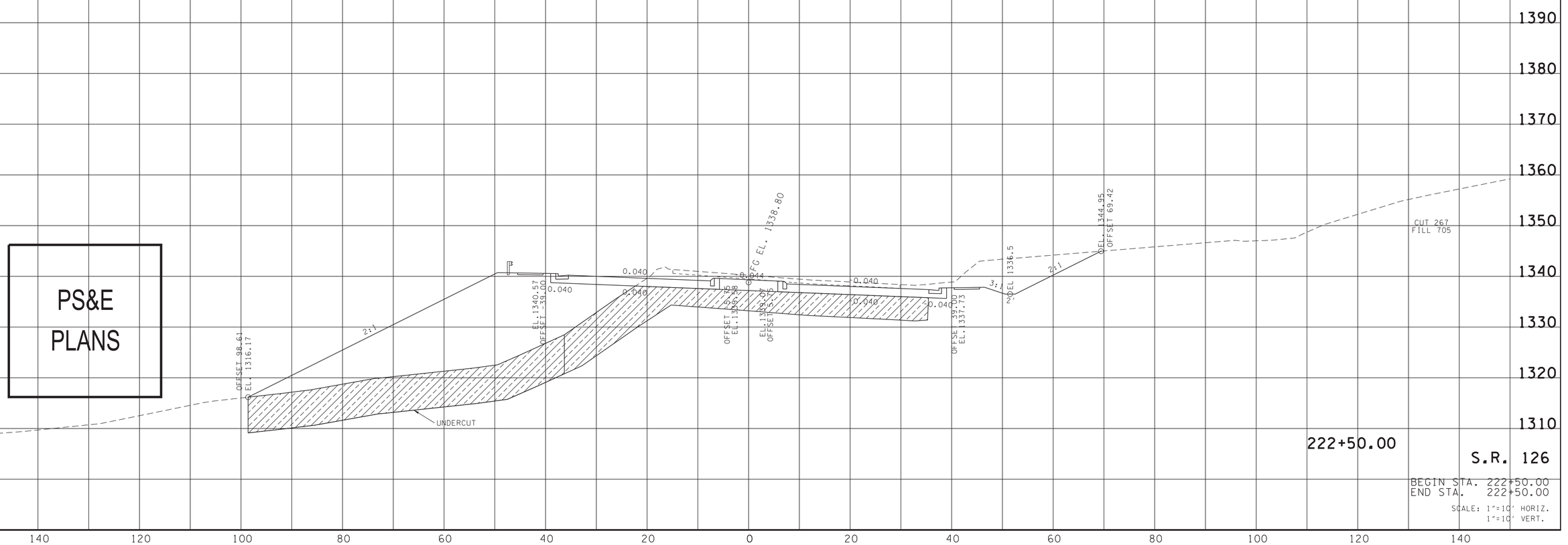
1360
1350
1340
1330
1320
1310
1300
140
120
100
80
60
40
20
0
20
40
60
80
100
120
140
PS&E
PLANS
OFFSET 83.83
EL. 1321.98
2:1
EL. 1338.98
OFFSET -33.00
0.040
0.040
0.040

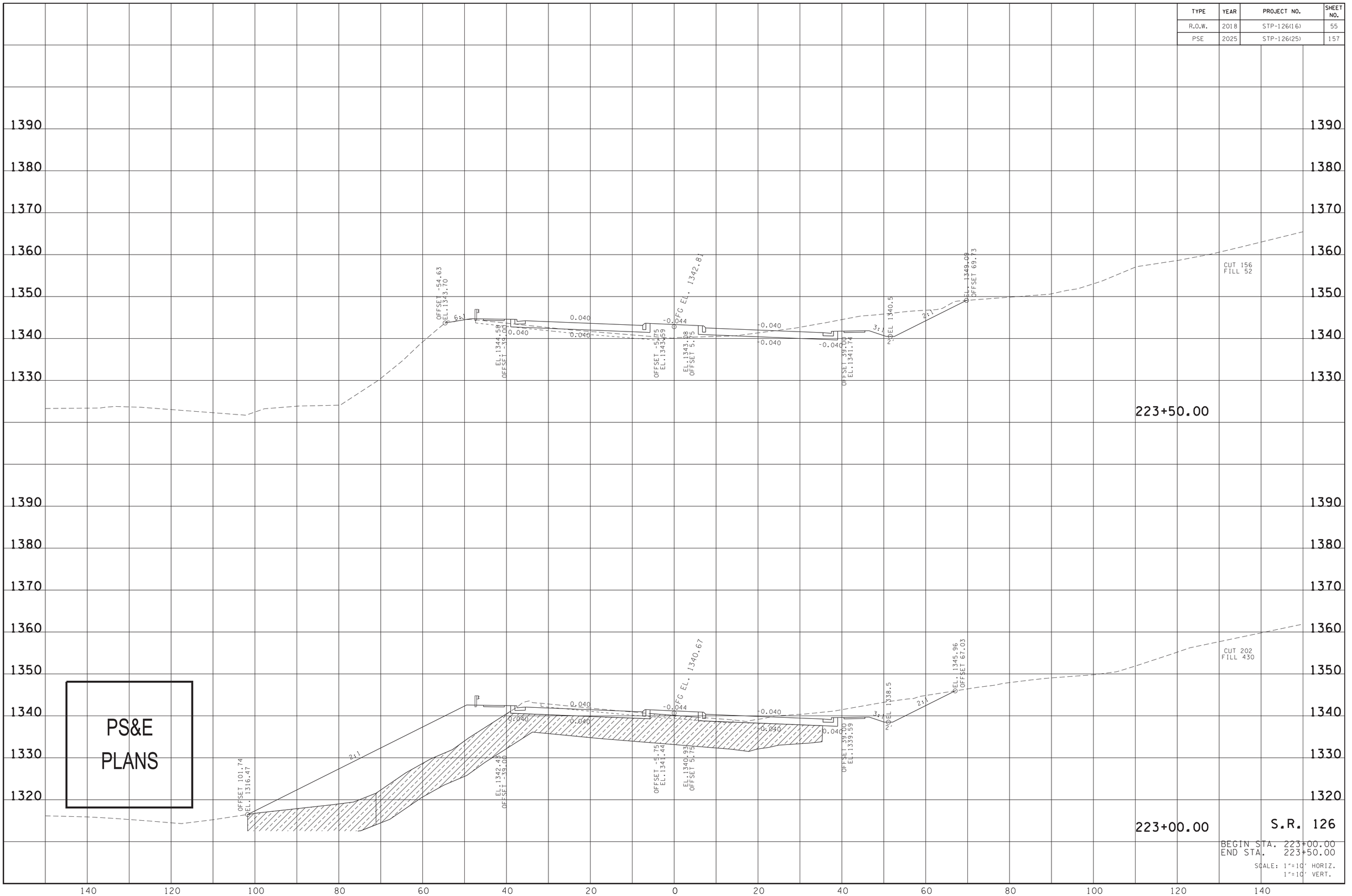
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 54 |
| PSE | 2025 | STP-126(25) | 156 |

PS&E PLANS




4/13/2025 9:50:26 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

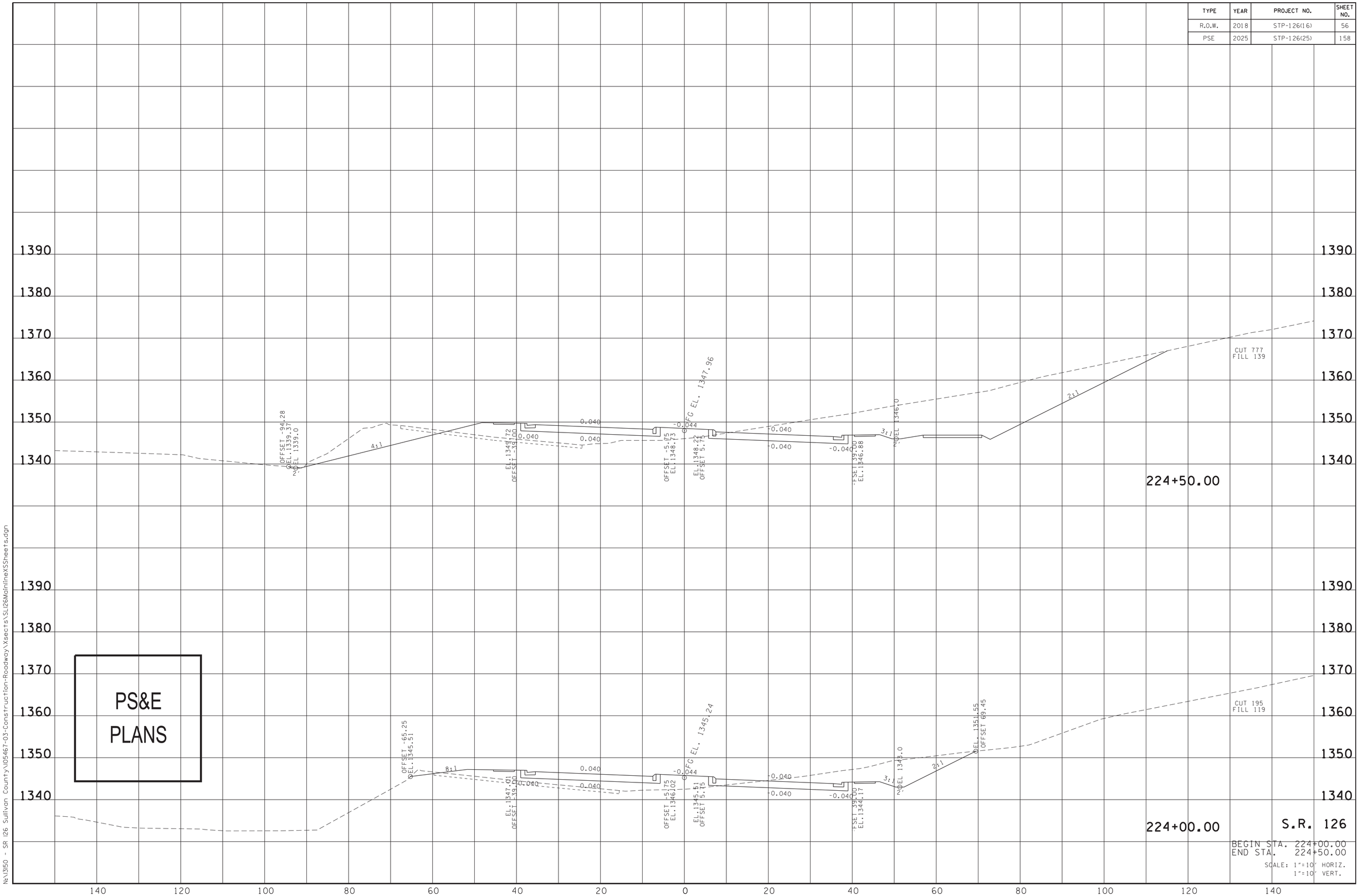
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 55 |
| PSE | 2025 | STP-126(25) | 157 |




PS&E PLANS

4/13/2025 9:50:51 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

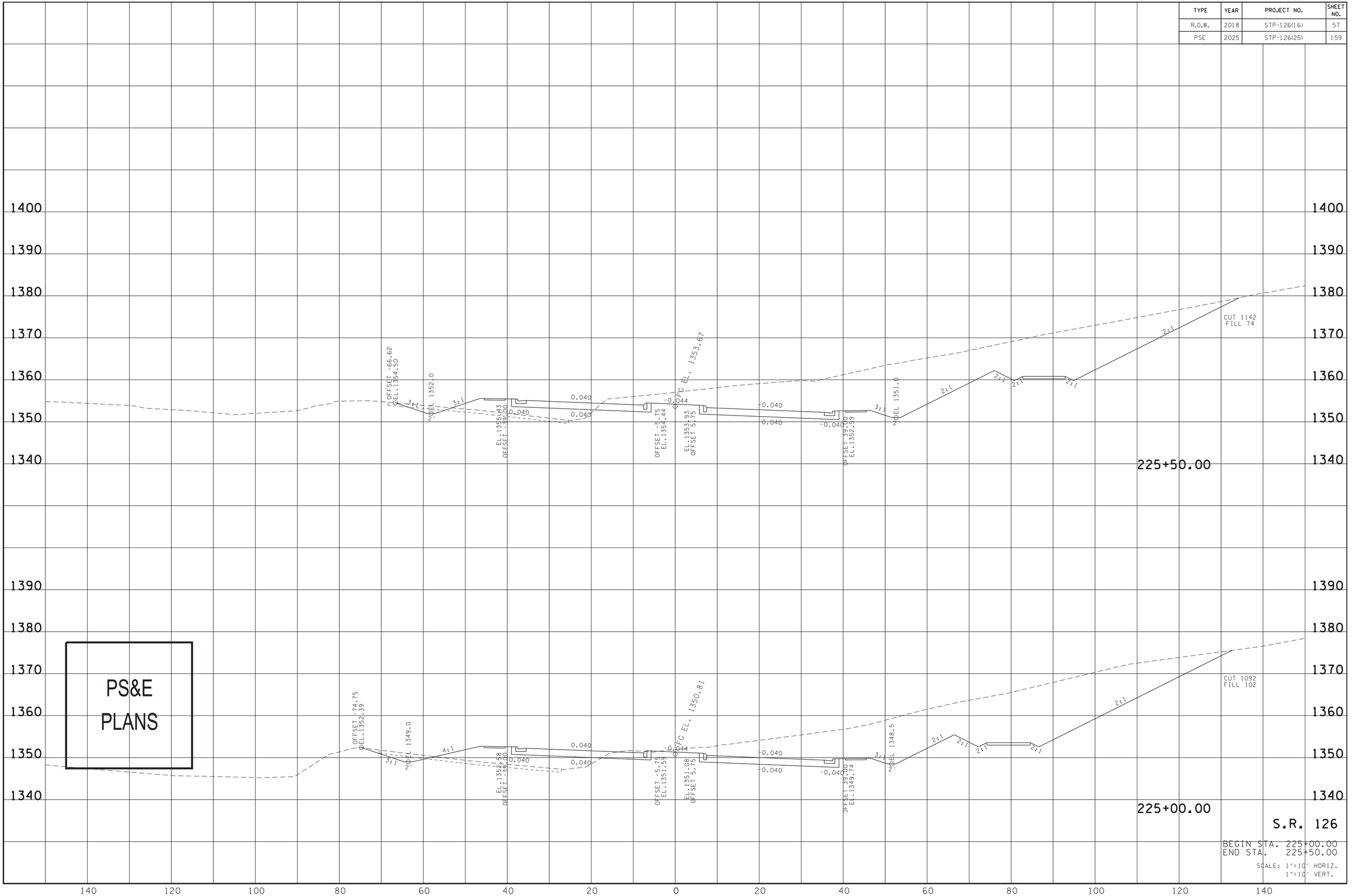
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 56 |
| PSE | 2025 | STP-126(25) | 158 |




PS&E
PLANS

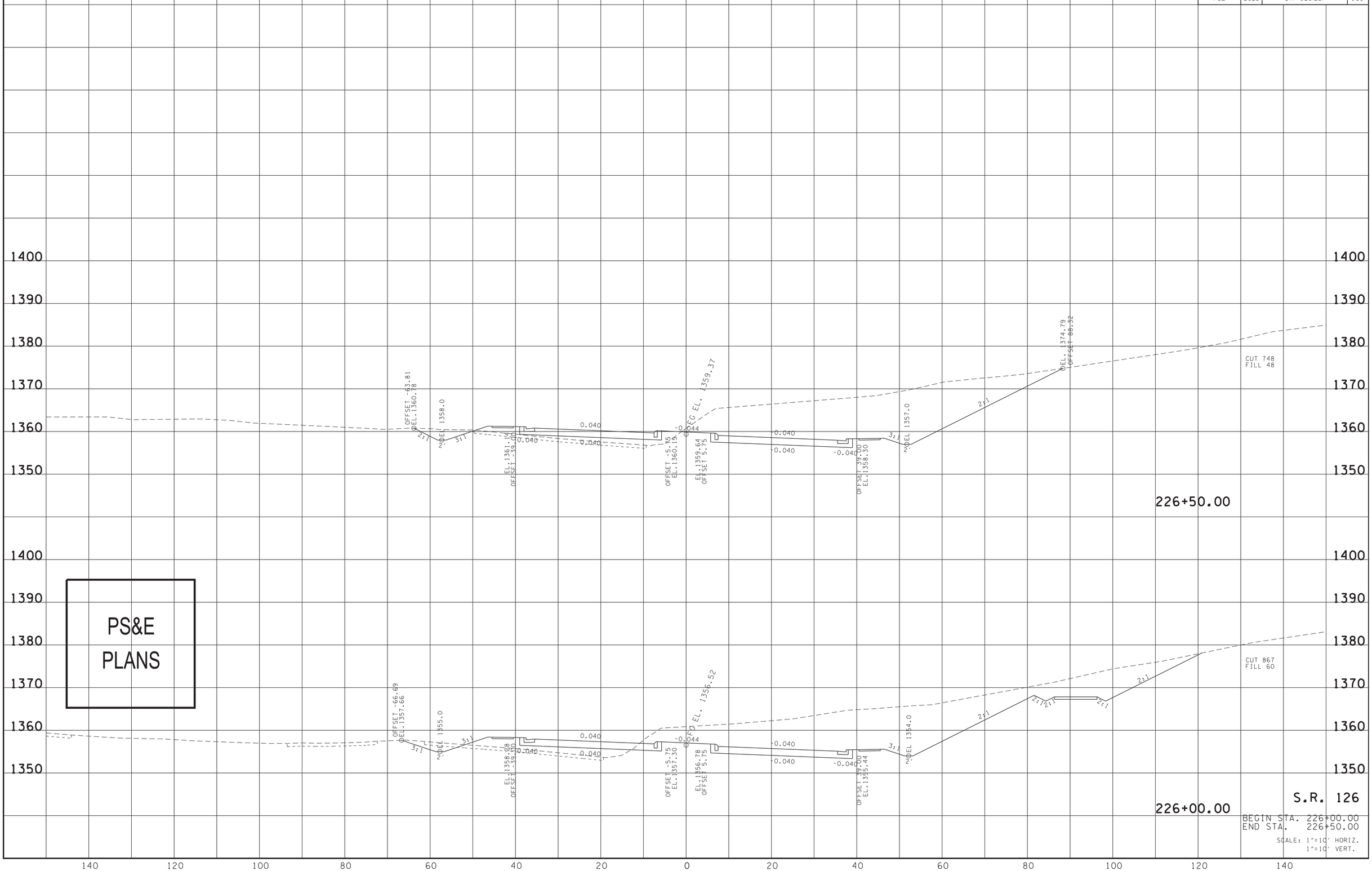
4/13/2025 9:51:15 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 57 |
| PSE | 2025 | STP-126(25) | 159 |



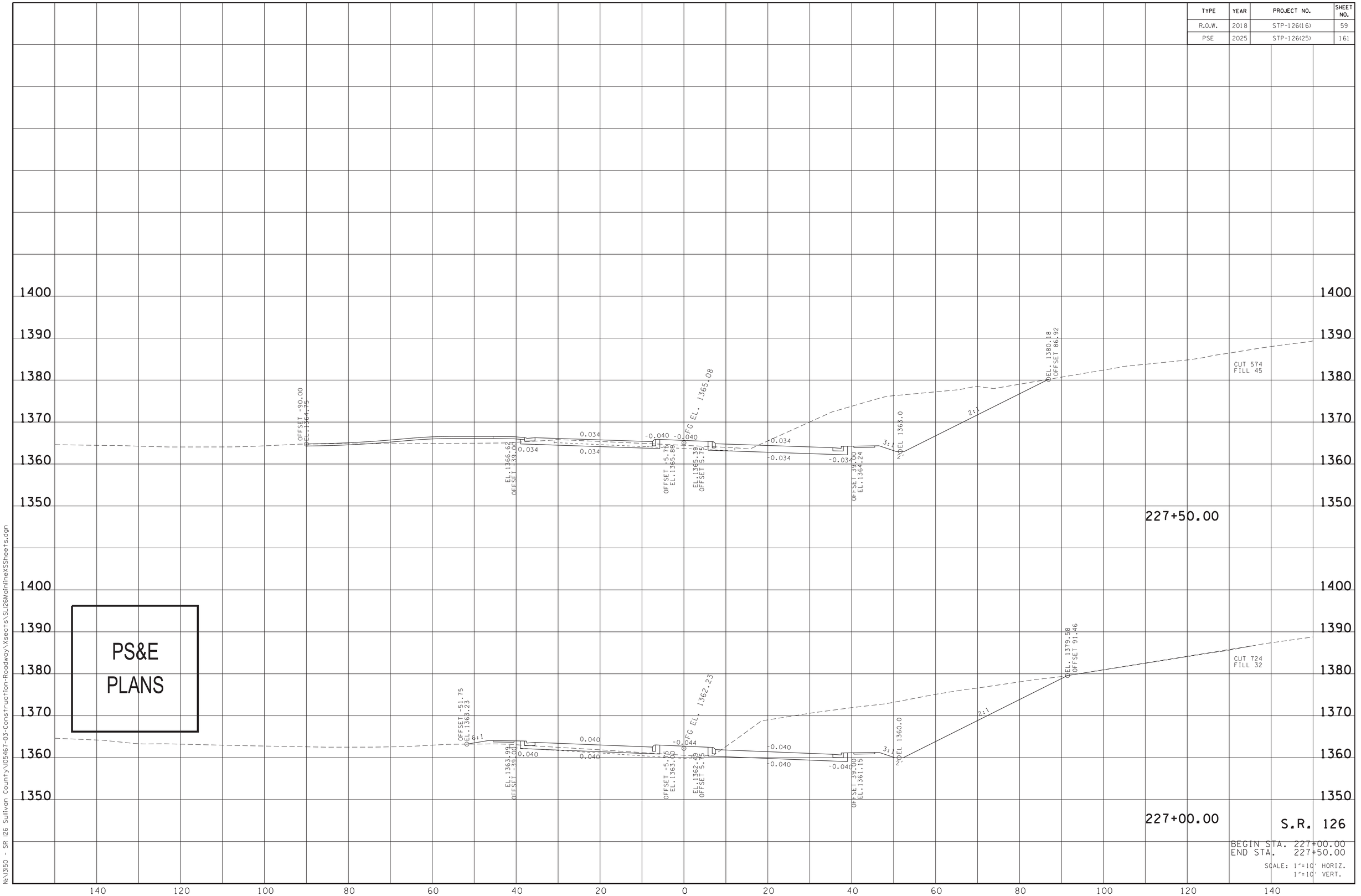

4/13/2025 9:51:43 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 58 |
| PSE | 2025 | STP-126(25) | 160 |




4/13/2025 9:52:25 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 59 |
| PSE | 2025 | STP-126(25) | 161 |




PS&E PLANS

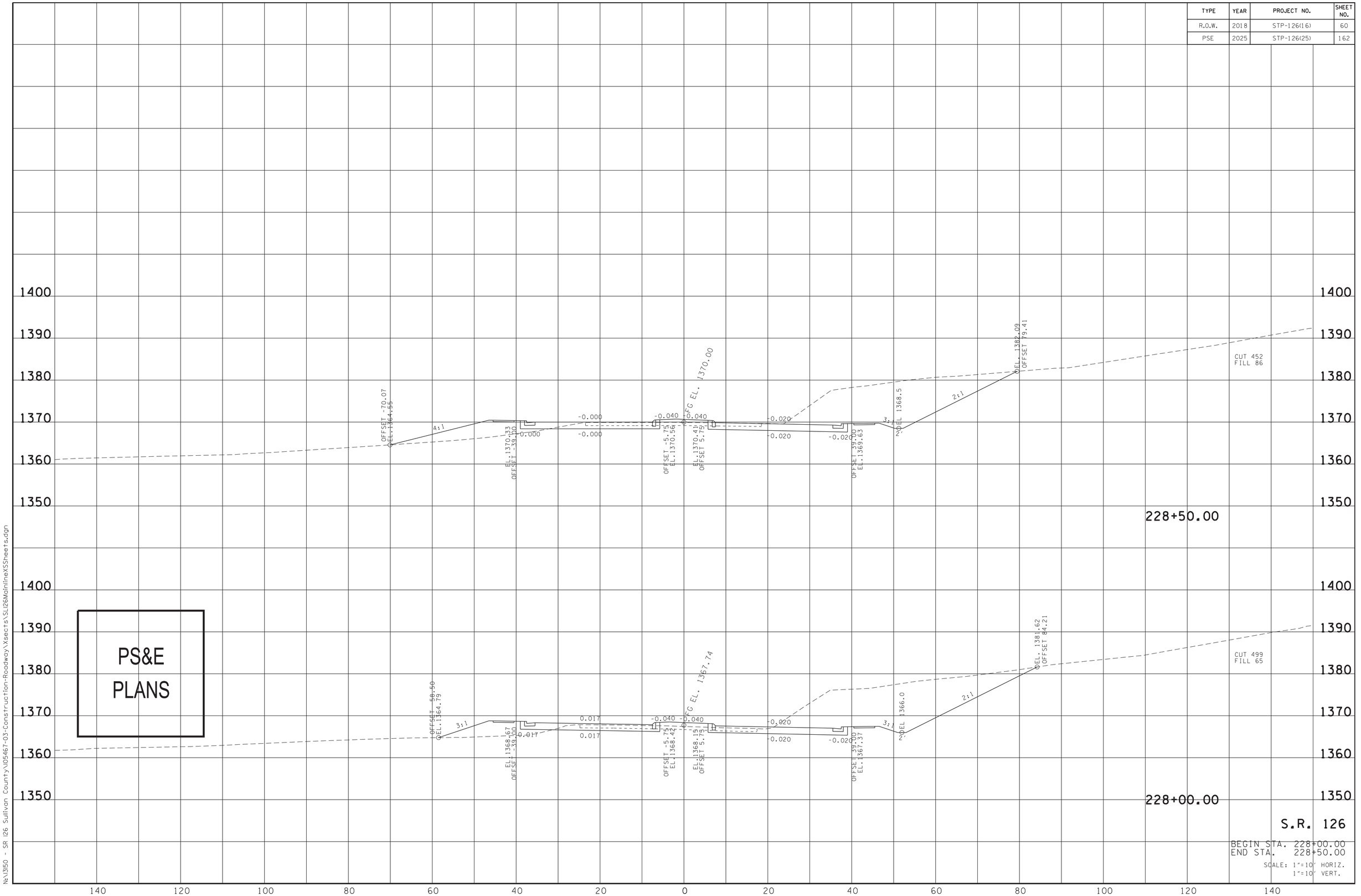
S.R. 126

BEGIN STA. 227+00.00
END STA. 227+50.00

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

4/13/2025 9:52:50 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 60 |
| PSE | 2025 | STP-126(25) | 162 |




PS&E
PLANS

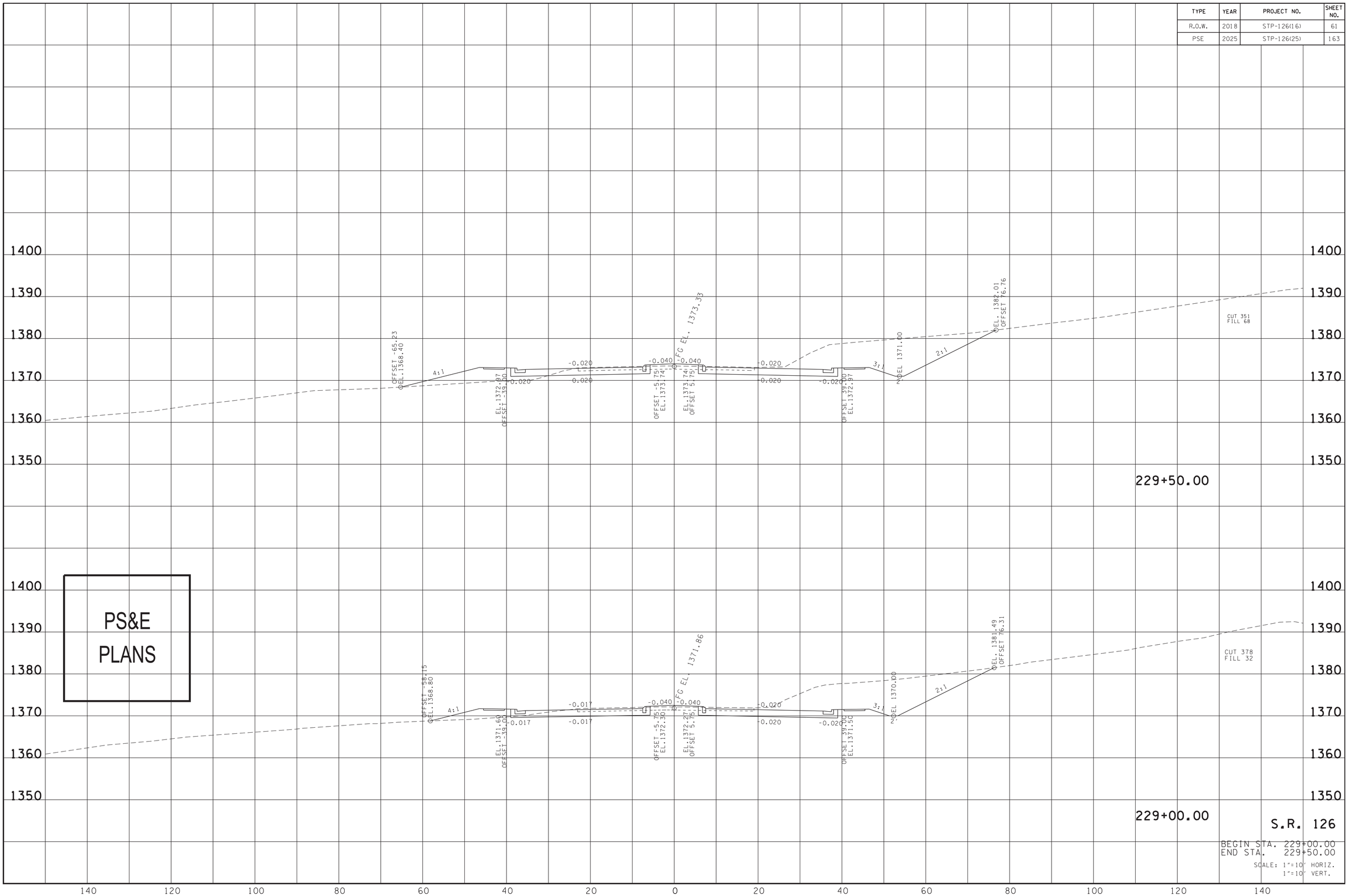
S.R. 126

BEGIN STA. 228+00.00
END STA. 228+50.00

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

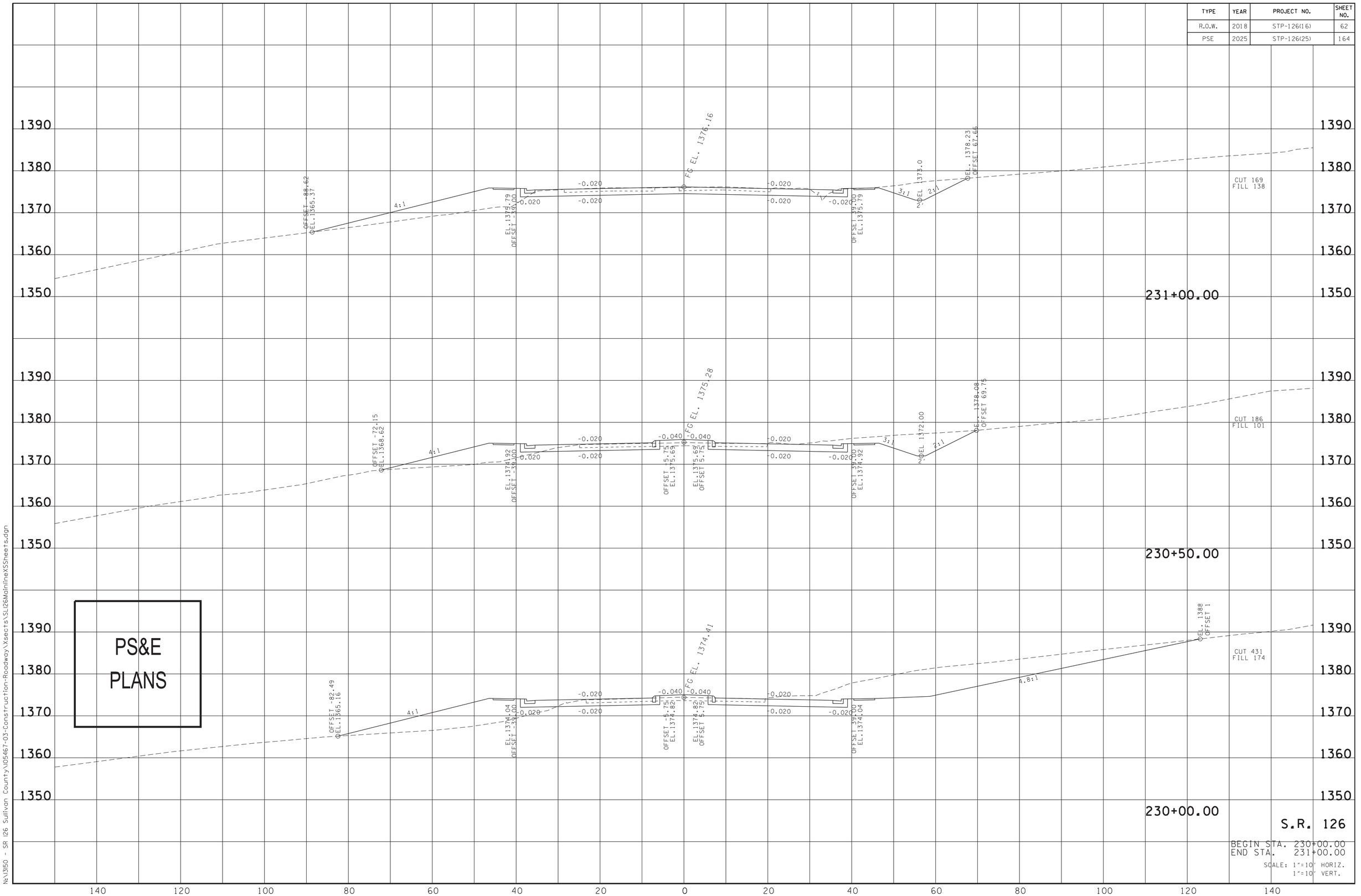
4/13/2025 9:53:19 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 61 |
| PSE | 2025 | STP-126(25) | 163 |



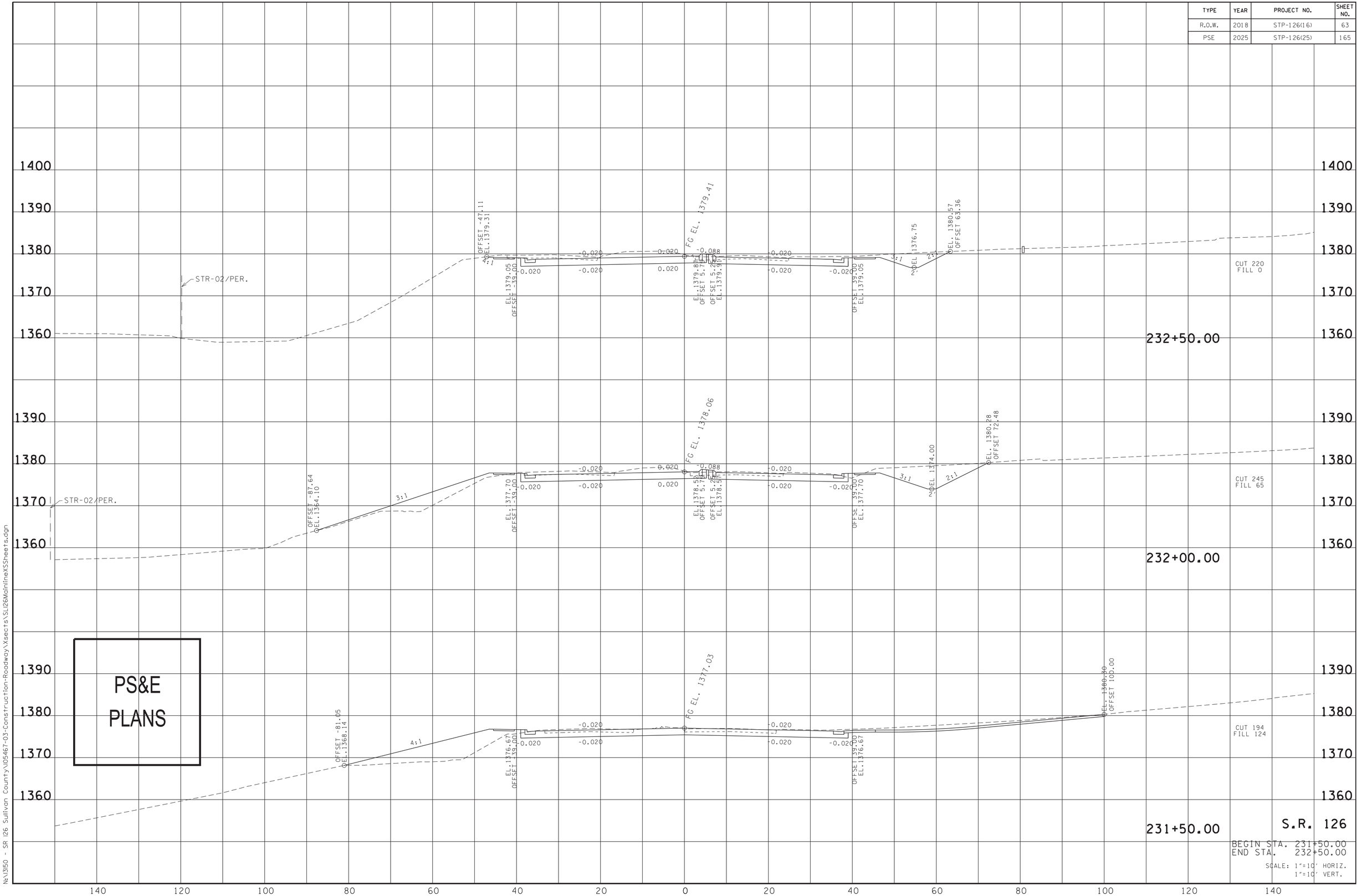

4/13/2025 9:54:49 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 62 |
| PSE | 2025 | STP-126(25) | 164 |



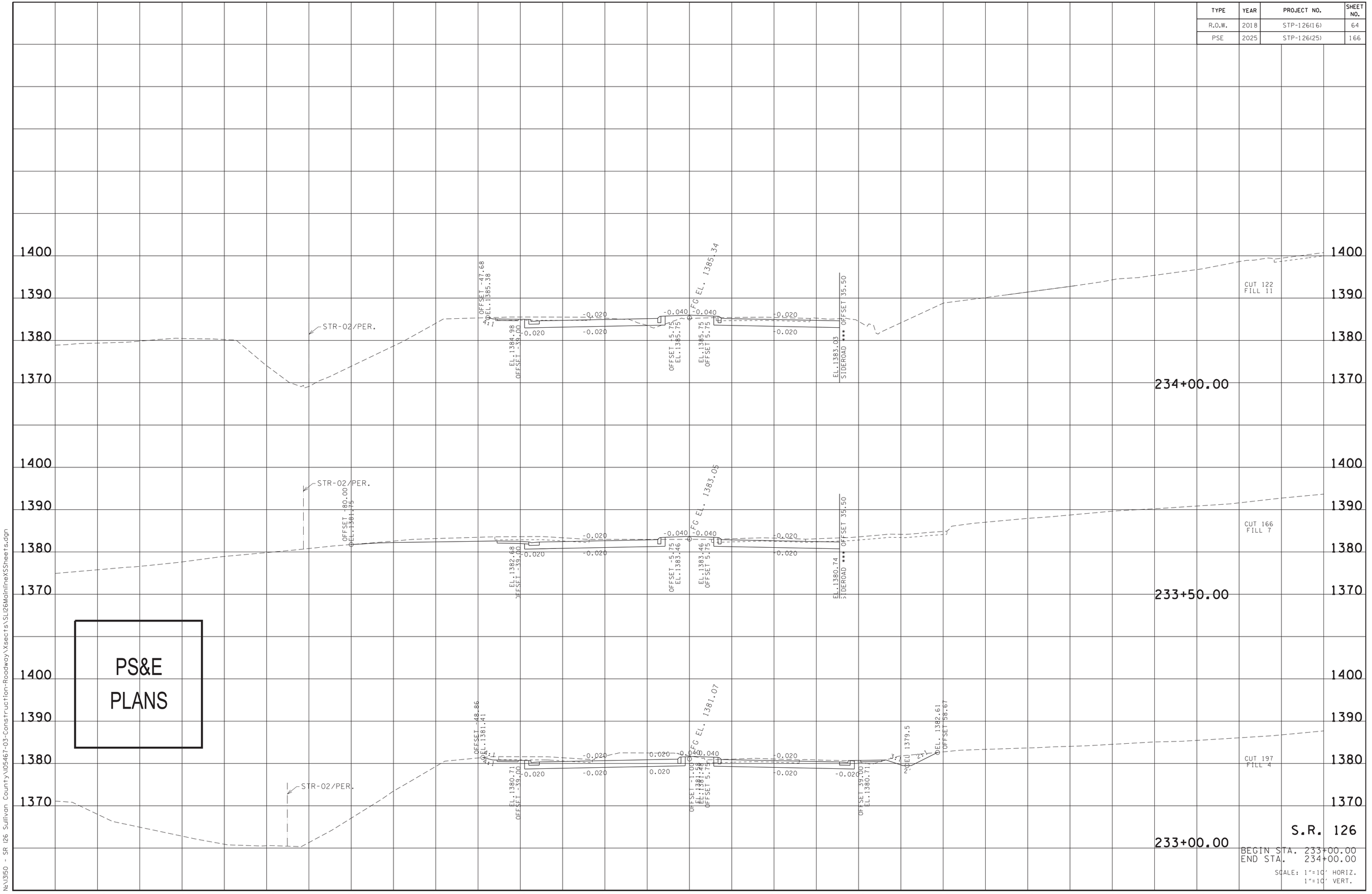

4/13/2025 9:55:16 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 63 |
| PSE | 2025 | STP-126(25) | 165 |



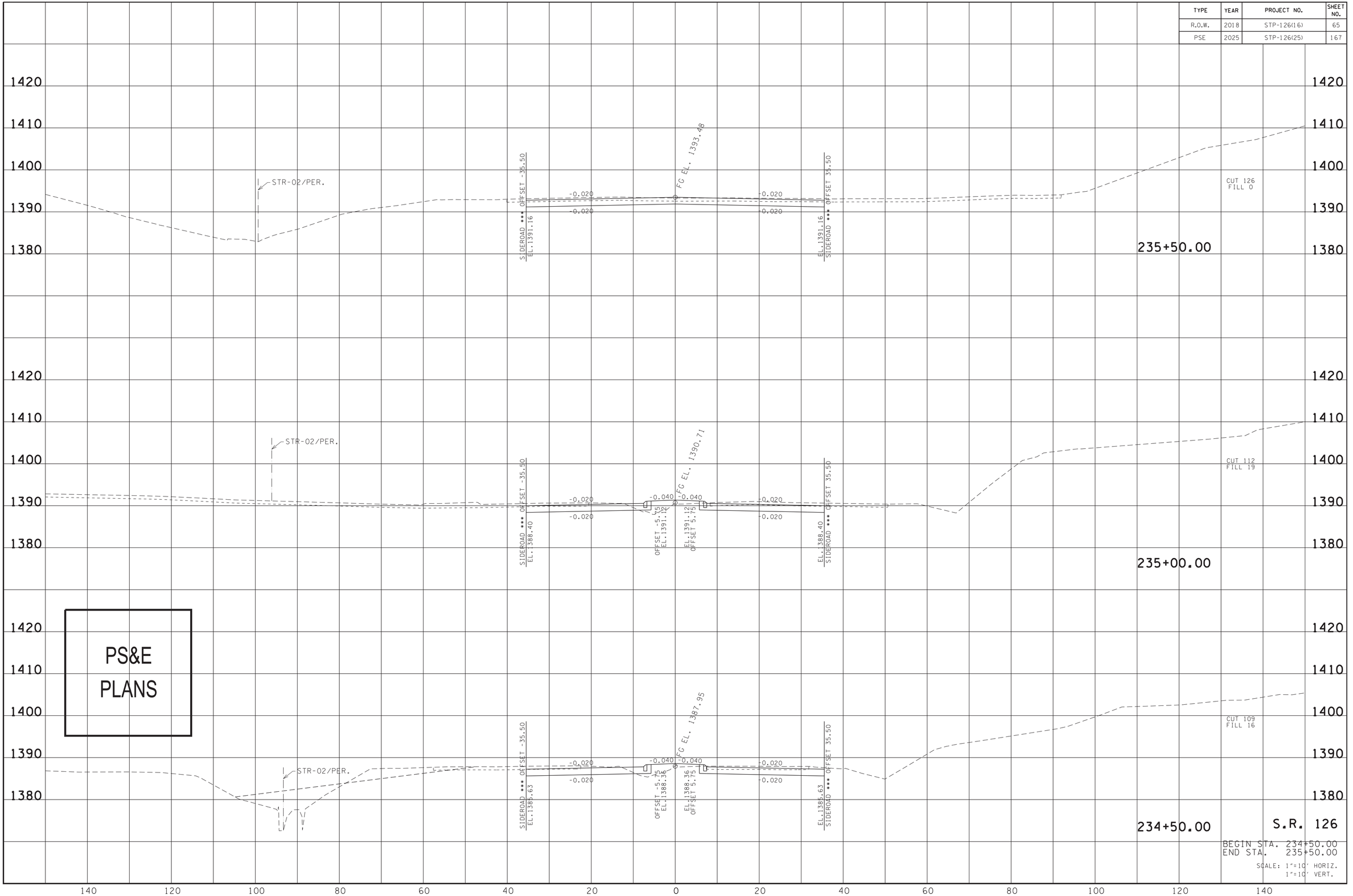

4/13/2025 9:55:48 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 64 |
| PSE | 2025 | STP-126(25) | 166 |




4/13/2025 9:56:08 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 65 |
| PSE | 2025 | STP-126(25) | 167 |




PS&E
PLANS

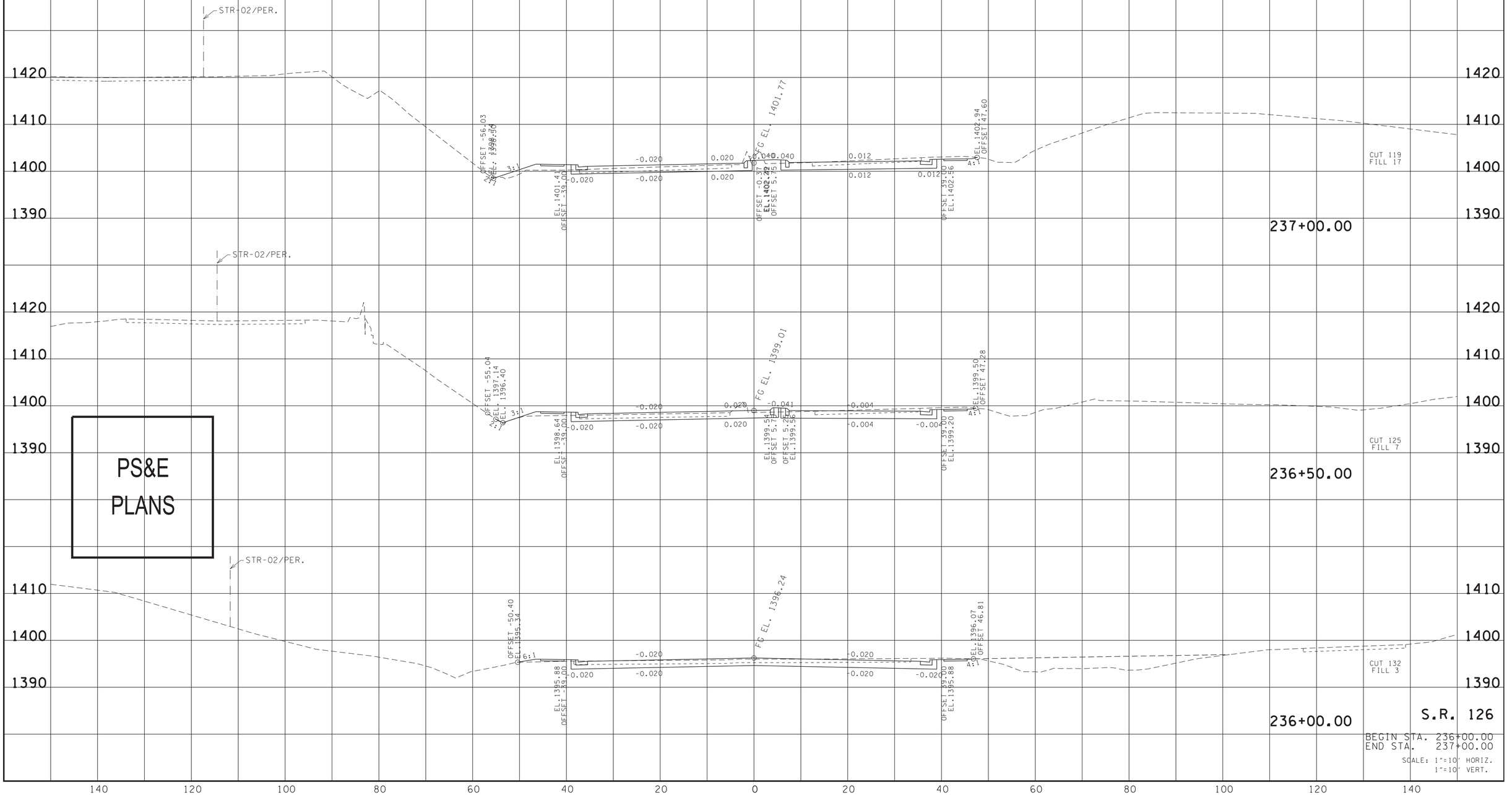
S.R. 126

BEGIN STA. 234+50.00
END STA. 235+50.00

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

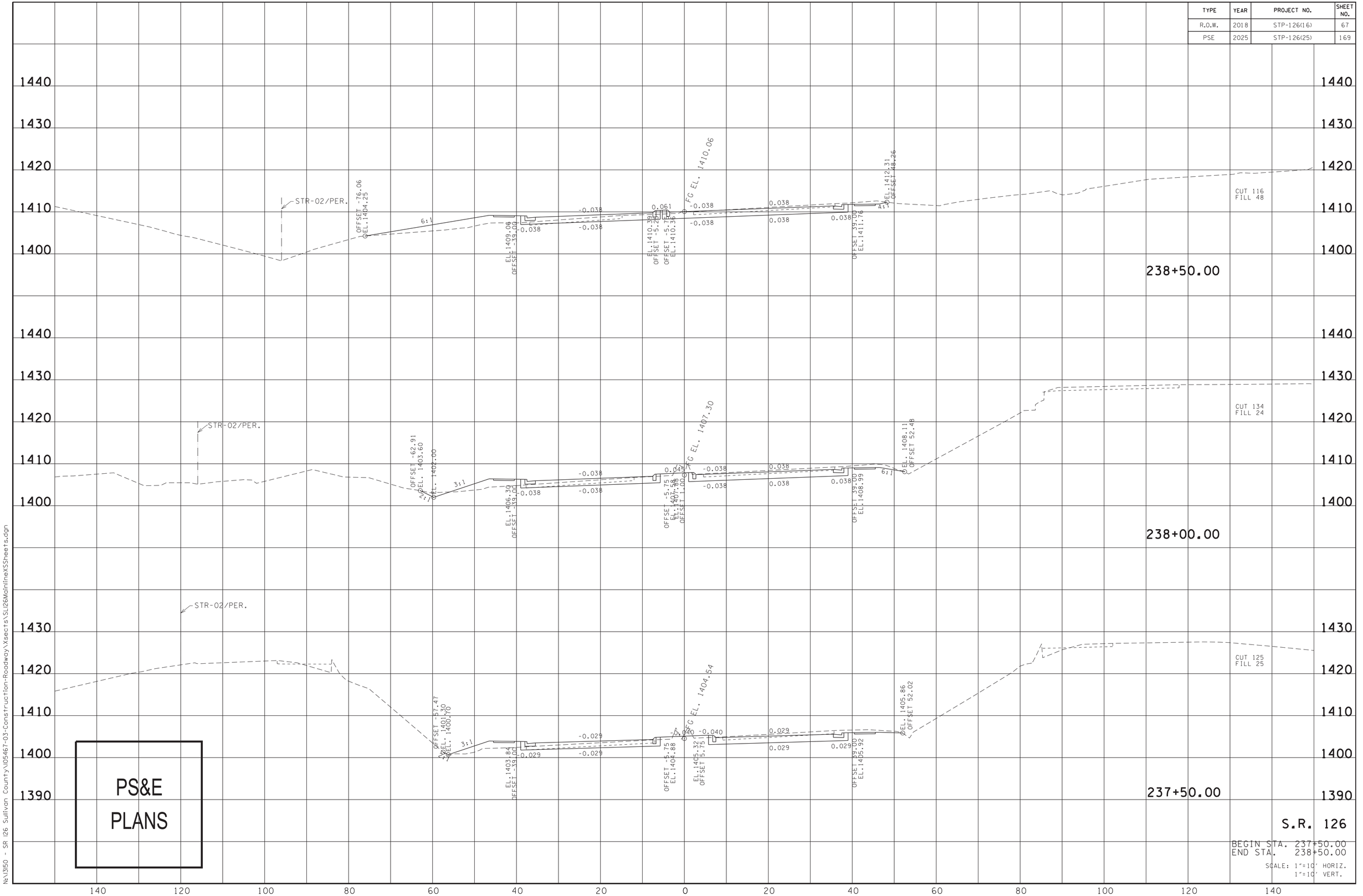
4/13/2025 9:56:43 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 66 |
| PSE | 2025 | STP-126(25) | 168 |



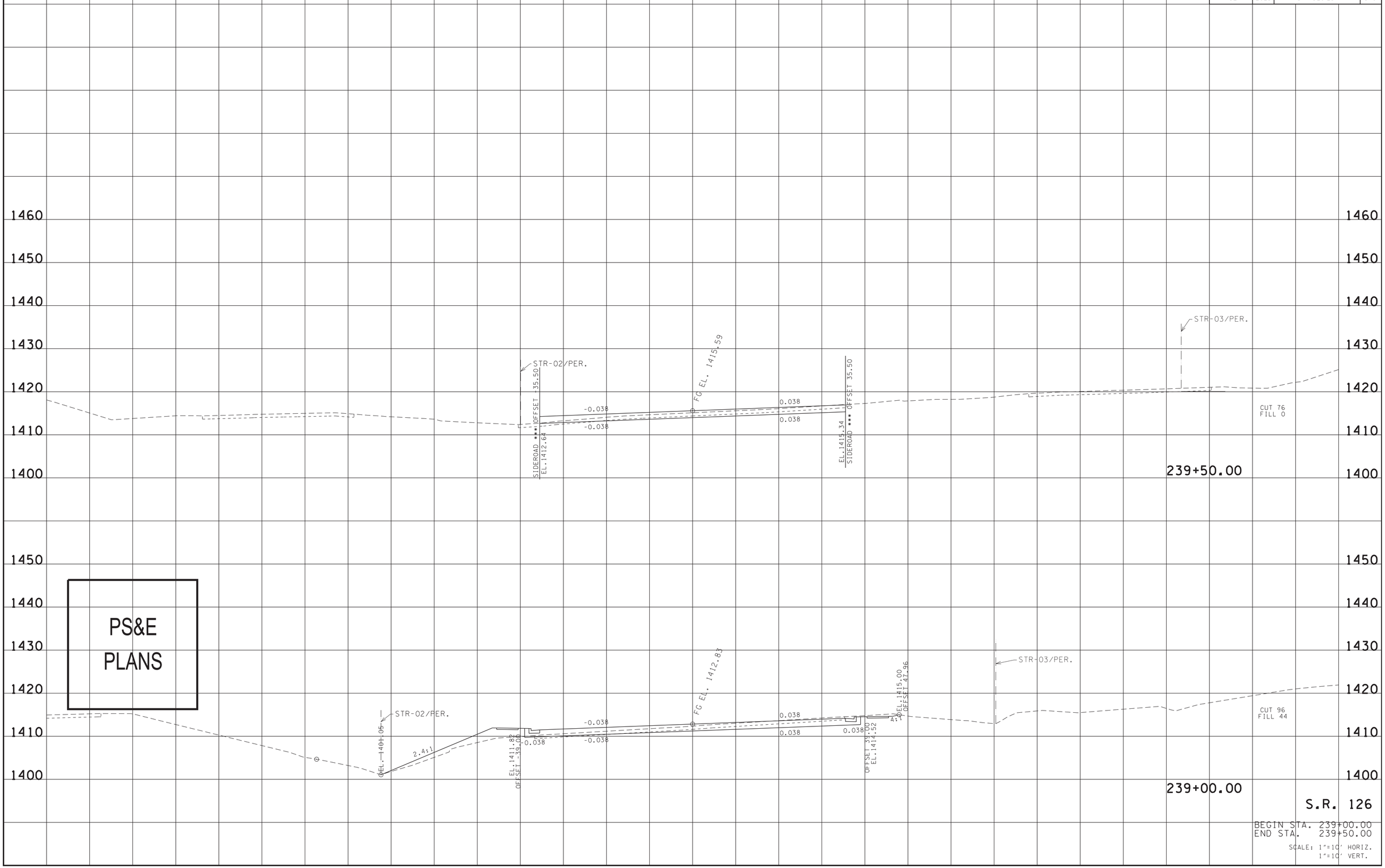

4/13/2025 9:57:09 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 67 |
| PSE | 2025 | STP-126(25) | 169 |




4/13/2025 9:57:30 PM
N:\13150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 68 |
| PSE | 2025 | STP-126(25) | 170 |




4/13/2025 9:57:55 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 69 |
| PSE | 2025 | STP-126(25) | 171 |

STR-02/PER.

STR-02, PERENNIAL STREAM LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 203'RT.

STR-02/PER.

CUT 47
FILL 41

240+50.00

PS&E
PLANS

STR-03/PER.

STR-02/PER.

CUT 46
FILL 24

240+00.00

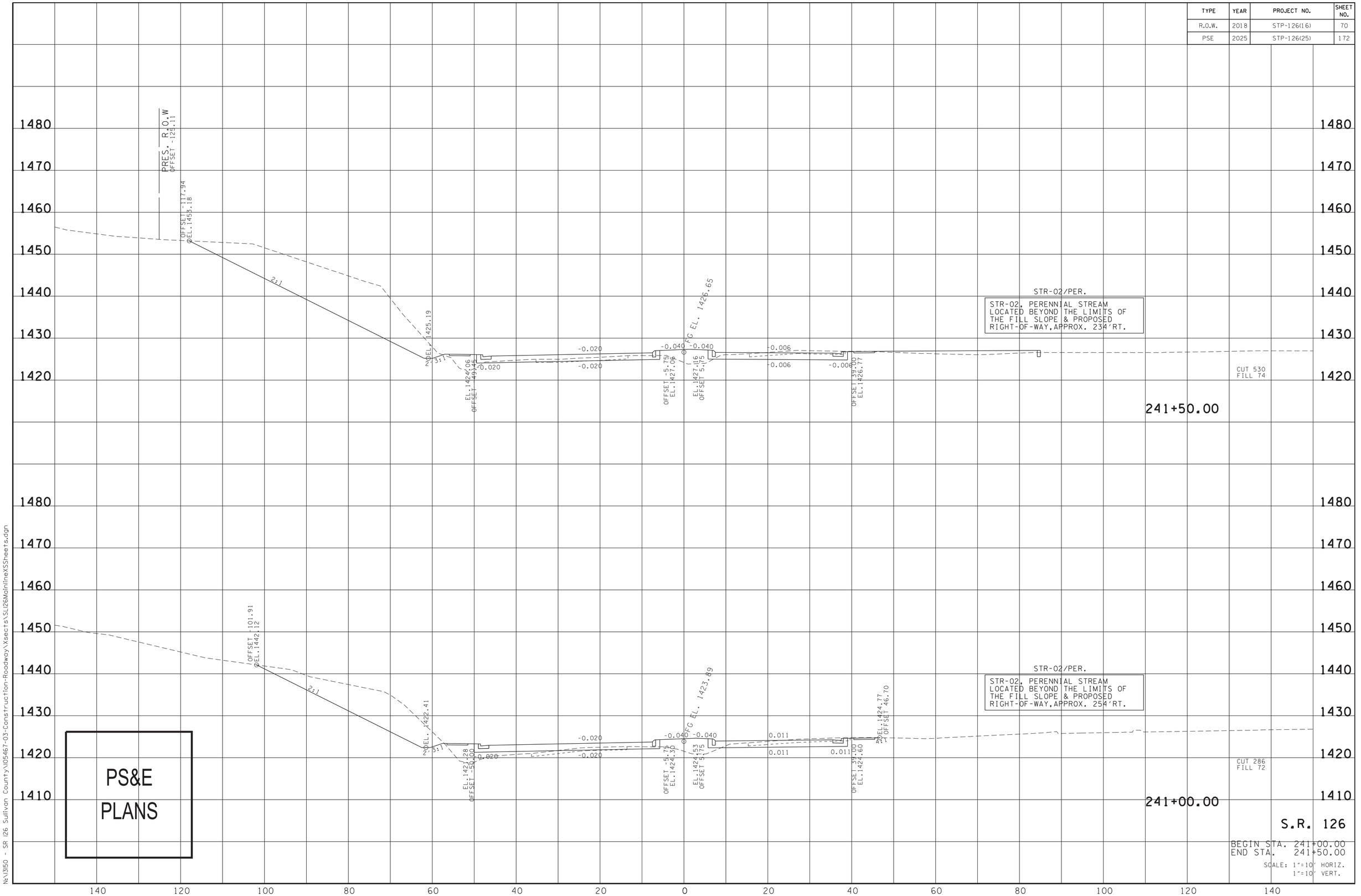
S.R. 126

BEGIN STA. 240+00.00
END STA. 240+50.00

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

4/13/2025 9:58:18 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 70 |
| PSE | 2025 | STP-126(25) | 172 |




PS&E PLANS

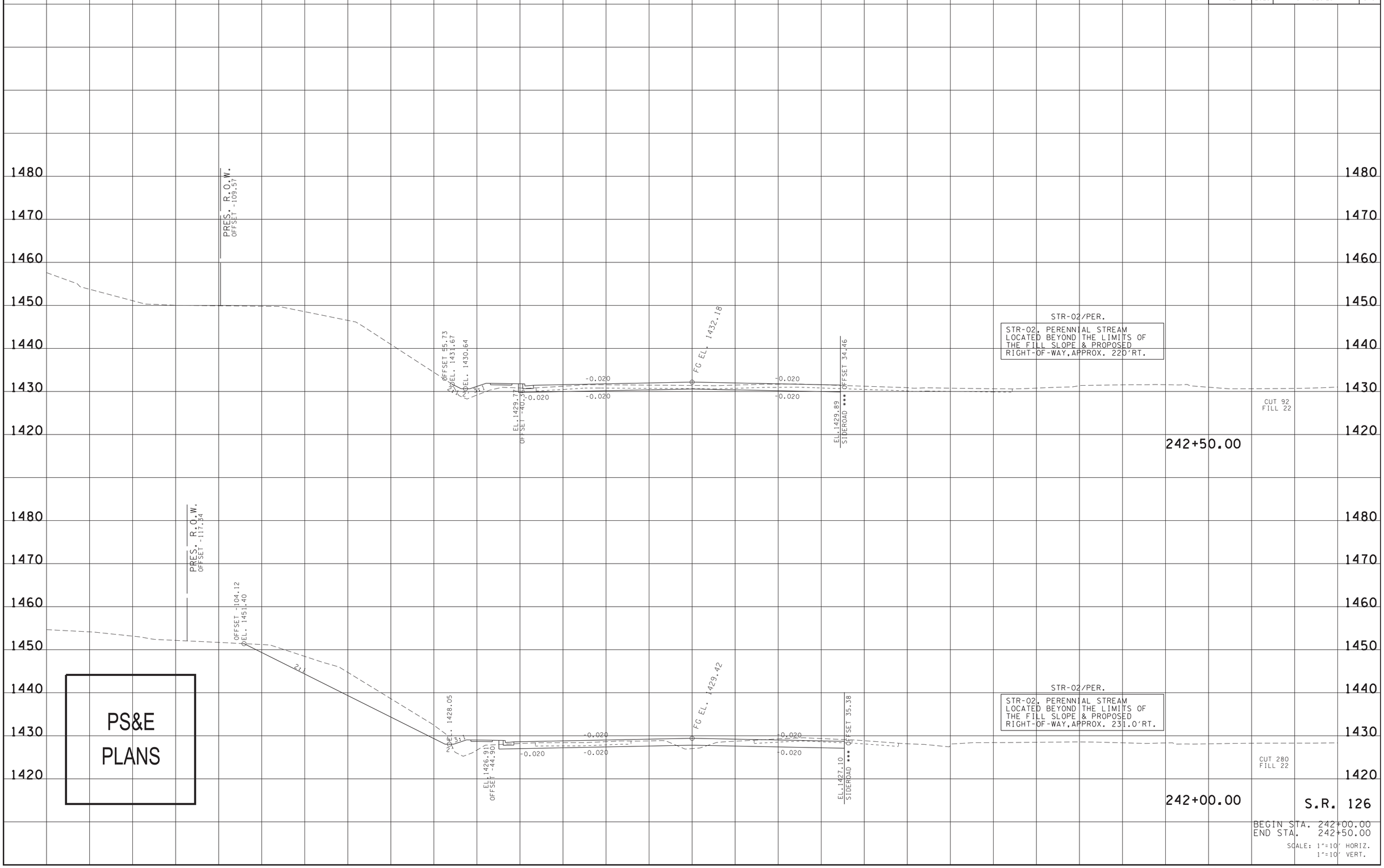
S.R. 126

BEGIN STA. 241+00.00
END STA. 241+50.00

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

4/13/2025 9:58:46 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 71 |
| PSE | 2025 | STP-126(25) | 173 |




S.R. 126

BEGIN STA. 242+00.00
END STA. 242+50.00

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

4/13/2025 10:03:29 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 72 |
| PSE | 2025 | STP-126(25) | 174 |

1470
1460
1450
1440
1430

OFFSET -56.80
EL. 1438.25
3:1
2ND EL. 1436.00
3:1
-0.020
-0.020
-0.020
FG EL. 1437.71
-0.020
-0.020
-0.020
EL. 1437.40
OFFSET -36.00
OFFSET 36.00
EL. 1437.40
1:1
EL. 1436.74
OFFSET 47.99

STR-02/PER.
STR-02, PERENNIAL STREAM LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 174' RT.

CUT 41
FILL 54

243+50.00

1480
1470
1460
1450
1440
1430

PS&E
PLANS

OFFSET 54.36
EL. 1434.33
2ND EL. 1433.00
3:1
-0.020
-0.020
-0.020
FG EL. 1434.94
-0.020
-0.020
-0.020
EL. 1434.62
OFFSET -37.00
OFFSET 37.00
EL. 1434.62
6:1
EL. 1434.22
OFFSET 47.56

STR-02/PER.
STR-02, PERENNIAL STREAM LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 207' RT.

CUT 78
FILL 33

243+00.00

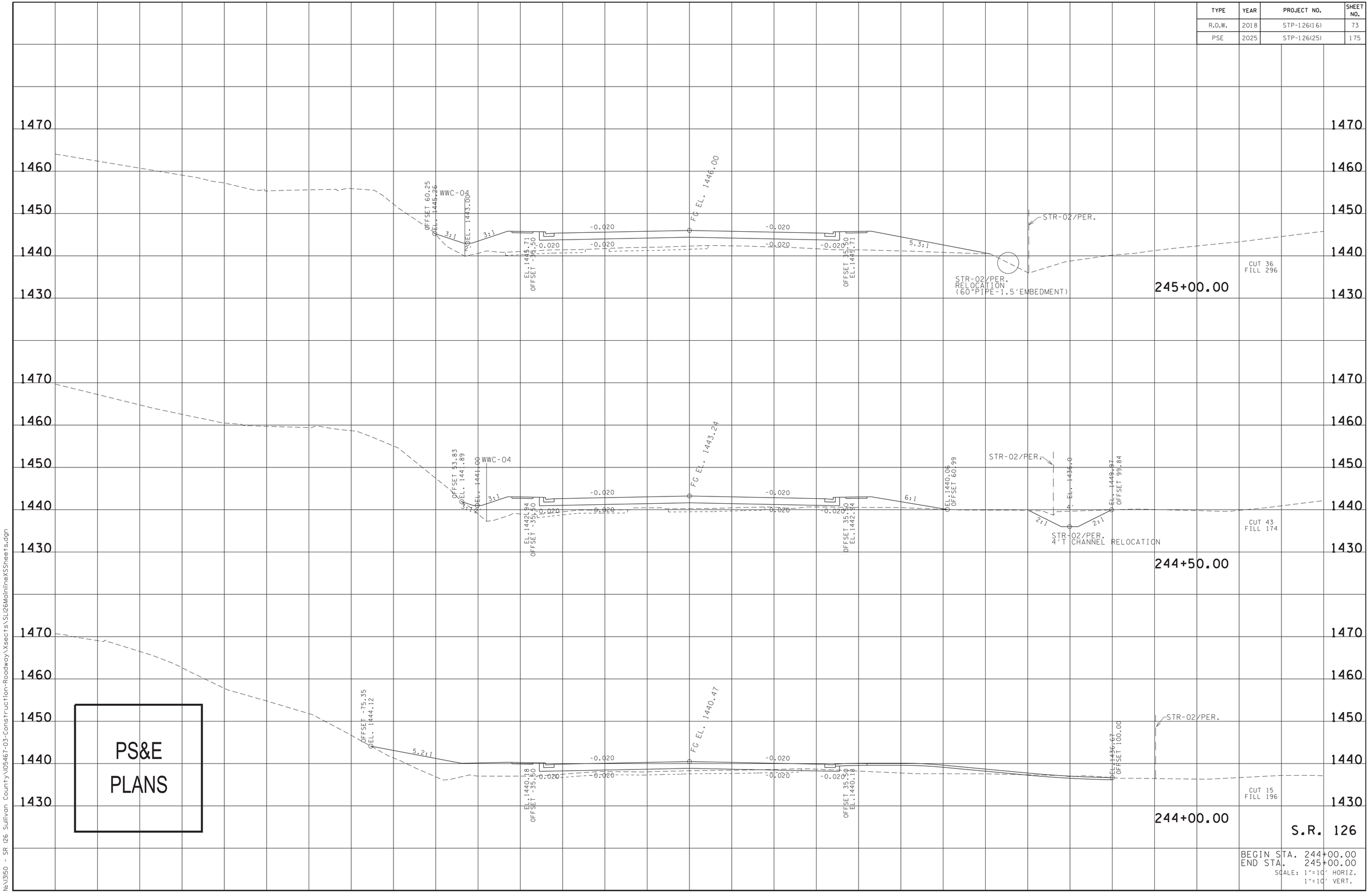
S.R. 126
BEGIN STA. 243+00.00
END STA. 243+50.00

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

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

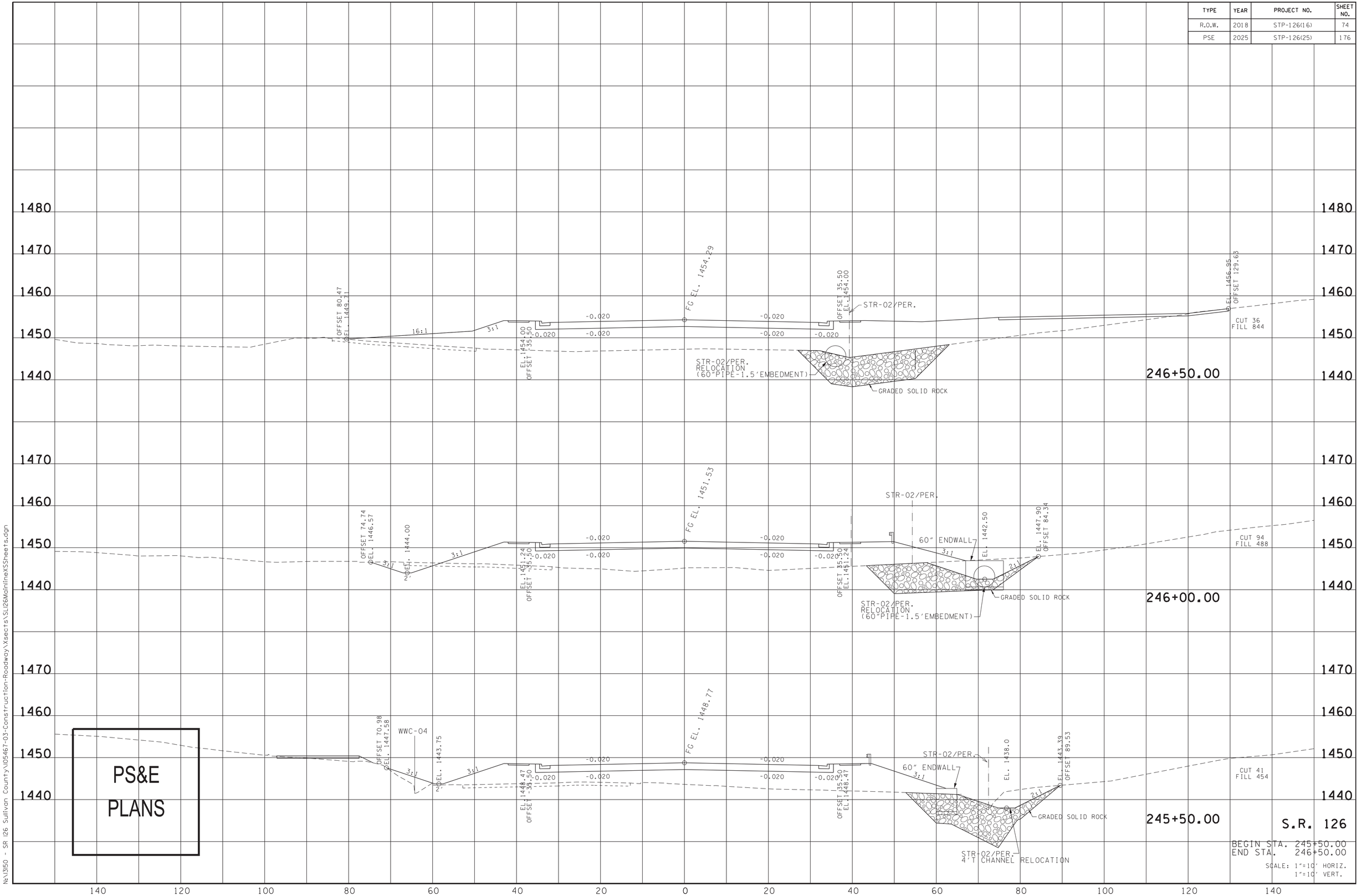
4/13/2025 10:04:05 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 73 |
| PSE | 2025 | STP-126(25) | 175 |




4/13/2025 10:04:33 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 74 |
| PSE | 2025 | STP-126(25) | 176 |




PS&E
PLANS

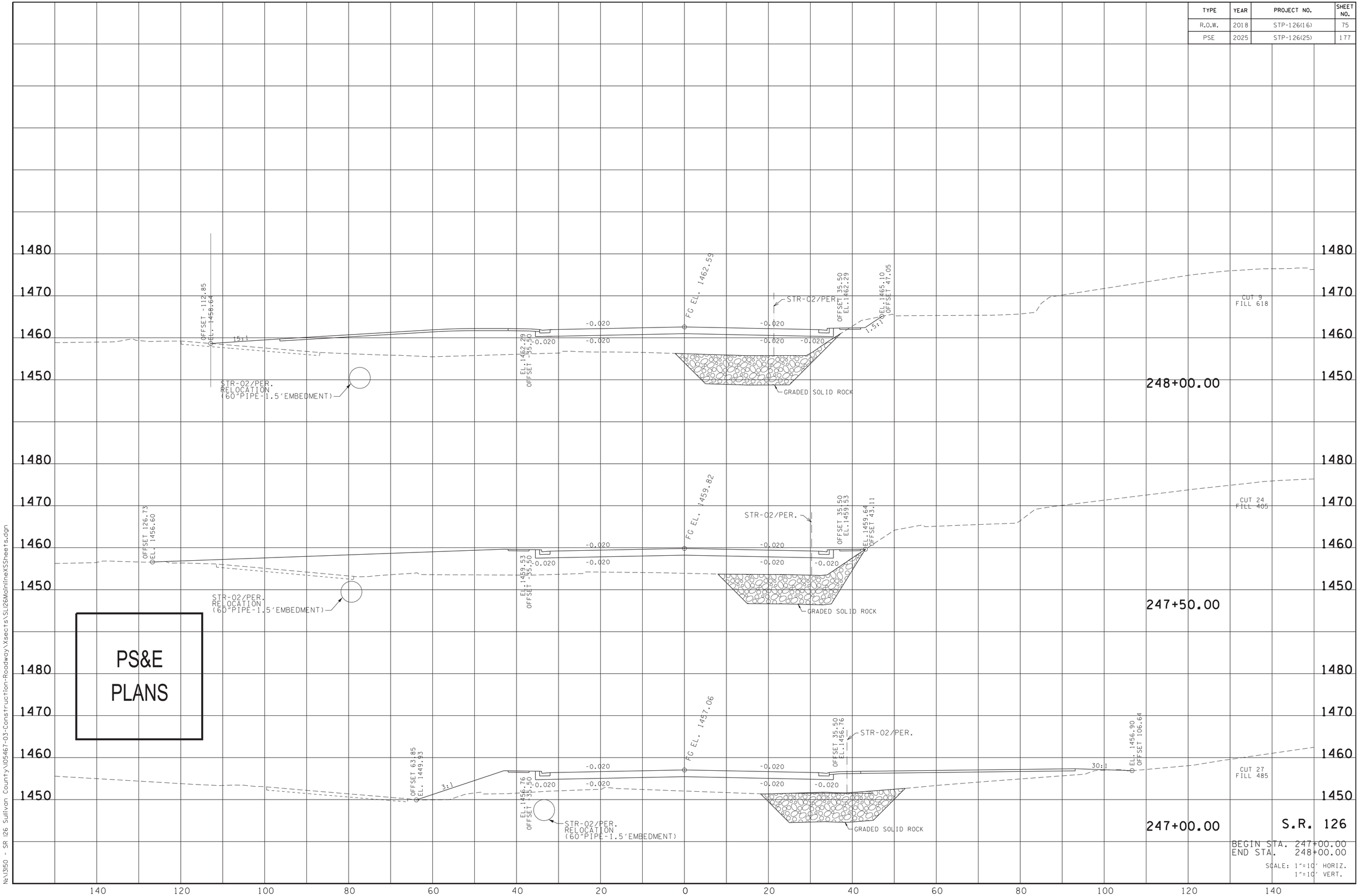
S.R. 126

BEGIN STA. 245+50.00
END STA. 246+50.00

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

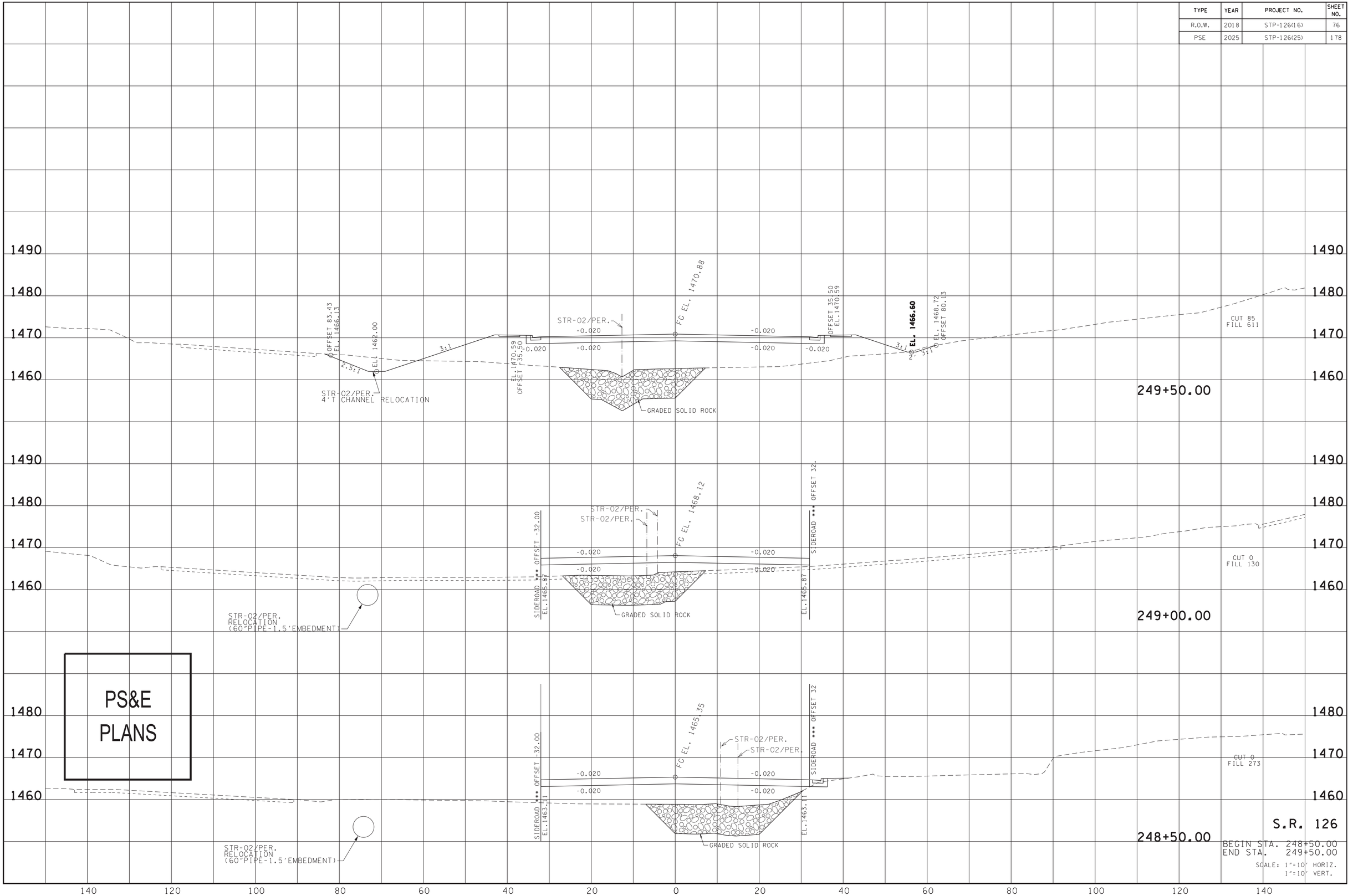
4/13/2025 10:05:10 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 75 |
| PSE | 2025 | STP-126(25) | 177 |




4/13/2025 10:05:37 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 76 |
| PSE | 2025 | STP-126(25) | 178 |

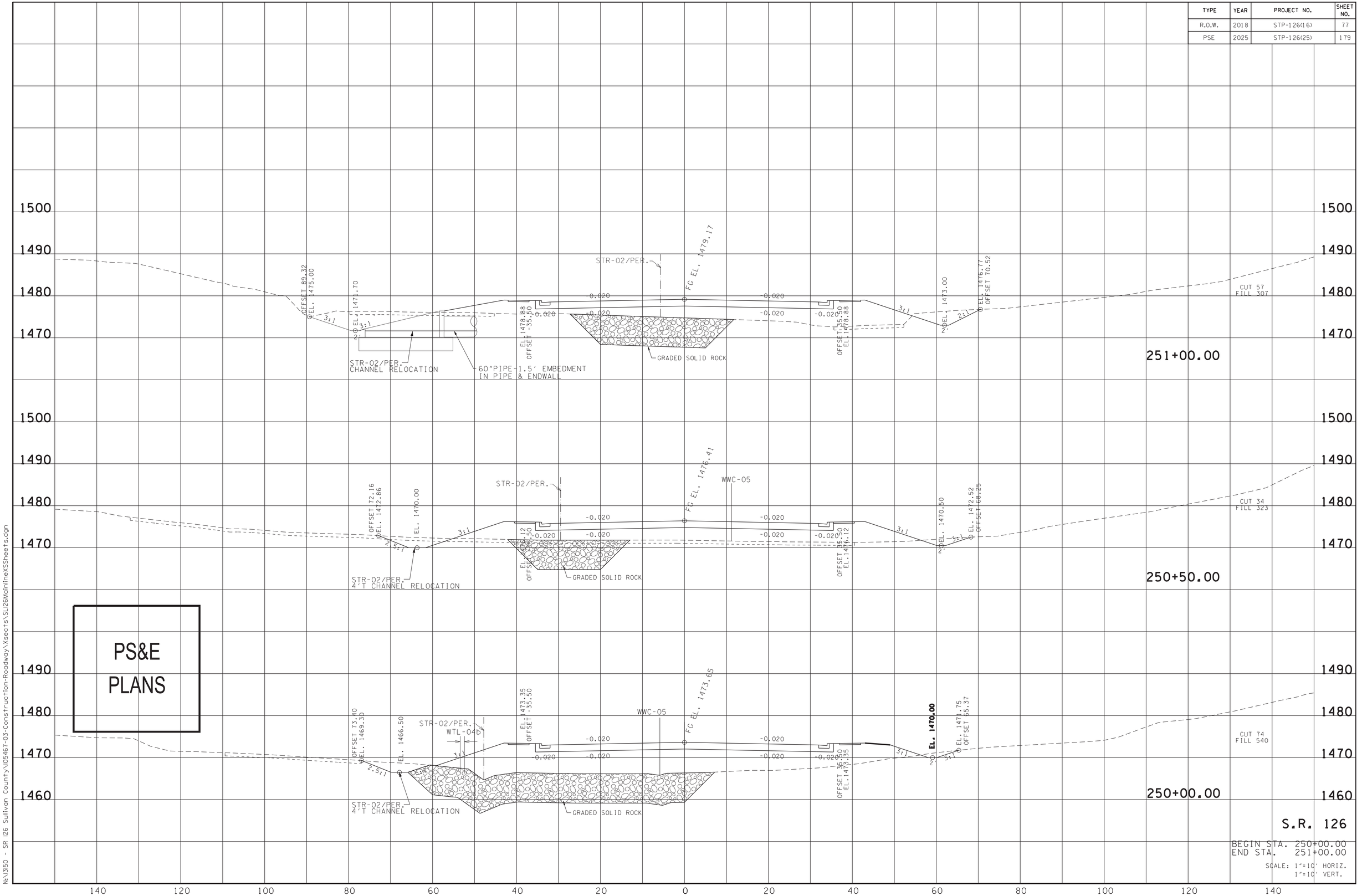



PS&E
PLANS

S.R. 126
BEGIN STA. 248+50.00
END STA. 249+50.00
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:06:12 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

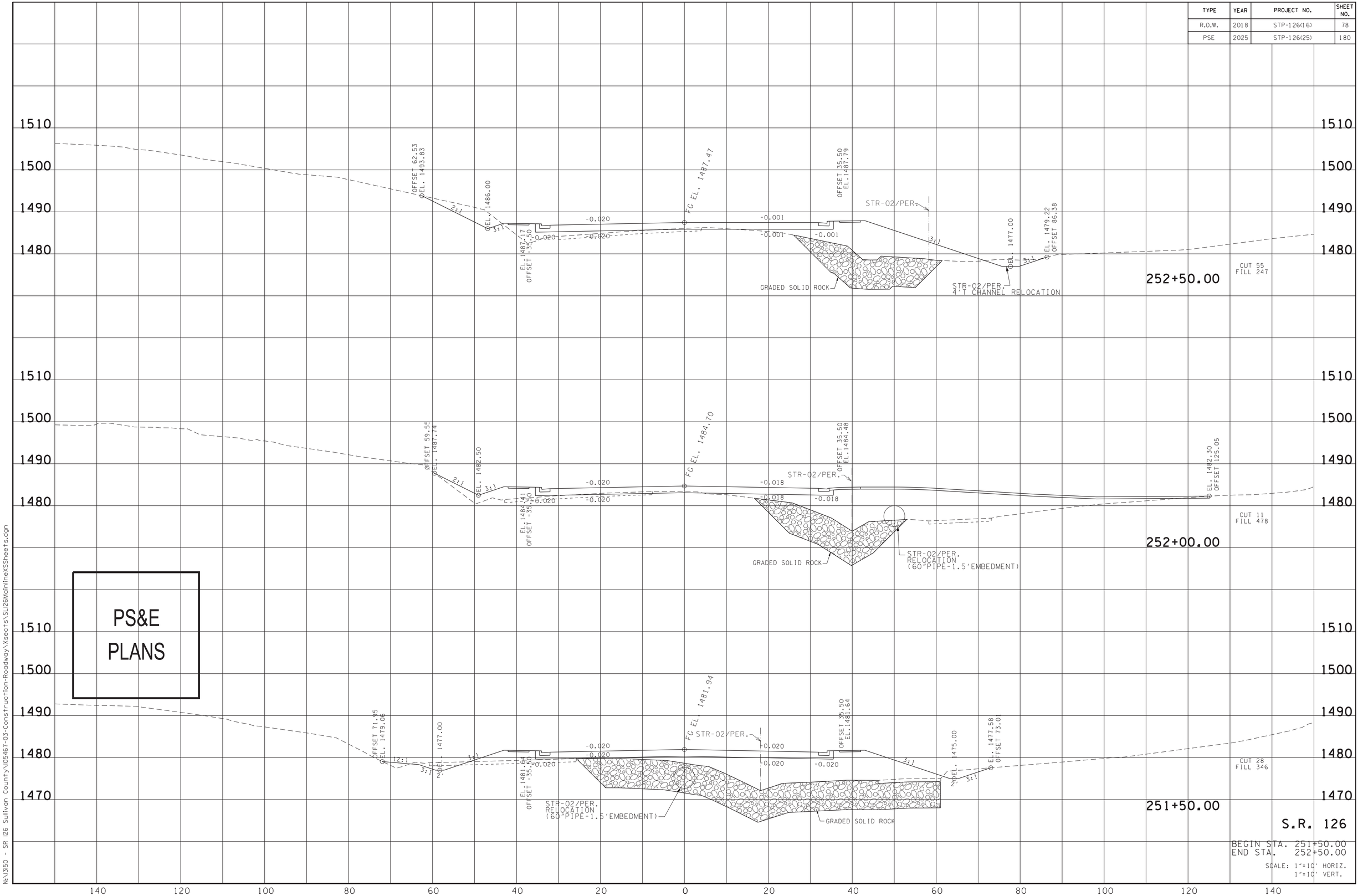
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 77 |
| PSE | 2025 | STP-126(25) | 179 |




PS&E
PLANS

4/13/2025 10:06:52 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 78 |
| PSE | 2025 | STP-126(25) | 180 |




PS&E
PLANS

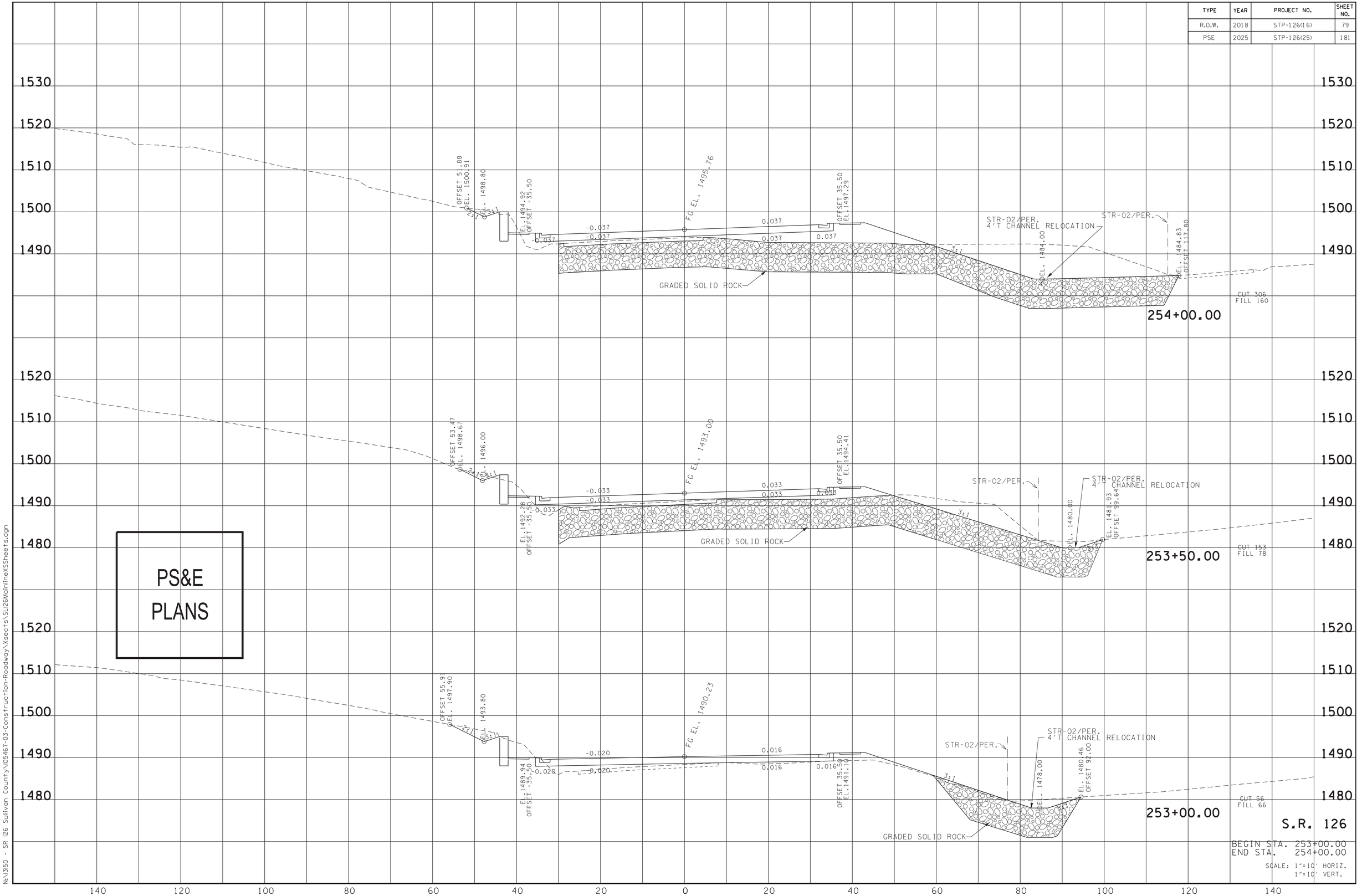
S.R. 126

BEGIN STA. 251+50.00
END STA. 252+50.00

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

4/13/2025 10:07:21 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 79 |
| PSE | 2025 | STP-126(25) | 181 |




PS&E PLANS

4/13/2025 10:07:48 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 80 |
| PSE | 2025 | STP-126(25) | 182 |

1540
1530
1520
1510
1500
1490

STR-02/PER.

STR-02, PERENNIAL STREAM LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 158'RT.

OFFSET 58.66
EL. 1507.08

2:1

5:1

EL. 1501.75

-0.037

EL. 1500.45
OFFSET -35.50

-0.037

-0.037

FG EL. 1501.29

0.037

0.037

OFFSET 35.50
EL. 1502.82

3:1

EL. 1488.00

2:1

EL. 1492.54
OFFSET 98.87

255+00.00

CUT 71
FILL 443

OFFSET 62.03
EL. 1508.59

2:1

5:1

EL. 1501.50

-0.037

EL. 1497.89
OFFSET -35.50

-0.037

-0.037

FG EL. 1498.53

0.037

0.037

EL. 1498.11
OFFSET 32.00
SIDEROAD

STR-02/PER.

STR-02/PER.
RELOCATION
(36"PIPE-0.9'EMBEDMENT)

254+50.00

CUT 11
FILL 118

S.R. 126

BEGIN STA. 254+50.00
END STA. 255+00.00

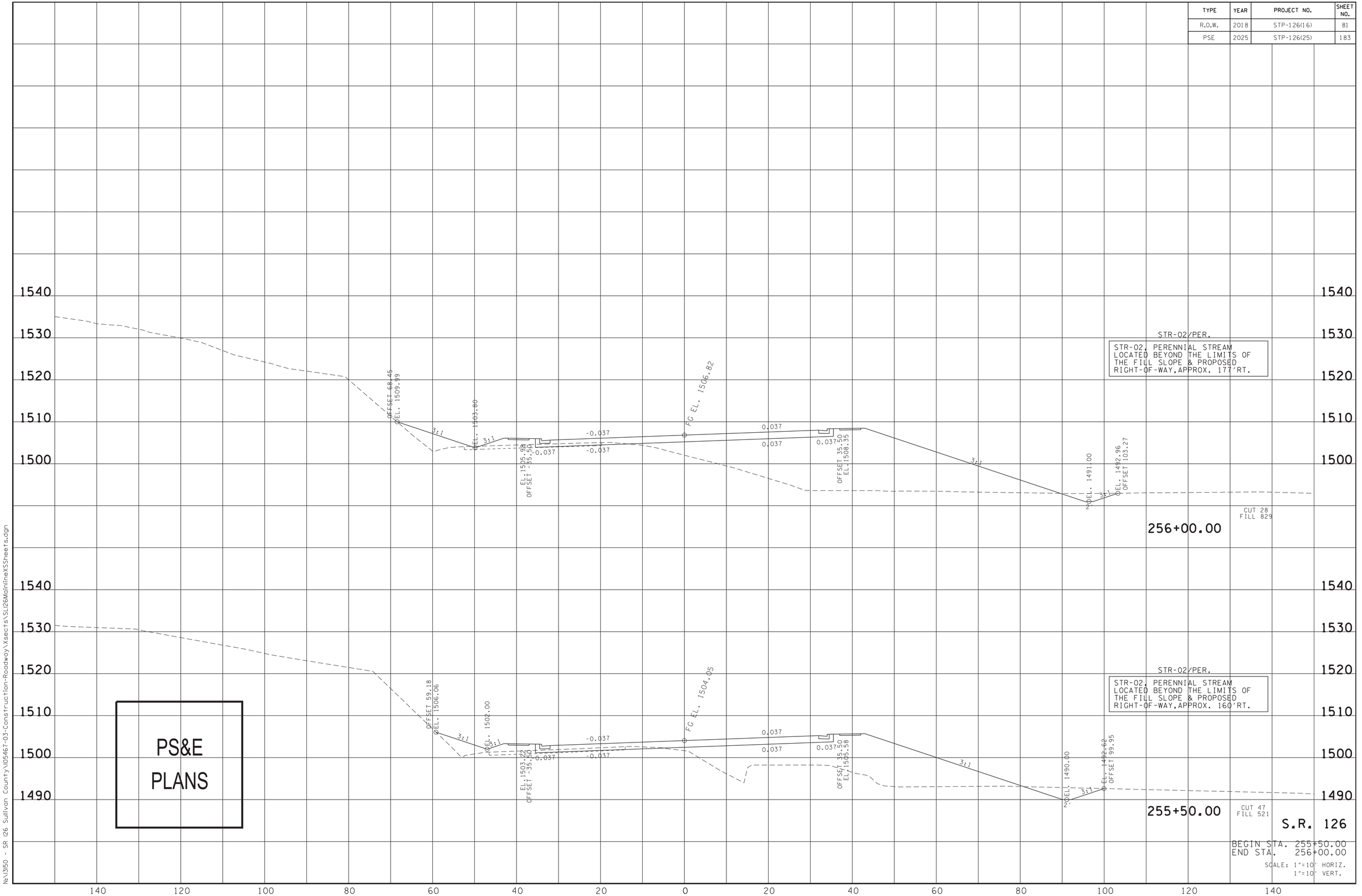
SCALE: 1"=10' HORIZ.
1"=10' VERT.

PS&E
PLANS

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

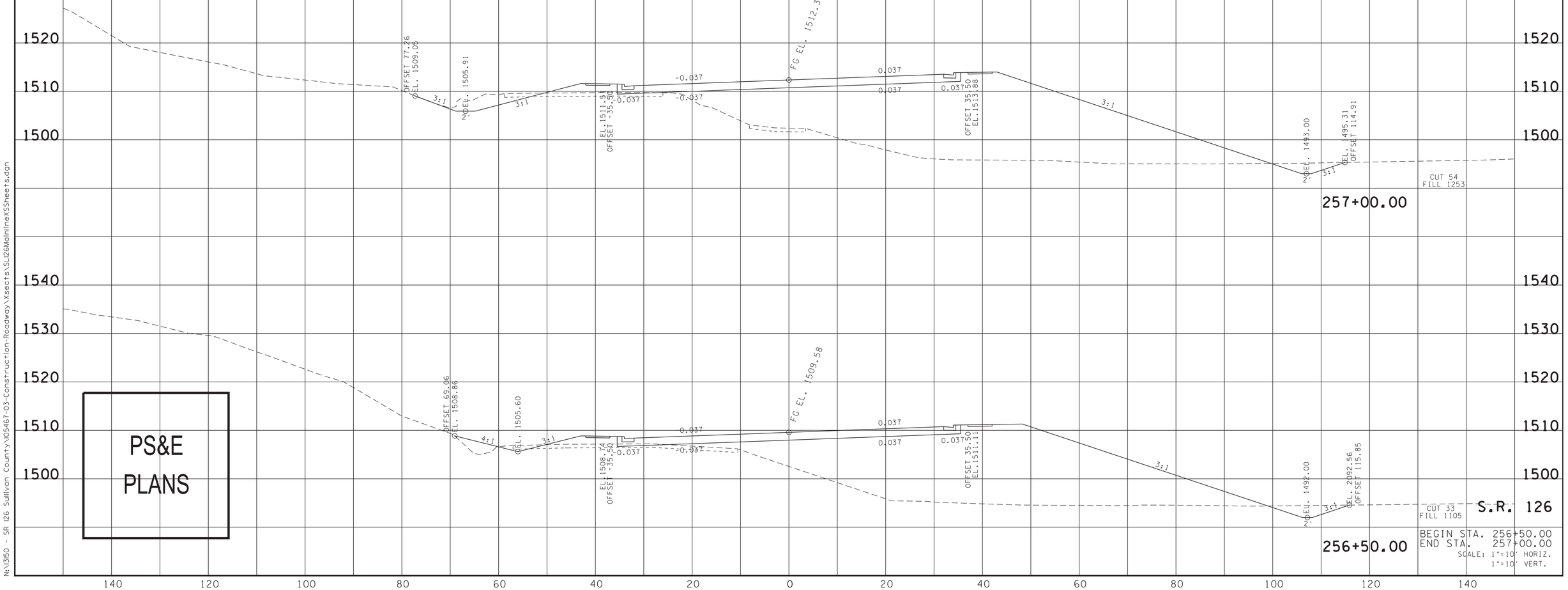
4/13/2025 10:08:21 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 81 |
| PSE | 2025 | STP-126(25) | 183 |



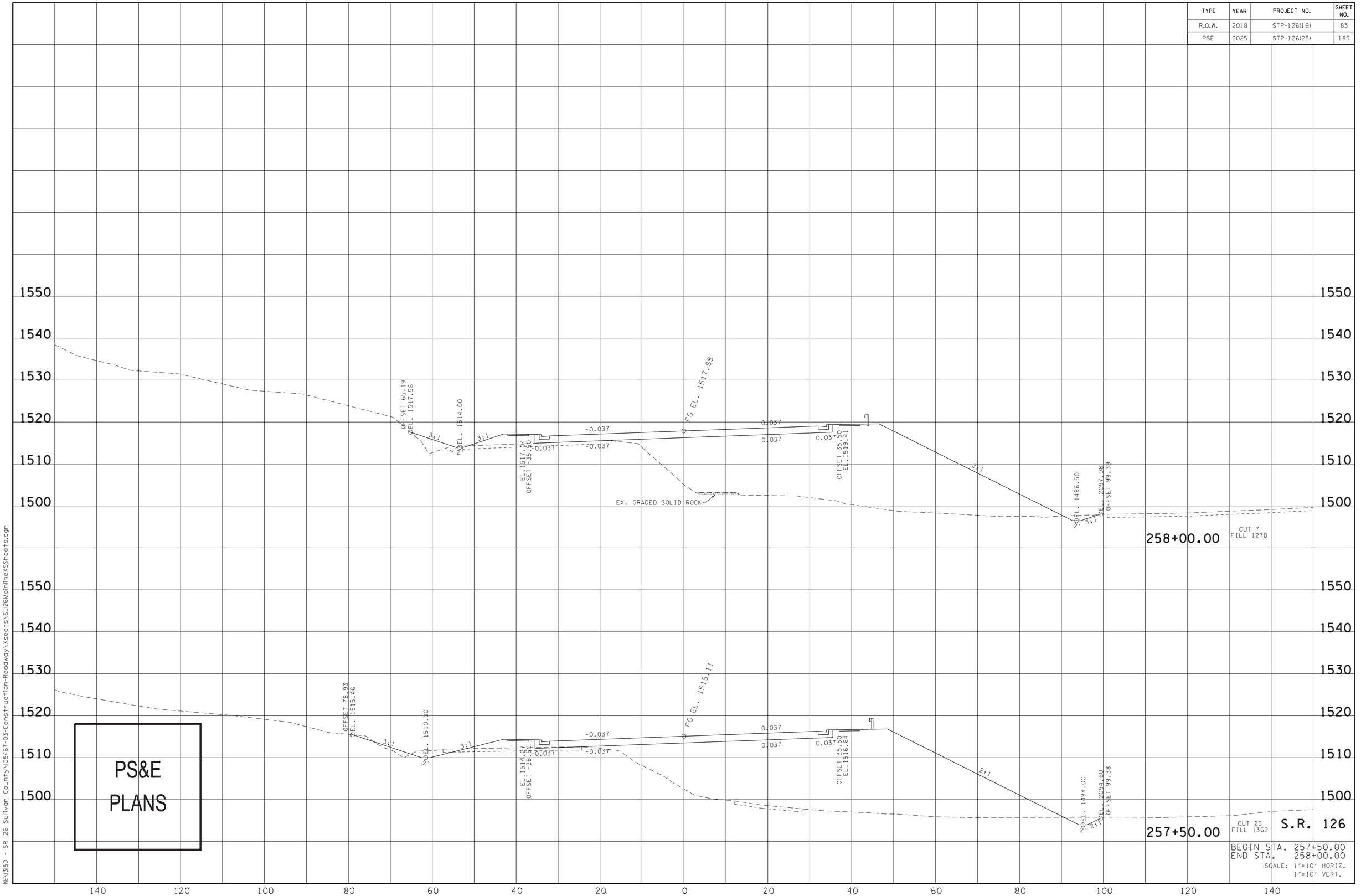

4/13/2025 10:08:46 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 82 |
| PSE | 2025 | STP-126(25) | 184 |




4/13/2025 10:09:12 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 83 |
| PSE | 2025 | STP-126(25) | 185 |




PS&E PLANS

4/13/2025 10:09:39 PM
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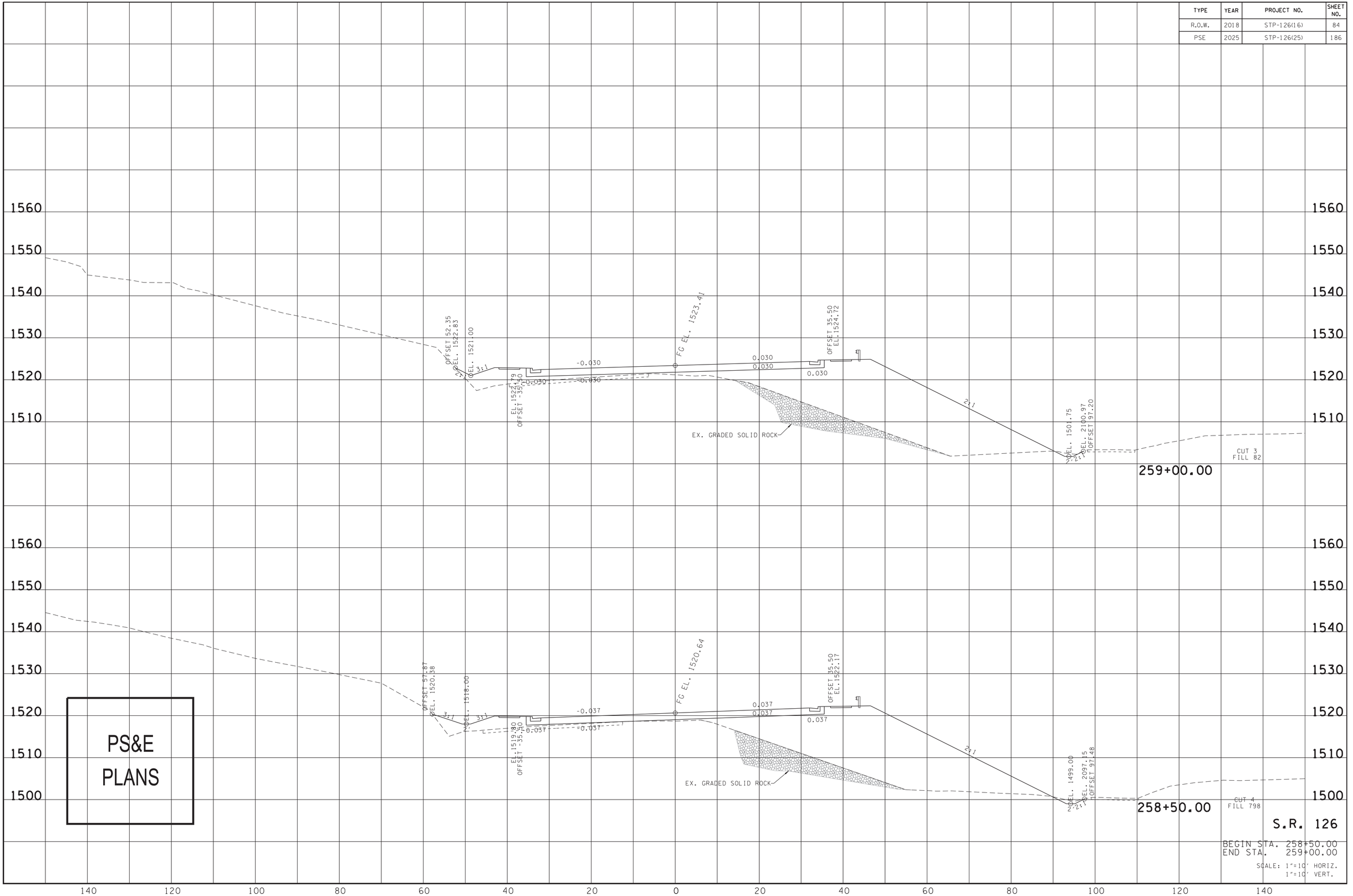
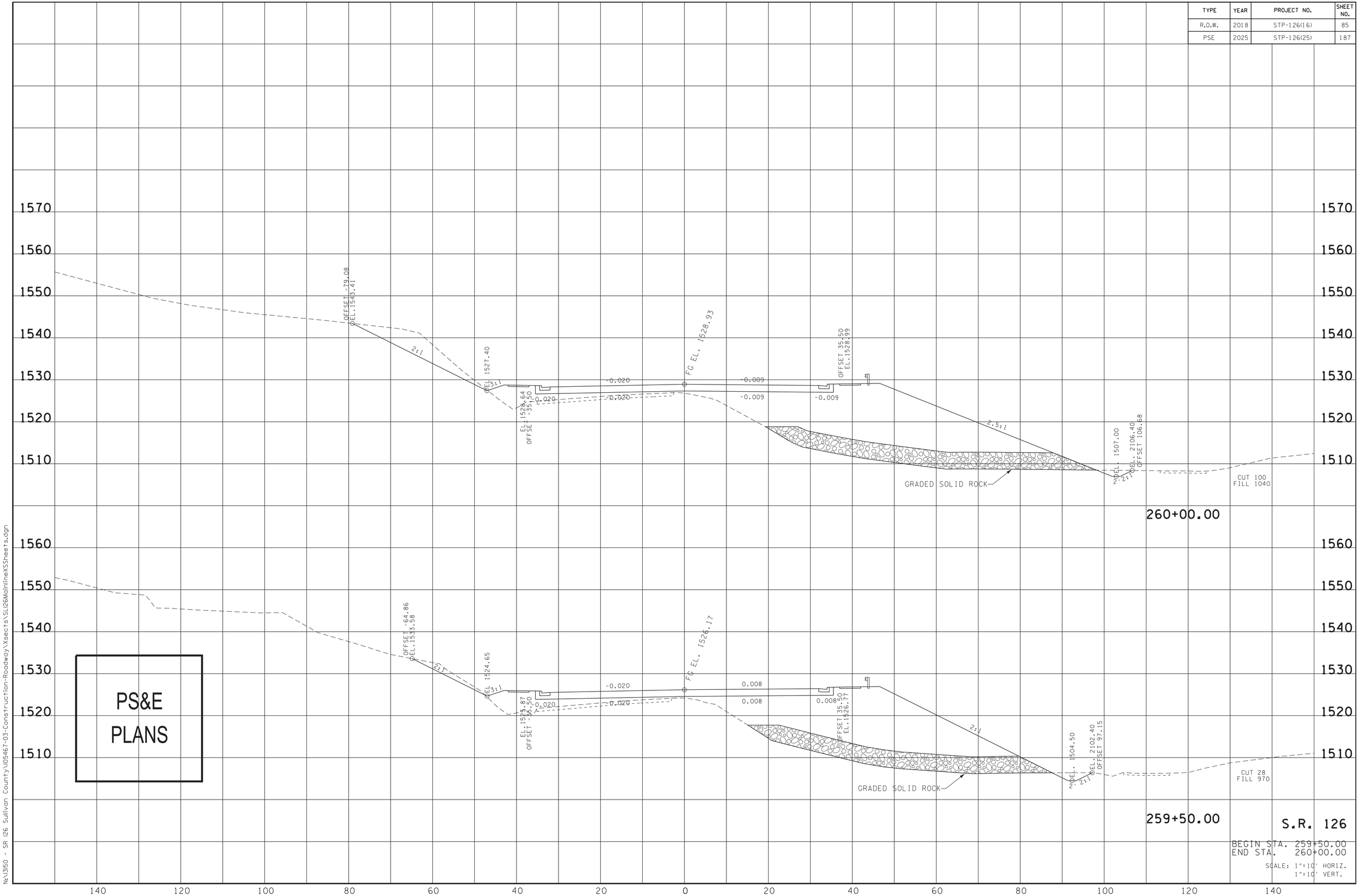
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 84 |
| PSE | 2025 | STP-126(25) | 186 |




PS&E
PLANS

4/13/2025 10:10:49 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 85 |
| PSE | 2025 | STP-126(25) | 187 |




PS&E PLANS

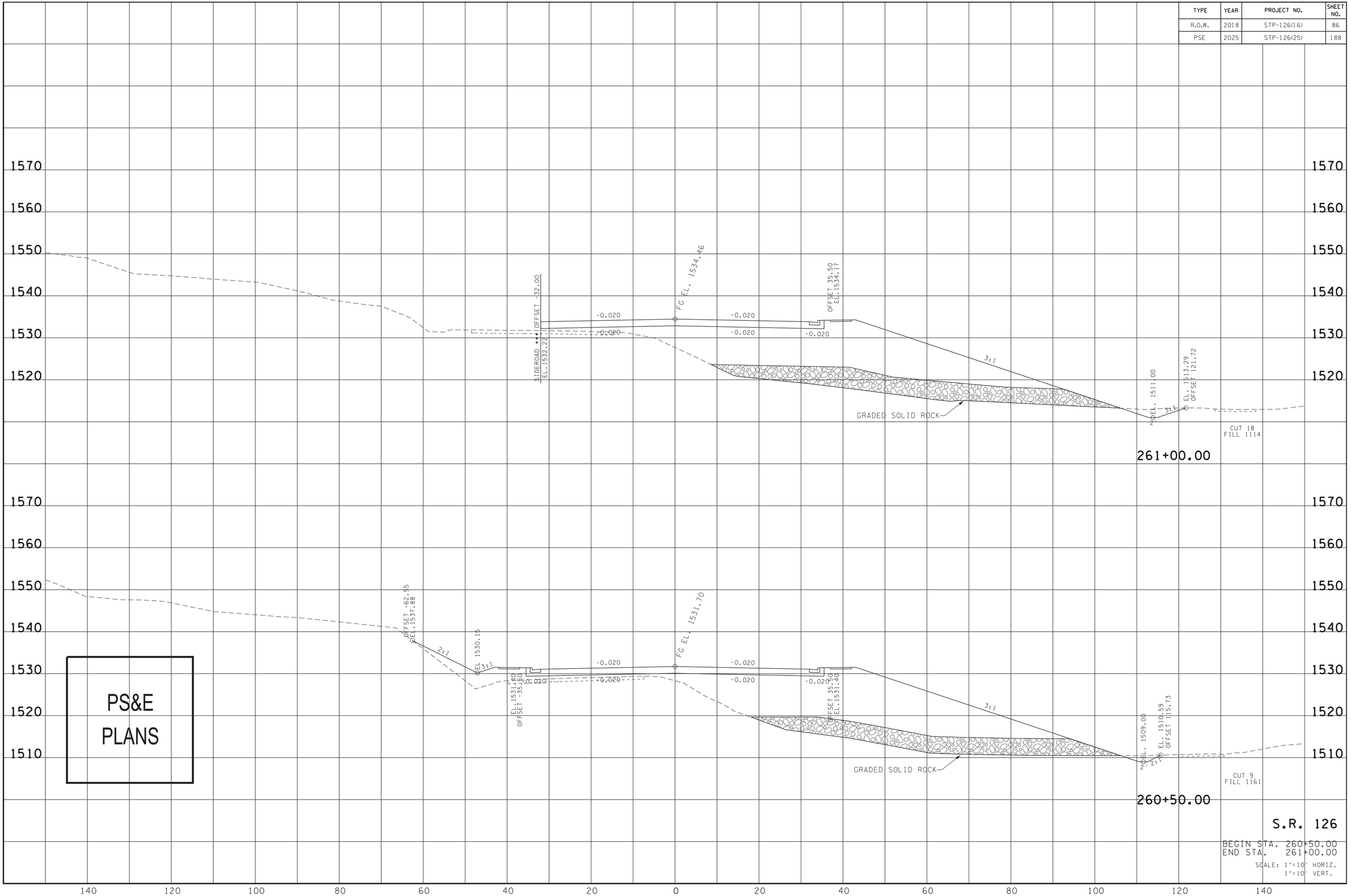
S.R. 126

BEGIN STA. 259+50.00
END STA. 260+00.00

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

4/13/2025 10:11:24 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 86 |
| PSE | 2025 | STP-126(25) | 188 |




PS&E PLANS

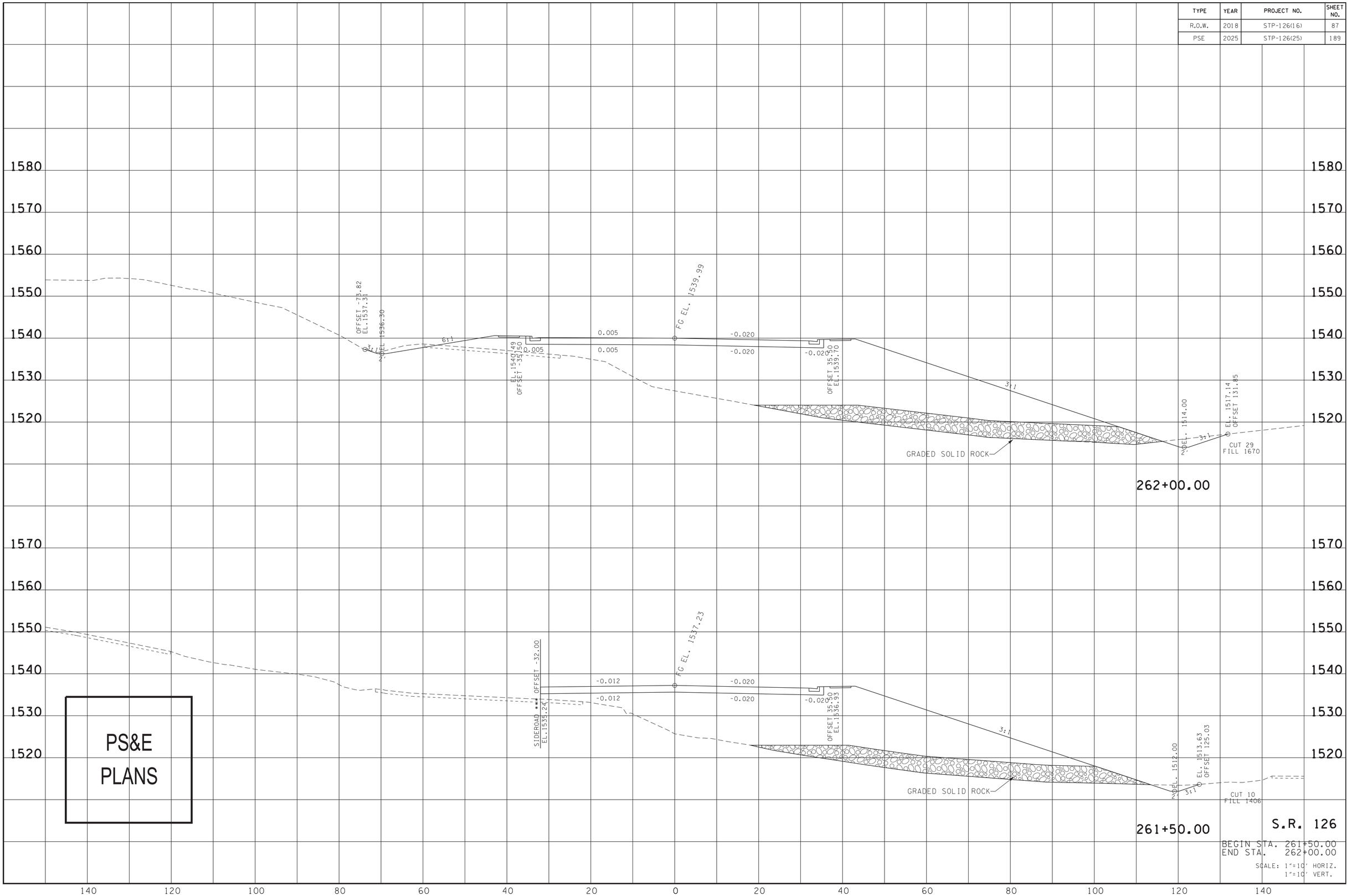
S.R. 126

BEGIN STA. 260+50.00
END STA. 261+00.00

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

4/13/2025 10:12:02 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 87 |
| PSE | 2025 | STP-126(25) | 189 |




PS&E
PLANS

4/13/2025 10:12:35 PM
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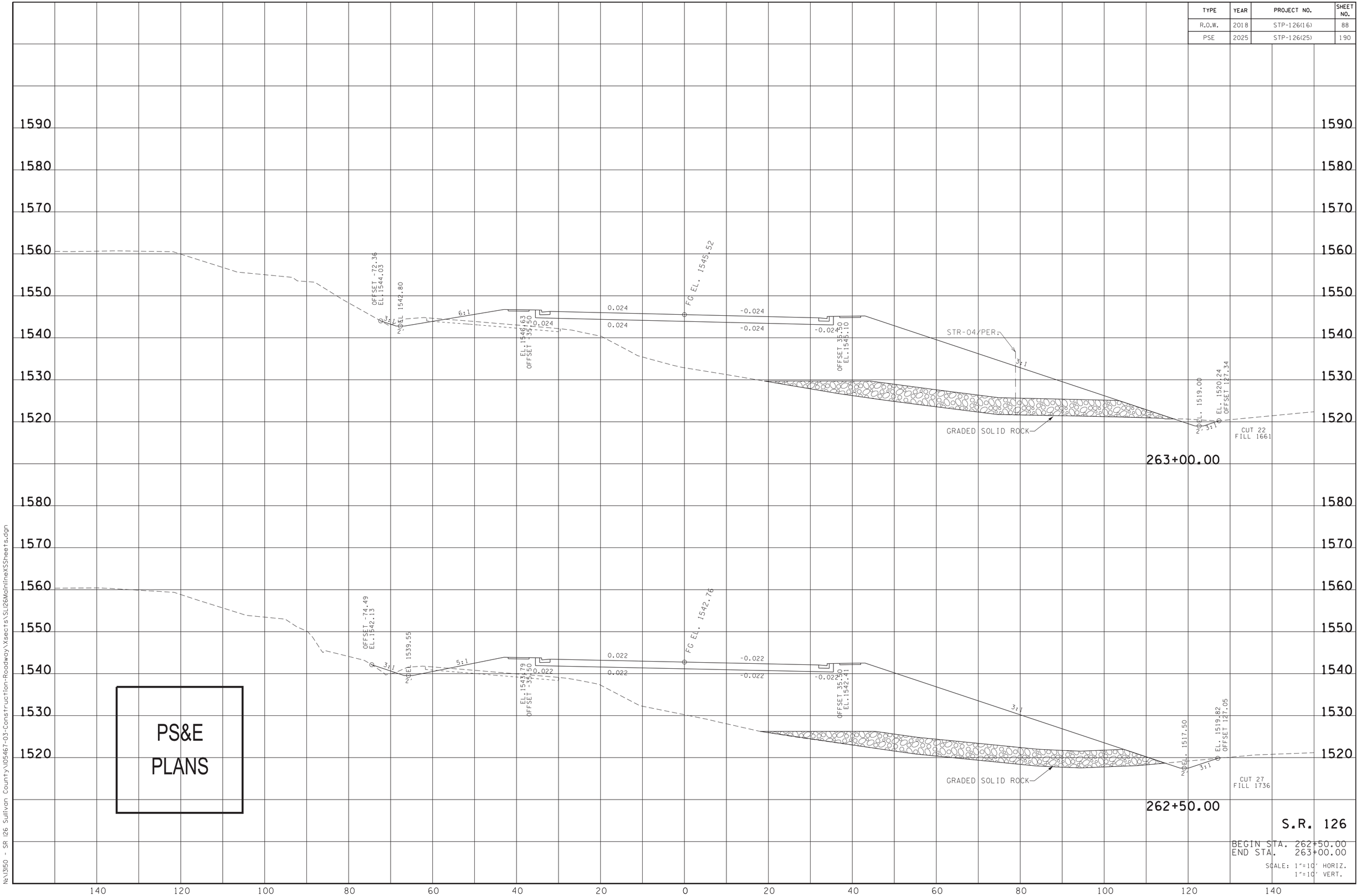
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 88 |
| PSE | 2025 | STP-126(25) | 190 |




PS&E PLANS

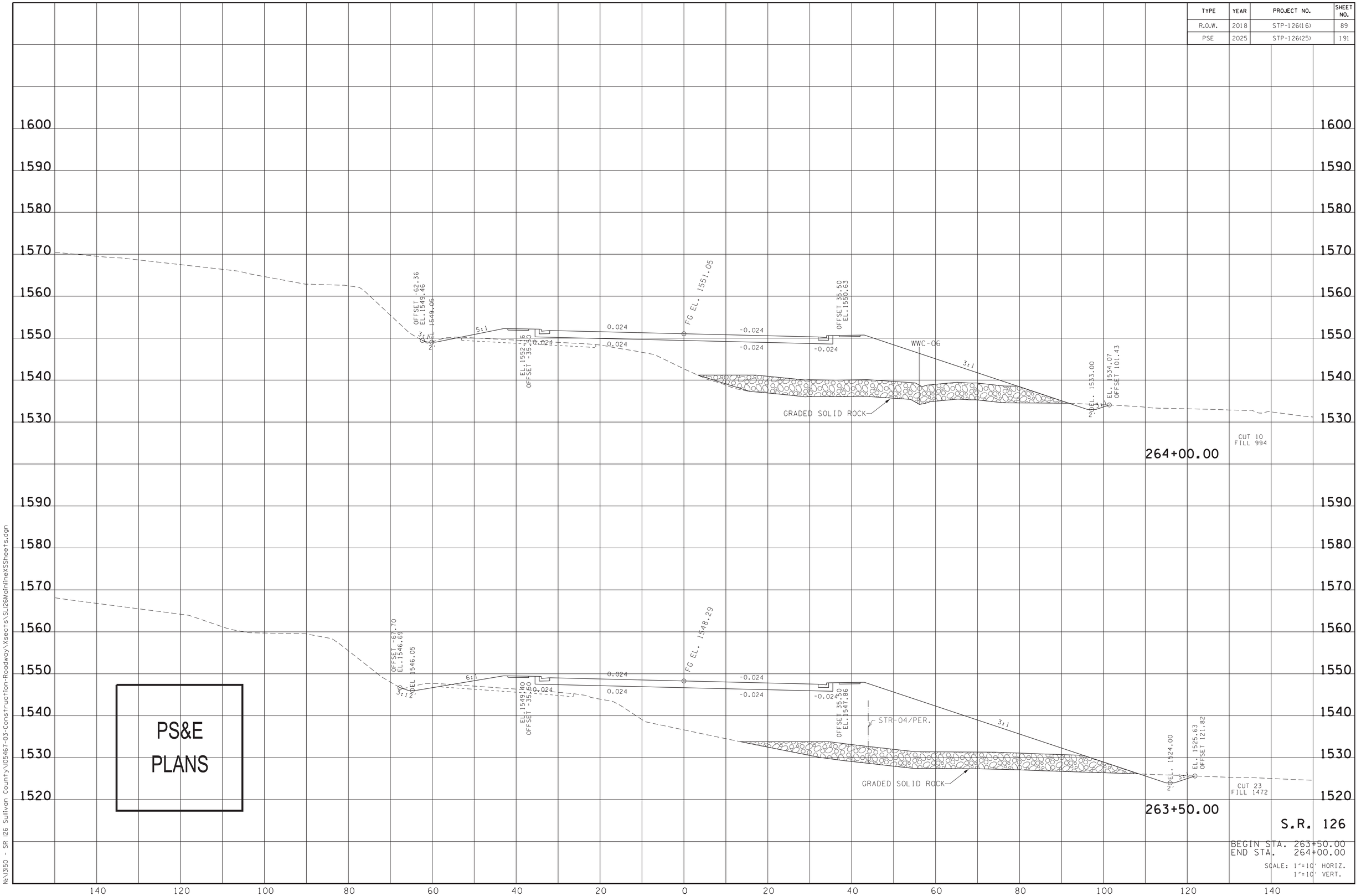
S.R. 126

BEGIN STA. 262+50.00
END STA. 263+00.00

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

4/13/2025 10:13:01 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 89 |
| PSE | 2025 | STP-126(25) | 191 |




PS&E
PLANS

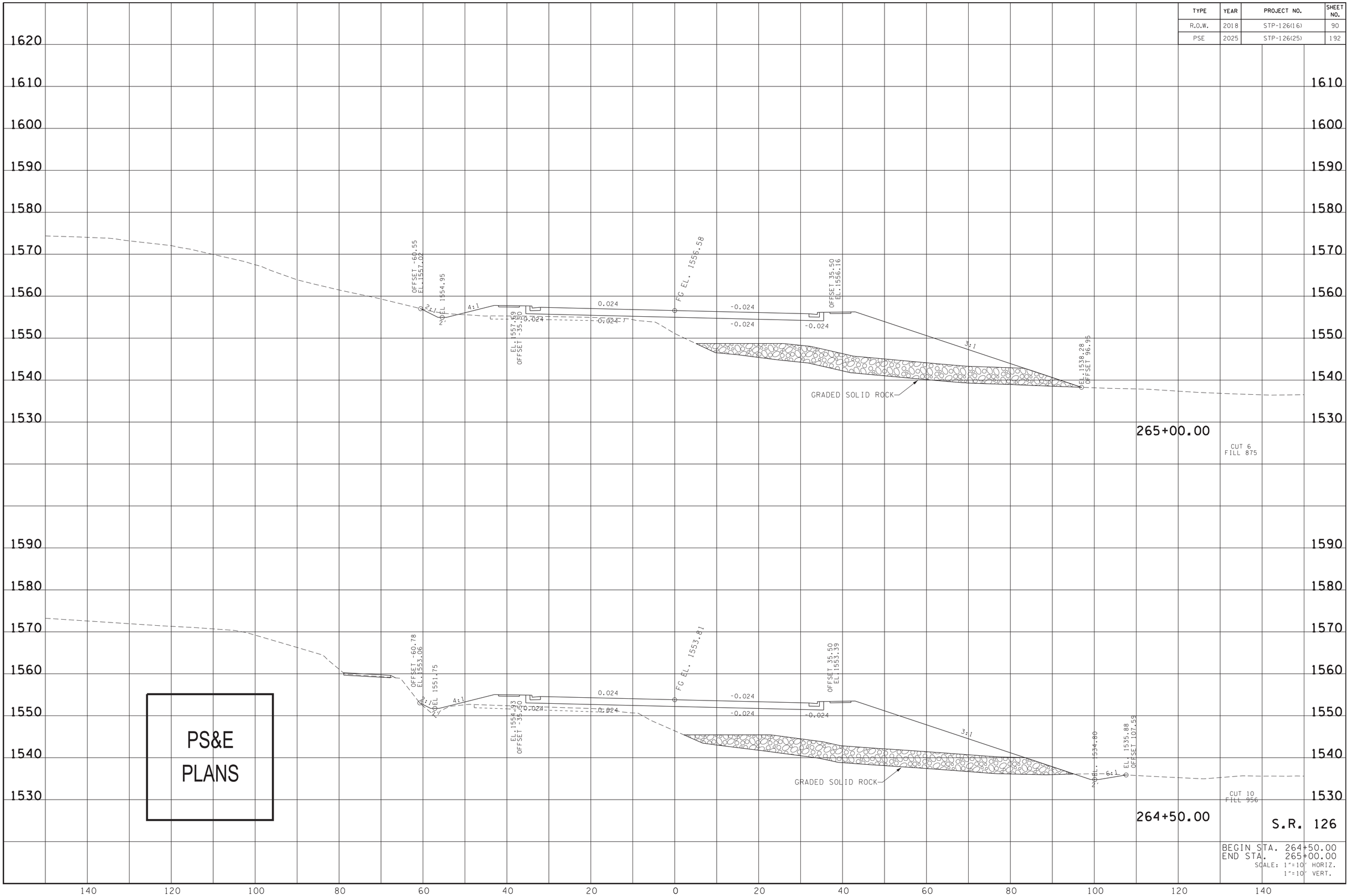
S.R. 126

BEGIN STA. 263+50.00
END STA. 264+00.00

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

4/13/2025 10:13:24 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 90 |
| PSE | 2025 | STP-126(25) | 192 |




PS&E PLANS

4/13/2025 10:13:58 PM
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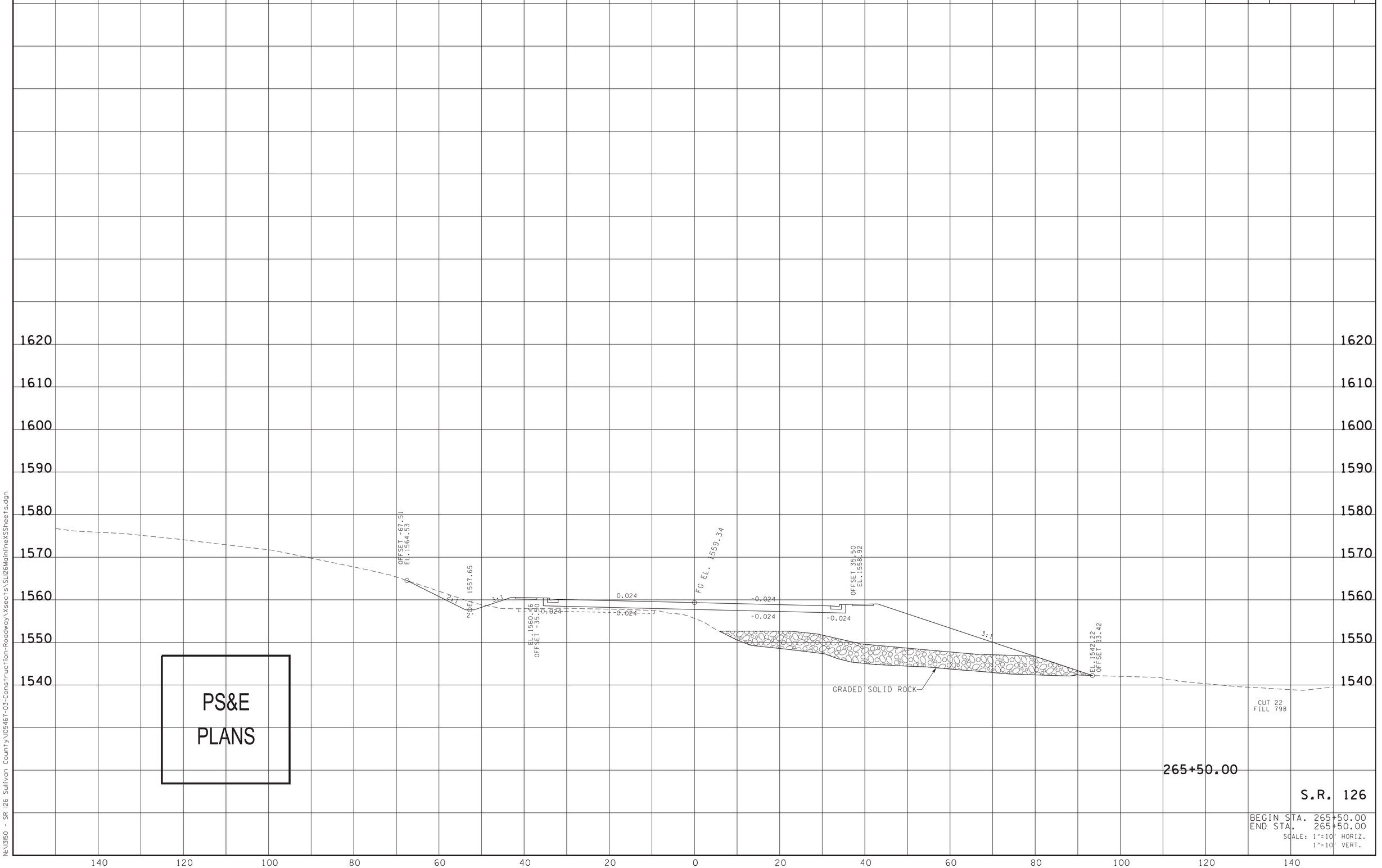
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 91 |
| PSE | 2025 | STP-126(25) | 193 |




PS&E
PLANS

265+50.00

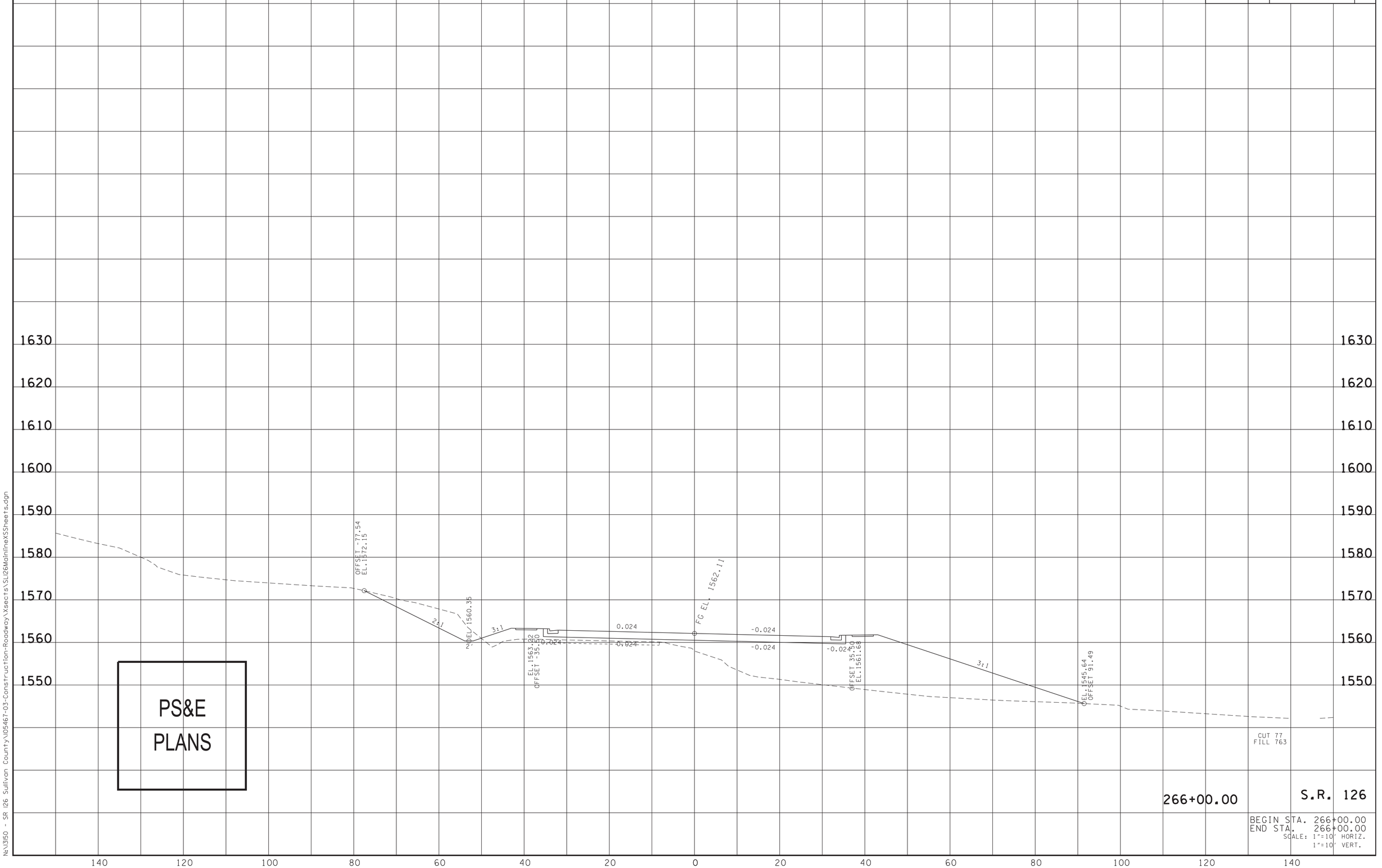
S.R. 126

BEGIN STA. 265+50.00
END STA. 265+50.00

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

4/13/2025 10:14:27 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 92 |
| PSE | 2025 | STP-126(25) | 194 |




PS&E PLANS

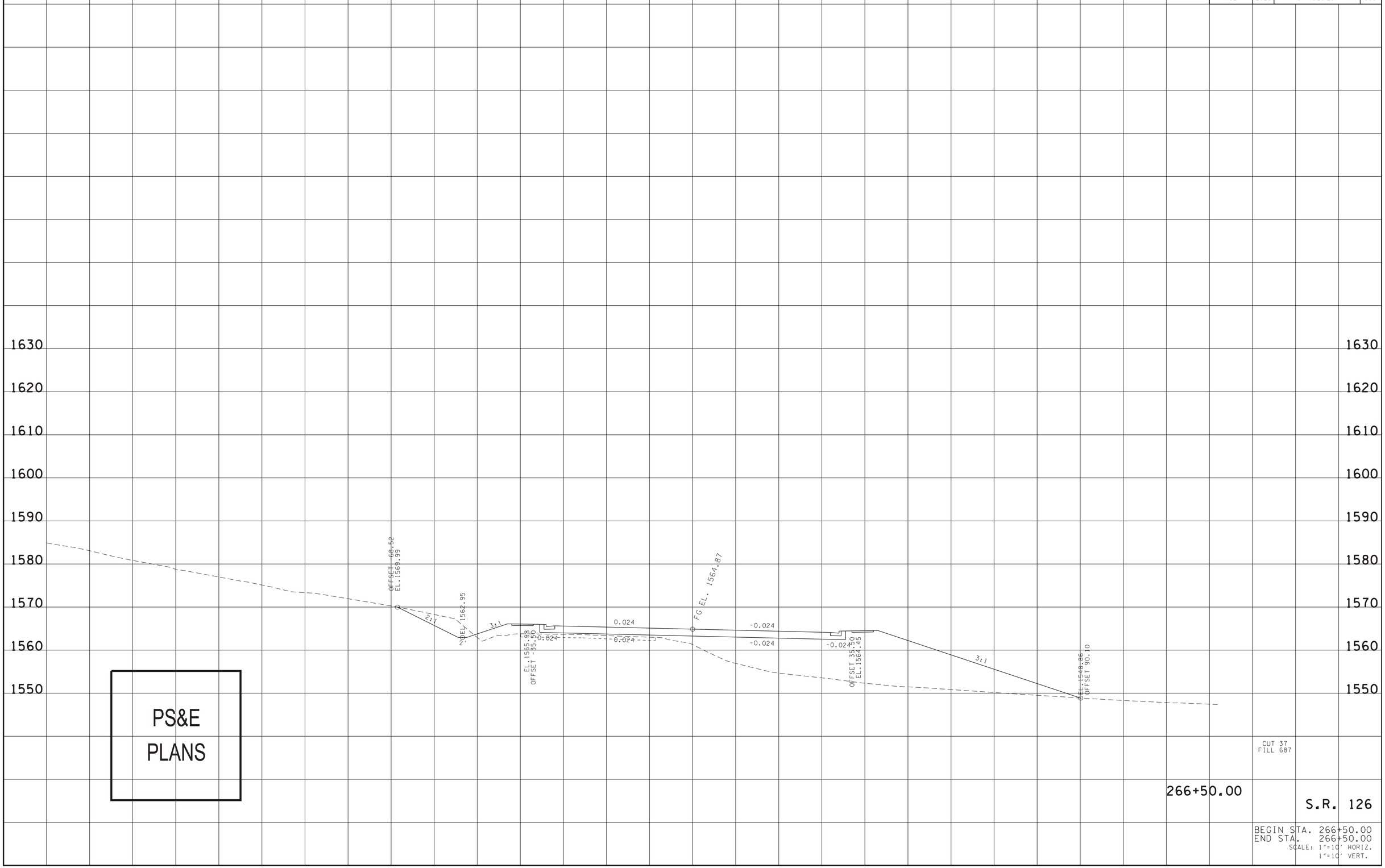
266+00.00

S.R. 126

BEGIN STA. 266+00.00
END STA. 266+00.00
SCALE: 1"=10' HORIZ.
1"=10' VERT.

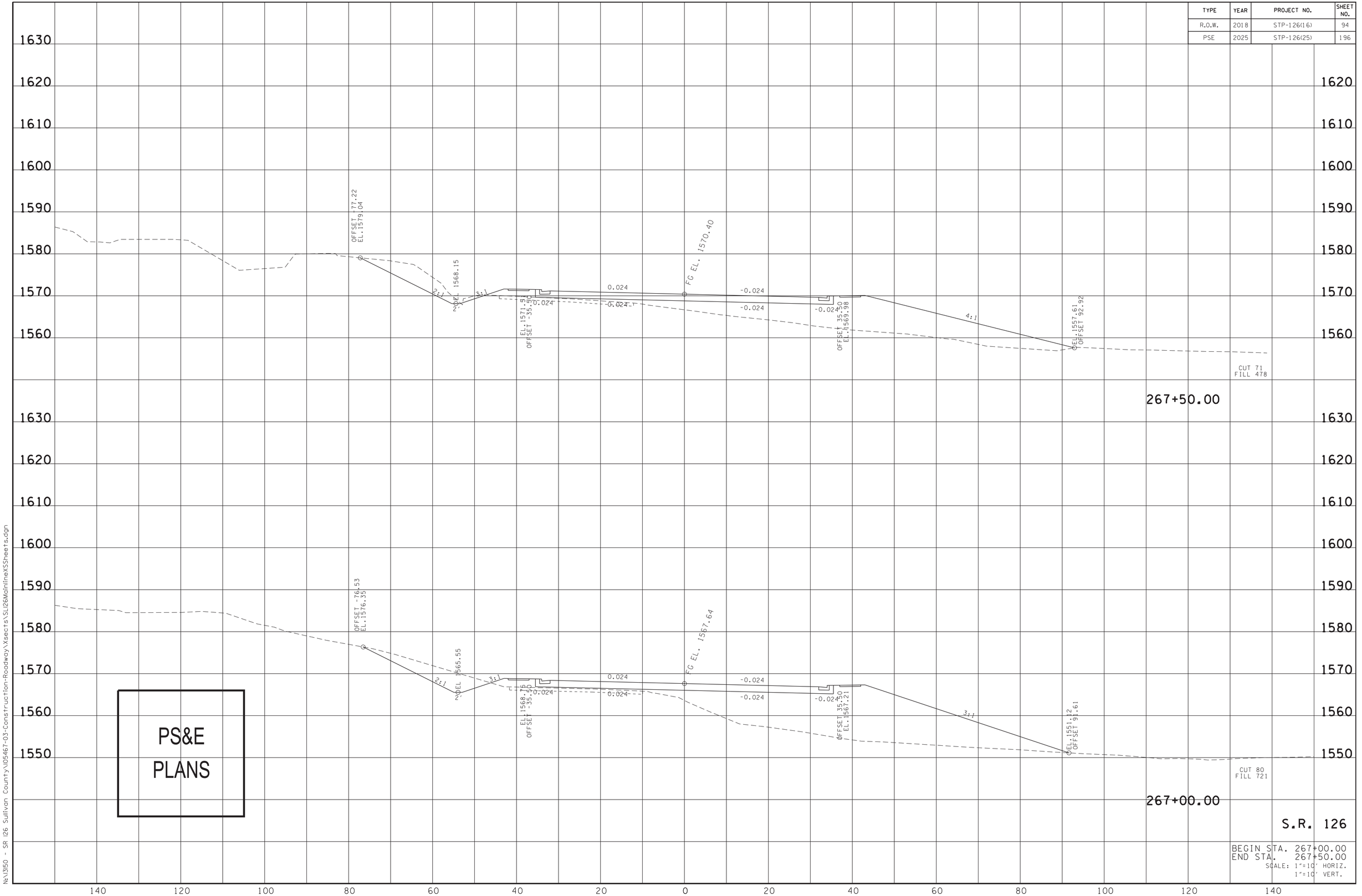
4/13/2025 10:14:47 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 93 |
| PSE | 2025 | STP-126(25) | 195 |




4/13/2025 10:15:29 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 94 |
| PSE | 2025 | STP-126(25) | 196 |



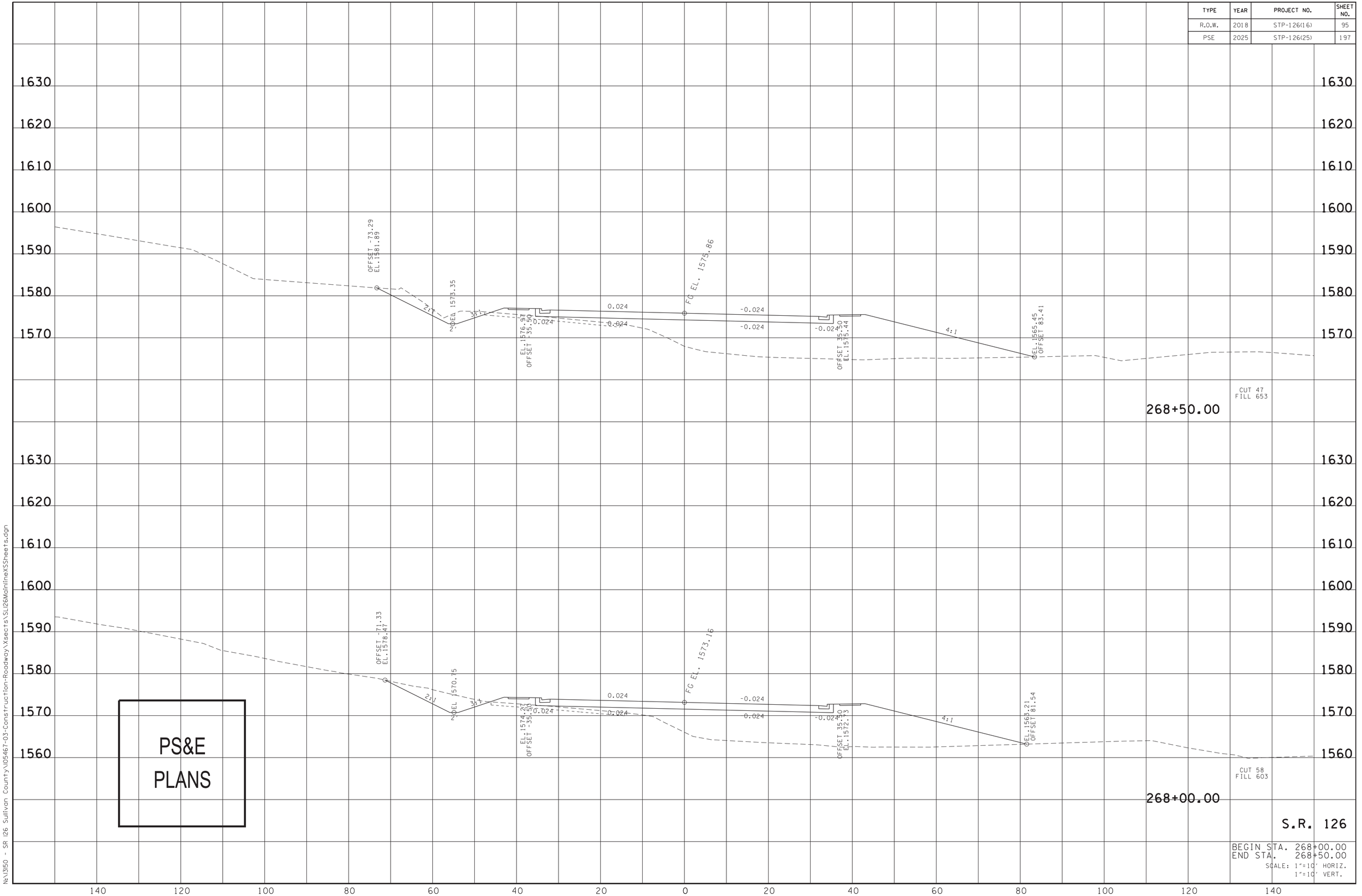

PS&E PLANS

S.R. 126

BEGIN STA. 267+00.00
END STA. 267+50.00
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:15:51 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 95 |
| PSE | 2025 | STP-126(25) | 197 |




PS&E
PLANS

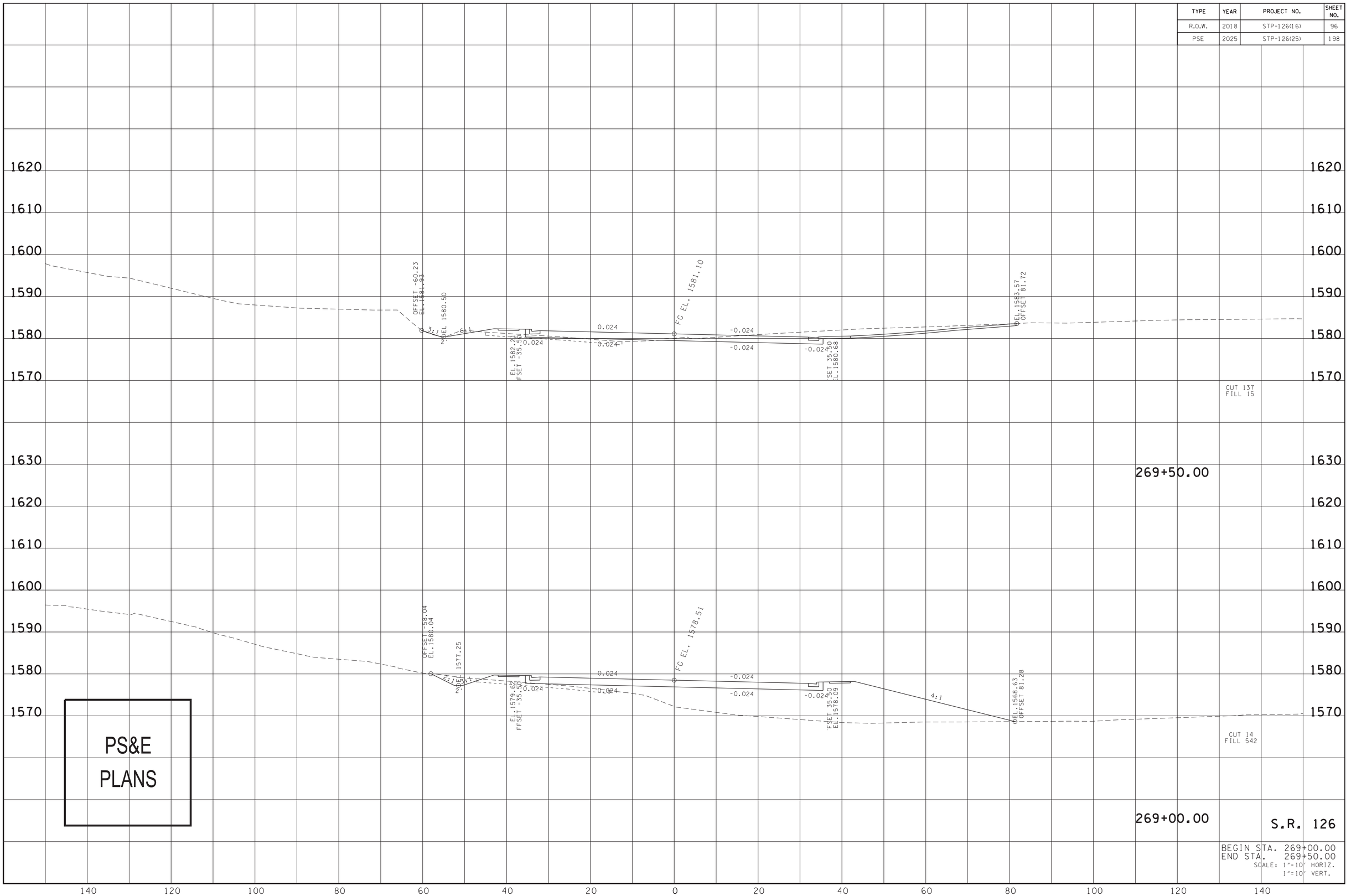
S.R. 126

BEGIN STA. 268+00.00
END STA. 268+50.00

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

4/13/2025 10:16:52 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

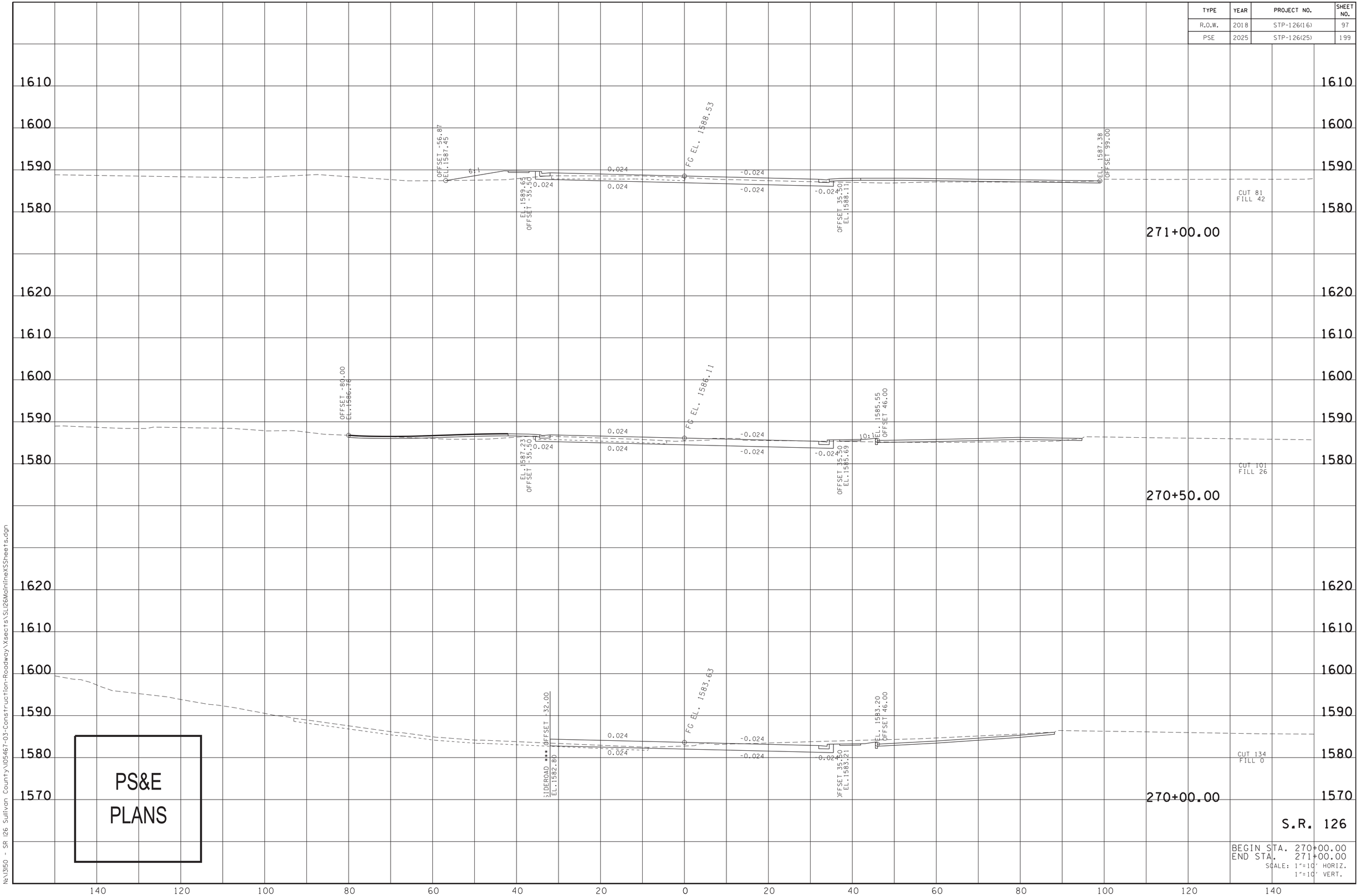
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 96 |
| PSE | 2025 | STP-126(25) | 198 |




PS&E
PLANS

4/13/2025 10:17:14 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

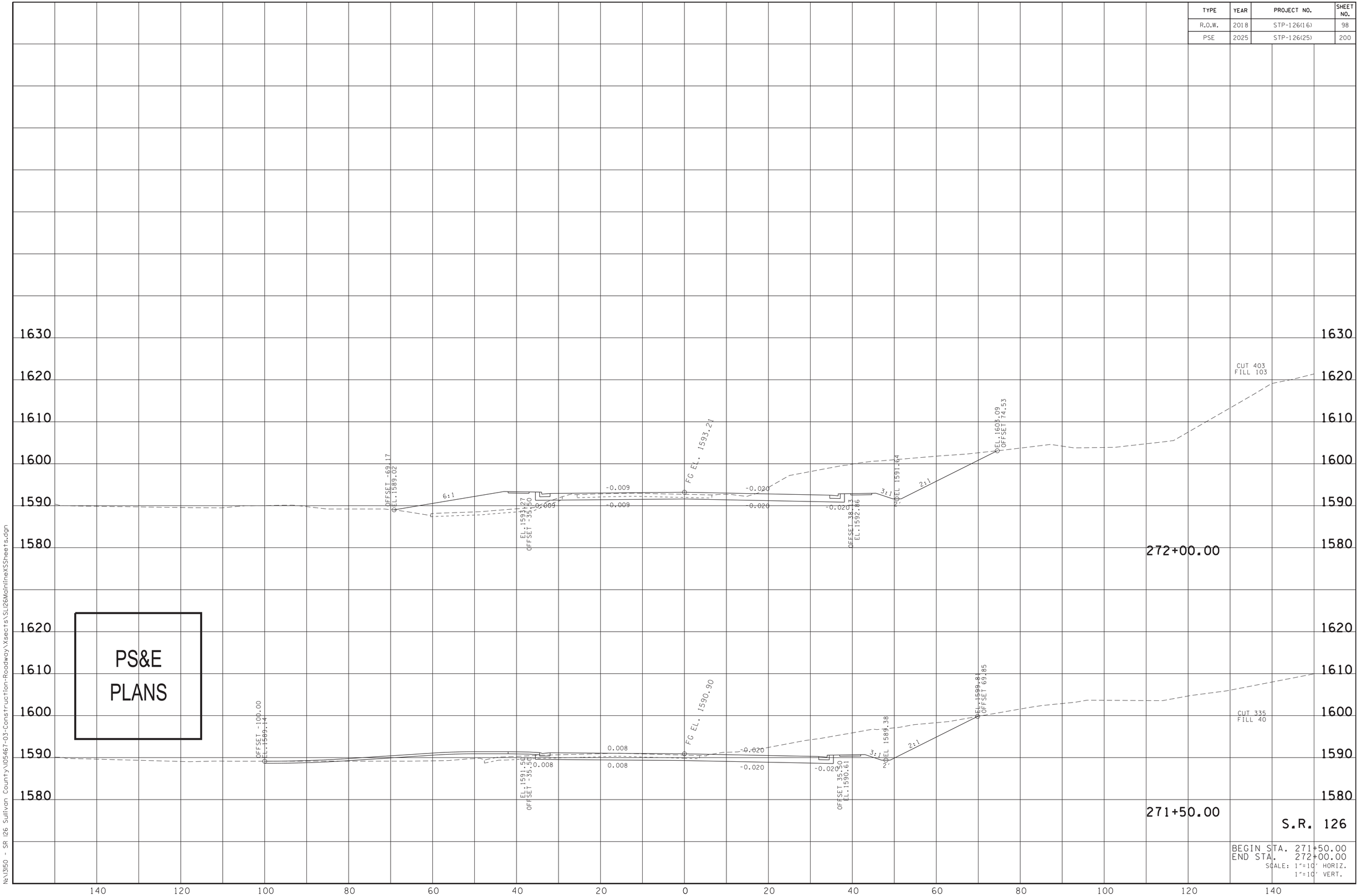
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 97 |
| PSE | 2025 | STP-126(25) | 199 |




PS&E
PLANS

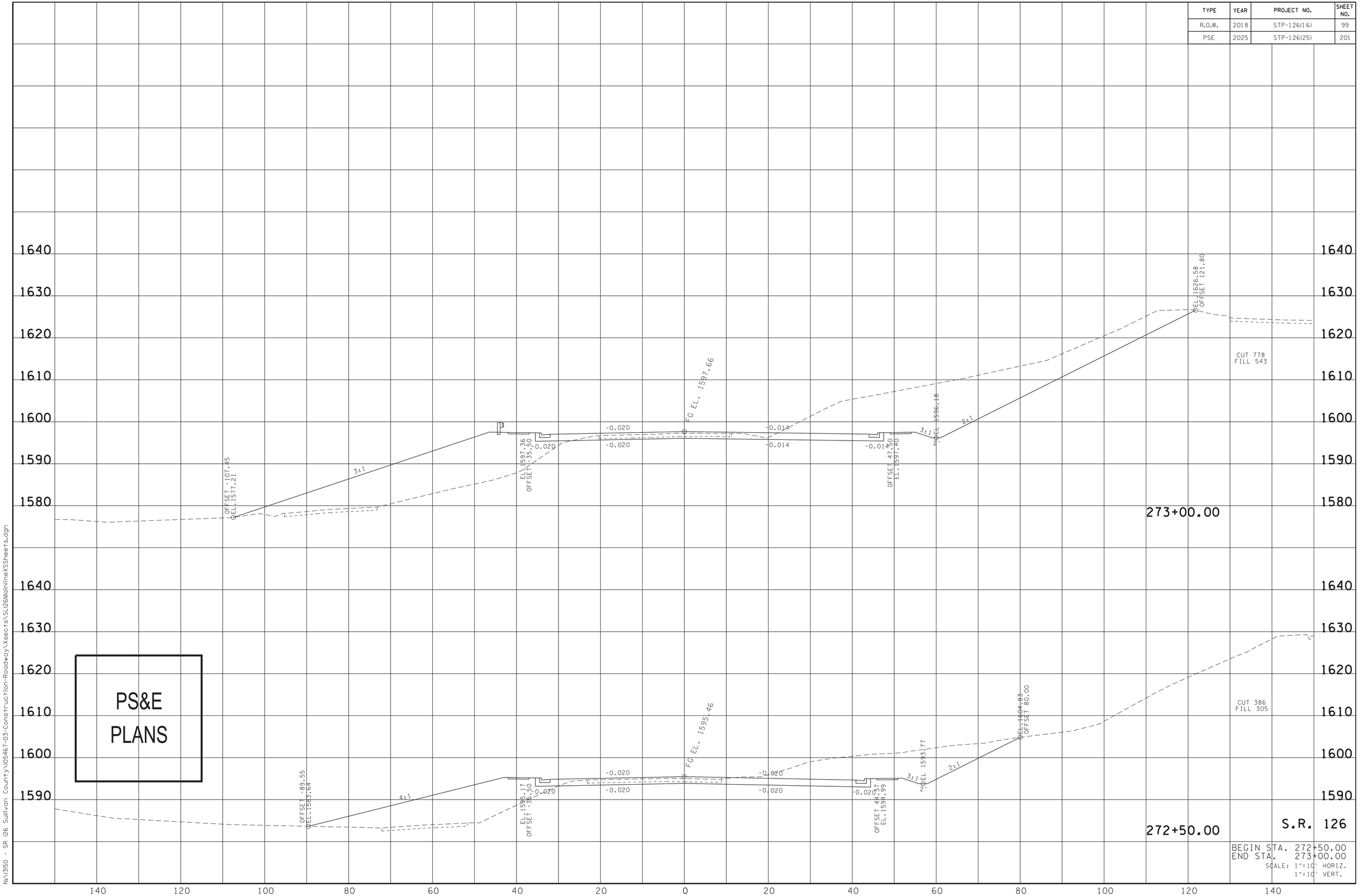
4/13/2025 10:17:36 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 98 |
| PSE | 2025 | STP-126(25) | 200 |




4/13/2025 10:18:01 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 99 |
| PSE | 2025 | STP-126(25) | 201 |




PS&E PLANS

BEGIN STA. 272+50.00
END STA. 273+00.00
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:23:09 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 100 |
| PSE | 2025 | STP-126(25) | 202 |

PS&E PLANS

OFFSET -98.72
EL. 1573.47

2:1

EL. 1599.50
OFFSET -35.50

-0.020
-0.020
-0.020

FG EL. 1599.80

0.003
0.003
0.003

OFFSET 47.50
EL. 1600.29

3:1

ROW EL. 1599.07

2:1

EL. 1624.60
OFFSET 112.08

CUT 905
FILL 447

273+50.00

S.R. 126

BEGIN STA. 273+50.00
END STA. 273+50.00

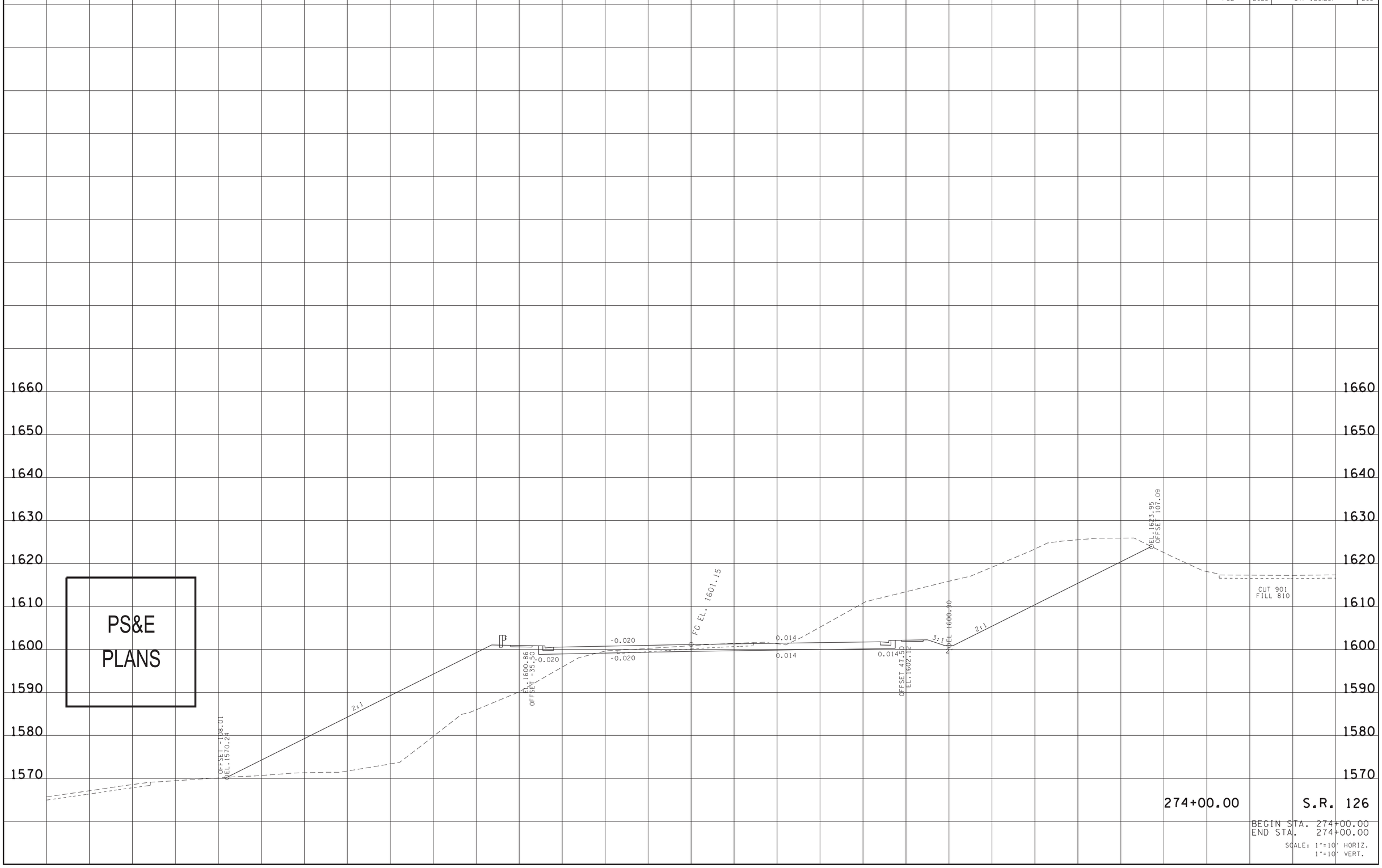
SCALE: 1"=10' HORIZ.
1"=10' VERT.

1650 1640 1630 1620 1610 1600 1590 1580 1570

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

4/13/2025 10:23:41 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 101 |
| PSE | 2025 | STP-126(25) | 203 |




4/13/2025 10:24:20 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 102 |
| PSE | 2025 | STP-126(25) | 204 |

PS&E PLANS

OFFSET 142.60
EL. 1561.91

2:1

2:1

EL. 1602.55
OFFSET -35.50

-0.031

-0.031

FG EL. 1603.20

-0.031

-0.031

OFFSET 47.50
EL. 1604.91

0.031

0.031

3:1

DGEL 1603.69

2:1

EL. 1622.46
OFFSET 98.54

CUT 762
FILL 1428

274+50.00

S.R. 126

BEGIN STA. 274+50.00
END STA. 274+50.00

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

1660
1650
1640
1630
1620
1610
1600
1590
1580
1570
1560

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

4/13/2025 10:24:43 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 103 |
| PSE | 2025 | STP-126(25) | 205 |

PS&E PLANS

WWC-07

WWC-07, WET WEATHER CONVEYANCE LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 175.0' LT.

WWC-07

SIDEROAD *** OFFSET -32.00
EL. 1602.46

-0.035
-0.035

FG EL. 1605.19

0.035
0.035

EL. 1605.12
SIDEROAD *** OFFSET 44.00

CUT 64
FILL 67

275+00.00

S.R. 126

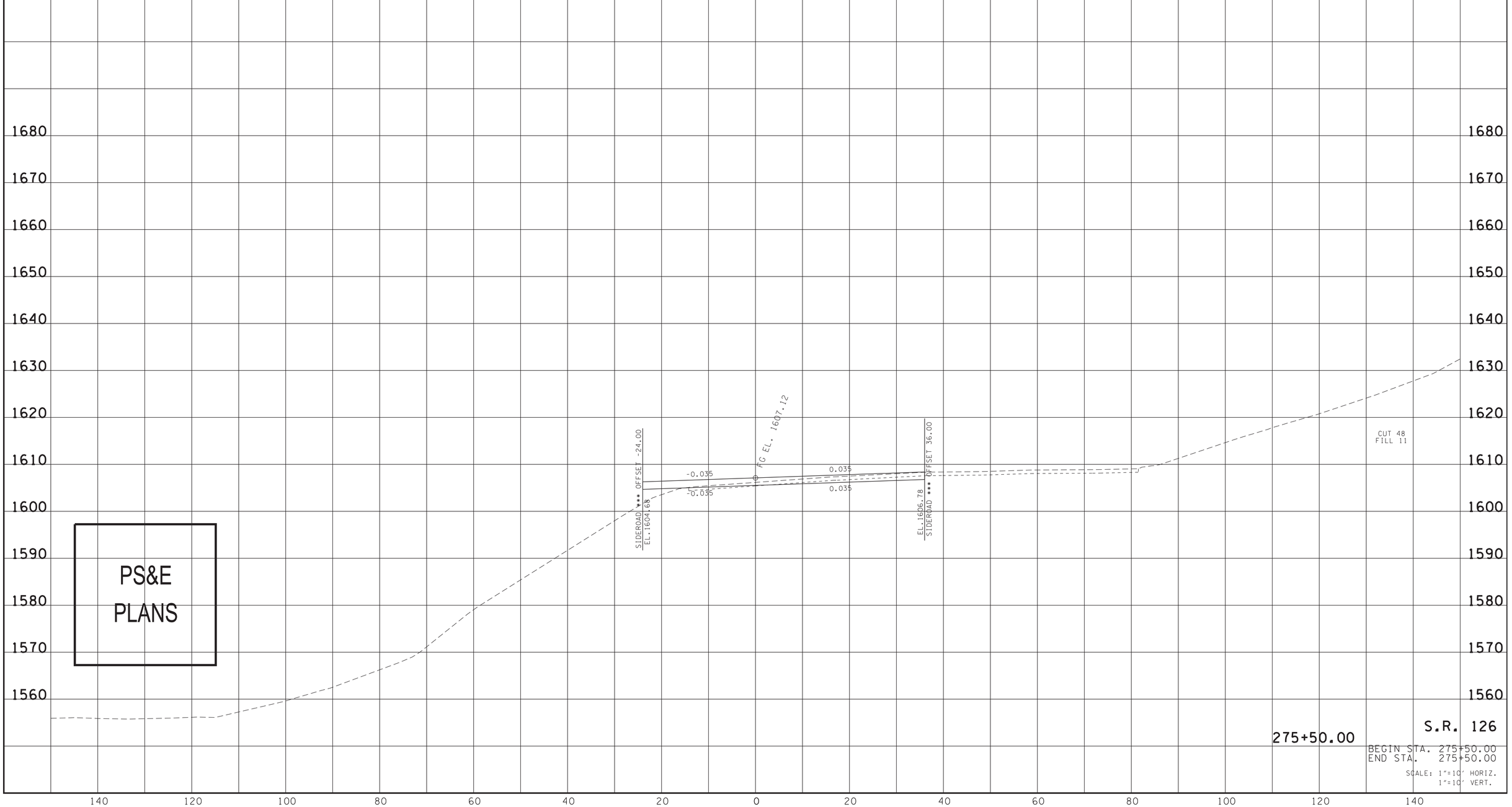
BEGIN STA. 275+00.00
END STA. 275+00.00

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

4/13/2025 10:25:11 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 104 |
| PSE | 2025 | STP-126(25) | 206 |

PS&E
PLANS




275+50.00

S.R. 126

BEGIN STA. 275+50.00
END STA. 275+50.00

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

4/13/2025 10:25:34 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 105 |
| PSE | 2025 | STP-126(25) | 207 |

MATCHLINE LEFT

MATCHLINE RIGHT

MATCHLINE LEFT

MATCHLINE RIGHT

2:1

-0.035

-0.035

FG EL. 1609.00

0.035

0.035

EL. 1607.92
OFFSET -39.50

EL. 1619.66

EL. 1628.62
OFFSET 68.44

CUT 228
FILL 935

PS&E
PLANS

276+00.00

S.R. 126

BEGIN STA. 276+00.00
END STA. 276+00.00

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

4/13/2025 10:26:07 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 106 |
| PSE | 2025 | STP-126(25) | 208 |

MATCHLINE LEFT

LOFFSET = 158.88
@EL.1553.55

MATCHLINE RIGHT

EX. RESIDENCE

1.5:1

2:1

MATCHLINE LEFT

2:1

EL. 1609.74
OFFSET -39.50

-0.035

-0.035

-0.035

FG EL. 1610.82

0.035

0.035

0.035

OFFSET 39.50
EL.1612.43

EL. 1623.69

EL. 1635.76
OFFSET 72.65

MATCHLINE RIGHT

CUT 362
FILL 754

PS&E
PLANS

276+50.00

S.R. 126

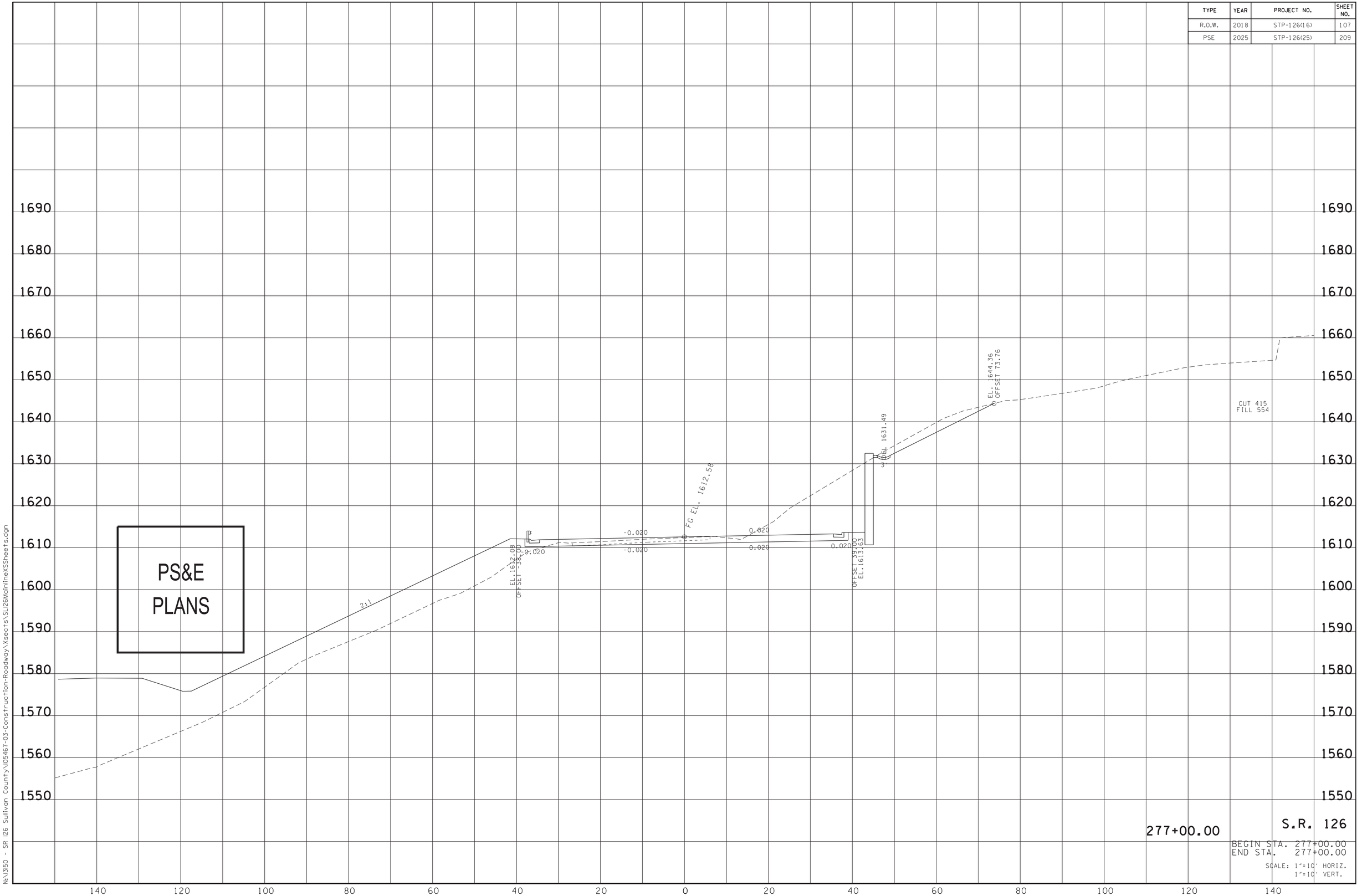
BEGIN STA. 276+50.00
END STA. 276+50.00

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

4/13/2025 10:26:29 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MatchlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 107 |
| PSE | 2025 | STP-126(25) | 209 |

PS&E
PLANS




277+00.00

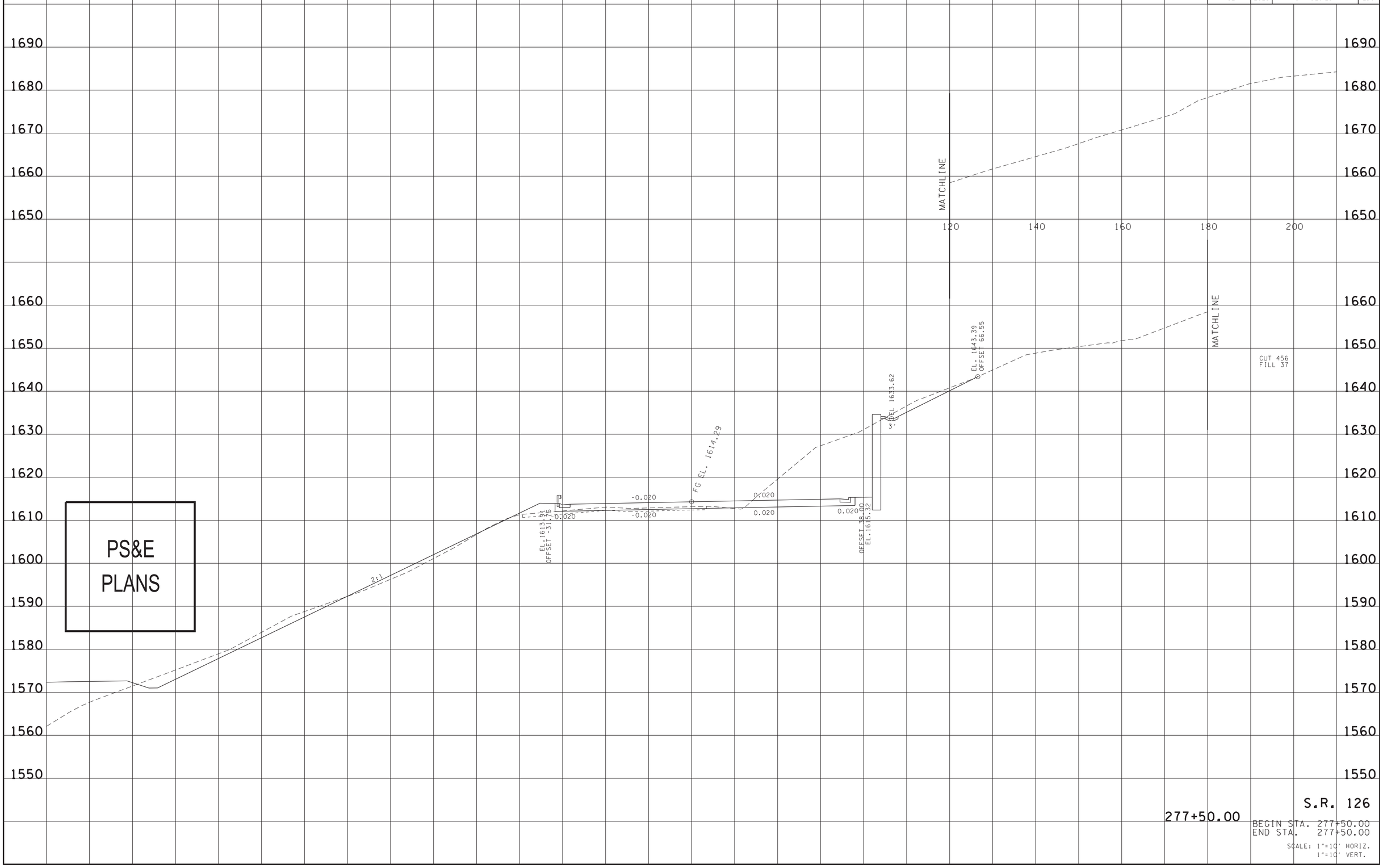
S.R. 126

BEGIN STA. 277+00.00
END STA. 277+00.00

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

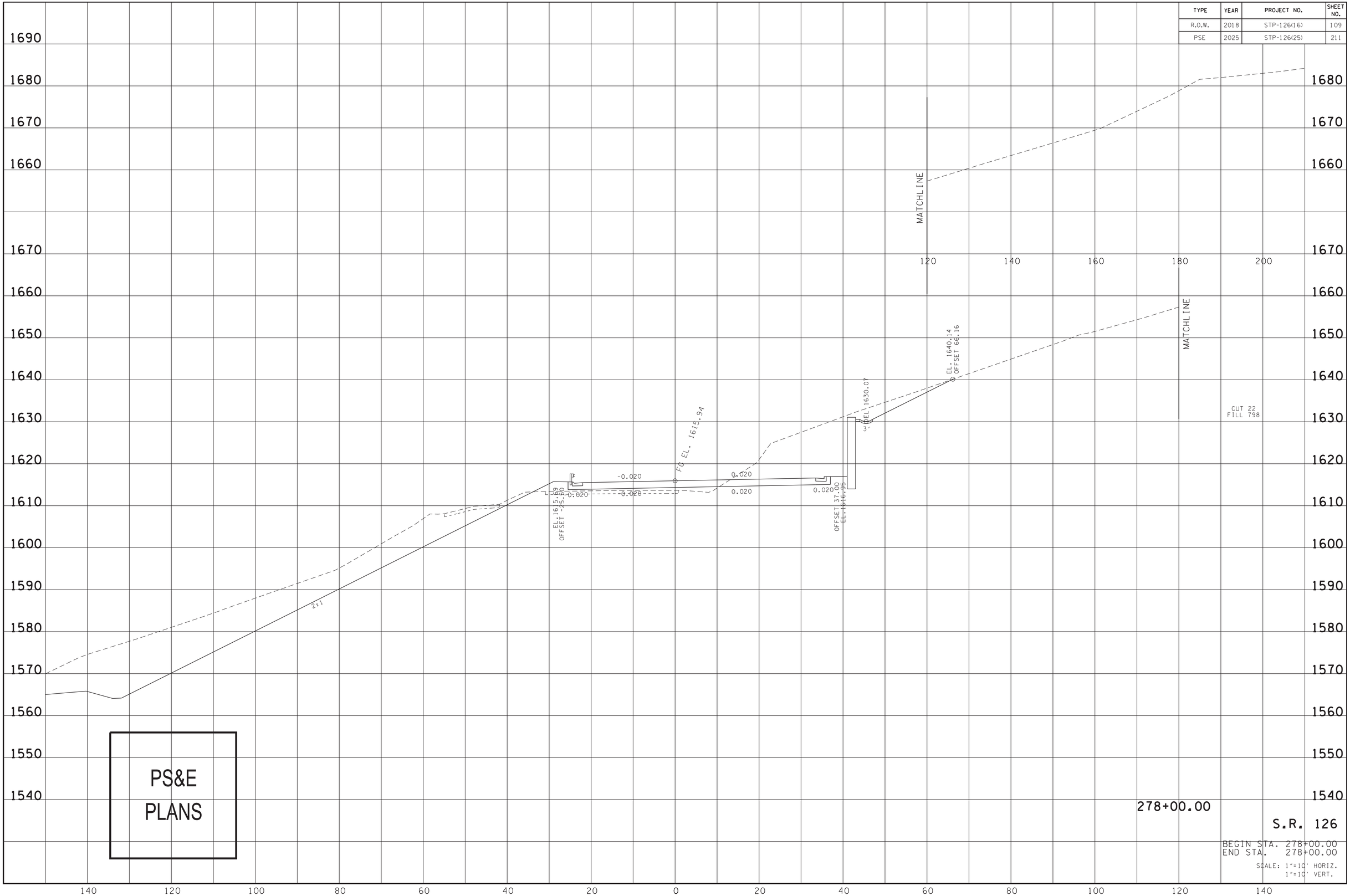
4/13/2025 10:26:52 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 108 |
| PSE | 2025 | STP-126(25) | 210 |




4/13/2025 10:27:15 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 109 |
| PSE | 2025 | STP-126(25) | 211 |




4/13/2025 10:27:36 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 110 |
| PSE | 2025 | STP-126(25) | 212 |

OFFSET -39.59
EL. 1614.89

4:1

EL. 1617.08
OFFSET -25.30

-0.020

0.020

0.020

FG EL. 1617.54

0.020

0.020

OFFSET 36.00
EL. 1618.53

EL. 1628.21

EL. 1638.76
OFFSET 66.12

CUT 329
FILL 65

PS&E
PLANS

278+50.00

S.R. 126

BEGIN STA. 278+50.00
END STA. 278+50.00

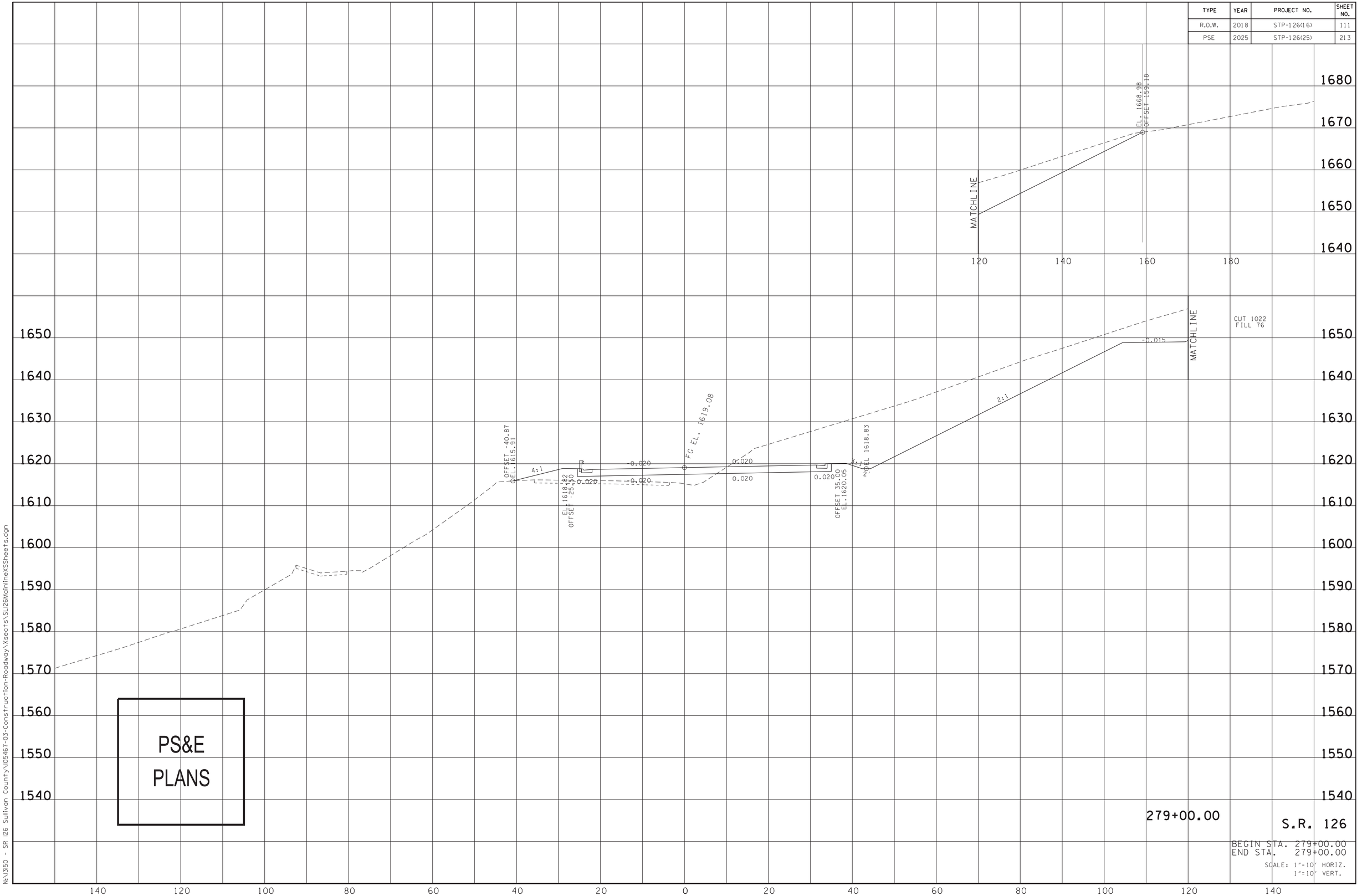
SCALE: 1"=10' HORIZ.
1"=10' VERT.

1700 1690 1680 1670 1660 1650 1640 1630 1620 1610 1600 1590 1580 1570 1560 1550 1540

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

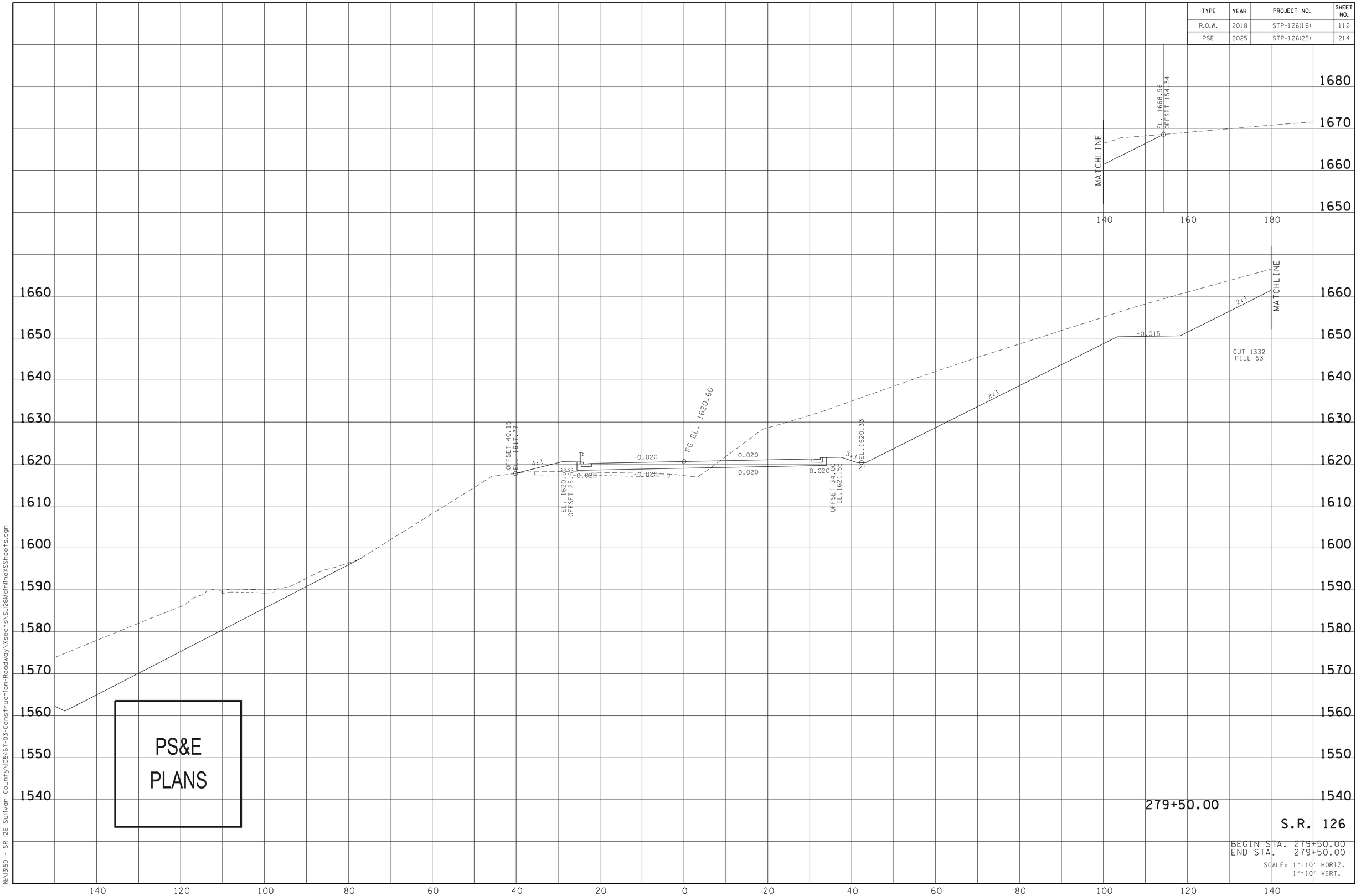
4/13/2025 10:28:17 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 111 |
| PSE | 2025 | STP-126(25) | 213 |



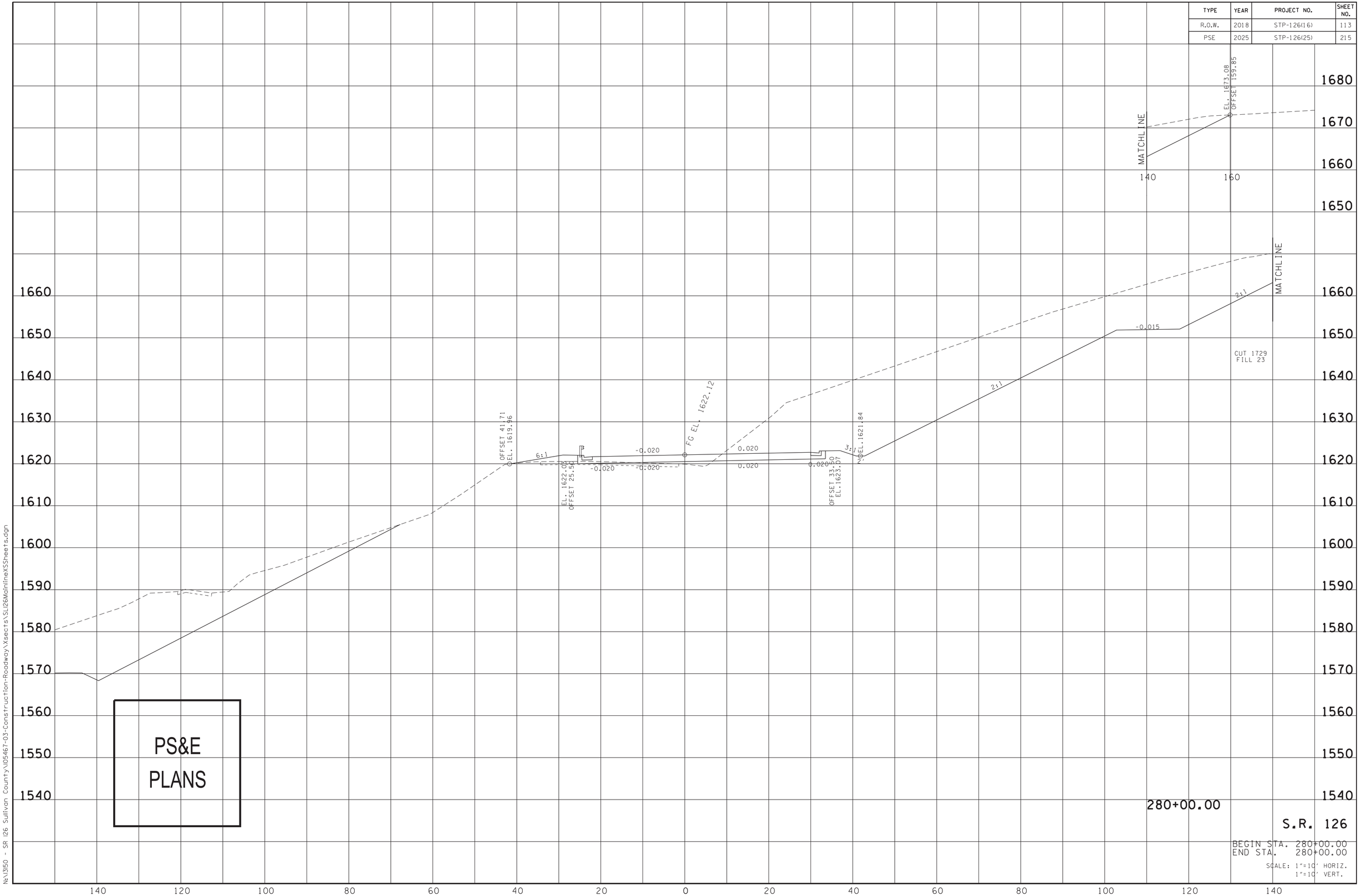

4/13/2025 10:28:44 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 112 |
| PSE | 2025 | STP-126(25) | 214 |



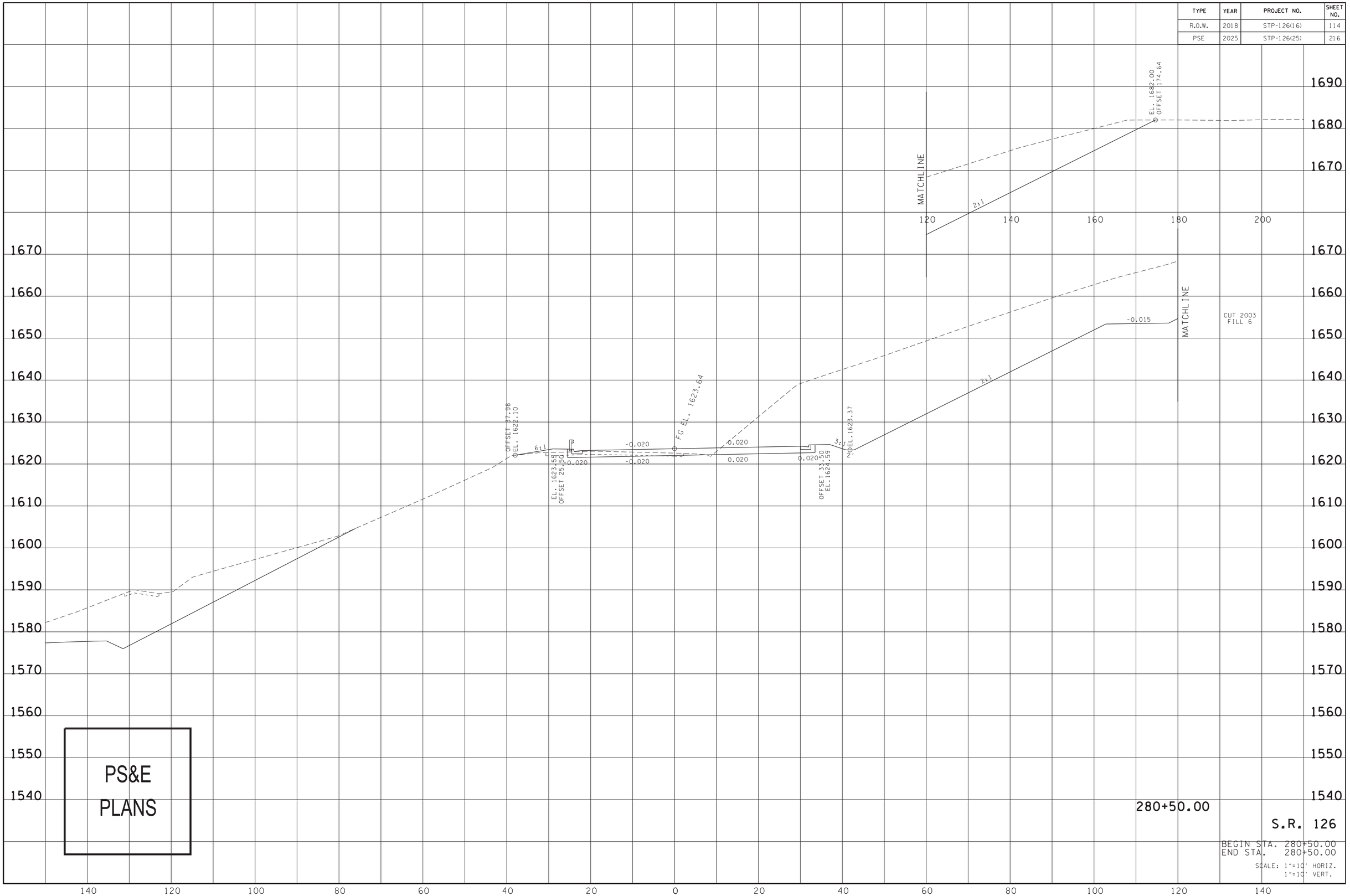

4/13/2025 10:29:12 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 113 |
| PSE | 2025 | STP-126(25) | 215 |




4/13/2025 10:39:06 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 114 |
| PSE | 2025 | STP-126(25) | 216 |




PS&E
PLANS

280+50.00

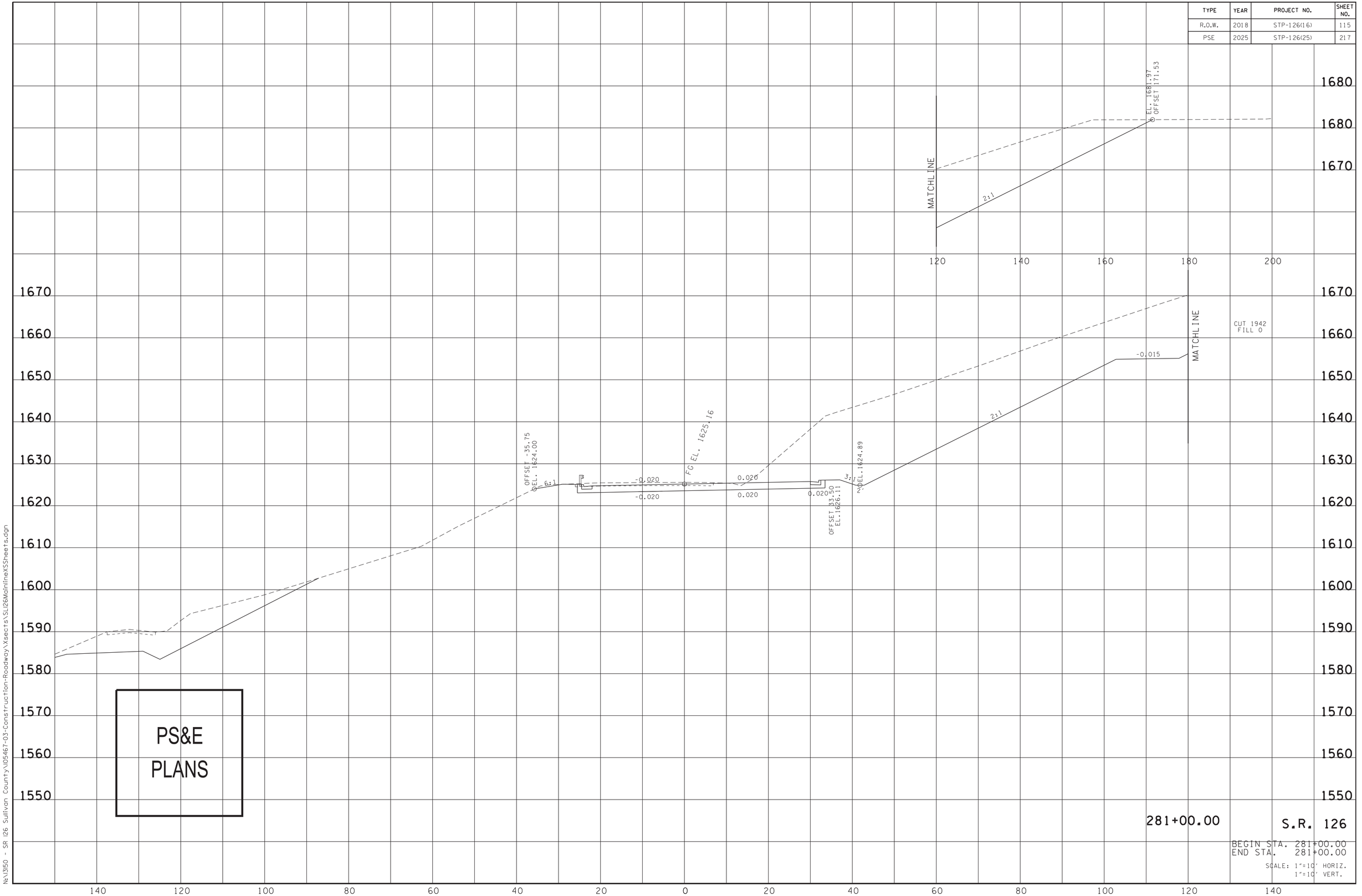
S.R. 126

BEGIN STA. 280+50.00
END STA. 280+50.00

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

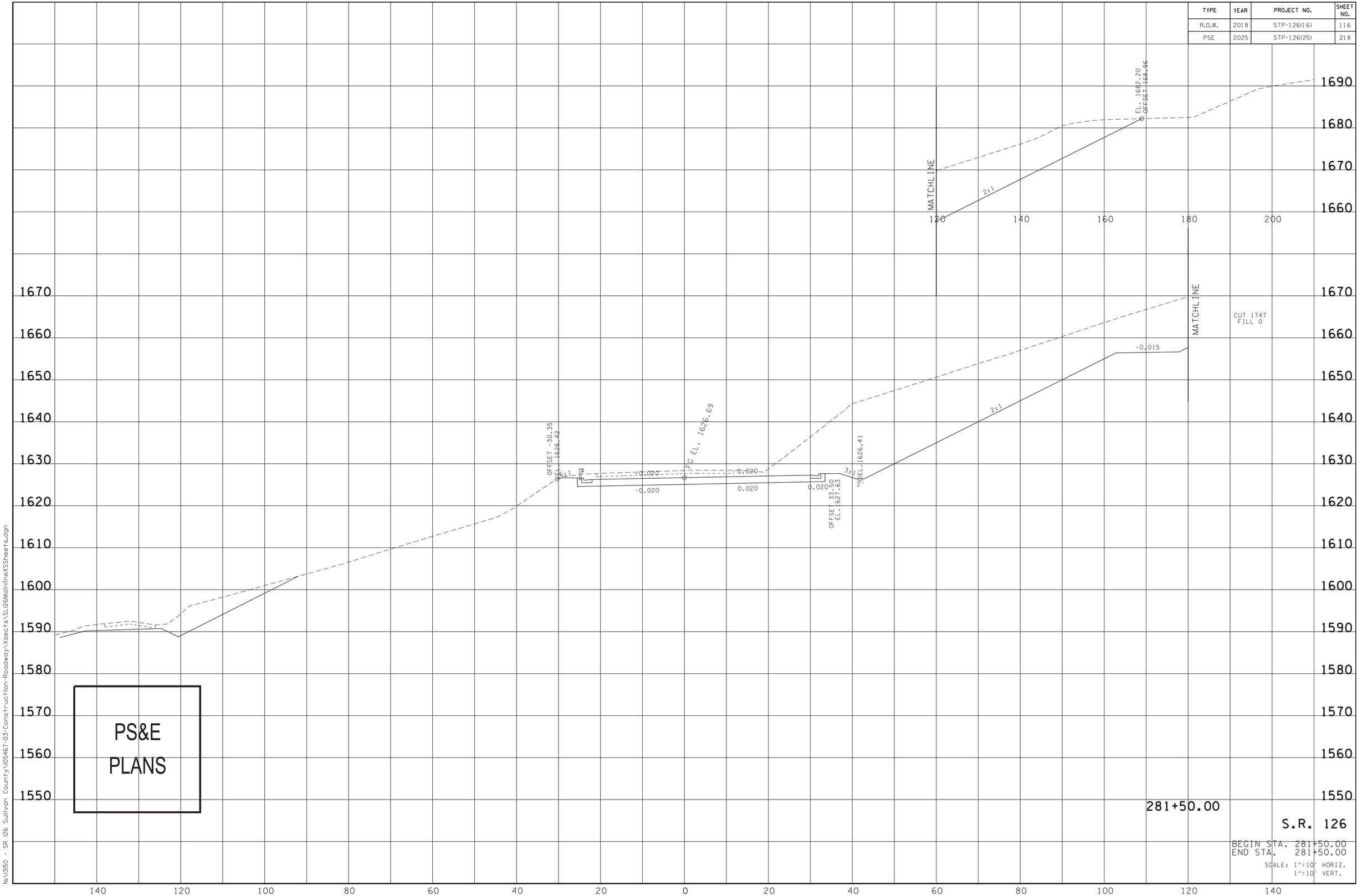
4/13/2025 10:39:29 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 115 |
| PSE | 2025 | STP-126(25) | 217 |



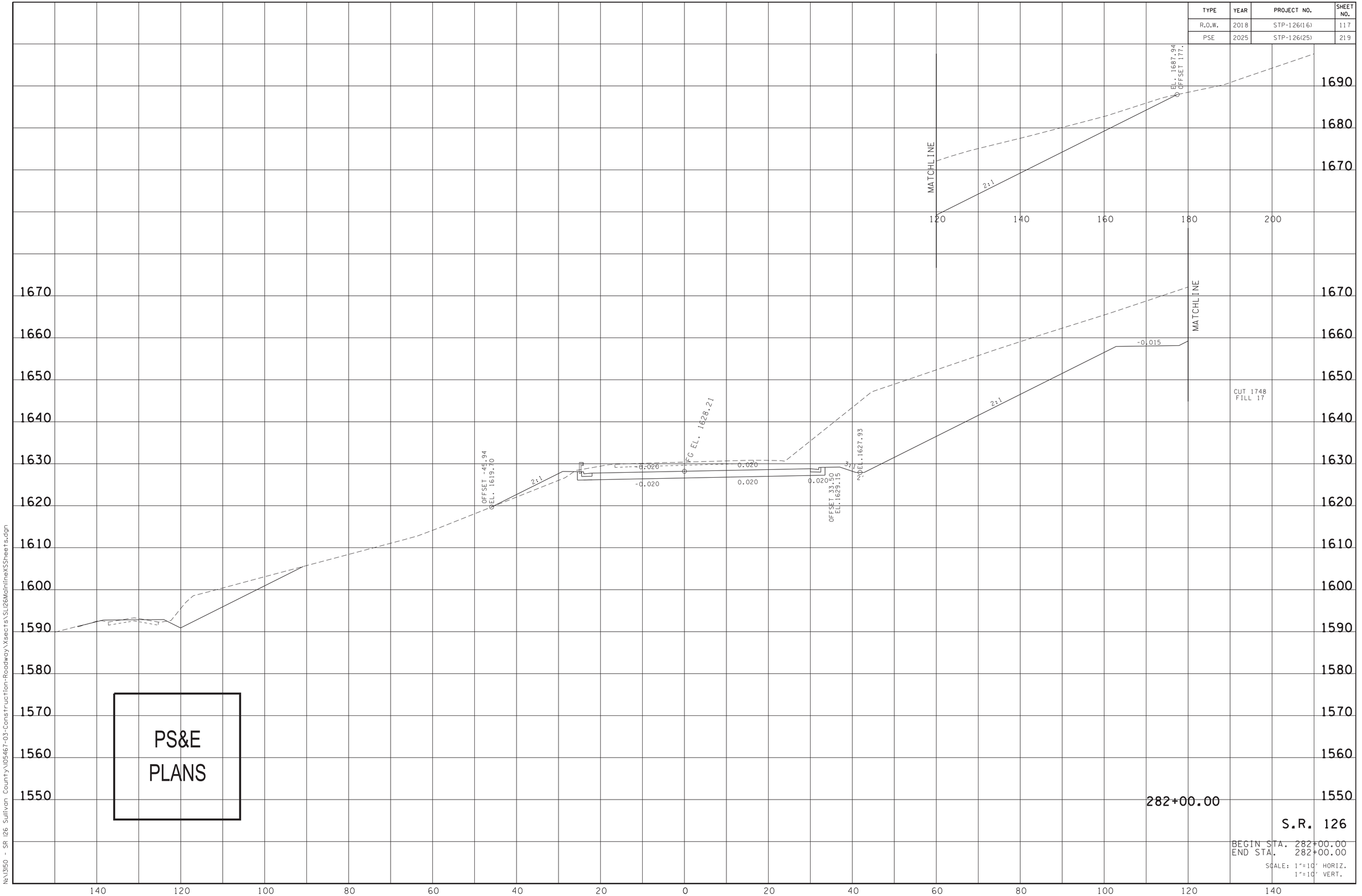

4/13/2025 10:40:07 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 116 |
| PSE | 2025 | STP-126(25) | 218 |



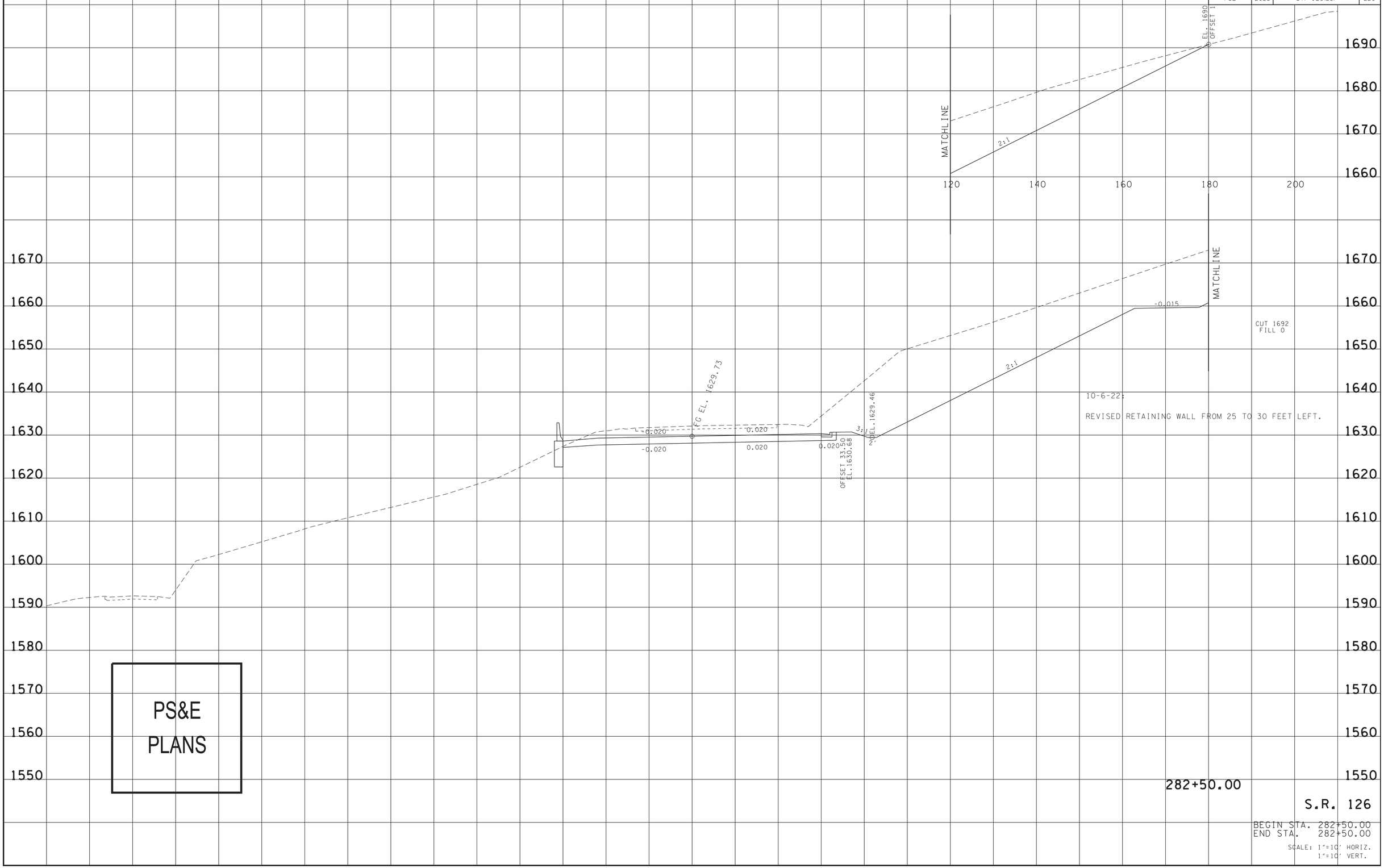

4/13/2025 10:40:33 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 117 |
| PSE | 2025 | STP-126(25) | 219 |




4/13/2025 10:41:02 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 118 |
| PSE | 2025 | STP-126(25) | 220 |




4/13/2025 10:41:31 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 119 |
| PSE | 2025 | STP-126(25) | 221 |

MATCHLINE

EL. 1689.9
OFFSET 174

2:1

MATCHLINE

-0.015

2:1

CUT 1363
FILL 10

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.

FG EL. 1631.25

-0.020

0.020

-0.020

0.020

0.020

3:1

TOEL.1630.98

OFFSET 33.50
EL.1632.20

PS&E
PLANS

283+00.00

S.R. 126

BEGIN STA. 283+00.00
END STA. 283+00.00

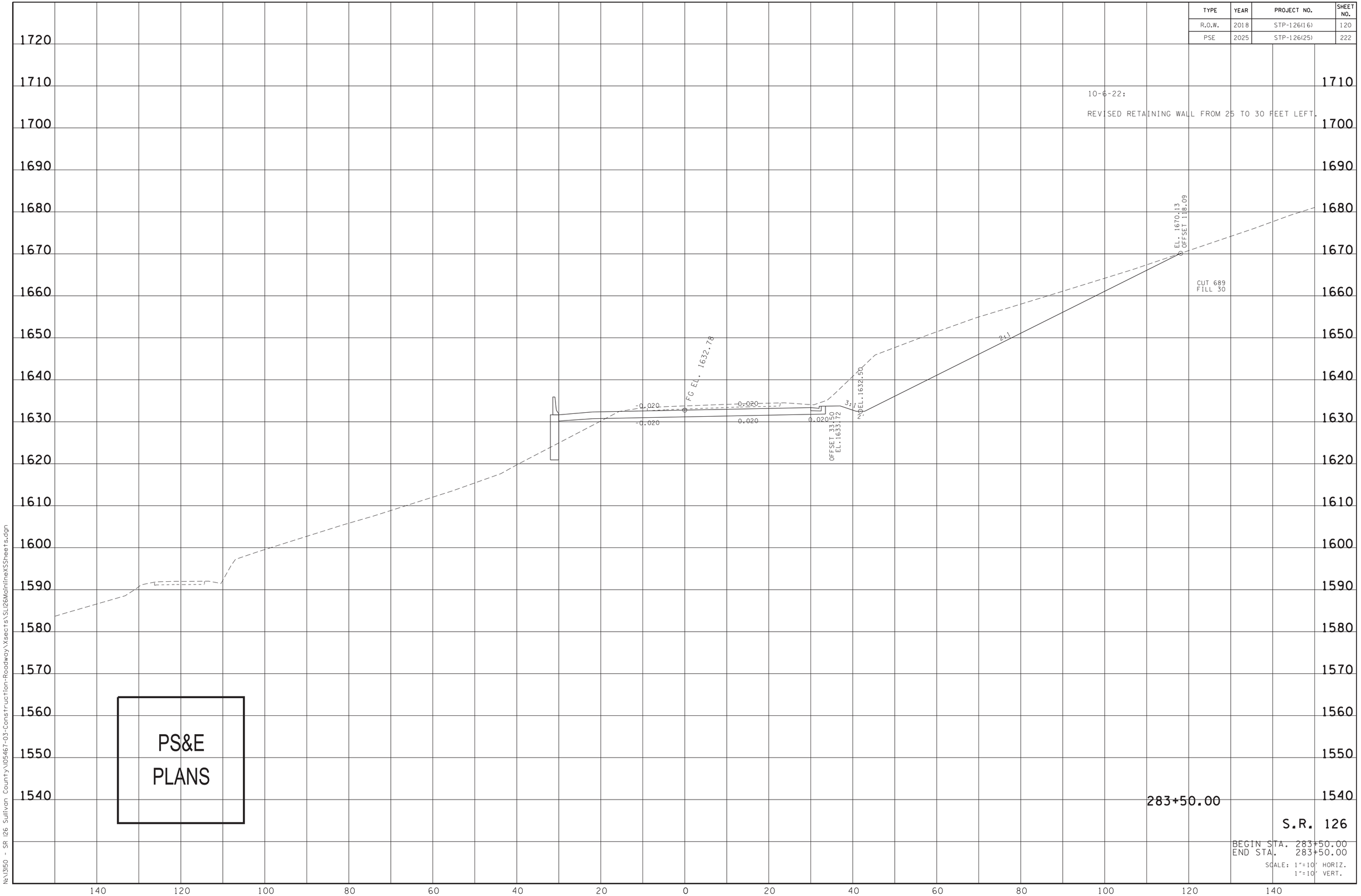
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:41:56 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 120 |
| PSE | 2025 | STP-126(25) | 222 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.




PS&E
PLANS

283+50.00

S.R. 126

BEGIN STA. 283+50.00
END STA. 283+50.00

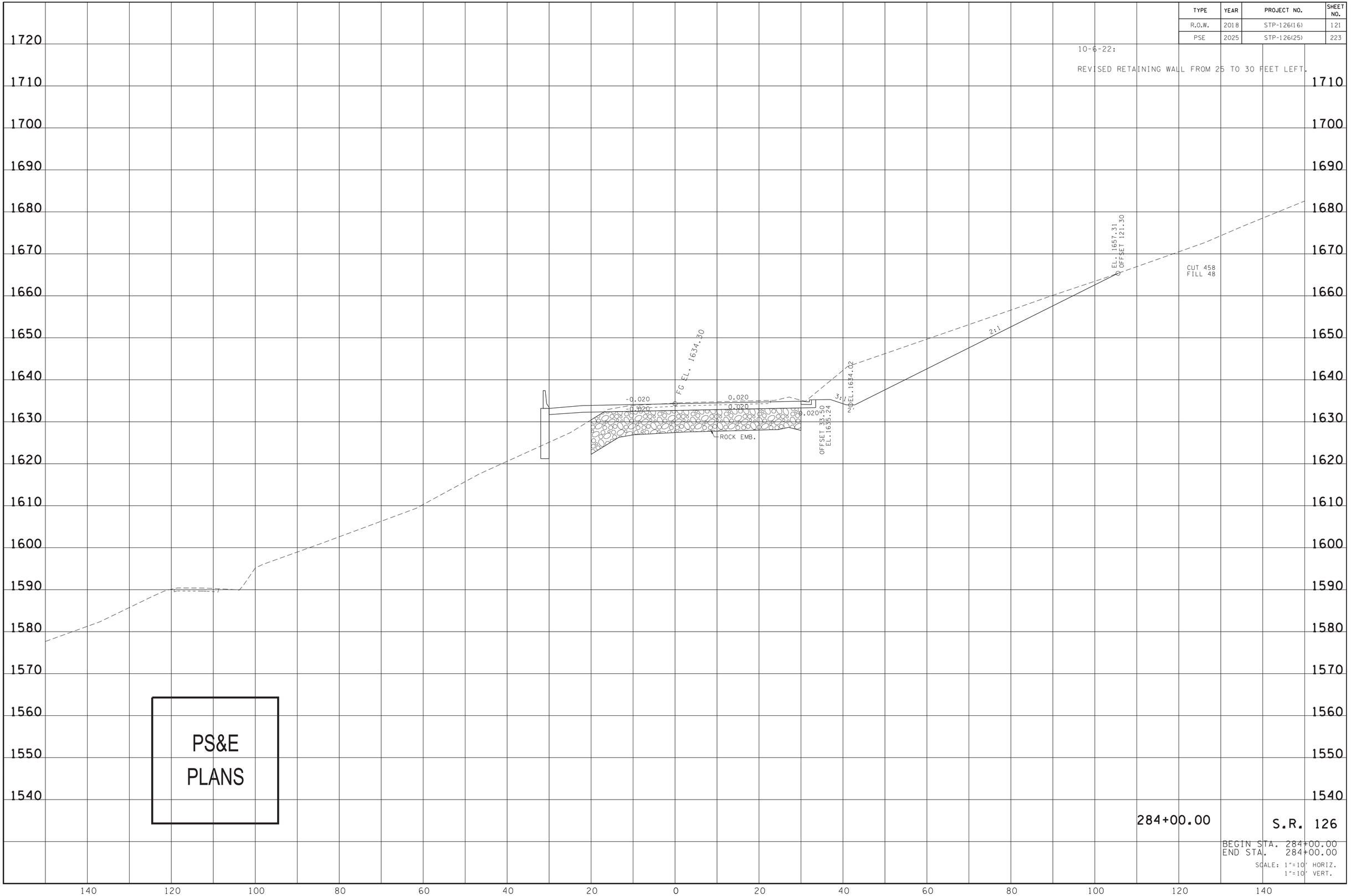
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:42:35 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 121 |
| PSE | 2025 | STP-126(25) | 223 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.




PS&E
PLANS

284+00.00

S.R. 126

BEGIN STA. 284+00.00
END STA. 284+00.00

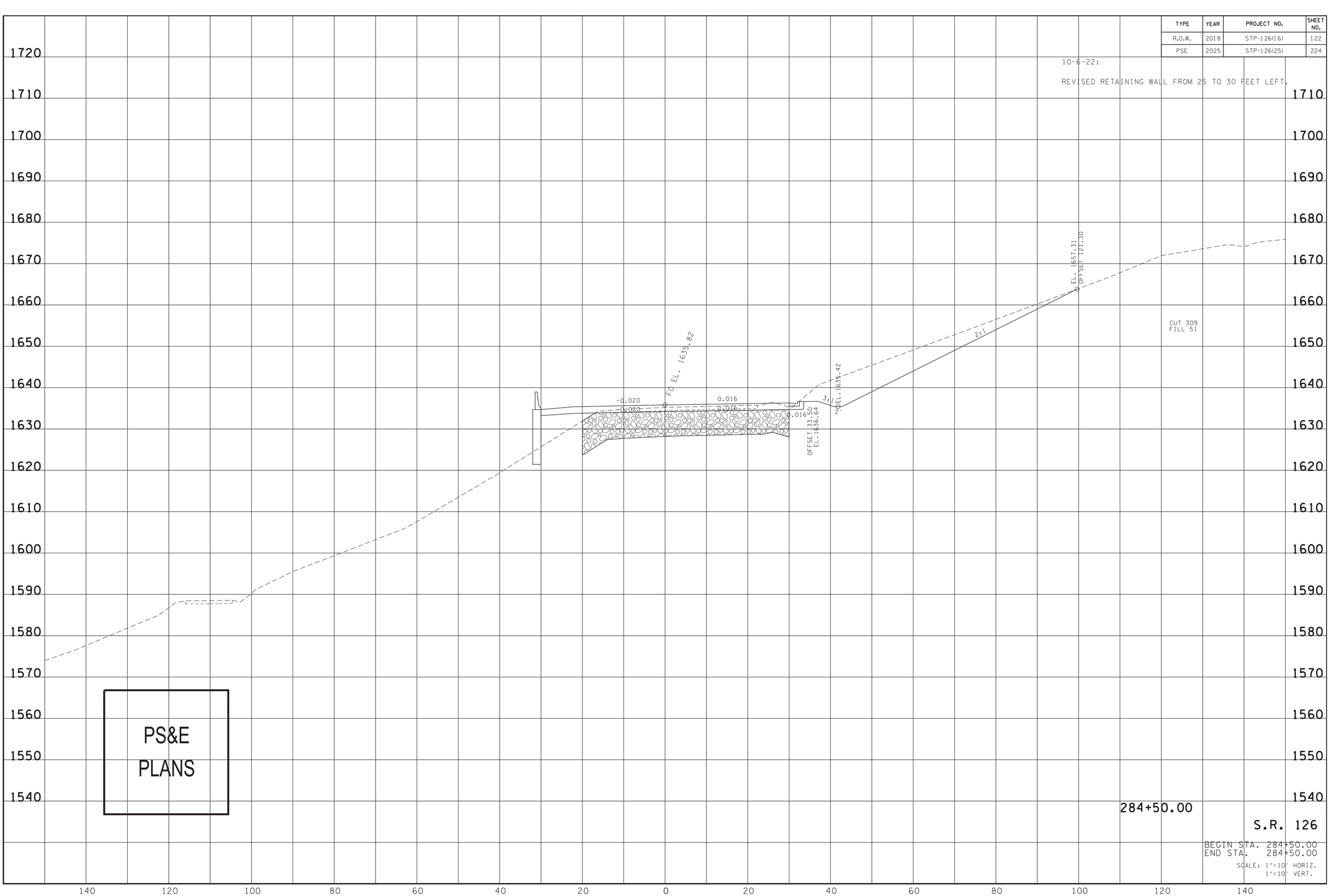
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:44:38 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 122 |
| PSE | 2025 | STP-126(25) | 224 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.

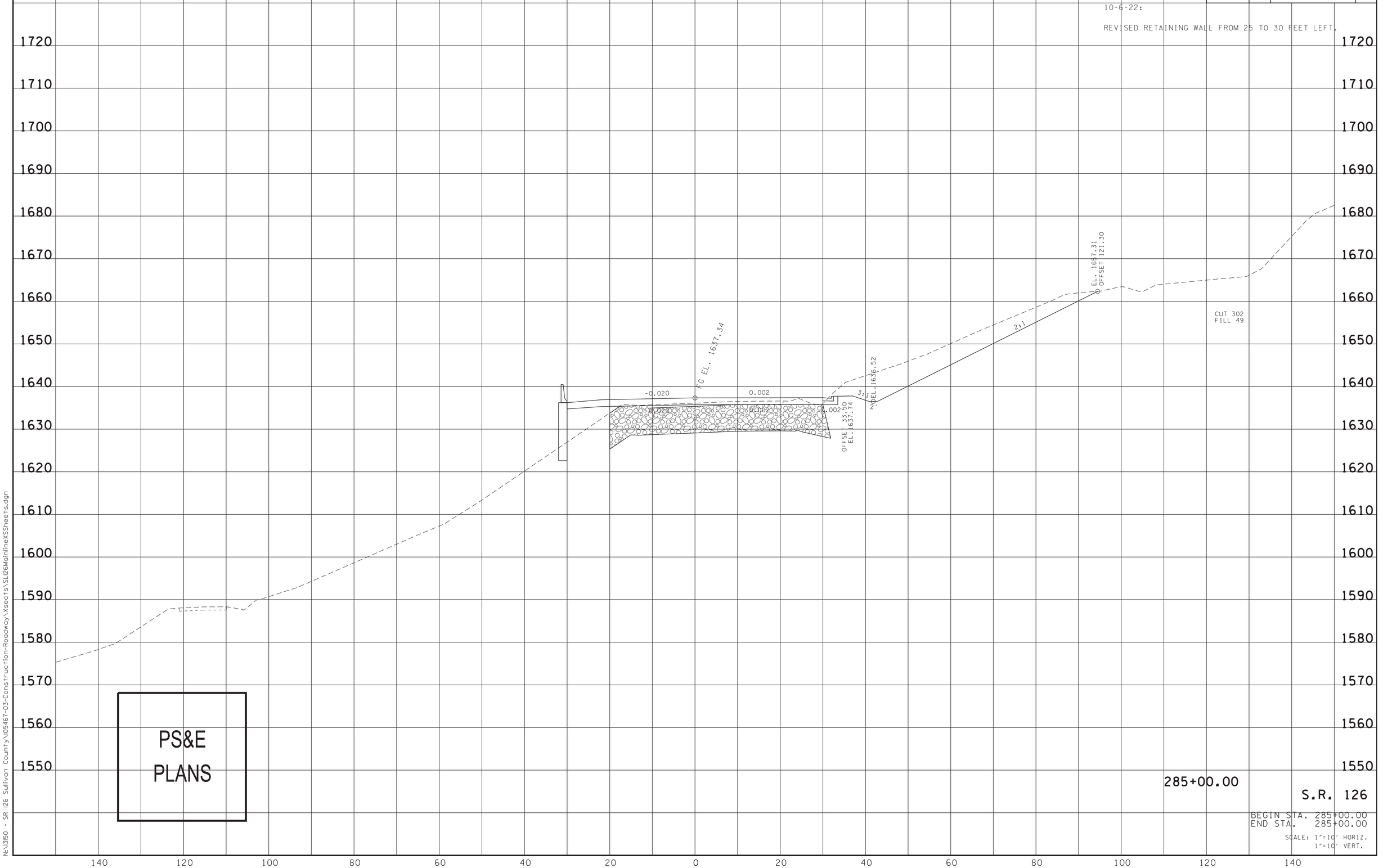



4/13/2025 10:45:06 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 123 |
| PSE | 2025 | STP-126(25) | 225 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.




PS&E
PLANS

285+00.00

S.R. 126

BEGIN STA. 285+00.00
END STA. 285+00.00

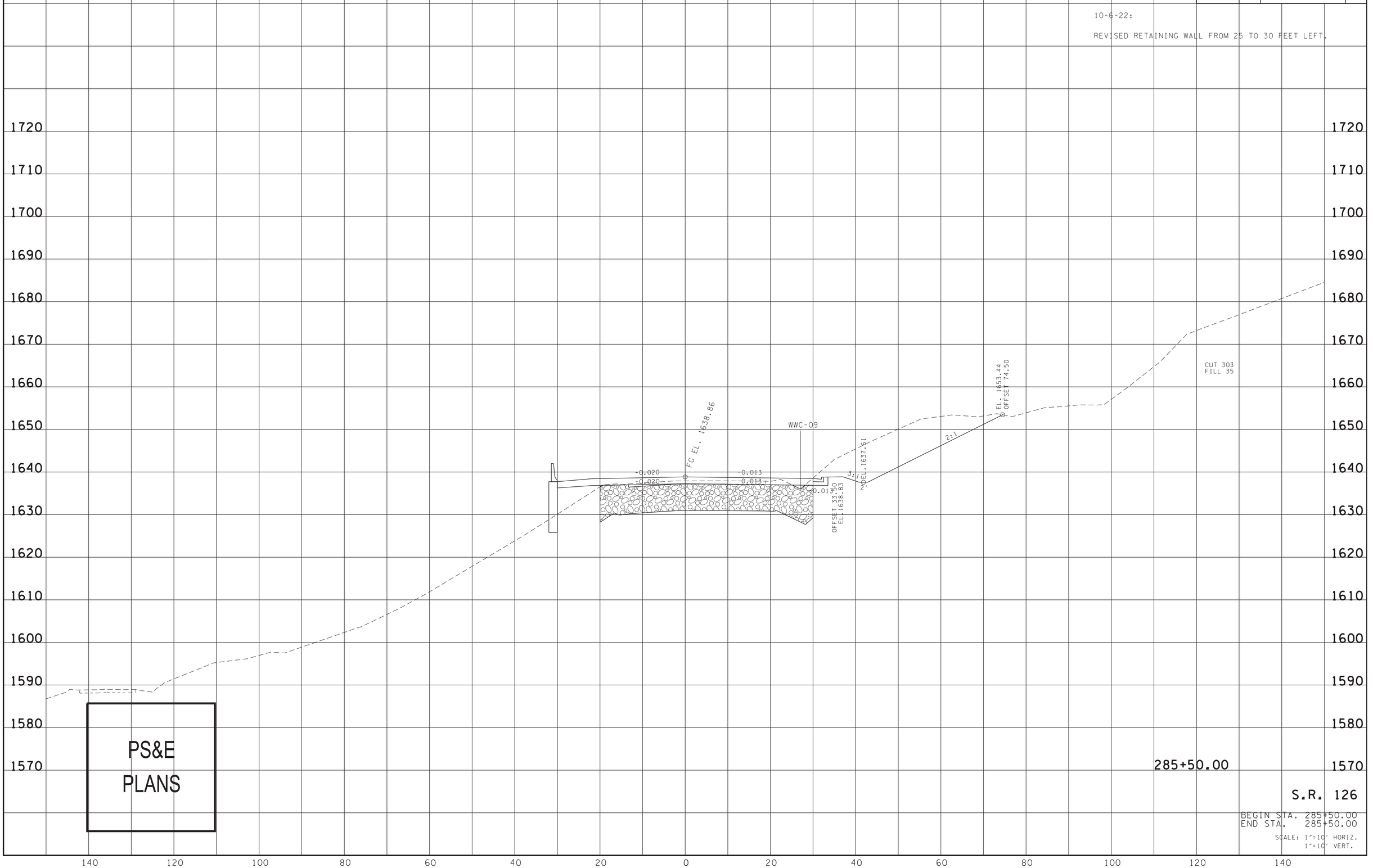
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:45:38 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 124 |
| PSE | 2025 | STP-126(25) | 226 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.




PS&E
PLANS

285+50.00

S.R. 126

BEGIN STA. 285+50.00
END STA. 285+50.00

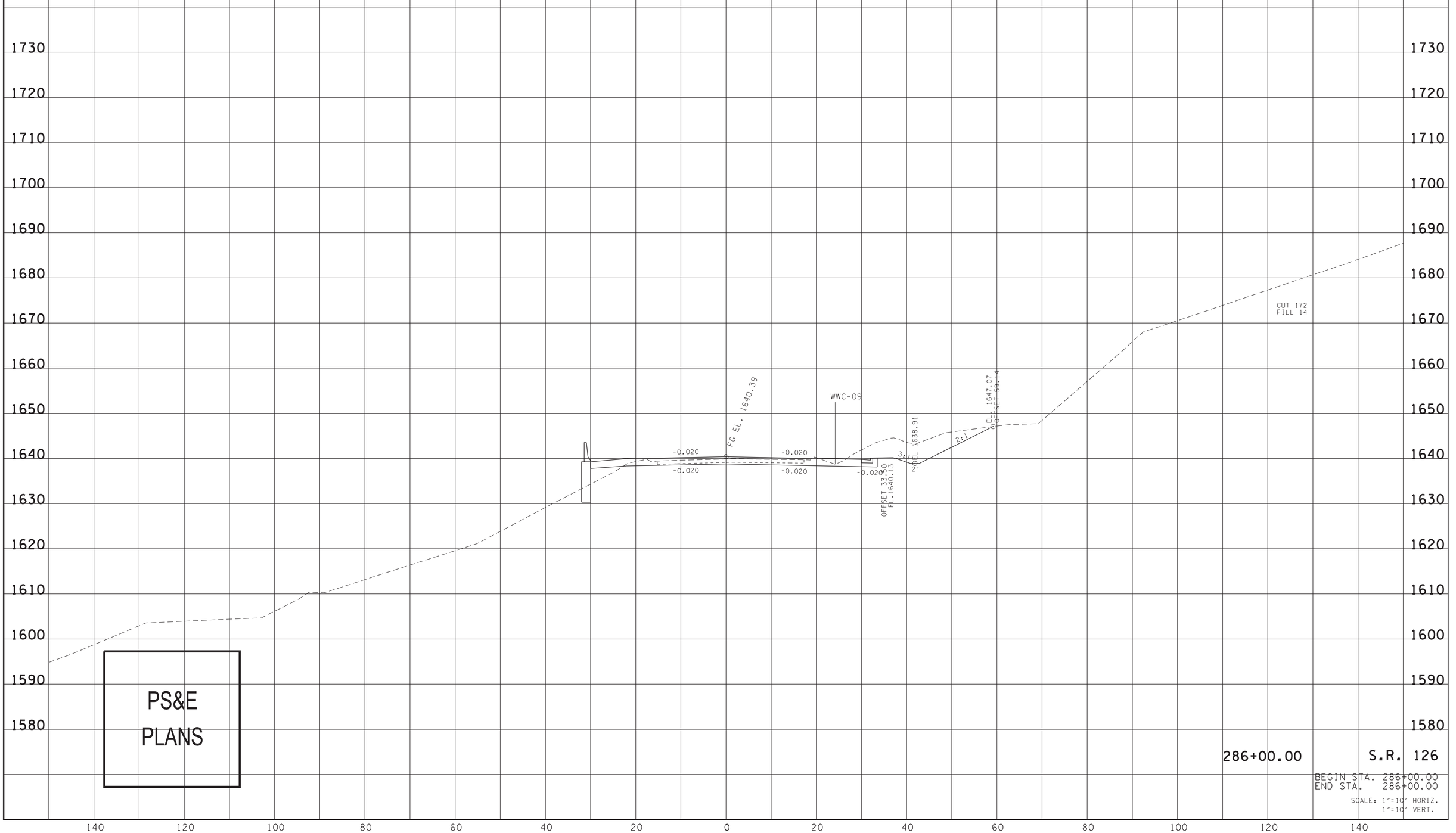
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:46:09 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 125 |
| PSE | 2025 | STP-126(25) | 227 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.




PS&E
PLANS

286+00.00 S.R. 126

BEGIN STA. 286+00.00
END STA. 286+00.00

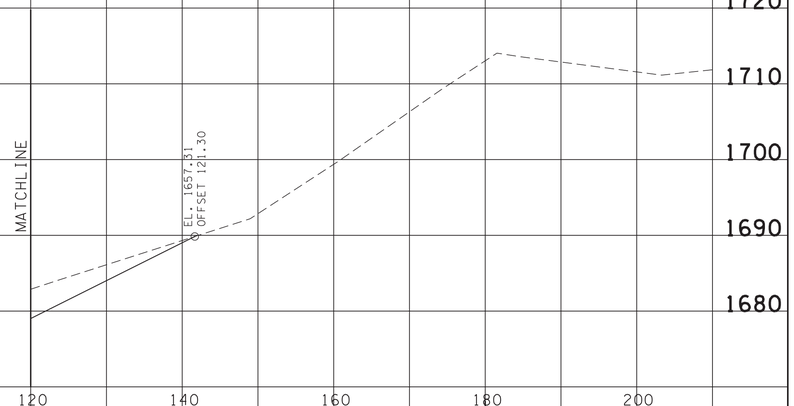
SCALE: 1"=10' HORIZ.
1"=10' VERT.

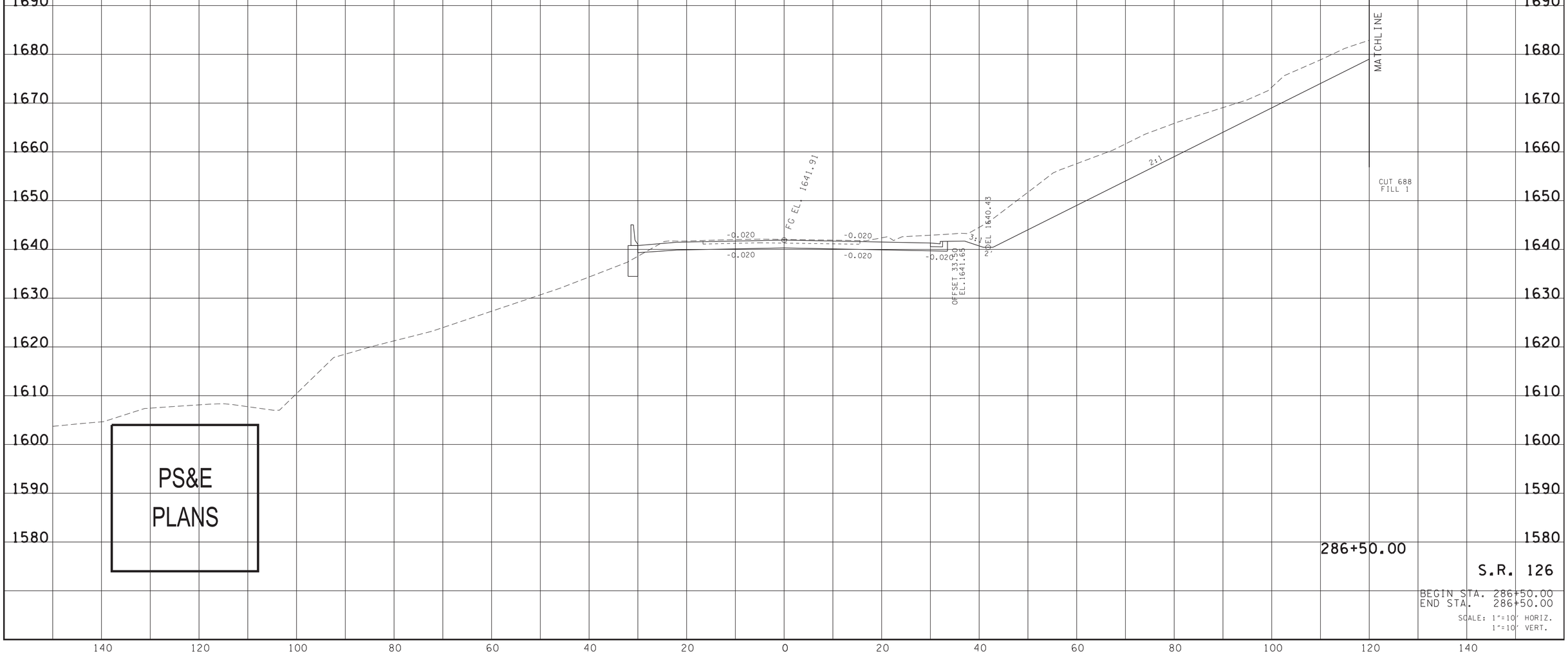
4/13/2025 10:46:37 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 126 |
| PSE | 2025 | STP-126(25) | 228 |

10-6-22:

REVISED RETAINING WALL FROM 25 TO 30 FEET LEFT.




PS&E
PLANS

286+50.00

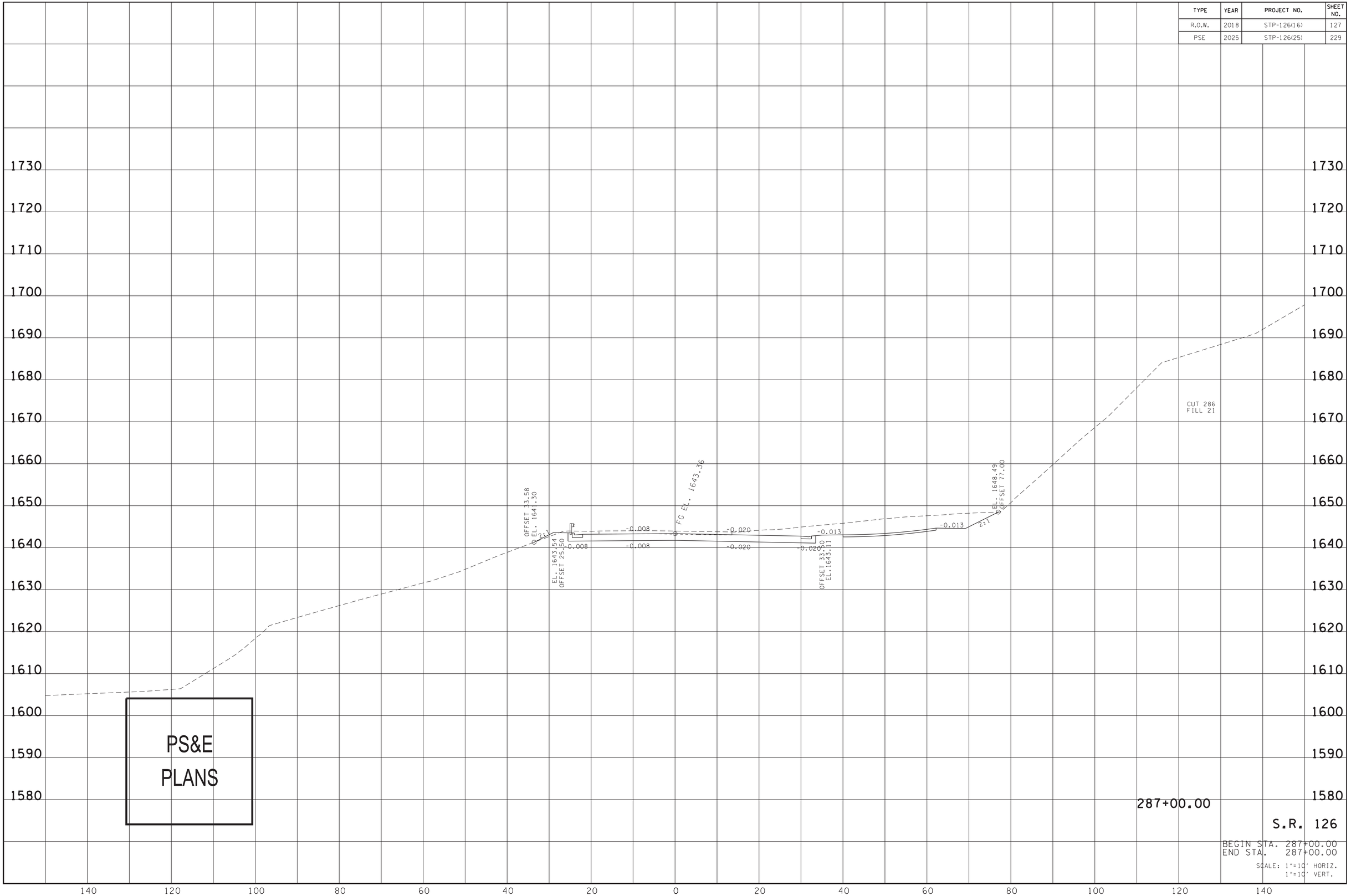
S.R. 126

BEGIN STA. 286+50.00
END STA. 286+50.00

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

4/13/2025 10:47:02 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 127 |
| PSE | 2025 | STP-126(25) | 229 |

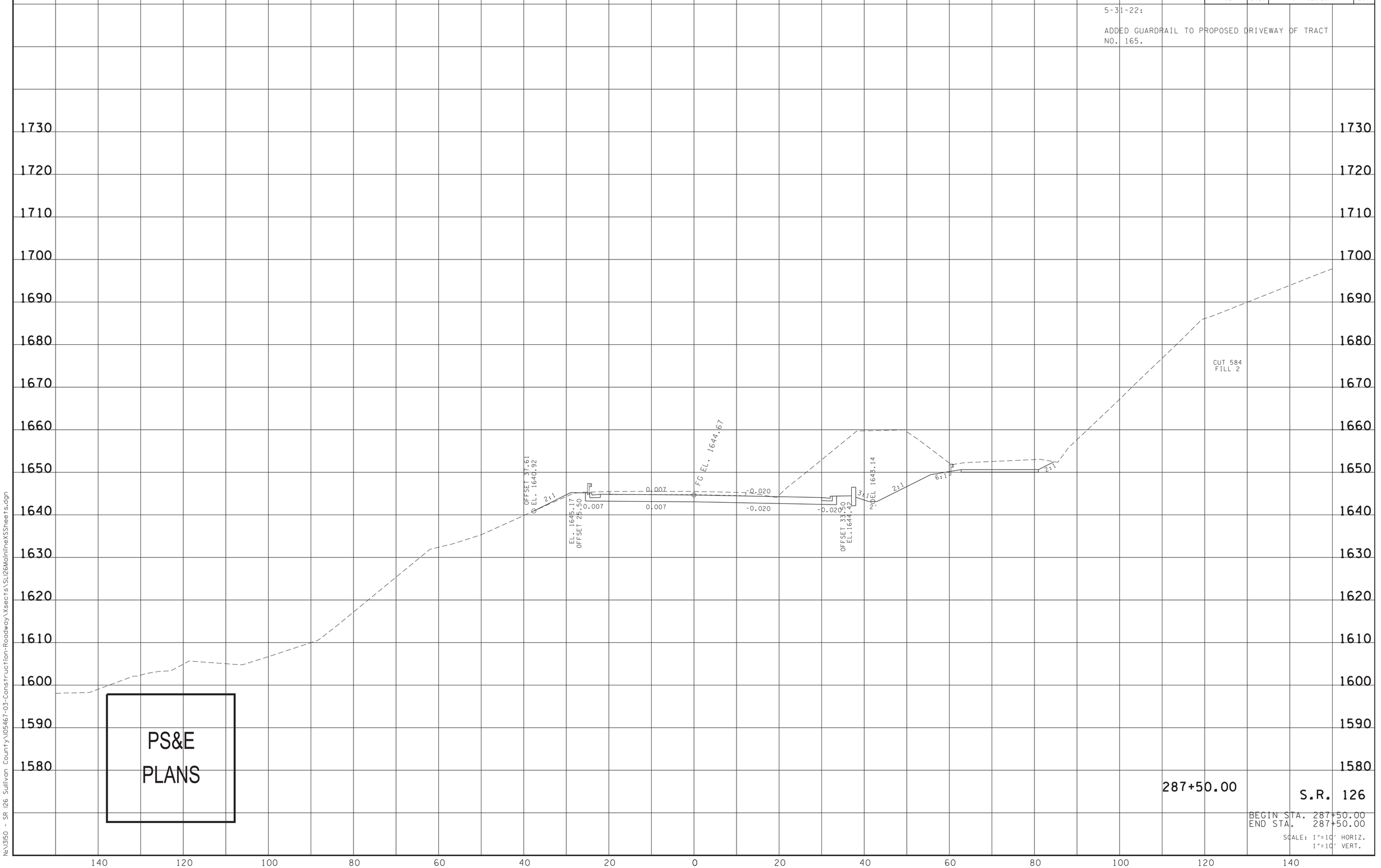



4/13/2025 10:47:52 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 128 |
| PSE | 2025 | STP-126(25) | 230 |

5-31-22:

ADDED GUARDRAIL TO PROPOSED DRIVEWAY OF TRACT NO. 165.




PS&E
PLANS

287+50.00

S.R. 126

BEGIN STA. 287+50.00
END STA. 287+50.00

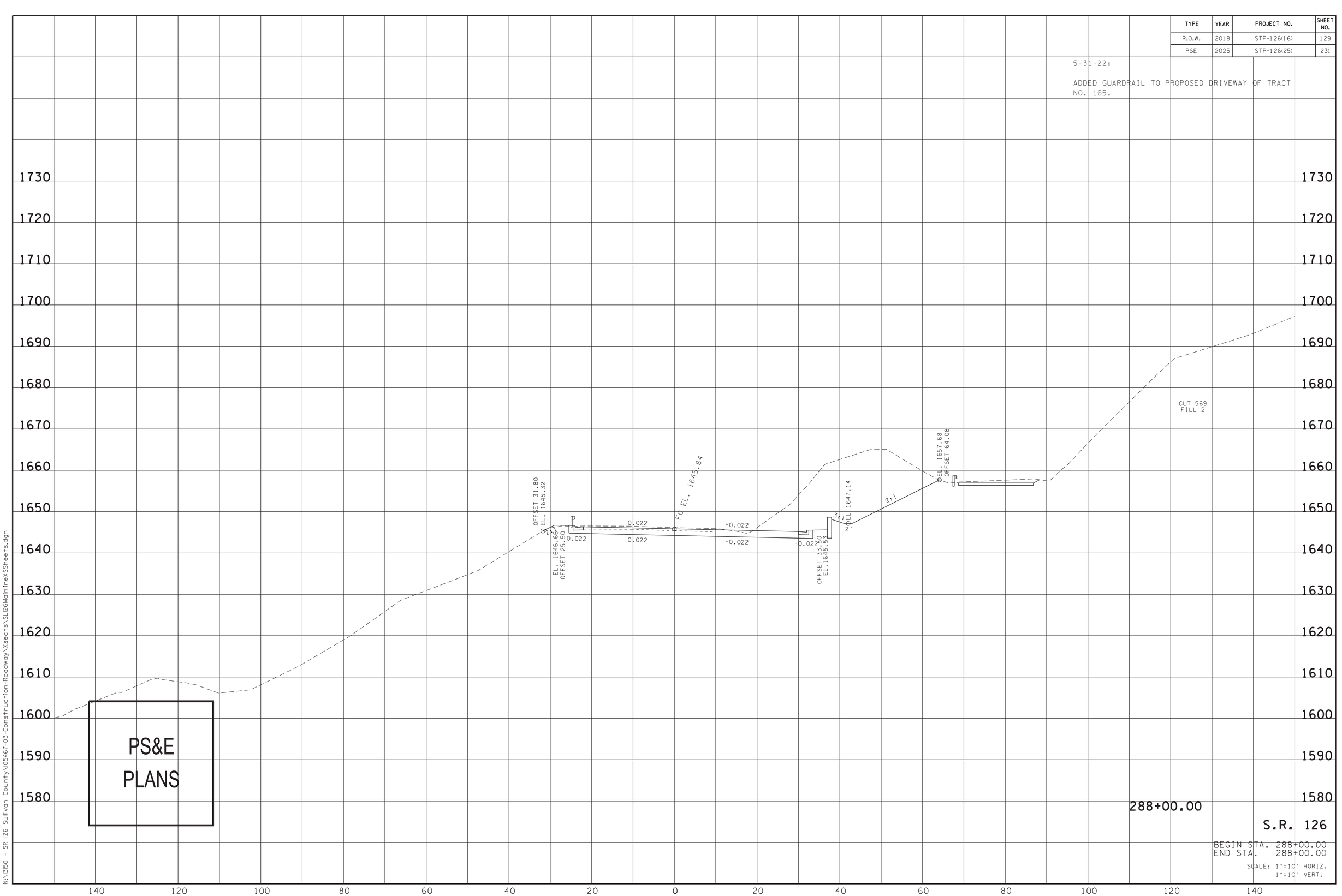
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:48:17 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 129 |
| PSE | 2025 | STP-126(25) | 231 |

5-31-22:

ADDED GUARDRAIL TO PROPOSED DRIVEWAY OF TRACT NO. 165.

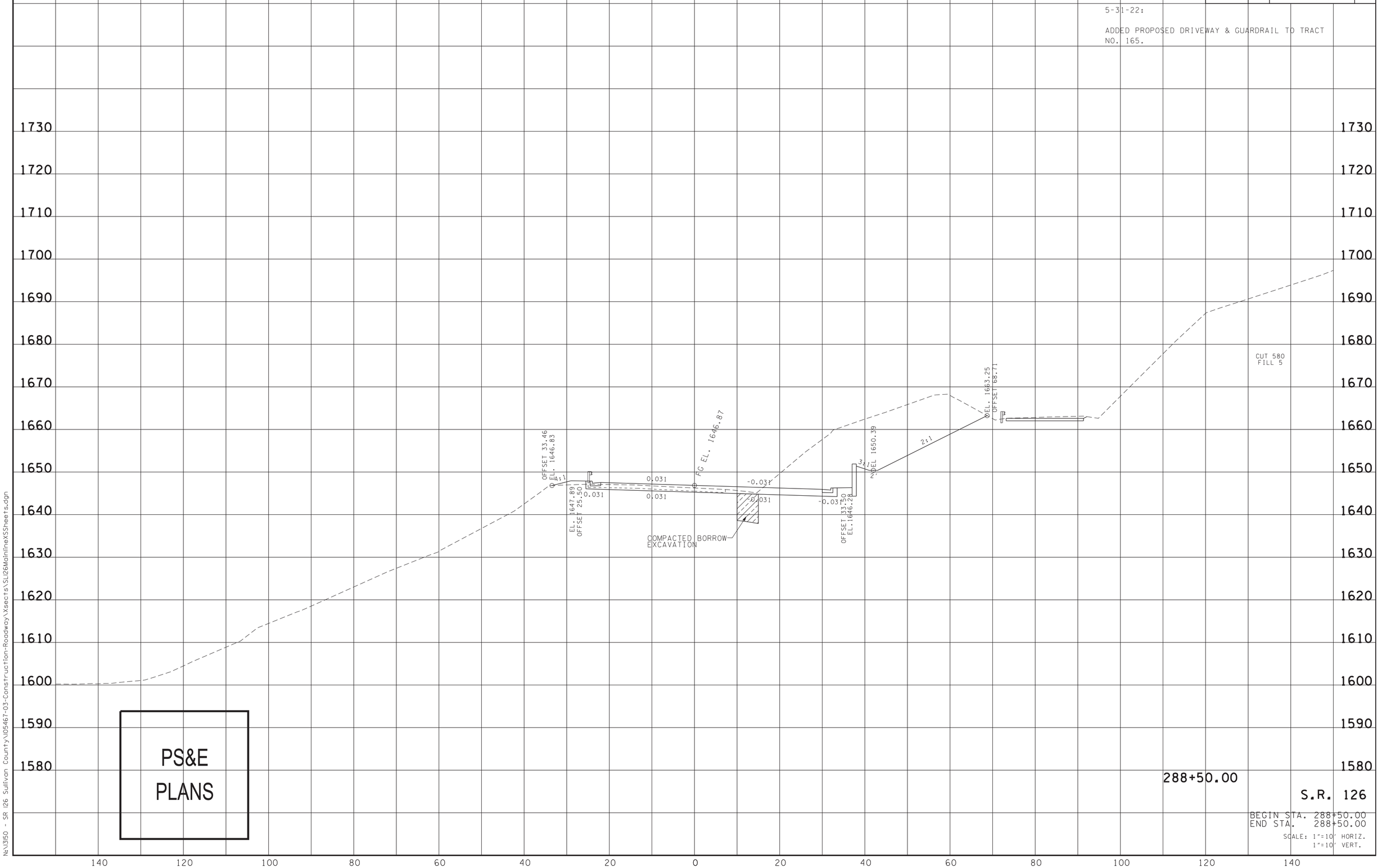



4/13/2025 10:48:44 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 130 |
| PSE | 2025 | STP-126(25) | 232 |

5-31-22:

ADDED PROPOSED DRIVEWAY & GUARDRAIL TO TRACT NO. 165.



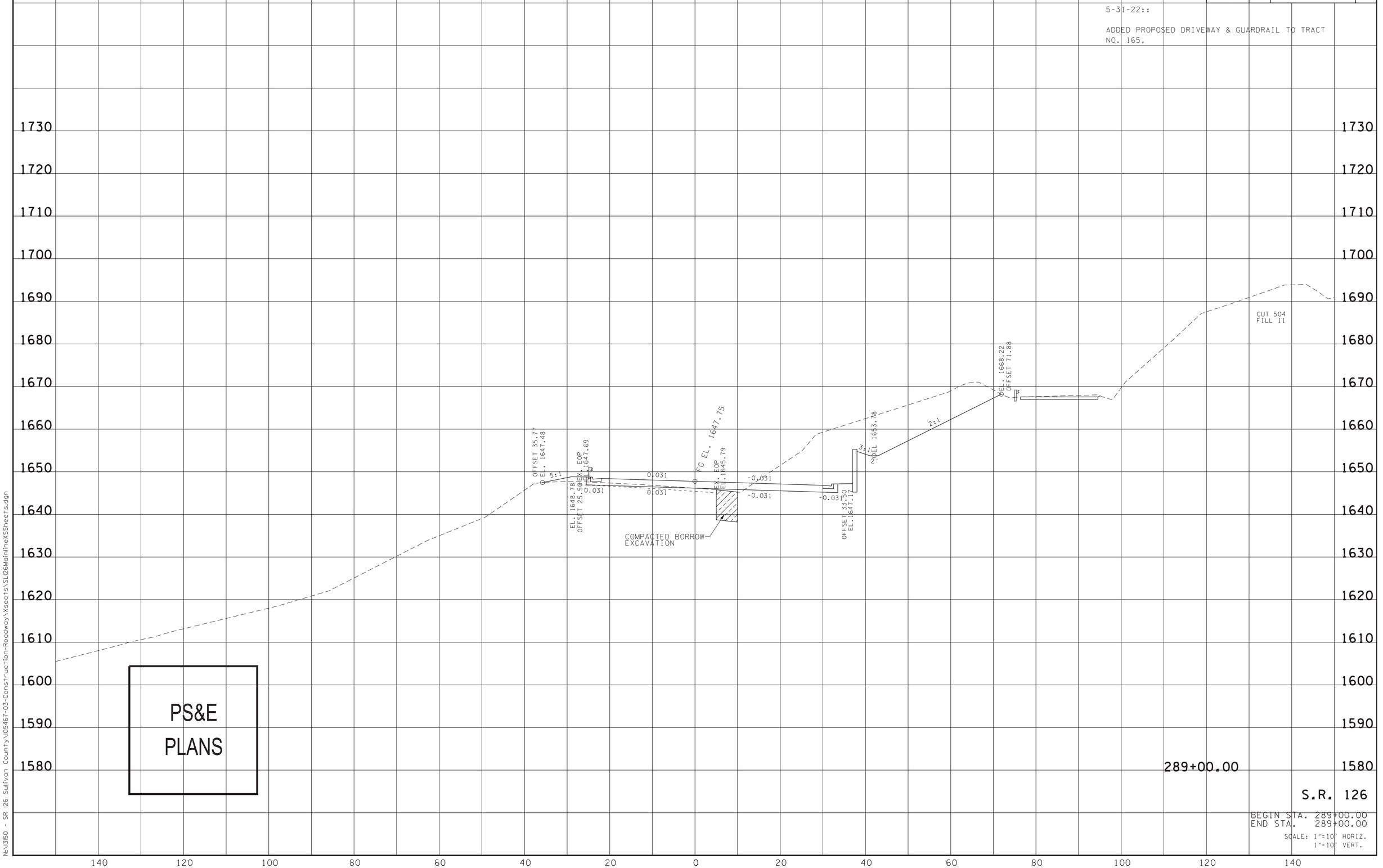

PS&E
PLANS

4/13/2025 10:49:18 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 131 |
| PSE | 2025 | STP-126(25) | 233 |

5-31-22::

ADDED PROPOSED DRIVEWAY & GUARDRAIL TO TRACT NO. 165.




PS&E
PLANS

289+00.00

S.R. 126

BEGIN STA. 289+00.00
END STA. 289+00.00

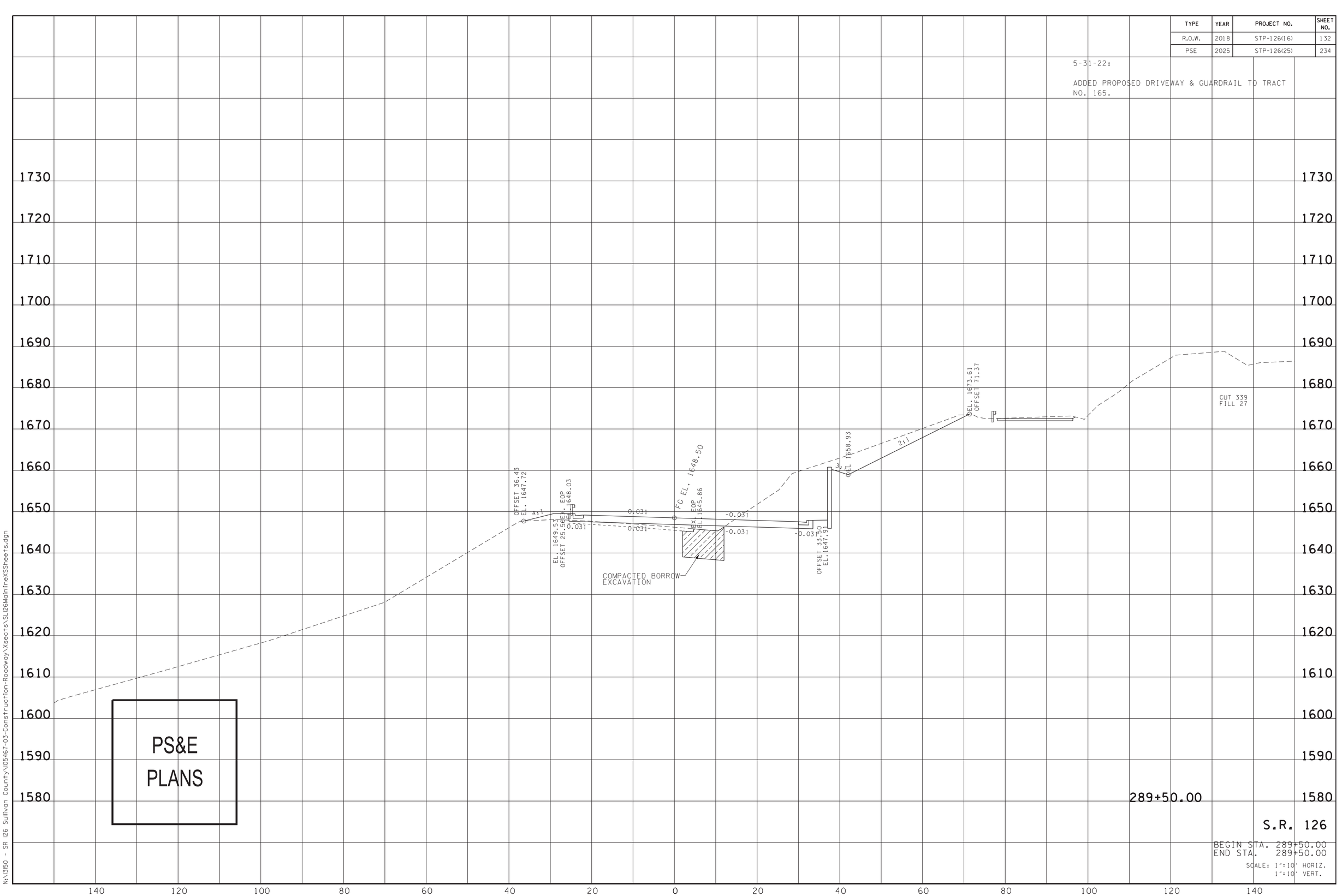
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:49:52 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 132 |
| PSE | 2025 | STP-126(25) | 234 |

5-31-22:

ADDED PROPOSED DRIVEWAY & GUARDRAIL TO TRACT NO. 165.



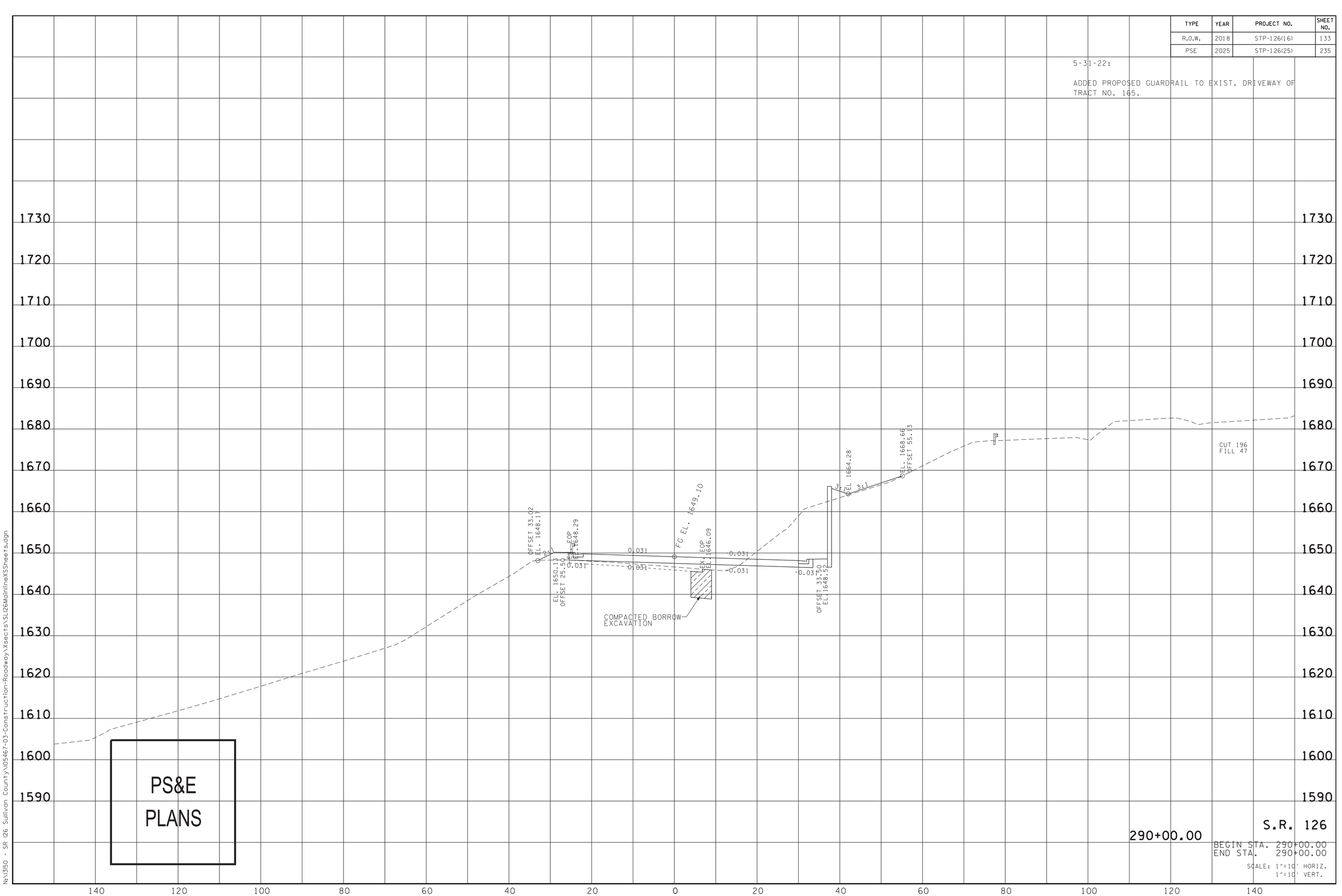

PS&E
PLANS

4/13/2025 10:50:13 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 133 |
| PSE | 2025 | STP-126(25) | 235 |

5-31-22:

ADDED PROPOSED GUARDRAIL TO EXIST. DRIVEWAY OF TRACT NO. 165.




PS&E
PLANS

290+00.00

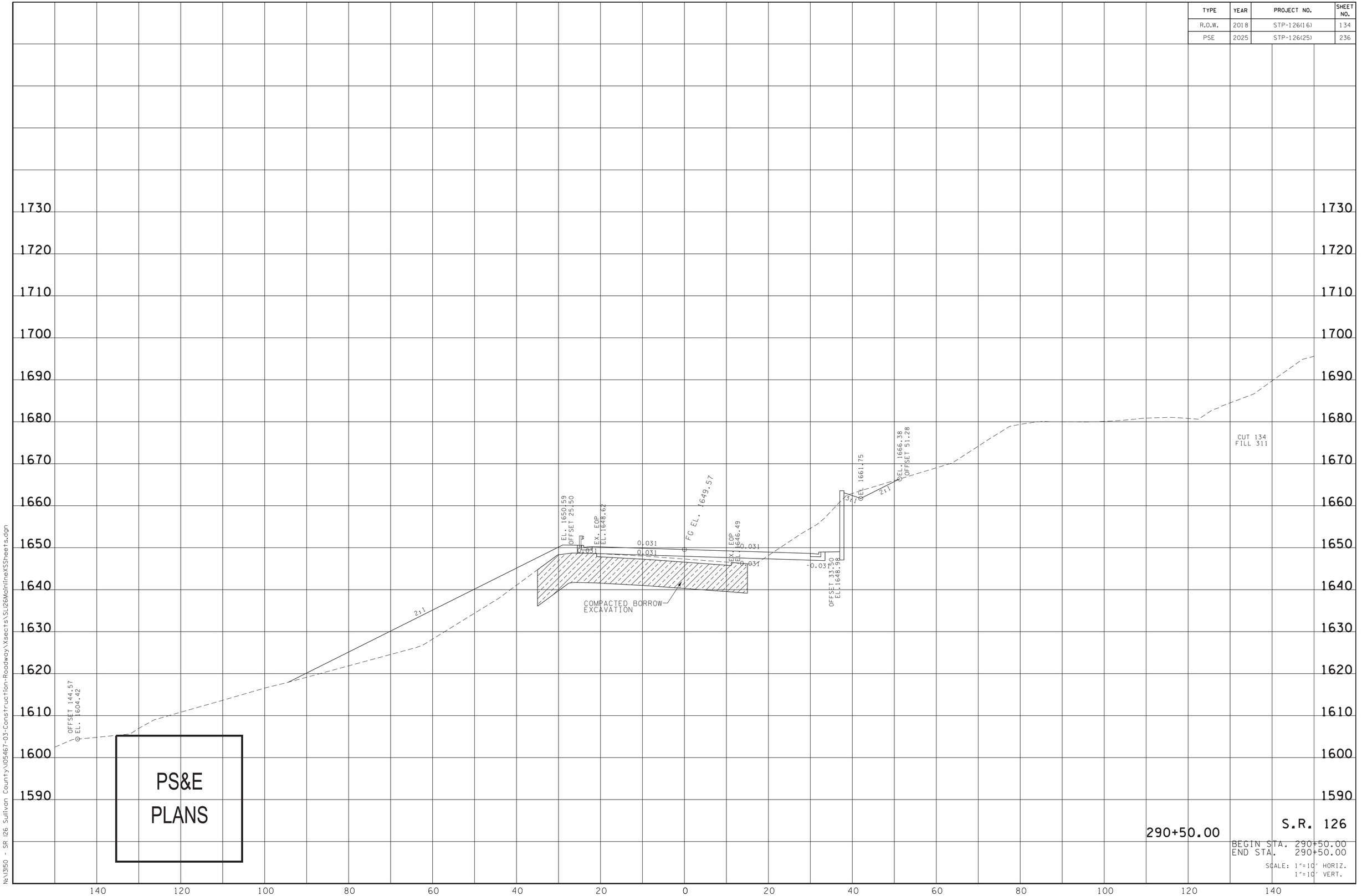
S.R. 126

BEGIN STA. 290+00.00
END STA. 290+00.00

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

4/13/2025 10:50:37 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 134 |
| PSE | 2025 | STP-126(25) | 236 |

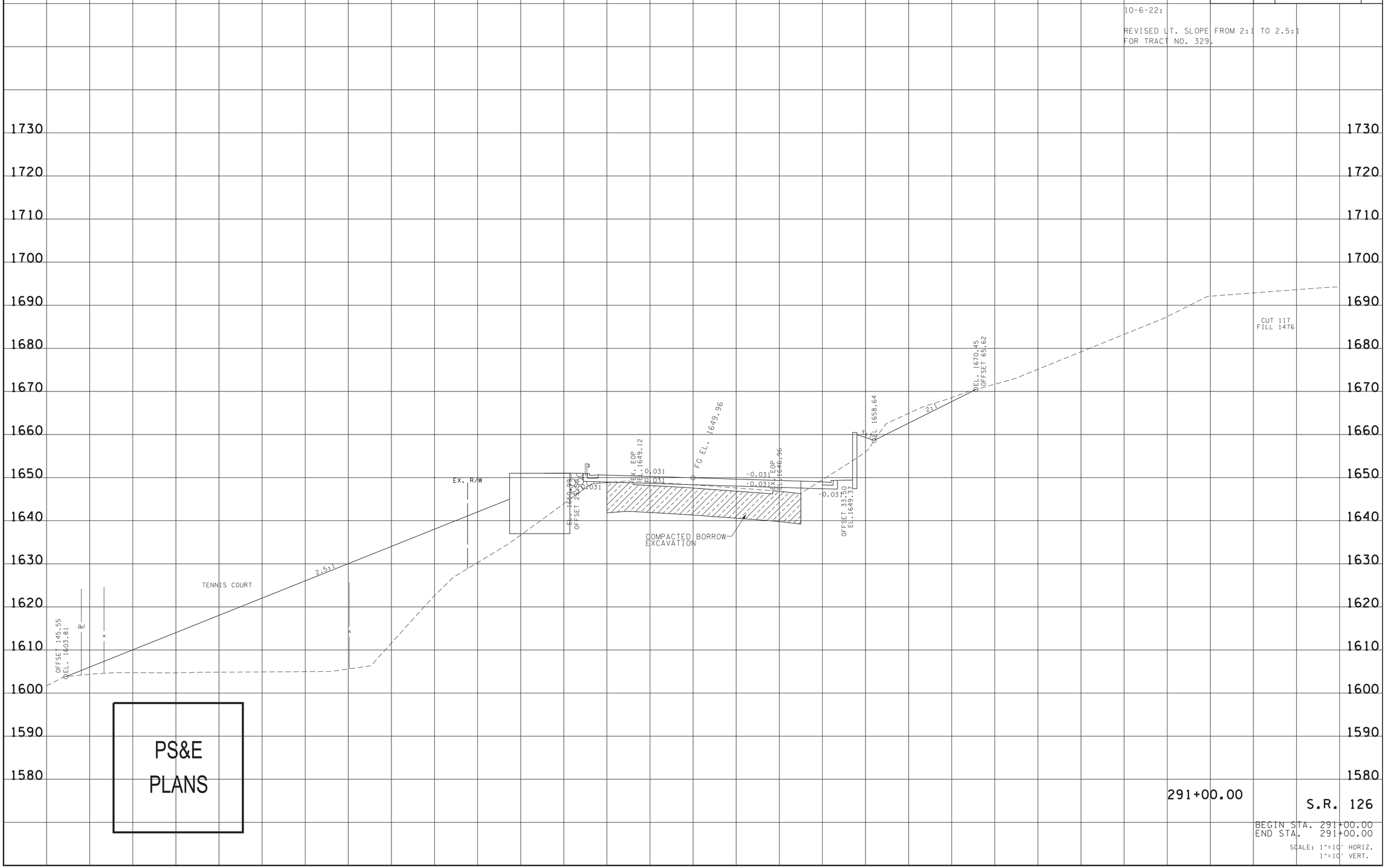



4/13/2025 10:51:01 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 135 |
| PSE | 2025 | STP-126(25) | 237 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 329.




4/13/2025 10:51:26 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 136 |
| PSE | 2025 | STP-126(25) | 238 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 329.

1730 1720 1710 1700 1690 1680 1670 1660 1650 1640 1630 1620 1610 1600 1590 1580 1570

CUT 99
FILL 1252

EX. R/W

EL. 1651.38
OFFSET 25.50

0.031
0.031

EX. EOP
EL. 1649.52

FG EL. 1650.35

-0.031
-0.031

EX. EOP
EL. 1647.74

3:1
EL 1657.03

3:1

EL. 1660.50
OFFSET 52.41

COMPACTED BORROW
EXCAVATION

OFFSET 33.50
EL. 1649.77

TENNIS COURT

2.5:1

℄
OFFSET 128.70
EL. 1604.30

x

PS&E
PLANS

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

291+50.00

S.R. 126

BEGIN STA. 291+50.00
END STA. 291+50.00

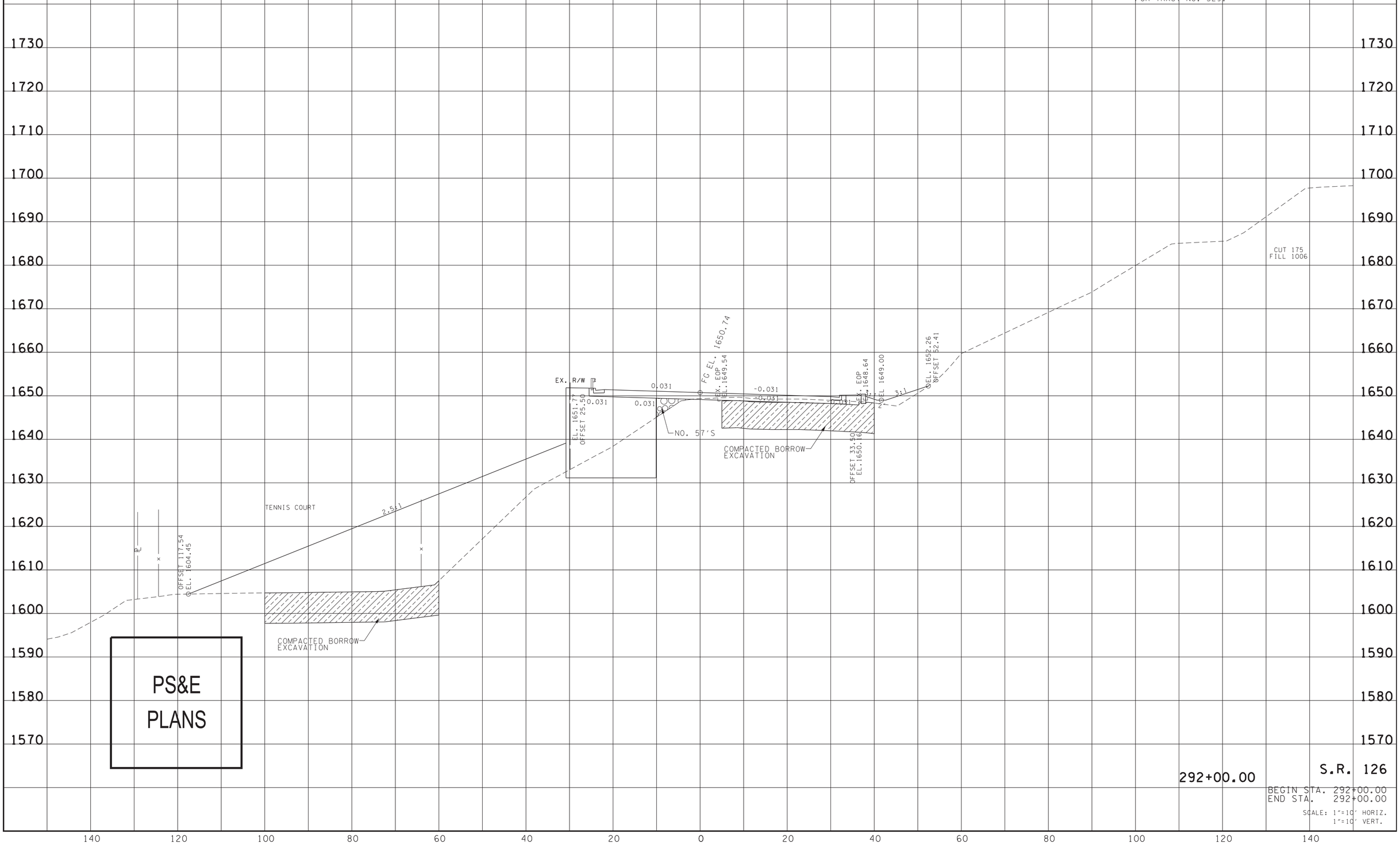
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:51:50 PM
N:\3\50 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 137 |
| PSE | 2025 | STP-126(25) | 239 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 329.




292+00.00

S.R. 126

BEGIN STA. 292+00.00
END STA. 292+00.00

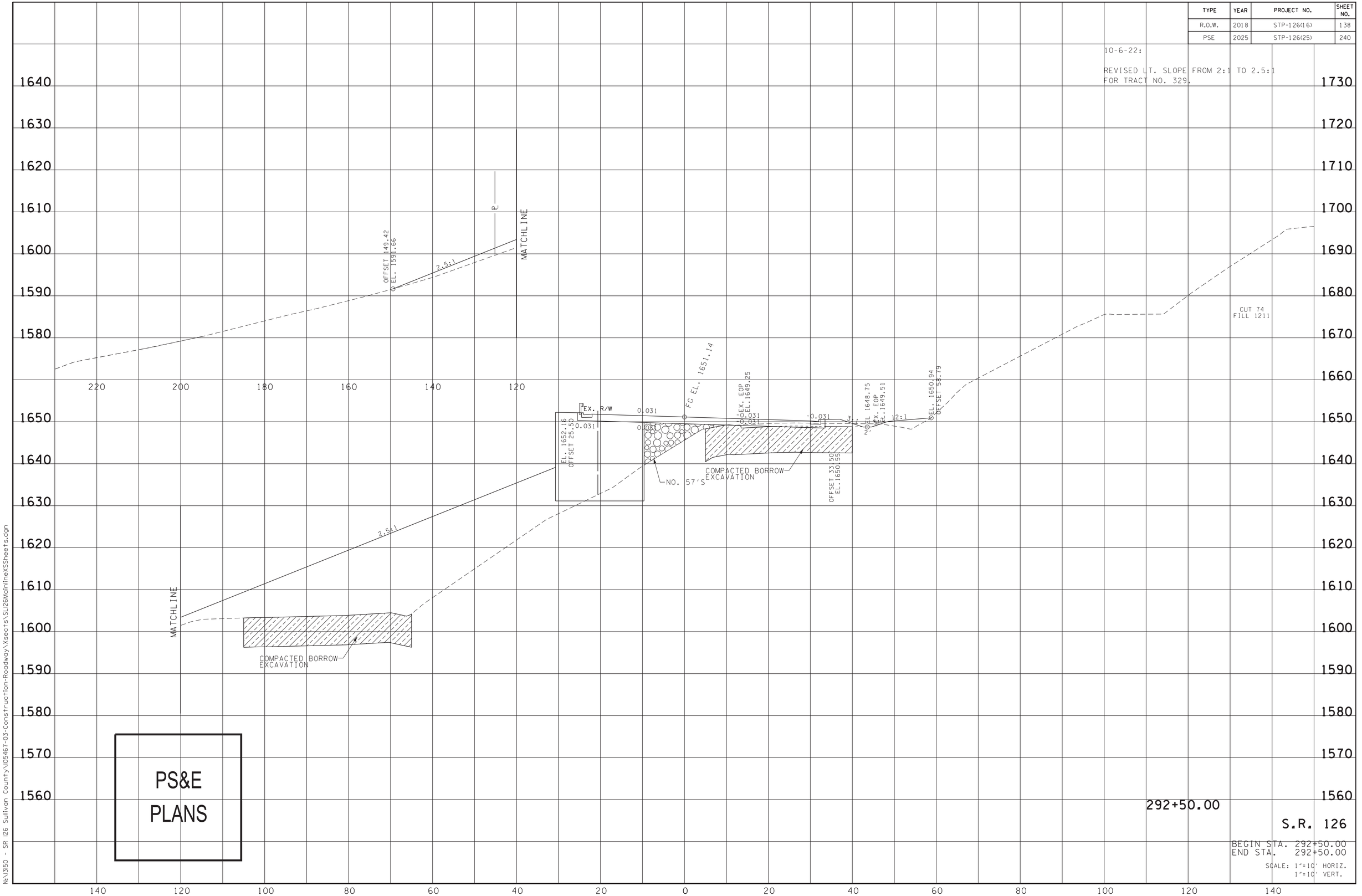
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:52:14 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 138 |
| PSE | 2025 | STP-126(25) | 240 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 329.

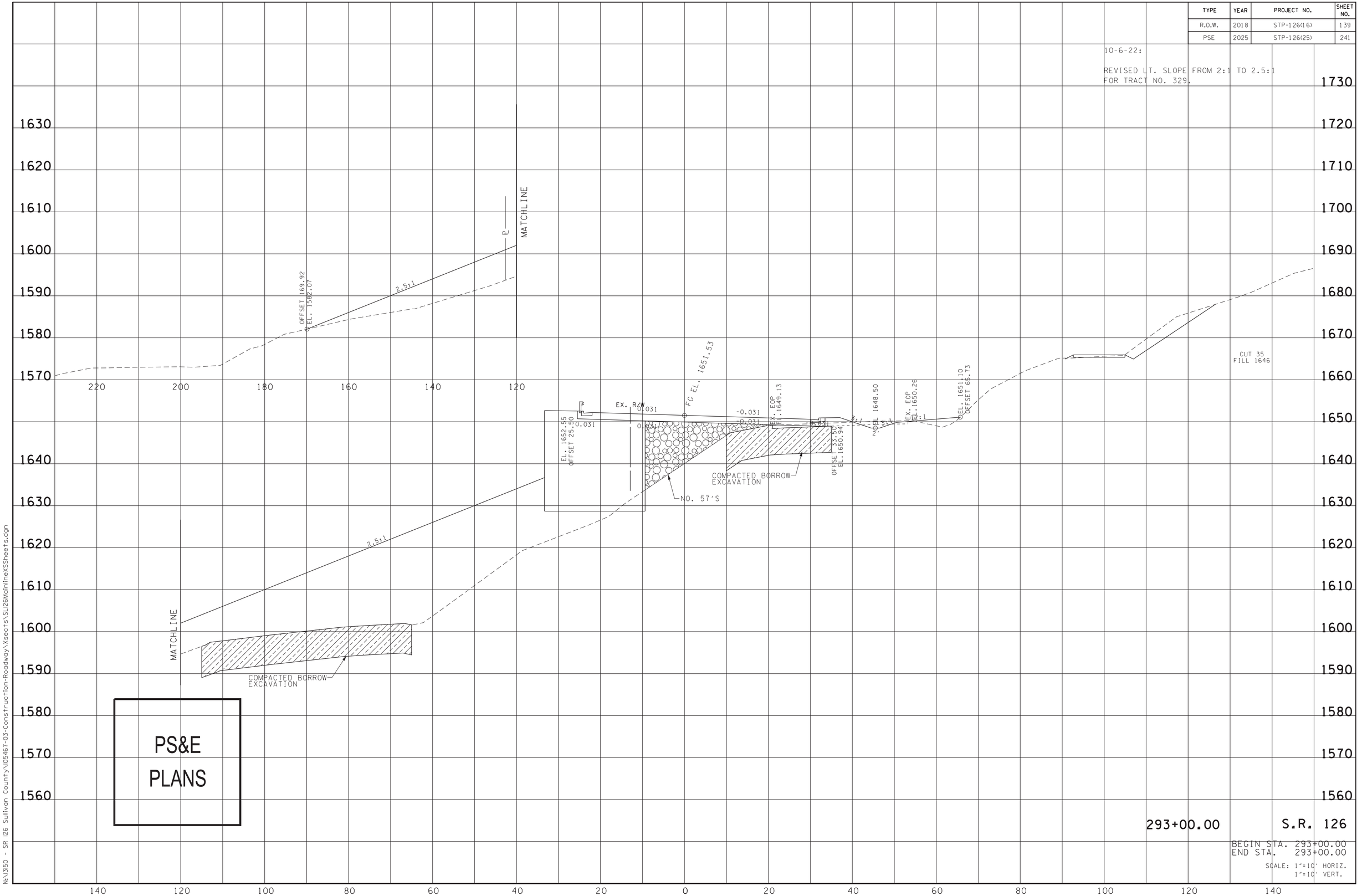



4/13/2025 10:52:42 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 139 |
| PSE | 2025 | STP-126(25) | 241 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 329.

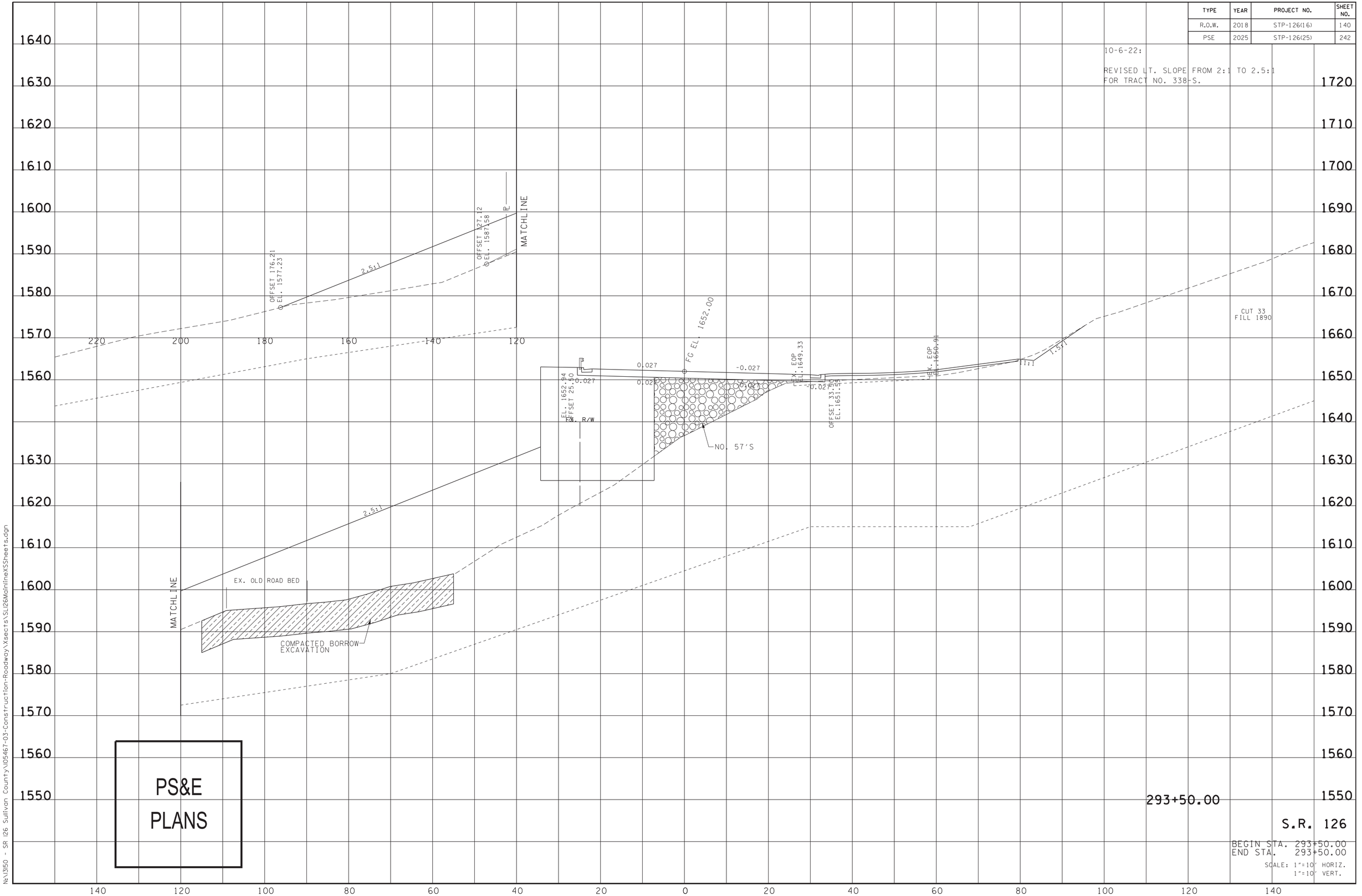



4/13/2025 10:53:08 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 140 |
| PSE | 2025 | STP-126(25) | 242 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 338-S.




PS&E
PLANS

293+50.00

S.R. 126

BEGIN STA. 293+50.00
END STA. 293+50.00

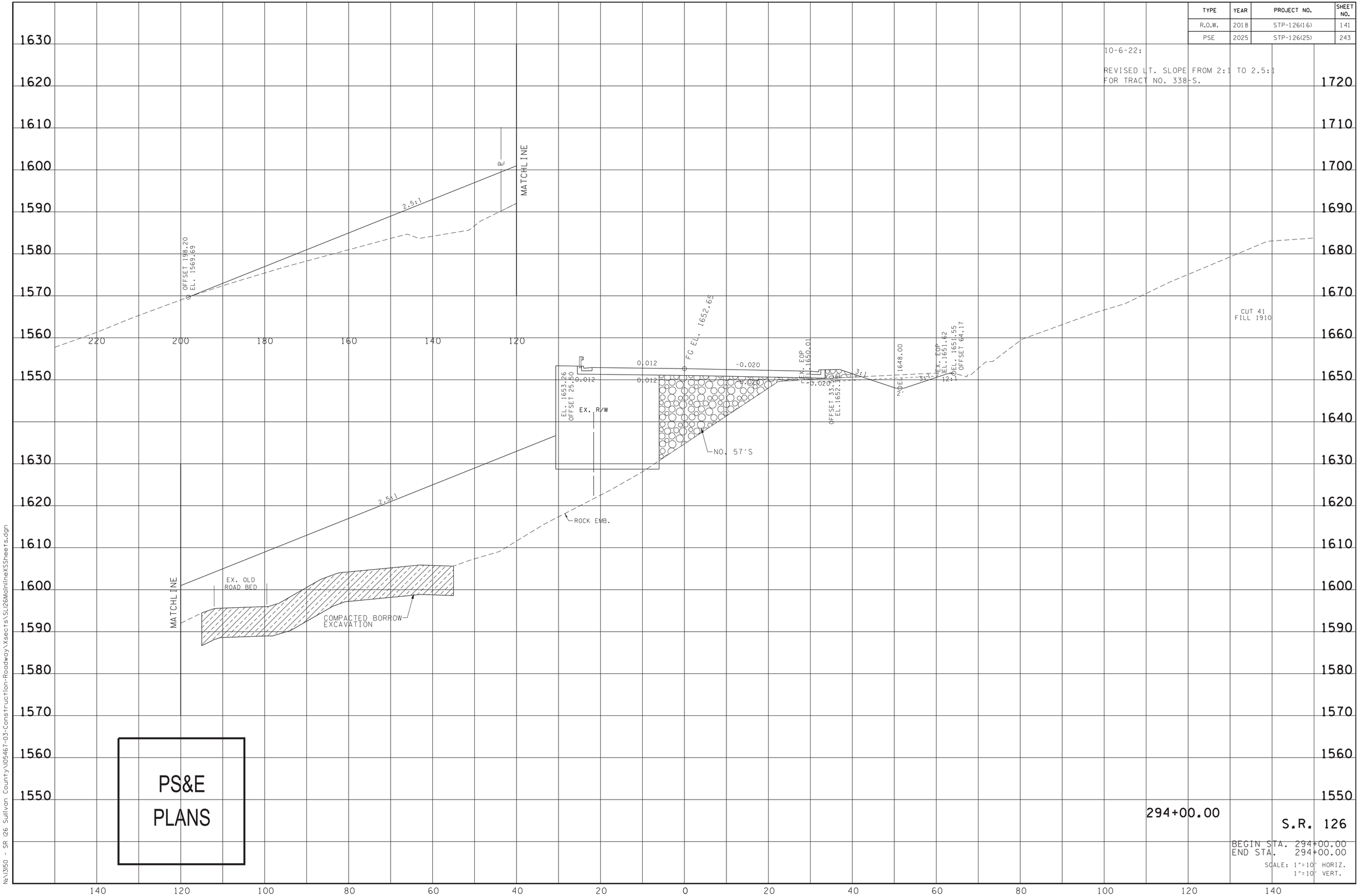
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:53:36 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 141 |
| PSE | 2025 | STP-126(25) | 243 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.5:1
FOR TRACT NO. 338-S.




PS&E
PLANS

294+00.00

S.R. 126

BEGIN STA. 294+00.00
END STA. 294+00.00

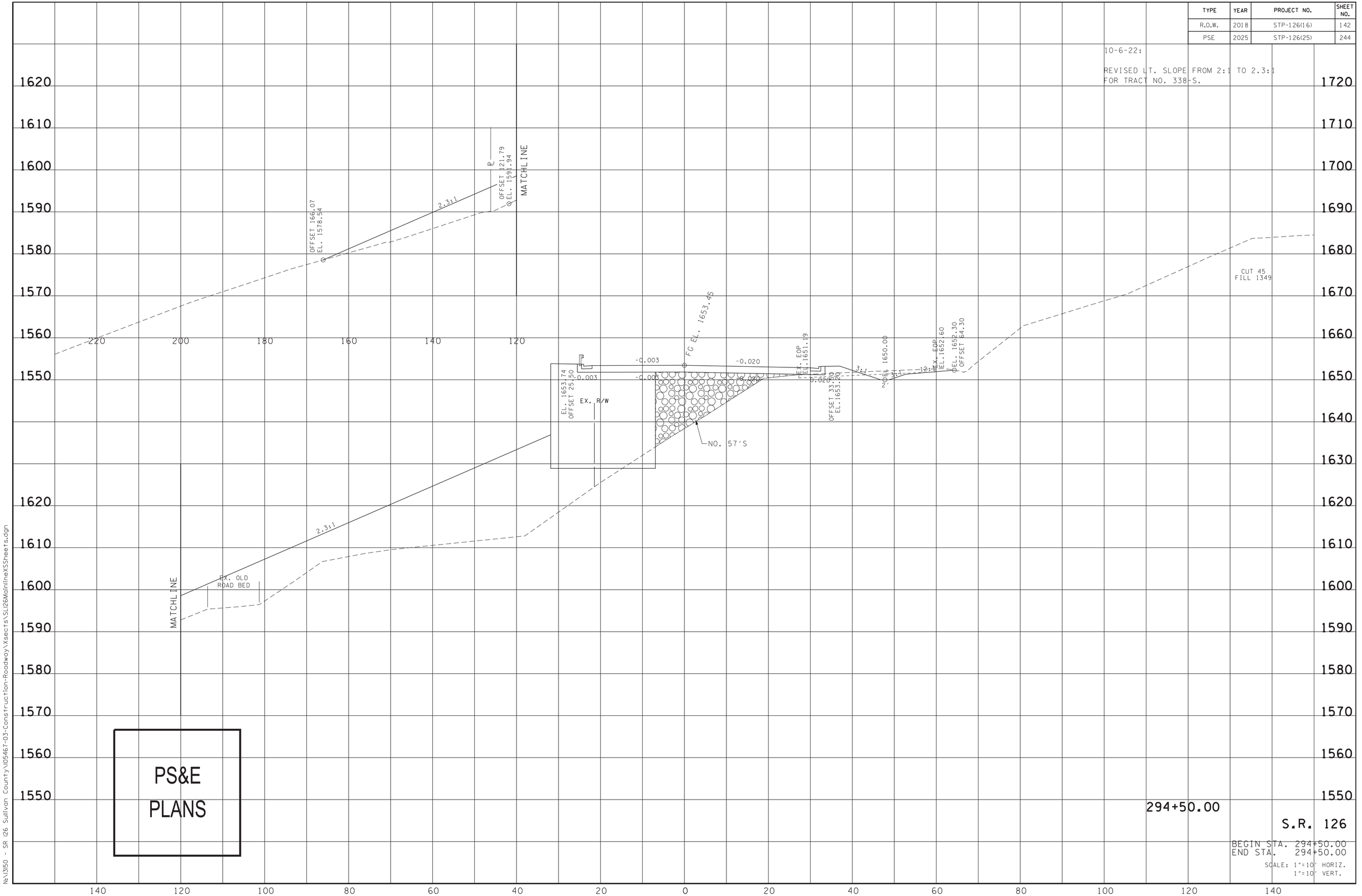
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:54:42 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 142 |
| PSE | 2025 | STP-126(25) | 244 |

10-6-22:

REVISED LT. SLOPE FROM 2:1 TO 2.3:1
FOR TRACT NO. 338-S.

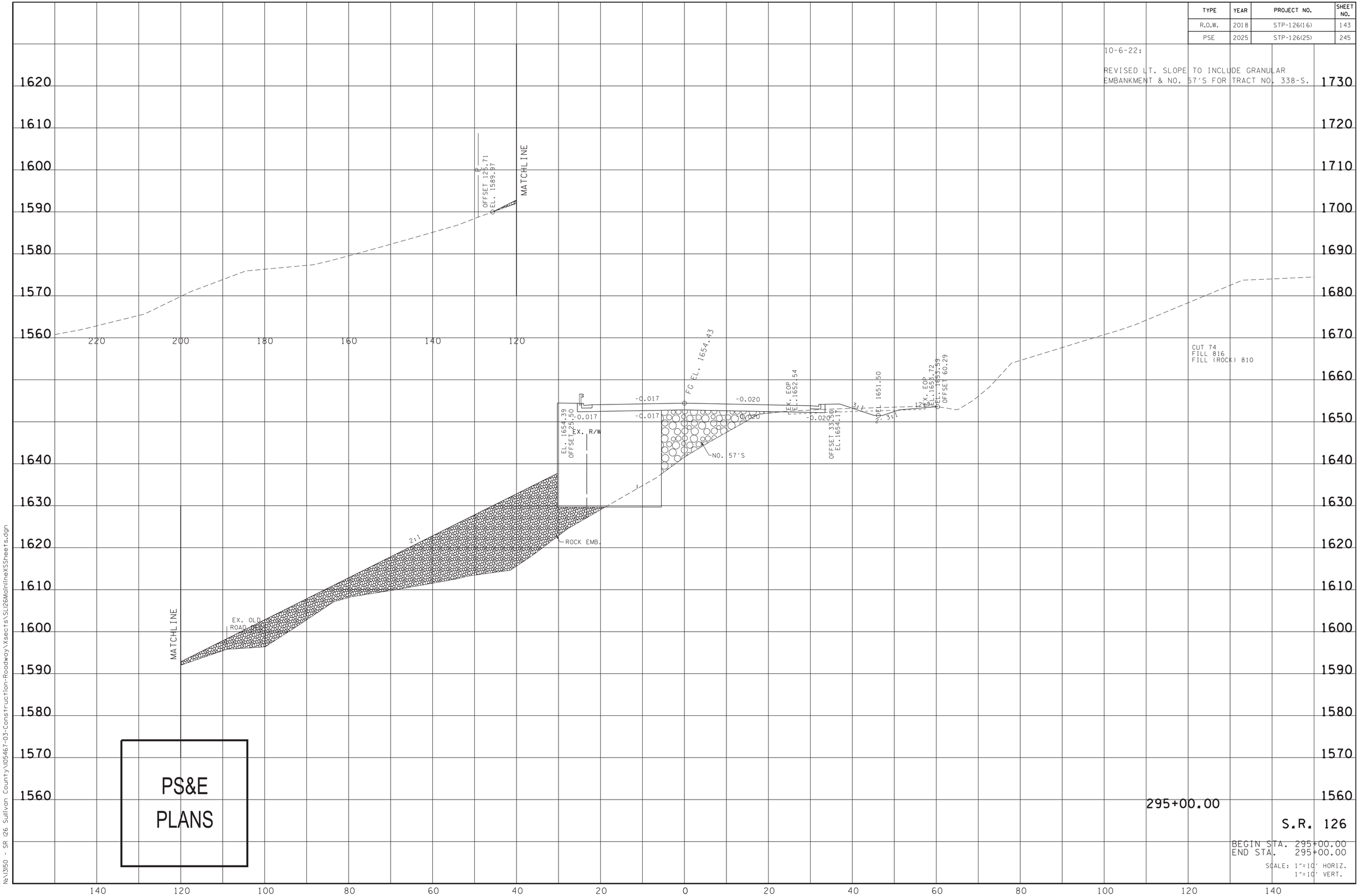



4/13/2025 10:55:08 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 143 |
| PSE | 2025 | STP-126(25) | 245 |

10-6-22:

REVISED LT. SLOPE TO INCLUDE GRANULAR EMBANKMENT & NO. 57'S FOR TRACT NO. 338-S.

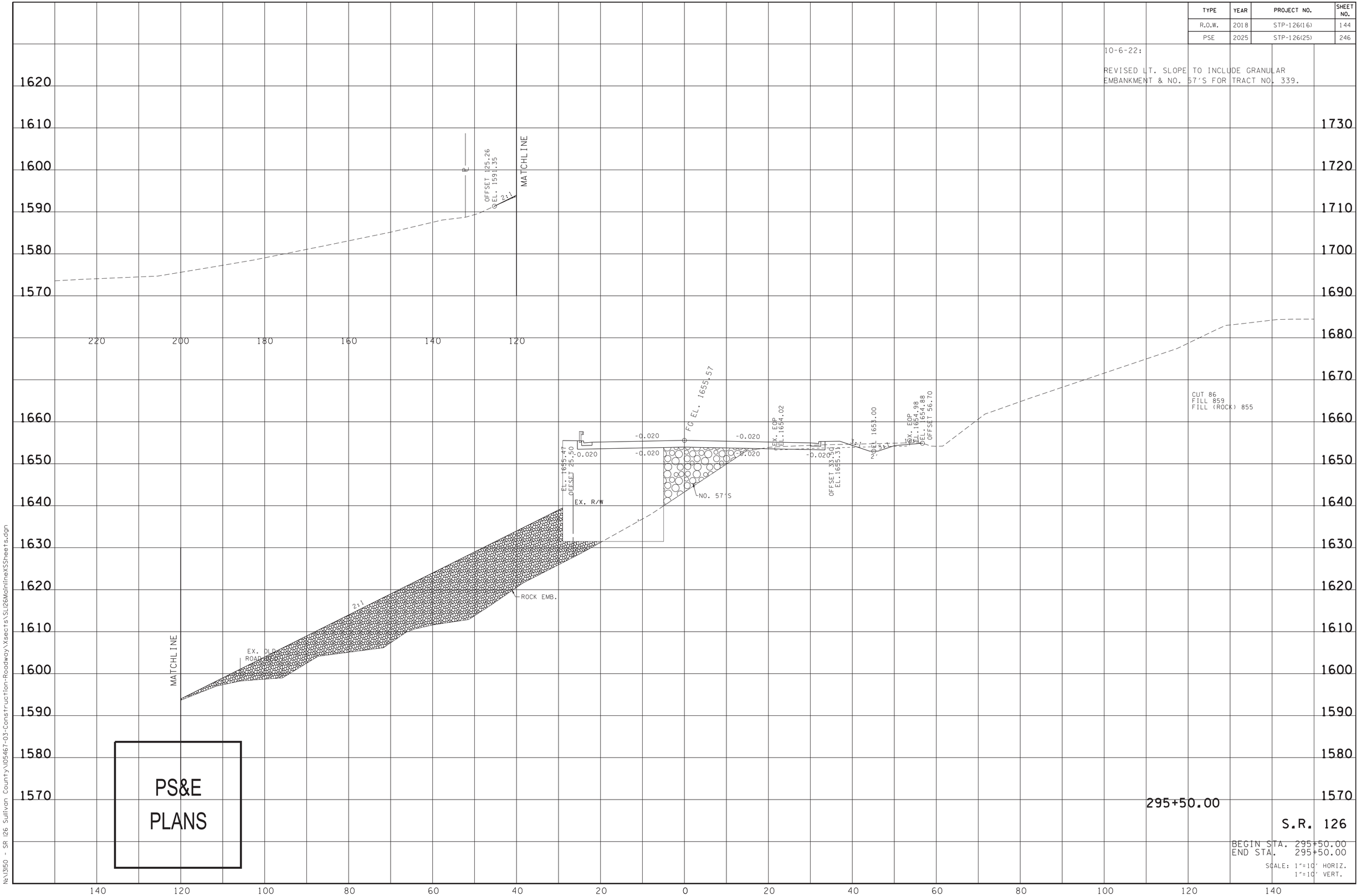



4/13/2025 10:55:31 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 144 |
| PSE | 2025 | STP-126(25) | 246 |

10-6-22:

REVISED LT. SLOPE TO INCLUDE GRANULAR EMBANKMENT & NO. 57'S FOR TRACT NO. 339.



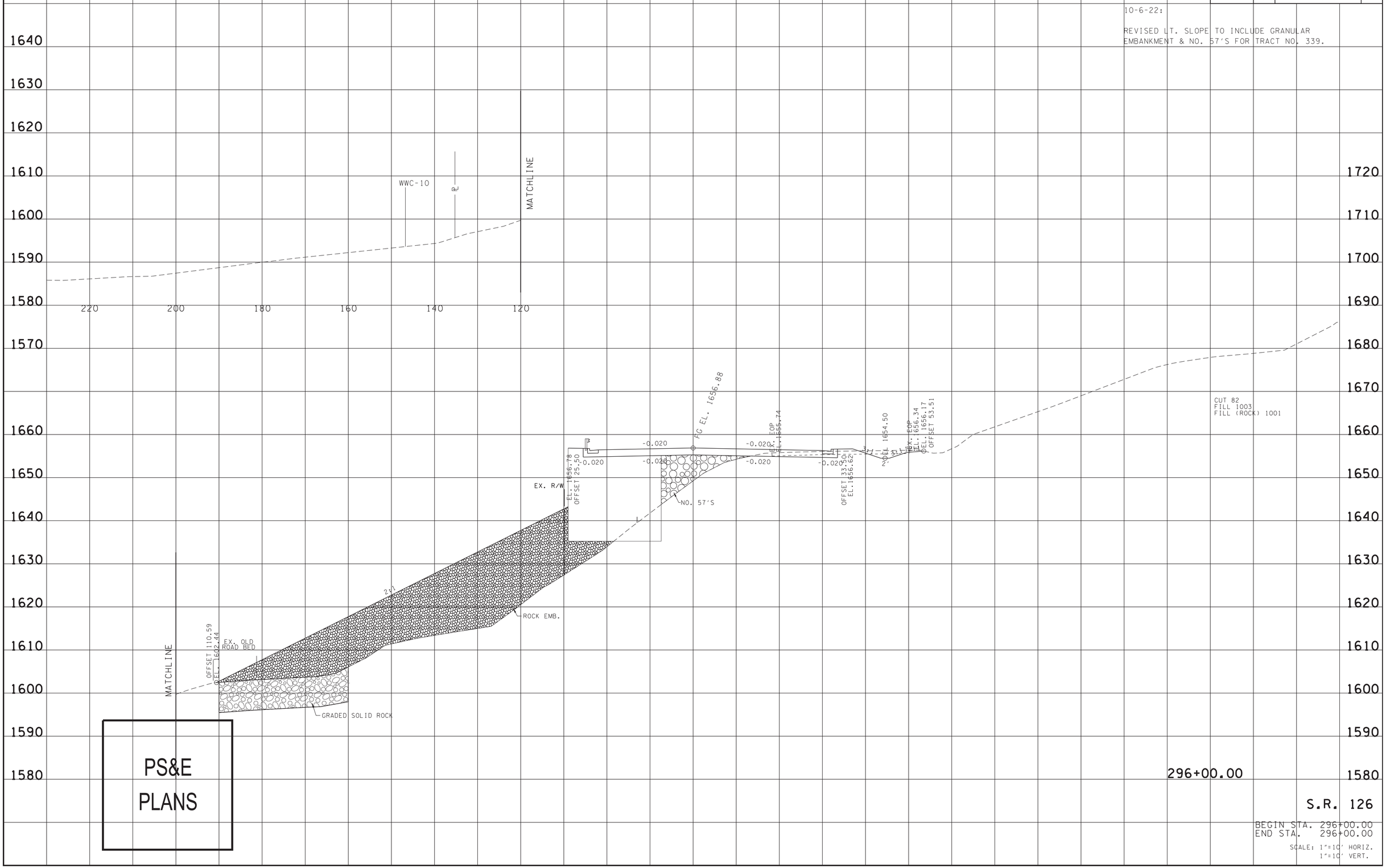

PS&E
PLANS

4/13/2025 10:56:00 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 145 |
| PSE | 2025 | STP-126(25) | 247 |

10-6-22:

REVISED LT. SLOPE TO INCLUDE GRANULAR EMBANKMENT & NO. 57'S FOR TRACT NO. 339.




4/13/2025 10:56:24 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 146 |
| PSE | 2025 | STP-126(25) | 248 |

10-6-22:

REVISED LT. SLOPE TO INCLUDE GRANULAR EMBANKMENT & NO. 57'S FOR TRACT NO. 339.




PS&E
PLANS

296+50.00

S.R. 126

BEGIN STA. 296+50.00
END STA. 296+50.00

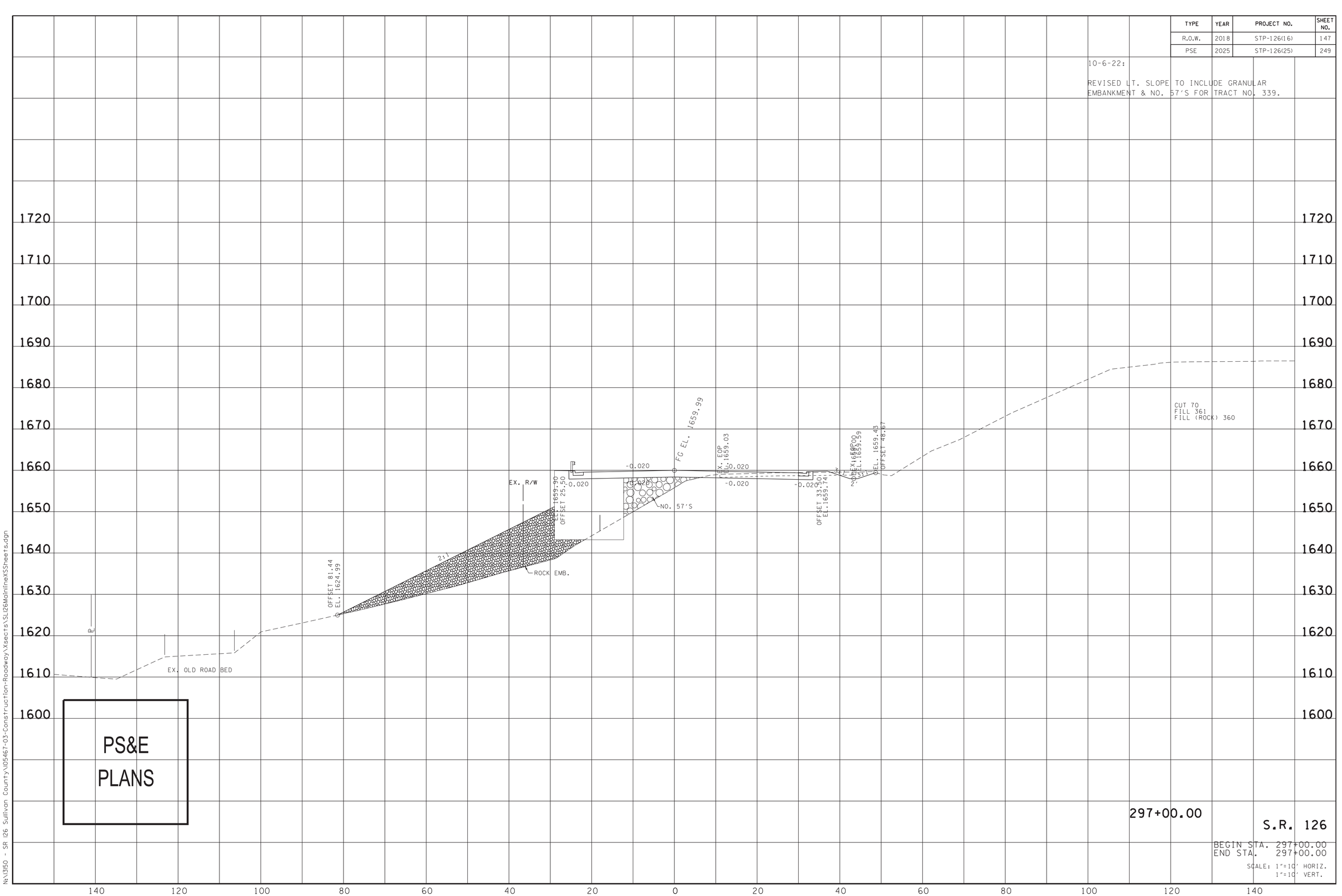
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 10:56:47 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 147 |
| PSE | 2025 | STP-126(25) | 249 |

10-6-22:

REVISED LT. SLOPE TO INCLUDE GRANULAR EMBANKMENT & NO. 57'S FOR TRACT NO. 339.




PS&E PLANS

297+00.00

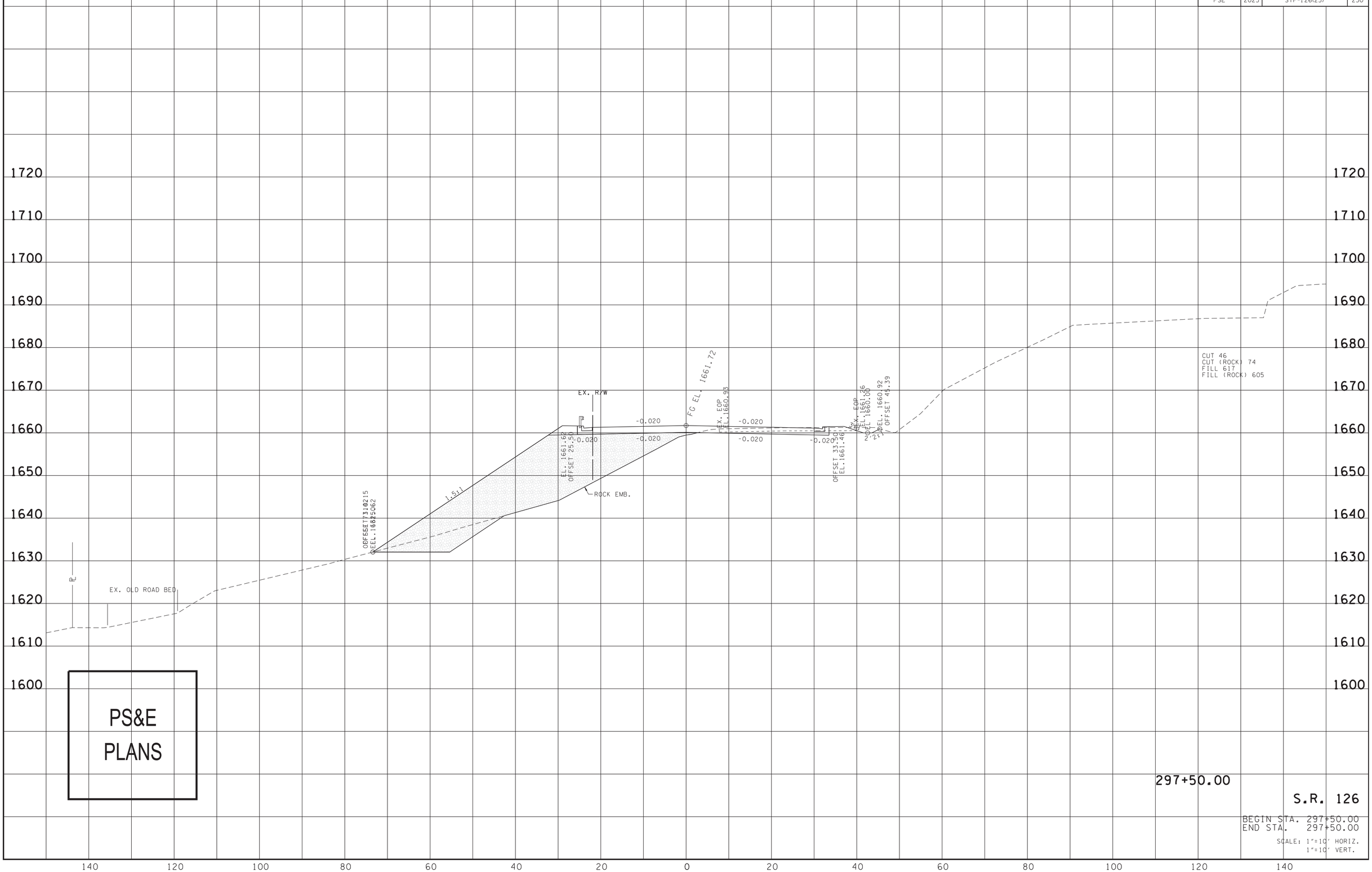
S.R. 126

BEGIN STA. 297+00.00
END STA. 297+00.00

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

4/13/2025 10:57:16 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 148 |
| PSE | 2025 | STP-126(25) | 250 |




6/26/2025 1:07:15 PM
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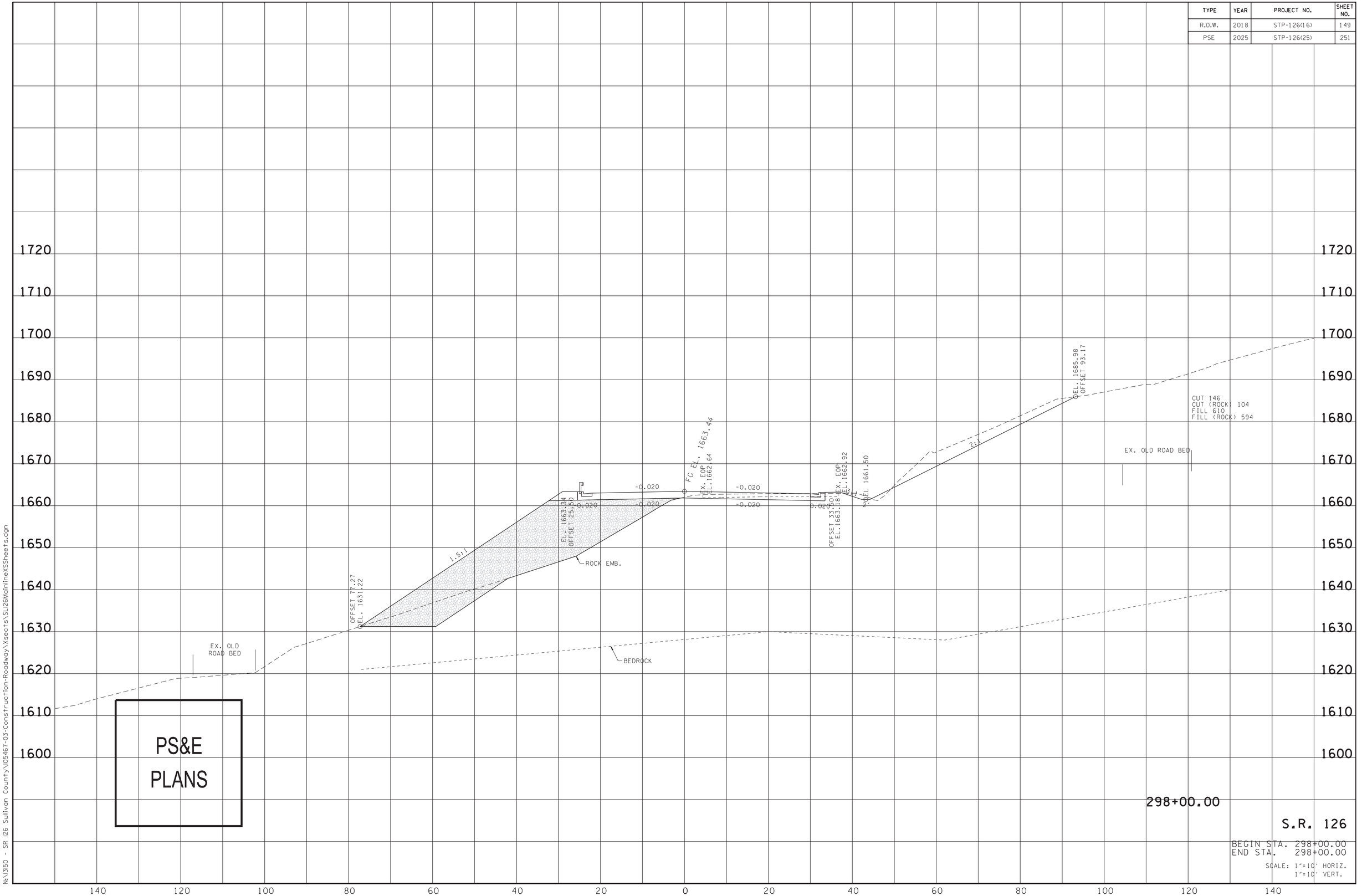
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 149 |
| PSE | 2025 | STP-126(25) | 251 |

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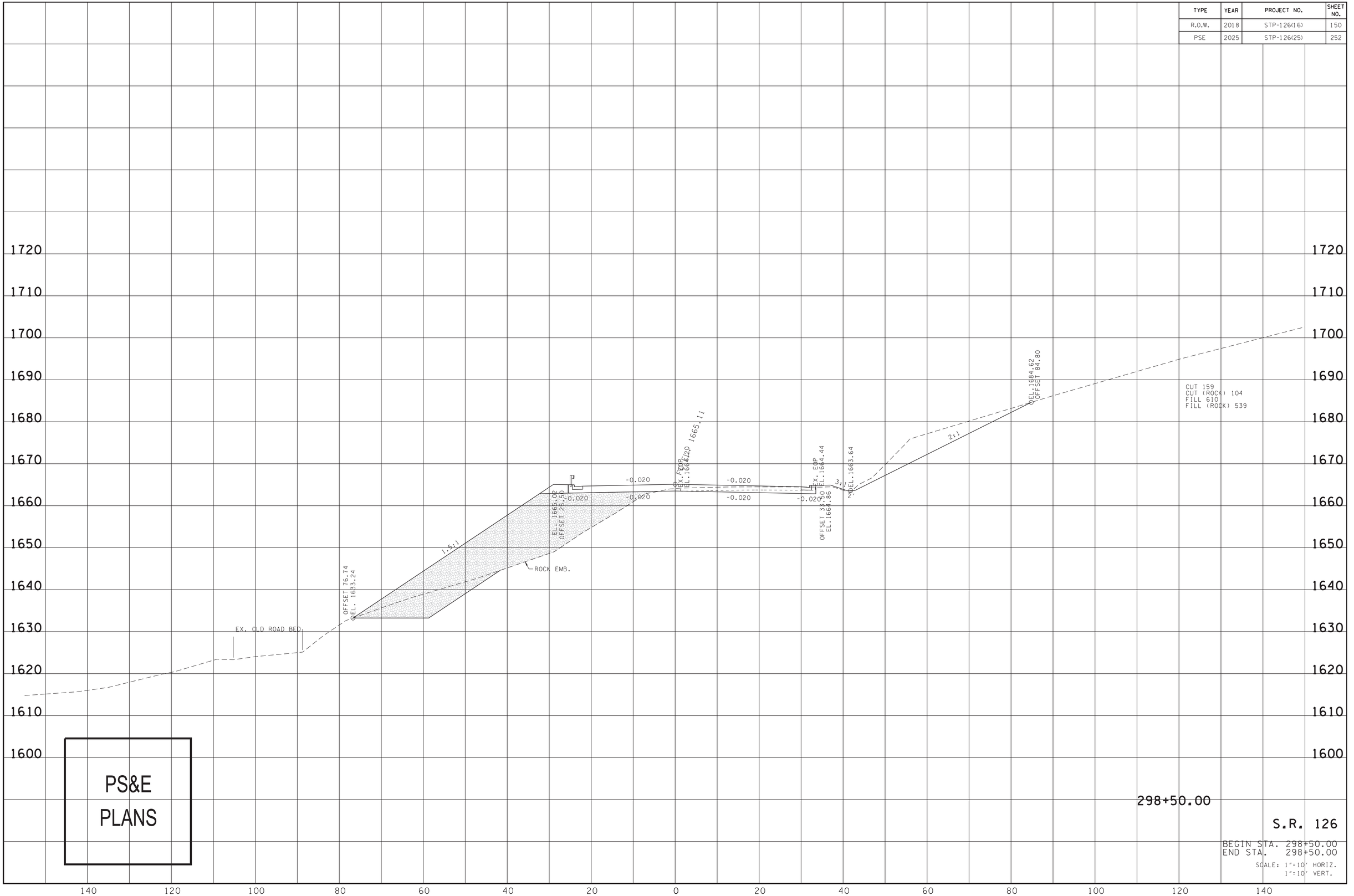
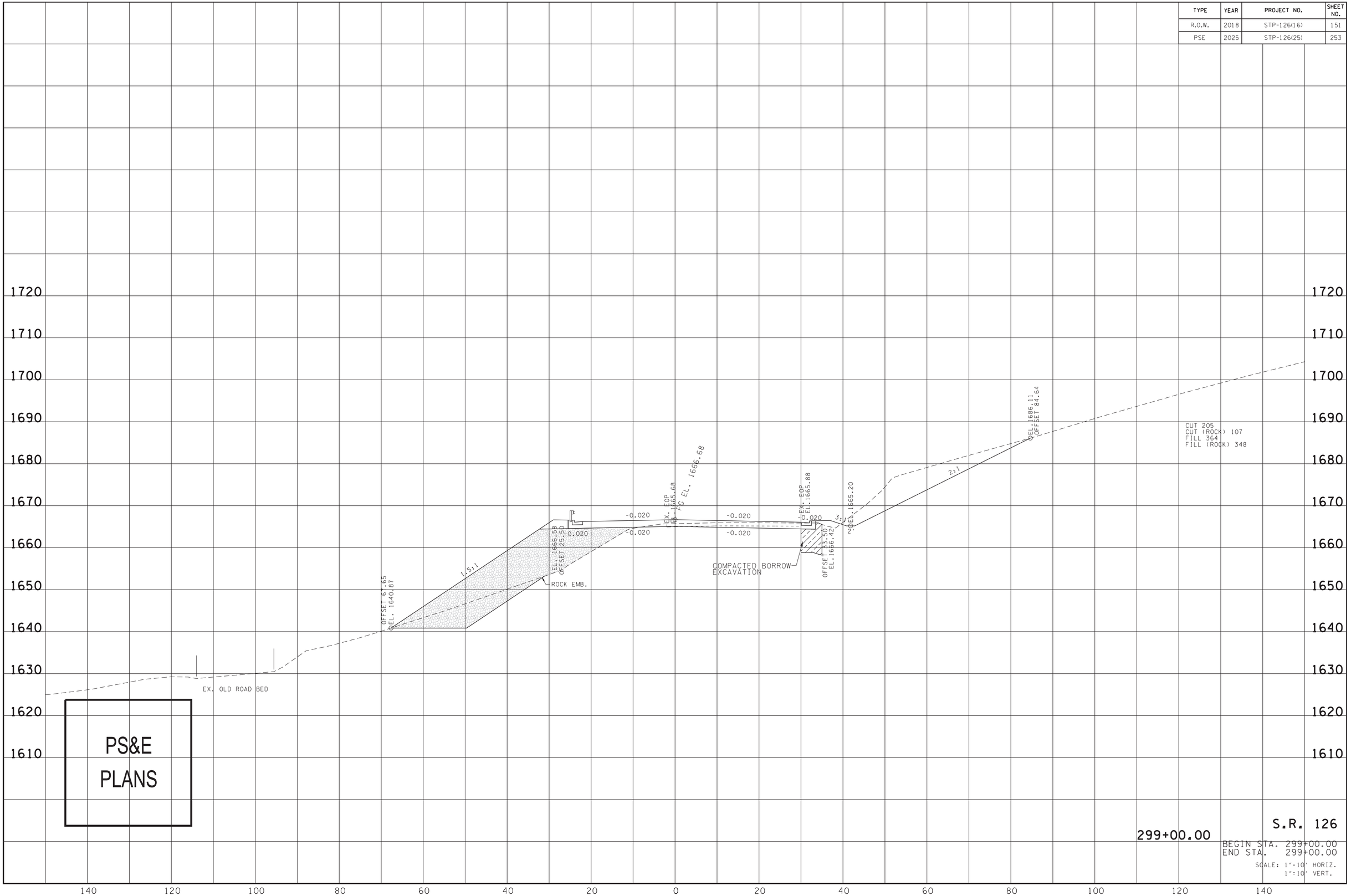
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 150 |
| PSE | 2025 | STP-126(25) | 252 |



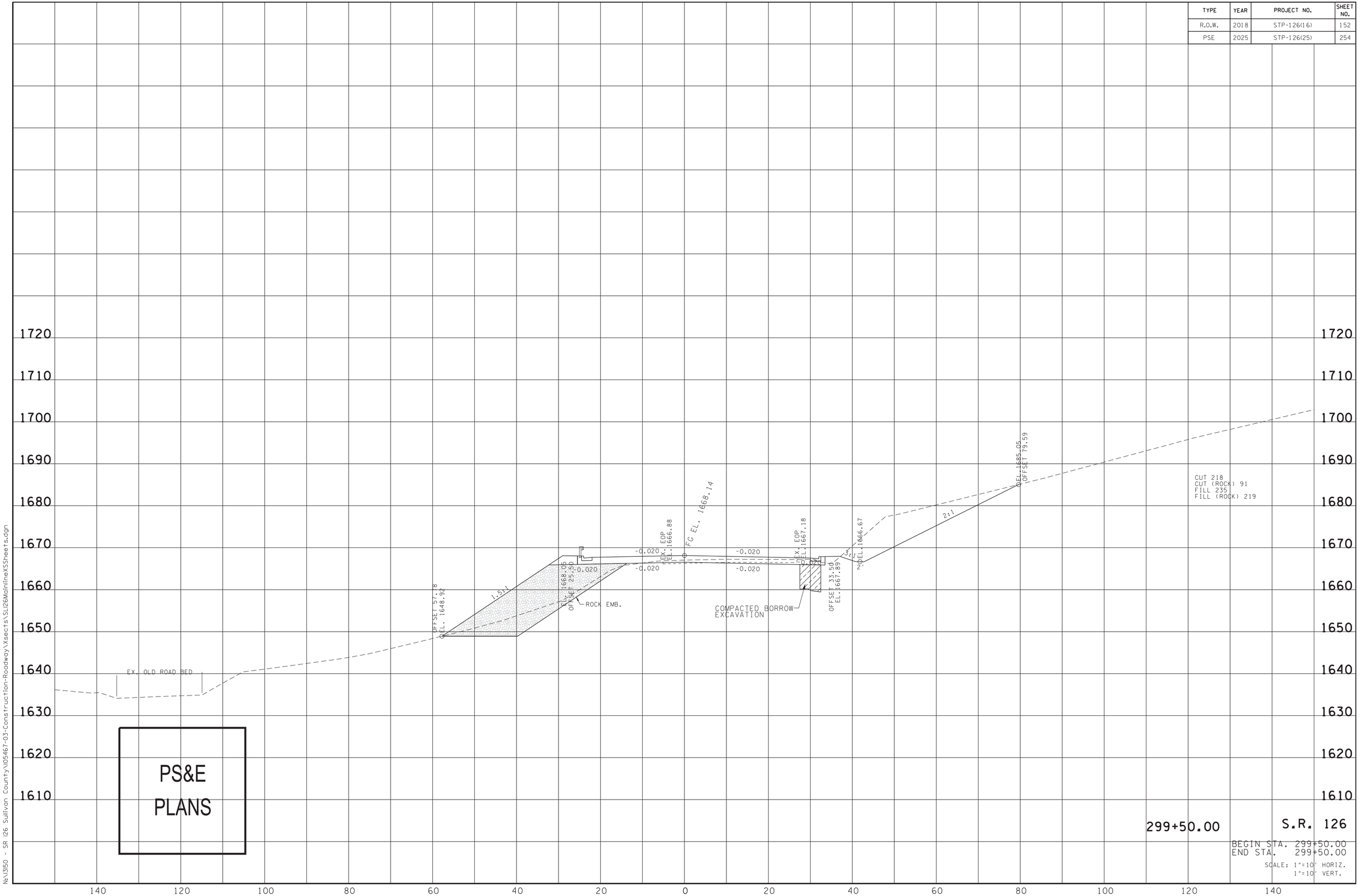

6/26/2025 11:7:31 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 151 |
| PSE | 2025 | STP-126(25) | 253 |




6/26/2025 1:19:50 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 152 |
| PSE | 2025 | STP-126(25) | 254 |




PS&E
PLANS

299+50.00

S.R. 126

BEGIN STA. 299+50.00
END STA. 299+50.00

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

6/26/2025 12:11 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 153 |
| PSE | 2025 | STP-126(25) | 255 |

1720
1710
1700
1690
1680
1670
1660
1650
1640
1630
1620
1610

EX. OLD ROAD BED

OFFSET 45.20
EL. 1658.65

1.5:1

EL. 1669.40
OFFSET 25.50

-0.020

ROCK EMB.

EX. EOP
EL. 1668.00

FG EL. 1669.50

-0.020
-0.020
-0.020

EX. EOP
EL. 1668.28

0.020

COMPACTED BORROW EXCAVATION

OFFSET 33.50
EL. 1669.24

3:1

EL. 1668.02

2:1

EL. 1685.98
OFFSET 78.75

CUT 230
CUT (ROCK) 73
FILL 97
FILL (ROCK) 86

PS&E
PLANS

300+00.00

S.R. 126

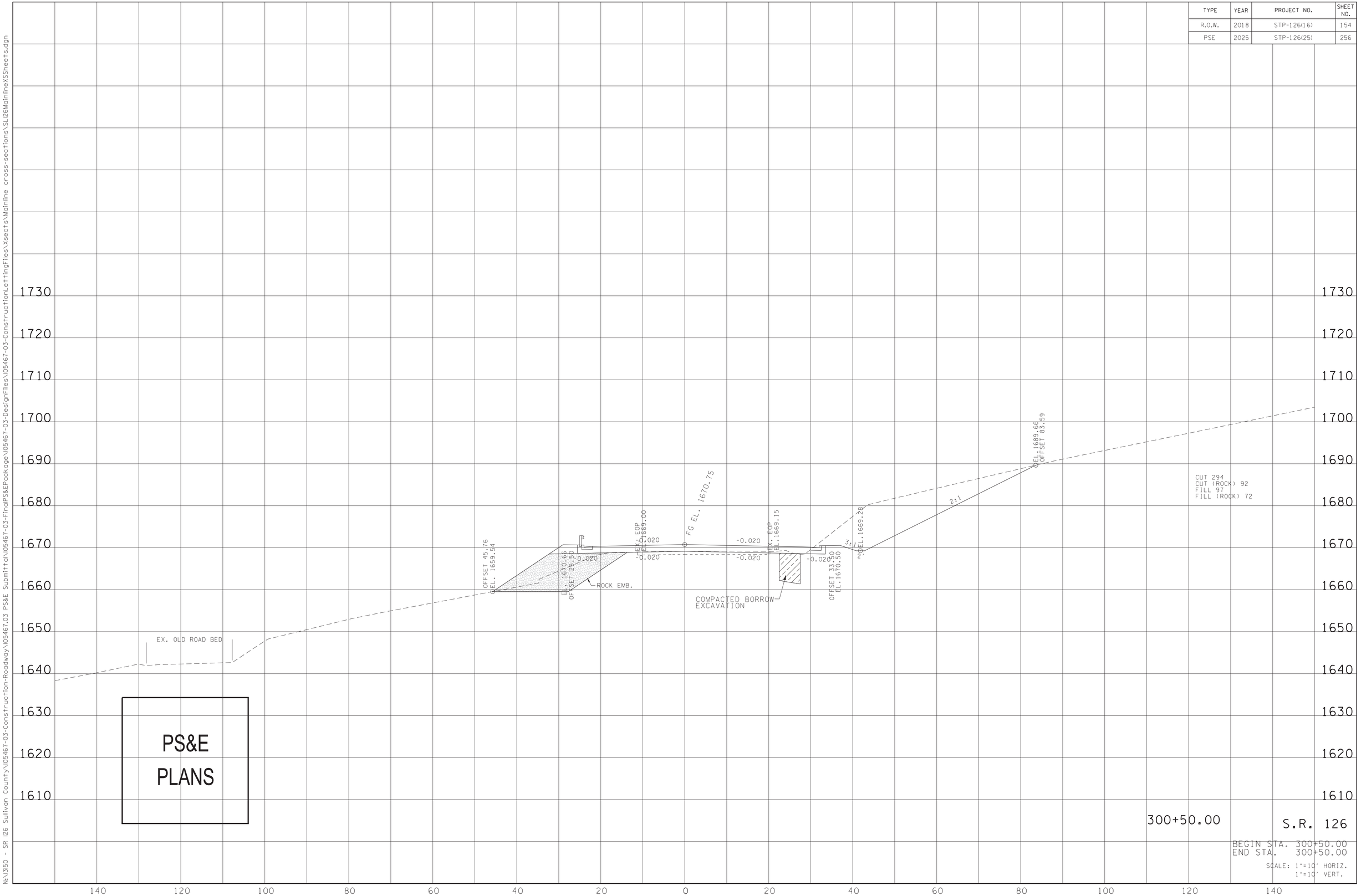
BEGIN STA. 300+00.00
END STA. 300+00.00

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

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

6/26/2025 12:21:34 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 154 |
| PSE | 2025 | STP-126(25) | 256 |




7/18/2025 9:36:05 AM
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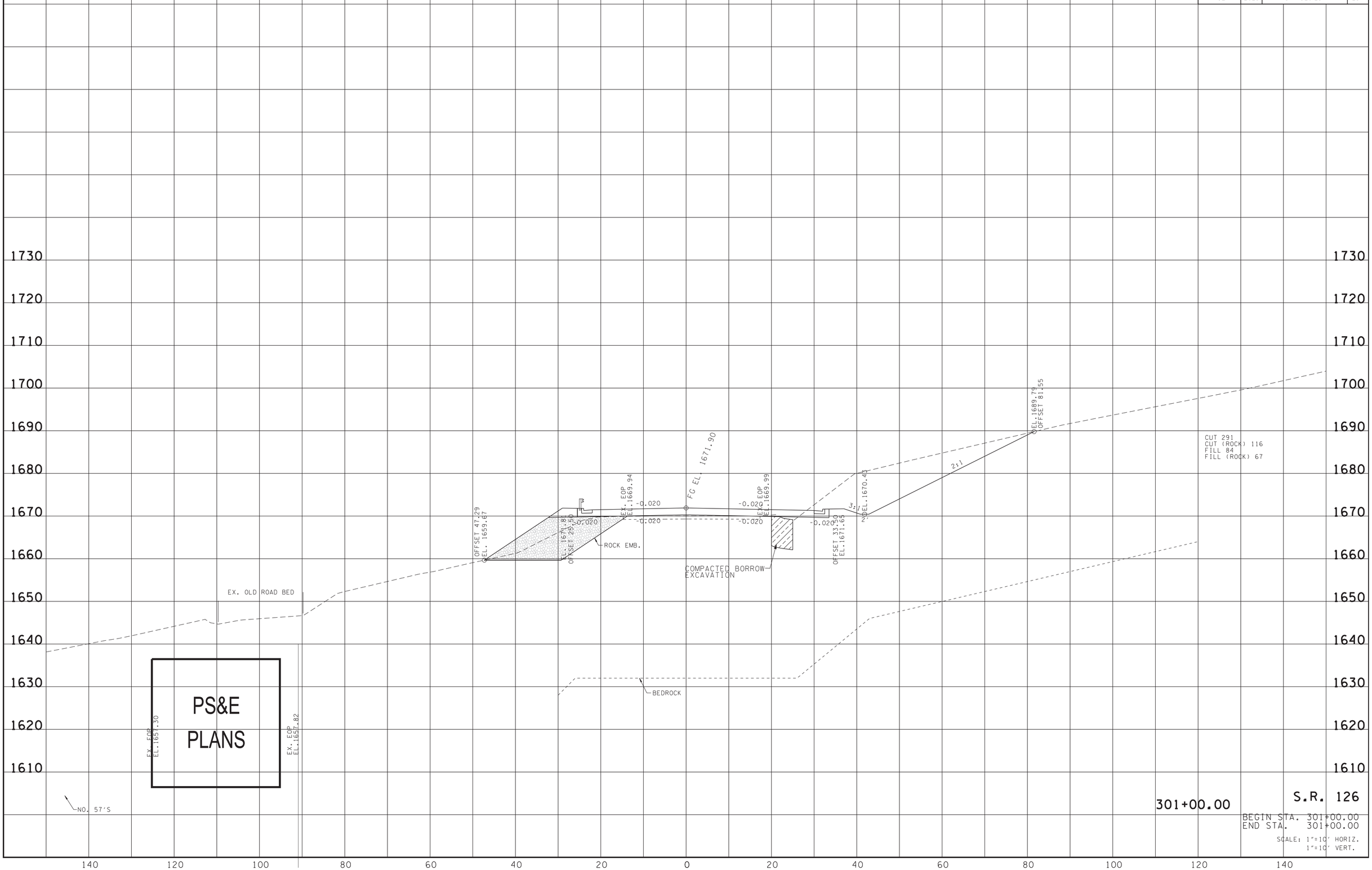
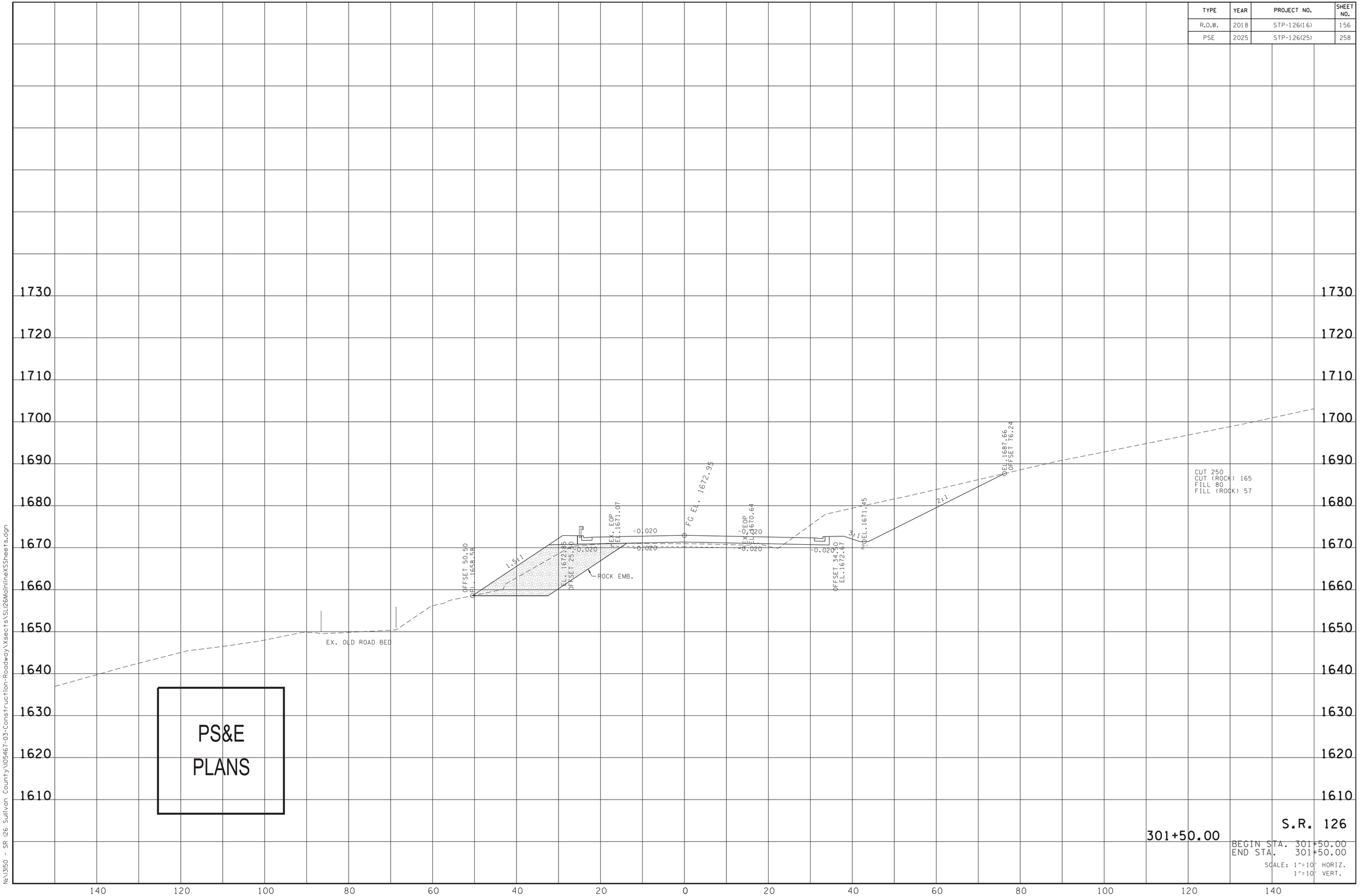
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 155 |
| PSE | 2025 | STP-126(25) | 257 |



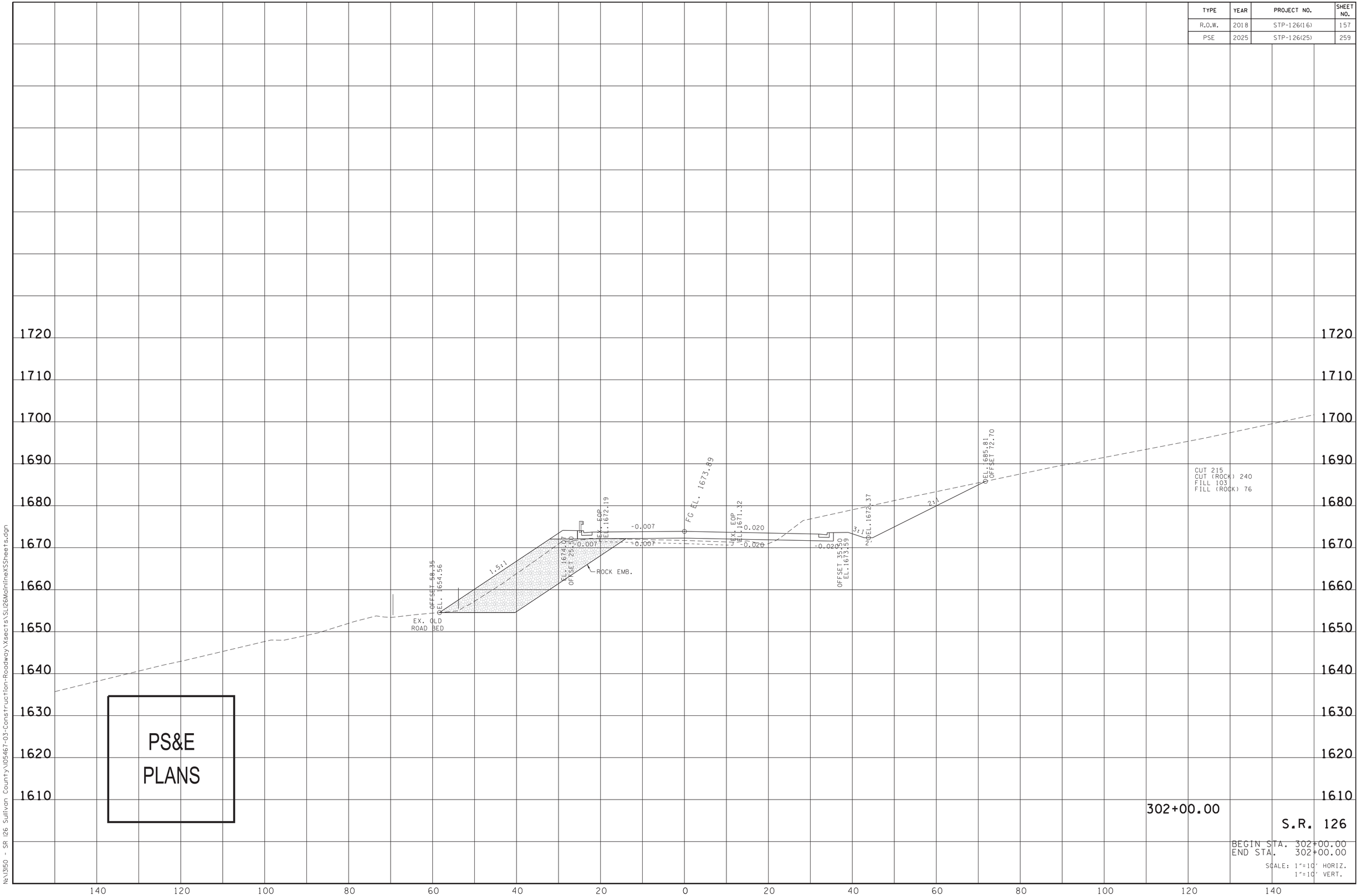

6/26/2025 1:27:24 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 156 |
| PSE | 2025 | STP-126(25) | 258 |



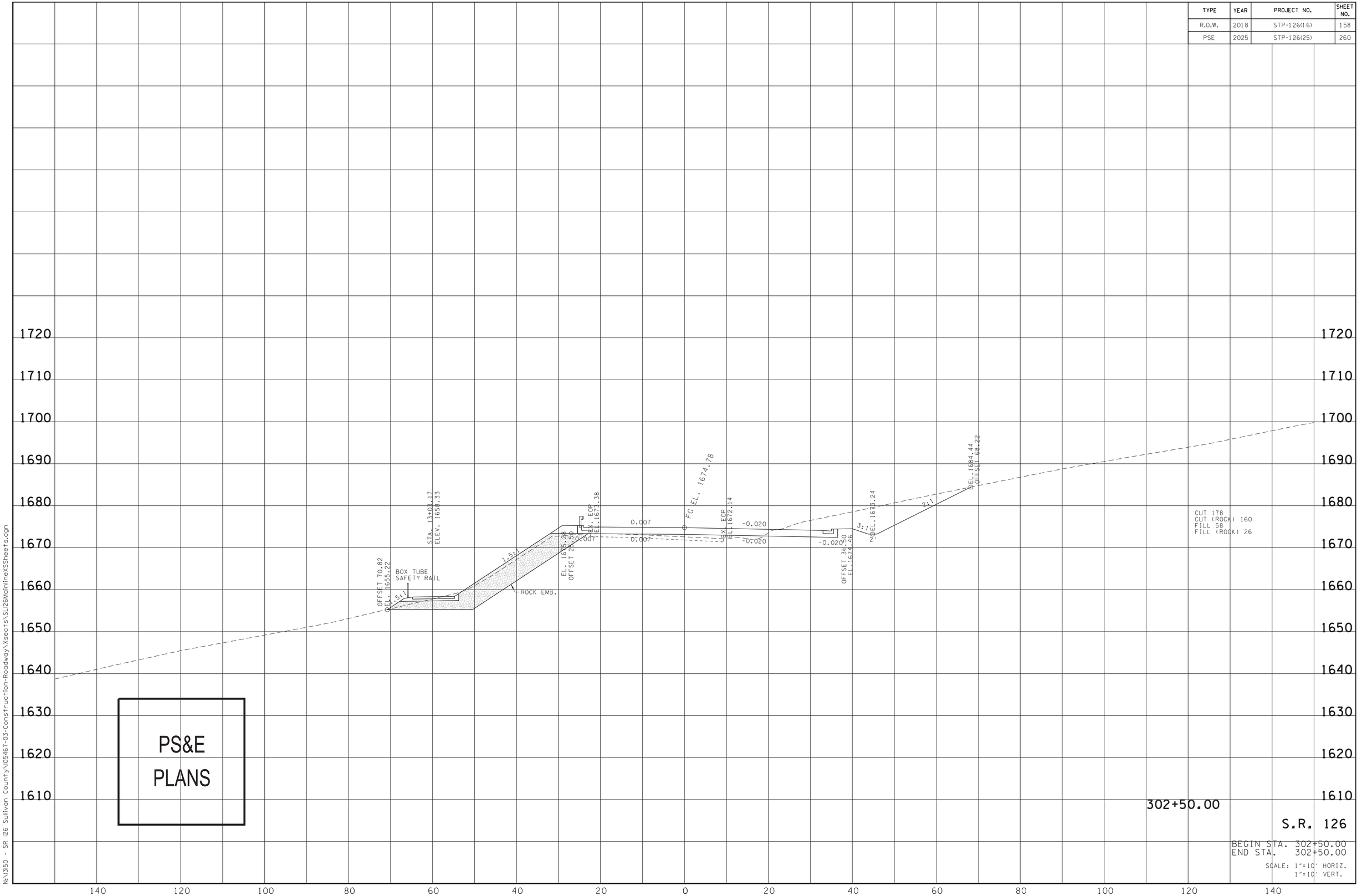

6/26/2025 12:16 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 157 |
| PSE | 2025 | STP-126(25) | 259 |



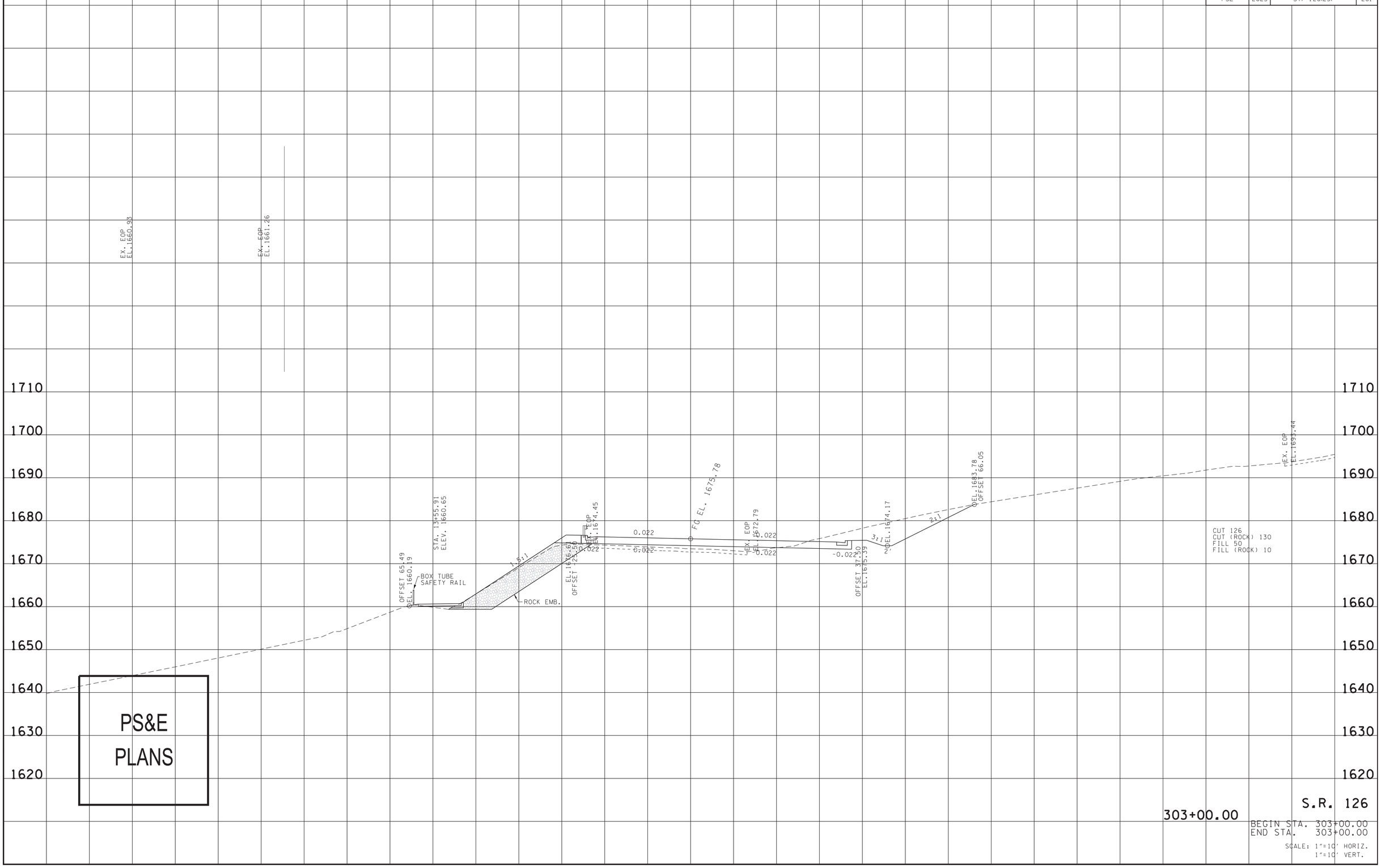

6/26/2025 1:32:47 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 158 |
| PSE | 2025 | STP-126(25) | 260 |




6/26/2025 1:35:40 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 159 |
| PSE | 2025 | STP-126(25) | 261 |




6/26/2025 1:38:17 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 160 |
| PSE | 2025 | STP-126(25) | 262 |

WWC-11

WWC-11, WET WEATHER CONVEYANCE LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY, APPROX. 178.0' LT.

STA. 14+08.85
ELEV. 1665.04

BOX TUBE SAFETY RAIL

OFFSET 75.57
EL. 1656.02

1.5:1

1.5:1

ROCK EMB.

EL. 1678.12
OFFSET -28.50

EOP
EL. 1675.67

0.036

0.036

FG EL. 1677.03

LEX EOP
EL. 1678.70

-0.036

-0.036

-0.036

OFFSET 38.50
EL. 1676.10

4:1

2:1

EL. 1674.88

EL. 1678.60
OFFSET 55.27

CUT 37
CUT (ROCK) 131
FILL 204
FILL (ROCK) 144

PS&E
PLANS

303+50.00

S.R. 126

BEGIN STA. 303+50.00
END STA. 303+50.00

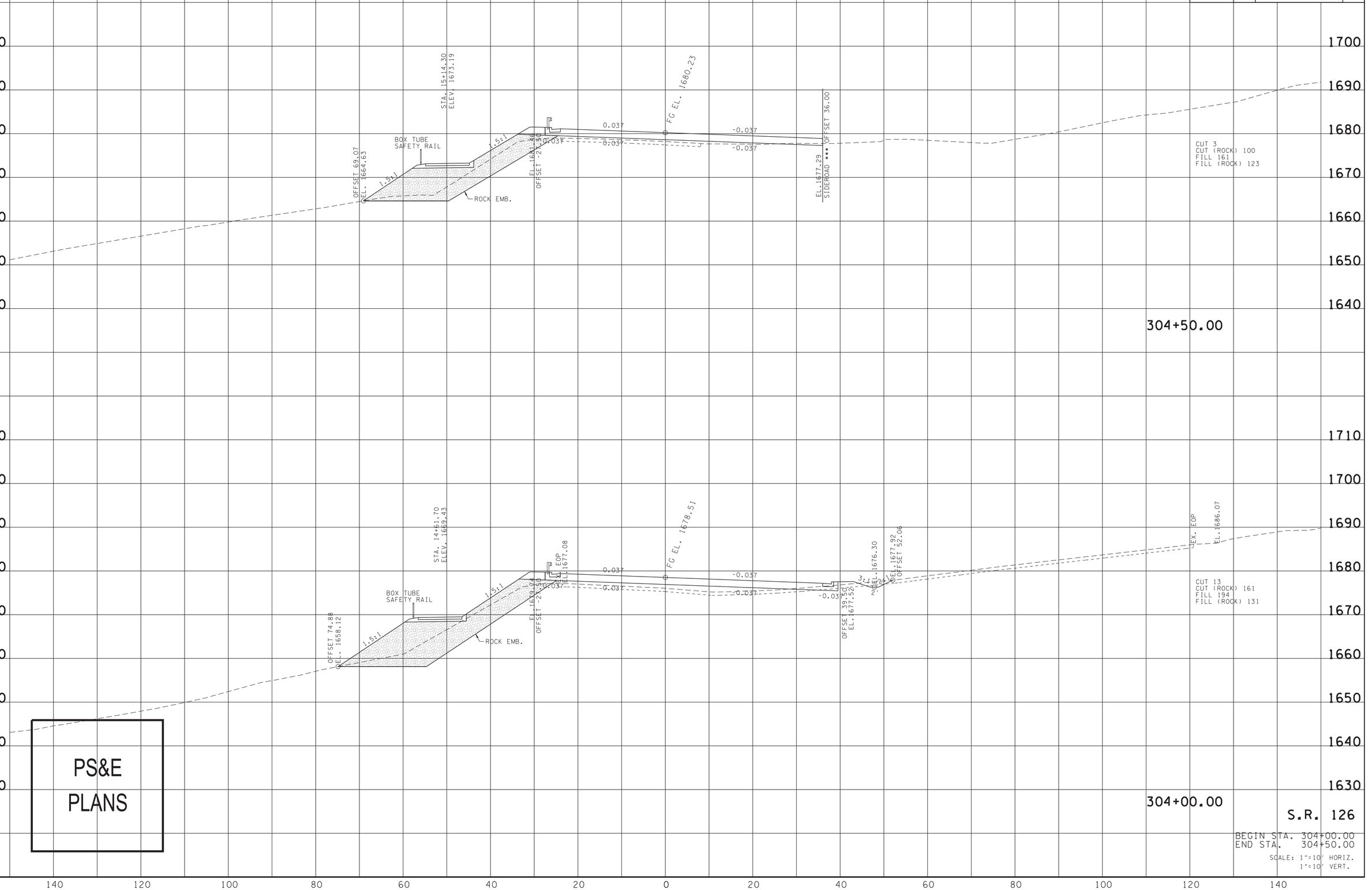
SCALE: 1"=10' HORIZ.
1"=10' VERT.

1710
1700
1690
1680
1670
1660
1650
1640
1630
1620

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

6/26/2025 1:40:49 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 161 |
| PSE | 2025 | STP-126(25) | 263 |




PS&E
PLANS

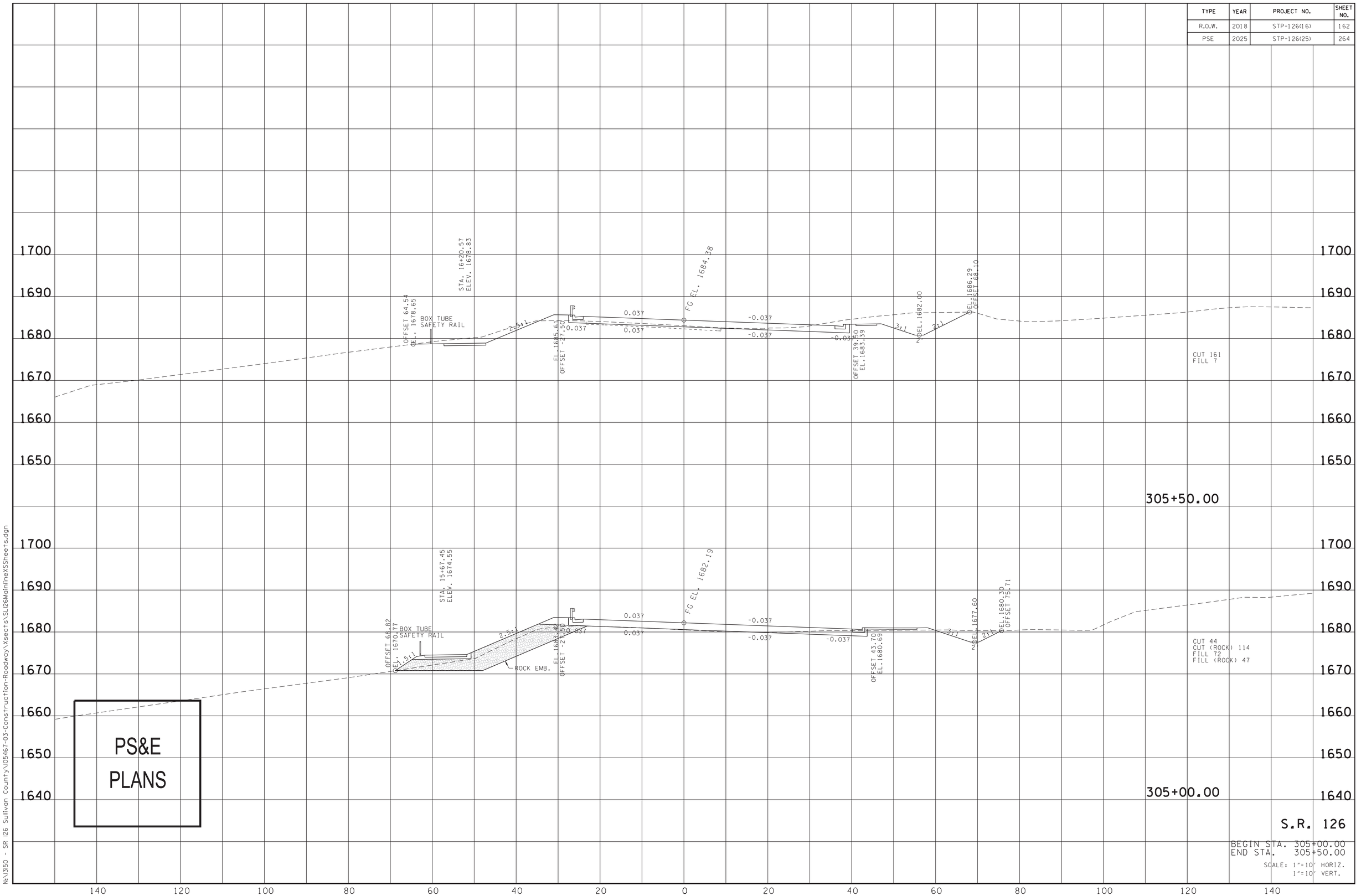
S.R. 126

BEGIN STA. 304+00.00
END STA. 304+50.00

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

6/26/2025 1:42:54 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 162 |
| PSE | 2025 | STP-126(25) | 264 |




PS&E
PLANS

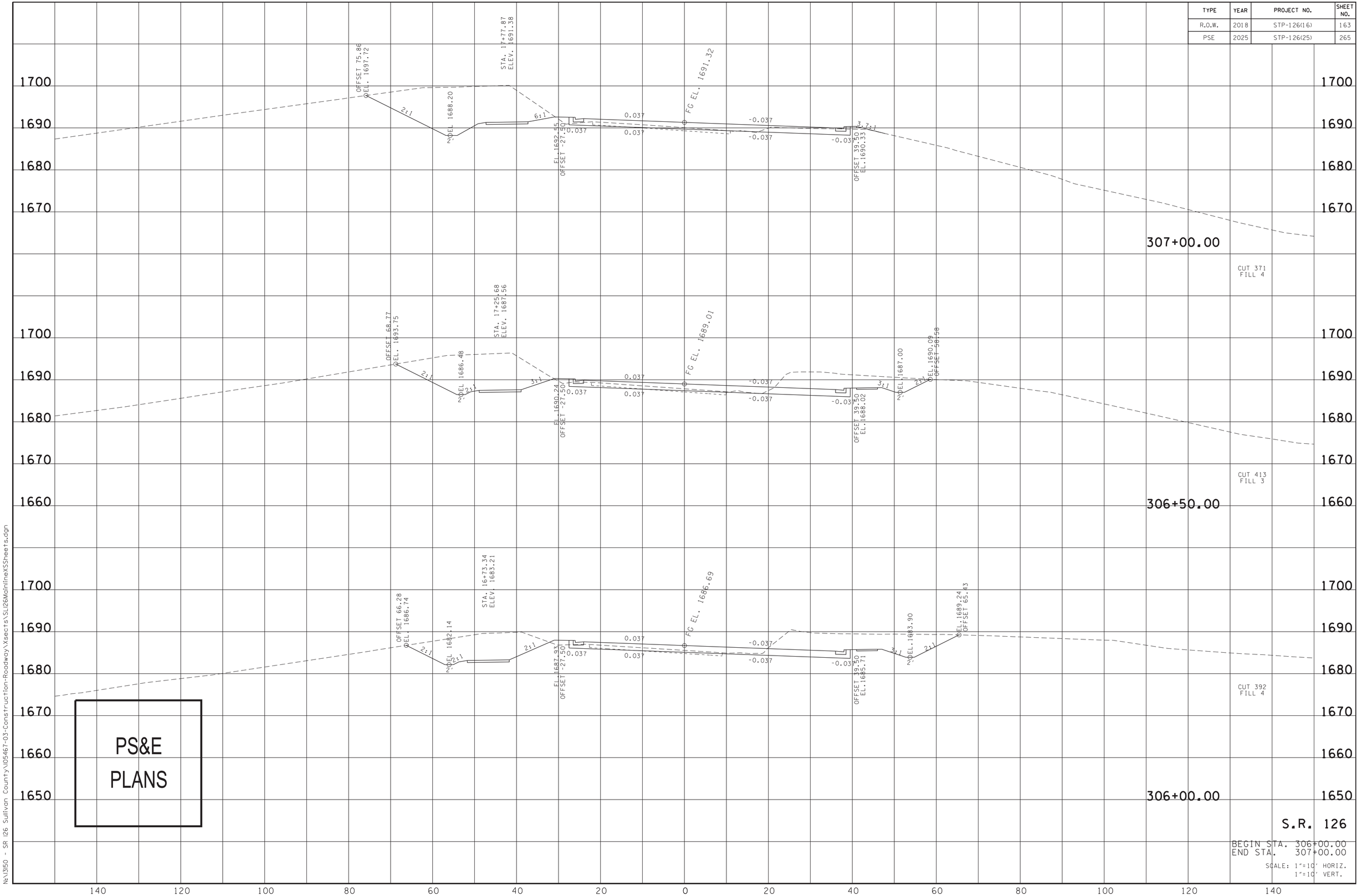
S.R. 126

BEGIN STA. 305+00.00
END STA. 305+50.00

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

6/26/2025 1:44:38 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 163 |
| PSE | 2025 | STP-126(25) | 265 |




S.R. 126

BEGIN STA. 306+00.00
END STA. 307+00.00

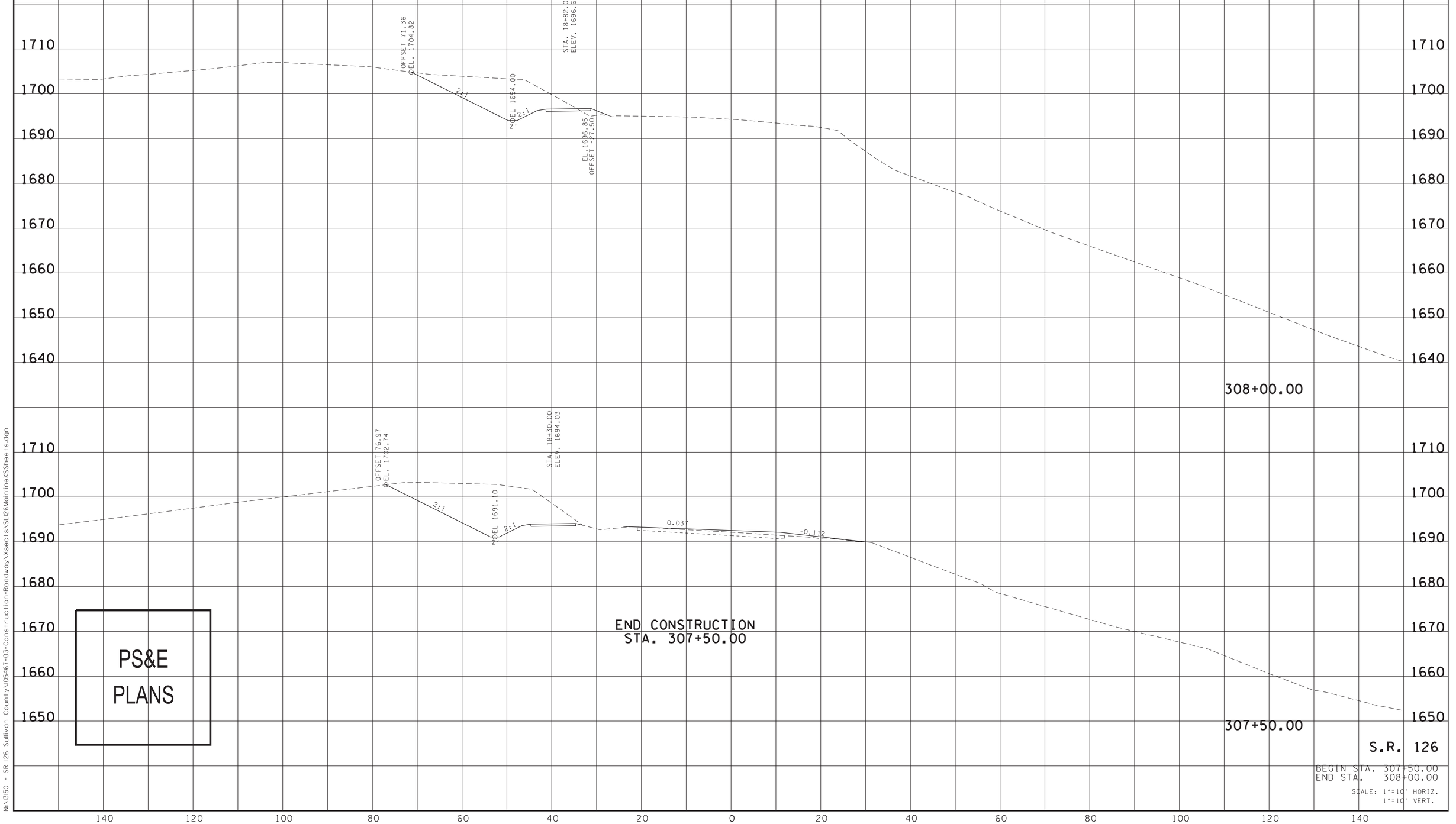
SCALE: 1"=10' HORIZ.
1"=10' VERT.

4/13/2025 11:05:29 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\SU126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 164 |
| PSE | 2025 | STP-126(25) | 266 |

GRAND SUMMARY TOTALS

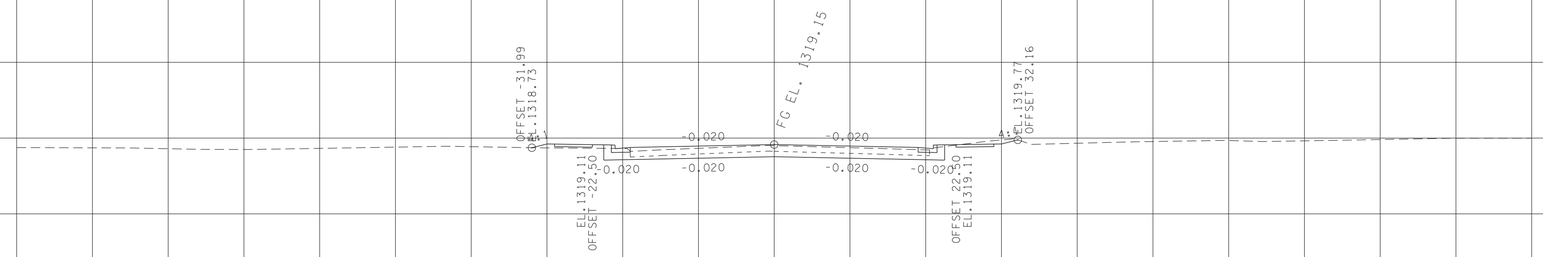
| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 101707 | 105346 | 1.00 |
| | Fill | 135558 | 122577 | 1.00 |



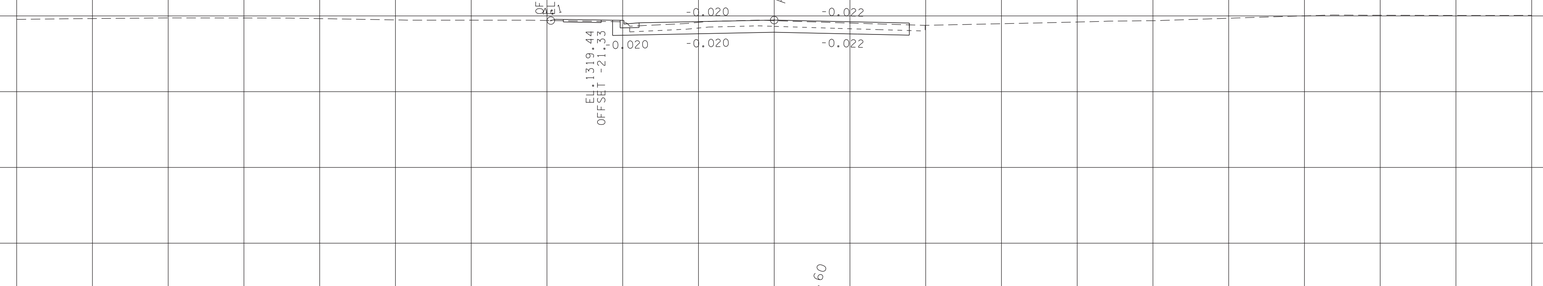

PS&E PLANS

4/13/2025 11:05:53 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\SLI26MainlineXSSheets.dgn

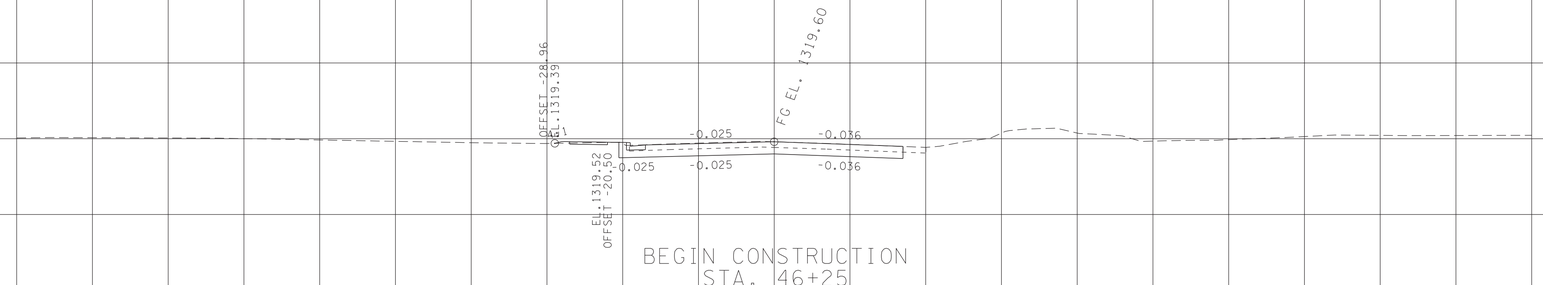
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 347 |
| PSE | 2025 | STP-126(25) | 267 |




47+00.00 CUT 61 FILL 2




46+50.00 CUT 64 FILL 2




46+25.00 CUT 73 FILL 0

BEGIN CONSTRUCTION
STA. 46+25

46+00.00

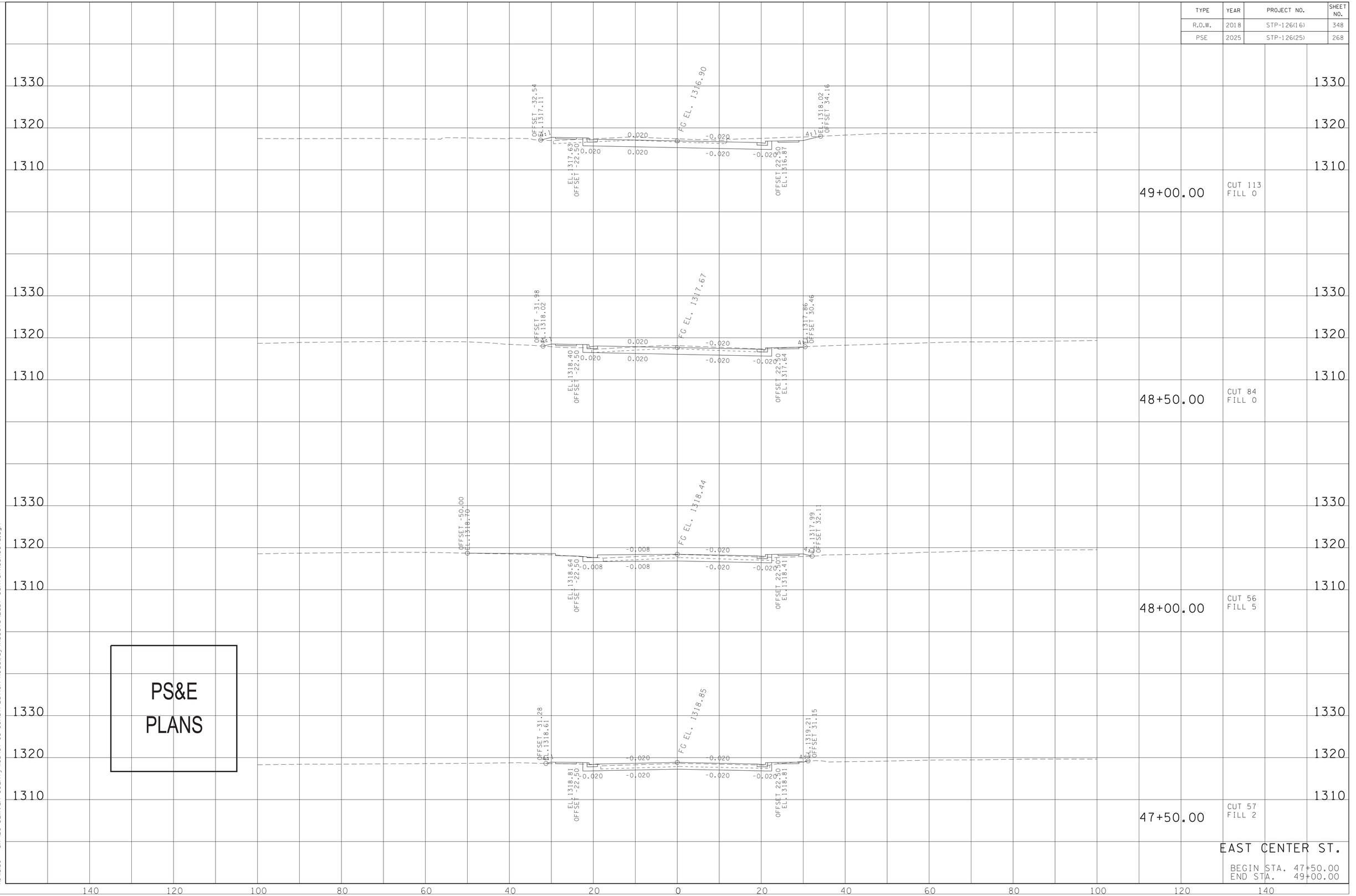
PS&E
PLANS

EAST CENTER ST.

BEGIN STA. 46+00.00
END STA. 47+00.00

4/12/2025 11:40:22 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\East CenterXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 348 |
| PSE | 2025 | STP-126(25) | 268 |




PS&E
PLANS

4/12/2025 11:40:40 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\East CenterXSSheets.dgn

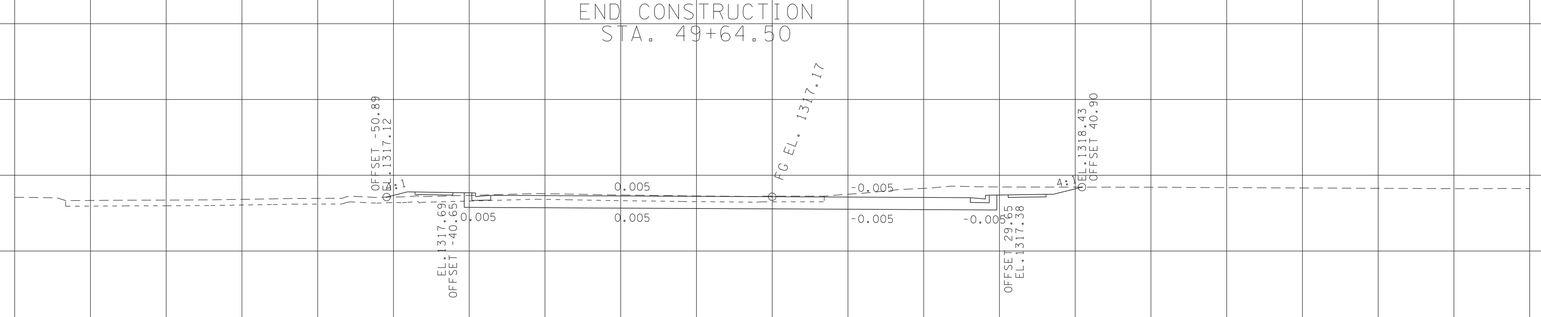
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 349 |
| PSE | 2025 | STP-126(25) | 269 |

G R A N D  S U M M A R Y  T O T A L S

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 605 | 605 | 1.00 |
| Fill | 11 | 11 | 1.00 |

PS&E
PLANS

END CONSTRUCTION
STA. 49+64.50




49+50.00

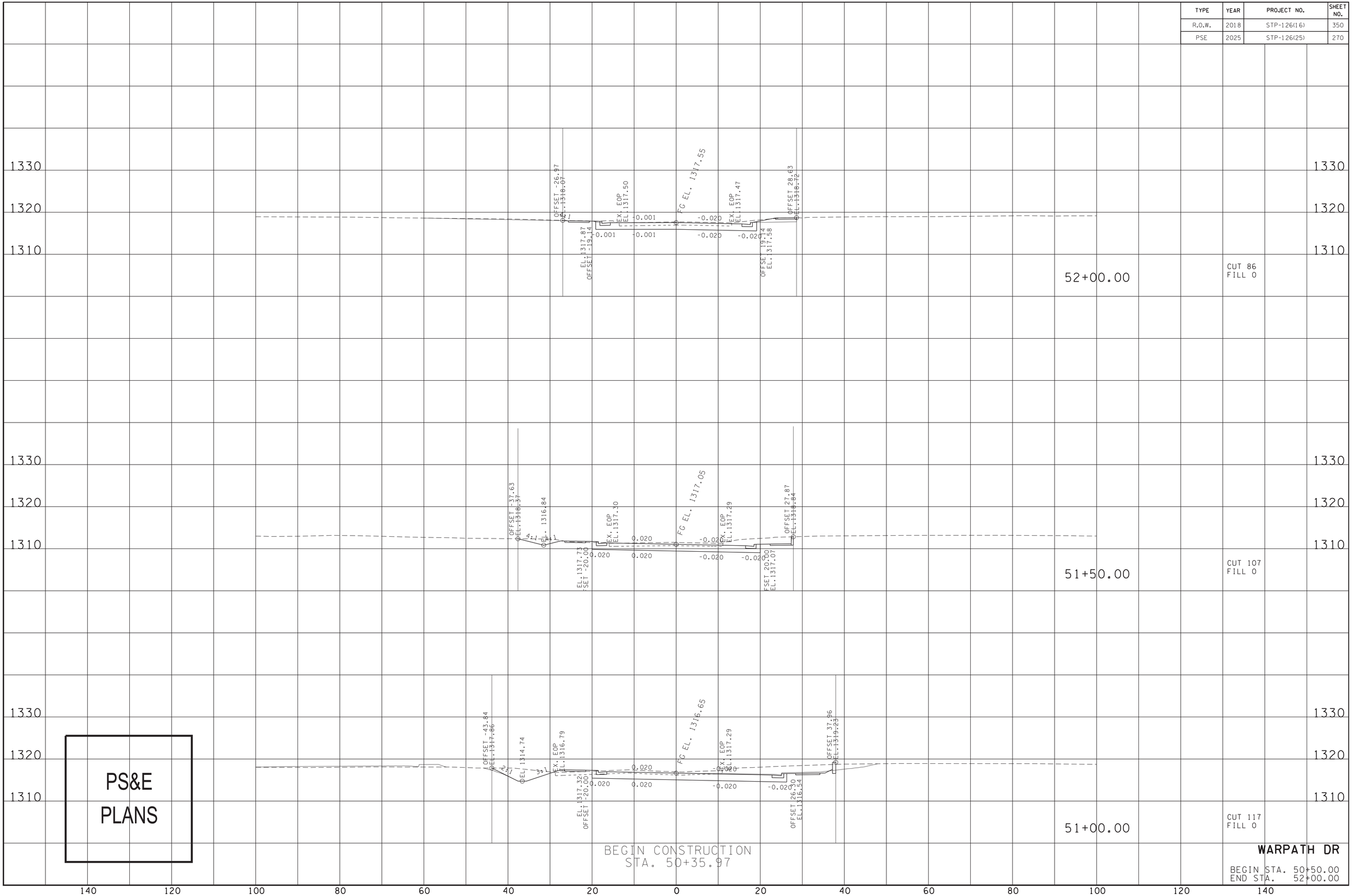
CUT 97
FILL 0

EAST CENTER ST.

BEGIN STA. 49+50.00
END STA. 52+00.00

4/12/2025 11:40:58 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\East CenterXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 350 |
| PSE | 2025 | STP-126(25) | 270 |




PS&E
PLANS

BEGIN CONSTRUCTION
STA. 50+35.97

**WARPATH DR**

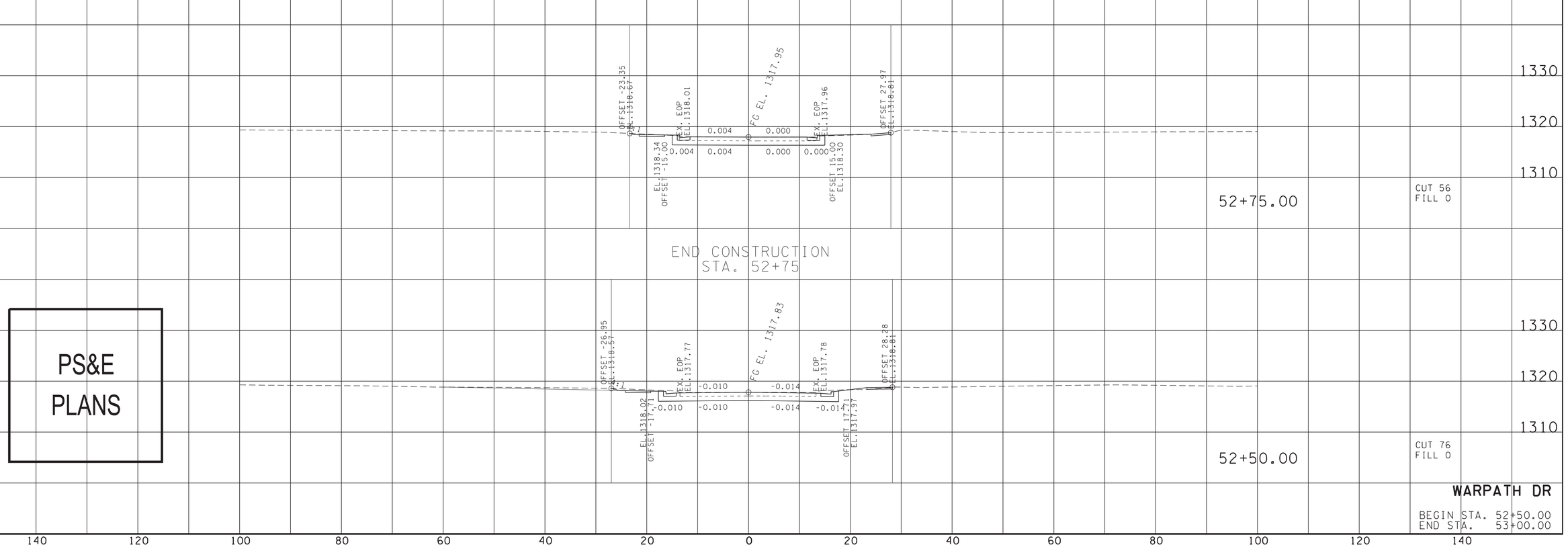
BEGIN STA. 50+50.00
END STA. 52+00.00

4/13/2025 11:18:42 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WarpathXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 351 |
| PSE | 2025 | STP-126(25) | 271 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 511 | 511 | 1.00 |
| | Fill | 2 | 2 | 1.00 |




PS&E PLANS

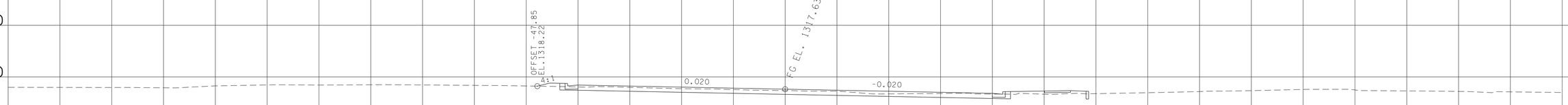
**WARPATH DR**

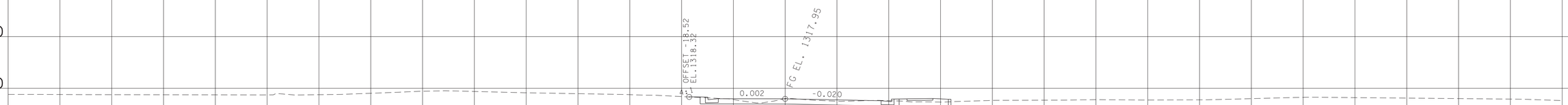
BEGIN STA. 52+50.00
END STA. 53+00.00

4/13/2025 11:19:03 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WarpathXSSheets.dgn

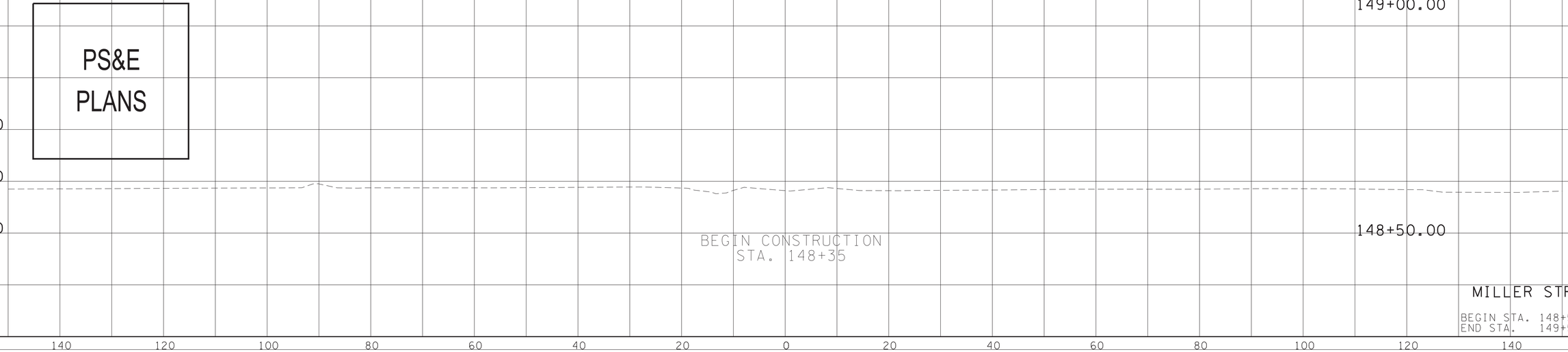
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 443 |
| PSE | 2025 | STP-126(25) | 272 |

END CONSTRUCTION
STA. 149+92.50




PS&E
PLANS




BEGIN CONSTRUCTION
STA. 148+35

MILLER STREET

BEGIN STA. 148+50.00
END STA. 149+50.00

4/13/2025 12:00:06 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\MillerXSSheets.dgn

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 352 |
| PSE | 2025 | STP-126(25) | 273 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 50 | 50 | 1.00 |
| | Fill | 21 | 21 | 1.00 |

1330
1320
1310

OFFSET -8.00
EL.1317.04
0.014
0.014
FG EL. 1316.90
0.031
0.031
EL.1317.16
OFFSET 8.00

51+60.00

CUT 16
FILL 0

END CONSTRUCTION
STA. 51+60

OFFSET -9.00
EL.1317.00
0.020
0.020
FG EL. 1316.83
0.032
0.032
EL.1317.11
OFFSET 9.00

OFFSET -9.00
EL.1316.00

EL.1316.11
OFFSET 9.00

51+50.00

CUT 18
FILL 0

OFFSET -26.15
EL.1316.80
-0.037
-0.020
FG EL. 1317.30
-0.013
-0.047
EL.1316.79
OFFSET 17.43

NOTE: FOR PROPOSED DRAINAGE, NEW DBI'S TO BE PLACED WHERE NEEDED IF THE EXISTING DBI'S CANNOT BE UTILIZED WITH ROADWAY STORM SEWER SYSTEM

OFFSET -13.67
EL.1316.56
-0.020
-0.013

EL.1316.78
OFFSET 19.00

51+00.00

CUT 13
FILL 0

PS&E
PLANS

OFFSET -26.15
EL.1316.66
-0.020
-0.014 -0.014
FG EL. 1317.55
-0.014
-0.006
-0.006
0.015

SEE SR 126 SECTIONS
*** OFFSET 35.00 ***

OFFSET -14.77
EL.1317.73

EL.1316.97
OFFSET 20.97

50+50.00

CUT 2
FILL 22

BEGIN CONSTRUCTION
STA. 50+35.52

CENTRAL ST.

BEGIN STA. 50+50.00
END STA. 52+00.00

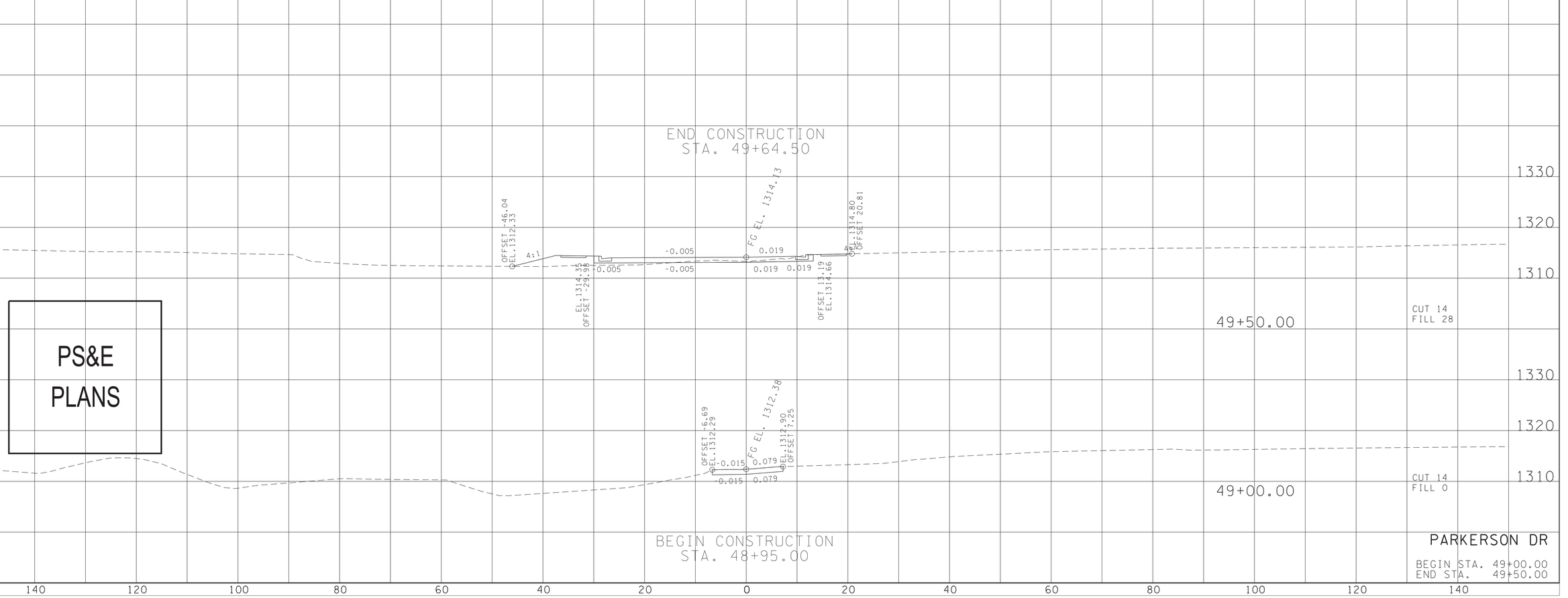
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

4/12/2025 11:37:27 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\CentralXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 353 |
| PSE | 2025 | STP-126(25) | 274 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 28 | 28 | 1.00 |
| | Fill | 28 | 28 | 1.00 |

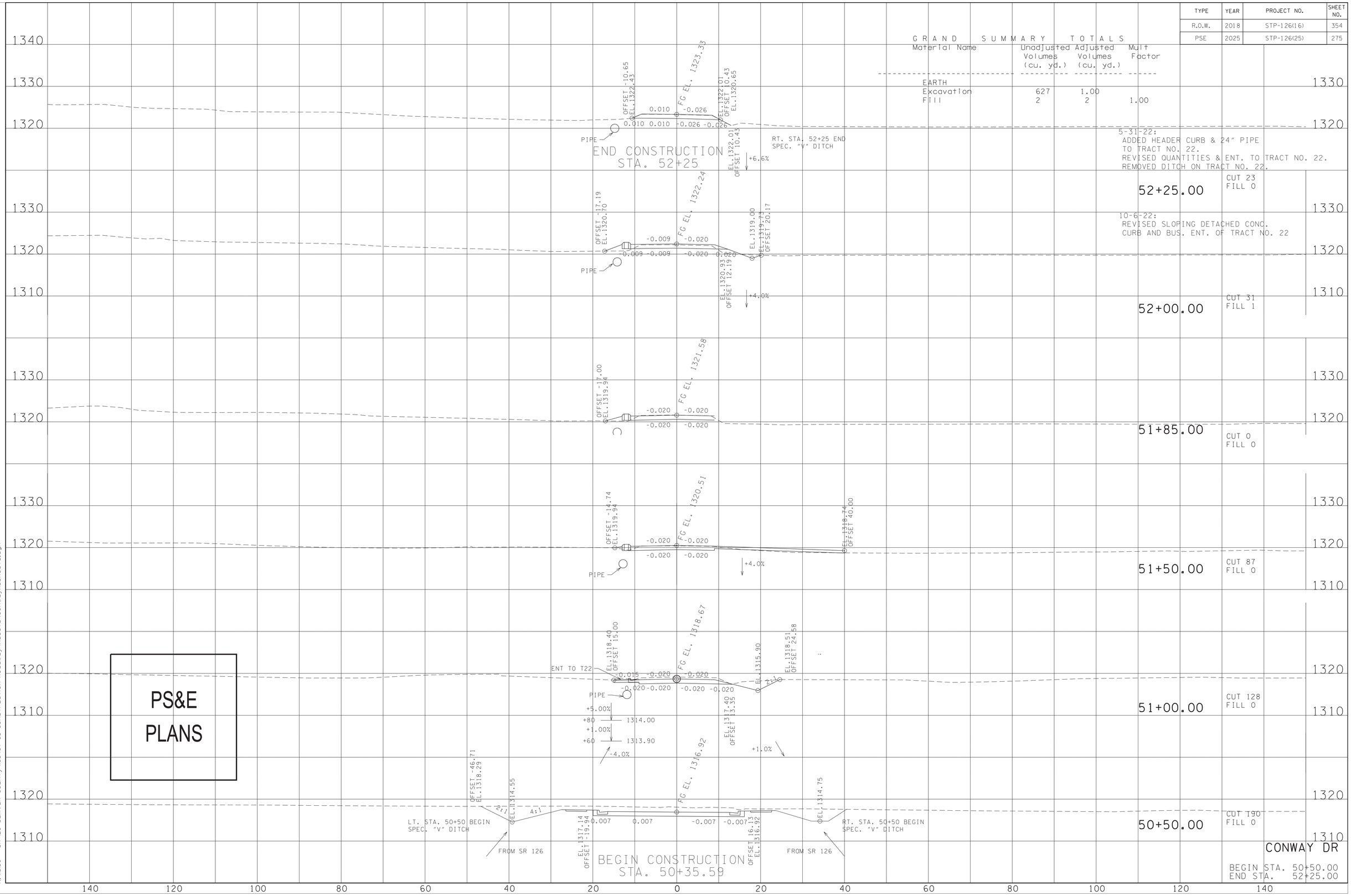



4/3/2025 12:05:44 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\ParkersonXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 354 |
| PSE | 2025 | STP-126(25) | 275 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 627 | 1.00 | |
| Fill | 2 | 2 | 1.00 |



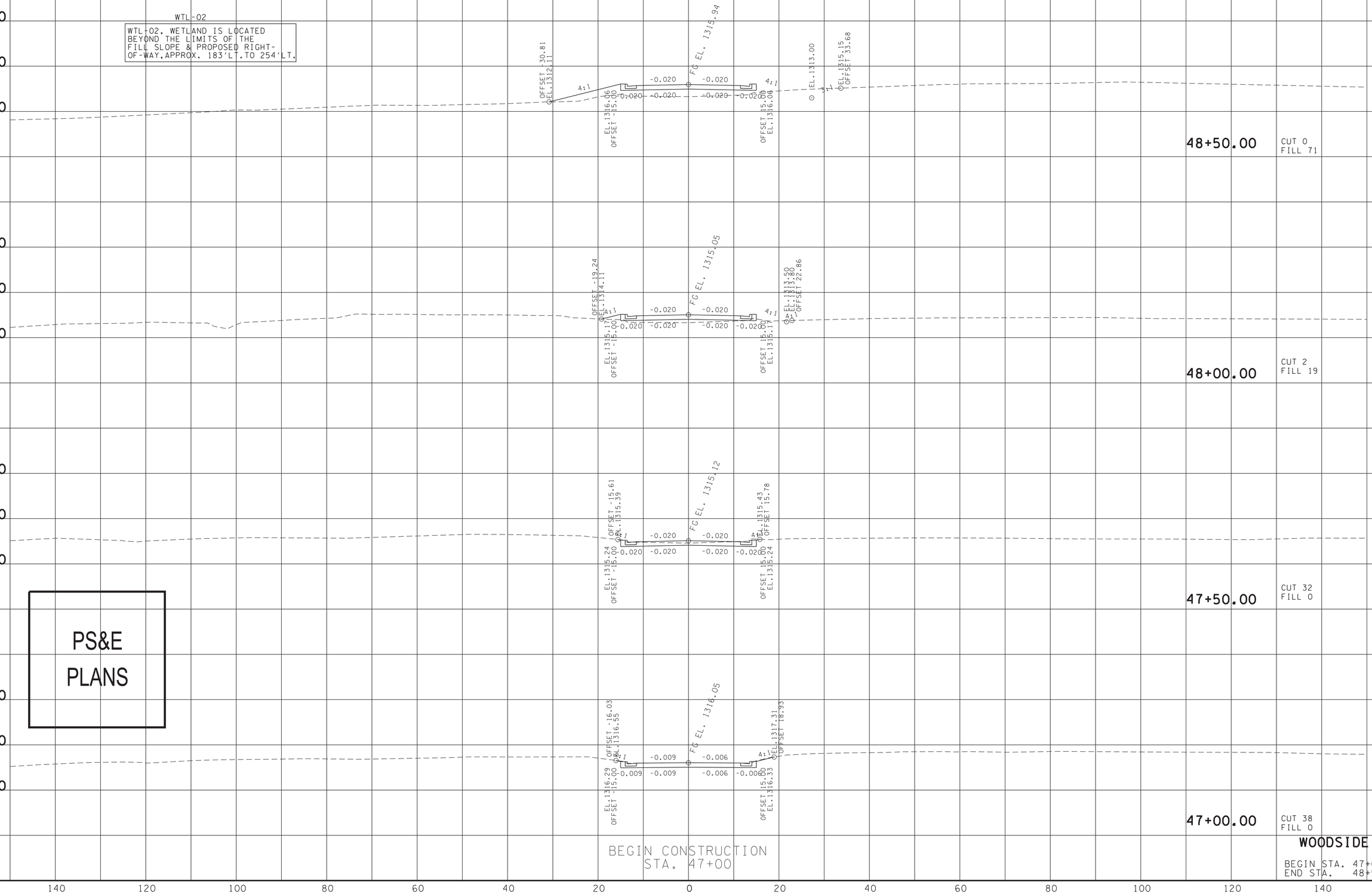

PS&E PLANS

4/12/2025 11:38:37 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\ConwayXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 355 |
| PSE | 2025 | STP-126(25) | 276 |

WTL-02

WTL-02, WETLAND IS LOCATED BEYOND THE LIMITS OF THE FILL SLOPE & PROPOSED RIGHT-OF-WAY,APPROX. 183'LT.TO 254'LT.




PS&E PLANS

BEGIN CONSTRUCTION
STA. 47+00

**WOODSIDE DR.**

BEGIN STA. 47+00.00
END STA. 48+50.00

4/13/2025 11:41:24 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WoodsideXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 356 |
| PSE | 2025 | STP-126(25) | 277 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 79 | 79 | 1.00 |
| | Fill | 365 | 365 | 1.00 |

END CONSTRUCTION
STA. 49+64.50

FG EL. 1319.38
0.004
-0.020
EL.1319.179
OFFSET -18.81
OFFSET 22.08
EL.1319.46
49+50.00
CUT 0
FILL 159

FG EL. 1317.70
OFFSET -33.17
EL.1315.27
4:1
-0.020
EL.1317.81
OFFSET -15.00
OFFSET 15.00
EL.1317.81
EL.1316.16
OFFSET 21.60
49+00.00
CUT 0
FILL 116

PS&E
PLANS

WOODSIDE DR.

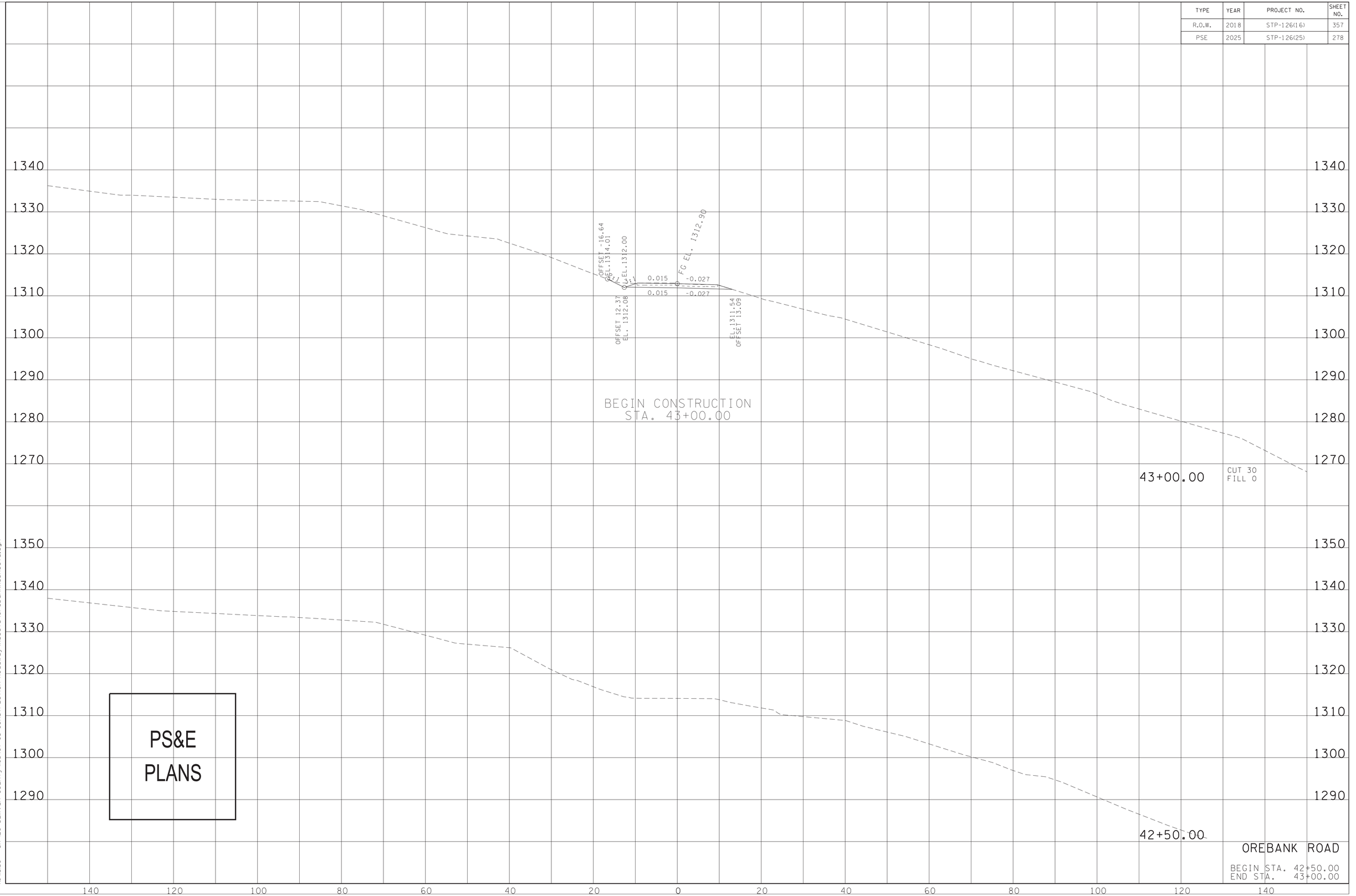
BEGIN STA. 49+00.00
END STA. 49+50.00

1330
1320
1310

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

4/13/2025 11:42:25 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WoodsideXSSheets.dgn

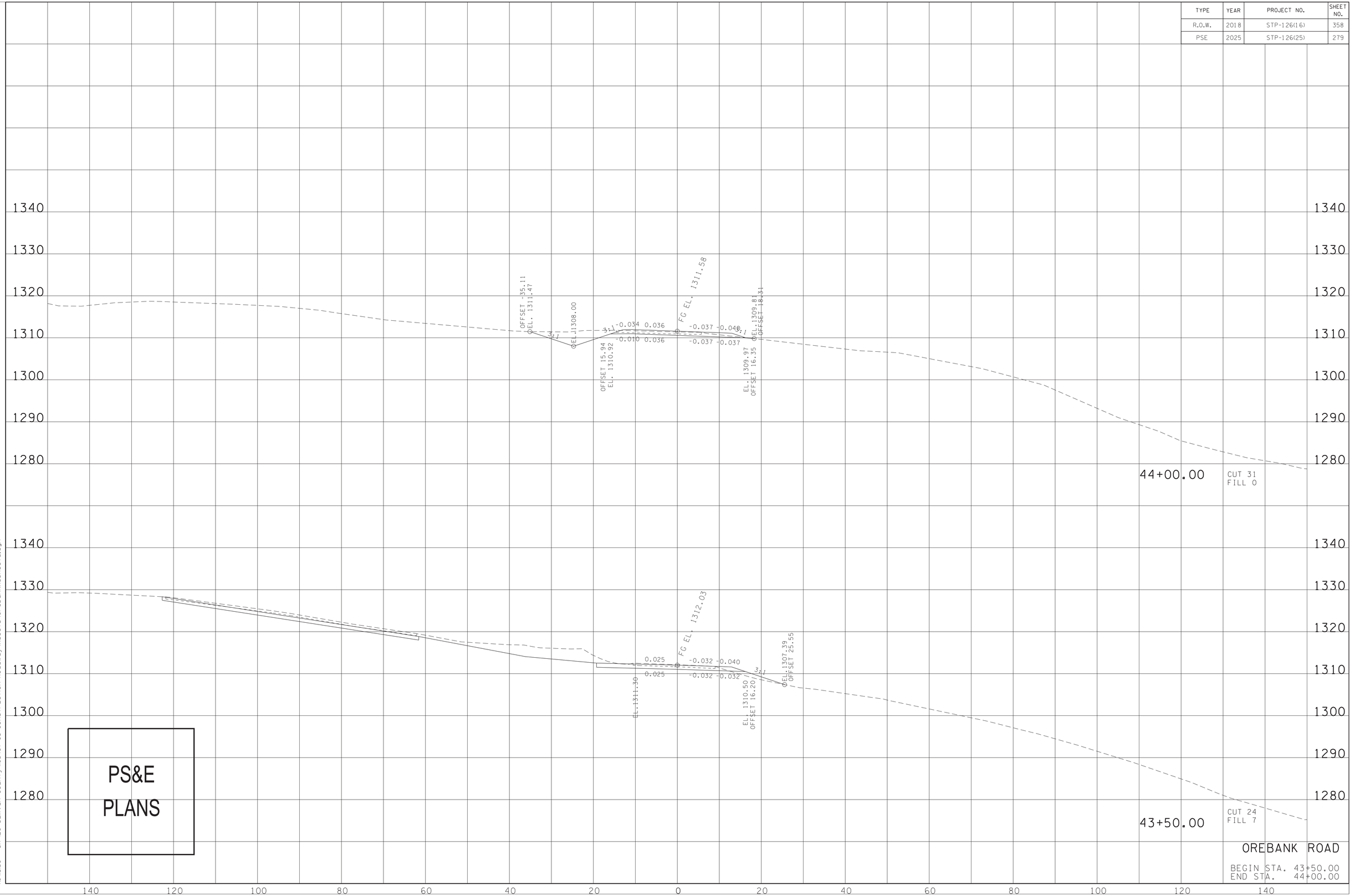
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 357 |
| PSE | 2025 | STP-126(25) | 278 |




PS&E
PLANS

4/13/2025 12:03:08 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\OrebankXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 358 |
| PSE | 2025 | STP-126(25) | 279 |



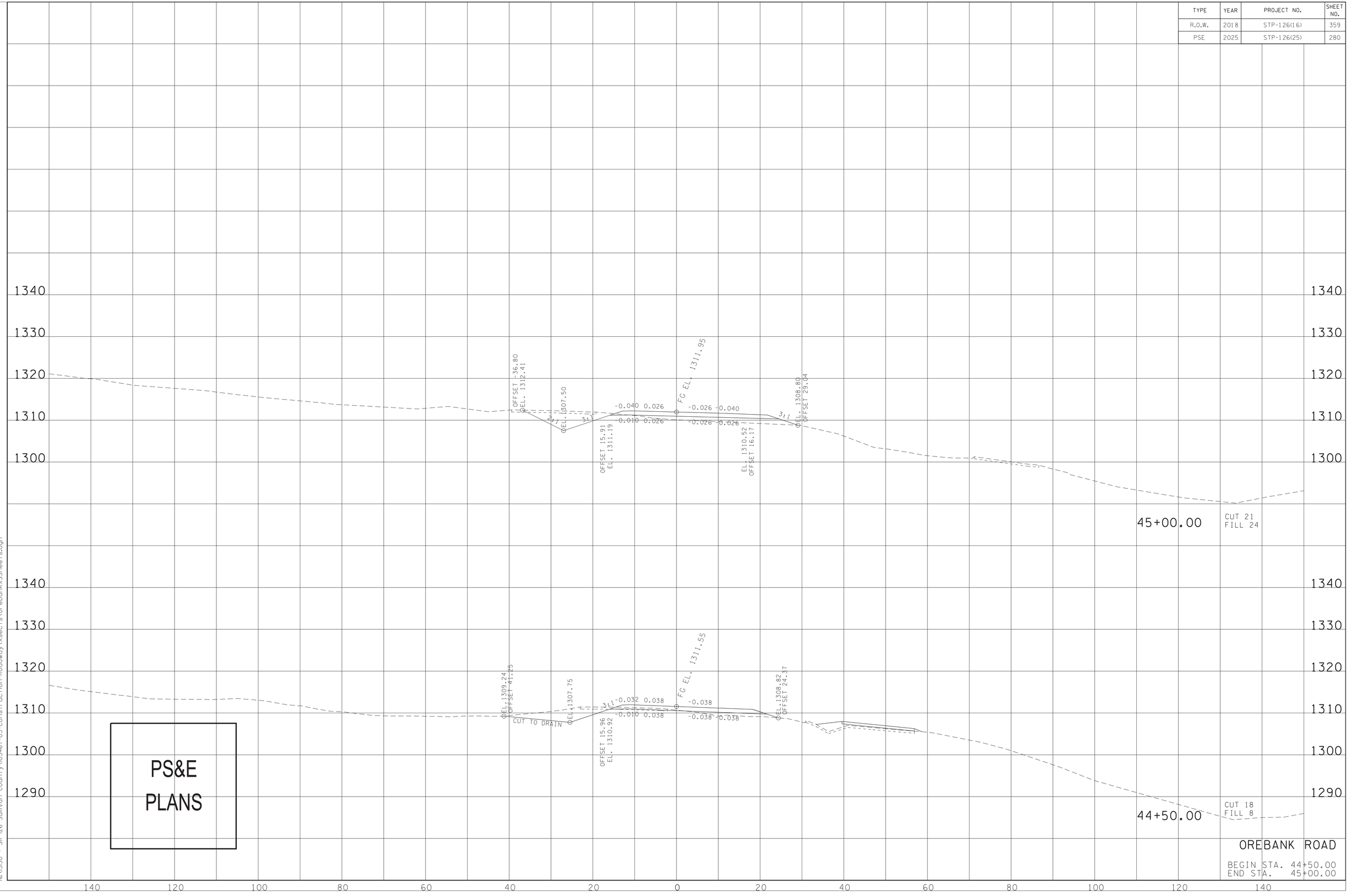

PS&E
PLANS

OREBANK ROAD

BEGIN STA. 43+50.00
END STA. 44+00.00

4/13/2025 12:03:25 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\OrebankXSSheets.dgn

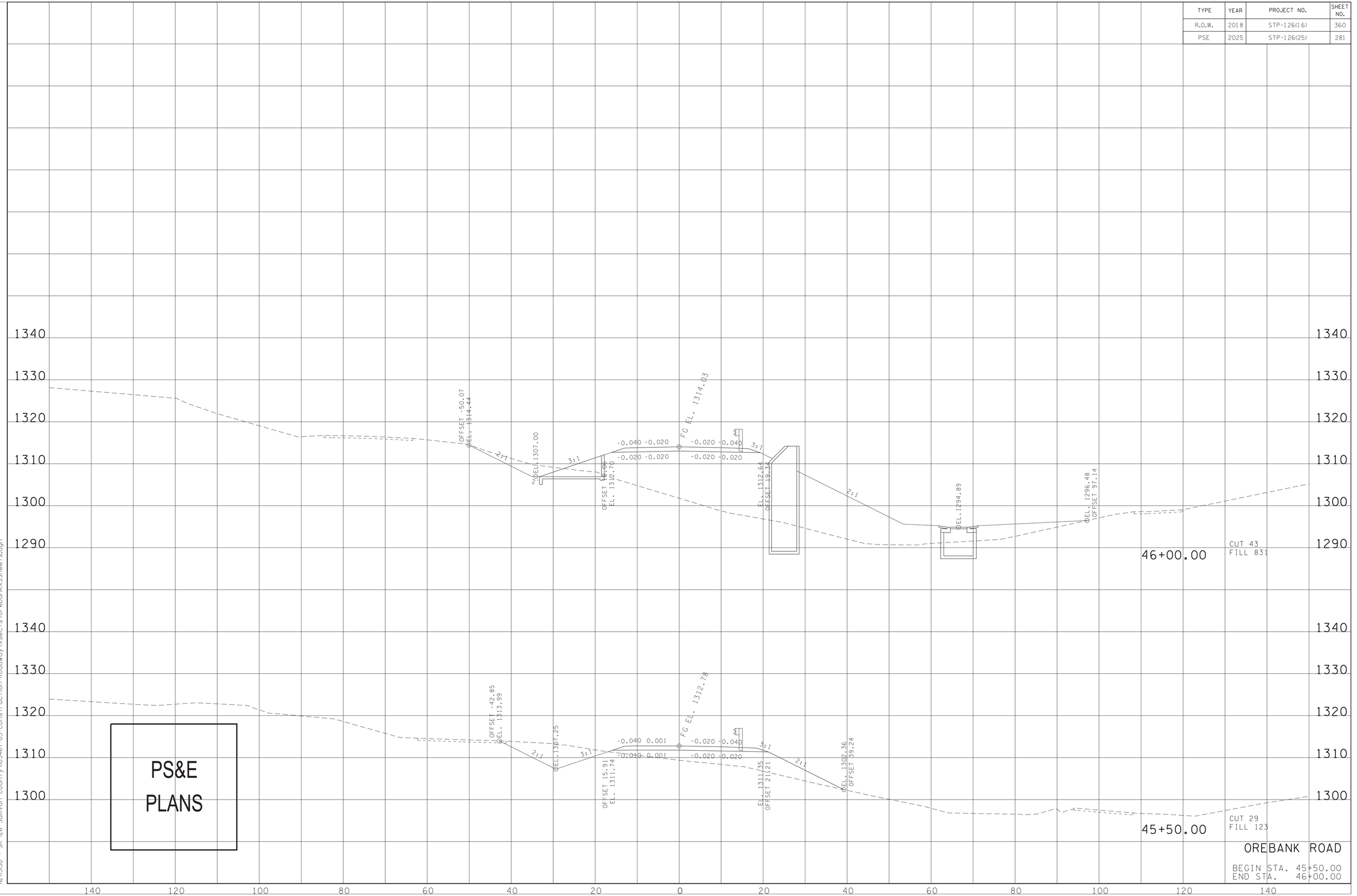
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 359 |
| PSE | 2025 | STP-126(25) | 280 |




PS&E
PLANS

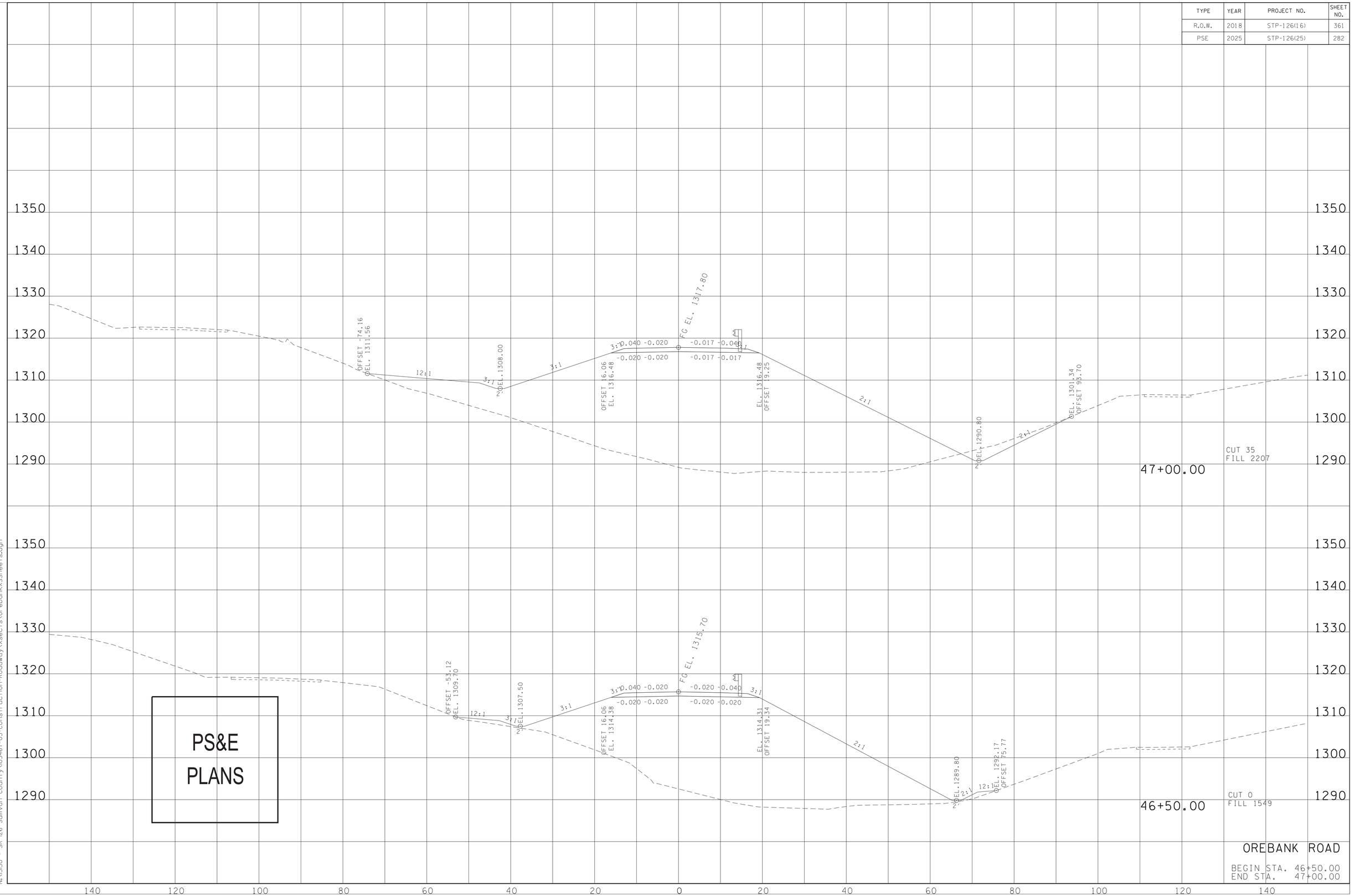
4/13/2025 12:03:43 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Orebank XSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 360 |
| PSE | 2025 | STP-126(25) | 281 |



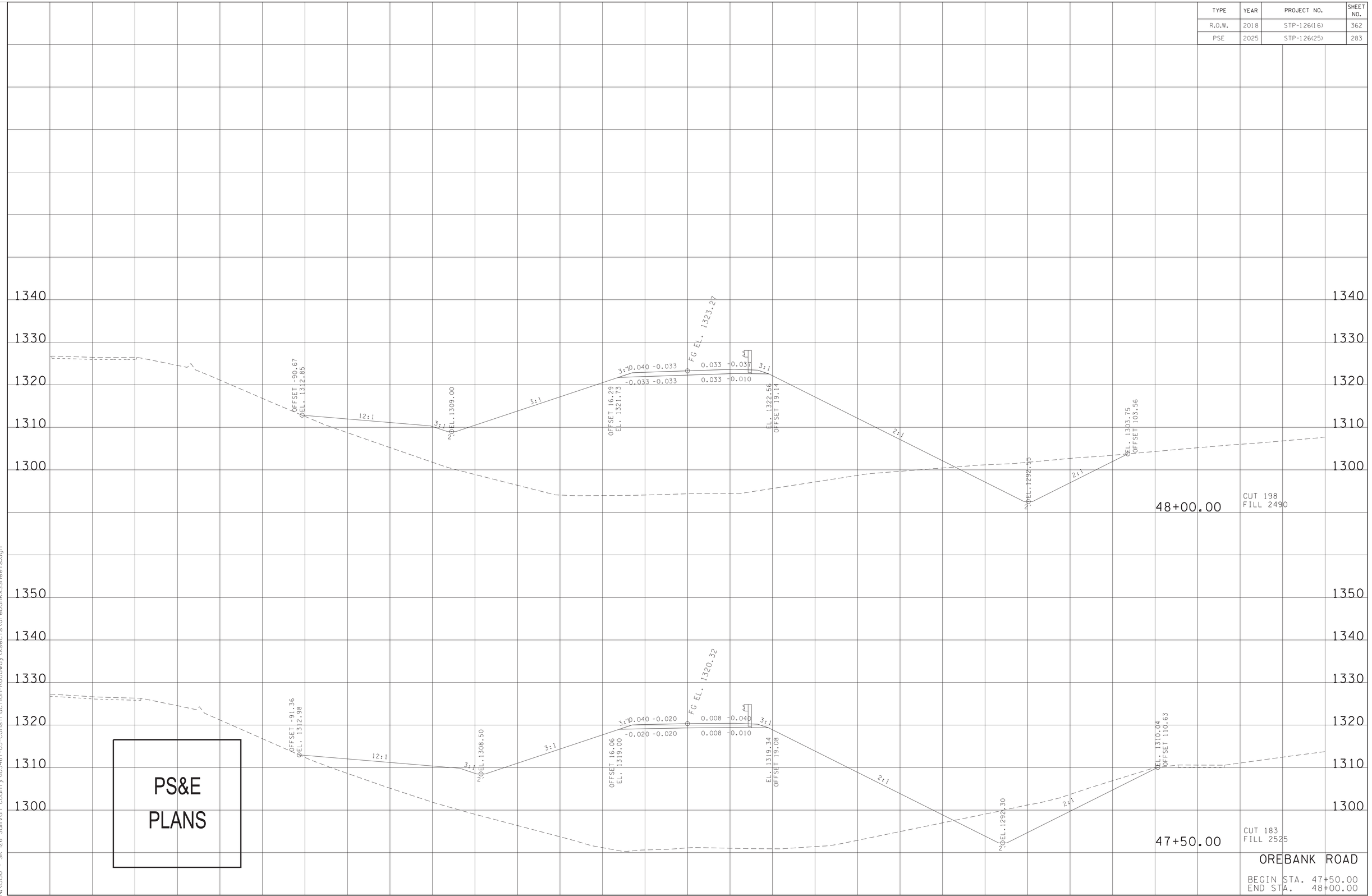

4/13/2025 12:03:57 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\OrebankXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 361 |
| PSE | 2025 | STP-126(25) | 282 |




4/13/2025 12:04:11 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\OrebankXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 362 |
| PSE | 2025 | STP-126(25) | 283 |




PS&E
PLANS

OREBANK ROAD

BEGIN STA. 47+50.00
END STA. 48+00.00

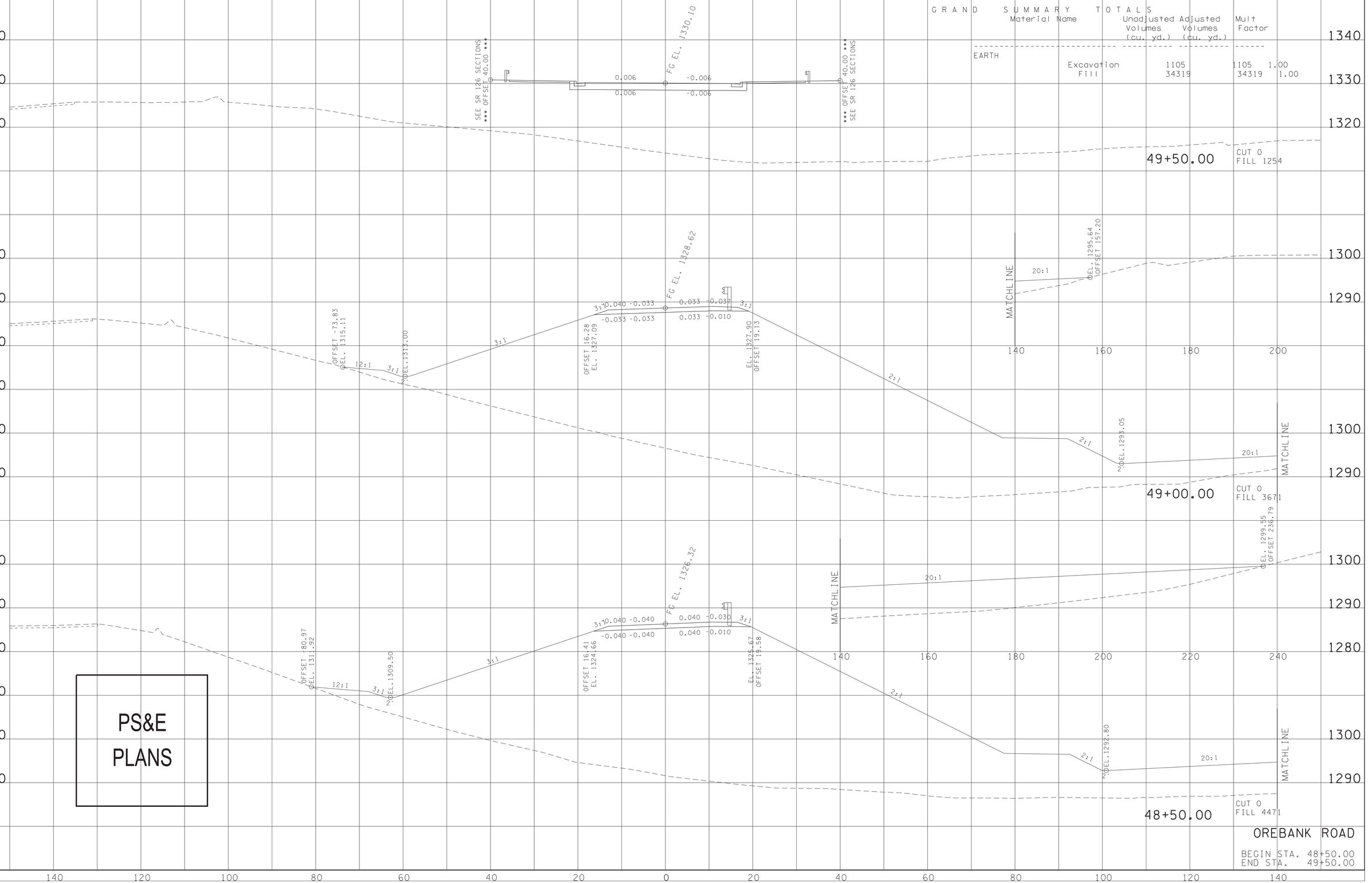
4/3/2025 12:04:26 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\OrebankXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 363 |
| PSE | 2025 | STP-126(25) | 284 |

# END CONSTRUCTION
# STA. 49+64.50

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 1105 | 1105 | 1.00 |
| | Fill | 34319 | 34319 | 1.00 |



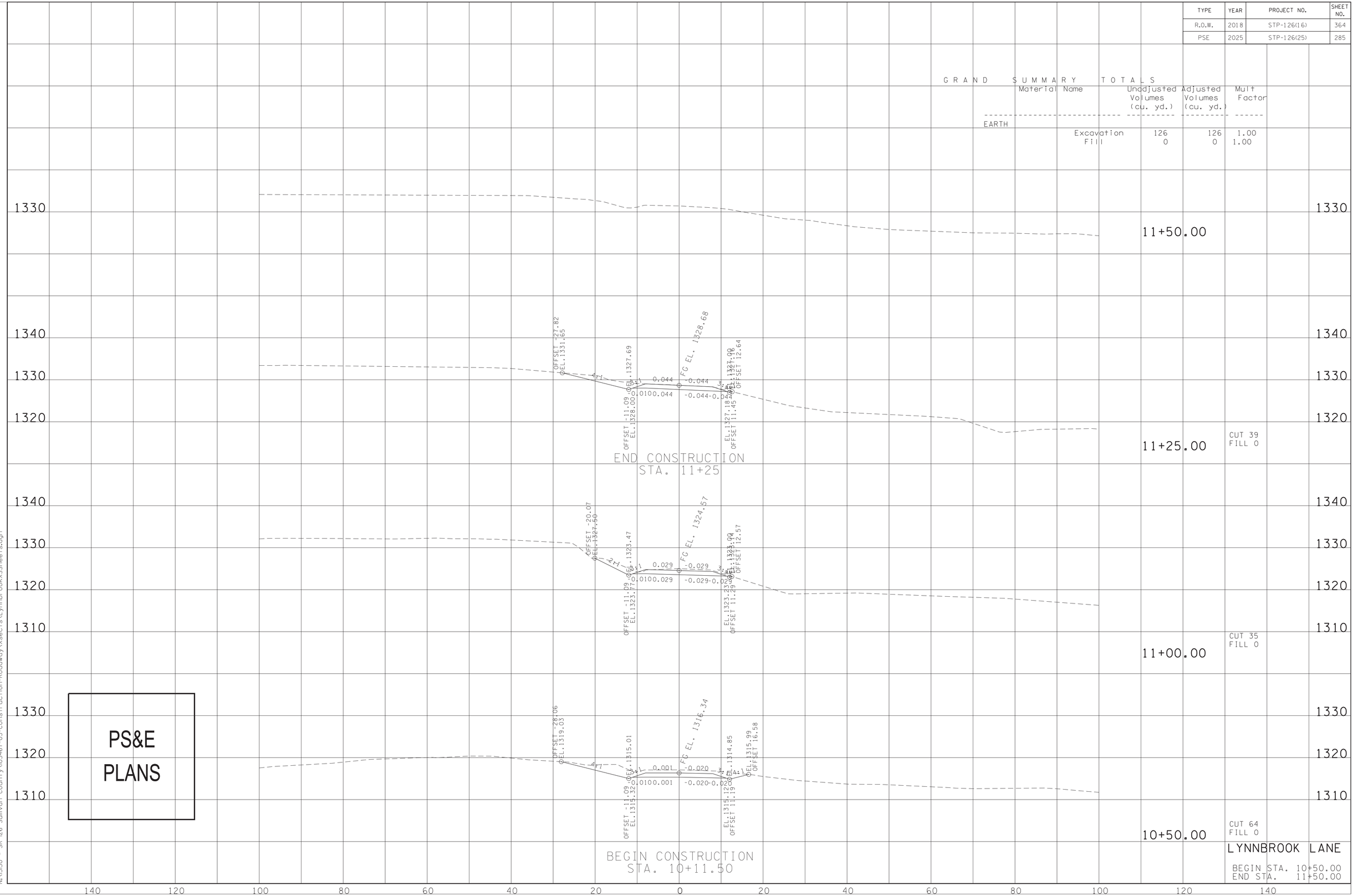

PS&E
PLANS

4/13/2025 12:04:41 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\OrebankXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 364 |
| PSE | 2025 | STP-126(25) | 285 |

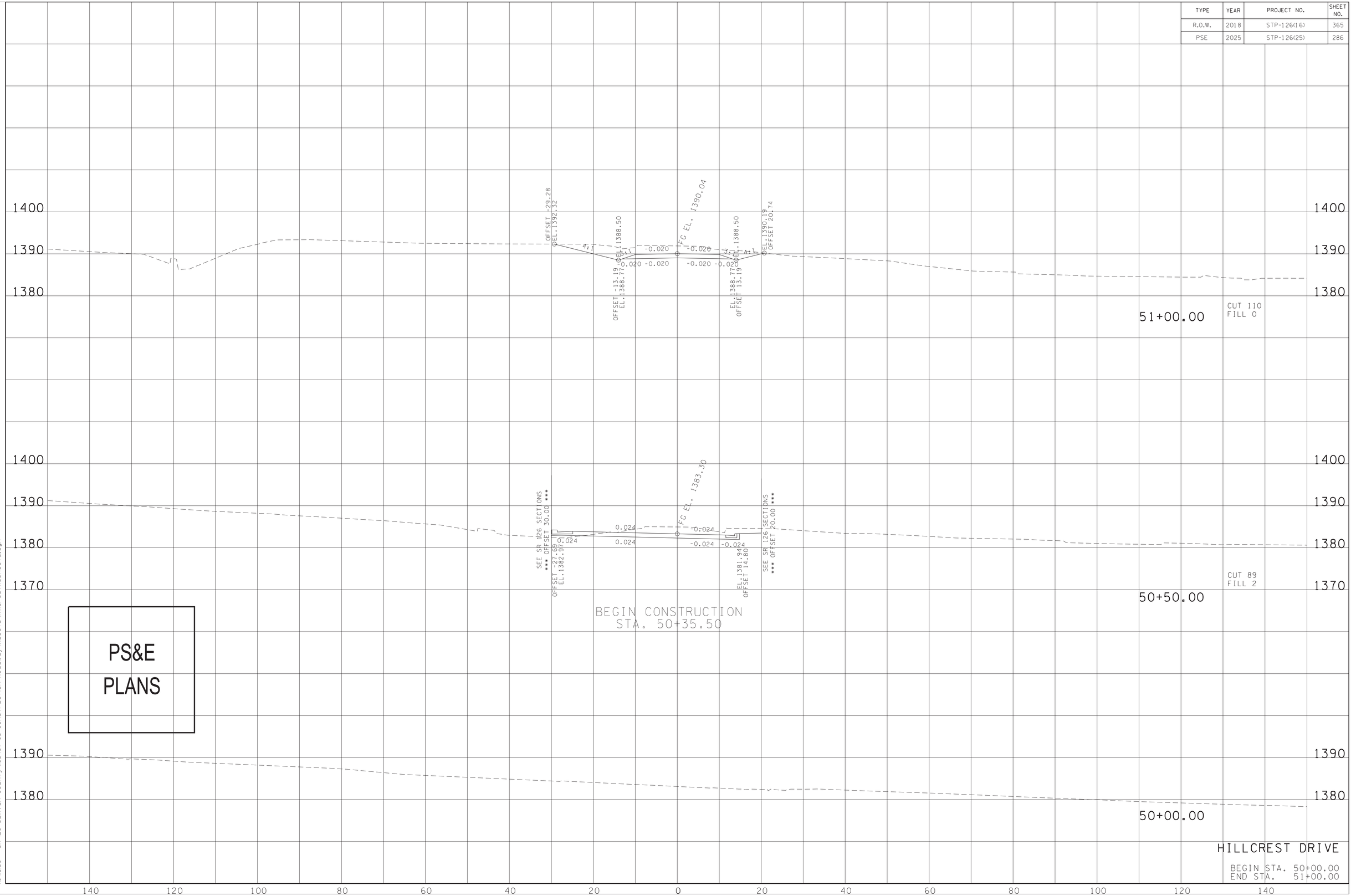
GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 126 | 126 | 1.00 |
| | Fill | 0 | 0 | 1.00 |



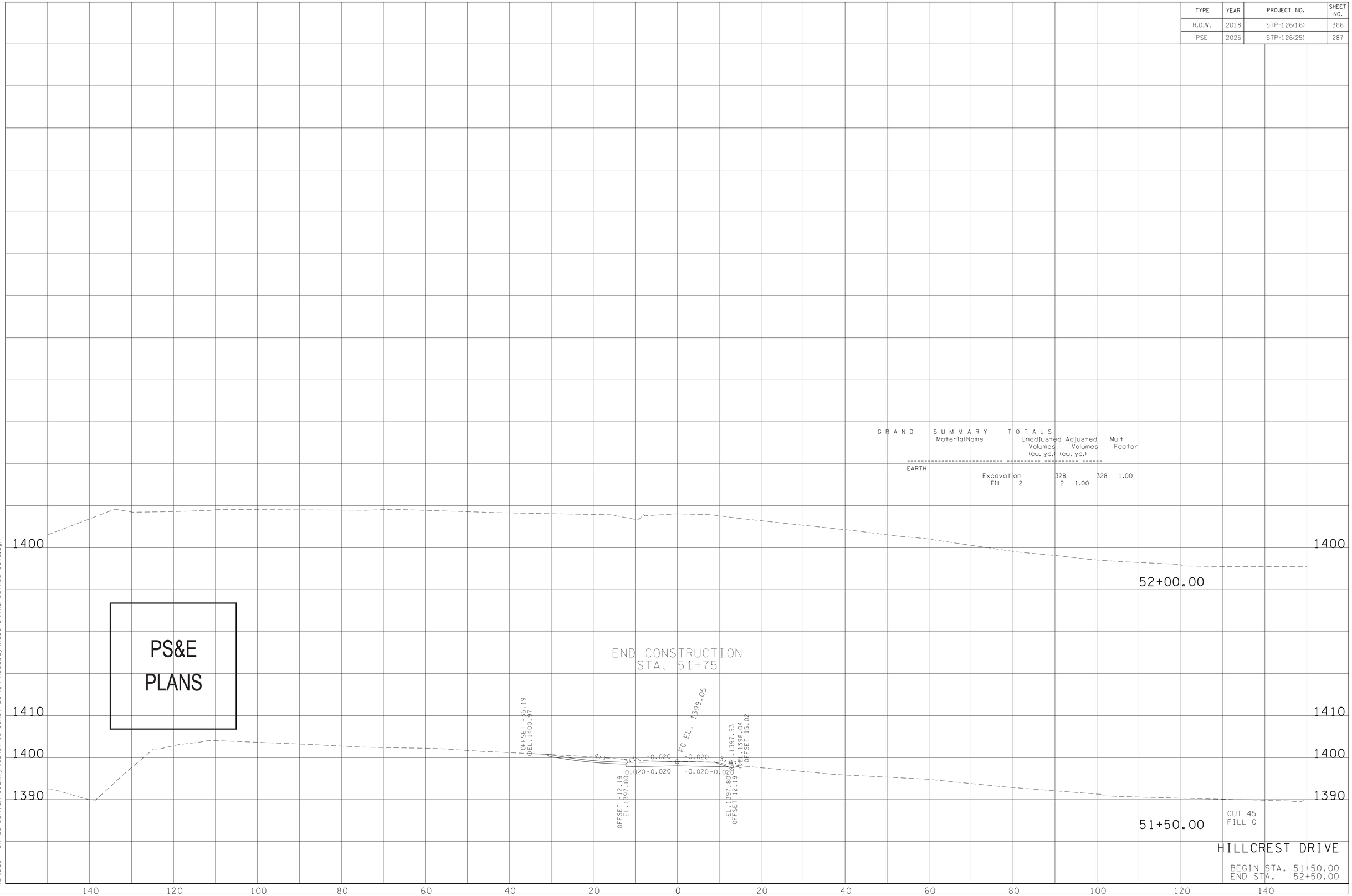

4/12/2025 11:59:00 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Lynnbrook\XSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 365 |
| PSE | 2025 | STP-126(25) | 286 |




4/12/2025 11:56:13 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Hillcrest\XSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 366 |
| PSE | 2025 | STP-126(25) | 287 |

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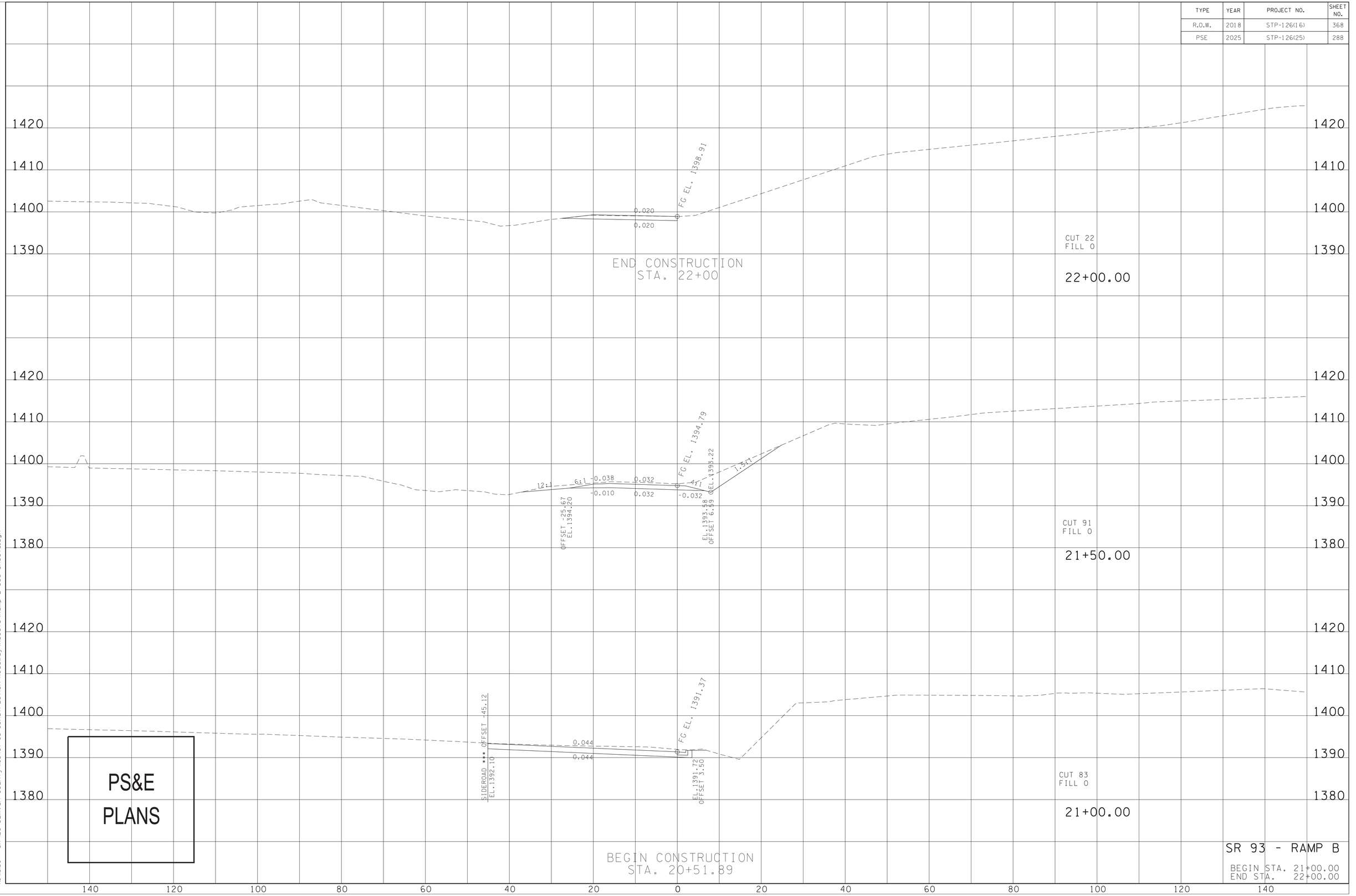
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 368 |
| PSE | 2025 | STP-126(25) | 288 |




PS&E
PLANS

SR 93 - RAMP B

BEGIN STA. 21+00.00
END STA. 22+00.00

4/13/2025 12:08:34 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp B Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 369 |
| PSE | 2025 | STP-126(25) | 289 |

PS&E
PLANS

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 286 | 286 | 1.00 |
| Fill | 0 | 0 | 1.00 |

1430
1420
1410

CUT 0
FILL 0

22+50.00

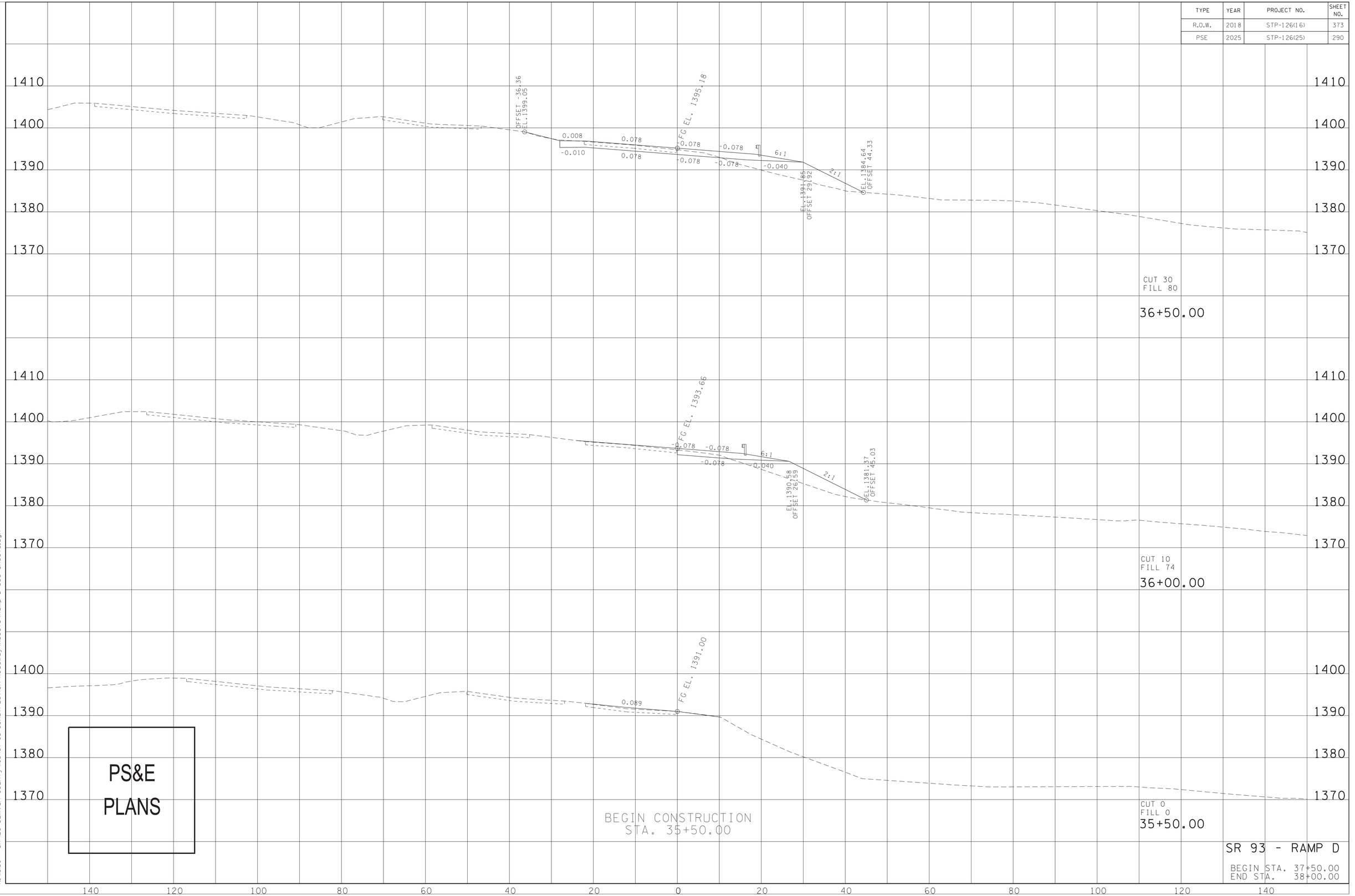
SR 93 - RAMP B

BEGIN STA. 22+50.00
END STA. 22+50.00

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

4/13/2025 12:08:49 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Ramp B Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 373 |
| PSE | 2025 | STP-126(25) | 290 |



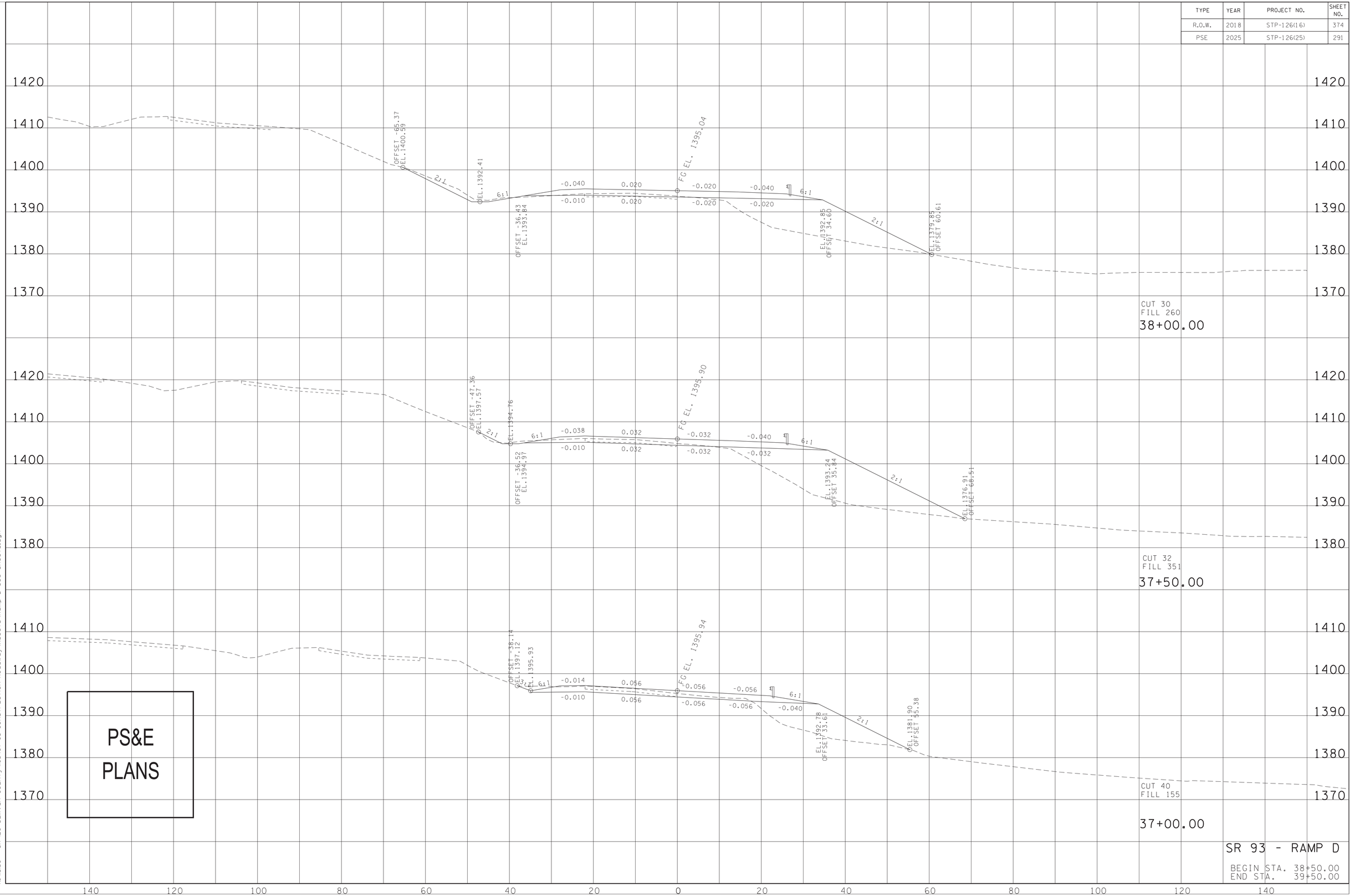

PS&E
PLANS

SR 93 - RAMP D

BEGIN STA. 37+50.00
END STA. 38+00.00

4/13/2025 12:18:47 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp D Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 374 |
| PSE | 2025 | STP-126(25) | 291 |




PS&E
PLANS

SR 93 - RAMP D

BEGIN STA. 38+50.00
END STA. 39+50.00

4/13/2025 12:19:00 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp D Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 375 |
| PSE | 2025 | STP-126(25) | 292 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 693 | 693 | 1.00 |
| | Fill | 1882 | 1882 | 1.00 |

END CONSTRUCTION
STA. 39+61.98

OFFSET -74.09
EL. 1389.73
6:1
EL. 1386.85
6:1
OFFSET -36.79
EL. 1390.19
-0.031
-0.010
0.039
0.039
FG EL. 1390.97
SR 126 *** OFFSET 31.22

CUT 251
FILL 0
39+50.00

EL. 1384.44

OFFSET -31.53
EL. 1389.92
OFFSET -31.23
EL. 1390.05
-0.040
-0.010
0.020
0.020
FG EL. 1391.20
-0.020
-0.020
-0.040
-0.020
6:1
EL. 1388.59
OFFSET 37.07
EL. 1389.01
OFFSET 34.59

STR-02/PER.
STR-02/PER.
88" OR 60" CMP

CUT 74
FILL 0
39+00.00

OFFSET -64.91
EL. 1395.33
6:1
EL. 1389.87
6:1
OFFSET -36.43
EL. 1392.14
-0.040
-0.010
0.020
0.020
FG EL. 1393.34
-0.020
-0.020
-0.040
-0.020
6:1
EL. 1391.15
OFFSET 34.59
2:1
EL. 1384.58
OFFSET 47.73

CUT 33
FILL 95
38+50.00

PS&E
PLANS

SR 93 - RAMP D

BEGIN STA. 38+50.00
END STA. 39+50.00

4/13/2025 12:19:13 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp D Sec Sheets.dgn

END CONSTRUCTION
STA. 9+64.50

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 172 | 172 | 1.00 |
| Fill | 0 | 0 | 1.00 |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 367 |
| PSE | 2025 | STP-126(25) | 293 |

SR 126 STA 239+55 OFFSET -48.70
EX. EOP EL.1418.13
-0.050
-0.050
FG EL. 1418.59
0.050
0.050
SR 126 STA. 239+81 OFFSET 48.17
EX. EOP EL.1419.47
EX. EOP EL.1424.86
CUT 43
FILL 0
9+50.00

EX. EOP EL.1411.56
EX. EOP EL.1420.04
-0.018
-0.018
-0.018
FG EL. 1420.18
0.027
0.027
EX. EOP EL.1420.48
2:1
CUT 46
FILL 0
9+00.00

EX. EOP EL.1420.93
-0.002
-0.002
FG EL. 1420.97
0.015
0.015
EX. EOP EL.1421.06
CUT 31
FILL 0
8+75.00

BEGIN CONSTRUCTION
STA. 8+75

8+50.00

PS&E
PLANS

SR 93 - RAMP A

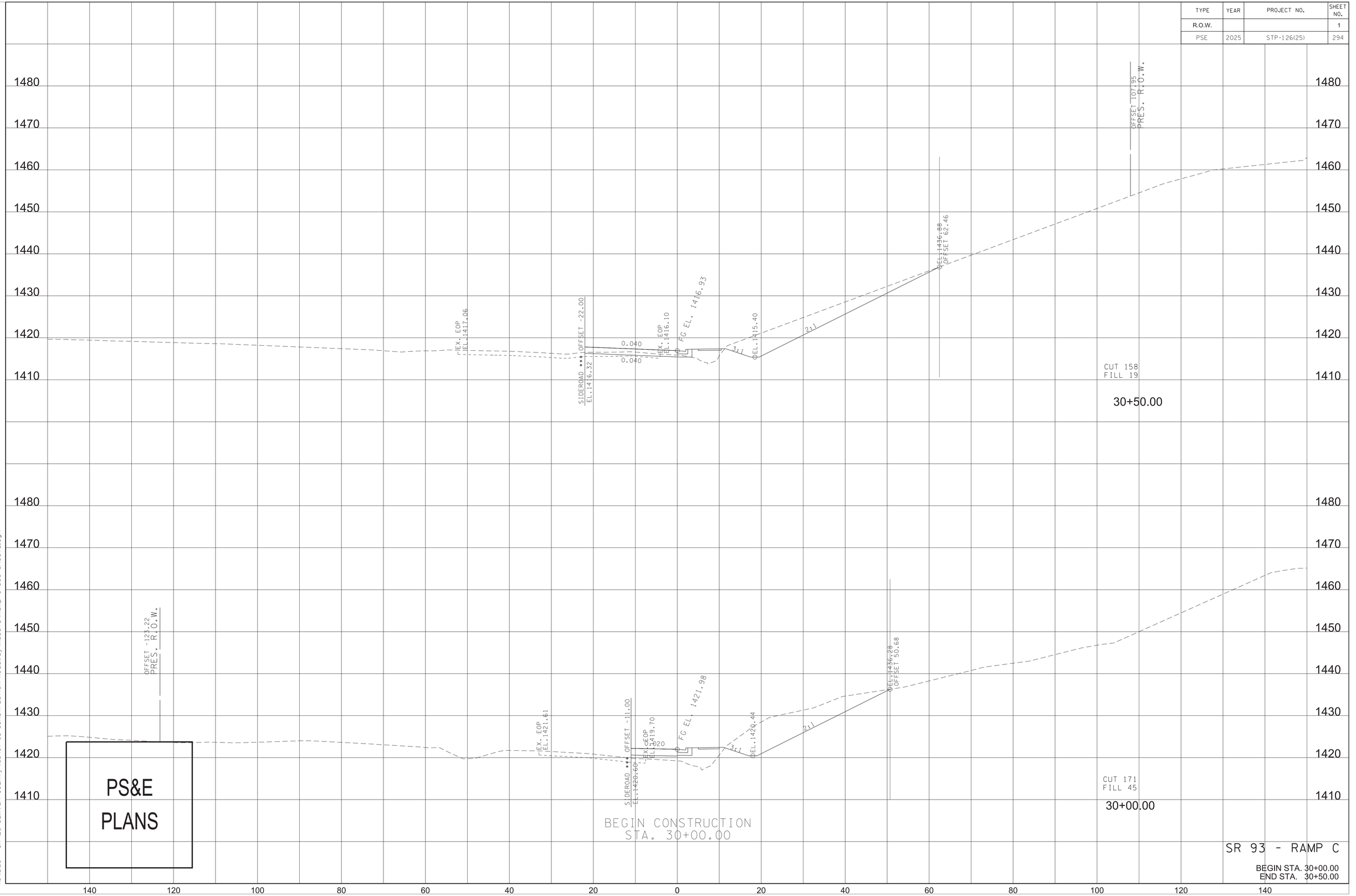
BEGIN STA. 8+50.00
END STA. 9+50.00

1430
1420
1410

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

4/3/2025 12:07:38 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp A Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 1 |
| PSE | 2025 | STP-126(25) | 294 |




PS&E
PLANS

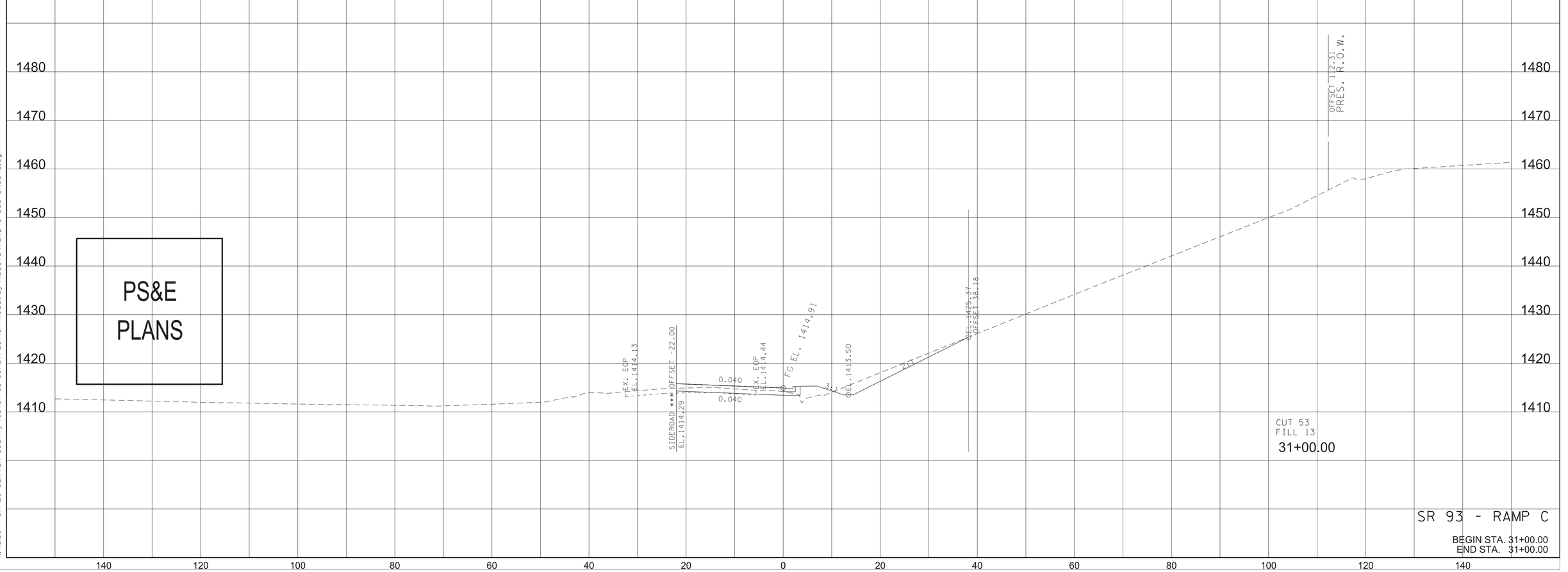
SR 93 - RAMP C

BEGIN STA. 30+00.00
END STA. 30+50.00

4/3/2025 12:35:4 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 2 |
| PSE | 2025 | STP-126(25) | 295 |

PS&E
PLANS




SR 93 - RAMP C

BEGIN STA. 31+00.00
END STA. 31+00.00

4/13/2025 12:14:25 AM
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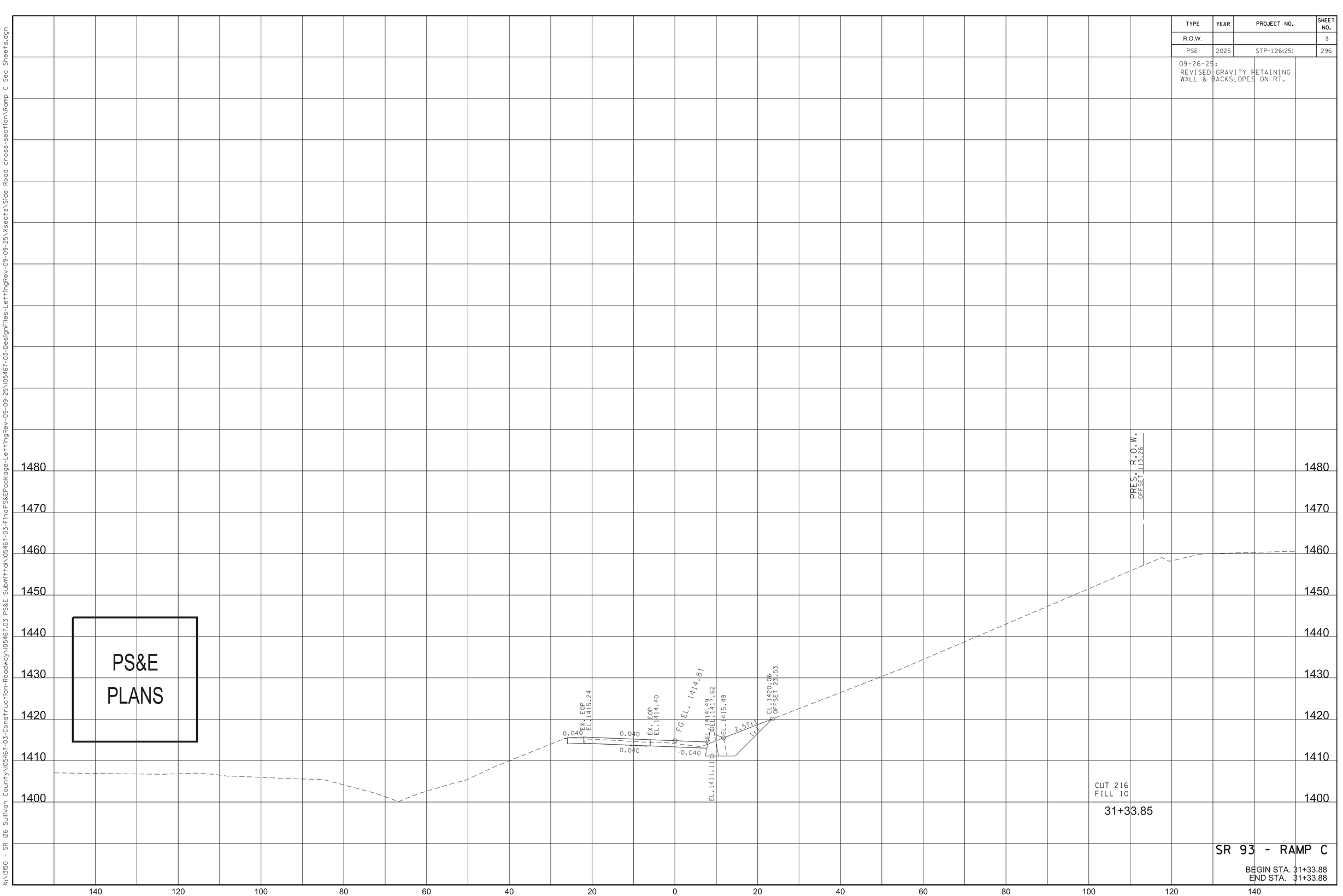
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 3 |
| PSE | 2025 | STP-126(25) | 296 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.

PS&E
PLANS




SR 93 - RAMP C

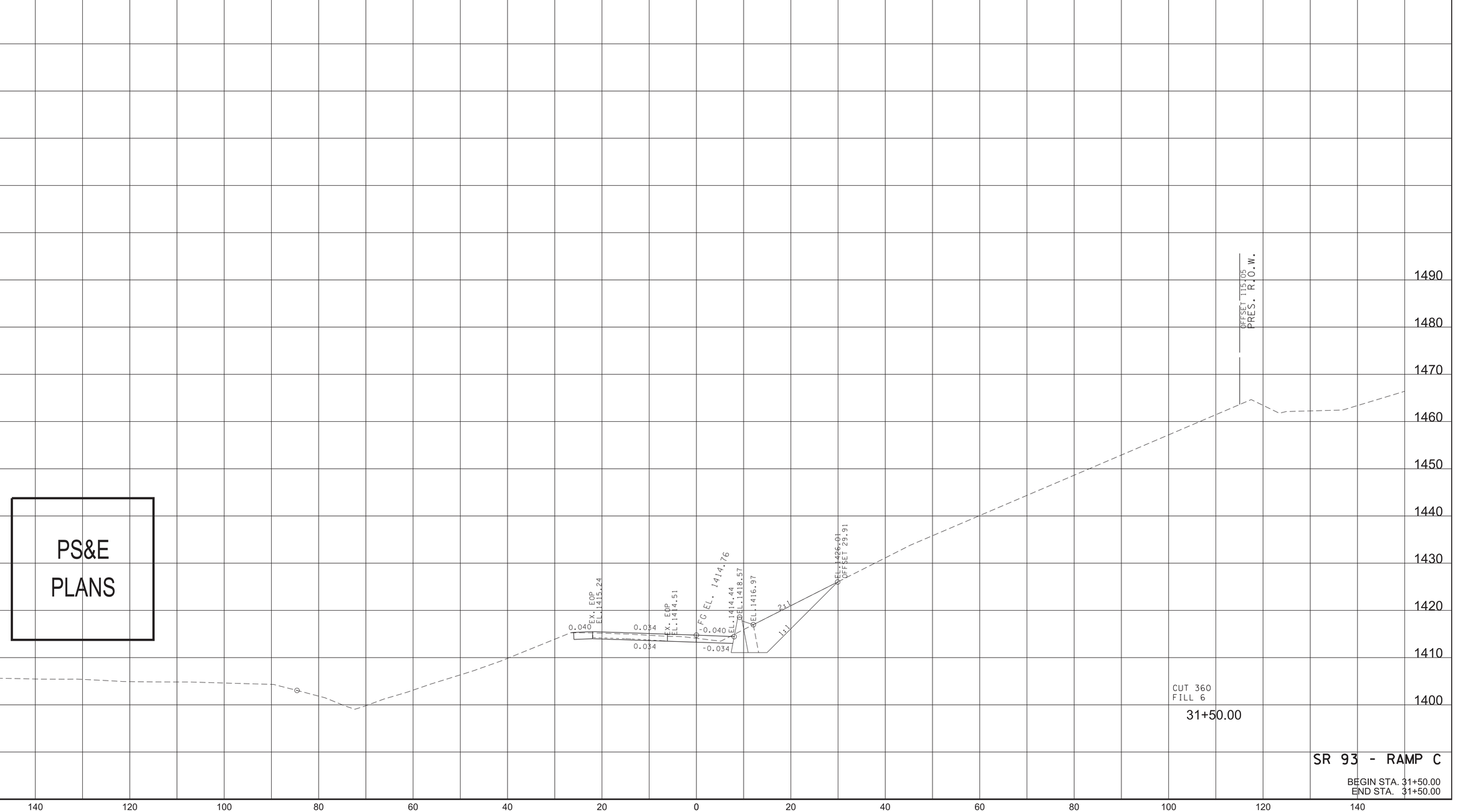
BEGIN STA. 31+33.88
END STA. 31+33.88

9/28/2025 8:50:30 PM N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-Final\PS&EPackage-LettingRev-09-09-25\105467-03-DesignFiles-LettingRev-09-09-25\Xsects\Side Road cross-section\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 4 |
| PSE | 2025 | STP-126(25) | 297 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.

PS&E
PLANS




SR 93 - RAMP C

BEGIN STA. 31+50.00
END STA. 31+50.00

9/28/2025 8:50:00 PM
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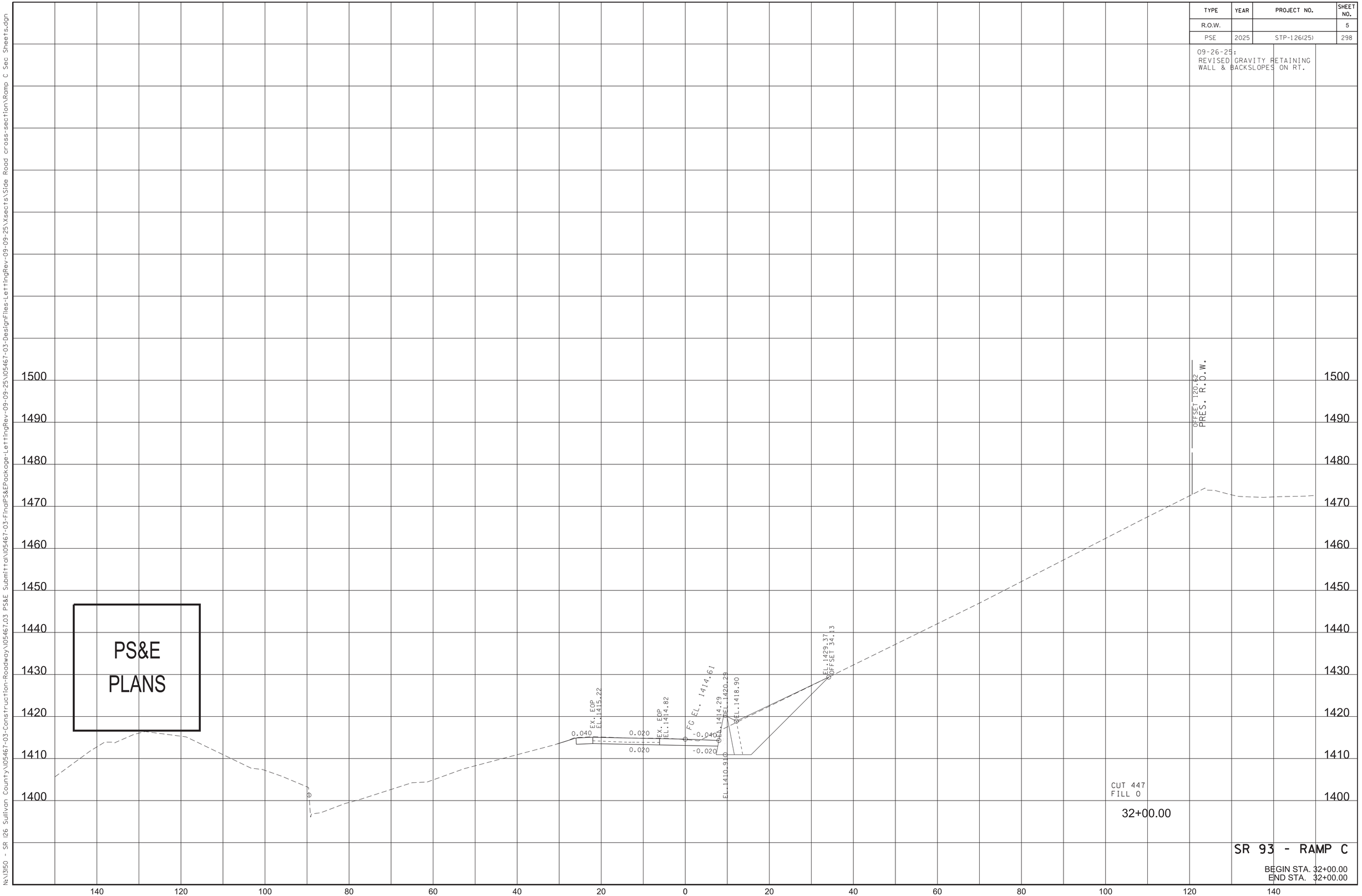
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 5 |
| PSE | 2025 | STP-126(25) | 298 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.

PS&E
PLANS




SR 93 - RAMP C

BEGIN STA. 32+00.00
END STA. 32+00.00

9/28/2025 8:50:18 PM
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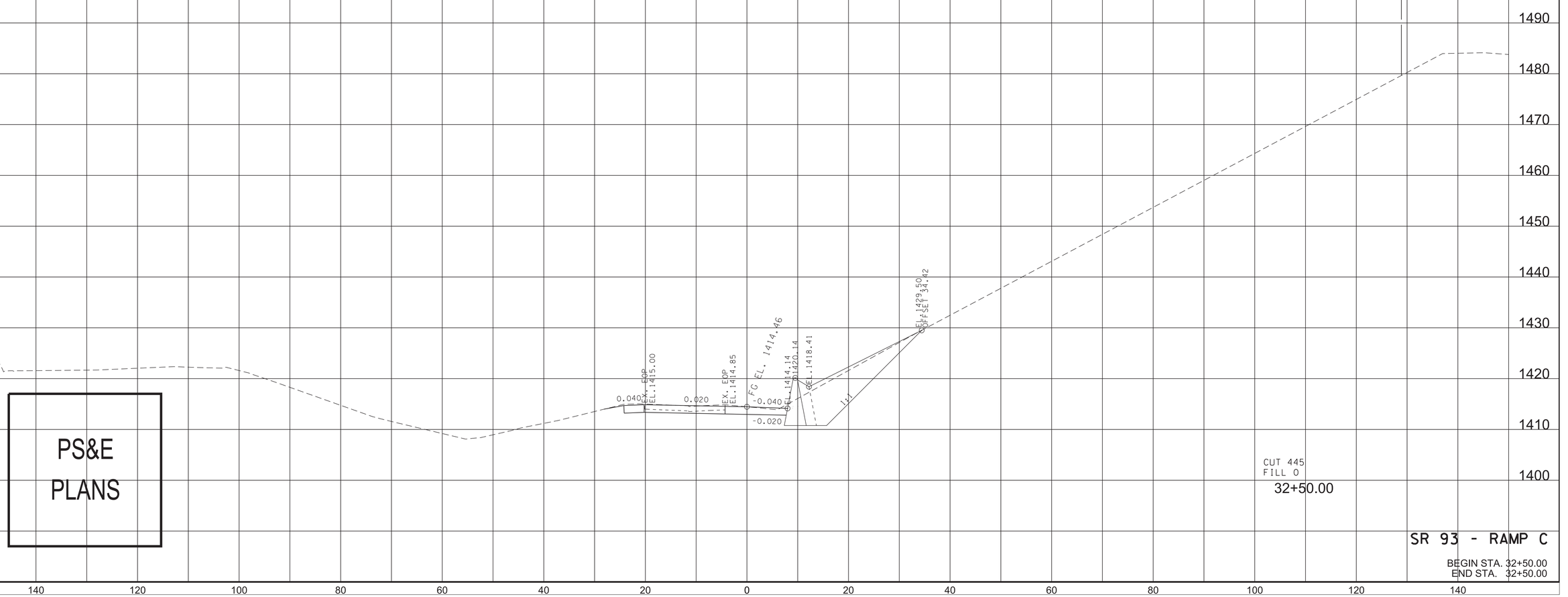
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 6 |
| PSE | 2025 | STP-126(25) | 299 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.

PS&E
PLANS




SR 93 - RAMP C

BEGIN STA. 32+50.00
END STA. 32+50.00

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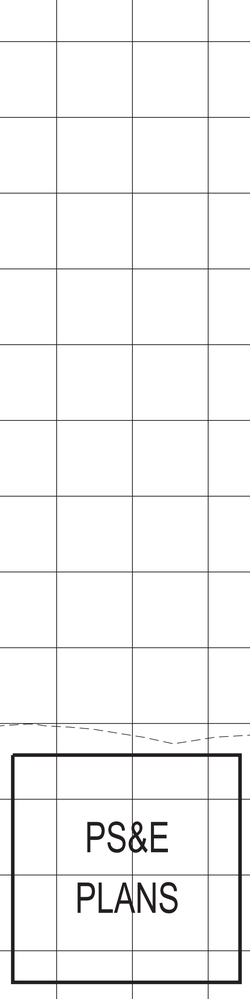
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 7 |
| PSE | 2025 | STP-126(25) | 300 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.







SR 93 - RAMP C

BEGIN STA. 33+00.00
END STA. 33+00.00

9/28/2025 8:46:53 PM
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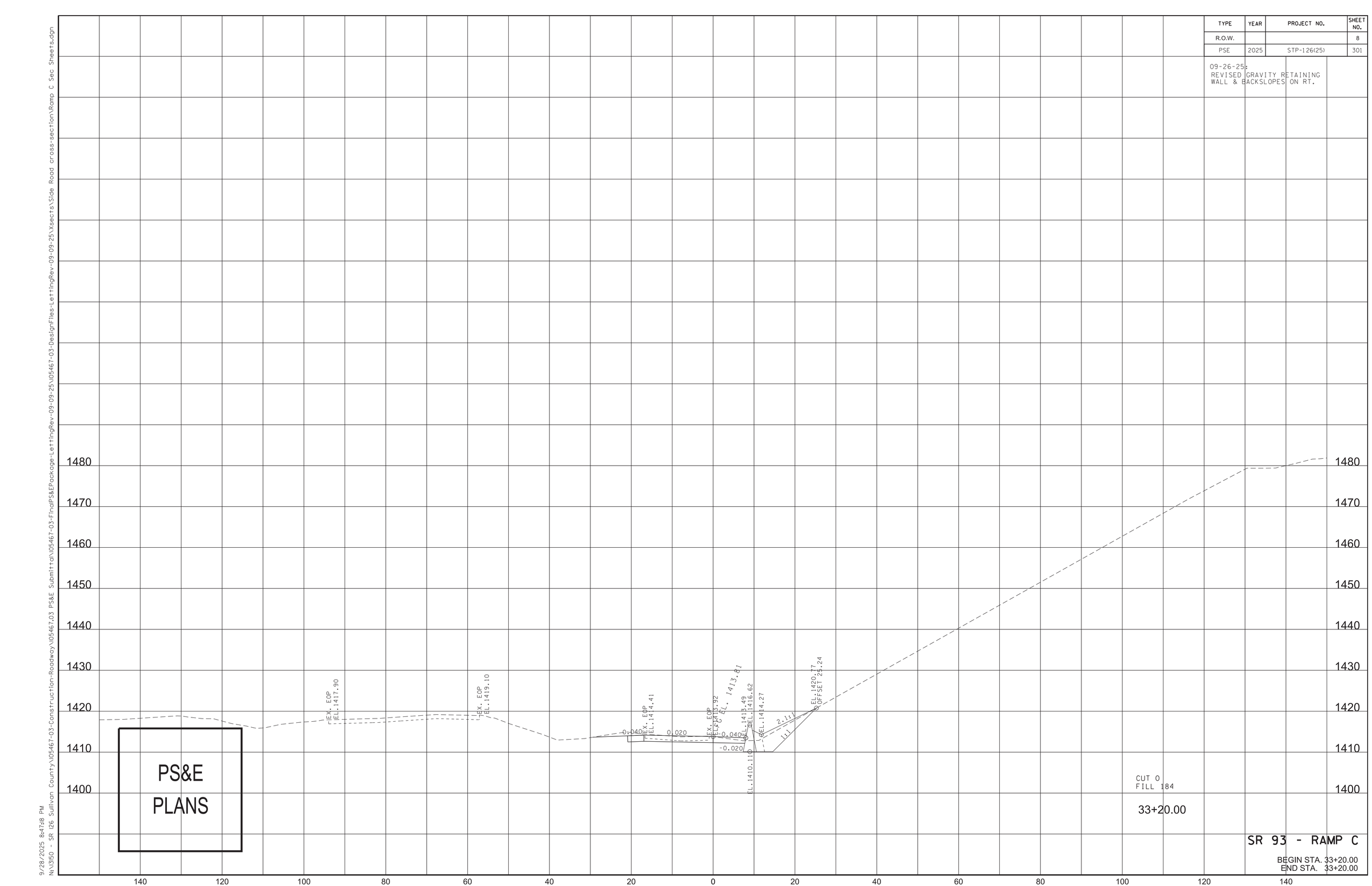
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 8 |
| PSE | 2025 | STP-126(25) | 301 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.

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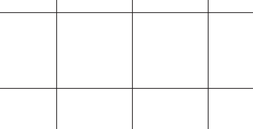
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 9 |
| PSE | 2025 | STP-126(25) | 302 |

09-26-25:
REVISED GRAVITY RETAINING WALL & BACKSLOPES ON RT.









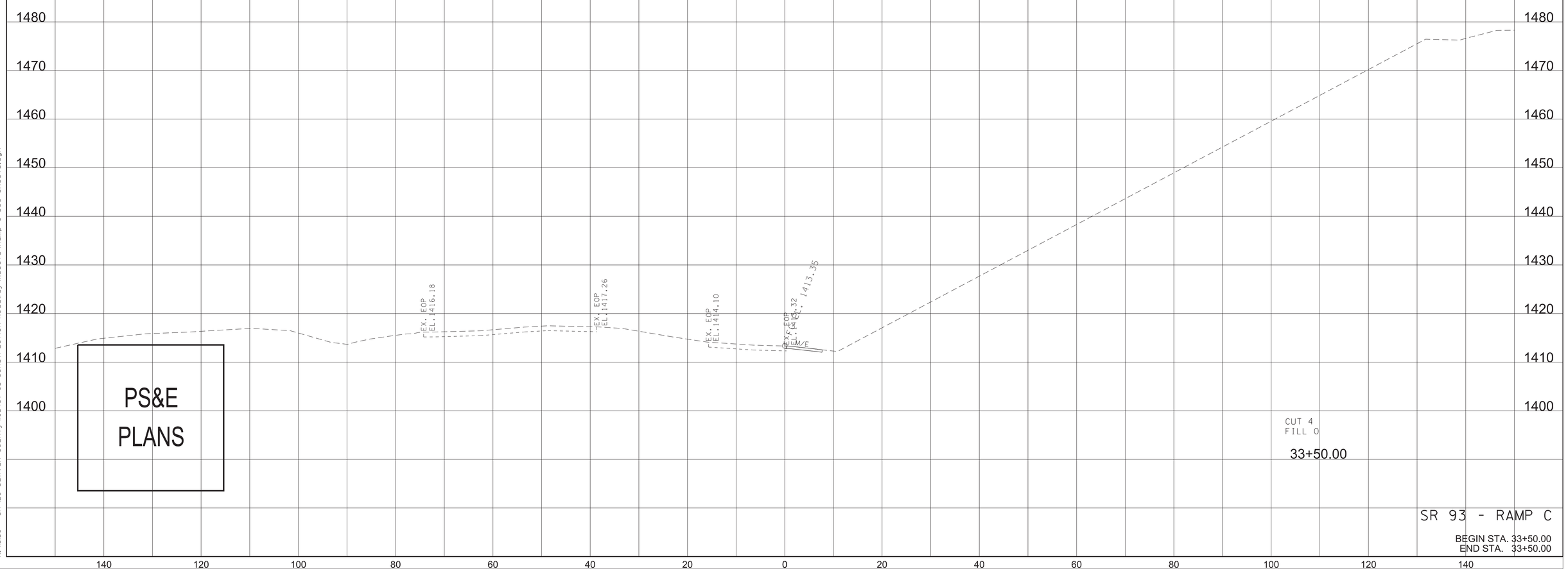

33+38.98

SR 93 - RAMP C

BEGIN STA. 33+38.98
END STA. 33+38.98

9/28/2025 8:47:47 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\105467.03 PS&E Submittal\105467-03-Final\PS&EPackage-LettingRev-09-09-25\105467-03-DesignFiles-LettingRev-09-09-25\Xsects\Side Road cross-section\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 10 |
| PSE | 2025 | STP-126(25) | 303 |



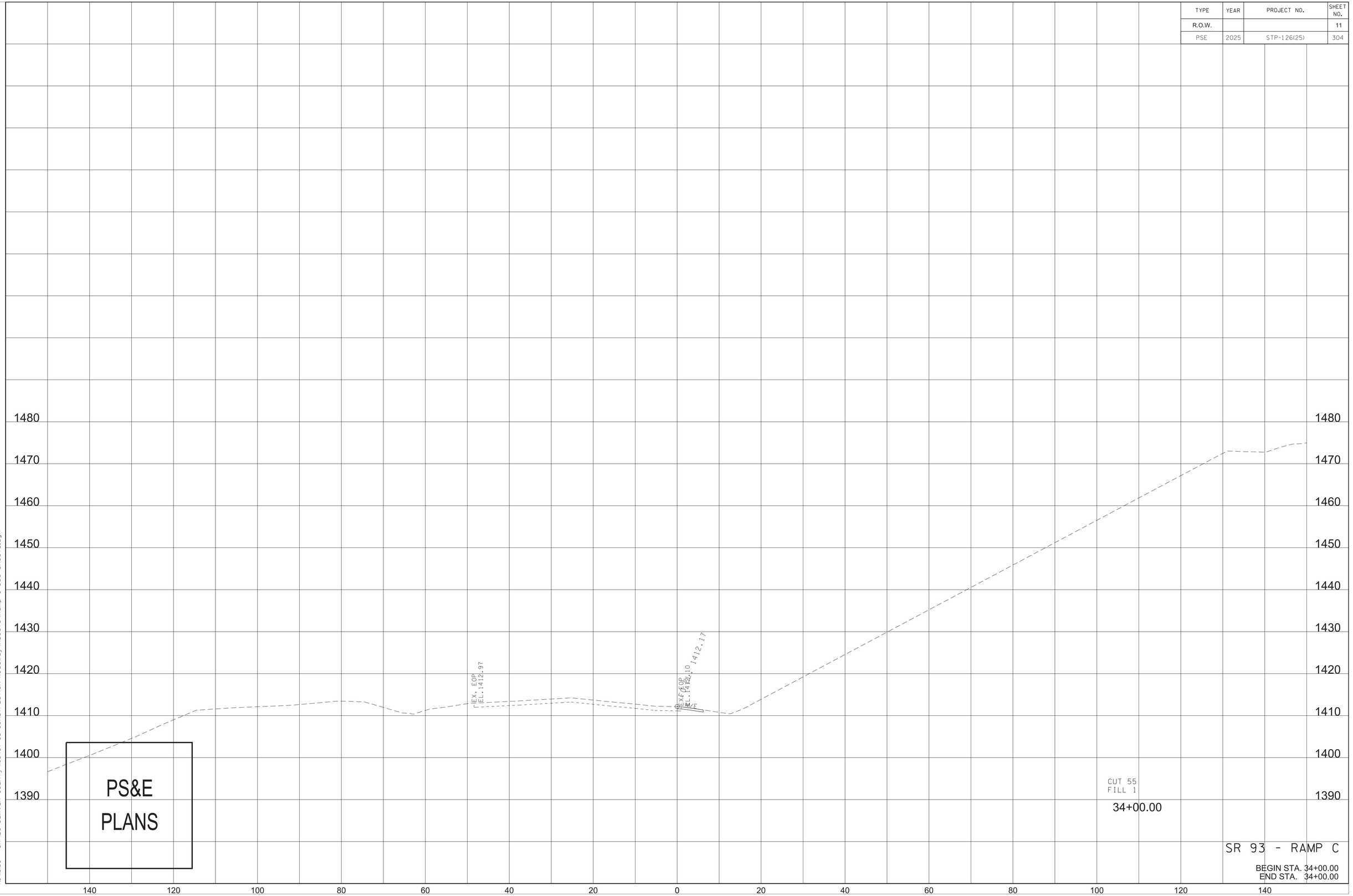

PS&E
PLANS

SR 93 - RAMP C

BEGIN STA. 33+50.00
END STA. 33+50.00

4/13/2025 12:16:28 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 11 |
| PSE | 2025 | STP-126(25) | 304 |




PS&E

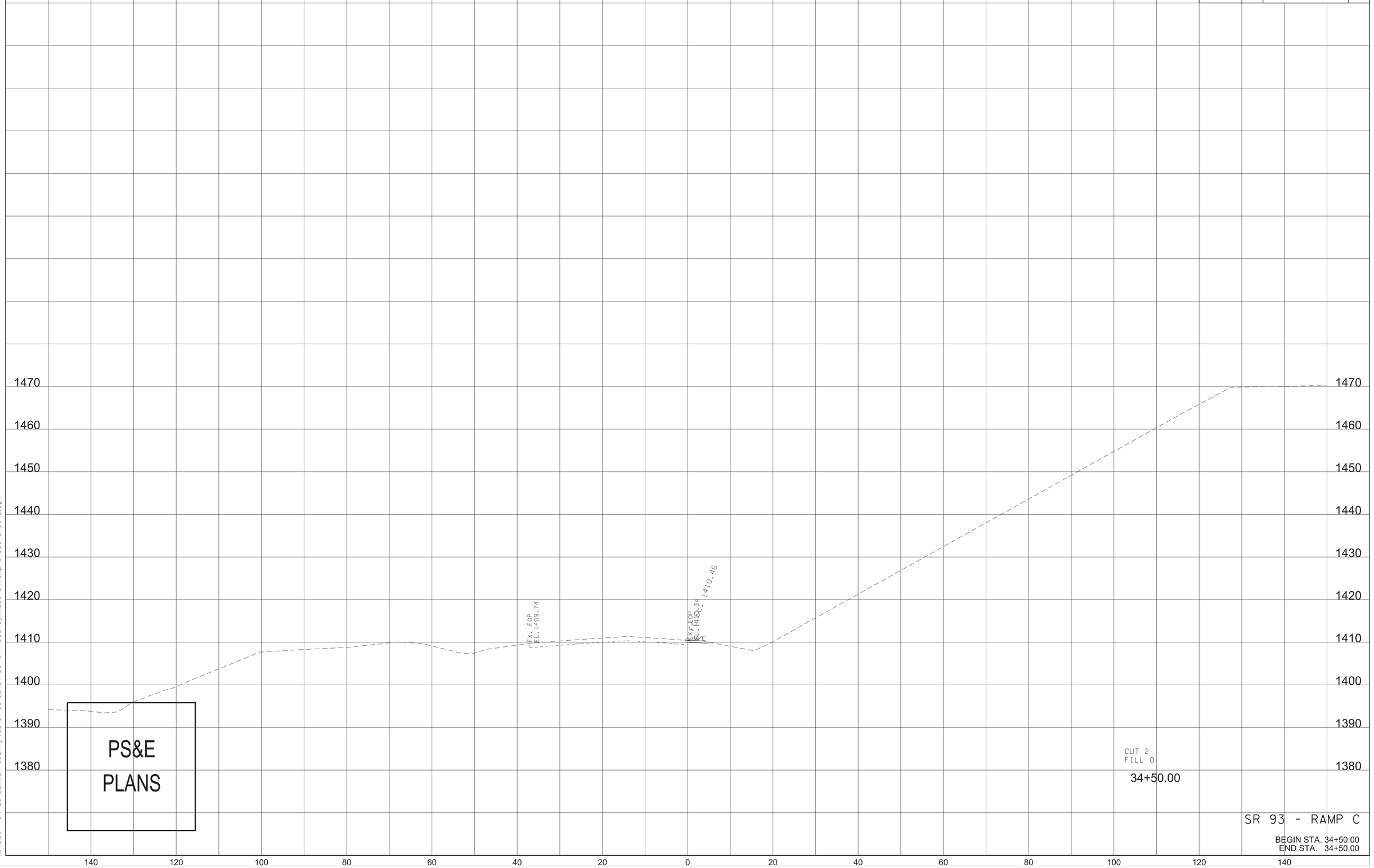
PLANS

SR 93 - RAMP C

BEGIN STA. 34+00.00
END STA. 34+00.00

4/13/2025 12:16:42 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 12 |
| PSE | 2025 | STP-126(25) | 305 |




PS&E
PLANS

SR 93 - RAMP C

BEGIN STA. 34+50.00
END STA. 34+50.00

4/13/2025 12:16:56 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | | | 13 |
| PSE | 2025 | STP-126(25) | 306 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 3551 | 3551 | 1.00 |
| | Fill | 143 | 143 | 1.00 |




PS&E
PLANS

SR 93 - RAMP C

BEGIN STA. 35+00.00
END STA. 35+00.00

4/13/2025 12:17:16 AM
N:\350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\Ramp C Sec Sheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 376 |
| PSE | 2025 | STP-126(25) | 307 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 46 | 46 | 1.00 |
| Fill | 13 | 13 | 1.00 |

END CONSTRUCTION
STA. 51+60.00

OFFSET -10.40
EL. 1429.67
0.038
0.038
FG EL. 1429.28
-0.040
-0.040
EL. 1428.86
OFFSET 10.40

51+10.00

CUT 21
FILL 0

OFFSET -23.57
EL. 1432.38
0.040
0.040
FG EL. 1429.68
-0.040
-0.040
EL. 1428.41
OFFSET 23.18

51+00.00

CUT 20
FILL 0

0.051
0.051
FG EL. 1430.44
-0.051
-0.051

50+50.00

CUT 21
FILL 14

BEGIN CONSTRUCTION
STA. 50+34.77

PS&E
PLANS

STRATFORD RD

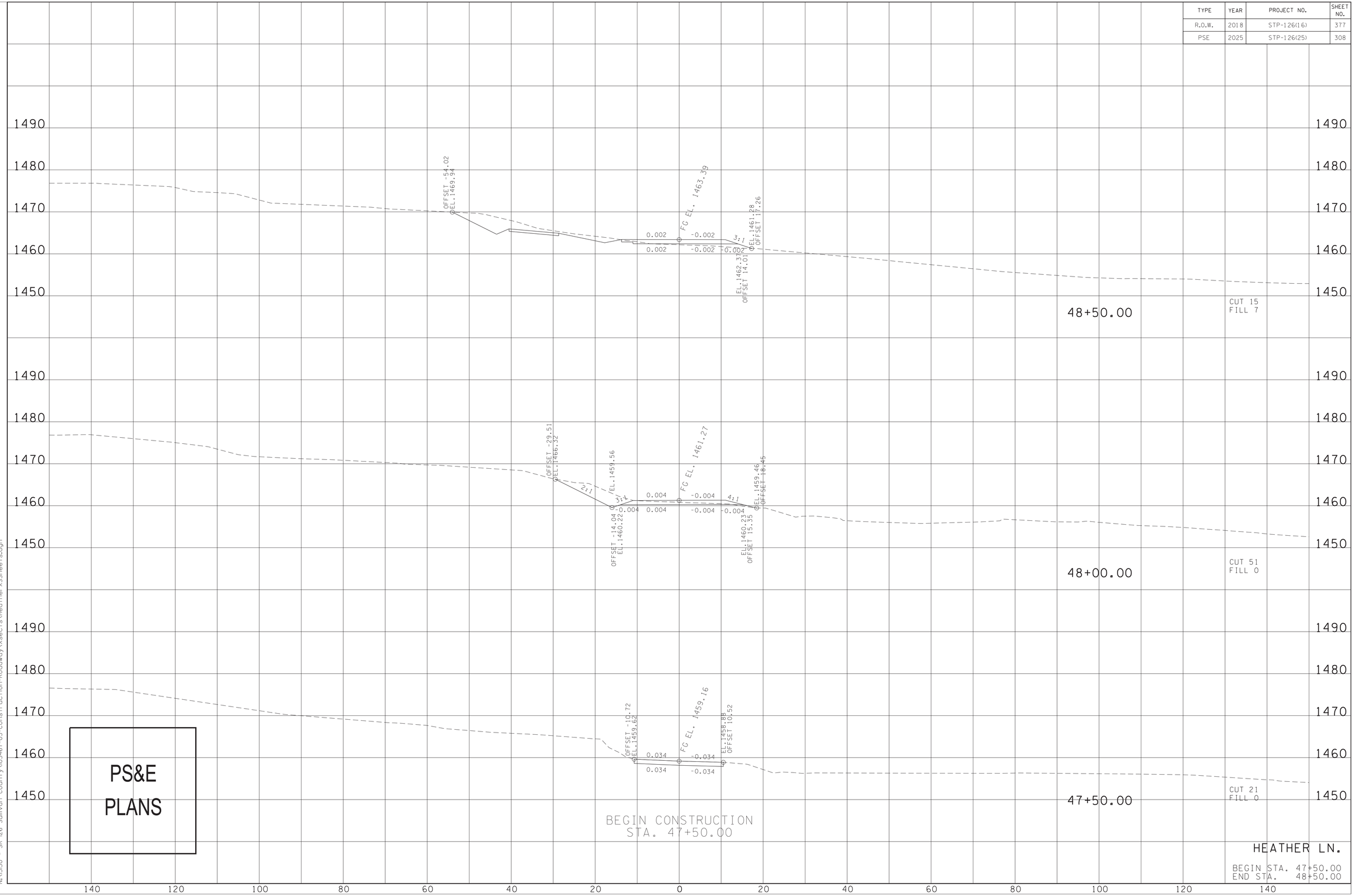
BEGIN STA. 50+50.00
END STA. 51+10.00

1450
1440
1430
1420

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

4/13/2025 11:09:01 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\StratfordXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 377 |
| PSE | 2025 | STP-126(25) | 308 |



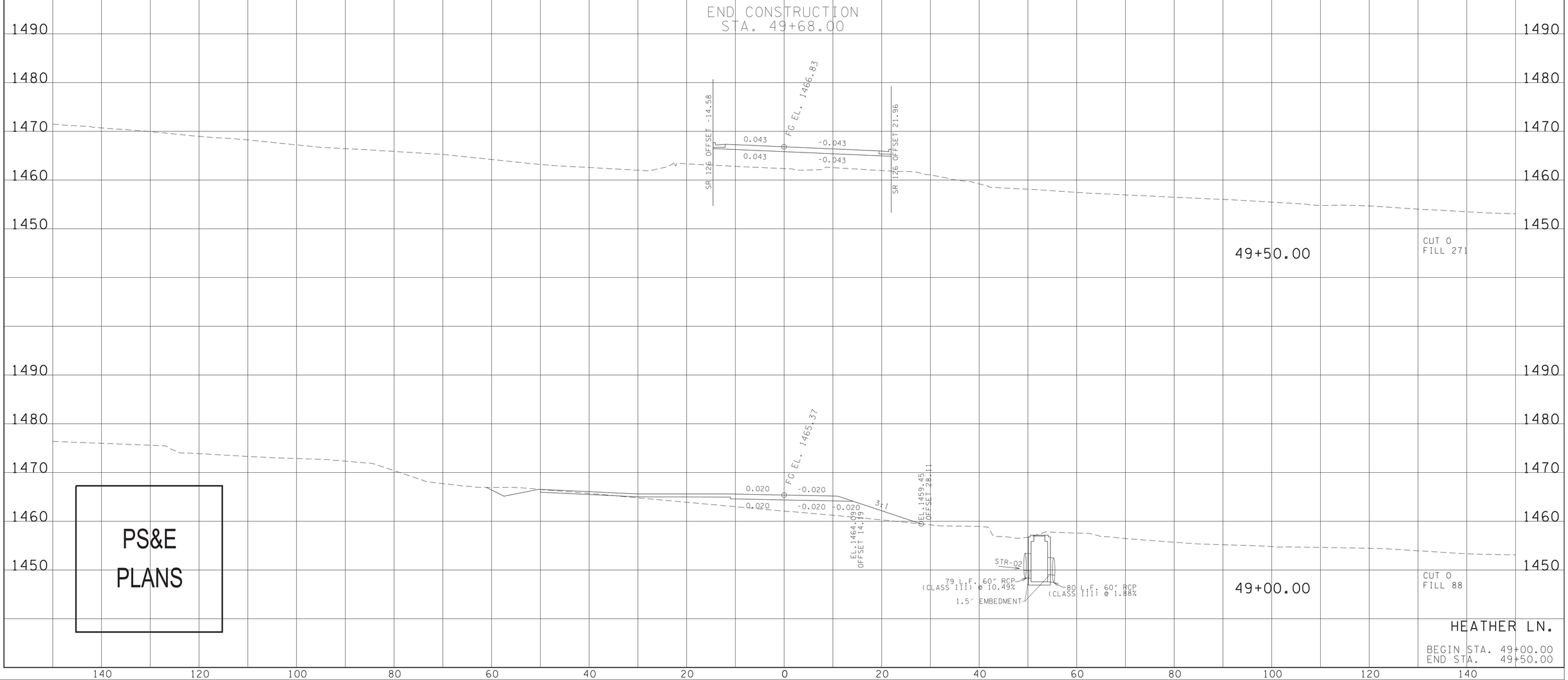

4/12/2025 11:46:27 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\HeatherXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 378 |
| PSE | 2025 | STP-126(25) | 309 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 87 | 87 | 1.00 |
| | Fill | 366 | 366 | 1.00 |

END CONSTRUCTION
STA. 49+68.00




PS&E
PLANS

HEATHER LN.

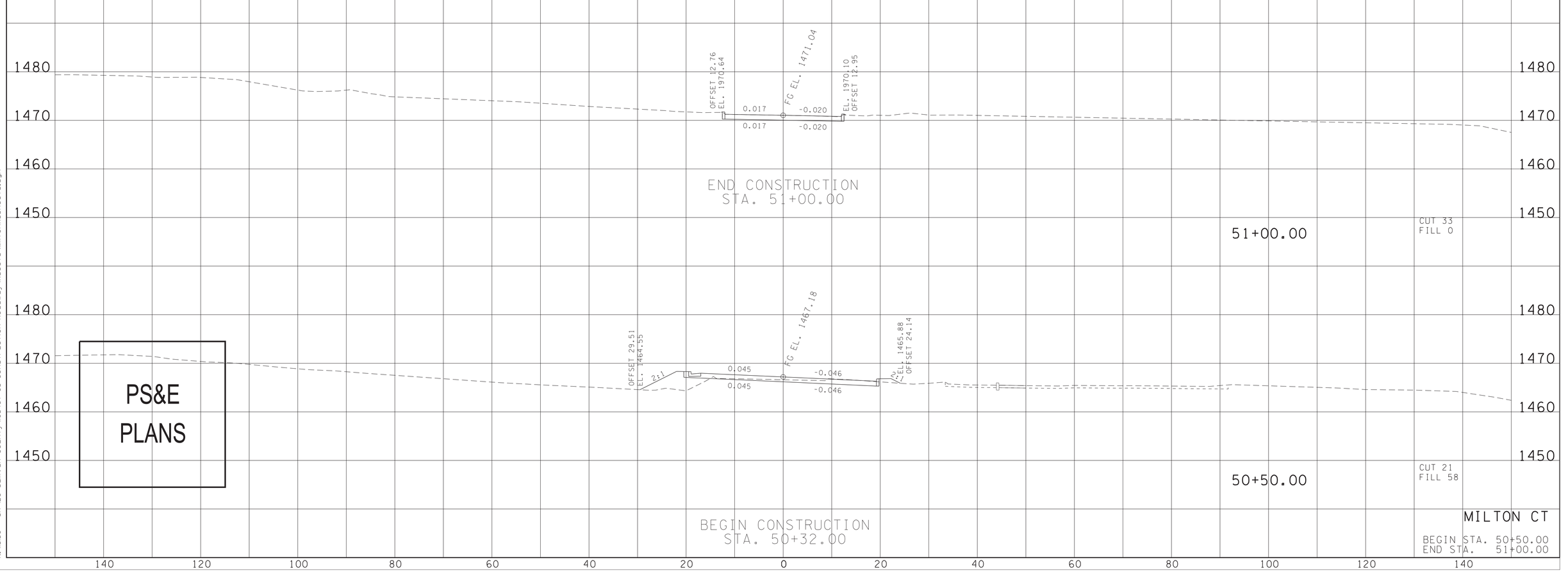
BEGIN STA. 49+00.00
END STA. 49+50.00

4/12/2025 11:46:56 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\HeatherXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 379 |
| PSE | 2025 | STP-126(25) | 310 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 54 | 54 | 1.00 |
| Fill | 58 | 58 | 1.00 |



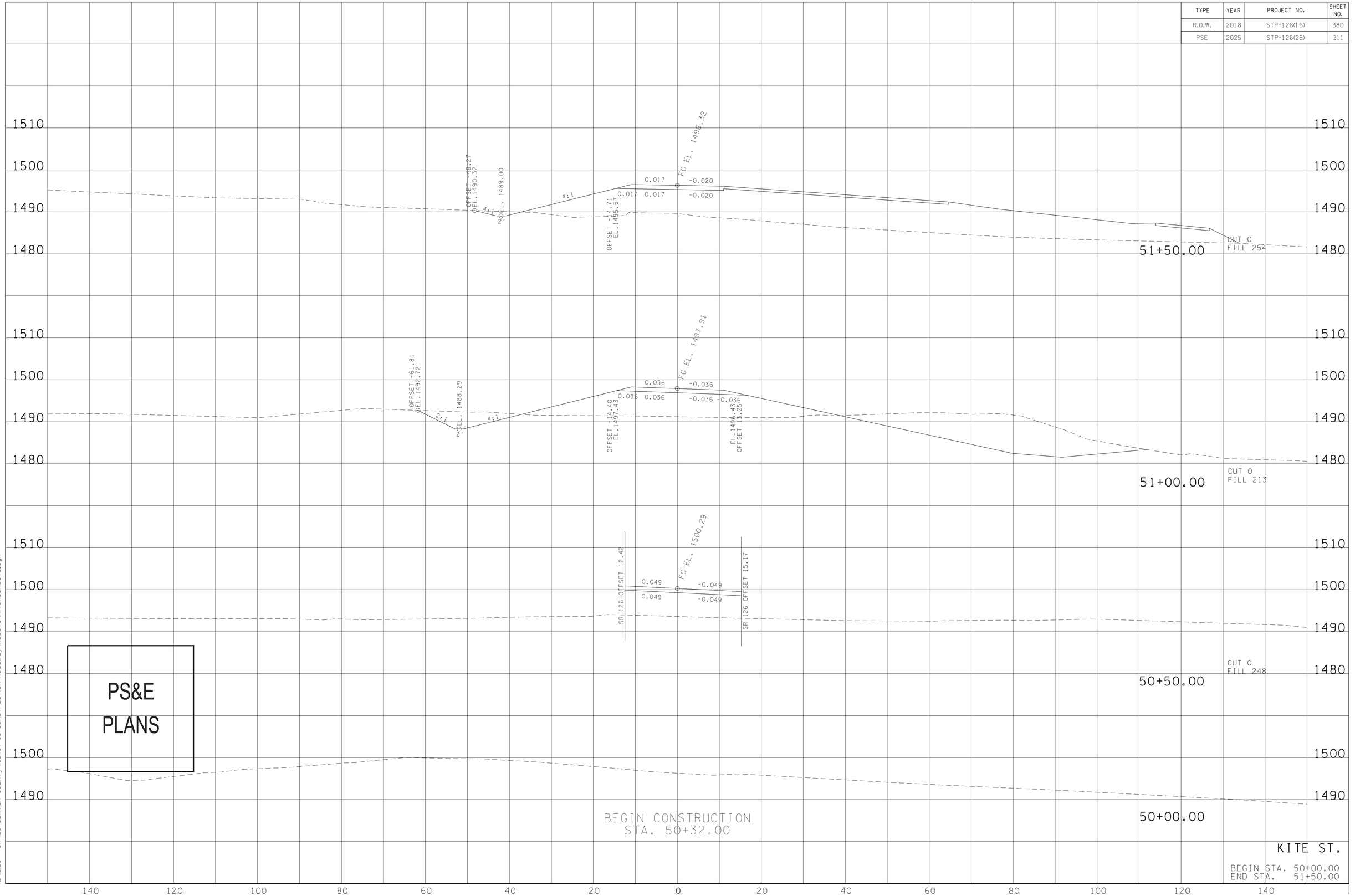

PS&E PLANS

MILTON CT

BEGIN STA. 50+50.00
END STA. 51+00.00

4/13/2025 12:01:10 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\MiltonXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 380 |
| PSE | 2025 | STP-126(25) | 311 |




PS&E
PLANS

4/2/2025 11:57:41 PM
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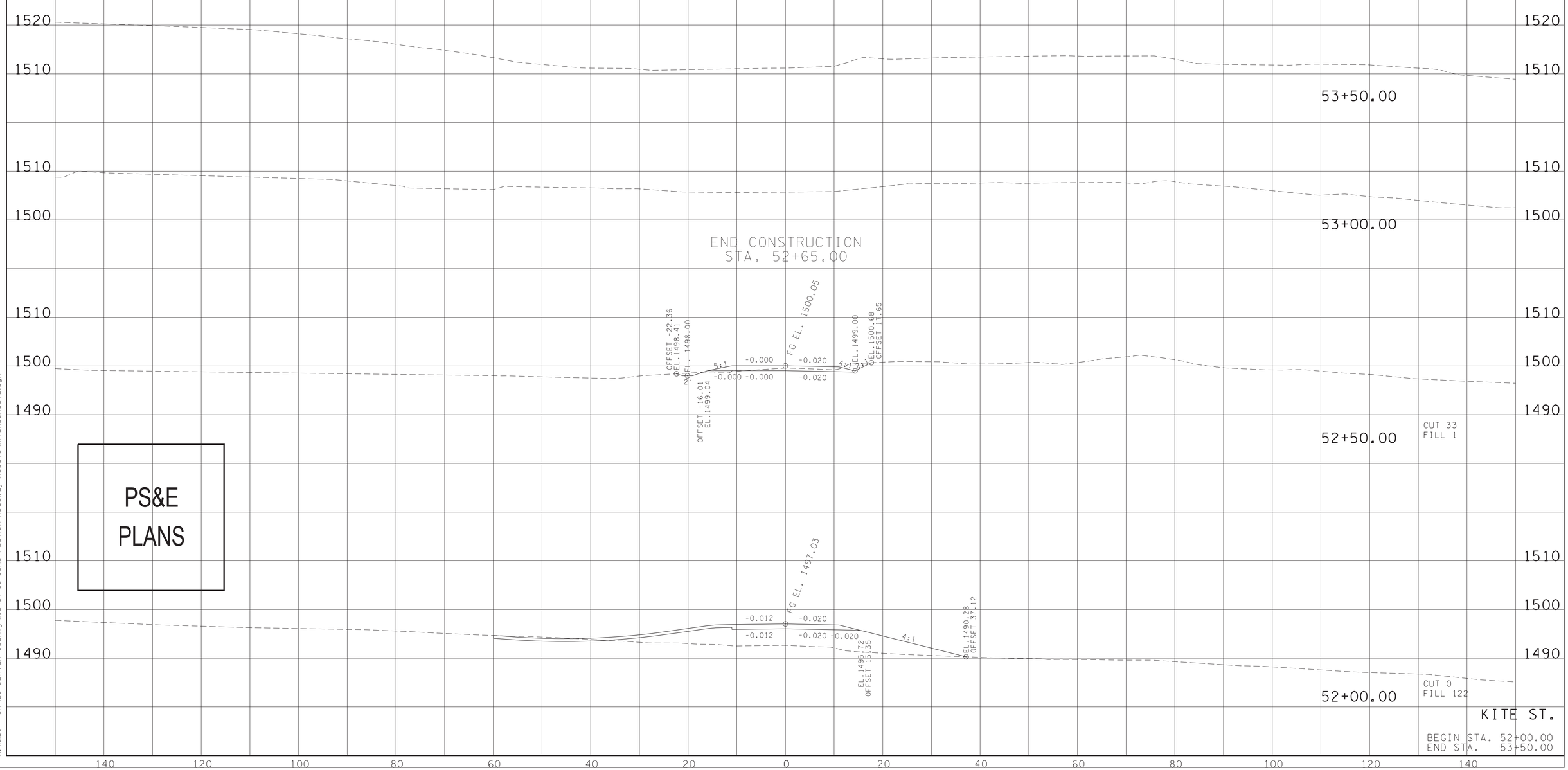
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 381 |
| PSE | 2025 | STP-126(25) | 312 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 31 | 31 | 1.00 |
| Fill | 1321 | 1321 | 1.00 |

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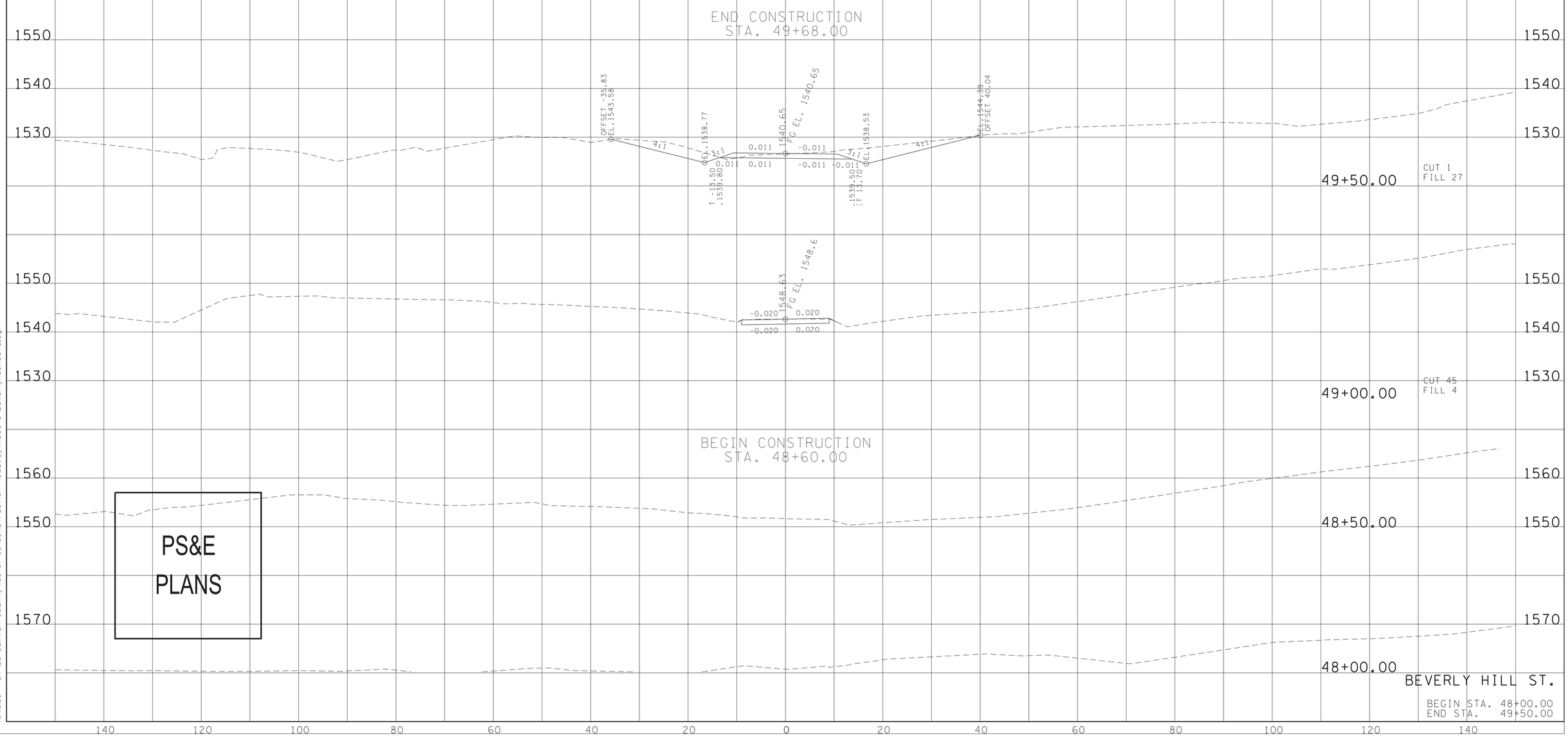
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\KiteXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 382 |
| PSE | 2025 | STP-126(25) | 313 |

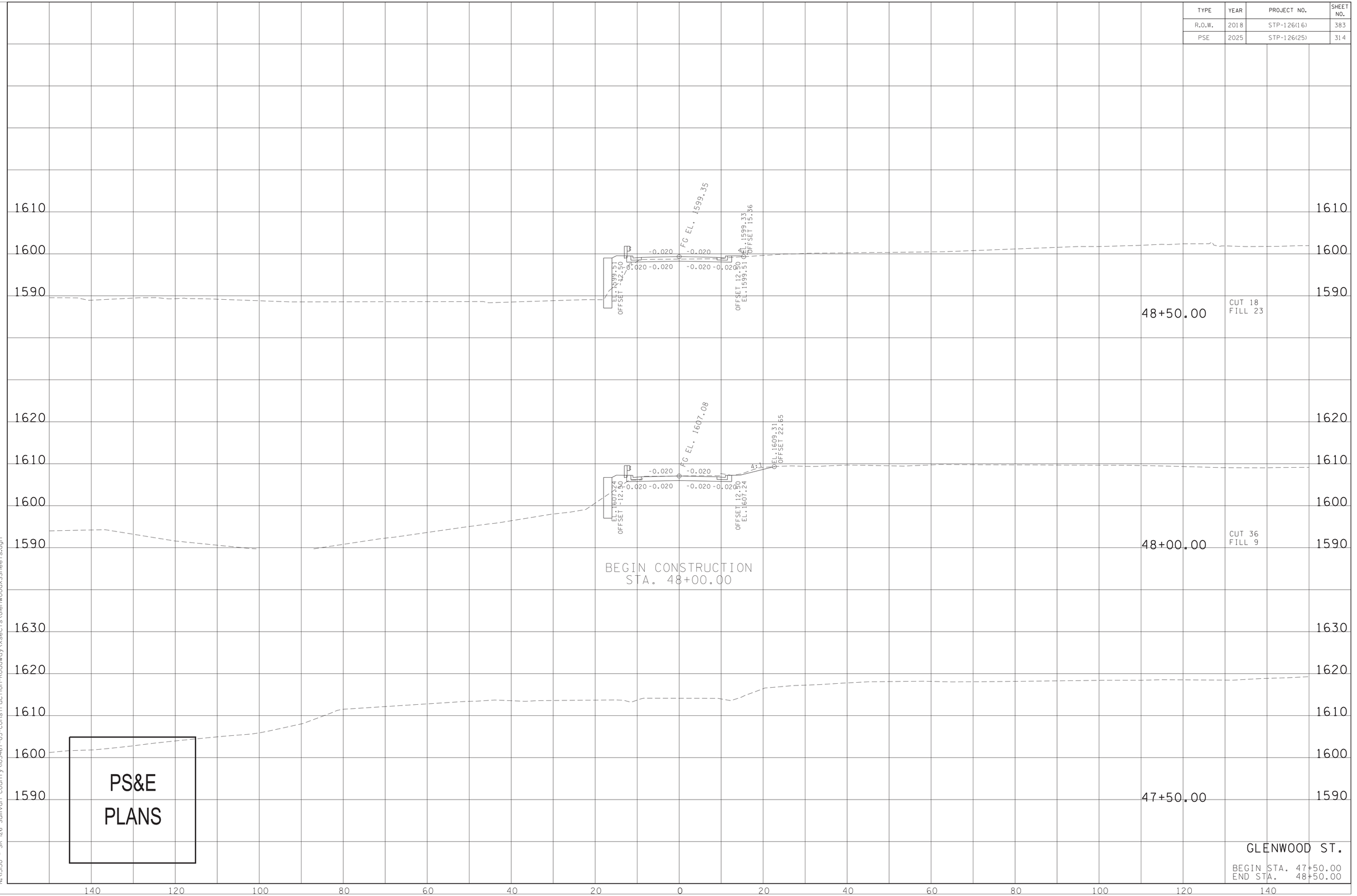
GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 43 | 43 | 1.00 |
| Fill | 29 | 29 | 1.00 |




4/12/2025 11:32:04 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\BeverlyXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 383 |
| PSE | 2025 | STP-126(25) | 314 |



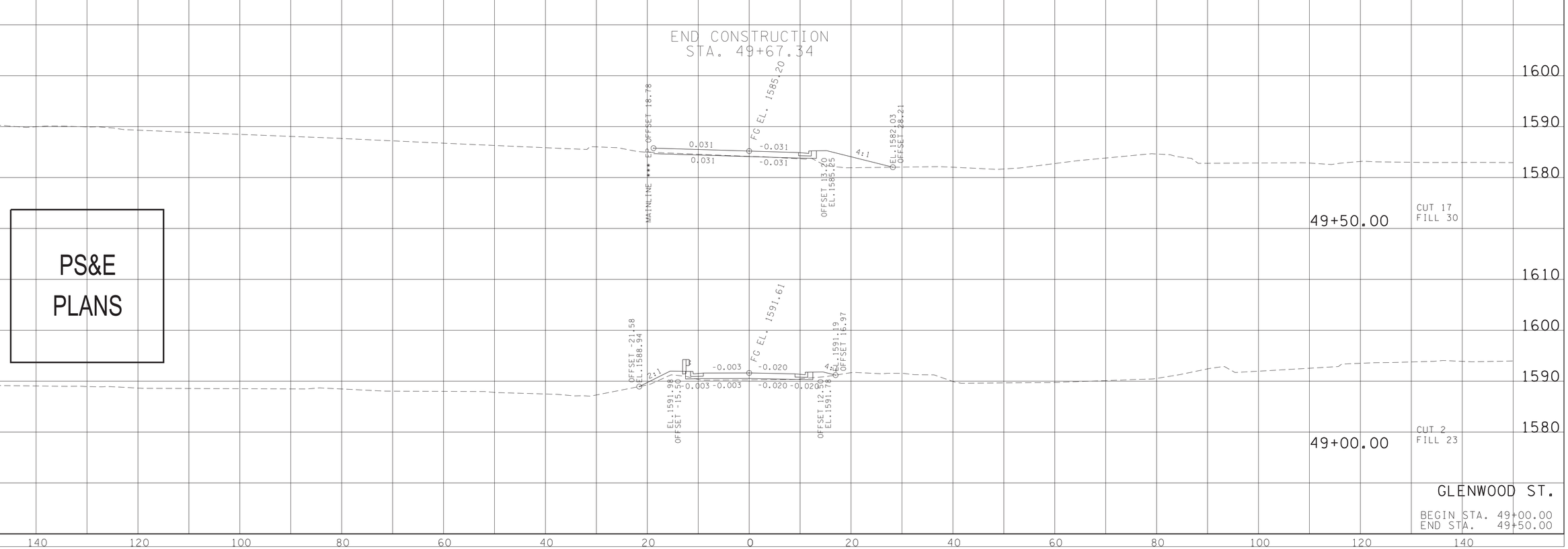

4/12/2025 11:43:00 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\GlenwoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 384 |
| PSE | 2025 | STP-126(25) | 315 |

GRAND SUMMARY TOTALS

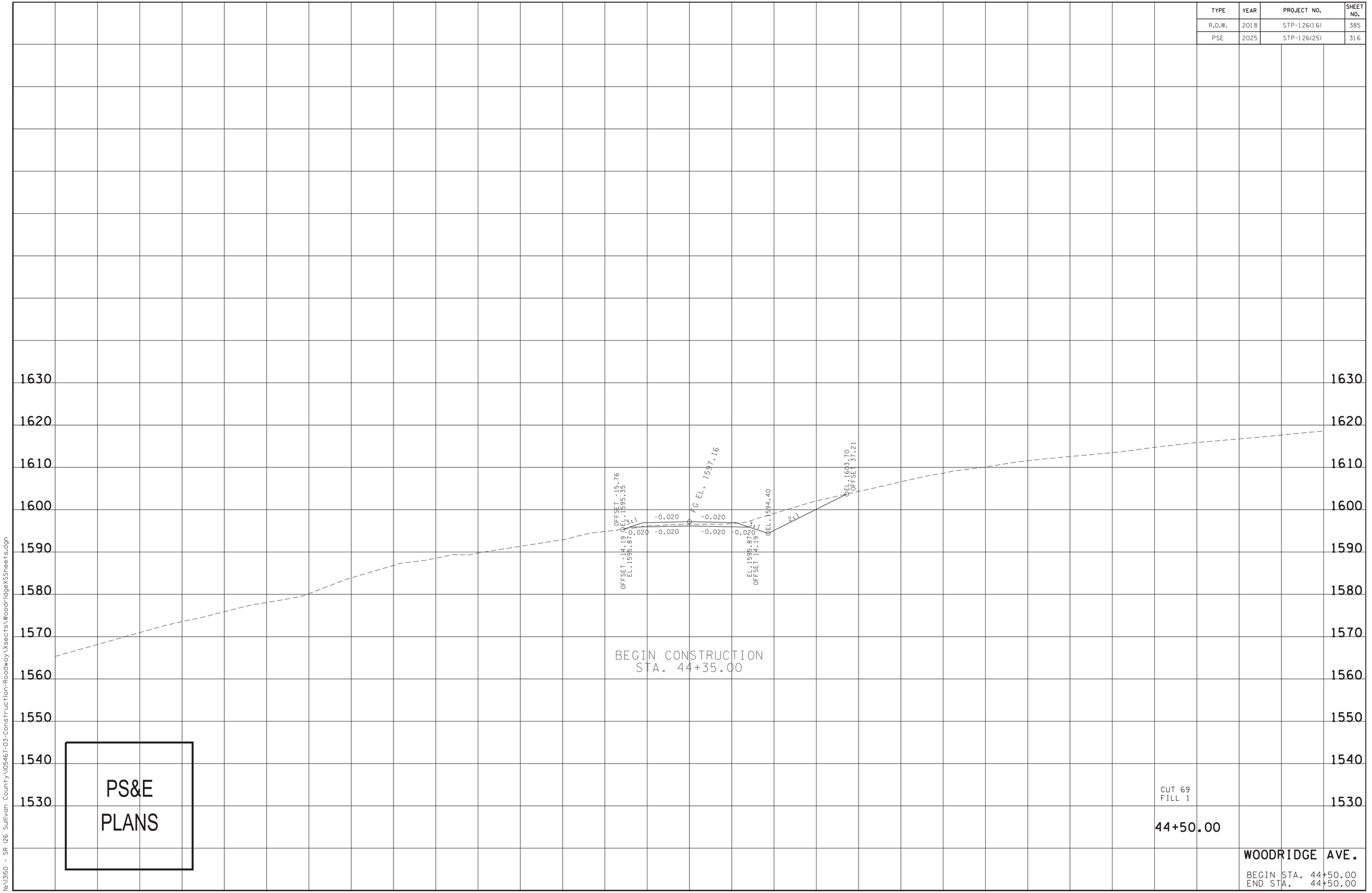
| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 133 | 133 | 1.00 |
| | Fill | 157 | 157 | 1.00 |

END CONSTRUCTION
STA. 49+67.34




4/12/2025 11:43:20 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\GlenwoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 385 |
| PSE | 2025 | STP-126(25) | 316 |

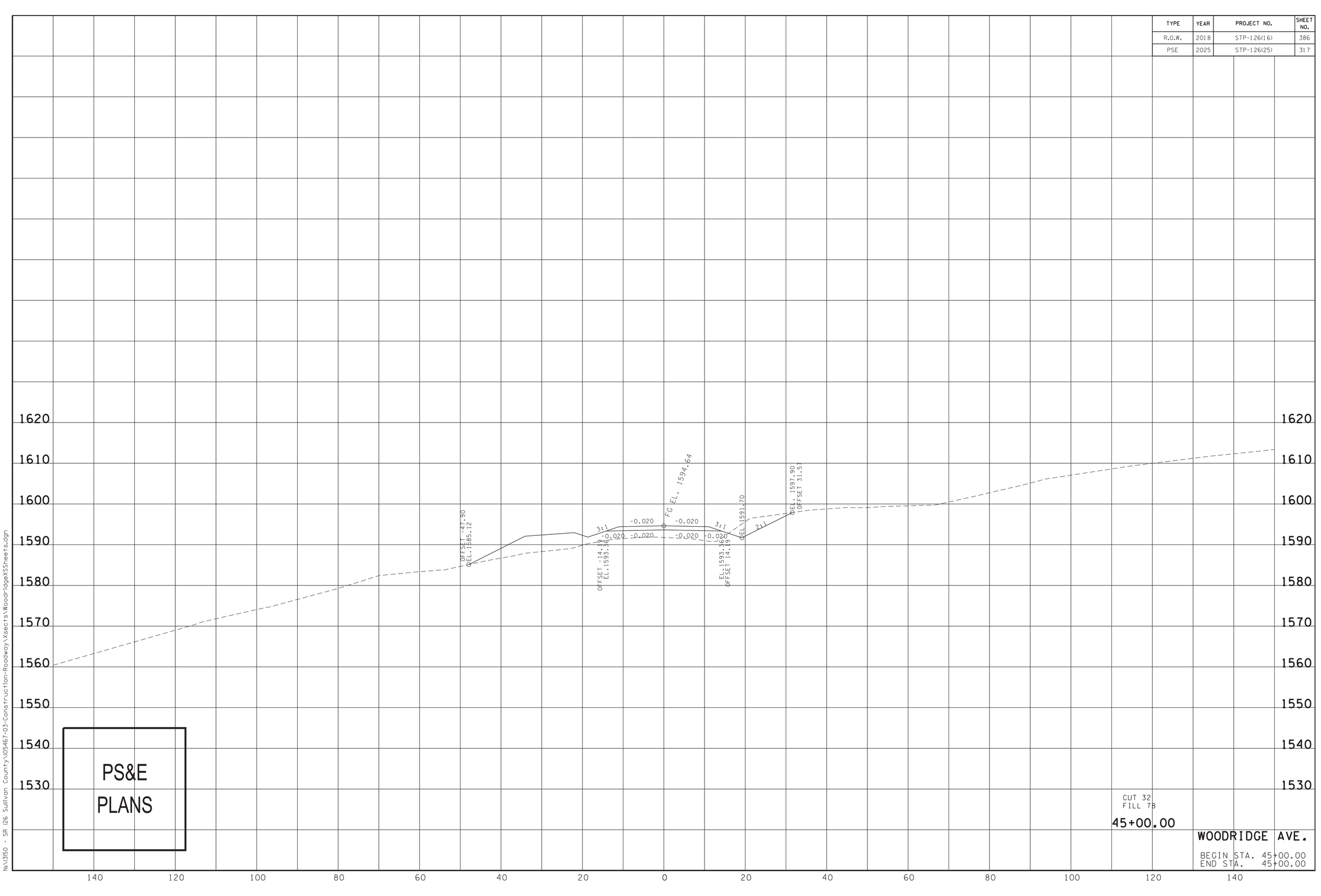



PS&E
PLANS

WOODRIDGE AVE.
BEGIN STA. 44+50.00
END STA. 44+50.00

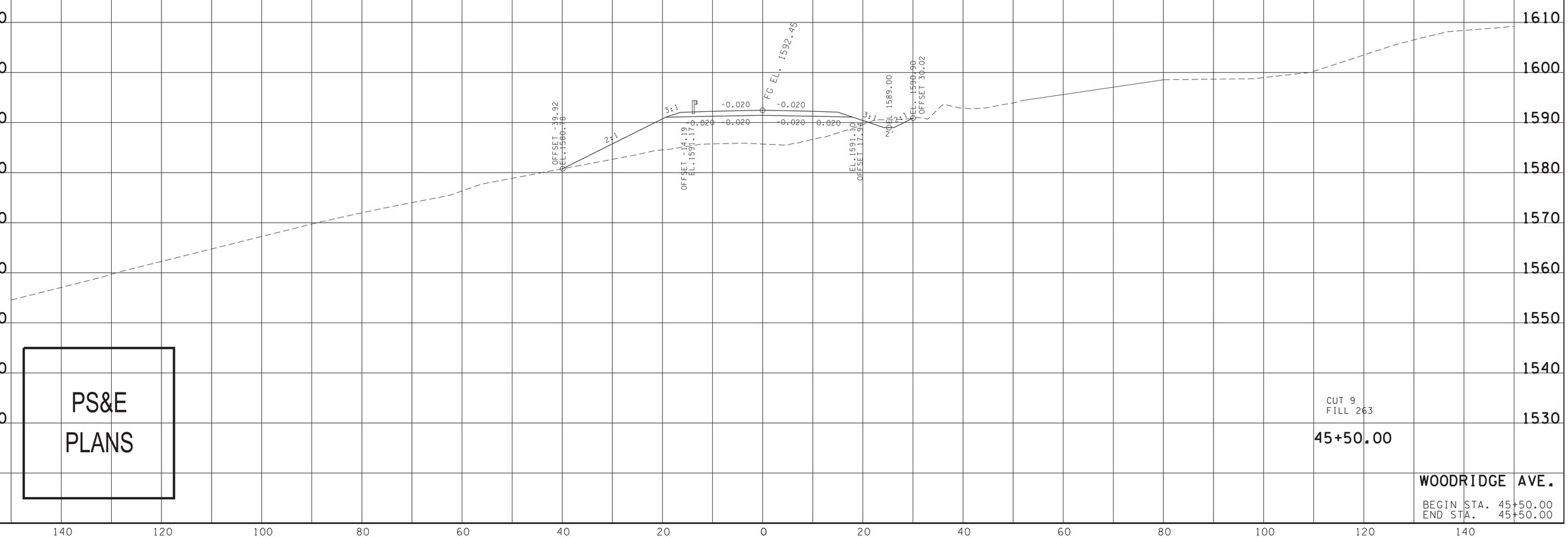
4/15/2025 3:28:39 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 386 |
| PSE | 2025 | STP-126(25) | 317 |




4/15/2025 3:29:22 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 387 |
| PSE | 2025 | STP-126(25) | 318 |

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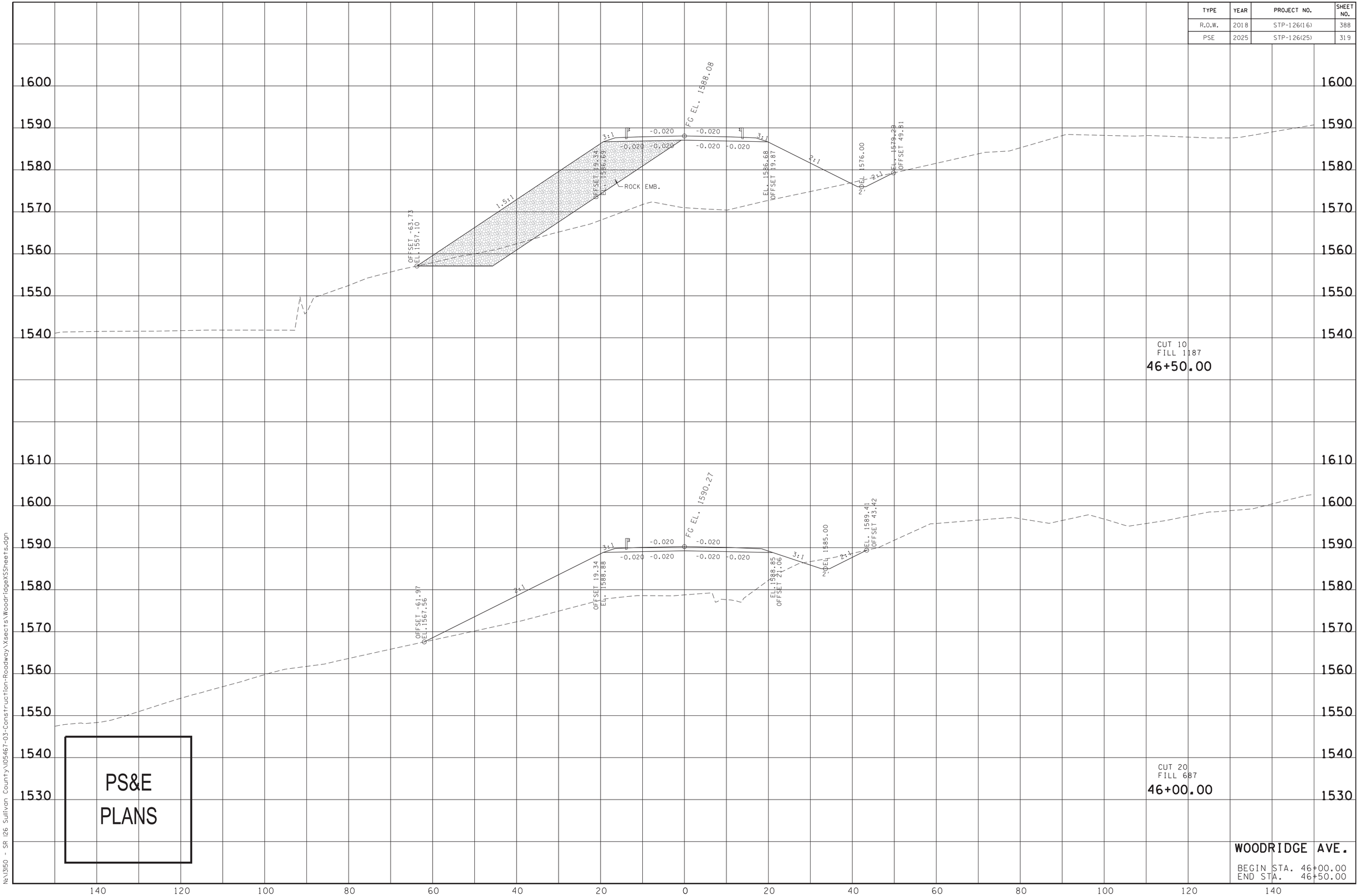
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 388 |
| PSE | 2025 | STP-126(25) | 319 |



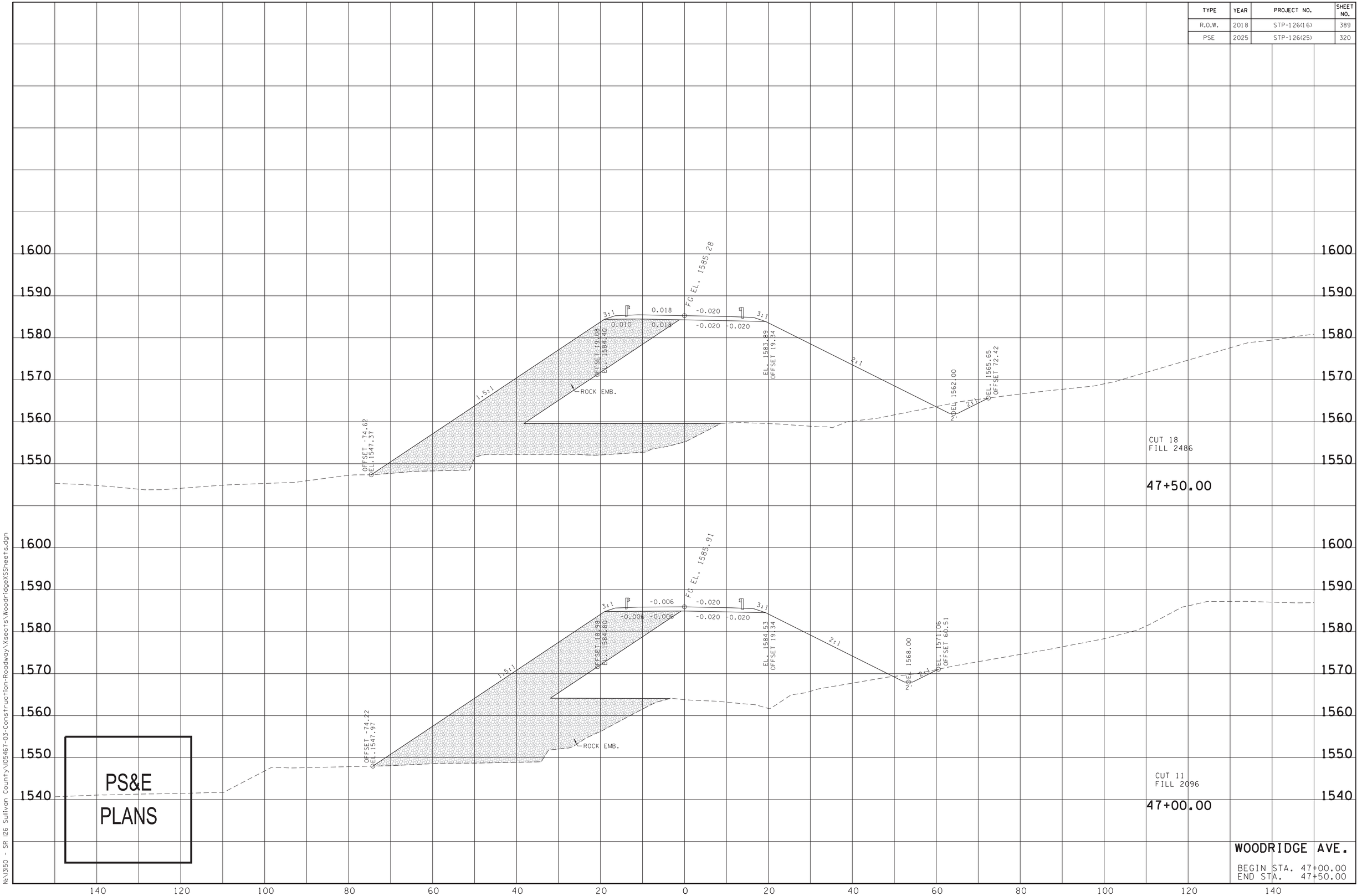

PS&E
PLANS

**WOODRIDGE AVE.**

BEGIN STA. 46+00.00
END STA. 46+50.00

6/27/2025 10:10:43 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 389 |
| PSE | 2025 | STP-126(25) | 320 |




PS&E

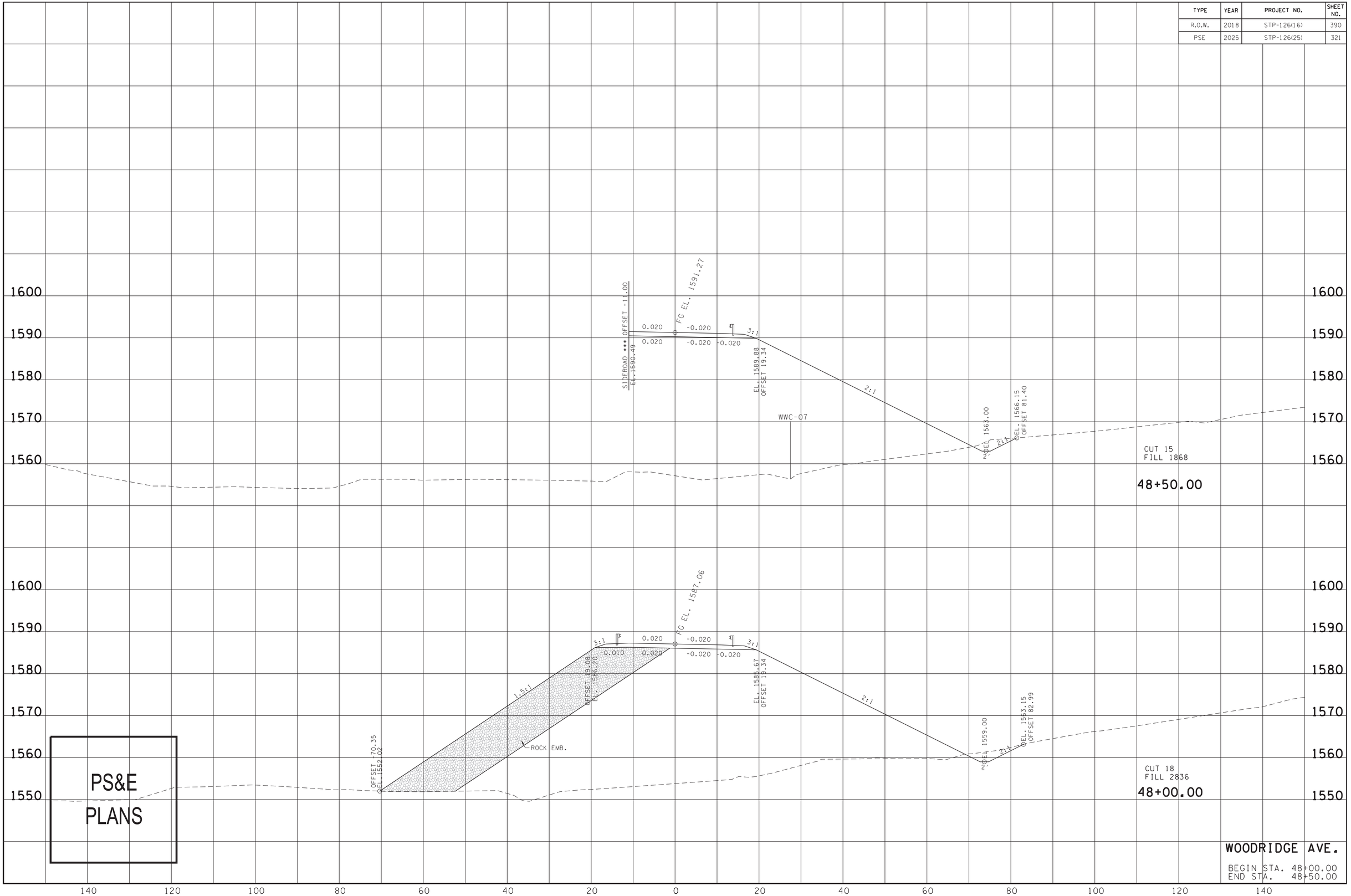
PLANS

WOODRIDGE AVE.

BEGIN STA. 47+00.00
END STA. 47+50.00

6/27/2025 10:44:04 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 390 |
| PSE | 2025 | STP-126(25) | 321 |




PS&E
PLANS

WOODRIDGE AVE.

BEGIN STA. 48+00.00
END STA. 48+50.00

6/27/2025 10:44:51 AM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 391 |
| PSE | 2025 | STP-126(25) | 322 |

| Material Name | | Unadjusted Volumes | Adjusted Volumes (cu. yd.) | Mult Factor (cu. yd.) |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 432 | 432 | 1.00 |
| | Fill | 20626 | 20626 | 1.00 |

END CONSTRUCTION
STA. 49+68.00

SEE SR 126 SECTIONS
*** OFFSET 20.00 ***

FG EL. 1603.63

0.029 -0.029
0.029 -0.029

SEE SR 126 SECTIONS
*** OFFSET 40.00 ***

CUT 0
FILL 1203
49+50.00

SIDEROAD *** OFFSET -11.00
EL. 1597.09

FG EL. 1597.87

0.020 -0.020
0.020 -0.020 -0.020

3:1

EL. 1596.48
OFFSET 9.34

2:1

WWC-07

EL. 1568.00

EL. 1570.75
OFFSET 83.80

CUT 12
FILL 2139
49+00.00

PS&E
PLANS

WOODRIDGE AVE.

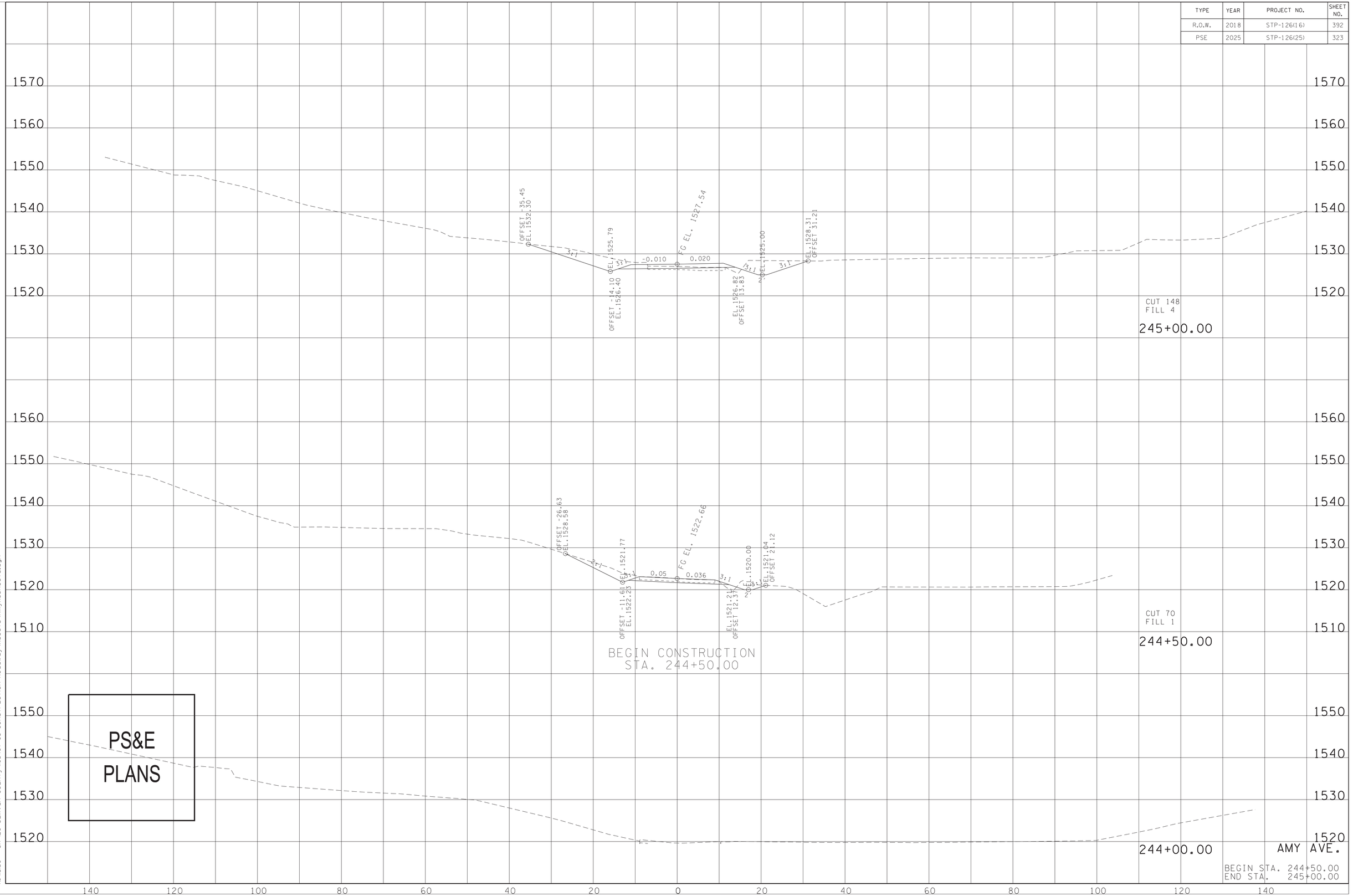
BEGIN STA. 49+00.00
END STA. 50+00.00

1620 1610 1600 1590 1580 1570 1560

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

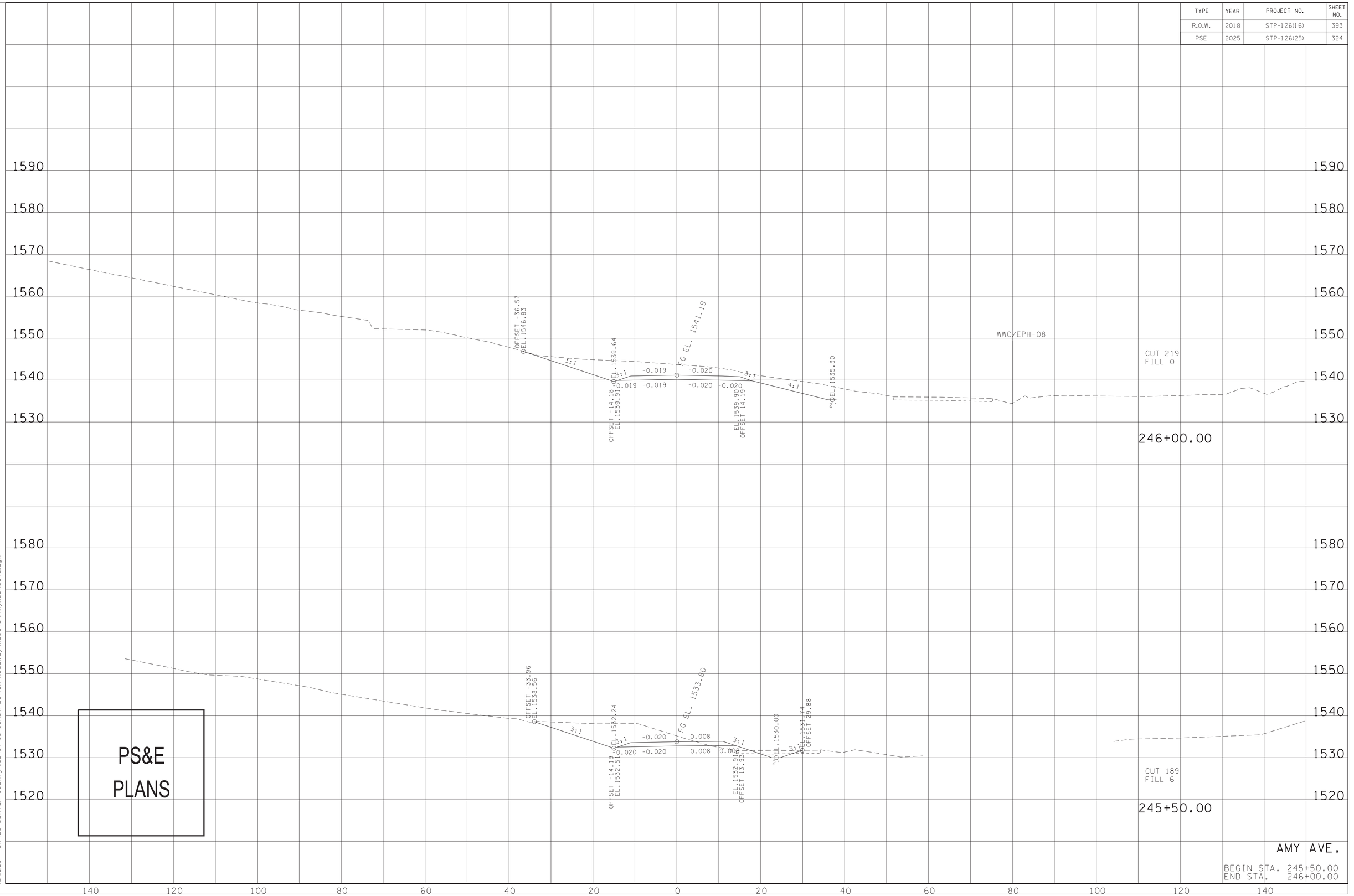
4/15/2025 3:31:41 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\WoodridgeXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 392 |
| PSE | 2025 | STP-126(25) | 323 |




4/2/2025 11:25:32 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 393 |
| PSE | 2025 | STP-126(25) | 324 |




PS&E
PLANS

AMY AVE.

BEGIN STA. 245+50.00
END STA. 246+00.00

4/12/2025 11:26:03 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSsheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 394 |
| PSE | 2025 | STP-126(25) | 325 |

PS&E
PLANS




4/12/2025 11:28:26 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 395 |
| PSE | 2025 | STP-126(25) | 326 |

1640
1630
1620
1610
1600
1590
1580
1570
1560
1550
1540
1530

2:1
3:1
0.040
0.040
-0.040
-0.040
-0.040
3:1
2:1
FG EL. 1556.19
EL. 1536.50
WWC/EPH-08

PS&E
PLANS

CUT 292
FILL 29

247+00.00

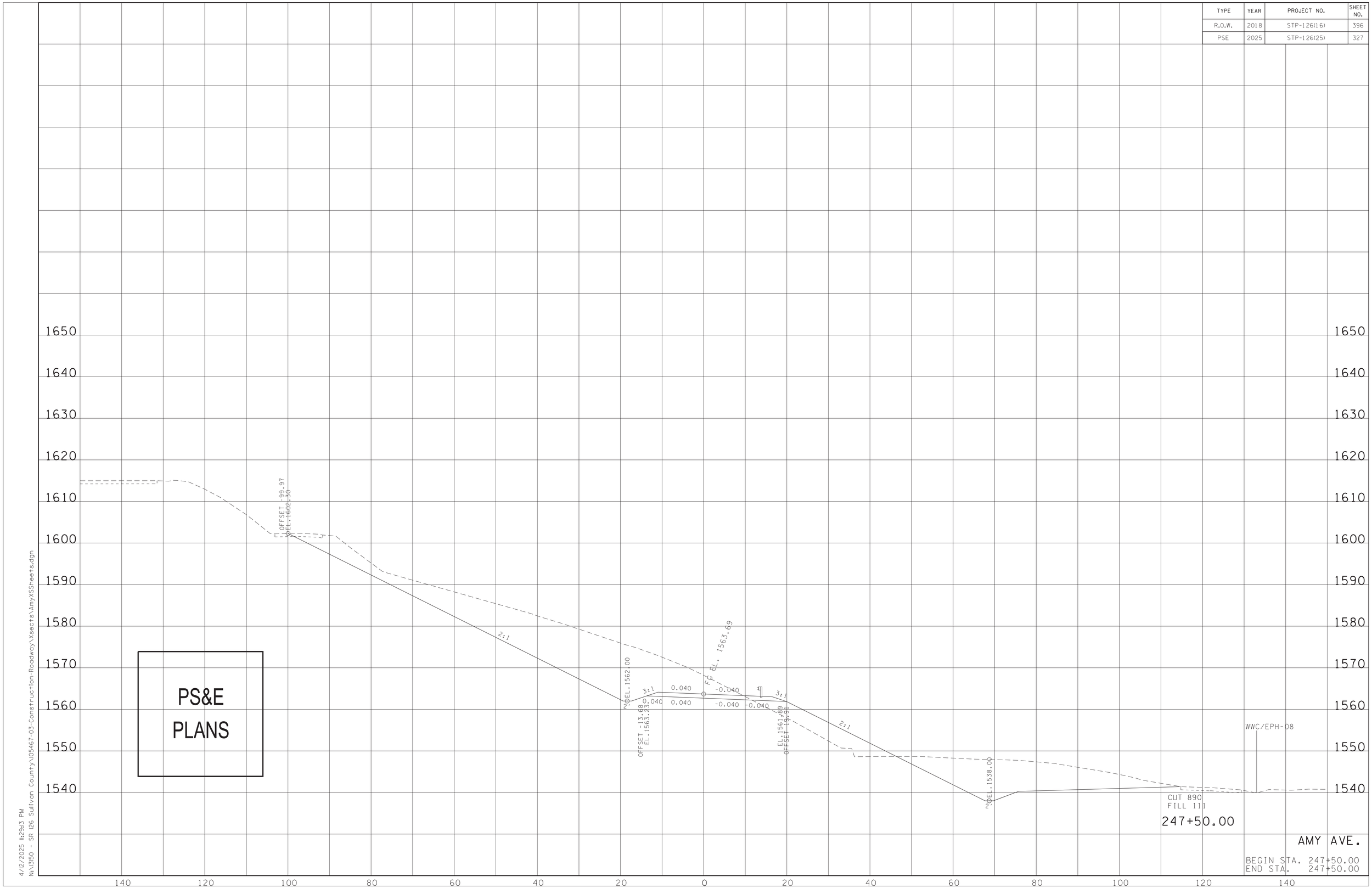
AMY AVE.

BEGIN STA. 247+00.00
END STA. 247+00.00

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

4/12/2025 11:28:50 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 396 |
| PSE | 2025 | STP-126(25) | 327 |




PS&E PLANS

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 397 |
| PSE | 2025 | STP-126(25) | 328 |

PS&E
PLANS

OFFSET -104.91
EL. 1612.06

EL. 1569.75
OFFSET -13.88
EL. 1570.38

FG EL. 1571.19

EL. 1569.90
OFFSET 14.19

EL. 1545.50

EL. 1548.43
OFFSET 76.70

WWC/EPH-08

3:1
0.014
-0.020
2:1

CUT 191
FILL 524

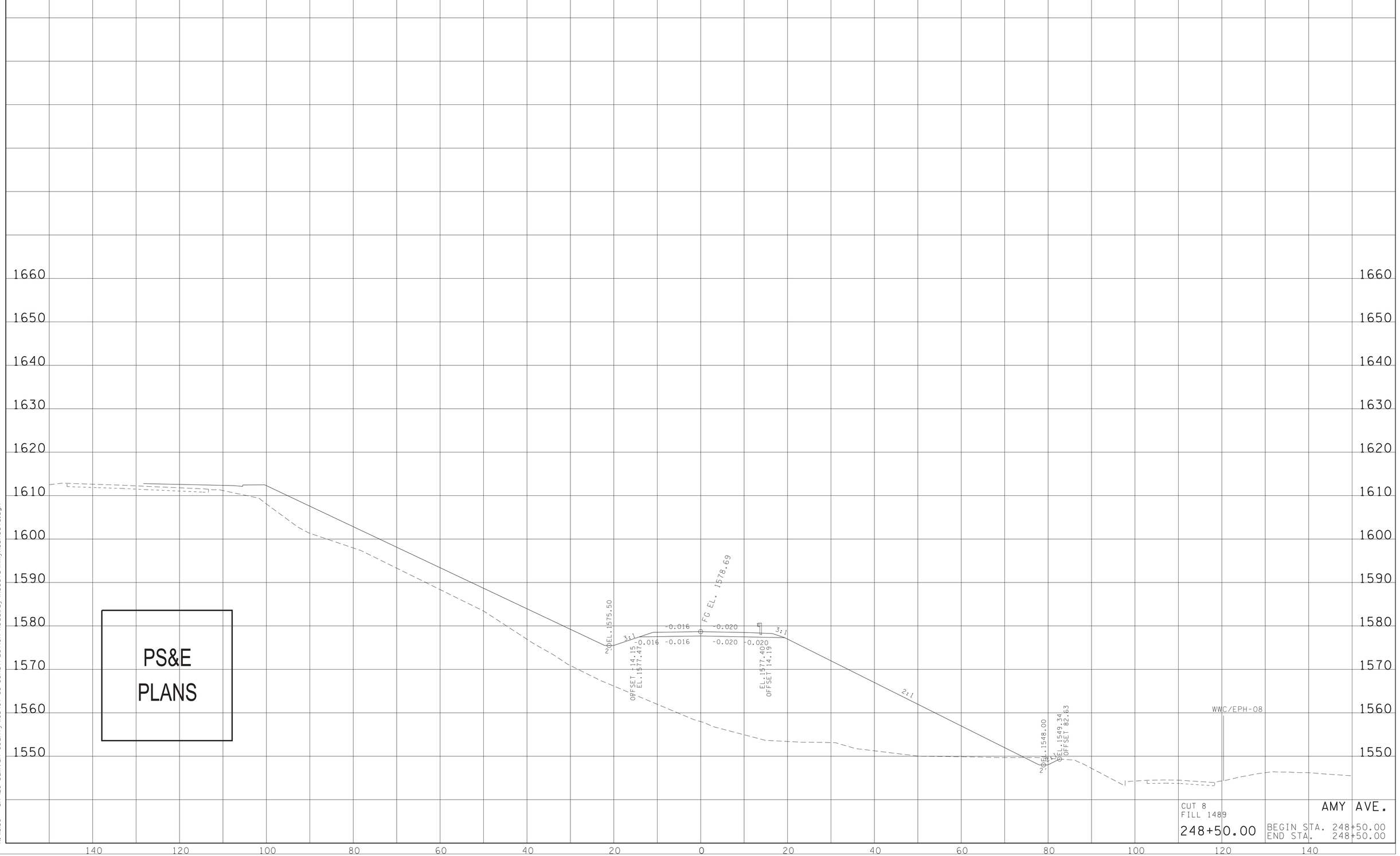
248+00.00

AMY AVE.
BEGIN STA. 248+00.00
END STA. 248+00.00

4/12/2025 11:29:32 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 398 |
| PSE | 2025 | STP-126(25) | 329 |

PS&E
PLANS




CUT 8
FILL 1489

AMY AVE.

248+50.00

BEGIN STA. 248+50.00
END STA. 248+50.00

4/12/2025 11:29:50 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 399 |
| PSE | 2025 | STP-126(25) | 330 |




4/12/2025 11:30:11 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSSheets.dgn

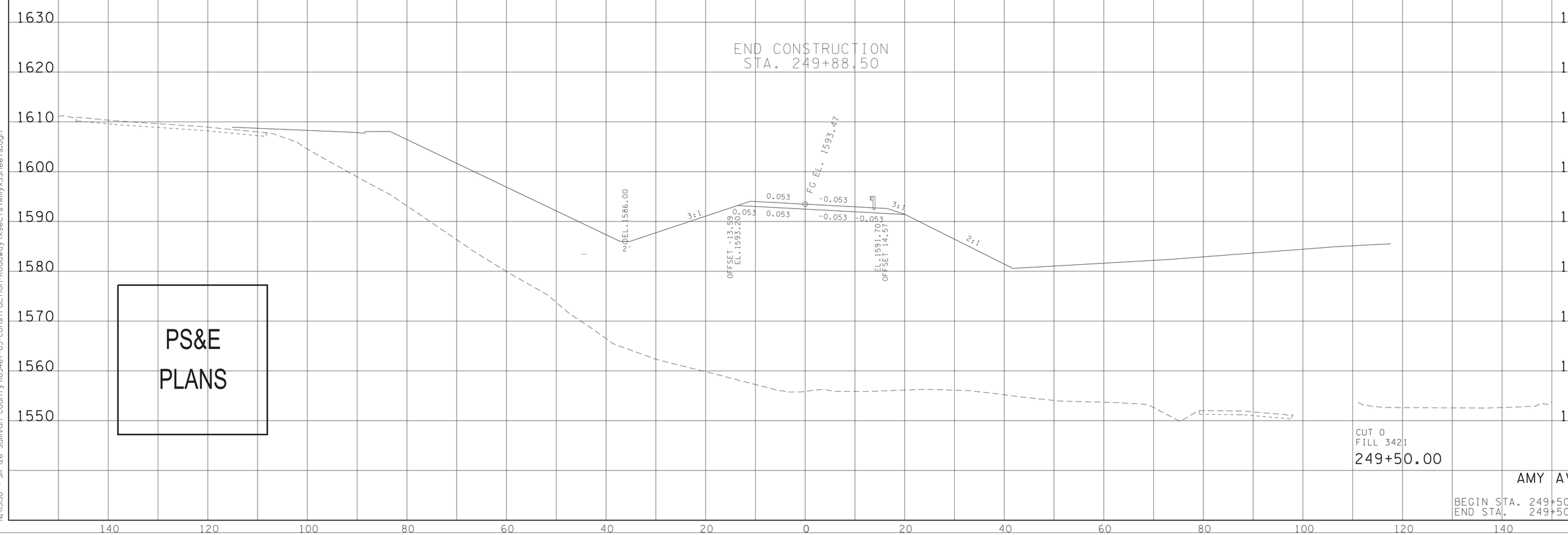
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 400 |
| PSE | 2025 | STP-126(25) | 331 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 4303 | 4303 | 1.00 |
| Fill | 11672 | 11672 | 1.00 |

END CONSTRUCTION
STA. 249+88.50

PS&E
PLANS




AMY AVE.

BEGIN STA. 249+50.00
END STA. 249+50.00

4/12/2025 11:30:30 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 401 |
| PSE | 2025 | STP-126(25) | 332 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 588 | 588 | 1.00 |
| Fill | 21 | 21 | 1.00 |

END CONSTRUCTION
STA. 351+70

OFFSET -55.19
EL. 1537.71
EL. 1537.14
3:1
-0.020
-0.020
-0.020
FG EL. 1539.82
-0.020-0.020
4:1
EL. 1538.59
OFFSET 11.19
EL. 1536.82
EL. 1539.22
OFFSET 26.12

CUT 390
FILL 0

351+40.00

EL. 1535.74
OFFSET -17.06
EL. 1536.28
3:1
-0.020
-0.020
-0.020
FG EL. 1537.62
-0.020-0.020
3:1
EL. 1536.40
OFFSET 11.19
EL. 1534.50
EL. 1536.62
OFFSET 20.94

CUT 165
FILL 2

351+00.00

EL. 1535.02
OFFSET -10.61
EL. 1536.22
3:1
0.050
0.050
0.050
FG EL. 1536.69
-0.050
-0.050-0.050
3:1
EL. 1535.11
OFFSET 11.53
EL. 1531.50
EL. 1532.42
OFFSET 23.30

CUT 26
FILL 20

350+50.00

PS&E
PLANS

BEGIN CONSTRUCTION
STA. 349+89.00

AMY COURT
BEGIN STA. 350+50.00
END STA. 351+40.00

1570
1560
1550
1540
1530

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

4/12/2025 11:19:50 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\AmyCourtXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 402 |
| PSE | 2025 | STP-126(25) | 333 |

1680
1670
1660
1650
1640
1630
1620
1610
1600
1590
1580
1570
1560
1550
1540
1530
1520

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

PS&E
PLANS

CUT 0
FILL 0

146+00.00

TRINITY LANE

BEGIN STA. 146+00.00
END STA. 146+00.00

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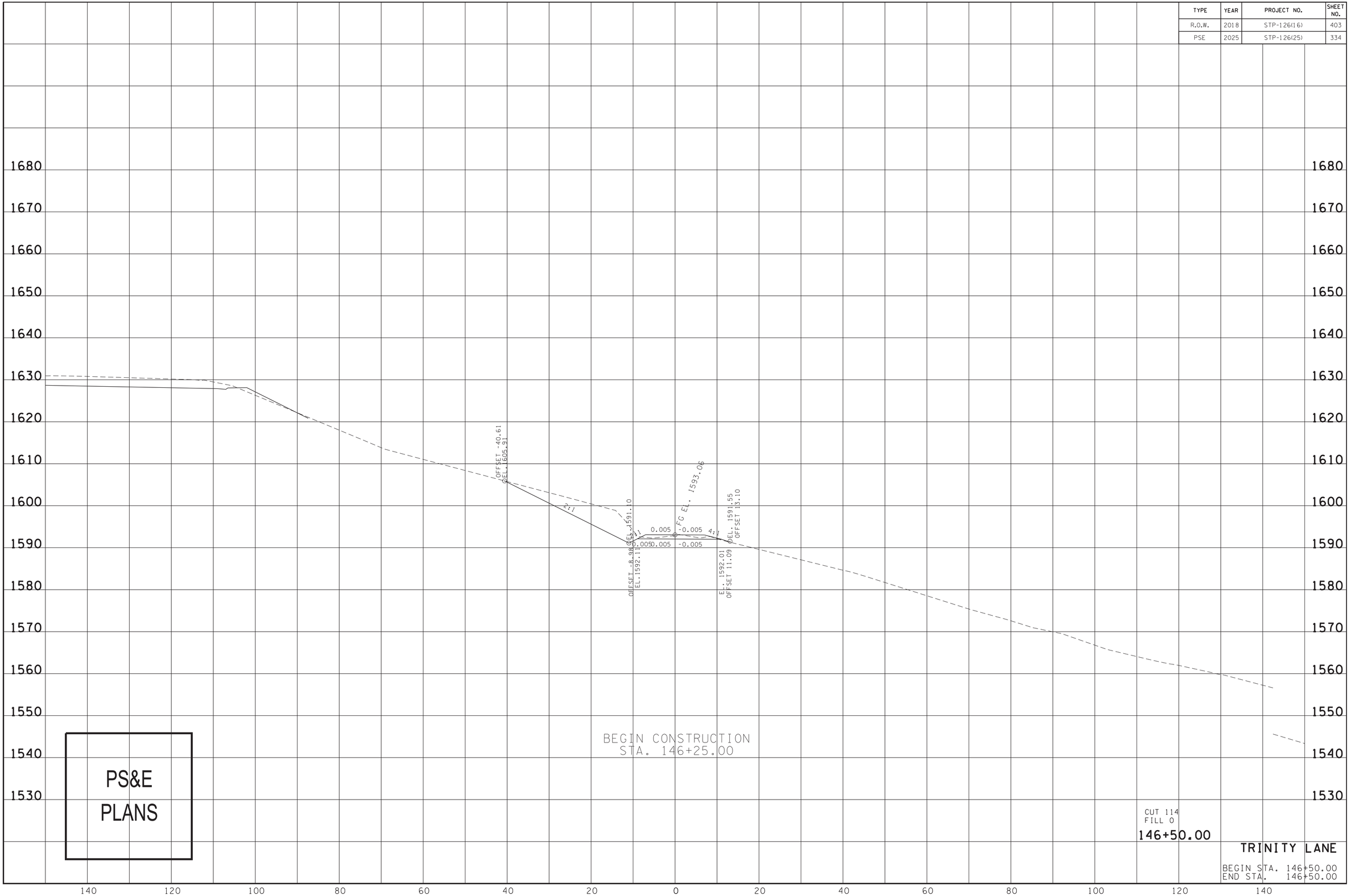
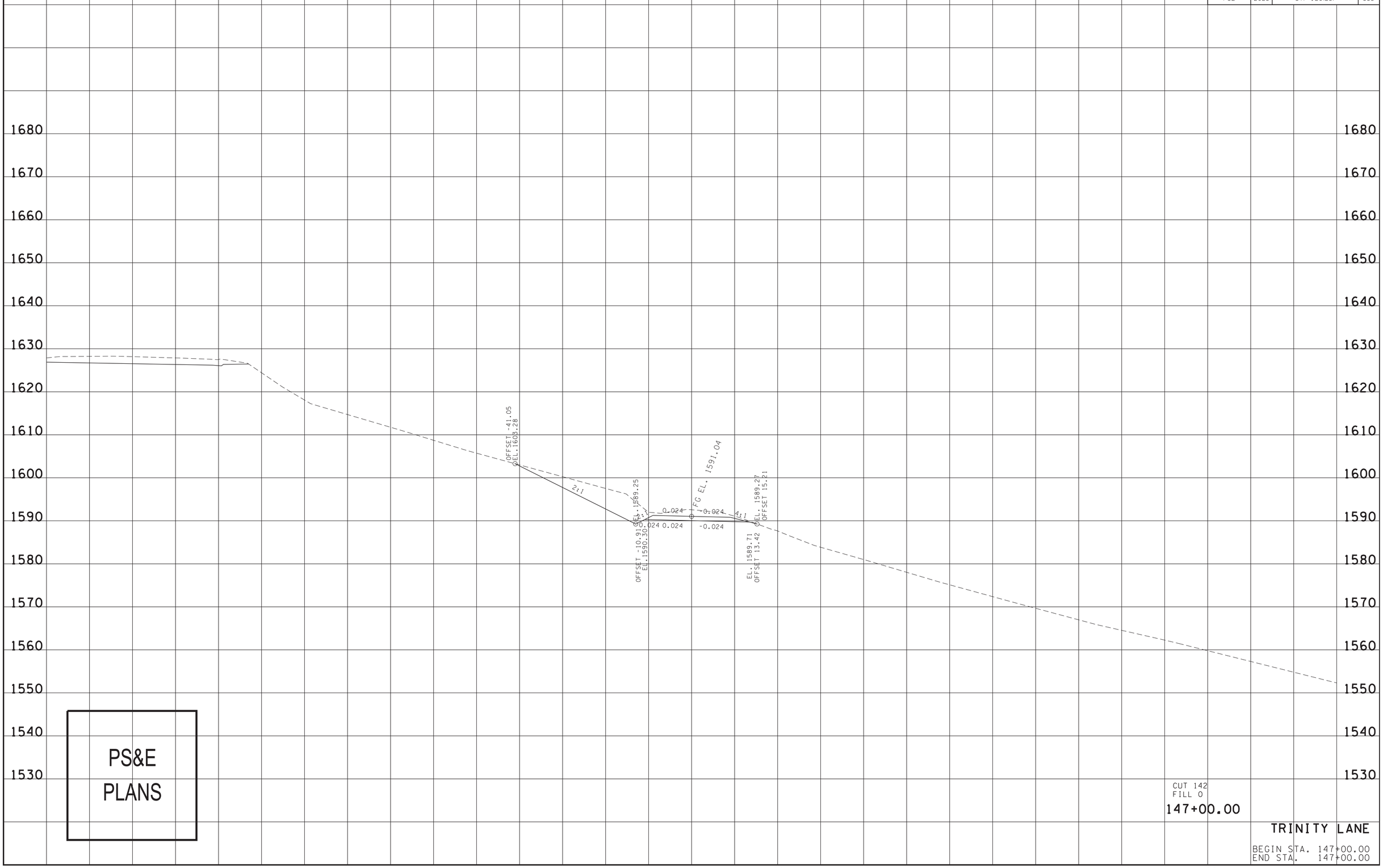
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 403 |
| PSE | 2025 | STP-126(25) | 334 |



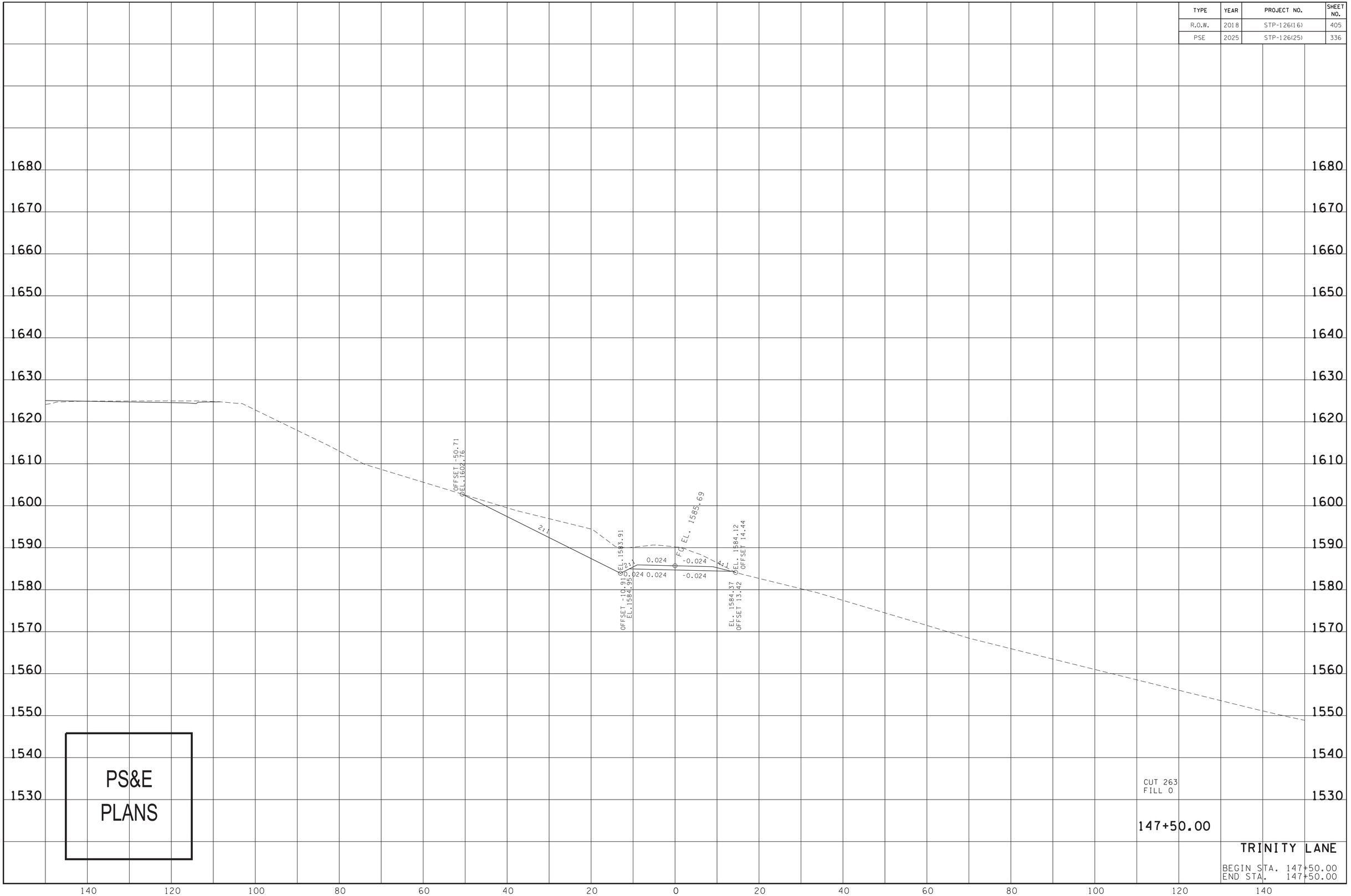

4/13/2025 11:13:20 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\TrinityXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 404 |
| PSE | 2025 | STP-126(25) | 335 |




4/13/2025 11:14:36 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\TrinityXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 405 |
| PSE | 2025 | STP-126(25) | 336 |




4/13/2025 11:15:00 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 406 |
| PSE | 2025 | STP-126(25) | 337 |

1670
1660
1650
1640
1630
1620
1610
1600
1590
1580
1570
1560
1550
1540
1530

OFFSET -77.10
EL. 1608.38

2:1

OFFSET 10.96
EL. 1577.35

EL. 1576.33

0.011

FG EL. 1578.23

-0.020

4:1

TOT

0.011 0.011

-0.020

EL. 1576.96
OFFSET 13.35

EL. 1575.20
OFFSET 30.99

PS&E
PLANS

CUT 557
FILL 0

148+00.00

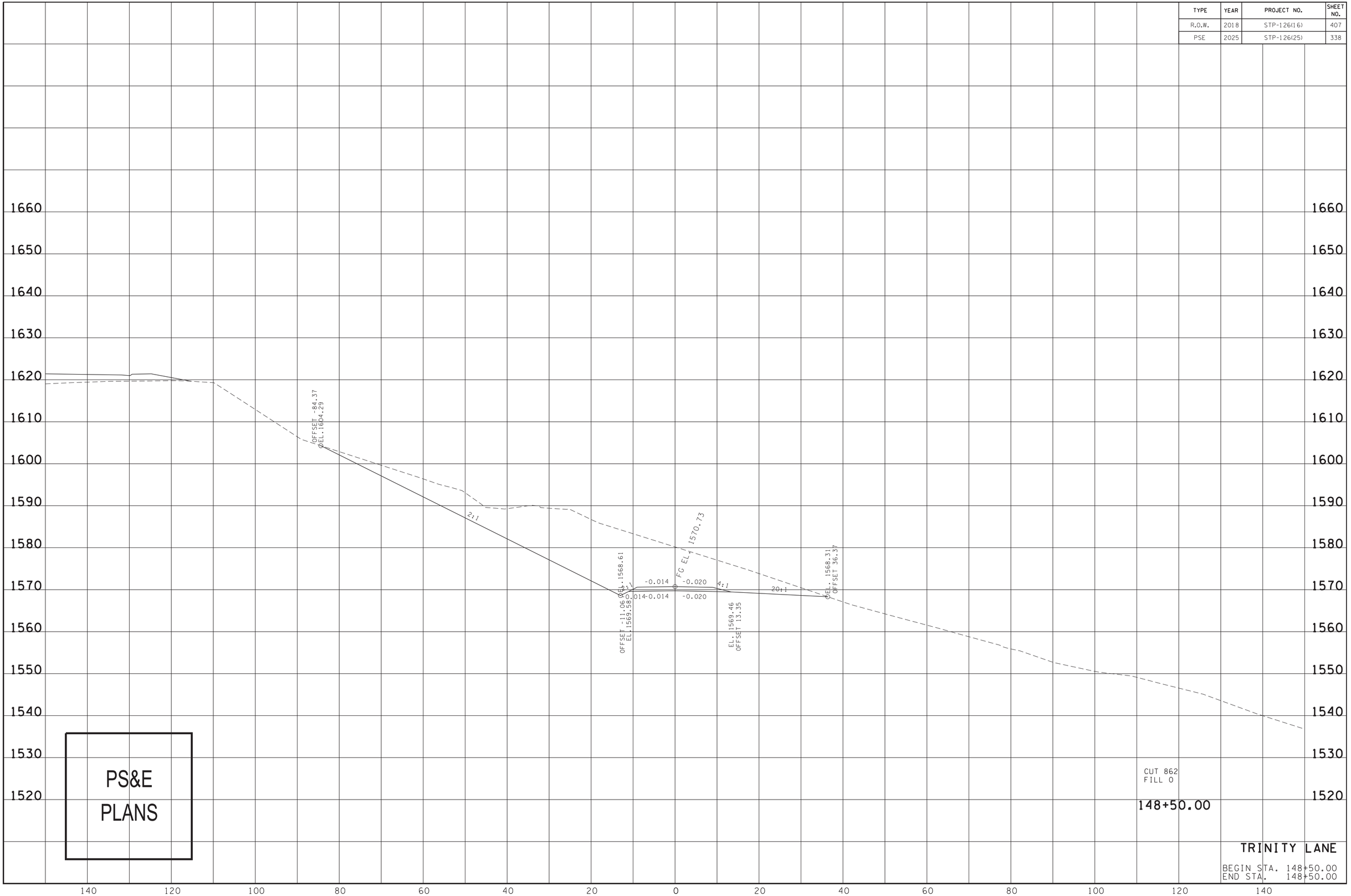
TRINITY LANE

BEGIN STA. 148+00.00
END STA. 148+00.00

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

4/13/2025 11:15:19 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\TrinityXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 407 |
| PSE | 2025 | STP-126(25) | 338 |



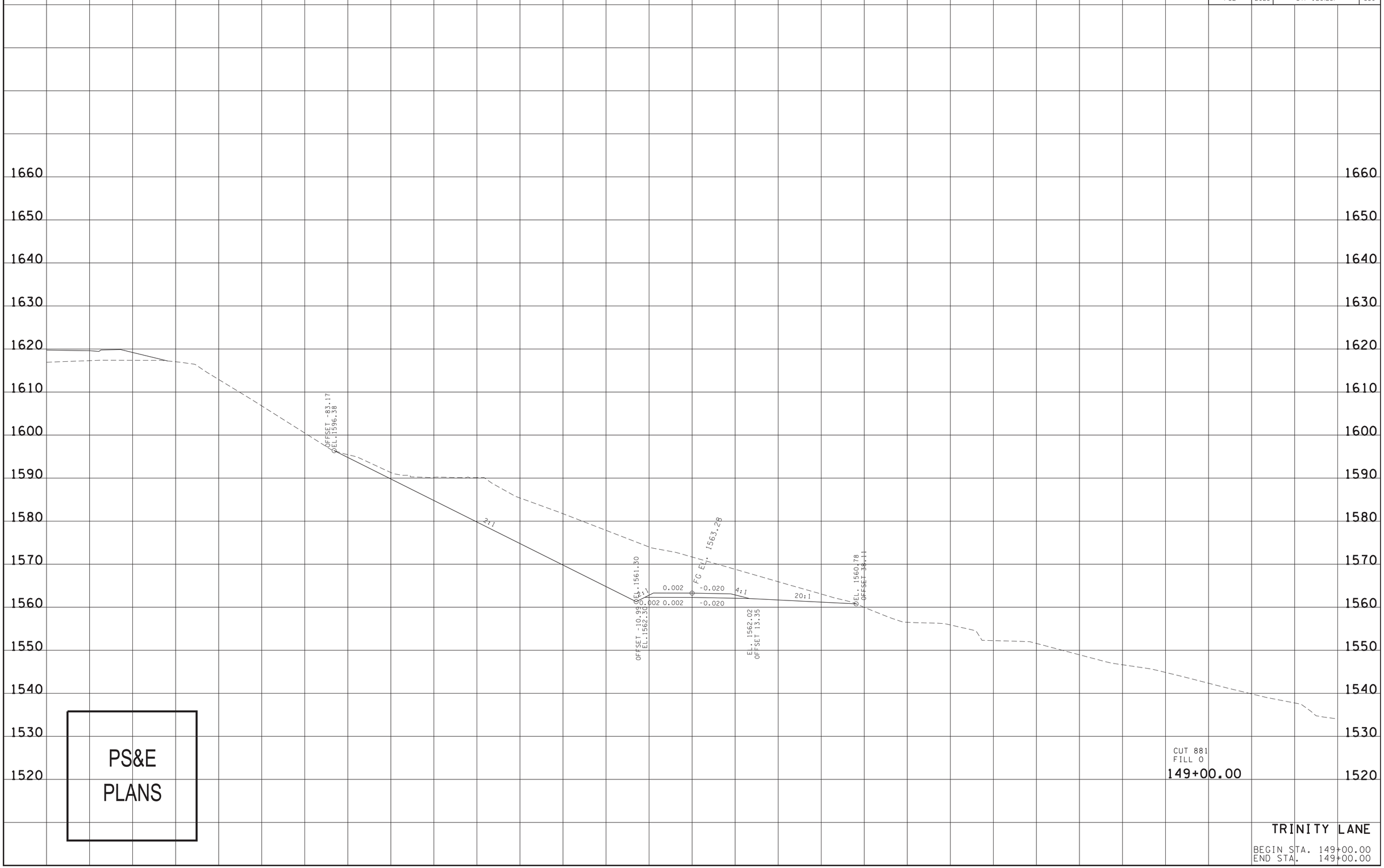

PS&E
PLANS

TRINITY LANE

BEGIN STA. 148+50.00
END STA. 148+50.00

4/13/2025 11:15:41 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\TrinityXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 408 |
| PSE | 2025 | STP-126(25) | 339 |

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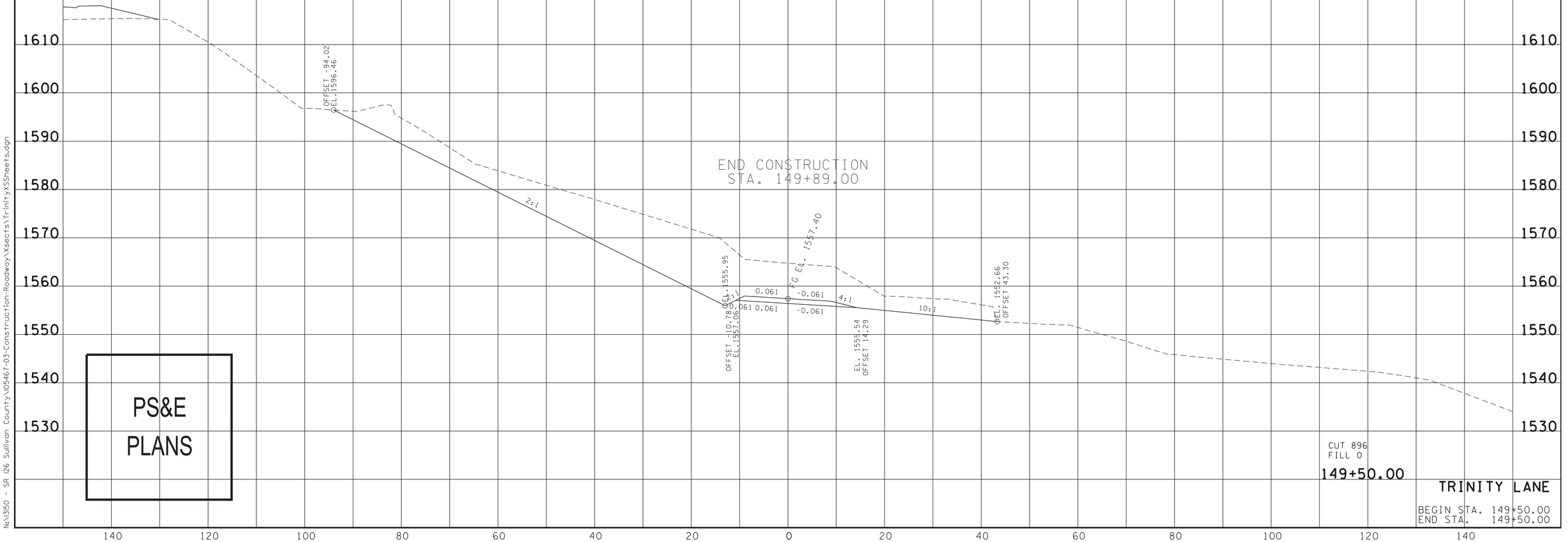
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\TrinityXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 409 |
| PSE | 2025 | STP-126(25) | 340 |

GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 5944 | 5944 | 1.00 |
| Fill | 0 | 0 | 1.00 |




PS&E
PLANS

4/13/2025 11:16:53 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\TrinityXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 410 |
| PSE | 2025 | STP-126(25) | 341 |

1690 1680 1670 1660 1650 1640 1630 1620 1610 1600

OFFSET -25.44
EL. 1610.02

0.027
-0.020
0.028
0.027
-0.020 -0.020

FG EL. 1609.09

EL. 1609.04
OFFSET 18.84

EL. 1608.79
OFFSET -25.33

OFFSET 18.63
EL. 1607.72

CUT 39
FILL 0

51+00.00

EL. 1623.50
OFFSET 76.56

2:1

0.033
0.033
0.033
-0.029
-0.029
-0.029

FG EL. 1607.89

2:1

EL. 1618.99
OFFSET 60.35

EL. 1608.41
OFFSET -47.83

OFFSET 30.04
EL. 1606.03

CUT 238
FILL 0

50+50.00

PS&E
PLANS

BEGIN CONSTRUCTION
STA. 50+44.00

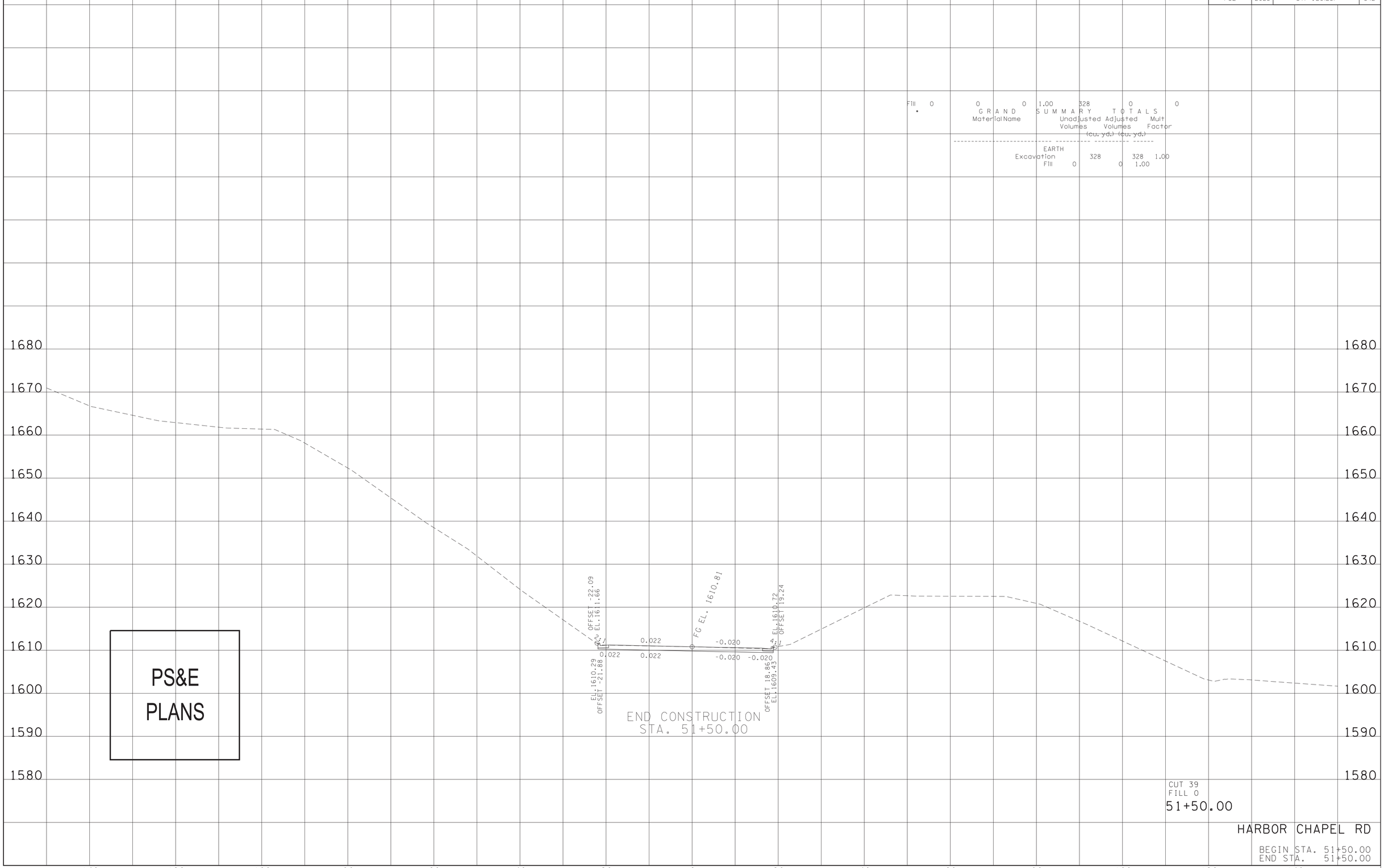
HARBOR CHAPEL RD

BEGIN STA. 50+50.00
END STA. 51+00.00

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

4/12/2025 11:44:48 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Harbor Chapel\XSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 411 |
| PSE | 2025 | STP-126(25) | 342 |




4/12/2025 11:45:03 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Harbor ChapelXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 412 |
| PSE | 2025 | STP-126(25) | 343 |

1660
1650
1640
1630
1620
1610
1600
1590
1580
1570
1560

PS&E
PLANS

51+90.16

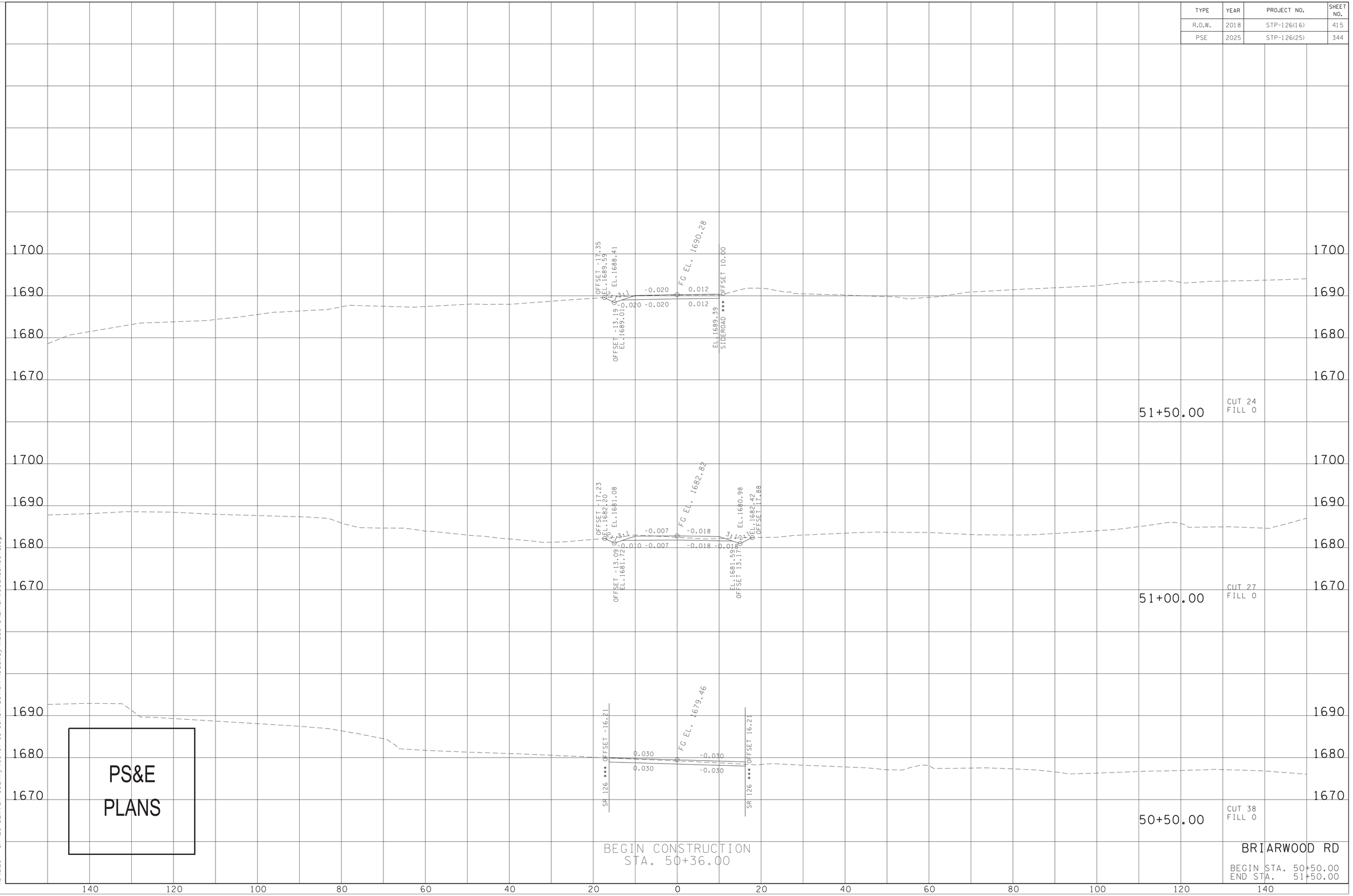
HARBOR CHAPEL RD

BEGIN STA. 51+90.16
END STA. 51+90.16

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

4/12/2025 11:45:21PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\Harbor Chapel\XSSheets.dgn

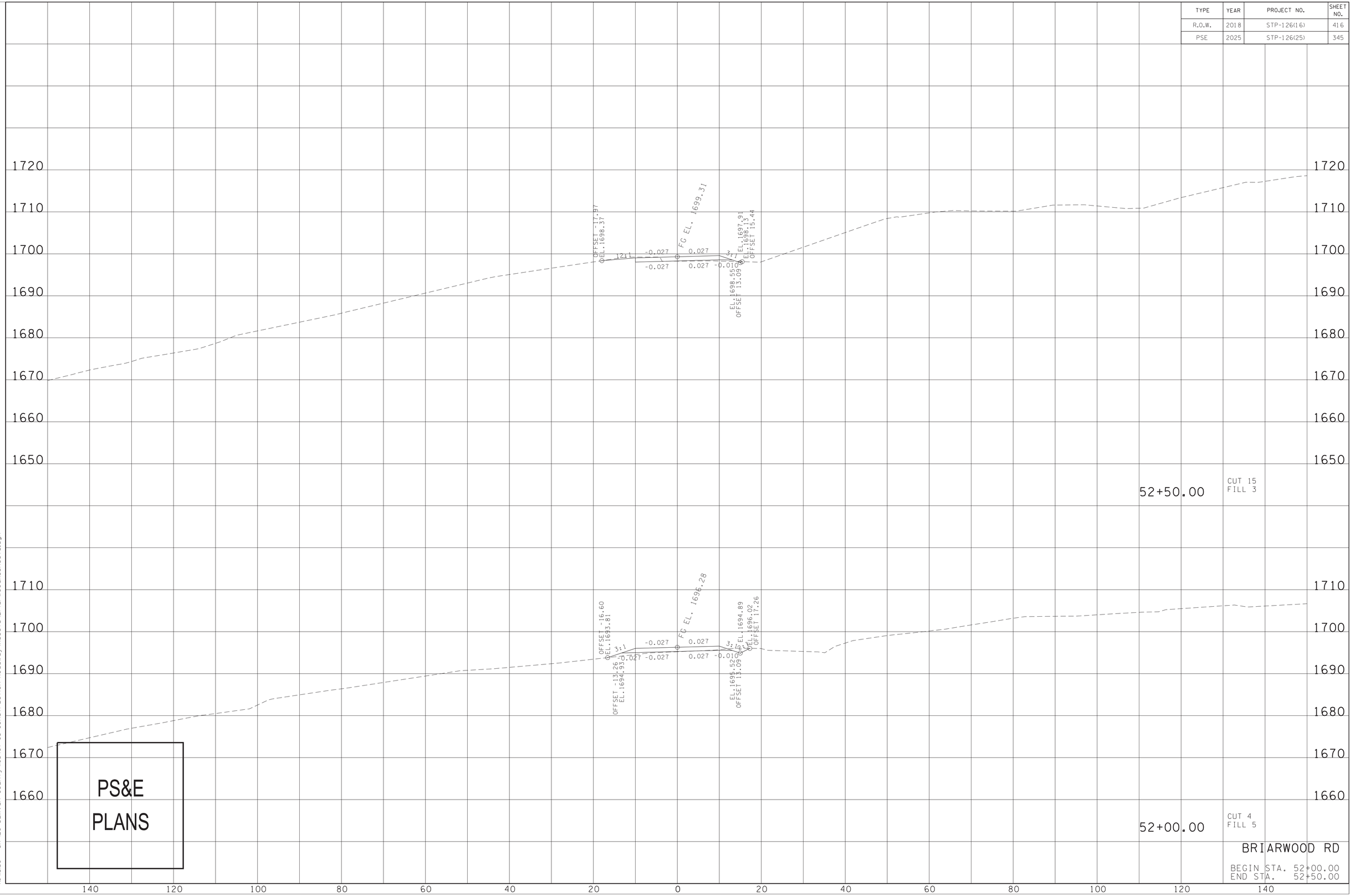
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 415 |
| PSE | 2025 | STP-126(25) | 344 |




PS&E
PLANS

4/12/2025 11:34:55 PM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\Xsects\BriarwoodXSSheets.dgn

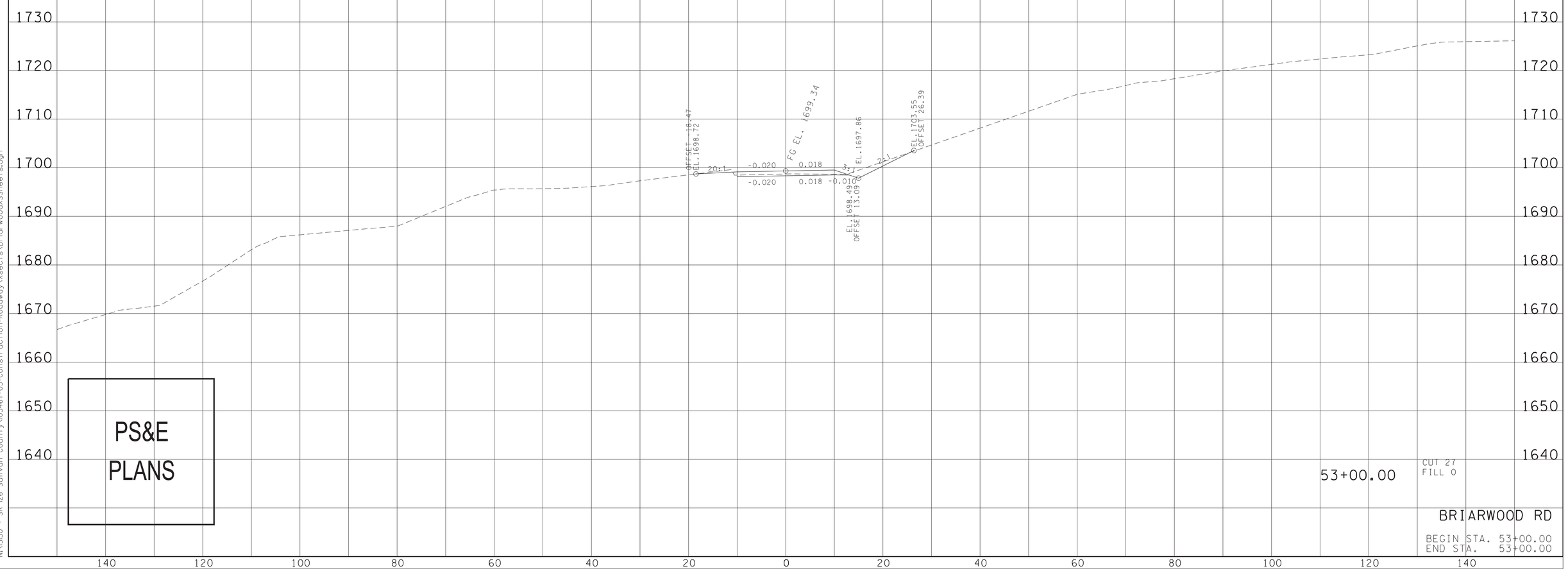
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 416 |
| PSE | 2025 | STP-126(25) | 345 |




PS&E
PLANS

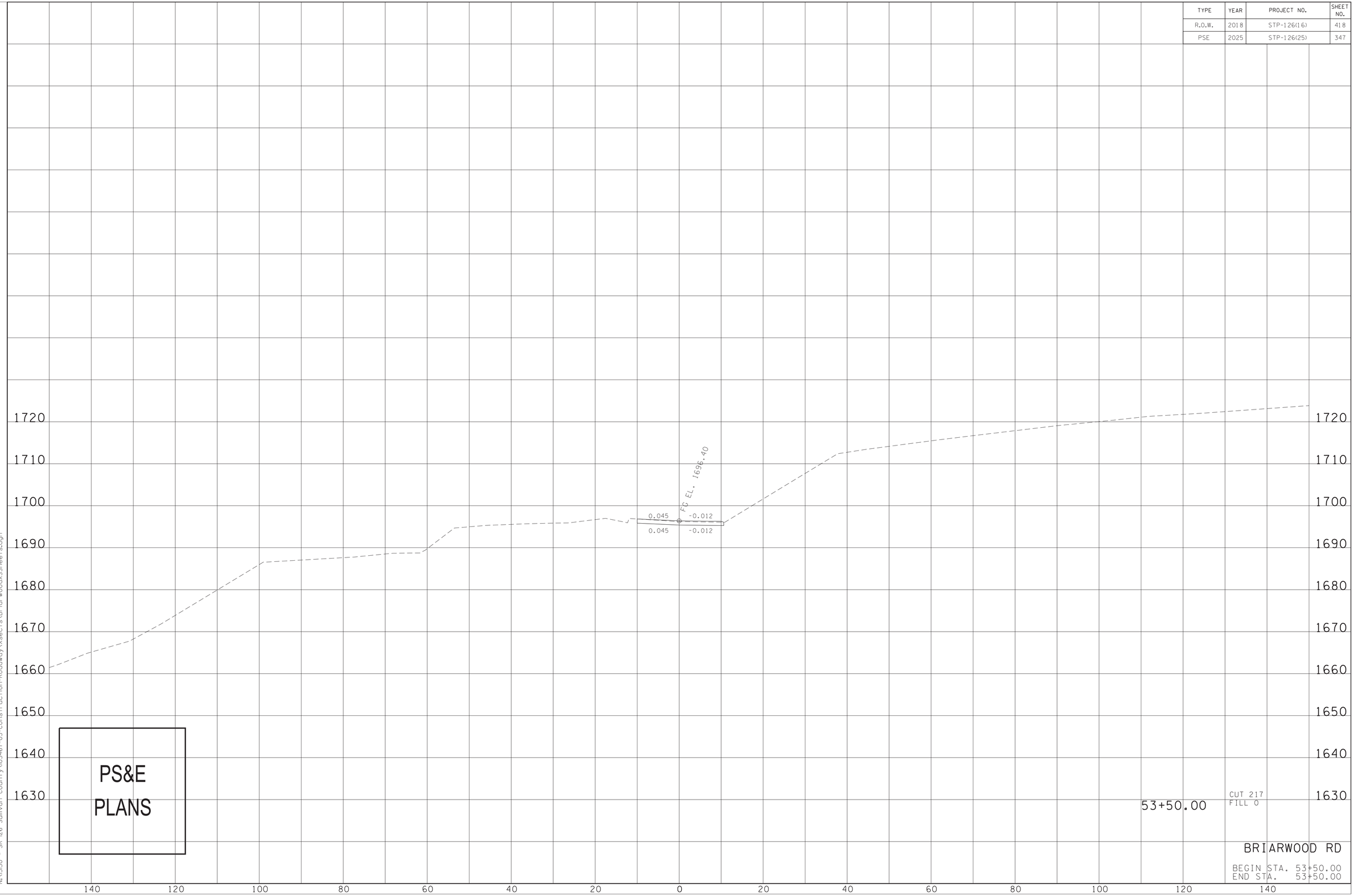
4/2/2025 11:35:13 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\BriarwoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 417 |
| PSE | 2025 | STP-126(25) | 346 |




4/12/2025 11:35:31 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\BriarwoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 418 |
| PSE | 2025 | STP-126(25) | 347 |




PS&E
PLANS

53+50.00

CUT 217
FILL 0

BRIARWOOD RD

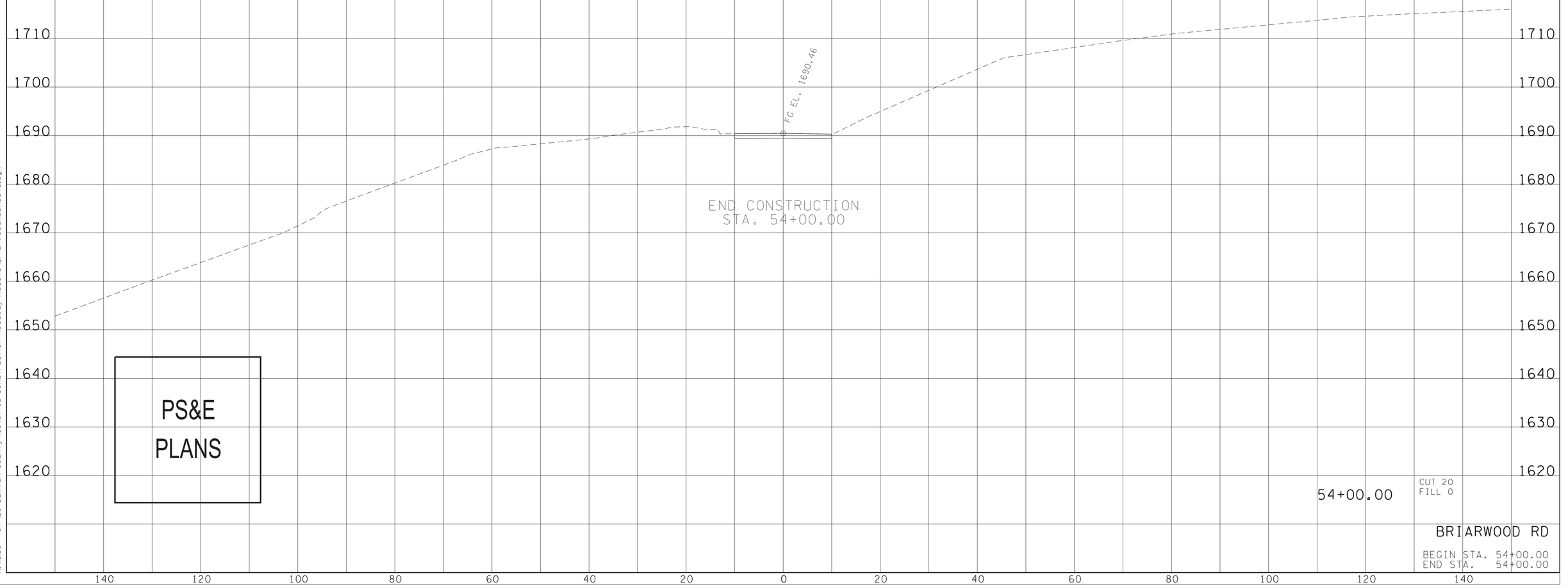
BEGIN STA. 53+50.00
END STA. 53+50.00

4/12/2025 11:35:51 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\BriarwoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 419 |
| PSE | 2025 | STP-126(25) | 348 |

GRAND SUMMARY TOTALS

| Material Name | | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|---|
| EARTH | | | | |
| | Excavation | 352 | 352 | 1.00 |
| | Fill | 8 | 8 | 1.00 |




PS&E
PLANS

54+00.00

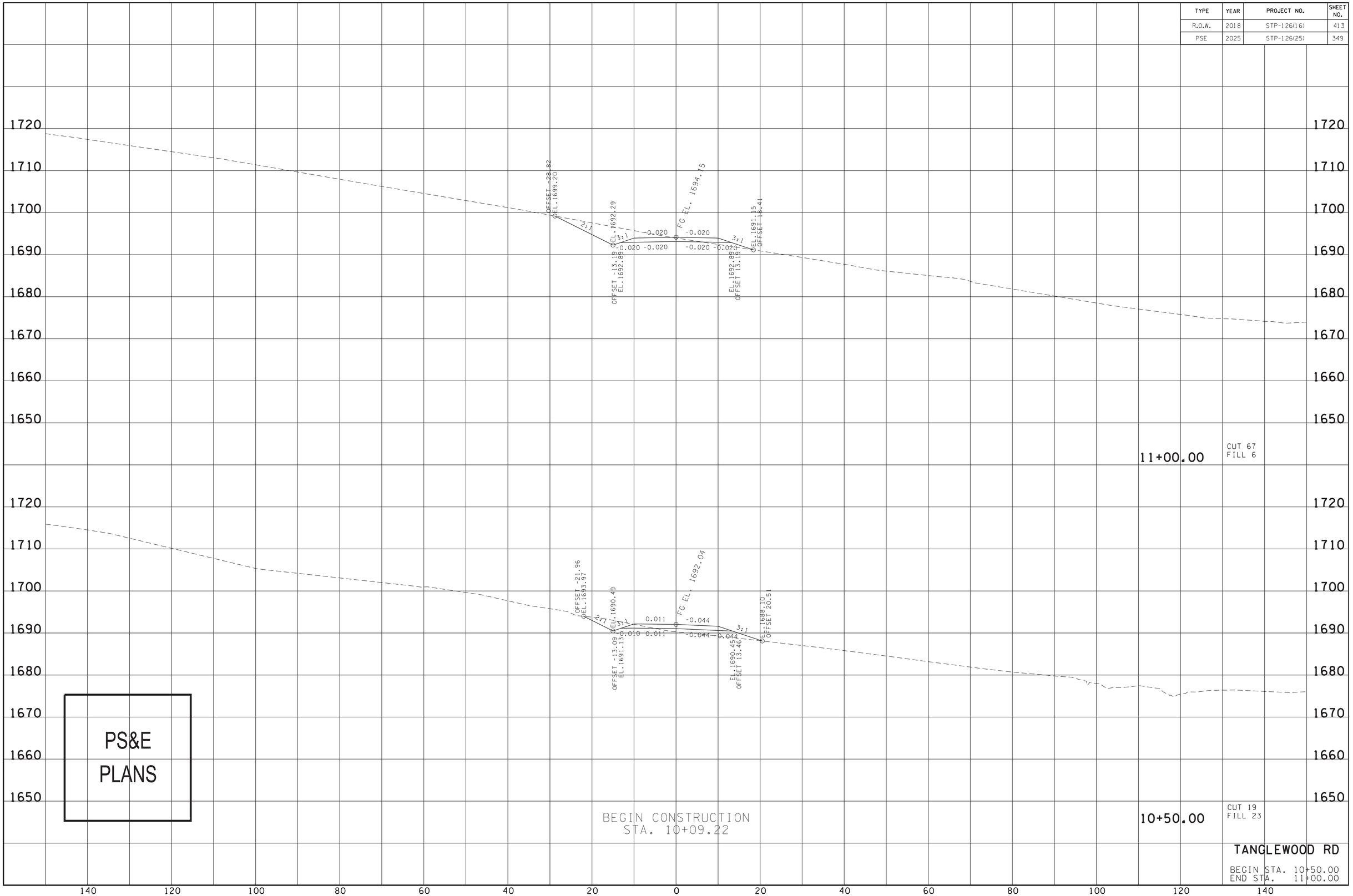
CUT 20
FILL 0

BRIARWOOD RD

BEGIN STA. 54+00.00
END STA. 54+00.00

4/12/2025 11:36:08 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\BriarwoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 413 |
| PSE | 2025 | STP-126(25) | 349 |



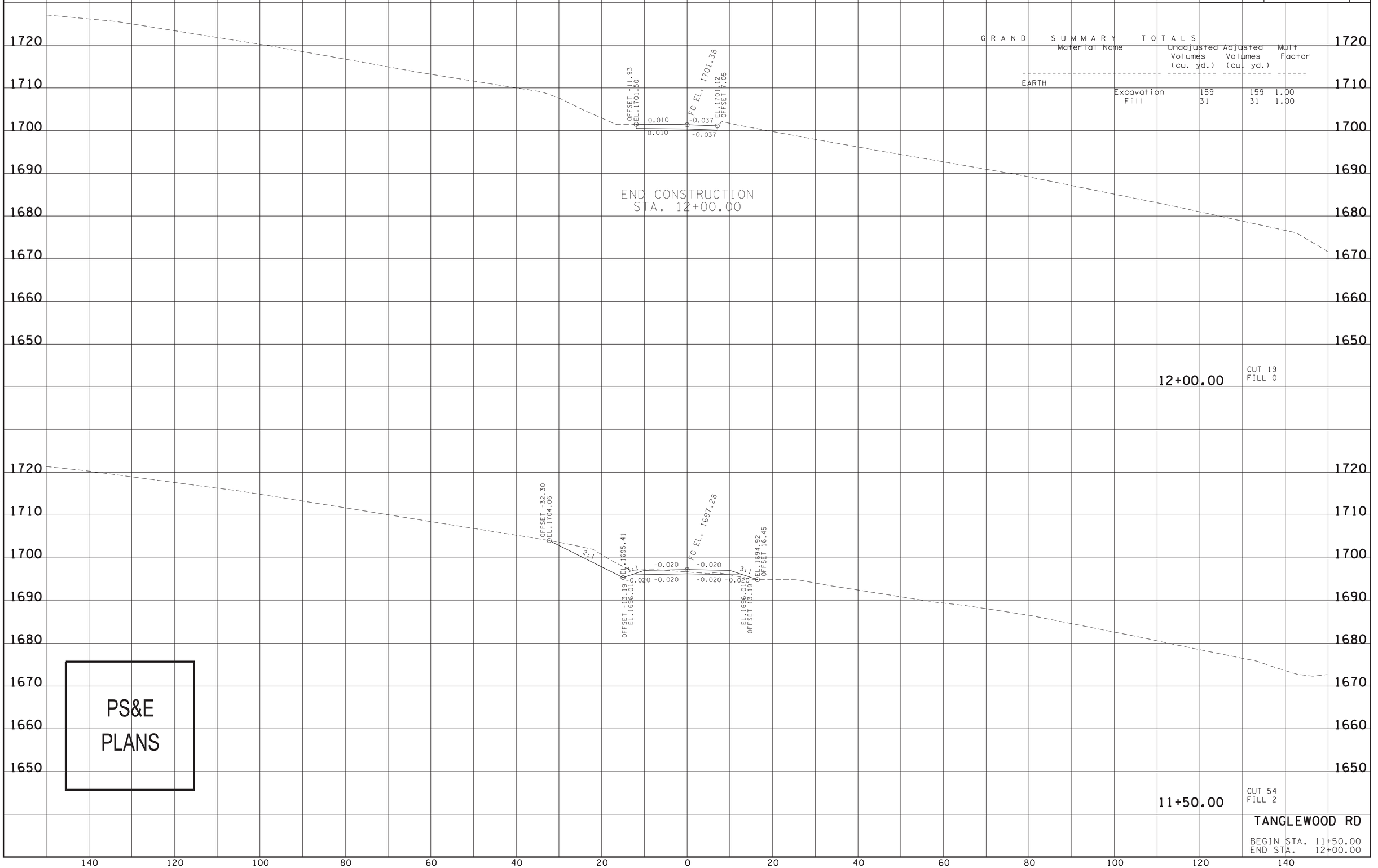

PS&E
PLANS

TANGLEWOOD RD

BEGIN STA. 10+50.00
END STA. 11+00.00

4/15/2025 3:35:32 PM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Xsects\TanglewoodXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(16) | 414 |
| PSE | 2025 | STP-126(25) | 350 |




GRAND SUMMARY TOTALS

| Material Name | Unadjusted Volumes (cu. yd.) | Adjusted Volumes (cu. yd.) | Mult Factor |
|---|---|---|---|
| EARTH | | | |
| Excavation | 159 | 159 | 1.00 |
| Fill | 31 | 31 | 1.00 |

12+00.00

CUT 19
FILL 0

11+50.00

CUT 54
FILL 2

TANGLEWOOD RD

BEGIN STA. 11+50.00
END STA. 12+00.00

4/15/2025 3:35:58 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | T1 |
| | | | |
| | | | |
| | | | |

# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

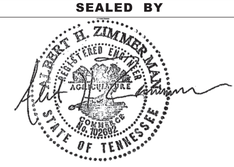
SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

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

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

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

**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

7/17/2025 8:49:18 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T1.dgn

# TRAFFIC CONTROL SIGN TABULATION

| M.U.T.C.D. SIGN NO. | LEGEND | SIZE IN INCHES L | X | W | S.F. | NO. REQUIRED PHASE I | NO. REQUIRED PHASE II | NO. REQUIRED PHASE III | TOTAL NO. REQUIRED | ITEM NO. 712-06 S.F. | STANDARD DRAWING NO. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G20-2 | END ROAD WORK | 36" | X | 18" | 5 | 16 | 17 | 2 | 17 | 76.50 | | |
| M4-8a | END DETOUR | 24" | X | 18" | 3 | 1 | | | 1 | 3.00 | | |
| M4-10 | DETOUR | 30" | X | 15" | 3 | 3 | | | 3 | 9.00 | | |
| M4-10L | DETOUR ARROW LEFT | 48" | X | 18" | 6 | 2 | | | 2 | 12.00 | | |
| M4-10R | DETOUR ARROW RIGHT | 48" | X | 18" | 6 | | 1 | | 1 | 6.00 | | |
| R3-7L | LEFT LANE MUST TURN LEFT | 30" | X | 30" | 6 | | | 1 | 1 | 6.00 | | |
| R3-7R | RIGHT LANE MUST TURN RIGHT | 30" | X | 30" | 6 | | 1 | | 1 | 6.00 | | |
| R4-7 | KEEP RIGHT | 24" | X | 30" | 5 | | | 3 | 3 | 15.00 | | |
| R9-9 | SIDEWALK CLOSED | 24" | X | 12" | 2 | 2 | 5 | | 5 | 10.00 | | |
| R11-2 | ROAD CLOSED | 48" | X | 30" | 10 | 14 | 11 | | 14 | 140.00 | | |
| R11-4 | ROAD CLOSED TO THRU TRAFFIC | 60" | X | 30" | 13 | | 1 | | 1 | 12.50 | | |
| W4-2RC | CONSTRUCTION LANE ENDS (right) | 36" | X | 36" | 9 | 1 | 1 | 2 | 2 | 18.00 | | Flip for phase 2 |
| W4-2LC | CONSTRUCTION LANE ENDS (left) | 36" | X | 36" | 9 | 1 | | 1 | 1 | 9.00 | | |
| W3-5 | SPEED REDUCTION | 36" | X | 36" | 9 | | 1 | | 1 | 9.00 | | |
| W5-1 | ROAD NARROWS | 36" | X | 36" | 9 | 1 | 2 | 1 | 2 | 18.00 | | |
| W6-3 | TWO WAY TRAFFIC | 36" | X | 36" | 9 | 2 | 1 | | 2 | 18.00 | | |
| W20-1 | ROAD WORK AHEAD | 36" | X | 36" | 9 | 24 | 20 | 12 | 24 | 216.00 | | |
| W20-1F | ROAD WORK 1000 FT | 36" | X | 36" | 9 | 1 | | | 1 | 9.00 | | |
| W20-3 | ROAD CLOSED AHEAD | 36" | X | 36" | 9 | | 2 | | 2 | 18.00 | | |
| W20-3F | ROAD CLOSED 1000 FT | 36" | X | 36" | 9 | | 1 | | 1 | 9.00 | | |
| W20-3F | ROAD CLOASED 500 FT | 36" | X | 36" | 9 | | 1 | | 1 | 9.00 | | |
| W20-4 | ONE LANE ROAD AHEAD | 36" | X | 36" | 9 | 11 | 5 | | 11 | 99.00 | | |
| W20-5R | RIGHT LANE CLOSED | 36" | X | 36" | 9 | | | 1 | 1 | 9.00 | | |
| W20-5RF | RIGHT LANE CLOSED XXX FT | 36" | X | 36" | 9 | | 2 | | 2 | 18.00 | | |
| W20-5L | LEFT LANE CLOSED AHEAD | 36" | X | 36" | 9 | | | 1 | 1 | 9.00 | | |
| W20-7 | FLAGGER SYMBOL | 36" | X | 36" | 9 | 10 | 5 | | 10 | 90.00 | | |
| W21-5 | SHOULDER WORK | 36" | X | 36" | 9 | 1 | | | 1 | 9.00 | | |
| W24-1R | DOUBLE REVERSE CURVE | 36" | X | 36" | 9 | 1 | 4 | 1 | 4 | 36.00 | | |
| W24-1L | DOUBLE REVERSE CURVE | 36" | X | 36" | 9 | 5 | 5 | 1 | 5 | 45.00 | | |
| | | | | | | | | | TOTAL | 944 | S.F. | |

## TABULATED TRAFFIC CONTROL QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | PHASE 1 | PHASE 2 | PHASE 3 | TOTAL QUANTITY 82S126-F3-002 |
|---|---|---|---|---|---|---|
| 712-04.01 | FLEXIBLE DRUMS (CHANNELIZING) | EA. | 4 | 273 | | 273 |
| 712-07-02 | TEMPORARY BARRICADES (TYPE III) (Assumed 8 ft each) | L.F. | 4 | 68 | 3 | 75 |
| 712-07-03 | TEMPORARY BARRICADES (TYPE III) | L.F. | 538 | 456 | | 994 |
| 712-08.03 | ARROW BOARD (TYPE C) | EA. | 2 | 2 | | 4 |
| 712-09.05 | TEMP. PAVE. MARKING-STRAIGHT ARROW | EA. | 48 | 48 | 3 | 99 |
| 712-09.05 | TEMP. PAVE. MARKING-TURN ARROW | EA. | 15 | 17 | | 32 |
| 713-16.01 | CHANGEABLE MESSAGE SIGN UNIT | EA. | 1 | 1 | | 2 |
| 714-09.46 | LED LUMINAIRES | EA. | 2 | 2 | | 4 |
| 716-04.15 | PLASTIC PAVE MARKING - BIKE SYMBOL/ARROW SHARED) | EA. | | 34 | | 34 |
| 716-05.01 | TEMP. PAVE. STRIPING - YELLOW SOLID LINE | L.F. | 3498.66 | 3740.28 | | 7238.94 |
| 716-05.01 | TEMP. PAVE. STRIPING-YELLOW DOUBLE LINE | L.F. | | 8072.75 | | 8072.75 |
| 716-05.01 | PAINTED PAVEMENT MARKING (4" LINE) | | 16927.06 | 16145.5 | | 33072.56 |
| 716-05.01 | TEMP. PAVE. STRIPING-YELLOW SOLID AND BROKEN LINE | L.F. | | 3316.81 | | 3316.81 |
| 716-05.01 | PAINTED PAVEMENT MARKING (4" LINE) | L.F. | 4237.85 | 4146.01 | | 8383.86 |
| 716-05.01 | TEMP. PAVE. STRIPING - WHITE SOLID LINE | L.F. | 23820.05 | 15525.81 | | 39346.86 |
| 716-05.01 | TEMP. PAVE. STRIPING-WHITE SKIP LINE | L.F. | 847.06 | 333.36 | | 1180.42 |
| 716-05.01 | PAINTED PAVEMENT MARKING (4" LINE) | | 211.77 | 83.34 | | 295.11 |
| 716-05.01 | TOTAL - PAINTED PAVEMENT MARKING (4" LINE) | L.M. | 9.2 | 7.5 | | 16.7 |
| 716-05.01 | TEMP. PAVE. STRIPING-WHITE DOTTED LINE | L.F. | 418.78 | 904.58 | | 1323.36 |
| 716-05.03 | PAINTEDPAVEMENT MARKING (CROSS-WALK) | L.F. | | 638 | | 638 |
| 716-05.05 | PAINTED PAVEMENT MARKING (STOP LINE) | L.F. | | 664 | 36 | 700 |
| 716-05.09 | Painted Pavement Marking (4" Straight-Turn Arrow) | EA. | | 5 | | 5 |
| 716-05.11 | PAINTED PAVEMENT MARKING(STRAIGHT ARROW) | EA. | | 2 | | 2 |
| 716-05.21 | PAINTED PAVEMENT MARKING (4" DOTTED LINE) | LF | 120 | 197 | 112 | 429 |
| 716-12.02 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | | 11.2 | | 11.2 |
| 719-05.06 | PAINTED PAVEMENT MARKING (TURN-LN ARROW) | EA. | | 50 | | 50 |

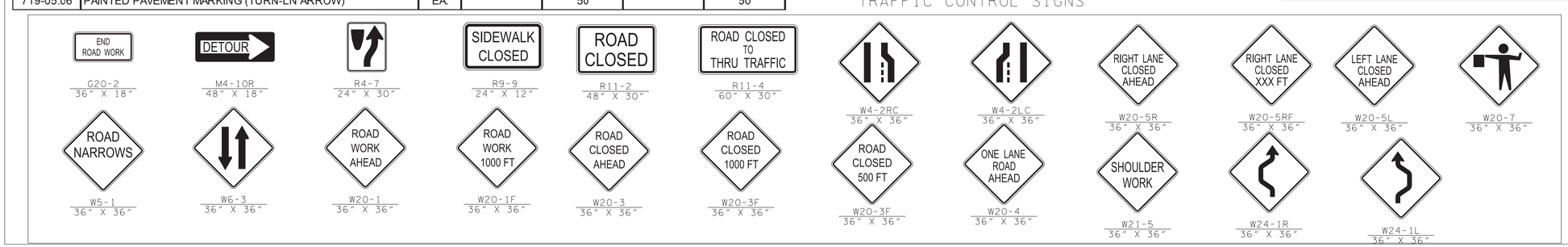
## SPECIAL PHASING NOTE (PEDESTRIANS)

THERE IS AN EXISTING SIDEWALK AT THE BEGINNING OF THE PROJECT TO BE CLOSED. THE SIDEWALK CONSTRUCTED ON PHASES 1 & 2 WILL BE CLOSED UNTIL PROJECT IS COMPLETE. TYPE II BARRICADES AND "SIDEWALK CLOSED" SIGNS SHALL BE USED.

## TRAFFIC CONTROL LEGEND

| SYMBOL | ITEM |
|---|---|
| | WORK ZONE |
| | FLEXIBLE DRUMS (CHANNELIZING) |
| | SIGN (CONSTRUCTION) |
| | TRAFFIC FLOW |
| | FLAGGER |
| | TEMPORARY BARRICADE (TYPE II) |
| | TEMPORARY BARRICADE (TYPE III) |
| | CHANGEABLE MESSAGE SIGN |

## TRAFFIC CONTROL SIGNS




## TRAFFIC CONTROL NOTES (ALL PHASING):

1. THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.
2. 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".
3. THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.
4. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL CONSTRUCT THE AREA SHOWN HATCHED ON THE PLANS.

## SEQUENCE OF CONTRUCTION NOTES:

### PHASE 1

1. WORK SHOWN ON THE NORTH SIDE OF PROPOSED RTE. 126 SHALL BE BUILT FIRST WHILE TWO LANES OF TRAFFIC ARE MAINTAINED ON THE SOUTH SIDE OF THE EXISTING ROADWAY.
2. AT STATION 300+00, WORK SHOWN ON THE SOUTH SIDE OF RTE. 126, BRIARWOOD ROAD, AND TANGLEWOOD ROAD SHALL BE BUILT. TWO LANES OF TRAFFIC WILL BE SHIFTED BACK TO THE NORTH SIDE OF THE EXISTING ROADWAY.
3. INSTALL 18" CROSSPIPE AND CATCH BASINS SEE DRAINAGE NOTE.

### PHASE 2

1. WORK SHOWN ON THE SOUTH SIDE OF PROPOSED RTE. 126, WARPATH DRIVE, AND MILLER STREET SHALL BE BUILT IN PHASE 2. THREE LANES OF TRAFFIC ARE TO BE MAINTAINED ON THE EXISTING ROADWAY.

### PHASE 2A

1. THE RELOCATION OF AMY AVENUE AND PART OF TRINITY LANE SHALL BE BUILT IN PHASE 2A. TWO LANES OF TRAFFIC ARE TO REMAIN OPEN ON THE EXISTING ROADS.
2. ONCE AMY AVENUE IS BUILT, TRAFFIC IS TO BE DIVERTED ONTO THE NEW ROAD.

### PHASE 2B

1. THE REMAINDER OF TRINITY LANE IS TO BE BUILT UNDER TRAFFIC. THE ORIGINAL PART OF TRINITY LANE SOUTH OF THE RELOCATION SHALL BE REMOVED.
2. THE CUL-DE-SAC ON AMY COURT IS TO BE BUILT AND REMAINING PART OF AMY AVENUE SOUTHWEST OF THE ANY RELOCATION SHALL BE REMOVED.

### PHASE 2C

1. WOODRIDGE AVENUE IS TO BE CLOSED WITH TRAFFIC DIVERTED NORTH. WORK SHOWN ON WOODRIDGE AVENUE SHALL BE BUILT. THE REMAINS OF EXISTING WOODRIDGE AVENUE SHALL BE REMOVED.
2. THE LEFT SIDE OF SR 126 SHALL BE BUILT AFTER WORK ON WOODRIDGE AVENUE IS COMPLETED.

### PHASE 3

1. CURB & GUTTER AS WELL AS ANY WORK LEFT UNFINISHED WITHIN THE MEDIAN SHALL BE BUILT IN PHASE 3. TRAFFIC WILL BE ON BOTH SIDES OF RTE. 126.
2. WORK SHOWN ON THE EAST SIDE OF WARPATH DRIVE SHALL BE BUILT IN PHASE 3 WHILE TRAFFIC IS MAINTAINED ON THE WEST SIDE OF THE ROADWAY.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126 (25) | T2 |
| | | | |
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7-18-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND & TABULATION

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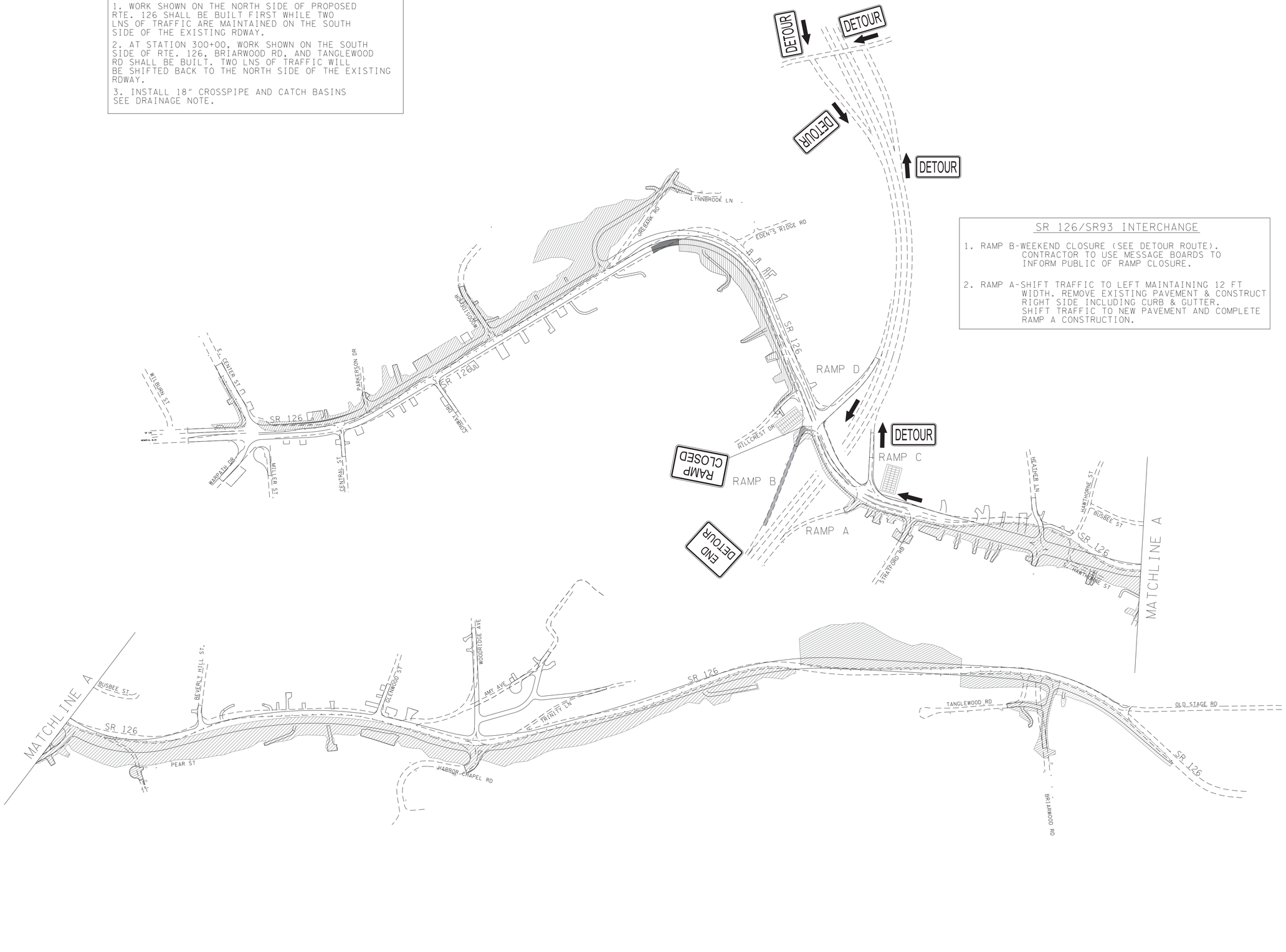
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP 126 (25) | T3 |
| | | | |
| | | | |
| | | | |

## SEQUENCE OF CONTRUCTION NOTES:

PHASE 1

1. WORK SHOWN ON THE NORTH SIDE OF PROPOSED RTE. 126 SHALL BE BUILT FIRST WHILE TWO LNS OF TRAFFIC ARE MAINTAINED ON THE SOUTH SIDE OF THE EXISTING RDWAY.
2. AT STATION 300+00, WORK SHOWN ON THE SOUTH SIDE OF RTE. 126, BRIARWOOD RD, AND TANGLEWOOD RD SHALL BE BUILT. TWO LNS OF TRAFFIC WILL BE SHIFTED BACK TO THE NORTH SIDE OF THE EXISTING RDWAY.
3. INSTALL 18" CROSSPIPE AND CATCH BASINS SEE DRAINAGE NOTE.




## SR 126/SR93 INTERCHANGE

1. RAMP B-WEEKEND CLOSURE (SEE DETOUR ROUTE). CONTRACTOR TO USE MESSAGE BOARDS TO INFORM PUBLIC OF RAMP CLOSURE.
2. RAMP A-SHIFT TRAFFIC TO LEFT MAINTAINING 12 FT WIDTH. REMOVE EXISTING PAVEMENT & CONSTRUCT RIGHT SIDE INCLUDING CURB & GUTTER. SHIFT TRAFFIC TO NEW PAVEMENT AND COMPLETE RAMP A CONSTRUCTION.

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7-18-2025

PHASE 1

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL PHASING LAYOUT

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP 126(25) | T4 |
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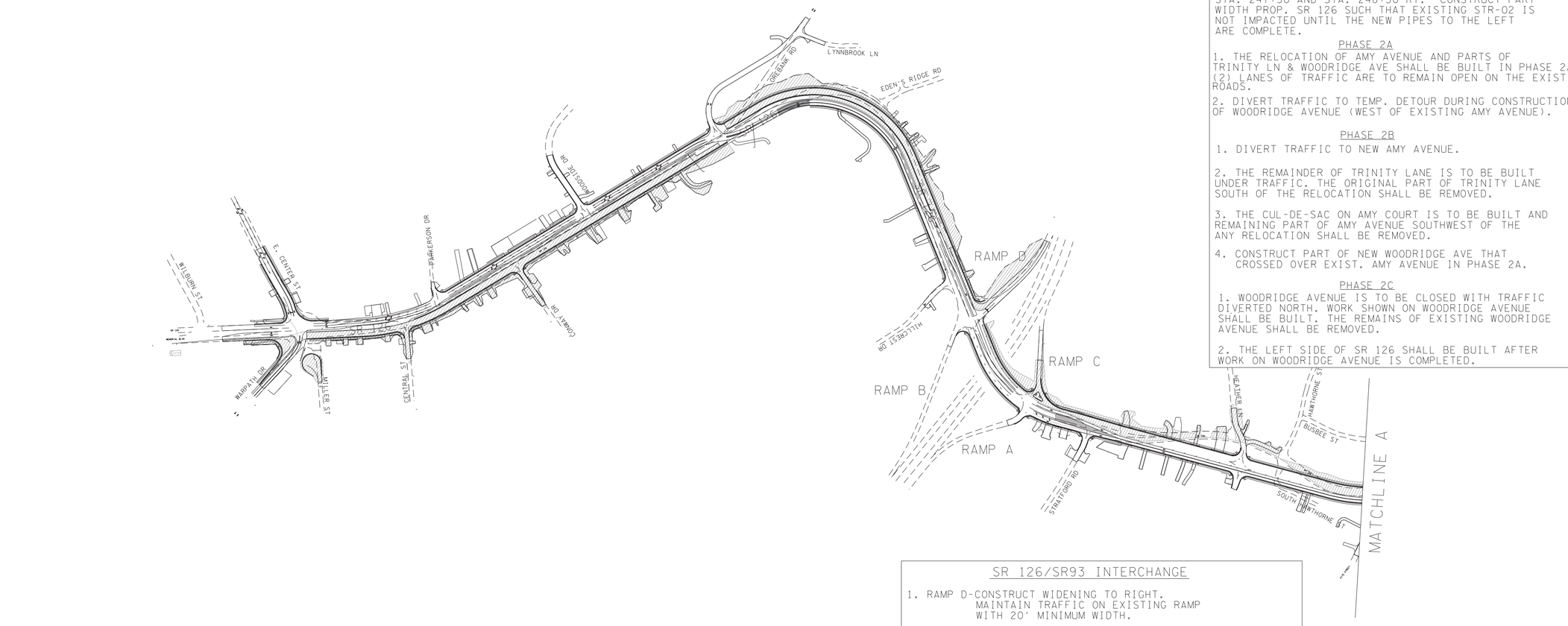


## SEQUENCE OF CONTRUCTION NOTES:

### PHASE 2

1. WORK SHOWN ON THE SOUTH SIDE OF PROPOSED RTE. 126, WARPATH DRIVE, AND MILLER STREET SHALL BE BUILT IN PHASE 2. THREE LANES OF TRAFFIC ARE TO BE MAINTAINED ON THE EXISTING ROADWAY.

2. STR-02 SEQUENCING:
PRIOR TO CONSTRUCTION OF THE NEW PIPES CARRYING STR-02, CONSTRUCT A TEMPORARY DITCH BETWEEN STA. 248+50 AND 251+50 RT., INCLUDING 72 LIN FT OF 36 INCH TEMPORARY PIPE UNDER MILTON CT. BETWEEN STA. 247+50 AND STA. 248+50 RT. CONSTRUCT PART WIDTH PROP. SR 126 SUCH THAT EXISTING STR-02 IS NOT IMPACTED UNTIL THE NEW PIPES TO THE LEFT ARE COMPLETE.

### PHASE 2A

1. THE RELOCATION OF AMY AVENUE AND PARTS OF TRINITY LN & WOODRIDGE AVE SHALL BE BUILT IN PHASE 2A. (2) LANES OF TRAFFIC ARE TO REMAIN OPEN ON THE EXISTING ROADS.

2. DIVERT TRAFFIC TO TEMP. DETOUR DURING CONSTRUCTION OF WOODRIDGE AVENUE (WEST OF EXISTING AMY AVENUE).

### PHASE 2B

1. DIVERT TRAFFIC TO NEW AMY AVENUE.

2. THE REMAINDER OF TRINITY LANE IS TO BE BUILT UNDER TRAFFIC. THE ORIGINAL PART OF TRINITY LANE SOUTH OF THE RELOCATION SHALL BE REMOVED.

3. THE CUL-DE-SAC ON AMY COURT IS TO BE BUILT AND REMAINING PART OF AMY AVENUE SOUTHWEST OF THE ANY RELOCATION SHALL BE REMOVED.

4. CONSTRUCT PART OF NEW WOODRIDGE AVE THAT CROSSED OVER EXIST. AMY AVENUE IN PHASE 2A.

### PHASE 2C

1. WOODRIDGE AVENUE IS TO BE CLOSED WITH TRAFFIC DIVERTED NORTH. WORK SHOWN ON WOODRIDGE AVENUE SHALL BE BUILT. THE REMAINS OF EXISTING WOODRIDGE AVENUE SHALL BE REMOVED.

2. THE LEFT SIDE OF SR 126 SHALL BE BUILT AFTER WORK ON WOODRIDGE AVENUE IS COMPLETED.

## SR 126/SR93 INTERCHANGE

1. RAMP D-CONSTRUCT WIDENING TO RIGHT.
MAINTAIN TRAFFIC ON EXISTING RAMP WITH 20' MINIMUM WIDTH.

2. RAMP C-CONSTRUCT TEMP ASPHALT WIDENING TO THE LEFT.
SHIFT TRAFFIC TO THE LEFT MAINTAINING A MINIMUM 14' LANE.
CONSTRUCT RIGHT SIDE, INCLUDING RETAINING WALL.
SHIFT TRAFFIC TO THE RIGHT AND COMPLETE PAVEMENT CONSTRUCTION.

**SEALED BY**

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
No. 109896
STATE OF TENNESSEE

7-18-2025

PHASE 2

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TRAFFIC CONTROL PHASING LAYOUT

7/17/2025 8:51:51 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP 126 (25) | T5 |
| | | | |
| | | | |
| | | | |

## SEQUENCE OF CONTRUCTION NOTES:

PHASE 3

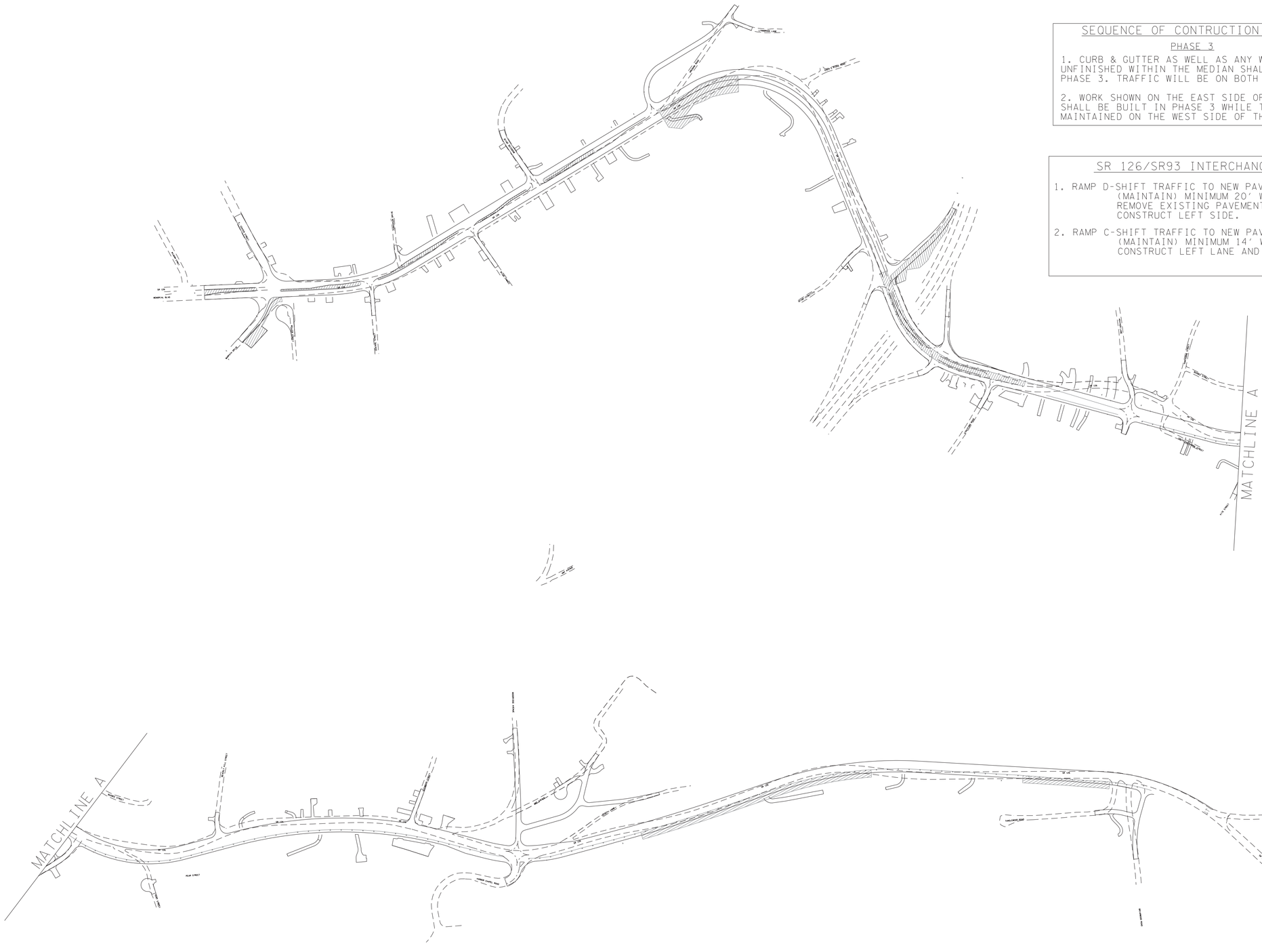
1. CURB & GUTTER AS WELL AS ANY WORK LEFT UNFINISHED WITHIN THE MEDIAN SHALL BE BUILT IN PHASE 3. TRAFFIC WILL BE ON BOTH SIDES OF RTE. 126.

2. WORK SHOWN ON THE EAST SIDE OF WARPATH DRIVE SHALL BE BUILT IN PHASE 3 WHILE TRAFFIC IS MAINTAINED ON THE WEST SIDE OF THE ROADWAY.

## SR 126/SR93 INTERCHANGE

1. RAMP D-SHIFT TRAFFIC TO NEW PAVEMENT (MAINTAIN) MINIMUM 20' WIDTH. REMOVE EXISTING PAVEMENT AND CONSTRUCT LEFT SIDE.

2. RAMP C-SHIFT TRAFFIC TO NEW PAVEMENT (MAINTAIN) MINIMUM 14' WIDTH. CONSTRUCT LEFT LANE AND SHOULDER.




**SEALED BY**

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

PHASE 3

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL
PHASING
LAYOUT

7/17/2025 8:51:54 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T5.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27 |
| PSE | 2025 | STP-126(25) | T6 |
| | | | |
| | | | |

N

ROAD WORK 1000 FT
W20-1
36" X 36"

SHOULDER WORK
W21-5
36" X 36"

500'

S 26° 59' 37" E

EAST CENTER STREET

190

195

200

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

WILBURN STREET

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.

S 29° 45' 34" E

SIDEWALK CLOSED
R9-9
24" X 12"

G20-2
36" X 18"
END ROAD WORK

SEE SHEET NO. T7

STA. 203+00

N 87° 31' 02" E
S.R. 126

TEMP. STOP BARS

100'

82S126-F3-002
BEGIN PROJ. NO. STP-126(25) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

ROAD WORK AHEAD
W20-1
36" X 36"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

W4-2
36" X 36"

MATCH LINE

MILLER STREET

BLAKEMORE DRIVE

WARPATH DRIVE

BRIDWELL ST.

10' 10' 10'

STA. 201+00

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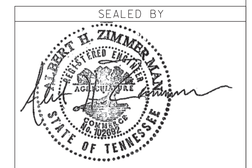


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 1

STA. 190+00 TO STA. 203+00

SCALE: 1"=50'

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27A |
| PSE | 2025 | STP-126(25) | T7 |
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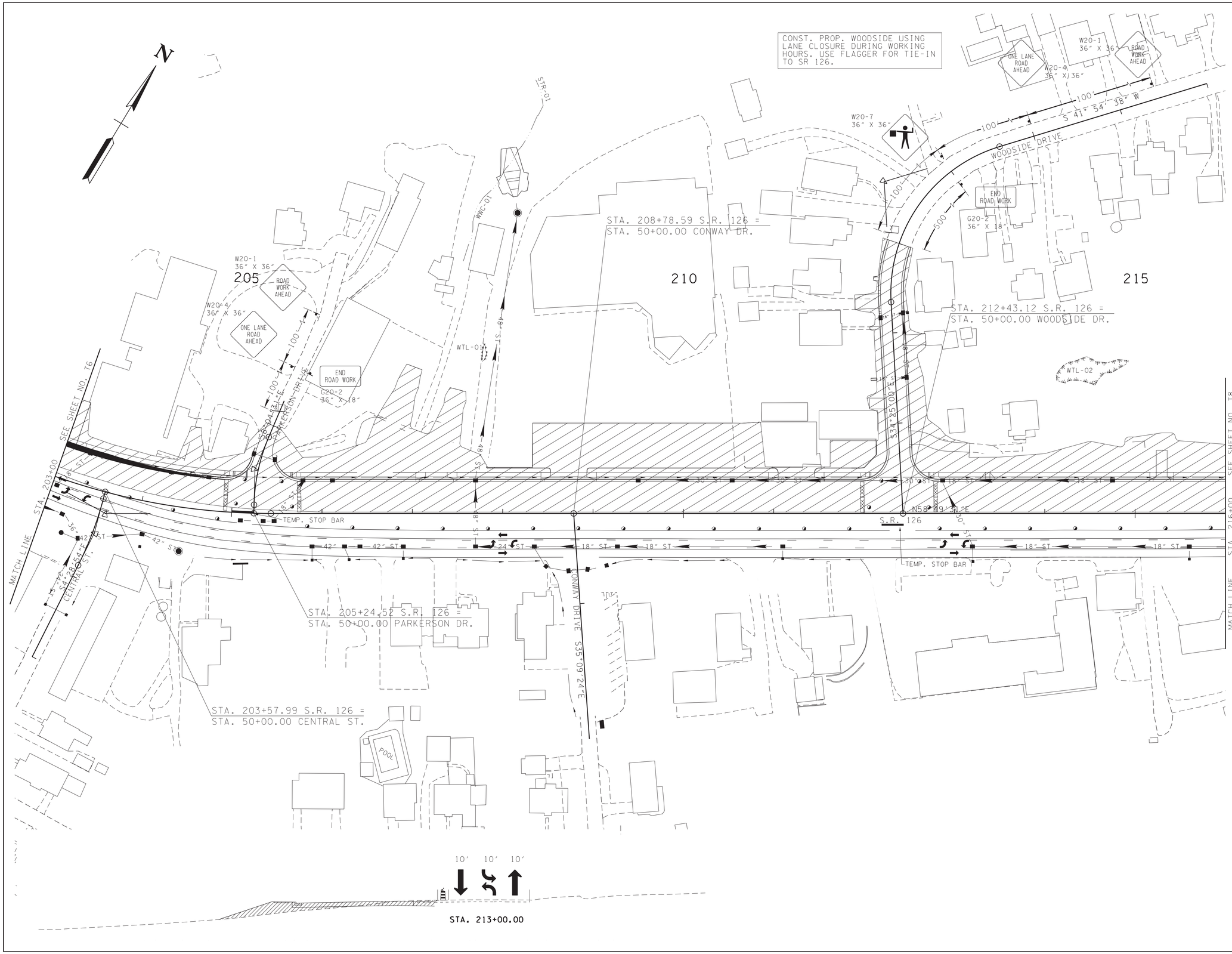


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ALBERT H. ZIMMERMAN
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COMMERCE
No. 102692
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 1

STA.203+00 TO STA.216+00

SCALE: 1"=50'

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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| PSE | 2025 | STP-126(25) | T8 |
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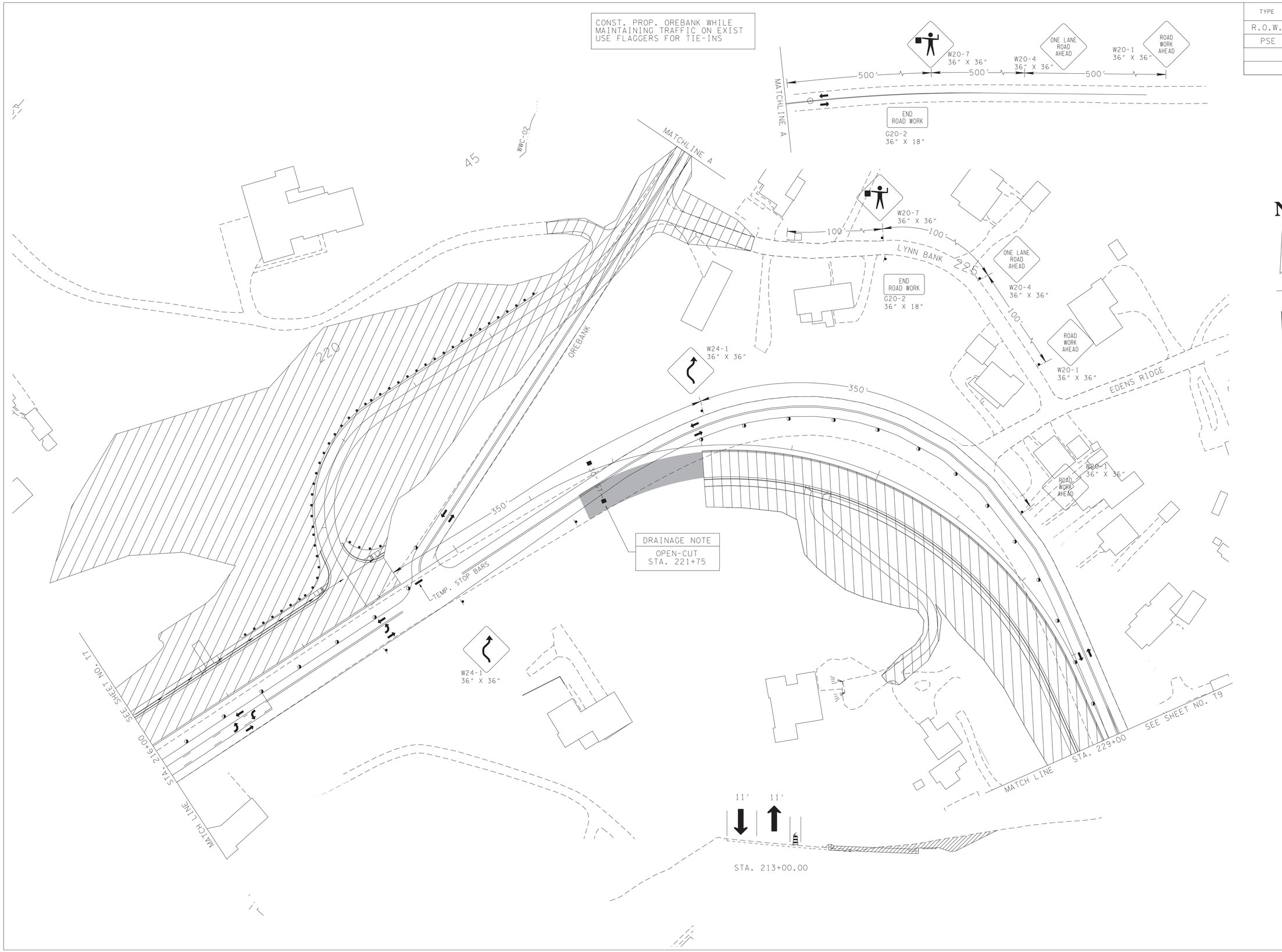


SEALED BY

ALBERT H. ZIMMER MAN
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AGRICULTURE
COMMERCE
NO. 102602
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 1

STA.216+00 TO STA.229+00

SCALE: 1"=50'

7/17/2025 8:52:07 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27C |
| PSE | 2025 | STP-126(25) | T9 |
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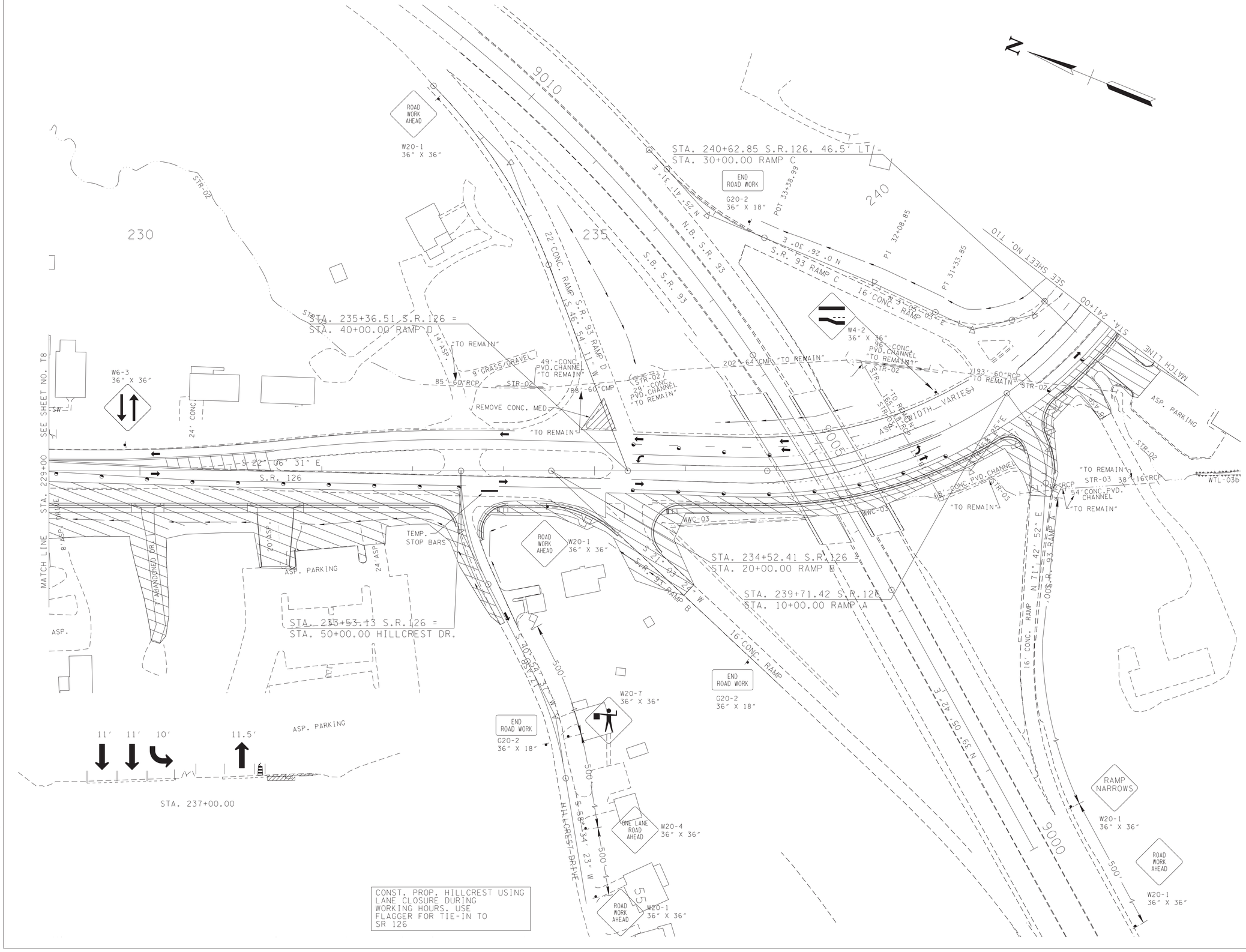


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ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 1

STA.229+00 TO STA.241+00

SCALE: 1"=50'

7/17/2025 8:52:12 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27D |
| PSE | 2025 | STP-126(25) | T10 |
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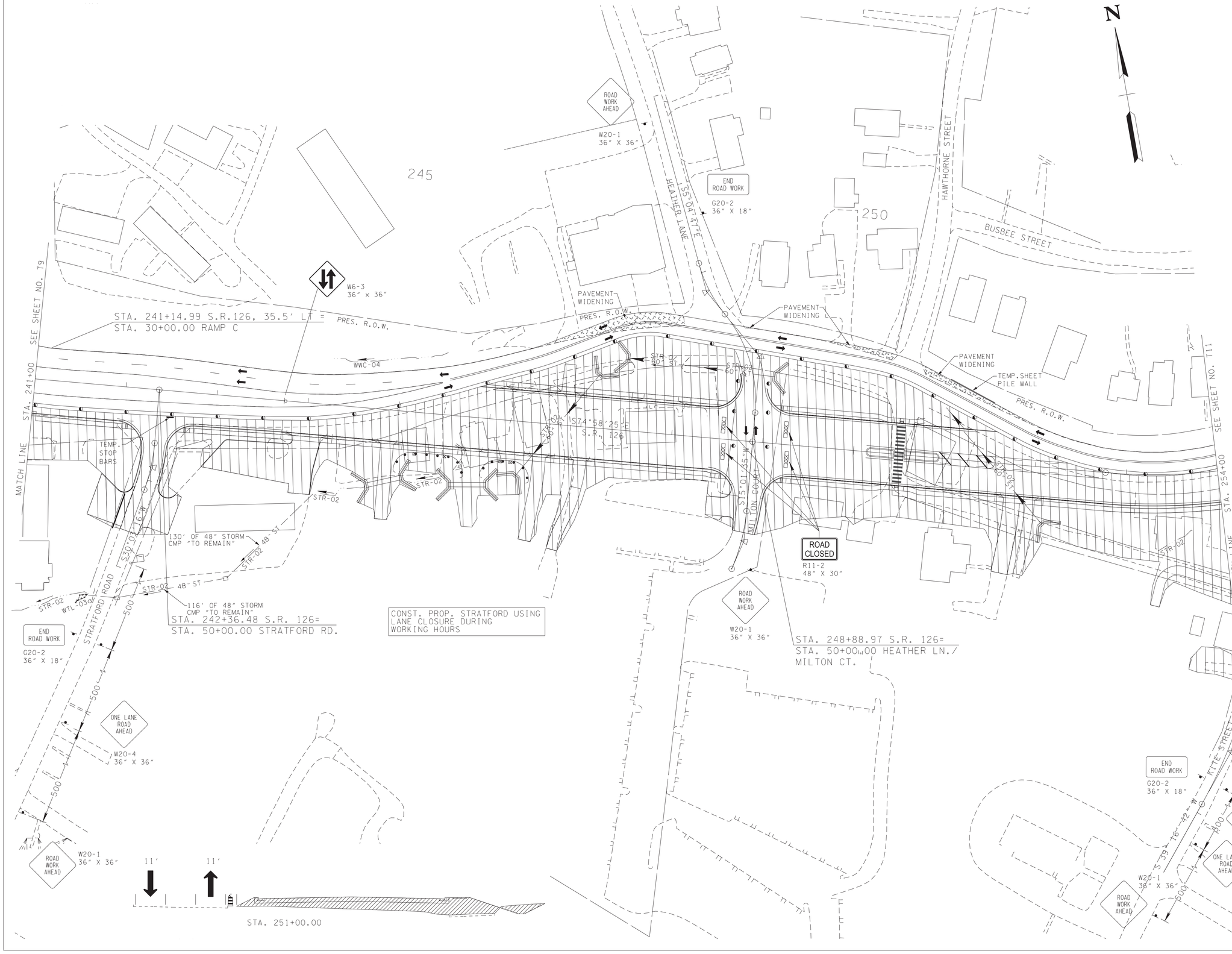


SEALED BY

ALBERT H. ZIMMERMAN
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AGRICULTURE
COMMISSIONER OF AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 1

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 8:52:17 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T10.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27E |
| PSE | 2025 | STP-126(25) | T11 |
| | | | |
| | | | |

11′ 11′

STA. 259+00.00

N

BOND LANE

BOND DRIVE

BOND DRIVE

265

STA. 261+29.82 S.R. 126=
STA. 50+00.00 BEVERLY HILL ST.

BONITA STREET

255

BUSBEE STREET

260

SEE SHEET NO. T10

STA. 254+55.13 S.R. 126=
STA. 50+00.00 KITE ST.

TEMP. STOP BARS

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

ROAD WORK AHEAD
W20-1
36" X 36"

S26°53'37"E

DRAINAGE NOTE
OPEN-CUT
STA. 261+54

DRAINAGE NOTE
OPEN-CUT
STA. 264+40

DRAINAGE NOTE
OPEN-CUT
STA. 267+00

SEE SHEET NO. T12

STA. 254+00

MATCH LINE

STR-01

KITE STREET

S 50° 05' 15" E

18" CMP

24" CMP

18" CMP

N41°16'59"E

STA. 267+00

MATCH LINE

KING

73.5' OF 36" CMP

S74°58'23"E

100'

100'

100'

PEAR STREET

NTL-05

STR-02

STR-02

BEGIN STR-02 IMPACT
STA. 254+70.16

END ROAD WORK
G20-2
36" X 18"

ROAD WORK AHEAD
W20-1
36" X 36"

G20-2
36" X 18"
END ROAD WORK

KENT ST.

100'

100'

100'

W20-1
36" X 36"
ROAD WORK AHEAD

INGRAM ST.

ARMSTRONG AVE.

CONST. KENT/PEAR
CUL DE SAC UNDER
TRAFFIC

SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
REGISTERED
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

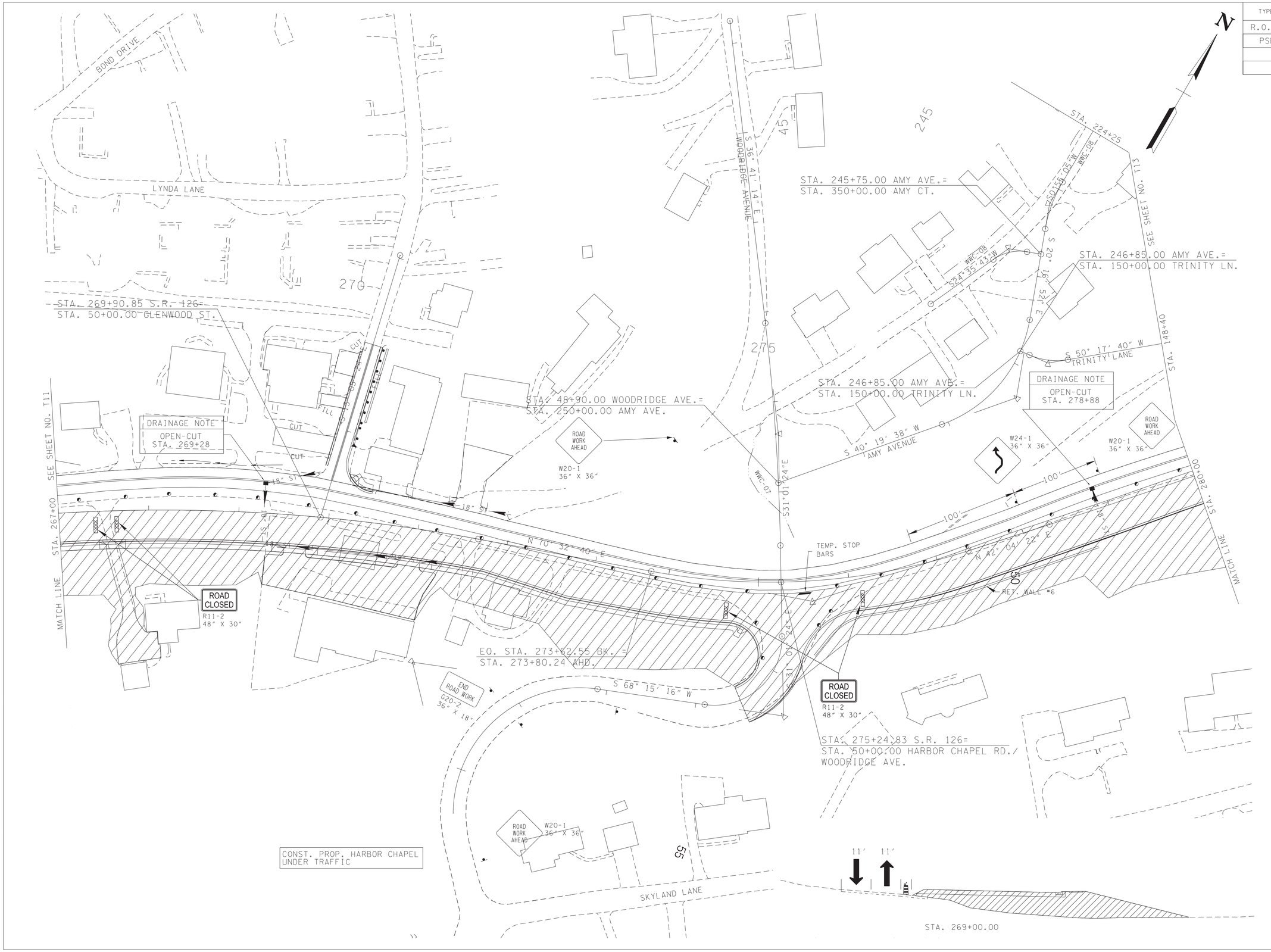
# TRAFFIC CONTROL PLAN PHASE 1

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 8:52:25 AM
N:\1350 - SR 126 Sullivan County\05467-03-Construction-Roadway\T11.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27F |
| PSE | 2025 | STP-126(25) | T12 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102602
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

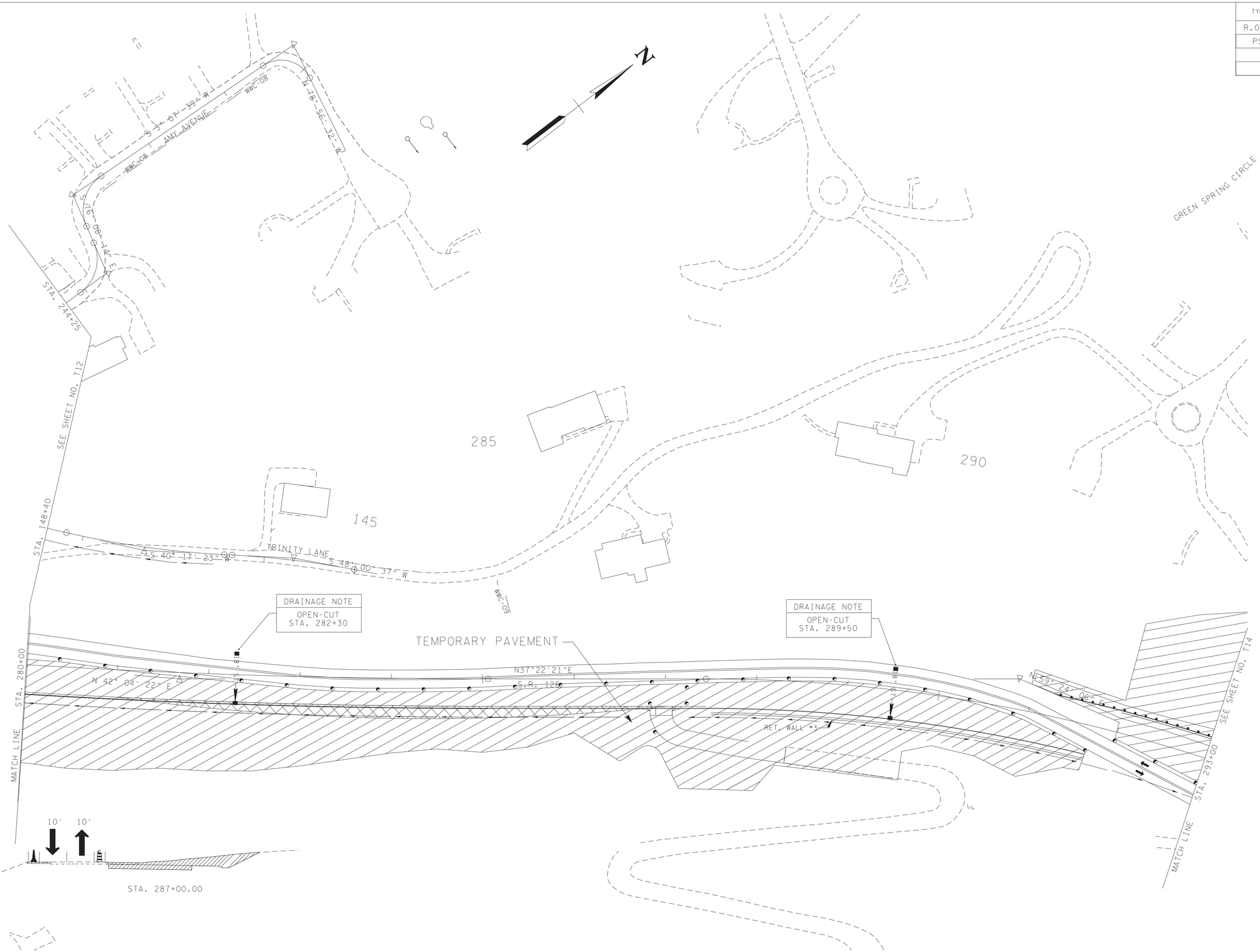
# TRAFFIC CONTROL PLAN PHASE 1

STA.267+00 TO STA.280+00

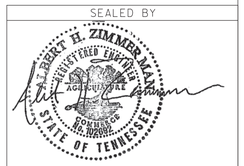
SCALE: 1"=50'

7/17/2025 8:52:28 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T12.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27G |
| PSE | 2025 | STP-126(25) | T13 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

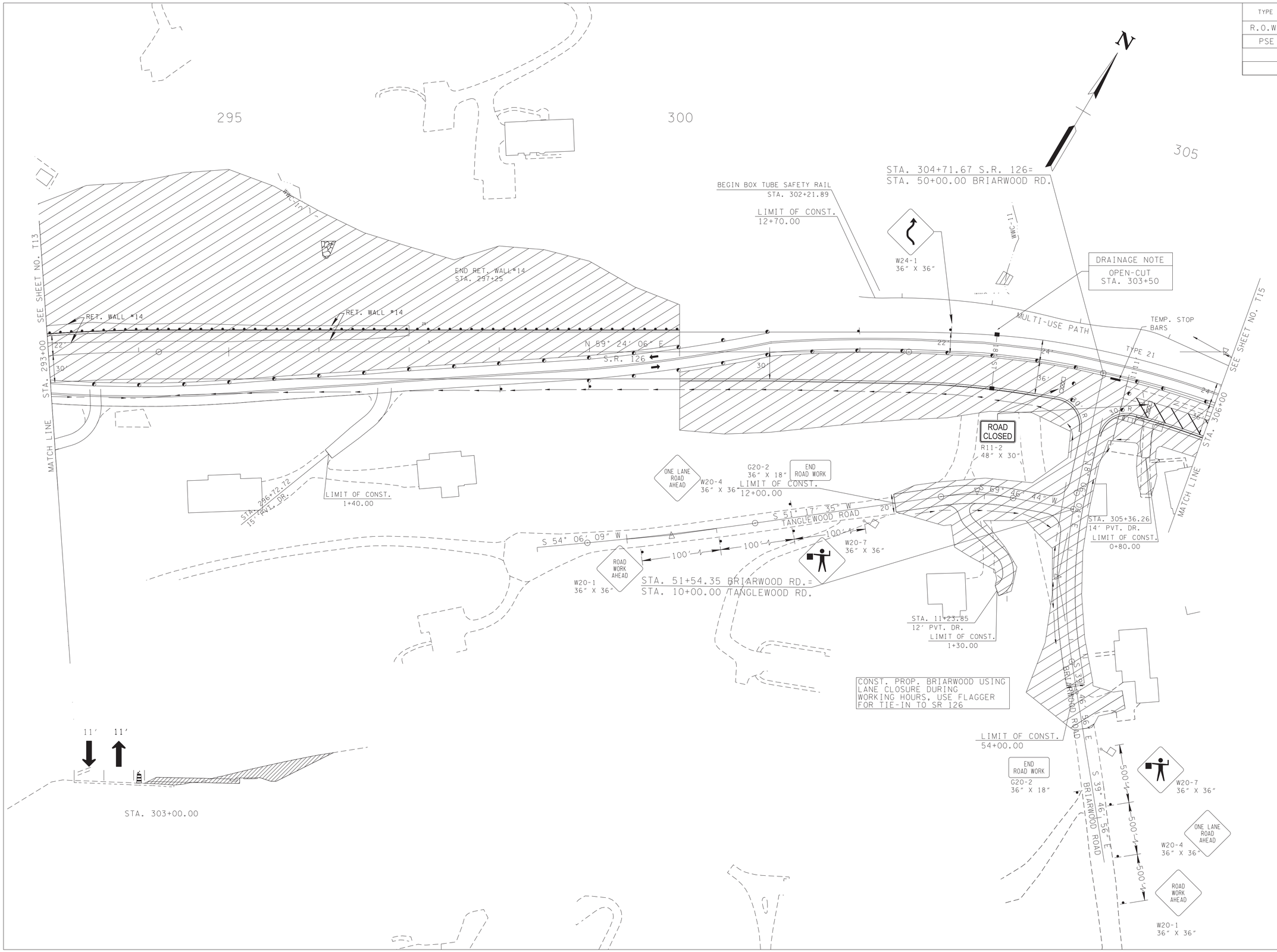
# TRAFFIC CONTROL PLAN PHASE 1

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:52:33 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T13.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27H |
| PSE | 2025 | STP-126(25) | T14 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

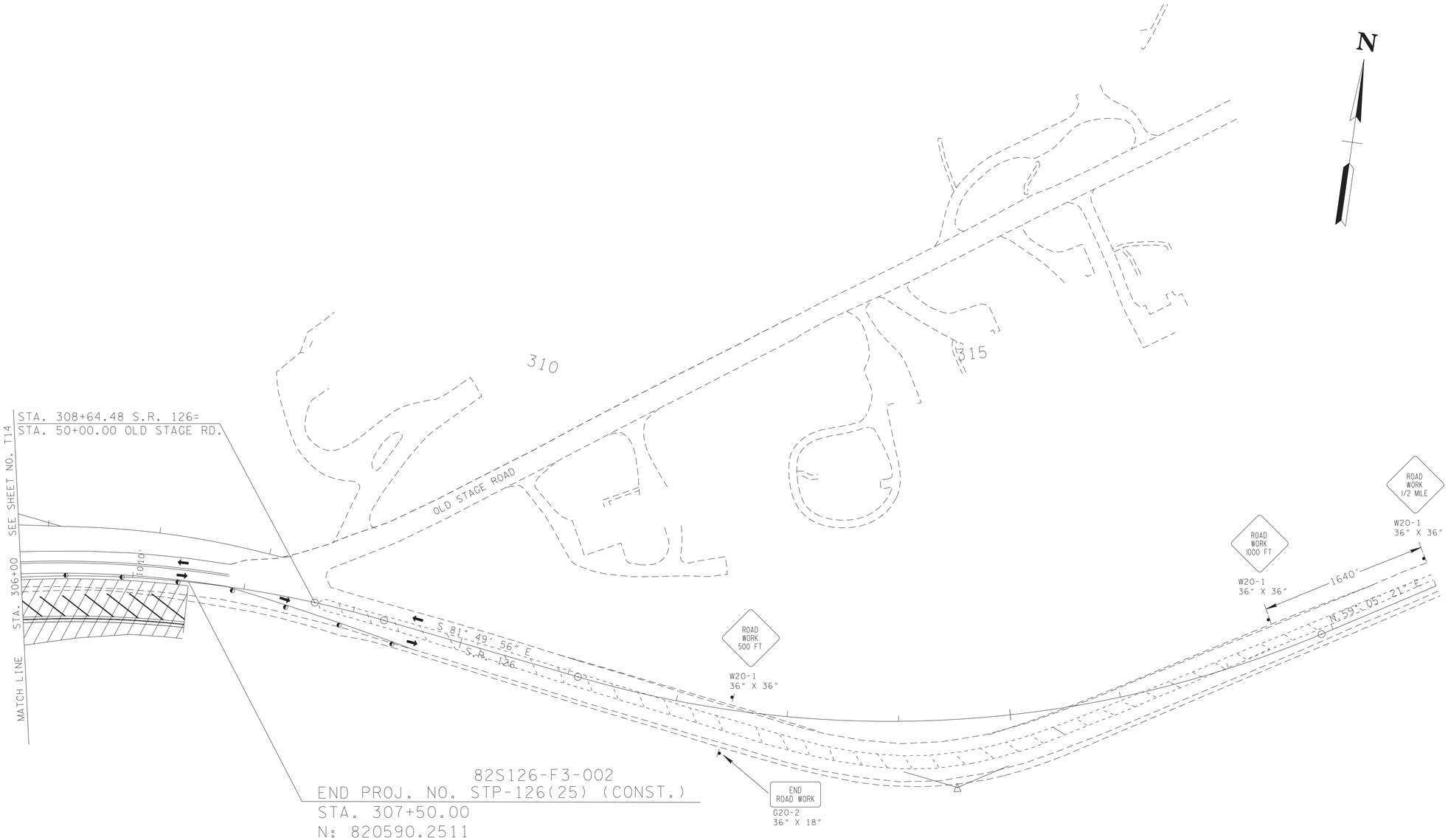
# TRAFFIC CONTROL PLAN PHASE 1

STA.293+00 TO STA.306+00

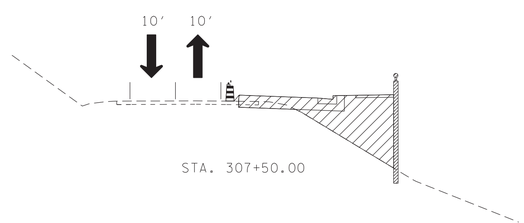
SCALE: 1"=50'

7/17/2025 8:52:38 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T14.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27I |
| PSE | 2025 | STP-126(25) | T15 |
| | | | |
| | | | |




82S126-F3-002
END PROJ. NO. STP-126(25) (CONST.)
STA. 307+50.00
N: 820590.2511
E: 3001273.4238




SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 1

STA.306+00 TO STA.319+00

SCALE: 1"=50'

7/17/2025 8:52:42 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\T15.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27R |
| PSE | 2025 | STP-126(25) | T16 |
| | | | |
| | | | |

N

190

195

200

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

WILBURN STREET

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.

EAST CENTER STREET

S 26° 59' 37" E

S 29° 45' 34" E

END ROAD WORK
G20-2
36" X 18"

SIDEWALK CLOSED
R9-9
24" X 12"

SEE SHEET NO. T17

TEMP. STOP BARS

STA. 203+00

N 87° 31' 02" E
S.R. 126

1640'
500'
500'
150'
100'
100'
100'
100'

82S126-F3-002
BEGIN PROJ. NO. STP-126(25) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

SPEED LIMIT 25
W3-5
36" X 36"

ROAD WORK 1/2 MILE
W20-1
36" X 36"

RIGHT LANE CLOSED 1000 FT
W20-5
36" X 36"

RIGHT LANE CLOSED 500 FT
W20-5
36" X 36"

W4-2
36" X 36"

W24-1
36" X 36"

ROAD CLOSED
R11-2
48" X 30"

MATCH LINE

END ROAD WORK
G20-2
36" X 18"

WARPATH DRIVE

BLAKEMORE DRIVE

ROAD WORK AHEAD
W20-1
36" X 36"

MILLER STREET

100'

ROAD CLOSED
R11-2
48" X 30"

100'

ROAD CLOSED AHEAD
R20-3
36" X 36"

10' 10' 10'

BRIDWELL ST.

STA. 201+00.00

SEALED BY

JERRY H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER
OF AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 2

STA. 190+00 TO STA. 203+00

SCALE: 1"=50'

7/17/2025 8:52:49 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T16.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27S |
| PSE | 2025 | STP-126(25) | T17 |
| | | | |
| | | | |

N

205

210

215

STR-01

WWC-01

WTL-01

WTL-02

STA. 208+78.59 S.R. 126 =
STA. 50+00.00 CONWAY DR.

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.

STA. 205+24.52 S.R. 126 =
STA. 50+00.00 PARKERSON DR.

STA. 203+57.99 S.R. 126 =
STA. 50+00.00 CENTRAL ST.

WOODSIDE DRIVE

S 41° 54' 38" W

PARKERSON DRIVE

S8° 04' 31"E

CENTRAL ST.

S35° 06' 24"E

CONWAY DRIVE

S34° 25' 00"E

N58° 49' 31"E

S.R. 126

SEE SHEET NO. T16

SEE SHEET NO. T18

STA. 203+00

STA. 216+00

MATCH LINE

MATCH LINE

TEMP. STOP BARS

TEMP. STOP BAR

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

END ROAD WORK
G20-2
36" X 18"

END ROAD WORK
G20-2
36" X 18"

W20-7
36" X 36"

W20-4
36" X 36"

ONE LANE ROAD AHEAD

W20-4
36" X 36"

ONE LANE ROAD AHEAD

W20-1
36" X 36"

ROAD WORK AHEAD

W20-1
36" X 36"

ROAD WORK AHEAD

500'

500'

500'

500'

500'

POOL

CLOVER STREET

10' 10' 10'

STA. 213+00.00

CONST. PROP. CONWAY USING LANE CLOSURE DURING WORKING HOURS. USE FLAGGER FOR TIE-IN TO SR 126

SEALED BY

ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
BOWLING GREEN, KENTUCKY
NO. 109XXX
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 2

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 2:55:39 PM
N:\3150 - SR 126 Sullivan County\05467-03-Construction-Roadway\T17.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27T |
| PSE | 2025 | STP-126(25) | T18 |
| | | | |
| | | | |

STA. 43+74.24 OREBANK RD.=
STA. 10+00.00 LYNNBROOK LN.

STA. 218+82.87 S.R. 126 =
STA. 50+00.00 OREBANK RD.

N

ROAD WORK AHEAD
W20-1
36" X 36"

ROAD CLOSED
R11-2
48" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

TEMP.STOP BAR

W24-1
36" X 36"

W24-1
36" X 36"

S 36° 03' 03" W

S 68° 22' 19" E

S 89° 21' 05" E

S 55° 49' 31" W

OREBANK ROAD

LYNNBROOK LANE

EDEN'S RIDGE ROAD

S 31° 10' 29" E

N 58° 49' 31" E

S.R. 126

SEE SHEET NO. T17

STA 216+00

MATCH LINE

SEE SHEET NO. T19

STA. 229+00

MATCH LINE

11' 11'

STA. 223+00.00

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

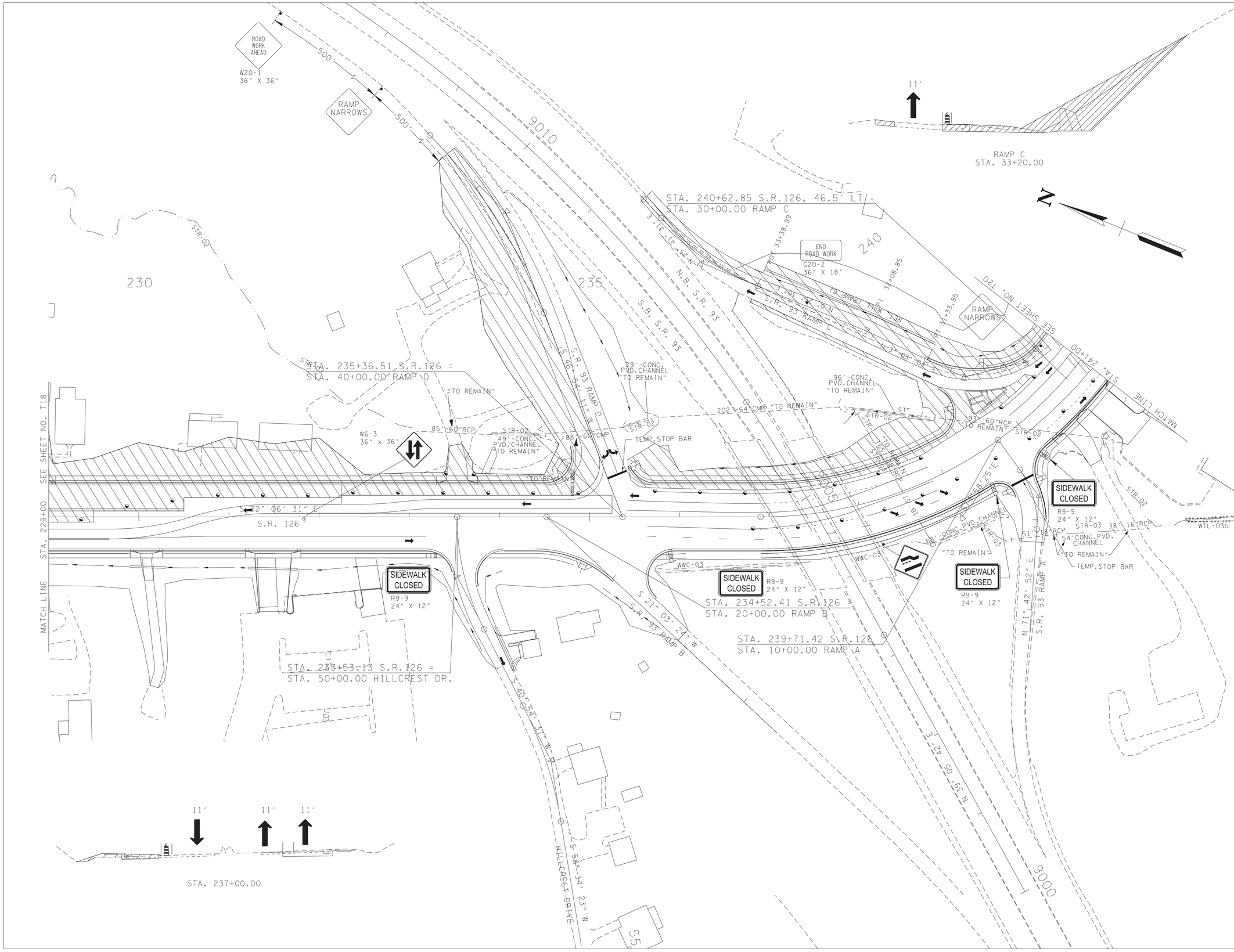
# TRAFFIC CONTROL PLAN PHASE 2

STA.216+00 TO STA.229+00

SCALE: 1"=50'

7/17/2025 8:52:55 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T18.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27U |
| PSE | 2025 | STP-126(25) | T19 |
| | | | |
| | | | |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102602
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 2

STA.229+00 TO STA.241+00

SCALE: 1"=50'

7/17/2025 8:53:00 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T19.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27V |
| PSE | 2025 | STP-126(25) | T20 |
| | | | |
| | | | |

CONST. PROP. HEATHER USING LANE CLOSURE DURING WORKING HOURS. USE FLAGGER FOR TIE-IN TO SR 126

ROAD WORK AHEAD
W20-1
36" X 36"

500'

END ROAD WORK
G20-2
36" X 18"

ONE LANE ROAD AHEAD
W20-4
36" X 36"

500'

W20-7
36" X 36"

500'

S 5° 04' 47" E

HEATHER LANE

245

250

HAWTHORNE STREET

BUSBEE STREET

N

SEE SHEET NO. T19

STA. 241+00

MATCH LINE

SIDEWALK CLOSED
R9-9
24" X 12"

TEMP. STOP BAR

SIDEWALK CLOSED
R9-9
24" X 12"

WWC-04

STR-02 60" ST

STR-02 60" ST

S74°58'25"E
S.R. 126

STR-02 60" ST

S15°01'35"W

TEMP.STOP BAR

SIDEWALK CLOSED
R9-9
24" X 12"

4 MILTON CT

SIDEWALK CLOSED
R9-9
24" X 12"

RET. WALL #1

STR-02 60" ST

SEE SHEET NO. T21

STA. 254+00

MATCH LINE

STR-02

STR-02

S 30° 07' 16" W

130' OF 48" STORM CMP "TO REMAIN"

STR-02 48" ST

STR-02 48" ST

W6-3
36" X 36"

STR-02

WTL-03

STRATFORD ROAD

116' OF 48" STORM CMP "TO REMAIN"

STA. 242+36.48 S.R. 126=
STA. 50+00.00 STRATFORD RD.

STA. 248+88.97 S.R. 126=
STA. 50+00.00 HEATHER LN./
MILTON CT.

11' 11'

STA. 251+00.00

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

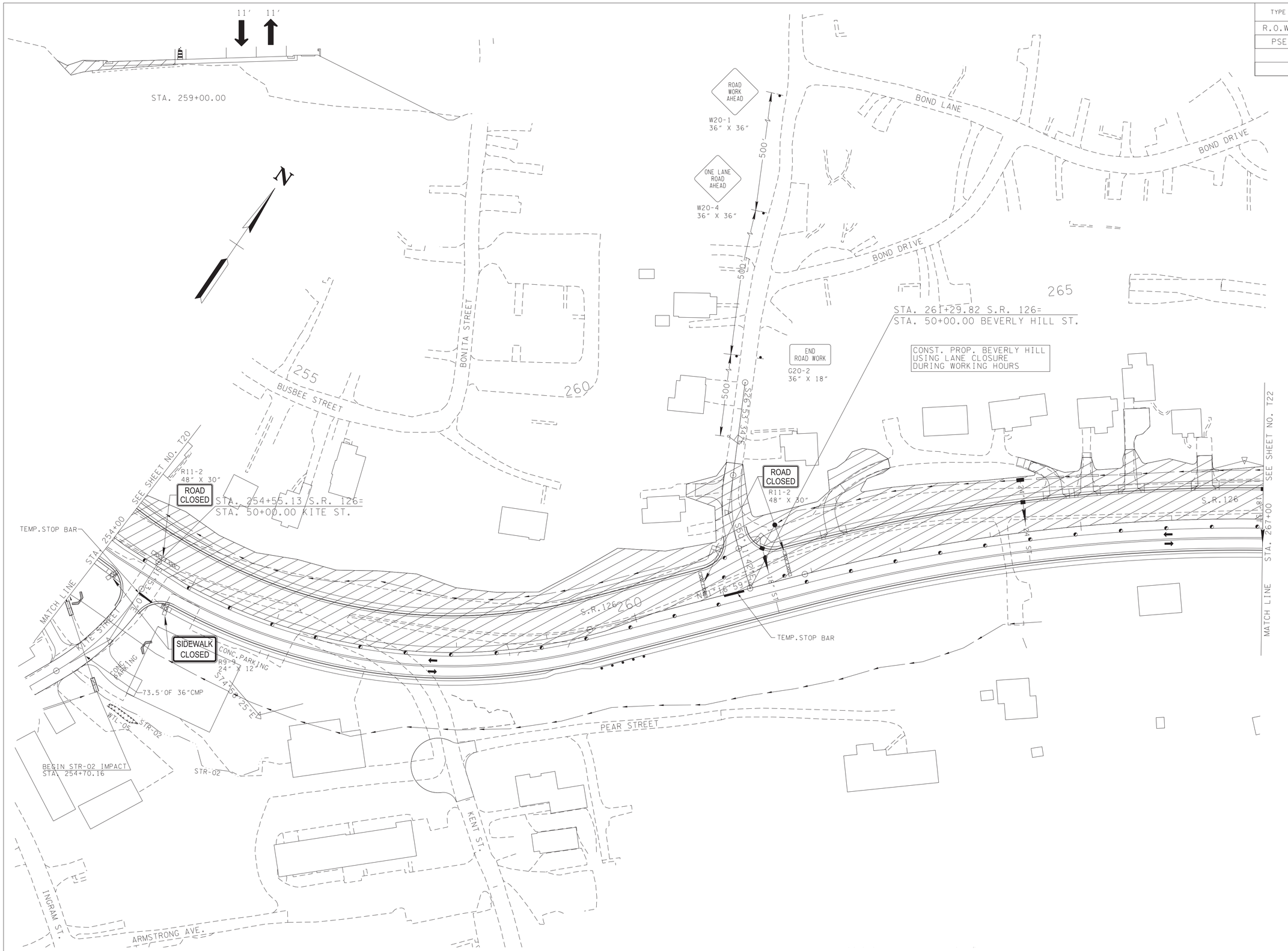
# TRAFFIC CONTROL PLAN PHASE 2

STA.241+00 TO STA.254+00

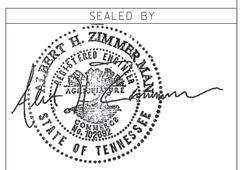
SCALE: 1"=50'

7/17/2025 8:53:06 AM
N:\350 - SR 126 Sullivan County\05467-03-Construction-Roadway\T20.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27W |
| PSE | 2025 | STP-126(25) | T21 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 2

STA.254+00 TO STA.267+00

SCALE: 1"=50'

7/17/2025 8:53:09 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T21.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27X |
| PSE | 2025 | STP-126(25) | T22 |
| | | | |
| | | | |

BOND DRIVE

LYNDA LANE

END ROAD WORK
G20-2
36" X 18"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

DETOUR
M4-10R
48" X 18"

270

STA. 269+90.85 S.R. 126=
STA. 50+00.00 GLENWOOD ST.

ROAD CLOSED
R11-2
48" X 30"

RET. WALL #2

ROAD CLOSED
R11-2
48" X 30"

STA. 48+90.00 WOODRIDGE AVE.=
STA. 250+00.00 AMY AVE.

ROAD CLOSED
R11-2
48" X 30"

SEE SHEET NO. T21

STA. 267+00

MATCH LINE

TEMP. STOP BAR

N 70° 32' 40" E

EQ. STA. 273+62.55 BK. =
STA. 273+80.24 AHD.

S 68° 15' 16" W

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

TEMP. STOP BARS

11' 11'

STA. 269+00.00

STA. 275+24.83 S.R. 126=
STA. 50+00.00 HARBOR CHAPEL RD./
WOODRIDGE AVE.

SKYLAND LANE

55

S 36° 41' 14" E
WOODRIDGE AVENUE

45

245

STA. 245+75.00 AMY AVE.=
STA. 350+00.00 AMY CT.

46

275

47

STA. 246+85.00 AMY AVE.=
STA. 150+00.00 TRINITY LN.

S 40° 19' 38" W
AMY AVENUE

S 31° 01' 24" E

STA. 224+25

R=25.00'
Δ=125° 05' 41"
L=54.59'

WMC-08

WMC-08

S24 35 45 W

SEE SHEET NO. T26

S 50° 17' 40" W
TRINITY LANE

STA. 148+40

STA. 228+00

MATCH LINE

N

SEALED BY

ROBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

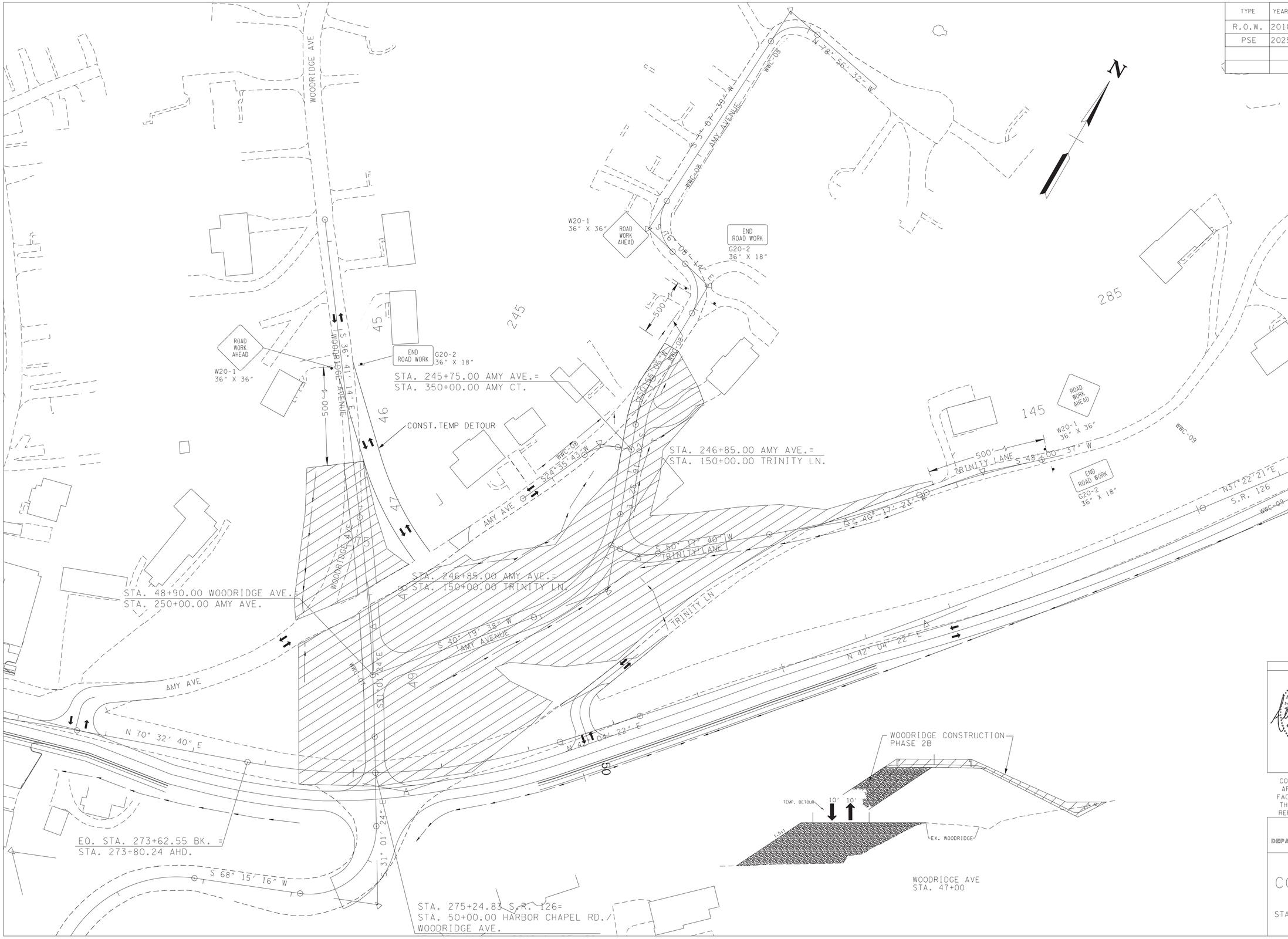
# TRAFFIC CONTROL PLAN PHASE 2

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 8:53:14 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\T22.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27Y |
| PSE | 2025 | STP-126(25) | T23 |




SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

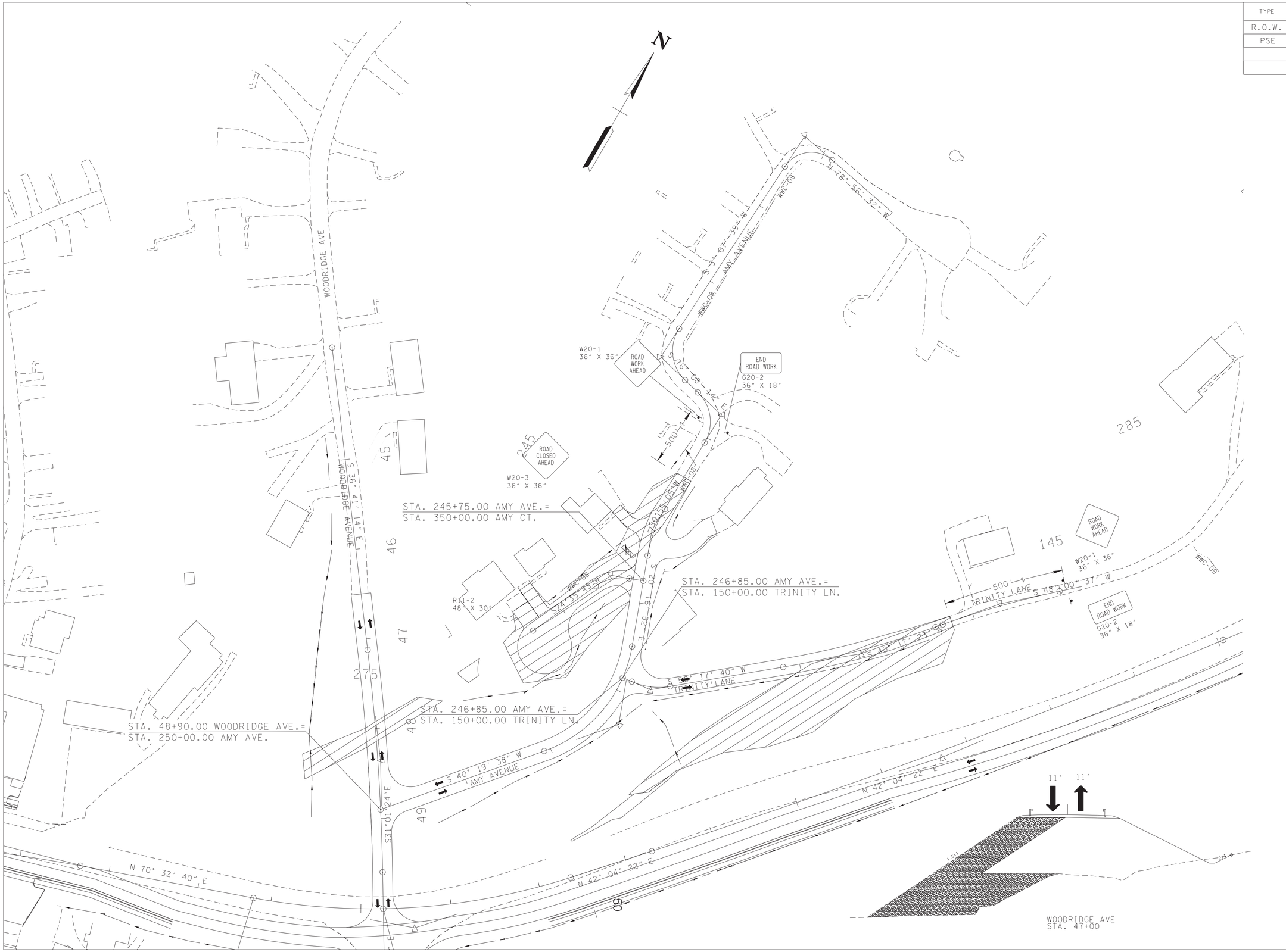
# TRAFFIC CONTROL PLAN PHASE 2A

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 8:53:19 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T23.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27Z |
| PSE | 2025 | STP-126(25) | T24 |
| | | | |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102692
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

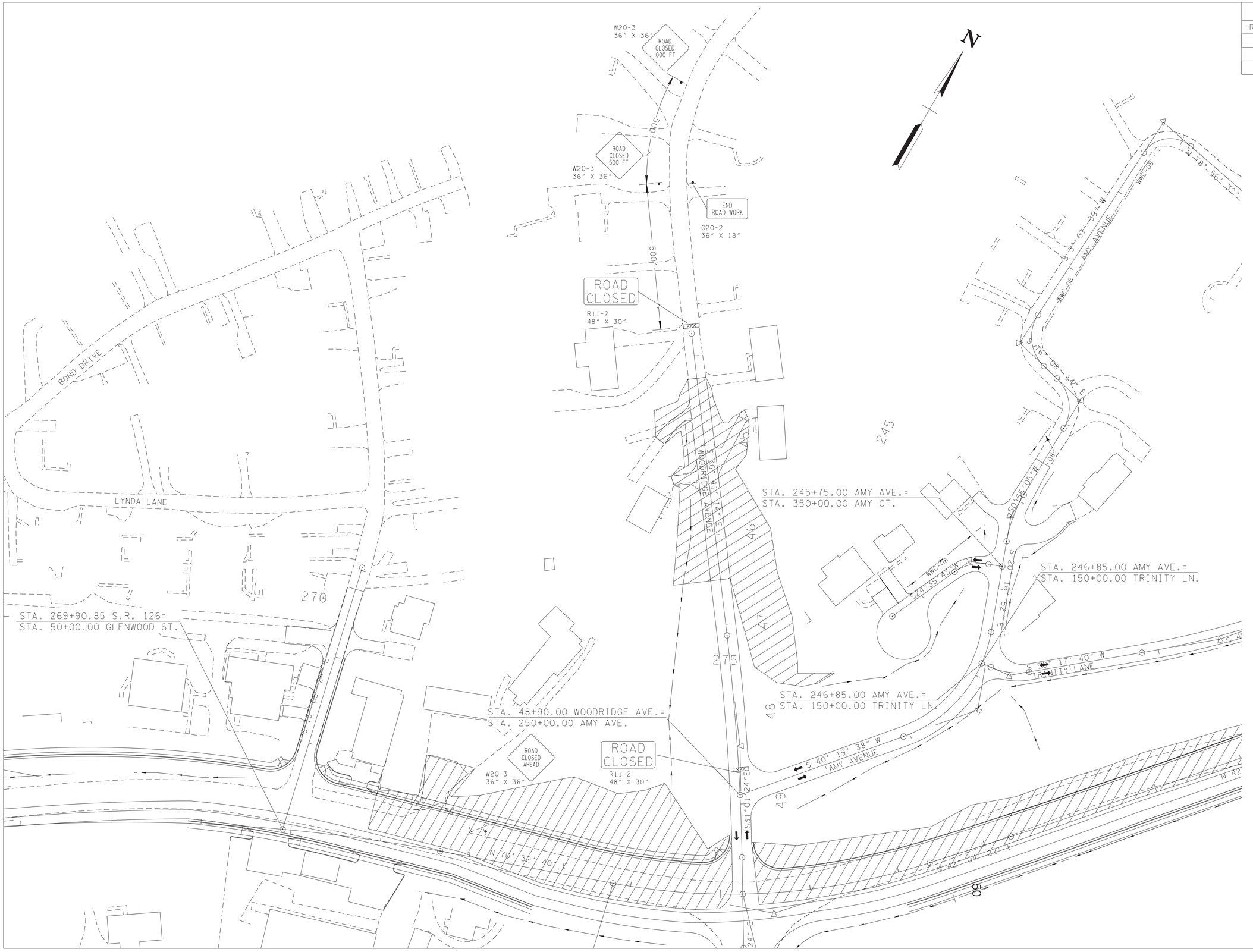
# TRAFFIC CONTROL PLAN PHASE 2B

STA.267+00 TO STA.280+00

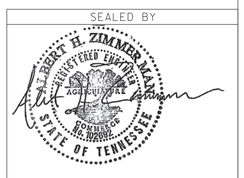
SCALE: 1"=50'

7/17/2025 8:53:24 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T24.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AA |
| PSE | 2025 | STP-126(25) | T25 |
| | | | |
| | | | |




SEALED BY

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

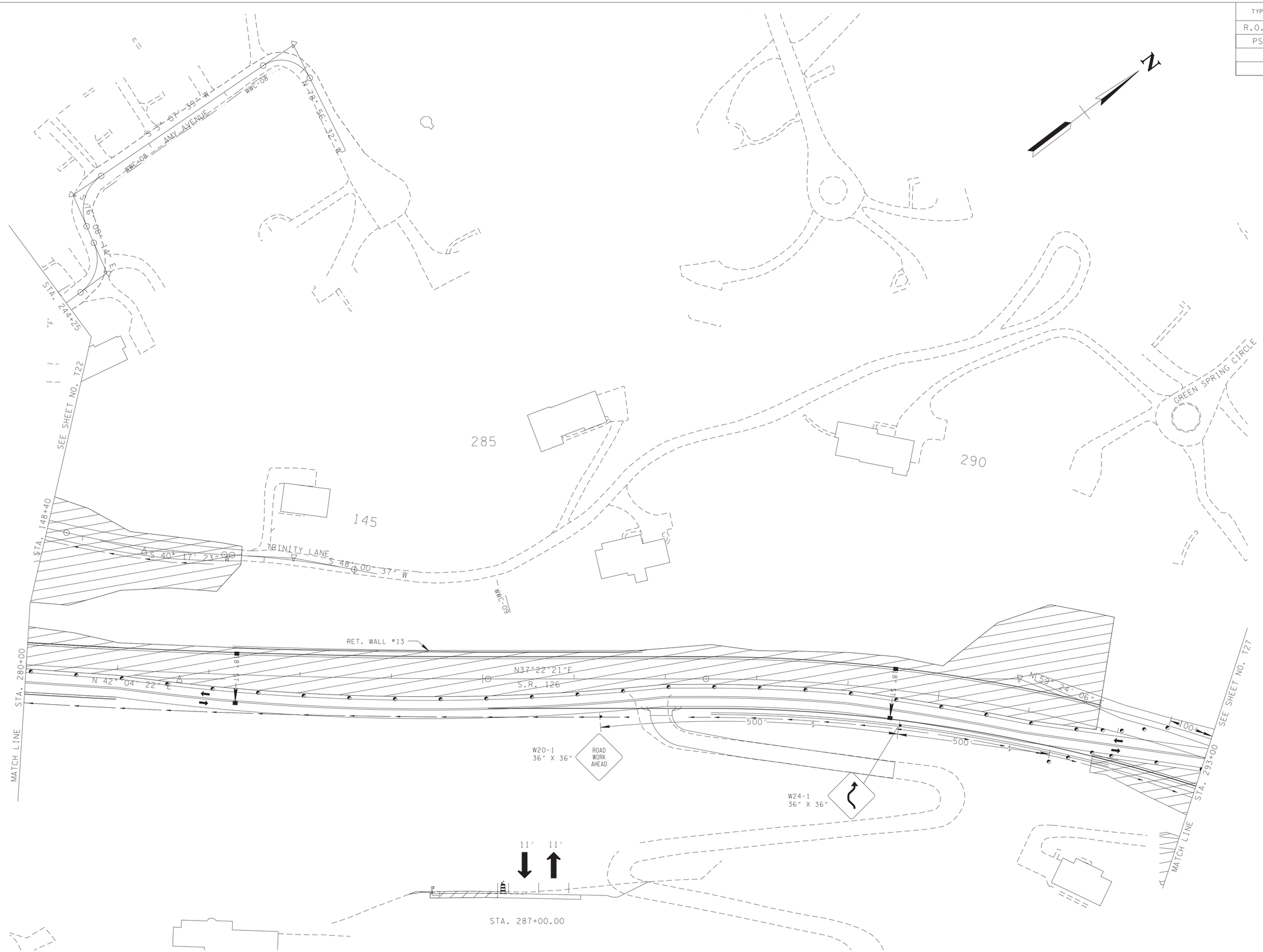
# TRAFFIC CONTROL PLAN PHASE 2C

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 8:53:29 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\T25.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AB |
| PSE | 2025 | STP-126(25) | T26 |
| | | | |
| | | | |

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COMMERCE
No. 102092
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

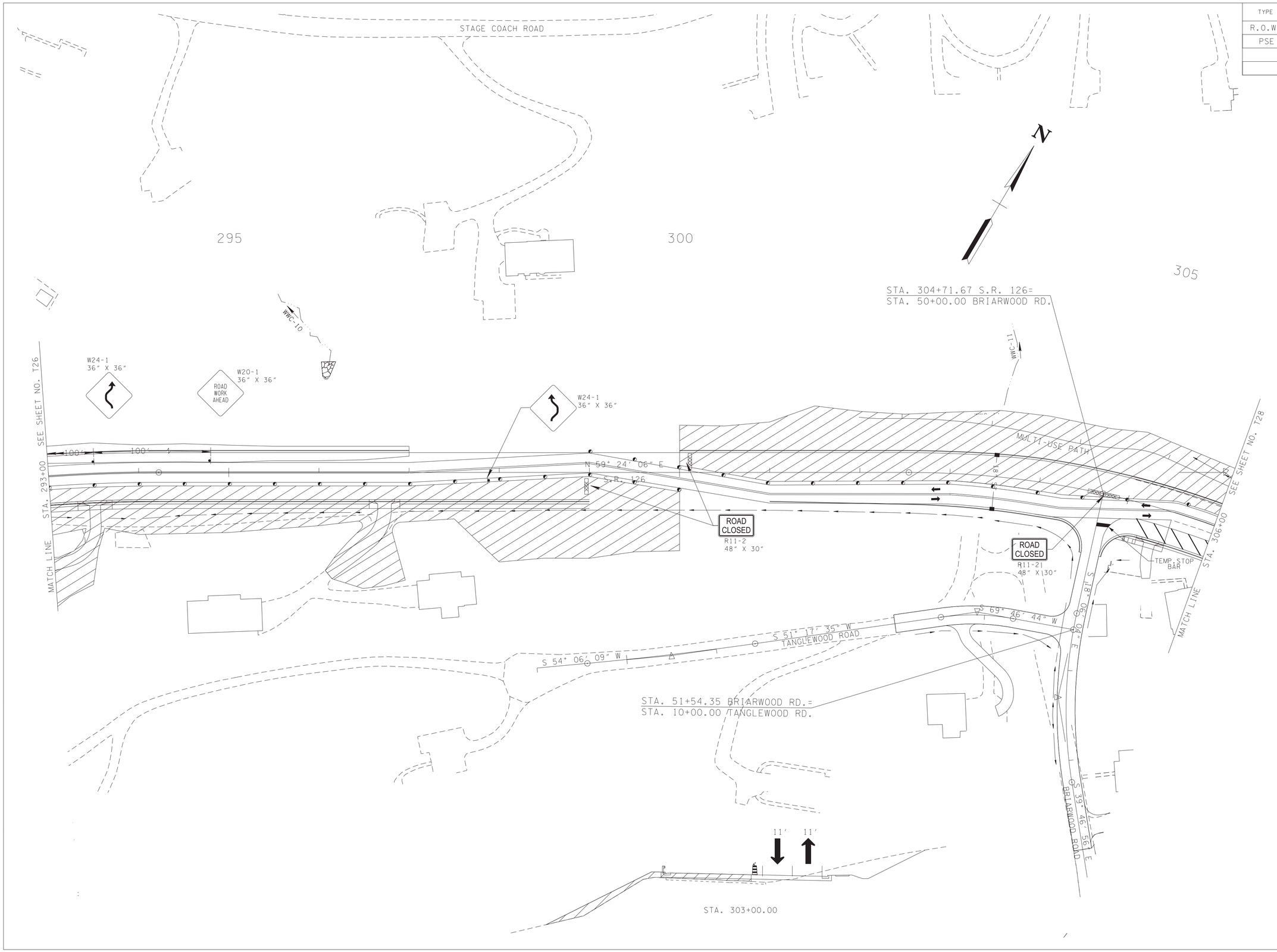
# TRAFFIC CONTROL PLAN PHASE 2

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:53:34 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T26.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AC |
| PSE | 2025 | STP-126(25) | T27 |
| | | | |
| | | | |

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COMMERCE
No. 102097
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

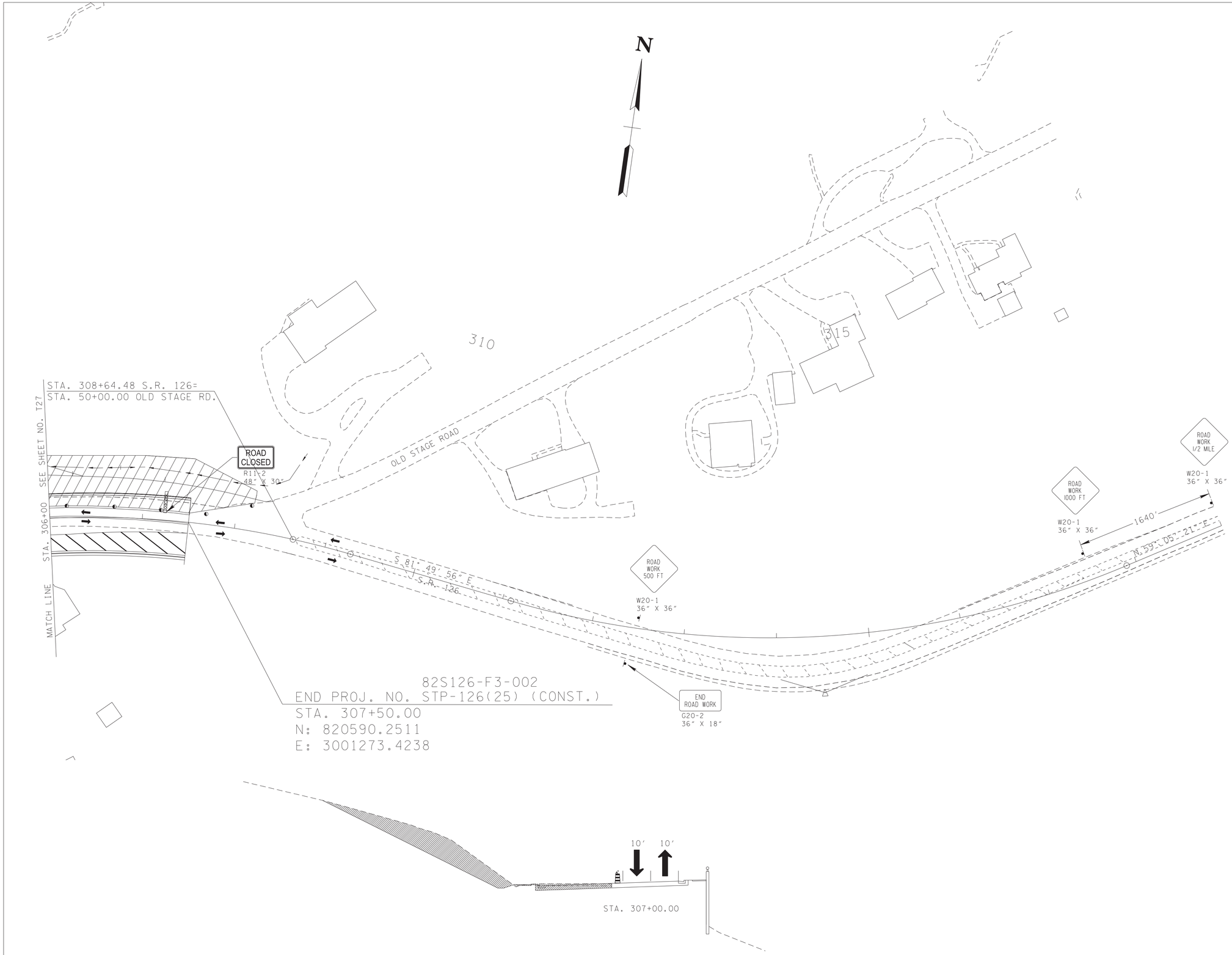
# TRAFFIC CONTROL PLAN PHASE 2

STA.293+00 TO STA.306+00

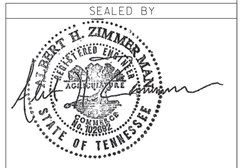
SCALE: 1"=50'

7/17/2025 8:53:38 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T27.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AD |
| PSE | 2025 | STP-126(25) | T28 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 2

STA.306+00 TO STA.319+00

SCALE: 1"=50'

7/17/2025 8:53:43 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T28.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AM |
| PSE | 2025 | STP-126(25) | T29 |
| | | | |
| | | | |

N

190

195

200

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

WILBURN STREET

EAST CENTER STREET

S 26° 59' 37" E

S 28° 45' 34" E

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.

END ROAD WORK
G20-2
36" X 18"

W4-2
36" X 36"

SEE SHEET NO. T30

STA. 203+00

N 87° 31' 02" E
S.R. 126

R4-7
24" X 30"

500'

50'

LEFT LANE MUST TURN LEFT
R3-7L
30" X 30"

ROAD WORK AHEAD
W20-1
36" X 36"

82S126-F3-002
BEGIN PROJ. NO. STP-126(25) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

MATCH LINE

END ROAD WORK
G20-2
36" X 18"

WARPATH DRIVE

100'

ROAD WORK AHEAD
W20-1
36" X 36"

MILLER STREET

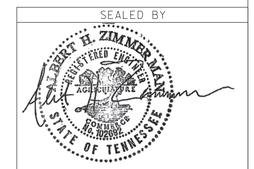
BLAKEMORE DRIVE

BRIDWELL ST.

10' 10' 10' 10'

STA. 201+00.00

SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 3

STA.190+00 TO STA.203+00

SCALE: 1"=50'

7/17/2025 8:53:48 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T29.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AN |
| PSE | 2025 | STP-126(25) | T30 |
| | | | |
| | | | |

N

STR-01

WWC-01

205

210

215

STA. 208+78.59 S.R. 126 =
STA. 50+00.00 CONWAY DR.

WOODSIDE DRIVE

S 41° 54' 38" W

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.

WTL-02

S34°25'00"E

SEE SHEET NO. T29

S8°04'31"E

PARKERSON DRIVE

STA. 203+00

MATCH LINE

S47°28'54"E

CENTRAL ST.

STA. 205+24.52 S.R. 126 =
STA. 50+00.00 PARKERSON DR.

STA. 203+57.99 S.R. 126 =
STA. 50+00.00 CENTRAL ST.

POOL

CLOVER STREET

CONWAY DRIVE S35°09'24"E

S.R. 126

N58°49'31"E

500'

500'

100'

500'

SEE SHEET NO. T31

STA. 216+00

MATCH LINE

RIGHT LANE CLOSED 1000 FT

W20-1
36" X 36"

RIGHT LANE CLOSED 500 FT

W20-5
36" X 36"

W4-2
36" X 36"

10' 10'

10' 10'

STA. 213+00.00

SEALED BY

ALBERT H. ZIMMERMANN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 3

STA.203+00 TO STA.216+00

SCALE: 1"=50'

7/17/2025 2:56:48 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\T30.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27A0 |
| PSE | 2025 | STP-126(25) | T31 |
| | | | |
| | | | |

STA. 43+74.24 OREBANK RD.=
STA. 10+00.00 LYNNBROOK LN.

STA. 218+82.87 S.R. 126 =
STA. 50+00.00 OREBANK RD.

N

S 36° 03' 03" W

S 68° 22' 19" E

LYNNBROOK LANE

S 89° 21' 05" E

S 55° 49' 31" W

OREBANK ROAD

S 31° 10' 29" E

EDEN'S RIDGE ROAD

TEMP. STOP BAR

R4-7
24" X 30"

S.R. 126

N 58° 49' 31" E

STA. 216+00 SEE SHEET NO. 130

MATCH LINE

11' 11'

STA. 223+00.00

S 32° 06' 21" E

MATCH LINE STA. 229+00 SEE SHEET NO. 132

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGREEMENT NO.
COMMISSION OF
TRANSPORTATION
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

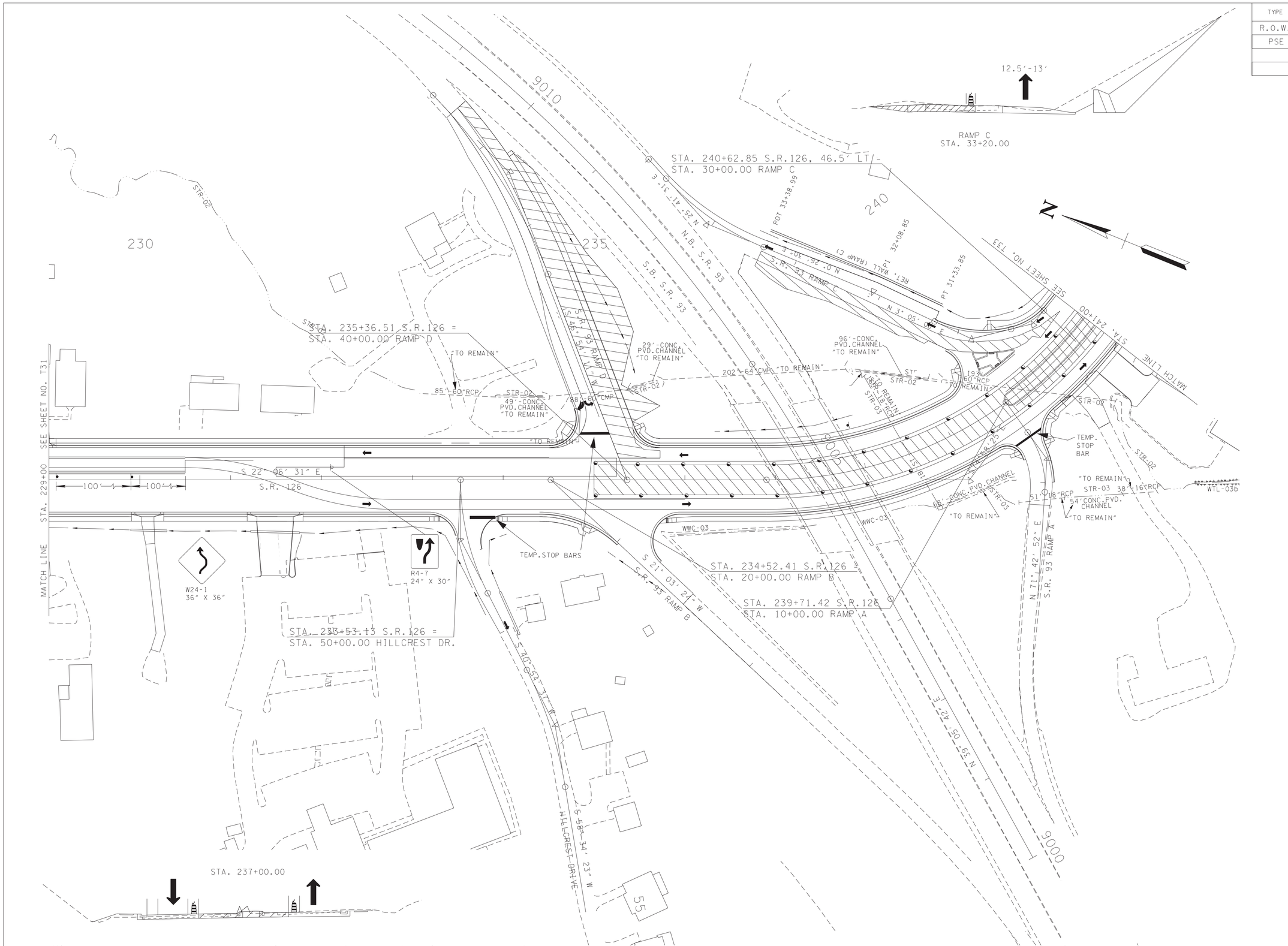
# TRAFFIC CONTROL PLAN PHASE 3

STA.216+00 TO STA.229+00

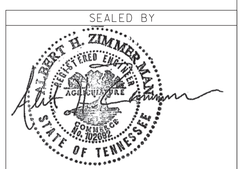
SCALE: 1"=50'

7/17/2025 8:53:55 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T31.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AP |
| PSE | 2025 | STP-126(25) | T32 |
| | | | |
| | | | |




SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

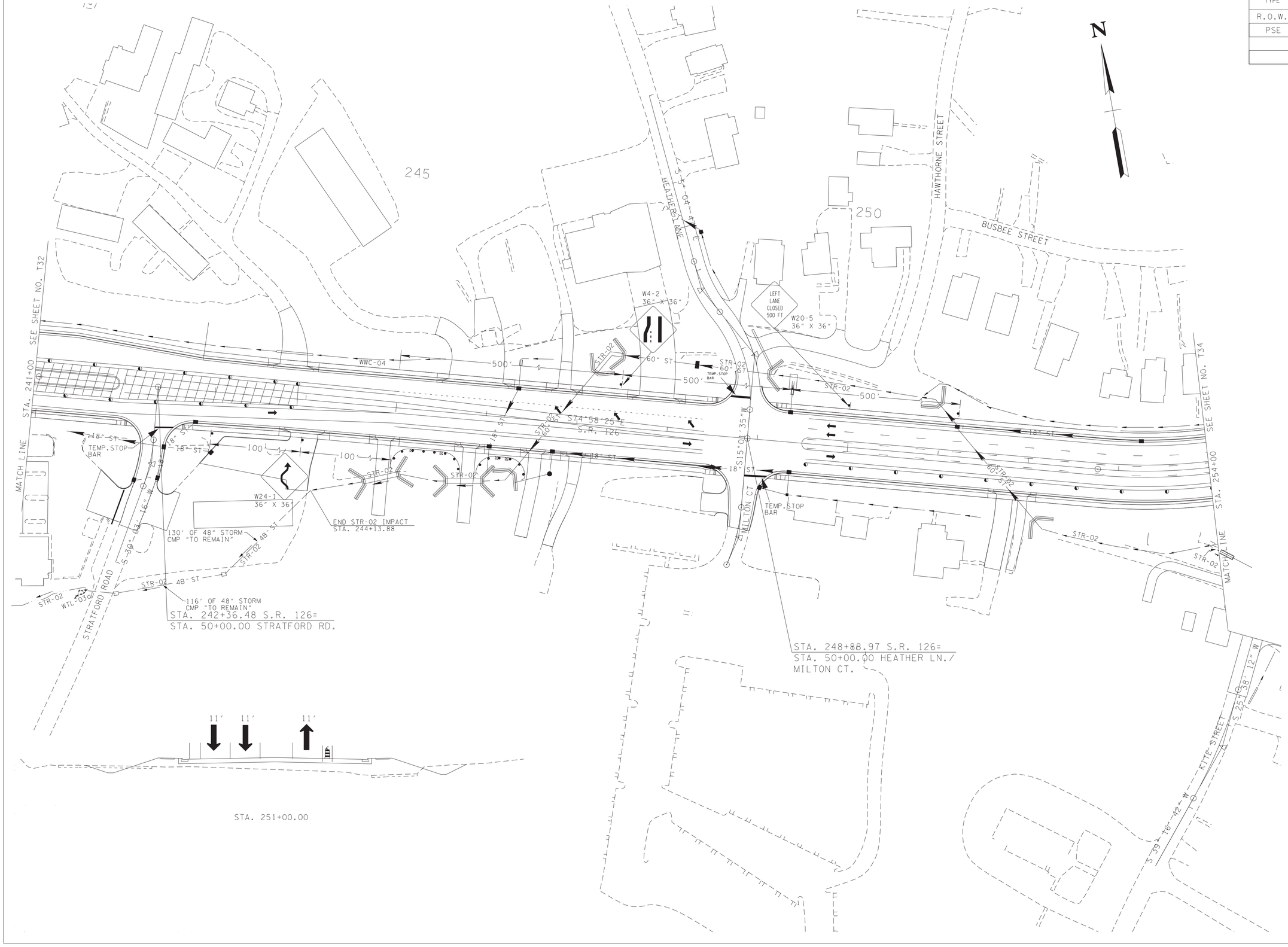
# TRAFFIC CONTROL PLAN PHASE 3

STA.229+00 TO STA.241+00

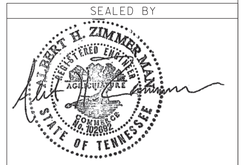
SCALE: 1"=50'

7/17/2025 8:53:59 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T32.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27A0 |
| PSE | 2025 | STP-126(25) | T33 |
| | | | |
| | | | |




SEALED BY




7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

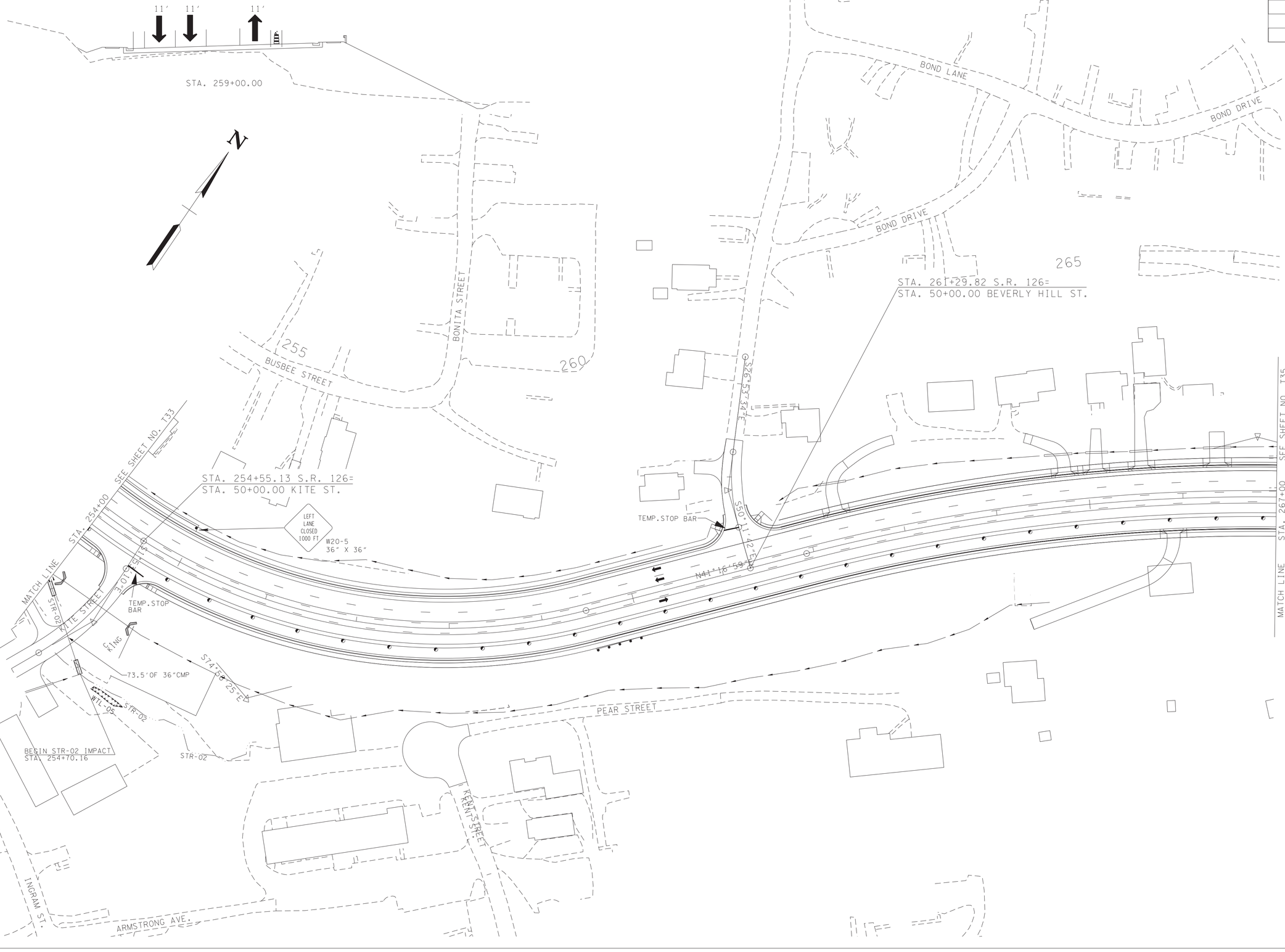
# TRAFFIC CONTROL PLAN PHASE 3

STA.241+00 TO STA.254+00

SCALE: 1"=50'

7/17/2025 8:54:04 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T33.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AR |
| PSE | 2025 | STP-126(25) | T34 |
| | | | |
| | | | |

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LICENSED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

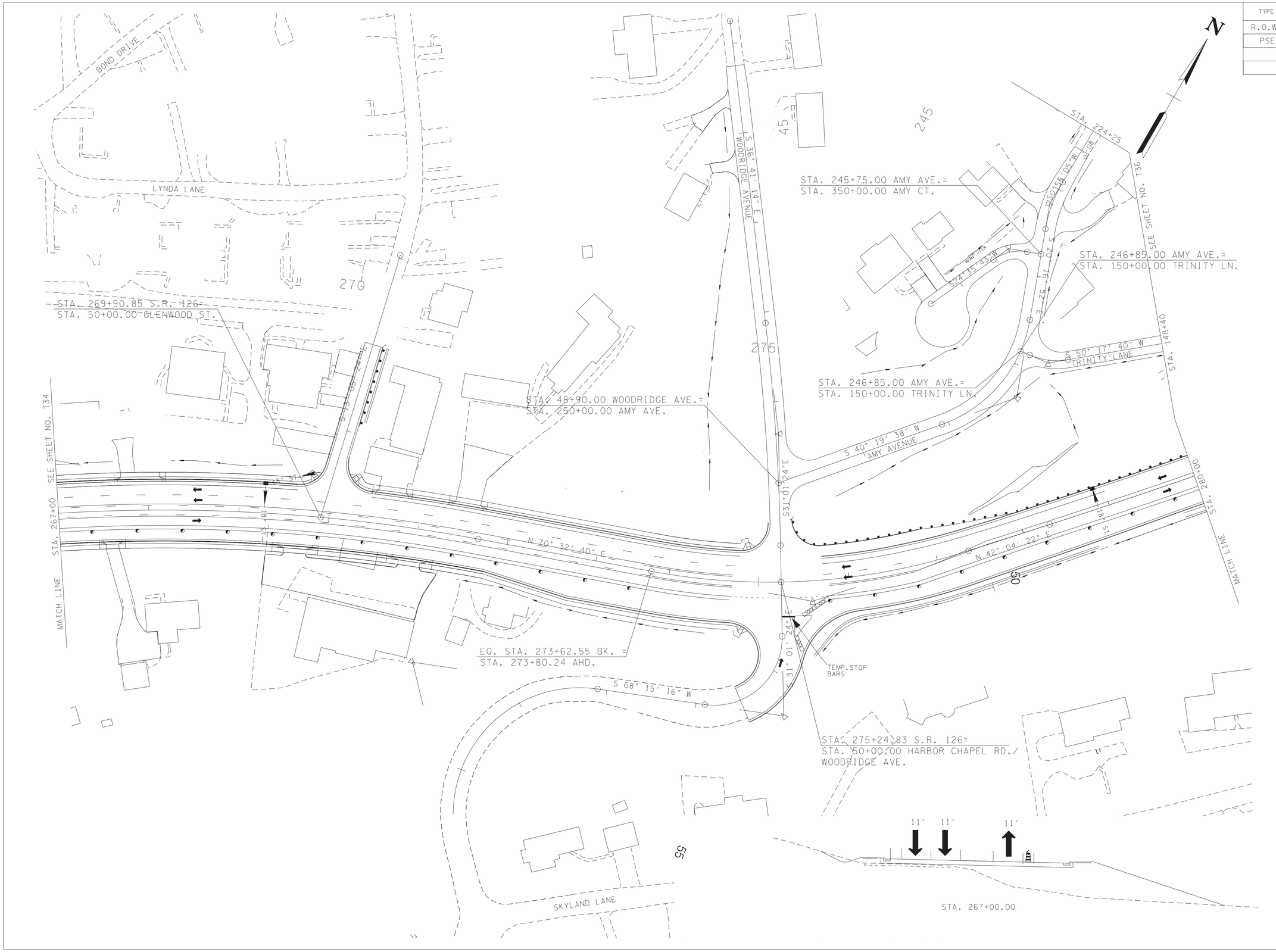
# TRAFFIC CONTROL PLAN PHASE 3

STA. 254+00 TO STA. 267+00

SCALE: 1"=50'

7/17/2025 8:54:09 AM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\T34.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AS |
| PSE | 2025 | STP-126(25) | T35 |
| | | | |
| | | | |

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AGRICULTURE
COMMERCE
NO. 102092
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

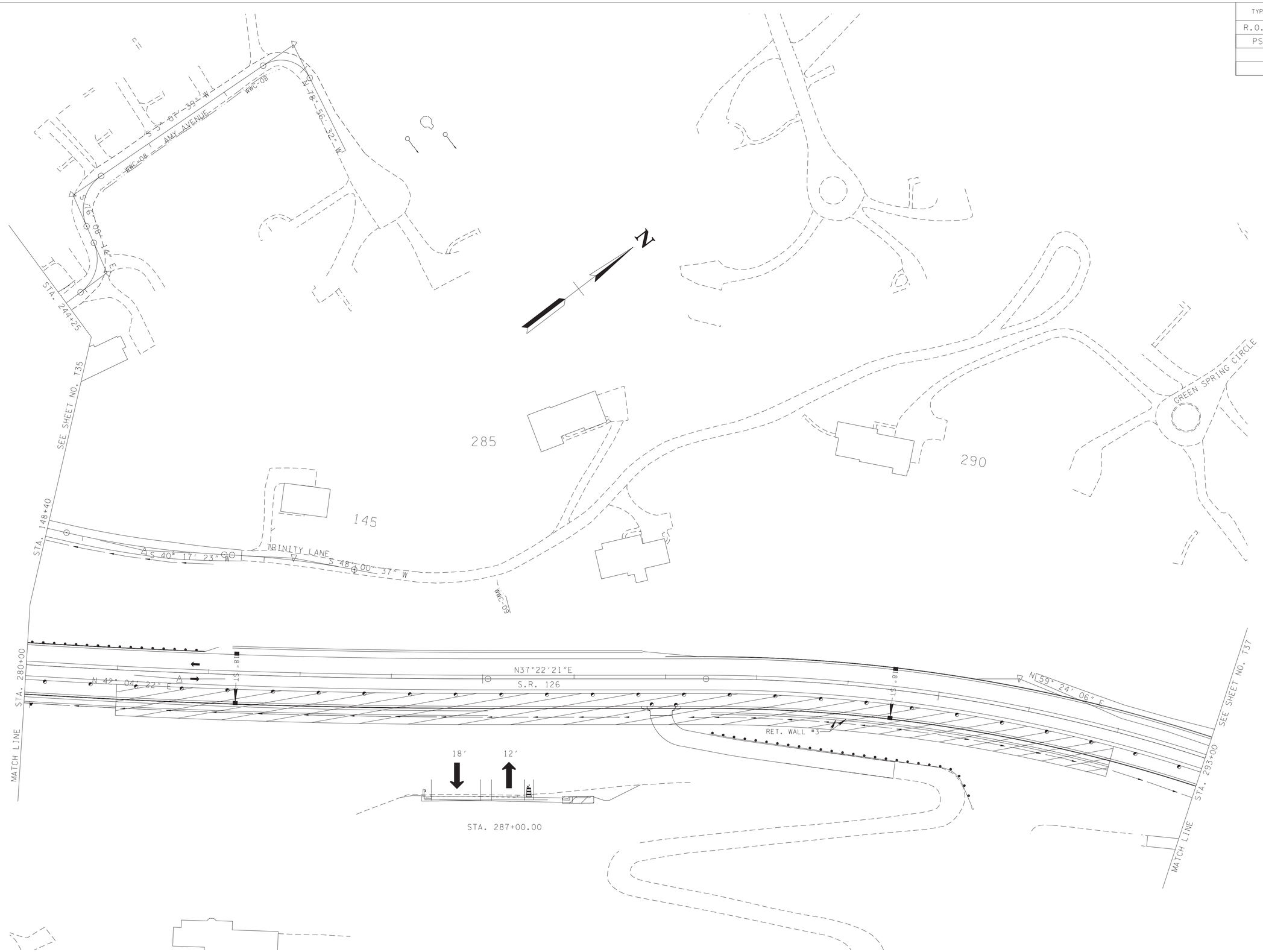
# TRAFFIC CONTROL PLAN PHASE 3

STA.267+00 TO STA.280+00

SCALE: 1"=50'

7/17/2025 8:54:14 AM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T35.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AT |
| PSE | 2025 | STP-126(25) | T36 |
| | | | |
| | | | |

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 3

STA.280+00 TO STA.293+00

SCALE: 1"=50'

7/17/2025 8:54:18 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T36.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AU |
| PSE | 2025 | STP-126(25) | T37 |
| | | | |
| | | | |

STAGE COACH ROAD

295

300

305

N

WWC-1

SEE SHEET NO. T36

STA. 293+00

MATCH LINE

N 59° 24' 06" E

S.R. 126

STA. 304+71.67 S.R. 126=
STA. 50+00.00 BRIARWOOD RD.

MULTI-USE PATH

TEMP.STOP BAR

18' SIDEWALK

SEE SHEET NO. T38

STA. 306+00

MATCH LINE

S 69° 46' 44" W

S 51° 17' 35" W

TANGLEWOOD ROAD

S 54° 06' 09" W

STA. 51+54.35 BRIARWOOD RD.=
STA. 10+00.00 TANGLEWOOD RD.

N 40° 13' 25" E

S 39° 46' 56" E

BRIARWOOD ROAD

18'

12'

STA. 303+00.00

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ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSIONER
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

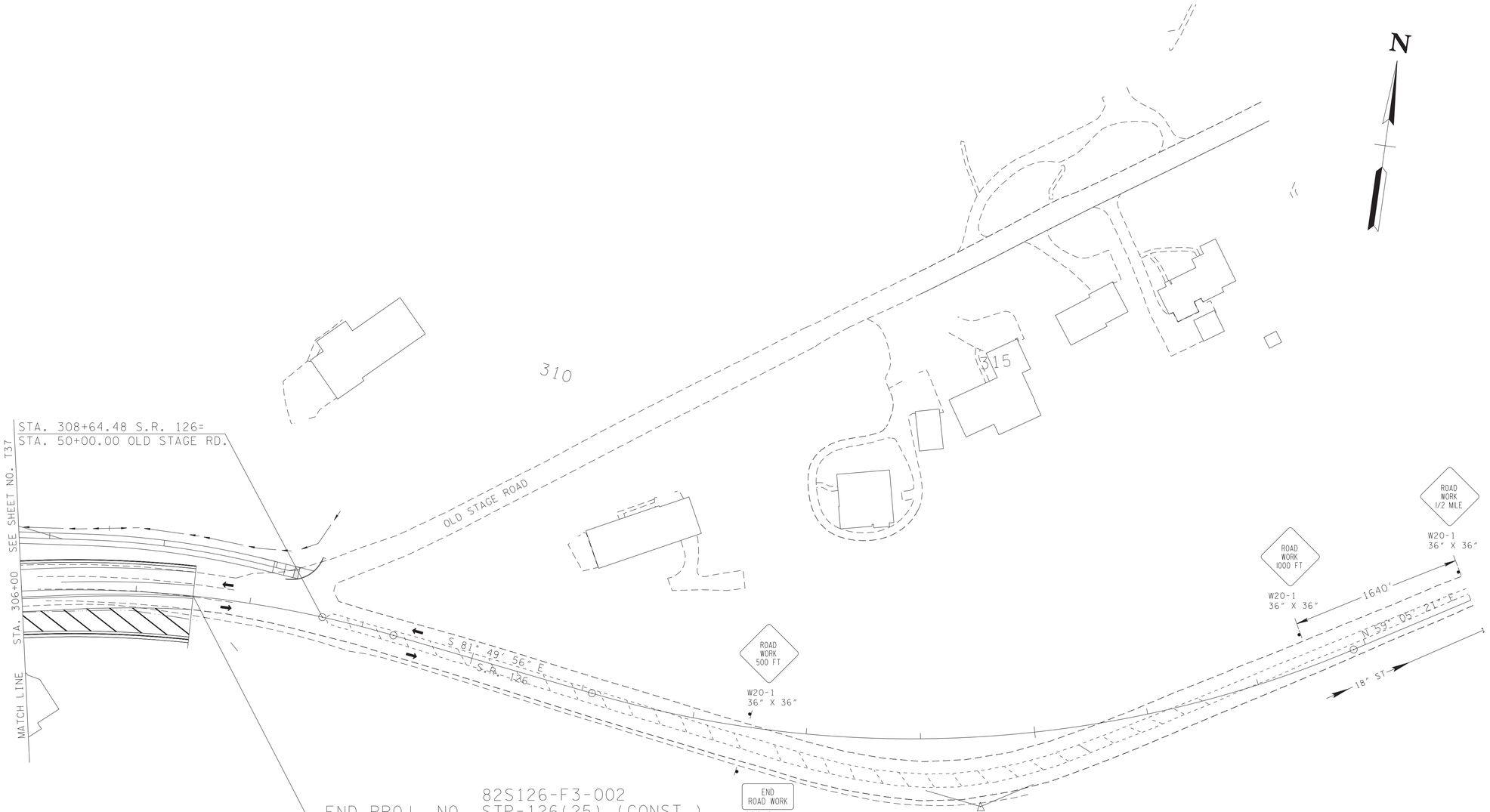
# TRAFFIC CONTROL PLAN PHASE 3

STA.293+00 TO STA.306+00

SCALE: 1"=50'

7/17/2025 8:54:23 AM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\T37.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2018 | STP-126(25) | 27AW |
| PSE | 2025 | STP-126(25) | T38 |
| | | | |
| | | | |

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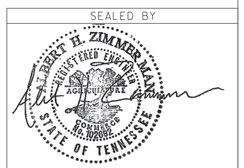


7-18-2025

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLAN PHASE 3

STA.306+00 TO STA.319+00

SCALE: 1"= 50'

7/17/2025 8:54:27 AM
N:\3150 - SR 126 Sullivan County\105467-03-Construction-Roadway\T38.sht




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Jason S. Reeves 9/8/2025

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S&ME, INC.
5801 MIDDLEBROOK PIKE, SUITEA
KNOXVILLE, TN 37921

JASON S. REEVES, P.E., NO. 123557

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 NOTES AND TABULATED QUANTITIES SHEET | G02 |
| GEOTECHNICAL DEFINTION OF TERMS | G03 |
| GEOTECHNICAL SOIL DESCRIPTIONS | G04-G07 |
| GEOTECHNICAL BORING LAYOUTS | G08, G10, G12, G14, G16, G18, G20, G22, G24 |
| GEOTECHNICAL BORING PROFILES | G09, G11, G13, G15, G17, G19, G21, G23, G25-G31 |
| GEOTECHNICAL TYPICAL SECTIONS | G32-G46 |
| SINKHOLE REPAIR DETAILS | G47 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(16) | GEOTECH-SIGN1 |
| | | |
| | | |
| | | |

PS&E

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

9/8/2025
T:\Chattanooga-1810\Projects\20131\11401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G0-GEOTECH-SIGN1.sht




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Jason S Reeves 10/1/2025

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S&ME, INC.
5801 MIDDLEBROOK PIKE, SUITEA
KNOXVILLE, TN 37921

JASON S. REEVES, P.E., NO. 123557

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-SIGN2 |
| GEOTECHNICAL NOTES AND TABULATED QUANTITIES SHEET | G02 |
| GEOTECHNICAL DEFINTION OF TERMS | G03 |
| GEOTECHNICAL SOIL DESCRIPTIONS | G04-G07 |
| GEOTECHNICAL BORING LAYOUTS | G08, G10, G12, G14, G16, G18, G20, G22, G24 |
| GEOTECHNICAL BORING PROFILES | G09, G11, G13, G15, G17, G19, G21, G23, G25-G31 |
| GEOTECHNICAL TYPICAL SECTIONS | G32-G46 |
| SINKHOLE REPAIR DETAILS | G47 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(25) | GEOTECH-SIGN2 |
| | | |
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

10/1/2025
Z:\Shared\SME\Ops\Chattanooga-1810\Projects\2013\11401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G0-GEOTECH-SIGN2.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G01 |
| PS&E | 2025 | STP-126(25) | G01 |
| | | | |
| | | | |

REV 09.26.25: UPDATED FEDERAL PROJECT NUMBER
(APPLIES TO ALL SHEETS)

# GEOTECHNICAL INDEX

**SHEET NAME**
**SHEET NO.**


SIGNATURE SHEET ..... GEOTECH-SIGN1

GEOTECHNICAL INDEX ..... G01

GEOTECHNICAL NOTES AND TABULATED QUANTITIES SHEET ..... G02

GEOTECHNICAL DEFINITION OF TERMS G-03

GEOTECHNICAL SOIL DESCRIPTIONS ..... G04-G07

GEOTECHNICAL BORING LAYOUTS ..... G08, G10, G12, G14

..... G16, G18, G20, G22

..... G24

GEOTECHNICAL BORING PROFILES ..... G09, G11, G13, G15

..... G17, G19, G21, G23

..... G25-G31

GEOTECHNICAL TYPICAL SECTIONS ..... G32-G46

GEOTECHNICAL SINKHOLE REPAIR ..... G47


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STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
INDEX

GES No. 8210414 / PIN 105467.03

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10/1/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G02 |
| PS&E | 2025 | STP-126(25) | G02 |
| | | | |
| | | | |

NOTES

SITE PREPARATION

1. PORTIONS OF PAVEMENTS, UTILITIES AND MISCELLANEOUS IMPROVEMENTS ALONG THE PROJECT ALIGNMENT WILL REQUIRE DEMOLITION AND/OR RELOCATION. ABANDONED UTILITY LINES SHALL BE REMOVED AND REPLACED WITH COMPACTED FILL.

2. IN AREAS LESS THAN 5 FEET BELOW SUBGRADE WHERE SOIL FILL WILL BE PLACED, PROOFROLLING OF THE EXPOSED SURFACE OF THE SUBGRADE SOILS SHALL BE PERFORMED AFTER COMPLETION OF STRIPPING IN AREAS TO RECEIVE FILL AND ONCE GRADE IS ACHIEVED IN CUT AREAS. PROOFROLLING SHALL BE PERFORMED USING A FULLY LOADED DUMP TRUCK OR OTHER HEAVY EQUIPMENT APPROVED BY THE CONSTRUCTION ENGINEER. THE PROOFROLLING OPERATION SHALL TRAFFIC THE CONSTRUCTION AREA WITH PARALLEL PASSES OF THE VEHICLE STARTING AT ONE SIDE OF THE AREA AND CONTINUING TO THE OTHER. EACH PASS SHALL OVERLAP THE PRECEDING PASS TO ENSURE COMPLETE COVERAGE. THE CONSTRUCTION ENGINEER SHALL BE PRESENT TO OBSERVE THE PROOFROLLING OPERATIONS AND TO PROVIDE RECOMMENDATIONS SHOULD UNSTABLE SOILS BE ENCOUNTERED.

COMPACTED FILL

3. THE LABORATORY TEST DATA INDICATES SOILS ALONG THE PROJECT ALIGNMENT CONSIST PREDOMINANTLY OF MODERATE TO HIGH PLASTICITY SILTY CLAY SOILS (AASHTO TYPE A-7-6, AND USCS TYPE CH SOILS). ROADWAY SUBGRADES SHALL BE PROTECTED FROM EXCESSIVE DRYING OR WETTING TO THE EXTENT FEASIBLE. THE BASE STONE SHALL BE PLACED ON ROADWAY SUBGRADES AS SOON AS PRACTICAL TO HELP PROTECT SUBGRADES, AND POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT GRADING OPERATIONS TO HELP PREVENT EXCESSIVE DRYING AND WETTING OF SUBGRADES. THE SURFACE SHALL BE ROLLED SMOOTH TO ENHANCE DRAINAGE IF PRECIPITATION IS EXPECTED. THE ENGINEER SHALL PROVIDE RECOMMENDATIONS FOR TREATMENT IF THE SOILS BECOME EXCESSIVELY WET, DRY OR FROZEN.

GROUNDWATER

4. THE PROPOSED ROADWAY IMPROVEMENTS WILL CROSS STREAMS, WETLANDS, SPRINGS/SEEPS AND DRAINAGE DITCHES. CULVERTS AND PIPES WILL BE USED AT MANY OF THESE LOCATIONS TO PIPE DRAINAGE FEATURES AND STREAM CHANNELS BENEATH THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL BE PREPARED FOR SHALLOW GROUNDWATER IN THESE AREAS. LOCATIONS WHERE GRADED SOLID ROCK (GSR) DRAINAGE AND/OR STABILIZATION LAYERS WILL BE NEEDED ARE DEPICTED ON THE BORING LAYOUT SHEETS AND TYPICAL SECTIONS.

   DURING PERIODS OF HEAVY RAIN, PERCHED GROUNDWATER CONDITIONS MAY OCCUR AT THE SITE. IF PERCHED OR SHALLOW GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR SHALL PROVIDE ADEQUATE DEWATERING TO MAINTAIN THE GROUNDWATER LEVEL BELOW THE BOTTOM OF EXCAVATIONS EXCEPT WHEN THE EXCAVATION IS IN ROCK. PUMPING FROM SUMPS CONSTRUCTED OUTSIDE THE EXCAVATION SHOULD BE EFFECTIVE IN DEWATERING THE SOILS ENCOUNTERED IN THE TEST BORINGS. WATER FROM THE PUMPS SHALL BE DISCHARGED BEYOND THE CONSTRUCTION BOUNDARIES TO LIMIT ITS EFFECT ON CONSTRUCTION ACTIVITIES.

SLOPES

5. RECOMMENDED SLOPE INCLINATIONS VARY ALONG THE PROJECT ALIGNMENT. SEE THE ROADWAY CROSS SECTION SHEETS.

SLOPES (CONTINUED)

6. TO MEET SHORT TERM STABILITY REQUIREMENTS, STAGED CONSTRUCTION IS REQUIRED FOR THE EMBANKMENT SECTION ALONG WOODRIDGE AVENUE STATION 46+50 TO 48+00 AS FOLLOWS:

   6.1. WOODRIDGE AVENUE STATION 46+50 TO 48+00: CONSTRUCT THE EMBANKMENT IN TWO STAGES. FOR STAGE 1, PLACE THE ROCK EMBANKMENT FILL IN THE LOWER PORTION OF THE EMBANKMENT UP TO THE EXISTING WOODRIDGE AVENUE ROAD LEVEL (TO APPROXIMATE ELEVATIONS 1564, 1560 AND 1560 FEET AT STATIONS 47+00, 47+50 AND 48+00, RESPECTIVELY). AFTER PLACING THE LOWER ROCK EMBANKMENT FILL, THE EMBANKMENT SHALL BE CONSTRUCTED TO A VERTICAL HEIGHT OF 30 FEET BEFORE STOPPING FOR A WAITING PERIOD TO ALLOW SETTLEMENT TO OCCUR. THE ROCK FILL ZONE AT THE EMBANKMENT FACE SHALL BE AT LEAST 20 FEET WIDE. TYPE IV GEOTEXTILE (TDOT ITEM NO. 740-10.04) SHALL BE PLACED AS A SEPARATOR BETWEEN THE ROCK FILL AND SOIL FILL/SOIL SUBGRADE.

   6.2. SETTLEMENTS ALONG THE EMBANKMENTS SHOULD BE MONITORED DURING THE WAITING PERIODS. SETTLEMENT POINTS/MONUMENTS SHOULD BE ESTABLISHED ON THE EMBANKMENTS AT THE INTERMEDIATE STAGES AND SETTLEMENT POINT MEASUREMENTS COLLECTED WEEKLY BY A LICENSED SURVEYOR. THE BENCHMARK UPON WHICH THE SETTLEMENT MEASUREMENTS ARE BASED SHOULD BE ESTABLISHED OUTSIDE THE INFLUENCE OF NEW EMBANKMENT FILLS. AFTER THE WAITING PERIODS, IF THE SETTLEMENT RATE IS LESS THAN OR EQUAL TO 0.1-INCH PER 14 DAYS, THE EMBANKMENT CONSTRUCTION MAY BE CONTINUED TO THE NEXT STAGE OR BE COMPLETED AS THE CASE MAY BE. IF THE SETTLEMENT RATE IS GREATER THAN 0.1-INCH PER 14 DAYS AFTER THE DESIGNATED WAITING PERIOD, CONTINUE THE WAITING PERIOD AND MONITOR SETTLEMENTS UNTIL THE SETTLEMENT RATE IS LESS THAN 0.1-INCH PER 14 DAYS BEFORE CONTINUING OR COMPLETING THE EMBANKMENT CONSTRUCTION AS THE CASE MAY BE.

   6.3. WAITING PERIODS FOR THE ABOVE EMBANKMENT STAGE SHALL BE AS FOLLOWS:

      6.3.1. WOODRIDGE AVENUE 46+50 TO STATION 48+00, STAGE 1 - 60 DAYS

7. CONSTRUCTION MAY DISCLOSE THE PRESENCE OF GROUNDWATER SEEPS OR SPRINGS, SLICKENSIDED ZONES, OR DOWN-SLOPE DIPPING OF THE SOIL PROFILE. THESE CONDITIONS, IF PRESENT, WILL HAVE AN EFFECT ON SLOPE STABILITY. IF SEEPAGE OR OTHER UNFAVORABLE GEOLOGIC CONDITIONS ARE ENCOUNTERED IN CUT SLOPES AT THE TIME OF CONSTRUCTION, THE PROJECT ENGINEER SHALL BE CONTACTED TO OBSERVE THE SLOPE AND PROVIDE RECOMMENDATIONS FOR CORRECTIVE MEASURES.

8. VEGETATION SHALL BE ESTABLISHED AS QUICKLY AS POSSIBLE ON SLOPES TO PREVENT EROSION. EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT GUIDELINES.

9. SHOULD SHALLOW SLIDES OR SLUMPS OCCUR, THEY SHALL BE REPAIRED PROMPTLY TO PREVENT FURTHER SLOPE EROSION. REPAIR CAN TYPICALLY BE ACCOMPLISHED BY REMOVING THE SLIDE MATERIAL, EXCAVATING A BENCH WITHIN THE FAILURE ZONE, AND BACKFILLING THE FAILURE ZONE WITH CLASS A-3 MACHINED RIP-RAP (TDOT ITEM NO. 709-05.05).

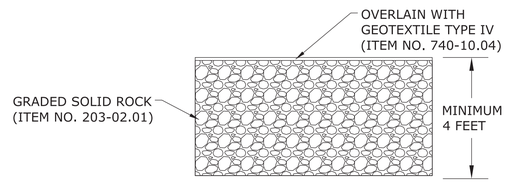
| | ESTIMATED ROADWAY QUANTITIES | | | |
|---|---|---|---|---|
| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
| (1)(2)(3)(4) | 203-02.01 | BORROW EXCAVATION (GSR) | TONS | 22,715 |
| (1)(3)(4) | 203-03.51 | BORROW EXCAVATION (UNCLASSIFIED) | C.Y. | 12,345 |
| (1)(3)(4) | 203-05 | UNDERCUTTING | C.Y. | 18,360 |
| (1)(2)(4) | 740-10.04 | GEOTEXTILE (TYPE IV) (STABILIZATION) | S.Y. | 14,547 |

(1) THESE QUANTITIES ARE TO BE USED AT THE DISCRETION OF THE ENGINEER TO STABILIZE SOFT SUBGRADE AREAS AS DEPICTED ON THE SOILS - TYPICAL SECTIONS AND BORING LAYOUT SHEETS.

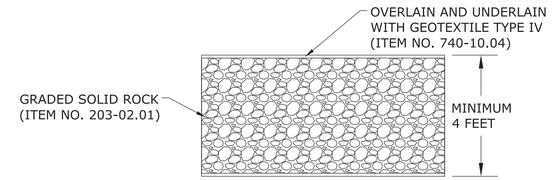
(2) FOR USE AS DRAINAGE AND STABILIZATION LAYER AS DEPICTED ON THE SOILS - TYPICAL SECTIONS AND BORING LAYOUT SHEETS.

(3) UNDERCUTTING AND REPLACEMENT OF SOFT SUBGRADE SOILS WITH COMPACTED BORROW EXCAVATION OR GRADED SOLID ROCK AT THE DISCRETION OF THE ENGINEER AS DEPICTED ON THE SOILS - TYPICAL SECTIONS AND BORING LAYOUT SHEETS.

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




STABILIZATION ROCK PAD DETAIL
NOT TO SCALE




DRAINAGE AND/OR STABILIZATION ROCK PAD DETAIL
NOT TO SCALE

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**DEPARTMENT OF TRANSPORTATION**

GEOTECHNICAL
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GES No. 8210414 / PIN 105467.03

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G03 |
| PS&E | 2025 | STP-126(25) | G03 |
| | | | |
| | | | |

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS (SECTION 4-203.02)

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. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION, OR DEGRADATION.

D. TRANSITIONAL MATERIALS
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C AS DEFINED IN SECTION 4-203.02) 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.

PS&E

SEALED BY

JASON S. REEVES
REGISTERED ENGINEER
URE
No. 129057
STATE OF TENNESSEE
10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
SOIL
DESCRIPTION



10/1/2025
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# Soil Descriptions

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G04 |
| PS&E | 2025 | STP-126(25) | G04 |
| | | | |
| | | | |

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **State Route 126** | | | | | | | | |
| 1 | B-1, Station 217+55, 12 feet right | 1.5-3 | 0-0.5'=Asphalt<br>0.5'-1.1'=Concrete<br>1.1'-1.4'=Gravel | | | | | |
| 2 | | 4-5.5 | 1.4'-3'=Silty clay (CL) with some fine sand and chert fragments, brown and red-brown, moist, stiff (FILL) | | | | | |
| 3 | | 6.5-8 | 3'-6'=Silty clay (CL) with trace limestone pieces in 4 to 5.5 foot sample, red-brown with black, moist, stiff | | | | | |
| 4 | | 9-10.5 | 6'-10.6'=Silty clay (CL) with trace chert, orange-brown and tan brown, moist, stiff<br>Auger refusal at 10.6 feet | | | | | |
| 1 | B-2, Station 220+00, 85 feet right | 0-1.5 | 0-0.3'=Tcpsoil | | | | | |
| 2 | | 1.5-3 | 0.3'-7.6'=Silty clay (CL) with trace root hairs and limestone pieces in 0 to 1.5 foot sample, brown and red-brown, dry, very stiff to hard | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-7.4 | Auger refusal at 7.6 feet | | | | | |
| 1 | B-3, Station 222+50, 7 feet left | 4-5.5 | 0-1.1'=Asphalt<br>1.1'-1.7'=Concrete | | | | | |
| 2 | | 6.5-7.3 | 1.7'-7.3'=Silty clay (CH) with trace limestone pieces, red-brown, orange-brown and brown, moist, soft<br>Auger refusal at 7.3 feet | | | | | |
| 1 | B-3A, Station 222+40, 7 feet left | 4-5.5 | 0-1.3'=Asphalt<br>1.3'-2'=Concrete | | | | | |
| 2 | | 6.5-8 | 2'-8.5'=Silty clay (CH) with trace black nodules, red-brown, brown and tan-brown, moist, soft to firm | | | | | |
| 3 | | 9-10.5 | 8.5'-12'=Clayey silt (ML) with occasional black nodules, red-brown, yellow-brown and brown, moist, soft | | | | | |
| 4 | | 14-15.5 | 12'-22'=Silty clay (CH), red-brown and yellow-brown, moist, firm | | | | | |
| 5 | | 19-20.5 | 22'-26.9'=Silty clay (CL) and chert fragments, red-brown and gray, moist, firm | | | | | |
| 6 | | 24-25.5 | Auger refusal at 26.9 feet | | | | | |
| 1 | B-4, Station 222+48, 54 feet right | 0-1.5 | 0-0.3'=Tcpsoil | | | | | |
| 2 | | 1.5-3 | 0.3'-6'=Silty clay (CL) with gravel, tan and brown, slightly moist, very stiff | | | | | |
| 3 | | 4-5.5 | 6'-13.5'=Silty clay (CL) with weathered shale fragments, tan and brown, moist, hard and stiff | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | Auger refusal at 13.5 feet | | | | | |
| 1 | B-5, Station 225+33, 52 feet right | 0-1.5 | 0-0.2'=Tcpsoil<br>0.2'-3.5'=Silty clay (CL) with trace root hairs in 0 to 1.5 foot sample, brown and red-brown, dry, stiff to very stiff | | | | | |
| 2 | | 1.5-3 | Auger refusal at 3.5 feet | | | | | |
| 1 | B-6, Station 226+81, 45 feet right | 0-1.5 | 0-0.3'=Tcpsoil<br>0.3'-3.2'=Silty clay (CL) with trace roots and limestone pieces, brown, dry, stiff and hard | | | | | |
| 2 | | 1.5-2.4 | Auger refusal at 3.2 feet | | | | | |
| 1 | B-7, Station 228+92, 58 feet right | 0 1.5 | 0-0.2'=Tcpsoil | 10.3 | | | | |
| 2 | | 1.5-3 | 0.2'-3'=Silty clay (CL) with trace limestone pieces, black nodules and root hairs, dark brown, dry to moist, firm to stiff (FILL) | 11.5 | 37 | 21 | A-6 | CL |
| 3 | | 4-5.5 | | 14.9 | | | | |
| 4 | | 6.5-8 | 3'-11.2'=Silty clay (CL) with trace black nodules and limestone pieces, dark brown to red-brown, stiff to very stiff | 17.8 | | | | |
| 5 | | 9-10.5 | Auger refusal at 11.2 feet | 29.5 | | | | |
| 1 | B-8, Station 244+82, 40 feet right | 0.5-2 | 0-0.4'=Asphalt<br>0.4'-1.5'=Silty clay (CL) with rock fragments, tan-brown, dry, very stiff (FILL) | | | | | |
| 2 | | 2-3.5 | 1.5'-6'=Silty clay (CH) with rock fragments and organics, dark brown, moist to wet, stiff to very stiff (FILL) | | | | | |
| 3 | | 4-5.5 | 6'-8.5'=Silty clay (CL), brown, moist, stiff | | | | | |
| 4 | | 6.5-8 | 8.5'-10.5'=Silty clay (CH) with rock fragments, tan-brown, orange-biown and white, very stiff | | | | | |
| 5 | | 9-10.5 | Boring terminated at 10.5 feet | | | | | |
| 1 | B-9, Station 249+50, 40 feet left | 0-1.5 | 0-0.3'=Tcpsoil<br>0.3'-3.5'=Silty clay (CL) with some roots and rock fragments, tan-brown and brown, very stiff to hard (FILL) | | | | | |
| 2 | | 1.5-3 | Auger refusal at 3.5 feet, auger refusal in two offset borings at 3.5 and 4 feet | | | | | |
| 1 | B-10, Station 253+22, 12 feet left | 1.5-3 | 0-0.7'=Asphalt<br>0.7'-1'=Gravel<br>1'-3.5'=Silty clay (CL) with limestone pieces, brown, moist, hard (FILL) | | | | | |
| 2 | | 4-5.5 | 3.5'-6'=Silty clay (CL), brown, moist, very stiff<br>Auger refusal at 6 feet | | | | | |
| 1 | B-10A, Station 253+27, 12 feet left | 1.5'-1.7' | 0-0.8'=Asphalt<br>0.8'-1.2'=Gravel<br>Auger refusal at 1.2 feet | | | | | |
| 1 | B-11, Station 254+30, 10 feet left | 1.5-3 | 0-0.7'=Asphalt<br>0.7'-1'=Gravel<br>1'-4.5'=Silty clay (CL) with limestone pieces, brown and gray, moist, stiff (FILL) | | | | | |
| 2 | | 4-5 | 4.5'-5.2'=Silty clay (CL) with rock fragments, gray, moist, hard<br>Auger refusal at 5.2 feet | | | | | |
| 1 | B-12, Station 254+00, 6 feet right | 1.5-3 | 0-0.1'=Asphalt<br>0.1'-0.3'=Concrete | 31.2 | | | | |
| 2 | | 4-5.5 | 0.3'-0.5'=Gravel | 36.0 | 80 | 56 | A-7-6 | CH |
| 3 | | 6.5-8 | 0.5'-12'=Silty clay (CH) with limestone pieces, brown and gray, moist, soft and very soft (FILL) | 36.4 | | | | |
| 4 | | 9-10.5 | 12'-15.3'=Silty clay (CL) with weathered rock fragments, brown and gray, wet, hard | 40.5 | | | | |
| 5 | | 14-15.1 | Auger refusal at 15.3 feet | 18.3 | | | | |
| 1 | B-13, Station 255+00, 8 feet left | 1.5-3 | 0-0.7'=Asphalt<br>0.7'-1'=Gravel<br>1'-3.5'=Silty clay (CL) with limestone gravel, brown and gray, moist, very stiff (FILL) | | | | | |
| 2 | | 4-5.5 | 3.5'-6'=Weathered rock, gray, moist, hard<br>Auger refusal at 6 feet | | | | | |
| 1 | B-14, Station 258+00, 40 feet right | 0-1.5 | 0-0.5'=Gravel<br>0.5'-3.5'=Silty clay (CL) with some fine sand, tan, moist, stiff to firm (FILL) | | | | | |
| 2 | | 1.5-3 | Auger refusal at 3.5 feet | | | | | |
| 1 | B-14A, Station 258+10, 45 feet right | 0-1.5 | 0-0.3'=Gravel<br>0.3'-3.5'=Silty clay (CL) with fine sand and some gravel, brown, moist, firm (FILL) | | | | | |
| 2 | | 1.5-3 | Auger leading off at 3.5 feet, boring terminated | | | | | |
| 1 | B-14B, Station 258+05, 70 feet right | 1.5-3 | 0-0.3'=Asphalt<br>0.3'-1.5'=Gravel | | | | | |
| 2 | | 4-5.5 | 1.5'-3.5'=Silty clay (CL), brown, moist, stiff (FILL) | | | | | |
| 3 | | 6.5-8 | 3.5'-6'=Silty clay (CL), brown, moist, firm | | | | | |
| 4 | | 9-10.5 | 6'-19.7'=Clayey silt (ML) and gravel with partially weathered siltstone fragments, gray and brown, relic structure, wet, stiff, firm and hard | | | | | |
| 5 | | 14-15.5 | | | | | | |
| 6 | | 19-19.7 | Auger refusal at 19.7 feet | | | | | |

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **State Route 126** | | | | | | | | |
| 1 | B-15, Station 262+00, 41 feet right (HAND AUGER BORING) | 0-1' | 0-1'=Silty clay (CL), light brown, moist, firm (CULTIVATED)<br>1'-5'=Silty clay (CL) with trace chert, tan and orange-brown with dark brown staining, moist, soft to firm<br>Hand auger boring terminated at 5 feet | | | | | |
| 2 | | 1'-2' | | | | | | |
| 3 | | 2'-3' | | | | | | |
| 4 | | 3'-4' | | | | | | |
| 5 | | 4'-5' | | | | | | |
| 1 | B-16, Station 264+01, 40 feet right (HAND AUGER BORING) | 0-1' | 0-0.7'=Topsoil<br>0.7'-3'=Silty clay (CL) with trace chert, orange-brown, moist, firm to soft (FILL)<br>3'-3.5'=Silty clay (CL), brown, moist, soft (CULTIVATED)<br>3.5'-6'=Silty clay (CL), tan-brown, moist, soft<br>Hand auger boring terminated at 5 feet | | | | | |
| 2 | | 1'-2' | | | | | | |
| 3 | | 2'-3' | | | | | | |
| 4 | | 3'-4' | | | | | | |
| 5 | | 4'-5' | | | | | | |
| 6 | | 5'-6' | | | | | | |
| 1 | B-17, Station 266+99, 40 feet right (HAND AUGER BORING) | 0-1' | 0-0.7'=Silty clay (CL), brown, moist, soft (CULTIVATED)<br>0.7'-5'=Silty clay (CL), chert fragments below about 3 feet, tan and orange-brown with dark brown mottling, moist, soft to stiff<br>Hand auger boring terminated at 5 feet | | | | | |
| 2 | | 1'-2' | | | | | | |
| 3 | | 2'-3' | | | | | | |
| 4 | | 3'-4' | | | | | | |
| 5 | | 4'-5' | | | | | | |
| 1 | B-18, Station 268+50, 41 feet right (HAND AUGER BORING) | 0-1' | 0-0.3'=Topsoil<br>0.3'-3'=Silty clay (CL) with tree roots, orange-brown and tan, moist, firm, soft, and stiff<br>3'-5'=Silty clay (CH), orange-brown, moist, stiff<br>Hand auger boring terminated at 5 feet | | | | | |
| 2 | | 1'-2' | | | | | | |
| 3 | | 2'-3' | | | | | | |
| 4 | | 3'-4' | | | | | | |
| 5 | | 4'-5' | | | | | | |
| 1 | B-19, Station 271+76, 40 feet right | 0-1.5 | 0-0.5'=Topsoil<br>0.5'-13'=Silty clay (CL), orange-brown and tan with some black staining, moist, firm, very stiff and stiff<br>13'-20.3'=Clayey silt (ML), tan and red-brown, dry, very stiff to hard<br>Boring terminated at 20.3 feet | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.3 | | | | | | |
| 1 | B-20, Station 273+50, 7 feet left | 2.5-4 | 0-0.8'=Asphalt<br>0.8'-1.9'=Gravel<br>1.9'-4.5'=Silty clay (CL) with gravel, tan and brown, moist, firm (FILL)<br>Auger refusal at 4.5 feet | | | | | |
| 1 | B-20A, Station 273+41, 11 feet left | 4-5.5 | | | | | | |
| 2 | | 6.5-8 | 0-0.8'=Asphalt<br>0.8'-2.5'=Gravel<br>2.5'-12'=Silty clay (CL) with gravel, tan, brown and red-brown, moist, firm to stiff (FILL)<br>12'-35.5'=Silty clay (CL) with some chert, tan and orange-brown, moist, stiff to soft<br>Boring terminated at 35.5 feet | | | | | |
| 3 | | 9-10.5 | | | | | | |
| 4 | | 14-15.5 | | | | | | |
| 5 | | 19-20.5 | | | | | | |
| 6 | | 24-25.5 | | | | | | |
| 7 | | 29-30.5 | | | | | | |
| 8 | | 34-35.5 | | | | | | |
| 1 | B-21, Station 273+50, 105 feet right | 0-1.5 | 0-0.1'=Topsoil<br>0.1'-3.5'=Silty clay (CL) with roots. asphalt encountered from about 1.5 to 2 feet, light brown, stiff to very stiff (FILL)<br>3.5'-8.5'=Silty clay (CL) with chert, tan and orange-brown, moist, stiff<br>8.5'-33'=Clayey silt (MH) with chert, tan, orange-brown and red-brown, moist, very stiff to firm<br>33'-39'=Silty clay (CH), tan and brown, moist, soft<br>39'-43.3'=Weathered rock, gray and white, moist, stiff (split spoon sampler bert, driven down side of rock pinnacle)<br>Auger refusal at 43.3 feet | 11.8 | | | | |
| 2 | | 1.5-3 | | 3.0 | | | | |
| 3 | | 4-5.5 | | 19.5 | | | | |
| 4 | | 6.5-8 | | 32.9 | | | | |
| 5 | | 9-10.5 | | 36.3 | 70 | 36 | A-7-5 | MH |
| 6 | | 14-15.5 | | 41.1 | | | | |
| 7 | | 19-20.5 | | 48.5 | | | | |
| 8 | | 24-25.5 | | 41.3 | | | | |
| 9 | | 29-30.5 | | 39.6 | | | | |
| 10 | | 34-35.5 | | 41.8 | | | | |
| 11 | | 39-40.5 | | 19.5 | | | | |
| 1 | B-22, Station 274+58, 13 feet left | 1.5-3 | 0-0.8'=Asphalt<br>0.8'-1'=Gravel | | | | | |
| 2 | | 4-5.5 | | | | | | |
| 3 | | 6.5-8 | 1'-8.5'=Silty clay (CL) with limestone pieces, brown and gray, moist, firm and soft (FILL) | | | | | |
| 4 | | 9-10.5 | 8.5'-23'=Silty clay (CL) with trace chert and black nodules, red-brown, moist, firm to very stiff | | | | | |
| 5 | | 14-15.5 | Auger refusal at 23 feet | | | | | |
| 6 | | 19-20.5 | | | | | | |
| 1 | B-23, Station 274+50, 80 feet right | 0-1.5 | 0-0.2'=Topsoil<br>0.2'-1.5'=Silty clay (CL), asphalt encountered from about 1 to 1.5 feet, brown and black, dry, very stiff (FILL) | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | 1.5'-17'=Silty clay (CH) with chert, red-brown, orange-brown and tan, slightly moist, stiff to firm | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | 17'-22'=Clayey silt (ML) (possible weathered boulder or rock pinnacle), light gray, dry, hard | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | 22'-30.5'=Silty clay (CH) with chert, brown and red-brown, moist, soft to firm | | | | | |
| 8 | | 24-25.5 | | | | | | |
| 9 | | 29-30.5 | Boring terminated at 30.5 feet | | | | | |
| 1 | B-25, Station 277+10, 80 feet right | 0-1.5 | 0-1' = Gravel and topsoil<br>1'-1.5'=Clayey silt (ML) with some rock fragments, tan-brown and brown, dry, firm (FILL)<br>1.5'-6.5'=Silty clay (CH), orange-tan, dry, stiff<br>6.5'-19'=Silty clay (CH) with chert fragments, orange-brown, red-brown and white, dry to moist, very stiff to stiff<br>19'-30'=Silty clay (CH), red-brown, moist to wet, stiff and firm<br>30'-34.5'=Silty clay (CL), gray-brown, moist to wet, stiff<br>34'-39.3'=Silty fine sand (SM) with chert fragments, gray and white, moist, very stiff<br>Auger refusal at 39.3' | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 24-25.5 | | | | | | |
| 9 | | 29-30.5 | | | | | | |
| 10 | | 34-35.5 | | | | | | |
| 11 | | 39-39.1 | | | | | | |
| 1 | B-26, Station 279+00, 40 feet right | 0-1.5 | 0-0.3'=Topsoil<br>0.3'-3.5'=Clayey silt (ML) with trace root hairs and chert, light gray and tan, dry, firm and hard<br>3.5'-6'=Silty clay (CL) with trace chert, tan and orange, dry to moist, very stiff<br>6'-26'=Silty clay (CH) with chert, red-brown and tan, moist, stiff, very stiff and firm<br>26'-30.5'=Clayey silt (MH) with chert, gray, moist, stiff<br>Boring terminated at 30.5 feet | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 24-25.5 | | | | | | |
| 9 | | 29-30.5 | | | | | | |

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **State Route 126** | | | | | | | | |
| 1 | B-27, Station 279+50, 100 feet left | 1-2.5 | 0-0.3'=Asphalt<br>0.3'-0.9'=Gravel<br>0.9'-6'=Silty clay (CL) with sand and gravel, tan and red-brown, moist, very stiff and firm (FILL)<br>6'-22'=Silty clay (CH) with trace chert, tan and red-brown, moist, firm to stiff<br>22'-36'=Silty clay (CL) with trace weathered rock, brown and red-brown, moist to very moist, firm<br>Boring terminated at 36 feet | 8.9 | | | | |
| 2 | | 2.5-4 | | 15.1 | | | | |
| 3 | | 4-5.5 | | 19.4 | | | | |
| 4 | | 6.5-8 | | 28.7 | | | | |
| 5 | | 9-10.5 | | 37.6 | 87 | 55 | A-7-5 | CH |
| 6 | | 14-15.5 | | 44.8 | | | | |
| UD | | 15.5-17.5 | | | | | | |
| UD | | 17.5-19.5 | | | | | | |
| 7 | | 24.5-26 | | 44.8 | | | | |
| 8 | | 29.5-31 | | 40.9 | | | | |
| 9 | | 34.5-36 | | 49.8 | | | | |
| 1 | B-28, Station 280+50, 175 feet right | 0-1.5 | 0-0.5'=Topsoil<br>0.5'-3.5'=Silty sand (SM) with abundant chert, tan, dry, firm<br>3.5'-6'=Chert lens, firm<br>6'-9'=Rock fragments with silty clay (CH). firm<br>9'-22'=Silty clay (CH) with chert, red-brown, moist, very stiff to stiff<br>22'-38.5'=Clayey silt (MH) with trace chert, red-brown, black and tan, very moist, firm to stiff<br>38.5'-47'=Silty clay (CH) with chert, red-brown, tan and black, moist, stiff to very stiff<br>47'-53'=Silty fine sand (SM) with chert gravel, orange and tan, moist, firm<br>53'-61'=Sandy silt (ML) with chert, brown and light tan, dry to moist, very stiff<br>61'-66'=Clayey silt (ML) with chert and fine sand, brown and tan, moist, stiff<br>Auger refusal at 66 feet | 2.3 | | | | |
| 2 | | 1.5-3 | | 2.3 | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | 21.1 | | | | |
| 6 | | 14-15.5 | | 38.1 | | | | |
| 7 | | 19-20.5 | | 42.4 | | | | |
| 8 | | 24-25.5 | | 37.0 | 71 | 37 | A-7-6 | MH |
| 9 | | 29-30.5 | | 42.9 | | | | |
| 10 | | 34-35.5 | | 30.0 | | | | |
| 11 | | 39-40.5 | | 10.3 | | | | |
| 12 | | 44-45.5 | | 29.5 | | | | |
| 13 | | 49-50.5 | | 8.7 | | | | |
| 14 | | 54-55.5 | | 15.4 | | | | |
| 15 | | 59-60.5 | | 26.7 | | | | |
| 16 | | 64-65.5 | | 27.6 | | | | |
| UD | B-28A, Station 280+52, 180 feet right | 25-27 | Auger boring to 25 feet to obtain undisturbed samples<br>25'-31'=Clayey silt (MH) with trace chert, red-brown, black and tan, very moist | 37.6 | | | | |
| UD | | 29-31 | | 38.1 | | | | |
| 1 | B-29, Station 281+13, 66 feet right | 0-1.5 | 0-2.5'=Clayey silt (ML) with rock fragments, tan-brown, dry, stiff (FILL) | | | | | |
| 2 | | 1.5-3 | 2.5'-4'=Silty clay (CH), orange-brown and tan-brown, dry, stiff | | | | | |
| 3 | | 4-5.5 | 4'-9'=Silty clay (CH) with some chert fragments, orange-brown and red-brown, dry to moist, stiff to very stiff | | | | | |
| 4 | | 6.5-8 | 9'-14'=Silty clay (CH) with chert fragments, orange-brown, red-brown and white, dry, very stiff | | | | | |
| 5 | | 9-10.5 | 14'-19'=Silty coarse sand (SM) with chert fragments, tan-brown and white, dry, firm | | | | | |
| 6 | | 14-15.5 | 19'-24'=Silty clay (CH) with chert fragments, red-brown and orange-brown, moist, firm | | | | | |
| 7 | | 19-20.5 | 24'-32.5'=Silty clay (CL) with chert fragments, gray and tan-brown, dry, hard | | | | | |
| 8 | | 24 25.5 | Auger refusal at 32.5 feet | | | | | |
| 9 | | 29-30.5 | | | | | | |
| 1 | B-30, Station 282+50, 11 feet left | 1.5-3 | 0-1'=Asphalt<br>1'-1.5'=Gravel | | | | | |
| 2 | | 4-5.5 | 1.5'-6'=Silty clay (CL) with limestone pieces, brown and gray, moist, stiff (FILL) | | | | | |
| 3 | | 6.5-8 | 6'-15.5'=Silty clay (CL) with trace chert and black nodules, red-brown and tan, moist, stiff | | | | | |
| 4 | | 9-10.5 | Boring terminated at 15.5 feet | | | | | |
| 5 | | 14-15.5 | | | | | | |
| 1 | B-31, Station 283+05, 80 feet right | 0-1.5 | 0-1'=Sandy silt (ML) with some clay and rock fragments, tan-brown, dry, stiff (FILL) | | | | | |
| 2 | | 1.5-3 | 1'-4'=Silty clay (CH) with chert fragments, tan-brown and orange-brown, moist, very stiff | | | | | |
| 3 | | 4-5.5 | 4'-20.3'=Silty clay (CH) with some rock fragments, red-brown, moist, very stiff, stiff and firm | | | | | |
| 4 | | 6.5-8 | 20.3'-28.8'=Clayey silt (MH) with some rock fragments, gray-tan, hard | | | | | |
| 5 | | 9-10.5 | Auger refusal at 28.8 feet | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 28.7-28.8 | | | | | | |
| 1 | B-32, Station 285+08, 90 feet right | 0-1.5 | 0-1.5'=Clayey silt (ML) with some rock fragments, tan-brown, dry, firm (FILL)<br>1.5'-6'=Clayey silt (ML) with some rock fragments, tan-brown and orange-brown, stiff<br>6'-47.5'=Silty clay (CH) with some chert fragments, red-brown and orange-brown with some white and black inclusions, moist, wet at 35 feet, stiff, firm and soft<br>Auger refusal at 47.5 feet | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 24-25.5 | | | | | | |
| 9 | | 29-30.5 | | | | | | |
| 10 | | 34-35.5 | | | | | | |
| 11 | | 39-40.5 | | | | | | |
| 12 | | 44-45.5 | | | | | | |
| 1 | B-33, Station 285+00, 8 feet left | 2.5-4 | 0-1.1'=Asphalt<br>1.1'-2.5'=Gravel | 30.8 | | | | |
| 2 | | 4-5.5 | 2.5'-8.5'=Silty clay (CL) with rock fragments, tan and red-brown, very moist, soft and very soft (FILL) | 35.6 | | | | |
| 3 | | 6.5-8 | 8.5'-14'=Silty clay (CH) with chert, tan and orange-brown, moist, firm | 33.2 | | | | |
| 4 | | 9-10.5 | 14'-19'=Silty clay (CH), chert layer at about 17 feet, red-brown, moist, stiff | 36.8 | 70 | 47 | A-7-6 | CH |
| UD | | 13-15 | 19'-37'=Limestone gravel (possible rock pinnacle) with silty clay (CL), gray, dry, firm, loose, dense, and very firm | | | | | |
| UD | | 15-17 | 37'-42.1'=Silty clay (CL) with weathered rock, red-brown, moist, soft | 4.1 | | | | |
| UD | | 18-19 | Auger refusal at 42.1 feet | 10.3 | | | | |
| 5 | | 19-20.5 | | 9.1 | | | | |
| 6 | | 24-25.5 | | 6.1 | | | | |
| 7 | | 29-30.5 | | 35.9 | | | | |
| 8 | | 34-35.5 | | | | | | |
| 9 | | 39-40.5 | | | | | | |
| 1 | B-34, Station 286+23, 18 feet left | 1.5-3 | 0-1'=Asphalt<br>1'-1.5'=Gravel | | | | | |
| 2 | | 4-5.5 | 1.5'-6'=Silty clay (CL) with limestone pieces and black nodules, red-brown and gray, moist, firm (FILL) | | | | | |
| 3 | | 6.5-8 | 6'-15.5'=Silty clay (CL) with trace chert and black nodules, clayey silt and weathered rock fragments in 14 to 15.5 foot sample, red-brown and gray, moist, firm to stiff | | | | | |
| 4 | | 9-10.5 | | | | | | |
| 5 | | 14-15.5 | Boring terminated at 15.5 feet | | | | | |
| 1 | B-35, Station 286+34, 41 feet right | 0-1.5 | 0-0.3'=Topsoil | | | | | |
| 2 | | 1.5-3 | 0.3'-1.5'=Silty clay (CH) with rock fragments, tan-brown, red-brown and white, moist, stiff (FILL) | | | | | |
| 3 | | 4-5.5 | 1.5'-10.5'=Silty clay (CH), red-brown and orange-brown, moist, stiff to firm | | | | | |
| 4 | | 6.5-8 | Boring terminated at 10.5 feet | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 1 | B-36, Station 287+50, 58 feet right | 0-0.1 | 0-0.1'=Topsoil<br>0.1'-4.5'=Silty clay (CL) with some limestone pieces, red-brown, dry to moist, stiff | | | | | |
| 2 | | 1.5-3 | 4.5'-5.5'=Silty clay (CL) with limestone pieces, red-brown with gray, moist, hard | | | | | |
| 3 | | 4-5.5 | Auger refusal at 5.5 feet | | | | | |

PS&E

SEALED BY

JASON S. REVIS
REGISTERED ENGINEER
URE
No. 123551
STATE OF TENNESSEE
10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
SOIL
DESCRIPTION

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G04-6 Soils Descriptions.dgn

GES No. 8210414 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G05 |
| PS&E | 2025 | STP-126(25) | G05 |
| | | | |
| | | | |

# Soil Descriptions

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **State Route 126** | | | | | | | | |
| 1 | B-37, Station 288+50, 70 feet right | 0-1.5 | 0-0.2' = Tcpsoil | | | | | |
| 2 | | 1.5-3 | 0.2'-2' = Silty clay (CL) with limestone pieces, red-brown, dry, stiff | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | 2'-17.5' = Silty clay (CL) with trace limestone pieces, red-brown, dry to moist, very stiff and stiff | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | Auger refusal at 17.5 feet | | | | | |
| 1 | B-38, Station 289+50, 75 feet right | 0-1.5 | 0-0.3' = Clay and gravel | | | | | |
| 2 | | 1.5-3 | 0.3'-14' = Silty clay (CH) with weathered rock fragments and trace chert, fine roots to about 2 feet, red-brown and tan, moist, stiff and very stiff | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | 14'-14.3' = Weathered rock, gray, dry, hard<br>Auger refusal at 13.7 feet, above the split spoon sampler penetration depth of about 14.3 feet | | | | | |
| 6 | | 14-14.3 | | | | | | |
| UD | B-38A, Station 289+52, 75 feet right | 8-8.7 | Auger boring to 8 feet to obtain undisturbed samples<br>8'-8.7' = Silty clay (CH) with weathered rock fragments and trace chert, red-brown and tan, moist<br>Boring terminated at 8.7 feet | | | | | |
| 1 | B-39, Station 290+45, 75 feet right | 0-1.5 | 0-0.3' = Clay and gravel | 16.4 | | | | |
| 2 | | 1.5-3 | 0.3'-4.5' = Silty clay (CH) with chert, red-brown, slightly moist, stiff (FILL) | 21.3 | | | | |
| 3 | | 4-5.5 | 4.5'-5' = Gravel, tan, dry, firm (FILL) | 5.1 | | | | |
| 4 | | 6.5-8 | 5'-8.5' = Silty clay (CH) with chert and rock fragments, tan and red-brown, dry, stiff | 19.7 | | | | |
| 5 | | 9-10.5 | | 33.0 | | | | |
| UD | | 11-13 | 8.5'-17' = Silty clay (CH) with trace chert, red-brown and yellow-brown, dry, stiff | | | | | |
| 6 | | 14-15.5 | | 32.4 | | | | |
| 7 | | 19-20.5 | 17'-34.7' = Silty clay (CH) with trace chert, weathered rock and relic structure, red-brown with black staining, moist, stiff to firm | 38.7 | | | | |
| UD | | 22-24 | | 41.5 | | | | |
| 8 | | 24-25.5 | 34.7'-35.7' = Clayey silt (ML) with dolomite gravel and some clay, tan and white, dry, hard<br>Auger refusal at 35.7 feet | 39.2 | 84 | 53 | A-7-5 | CH |
| 9 | | 29-30.5 | | 33.7 | | | | |
| 10 | | 34-35.5 | | 14.8 | | | | |
| 1 | B-40, Station 291+00, 20 feet left | 1.5-3 | 0-1' = Asphalt<br>1'-6' = Silty clay (CL) with gravel and asphalt pieces, brown, black and gray, moist, soft to very soft (FILL)<br>6'-38' = Silty clay (CL) with trace chert and black modules, brown and red-brown, moist, stiff, very stiff and hard<br>38'-50.5' = Silty clay (CL) with trace chert and black nodules, red-brown, moist, firm to stiff<br>Boring terminated at 50.5 feet | | | | | |
| 2 | | 4-5.5 | | | | | | |
| 3 | | 6.5-8 | | | | | | |
| 4 | | 9-10.5 | | | | | | |
| 5 | | 14-15.5 | | | | | | |
| 6 | | 19-20.5 | | | | | | |
| 7 | | 24-25.5 | | | | | | |
| 8 | | 29-30.5 | | | | | | |
| 9 | | 34-35.5 | | | | | | |
| 10 | | 39-40.5 | | | | | | |
| 11 | | 44-45.5 | | | | | | |
| 12 | | 49-50.5 | | | | | | |
| 1 | B-41, Station 292+20, 80 feet left | 0-1.5 | 0-0.2' = Tcpsoil | | | | | |
| 2 | | 1.5-3 | 0.2'-3.5' = Silty clay (CH) with limestone, brown, soft to firm (FILL) | | | | | |
| 3 | | 4-5.5 | 3.5'-12.7' = Silty clay (CH) with layered weathered limestone below about 7.5 feet, red-brown, moist, stiff and hard | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | Auger refusal at 12.7 feet | | | | | |
| 1 | B-42, Station 295+55, 80 feet left | 0-1.5 | 0-2' = Silty clay (CL), red-brown, moist, firm | | | | | |
| 2 | | 1.5-3 | 2'-9.9' = Silty clay (CL) with weathered dolomite gravel (possible pinnacle), gray and red-brown, very stiff, stiff and hard | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-9.9 | Auger refusal at 9.9 feet | | | | | |
| 1 | B-43, Station 295+00, 29 feet right | 1.5-3 | 0-1.1' = Asphalt | 19.7 | | | | |
| 2 | | 4-5.5 | 1.1'-1.3' = Gravel | 32.6 | 71 | 48 | A-7-6 | CH |
| 3 | | 6.5-8 | 1.3'-8.5' = Silty clay (CH) with limestone pieces, orange-brown and gray, moist, firm to soft (FILL) | 22.8 | | | | |
| 4 | | 9-10.5 | 8.5'-18' = Silty clay (CL) with trace chert pieces, brown and orange-brown, moist, stiff to very stiff (FILL) | 15.2 | | | | |
| 5 | | 14-15.5 | | 12.9 | | | | |
| 6 | | 19-20.5 | 18'-28.1' = Silty clay (CL) with trace black oxide nodules and chert, brown, moist, soft to firm | 26.5 | 47 | 29 | A-7-6 | CL |
| 7 | | 24-25.5 | Auger refusal at 28.1 feet | 29.9 | | | | |
| 1 | B-44, Station 299+00, 3 feet right | 3-4.5 | 0-0.9' = Asphalt | | | | | |
| 2 | | 4.5-6 | 0.9'-2.4' = Gravel | | | | | |
| 3 | | 6.5-8 | 2.4'-4' = Silty clay (CL) with rock fragments, gray, tan and red-brown, moist, firm (FILL) | | | | | |
| 4 | | 9-10.5 | | | | | | |
| 5 | | 14-15.5 | 4'-8.5' = Silty clay (CL) with chert, red-brown, tan and gray, moist, soft | | | | | |
| 6 | | 19-20.5 | | | | | | |
| 7 | | 24-25.5 | 8.5'-34.5' = Silty clay (CH) with chert, red-brown and tan, moist, stiff to firm | | | | | |
| 8 | | 29-30.5 | 34.5'-35.5' = Weathered rock, gray, slightly moist, hard | | | | | |
| 9 | | 34-35.5 | Boring terminated at 35.5 feet | | | | | |
| 1 | B-45, Station 299+00, 62 feet right | 0-1.5 | 0-1' = Silty clay (CL), tan-brown, dry, stiff | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | 1'-9' = Silty clay (CL) with some chert fragments, red-brown and tan-brown, dry to moist, very stiff to stiff | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | 9'-39' = Silty clay (CL) with some rock fragments, red-brown, brown and black with some white inclusions, moist to wet, very stiff to firm | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 24-25.5 | 39'-43.8' = Silty clay (CL), white, red-brown and orange-brown, soft<br>Auger refusal at 43.8 feet | | | | | |
| 9 | | 29-30.5 | | | | | | |
| 10 | | 34-35.5 | | | | | | |
| 11 | | 39-40.5 | | | | | | |
| 1 | B-46, Station 301+00, 89 feet right | 0-1.5 | 0-0.3' = Tcpsoil | | | | | |
| 2 | | 1.5-3 | 0.3'-1' = Silty clay (CL) with some roots, tan-brown, dry, firm | | | | | |
| 3 | | 4-5.5 | 1'-14' = Silty clay (CL) with some weathered rock fragments, red-brown and tan-brown, dry to moist, stiff and firm | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | 14'-24' = Silty clay (CL) with abundant chert fragments, red-brown and orange-brown, stiff | | | | | |
| 6 | | 14-15.5 | 24'-29' = Silty clay (CL) with chert fragments, red-brown, orange-brown and brown, moist, very stiff | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 24-25.5 | 29'-34' = Silty clay (CH), red-brown and gray, wet, firm | | | | | |
| 9 | | 29-30.5 | 34'-35.5' = Clayey silt (ML) with rock fragments, gray and orange-brown, dry, hard<br>Boring terminated at 35.5 feet | | | | | |
| 10 | | 34-35.5 | | | | | | |
| 1 | B-47, Station 302+95, 72 feet right | 0-1.5 | 0-0.3' = Tcpsoil | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | 0.3'-25.5' = Silty clay (CL) with limestone and chert fragments, trace roo: hairs to about 2 feet, brown and red-brown, dry to moist, stiff and very stiff<br>Boring terminated at 25.5 feet | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | | | | | | |
| 8 | | 24-25.5 | | | | | | |

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **State Route 126** | | | | | | | | |
| 1 | B-48, Station 304+00, 20 feet left | 1-2.5 | 0-1' = Asphalt | | | | | |
| 2 | | 4-5.5 | 1'-1.3' = Gravel | | | | | |
| 3 | | 6.5-8 | 1.3'-3' = Silty clay (CL) with gravel, brown, moist, very stiff (FILL) | | | | | |
| 4 | | 9-10.5 | 3'-12' = Silty clay (CL) with gravel and chert fragments, red-brown and gray, moist, firm (FILL) | | | | | |
| 5 | | 14-15.5 | | | | | | |
| 6 | | 19-20.5 | 12'-30.5' = Silty clay (CL) with trace chert and black nodules, red-brown, moist, stiff and very stiff | | | | | |
| 7 | | 24-25.5 | | | | | | |
| 8 | | 29-30.5 | Boring terminated at 30.5 feet | | | | | |
| 1 | B-49, Station 307+00, 52 feet left | 0-1.5 | 0-0.3' = Topsoil<br>0.3'-1.5' = Clayey silt (ML) with chert and rock fragments and chert sand, tan-brown and orange-brown, dry, hard | | | | | |
| 2 | | 1.5-3 | 1.5'-4' = Silty clay (CH) with chert fragments, orange-brown and tan-brown, dry, hard | | | | | |
| 3 | | 4-5.5 | 4'-9.5' = Silty clay (CH) with occasional chert fragments, red-brown and orange-brown, moist, hard | | | | | |
| 4 | | 6.5-8 | 9.5'-14' = Silty clay (CH) with chert fragments, red-brown, moist, hard | | | | | |
| 5 | | 9-10.5 | 14'-15' = Silty clay (CH), tan-brown, brown and red-brown, relic structure, moist, hard | | | | | |
| 6 | | 14-15.5 | 15'-16' = Weathered rock sampled as clayey silt (ML) with weathered rock fragments, gray and white, dry, hard<br>Auger refusal at 16 feet | | | | | |
| 1 | B-50, Station 306+85, 36 feet right | 0-1.5 | 0-0.3' = Topsoil | 22.2 | | | | |
| 2 | | 1.5-3 | 0.3'-2' = Silty clay (CL) with gravel and fine roots, dark brown, moist, very stiff (FILL) | 29.0 | | | | |
| 3 | | 4-5.5 | 2'-9.5' = Silty clay (CH) with trace limestone fragments and black nodules, red-brown, dry to moist, very stiff, stiff and hard | 34.9 | 66 | 42 | A-7-6 | CH |
| 4 | | 6.5-8 | | 20.0 | | | | |
| 5 | | 9-9.3 | Auger refusal at 9.5 feet | | | | | |

PS&E

SEALED BY

JASON S. REEVES REGISTERED ENGINEER URE No. 127557 STATE OF TENNESSEE

10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
SOIL
DESCRIPTION

GES No. 8210414 / PIN 105467.03

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G05-6 Soils Descriptions.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G06 |
| PS&E | 2025 | STP-126(25) | G06 |
| | | | |
| | | | |

# Soil Descriptions

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **Conway Drive** | | | | | | | | |
| 1 | CON-1, Station 51+00, 15.5 feet left | 4-5.5 | 0-0.3' = Asphalt<br>0.3'-0.4' = Gravel<br>0.4'-3.5' = Silty clay (CL) with trace limestone and asphalt pieces, brown-orange with gray, moist (FILL) | 19.6 | 57 | 39 | A-7-6 | CH |
| 2 | | 6.5-8 | 3.5'-8.5' = Silty clay (CH) with trace limestone and shale pieces, brown-orange with gray, moist, firm to stiff | 25.8 | | | | |
| 3 | | 9-10.5 | 8.5'-10.5' = Sandy clay (CL) with some silt and trace quartz pieces, brown, moist, stiff<br>Boring terminated at 10.5 feet | 24.9 | | | | |
| **Orebank Road** | | | | | | | | |
| 1 | ORE-1, Station 47+00, CL | 0-1.5 | 0-0.3' = Tcpsoil<br>0.3'-1.5' = Clayey silt (ML) with trace root hairs, limestone pieces, and frequent shale partings, dark brown, dry, stiff<br>1.5'-8.5' = Clayey silt (ML), occasional shale partings in 1.5 to 3 foot sample, brown and dark brown, moist, soft to firm<br>8.5'-10.2' = Clayey silt (ML) and weathered limestone fragments with rock flour, gray, yellow-brown and red-brown, moist, very stiff<br>The split spoon sampler extended to a depth of 10.5 feet, below the auger refusal depth of about 10.2 feet | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.5 | | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 1 | ORE-2, Station 49+00, 30 feet right | 0-1.5 | 0-0.3' = Tcpsoil<br>0.3'-8.5' = Silty clay (CL) with chert and limestone pieces, trace root hairs in 0 to 1.5 foot sample, dark brown and red-brown, dry to moist, very stiff, stiff and firm<br>8.5'-15.5' = Silty clay (CL), brown with some dark brown, moist, stiff to very stiff<br>The split spoon sampler extended to a depth of 15.5 feet, below the auger refusal depth of about 14.3 feet | 14.6 | | | | |
| 2 | | 1.5-3 | | 15.9 | | | | |
| 3 | | 4-5.5 | | 16.6 | | | | |
| 4 | | 6.5-8 | | 15.0 | 27 | 10 | A-4 | CL |
| 5 | | 9-10.5 | | 16.6 | | | | |
| 6 | | 14-15.5 | | 21.6 | | | | |
| UD | ORE-2A, Station 49+05, 30 feet right | 7-9 | 0-7' = Auger boring to 7 feet to obtain undisturbed samples<br>7'-8.5' = Clayey silt (ML) with chert and limestone pieces, dark brown and red-brown, dry to moist | 16.6 | | | | |
| UD | | 9-11 | 8.5'-11' = Clayey silt (ML), brown with some dark brown, moist<br>Boring terminated at 11 feet | 17.0 | | | | |
| **Hillcrest Drive** | | | | | | | | |
| 1 | HIL-1, Station 50+80, 10 feet left | 1.5-3 | 0-0.4' = Asphalt<br>0.4'-5' = Silty clay (CL) with trace limestone and asphalt pieces, red-brown with gray, moist, firm (FILL)<br>5'-10.5' = Silty clay (CL) with trace limestone, chert and black nodules, brown, moist, stiff to very stiff<br>Boring terminated at 10.5 feet | | | | | |
| 2 | | 4-5.5 | | | | | | |
| 3 | | 6.5-8 | | | | | | |
| 4 | | 9-10.5 | | | | | | |
| **Heather Road** | | | | | | | | |
| 1 | HEA-1, Station 48+10, 30 feet left | 0-1.5 | 0-0.4' = Tcpsoil<br>0.4'-1.5' = Silty clay (CL) with trace limestone pieces, black nodules and root hairs, brown and red-brown, moist, stiff (FILL)<br>1.5'-3.8' = Silty clay (CL), red-brown and brown, moist, stiff<br>Auger refusal at 3.8 feet | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 1 | HEA-1A, Station 48+10, 20 feet left | 0-1.5 | 0-0.4' = Tcpsoil<br>0.4'-1.5' = Silty clay (CL) with trace root hairs and black nodules, brown to red-brown, moist, stiff (FILL)<br>1.5'-5.3' = Silty clay (CL) with trace chert, limestone pieces in 4 to 5.3 foot sample, brown and red-brown, moist, stiff and hard<br>Auger refusal at 5.3 feet | | | | | |
| 2 | | 1.5-3 | | | | | | |
| 3 | | 4-5.3 | | | | | | |
| **Glenwood Street** | | | | | | | | |
| 1 | GLN-1, Station 48+00, 4 feet left | 1.5-3 | 0-0.4' = Asphalt<br>0.4'-0.7' = Gravel<br>0.7'-3.5' = Silty clay (CH) with trace limestone pieces, red-brown, moist, firm<br>3.5'-9' = Silty clay (CL) with trace chert and black nodules, red-brown and tan, moist, stiff to very stiff<br>9'-20.5' = Silty clay (CL) with trace chert and black nodules, tan and yellow-brown, moist, stiff<br>Boring terminated at 20.5 feet | | | | | |
| 2 | | 4-5.5 | | | | | | |
| 3 | | 6.5-8 | | | | | | |
| 4 | | 9-10.5 | | | | | | |
| 5 | | 14-15.5 | | | | | | |
| 6 | | 19-20.5 | | | | | | |
| 1 | GLN-2, Station 48+35, 8 feet left | 1.5-3 | 0-0.3' = Asphalt<br>0.3'-0.5' = Gravel<br>0.5'-4' = Silty clay (CL) with trace limestone pieces, red-brown, moist, firm<br>4'-17' = Clayey silt (MH) with trace chert, red-brown with yellow, moist, stiff and very stiff<br>17'-28' = Silty clay (CH) with trace chert, red-brown, moist, firm<br>28'-45.5' = Silty clay (CH) with trace black nodules, limestone pieces and fine sand, dark red-brown, moist, very soft, stiff and firm<br>Boring terminated at 45.5 feet | 21.6 | | | | |
| 2 | | 4-5.5 | | 22.2 | | | | |
| 3 | | 6.5-8 | | 30.2 | | | | |
| 4 | | 9-10.5 | | 34.4 | | | | |
| UD | | 12-14 | | 41.7 | 71 | 29 | A-7-5 | MH |
| 5 | | 14-15.5 | | 43.5 | | | | |
| 6 | | 19-20.5 | | 43.8 | | | | |
| 7 | | 24-25.5 | | 49.9 | | | | |
| 8 | | 29-30.5 | | 57.4 | | | | |
| 9 | | 34-35.5 | | 49.1 | | | | |
| 10 | | 39-40.5 | | 37.3 | | | | |
| 11 | | 44-45.5 | | 41.4 | | | | |
| **Woodridge Road** | | | | | | | | |
| 1 | WOO-1, Station 46+30, 3 feet right | 1.5-3 | 0-0.7' = Asphalt<br>0.7'-13' = Clayey silt (MH) with chert, orange-brown with yellow-brown mottling, moist, stiff and very stiff<br>13'-27' = Silty clay (CL) with chert, orange-brown, brown and red-brown, moist, firm<br>27'-39.5' = Silty clay (CL) with sand, tan and orange-brown, moist, stiff<br>39.5'-44.4' = Clayey silt (ML) with weathered rock fragments, gray and orange-brown, slightly moist, hard<br>Boring terminated at 44.4 feet | | | | | |
| 2 | | 4-5.5 | | 41.6 | 66 | 33 | A-7-5 | MH |
| 3 | | 6.5-8 | | 31.6 | | | | |
| UD | | 8-10 | | 31.9 | | | | |
| UD | | 10-12 | | | | | | |
| 4 | | 14-15.5 | | 30.8 | | | | |
| 5 | | 19-20.5 | | 39.3 | | | | |
| 6 | | 24-25.5 | | 25.2 | | | | |
| 7 | | 29-30.5 | | 25.4 | | | | |
| 8 | | 34-35.5 | | 23.5 | | | | |
| 9 | | 39-40.5 | | 10.9 | | | | |
| 10 | | 44-44.4 | | | | | | |
| 1 | WOO-2, Station 48+90, 30 feet left | 0-1.5 | 0.0.3' = Tcpsoil<br>0.3'-3.5' = Silty clay (CH) with trace root hairs, black nodules and chert pieces, red-brown and brown, moist, stiff to very stiff<br>3.5'-19' = Silty clay (CH) with trace chert and black nodules, red-brown, moist, firm to soft<br>19'-29.8' = Sandy silt (ML) and silty clay (CL) with weathered limestone, gray, brown and red-brown, moist, hard and very stiff<br>Auger refusal at 29.8 feet | 37.2 | | | | |
| 2 | | 1.5-3 | | 39.5 | | | | |
| 3 | | 4-5.5 | | 41.4 | | | | |
| 4 | | 6.5-8 | | 40.5 | | | | |
| 5 | | 9-10.5 | | 43.6 | 67 | 41 | A-7-6 | CH |
| 6 | | 14-15.5 | | 40.3 | | | | |
| 7 | | 19-20.5 | | 2.1 | | | | |
| 8 | | 24-25.5 | | 53.7 | | | | |
| 9 | | 29-29.3 | | | | | | |

## Spoons/Tubes Data

| Sample No. | Station No. and Offset | Depth (feet) | Description | In-Situ Moisture (%) | LL | PI | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|
| **Amy Avenue** | | | | | | | | |
| 1 | AMY-1, Station 245+35, 20 feet left | 0-1.5 | 0-1.5' = Silty clay (CL) with roots, tan-brown, dry, stiff (FILL) | | | | | |
| 2 | | 1.5-3 | 1.5'-4' = Silty clay (CH) with rock fragments and roots, red-brown and orange-brown, moist, very stiff (FILL) | | | | | |
| 3 | | 4-5.5 | 4'-19' = Silty clay (CH), orange-brown and red-brown, moist, stiff to very stiff | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | | | | | | |
| 6 | | 14-15.5 | 19'-20.5' = Silty clay (CH), orange-brown, tan-brown and gray, moist, hard | | | | | |
| 7 | | 19-20.2 | Boring terminated at 20.5 feet | | | | | |
| 1 | AMY-2, Station 246+75, 5 feet right | 0-1.5 | 0-0.2' = Topsoil | | | | | |
| 2 | | 1.5-3 | 0.2'-6' = Silty clay (CH) with some chert, orange-brown, slightly moist, stiff, firm and very stiff | | | | | |
| 3 | | 4-5.5 | 6'-8' = Silty clay (CH), orange-brown with black mottling, moist, firm | | | | | |
| 4 | | 6.5-8 | 8'-9' = Weathered rock, gray, hard | | | | | |
| UD | | 8-8.4 | Auger refusal at 9 feet | | | | | |
| 1 | AMY-2A, Station 247+48, 90 feet left | 1-2.5 | 0-0.3' = Asphalt | | | | | |
| 2 | | 2.5-4 | 0.3'-0.5' = Gravel | | | | | |
| 3 | | 4-5.5 | 0.5'-8.5' = Silty clay (CL) with gravel, brown, moist to slightly wet, stiff and very stiff (FILL) | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | 8.5'-15' = Silty clay (CL) with some chert and limestone, orange-brown, moist, firm (FILL) | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 19-20.5 | 15'-22' = Limestone boulder with some silty clay, gray and red-brown, hard (FILL) | | | | | |
| 8 | | 24-25.5 | 22'-27' = Silty clay (CL) with some weathered limestone, orange-brown, moist, very stiff | | | | | |
| 9 | | 29-30.5 | | | | | | |
| 10 | | 34-35.5 | 27'-49.5' = Weathered limestone with interlayered silty clay, mostly weathered limestone below about 37 feet, gray and orange, moist, hard and very stiff | | | | | |
| 11 | | 39-40.5 | | | | | | |
| 12 | | 44-45.5 | | | | | | |
| 13 | | 49-49.5 | Auger refusal at 49.5 feet | | | | | |
| 1 | AMY-3, Station 249+00, 8 feet left | 0-1.5 | 0-0.3' = Topsoil | 30.0 | | | | |
| 2 | | 1.5-3 | 0.3'-6' = Clayey silt (MH) with trace root hairs and black nodules, red-brown and brown, moist, stiff and very stiff | 40.6 | 80 | 41 | A-7-5 | MH |
| 3 | | 4-5.5 | 6'-13' = Silty clay (CH) with trace chert and black nodules, abundant chert in 14 to 15.5 foot sample, red-brown with some brown, moist, firm to stiff | 38.2 | | | | |
| 4 | | 6.5-8 | | 44.2 | 86 | 56 | A-7-5 | CH |
| 5 | | 9-10.5 | 13'-18.5' = Clayey silt (ML) with weathered limestone, gray and brown, moist, very stiff | 40.1 | | | | |
| 6 | | 14-15.5 | Auger refusal at 18.5 feet | 9.7 | | | | |
| UD | AMY-3A, Station 249+00, 6 feet right | 5-7 | Auger boring to 5 feet to obtain undisturbed samples<br>5'-6' = Silty clay (CH) with trace root hairs and black nodules, red-brown and brown, moist | 44.7 | | | | |
| UD | | 7-9 | 6'-9' = Silty clay (CL) with trace chert and black nodules, red-brown with some brown, moist<br>Boring terminated at 9 feet | 44.6 | | | | |
| **Amy Court** | | | | | | | | |
| 1 | AMY-4, Station 351+43, 30 feet left | 0-1.5 | | 12.4 | | | | |
| 2 | | 1.5-3 | 0-0.5' = Topsoil | 7.1 | | | | |
| 3 | | 4-5.5 | 0.5'-4' = Clayey silt (ML) with trace root hairs and limestone pieces, brown, topsoil appearance, moist, stiff to firm (FILL) | 16.9 | | | | |
| 4 | | 6.5-8 | 4'-20.5' = Silty clay (CH) with trace limestone pieces, brown to red-brown, moist, very stiff to firm | 36.2 | 77 | 45 | A-7-6 | CH |
| 5 | | 9-10.5 | | 39.8 | | | | |
| 6 | | 14-15.5 | Boring terminated at 20.5 feet | 35.8 | | | | |
| 7 | | 19-20.5 | | 46.7 | | | | |
| **Trinity Lane** | | | | | | | | |
| 1 | TRI-1, Station 147+50, 6 feet left | 1-2.5 | 0-0.3' = Asphalt | | | | | |
| 2 | | 2.5-4 | 0.3'-0.8' = Gravel | | | | | |
| 3 | | 4-5.5 | 0.8'-3' = Silty clay (CL) with gravel, tan, moist, firm (FILL) | | | | | |
| 4 | | 6.5-8 | 3'-12' = Silty clay (CH) with chert and gravel, red-brown and orange-brown, moist, firm to stiff (FILL) | | | | | |
| 5 | | 9-10.5 | 12'-15.5' = Silty clay (CL), red-brown and tan, moist, stiff | | | | | |
| 6 | | 14-15.5 | Boring terminated at 15.5 feet | | | | | |
| 1 | TRI-2, Station 148+50, 35 feet left | 1-2.5 | | | | | | |
| 2 | | 3-4.5 | 0-0.3' = Asphalt | | | | | |
| 3 | | 4.5-6 | 0.3'-0.8' = Gravel | | | | | |
| 4 | | 6.5-8 | 0.8'-3' = Gravel with silty clay, gray and brown, slightly moist, loose (FILL) | | | | | |
| 5 | | 9-10.5 | 3'-12' = Silty clay (CL) with gravel, tan and brown, moist, firm to stiff (FILL) | | | | | |
| 6 | | 14-15.5 | | | | | | |
| 7 | | 15.5-17 | 12'-22' = Silty clay (CH) with trace chert, red-brown and tan, moist, stiff and firm | | | | | |
| 8 | | 17-18.5 | | | | | | |
| 9 | | 19.5-21 | 22'-31' = Silty clay (CL) with weathered rock, red-brown and orange-brown, moist, stiff to firm | | | | | |
| 10 | | 24.5-36 | Boring terminated at 31 feet | | | | | |
| 11 | | 29.5-31 | | | | | | |
| **Tanglewood Road** | | | | | | | | |
| 1 | TAN-1, Station 11+11, 13 feet left | 0-1.5 | 0-0.2' = Topsoil | | | | | |
| 2 | | 1.5-3 | 0.2'-4.5' = Silty clay (CL) with trace root hairs and limestone pieces, tan and brown, moist, stiff (FILL) | | | | | |
| 3 | | 4-5.5 | 4.5'-10.5' = Silty clay (CL) with trace chert and black nodules, red-brown, moist, stiff | | | | | |
| 4 | | 6.5-8 | | | | | | |
| 5 | | 9-10.5 | Boring terminated at 10.5 feet | | | | | |
| **Briarwood Road** | | | | | | | | |
| 1 | BRI-1, Station 53+50, 90 feet right | 0-1.5 | | 32.8 | | | | |
| 2 | | 1.5-3 | 0-0.2' = Topsoil | 19.5 | | | | |
| 3 | | 4-5.5 | 0.2'-2' = Silty clay (CL) with trace roots and limestone pieces, red-brown and black, moist, firm (FILL) | 25.8 | | | | |
| 4 | | 6.5-8 | | 23.4 | 69 | 42 | A-7-6 | CH |
| UD | | 8-10 | 2'-23' = Silty clay (CH) with trace chert, red-brown, moist, stiff to very stiff | | | | | |
| 5 | | 14-15.5 | 23'-29.1' = Silty clay (CL) with trace limestone pieces, orange-brown and yellow-brown, moist, firm and hard | 24.9 | | | | |
| 6 | | 19-20.5 | | 33.7 | | | | |
| 7 | | 24-25.5 | Auger refusal at 29.1 feet | 25.8 | | | | |
| 8 | | 29 | | | | | | |

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10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
SOIL
DESCRIPTION

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G06-6 Soils Descriptions.dgn

GES No. 8210414 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G07 |
| PS&E | 2025 | STP-126(25) | G07 |
| | | | |
| | | | |

# Soil Descriptions

## Bulk Sample Data

| Sample No. | Description | In Situ Moisture (%) | Maximum Dry Density (pcf) | Optimum Moisture Content (%) | Moisture Range | PL | LL | AASHTO Class | USCS Class |
|---|---|---|---|---|---|---|---|---|---|
| B-25, SR 125 Sta. 277+10, 80 feet right, 2'-12' | Orange-brown, red-brown and white silty clay with chert fragments | 14.3 | 104.6 | 18.2 | ±2% | 21 | 61 | A-7-6 | CH |
| B-29, SR 125 Sta. 281+13, 66 feet right, 2'-8' | Orange-brown, tan-brown and red-brown silty clay with chert fragments | 24.6 | | | | 22 | 70 | A-7-6 | CH |
| B-29, SR 125 Sta. 281+13, 66 feet right, 10'-18' | Orange-brown, red-brown and white silty clay with chert fragments | 18.7 | 107.4 | 14 | ±2.5% | 17 | 54 | A-7-6 | CH |

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STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
SOIL
DESCRIPTION

GES No. 8210414 / PIN 105467.03

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G07-6 Soils Descriptions.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G08 |
| PS&E | 2025 | STP-126(25) | G08 |
| | | | |
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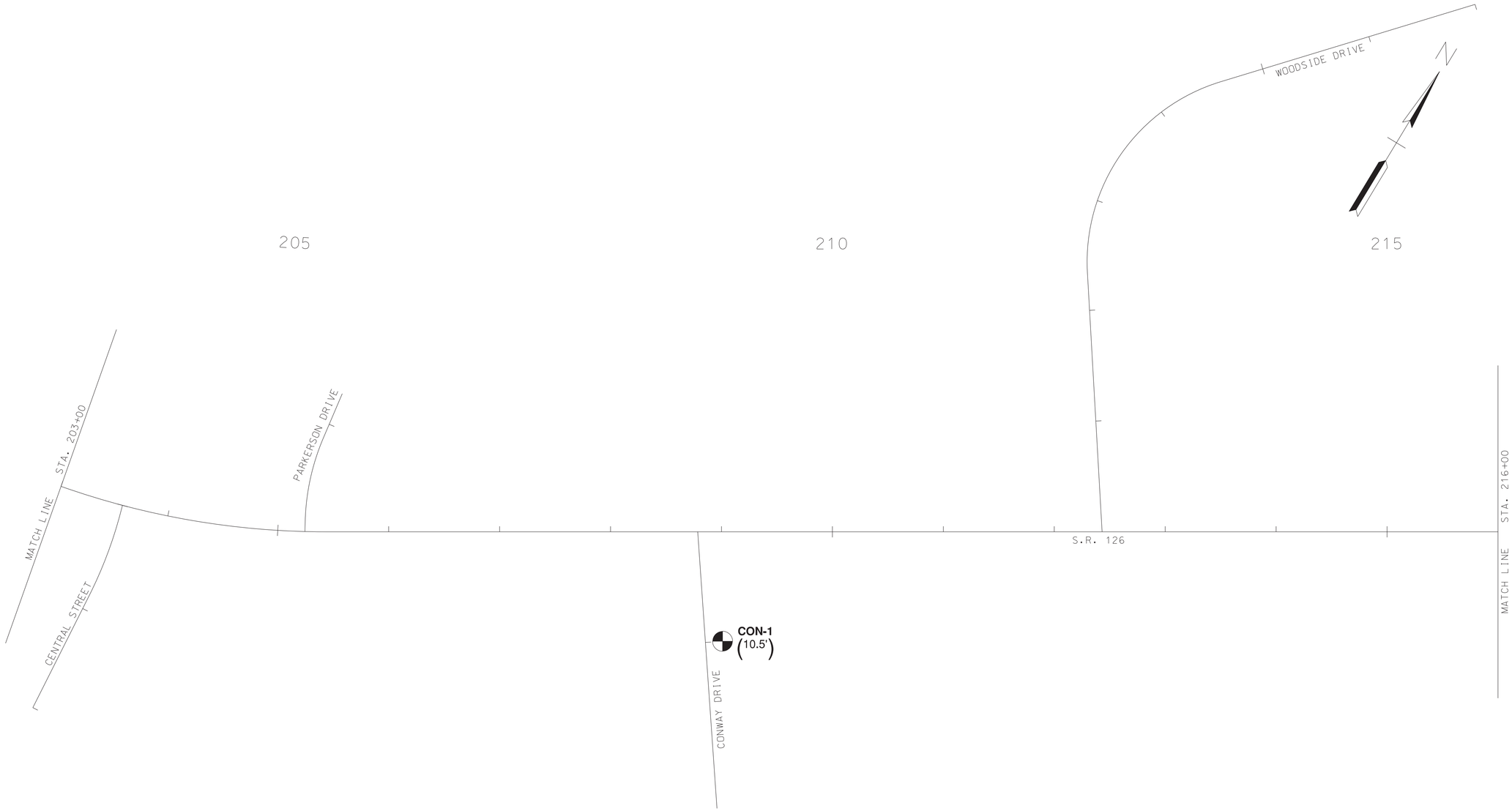


**LEGEND: BORING LOCATIONS**

- XX-### - BORING I.D.
  (24.5'/70.3') - DEPTH TO REFUSAL (ABOVE LINE) - BOTTOM OF HOLE (BELOW LINE)
- XX-### (24.5') - BORING I.D. - DEPTH TO REFUSAL
- XX-### (24.5') - BORING I.D. - TERMINATION DEPTH (NO REFUSAL)

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |
| 51 | CLAY-brown-orange with gray, silty with trace limestone and shale pieces, fat | | | | 22.7 | 57 | 39 | A-7-6 | CH | |
| 63 | CLAY-brown, sandy with some silt, lean | | | | 24.9 | | | | | |

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| CON-1 | 1 | 0-0.3 |
| | 24 | 0.3-3.5 |
| | † 51 | 3.5-8.5 |
| | † 63 | 8.5-10.5 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

GES No. 8210414 / PIN 105467.03

10/1/2025
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# PS&E

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING LAYOUT

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G09 |
| PS&E | 2025 | STP-126(25) | G09 |
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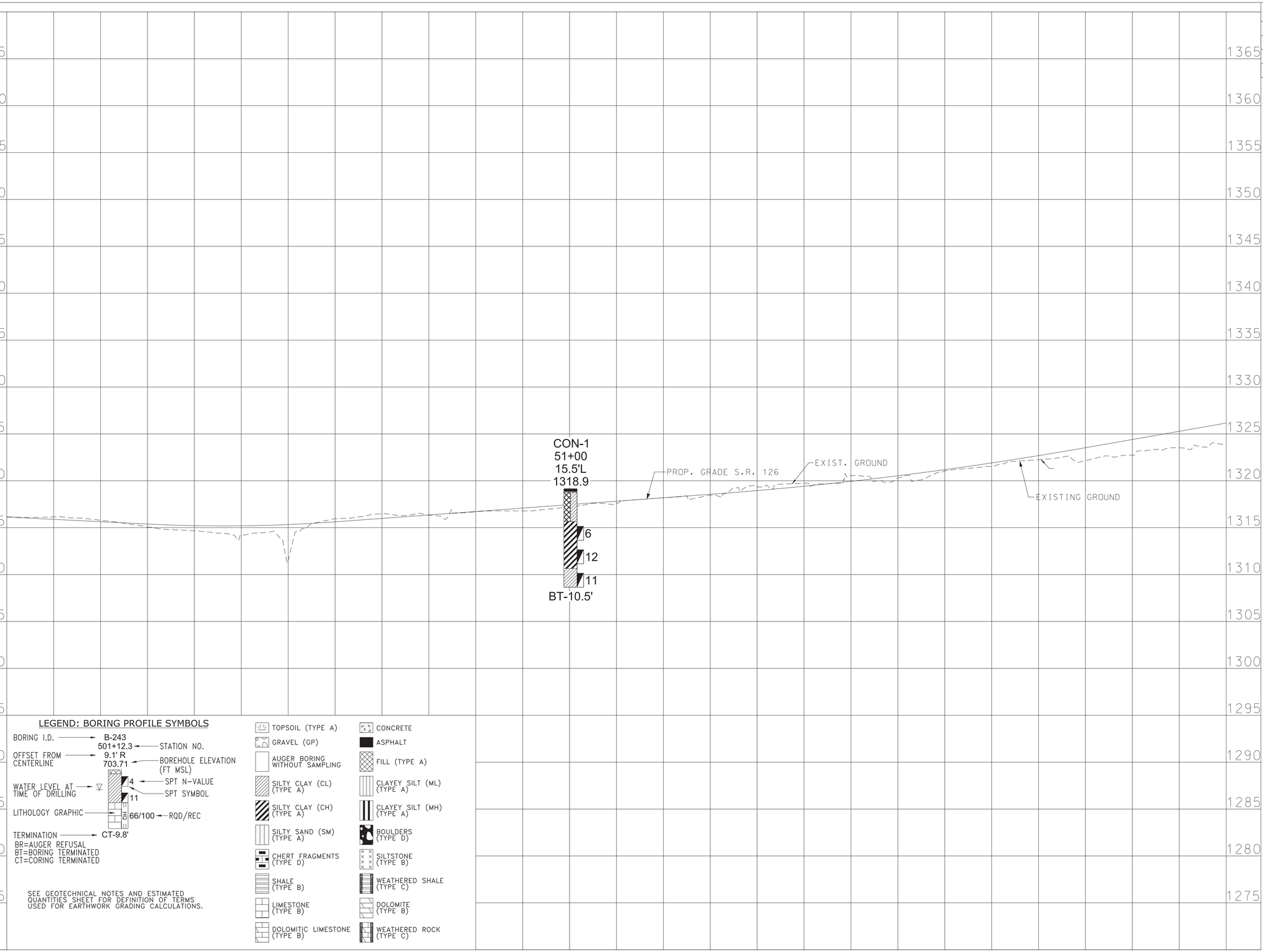
| | | | |




GES No. 8210414 / PIN 105467.03

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No. 123557
STATE OF TENNESSEE
10/1/2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## BORING PROFILE

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G09-005C.sht

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| ORE-1 | † 64 | 0-10.2 |
| ORE-2 | † 52 | 0-14.3 |
| B-1 | 1 | 0-0.5 |
| | 2 | 0.5-1.1 |
| | 24 | 1.1-3 |
| | 29 | 3-10.6 |
| B-2 | 3 | 0-7.6 |
| B-3 | 1 | 0-1.1 |
| | 2 | 1.1-1.7 |
| | 16 | 1.7-7.3 |
| B-3A | 1 | 0-1.3 |
| | 2 | 1.3-2 |
| | 27 | 2-8.5 |
| | 64 | 8.5-12 |
| | 27 | 12-22 |
| | 15 | 22-26.9 |
| B-4 | 47 | 0-13.5 |
| B-5 | † 65 | 0-3.5 |
| B-5A | 65 | 0-3.9 |
| B-6 | 3 | 0-3.2 |
| B-6A | 3 | 0-4.2 |
| B-7 | 24 | 0-3 |
| | † 3 | 3-11.2 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G10 |
| PS&E | 2025 | STP-126(25) | G10 |
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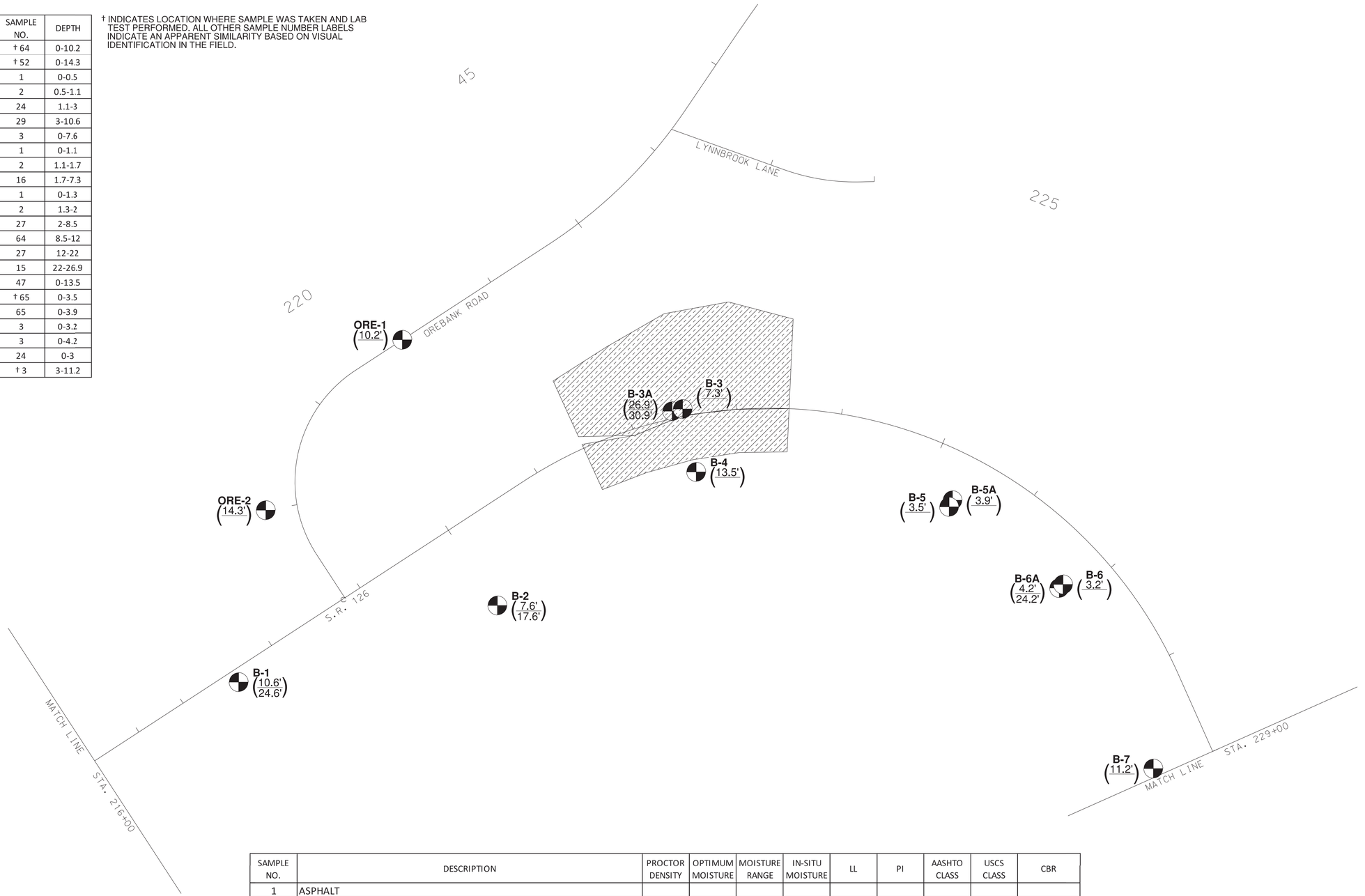


**LEGEND: BORING LOCATIONS**

- XX-### (24.5' / 70.3') - BORING I.D. - DEPTH TO REFUSAL (ABOVE LINE) - BOTTOM OF HOLE (BELOW LINE)
- XX-### (24.5') - BORING I.D. - DEPTH TO REFUSAL
- XX-### (24.5') - BORING I.D. - TERMINATION DEPTH (NO REFUSAL)
- - UNDERCUTTING AND COMPACTED SOIL FILL

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 2 | CONCRETE | | | | | | | | | |
| 3 | CLAY-dark brown, silty with trace limestone pieces, lean | | | | 13.2 | 37 | 21 | A-6 | CL | |
| 15 | CLAY-brown, silty with chert, lean | | | | 28.2 | 47 | 29 | A-7-6 | CL | |
| 16 | CLAY-red-brown, silty with trace limestone fragments, fat | | | | 27.5 | 66 | 42 | A-7-6 | CH | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |
| 27 | CLAY-red-brown, yellow-brown and tan, silty, fat | | | | 37.3 | 72 | 44 | A-7-6 | CH | |
| 29 | CLAY-red-brown and brown, silty with trace chert and limestone pieces, lean | | | | 31.3 | 46 | 29 | A-7-6 | CL | 7.4/3.3/2.2 |
| 47 | CLAY-orange-brown and tan, silty with rock fragments, lean | | | | 11.4 | 25 | 7 | A-4 | CL | |
| 52 | CLAY-dark brown and red-brown, silty with chert and limestone pieces, | | | | 15.8 | 27 | 10 | A-4 | CL | |
| 64 | SILT-brown and dark brown, clayey with rock fragments, lean | | | | | | | | | |
| 65 | CLAY-brown and red-brown, silty, lean | | | | | | | | | |

GES No. 8210414 / PIN 105467.03

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING LAYOUT

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G10-006B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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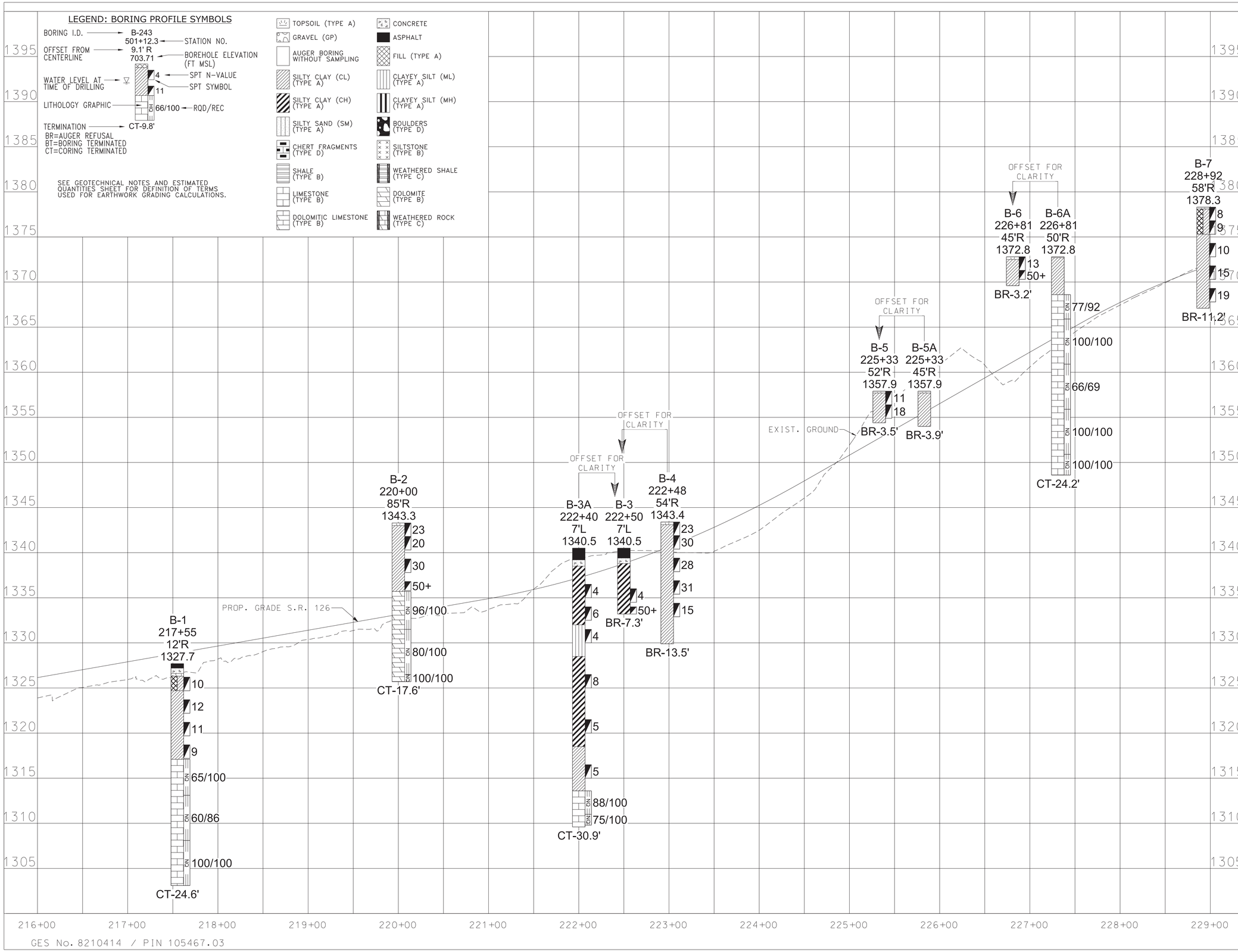
| PS&E | 2025 | STP-126(25) | G11 |

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

10/1/2025
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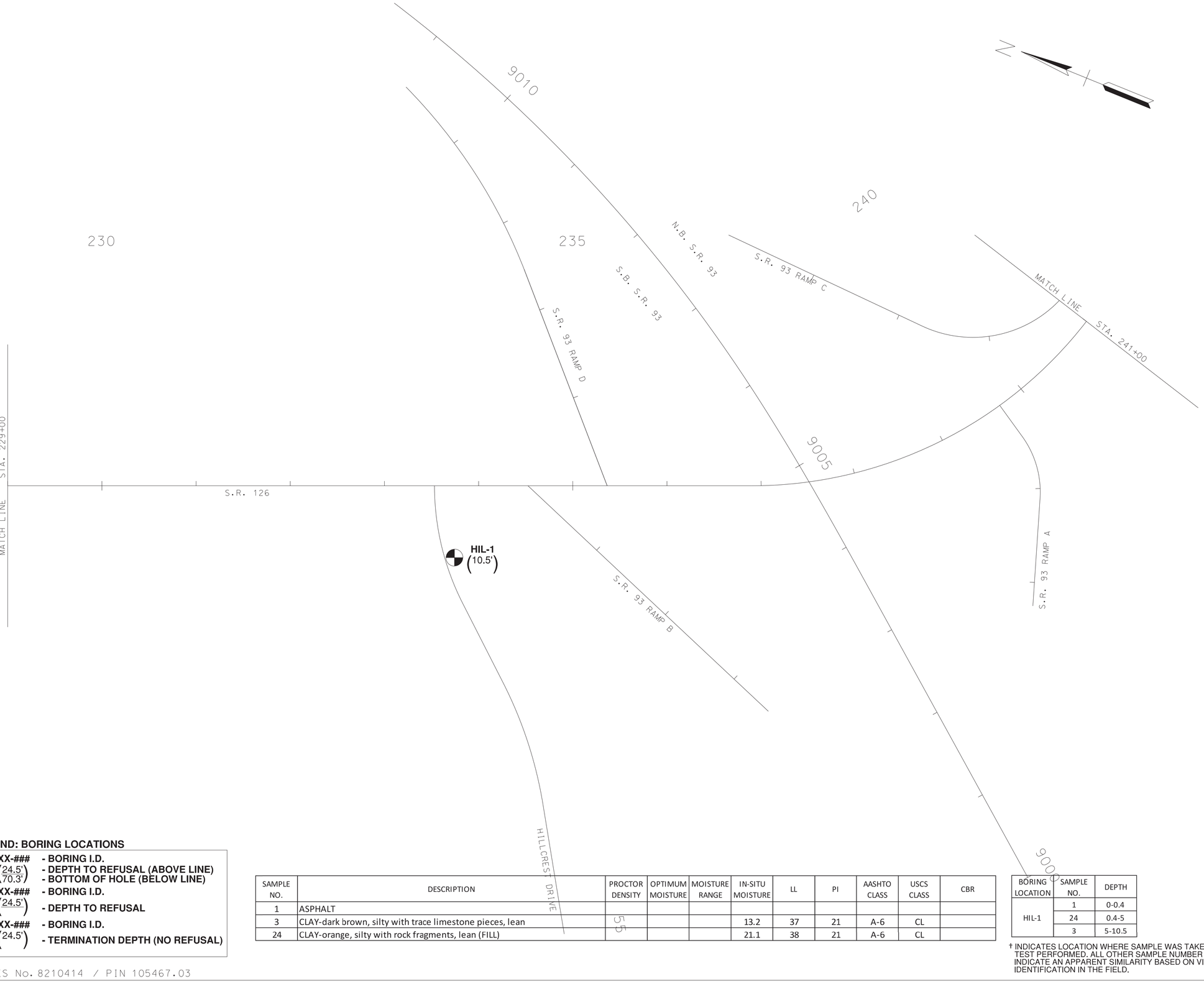
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G12 |
| PS&E | 2025 | STP-126(25) | G12 |
| | | | |
| | | | |




**LEGEND: BORING LOCATIONS**

- XX-### - BORING I.D.
- (24.5' / 70.3') - DEPTH TO REFUSAL (ABOVE LINE) / BOTTOM OF HOLE (BELOW LINE)
- XX-### - BORING I.D.
- (24.5') - DEPTH TO REFUSAL
- XX-### - BORING I.D.
- (24.5') - TERMINATION DEPTH (NO REFUSAL)

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 3 | CLAY-dark brown, silty with trace limestone pieces, lean | 55 | | | 13.2 | 37 | 21 | A-6 | CL | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| HIL-1 | 1 | 0-0.4 |
| | 24 | 0.4-5 |
| | 3 | 5-10.5 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

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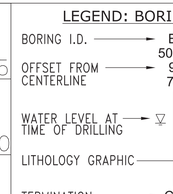
**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING LAYOUT

GES No. 8210414 / PIN 105467.03

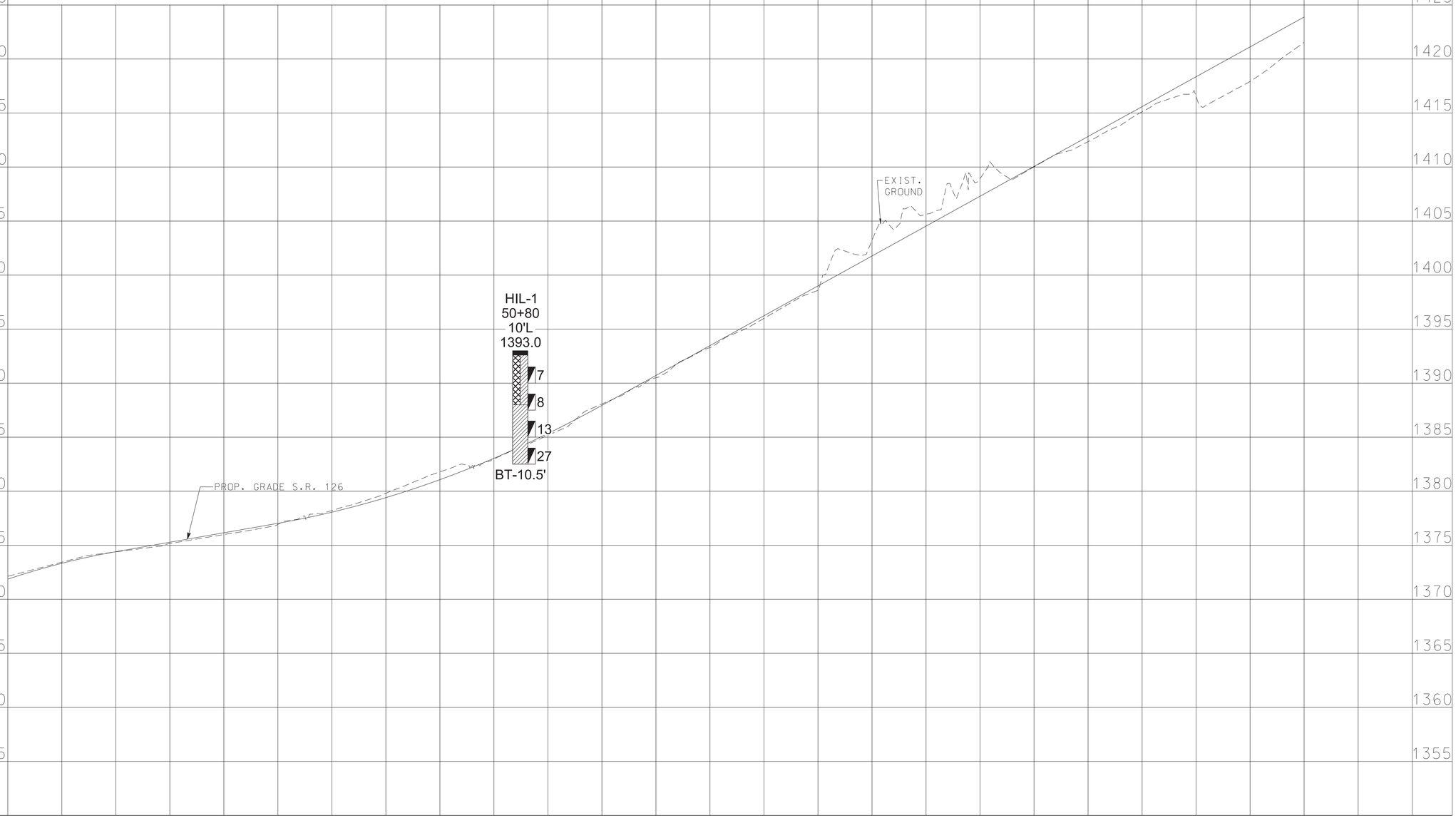
10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G12-007B.sht

## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)




GES No. 8210414 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G13 |
| PS&E | 2025 | STP-126(25) | G13 |
| | | | |
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10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL
## BORING PROFILE

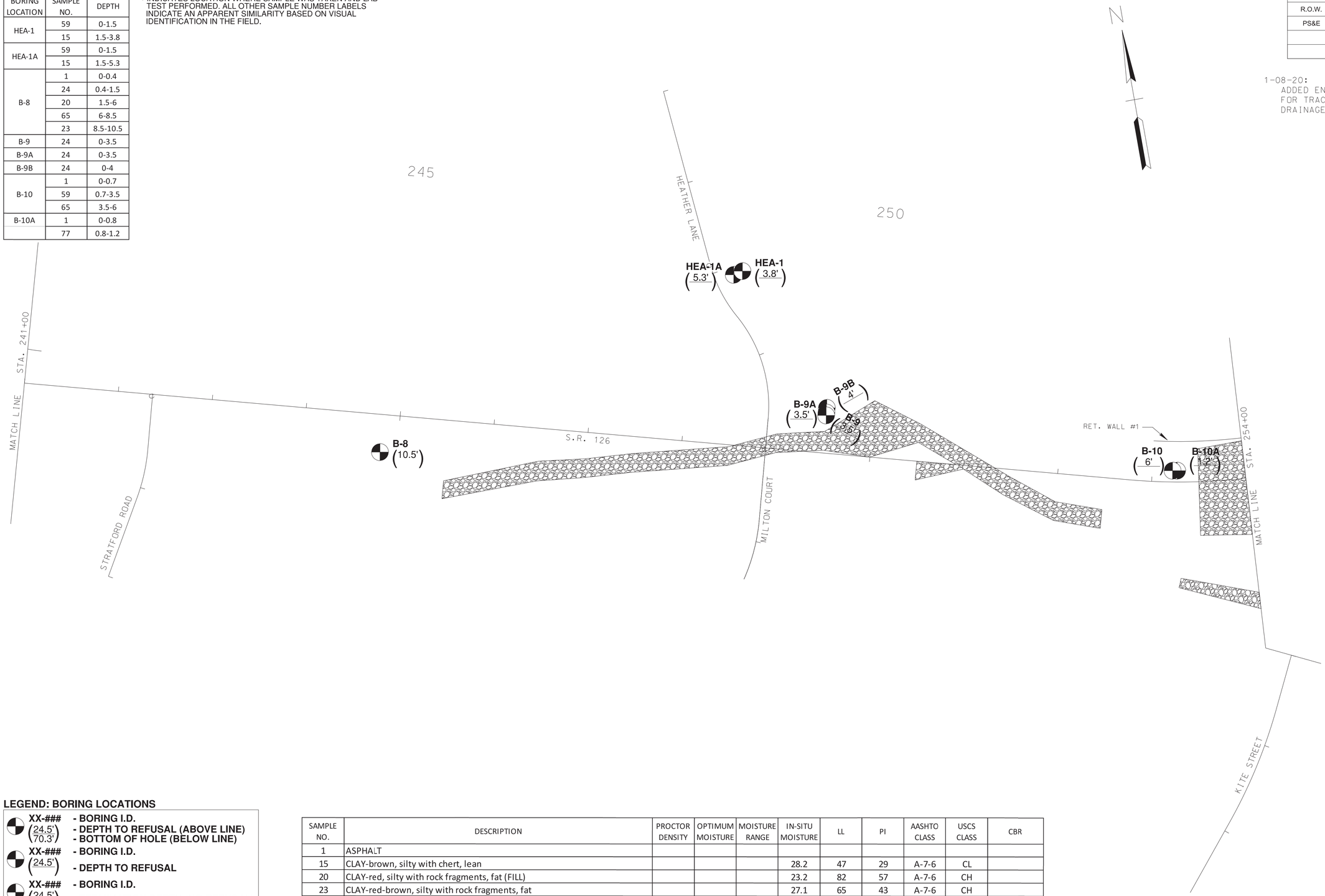
10/1/2025
T:\Chattanooga-1810\Projects\20131\11401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G13-007C.sht

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| HEA-1 | 59 | 0-1.5 |
| | 15 | 1.5-3.8 |
| HEA-1A | 59 | 0-1.5 |
| | 15 | 1.5-5.3 |
| B-8 | 1 | 0-0.4 |
| | 24 | 0.4-1.5 |
| | 20 | 1.5-6 |
| | 65 | 6-8.5 |
| | 23 | 8.5-10.5 |
| B-9 | 24 | 0-3.5 |
| B-9A | 24 | 0-3.5 |
| B-9B | 24 | 0-4 |
| B-10 | 1 | 0-0.7 |
| | 59 | 0.7-3.5 |
| | 65 | 3.5-6 |
| B-10A | 1 | 0-0.8 |
| | 77 | 0.8-1.2 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G14 |
| PS&E | 2025 | STP-126(25) | G14 |
| | | | |
| | | | |

1-08-20:
ADDED ENTRANCE LT. STA. 246+00.00 FOR TRACT NO. 76 AND REVISED DRAINAGE STRUCTURES 150-153.




**LEGEND: BORING LOCATIONS**

- XX-### (24.5' / 70.3') - BORING I.D. - DEPTH TO REFUSAL (ABOVE LINE) - BOTTOM OF HOLE (BELOW LINE)
- XX-### (24.5') - BORING I.D. - DEPTH TO REFUSAL
- XX-### (24.5') - BORING I.D. - TERMINATION DEPTH (NO REFUSAL)
- - UNDERCUTTING AND GRADED SOLID ROCK

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 15 | CLAY-brown, silty with chert, lean | | | | 28.2 | 47 | 29 | A-7-6 | CL | |
| 20 | CLAY-red, silty with rock fragments, fat (FILL) | | | | 23.2 | 82 | 57 | A-7-6 | CH | |
| 23 | CLAY-red-brown, silty with rock fragments, fat | | | | 27.1 | 65 | 43 | A-7-6 | CH | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |
| 59 | CLAY-tan and brown, silty with gravel, lean (FILL) | | | | 17.5 | 25 | 10 | A-4 | CL | 8.1/2.5/0.6 |
| 65 | CLAY-brown and red-brown, silty, lean | | | | | | | | | |
| 77 | GRAVEL | | | | | | | | | |

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10/1/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL BORING LAYOUT

GES No. 8210414 / PIN 105467.03

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G14-008B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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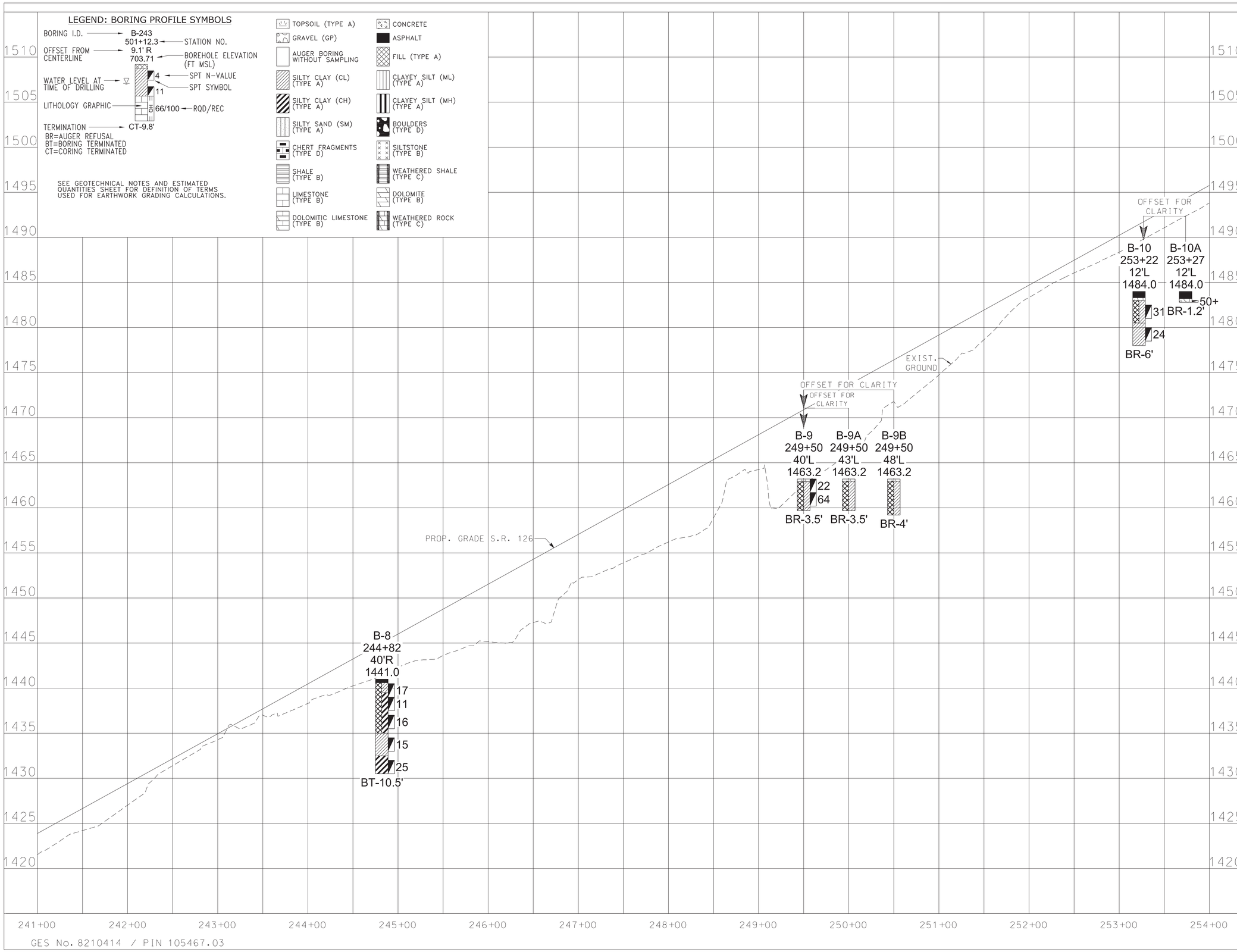
| PS&E | 2025 | STP-126(25) | G15 |

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JASON S. REEVES
REGISTERED ENGINEER
No. 123557
STATE OF TENNESSEE
10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G15-008C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G16 |
| PS&E | 2025 | STP-126(25) | G16 |
| | | | |
| | | | |




**LEGEND: BORING LOCATIONS**

| | |
|---|---|
| XX-### (24.5' / 70.3') | - BORING I.D.<br>- DEPTH TO REFUSAL (ABOVE LINE)<br>- BOTTOM OF HOLE (BELOW LINE) |
| XX-### (24.5') | - BORING I.D.<br>- DEPTH TO REFUSAL |
| XX-### (24.5') | - BORING I.D.<br>- TERMINATION DEPTH (NO REFUSAL) |
| | - UNDERCUTTING AND GRADED SOLID ROCK |
| | - GRADED SOLID ROCK |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

GES No. 8210414 / PIN 105467.03

# PS&E

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## BORING LAYOUT

10/1/2025
T:\Chattanooga-1810\Projects\2013\11401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G16-009B.sht

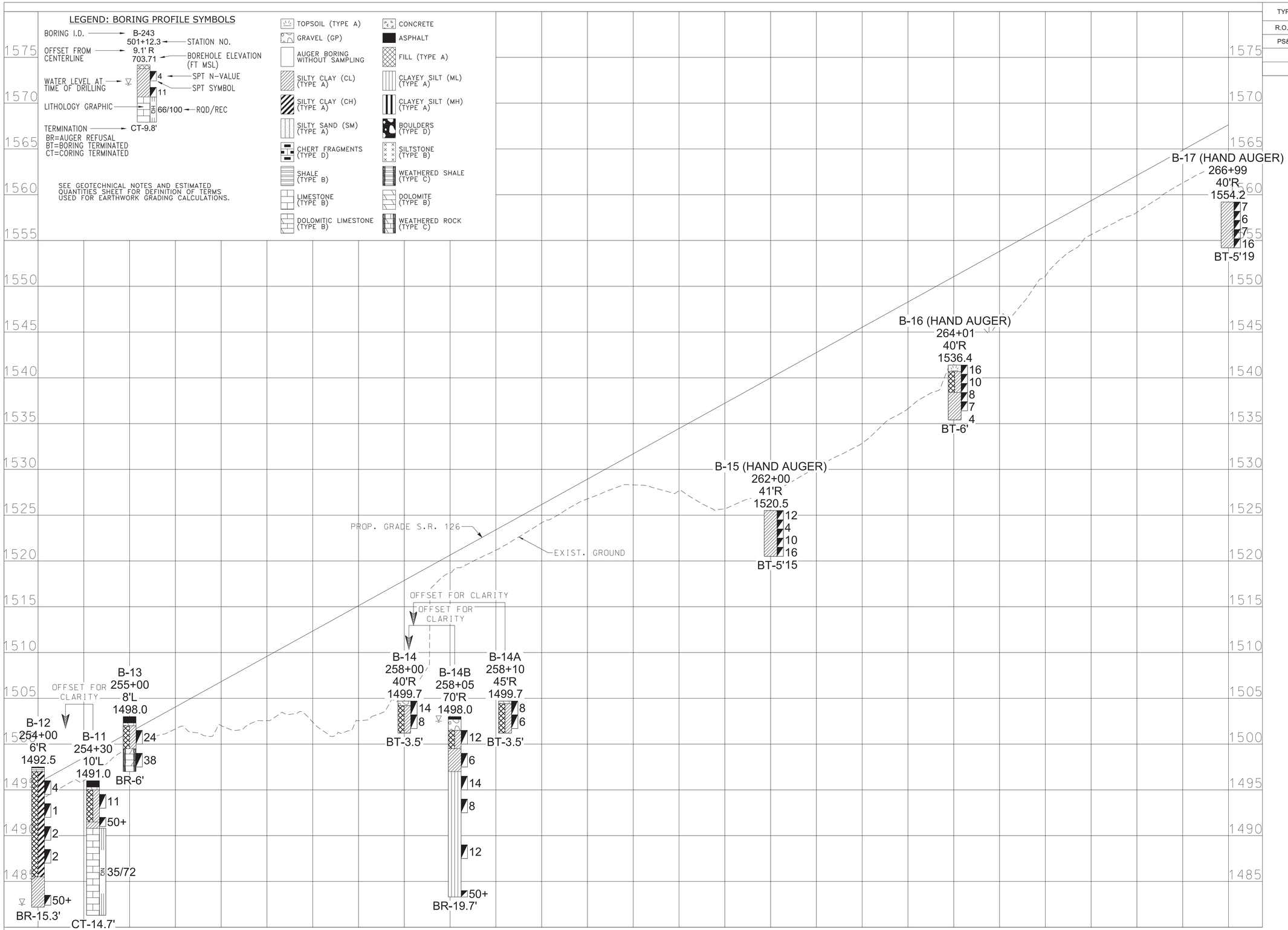
## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
50/5" 66/100 ← RQD/REC
TERMINATION → CT-9.8'

BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)




GES No. 8210414 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G17 |
| PS&E | 2025 | STP-126(25) | G17 |
| | | | |
| | | | |

# PS&E

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JASON S. REEVES
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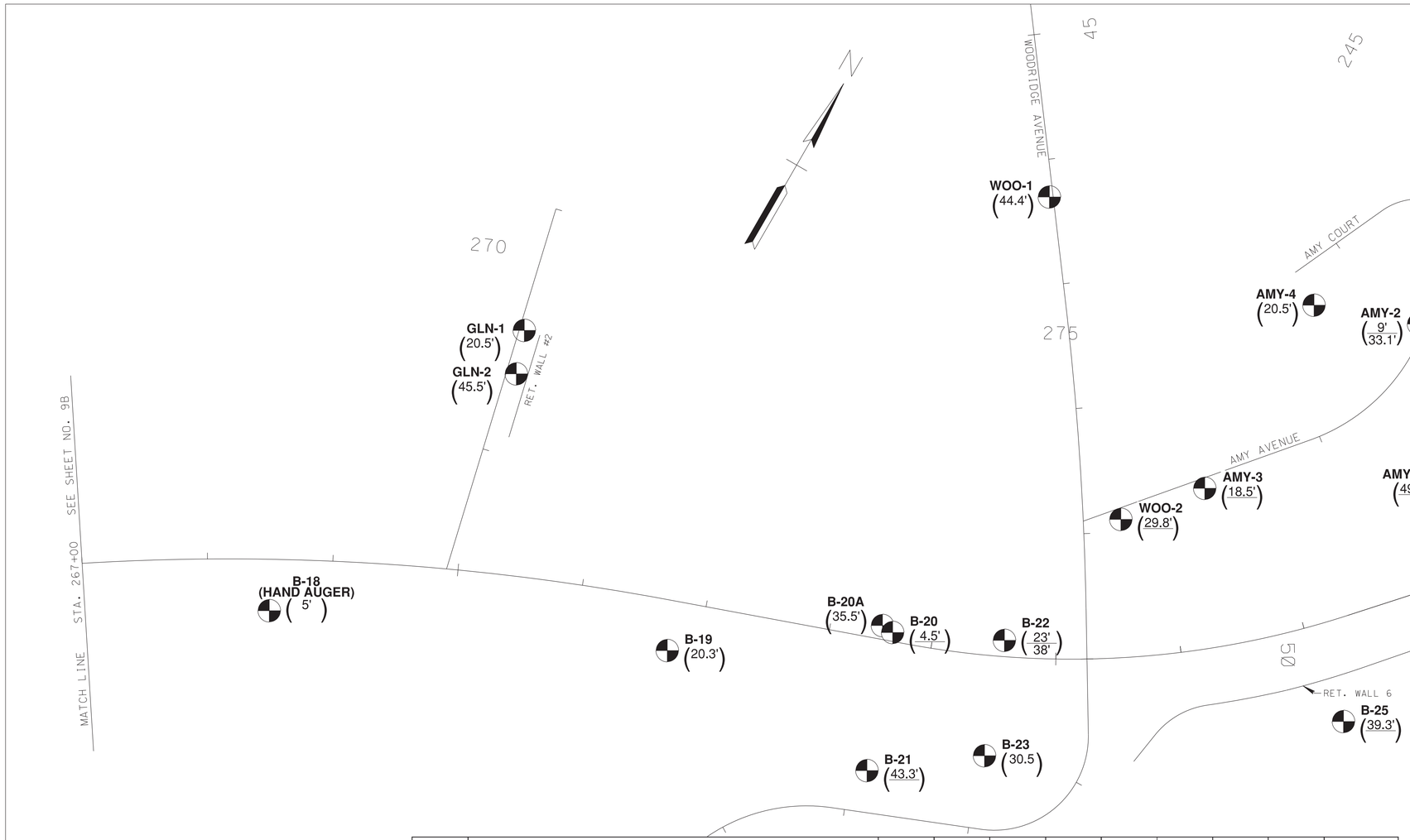
No. 125551
STATE OF TENNESSEE
10/1/2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## BORING PROFILE

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G17-009C.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G18 |
| PS&E | 2025 | STP-126(25) | G18 |
| | | | |
| | | | |




**LEGEND: BORING LOCATIONS**

- XX-### (24.5' / 70.3') - BORING I.D. / DEPTH TO REFUSAL (ABOVE LINE) / BOTTOM OF HOLE (BELOW LINE)
- XX-### (24.5') - BORING I.D. / DEPTH TO REFUSAL
- XX-### (24.5') - BORING I.D. / TERMINATION DEPTH (NO REFUSAL)

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 3 | CLAY-dark brown, silty with trace limestone pieces, lean | | | | 13.2 | 37 | 21 | A-6 | CL | |
| 5 | SILT-tan, orange-brown and red-brown, clayey with chert, fat | | | | 38.7 | 70 | 36 | A-7-5 | MH | |
| 6 | CLAY-orange-brown, red-brown and white, silty with chert fragments, fat | | | | 14.3 | 61 | 40 | A-7-6 | CH | 6.7/5.4/3.5 |
| 7 | CLAY-tan and red-brown, silty with trace chert, fat | | | | 41.2 | 87 | 55 | A-7-5 | CH | |
| 15 | CLAY-brown, silty with chert, lean | | | | 28.2 | 47 | 29 | A-7-6 | CL | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |
| 26 | CLAY-yellow-brown and red-brown, silty, fat | | | | 40.0 | 60 | 35 | A-7-6 | CH | |
| 27 | CLAY-red-brown, yellow-brown and tan, silty, fat | | | | 37.3 | 72 | 44 | A-7-6 | CH | |
| 40 | CLAY-tan-brown and orange-brown, silty with rock fragments, fat (FILL) | | | | 27.5 | 56 | 34 | A-7-6 | CH | |
| 47 | CLAY-orange-brown and tan, silty with rock fragments, lean | | | | 11.4 | 25 | 7 | A-4 | CL | |
| 53 | SILT-red-brown with yellow, clayey with trace chert, fat | | | | 39.9 | 71 | 29 | A-7-5 | MH | |
| 54 | SILT-orange-brown with yellow-brown mottling, clayey with chert, fat | | | | 36.6 | 66 | 33 | A-7-5 | MH | |
| 55 | CLAY-red-brown, silty with trace chert, fat | | | | 42.0 | 67 | 41 | A-7-6 | CH | |
| 56 | SILT-red-brown and brown, clayey, fat | | | | 39.4 | 80 | 41 | A-7-5 | MH | |
| 57 | CLAY-red-brown with some brown, silty with trace chert, fat | | | | 42.2 | 86 | 56 | A-7-5 | CH | |
| 58 | CLAY-brown to red-brown, silty with trace limestone pieces, fat | | | | 38.0 | 77 | 45 | A-7-6 | CH | |
| 59 | CLAY-tan and brown, silty with gravel, lean (FILL) | | | | 17.5 | 25 | 10 | A-4 | CL | 8.1/2.5/0.6 |
| 64 | SILT-brown and dark brown, clayey with rock fragments, lean | | | | | | | | | |
| 65 | CLAY-brown and red-brown, silty, lean | | | | | | | | | |
| 66 | WEATHERED ROCK-gray | | | | | | | | | |
| 68 | SILT-tan and red-brown, clayey, lean | | | | | | | | | |
| 69 | SILT-tan-brown and brown, clayey with some rock fragments, lean (FILL) | | | | | | | | | |
| 70 | SAND-gray and white, silty with chert fragments | | | | | | | | | |

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| B-18 | 65 | 0-3 |
| | 26 | 3-5 |
| B-19 | 65 | 0-13 |
| | † 68 | 13-20.3 |
| B-20 | 1 | 0-0.8 |
| | 59 | 0.8-4.5 |
| B-20A | 1 | 0-0.8 |
| | 59 | 0.8-12 |
| | 15 | 12-35.5 |
| B-21 | 24 | 0-3.5 |
| | 15 | 3.5-8.5 |
| | † 5 | 8.5-33 |
| | 26 | 33-39 |
| | 66 | 39-43.3 |
| B-22 | 1 | 0-0.8 |
| | 59 | 0.8-8.5 |
| | 15 | 8.5-23 |
| B-23 | 59 | 0-1.5 |
| | 6 | 1.5-17 |
| | 68 | 17-22 |
| | 6 | 22-30.5 |
| B-25 | † 69 | 0-1.5 |
| | † 6 | 1.5-30 |
| | 65 | 30-34 |
| | † 70 | 34-39.3 |
| B-26 | 64 | 0-3.5 |
| | 15 | 3.5-6 |
| | 7 | 6-26 |
| | 5 | 26-30.5 |
| B-27 | 1 | 0-0.3 |
| | 59 | 0.3-6 |
| | † 7 | 6-22 |
| | 3 | 22-36 |

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| GLN-1 | 1 | 0-0.4 |
| | 58 | 0.4-3.5 |
| | 15 | 3.5-20.5 |
| GLN-2 | 1 | 0-0.3 |
| | 15 | 0.3-4 |
| | † 53 | 4-17 |
| | 55 | 17-45.5 |
| WOO-1 | 1 | 0-0.7 |
| | † 54 | 0.7-13 |
| | 15 | 13-39.5 |
| | 64 | 39.5-44.4 |
| WOO-2 | † 55 | 0-19 |
| | 64 | 19-29.8 |
| AMY-1 | 59 | 0-1.5 |
| | 40 | 1.5-4 |
| | 55 | 4-20.5 |
| AMY-2 | 57 | 0-8 |
| | 66 | 8-9 |
| AMY-2A | 1 | 0-0.3 |
| | 59 | 0.3-22 |
| | 3 | 22-27 |
| | 66 | 27-49.5 |
| AMY-3 | † 56 | 0-6 |
| | † 57 | 6-13 |
| | 64 | 13-18.5 |
| AMY-4 | 69 | 0-4 |
| | † 58 | 4-20.5 |
| TRI-2 | 1 | 0-0.3 |
| | † 59 | 0.3-12 |
| | 55 | 12-22 |
| | 47 | 22-31 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

PS&E

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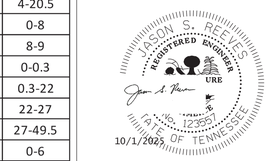


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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING LAYOUT

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G18-010B.sht

GES No. 8210414 / PIN 105467.03

## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
50/5 66/100 ← RQD/REC
TERMINATION → CT-9.8'

BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G19 |
| PS&E | 2025 | STP-126(25) | G19 |
| | | | |
| | | | |

B-18 (HAND AUGER)
268+50
41'R
1564.5
9 7 24 23 23
BT-5'

B-19
271+76
40'R
1598.4
8 18 16 13 7 24 50+
BT-20.3'

B-20A
273+41
11'L
1597.0
7 12 11 14 9 8 5 4
BT-35.5'

B-20
273+50
7'L
1597.3
8
BR-4.5'

B-21
273+50
105'R
1626.7
9 17 10 14 20 11 14 8 7 2 15
BR-43.3'

B-22
274+58
13'L
1600.9
7 3 5 7 14 28 CR 26/44 CR 45/93
CT-38'

B-23
274+50
80'R
1623.3
24 12 13 12 15 7 34 3 7
BT-30.5'

B-25
277+10
80'R
1645.3
8 11 10 18 14 9 10 5 9 19 50+
BR-39.3'

B-26
279+00
40'R
1630.0
7 37 23 15 16 13 10 7 9
BT-30.5'

B-27
279+50
100'L
1590.1
25 6 6 8 15 10 8 6 6
BT-36'

OFFSET FOR CLARITY

PROP. GRADE S.R. 126

EXIST. GROUND

1645 1640 1635 1630 1625 1620 1615 1610 1605 1600 1595 1590 1585 1580 1575 1570 1565 1560 1555

267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00 280+00

GES No. 8210414 / PIN 105467.03

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL BORING PROFILE

10/1/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G20 |
| PS&E | 2025 | STP-126(25) | G20 |
| | | | |
| | | | |

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 3 | CLAY-dark brown, silty with trace limestone pieces, lean | | | | 13.2 | 37 | 21 | A-6 | CL | |
| 4 | CLAY-brown and gray, silty with limestone pieces, fat (FILL) | | | | 36.2 | 80 | 56 | A-7-6 | CH | |
| 8 | SILT-red-brown, black and tan, clayey with trace chert, fat | | | | 40.0 | 71 | 37 | A-7-6 | MH | |
| 9 | CLAY-orange-brown and red-brown, silty with some chert fragments, fat | | | | 24.6 | 70 | 48 | A-7-6 | CH | |
| 10 | CLAY-orange-brown, red-brown, tan-brown and white, silty with chert fragments, fat | | | | 18.7 | 54 | 37 | A-7-6 | CH | 7.6/9.7/3.5 |
| 11 | CLAY- tan and orange-brown, silty with chert, fat | | | | 36.8 | 70 | 47 | A-7-6 | CH | |
| 12 | CLAY-red-brown and tan, silty with weathered rock fragments and trace | | | | 26.6 | 72 | 47 | A-7-6 | CH | |
| 13 | CLAY-red-brown, silty with trace chert and weathered rock, fat | | | | 36.5 | 84 | 53 | A-7-5 | CH | |
| 14 | CLAY-orange-brown and gray, silty with limestone pieces, fat | | | | 27.7 | 71 | 48 | A-7-6 | CH | |
| 15 | CLAY-brown, silty with chert, lean | | | | 28.2 | 47 | 29 | A-7-6 | CL | |
| 20 | CLAY-red, silty with rock fragments, fat (FILL) | | | | 23.2 | 82 | 57 | A-7-6 | CH | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |
| 26 | CLAY-yellow-brown and red-brown, silty, fat | | | | 40.0 | 60 | 35 | A-7-6 | CH | |
| 47 | CLAY-orange-brown and tan, silty with rock fragments, lean | | | | 11.4 | 25 | 7 | A-4 | CL | |
| 59 | CLAY-tan and brown, silty with gravel, lean (FILL) | | | | 17.5 | 25 | 10 | A-4 | CL | 8.1/2.5/0.6 |
| 64 | SILT-brown and dark brown, clayey with rock fragments, lean | | | | | | | | | |
| 66 | WEATHERED ROCK-gray | | | | | | | | | |
| 69 | SILT-tan-brown and brown, clayey with some rock fragments, lean (FILL) | | | | | | | | | |
| 70 | SAND-gray and white, silty with chert fragments | | | | | | | | | |
| 71 | CHERT LENS | | | | 2.3 | | | | | |
| 72 | SILT-brown and light tan, sandy with chert, lean | | | | 23.2 | | | | | |
| 73 | SILT-tan-brown, sandy with some clay and rock fragments, lean (FILL) | | | | | | | | | |
| 74 | LIMESTONE GRAVEL (POSSIBLE ROCK PINNACLE)-gray, with silty clay | | | | 7.4 | | | | | |

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| TRI-1 | 1 | 0-0.3 |
| | 59 | 0.3-3 |
| | 4 | 3-12 |
| | 47 | 12-15.5 |
| B-28 | 70 | 0-3.5 |
| | † 71 | 3.5-6 |
| | 66 | 6-9 |
| | 9 | 9-22 |
| | † 8 | 22-38.5 |
| | 10 | 38.5-47 |
| | 70 | 47-53 |
| | † 72 | 53-66 |
| B-29 | 69 | 0-2.5 |
| | † 9 | 2.5-14 |
| | 70 | 14-19 |
| | 9 | 19-24 |
| | 15 | 24-32.5 |

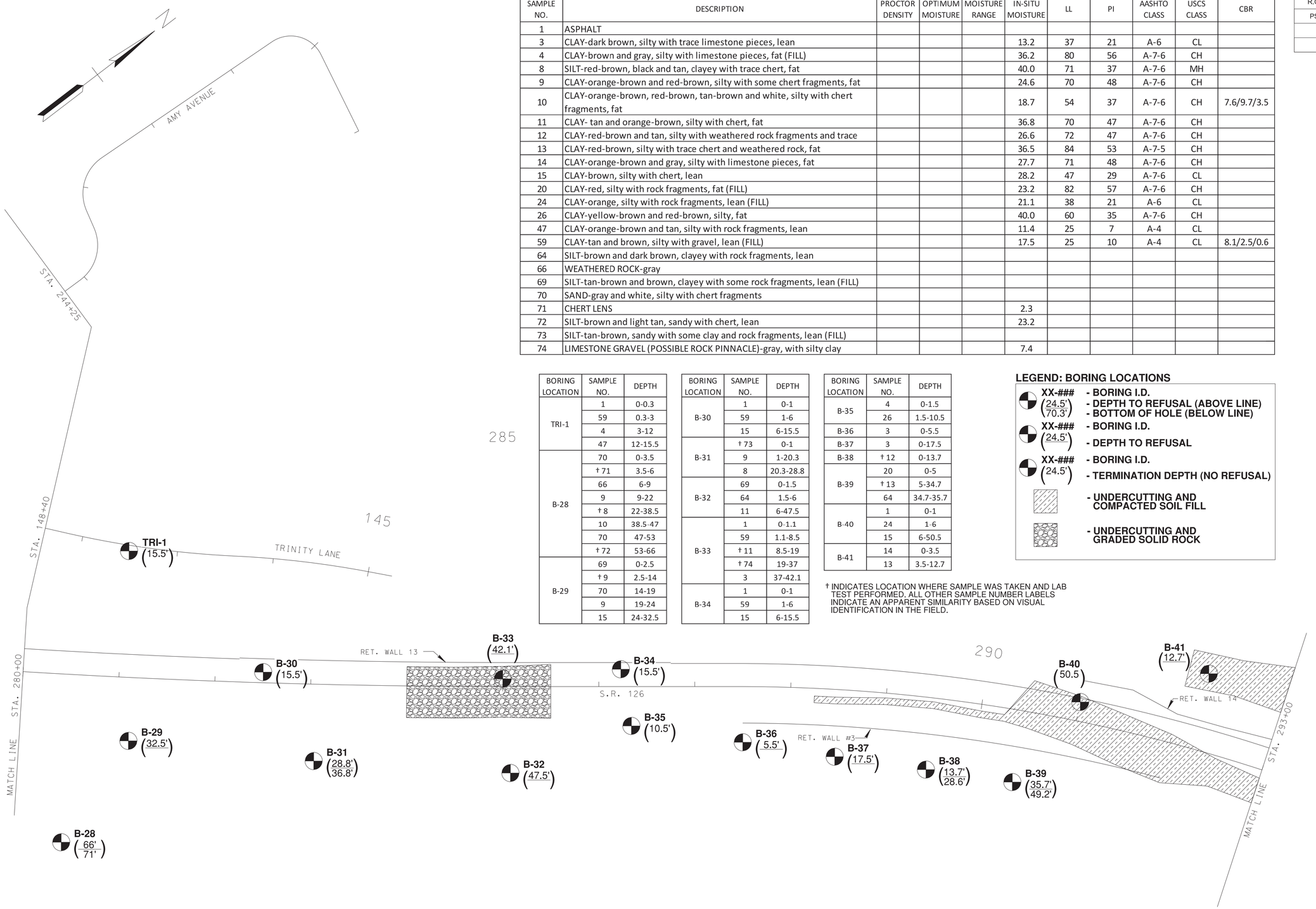
| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| B-30 | 1 | 0-1 |
| | 59 | 1-6 |
| | 15 | 6-15.5 |
| B-31 | † 73 | 0-1 |
| | 9 | 1-20.3 |
| | 8 | 20.3-28.8 |
| B-32 | 69 | 0-1.5 |
| | 64 | 1.5-6 |
| | 11 | 6-47.5 |
| B-33 | 1 | 0-1.1 |
| | 59 | 1.1-8.5 |
| | † 11 | 8.5-19 |
| | † 74 | 19-37 |
| | 3 | 37-42.1 |
| B-34 | 1 | 0-1 |
| | 59 | 1-6 |
| | 15 | 6-15.5 |

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| B-35 | 4 | 0-1.5 |
| | 26 | 1.5-10.5 |
| B-36 | 3 | 0-5.5 |
| B-37 | 3 | 0-17.5 |
| B-38 | † 12 | 0-13.7 |
| B-39 | 20 | 0-5 |
| | † 13 | 5-34.7 |
| | 64 | 34.7-35.7 |
| B-40 | 1 | 0-1 |
| | 24 | 1-6 |
| | 15 | 6-50.5 |
| B-41 | 14 | 0-3.5 |
| | 13 | 3.5-12.7 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

**LEGEND: BORING LOCATIONS**

- XX-### (24.5'/70.3') - BORING I.D. / DEPTH TO REFUSAL (ABOVE LINE) / BOTTOM OF HOLE (BELOW LINE)
- XX-### (24.5') - BORING I.D. / DEPTH TO REFUSAL
- XX-### (24.5') - BORING I.D. / TERMINATION DEPTH (NO REFUSAL)
- UNDERCUTTING AND COMPACTED SOIL FILL
- UNDERCUTTING AND GRADED SOLID ROCK




PS&E

SEALED BY

JASON S. REEVES REGISTERED ENGINEER URE No. 125951 STATE OF TENNESSEE 10/1/2025

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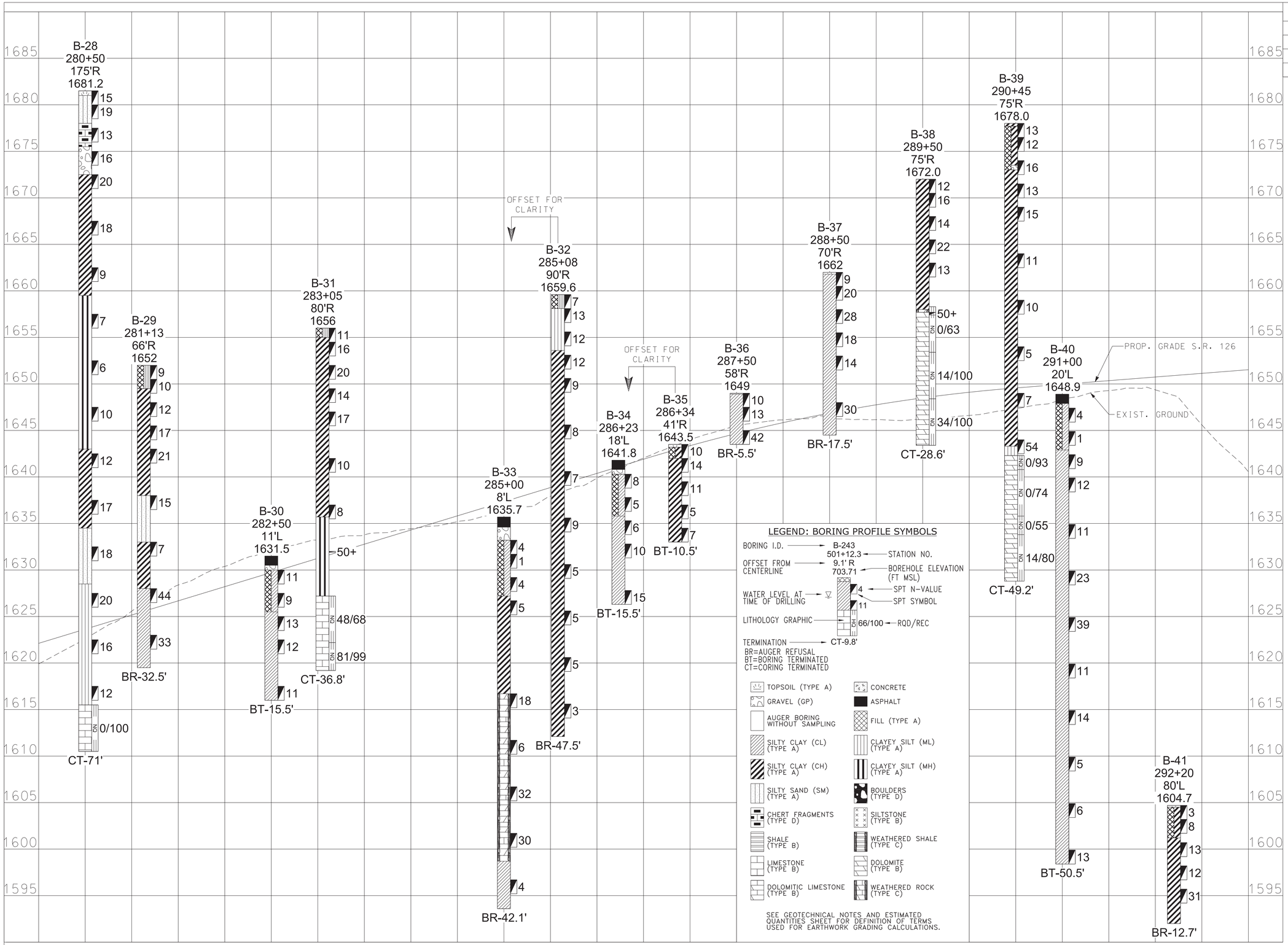
# GEOTECHNICAL BORING LAYOUT

GES No. 8210414 / PIN 105467.03

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G20-011B.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G21 |
| PS&E | 2025 | STP-126(25) | G21 |
| | | | |
| | | | |




LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243 501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R 703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING → ▽
LITHOLOGY GRAPHIC →
TERMINATION → CT-9.8'
4 ← SPT N-VALUE
11 ← SPT SYMBOL
66/100 ← RQD/REC
BR=AUGER REFUSAL
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- TOPSOIL (TYPE A)
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- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

GES No. 8210414 / PIN 105467.03

PS&E

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JASON S. REEVES
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STATE OF TENNESSEE
10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

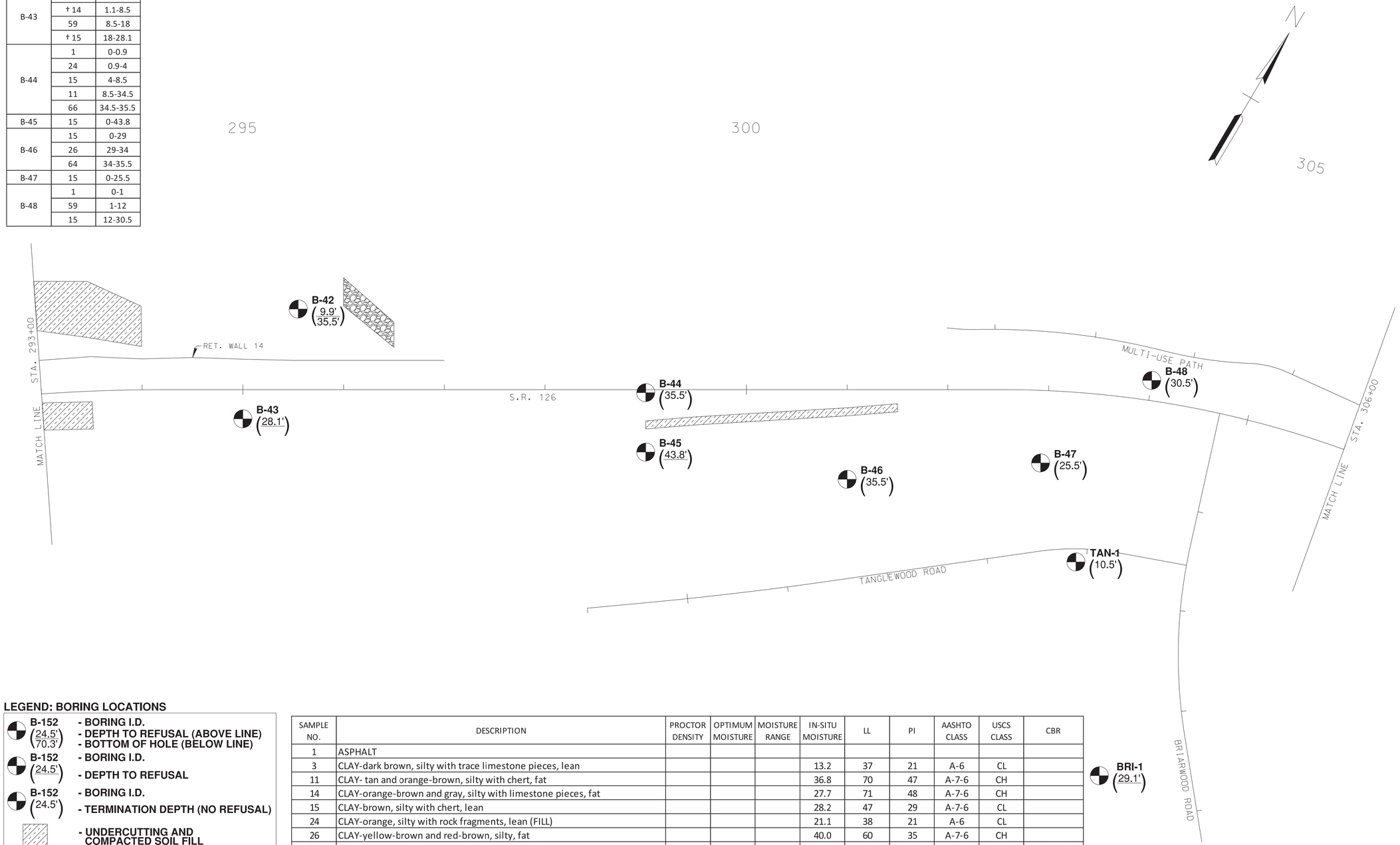
GEOTECHNICAL
BORING
PROFILE

10/1/2025
T:\Chattanooga-1810\Projects\2013\11401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G21-011C.sht

| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| TAN-1 | 59 | 0-4.5 |
| | 15 | 4.5-10.5 |
| BRI-1 | 59 | 0-2 |
| | † 60 | 2-23 |
| | 15 | 23-29.1 |
| B-42 | 3 | 0-9.9 |
| B-43 | 1 | 0-1.1 |
| | † 14 | 1.1-8.5 |
| | 59 | 8.5-18 |
| | † 15 | 18-28.1 |
| B-44 | 1 | 0-0.9 |
| | 24 | 0.9-4 |
| | 15 | 4-8.5 |
| | 11 | 8.5-34.5 |
| | 66 | 34.5-35.5 |
| B-45 | 15 | 0-43.8 |
| B-46 | 15 | 0-29 |
| | 26 | 29-34 |
| | 64 | 34-35.5 |
| B-47 | 15 | 0-25.5 |
| B-48 | 1 | 0-1 |
| | 59 | 1-12 |
| | 15 | 12-30.5 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G22 |
| PS&E | 2025 | STP-126(25) | G22 |
| | | | |
| | | | |




**LEGEND: BORING LOCATIONS**

- B-152 (24.5' / 70.3') - BORING I.D. - DEPTH TO REFUSAL (ABOVE LINE) - BOTTOM OF HOLE (BELOW LINE)
- B-152 (24.5') - BORING I.D. - DEPTH TO REFUSAL
- B-152 (24.5') - BORING I.D. - TERMINATION DEPTH (NO REFUSAL)
- - UNDERCUTTING AND COMPACTED SOIL FILL
- - UNDERCUTTING AND GRADED SOLID ROCK

| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ASPHALT | | | | | | | | | |
| 3 | CLAY-dark brown, silty with trace limestone pieces, lean | | | | 13.2 | 37 | 21 | A-6 | CL | |
| 11 | CLAY- tan and orange-brown, silty with chert, fat | | | | 36.8 | 70 | 47 | A-7-6 | CH | |
| 14 | CLAY-orange-brown and gray, silty with limestone pieces, fat | | | | 27.7 | 71 | 48 | A-7-6 | CH | |
| 15 | CLAY-brown, silty with chert, lean | | | | 28.2 | 47 | 29 | A-7-6 | CL | |
| 24 | CLAY-orange, silty with rock fragments, lean (FILL) | | | | 21.1 | 38 | 21 | A-6 | CL | |
| 26 | CLAY-yellow-brown and red-brown, silty, fat | | | | 40.0 | 60 | 35 | A-7-6 | CH | |
| 59 | CLAY-tan and brown, silty with gravel, lean (FILL) | | | | 17.5 | 25 | 10 | A-4 | CL | 8.1/2.5/0.6 |
| 60 | CLAY-red-brown, silty with trace chert, fat | | | | 24.2 | 69 | 42 | A-7-6 | CH | |
| 64 | SILT-brown and dark brown, clayey with rock fragments, lean | | | | | | | | | |
| 66 | WEATHERED ROCK-gray | | | | | | | | | |

GES No. 8210414 / PIN 105467.03

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# PS&E

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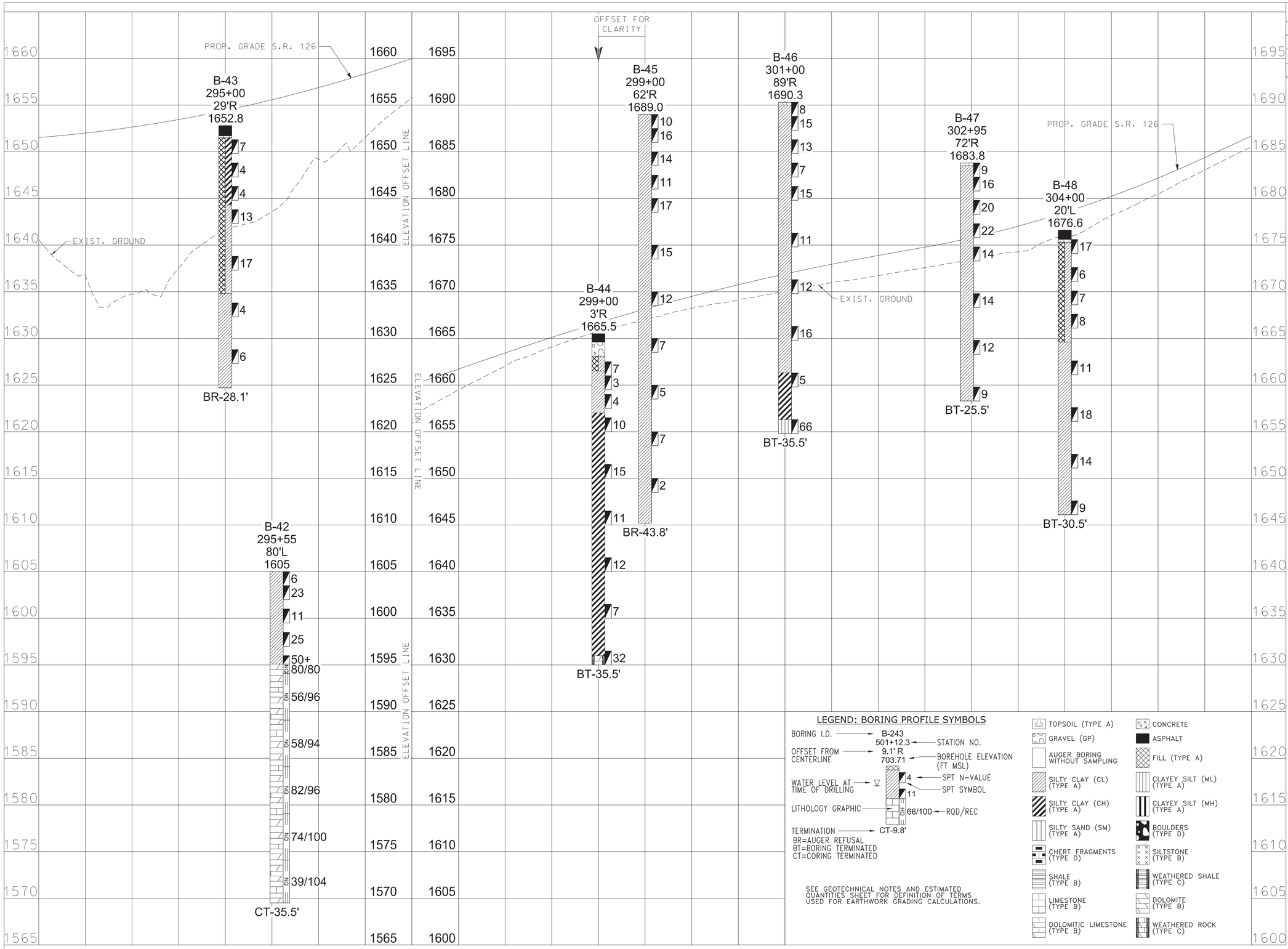
COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING LAYOUT

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G23 |
| PS&E | 2025 | STP-126(25) | G23 |
| | | | |
| | | | |




LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243 501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R 703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING → 4 ← SPT N-VALUE; 11 ← SPT SYMBOL
LITHOLOGY GRAPHIC → CH 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

GES No. 8210414 / PIN 105467.03

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL BORING PROFILE

10/1/2025
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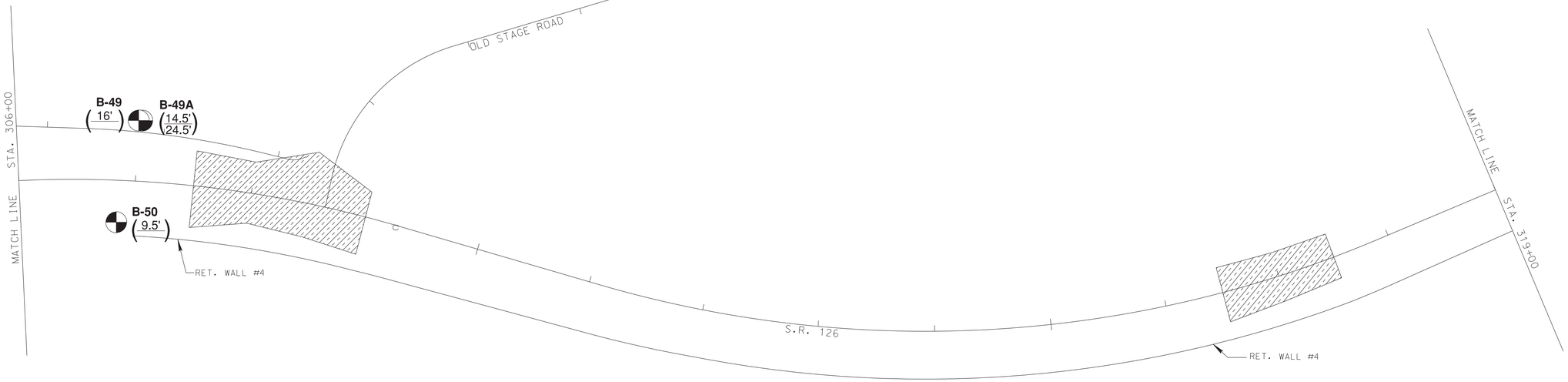
| BORING LOCATION | SAMPLE NO. | DEPTH |
|---|---|---|
| B-49 | 64 | 0-1.5 |
| | 19 | 1.5-15 |
| | 66 | 15-16 |
| B-50 | 59 | 0-2 |
| | † 16 | 2-9.5 |
| B-51 | 59 | 0-1.5 |
| | 19 | 1.5-10 |
| | 66 | 10-11 |
| B-52 | 1 | 0-0.8 |
| | 20 | 0.8-3.5 |
| | 25 | 3.5-13.8 |
| B-52A | 1 | 0-0.9 |
| | † 75 | 0.9-14 |
| | 66 | 14-17.6 |
| B-53 | 1 | 0-0.9 |
| | 14 | 0.9-4.5 |
| | 17 | 4.5-8.5 |
| B-53A | 1 | 0-1 |
| | 20 | 1-8.5 |
| | 17 | 8.5-10.5 |

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.




| SAMPLE NO. | DESCRIPTION | PROCTOR DENSITY | OPTIMUM MOISTURE | MOISTURE RANGE | IN-SITU MOISTURE | LL | PI | AASHTO CLASS | USCS CLASS | CBR |
|---|---|---|---|---|---|---|---|---|---|---|
| 16 | CLAY-red-brown, silty with trace limestone fragments, fat | | | | 27.5 | 66 | 42 | A-7-6 | CH | |
| 19 | CLAY-red-brown, silty with chert, fat | | | | 44.1 | 74 | 45 | A-7-6 | CH | |
| 59 | CLAY-tan and brown, silty with gravel, lean (FILL) | | | | 17.5 | 25 | 10 | A-4 | CL | 8.1/2.5/0.6 |
| 64 | SILT-brown and dark brown, clayey with rock fragments, lean | | | | | | | | | |
| 66 | WEATHERED ROCK-gray | | | | | | | | | |
| 68 | SILT-tan and red-brown, clayey, lean | | | | | | | | | |

**LEGEND: BORING LOCATIONS**

- XX-### (24.5'/70.3') - BORING I.D. - DEPTH TO REFUSAL (ABOVE LINE) - BOTTOM OF HOLE (BELOW LINE)
- XX-### (24.5') - BORING I.D. - DEPTH TO REFUSAL
- XX-### (24.5') - BORING I.D. - TERMINATION DEPTH (NO REFUSAL)
- - UNDERCUTTING AND COMPACTED SOIL FILL

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G24 |
| PS&E | 2025 | STP-126(25) | G24 |
| | | | |
| | | | |

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**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING LAYOUT

GES No. 8210414 / PIN 105467.03

10/1/2025
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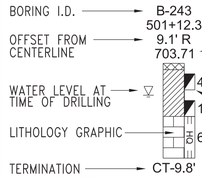
## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

NOTE: PROFILES FOR BORINGS B-52A AND B-53A LEFT OFF FOR CLARITY. PLEASE SEE BORING LOGS.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G25 |
| PS&E | 2025 | STP-126(25) | G25 |
| | | | |
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# GEOTECHNICAL BORING PROFILE

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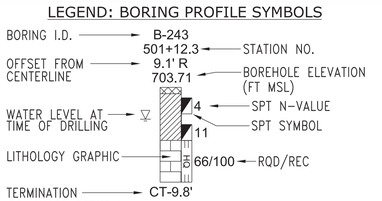
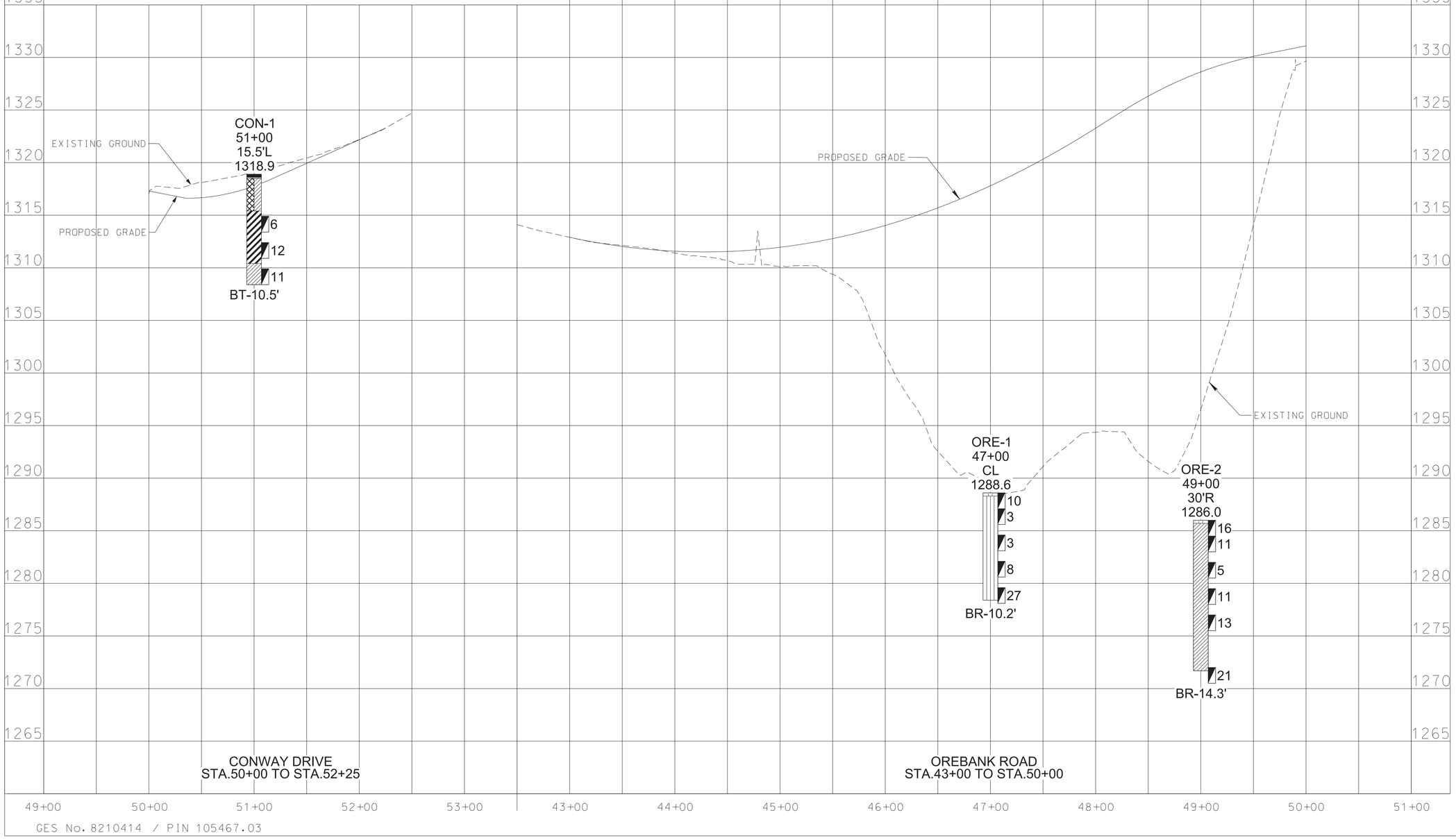
## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G26 |
| PS&E | 2025 | STP-126(25) | G26 |
| | | | |
| | | | |

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# GEOTECHNICAL BORING PROFILE

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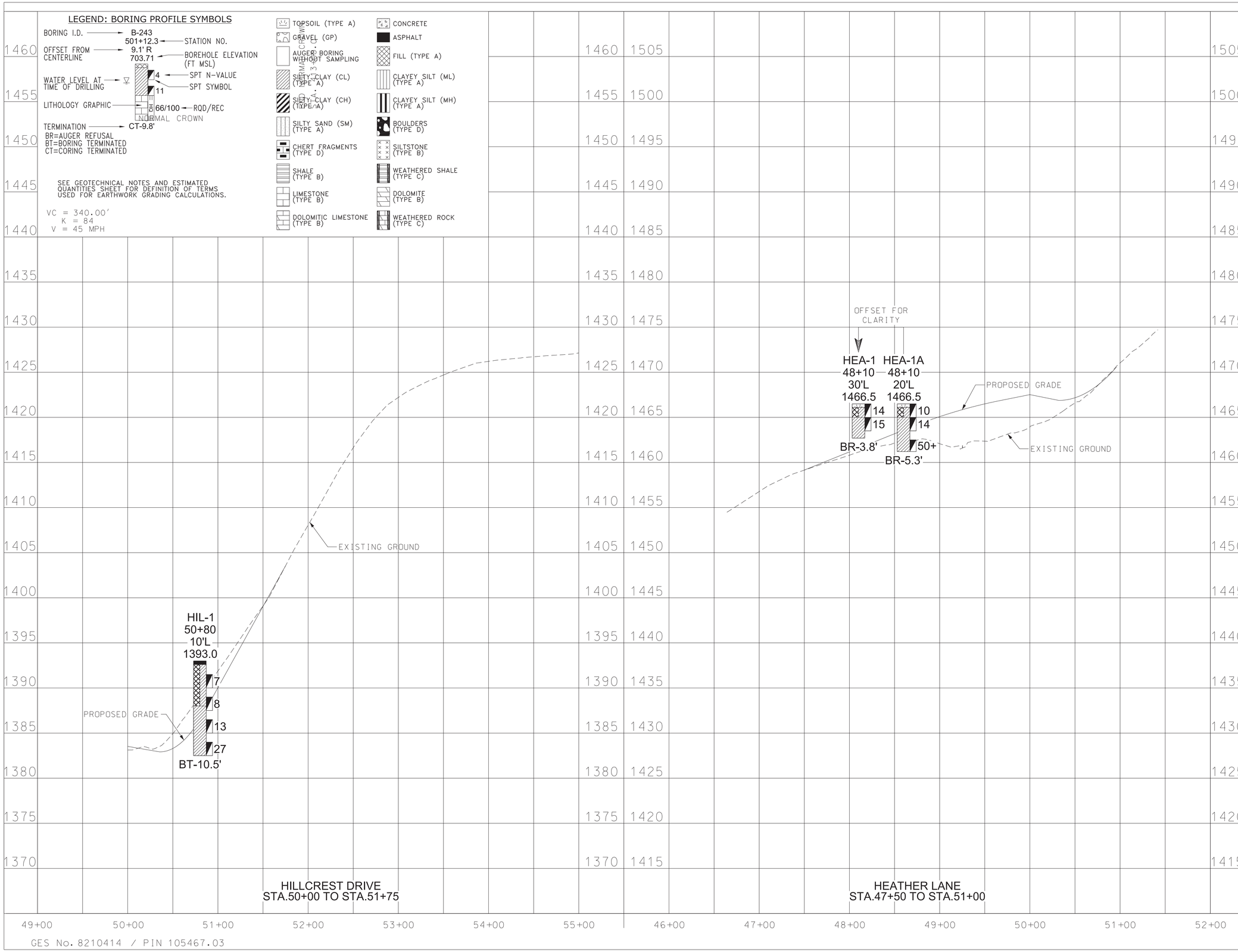
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G26-Conway Dr-Orebank Rd Profile.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G27 |
| PS&E | 2025 | STP-126(25) | G27 |

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10/1/2025

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DEPARTMENT OF
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GEOTECHNICAL
BORING
PROFILE

10/1/2025
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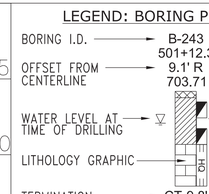
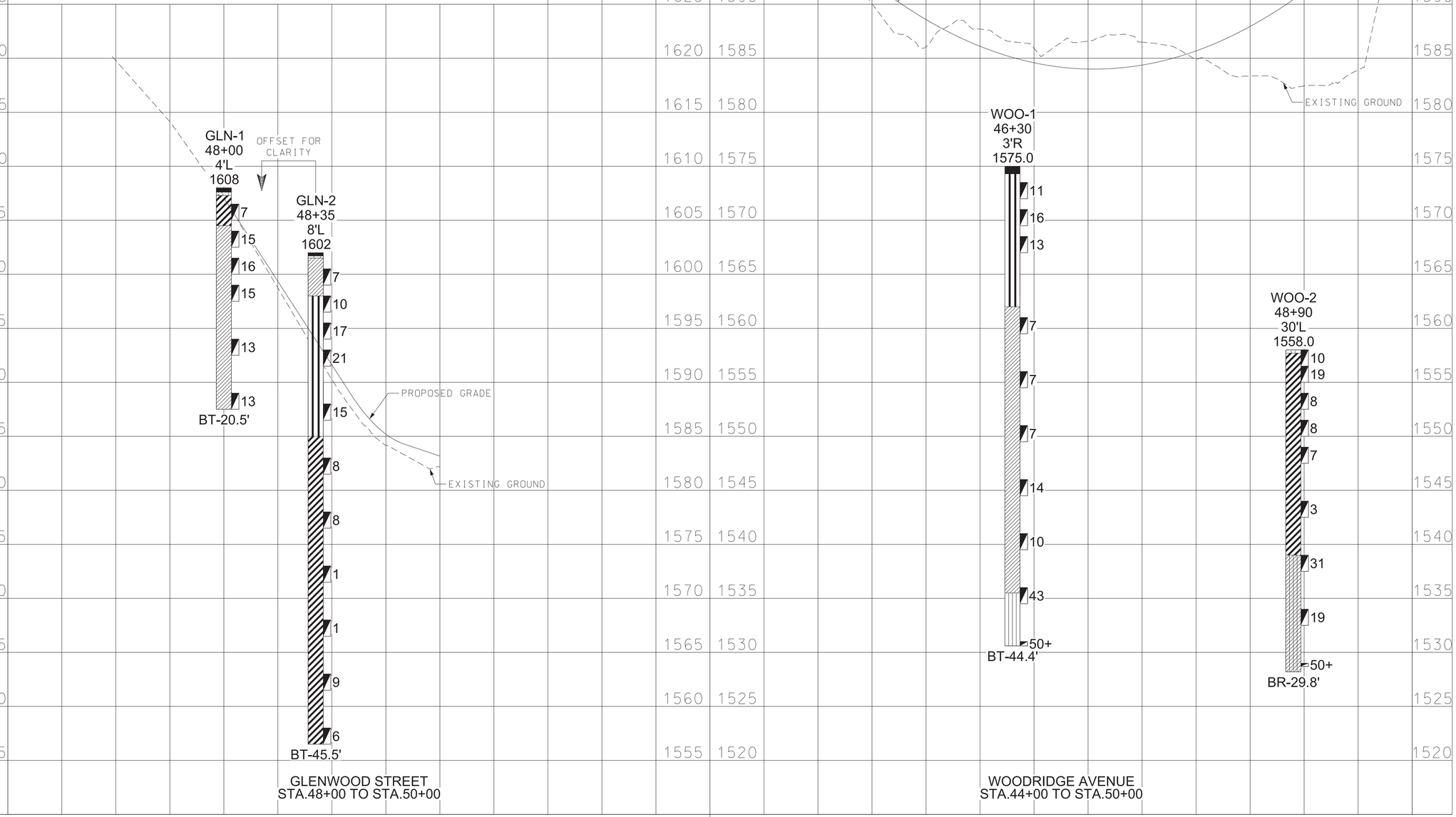
## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G28 |
| PS&E | 2025 | STP-126(25) | G28 |
| | | | |
| | | | |




GES No. 8210414 / PIN 105467.03

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**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL BORING PROFILE

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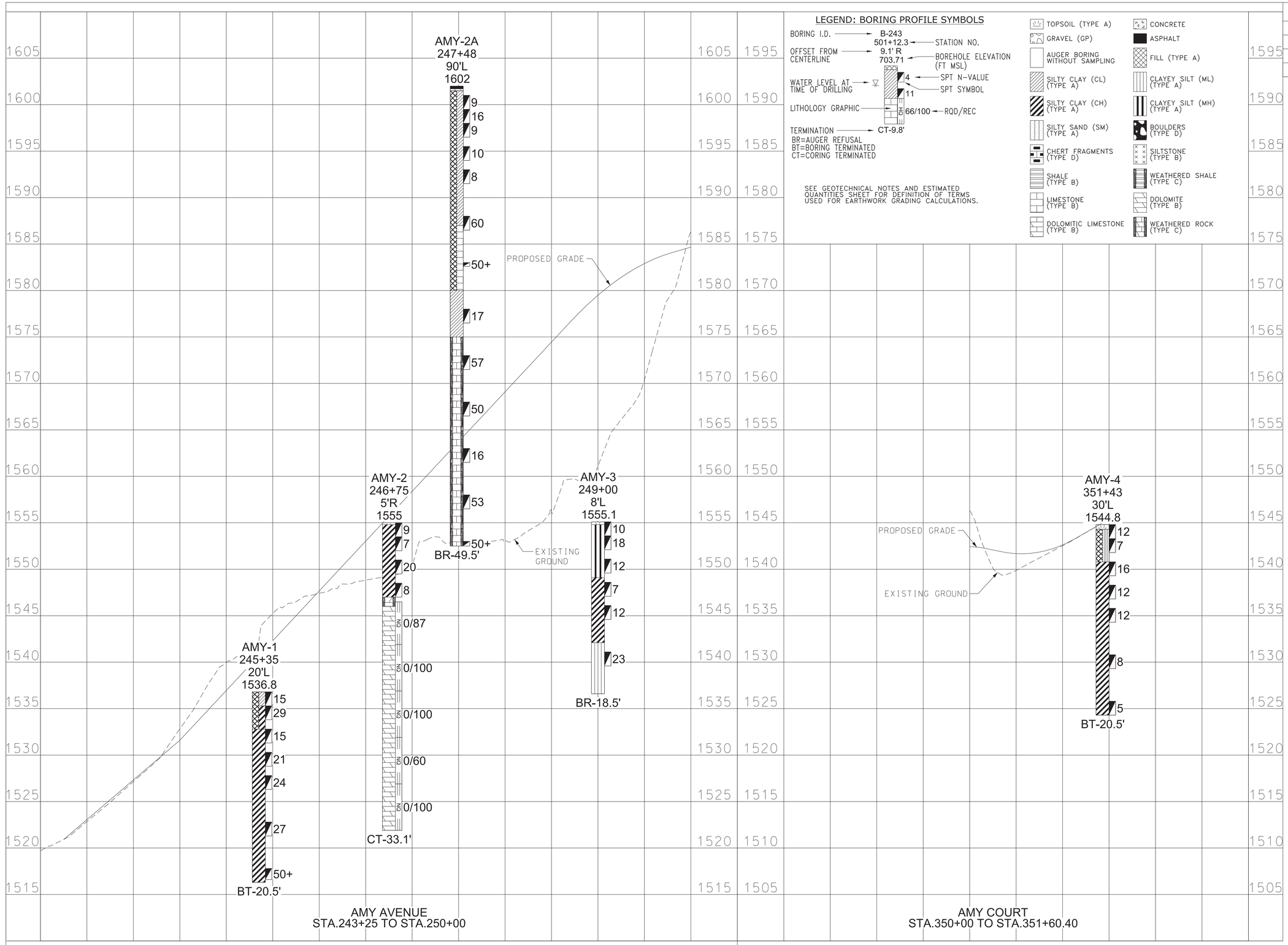
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G29 |
| PS&E | 2025 | STP-126(25) | G29 |




GES No. 8210414 / PIN 105467.03

10/1/2025
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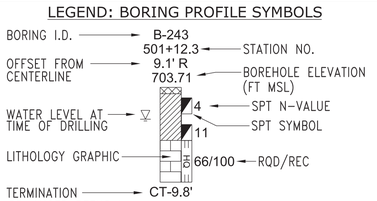
No. 123657
STATE OF TENNESSEE
10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL BORING PROFILE

## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)




GES No. 8210414 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G30 |
| PS&E | 2025 | STP-126(25) | G30 |
| | | | |
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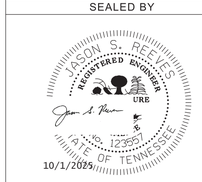


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL
## BORING PROFILE

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G30-Trinity Lane Profile.dgn

## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
5/5 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G31 |
| PS&E | 2025 | STP-126(25) | G31 |
| | | | |
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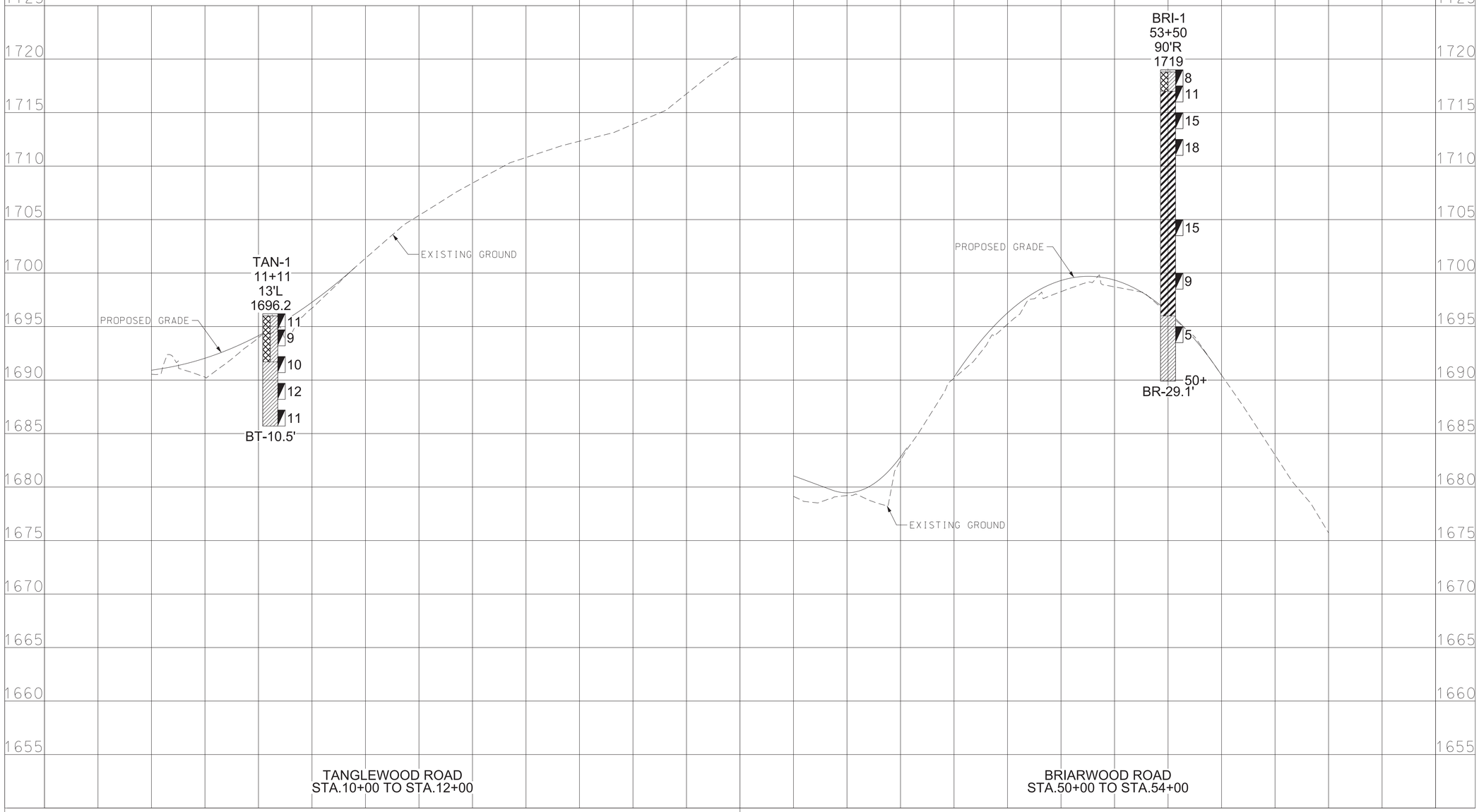


GES No. 8210414 / PIN 105467.03

# PS&E

SEALED BY

JASON S. REEVES
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No. 123557
STATE OF TENNESSEE
10/1/2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

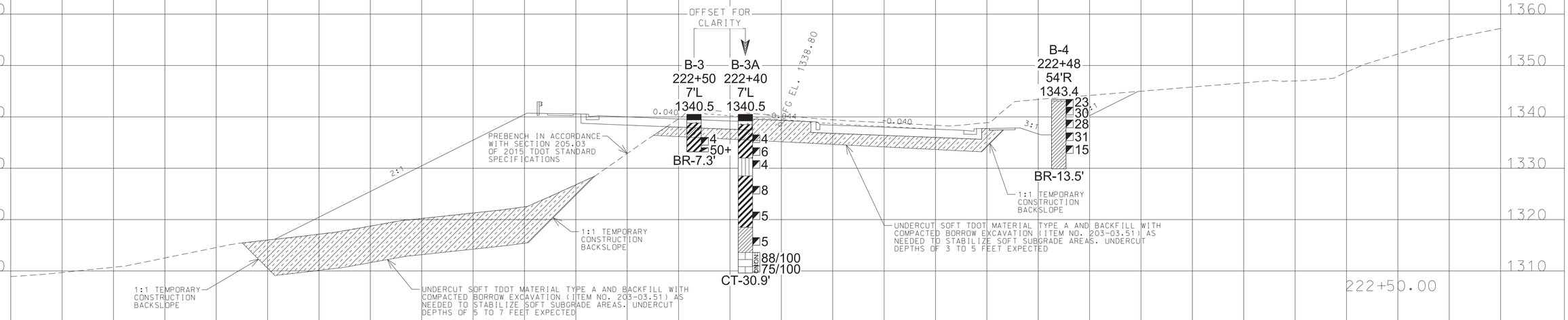
# GEOTECHNICAL
## BORING PROFILE

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G31-Tanglewood-Briarwood Road Profile.dgn

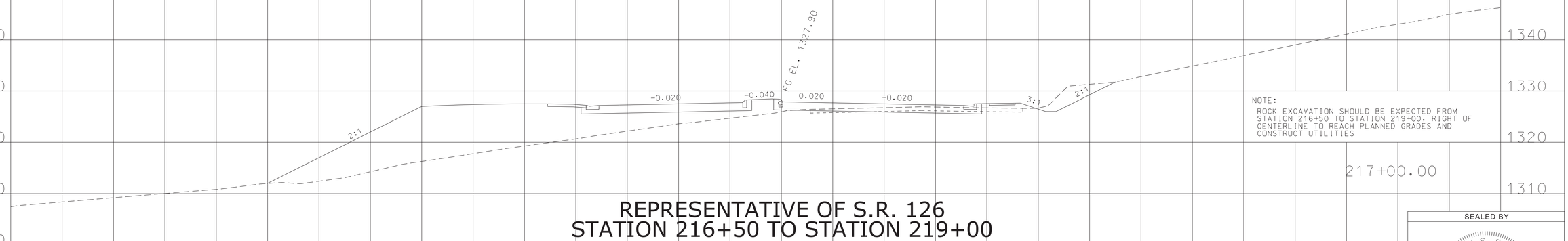
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G32 |
| PS&E | 2025 | STP-126(25) | G32 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

UNDERCUTTING AND COMPACTED SOIL FILL



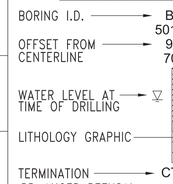

## REPRESENTATIVE OF S.R. 126
## STATION 221+50 TO STATION 223+50




NOTE:
ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 216+50 TO STATION 219+00, RIGHT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES

## REPRESENTATIVE OF S.R. 126
## STATION 216+50 TO STATION 219+00

LEGEND: BORING PROFILE SYMBOLS




BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

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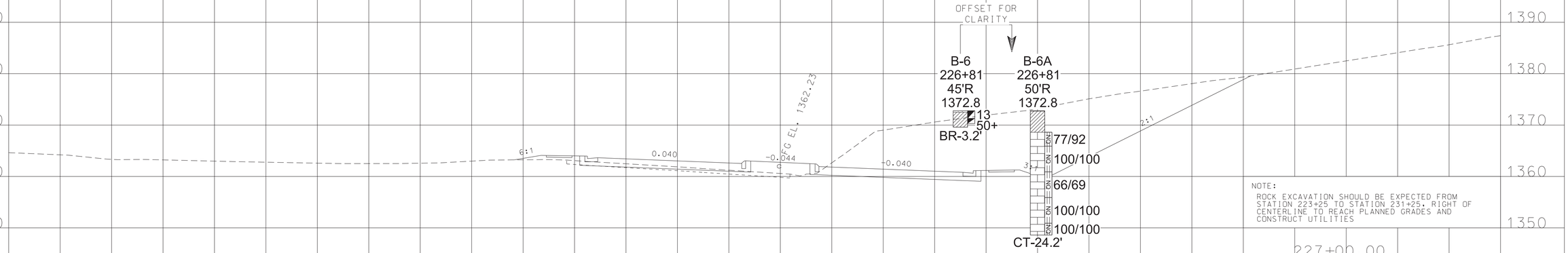
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G32-SL126MainlineXSSheets.dgn

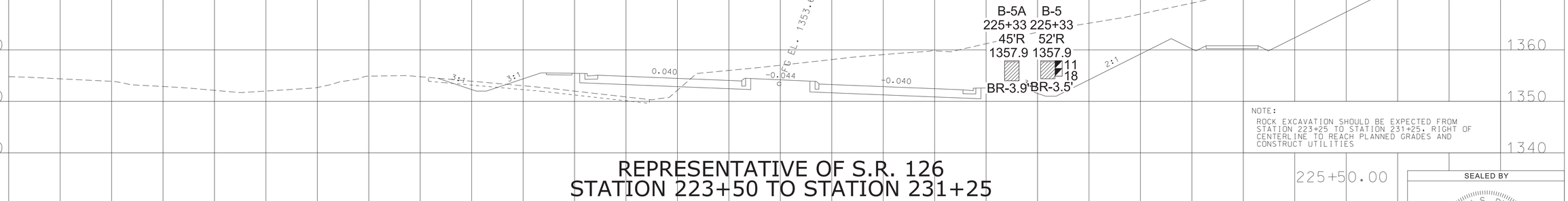
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G33 |
| PS&E | 2025 | STP-126(25) | G33 |
| | | | |
| | | | |




NOTE:
ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 223+25 TO STATION 231+25. RIGHT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES

227+00.00

# REPRESENTATIVE OF S.R. 126
# STATION 223+50 TO STATION 231+25




NOTE:
ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 223+25 TO STATION 231+25. RIGHT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES

225+50.00


# REPRESENTATIVE OF S.R. 126
# STATION 223+50 TO STATION 231+25


## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
CH 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

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

GES No. 8210414 / PIN 105467.03

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

10/1/2025
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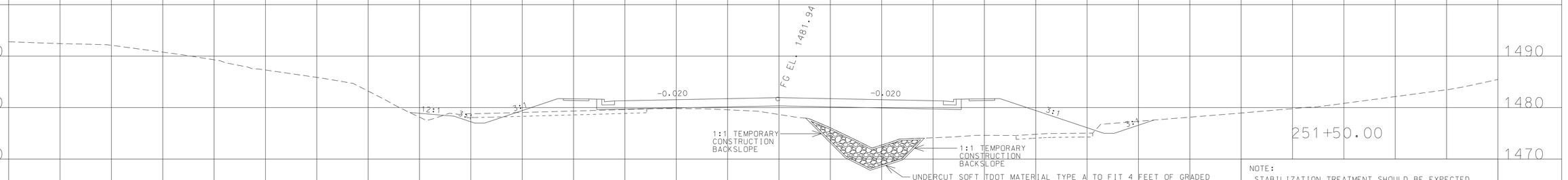
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G34 |
| PS&E | 2025 | STP-126(25) | G34 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

UNDERCUTTING AND GRADED SOLID ROCK

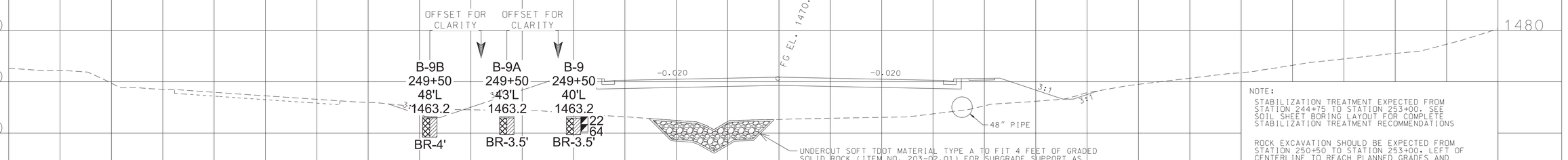



NOTE:

STABILIZATION TREATMENT SHOULD BE EXPECTED FROM STATION 244+75 TO STATION 253+00. SEE SOIL SHEET BORING LAYOUT FOR COMPLETE STABILIZATION TREATMENT RECOMMENDATIONS

ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 250+50 TO STATION 253+00. LEFT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES AND RETAINING WALLS

# REPRESENTATIVE OF S.R. 126
# STATION 245+50 TO STATION 252+50



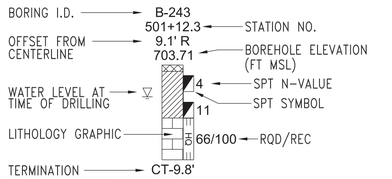

NOTE:

STABILIZATION TREATMENT EXPECTED FROM STATION 244+75 TO STATION 253+00. SEE SOIL SHEET BORING LAYOUT FOR COMPLETE STABILIZATION TREATMENT RECOMMENDATIONS

ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 250+50 TO STATION 253+00. LEFT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES AND RETAINING WALLS

# REPRESENTATIVE OF S.R. 126
# STATION 245+50 TO STATION 252+50

LEGEND: BORING PROFILE SYMBOLS




- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

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DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL
## TYPICAL SECTIONS

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

GES No. 8210414 / PIN 105467.03

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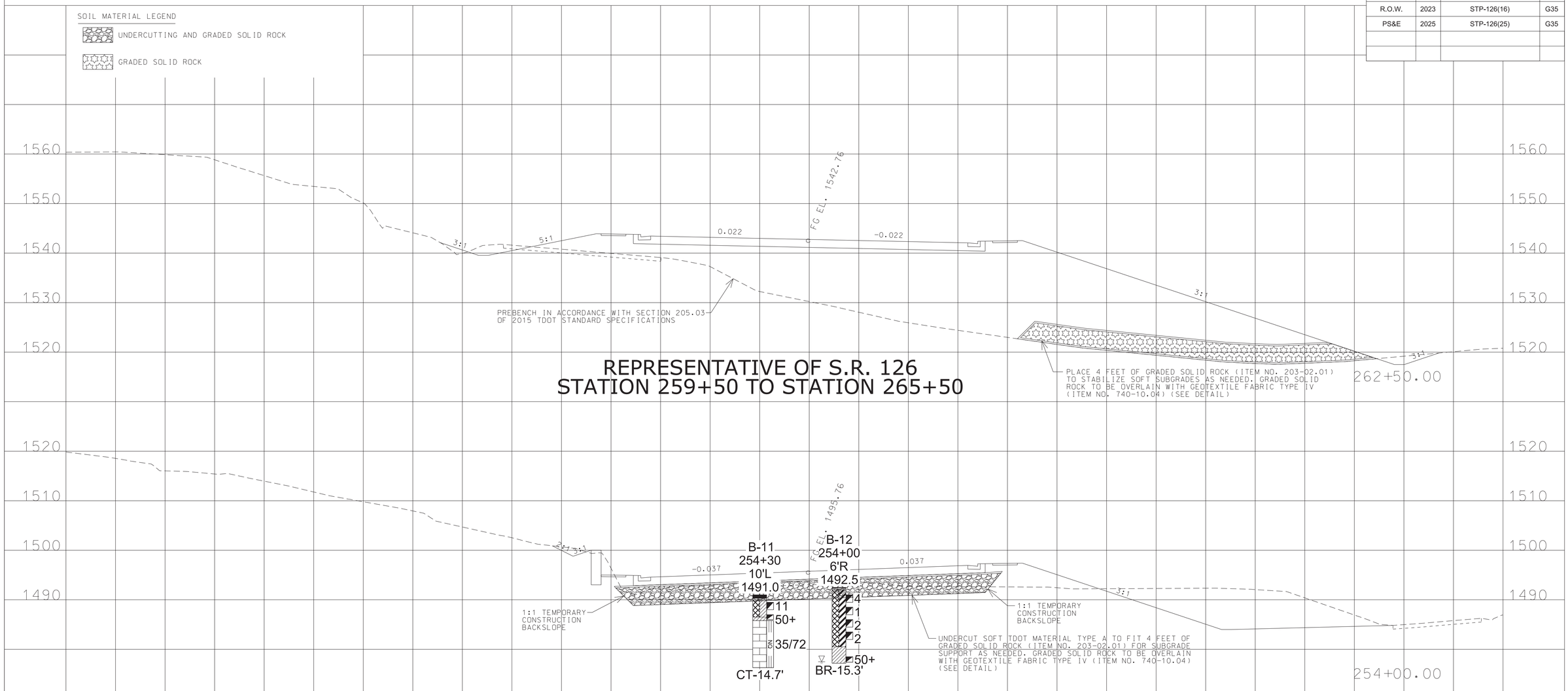
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G35 |
| PS&E | 2025 | STP-126(25) | G35 |




REPRESENTATIVE OF S.R. 126
STATION 259+50 TO STATION 265+50

REPRESENTATIVE OF S.R. 126
STATION 253+00 TO STATION 254+75

NOTE:

STABILIZATION TREATMENT SHOULD BE EXPECTED FROM STATION 253+50 TO STATION 254+15. SEE SOIL SHEET BORING LAYOUT FOR COMPLETE STABILIZATION TREATMENT RECOMMENDATIONS

ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 253+00 TO STATION 254+50, LEFT OF CENTERLINE AND STATION 253+50 TO STATION 254+00, RIGHT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES

LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING → ▽
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

TOPSOIL (TYPE A)
GRAVEL (GP)
AUGER BORING WITHOUT SAMPLING
SILTY CLAY (CL) (TYPE A)
SILTY CLAY (CH) (TYPE A)
SILTY SAND (SM) (TYPE A)
CHERT FRAGMENTS (TYPE D)
SHALE (TYPE B)
LIMESTONE (TYPE B)
DOLOMITIC LIMESTONE (TYPE B)
CONCRETE
ASPHALT
FILL (TYPE A)
CLAYEY SILT (ML) (TYPE A)
CLAYEY SILT (MH) (TYPE A)
BOULDERS (TYPE D)
SILTSTONE (TYPE B)
WEATHERED SHALE (TYPE C)
DOLOMITE (TYPE B)
WEATHERED ROCK (TYPE C)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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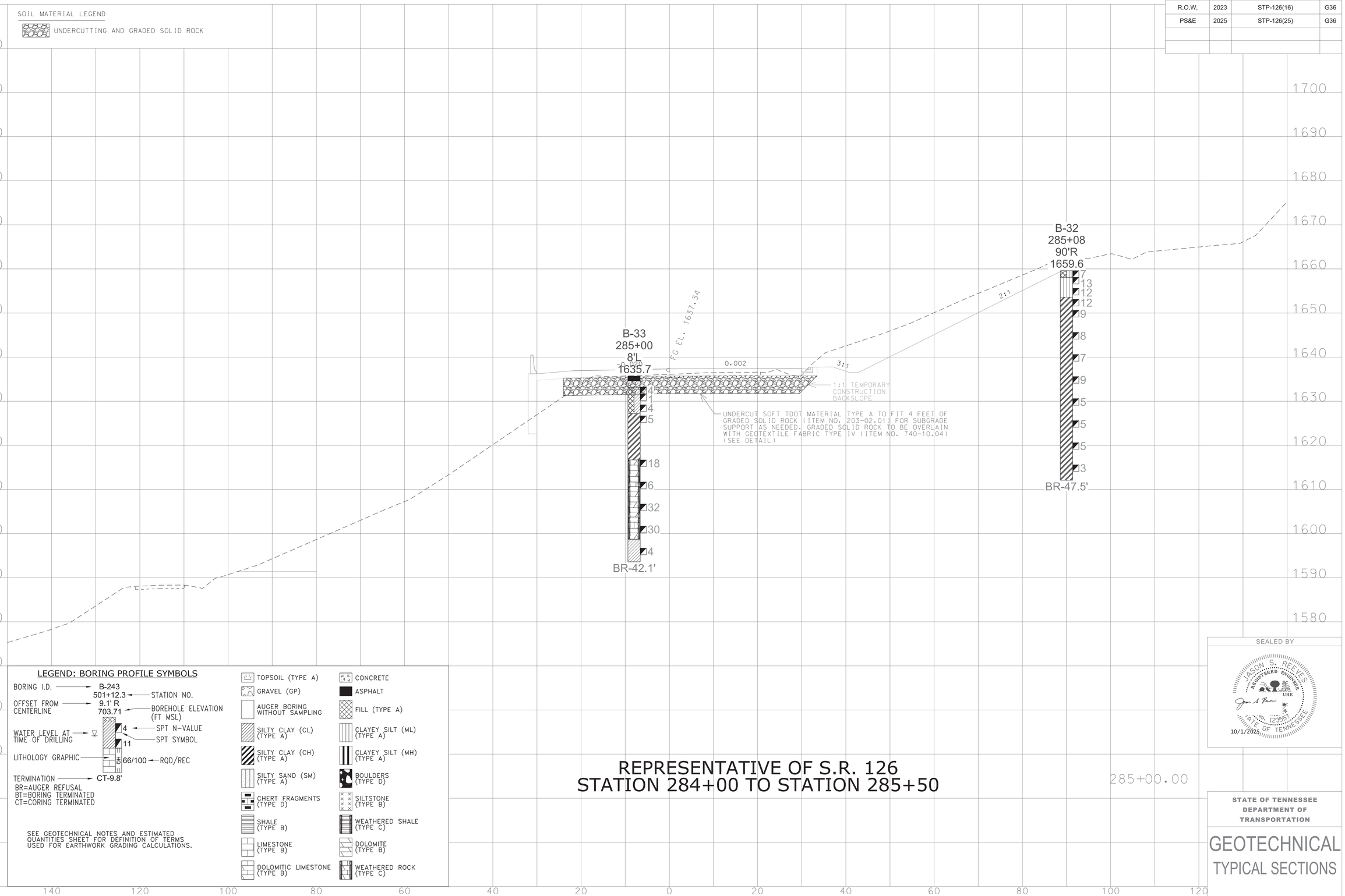
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G36 |
| PS&E | 2025 | STP-126(25) | G36 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

UNDERCUTTING AND GRADED SOLID ROCK




LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

# REPRESENTATIVE OF S.R. 126
# STATION 284+00 TO STATION 285+50

285+00.00

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STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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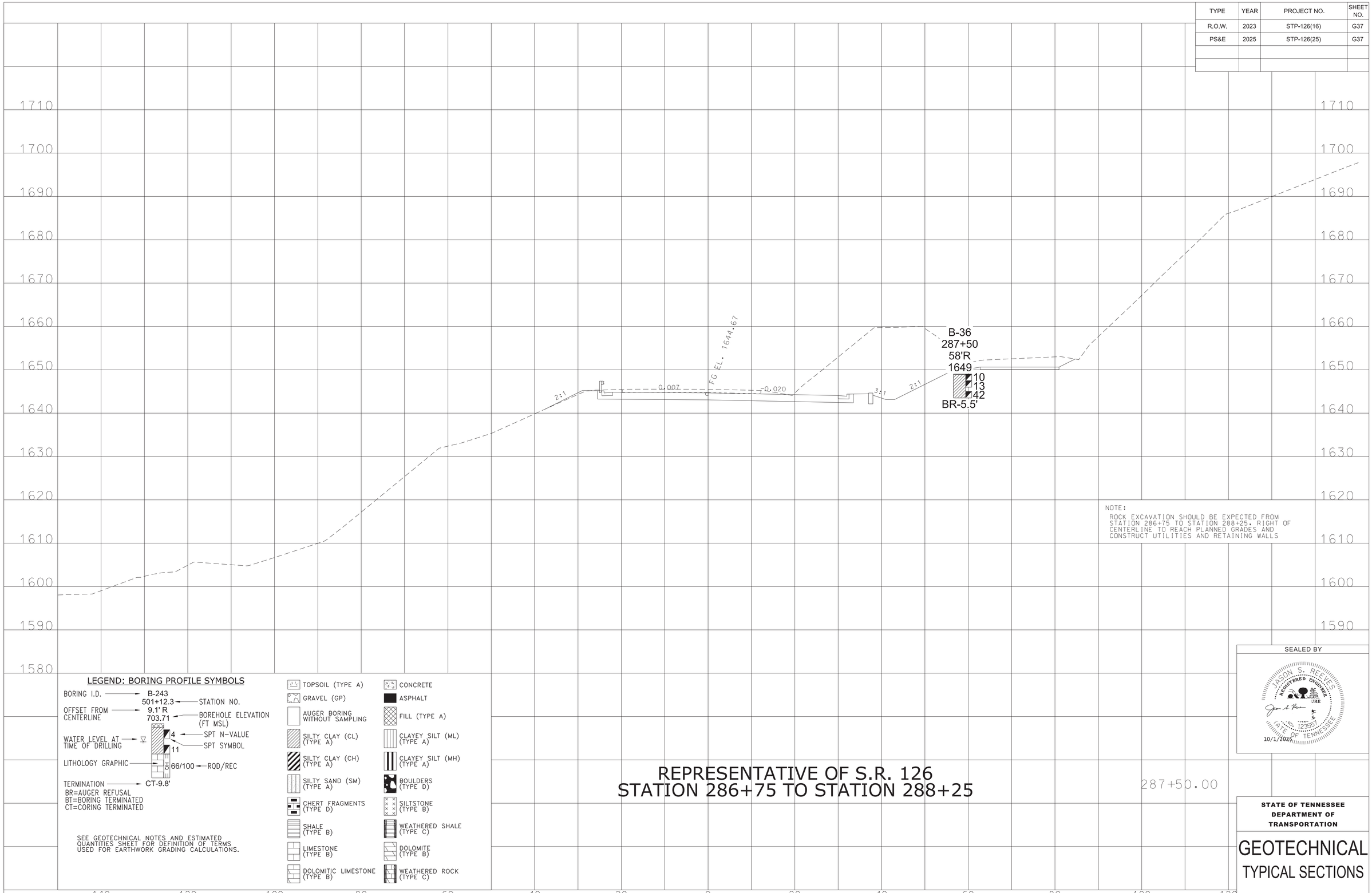
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G37 |
| PS&E | 2025 | STP-126(25) | G37 |
| | | | |
| | | | |




NOTE:
ROCK EXCAVATION SHOULD BE EXPECTED FROM STATION 286+75 TO STATION 288+25. RIGHT OF CENTERLINE TO REACH PLANNED GRADES AND CONSTRUCT UTILITIES AND RETAINING WALLS

SEALED BY




## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
CH 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

# REPRESENTATIVE OF S.R. 126
# STATION 286+75 TO STATION 288+25

287+50.00

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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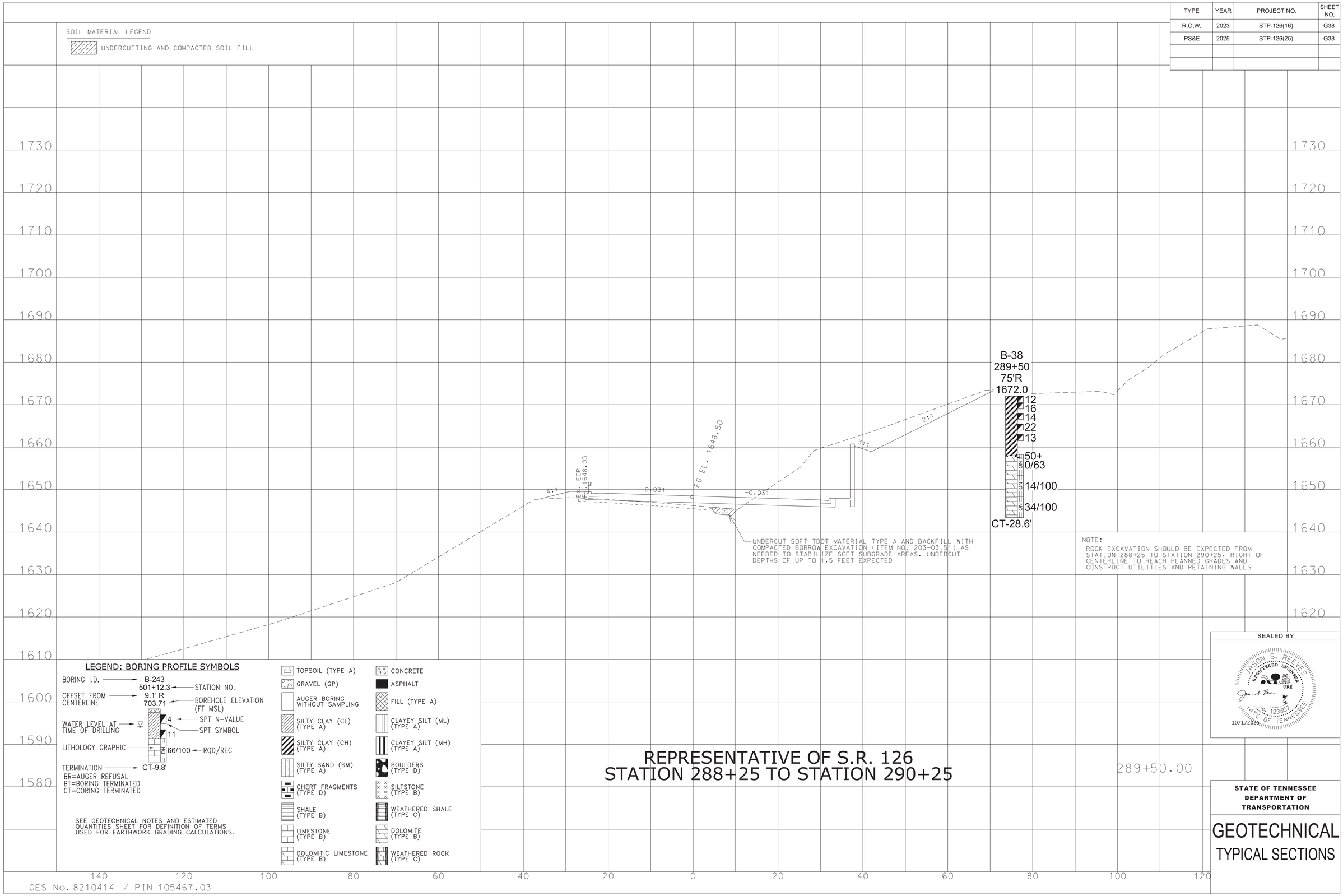
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G38 |
| PS&E | 2025 | STP-126(25) | G38 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

UNDERCUTTING AND COMPACTED SOIL FILL




LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 → STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 → BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING
4 → SPT N-VALUE
11 → SPT SYMBOL
LITHOLOGY GRAPHIC
66/100 → RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

# REPRESENTATIVE OF S.R. 126
# STATION 288+25 TO STATION 290+25

289+50.00

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10/1/2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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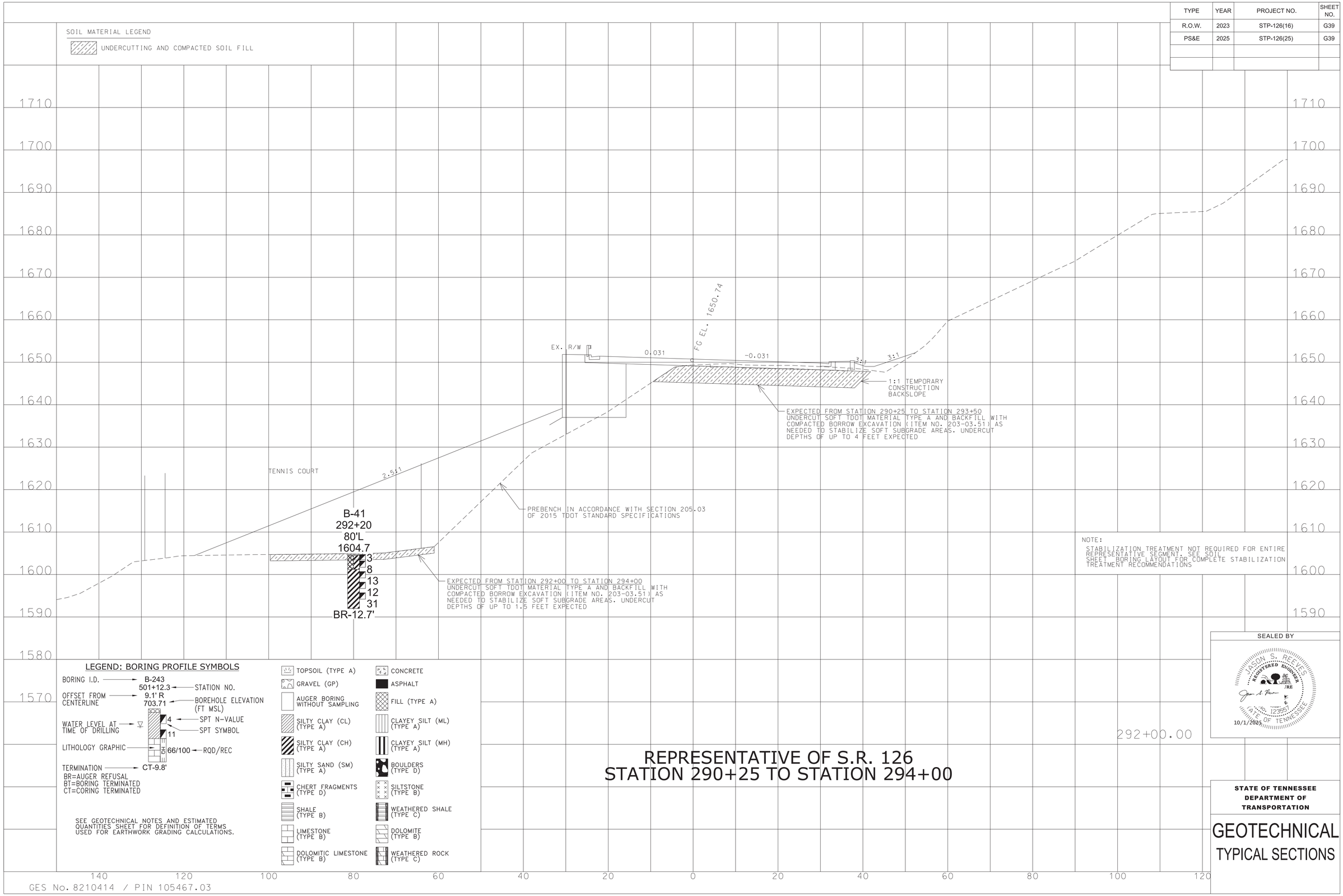
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G39 |
| PS&E | 2025 | STP-126(25) | G39 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

UNDERCUTTING AND COMPACTED SOIL FILL




NOTE:

STABILIZATION TREATMENT NOT REQUIRED FOR ENTIRE REPRESENTATIVE SEGMENT. SEE SOIL SHEET "BORING LAYOUT FOR COMPLETE STABILIZATION TREATMENT RECOMMENDATIONS

LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
CH 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

292+00.00

# REPRESENTATIVE OF S.R. 126
# STATION 290+25 TO STATION 294+00

SEALED BY

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No. 123951
STATE OF TENNESSEE
10/1/2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

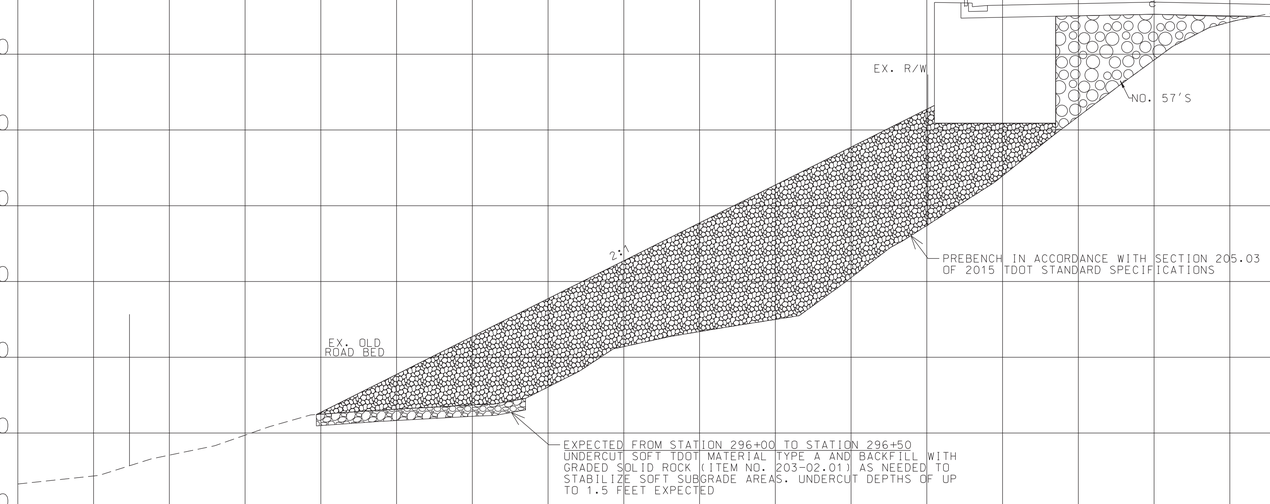
10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsSht-G32-SL126MainlineXSSheets.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G40 |
| PS&E | 2025 | STP-126(25) | G40 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

GRADED SOLID ROCK

ROCK EMBANKMENT




LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
CH 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

# REPRESENTATIVE OF S.R. 126
# STATION 296+00 TO STATION 297+00

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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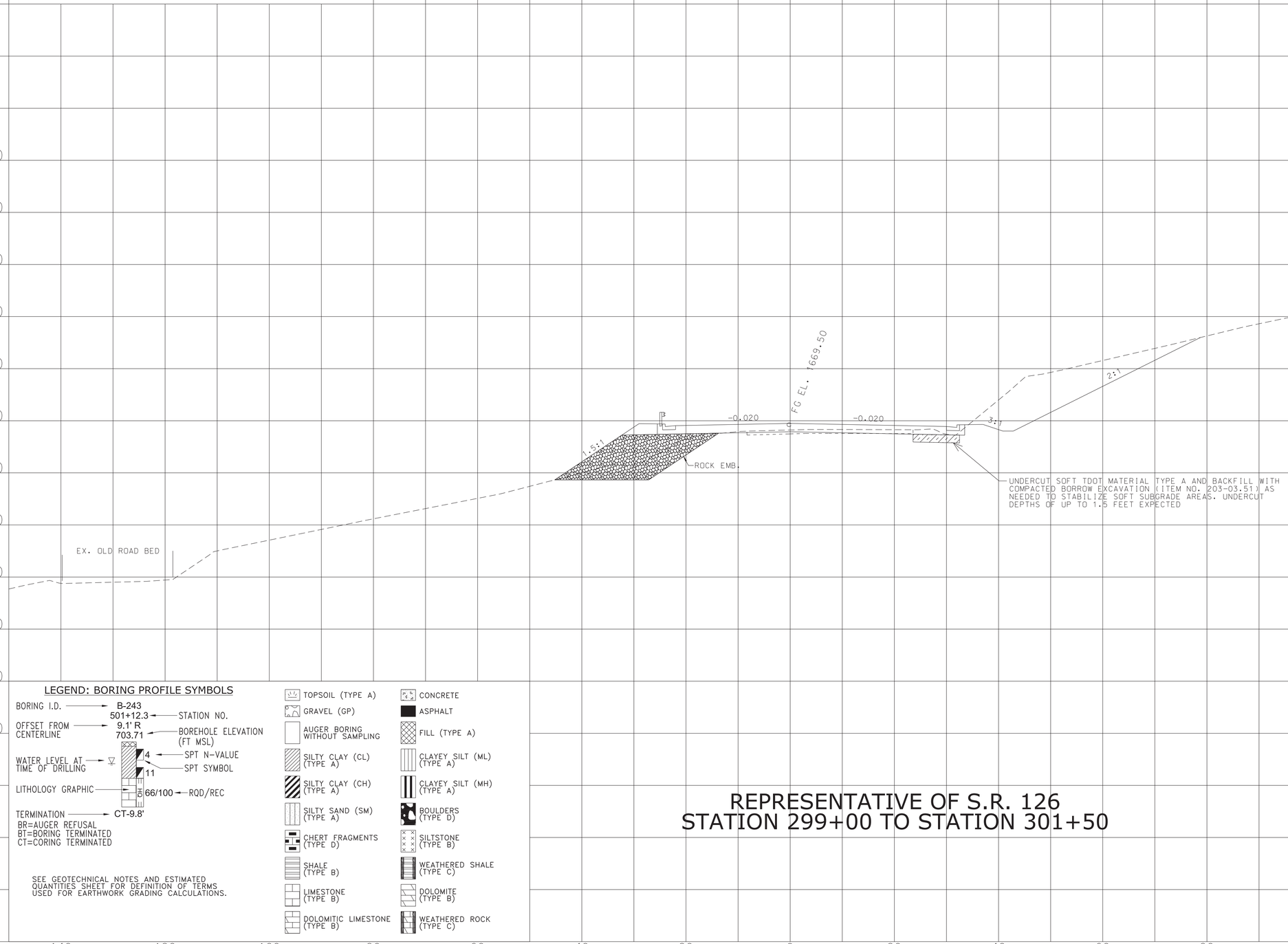
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G41 |
| PS&E | 2025 | STP-126(25) | G41 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

UNDERCUTTING AND COMPACTED SOIL FILL

ROCK EMBANKMENT




LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
CR 66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

# REPRESENTATIVE OF S.R. 126
# STATION 299+00 TO STATION 301+50

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**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G42 |
| PS&E | 2025 | STP-126(25) | G42 |
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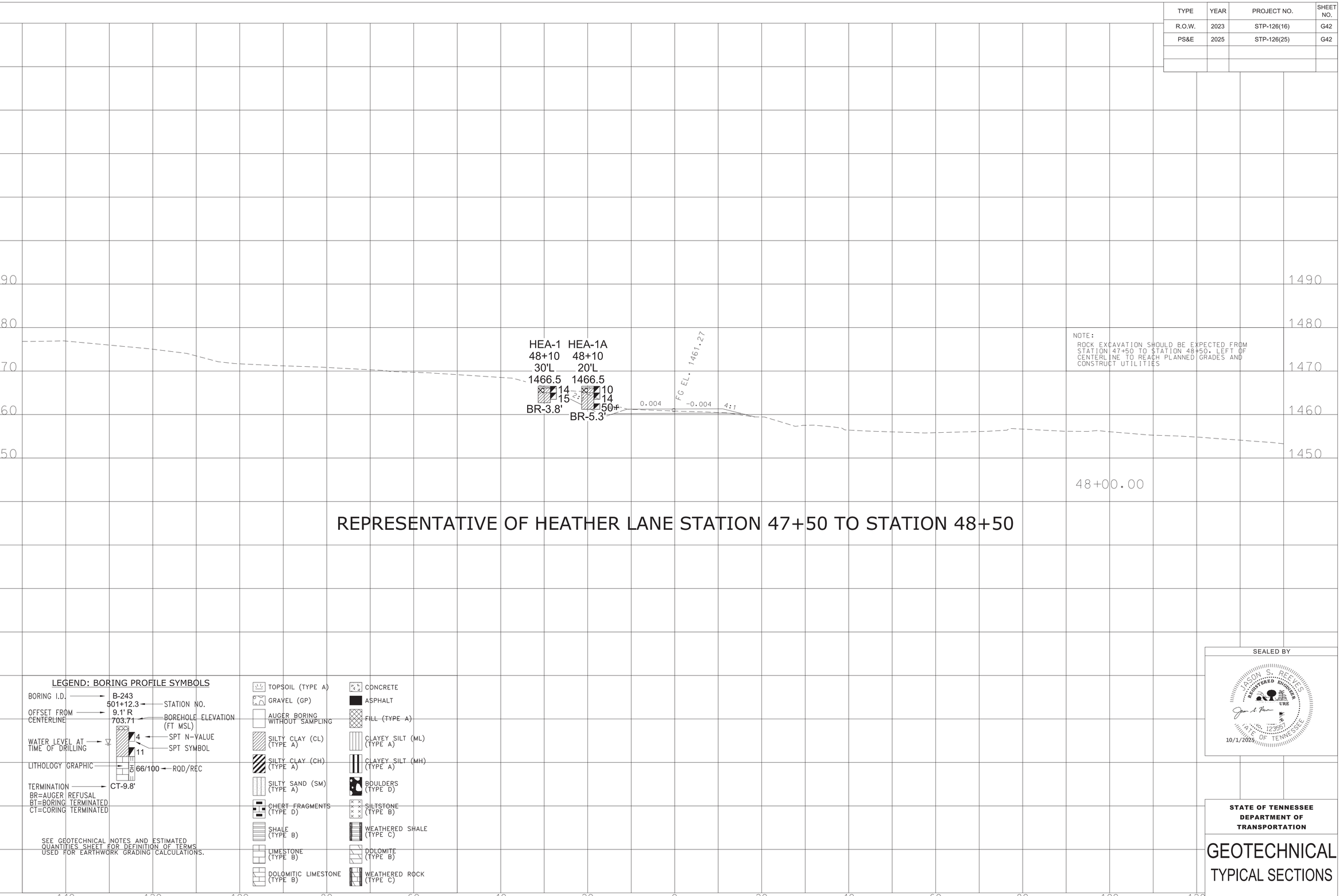


# REPRESENTATIVE OF HEATHER LANE STATION 47+50 TO STATION 48+50

## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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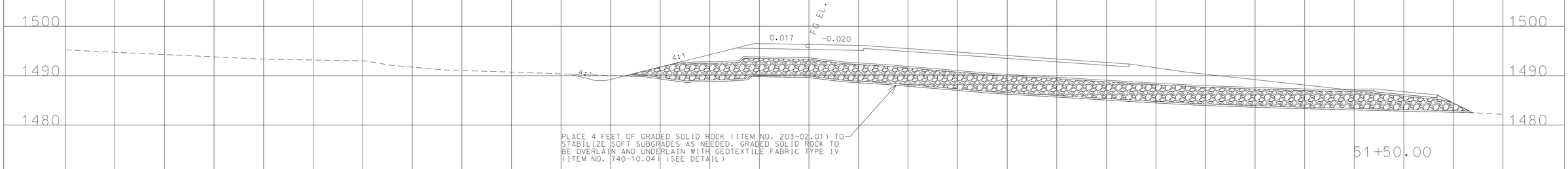
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G43 |
| PS&E | 2025 | STP-126(25) | G43 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

GRADED SOLID ROCK




PLACE 4 FEET OF GRADED SOLID ROCK (ITEM NO. 203-02.01) TO STABILIZE SOFT SUBGRADES AS NEEDED. GRADED SOLID ROCK TO BE OVERLAIN AND UNDERLAIN WITH GEOTEXTILE FABRIC TYPE IV (ITEM NO. 740-10.04) (SEE DETAIL)

# REPRESENTATIVE OF KITE STREET STATION 51+40 TO STATION 51+60

LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 → STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 → BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 → SPT N-VALUE
11 → SPT SYMBOL
LITHOLOGY GRAPHIC →
CH 66/100 → RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)




GES No. 8210414 / PIN 105467.03

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL
## TYPICAL SECTIONS

10/1/2025
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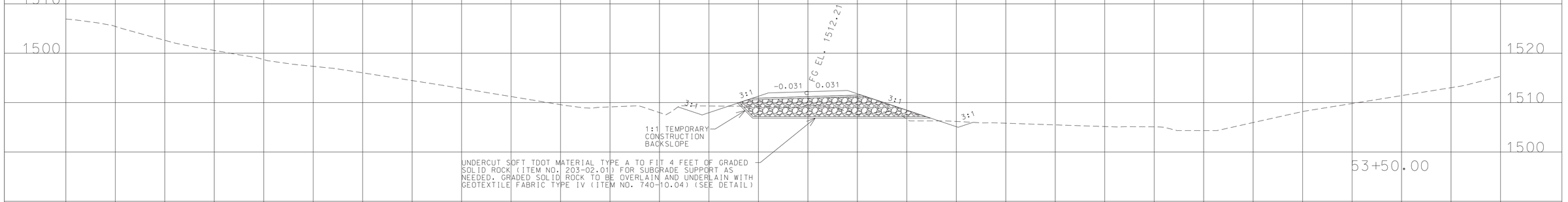
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G44 |
| PS&E | 2025 | STP-126(25) | G44 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

GRADED SOLID ROCK




# REPRESENTATIVE OF PARKER STREET STATION 52+00 TO STATION 55+50

LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 → STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 → BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 → SPT N-VALUE
11 → SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 → RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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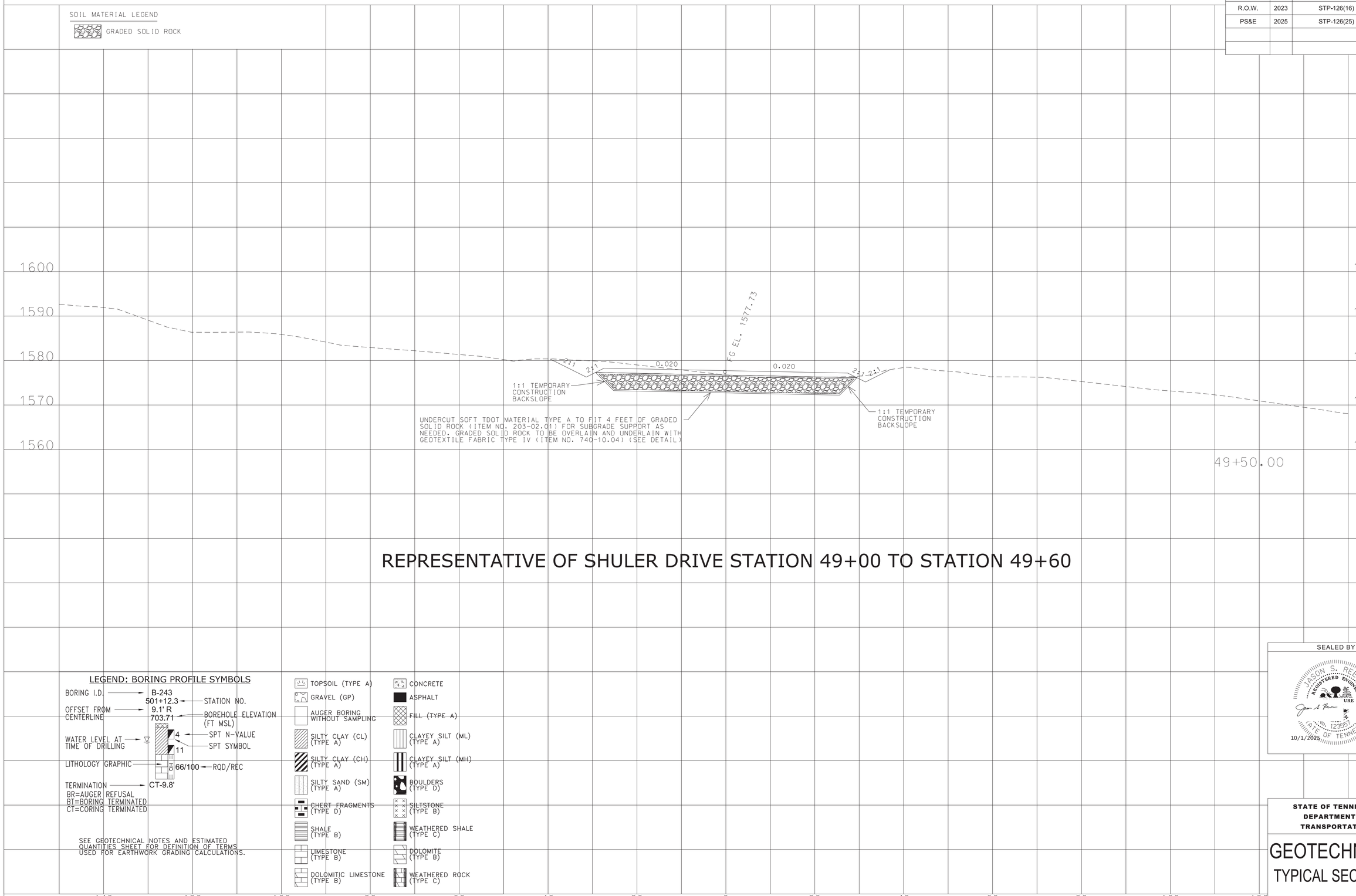
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G45 |
| PS&E | 2025 | STP-126(25) | G45 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

GRADED SOLID ROCK




# REPRESENTATIVE OF SHULER DRIVE STATION 49+00 TO STATION 49+60

LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 ← RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.03

10/1/2025
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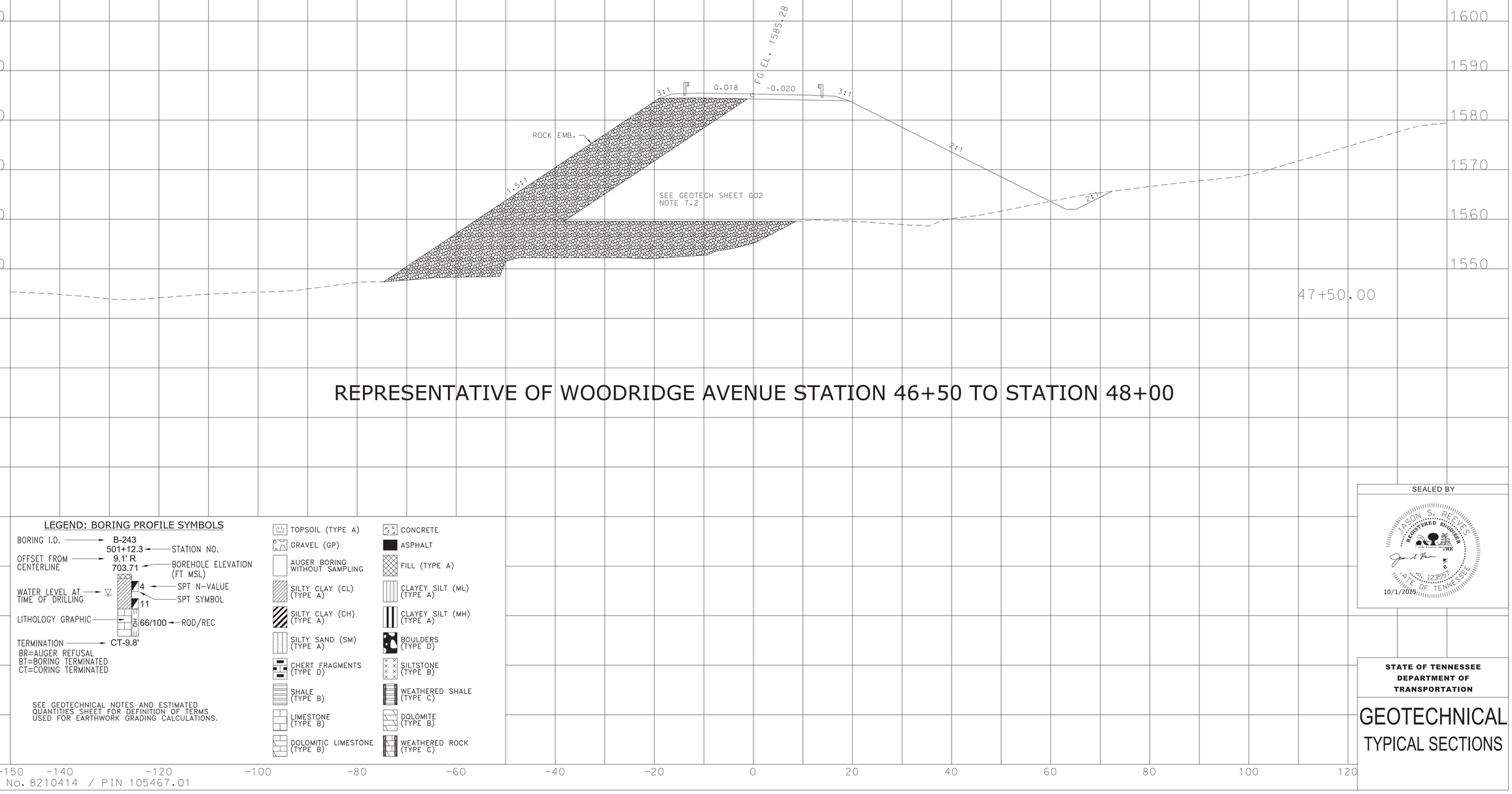
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G46 |
| PS&E | 2025 | STP-126(25) | G46 |
| | | | |
| | | | |

SOIL MATERIAL LEGEND

ROCK EMBANKMENT




REPRESENTATIVE OF WOODRIDGE AVENUE STATION 46+50 TO STATION 48+00

LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → B-243
501+12.3 → STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
703.71 → BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING
4 → SPT N-VALUE
11 → SPT SYMBOL
LITHOLOGY GRAPHIC
66/100 → RQD/REC
TERMINATION → CT-9.8'
BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

- TOPSOIL (TYPE A)
- GRAVEL (GP)
- AUGER BORING WITHOUT SAMPLING
- SILTY CLAY (CL) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- SILTY SAND (SM) (TYPE A)
- CHERT FRAGMENTS (TYPE D)
- SHALE (TYPE B)
- LIMESTONE (TYPE B)
- DOLOMITIC LIMESTONE (TYPE B)
- CONCRETE
- ASPHALT
- FILL (TYPE A)
- CLAYEY SILT (ML) (TYPE A)
- CLAYEY SILT (MH) (TYPE A)
- BOULDERS (TYPE D)
- SILTSTONE (TYPE B)
- WEATHERED SHALE (TYPE C)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE C)

SEALED BY

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STATE OF TENNESSEE
10/1/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# GEOTECHNICAL
## TYPICAL SECTIONS

GES No. 8210414 / PIN 105467.01

10/1/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2023 | STP-126(16) | G47 |
| PS&E | 2025 | STP-126(25) | G47 |
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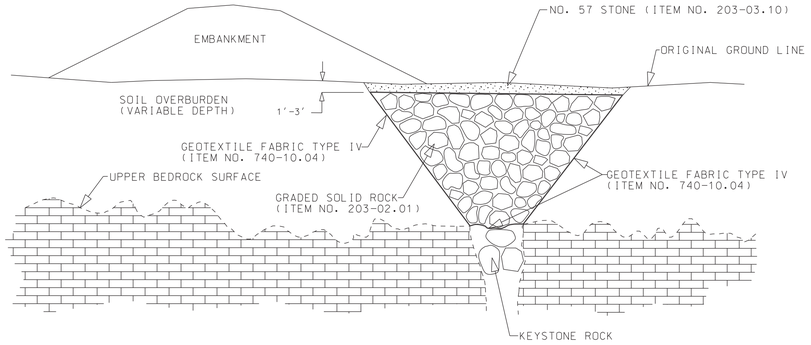


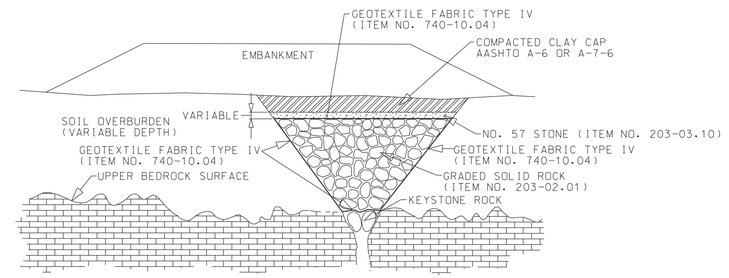

SINKHOLE TREATMENT 1

SINKHOLE TREATMENT 1, ACTIVE

NOTE: AFTER EXCAVATION IS COMPLETE AND ROCK OPENING IS EXPOSED, THE SITE AND TREATMENT METHOD SHALL BE APPROVED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEERING SECTION OF THE DIVISION OF MATERIALS AND TESTS. THE TOP 1-3 FT. OF MATERIAL SHALL BE APPROVED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEERING SECTION OF THE DIVISION OF MATERIALS AND TESTS.

SEQUENCE OF CONSTRUCTION

1. EXCAVATE SINKHOLE TO DEFINE OPENING IN BEDROCK MAKING SURE TO REMOVE ALL SOIL AND DEBRIS.
2. FIT THE OPENING WITH KEYSTONE ROCK, WHICH SHALL BE OF SUFFICIENT SIZE TO LOCK IN PLACE WITHOUT CREATING AN AIRBLOCK TO SUBSURFACE DRAINAGE.
3. PLACE THE GEOTEXTILE FABRIC TYPE IV (ITEM NO. 740-10.04 GEOTEXTILE (TYPE IV)) ON EXCAVATED SLOPES AND BASE OF SINKHOLE.
4. BACKFILL TO A MAXIMUM OF 1 FT. OF THE SPECIFIED GRADE WITH GRADED SOLID ROCK (ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK)).
5. BACKFILL TO GRADE WITH A MINIMUM OF 1 FT. OF NO. 57 STONE (ITEM NO. 203-03.10 SELECT GRANULAR MATERIAL (NO. 57 STONE)) ON TOP OF THE GRADED SOLID ROCK AND GEOTEXTILE FABRIC TYPE IV.




SINKHOLE TREATMENT 2

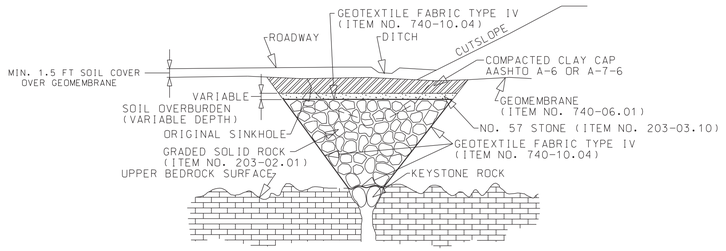
SINKHOLE TREATMENT 2 AND 2A, INACTIVE

NOTE: AFTER EXCAVATION IS COMPLETE AND ROCK OPENING IS EXPOSED, THE SITE AND TREATMENT METHOD SHALL BE APPROVED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEERING SECTION OF THE DIVISION OF MATERIALS AND TESTS. ANY CHANGE IN THE NO. 57 STONE FILL OR THE CLAY CAP SHALL BE APPROVED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEERING SECTION OF THE DIVISION OF MATERIALS AND TESTS.

SEQUENCE OF CONSTRUCTION

1. EXCAVATE SINKHOLE TO DEFINE OPENING IN BEDROCK MAKING SURE TO REMOVE ALL SOIL AND DEBRIS.
2. FIT THE OPENING WITH KEYSTONE ROCK, WHICH SHALL BE OF SUFFICIENT SIZE TO LOCK IN PLACE WITHOUT CREATING AN AIRBLOCK TO SUBSURFACE DRAINAGE.
3. PLACE THE GEOTEXTILE FABRIC TYPE IV (ITEM NO. 740-10.04 GEOTEXTILE (TYPE IV)) ON EXCAVATED SLOPES AND BASE OF SINKHOLE.
4. BACKFILL WITH GRADED SOLID ROCK (ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK)) UP TO SPECIFIED GRADE.
5. PLACE GEOTEXTILE FABRIC TYPE IV ON TOP OF GRADED SOLID ROCK. PLACE NO. 57 STONE (ITEM NO. 203-03.10 SELECT GRANULAR MATERIAL (NO. 57 STONE)) ON TOP OF GEOTEXTILE FABRIC.
6. CONSTRUCT COMPACTED CLAY CAP. SOIL SHOULD BE OF TYPE AASHTO A-6 OR A-7-6.

FOR 2A INACTIVE ONLY
7. PLACE GEOMEMBRANE ON TOP OF SOIL CAP BEFORE CONSTRUCTION OF ANY OVERLYING STRUCTURES OR EMBANKMENTS. THERE SHOULD BE A MINIMUM OF 1.5 FT. OF SOIL PLACED OVER THE MEMBRANE.
8. DITCH SHOULD BE PAVED OR LINED WITH A GEOMEMBRANE.




SINKHOLE TREATMENT 2A

PS&E

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DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
SINKHOLE
REPAIR

10/1/2025
T:\Chattanooga-1810\Projects\2013\1401-13-139A SR 126, Sullivan County\2023\PIN 03 Deliverables\DGN's\105467-03-SoilsShts-G47- Sinkhole Repair.dgn

GES No. 8210414/ PIN 101651.04




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TENNESSEE DEPARTMENT OF TRANSPORTATION
JAMES K. POLK BUILDING, SUITE 1100
505 DEADERICK STREET
NASHVILLE, TN 37243
JOSEPH ANDREW LAINE, P.E. NO. 123434

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

| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | STRUCTURE-SIGN1 |
| SSMB 9 GRAVITY WALL DETAILS | R15 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(16) | STRUCTURE-SIGN1 |
| | | |
| | | |

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGNATURE SHEET

$$$$DATE$$$$$$$$$$TIME$$$$$$
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9/29/25

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Joseph Andrew Laine 2025.09.29 15:06:05 -05'00'

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| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | STRUCTURE-SIGN2 |
| SSMB 9 GRAVITY WALL DETAILS | R15 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(25) | STRUCTURE-SIGN2 |
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNATURE SHEET

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R |
| | | | |
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| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

## LIST OF DRAWINGS


| | DWG. NO. | LAST REV. DATE |
|---|---|---|
| RETAINING WALL INDEX | R | 9/26/25 |
| RETAINING WALL 1 GEOTECHNICAL DESIGN NOTES AND REQUIREMENTS | R1 | 9/26/25 |
| RETAINING WALL 1 GEOMETRIC LAYOUT SOIL PROFILES AND DETAILS | R1A | 9/26/25 |
| RETAINING WALL 1 TYPICAL SECTIONS | R1B | 9/26/25 |
| RETAINING WALL 2 GEOTECHNICAL DESIGN NOTES AND REQUIREMENTS | R2 | 9/26/25 |
| RETAINING WALL 2 GEOMETRIC LAYOUT SOIL PROFILES AND DETAILS | R2A | 9/26/25 |
| RETAINING WALL 2 TYPICAL SECTIONS | R2B | 9/26/25 |
| DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS | R2C | 9/26/25 |
| RETAINING WALL 3A/3B GEOTECHNICAL DESIGN NOTES & REQUIREMENTS | R3 | 9/26/25 |
| RETAINING WALL 3A/3B GEOTECHNICAL DESIGN NOTES & REQUIREMENTS | R3A | 9/26/25 |
| RETAINING WALL 3A/3B GEOTECHNICAL DESIGN NOTES & REQUIREMENTS | R3B | 9/26/25 |
| RETAINING WALL 3A/3B GEOMETRIC LAYOUT AND DETAILS | R3C | 9/26/25 |
| RETAINING WALL 3A/3B SOIL PROFILES | R3D | 9/26/25 |
| RETAINING WALL 3A/3B TYPICAL SECTIONS | R3E | 9/26/25 |
| DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS | R3F | 9/26/25 |
| RETAINING WALL 6 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS | R6 | 9/26/25 |
| RETAINING WALL 6 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS | R6A | 9/26/25 |
| RETAINING WALL 6 GEOMETRIC LAYOUT AND DETAILS | R6B | 9/26/25 |
| RETAINING WALL 6 SOIL PROFILES | R6C | 9/26/25 |
| DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS | R6D | 9/26/25 |
| RETAINING WALL 13 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS | R13 | 9/26/25 |
| RETAINING WALL 13 GEOMETRIC LAYOUT AND DETAILS | R13A | 9/26/25 |
| RETAINING WALL 13 SOIL PROFILES | R13B | 9/26/25 |
| DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS | R13C | 9/26/25 |
| RETAINING WALL 14 GEOTECHNICAL DESIGN NOTES AND REQUIREMENTS | R14 | 9/26/25 |
| RETAINING WALL 14 GEOMETRIC LAYOUT AND DETAILS | R14A | 9/26/25 |
| RETAINING WALL 14 GEOMETRIC LAYOUT SOIL PROFILES AND DETAILS | R14B | 9/26/25 |
| RETAINING WALL 14 TYPICAL SECTIONS | R14C | 9/26/25 |
| SSMB-9 GRAVITY WALL DETAILS | R15 | 9/26/25 |


## ESTIMATED QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|
| 604-07.01 | RETAINING WALL (R1, STA. 252+89 TO STA. 255+31, LT) | S.F. | 1,427 |
| 604-07.02 | RETAINING WALL (R2, STA. 48+00 TO STA. 48+85, LT) | S.F. | 982 |
| 604-07.03 | RETAINING WALL (R3A, STA. 287+50 TO STA. 291+75, RT) | S.F. | 4,601 |
| 604-07.04 | RETAINING WALL (R3B, STA. 291+75 TO STA. 292+00, RT) | S.F. | 512 |
| 604-07.05 | RETAINING WALL (R6, STA. 50+80 TO STA. 278+75, RT) | S.F. | 5,377 |
| 604-07.06 | RETAINING WALL (R13, STA. 282+10 TO STA. 286+86, LT) | S.F. | 2,945 |
| 604-07.07 | RETAINING WALL (R14, STA. 290+85 TO STA. 297+25, LT) | S.F. | 10,382 |
| 620-05.01 | CONC PARAPET SINGLE SLOPE (STD-1-1SS) | L.F. | 450 |

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

RETAINING WALLS

9/29/2025 7:13:19 AM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R1 |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

# ACCEPTABLE WALL TYPES

PRE-CAST GRAVITY WALL
CAST-IN-PLACE CONCRETE GRAVITY WALL
CAST-IN-PLACE CONCRETE CANTILEVER WALL

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHOULD BE LISTED AS PRE-APPROVED IN OPL 38.

## RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:
- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN OPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT. IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS.
- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.
- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".
- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS.

## NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED NO STEEPER THAN 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

## TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

| DESCRIPTION | CIP WALLS | PRECAST GRAVITY WALLS | NOTE |
|---|---|---|---|
| DESIGN LIFE | 75 YEARS | 75 YEARS | |
| SEISMIC ACCELERATION COEFFICIENTS | | | |
| As | 0.131 | | |
| $S_{DS}$ | 0.257 | | |
| $S_{D1}$ | 0.103 | | |
| EFFECTIVE (DRAINED) FRICTION ANGLE | | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | 30 ° | 30 ° | |
| RETAINED BACKFILL-SELECT BACKFILL | 34 ° TO MAX 40 ° | 34 ° TO MAX 40 ° | 1 |
| REINFORCED BACKFILL | 34 ° TO MAX 40 ° | NOT APPLICABLE | 1 |
| UNIT WEIGHT | | | |
| UNCLASSIFIED SITE OR BORROW SOIL | 120 POUNDS PER CUBIC FOOT | 120 POUNDS PER CUBIC FOOT | |
| SELECT BACKFILL MATERIAL | VARIES | VARIES | 1A |
| DESIGN BASIS | | | |
| COEFFICIENT OF SLIDING FRICTION | SEE TABLE 2 | SEE TABLE 2 | 3 |
| NOMINAL BEARING RESISTANCE | SEE TABLE 2 | SEE TABLE 2 | 3 |
| MINIMUM LENGTH OF SOIL REINFORCEMENT, L | NOT APPLICABLE | NOT APPLICABLE | 2,2A,2B |
| LIMITING ECCENTRICITY | B/3 (SOIL), 9B/20 (ROCK) | B/3 (SOIL), 9B/20 (ROCK) | |
| RESISTANCE FACTORS | | | |
| SLIDING-STATIC | 1.0 | 0.8 | 4 |
| SLIDING-COMBINED STATIC+EARTHQUAKE | 1.0 | 0.8 | 4 |
| BEARING-STATIC | 0.55 | 0.55 | 5 |
| BEARING-COMBINED STATIC+EARTHQUAKE | 0.8 | 0.8 | 5 |
| PULLOUT RESISTANCE | | | |
| STATIC | NOT APPLICABLE | NOT APPLICABLE | 6 |
| COMBINED STATIC/EARTHQUAKE | NOT APPLICABLE | NOT APPLICABLE | 6 |
| TENSILE RESISTANCE OF METALLIC REINFORCEMENTS AND CONNECTORS | | | |
| STATIC<br>-STRIP REINFORCEMENT<br>-GRID REINFORCEMENT | NOT APPLICABLE | NOT APPLICABLE | <br>7<br>7,8 |
| COMBINED STATIC/EARTHQUAKE<br>-STRIP REINFORCEMENT<br>-GRID REINFORCEMENT | NOT APPLICABLE | NOT APPLICABLE | <br>7<br>7,8 |
| TENSILE RESISTANCE OF GEOSYNTHETIC REINFORCEMENTS AND CONNECTORS | | | |
| STATIC | NOT APPLICABLE | NOT APPLICABLE | |
| COMBINED STATIC/EARTHQUAKE | NOT APPLICABLE | NOT APPLICABLE | |

## NOTES FOR TABLE 1

| NO. | NOTE |
|---|---|
| 1 | A MAXIMUM FRICTION ANGLE OF 34 DEGREES CAN BE ASSUMED FOR MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. A HIGHER FRICTION ANGLE THAN 34 DEGREES CAN BE UTILIZED IF THE CONTRACTOR SUBMITS INDEPENDENT TESTING AND IT IS VERIFIED BY TDOT. HOWEVER, IN NO CASE SHALL THE FRICTION ANGLE FOR ANALYSIS EXCEED 40-DEGREES. INDEPENDENT TESTING MUST BE VERIFIED ANNUALLY. |
| 1A | SELECT BACKFILL UNIT WEIGHT TO BE DETERMINED BY CONTRACTOR/DESIGNER DEPENDING ON ACTUAL BACKFILL MATERIAL USED. SELECT BACKFILL IS DEFINED AS MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. IN ORDER TO UTILIZE Φ FOR SELECT BACKFILL DESIGN, SELECT BACKFILL MUST BE PLACED FOR A MINIMUM ZONE FORMED BY A 1:1 SLOPE FROM 2 FEET BEHIND THE BOTTOM OF BACK OF WALL FOOTING OR REINFORCED SOIL ZONE FOR MSE WALLS UP TO FINISHED GRADE. |
| 2 | H IS DESIGN HEIGHT OF THE WALL AND IS DEFINED AS THE DIFFERENCE IN ELEVATION BETWEEN THE FINISHED GRADE AT THE TOP OF THE WALL AND THE TOP OF LEVELING PAD OR BOTTOM OF FOOTING FOR NON-MSE WALLS. THE TOP OF THE LEVELING PAD SHALL ALWAYS BE BELOW THE MINIMUM EMBEDMENT REFERENCE LINE AS INDICATED ON THE PLANS FOR THAT LOCATION. THE LENGTH OF THE SOIL REINFORCEMENT, L, IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT. IN CASE OF GRID TYPE REINFORCEMENTS THE LENGTH OF THE SOIL REINFORCEMENT IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT TO THE LAST FULL TRANSVERSE MEMBER. FOR MODULAR BLOCK FACING UNITS, THE TOTAL LENGTH OF THE REINFORCEMENT, Br AS MEASURED FROM THE FRONT FACE OF THE WALL IS THE LENGTH L AS DEFINED ABOVE PLUS THE WIDTH OF THE MODULAR BLOCK UNIT (THE HORIZONTAL DIMENSION OF THE BLOCK UNIT MEASURED PERPENDICULAR TO THE WALL FACE). |
| 2A | WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL STABILITY REQUIREMENTS. MINIMUM REINFORCEMENT LENGTHS MAY BE REQUIRED FOR GLOBAL STABILITY. THIS REQUIREMENT WILL BE SHOWN IN THE PLANS. |
| 2B | ALL DESIGN SECTION REINFORCEMENT LENGTHS SHALL BE EQUAL. |
| 3 | THESE VALUES WILL BE PROVIDED IN TABLES 2 AND/OR 3. |
| 4 | PASSIVE RESISTANCE SHALL NOT BE CONSIDERED IN EVALUATION OF SLIDING RESISTANCE. NO SHEAR KEYS NOR DOWELS WILL BE PERMITTED. FOR CAST-IN-PLACE CONCRETE CANTILEVER WALLS, THE FOOTING SHALL BE UNIFORM IN THICKNESS THROUGHOUT THE DESIGN SECTION. |
| 5 | FOR ALL LIMIT STATES, THE DESIGN LOADING FOR THE MSE RETAINING WALL SYSTEM SHALL NOT EXCEED THE FACTORED GENERAL AND LOCAL BEARING RESISTANCE SPECIFIED IN TABLES 2 OR 3. |
| 6 | LIVE LOAD DUE TO VEHICULAR TRAFFIC SHALL BE INCLUDED IN THE COMPUTATIONS TO DETERMINE THE MAXIMUM TENSILE FORCES IN REINFORCEMENT LAYERS, BUT SHALL BE NEGLECTED IN THE COMPUTATIONS FOR PULLOUT RESISTANCE. |
| 7 | APPLY TO GROSS CROSS-SECTION LESS SACRIFICIAL AREA. FOR SECTIONS WITH HOLES, REDUCE GROSS AREA IN ACCORDANCE WITH ARTICLE 6.8.3 OF AASHTO (2020) AND APPLY TO NET SECTION LESS SACRIFICIAL AREA. |
| 8 | APPLIES TO GRID REINFORCEMENTS CONNECTED TO A RIGID FACING ELEMENT, E.G., A CONCRETE PANEL OR BLOCK. FOR GRID REINFORCEMENTS CONNECTED TO A FLEXIBLE FACING MAT OR WHICH ARE CONTINUOUS WITH THE FACING MAT, USE THE RESISTANCE FACTOR FOR STRIP REINFORCEMENTS. |

## TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR GRAVITY OR SEMI-GRAVITY WALLS

| STATION LIMITS | FOUNDATION BEARING CONDITION REQUIREMENT | NOMINAL BEARING RESISTANCE × (psf) | COEFFICIENT OF SLIDING FRICTION |
|---|---|---|---|
| 253+00 TO 255+00 | STIFF OR VERY STIFF RESIDUAL SOIL | 5,500 | 0.5 |

× BASED ON ESTIMATED FOUNDATION WIDTH OF 0.7H.

## OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALL. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW AND CONSTRUCTION EASEMENT.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT%S GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

ASHLAR STONE FINISH IS TO BE USED ON ALL EXPOSED SURFACES OF THE RETAINING WALL. COST OF ASHLAR STONE FINISH TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL. MODULAR BLOCK OPTION MAY USE A SMOOTH FINISH.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

WALL TO BE DESIGNED FOR VEHICULAR IMPACT.

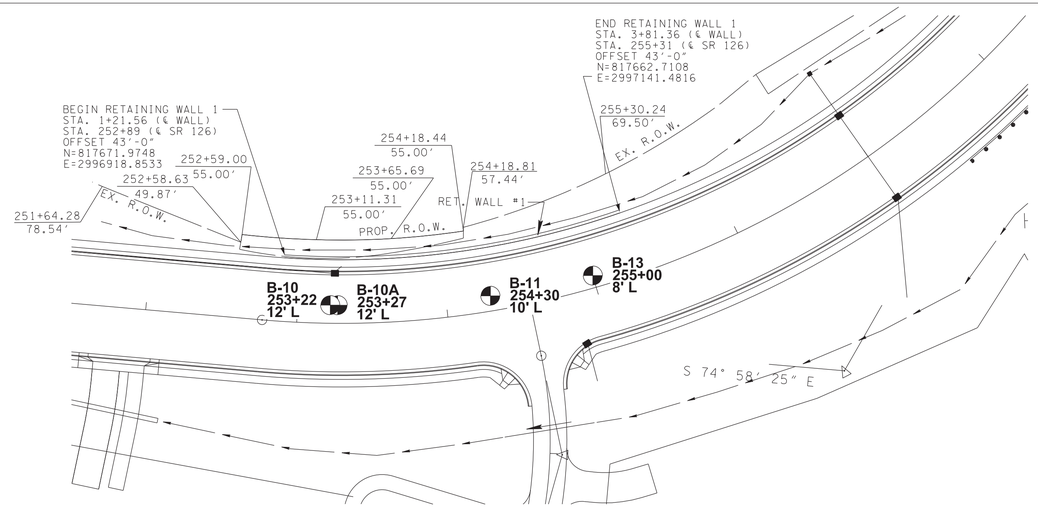
**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 1 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

$$$$SYTIME$$$$$$$$
$$$$DGNSPECS$$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R1A |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER







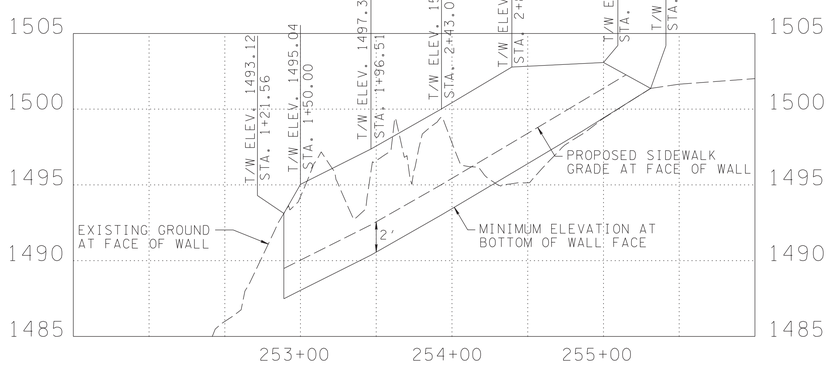
WALL PLAN VIEW (1"=50')

## LEGEND: BORING LOCATIONS

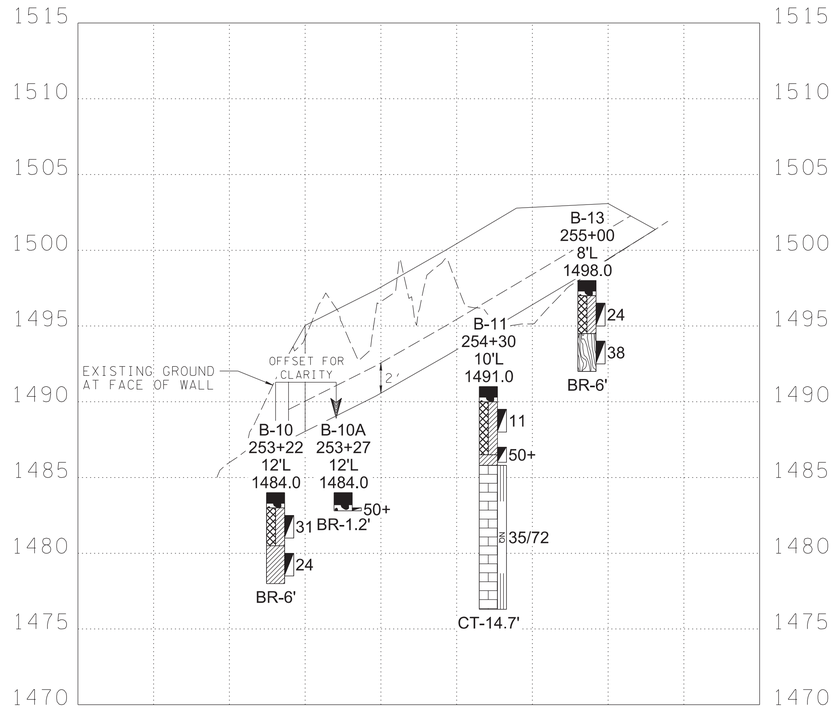
xx- ### - BORING ID
246+56.2 - STATION NUMBER
33.15' R - OFFSET

ESTIMATED QUANTITIES FOR RETAINING WALL

| ITEM NO. | 604-07.01 |
|---|---|
| DESCRIPTION | RETAINING WALL (WALL NO. 1) S.F. |
| QUANTITY | 1,427 |




WALL PROFILE VIEW




WALL PROFILE VIEW WITH GEOTECHNICAL BORINGS

## LEGEND: BORING PROFILE SYMBOLS

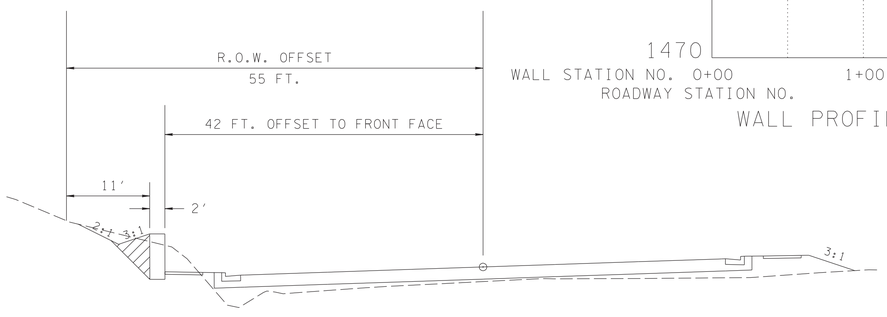
BORING I.D. → xx - ### 501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R 1400.0 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING → 4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC → OH 66/100 ← RQD/REC
TERMINATION → CT-9.8'

BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

- ASPHALT
- AGGREGATE BASE (GW)
- LEAN CLAY (CL) (TYPE A)
- LIMESTONE (TYPE B)
- CONCRETE
- FILL (TYPE A)
- FAT CLAY (CH) (TYPE A)
- WEATHERED ROCK (TYPE D)

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

GES No. 8213016 / PIN 105467.03




SEE STRUCTURE DRAWING FOR WALL AND BACKFILL DETAILS

TYPICAL WALL SECTION
STATION 1+96.51

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# RETAINING WALL 1 GEOMETRIC LAYOUT SOIL PROFILES AND DETAILS

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R1B |
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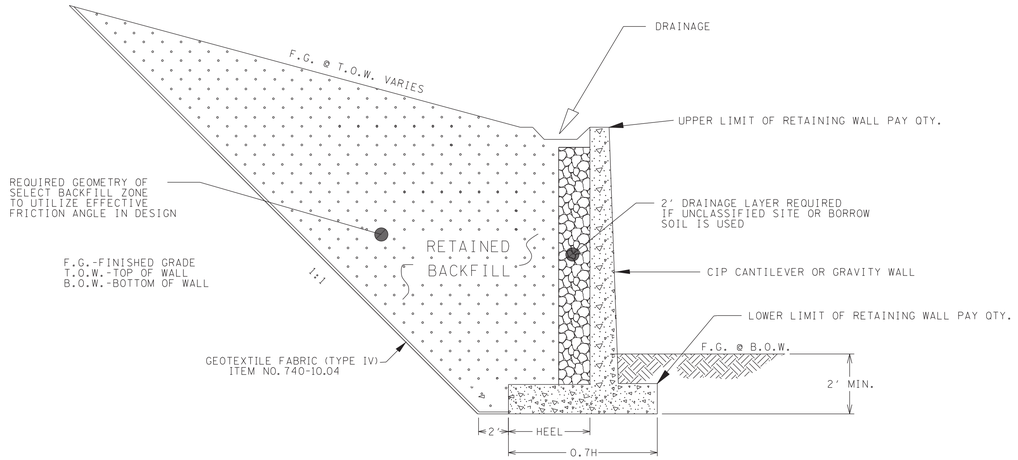
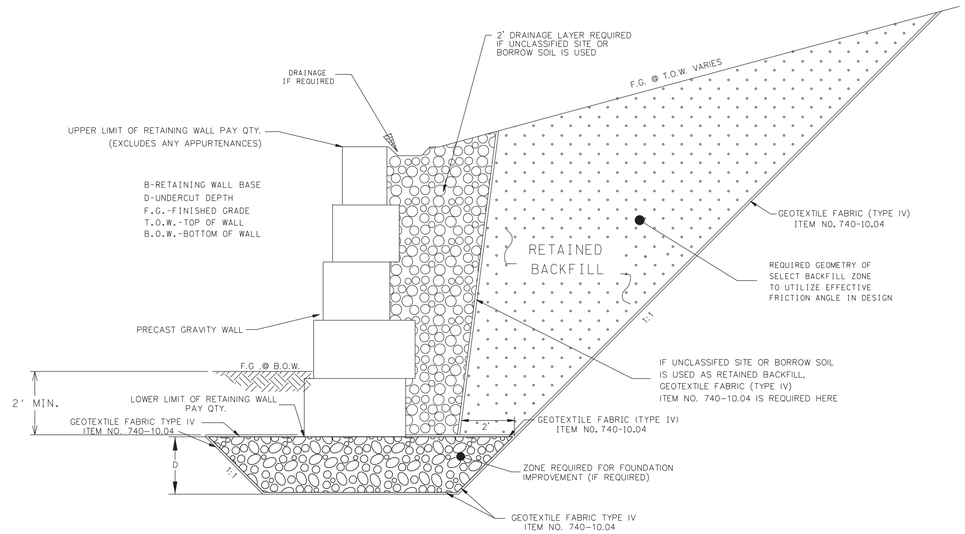
REV. 9/26/25 REVISED PROJECT NUMBER




TYPICAL DETAIL
CIP CONCRETE CANTILEVER OR GRAVITY WALL




TYPICAL DETAIL
PRECAST GRAVITY WALL

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

GES No. 8213016 / PIN 105467.03

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 1 TYPICAL SECTIONS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R2 |
| | | | |
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REV. 9/26/25 REVISED PROJECT NUMBER

# ACCEPTABLE WALL TYPES

CAST-IN-PLACE CONCRETE GRAVITY WALL
CAST-IN-PLACE CONCRETE CANTILEVER WALL
MECHANICALLY STABILIZED EARTH (MSE) WALL - SEGMENTAL PRECAST
MECHANICALLY STABILIZED EARTH (MSE) WALL - MODULAR BLOCK

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHOULD BE LISTED AS PRE-APPROVED IN OPL 38.

## RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2014 AND INTERIMS
- PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN OPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT. IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2014 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS AND PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS.

- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.

- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".

- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2014 AND INTERIMS.
  FOR MSE WALLS, LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II AS GIVEN IN TABLE 4-1 OF PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS SHALL BE EVALUATED.

## NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED AT A MAXIMUM OF A 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

| DESCRIPTION | MSE WALLS | CIP WALLS | NOTE |
|---|---|---|---|
| DESIGN LIFE | 75 YEARS | 75 YEARS | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | | |
| As | 0.131 | | |
| $S_{DS}$ | 0.257 | | |
| $S_{D1}$ | 0.103 | | |
| **EFFECTIVE (DRAINED) FRICTION ANGLE** | | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | 30 ° | 30 ° | |
| RETAINED BACKFILL-SELECT BACKFILL | 34 ° TO MAX 40 ° | 34 ° TO MAX 40 ° | 1 |
| REINFORCED BACKFILL | 34 ° TO MAX 40 ° | 34 ° TO MAX 40 ° | 1 |
| **UNIT WEIGHT** | | | |
| UNCLASSIFIED SITE OR BORROW SOIL | 120 POUNDS PER CUBIC FOOT | 120 POUNDS PER CUBIC FOOT | |
| SELECT BACKFILL MATERIAL | VARIES | VARIES | 1A |
| **DESIGN BASIS** | | | |
| COEFFICIENT OF SLIDING FRICTION | SEE TABLE 2 | SEE TABLE 3 | 3 |
| NOMINAL BEARING RESISTANCE | SEE TABLE 2 | SEE TABLE 3 | 3 |
| MINIMUM LENGTH OF SOIL REINFORCEMENT, L | GREATER OF 8-FT OR 0.7H OR AS SPECIFIED ON THE PLANS | NOT APPLICABLE | 2,2A,2B |
| LIMITING ECCENTRICITY | L/4 (SOIL), 3L/8 (ROCK) | B/3 (SOIL), 9B/20 (ROCK) | |
| **RESISTANCE FACTORS** | | | |
| SLIDING-STATIC | 1.0 | 1.0 | 4 |
| SLIDING-COMBINED STATIC+EARTHQUAKE | 1.0 | 1.0 | 4 |
| BEARING-STATIC | 0.65 | 0.55 | 5 |
| BEARING-COMBINED STATIC+EARTHQUAKE | 0.9 | 0.8 | 5 |
| **PULLOUT RESISTANCE** | | | |
| STATIC | 0.90 | NOT APPLICABLE | 6 |
| COMBINED STATIC/EARTHQUAKE | 1.20 | NOT APPLICABLE | 6 |
| **TENSILE RESISTANCE OF METALLIC REINFORCEMENTS AND CONNECTORS** | | | |
| STATIC | | | |
| -STRIP REINFORCEMENT | 0.75 | NOT APPLICABLE | 7 |
| -GRID REINFORCEMENT | 0.65 | | 7,8 |
| COMBINED STATIC/EARTHQUAKE | | | |
| -STRIP REINFORCEMENT | 1.00 | NOT APPLICABLE | 7 |
| -GRID REINFORCEMENT | 0.85 | | 7,8 |
| **TENSILE RESISTANCE OF GEOSYNTHETIC REINFORCEMENTS AND CONNECTORS** | | | |
| STATIC | 0.90 | NOT APPLICABLE | |
| COMBINED STATIC/EARTHQUAKE | 1.20 | NOT APPLICABLE | |

## NOTES FOR TABLE 1

| NO. | NOTE |
|---|---|
| 1 | A MAXIMUM FRICTION ANGLE OF 34 DEGREES CAN BE ASSUMED FOR MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. A HIGHER FRICTION ANGLE THAN 34 DEGREES CAN BE UTILIZED IF THE CONTRACTOR SUBMITS INDEPENDENT TESTING AND IT IS VERIFIED BY TDOT. HOWEVER, IN NO CASE SHALL THE FRICTION ANGLE FOR ANALYSIS EXCEED 40-DEGREES. INDEPENDENT TESTING MUST BE VERIFIED ANNUALLY. |
| 1A | SELECT BACKFILL UNIT WEIGHT TO BE DETERMINED BY CONTRACTOR/DESIGNER DEPENDING ON ACTUAL BACKFILL MATERIAL USED. SELECT BACKFILL IS DEFINED AS MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. IN ORDER TO UTILIZE Φ FOR SELECT BACKFILL DESIGN, SELECT BACKFILL MUST BE PLACED FOR A MINIMUM ZONE FORMED BY A 1:1 SLOPE FROM 2 FEET BEHIND THE BOTTOM OF BACK OF WALL FOOTING OR REINFORCED SOIL ZONE FOR MSE WALLS UP TO FINISHED GRADE. |
| 2 | H IS DESIGN HEIGHT OF THE WALL AND IS DEFINED AS THE DIFFERENCE IN ELEVATION BETWEEN THE FINISHED GRADE AT THE TOP OF THE WALL AND THE TOP OF LEVELING PAD OR BOTTOM OF FOOTING FOR NON-MSE WALLS. THE TOP OF THE LEVELING PAD SHALL ALWAYS BE BELOW THE MINIMUM EMBEDMENT REFERENCE LINE AS INDICATED ON THE PLANS FOR THAT LOCATION. THE LENGTH OF THE SOIL REINFORCEMENT, L, IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT. IN CASE OF GRID TYPE REINFORCEMENTS THE LENGTH OF THE SOIL REINFORCEMENT IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT TO THE LAST FULL TRANSVERSE MEMBER. FOR MODULAR BLOCKFACING UNITS, THE TOTAL LENGTH OF THE REINFORCEMENT, Br AS MEASURED FROM THE FRONT FACE OF THE WALL IS THE LENGTH L AS DEFINED ABOVE PLUS THE WIDTH OF THE MODULAR BLOCK UNIT (THE HORIZONTAL DIMENSION OF THE BLOCK UNIT MEASURED PERPENDICULAR TO THE WALL FACE). |
| 2A | WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL STABILITY REQUIREMENTS. MINIMUM REINFORCEMENT LENGTHS MAY BE REQUIRED FOR GLOBAL STABILITY. THIS REQUIREMENT WILL BE SHOWN IN THE PLANS. |
| 2B | ALL DESIGN SECTION REINFORCEMENT LENGTHS SHALL BE EQUAL. |
| 3 | THESE VALUES WILL BE PROVIDED IN TABLES 2 AND/OR 3. |
| 4 | PASSIVE RESISTANCE SHALL NOT BE CONSIDERED IN EVALUATION OF SLIDING RESISTANCE. NO SHEAR KEYS NOR DOWELS WILL BE PERMITTED. FOR CAST-IN-PLACE CONCRETE CANTILEVER WALLS, THE FOOTING SHALL BE UNIFORM IN THICKNESS THROUGHOUT THE DESIGN SECTION. |
| 5 | FOR ALL LIMIT STATES, THE DESIGN LOADING FOR THE MSE RETAINING WALL SYSTEM SHALL NOT EXCEED THE FACTORED GENERAL AND LOCAL BEARING RESISTANCE SPECIFIED IN TABLES 2 OR 3. |
| 6 | LIVE LOAD DUE TO VEHICULAR TRAFFIC SHALL BE INCLUDED IN THE COMPUTATIONS TO DETERMINE THE MAXIMUM TENSILE FORCES IN REINFORCEMENT LAYERS, BUT SHALL BE NEGLECTED IN THE COMPUTATIONS FOR PULLOUT RESISTANCE. |
| 7 | APPLY TO GROSS CROSS-SECTION LESS SACRIFICIAL AREA. FOR SECTIONS WITH HOLES, REDUCE GROSS AREA IN ACCORDANCE WITH ARTICLE 6.8.3 OF AASHTO (2012) AND APPLY TO NET SECTION LESS SACRIFICIAL AREA. |
| 8 | APPLIES TO GRID REINFORCEMENTS CONNECTED TO A RIGID FACING ELEMENT, E.G., A CONCRETE PANEL OR BLOCK. FOR GRID REINFORCEMENTS CONNECTED TO A FLEXIBLE FACING MAT OR WHICH ARE CONTINUOUS WITH THE FACING MAT, USE THE RESISTANCE FACTOR FOR STRIP REINFORCEMENTS. |

## TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

| WALL STATION LIMITS | FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT | NOMINAL BEARING RESISTANCE (psf) | COEFFICIENT OF SLIDING FRICTION |
|---|---|---|---|
| 0+10 TO 0+95 | STIFF TO VERY STIFF RESIDUAL SOIL | 5,100 | 0.5 |

BASED ON ESTIMATED WIDTH OF 0.8H

## TABLE 3-FOUNDATION PARAMETERS AND REQUIREMENTS FOR GRAVITY OR SEMI-GRAVITY WALLS

| WALL STATION LIMITS | FOUNDATION BEARING CONDITION REQUIREMENT | NOMINAL BEARING RESISTANCE (psf) | COEFFICIENT OF SLIDING FRICTION |
|---|---|---|---|
| 0+10 TO 0+95 | STIFF TO VERY STIFF RESIDUAL SOIL | 5,400 | 0.5 |

BASED ON ESTIMATED WIDTH OF 0.7H

## OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALL. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

IF A CONCRETE CANTILEVER WALL IS USED, THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

ANY SHIMMING PLATES FOR WALL FACIA MUST BE PERMANENT (NO ASPHALT SHIMS).

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW AND CONSTRUCTION EASEMENT.

IF A STEEPER THAN 1:1 BACKSLOPE IS REQUIRED BEHIND RETAINING WALL OR TEMPORARY SHORING, THE EFFECTIVE FRICTION ANGLE FOR SELECT BACKFILL WILL NOT BE ALLOWABLE FOR DESIGN AND THE EFFECTIVE FRICTION ANGLE FOR UNCLASSIFIED SITE OR BORROW SITE SHALL BE REQUIRED.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

FOR MSE WALLS, A MINIMUM HORIZONTAL BENCH 4 FEET WIDE AS MEASURED FROM THE FACE SHALL BE PROVIDED IN FRONT OF WALLS FOUNDED ON SLOPES. THE BENCH MAY BE FORMED OR THE SLOPE CONTINUED ABOVE THAT LEVEL. SEE ARTICLE 11.10.2.2, AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2014 AND INTERIMS. ALTERNATIVELY, THE EMBEDMENT DEPTH MAY BE INCREASED TO SATISFY THE REQUIREMENTS.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT5*32S GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL RECIEVE THE FOLLOWING FINISH: GRAVITY WALL - ASHLAR STONE FINISH, CANTILEVER WALL - ASHLAR STONE FINISH, SEGMENTAL PRECAST - ASHLAR STONE FINISH, MODULAR BLOCK - SMOOTH FINISH. COST OF FINISH TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

THE HEEL LENGTH, MEASURED FROM THE FRONT OF THE STEM TO THE BACK OF THE BASE, SHOULD BE EQUAL TO OR GREATER THAN 0.80 TIMES THE WALL HEIGHT.

IF A CONCRETE CANTILEVER WALL IS USED, THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

SEE STANDARDS W-MSE-1, W-MSE-2 AND W-CIP-1.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 2 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

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

GES No. 8213116 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R2A |
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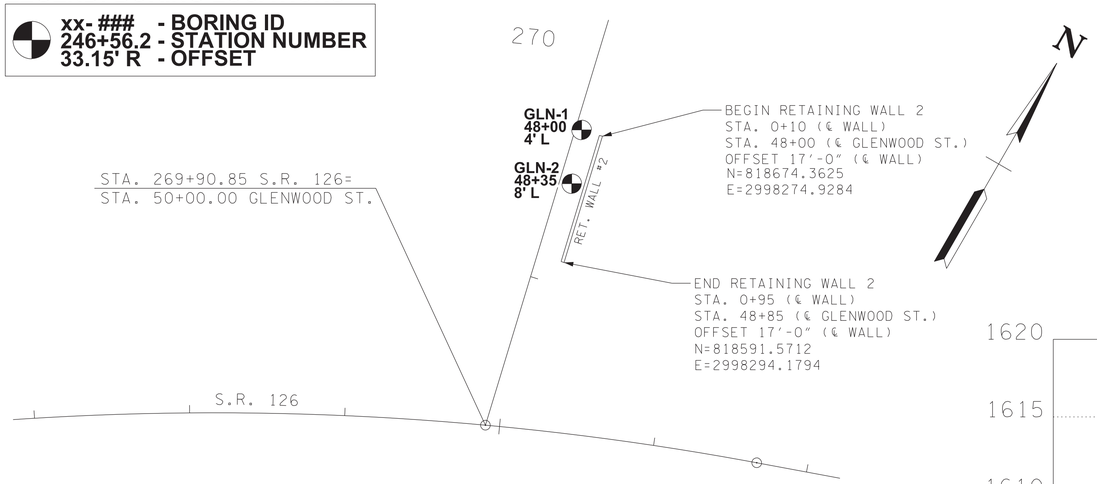
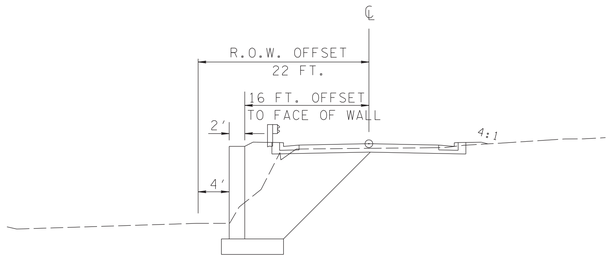
REV. 9/26/25 REVISED PROJECT NUMBER

## LEGEND: BORING LOCATIONS

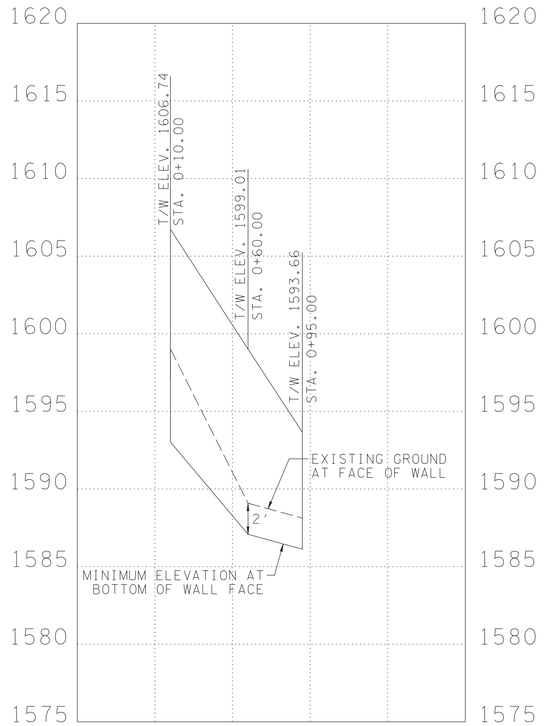
xx- ### - BORING ID
246+56.2 - STATION NUMBER
33.15' R - OFFSET



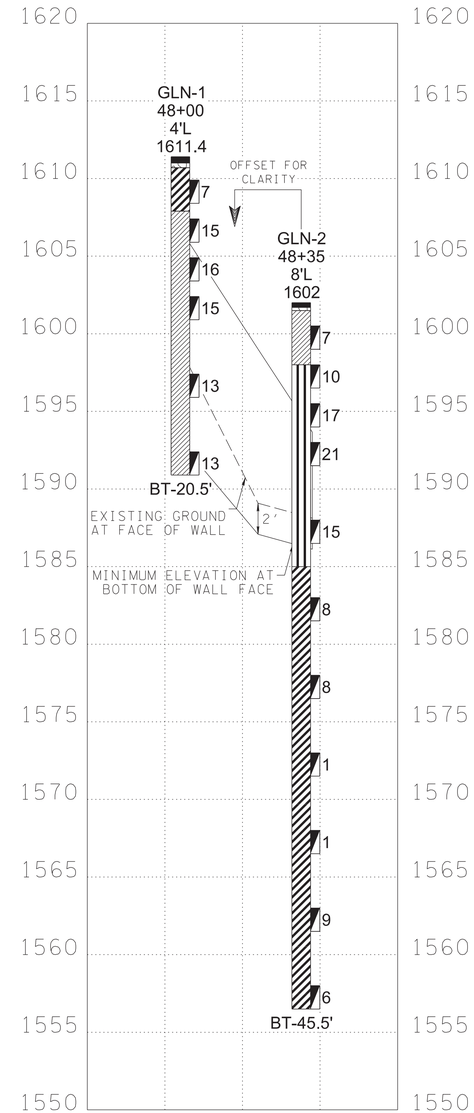

WALL PLAN VIEW (1"=50')




TYPICAL SECTION STATION 0+60




WALL PROFILE VIEW

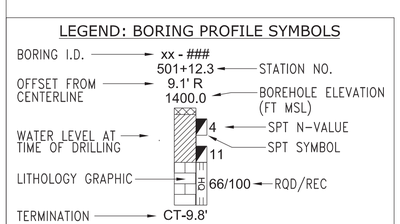



WALL PROFILE VIEW
WITH GEOTECHNICAL BORINGS

ESTIMATED QUANTITIES FOR RETAINING WALL

| ITEM NO. | 604-07.02 |
|---|---|
| DESCRIPTION | RETAINING WALL (WALL NO. 2) S.F. |
| QUANTITY | 982 |

## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

GES No. 8213116 / PIN 105467.03

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 2 GEOMETRIC LAYOUT SOIL PROFILES AND DETAILS

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R2B |
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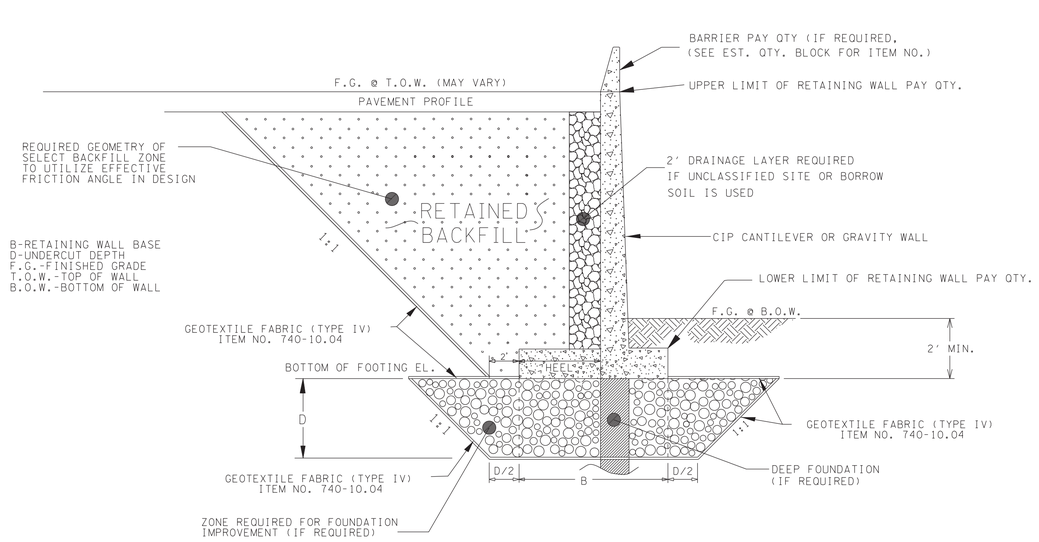
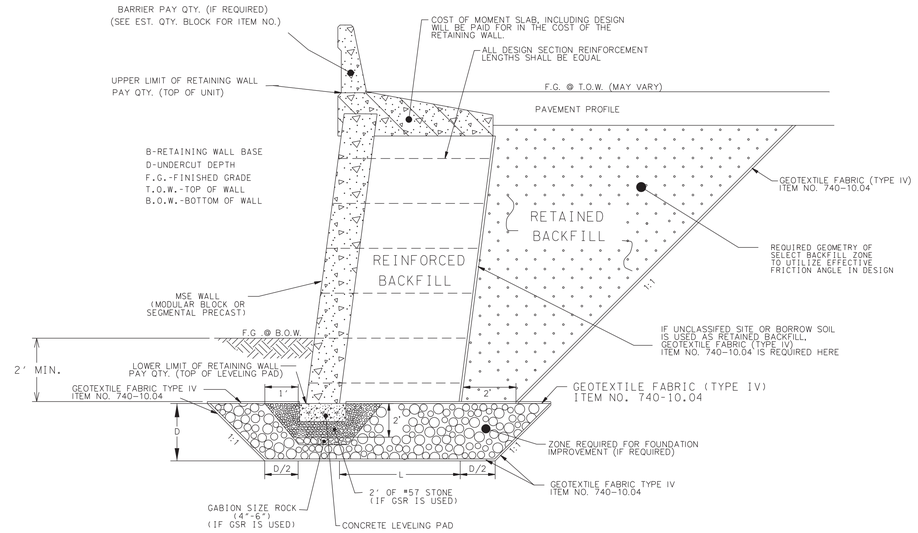
REV. 9/26/25 REVISED PROJECT NUMBER




TYPICAL DETAIL
CIP CONCRETE CANTILEVER OR GRAVITY WALL
BARRIER REQUIRED




TYPICAL DETAIL
MSE WALL – MODULAR BLOCK\SEGMENTAL PRECAST
BARRIER REQUIRED

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

RETAINING WALL 2
TYPICAL
SECTIONS

GES No. 8213116 / PIN 105467.03

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R2C |
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REV. 9/26/25 REVISED PROJECT NUMBER

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS (SECTION 4-203.02)

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. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION, OR DEGRADATION.

D. TRANSITIONAL MATERIALS
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C AS DEFINED IN SECTION 4-203.02) 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.

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

GES No. 8213116 / PIN 105467.03

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3 |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

# ACCEPTABLE WALL TYPES

WALL 3A FROM STATION 0+50 TO 4+25:
SOIL NAIL WALL
SOLDIER PILE AND LAGGING WALL (UNANCHORED)
SOLDIER PILE AND LAGGING WALL (ANCHORED)

WALL 3B FROM STATION 4+25 TO 4+90.56:
CAST-IN-PLACE CONCRETE CANTILEVER WALL
MECHANICALLY STABILIZED EARTH (MSE) WALL - SEGMENTAL PRECAST
MECHANICALLY STABILIZED EARTH (MSE) WALL - MODULAR BLOCK
SOLDIER PILE AND LAGGING WALL (UNANCHORED)
SOLDIER PILE AND LAGGING WALL (ANCHORED)

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHALL BE LISTED AS PRE-APPROVED IN OPL 38.

## RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:
- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020
- PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN OPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT, IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS AND PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS.

- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.

- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".

- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS.
  FOR MSE WALLS, LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II AS GIVEN IN TABLE 4-1 OF PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS SHALL BE EVALUATED.
  FOR SOIL NAIL WALLS, LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND SERVICE I AS GIVEN IN TABLE 5.2 OF PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL, FEBRUARY 2015, SHALL BE EVALUATED.

## NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED AT A MAXIMUM OF A 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS (WALL 3B)

| DESCRIPTION | MSE WALLS | CIP WALLS | NOTE |
|---|---|---|---|
| DESIGN LIFE | 75 YEARS | 75 YEARS | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | | |
| As | 0.131 | | |
| $S_{DS}$ | 0.257 | | |
| $S_{D1}$ | 0.103 | | |
| **EFFECTIVE (DRAINED) FRICTION ANGLE** | | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | 30 ° | 30 ° | |
| RETAINED BACKFILL-SELECT BACKFILL | 34 ° TO MAX 40 ° | 34 ° TO MAX 40 ° | 1 |
| REINFORCED BACKFILL | 34 ° TO MAX 40 ° | NOT APPLICABLE | 1 |
| **UNIT WEIGHT** | | | |
| UNCLASSIFIED SITE OR BORROW SOIL | 120 POUNDS PER CUBIC FOOT | 120 POUNDS PER CUBIC FOOT | |
| SELECT BACKFILL MATERIAL | VARIES | VARIES | 1A |
| **DESIGN BASIS** | | | |
| COEFFICIENT OF SLIDING FRICTION | SEE TABLE 2 | SEE TABLE 3 | 3 |
| NOMINAL BEARING RESISTANCE | SEE TABLE 2 | SEE TABLE 3 | 3 |
| MINIMUM LENGTH OF SOIL REINFORCEMENT, L | GREATER OF 8-FT OR 0.7H OR AS SPECIFIED ON THE PLANS | NOT APPLICABLE | 2,2A,2B |
| LIMITING ECCENTRICITY | L/4 (SOIL), 3L/8 (ROCK) | B/3 (SOIL), 9B/20 (ROCK) | |
| **RESISTANCE FACTORS** | | | |
| SLIDING-STATIC | 1.0 | 1.0 | 4 |
| SLIDING-COMBINED STATIC+EARTHQUAKE | 1.0 | 1.0 | 4 |
| BEARING-STATIC | 0.65 | 0.55 | 5 |
| BEARING-COMBINED STATIC+EARTHQUAKE | 0.9 | 0.8 | 5 |
| **PULLOUT RESISTANCE** | | | |
| STATIC | 0.90 | NOT APPLICABLE | 6 |
| COMBINED STATIC/EARTHQUAKE | 1.20 | NOT APPLICABLE | 6 |
| **TENSILE RESISTANCE OF METALLIC REINFORCEMENTS AND CONNECTORS** | | | |
| STATIC<br>-STRIP REINFORCEMENT<br>-GRID REINFORCEMENT | <br>0.75<br>0.65 | NOT APPLICABLE | <br>7<br>7,8 |
| COMBINED STATIC/EARTHQUAKE<br>-STRIP REINFORCEMENT<br>-GRID REINFORCEMENT | <br>1.00<br>0.85 | NOT APPLICABLE | <br>7<br>7,8 |
| **TENSILE RESISTANCE OF GEOSYNTHETIC REINFORCEMENTS AND CONNECTORS** | | | |
| STATIC | 0.90 | NOT APPLICABLE | |
| COMBINED STATIC/EARTHQUAKE | 1.20 | NOT APPLICABLE | |

NOTES FOR TABLE 1

| NO. | NOTE |
|---|---|
| 1 | A MAXIMUM FRICTION ANGLE OF 34 DEGREES CAN BE ASSUMED FOR MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. A HIGHER FRICTION ANGLE THAN 34 DEGREES CAN BE UTILIZED IF THE CONTRACTOR SUBMITS INDEPENDENT TESTING AND IT IS VERIFIED BY TDOT. HOWEVER, IN NO CASE SHALL THE FRICTION ANGLE FOR ANALYSIS EXCEED 40-DEGREES. INDEPENDENT TESTING MUST BE VERIFIED ANNUALLY. |
| 1A | SELECT BACKFILL UNIT WEIGHT TO BE DETERMINED BY CONTRACTOR/DESIGNER DEPENDING ON ACTUAL BACKFILL MATERIAL USED. SELECT BACKFILL IS DEFINED AS MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. IN ORDER TO UTILIZE Φ FOR SELECT BACKFILL DESIGN, SELECT BACKFILL MUST BE PLACED FOR A MINIMUM ZONE FORMED BY A 1:1 SLOPE FROM 2 FEET BEHIND THE BOTTOM OF BACK OF WALL FOOTING OR REINFORCED SOIL ZONE FOR MSE WALLS UP TO FINISHED GRADE. |
| 2 | H IS DESIGN HEIGHT OF THE WALL AND IS DEFINED AS THE DIFFERENCE IN ELEVATION BETWEEN THE FINISHED GRADE AT THE TOP OF THE WALL AND THE TOP OF LEVELING PAD OR BOTTOM OF FOOTING FOR NON-MSE WALLS. THE TOP OF THE LEVELING PAD SHALL ALWAYS BE BELOW THE MINIMUM EMBEDMENT REFERENCE LINE AS INDICATED ON THE PLANS FOR THAT LOCATION. THE LENGTH OF THE SOIL REINFORCEMENT, L, IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT. IN CASE OF GRID TYPE REINFORCEMENTS THE LENGTH OF THE SOIL REINFORCEMENT IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT TO THE LAST FULL TRANSVERSE MEMBER. FOR MODULAR BLOCKFACING UNITS, THE TOTAL LENGTH OF THE REINFORCEMENT, Br AS MEASURED FROM THE FRONT FACE OF THE WALL IS THE LENGTH L AS DEFINED ABOVE PLUS THE WIDTH OF THE MODULAR BLOCK UNIT (THE HORIZONTAL DIMENSION OF THE BLOCK UNIT MEASURED PERPENDICULAR TO THE WALL FACE). |
| 2A | WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL STABILITY REQUIREMENTS. MINIMUM REINFORCEMENT LENGTHS MAY BE REQUIRED FOR GLOBAL STABILITY. THIS REQUIREMENT WILL BE SHOWN IN THE PLANS. |
| 2B | ALL DESIGN SECTION REINFORCEMENT LENGTHS SHALL BE EQUAL. |
| 3 | THESE VALUES WILL BE PROVIDED IN TABLES 2 AND/OR 3 |
| 4 | PASSIVE RESISTANCE SHALL NOT BE CONSIDERED IN EVALUATION OF SLIDING RESISTANCE. NO SHEAR KEYS NOR DOWELS WILL BE PERMITTED. FOR CAST-IN-PLACE CONCRETE CANTILEVER WALLS, THE FOOTING SHALL BE UNIFORM IN THICKNESS THROUGHOUT THE DESIGN SECTION. |
| 5 | FOR ALL LIMIT STATES, THE DESIGN LOADING FOR THE MSE RETAINING WALL SYSTEM SHALL NOT EXCEED THE FACTORED GENERAL AND LOCAL BEARING RESISTANCE SPECIFIED IN TABLES 2 OR 3. |
| 6 | LIVE LOAD DUE TO VEHICULAR TRAFFIC SHALL BE INCLUDED IN THE COMPUTATIONS TO DETERMINE THE MAXIMUM TENSILE FORCES IN REINFORCEMENT LAYERS, BUT SHALL BE NEGLECTED IN THE COMPUTATIONS FOR PULLOUT RESISTANCE. |
| 7 | APPLY TO GROSS CROSS-SECTION LESS SACRIFICIAL AREA. FOR SECTIONS WITH HOLES, REDUCE GROSS AREA IN ACCORDANCE WITH ARTICLE 6.8.3 OF AASHTO (2020) AND APPLY TO NET SECTION LESS SACRIFICIAL AREA. |
| 8 | APPLIES TO GRID REINFORCEMENTS CONNECTED TO A RIGID FACING ELEMENT, E.G., A CONCRETE PANEL OR BLOCK. FOR GRID REINFORCEMENTS CONNECTED TO A FLEXIBLE FACING MAT OR WHICH ARE CONTINUOUS WITH THE FACING MAT, USE THE RESISTANCE FACTOR FOR STRIP REINFORCEMENTS. |

TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

| WALL STATION LIMITS | FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT | NOMINAL BEARING RESISTANCE (psf) | COEFFICIENT OF SLIDING FRICTION |
|---|---|---|---|
| 4+25 TO 4+90.56 | STIFF OR BETTER RESIDUAL SOIL | 8000 | 0.5 |

BASED ON ESTIMATED WIDTH OF 0.9H

TABLE 3-FOUNDATION PARAMETERS AND REQUIREMENTS FOR GRAVITY OR SEMI-GRAVITY WALLS

| WALL STATION LIMITS | FOUNDATION BEARING CONDITION REQUIREMENT | NOMINAL BEARING RESISTANCE (psf) | COEFFICIENT OF SLIDING FRICTION |
|---|---|---|---|
| 4+25 TO 4+90.56 | STIFF OR BETTER RESIDUAL SOIL | 8000 | 0.5 |

BASED ON ESTIMATED WIDTH OF 0.9H

## OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALL. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

IF A CONCRETE CANTILEVER WALL IS USED, THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

ANY SHIMMING PLATES FOR WALL FACIA MUST BE PERMANENT (NO ASPHALT SHIMS).

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW AND CONSTRUCTION EASEMENT.

IF A STEEPER THAN 1:1 BACKSLOPE IS REQUIRED BEHIND RETAINING WALL OR TEMPORARY SHORING, THE EFFECTIVE FRICTION ANGLE FOR SELECT BACKFILL WILL NOT BE ALLOWABLE FOR DESIGN AND THE EFFECTIVE FRICTION ANGLE FOR UNCLASSIFIED SITE OR BORROW SITE SHALL BE REQUIRED.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT'S GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

ASHLAR STONE FINISH IS TO BE USED ON ALL EXPOSED SURFACES OF THE RETAINING WALL. COST OF ASHLAR STONE FINISH TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL. MODULAR BLOCK OPTION MAY USE A SMOOTH FINISH.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

THE HEEL LENGTH, MEASURED FROM THE FRONT OF THE STEM TO THE BACK OF THE BASE, SHOULD BE EQUAL TO OR GREATER THAN 0.80 TIMES THE WALL HEIGHT.

IF A CONCRETE CANTILEVER WALL IS USED, THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

SEE STANDARDS W-MSE-1, W-MSE-2, W-CIP-1 AND W-SP-1.

WALL FACING TO BE DESIGNED FOR VEHICULAR IMPACT.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 3A/3B GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

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

GES No. 8213216 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3A |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

## TABLE 4-DESIGN REQUIREMENTS AND PARAMETERS

| DESCRIPTION | SOIL NAIL WALLS | | NOTE * |
|---|---|---|---|
| DESIGN LIFE | 75 YEARS | | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | | |
| As | 0.131 | | |
| $S_{DS}$ | 0.257 | | |
| $S_{D1}$ | 0.103 | | |
| **RESISTANCE FACTORS** | | | |
| BASAL HEAVE: PERMANENT WALL, SHORT TERM $\phi_{BH}$ | 0.65 | | |
| BASAL HEAVE: PERMANENT WALL, LONG TERM $\phi_{BH}$ | 0.50 | | |
| | STATIC | SEISMIC | |
| PULLOUT RESISTANCE $\phi_{PO}$ | 0.65 | 0.65 | 1 |
| TENSILE RESISTANCE OF TENDON: GRADES 60/75 $\phi_T$ | 0.75 | 0.75 | |
| TENSILE RESISTANCE OF TENDON: GRADES 95/150 $\phi_T$ | 0.65 | 0.65 | |
| FLEXURE RESISTANCE FACING INITIAL AND FINAL | 0.90 | 0.90 | |
| PUNCHING SHEAR AT FACING INITIAL AND FINAL | 0.90 | 0.90 | |
| LATERAL SLIDING $\phi_{LS}$ | 1.00 | 0.90 | |
| HEADED STUD IN TENSION: A307 STEEL BOLT | 0.70 | 0.65 | |
| HEADED STUD IN TENSION: A325 STEEL BOLT | 0.80 | 0.75 | |

| NOTES FOR TABLE 4 | |
|---|---|
| NO. | NOTE |
| 1 | APPLY TO PRESUMPTIVE ULTIMATE UNIT BOND STRESSES FOR PRELIMINARY DESIGN ONLY |

## TABLE 5-DESIGN PARAMETERS FOR SOIL NAIL WALL

### LOAD PARAMETERS

| STATION LIMITS | ELEVATION INTERVAL | MATERIAL | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|---|---|
| 0+50 TO 4+25 | TOP OF WALL TO BASE OF WALL | STIF FAT AND LEAN CLAY | 30 | 0 | 120 |

### RESISTANCE PARAMETERS

| STATION LIMITS | ELEVATION INTERVAL | MATERIAL | NOMINAL SOIL/GROUT BOND STRENGTH (PSF) | UNCONFINED COMPRESSIVE STRENGTH (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|---|---|
| 0+50 TO 4+25 | TOP OF WALL TO BASE OF WALL | STIF FAT AND LEAN CLAY | 720 | 3000 | 120 |

IN ORDER TO STAY WITHIN THE PERMANENT UNDERGROUND EASEMENT, MAXIMUM NAIL LENGTH SHALL NOT EXCEED 30 FEET AND TO SATISFY GLOBAL STABILITY REQUIREMENTS, A MINIMUM NAIL LENGTH IS REQUIRED AS PROVIDED IN THE SOIL NAIL SPECIFIC NOTES ABOVE. IN ADDITION, HORIZONTAL AND VERTICAL NAIL SPACING SHALL NOT EXCEED SPACINGS IN SOIL NAIL WALL SPECIFIC NOTES ABOVE. THE NAILS ARE TO BE DESIGNED WITH A MINIMUM BAR DIAMETER OF 0.75 INCH.

## SOIL NAIL WALL SPECIFIC NOTES

THE FOLLOWING PROPERTIES WERE USED IN THE GLOBAL STABILITY ANALYSIS OF THE SOIL NAIL WALL:
STATION 0+50 TO STATION 2+25
- SOIL NAIL LENGTH 0.75 TIMES RETAINED HEIGHT OF THE WALL
- SOIL NAIL SPACING - 5 FOOT GRID
- NAIL INCLINATION - 15 DEGREES FROM HORIZONTAL
- NAIL INSTALLED IN 4 INCH DIAMETER HOLE OR GREATER

STATION 2+25 STATION TO 4+25
- SOIL NAIL LENGTH 1.0 TIMES RETAINED HEIGHT OF THE WALL
- SOIL NAIL SPACING - 4 FOOT VERTICALLY; 5 FOOT OUT-OF-PLANE
- NAIL INCLINATION - 15 DEGREES FROM HORIZONTAL
- NAIL INSTALLED IN 4 INCH DIAMETER HOLE OR GREATER

THE SOIL NAIL WALL SHALL HAVE A PERMANENT STRUCTURAL CONCRETE WALL FACING CAPABLE OF RESISTING ALL DESIGN LOADS EXERTED ON THE WALL COMPONENTS BY THE RETAINED MATERIAL. THE MECHANISM CONNECTING THE SOIL NAILS TO THE STRUCTURAL CONCRETE FACING SHALL HAVE ADEQUATE CAPACITY TO TRANSMIT ALL LOADS FROM THE FACING, INCLUDING SELF WEIGHT, TO THE SOILS.

VERIFICATION TESTING SHALL BE PERFORMED ON A MINIMUM OF 3 "SACRIFICIAL" NAILS, IN ACCORDANCE WITH PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015. THE LOCATION OF THE VERIFICATION TESTS SHALL BE SHOWN ON THE CONTRACTOR'S WALL DESIGN SHOP DRAWING SUBMITTAL.

THE APPROVED DESIGN SHALL INCORPORATE THE DESIGN VALUES AND METHODOLOGY CONTAINED HEREIN. VERIFICATION TEST RESULTS HIGHER THAN THE VALUES PROVIDED SHALL NOT BE USED TO REVISE THE APPROVED WALL DESIGN. VERIFICATION TEST RESULTS THAT INDICATE A BOND STRENGTH LOWER THAN THE VALUES PROVIDED SHALL BE TAKEN INTO CONSIDERATION DURING CONSTRUCTION.

PROOF TESTING SHALL BE PERFORMED ON A MINIMUM OF 5 PERCENT OF THE TOTAL PRODUCTION NAILS INSTALLED, IN ACCORDANCE WITH PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015. PROOF TEST LOCATIONS SHALL BE CHOSEN AT THE DISCRETION OF THE ENGINEER.

PROOF TEST RESULTS THAT ARE LOWER THAN THE DESIGN VALUES SHALL RESULT IN A REVIEW OF THE CONTRACTOR'S INSTALLATION METHODS AND/OR SOIL CONDITIONS. THE ENGINEER MAY REQUIRE THE INSTALLATION AND TESTING OF ADDITIONAL PROOF TEST NAILS TO VERIFY THAT ADJACENT PREVIOUSLY INSTALLED PRODUCTION NAILS HAVE SUFFICIENT NOMINAL PULLOUT RESISTANCE. INSTALLATION AND TESTING OF ADDITIONAL PROOF TEST NAILS AS A RESULT OF PROOF TEST NAIL FAILURE(S) SHALL BE AT NO ADDITIONAL COST. THE TEMPORARY UNBONDED TEST LENGTH IN PROOF TEST NAILS SHALL BE GROUTED IMMEDIATELY AFTER THE COMPLETION OF THE PROOF TEST.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 3A/3B GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

GES No. 8213216 / PIN 105467.03

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

## TABLE 6-DESIGN REQUIREMENTS AND PARAMETERS (WALL 3A)

| DESCRIPTION | ANCHORED WALLS AND/OR SOLDIER PILE AND LAGGING WALLS (UNANCHORED) | NOTE * |
|---|---|---|
| DESIGN LIFE | 75 YEARS | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | |
| $A_S$ | 0.131 | |
| $S_{DS}$ | 0.257 | |
| $S_{D1}$ | 0.103 | |
| **EFFECTIVE (DRAINED) FRICTION ANGLE** | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | SEE TABLE 7 | |
| RETAINED BACKFILL-SELECT BACKFILL | SEE TABLE 7 | |
| **UNIT WEIGHT** | | |
| UNCLASSIFIED SITE OR BORROW SOIL | SEE TABLE 7 | |
| SELECT BACKFILL MATERIAL | SEE TABLE 7 | |
| **RESISTANCE FACTORS** | | |
| FLEXURAL CAPACITY OF VERTICAL ELEMENTS | 0.90 | |
| PASSIVE RESISTANCE OF VERTICAL ELEMENTS | 0.75 | |
| **PULLOUT RESISTANCE OF ANCHORS** | | |
| COHESIONLESS (GRANULAR) SOILS | 0.65 | 1 |
| COHESIVE SOILS | 0.70 | 1 |
| ROCK | 0.50 | 1 |
| WHERE PROOF TESTS ARE CONDUCTED | 1.0 | 2 |
| **TENSILE RESISTANCE OF ANCHOR TENDON** | | |
| MILD STEEL, (E.G., ASTM A615 BARS) | 0.90 | 3 |
| HIGH STRENGTH STEEL (E.G., ASTM A722 BARS) | 0.80 | 3 |
| **RESISTANCE FACTORS OF A SINGLE DRIVEN PILE** | | |
| **STATIC ANALYSIS METHODS** | | |
| SIDE BEARING RESISTANCE AND END BEARING: CLAY AND MIXED SOILS | | |
| $\alpha$ -METHOD (TOMLINSON, 1987; SKEMPTON, 1951) | 0.35 | |
| $\beta$ -METHOD (ESRIG & KIRBY, 1997; SKEMPTON 1951) | 0.25 | |
| $\lambda$ -METHOD (VIJAYVERGIYA & FOCHT, 1972; SKEMPTON 1951) | 0.40 | |
| SIDE BEARING RESISTANCE AND END BEARING: SAND | | |
| NORDLUND/THURMAND METHOD (HANNIGAN ET AL, 2005 | 0.45 | |
| SPT-METHOD (MEYERHOF) | 0.30 | |
| CPT-METHOD (SCHMERTMANN) | 0.50 | |
| END BEARING IN ROCK (CANADIAN GEOTECH SOCIETY) | 0.45 | |
| LATERAL GEOTECHNICAL RESISTANCE OF A SINGLE PILE | | |
| ALL SOILS AND ROCK | 1.0 | |
| **RESISTANCE FACTORS OF A SINGLE DRILLED PILE/SHAFT** | | |
| SIDE RESISTANCE IN CLAY | | |
| $\alpha$ -METHOD (BROWN ET AL., 2010) | 0.45 | |
| TIP RESISTANCE IN CLAY | | |
| TOTAL STRESS (BROWN ET AL., 2010) | 0.40 | |
| SIDE RESISTANCE IN SAND | | |
| $\beta$ -METHOD (BROWN ET AL., 2010) | 0.55 | |
| TIP RESISTANCE IN SAND | | |
| BROWN ET AL. (2010) | 0.50 | |
| SIDE RESISTANCE IN COHESIVE INTERMEDIATE GEOMATERIALS (IGMs) | | |
| BROWN ET AL. (2010) | 0.60 | |
| TIP RESISTANCE IN COHESIVE INTERMEDIATE GEOMATERIALS (IGMs) | | |
| BROWN ET AL. (2010) | 0.55 | |
| SIDE RESISTANCE IN ROCK | | |
| KULHAWY ET AL. (2005), BROWN ET AL. (2010) | 0.55 | |
| CARTER AND KULHAWY (1988) | 0.50 | |
| TIP RESISTANCE IN ROCK | | |
| CANADIAN GEOTECH. SOCIETY (1985), BROWN ET AL. (2010) | 0.50 | |
| LATERAL GEOTECHNICAL RESISTANCE OF A SINGLE PILE/SHAFT | | |
| ALL MATERIALS | 1.0 | |

| NOTES FOR TABLE 6 | |
|---|---|
| NO. | NOTE |
| 1 | APPLY TO PRESUMPTIVE ULTIMATE UNIT BOND STRESSES FOR PRELIMINARY DESIGN ONLY |
| 2 | APPLY WHERE PROOF TEST(S) ARE CONDUCTED ON EVERY PRODUCTION ANCHOR TO A LOAD OF 1.0 OR GREATER TIMES THE FACTORED LOAD ON THE ANCHOR. |
| 3 | APPLY TO MAXIMUM PROOF TEST FOR ANCHORS. FOR MILD STEEL, APPLY RESISTANCE FACTOR TO Fy. FOR HIGH STRENGTH STEEL, APPLY THE RESISTANCE FACTOR TO GUARANTEED ULTIMATE TENSILE STRENGTH. |
| | |
| | UNLESS OTHERWISE SPECIFIED, ALL RESISTANCE FACTORS SHALL BE TAKEN AS 1.0 WHEN INVESTIGATING AN EXTREME EVENT LIMIT STATE |

## TABLE 7-DESIGN PARAMETERS FOR ANCHORED/ UNANCHORED WALL (WALL 3A/3B)

### LOAD PARAMETERS

| STATION LIMITS | ELEVATION INTERVAL | MATERIAL | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|---|---|
| 0+50 TO 4+50 | TOP OF WALL TO PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY | 30 | 0 | 120 |
| 4+50 TO 4+90.56 | TOP OF WALL TO PLANNED GRADE IN FRONT OF WALL | CLEAN AGGREGATE BACKFILL | 34 | 0 | 110 |
| 0+50 TO 4+90.56 | PLANNED GRADE IN FRONT OF WALL TO 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY | 30 | 0 | 120 |
| 0+50 TO 4+90.56 | VARIABLE BELOW 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY | 30 | 0 | 120 |
| 0+50 TO 4+90.56 | VARIABLE BELOW 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | DOLOMITE BEDROCK | 45 | 0 | 165 |

### RESISTANCE PARAMETERS

| STATION LIMITS | ELEVATION INTERVAL | MATERIAL | MINIMUM PILE EMBEDMENT (UNANCHORED WALL)* | MINIMUM PILE EMBEDMENT (ANCHORED WALL)* | NOMINAL ANCHOR PULLOUT RESISTANCE (KSF) | MINIMUM ANCHOR FREE LENGTH (FEET) |
|---|---|---|---|---|---|---|
| 0+50 TO 2+25 | TOP OF WALL TO 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY | 2.4H BELOW PLANNED GRADE IN FRONT OF WALL OR UNTIL A 1.0H ROCK SOCKET IS ACHIEVED BEGINNING AT A DEPTH 3 FEET BELOW PLANNED GRADES IN FRONT OF WALL | 0.85H BELOW PLANNED GRADE IN FRONT OF WALL OR UNTIL A 0.2H ROCK SOCKET IS ACHIEVED BEGINNING AT A DEPTH 3 FEET BELOW PLANNED GRADES IN FRONT OF WALL | 0.72 | 15 |
| | VARIABLE BELOW 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY AND/OR DOLOMITE BEDROCK | | | | |
| 2+25 TO 4+25 | TOP OF WALL TO 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY | 2.2H BELOW PLANNED GRADE IN FRONT OF WALL OR UNTIL A 1.0H ROCK SOCKET IS ACHIEVED BEGINNING AT A DEPTH 3 FEET BELOW PLANNED GRADES IN FRONT OF WALL | 0.80H BELOW PLANNED GRADE IN FRONT OF WALL OR UNTIL A 0.2H ROCK SOCKET IS ACHIEVED BEGINNING AT A DEPTH 3 FEET BELOW PLANNED GRADES IN FRONT OF WALL | 0.72 | 15 |
| | VARIABLE BELOW 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY AND/OR DOLOMITE BEDROCK | | | | |
| 4+25 TO 4+90.56 | TOP OF WALL TO 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY | 2.4H BELOW PLANNED GRADE IN FRONT OF WALL OR UNTIL A 1.0H ROCK SOCKET IS ACHIEVED BEGINNING AT A DEPTH 3 FEET BELOW PLANNED GRADES IN FRONT OF WALL | 0.85H BELOW PLANNED GRADE IN FRONT OF WALL OR UNTIL A 0.2H ROCK SOCKET IS ACHIEVED BEGINNING AT A DEPTH 3 FEET BELOW PLANNED GRADES IN FRONT OF WALL | 0.72 | 15 |
| | VARIABLE BELOW 3 FEET BELOW PLANNED GRADE IN FRONT OF WALL | STIFF FAT AND LEAN CLAY AND/OR DOLOMITE BEDROCK | | | | |

•H IS THE ABOVE GROUND PORTION OF THE WALL HEIGHT.
MINIMUM PILE EMBEDMENT DEPTH BASED ON PILES SPACED AT 8 FEET IN MINIMUM 20-INCH DIAMETER GROUTED PRE-DRILLED HOLES.

### UNANCHORED/ANCHORED SOLDIER PILE WALL SPECIFIC NOTES

ASSUME PREDRILLING THROUGH ROCK MATERIAL WILL BE REQUIRED FOR THE INSTALLATION OF SOLDIER PILES.

THE MINIMUM EMBEDMENT OF SOLDIER PILES SHALL BE IN ACCORDANCE WITH THE MINIMUM DEPTHS PROVIDED IN TABLE 5 TO ENSURE GLOBAL STABILITY IS SATISFIED.

THE RETAINING WALL SHALL BE CONSTRUCTED USING "TOP-DOWN" CONSTRUCTION METHODS ONLY. DUE TO ADJACENT FEATURES, NO CONSTRUCTION EXCAVATION BEHIND THE WALL WILL BE PERMITTED, REGARDLESS OF AVAILABLE ROW, SLOPE EASEMENT, OR CONSTRUCTION EASEMENT.

ALLOWABLE DEFLECTION: MAXIMUM DEFLECTION SHALL BE LIMITED TO 1/8 IN. PER FT. ABOVE THE POINT OF FIXITY. THE DEFLECTED ANGLE OF THE SYSTEM SHALL BE NO GREATER THAN 90 DEGREES. THE DESIGNER OF THE WALL SYSTEM IS ULTIMATELY RESPONSIBLE FOR LIMITING CONSTRUCTABILITY CONCERNS ARISING FROM DEFLECTION. THE DESIGNER OF THE WALL SYSTEM SHALL SUBMIT DEFLECTION CALCULATIONS WITH THE WALL SUBMITTAL.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3B |
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| | | | |
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REV. 9/26/25 REVISED PROJECT NUMBER

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

GES No. 8213216 / PIN 105467.03

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 3A/3B GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3C |
| | | | |
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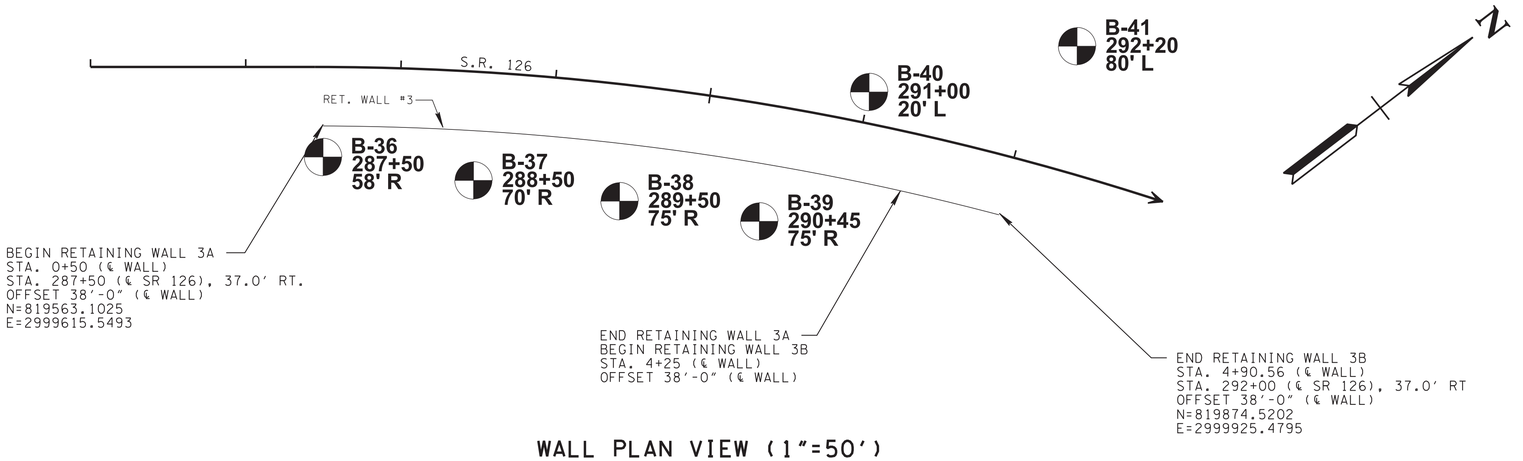
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

## LEGEND: BORING LOCATIONS

B-## - BORING ID
246+56.2 - STATION NUMBER
33.15' R - OFFSET




WALL PLAN VIEW (1"=50')

NOTE: OFFSETS ARE MEASURED TO FRONT FACE OF WALL UNLESS NOTED OTHERWISE




TYPICAL SECTION STATION 290+00

ESTIMATED QUANTITIES FOR RETAINING WALL

| ITEM NO. | 604-07.03 | 604-07.04 |
|---|---|---|
| DESCRIPTION | RETAINING WALL (WALL NO. 3A) S.F. | RETAINING WALL (WALL NO. 3B) S.F. |
| QUANTITY | 4,601 | 512 |

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

# RETAINING WALL 3A/3B GEOMETRIC LAYOUT AND DETAILS

GES No. 8213216 / PIN 105467.03

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3D |
| | | | |
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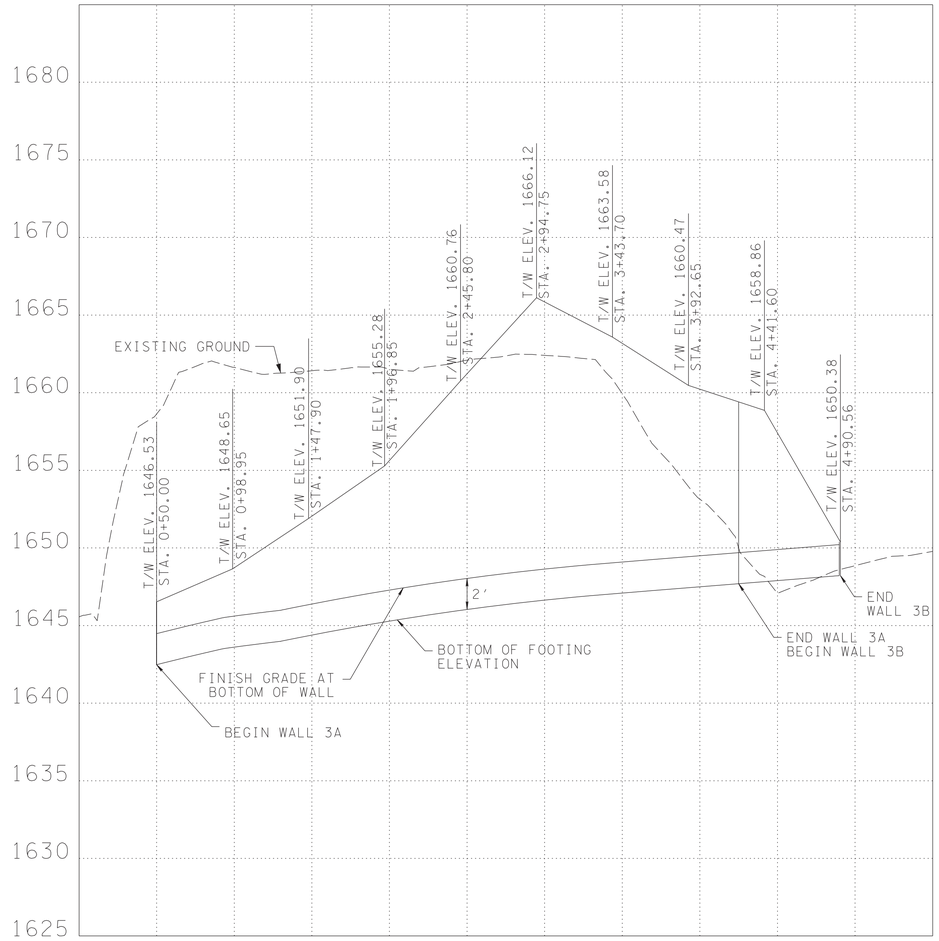
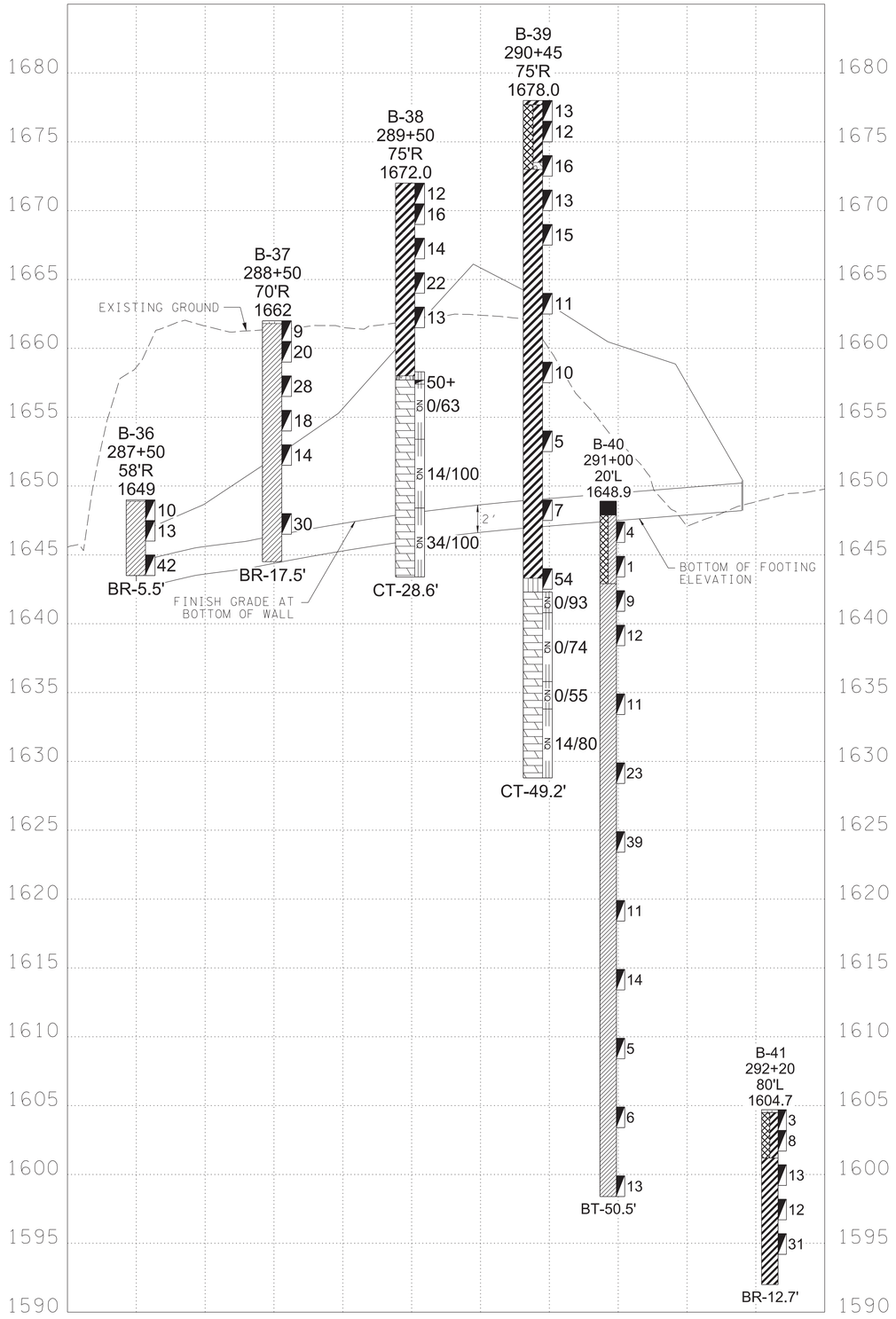
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

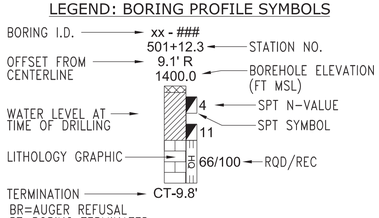



WALL PROFILE VIEW




WALL PROFILE VIEW

## LEGEND: BORING PROFILE SYMBOLS




BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

- TOPSOIL (TYPE A)
- ASPHALT
- FILL (TYPE A)
- GRAVEL (GP)
- LEAN CLAY (CL) (TYPE A)
- FAT CLAY (CH) (TYPE A)
- SILT (ML) (TYPE A)
- DOLOMITE (TYPE B)
- WEATHERED ROCK (TYPE D)

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

GES No. 8213216 / PIN 105467.03

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# RETAINING WALL 3A/3B SOIL PROFILES

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3E |
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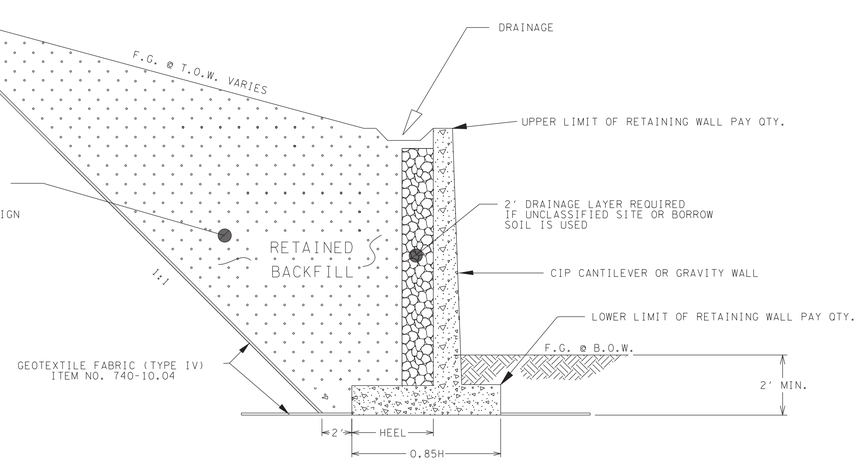
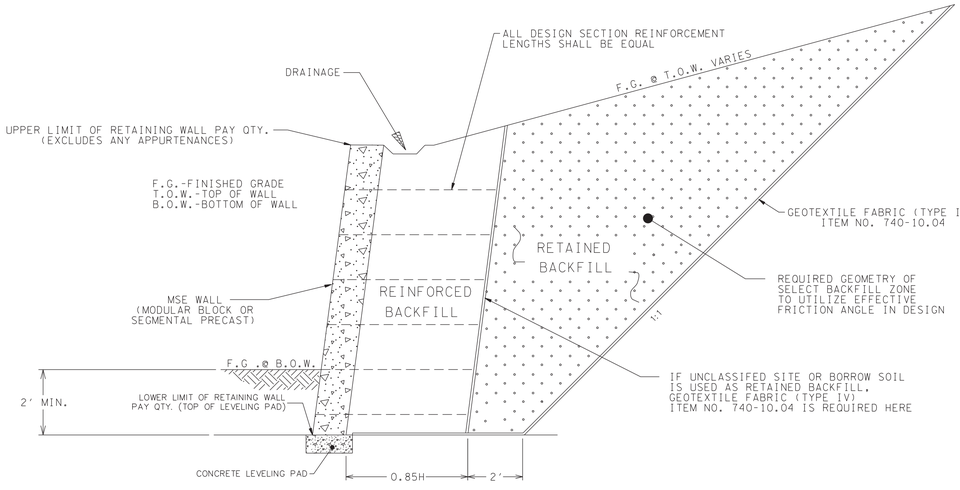
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER




TYPICAL DETAIL
CIP CONCRETE CANTILEVER




TYPICAL DETAIL
MSE WALL – MODULAR BLOCK\SEGMENTAL PRECAST

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 3A/3B TYPICAL SECTIONS

GES No. 8213216 / PIN 105467.03

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R3F |
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REV. 9/26/25 REVISED PROJECT NUMBER

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS (SECTION 4-203.02)

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. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION, OR DEGRADATION.

D. TRANSITIONAL MATERIALS
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C AS DEFINED IN SECTION 4-203.02) 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.

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R6 |
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REV. 9/26/25 REVISED PROJECT NUMBER

# ACCEPTABLE WALL TYPES

## SOLDIER PILE AND LAGGING WALL (UNANCHORED)
## ANCHORED WALL
## SOIL NAIL WALL

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHALL BE LISTED AS PRE-APPROVED IN OPL 38.

### RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020
- PUBLICATION FHWA-NHI-14-007/FHWA GEC 007. SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015
- PUBLICATION FHWA-IF-99-015/FHWA GEC 004 GROUND ANCHORS AND ANCHORED SYSTEMS, JUNE 1999

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN OPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT. IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS AND PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL, FEBRUARY 2015 SHALL BE USED FOR SOIL NAIL WALLS.

- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.

- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".

- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS.
  FOR SOIL NAIL WALLS, LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND SERVICE I AS GIVEN IN TABLE 5.2 OF PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL, FEBRUARY 2015, SHALL BE EVALUATED.

### NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED AT A MAXIMUM OF A 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

### TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

| DESCRIPTION | ANCHORED WALLS AND/OR SOLDIER PILE AND LAGGING WALLS (UNANCHORED) | NOTE * |
|---|---|---|
| DESIGN LIFE | 75 YEARS | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | |
| As | 0.131 | |
| $S_{DS}$ | 0.257 | |
| $S_{D1}$ | 0.103 | |
| **EFFECTIVE (DRAINED) FRICTION ANGLE** | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | SEE TABLE 2 | |
| RETAINED BACKFILL-SELECT BACKFILL | SEE TABLE 2 | |
| **UNIT WEIGHT** | | |
| UNCLASSIFIED SITE OR BORROW SOIL | SEE TABLE 2 | |
| SELECT BACKFILL MATERIAL | SEE TABLE 2 | |
| **RESISTANCE FACTORS** | | |
| FLEXURAL CAPACITY OF VERTICAL ELEMENTS | 0.90 | |
| PASSIVE RESISTANCE OF VERTICAL ELEMENTS | 0.75 | |
| **PULLOUT RESISTANCE OF ANCHORS** | | |
| COHESIONLESS (GRANULAR) SOILS | 0.65 | 1 |
| COHESIVE SOILS | 0.70 | 1 |
| ROCK | 0.50 | 1 |
| WHERE PROOF TESTS ARE CONDUCTED | 1.0 | 2 |
| **TENSILE RESISTANCE OF ANCHOR TENDON** | | |
| MILD STEEL, (E.G., ASTM A615 BARS) | 0.90 | 3 |
| HIGH STRENGTH STEEL (E.G., ASTM A722 BARS) | 0.80 | 3 |
| **RESISTANCE FACTORS OF A SINGLE DRIVEN PILE** | | |
| **STATIC ANALYSIS METHODS** | | |
| SIDE BEARING RESISTANCE AND END BEARING: CLAY AND MIXED SOILS | | |
| $\alpha$ -METHOD (TOMLINSON, 1987; SKEMPTON, 1951) | 0.35 | |
| $\beta$ -METHOD (ESRIG & KIRBY, 1997; SKEMPTON 1951) | 0.25 | |
| $\lambda$ -METHOD (VIJAYVERGIYA & FOCHT, 1972; SKEMPTON 1951) | 0.40 | |
| SIDE BEARING RESISTANCE AND END BEARING: SAND | | |
| NORDLUND/THURMAND METHOD (HANNIGAN ET AL, 2005 | 0.45 | |
| SPT-METHOD (MEYERHOF) | 0.30 | |
| CPT-METHOD (SCHMERTMANN) | 0.50 | |
| END BEARING IN ROCK (CANADIAN GEOTECH SOCIETY) | 0.45 | |
| LATERAL GEOTECHNICAL RESISTANCE OF A SINGLE PILE | | |
| ALL SOILS AND ROCK | 1.0 | |
| **RESISTANCE FACTORS OF A SINGLE DRILLED PILE/SHAFT** | | |
| SIDE RESISTANCE IN CLAY | | |
| $\alpha$ -METHOD (BROWN ET AL., 2010) | 0.45 | |
| TIP RESISTANCE IN CLAY | | |
| TOTAL STRESS (BROWN ET AL., 2010) | 0.40 | |
| SIDE RESISTANCE IN SAND | | |
| $\beta$ -METHOD (BROWN ET AL., 2010) | 0.55 | |
| TIP RESISTANCE IN SAND | | |
| BROWN ET AL. (2010) | 0.50 | |
| SIDE RESISTANCE IN COHESIVE INTERMEDIATE GEOMATERIALS (IGMs) | | |
| BROWN ET AL. (2010) | 0.60 | |
| TIP RESISTANCE IN COHESIVE INTERMEDIATE GEOMATERIALS (IGMs) | | |
| BROWN ET AL. (2010) | 0.55 | |
| SIDE RESISTANCE IN ROCK | | |
| KULHAWY ET AL. (2005), BROWN ET AL. (2010) | 0.55 | |
| CARTER AND KULHAWY (1988) | 0.50 | |
| TIP RESISTANCE IN ROCK | | |
| CANADIAN GEOTECH. SOCIETY (1985), BROWN ET AL. (2010) | 0.50 | |
| LATERAL GEOTECHNICAL RESISTANCE OF A SINGLE PILE/SHAFT | | |
| ALL MATERIALS | 1.0 | |

### NOTES FOR TABLE 1

| NO. | NOTE |
|---|---|
| 1 | APPLY TO PRESUMPTIVE ULTIMATE UNIT BOND STRESSES FOR PRELIMINARY DESIGN ONLY |
| 2 | APPLY WHERE PROOF TEST(S) ARE CONDUCTED ON EVERY PRODUCTION ANCHOR TO A LOAD OF 1.0 OR GREATER TIMES THE FACTORED LOAD ON THE ANCHOR. |
| 3 | APPLY TO MAXIMUM PROOF TEST FOR ANCHORS. FOR MILD STEEL, APPLY RESISTANCE FACTOR TO Fy. FOR HIGH STRENGTH STEEL, APPLY THE RESISTANCE FACTOR TO GUARANTEED ULTIMATE TENSILE STRENGTH. |
| | |
| | UNLESS OTHERWISE SPECIFIED, ALL RESISTANCE FACTORS SHALL BE TAKEN AS 1.0 WHEN INVESTIGATING AN EXTREME EVENT LIMIT STATE |

### TABLE 2-DESIGN PARAMETERS FOR ANCHORED/ UNANCHORED WALL

| STATION LIMITS | ELEVATION INTERVAL | MATERIAL | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|---|---|
| 10+00 TO 13+45.36 (50+75 HARBOR CHAPEL ROAD TO 278+75 SR 126) | TOP OF WALL TO PILE TIP | STIFF TO VERY STIFF SILTY CLAT (COHESIVE SOIL) | 30 DEGREES | 300 PSF | 120 PCF |

### RESISTANCE PARAMETERS

| STATION LIMITS | ELEVATION INTERVAL | MATERIAL | MINIMUM PILE EMBEDMENT (FEET) | NOMINAL ANCHOR PULLOUT RESISTANCE(KSF) [2] | MINIMUM ANCHOR FREE LENGTH (FEET) |
|---|---|---|---|---|---|
| 10+00 TO 13+45.36 (50+75 HARBOR CHAPEL ROAD TO 278+75 SR 126) | TOP OF WALL TO PILE TIP | STIFF TO VERY STIFF CLAY (COHESIVE SOIL) | SEE NOTE 1 | 1.5 | 15 FEET |

[1] MINIMUM PILE EMBEDMENT DEPTH BASED ON PILES SPACED AT 8 FEET. THE FOLLOWING MINIMUM DEPTHS APPLY TO ANCHORED OR UNANCHORED WALLS AS INDICATED:
UNANCHORED: GREATER OF 5 FEET OR 2.0 X WALL HEIGHT
ANCHORED: GREATER OF 5 FEET OR 0.6 X WALL HEIGHT
THESE EMBEDMENT DEPTHS MAY NEED TO BE INCREASED TO SATISFY INTERNAL STABILITY REQUIREMENTS.
THE WALL DESIGNER SHOULD DETERMINE MINIMUM PILE EMBEDMENT DEPTHS.

[2] NOMINAL ANCHOR PULLOUT RESISTANCE BASED ON DRILLED HOLE WITH A DIAMETER OF 6 INCHES.

### SOLDIER PILE WALL SPECIFIC NOTES

THE RETAINING WALL SHALL BE CONSTRUCTED USING "TOP-DOWN" CONSTRUCTION METHODS ONLY. DUE TO ADJACENT FEATURES, NO CONSTRUCTION EXCAVATION BEHIND THE WALL WILL BE PERMITTED, REGARDLESS OF AVAILABLE ROW, SLOPE EASEMENT, OR CONSTRUCTION EASEMENT.

ALLOWABLE DEFLECTION: MAXIMUM DEFLECTION SHALL BE LIMITED TO 1/8 IN. PER FT. ABOVE THE POINT OF FIXITY. THE DEFLECTED ANGLE OF THE SYSTEM SHALL BE NO GREATER THAN 90 DEGREES. THE DESIGNER OF THE WALL SYSTEM IS ULTIMATELY RESPONSIBLE FOR LIMITING CONSTRUCTABILITY CONCERNS ARISING FROM DEFLECTION. THE DESIGNER OF THE WALL SYSTEM SHALL SUBMIT DEFLECTION CALCULATIONS WITH THE WALL SUBMITTAL.

### OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALL. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW, SLOPE EASEMENT, AND CONSTRUCTION EASEMENT.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT'S GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT5*32S GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

ASHLAR STONE FINISH IS TO BE USED ON ALL EXPOSED SURFACES OF THE RETAINING WALL. COST OF ASHLAR STONE FINISH TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

SEE STANDARD W-SP-1.

WALL FACING TO BE DESIGNED FOR IMPACT LOAD.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 6 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

$$$$DGNSPEC$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R6A |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

## TABLE 3-DESIGN REQUIREMENTS AND PARAMETERS

| DESCRIPTION | SOIL NAIL WALLS | NOTE * |
|---|---|---|
| DESIGN LIFE | 75 YEARS | |

**SEISMIC ACCELERATION COEFFICIENTS**

| | | |
|---|---|---|
| As | 0.131 | |
| $S_{DS}$ | 0.257 | |
| $S_{D1}$ | 0.103 | |

**RESISTANCE FACTORS**

| | | | |
|---|---|---|---|
| BASAL HEAVE: PERMANENT WALL, SHORT TERM $\Phi_{BH}$ | 0.65 | | |
| BASAL HEAVE: PERMANENT WALL, LONG TERM $\Phi_{BH}$ | 0.50 | | |
| | STATIC | SEISMIC | |
| PULLOUT RESISTANCE $\Phi_{PQ}$ | 0.65 | 0.65 | 1 |
| TENSILE RESISTANCE OF TENDON: GRADES 60/75 $\Phi_T$ | 0.75 | 0.75 | |
| TENSILE RESISTANCE OF TENDON: GRADES 95/150 $\Phi_T$ | 0.65 | 0.65 | |
| FLEXURE RESISTANCE FACING INITIAL AND FINAL | 0.90 | 0.90 | |
| PUNCHING SHEAR AT FACING INITIAL AND FINAL | 0.90 | 0.90 | |
| LATERAL SLIDING $\Phi_{LS}$ | 1.00 | 0.90 | |
| HEADED STUD IN TENSION: A307 STEEL BOLT | 0.70 | 0.65 | |
| HEADED STUD IN TENSION: A325 STEEL BOLT | 0.80 | 0.75 | |

| NOTES FOR TABLE 3 | |
|---|---|
| NO. | NOTE |
| 1 | APPLY TO PRESUMPTIVE ULTIMATE UNIT BOND STRESSES FOR PRELIMINARY DESIGN ONLY |

## TABLE 4-DESIGN PARAMETERS FOR SOIL NAIL WALL LOAD PARAMETERS

### LOAD PARAMETERS

| WALL STATION LIMITS | ELEVATION INTERVAL | MATERIAL | FRICTION ANGLE | COHESION | UNIT WEIGHT |
|---|---|---|---|---|---|
| 10+00 TO 13+45.36 (50+75 HARBOR CHAPEL ROAD TO 278+75 SR 126) | TOP OF WALL TO BASE OF WALL | STIFF TO VERY STIFF FAT AND LEAN CLAY | 30 DEGREES | 300 PSF | 120 PCF |

### RESISTANCE PARAMETERS

| WALL STATION LIMITS | ELEVATION INTERVAL | MATERIAL | NOMINAL SOIL/GROUT BOND STRENGTH | UNCONFINED COMPRESSIVE STRENGTH | UNIT WEIGHT |
|---|---|---|---|---|---|
| 10+00 TO 13+45.36 (50+75 HARBOR CHAPEL ROAD TO 278+75 SR 126) | TOP OF WALL TO BASE OF WALL | STIFF TO VERY STIFF FAT AND LEAN CLAY | 5 PSI | 3,000 PSF | 120 PCF |

## SOIL NAIL SPECIFIC NOTES

THE FOLLOWING PROPERTIES WERE USED IN THE GLOBAL STABILITY ANALYSIS OF THE SOIL NAIL WALL:
- SOIL NAIL SPACING - 5 FOOT GRID
- SOIL NAIL LENGTH - 1.2 TIMES THE WALL HEIGHT
- NAIL INCLINATION - 15 DEGREES FROM HORIZONTAL
- NAIL INSTALLED IN 4 INCH DIAMETER HOLE OR GREATER

THE SOIL NAIL WALL SHALL HAVE A PERMANENT STRUCTURAL CONCRETE WALL FACING CAPABLE OF RESISTING ALL DESIGN LOADS EXERTED ON THE WALL COMPONENTS BY THE RETAINED MATERIAL. THE MECHANISM CONNECTING THE SOIL NAILS TO THE STRUCTURAL CONCRETE FACING SHALL HAVE ADEQUATE CAPACITY TO TRANSMIT ALL LOADS FROM THE FACING, INCLUDING SELF WEIGHT, TO THE SOILS.

VERIFICATION TESTING SHALL BE PERFORMED ON A MINIMUM OF 3 "SACRIFICIAL" NAILS, IN ACCORDANCE WITH PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015. THE LOCATION OF THE VERIFICATION TESTS SHALL BE SHOWN ON THE CONTRACTOR'S WALL DESIGN SHOP DRAWING SUBMITTAL.

THE APPROVED DESIGN SHALL INCORPORATE THE DESIGN VALUES AND METHODOLOGY CONTAINED HEREIN. VERIFICATION TEST RESULTS HIGHER THAN THE VALUES PROVIDED SHALL NOT BE USED TO REVISE THE APPROVED WALL DESIGN. VERIFICATION TEST RESULTS THAT INDICATE A BOND STRENGTH LOWER THAN THE VALUES PROVIDED SHALL BE TAKEN INTO CONSIDERATION DURING CONSTRUCTION.

PROOF TESTING SHALL BE PERFORMED ON A MINIMUM OF 5 PERCENT OF THE TOTAL PRODUCTION NAILS INSTALLED, IN ACCORDANCE WITH PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015. PROOF TEST LOCATIONS SHALL BE CHOSEN AT THE DISCRETION OF THE ENGINEER.

PROOF TEST RESULTS THAT ARE LOWER THAN THE DESIGN VALUES SHALL RESULT IN A REVIEW OF THE CONTRACTOR'S INSTALLATION METHODS AND/OR SOIL CONDITIONS. THE ENGINEER MAY REQUIRE THE INSTALLATION AND TESTING OF ADDITIONAL PROOF TEST NAILS TO VERIFY THAT ADJACENT PREVIOUSLY INSTALLED PRODUCTION NAILS HAVE SUFFICIENT NOMINAL PULLOUT RESISTANCE. INSTALLATION AND TESTING OF ADDITIONAL PROOF TEST NAILS AS A RESULT OF PROOF TEST NAIL FAILURE(S) SHALL BE AT NO ADDITIONAL COST. THE TEMPORARY UNBONDED TEST LENGTH IN PROOF TEST NAILS SHALL BE GROUTED IMMEDIATELY AFTER THE COMPLETION OF THE PROOF TEST.

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALL. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW, SLOPE EASEMENT, AND CONSTRUCTION EASEMENT.

THE CONTRACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

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

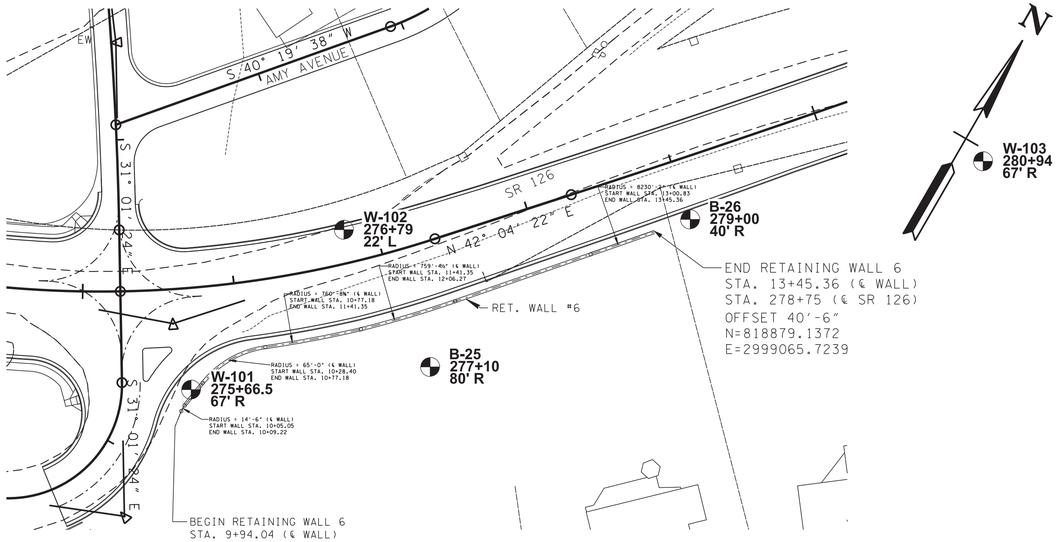
GES No. 8207022 / PIN 105467.03

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 6 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R6B |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER



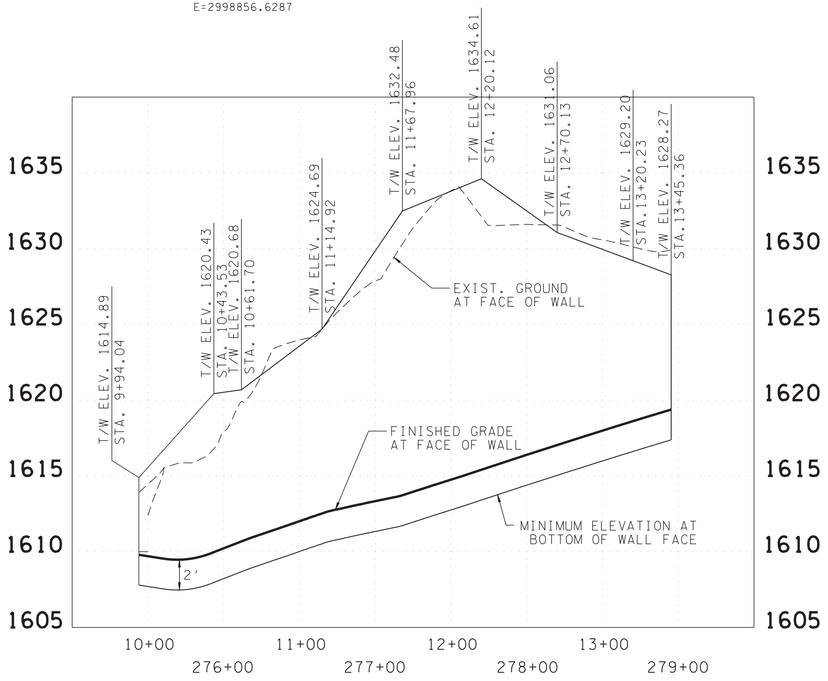

WALL PLAN VIEW (1"=50')

## LEGEND: BORING LOCATIONS

xx- ### - BORING ID
246+56.2 - STATION NUMBER
33.15' R - OFFSET

ESTIMATED QUANTITIES FOR RETAINING WALL

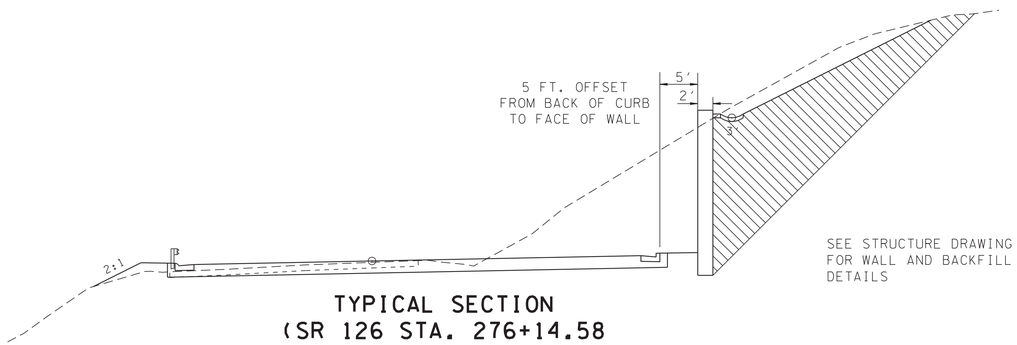
| ITEM NO. | 604-07.05 |
|---|---|
| DESCRIPTION | RETAINING WALL (WALL NO. 6) S.F. |
| QUANTITY | 5,377 |




WALL PROFILE VIEW

WALL 6 TABLE

| ROAD | ROAD STA. | WALL STA. | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|---|
| HARBOR CHAPEL RD. | 50+72.9459 | 10+05.05 | 40'-5 1/2" | 818620.1142 | 2998855.1223 |
| HARBOR CHAPEL RD. | 50+70.4391 | 10+09.22 | 42'-1" | 818624.3261 | 2998855.1550 |
| SR 126 | 275+73.8257 | 10+28.40 | 63'-2 11/16" | 818643.28 | 2998858.0875 |
| SR 126 | 276+14.5830 | 10+77.18 | 44'-6" | 818684.4199 | 2998882.1239 |
| SR 126 | 276+75.0000 | 11+41.35 | 44'-6" | 818726.1851 | 2998930.8181 |
| SR 126 | 277+36.1534 | 12+06.27 | 43'-3 3/8" | 818773.3037 | 2998975.4377 |
| SR 126 | 278+30.70 | 13+00.83 | 41'-4 5/8" | 818844.7504 | 2999037.3859 |




TYPICAL SECTION
(SR 126 STA. 276+14.58
TO STA. 278+75.00)
N.T.S.

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

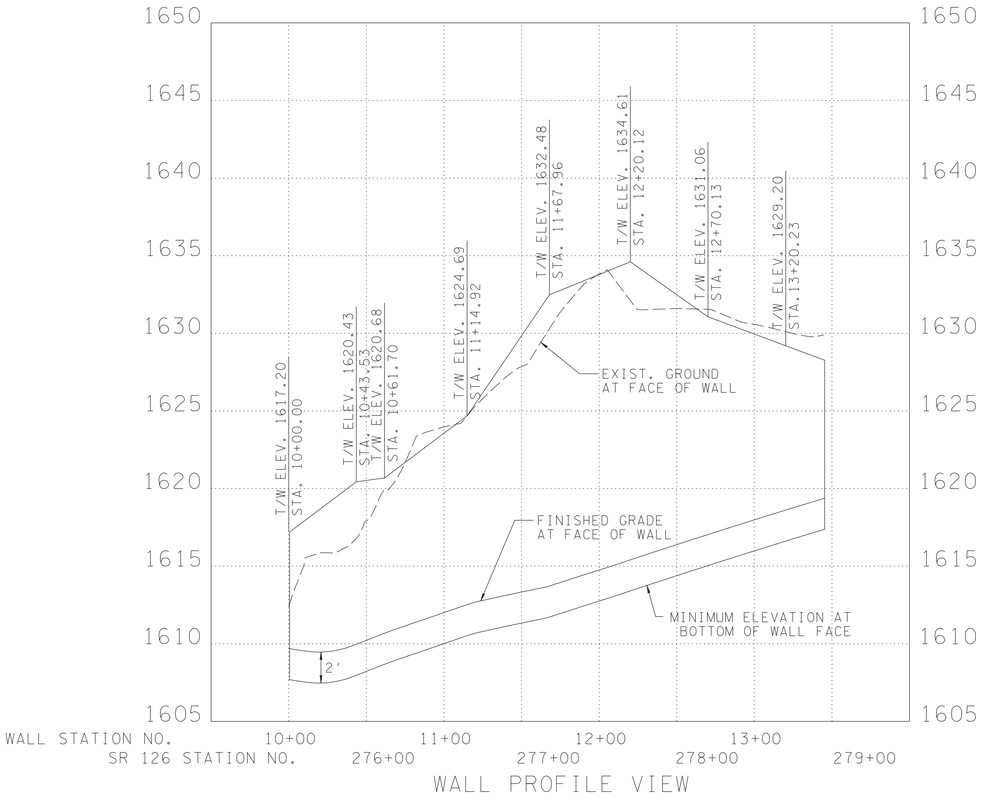
RETAINING WALL 6
GEOMETRIC LAYOUT
AND DETAILS

GES No. 8207022 / PIN 105467.03

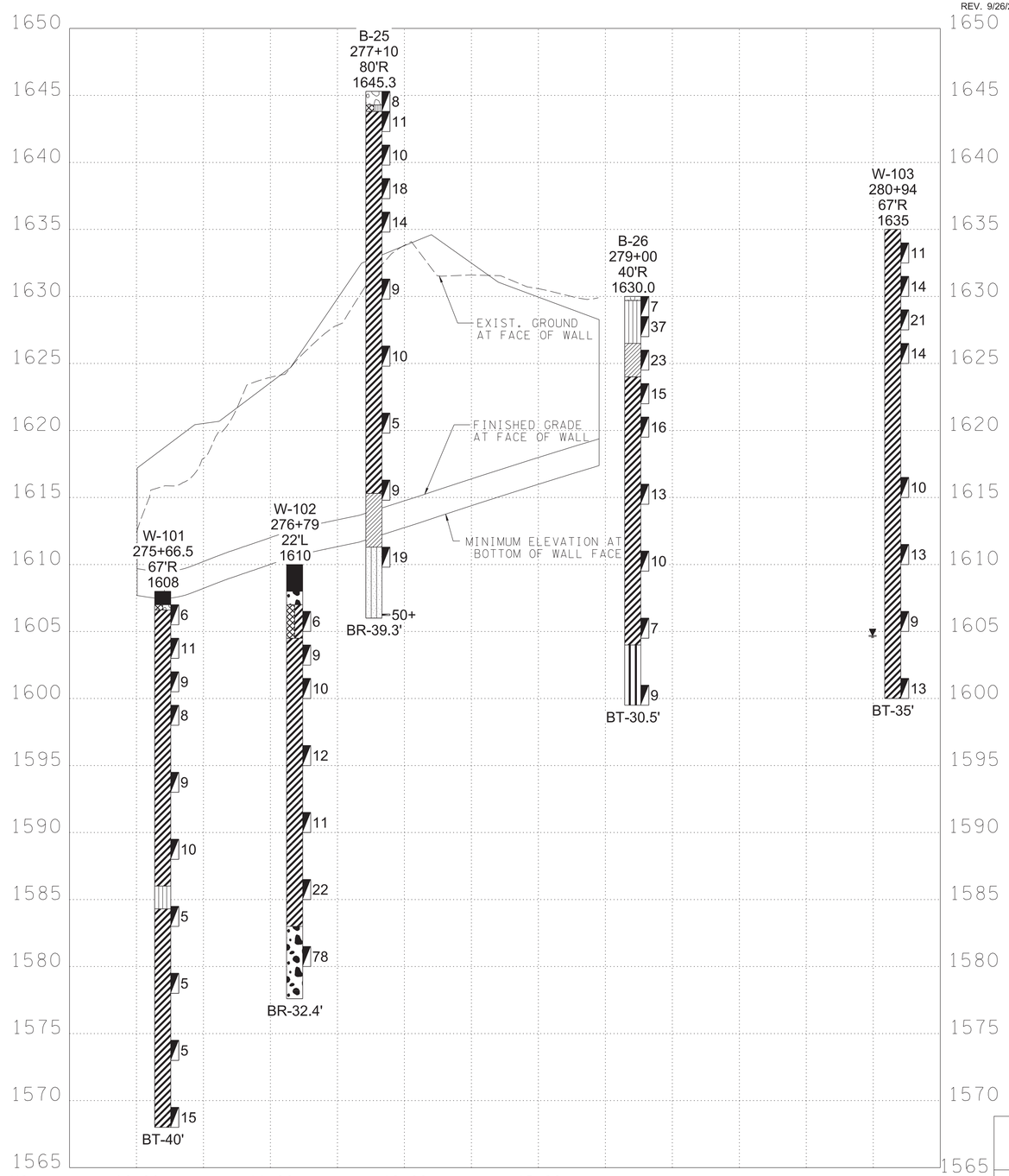
$$$$SYTIME$$$$$$$
C$$$$DGNSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R6C |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER




WALL PROFILE VIEW




WALL PROFILE VIEW

## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → xx - ###
501+12.3 ← STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
1400.0 ← BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 ← SPT N-VALUE
11 ← SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 ← RQD/REC
TERMINATION → CT-9.8'

BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

- ASPHALT
- FILL (TYPE A)
- AGGREGATE BASE (GW)
- LEAN CLAY (CL) (TYPE A)
- SILT (ML) (TYPE A)
- TOPSOIL (TYPE A)
- SILTY SAND (SM) (TYPE A)
- GRAVEL (GP)
- FAT CLAY (CH) (TYPE A)
- ELASTIC SILT (MH) (TYPE A)

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

GES No. 8207022 / PIN 105467.03

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# RETAINING WALL 6 SOIL PROFILES

$$$$SYTIME$$$$$$
$$$$DGNSPECS$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R6D |
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REV. 9/26/25 REVISED PROJECT NUMBER

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS (SECTION 4-203.02)

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. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION, OR DEGRADATION.

D. TRANSITIONAL MATERIALS
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C AS DEFINED IN SECTION 4-203.02) 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.

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R13 |
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REV. 9/26/25 REVISED PROJECT NUMBER

# ACCEPTABLE WALL TYPES

## SOLDIER PILE AND LAGGING WALL (UNANCHORED)
## SOLDIER PILE AND LAGGING WALL (ANCHORED)

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHOULD BE LISTED AS PRE-APPROVED IN QPL 38.

### RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN QPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT. IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS

- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.

- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".

- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS.

### NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED AT A MAXIMUM OF A 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

| DESCRIPTION | SOLDIER PILE AND LAGGING WALLS | NOTE * |
|---|---|---|
| DESIGN LIFE | 75 YEARS | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | |
| As | 0.131 | |
| $S_{DS}$ | 0.257 | |
| $S_{D1}$ | 0.103 | |
| **EFFECTIVE (DRAINED) FRICTION ANGLE** | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | SEE TABLE 2 | |
| RETAINED BACKFILL-SELECT BACKFILL | SEE TABLE 2 | |
| **UNIT WEIGHT** | | |
| UNCLASSIFIED SITE OR BORROW SOIL | SEE TABLE 2 | |
| SELECT BACKFILL MATERIAL | SEE TABLE 2 | |
| **RESISTANCE FACTORS** | | |
| FLEXURAL CAPACITY OF VERTICAL ELEMENTS | 0.90 | |
| PASSIVE RESISTANCE OF VERTICAL ELEMENTS | 0.75 | |
| **PULLOUT RESISTANCE OF ANCHORS** | | |
| COHESIONLESS (GRANULAR) SOILS | 0.65 | 1 |
| COHESIVE SOILS | 0.70 | 1 |
| ROCK | 0.50 | 1 |
| WHERE PROOF TESTS ARE CONDUCTED | 1.0 | 2 |
| **TENSILE RESISTANCE OF ANCHOR TENDON** | | |
| MILD STEEL, (E.G., ASTM A615 BARS) | 0.90 | 3 |
| HIGH STRENGTH STEEL (E.G., ASTM A722 BARS) | 0.80 | 3 |
| **RESISTANCE FACTORS OF A SINGLE DRIVEN PILE** | | |
| **STATIC ANALYSIS METHODS** | | |
| SIDE BEARING RESISTANCE AND END BEARING: CLAY AND MIXED SOILS | | |
| $\alpha$ -METHOD (TOMLINSON, 1987; SKEMPTON, 1951) | 0.35 | |
| $\beta$ -METHOD (ESRIG & KIRBY, 1997; SKEMPTON 1951) | 0.25 | |
| $\lambda$ -METHOD (VIJAYVERGIYA & FOCHT, 1972; SKEMPTON 1951) | 0.40 | |
| SIDE BEARING RESISTANCE AND END BEARING: SAND | | |
| NORDLUND/THURMAND METHOD (HANNIGAN ET AL, 2005 | 0.45 | |
| SPT-METHOD (MEYERHOF) | 0.30 | |
| CPT-METHOD (SCHMERTMANN) | 0.50 | |
| END BEARING IN ROCK (CANADIAN GEOTECH SOCIETY) | 0.45 | |
| LATERAL GEOTECHNICAL RESISTANCE OF A SINGLE PILE | | |
| ALL SOILS AND ROCK | 1.0 | |
| **RESISTANCE FACTORS OF A SINGLE DRILLED PILE/SHAFT** | | |
| SIDE RESISTANCE IN CLAY | | |
| $\alpha$ -METHOD (BROWN ET AL., 2010) | 0.45 | |
| TIP RESISTANCE IN CLAY | | |
| TOTAL STRESS (BROWN ET AL., 2010) | 0.40 | |
| SIDE RESISTANCE IN SAND | | |
| $\beta$ -METHOD (BROWN ET AL., 2010) | 0.55 | |
| TIP RESISTANCE IN SAND | | |
| BROWN ET AL. (2010) | 0.50 | |
| SIDE RESISTANCE IN COHESIVE INTERMEDIATE GEOMATERIALS (IGMs) | | |
| BROWN ET AL. (2010) | 0.60 | |
| TIP RESISTANCE IN COHESIVE INTERMEDIATE GEOMATERIALS (IGMs) | | |
| BROWN ET AL. (2010) | 0.55 | |
| SIDE RESISTANCE IN ROCK | | |
| KULHAWY ET AL. (2005), BROWN ET AL. (2010) | 0.55 | |
| CARTER AND KULHAWY (1988) | 0.50 | |
| TIP RESISTANCE IN ROCK | | |
| CANADIAN GEOTECH. SOCIETY (1985), BROWN ET AL. (2010) | 0.50 | |
| LATERAL GEOTECHNICAL RESISTANCE OF A SINGLE PILE/SHAFT | | |
| ALL MATERIALS | 1.0 | |

| NOTES FOR TABLE 1 | |
|---|---|
| NO. | NOTE |
| 1 | APPLY TO PRESUMPTIVE ULTIMATE UNIT BOND STRESSES FOR PRELIMINARY DESIGN ONLY |
| 2 | APPLY WHERE PROOF TEST(S) ARE CONDUCTED ON EVERY PRODUCTION ANCHOR TO A LOAD OF 1.0 OR GREATER TIMES THE FACTORED LOAD ON THE ANCHOR. |
| 3 | APPLY TO MAXIMUM PROOF TEST FOR ANCHORS. FOR MILD STEEL, APPLY RESISTANCE FACTOR TO Fy. FOR HIGH STRENGTH STEEL, APPLY THE RESISTANCE FACTOR TO GUARANTEED ULTIMATE TENSILE STRENGTH. |
| | |
| | UNLESS OTHERWISE SPECIFIED, ALL RESISTANCE FACTORS SHALL BE TAKEN AS 1.0 WHEN INVESTIGATING AN EXTREME EVENT LIMIT STATE |

### TABLE 2-DESIGN PARAMETERS FOR ANCHORED/UNANCHORED WALL

| WALL STATION LIMITS | DEPTH INTERVAL | MATERIAL | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|---|---|
| 0+00 TO 4+49.15 | TOP OF WALL TO GROUND SURFACE | RETAINED BACKFILL | 30 | 0 | 120 |
| 0+00 TO 4+49.15 | GROUND SURFACE TO DEPTH OF 8 FEET | EXISTING FILL - SILTY CLAY WITH ROCK FRAGMENTS | 35 | 0 | 120 |
| 0+00 TO 4+49.15 | DEPTH OF 8 TO 40 FEET BELOW GROUND SURFACE | RESIDUUM - STIFF TO VERY STIFF SILTY CLAY | 30 | 300 | 120 |
| 0+00 TO 4+49.15 | DEPTH 40 FEET AND GREATER BELOW GROUND SURFACE | RESIDUUM - FIRM SILTY CLAY | 30 | 0 | 120 |

### TABLE 3 - RESISTANCE PARAMETERS

| WALL STATION LIMITS | DEPTH INTERVAL | MATERIAL | MINIMUM PILE EMBEDMENT (UNANCHORED WALL) * | MINIMUM PILE EMBEDMENT (ANCHORED WALL) * | NOMINAL ANCHOR PULLOUT RESISTANCE (PSF) | MINIMUM ANCHOR FREE LENGTH (FEET) |
|---|---|---|---|---|---|---|
| 0+00 TO 4+49.15 | TOP OF WALL TO DEPTH OF 40 FEET AND GREATER | SILTY CLAY | 6 TIMES WALL HEIGHT (H) | 3 TIMES WALL HEIGHT (H) | 720 | 15 |

* H IS ABOVE GROUND PORTION OF THE WALL HEIGHT. MINIMUM PILE EMBEDMENT DEPTH BASED ON PILES SPACED AT 8 FEET AND 14-INCH WIDE SECTION.

### OTHER DESIGN REQUIREMENTS

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW, SLOPE EASEMENT, AND CONSTRUCTION EASEMENT.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

ANY SHIMMING PLATES MUST BE PERMANENT (NO ASPHALT SHIMS)

IF AN ERRATIC ROCK SURFACE IS PRESENT THAT REFUSED THE PILE AT LESS THAN THE MINIMUM REQUIRED PILE EMBEDMENT DEPTH, PREDRILLING SHALL BE REQUIRED TO ENSURE THE PILE IS EMBEDDED TO THE MINIMUM REQUIRED PILE EMBEDMENT DEPTH.

ASSUME PREDRILLING THROUGH ROCK MATERIAL WILL BE REQUIRED FOR THE INSTALLATION OF SOLDIER PILES.

THE MINIMUM EMBEDMENT OF SOLDIER PILES SHALL BE IN ACCORDANCE WITH THE MINIMUM DEPTHS PROVIDED IN TABLE 3 BENEATH THE FINISHED GRADE ELEVATION AT THE WALL FACE TO ENSURE GLOBAL STABILITY IS SATISFIED.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT%sS GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

ASHLAR STONE FINISH IS TO BE USED ON ALL EXPOSED SURFACES OF THE RETAINING WALL. COST OF ASHLAR STONE FINISH TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL. MODULAR BLOCK OPTION MAY USE A SMOOTH FINISH.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

SEE STANDARD W-SP-1.

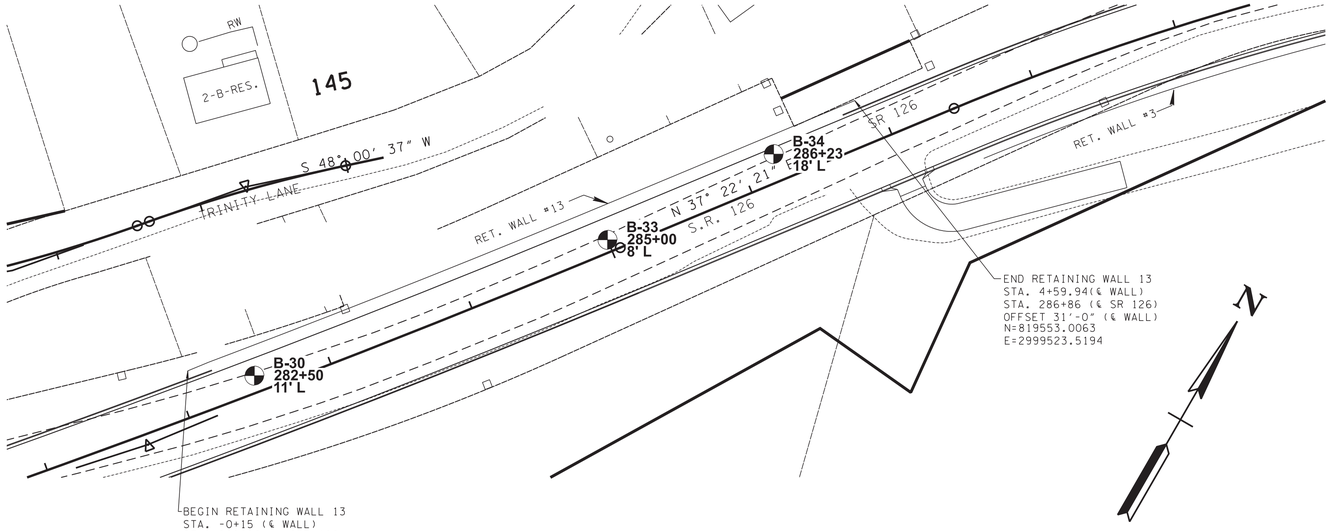
THE COST OF MOMENT SLAB (EXCLUDING BARRIER) TO BE INCLUDED IN THE SQUARE FOOT COST OF WALL.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

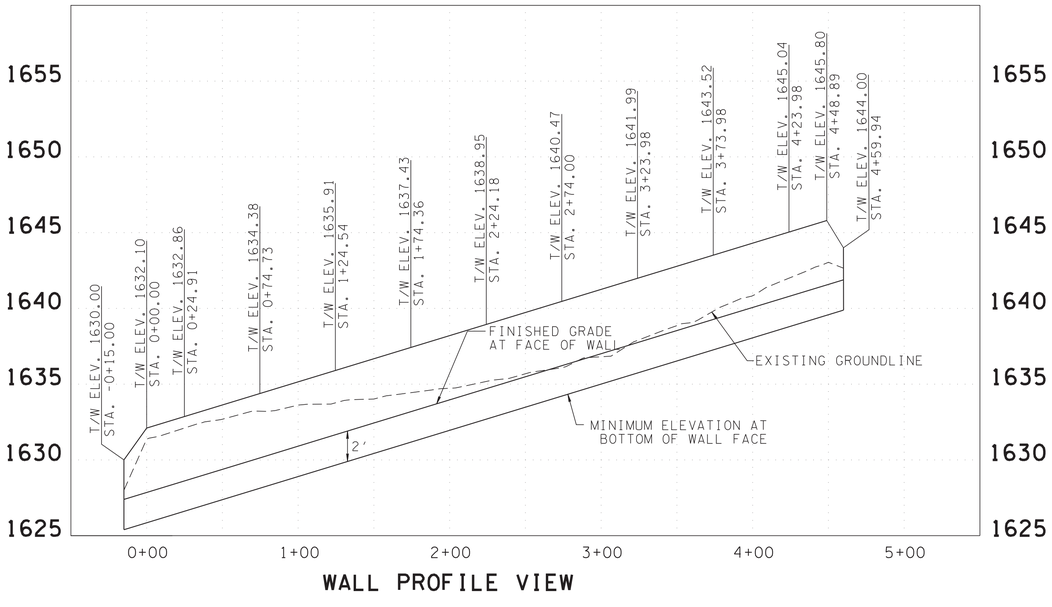
# RETAINING WALL 13 GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

$$$$SYTIME$$$$$$$$
$$$$DDGNSPEC$$$$$$$$

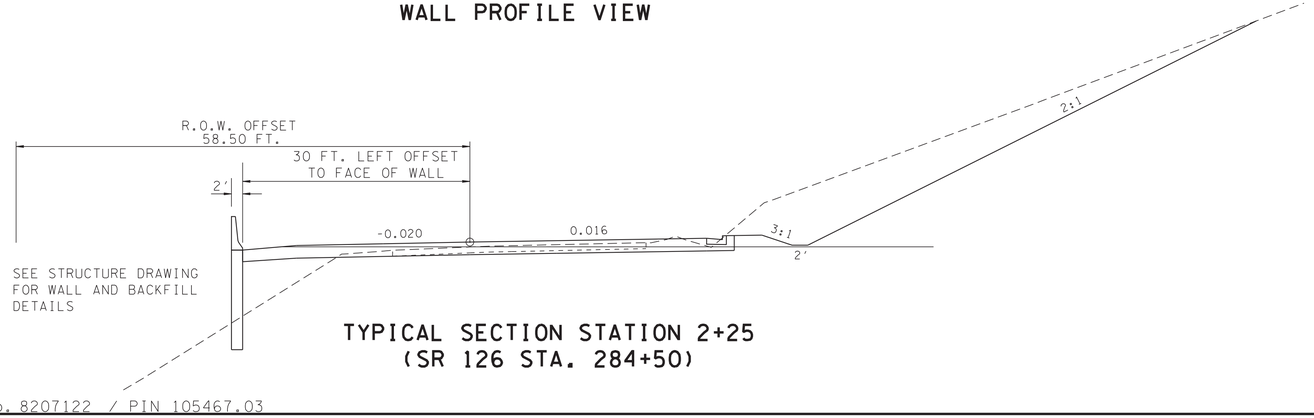
GES No. 8207122 / PIN 105467.03




WALL PLAN VIEW (1"=50')




WALL PROFILE VIEW




TYPICAL SECTION STATION 2+25
(SR 126 STA. 284+50)

## LEGEND: BORING LOCATIONS

xx-### - BORING ID
246+56.2 - STATION NUMBER
33.15' R - OFFSET

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R13A |
| | | | |
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REV. 9/26/25 REVISED PROJECT NUMBER

ESTIMATED QUANTITIES FOR RETAINING WALL

| ITEM NO. | 604-07.06 | 620-05.01 |
|---|---|---|
| DESCRIPTION | RETAINING WALL (WALL NO. 13) S.F. | CONC PARAPET SINGLE SLOPE (STD-1-1SS) L.F. |
| QUANTITY | 2,945 | 450 |

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# RETAINING WALL 13 GEOMETRIC LAYOUT AND DETAILS

GES No. 8207122 / PIN 105467.03

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R13B |
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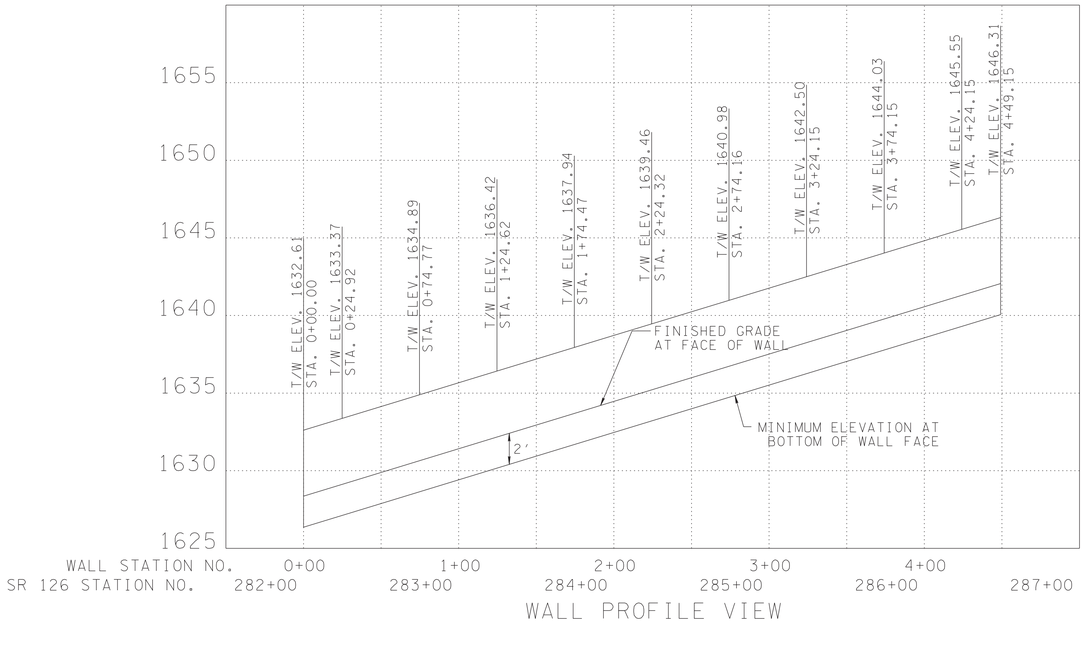
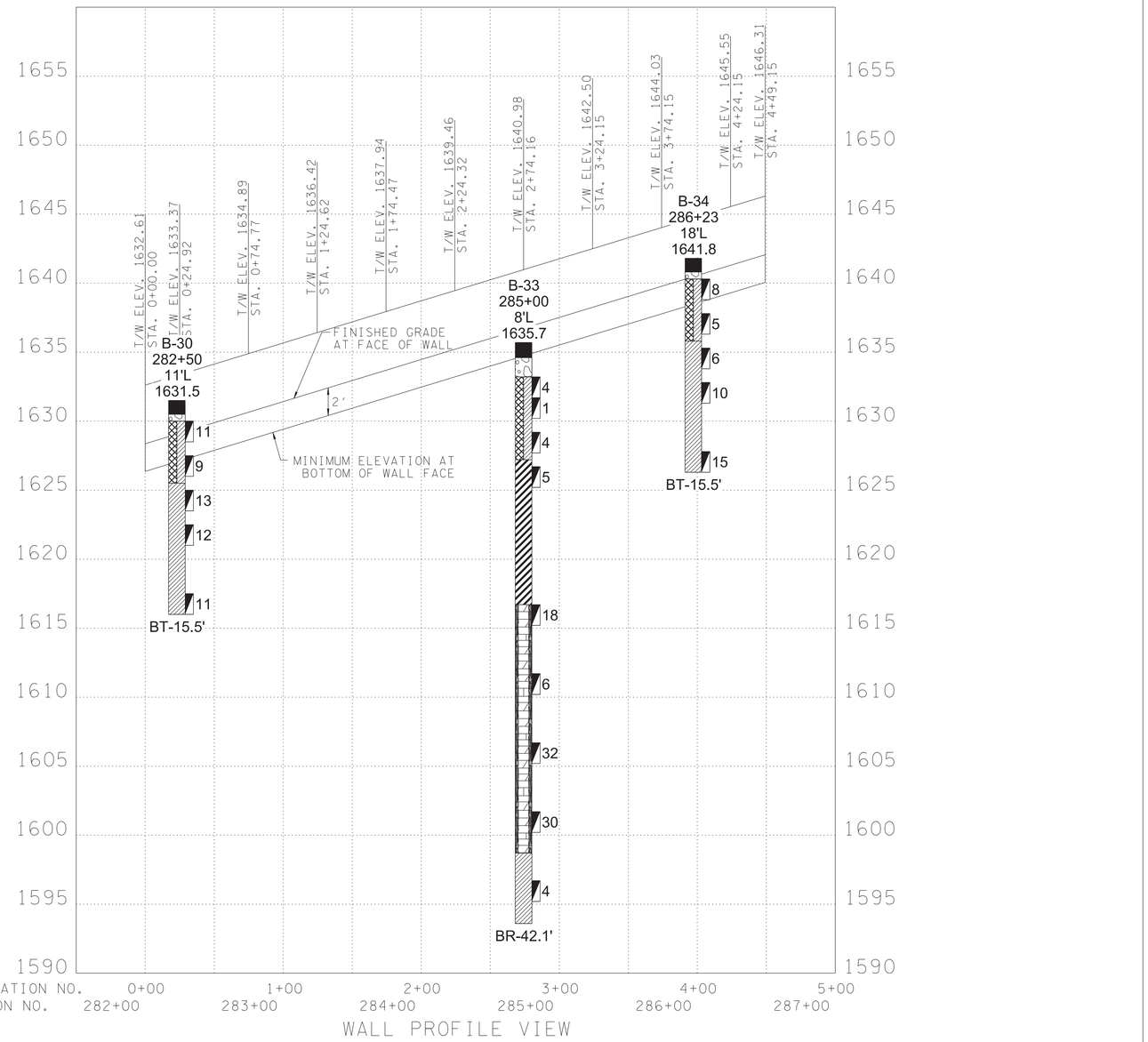
REV. 9/26/25 REVISED PROJECT NUMBER

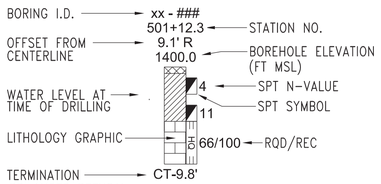



WALL PROFILE VIEW




WALL PROFILE VIEW

## LEGEND: BORING PROFILE SYMBOLS




SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

GES No. 8207122 / PIN 105467.03

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 13 SOIL PROFILES

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R13C |
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| | | | |
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REV. 9/26/25 REVISED PROJECT NUMBER

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS (SECTION 4-203.02)

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. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION, OR DEGRADATION.

D. TRANSITIONAL MATERIALS
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C AS DEFINED IN SECTION 4-203.02) 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.

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

GES No. 8207122 / PIN 105467.03

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R14 |
| | | | |
| | | | |
| | | | |

REV. 9/26/25 REVISED PROJECT NUMBER

# ACCEPTABLE WALL TYPES

## MECHANICALLY STABILIZED EARTH (MSE) WALL - SEGMENTAL PRECAST
## MECHANICALLY STABILIZED EARTH (MSE) WALL - MODULAR BLOCK

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHOULD BE LISTED AS PRE-APPROVED IN OPL 38.

### RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2021 AND INTERIMS
- PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN OPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT. IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS AND PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS.

- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.

- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".

- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2020 AND INTERIMS. FOR MSE WALLS, LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II AS GIVEN IN TABLE 4-1 OF PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS SHALL BE EVALUATED.

### NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED AT A MAXIMUM OF A 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

| DESCRIPTION | MSE WALLS | NOTE |
|---|---|---|
| DESIGN LIFE | 75 YEARS | |
| **SEISMIC ACCELERATION COEFFICIENTS** | | |
| As | 0.131 | |
| $S_{DS}$ | 0.257 | |
| $S_{D1}$ | 0.103 | |
| **EFFECTIVE (DRAINED) FRICTION ANGLE** | | |
| RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL | VARIES | |
| RETAINED BACKFILL-SELECT BACKFILL | 34° TO MAX 40° | 1 |
| REINFORCED BACKFILL | 34° TO MAX 40° | 1 |
| **UNIT WEIGHT** | | |
| UNCLASSIFIED SITE OR BORROW SOIL | 125 POUNDS PER CUBIC FOOT | |
| SELECT BACKFILL MATERIAL | VARIES | 1A |
| **DESIGN BASIS** | | |
| COEFFICIENT OF SLIDING FRICTION | SEE TABLE 2 | 3 |
| NOMINAL BEARING RESISTANCE | SEE TABLE 2 | 3 |
| MINIMUM LENGTH OF SOIL REINFORCEMENT, L | GREATER OF 8-FT OR 0.7H OR AS SPECIFIED ON THE PLANS | 2,2A,2B |
| LIMITING ECCENTRICITY | L/4 (SOIL), 3L/8 (ROCK) | |
| **RESISTANCE FACTORS** | | |
| SLIDING-STATIC | 1.0 | 4 |
| SLIDING-COMBINED STATIC+EARTHQUAKE | 1.0 | 4 |
| BEARING-STATIC | 0.65 | 5 |
| BEARING-COMBINED STATIC+EARTHQUAKE | 0.9 | 5 |
| **PULLOUT RESISTANCE** | | |
| STATIC | 0.90 | 6 |
| COMBINED STATIC/EARTHQUAKE | 1.20 | 6 |
| **TENSILE RESISTANCE OF METALLIC REINFORCEMENTS AND CONNECTORS** | | |
| STATIC | | |
| -STRIP REINFORCEMENT | 0.75 | 7 |
| -GRID REINFORCEMENT | 0.65 | 7,8 |
| COMBINED STATIC/EARTHQUAKE | | |
| -STRIP REINFORCEMENT | 1.00 | 7 |
| -GRID REINFORCEMENT | 0.85 | 7,8 |
| **TENSILE RESISTANCE OF GEOSYNTHETIC REINFORCEMENTS AND CONNECTORS** | | |
| STATIC | 0.90 | |
| COMBINED STATIC/EARTHQUAKE | 1.20 | |

### NOTES FOR TABLE 1

| NO. | NOTE |
|---|---|
| 1 | A MAXIMUM FRICTION ANGLE OF 34 DEGREES CAN BE ASSUMED FOR MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. A HIGHER FRICTION ANGLE THAN 34 DEGREES CAN BE UTILIZED IF THE CONTRACTOR SUBMITS INDEPENDENT TESTING AND IT IS VERIFIED BY TDOT. HOWEVER, IN NO CASE SHALL THE FRICTION ANGLE FOR ANALYSIS EXCEED 40-DEGREES. INDEPENDENT TESTING MUST BE VERIFIED ANNUALLY. |
| 1A | SELECT BACKFILL UNIT WEIGHT TO BE DETERMINED BY CONTRACTOR/DESIGNER DEPENDING ON ACTUAL BACKFILL MATERIAL USED. SELECT BACKFILL IS DEFINED AS MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. IN ORDER TO UTILIZE Φ FOR SELECT BACKFILL DESIGN, SELECT BACKFILL MUST BE PLACED FOR A MINIMUM ZONE FORMED BY A 1:1 SLOPE FROM 2 FEET BEHIND THE BOTTOM OF BACK OF WALL FOOTING OR REINFORCED SOIL ZONE FOR MSE WALLS UP TO FINISHED GRADE. |
| 2 | H IS DESIGN HEIGHT OF THE WALL AND IS DEFINED AS THE DIFFERENCE IN ELEVATION BETWEEN THE FINISHED GRADE AT THE TOP OF THE WALL AND THE TOP OF LEVELING PAD OR BOTTOM OF FOOTING FOR NON-MSE WALLS. THE TOP OF THE LEVELING PAD SHALL ALWAYS BE BELOW THE MINIMUM EMBEDMENT REFERENCE LINE AS INDICATED ON THE PLANS FOR THAT LOCATION. THE LENGTH OF THE SOIL REINFORCEMENT, L, IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT. IN CASE OF GRID TYPE REINFORCEMENTS THE LENGTH OF THE SOIL REINFORCEMENT IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT TO THE LAST FULL TRANSVERSE MEMBER. FOR MODULAR BLOCKFACING UNITS, THE TOTAL LENGTH OF THE REINFORCEMENT, Br AS MEASURED FROM THE FRONT FACE OF THE WALL IS THE LENGTH L AS DEFINED ABOVE PLUS THE WIDTH OF THE MODULAR BLOCK UNIT (THE HORIZONTAL DIMENSION OF THE BLOCK UNIT MEASURED PERPENDICULAR TO THE WALL FACE). |
| 2A | WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL STABILITY REQUIREMENTS. MINIMUM REINFORCEMENT LENGTHS MAY BE REQUIRED FOR GLOBAL STABILITY. THIS REQUIREMENT WILL BE SHOWN IN THE PLANS. |
| 2B | ALL DESIGN SECTION REINFORCEMENT LENGTHS SHALL BE EQUAL. |
| 3 | THESE VALUES WILL BE PROVIDED IN TABLES 2 AND/OR 3. |
| 4 | PASSIVE RESISTANCE SHALL NOT BE CONSIDERED IN EVALUATION OF SLIDING RESISTANCE. NO SHEAR KEYS NOR DOWELS WILL BE PERMITTED. FOR CAST-IN-PLACE CONCRETE CANTILEVER WALLS, THE FOOTING SHALL BE UNIFORM IN THICKNESS THROUGHOUT THE DESIGN SECTION. |
| 5 | FOR ALL LIMIT STATES, THE DESIGN LOADING FOR THE MSE RETAINING WALL SYSTEM SHALL NOT EXCEED THE FACTORED GENERAL AND LOCAL BEARING RESISTANCE SPECIFIED IN TABLES 2 OR 3. |
| 6 | LIVE LOAD DUE TO VEHICULAR TRAFFIC SHALL BE INCLUDED IN THE COMPUTATIONS TO DETERMINE THE MAXIMUM TENSILE FORCES IN REINFORCEMENT LAYERS, BUT SHALL BE NEGLECTED IN THE COMPUTATIONS FOR PULLOUT RESISTANCE. |
| 7 | APPLY TO GROSS CROSS-SECTION LESS SACRIFICIAL AREA. FOR SECTIONS WITH HOLES, REDUCE GROSS AREA IN ACCORDANCE WITH ARTICLE 6.8.3 OF AASHTO (2021) AND APPLY TO NET SECTION LESS SACRIFICIAL AREA. |
| 8 | APPLIES TO GRID REINFORCEMENTS CONNECTED TO A RIGID FACING ELEMENT, E.G., A CONCRETE PANEL OR BLOCK. FOR GRID REINFORCEMENTS CONNECTED TO A FLEXIBLE FACING MAT OR WHICH ARE CONTINUOUS WITH THE FACING MAT, USE THE RESISTANCE FACTOR FOR STRIP REINFORCEMENTS. |

### TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

| WALL STATION LIMITS | FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT | NOMINAL BEARING RESISTANCE (psf) | COEFFICIENT OF SLIDING FRICTION |
|---|---|---|---|
| 1+00 TO 7+08.28 | NEW COMPACTED SOIL FILL | 7,000 | 0.5 |

BASED ON ESTIMATED WIDTH OF 1.0H

### OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALL. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

ANY SHIMMING PLATES FOR WALL FACIA MUST BE PERMANENT (NO ASPHALT SHIMS).

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW AND CONSTRUCTION EASEMENT.

CONSTRUCTION OF THE REINFORCED ZONE OF THE WALL WILL REQUIRE BENCHING INTO THE EXISTING SLOPE AND TEMOPORARY SHORING MAY BE REQUIRED TO MAINTAIN TRAFFIC ON THE EXISTING ROADWAY.

IF A STEEPER THAN 1:1 BACKSLOPE IS REQUIRED BEHIND RETAINING WALL OR TEMPORARY SHORING, THE EFFECTIVE FRICTION ANGLE FOR SELECT BACKFILL WILL NOT BE ALLOWABLE FOR DESIGN AND THE EFFECTIVE FRICTION ANGLE FOR UNCLASSIFIED SITE OR BORROW SITE SHALL BE REQUIRED.

EXISTING SLOPES WITH AN INCLINATION OF 4H:1V OR STEEPER SHALL BE BENCHED PRIOR TO THE PLACEMENT OF NEW FILL. EACH BENCH SHALL BE CUT WITH SUFFICIENT WIDTH TO ACCOMODATE THE OPERATION OF PLACING AND COMPACTING EQUIPMENT.

THE CONTRACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

TO SATISFY EXTERNAL AND GLOBAL STABILITY REQUIREMENTS, REINFORCED BACKFILL SHALL CONSIST OF A LIGHT WEIGHT, FREE DRAINING STONE, SUCH AS ASTM #57 STONE, WITH A UNIT WEIGHT OF 110 POUNDS PER CUBIC FOOT OR LESS.

A MINIMUM HORIZONTAL BENCH 4 FEET WIDE AS MEASURED FROM THE FACE SHALL BE PROVIDED IN FRONT OF WALLS FOUNDED ON SLOPES. THE BENCH MAY BE FORMED OR THE SLOPE CONTINUED ABOVE THAT LEVEL. SEE ARTICLE 11.10.2.2, AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2021 AND INTERIMS. ALTERNATIVELY, THE EMBEDMENT DEPTH MAY BE INCREASED TO SATISFY THE REQUIREMENTS.

MINIMUM TOP OF FOUNDATION PAD EMBEDMENT OF 6 FEET IS REQUIRED. THE MINIMUM EMBEDMENT DEPTH SHALL BE MEASURED FROM THE 4 FOOT WIDE HORIZONTAL BENCH LEVEL DESCRIBED ABOVE FOR WALLS FOUNDED ON SLOPES.

GLOBAL STABILITY ANALYSES WERE MODELED WITH A GEOGRID REINFORCEMENT WITH 100 PERCENT COVERAGE, SPACED VERTICALLY AT 2.5-FOOT INTERVALS AND AN ALLOWABLE TENSILE STRENGTH OF 1283 POUNDS PER FOOT. FOR LESSER COVERAGES, SPACING AND STRENGTHS ADDITIONAL GLOBAL STABILITY ANALYSES WILL BE REQUIRED.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW THE PLANS, GEOTECHNICAL REPORT, AND BORING LOGS TO BECOME FAMILIAR WITH THE SUBSURFACE CONDITIONS PERTINENT TO THE ASSOCIATED WORK TO BE CONDUCTED BY THE CONTRACTOR. THE CONTRACTOR SHOULD ALSO CONSIDER THEIR EXPERIENCE IN THE PROJECT5"32S GEOLOGIC AND SUBSURFACE SETTING AND THEIR EXPERIENCE IN DEALING WITH VARIABLE SUBSURFACE CONDITIONS ACROSS A PROJECT TO BASE THEIR BID UPON AND DECISION REGARDING APPROPRIATE EQUIPMENT TO BE UTILIZED.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL RECIEVE THE FOLLOWING FINISH: SEGMENTAL PRECAST - ASHLAR STONE FINISH, MODULAR BLOCK - SMOOTH FINISH. COST OF FINISH TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

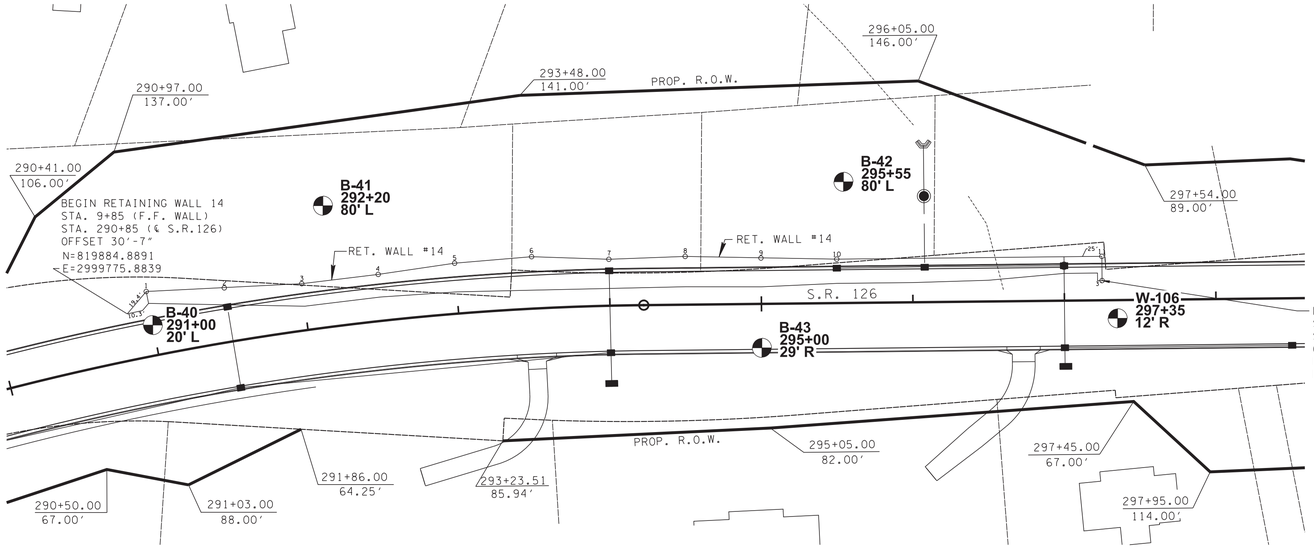
RETAINING WALL 14
GEOTECHNICAL
DESIGN NOTES &
REQUIREMENTS

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

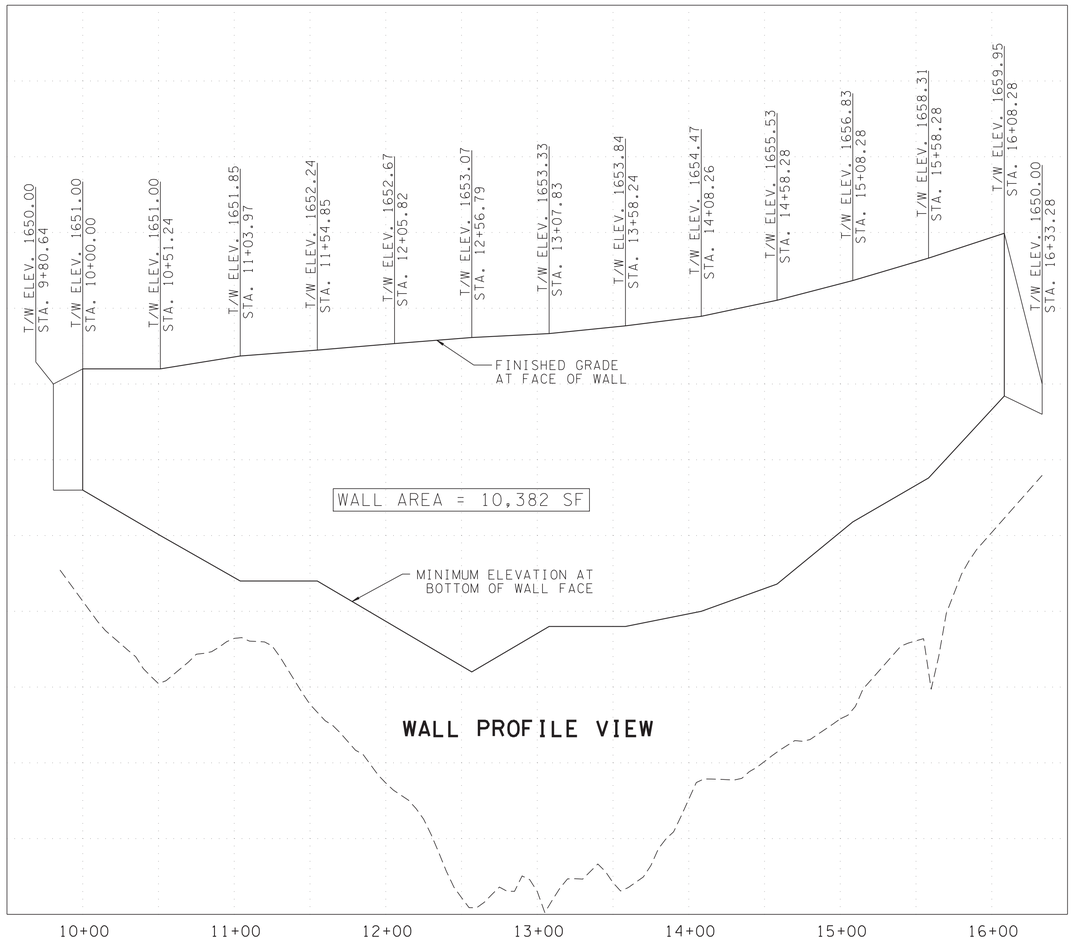
GES No. 8207222 / PIN 105467.03

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R14A |
| | | | |
| | | | |
| | | | |

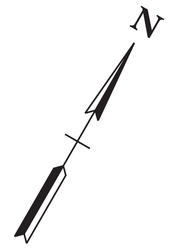
REV. 9/26/25 REVISED PROJECT NUMBER




WALL PLAN VIEW (1"=50')



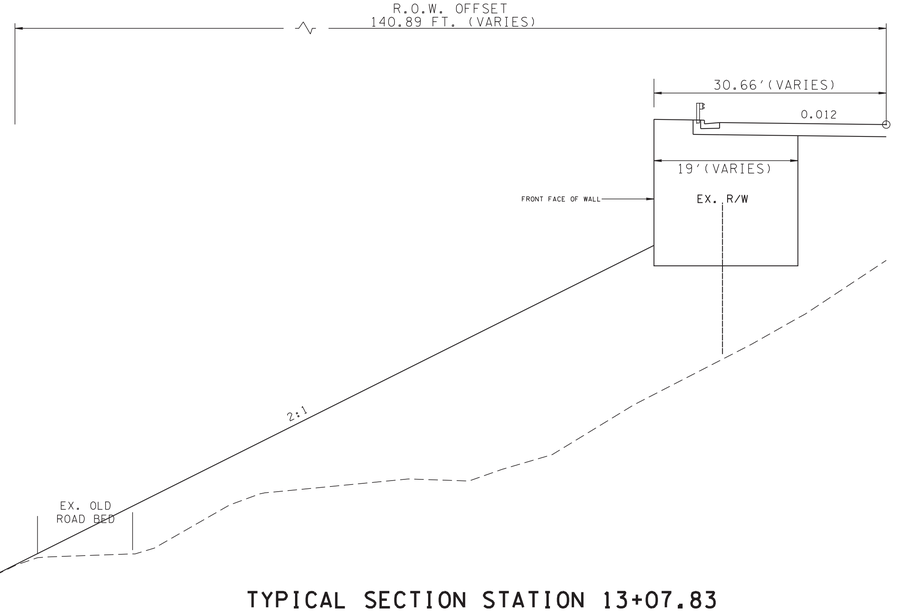

WALL PROFILE VIEW




ESTIMATED QUANTITIES FOR RETAINING WALL

| ITEM NO. | 604-07.07 |
|---|---|
| DESCRIPTION | RETAINING WALL (WALL NO.14) S.F. |
| QUANTITY | 10,382 |

| WALL 14 TABLE | | | | | | |
|---|---|---|---|---|---|---|
| PT | ROAD | ROAD STA. | WALL STA. | OFFSET | NORTHING | EASTING |
| 1 | SR126 | 291+00 | 10+00 | 42'-7 1/16" | 819903.9368 | 2999779.3525 |
| 2 | SR126 | 291+50 | 10+51.56 | 35'-9 1/8" | 819931.755 | 2999822.7689 |
| 3 | SR126 | 292+00 | 11+02.74 | 30'-9 3/4" | 819959.6982 | 2999865.6497 |
| 4 | SR126 | 292+50 | 11+53.61 | 30'-8 1/2" | 819990.2418 | 2999906.3306 |
| 5 | SR126 | 293+00 | 12+04.58 | 33'-4 1/16" | 820021.8656 | 2999946.3097 |
| 6 | SR126 | 293+50 | 12+55.55 | 34'-3 1/4" | 820050.9579 | 2999988.1561 |
| 7 | SR126 | 294+00 | 13+06.60 | 30'-7 15/16" | 820074.9876 | 3000033.1933 |
| 8 | SR126 | 294+50 | 13+57.01 | 31'-10 5/16" | 820101.7929 | 3000075.8811 |
| 9 | SR126 | 295+00 | 14+07.04 | 30'-3 1/8" | 820125.8665 | 3000119.7334 |
| 10 | SR126 | 295+50 | 14+57.06 | 29'-0" | 820150.2327 | 3000163.4126 |
| 11 | SR126 | 297+25 | 16+33.28 | 29'-0" | 820239.3104 | 3000314.0452 |




TYPICAL SECTION STATION 13+07.83
(SR 126 STA. 294+00)

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL 14
GEOMETRIC LAYOUT
AND DETAILS

GES No. 8207222 / PIN 105467.03

$$$$SYTIME$$$$$$$
$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R14B |
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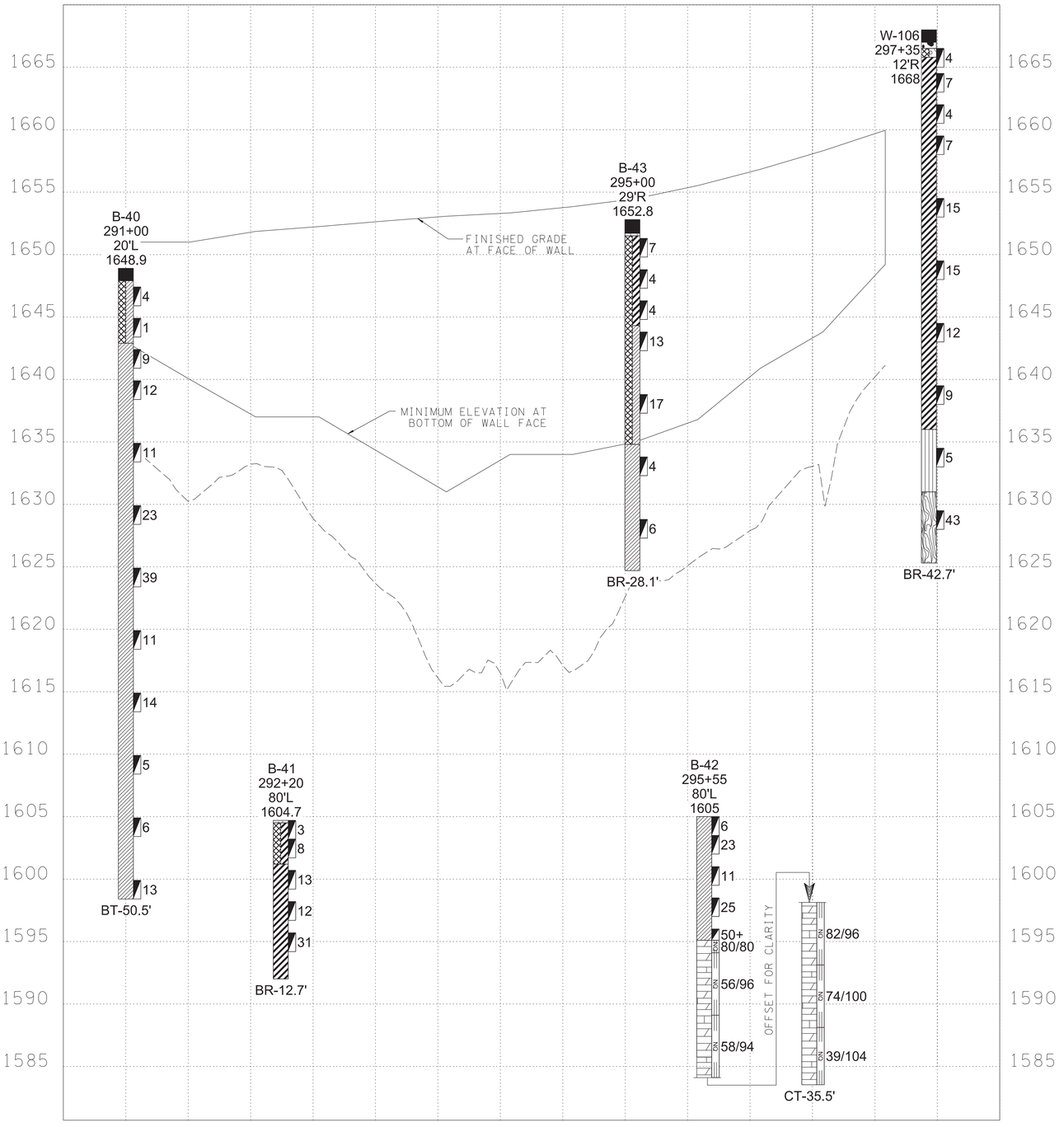
REV. 9/26/25 REVISED PROJECT NUMBER




## LEGEND: BORING PROFILE SYMBOLS

BORING I.D. → xx - ###
501+12.3 — STATION NO.
OFFSET FROM CENTERLINE → 9.1' R
1400.0 — BOREHOLE ELEVATION (FT MSL)
WATER LEVEL AT TIME OF DRILLING →
4 — SPT N-VALUE
11 — SPT SYMBOL
LITHOLOGY GRAPHIC →
66/100 — RQD/REC
TERMINATION → CT-9.8'

BR=AUGER REFUSAL
BT=BORING TERMINATED
CT=CORING TERMINATED

- FILL (TYPE A)
- ASPHALT
- AGGREGATE BASE (GW)
- GRAVEL (GP)
- LEAN CLAY (CL) (TYPE A)
- FAT CLAY (CH) (TYPE A)
- SILT (ML) (TYPE A)
- WEATHERED ROCK

SEE GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES SHEET FOR DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS.

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# RETAINING WALL 14
# GEOMETRIC LAYOUT
# SOIL PROFILES
# AND DETAILS

GES No. 8207222 / PIN 105467.03

$$$$SYTIME$$$$$$$
$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R14C |
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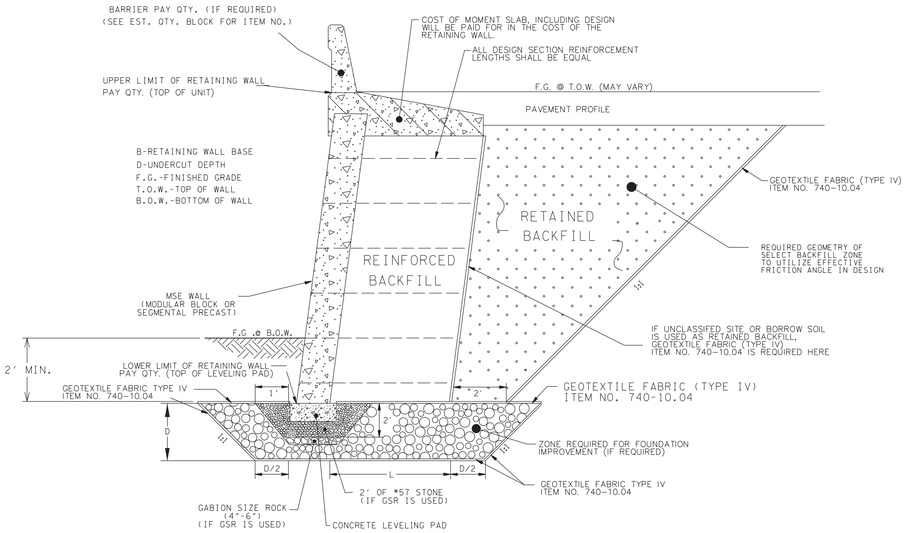
REV. 9/26/25 REVISED PROJECT NUMBER




# TYPICAL DETAIL
# MSE WALL – MODULAR BLOCK\SEGMENTAL PRECAST
# BARRIER REQUIRED

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

RETAINING WALL 14
TYPICAL
SECTION

GES No. 8207222 / PIN 105467.03

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

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | R15 |
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REV. 9/26/25 REVISED PROJECT NUMBER

Ⓐ 4" DIAMETER WEEP HOLES AT A MAXIMUM 8-0" CENTER-TO-CENTER SPACING ARE TO BE PLACED AT THE LOWEST POINT PRACTICAL FOR PROPER DRAINAGE. PIPE IS TO BE PAID FOR UNDER THE PRICE BID FOR THE BARRIER. WEEP HOLE SLOPE TO MIRROR SHOULDER SLOPE AT EACH LOCATION.

Ⓑ 6" DIAMETER PERFORATED PIPE IS TO BE CONNECTED TO AN OUTLET PIPE AT LOW POINTS AND AT A MAXIMUM SPACING OF 200'. PIPE IS TO BE PAID FOR UNDER THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

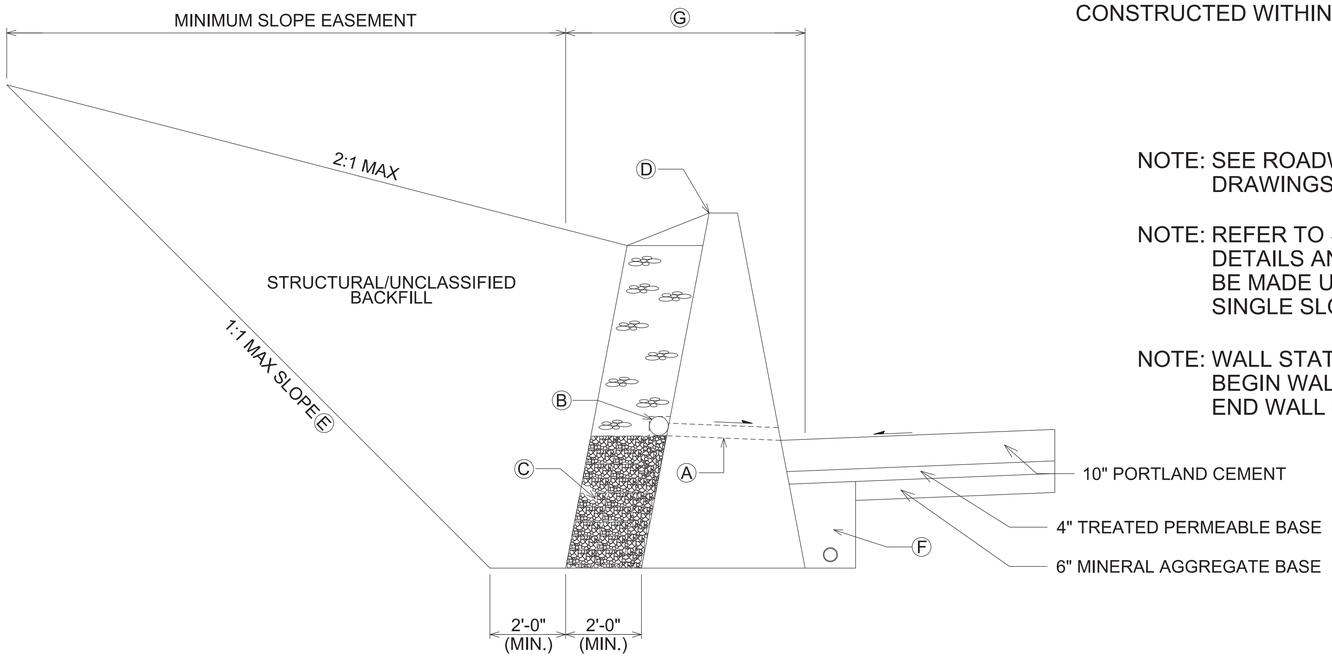
Ⓒ GRANULAR BACKFILL BEHIND PROPOSED GRAVITY RETAINING WALL AND BELOW FLOW LINE OF OUTLET PIPES IS TO BE INCLUDED IN THE PRICE BID FOR THE BARRIER.

Ⓓ THE TREATMENT AT TOE OF FILL IS TO BE DETERMINED ACCORDING TO THE VOLUME AND VELOCITY OF RUNOFF. (SEE ROADWAY CROSS SECTIONS)

Ⓔ ACTUAL UNDERCUT DEPTH AND BACKFILL SLOPE TO BE DETERMINED BY THE GEOTECHNICAL ENGINEER.

Ⓕ STANDARD DRAWING RD-UD-3. BASE OF UNDERDRAIN TO BE LEVEL WITH BASE OF GRAVITY WALL.

Ⓖ THE ENTIRE WALL, INCLUDING GRANULAR BACKFILL TO BE CONSTRUCTED WITHIN THE RIGHT-OF-WAY.




TYPICAL CROSS SECTION GRAVITY RETAINING WALL
LOOKING BACK ON SURVEY

NOTE: SEE ROADWAY SHEETS 7B AND 296-302 FOR ALL RELEVANT DRAWINGS TO THIS DETAIL.

NOTE: REFER TO STANDARD DRAWING S-SSMB-9 FOR ADDITIONAL DETAILS AND NOTES. PAYMENT FOR ADDITIONAL ITEMS TO BE MADE UNDER ITEM NO. 711-05.78, GRADE SEPERATED SINGLE SLOPE MEDIAN WALL UNLESS STATED OTHERWISE.

NOTE: WALL STATION RANGE:
BEGIN WALL RAMP C STA. 31+33.85
END WALL RAMP C STA 33+38.99

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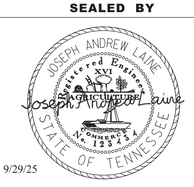


9/29/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SSMB-9
GRAVITY WALL
DETAILS

DRAWN BY: JOSEPH LAINE DATE: 9/3/2025

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Albert H Zimmerman

Digitally signed by Albert H Zimmerman
DN: cn=Albert H Zimmerman, o=Qk4, ou, email=azimmerman@qk4.com, c=US
Date: 2025.07.18 10:13:14 -04'00'

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

COMPANY NAME
ADDRESS

CITY, STATE
PE NAME, P.E. NO.

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. |
|---|---|
| SIGNAL INDEX & SPECIAL NOTES | SIG-1 |
| ESTIMATED SIGNAL QUANTITIES | SIG-1A |
| SIGNAL LAYOUT(S) / DETAILS / PHASING | SIG-2 – SIG-15 |
| INTERCONNECT LAYOUT(S) | SIG-16 – SIG-22 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(25) | SIGNAL-SIGN1 |
| | | |
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| | | |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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9-26-2025

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Albert H Zimmerman

Digitally signed by Albert H Zimmerman
DN: cn=Albert H Zimmerman, o=Qk4, ou, email=azimmerman@qk4.com, c=US
Date: 2025.10.01 12:53:29 -04'00'

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

Qk4, Inc.
9920 Corporate Campus Drive
Louisville, KY 40223
Albert H. Zimmerman, P.E. NO. 102692

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 | SIGNAL-SIGN-2 |
| SIGNAL INDEX & SPECIAL NOTES | SIG-1 |
| ESTIMATED SIGNAL QUANTITIES | SIG-1A |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2025 | STP-126(25) | SIGNAL-SIGN2 |
| | | |
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09-26-25:
ADDED INDEX TO SHOW SIGNED, REVISED LETTING SHEETS

DELETED SHEET NAME "SIGNATURE SHEET" & SHEET NO. "SIGNAL-SIGN1" FROM INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-1 |
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09-26-25:
ADDED "SIGNATURE SHEET" & "SIGNAL-SIGN2" TO THE INDEX

DELETED "SIGNALIZATION" SPECIAL NOTES

ADDED "SIGNAL HEADS" SPECIAL NOTES

# SIGNAL INDEX


| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | SIGNAL-SIGN-1 |
| SIGNATURE SHEET | SIGNAL-SIGN-2 |
| SIGNAL INDEX & SPECIAL NOTES | SIG-1 |
| ESTIMATED SIGNAL QUANTITIES | SIG-1A |
| SIGNAL LAYOUT(S) / DETAILS / PHASING | SIG-2 – SIG-15 |
| INTERCONNECT LAYOUT(S) | SIG-16 – SIG-22 |


# SPECIAL NOTES

## SIGNAL HEADS

(1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(2) ALL PEDESTRIAN TRAFFIC CONTROL INDICATIONS, WHERE CALLED FOR, SHALL CONSIST OF LED MODULES DISPLAYING "WALKING PERSON" AND "HAND" SYMBOLS, ALONG WITH A PEDESTRIAN INTERVAL COUNTDOWN DISPLAY, WITHIN THE SAME FACE UNLESS OTHERWISE NOTED IN THE PLANS.

(3) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW. ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATION" FOR EXPANDED/EXTENDED VIEW. PEDESTRIAN INDICATIONS SHALL MEET "ITE PTCSI PART 2".

(4) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(5) COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

(6) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.

(7) ALL SIGNAL HEADS WITH LED LENSES SHALL INCLUDE SWIVEL BALANCE ADJUSTERS TO MAINTAIN THE PROPER VISIBILITY. COSTS OF ADJUSTERS TO BE INCLUDED IN COSTS OF SIGNAL HEADS.

(8) THE ATTACHMENT OF THE TETHER WIRE TO THE POLE SHALL BE LOCATED BELOW THE LOWEST ELEVATION OF THE SIGNAL HEADS.

(9) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1" MINIMUM, 3" MAXIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER IS TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
STATE OF TENNESSEE

9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL INDEX
&
SPECIAL NOTES

SNAP PI INDEX

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PSE | 2025 | STP-126(25) | SIG-1A |
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09-26-25:
DELETED ITEM NO. 713-15.07
REVISED ITEM NO. 730-12.02

# ESTIMATED TRAFFIC SIGNAL QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 82S126-F3-002 |
|---|---|---|---|---|
| | 713-14.21 | STREET NAME SIGN (RIGID 0.100IN THICK | S.F. | 271 |
| | 725-03.99 | VIDEO DETECTION CABLE | L.F. | 4550 |
| | 730-01.02 | REMOVAL OF SIGNAL EQUIPMENT | EACH | 4 |
| (5) | 730-02.08 | SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED) | EACH | 1 |
| (5) | 730-02.09 | SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE) | EACH | 30 |
| (5) | 730-02.30 | SIGNAL HEAD ASSEMBLY (140 A4F WITH BACKPLATE) | EACH | 8 |
| | 730-03.21 | INSTALL PULL BOX (TYPE B) | EACH | 43 |
| | 730-03.24 | INSTALL PULL BOX (FIBER OPTIC-TYPE B) | EACH | 16 |
| | 730-03.33 | FIBER OPTIC SPLICE FUSION | EACH | 165 |
| | 730-05.01 | ELECTRICAL SERVICE CONNECTION | EACH | 6 |
| | 730-08.01 | SIGNAL CABLE - 3 CONDUCTOR | L.F. | 4600 |
| | 730-08.02 | SIGNAL CABLE - 5 CONDUCTOR | L.F. | 6500 |
| | 730-08.03 | SIGNAL CABLE - 7 CONDUCTOR | L.F. | 5700 |
| | 730-08.04 | SIGNAL CABLE - 9 CONDUCTOR | L.F. | 150 |
| | 730-08.40 | INTERCONNECT CABLE - FIBER OPTIC (12 FIBER SINGLE-MODE) | L.F. | 7692 |
| | 730-08.41 | INTERCONNECT CABLE - FIBER OPTIC (6 FIBER DROP) | L.F. | 1126 |
| | 730-12.02 | CONDUIT 2" DIAMETER (PVC) | L.F. | 9938 |
| | 730-12.03 | CONDUIT 3" DIAMETER (PVC) | L.F. | 420 |
| | 730-12.13 | CONDUIT 2" DIAMETER (JACK AND BORE) | L.F. | 526 |
| | 730-12.23 | CONDUIT 2" DIAMETER (DIRECTIONAL BORE) | L.F. | 440 |
| | 730-12.24 | CONDUIT 3" DIAMETER (DIRECTIONAL BORE) | L.F. | 970 |
| (4)(5) | 730-13.02 | VEHICLE DETECTOR (VIDEO) | EACH | 22 |
| (5) | 730-15.07 | CABINET (PEDESTRIAN HYBRID BEACON) | EACH | 2 |
| (5) | 730-15.32 | CABINET (EIGHT PHASE BASE MOUNTED) | EACH | 4 |
| (2) | 730-16.04 | CONTROLLER (ATC) | EACH | 4 |
| (2) | 730-16.14 | CONTROLLER (PEDESTRIAN HYBRID BEACON) | EACH | 2 |
| (1)(5) | 730-23.31 | PEDESTAL POLE (DESCRIPTION) | EACH | 18 |
| (1)(5) | 730-23.80 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 40') | EACH | 1 |
| (1)(5) | 730-24.90 | CANTILEVER SIGNAL SUPPORT (2 @ 45' & 50') | EACH | 1 |
| (1)(5) | 730-24.91 | CANTILEVER SIGNAL SUPPORT (2 @ 45' & 55') | EACH | 1 |
| (1)(5) | 730-25.01 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 50') | EACH | 1 |
| (1)(5) | 730-25.07 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 55') | EACH | 1 |
| (1)(5) | 730-25.11 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 60') | EACH | 1 |
| (1)(5) | 730-25.13 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 65') | EACH | 3 |
| (1)(5) | 730-25.14 | CANTILEVER SIGNAL SUPPORT (1 ARM @ 70') | EACH | 3 |
| (3)(5) | 730-26.02 | PEDESTRIAN PUSHBUTTON WITH 12" SIGN | EACH | 22 |
| (3)(5) | 730-26.05 | COUNTDOWN PEDESTRIAN SIGNAL | EACH | 22 |
| (3)(5) | 730-26.11 | COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN | EACH | 22 |
| | 730-35.06 | BATTERY BACK-UP AND POWER CONDITIONER | EACH | 4 |
| (5) | 730-50.25 | Pedestrian Hybrid Beacon Assembly | EACH | 4 |
| | | | | |

# FOOTNOTES

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRIES, AND TRAFFIC SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:

A. GALLOPING NO DESIGN NECESSARY. VIBRATION DAMPENERS SHALL BE USED ON ALL CANTILEVERED ARMS THAT ARE 50' OR LONGER.
B. VORTEX SHEDDING NOT APPLICABLE ON TRAFFIC SIGNAL SUPPORTS WITH A TAPER OF AT LEAST 0.14 IN/FT.
C. NATURAL WIND GUSTS THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.

THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE POLES WITH CURVED CANTILEVERED ARM(S) IN ACCORDANCE WITH METRO PUBLIC WORKS. FOR POLE AND ARM DETAILS, CONTACT MIKE HIRTZER AT 615-880-3261.

(2) The City of Kingsport requests the use of Econolite Controllers and Reno Malfunction Management Units (MMU) to assist the controller.

(3) The City of Kingsport requests the use of Accessible Pedestrian Signals (APS) System by Campbell.

(4) The City of Kingsport requests the use of Econolite Video for Traffic Signal Detection

(5) All poles, mast arms, cabinets and other equipment SHALL BE black in color.

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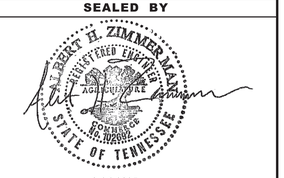


9-26-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED TRAFFIC SIGNAL QUANTITIES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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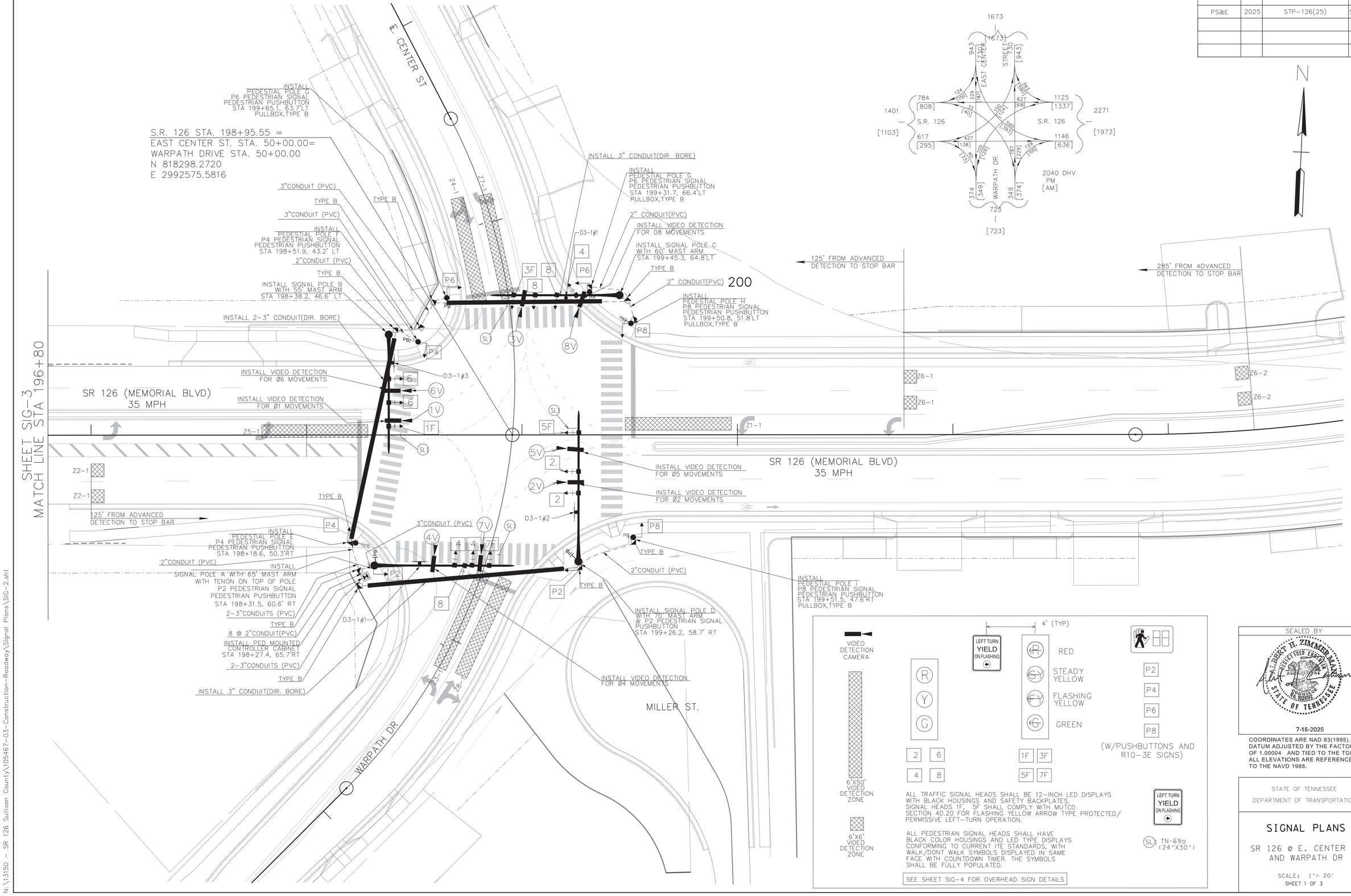


SEALED BY

ROBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNAL PLANS

SR 126 @ E. CENTER ST AND WARPATH DR

SCALE: 1"= 20'
SHEET 1 OF 3

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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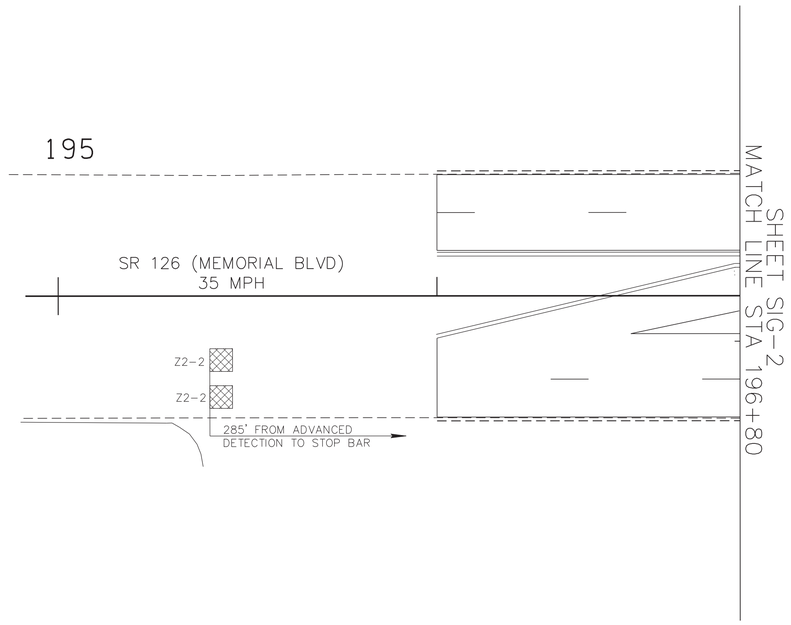


SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
BOARDS OF
ENGINEERING
ARCHITECTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

SHEET 2 OF 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNAL PLANS

SR 126 @ E. CENTER ST & WARPATH DR

SCALE: 1"= 20'
SHEET 2 OF 3

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|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-4 |
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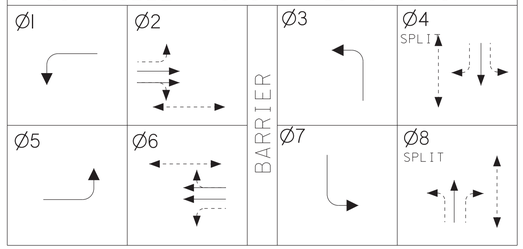
## DETECTION ZONE SCHEDULE

| ZONE NO. | APPROX. ZONE SIZE (FT) | VEHICLE DETECTION # | ASSOC. PHASE | MODE | DISTANCE FROM STOP BAR | COMMENTS |
|---|---|---|---|---|---|---|
| Z1-1 | 6'X50' | 1-VIDEO | 1 | PRES. | 3' | NORMAL |
| Z2-1 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z2-2 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z3-1 | 6'X50' | 3-VIDEO | 3 | PRES. | 3' | NORMAL |
| Z4-1 | 6'X50' | 4-VIDEO | 4 | PRES. | 3' | NORMAL |
| Z5-1 | 6'X50' | 5-VIDEO | 5 | PRES. | 3' | NORMAL |
| Z6-1 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z6-2 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z7-1 | 6'X50' | 7-VIDEO | 7 | PRES. | 3' | NORMAL |
| Z8-1 | 6'X50' | 8-VIDEO | 8 | PRES. | 3' | NORMAL |

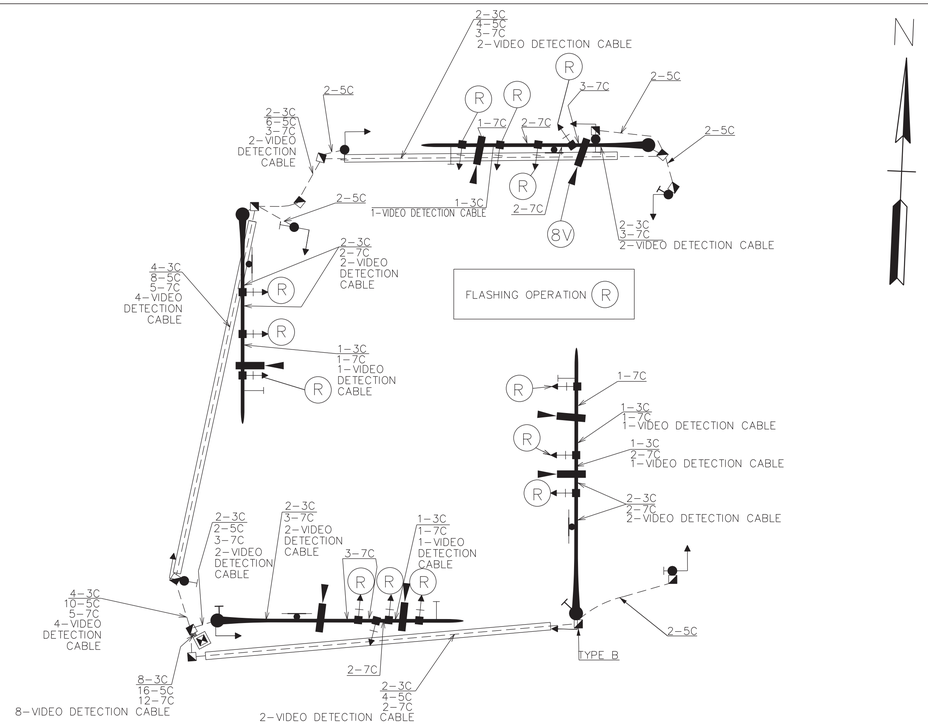
NOTES:
1. DETECTORS SPECIFIED AS DELAY/NORMAL SHALL HAVE A TIME DELAYED OUTPUT WHEN ASSOCIATED PHASE NOT GREEN (DLAY SETTINGS AS SPECIFIED). OUTPUT SHALL BE NORMAL WHEN ASSOCIATED PHASE IS GREEN.
2. DETECTORS SPECIFIED AS DELAY SHALL HAVE A TIME DELAYED OUTPUT AT ALL TIMES.
3. ALL STOP BAR DETECTION ZONES SHALL BE PLACED A MINIMUM OF 3 FEET AND NO MORE THAN 5 FEET BEYOND STOP BAR UNLESS INDICATED OTHERWISE.

## CONTROLLER RING/PHASING DIAGRAM

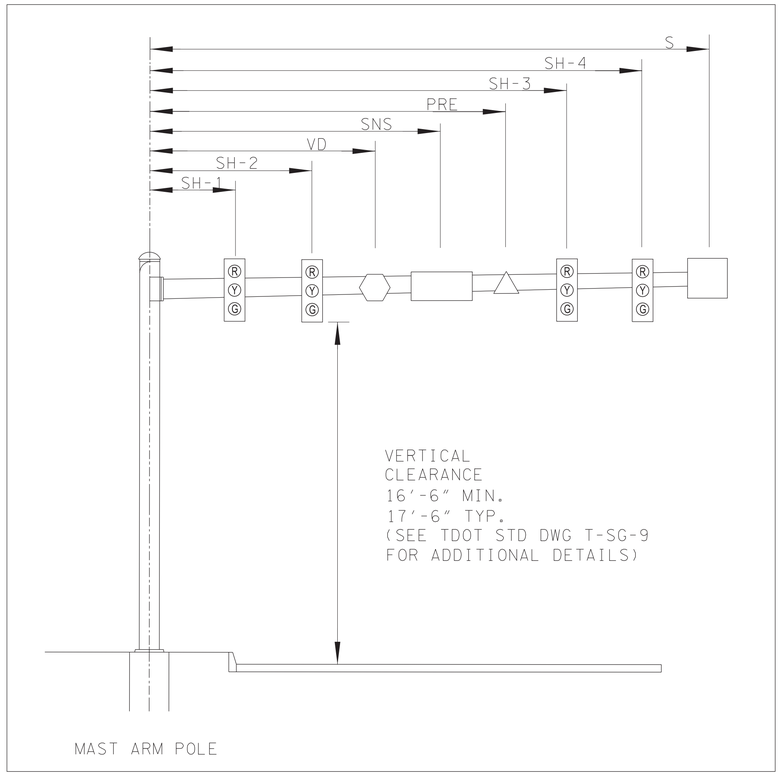



NOTES:
1) PERMITTED MOVEMENT ------ PROTECTED MOVEMENT.
2) PEDESTRIAN MOVEMENT. <----------->
3) ALL LEFT-TURN PHASES ARE PERMITTED/PROTECTED.
4) ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MUTCD.
5) SHOW FLASHING OPERATION FOR ALL SIGNAL HEADS WHEN SIGNAL IS INOPERABLE.

## WIRING DIAGRAM AND FLASHING OPERATION



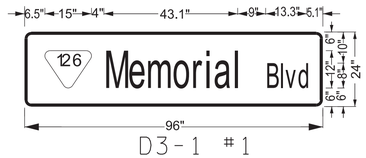

CONDUIT AND WIRING NOTES:
1. CONDUIT SHALL BE SCHEDULE 80 P.V.C. EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL CONDUIT UNDER ROADWAY AND SIDEWALK SHALL BE DIRECTIONAL BORE CONDUIT.
3. ALL CABLE RUNS SHALL BE CONTINUOUS; NO SPLICES ALLOWED.



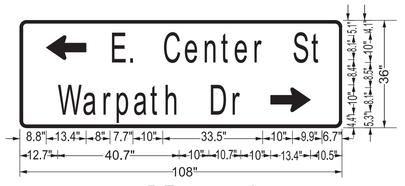

S: SIGN
SNS: STREET NAME SIGN
SH-X: SIGNAL HEAD
VD: VEHICLE DETECTOR (VIDEO)
PRE: PRE-EMPTION

SIGNAL TIMING IS TO BE DONE BY THE CITY OF KINGSPORT. THE CONTRACTOR SHALL CONTACT MR. JIM HENSLEY AT (423)341-4225 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL TIMINGS.

## PROPOSED OVERHEAD SIGNS



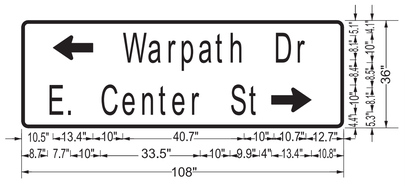

D3-1 #1




D3-1 #2

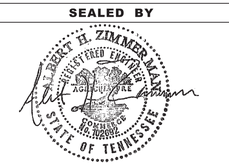



SL-1 (TN-69a)




D3-1 #3

SEALED BY




7-18-2025

## SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

| POLE NO. | STATION | OFFSET | NORTHING | EASTING | ARM | ARM LENGTH | SNS | SH-1 | VD | SNS | SH-2 | VD | SH-3 | SH-4 | S | GROUND EL. @ POLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 198+31.5 | 60.6' RT | 818234.9812 | 2992514.1921 | | 65' | 21' | 37' | 28' | | 42' | 49' | 45' | 53' | 57' | 1318.96 |
| B | 198+38.2 | 46.6' LT | 818342.3478 | 2992516.2689 | | 55' | 13' | 20.5' | 26' | | 31.5' | 40' | 42.5' | | 46.5' | 1318.44 |
| C | 199+45.3 | 64.8' LT | 818365.2126 | 2992622.5167 | | 60' | | 20' | 17' | 25' | 29' | 44' | 39' | 49' | 52' | 1318.60 |
| D | 199+26.2 | 58.7' RT | 818240.9103 | 2992608.7149 | | 70' | 22' | 32' | 37' | | 42' | 52' | 60' | | 62' | 1317.15 |

S.R. 126 AT E. CENTER STREET & WARPATH DRIVE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PLANS
DETAIL SHEET
SR 126 @ E. CENTER ST & WARPATH DR

SCALE: N.T.S.
SHEET 3 OF 3

6/25/2025 3:42:21 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-5 |
| | | | |
| | | | |
| | | | |

210

215

N

WOODSIDE DRIVE

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.

INSTALL SIGNAL POLE A
WITH 40' MAST ARM
& P1 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 213+42.0, 46.8' LT

W11-2(36"x36")
W16-7P(24"x12")
STA 213+49

2"CONDUIT(PVC)
TYPE B

R1-5b(36"X36")
STA 214+01

W11-2(36"x36")
W16-9P(24"x12")
STA 214+80

AHEAD

P4

INSTALL 2" CONDUIT(DIR. BORE)

2 R10-23(30"x24")
CROSSWALK STOP ON RED

SR 126 (MEMORIAL BLVD)
35 MPH

S.R. 126

SR 126 (MEMORIAL BLVD)
35 MPH

R10-23(30"x24")
CROSSWALK STOP ON RED

P4

P1

TYPE B

AHEAD

W11-2(36"x36")
W16-9P(24"x12")
STA 211+32

R1-5b(36"X36")
STA 212+92

W11-2(36"x36") W16-7P(24"x12")
STA 213+26

2-2" CONDUITS(PVC)

INSTALL PAD MOUNTED
CONTROLLER CABINET
STA 213+30.3,51.9'RT
PULLBOX,TP B

2"CONDUIT(PVC)

INSTALL SIGNAL POLE B
WITH 40' MAST ARM
& P1 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 213+43.5, 46.8' RT

R R
Y
2

CROSSWALK STOP ON RED
R1-5b
(36"x36")

P4

ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH LED DISPLAYS WITH BLACK HOUSINGS AND SAFETY BACKPLATES.

ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE BLACK COLOR HOUSINGS AND LED TYPE DISPLAYS CONFORMING TO CURRENT ITE STANDARDS, WITH WALK/DONT WALK SYMBOLS DISPLAYED IN SAME FACE WITH COUNTDOWN TIMER. THE SYMBOLS SHALL BE FULLY POPULATED.

**SEALED BY**

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
COMMISSION OF TRANSPORTATION
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGNAL PLANS

PEDESTRIAN HYBRID BEACON
@ WOODSIDE DRIVE

SCALE: 1"= 20'

SHEET 1 OF 2

6/25/2025 3:43:53 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-6 |
| | | | |
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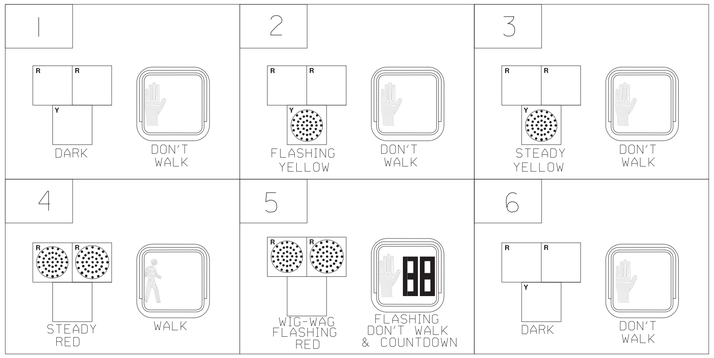
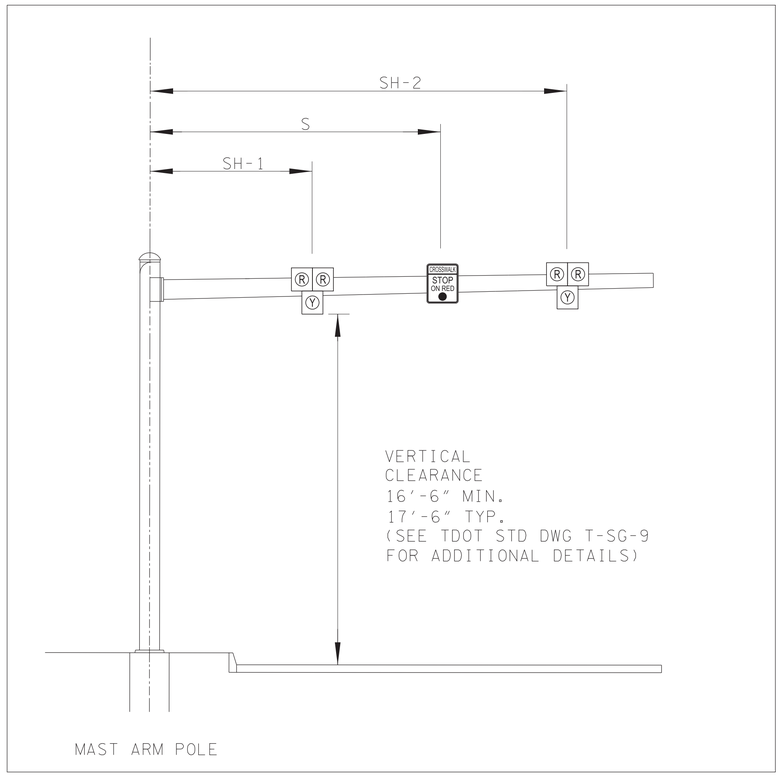
# PEDESTRIAN HYBRID BEACON SEQUENCE

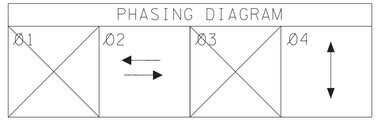



MAST ARM POLE

S:SIGN
SH-X:SIGNAL HEAD

## PHASING DIAGRAM

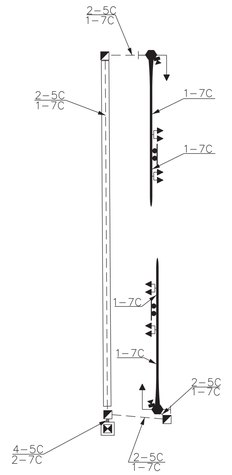


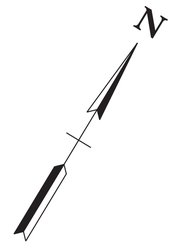

NOTES:

1) PEDESTRIAN PHASE ←→

2) PHASE 2 REPRESENTS INACTIVE (DARK) PEDESTRIAN HYBRID BEACON (PHB) SIGNAL HEADS.

# WIRING DIAGRAM




CONDUIT AND WIRING NOTES:

1. CONDUIT SHALL BE SCHEDULE 80 P.V.C. EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL CONDUIT UNDER ROADWAY AND SIDEWALK SHALL BE DIRECTIONAL BORE CONDUIT.
3. ALL CABLE RUNS SHALL BE CONTINUOUS; NO SPLICES ALLOWED

SIGNAL TIMING IS TO BE DONE BY THE CITY OF KINGSPORT. THE CONTRACTOR SHALL CONTACT MR. JIM HENSLEY AT (423)341-4225 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL TIMINGS.

SEALED BY




7-18-2025

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

| POLE NO. | STATION | OFFSET | NORTHING | EASTING | ARM | ARM LENGTH | SH-1 | S | SH-2 | GROUND EL. @ POLE |
|---|---|---|---|---|---|---|---|---|---|---|
| A | 213+42.0 | 46.8' LT | 818866.9932 | 2993863.3107 | 1 | 40' | 21' | 26.5' | 32' | 1321.43 |
| B | 213+43.5 | 46.8' RT | 818787.7795 | 2993913.0351 | 1 | 40' | 21' | 26.5' | 32' | 1321.60 |

PEDESTRIAN HYBRID BEACON NEAR WOODSIDE DR

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

## SIGNAL PLANS

DETAIL SHEET
PEDESTRIAN HYBRID BEACON
NEAR WOODSIDE DRIVE

SCALE: 1"= 20'
SHEET 2 OF 2

6/25/2025 3:44:48 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-7 |
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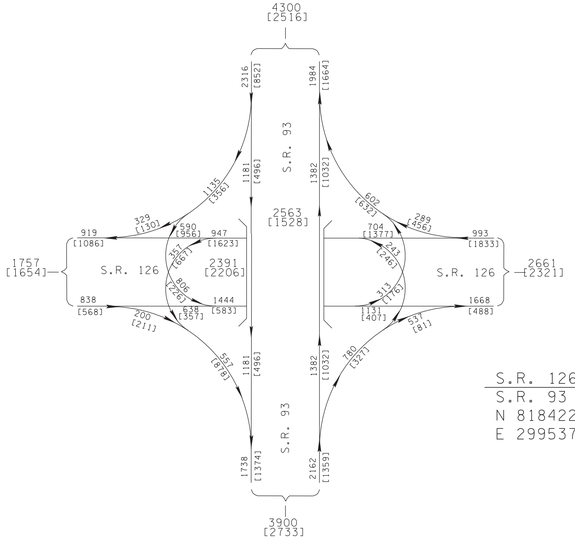


S.R. 126 STA. 234+52.41 =
S.R. 93 RAMP B STA. 20+00.00
N 818422.1923
E 2995374.9125

S.R. 126 STA. 235+36.51 =
S.R. 93 RAMP D STA. 40+00.00
N 818344.2785
E 2995406.5635

S.R. 93 RAMP D

S.R. 126(MEMORIAL BLVD)
35 MPH

S.R. 126(MEMORIAL BLVD)
35 MPH

SHEET SIG-9
MATCH LINE STA 237+42.12

HILLCREST DR

SR 93 RAMP B

INSTALL 3" CONDUIT (DIR. BORE)

INSTALL
PEDESTAL POLE E
P6 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 235+72.5, 65.0'LT

2" CONDUIT(PVC)
TYPE B

INSTALL SIGNAL POLE B
WITH 65 FT MAST ARM
STA 234+65.5, 57.3' LT

2" CONDUIT(PVC)

INSTALL
PEDESTAL POLE D
P4 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 234+59.3, 48.3'LT

INSTALL
PEDESTAL POLE F
P6 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 235+51.5, 63.3'LT

2"CONDUIT(PVC)
3"CONDUIT(PVC)

TYPE B

125' FROM ADVANCED
DETECTION TO STOP BAR

D3-1#5

INSTALL VIDEO DETECTION
FOR Ø6 MOVEMENTS

INSTALL VIDEO DETECTION
FOR Ø1 MOVEMENTS

INSTALL 3" CONDUIT (DIR. BORE)

Z6-1
Z6-1
Z1-1

INSTALL VIDEO DETECTION
FOR Ø2 MOVEMENTS

D3-1#4
D3-1#1

ARM 2

TYPE B
4 @ 2"CONDUIT(PVC)

INSTALL PAD MOUNTED
CONTROLLER CABINET
STA 235+95.6, 49.9' RT
2 @ 3"CONDUIT (PVC)

INSTALL
PEDESTAL POLE C
P2 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 235+84.7, 48.1'LT

3"CONDUIT
(PVC)

INSTALL SIGNAL POLE A
WITH 50'/45' MAST ARMS
STA 235+81.9, 55.1' RT

TYPE B

INSTALL VIDEO
DETECTION FOR Ø4
MOVEMENTS

285' FROM ADVANCED
DETECTION TO STOP BAR

285' FROM ADVANCED
DETECTION TO STOP BAR

125' FROM ADVANCED
DETECTION TO STOP BAR

INSTALL 2" CONDUIT(DIR. BORE)

INSTALL
PEDESTAL POLE C
P2 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 234+91.6, 60.1'RT

TYPE B

VIDEO DETECTION CAMERA

6'X50' VIDEO DETECTION ZONE

6'X6' VIDEO DETECTION ZONE

4' (TYP)

LEFT TURN YIELD ON FLASHING

R Y G

RED
STEADY YELLOW
FLASHING YELLOW
GREEN

2 6 4

1F

P2 P4 P6

(W/PUSHBUTTONS AND R10-3E SIGNS)

ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH LED DISPLAYS WITH BLACK HOUSINGS AND SAFETY BACKPLATES. SIGNAL HEAD 1F SHALL COMPLY WITH MUTCD SECTION 4D.20 FOR FLASHING YELLOW ARROW TYPE PROTECTED/ PERMISSIVE LEFT-TURN OPERATION.

ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE BLACK COLOR HOUSINGS AND LED TYPE DISPLAYS CONFORMING TO CURRENT ITE STANDARDS, WITH WALK/DONT WALK SYMBOLS DISPLAYED IN SAME FACE WITH COUNTDOWN TIMER. THE SYMBOLS SHALL BE FULLY POPULATED.

SEE SHEET SIG-8 FOR OVERHEAD SIGN DETAILS

LEFT TURN YIELD ON FLASHING

SL TN-69a (24"X30")

SEALED BY

ALBERT H. ZIMMER JR.
REGISTERED ENGINEER
AGRICULTURE
ENGINEER
NUMBER
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNAL PLANS

SR 126 @ SR 93
RAMP B & RAMP D

SCALE: 1"= 20'

SHEET 1 OF 2

6/25/2025 3:45:53 PM
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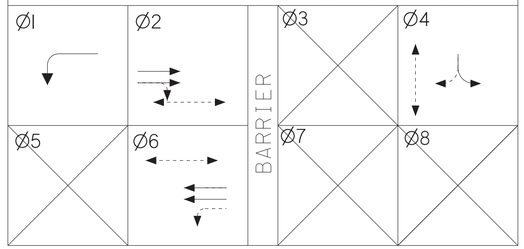
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-8 |
| | | | |
| | | | |
| | | | |

## DETECTION ZONE SCHEDULE

| ZONE NO. | APPROX. ZONE SIZE (FT) | VEHICLE DETECTION # | ASSOC. PHASE | MODE | DISTANCE FROM STOP BAR | COMMENTS |
|---|---|---|---|---|---|---|
| Z1-1 | 6'X50' | 2-VIDEO | 1 | PRES. | 3' | NORMAL |
| Z2-1 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z2-2 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z4-1 | 6'X50'(2 EA) | 4-VIDEO | 4 | PRES. | 3' | NORMAL |
| Z6-1 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z6-2 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 285' | DELAY (5.5 SEC.) |

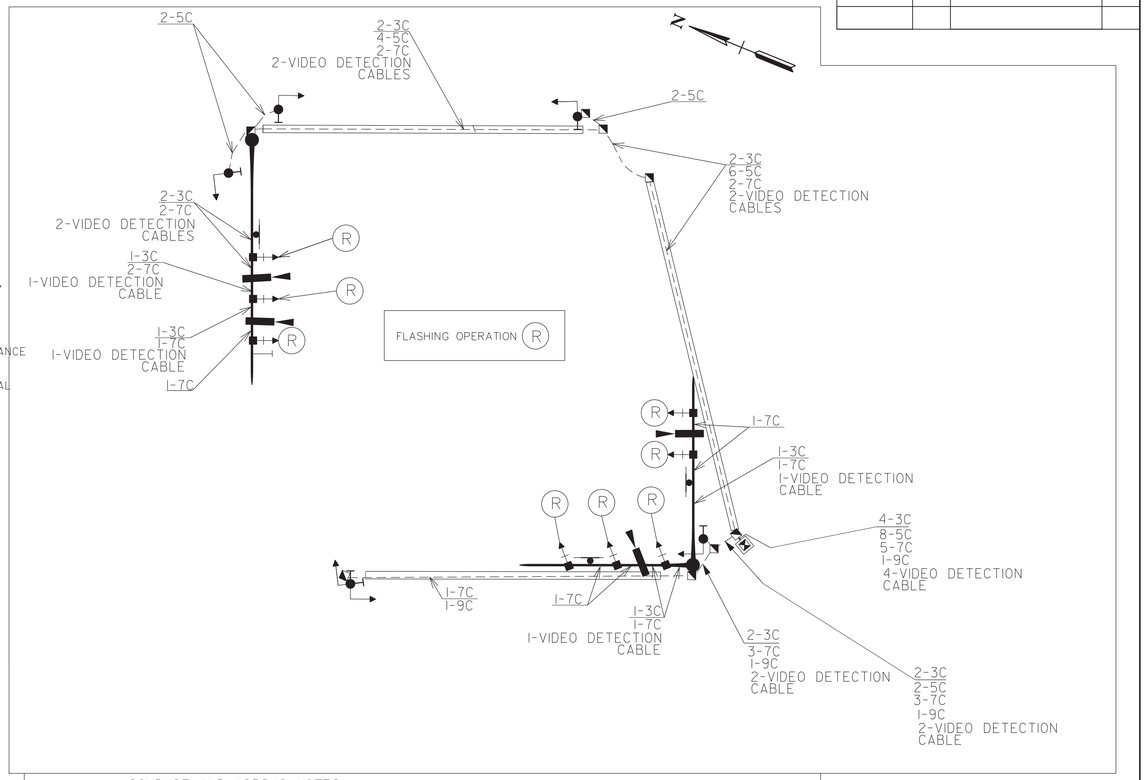
NOTES:
1. DETECTORS SPECIFIED AS DELAY/NORMAL SHALL HAVE A TIME DELAYED OUTPUT WHEN ASSOCIATED PHASE NOT GREEN (DLAY SETTINGS AS SPECIFIED). OUTPUT SHALL BE NORMAL WHEN ASSOCIATED PHASE IS GREEN.
2. DETECTORS SPECIFIED AS DELAY SHALL HAVE A TIME DELAYED OUTPUT AT ALL TIMES.
3. ALL STOP BAR DETECTION ZONES SHALL BE PLACED A MINIMUM OF 3 FEET AND NO MORE THAN 5 FEET BEYOND STOP BAR UNLESS INDICATED OTHERWISE.

## CONTROLLER RING/PHASING DIAGRAM

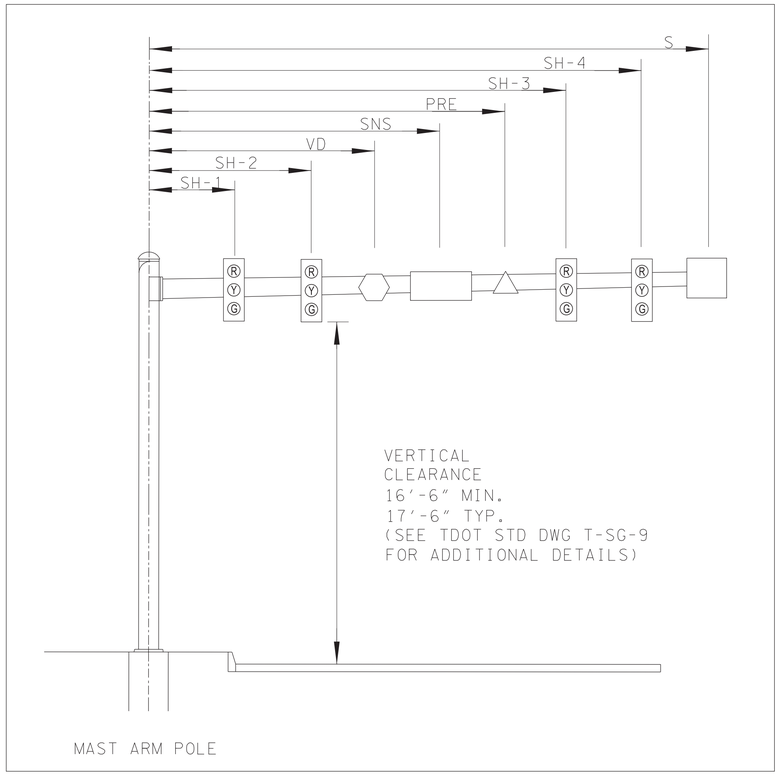



NOTES:
1) PERMITTED MOVEMENT ▼ PROTECTED ▼ MOVEMENT.
2) PEDESTRIAN MOVEMENT. ◄------►
3) PHASE 1 IS PERMITTED/PROTECTED.
4) ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MUTCD.
5) SHOW FLASHING OPERATION FOR ALL SIGNAL HEADS WHEN SIGNAL IS INOPERABLE.

## WIRING DIAGRM AND FLASHING OPERATION




CONDUIT AND WIRING NOTES:
1. CONDUIT SHALL BE SCHEDULE 80 P.V.C. EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL CONDUIT UNDER ROADWAY AND SIDEWALK SHALL BE DIRECTIONAL BORE CONDUIT.
3. ALL CABLE RUNS SHALL BE CONTINUOUS; NO SPLICES ALLOWED



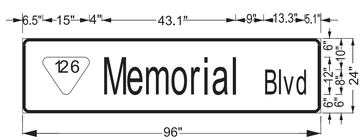

S: SIGN
SNS: STREET NAME SIGN
SH-X: SIGNAL HEAD
VD: VEHICLE DETECTOR (VIDEO)
PRE: PRE-EMPTION

SIGNAL TIMING IS TO BE DONE BY THE CITY OF KINGSPORT. THE CONTRACTOR SHALL CONTACT MR. JIM HENSLEY AT (423)341-4225 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL TIMINGS.

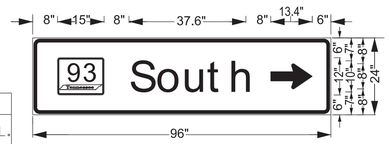
## PROPOSED OVERHEAD SIGNS



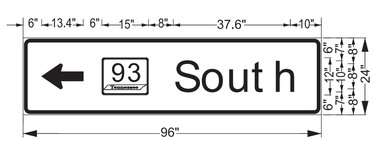

SL-1 (TN-69a)




D3-1 #1




D3-1 #4



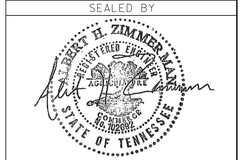

D3-1 #5

| POLE NO. | STATION | OFFSET | NORTHING | EASTING | ARM | ARM LENGTH | SNS | SH-1 | VD | SNS | SH-2 | VD | SH-3 | S | GROUND EL. @ POLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 235+81.9 | 55.1' RT | 818281.4389 | 2995372.5670 | 1 | 50' | 22' | 29' | 35' | | 40' | | | | 1393.82 |
| | | | | | 2 | 45' | | 7' | 13.5' | 27' | 20' | | 33' | | |
| B | 234+65.5 | 57.3' LT | 818431.5232 | 2995432.7290 | | 65' | 25' | 31' | 36.5' | | 42' | 48' | 53' | 57' | 1388.65 |
| | | | | | | | | | | | | | | | |

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

S.R. 126 AT S.R. 93 RAMP B & RAMP D

SEALED BY




7-18-2025

SHEET 2 OF 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PLANS

SR 126 @ SR 93
RAMP B & RAMP D

SCALE: N.T.S.

SHEET 2 OF 2

6/25/2025 3:46:58 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-9 |
| | | | |
| | | | |
| | | | |

SHEET SIG-7
MATCH LINE STA 237+42.12

S.R. 126 (MEMORIAL BLVD)
35 MPH

S.R. 93

S.R. 93 RAMP C

S.R. 93 RAMP A

SR 126 (MEMORIAL BLVD)
35 MPH

125' FROM ADVANCED DETECTION TO STOP BAR

285' FROM ADVANCED DETECTION TO STOP BAR

S.R.126 STA. 239+71.42 =
S.R. 93 RAMP A STA. 10+00.00
N 817990.2016
E 2995642.5287

TYPE B
INSTALL PEDESTRIAN PUSHBUTTON POST(P6)
STA 239+41.6, 63.8'LT

3"CONDUIT(PVC)

INSTALL SIGNAL POLE B TYPE B
WITH 55'/45' MAST ARMS
& P6 PEDESTRIAN SIGNAL
STA 239+35.8, 62.2' LT

INSTALL 3" CONDUIT (DIR. BORE)

INSTALL VIDEO DETECTION FOR Ø6 MOVEMENTS

INSTALL VIDEO DETECTION FOR Ø8 MOVEMENTS

INSTALL PEDESTAL POLE F
P6 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 239+77.5, 57.8'LT

INSTALL PEDESTAL POLE G
P8 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 239+80.8, 42.1'LT

3"CONDUIT (DIR. BORE)

(SEE SIGN NO.128-
SIGN SCHEDULE SHEET 130)

INSTALL 3"CONDUIT(DIR. BORE)

INSTALL 3"CONDUIT(DIR. BORE)

INSTALL VIDEO DETECTION FOR Ø5 MOVEMENTS
3" CONDUIT
SCHEDULE 80

INSTALL VIDEO DETECTION FOR Ø2 MOVEMENTS

INSTALL PEDESTAL POLE E
P2 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 239+45.8, 55.8'RT
TYPE B PULLBOX

2"CONDUIT (PVC)

INSTALL 2"CONDUIT(DIR. BORE)

INSTALL PEDESTAL POLE C
P8 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 240+06.2, 47.8'RT
2"CONDUIT(PVC)

INSTALL PAD MOUNTED CONTROLLER CABINET
STA 240+11.6, 52.4'RT

5 @ 2"CONDUIT(PVC)

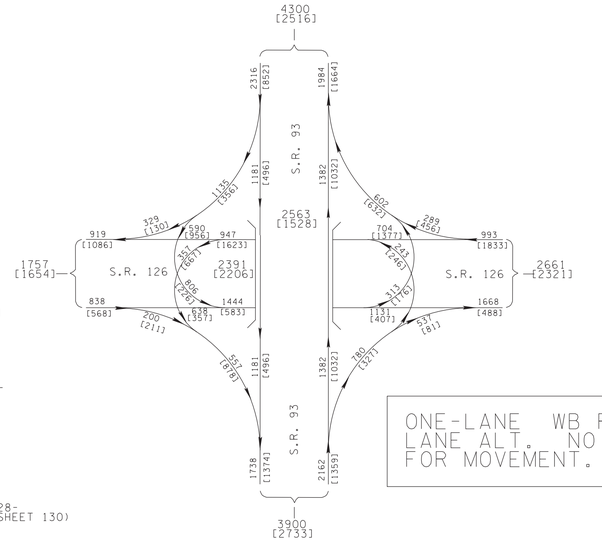
3"CONDUIT(PVC)

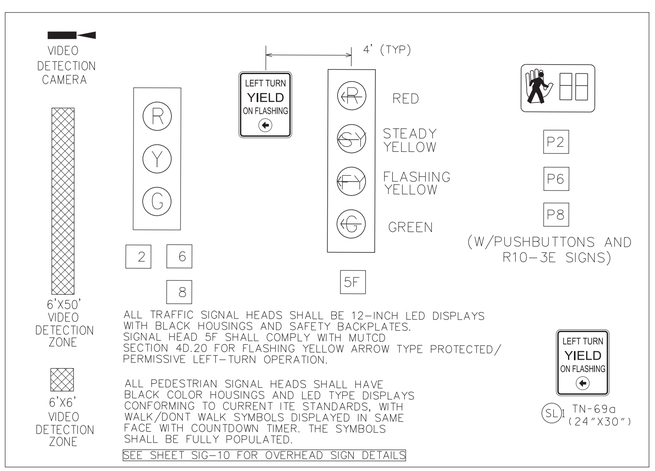
INSTALL SIGNAL POLE A
WITH 65' MAST ARM
STA 239+95.6, 54.8' RT

2"CONDUIT(PVC)

INSTALL PEDESTAL POLE D
P2 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 239+85.0, 65.7'RT

ONE-LANE, WB RIGHT-TURN LANE ALT. NO SIGNAL CONTROL FOR MOVEMENT.




SEALED BY

ALBERT H. ZIMMERMAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNAL PLANS

SR 126 @ SR 93
RAMP A & RAMP C

SCALE: 1"= 20'

SHEET 1 OF 2

6/25/2025 3:48:48 PM
N:\3350 - SR 126 Sullivan County\105467-03-Construction-Roadway\SignalPlans\SIG-9.sht

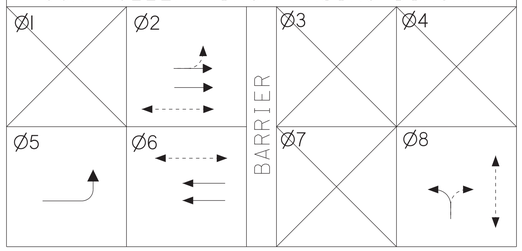
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-10 |
| | | | |
| | | | |
| | | | |

## DETECTION ZONE SCHEDULE

| ZONE NO. | APPROX. ZONE SIZE (FT) | VEHICLE DETECTION | ASSOC. PHASE | MODE | DISTANCE FROM STOP BAR | COMMENTS |
|---|---|---|---|---|---|---|
| Z2-1 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z2-2 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z5-1 | 6'X50' | 5-VIDEO | 5 | PRES. | 5' | NORMAL |
| Z6-1 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z6-2 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z8-1 | 6'X50'(2 EA) | 8-VIDEO | 8 | PRES. | 3' | NORMAL |

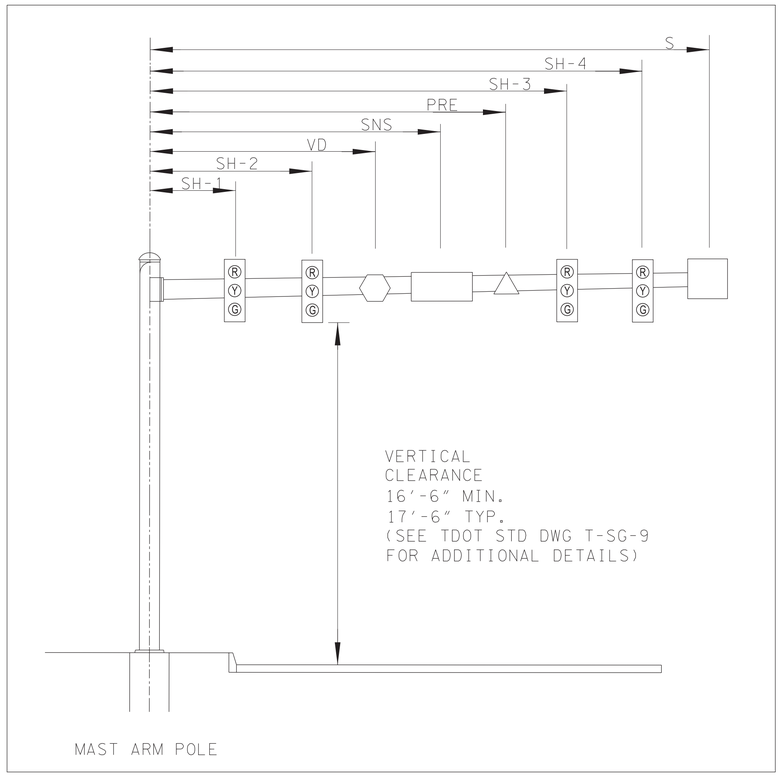
NOTES:
1. DETECTORS SPECIFIED AS DELAY/NORMAL SHALL HAVE A TIME DELAYED OUTPUT WHEN ASSOCIATED PHASE NOT GREEN (DLAY SETTINGS AS SPECIFIED). OUTPUT SHALL BE NORMAL WHEN ASSOCIATED PHASE IS GREEN.
2. DETECTORS SPECIFIED AS DELAY SHALL HAVE A TIME DELAYED OUTPUT AT ALL TIMES.
3. ALL STOP BAR DETECTION ZONES SHALL BE PLACED A MINIMUM OF 3 FEET AND NO MORE THAN 5 FEET BEYOND STOP BAR UNLESS INDICATED OTHERWISE.

## CONTROLLER RING/PHASING DIAGRAM




NOTES:

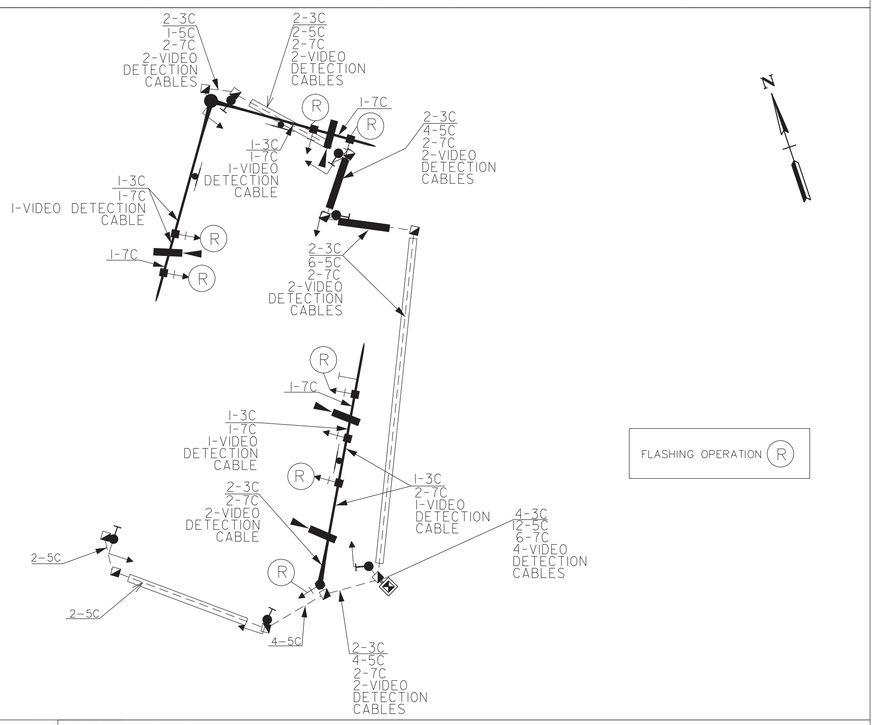
1) PERMITTED MOVEMENT. PROTECTED MOVEMENT.
2) PEDESTRIAN MOVEMENT.
3) PHASE 5 IS PERMITTED/PROTECTED.
4) ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MUTCD.
5) SHOW FLASHING OPERATION FOR ALL SIGNAL HEADS WHEN SIGNAL IS INOPERABLE.




S:SIGN
SNS:STREET NAME SIGN
SH-X:SIGNAL HEAD
VD:VEHICLE DETECTOR (VIDEO)
PRE:PRE-EMPTION

SIGNAL TIMING IS TO BE DONE BY THE CITY OF KINGSPORT. THE CONTRACTOR SHALL CONTACT MR. JIM HENSLEY AT (423)341-4225 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL TIMINGS.

## WIRING DIAGRAM AND FLASHING OPERATION



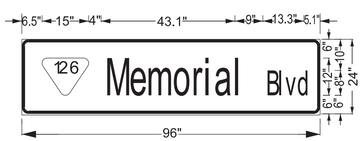

CONDUIT AND WIRING NOTES:

1. CONDUIT SHALL BE SCHEDULE 80 P.V.C. EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL CONDUIT UNDER ROADWAY AND SIDEWALK SHALL BE DIRCTIONAL BORE CONDUIT.
3. ALL CABLE RUNS SHALL BE CONTINUOUS; NO SPLICES ALLOWED.

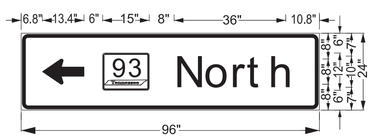
## PROPOSED OVERHEAD SIGNS



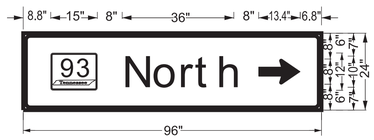

SL-1 (TN-69a)




D3-1 #1




D3-1 #6




D3-1 #7

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7-18-2025

## SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

| POLE NO. | STATION | OFFSET | NORTHING | EASTING | ARM | ARM LENGTH | SNS | SH-1 | VD | SH-2 | VD | SH-3 | S | GROUND EL. @ POLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A* | 239+95.6 | 54.8' RT | 817929.9296 | 2995636.8616 | | 65' | 33' | 27' | 12' | 39' | 44' | 51' | 55' | 1420.34 |
| B | 239+35.8 | 62.2' LT | 818060.2123 | 2995650.1051 | 1 | 55' | 20.5' | 36' | 41.5' | 47' | | | | 1412.26 |
| | | | | | 2 | 45' | 19' | 28' | 33' | 38' | | | | |
| | | | | | | | | | | | | | | |

*POLE A INCLUDES POLE-MOUNTED SUPPLEMENTAL SIGNAL HEAD (PHASE 8). SEE STD DRAWING T-SG-9.

S.R. 126 AT S.R. 93 RAMP A & RAMP C

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PLANS
DETAIL SHEET
SR 126 @ SR 93
RAMP A & RAMP C

SCALE: N.T.S.

SHEET 2 OF 2

6/25/2025 3:51:55 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-11 |
| | | | |
| | | | |
| | | | |

250

HEATHER LANE

SR 126 (MEMORIAL BLVD)
35 MPH

S.R. 126

MILTON CT

INSTALL SIGNAL POLE A
WITH 40' MAST ARM
& P1 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 250+55.8, 40.8' LT

W11-2(36"x36")
W16-7P(24"x12")
STA 250+62

R1-5b(36"X36")
STA 251+07

W11-2(36"x36")
W16-9P(24"x12")
STA 251+93

AHEAD

2"CONDUIT(PVC)
TYPE B

INSTALL 2" CONDUIT(DIR. BORE)

P4

2

CROSSWALK
STOP
ON RED

R10-23(30"x24")

R1-5b(36"X36")
STA 249+93

W11-2(36"x36") W16-7P(24"x12")
STA 250+37

TYPE B

2-2" CONDUITS(PVC)

INSTALL PAD MOUNTED
CONTROLLER CABINET
STA 250+43.3,48.0'RT
PULLBOX,TP B

INSTALL SIGNAL POLE B
WITH 40' MAST ARM
& P1 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 250+44.7, 40.8' RT

2"CONDUIT(PVC)

W11-2(36"x36")
W16-9P(24"x12")
STA 248+38

AHEAD

STA. 248+88.97 S.R. 126=
STA. 50+00.00 HEATHER LN./
MILTON CT.
N: 817733.9266
E: 2996521.7625

R1-5b
(36"x36")

ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH LED DISPLAYS WITH BLACK HOUSINGS AND SAFETY BACKPLATES.

ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE BLACK COLOR HOUSINGS AND LED TYPE DISPLAYS CONFORMING TO CURRENT ITE STANDARDS, WITH WALK/DONT WALK SYMBOLS DISPLAYED IN SAME FACE WITH COUNTDOWN TIMER. THE SYMBOLS SHALL BE FULLY POPULATED.

**SEALED BY**

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE

7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGNAL PLANS

PEDESTRIAN HYBRID BEACON
NEAR MILTON CT/ HEATHER LN

SCALE: 1"= 20'
SHEET 1 OF 2

6/25/2025 3:53:10 PM
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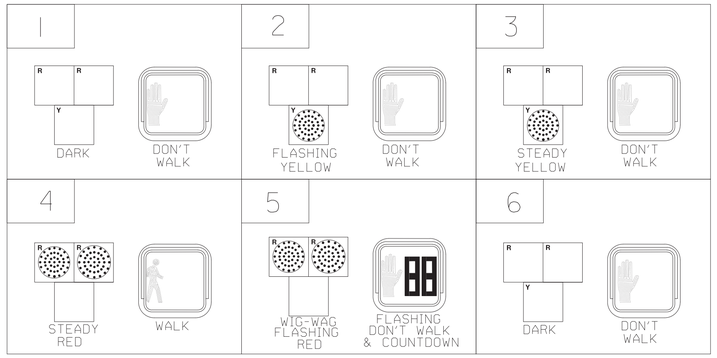
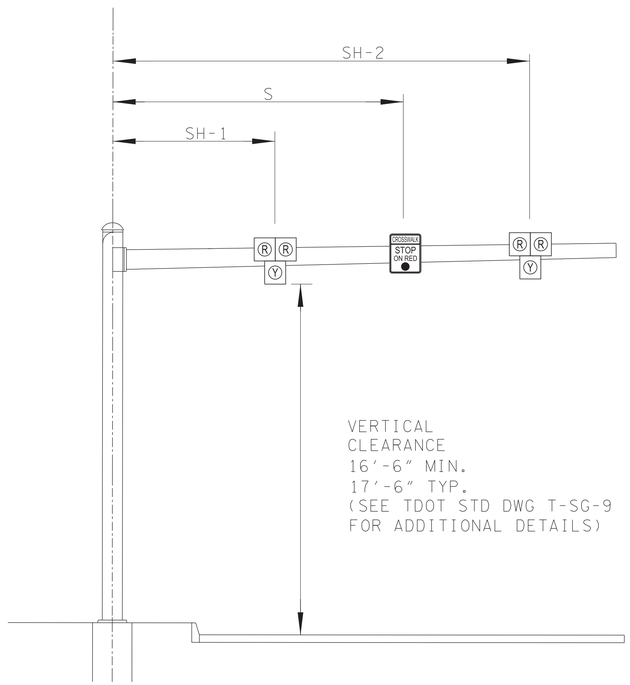
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-12 |
| | | | |
| | | | |
| | | | |

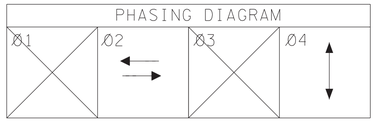
# PEDESTRIAN HYBRID BEACON SEQUENCE




S:SIGN
SH-X:SIGNAL HEAD

## PHASING DIAGRAM




NOTES:

1) PEDESTRIAN PHASE ←→

2) PHASE 2 REPRESENTS INACTIVE (DARK) PEDESTRIAN HYBRID BEACON (PHB) SIGNAL HEADS.

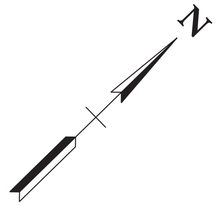
SIGNAL TIMING IS TO BE DONE BY THE CITY OF KINGSPORT. THE CONTRACTOR SHALL CONTACT MR. JIM HENSLEY AT (423)341-4225 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIATION OF THE SIGNAL TO OBTAIN THE INITIAL TIMINGS.

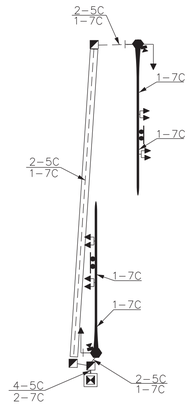
## SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

| POLE NO. | STATION | OFFSET | NORTHING | EASTING | ARM | ARM LENGTH | SH-1 | S | SH-2 | GROUND EL. @ POLE |
|---|---|---|---|---|---|---|---|---|---|---|
| A | 250+55.8 | 40.8' LT | 817729.9486 | 2996693.4465 | 1 | 40' | 18.5' | 24' | 29' | 1476.50 |
| B | 250+44.7 | 40.8' RT | 817654.1439 | 2996615815 | 1 | 40' | 18.5' | 24' | 29.5' | 1475.91 |

PEDESTRIAN HYBRID BEACON NEAR HEATHER LANE

# WIRING DIAGRAM

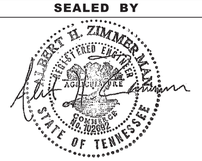



CONDUIT AND WIRING NOTES:

1. CONDUIT SHALL BE SCHEDULE 80 P.V.C. EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL CONDUIT UNDER ROADWAY AND SIDEWALK SHALL BE DIRECTIONAL BORE CONDUIT.
3. ALL CABLE RUNS SHALL BE CONTINUOUS; NO SPLICES ALLOWED

**SEALED BY**




7-18-2025

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

## SIGNAL PLANS

DETAIL SHEET
PEDESTRIAN HYBRID BEACON
NEAR MILTON CT/HEATHER LANE

SCALE: 1"= 20'
SHEET 2 OF 2

6/25/2025 3:57:06 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Signal Plans\SIG-12.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-13 |
| | | | |
| | | | |
| | | | |

N

275

WOODRIDGE AVE

AMY AVENUE

EQUATION:
STA 273+62.35 BK =
STA 275+86.24 AH

S.R. 126 (MEMORAL BLVD)
35 MPH

INSTALL SIGNAL POLE C
WITH 70' MAST ARM
STA 274+90.1, 58.0' LT

TYPE B

3"CONDUIT (PVC)

INSTALL
PEDESTAL POLE F
P4 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 274+88.8, 44.4'LT

TYPE B

2"CONDUIT (PVC)

INSTALL 2" CONDUIT(DIR. BORE)

INSTALL VIDEO DETECTION
FOR Ø8 MOVEMENTS

TYPE B

INSTALL SIGNAL POLE D
WITH 40' MAST ARM
STA 275+57.2, 48.1'LT

INSTALL 3" CONDUIT(DIR. BORE)

INSTALL VIDEO
DETECTION FOR
Ø6 MOVEMENTS

INSTALL VIDEO
DETECTION FOR
Ø1 MOVEMENTS

285' FROM ADVANCED
DETECTION TO STOP BAR

125' FROM ADVANCED
DETECTION TO STOP BAR

125' FROM ADVANCED
DETECTION TO STOP BAR

Z2-2
Z2-2
Z2-1
Z2-1
Z5-1
Z4-1
Z1-1
Z6-1
Z6-1
Z8-1

P4
P8
D3-1#9
D3-1#1
D3-1#8
D3-1#1

6
6V
6
1V
1F
8
8V
8
5E
5V
2
2
2V
4
4V
4

SL1
SL1

INSTALL VIDEO DETECTION
FOR Ø5 MOVEMENTS

INSTALL VIDEO DETECTION
FOR Ø2 MOVEMENTS

3"CONDUIT (PVC)

TYPE B

4 @ 2"CONDUITS (PVC)

INSTALL PAD MOUNTED
CONTROLLER CABINET
STA 275+81.5, 60.5'RT

INSTALL SIGNAL POLE A
WITH 70' MAST ARM
STA 275+74.5, 56.9'RT

2-3"CONDUITS(PVC)

TYPE B

S.R.126 STA. 275+24.83 =
HARBOR CHAPEL RD. STA. 50+00.00=
WOODRIDGE AVE. STA. 50+00.00
N 818668.4421
E 2998780.7875

TYPE B

3"CONDUIT (PVC)
2"CONDUIT (PVC)

TYPE B

INSTALL
PEDESTAL POLE E
P4 PEDESTRIAN SIGNAL
PEDESTRIAN PUSHBUTTON
STA 274+83.9, 58.2'RT

3" CONDUIT (PVC)

INSTALL SIGNAL POLE B
WITH 50' MAST ARM
STA 274+79.6, 64.5'RT

INSTALL VIDEO DETECTION
FOR Ø4 MOVEMENTS

TYPE B

INSTALL 2-3"CONDUITS
(DIRECTIONAL BORE)

HARBOR CHAPEL RD

S.R. 126 (MEMORAL BLVD)
35 MPH

SHEET SIG-14
MATCH LINE STA 277+50

VIDEO DETECTION CAMERA

6'X50' VIDEO DETECTION ZONE

6'X6' VIDEO DETECTION ZONE

4' (TYP)

LEFT TURN YIELD ON FLASHING

R Y G

RED
STEADY YELLOW
FLASHING YELLOW
GREEN

2 6 4 8

1F 5F

P4

(W/PUSHBUTTONS AND R10-3E SIGNS)

ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH LED DISPLAYS WITH BLACK HOUSINGS AND SAFETY BACKPLATES. SIGNAL HEAD 1F, 5F SHALL COMPLY WITH MUTCD SECTION 4D.20 FOR FLASHING YELLOW ARROW TYPE PROTECTED/ PERMISSIVE LEFT-TURN OPERATION.

ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE BLACK COLOR HOUSINGS AND LED TYPE DISPLAYS CONFORMING TO CURRENT ITE STANDARDS, WITH WALK/DONT WALK SYMBOLS DISPLAYED IN SAME FACE WITH COUNTDOWN TIMER. THE SYMBOLS SHALL BE FULLY POPULATED.

SEE SHEET SIG-15 FOR OVERHEAD SIGN DETAILS

LEFT TURN YIELD ON FLASHING

SL1 TN-69a (24"X30")

47 [47]

WOODRIDGE AVE.

18 [29] 29 [18]

14 [22] 7 [4]

997 [1665] 572 [1002] 603 [1011]

2410 [2093] 1591 [1296]

S.R. 126 S.R. 126

22 [14] 41 [64] 0 [0] 0 [0] 22 [14] 4 [7]

1503 [428] 988 [285]

24 [15] 51 [8] 963 [262] 2 [16]

HARBOR CHAPEL RD.

542 [157] 342 [657]

884 [814]

2040 DHV
PM
[AM]

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ROTATIONAL
NO. 109611
STATE OF TENNESSEE

7-18-2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNAL PLANS

SR 126 @ HARBOR CHAPEL RD & WOODRIDGE AVE

SCALE: 1"= 20'

SHEET 1 OF 3

6/25/2025 3:58:35 PM
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-14 |
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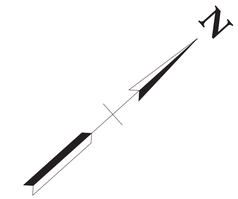


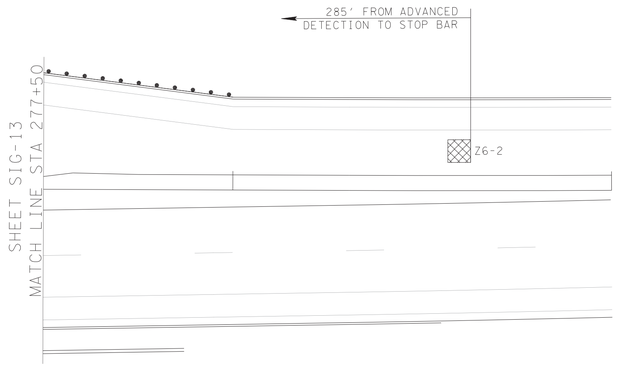


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7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SIGNAL PLANS

SR 126 @ HARBOR CHAPEL RD & WOODRIDGE AVE

SCALE: 1"= 20'

SHEET 2 OF 3

6/25/2025 4:10:56 PM
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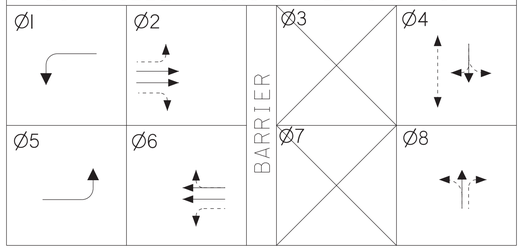
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | SIG-15 |
| | | | |
| | | | |
| | | | |

## DETECTION ZONE SCHEDULE

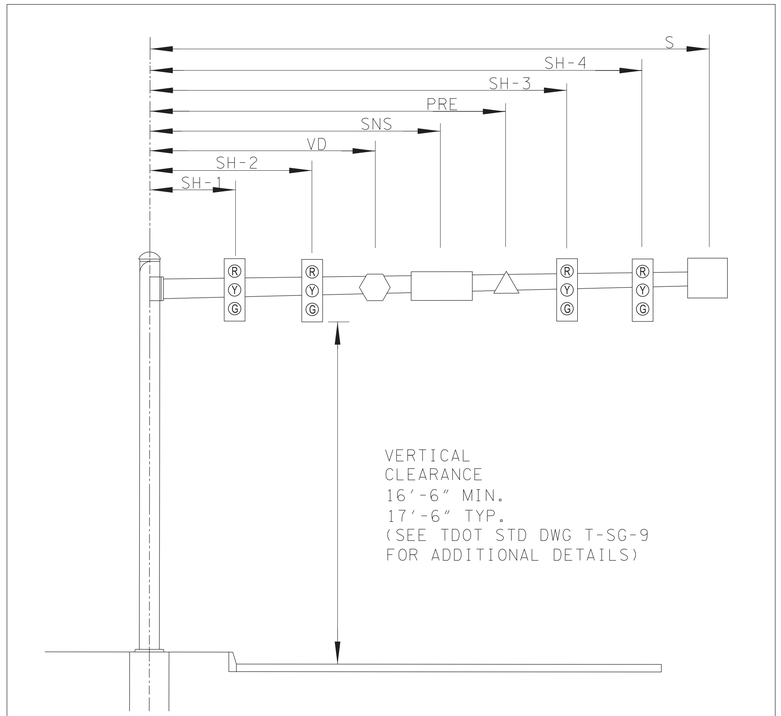
| ZONE NO. | APPROX. ZONE SIZE (FT) | VEHICLE DETECTION | ASSOC. PHASE | MODE | DISTANCE FROM STOP BAR | COMMENTS |
|---|---|---|---|---|---|---|
| Z1-1 | 6'X50' | 1-VIDEO | 1 | PRES. | 3' | NORMAL |
| Z2-1 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z2-2 | 6'X6' (2 EA) | 2-VIDEO | 2 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z4-1 | 6'X50' | 4-VIDEO | 4 | PRES. | 3' | NORMAL |
| Z5-1 | 6'X50' | 5-VIDEO | 5 | PRES. | 3' | NORMAL |
| Z6-1 | 6'X6' (2 EA) | 6-VIDEO | 6 | PULSE | 125' | DELAY (2.5 SEC.) |
| Z6-2 | 6'X6' | 6-VIDEO | 6 | PULSE | 285' | DELAY (5.5 SEC.) |
| Z8-1 | 6'X50' | 8-VIDEO | 8 | PRES. | 3' | NORMAL |

NOTES:
1. DETECTORS SPECIFIED AS DELAY/NORMAL SHALL HAVE A TIME DELAYED OUTPUT WHEN ASSOCIATED PHASE NOT GREEN (DLAY SETTINGS AS SPECIFIED). OUTPUT SHALL BE NORMAL WHEN ASSOCIATED PHASE IS GREEN.
2. DETECTORS SPECIFIED AS DELAY SHALL HAVE A TIME DELAYED OUTPUT AT ALL TIMES.
3. ALL STOP BAR DETECTION ZONES SHALL BE PLACED A MINIMUM OF 3 FEET AND NO MORE THAN 5 FEET BEYOND STOP BAR UNLESS INDICATED OTHERWISE.

## CONTROLLER RING/PHASING DIAGRAM



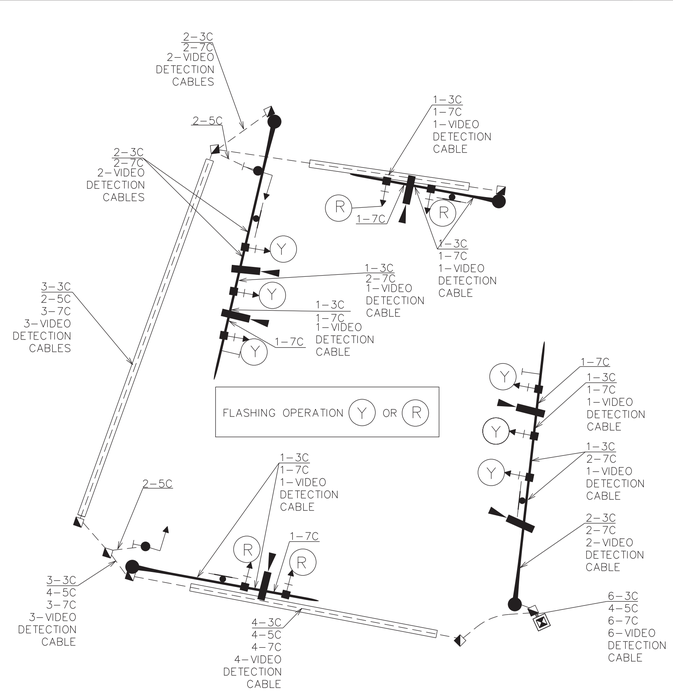

NOTES:
1) PERMITTED MOVEMENT ⇣ PROTECTED ⇓ MOVEMENT.
2) PEDESTRIAN MOVEMENT. ◄- - - - - ►
3) PHASES 1 AND 5 ARE PERMITTED/PROTECTED.
4) ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MUTCD.
5) SHOW FLASHING OPERATION FOR ALL SIGNAL HEADS WHEN SIGNAL IS INOPERABLE.




S:SIGN
SNS:STREET NAME SIGN
SH-X:SIGNAL HEAD
VD:VEHICLE DETECTOR (VIDEO)
PRE:PRE-EMPTION

SIGNAL TIMING IS TO BE DONE BY THE CITY OF KINGSPORT. THE CONTRACTOR SHALL CONTACT MR. JIM HENSLEY AT (423)341-4225 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL TIMINGS.

## WIRING DIAGRAM AND FLASHING OPERATION

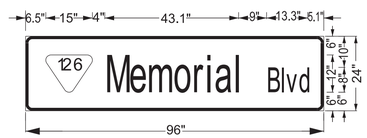



CONDUIT AND WIRING NOTES:
1. CONDUIT SHALL BE SCHEDULE 80 P.V.C. EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL CONDUIT UNDER ROADWAY AND SIDEWALK SHALL BE DIRECTIONAL BORE CONDUIT.
3. ALL CABLE RUNS SHALL BE CONTINUOUS; NO SPLICES ALLOWED.

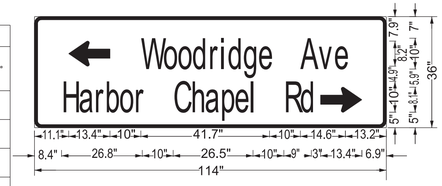
## PROPOSED OVERHEAD SIGNS



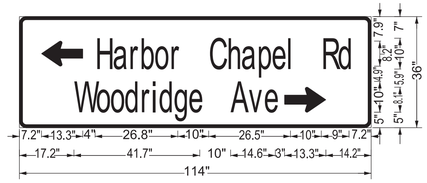

SL-1 (TN-69a)




D3-1 #1




D3-1 #8




D3-1 #9

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7-18-2025

## SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

| POLE NO. | STATION | OFFSET | NORTHING | EASTING | ARM | ARM LENGTH | SNS | SH-1 | VD | SH-2 | VD | SH-3 | S | GROUND EL. @ POLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 275+74.5 | 56.9' RT | 818648.8550 | 2998855.0917 | | 70' | 27' | 34' | 21' | 45' | 51' | 57' | 61' | 1615.63 |
| B | 274+79.6 | 64.5' RT | 818589.4360 | 2998772.8258 | | 50' | 24' | 30' | 35' | 41' | | | | 1607.88 |
| C | 274+90.1 | 58.0' LT | 818702.3769 | 2998723.1847 | | 70' | 26' | 34' | 40' | 46' | 52' | 58' | 62' | 1597.02 |
| D | 275+57.2 | 48.1' LT | 818725.8125 | 2998781.5191 | | 40' | 12' | 18' | 24' | 30' | | | | 1589.34 |

S.R. 126 AT HARBOR CHAPEL RD. & WOODRIDGE AVENUE

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGNAL PLANS

SR 126 @ HARBOR CHAPEL RD & WOODRIDGE AVE

SCALE: N.T.S.

SHEET 3 OF 3

6/25/2025 4:14:50 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\Signal Plans\SIG-15.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-16 |
| | | | |

190

195

200

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

82S126-F3-002
BEGIN PROJ. NO. STP-126(25) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.

EAST CENTER STREET

(BY OTHERS)

PROP. UTILITY TRENCH (BY OTHERS)

PROP. UTILITY MANHOLE(TYP)

2" CONDUIT (PVC) FOR SIGNAL INTERCONNECT(TYPICAL) LOCATED IN PROP. UTILITY TRENCH

SEE SHEET NO. SIG-17

STA. 203+00

MATCH LINE

FIBER OPTIC, TYPE B AT PROP. MANHOLE

PAD MOUNTED CONTROLLER CABINET STA 198+27.4, 65.7'RT

FIBER OPTIC, TYPE B

2" CONDUIT (JACK AND BORE)

PROP. UTILITY TRENCH (BY OTHERS)

2" CONDUIT(PVC) FOR SIGNAL INTERCONNECT

FIBER OPTIC, TYPE B

WARPATH DRIVE

MILLER STREET

SEALED BY

ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGENCY OF RECORD
TENNESSEE
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# INTERCONNECT LAYOUT

STA.190+00 TO STA.203+00

SCALE: 1"=50'

6/25/2025 4:23:34 PM
N:\3350 - SR 126 Sullivan County\05467-03-Construction-Roadway\SignalPlans\SL126_Signal_Interconnect_SIG-16.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-17 |
| | | | |

205

210

215

STA. 208+78.59 S.R. 126 =
STA. 50+00.00 CONWAY DR.

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.

WOODSIDE DRIVE

PARKERSON DRIVE

PROP. UTILITY TRENCH (BY OTHERS)

PROP. UTILITY MANHOLE(TYP)

2" CONDUIT (PVC) FOR SIGNAL INTERCONNECT(TYPICAL) LOCATED IN PROP. UTILITY TRENCH

2" CONDUIT (PVC) FOR SIGNAL INTERCONNECT(TYPICAL) LOCATED IN PROP. UTILITY TRENCH

2" CONDUIT (PVC) FOR SIGNAL INTERCONNECT(TYPICAL) LOCATED IN PROP. UTILITY TRENCH

PROP. UTILITY TRENCH (BY OTHERS)

SEE SHEET NO. SIG-16

MATCH LINE STA. 203+00

CENTRAL ST.

CONWAY DRIVE

STA. 205+24.52 S.R. 126 =
STA. 50+00.00 PARKERSON DR.

STA. 203+57.99 S.R. 126 =
STA. 50+00.00 CENTRAL ST.

FIBER OPTIC(TYPE B)

2" CONDUIT(PVC) FOR SIGNAL INTERCONNECT

2" CONDUIT (JACK AND BORE)

2" CONDUIT (JACK AND BORE)

PAD MOUNTED CONTROLLER CABINET STA 213+30.3,51.9'RT

SEE SHEET NO. SIG-18

MATCH LINE STA. 216+00

SEALED BY

JERRY H. ZIMMERMAN
REGISTERED ENGINEER
AGREEMENT NO. 2002
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

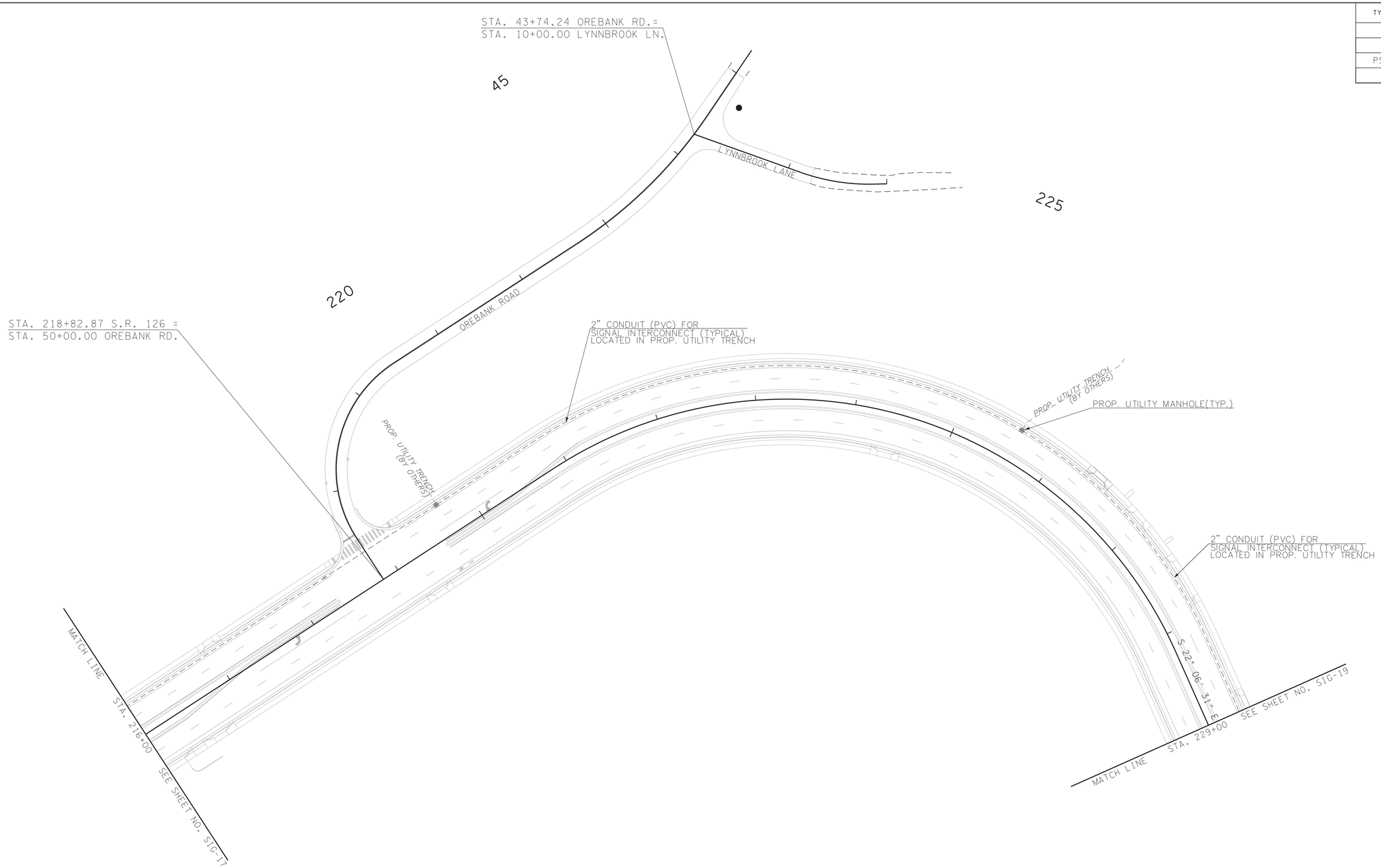
# INTERCONNECT LAYOUT

STA.203+00 TO STA.216+00

SCALE: 1"=50'

6/25/2025 4:59:52 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\SignalPlans\SL126_Signal_Interconnect_SIG-17.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-18 |
| | | | |

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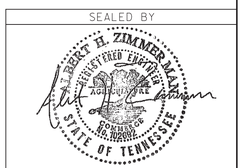


7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# INTERCONNECT LAYOUT

STA.216+00 TO STA.229+00

SCALE: 1"=50'

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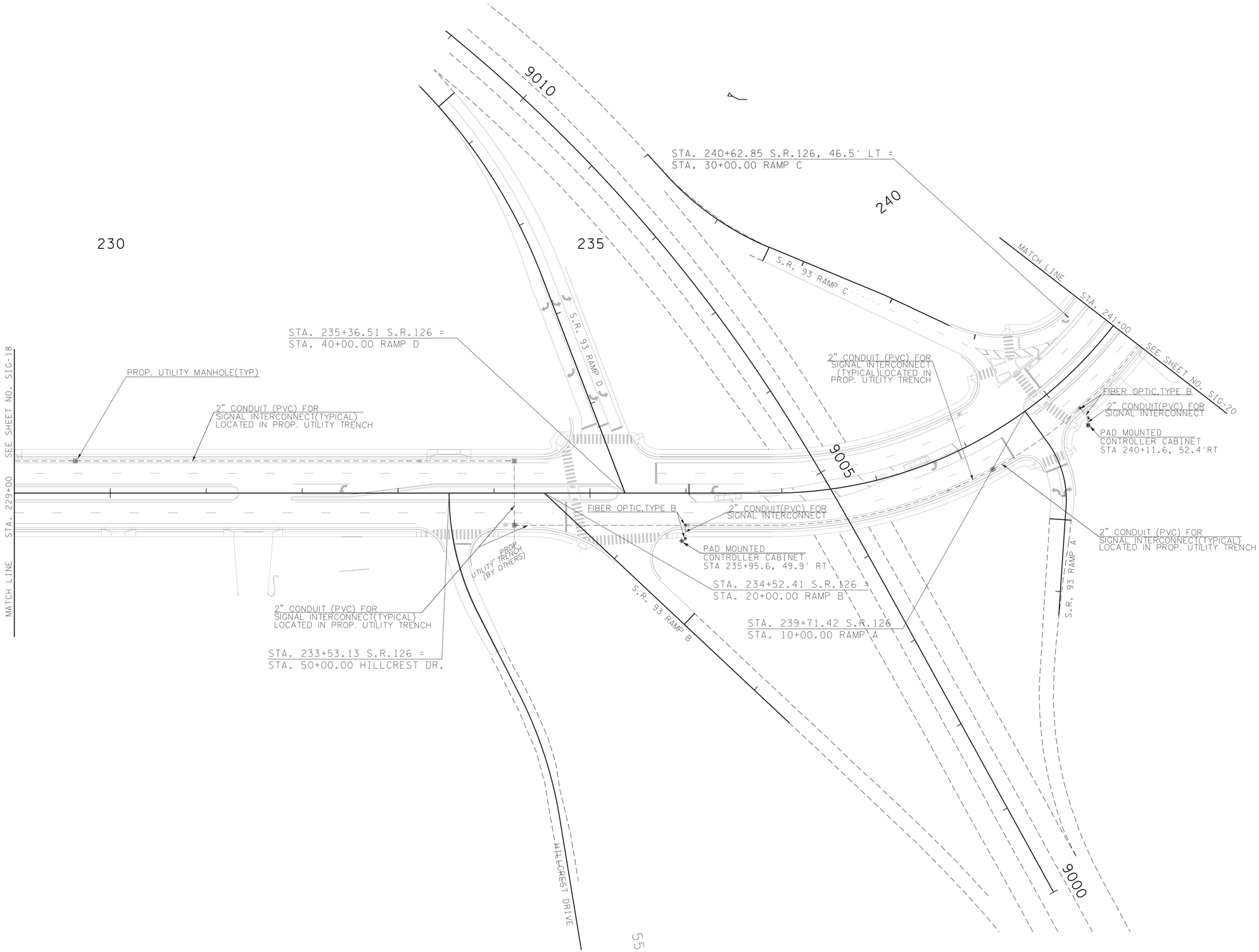
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-19 |
| | | | |

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ALBERT H. ZIMMER, JR. REGISTERED ENGINEER AGRICULTURE STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# INTERCONNECT LAYOUT

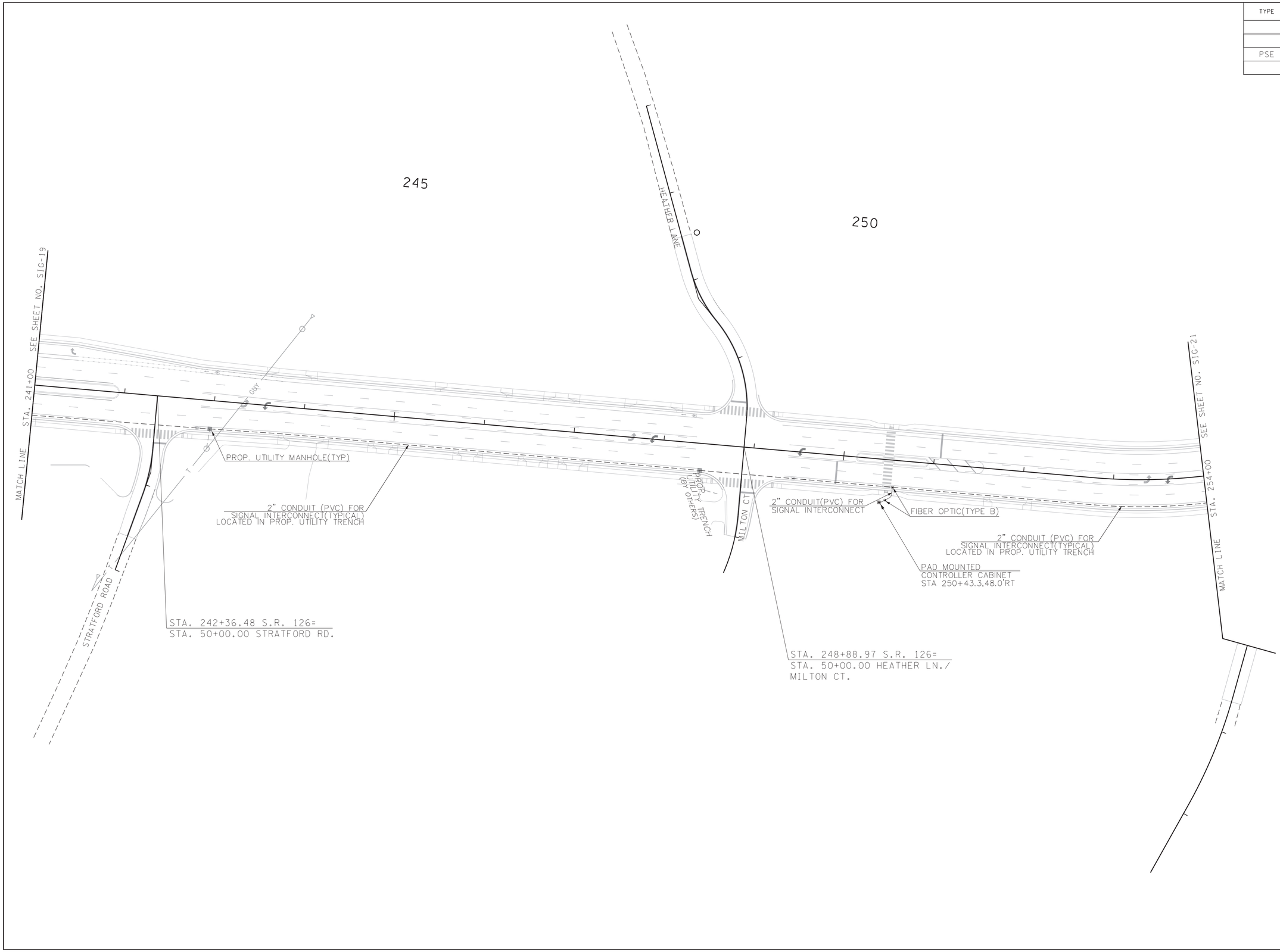
STA.229+00 TO STA.241+00

SCALE: 1"=50'



6/25/2025 5:01:46 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\SignalPlans\SL126_Signal_Interconnect_SIG-19.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-20 |
| | | | |

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ALBERT H. ZIMMERMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102002
STATE OF TENNESSEE

7-18-2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

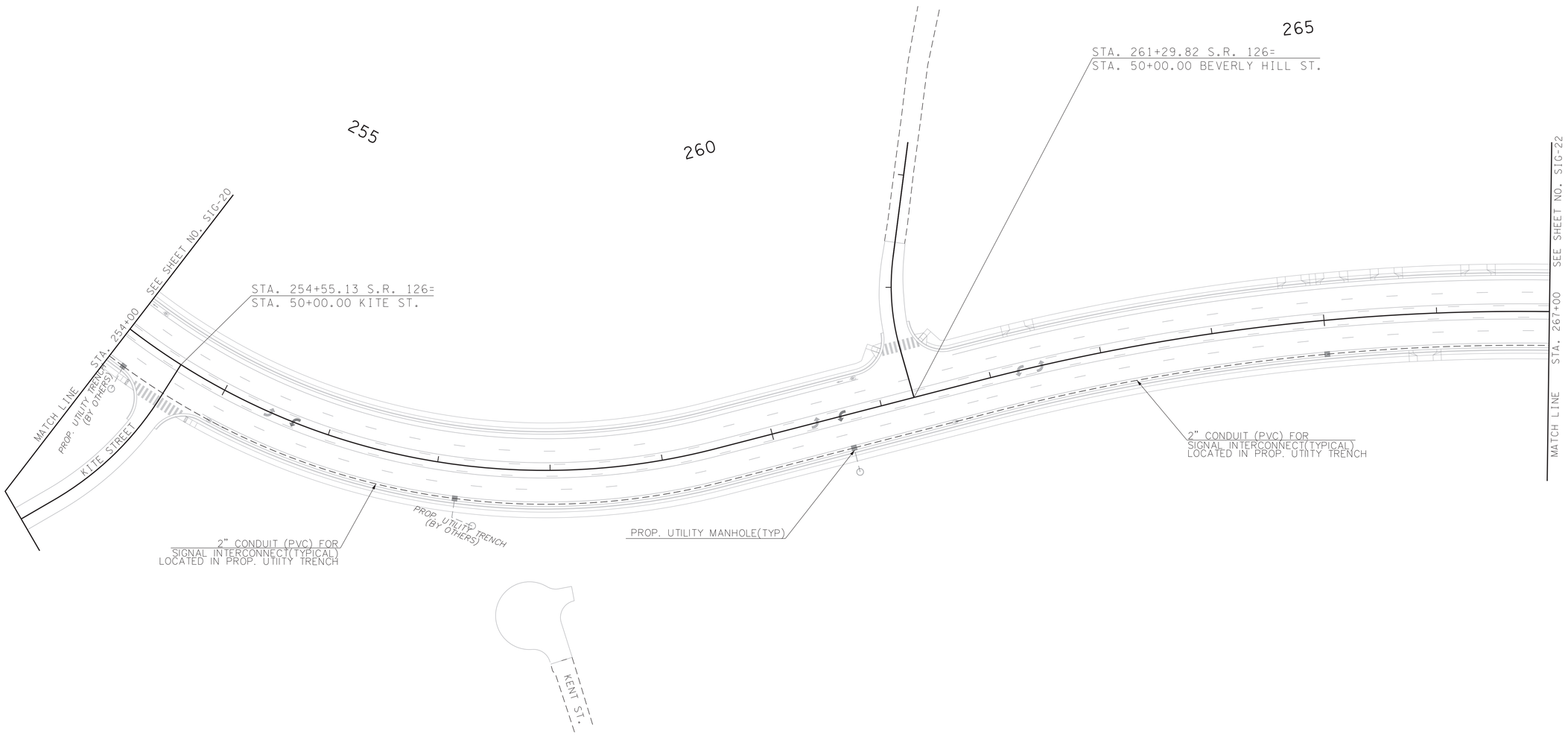
# INTERCONNECT LAYOUT

STA.241+00 TO STA.254+00

SCALE: 1"=50'

6/25/2025 5:03:14 PM
N:\13150 - SR 126 Sullivan County\105467-03-Construction-Roadway\SignalPlans\SL126_Signal_Interconnect_SIG-20.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-21 |
| | | | |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# INTERCONNECT LAYOUT

STA.254+00 TO STA.267+00

SCALE: 1"=50'

6/25/2025 5:03:59 PM
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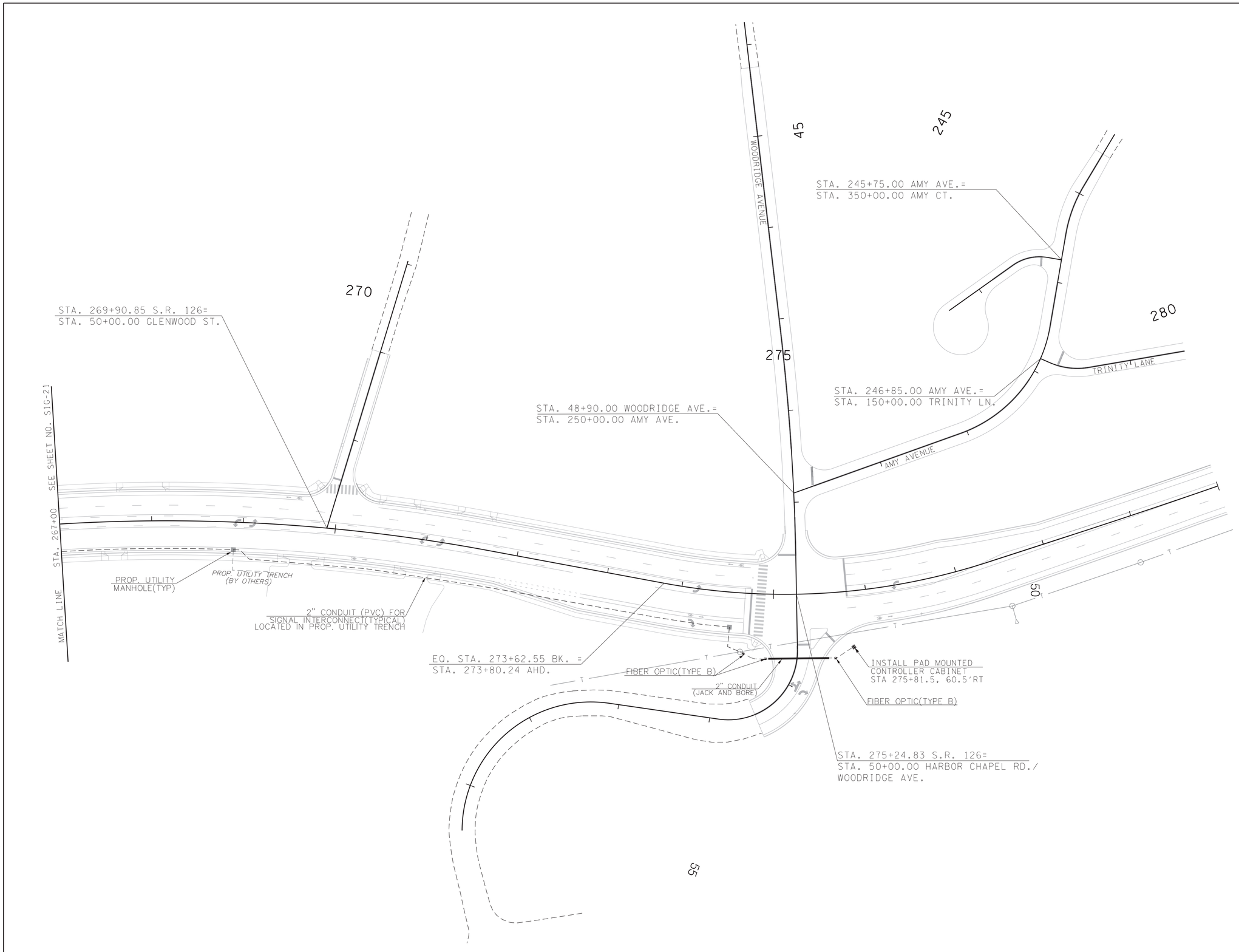
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PSE | 2025 | STP-126(25) | SIG-22 |
| | | | |




SEALED BY




7-18-2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# INTERCONNECT LAYOUT

STA.267+00 TO STA.280+00

SCALE: 1"=50'

6/25/2025 5:10:47 PM
N:\1350 - SR 126 Sullivan County\105467-03-Construction-Roadway\SignalPlans\SU126_Signal_Interconnect_SIG-22.dgn

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE | 2025 | STP-126 (25) | S-1 |

## SWPPP INDEX OF SHEETS


| DESCRIPTION | SHT. |
|---|---|
| 1. SWPPP REQUIREMENTS (5.0.) | 1 |
| 2. SITE DESCRIPTION (5.5.1.) | 1 |
| 3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a) | 1 |
| 4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION | 1-2 |
| 5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.) | 3 |
| 6. FLOCCULANTS (3.5.3.1.b) | 3 |
| 7. UTILITY RELOCATION | 3-4 |
| 8. MAINTENANCE AND INSPECTION | 4 |
| 9. SITE ASSESSMENTS (5.5.3.8.) | 4 |
| 10. STORMWATER MANAGEMENT (5.5.3.11.h) | 4 |
| 11. NON-STORMWATER DISCHARGES (5.5.3.12.) | 5 |
| 12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1) | 5-6 |
| 13. RECORD-KEEPING | 6-7 |
| 14. ENVIRONMENTAL PERMITS (1.5.2.) | 7 |
| 17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f) | 8-14 |


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 DIRECTLY 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): 59.056 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 53.921 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-126, FROM EAST CENTER STREET IN KINGSPORT TO EAST OF BRIARWOOD ROAD (IA) (TMA)
COUNTY: SULLIVAN
PIN: 105467.03

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET & FIG. 1 SITE LOCATION MAP

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 115 – 115I, DRAINAGE MAP SHEET(S) 43 - 44, 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: N/A

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)** |
| BLOOMINGDALE SILTY CLAY LOAM, 0-2% SLOPES, OCCASIONALLY FLOODED | D | 0.2 | 0.32 |
| COLLEGEDALE-ETOWAH COMPLEX, 5-12% SLOPES, ERODED | C | 0.7 | 0.37 |
| COLLEGEDALE-ETOWAH COMPLEX, 12-20% SLOPES, SEVERLY ERODED | C | 18.0 | 0.28 |
| COLLEGEDALE-ETOWAH COMPLEX, 20-35% SLOPES, SEVERLY ERODED | C | 22.2 | 0.28 |
| COLLEGEDALE-URBAN LAND COMPLEX, 5-20% SLOPES | D | 9.9 | - |
| HOLSTON-URBAN LAND COMPLEX, 2-12% SLOPES | D | 0.2 | - |
| MONTEVALLO CHANNERY SILT LOAM, 12-20% SLOPES | D | 2.5 | - |
| MONTEVALLO CHANNERY SILT LOAM, 35-50% SLOPES | D | 0.3 | - |
| STEADMAN SILTY CLAY LOAM, 0-2% SLOPES, OCCASIONALLY FLOODED | C | 1.2 | 0.37 |
| TALBOTT-ROCK OUTCROP-BRADYVILLE COMPLEX, 12-20% SLOPES, ERODED | C | 10.5 | 0.43 |
| TALBOTT-ROCK OUTCROP-BRADYVILLE COMPLEX, 20-50% SLOPES, ERODED | C | 3.0 | 0.43 |
| URBAN LAND | D | 6.0 | - |
| URBAN LAND-UDORTHENTS COMPLEX | D | 25.3 | - |

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 | 26.000 | 44.03 | 98 | - |
| PERVIOUS (WEIGHTED) | 33.056 | 55.97 | 76 | - |
| WEIGHTED CURVE NUMBER OR C-FACTOR = | | | 86 | - |

| RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS | | | | |
|---|---|---|---|---|
| **AREA TYPE** | **AREA(AC)** | **PERCENTAGE OF TOTAL AREA (%)** | **RUNOFF CN** | **C FACTOR** |
| IMPERVIOUS | 28.703 | 48.60 | 98 | - |
| PERVIOUS (WEIGHTED) | 30.353 | 51.40 | 76 | - |
| WEIGHTED CURVE NUMBER OR C-FACTOR = | | | 87 | - |

**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 115D - G, 115I1 – I4, 115L - Q, 115V - W, 115Y - AA)

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 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, AND CULVERTS.

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)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE | 2025 | STP-126 (25) | S-2 |

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

| RECEIVING WATERS OF THE STATE INFORMATION | | | | | |
|---|---|---|---|---|---|
| TDOT STATE WATER LABEL FROM EBR | NAME OF RECEIVING STATE WATER | 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION* (YES OR NO) | ETW (YES OR NO) | LOCATED WITHIN PROJECT LIMITS (YES OR NO) | LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO) |
| STR-01 | UNNAMED TRIB. TO REEDY CREEK | NO | NO | NO | YES |
| STR-02 | UNNAMED TRIB. TO REEDY CREEK | NO | NO | YES | YES |
| STR-03 | UNNAMED TRIB. TO REEDY CREEK | NO | NO | YES | YES |
| STR-04 | UNNAMED TRIB. TO REEDY CREEK | NO | NO | YES | YES |

***PROJECT LIMITS ARE NOT LOCATED WITHIN A SILT IMPAIRED DRAINAGE AREA. ADDITIONALLY, PROJECT OUTFALLS DO NOT DIRECTLY DISCHARGE INTO REEDY CREEK WHICH IS LISTED AS A 303D WITH UNAVAILABLE PARAMETERS FOR SILTATION. UNNAMED TRIBUTARIES TO REEDY CREEK ARE UNASSESSED.**

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

| WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US | | |
|---|---|---|
| TDOT STATE WATER LABEL FROM EBR | LOCATED WITHIN PROJECT LIMITS (YES OR NO) | LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO) |
| N/A | N/A | N/A |

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: N/A

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-8 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) |
| WTL-01 | 207+77 LT | 207+82 LT | 0.0 | 0.002 |
| WTL-02 | 214+15 LT | 214+90 LT | 0.0 | 0.0 |
| WTL-03A | 241+67 RT | 241+80 RT | 0.0 | 0.0 |
| WTL-03B | 240+50 RT | 240+85 RT | 0.0 | 0.0 |
| WTL-04A | 250+27 LT | 250+35 LT | 0.0 | 0.001 |
| WTL-04B | 249+68 LT | 250+00 LT | 0.0 | 0.011 |
| WTL-05 | 254+90 RT | 255+25 RT | 0.0 | 0.0 |

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) N/A.

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) 1B.

STATE OF TENNESSEE
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# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE | 2025 | STP-126 (25) | S-3 |

**5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)**

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

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

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒ YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 2-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

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

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

5.8. CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

**PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.**

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☒ YES ☐ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET 7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 2 2-1; 114 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 2 2-1; 114 (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 (5.5.3.1.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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE | 2025 | STP-126 (25) | S-4 |

7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.

7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH PERMANENT VEGETATIVE COVER.

7.9. THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

## 8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

## 9. SITE ASSESSMENTS (5.5.3.8.)

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

## 10. STORMWATER MANAGEMENT (5.5.3.11.h)

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE | 2025 | STP-126 (25) | S-5 |

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): RIPRAP, RIPRAP BASINS.

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

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

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

## 11. NON-STORMWATER DISCHARGES (5.5.3.12.)

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

- ☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.
- ☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.
- ☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)
- ☒ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.
- ☐ UNCONTAMINATED GROUNDWATER OR SPRING WATER.
- ☐ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.
- ☐ OTHER: _____

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

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

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

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: N/A

## 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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

12.4.8. IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

## 13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

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

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS:

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

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

**14. ENVIRONMENTAL PERMITS** (**1.5.2.**)

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

| ENVIRONMENTAL PERMITS | | | |
|---|---|---|---|
| **PERMIT** | **YES OR NO** | **PERMIT OR TRACKING NO.** | **EXPIRATION DATE*** |
| **TDEC ARAP** | YES | NRS24.117 | 10/22/2029 |
| **CORPS OF ENGINEERS (USACE)** | YES | LRN-2009-00048 | 03/14/2026 |
| **TVA 26A** | NO | N/A | N/A |
| **TDEC CGP** | YES | | |
| **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

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-8 |

**17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)**

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| OUT-1 | | 198+40 RT | 0.63 | 1.62 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-2 | | 198+40 LT | 0.50 | 2.73 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-3 | | 48+95 RT (E. CENTER ST.) | 1.43 | 1.36 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-4 | | 49+15 LT (E. CENTER ST.) | 1.38 | 0.80 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-5 | | 199+33 RT | 0.50 | 0.23 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-6 | | 199+80 RT | 1.00 | 1.86 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-7 | | 200+05 RT | 1.25 | 0.35 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-8 | | 200+60 LT | 0.80 | 0.22 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-9 | | 202+20 LT | 0.50 | 0.07 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-10 | | 50+85 RT (WARPATH DR.) | 1.25 | 2.16 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-11 | | 50+85 LT (WARPATH DR.) | 1.25 | 1.39 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-12 | | 148+15 LT (MILLER ST.) | 2.39 | 3.70 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-13 | | 201+20 LT | 0.50 | 0.04 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-14 | | 201+40 LT | 0.60 | 0.09 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-15 | | 203+50 RT | 1.72 | 1.10 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-16 | | 203+30 RT | 2.53 | 1.09 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-17 | | 204+33 RT | 1.10 | 0.34 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-18 | | 204+50 RT | 1.48 | 0.22 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-19 | | 204+67 LT | 0.70 | 0.65 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-20 | | 205+50 CL | 0.70 | 0.14 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-21 | | 206+00 LT | 0.70 | 0.04 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-22 | | 206+00 CL | 0.70 | 0.25 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-23 | | 207+67 RT | 0.84 | 0.23 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-24 | | 208+67 RT | 6.23 | 1.34 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-25 | | 208+85 RT | 1.00 | 0.02 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-26 | | 50+80 LT (CONWAY DR.) | 12.20 | 0.67 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-26A | | 209+05 RT | 13.37 | 3.56 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-27 | | 213+05 RT | 16.69 | 0.87 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-28 | | 213+15 RT | 15.00 | 9.45 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-29 | | 213+60 RT | 16.40 | 0.65 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-30 | | 48+30 RT (WOODSIDE DR.) | 3.48 | 0.34 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-31 | | 48+25 RT (WOODSIDE DR,) | 3.98 | 0.08 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-32 | | 48+25 LT (WOODSIDE DR.) | 3.98 | 0.07 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-33 | | 222+80 RT | 14.53 | 2.32 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-9 |

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| OUT-34 | | 227+00 CL | 5.81 | 4.15 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-35 | | 230+95 RT | 4.64 | 9.35 | | | N/A | N/A | STR-02 | |
| OUT-36 | | 232+50 LT | 11.88 | 0.47 | | | N/A | N/A | STR-02 | |
| OUT-37 | | 234+10 LT | 6.51 | 1.39 | 1.39 | 1.39 | N/A | N/A | STR-02 | |
| OUT-38 | | 38+95 LT (RAMP D) | 5.80 | 0.52 | 0.52 | 0.52 | N/A | N/A | STR-02 | |
| OUT-39 | | 39+50 LT (RAMP D) | 18.75 | 0.56 | | | N/A | N/A | STR-02 | |
| OUT-40 | | 238+60 RT | 2.74 | 0.96 | 0.96 | 0.96 | N/A | N/A | STR-03 | |
| OUT-41 | | 239+40 RT | 2.00 | 0.15 | 0.15 | 0.15 | N/A | N/A | STR-03 | |
| OUT-42 | | 239+75 LT | 28.91 | 0.44 | | | N/A | N/A | STR-02 | |
| OUT-43 | | 242+20 RT | 4.76 | 0.71 | | | N/A | N/A | STR-02 | |
| OUT-44 | | 241+33 RT | 2.75 | 0.40 | | | N/A | N/A | STR-02 | |
| OUT-45 | | 246+10 LT | 7.09 | 0.12 | | | N/A | N/A | STR-02 | |
| OUT-46 | | 246+67 LT | 8.32 | 0.90 | | | N/A | N/A | STR-02 | |
| OUT-47 | | 249+10 LT | 8.00 | 0.06 | | | N/A | N/A | STR-02 | |
| OUT-48 | | 248+85 RT | 6.67 | 0.12 | | | N/A | N/A | STR-02 | |
| OUT-49 | | 51+00 LT (MILTON CT.) | 11.82 | 0.23 | | | N/A | N/A | STR-02 | |
| OUT-50 | | 51+00 RT (MILTON CT.) | 12.73 | 0.06 | | | N/A | N/A | STR-02 | |
| OUT-51 | | 47+25 LT (HEATHER LN.) | 3.77 | 0.12 | 0.12 | 0.12 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-52 | | 250+67 LT | 14.14 | 3.61 | | | N/A | N/A | WTL-04B / STR-02 | |
| OUT-53 | | 253+33 LT | 14.15 | 1.20 | | | N/A | N/A | STR-02 | |
| OUT-54 | | 254+33 RT | 6.69 | 0.29 | | | N/A | N/A | STR-02 | |
| OUT-55 | | 250+50 RT | 10.09 | 2.00 | | | N/A | N/A | WWC-05 / WTL-04B / STR-02 | |
| OUT-56 | | 256+50 RT | 2.30 | 44.16 | 21.79 | 21.79 | NO | N/A | STR-02 | SEE SUBOUTFALLS |
| | OUT-56A | 256+95 LT | 14.89 | 2.64 | | | N/A | N/A | STR-02 | DRAINAGE AREA NOT QUANTIFIED VIA SUBOUTFALLS CORRESPONDS TO SHEET FLOW THAT CONCENTRATES AT STR-02 HEADWATERS. |
| | OUT-56B | 258+00 RT | 12.13 | 17.18 | 8.66 | 8.66 | NO | N/A | STR-02 | OFF-SITE PASS THROUGH |
| | OUT-56C | 258+10 RT | 24.25 | 4.77 | 4.77 | 4.77 | N/A | N/A | STR-02 | |
| | OUT-56D | 258+25 RT | 25.64 | 7.71 | 7.70 | 7.70 | N/A | N/A | STR-02 | |
| OUT-57 | | 239+90 RT (AMY AVE.) | 4.55 | 25.08 | | | NO | N/A | WWC-08 | SEE SUBOUTFALLS & SEQUENCING NOTES FOR STORMWATER MANAGEMENT DURING CONSTRUCTION. |
| | OUT-57A | 240+35 LT (AMY AVE.) | 4.76 | 25.01 | | | N/A | N/A | WWC-08 | |
| | OUT-57B | 242+95 LT (AMY AVE.) | 20.80 | 1.32 | | | N/A | N/A | WWC-08 | |
| | OUT-57C | 243+15 RT (AMY AVE.) | 24.44 | 1.36 | | | N/A | N/A | WWC-08 | |
| | OUT-57D | 244+10 RT (AMY AVE.) | 19.51 | 0.84 | | | N/A | N/A | WWC-08 | |
| | OUT-57E | 244+75 LT (AMY AVE.) | 27.92 | 5.85 | | | N/A | N/A | WWC-08 | |
| | OUT-57F | 245+33 RT (AMY AVE.) | 12.73 | 4.00 | | | N/A | N/A | WWC-08 | |
| | OUT-57G | NOT USED | | | | | | | | |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-10 |

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| | OUT-57H | NOT USED | | | | | | | | |
| | OUT-57I | NOT USED | | | | | | | | |
| | OUT-57J | NOT USED | | | | | | | | |
| | OUT-57K | NOT USED | | | | | | | | |
| | OUT-57L | NOT USED | | | | | | | | |
| OUT-58 | | 239+67 RT (AMY AVE.) | 17.83 | 2.88 | 2.88 | 2.88 | N/A | N/A | OFF ROW VIA CROSS DRAIN | |
| OUT-59 | | 285+15 LT | 54.50 | 9.89 | | | N/A | N/A | OFF ROW VIA CROSS DRAIN | |
| OUT-60 | | 293+95 LT | 29.67 | 1.64 | 0.99 | 0.99 | N/A | N/A | OFF ROW TO FORESTED AREA | |
| OUT-61 | | 296+10 LT | 21.07 | 5.35 | | | N/A | N/A | WWC-10 | |
| OUT-62 | | 303+60 LT | 9.88 | 3.52 | | | N/A | N/A | WWC-11 | |
| OUT-63 | | 44+20 LT (OREBANK RD.) | 11.40 | 0.75 | | | N/A | N/A | WWC-02 | |
| OUT-64 | | 208+10 LT | 5.36 | 1.88 | | | N/A | N/A | WWC-01 / STR-01 | |
| OUT-65 | | 238+60 LT | 8.92 | 0.29 | | | N/A | N/A | STR-02 | |
| OUT-66 | | 240+10 LT | 5.26 | 3.75 | | | N/A | N/A | STR-02 | |
| OUT-67 | | 206+00 RT | 1.48 | 0.42 | | | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-100 | | 206+10 LT | 0.50 | | 4.03 | 4.03 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-101 | | 202+15 LT | 0.50 | | 0.05 | 0.05 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-102 | | 208+05 LT | 0.70 | | 57.72 | 57.72 | NO | N/A | WWC-01 / STR-01 | SEE SUBOUTFALLS & SEQUENCING NOTES FOR STORMWATER MANAGEMENT DURING CONSTRUCTION. THE REMAINING DRAINAGE AREA THAT IS NOT REPRESENTED BY SUBOUTFALLS IS CLEAN BYPASS THROUGH THE PROJECT VIA CONNECTION TO THE UPGRADIENT STORMWATER INFRASTRUCTURE. |
| | OUT-102A | 209+50 LT | 0.70 | | 0.12 | 0.12 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102B | 210+50 LT | 0.70 | | 0.22 | 0.22 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102C | 212+80 LT | 1.67 | | 0.20 | 0.20 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102D | 214+75 LT | 1.75 | | 0.41 | 0.41 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102E | 213+20 RT | 1.67 | | 0.26 | 0.26 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102F | 213+20 RT | 1.50 | | 0.04 | 0.04 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102G | 213+05 RT | 16.69 | | 1.46 | 1.46 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102H | 213+50 RT | 16.40 | | 2.45 | 2.45 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102I | 215+60 RT | 1.75 | | 0.13 | 0.13 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102J | 215+60 RT | 15.00 | | 2.38 | 2.38 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102K | 216+85 RT | 1.75 | | 0.29 | 0.29 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102L | 216+85 RT | 15.00 | | 1.47 | 1.47 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102M | 207+67 RT | 0.70 | | 0.07 | 0.07 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102N | 208+33 RT | 0.70 | | 0.01 | 0.01 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102O | 208+50 RT | 2.00 | | 1.08 | 1.08 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102P | 50+67 RT (CONWAY DR.) | 2.00 | | 0.08 | 0.08 | N/A | N/A | WWC-01 / STR-01 | |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-11 |

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| | OUT-102Q | 50+67 LT (CONWAY DR.) | 2.00 | | 0.09 | 0.09 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102R | 52+30 RT (CONWAY DR.) | 12.20 | | 8.34 | 8.34 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102S | 209+15 RT | 2.96 | | 1.89 | 1.89 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102T | 209+25 RT | 0.70 | | 0.19 | 0.19 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102U | 211+10 RT | 0.70 | | 0.23 | 0.23 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102V | 211+10 RT | 12.00 | | 1.03 | 1.03 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102W | 206+90 RT | 0.50 | | 0.09 | 0.09 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102X | 206+90 RT | 3.75 | | 0.48 | 0.48 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102Y | 206+40 RT | 0.50 | | 0.06 | 0.06 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102Z | 206+25 RT | 0.50 | | 0.05 | 0.05 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AA | 206+33 RT | 3.75 | | 0.42 | 0.42 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AB | 205+85 RT | 0.50 | | 0.07 | 0.07 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AC | 205+85 RT | 3.75 | | 0.84 | 0.84 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AD | 207+67 LT | 0.50 | | 0.20 | 0.20 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AH | 204+10 RT | 0.50 | | 0.02 | 0.02 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AI | 204+10 RT | 1.00 | | 0.32 | 0.32 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AJ | 50+60 RT (CENTRAL ST.) | 1.00 | | 0.01 | 0.01 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AK | 51+40 LT (CENTRAL ST.) | 2.53 | | 7.35 | 7.35 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AL | 51+40 RT (CENTRAL ST.) | 2.53 | | 1.58 | 0.14 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AO | 203+30 RT | 1.00 | | 0.04 | 0.04 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AP | 203+25 RT | 0.50 | | 0.03 | 0.03 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AQ | 202+50 RT | 0.50 | | 0.10 | 0.10 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AR | 202+50 RT | 1.00 | | 0.41 | 0.41 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AS | 201+40 RT | 0.50 | | 0.06 | 0.06 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AT | 201+40 RT | 1.00 | | 0.10 | 0.10 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AU | 200+60 RT | 0.50 | | 0.13 | 0.13 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AV | 200+60 RT | 1.00 | | 0.07 | 0.07 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AW | 200+20 RT | 0.50 | | 0.07 | 0.07 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AX | 200+20 RT | 1.00 | | 0.27 | 0.27 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AY | 199+90 RT | 1.00 | | 0.10 | 0.10 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102AZ | 148+60 RT (MILLER ST.) | 1.00 | | 0.10 | 0.10 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BA | 148+60 RT (MILLER ST.) | 2.39 | | 0.34 | 0.34 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BB | 148+35 RT (MILLER ST.) | 2.39 | | 3.35 | 3.35 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BC | 148+60 LT (MILLER ST.) | 2.39 | | 0.92 | 0.92 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BD | 199+33 RT | 0.50 | | 0.02 | 0.02 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BE | 50+80 LT (WARPATH DR.) | 0.50 | | 0.10 | 0.10 | N/A | N/A | WWC-01 / STR-01 | |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-12 |

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| | OUT-102BF | 51+00 LT (WARPATH DR.) | 0.50 | | 0.14 | 0.14 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BG | 51+00 LT (WARPATH DR.) | 0.50 | | 0.03 | 0.03 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BH | 51+25 LT (WARPATH DR.) | 1.02 | | 0.23 | 0.23 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BI | 52+10 LT (WARPATH DR.) | 1.25 | | 6.36 | 6.36 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BJ | 52+10 RT (WARPATH DR.) | 1.25 | | 3.72 | 3.72 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BK | 51+25 RT (WARPATH DR.) | 1.02 | | 0.14 | 0.14 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BL | 51+05 RT (WARPATH DR.) | 0.50 | | 0.03 | 0.03 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BM | 198+50 RT | 0.50 | | 0.12 | 0.12 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BN | 198+10 RT | 0.50 | | 0.15 | 0.15 | N/A | N/A | WWC-01 / STR-01 | |
| | OUT-102BO | 197+90 RT | 0.50 | | 0.24 | 0.24 | N/A | N/A | WWC-01 / STR-01 | |
| OUT-103 | | 212+40 LT | 5.00 | | 0.88 | 0.88 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-104 | | 44+50 RT (OREBANK RD.) | 1.00 | 31.32 | 31.32 | 31.32 | NO | N/A | WWC-02 | SEE SUBOUTFALLS & SEQUENCING NOTES |
| | OUT-104A | 46+25 RT (OREBANK RD.) | 2.34 | 7.14 | 7.14 | 7.14 | N/A | N/A | WWC-02 | |
| | OUT-104B | 45+85 LT (OREBANK RD.) | 3.94 | 6.22 | 6.22 | 6.22 | N/A | N/A | WWC-02 | |
| | OUT-104C | 49+33 RT (OREBANK RD.) | 6.30 | 0.04 | 0.04 | 0.04 | N/A | N/A | WWC-02 | |
| | OUT-104D | 49+33 LT (OREBANK RD.) | 6.30 | 0.07 | 0.07 | 0.07 | N/A | N/A | WWC-02 | |
| | OUT-104E | 219+50 LT | 2.67 | 0.39 | 0.39 | 0.16 | N/A | N/A | WWC-02 | |
| | OUT-104F | 219+50 RT | 2.67 | 0.42 | 0.42 | 0.25 | N/A | N/A | WWC-02 | |
| | OUT-104G | 219+50 RT | 5.40 | 3.46 | 3.46 | 3.46 | N/A | N/A | WWC-02 | |
| | OUT-104K | 223+25 LT | 4.70 | 0.27 | 0.27 | 0.27 | N/A | N/A | WWC-02 | |
| | OUT-104L | 223+25 RT | 4.70 | 0.16 | 0.16 | 0.16 | N/A | N/A | WWC-02 | |
| | OUT-104M | 224+67 RT | 6.25 | 0.16 | 0.16 | 0.16 | N/A | N/A | WWC-02 | |
| | OUT-104N | 224+67 RT | 8.00 | 9.93 | 9.93 | 9.93 | N/A | N/A | WWC-02 | |
| | OUT-104O | 226+00 LT | 6.25 | 0.35 | 0.35 | 0.35 | N/A | N/A | WWC-02 | |
| | OUT-104P | 226+00 RT | 6.25 | 0.17 | 0.17 | 0.17 | N/A | N/A | WWC-02 | |
| | OUT-104Q | 227+50 RT | 5.30 | 0.14 | 0.14 | 0.14 | N/A | N/A | WWC-02 | |
| | OUT-104R | 228+75 LT | 2.60 | 0.10 | 0.10 | 0.10 | N/A | N/A | WWC-02 | |
| | OUT-104S | 228+75 RT | 2.60 | 0.24 | 0.24 | 0.24 | N/A | N/A | WWC-02 | |
| | OUT-104T | 229+50 LT | 2.60 | 0.49 | 0.49 | 0.49 | N/A | N/A | WWC-02 | |
| | OUT-104U | 231+00 RT | 2.60 | 0.32 | 0.32 | 0.32 | N/A | N/A | WWC-02 | |
| | OUT-104V | 232+00 RT | 3.57 | 0.23 | 0.23 | 0.23 | N/A | N/A | WWC-02 | |
| | OUT-104W | 46+00 LT (OREBANK RD.) | 9.70 | 0.31 | 0.31 | 0.31 | N/A | N/A | WWC-02 | |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-13 |

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| OUT-105 | | 233+75 LT | 5.52 | | 0.32 | 0.32 | N/A | N/A | STR-02 | |
| OUT-106 | | 235+80 LT | 5.80 | | 0.67 | 0.67 | N/A | N/A | STR-02 | |
| OUT-107 | | 239+15 LT | 28.91 | | 3.81 | 3.81 | N/A | N/A | STR-02 | |
| OUT-108 | | 239+85 RT | 5.53 | | 0.09 | 0.09 | N/A | N/A | STR-02 | |
| OUT-109 | | 239+85 RT | 5.53 | | 0.11 | 0.11 | N/A | N/A | STR-02 | |
| OUT-110 | | 240+60 RT | 5.53 | | 1.39 | 1.39 | N/A | N/A | STR-02 | |
| OUT-111 | | 246+10 RT | 7.09 | | 1.05 | 1.05 | N/A | N/A | STR-02 | |
| OUT-112 | | 246+40 RT | 5.53 | | 4.11 | 4.11 | N/A | N/A | STR-02 | |
| OUT-113 | | 249+50 LT | 5.53 | | 0.18 | 0.18 | N/A | N/A | STR-02 | |
| OUT-114 | | 248+90 LT | 6.00 | | 0.45 | 0.45 | N/A | N/A | STR-02 | |
| OUT-115 | | 251+20 LT | 5.53 | | 0.28 | 0.94 | N/A | N/A | STR-02 | |
| OUT-115A | | 253+25 LT | 5.53 | | 0.66 | 0.66 | N/A | N/A | STR-02 | |
| OUT-116 | | 250+75 LT | 5.53 | | 4.42 | 4.42 | N/A | N/A | STR-02 | |
| OUT-117 | | 254+10 RT | 5.53 | | 22.38 | 22.38 | NO | N/A | STR-02 | SEE SUBOUTFALLS. THE REMAINING DRAINAGE AREA THAT IS UNACCOUNTED BY SUBOUTFALLS IS QUANTIFIED BY SHEET FLOW RUNOFF THAT ENTERS THE PROPOSED DITCH. SEE SEQUENCING NOTES FOR STORMWATER MANAGEMENT AND PROPOSED DITCH CONSTRUCTION. |
| | OUT-117A | 254+90 RT | 5.53 | | 0.06 | 0.06 | N/A | N/A | STR-02 | |
| | OUT-117B | 257+00 RT | 5.53 | | 3.24 | 3.24 | N/A | N/A | STR-02 | |
| | OUT-117C | 260+15 RT | 5.53 | | 0.13 | 0.13 | N/A | N/A | STR-02 | |
| | OUT-117D | 261+60 RT | 5.53 | | 2.87 | 2.87 | N/A | N/A | STR-02 | |
| | OUT-117EA | 264+40 RT | 5.53 | | 0.45 | 0.45 | N/A | N/A | STR-02 | |
| | OUT-117EB | 264+40 LT | 5.53 | | 0.07 | 0.07 | N/A | N/A | STR-02 | |
| | OUT-117EC | 264+40 LT | 15.10 | | 5.46 | 5.46 | N/A | N/A | STR-02 | |
| | OUT-117ED | 267+00 RT | 5.00 | | 0.39 | 0.39 | N/A | N/A | STR-02 | |
| | OUT-117EE | 267+00 LT | 5.00 | | 0.06 | 0.06 | N/A | N/A | STR-02 | |
| | OUT-117EF | 269+25 RT | 5.00 | | 0.38 | 0.38 | N/A | N/A | STR-02 | |
| | OUT-117EG | 269+40 RT | 5.00 | | 0.63 | 0.63 | N/A | N/A | STR-02 | |
| | OUT-117EH | 269+25 LT | 5.00 | | 0.02 | 0.02 | N/A | N/A | STR-02 | |
| | OUT-117EI | 269+85 LT | 12.00 | | 0.01 | 0.01 | N/A | N/A | STR-02 | |
| | OUT-117EJ | 269+95 LT | 15.47 | | 1.43 | 1.43 | N/A | N/A | STR-02 | |
| | OUT-117EK | 270+20 LT | 5.00 | | 0.07 | 0.07 | N/A | N/A | STR-02 | |
| | OUT-117EL | 270+15 LT | 15.47 | | 0.10 | 0.10 | N/A | N/A | STR-02 | |
| | OUT-117EM | 270+33 LT | 8.00 | | 0.81 | 0.81 | N/A | N/A | STR-02 | |
| | OUT-117EN | 272+00 LT | 5.00 | | 0.10 | 0.10 | N/A | N/A | STR-02 | |
| | OUT-117EO | 271+33 RT | 5.00 | | 0.27 | 0.27 | N/A | N/A | STR-02 | |
| | OUT-117EP | 271+33 RT | 5.00 | | 0.56 | 0.56 | N/A | N/A | STR-02 | |

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W | 2018 | STP-126 (25) | |
| PSE. | 2025 | STP-126 (25) | S-14 |

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| OUT-118 | | 254+67 RT | 17.83 | | 3.45 | 3.45 | N/A | N/A | STR-02 | |
| OUT-119 | | 240+00 RT (AMY AVE.) | 4.55 | 24.75 | 24.75 | 24.75 | NO | N/A | OFF ROW VIA STORM SEWER SYSTEM | SEE SUBOUTFALLS & SEQUENCING NOTES FOR STORMWATER MANAGEMENT DURING CONSTRUCTION. |
| | OUT-119A | 240+40 LT (AMY AVE.) | 4.76 | 1.08 | 1.08 | 1.08 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119B | 243+00 LT (AMY AVE.) | 10.52 | 0.05 | 0.05 | 0.05 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119C | 243+10 RT (AMY AVE.) | 24.44 | 0.94 | 0.94 | 0.94 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119D | 244+10 RT (AMY AVE.) | 19.51 | 0.89 | 0.89 | 0.89 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119E | 244+67 RT (AMY AVE.) | 11.11 | 0.04 | 0.04 | 0.04 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119F | 244+67 LT (AMY AVE.) | 15.00 | 0.11 | 0.11 | 0.11 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119G | 245+50 RT (AMY AVE.) | 12.73 | 1.17 | 1.17 | 1.17 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119H | 246+10 RT (AMY AVE.) | 17.56 | 7.47 | 7.47 | 7.47 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119IA | 247+10 LT (AMY AVE.) | 5.53 | 1.38 | 1.38 | 1.38 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119IB | 247+20 LT (AMY AVE.) | 3.50 | 5.36 | 5.36 | 5.36 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| | OUT-119IC | 247+25 LT (AMY AVE.) | 5.00 | 6.15 | 6.15 | 6.15 | N/A | N/A | OFF ROW VIA STORM SEWER SYSTEM | |
| OUT-120 | | 285+20 LT | 3.00 | | 9.56 | 9.56 | N/A | N/A | OFF ROW VIA CROSS DRAIN | |
| OUT-121 | | 296+10 LT | 3.45 | | 9.56 | 5.14 | N/A | N/A | WWC-10 | |
| OUT-122 | | 303+50 LT | 4.60 | | 3.35 | 3.35 | N/A | N/A | WWC-11 | |
| OUT-123 | | 248+33 LT | 7.30 | | 0.19 | 0.19 | N/A | N/A | STR-02 | |
| OUT-124 | | 307+00 RT | 4.60 | | 0.81 | 0.81 | N/A | N/A | OFF ROW VIA CROSS DRAIN | |

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 2025 | U1-1 |
| FED. AID PROJ. NO. | STP-126(25) | |
| STATE PROJ. NO. | 82S126-F3-002 | |

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

## SULLIVAN COUNTY

S.R. 126: FROM EAST CENTER ST. IN KINGSPORT
TO NEAR BRIARWOOD RD. (IA) (TMA)

STATE HIGHWAY NO. 126 F.A.H.S. NO. NA

## UTILITIES INDEX


| SHEET NAME | SHEET NUMBER |
|---|---|
| UTILITIES INDEX, UTILITY OWNERS | U1 SERIES |
| AMERICAN ELECTRIC POWER | U2 SERIES |
| AMERICAN ELECTRIC POWER - LIGHTING | U3 SERIES |
| ATMOS - GAS | U4 SERIES |
| BRIGHTSPEED - COMMUNICATION | U5 SERIES |
| CHARTER - COMMUNICATION | U6 SERIES |
| CITY OF KINGSPORT - WATER | U7 SERIES |
| CITY OF KINGSPORT - SEWER | U8 SERIES |
| LEVEL 3 - COMMUNICATIONS | U9 SERIES |


## UTILITIES IN ROADWAY CONTRACT

| | | | |
|---|---|---|---|
| ELEC: | AMERICAN ELECTRIC POWER<br>420 RIVERPORT ROAD<br>KINGSPORT, TN 37660<br>TOM HENSLEY 423-360-7497<br>(MOVE IN STATE) | LIGHT: | AMERICAN ELECTRIC POWER<br>420 RIVERPORT ROAD<br>KINGSPORT, TN 37660<br>TOM HENSLEY 423-360-7497<br>(MOVE IN STATE) |
| GAS: | ATMOS<br>2833 WEST MARKET STREET<br>JOHNSON CITY, TN 37604<br>SETH BRADBURN423-440-4521<br>(MOVE IN STATE) | COMM: | BRIGHTSPEED<br>101 NORTH ROAN STREET<br>JOHNSON CITY, TN 37601<br>ANDY ICE 423-461-7724<br>(MOVE IN STATE) |
| COMM: | CHARTER<br>1774 HENRY G. LANE ST.<br>MARYVILLE, TN 37801<br>BILLY CLICK (865) 388-7524<br>(MOVE IN STATE) | WATER: | CITY OF KINGSPORT<br>1113 KONNAROCK ROAD<br>KINGSPORT, TN 37664<br>CHAD AUSTIN (423) 224-2509<br>(MOVE IN STATE) |
| SEWER: | CITY OF KINGSPORT<br>1113 KONNAROCK ROAD<br>KINGSPORT, TN 37664<br>CHAD AUSTIN (423) 224-2509<br>(MOVE IN STATE) | COMM: | LEVEL 3<br>2530 PERIMETER PLACE DRIVE<br>NASHVILLE, TN 37214<br>JOHN BOEDEKER 512-334-8351<br>(MOVE IN STATE) |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX,
UTILITY OWNERS

## INDEX OF DRAWINGS


| | |
|---|---|
| U2-01 | ESTIMATED QUANTITIES AND DRAWING INDEX |
| U2-02 | VICINITY MAP AND LEGEND |
| U2-03 | GENERAL NOTES |
| U2-04 | ELECTRIC UTILITY RELOCATION STA. 203+00 |
| U2-05 | ELECTRIC UTILITY RELOCATION STA. 203+00 TO STA. 216+00 |
| U2-06 | ELECTRIC UTILITY RELOCATION STA. 216+00 TO STA. 229+00 |
| U2-07 | ELECTRIC UTILITY RELOCATION STA. 229+00 TO STA. 241+00 |
| U2-08 | ELECTRIC UTILITY RELOCATION STA. 241+00 TO STA. 254+00 |
| U2-09 | ELECTRIC UTILITY RELOCATION STA. 254+00 TO STA. 267+00 |
| U2-10 | ELECTRIC UTILITY RELOCATION STA. 267+00 TO STA. 280+00 |
| U2-11 | ELECTRIC UTILITY RELOCATION STA. 280+00 TO STA. 293+00 |
| U2-12 | ELECTRIC UTILITY RELOCATION STA. 293+00 TO STA. 306+00 |
| U2-13 | ELECTRIC UTILITY RELOCATION STA. 306+00 |
| U2-14 | PERMANENT POLE LOCATIONS |
| U2-15 | PERMANENT CONDUCTOR INSTALLS |
| U2-16 | TEMPORARY POLE LOCATIONS AND CONDUCTOR INSTALLS |
| U2-17 | CONSTRUCTION DETAILS |
| U2-18 | CONSTRUCTION DETAILS |
| U2-19 | CONSTRUCTION DETAILS |
| U2-20 | CONSTRUCTION DETAILS |
| U2-21 | CONSTRUCTION DETAILS |
| U2-22 | CONSTRUCTION DETAILS |


FOOTNOTES:

1. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, DIGGING HOLE, SETTING POLE, FILLING HOLE, BLASTING, MGNV, NUMBERING POLE.
2. CUT OFF POLE AND INSTALL POLE CAP
3. FOR POLE, ROCK BRACE BACKFILL
4. ASSEMBLIES OF SIMILAR CONSTRUCTION BUT DIFFERING ONLY IN USE OF EPOXY VS. PORCELAIN INSULATORS OR FIBERGLASS VS. WOOD CROSSARMS OR LACK OF NEUTRAL ASSEMBLY SHOULD BE GROUPED WITHIN THE SAME ITEM.
5. INCLUDES FIBERGLASS LINK.
6. INCLUDES SHIELDED CABLE, FULL NEUTRAL CABLE, 1/3 NEUTRAL CABLE, 100% AND 133% INSULATION LEVELS.
7. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING SETUP, TRAFFIC CONTROL, BEDDING, BACKFILL, AND SURFACE RESTORATION.
8. INCLUDES (3) 4" CONDUITS ON STANDOFF BRACKETS
9. ALL RISERS TO INCLUDE CONDUCTOR DOWN THE POLE.
10. USE WITH COMPLETELY SELF PROTECTED, CONVENTIONAL TRANSFORMERS WITH TANK MOUNTED FUSE AND ARRESTER AND TRANSFORMERS WITH DOUBLE GAP ARRESTER AND INTERNAL FUSE, 15 KV AND 25KV. INCLUDES ALL MISCELLANEOUS MATERIALS EXCEPT TRANSFORMER.
11. 15 KV AND 25KV. DOES NOT INCLUDE THE TRANSFORMER.
12. INCLUDES DROP WIRE, OH GUYS. MAIN LINE WIRE.
13. INCLUDES MAINLINE POLES, SERVICE POLES, STUB POLES.
14. INCLUDES CROSSARMS, TRANSFORMERS, SWITCHES, ETC.

## UTILITY INFORMATION

APPALACHIAN POWER
420 RIVERPORT RD
KINGSPORT, TN 37660

**ESTIMATED INSTALLED QUANTITIES**

| | ITEM NO. | DESCRIPTION | UTILITY UNIT DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|---|---|
| 1 | 790-02.03 | POLE 35FT CLASS 4 WOOD | 35'-4 WP | EACH | 14 |
| 1 | 790-03.03 | POLE 40FT CLASS 4 WOOD | 40'-4 WP | EACH | 8 |
| 1 | 790-04.02 | POLE 45FT CLASS 2 WOOD | 45'-2 WP | EACH | 2 |
| 1 | 790-04.03 | POLE 45FT CLASS 3 WOOD | 45'-3 WP | EACH | 11 |
| 1 | 790-05.01 | POLE 50FT CLASS 1 WOOD | 50'-1 WP | EACH | 6 |
| 1 | 790-05.02 | POLE 50FT CLASS 2 WOOD | 50'-2 WP | EACH | 71 |
| 1 | 790-06.01 | POLE 55FT CLASS 1 WOOD | 55'-1 WP | EACH | 31 |
| 1 | 790-06.02 | POLE 55FT CLASS 2 WOOD | 55'-2 WP | EACH | 3 |
| 1 | 790-06.19 | POLE 55FT CLASS H1 WOOD | 55'-H1 WP | EACH | 2 |
| 1 | 790-07.01 | POLE 60FT CLASS 1 WOOD | 60'-1 WP | EACH | 6 |
| 1 | 790-08.30 | POLE 65FT CLASS 1 WOOD | 65'-1 WP | EACH | 4 |
| 1 | 790-09.01 | POLE 70FT CLASS 1 WOOD | 70'-1 WP | EACH | 4 |
| 2 | 790-20.30 | TOP EXISTING POLE | TOP EXISTING POLE | EACH | 3 |
| 3 | 790-20.31 | FIELD POLE MODIFICTION | ROCK BRACE BACKFILL | EACH | 10 |
| 4 | 790-21.01 | 1Ø SGL PRIMARY SUPPORT 15KV | A1 | EACH | 2 |
| 4 | 790-21.05 | 1Ø DBL PRIMARY SUPPORT 15KV | A2 | EACH | 1 |
| 4 | 790-21.07 | 1Ø PRIMARY LG ANGLE 15KV | A4 | EACH | 8 |
| 4 | 790-21.08 | 1Ø DEADEND 15KV | A5 | EACH | 12 |
| 4 | 790-21.09 | 1Ø PRIMARY TAP 15KV | A5-2 | EACH | 39 |
| 4 | 790-25.01 | 3Ø CROSSARM SGL 15KV | C1C | EACH | 6 |
| 4 | 790-25.03 | 3Ø NARROW PROVILE SGL LG COND 15KV | C1M-V | EACH | 2 |
| 4 | 790-25.10 | 3Ø CROSSARM DBL DBL PRIM SUPPORT 15KV | C2C | EACH | 36 |
| 4 | 790-25.11 | 3Ø CROSSARM DBL PRIM SUP LRG COND 15KV | C2-2CL | EACH | 38 |
| 4 | 790-25.14 | 3Ø NARROW PROFILE LG COND SM ANGLE 15KV | C3 | EACH | 3 |
| 4 | 790-25.18 | 3Ø VERTICAL DEADEND LRG ANG LG COND 15KV | C4-1VL | EACH | 5 |
| 4 | 790-25.20 | 3Ø VERTICAL DEADEND LG COND 15KV | C5-1VL | EACH | 3 |
| 4 | 790-25.21 | 3Ø CROSSARM DEADEND SGL 15KV | C7C | EACH | 27 |
| 4 | 790-25.23 | 3Ø CROSSARM DDE 15KV | C8C | EACH | 19 |
| | 790-31.02 | SERVICE ASSEMBLY-POLE TYPE | K7 | EACH | 65 |
| | 790-31.04 | SERVICE CONDUCTOR 6 AL DUPLEX | #6 DUPLEX | LF | 378 |
| | 790-31.11 | SERVICE CONDUCTOR 2 AL TRIPLEX | #2 TRIPLEX | LF | 3692 |
| | 790-31.20 | SERVICE CONDUCTOR 1/0 AL QPLEX | 1/0 QUADPLEX | LF | 211 |
| | 790-32.01 | DOWN GUY-THROUGH BOLT TYPE | E1-2T | EACH | 84 |
| 5 | 790-32.06 | DOWN GUY - INSULATED | E1-2F | EACH | 147 |
| | 790-32.23 | GUY GUARD | E3-10P | EACH | 137 |
| | 790-32.27 | OVERHEAD GUY LIGHT CONSTRUCTION - PREFORM | E2-2F | EACH | 34 |
| | 790-33.31 | SCREW TYPE ANCHOR 23,000LB (F1-5D-P) | FP-2 | EACH | 121 |
| | 790-33.32 | SCREW TYPE ANCHOR 36,000LB (F1-6T-P) | FP-3 | EACH | 17 |
| | 790-36.04 | TRANSFER SERVICE | TRANSFER SERVICE | EACH | 11 |
| | 790-36.10 | TRANSFER-LIGHT ASSEMBLY | TRANSFER LIGHT | EACH | 7 |
| | 790-36.12 | TRANSFER 3PH XFMR/RECLOSER | TRANSFER EXISTING 3PH TRANSFORMER | EACH | 3 |
| | 790-36.21 | SWITCH-900A-UNDERSLUNG (THREE PHASE) | M3-3C | EACH | 9 |
| | 790-40.01 | OH COND 4 7/1 ACSR SWANATE | #4 ACSR | LF | 333 |
| | 790-40.02 | OH COND 2 7/1 ACSR SPARATE | #2 ACSR | LF | 7954 |
| | 790-40.03 | OH COND 1/0 6/1 ACSR RAVEN | 1/0 ACSR | LF | 137 |
| | 790-40.06 | OH COND 4/0 6/1 ACSR PENGUIN | 4/0 ACSR | LF | 137 |
| | 790-40.35 | OH COND 2 7 AAC IRIS | #2 AAC | LF | 5492 |
| | 790.40.36 | OH COND 1/0 7 AAC POPPY | 1/0 AAC | LF | 160 |
| | 790-40.39 | OH COND 4/0 7 AAC OXLIP | 4/0 AAC | LF | 18854 |
| | 790-40.46 | OH COND 556.5 19 AAC DAHLIA | 556 AAC | LF | 61664 |
| 6 | 790-41.01 | UG PRI COND 2 AL 15 KV | UG PRIMARY | LF | 8 |
| 6 | 790-41.03 | UG PRI COND 1/0 AL 15KV | UG PRIMARY | LF | 11 |
| | 790-41.58 | UG SEC COND 4/0 AL QPLX | UG SECONDARY | LF | 86 |
| | 790-42.08 | 2IN DIA PVC PIPE | 2IN DIA PVC PIPE | LF | 35 |
| | 790-42.10 | 4IN DIA PVC PIPE | 4IN DIA PVC PIPE | LF | 86 |
| 7 | 790-42.26 | 3 DUCT BANK @ 24IN-36IN DEPTH | TRENCH | LF | 105 |
| | 790-43.01 | LOADBREAK ELBOW 200A 15KV | LOADBREAK ELBOW 200A 15KV | EACH | 7 |
| | 790-43.05 | LOADBREAK JUNCTION 3 PT 200A 15KV | LOADBREAK JUNCTION 3 PT 200A 15KV | EACH | 4 |
| | 790-43.46 | SECONDARY PULLBOX LARGE | UM-PED | EACH | 1 |
| 8 | 790-43.51 | SECONDARY RISER W/ 3IN CONDUIT | UM5-3 | EACH | 1 |
| 9 | 790-43.53 | 1PH PRIMARY RISER W/ 3IN CONDUIT | UM-2R | EACH | 1 |
| 10 | 790-46.01 | 1Ø TRANSFORMER | G10-XX | EACH | 3 |
| 11 | 790-46.02 | 1Ø TRANSFORMER CONV W/POLE MTD FUSE & LA | G13-XX | EACH | 6 |
| | 790-60.01 | 1PH FUSE CUTOUT XARM MOUNT 15KV | M5-9C | EACH | 20 |
| | 790-65.03 | LIGHTNING ARRESTER ARM MTD 9 KV | M5-6C | EACH | 12 |
| | 790-68.01 | POLE GROUND ROD TYPE | M2-11R | EACH | 155 |
| | 790-68.13 | SGL PHASE MOUNTING BRACKET-FIBERGLASS | F.G. BRACKET | EACH | 2 |
| | 790-69.22 | POLE TOP PIN | M5-2 | EACH | 1 |
| | 790-69.31 | STICK PIN | M5-4 | EACH | 12 |
| | 790-69.32 | ARM PIN | M5-5S | EACH | 151 |
| 12 | 790-98.01 | REMOVE WIRE | REMOVE WIRE | LF | 99975 |
| 13 | 790-98.02 | REMOVE POLES | REMOVE POLES | EACH | 183 |
| 14 | 790-98.03 | REMOVE FRAMING/ASSOCIATED APPARATUS | REMOVE FRAMING | EACH | 1091 |
| | 790-98.20 | TREE AND BRUSH REMOVAL OFF ROW | TREE TRIMMING | LS | 1 |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-01 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: QUANTITIES CHANGED FCR THE FOLLOWING ITEMS; 790-04.03, 790-05.02, 790-21.07, 790-21.08, 790-21.09, 790-25.23, 790-31.04, 790-31.11, 790-32.06, 790-33.31, 790-36.21, 790-40.01, 790-40.02, 790-40.35, 790-40.39, 790-40.46, 790-40.69, 790-43.71, AND 790-43.72. CHANGED ITEM 740-40.36 TO 790-40.36, AND 790-43.60 TO 790-43.51. ADD ITEM 790-06.19. REMOVED ITEM 790-04.04.

REV 08.19.2025: ITEM NUMBERS CORRECTED FOR 790-46.01 THRU 790-98.20

JEFF L. MEADOW
REGISTERED ENTITLEMENT
AGRICULTURE
No. 2305
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | N.T.S. |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


ELECTRIC UTILITY RELOCATION
ESTIMATED QUANTITIES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-02 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

# SULLIVAN COUNTY

## SR-126 FROM EAST CENTER STREET IN KINGSPORT TO EAST OF BRIARWOOD ROAD




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| | EXISTING/REMOVAL 1-PHASE POWER | | PROPOSED DUPLEX | ⊙ | REPLACE IN-PLACE POLE |
| | PROPOSED 1-PHASE POWER | | EXISTING/REMOVAL TRIPLEX | ✳ | EXISTING/REMOVAL POLE |
| | EXISTING/REMOVAL 2-PHASE POWER | | PROPOSED TRIPLEX | △ | EXISTING/REMOVAL TRANSFORMER |
| | PROPOSED 2-PHASE POWER | | EXISTING/REMOVAL QUADRUPLEX | ▲ | PROPOSED TRANSFORMER |
| | EXISTING/REMOVAL 3-PHASE POWER | | PROPOSED QUADRUPLEX | | EXISTING/REMOVAL ANCHOR |
| | PROPOSED 3-PHASE POWER | ○ | EXISTING/REMOVAL POWER POLE | | PROPOSED ANCHOR |
| | EXISTING/REMOVAL DUPLEX | ● | PROPOSED POWER POLE | | |

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


ELECTRIC UTILITY RELOCATION
VICINITY MAP AND LEGEND

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-03 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

# GENERAL CONSTRUCTION NOTES

1. THE FOLLOWING INFORMATION APPLIES TO THE UTILITY CONTRACTOR RESPONSIBLE FOR THE RELOCATION OF THE ELECTRICAL FACILITIES ALONG THIS PROJECT, AS WELL AS THE CONTRACTOR RESPONSIBLE FOR THE CLEARING/CUTTING OF REQUIRED AREAS OUTSIDE OF THE TDOT RIGHT-OF-WAY WHEN REQUIRED FOR THE INSTALLATION OF THE ELECTRICAL FACILITIES ALONG THIS PROJECT.

2. ANY DEVIATION OF THE CONDITIONS LISTED MUST BE APPROVED BY THE UTILITY PRIOR TO THE DEVIATION TAKING PLACE ON THE PROJECT. FAILURE BY THE UTILITY CONTRACTOR OR SUBCONTRACTORS TO FOLLOW THESE CONDITIONS AS LISTED WILL RESULT IN REFUSAL OF ACCEPTANCE BY THE UTILITY OWNER TO ACCEPT THE PROJECT AT IT'S COMPLETION UNTIL SUCH TIME AS ANY DEFICIENCIES ARE CORRECTED TO THE SATISFACTION OF THE UTILITY.

3. ALL WORK SHALL BE DONE IN A SAFE, THOROUGH AND WORKMAN-LIKE MANNER IN ACCORDANCE WITH THE PLAN SHEETS, CONSTRUCTION DETAILS AND TECHNICAL SPECIFICATIONS AS WELL AS ANY AND ALL APPLICABLE SAFETY CODES, INCLUDING, BUT NOT LIMITED TO, THE NATIONAL ELECTRICAL SAFETY CODE (NESC), AND ANY OTHER STATE AND LOCAL CODES THAT ARE REQUIRED FOR THE TYPE OF UTILITY RELOCATION THAT IS BEING PERFORMED AS PART OF THIS CONTRACT.

4. THE UTILITY CONTRACTOR SHALL EXERCISE ALL STANDARD SAFETY PRACTICES WHEN WORKING ON ENERGIZED ELECTRICAL LINES (e.g, RUBBER GOODS INSPECTIONS, GROUNDING OF LINES AND VEHICLES / EQUIPMENT, TOOL INSPECTIONS, ADEQUATE SUPERVISION, ETC.).

5. THE UTILITY CONTRACTOR SHALL BEAR THE RESPONSIBILITY FOR THE SAFETY OF ITS EMPLOYEES AND SHALL ENSURE THAT THEY ABIDE BY ALL STATE, FEDERAL AND LOCAL REGULATIONS REGARDING SAFE WORK PRACTICES. IF SUCH REGULATIONS ARE VIOLATED, THE UTILITY OWNER SHALL MAINTAIN THE RIGHT TO STOP WORK ON THEIR FACILITIES UNTIL SUCH CONDITIONS ARE CORRECTED.

6. IN GENERAL, THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY CONSTRUCTION DRAWINGS AND THE TECHNICAL SPECIFICATIONS THAT ARE NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION OF THE UTILITY FACILITIES BEING RELOCATED.

7. THE ELECTRICAL FACILITIES ALONG THIS PROJECT OPERATE AT A NOMINAL PHASE-TO-PHASE VOLTAGE RATING OF 12KV. ALL WORK DONE BY THE UTILITY CONTRACTOR ON THE 13KV SYSTEM IS TO BE PERFORMED WHILE THE EXISTING FACILITIES ARE ENERGIZED, REQUIRING THE UTILITY CONTRACTOR TO USE PROPER HOT LINE WORKING TECHNIQUES. CONTRACTOR TO COORDINATE AND SCHEDULE 46KV CLEARANCES. THE UTILITY OPERATES A 24-HOUR/365-DAY CONTROL CENTER THROUGH WHICH THE UTILITY CONTRACTOR SHALL COORDINATE ALL REQUESTS FOR CAUTION ORDERS AND CLEARANCE REQUESTS FOR TRANSFORMERS OR TAPS.

8. UTILITY CONSTRUCTION DRAWINGS ARE INCLUDED AS PART OF THE DRAWING PACKET AND MUST BE ADHERED TO DURING ALL PHASES OF CONSTRUCTION.

9. ALL MATERIALS TO BE USED BY THE UTILITY CONTRACTOR ON THE PROJECT MUST BE NEW MATERIALS AND MUST BE APPROVED BY THE UTILITY OWNER PRIOR TO PURCHASE OR USE. A PROPOSED LIST OF MATERIALS SHALL BE SUBMITTED TO THE UTILITY OWNER AS NOTED IN THE TECHNICAL SPECIFICATIONS FOR THE PROJECT. NO MATERIAL SUBSTITUTIONS ARE ALLOWED WITHOUT THE PRIOR CONSENT OF THE UTILITY OWNER. STORAGE LOCATION OF MATERIALS ON THE PROJECT SITE MUST BE A SECURE ENVIRONMENT. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR ANY LOST, STOLEN OR DAMAGED MATERIALS ON THE PROJECT.

10. THE UTILITY CONTRACTOR IS REQUIRED TO MAINTAIN COMMUNICATION WITH THE UTILITY OWNER'S CONTROL CENTER USING TELEPHONE COMMUNICATIONS. THE UTILITY CONTRACTOR MUST CONTACT THE CONTROL CENTER BY 5PM (EST) THE DAY BEFORE THEY BEGIN WORK ON THE PROJECT IN ORDER TO OBTAIN ANY NON RECLOSE ORDERS AND TO INFORM THE UTILITY WHAT PORTION OF THE WORK IS GOING TO BE DONE. NON RECLOSE ORDERS MUST BE RELEASED AT THE END OF EACH WORKDAY.

11. THE UTILITY CONTRACTOR IS TO PERFORM ALL REQUIRED WORK IN SUCH A MANNER AS TO NOT CAUSE UNINTENTIONAL OUTAGES TO THE CUSTOMERS ALONG THE PROJECT. ALL PLANNED OUTAGES MUST BE HANDLED IN ACCORDANCE WITH SECTION 01 1113E "SUMMARY OF WORK" IN THE CONSTRUCTION TECHNICAL SPECIFICATIONS. LARGE SCALE OUTAGES ARE NOT ALLOWED.

12. IF FIELD CONDITIONS ARISE WHICH PREVENT THE CONSTRUCTION ON THE PROJECT FROM PROCEEDING AS DESIGNED, THE UTILITY CONTRACTOR WILL COORDINATE WITH THE UTILITY OWNER / ENGINEER TO RESOLVE THE ISSUES SO THAT CONSTRUCTION CAN CONTINUE.

13. TO DECREASE THE POTENTIAL FOR OUTAGES, THE UTILITY CONTRACTOR SHALL NOT HAVE MORE THAN ONE (1) MILE OF ELECTRICAL LINE LAID OUT UNDERCONSTRUCTION WITH TEMPORARY LAYOUT ARMS AT ANY ONE TIME.

14. THE UTILITY CONTRACTOR SHALL COMPLY WITH ALL TDOT REGULATIONS, PERMITS AND TRAFFIC CONTROL GUIDELINES AS REQUIRED.

15. THE LOCATIONS OF EXISTING UTILITIES SHOWN WITHIN THESE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY TDOT, AND SHALL BE VERIFIED BY THE UTILITY CONTRACTOR PRIOR TO CONSTRUCTION. THE UTILITY CONTRACTOR SHALL NOTIFY EACH UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES AND REQUEST THAT THE UTILITY OWNERS PROPERLY LOCATE AND MARK THEIR PERSPECTIVE UTILITY ON THE GROUND.

16. THE UTILITY CONTRACTOR SHALL REQUEST UTILITY LOCATIONS A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION IN THE AREA OF THE UTILITIES IN QUESTION.

17. THE TDOT PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY EXCAVATION WORK REQUIRED TO LOCATE EXISTING UNDERGROUND UTILITIES. THE PRIME CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY EXISTING UTILITY OWNER PRIOR TO DIGGING. IN THE EVENT THAT THERE IS ANY DAMAGE TO OR INTERRUPTION OF EXISTING FACILITIES, THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY COST INCURRED FROM THE EVENT.

18. SOME EXISTING UTILITIES CAN BE LOCATED BY CALLING TENNESSEE ONE-CALL SYSTEMS, INC. AT "811".

19. THE UTILITY CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THE PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND EXISTING UTILITIES, THE UTILITY CONTRACTOR SHALL BE REQUIRED TO FURNISH THE EQUIPMENT NECESSARY TO COMPLETE THE WORK.

20. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY ITS EMPLOYEES IN AREAS OUTSIDE OF TDOT ROW ALONG THE LENGTH OF THE PROJECT. THE UTILITY CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR RESOLVING ALL COMPLAINTS THAT MAY ARISE FROM ITS ACTIVITIES, AND SHALL PROMPTLY REPORT SUCH COMPLAINTS TO THE UTILITY OWNER AS TO WHETHER OR NOT IT HAS BEEN RESOLVED.

21. GROUND AND AERIAL INSPECTION OF INSTALLED FACILITIES ONCE COMPLETED SHALL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. ANY CORRECTIONS THAT ARE REQUIRED SHALL BE DONE DURING THE CONSTRUCTION OF THE PROJECT AND VERIFIED BY THE UTILITY OWNER / ENGINEER. THE UTILITY OWNER WILL HAVE INSPECTORS ON-SITE TO VERIFY SAFETY AND QUALITY OF WORK IS CONSISTENT WITH UTILITY OWNER'S STANDARDS.

22. WHILE SOME WORK MAY ONLY BE REQUIRED "AROUND" OTHER UTILITY FACILITIES, SOME WORK MAY NEED TO BE DONE CONCURRENTLY WITH THE OPERATIONS OF OTHER UTILITY CONTRACTORS. IT IS THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR TO ENSURE THAT ALL UTILITY COORDINATION BE ADDRESSED DURING THE CONSTRUCTION OF THE PROJECT.

23. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL FACILITIES INDICATED WITHIN THESE DRAWINGS AT "FINAL GRADE" AS SHOWN. ANY TEMPORARY INSTALLATIONS THAT ARE NOT SPECIFICALLY NOTED WITHIN THESE DRAWINGS AND THAT ARE NOT ADDRESSED AND COORDINATED PRIOR TO CONSTRUCTION OF THE PROJECT WILL BE THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR.

24. CONSTRUCTION OF RELOCATED FACILITIES IS NOT CONSIDERED TO BE COMPLETE UNTIL THE UTILITY CONTRACTOR HAS ENERGIZED THE LINES AT THE FINAL OPERATING VOLTAGE IN ACCORDANCE WITH AEP SPECIFICATIONS.

25. PERSONNEL CHANGES ARE TO BE KEPT TO A MINIMUM DURING THE CONSTRUCTION OF THE PROJECT AS TO REDUCE UNFAMILIAR PERSONNEL TO BE WORKING ON THE FACILITIES OF THE UTILITY OWNER.

26. THE TDOT PRIME CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL UTILITY FACILITIES THAT ARE TO BE RELOCATED WITHIN THE PROJECT.

27. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY WORK OCCURING OUTSIDE THE STATE RIGHT-OF-WAY, THE UTILITY CONTRACTOR SHALL SUBMIT A PROPOSED EROSION AND SEDIMENT CONTROL PLAN TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL PRIOR TO BEGINNING WORK.

28. THE DISTANCES THAT ARE SHOWN ON THE DRAWINGS ARE HORIZONTAL DISTANCES ONLY, AND DO NOT ALLOW FOR ANY CHANGES IN ELEVATION THAT EXIST ALONG THE PROJECT.

29. TRANSFORMERS SHALL BE REUSED IF PRACTICAL. ALL OIL-FILLED EQUIPMENT, INCLUDING RECLOSERS AND TRANSFORMERS, SHALL BE PROVIDED BY THE UTILITY OWNER. THE LABOR COST, AND MINOR MATERIALS REQUIRED TO INSTALLL THESE UNITS SHALL BE INCLUDED IN THE BID FROM THE UTILITY CONTRACTOR. LEAKING OIL-FILLED EQUIPMENT WILL BE PLACED IN HAZARDOUS MATERIAL BAGS UNTIL THE UTILITY OWNER CAN PICK THE EQUIPMENT UP FROM THE PROJECT SITE.

30. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL TANGENT STRUCTURES ARE PROPERLY ALIGNED AFTER SETTING ANGLE POLES OR STRUCTURES. AT JUNCTION POLES AND OTHER CONTROL LOCATIONS, THE PROPOSED POLE LOCATION SHALL NOT BE FARTHER THAN TWENTY-FOUR (24) INCHES FROM THE EXISTING POLE WITHOUT APPROVAL FROM THE UTILITY OWNER. THE UTILITY CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE BACK AND/OR FORWARD SPAN TANGENT POLE ALIGNMENT.

31. POLE DRILLING IS TO BE INCLUDED IN THE LABOR AND MATERIAL COST FOR THE POLE.

32. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR CHECKING AND ENSURING THE PROPER PHASE ROTATION OF ALL THREE-PHASE MOTORS, ALONG WITH VOLTAGE AND PHASING TO OTHER LOADS, BEFORE AND AFTER CONSTRUCTION OF NEW FACILITIES. THE UTILITY CONTRACTOR SHALL MAINTAIN EXISTING PHASE CONNECTIONS FOR ALL CONDUCTORS, TRANSFORMERS, ETC. UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR WITH THE CONSENT OF THE UTILITY OWNER / ENGINEER.

33. LOCKNUTS SHALL BACK UP ALL NUTS ON THREADED BOLTS SUCH AS MACHINE BOLTS, DOUBLE ARMING BOLTS, UPSET BOLTS, INSULATOR PINS, ETC. EXISTENCE OF LOCKNUTS WILL BE CLOSELY EXAMINED BY THE UTILITY OWNER DURING CONSTRUCTION. BOLTS SHALL NOT EXTEND MORE THAN TWO (2) INCHES FROM NUTS.

34. BULLDOG TYPE GRIPS SHALL NOT BE USED FOR PULLING DOWNGUYS.

35. THE UTILITY CONTRACTOR SHALL INSTALL ALL DOWNGUYS AT LENGTHS AS INDICATED ON THE DRAWINGS UNLESS OTHERWISE DISCUSSED WITH AND APPROVED BY THE UTILITY OWNER / ENGINEER.

36. THE UTILITY CONTRACTOR SHALL INSTALL FIBERGLASS INSULATOR GUYLINKS ON ALL DOWNGUYS WITHIN TWO (2) FEET OF PRIMARY CONDUCTORS.

37. WHEN WOOD POLES ARE BEING UTILITIZED, THE UTILITY CONTRACTOR MUST INSPECT AND TEST ALL POLES BEFORE CLIMBING.

38. ANCHORS THAT ARE TO BE RETIRED SHALL HAVE THE ROD UNSCREWED AND REMOVED, OR BE CUT OFF AT LEAST EIGHTEEN (18) INCHES BELOW FINAL GRADE.

39. ALL GROUND RODS TO BE REMOVED SHALL BE PULLED, NOT CUT OFF.

40. ALL MOUNTING HARDWARE REQUIRED FOR INSTALLING NEW TRANSFORMERS SHALL BE INCLUDED IN THE UNIT FOR THE TRANSFORMER AS INDICATED BY THE TDOT STANDARD ITEM NUMBER FOR THOSE UNITS. IN ADDITION, THE UTILITY CONTRACTOR WILL BE REQUIRED TO CHANGE OUT ALL EXISTING PORCELIAN LIGHTNING ARRESTORS WITH POLYMER ARRESTORS.

41. GUY MARKERS ARE TO BE INSTALLED ON ALL NEW AND EXISTING-TO-REMAIN DOWN GUYS REQUIRED FOR THE PROJECT.

42. CONDUCTOR SPLICING SHALL BE KEPT TO A MINIMUM. THERE SHALL BE NO MORE THAN ONE SPLICE PER SPAN PER CONDUCTOR, AND NO SPLICES ARE ALLOWED CLOSER THAN TEN (10) FEET FROM ANY SUPPORT.

43. THE DESIGN ENGINEER WILL PROVIDE ALL STAKING DATA, DESIGN TENSION AND SAG DATA AS REQUIRED.

44. THE UTILITY CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER AND/OR DESIGN ENGINEER FOR VERIFICATION OF ALL POLE STAKING LOCATIONS PRIOR TO ANY POLE INSTALLATION ON THE PROJECT.

45. THE UTILITY CONTRACTOR SHALL PROVIDE THE UTILTY OWNER WITH ONE (1) SET OF CLEAN, CLEARLY MARKED "AS-BUILT" DRAWINGS AT THE COMPLETION OF THE PROJECT. THESE DRAWINGS SHALL REFLECT ANY AND ALL CHANGES THAT WERE MADE TO THE FACILITIES DURING CONSTRUCTION.

46. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR REVIEWING ALL CONSTRUCTION DRAWINGS AND TECHNICAL SPECIFICATIONS FOR THE RELOCATION OF FACILITIES PRIOR TO BIDDING THE PROJECT. ANY QUESTIONS CONCERNING INFORMATION SHOWN IN THE CONTRACT DOCUMENTS SHALL BE ADDRESSED TO THE UTILITY OWNER / ENGINEER PRIOR TO BIDDING ON THE PROJECT.

47. ALL INSTALLED POLES SHALL HAVE A POLE TAG TO AEP SPECIFICATIONS WITH AN ASSIGNED POLE NUMBER ON THE TAG AFFIXED TO THE POLE. COORDINATE WITH AEP ON POLE TAGGING.

48. ALL WOOD POLES SHALL HAVE "SOFT" CCA TREATMENT DENOTED AS CCA-ET OR CCA CLAW.

49. ALL PRIMARY AND SECONDARY CONDUCTORS, CONNECTORS, JUMPERS, ETC. SHALL BE THOROUGHLY WIRE BRUSH CLEANED OF FOREIGN MATTER, AN OXIDATION INHIBITOR, AS APPROVED BY THE UTILITY OWNER, SHALL BE APPLIED TO WIRE ENDS. CONDUCTOR SHALL BE LAID STRAIGHT BEFORE CONNECTING AND/OR INSTALLING ANY CONNECTOR OR CLAMP.

50. UTILITY CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTING EACH REEL OF CONDUCTOR FOR THE PROJECT. ANY DAMAGE TO THE CONDUCTOR SHALL BE REMOVED AND SPLICED AS REQUIRED. ALL CONDUCTOR SHALL BE PROTECTED FROM EQUIPMENT OR VEHICLE TRAFFIC WHILE BEING INSTALLED.

51. ROLLERS AND BLOCKS SHALL BE INSPECTED PRIOR TO INSTALLATION OF CONDUCTOR TO PREVENT BINDING OR ANY OTHER DAMAGE DURING STRINGING.

# CLEARING AND TRIMMING

1. UTILITY CONTRACTOR SHALL PROVIDE ALL NECESSARY TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CUT, TRIM, AND/OR REMOVE REQUIRED TREES IN AREAS OUTSIDE OF TDOT RIGHT-OF-WAY AS INDICATED ON THE DRAWINGS. DEBRIS RESULTING FROM SUCH WORK SHALL BE DISPOSED OF DAILY FROM THE PROJECT SITE. DEBRIS SHALL INCLUDE BUT NOT BE LIMITED TO BRUSH, WOOD, LIMBS, LOGS AND LEAVES.

2. UTILITY CONTRACTOR SHALL PERFORM ALL WORK TO THE SATISFACTION OF THE UTILITY OWNER AND IN ACCORDANCE WITH ALL FEDERAL, STATE, COUNTY, MUNICIPAL AND OTHER LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS APPLICABLE TO THE WORK BEING PERFORMED, AS WELL AS WITH THE AMERICAN NATIONAL STANDARDS INSTITUTE Z133.1 AND A300.

3. TREE TRIMMING SHALL BE DONE IN ACCORDANCE WITH THE UTILITY OWNER'S VEGETATION MANAGEMENT CONTRACTOR POLICY MANUAL. A REPRESENTATIVE OF THE VEGETATION MANAGEMENT DEPARTMENT FOR AEP WILL BE AVAILABLE TO ASSIST AND PROVIDE DETAILED INFORMATION.

4. ALL GROWTH SHALL BE CLEARED WITHIN THREE (3) FEET OF ALL SERVICE CONDUCTORS WITH THE USE OF LATERAL PRUNING ONLY, UNLESS OTHERWISE INSTRUCTED BY THE UTILITY OWNER.

5. ALL STRUCTRES SHALL BE CLEARED WITHIN A TEN (10) FOOT RADIUS OF THE STRUCTURE. ALL DOWN GUYS, ANCHORS, SPAN GUYS, ETC. SHALL BE CLEARED WITHIN A FIVE (5) FOOT RADIUS OF THE STRUCTURE.

6. FOR ALL TREES THAT ARE CUT, THE UTILITY CONTRACTOR SHALL ENSURE THAT THE TREES ARE CUT FLUSH WITH THE GROUND.

7. UTILITY CONTRACTOR SHALL PERFORM ALL WORK IN A REASONABLE, SAFE AND SECURE FASHION TO COMPLY, AT A MINIMUM, WITH ALL SAFETY AND SECURITY REQUIREMENTS OF ALL GOVERNMENT AUTHORITIES AND TO PERFORM THE WORK IN SUCH A MATTER AS TO PREVENT ACCIDENTS TO THE PUBLIC OR ANY DAMAGE TO PROPERTY.

8. ALL WORK IS TO BE DONE WHILE THE FACILITIES ARE ENERGIZED, AND THEREFORE, THE UTILITY CONTRACTOR SHALL GUARD AGAINST INTERFERENCE WITH THE NORMAL OPERATION OF THE ELECTRICAL FACILITIES TO ENSURE THERE IS NO DAMAGE TO ENERGIZED CIRCUITS.

9. THE UTILITY OWNER WILL PROVIDE A REPRESENTATIVE OF THE VEGETATION MANAGEMENT DEPARTMENT FOR AEP TO SUPERVISE ANY NECESSARY TREE TRIMMING, IN ORDER TO ENSURE THAT THE WORK IS BEING DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY OWNER AS WELL AS THE CUSTOMERS THAT ARE AFFECTED.

10. UTILITY CONTRACTOR SHALL BE REQUIRED TO MEET WITH THE ARBORIST ASSIGNED TO THE PROJECT BY THE UTILITY OWNER FOR THE FACILITIES THAT ARE BEING RELOCATED PRIOR TO ANY TREE TRIMMING OFF OF STATE RIGHT-OF-WAY ALONG THE PROJECT.

# NON RECLOSE AND HOLD ORDERS

1. ALL NON RECLOSE ORDERS SHALL BE REQUESTED AND ISSUED THROUGH THE UTILITY OWNER'S CONTROL CENTER BY CALLING THE CONTROL CENTER. AEP TO PROVIDE THE CALL CENTER PRIVATE # TO THE UTILITY CONTRACTOR FOR THE PROJECT. NON RECLOSING ORDERS MUST BE REQUESTED 24 HOURS IN ADVANCE.

2. NON RECLOSING ORDERS WILL ONLY BE ISSUED FROM AN AEP CONTROL CENTER EMPLOYEE. ALL CREW SUPERVISORS AND TEAM LEADS WILL NEED TO ATTEND AEP SWITCHING AND TAGGING TRAINING TO BE CONDUCTED BY AEP AND FOLLOW ALL AEP SWITCHING RULES AND REQUIREMENTS.

3. UTILITY CONTRACTOR SHALL PROIVDE THE FOLLOWING INFORMATION WHEN REQUESTING A NON RECLOSING ORDER:
   - -NAME OF EMPLOYEE IN-CHARGE
   - -COMPANY NAME
   - -CELL PHONE NUMBER
   - -POLE NUMBER

4. ONCE THE NON RECLOSING ORDER IS REQUESTED, THE UTILITY CONTRACTOR SHALL VERIFY TO THE CONTROL CENTER THAT THE INFORMATION PROVIDED IS CORRECT. ONCE THE INFORMATION IS VERIFIED, THE CONTROL CENTER WILL PROCESS THE NON RECLOSING ORDER. THE CONTROL CENTER WILL THEN PROVIDE THE CONTRACTOR WITH A NON RECLOSING ORDER NUMBER. THE UTILITY CONTRACTOR MUST CONFIRM RECEIPT OF THE NUMBER BEFORE THE PROCESS IS COMPLETE.

5. WHEN A NON RECLOSING ORDER IS RELEASED, THE UTILITY CONTRACTOR SHALL CONTACT THE CONTROL CENTER VIA TELEPHONE AND USING THEIR VEHICLE NUMBER FOR CONFIRMATION. THE UTILITY CONTRACTOR MUST REQUEST RELEASE OF THE NON RECLOSING ORDER BY PROVIDING THE CONTROL CENTER THE NUMBER ASSIGNED TO THE NON RECLOSING ORDER, AND THAT THE POLE TOP IS BACK IN THE NORMAL POSITION WITH THE TAG REMOVED. ONCE THE CONTROL CENTER VERIFIES ALL OF THE INFORMATION, THEY WILL PROCESS THE RELEASE OF THE NON RECLOSING ORDER. ONCE THE NON RECLOSING ORDER IS RELEASED, THE UTILITY CONTRACTOR MUST ACKNOWLEDGE AND CONFIRM THE RELEASE.

6. NON RECLOSING ORDERS MUST BE RELEASED WHEN CREWS LEAVE THE WORK LOCATION DURING LUNCH BREAK LASTING MORE THAN ONE (1) HOUR.

7. NO NON RECLOSING ORDERS CAN BE EXTENDED BEYOND ONE WORKING DAY.

8. IN THE EVENT OF INCLIMATE WEATHER, THE CONTROL CENTER WILL CONTACT THE UTILITY CONTRACTOR AND REQUEST THE RELEASE OF ANY NON RECLOSING ORDERS THAT ARE IN EFFECT. IF THREE (3) ATTEMPTS ARE MADE TO CONTACT THE UTILITY CONTRACTOR, AND THEY FAIL TO RESPOND, THE UTILTY'S OPERATIONS SUPERVISOR WILL BE NOTIFIED IMMEDIATELY.

9. HOLD ORDERS WILL BE ISSUED TO A DESIGNATED UTILITY CONTRACTOR REPRESENTATIVE. CLOSE COMMUNICATION AND COORDINATION WITH THIS AEP EMPLOYEE IS CRITICAL. ALL HOLD ORDERS WILL BE ASSIGNED A NUMBER AND WILL FOLLOW THE SAME GUIDELINES FOR RELEASE AS NON RECLOSING ORDERS.

10. ALL DISTRIBUTION AND TRANSMISSION HOLD ORDERS MUST BE REQUESTED THREE (3) WORKING DAYS PRIOR TO THE DAY THEY ARE NEEDED.

JEFF L. MEADOW
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

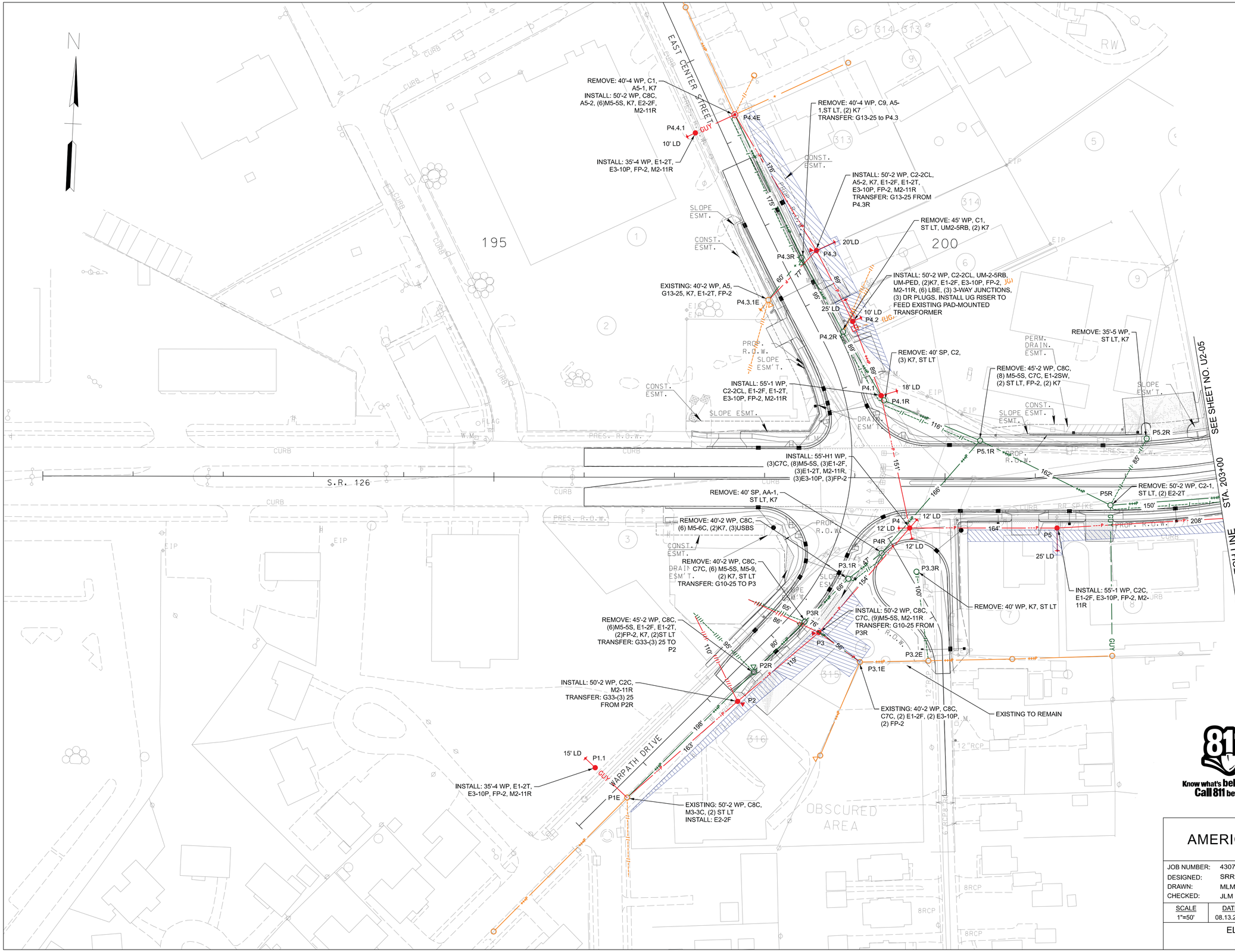
| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE: N.T.S. | DATE: 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

ELECTRIC UTILITY RELOCATION
GENERAL NOTES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-04 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY




811 Know what's below. Call 811 before you dig.

JEFF L. MEADOW REGISTERED ENGINEER AGRICULTURE No. 23003 STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 190+00 TO STA. 203+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-05 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: MOVED P7 TO PROPERTY LINE. ANCHOR FOR P7.1 ADJUSTED DUE TO RELOCATION OF P7, MOVED P12 AND ANCHOR MORE ONTO TRACT #26. SHIFT P12.2 TO EDGE OF PARKING LOT ON TRACT #26 AND CHANGE TO VERTICAL FRAMING. ADJUST ANCHOR AT P12.3E DUE TO SHIFT OF P12.2. ANCHOR AT P12.1 ADJUSTED DUE TO MOVE ON P12.

SEE SHEET NO. U2-04

SEE SHEET NO. U2-06

MATCH LINE

STA. 203+00

STA. 216+00

MATCH LINE

205

210

215

WOODSIDE DRIVE

REMOVE: 40'-4 WP, AA-1, (3) K7, G13-25

REMOVE: 35'-5, E1-2T, FP-2, (2) K7

P7.3R

P7.1R

79'

INSTALL: 45'-3 WP, C8C, (6)M5-5S, K7, G13-25, M5-9C, M5-6C, E1-2F, E3-10P, FP-2, M2-11R

INSTALL: 35'-4 WP, K7 TRANSFER: ST LT FROM P7.2R

20' LD

P7.1

REMOVE: 35'-5, K7 TRANSFER: ST LT TO P7.2

P7.2

P7.2R

60' EXISTING ROW

PROP. R.O.W.

REMOVE: 45'-4 WP, C1 , G33-(3) 10, ST LT, (2) K7

P6R

P6

181'

210'

P7R

127'

112'

P8R

93'

92'

P9R

149'

123'

P10

P10R

138'

213'

23' LD

P10.1

22' LD

P7

P8

P9

REMOVE: 50'-2 WP, C4, C5-1, (2) E2-2T, (2) E1-2T, FP-2, ST LT

REMOVE: 50'-2 WP, C8, M3-3C, ST LT

REMOVE: 45' WP, C1-NP, ST LT, G23-(2) 25

INSTALL: 55'-1 WP, C2C, C7C, (4)M5-5S, M2-11R

REMOVE: 35'-5 WP, ST LT, K7

INSTALL: 55'-1 WP, C2-2CL, E2-2F, M2-11R

INSTALL: 50'-2 WP, M3-3C, M2-11R

INSTALL: 50'-2 WP, C1C, M2-11R

REDUCED TENSION SPAN, 31'

INSTALL: 50'-1 WP, (2)C7C, (4)M5-5S, (2)E1-2F, E1-2T, E3-10P, FP-3, M2-11R OFFSET ANCHOR 2' TOWARD TAKE-OFF POLE P11

INSTALL: 55'-1 WP, C2-2CL, C7C, (4)M5-5S, (2)E1-2F, E1-2T, E3-10P, FP-3, M2-11R

P6.1R

P6.1E

EXISTING: 35'-3 INSTALL: E1-2T, E3-10P, FP-2

REMOVE: 45' SP, C8C, (8) M5-5S, C7, (2) ST LT

INSTALL: 50'-2 WP, C1C, M2-11R

REMOVE: 35' WP, K7

P11.1R

P11R

178'

85'

P10.1R

P11

REMOVE: 45'-4 WP, AA-1, K7

REMOVE: 50' WP, AA-1, (6) K7, ST LT, G10-25XX

REDUCED TENSION SPAN, 72'

INSTALL: 50'-2 WP, A4, M5-6C, M5-9C, F.G. BRACKET, E1-2F, E3-10P, FP-2, M2-11R

REMOVE: 35'-4 WP, ST LT, K7

P12

P12R

88'

148'

20' LD

P12.2

P12.2R

141'

60'

115' GUY

P12.1

P12.1R

15' LD

REMOVE: 40' WP, A6, M5-6C, M5-9C, SR-3, (2) K7

REMOVE: 45' WP, AA-1, C7C, A5-2, E2-2T, (3) K7, M5-9, M5-6, FLD LT TRANSFER: G13-25 TO P12

INSTALL: 50'-2 WP, C1C, K7, M2-11R TRANSFER: FLD LT FROM P13R

P13

P13R

117'

129'

REMOVE: 40' WP, AA-1, K7 TRANSFER: SERVICE AND G13-75 TO P14

INSTALL: 55'-1 WP, C1M-V, (2) K7, M2-11R TRANSFER: SERVICE AND G13-75 FROM P14R

INSTALL: 60'-2 WP, C4-1VL, (6)M5-5S, E1-2T, E1-2F, E3-10P, FP-2, M2-11R

P12.3E

20' LD

INSTALL: 50'-2 WP, C1C, C7C, A5-2, K7, (2)E1-2F, E3-10P, FP-2, M2-11R TRANSFER: FLD LT AND G13-25 FROM P12R

EXISTING: 45'-3 WP, C7C, A23, ST LT, G33-XX, (3) K7 REMOVE: (2) E1-2T, FP-2 INSTALL: (2) E1-2F, E3-10P, FP-2

INSTALL: 55'-1 WP, C1M-V, (3) K7, M2-11R

REMOVE: 35'-5 WP, (2) K7

P13.1R

90'

REMOVE: 40' WP, AA-1, (2) K7, ST LT, FLD LT

REMOVE: 40' WP, AA-1, (2) SR-3, (2) K7, ST LT

P14

P14R

88'

48'

75'

P15R

180'

15'

31'

41'

P15

P15.1E

28'

EXISTING: 35' WP, K7 REMOVE: K7 INSTALL: K7

Know what's below. Call 811 before you dig.

JEFF L. MEADOW REGISTERED ENGINEER AGRICULTURE No. 121451 STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 203+00 TO STA. 216+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-06 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: MOVED P18T TO P18.1 TO INCORPORATE INTO ONE STRUCTURE. MOVED P19T TO P19.1 TO INCORPORATE INTO ONE STRUCTURE.

N

P17.5E
REMOVE: A1
EXISTING: 35'-5 WP
INSTALL: A4
REMOVE: 45'-5 WP, A1, A5-2, K7, E1-2T, FP-2, E1-2F, E3-10P, FP-2
TRANSFER: ST LT TO P17.4
INSTALL: 50'-2 WP, A1, A5-2, M2-11R, E1-2F, E3-10P, FP-2
TRANSFER: ST LT FROM P17.4R
REMOVE: 40' WP, A2, (3) K7
P17.5R
P17.4
P17.4R
10' LD
EXISTING: 35'-5 WP, A5, E2-2T, EF, ZG13-25, ST LT, (2) K7
INSTALL: E1-2F, E3-10P, FP-2
15' LD
P17.6E
LYNNBROOK LANE
REMOVE: 40'-2 WP, A1
INSTALL: 45'-3 WP, A1, M2-11R
P17.3.1R
REMOVE: 35' WP, E1-2T, FP-2
INSTALL: 60'-1 WP, M2-11R, E1-2F, E1-2T, E3-10P, FP-2
TEMP INSTALL: C2-2CL
NOTE: CUT OFF POLE ABOVE SPAN GUY AND CAP
INSTALL: 55'-1 WP, M2-11R, E1-2F, E3-10P, FP-2
TEMP INSTALL: C2-2CL
NOTE: CUT OFF POLE ABOVE SPAN GUY AND CAP
TEMP INSTALL: 65'-1 WP, C3, A5-2, (2)E1-2F, E1-2T, E3-10P, FP-3, M2-11R
INSTALL: (2)E1-2F, E3-10P, FP-2
NOTE: CUT OFF POLE ABOVE SPAN GUY & CAP
REMOVE: 50' WP, C4, (3)M5-4, ST LT, K7, (4)E1-2T, (4)FP-2
REDUCED TENSION, 113'
OREBANK ROAD
P17.3
21' LD
P19T
P19.1
20' LD
P20T
P20.1
P20.2E
EDEN'S RIDGE ROAD
EXISTING: 45' WP, G13-50, ST LT
REMOVE: A1
INSTALL: A2
REMOVE: 40'-4 WP, A6, A5-2, M5-6C, M5-9C, EF, E2-2T, ST LT
REMOVE: 35'-5 WP, A1
P17.3R
23' LD
P19.2R
P20.1R
REMOVE: 35' WP, E1-2T, FP-2
EXISTING: 35' WP, K7, CENTER LINK POLE, METERS PWR SUPPLY
P18T
P18.1
P19.1R
REMOVE: 40' WP, C7C, (2)A5-2, M5-9C, SR-3, E1-2T, FP-2, E2-2T, ST LT
P19R
P20R
25' LD
INSTALL: 55'-H1 WP, C7C, A5-2, M5-5S, M5-6C, M5-9C, (3)E1-2F, E1-2T, (3)E3-10P, FP-2, FP-3, M2-11R
TEMP INSTALL: C7C, (2)M5-5S, (2)E1-2F, E1-2T, E3-10P, FP-3
P17.2
P17.2R
P17.1.1E
P19
P18R
P18
28' LD
15' LD
P17.1R
REMOVE: 30' WP, (2) K7, (2) EF, E1-2T, FP-2
INSTALL: 65'-1 WP, C4-1VL, (2)E2-2F, M2-11R
15' LD
P20
REMOVE: 35' WP, K7
P21.1R
P21.1
P21T
INSTALL: 35'-4 WP, (2)K7, M2-11R
TEMP INSTALL: K7
REMOVE: 30' WP, K7
REMOVE: 45' WP, AA-1, G13-25, ST LT, (2) K7
REMOVE: 40' WP, AA-1, (4)K7, ST LT, E2-2T
REMOVE: 35' WP, K7, UM5-2
P17R
P17
23' LD
15' LD
INSTALL: 55'-1 WP, C2-2CL, E2-2F, M2-11R
REMOVE: 50'-2, B1, K7, ST LT, TRANSFER: G13-25 TO P21
P21
P21R
P21.2
P21.3R
REMOVE: 35' WP, (2) K7
TEMP INSTALL: 50'-2 WP, C2C, K7, M2-11R, G10-XX
INSTALL: (2)K7
NOTE: CUT OFF POLE ABOVE SECONDARY & CAP
P22T
P22.1
REMOVE: 30' WP, K7
REMOVE: 40' WP, C8C, (6) M5-5S, (2) K7, A5-2, M5-9C, ST LT
INSTALL: 70'-1 WP, C3, A5-2, (2)E2-2F, (2)E1-2F, E3-10P, FP-2 M2-11R
INSTALL: 45'-2 WP, A5-2, A5, E1-2F, E3-10P, FP-2, M2-11R
REDUCED TENSION, 80'
P16.2R
20' LD
P16.1R
REMOVE: 40' WP, C1C, (5)K7, A5-2, ST LT, E1-2T, FP-2
P16.3R
P16
P16R
INSTALL: 50'-2 WP, C2C, M2-11R
INSTALL: 50'-1 WP, C2C, C7C, A5-2, (2)M5-5S, (2)E1-2F, E1-2T, (2)E3-10P, FP-3, M2-11R
TEMP INSTALL: (2)E1-2F, E1-2T, E3-10P,FP-3
INSTALL: 65'-1 WP, C3, (2) K7, (2)E2-2F, M2-11R
TRANSFER: G13-25 FROM P21R
REMOVE: 45'-2 WP, C1, (3)K7, ST LT, G13-75
TEMP INSTALL: 50'-2 WP, C2-2CL, K7, G13-10, M5-9C, E1-2F, E3-10P, FP-2, M2-11R
INSTALL: (2)K7, E1-2T, E3-10P, FP-2
NOTE: CUT OFF POLE ABOVE SPAN GUYS & CAP
MATCH LINE STA. 216+00 SEE SHEET NO. U2-05
MATCH LINE STA. 229+00 SEE SHEET NO. U2-07
S. R. 126
220
225
45
EIP
PIPE DISTURBED
GUY
W.M.
O.H.

Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2021
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |

Gresham Smith

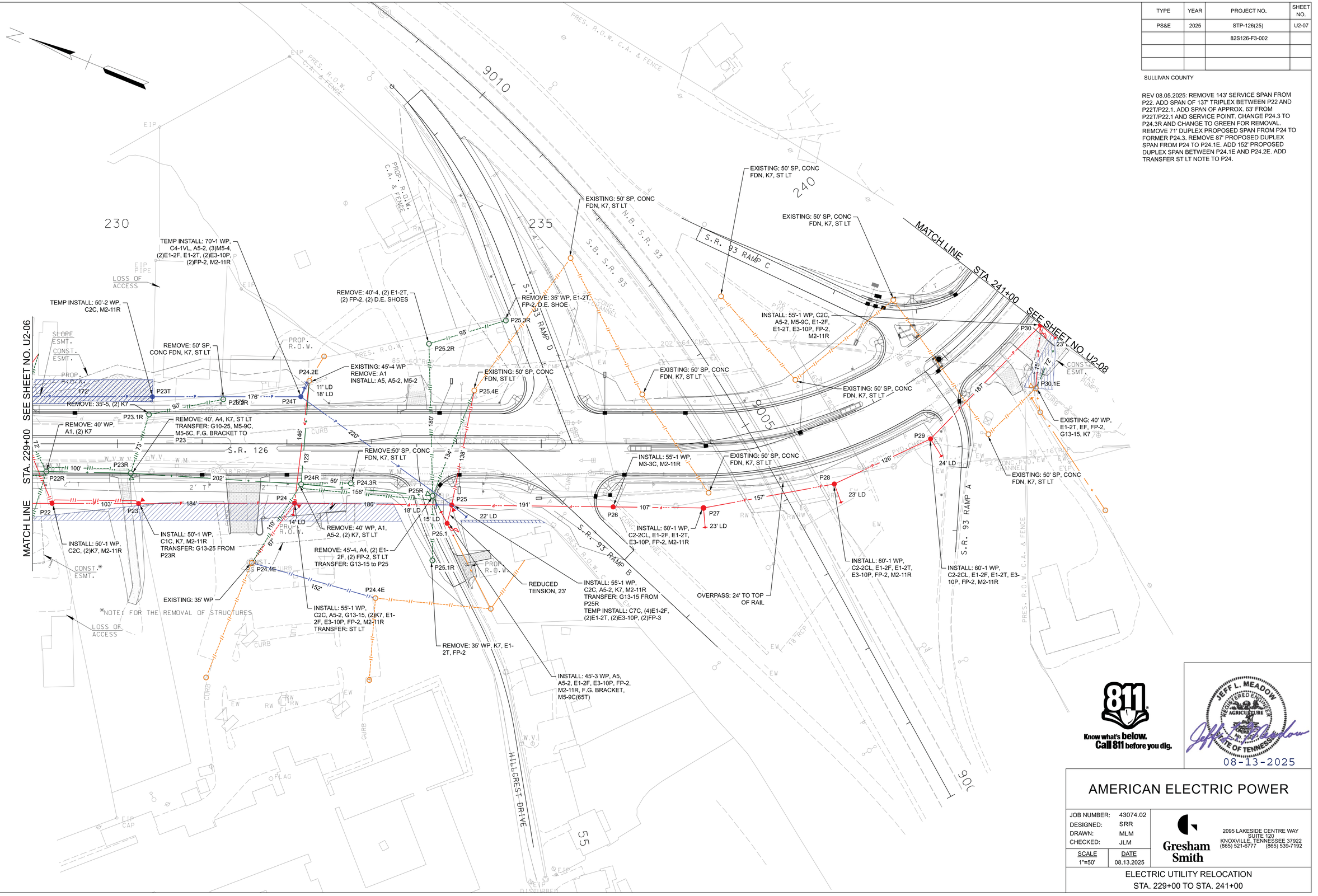
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 216+00 TO STA. 229+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-07 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: REMOVE 143' SERVICE SPAN FROM P22. ADD SPAN OF 137' TRIPLEX BETWEEN P22 AND P22T/P22.1. ADD SPAN OF APPROX. 63' FROM P22T/P22.1 AND SERVICE POINT. CHANGE P24.3 TO P24.3R AND CHANGE TO GREEN FOR REMOVAL. REMOVE 71' DUPLEX PROPOSED SPAN FROM P24 TO FORMER P24.3. REMOVE 87' PROPOSED DUPLEX SPAN FROM P24 TO P24.1E. ADD 152' PROPOSED DUPLEX SPAN BETWEEN P24.1E AND P24.2E. ADD TRANSFER ST LT NOTE TO P24.




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
ORIGINAL
No. 24
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192


ELECTRIC UTILITY RELOCATION
STA. 229+00 TO STA. 241+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-08 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: MOVE P35 AND ANCHOR TO NEW LOCATION. MOVE P35.1 TO NEW LOCATION. MOVE TEMP ANCHOR FOR P35.1 TO NEW LOCATION. SPAN LENGTHS ADJUSTED BETWEEN P34/P35, P35/P36, P35/P35.1 DUE TO ADJUSTMENT OF POLE LOCATIONS.

N

MATCH LINE STA. 241+00 SEE SHEET NO. U2-07

SEE SHEET NO. U2-09 STA. 254+00 MATCH LINE

S.R. 126

HEATHER LINE

MILTON COURT

STRATFORD ROAD

KITE STREET

245

250

REMOVE: 45'-5 WP, A1, E1-2T, FP-2
103'
P30.1
62'
P31.1R
162'
INSTALL: 55'-1 WP, M3-3C, M2-11R
REMOVE: 55' WP, (2) C7C, (2) A5-2, (3) M5-5S, M5-9C, K7
184'
203'
EXISTING: 50'-2 WP, C2-1, UM5-2, G33-XX, ST LT
P31.3E
EXISTING: 40' WP, A3, A5, G13-XX, UM5-2
P31.1E
INSTALL: 40'-4 WP, (2)E1-2T, E3-10P, FP-2, M2-11R
TEMP INSTALL: 35'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
TEMP INSTALL: 50'-2 WP, C2-2CL, E2-2F, M2-11R
20' LD
P31.2
17' LD
P32.1T
P32T
P32.2R
185'
REMOVE: 35' WP, K7
REMOVE: 35' WP, E1-2T, FP-2
P33T
102'
P33.2R
INSTALL: 55'-1 WP, C8C, (6)M5-5S, E1-2F, E3-10P, FP-2, M2-11R
TEMP INSTALL: E1-2F, E3-10P, FP-2
INSTALL: 50'-2 WP, (2)C7C, (2)M5-5S, E1-2F, E3-10P, FP-2, M2-11R
TEMP INSTALL: C2-2CL, (2)M5-5S, (2)E1-2F, E1-2T, E3-10P, FP-2
TEMP INSTALL: 50'-2 WP, C2C, M2-11R
REDUCED TENSION SPAN, 92'
INSTALL: 45'-3 WP, C7C, A5-2, (2)K7, G33-10, (2) M5-5S , M5-9C, E1-2F, E3-10P, FP-2 TRANSFER: ST LT FROM P34.3R
REMOVE: 40' WP, A5-2, (2)K7, E1-2T, FP-2, G33-XX, (3) M5-9C, (2)M5-5S, C7C TRANSFER: ST LT TO P34.4
REMOVE: 50' WP, (2) AA-1, C7C, M5-9C, (3)K7, G13-25, UM-2R, ST LT
P34.3
101'
114'
14' LD
70'
52'
P34.3R
P34.4
20' LD
15' LD
76'
P34.2
130'
P34R
15' LD
P34.1
15' LD
REMOVE: 45'-2, C7C, (2) AA-1, (3) M5-9C, (3)M5-6C, ST LT, K7
195'
22' LD
P35.2
INSTALL: K7 TEMP INSTALL: 50'-2 WP, C2C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R NOTE: CUT OFF POLE ABOVE SECONDARY & CAP
P35.3E
REMOVE: 45' WP, (2) C7C, (3) M5-5S, E1-2T, FP-2, E1-2F, ST LT
INSTALL: 55'-2 WP, C1C, K7, G13-25, M2-11R TEMP INSTALL: C2-2CL, E1-2F, E1-2T, E3-10P, FP-2
INSTALL: 35'-4, K7, M2-11R TRANSFER: SERVICE
TEMP INSTALL: 50'-2 WP, C2-2CL, G10-25, E2-2F, M2-11R
EXISTING: 45'-4 WP, C2-1, G13-XX, (3) K7, ST LT
INSTALL: 35'-4, K7, M2-11R TRANSFER: (2) SERVICES
P35.1
84'
84'
15' LD
REMOVE: 40' WP, C2-1, K7, ST LT, M5-9C, F.G. BRACKET TRANSFR: G10-50 TO P36
P34.1R
111'
105'
150'
164'
117'
P35R
TEMP INSTALL: 50'-2 WP, C8C, (6)M5-5S, E2-2F, M2-11R
P36T
139'
P36.1
49'
66'
P37T
P36.1R
P37.1R
REMOVE: 35' WP, K7
REMOVE: 45'-2 WP, (2) AA-1, E1-2F, FP-2, K7, ST LT
136'
139'
76'
173'
P36R
REMOVE: 35' WP, K7
208'
P37.6R
112'
P37.5R
P36.1T
14' LD
REMOVE: 40' WP, A1, K7
P37.4R
P37.1T
14' LD
REMOVE: 40' WP, A5, G13-XX, E1-2T, K7, FP-2, ST LT
REMOVE: 30' WP, K7, ST LT
P37.8R
53'
P37.7R
REMOVE: 35' WP, (2) K7
P35
177'
83'
20' LD
P36
REMOVE: 40' WP, A1, G13-XX, ST LT
P37.2
20' LD
TEMP INSTALL: 55'-2 WP, E1-2T, E3-10P, FP-2, M2-11R
INSTALL: 50'-2 WP, C2C, K7, M2-11R TRANSFER: G10-50 FROM P42R
TEMP INSTALL: 35'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 35' WP, A1 INSTALL: 40'-4 WP, A4, E1-2F, E3-10P, FP-2, M2-11R TRANSFER: G10-XX FROM EXISTING POLE
REMOVE: 45' WP, AA-1, E1-2T, FP-2, UM5-3 TRANSFER: G33-(3)10 TO P32
INSTALL: 55'-1 WP, C8C, C7C, A5-2, (8)M5-5S, (2)E2-2F, M2-11R TEMP INSTALL: C7C, (4)E1-2F, (2)E1-2T, (2)E3-10P, (2)FP-3
INSTALL: 50'-2 WP, C2C, UM5-3, M2-11R DIG AND INSTALL NEW UG 3-PHASE #4/0 AL URD TRIPLEX SERVICE TO EXISTING BUILDING. TRANSFER: G33-(3)10 FROM P31.2R
INSTALL: 50'-2 WP, C2C, M2-11R
INSTALL: 50'-1 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R, UM-2R
INSTALL: 50'-2 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 40' WP, C8C, (6) M5-5S, G13-XX, ST LT, (2)K7, M5-9C
P32.1R
95'
P32R
101'
124'
P31R
95'
14' LD
20' LD
P31
102'
P31.2R
145'
P32
200'
REMOVE: 40'-4, C2-1, E2-2T, ST LT
P33
211'
REMOVE: 40' WP, C2-1, SR-3, K7, ST LT
61'
P33R
59'
P33.1R
144'
REMOVE: 40' WP, C2-1, GXX-XX, E2-2T, ST LT, UM5-2, M5-9C, M5-6C
126'
REDUCED TENSION
127'
P34
10' LD
P (UG)
80'
88'
P (UG)
P (UG)
261'
145'
137'
GUY
GUY
GUY
GUY
59'
68'
INSTALL: 55'-1 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R
INSTALL: 50'-2 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R
INSTALL: 50'-2 WP, C2C, K7, M2-11R TRANSFER: G10-50 FROM P42R
TEMP INSTALL: 35'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 35' WP, A1 INSTALL: 40'-4 WP, A4, E1-2F, E3-10P, FP-2, M2-11R TRANSFER: G10-XX FROM EXISTING POLE
TEMP INSTALL: 55'-2 WP, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 40' WP, A1, G13-XX, ST LT
112'
P37.2
20' LD
REMOVE: 40' WP, A1, K7
P37.4R
P37.1T
14' LD
REMOVE: 40' WP, A5, G13-XX, E1-2T, K7, FP-2, ST LT
P37.8R
53'
P37.7R
REMOVE: 35' WP, (2) K7
P35
177'
83'
20' LD
P36
REMOVE: 30' WP, K7, ST LT
195'
P35R
TEMP INSTALL: 50'-2 WP, C8C, (6)M5-5S, E2-2F, M2-11R
P36T
139'
P36.1
49'
66'
P37T
P36.1R
P37.1R
REMOVE: 35' WP, K7
REMOVE: 45'-2 WP, (2) AA-1, E1-2F, FP-2, K7, ST LT
136'
139'
76'
173'
P36R
REMOVE: 35' WP, K7
208'
P37.6R
112'
P37.5R
P36.1T
14' LD
REMOVE: 40' WP, A1, K7
P37.4R
P37.1T
14' LD
REMOVE: 40' WP, A5, G13-XX, E1-2T, K7, FP-2, ST LT
REMOVE: 30' WP, K7, ST LT
P37.8R
53'
P37.7R
REMOVE: 35' WP, (2) K7
P35
177'
83'
20' LD
P36
REMOVE: 40' WP, A1, G13-XX, ST LT
P37.2
20' LD
TEMP INSTALL: 55'-2 WP, E1-2T, E3-10P, FP-2, M2-11R
INSTALL: 50'-2 WP, C2C, K7, M2-11R TRANSFER: G10-50 FROM P42R
TEMP INSTALL: 35'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 35' WP, A1 INSTALL: 40'-4 WP, A4, E1-2F, E3-10P, FP-2, M2-11R TRANSFER: G10-XX FROM EXISTING POLE
REMOVE: 45' WP, AA-1, E1-2T, FP-2, UM5-3 TRANSFER: G33-(3)10 TO P32
INSTALL: 55'-1 WP, C8C, C7C, A5-2, (8)M5-5S, (2)E2-2F, M2-11R TEMP INSTALL: C7C, (4)E1-2F, (2)E1-2T, (2)E3-10P, (2)FP-3
INSTALL: 50'-2 WP, C2C, UM5-3, M2-11R DIG AND INSTALL NEW UG 3-PHASE #4/0 AL URD TRIPLEX SERVICE TO EXISTING BUILDING. TRANSFER: G33-(3)10 FROM P31.2R
INSTALL: 50'-2 WP, C2C, M2-11R
INSTALL: 50'-1 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R, UM-2R
INSTALL: 50'-2 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 40' WP, C8C, (6) M5-5S, G13-XX, ST LT, (2)K7, M5-9C
P32.1R
95'
P32R
101'
124'
P31R
95'
14' LD
20' LD
P31
102'
P31.2R
145'
P32
200'
REMOVE: 40'-4, C2-1, E2-2T, ST LT
P33
211'
REMOVE: 40' WP, C2-1, SR-3, K7, ST LT
61'
P33R
59'
P33.1R
144'
REMOVE: 40' WP, C2-1, GXX-XX, E2-2T, ST LT, UM5-2, M5-9C, M5-6C
126'
REDUCED TENSION
127'
P34
10' LD
P (UG)
80'
88'
P (UG)
P (UG)
261'
145'
137'
GUY
GUY
GUY
GUY
59'
68'
P34.3
101'
114'
14' LD
70'
52'
P34.3R
P34.4
20' LD
15' LD
76'
P34.2
130'
P34R
15' LD
P34.1
15' LD
REMOVE: 45'-2, C7C, (2) AA-1, (3) M5-9C, (3)M5-6C, ST LT, K7
195'
22' LD
P35.2
INSTALL: K7 TEMP INSTALL: 50'-2 WP, C2C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R NOTE: CUT OFF POLE ABOVE SECONDARY & CAP
P35.3E
REMOVE: 45' WP, (2) C7C, (3) M5-5S, E1-2T, FP-2, E1-2F, ST LT
INSTALL: 55'-2 WP, C1C, K7, G13-25, M2-11R TEMP INSTALL: C2-2CL, E1-2F, E1-2T, E3-10P, FP-2
INSTALL: 35'-4, K7, M2-11R TRANSFER: SERVICE
TEMP INSTALL: 50'-2 WP, C2-2CL, G10-25, E2-2F, M2-11R
EXISTING: 45'-4 WP, C2-1, G13-XX, (3) K7, ST LT
INSTALL: 35'-4, K7, M2-11R TRANSFER: (2) SERVICES
P35.1
84'
84'
15' LD
REMOVE: 40' WP, C2-1, K7, ST LT, M5-9C, F.G. BRACKET TRANSFR: G10-50 TO P36
P34.1R
111'
105'
150'
164'
117'
P35R
TEMP INSTALL: 50'-2 WP, C8C, (6)M5-5S, E2-2F, M2-11R
P36T
139'
P36.1
49'
66'
P37T
P36.1R
P37.1R
REMOVE: 35' WP, K7
REMOVE: 45'-2 WP, (2) AA-1, E1-2F, FP-2, K7, ST LT
136'
139'
76'
173'
P36R
REMOVE: 35' WP, K7
208'
P37.6R
112'
P37.5R
P36.1T
14' LD
REMOVE: 40' WP, A1, K7
P37.4R
P37.1T
14' LD
REMOVE: 40' WP, A5, G13-XX, E1-2T, K7, FP-2, ST LT
REMOVE: 30' WP, K7, ST LT
P37.8R
53'
P37.7R
REMOVE: 35' WP, (2) K7
P35
177'
83'
20' LD
P36
REMOVE: 40' WP, A1, G13-XX, ST LT
P37.2
20' LD
TEMP INSTALL: 55'-2 WP, E1-2T, E3-10P, FP-2, M2-11R
INSTALL: 50'-2 WP, C2C, K7, M2-11R TRANSFER: G10-50 FROM P42R
TEMP INSTALL: 35'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 35' WP, A1 INSTALL: 40'-4 WP, A4, E1-2F, E3-10P, FP-2, M2-11R TRANSFER: G10-XX FROM EXISTING POLE
REMOVE: 45' WP, AA-1, E1-2T, FP-2, UM5-3 TRANSFER: G33-(3)10 TO P32
INSTALL: 55'-1 WP, C8C, C7C, A5-2, (8)M5-5S, (2)E2-2F, M2-11R TEMP INSTALL: C7C, (4)E1-2F, (2)E1-2T, (2)E3-10P, (2)FP-3
INSTALL: 50'-2 WP, C2C, UM5-3, M2-11R DIG AND INSTALL NEW UG 3-PHASE #4/0 AL URD TRIPLEX SERVICE TO EXISTING BUILDING. TRANSFER: G33-(3)10 FROM P31.2R
INSTALL: 50'-2 WP, C2C, M2-11R
INSTALL: 50'-1 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R, UM-2R
INSTALL: 50'-2 WP, C2C, C7C, (2)M5-5S, (3)M5-6C, (3)M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
No. 24
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 241+00 TO STA. 254+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-09 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: CHANGE P39.1R TO P39.1. REMOVE PERMANENT INSTALLS BETWEEN P39 TO PREVIOUS P39.1, PREVIOUS P39.1 TO P39.2E, PREVIOUS P39.1 TO P39.3E, AND PREVIOUS P39.1 TO P39.4E. ADD P38.2T. ADD 203' TEMPORARY SPAN FROM P38.1T TO P38.2T. ADD 41' TEMPORARY SPAN FROM P38.2T TO P39.2E. MOVE P41 AND ANCHOR. REMOVE P41T. MOVE P41.1 AND ANCHOR.

MATCH LINE STA. 254+00 SEE SHEET NO. U2-08

MATCH LINE STA. 267+00 SEE SHEET NO. U2-10

INSTALL: 50'-2 WP, C2-2CL, A5-2, M5-9C(30T), E1-2F, E1-2T, E3-10P, FP-2, M2-11R

TEMP INSTALL: 50'-2 WP, C2-2CL, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

TEMP INSTALL: 50'-2 WP, C2-2CL, A5-2, (2)E2-2F, M2-11R

REMOVE: 50' WP, C2-1, A5-1, G13-XX, E2-2T, K7, ST LT

REMOVE: 45'-3 WP, C2C, (3) 900A IN-LINE SWITCHES, E1-2F, FP-2, ST LT

REMOVE: 45' WP, C8C, G13-XX, K7, (2) E1-2T, (2) FP-2, ST LT (3) 900A INLINE SWITCHES, M5-9C, M5-6C, F.G. BRACKET

REDUCED TENSION SPAN, 30'

EXISTING: 35'-5 WP, TELE POLE, A6, SWITCH F.G. BRACKET, M5-9C, E1-2T, FP-2, ST LT, K7

TEMP INSTALL: 50'-2 WP, C2-2CL, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, (2)A5-2, M2-11R, E1-2F, E3-10P, FP-2

TEMP INSTALL: C2C

TEMP INSTALL: 50'-2 WP, C2-2CL, (2)E2-2F, M2-11R

REMOVE: 45' WP, C1 , (2) K7, ST LT

REMOVE: 40' WP, C2-1, E1-2T, FP-2, (2) K7

REMOVE: 45' WP, C2-1, E2-2T, K7, ST LT

REMOVE: 45'-2 WP, C1C , A5-2, ST LT

REMOVE: 35'-5 WP, E1-2T, FP-2

REMOVE: 35'-5 WP, E1-2T, E3-10P, FX-2

INSTALL: 35'-4 WP, (2) K7, E1-2T, E3-10P, FP-2, M2-11R

EXISTING: 35' WP, TELE POLE, K7

TEMP INSTALL: (2)K7

INSTALL: 35'-4 WP, (3) K7, E1-2F, E3-10P, FP-2, M2-11R

TEMP INSTALL: 50'-2 WP, C8C, (6)M5-5S, E1-2F, E3-10P, FP-2, M2-11R

TRANSFER: G13-25 FROM P48R

TEMP INSTALL: 50'-2 WP, C2C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 35'-4 WP, (3) K7, E1-2F, E3-10P, FP-2

TEMP INSTALL: 50'-2 WP, C2C, (2)K7, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

EXISTING: 35' WP, TELE POLE REMOVE: (2) K7

EXISTING: 40' WP, TELE POLE, (2) K7

INSTALL: 50'-1 WP, C8C, A5-2, (6)M5-5S, M5-9C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, M3-3C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

TEMP INSTALL: 50'-2 WP, A5, (2)A5-2, (3)E1-2F, (2)E3-10P, (2)FP-2, M2-11R

INSTALL: 45'-3 WP, A5-2, A5, G13-10, E1-2F, E3-10P, FP-2, M2-11R

REMOVE: 40' WP, A6, A5-2, M5-5S, G13-XX, (2) E1-2T, (2) FP-2, ST LT

EXISTING: 40' WP, ST LT, A23, (2) UM5-2

TEMP INSTALL: A5

TEMP INSTALL: 45'-3 WP, (2)A5, E1-2F, E3-10P, FP-2, M2-11R

REMOVE: 40' WP, A3, A5-1, E1-2T, FP-2, ST LT

INSTALL: 50'-2 WP, A5, (2)A5-2, E1-2F, E3-10P, FP-2, M2-11R

TRANSFER: G13-50, ST LT

TEMP INSTALL: 65'-1 WP, (2)E1-2T, E3-10P, FP-2, M2-11R

REMOVE: 35'-5 WP, (2) E1-2T, (2) FP-2, (2) K7, ST LT

REMOVE: 35'-5 WP, K7

INSTALL: 50'-2 WP, C2-2CL, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, C2C, A5-2, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, C2C, (2) K7, E2-2F, M2-11R TRANSFER: G13-25 FROM P17T

INSTALL: 50'-2 WP, C2-2CL, G13-25, K7, E2-2F, M2-11R

REMOVE: 45' WP, C2, E2-2T, (4) K7, M5-9C, ST LT TRANSFER: G13-25 TO P49T

INSTALL: 50'-2 WP, C2-2CL, K7, E2-2F, M2-11R TRANSFER: G13-25 FROM P44.1T

INSTALL: 50'-2 WP, (3)K7, M2-11R TEMP INSTALL: K7, E1-2T, E3-10P, FP-2

REMOVE: 35' WP, E1-2T, FP-2

REDUCED TENSION

Know what's below. Call 811 before you dig.

JEFF L. MEADOW REGISTERED ENGINEER AGRICULTURE No. 120000 STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith

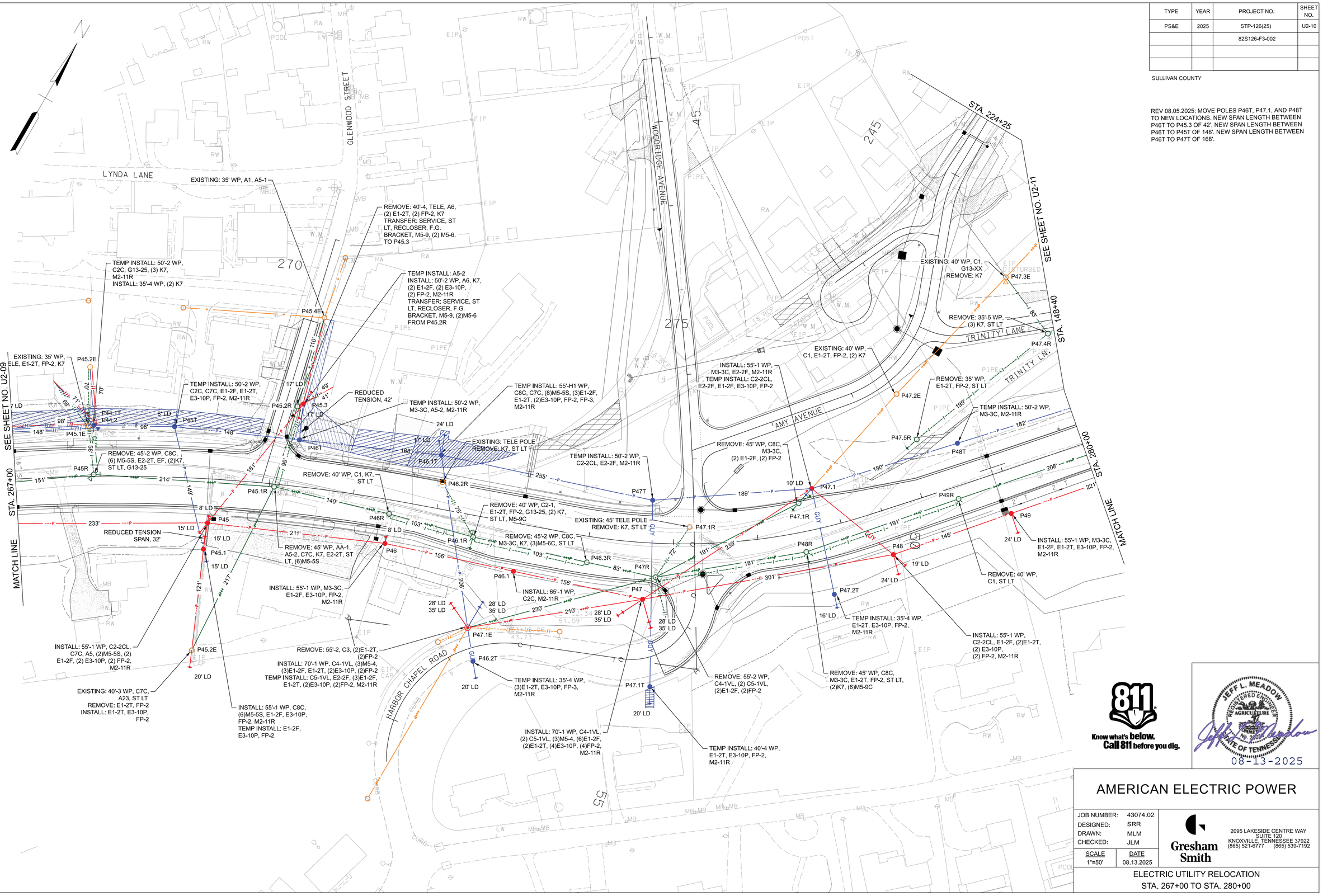
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 254+00 TO STA. 267+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-10 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: MOVE POLES P46T, P47.1, AND P48T TO NEW LOCATIONS. NEW SPAN LENGTH BETWEEN P46T TO P45.3 OF 42', NEW SPAN LENGTH BETWEEN P46T TO P45T OF 148', NEW SPAN LENGTH BETWEEN P46T TO P47T OF 168'.


GLENWOOD STREET
LYNDA LANE
WOODRIDGE AVENUE
TRINITY LANE
TRINITY LN.
AMY AVENUE
HARBOR CHAPEL ROAD
SEE SHEET NO. U2-09
SEE SHEET NO. U2-11
MATCH LINE
MATCH LINE
STA. 267+00
STA. 280+00
STA. 224+25
STA. 148+40
EXISTING: 35' WP, A1, A5-1
REMOVE: 40'-4, TELE, A6, (2) E1-2T, (2) FP-2, K7 TRANSFER: SERVICE, ST LT, RECLOSER, F.G. BRACKET, M5-9, (2) M5-6, TO P45.3
TEMP INSTALL: 50'-2 WP, C2C, G13-25, (3) K7, M2-11R INSTALL: 35'-4 WP, (2) K7
TEMP INSTALL: A5-2 INSTALL: 50'-2 WP, A6, K7, (2) E1-2F, (2) E3-10P, (2) FP-2, M2-11R TRANSFER: SERVICE, ST LT, RECLOSER, F.G. BRACKET, M5-9, (2)M5-6 FROM P45.2R
EXISTING: 35' WP, ELE, E1-2T, FP-2, K7
TEMP INSTALL: 50'-2 WP, C2C, C7C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R
REDUCED TENSION, 42'
TEMP INSTALL: 50'-2 WP, M3-3C, A5-2, M2-11R
TEMP INSTALL: 55'-H1 WP, C8C, C7C, (8)M5-5S, (3)E1-2F, E1-2T, (2)E3-10P, FP-2, FP-3, M2-11R
EXISTING: TELE POLE REMOVE: K7, ST LT
REMOVE: 45'-2 WP, C2, E2-2T, EF, (2)K7, ST LT, G13-25
REMOVE: 40' WP, C1, K7, ST LT
TEMP INSTALL: 50'-2 WP, C2-2CL, E2-2F, M2-11R
REMOVE: 40' WP, C2-1, E1-2T, FP-2, G13-25, (2) K7, ST LT, M5-9C
EXISTING: 45' TELE POLE REMOVE: K7, ST LT
REMOVE: 45'-2 WP, C8C, M3-3C, K7, (3)M5-6C, ST LT
REMOVE: 45' WP, AA-1, A5-2, C7C, K7, E2-2T, ST LT, (6)M5-5S
REDUCED TENSION SPAN, 32'
INSTALL: 55'-1 WP, M3-3C, E1-2F, E3-10P, FP-2, M2-11R
INSTALL: 65'-1 WP, C2C, M2-11R
INSTALL: 55'-1 WP, C2-2CL, C7C, A5, (2)M5-5S, (2) E1-2F, (2) E3-10P, (2) FP-2, M2-11R
EXISTING: 40'-3 WP, C7C, A23, ST LT REMOVE: E1-2T, FP-2 INSTALL: E1-2T, E3-10P, FP-2
INSTALL: 55'-1 WP, C8C, (6)M5-5S, E1-2F, E3-10P, FP-2, M2-11R TEMP INSTALL: E1-2F, E3-10P, FP-2
REMOVE: 55'-2, C3, (2)E1-2T, (2)FP-2
INSTALL: 70'-1 WP, C4-1VL, (3)M5-4, (3)E1-2F, E1-2T, (2)E3-10P, (2)FP-2 TEMP INSTALL: C5-1VL, E2-2F, (3)E1-2F, E1-2T, (2)E3-10P, (2)FP-2, M2-11R
TEMP INSTALL: 35'-4 WP, (3)E1-2T, E3-10P, FP-3, M2-11R
INSTALL: 70'-1 WP, C4-1VL, (2) C5-1VL, (3)M5-4, (6)E1-2F, (2)E1-2T, (4)E3-10P, (4)FP-2, M2-11R
TEMP INSTALL: 40'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
REMOVE: 55'-2 WP, C4-1VL, (2) C5-1VL, (2)E1-2F, (2)FP-2
REMOVE: 45' WP, C8C, M3-3C, E1-2T, FP-2, ST LT, (2)K7, (6)M5-9C
EXISTING: 40' WP, C1, G13-XX REMOVE: K7
REMOVE: 35'-5 WP, (3) K7, ST LT
EXISTING: 40' WP, C1, E1-2T, FP-2, (2) K7
INSTALL: 55'-1 WP, M3-3C, E2-2F, M2-11R TEMP INSTALL: C2-2CL, E2-2F, E1-2F, E3-10P, FP-2
REMOVE: 35' WP, E1-2T, FP-2, ST LT
TEMP INSTALL: 50'-2 WP, M3-3C, M2-11R
REMOVE: 45' WP, C8C, M3-3C, (2) E1-2F, (2) FP-2
REMOVE: 40' WP, C1, ST LT
INSTALL: 55'-1 WP, M3-3C, E1-2F, E1-2T, E3-10P, FP-2, M2-11R
INSTALL: 55'-1 WP, C2-2CL, E1-2F, (2)E1-2T, (2) E3-10P, (2) FP-2, M2-11R
TEMP INSTALL: 35'-4 WP, E1-2T, E3-10P, FP-2, M2-11R
P45.2E
P44.1T
P44.2
P45.1E
P45R
P45T
P45.2R
P45.4E
P45.3
P46T
P46.1T
P45.1R
P46R
P46.2R
P46.1R
P46.3R
P45
P45.1
P46
P45.2E
P46.1
P47
P47R
P46.2T
P47.1E
P47T
P47.1T
P47.1R
P47.3E
P47.4R
P47.2E
P47.5R
P48T
P47.2T
P48R
P48
P49R
P49
GUY
SST
SST
SST

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-11 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: MOVE POLES P49T, P50T, P51T, P52T, P53T, AND P68 TO NEW LOCATIONS. CHANGE FRAMING AT P50T TO C8C, (2)E1-2F, (2)E3-10P, (2)FP-2. ANCHOR AT P68 ADJUSTED. NEW 126' PROPOSED SPAN BETWEEN P68 AND P67.

N

AMY AVENUE

STA. 244+25

SEE SHEET NO. U2-10

STA. 148+40

MATCH LINE

STA. 280+00

285

290

145

TRINITY LANE

PRES. R.O.W.

DISTURBED

EIP

POOL

DRAINAGE ESMT

12"CMP

12"RCP

PIPE

CURB

RW

MB

TENNIS COURT

SR 126

METAL POST

REMOVE: 35'-5 WP, K7, ST LT, E1-2T, FP-2

TEMP INSTALL: 50'-2 WP, C2C, M2-11R

TEMP INSTALL: 50'-2 WP, C8C, M2-11R, (2)E1-2F, (2)FP-2, (2)E3-10P, (6) M5-5S

TEMP INSTALL: 55'-1 WP, C2C, M2-11R

TEMP INSTALL: 55'-1 WP, C2C, M2-11R

TEMP INSTALL: 50'-2 WP, C2C, M2-11R TRANSFER: G13-25 FROM P52R

INSTALL: 35'-4 WP, K7, E1-2F, E3-10P, FP-2, M2-11R

TEMP INSTALL: 55'-1 WP, (2)C7C, (3)M5-5S, (5)E1-2F, (3)E1-2T, (3)E3-10P, (3)FP-3, M2-11R

INSTALL: 45'-3 WP, A4, M5-4, E1-2F, E3-10P, FP-2, M2-11R

REMOVE: 40' WP, C2-1, E2-2T, (2) EF, ST LT

REMOVE: 40' WP, (2)AA-1, E1-2T, FP-2, K7, ST LT

REMOVE: 40' WP, C2-1 E1-2T, FP-2, K7, ST LT

REMOVE: 45' WP, AA-1, K7, ST LT, F.G. BRACKET, M5-9, M5-6 TRANSFER: G13-25 TO P53 T

REMOVE: 45' WP, AA-1, K7, ST LT

REMOVE: 35' WP, K7

REMOVE: 35' WP, E1-2T, FP-2

REMOVE: 35' WP, E1-2T, FP-2

REMOVE: 40' WP, (2)AA-1, E2-2T, ST LT

REMOVE: 45' WP, (2)AA-1, E2-2T, A5-2, ST LT

REMOVE: 40' WP, AA-1, K7, ST LT

INSTALL: 60'-1 WP, C2-2CL, E2-2F, G13-XX, K7, M2-11R

INSTALL: 50'-2 WP, E1-2F, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, C2-2CL, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, C2-2CL, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 50'-2 WP, C2-2CL, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

INSTALL: 55'-1 WP, C8C, (6)M5-5S, K7, E2-2F, M2-11R TRANSFER: G13-25 FROM P53T

INSTALL: 55'-1 WP, C2-2CL, M2-11R

INSTALL: 55'-1 WP, C8C, (6)M5-5S, A5-2, M5-9C, M2-11R TEMP INSTALL: C7C, (2)M5-5S, (4)E1-2F, (2)E1-2T, (2)E3-10P, (2)FP-3

REDUCED TENSION SPAN, 45'

REMOVE: 45'-4 WP, A5, A5-2 INSTALL: 50'-2 WP, A5, A5-2, E1-2F, E3-10P, FP-2

TEMP INSTALL: C8C, (6)M5-5S, (4)E1-2F, (2)E1-2T, (2)E3-10P, (2)FP-2

TEMP INSTALL: 50'-2 WP, C2C, G13-XX, (2)K7, E1-2F, E1-2T, E3-10P, FP-2, M2-11R

P49T P50T P51T P52T P52.1R P53T P53.1 P53.2R P54T P54.1R P54R P54 P54.1E P55 P55R P56 P56T P56.1 P68 P50 P50R P50.1R P51 P51R P52 P52R P53 P53R P53.1R P54.1R

167' 181' 176' 177' 170' 159' 163' 179' 167' 168' 183' 162' 140' 276' 153' 139' 110' 108' 126' 111'

221' 199' 215'

20' LD 24' LD 14' LD 28' LD 25' LD 15' LD

53' 62' 42' 80' 99' 142'

GUY

SEE SHEET NO. U2-12

MATCH LINE STA. 293+00

811 Know what's below. Call 811 before you dig.

JEFF L. MEADOW REGISTERED ENGINEER AGRICULTURE 120 OMNI PARK NO. 20 STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith

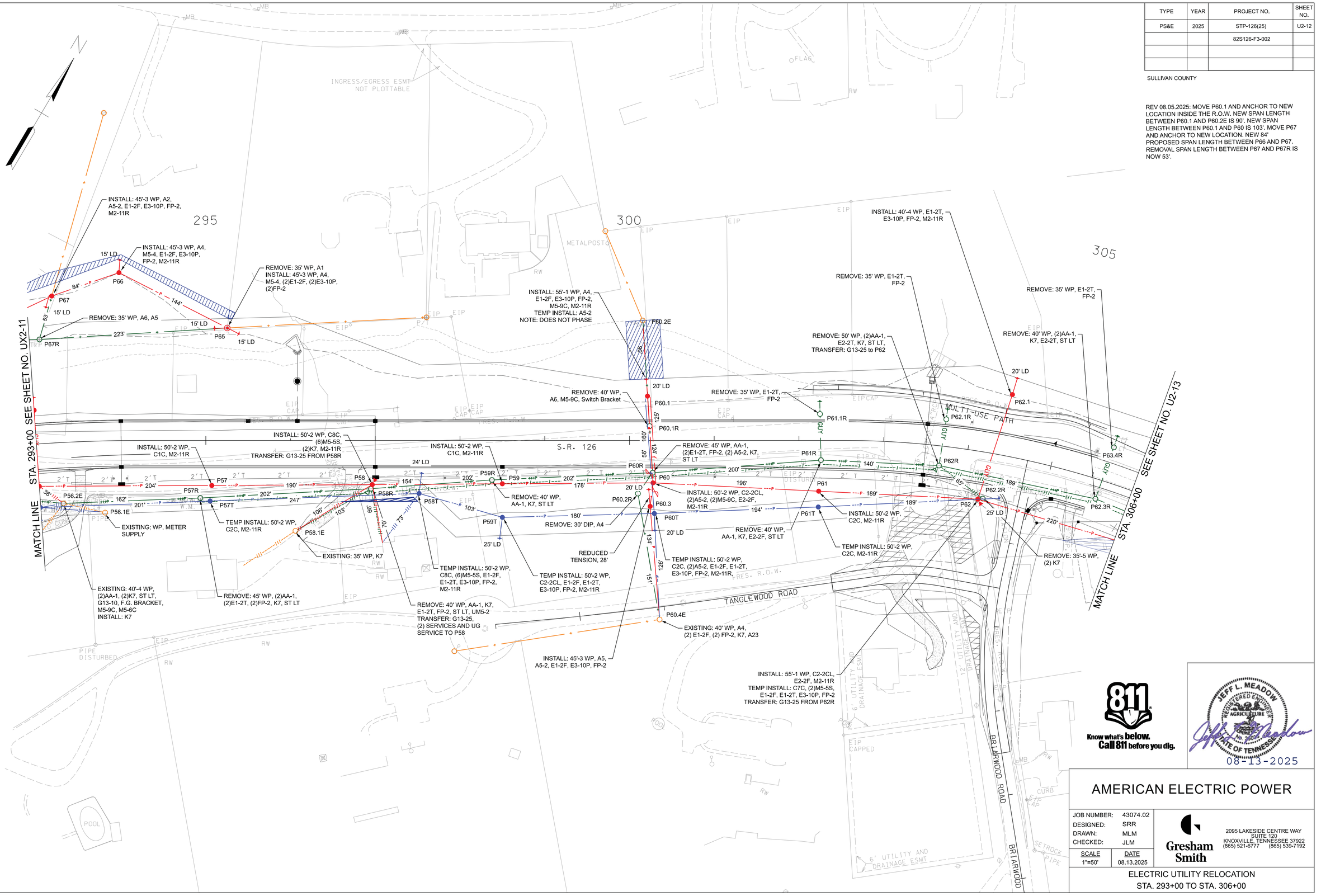
2095 LAKESIDE CENTRE WAY SUITE 120 KNOXVILLE, TENNESSEE 37922 (865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 280+00 TO STA. 293+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: MOVE P60.1 AND ANCHOR TO NEW LOCATION INSIDE THE R.O.W. NEW SPAN LENGTH BETWEEN P60.1 AND P60.2E IS 90'. NEW SPAN LENGTH BETWEEN P60.1 AND P60 IS 103'. MOVE P67 AND ANCHOR TO NEW LOCATION. NEW 84' PROPOSED SPAN LENGTH BETWEEN P66 AND P67. REMOVAL SPAN LENGTH BETWEEN P67 AND P67R IS NOW 53'.




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2024
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

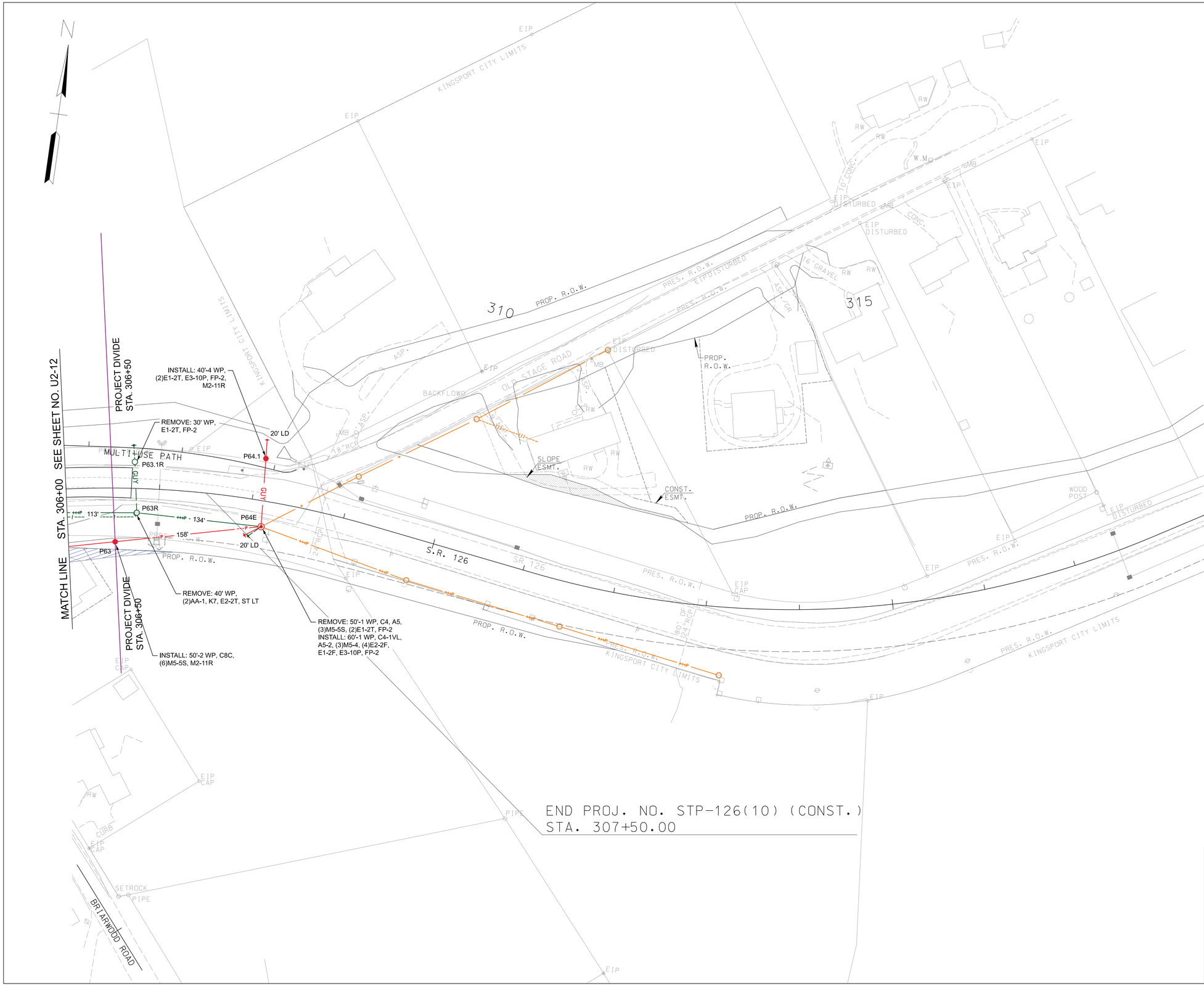
| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192


ELECTRIC UTILITY RELOCATION
STA. 293+00 TO STA. 306+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-13 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 23035
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ELECTRIC UTILITY RELOCATION
STA. 306+00 TO STA. 310+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-14 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: COORDINATES CHANGED FOR POLES/ANCHORS: P7, P7.1, P12, P12.1, P12.2, P12.3E, P22, P24.3, P35, P35.1, P41, P41.1, P60.1, P67, AND P68.

**PERMANENT POLE LOCATIONS**

| POLE NO. | POLE COORDINATES | | INSIDE ANCHOR COORDINATES | | OUTSIDE ANCHOR COORDINATES | |
|---|---|---|---|---|---|---|
| | NORTHING | EASTING | NORTHING | EASTING | NORTHING | EASTING |
| P1E | 817932.91 | 2992344.13 | | | | |
| P1.1 | 817964.31 | 2992307.22 | | | 817974.14 | 2992295.91 |
| P2 | 818044.89 | 2992461.59 | | | | |
| P3 | 818125.33 | 2992548.04 | | | | |
| P3.1E | 818094.66 | 2992594.95 | | | | |
| P4 | 818245.59 | 2992643.31 | | | 818254.99 | 2992650.77 |
| P4 | | | | | 818233.98 | 2992646.37 |
| P4 | | | | | 818244.87 | 2992631.33 |
| P4.1 | 818390.71 | 2992605.13 | | | 818396.62 | 2992622.13 |
| P4.2 | 818471.44 | 2992569.82 | | | 818475.91 | 2992578.72 |
| P4.3 | 818548.09 | 2992526.12 | | | 818558.29 | 2992545.61 |
| P4.3.1E | 818491.01 | 2992475.35 | | | | |
| P4.4E | 818694.46 | 2992428.81 | | | | |
| P4.4.1 | 818672.29 | 2992386.12 | | | 818667.66 | 2992377.26 |
| P5 | 818252.95 | 2992806.50 | | | 818228.01 | 2992808.35 |
| P6 | 818274.25 | 2993012.42 | | | | |
| P6.1E | 818127.27 | 2993044.27 | | | 818107.73 | 2993048.51 |
| P7 | 818347.95 | 2993208.86 | | | 818326.95 | 2993215.40 |
| P7.1 | 818561.27 | 2993142.85 | | | 818558.41 | 2993123.05 |
| P7.2 | 818482.88 | 2993139.48 | | | | |
| P8 | 818405.81 | 2993304.43 | | | | |
| P9 | 818453.05 | 2993382.59 | | | | |
| P10 | 818516.64 | 2993487.69 | | | | |
| P10.1 | 818512.74 | 2993518.38 | | | 818532.51 | 2993506.64 |
| P11 | 818626.54 | 2993669.34 | | | | |
| P12 | 818707.74 | 2993802.93 | | | 818687.93 | 2993805.72 |
| P12.1 | 818845.70 | 2993775.64 | | | 818851.14 | 2993789.62 |
| P12.2 | 818652.29 | 2993847.83 | | | 818666.67 | 2993833.93 |
| P12.3E | | | | | 818579.25 | 2993916.12 |
| P13 | 818767.89 | 2993902.55 | | | | |
| P14 | 818834.02 | 2994013.20 | | | | |
| P15 | 818873.25 | 2994077.10 | | | | |
| P15.1E | 818849.12 | 2994091.36 | | | | |
| P16 | 818969.50 | 2994236.19 | | | | |
| P17 | 819073.17 | 2994407.54 | | | 819053.29 | 2994409.69 |
| P17.1 | 819061.42 | 2994486.17 | | | 819074.17 | 2994478.27 |
| P17.2 | 819201.48 | 2994393.69 | | | 819226.33 | 2994391.00 |
| P17.2 | | | | | 819189.57 | 2994384.57 |
| P17.3 | 819344.43 | 2994503.07 | | | | |
| P17.4 | 819523.12 | 2994639.80 | | | 819524.24 | 2994629.87 |
| P17.5E | 819670.04 | 2994752.23 | | | | |
| P17.6E | 819502.83 | 2994819.36 | | | | |
| P18 | 819181.88 | 2994587.22 | | | | |
| P18.1 | 819281.49 | 2994545.32 | | | 819302.99 | 2994537.09 |
| P19 | 819217.83 | 2994726.72 | | | | |
| P19.1 | 819324.40 | 2994727.08 | | | 819345.39 | 2994726.54 |
| P20 | 819166.75 | 2994919.53 | | | 819157.63 | 2994907.62 |
| P20.1 | 819290.47 | 2994984.30 | | | 819308.22 | 2994993.51 |
| P20.2E | 819301.87 | 2995095.79 | | | | |
| P21 | 819061.72 | 2995039.00 | | | | |
| P21.1 | 819143.15 | 2995124.45 | | | 819155.41 | 2995140.26 |
| P21.2 | 819093.00 | 2995164.60 | | | | |
| P22 | 818886.28 | 2995110.57 | | | | |
| P22.1 | 818982.57 | 2995207.17 | | | | |
| P23 | 818791.56 | 2995148.77 | | | | |
| P24 | 818621.32 | 2995218.47 | | | 818617.66 | 2995204.95 |
| P24.2E | 818659.48 | 2995358.71 | | | | |
| P25 | 818448.77 | 2995286.21 | | | | |
| P25.1 | 818445.70 | 2995264.09 | | | 818457.08 | 2995273.87 |
| P26 | 818271.58 | 2995355.77 | | | | |
| P27 | 818172.39 | 2995394.71 | | | 818161.96 | 2995374.21 |
| P28 | 818040.08 | 2995478.99 | | | 818024.65 | 2995461.93 |
| P29 | 817954.94 | 2995570.97 | | | 817935.48 | 2995556.93 |
| P30 | 817885.29 | 2995743.96 | | | 817863.44 | 2995736.77 |
| P30.1E | 817862.41 | 2995672.98 | | | | |
| P31 | 817835.97 | 2995934.92 | | | | |
| P31.1E | 817973.43 | 2995956.46 | | | | |
| P31.2 | 817948.17 | 2996062.49 | | | 817961.34 | 2996077.54 |
| P31.3E | 817702.65 | 2995781.94 | | | | |
| P32 | 817800.14 | 2996074.54 | | | | |
| P33 | 817748.39 | 2996267.31 | | | | |
| P34 | 817694.19 | 2996470.77 | | | 817684.23 | 2996469.88 |
| P34.1 | 817818.76 | 2996481.92 | | | 817803.83 | 2996483.37 |

**PERMANENT POLE LOCATIONS**

| POLE NO. | POLE COORDINATES | | INSIDE ANCHOR COORDINATES | | OUTSIDE ANCHOR COORDINATES | |
|---|---|---|---|---|---|---|
| | NORTHING | EASTING | NORTHING | EASTING | NORTHING | EASTING |
| P34.2 | 817893.44 | 2996474.67 | | | 817908.37 | 2996473.22 |
| P34.3 | 817977.29 | 2996511.65 | | | 817977.29 | 2996511.65 |
| P35 | 817647.53 | 2996660.15 | | | 817629.63 | 2996652.60 |
| P35.1 | 817785.45 | 2996721.67 | | | | |
| P35.2 | 817821.27 | 2996654.81 | | | | |
| P35.3E | 817922.96 | 2996784.05 | | | | |
| P36 | 817604.84 | 2996831.46 | | | | |
| P36.1 | 817680.10 | 2996940.99 | | | | |
| P36.2 | 817671.43 | 2997005.47 | | | | |
| P37 | 817560.56 | 2997033.72 | | | 817540.58 | 2997032.76 |
| P37.1 | 817446.93 | 2997079.57 | | | 817459.14 | 2997086.42 |
| P37.2 | 817347.06 | 2997030.23 | | | 817336.85 | 2997047.43 |
| P38 | 817572.36 | 2997176.14 | | | 817557.69 | 2997179.30 |
| P39 | 817640.07 | 2997366.50 | | | 817618.07 | 2997378.37 |
| P39.1 | 817650.52 | 2997456.57 | | | 817663.66 | 2997441.60 |
| P39.2E | 817520.08 | 2997372.97 | | | 817510.96 | 2997355.16 |
| P39.3E | 817570.53 | 2997495.86 | | | | |
| P39.4E | 817532.49 | 2997592.74 | | | | |
| P40 | 817761.99 | 2997527.64 | | | 817751.04 | 2997537.90 |
| P41 | 817883.12 | 2997635.16 | | | 817870.78 | 2997643.69 |
| P41.1 | 817986.27 | 2997563.86 | | | 817998.61 | 2997555.33 |
| P42 | 818044.30 | 2997778.22 | | | 323.00 | |
| P42.1 | 818118.72 | 2997702.73 | | | 818129.26 | 2997692.05 |
| P42.2 | 818030.78 | 2997870.87 | | | | |
| P43 | 818163.96 | 2997907.17 | | | | |
| P43.1 | 818250.19 | 2997835.30 | | | 818261.60 | 2997825.80 |
| P44 | 818285.80 | 2998070.27 | | | | |
| P44.1 | 818379.05 | 2998008.60 | | | 818391.56 | 2998000.33 |
| P44.2 | 818435.24 | 2998097.25 | | | | |
| P45 | 818402.62 | 2998270.99 | | | 818410.08 | 2998268.11 |
| P45 | | | | | 818387.80 | 2998268.68 |
| P45.1 | 818373.42 | 2998282.25 | | | 818387.14 | 2998276.31 |
| P45.2E | 818263.07 | 2998329.95 | | | 818244.65 | 2998337.73 |
| P45.3 | 818580.55 | 2998598.73 | | | 818597.52 | 2998299.71 |
| P45.3 | | | | | 818564.90 | 2998305.37 |
| P45.4E | 818681.48 | 2998269.46 | | | | |
| P46 | 818533.59 | 2998612.09 | | | 818493.75 | 2998461.56 |
| P47 | 818581.17 | 2998760.62 | 818556.18 | 2998748.00 | 818549.93 | 2998744.85 |
| P47 | | | 818561.62 | 2998780.66 | 818556.73 | 2998785.67 |
| P47.1 | 818794.10 | 2998868.11 | | | | |
| P47.1E | 818448.92 | 2998598.54 | 818460.94 | 2998573.26 | 818463.95 | 2998566.94 |
| P48 | 818774.75 | 2998990.51 | | | 818770.84 | 2999009.11 |
| P48 | | | | | 818757.68 | 2999007.38 |
| P49 | 818886.24 | 2999086.64 | | | 818870.57 | 2999104.81 |
| P50 | 819053.31 | 2999230.68 | | | 819037.87 | 2999249.05 |
| P51 | 819223.80 | 2999370.43 | | | 819208.82 | 2999389.18 |
| P52 | 819380.80 | 2999492.65 | | | 819366.14 | 2999511.66 |
| P53 | 819551.08 | 2999622.71 | | | | |
| P53.1 | 819604.19 | 2999563.25 | | | 819613.53 | 2999552.83 |
| P54 | 819741.02 | 2999822.18 | | | | |
| P54.1E | 819763.46 | 2999861.22 | | | 819781.03 | 2999851.66 |
| P55 | 819846.34 | 2999932.79 | | | | |
| P56 | 819921.62 | 3000011.84 | | | | |
| P56.1 | 819995.76 | 2999960.82 | | | 820008.12 | 2999952.31 |
| P57 | 820026.37 | 3000186.33 | | | | |
| P58 | 820123.35 | 3000349.02 | | | | |
| P59 | 820202.36 | 3000480.60 | | | | |
| P60 | 820293.83 | 3000633.15 | | | | |
| P60.1 | 820378.59 | 3000575.46 | | | 820395.12 | 3000564.20 |
| P60.2E | 820452.57 | 3000525.10 | | | | |
| P60.3 | 820268.23 | 3000644.35 | | | 820284.55 | 3000632.78 |
| P60.4E | 820158.97 | 3000721.88 | | | | |
| P61 | 820384.87 | 3000806.43 | | | | |
| P62 | 820472.33 | 3000972.90 | | | | |
| P62.1 | 820599.40 | 3000945.18 | | | 820618.82 | 3000940.42 |
| P63 | 820525.01 | 3001184.51 | | | | |
| P64E | 820562.96 | 3001336.93 | | | 820551.41 | 3001320.60 |
| P64.1 | 820635.83 | 3001331.80 | | | 820655.77 | 3001330.34 |
| P65 | 820195.50 | 3000107.61 | | | 820187.41 | 3000094.91 |
| P65 | | | | | 820196.33 | 3000122.58 |
| P66 | 820186.49 | 2999964.34 | | | 820199.89 | 2999957.60 |
| P67 | 820122.41 | 2999910.15 | | | 820107.91 | 2999913.98 |
| P68 | 820017.94 | 2999839.57 | | | 820007.16 | 2999850.01 |

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2345
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

ELECTRIC UTILITY RELOCATION
PERMANENT POLE AND ANCHOR LOCATIONS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-15 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: COORDINATES CHANGED FOR P12 TO P12.1, P12 TO P12.2, P12.2 TO P12.3E, P24 TO P24.1E, P35 TO P35.3E, P39 TO P39.1, P41 TO P41.1E, P68 TO P67, P67 TO P66, P60 TO P60.1, AND P60.1 TO P60.2E REMOVED SERVICE FROM P23. REMOVED CIRCUIT LENGTH FROM: P39.1 TO P39.2E, AND P39.1 TO P39.4E

**PERMANENT CONDUCTOR INSTALLS**

| SHEET NUMBER(S) | FROM | TO | WIRE SIZE | CIRCUIT LENGTH (LF) | TOTAL LENGTH (LF) |
|---|---|---|---|---|---|
| P1E | P3 | | OH COND 556.5 19 AAC DAHLIA | 281 | 843 |
| P1E | P3 | | OH COND 4/0 7 AAC OXLIP | 281 | 281 |
| P2 | SERVICE | | 1/0 QUADPLEX | 110 | 110 |
| P3 | SERVICE | | #2 TRIPLEX | 86 | 86 |
| P3 | P3.1E | | OH COND 556.5 19 AAC DAHLIA | 56 | 168 |
| P3 | P3.1E | | OH COND 4/0 7 AAC OXLIP | 56 | 56 |
| P3 | P4 | | OH COND 556.5 19 AAC DAHLIA | 154 | 462 |
| P3 | P4 | | OH COND 4/0 7 AAC OXLIP | 154 | 154 |
| P4 | P4.4E | | OH COND 556.5 19 AAC DAHLIA | 504 | 1,512 |
| P4 | P4.4E | | OH COND 4/0 7 AAC OXLIP | 504 | 504 |
| P4.2 | PULLBOX | | UG PRI COND 2 AL 15KV | 8 | 8 |
| P4.3 | P4.3.1E | | OH COND 2 7 AAC IRIS | 77 | 77 |
| P4.3 | P4.3.1E | | OH COND 2 7 AAC IRIS | 77 | 77 |
| P4 | P8 | | OH COND 556.5 19 AAC DAHLIA | 693 | 2,079 |
| P4 | P8 | | OH COND 4/0 7 AAC OXLIP | 693 | 693 |
| P7 | P7.1 | | OH COND 2 7/1 ACSR SPARATE | 229 | 687 |
| P7 | P7.1 | | OH COND 2 7/1 ACSR SPARATE | 229 | 229 |
| P7.1 | P7.2 | | #6 DUPLEX | 79 | 79 |
| P8 | P19 | | OH COND 556.5 19 AAC DAHLIA | 1,644 | 4,932 |
| P8 | P19 | | OH COND 4/0 7 AAC OXLIP | 1,644 | 1,644 |
| P10 | P10.1 | | OH COND 556.5 19 AAC DAHLIA | 31 | 93 |
| P10 | P10.1 | | OH COND 4/0 7 AAC OXLIP | 31 | 31 |
| P12 | P12.1 | | OH COND 2 7/1 ACSR SPARATE | 141 | 141 |
| P12 | P12.1 | | OH COND 2 7/1 ACSR SPARATE | 141 | 141 |
| P12 | P12.2 | | OH COND 2 7 AAC IRIS | 72 | 216 |
| P12 | P12.2 | | OH COND 2 7 AAC IRIS | 72 | 72 |
| P12.2 | P12.3E | | OH COND 2 7 AAC IRIS | 80 | 240 |
| P12.2 | P12.3E | | OH COND 2 7 AAC IRIS | 80 | 80 |
| P14 | SERVICE | | #2 TRIPLEX | 79 | 79 |
| P14 | P15.1E | | #2 TRIPLEX | 76 | 76 |
| P17 | P17.1 | | OH COND 1/0 7 AAC POPPY | 80 | 80 |
| P17 | P17.1 | | OH COND 1/0 7 AAC POPPY | 80 | 80 |
| P17 | P17.2 | | OH COND 556.5 19 AAC DAHLIA | 130 | 390 |
| P17 | P17.2 | | OH COND 4/0 7 AAC OXLIP | 130 | 130 |
| P17.2 | P17.5E | | OH COND 2 7/1 ACSR SPARATE | 590 | 590 |
| P17.2 | P17.5E | | OH COND 2 7/1 ACSR SPARATE | 590 | 590 |
| P17.4 | P17.6E | | OH COND 2 7/1 ACSR SPARATE | 181 | 181 |
| P17.4 | P17.6E | | OH COND 2 7/1 ACSR SPARATE | 181 | 181 |
| P19 | P26 | | OH COND 556.5 19 AAC DAHLIA | 1,210 | 3,630 |
| P19 | P26 | | OH COND 4/0 7 AAC OXLIP | 1,210 | 1,210 |
| P20 | P20.2E | | OH COND 2 7 AAC IRIS | 223 | 223 |
| P20 | P20.2E | | OH COND 2 7 AAC IRIS | 223 | 223 |
| P21 | SERVICE | | #2 TRIPLEX | 185 | 185 |
| P21 | SERVICE | | #2 TRIPLEX | 182 | 182 |
| P23 | SERVICE | | #2 TRIPLEX | 303 | 303 |
| P24 | P24.2E | | OH COND 2 7 AAC IRIS | 146 | 146 |
| P24 | P24.2E | | OH COND 2 7 AAC IRIS | 146 | 146 |
| P24 | P24.1E | | #6 DUPLEX | 87 | 87 |
| P25 | P25.1 | | OH COND 2 7/1 ACSR SPARATE | 23 | 23 |
| P25 | P25.1 | | OH COND 2 7/1 ACSR SPARATE | 23 | 23 |
| P25 | P25.4E | | #6 DUPLEX | 138 | 138 |
| P26 | P30.1 | | OH COND 556.5 19 AAC DAHLIA | 679 | 2,037 |
| P26 | P30.1 | | OH COND 4/0 7 AAC OXLIP | 679 | 679 |
| P30 | P30.1E | | OH COND 2 7 AAC IRIS | 75 | 75 |
| P30 | P30.1E | | OH COND 2 7 AAC IRIS | 75 | 75 |
| P30.1 | P31 | | OH COND 556.5 19 AAC DAHLIA | 95 | 95 |
| P30.1 | P31 | | OH COND 4/0 7 AAC OXLIP | 95 | 95 |
| P31 | P31.1E | | OH COND 4/0 6/1 ACSR PENGUIN | 137 | 137 |
| P31 | P31.1E | | OH COND 1/0 6/1 ACSR RAVEN | 137 | 137 |
| P31 | P31.3E | | OH COND 2 7 AAC IRIS | 203 | 609 |
| P31 | P31.3E | | OH COND 2 7 AAC IRIS | 203 | 203 |
| P31 | P38 | | OH COND 556.5 19 AAC DAHLIA | 1,276 | 3,828 |
| P31 | P38 | | OH COND 4/0 7 AAC OXLIP | 1,276 | 1,276 |
| P32 | SERVICE | | UG SEC COND 4/0 AL QPLX | 86 | 86 |
| P34 | P34.1 | | OH COND 2 7/1 ACSR SPARATE | 126 | 378 |
| P34 | P34.1 | | OH COND 2 7/1 ACSR SPARATE | 126 | 126 |
| P34.1 | P34.2 | | OH COND 2 7/1 ACSR SPARATE | 76 | 228 |
| P34.1 | P34.2 | | OH COND 2 7/1 ACSR SPARATE | 76 | 76 |
| P34.2 | P34.3 | | OH COND 2 7/1 ACSR SPARATE | 92 | 276 |
| P34.2 | P34.3 | | OH COND 2 7/1 ACSR SPARATE | 92 | 92 |
| P34.3 | SERVICE | | 1/0 QUADPLEX | 101 | 101 |
| P34.3 | SERVICE | | #2 TRIPLEX | 70 | 70 |
| P34 | PULLBOX | | UG PRI COND 1/0 AL 15KV | 11 | 11 |

**PERMANENT CONDUCTOR INSTALLS**

| SHEET NUMBER(S) | FROM | TO | WIRE SIZE | CIRCUIT LENGTH (LF) | TOTAL LENGTH (LF) |
|---|---|---|---|---|---|
| P35 | P35.3E | | OH COND 2 7/1 ACSR SPARATE | 307 | 921 |
| P35 | P35.3E | | OH COND 2 7/1 ACSR SPARATE | 307 | 304 |
| P35.1 | SERVICE | | #2 TRIPLEX | 161 | 161 |
| P36 | SERVICE | | #2 TRIPLEX | 247 | 247 |
| P36.1 | SERVICE | | #2 TRIPLEX | 30 | 30 |
| P36.1 | SERVICE | | #2 TRIPLEX | 27 | 27 |
| P37 | P37.1 | | OH COND 2 7/1 ACSR SPARATE | 123 | 123 |
| P37 | P37.1 | | OH COND 2 7/1 ACSR SPARATE | 123 | 123 |
| P37.1 | P37.2 | | OH COND 2 7/1 ACSR SPARATE | 112 | 112 |
| P37.1 | P37.2 | | OH COND 2 7/1 ACSR SPARATE | 112 | 112 |
| P38 | P39 | | OH COND 556.5 19 AAC DAHLIA | 203 | 609 |
| P38 | P39 | | OH COND 4/0 7 AAC OXLIP | 203 | 203 |
| P39 | P39.1 | | OH COND 2 7/1 ACSR SPARATE | 91 | 91 |
| P39 | P39.1 | | OH COND 2 7/1 ACSR SPARATE | 91 | 91 |
| P39 | P46 | | OH COND 556.5 19 AAC DAHLIA | 1,402 | 4,206 |
| P39 | P46 | | OH COND 4/0 7 AAC OXLIP | 1,402 | 1,402 |
| P41 | P41.1E | | OH COND 2 7/1 ACSR SPARATE | 156 | 156 |
| P41 | P41.1E | | OH COND 2 7/1 ACSR SPARATE | 156 | 156 |
| P42 | SERVICE | | #2 TRIPLEX | 192 | 192 |
| P42 | SERVICE | | #2 TRIPLEX | 209 | 209 |
| P42.2 | SERVICE | | #2 TRIPLEX | 62 | 62 |
| P43 | SERVICE | | #2 TRIPLEX | 174 | 174 |
| P43.1 | P43.1E | | #2 TRIPLEX | 69 | 69 |
| P44 | SERVICE | | #2 TRIPLEX | 183 | 183 |
| P44.1 | SERVICE | | #2 TRIPLEX | 169 | 169 |
| P45.1E | P45.2E | | #2 TRIPLEX | 148 | 148 |
| P45 | P45.2E | | OH COND 2 7 AAC IRIS | 121 | 363 |
| P45 | P45.2E | | OH COND 2 7 AAC IRIS | 121 | 121 |
| P45 | P45.3 | | OH COND 2 7/1 ACSR SPARATE | 181 | 181 |
| P45 | P45.3 | | OH COND 4 7/1 ACSR SWANATE | 181 | 181 |
| P45.3 | SERVICE | | #2 TRIPLEX | 41 | 41 |
| P45.3 | P45.4E | | OH COND 2 7/1 ACSR SPARATE | 110 | 110 |
| P45.3 | P45.4E | | OH COND 4 7/1 ACSR SWANATE | 110 | 110 |
| P46 | P47 | | OH COND 556.5 19 AAC DAHLIA | 312 | 936 |
| P46 | P47 | | OH COND 4/0 7 AAC OXLIP | 312 | 312 |
| P47 | P47.1E | | OH COND 556.5 19 AAC DAHLIA | 210 | 630 |
| P47 | P47.1E | | OH COND 4/0 7 AAC OXLIP | 210 | 210 |
| P47 | P47.1 | | OH COND 556.5 19 AAC DAHLIA | 239 | 717 |
| P47 | P47.1 | | OH COND 4/0 7 AAC OXLIP | 239 | 239 |
| P47 | P49 | | OH COND 556.5 19 AAC DAHLIA | 448 | 1,344 |
| P47 | P49 | | OH COND 4/0 7 AAC OXLIP | 448 | 448 |
| P49 | P53 | | OH COND 556.5 19 AAC DAHLIA | 855 | 2,565 |
| P49 | P53 | | OH COND 4/0 7 AAC OXLIP | 855 | 855 |
| P53 | P54 | | OH COND 556.5 19 AAC DAHLIA | 276 | 828 |
| P53 | P54 | | OH COND 4/0 7 AAC OXLIP | 276 | 276 |
| P53 | SERVICE | | #2 TRIPLEX | 133 | 133 |
| P54 | P54.1E | | OH COND 2 7/1 ACSR SPARATE | 45 | 45 |
| P54 | P54.1E | | OH COND 2 7/1 ACSR SPARATE | 45 | 45 |
| P54 | P58 | | OH COND 556.5 19 AAC DAHLIA | 655 | 1,965 |
| P54 | P58 | | OH COND 4/0 7 AAC OXLIP | 655 | 655 |
| P56 | P56.2E | | #2 TRIPLEX | 36 | 36 |
| P58 | P58.1E | | #2 TRIPLEX | 106 | 106 |
| P58 | SERVICE | | #2 TRIPLEX | 70 | 70 |
| P68 | P67 | | OH COND 2 7 AAC IRIS | 126 | 126 |
| P68 | P67 | | OH COND 2 7 AAC IRIS | 126 | 126 |
| P67 | P66 | | OH COND 2 7 AAC IRIS | 84 | 84 |
| P67 | P66 | | OH COND 2 7 AAC IRIS | 84 | 84 |
| P66 | P65 | | OH COND 2 7 AAC IRIS | 144 | 144 |
| P66 | P65 | | OH COND 2 7 AAC IRIS | 144 | 144 |
| P58 | P63 | | OH COND 556.5 19 AAC DAHLIA | 934 | 2,802 |
| P58 | P63 | | OH COND 4/0 7 AAC OXLIP | 934 | 934 |
| P60 | P60.3 | | OH COND 2 7/1 ACSR SPARATE | 28 | 28 |
| P60 | P60.3 | | OH COND 2 7/1 ACSR SPARATE | 28 | 28 |
| P60.3 | P60.4E | | OH COND 2 7/1 ACSR SPARATE | 134 | 134 |
| P60.3 | P60.4E | | OH COND 2 7/1 ACSR SPARATE | 134 | 134 |
| P60 | P60.1 | | OH COND 2 7 AAC IRIS | 125 | 125 |
| P60 | P60.1 | | OH COND 2 7 AAC IRIS | 125 | 125 |
| P60.1 | P60.2E | | OH COND 2 7 AAC IRIS | 90 | 90 |
| P60.1 | P60.2E | | OH COND 2 7 AAC IRIS | 90 | 90 |
| P63 | P64E | | OH COND 556.5 19 AAC DAHLIA | 158 | 158 |
| P63 | P64E | | OH COND 4/0 7 AAC OXLIP | 158 | 158 |

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | N.T.S. |
| DATE | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

ELECTRIC UTILITY RELOCATION
PERMANENT CONDUCTOR INSTALLS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-16 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: COORDINATES CHANGED FOR POLES: 46T, P48T, P49T, P50T, P51T, P52T, AND P53T. INSTALLED NEW POLE: P38.2T. CIRCUIT LENGTHS CHANGED FROM: P17.2 TO P24T, P46T TO P45.3, P46T TO P46.1T, AND P46.1T TO P47.1E.
ADDED NEW CIRCUIT LENGHT: P38.1T TO P38.2T, AND P38.2 TO P39.2E.

## TEMPORARY POLE LOCATIONS

| POLE NO. | POLE COORDINATES | | INSIDE ANCHOR COORDINATES | | OUTSIDE ANCHOR COORDINATES | |
|---|---|---|---|---|---|---|
| | NORTHING | EASTING | NORTHING | EASTING | NORTHING | EASTING |
| | | | | | 819085.08 | 2994427.22 |
| P17.2 | | | | | 819188.40 | 2994368.93 |
| P18T | 819281.49 | 2994545.32 | | | 819302.99 | 2994537.09 |
| P19T | 819324.40 | 2994727.08 | | | 819345.39 | 2994726.54 |
| P20T | 819290.47 | 2994984.30 | | | 819307.96 | 2994994.01 |
| P21T | 819143.15 | 2995124.45 | | | 819153.59 | 2995139.12 |
| P22T | 818982.57 | 2995207.17 | | | | |
| P23T | 818823.87 | 2995271.64 | | | | |
| P24T | 818661.71 | 2995337.52 | 818661.74 | 2995348.52 | 818661.75 | 2995355.52 |
| P25 | | | | | 818465.52 | 2995279.63 |
| P25 | | | | | 818427.71 | 2995279.85 |
| P31 | | | | | 817831.98 | 2995915.32 |
| P31 | | | | | 817832.47 | 2995948.48 |
| P32T | 817895.62 | 2996188.82 | | | | |
| P32.1T | 817936.53 | 2996186.96 | | | 817953.51 | 2996186.18 |
| P33T | 817894.21 | 2996373.48 | | | | |
| P34.1 | | | | | 817833.70 | 2996483.25 |
| P34.2 | | | | | 817913.07 | 2996478.53 |
| P35.1 | | | | | 817796.85 | 2996728.58 |
| P35.2 | | | | | 817841.03 | 2996664.49 |
| P36T | 817698.82 | 2996853.12 | | | | |
| P36.1T | 817573.51 | 2996809.75 | | | 817560.28 | 2996805.17 |
| P37T | 817675.14 | 2996989.54 | | | | |
| P37.1T | 817500.96 | 2996959.91 | | | 817487.17 | 2996957.50 |
| P38T | 817676.08 | 2997120.59 | | | | |
| P38.1T | 817519.84 | 2997143.41 | | | 817498.07 | 2997146.59 |
| P38.1T | | | | | 817517.10 | 2997125.16 |
| P38.2T | 817552.21 | 2997347.35 | | | 817555.08 | 2997364.66 |
| P39T | 817762.73 | 2997328.36 | | | 817743.19 | 2997338.47 |
| P40T | 817846.39 | 2997461.97 | | | | |
| P40.1T | 817719.40 | 2997581.89 | | | 817706.33 | 2997594.26 |
| P41T | | | | | | |
| P42T | 818081.77 | 2997633.42 | | | 818094.14 | 2997620.35 |
| P43T | 818194.92 | 2997766.79 | | | 818205.73 | 2997757.88 |
| P43.1T | 818291.31 | 2997886.95 | | | 818305.57 | 2997875.96 |
| P44T | 818355.55 | 2997973.68 | | | 818369.00 | 2997965.01 |
| P44.1T | 818435.24 | 2998097.25 | | | | |
| P45T | 818481.50 | 2998180.53 | | | 818488.66 | 2998176.96 |
| P45.1T | | | | | 818362.49 | 2998292.53 |
| P45.1T | 818519.40 | 2998165.30 | | | | |
| P46T | 818541.68 | 2998316.06 | | | | |
| P46.1T | 818609.78 | 2998469.94 | | | 818623.06 | 2998459.33 |
| P46.1T | | | | | 818632.20 | 2998461.39 |
| P46.2T | 818417.70 | 2998623.84 | | | 818402.21 | 2998636.49 |
| P47T | 818688.29 | 2998712.51 | | | | |
| P47.1 | | | | | 818784.31 | 2998866.04 |
| P47.1T | 818496.19 | 2998819.56 | | | 818478.74 | 2998829.34 |
| P47.2T | 818699.25 | 2998953.66 | | | 818687.37 | 2998964.38 |
| P48T | 818926.27 | 2998990.30 | | | | |
| P49T | 819059.86 | 2999113.81 | | | | |
| P50T | 819182.31 | 2999227.07 | | | 819196.93 | 2999240.58 |
| P50T | | | | | 819166.82 | 2999214.93 |
| P51T | 819324.44 | 2999338.43 | | | | |
| P52T | 819462.37 | 2999446.50 | | | | |
| P53T | 819601.59 | 2999555.59 | | | | |
| P54T | 819735.43 | 2999660.46 | | | 819734.47 | 2999632.48 |
| P54T | | | | | 819756.90 | 2999649.73 |
| P54T | | | | | 819757.28 | 2999677.93 |
| P54 | | | | | 819723.78 | 2999804.08 |
| P54 | | | | | 819741.84 | 2999847.17 |
| P55 | | | 819833.70 | 2999911.22 | 819832.18 | 2999908.63 |
| P55 | | | 819863.58 | 2999950.89 | 819865.65 | 2999953.06 |
| P56T | 819900.79 | 3000025.67 | | | 819888.01 | 3000033.53 |
| P57T | 820009.27 | 3000194.10 | | | | |
| P58T | 820142.54 | 3000401.85 | | | 820164.53 | 3000392.23 |
| P59T | 820168.28 | 3000500.82 | | | 820145.32 | 3000510.72 |
| P60T | 820263.49 | 3000652.80 | | | | |
| P61T | 820368.59 | 3000815.49 | | | | |
| P62 | | | | | 820485.93 | 3000993.87 |

## TEMPORARY CONDUCTOR INSTALLS

| SHEET NUMBER(S) | FROM | TO | WIRE SIZE | CIRCUIT LENGTH (LF) | TOTAL LENGTH (LF) |
|---|---|---|---|---|---|
| U2-06/U2-07 | P17.2 | P24T | OH COND 556.5 19 AAC DAHLIA | 1,352 | 4,056 |
| U2-06/U2-07 | P17.2 | P24T | OH COND 4/0 7 AAC OXLIP | 1,352 | 1,352 |
| U2-06 | P20T | P20.2E | OH COND 2 7 AAC IRIS | 113 | 113 |
| U2-06 | P20T | P20.2E | OH COND 2 7 AAC IRIS | 113 | 113 |
| U2-06 | P21T | P21.2 | #2 TRIPLEX | 65 | 65 |
| U2-07 | P24T | P25 | OH COND 556.5 19 AAC DAHLIA | 220 | 660 |
| U2-07 | P24T | P25 | OH COND 4/0 7 AAC OXLIP | 220 | 220 |
| U2-07 | P24.1E | P24.4E | #6 DUPLEX | 152 | 152 |
| U2-08 | P31 | P36T | OH COND 556.5 19 AAC DAHLIA | 974 | 2,922 |
| U2-08 | P31 | P36T | OH COND 4/0 7 AAC OXLIP | 974 | 974 |
| U2-08/U2-09 | P36T | P43T | OH COND 556.5 19 AAC DAHLIA | 1,119 | 3,357 |
| U2-08/U2-09 | P36T | P43T | OH COND 4/0 7 AAC OXLIP | 1,119 | 1,119 |
| U2-09 | P38T | P38.1T | OH COND 2 7 AAC IRIS | 158 | 158 |
| U2-09 | P38T | P38.1T | OH COND 2 7 AAC IRIS | 158 | 158 |
| U2-09 | P38.1T | P37.1 | OH COND 2 7 AAC IRIS | 97 | 97 |
| U2-09 | P38.1T | P37.1 | OH COND 2 7 AAC IRIS | 97 | 97 |
| U2-09 | P38.1T | P38.2T | OH COND 2 7 AAC IRIS | 203 | 203 |
| U2-09 | P38.1T | P38.2T | OH COND 2 7 AAC IRIS | 203 | 203 |
| U2-09 | P38.2T | P39.2E | OH COND 2 7 AAC IRIS | 41 | 41 |
| U2-09 | P38.2T | P39.2E | OH COND 2 7 AAC IRIS | 41 | 41 |
| U2-09 | P41T | P41.1E | OH COND 2 7 AAC IRIS | 36 | 36 |
| U2-09 | P41T | P41.1E | OH COND 2 7 AAC IRIS | 36 | 36 |
| U2-09 | P43T | P42.2 | #2 TRIPLEX | 195 | 195 |
| U2-09 | P43T | SERVICE | #2 TRIPLEX | 73 | 73 |
| U2-09 | P43T | P43.1T | #2 TRIPLEX | 155 | 155 |
| U2-09/U2-10 | P43T | P46T | OH COND 556.5 19 AAC DAHLIA | 716 | 2,148 |
| U2-09/U2-10 | P43T | P46T | OH COND 4/0 7 AAC OXLIP | 716 | 716 |
| U2-09 | P44T | SERVICE | #2 TRIPLEX | 40 | 40 |
| U2-10 | P45T | P45.1 | OH COND 2 7 AAC IRIS | 149 | 447 |
| U2-10 | P45T | P45.1 | OH COND 2 7 AAC IRIS | 149 | 149 |
| U2-10 | P46T | P45.3 | OH COND 2 7/1 ACSR SPARATE | 42 | 42 |
| U2-10 | P46T | P45.3 | OH COND 4 7/1 ACSR SWANATE | 42 | 42 |
| U2-10 | P46T | P46.1T | OH COND 556.5 19 AAC DAHLIA | 168 | 504 |
| U2-10 | P46T | P46.1T | OH COND 4/0 7 AAC OXLIP | 168 | 168 |
| U2-10 | P46.1T | P47.1E | OH COND 556.5 19 AAC DAHLIA | 206 | 618 |
| U2-10 | P46.1T | P47.1E | OH COND 4/0 7 AAC OXLIP | 206 | 206 |
| U2-10 | P46.1T | P48T | OH COND 556.5 19 AAC DAHLIA | 624 | 1,872 |
| U2-10 | P46.1T | P48T | OH COND 4/0 7 AAC OXLIP | 624 | 624 |
| U2-10/U2-11 | P48T | P54T | OH COND 556.5 19 AAC DAHLIA | 1,051 | 3,153 |
| U2-10/U2-11 | P48T | P54T | OH COND 4/0 7 AAC OXLIP | 1,051 | 1,051 |
| U2-11 | P53T | SERVICE | #2 TRIPLEX | 53 | 53 |
| U2-11 | P54T | P54 | OH COND 556.5 19 AAC DAHLIA | 162 | 486 |
| U2-11 | P54T | P54 | OH COND 4/0 7 AAC OXLIP | 162 | 162 |
| U2-11/U2-12 | P55 | P58T | OH COND 556.5 19 AAC DAHLIA | 555 | 1,665 |
| U2-11/U2-12 | P55 | P58T | OH COND 4/0 7 AAC OXLIP | 555 | 555 |
| U2-12 | P58T | SERVICE | #2 TRIPLEX | 73 | 73 |
| U2-12 | P58T | P62 | OH COND 556.5 19 AAC DAHLIA | 664 | 1,992 |
| U2-12 | P58T | P62 | OH COND 4/0 7 AAC OXLIP | 664 | 664 |
| U2-12 | P60T | P60.1 | OH COND 2 7/1 ACSR SPARATE | 160 | 160 |
| U2-12 | P60T | P60.1 | OH COND 2 7/1 ACSR SPARATE | 160 | 160 |
| U2-12 | P60T | P60.4E | OH COND 2 7/1 ACSR SPARATE | 126 | 126 |
| U2-12 | P60T | P60.4E | OH COND 2 7/1 ACSR SPARATE | 126 | 126 |

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 43074
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

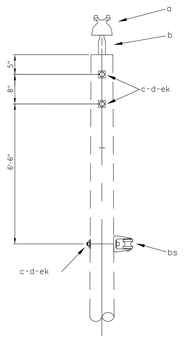
| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | N.T.S. |
| DATE | 08.13.2025 |

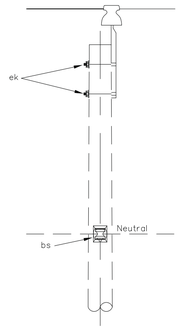
Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

ELECTRIC UTILITY RELOCATION
TEMPORARY POLE LOCATIONS AND CONDUCTOR INSTALLS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-17 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY



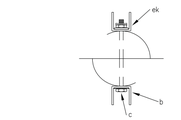




| ITEM | QUANTITY 35kV | DESCRIPTION |
|---|---|---|
| a | 1 | Insulator, Pin Type, 35kV |
| b | 1 | Pin, Pole Top, 24" |
| c | 3 | Bolt, Machine, 5/8" x Required Length |
| d | 3 | Washer, 2 1/4" Square With 11/16" Hole |
| bs | 1 | Bracket, Rigid Clevis, Insulated w/ 3" spool |
| ek | 3 | Double Coil Lockwasher, 5/8" |
| | | |

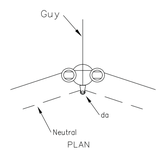
PRIMARY, SINGLE-PHASE, SMALL ANGLE STRUCTURE
SINGLE PRIMARY SUPPORT

Gresham Smith

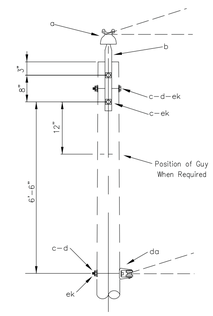
DWG. No.
A1

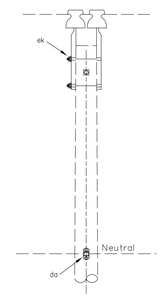



POLE TOP PIN ASSEMBLY




PLAN



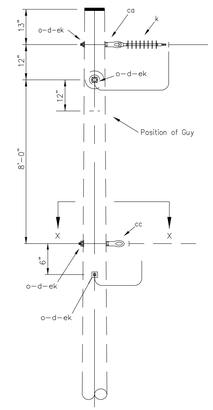



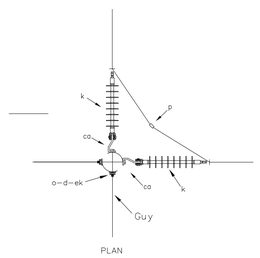

| ITEM | QUANTITY 35kV | DESCRIPTION |
|---|---|---|
| a | 2 | Insulator, Pin Type, 35kV |
| b | 2 | Pin, Pole Top, 24" |
| c | 4 | Bolt, Machine, 5/8" x Required Length |
| d | 3 | Washer, 2 1/4" Square With 11/16" Hole |
| da | 1 | Bracket, Rigid Clevis, Insulated w/ 3" spool |
| ek | 4 | Double Coil Lockwasher, 5/8" |

PRIMARY, SINGLE-PHASE, MEDIUM ANGLE STRUCTURE
DOUBLE PRIMARY SUPPORTS - 15kV ONLY

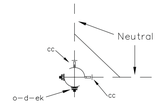
Gresham Smith

DWG. No.
A2




PLAN



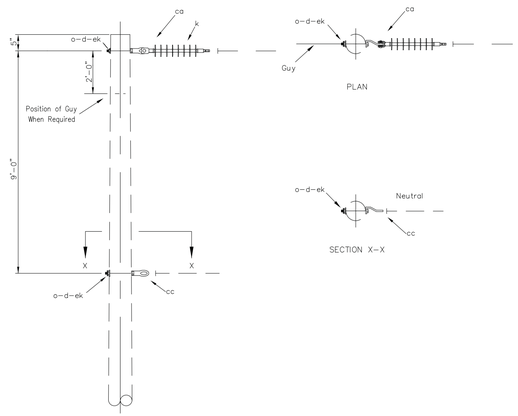

SECTION X-X

| ITEM | QUANTITY 35kV | DESCRIPTION |
|---|---|---|
| d | 4 | Washer, Square, Curved, 3" x 3", with 11/16" Hole |
| k | 2 | Insulator, Suspension, 35kV Polymer |
| o | 4 | Bolt, Machine, 5/8" x Required Length |
| P | -- | Connectors, As Required |
| ca | 2 | Deadend Assembly, Primary |
| cc | 2 | Deadend Assembly, Neutral |
| ek | 4 | Double Coil Lockwasher, 5/8" |
| | | |

PRIMARY, SINGLE-PHASE, DEADEND STRUCTURE

Gresham Smith

DWG. No.
A4







PLAN



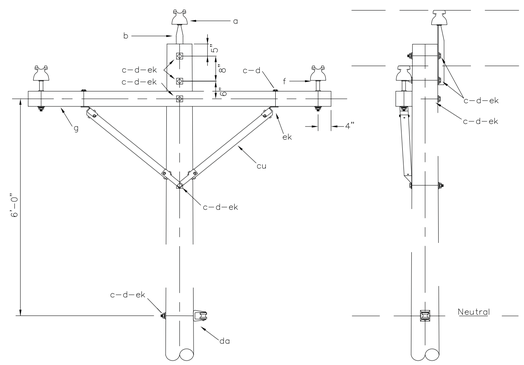

SECTION X-X

| ITEM | QUANTITY 35kV | DESCRIPTION |
|---|---|---|
| d | 2 | Washer, Square, Curved, 3" x 3", with 11/16" Hole |
| k | 1 | Insulator, Suspension, 35kV Polymer |
| o | 2 | Bolt, Machine, 5/8" x Required Length |
| ca | 1 | Deadend Assembly, Primary |
| cc | 1 | Deadend Assembly, Neutral |
| ek | 2 | Double Coil Lockwasher, 5/8" |
| | | |

PRIMARY, SINGLE-PHASE,
DEADEND STRUCTURE (SINGLE DEADEND)

Gresham Smith

DWG. No.
A5

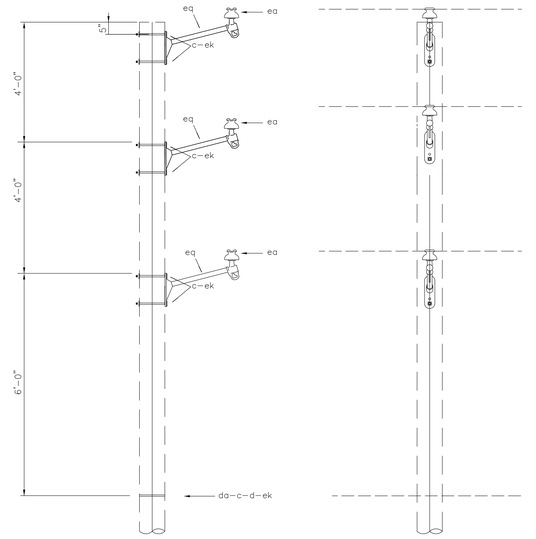



| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| a | 3 | Insulator, Pin Type, 15kV |
| b | 1 | Pin, Pole Top, 24" |
| c | 2 | Bolt, Machine, 1/2" x Required Length |
| c | 5 | Bolt, Machine, 5/8" x Required Length |
| d | 2 | Washer, Round, Galvanized, 1 3/8" with 9/16" hole |
| d | 6 | Washer, 2 1/4" Square With 11/16" Hole |
| f | 2 | Pin, Crossarm |
| g | 1 | Crossarm, 3 1/2" x 4 1/2" x 8'-0" |
| cu | 2 | Brace, Wood, 60° |
| da | 1 | Bracket, Rigid Clevis, Insulated w/ 3" spool |
| ek | 2 | Double Coil Lockwasher, 1/2" |
| ek | 5 | Double Coil Lockwasher, 5/8" |

CROSSARM CONSTRUCTION
THREE-PHASE, TANGENT STRUCTURE
SINGLE LINE ARM

Gresham Smith

DWG. No.
C1C




| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| c | 7 | Bolt, Machine, 5/8" x Required Length |
| d | 7 | Washer, 2 1/4" Square With 11/16" Hole |
| da | 1 | Bracket, Rigid Clevis, Insulated w/ 3" spool |
| ea | 3 | Insulator, Post Type |
| ek | 7 | Double Coil Lockwasher, 5/8" |
| eq | 3 | Bracket, Insulator, Horizontal |
| | | |

NARROW PROFILE, THREE-PHASE VERTICAL TANGENT STRUCTURE
HORIZONTAL INSULATOR - STEEL BRACKET TYPE

Gresham Smith

DWG. No.
C1M-V

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 230
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

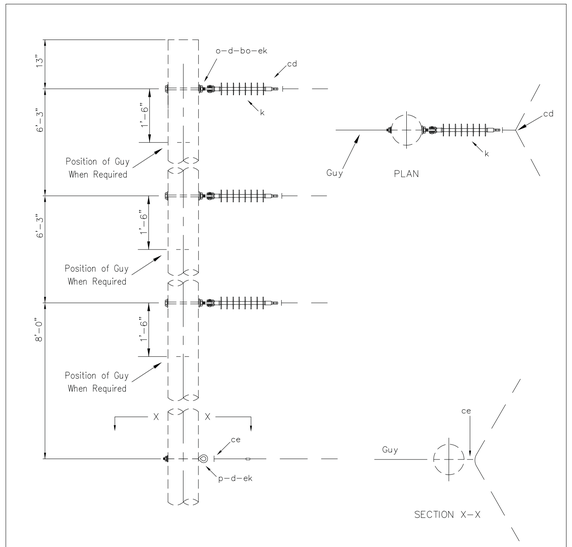
| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


ELECTRIC UTILITY RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-18 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

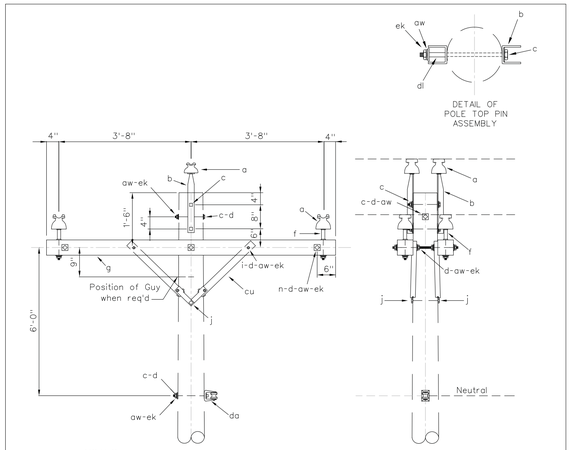



| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| d | 4 | Washer, Square, Curved, 3" x 3", with 11/16" Hole |
| k | 3 | Insulator, Suspension, 15kV |
| o | 3 | Bolt, Machine, 5/8" x Required Length |
| p | 1 | Bolt, Oval Eye, 5/8" x Required Length |
| bo | 3 | Nut, Oval Eye, 5/8" |
| cd | 3 | Angle Assembly, Primary |
| ce | 1 | Angle Assembly, Neutral |
| ek | 4 | Double Coil Lockwasher, 5/8" |

VERTICAL CONSTRUCTION
THREE-PHASE, MEDIUM ANGLE STRUCTURE

Gresham Smith

DWG. No.
C3V



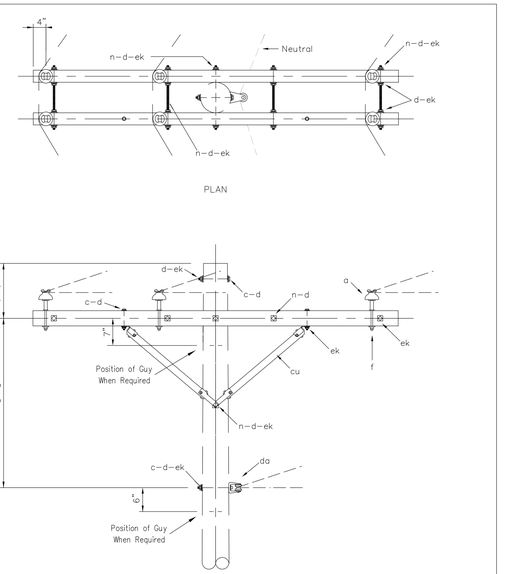

NOTES:
1- Maximum transverse load is 1000 lbs. per conductor
2- When transverse load is more than 1000 pounds substitute C2-2CL as required.

| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| a | 6 | Insulator, Pin Type |
| b | 2 | Pin, Pole Top, 20" (See Notes 3 and 4) |
| c | 4 | Bolt, Machine, 5/8" x Required Length |
| d | 4 | Washer, Round, Galvanized, 3/8" |
| d | 13 | Washer, 2 1/4" Square With 11/16" Hole |
| f | 4 | Pin, Crossarm, Steel, 5/8" x 10 3/4" with Washer |
| g | 2 | Crossarm, 3 5/8" x 4 5/8" x 8'-0" |
| i | 4 | Bolt, Carriage, 3/8" x 5", with Nut |
| j | 2 | Screw, Lag, 1/2" x 4" |
| n | 3 | Bolt, Double Arming, 5/8" x Required Length |
| ow | 4 | Washer, Spring, 3/8" |
| ow | 10 | Washer, Spring, 5/8" |
| cu | 4 | Brace, Wood, 28" |
| da | 1 | Bracket, Rigid Clevis, Insulated |
| dl | 2 | Pipe Spacer, 3/4" dia. x 1 1/2" (See Notes 3 and 4) |
| ek | 4 | Locknut, 3/8" |
| ek | 14 | Locknut, 5/8" |

CROSSARM CONSTRUCTION
THREE-PHASE, SMALL ANGLE STRUCTURE
DOUBLE LINE ARM

Gresham Smith

DWG. No.
C2C

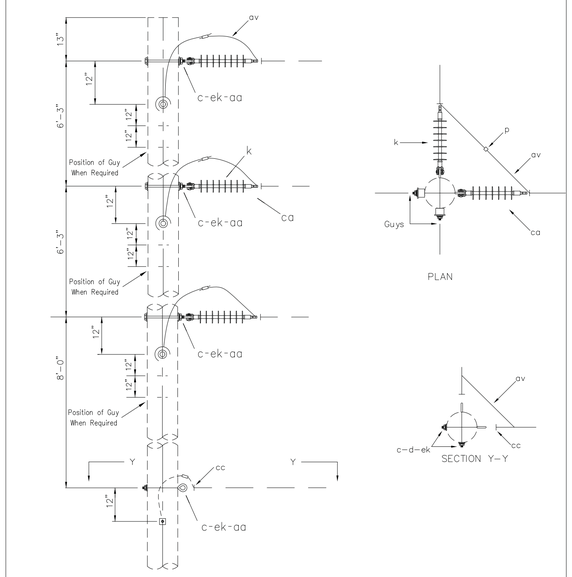



| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| a | 6 | Insulator, Pin Type, 15kV |
| c | 2 | Bolt, Machine, 1/2" x Required Length |
| c | 3 | Bolt, Machine, 5/8" x Required Length |
| d | 2 | Washer, Round, 1 3/8" with 9/16" Hole |
| d | 22 | Washer, 2 1/4" Square with 11/16" Hole |
| f | 6 | Pin, Crossarm, Drop in Type |
| g | 2 | Crossarm, 3 1/2" x 4 1/2" x 10'-0" |
| n | 5 | Bolt, Double Arming, 5/8" x Required Length |
| oa | 2 | Brace, Wood, 60" |
| da | 1 | Bracket, Rigid Clevis, Insulated w/ 3" spool |
| ek | 2 | Double Coil Lockwasher, 1/2" |
| ek | 13 | Double Coil Lockwasher, 5/8" |

CROSSARM CONSTRUCTION
THREE-PHASE, LARGE CONDUCTOR
ANGLE STRUCTURE, DOUBLE LINE ARM

Gresham Smith

DWG. No.
C2-2CL

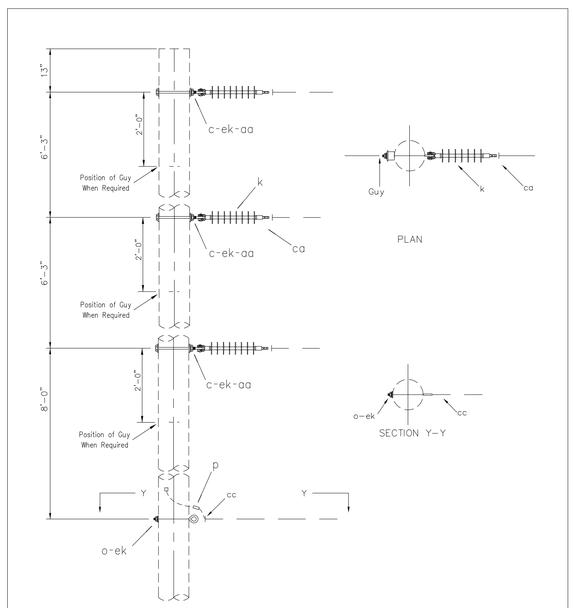



| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| c | 8 | Bolt, Machine, 5/8" x Required Length |
| k | 6 | Insulator, Suspension, 15kV |
| p | – | Connectors, As Required |
| aa | 8 | Deadend Tongue |
| av | – | Jumpers and Leads, As Required |
| ca | 6 | Deadend Assembly, Primary |
| cc | 2 | Deadend Assembly, Neutral |
| ek | 8 | Double Coil Lockwasher, 5/8" |

VERTICAL CONSTRUCTION
THREE-PHASE, LARGE CONDUCTOR
DOUBLE DEADEND STRUCTURE

Gresham Smith

DWG. No.
C4-1VL

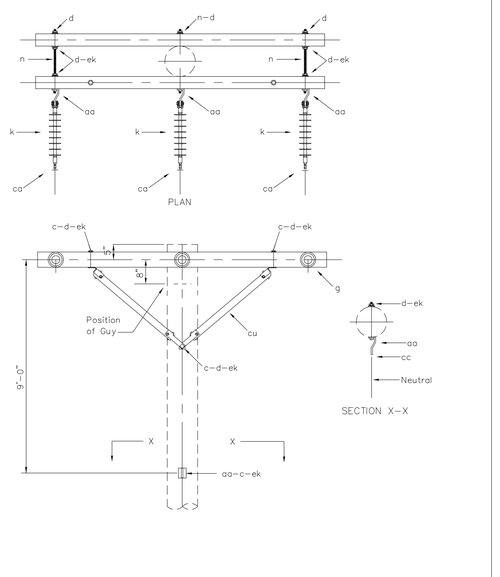



| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| c | 3 | Bolt, Machine, 5/8" x Required Length |
| k | 3 | Insulator, Suspension, 15kV |
| o | 1 | Bolt, Oval Eye, 5/8" x Required Length |
| p | – | Connectors, As Required |
| aa | 3 | Nut, Oval Eye, 5/8" |
| ca | 3 | Deadend Assembly, Primary |
| cc | 1 | Deadend Assembly, Neutral |
| ek | 4 | Double Coil Lockwasher, 5/8" |

VERTICAL CONSTRUCTION
PRIMARY, THREE-PHASE, LARGE CONDUCTOR
SINGLE DEADEND STRUCTURE

Gresham Smith

DWG. No.
C5-1VL




| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| c | 2 | Bolt, Machine, 1/2" x Required Length |
| c | 2 | Bolt, Machine, 5/8" x Required Length |
| d | 2 | Washer, Round, Galvanized, 1/2" |
| d | 9 | Washer, 2 1/4" Square with 11/16" Hole |
| g | 2 | Crossarm, 5 3/4" x 4 3/4" x 9'-0" |
| k | 3 | Insulator, Suspension, 15 kV |
| n | 3 | Bolt, Double Arming, 5/8" x Required Length |
| aa | 4 | Deadend Tongue |
| ca | 3 | Deadend Assembly, Primary |
| cc | 1 | Deadend Assembly, Neutral |
| cu | 2 | Brace, Wood, 60" |
| ek | 2 | Double Coil Lockwasher, 1/2" |
| ek | 6 | Double Coil Lockwasher, 5/8" |

CROSSARM CONSTRUCTION
PRIMARY, THREE-PHASE, SINGLE DEADEND STRUCTURE
DOUBLE 9' LINE ARM

Gresham Smith

DWG. No.
C7C

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 120
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

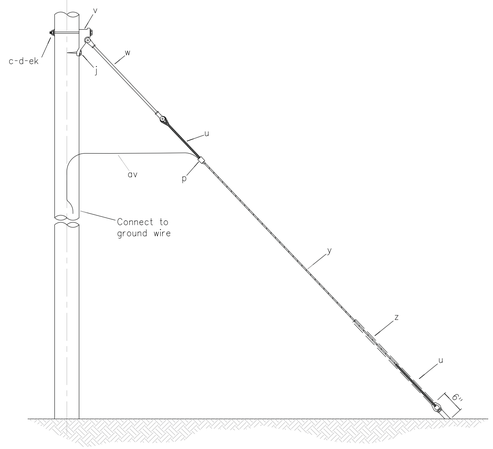
| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | N.T.S. |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


ELECTRIC UTILITY RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-19 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

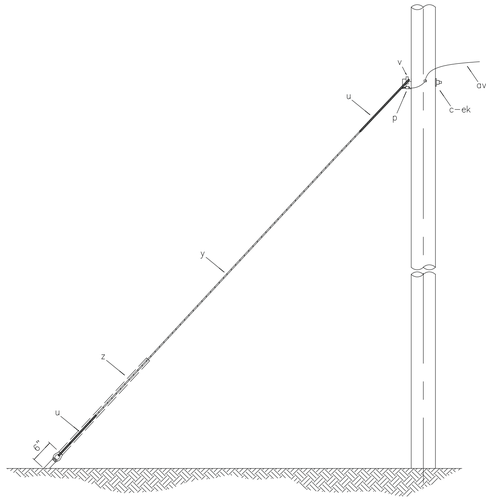



| ITEM | QUANTITY E1-2F | DESCRIPTION |
|---|---|---|
| c | 1 | Bolt, Machine, 5/8" x Required Length |
| d | 1 | Washer, Curved, Square, 3" |
| j | 1 | Screw, Lag, 1/2" x 4" |
| P | - | Connectors, As Required |
| u | 2 | Formed Wire Grip, Size As Required |
| v | 1 | Pole Guy Attachment |
| w | 1 | Insulator, Fiberglass, Strain, 8" |
| y | - | 3/8" EHS Guy Strand, Length As Req'd |
| z | 1 | Guy Marker, Plastic, Yellow |
| av | 1 | Jumper, #4 S.D. Copper or Equivalent |
| ek | 1 | Double Coil Lockwasher, 5/8" |

INSULATED GUY ASSEMBLY

Gresham Smith

DWG. No. E1-2F

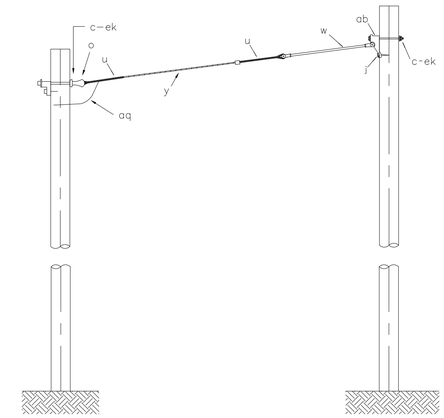



| ITEM | QUANTITY E1-2 | DESCRIPTION |
|---|---|---|
| c | 1 | Bolt, Machine, 5/8" x Required Length |
| d | 1 | Washer, Curved, Square, 3" |
| j | -- | Screw, Lag, 1/2" x 4", As Required |
| P | -- | Connectors, As Req'd |
| u | 2 | Formed Wire Grip, Size as Required |
| v | 1 | Guy Attachment, Heavy Duty |
| y | 1 | 3/8" EHS Guy Strand, Length As Req'd |
| z | 1 | Guy Marker, Plastic, Yellow |
| av | 1 | Jumper, #4 S.D. Copper or Equivalent |
| ek | 1 | Double Coil Lockwasher, 5/8" |

NON INSULATED GUY INSTALLATION

Gresham Smith

DWG. No. E1-2T

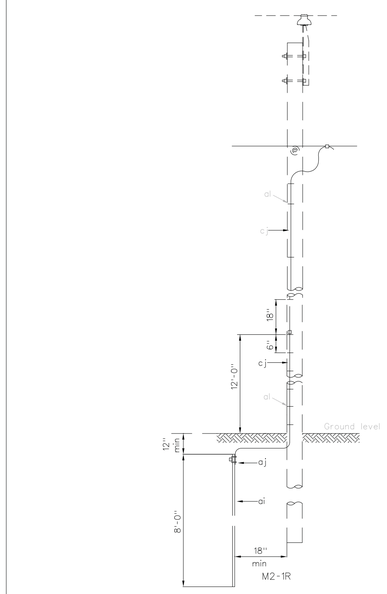



| ITEM | QUANTITY E2-2F | DESCRIPTION |
|---|---|---|
| c | 1 | Bolt, Machine, 5/8" x Required Length |
| d | 1 | Washer, Curved, Square, 3" |
| j | 1 | Screw, Lag, 1/2" x 4", As Required |
| o | 1 | Nut, Thimble Eye, 5/8" |
| P | * | Connectors As Req'd |
| u | 2 | Formed Wire Grip, Size as Required |
| w | 1 | Insulator, Fiberglass, Strain, 8" |
| y | -- | 3/8" EHS Guy Strand, Length As Req'd |
| ab | 1 | Guy Attachment, Heavy Duty (8500 lbs.) |
| aq | 1 | Jumpers, #4 S.D. or Equivalent |
| ek | 1 | Double Coil Lockwasher, 5/8" As Required |

OVERHEAD GUY, INSULATED

Gresham Smith

DWG. No. E2-2F

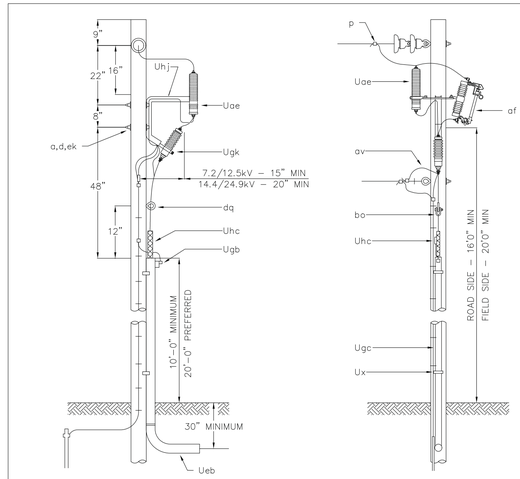



| ITEM | QUANTITY M2-11 | DESCRIPTION |
|---|---|---|
| P | * | Connectors, Compression, As Required |
| di | 1 | Rod, Ground 5/8" diameter 8'-0" |
| dj | 1 | Clamp, Ground Rod |
| dl | * | Staples, Ground Wire, as req'd |
| dl | - | Ground Wire Clips or Galvanized Staples or Stainless Steel Staples |
| cj | * | Ground wire, #4 S.D. Copper Clad, (Theft Deterrent) Length As Req'd |
| cj | - | Ground Wire Extension, As Required |
| av | - | Jumper, #4 S.D. Copper or Equiv., Length As Req'd |

GROUNDING ASSEMBLY GROUND ROD TYPE

Gresham Smith

DWG. No. M2-11R




NOTES:

1– Arrester lead length must be less than three feet.

2– No bends permitted within 6" of cable terminal base.

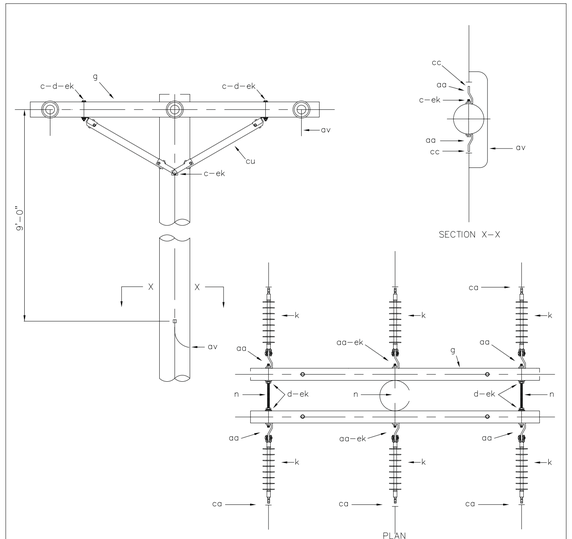
3– Allow minimum cable slack of 24" at bottom of riser.

| ITEM | QUANTITY 15kV | QUANTITY 25kV | DESCRIPTION |
|---|---|---|---|
| c | 2 | 2 | Bolt, Machine, 5/8" x Req'd Length |
| d | 2 | 2 | Washer, Square 2 1/4" |
| P | * | * | Connectors, As Req'd |
| af | 1 | 1 | Cutout, Fused, Load Break Type |
| av | * | * | Jumpers, As Req'd |
| bo | 1 | 1 | Shackle, Anchor |
| dq | 1 | 1 | Eye Screw |
| ek | * | * | Locknuts, As Req'd |
| Uae | 1 | 1 | Lightning Arrester |
| Ueb | 1 | 1 | Elbow, Conduit, Galvanized Rigid, Size To Fit Riser Conduit |
| Ugb | 1 | 1 | Bushing, Grounding Type, Size To Fit Riser Conduit |
| Ugc | 1 | 1 | Cable Riser Conduit, Galvanized Rigid Steel, Length As Req'd |
| Ugk | 1 | 1 | Cable Termination |
| Uhc | 1 | 1 | Cable Support |
| Uhj | 1 | 1 | Bracket, Cutout, Arrester And Terminator |
| Ux | * | * | Strap, Conduit, 2 Hole, Size And Number As Req'd |

SINGLE–PHASE PRIMARY RISER POLE

Gresham Smith

DWG. No. UM–2R




| ITEM | QUANTITY 35kV | DESCRIPTION |
|---|---|---|
| c | 4 | Bolt, Machine, 1/2" x Required Length |
| c | 2 | Bolt, Machine, 5/8" x Required Length |
| d | 4 | Washer, Round, Galvanized, 1/2" |
| d | 4 | Washer, 2 1/4" Square with 11/16" Hole |
| g | 2 | Crossarm, 5 3/4" x 4 3/4" x 9'-0" |
| k | 6 | Insulator, Suspension, 25kV |
| n | 3 | Bolt, Double Arming, 5/8" x Required Length |
| P | -- | Connectors, As Required |
| aa | 8 | Deadend Tongue |
| av | -- | Jumpers and Leads, As Required |
| ca | 6 | Deadend Assembly, Primary |
| cc | 2 | Deadend Assembly, Neutral |
| cu | 4 | Brace, Wood, 60" |
| ek | 2 | Double Coil Lockwasher, 1/2" |
| ek | 8 | Double Coil Lockwasher, 5/8" |

19.9/34 kV CROSSARM CONSTRUCTION PRIMARY, THREE–PHASE, DOUBLE DEADEND STRUCTURE DOUBLE 9' LINE ARM

Gresham Smith

DWG. No. C8C

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 120005
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

JOB NUMBER: 43074.02
DESIGNED: SRR
DRAWN: MLM
CHECKED: JLM

SCALE: N.T.S.
DATE: 08.13.2025


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

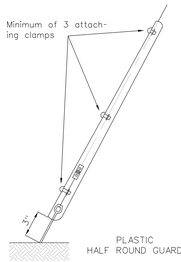

ELECTRIC UTILITY RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-20 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY




HOT DIPPED-GALVANIZED
TAPERED AND
HALF ROUND STYLE




PLASTIC
HALF ROUND GUARD

NOTES:

1- Guy guards shall be no less than 8 feet long.

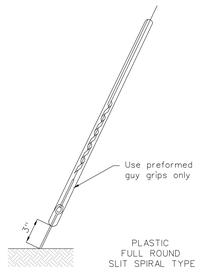
2- Visibility of colored plastic guards can be improved by use of color or color patterns which provide contrast with the surroundings.

3- Guards for sidewalk guys should be full round type or installed so that mounting clamps will not come in contact with pedestrians.

4- Guards shall be installed so that anchor rod eye is covered.

DESIGNATE

E3-10G (Galvanized)
E3-10P (Plastic)

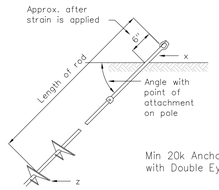



PLASTIC
FULL ROUND
SLIT SPIRAL TYPE

GUY GUARDS

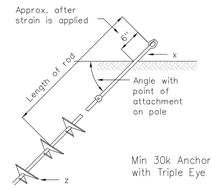
Gresham Smith

DWG. No.
E3-10




Min 20k Anchor
with Double Eye

FP-2
POWER INSTALLED HELIX SCREW ANCHOR




Min 30k Anchor
with Triple Eye

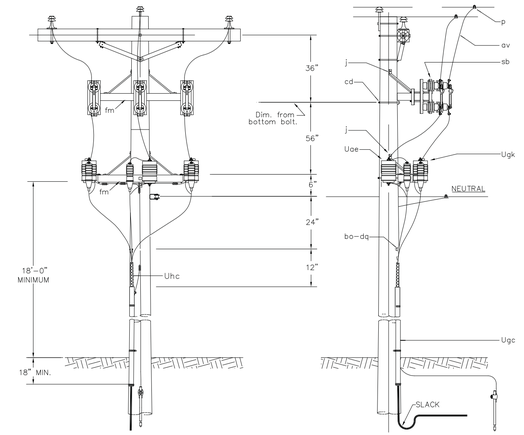
FP-3
POWER INSTALLED DOUBLE HELIX SCREW ANCHOR

| ITEM | QUANTITY FP-2 | QUANTITY FP-3 | DESCRIPTION |
|---|---|---|---|
| x | 1 | 1 | Anchor Shaft, size as Req'd |
| z | – | – | Helix Hub, Size as Req'd., Single Blade |
| z | 1 | – | Helix Hub, Size as Req'd., Double Blade |
| z | – | 1 | Helix Hub, Size as Req'd., Triple Blade |
| | * | * | Extension Rod, 3'-6"- Additional Extension Rods 3'-6" and 7'-0" Lengths as Required. |

POWER INSTALLED
SCREW ANCHORS

Gresham Smith

DWG. No.
FP-2 &
FP-3




NOTES:

1– Arrester lead length must be under 3'.

2– No bends permitted within 6" of cable terminal base.

3– Allow minimum cable slack of 24" at bottom of riser.

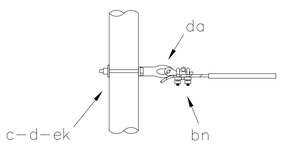
4– All live parts must have an 18 foot clearance above ground and must be installed a minimum of 6 inches above the neutral conductor.

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| c | 4 | Bolt, Machine, 5/8" x Req'd Length |
| d | 5 | Washer, Square 2–1/4" |
| P | * | Connectors, As Req'd |
| av | * | Jumpers, As Req'd |
| ba | 1 | Shackle, Anchor |
| dq | 1 | Eye Screw, Elliptical Or Drive Hook |
| fm | 2 | Mounting, Bracket |
| sb | 3 | Switches, Disconnect, Hookstick Operated |
| Uae | 3 | Surge Arrester, Intermediate |
| Ugc | * | Cable Riser Shield, Length As Req'd |
| Ugk | 3 | Cable Termination |
| Uhc | 3 | Cable Support |

THREE PHASE DIP POLE WITH INTERMEDIATE
ARRESTERS AND DISCONNECT SWITCHES

Gresham Smith

DWG. No.
UM–2–5RB

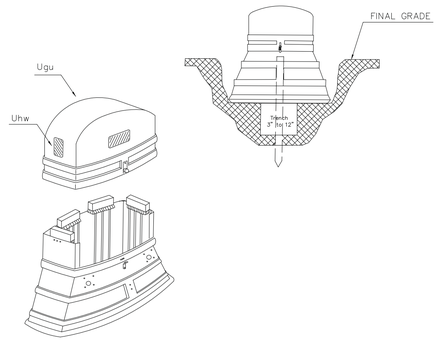



| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| c | 1 | Bolt, Machine, 5/8" x req'd length |
| d | 1 | Washer, Square, 2 1/4" x 2 1/4", With 11/16" Hole |
| bn | 1 | Deadend Clamp |
| da | 1 | Deadend Tongue |
| ek | 1 | Double Coil Lockwasher, 5/8" |

SERVICE ASSEMBLIES
ALUMINUM WEATHER PROOF
POLE ATTACHMENTS

Gresham Smith

DWG. No.
K7



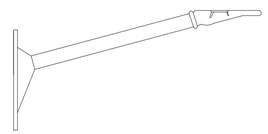

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| Ugu | 1 | Secondary Pedestal, Above Grade |
| Ugv | 1 | Stake For Secondary Pedestal |
| Uhw | 2 | Warning labels |
| | | |
| * | * | Pedestal Includes Secondary Connectors as Required |

ABOVE GRADE SECONDARY PEDESTAL

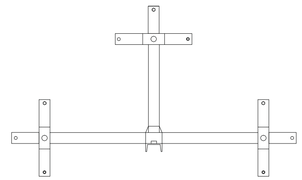
Gresham Smith

DWG. No.
UM–PED

SIDE VIEW



TOP VIEW



| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| * | 1 | 18" Fiberglass Bracket |

MOUNTING BRACKET, FIBERGLASS

Gresham Smith

DWG. No.
F.G. BRACKET




AMERICAN ELECTRIC POWER

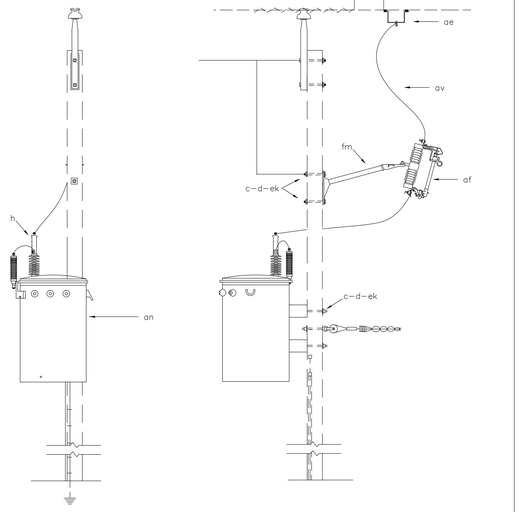
| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


ELECTRIC UTILITY RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-21 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

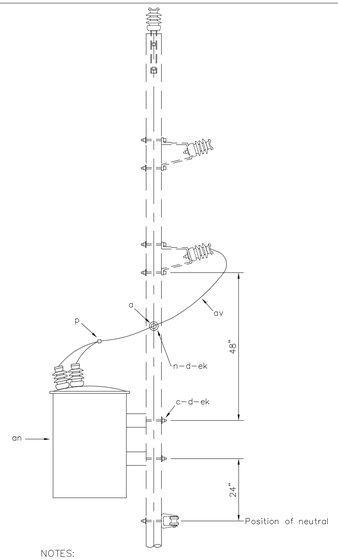



| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| c | 4 | Bolt, Machine, 5/8" x Req'd Length |
| d | 4 | Washer, 2 1/4" Square With 11/16" Hole |
| h | 1 | Current Limiting Fuse |
| P | * | Connectors As Req'd |
| ae | 1 | Hot Line Clamp and Stirrup |
| af | 1 | Fused Cutout |
| an | 1 | Transformer, Voltage and kVA as Req'd |
| av | * | Jumpers, #4 Solid copper, Covered, As Req'd |
| ek | 4 | Double Coil Lockwasher, 5/8" |
| fm | 1 | 18" Fiberglass Bracket |

SINGLE PHASE TRANSFORMER CONVENTIONAL

Gresham Smith

DWG. No. G13–KVA




NOTES:

1– Bond transformer neutral to the system ground.

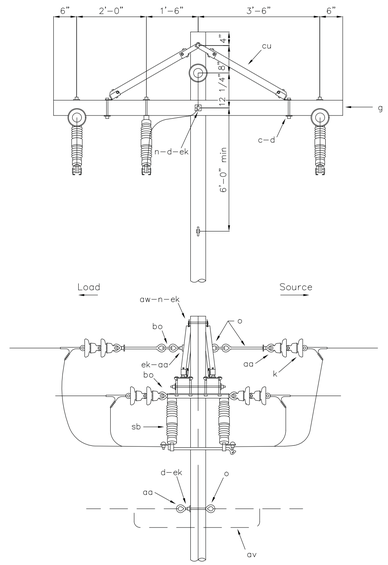
2– Refer to connection details for transforming wiring schematics.

3– CSP transformer may be mounted at 45° to the line.

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| c | 1 | Insulator, Pin Type |
| c | 2 | Bolt, Machine, 5/8" x Req'd Length |
| d | 3 | Washer, 2 1/4" Square With 11/16" Hole |
| n | 1 | Bolt, Double Arming, 5/8" x Req'd Length |
| P | * | Connectors As Req'd |
| an | 1 | Transformer, CSP, Voltage and kVA as Req'd |
| av | * | Jumpers, Stranded, As Req'd |
| ek | * | Locknut, 5/8", As Req'd |

TYPICAL SINGLE PHASE TRANSFORMER INSTALLATION ON THREE PHASE NARROW PROFILE CONSTRUCTION

DWG. No. G10–NP

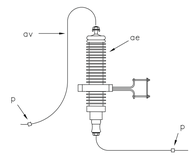



| ITEM | QUANTITY M3–3AVS2.3 | QUANTITY | DESCRIPTION |
|---|---|---|---|
| c | 4 | 4 | Bolt, Machine, 1/2" x Req'd Length |
| d | 4 | 4 | Washer, 1 3/8" Round With 9/16" Hole |
| d | 2 | 2 | Washer, 2 1/4" Square With 9/16" Hole |
| d | 4 | 4 | Washer, Square, Curved, 3" x 3" with 9/16" Hole (Neutral) |
| g | 2 | 2 | Crossarm, 3 5/8" x 4 5/8" x 8'–0" |
| k | 12 | 18 | Insulator, Suspension, 6" |
| n | 3 | 2 | Bolt, Double Arming, 5/8" x Req'd Length |
| o | 4 | 4 | Bolt, Eye, 5/8" x Req'd Length |
| P | * | * | Connectors As Req'd |
| aa | 6 | 6 | Nut, Eye, 5/8" |
| av | * | * | Jumpers, As Req'd |
| bo | 6 | 6 | Shackle, Anchor |
| cu | 2 | 2 | Brace, Wood, 60° |
| ek | * | * | Locknut 5/8", As Req'd |
| sb | 3 | 3 | Disconnect Switch With Mounting Hardware, 900 Amp |

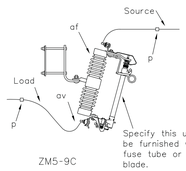
CROSSARM CONSTRUCTION
DOUBLE DEADEND STRUCTURE, DISCONNECT SWITCHES

Gresham Smith

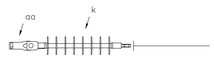
DWG. No. M3–3C




M5-6C




ZM5-9C



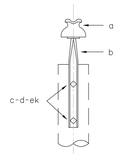

ZM5-20

| ITEM | DESCRIPTION | QUANTITY M5-6C | QUANTITY M5-9C | QUANTITY M5-20 |
|---|---|---|---|---|
| k | Insulator, Suspension, 35 kV | | | 1 |
| P | Connector | 1 | 2 | |
| aa | Deadend Tongue | | | 1 |
| ae | Lightning Arrester, 35 kV | 1 | | |
| af | Cutout, Single Shot, 35 kV | | 1 | |
| av | Jumper and Leads, As Req'd | 1 | 2 | |

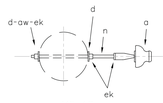
MISCELLANEOUS PRIMARY ASSEMBLIES

Gresham Smith

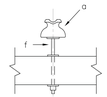
DWG. No. M5-6C, M5-9C, & M5-20




M5-2S




M5-4S



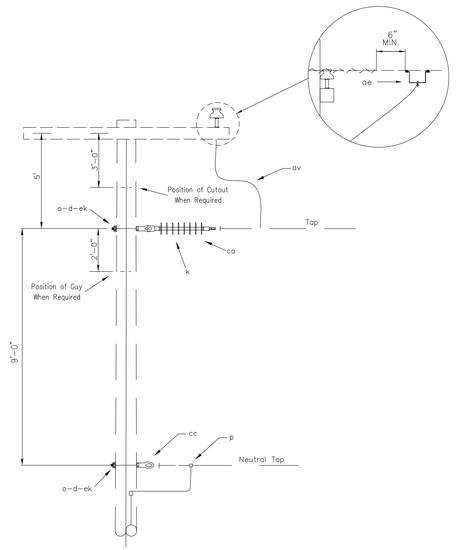

M5-5S

| ITEM | DESCRIPTION | QUANTITY M5-2S | QUANTITY M5-4S | QUANTITY M5-5S |
|---|---|---|---|---|
| a | Insulator, Pin Type, 15 kV | 1 | 1 | 1 |
| b | Pin, Pole Top, 24" | 1 | | |
| c | Bolt, Machine, 5/8" x Req'd Length | 2 | | |
| d | Washer, 2 1/4" Square With 11/16" Hole | 2 | 2 | |
| f | Pin, Crossarm, Steel, 5/8" x Req'd Length | | | 1 |
| n | Double Coil Lockwasher, 5/8" | | 1 | |
| p | Connector | | | |
| qq | Clamp, Hot Line | | | |
| av | Jumper | | | |
| co | Insulator, Post, Clamp Type, 15kV | | | |
| dd | Adapter, Insulator | | 1 | |
| eb | Bracket, Pole Top | | | |
| ek | Double Coil Lockwasher, 5/8" | 2 | 3 | |

MISCELLANEOUS PRIMARY ASSEMBLIES

Gresham Smith

DWG. No. M5-2S, M5-4S, & M5-5S




| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| d | 2 | Washer, Square, Curved, 3" x 3", with 11/16" Hole |
| k | 1 | Insulator, Suspension, 15kV Polymer |
| o | 2 | Bolt, Machine, 5/8" x Required Length |
| ae | 1 | Hot Line Clamp and Stirrup |
| av | – | Jumpers and Leads, As Required |
| ca | 1 | Deadend Assembly, Primary |
| cc | 1 | Deadend Assembly, Neutral |
| ek | 2 | Double Coil Lockwasher, 5/8" |

PRIMARY, SINGLE–PHASE TAP ASSEMBLY

Gresham Smith

DWG. No. A5–2

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 125
STATE OF TENNESSEE

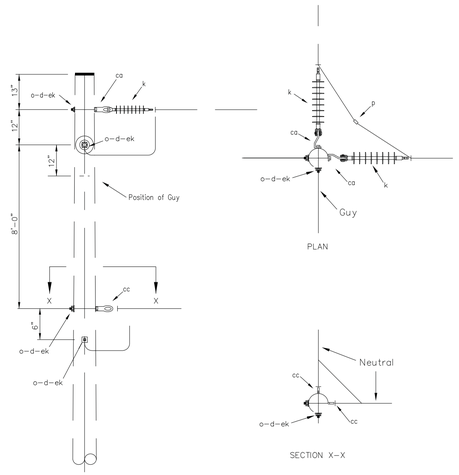
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.02 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


ELECTRIC UTILITY RELOCATION
CONSTRUCTION DETAILS







PLAN




SECTION X–X

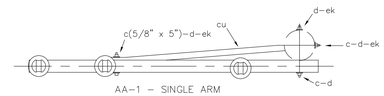
| ITEM | QUANTITY 15kV | DESCRIPTION |
|---|---|---|
| d | 4 | Washer, Square, Curved, 3" x 3", with 11/16" Hole |
| k | 2 | Insulator, Suspension, 15kV Polymer |
| o | 4 | Bolt, Machine, 5/8" x Required Length |
| p | – | Connectors, As Required |
| ca | 2 | Deadend Assembly, Primary |
| cc | 2 | Deadend Assembly, Neutral |
| ek | 4 | Double Coil Lockwasher, 5/8" |
| | | |

PRIMARY, SINGLE–PHASE, DEADEND STRUCTURE

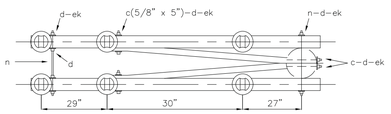
Gresham Smith

DWG. No.

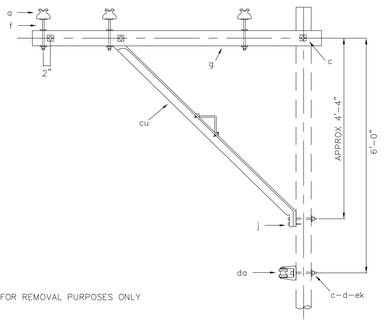
A4




AA–1 – SINGLE ARM




AA–2 – DOUBLE ARM




FOR REMOVAL PURPOSES ONLY

| ITEM | QUANTITY AA–1 | QUANTITY AA–2 | DESCRIPTION |
|---|---|---|---|
| a | 3 | 6 | Insulator, Pin Type, 15kV |
| c | 1 | 2 | Bolt, Machine, 5/8" x 5" |
| c | 3 | 3 | Bolt, Machine, 5/8" x Req'd Length |
| d | 5 | 11 | Washer, 2 1/4" Square With 11/16" Hole |
| d | 1 | – | Washer, Square, Curved, 3" x 3", With 11/16" Hole |
| f | 3 | 6 | Pin, Crossarm, Steel, 5/8" x Req'd Length |
| g | 1 | 2 | Crossarm, 3 1/2" x 4 1/2" x 8'–0" |
| j | 1 | 2 | Screw, Lag, 1/2" x 4" |
| n | – | 2 | Bolt, Double Arming, 5/8" x Req'd Length |
| cu | 1 | 2 | Brace, Alley Arm with Lineman's Step |
| da | 1 | 1 | Bracket, Rigid Clevis, Insulated w/ 3" spool |
| ek | 3 | 11 | Double Coil Lockwasher, 5/8" |
| | 1 | 1 | Crossarm gain |

ALLEY ARM, SINGLE AND DOUBLE SMALL CONDUCTOR

Gresham Smith

DWG. No.

AA–1
AA–2

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U2-22 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 43033
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

JOB NUMBER: 43074.02
DESIGNED: SRR
DRAWN: MLM
CHECKED: JLM

SCALE: N.T.S.
DATE: 08.13.2025

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

ELECTRIC UTILITY RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-01 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: CHANGED QUANTITY FOR ITEM NO. 790-31.04

## INDEX OF DRAWINGS


| | |
|---|---|
| U2-01 | ESTIMATED QUANTITIES AND DRAWING INDEX |
| U2-02 | VICINITY MAP AND LEGEND |
| U2-03 | GENERAL NOTES |
| U2-04 | LIGHTING RELOCATION STA. 203+00 |
| U2-05 | LIGHTING RELOCATION STA. 203+00 TO STA. 216+00 |
| U2-06 | LIGHTING RELOCATION STA. 216+00 TO STA. 229+00 |
| U2-07 | LIGHTING RELOCATION STA. 229+00 TO STA. 241+00 |
| U2-08 | LIGHTING RELOCATION STA. 241+00 TO STA. 254+00 |
| U2-09 | LIGHTING RELOCATION STA. 254+00 TO STA. 267+00 |
| U2-10 | LIGHTING RELOCATION STA. 267+00 TO STA. 280+00 |
| U2-11 | LIGHTING RELOCATION STA. 280+00 TO STA. 293+00 |
| U2-12 | LIGHTING RELOCATION STA. 293+00 TO STA. 306+00 |
| U2-13 | LIGHTING RELOCATION STA. 306+00 |
| U2-14 | CONDUCTOR INSTALLS |
| U2-15 | CONSTRUCTION DETAILS |


**ESTIMATED QUANTITIES**

| ITEM NO. | TDOT DESCRIPTION | UTILITY UNIT DESCRIPTION | UNIT | QUANTITY | PERCENT UTILITY | PERCENT PROJECT |
|---|---|---|---|---|---|---|
| 790-31.02 | SERVICE ASSEMBLY-POLE TYPE | K7 | EACH | 66 | 0% | 100% |
| 790-31.04 | SERVICE CONDUCTOR 6 AL DUPLEX | DUPLEX | LF | 8242 | 0% | 100% |
| 790-70.01 | STREET LIGHT ON WOOD POLE | LS-102 | EACH | 61 | 0% | 100% |

UTILITY INFORMATION

APPALACHIAN POWER
420 RIVERPORT RD
KINGSPORT, TN 37660

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2
STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


LIGHTING RELOCATION
ESTIMATED QUANTITIES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-02 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

# SULLIVAN COUNTY

## SR-126 FROM EAST CENTER STREET IN KINGSPORT TO EAST OF BRIARWOOD ROAD




LEGEND

| | |
|---|---|
| | PROPOSED DUPLEX |
| ○ | EXISTING/REMOVAL POWER POLE |
| △ | EXISTING TRANSFORMER |
| ▲ | PROPOSED TRANSFORMER |

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2306
STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


LIGHTING RELOCATION
VICINITY MAP AND LEGEND

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-03 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

# GENERAL CONSTRUCTION NOTES

1. THE FOLLOWING INFORMATION APPLIES TO THE CONTRACTOR RESPONSIBLE FOR THE LIGHTING FACILITIES ALONG THIS PROJECT, AS WELL AS THE CONTRACTOR RESPONSIBLE FOR THE CLEARING/CUTTING OF REQUIRED AREAS OUTSIDE OF THE TDOT RIGHT-OF-WAY WHEN REQUIRED FOR THE INSTALLATION OF THE ELECTRICAL FACILITIES ALONG THIS PROJECT.

2. ANY DEVIATION OF THE CONDITIONS LISTED MUST BE APPROVED BY THE UTILITY PRIOR TO THE DEVIATION TAKING PLACE ON THE PROJECT. FAILURE BY THE UTILITY CONTRACTOR OR SUBCONTRACTORS TO FOLLOW THESE CONDITIONS AS LISTED WILL RESULT IN REFUSAL OF ACCEPTANCE BY THE UTILITY OWNER TO ACCEPT THE PROJECT AT IT'S COMPLETION UNTIL SUCH TIME AS ANY DEFICIENCIES ARE CORRECTED TO THE SATISFACTION OF THE UTILITY.

3. ALL WORK SHALL BE DONE IN A SAFE, THOROUGH AND WORKMAN-LIKE MANNER IN ACCORDANCE WITH THE PLAN SHEETS, CONSTRUCTION DETAILS AND TECHNICAL SPECIFICATIONS AS WELL AS ANY AND ALL APPLICABLE SAFETY CODES, INCLUDING, BUT NOT LIMITED TO, THE NATIONAL ELECTRICAL SAFETY CODE (NESC), AND ANY OTHER STATE AND LOCAL CODES THAT ARE REQUIRED FOR THE TYPE OF INSTALLATION THAT IS BEING PERFORMED AS PART OF THIS CONTRACT.

4. THE CONTRACTOR SHALL EXERCISE ALL STANDARD SAFETY PRACTICES WHEN WORKING ON ENERGIZED ELECTRICAL LINES (e.g, RUBBER GOODS INSPECTIONS, GROUNDING OF LINES AND VEHICLES / EQUIPMENT, TOOL INSPECTIONS, ADEQUATE SUPERVISION, ETC.).

5. THE CONTRACTOR SHALL BEAR THE RESPONSIBILITY FOR THE SAFETY OF ITS EMPLOYEES AND SHALL ENSURE THAT THEY ABIDE BY ALL STATE, FEDERAL AND LOCAL REGULATIONS REGARDING SAFE WORK PRACTICES. IF SUCH REGULATIONS ARE VIOLATED, THE UTILITY OWNER SHALL MAINTAIN THE RIGHT TO STOP WORK ON THEIR FACILITIES UNTIL SUCH CONDITIONS ARE CORRECTED.

6. IN GENERAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY CONSTRUCTION DRAWINGS AND THE TECHNICAL SPECIFICATIONS THAT ARE NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION OF THE LIGHTING FACILITIES BEING INSTALLED.

7. THE ELECTRICAL FACILITIES ALONG THIS PROJECT OPERATE AT A NOMINAL PHASE-TO-PHASE VOLTAGE RATING OF 12KV. ALL WORK DONE BY THE UTILITY CONTRACTOR ON THE 13KV SYSTEM IS TO BE PERFORMED WHILE THE EXISTING FACILITIES ARE ENERGIZED, REQUIRING THE UTILITY CONTRACTOR TO USE PROPER HOT LINE WORKING TECHNIQUES. CONTRACTOR TO COORDINATE AND SCHEDULE 15KV CLEARANCES. THE UTILITY OPERATES A 24-HOUR/365-DAY CONTROL CENTER THROUGH WHICH THE UTILITY CONTRACTOR SHALL COORDINATE ALL REQUESTS FOR CAUTION ORDERS AND CLEARANCE REQUESTS FOR TRANSFORMERS OR TAPS.

8. LIGHTING CONSTRUCTION DRAWINGS ARE INCLUDED AS PART OF THE DRAWING PACKET AND MUST BE ADHERED TO DURING ALL PHASES OF CONSTRUCTION.

9. ALL MATERIALS TO BE USED BY THE UTILITY CONTRACTOR ON THE PROJECT MUST BE NEW MATERIALS AND MUST BE APPROVED BY THE UTILITY OWNER PRIOR TO PURCHASE OR USE. A PROPOSED LIST OF MATERIALS SHALL BE SUBMITTED TO THE UTILITY OWNER AS NOTED IN THE TECHNICAL SPECIFICATIONS FOR THE PROJECT. NO MATERIAL SUBSTITUTIONS ARE ALLOWED WITHOUT THE PRIOR CONSENT OF THE UTILITY OWNER. STORAGE LOCATION OF MATERIALS ON THE PROJECT SITE MUST BE A SECURE ENVIRONMENT. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR ANY LOST, STOLEN OR DAMAGED MATERIALS ON THE PROJECT.

10. THE CONTRACTOR IS REQUIRED TO MAINTAIN COMMUNICATION WITH THE UTILITY OWNER'S CONTROL CENTER USING TELEPHONE COMMUNICATIONS. THE UTILITY CONTRACTOR MUST CONTACT THE CONTROL CENTER BY 5PM (EST) THE DAY BEFORE THEY BEGIN WORK ON THE PROJECT IN ORDER TO OBTAIN ANY NON RECLOSE ORDERS AND TO INFORM THE UTILITY WHAT PORTION OF THE WORK IS GOING TO BE DONE. NON RECLOSE ORDERS MUST BE RELEASED AT THE END OF EACH WORKDAY.

11. THE CONTRACTOR IS TO PERFORM ALL REQUIRED WORK IN SUCH A MANNER AS TO NOT CAUSE UNINTENTIONAL OUTAGES TO THE CUSTOMERS ALONG THE PROJECT. ALL PLANNED OUTAGES MUST BE HANDLED IN ACCORDANCE WITH SECTION 01 1113E "SUMMARY OF WORK" IN THE CONSTRUCTION TECHNICAL SPECIFICATIONS. LARGE SCALE OUTAGES ARE NOT ALLOWED.

12. IF FIELD CONDITIONS ARISE WHICH PREVENT THE CONSTRUCTION ON THE PROJECT FROM PROCEEDING AS DESIGNED, THE UTILITY CONTRACTOR WILL COORDINATE WITH THE UTILITY OWNER / ENGINEER TO RESOLVE THE ISSUES SO THAT CONSTRUCTION CAN CONTINUE.

13. THE CONTRACTOR SHALL COMPLY WITH ALL TDOT REGULATIONS, PERMITS AND TRAFFIC CONTROL GUIDELINES AS REQUIRED.

14. THE LOCATIONS OF EXISTING UTILITIES SHOWN WITHIN THESE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY TDOT, AND SHALL BE VERIFIED BY THE UTILITY CONTRACTOR PRIOR TO CONSTRUCTION. THE UTILITY CONTRACTOR SHALL NOTIFY EACH UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES AND REQUEST THAT THE UTILITY OWNERS PROPERLY LOCATE AND MARK THEIR PERSPECTIVE UTILITY ON THE GROUND.

15. THE CONTRACTOR SHALL REQUEST UTILITY LOCATIONS A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION IN THE AREA OF THE UTILITIES IN QUESTION.

16. THE TDOT PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY EXCAVATION WORK REQUIRED TO LOCATE EXISTING UNDERGROUND UTILITIES. THE PRIME CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY EXISTING UTILITY OWNER PRIOR TO DIGGING. IN THE EVENT THAT THERE IS ANY DAMAGE TO OR INTERRUPTION OF EXISTING FACILITIES, THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY COST INCURRED FROM THE EVENT.

17. SOME EXISTING UTILITIES CAN BE LOCATED BY CALLING TENNESSEE ONE-CALL SYSTEMS, INC. AT "811".

18. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THE PROJECT, IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND EXISTING UTILITIES, THE CONTRACTOR SHALL BE REQUIRED TO FURNISH THE EQUIPMENT NECESSARY TO COMPLETE THE WORK.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY ITS EMPLOYEES IN AREAS OUTSIDE OF TDOT ROW ALONG THE LENGTH OF THE PROJECT. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR RESOLVING ALL COMPLAINTS THAT MAY ARISE FROM ITS ACTIVITIES, AND SHALL PROMPTLY REPORT SUCH COMPLAINTS TO THE UTILITY OWNER AS TO WHETHER OR NOT IT HAS BEEN RESOLVED.

20. GROUND AND AERIAL INSPECTION OF INSTALLED FACILITIES ONCE COMPLETED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CORRECTIONS THAT ARE REQUIRED SHALL BE DONE DURING THE CONSTRUCTION OF THE PROJECT AND VERIFIED BY THE UTILITY OWNER / ENGINEER. THE UTILITY OWNER WILL HAVE INSPECTORS ON-SITE TO VERIFY SAFETY AND QUALITY OF WORK IS CONSISTENT WITH UTILITY OWNER'S STANDARDS.

21. WHILE SOME WORK MAY ONLY BE REQUIRED "AROUND" OTHER UTILITY FACILITIES, SOME WORK MAY NEED TO BE DONE CONCURRENTLY WITH THE OPERATIONS OF OTHER UTILITY CONTRACTORS. IT IS THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR TO ENSURE THAT ALL UTILITY COORDINATION BE ADDRESSED DURING THE CONSTRUCTION OF THE PROJECT.

22. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL FACILITIES INDICATED WITHIN THESE DRAWINGS AT "FINAL GRADE" AS SHOWN. ANY TEMPORARY INSTALLATIONS THAT ARE NOT SPECIFICALLY NOTED WITHIN THESE DRAWINGS AND THAT ARE NOT ADDRESSED AND COORDINATED PRIOR TO CONSTRUCTION OF THE PROJECT WILL BE THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR.

23. PERSONNEL CHANGES ARE TO BE KEPT TO A MINIMUM DURING THE CONSTRUCTION OF THE PROJECT AS TO REDUCE UNFAMILIAR PERSONNEL TO BE WORKING ON THE FACILITIES OF THE UTILITY OWNER.

24. THE TDOT PRIME CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL UTILITY FACILITIES THAT ARE TO BE RELOCATED WITHIN THE PROJECT.

25. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY WORK OCCURING OUTSIDE THE STATE RIGHT-OF-WAY, THE UTILITY CONTRACTOR SHALL SUBMIT A PROPOSED EROSION AND SEDIMENT CONTROL PLAN TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL PRIOR TO BEGINNING WORK.

26. THE DISTANCES THAT ARE SHOWN ON THE DRAWINGS ARE HORIZONTAL DISTANCES ONLY, AND DO NOT ALLOW FOR ANY CHANGES IN ELEVATION THAT EXIST ALONG THE PROJECT.

27. POLE DRILLING IS TO BE INCLUDED IN THE LABOR AND MATERIAL COST FOR THE POLE.

28. WHEN WOOD POLES ARE BEING UTILITIZED, THE UTILITY CONTRACTOR MUST INSPECT AND TEST ALL POLES BEFORE CLIMBING.

29. ALL MOUNTING HARDWARE REQUIRED FOR INSTALLING NEW TRANSFORMERS SHALL BE INCLUDED IN THE UNIT FOR THE TRANSFORMER AS INDICATED BY THE TDOT STANDARD ITEM NUMBER FOR THOSE UNITS. IN ADDITION, THE UTILITY CONTRACTOR WILL BE REQUIRED TO CHANGE OUT ALL EXISTING PORCELIAN LIGHTNING ARRESTORS WITH POLYMER ARRESTORS.

30. CONDUCTOR SPLICING SHALL BE KEPT TO A MINIMUM. THERE SHALL BE NO MORE THAN ONE SPLICE PER SPAN PER CONDUCTOR, AND NO SPLICES ARE ALLOWED CLOSER THAN TEN (10) FEET FROM ANY SUPPORT.

31. THE CONTRACTOR SHALL PROVIDE THE UTILTY OWNER WITH ONE (1) SET OF CLEAN, CLEARLY MARKED "AS-BUILT" DRAWINGS AT THE COMPLETION OF THE PROJECT. THESE DRAWINGS SHALL REFLECT ANY AND ALL CHANGES THAT WERE MADE TO THE FACILITIES DURING CONSTRUCTION.

32. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING ALL CONSTRUCTION DRAWINGS AND TECHNICAL SPECIFICATIONS FOR THE RELOCATION OF FACILITIES PRIOR TO BIDDING THE PROJECT. ANY QUESTIONS CONCERNING INFORMATION SHOWN IN THE CONTRACT DOCUMENTS SHALL BE ADDRESSED TO THE UTILITY OWNER / ENGINEER PRIOR TO BIDDING ON THE PROJECT.

33. ALL INSTALLED POLES SHALL HAVE A POLE TAG TO AEP SPECIFICATIONS WITH AN ASSIGNED POLE NUMBER ON THE TAG AFFIXED TO THE POLE. COORDINATE WITH AEP ON POLE TAGGING.

34. ALL WOOD POLES SHALL HAVE "SOFT" CCA TREATMENT DENOTED AS CCA-ET OR CCA CLAW.

35. ALL PRIMARY AND SECONDARY CONDUCTORS, CONNECTORS, JUMPERS, ETC. SHALL BE THOROUGHLY WIRE BRUSH CLEANED OF FOREIGN MATTER. AN OXIDATION INHIBITOR, AS APPROVED BY THE UTILITY OWNER, SHALL BE APPLIED TO WIRE ENDS. CONDUCTOR SHALL BE LAID STRAIGHT BEFORE CONNECTING AND/OR INSTALLING ANY CONNECTOR OR CLAMP.

36. CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTING EACH REEL OF CONDUCTOR FOR THE PROJECT. ANY DAMAGE TO THE CONDUCTOR SHALL BE REMOVED AND SPLICED AS REQUIRED. ALL CONDUCTOR SHALL BE PROTECTED FROM EQUIPMENT OR VEHICLE TRAFFIC WHILE BEING INSTALLED.

# CLEARING AND TRIMMING

1. CONTRACTOR SHALL PROVIDE ALL NECESSARY TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CUT, TRIM, AND/OR REMOVE REQUIRED TREES IN AREAS OUTSIDE OF TDOT RIGHT-OF-WAY AS INDICATED ON THE DRAWINGS. DEBRIS RESULTING FROM SUCH WORK SHALL BE DISPOSED OF DAILY FROM THE PROJECT SITE. DEBRIS SHALL INCLUDE BUT NOT BE LIMITED TO BRUSH, WOOD, LIMBS, LOGS AND LEAVES.

2. CONTRACTOR SHALL PERFORM ALL WORK TO THE SATISFACTION OF THE UTILITY OWNER AND IN ACCORDANCE WITH ALL FEDERAL, STATE, COUNTY, MUNICIPAL AND OTHER LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS APPLICABLE TO THE WORK BEING PERFORMED, AS WELL AS WITH THE AMERICAN NATIONAL STANDARDS INSTITUTE Z133.1 AND A300.

3. TREE TRIMMING SHALL BE DONE IN ACCORDANCE WITH THE UTILITY OWNER'S VEGETATION MANAGEMENT CONTRACTOR POLICY MANUAL. A REPRESENTATIVE OF THE VEGETATION MANAGEMENT DEPARTMENT FOR AEP WILL BE AVAILABLE TO ASSIST AND PROVIDE DETAILED INFORMATION.

4. ALL GROWTH SHALL BE CLEARED WITHIN THREE (3) FEET OF ALL SERVICE CONDUCTORS WITH THE USE OF LATERAL PRUNING ONLY, UNLESS OTHERWISE INSTRUCTED BY THE UTILITY OWNER.

5. ALL STRUCTRES SHALL BE CLEARED WITHIN A TEN (10) FOOT RADIUS OF THE STRUCTURE. ALL DOWN GUYS, ANCHORS, SPAN GUYS, ETC. SHALL BE CLEARED WITHIN A FIVE (5) FOOT RADIUS OF THE STRUCTURE.

6. FOR ALL TREES THAT ARE CUT, THE CONTRACTOR SHALL ENSURE THAT THE TREES ARE CUT FLUSH WITH THE GROUND.

7. CONTRACTOR SHALL PERFORM ALL WORK IN A REASONABLE, SAFE AND SECURE FASHION TO COMPLY, AT A MINIMUM, WITH ALL SAFETY AND SECURITY REQUIREMENTS OF ALL GOVERNMENT AUTHORITIES AND TO PERFORM THE WORK IN SUCH A MATTER AS TO PREVENT ACCIDENTS TO THE PUBLIC OR ANY DAMAGE TO PROPERTY.

8. ALL WORK IS TO BE DONE WHILE THE FACILITIES ARE ENERGIZED, AND THEREFORE, THE CONTRACTOR SHALL GUARD AGAINST INTERFERENCE WITH THE NORMAL OPERATION OF THE ELECTRICAL FACILITIES TO ENSURE THERE IS NO DAMAGE TO ENERGIZED CIRCUITS.

9. THE UTILITY OWNER WILL PROVIDE A REPRESENTATIVE OF THE VEGETATION MANAGEMENT DEPARTMENT FOR AEP TO SUPERVISE ANY NECESSARY TREE TRIMMING, IN ORDER TO ENSURE THAT THE WORK IS BEING DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY OWNER AS WELL AS THE CUSTOMERS THAT ARE AFFECTED.

10. CONTRACTOR SHALL BE REQUIRED TO MEET WITH THE ARBORIST ASSIGNED TO THE PROJECT BY THE UTILITY OWNER FOR THE FACILITIES THAT ARE BEING RELOCATED PRIOR TO ANY TREE TRIMMING OFF OF STATE RIGHT-OF-WAY ALONG THE PROJECT.

# NON RECLOSE AND HOLD ORDERS

1. ALL NON RECLOSE ORDERS SHALL BE REQUESTED AND ISSUED THROUGH THE UTILITY OWNER'S CONTROL CENTER BY CALLING THE CONTROL CENTER. AEP TO PROVIDE THE CALL CENTER PRIVATE # TO THE UTILITY CONTRACTOR FOR THE PROJECT. NON RECLOSING ORDERS MUST BE REQUESTED 24 HOURS IN ADVANCE.

2. NON RECLOSING ORDERS WILL ONLY BE ISSUED FROM AN AEP CONTROL CENTER EMPLOYEE. ALL CREW SUPERVISORS AND TEAM LEADS WILL NEED TO ATTEND AEP SWITCHING AND TAGGING TRAINING TO BE CONDUCTED BY AEP AND FOLLOW ALL AEP SWITCHING RULES AND REQUIREMENTS.

3. CONTRACTOR SHALL PROIVDE THE FOLLOWING INFORMATION WHEN REQUESTING A NON RECLOSING ORDER:
   - -NAME OF EMPLOYEE IN-CHARGE
   - -COMPANY NAME
   - -CELL PHONE NUMBER
   - -POLE NUMBER

4. ONCE THE NON RECLOSING ORDER IS REQUESTED, THE CONTRACTOR SHALL VERIFY TO THE CONTROL CENTER THAT THE INFORMATION PROVIDED IS CORRECT. ONCE THE INFORMATION IS VERIFIED, THE CONTROL CENTER WILL PROCESS THE NON RECLOSING ORDER. THE CONTROL CENTER WILL THEN PROVIDE THE CONTRACTOR WITH A NON RECLOSING ORDER NUMBER. THE UTILITY CONTRACTOR MUST CONFIRM RECEIPT OF THE NUMBER BEFORE THE PROCESS IS COMPLETE.

5. WHEN A NON RECLOSING ORDER IS RELEASED, THE CONTRACTOR SHALL CONTACT THE CONTROL CENTER VIA TELEPHONE AND USING THEIR VEHICLE NUMBER FOR CONFIRMATION. THE CONTRACTOR MUST REQUEST RELEASE OF THE NON RECLOSING ORDER BY PROVIDING THE CONTROL CENTER THE NUMBER ASSIGNED TO THE NON RECLOSING ORDER, AND THAT THE POLE TOP IS BACK IN THE NORMAL POSITION WITH THE TAG REMOVED. ONCE THE CONTROL CENTER VERIFIES ALL OF THE INFORMATION, THEY WILL PROCESS THE RELEASE OF THE NON RECLOSING ORDER. ONCE THE NON RECLOSING ORDER IS RELEASED, THE UTILITY CONTRACTOR MUST ACKNOWLEDGE AND CONFIRM THE RELEASE.

6. NON RECLOSING ORDERS MUST BE RELEASED WHEN CREWS LEAVE THE WORK LOCATION DURING LUNCH BREAK LASTING MORE THAN ONE (1) HOUR.

7. NO NON RECLOSING ORDERS CAN BE EXTENDED BEYOND ONE WORKING DAY.

8. IN THE EVENT OF INCLIMATE WEATHER, THE CONTROL CENTER WILL CONTACT THE UTILITY CONTRACTOR AND REQUEST THE RELEASE OF ANY NON RECLOSING ORDERS THAT ARE IN EFFECT. IF THREE (3) ATTEMPTS ARE MADE TO CONTACT THE UTILITY CONTRACTOR, AND THEY FAIL TO RESPOND, THE UTILTY'S OPERATIONS SUPERVISOR WILL BE NOTIFIED IMMEDIATELY.

9. HOLD ORDERS WILL BE ISSUED TO A DESIGNATED UTILITY CONTRACTOR REPRESENTATIVE. CLOSE COMMUNICATION AND COORDINATION WITH THIS AEP EMPLOYEE IS CRITICAL. ALL HOLD ORDERS WILL BE ASSIGNED A NUMBER AND WILL FOLLOW THE SAME GUIDELINES FOR RELEASE AS NON RECLOSING ORDERS.

10. ALL DISTRIBUTION AND TRANSMISSION HOLD ORDERS MUST BE REQUESTED THREE (3) WORKING DAYS PRIOR TO THE DAY THEY ARE NEEDED.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 120
STATE OF TENNESSEE
08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | N.T.S. |
| DATE | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

LIGHTING RELOCATION
GENERAL NOTES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-04 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

N

EAST CENTER STREET

E. CENTER STREET

195

200

WILBURN STREET

SR 126

MEMORIAL BLVD

S.R. 126

WARPATH DRIVE

EXISTING: 50'-2 WP
INSTALL: LS-102, K7

P4.3

89'

EXISTING: 50'-2 WP
INSTALL: K7

P4.2

89'

EXISTING: 55'-1 WP
INSTALL: LS-102, K7

P4.1

EXISTING: 55'-1 WP
INSTALL: LS-102, (2)K7

P4

154'

164'

P5

208'

EXISTING: 50'-2 WP
INSTALL: LS-102, K7

P3

EXISTING: 55'-2 WP
INSTALL: LS-102, K7

SEE SHEET NO. U3-05

STA. 203+00

MATCH LINE

OBSCURED AREA

12"RCP

6"RCP

8RCP

CURB

PRES. R.O.W.

RR SPIKE

EIP

FLAG

Know what's below.
Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 22
STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

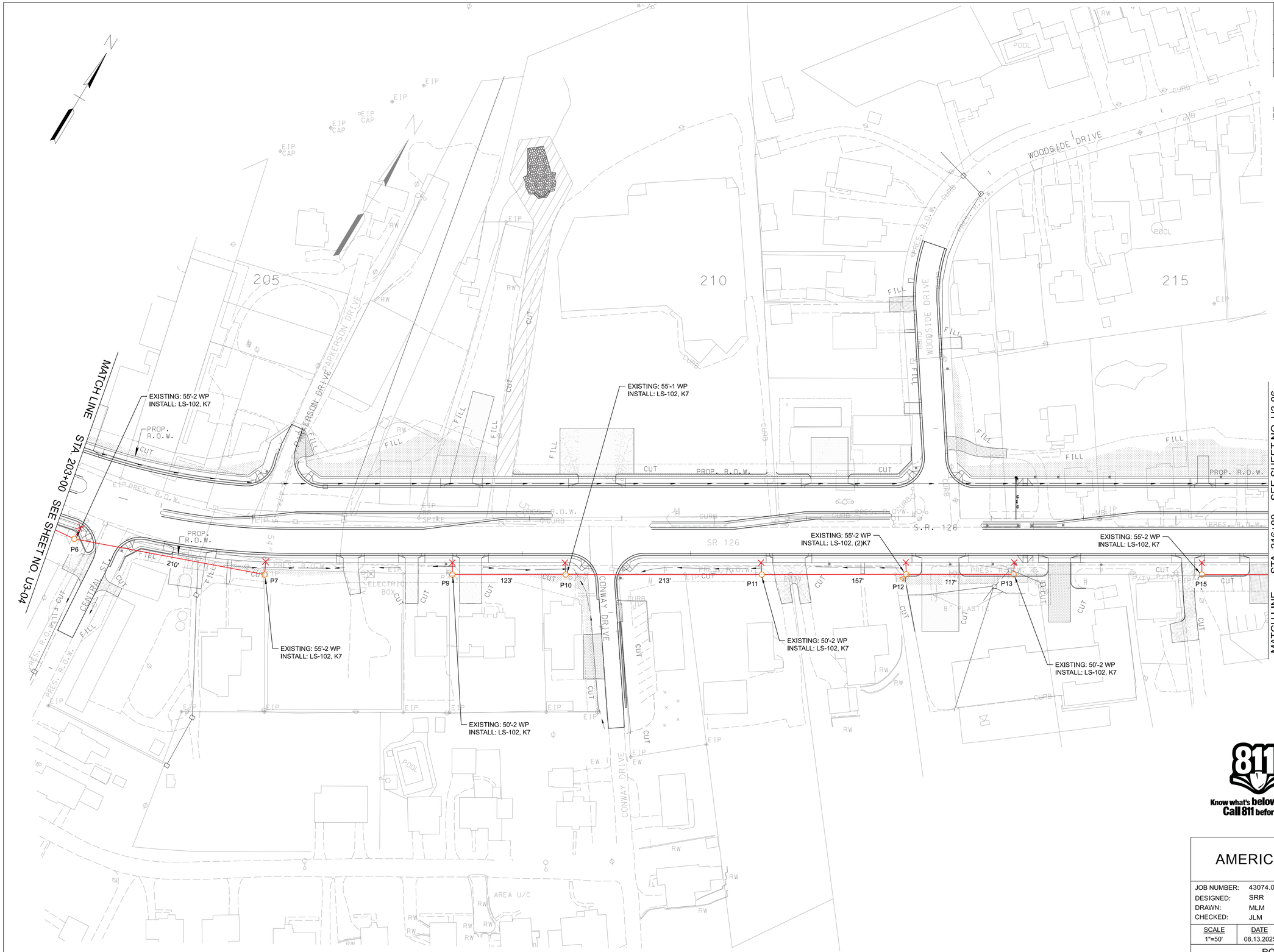
Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 190+00 TO STA. 203+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-05 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: CHANGED DUPLEX SPAN LENGTHS BETWEEN POLES: P6 TO P7, P11 TO P12, AND P12 TO P13.

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JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 21...

08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192


ROADWAY LIGHTING DESIGN
STA. 203+00 TO STA. 216+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-06 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

N

EXISTING: 55'-1 WP
INSTALL: LS-102, K7

EXISTING: 60'-1 WP
INSTALL: LS-102, (2)K7

EXISTING: 50'-1 WP
INSTALL: LS-102, K7

EXISTING: 55'-1 WP
INSTALL: LS-102, K7

EXISTING: 50'-1 WP
INSTALL: LS-102, K7

EXISTING: 50'-2 WP
INSTALL: LS-102, K7

P16 P17 P18 P19 P20 P21

186' 201' 210' 145' 200' 160'

MATCH LINE STA. 216+00 SEE SHEET NO. U3-05

MATCH LINE STA. 229+00 SEE SHEET NO. U3-07

OREBANK ROAD

LYNNBROOK LANE

EDEN'S RIDGE ROAD

SR 126

PROP. R.O.W.

PROP. R/W

Know what's **below.** **Call 811** before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 23
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 216+00 TO STA. 229+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-07 |
| | | 82S126-F3-002 | |
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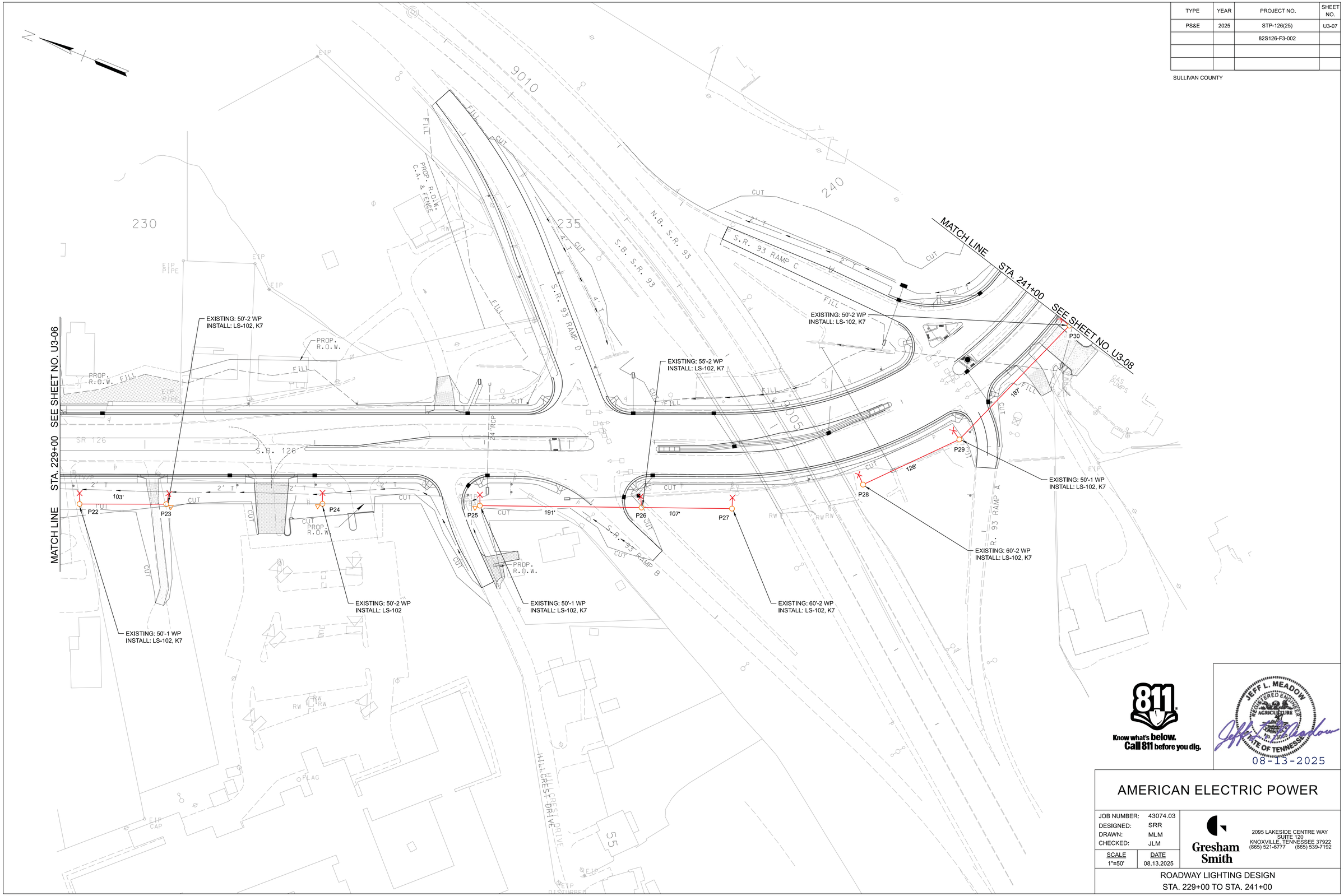
| | | | |

SULLIVAN COUNTY




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
LIMITED
No. 23005
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |

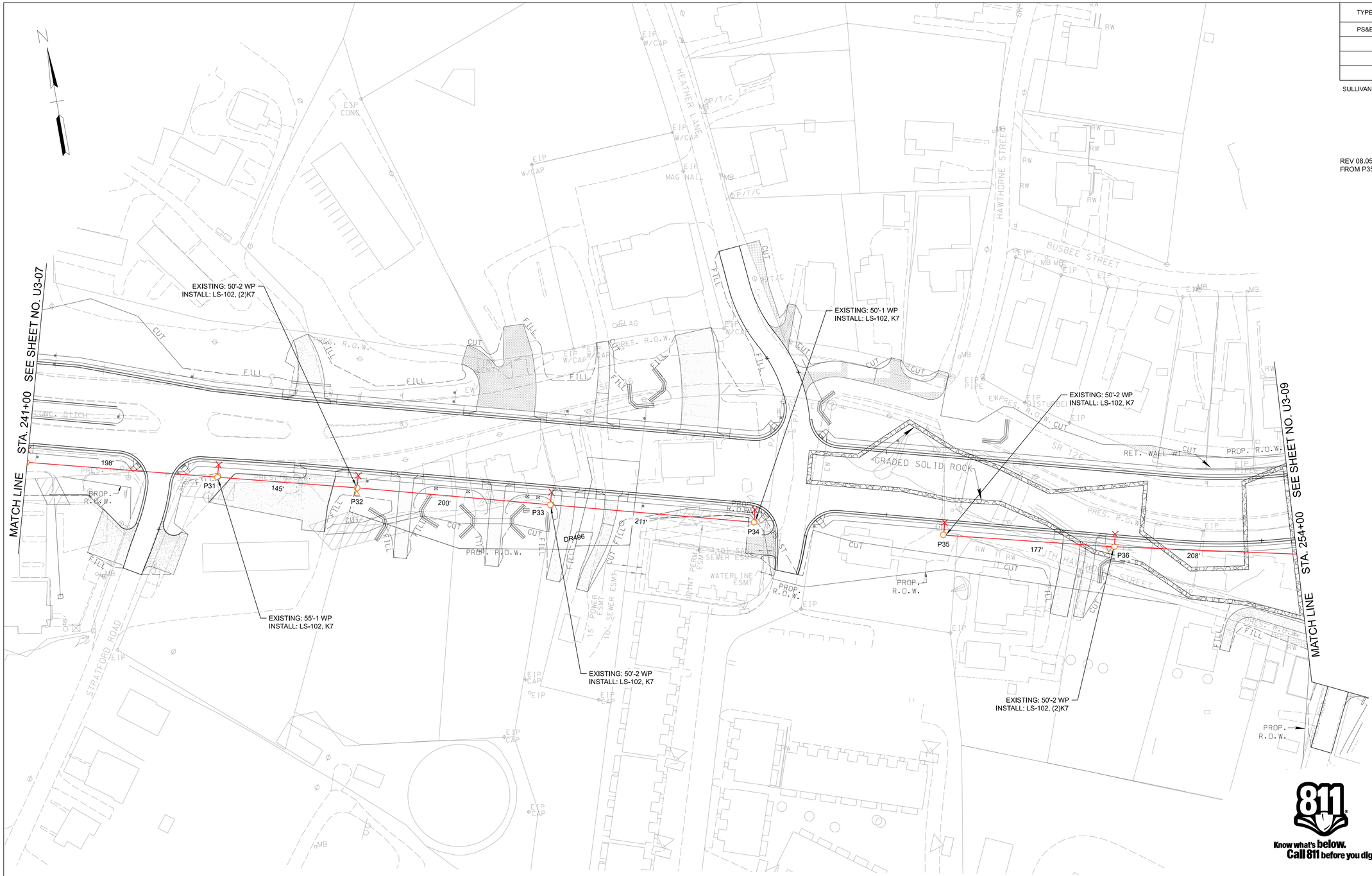
Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 229+00 TO STA. 241+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-08 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: CHANGED DUPLEX SPAN LENGTH FROM P35 TO P36.




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2...
STATE OF TENNESSEE

08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192


ROADWAY LIGHTING DESIGN
STA. 241+00 TO STA. 254+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-09 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 254+00 TO STA. 267+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-10 |
| | | 82S126-F3-002 | |
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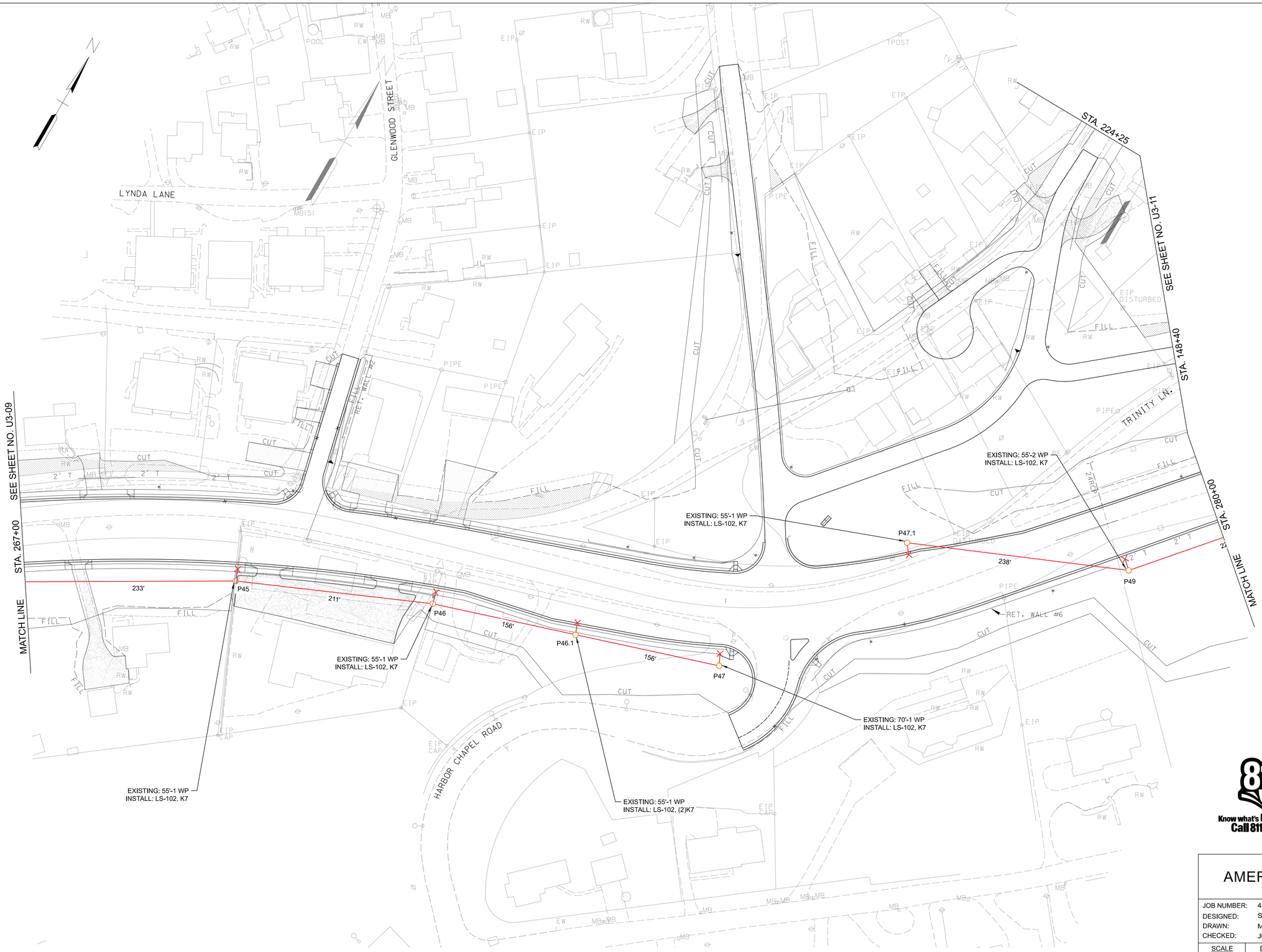
| | | | |

SULLIVAN COUNTY




Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 23
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 267+00 TO STA. 280+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-11 |
| | | 82S126-F3-002 | |
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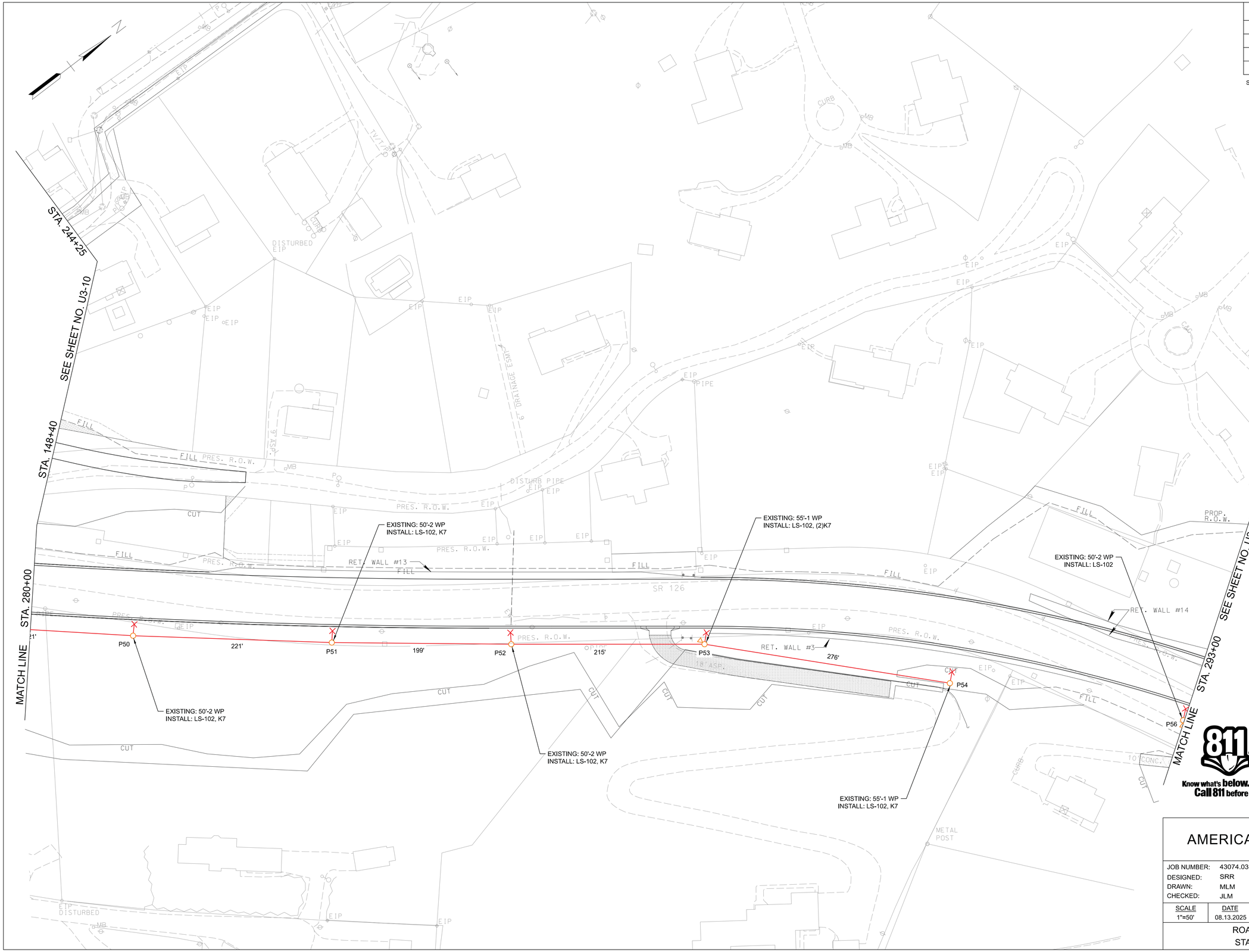
SULLIVAN COUNTY




811 Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

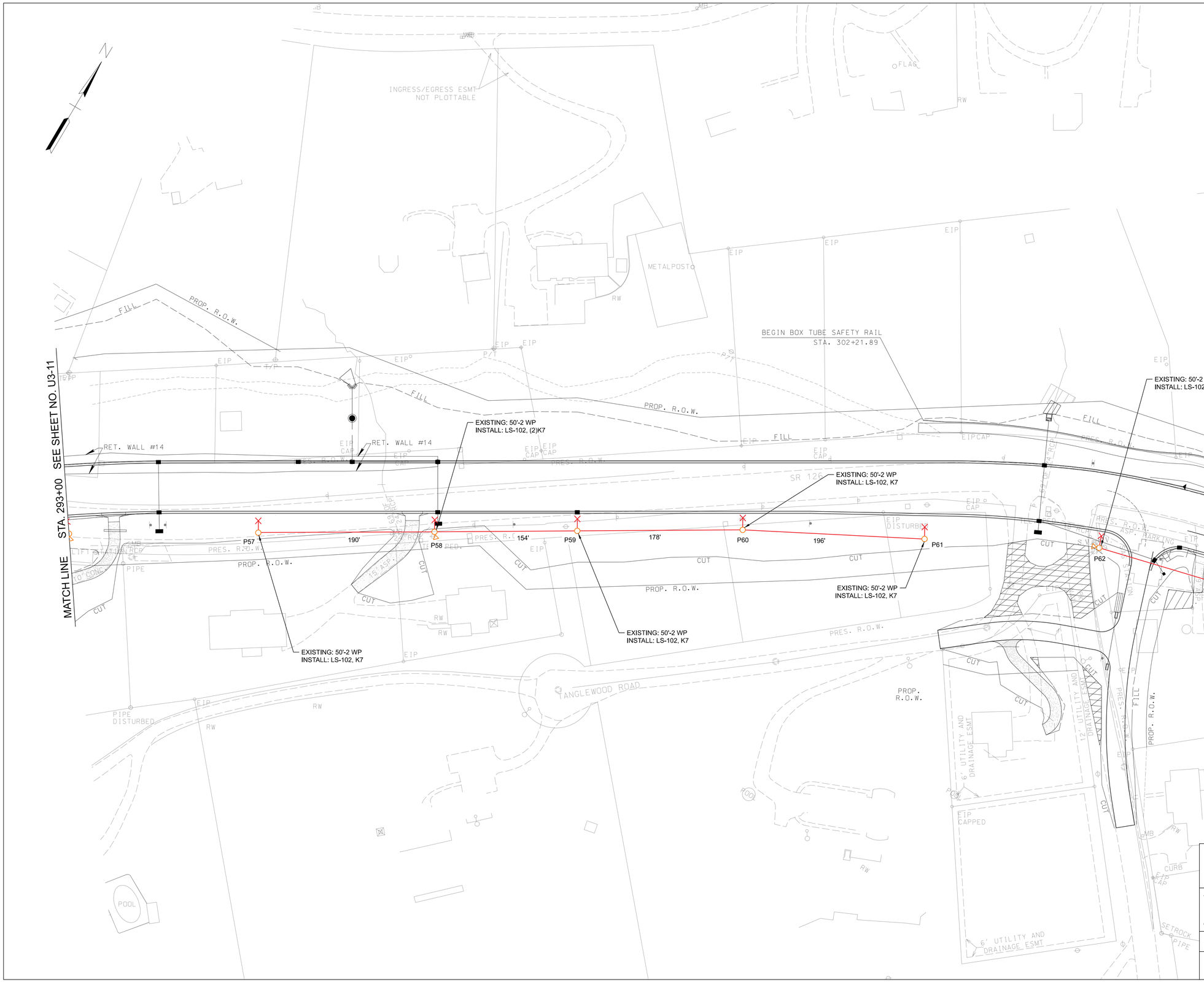
| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 280+00 TO STA. 293+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY




811 Know what's below. Call 811 before you dig.

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| 1"=50' | 08.13.2025 |

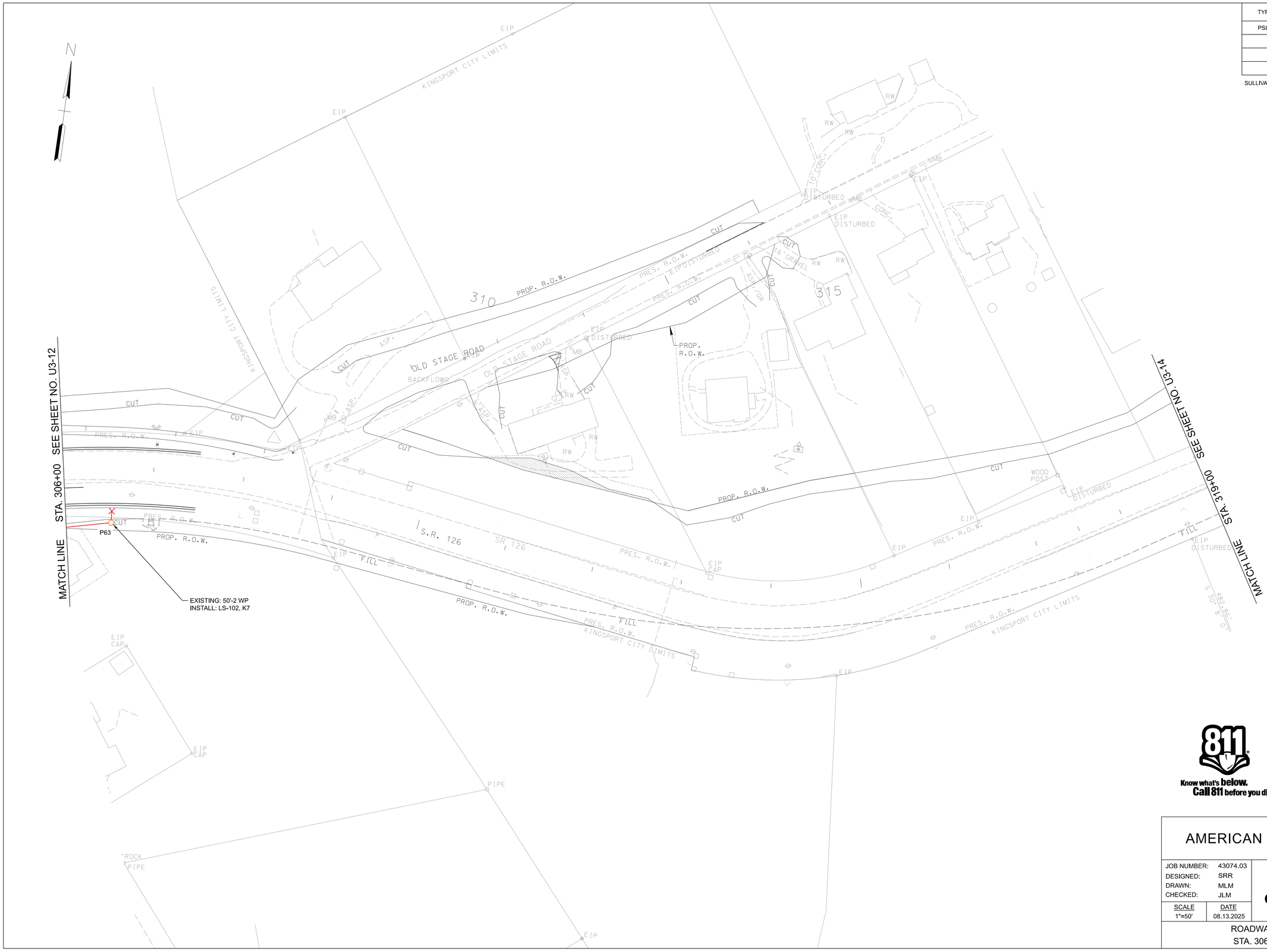
Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192

ROADWAY LIGHTING DESIGN
STA. 293+00 TO STA. 306+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-13 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

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# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
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| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | 1"=50' |
| DATE | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (865) 539-7192


ROADWAY LIGHTING DESIGN
STA. 306+00 TO STA. 310+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-14 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

REV 08.05.2025: CHANGED TOTAL SPAN LENGTHS BETWEEN P3 TO P7 AND P35 TO P41.

## CONDUCTOR INSTALLS

| SHEET NUMBER(S) | FROM | TO | WIRE SIZE | CIRCUIT LENGTH (LF) | TOTAL LENGTH (LF) |
|---|---|---|---|---|---|
| U3-04 TO U3-05 | P3 | P7 | 6 AL DUPLEX | 733 | 733 |
| U3-04 | P4.1 | P4.3 | 6 AL DUPLEX | 178 | 178 |
| U3-05 | P9 | P13 | 6 AL DUPLEX | 608 | 608 |
| U3-05 TO U3-06 | P15 | P21 | 6 AL DUPLEX | 1,102 | 1,102 |
| U3-07 | P22 | P23 | 6 AL DUPLEX | 103 | 103 |
| U3-07 | P25 | P27 | 6 AL DUPLEX | 298 | 298 |
| U3-07 TO U3-08 | P28 | P34 | 6 AL DUPLEX | 1,067 | 1,067 |
| U3-08 TO U3-09 | P35 | P41 | 6 AL DUPLEX | 1,094 | 1,094 |
| U3-09 TO U3-10 | P44 | P47 | 6 AL DUPLEX | 756 | 756 |
| U3-10 TO U3-11 | P47.1 | P54 | 6 AL DUPLEX | 1,367 | 1,367 |
| U3-12 | P57 | P61 | 6 AL DUPLEX | 717 | 717 |
| U3-12 TO U3-13 | P62 | P63 | 6 AL DUPLEX | 219 | 219 |

JEFF L. MEADOW
REGISTERED ENGINEER
AGRICULTURE
No. 2
STATE OF TENNESSEE

08-13-2025

AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |

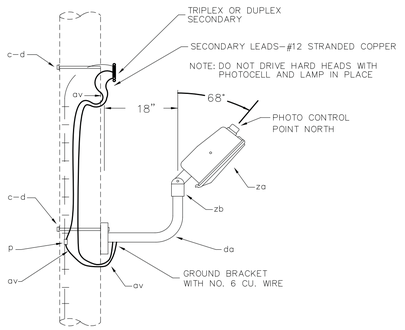
Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

LIGHTING RELOCATION
CONDUCTOR INSTALLS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U3-15 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

SULLIVAN COUNTY

ALL LIGHT BRACKETS MUST BE GROUNDED TO NEUTRAL OR POLE GROUND WITH #6 CU. WIRE

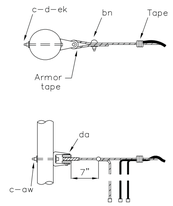



| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| c | | Bolt, Machine, 5/8" x Req'd. Length |
| d | | Washer, Square |
| ad | | Light Assembly and Base |
| av | | Conductors, #12USE or equivalent, As Req'd. |
| p | | Connector, Compression |
| av | | Jumper, Stranded minimum No. 6 or equivalent |
| za | | Mongoose Light |
| zb | | Slipfitter |
| da | | Bracket |

STREET LIGHT
EXISTING WOOD POLE
DIRECT EMBEDDED

Gresham Smith

DWG. No.
LS–102




K7

| ITEM | DESCRIPTION |
|---|---|
| c | Bolt, Machine, 5/8" x req'd length |
| d | Washer, Square, 2 1/4" x 2 1/4", With 11/16" Hole |
| o | Bolt, Eye, 5/8" x req'd length |
| s | Clevis, Secondary, Swinging, Insulated |
| aa | Nut, Oval Eye, 5/8" |
| as | Clevis, Service, Swinging Insulated |
| bn | Clamp, Loop Deadend |
| da | Clevis, Square, Insulated |
| dt | Service Deadend, Wedge Clamp Type |
| ek | Locknut, 5/8" |
| | |

SERVICE ASSEMBLIES
ALUMINUM WEATHER PROOF
POLE ATTACHMENTS

Gresham Smith

DWG. No.
K7–C




08-13-2025

# AMERICAN ELECTRIC POWER

| | |
|---|---|
| JOB NUMBER: | 43074.03 |
| DESIGNED: | SRR |
| DRAWN: | MLM |
| CHECKED: | JLM |
| SCALE | DATE |
| N.T.S. | 08.13.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


LIGHTING RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-01 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

## INDEX OF DRAWINGS


U4-01 ESTIMATED QUANTITIES AND DRAWING INDEX
U4-02 VICINITY MAP AND LEGEND
U4-03 GENERAL NOTES
U4-03A GENERAL NOTES
U4-03B GENERAL NOTES
U4-04 NATURAL GAS RELOCATION START OF PROJECT TO STA. 203+00
U4-05 NATURAL GAS RELOCATION STA. 203+00 TO STA. 216+00
U4-06 NATURAL GAS RELOCATION STA. 216+00 TO STA. 229+00
U4-07 NATURAL GAS RELOCATION STA. 229+00 TO STA. 241+00
U4-08 NATURAL GAS RELOCATION STA. 241+00 TO STA. 254+00
U4-09 NATURAL GAS RELOCATION STA. 254+00 TO STA. 267+00
U4-10 NATURAL GAS RELOCATION STA. 267+00 TO STA. 280+00
U4-11 NATURAL GAS RELOCATION STA. 280+00 TO STA. 293+00
U4-12 NATURAL GAS RELOCATION STA. 293+00 TO STA. 306+00
U4-13 NATURAL GAS RELOCATION STA. 306+00 TO STA. 319+00
U4-14 NATURAL GAS PROFILES 6" HDPE GAS LINE "A" STA. 0+00 TO STA. 14+00
U4-15 NATURAL GAS PROFILES 6" HDPE GAS LINE "A" STA. 14+00 TO STA. 28+00
U4-16 NATURAL GAS PROFILES 6" HDPE GAS LINE "A" STA. 28+00 TO STA. 42+00
U4-17 NATURAL GAS PROFILES 6" HDPE GAS LINE "A" STA. 42+00 TO STA. 56+00
U4-18 NATURAL GAS PROFILES 6" HDPE GAS LINE "A" STA. 56+00 TO STA. 70+00
U4-19 NATURAL GAS PROFILES 6" HDPE GAS LINE "A" STA. 70+00 TO STA. 73+16
2" HDPE GAS LINE "B" STA. 0+00 TO STA. 2+79
2" HDPE GAS LINE "C" STA. 0+00 TO STA. 3+17
U4-20 NATURAL GAS PROFILES 2" HDPE GAS LINE "D" STA. 0+00 TO STA. 2+14
2" HDPE GAS LINE "E" STA. 0+00 TO STA. 0+34
2" HDPE GAS LINE "F" STA. 0+00 TO STA. 8+24
U4-21 NATURAL GAS PROFILES 2" HDPE GAS LINE "G" STA. 0+00 TO STA. 1+49
2" HDPE GAS LINE "H" STA. 0+00 TO STA. 0+93
2" HDPE GAS LINE "I" STA. 0+00 TO STA. 2+03
2" HDPE GAS LINE "J" STA. 0+00 TO STA. 2+73
U4-22 NATURAL GAS PROFILES 6" HDPE GAS LINE "K" STA. 0+00 TO STA. 14+00
U4-23 NATURAL GAS PROFILES 6" HDPE GAS LINE "K" STA. 14+00 TO STA. 28+00
U4-24 NATURAL GAS PROFILES 6" HDPE GAS LINE "K" STA. 28+00 TO STA. 41+84
U4-25 NATURAL GAS PROFILES 4" HDPE GAS LINE "L" STA. 0+00 TO STA. 7+73
4" HDPE GAS LINE "M" STA. 0+00 TO STA. 0+93
4" HDPE GAS LINE "N" STA. 0+00 TO STA. 2+32
U4-26 NATURAL GAS PROFILES 2" HDPE GAS LINE "O" STA. 0+00 TO STA. 0+36
U4-27 CONSTRUCTION STANDARD DETAILS
U4-28 CONSTRUCTION STANDARD DETAILS


| ITEM NUMBERS | TDOT DESCRIPTION | UNITS | QUANTITY | FOOTNOTE |
|---|---|---|---|---|
| 791-01.02 | 2IN STEEL GAS MAIN | LF | 20 | 1 |
| 791-01.05 | 6 IN STEEL GAS MAIN | LF | 20 | 1 |
| 791-03.02 | 2 IN HDPE GAS MAIN | LF | 2200 | 1 |
| 791-03.04 | 4 IN HDPE GAS MAIN | LF | 1950 | 1 |
| 791-03.05 | 6 IN HDPE GAS MAIN | LF | 10650 | 1 |
| 791-04.05 | HDD 6 IN PE PIPE - UNCONSOLIDATED | LF | 884 | 2 |
| 791-06.02 | CONNECT TO 2 IN EX. PE MAIN | EA | 11 | 4 |
| 791-06.03 | CONNECT TO 4 IN EX. PE MAIN | EA | 3 | 4 |
| 791-06.10 | CONNECT TO 2 IN EX. STL MAIN | EA | 1 | 4 |
| 791-06.12 | CONNECT TO 6 IN EX. STL MAIN | EA | 1 | 4 |
| 791-07.01 | 2 IN PE GAS VALVE ASSEMBLY | EA | 8 | 5 |
| 791-07.02 | 4 IN PE GAS VALVE ASSEMBLY | EA | 5 | 5 |
| 791-07.03 | 6 IN PE GAS VALVE ASSEMBLY | EA | 7 | 5 |
| 791-08.02 | 3/4 IN SERVICE ASSEMBLY | EA | 32 | 6 |
| 791-08.07 | 3/4 IN PE SERVICE PIPE | LF | 5100 | 6 |
| 791-10.10 | RETIRE GAS MAIN | LS | 1 | 9 |

FOOT NOTES:

1. INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT FOR COMPLETE INSTALLATION OF HDPE PIPE SHOWN ON THE CONTRACT DRAWINGS AND IN ACCORDANCE WITH THE UTILITY SPECIFICATIONS. ITEM INCLUDES, BUT IS NOT LIMITED TO: TRAFFIC CONTROL; TEMPORARY PAVEMENT (ON PUBLIC ROW); EXCAVATION; BACKFILLING PER DETAILS AND NOTES; COUPLINGS; 2INCH EFVS AS REQUIRED; ANODELESS RISERS (IF SERVICE REPLACEMENT); FITTINGS; PIPE FUSION; APPURTENANCES; TRACER WIRE; BENDS; MAINTAINING THE TRENCH; BRUSH REMOVAL OFF PUBLIC ROW;TEMPORARY SHORING, SLOPING/BENCHING, AND SHIELDING; PURGE POINT INSTALLATIONS AS REQUIRED; PIGGING; FIELD LOCATING AND SURVEYING AS PER THE CONTRACT DRAWINGS (MAINS, SERVICES, AND METERS); TESTING; RECONNECTION OF SERVICE TO MAIN (IF 2-INCH SERVICES ARE DISCOVERED); FINAL AS-BUILTS TO UTILITY OWNER; COORDINATION WITH UTILITY OWNER TO INTERRUPT SERVICE AND RECONNECT METER(S); TEMPORARY RAISING AND LOWERING OF UTILITY ASSETS; LOWERING OF PIPELINES AS NOTED ON PLAN SHEETS (NO LF WILL BE PAID UNDER THIS QTY FOR LOWERING IN PLACE); FIELD VERIFICATION OF EXISTING VALVE LOCATIONS WITHIN AREAS OF RESURFACING AND IMPROVEMENTS; AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS.

2. INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT FOR A COMPLETE INSTALLATION OF THE TRENCHLESS PORTION OF HDPE PIPE SHOWN ON THE CONTRACT DRAWINGS AND IN ACCORDANCE WITH THE UTILITY SPECIFICATIONS. ITEM INCLUDES, BUT IS NOT LIMITED TO: TRAFFIC CONTROL; TEMPORARY PAVEMENT (ON PUBLIC ROW); EXCAVATION FOR BORE PITS; HORIZONTAL DIRECTIONAL DRILLING (HDD); DRILLING FLUID DISPOSAL; TRACER WIRE; BRUSH REMOVAL OFF PUBLIC ROW; BACKFILLING; TEMPORARY GRADE WORK AS REQUIRED TO SET-UP AND PERFORM BORE; PIPE; FITTINGS; COUPLINGS; FUSION; TESTING (PRE AND POST HDD); AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED. PAID QTY WILL BE LINEAR FEET MEASURED ALONG GRADE BETWEEN ACTUAL TIE-INS BETWEEN PERMANENT PIPING (I.E. MEASUREMENT WILL NOT NECESSARILY BE BETWEEN BORE ENTRY/EXIT PITS, AND NO ADDITIONAL FOOTAGE WILL BE PAID FOR REQUIRED "SET-BACKS" TO ENTRY/EXIT PIT). REFERENCE BORE END/BEGIN SYMBOL ON PLAN SHEETS FOR ESTIMATED LINEAR FOOTAGES AND BASIS FOR MEASUREMENT.

4. INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR CONNECTING TO EXISTING GAS LINE. THIS INCLUDES, BUT IS NOT LIMITED TO: TRAFFIC CONTROL; EXCAVATION; TEMPORARY PAVEMENT (ON PUBLIC ROW); BACKFILLING; TEMPORARY SHORING, SLOPING/BENCHING, AND SHIELDING; FITTINGS; PURGE POINT INSTALLATION; STOPPLES/LINE STOPPERS AND DRILLING AND TAPPING MACHINES PER CONTRACT DRAWING REQUIREMENTS; WELDING AND NONDESTRUCTIVE TESTING; FIELDING COATINGS AS SPECIFIED; TESTING; AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS.

5. INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR A COMPLETE INSTALLATION OF HDPE VALVES AS SHOWN ON THE DRAWINGS AND IN ACCORDANCE WITH THE UTILITY SPECIFICATIONS. ITEM INCLUDES, BUT IS NOT LIMITED TO: TRAFFIC CONTROL; EXCAVATION; TEMPORARY PAVEMENT (ON PUBLIC ROW); BACKFILLING; COUPLINGS; FITTINGS; PIPE FUSION; VALVES; VALVE BOXES; BOX ADJUSTMENT; VALVE BOX COLLAR; STEM EXTENSIONS AS REQUIRED; TRACER WIRE; LINE MARKERS; TEMPORARY SHORING, SLOPING/BENCHING, AND SHIELDING; AND FULL INSTALLATION IN ACCORDANCE WITH DETAILS. QTY WILL BE USED IF/WHEN 2 INCH VALVE IS REQUIRED FOR SERVICE PROTECTION AS PER UTILITY OWNER.

6. INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT, MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR INSTALLATION OF GAS SERVICE ASSEMBLIES AS DESCRIBED I THE PLANS AND SPECS. INSTALLATION FOR LONG SIDE AND SHORT SIDE APPLICATIONS. SERVICE PIPE SHALL BE PAID PER LINEAR FOOT INSTALLED.

9. INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT FOR RETIREMENT OF ITEM INCLUDING STABILIZING THE ITEM OF PLANT PER UTILITY SPECIFICATIONS.

## UTILITY INFORMATION

ATMOS ENERGY
2833 WEST MARKET ST.
JOHNSON CITY, TN 37604
CONTACT: SETH BRADBURN
PHONE: (423) 440-4521
EMAIL: Seth.bradburn@atmosenergy.com

Know what's below. Call 811 before you dig.

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
| | | |
| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20509
STATE OF TENNESSEE

07/11/2025

ATMOS energy

JOB NUMBER: 40230.34
DESIGNED: LAN
DRAWN: LAN
CHECKED: BLW
SCALE: N.T.S.
DATE: 05.14.2025


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
ESTIMATED QUANTITIES AND DRAWING INDEX

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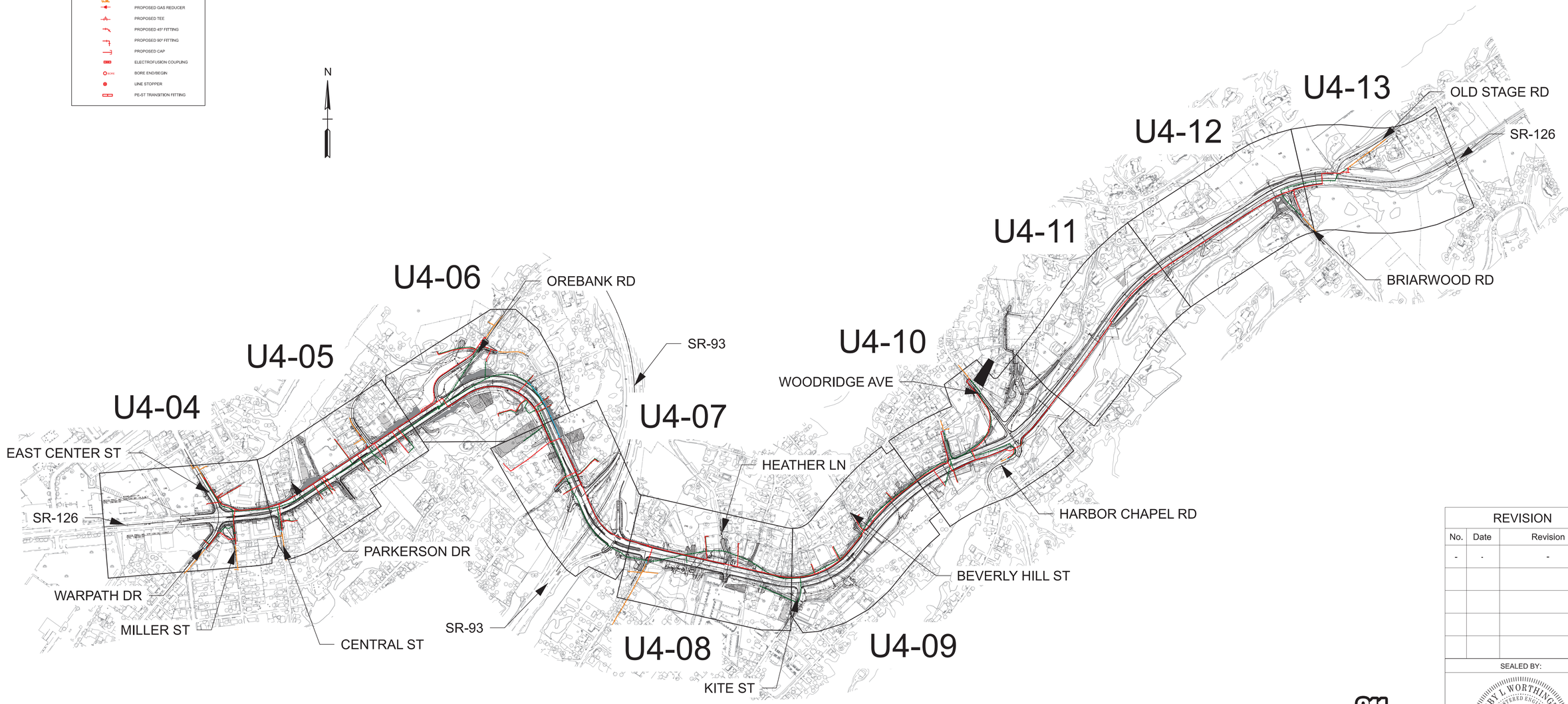
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-02 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

LEGEND

- EXISTING GAS LINE
- EXISTING GAS LINE TO BE RETIRED
- PROPOSED GAS SERVICE OR MAIN
- PROPOSED GAS VALVE
- GAS METER (APPROXIMATE)
- PROPOSED GAS REDUCER
- PROPOSED TEE
- PROPOSED 45° FITTING
- PROPOSED 90° FITTING
- PROPOSED CAP
- ELECTROFUSION COUPLING
- BORE END/BEGIN
- LINE STOPPER
- PE-ST TRANSITION FITTING

N




| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
| | | |
| | | |
| | | |

SEALED BY:

BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20805
STATE OF TENNESSEE
07/11/2025

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ATMOS energy

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| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | N.T.S. |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
VICINITY MAP AND LEGEND

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-03 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

# GENERAL CONSTRUCTION NOTES

1. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR REVIEWING ALL CONSTRUCTION DRAWINGS AND UTILITY TECHNICAL SPECIFICATIONS FOR THE RELOCATION OF FACILITIES PRIOR TO BIDDING THE PROJECT. ANY QUESTIONS CONCERNING INFORMATION SHOWN IN THE CONTRACT DOCUMENTS SHALL BE ADDRESSED WITH THE UTILITY OWNER/ENGINEER PRIOR TO BIDDING ON THE PROJECT.

2. THE FOLLOWING INFORMATION APPLIES TO THE UTILITY CONTRACTOR RESPONSIBLE FOR THE RELOCATION OF THE NATURAL GAS FACILITIES ALONG THIS PROJECT, AS WELL AS ANY SUBCONTRACTORS.

3. THE UTILITY CONTRACTOR RESPONSIBLE FOR PERFORMING THE GAS PIPELINE CONSTRUCTION AND RELOCATION FOR THIS PROJECT SHALL BE APPROVED BY THE UTILITY AND IS REQUIRED TO FOLLOW AND ADHERE TO ALL UTILITY AND TDOT PROCEDURES AND GUIDELINES. AT A MINIMUM, ALL WORK PERFORMED IN THE CONSTRUCTION OF THIS PROJECT SHALL MEET THE REQUIREMENTS OF THE FOLLOWING CODES:

- CODE OF FEDERAL REGULATIONS TITLE 49. PARTS 191 AND 192. "TRANSPORTATION OF NATURAL GAS AND OTHER GASES BY PIPELINE".
- CODE OF FEDERAL REGULATIONS TITLE 49, PART 199, "DRUG AND ALCOHOL TESTING"
- ASME B31.8,"GAS TRANSMISSION AND DISTRIBUTION PIPING SYSTEM"
- ASTM D2513, "STANDARD SPECIFICATION FOR THERMOPLASTIC GAS PRESSURE PIPING SYSTEMS", AND
- ASTM D3261,"STANDARD SPECIFICATION FOR BUTT HEAT FUSION POLYETHYLENE (PE) PLASTIC FITTINGS FOR POLYETHYLENE (PE) PLASTIC PIPE AND FITTINGS".
- TENNESSEE PUBLIC UTILITY COMMISSION REQUIREMENTS
- STATE OF TENNESSEE UNDERGROUND DAMAGE PREVENTION ACT

4. ANY DEVIATION OF THE CONDITIONS LISTED MUST BE APPROVED BY THE UTILITY PRIOR TO THE DEVIATION TAKING PLACE ON THE PROJECT. FAILURE BY THE UTILITY CONTRACTOR OR SUBCONTRACTORS TO FOLLOW THESE CONDITIONS AS LISTED HEREIN WILL RESULT IN REFUSAL OF ACCEPTANCE BY THE UTILITY OWNER TO ACCEPT THE PROJECT AT IT'S COMPLETION UNTIL SUCH TIME AS ANY DEFICIENCIES ARE CORRECTED TO THE SATISFACTION OF THE UTILITY.

5. ALL WORK SHALL BE DONE IN A SAFE, THOROUGH AND WORKMAN-LIKE MANNER, IN ACCORDANCE WITH THE PLAN SHEETS, CONSTRUCTION DETAILS AND TECHNICAL SPECIFICATIONS.

6. THE UTILITY CONTRACTOR SHALL EXERCISE ALL STANDARD SAFETY PRACTICES WHEN WORKING ON PRESSURIZED PIPELINES.

7. THE UTILITY CONTRACTOR SHALL BEAR THE RESPONSIBILITY FOR THE SAFETY OF ITS EMPLOYEES AND SHALL ENSURE THAT THEY ABIDE BY ALL STATE, FEDERAL AND LOCAL REGULATIONS REGARDING SAFE WORK PRACTICES. IF SUCH REGULATIONS ARE VIOLATED, THE UTILITY OWNER SHALL MAINTAIN THE RIGHT TO STOP WORK ON THEIR FACILITIES UNTIL SUCH CONDITIONS ARE CORRECTED.

8. ALL WORK DONE BY THE UTILITY CONTRACTOR IS TO BE PERFORMED WHILE THE EXISTING FACILITIES ARE PRESSURIZED, REQUIRING THE UTILITY CONTRACTOR TO USE PROPER HOT LINE TAPPING/WORKING TECHNIQUES.

9. ALL MATERIALS TO BE USED BY THE UTILITY CONTRACTOR ON THE PROJECT MUST BE NEW MATERIALS AND MUST BE APPROVED BY THE UTILITY OWNER PRIOR TO PURCHASE OR USE. A PROPOSED LIST OF MATERIALS SHALL BE SUBMITTED TO THE UTILITY OWNER AS NOTED IN THE UTILITY TECHNICAL SPECIFICATIONS FOR THE PROJECT PRIOR TO BEGINNING CONSTRUCTION. NO MATERIAL SUBSTITUTIONS ARE ALLOWED WITHOUT THE PRIOR CONSENT OF THE UTILITY OWNER. STORAGE LOCATION OF MATERIALS ON THE PROJECT SITE MUST BE A SECURE ENVIRONMENT. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR ANY LOST, STOLEN OR DAMAGED MATERIALS ON THE PROJECT. ALL POLYETHYLENE PRODUCTS SHALL BE "MOLDED AND MADE"IN THE UNITED STATES FROM VIRGIN RESIN.

10. THE UTILITY CONTRACTOR IS TO PERFORM ALL REQUIRED WORK IN SUCH A MANNER AS TO NOT CAUSE UNINTENTIONAL OUTAGES TO THE CUSTOMERS ALONG THE PROJECT. ALL PLANNED OUTAGES MUST BE COORDINATED WITH THE UTILITY OWNER A MINIMUM OF 48 HOURS PRIOR TO THE PLANNED OUTAGE TO ALLOW TIME FOR THE CUSTOMER TO BE NOTIFIED BY THE UTILITY. LARGE SCALE OUTAGES ARE NOT ALLOWED. UTILITY OWNER WILL BE RESPONSIBLE FOR TURNING GAS SERVICES BACK ON TO THE EXISTING CUSTOMERS.

11. IF FIELD CONDITIONS ARISE WHICH PREVENT THE CONSTRUCTION ON THE PROJECT FROM PROCEEDING AS DESIGNED, THE UTILITY CONTRACTOR WILL COORDINATE WITH THE UTILITY OWNER / ENGINEER TO RESOLVE THE ISSUES SO THAT CONSTRUCTION CAN CONTINUE.

12. THE LOCATIONS OF EXISTING UTILITIES SHOWN WITHIN THESE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY TDOT AND SHALL BE VERIFIED BY THE UTILITY CONTRACTOR PRIOR TO CONSTRUCTION. THE UTILITY CONTRACTOR SHALL NOTIFY EACH UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES AND REQUEST THAT THE UTILITY OWNERS PROPERLY LOCATE AND MARK THEIR PERSPECTIVE UTILITY ON THE GROUND.

13. AS REQUIRED BY LAW, THE UTILITY CONTRACTOR SHALL REQUEST UTILITY LOCATIONS A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION IN THE AREA OF THE UTILITIES IN QUESTION. NOTIFY TENNESSEE 811.

14. THE TDOT PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY EXCAVATION WORK REQUIRED TO LOCATE EXISTING UNDERGROUND UTILITIES. THE PRIME CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY EXISTING UTILITY OWNER PRIOR TO DIGGING. IN THE EVENT THAT THERE IS ANY DAMAGE TO, OR INTERRUPTION OF EXISTING FACILITIES, THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY COST INCURRED FROM THE EVENT.

15. THE TDOT PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGES AND COSTS ASSOCIATED TO THE INTERRUPTION OF EXISTING NEW FACILITIES, CAUSED BY THEM OR ONE OF THEIR SUB-CONTRACTORS.

16. THE UTILITY CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES/STRUCTURES FROM DAMAGE DURING THE CONSTRUCTION OF THE PROJECT TO INCLUDE PARALLEL OR PERPENDICULAR FOREIGN UTILITIES, POLES, AND/OR OTHER ROAD, RIGHT OF WAY, AND PUBLIC AND PRIVATE STRUCTURES. THE UTILITY CONTRACTOR SHALL BE REQUIRED TO FURNISH THE EQUIPMENT NECESSARY TO COMPLETE THE WORK AS REQUIRED FOR INSTALLATION OF GAS PIPELINE SYSTEM AS SHOWN ON THE CONTRACT DRAWINGS.

17. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY ITS EMPLOYEES IN AREAS OUTSIDE OF TDOT ROW ALONG THE LENGTH OF THE PROJECT. THE UTILITY CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR RESOLVING ALL COMPLAINTS THAT MAY ARISE FROM ITS ACTIVITIES, AND SHALL PROMPTLY REPORT SUCH COMPLAINTS TO THE UTILITY OWNER AS TO WHETHER OR NOT IT HAS BEEN RESOLVED.

18. WHILE SOME WORK MAY ONLY BE REQUIRED "AROUND" OTHER UTILITY FACILITIES, SOME WORK MAY NEED TO BE DONE CONCURRENTLY WITH THE OPERATIONS OF OTHER UTILITY CONTRACTORS. IT IS THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR TO ENSURE THAT ALL UTILITY COORDINATION BE ADDRESSED DURING THE CONSTRUCTION OF THE PROJECT.

19. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL FACILITIES INDICATED WITHIN THESE DRAWINGS AT "FINAL GRADE" AS SHOWN. ANY TEMPORARY INSTALLATIONS THAT ARE NOT SPECIFICALLY NOTED WITHIN THESE DRAWINGS AND THAT ARE NOT ADDRESSED AND COORDINATED PRIOR TO CONSTRUCTION OF THE PROJECT WILL BE THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR.

20. THE TDOT PRIME CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL UTILITY FACILITIES THAT ARE TO BE RELOCATED WITHIN THE PROJECT.

21. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY WORK OCCURRING OUTSIDE THE STATE RIGHT-OF-WAY, THE UTILITY CONTRACTOR SHALL SUBMIT A PROPOSED EROSION AND SEDIMENT CONTROL PLAN TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL PRIOR TO BEGINNING WORK.

22. THE DISTANCES THAT ARE SHOWN ON THE DRAWINGS ARE HORIZONTAL DISTANCES ONLY, AND DO NOT ALLOW FOR ANY CHANGES IN ELEVATION THAT EXIST ALONG THE PROJECT.

23. THE UTILITY CONTRACTOR SHALL PROVIDE THE UTILITY OWNER WITH ONE (1) SET OF CLEAN, CLEARLY MARKED "AS-BUILT" DRAWINGS AT THE COMPLETION OF THE PROJECT. THESE DRAWINGS SHALL REFLECT ANY AND ALL CHANGES THAT WERE MADE TO THE FACILITIES DURING CONSTRUCTION.

24. SERVICE INTERRUPTIONS TO COMMERCIAL CUSTOMERS WILL HAVE TO BE SCHEDULED DURING TIMES WHEN THE BUSINESS IS NOT IN OPERATION.

25. COORDINATE SERVICE INTERRUPTIONS WITH UTILITY OWNER AND CUSTOMERS. NO SHUTDOWN SHALL EXCEED 4 HOURS.

# GENERAL CONSTRUCTION NOTES

26. NOT ALL EXISTING SERVICES MAY BE SHOWN ON THE CONTRACT DRAWINGS. **UTILITY CONTRACTOR SHALL FIELD VERIFY ALL SERVICE LOCATIONS, SIZES, AND MATERIALS AND SUBMIT TO UTILITY OWNER PRIOR TO BEGINNING CONSTRUCTION.** UTILITY CONTRACTOR SHALL REINSTATE ALL EXISTING GAS SERVICES, ALL STEEL SERVICES DISCOVERED SHALL BE REPLACED FROM THE MAIN TO THE METER WITH A NEW HDPE PIPE OF LIKE DIAMETER, LONG SIDE SERVICES SHALL BE HORIZONTALLY DIRECTIONALLY DRILLED.

27. AT THE END OF EACH DAY'S WORK, OR IF WORK IS STOPPED TEMPORARILY FOR WEATHER AND AT THE END OF SECTIONS OF PIPE NOT TIED IN, PIPE SHALL BE QUICKLY CAPPED, IN ORDER TO KEEP OUT ALL FOREIGN MATTER (DIRT, VERMIN, ROCKS, WATER, ETC) AND SHALL REMAIN CAPPED UNTIL WORK IS RESUMED OR PIPE SECTIONS ARE TIED IN.

28. EACH TIME PIPE LAYING IS DISCONTINUED, PIPE MUST BE PERMANENTLY SEALED OVER ALL OPEN ENDS OF THE PIPE.

29. WHERE CONDITIONS UNSUITABLE FOR SUPPORTING PIPE ARE ENCOUNTERED, SUPPORT PIPE, FITTINGS, JOINTS, ETC AS REQUIRED BY SANDBAGGING.

30. TDOT PROVISION SP106A SHALL APPLY TO THIS PROJECT. BUY AMERICA CERTIFICATIONS ARE REQUIRED FOR ALL PERMANENTLY INCORPORATED STEEL AND IRON COMPONENTS, COATINGS, AND OTHER ITEMS AS REQUIRED BY FHWA BUY AMERICAN STATUARY AND REGULATORY PROVISIONS AS CONTAINED WITHIN THE UNITED STATES CODE (U.S.C.) TITLE 23- HIGHWAYS AND 23 CFR 635. PRIME CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ALL REQUIRED COMPONENTS MEET SAID REQUIREMENTS.

31. PRIME CONTRACTOR SHALL INCLUDE ALL PROVISIONS FOR TEMPORARY AND PERMANENT REPAVING OF PAVEMENTS TO INCLUDE (ROADWAY, DRIVEWAYS, SIDE WALKS, CURBS, ETC.,) LOCATED WITHIN PUBLIC RIGHT OF WAY AND REPAVING BOUNDS OF PROJECT. SURFACES SHALL BE RESTORED AS REQUIRED TO MATCH EXISTING CONDITIONS, NO PAYMENT SHALL BE MADE UNDER DIVISION 791 FOR TEMPORARY AND PERMANENT REPAVING ON PUBLIC ROW.

# CONTRACTOR REQUIREMENTS

PRE-QUALIFICATIONS AND/OR GENERAL REQUIREMENTS FOR UTILITY CONTRACTOR

1. GENERAL INFORMATION:
   BELOW IS A LIST OF REQUIREMENTS, AND ALSO REFERENCE OPERATOR QUALIFICATIONS SECTION HEREIN, FOR QUALIFICATION REQUIREMENTS FOR ANY NATURAL GAS UTILITY CONTRACTOR OR SUBCONTRACTOR PROPOSED FOR THE UTILITY WORK REQUIRED FOR THE COMPLETION OF THE PROJECT AS ESTABLISHED IN THE CONTRACT DRAWINGS AND SPECIFICATIONS.

   IN ADDITION, THERE IS A LIST OF NATURAL GAS UTILITY CONTRACTORS THAT HAVE BEEN PRE-QUALIFIED BY THE UTILITY OWNER FOR WORK REQUIRED BY THIS PROJECT. WORK ON THIS PROJECT IS NOT IN ANY WAY RESTRICTED TO THE LISTED PRE-QUALIFIED NATURAL GAS UTILITY CONTRACTORS. CONTRACTORS THAT HAVE NOT BEEN PRE-QUALIFIED SHALL SUBMIT THE REQUIRED QUALIFICATIONS AND INFORMATION LISTED FOR THE UTILITY OWNER'S INSPECTION PER THE TERMS IN THIS SECTION AND OPERATOR QUALIFICATIONS SECTION BELOW.

   THE TERMS OF THIS SHALL BE INCORPORATED INTO THE CONTRACT FOR THE PROJECT BY AND BETWEEN TDOT AND THE UTILITY OWNER.

2. GENERAL REQUIREMENTS:

a. TENNESSEE STATE CONTRACTOR'S LICENSE
b. FIVE (5) YEARS OF EXPERIENCE IN THE CONSTRUCTION OF NATURAL GAS UTILITY PROJECTS OF THE TYPE DEPICTED IN THE PROJECT DRAWINGS AND SPECIFICATIONS.
c. MINIMUM OF FIVE (5) MILLION DOLLARS TOTAL VALUE OF NATURAL GAS UTILITY PROJECTS COMPLETED IN THE PREVIOUS CALENDAR YEAR.
d. SEVENTY (70%) PERCENT OF UTILITY CONTRACTORS' OVERALL PROJECT VALUE SHALL BE IN THE NATURAL GAS UTILITY FIELD.
e. MINIMUM BONDING CAPACITY OF FIVE (5) MILLION DOLLARS.
f. MINIMUM LIABILITY INSURANCE AGGREGATE OF THREE (3) MILLION DOLLARS.
g. SHALL DEMONSTRATE AVAILABILITY OF SUITABLE EQUIPMENT, QUALIFIED SUPERVISORY AND FIELD CREWS FOR THE TYPE OF WORK REQUIRED BY THE PROJECT, AND WORKLOAD TO MEET THE PROJECT SCHEDULE.
h. LOCUSVIEW/LOCUSMAPS: UTILITY OWNER HAS ADOPTED USAGE OF LOCUSMAP/LOCUSVIEW SOFTWARE PLATFORM TO ELECTRONICALLY CAPTURE CONSTRUCTION DATA IN THE FIELD DURING CONSTRUCTION. UTILITY CONTRACTOR SHALL PROVIDE ALL RECORDS AND DATA PERTAINING TO THE WORK PERFORMED ON ANY PIPELINE FACILITY TO UTILITY OWNER ELECTRONICALLY VIA SOFTWARE AND HARDWARE PROVIDED BY, OR IN ASSOCIATION WITH, LOCUSVIEW OR ANY OTHER THIRD PARTY ACCEPTED BY UTILITY OWNER. UTILITY CONTRACTOR SHALL BE REQUIRED TO VALIDATE CONSTRUCTION AND ASSET DATA USING BAR-CODE SCANNING, HIGH-ACCURACY GPS TECHNOLOGY, PERSONNEL RESPONSIBLE FOR FUSION OF ASSETS, ELECTRONIC FORMS, ETC, DURING THE CONSTRUCTION PROCESS. IN INSTANCES WHERE DATA IS NOT COLLECTED VIA THE ELECTRONIC APPLICATION, AS SPECIFIED HEREIN, UTILITY CONTRACTOR SHALL BE REQUIRED TO PROVIDE PAPER RECORDS OF ASSET INFORMATION. UTILITY CONTRACTOR SHALL COORDINATE WITH UTILITY OWNER PRIOR TO SUBMITTING BID TO VERIFY THE LATEST HARDWARE AND SOFTWARE REQUIREMENTS TO ENSURE COMPATIBILITY BETWEEN UTILITY CONTRACTOR'S EQUIPMENT AND UTILITY OWNER'S DATA ACQUISITION AND STORAGE PLATFORMS. ALL COST ASSOCIATED WITH LOCUSVIEW HARDWARE, SOFTWARE, AND TRAINING ARE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. NO ADDITIONAL PAYMENT SHALL BE MADE DURING THE LIFE OF THE PROJECT WHEN HARDWARE AND SOFTWARE UPGRADES ARE REQUIRED BY THE UTILITY OWNER.

3. REQUIREMENTS FOR NON-PREQUALIFIED CONTRACTORS:

NATURAL GAS UTILITY CONTRACTORS PROPOSED BY THE STATE CONTRACTOR THAT ARE NOT LISTED AS "PRE-QUALIFIED", SHALL SUBMIT THE INFORMATION LISTED BELOW IN SECTIONS 3(a) THROUGH (d) TO THE UTILITY OWNER 14 DAYS PRIOR TO THE START OF THE PRECONSTRUCTION MEETING (AS LISTED BY TDOT), THE UTILITY OWNER WILL NOTIFY TDOT AS TO ACCEPTANCE OR REJECTION, IN UTILITY OWNER'S SOLE DISCRETION, OF THE PROPOSED NATURAL GAS UTILITY CONTRACTOR WITHIN 10 DAYS AFTER RECEIPT OF SUCH INFORMATION. IF THE UTILITY OWNER REJECTS THE PROPOSED NATURAL GAS UTILITY CONTRACTOR, TDOT WILL NOT PERMIT SUCH CONTRACTOR TO PERFORM ANY NATURAL GAS UTILITY WORK FOR THE PROJECT. UTILITY OWNER ANTICIPATES THAT THE TIME FRAME FOR APPROVING A NON-PREQUALIFIED CONTRACTOR IS ROUGHLY 12 WEEKS.

a. EVIDENCE OF MEETING THE REQUIREMENTS LISTED IN SECTIONS 2 (a) THROUGH (h) ABOVE AND MEETING OPERATOR QUALIFICATION SECTION HEREIN
b. REFERENCES FOR THREE (3) CONTRACTS (DIFFERENT UTILITY OWNERS) WITHIN THE PAST TWO (2) YEARS FOR SIMILAR NATURAL GAS PIPELINE WORK PERFORMED BY THE PROPOSED CONTRACTOR. REFERENCES SHALL INCLUDE THE NAMES AND TELEPHONE NUMBERS OF THE UTILITY OWNER'S PERSONNEL WITH WHOM THE CONTRACTOR HAD PRIMARY CONTACT.
c. DETAILED INFORMATION OF SUPERVISORY/FIELD PERSONNEL INCLUDING EXPERIENCE, QUALIFICATIONS, AND TRAINING FOR PERFORMING NATURAL GAS PIPELINE WORK.
d. DETAILED INFORMATION ON ANY CONTRACTUAL PENALTIES, OSHA VIOLATIONS, LEGAL PROCEEDINGS, LAWSUITS OR CLAIMS LEVIED AGAINST THE PROPOSED CONTRACTOR WITHIN THE PAST TWO (2) YEARS, CONTENDING BREACH OF OR NON-COMPLIANCE WITH CONTRACT REQUIREMENTS OR SPECIFICATIONS.

4. PRE-QUALIFIED CONTRACTORS:

THE FOLLOWING CONTRACTORS HAVE BEEN PRE-QUALIFIED BY THE UTILITY OWNER FOR THE WORK REQUIRED BY THIS PROJECT:

**MARTIN CONTRACTING, INC.**
ATTN: SHAWN MARTIN
2371 IRVIN RD.
RICHMOND, KY 40475
(859) 623-0112
shawn.martin@martincontracting.net

**PIPELINE CONSTRUCTION CO. INC**
ATTN: TRACY M HAYES
6320 RUTLEDGE PIKE
KNOXVILLE, TN 37925
(865) 255-2928
tracy.hayes@pipelineinc.com

**FLORIDA WEST SERVICES**
4004 US HIGHWAY 411 S
MARYVILLE, TN 37801
(865) 951-5642

# OPERATOR QUALIFICATIONS

1. TO ENSURE COMPLIANCE WITH THE CODE OF FEDERAL REGULATIONS, TITLE 49, PARTS 191, 192 AND 199, THE UTILITY CONTRACTOR SHALL BE A SUBSCRIBER TO ISNETWORLD (ISN),

2. TO COMPLY WITH THE CODE OF FEDERAL REGULATIONS (CFR) TITLE 49, PART 199, DRUG AND ALCOHOL TESTING, THE UTILITY CONTRACTOR SHALL SUBMIT THEIR SUBSTANCE ABUSE PLAN TO NATIONAL COMPLIANCE MANAGEMENT SERVICE, INC. (NCMS) FOR REVIEW AND APPROVAL.
   NATIONAL COMPLIANCE MANAGEMENT SERVICE, INC.
   7 COMPOUND DRIVE HUTCHINSON, KANSAS 67502
   PHONE: (620) 669-0954
   FAX: (620) 669-8430
   www.nationalcompliance.com

3. THE UTILITY CONTRACTOR SHALL HAVE AND FOLLOW AN OPERATOR QUALIFICATION (OQ) PLAN AND USE THE SERVICES OF AN APPROVED (OQ) ASSESSMENT PROVIDER TO ADMINISTER AND MANAGE THEIR TRAINING AND QUALIFICATION ASSESSMENT PROCESS.

4. THE FOLLOWING (OQ) ASSESSMENT PROVIDERS ARE APPROVED BY THE UTILITY OWNER:
   ENERGY WORLDNET, INC.
   (940) 626-1941
   www.energyworldnet.com
   GAJESKE OQ SERVICES
   (972) 314-8100
   www.gajeske.com
   MIDWEST ENERGY ASSOCIATION
   (615) 289-9600 EXT 101
   www.midwestenergy.com
   INDUSTRIAL TRAINING SERVICES
   (270) 753-21580
   www.its-training.com

5. THE FOLLOWING OPERATOR QUALIFICATIONS REQUIRE CERTIFICATIONS TO BE ADMINISTERED BY A THIRD PARTY VENDOR APPROVED BY UTILITY OWNER: (1) WELDING OF STEEL PIPELINES AND (2) JOINING PLASTIC PIPE. THESE CERTIFICATIONS WILL BE ADMINISTERED AND PROVIDED BY A THIRD PARTY VENDOR APPROVED BY UTILITY OWNER. TO SCHEDULE THE CERTIFICATIONS. CONTACT UTILITY OWNER FOR A LIST OF VENDORS.

6. REVIEW ISNetwork BULLETIN BOARD FOR THE LATEST PROCEDURE MANUALS. CONTACT THE ENGINEER FOR THE LATEST MATERIAL STANDARDS SPECIFICATIONS.

7. REFERENCE THE SPECIFICATIONS FOR REQUIREMENTS ON CONSTRUCTION RECORDS KEEPING AND FACILITY LOCATING AIDES.

8. UTILITY CONTRACTOR SHALL SUBMIT DOCUMENTATION DEMONSTRATING COMPLIANCE WITH ALL, GENERAL, OQ, CONTRACTOR, AND D&A REQUIREMENTS, TO INCLUDE ANY AND ALL "SUB-CONTRACTORS", HEREIN A MINIMUM OF 14 DAYS PRIOR TO PRECONSTRUCTION MEETING TO ALLOW FOR ADEQUATE TIME FOR REVIEW BY UTILITY OWNER.

# TRENCHING PROCEDURES

1. MAINTAIN A MINIMUM OF THREE (3) FEET OF COVER FROM FINISHED GRADE TO THE TOP OF PIPE FOR ALL PIPE BEING INSTALLED UNLESS OTHERWISE SHOWN ON THE DRAWINGS. ALL PIPELINES UNDER PAVEMENT SHALL BE PROVIDED WITH A MINIMUM OF THREE (3) FEET OF COVER. WHERE TWO GAS LINES ARE LOCATED WITHIN THE SAME TRENCH, PROVIDE ONE FOOT OF SEPARATION (MINIMUM) BETWEEN THE PIPES. HORIZONTAL AND VERTICAL CONTROL ARE THE CONTRACTORS RESPONSIBILITY.

2. IN AREAS OF CUT AND FILL, COORDINATE INSTALLATION OF THE PIPELINES WITH EARTH MOVING ACTIVITIES TO ENSURE THE MINIMUM AMOUNT OF COVER IS MAINTAINED OVER THE PIPE.

3. INSTALL PIPE ON UNDISTURBED OR WELL COMPACTED SOIL. WITH NO CLOTS OR ROCKS.

4. WHEN ROCK IS ENCOUNTERED, IT SHALL BE REMOVED FOR A DISTANCE OF SIX (6) INCHES BELOW AND ON EITHER SIDE OF THE PIPE. PROVIDE SUITABLE PADDING (e.g. SAND) FOR A DEPTH OF SIX (6) INCHES MINIMUM PRIOR TO PLACEMENT OF THE PIPE. INSTALL ROCKSHIELD AS DIRECTED BY UTILITY OWNER OR ENGINEER. UTILITY CONTRACTOR WILL INCLUDE TO PROVIDE A MINIMUM OF 100 LF OF INSTALLED ROCKSHIELD OUTSIDE OF ROCKSHIELD THAT IS REQUIRED AS PER THE CONTRACT DRAWINGS IN PIPE TRENCHED FOOTAGE (100 LF FOR 8"STEEL PIPE AND 100 LF 4"HDPE PIPELINE),NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE FIRST 100 LF OF INSTALLED ROCKSHIELD FOR BOTH 4"HDPE AND 8"STEEL PIPELINES.

5. ROCK SHIELD SHALL BE AS APPROVED BY UTILITY OWNER OR ENGINEER AND SHALL BE; TUFF-N-NUFF STRANDED POROUS PVC ROCK SHIELD THAT IS COMPATIBLE WITH CATHODIC PROTECTION, 11MM MINIMUM THICKNESS AND SECURED WITH TAPE OR BANDS. SUBMIT ROCK SHIELD TO UTILITY OWNER IN MATERIAL SUBMITTALS.

6. BACKFILL MATERIAL SHALL BE FREE FROM ROCKS OR AT LEAST THE FIRST TWELVE (12) INCHES COVERING THE PIPE. FROM TWELVE (12) INCHES ABOVE PIPELINE TO FINISHED GRADE, BACKFILL MATERIAL SHALL BE FREE FROM ROCKS THAT ARE GREATER THAN FOUR (4) INCHES ACROSS THE GREATEST DIMENSION OR AS APPROVED BY UTILITY OWNER.

7. WHEN COMPACTING BACKFILL, PREVENT DAMAGE TO THE PIPE FROM HEAVY EQUIPMENT BY PROVIDING A CUSHION OF TWENTY-FOUR (24) INCHES. BACKFILL SHALL BE ADEQUATELY COMPACTED TO ELIMINATE SETTLEMENT AND SHALL MEET THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. UTILITY CONTRACTOR SHALL COMPACT BACKFILL TO 85% ASTM D698 STANDARD PROCTOR FOR YARD AREAS AND 95% STANDARD PROCTOR FOR PAVED AREAS (PROPOSED AND EXISTING) AND IN AREAS ADJACENT TO SIDEWALKS AND/OR OTHER PROPOSED OR EXISTING PAVING (WHERE EDGE OF TRENCH IS WITHIN 1:1 SLOPE EDGE OF SIDEWALK, CURB, OTHER PAVING, ETC.).

8. BACKFILL FROM THE BOTTOM OF THE GAS PIPELINE TO 12-INCHES ABOVE THE TOP OF THE PIPELINE SHALL BE COMPACTED BY TAMPING AND HAND RAMMING IN 6-INCHES LAYERS/LIFTS.

9. BACKFILL FROM A POINT 12-INCHES ABOVE TOP OF THE PIPELINE TO FINISHED SUB GRADE SHALL BE AS FOLLOWS:
   i. PROPOSED OR EXISTING PAVEMENT; CLEAN CRUSHED #57 STONE PLACED IN 6-INCH LIFTS AND COMPACTED BY SUITABLE MEANS.
   ii. YARD AREAS: SUITABLE NATIVE MATERIALS PLACED IN 12-INCH LIFTS AND COMPACTED BY SUITABLE MEANS.
   iii. FLOWABLE FILL: WHERE INDICATED ON PLANS AND IN THE CONTRACT DOCUMENTS
   iv. TEMPORARY PAVEMENT; WHERE TRENCHES ARE CUT ACROSS PAVED AREAS, INSTALL #57 UP TO 12-INCHES BELOW FINISHED GRADE PLACED IN 6-INCH LIFTS AND COMPACTED BY SUITABLE MEANS. THEN FOR FINAL 12-INCHES, PROVIDE CLASS A, GRADE D CRUSHED STONE PLACED IN 6-INCH LIFTS AND COMPACTED BY SUITABLE MEANS, MAINTAIN TEMPORARY PAVEMENT UNTIL FINAL PAVEMENT RESTORATION IS ACHIEVED.

10. SAWCUT NEAT LINES FOR REMOVAL OF EXISTING PAVEMENT. UPON COMPLETION OF PIPELINE INSTALLATION, BACKFILL AS LISTED HEREIN WITH TEMPORARY PAVEMENT. RESTORATION OF PERMANENT PAVEMENT SHALL BE COMPLETED AS SOON AS PRACTICAL. RESTORATION OF PAVEMENT THICKNESS AND TYPE SHALL MATCH EXISTING PAVEMENT. RESTORATION OF PAVEMENT SHALL ALSO INCLUDE AREAS OF PAVEMENT WHICH ARE DAMAGED BY UTILITY CONTRACTOR'S CONSTRUCTION EQUIPMENT. FINAL PATCHING SHALL CONFORM TO THE LAYOUT AND GRADING OF THE EXISTING PAVEMENT PRIOR TO DISTURBANCE. THERE SHALL BE NO DEVIATION IN SMOOTHNESS EXCEEDING 1/4 INCH.
   a. FOR AREAS OF ASPHALT: REMOVE TEMPORARY PAVEMENT, PROVIDE ADDITIONAL FLOWABLE FILL OR CRUSHED #57 STONE TO PREPARE AREA FOR FINAL PAVING AS REQUIRED. THEN PROVIDE (2) 4" BASE COURSES OF COMPACTED TDOT 303-01 CLASS A, GRADE D CRUSHED STONE, FINAL HOT MIX ASPHALT TO MATCH EXISTING OR REQUIREMENTS OF AUTHORITY HAVING JURISDICTION.
   b. FOR AREAS OF CONCRETE OR OTHER PAVING: REMOVE TEMPORARY PAVEMENT, PROVIDE ADDITIONAL FLOWABLE FILL OR CRUSH #57 STONE TO CONCRETE SUBGRADE AS REQUIRED, FINAL CONCRETE TO MATCH EXISTING OR REQUIREMENTS OF AUTHORITY HAVING JURISDICTION. CONCRETE REPLACEMENT SHALL EXTEND TO THE NEAREST CONTROL JOINT FOR A UNIFORM MATCH.

11. PRIME CONTRACTOR SHALL INCLUDE ALL PROVISIONS FOR TEMPORARY AND PERMANENT REPAVING OF PAVEMENTS TO INCLUDE (ROADWAY, DRIVEWAYS, SIDE WALKS, CURBS, ETC.,) LOCATED WITHIN PUBLIC RIGHT OF WAY AND REPAVING BOUNDS OF PROJECT. SURFACES SHALL BE RESTORED AS REQUIRED TO MATCH EXISTING CONDITIONS. NO PAYMENT SHALL BE MADE UNDER DIVISION 791 FOR TEMPORARY AND PERMANENT REPAVING ON PUBLIC ROW.

REFERENCE ATMOS SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS

811 Know what's below. Call 811 before you dig.

| REVISION | | |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
No. 80905
STATE OF TENNESSEE
07/11/2025

ATMOS energy

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| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
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| SCALE: N.T.S. | DATE: 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS RELOCATION
GENERAL NOTES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-03A |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

## TRENCHING PROCEDURES

12. LOWERING IN PIPE SHALL BE APPROVED BY UTILITY OWNER'S INSPECTOR
    a. UPON COMMENCEMENT OF THE LOWERING-IN OPERATION, UTILITY CONTRACTOR SHALL FIRST ENSURE THAT ALL SKIDS, LUMBER, WIND-BLOWN MATTER, AND OTHER DEBRIS POTENTIALLY HARMFUL TO THE PIPE COATING ARE REMOVED FROM THE TRENCH. VEGETATION ROOTS, WHICH IN THE OPINION OF THE UTILITY OWNER REPRESENTATIVE ARE POTENTIALLY HARMFUL TO THE PIPE EITHER DURING OR AFTER LOWERING IN, SHALL BE CUT OFF AS NEAR TO THE TRENCH BANK OR BOTTOM AS PRACTICABLE AND REMOVED FROM THE TRENCH.

    b. ALL OVER-BENDS SHALL BE MADE AND INSTALLED IN SUCH A MANNER THAT THE PIPE AT THE POINT OF BEND SHALL CLEAR THE HIGH POINT OF THE BOTTOM OF THE TRENCH BY AT LEAST ONE-THIRD OF THE OUTSIDE DIAMETER OF THE PIPE. AT SIDE-BENDS, THE PIPE SHALL BE BENT AND LOWERED SO AS NOT TO LAY AGAINST THE OUTSIDE WALL OF THE TRENCH. ALL SAGS WILL REST ON BOTTOM OF TRENCH.

## SLOPING/BENCHING, SHORING, AND SHIELDING

1. UTILITY CONTRACTOR SHALL SELECT AND PROVIDE APPROPRIATE TRENCH PROTECTION SYSTEM(S) TO INCLUDE TEMPORARY SHORING, SLOPING, BENCHING, TRENCH BOXES, SHORING JACKS, HYDRAULIC CYLINDER, AND/OR OTHER SYSTEMS AND TECHNIQUES FOR TRENCH EXCAVATION AS REQUIRED FOR INSTALLATION OF GAS PIPELINE SYSTEM AS SHOWN ON THE CONTRACT DRAWINGS.

2. UTILITY CONTRACTOR SHALL INCLUDE ANY AND ALL REQUIRED SLOPING/BENCHING, SHORING, AND SHIELDING WITHIN THE TRENCHED PIPE UNIT BID AND NO ADDITIONAL PAYMENT SHALL BE MADE WHEN NARROW TRENCH EXCAVATION TECHNIQUES AND SYSTEMS ARE REQUIRED TO INSTALL THE PIPELINE AS SHOWN ON THE CONTRACT DRAWINGS DUE TO EXISTING AND/OR PROPOSED FOREIGN UTILITIES, POLES, AND/OR STRUCTURES (ON OR OFF PUBLIC RIGHT OF WAY).

## WELDING OF GAS PIPELINES

1. CONTRACTOR SHALL SUBMIT CREDENTIALS FOR THEIR NON-DESTRUCTIVE TESTING (NDT) SUBCONTRACTORS TO UTILITY OWNER PRIOR TO BEGINNING WORK.

2. ALL BUTT WELDS SHALL BE TESTED BY RADIOGRAPHIC EXAMINATION AND FILLET WELDS (e.g.,TIE-INS) SHALL BE TESTED VIA MAGNETIC PARTICLE FLUX EXAMINATION. FABRICATOR TO PROVIDE PROTECTION FOR OPEN ENDS OF ASSEMBLES.

3. ALL CONTRACTOR PERSONNEL (WELDERS) PERFORMING WELDS TO JOINT STEEL PIPE SHALL BE CERTIFIED IN ACCORDANCE WITH AMERICAN PETROLEUM INSTITUTE (API) STANDARD 1104 WELDING OF PIPELINES AND RELATED FACILITIES, REFERENCE UTILITY OWNER'S TECHNICAL SPECIFICATIONS FOR WELDING PROCEDURES.

4. WELDED JOINTS SHALL BE SANDBLASTED PER THE NATIONAL ASSOCIATION OF CORROSION ENGINEERS (NACE) STANDARD NO. 2 SSPC-SP10, NEAR-WHITE BLAST CLEANING BY THE USE OF ABRASIVES. JOINTS SHALL BE COVERED USING A TWO-PART EPOXY APPLIED PER THE MANUFACTURER RECOMMENDATIONS. RECOMMENDATIONS THAT ARE COMPATIBLE WITH THE PIPE COATING SPECIFIED HEREIN. INCLUDE TWO-PART EPOXY COATING SYSTEM IN MATERIAL SUBMITTALS TO UTILITY OWNER

5. TAPPING FITTINGS SHALL BE CLEANED WITH A POWER BRUSH, PRIMED WITH WAX TAPE PRIMER AND WRAPPED WITH WAX TAPE OR COVERED USING AN APPROVED TWO- PARTY EPOXY, CONTRACTOR SHALL INCLUDE WAX TAPE PRIMER AND WAX TAPE COATING SYSTEM IN MATERIAL SUBMITTALS TO UTILITY OWNER.

6. THOROUGHLY JEEP ALL BELOW GRADE PIPE WITH A MEDIUM VOLTAGE HOLIDAY DETECTOR ROUTINELY BEFORE AND AFTER LOWERING THE PIPE INTO THE TRENCH, LOCATE ANY HOLIDAYS AND PATCH WITH A MATERIAL COMPATIBLE WITH THE PIPE COATING AND RETEST.

7. SET THE HOLIDAY DETECTOR AT THE APPROPRIATE VOLTAGE TO BE VERIFIED BY THE CORROSION INSPECTOR. PRIOR TO USE EACH DAY, CHECK THE VOLTAGE WITH A VOLTMETER.

8. ERW PIPE HAVING A LONGITUDINAL SEAM SHALL BE TURNED SO THAT THE LONG SEAM IS WITHIN THIRTY DEGREES FROM THE TOP CENTER. SUCCESSIVE JOINTS SHALL BE ROTATED TO AVOID ALIGNING THE LONG SEAMS IN ADJOINING JOINTS.

9. THIS PROJECT WILL BE 100-PERCENT X-RAY FOR STEEL PIPE WELDS. UTILITY CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH VISUAL WELDING INSPECTOR (VWI) IN PRODUCTION OF WELD MAPS FOR THE PROJECT IDENTIFYING HEAT NUMBERS AND ASSOCIATED WELD NUMBERS. A VISUAL WELDING FORM SHALL ALSO BE COMPLETED FOR EACH WELD AND LABELED WITH THE WELD NUMBER OR OTHER MARKING. THE VISUAL WELDING INSPECTOR SHALL BE RESPONSIBLE FOR THIS.

## CATHODIC PROTECTION/PIPELINE COATING

1. UTILITY OWNER WILL INSTALL ANODES AND CATHODIC TEST STATIONS. UTILITY CONTRACTOR TO COORDINATE AS NECESSARY.

2. CONTACT UTILITY OWNER TO SCHEDULE THE INSTALLATION OF THE TEST STATIONS. DO NOT BACKFILL THE AREAS FOR THE TEST STATIONS SHOWN ON THE DRAWINGS UNTIL INSTALLATION IS COMPLETE.

3. UTILITY CONTRACTOR SHALL FOLLOW AND ADHERE TO MANUFACTURER'S SPECIFICATIONS, AND SUGGESTED INSTALLATION AND HANDLING PROCEDURES FOR ALL FUSION BONDED EPOXY (FBE) AND EQUIVALENT COATING APPLICATIONS.

4. UTILITY CONTRACTOR IS RESPONSIBLE FOR OBTAINING SPECIFICATIONS, MAINTAINING, STORING, AND INSTALLING ALL COATING PRODUCTS PER THE SPECIFIC MANUFACTURER'S RECOMMENDED SPECIFICATIONS.

5. DURING INSTALLATION, ALL BARE PIPE SHALL BE SANDBLASTED PER NACE STANDARD NO. 2 SSPC-SP10, NEAR-WHITE BLAST CLEANING BY THE USE OF ABRASIVES.

## FUSIONS AND TIE-INS TO NEW AND EXISTING PE

1. UTILITY CONTRACTOR IS RESPONSIBLE FOR ALL TAPPING, FUSIONS, AND TIE-IN OPERATIONS; PREFERRED METHODS ARE AS FOLLOWS;
   a. NEW PE TO EXISTING PE: ELECTRO OR BUTT-FUSION FOR JOINING; ELECTRO OR SADDLE FUSION FOR TAPS, ANY MECHANICAL FITTINGS MUST BE APPROVED BY UTILITY OWNER. REFERENCE UTILITY OWNER TECHNICAL SPECIFICATIONS
   b. NEW PE TO NEW PE: ELECTRO OR BUTT-FUSION FOR JOINING OF PIPELINES AND FITTINGS; ELECTRO OR SADDLE FUSION FOR TAPS, ANY MECHANICAL FITTINGS MUST BE APPROVED BY UTILITY OWNER. REFERENCE UTILITY OWNER TECHNICAL SPECIFICATIONS.

2. SQUEEZE OFF TOOLS MUST COMPLY WITH ASTM F1563, "STANDARD FOR TOOLS TO SQUEEZE-OFF POLYETHYLENE (PE) GAS PIPE OR TUBING. RE-ROUND PIPE AND INSTALL TWO PIECE CLAMP AT SQUEEZE-OFF POINT. SQUEEZING SHALL BE IN ACCORDANCE WITH PLASTIC PIPE INSTITUTE TN-54: "GENERAL GUIDELINES FOR SQUEEZING OF POLYETHYLENE PIPE IN WATER, OIL, AND GAS APPLICATIONS".

3. UTILITY CONTRACTOR SHALL MAKE ALL TIE-INS TO EXISTING MAINS IN THE PRESENCE OF UTILITY OWNER INSPECTOR; NO EXCEPTIONS WILL BE MADE. REFERENCE UTILITY OWNER SPECIFICATIONS FOR HOT TAPPING REQUIREMENTS.

4. UTILITY CONTRACTOR SHALL MAKE ALLOWANCES FOR UNRESTRAINED POLYETHYLENE PIPE TO CONTRACT BY "SNAKING"PIPE FROM ONE SIDE OF THE TRENCH TO THE OTHER. DURING WARM WEATHER, KEEP PIPE IN A COMPRESSIVE STATE AND ALLOW PIPE TO COOL TO GROUND TEMPERATURE BEFORE MAKING FINAL CONNECTIONS.

5. UTILITY CONTRACTOR SHALL CONNECT NEW TRACER WIRE TO EXISTING TRACER WIRE WHEN TYING INTO EXISTING PE MAINS OR SERVICES.

## STATIC DISCHARGE FOR PE PIPE

1. TAKE PRECAUTIONS TO REDUCE THE POTENTIAL FOR STATIC ELECTRIC DISCHARGES WHERE HAZARDOUS ATMOSPHERE'S MAY EXIST BY APPLYING AN ANTI-STATIC SOLUTION..

2. FOLLOW PRECAUTIONS RECOMMENDED BY THE AMERICAN GAS ASSOCIATION (AGA) IN THE LATEST EDITION OF THE 'PLASTIC PIPE MANUAL FOR GAS SERVICE'.

3. DO NOT VENT GAS USING UNDERGROUND PLASTIC PIPE OR TUBING. IF VENTING IS NECESSARY, VENT DOWN-WIND AT A LOCATION AWAY FROM PERSONNEL AND FLAMMABLE MATERIALS.

## BENDS AND ELBOWS

1. FOR ANY CHANGE IN DIRECTION 15 DEG. OR GREATER, USE AN ELBOW TRIMMED TO FIT. FOR CHANGES IN DIRECTION LESS THAN 15 DEG., BEND USING A MANDREL BENDING MACHINE. THIS INCLUDES BUT IS NOT LIMITED TO SIDE BENDS, OVERBENDS, AND SAG BENDS.

2. PREVENT WRINKLE BENDS; WRINKLING BENDS WILL NOT BE ALLOWED.

3. SAG, OVERBENDS, AND SAG BENDS ARE SHOWN SCHEMATICALLY. UTILITY CONTRACTOR SHALL MAKE ALL COMBINATION BENDS AS REQUIRED.

4. WHEN TRIMMING AN ELBOW, MAINTAIN A MINIMUM ARC LENGTH OF ONE (1) INCH, MEASURED ALONG THE CROTCH.

5. BENDING STEEL PIPE:
   a. UTILITY CONTRACTOR SHALL MAKE ALL NECESSARY PIPE BENDS REQUIRED IN THE CONSTRUCTION OF THE LINE.
   b. ALL BENDING SHALL BE DONE BY AN APPROVED, COLD SMOOTH BENDING METHOD AND SHALL BE MADE BY THE USE OF AN APPROVED TYPE COLD, SMOOTH BENDING MACHINE HAVING FULL ENCIRCLEMENT BENDING SHOE PRODUCING A SMOOTH, SYMMETRICAL BEND, NOT STRETCHING OR THINNING OF THE PIPE WALL THICKNESS WILL BE PERMITTED, ALL BENDS ON PIPE 8" AND LARGER WILL REQUIRE A MANDREL TO BE USED DURING THE BENDING PROCESS. ALL FIELD BENDS SHALL BE APPROVED BY THE UTILITY OWNER PRIOR TO BEING WELDED IN.
   c. THE MAXIMUM DEGREE OF BENDING SHALL NOT BE MORE THAN ONE (1) DEG. PER 18" IN ANY LENGTH ALONG THE PIPE AXIS AND AN ACCURATE METHOD OF MEASUREMENT SHALL BE USED.
   d. ON PIPE CONTAINING A LONGITUDINAL WELD, THE LONGITUDINAL SEAM SHALL BE AS NEAR AS PRACTICABLE TO THE NEUTRAL AXIS OF THE BEND. NO CIRCUMFERENTIAL WELD SHALL BE SUBJECTED TO STRESS DURING BENDING.
   e. THE DIFFERENCE BETWEEN THE MAXIMUM AND MINIMUM DIAMETER AT A BEND SHALL NOT EXCEED TWO AND ONE- HALF PERCENT (2.5-PERCENT) OF THE NOMINAL DIAMETER OF THE PIPE.
   f. ANY PIPE THAT IS BUCKLED OR OTHERWISE DAMAGED (DENTED, SCARRED, NICKED, ETC.) BY THE BENDING OPERATION SHALL BE CUT OUT AND REPLACED AT THE EXPENSE OF THE CONTRACTOR.

## PIPELINE TESTING

1. PRIOR TO TESTING, CLEAN THE PIPELINE BY BLOWING PIGS WITH COMPRESSED AIR A SUFFICIENT NUMBER OF TIMES TO ENSURE THE REMOVAL OF ALL CONSTRUCTION DIRT, RUST, SCALE AND ALL FOREIGN MATTER IN THE PIPELINE.

2. PRESSURE TEST SHALL COMPLY WITH 49 CFR 192, SUBPART J "TEST REQUIREMENTS" AND UTILITY OWNER PROCEDURES.

3. THE RECORDING CHART SHALL REFLECT THE PRESSURE INCREASE AS THE LINE IS BEING PRESSURIZED AND PRESSURE DECREASE AFTER THE TEST IS DEEMED SUCCESSFUL BY UTILITY OWNER.

4. THE TEST PRESSURE FOR POLYETHYLENE (HDPE) PIPE AND OTHER PIPELINES WITH AN MAOP OF 100 PSIG OR LESS:
   a. MAINS SHALL BE PRESSURE TESTED TO 150 PSIG (+25,0) FOR A DURATION AS SPECIFIED IN UTILITY OWNER'S TECHNICAL SPECIFICATIONS.
   b. TEST MEDIUM FOR ALL TESTS SHALL BE: AIR
   c. RECORDING CHARTS WITH A SCALE OF 1.5X THE SCALE OF THE TEST WITH A TEMPERATURE OUTPUT MUST BE USED TO REFLECT THE PRESSURE INCREASE AS THE LINE IS BEING PRESSURIZED AND THE PRESSURE DECREASE AFTER THE TEST IS DEEMED SUCCESSFUL BY UTILITY OWNER.

d. TEST PRESSURE FOR NEW SERVICE LINES SHALL BE 150 PSIG (+5,-0) FOR A DURATION AS SPECIFIED IN UTILITY OWNER'S TECHNICAL SPECIFICATIONS. COORDINATE WITH UTILITY OWNER INSPECTOR FOR GUIDANCE ON TESTING EXISTING MAINS AND SERVICE LINES. TEST MEDIUM SHALL BE AIR.

5. TEST PRESSURE AND MEDIUM FOR HIGH PRESSURE DISTRIBUTION STEEL PIPELINES HAVING AN MAOP ABOVE 100 PSIG:
   a. STEEL PRESSURE TEST PARAMETERS:
      TEST MEDIUM: WATER
      MINIMUM TEST PRESSURE: 1110 PSIG (+15, -0)
      MAXIMUM TEST PRESSURE: 1125 PSIG
      DURATION OF TEST: 12 HOURS
      THESE PARAMETERS APPLY IF THE ENTIRE LENGTH OF STEEL PIPING IS TO BE TESTED IN ONE CONTINUOUS PORTION. IF HYDROSTATIC TESTING IS TO BE PERFORMED ON SEPARATE PIPE PORTIONS, NOTIFY UTILITY OWNER PRIOR TO BEGINNING CONSTRUCTION, **THE UTILITY CONTRACTOR SHALL SUBMIT A WRITTEN PLAN FOR DEWATERING AND DRYING OF PIPELINE TO UTILITY OWNER PRIOR TO BEGINNING CONSTRUCTION.**
   b. WHERE REQUIRED BY THE SPECIFICATIONS, UTILITY CONTRACTOR SHALL HYDROSTATICALLY TEST THE COMPLETED LINE AT ALL ASSEMBLIES THEREOF AT SUCH PRESSURES AS MAY BE DESIGNATED BY UTILITY OWNER. UTILITY CONTRACTOR SHALL FURNISH ALL WATER, HIGH PRESSURE PUMPS, FILLING PUMPS, METERS, FILLING PIGS, DEWATERING PIGS, PRESSURE GAUGES AND RECORDING CHARTS, TEMPERATURE GAUGES AND RECORDING CHARTS, TEST MANIFOLDS, AND ALL LABOR EQUIPMENT, AND OTHER MATERIALS REQUIRED.
   c. THE TEST MEDIA FOR ALL HIGH PRESSURE DISTRIBUTION STEEL PIPE TESTING SHALL BE WATER AT A PRESSURE AS SPECIFIED FOR EACH COMPONENT. A SATISFACTORY TEST SHALL BE HELD FOR THE DURATION SPECIFIED BY UTILITY OWNER (MINIMUM OF 4 HOURS ON SHORT SECTIONS OR FABRICATED ASSEMBLIES. MINIMUM TESTS DURATION'S MAY BE LENGTHENED PER EACH PROJECT), WITH THE PRESSURE BEING MAINTAINED WITHIN THE MINIMUM OR THE, OF THE TEST PRESSURE REQUIRED. PRIOR TO ATTAINING THE REQUIRED TEST PRESSURE, HOWEVER, AND INTERMEDIATE PRESSURE SHALL BE HELD ON THE LINE AN ALLOWED TO STABILIZE FOR (1) HOUR. IF NO LEAKAGE IS INDICATED, THE PRESSURE SHALL THEN BE RAISED TO THE REQUIRED TEST PRESSURE.

## PIPELINE TESTING

d. THE UTILITY OWNER MAY PROVIDE A REGISTERED PROFESSIONAL ENGINEER QUALIFIED TO WITNESS AND CERTIFY ALL HYDROSTATIC PRESSURE TESTS. THE UTILITY CONTRACTOR SHALL FURNISH THE UTILITY OWNER TWO (2) COPIES OF A COMPLETE TEST REPORT CONTAINING THE FOLLOWING INFORMATION: A DESCRIPTION OF THE FACILITIES TESTED, INCLUDING PIPE DIAMETER(S), WALL THICKNESS(ES), PIPE SPECIFICATIONS, DEADWEIGHT LOCATION, AND LENGTH(S) TESTED; UTILITY CONTRACTOR'S NAME, AND ADDRESS. NAME OF UTILITY CONTRACTOR'S REPRESENTATIVE RESPONSIBLE FOR TESTING, AND NAME AND ADDRESS OF TESTING SUBCONTRACTOR, IF ANY; ORIGINAL AND ONE COPY OF ALL TEST RECORDS, INCLUDING PRESSURE RECORDING CHARTS, CHRONOLOGICAL PUMPING LOGS; METER WATER VOLUME LOGS AND RECORDING CHARTS, METER WATER VOLUME LOGS AND RECORDING CHARTS. TEST WATER TEMPERATURE AND AMBIENT TEMPERATURE RECORDING CHARTS, AND ANY OTHER RECORDS OF THE TESTS(S). TEST RECORDS AND EXHIBITS SHALL BE ORGANIZED, ARRANGED, AND LABELED IN THE CERTIFIED TEST REPORT IN SUCH A MANNER THAT THE PERTINENT TEST DATE OF ANY SECTION OF PIPELINE OR COMPONENT IS READILY ASCERTAINABLE; AND AN ELEVATION PROFILE OF THE PIPELINE, IF VARIATIONS IN ELEVATION ALONG THE PIPELINE ARE SIGNIFICANT TO THE TEST(S). A DETAILED RESUME OF ANY LEAKS OR FAILURES, INCLUDING THE CORRECTION OR REPAIR THEREOF. DURATION OF EACH TEST OR TESTS. MINIMUM CERTIFIED TEST PRESSURES OF THE PIPELINE AS A WHOLE AND EACH INDIVIDUALLY TEST COMPONENT.

e. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR THE PIGGING OF EACH SECTION OF THE PIPELINE TO PURGE TEST WATER. TEST WATER REMOVED FROM THE PIPELINE SHALL BE DISPOSED OF IN ACCORDANCE WITH THE HYDROSTATIC DISCHARGE PERMIT AND THE EROSION AND SEDIMENTATION CONTROL PLAN. ALL TEST WATER DISCHARGE POINTS ARE TO BE MONITORED THROUGHOUT THE DEWATERING.

f. ALL WATER USED FOR TESTING SHALL BE FRESH OR POTABLE WATER, FREE OF CONTAMINANTS, SOLUBLES, AND FOREIGN PARTICLES OR MATERIALS THAT MIGHT BE INJURIOUS TO THE PIPELINE OR IT'S COMPONENTS. ALL COSTS RELATED TO DISPOSAL SHALL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR.

g. ALL VOLUMES OF WATER INJECTED INTO THE PIPELINE SHALL BE ACCURATELY MEASURED, AND THE CUMULATIVE VOLUMES RECORDED AT REGULAR INTERVALS AFTER INJECTION COMMENCES. THE PUMPING LOG RECORDING INTERVAL SHALL NOT EXCEED ON (1) HOUR.

h. A CONTINUOUS RECORD OF WATER TEMPERATURE IN THE PIPELINE SHALL BE KEPT, COMMENCING AT THE TIME OF FILL OR BEFORE.

i. IN THE EVENT THAT A LEAK OR FAILURE OCCURS DUE TO NEGLIGENCE OR FAULTY WORKMANSHIP ON THE PART OF THE UTILITY CONTRACTOR OR HIS AGENTS, UTILITY CONTRACTOR SHALL FURNISH ALL EQUIPMENT, LABOR, MATERIALS, AND INCIDENTAL COST TO REPAIR OR REPLACE THE DEFECT AND COST FOR RETESING THE REPAIRED OR REPLACE SECTION OF WORK, THE EXPENSE OF REPAIR OF ANY LEAK OR FAILURE THAT OCCURRED DUE TO DEFECTIVE EQUIPMENT OR MATERIAL FURNISHED BY THE UTILITY OWNER SHALL BE BORNE BY THE UTILITY OWNER.

j. PIGS SHALL BE RUN CONTINUALLY AND IN SUCH A MANNER AS TO MOVE ANY WATER AND/OR NITROGEN REMAINING IN THE PIPELINE TO A POINT OF EXIT. FOAM PIGS SHALL BE DRY BEFORE REINSERTION INTO THE PIPELINE FOR ADDITIONAL RUNS, CUPPED OR WIRE PIGS ARE TO BE INSPECTED FOR CUP WEAR AND PARTICLES EMBEDDED IN THE BRUSHES OR CUPS, THEN CLEANED BEFORE REINSERTION, OWNER MAY REJECT FOR USE ANY PIG IT DEEMS IS DAMAGED OR IRREPARABLE.

k. DEWATERING AND CLEANING PIG(S) SHALL BE REPEATEDLY RUN UNTIL THE PIGS EXIT THE PIPELINE CLEAN WITHOUT MOISTURE, SCALE, MUD, RUST OR OTHER CONTAINMENTS. THE PIGGING PROCESS IS INTENDED TO PROVIDE A PIPELINE WHERE THE INSIDE OF THE PIPELINE IS CLEAN AND WHERE NEW BARE METAL IS EVIDENT. THE UTILITY OWNER REPRESENTATIVE SHALL DETERMINE THE POINT IN WHICH THE PIGGING OPERATION IS COMPLETED.

l. COMPRESSED AIR USED IN THE DRYING PROCESS SHALL BE DRIED AT THE AIR COMPRESSOR. ONLY DRY AIR SHALL BE USED IN THE PIPELINE FOR DRYING. OTHER METHODS OF DRYING ARE AS APPROVED BY UTILITY OWNER. THE PIPELINE SHALL BE DRIED TO A DEW POINT OF -25 DEGREES F.

m. CONTRACTOR SHALL APPLY FOR AND OBTAIN COVERAGE (AND PAY ANY AND ALL ASSOCIATED FEES) UNDER THE TDEC DIVISION OF WATER RESOURCES GENERAL NPDES PERMIT FOR DISCHARGES OF HYDROSTATIC TESTS WATER (TNG670000). CONTRACTOR SHALL SUBMIT A COPY OF THE APPROVED PERMIT TO THE UTILITY OWNER. CONTRACTOR SHALL DISCHARGE ALL TEST WATER IN ACCORDANCE WITH APPROVED PERMIT. CONTRACTOR SHALL UTILIZE VACUUM (VAC) TRUCK TO DISPOSE OF TEST WATER. ALL TEST WATER SHALL BE DISPOSED OF BY CONTRACTOR IN A LEGAL MANNER OFFSITE CONSISTENT WITH THE APPROVED PERMIT. OTHER METHODS OF TEST WATER DISPOSAL SHALL BE CONSIDERED FOR CONTRACTOR'S CONVENIENCE. CONTRACTOR SHALL INCLUDE ALL COSTS IN UNIT BID FOR TRENCHED PIPING AND NO ADDITIONAL PAYMENT WILL BE MADE FOR HYDROSTATIC TESTING AND ASSOCIATED REQUIREMENTS.

n. THE RECORDING CHART SHALL REFLECT THE PRESSURE INCREASE AS THE LINE IS BEING PRESSURIZED AND PRESSURE DECREASE AFTER THE TEST IS DEEMED SUCCESSFUL BY UTILITY OWNER.

o. UTILITY CONTRACTOR SHALL COORDINATE WITH ATMOS ENERGY PRIOR TO BEGINNING CONSTRUCTION FOR PRESSURE TEST REQUIREMENTS AGAINST INDIVIDUAL PIPELINE COMPONENTS THAT WILL NOT BE PRESSURE TESTED AS PART OF THE REMAINDER OF THE PROPOSED PIPELINE. UTILITY CONTRACTOR SHALL TEST AS PER ATMOS ENERGY. AT TIE-INS TO EXISTING STEEL ON UX-04 AND UX-05, UTILITY CONTRACTOR SHALL PRE-TEST BOTTOM OUT LINESTOPPER ASSEMBLY, CAP, AND PUP SEPARATELY WITH INERT GAS (NITROGEN), AUTO PERF TEES USED ON STOPPED SIDE SHALL BE LIKEWISE TESTED WITH INERT GAS (NITROGEN) ONCE WELDED ONTO THE PIPELINE. IN ADDITION, IF UTILITY CONTRACTOR WISHES TO PRETEST ANY OTHER PIPELINE ASSEMBLIES FOR CONTRACTOR CONVENIENCE, UTILITY CONTRACTOR SHALL SUBMIT PLAN TO ATMOS ENERGY PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL COORDINATE ALL TESTS AGAINST EXISTING PIPING WITH ATMOS ENERGY PRIOR TO BEGINNING CONSTRUCTION. ALL OTHER PRETESTING IS FOR CONTRACTOR CONVENIENCE ONLY, AND NO ADDITIONAL PAYMENT SHALL BE ISSUED WHEN PRETESTING IS APPROVED BY ATMOS ENERGY.

## PURGING AND COMMISSIONING OF PIPELINE

1. UTILITY CONTRACTOR SHALL FIELD LOCATE AND PROVIDE 2"TEMPORARY VALVES AND/OR STACKS AS REQUIRED FOR PURGING/BLOWING DOWN OF PIPELINE. TEMPORARY VALVES SHALL BE RETIRED AFTER COMMISSIONING OR DECOMMISSIONING OF PIPELINE. REFERENCE UTILITY OWNER'S TECHNICAL SPECIFICATIONS FOR PURGING AND BLOWDOWN PROCEDURES AND REQUIREMENTS (INCLUDING PURGING REQUIREMENTS WHEN PIPELINE CONTAINS AN EXCESS FLOW VALVE).

2. NEW PIPELINES: BEFORE PLACING IN SERVICE, PURGE ALL NEW LINES TO REMOVE ALL AIR AND EXPLOSIVE MIXTURES, IN ACCORDANCE WITH UTILITY OWNER'S PURGING PROCEDURES AND SAFETY PRECAUTIONS.

3. EXISTING PIPELINES: BEFORE TEMPORARILY OR PERMANENTLY TAKING EXISTING PIPELINES OUT OF SERVICE, PURGE/BLOW DOWN ALL PIPELINES IN ACCORDANCE WITH UTILITY OWNER'S PURGING/BLOW DOWN PROCEDURES AND SAFETY PROCEDURES. NO PIPELINES THAT ARE OUT OF SERVICE SHALL REMAIN PRESSURIZED WITH GAS.

4. THE UTILITY OWNER'S REPRESENTATIVE WILL DETERMINE THAT ALL AIR AND TEST MEDIUM IS PURGED FROM THE PIPELINE AND NO HAZARDOUS GAS-AIR MIXTURE IS PRESENT.

5. UTILITY CONTRACTOR SHALL SUBMIT A WRITTEN PURGING, TIE-IN, AND RETIREMENT PLAN TO ATMOS ENERGY PRIOR TO BEGINNING CONSTRUCTION.

REFERENCE ATMOS SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS

811 Know what's below. Call 811 before you dig.

| REVISION | | |
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| No. | Date | Revision |
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SEALED BY:

BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20505
STATE OF TENNESSEE
07/11/2025

ATMOS energy

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| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
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| SCALE: | N.T.S. |
| DATE: | 05.14.2025 |

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NATURAL GAS RELOCATION
GENERAL NOTES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| PS&E | 2025 | STP-126(25) | U4-03B |
| | | 82S126-F3-002 | |
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SULLIVAN COUNTY
40230.34

## EXCESS FLOW VALVES

1. IN ACCORDANCE WITH CFR 192, ALL NEW OR REPLACED SERVICE MUST HAVE EITHER AN EXCESS FLOW VALVE (EFV) OR SERVICE (CURB) VALVE INSTALLED. EFVS SHALL BE INCLUDED IN THE UNIT BID FOR CONNECTED PIPING AND NO ADDITIONAL PAYMENT SHALL BE MADE FOR EFVS.
2. EFVS SHALL BE SIZED AND SELECTED IN ACCORDANCE WITH UTILITY OWNER'S CONSTRUCTION SPECIFICATIONS.
3. UTILITY CONTRACTOR SHALL FIELD VERIFY ALL EXISTING METER SIZES AND LOCATIONS WITHIN THE PROJECT SCOPE PRIOR TO BEGINNING CONSTRUCTION.
4. PRIOR TO BEGINNING CONSTRUCTION, BUT AFTER REQUIRED FIELD VERIFICATIONS, UTILITY CONTRACTOR SHALL SUBMIT AS-BUILTS SHOWING PROVIDED AND SIZED EFV'S OR SERVICE VALVE FOR REVIEW AND APPROVAL BY UTILITY OWNER.

## PHASING OF PIPELINE CONSTRUCTION

1. UTILITY CONTRACTOR SHALL SUBMIT TO ATMOS ENERGY A WRITTEN CONSTRUCTION SCHEDULE OUTLINING MILESTONE COMPLETION DATES PRIOR TO BEGINNING CONSTRUCTION.

## PIPELINE MARKERS

1. THE UTILITY CONTRACTOR SHALL FURNISH AND INSTALL PIPELINE MARKERS. PIPELINE MARKERS SHALL MEET THE REQUIREMENTS OF THE UTILITY OWNER'S CONSTRUCTION SPECIFICATIONS AND BE LOCATED IN ACCORDANCE WITH UTILITY OWNER'S CONSTRUCTION SPECIFICATIONS. MARKERS SHALL INCLUDE WARNING LABELS CONSISTENT WITH UTILITY OWNER'S REQUIREMENTS.
2. UTILITY CONTRACTOR SHALL INCLUDE PIPELINE MARKERS IN RESPECTIVE UNIT BID FOR TRENCHED PIPING. NO ADDITIONAL PAYMENT SHALL BE MADE FOR INSTALLATION OF PIPELINE MARKERS.

## RAISING AND LOWERING OF FACILITIES FOR PAVING

1. PRIOR TO SUBMITTING BID ON PROJECT, UTILITY CONTRACTOR SHALL FIELD VERIFY EXISTING VALVE COVER LOCATIONS WITHIN THE PROPOSED TDOT AREA OF REPAVING/RESURFACING AND IMPROVEMENTS.
2. THE UTILITY CONTRACTOR SHALL TEMPORARILY ADJUST/LOWER ALL VALVE BOXES AND COVERS WITHIN THE AREA OF THE PROJECT TO INCLUDE RESURFACING/REPAVING AND IMPROVEMENTS. UTILITY CONTRACTOR SHALL ADJUST/LOWER FACILITIES AS REQUIRED TO ALLOW FOR MILLING MACHINES TO TRAVERSE THE ROADWAY WITHOUT DAMAGING UTILITY ASSETS. UTILITY CONTRACTOR SHALL ADJUST OR RAISE PRIOR TO APPLICATION OF HOT MIX ASPHALT (HMA). PRIME CONTRACTOR SHALL COORDINATE WITH UTILITY AND HMA PAVING CONTRACTOR TO GRADE HMA AWAY FROM VALVE COVER TO PREVENT WATER ENTRY INTO VALVE BOX. UTILITY CONTRACTOR SHALL RAISE OR LOWER BOX EXTENSIONS AS REQUIRED TO ACCOMMODATE ACTUAL FINISHED GRADE ELEVATION. RAISING AND LOWERING OF EXISTING FACILITIES SHALL BE INCLUDED IN UNIT BID FOR TRENCHED PIPING AND NO ADDITIONAL PAYMENT SHALL BE MADE FOR RAISING AND LOWERING OF FACILITIES. RAISING AND LOWERING OF EXISTING FACILITIES SHALL BE INCLUDED IN UNIT BID FOR TRENCHED PIPING AND NO ADDITIONAL PAYMENT SHALL BE MADE FOR RAISING, ADJUSTING, AND/OR LOWERING OF FACILITIES.

## CLEARING AND TRIMMING

1. ALL TREE AND/OR BRUSH CLEARING/TRIMMING ON THE PUBLIC RIGHT-OF-WAY SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR, AND NO ADDITIONAL PAYMENT SHALL BE MADE UNDER DIVISION 791 FOR TREE AND/OR BRUSH REMOVAL ON PUBLIC RIGHT-OF-WAY.
2. UTILITY CONTRACTOR SHALL PERFORM ALL WORK TO THE SATISFACTION OF THE UTILITY OWNER AND IN ACCORDANCE WITH ALL FEDERAL, STATE, COUNTY, MUNICIPAL AND OTHER LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS APPLICABLE TO THE WORK BEING PERFORMED, AS WELL AS WITH THE AMERICAN NATIONAL STANDARDS INSTITUTE Z133.1 AND A300.
3. TREE AND/OR BRUSH TRIMMING AND CUTTING SHALL BE DONE IN ORDER TO OBTAIN TEN (10) FEET OF CLEARANCE ON BOTH SIDES OF THE CENTERLINE OF THE MAIN PIPELINES, AND SERVICE PIPELINES LARGER THAN 2" FROM THE GROUND TO THE SKY, EXCEPT WHERE OTHERWISE SPECIFIED WITHIN THE CONTRACT DOCUMENTS.
4. ALL GROWTH SHALL BE CLEARED WITHIN FIVE (5) FEET OF ALL SERVICE PIPELINES 2"AND SMALLER WITH THE USE OF LATERAL PRUNING ONLY, UNLESS OTHERWISE INSTRUCTED BY THE UTILITY OWNER.
5. THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED STRUCTURE REMOVAL ON PUBLIC RIGHT-OF-WAY TO ALLOW FOR INSTALLATION OF PIPELINE AS SHOWN ON THE CONTRACT DRAWINGS.
6. FOR ALL TREES THAT ARE CUT, THE UTILITY CONTRACTOR SHALL ENSURE THAT THE TREES ARE CUT FLUSH WITH THE GROUND WITH STUMPS REMOVED AS REQUIRED FOR INSTALLATION OF THE PIPELINE.
7. THE UTILITY CONTRACTOR SHALL PERFORM ALL WORK IN A REASONABLE, SAFE AND SECURE FASHION TO COMPLY, AT A MINIMUM, WITH ALL SAFETY AND SECURITY REQUIREMENTS OF ALL GOVERNMENT AUTHORITIES TO PERFORM THE WORK IN SUCH A MATTER AS TO PREVENT ACCIDENTS TO THE PUBLIC OR ANY DAMAGE TO PROPERTY.
8. ALL WORK IS TO BE DONE WHILE THE FACILITIES ARE PRESSURIZED, AND THEREFORE, THE UTILITY CONTRACTOR SHALL GUARD AGAINST INTERFERENCE WITH THE NORMAL OPERATION OF THE NATURAL GAS FACILITIES TO ENSURE THERE IS NO DAMAGE TO THE PIPELINE.

## RETIREMENT OF EXISTING FACILITIES

1. ALL EXISTING UTILITY OWNER ASSETS WILL BE RETIRED IN PLACE UNLESS NOTED OTHERWISE. FOR ALL UNDERGROUND FACILITIES THAT ARE RETIRED IN PLACE, ENSURE THAT THE PIPE IS PURGED WITH AIR, AND PLATES OR PLUGS WELDED ON EACH END OR SECURED BY ANOTHER METHOD AS SHOWN ON THE CONTRACTOR DRAWINGS, ANY RETIRED ABOVE GROUND FACILITIES SHALL BE DISCONNECTED, OFFERED TO THE UTILITY OWNER, AND OTHERWISE DISPOSED OF BY CONTRACTOR.
2. ALL RETIRED VALVES SHALL BE REMOVED TO INCLUDE: VALVE, VALVE BOX, AND COVER. CAP PIPE ENDS AT VALVE REMOVAL. BACKFILL SHALL BE FLOWABLE FILL UNDER EXISTING AND PROPOSED AREAS OF PAVING.
3. PRIME CONTRACTOR SHALL COORDINATE WITH THE UTILITY CONTRACTOR PRIOR TO SUBMISSION OF BID TO DEFINE EXACT SCOPE THAT IS REQUIRED ON PIPE REMOVALS THAT ARE REQUIRED FOR INSTALLATION OF STORM DRAIN PIPING AND STRUCTURES. PRIME CONTRACTOR SHALL INCLUDE ALL REQUIRED EXCAVATION, BACKFILLING, TRAFFIC CONTROL, TEMPORARY PAVEMENT, ETC. WHEN REMOVAL IS REQUIRED FOR STORM DRAIN PIPE AND STRUCTURE INSTALLATION. UTILITY CONTRACTOR SHALL INCLUDE ALL REQUIRED PROVISIONS FOR CUTTING/CAPPING/AND PHYSICAL REMOVAL AND DISPOSAL OF PIPE ONLY.
4. UTILITY CONTRACTOR SHALL REVIEW PRIOR TO SUBMISSION OF BID ALL OTHER DRAWINGS THAT ARE CONTAINED WITHIN THE STATE'S CONTRACT PLAN SET TO INCLUDE THIRD PARTY UTILITIES. UTILITY CONTRACTOR WILL INCLUDE ANY AND ALL REMOVAL OF THIRD PARTY UTILITIES THAT ARE SHOWN AS RETIRED IN PLACE THAT MAY BE NECESSARY FOR THE INSTALLATION OF THE GAS PIPELINES AS SHOWN ON THE CONTRACT DRAWINGS. THIS SHALL BE INCLUDED IN THE TRENCHED QUANTITY UNIT PRICE.
5. PRIME CONTRACTOR SHALL COORDINATE WITH ALL THIRD PARTY UTILITY CONTRACTORS PRIOR TO SUBMISSION OF BID TO ENSURE THAT THOSE THIRD PARTY UTILITY CONTRACTORS INCLUDE WITHIN THE THIRD PARTY'S QUANTITY BIDS ANY AND ALL REMOVALS OF EXISTING GAS PIPELINES THAT ARE SHOWN AS BEING RETIRED IN PLACE THAT MAY BE REQUIRED FOR THE INSTALLATION OF THOSE THIRD PARTY'S FACILITIES.

## MISCELLANEOUS REQUIREMENTS

1. THE PRIME AND UTILITY CONTRACTOR SHALL SEQUENCE CONSTRUCTION OPERATIONS SO AS TO CAUSE AS MINIMAL AS POSSIBLE INCONVENIENCE TO PROPERTY OWNERS AND THEIR NORMAL BUSINESS OPERATIONS AND/OR RESIDENTIAL ACTIVITIES
2. PRIOR TO INTERRUPTION OF ANY NORMAL BUSINESS OPERATIONS AND/OR RESIDENTIAL ACTIVITIES, PRIME AND UTILITY CONTRACTOR SHALL NOTIFY SAID PROPERTY OWNER A MINIMUM OF THREE (3) BUSINESS DAYS IN ADVANCE, ALL WORK SHALL BE CONSTRUCTED TO ALLOW FOR RESUMPTION OF NORMAL BUSINESS OPERATIONS AND/OR RESIDENTIAL ACTIVITIES AS QUICKLY AS POSSIBLE. PRIME AND UTILITY CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER AND UTILITY OWNER TO MINIMIZE THE AMOUNT OF TIME THAT THEY WILL INTERRUPT NORMAL BUSINESS OPERATIONS AND/OR RESIDENTIAL ACTIVITIES.
3. PRIME AND UTILITY CONTRACTOR SHALL NOTIFY UTILITY OWNER A MINIMUM OF FIFTEEN (15) BUSINESS DAYS IN ADVANCE OF PROPOSED START OF CONSTRUCTION. PRIME AND UTILITY CONTRACTOR WILL PROVIDE UTILITY OWNER WITH A DETAILED CONSTRUCTION SCHEDULE IDENTIFYING THE TIMELINES FOR COMPLETION OF MILESTONES OF UTILITY CONSTRUCTION.
4. PRIME AND UTILITY CONTRACTOR SHALL SCHEDULE A UTILITY PRECONSTRUCTION MEETING WITH UTILITY OWNER A MINIMUM OF THIRTY (30) BUSINESS DAYS IN ADVANCE OF PROPOSED START OF CONSTRUCTION.
5. ALL WORK REQUIRED WITHIN THIS SECTION SHALL BE INCLUDED IN THE TRENCHED PIPE UNIT BID.

REFERENCE ATMOS SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS

811 Know what's below. Call 811 before you dig.

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
No. 20305
STATE OF TENNESSEE
07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE: N.T.S. | DATE: 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS RELOCATION
GENERAL NOTES

$$$$DATE$$$$$$$$$$$TIME$$$$$$
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-04 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

N

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00

BEGIN PROJ. NO. STP-126(16) (CONST.)
STA. 196+00.00

EXISTING 6" STEEL GAS MAIN TO REMAIN

BEGIN GAS LINE "A"
STA. 0+00
TIE-IN TO EXISTING
6" STEEL GAS LINE WITH
BOTTOM-OUT PCF

PROPOSED 6" PE GAS LINE "A"

STA. 0+07
PROPOSED 6" STEEL ELBOW

STA. 0+15
PROPOSED 6" PLASTIC TO
STEEL TRANSITION FITTING

STA. 0+22
PROPOSED 6" PE VALVE

STA. 1+99
INSTALL 208 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

STA. 2+34
INSTALL 110 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

STA. 2+53
PROPOSED 6" 45° ELBOW

STA. 1+83
INSTALL 56 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

GAS LINE "A"
STA. 3+66
INSTALL 6" X 4" PE TEE
BEGIN GAS LINE "B"
STA. 0+00
INSTALL 12" MIN. OF 4" PE PIPE PUP
INSTALL 4" X 2" PE REDUCER
INSTALL 6" MIN OF 2" PE PIPE PUP
INSTALL 2" PE VALVE

2" PE GAS LINE
TO BE RETIRED

STA. 1+36
PROPOSED 2" PE 45° ELBOW

STA. 1+55
PROPOSED 2" PE 45° ELBOW

PROPOSED 2" PE GAS LINE "C"

PROPOSED 2" PE GAS LINE "B"

STA. 0+52
PROPOSED 2" PE 45° ELBOW

EXISTING 2" PE GAS
LINE TO BE RETIRED

END GAS LINE "C"
STA. 3+17
TIE-IN TO EXISTING 2" PE GAS LINE
WITH TEMPORARY BYPASS

GAS LINE "B"
STA. 2+32
INSTALL 2" X 2" PE TEE
BEGIN GAS LINE "C"
STA. 0+00

EXISTING 2" PE GAS LINE
TO REMAIN IN PLACE

STA. 2+72
INSTALL 59 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

STA. 2+74
PROPOSED 2" 90 PE ELBOW

STA. 3+13
PROPOSED 2" PE 90° ELBOW

END GAS LINE "B"
STA. 2+79
TIE-IN TO EXISTING 2" PE GAS LINE
WITH 3/4" TEMPORARY BYPASS

EXISTING 2" PE GAS
LINE TO REMAIN

MATCH LINE STA. 203+00 SEE SHEET NO. U4-05

Know what's below. Call 811 before you dig.

## REVISION

| No. | Date | Revision |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20305
STATE OF TENNESSEE
07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS RELOCATION
START OF PROJECT TO STA. 203+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-05 |
| | | 82S126-F3-002 | |
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SULLIVAN COUNTY
40230.34

N

*NOTE: FOR THE REMOVAL OF STRUCTURES

*CONST. ESMT.

GAS LINE "A"
STA. 7+12
INSTALL 6" X 4" PE TEE
BEGIN GAS LINE "D"
STA. 0+00
INSTALL 12" MIN. OF 4" PE PIPE PUP
INSTALL 4" X 2" PE REDUCER
INSTALL 6" MIN. OF 2" PE PIPE PUP
INSTALL 2" PE VALVE

STA. 7+18
INSTALL 6" PE VALVE

STA. 11+25
INSTALL 141 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

PERM. DRAIN. ESMT.

8016
UNECONOMIC REMNANT

STA. 11+03
INSTALL 150 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

STA. 10+21
INSTALL 141 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

PROPOSED 6" PE GAS LINE "A"

INSTALL BOX SAG UNDER PROPOSED STORM DRAIN
SEE DETAIL "A" ON THIS PAGE

END GAS LINE "E"
STA. 0+34
CONNECT TO EXISTING 2" GAS LINE WITH 3/4" TEMPORARY BYPASS

STA. 17+58
INSTALL 210 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

STA. 18+06
INSTALL 123 LF OF /4" PE SERVICE LINE
CONNECT TO EX. METER

8030
UNECONOMIC REMNANT

MATCH LINE STA. 203+00 SEE SHEET NO. U4-04

SEE SHEET NO. U4-06 MATCH LINE STA. 216+00

EXISTING 2" STEEL GAS MAIN TO BE RETIRED

PROPOSED 2" STEEL GAS MAIN TO BE RETIRED

EXISTING 4" STEEL GAS LINE TO BE RETIRED IN PLACE

STA. 1+41
INSTALL 139 LF OF 3/4" PE SERVICE LINE
CONNECT TO 3 EX. METERS

STA. 1+98
INSTALL 2" PLASTIC TO STEEL TRANSITION FITTING

STA. 2+08
INSTALL 2" 90° STEEL ELBOW

EXISTING 2" STEEL GAS LINE TO REMAIN

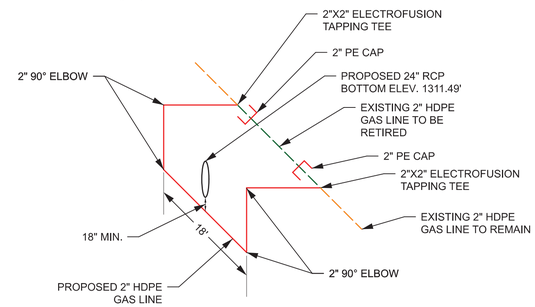
END GAS LINE "D"
STA. 2+13
TIE IN TO EXISTING 2" STEEL GAS LINE WITH 2" BOTTOM-OUT PCF AND 3/4" TEMPORARY BYPASS

STA. 13+66
INSTALL 198 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

STA. 14+33
INSTALL 161 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

GAS LINE "A"
STA. 15+21
INSTALL 6" X 4" PE TEE
BEGIN GAS LINE "E"
STA. 0+00
INSTALL 12" MIN. OF 4" PE PIPE PUP
INSTALL 4" X 2" PE REDUCER
INSTALL 6" MIN. OF 2" PE PIPE PUP
INSTALL 2" VALVE

STA. 15+94
INSTALL 192 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER




DETAIL "A"
BOX SAG

Know what's below. Call 811 before you dig.

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|---|---|---|
| No. | Date | Revision |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
No. 20305
STATE OF TENNESSEE
07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
STA. 203+00 TO 216+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-06 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

N

4" PE GAS LINE TO REMAIN

GAS LINE "F"
STA. 7+47
INSTALL 4" X 2" PE TEE
BEGIN GAS LINE "G"
STA. 0+00
INSTALL 6" MIN OF 2" PE PIPE PUP
INSTALL 2" PE VALVE

STA. 8+12
INSTALL 4" PE 90° ELBOW

STA. 8+15
INSTALL 4" X 2" REDUCER

END GAS LINE "F"
STA. 8+24
TIE-IN TO EXISTING
2" PE GAS LINE

STA. 8+04
INSTALL 4" PE VALVE

STA. 1+45
INSTALL 2" PE 90° ELBOW

END GAS LINE "G"
STA. 1+49
TIE-IN TO EXISTING 2" PE GAS LINE
WITH TEMPORARY 3/4" BYPASS

STA. 1+01
INSTALL 104 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

STA. 6+92
INSTALL 325 LF OF 3/4" PE SERVICE LINE
CONNECT TO EX. METER

2" PE GAS LINE TO BE RETIRED

PROPOSED 4" PE GAS LINE "F"

STA. 22+30
INSTALL 6" PE 90° ELBOW

STA. 0+13
INSTALL 4" PE 90° ELBOW

STA. 23+09
INSTALL 6" PE 90° ELBOW

GAS LINE "A"
STA. 20+40
INSTALL 6" X 4" PE TEE
BEGIN GAS LINE "F"
STA. 0+00
INSTALL 12" MIN OF 4" PE PIPE PUP
INSTALL 4" GAS VALVE

STA. 29+81
INSTALL 297 LF OF 3/4" PE
SERVICE LINE
CONNECT TO EX. METER

PROPOSED TEMPORARY
2" PE GAS LINE TO BE INSTALLED
TO FEED SERVICES DURING
CONSTRUCTION PHASING

STA. 29+00
INSTALL 184 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

STA. 30+73
INSTALL 147 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

STA. 31+16
INSTALL 126 LF OF 3/4"
PE SERVICE LINE
CONNECT TO EX. METER

8044
UNECONOMIC
REMNANT

LIFT STATION
PER KINGSPORT
GIS FILE

APPROXIMATE
PIPE
LOCATION
PER CITY
OF KINGSPORT
GIS MAP

*NOTE: FOR THE
REMOVAL OF STRUCTURES

MATCH LINE STA. 216+00 SEE SHEET NO. U4-05

MATCH LINE STA. 229+00 SEE SHEET NO. U4-07

Know what's below. Call 811 before you dig.

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| No. | Date | Revision |
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BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 80905
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS RELOCATION
STA. 216+00 TO STA. 229+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-07 |
| | | 82S126-F3-002 | |
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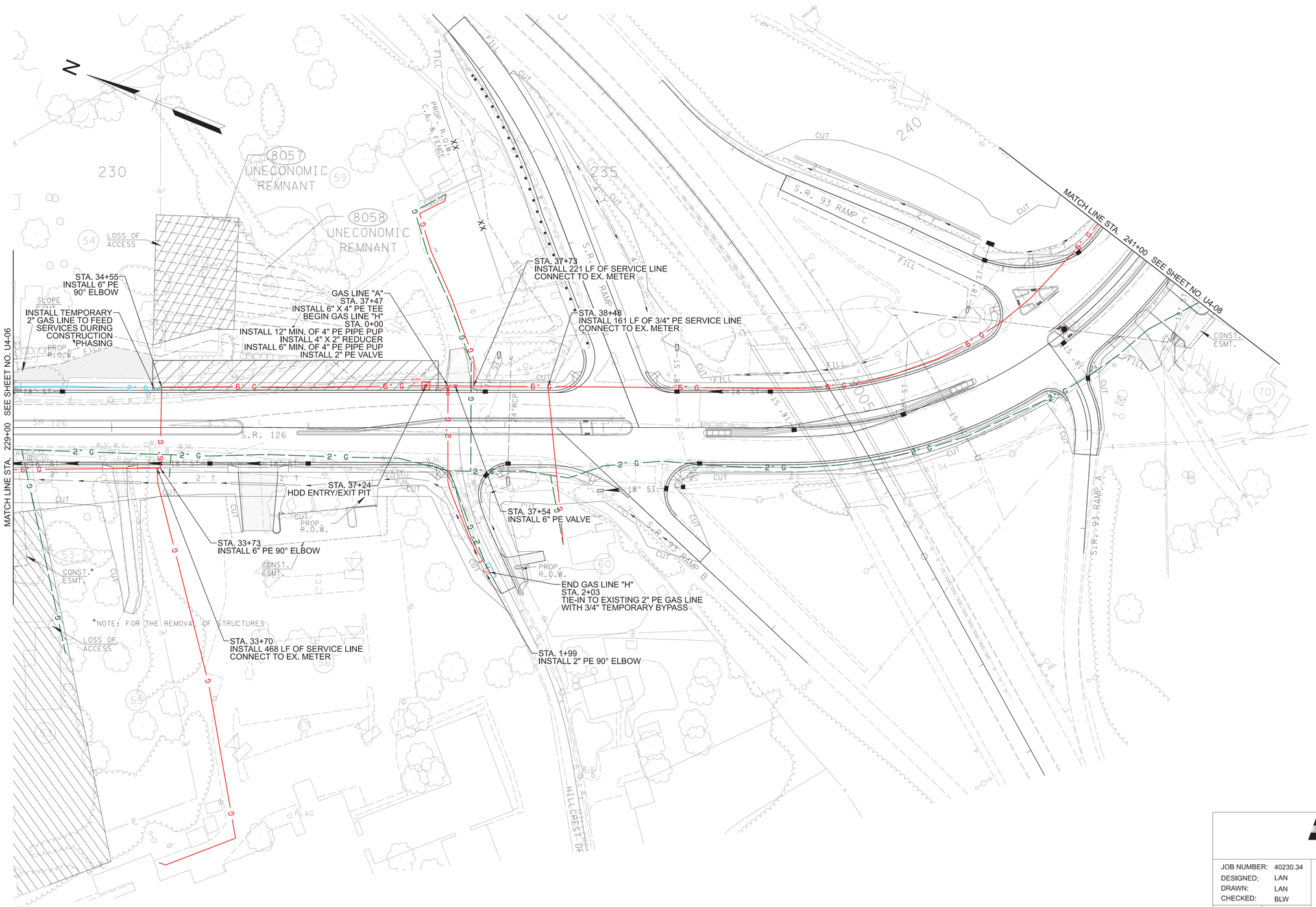
SULLIVAN COUNTY
40230.34

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| No. | Date | Revision |
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BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20505
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
STA. 229+00 TO STA. 241+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-08 |
| | | 82S126-F3-002 | |
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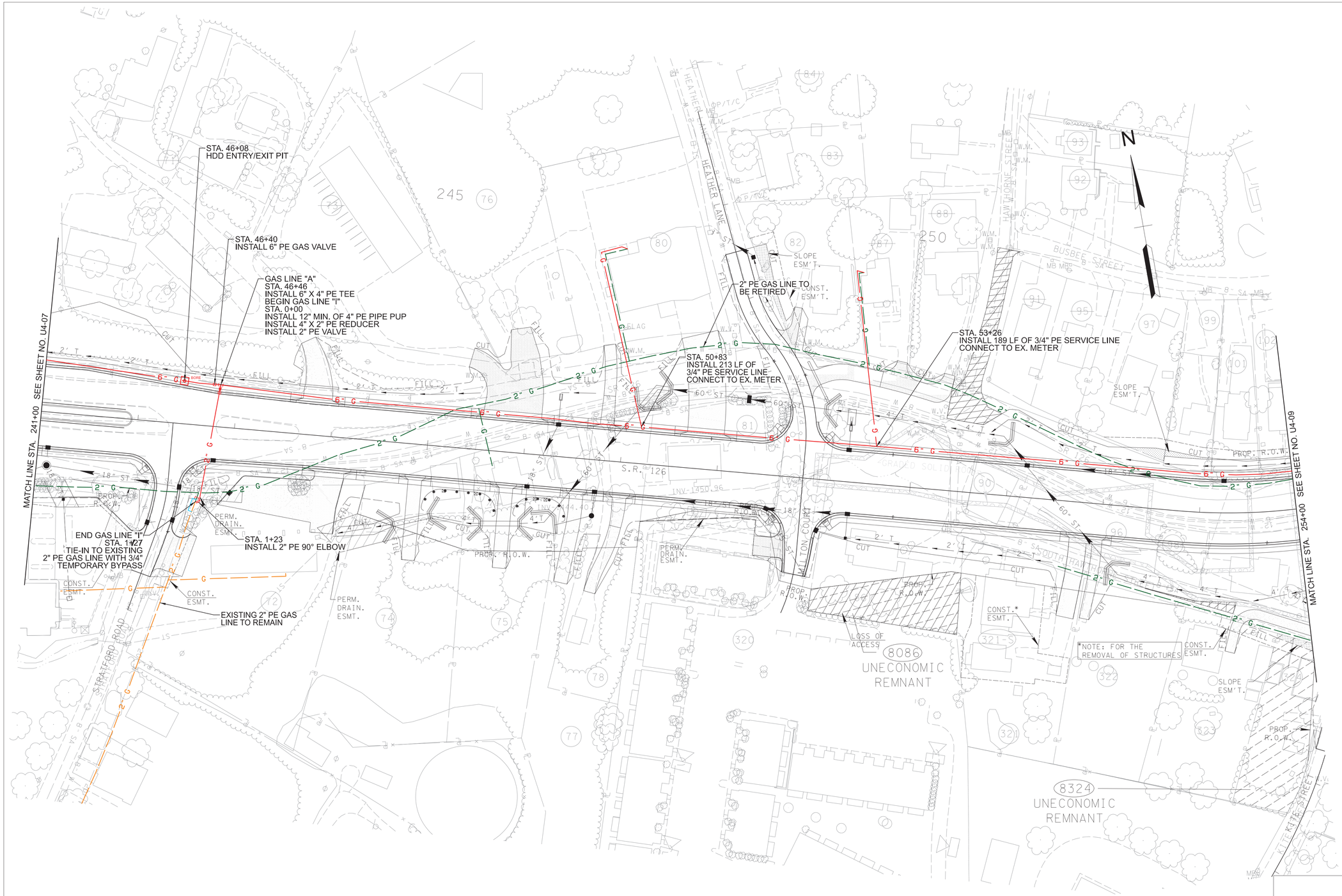
SULLIVAN COUNTY
40230.34

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| No. | Date | Revision |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
CIVIL
COMMERCE
No. 20888
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS RELOCATION
STA. 241+00 TO STA. 254+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-09 |
| | | 82S126-F3-002 | |
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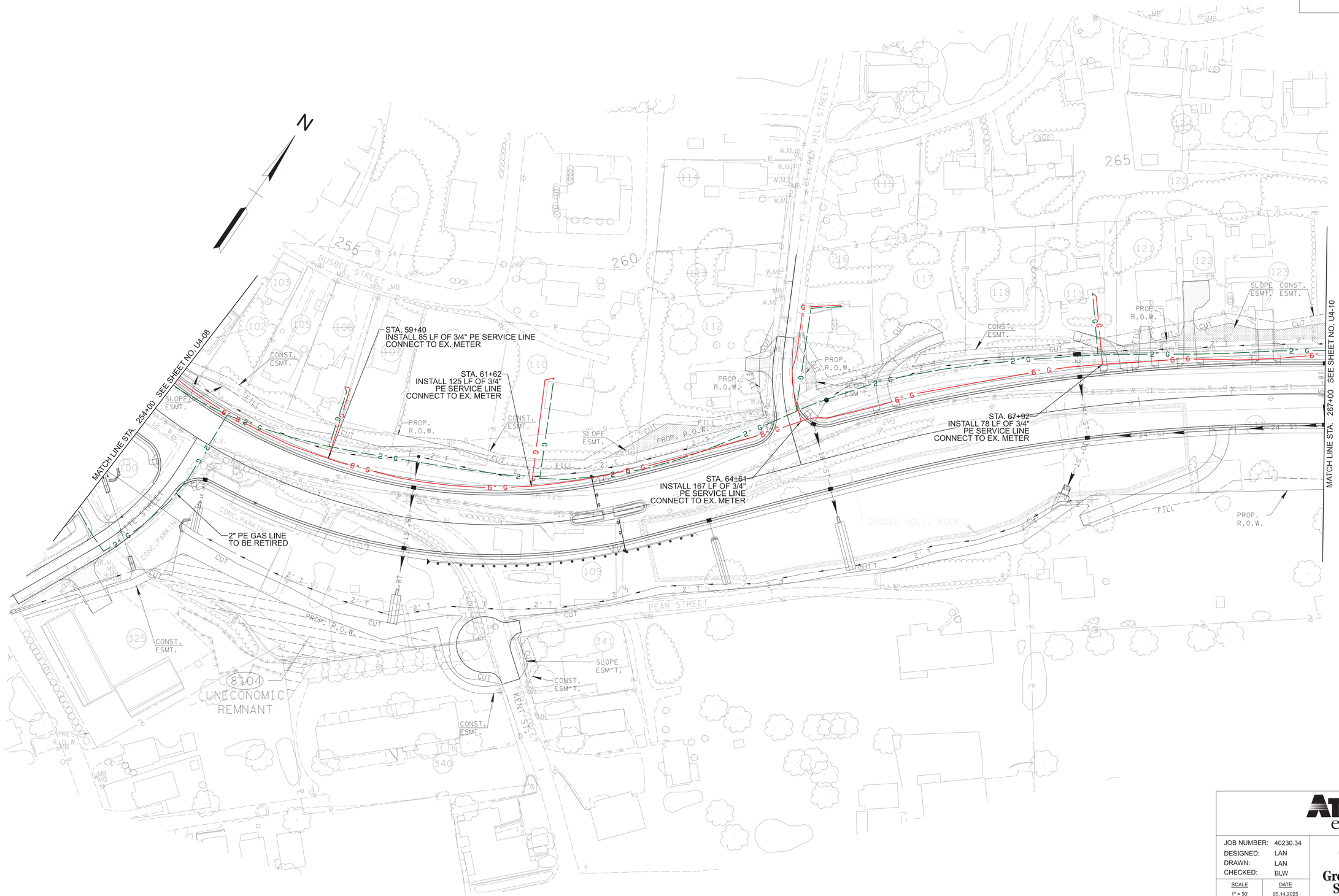
SULLIVAN COUNTY
40230.34

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| No. | Date | Revision |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20805
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
STA. 254+00 TO STA. 267+00

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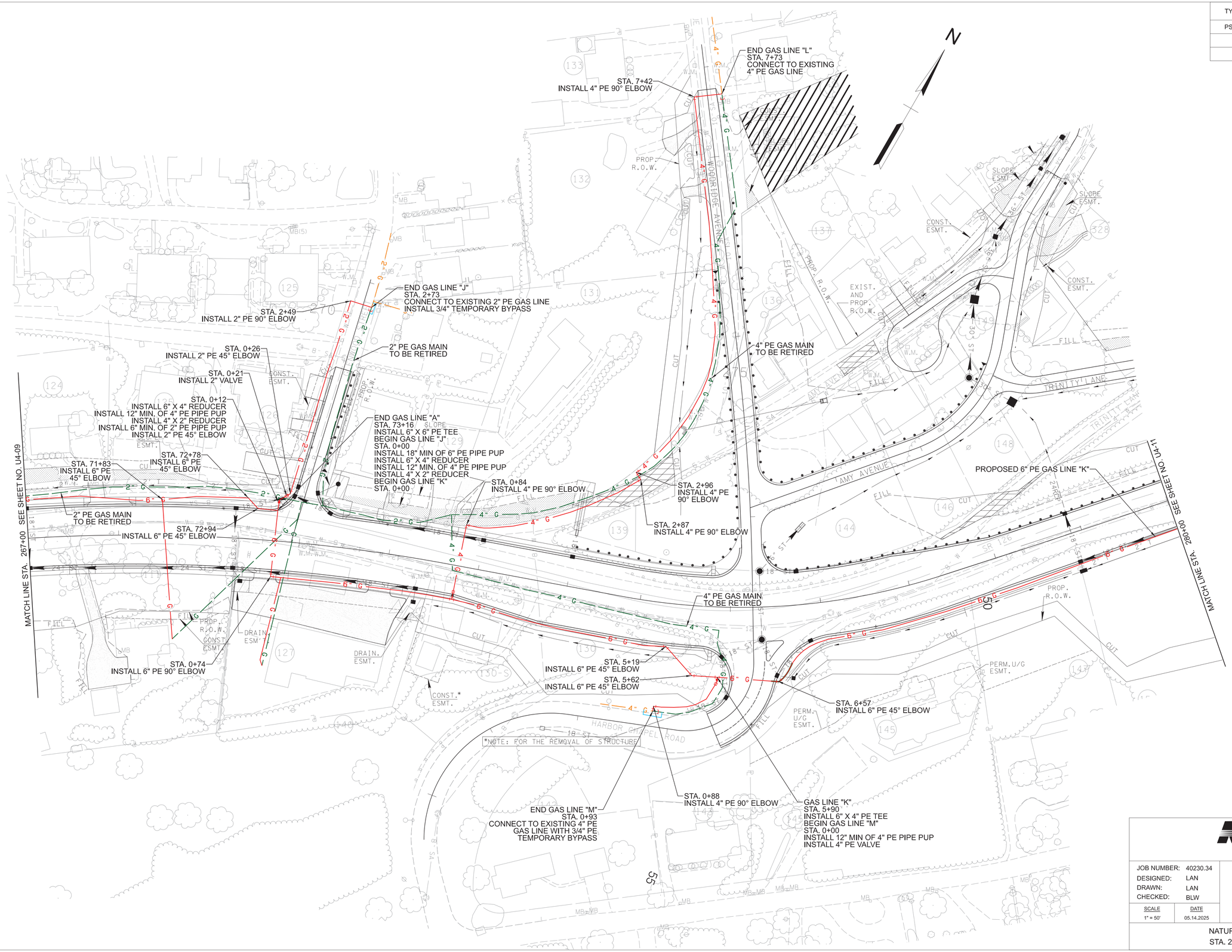
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-10 |
| | | 82S126-F3-002 | |

SULLIVAN COUNTY
40230.34

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20808
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS RELOCATION
STA. 267+00 TO STA. 280+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-11 |
| | | 82S126-F3-002 | |
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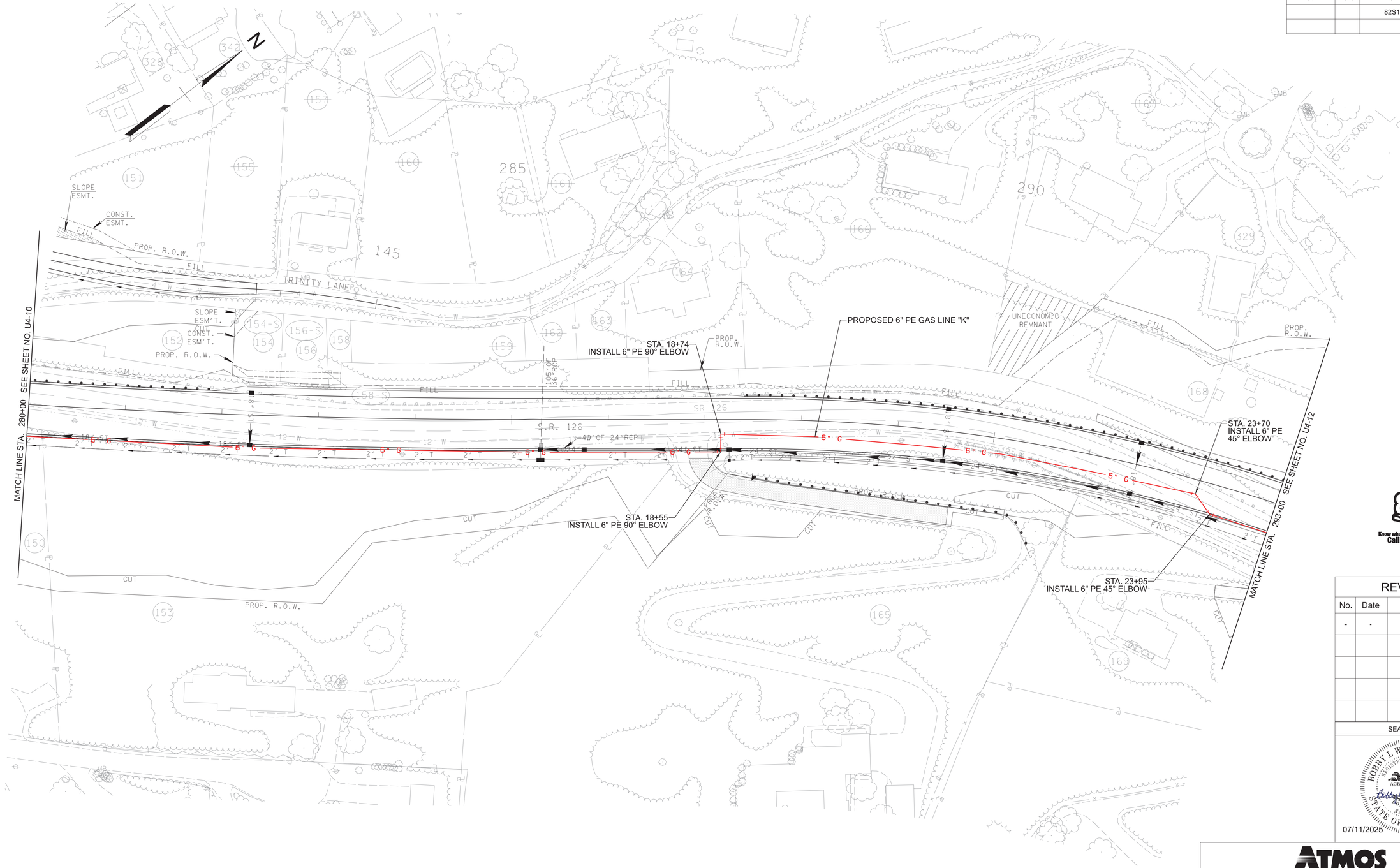
SULLIVAN COUNTY
40230.34

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AGRICULTURE
COMMERCE
No. 20888
STATE OF TENNESSEE

07/11/2025

ATMOS energy

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|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
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| DATE | 05.14.2025 |


Gresham Smith
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SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
STA. 280+00 TO STA. 293+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| PS&E | 2025 | STP-126(25) | U4-12 |
| | | 82S126-F3-002 | |
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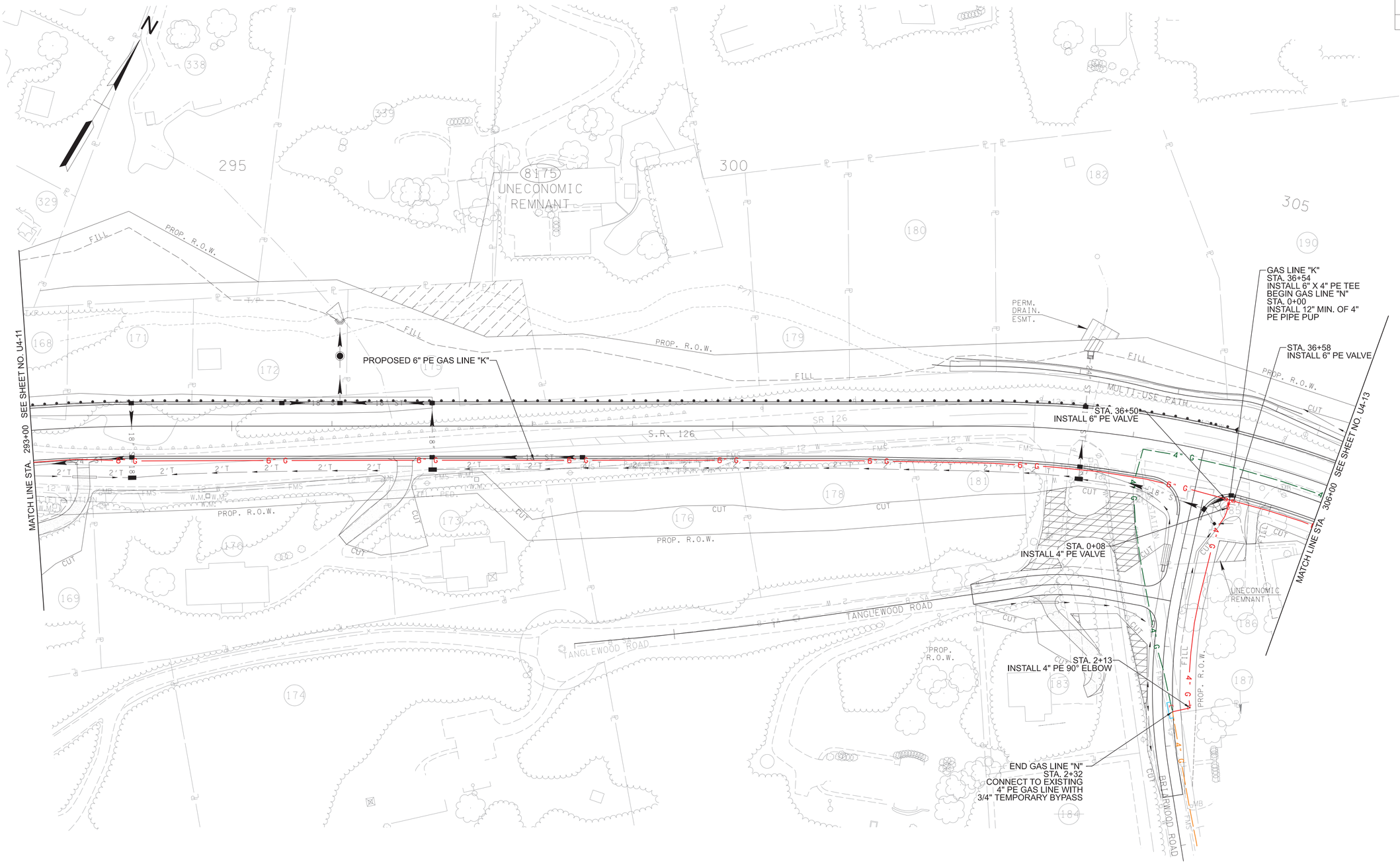
SULLIVAN COUNTY
40230.34

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SEALED BY:

BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20805
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
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| SCALE | DATE |
| 1" = 50' | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
STA. 293+00 TO STA. 306+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-13 |
| | | 82S126-F3-002 | |
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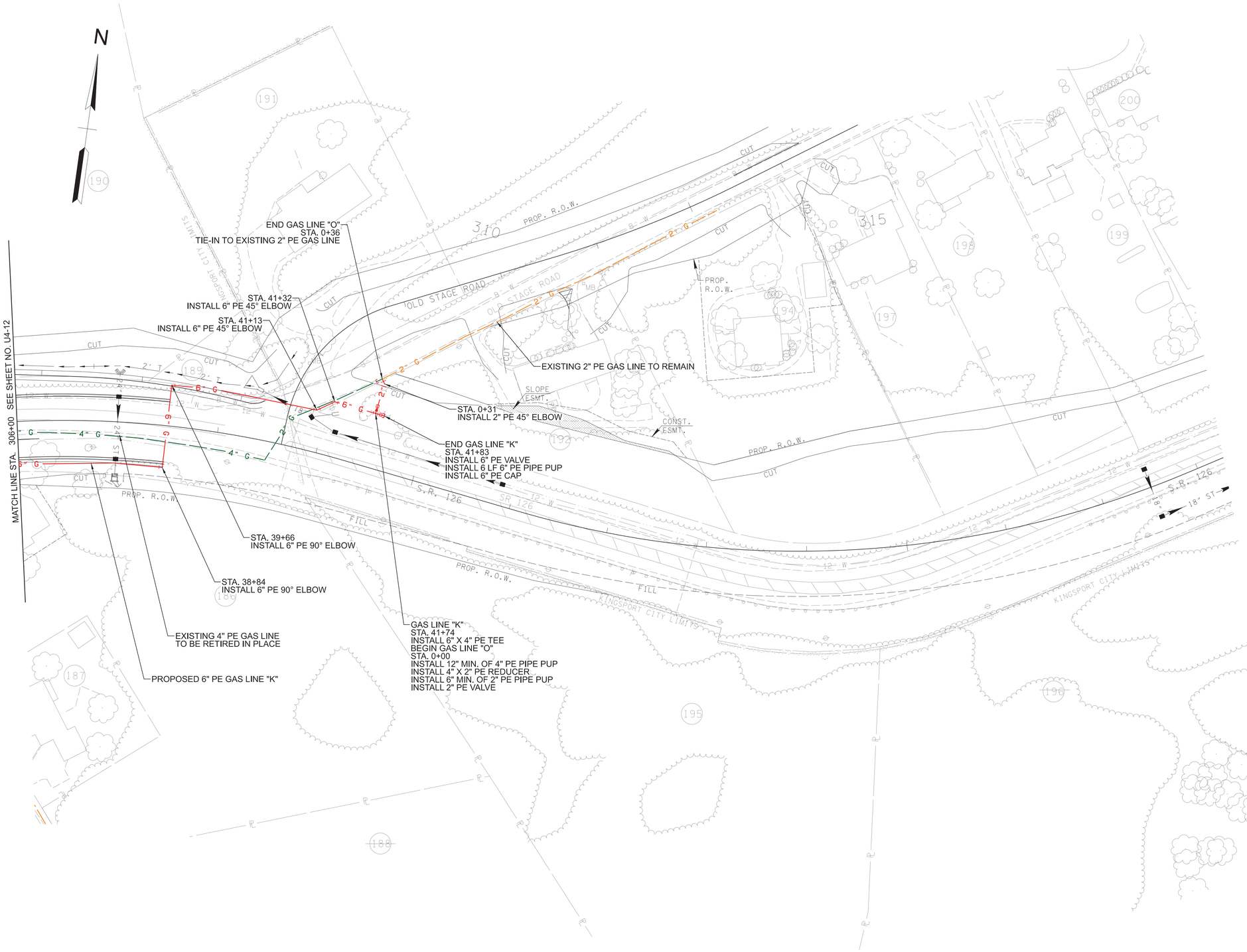
SULLIVAN COUNTY
40230.34

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BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20805
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
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| SCALE | DATE |
| 1" = 50' | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
STA. 306+00 TO STA. 319+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-14 |
| | | 82S126-F3-002 | |
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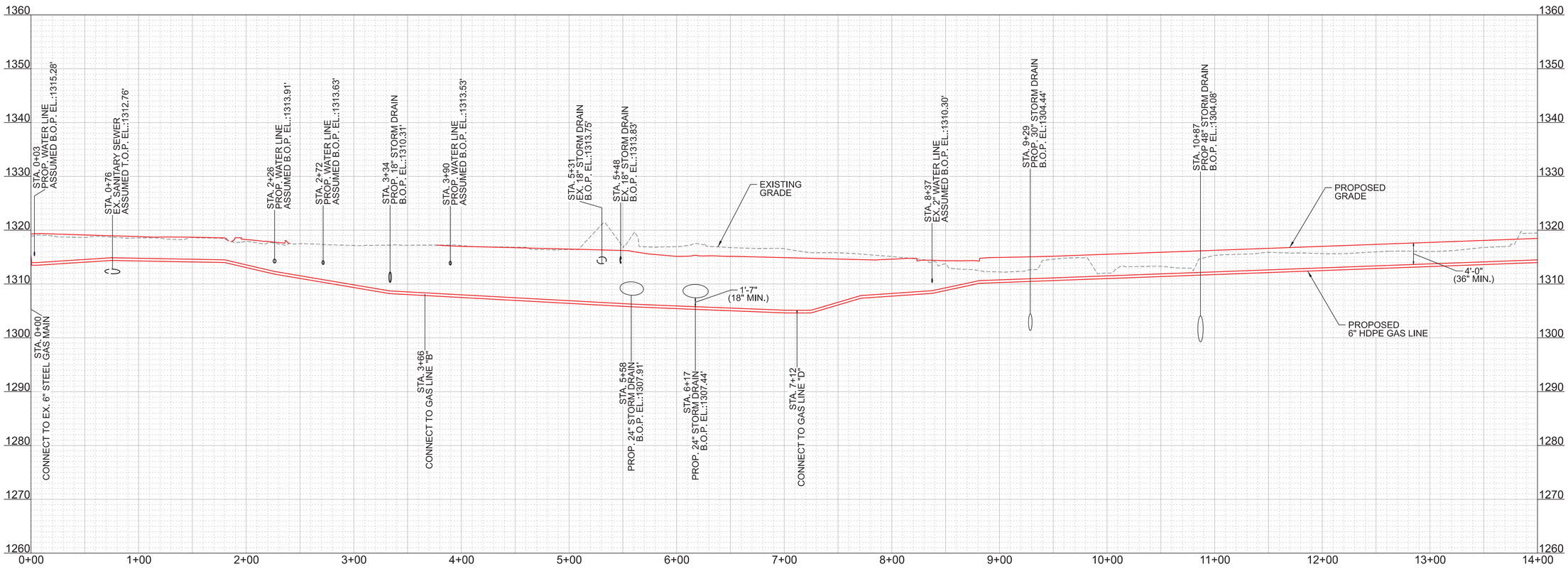
SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "A"

(REF. SHEETS U4-04 AND U4-05)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
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| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20805
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
6" HDPE GAS LINE "A" STA. 0+00 TO STA. 14+00

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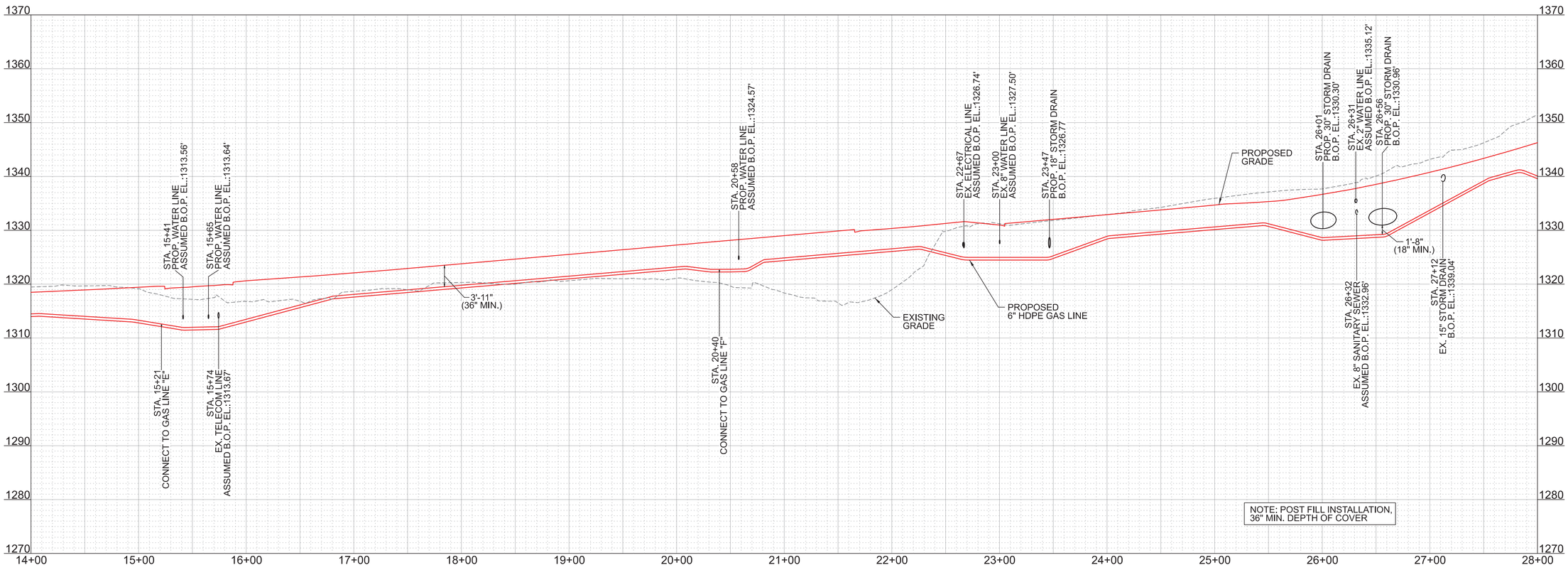
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-15 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "A"

(REF. SHEETS U4-05 AND U4-06)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
| | | |
| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
BUSINESS
COMMERCE
No. 20805
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
6" HDPE GAS LINE "A" STA. 14+00 TO STA. 28+00

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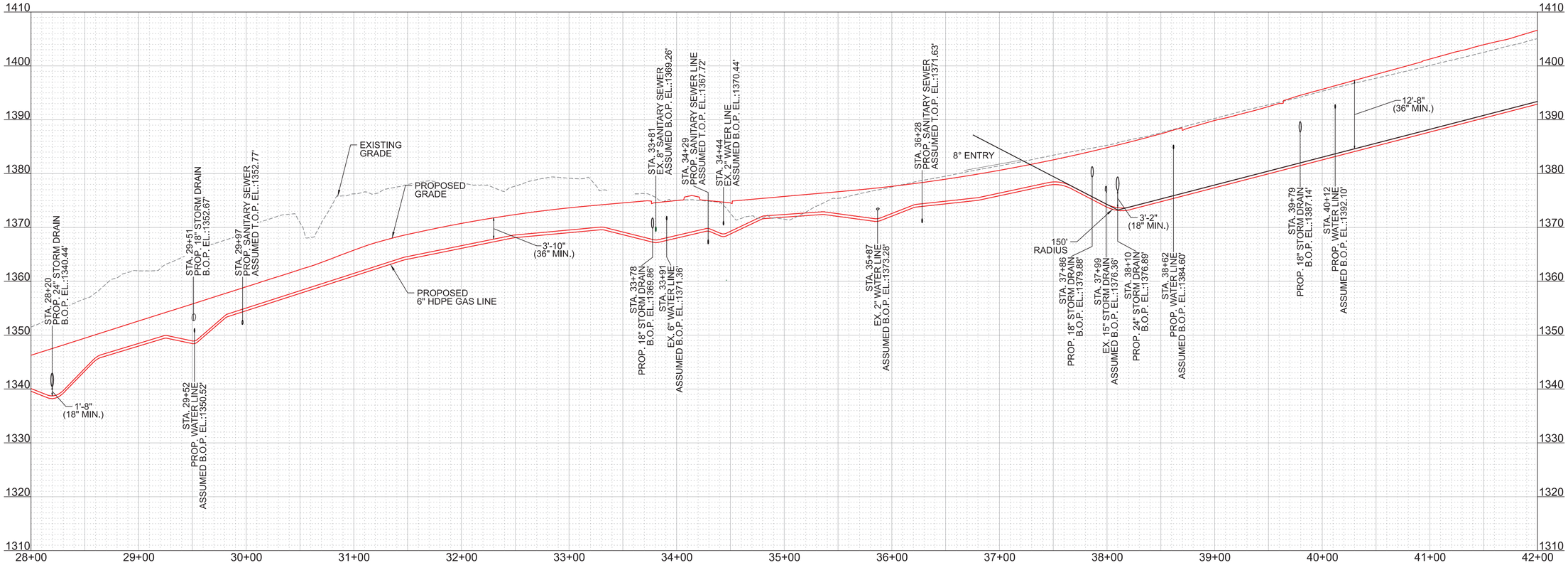
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-16 |
| | | 82S126-F3-002 | |

SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "A"

(REF. SHEETS U4-06 AND U4-07)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20808
STATE OF TENNESSEE

07/11/2025

811
Know what's below.
Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS PROFILES
6" HDPE GAS LINE "A" STA. 28+00 TO STA. 42+00

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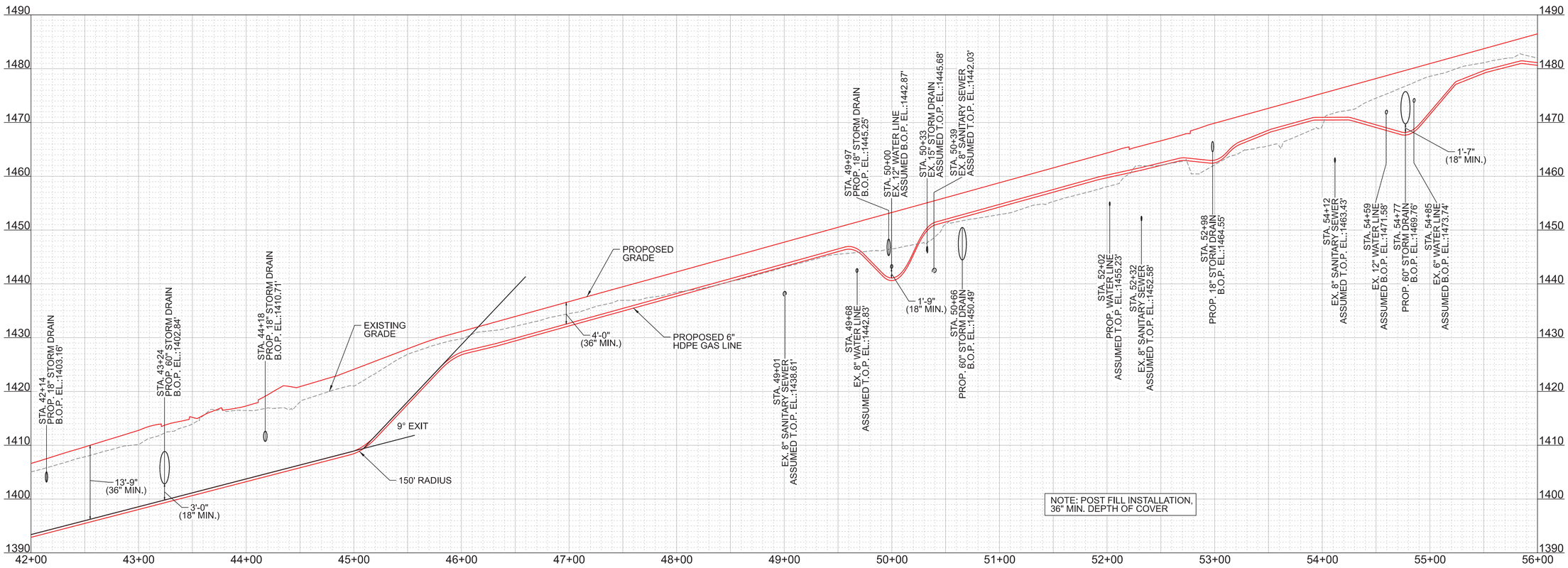
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-17 |
| | | 82S126-F3-002 | |

SULLIVAN COUNTY
40230.34



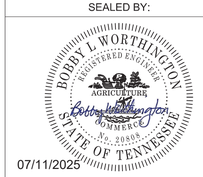

6" HDPE GAS LINE "A"

(REF. SHEETS UX-07 AND UX-08)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |

SEALED BY:




07/11/2025

811
Know what's below.
Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS PROFILES
6" HDPE GAS LINE "A" STA. 42+00 TO 56+00

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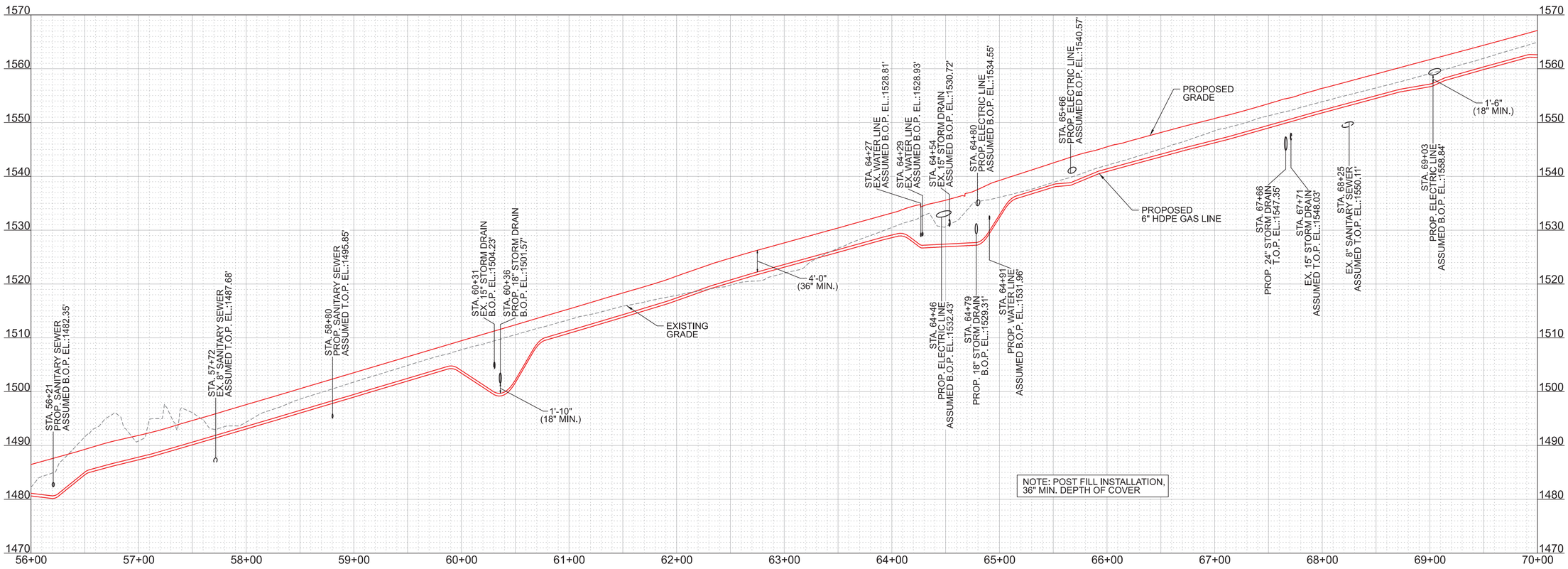
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-18 |
| | | 82S126-F3-002 | |

SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "A"

(REF. SHEETS U4-08 AND U4-09)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20808
STATE OF TENNESSEE

07/11/2025

811
Know what's below.
Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

NATURAL GAS PROFILES
6" HDPE GAS LINE "A" STA. 56+00 TO 70+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-19 |
| | | 82S126-F3-002 | |
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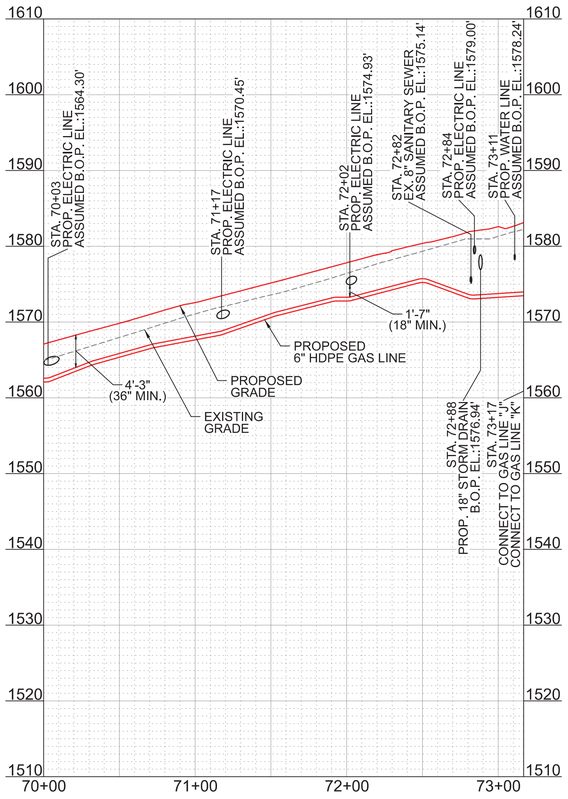
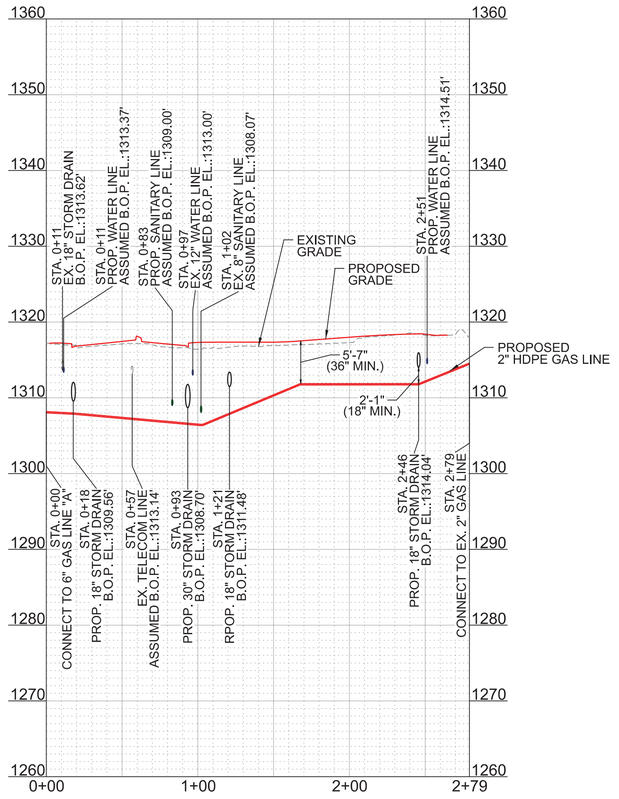
SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "A"

(REF. SHEETS U4-09 AND U4-10)

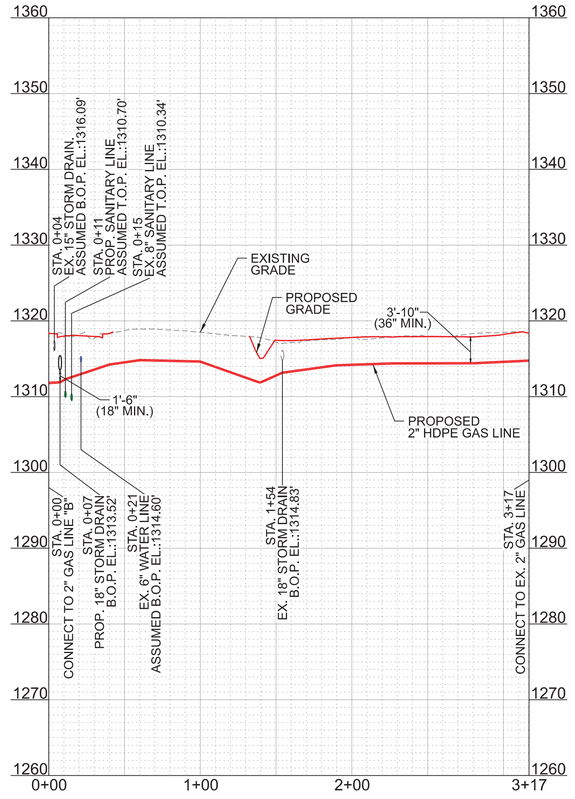
1"=50' H, 1"=10' V




2" HDPE GAS LINE "B"

(REF. SHEET U4-04)

1"=50' H, 1"=10' V




2" HDPE GAS LINE "C"

(REF. SHEET U4-04)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
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SEALED BY:

BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
Bobby Worthington
No. 20505
STATE OF TENNESSEE
07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
6" HDPE GAS LINE "A" STA. 70+00 TO STA. 73+16, 2" HDPE GAS LINE "B" STA. 0+00 TO STA. 2+79, 2" HDPE GAS LINE "C" STA. 0+00 TO STA. 3+17

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-20 |
| | | 82S126-F3-002 | |
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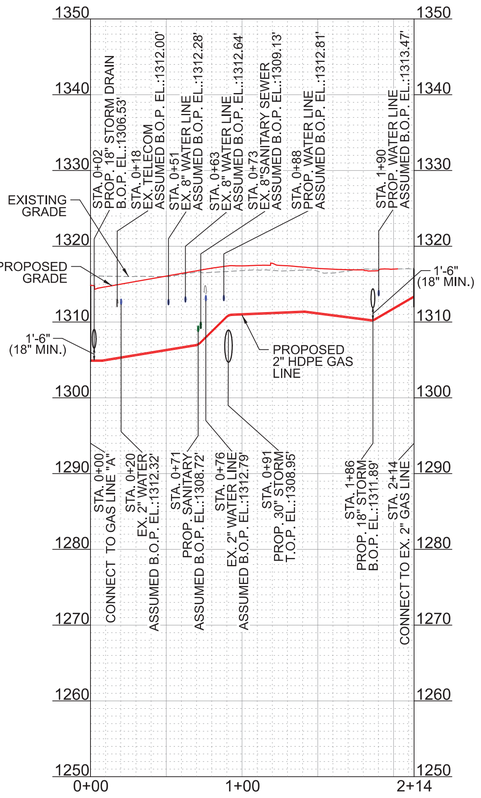
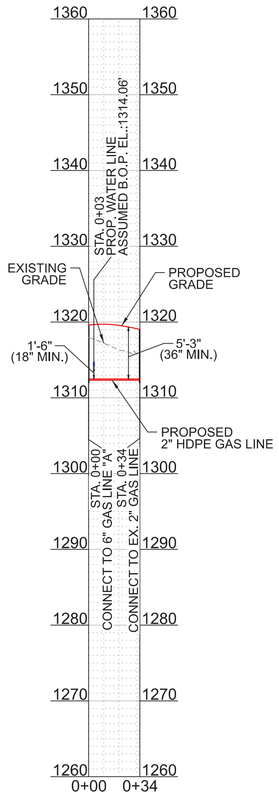
SULLIVAN COUNTY
40230.34




2" HDPE GAS LINE "D"

(REF. SHEET U4-05)

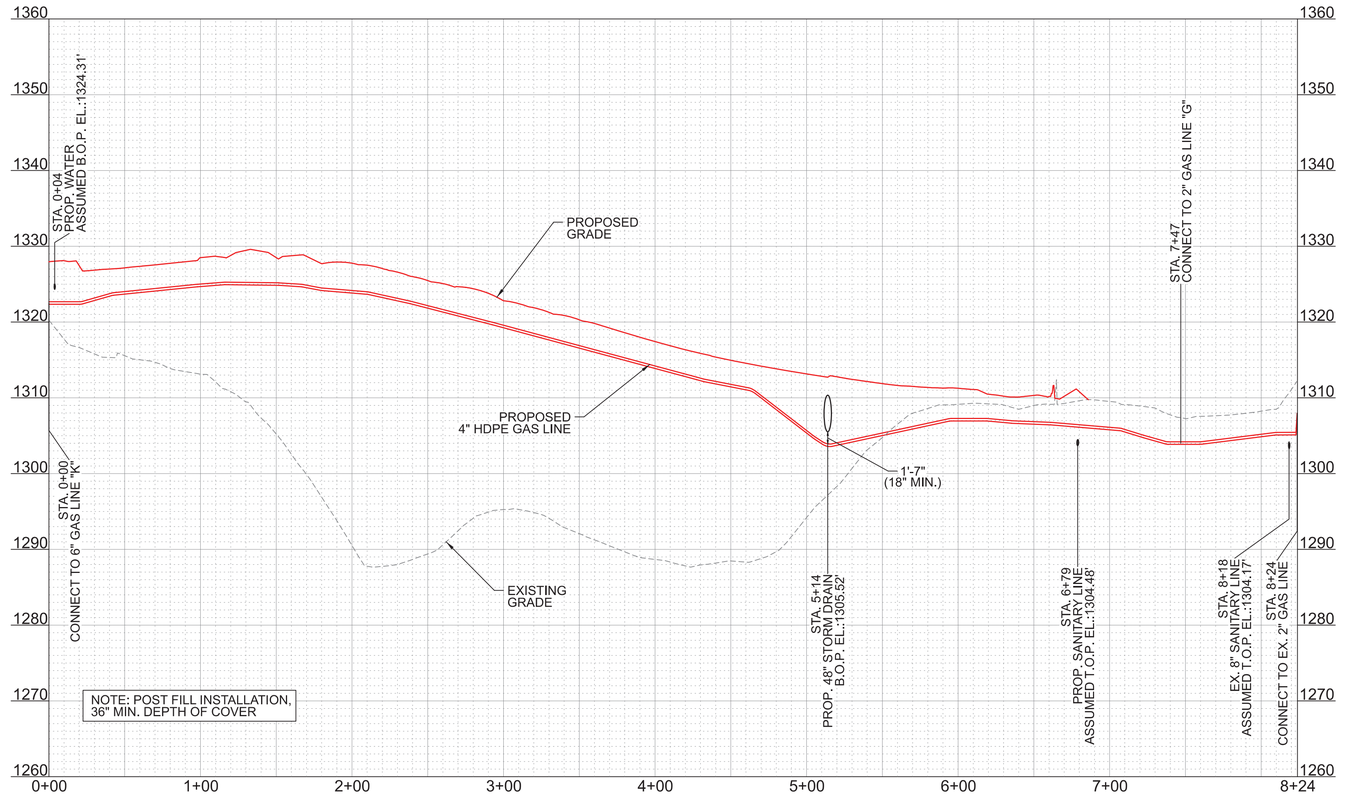
1"=50' H, 1"=10' V




2" HDPE GAS LINE "E"

(REF. SHEET U4-05)

1"=50' H, 1"=10' V




4" HDPE GAS LINE "F"

(REF. SHEET U4-06)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20808
STATE OF TENNESSEE
07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-8777 (866) 539-7192


NATURAL GAS PROFILES
2" HDPE GAS LINE "D" STA. 0+00 TO STA. 2+14, 2" HDPE GAS LINE "E" STA. 0+00 TO STA. 0+34, 4" HDPE GAS LINE "F" STA. 0+00 TO STA. 8+24

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-21 |
| | | 82S126-F3-002 | |
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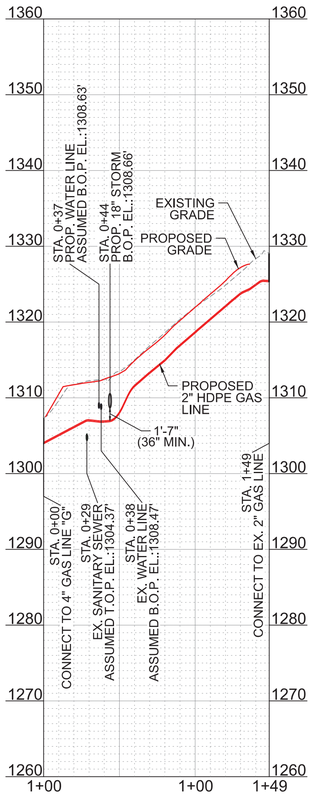
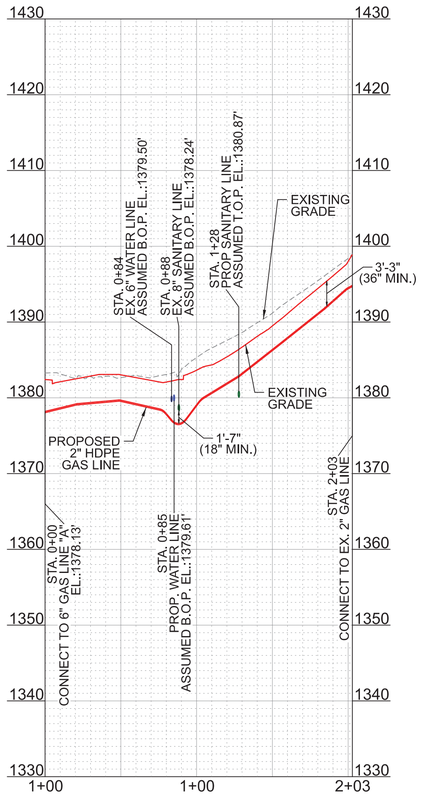
SULLIVAN COUNTY
40230.34




2" HDPE GAS LINE "G"

(REF. SHEETS U4-06)

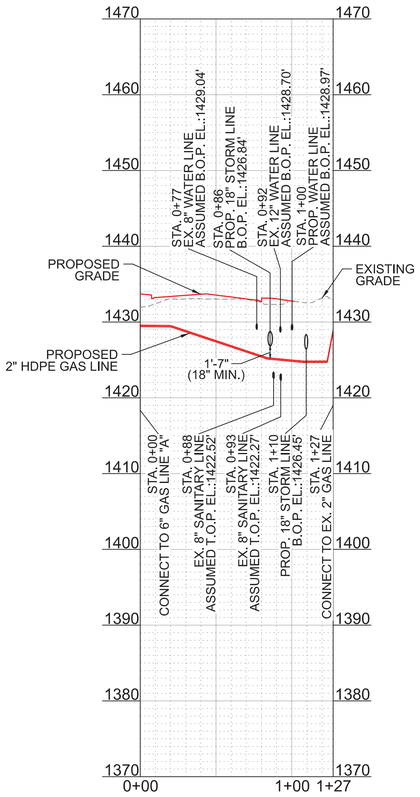
1"=50' H, 1"=10' V




2" HDPE GAS LINE "H"

(REF. SHEETS U4-07)

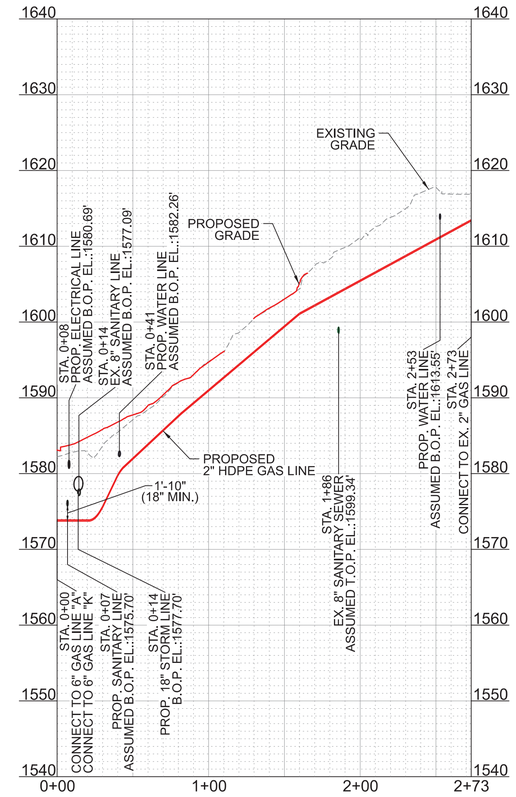
1"=50' H, 1"=10' V




2" HDPE GAS LINE "I"

(REF. SHEETS U4-08)

1"=50' H, 1"=10' V




2" HDPE GAS LINE "J"

(REF. SHEETS U4-10)

1"=50' H, 1"=10' V

Know what's below. Call 811 before you dig.

## REVISION

| No. | Date | Revision |
|---|---|---|
| - | - | - |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 109305
07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES

2" HDPE GAS LINE "G" STA. 0+00 TO STA. 1+49, 2" HDPE GAS LINE "H" STA. 0+00 TO STA. 0+93,
2" HDPE GAS LINE "I" STA. 0+00 TO STA. 2+03, 2" HDPE GAS LINE "J" STA. 0+00 TO STA. 2+73

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-22 |
| | | 82S126-F3-002 | |
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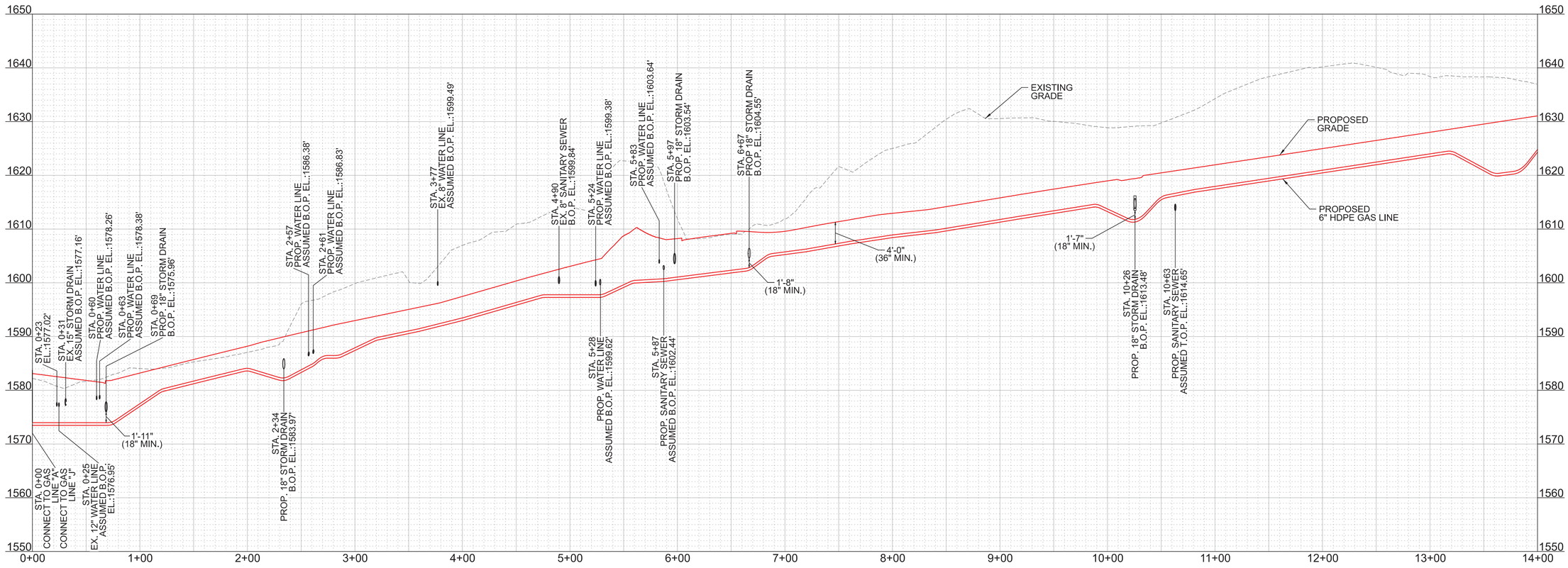
SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "K"

(REF. SHEETS U4-10 AND U4-11)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
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| | | |

SEALED BY:

BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
No. 20505
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
6" HDPE GAS LINE "K" STA. 0+00 TO STA. 14+00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-23 |
| | | 82S126-F3-002 | |
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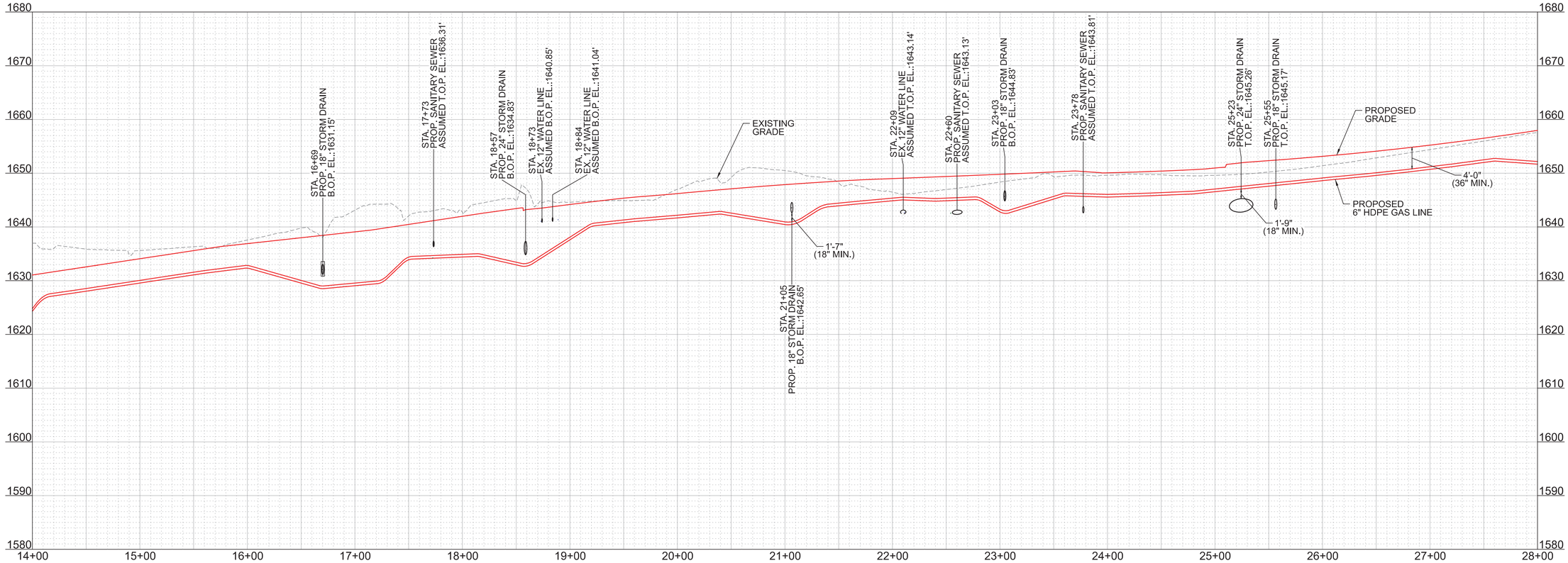
SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "K"

(REF. SHEETS U4-11 AND U4-12)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
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SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
No. 20305
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
6" HDPE GAS LINE "K" STA. 14+00 TO STA. 28+00

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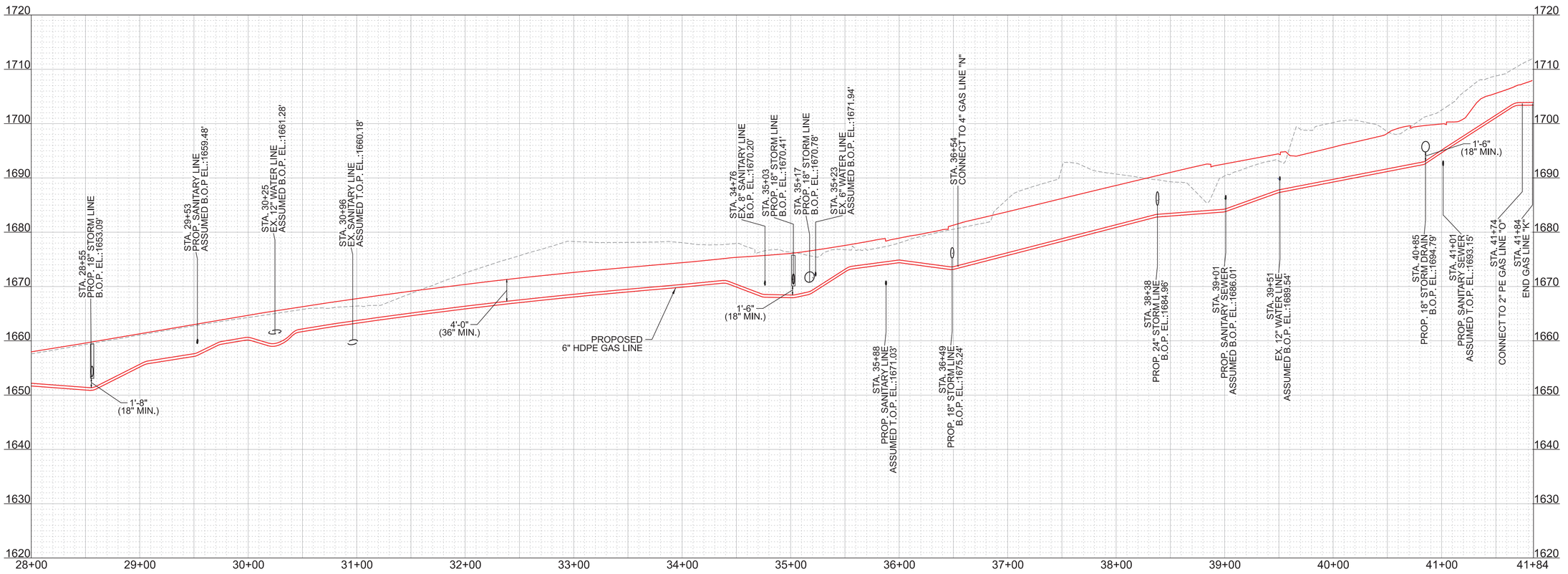
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-24 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34




6" HDPE GAS LINE "K"

(REF, SHEETS U4-12 AND U4-13)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
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| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20898
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
6" HDPE GAS LINE "K" STA. 28+00 TO STA. 41+84

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-25 |
| | | 82S126-F3-002 | |
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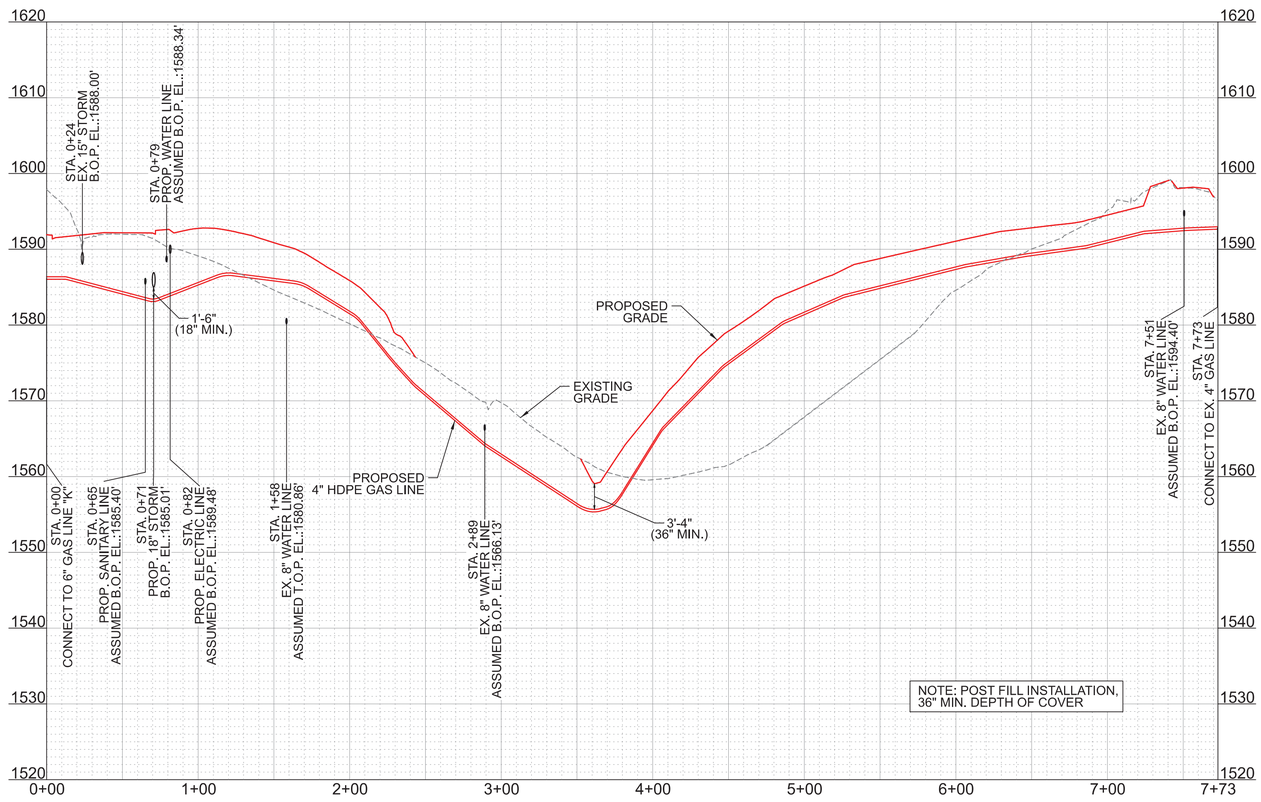
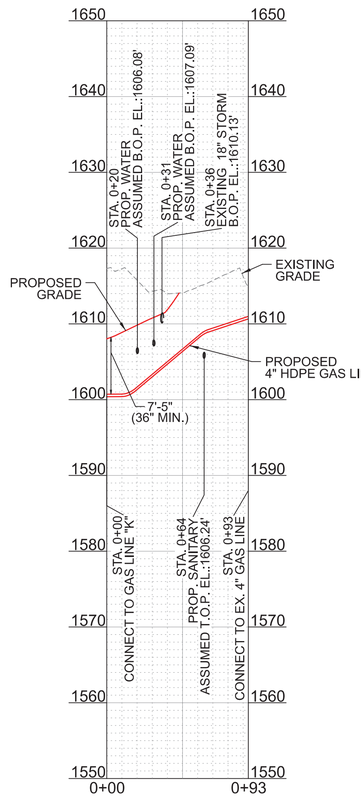
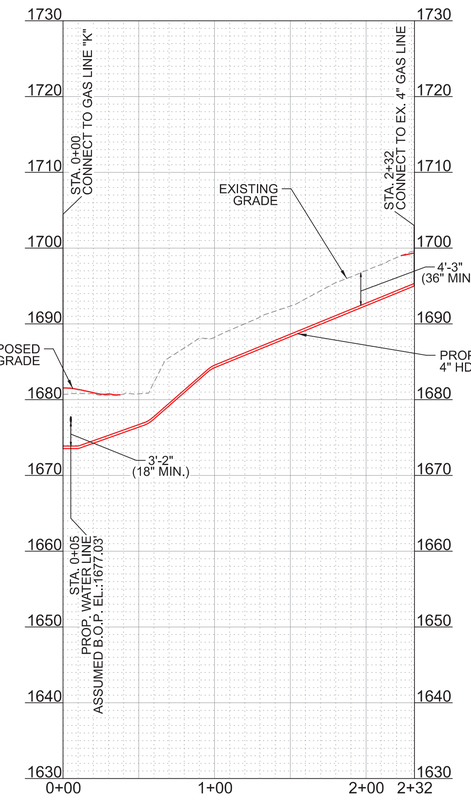
SULLIVAN COUNTY
40230.34




4" HDPE GAS LINE "L"
(REF. SHEET U4-10)
1"=50' H, 1"=10' V




4" HDPE GAS LINE "M"
(REF. SHEETS U4-10)
1"=50' H, 1"=10' V




4" HDPE GAS LINE "N"
(REF. SHEET U4-12)
1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
| | | |
| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 20808
STATE OF TENNESSEE
07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| 1" = 50' | 05.14.2025 |

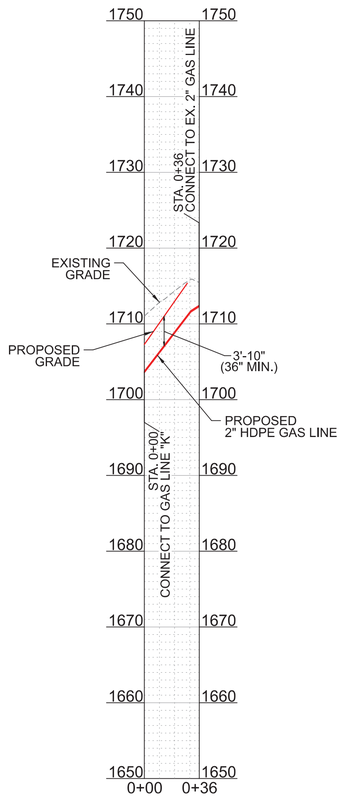

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
4" HDPE GAS LINE "L" STA. 0+00 TO STA. 7+73, 4" HDPE GAS LINE "M" STA. 0+00 TO STA. 0+93, 4" HDPE GAS LINE "N" STA. 0+00 TO STA. 2+32

C:\TMP\PWISE\D0125058\ATMOS_SR126_90PERC.DGN

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-26 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34




2" HDPE GAS LINE "O"

(REF. SHEETS U4-13)

1"=50' H, 1"=10' V

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
| | | |
| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
No. 20305
STATE OF TENNESSEE

07/11/2025

Know what's below. Call 811 before you dig.

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | 1" = 50' |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS PROFILES
2" HDPE GAS LINE "O" STA. 0+00 TO 0+36

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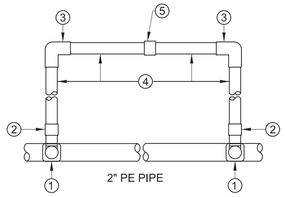
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-27 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

NOTE:

REFER TO SPECIFICATIONS FOR NEW PIPE AND FITTING REQUIREMENTS. MATCH EXISTING PE TYPE FOR CONNECTIONS ONTO EXISTING PIPING.



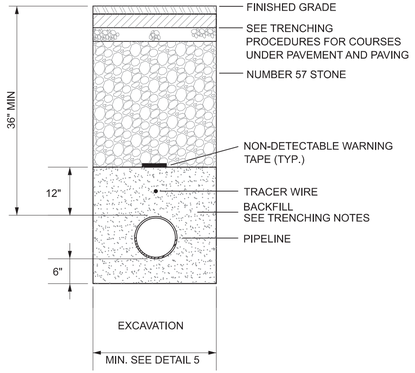

ORDER OF OPERATIONS

1. MAINTAIN CONTINUITY OF SERVICE AT ALL TIMES.
2. INSTALL NEW TEMPORARY PIPING
3. CONNECT TEMPORARY PIPING TO EXISTING PIPING. PRESSURIZE BOTH TEMPORARY AND EXISTING PIPING.
4. INTERRUPT FLOW TO EXISTING PIPING. DO SO IN A MANNER TO MAINTAIN CONTINUITY OF FLOW ALONG BYPASS
5. CONNECT PERMANENT PIPING AND REESTABLISH FLOW TO EXISTING MAINS.
6. INTERRUPT FLOW TO TEMPORARY PIPING. RETIRE TEMPORARY PIPING IN PLACE AND PERMANENTLY CAP TEMPORARY 3/4" PE PIPING AT TAPPING TEE.

MATERIAL LIST

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| 1 | 2 | 2 INCH X 3/4 INCH PE TAPPING TEE |
| 2 | 2 | 3/4 INCH PE COUPLING/BUTT FUSION |
| 3 | 1-LOT | 3/4" INCH PE 90 DEG. ELL |
| 4 | AS REQ. | 3/4 INCH PE PIPE |
| 5 | 1 | COUPLING (AS REQUIRED) |

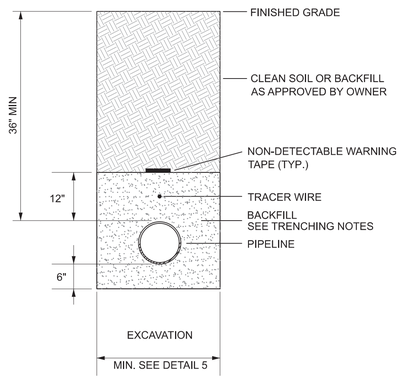
## 1 3/4-INCH POLYETHYLENE TEMPORARY BYPASS
NOT TO SCALE




NOTE:

TO BE USED UNDER EXISTING OR PROPOSED PAVEMENT ON OR OFF PUBLIC ROW UNLESS PLANS INDICATE FLOWABLE FILL

## 2 TYP. PIPELINE TRENCH UNDER PROPOSED AND EXISTING PAVEMENT
NOT TO SCALE




## 3 TYP. PIPELINE TRENCH ON AND OFF PUBLIC R.O.W. IN YARD AREAS
NOT TO SCALE

| PIPE Ø | MIN. RADIUS (NO FUSION) | MIN. RADIUS (FUSION) |
|---|---|---|
| 1/2" | 1'9" | 8'9" |
| 3/4" | 2'2" | 10'8" |
| 1 1/4" | 3'6" | 17'4" |
| 2" | 5' | 24'9" |
| 3" | 7'4" | 36'6" |
| 4" | 9'6" | 46'11" |
| 6" | 13'10" | 69' |

MINIMUM POLYETHYLENE BEND RADIUS

NOTE:
1. IF MINIMUM RADIUS CANNOT BE MAINTAINED, ELBOW FITTINGS MUST BE INSTALLED.
2. DO NOT INSTALL SERVICE SADDLES OR HIGH -VOLUME TAP TEES IN BENDS.
3. BEND RADIUS SHALL NOT BE LESS THAN THE MINIMUM BEND RADIUS AS SPECIFIED BY MANUFACTURER OF THE PIPING.

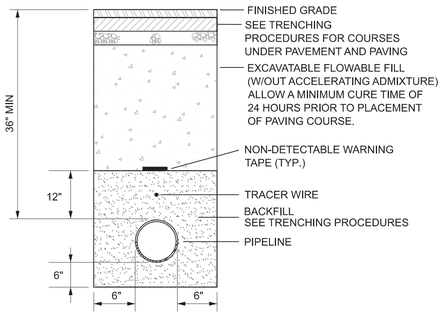
## 4 MINIMUM PE BEND RADIUS
NOT TO SCALE

| PIPE Ø | WIDTH |
|---|---|
| 1 1/4" | 6" |
| 2" | 8" |
| 3" | 12" |
| 4" | 12" |
| 6" | 14" |

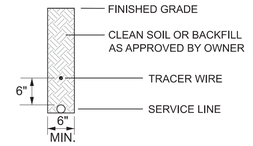
MINIMUM TRENCH WIDTHS

NOTE:
1. FOR PIPES 8" IN DIAMETER AND LARGER, MAINTAIN 6" (MIN.) OF CLEARANCE ON BOTH SIDES OF PIPE.
2. FOR PIPING SMALLER THAT 1-1/4", MINIMUM TRENCH WIDTH SHALL BE 6".

## 5 MINIMUM TRENCH WIDTHS
NOT TO SCALE




## 6 TYP. PIPELINE TRENCH WITH FLOWABLE FILL
NOT TO SCALE




PRIVATE PROPERTY

MINIMUM DEPTH FOR SERVICES

1. 24" ON HDPE LARGER THAN OR EQUAL TO 2INCH NOMINAL DIAMETER
2. 18" ON HDPE LESS THAN 2INCH NOMINAL DIAMETER

NOTE:

TO BE USED ONLY FOR SERVICES IN YARD AREAS ON PRIVATE EASEMENT. OTHERWISE TRENCH TO BE AS PER DETAILS ON THIS SHEET

## 7 TYP. PIPELINE TRENCH (SERVICES ON PRIVATE EASEMENT)
NOT TO SCALE

Know what's below. Call 811 before you dig.

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
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| | | |
| | | |

SEALED BY:

BOBBY L. WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
CIVIL
COMMERCE
No. 20505
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | N.T.S. |
| DATE | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
CONSTRUCTION STANDARD DETAILS

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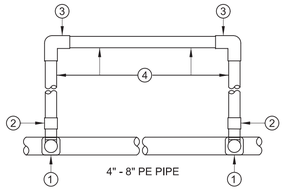
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U4-28 |
| | | 82S126-F3-002 | |
| | | | |

SULLIVAN COUNTY
40230.34

NOTE:

REFER TO SPECIFICATIONS FOR PIPE AND FITTING REQUIREMENTS




ORDER OF OPERATIONS

1. MAINTAIN CONTINUITY OF SERVICE AT ALL TIMES.
2. INSTALL NEW TEMPORARY PIPING
3. CONNECT TEMPORARY PIPING TO EXISTING PIPING. PRESSURIZE BOTH TEMPORARY AND EXISTING PIPING.
4. INTERRUPT FLOW TO EXISTING PIPING. DO SO IN A MANNER TO MAINTAIN CONTINUITY OF FLOW ALONG BYPASS
5. CONNECT PERMANENT PIPING AND REESTABLISH FLOW TO EXISTING MAINS.
6. INTERRUPT FLOW TO TEMPORARY PIPING. RETIRE TEMPORARY PIPING IN PLACE AND PERMANENTLY CAP TEMPORARY 2" PE PIPING AT TAPPING TEE.

MATERIAL LIST FOR 4" PE

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| 1 | 2 | 4 INCH X 2 INCH PE TAPPING TEE |
| 2 | 2 | 2 INCH PE COUPLING / BUTT FUSION |
| 3 | 2 | 2 INCH PE 90 DEGREE ELL |
| 4 | AS REQ. | 2 INCH PE PIPE |

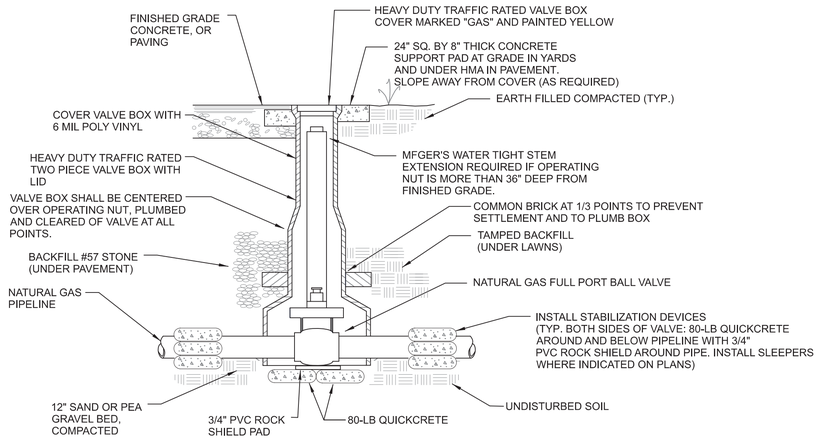
MATERIAL LIST FOR 6" PE

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| 1 | 2 | 6 INCH X 2 INCH PE TAPPING TEE |
| 2 | 2 | 2 INCH PE COUPLING / BUTT FUSION |
| 3 | 2 | 2 INCH PE 90 DEGREE ELL |
| 4 | AS REQ. | 2 INCH PE PIPE |

MATERIAL LIST FOR 8" PE

| ITEM | QUANTITY | DESCRIPTION |
|---|---|---|
| 1 | 2 | 8 INCH X 2 INCH PE TAPPING TEE |
| 2 | 2 | 2 INCH PE COUPLING / BUTT FUSION |
| 3 | 2 | 2 INCH PE 90 DEGREE ELL |
| 4 | AS REQ. | 2 INCH PE PIPE |

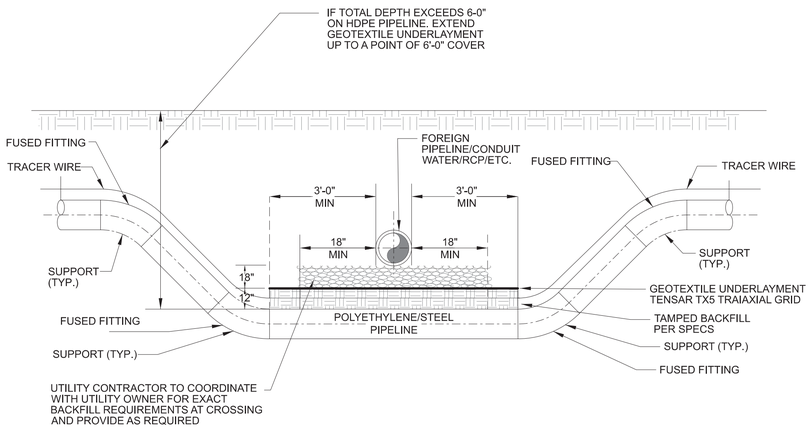
## 8 2-INCH POLYETHYLENE TEMPORARY BYPASS
NOT TO SCALE




## 9 GAS VALVE BOX INSTALLATION (TYP.)
NOT TO SCALE

NOTES:

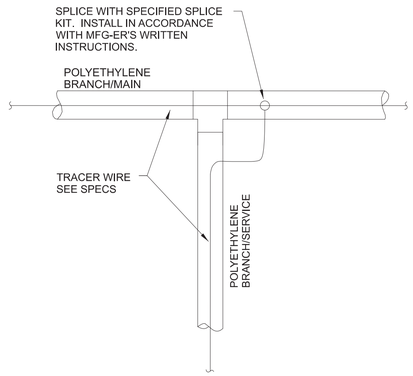
1. FIELD LOCATE AND POTHOLE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION.



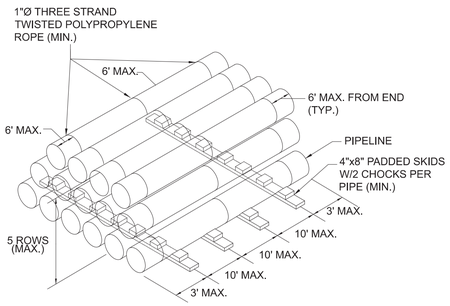

## 10 UTILITY SEPARATION DETAIL
NOT TO SCALE

NOTES:

1. LOCATE ANODE PER SPECIFICATIONS.




## 11 INSTALLATION OF TRACER WIRE AT BRANCH CONNECTION
NOT TO SCALE




NOTE:
1. PAD SKIDS PER SPECS; PIPE TO PIPE CONTACT IS NOT ALLOWED.
2. EARTH / SAND BERMS ARE AN ACCEPTABLE ALTERNATIVE.
3. SPACE ROPE 6' (MAX.) FROM PIPE ENDS AND GIRTH WELDS.

## 12 TEMPORARY PIPE STOCKPILE
NOT TO SCALE

Know what's below. Call 811 before you dig.

| REVISION | | |
|---|---|---|
| No. | Date | Revision |
| - | - | - |
| | | |
| | | |
| | | |
| | | |

SEALED BY:

BOBBY L WORTHINGTON
REGISTERED ENGINEER
AGRICULTURE
ARCHITECTURE
COMMERCE
No. 20888
STATE OF TENNESSEE

07/11/2025

ATMOS energy

| | |
|---|---|
| JOB NUMBER: | 40230.34 |
| DESIGNED: | LAN |
| DRAWN: | LAN |
| CHECKED: | BLW |
| SCALE | DATE |
| N.T.S. | 05.14.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 120
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


NATURAL GAS RELOCATION
CONSTRUCTION STANDARD DETAILS

C:\TMP\PWISEID0125058\ATMOS_SR126_90PERC.DGN

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-1 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

## UTILITIES INDEX


| SHEET NUMBER | SHEET NAME |
|---|---|
| U5-1 | ESTIMATED QUANTITIES & DRAWING INDEX |
| U5-2 | FOOTNOTE DESCRIPTIONS |
| U5-3 | GENERAL NOTES & LEGEND |
| U5-4 | TELEPHONE RELOCATION STA. 190+00 TO STA. 203+00 |
| U5-4A | FIBER RELOCATION STA. 190+00 TO STA. 203+00 |
| U5-4B | FIBER RELOCATION EAST CENTER STREET |
| U5-5 | TELEPHONE RELOCATION STA. 203+00 TO STA. 216+00 |
| U5-5A | FIBER RELOCATION STA. 203+00 TO STA. 216+00 |
| U5-6 | TELEPHONE RELOCATION STA. 216+00 TO STA. 229+00 |
| U5-6A | FIBER RELOCATION STA. 216+00 TO STA. 229+00 |
| U5-6B | FIBER RELOCATION EDEN'S RIDGE ROAD |
| U5-7 | TELEPHONE RELOCATION STA. 229+00 TO STA. 241+00 |
| U5-7A | FIBER RELOCATION STA. 229+00 TO STA. 241+00 |
| U5-8 | TELEPHONE RELOCATION STA. 241+00 TO STA. 254+00 |
| U5-8A | FIBER RELOCATION STA. 241+00 TO STA. 254+00 |
| U5-8B | FIBER RELOCATION HAWTHORNE STREET |
| U5-8C | FIBER RELOCATION STRATFORD ROAD |
| U5-9 | TELEPHONE RELOCATION STA. 254+00 TO STA. 267+00 |
| U5-9A | FIBER RELOCATION STA. 254+00 TO STA. 267+00 |
| U5-9B | FIBER RELOCATION KENT STREET |
| U5-10 | TELEPHONE RELOCATION STA. 267+00 TO STA. 280+00 |
| U5-10A | FIBER RELOCATION STA. 267+00 TO STA. 280+00 |
| U5-10B | FIBER RELOCATION GLENWOOD STREET |
| U5-11 | TELEPHONE RELOCATION STA. 280+00 TO STA. 293+00 |
| U5-11A | FIBER RELOCATION STA. 280+00 TO STA. 293+00 |
| U5-12 | TELEPHONE RELOCATION STA. 293+00 TO STA. 306+00 |
| U5-12A | FIBER RELOCATION STA. 293+00 TO STA. 306+00 |
| U5-13 | TELEPHONE RELOCATION STA. 306+00 TO STA. 319+00 |
| U5-13A | FIBER RELOCATION STA. 306+00 TO STA. 319+00 |
| U5-13B | FIBER RELOCATION BRIARWOOD ROAD |


SEE U5-2 FOR FOOTNOTE DESCRIPTIONS

## ESTIMATED UTILITY QUANTITIES

Project No. 1: 82S126-F3-002

| FOOTNOTE NO. | ITEM NO. | DESCRIPTION | UNIT | QUANTITY | % Utility Betterment | %Project Public | %Project Private |
|---|---|---|---|---|---|---|---|
| 1- | 793-01.08 | POLE 35FT CLASS 5 WOOD | EACH | 17 | 0.00% | 100.00% | 0.00% |
| 2- | 793-01.40 | ANCHOR 3/4IN | EACH | 89 | 0.00% | 100.00% | 0.00% |
| 3- | 793-02.08 | GUY WIRE 10M OR 3/8IN | EACH | 89 | 0.00% | 100.00% | 0.00% |
| 4- | 793-02.92 | OVERHEAD GUY WIRE (10M) | EACH | 7 | 0.00% | 100.00% | 0.00% |
| 5- | 793-02.99 | INSTALL GUY GUARD | EACH | 89 | 0.00% | 100.00% | 0.00% |
| 6- | 793-03.01 | 25 PAIR GROUP AERIAL SPLICE | EACH | 20 | 0.00% | 100.00% | 0.00% |
| 7- | 793-03.03 | 10M STRAND | L.F. | 27210 | 0.00% | 100.00% | 0.00% |
| 8- | 793-04.01 | RELASH/DELASH CABLE | L.F. | 8920 | 0.00% | 100.00% | 0.00% |
| 9- | 793-04.06 | READY ACCESS CLOSURE | EACH | 2 | 0.00% | 100.00% | 0.00% |
| 10- | 793-04.07 | AERIAL SPLICE CLOSURE | EACH | 11 | 0.00% | 100.00% | 0.00% |
| 11- | 793-04.08 | TRANSFER AERIAL CABLE | EACH | 70 | 0.00% | 100.00% | 0.00% |
| 12- | 793-04.12 | UNDERGROUND SPLICE CLOSURE | EACH | 9 | 0.00% | 100.00% | 0.00% |
| 13- | 793-07.10 | 288 FIBER(MATERIAL ONLY) | L.F. | 14535 | 0.00% | 100.00% | 0.00% |
| 14- | 793-07.16 | 12-96 FIBER(INSTALLATION ONLY) | L.F. | 22665 | 0.00% | 100.00% | 0.00% |
| 15- | 793-07.19 | 288-432 FIBER(INSTALLATION ONLY) | L.F. | 14535 | 0.00% | 100.00% | 0.00% |
| 16- | 793-07.23 | FIBER OPTIC MAINTENANCE LOOP | EACH | 49 | 0.00% | 100.00% | 0.00% |
| 17- | 793-07.25 | SINGLE FIBER OPTIC CABLE SPLICE | EACH | 2406 | 0.00% | 100.00% | 0.00% |
| 18- | 793-07.31 | SINGLE FIBER AERIAL DROP | L.F. | 45320 | 0.00% | 100.00% | 0.00% |
| 19- | 793-07.51 | 72 FIBER(MATERIAL ONLY) | L.F. | 22665 | 0.00% | 100.00% | 0.00% |
| 20- | 793-07.80 | FIBER DISTRIBUTION TAP | EACH | 7 | 0.00% | 100.00% | 0.00% |
| 21- | 793-07.81 | FIBER TERMINAL | EACH | 21 | 0.00% | 100.00% | 0.00% |
| 22- | 793-07.82 | REARRANGE FIBER JUMPER | L.F. | 43805 | 0.00% | 100.00% | 0.00% |
| 23- | 793-07.83 | REARRANGE FIBER DROP | L.F. | 24285 | 0.00% | 100.00% | 0.00% |
| 24- | 793-07.99 | TEST BARE FIBER | EACH | 2376 | 0.00% | 100.00% | 0.00% |
| 25- | 793-11.13 | BURIED RISER GUARD | EACH | 8 | 0.00% | 100.00% | 0.00% |
| 26- | 793-11.50 | REARRANGE EX SPLICE CASE | EACH | 8 | 0.00% | 100.00% | 0.00% |
| 27- | 793-12.02 | REARRANGEMENT EXISTING CABLE | EACH | 2 | 0.00% | 100.00% | 0.00% |
| 28- | 793-13.06 | 25 PAIR GROUP UG SPLICE | EACH | 181 | 0.00% | 100.00% | 0.00% |
| 29- | 793-13.12 | 1 DUCT FORMATION @ 36IN DEPTH | L.F. | 1260 | 0.00% | 100.00% | 0.00% |
| 30- | 793-13.17 | 2 DUCT FORMATION @ 36IN DEPTH | L.F. | 8090 | 0.00% | 100.00% | 0.00% |
| 31- | 793-14.02 | CONCRETE ENCASEMENT PER DUCT | L.F. | 17440 | 0.00% | 100.00% | 0.00% |
| 32- | 793-14.07 | MH PRECAST (4-FT W X 4-FT L X 4-FT H) | EACH | 19 | 0.00% | 100.00% | 0.00% |
| 33- | 793-14.10 | 4IN CORE DRILL INTO MANHOLE | EACH | 3 | 0.00% | 100.00% | 0.00% |
| 34- | 793-14.12 | 1 1/4IN INNERDUCT | L.F. | 29520 | 0.00% | 100.00% | 0.00% |
| 35- | 793-16.01 | MH(RETIRE/REMOVE/GRAVEL BACKFILL) | EACH | 7 | 0.00% | 100.00% | 0.00% |
| 36- | 793-80.02 | RELOCATE CABLE/INNERDUCT INSIDE MANHOLE | L.F. | 490 | 0.00% | 100.00% | 0.00% |
| 37- | 793-98.01 | REMOVE AERIAL CABLE AND WIRE | L.F. | 127411 | 0.00% | 100.00% | 0.00% |
| 38- | 793-98.02 | REMOVE CROSSCONNECT CABINET | EACH | 1 | 0.00% | 100.00% | 0.00% |
| 39- | 793-98.03 | REMOVE CARRIER CABINET | EACH | 1 | 0.00% | 100.00% | 0.00% |
| 40- | 793-98.04 | REMOVE POLES ALL SIZES | EACH | 140 | 0.00% | 100.00% | 0.00% |
| 41- | 793-98.05 | RETIRE BURIED FACILITIES IN PLACE | L.F. | 5170 | 0.00% | 100.00% | 0.00% |
| 42- | 793-98.06 | REMOVE PEDESTALS | EACH | 4 | 0.00% | 100.00% | 0.00% |
| 43- | 793-98.07 | REMOVE UNDERGROUND TO OVERHEAD RISER | EACH | 23 | 0.00% | 100.00% | 0.00% |
| 44- | 793-98.08 | REMOVE ANCHOR (ANY SIZE) | EACH | 116 | 0.00% | 100.00% | 0.00% |
| 45- | 793-98.09 | REMOVE DOWN GUY | EACH | 122 | 0.00% | 100.00% | 0.00% |


BRIGHTSPEED
101 NORTH ROAN ST.
JOHNSON CITY, TN 37601
ANDY ICE
423-461-7724
ANDREW.F.ICE@BRIGHTSPEED.COM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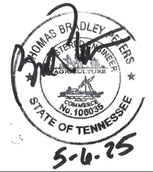



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TDRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

ESTIMATED QUANTITIES

$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-2 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

1) INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO BUTT WRAP, MGNV, GROUND ROD, DIG HOLE, TAMP, BLASTING, AND NUMBER POLE.
2) INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUNDING. PISA 8" WITH TRIPLE EYE.
3) INCLUDES SETUP, TRAFFIC CONTROL, GUY WIRE, GUARD, BONDING/GROUNDING AND POLE HARDWARE. (5/16" EHS)
4) INCLUDES SETUP, TRAFFIC CONTROL, GUARD, BONDING/GROUNDING AND POLE HARDWARE. (5/16" EHS)
5) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS.
6) 3M MODULES 4000-G/TR REQUIRED. SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS.
7) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, BONDING/GROUNDING, AND TENSIONING. (5/16" EHS)
8) REBONDING AND GROUNDING AND RELASHING CABLE, TRAFFIC CONTROL.
9) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, MOUNTING HARDWARE BONDING/GROUNDING AND SPLICING. (COPPER SPLICE CASE)
10) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, MOUNTING HARDWARE BONDING/GROUNDING AND SPLICING. (FIBER SPLICE CASE)
11) INCLUDES MOUNTING HARDWARE, BONDING/GROUNDING, STRAND.
12) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. (PLP ARMADILLO FOR COPPER SPLICE) (COMMSCOPE FOSC 450 FOR FIBER SPLICE)
13) INCLUDES ALL MATERIALS AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MOUNTING HARDWARE, BONDING/GROUNDING, STRAND SIZE AS INDICATED IN SPECS, AND LOOPS.
14) INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
15) INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
16) INCLUDES DELASHING AND RELASHING ACCOMPLISHING THE PLACEMENT/RELOCATION OF THE FIBER LOOP, INCLUDES TRAFFIC CONTROL.
17) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS.
18) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. DROPS WILL BE PRETERMINATED BY THE FACTORY AND ORDERED BY LENGTH REQUIRED.
19) INCLUDES ALL MATERIALS AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MOUNTING HARDWARE, BONDING/GROUNDING, STRAND SIZE AS INDICATED IN SPECS, AND LOOPS.
20) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. (CORNING DTAP MUST BE USED TO MATCH EXISTING)
21) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. (CORNING EVOLV MUST BE USED TO MATCH EXISTING)
22) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. THIS ITEM WILL BE USED FOR TEMPORARY AND PERMANENT CONSTRUCTION.
23) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. THIS ITEM WILL BE USED FOR TEMPORARY AND PERMANENT CONSTRUCTION.
24) SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS. TEST FIBER CABLE AFTER INSTALLATION AND REPORT RESULTS TO THE ENGINEER.
25) INCLUDES MOUNTING HARDWARE, BONDING/GROUNDING.
26) RE-ENTER EXISTING SPLICE CASE. INCLUDES ADDING NEW CABLES TO EXISTING CASE. SPLICING WILL BE SEPERATE.
27) INCLUDES DIGGING UP CABLE, MOVING CABLE, RESETTING PED, BONDING AND GROUNDING, PEST CONTROL, GRAVEL BACKFILL, OTHER SURFACE RESTORATION.
28) 3M MODULES 4000-G/TR REQUIRED FOR PIC CABLE, 4000-D/TR REQUIRED FOR PAPER CABLE. SEE BRIGHTSPEED'S/CENTURYLINK'S SPECS.
29) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BENDS, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.
30) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BENDS, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.
31) ALL DUCT FORMATIONS. TDOT TO DETERMINE TYPE OF CONCRETE.
32) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, GRAVEL BASE, BACKFILL, AND SURFACE RESTORATION TO TDOT STANDARDS, FRAME AND COVER, SETUP AND TRAFFIC CONTROL.
33) INCLUDES PIPE, SETUP, CABLE LOCATION, AND BORING.
34) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, RODDING DUCT AND PULLING IN INNERDUCT.
35) INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
36) INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP.
37) INCLUDES ALL CABLES, DROPS, GUYS, STRAND, FUSE LINKS, TERMINALS.
38) ALL SIZE CROSSBOXES.
39) ALL SIZE CARRIER CABINETS.
40) INCLUDES TRAFFIC CONTROL, LABOR AND EQUIPMENT.
41) INCLUDES GROUTING, RETIRED FACILITIES REMAIN THE PROPERTY OF THE UTILITY.
42) CUT CABLE AND CONDUITS OFF BELOW FINISHED GRADE.
43) INCLUDES REMOVAL OF BURIED RISER GUARDS.
44) CUT RODS OFF BELOW FINISHED GRADE.
45) INCLUDES GUY GUARD.

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
CERTIFICATE NO. 1008035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

FOOTNOTE DESCRIPTIONS

$$$$$SYTIME$$$$$$$
$$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-3 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

# GENERAL NOTES TO CONTRACTOR

1) EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.

2) ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORD ITEM.

3) THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIFIC TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)

4) IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.

5) FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.

6) WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.

7) DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

8) ANY EXCAVATION OF THE STREAM CHANNEL AREA SHALL BE SEPARATED FROM FLOWING WATER AND ACCOMPLISHED DURING LOW FLOW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF FLUMES, LINED DIVERSION CHANNEL WITH SANDBAG BERM, DIVERSION PIPE WITH SANDBAG DAM AT PIPE INLET, OR IN SOME CASES COFFERDAMS. ALTERNATIVELY, BASED ON FIELD CONDITIONS AND CONTRACTOR SELECTION, THE UTILITY RELOCATION MAY BE ACCOMPLISHED USING BORE TECHNOLOGY WITH NO STREAM CHANNEL IMPACTS.

9) EXISTING TELECOMMUNICATION LINES ARE TO STAY IN SERVICE UNTIL NEW TELECOMMUNICATION LINES HAVE BEEN TESTED BY THE CONTRACTOR AND APPROVED BY BRIGHTSPEED.

10) ALL NEW CONDUIT AND SWEEPS SHALL BE SCHEDULE 40 PVC.

11) CONTRACTOR IS TO EXPOSE AND VERIFY ELEVATION OF EXISTING UNDERGROUND UTILITIES (WHERE NEW TELECOMMUNICATION LINES CROSS) PRIOR TO INSTALLATION OF NEW TELECOMMUNICATION LINES TO DETERMINE POSSIBLE CONFLICTS AND ALLOW TELECOMMUNICATION LINES TO BE INSTALLED WITHOUT EXCESSIVE CHANGES IN ALIGNMENT.

12) A 12 INCH MINIMUM VERTICAL SEPARATION AND A 24 INCH MINIMUM HORIZONTAL SEPARATION IS REQUIRED FROM OTHER UTILITIES.

13) ALL MATERIAL AND SUPPLIER OF MATERIAL MUST BE PRE-APPROVED BY BRIGHTSPEED PRIOR TO ORDERING.

14) ALL CONDUIT WILL BE PLACED WITH A MINIMUM 36 INCH COVER. IF 36 INCH OF COVER IS NOT POSSIBLE, THEN CONDUIT WILL BE ENCASED IN CONCRETE UNTIL 36 INCH COVER IS REACHED. ANY DEPTH LESS THAN 24 INCH COVER WILL NOT BE ACCEPTED.

15) LARGE FILL AREAS AND CUT AREAS WILL NEED TO BE COMPLETED BEFORE TELECOMMUNICATION LINES CAN BE INSTALLED.

16) ALL SWEEPS OR BENDS, SPACERS, AND PLUGGING OF DUCTS, PERMENANT OR TEMPORARY WILL, BE INCLUDED IN CONDUIT FOOTAGE.

17) THE SEALING OF DUCTS AROUND THE CABLE AT RISER POINTS WILL BE INCLUDED IN THE PLACEMENT OF THE CABLE.

18) ALL UNSPLICED COPPER CABLE PAIRS WILL BE CLEARED IN MODULES.

19) FIBER OPTIC MAINTENANCE LOOPS WILL BE PLACED IN HANDHOLES VERTICLE AND STRAPPED TO THE RACKING.

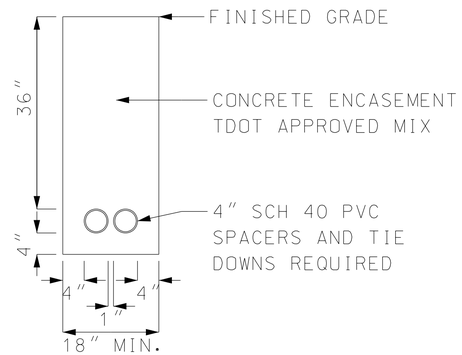
20) AFTER CUTOVER TO NEW FACILITIES, RETIRE OLD UNDERGROUND CONDUIT AND CABLES IN PLACE.

## LEGEND

| | |
|---|---|
| ● | **BRIGHTSPEED POLE** |
| ○ | **POLE INSTALLED BY OTHERS** |
| ▷— | **ANCHOR & GUY** |
| SPLICE | **FIBER SPLICE ENCLOSURE** |
| XX-XX-X | **FIBER TERMINAL** |
| DTAP | **FIBER DISTRIBUTION TAP** |
| — T (UG) — | **UNDERGROUND TELEPHONE CABLE** |
| — T — | **AERIAL TELEPHONE CABLE** |
| — F — | **AERIAL FIBER CABLE** |
| — F — — | **AERIAL FIBER JUMPER** |
| — — — — — — | **AERIAL FIBER DROP** |

NOTE CONSTRUCTION:
MOST TEMPORARY CONSTRUCTION REQUIRED WILL BE PLACED ON THE POWER COMPANY POLE LINE. SOME POLES WILL NEED TO BE SET WHERE THE POWER POLES ARE NOT USABLE FOR TEMPORARY CONSTRUCTION. THIS IS MAINLY FOR FIBER JUMPERS AND FIBER DROPS. POLES MAY NEED TO BE ADJUSTED IN THE FIELD TO ACCOMODATE CONSTRUCTION PHASING.
FIBER TO THE HOME IS SHOWN ON SEPERATE SHEETS FOR CLARITY. ALL CONSTRUCTION, BOTH TELEPHONE AND FIBER ARE PART OF BRIGHTSPEED'S COMMUNICATION NETWORK.

TYPICAL TRENCH DETAIL

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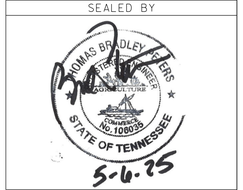


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**BRIGHTSPEED**

GENERAL NOTES & LEGEND

$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-4 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**MHA-36 TO POLE# A-36-R1**
**793-13.12= 70 L.F.**
**793-14.02= 70 L.F.**
**793-14.12= 240 L.F. (3@80')**

**POLE# A-36-R1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-04.08= 4 EACH**
**793-04.06= 2 EACH**
**793-03.01= 20 EACH**

**MHA-36**
**793-14.10= 3 EACH**
**793-04.12= 4 EACH (COPPER)**
**793-13.06= 137 EACH**
**793-04.12= 1 EACH (FIBER)**
**793-07.99= 288 EACH**
**793-07.25= 288 EACH**
**793-07.23= 2 EACH**
**793-07.10= 150 L.F.**
**793-07.19= 150 L.F.**

**793-80.02= 490 L.F.**

**POLE# A-38-L4 TO POLE# A-38-L5**
**SEE U5-5 FOR UNITS**

**POLE# A-38-L5**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-04.01= 100 L.F.**
**793-07.23= 2 EACH**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-04.07= 1 EACH (FIBER)**
**793-07.99= 72 EACH**
**793-07.25= 24 EACH**

**MHA-36 TO MHA-37**
**793-13.17= 435 L.F.**
**793-14.02= 870 L.F.**
**793-14.12= 1335 L.F. (3@445')**
**793-07.10= 435 L.F.**
**793-07.19= 435 L.F.**

**MHA-37 TO MHA-38**
**793-13.17= 470 L.F.**
**793-14.02= 940 L.F.**
**793-14.12= 1440 L.F. (3@480')**
**793-07.10= 470 L.F.**
**793-07.19= 470 L.F.**

**MHA-37**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**PWR POLE**
**793-04.08= 1 EACH**

**PED# A-37-R1**
**793-12.02= 1 EACH**
**793-13.06= 44 EACH**

**MHA-37 TO POLE# A-37-R1**
**793-13.12= 305 L.F.**
**793-14.02= 305 L.F.**
**793-14.12= 945 L.F. (3@315')**

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 1 EACH**
**793-98.01= 1750 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 4 EACH**
**793-98.05= 1745 L.F.**
**793-98.06= 0 EACH**
**793-98.07= 6 EACH**
**793-98.08= 4 EACH**
**793-98.09= 4 EACH**

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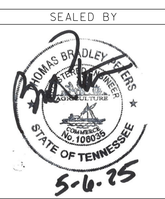


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**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA.190+00 TO STA.203+00

SCALE: 1"=50'

$$$$SYTIME$$$$$$$
$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-4A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

MATCH LINE — SEE SHEET NO. U5-4B

SEE SHEET NO. U5-5A

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 2740 L.F.**
**793-98.04= 0 EACH**

**F-5**
**793-04.01= 130 L.F.**
**793-07.51= 130 L.F.**
**793-07.16= 130 L.F.**

**F-6**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-04.01= 175 L.F.**
**793-07.82= 410 L.F.**
**793-07.51= 175 L.F.**
**793-07.16= 175 L.F.**
**793-07.83= 2110 L.F.**

**F-7**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 155 L.F.**
**793-07.51= 155 L.F.**
**793-07.16= 155 L.F.**
**793-07.31= 155 L.F.**

**F-8**
**793-03.03= 90 L.F.**
**793-07.51= 90 L.F.**
**793-07.16= 90 L.F.**
**793-07.31= 90 L.F.**

**F-9**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 90 L.F.**
**793-07.51= 90 L.F.**
**793-07.16= 90 L.F.**
**793-07.31= 90 L.F.**

**F-10**
**793-03.03= 155 L.F.**
**793-07.51= 155 L.F.**
**793-07.16= 155 L.F.**
**793-07.31= 155 L.F.**
**793-07.23= 1 EACH**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-03.03= 160 L.F.**

**F-11**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 165 L.F.**
**793-07.51= 165 L.F.**
**793-07.16= 165 L.F.**
**793-07.31= 165 L.F.**
**793-07.81= 1 EACH**
**793-07.31= 1560 L.F.**

SEALED BY

THOMAS BRADLEY ROGERS — LICENSED PROFESSIONAL ENGINEER — No. 108035 — STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

STA. 190+00 TO STA. 203+00

SCALE: 1"=50'

$$$$$SYTIME$$$$$$$
$$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-4B |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 535 L.F.**
**793-98.04= 0 EACH**

**F-1**
**SPLICE**
**793-04.01= 200 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.99= 72 EACH**
**793-11.50= 1 EACH**
**793-07.25= 72 EACH**
**DTAP**
**793-04.01= 200 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.80= 1 EACH**
**793-07.25= 6 EACH**
**793-07.82= 1150 L.F.**

**F-2**
**793-04.01= 150 L.F.**
**793-07.51= 150 L.F.**
**793-07.16= 150 L.F.**

**F-3**
**793-04.01= 145 L.F.**
**793-07.51= 145 L.F.**
**793-07.16= 145 L.F.**

**F-4**
**793-04.01= 110 L.F.**
**793-07.51= 110 L.F.**
**793-07.16= 110 L.F.**

F-1
SPLICE
DTAP
DTAP
150'
F-2
145'
F-3
110'
F-4
130'
10-30B
EAST CENTER STREET
POOL
FLAG
MATCH LINE
SEE SHEET NO. U5-4A

SEALED BY

THOMAS BRADLEY TYLERS
TENNESSEE
REGISTERED
PROFESSIONAL
ENGINEER
NUMBER
No. 109035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

SCALE: 1"=50'

SSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-5 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**POLE# A-38-L3 TO POLE# A-38-L4**
**793-03.03= 110 L.F.**
**793-07.51= 110 L.F.**
**793-07.16= 110 L.F.**

**POLE# A-38-L4 TO POLE# A-38-L5**
**793-03.03= 95 L.F.**
**793-07.51= 95 L.F.**
**793-07.16= 95 L.F.**

**POLE# A-38-L2 TO POLE# A-38-L3**
**793-03.03= 80 L.F.**
**793-07.51= 80 L.F.**
**793-07.16= 80 L.F.**

**EXISTING POLE**
**793-04.08= 2 EACH**

**MHA-41 TO MHA-42**
**793-13.17= 440 L.F.**
**793-14.02= 880 L.F.**
**793-14.12= 1350 L.F. (3@450')**
**793-07.10= 440 L.F.**
**793-07.19= 440 L.F.**

**MHA-40 TO POLE# A-40-L1**
**793-13.12= 80 L.F.**
**793-14.02= 80 L.F.**
**793-14.12= 270 L.F. (3@90')**

**MHA-41**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**POLE# A-38-L4**

**POLE# A-38-L2**
**793-03.03= 20 L.F.**
**793-04.08= 1 EACH**

**POLE# A-38-L1 TO POLE# A-38-L2**
**793-03.03= 80 L.F.**
**793-07.51= 80 L.F.**
**793-07.16= 80 L.F.**

**MHA-40**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**POLE# A-38-L3**

**MHA-41 TO POLE# A-41-R1**
**793-13.12= 95 L.F.**
**793-14.02= 95 L.F.**
**793-14.12= 315 L.F. (3@105')**

**MHA-39**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**POLE# A-40-L1**

**MHA-37 TO MHA-38**
**SEE U5-4 FOR UNITS**

**MHA-38**
**793-14.07= 1 EACH**
**793-07.23= 2 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**
**793-07.51= 60 L.F.**
**793-07.16= 60 L.F.**
**793-04.12= 1 EACH (FIBER)**
**793-07.25= 24 EACH (MID-SHEATH)**

**POLE# A-38-L1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-11.13= 2 EACH**
**793-14.12= 90 L.F. (3@30')**
**793-07.51= 30 L.F.**
**793-07.16= 30 L.F.**

**MHA-38 TO POLE# A-38-L1**
**793-13.12= 65 L.F.**
**793-14.02= 65 L.F.**
**793-14.12= 225 L.F. (3@75')**
**793-07.51= 65 L.F.**
**793-07.16= 65 L.F.**

**MHA-38 TO MHA-39**
**793-13.17= 370 L.F.**
**793-14.02= 740 L.F.**
**793-14.12= 1140 L.F. (3@380')**
**793-07.10= 370 L.F.**
**793-07.19= 370 L.F.**

**POLE# A-39-R1**

**MHA-39 TO MHA-40**
**793-13.17= 335 L.F.**
**793-14.02= 670 L.F.**
**793-14.12= 1035 L.F. (3@345')**
**793-07.10= 335 L.F.**
**793-07.19= 335 L.F.**

**MHA-39 TO POLE# A-39-R1**
**793-13.12= 115 L.F.**
**793-14.02= 115 L.F.**
**793-14.12= 375 L.F. (3@125')**

**POLE# A-40-R1**

**MHA-40 TO POLE# A-40-R1**
**793-13.12= 95 L.F.**
**793-14.02= 95 L.F.**
**793-14.12= 315 L.F. (3@105')**

**POLE# A-41-R1**

**EXISTING POLE**
**793-04.08= 2 EACH**

**MHA-40 TO MHA-41**
**793-13.17= 330 L.F.**
**793-14.02= 660 L.F.**
**793-14.12= 1020 L.F. (3@340')**
**793-07.10= 330 L.F.**
**793-07.19= 330 L.F.**

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 3 EACH**
**793-98.01= 4820 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 13 EACH**
**793-98.05= 1620 L.F.**
**793-98.06= 2 EACH**
**793-98.07= 4 EACH**
**793-98.08= 5 EACH**
**793-98.09= 5 EACH**

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
LICENSE NUMBER
No. 109035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

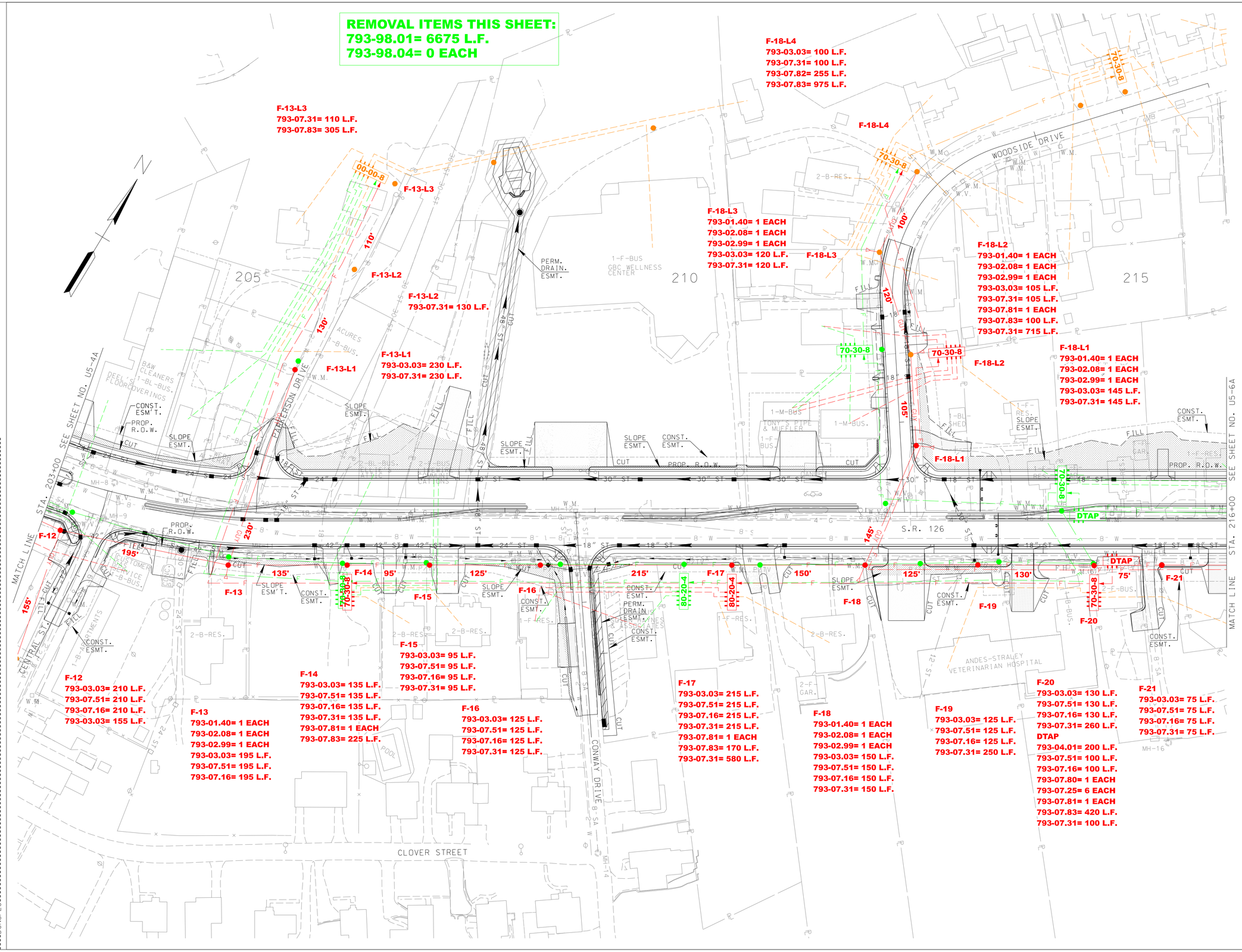
# TELEPHONE RELOCATION

STA. 203+00 TO STA. 216+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-5A |
| | | 82S126-F3-002 | |

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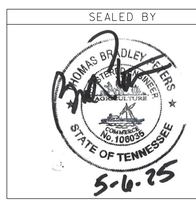


COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

STA.203+00 TO STA.216+00

SCALE: 1"=50'

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-6 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**POLE# 3-4**
**793-01.08= 1 EACH**
**793-04.08= 2 EACH**

**POLE# T1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# A-42-L1 TO POLE# T1**
**793-03.03= 225 L.F.**
**793-07.51= 225 L.F.**
**793-07.16= 225 L.F.**

**POLE# A-42-L1**
**793-01.40= 1 EACH (TEMP)**
**793-02.08= 1 EACH (TEMP)**
**793-02.99= 1 EACH (TEMP)**
**793-11.13= 2 EACH (TEMP)**
**793-14.12= 90 L.F. (3@30')**
**793-07.51= 30 L.F. (TEMP)**
**793-07.16= 30 L.F. (TEMP)**

**MHA-42 TO POLE# A-42-L1**
**793-13.12= 30 L.F.**
**793-14.02= 30 L.F.**
**793-14.12= 120 L.F. (3@40')**
**793-07.51= 30 L.F. (TEMP)**
**793-07.16= 30 L.F. (TEMP)**

**MHA-41 TO MHA-42**
**SEE U5-5 FOR UNITS**

**POLE# T1 TO POLE# T2**
**793-03.03= 200 L.F.**
**793-07.51= 200 L.F.**
**793-07.16= 200 L.F.**

**POLE# T2**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T2 TO POLE# T3**
**793-03.03= 200 L.F.**
**793-07.51= 200 L.F.**
**793-07.16= 200 L.F.**

**POLE# T3**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# A-43-L1**

**MHA-43 TO POLE# A-43-L1**
**793-13.12= 130 L.F.**
**793-14.02= 130 L.F.**
**793-14.12= 420 L.F. (3@140')**

**POLE# T4**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**MHA-42 TO MHA-43**
**793-13.17= 630 L.F.**
**793-14.02= 1260 L.F.**
**793-14.12= 1920 L.F. (3@640')**
**793-07.10= 630 L.F.**
**793-07.19= 630 L.F.**

**MHA-43**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**POLE# T3 TO POLE# T4**
**793-03.03= 205 L.F.**
**793-07.51= 205 L.F.**
**793-07.16= 205 L.F.**

**MHA-43 TO MHA-44**
**793-13.17= 430 L.F.**
**793-14.02= 860 L.F.**
**793-14.12= 1320 L.F. (3@440')**
**793-07.10= 430 L.F.**
**793-07.19= 430 L.F.**

**POLE# T4 TO POLE# T5**
**793-03.03= 185 L.F.**
**793-07.51= 185 L.F.**
**793-07.16= 185 L.F.**

**POLE# T5**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T5 TO POLE# T6**
**793-03.03= 175 L.F.**
**793-07.51= 175 L.F.**
**793-07.16= 175 L.F.**

**MHA-42**
**793-14.07= 1 EACH**
**793-07.23= 2 EACH**
**793-07.23= 1 EACH (TEMP)**
**793-07.10= 200 L.F. (2@100')**
**793-07.19= 200 L.F. (2@100')**
**793-07.51= 100 L.F. (TEMP)**
**793-07.16= 100 L.F. (TEMP)**
**793-04.12= 1 EACH (FIBER)**
**793-11.50= 1 EACH (RE-ENTER)**
**793-07.25= 288 EACH**
**793-07.25= 72 EACH (TEMP)**
**793-07.99= 288 EACH**
**793-07.99= 72 EACH (TEMP)**

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 3 EACH**
**793-98.01= 6311 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 17 EACH**
**793-98.05= 1600 L.F.**
**793-98.06= 0 EACH**
**793-98.07= 6 EACH**
**793-98.08= 12 EACH**
**793-98.09= 14 EACH**

SEALED BY

THOMAS BRADLEY MEYERS
LICENSED PROFESSIONAL ENGINEER
CERTIFICATE No. 1000359
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA. 216+00 TO STA. 229+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-6A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

F-23-L4
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 95 L.F.
793-07.51= 95 L.F.
793-07.16= 95 L.F.
793-07.31= 95 L.F.
793-04.01= 400 L.F.
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-07.99= 72 EACH
793-04.07= 1 EACH (FIBER)
793-07.25= 72 EACH
793-07.83= 2665 L.F.

F-23-L3
793-01.40= 2 EACH
793-02.08= 2 EACH
793-02.99= 2 EACH
793-03.03= 225 L.F.
793-07.51= 225 L.F.
793-07.16= 225 L.F.
793-07.31= 225 L.F.

F-23-L2
793-03.03= 180 L.F.
793-07.51= 180 L.F.
793-07.16= 180 L.F.
793-07.31= 180 L.F.

F-23-L1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 130 L.F.
793-07.51= 130 L.F.
793-07.16= 130 L.F.
793-07.31= 130 L.F.
793-07.81= 1 EACH
793-07.83= 350 L.F.
793-07.31= 855 L.F.

F-25-S1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 110 L.F.

F-26-S1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 140 L.F.

F-26-L2
793-07.31= 125 L.F.

F-26-L3
793-07.31= 65 L.F.

F-26-L1
793-07.31= 225 L.F.

F-27-S1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 120 L.F.

F-26
793-03.03= 200 L.F.

F-25
793-03.03= 145 L.F.

T-1
793-01.08= 1 EACH
793-07.82= 1060 L.F.
793-07.83= 1100 L.F.

F-24
793-03.03= 210 L.F.

F-24-S1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 110 L.F.

F-23
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 205 L.F.
793-07.51= 205 L.F.
793-07.16= 205 L.F.
793-07.31= 205 L.F.

F-22
793-03.03= 190 L.F.
793-07.51= 190 L.F.
793-07.16= 190 L.F.
793-07.31= 190 L.F.

F-27
793-03.03= 160 L.F.
793-07.31= 160 L.F.
793-07.81= 1 EACH
793-07.83= 320 L.F.
793-07.31= 1075 L.F.

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 5675 L.F.**
**793-98.04= 1 EACH**

SEE SHEET NO. U5-6B

MATCH LINE

SEE SHEET NO. U5-5A

MATCH LINE STA. 216+00

SEE SHEET NO. U5-7A

MATCH LINE STA. 229+00

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
CIVIL
No. 109039
STATE OF TENNESSEE
5-6-25

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**BRIGHTSPEED**

# FIBER RELOCATION

STA.216+00 TO STA.229+00

SCALE: 1"=50'

$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-6B |
| | | 82S126-F3-002 | |
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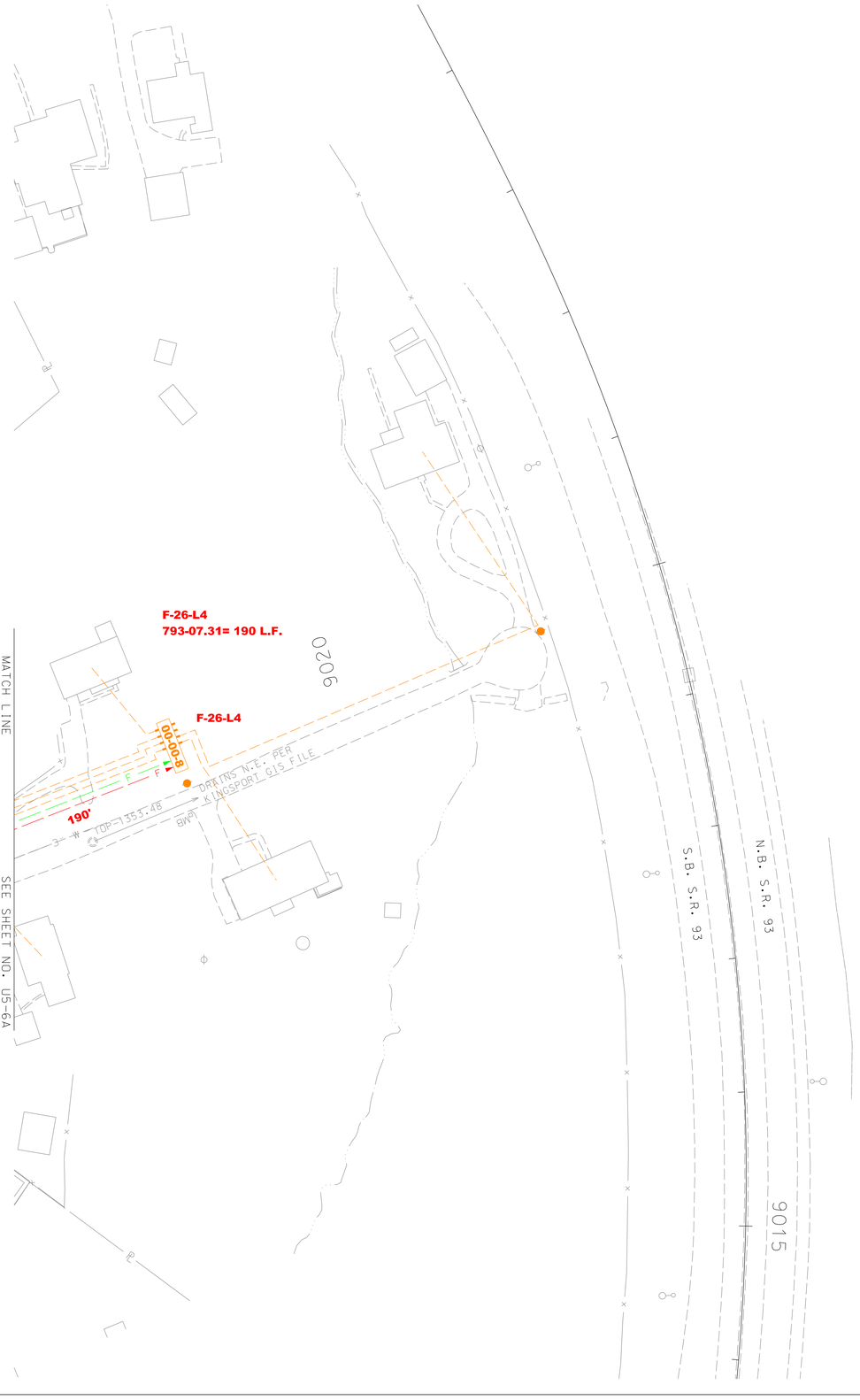


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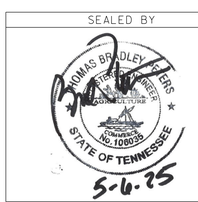
**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 130 L.F.**
**793-98.04= 0 EACH**

SEALED BY

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**BRIGHTSPEED**

# FIBER RELOCATION

SCALE: 1"=50'

SSSSSSYTIMESSSSSSSS
SSSSDGNSPECSSSSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-7 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 0 EACH**
**793-98.01= 9270 L.F.**
**793-98.02= 1 EACH**
**793-98.03= 1 EACH**
**793-98.04= 12 EACH**
**793-98.05= 0 L.F.**
**793-98.06= 1 EACH**
**793-98.07= 3 EACH**
**793-98.08= 33 EACH**
**793-98.09= 37 EACH**

**EXISTING POLE**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-04.08= 2 EACH**

**MHA-47 TO MHA-48**
**793-13.17= 400 L.F.**
**793-14.02= 800 L.F.**
**793-14.12= 1230 L.F. (3@410')**
**793-07.10= 400 L.F.**
**793-07.19= 400 L.F.**

**POLE# T7**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-07.23= 1 EACH**
**793-07.51= 150 L.F.**
**793-07.16= 150 L.F.**

**MHA-45**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-45 TO MHA-46**
**793-13.17= 70 L.F.**
**793-14.02= 140 L.F.**
**793-14.12= 240 L.F. (3@80')**
**793-07.10= 70 L.F.**
**793-07.19= 70 L.F.**

**POLE# T6 TO POLE# T7**
**793-03.03= 180 L.F.**
**793-07.51= 180 L.F.**
**793-07.16= 180 L.F.**

**POLE# T5 TO POLE# T6**
**SEE U5-6 FOR UNITS**

**POLE# T6**

**MHA-46 TO MHA-47**
**793-13.17= 510 L.F.**
**793-14.02= 1020 L.F.**
**793-14.12= 1560 L.F. (3@520')**
**793-07.10= 510 L.F.**
**793-07.19= 510 L.F.**

**MHA-47**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**POLE# T13**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**EXISTING POLE**
**793-04.08= 2 EACH**

**POLE# T7 TO POLE# T8**
**793-03.03= 220 L.F.**
**793-07.51= 220 L.F.**
**793-07.16= 220 L.F.**

**POLE# T8**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**PWR POLE**
**793-04.08= 2 EACH**

**POLE# T9**

**POLE# T10**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T11**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T12**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T12 TO POLE# T13**
**793-03.03= 190 L.F.**
**793-07.51= 190 L.F.**
**793-07.16= 190 L.F.**

**POLE# T11 TO POLE# T12**
**793-03.03= 130 L.F.**
**793-07.51= 130 L.F.**
**793-07.16= 130 L.F.**

**MHA-44**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-43 TO MHA-44**
**SEE U5-6 FOR UNITS**

**MHA-44 TO MHA-45**
**793-13.17= 460 L.F.**
**793-14.02= 920 L.F.**
**793-14.12= 1410 L.F. (3@470')**
**793-07.10= 460 L.F.**
**793-07.19= 460 L.F.**

**POLE# T8 TO POLE# T9**
**793-03.03= 195 L.F.**
**793-07.51= 195 L.F.**
**793-07.16= 195 L.F.**

**MHA-46**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-46 TO POLE# A-46-R1**
**793-13.12= 55 L.F.**
**793-14.02= 55 L.F.**
**793-14.12= 195 L.F. (3@65')**

**POLE# T9 TO POLE# T10**
**793-03.03= 110 L.F.**
**793-07.51= 110 L.F.**
**793-07.16= 110 L.F.**

**POLE# T10 TO POLE# T11**
**793-03.03= 160 L.F.**
**793-07.51= 160 L.F.**
**793-07.16= 160 L.F.**

SEALED BY

THOMAS BRADLEY WATERS
TENNESSEE
REGISTERED
PROFESSIONAL ENGINEER
NO. 109035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TORN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

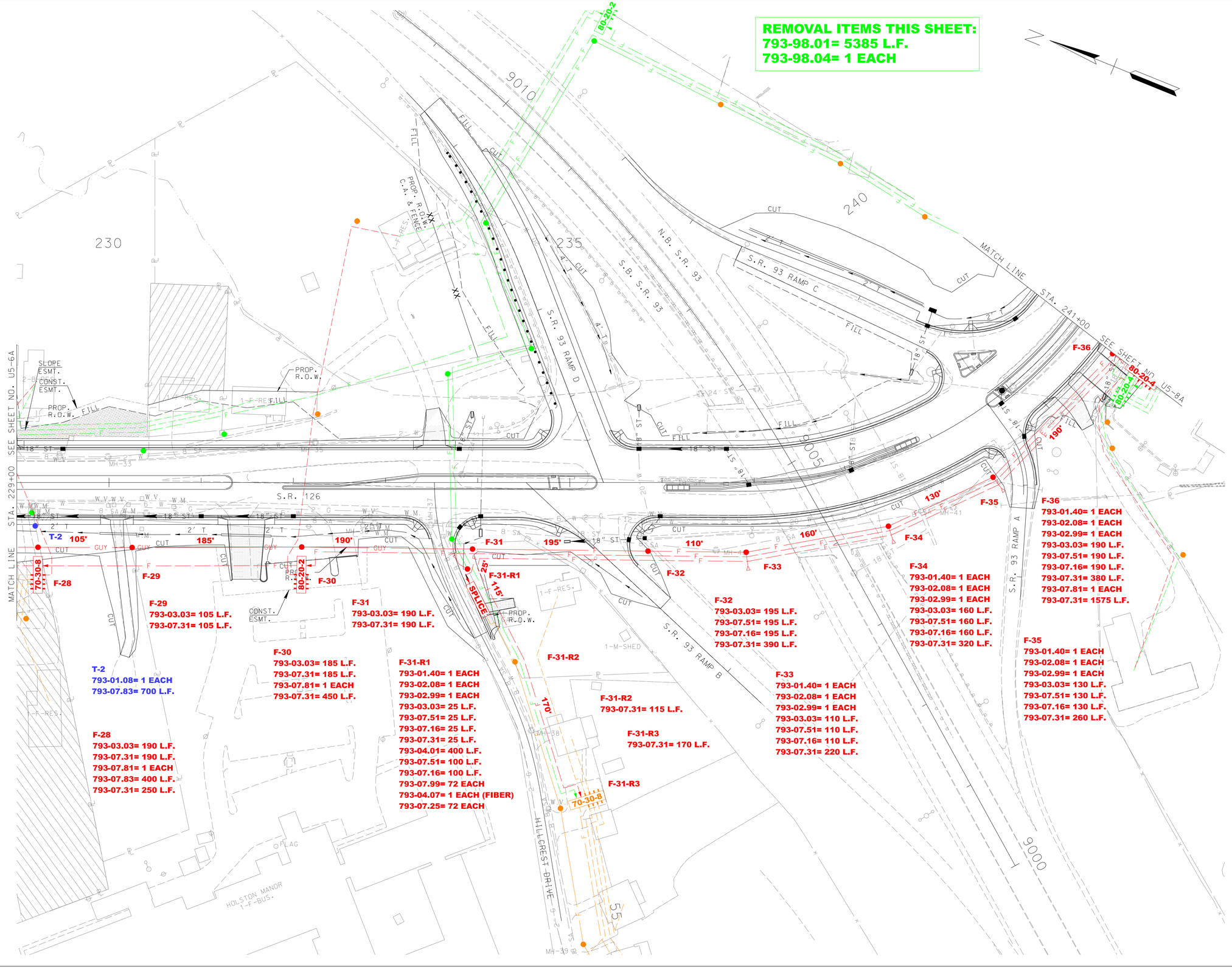
STA. 229+00 TO STA. 241+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-7A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 5385 L.F.**
**793-98.04= 1 EACH**




**T-2**
**793-01.08= 1 EACH**
**793-07.83= 700 L.F.**

**F-28**
**793-03.03= 190 L.F.**
**793-07.31= 190 L.F.**
**793-07.81= 1 EACH**
**793-07.83= 400 L.F.**
**793-07.31= 250 L.F.**

**F-29**
**793-03.03= 105 L.F.**
**793-07.31= 105 L.F.**

**F-30**
**793-03.03= 185 L.F.**
**793-07.31= 185 L.F.**
**793-07.81= 1 EACH**
**793-07.31= 450 L.F.**

**F-31**
**793-03.03= 190 L.F.**
**793-07.31= 190 L.F.**

**F-31-R1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 25 L.F.**
**793-07.51= 25 L.F.**
**793-07.16= 25 L.F.**
**793-07.31= 25 L.F.**
**793-04.01= 400 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.99= 72 EACH**
**793-04.07= 1 EACH (FIBER)**
**793-07.25= 72 EACH**

**F-31-R2**
**793-07.31= 115 L.F.**

**F-31-R3**
**793-07.31= 170 L.F.**

**F-32**
**793-03.03= 195 L.F.**
**793-07.51= 195 L.F.**
**793-07.16= 195 L.F.**
**793-07.31= 390 L.F.**

**F-33**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 110 L.F.**
**793-07.51= 110 L.F.**
**793-07.16= 110 L.F.**
**793-07.31= 220 L.F.**

**F-34**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 160 L.F.**
**793-07.51= 160 L.F.**
**793-07.16= 160 L.F.**
**793-07.31= 320 L.F.**

**F-35**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 130 L.F.**
**793-07.51= 130 L.F.**
**793-07.16= 130 L.F.**
**793-07.31= 260 L.F.**

**F-36**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 190 L.F.**
**793-07.51= 190 L.F.**
**793-07.16= 190 L.F.**
**793-07.31= 380 L.F.**
**793-07.81= 1 EACH**
**793-07.31= 1575 L.F.**

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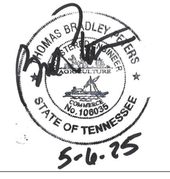


COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TORN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

STA. 229+00 TO STA. 241+00

SCALE: 1"=50'

$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-8 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**MHA-48**
793-14.07= 1 EACH
793-07.23= 3 EACH
793-07.23= 1 EACH (TEMP)
793-07.10= 200 L.F. (2@100')
793-07.19= 200 L.F. (2@100')
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-07.51= 100 L.F. (TEMP)
793-07.16= 100 L.F. (TEMP)
793-04.12= 1 EACH (FIBER)
793-11.50= 1 EACH (RE-ENTER)
793-07.25= 288 EACH
793-07.25= 72 EACH (TEMP)
793-07.99= 288 EACH
793-07.99= 72 EACH

**POLE# T13 TO POLE# A-48-R1**
793-03.03= 200 L.F.
793-07.51= 200 L.F.
793-07.16= 200 L.F.

**MHA-47 TO MHA-48**
**SEE U5-7 FOR UNITS**

**MHA-48 TO POLE# A-48-R1**
793-13.12= 25 L.F.
793-14.02= 25 L.F.
793-14.12= 105 L.F. (3@35')
793-07.51= 25 L.F.
793-07.16= 25 L.F.
793-07.51= 25 L.F. (TEMP)
793-07.16= 25 L.F. (TEMP)

**MHA-49**
793-14.07= 1 EACH
793-07.23= 1 EACH
793-07.10= 100 L.F.
793-07.19= 100 L.F.

**EXISTING POLE**
793-04.08= 2 EACH

**PWR POLE**
793-04.08= 2 EACH

**EXISTING POLE**
793-04.08= 6 EACH

**POLE# A-48-R1**
793-01.40= 1 EACH (TEMP)
793-02.08= 1 EACH (TEMP)
793-02.99= 1 EACH (TEMP)
793-11.13= 2 EACH
793-14.12= 90 L.F. (3@30')
793-07.51= 30 L.F.
793-07.16= 30 L.F.
793-07.51= 30 L.F. (TEMP)
793-07.16= 30 L.F. (TEMP)

**POLE# A-48-R1 TO POLE# A-48-R2**
793-03.03= 205 L.F.
793-07.51= 205 L.F.
793-07.16= 205 L.F.

**POLE# A-48-R2**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-04.01= 185 L.F. (EXISTING)
793-07.23= 2 EACH
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-04.07= 1 EACH (FIBER)
793-07.25= 24 EACH
793-04.08= 6 EACH

**MHA-48 TO MHA-49**
793-13.17= 545 L.F.
793-14.02= 1090 L.F.
793-14.12= 1665 L.F. (3@555')
793-07.10= 545 L.F.
793-07.19= 545 L.F.

**MHA-49 TO POLE# A-49-R1**
793-13.12= 25 L.F.
793-14.02= 25 L.F.
793-14.12= 105 L.F. (3@35')

**POLE# A-49-R1**

**POLE# A-49-R1 TO PED**
793-13.12= 15 L.F.
793-14.02= 15 L.F.
793-14.12= 75 L.F. (3@25')

**EXISTING PED**
793-12.02= 1 EACH

**MHA-49 TO MHA-50**
793-13.17= 580 L.F.
793-14.02= 1160 L.F.
793-14.12= 1770 L.F. (3@590')
793-07.10= 580 L.F.
793-07.19= 580 L.F.

**REMOVAL ITEMS THIS SHEET:**
793-16.01= 0 EACH
793-98.01= 10885 L.F.
793-98.02= 0 EACH
793-98.03= 0 EACH
793-98.04= 23 EACH
793-98.05= 205 L.F.
793-98.06= 0 EACH
793-98.07= 3 EACH
793-98.08= 20 EACH
793-98.09= 20 EACH

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 109039
5-6-25

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**BRIGHTSPEED**

TELEPHONE RELOCATION

STA. 241+00 TO STA. 254+00

SCALE: 1"=50'

$$$$SYTIME$$$$$$$
$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-8A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

MATCH LINE — SEE SHEET NO. U5-8B

STA. 241+00 — SEE SHEET NO. U5-7A

STA. 254+00 — SEE SHEET NO. U5-9A

MATCH LINE — SEE SHEET NO. U5-8C

**F-37-L1**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 140 L.F.
793-07.31= 280 L.F.

**F-37-L2**
793-07.31= 105 L.F.

**F-37-L3**
793-07.31= 160 L.F.

**F-37-S1**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 170 L.F.

**F-37-R1**
793-03.03= 205 L.F.
793-07.51= 205 L.F.
793-07.16= 205 L.F.

**F-37-R2**
793-04.01= 170 L.F.
793-07.51= 170 L.F.
793-07.16= 170 L.F.

**F-37**
793-03.03= 200 L.F.
793-07.51= 200 L.F.
793-07.16= 200 L.F.
793-07.31= 800 L.F.
SPLICE
793-04.01= 200 L.F.
793-07.51= 100 L.F. (MID-SHEATH)
793-07.16= 100 L.F. (MID-SHEATH)
793-07.51= 60 L.F. (COIL)
793-07.16= 60 L.F. (COIL)
793-07.99= 144 EACH
793-04.07= 1 EACH (FIBER)
793-07.25= 72 EACH
DTAP
793-04.01= 200 L.F.
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-07.80= 1 EACH
793-07.25= 6 EACH

**F-38**
793-03.03= 145 L.F.
793-07.51= 145 L.F.
793-07.16= 145 L.F.

**F-39**
793-03.03= 200 L.F.
793-07.51= 200 L.F.
793-07.16= 200 L.F.

**F-40-L1**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 130 L.F.
793-07.31= 390 L.F.

**F-40-L2**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 80 L.F.
793-07.31= 240 L.F.
793-07.81= 1 EACH
793-07.31= 85 L.F.

**F-40-L3**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 95 L.F.
793-07.31= 190 L.F.

**F-40-L4**
793-07.31= 110 L.F.

**F-40-L5**
793-07.31= 210 L.F.

**F-40-L6**
793-07.31= 190 L.F.

**F-40**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 215 L.F.
793-07.51= 215 L.F.
793-07.16= 215 L.F.
793-07.81= 1 EACH
793-07.31= 1290 L.F.

**F-41**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 210 L.F.
793-07.51= 210 L.F.
793-07.16= 210 L.F.
793-07.31= 630 L.F.
DTAP
793-04.01= 200 L.F.
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-07.80= 1 EACH
793-07.25= 6 EACH
793-07.81= 1 EACH

**F-41-L1**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 150 L.F.
793-07.31= 750 L.F.
793-07.81= 1 EACH
793-07.31= 395 L.F.

**F-41-L2**
793-03.03= 155 L.F.
793-07.31= 465 L.F.
793-07.82= 625 L.F.
793-07.83= 1415 L.F.

**F-41-L3**
793-07.31= 340 L.F.

**F-42**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 165 L.F.
793-07.51= 165 L.F.
793-07.16= 165 L.F.
793-07.31= 495 L.F.

**T-3**
793-01.08= 1 EACH
793-07.82= 835 L.F.
793-07.83= 775 L.F.

**T-4**
793-01.08= 1 EACH
793-07.82= 1485 L.F.
793-07.83= 385 L.F.

**T-5**
793-01.08= 1 EACH
793-07.82= 1485 L.F.

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 10550 L.F.**
**793-98.04= 3 EACH**

SEALED BY

THOMAS BRADLEY EVERS — REGISTERED ENGINEER — No. 109039 — STATE OF TENNESSEE

5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

STA. 241+00 TO STA. 254+00

SCALE: 1"=50'

$$$$SYTIME$$$$$$$
$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-8B |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 1260 L.F.**
**793-98.04= 0 EACH**

N

00-00-8

F-41-L6
793-07.31= 150 L.F.

F-41-L6
70-30-8

70-30-8

150'

F-41-L5
793-07.31= 175 L.F.

F-41-L5

175'

HAWTHORNE STREET

70-30-8

F-41-L4

DTAP

F-41-L4
793-07.31= 350 L.F.

175'

HEATHER LANE

1-F-RES.

1-F-RES.

1-F-RES. APARTMENTS

70-30-8

70-30-8

MATCH LINE

SEE SHEET NO. U5-8A

SEALED BY

THOMAS BRADLEY WATERS
LICENSED PROFESSIONAL ENGINEER
No. 1080335
STATE OF TENNESSEE
5-6-25

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**BRIGHTSPEED**

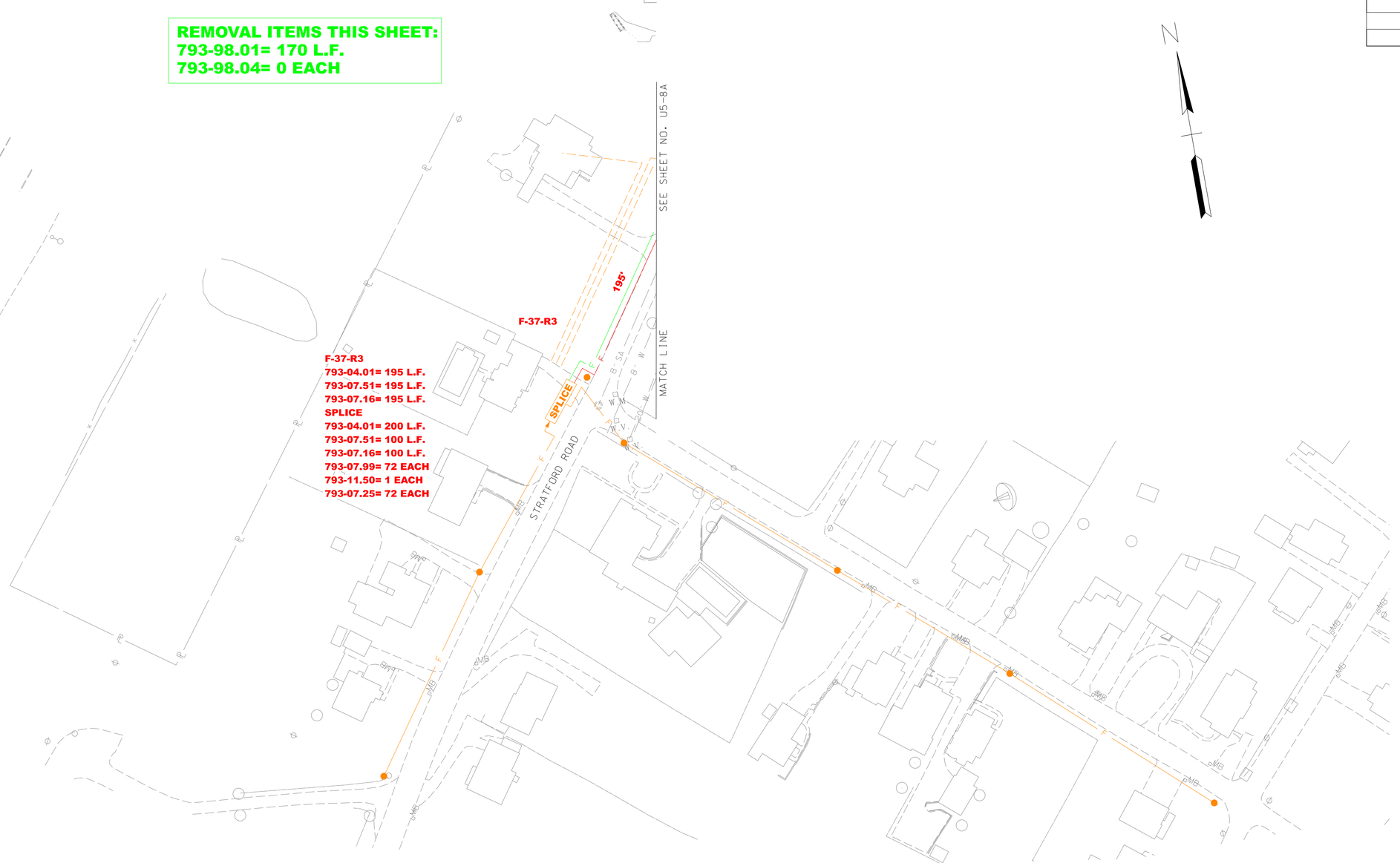
# FIBER RELOCATION

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-8C |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 170 L.F.**
**793-98.04= 0 EACH**

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**BRIGHTSPEED**

# FIBER RELOCATION

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-9 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 0 EACH**
**793-98.01= 6415 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 16 EACH**
**793-98.05= 0 L.F.**
**793-98.06= 1 EACH**
**793-98.07= 1 EACH**
**793-98.08= 8 EACH**
**793-98.09= 8 EACH**

BOND LANE
BOND DRIVE
BONITA STREET
BUSBEE STREET
BEVERLY HILL ST.
KITTE STREET
PEAR STREET
KENT ST.
S.R. 126
MATCH LINE STA. 254+00 SEE SHEET NO. U5-8
MATCH LINE STA. 267+00 SEE SHEET NO. U5-10

**MHA-49 TO MHA-50**
**SEE U5-8 FOR UNITS**

**MHA-50**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-50 TO POLE# A-50-R1**
**793-13.12= 25 L.F.**
**793-14.02= 25 L.F.**
**793-14.12= 105 L.F. (3@35')**

**POLE# A-50-R1**

**MHA-50 TO MHA-51**
**793-13.17= 320 L.F.**
**793-14.02= 640 L.F.**
**793-14.12= 990 L.F. (3@330')**
**793-07.10= 320 L.F.**
**793-07.19= 320 L.F.**

**MHA-51**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-51 TO POLE# A-51-R1**
**793-13.12= 40 L.F.**
**793-14.02= 40 L.F.**
**793-14.12= 150 L.F. (3@50')**

**POLE# A-51-R1**

**EXISTING POLE**
**793-04.08= 2 EACH**

**MHA-52**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-51 TO MHA-52**
**793-13.17= 360 L.F.**
**793-14.02= 720 L.F.**
**793-14.12= 1110 L.F. (3@370')**
**793-07.10= 360 L.F.**
**793-07.19= 360 L.F.**

**MHA-52 TO POLE# A-52-R1**
**793-13.12= 25 L.F.**
**793-14.02= 25 L.F.**
**793-14.12= 105 L.F. (3@35')**

**POLE# A-52-R1**

**MHA-52 TO MHA-53**
**793-13.17= 430 L.F.**
**793-14.02= 860 L.F.**
**793-14.12= 1320 L.F. (3@440')**
**793-07.10= 430 L.F.**
**793-07.19= 430 L.F.**

**MHA-53**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-53 TO MHA-54**
**793-13.17= 385 L.F.**
**793-14.02= 770 L.F.**
**793-14.12= 1185 L.F. (3@395')**
**793-07.10= 385 L.F.**
**793-07.19= 385 L.F.**

**EXISTING POLE**
**793-04.08= 2 EACH**

320' 360' 40' 25' 430' 385'

SEALED BY
THOMAS BRADLEY WATERS
TENNESSEE
REGISTERED
LICENSED PROFESSIONAL ENGINEER
NUMBER
No. 100035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA. 254+00 TO STA. 267+00

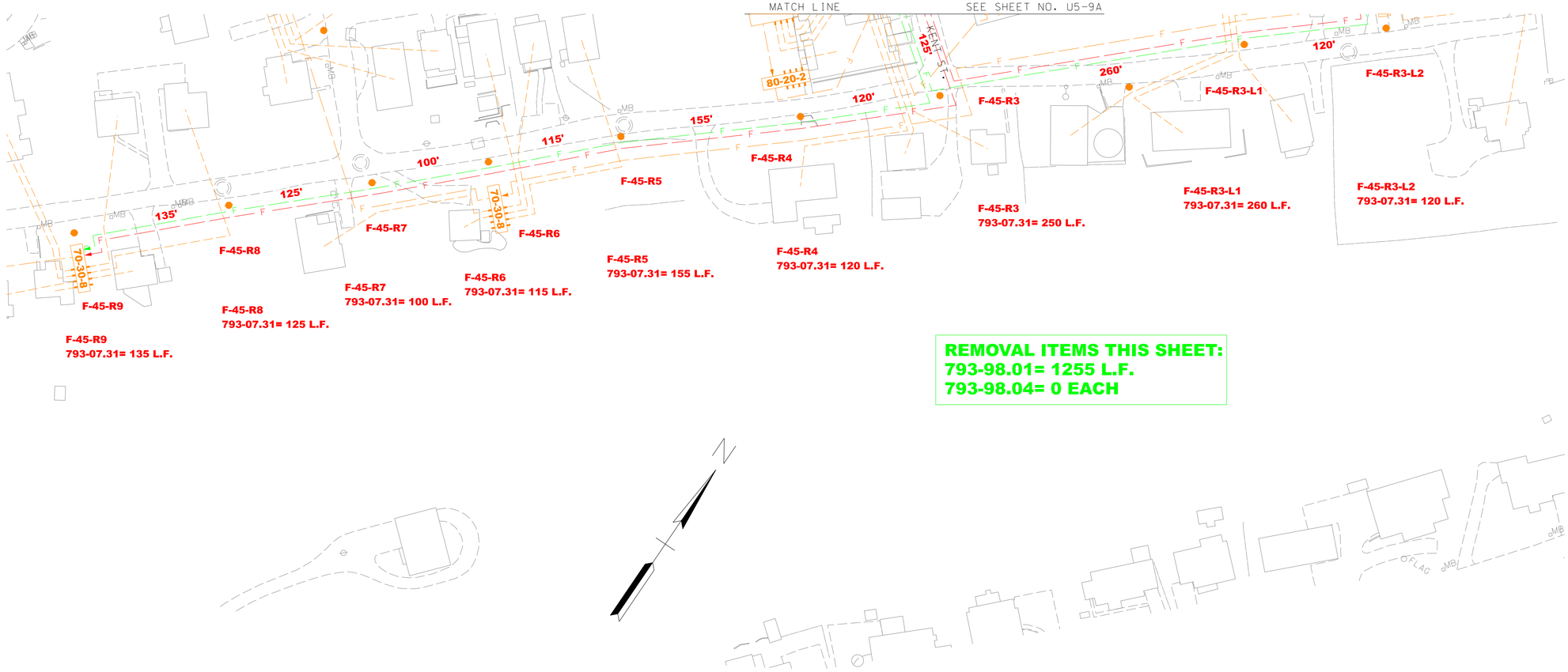
SCALE: 1"=50'

$SSSSSSYTIME$SSSSSSS
$SSSSSDGNSPEC$SSSSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-9A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

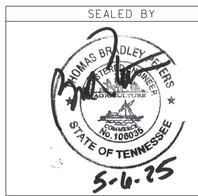
BSSSSSYTIMESSSSSSSS
BSSSSDGNSPECSSSSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-9B |
| | | 82S126-F3-002 | |
| | | | |
| | | | |




**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 1255 L.F.**
**793-98.04= 0 EACH**

SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

SCALE: 1"=50'

$$$$SYTIME$$$$$$$$
$$$$DONSPEC

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-10 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 0 EACH**
**793-98.01= 9125 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 12 EACH**
**793-98.05= 0 L.F.**
**793-98.06= 0 EACH**
**793-98.07= 0 EACH**
**793-98.08= 11 EACH**
**793-98.09= 11 EACH**

**MHA-53 TO MHA-54**
**SEE U5-9 FOR UNITS**

**MHA-55**
**793-14.07= 1 EACH**
**793-07.23= 3 EACH**
**793-07.10= 200 L.F. (2@100')**
**793-07.19= 200 L.F. (2@100')**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-04.12= 1 EACH (FIBER)**
**793-07.25= 288 EACH**
**793-07.99= 288 EACH**
**793-07.99= 72 EACH**

**POLE# T15**
**793-02.92= 1 EACH**

**POLE# T14 TO POLE# T15**
**793-03.03= 160 L.F.**
**793-07.51= 160 L.F.**
**793-07.16= 160 L.F.**

**POLE# T14**
**793-04.01= 175 L.F. (EXISTING)**
**793-07.23= 3 EACH**
**793-07.51= 200 L.F. (2@100')**
**793-07.16= 200 L.F. (2@100')**
**793-07.99= 144 EACH**
**793-04.07= 1 EACH (FIBER)**
**793-07.25= 60 EACH**
**793-04.08= 4 EACH**

**EXISTING POLE**
**793-04.08= 2 EACH**

**MOVE LOOP**
**FOR SPLICING**

**POLE# T17 TO POLE# T18**
**793-03.03= 185 L.F.**
**793-07.51= 185 L.F.**
**793-07.16= 185 L.F.**

**POLE# T16 TO POLE# T17**
**793-03.03= 180 L.F.**
**793-07.51= 180 L.F.**
**793-07.16= 180 L.F.**

**POLE# T17**

**MHA-54 TO MHA-55**
**793-13.17= 550 L.F.**
**793-14.02= 1100 L.F.**
**793-14.12= 1680 L.F. (3@560')**
**793-07.10= 550 L.F.**
**793-07.19= 550 L.F.**

**MHA-54**
**793-14.07= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**

**MHA-54 TO POLE# A-54-R1**
**793-13.12= 65 L.F.**
**793-14.02= 65 L.F.**
**793-14.12= 225 L.F. (3@75')**

**POLE# A-54-R1**

**POLE# T14 TO POLE# A-56-R1**
**793-03.03= 175 L.F.**
**793-07.51= 175 L.F.**
**793-07.16= 175 L.F.**

**POLE# A-56-R1**
**793-04.01= 230 L.F. (EXISTING)**
**793-07.23= 2 EACH**
**793-07.23= 1 EACH (TEMP)**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.51= 100 L.F. (TEMP)**
**793-07.16= 100 L.F. (TEMP)**
**793-04.07= 1 EACH (FIBER)**
**793-11.50= 1 EACH (RE-ENTER)**
**793-07.25= 48 EACH**
**793-07.25= 48 EACH (TEMP)**
**793-04.08= 4 EACH**

**POLE# A-56 TO POLE# A-56-R1**
**793-03.03= 210 L.F.**
**793-07.51= 210 L.F.**
**793-07.16= 210 L.F.**

**MHA-55 TO POLE# A-56**
**793-13.17= 40 L.F.**
**793-14.02= 80 L.F.**
**793-14.12= 150 L.F. (3@50')**
**793-07.10= 40 L.F.**
**793-07.19= 40 L.F.**
**793-07.51= 40 L.F.**
**793-07.16= 40 L.F.**

**POLE# A-56**
**793-11.13= 2 EACH**
**793-14.12= 90 L.F. (3@30')**
**793-07.10= 30 L.F.**
**793-07.19= 30 L.F.**
**793-07.51= 30 L.F.**
**793-07.16= 30 L.F.**

**POLE# T15-S1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T15 TO POLE# T16**
**793-03.03= 190 L.F.**
**793-07.51= 190 L.F.**
**793-07.16= 190 L.F.**

**POLE# T16-S1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# T16**
**793-02.92= 1 EACH**
**793-04.08= 2 EACH**

**POLE# A-56 TO POLE# A-57**
**793-03.03= 305 L.F.**
**793-07.10= 305 L.F.**
**793-07.19= 305 L.F.**

**POLE# A-57 TO POLE# A-58**
**793-03.03= 150 L.F.**
**793-07.10= 150 L.F.**
**793-07.19= 150 L.F.**

**POLE# A-58 TO POLE# A-59**
**793-03.03= 225 L.F.**
**793-07.10= 225 L.F.**
**793-07.19= 225 L.F.**

**POLE# A-57**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 150 L.F.**
**793-07.19= 150 L.F.**

**POLE# A-58**

SEALED BY

THOMAS BRADLEY EVERS — LICENSED PROFESSIONAL ENGINEER — No. 109035 — STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA.267+00 TO STA.280+00

SCALE: 1"=50'

SSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-10A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

MATCH LINE

SEE SHEET NO. U5-10B

SEE SHEET NO. U5-9A

SEE SHEET NO. U5-11A

MATCH LINE

STA. 267+00

STA. 280+00

STA. 148+40

F-51-L4-L4
793-07.31= 95 L.F.

F-51-L4-L4
95'

115'

175'

60'

F-51-L4-L3

F-51-L4-L3
793-07.31= 115 L.F.

F-51-L4-L2
793-07.31= 175 L.F.

F-51-L4-L1
793-07.31= 60 L.F.

F-51-L5
793-07.31= 200 L.F.

F-51-L5

F-51-L4
793-07.31= 400 L.F.

F-51-L4

F-51-L4-L1

F-51-L3
793-07.31= 300 L.F.

F-51-L3

F-51-L2
793-03.03= 110 L.F.
793-07.31= 660 L.F.

F-51-L1
793-01.40= 2 EACH
793-02.08= 2 EACH
793-02.99= 2 EACH
793-03.03= 185 L.F.
793-07.31= 1110 L.F.

F-51-L2-L1

F-51-L2-L1
793-07.31= 320 L.F.

F-51-L2

F-52-L2

F-52-L2
793-07.31= 170 L.F.

F-51-L1

F-52-L1
793-07.31= 100 L.F.

F-52-L1

F-53-L1
793-03.03= 240 L.F.
793-07.51= 240 L.F.
793-07.16= 240 L.F.
793-07.31= 480 L.F.

F-53-L15

F-53-L15
793-07.82= 380 L.F.
793-07.83= 1305 L.F.

F-53-L16
793-07.83= 525 L.F.

F-53-L16
EXIST. AND PROP. R.O.W.

F-53-L3

F-53-L3
793-04.01= 190 L.F.
793-07.51= 190 L.F.
793-07.16= 190 L.F.
793-07.31= 380 L.F.

F-53-L2

F-53-L2
793-04.01= 150 L.F.
793-07.51= 150 L.F.
793-07.16= 150 L.F.
793-07.31= 300 L.F.

F-53-L1

F-55

F-55
793-03.03= 150 L.F.

F-54

F-54
793-01.40= 2 EACH
793-02.08= 2 EACH
793-02.99= 2 EACH
793-03.03= 305 L.F.
793-03.03= 125 L.F.

F-53

F-53
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 315 L.F.
793-07.51= 315 L.F.
793-07.16= 315 L.F.
793-07.31= 315 L.F.

F-52
793-03.03= 215 L.F.
793-07.51= 215 L.F.
793-07.16= 215 L.F.

F-53-R1

F-53-R1
793-03.03= 210 L.F.
793-07.31= 210 L.F.
793-07.82= 895 L.F.
793-07.83= 1775 L.F.
793-07.31= 675 L.F.

F-51
793-03.03= 235 L.F.
793-07.51= 235 L.F.
793-07.16= 235 L.F.
793-07.31= 235 L.F.
DTAP
793-04.01= 200 L.F.
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-07.80= 1 EACH
793-07.25= 6 EACH
793-07.81= 1 EACH
793-07.31= 1840 L.F.

T-8.5
793-01.08= 1 EACH
793-07.83= 1700 L.F.

T-9
793-01.08= 1 EACH
793-07.82= 1020 L.F.
793-07.83= 550 L.F.

T-10
793-01.08= 1 EACH
793-07.82= 2275 L.F.
793-07.83= 550 L.F.

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 10965 L.F.**
**793-98.04= 3 EACH**

SEALED BY

THOMAS BRADLEY EGBERT
TENNESSEE
REGISTERED
PROFESSIONAL ENGINEER
CERTIFICATE
NO. 109039
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

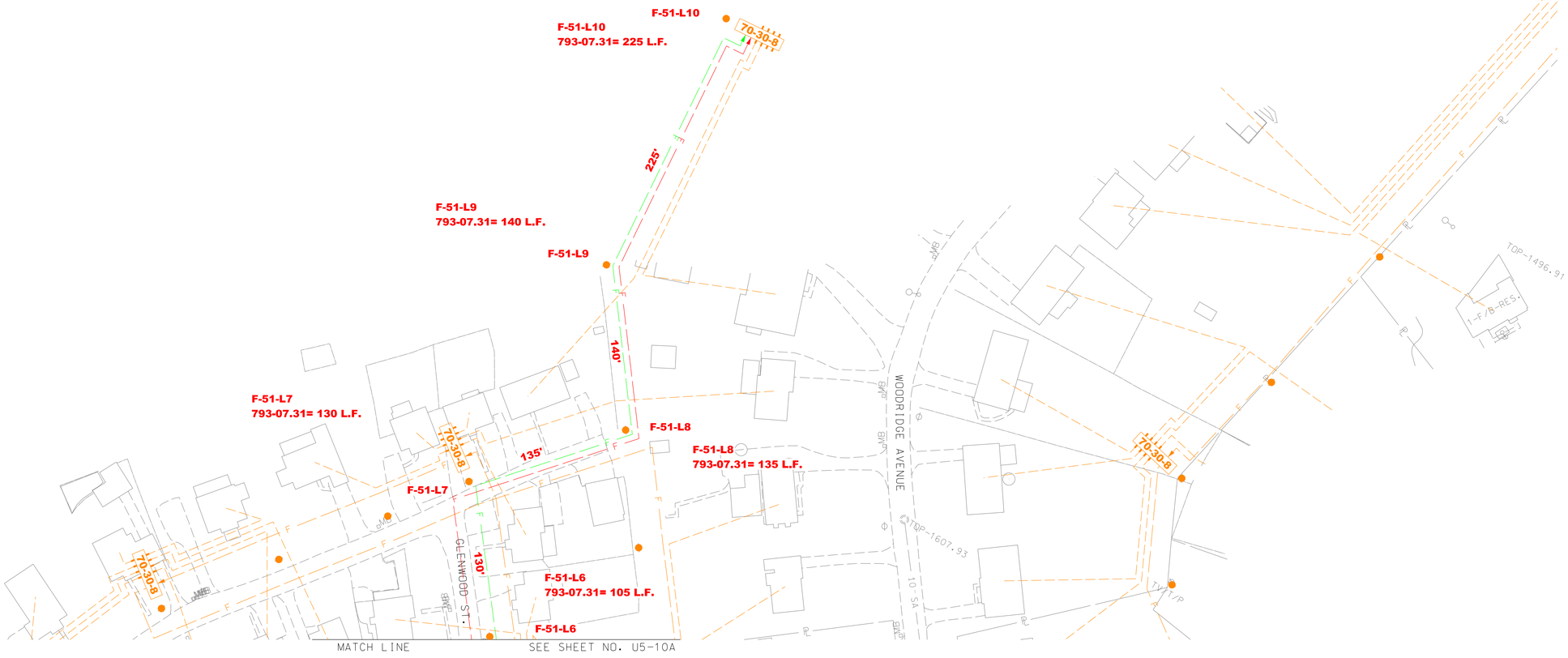
STA. 267+00 TO STA. 280+00

SCALE: 1"=50'

SSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-10B |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 635 L.F.**
**793-98.04= 0 EACH**




SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

SCALE: 1"=50'

$$$$SYTIME$$$$$$$
$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-11 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 0 EACH**
**793-98.01= 7710 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 11 EACH**
**793-98.05= 0 L.F.**
**793-98.06= 0 EACH**
**793-98.07= 0 EACH**
**793-98.08= 13 EACH**
**793-98.09= 13 EACH**

**POLE# A-63 TO POLE# A-64**
**793-03.03= 155 L.F.**
**793-07.51= 155 L.F.**
**793-07.16= 155 L.F.**

**POLE# T23 TO POLE# A-63**
**793-03.03= 165 L.F.**
**793-07.51= 165 L.F.**
**793-07.16= 165 L.F.**

**POLE# A-65-S1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# A-65**
**793-02.92= 1 EACH**

**PWR POLE**
**793-04.08= 2 EACH**

**POLE# T23**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-07.23= 1 EACH**
**793-07.51= 150 L.F.**
**793-07.16= 150 L.F.**

**POLE# A-64 TO POLE# A-65**
**793-03.03= 110 L.F.**
**793-07.10= 110 L.F.**
**793-07.19= 110 L.F.**

**POLE# A-64**
**793-01.40= 2 EACH (TEMP)**
**793-02.08= 2 EACH (TEMP)**
**793-02.99= 2 EACH (TEMP)**
**793-04.08= 2 EACH**

**POLE# T17 TO POLE# T18**
**SEE U5-10 FOR UNITS**

**POLE# T18**
**793-01.40= 2 EACH**
**793-02.08= 2 EACH**
**793-02.99= 2 EACH**

**POLE# T18 TO POLE# T19**
**793-03.03= 170 L.F.**
**793-07.51= 170 L.F.**
**793-07.16= 170 L.F.**

**POLE# T19 TO POLE# T20**
**793-03.03= 185 L.F.**
**793-07.51= 185 L.F.**
**793-07.16= 185 L.F.**

**POLE# T20 TO POLE# T21**
**793-03.03= 175 L.F.**
**793-07.51= 175 L.F.**
**793-07.16= 175 L.F.**

**POLE# T21 TO POLE# T22**
**793-03.03= 180 L.F.**
**793-07.51= 180 L.F.**
**793-07.16= 180 L.F.**

**POLE# T22 TO POLE# T23**
**793-03.03= 170 L.F.**
**793-07.51= 170 L.F.**
**793-07.16= 170 L.F.**

**POLE# A-64 TO POLE# T24**
**793-03.03= 110 L.F.**
**793-07.51= 110 L.F.**
**793-07.16= 110 L.F.**

**POLE# A-59 TO POLE# A-60**
**793-03.03= 225 L.F.**
**793-07.10= 225 L.F.**
**793-07.19= 225 L.F.**

**POLE# A-60 TO POLE# A-61**
**793-03.03= 200 L.F.**
**793-07.10= 200 L.F.**
**793-07.19= 200 L.F.**

**POLE# A-61 TO POLE# A-62**
**793-03.03= 215 L.F.**
**793-07.10= 215 L.F.**
**793-07.19= 215 L.F.**

**POLE# A-62 TO POLE# A-63**
**793-03.03= 280 L.F.**
**793-07.10= 280 L.F.**
**793-07.19= 280 L.F.**

**POLE# A-58 TO POLE# A-59**
**SEE U5-10 FOR UNITS**

**POLE# A-59**
**POLE# A-60**
**POLE# A-61**
**POLE# A-62-S1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# A-62**
**793-02.92= 1 EACH**
**793-07.23= 1 EACH**
**793-07.10= 150 L.F.**
**793-07.19= 150 L.F.**

**POLE# A-63**
**793-01.40= 2 EACH (TEMP)**
**793-02.08= 2 EACH (TEMP)**
**793-02.99= 2 EACH (TEMP)**
**793-04.08= 2 EACH**

**POLE# A-63 TO POLE# A-64**
**793-03.03= 155 L.F.**
**793-07.10= 155 L.F.**
**793-07.19= 155 L.F.**

**POLE# T19**
**POLE# T20**
**POLE# T21**
**POLE# T22**
**POLE# T24**

SEE SHEET NO. U5-10
SEE SHEET NO. U5-12
STA. 244+25
STA. 148+40
STA. 280+00
STA. 293+00
MATCH LINE
MATCH LINE
S.R. 126
AMY AVENUE
TRINITY LANE
GREEN SPRING CIRCL
PERM. DRAIN. ESMT.
SLOPE ESMT.
CONST. ESMT.
SLOPE ESM'T. CUT
CONST. ESM'T.
PROP. R.O.W.
UNECONOMIC REMNANT
GAZEBO
METAL SHED
1-F-RES.
1-B-RES.
2-F-RES.
2-F/B-RES.
2-B-RES.
TOP-1500.45
TOP-1513.86
TOP-1503.90
TOP-1509.55
285
290
145
185'
170'
185'
175'
180'
170'
225'
225'
200'
215'
280'
155'
155'
80'
90'
110'
110'
165'

SEALED BY

THOMAS BRADLEY TIPTON III
REGISTERED PROFESSIONAL ENGINEER
No. 100035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA.280+00 TO STA.293+00

SCALE: 1"=50'

$$$$$$SYTIME$$$$$$$
$$$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-11A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

$$$$$$SYTIME$$$$$$$

$$$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

STAGE COACH ROAD

S.R. 126

TANGLEWOOD ROAD

BRIARWOOD ROAD

MATCH LINE

SEE SHEET NO. U5-11

SEE SHEET NO. U5-13

STA. 293+00

STA. 306+00

**POLE# A-65 TO POLE# A-66**
793-03.03= 205 L.F.
793-07.10= 205 L.F.
793-07.19= 205 L.F.

**PWR POLE**
793-04.08= 2 EACH

**POLE# A-67**
793-07.23= 1 EACH
793-07.10= 150 L.F.
793-07.19= 150 L.F.

**POLE# A-68 TO POLE# A-69**
793-03.03= 180 L.F.
793-07.10= 180 L.F.
793-07.19= 180 L.F.

**EXISTING POLE**
793-04.08= 2 EACH

**POLE# A-70 TO POLE# A-71**
793-03.03= 190 L.F.
793-07.10= 190 L.F.
793-07.19= 190 L.F.

**POLE# A-71 TO POLE# A-72**
793-03.03= 220 L.F.
793-07.51= 220 L.F.
793-07.16= 220 L.F.

**POLE# A-69-S1**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH

**POLE# A-71-S1**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH

**POLE# A-69**
793-02.92= 1 EACH

**POLE# A-71**
793-02.92= 1 EACH
793-04.08= 2 EACH

**POLE# A-69 TO POLE# A-70**
793-03.03= 200 L.F.
793-07.10= 200 L.F.
793-07.19= 200 L.F.

**POLE# A-66 TO POLE# A-67**
793-03.03= 190 L.F.
793-07.10= 190 L.F.
793-07.19= 190 L.F.

**POLE# A-67 TO POLE# A-68**
793-03.03= 155 L.F.
793-07.10= 155 L.F.
793-07.19= 155 L.F.

**POLE# A-66**

**POLE# A-68**

**POLE# A-70**

**POLE# T24**

**POLE# T25**

**POLE# T24 TO POLE# T25**
793-03.03= 205 L.F.
793-07.51= 205 L.F.
793-07.16= 205 L.F.

**POLE# T25 TO POLE# T26**
793-03.03= 250 L.F.
793-07.51= 250 L.F.
793-07.16= 250 L.F.

**POLE# T26**
793-01.40= 2 EACH
793-02.08= 2 EACH
793-02.99= 2 EACH

**POLE# T26 TO POLE# T27**
793-03.03= 105 L.F.
793-07.51= 105 L.F.
793-07.16= 105 L.F.

**POLE# T27**
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH

**POLE# T27 TO POLE# T28**
793-03.03= 180 L.F.
793-07.51= 180 L.F.
793-07.16= 180 L.F.

**POLE# T28**

**POLE# T28 TO POLE# T29**
793-03.03= 195 L.F.
793-07.51= 195 L.F.
793-07.16= 195 L.F.

**POLE# T29**

**POLE# T29 TO POLE# A-71**
793-03.03= 190 L.F.
793-07.51= 190 L.F.
793-07.16= 190 L.F.

**POLE# A-71 TO POLE# A-72**
793-03.03= 220 L.F.
793-07.10= 220 L.F.
793-07.19= 220 L.F.

**POLE# A-71-R1**
793-01.40= 2 EACH
793-02.08= 2 EACH
793-02.99= 2 EACH
793-04.08= 4 EACH

**REMOVAL ITEMS THIS SHEET:**
793-16.01= 0 EACH
793-98.01= 7390 L.F.
793-98.02= 0 EACH
793-98.03= 0 EACH
793-98.04= 14 EACH
793-98.05= 0 L.F.
793-98.06= 0 EACH
793-98.07= 0 EACH
793-98.08= 9 EACH
793-98.09= 9 EACH

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
LICENSE NO. 109035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA. 293+00 TO STA. 306+00

SCALE: 1"=50'

SSSSSYTIMESSSSSSSS
SSSSDGNSPECSSSSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-12A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

STAGE COACH ROAD

295

300

305

2-F-RES.

FLAG

70-30-8

F-66-L4

F-66-L4
793-07.31= 500 L.F.

250'

F-66-L3

F-66-L3
793-07.31= 240 L.F.

120'

F-66-L2

F-66-L2
793-07.31= 140 L.F.

F-66-L1

F-66-L1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 125 L.F.
793-07.31= 250 L.F.

70'

F-68
793-03.03= 190 L.F.
793-07.31= 190 L.F.
DTAP
793-04.01= 200 L.F.
793-07.51= 100 L.F.
793-07.16= 100 L.F.
793-07.80= 1 EACH
793-07.25= 6 EACH
793-07.82= 2455 L.F.

F-68-S1

F-68-S1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 135 L.F.

PERM. DRAIN. ESMT.

PROP. R.O.W.

FILL

CUT

MULTI-USE PATH

SHEET NO. U5-13A

STA. 306+00

MATCH LINE

STA. 293+00 SEE SHEET NO. U5-11A

S.R. 126

18" ST

12" W

12" FMS

GUY

125'

T-14

T-15

200'

190'

155'

180'

205'

190'

80-20-4

DTAP

135'

F-63

F-64

F-65

F-66

F-67

F-68

T-16

TOP-1654.44

TOP-1687.73

TOP-1711.41

TOP-1720.94

TOP-1699.19

1-B-RES.

2-F-RES.

TANGLEWOOD ROAD

BRIARWOOD ROAD

UNECONOMIC REMNANT

F-63
793-03.03= 205 L.F.
793-07.31= 205 L.F.
793-07.81= 1 EACH
793-07.83= 1320 L.F.

F-64
793-03.03= 190 L.F.
793-07.31= 190 L.F.

F-65
793-03.03= 155 L.F.
793-07.31= 155 L.F.

T-14
793-01.08= 1 EACH
793-07.82= 2060 L.F.

F-66
793-03.03= 180 L.F.
793-07.31= 180 L.F.

F-67
793-03.03= 200 L.F.
793-07.31= 200 L.F.

T-15
793-01.08= 1 EACH
793-07.82= 945 L.F.

T-16
793-07.82= 5160 L.F.
793-07.83= 760 L.F.

F-68-R1
793-01.40= 1 EACH
793-02.08= 1 EACH
793-02.99= 1 EACH
793-03.03= 135 L.F.
793-07.51= 270 L.F.
793-07.16= 270 L.F.
793-07.31= 135 L.F.
793-07.81= 1 EACH
793-07.82= 610 L.F.
793-07.83= 65 L.F.
793-07.31= 450 L.F.

F-68-R2
793-04.01= 250 L.F.
793-07.51= 250 L.F.
793-07.16= 250 L.F.

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 4700 L.F.**
**793-98.04= 2 EACH**

SEALED BY

THOMAS BRADLEY
TENNESSEE REGISTERED ENGINEER
No. 1080035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

STA. 293+00 TO STA. 306+00

SCALE: 1"=50'

$$$$$SYTIME$$$$$$$
$$$$$DONSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-13 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**POLE# A-71 TO POLE# A-72**
**SEE U5-12 FOR UNITS**

**POLE# A-72 TO POLE# A-73**
**793-03.03= 160 L.F.**
**793-07.51= 160 L.F.**
**793-07.16= 160 L.F.**

**MOVE LOOP FOR SPLICING**

**POLE# A-73-S1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**

**POLE# A-72**
**793-07.23= 1 EACH**
**793-07.10= 150 L.F.**
**793-07.19= 150 L.F.**

**POLE# A-71 TO POLE# A-72**
**SEE U5-12 FOR UNITS**

**POLE# A-73**
**793-02.92= 1 EACH**
**793-04.01= 135 L.F. (EXISTING)**
**793-07.23= 2 EACH**
**793-07.23= 1 EACH (TEMP)**
**793-07.10= 100 L.F.**
**793-07.19= 100 L.F.**
**793-07.51= 100 L.F. (TEMP)**
**793-07.16= 100 L.F. (TEMP)**
**793-04.07= 1 EACH (FIBER)**
**793-11.50= 1 EACH (RE-ENTER)**
**793-07.25= 60 EACH**
**793-07.25= 60 EACH (TEMP)**
**793-04.08= 4 EACH**

**POLE# A-72 TO POLE# A-73**
**793-03.03= 160 L.F.**
**793-07.10= 160 L.F.**
**793-07.19= 160 L.F.**

**REMOVAL ITEMS THIS SHEET:**
**793-16.01= 0 EACH**
**793-98.01= 1555 L.F.**
**793-98.02= 0 EACH**
**793-98.03= 0 EACH**
**793-98.04= 2 EACH**
**793-98.05= 0 L.F.**
**793-98.06= 0 EACH**
**793-98.07= 0 EACH**
**793-98.08= 1 EACH**
**793-98.09= 1 EACH**

SEALED BY

THOMAS BRADLEY EGBS
REGISTERED ENGINEER
CONSTRUCTION
No. 109039
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# TELEPHONE RELOCATION

STA. 306+00 TO STA. 319+00

SCALE: 1"=50'

$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-13A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**F-73**
**793-04.01= 160 L.F.**
**793-07.51= 160 L.F.**
**793-07.16= 160 L.F.**
**793-07.31= 160 L.F.**
**SPLICE**
**793-04.01= 200 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.99= 72 EACH**
**793-04.07= 1 EACH (FIBER)**
**793-07.25= 72 EACH**

**F-70-S1**
**793-01.40= 1 EACH**
**793-02.08= 1 EACH**
**793-02.99= 1 EACH**
**793-03.03= 75 L.F.**

**F-74**
**793-07.31= 205 L.F.**

**F-72**
**793-04.01= 145 L.F.**
**793-07.51= 145 L.F.**
**793-07.16= 145 L.F.**
**793-07.31= 145 L.F.**

**F-71**
**793-04.01= 120 L.F.**
**793-07.51= 120 L.F.**
**793-07.16= 120 L.F.**
**793-07.31= 120 L.F.**

**F-70**
**793-03.03= 160 L.F.**
**793-07.51= 320 L.F.**
**793-07.16= 320 L.F.**
**793-07.31= 160 L.F.**
**SPLICE**
**793-04.01= 200 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.99= 72 EACH**
**793-11.50= 1 EACH**
**793-07.25= 72 EACH**

**F-69**
**793-03.03= 220 L.F.**
**793-07.51= 440 L.F.**
**793-07.16= 440 L.F.**
**793-07.31= 220 L.F.**

**F-68-R3**
**793-04.01= 370 L.F.**
**793-07.51= 370 L.F.**
**793-07.16= 370 L.F.**

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 1685 L.F.**
**793-98.04= 0 EACH**

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
No. 100035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

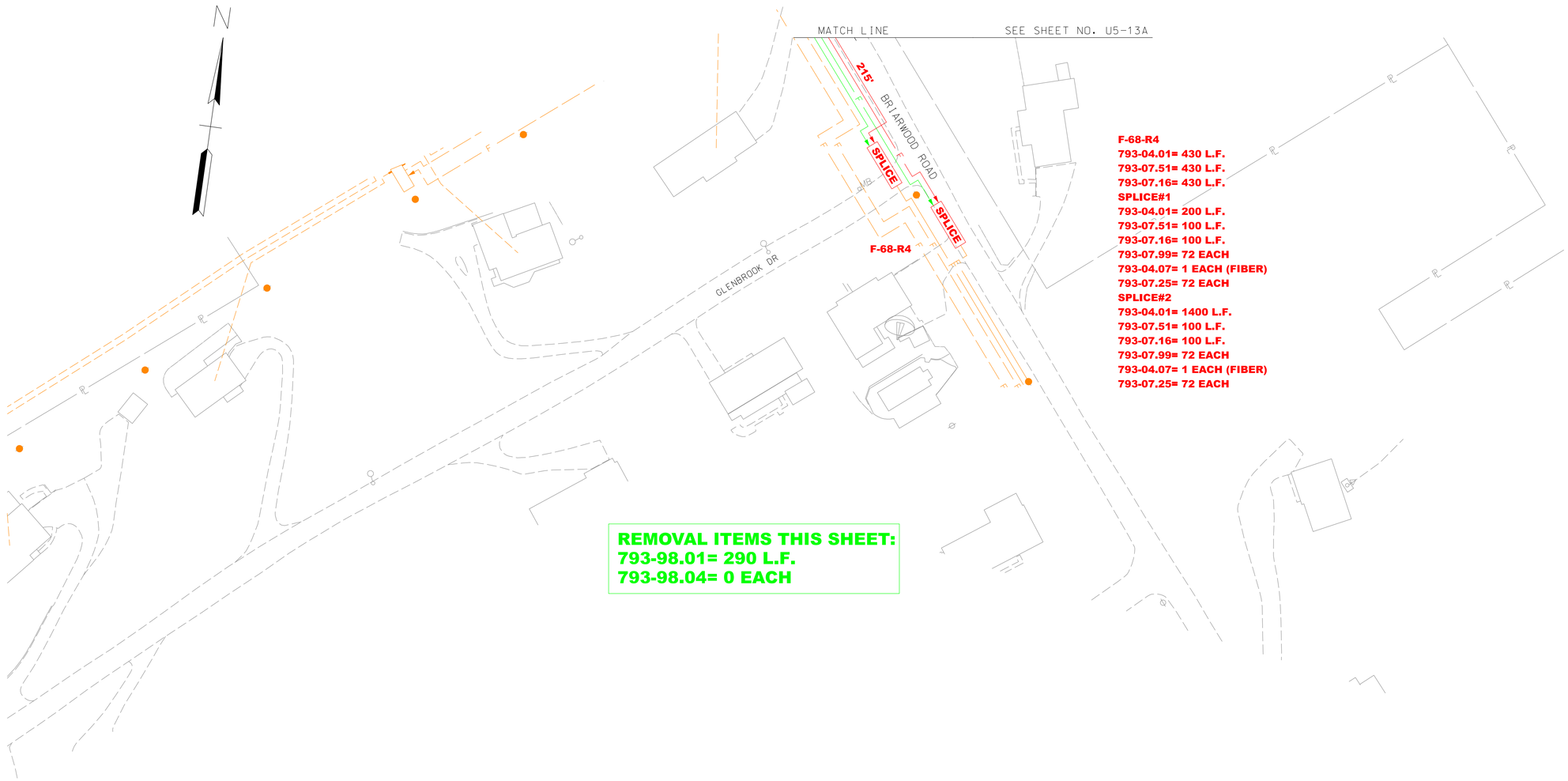
# FIBER RELOCATION

STA. 306+00 TO STA. 319+00

SCALE: 1"=50'

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

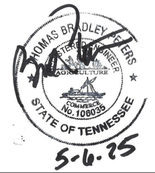
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U5-13B |
| | | 82S126-F3-002 | |
| | | | |
| | | | |




**F-68-R4**
**793-04.01= 430 L.F.**
**793-07.51= 430 L.F.**
**793-07.16= 430 L.F.**
**SPLICE#1**
**793-04.01= 200 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.99= 72 EACH**
**793-04.07= 1 EACH (FIBER)**
**793-07.25= 72 EACH**
**SPLICE#2**
**793-04.01= 1400 L.F.**
**793-07.51= 100 L.F.**
**793-07.16= 100 L.F.**
**793-07.99= 72 EACH**
**793-04.07= 1 EACH (FIBER)**
**793-07.25= 72 EACH**

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 290 L.F.**
**793-98.04= 0 EACH**

SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**BRIGHTSPEED**

# FIBER RELOCATION

SCALE: 1"=50'

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

INDEX OF DRAWINGS


U6-01 ESTIMATED QUANTITIES AND DRAWING INDEX
U6-02 VICINITY MAP AND LEGEND
U6-03 GENERAL NOTES
U6-04 TELECOMMUNICATION RELOCATION BEGIN PROJECT TO STA. 203+00
U6-05 TELECOMMUNICATION RELOCATION STA. 203+00 TO STA. 216+00
U6-06 TELECOMMUNICATION RELOCATION STA. 216+00 TO STA. 229+00
U6-06A TELECOMMUNICATION RELOCATION STA. 46+86.13 TO LIMITS OF CONSTRUCTION
U6-07 TELECOMMUNICATION RELOCATION STA. 229+00 TO STA. 241+00
U6-08 TELECOMMUNICATION RELOCATION STA. 241+00 TO STA. 254+00
U6-09 TELECOMMUNICATION RELOCATION STA. 254+00 TO STA. 267+00
U6-10 TELECOMMUNICATION RELOCATION STA. 267+00 TO STA. 280+00
U6-11 TELECOMMUNICATION RELOCATION STA. 280+00 TO STA. 293+00
U6-12 TELECOMMUNICATION RELOCATION STA. 293+00 TO STA. 306+00
U6-13 CONSTRUCTION DETAILS
U6-14 CONSTRUCTION DETAILS


| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-01 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 07.18.2025: REVISED ITEM NUMBERS AND QUANTITIES 798-06.15, 798-06.16.

REVISION 07.18.2025: ELECTRIC DESIGN CHANGE REFLECTED IN POLE ALIGNMENT.

REVISION 08.21.2025:
QUANTITIES UPDATED
798-05.52, 798-06.02, 798-06.03, 798-06.04, 798-06.05, 798-06.07, 798-06.08, 798-06.11, 798-06.15, 798-06.16

**ESTIMATED QUANTITIES**

| ITEM NO. | TDOT DESCRIPTION | UTILITY UNIT DESCRIPTION | UNIT | QUANTITY | PERCENT UTILITY | PERCENT PROJECT |
|---|---|---|---|---|---|---|
| 790-32.23 | GUY GUARD | E3-10 | EACH | 111 | 0% | 100% |
| 798-05.02 | FIBER OPTIC CABLE ENCLOSURE | ENCLOSURE | EACH | 3 | 0% | 100% |
| 798-05.03 | FIBER OPTIC CABLE SPLICE | FIBER OPTIC SPLICE | EACH | 46 | 0% | 100% |
| 798-05.06 | 3/8IN EHS STEEL STRAND | STRAND | L.F. | 24316 | 0% | 100% |
| 798-05.08 | TRUNK/FEEDER CABLE .565 | | L.F. | 34199 | 0% | 100% |
| 798-05.13 | TRUNK/FEEDER CABLE .750 | | L.F. | 2603 | 0% | 100% |
| 798-05.17 | TRUNK/FEEDER 1.00 | | L.F. | 13902 | 0% | 100% |
| 798-05.22 | DROP CABLE 22 AWG | | L.F. | 2608 | 0% | 100% |
| 798-05.26 | COMMUNICATION ASSEMBLY (TAP) | TAP | EACH | 50 | 0% | 100% |
| 798-05.27 | COMMUNICATION ASSEMBLY(BOND) | SC | EACH | 52 | 0% | 100% |
| 798-05.29 | COMMUNICATION ASSEMBLY (CSC) | CSC | EACH | 61 | 0% | 100% |
| 798-05.30 | COMMUNICATION ASSEMBLY (DC) | DC | EACH | 18 | 0% | 100% |
| 798-05.32 | COMMUNICATION ASSEMBLY (DDE) | DDE | EACH | 38 | 0% | 100% |
| 798-05.33 | COMMUNICATION ASSEMBLY (DE) | DE | EACH | 56 | 0% | 100% |
| 798-05.34 | COMMUNICATION ASSEMBLY(E1-2) | E1-2 | EACH | 111 | 0% | 100% |
| 798-05.35 | COMMUNICATION ASSEMBLY(E2-2) | E2-2 | EACH | 25 | 0% | 100% |
| 798-05.37 | COMMUNICATION ASSEMBLY (F2&F3) | F2 & F3 | EACH | 111 | 0% | 100% |
| 798-05.48 | COMMUNICATION ASSEMBLY(SPLIT) | 2,3 OR 4 WAY SPLITTER | EACH | 12 | 0% | 100% |
| 798-05.50 | COMMUNICATION ASSEMBLY(LXTAP) | INLINE EQ | | 2 | 0% | 100% |
| 798-05.51 | COMMUNICATION ASSY(AMPTAP) | AMPTAP | EACH | 16 | 0% | 100% |
| 798-05.52 | COMMUNICATION ASSEMBLY (LOOP) | LOOP | EACH | 42 | 0% | 100% |
| 798-05.53 | COMMUNICATION ASSEMBLY (SPLICE) | COAX SPLICE | EACH | 15 | 0% | 100% |
| 798-06.02 | FIBER OPTIC CABLE(4F) | 4 FIBER | L.F. | 561 | 0% | 100% |
| 798-06.03 | FIBER OPTIC CABLE(6F) | 6 FIBER | L.F. | 2017 | 0% | 100% |
| 798-06.04 | FIBER OPTIC CABLE(12F) | 12 FIBER | L.F. | 2895 | 0% | 100% |
| 798-06.05 | FIBER OPTIC CABLE(20F) | 20 FIBER | L.F. | 2167 | 0% | 100% |
| 798-06.07 | FIBER OPTIC CABLE(44F) | 40 FIBER | L.F. | 14841 | 0% | 100% |
| 798-06.08 | FIBER OPTIC CABLE(72F) | 72 FIBER | L.F. | 1683 | 0% | 100% |
| 798-06.11 | FIBER OPTIC CABLE(96F) | 96 FIBER | L.F. | 14841 | 0% | 100% |
| 798-06.15 | FIBER OPTIC CABLE(8F) | 8 FIBER | L.F. | 361 | 0% | 100% |
| 798-06.16 | FIBER OPTIC CABLE(36F) | 36 FIBER | L.F. | 1122 | 0% | 100% |
| 798-09.01 | REMOVE STEEL STRAND | | L.F. | 24838 | 0% | 100% |
| 798-09.02 | REMOVE AERIAL CABLE/TERMINALS | | L.F. | 82295 | 0% | 100% |
| 798-09.03 | REMOVE POLES,GUYS,ANCHORS | | EACH | 319 | 0% | 100% |
| 798-09.08 | REMOVE STRAND POLE FRAMING | | EACH | 223 | 0% | 100% |
| 798-10.10 | POWER SUPPLY | POWER SUPPLY | EACH | 1 | 0% | 100% |
| 798-10.15 | AMPLIFIER ASSEMBLY | AMP | EACH | 13 | 0% | 100% |

8
9
6
6

FOOTNOTES:

6. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, AND BONDING/GROUNDING.

8. INCLUDES ALL MATERIAL NECESSARY TO PLACE THE CABLE CLOSURE.

9. INCLUDES SETUP, TRAFFIC CONTROL AND ALL MATERIALS NECESSARY TO SPLICE 12 FIBER RIBBON.

UTILITY INFORMATION


Charter Communications, LLC
1774 Henry G Lane St.
Maryville, TN 37801
CONTACT: Billy Click
PHONE: (865) 388-7524
EMAIL: billy.click@charter.com


811 Know what's below. Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| NONE | 08.22.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


TELECOMMUNICATION RELOCATION
ESTIMATED QUANTITIES AND DRAWING INDEX

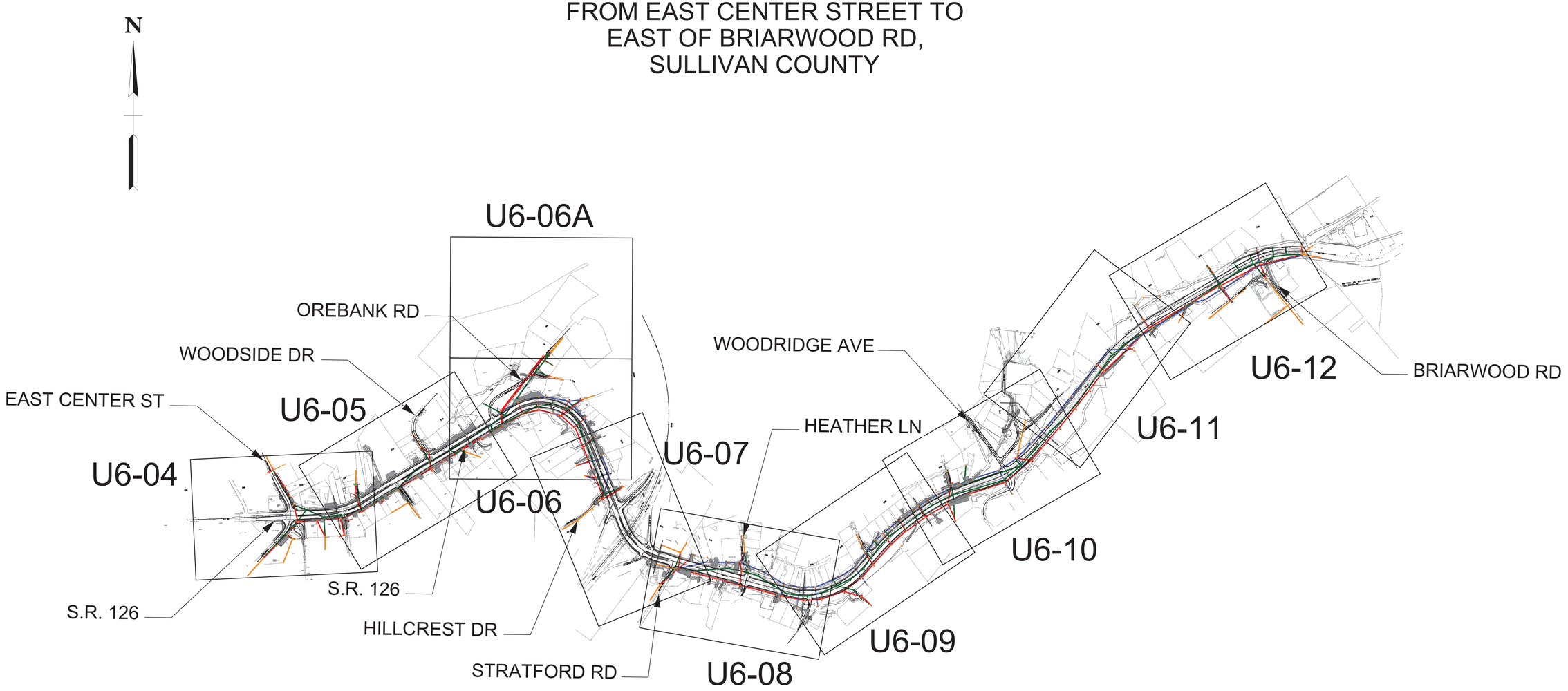
# SULLIVAN COUNTY

SR-126
FROM EAST CENTER STREET TO
EAST OF BRIARWOOD RD,
SULLIVAN COUNTY

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-02 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| F — EXISTING FIBEROPTIC CABLE | EXISTING POLE | PROPOSED FO SPLICE | PROPOSED SPLICE | PROPOSED 2 WAY SPLIT | PROPOSED AMP |
| F — REMOVAL FIBEROPTIC CABLE | REMOVAL POLE | TEMPORARY FO SPLICE | TEMPORARY SPLICE | TEMPORARY 2 WAY SPLIT | TEMPORARY AMP |
| F — PROPOSED FIBEROPTIC CABLE | EXISTING ANCHOR | EXISTING LOOP | EXISTING DC | EXISTING TAP 4 | PROPOSED POWER SUPPLY |
| F — TEMPORARY FIBEROPTIC CABLE | REMOVAL ANCHOR | REMOVAL LOOP | REMOVAL DC | REMOVAL TAP 4 | EXISTING INLINE EQ |
| GUY — EXISTING OVERHEAD GUY | PROPOSED ANCHOR | PROPOSED LOOP | PROPOSED DC | PROPOSED TAP 4 | REMOVAL INLINE EQ |
| GUY — REMOVAL OVERHEAD GUY | TEMPORARY ANCHOR | TEMPORARY LOOP | TEMPORARY DC | TEMPORARY TAP 4 | PROPOSED INLINE EQ |
| GUY — PROPOSED OVERHEAD GUY | EXISTING FO SPLICE | EXISTING SPLICE | EXISTING 2 WAY SPLIT | EXISTING AMP | TEMPORARY INLINE EQ |
| GUY — TEMPORARY OVERHEAD GUY | REMOVAL FO SPLICE | REMOVAL SPLICE | REMOVAL 2 WAY SPLIT | REMOVAL AMP | XXXXXX |
| | | | | | XXXXXX |

811 Know what's below. Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
POWERS
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


TELECOMMUNICATION RELOCATION
VICINITY MAP AND LEGEND

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-03 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN # 105467.03

# GENERAL CONSTRUCTION NOTES

1. THE FOLLOWING INFORMATION APPLIES TO THE UTILITY CONTRACTOR RESPONSIBLE FOR THE RELOCATION OF THE COMMUNICATION FACILITIES ALONG THIS PROJECT.

2. ANY DEVIATION OF THE CONDITIONS LISTED MUST BE APPROVED BY THE UTILITY PRIOR TO THE DEVIATION TAKING PLACE ON THE PROJECT. FAILURE BY THE UTILITY CONTRACTOR OR SUBCONTRACTORS TO FOLLOW THESE CONDITIONS AS LISTED WILL RESULT IN REFUSAL OF ACCEPTANCE BY THE UTILITY OWNER TO ACCEPT THE PROJECT AT IT'S COMPLETION UNTIL SUCH TIME AS ANY DEFICIENCIES ARE CORRECTED TO THE SATISFACTION OF THE UTILITY.

3. ALL WORK SHALL BE DONE IN A SAFE, THOROUGH AND WORKMAN-LIKE MANNER IN ACCORDANCE WITH THE PLAN SHEETS, CONSTRUCTION DETAILS AND TECHNICAL SPECIFICATIONS AS WELL AS ANY AND ALL APPLICABLE SAFETY CODES, INCLUDING, BUT NOT LIMITED TO, THE NATIONAL ELECTRICAL SAFETY CODE (NESC), AND ANY OTHER STATE AND LOCAL CODES THAT ARE REQUIRED FOR THE TYPE OF UTILITY RELOCATION THAT IS BEING PERFORMED AS PART OF THIS CONTRACT.

4. THE UTILITY CONTRACTOR SHALL EXERCISE ALL STANDARD SAFETY PRACTICES WHEN WORKING AROUND ENERGIZED ELECTRICAL LINES (e.g. RUBBER GOODS INSPECTIONS, GROUNDING OF LINES AND VEHICLES / EQUIPMENT, TOOL INSPECTIONS, ADEQUATE SUPERVISION, ETC.).

5. THE UTILITY CONTRACTOR SHALL BEAR THE RESPONSIBILITY FOR THE SAFETY OF ITS EMPLOYEES AND SHALL ENSURE THAT THEY ABIDE BY ALL STATE, FEDERAL AND LOCAL REGULATIONS REGARDING SAFE WORK PRACTICES. IF SUCH REGULATIONS ARE VIOLATED, THE UTILITY OWNER SHALL MAINTAIN THE RIGHT TO STOP WORK ON THEIR FACILITIES UNTIL SUCH CONDITIONS ARE CORRECTED.

6. IN GENERAL, THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY CONSTRUCTION DRAWINGS AND THE TECHNICAL SPECIFICATIONS THAT ARE NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION OF THE UTILITY FACILITIES BEING RELOCATED.

7. UTILITY CONSTRUCTION DRAWINGS ARE INCLUDED AS PART OF THE DRAWING PACKET AND MUST BE ADHERED TO DURING ALL PHASES OF CONSTRUCTION.

8. ALL MATERIALS TO BE USED BY THE UTILITY CONTRACTOR ON THE PROJECT MUST BE NEW MATERIALS AND MUST BE APPROVED BY THE UTILITY OWNER PRIOR TO PURCHASE OR USE. A PROPOSED LIST OF MATERIALS SHALL BE SUBMITTED TO THE UTILITY OWNER AS NOTED IN THE TECHNICAL SPECIFICATIONS FOR THE PROJECT. NO MATERIAL SUBSTITUTIONS ARE ALLOWED WITHOUT THE PRIOR CONSENT OF THE UTILITY OWNER. STORAGE LOCATION OF MATERIALS ON THE PROJECT SITE MUST BE A SECURE ENVIRONMENT. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR ANY LOST, STOLEN OR DAMAGED MATERIALS ON THE PROJECT.

9. THE UTILITY CONTRACTOR IS REQUIRED TO MAINTAIN COMMUNICATION WITH THE UTILITY OWNER'S PROJECT REPRESENTATIVE USING TELEPHONE COMMUNICATIONS.

10. THE UTILITY CONTRACTOR IS TO PERFORM ALL REQUIRED WORK IN SUCH A MANNER AS TO NOT CAUSE UNINTENTIONAL OUTAGES TO THE CUSTOMERS ALONG THE PROJECT. ALL PLANNED OUTAGES MUST BE HANDLED IN ACCORDANCE WITH SECTION 01 1113 "SUMMARY OF WORK" IN THE CONSTRUCTION TECHNICAL SPECIFICATIONS. LARGE SCALE OUTAGES ARE NOT ALLOWED.

11. IF FIELD CONDITIONS ARISE WHICH PREVENT THE CONSTRUCTION ON THE PROJECT FROM PROCEEDING AS DESIGNED, THE UTILITY CONTRACTOR WILL COORDINATE WITH THE UTILITY OWNER / ENGINEER TO RESOLVE THE ISSUES SO THAT CONSTRUCTION CAN CONTINUE.

12. THE UTILITY CONTRACTOR SHALL COMPLY WITH ALL TDOT REGULATIONS, PERMITS AND TRAFFIC CONTROL GUIDELINES AS REQUIRED.

13. THE LOCATIONS OF EXISTING UTILITIES SHOWN WITHIN THESE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY TDOT, AND SHALL BE VERIFIED BY THE UTILITY CONTRACTOR PRIOR TO CONSTRUCTION. THE UTILITY CONTRACTOR SHALL NOTIFY EACH UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES AND REQUEST THAT THE UTILITY OWNERS PROPERLY LOCATE AND MARK THEIR PERSPECTIVE UTILITY ON THE GROUND.

14. THE UTILITY CONTRACTOR SHALL REQUEST UTILITY LOCATIONS A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION IN THE AREA OF THE UTILITIES IN QUESTION.

15. THE TDOT PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY EXCAVATION WORK REQUIRED TO LOCATE EXISTING UNDERGROUND UTILITIES. THE PRIME CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY EXISTING UTILITY OWNER PRIOR TO DIGGING. IN THE EVENT THAT THERE IS ANY DAMAGE TO OR INTERRUPTION OF EXISTING FACILITIES, THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY COST INCURRED FROM THE EVENT.

16. SOME EXISTING UTILITIES CAN BE LOCATED BY CALLING TENNESSEE ONE-CALL SYSTEMS, INC. AT "811".

17. THE UTILITY CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THE PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND EXISTING UTILITIES, THE UTILITY CONTRACTOR SHALL BE REQUIRED TO FURNISH THE EQUIPMENT NECESSARY TO COMPLETE THE WORK.

18. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY ITS EMPLOYEES IN AREAS OUTSIDE OF TDOT ROW ALONG THE LENGTH OF THE PROJECT. THE UTILITY CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR RESOLVING ALL COMPLAINTS THAT MAY ARISE FROM ITS ACTIVITIES, AND SHALL PROMPTLY REPORT SUCH COMPLAINTS TO THE UTILITY OWNER AS TO WHETHER OR NOT IT HAS BEEN RESOLVED.

19. GROUND AND AERIAL INSPECTION OF INSTALLED FACILITIES ONCE COMPLETED SHALL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. ANY CORRECTIONS THAT ARE REQUIRED SHALL BE DONE DURING THE CONSTRUCTION OF THE PROJECT AND VERIFIED BY THE UTILITY OWNER / ENGINEER. THE UTILITY OWNER WILL HAVE INSPECTORS ON-SITE TO VERIFY SAFETY AND QUALITY OF WORK IS CONSISTENT WITH UTILITY OWNER'S STANDARDS.

20. WHILE SOME WORK MAY ONLY BE REQUIRED "AROUND" OTHER UTILITY FACILITIES, SOME WORK MAY NEED TO BE DONE CONCURRENTLY WITH THE OPERATIONS OF OTHER UTILITY CONTRACTORS. IT IS THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR TO ENSURE THAT ALL UTILITY COORDINATION BE ADDRESSED DURING THE CONSTRUCTION OF THE PROJECT.

21. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL FACILITIES INDICATED WITHIN THESE DRAWINGS AT "FINAL GRADE" AS SHOWN. ANY TEMPORARY INSTALLATIONS THAT ARE NOT SPECIFICALLY NOTED WITHIN THESE DRAWINGS AND THAT ARE NOT ADDRESSED AND COORDINATED PRIOR TO CONSTRUCTION OF THE PROJECT WILL BE THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR.

22. CONSTRUCTION OF RELOCATED FACILITIES IS NOT CONSIDERED TO BE COMPLETE UNTIL THE UTILITY CONTRACTOR HAS ENERGIZED THE FACILITIES IN ACCORDANCE WITH UTILITY OWNER SPECIFICATIONS.

23. PERSONNEL CHANGES ARE TO BE KEPT TO A MINIMUM DURING THE CONSTRUCTION OF THE PROJECT AS TO REDUCE UNFAMILIAR PERSONNEL TO BE WORKING ON THE FACILITIES OF THE UTILITY OWNER.

24. THE TDOT PRIME CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL UTILITY FACILITIES THAT ARE TO BE RELOCATED WITHIN THE PROJECT.

25. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY WORK OCCURRING OUTSIDE THE STATE RIGHT-OF-WAY, THE UTILITY CONTRACTOR SHALL SUBMIT A PROPOSED EROSION AND SEDIMENT CONTROL PLAN TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL PRIOR TO BEGINNING WORK.

26. THE DISTANCES THAT ARE SHOWN ON THE DRAWINGS ARE HORIZONTAL DISTANCES ONLY, AND DO NOT ALLOW FOR ANY CHANGES IN ELEVATION THAT EXIST ALONG THE PROJECT.

27. ALL ACTIVE AND PASSIVE EQUIPMENT SHALL BE PROVIDED BY THE UTILITY OWNER. THE LABOR COST, AND MINOR MATERIALS REQUIRED TO INSTALLL THESE UNITS SHALL BE INCLUDED IN THE BID FROM THE UTILITY CONTRACTOR.

28. LOCKNUTS SHALL BACK UP ALL NUTS ON THREADED BOLTS SUCH AS MACHINE BOLTS, ETC. EXISTENCE OF LOCKNUTS WILL BE CLOSELY EXAMINED BY THE UTILITY OWNER DURING CONSTRUCTION. BOLTS SHALL NOT EXTEND MORE THAN TWO (2) INCHES FROM NUTS.

29. THE UTILITY CONTRACTOR SHALL INSTALL FIBERGLASS INSULATOR GUYLINKS ON ALL DOWNGUYS WITHIN TWO (2) FEET OF PRIMARY CONDUCTORS.

30. ANCHORS THAT ARE TO BE RETIRED SHALL HAVE THE ROD UNSCREWED AND REMOVED, OR BE CUT OFF AT LEAST EIGHTEEN (18) INCHES BELOW FINAL GRADE.

31. THE UTILITY CONTRACTOR SHALL PROVIDE THE UTILITY OWNER WITH ONE (1) SET OF CLEAN, CLEARLY MARKED "AS-BUILT" DRAWINGS AT THE COMPLETION OF THE PROJECT. THESE DRAWINGS SHALL REFLECT ANY AND ALL CHANGES THAT WERE MADE TO THE FACILITIES DURING CONSTRUCTION.

32. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR REVIEWING ALL CONSTRUCTION DRAWINGS AND TECHNICAL SPECIFICATIONS FOR THE RELOCATION OF FACILITIES PRIOR TO BIDDING THE PROJECT. ANY QUESTIONS CONCERNING INFORMATION SHOWN IN THE CONTRACT DOCUMENTS SHALL BE ADDRESSED TO THE UTILITY OWNER / ENGINEER PRIOR TO BIDDING ON THE PROJECT.

33. UTILITY CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTING EACH REEL OF CABLE FOR THE PROJECT. ANY DAMAGE TO THE CABLE SHALL BE REMOVED AND SPLICED AS REQUIRED. ALL CABLES SHALL BE PROTECTED FROM EQUIPMENT OR VEHICLE TRAFFIC WHILE BEING INSTALLED.

34. ANY CUSTOMER OUTAGES FOR CUTOVER TO NEW CABLES MUST BE COORDINATED WITH AND SCHEDULED BY UTILITY OWNER. SCHEDULED CUSTOMER OUTAGES REQUIRE A MINIMUM OF 14 DAYS FOR NOTIFICATION.

811 Know what's below. Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE: NONE | DATE: 08.22.2025 |

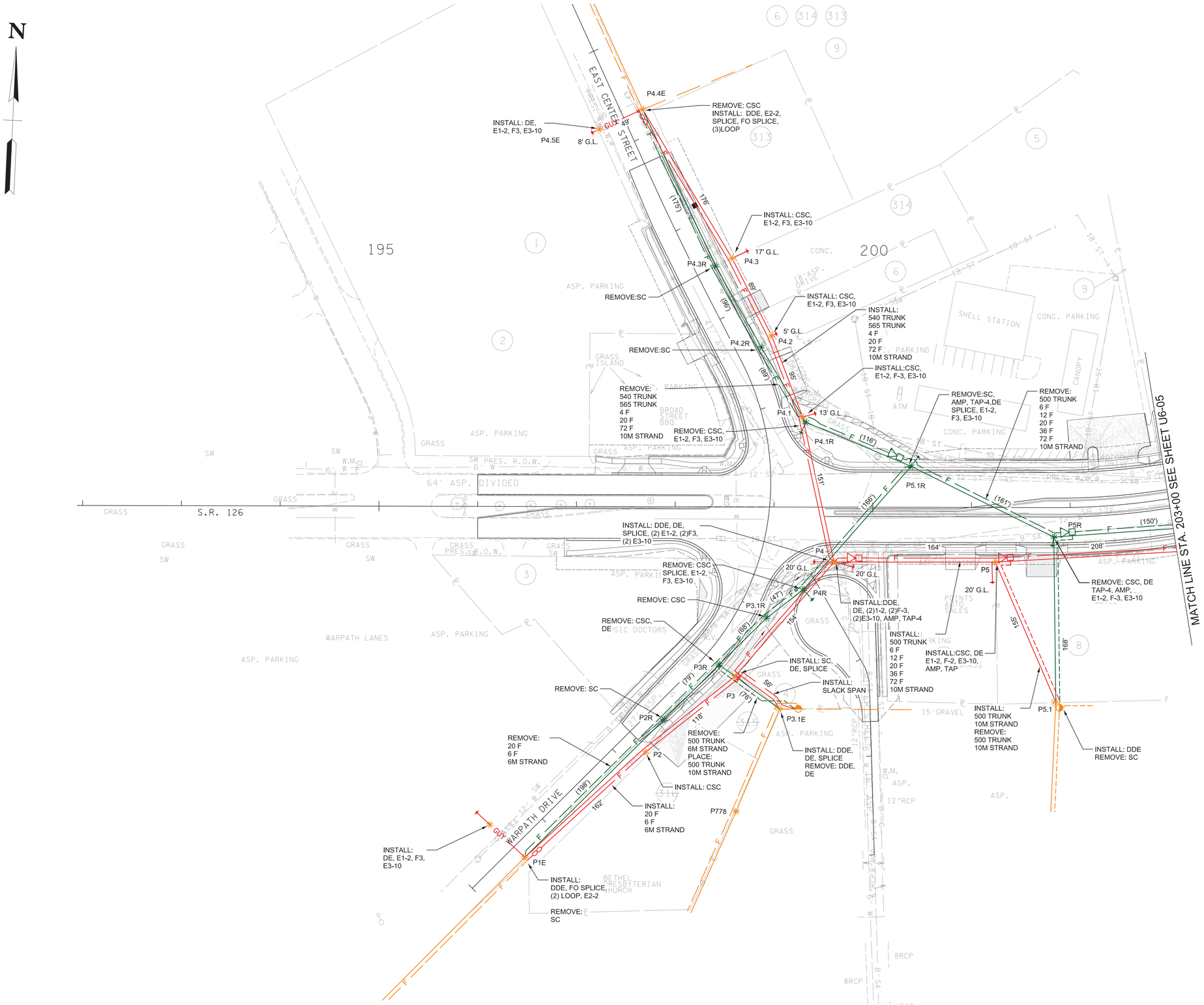
Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATION RELOCATION
GENERAL NOTES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-04 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

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08/25/2025

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STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATION RELOCATION
BEGIN OF PROJ TO STA. 203+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-05 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025




Know what's **below.**
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08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 100945

Charter COMMUNICATIONS

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| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATION RELOCATION
STA. 203+00 TO STA. 216+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-06 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025

N

MATCH LINE STA. 46+86.13 SEE SHEET UX-06A

MATCH LINE STA. 216+00 SEE SHEET U6-05

MATCH LINE STA. 229+00 SEE SHEET U6-07

S.R. 126

OREBANK ROAD

EDEN'S RIDGE ROAD

LYNNBROOK LANE

ASP. DRIVE

FARM BUREAU ASP. DRIVE

P17.4 6' G.L.

REMOVE: DE, E1-2, F3, E3-10

P17.4R

P17.5R

REMOVE: CSC, DE, E2-2

PROP. R.O. 14' G.L.

P17.5E

REMOVE: 500 TRUNK 10M STRAND

REMOVE: SC INSTALL:DDE, E1-2, F3, E3-10, SPLICE

INSTALL:SC, DE E1-2, F3, E3-10, AMP, 2 WAY SPLIT, TAP, FO SPLICE, (3) LOOP

INSTALL: 500 TRUNK 565 TRUNK 12 F 10M STRAND

REMOVE: 500 TRUNK 565 TRUNK 12 F 10M STRAND

P17.3.1R REMOVE:SC

P17.3 INSTALL:SC

TEMP INSTALL: CSC, E1-2, F3, E3-10, (2) TAP REMOVE AFTER PERMANENT LINE IS INSTALLED INSTALL: DE, E1-2, E3-10, F3

16' G.L. (PERM) 15' G.L. (TEMP)

18' G.L. (TEMP) 18' G.L. (PERM)

P17.3R

P18.1

TEMP INSTALL: CSC, E1-2, E3-10, F3 TEMP REMOVE: CSC, E1-2, E3-10, F3 INSTALL: DE, E1-2, E3-10, F3

P19.1

TEMP INSTALL: CSC, DE, E1-2, F3, E3-10, AMP, 2 WAY SPLIT TEMP REMOVE: CSC, DE AMP, 2 WAY SPLIT FINAL INSTALL: DE

INSTALL: 500 TRUNK 10M STRAND

REMOVE: CSC DE

TEMP INSTALL: SLACK SPAN

15' G.L. P20.1

P20.2E 15' G.L.

P20.1R (85')

14' G.L.

TEMP INSTALL: CSC, SPLICE REMOVE: CSC, E1-2, F3, E3-10 TEMP REMOVE: CSC, E1-2, F3, E3-10 FINAL INSTALL: CSC, E1-2, F3, E3-10, (TEMP SPLICE TO REMAIN)

REMOVE: CSC, E1-2, F3, E3-10

REMOVE: CSC, DE, E1-2, F3, E3-10, AMP, 2 WAY SPLIT

P20R

REMOVE: CSC, DE, E1-2, F3,

P21R 19' G.L.(PERM) 13' G.L.(TEMP)

REMOVE: 500 TRUNK 10M STRAND

INSTALL: 500 TRUNK 10M STRAND

P19R P19 P19.1R

INSTALL: CSC, E2-2, TAP

REMOVE: SC, TAP

INSTALL: 500 TRUNK 10M STRAND

REMOVE: CSC, E1-2, E3-10, TAP

P17R

P17

15' G.L.

TEMP INSTALL: DE, AMP TEMP REMOVE: DE FINAL INSTALL: SC, DE, E1-2, F3, E3-10

REMOVE: DDE, (2)E1-2, (2)F3, (2)E3-10

P16.1R

P16 SLOPE ESMT.

INSTALL:SC, (2)TAP

INSTALL: 500 TRUNK 565 TRUNK 12 F

REMOVE: 500 TRUNK 10M STRAND TAP

TEMP INSTALL: DDE, (2) E1-2, (2) F3, (2) E3-10 TEMP REMOVE: DDE,(2)E1-2, (2) F3, (2) E3-10 FINAL INSTALL: DDE ,(2)E1-2, (2)F3, (2)E3-10

22' G.L. 15' G.L. P17.2

21' G.L. 12' G.L.

REMOVE: CSC, DE E1-2, F3, E3-10, 2 WAY SPLIT

P17.1R

REMOVE: SC, DE, E1-2, F3, E3-10, AMP, TAP

P16.3R

REMOVE: 500 TRUNK 565 TRUNK 12 F

REMOVE:SC, TAP

P16.2R

INSTALL: CSC, DE, E1-2, F3, E3-10, E2-2, AMP, 2 WAY SPLIT

INSTALL: 750 TRUNK 10M STRAND

INSTALL: CSC, E2-2, TAP

P21 P21.1 P21.1R

INSTALL: 750 TRUNK 10M STRAND

REMOVE: CSC, E1-2, F3, E3-10

TEMP INSTALL: CSC, E1-2, F3, E3-10, TAP TEMP REMOVE: CSC, E1-2, F3 E3-10, TAP FINAL INSTALL: DE, E1-2, F3, E3-10, TAP

12' G.L. (PERM) 12' G.L. (TEMP)

REMOVE: CSC, E1-2, F3, E3-10, TAP

REMOVE: DE, SC, E1-2, F3, E3-10, AMP, TAP, 2 WAY SPLIT

P22R P22.1

*NOTE: FOR THE REMOVAL OF STRUCTURES

LOSS OF ACCESS

CONST. ESMT.

SLOPE ESMT.

PROP. R.O.W.

PERM. DRAIN. ESMT.

WOODS

GRASS

BURNED

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08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

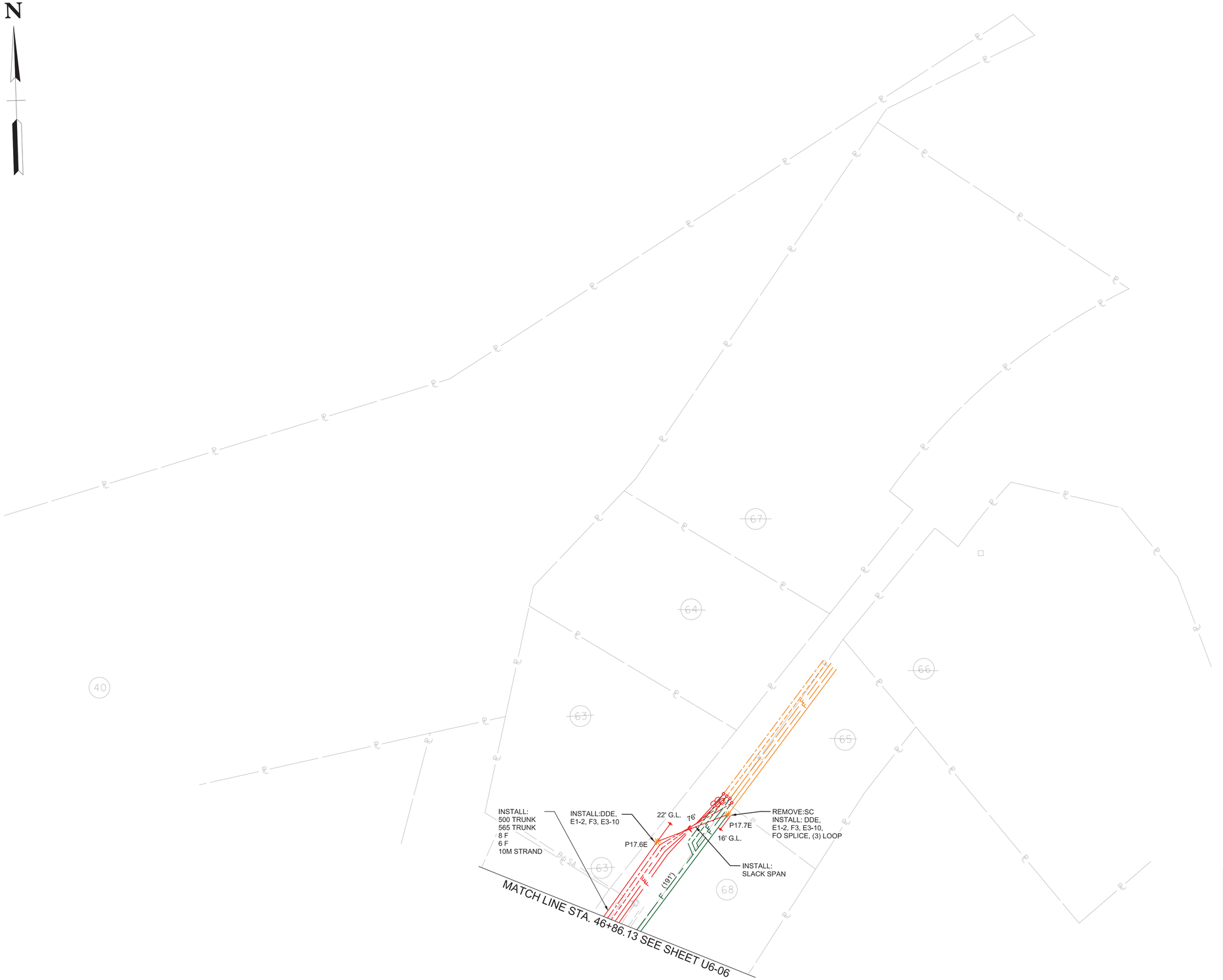
TELECOMMUNICATION RELOCATION
STA. 216+00 TO STA. 229+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-06A |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

#82S126-F3-002

SULLIVAN COUNTY
PIN#: 105467.03

N

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COMMERCE
STATE OF TENNESSEE

Charter COMMUNICATIONS

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| DRAWN: | ARA |
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| SCALE | DATE |
| 1"=50' | 08.22.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


TELECOMMUNICATION RELOCATION
STA.46+86.13 TO LIMITS OF CONST.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-07 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

N

MATCH LINE STA. 229+00 SEE SHEET U6-06

MATCH LINE STA. 241+00 SEE SHEET U6-08

8057 UNECONOMIC REMNANT

8058 UNECONOMIC REMNANT

REMOVE: DDE, E2-2, E1-2, F3, E3-10

REMOVE: DE E1-2, F3, E3-10

REMOVE: CSC, E1-2, F3, E3-10

TEMP INSTALL: SC, DE, TAP4, TAP2, E1-2, F3, E3-10
TEMP REMOVE: SC, DE, TAP4, TAP2, E1-2, F3, E3-10

REMOVE: SC

REMOVE: SC, DE, E1-2 , F3 , E3-10, TAP, SPLIT

REMOVE: CSC, E1-2 , F3, E3-10, TAP

REMOVE: CSC, E1-2 , F3, E3-10 , TAP

REMOVE: SC, E2-2

REMOVE: DDE, E1-2, F3, E3-10, E2-2, AMP, TAP

INSTALL: 750 TRUNK 10M STRAND

INSTALL: SC, DE, E1-2, E3-10, F3, (2)TAP, AMP, SPLIT

INSTALL: SC, (2)TAP, SPLIT

INSTALL: 750 TRUNK 10M STRAND

INSTALL: SC

REMOVE: SC
INSTALL: DE, E1-2, F3, E3-10

TEMP INSTALL: CSC, E1-2, F3, E3-10
TEMP REMOVE: CSC, E1-2, F3, E3-10

TEMP INSTALL: DE, E1-2, F3, E3-10, AMP, TAP
TEMP REMOVE: DE, E1-2, F3, E3-10 AMP, TAP
INSTALL: DE, E1-2, F3, E3-10, AMP, TAP

REMOVE: DE, E1-2 , F3, E3-10, TAP

REMOVE: TAP 4
NOTE: SERVICE CUT IN FIELD

NOTE: FOR THE REMOVAL OF STRUCTURES

P22.1R P22 P22.2R P23R P23 P23.1 P23.1R P23T P24R P24T P24.1R P24.2R P24 P25R P25 P25.1 P26R P30

GUY

15' G.L. 16' G.L. 12' G.L. 10' G.L. 20' G.L.

(95') (104') (148') (90') (154') (116') (71') (75') (72') (202') (156') (180') 219' 103' 184' 187' 172' 176'

S.R. 93 RAMP C

S.R. 93 RAMP D

S.R. 93 RAMP B

S.R. 93 RAMP A

S.R. 126

18" ST.

22 CONC. RAMP

16' CONC. RAMP

CONC. RAMP

14 ASP.

24 ASP.

8" SA

18" RCP

16" RCP

PRES. R.O.W.

PROP. R.O.W.

PRES. R.O.W. C.A. & FENCE

PROP. R.O.W. C.A. & FENCE

LOSS OF ACCESS

SLOPE ESMT.

CONST. ESMT.

ASP. PARKING

ASP.

GRASS

CONC. RAMP

HILLCREST DRIVE

54 53 56 55 59 58 57 69 70 9010 9005 240 235 230

08/25/2025

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GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
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| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

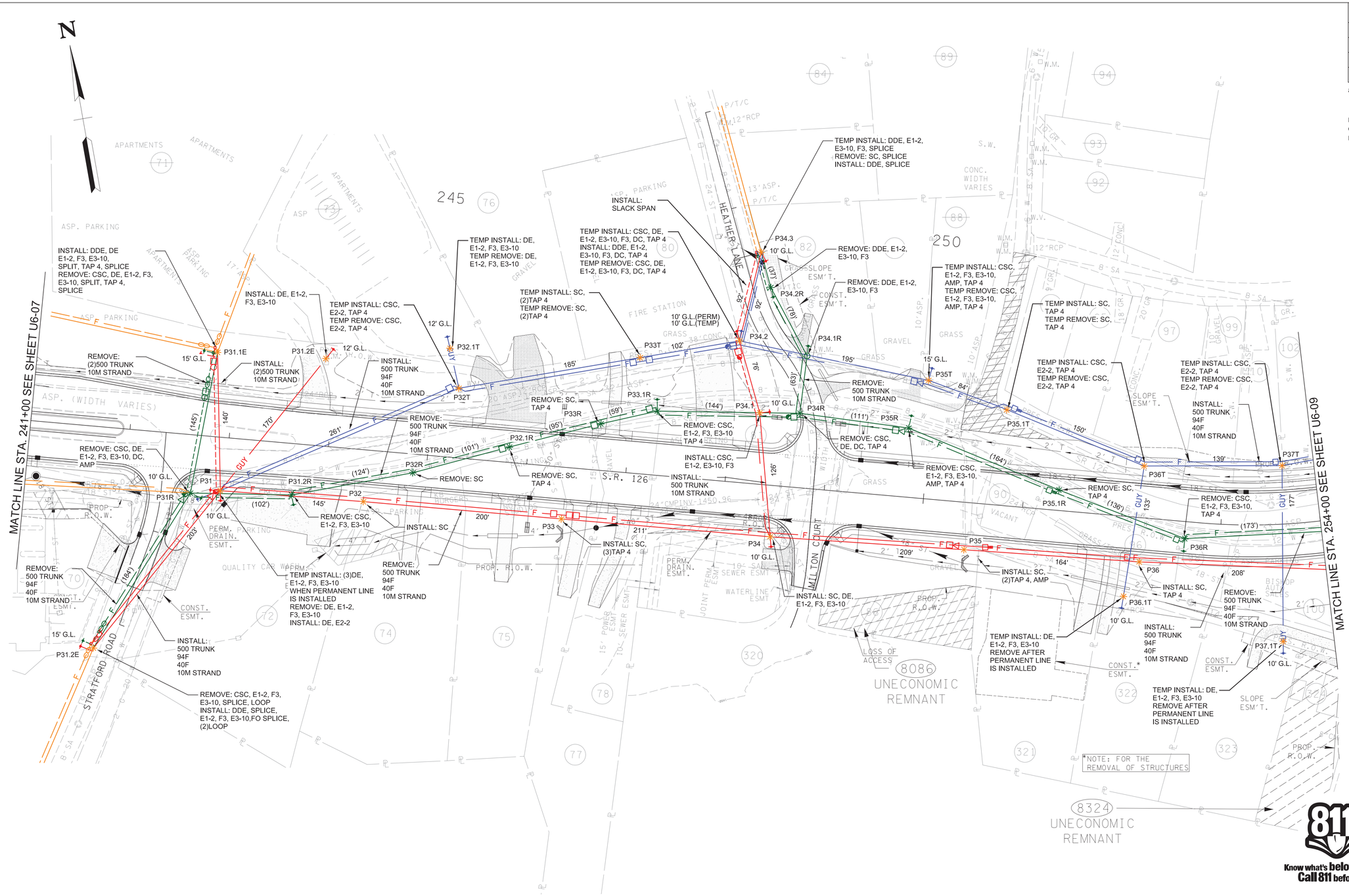
TELECOMMUNICATION RELOCATION
STA. 229+00 TO STA. 241+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-08 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025

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NUMBER NO. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

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| DRAWN: | ARA |
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| SCALE | DATE |
| 1"=50' | 08.22.2025 |

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TELECOMMUNICATION RELOCATION
STA. 241+00 TO STA. 254+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-09 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025




08/25/2025

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REGISTERED ENGINEER
AGRICULTURE & COMMERCE
NO. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

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| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATION RELOCATION
STA. 254+00 TO STA. 267+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-10 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025

N

SEE SHEET U6-09

STA. 267+00

MATCH LINE

TEMP INSTALL: CSC, E1-2, F3, E3-10, SPLIT 3, TAP 4, AMP
TEMP REMOVE: CSC, E1-2, F3, E3-10, SPLIT 3, TAP 4, AMP
REMOVE: DE, E1-2, F3, E3-10

INSTALL: 750 TRUNK 500 TRUNK 94F 40F 10M STRAND

TEMP INSTALL: CSC, E1-2, F3, E3-10
TEMP REMOVE: CSC, E1-2, F3, E3-10

REMOVE: CSC, E1-2, F3, E3-10, DC, AMP, TAP

REMOVE: DE, E1-2, F3, E3-10

INSTALL: DE, E1-2, F3, E3-10
REMOVE: DE, E1-2, F3, E3-10

INSTALL: 750 TRUNK 500 TRUNK 94F 40F 10M STRAND

INSTALL: DE, E1-2, F3, E3-10
REMOVE: DE, E1-2, F3, E3-10

INSTALL: (2)500 TRUNK 10M STRAND

INSTALL: SC, DDE, E1-2, F3, E3-10, DC

REMOVE: CSC, E2-2, SPLIT 3, TAP 4, AMP

REMOVE: (2)CSC, DC

REMOVE: 750 TRUNK 500 TRUNK 94F 40F 10M STRAND

INSTALL: SLACK SPAN

INSTALL: DE, E1-2, F3, E3-10
REMOVE: DE

INSTALL: SC, TAP 2, E1-2, F3, E3-10

INSTALL: DE, E1-2, F3, E3-10
REMOVE: DE

INSTALL: 12' G.L.

TEMP INSTALL: DDE, E1-2, F3, E3-10
TEMP REMOVE: DDE, E1-2, F3, E3-10
INSTALL: CSC, E1-2, F3, E3-10

TEMP INSTALL: SC, DE, DC
TEMP REMOVE: SC, DE, DC

REMOVE: SC, DE

REMOVE: SC, TAP 2

REMOVE: SC

REMOVE: SC

INSTALL: SC

TEMP INSTALL: CSC, E1-2, F3, E3-10, TAP 2
TEMP REMOVE: CSC, E1-2, F3, E3-10, TAP 2

TEMP INSTALL: CSC, E2-2, SPLICE, LOOP
TEMP REMOVE: CSC, E2-2, SPLICE, (2)LOOP

REMOVE: CSC, E1-2, F3, E3-10, SPLICE, LOOP

REMOVE: SC

INSTALL: CSC, E1-2, F3, E3-10, SPLICE, (2)LOOP

*NOTE: FOR THE REMOVAL OF STRUCTURE

TEMP INSTALL: DE, E1-2, F3, E3-10
TEMP REMOVE: DE, E1-2, F3, E3-10

TEMP INSTALL: 2(DDE), E2-2, AMP, SPLIT, TAP 4
TEMP REMOVE: 2(DDE), E2-2, AMP, SPLIT, TAP 4
INSTALL: DE, (2)E1-2, (2)E3-10, (2)F3

REMOVE: 24' SLACK SPAN

REMOVE: DDE, E1-2, F3, E3-10

REMOVE: SC, DE, (2)E1-2, (2)F3, (2)E3-10, AMP, SPLIT, TAP 4

TEMP INSTALL: DE, E1-2, F3, E3-10
TEMP REMOVE: DE, E1-2, F3, E3-10

INSTALL: 750 TRUNK (2)500 TRUNK 10M STRAND

TEMP INSTALL: SC, AMP, TAP 4
TEMP REMOVE: SC, AMP, TAP 4

REMOVE: (2)1000 TRUNK 500 TRUNK 94F 40F 10M STRAND

REMOVE: SC, AMP, TAP 4

INSTALL: (2)1000 TRUNK 500 TRUNK 94F 40F 10M STRAND

INSTALL: CSC, DE, (2)E1-2, (2)F3, (2)E3-10 DC, AMP, SPLIT, TAP 4

INSTALL: CSC, E1-2, F3, E3-10, AMP, TAP 4

STA. 224+25

SEE SHEET U6-11

STA. 148+40

STA. 280+00

MATCH LINE

TRINITY LANE

AMY AVENUE

WOODRIDGE AVENUE

S.R. 126

Know what's below. Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

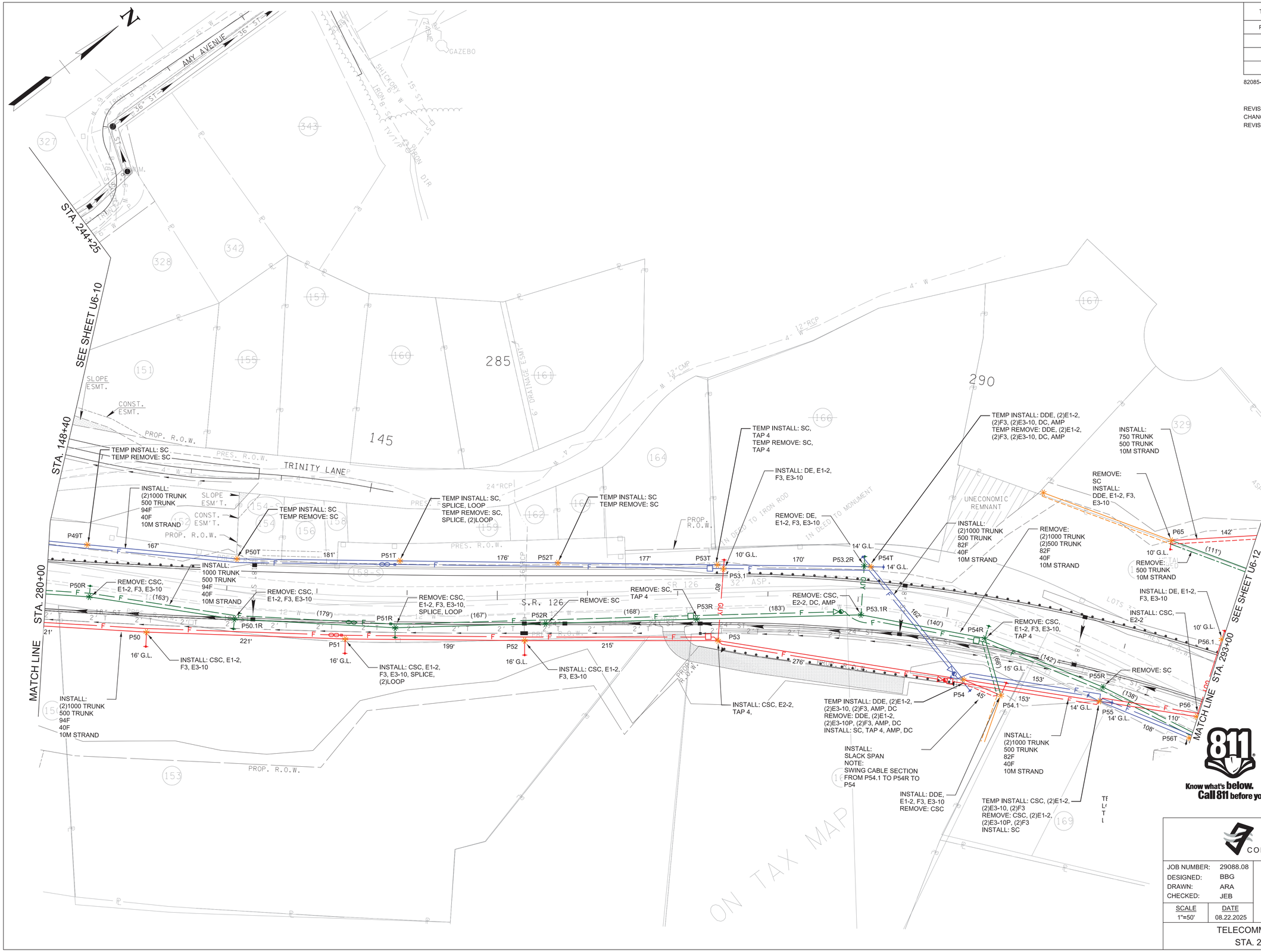
TELECOMMUNICATION RELOCATION
STA. 267+00 TO STA. 280+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-11 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025




Know what's below. Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
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| 1"=50' | 08.22.2025 |

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATION RELOCATION
STA. 280+00 TO STA. 293+00

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

REVISION 08.18.2025: POLE ALIGNMENT
CHANGE DUE TO AEP ELECTRIC DESIGN
REVISION ON 08.05.2025

N

SEE SHEET U6-11

STA. 293+00

MATCH LINE

TRANSFER:
750 TRUNK
500 TRUNK
10M STRAND

INSTALL:
CSC, DE,
SPLICE

INSTALL:
DDE, E1-2, F3,
E3-10

10' G.L.

P67

80'

144'

INSTALL:
500 TRUNK
10M STRAND

REMOVE: SC
INSTALL:
DDE, E1-2, F3,
E3-10

P66

REMOVE:
CSC, DE

(223')

P66R

10' G.L.

P68

REMOVE:
500 TRUNK
10M STRAND

INSTALL:
(2)1000 TRUNK
(2)500 TRUNK
82F
40F
10M STRAND

INSTALL: SC,
TAP 2

INSTALL: SC, DE
TAP 4

REMOVE: SC

15' G.L.

(144')

P59R

P58

P57

P57R

P56E

(162')

P57T

P58R

P58T

P59

P59T

INSTALL: SC

15' G.L.

TEMP INSTALL: SC
TEMP REMOVE: SC

REMOVE: SC
TAP 2

REMOVE: SC,
DE, TAP 4

INSTALL:
(2)1000 TRUNK
500 TRUNK
82F
40F
10M STRAND
REMOVE:
(2)1000 TRUNK
500 TRUNK
82F
40F
10M STRAND

TEMP INSTALL: SC,
TAP 2
TEMP REMOVE: SC,
TAP 2

TEMP INSTALL: CSC
E1-2, F3, E3-10,
TAP 4
TEMP REMOVE: CSC
E1-2, F3, E3-10,
TAP 4

TEMP INSTALL: CSC,
E1-2, F3, E3-10
TEMP REMOVE: CSC,
E1-2, F3, E3-10

8175
UNECONOMIC
REMNANT

INSTALL: DDE
REMOVE: SC

P60.2E

INSTALL: DDE,
REMOVE: SC

REMOVE:
SC

(125')

P60.1

124'

NOTE:
TRANSFER TEMP CABLE &
TERMINATE INTO PROPOSED
EQUIPMENT AT P60
INSTALL:
SLACK SPAN 28'

P60.1R

REMOVE: SC, DDE
TAP 4, AMP, SPLIT

(190')

P60R

P60

P60.2R

REMOVE: DDE,
E1-2, F3, E3-10

15' G.L.

P60.3

INSTALL: DDE,
E1-2, F3, E3-10

P59T

15' G.L.

P60T

TEMP INSTALL: (2)SC,
TAP 4, AMP, SPLIT
REMOVE AFTER
PERMANENT LINE
IS INSTALLED

TEMP INSTALL: DE, E1-2,
E3-10, F3
REMOVE: DE, E1-2,
E3-10, F3
INSTALL: DE, E1-2,
E3-10, F3
REMOVE: DE, E1-2,
E3-10, F3

P60.3E

18' G.L.

18' G.L.

REMOVE: CSC,
E2-2, AMP

REMOVE: CSC,
DE, E2-2, (2)DC

(55')

P61R

(200')

(140')

INSTALL: (2)SC,
E2-2, TAP 4, AMP, SPLIT

P61

INSTALL: SC,
AMP

P61T

TEMP INSTALL: SC,
AMP
TEMP REMOVE: SC,
AMP

TEMP INSTALL: CSC, (2)DC
REMOVE: CSC, DE,
E2-2, (2)DC
INSTALL: CSC, DE,
E2-2, (2)DC, (6)LOOP

INSTALL: DE,
E1-2, F3, E3-10

REMOVE: DE,
E1-2, F3, E3-10

P62.1

15' G.L.

REMOVE: DE,
E1-2, F3, E3-10

P62.1R

REMOVE: CSC,
DE, E2-2, (2)DC

P62.4R

P62R

(189')

REMOVE: CSC,
E2-2, TAP 4

P62

P62.3R

(173')

REMOVE: CSC,
E2-2, SPLICE

P63.1R

P63R

P63

(134')

INSTALL: DE,
E1-2, F3, E3-10

12' G.L.

P64.1

158'

P64E

INSTALL: SC,
SPLICE
NOTE:
(1) 1000 TRUNK
TERMINATES AT
P63

INSTALL: DDE,
E2-2, (2) LOOP
NOTE:

INSTALL:
500 TRUNK
565 TRUNK
6F
10M STRAND
REMOVE:
500 TRUNK
565 TRUNK
6F
10M STRAND

INSTALL:
(2)1000 TRUNK
500 TRUNK
82F
40F
10M STRAND

REMOVE:
(2)1000 TRUNK
500 TRUNK
82F
40F
10M STRAND

REMOVE: SC
INSTALL: DDE,
E1-2, F3, E3-10,
SPLICE

P62.2

15' G.L.

INSTALL: SC,
AMP

P62.3

INSTALL: SC,
TAP 2

P62.4

INSTALL: SC, DE
TAP 4

P63.2

INSTALL: SC,
AMP

P63.3

INSTALL: SC,
TAP 2

P63.4

INSTALL: SC,
AMP

P64.2

INSTALL: SC,
TAP 2

P64.3

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P64.4

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TAP 2

P65

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P65.1

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P121.4

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P122.4

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P123

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P123.4

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TAP 2

P124

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P124.1

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P124.4

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P125

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P125.4

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P126

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P128.4

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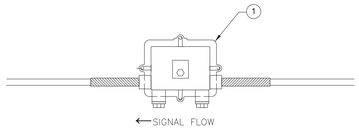
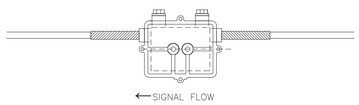
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-13 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

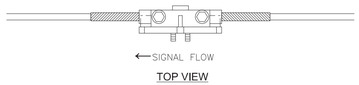
SULLIVAN COUNTY
PIN#: 105467.03




TOP VIEW




BOTTOM VIEW

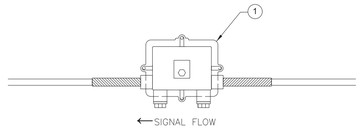



TOP VIEW

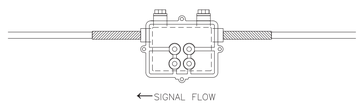
| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | 2-WAY BODY TAP |
| | | |

2-WAY TAP

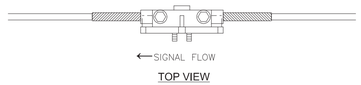
ASSEMBLY TAP-2




TOP VIEW




BOTTOM VIEW




TOP VIEW

| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | 4-WAY BODY TAP |
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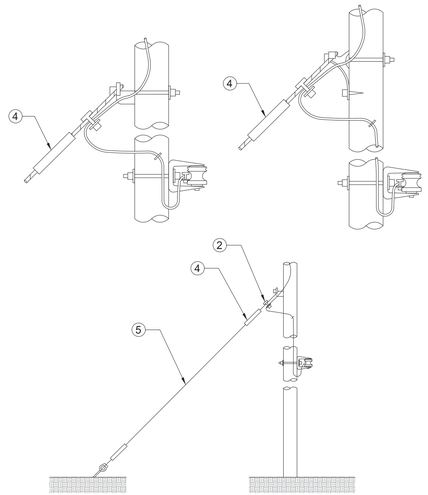
4-WAY TAP

ASSEMBLY TAP-4



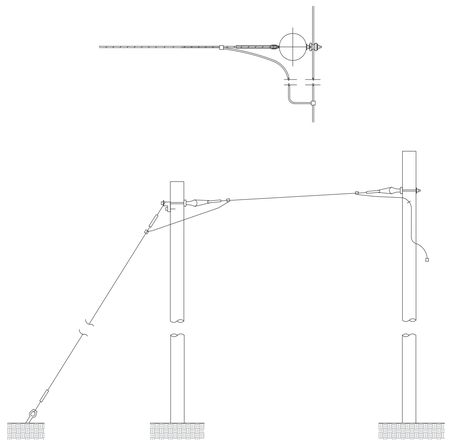

NOTES:

1. GCC15-S4R GUY INSULATOR INCLUDED FOR STEEL POLE ASSEMBLIES.
2. ALL GUY LEAD LENGTHS SHALL BE SET USING A 2:1 RATIO TO THE HEIGHT OF THE POLE UNLESS NOTED OTHERWISE.

| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | POLE EYE ATTACHMENT #MGA-345N |
| 2 | 1 | GUY CLAMPS 3 BOLT |
| 3 | 1 | DEAD END GUY GRIP 3/8" |
| 4 | 1 | GUY FIBERGLASS STRAIN INSULATOR |
| 5 | 1 | GUY WIRE (LENGTH AS REQUIRED) |

DOWN GUY 3/8"
THRU BOLT TYPE

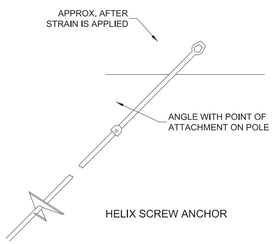
ASSEMBLY E1-2



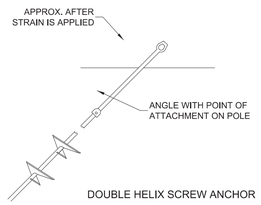
| QTY. | DESCRIPTION |
|---|---|
| 2 | THIMBLE EYES |
| 2 | 1/4" PREFORMED GUY CLAMPS |
| 2 | THRU BOLTS 5/8" x 10" |
| 2 | CONNECTORS |

SPAN GUY
THRU BOLT TYPE

ASSEMBLY E2-2



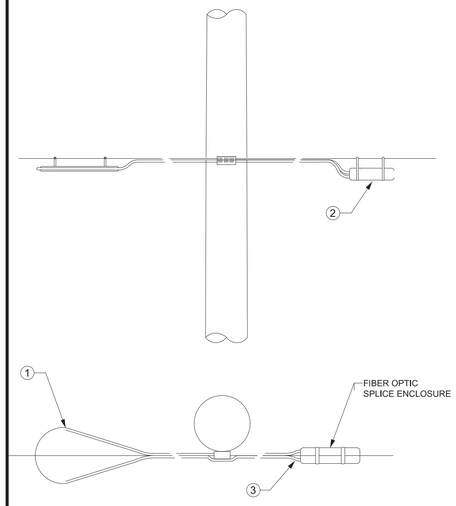

HELIX SCREW ANCHOR




DOUBLE HELIX SCREW ANCHOR

POWER INSTALLED 8"
HELIX SCREW ANCHORS

ASSEMBLY F2 & F3



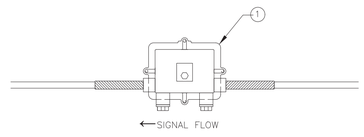

NOTES:

1. FIBEROPTIC STRAND STORAGE IS ANTEC* FIBERLOOP* MODEL FOSS-2.
2. STRAND STORAGE IS TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

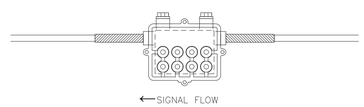
| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | ANTEC FIBERLOOP MODEL FOSS-2 |
| 2 | 1 | FIBEROPTIC SPLICE ENCLOSURE |
| 3 | 1 | FIBER (LENGTH AND SIZE AS REQUIRED) |

FIBEROPTIC STRAND STORAGE

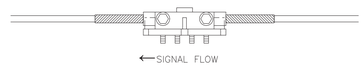
ASSEMBLY FOSS




TOP VIEW




BOTTOM VIEW

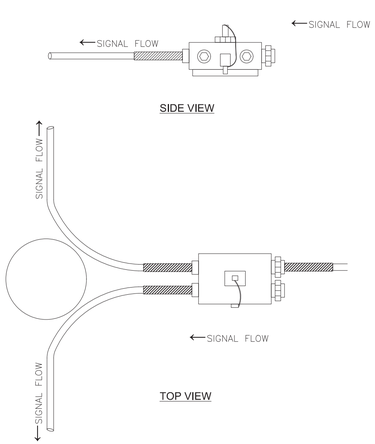



TOP VIEW

| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | 8-WAY BODY TAP |
| | | |

8-WAY TAP

ASSEMBLY TAP-8




SIDE VIEW

TOP VIEW

NOTE:

1. CABLE AND STRAND WILL FOLLOW SUCH A ROUTE AS TO NOT BOX IN THE POLE.

2-WAY SPLITTER

ASSEMBLY SPLIT-2

Know what's below.
Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
NUMBER
100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

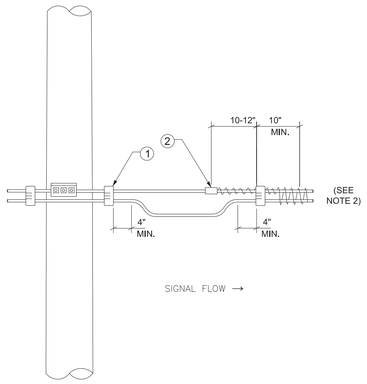
TELECOMMUNICATION RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U6-14 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

82085-3237-14

SULLIVAN COUNTY
PIN#: 105467.03

## EXPANSION LOOP AT POLE — ASSEMBLY EL

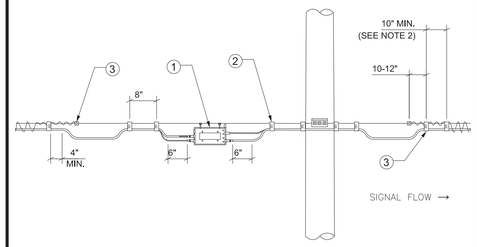



NOTES:

1. FEEDER CABLE MUST FOLLOW TRUNK LOOP PLACEMENT WHEN BOTH ARE IN THE SAME RUN.
2. LASHING WIRE AROUND STRAND ONLY; ALL STRAPS MUST BE LOOSELY PLACED AROUND CABLE.

| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 3 | AERIAL SUPPORT TIES (SIZE AS REQUIRED) |
| 2 | 1 | CABLE LASHING CLAMP |

## FIBEROPTIC RECEIVER — ASSEMBLY FOR

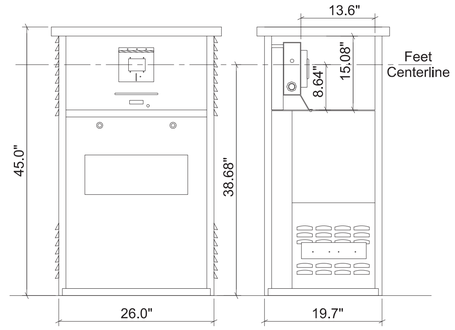



NOTES:

1. FEEDER CABLE MUST FOLLOW TRUNK LOOP PLACEMENT WHEN BOTH ARE IN THE SAME RUN.
2. LASHING WIRE AROUND STRAND ONLY; ALL STRAPS MUST BE LOOSELY PLACED AROUND CABLE.

| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | FIBEROPTIC RECEIVER |
| 2 | 9 | AERIAL SUPPORT STRAPS (SIZE AS REQUIRED) |
| 3 | 2 | CABLE LASHING CLAMPS |

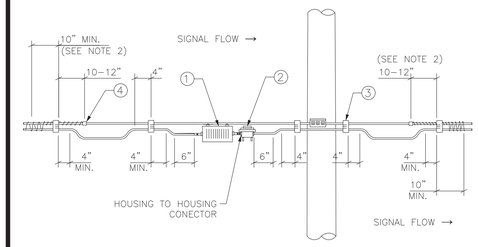
## POWER SUPPLY — ASSEMBLY POWER SUPPLY




NOTES:

1. POWER SUPPLY IS ALPHA TECHNOLOGIES MODEL UPE-M3 ENCLOSURE.
2. POWER SUPPLY IS TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

## LINE EXTENDER AND TAP INSTALLATION — ASSEMBLY LXTAP




NOTES:

1. FEEDER CABLE MUST FOLLOW TRUNK LOOP PLACEMENT WHEN BOTH ARE IN THE SAME RUN.
2. LASHING WIRE AROUND STRAND ONLY; ALL STRAPS MUST BE LOOSELY PLACED AROUND CABLE.

| ID | QTY. | DESCRIPTION |
|---|---|---|
| 1 | 1 | LINE EXTENDER (SIZE AS REQUIRED) |
| 2 | 1 | 2, 4, OR 8-WAY BODY TAP |
| 3 | 5 | AERIAL SUPPORT STRAPS (SIZE AS REQUIRED) |
| 4 | 2 | CABLE LASHING CLAMPS |

Know what's below. Call 811 before you dig.

08/25/2025

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100943
STATE OF TENNESSEE

Charter COMMUNICATIONS

| | |
|---|---|
| JOB NUMBER: | 29088.08 |
| DESIGNED: | BBG |
| DRAWN: | ARA |
| CHECKED: | JEB |
| SCALE | DATE |
| 1"=50' | 08.22.2025 |


Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192


TELECOMMUNICATION RELOCATION
CONSTRUCTION DETAILS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-1 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

# UTILITIES INDEX


| SHEET NAME | SHEET NUMBER |
|---|---|
| ESTIMATED UTILITY QUANTITIES | U7-1 |
| GENERAL NOTES AND LEGEND | U7-2 |
| TDOT STANDARD UTILITY NOTES & WATER METER DATA | U7-3 |
| WATERLINE PLAN STA. 190+00 TO STA. 203+00 | U7-4 |
| WATERLINE PLAN STA. 203+00 TO STA. 216+00 | U7-5 |
| WATERLINE PLAN STA. 216+00 TO STA. 229+00 | U7-6 |
| WATERLINE PLAN STA. 229+00 TO STA. 241+00 | U7-7 |
| WATERLINE PLAN STA. 241+00 TO STA. 254+00 | U7-8 |
| WATERLINE PLAN STA. 254+00 TO STA. 267+00 | U7-9 |
| WATERLINE PLAN STA. 267+00 TO STA. 280+00 | U7-10 |
| WATERLINE PLAN STA. 280+00 TO STA. 293+00 | U7-11 |
| WATERLINE PLAN STA. 293+00 TO STA. 306+00 | U7-12 |
| WATERLINE PLAN STA. 306+00 TO STA. 307+50 | U7-13 |
| WATERLINE PROFILE LINE A STA. 0+00 TO STA. 24+00 | U7-14 |
| WATERLINE PROFILE LINE A STA. 24+00 TO STA. 36+00 | U7-15 |
| WATERLINE PROFILE LINE A STA. 36+00 TO EOL<br>LINES B & C STA. 0+00 TO EOL | U7-16 |
| WATERLINE PROFILE LINES D, E & F STA. 0+00 TO EOL | U7-17 |
| WATERLINE PROFILE LINES G, H & I STA. 0+00 TO EOL | U7-18 |
| WATERLINE PROFILE LINES J & L STA. 0+00 TO EOL | U7-19 |
| WATERLINE PROFILE LINE M STA. 0+00 TO EOL<br>LINE N STA. 0+00 TO STA. 6+00 | U7-20 |
| WATERLINE PROFILE LINE N STA. 6+00 TO STA. 18+00 | U7-21 |
| WATERLINE PROFILE LINE N STA. 18+00 TO STA. 29+00 | U7-22 |
| WATERLINE PROFILE LINE N STA. 29+00 TO STA. 41+00 | U7-23 |
| WATERLINE PROFILE LINE N STA. 41+00 TO STA. 53+00 | U7-24 |
| WATERLINE PROFILE LINE N STA. 53+00 TO EOL | U7-25 |
| WATERLINE PROFILE LINE O STA. 0+00 TO STA. 12+00 | U7-26 |
| WATERLINE PROFILE LINE O STA. 12+00 TO STA. 24+00 | U7-27 |
| WATERLINE PROFILE LINE O STA. 24+00 TO EOL | U7-28 |
| WATERLINE PROFILE LINES P, Q, R, S & T STA. 0+00 TO EOL | U7-29 |
| WATERLINE PROFILE LINES U, V & W STA. 0+00 TO EOL | U7-30 |
| WATERLINE PROFILE LINES X, Y & Z STA. 0+00 TO EOL | U7-31 |
| WATERLINE PROFILE LINE A-A STA. 0+00 TO EOL | U7-32 |
| WATERLINE PROFILE LINES B-B, C-C, D-D & E-E STA. 0+00 TO EOL | U7-33 |


## ESTIMATED UTILITY QUANTITIES

Project No. 1: 105467.03

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|---|
| 1 | 795-01.03 | 6IN DIP RESTRAINED JOINT WATER LINE | L.F. | 1850 |
| 1 | 795-01.04 | 6IN DIP SLIP JOINT WATER LINE | L.F. | 3450 |
| 1 | 795-01.05 | 8IN DIP RESTRAINED JOINT WATER LINE | L.F. | 1300 |
| 1 | 795-01.06 | 8IN DIP SLIP JOINT WATER LINE | L.F. | 4000 |
| 1 | 795-01.09 | 12IN DIP RESTRAINED JOINT WATER LINE | L.F. | 1650 |
| 1 | 795-01.10 | 12IN DIP SLIP JOINT WATER LINE | L.F. | 8950 |
| 1 | 795-01.17 | 20IN DIP RESTRAINED JOINT WATER LINE | L.F. | 330 |
| 1 | 795-03.02 | 2IN PVC WATER LINE INCLUDING FITTINGS | L.F. | 2100 |
| 3 | 795-06.01 | CONNECT TO 2IN WATER LINE | EACH | 7 |
| 3 | 795-06.04 | CONNECT TO 6IN WATER LINE | EACH | 12 |
| 3 | 795-06.05 | CONNECT TO 8IN WATER LINE | EACH | 7 |
| 3 | 795-06.07 | CONNECT TO 12IN WATER LINE | EACH | 5 |
| 3 | 795-06.11 | CONNECT TO 20IN WATER LINE | EACH | 2 |
| 12 | 795-06.31 | CUT AND CAP 2IN WATER LINE | EACH | 7 |
| 12 | 795-06.33 | CUT AND CAP 6IN WATER LINE | EACH | 13 |
| 12 | 795-06.34 | CUT AND CAP 8IN WATER LINE | EACH | 7 |
| 12 | 795-06.37 | CUT AND CAP 12IN WATER LINE | EACH | 4 |
| 12 | 795-06.42 | CUT AND CAP 20IN WATER LINE | EACH | 1 |
| 5 | 795-08.01 | 2IN GATE VALVE ASSEMBLY | EACH | 13 |
| 5 | 795-08.04 | 6IN GATE VALVE ASSEMBLY | EACH | 28 |
| 5 | 795-08.05 | 8IN GATE VALVE ASSEMBLY | EACH | 24 |
| 5 | 795-08.09 | 12IN GATE VALVE ASSEMBLY | EACH | 24 |
| 5 | 795-08.17 | 20IN BUTTERFLY VALVE ASSEMBLY | EACH | 1 |
| 6 | 795-09.02 | 1IN WATER SERVICE METER ASSEMBLY | EACH | 5 |
| 6 | 795-09.04 | 2IN WATER SERVICE METER ASSEMBLY | EACH | 2 |
| 7 | 795-09.14 | 3/4IN HDPE SERVICE PIPE | L.F. | 1060 |
| 7 | 795-09.15 | 1IN HDPE SERVICE PIPE | L.F. | 160 |
| 7 | 795-09.17 | 2IN HDPE SERVICE PIPE | L.F. | 185 |
| 3 | 795-09.51 | RECONNECT SERVICE ASSEMBLY | EACH | 41 |
| 6 | 795-09.70 | 5/8IN WATER SERVICE METER ASSEMBLY | EACH | 21 |
| 6 | 795-10.03 | 1IN AUTO AIR RELEASE VALVE ASSEMBLY | EACH | 1 |
| 6 | 795-10.05 | 2IN AUTO AIR RELEASE VALVE ASSEMBLY | EACH | 3 |
| 6 | 795-11.01 | BLOW-OFF ASSEMBLY | EACH | 3 |
| 6 | 795-11.02 | FIRE HYDRANT ASSEMBLY | EACH | 21 |
| 9 | 795-12.01 | REMOVE FIRE HYDRANT | EACH | 15 |
| 9 | 795-12.02 | REMOVAL OF EXISTING LINE | LS | 1 |
| 13 | 795-12.03 | PIPE GROUTING | LS | 1 |
| 9 | 795-12.05 | REMOVE BLOW-OFF ASSEMBLY | EACH | 3 |
| 14 | 795-14.05 | CONCRETE ENCASEMENT | L.F. | 800 |
| 15 | 795-14.16 | FLOWABLE FILL EXCAVATABLE ENCASEMENT | L.F. | 6360 |
| 11 | 795-15.02 | 12IN STEEL CASING PIPE OPEN CUT METHOD | L.F. | 280 |
| 11 | 795-15.25 | 16IN STEEL CASING PIPE OPEN CUT METHOD | L.F. | 85 |
| 11 | 795-15.07 | 24IN STEEL CASING PIPE OPEN CUT METHOD | L.F. | 230 |

1 INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION OF PIPE INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, MATERIALS, EQUIPMENT, EXCAVATION IN BOTH UNCONSOLIDATED AND ROCK, REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL, ENVELOPE/BEDDING MATERIAL, BACKFILLING, FLOWABLE FILL, CONCRETE ENCASEMENT, THRUST BLOCKING, FITTINGS, GLANDS, RESTRAINED JOINT GASKETS, CONCRETE DEADMAN, PIPE FUSION, TRACER WIRE, WARNING TAPE, APPURTENANCES, TEMPORARY/PERMANENT SHORING, MAINTAINING THE TRENCH, TESTING, FLUSHING, DISINFECTION, BACTERIOLOGICAL SAMPLING, TEMPORARY/PERMANENT SURFACE RESTORATION INCLUDING PAVEMENT OR SIDEWALK, AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS.

3 INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY FOR CONNECTING TO AN EXISTING WATER LINE INCLUDING TRAFFIC CONTROL.

5 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO FITTINGS, VALVE, VALVE STEM EXTENSIONS, VALVE BOX AND COVER, BOX ADJUSTMENT, VALVE BOX COLLAR, VALVE MARKER, EXCAVATION, BEDDING, BACKFILL, BLOCKING, AND TRAFFIC CONTROL.

6 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS OR APPARATUS, METER BOX, SETTER AND NECESSARY APPURTENANCES, AND RETIREMENT/REMOVAL OF UNUSED METER BOXES NECESSARY FOR INSTALLATION OF ASSEMBLIES AS DESCRIBED IN THE PLANS AND SPECS EXCEPT FOR SERVICE LINE WHICH IS PAID SEPERATELY FOR EACH FOOT INSTALLED AND WATER METERS. ALL METERS WILL BE SUPPLIED AND INSTALLED BY THE CITY OF KINGSPORT.

7 INCLUDES ALL MATERIALS, LABOR, EQUIPMENT, AND TEMPORARY/PERMANENT SURFACE RESTORATION FOR COMPLETE INSTALLATION OF SERVICE LINE AND/OR CASING FOR SERVICE LINE ON LONG SIDE AND SHORT SIDE OF MAIN.

9 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR REMOVAL OF ITEM INCLUDING VALVES, VALVE BOXES, WATER METER BOXES, AND WATER METERS. REMOVAL OF EXISTING WATERLINES INCLUDES APPROXIMATELY 7,450-LINEAR FEET. PAYMENT AS IDENTIFIED ON ESTIMATED QUANTITIES.

11 INCLUDES ALL MATERIALS, CASING SPACERS, LABOR AND EQUIPMENT, SETUP AND TRAFFIC CONTROL. ITEM INCLUDES EXCAVATION, BEDDING AND BACKFILL, CASING SPACERS, GROUT, END SEALS, AND TEMPORARY/PERMANENT RESTORATION. CARRIER PIPE SHALL BE PAID IN ITEM 795-01.03, 795-01.05, OR 795-01.09.

12 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO CUT AND CAP THE EXISTING LINES AS DESCRIBED IN THE PLANS.

13 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT TO GROUT ALL PIPES IDENTIFIED ON THE PLANS AND INCLUDES THE REMOVAL OF VALVES, VALVE BOXES, WATER METER BOXES, AND WATER METERS. ESTIMATED PIPE TO BE GROUTED INCLUDES 2,850-LF OF 6-INCH, 2,150-LF OF 8-INCH, 7,550-LF OF 12-INCH, AND 250-LF OF 20-INCH PAYMENT AS IDENTIFIED ON ESTIMATED QUANTITIES.

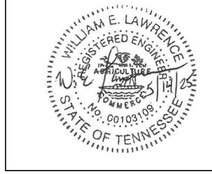
14 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT TO PROVIDE CONCRETE ENCASEMENT ON PIPES, FITTINGS, AND VALVES IDENTIFIED ON THE PLANS. DIMENSIONS SHALL BE THE FULL TRENCH WIDTH AND SHALL BE FROM THE BOTTOM OF PIPE TO TOP OF SUBGRADE. ALL DUCTILE IRON PIPE ENCASED IN CONCRETE FILL SHALL BE INSTALLED IN POLYETHYLENE WRAP AND SHALL EXTEND A MINIMUM OF 5 LF BEYOND THE LIMITS OF THE ENCASEMENT. VALVE NUTS SHALL BE PROTECTED FROM THE CONCRETE ENCASEMENT AND SHALL ALLOW FOR THE INSTALLATION OF THE VALVE BOX. PAYMENT AS IDENTIFIED ON ESTIMATED QUANTITIES AND SHALL INCLUDE POLYETHYLENE WRAP.

15 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT TO PROVIDE EXCAVATABLE FLOWABLE FILL ENCASEMENT ON PIPES IDENTIFIED ON THE PLANS. DIMENSIONS SHALL BE THE FULL TRENCH WIDTH AND SHALL BE FROM THE BOTTOM OF PIPE TO TOP OF SUBGRADE. ALL DUCTILE IRON PIPE ENCASED IN EXCAVATABLE FLOWABLE FILL SHALL BE INSTALLED IN POLYETHYLENE WRAP AND SHALL EXTEND A MINIMUM OF 5 LF BEYOND THE LIMITS OF THE ENCASEMENT. VALVE NUTS SHALL BE PROTECTED FROM THE FLOWABLE FILL ENCASEMENT AND SHALL ALLOW FOR THE INSTALLATION OF THE VALVE BOX. PAYMENT AS IDENTIFIED ON ESTIMATED QUANTITIES AND SHALL INCLUDE POLYETHYLENE WRAP.

## UTILITY COMPANY CONTACT

CITY OF KINGSPORT
1113 KONNAROCK ROAD
KINGSPORT, TENNESSEE 37664
CHAD AUSTIN
423-224-2509

SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-0525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

ESTIMATED UTILITY QUANTITIES

8/12/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467.03\PLOT\WATER\U7_1.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-2 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## GENERAL NOTES:

1. ALL CORRESPONDENCE TO TDOT SHALL BE ADDRESSED TO TENNESSEE DEPARTMENT OF TRANSPORTATION, REGION 1, 7345 REGION LANE, KNOXVILLE, TENNESSEE 37914. A COPY OF ALL CORRESPONDENCE ADDRESSED TO TDOT SHALL BE TRANSMITTED TO THE UTILITY.
2. ALL CORRESPONDENCE, SUBMITTALS OR OTHER ITEMS ASSOCIATED WITH THE CONTRACT SHALL BE IDENTIFIED WITH THE PROJECT OWNER, PROJECT NAME, AND TDOT PIN NUMBER AS LISTED IN THE CONTRACT DOCUMENTS.
3. CLEARING AND CLEANING OF PROJECT SITE OF PLANT LIFE AND DEBRIS SHALL BE UNDER GENERAL AGREEMENT WITH TDOT AND PRIME CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE MADE IN UTILITY ITEMS.
4. ALL EROSION AND SEDIMENTATION CONTROL OF PROJECT SITE SHALL BE UNDER GENERAL AGREEMENT WITH TDOT AND PRIME CONTRACTOR AND IN ACCORDANCE WITH TDEC PERMITS. UTILITY CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF WATER QUALITY PERMITS AND STORM WATER POLLUTION PREVENTION PLAN. NO ADDITIONAL PAYMENT WILL BE MADE IN UTILITY ITEMS.
5. EXISTING UNDERGROUND INSTALLATIONS SUCH AS WATER LINES, GAS MAINS AND SEWERS ARE INDICATED ON THE DRAWINGS TO THE EXTENT THAT IS SHOWN ON THE TDOT SUPPLIED DRAWINGS. THERE IS NO GUARANTEE AS TO THE ACCURACY AND COMPLETENESS OF SUCH INFORMATION AND ALL RESPONSIBILITY FOR ACCURACY IS EXPRESSLY DISCLAIMED. CONTRACTOR SHALL CONTACT TENNESSEE ONE CALL (DIAL 811) FOR ACTUAL EXISTING UTILITY LOCATIONS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING ALL UNDERGROUND INSTALLATIONS. THE CONTRACTOR SHALL USE HIS OWN INFORMATION AND SHALL NOT RELY UPON INFORMATION INDICATED ON THE DRAWINGS CONCERNING EXISTING UNDERGROUND INSTALLATIONS.
6. IN THE EVENT OF DAMAGE TO EXISTING UTILITIES, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL REPAIRS AND RELATED EXPENSE.
7. ANY TEMPORARY OR PERMANENT PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH THE ROADWAY CONTRACT. PAYMENT FOR RESTORATION DUE TO UTILITIES SHALL BE INCIDENTAL TO THE ITEM OF WHICH IT PERTAINS.
8. THE GENERAL NOTES AND SPECIFICATIONS CONTAIN MINIMUM REQUIREMENTS FOR THIS PROJECT. UTILITY CONSTRUCTION SHALL ALSO CONFORM TO THE REQUIREMENTS OF THE ROADWAY CONTRACT AND THE UTILITY'S STANDARD SPECIFICATION.
9. THE CONTRACTOR MUST PERFORM ALL CONSTRUCTION WITHIN RIGHTS-OF-WAY OR EASEMENTS.
10. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL UTILITY SERVICES DURING CONSTRUCTION AND MAINTAIN A LIST OF EMERGENCY CONTACTS FOR EACH UTILITY IN CASE OF ACCIDENTAL UTILITY DAMAGE.
11. THE CONTRACTOR SHALL FOLLOW ALL OSHA REGULATIONS PERTAINING TO CONSTRUCTION OPERATIONS.
12. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES TO INSURE ACCESS AND SAFETY AT ALL TIMES FOR MOTORISTS, PEDESTRIANS, RESIDENTS, BUSINESSES, ETC. PAYMENT FOR TRAFFIC CONTROL DUE TO UTILITES SHALL BE INCIDENTAL TO THE ITEM OF WHICH IT PERTAINS.
13. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED IN ACCORDANCE WITH THE ROADWAY CONTRACT.
14. CONTRACTOR SHALL POT HOLE EXISTING UTILITIES TO VERIFY DEPTHS. ANY ADJUSTMENTS TO HORIZONTAL OR VERTICAL ALIGNMENTS TO AVOID ANY EXISTING UTILITIES SHALL BE APPROVED BY UTILITY OWNER PRIOR TO INSTALLATION.
15. ALL WATERLINE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT PLANS AND TENNESSEE PUBLIC WORKS CONSTRUCTION STANDARDS KINGSPORT, TENNESSEE, AND CITY OF KINGSPORT WATER MAINTENANCE DIVISION'S STANDARD OPERATING PROCEDURES. CONTRACTOR SHALL COORDINATE WITH CITY OF KINGSPORT TO ENSURE COMPLIANCE WITH THEIR STANDARD OPERATING PROCEDURES. ADDITIONALLY, CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION AND OTHER RELATED GOVERNMENT AGENY(S) REQUIREMENTS. CITY OF KINGSPORT PUBLIC WORKS CONSTRUCTION STANDARDS ARE AVAILABLE ON THE CITY OF KINGSPORT'S WEBSITE LOCATED UNDER THE PUBLIC WORKS DEPARTMENT, ENGINEERING DOWNLOADS. ANY TRAFFIC CONTROL, CLEARING AND GRUBBING, EROSION CONTROL, ELECTRICAL AND COMMUNICATION, ROADWAY CONSTRUCTION, SIDEWALK CONSTRUCTION, STORM DRAINAGE, ROADWAY SAFETY OR MEASUREMENT AND PAYMENT SHALL BE SUPERSEDED BY TDOT REQUIREMENTS.
16. A MINIMUM OF 36 INCHES OF COVER IS REQUIRED OVER ALL NEW UTILITIES, UNLESS NOTED OTHERWISE ON THE PLANS.
17. ALL UTILITY MAINS 6 INCHES AND LARGER THAT ARE TO BE REMOVED/RETIRED SHALL BE PLUGGED AND FILLED WITH GROUT UNLESS REMOVED. ALL REMOVAL/RETIREMENT SHALL BE PERFORMED BY THE CONTRACTOR.
18. WATER VALVES AND VALVE BOXES SHALL NOT BE LOCATED IN SIDEWALKS. VALVE PLACEMENTS AT LINE INTERSECTIONS SHALL BE ADJUSTED AS NECESSARY.
19. ALL VALVES, BENDS, AND FIRE HYDRANT ASSEMBLIES FOR DUCTILE IRON WATERLINE INSTALLATION SHALL INCLUDE RESTRAINED JOINTS AND MEGALUGS. THRUST BLOCKING FOR DUCTILE IRON INSTALLATION SHALL BE AS DIRECTED BY THE FIELD SITE REPRESENTATIVE.
20. THE HORIZONTAL AND VERTICAL BEND FITTINGS SHOWN ON THE DRAWINGS ARE NOT NECESSARILY ALL OF THE BEND FITTINGS REQUIRED FOR THE INSTALLATION OF THE WATER LINE. IF ADDITIONAL FITTINGS ARE USED, PROPER RESTRAINT SHALL BE USED AS OUTLINED IN NOTE 19.
21. CONTRACTOR SHALL INTERCEPT EXISTING WATER SERVICES, CONNECT TO EXISTING LINE, AND SET NEW WATER METER ON THE EDGE OF RIGHT OF WAY UNLESS DIRECTED OTHERWISE BY THE CITY OF KINGSPORT.
22. CONTRACTOR SHALL COMPLY WITH ALL BUY AMERICA REQUIREMENTS PER SP106A STATE OF TENNESSEE.
23. FOR WATERLINE UNDER PAVEMENT, TDOT BEDDING AND BACKFILL MATERIALS SHALL BE USED PER CITY STANDARD 31 23 33-3.15.C.1.
24. CONTRACTOR SHALL GIVE THE CITY OF KINGSPORT FIVE BUSINESS DAYS NOTIFICATION FOR ALL PLANNED WATER OUTAGES.
25. ALL WORK DONE ON THE CUSTOMER SIDE OF WATER METER SHALL BE BY LICENSED PLUMBER. CONSTRUCTION SHALL BE COORDINATED WITH EACH SPECIFIC PROPERTY OWNER/CUSTOMER.

## LEGEND

- 24" W — PROPOSED WATER LINE
- 8" SA — PROPOSED SANITARY SEWER LINE
- 24" W — EXISTING WATER LINE TO REMAIN
- 8" SA — EXISTING SEWER LINE TO REMAIN
- 24" W — EXISTING WATERLINE TO REMOVE/RETIRE
- 8" SA — EXISTING SEWER LINE TO REMOVE/RETIRE
- ℄ — PROPERTY LINE
- EASEMENT LINE
- PROPOSED VALVE
- PROPOSED AIR RELIEF VALVE (ARV)
- W.M. — PROPOSED WATER METER
- W.M. — EXISTING WATER METER TO REMAIN
- W.M. — EXISITNG WATER METER TO REMOVE/RETIRE
- PROPOSED HYDRANT ASSEMBLY

SEALED BY




COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS
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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

GENERAL NOTES AND LEGEND

8/12/2025
F:\36\36937\369370O\04_CAD\WATR_PIN105467_03\PLOT\WATER\U7_2.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-3 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

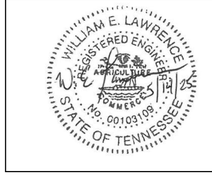
## TDOT STANDARD GENERAL NOTES:

1. EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS.
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

**KINGSPORT WATER METER DATA - SEE CORRESPONDING METER NUMBERS ON WATERLINE PLAN SHEETS**

| METER NUMBER | METER ADDRESS | METER SIZE | RECONNECT SERVICE ASSEMBLY (795-09.51) | 5/8 IN WATER SERVICE METER ASSEMBLY (EA) (795-09.70) | 1 IN WATER SERVICE METER ASSEMBLY (EA) (795-09.02) | 2 IN WATER SERVICE METER ASSEMBLY (EA) (795-09.04) | SERVICE LINE DIAMETER (IN) | 3/4 IN SERVICE PIPE LENGTH (FT) (795-09.14) | 1 IN SERVICE PIPE LENGTH (FT) (795-09.15) | 2 IN SERVICE PIPE LENGTH (FT) (795-09.17) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2465 2461 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 2 | 2465 2461 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 3 | 2921 E CENTER ST | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 4 | 2912 E CENTER ST | 5/8" | | 1 | | | 3/4 | 50 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 5 | 2916 E CENTER ST | 5/8" | | 1 | | | 3/4 | 50 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 6 | 3104 MEMORIAL BLVD | 2" | 1 | | | | 2 | | | 75 | |
| 7 | 3101 MEMORIAL BLVD | 1" | | | 1 | | 1 | | 10 | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 8 | 3109 MEMORIAL BLVD | 1" | | | 1 | | 1 | | 10 | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 9 | 3205 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 10 | 3213 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 11 | 3225 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 12 | 3233 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 13 | MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 14 | 3301 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 40 | | | |
| 15 | 3246 MEMORIAL BLVD | 1" | | | 1 | | 1 | | 10 | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 16 | 1613 WOODSIDE DR | 5/8" | 1 | | | | 3/4 | 50 | | | |
| 17 | 1628 WOODSIDE DR | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 18 | 3309 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 19 | 3309 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 20 | 3401 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 21 | 3407 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 22 | 3407 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 23 | 3407 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 24 | 3407 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 25 | 3407 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 26 | 3407 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 27 | 3417 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 28 | 3428 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 29 | 3609 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 30 | 3609 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 31 | 3600 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 32 | 3604 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 33 | 3608 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 35 | 3612 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 36 | 3616 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 37 | 3613 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 38 | 3613 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 39 | 3641 MEMORIAL BLVD | 2" | | | | 1 | 2 | | | 30 | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER. EXISTING BACKFLOW ASSEMBLY TO BE RELOCATED |
| 40 | 3641 MEMORIAL BLVD | 6" | 1 | | | | 6 | | | | RECONNECT TO EXISTING 6-INCH DI UNMETERED FIRE LINE |
| 41 | 3641 MEMORIAL BLVD | 4" | 1 | | | | 4 | | | | RECONNECT TO EXISTING 4-INCH DI METER LINE |
| 42 | 3714 - 3814 MEMORIAL BLVD | 1" | | | 1 | | 1 | | 50 | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 43 | 3812 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 40 | | | |
| 44 | 3820 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 50 | | | |
| 45 | 3820 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 50 | | | |
| 46 | 3820 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 50 | | | |
| 47 | 3828 MEMORIAL BLVD | 1.5" | 1 | | | | 2 | | | 70 | |
| 48 | 3407 MEMORIAL BLVD | 1" | | | 1 | | 1 | | 10 | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 49 | 3970 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 40 | | | |
| 50 | 3974 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 30 | | | |
| 51 | 3976 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 30 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 52 | 3978 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 30 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 53 | 3980 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 30 | | | |
| 54 | 3988 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 30 | | | |
| 55 | 3991 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 56 | 4001 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 57 | 4001 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 58 | 4001 MEMORIAL BLVD | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 59 | 4001 MEMORIAL BLVD | 2" | | | | 1 | 2 | | | 10 | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 60 | 3996 MEMORIAL BLVD | 1" | 1 | | | | 1 | | 10 | | |
| 61 | 4002 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 62 | 4006 MEMORIAL BLVD | 1" | 1 | | | | 1 | | 10 | | |
| 63 | 2300 WOODRIDGE AVE | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 64 | 2304 AMY AVE | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 65 | 2308 AMY AVE | 5/8" | 1 | | | | 3/4 | 10 | | | |
| 66 | 2312 AMY AVE | 5/8" | | 1 | | | 3/4 | 10 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| 67 | 4311 MEMORIAL BLVD | 1" | 1 | | | | 1 | | 50 | | |
| 68 | 4503 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 50 | | | |
| 69 | 4519 MEMORIAL BLVD | 5/8" | 1 | | | | 3/4 | 20 | | | |
| 70 | 2325 AMY AVE | 5/8" | | 1 | | | 3/4 | 30 | | | NEW WATER SERVICE METER ASSEMBLY LOCATION SHALL BE COORDINATED WITH CITY OF KINGSPORT AND THE PROPERTY OWNER |
| | | TOTALS | 41 | 21 | 5 | 2 | | 1060 | 160 | 185 | |

SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# TDOT STANDARD UTILITY NOTES & WATER METER DATA

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-4 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## NEW WATERLINE LEGEND:

- (A) NEW 12" DUCTILE IRON WATERLINE
- (B) NEW 8" DUCTILE IRON WATERLINE
- (C) NEW 6" DUCTILE IRON WATERLINE
- (D) NEW 6" DUCTILE IRON WATERLINE

N

82085-2237-14
BEGIN PROJ. NO. STP-126(16) (R.O.W.)
STA. 196+80.00
N: 818288.9348
E: 2992360.2352

STA. 198+95.55 S.R. 126 =
STA. 50+00.00 EAST CENTER ST.=
STA. 50+00.00 WARPATH DR.

BEGIN PROJ. NO. STP-126(16) (CONST.)
STA. 196+00.00
N: 818285.4693
E: 2992280.3103

STA 3+28 EOL B
N 818631.13
E 2992414.49
CONNECT PROP. 8" DIP
TO EXIST. 8" WATERLINE
2 - 8"X8"X8" MJ TEE
1 - 8" MJ GV & BOX
1 - 8"X6" MJ REDUCER

8" MJ 90°BEND

STA 0+00 LINE C
STA 2+52 LINE A
N 818337.26
E 2992508.36
1 - 12"X12"X12" MJ TEE
1 - 12"X6" MJ REDUCER
2 - 12" MJ GVs & BOXES
1 - 6" MJ GV & BOX

CUT AND CAP
EXISTING
8" WATERLINE

CONNECT PROP. 6" DIP
TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1 - 6" MJ GV & BOX

CUT AND CAP
EXISTING
6" WATERLINE

EAST CENTER ST STA 49+28 TO STA 46+29
EXISTING 6" DIP WATERLINE
TO BE RETIRED-IN-PLACE BY FILLING
WITH GROUT. REMOVE AT STORM DRAIN
CROSSINGS IF REQUIRED

FLOWABLE FILL ENCASEMENT
LINE B STA 0+10 TO STA 2+63

EAST CENTER ST STA 49+56 TO STA 46+27
EXISTING 8" DIP WATERLINE
TO BE RETIRED-IN-PLACE BY FILLING
WITH GROUT. REMOVE AT STORM DRAIN
CROSSINGS IF REQUIRED

FLOWABLE FILL ENCASEMENT
LINE C STA 0+00 TO STA 0+46

ROADWAY STA 197+70 TO STA 199+86
EXISTING 8" DIP WATERLINE
TO BE RETIRED-IN-PLACE BY FILLING
WITH GROUT. REMOVE AT STORM DRAIN
CROSSINGS IF REQUIRED

8" MJ 22.5° BEND
STA 0+29

FLOWABLE FILL ENCASEMENT
LINE A STA 3+87 TO STA 8+44

HYDRANT ASSEMBLY
STA 4+41

2" ARV
LOCATED AT
HIGH POINT

STA 0+00 LINE B
STA 2+89 LINE A
N 818838.95
E 2992545.41
1 - 12"X12"X12" MJ TEE
1 - 12"X8" MJ REDUCER
1 - 12" MJ GV & BOX
1 - 8" MJ GV & BOX

90 LF 24" STEEL CASING
INSTALLED VIA
OPEN CUT

ROADWAY STA 199+00 TO STA 203+00
EXISTING 12" DIP WATERLINE
TO BE REMOVED

12" MJ 90° BEND
STA 1+80

12" MJ 22.5° BEND
STA 1+39

FLOWABLE FILL ENCASEMENT
LINE A STA 1+12 TO STA 2+82

HYDRANT ASSEMBLY
STA 1+91

FLOWABLE FILL ENCASEMENT
LINE D STA 1+47 TO STA 2+00

6" MJ 90° BENDS
STA 1+53, STA 1+61

12" MJ 45° BEND
STA 1+16

12" MJ 22.5° BEND
STA 0+87

FLOWABLE FILL ENCASEMENT
LINE A STA 0+14 TO STA 1+25

MILLER ST STA 149+81 TO STA 148+62
EXISTING 6" DIP WATERLINE
TO BE RETIRED-IN-PLACE BY FILLING
WITH GROUT. REMOVE AT STORM DRAIN
CROSSINGS IF REQUIRED

FLOWABLE FILL ENCASEMENT
LINE D STA 0+00 TO STA 0+43

6" MJ 90° BEND
STA 0+26

6" MJ 90° BEND

STA 0+68 EOL C
N 818219.64
E 2992341.98
CONNECT PROP. 6" DIP
TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1 - 6" MJ GV & BOX

CUT AND CAP
EXISTING
6" WATERLINE

WARPATH DR STA 5+50 TO STA 7+20
EXISTING 12" DIP WATERLINE
TO BE RETIRED-IN-PLACE BY FILLING
WITH GROUT. REMOVE AT STORM DRAIN
CROSSINGS IF REQUIRED

CUT AND CAP
EXISTING
6" WATERLINE

STA 0+00 LINE D
N 818107.31
E 2992680.29
CONNECT PROP. 6" DIP
TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1 - 6" MJ GV & BOX

12" MJ 90°BEND

CUT AND CAP
EXISTING
12" WATERLINE

STA 0+00 LINE A
N 818112.85
E 2992462.83
CONNECT PROP. 12" DIP
TO EXIST. 12" WATERLINE
1 - 12"X12"X12" MJ TEE
1 - 12" MJ GV & BOX

SEE SHEET NO. U7-5

SEALED BY

WILLIAM E. LAWRENCE III
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
NO. 0010109
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995).
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.00004 AND TIED TO
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REFERENCED TO THE NAVD 1988.

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PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 190+00 TO STA. 203+00

SCALE: 1"=50'

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-5 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## NEW WATERLINE LEGEND:

- (A) NEW 12" DUCTILE IRON WATERLINE
- (D) NEW 6" DUCTILE IRON WATERLINE
- (E) NEW 6" DUCTILE IRON WATERLINE
- (F) NEW 6" DUCTILE IRON WATERLINE
- (G) NEW 6" DUCTILE IRON WATERLINE

2" 90° BEND
2" PVC WATERLINE
2" 22.5° BEND
2" 45° BEND
N 818437.92
E 2993153.65
1 - 12"X12"X12" MJ TEE
1 - 12" MJ TAPPED CAP
1 - 2" GV & BOX
1 - 12" MJ GV & BOX
N 818480.12
E 2993152.89
CONNECT PROP. 2" PVC TO EXIST. 2" WATERLINE
1 - 2"X2"X2" TEE
1 - 2" GV & BOX
CUT AND CAP EXISTING 2" WATERLINE

*NOTE: FOR THE REMOVAL OF STRUCTURES

STA 2+79 EOL LINE G
N 819012.79
E 2993633.65
CONNECT PROP. 2" PVC TO EXIST. 2" WATERLINE
1 - 2"X2"X2" TEE
CUT AND CAP EXISTING 2" WATERLINE
CONNECT PROP. 6" DIP TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1 - 6" TAPPED CAP
1 - 2" GV & BOX
CUT AND CAP EXISTING 6" WATERLINE

STA. 208+78.59 S.R. 126 =
STA. 50+00.00 CONWAY DR.

STA. 212+43.12 S.R. 126 =
STA. 50+00.00 WOODSIDE DR.

WOODSIDE DRIVE
S 41° 54' 38" W

205 210 215

*CONST. ESMT.
PERM. DRAIN. ESMT.
SLOPE ESMT.
CONST. ESMT.
PROP. R.O.W.
HYDRANT ASSEMBLY STA 8+95
HYDRANT ASSEMBLY STA 16+15
1-F-BUS
2-B-RES.
1-B-BUS.
1-F-BUS OBC WELLNESS CENTER
ANDES-STRALEY VETERINARIAN HOSPITAL
2-F GAR.

FLOWABLE FILL ENCASEMENT LINE A STA 3+87 TO STA 8+44
48 LF FLOWABLE FILL ENCASEMENT
FLOWABLE FILL ENCASEMENT LINE A STA 9+52 TO STA 9+87
FLOWABLE FILL ENCASEMENT LINE A STA 11+57 TO STA 18+84
FLOWABLE FILL ENCASEMENT LINE G STA 1+01 TO STA 1+95
FLOWABLE FILL ENCASEMENT LINE D STA 7+71 TO STA 7+93
FLOWABLE FILL ENCASEMENT LINE D STA 8+72 TO STA 8+94
FLOWABLE FILL ENCASEMENT LINE D STA 9+58 TO STA 10+85
FLOWABLE FILL ENCASEMENT LINE D STA 8+10 TO STA 8+32
FLOWABLE FILL ENCASEMENT LINE F STA 0+00 TO STA 0+02
FLOWABLE FILL ENCASEMENT LINE F STA 0+29 TO STA 2+55
CONCRETE ENCASEMENT LINE F STA 0+02 TO STA 0+29
FLOWABLE FILL ENCASEMENT LINE F STA 4+44 TO STA 8+31

ROADWAY STA 203+00 TO STA 214+28 EXISTING 12" DIP WATERLINE TO BE RETIRED-IN-PLACE BY FILLING WITH GROUT. REMOVE AT STORM DRAIN CROSSINGS IF REQUIRED
ROADWAY STA 212+50 R30' TO WOODSIDE DR STA 47+09 EXISTING 6" DIP WATERLINE TO BE RETIRED-IN-PLACE BY FILLING WITH GROUT. REMOVE AT STORM DRAIN CROSSINGS IF REQUIRED
ROADWAY STA 214+28 TO STA 219+81 EXISTING 12" DIP WATERLINE TO BE REMOVED
CENTRAL ST STA 50+09 TO STA 50+64 EXISTING 6" DIP WATERLINE TO BE RETIRED-IN-PLACE BY FILLING WITH GROUT. REMOVE AT STORM DRAIN CROSSINGS IF REQUIRED
CENTRAL ST STA 50+64 TO STA 51+60 EXISTING 6" DIP WATERLINE TO BE REMOVED

12" MJ 11.25° BEND STA 8+58
12" MJ 11.25° BEND STA 8+85
6" MJ 22.5° BEND STA 2+14
6" MJ 11.25° BEND STA 1+84
6" MJ 45° BEND
6" MJ 45° BEND
STA 16+65 LINE A STA 0+00 LINE G N 818824.47 E 2993799.41
1 - 12"X12"X12" MJ TEE
1 - 12"X6" MJ REDUCER
2 - 12" MJ GVs & BOXES
1 - 6" MJ GV & BOX
2 - 6" 45° BENDS STA 0+43, STA 0+55
1" ARV LOCATED AT HIGH POINT
6" MJ 45° BEND
6" MJ 45° BEND
STA 0+00 LINE F STA 10+65 LINE D N 818535.71 E 2993510.56
1 - 6"X6"X6" MJ TEE
3 - 6" MJ GVs & BOXES
HYDRANT ASSEMBLY

STA. 205+24.52 S.R. 126 =
STA. 50+00.00 PARKERSON DR.

STA. 203+57.99 S.R. 126 =
STA. 50+00.00 CENTRAL ST.

FLOWABLE FILL ENCASEMENT LINE E STA 0+82 TO STA 1+30
CUT AND CAP EXISTING 2" WATERLINE
CUT AND CAP EXISTING 6" WATERLINE
CONNECT PROP. 6" DIP TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1 - 6" MJ TAPPED CAP
1 - 2" GV & BOX
STA 1+30 EOL LINE E
N 818194.00
E 2993045.02
CONNECT PROP. 2" PVC TO EXIST. 2" WATERLINE
1 - 2"X2"X2" TEE
STA 0+00 LINE E STA 5+53 LINE D N 818299.15 E 2993061.77
1 - 6"X6"X6" MJ TEE
3 - 6" MJ GVs & BOXES
6" MJ 22.5° BEND
6" MJ 11.25° BEND
HYDRANT ASSEMBLY
6" MJ 90° BEND
CUT AND CAP EXISTING 2" WATERLINE
STA 12+21 EOL LINE D
N 818415.23
E 2993601.02
CONNECT PROP. 6" DIP TO EXIST. 2" WATERLINE
1 - 6" MJ TAPPED CAP
1 - 2" GV & BOX
1 - 2"X2"X2" TEE

SEE SHEET NO. U7-4
SEE SHEET NO. U7-6
MATCH LINE STA. 203+00
MATCH LINE STA. 216+00

SEALED BY
WILLIAM E. LAWRENCE III
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
TENNESSEE
No. 00103109
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 203+00 TO STA. 216+00

SCALE: 1"=50'

8/12/2025
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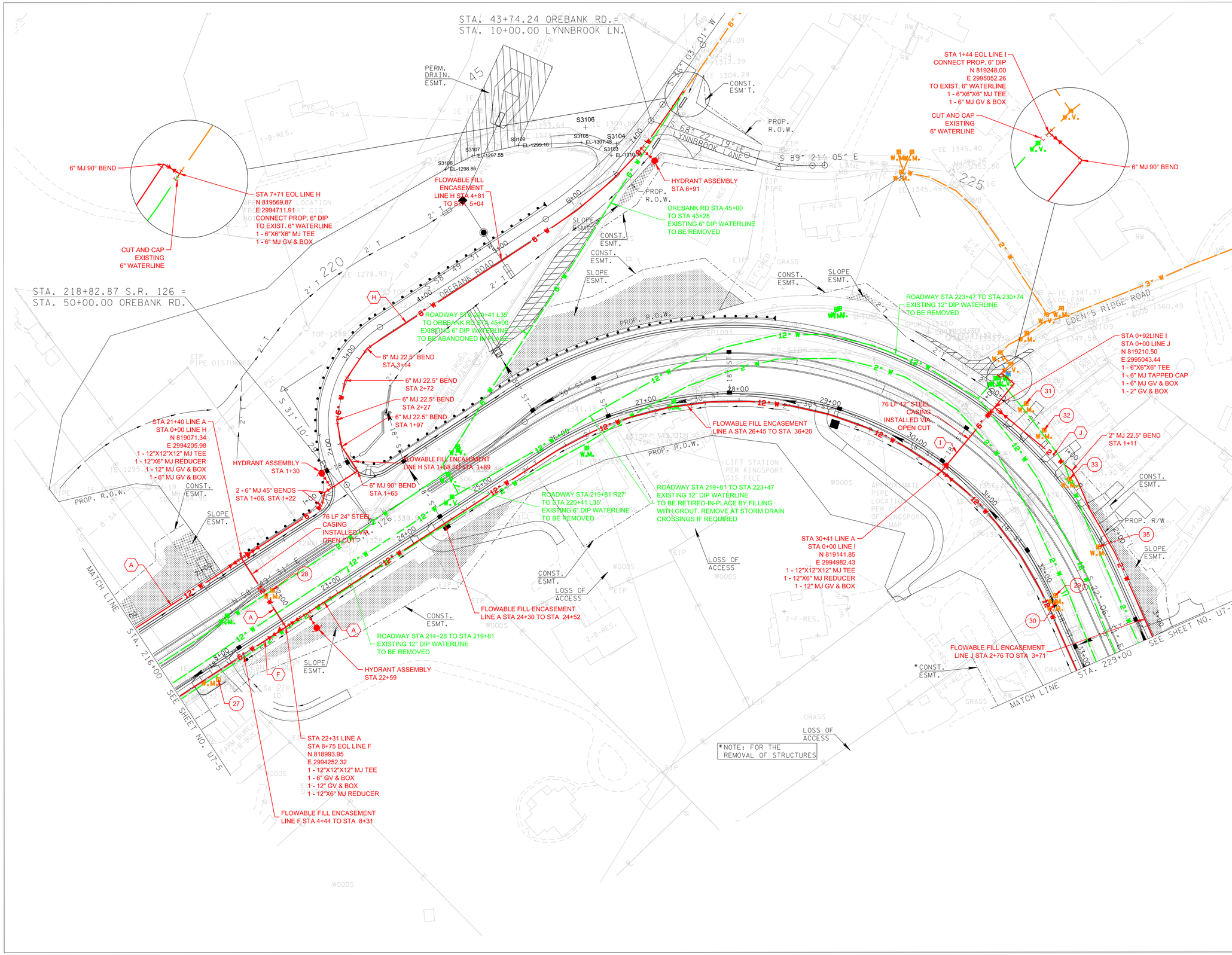
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-6 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




## NEW WATERLINE LEGEND:

- (A) NEW 12" DUCTILE IRON WATERLINE
- (F) NEW 6" DUCTILE IRON WATERLINE
- (H) NEW 6" DUCTILE IRON WATERLINE
- (I) NEW 6" DUCTILE IRON WATERLINE
- (J) NEW 2" PVC WATERLINE

N

SEALED BY

WILLIAM E. LAWRENCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00103109
STATE OF TENNESSEE

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BARGE DESIGN SOLUTIONS

Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 216+00 TO STA. 229+00

SCALE: 1"=50'

8/12/2025
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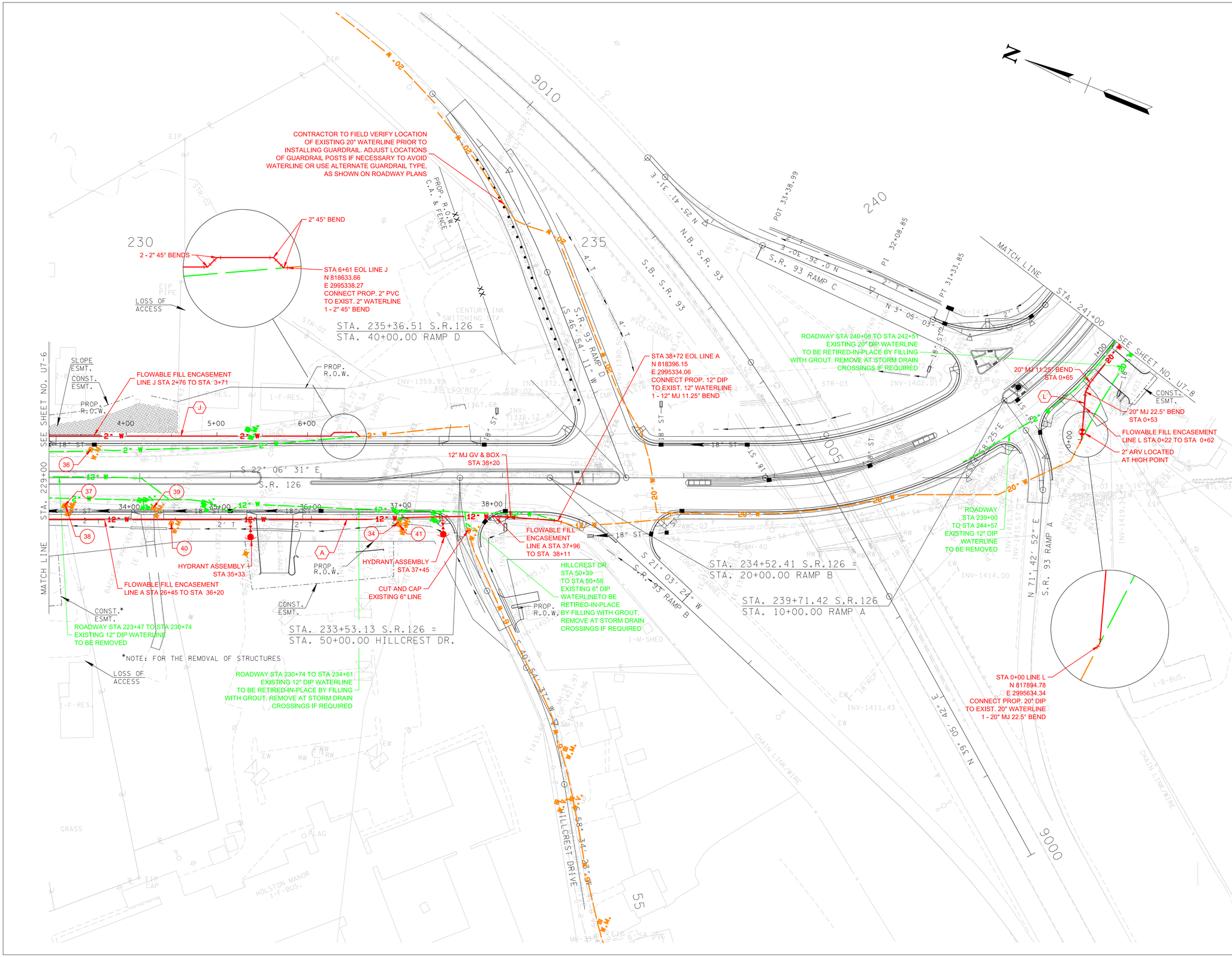
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-7 |
| | | 82S126-F3-002 | |

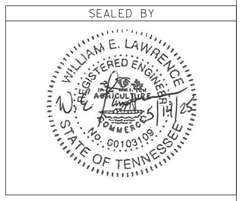
PIN #105467.03 SULLIVAN CO.




## NEW WATERLINE LEGEND:

- (A) NEW 12" DUCTILE IRON WATERLINE
- (J) NEW 2" PVC WATERLINE
- (L) NEW 20" DUCTILE IRON WATERLINE

SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS

Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 229+00 TO STA. 241+00

SCALE: 1"=50'

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-8 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## NEW WATERLINE LEGEND:

- (L) NEW 20" DUCTILE IRON WATERLINE
- (M) NEW 12" DUCTILE IRON WATERLINE
- (N) NEW 12" DUCTILE IRON WATERLINE
- (O) NEW 8" DUCTILE IRON WATERLINE
- (P) NEW 8" DUCTILE IRON WATERLINE
- (Q) NEW 6" DUCTILE IRON WATERLINE
- (R) NEW 6" DUCTILE IRON WATERLINE
- (S) NEW 6" DUCTILE IRON WATERLINE

STA. 241+14.99 S.R.126, 35.5' LT = STA. 30+00.00 RAMP C

STA 1+54 EOL LINE S
N 817974.68
E 2996481.90
CONNECT PROP. 6" DIP TO EXIST. 2" WATERLINE
1 - 6" MJ TAPPED CAP
1 - 2" GV & BOX
1 - 2"X2"X2" TEE

6" MJ 90° BEND

CUT AND CAP EXISTING 2" WATERLINE

STA 0+10 LINE S
6" MJ 45° BEND

STA 0+73 LINE R
STA 0+00 LINE S
N 817836.43
E 2996518.58
1 - 6"X6"X6" MJ TEE
1 - 6" MJ GV & BOX

CUT AND CAP EXISTING 6" WATERLINE

STA 1+35 EOL LINE R
N 817850.62
E 2996575.46
CONNECT PROP. 6" DIP TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1 - 6" MJ GV & BOX

6" MJ 45° BEND

STA 0+83 LINE Q
STA 0+00 LINE R
N 817788.09
E 2996483.92
1 - 6"X6"X6" MJ TEE
2 - 6" MJ GVs & BOXES

6" MJ 45° BEND

ROADWAY STA 244+03 TO STA 249+10 EXISTING 6" DIP WATERLINE TO BE REMOVED

HYDRANT ASSEMBLY STA 5+09

ROADWAY STA 239+00 TO STA 244+57 EXISTING 12" DIP WATERLINE TO BE REMOVED

FLOWABLE FILL ENCASEMENT LINE L STA 1+18 TO STA 1+85

20" MJ 22.5° BEND STA 2+00

FLOWABLE FILL ENCASEMENT LINE L STA 02+11 TO STA 2+46

STA 5+21 EOL LINE Q
N 817901.74
E 2996060.53
2" BLOW-OFF ASSEMBLY

6" MJ 45° BEND STA 0+44

MACHINED RIP-RAP CLASS C

HYDRANT ASSEMBLY STA 1+14

6" MJ 22.5° BEND STA 0+48

6" MJ 45° BEND STA 0+41

69 LF 12" STEEL CASING INSTALLED VIA OPEN CUT

FLOWABLE FILL ENCASEMENT LINE O STA 1+71 TO STA 4+91
LINE N STA 1+69 TO STA 4+89 (SHARED TRENCH)

STA 4+65 LINE O
STA 0+00 LINE P
N 817686.81
E 2996544.27
1 - 8"X8"X6" MJ TEE
1 - 8" MJ GV & BOX

FLOWABLE FILL ENCASEMENT LINE O STA 7+12 TO STA 7+54
LINE N STA 7+10 TO STA 7+52 (SHARED TRENCH)

ROADWAY STA 244+54 TO STA 280+50 EXISTING 12" DIP WATERLINE TO BE REMOVED

CUT AND CAP EXISTING 6" WATERLINE

ROADWAY STA 244+52 TO STA 269+58 EXISTING 6" DIP WATERLINE TO BE REMOVED

20" MJ 45° BEND STA 2+24

12" MJ 22.5° BEND STA 1+20

12" MJ 45° BEND STA 0+80

20" MJ 22.5° BEND STA 2+37

FLOWABLE FILL ENCASEMENT LINE L STA 2+67 TO STA 3+04

FLOWABLE FILL ENCASEMENT LINE M STA 0+29 TO STA 1+01

STA 3+80 LINE O
STA 0+00 LINE Q
N 817708.73
E 2996462.62
1 - 8"X8"X8" TEE
1 - 8"X6" REDUCER
2 - 8" GATE VALVES & BOXES

ROADWAY STA 248+54 R47' TO STA 248+51 LST EXISTING 6" DIP WATERLINE TO BE REMOVED

CUT AND CAP EXISTING 8" WATERLINE (NOT MARKED FOR SURVEY)

STA 1+11 EOL LINE P
N 817641.43
E 2996479.01
CONNECT PROP. 8" DIP TO EXIST. 8" WATERLINE
1 - 8"X8"X8" MJ TEE
1 - 8" MJ GV & BOX

8" MJ 90° BEND STA 0+60

FLOWABLE FILL ENCASEMENT LINE P STA 0+00 TO STA 0+27

FLOWABLE FILL ENCASEMENT LINE O STA 6+39 TO STA 6+68
LINE N STA 6+37 TO STA 6+66 (SHARED TRENCH)

*NOTE: FOR THE REMOVAL OF STRUCTURES

ROADWAY STA 240+08 TO STA 242+51 EXISTING 20" DIP WATERLINE TO BE RETIRED-IN-PLACE BY FILLING WITH GROUT, REMOVE AT STORM DRAIN CROSSINGS IF REQUIRED

STA. 242+36.48 S.R. 126= STA. 50+00.00 STRATFORD RD.

STA. 248+88.97 S.R. 126= STA. 50+00.00 HEATHER LN./ MILTON CT.

KITE ST STA 50+00 TO STA 52+46 EXISTING 6" DIP WATERLINE TO BE REMOVED

CUT AND CAP EXISTING 20" WATERLINE

20" MJ 22.5° BEND

20" MJ 90° BEND

12" MJ 90° BEND

STA 3+11 LINE L
1 - 20"X20"X20" MJ TEE
1 - 20" MJ BV & BOX

STA 3+26 EOL LINE L
STA 0+00 LINE M
N 817777.41
E 2995855.29
CONNECT PROP. 20" DIP TO EXIST. 20" WATERLINE
1 - 20"X20"X20" MJ TEE
1 - 20"X12" MJ REDUCER
1- 12" MJ GV & BOX

CUT AND CAP EX. 8" WATERLINE WHEN NEW WATERLINE PLACED IN SERVICE

CUT AND CAP EX. 12" WATERLINE WHEN NEW WATERLINE PLACED IN SERVICE

STA 2+79 EOL LINE M
N 817804.48
E 2996093.28
CONNECT PROP. 12" DIP TO EXIST. 12" WATERLINE
1 - 12"X12"X12" MJ TEE
2 - 12" MJ GVs & BOXES

STA 0+00 LINE O
N 817807.31
E 2996095.37
CONNECT PROP. 8" DIP TO EXIST. 8" WATERLINE
1 - 8"X8"X8"MJ TEE
2 - 8" MJ GVs & BOXES

STA 0+00 LINE N
N 817804.10
E 2996096.42
CONNECT PROP. 12" DIP TO EXIST. 12" WATERLINE
1 - 12"X12"X12" MJ TEE
2 - 12" MJ GVs & BOXES

CUT AND CAP EXISTING 6" WATERLINE

STA 2+27 EOL LINE T
N 817371.45
E 2997022.89
CONNECT PROP. 6" DIP TO EXIST. 6" WATERLINE
1 - 6"X6"X6" MJ TEE
1- 6" MJ GV & BOX

6" MJ 90° BEND

SEALED BY

WILLIAM E. LAWRENCE III
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ENVIRONMENT
COMMERCE
No. 0001091109
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 241+00 TO STA. 254+00

SCALE: 1"=50'

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-9 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## NEW WATERLINE LEGEND:

- (N) NEW 12" DUCTILE IRON WATERLINE
- (O) NEW 8" DUCTILE IRON WATERLINE
- (T) NEW 6" DUCTILE IRON WATERLINE
- (U) NEW 6" DUCTILE IRON WATERLINE
- (V) NEW 2" PVC WATERLINE
- (W) NEW 2" PVC WATERLINE

N

1 - HYDRANT ASSEMBLY
1 - 6" MJ TAPPED CAP
1 - 2" GV & BOX

6" MJ 45° BEND

STA 0+78 EOL LINE U
STA 0+OO LINE V
STA 0+00 LINE W
N 818010.01
E 2997624.45
1 - 6"X6"X6" MJ TEE
1 - 6" TAPPED CAP
1 - 6" MJ GV & BOX
1 - 2" GV & BOX

STA 1+38 EOL LINE V
N 818064.37
E 2997522.01
CONNECT PROP. 2" PVC
TO EXIST. 2" WATERLINE
1 - 2"X2"X2" TEE
1- 2" GV & BOX

2" 90° BEND

CUT AND CAP
EXISTING
2" WATERLINE

BEVERLY HILL STREET

STA. 261+29.82 S.R. 126=
STA. 50+00.00 BEVERLY HILL ST.

SEE SHEET NO. U7-8

1 - 12" MJ GV & BOX
STA 10+00

CONST. ESMT.

STA. 254+55.13 S.R. 126=
STA. 50+00.00 KITE ST.

SLOPE ESMT.

STA. 254+00

MATCH LINE

KITE STREET

FLOWABLE FILL ENCASEMENT
LINE O STA 10+30 TO STA 10+54
LINE N STA 10+29 TO STA 10+52
(SHARED TRENCH)

ROADWAY STA 244+54 TO STA 280+50
EXISTING 12" DIP WATERLINE
TO BE REMOVED

ROADWAY STA 244+52
TO STA 269+58
EXISTING 6" DIP
WATERLINE
TO BE REMOVED

PROP. R.O.W.

CONST. ESMT.

SLOPE ESMT.

FLOWABLE FILL ENCASEMENT
LINE V STA 0+05 TO STA 0+30

2" 45° BEND
STA 0+43

PROP. R.O.W.

SLOPE ESMT.

CONST. ESMT.

FLOWABLE FILL ENCASEMENT
LINE T STA 0+00 TO STA 0+21

KITE ST STA 50+00 TO STA 52+46
EXISTING 6" DIP WATERLINE
TO BE REMOVED

CONST. ESMT.

STA 10+48 LINE O
STA 0+00 LINE T
N 817576.15
E 2997113.43
1 - 8"X8"X8" MJ TEE
1 - 8"X6" MJ REDUCER
2 - 8" MJ GVs & BOXES
1 - 6" MJ GV & BOX

6" MJ 22.5° BEND

6" MJ 45° BEND

HYDRANT ASSEMBLY

KENT ST.

CONST. ESMT.

SLOPE ESMT.

CONST. ESMT.

FLOWABLE FILL ENCASEMENT
LINE O STA 15+93 TO STA 16+15
LINE N STA 15+94 TO STA 16+14
(SHARED TRENCH)

STA 17+56 LINE O
STA 0+00 LINE U
N 817958.80
E 2997682.74
1 - 8"X8"X8" MJ TEE
1 - 8"X6" MJ REDUCER
1 - 8" MJ GV & BOX
1 - 6" MJ GV & BOX

77 LF 12" STEEL
CASING
INSTALLED VIA
OPEN CUT

12" MJ GV & BOX
STA 21+59

FLOWABLE FILL ENCASEMENT
LINE O STA 20+02 TO STA 24+76
LINE N STA 20+03 TO STA 24+77
(SHARED TRENCH)

PROP. R.O.W.

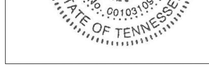
SLOPE CONST. ESMT. ESMT.

SEE SHEET NO. U7-10

MATCH LINE STA. 267+00

PROTECT WETLANDS LOCATED BEYOND
THE LIMITS OF THE FILL SLOPE
AND PROPOSED RIGHT-OF-WAY

SEALED BY

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BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 254+00 TO STA. 267+00

SCALE: 1"=50'

8/12/2025
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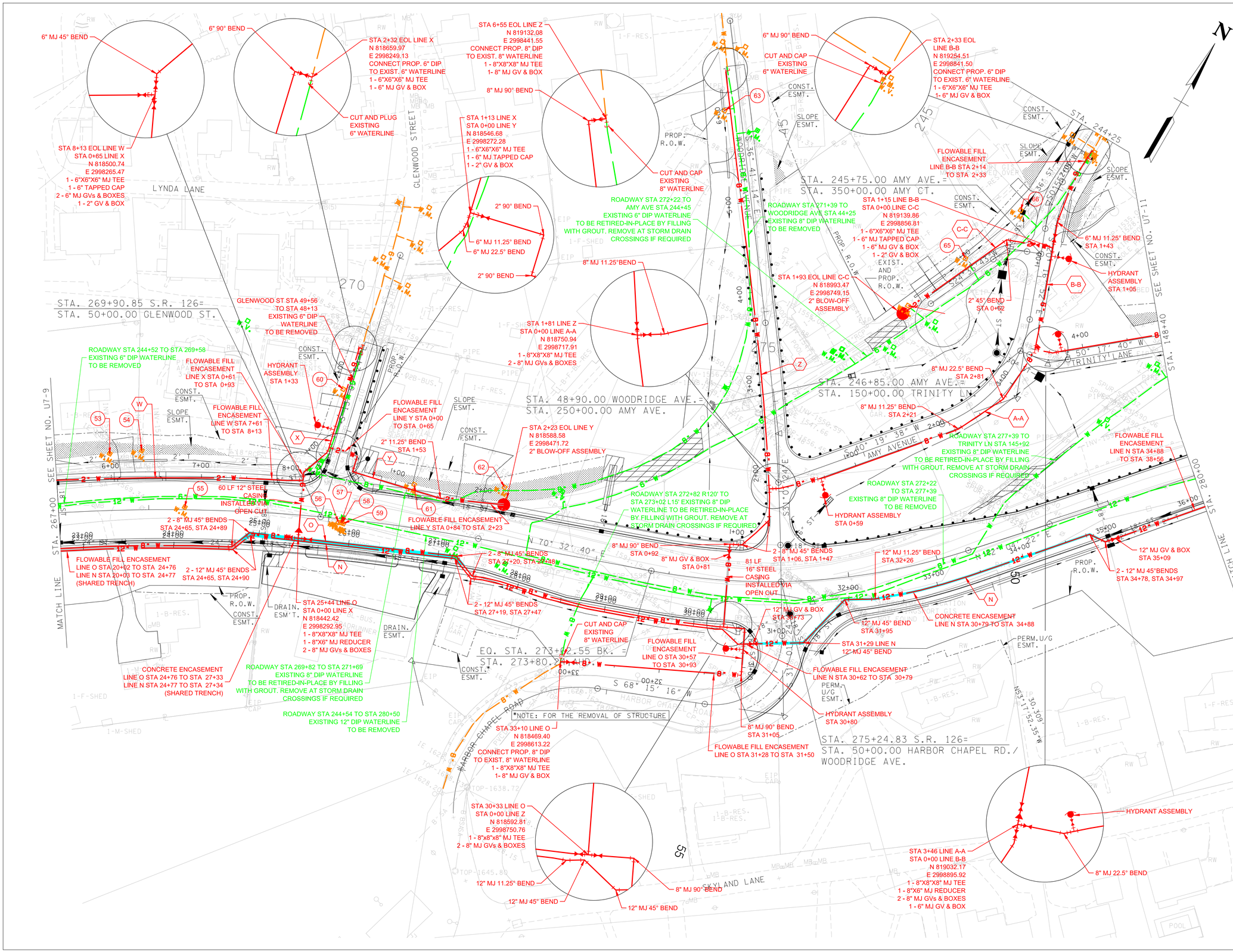
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-10 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




## NEW WATERLINE LEGEND:

- (N) NEW 12" DUCTILE IRON WATERLINE
- (O) NEW 8" DUCTILE IRON WATERLINE
- (W) NEW 2" PVC WATERLINE
- (X) NEW 6" DUCTILE IRON WATERLINE
- (Y) NEW 2" PVC WATERLINE
- (Z) NEW 8" DUCTILE IRON WATERLINE
- (A-A) NEW 8" DUCTILE IRON WATERLINE
- (B-B) NEW 6" DUCTILE IRON WATERLINE
- (C-C) NEW 2" PVC WATERLINE

SEALED BY

WILLIAM E. LAWRENCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 00103109
STATE OF TENNESSEE
5/14/25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 267+00 TO STA. 280+00

SCALE: 1"=50'

8/12/2025
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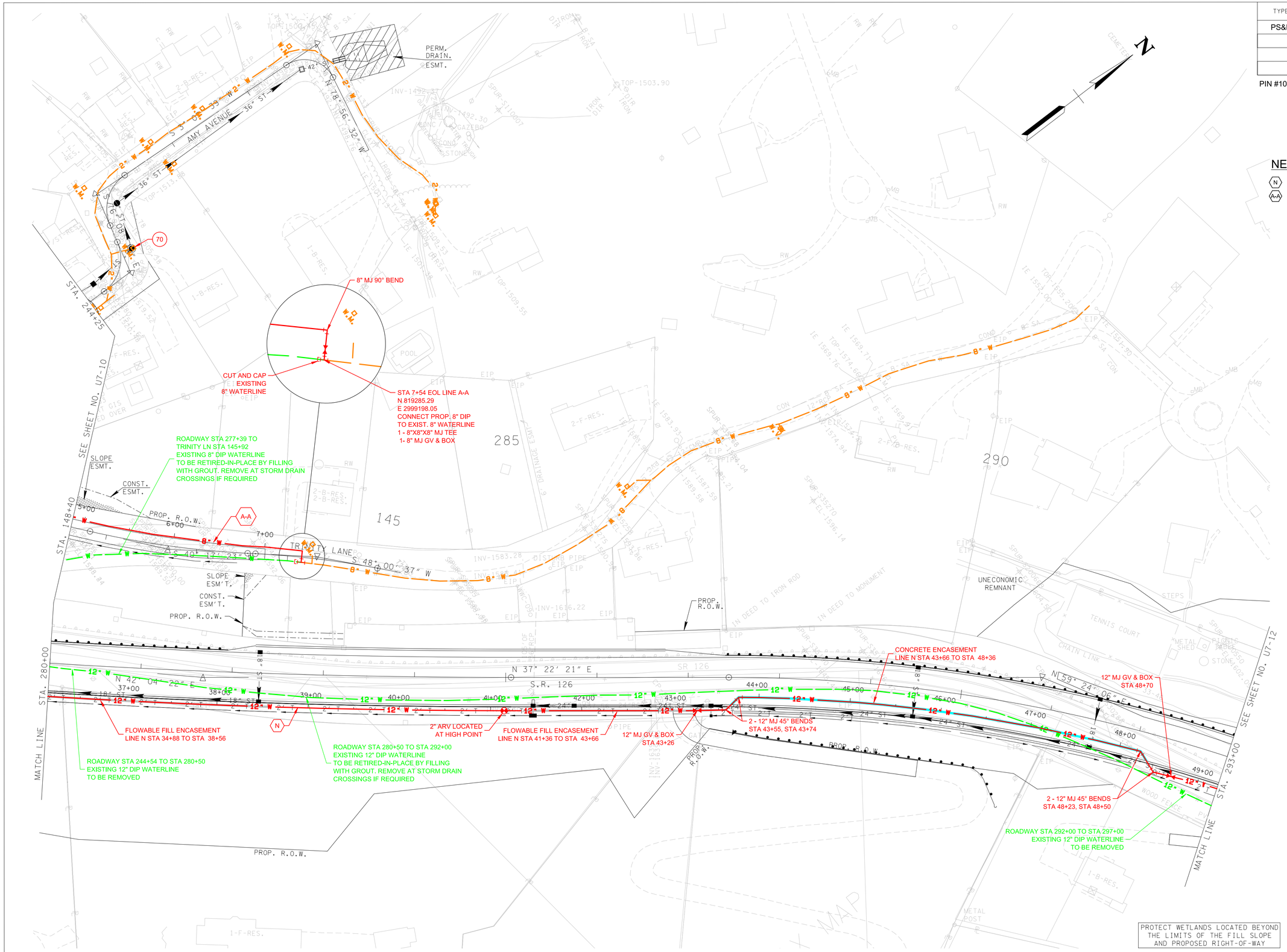
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-11 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




## NEW WATERLINE LEGEND:

- (N) NEW 12" DUCTILE IRON WATERLINE
- (A-A) NEW 8" DUCTILE IRON WATERLINE

PROTECT WETLANDS LOCATED BEYOND THE LIMITS OF THE FILL SLOPE AND PROPOSED RIGHT-OF-WAY

SEALED BY

WILLIAM E. LAWRENCE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 00103109 STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.


BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 280+00 TO STA. 293+00

SCALE: 1"=50'

8/12/2025
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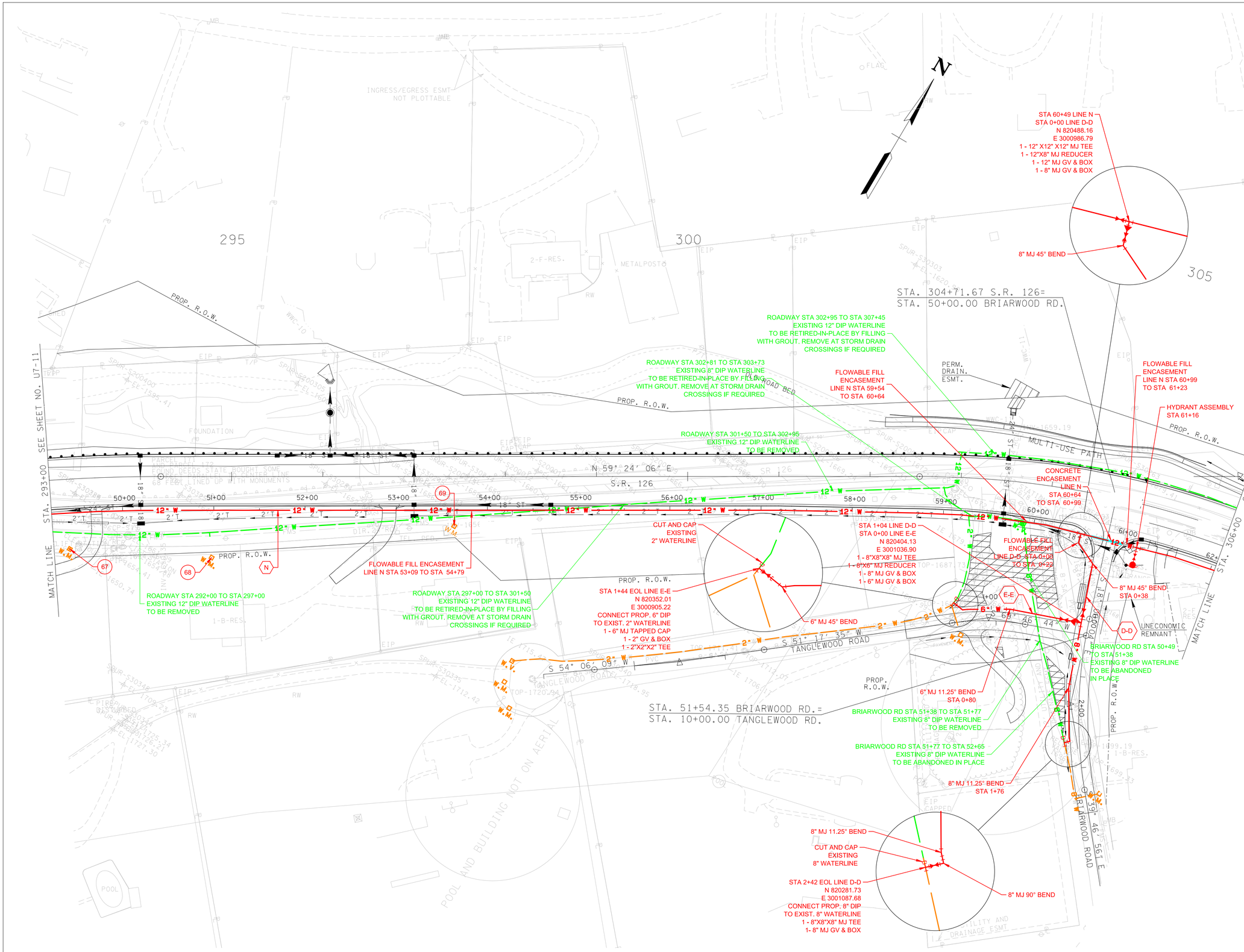
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




## NEW WATERLINE LEGEND:

- (N) NEW 12" DUCTILE IRON WATERLINE
- (D-D) NEW 8" DUCTILE IRON WATERLINE
- (E-E) NEW 6" DUCTILE IRON WATERLINE

SEALED BY

WILLIAM E. LAWRENCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 00103109
STATE OF TENNESSEE
5/14/25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS

Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 293+00 TO STA. 306+00

SCALE: 1"=50'

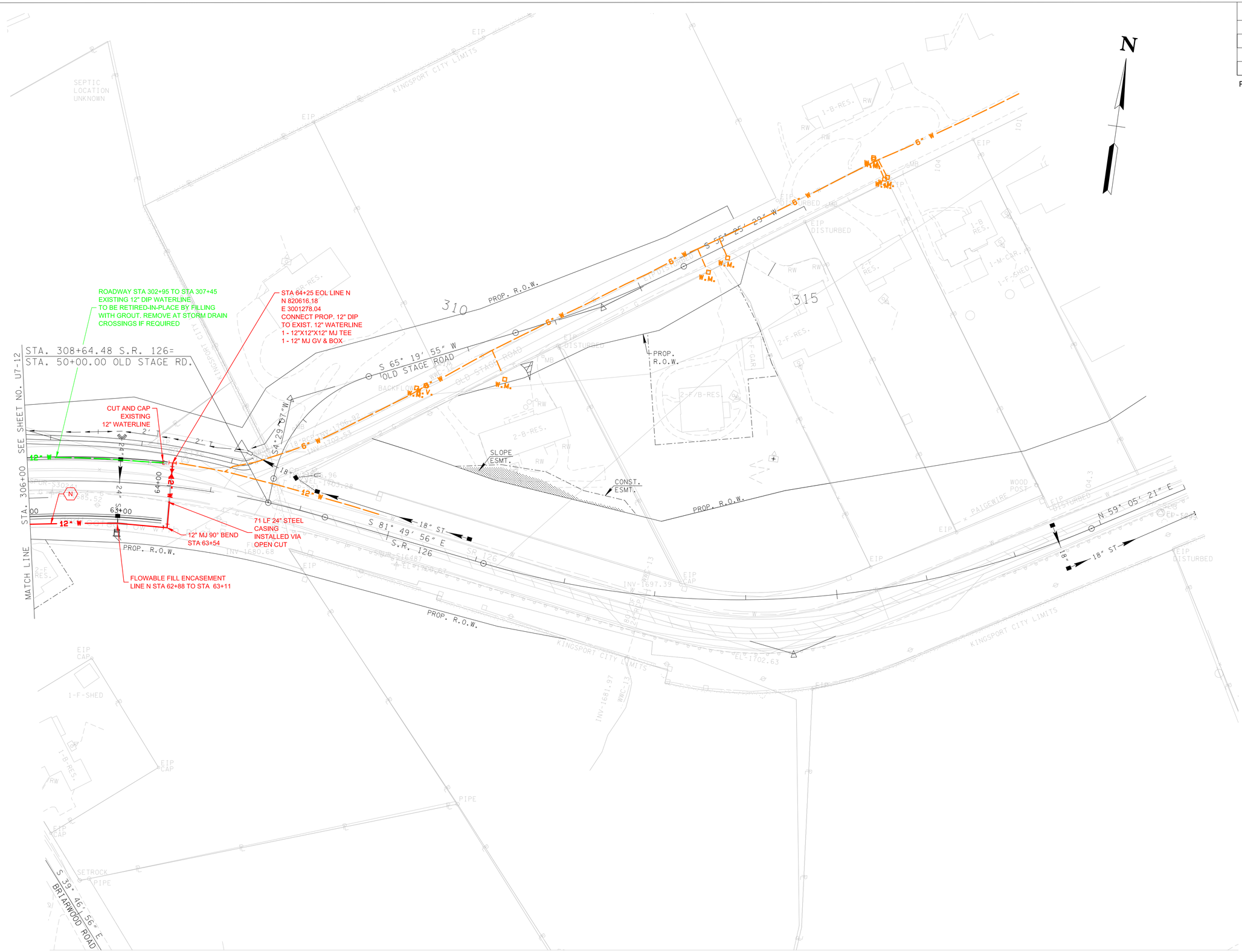
8/12/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\WATER\U7_12.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-13 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## NEW WATERLINE LEGEND:

(N) NEW 12" DUCTILE IRON WATERLINE

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PLAN

STA. 306+00 TO STA. 307+50

SCALE: 1"=50'

8/12/2025
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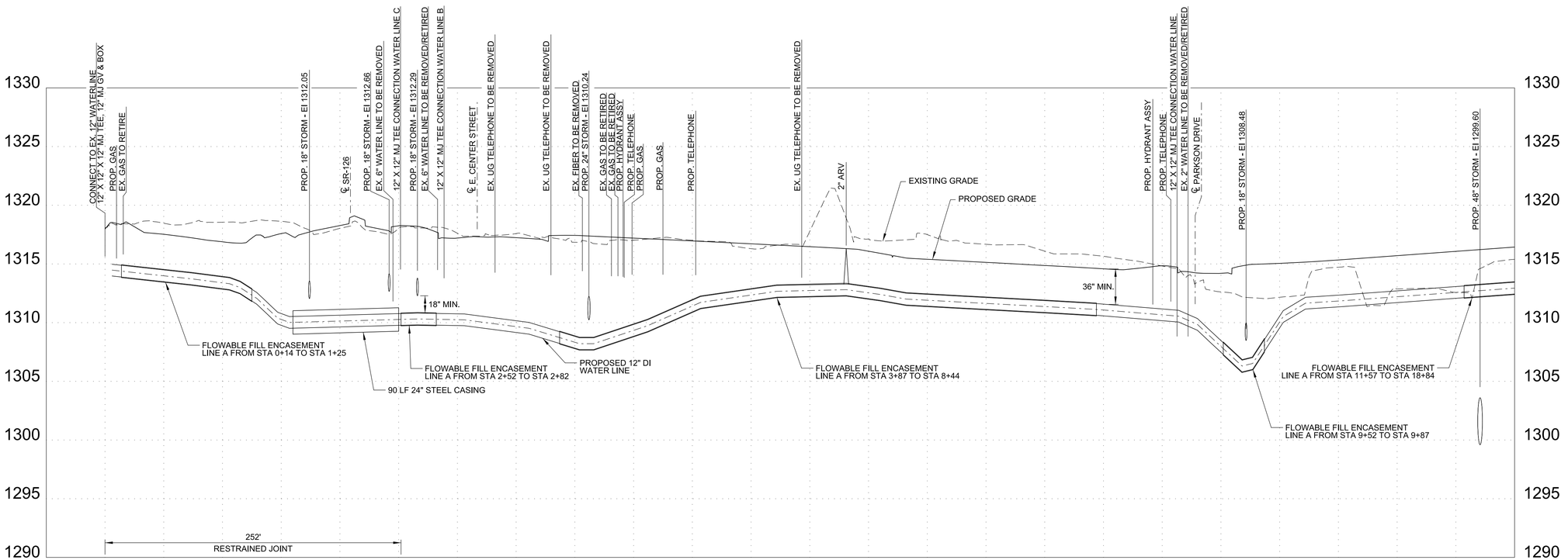
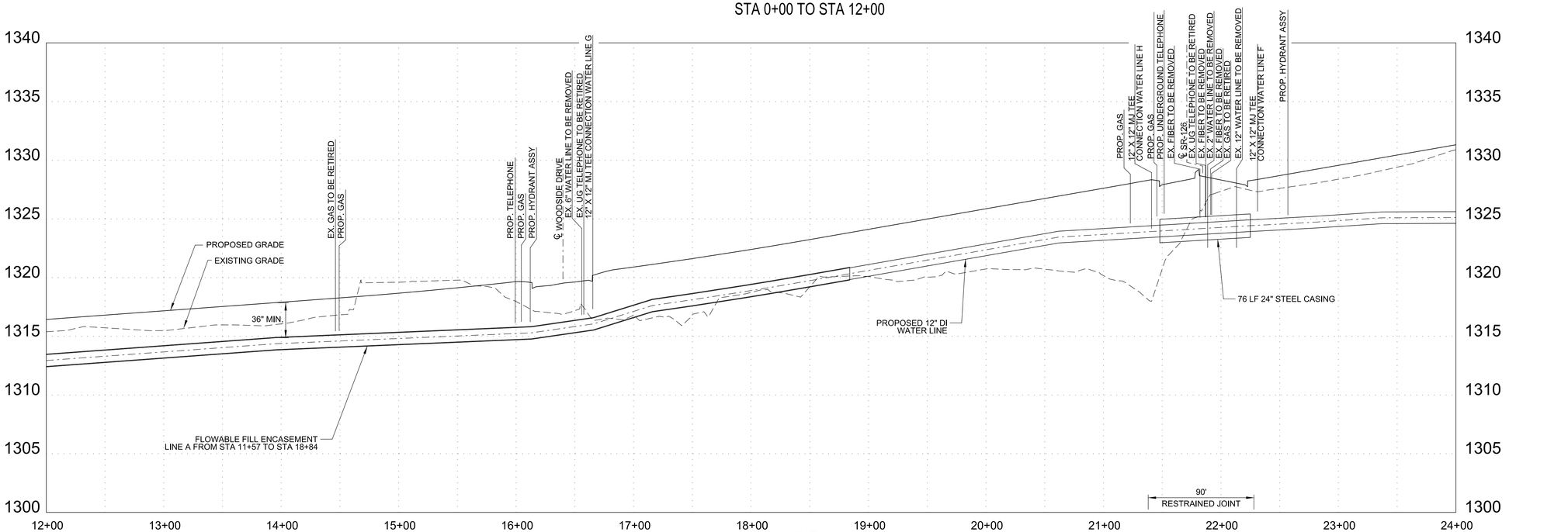
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-14 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE A
STA 0+00 TO STA 12+00




LINE A
STA 12+00 TO STA 24+00

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BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINE A

STA. 0+00 TO STA. 24+00

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

8/12/2025
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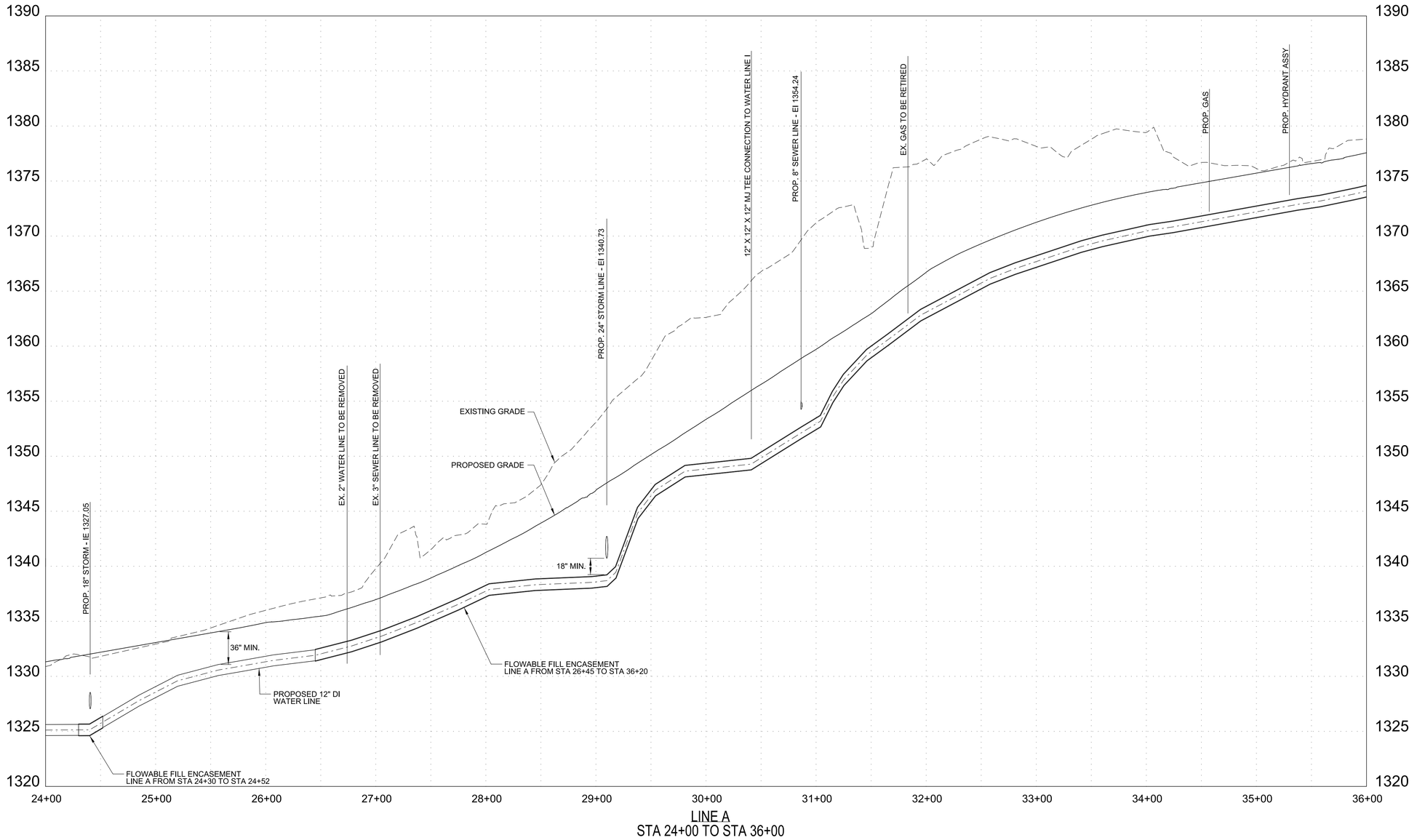
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-15 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE A
STA 24+00 TO STA 36+00

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINE A

STA. 24+00 TO STA. 36+00

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

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-16 |
| | | 82S126-F3-002 | |
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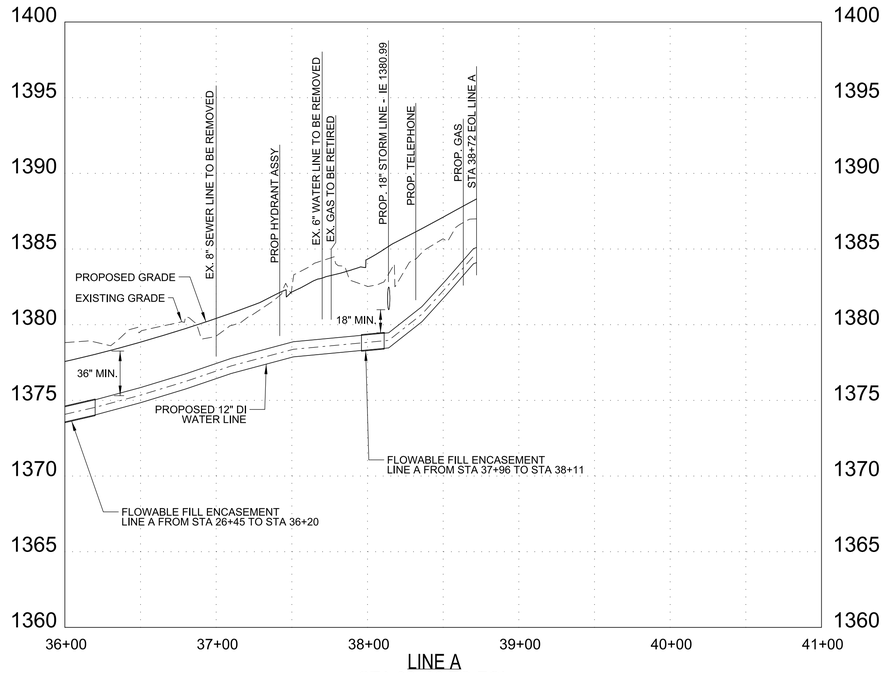
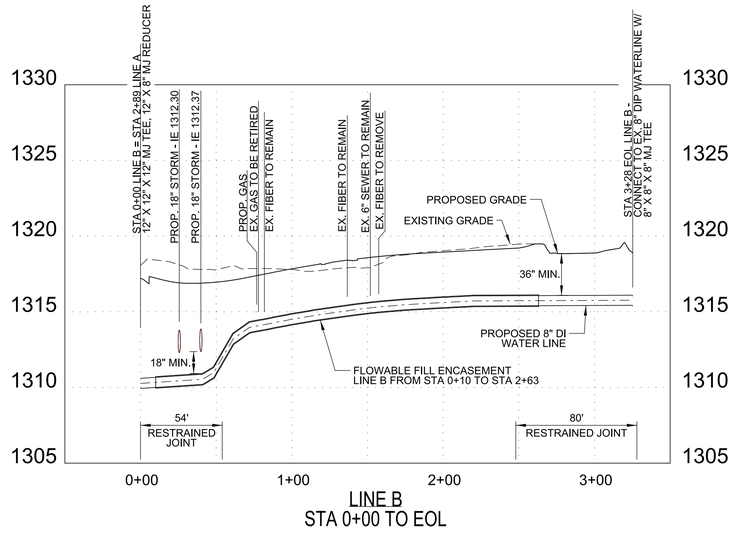
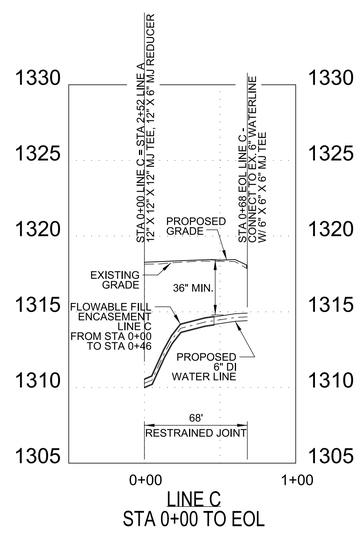
PIN #105467.03 SULLIVAN CO.




LINE A
STA 36+00 TO EOL




LINE B
STA 0+00 TO EOL




LINE C
STA 0+00 TO EOL

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE
LINE A
STA. 36+00 TO EOL

LINES B & C
STA. 0+00 TO EOL

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

8/12/2025
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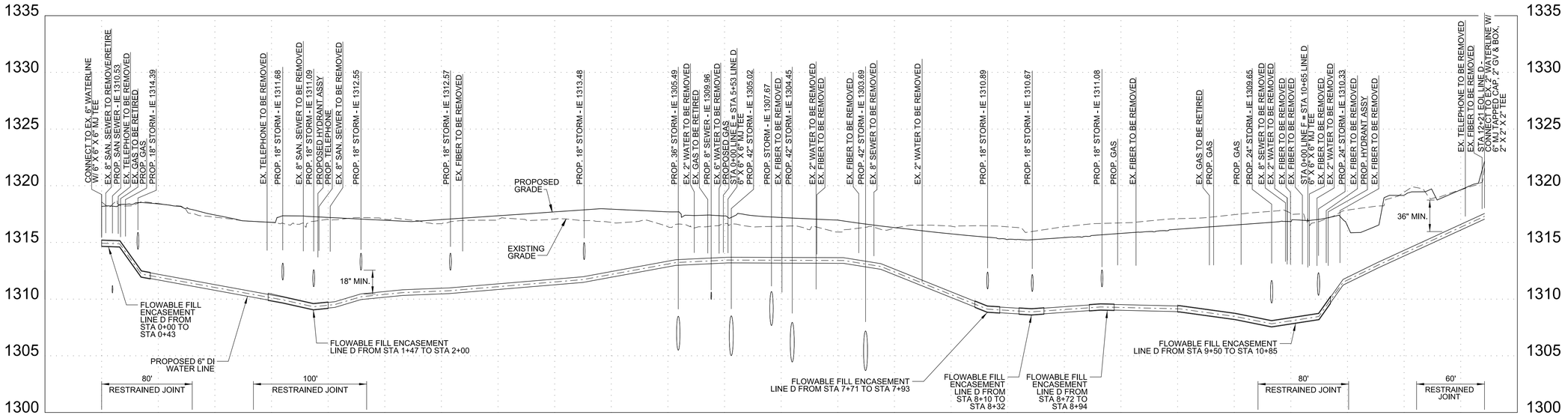
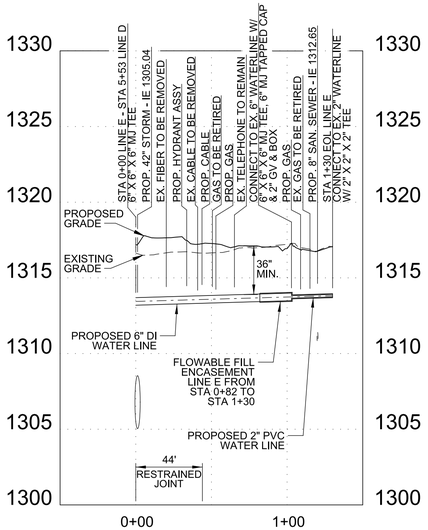
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-17 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

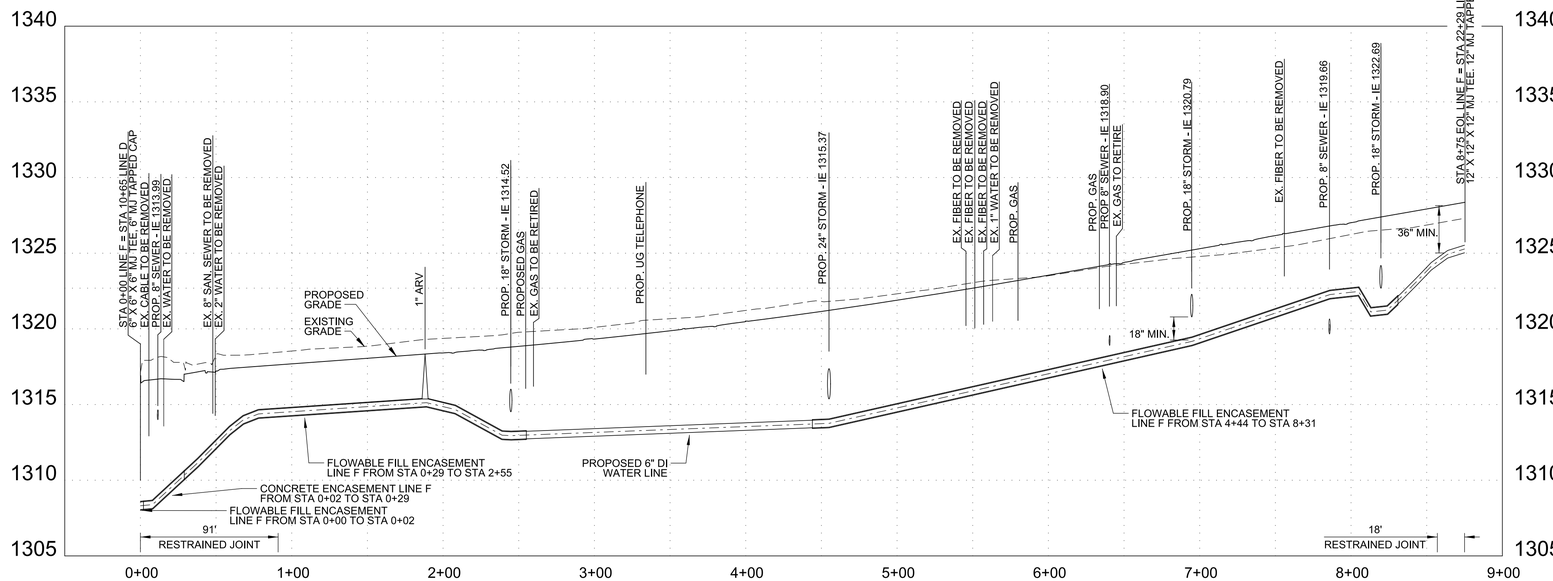
PIN #105467.03 SULLIVAN CO.




LINE D
STA 0+00 TO EOL




LINE E
STA 0+00 TO EOL




LINE F
STA 0+00 TO EOL

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINES D, E & F
STA. 0+00 TO EOL
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-18 |
| | | 82S126-F3-002 | |
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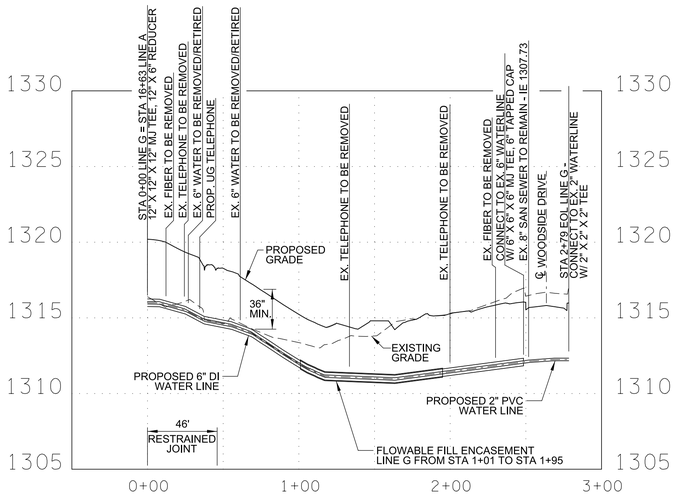
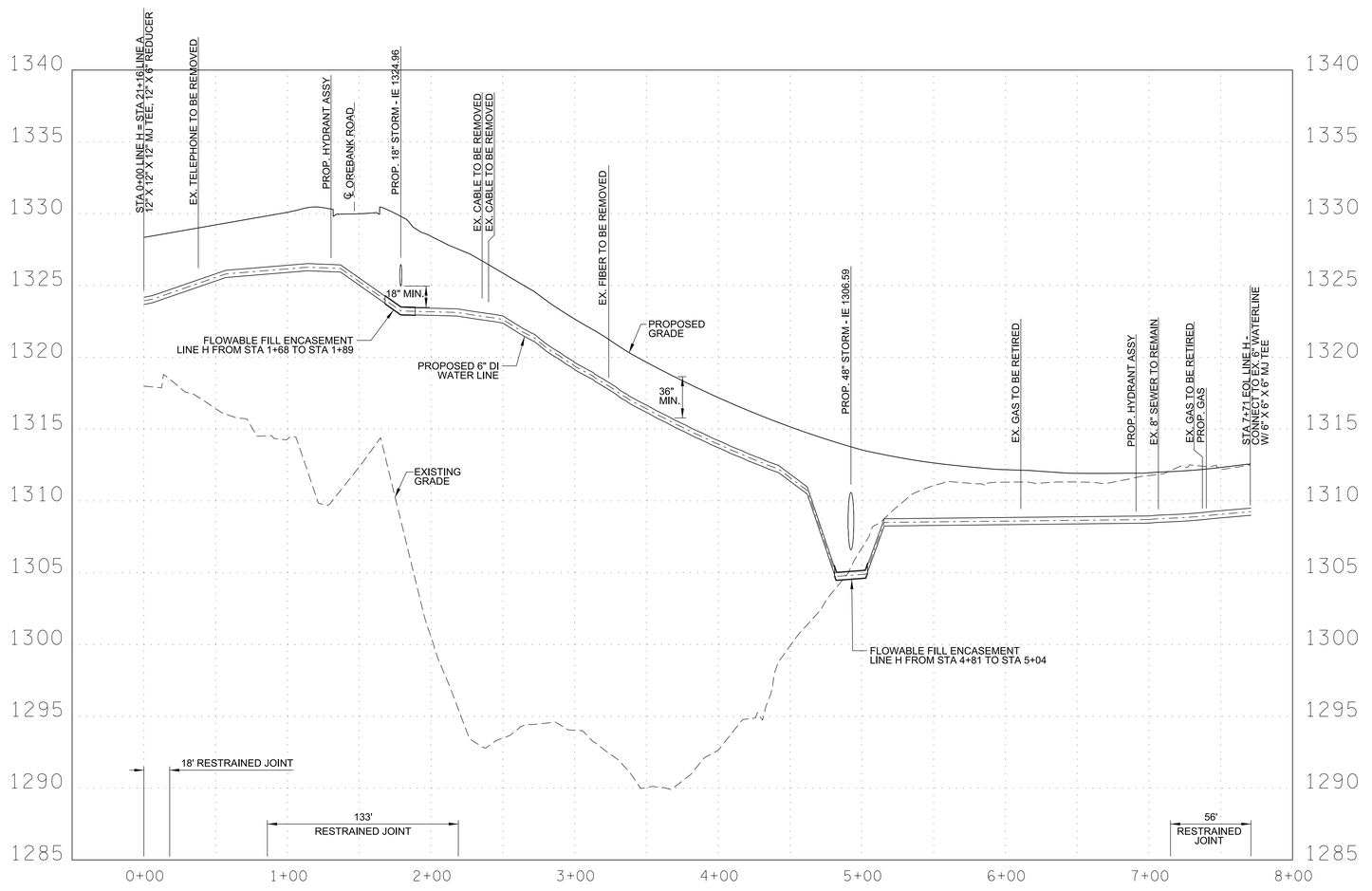
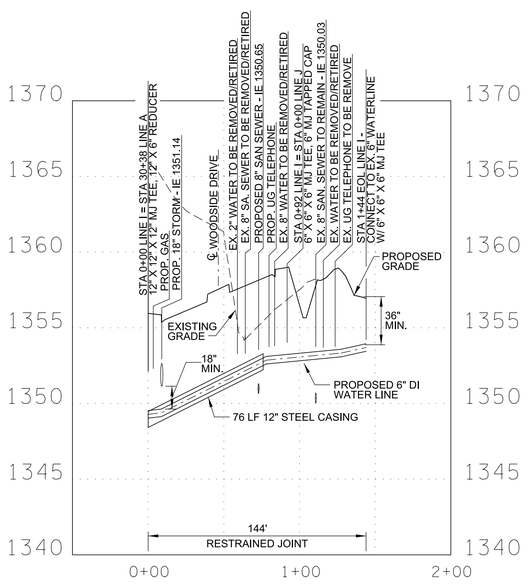
PIN #105467.03 SULLIVAN CO.




LINE G
STA 0+00 TO EOL




LINE H
STA 0+00 TO EOL




LINE I
STA 0+00 TO EOL

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KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINES G, H & I
STA. 0+00 TO EOL

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

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-19 |
| | | 82S126-F3-002 | |
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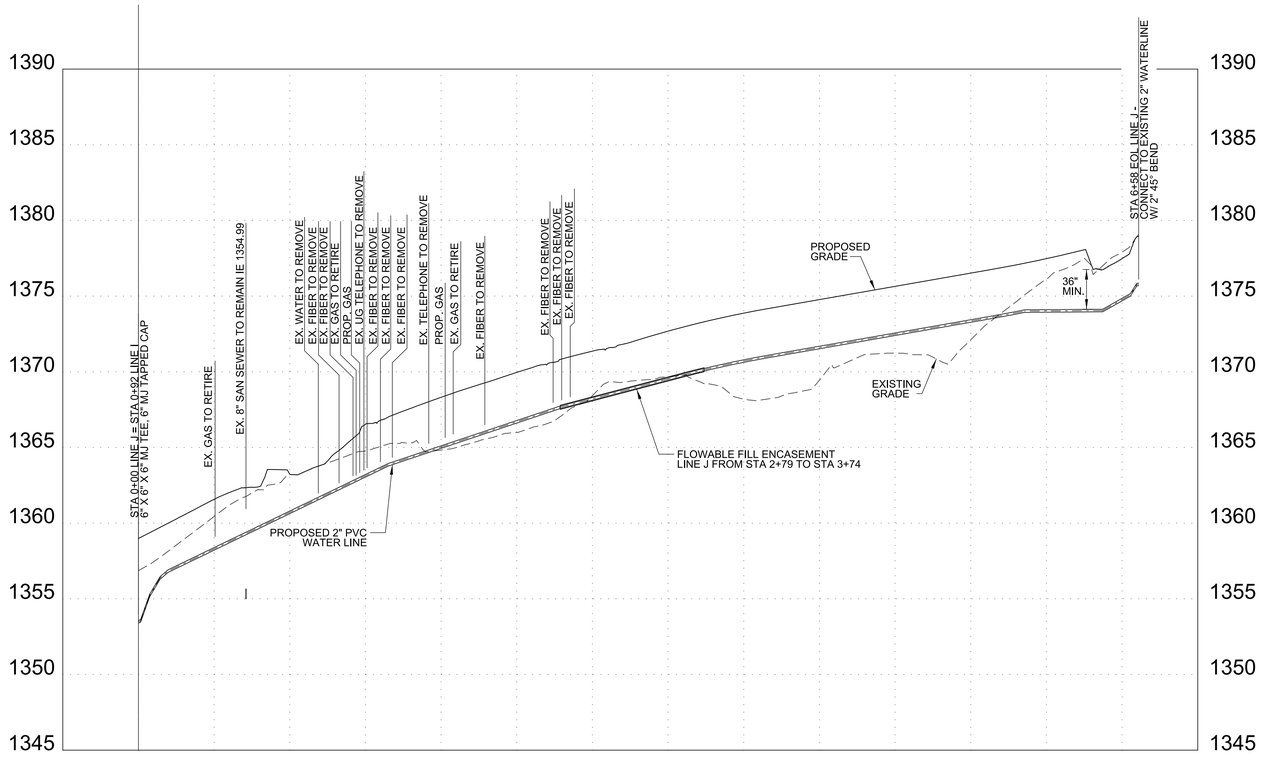
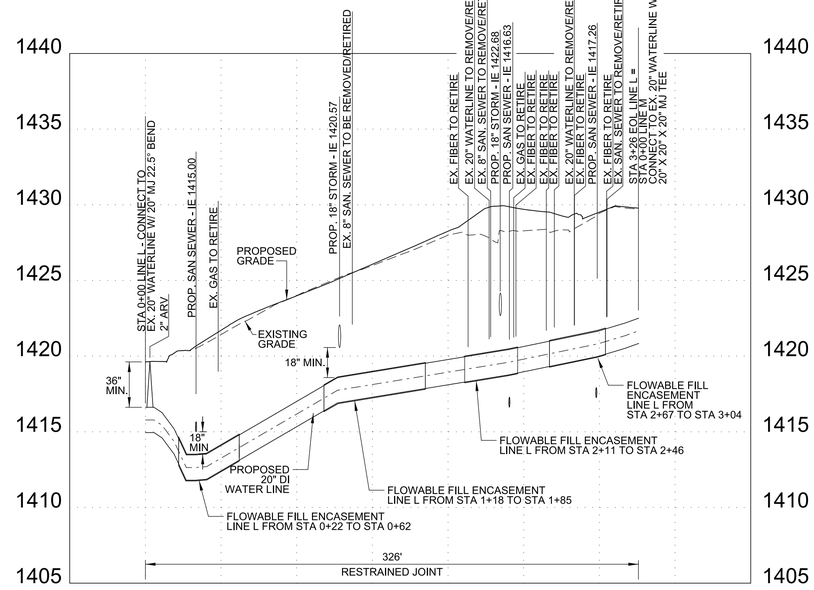
PIN #105467.03 SULLIVAN CO.

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINES J & L
STA. 0+00 TO EOL

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

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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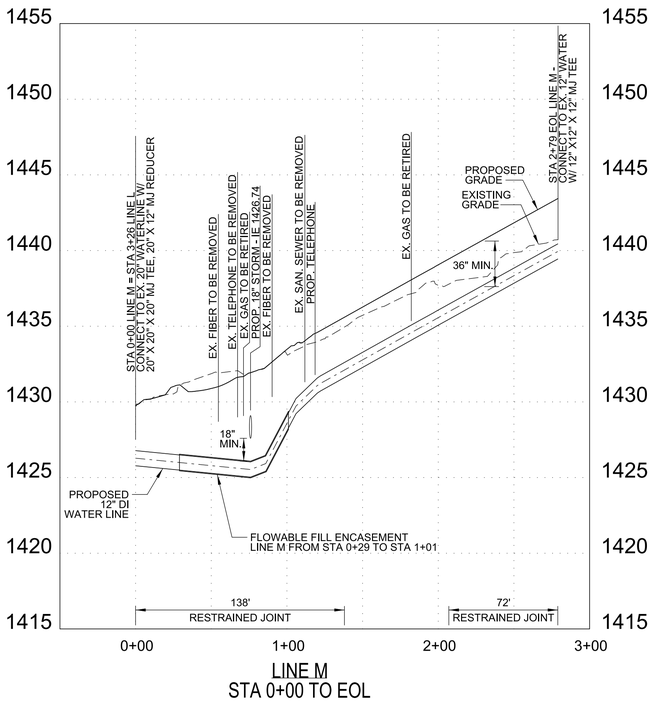
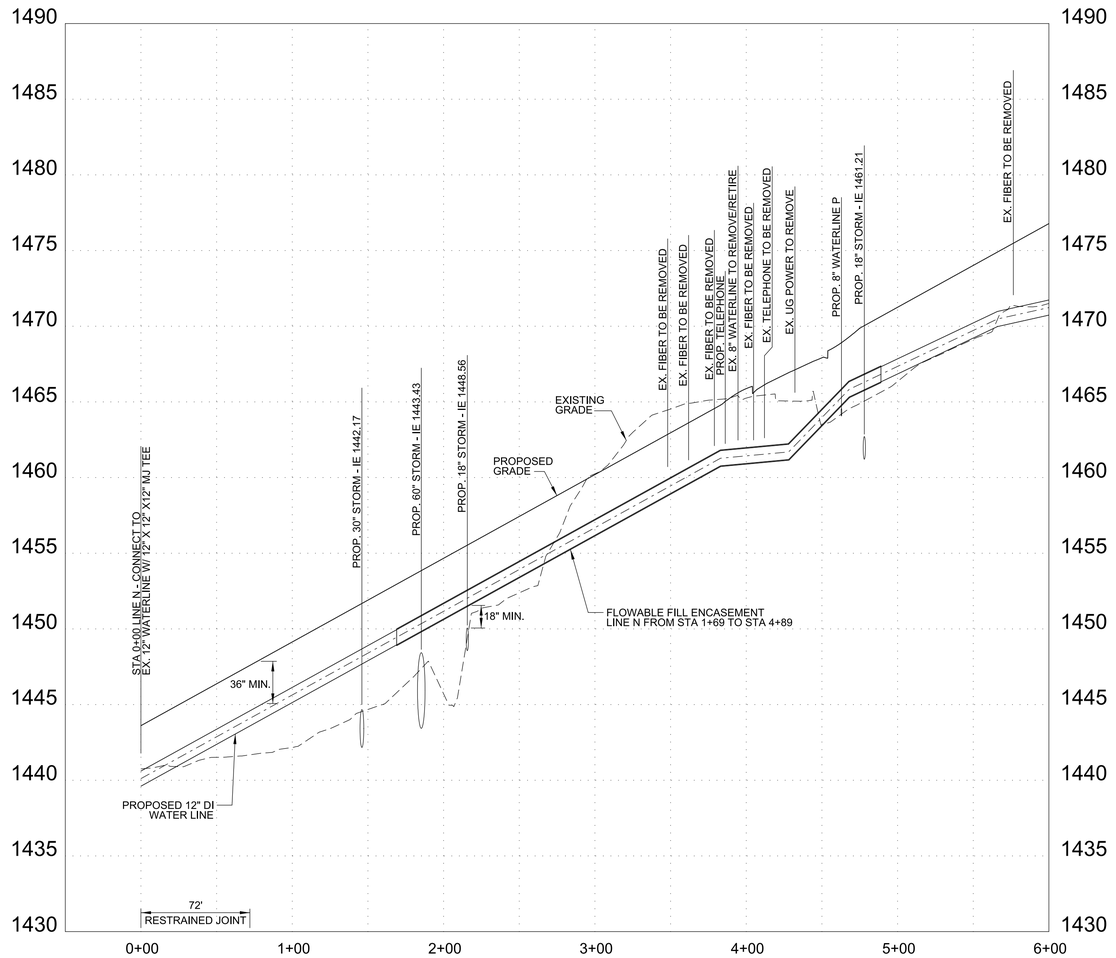
PIN #105467.03 SULLIVAN CO.




LINE M
STA 0+00 TO EOL




LINE N
STA 0+00 TO STA 6+00

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINE M
STA. 0+00 TO EOL

## LINE N
STA. 0+00 TO STA. 6+00

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

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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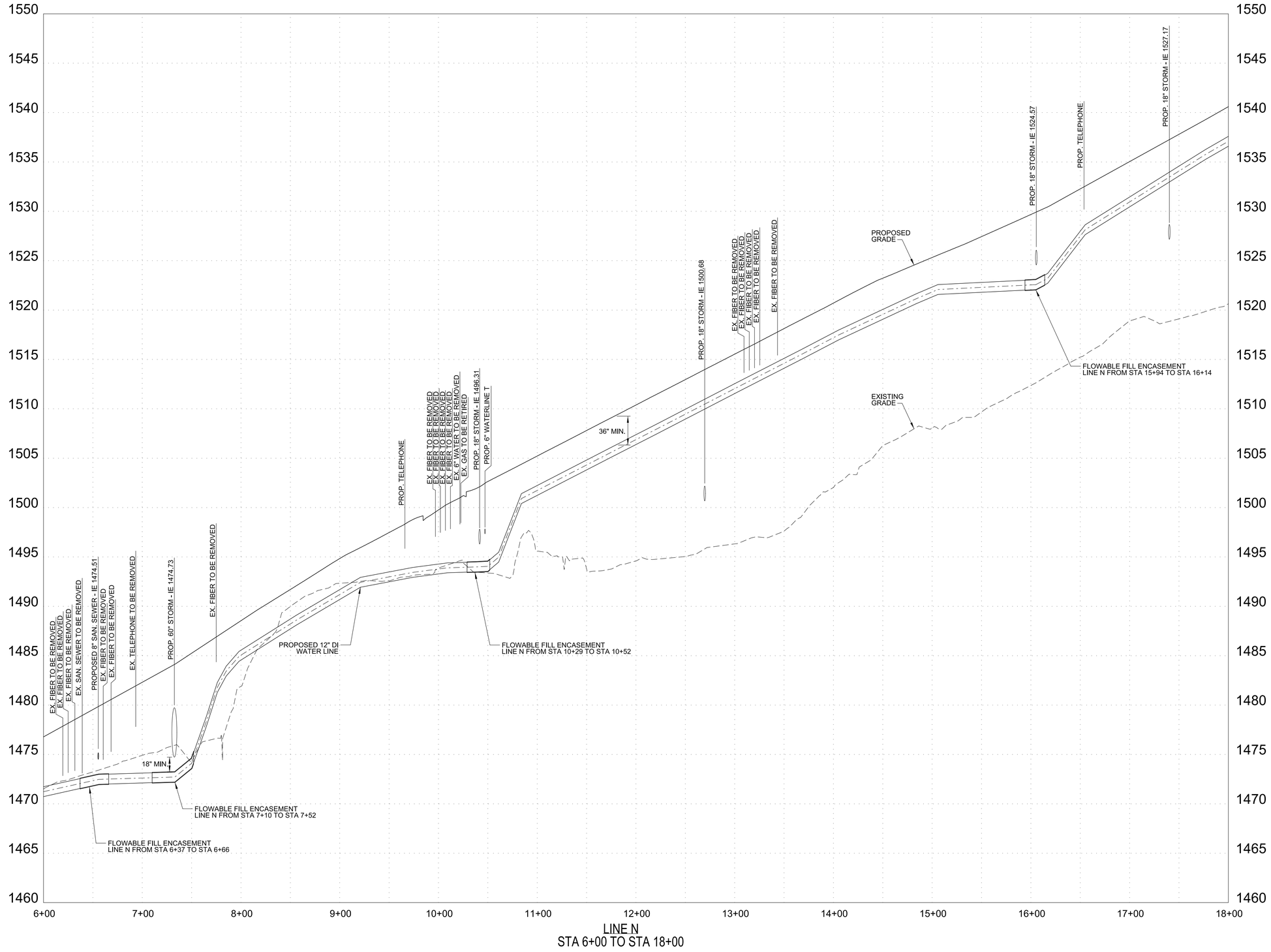
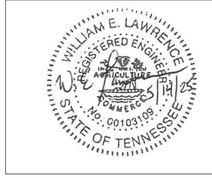
PIN #105467.03 SULLIVAN CO.




LINE N
STA 6+00 TO STA 18+00

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINE N
STA. 6+00 TO STA. 18+00
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-22 |
| | | 82S126-F3-002 | |
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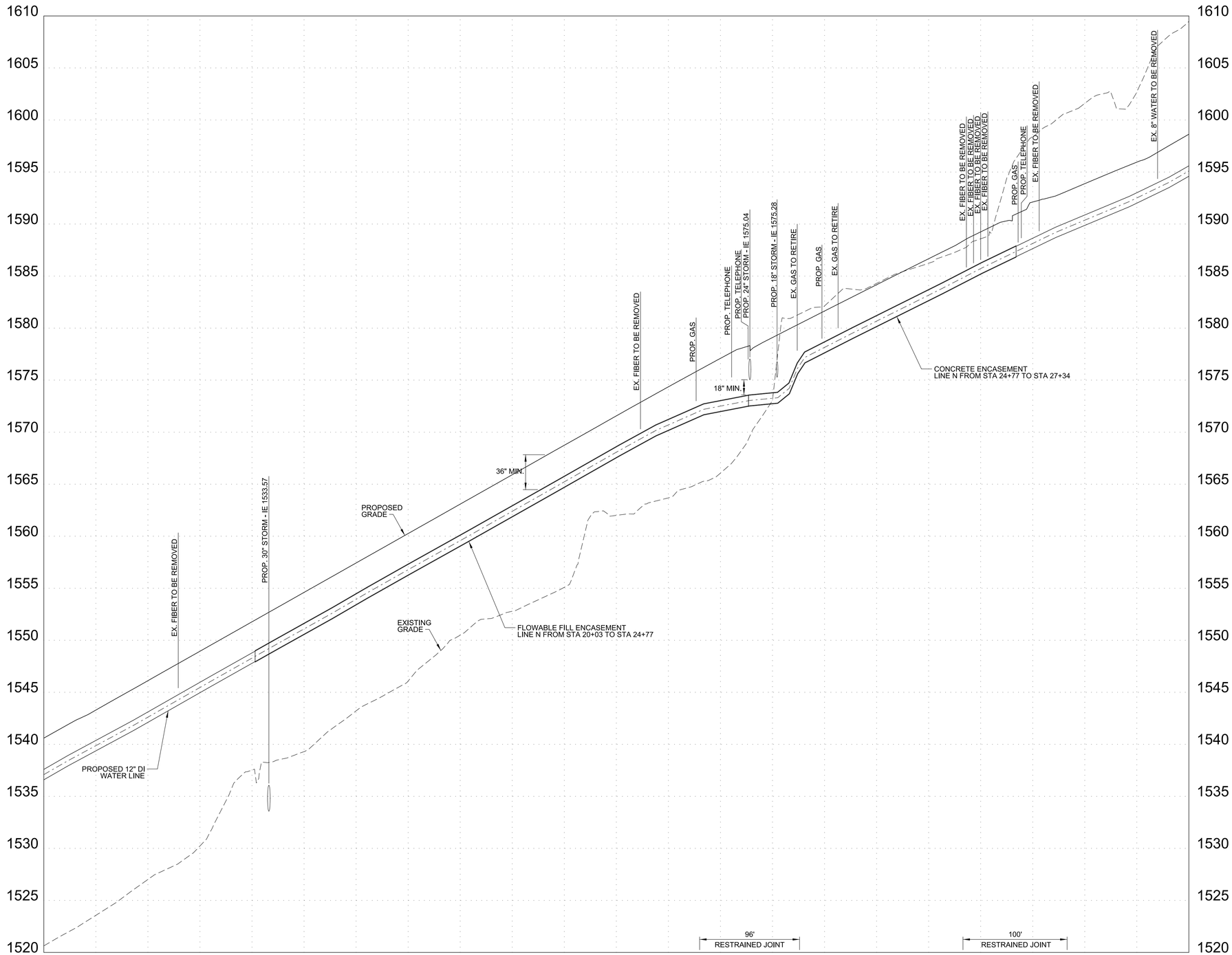
PIN #105467.03 SULLIVAN CO.




LINE N
STA 18+00 TO STA 29+00

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINE N
STA. 18+00 TO STA. 29+00
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-23 |
| | | 82S126-F3-002 | |
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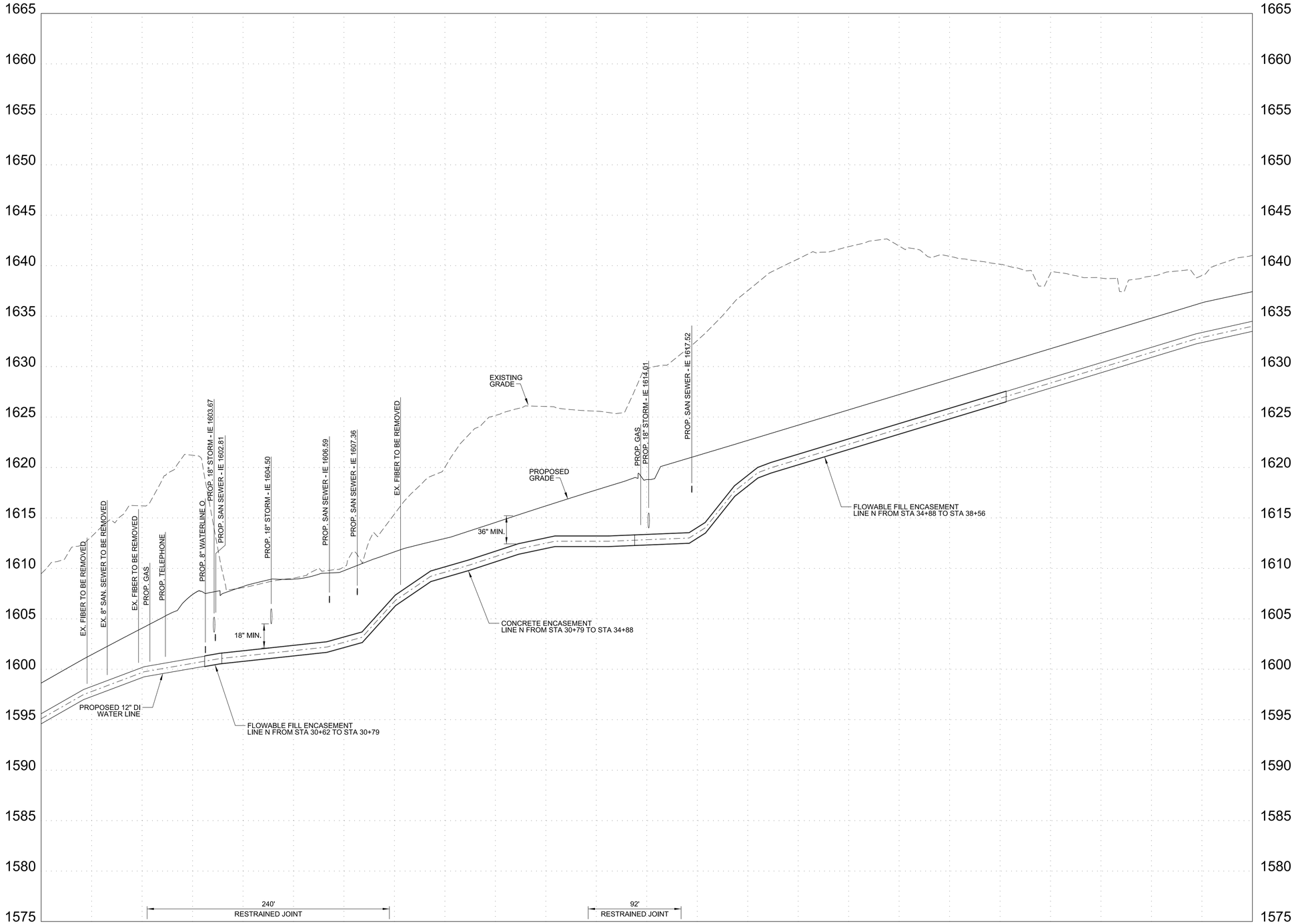
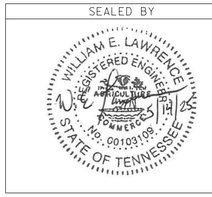
PIN #105467.03 SULLIVAN CO.




LINE N
STA 29+00 TO STA 41+00

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINE N
STA. 29+00 TO STA. 41+00
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-24 |
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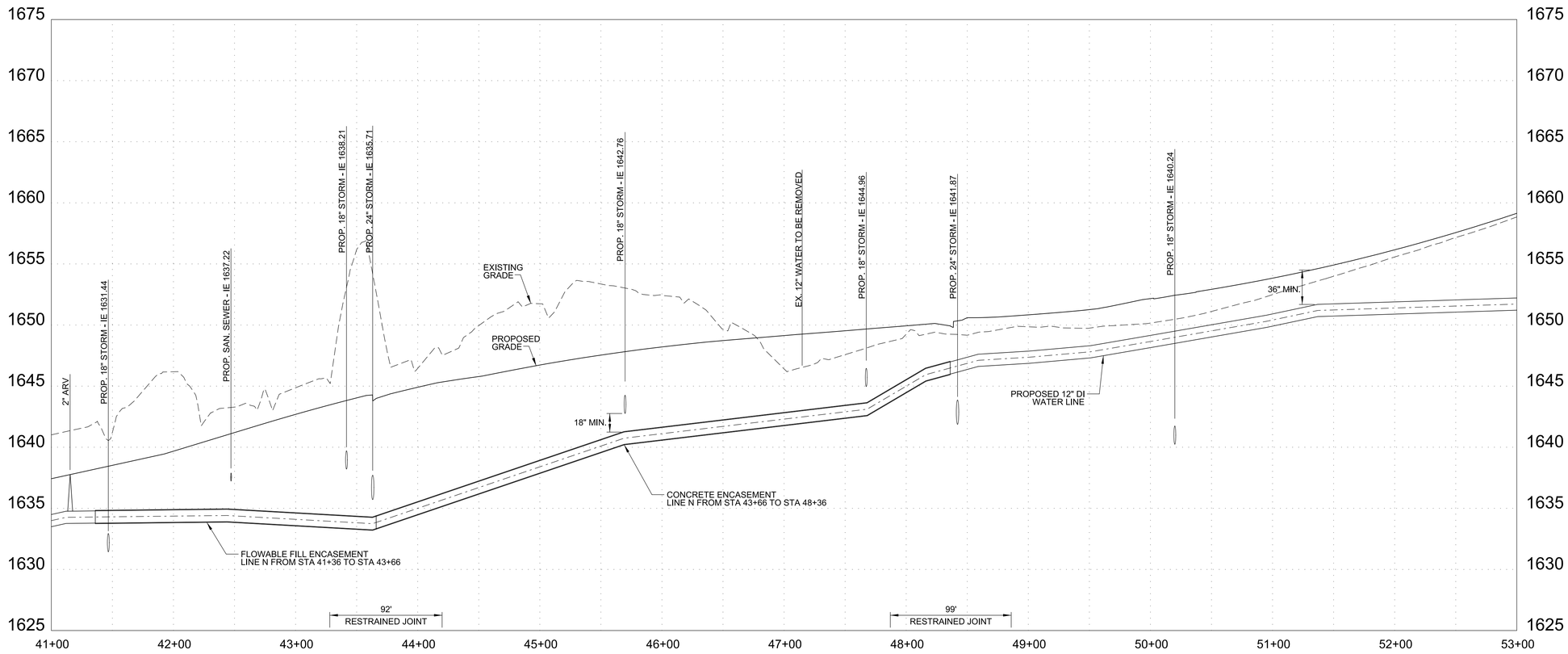
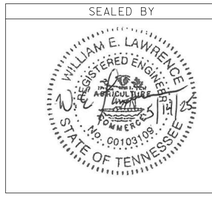
PIN #105467.03 SULLIVAN CO.




LINE N
STA 41+00 TO STA 53+00

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINE N
STA. 41+00 TO STA. 53+00

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

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-25 |
| | | 82S126-F3-002 | |
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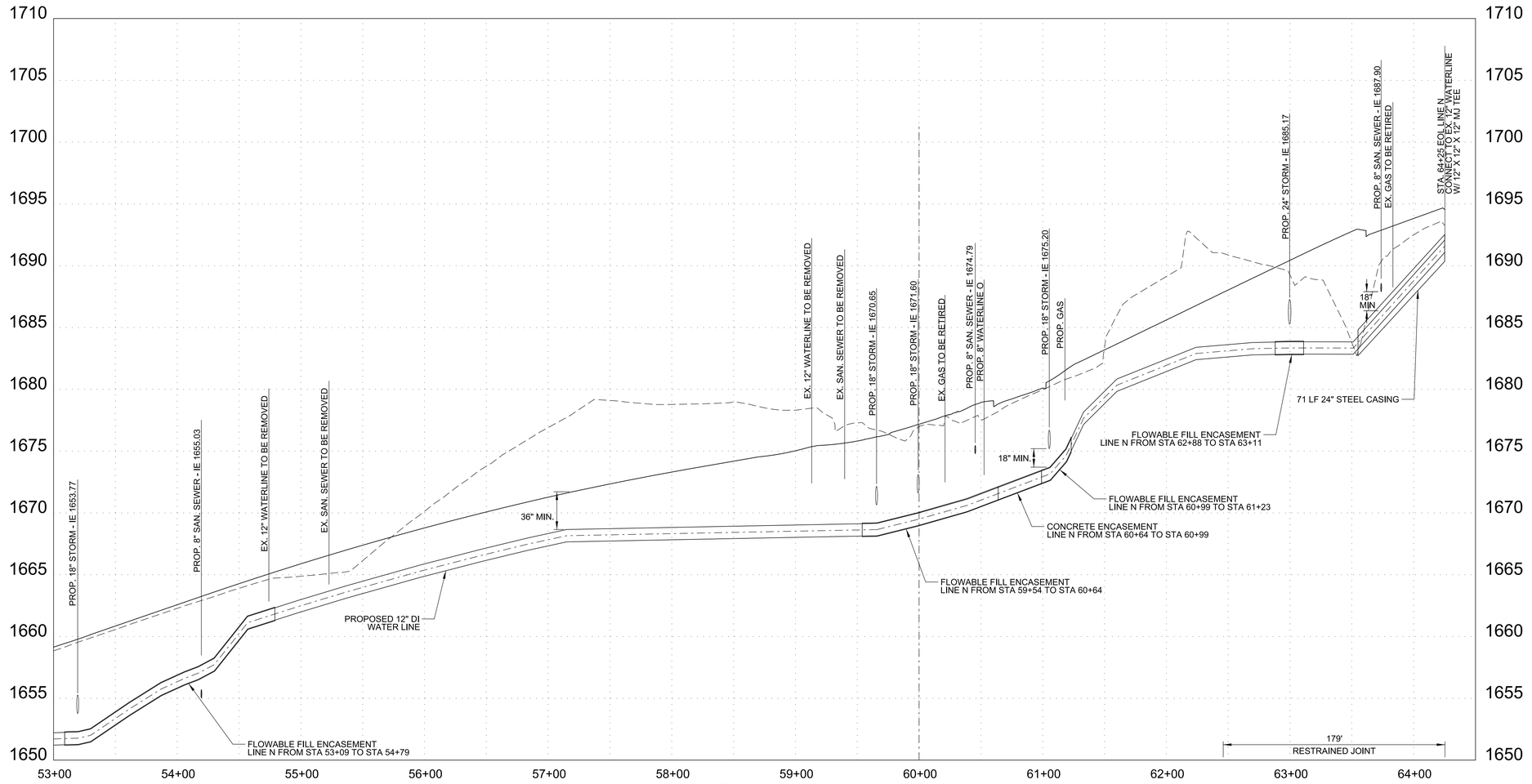
PIN #105467.03 SULLIVAN CO.




LINE N
STA 53+00 TO EOL

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINE N
STA. 53+00 TO EOL

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

8/12/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-26 |
| | | 82S126-F3-002 | |
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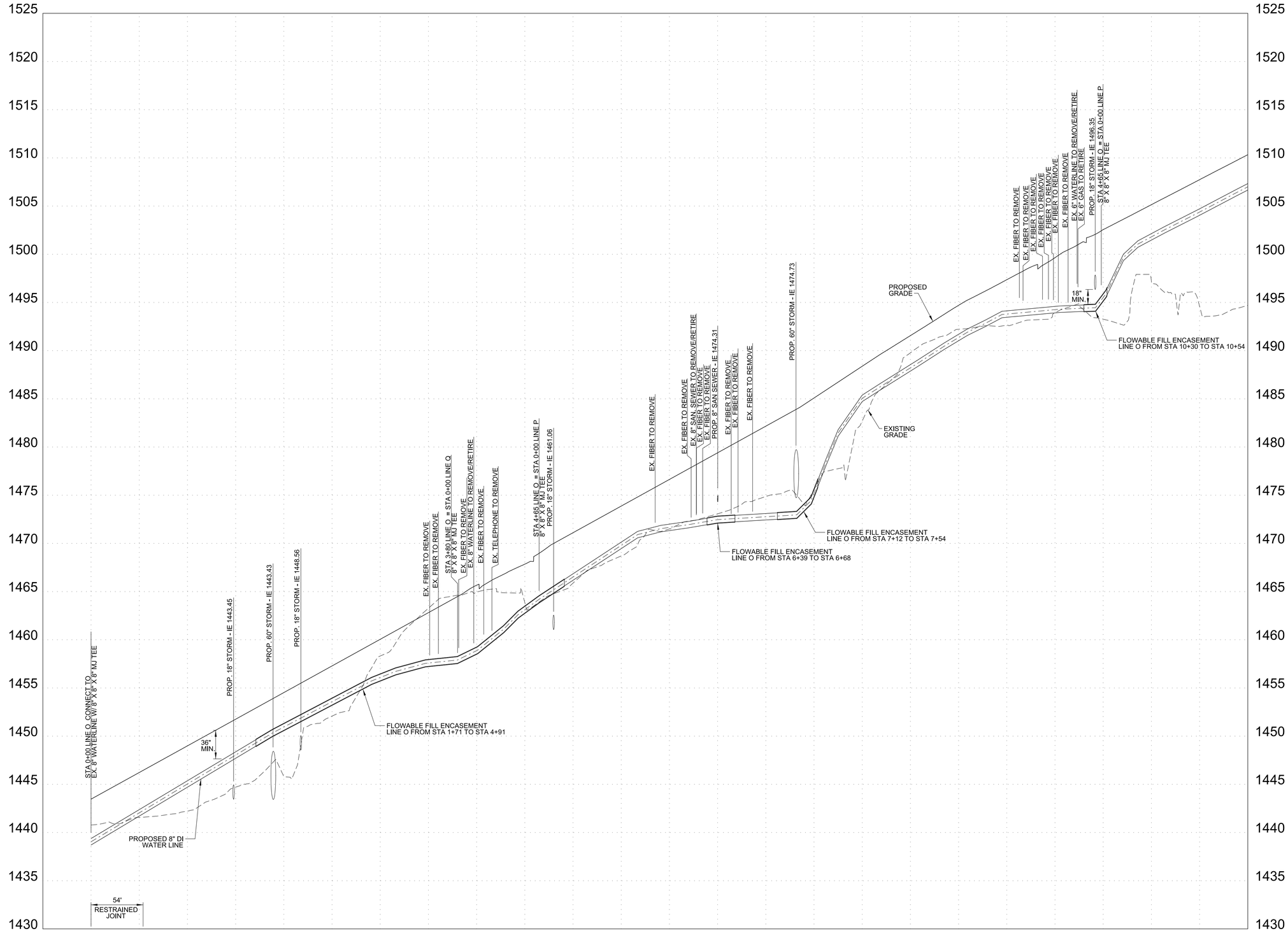
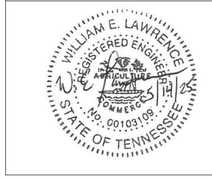
PIN #105467.03 SULLIVAN CO.




LINE O
STA 0+00 TO STA 12+00

SEALED BY

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BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-0525 // FAX (423) 247-6233


BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

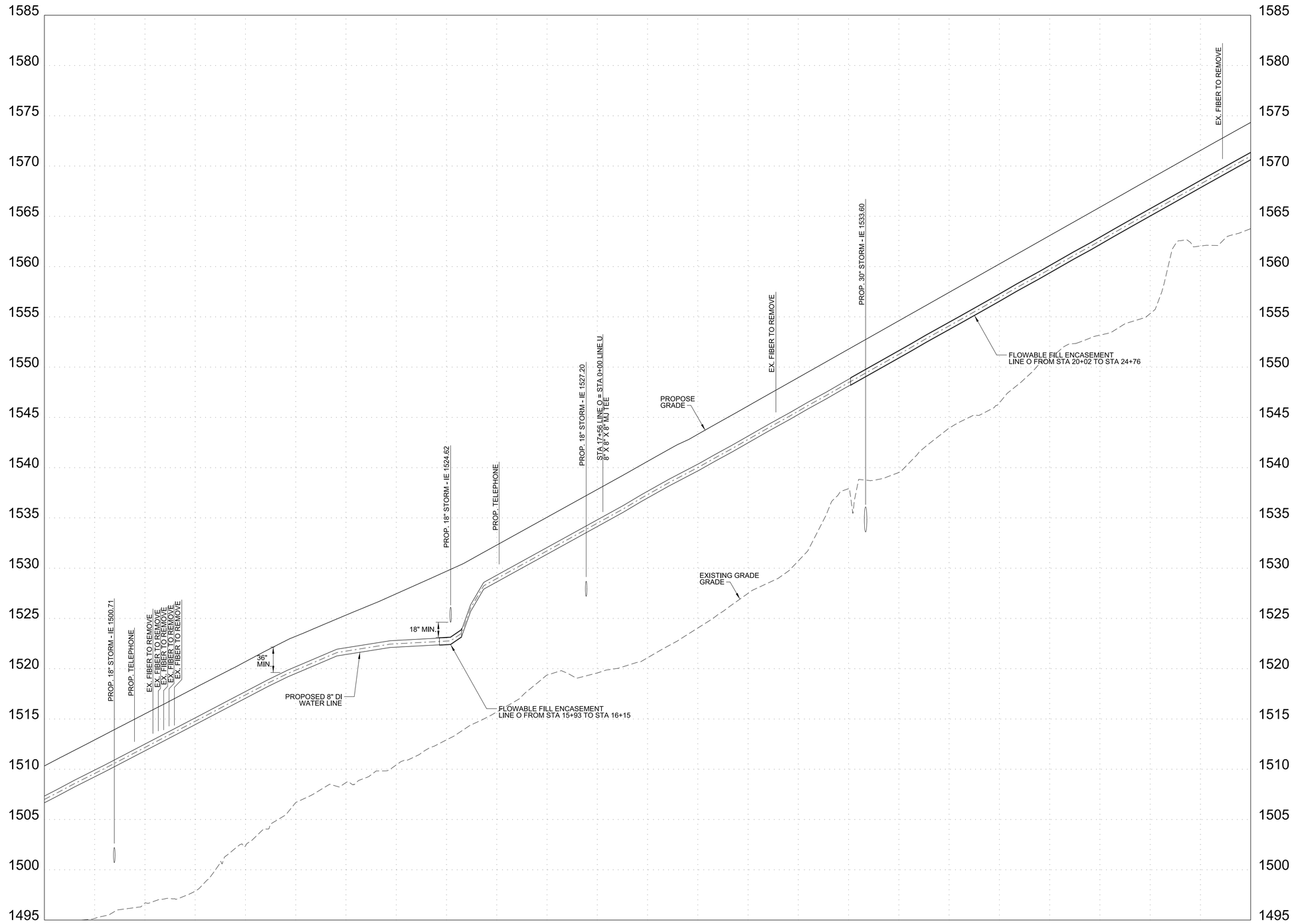
WATERLINE PROFILE

LINE O
STA. 0+00 TO STA 12+00
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467.03\PLOT\WATER\U7_26.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-27 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE O
STA 12+00 TO STA 24+00

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

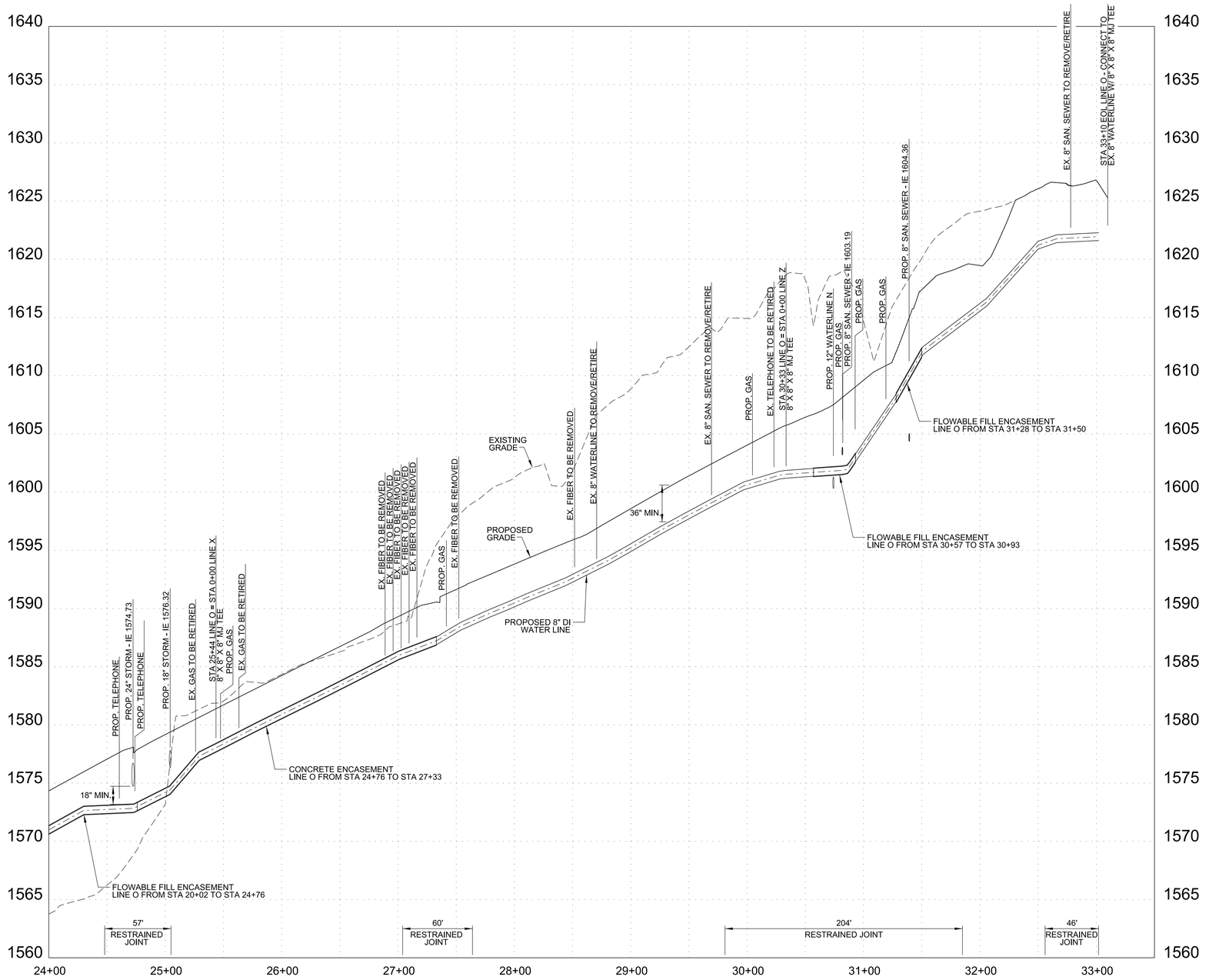
WATERLINE PROFILE

LINE O
STA. 12+00 TO STA 24+00
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
F:\36\36937\369370O\04_CAD\WATR_PIN105467_03\PLOT\WATER\U7_27.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-28 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE O
STA 24+00 TO EOL

SEALED BY

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Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-4233


BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINE O
STA. 24+00 TO EOL
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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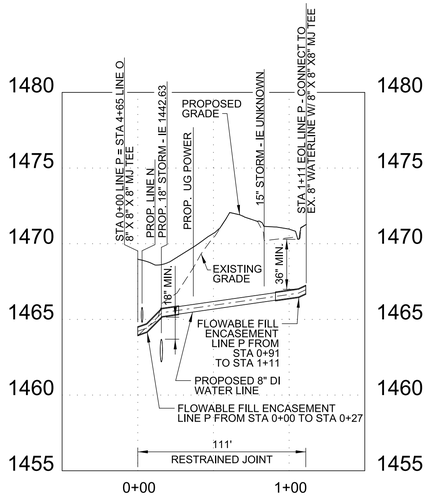
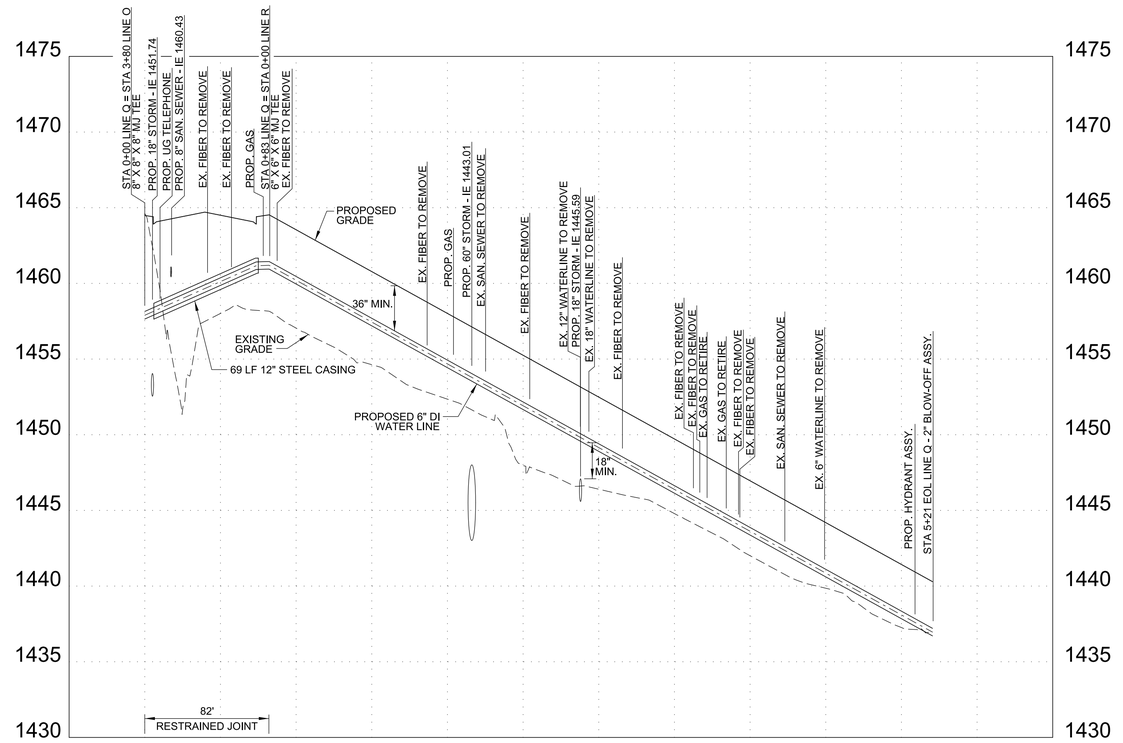
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-29 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

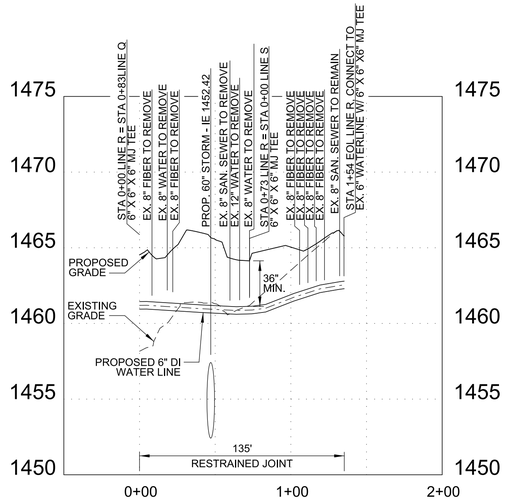
PIN #105467.03 SULLIVAN CO.




LINE P
STA 0+00 TO EOL




LINE Q
STA 0+00 TO EOL

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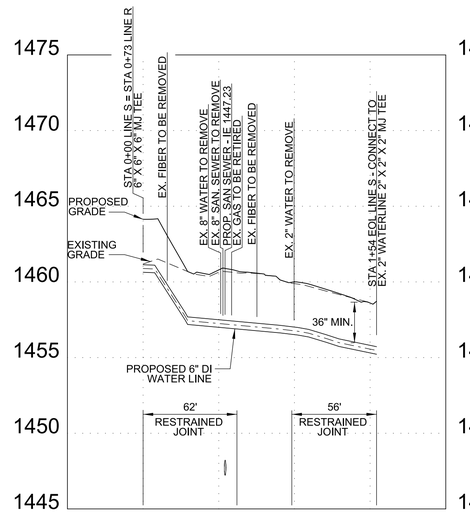
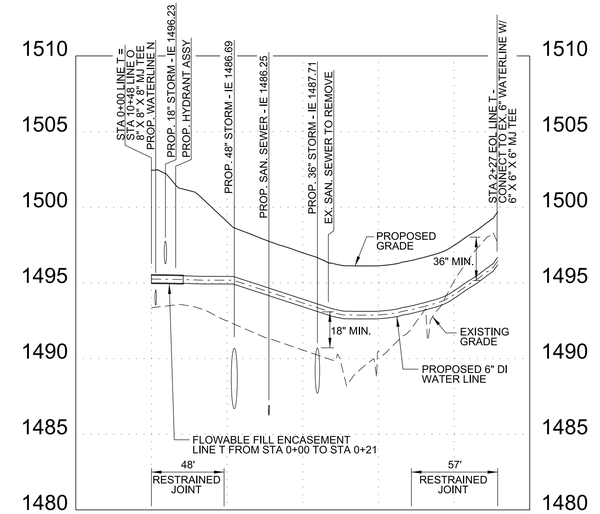
STA 0+00 TO EOL

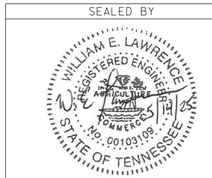



LINE S
STA 0+00 TO EOL




LINE T
STA 0+00 TO EOL

SEALED BY

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BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

WATERLINE PROFILE

LINES P,Q,R,S &T
STA. 0+00 TO EOL
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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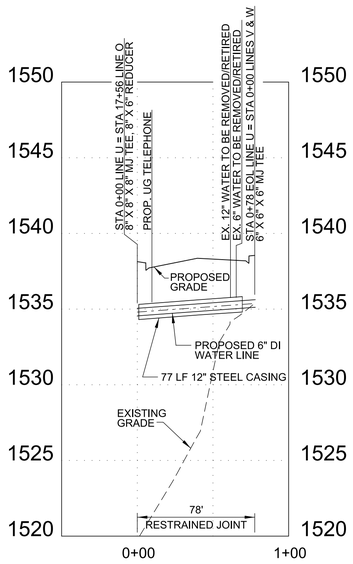
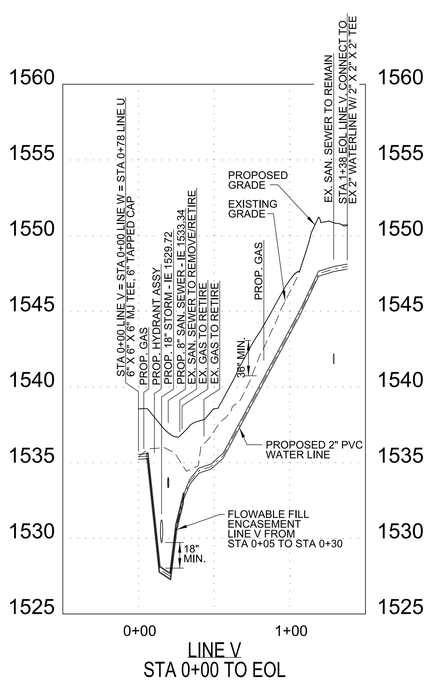
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-30 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

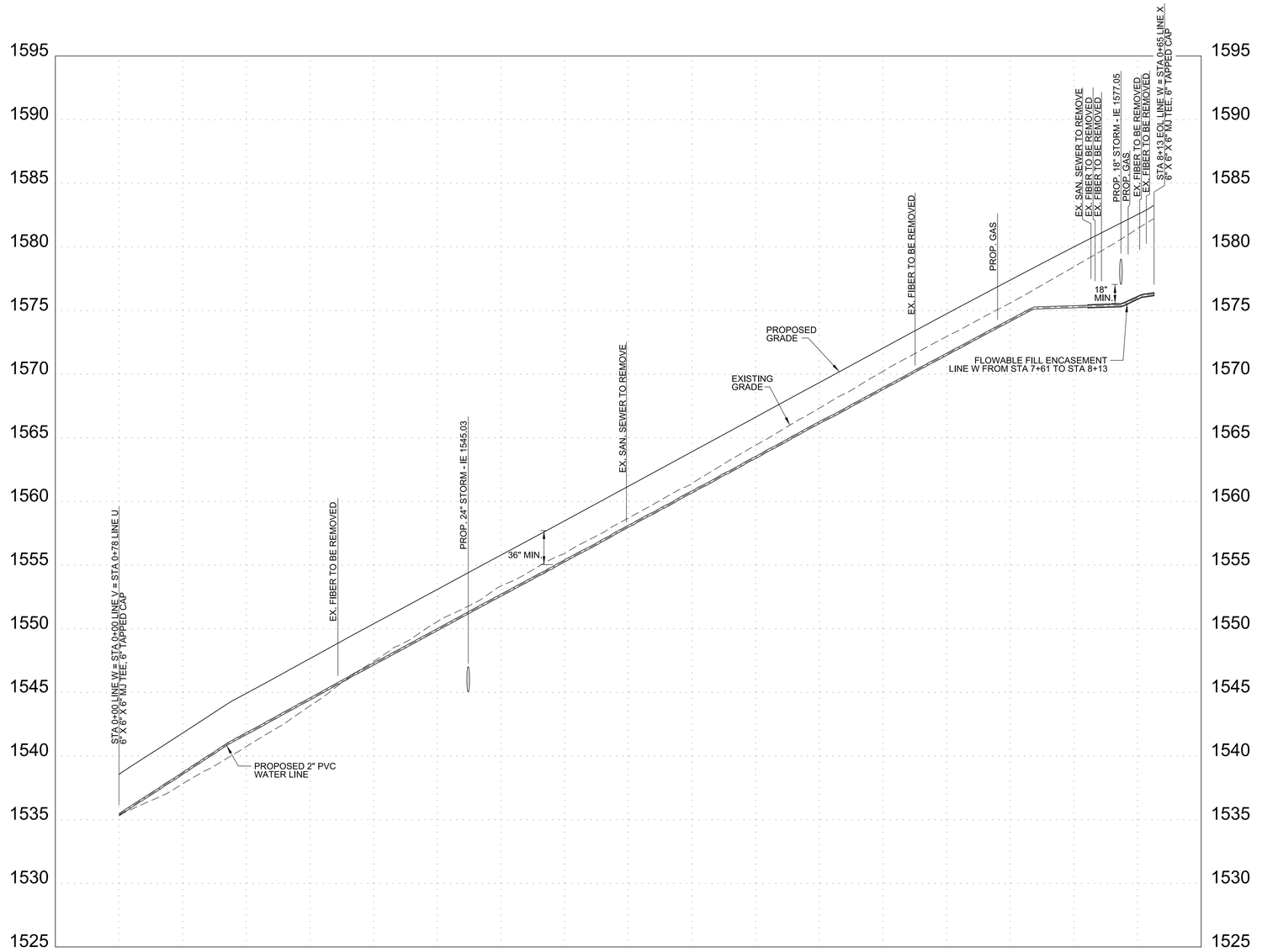
PIN #105467.03 SULLIVAN CO.




LINE U
STA 0+00 TO EOL

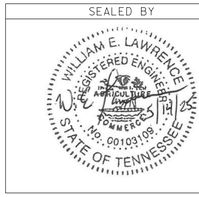



LINE V
STA 0+00 TO EOL




LINE W
STA 0+00 TO EOL

SEALED BY

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BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

WATERLINE PROFILE

LINES U,V & W
STA. 0+00 TO EOL
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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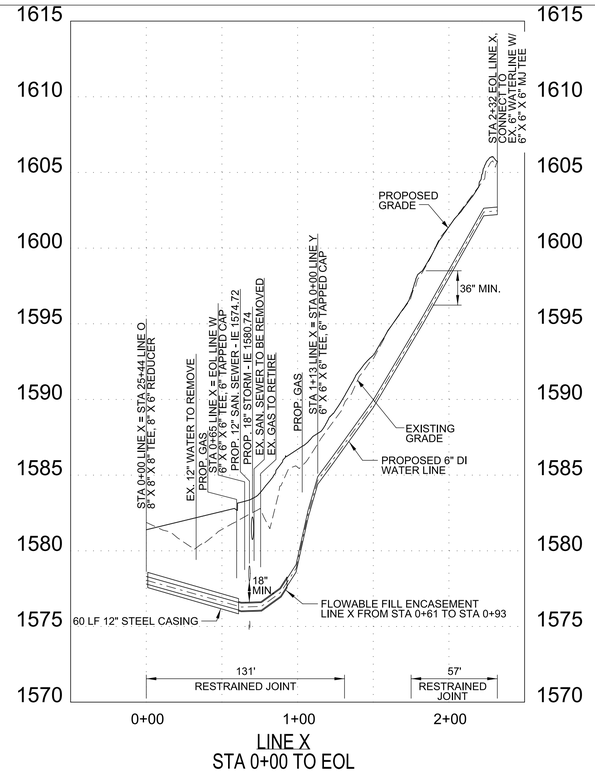
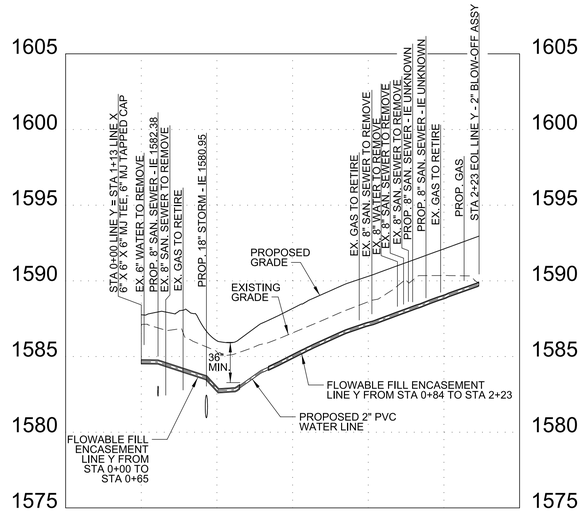
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-31 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

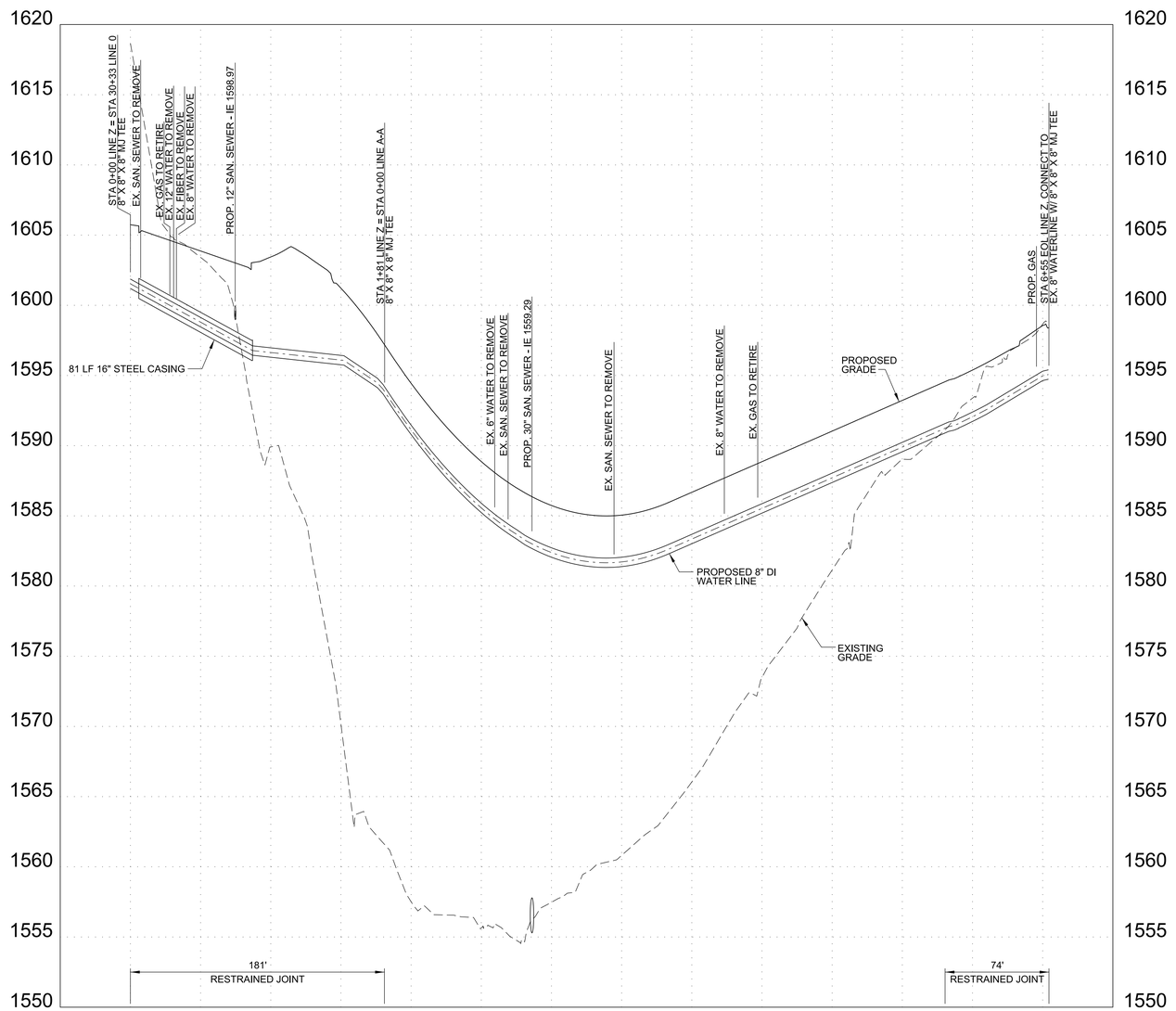
PIN #105467.03 SULLIVAN CO.




LINE X
STA 0+00 TO EOL




LINE Y
STA 0+00 TO EOL




LINE Z
STA 0+00 TO EOL

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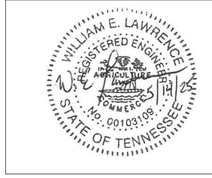


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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINES X,Y & Z
STA. 0+00 TO EOL

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

8/12/2025
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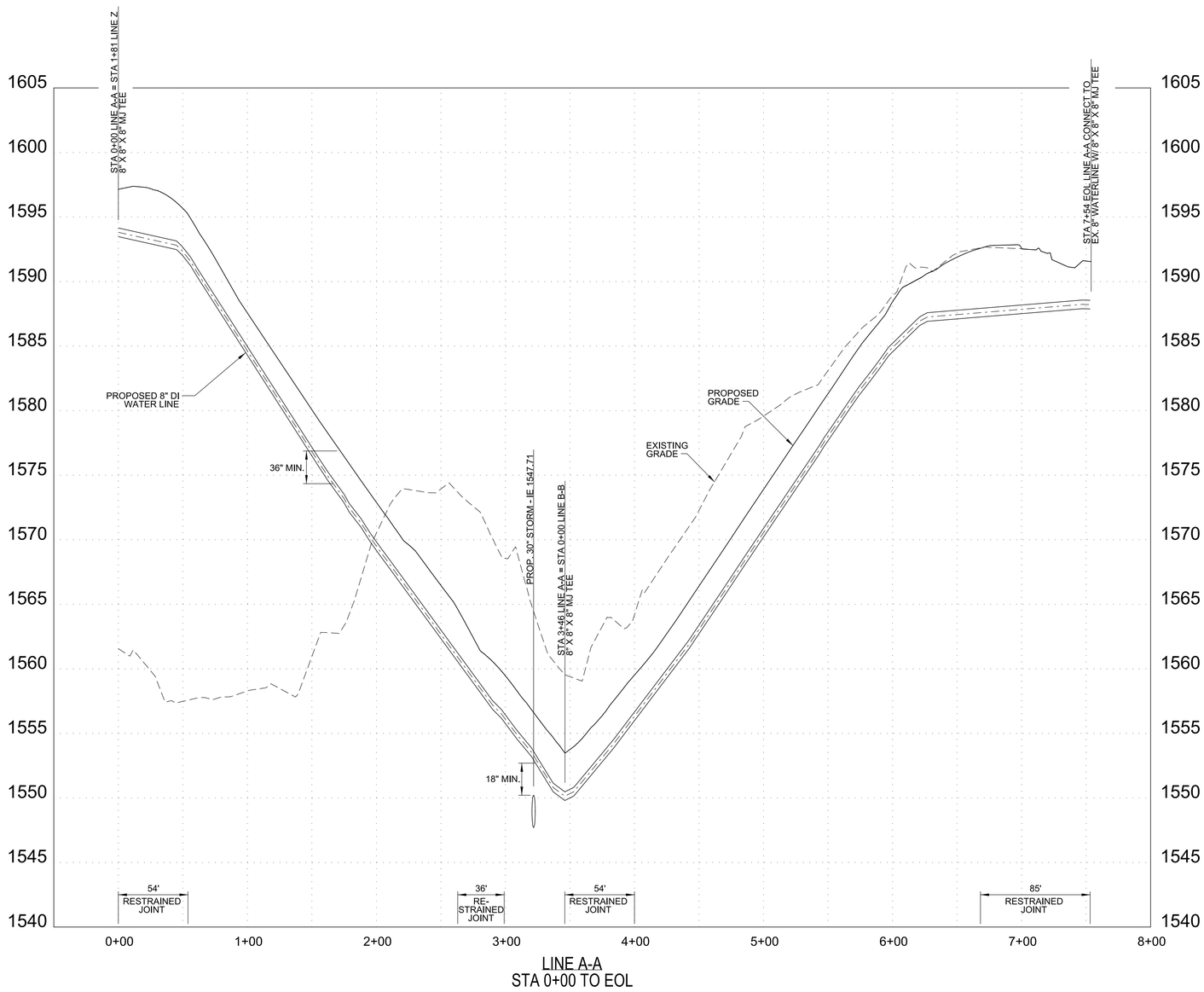
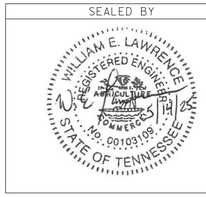
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-32 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE A-A
STA 0+00 TO EOL

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

WATERLINE PROFILE

LINE A-A
STA. 0+00 TO EOL
SCALE: 1"=50' HORIZ
1"=5' VERT

8/12/2025
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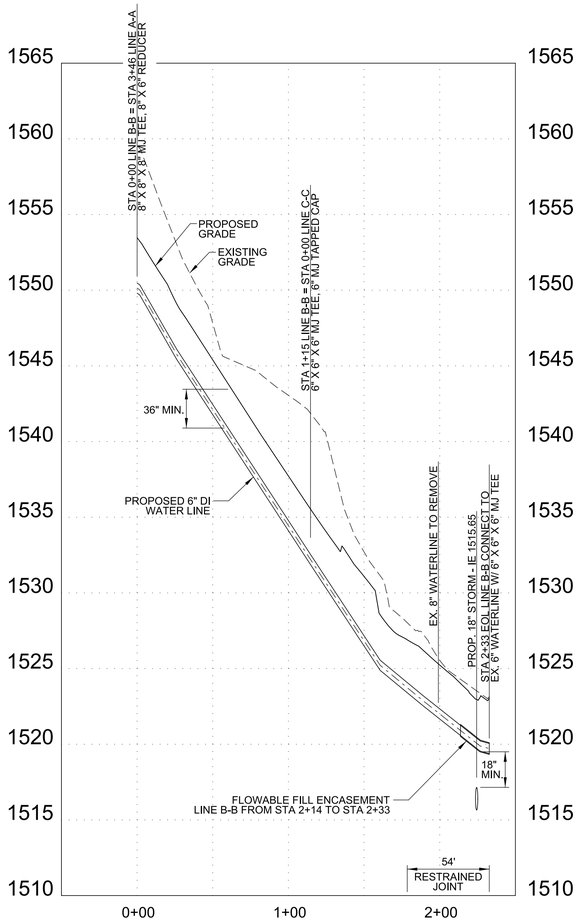
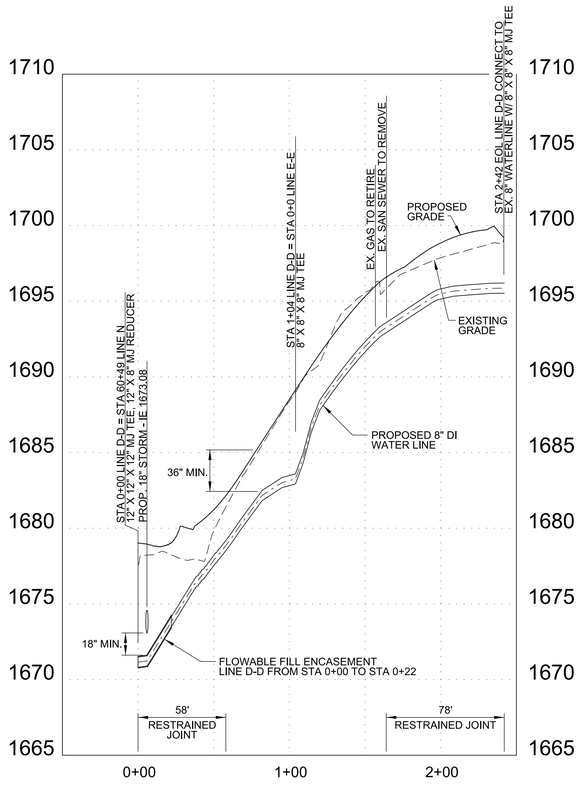
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U7-33 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

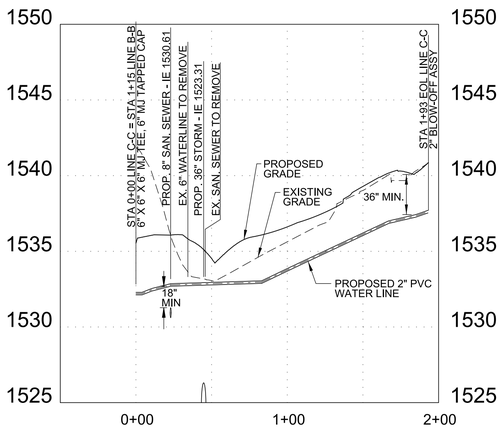
PIN #105467.03 SULLIVAN CO.



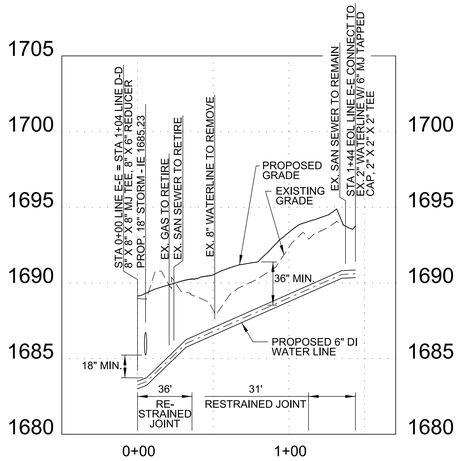

LINE B-B
STA 0+00 TO EOL




LINE D-D
STA 0+00 TO EOL

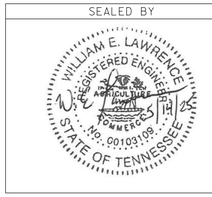



LINE C-C
STA 0+00 TO EOL




LINE E-E
STA 0+00 TO EOL

SEALED BY

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# WATERLINE PROFILE

## LINES B-B, C-C, D-D & E-E

STA. 0+00 TO EOL

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

8/12/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\WATER\U7_33.sht

# UTILITIES INDEX


| SHEET NAME | SHEET NUMBER |
|---|---|
| ESTIMATED UTILITY QUANTITIES | U8-1 |
| GENERAL NOTES AND LEGEND | U8-2 |
| TDOT STANDARD UTILITY NOTES | U8-3 |
| SANITARY SEWER PLAN STA. 190+00 TO STA. 203+00 | U8-4 |
| SANITARY SEWER PLAN STA. 203+00 TO STA. 216+00 | U8-5 |
| SANITARY SEWER PLAN STA. 216+00 TO STA. 229+00 | U8-6 |
| SANITARY SEWER PLAN STA. 229+00 TO STA. 241+00 | U8-7 |
| SANITARY SEWER PLAN STA. 241+00 TO STA. 254+00 | U8-8 |
| SANITARY SEWER PLAN STA. 254+00 TO STA. 267+00 | U8-9 |
| SANITARY SEWER PLAN STA. 267+00 TO STA. 280+00 | U8-10 |
| SANITARY SEWER PLAN STA. 280+00 TO STA. 293+00 | U8-11 |
| SANITARY SEWER PLAN STA. 293+00 TO STA. 306+00 | U8-12 |
| SANITARY SEWER PLAN STA. 306+00 TO STA. 307+50 | U8-13 |
| SANITARY SEWER PROFILE LINE A STA. 0+00 TO EOL | U8-14 |
| SANITARY SEWER PROFILE LINE C STA. 0+00 TO EOL | U8-15 |
| SANITARY SEWER PROFILE LINES E, F & G STA. 0+00 TO EOL | U8-16 |
| SANITARY SEWER PROFILE LINES H, I & J STA. 0+00 TO EOL | U8-17 |
| SANITARY SEWER PROFILE LINE K STA. 0+00 TO EOL | U8-18 |
| SANITARY SEWER PROFILE LINES L & M STA. 0+00 TO EOL | U8-19 |
| SANITARY SEWER PROFILE LINE N STA. 0+00 TO 11+00 | U8-20 |
| SANITARY SEWER PROFILE LINE N STA. 11+00 TO EOL | U8-21 |
| LINE O STA. 0+00 TO EOL | |
| SANITARY SEWER PROFILE LINES P & Q STA. 0+00 TO EOL | U8-22 |
| SANITARY SEWER PROFILE LINE R STA. 0+00 TO EOL | U8-23 |
| SANITARY SEWER PROFILE LINE S STA. 0+00 TO 11+00 | U8-24 |
| SANITARY SEWER PROFILE LINE S STA. 11+00 TO 24+00 | U8-25 |
| SANITARY SEWER PROFILE LINE S STA. 24+00 TO EOL | U8-26 |
| LINE T STA. 0+00 TO EOL | |
| SANITARY SEWER PROFILE LINE U STA. 0+00 TO 11+00 | U8-27 |
| SANITARY SEWER PROFILE LINE U STA. 11+00 TO EOL | U8-28 |


## UTILITY COMPANY CONTACT

CITY OF KINGSPORT
1113 KONNAROCK ROAD
KINGSPORT, TENNESSEE 37664
CHAD AUSTIN
423-224-2509

## ESTIMATED UTILITY QUANTITIES

| | | | | Project No. 1: 82S126-F3-002 |
|---|---|---|---|---|
| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
| 1 | 797-05.01 | 8IN DIP GRAVITY SEWER 0FT-5FT DEPTH | L.F. | 3712 |
| 1 | 797-05.02 | 8IN DIP GRAVITY SEWER 6FT-12FT DEPTH | L.F. | 2852 |
| 1 | 797-05.03 | 8IN DIP GRAVITY SEWER 12FT-18FT DEPTH | L.F. | 147 |
| 1 | 797-05.04 | 8IN DIP GRAVITY SEWER >18 FT DEPTH | L.F. | 37 |
| 1 | 797-05.51 | 8IN PVC GRAVITY SEWER 0FT-6FT DEPTH | L.F. | 2520 |
| 1 | 797-05.52 | 8IN PVC GRAVITY SEWER 6FT-12FT DEPTH | L.F. | 3792 |
| 1 | 797-05.53 | 8IN PVC GRAVITY SEWER 12FT-18FT DEPTH | L.F. | 609 |
| 3 | 797-07.02 | 48 N MANHOLE 4FT-6FT DEPTH | EACH | 23 |
| 3 | 797-07.03 | 48 N MANHOLE 6FT-8FT DEPTH | EACH | 27 |
| 3 | 797-07.04 | 48 N MANHOLE 8FT-10FT DEPTH | EACH | 17 |
| 3 | 797-07.05 | 48 N MANHOLE 10FT-12FT DEPTH | EACH | 9 |
| 3 | 797-07.06 | 48 N MANHOLE 12FT-14FT DEPTH | EACH | 6 |
| 3 | 797-07.07 | 48 N MANHOLE 14FT-16FT DEPTH | EACH | 3 |
| 3 | 797-07.08 | 48 N MANHOLE 16FT-20FT DEPTH | EACH | 5 |
| 5 | 797-07.56 | MANHOLE DROP CONNECTION ASSEMBLY | EACH | 22 |
| 4 | 797-07.60 | ADJUST EXISTING MANHOLE | EACH | 1 |
| 10 | 797-07.75 | TRAFFIC RATED FRAMES AND COVERS | EACH | 53 |
| 11 | 797-07.80 | REMOVE SEWER MANHOLE | EACH | 44 |
| 1 | 797-08.05 | 6" PVC PIPE FOR SERVICE LATERAL | L.F. | 1350 |
| 12 | 797-08.08 | 6" CLEAN OUT ASSEMBLY | EACH | 55 |
| 2 | 797-10.06 | CONNECT 6" LATERAL TO SEWER LINE | EACH | 55 |
| 2 | 797-10.09 | CONNECT EX. 8IN SEWER TO NEW MANHOLE | EACH | 27 |
| 6 | 797-10.36 | PUMP STATION RETIRE IN PLACE | L.S. | 1 |
| 13 | 797-11.25 | RETIRE IN PLACE 48" MANHOLE | EACH | 7 |
| 8 | 797-11.31 | RETIRE IN PLACE EXISTING SEWER 8IN-14IN | L.F. | 11420 |
| 7 | 797-11.38 | BY PASS PUMPING | L.S. | 1 |
| 9 | 797-40.01 | CONCRETE ENCASEMENT | L.F. | 398 |

1 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE EXCAVATION INCLUDING BUT NOT LIMITED TO BEDDING, BACKFILLING, THRUST BLOCKING, CONCRETE ANCHORS, PIPE FUSION, APPURTENANCES, FLOWABLE FILL, MAINTAINING THE TRENCH, TESTING, CHECK DAMS, TEMPORARY PAVEMENT RESTORATION, TRAFFIC CONTROL, AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE FOR GRAVITY SEWER LINES AS SPECIFIED ON THE PLANS. DUCTILE IRON PIPE GRAVITY SEWER LINES SHALL BE EPOXY LINED.

2 INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY FOR CONNECTING TO AN EXISTING AN EXISTING SEWER LINE. PUMP STATION. OR MANHOLE AS SPECIFIED ON PLANS. INCLUDING TRAFFIC CONTROL.

3 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR INSTALLATION OF PRECAST MANHOLE BOTH PREFORMED BASE OR OPEN BOTTOM (DOGHOUSE), INCLUDING BUT NOT LIMITED TO VENT ASSEMBLY (WHERE REQUIRED), CRUSHED STONE, PIPE TO MANHOLE CONNECTORS, EXCAVATION, BACKFILL, BUTYL RESIN GASKET. MANHOLE STEPS. ASPHALTIC WATERPROOFING. FRAME AND COVER. AND TRAFFIC CONTROL.

4 INCLUDES ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED TO ADJUST EXISTING MANHOLES, INCLUDING BUT NOT LIMITED TO EXCAVATION, REMOVAL OF EXISTING FRAME AND COVER, PLACEMENT OF GRADE RINGS, RESETTING OR REPLACING FRAME AND COVER, GROUTING, BACKFILL, COMPACTION, AND SURFACE RESTORATION IN ACCORDANCE WITH THE PLANS.

5 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT, INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR INSTALLATION OF INTERNAL MANHOLE DROP ASSEMBILES AS DESCRIBED AND DETAILED IN THE PLANS AND SPECIFICATIONS.

6 INCLUDES ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED TO RETIRE AN EXISTING PUMP STATION IN PLACE, INCLUDING BUT NOT LIMITED TO REMOVAL AND DISPOSAL OF PUMPS, EQUIPMENT, PIPING, ELECTRICAL COMPONENTS, CAPPING OR PLUGGING EXISTING LINES, GROUTING, FILLING STRUCTURES AS REQUIRED, SITE GRADING, BACKFILL, COMPACTION, AND SURFACE RESTORATION IN ACCORDANCE WITH THE PLANS.

7 INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT, TRAFFIC CONTROL, PLUGGING OF LINES, AND ALL INCIDENTALS FOR A COMPLETE FUNCTIONAL BYPASS PUMPING SYSTEM.

8 INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING FLOWABLE FILL FOR RETIRE IN PLACE ITEMS AS SPECIFIED ON THE BID FORM INCLUDING TRAFFIC CONTROL.

9 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS, AND TRAFFIC CONTROL.

10 INCLUDES ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED FOR INSTALLATION OF TRAFFIC-RATED FRAMES AND COVERS, INCLUDING BUT NOT LIMITED TO REMOVAL AND DISPOSAL OF EXISTING FRAMES AND COVERS, NECESSARY ADJUSTMENTS, GROUTING, BACKFILL, COMPACTION, AND SURFACE RESTORATION IN ACCORDANCE WITH THE PLANS.

11 INCLUDES ALL LABOR, EQUIPMENT, EXCAVATION, DISPOSAL OF WASTE MATERIAL, REMOVAL OF NECESSARY BARREL SECTIONS FOR PROPER GRADE, BACKFILL, COMPACTION, AND SURFACE RESTORATION IN ACCORDANCE WITH THE PLANS.

12 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT, INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR INSTALLATION OF ASSEMBLIES AS DESCRIBED AND DETAILED IN THE PLANS AND SPECIFICATIONS.

13 INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING FLOWABLE FILL FOR RETIRE IN PLACE OR REMOVE MANHOLES AS SPECIFIED ON THE BID FORM INCLUDING TRAFFIC CONTROL.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-1 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

NOTE: QUANTITIES SHOWN ON THIS SHEET ARE INCLUDED IN THE SEWER UTILITY CONTRACT WITH THE CITY OF KINGSPORT. THE BALANCE OF THE SEWER QUANTITIES ARE INCLUDED AND PAID FOR IN THE ROADWAY CONTRACT AND SHOWN ON SHEET 2-1.

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
No. 120111
APPROVED TO PRACTICE
COMMERCE
STATE OF TENNESSEE
7/14/2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.


BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233


BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

ESTIMATED UTILITY QUANTITIES

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-2 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## GENERAL NOTES:

1. ALL CORRESPONDENCE TO TDOT SHALL BE ADDRESSED TO TENNESSEE DEPARTMENT OF TRANSPORTATION, REGION 1, 7345 REGION LANE, KNOXVILLE, TENNESSEE 37914. A COPY OF ALL CORRESPONDENCE ADDRESSED TO TDOT SHALL BE TRANSMITTED TO THE CITY OF KINGSPORT.
2. ALL CORRESPONDENCE, SUBMITTALS OR OTHER ITEMS ASSOCIATED WITH THE CONTRACT SHALL BE IDENTIFIED WITH THE PROJECT OWNER, PROJECT NAME, AND TDOT PIN NUMBER AS LISTED IN THE CONTRACT DOCUMENTS.
3. CLEARING AND CLEANING OF PROJECT SITE OF PLANT LIFE AND DEBRIS SHALL BE UNDER GENERAL AGREEMENT WITH TDOT AND PRIME CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE MADE IN UTILITY ITEMS.
4. ALL EROSION AND SEDIMENTATION CONTROL OF PROJECT SITE SHALL BE UNDER GENERAL AGREEMENT WITH TDOT AND PRIME CONTRACTOR AND IN ACCORDANCE WITH TDEC PERMITS. UTILITY CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF WATER QUALITY PERMITS AND STORM WATER POLLUTION PREVENTION PLAN. NO ADDITIONAL PAYMENT WILL BE MADE IN UTILITY ITEMS. CONTRACTOR SHALL PROVIDE LONG-TERM EROSION PROTECTION AT ALL MANHOLES LOCATED NEAR DRAINAGE DITCHES OR OTHER AREAS PRONE TO EROSION. ACCEPTABLE MEASURES MAY INCLUDE BUT ARE NOT LIMITED TO RIPRAP PLACEMENT, CONCRETE COLLARS, OR EROSION CONTROL MATTING, AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. EXISTING UNDERGROUND INSTALLATIONS SUCH AS WATER LINES, GAS MAINS AND SEWERS ARE INDICATED ON THE DRAWINGS TO THE EXTENT THAT IS SHOWN ON THE TDOT SUPPLIED DRAWINGS, THERE IS NO GUARANTEE AS TO THE ACCURACY AND COMPLETENESS OF SUCH INFORMATION AND ALL RESPONSIBILITY FOR ACCURACY IS EXPRESSLY DISCLAIMED. CONTRACTOR SHALL CONTACT TENNESSEE ONE CALL (DIAL 811) FOR ACTUAL EXISTING UTILITY LOCATIONS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING ALL UNDERGROUND INSTALLATIONS. THE CONTRACTOR SHALL USE HIS OWN INFORMATION AND SHALL NOT RELY UPON INFORMATION INDICATED ON THE DRAWINGS CONCERNING EXISTING UNDERGROUND INSTALLATIONS.
6. IN THE EVENT OF DAMAGE TO EXISTING UTILITIES, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL REPAIRS AND RELATED EXPENSE.
7. ANY TEMPORARY OR PERMANENT PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH THE ROADWAY CONTRACT. PAYMENT FOR RESTORATION DUE TO UTILITIES SHALL BE INCIDENTAL TO THE ITEM OF WHICH IT PERTAINS.
8. THE GENERAL NOTES AND SPECIFICATIONS CONTAIN MINIMUM REQUIREMENTS FOR THIS PROJECT. UTILITY CONSTRUCTION SHALL ALSO CONFORM TO THE REQUIREMENTS OF THE ROADWAY CONTRACT AND THE UTILITY'S STANDARD SPECIFICATION.
9. THE CONTRACTOR MUST PERFORM ALL CONSTRUCTION WITHIN RIGHTS-OF-WAY OR EASEMENTS.
10. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL UTILITY SERVICES DURING CONSTRUCTION, AND MAINTAIN A LIST OF EMERGENCY CONTACTS FOR EACH UTILITY IN CASE OF ACCIDENTAL UTILITY DAMAGE.
11. THE CONTRACTOR SHALL FOLLOW ALL OSHA REGULATIONS PERTAINING TO CONSTRUCTION OPERATIONS.
12. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES TO INSURE ACCESS AND SAFETY AT ALL TIMES FOR MOTORISTS, PEDESTRIANS, RESIDENTS, BUSINESSES, ETC. PAYMENT FOR TRAFFIC CONTROL DUE TO UTILITES SHALL BE INCIDENTAL TO THE ITEM OF WHICH IT PERTAINS.
13. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED IN ACCORDANCE WITH THE ROADWAY CONTRACT.
14. CONTRACTOR SHALL POT HOLE EXISTING UTILITIES TO VERIFY DEPTHS. ANY ADJUSTMENTS TO HORIZONTAL OR VERTICAL ALIGNMENTS TO AVOID ANY EXISTING UTILITIES SHALL BE APPROVED BY UTILITY OWNER PRIOR TO INSTALLATION.
15. ALL SEWER LINE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT PLANS AND TENNESSEE PUBLIC WORKS CONSTRUCTION STANDARDS KINGSPORT, TENNESSEE, AND CITY OF KINGSPORT SEWER MAINTENANCE DIVISION'S STANDARD OPERATING PROCEDURES. CONTRACTOR SHALL COORDINATE WITH CITY OF KINGSPORT TO ENSURE COMPLIANCE WITH THEIR STANDARD OPERATING PROCEDURES. ADDITIONALLY, CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION AND OTHER RELATED GOVERNMENT AGENCY(S) REQUIREMENTS. CITY OF KINGSPORT PUBLIC WORKS CONSTRUCTION STANDARDS ARE AVAILABLE ON THE CITY OF KINGSPORT'S WEBSITE LOCATED UNDER THE PUBLIC WORKS DEPARTMENT, ENGINEERING DOWNLOADS. ANY TRAFFIC CONTROL, CLEARING AND GRUBBING, EROSION CONTROL, ELECTRICAL AND COMMUNICATION, ROADWAY CONSTRUCTION, SIDEWALK CONSTRUCTION, STORM DRAINAGE, ROADWAY SAFETY OR MEASUREMENT AND PAYMENT SHALL BE SUPERSEDED BY TDOT REQUIREMENTS.
16. A MINIMUM OF 30 INCHES OF COVER IS REQUIRED OVER ALL NEW UTILITIES, UNLESS NOTED OTHERWISE ON THE PLANS.
17. ALL UTILITY MAINS LARGER THAN 6 INCHES UNDER TDOT ROW THAT ARE TO BE RETIRED SHALL BE PLUGGED AND FILLED WITH GROUT UNLESS REMOVED. UTILITY LINES TO BE RETIRED SHALL BE ABANDONED IN PLACE UNLESS OTHERWISE NOTED. ALL DUCTILE IRON PIPE (DIP) LOCATED WITHIN THE EXCAVATED AREA SHALL BE REMOVED. ALL REMOVE/RETIRE SHALL BE PERFORMED BY THE CONTRACTOR. MANHOLES TO BE ABANDONED SHALL HAVE ALL INLETS AND OUTLETS PLUGGED, THE STRUCTURE CLEANED, AND FILLED WITH CRUSHED STONE TO THE TOP OF CONE OR GRADE AS DIRECTED BY THE ENGINEER, UNLESS OTHERWISE NOTED.
18. CONTRACTOR SHALL INTERCEPT EXISTING SEWER SERVICES, CONNECT TO EXISTING LINE, AND SET NEW CLEANOUT ON THE EDGE OF RIGHT OF WAY. FINAL CLEANOUT LOCATIONS SHALL BE COORDINATED WITH THE CITY OF KINGSPORT.
19. CONTRACTOR SHALL COMPLY WITH ALL BUY AMERICA REQUIREMENTS PER SP106A STATE OF TENNESSEE.
20. ALL MANHOLES LOCATED OUTSIDE OF PAVEMENT SHALL HAVE TOPS SET A MINIMUM OF 3 INCHES ABOVE FINISHED GRADE TO PREVENT SURFACE WATER INFILTRATION, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

## LEGEND

- 24" W — PROPOSED WATER LINE
- 8" SA — PROPOSED SANITARY SEWER LINE
- 24" W — EXISTING WATER LINE TO REMAIN
- 8" SA — EXISTING SEWER LINE TO REMAIN
- 24" W — EXISTING WATERLINE TO REMOVE/RETIRE
- 8" SA — EXISTING SEWER LINE TO REMOVE/RETIRE
- 4" FMS — EXISTING FORCEMAIN TO REMOVE/RETIRE
- ℄ — PROPERTY LINE
- EASEMENT LINE
- EXISTING SANITARY MANHOLE
- PROPOSED SANITARY MANHOLE
- EXISTING SANITARY MANHOLE TO REMAIN
- EXISITNG SANITARY MANHOLE TO REMOVE/RETIRE
- PROPOSED AIR RELEASE VALVE

SEALED BY

DANIEL B. McNEELY — REGISTERED ENGINEER — No. 121911 — STATE OF TENNESSEE

7/14/2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

GENERAL NOTES AND LEGEND

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-3 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

## TDOT STANDARD GENERAL NOTES:

1. EXCEPT FOR EROSION AND SEDIMENT CONTROL ITEMS AND UTILITY ITEMS TO BE PAID IN THE ROADWAY CONTRACT, NOTED ON SHEET 2-1, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.

2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.

3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS.

4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.

5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.

6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.

7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

SEALED BY




7/14/2025

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BARGE DESIGN SOLUTIONS
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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

TDOT STANDARD UTILITY NOTES

6/30/2025
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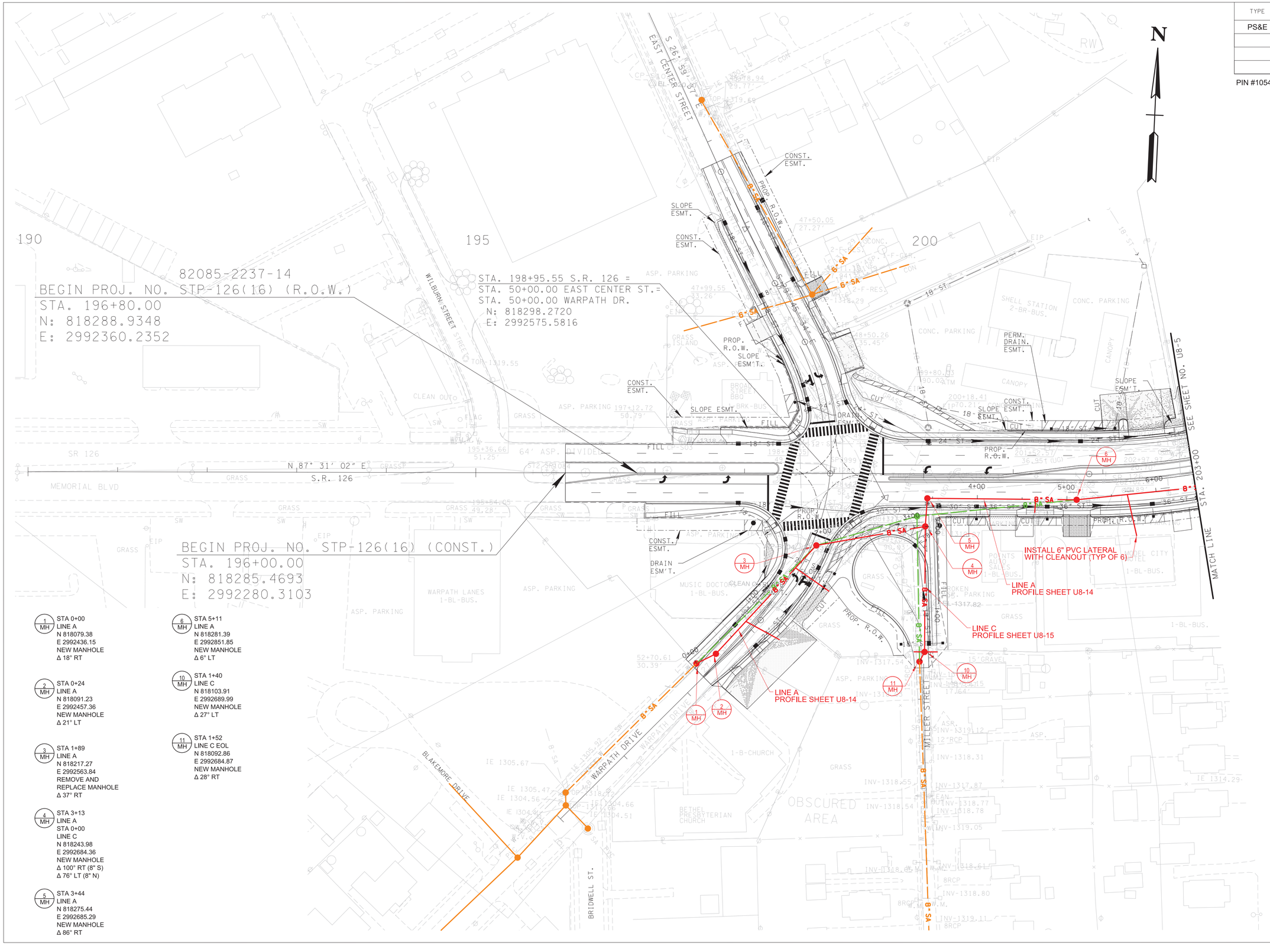
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-4 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




1 MH STA 0+00
LINE A
N 818079.38
E 2992436.15
NEW MANHOLE
Δ 18° RT

2 MH STA 0+24
LINE A
N 818091.23
E 2992457.36
NEW MANHOLE
Δ 21° LT

3 MH STA 1+89
LINE A
N 818217.27
E 2992563.84
REMOVE AND
REPLACE MANHOLE
Δ 37° RT

4 MH STA 3+13
LINE A
STA 0+00
LINE C
N 818243.98
E 2992684.36
NEW MANHOLE
Δ 100° RT (8" S)
Δ 76° LT (8" N)

5 MH STA 3+44
LINE A
N 818275.44
E 2992685.29
NEW MANHOLE
Δ 86° RT

6 MH STA 5+11
LINE A
N 818281.39
E 2992851.85
NEW MANHOLE
Δ 6° LT

10 MH STA 1+40
LINE C
N 818103.91
E 2992689.99
NEW MANHOLE
Δ 27° LT

11 MH STA 1+52
LINE C EOL
N 818092.86
E 2992684.87
NEW MANHOLE
Δ 28° RT

SEALED BY

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AGRICULTURE
COMMERCE
No. 12801
STATE OF TENNESSEE
7/14/2025

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KINGSPORT TENNESSEE

SANITARY SEWER PLAN

STA.190+00 TO STA.203+00

SCALE: 1"=50'

6/30/2025
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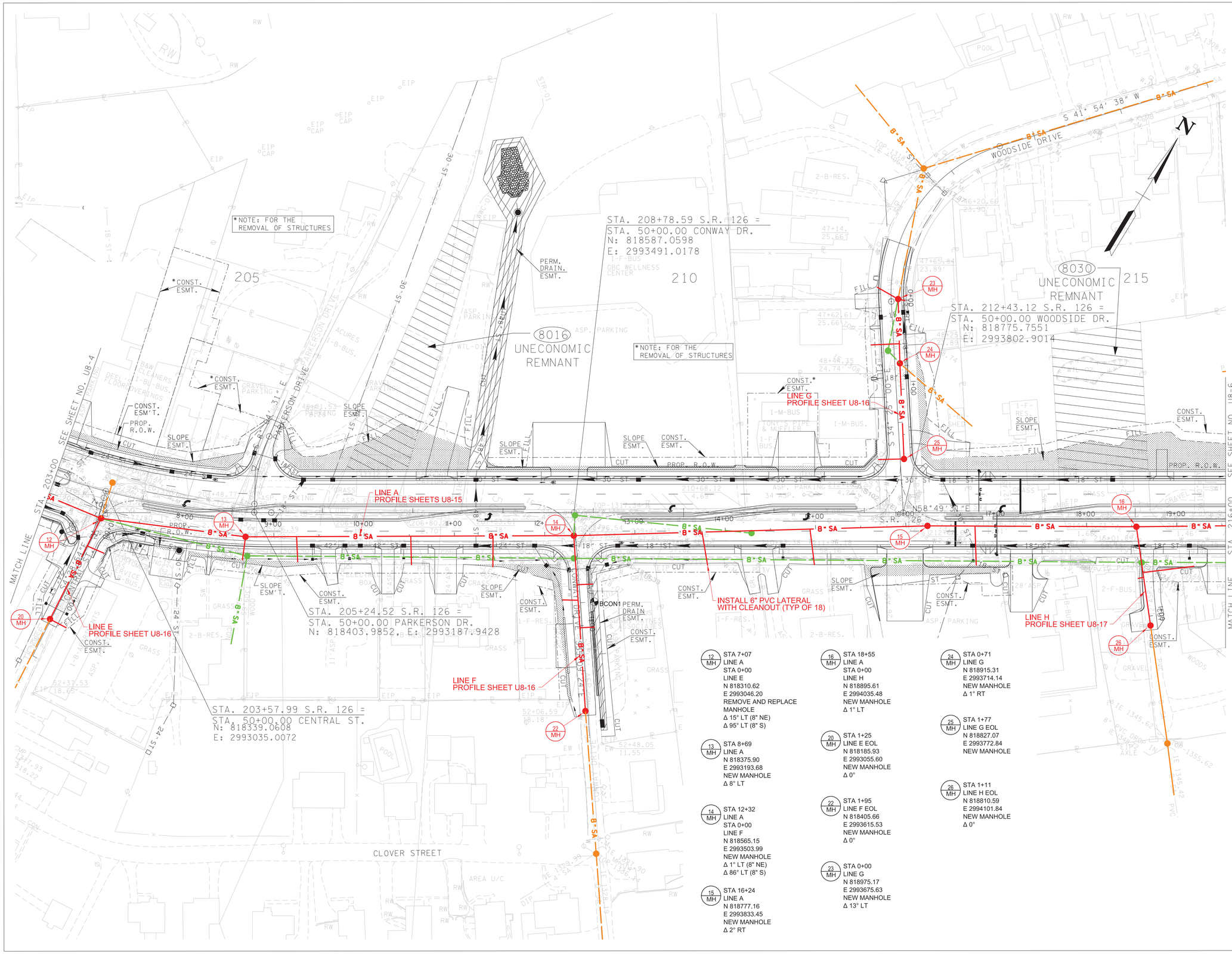
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-5 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




12 MH STA 7+07
LINE A
STA 0+00
LINE E
N 818310.62
E 2993046.20
REMOVE AND REPLACE MANHOLE
Δ 15° LT (8" NE)
Δ 95° LT (8" S)

13 MH STA 8+69
LINE A
N 818375.90
E 2993193.68
NEW MANHOLE
Δ 8° LT

14 MH STA 12+32
LINE A
STA 0+00
LINE F
N 818565.15
E 2993503.99
NEW MANHOLE
Δ 1° LT (8" NE)
Δ 86° LT (8" S)

15 MH STA 16+24
LINE A
N 818777.16
E 2993833.45
NEW MANHOLE
Δ 2° RT

16 MH STA 18+55
LINE A
STA 0+00
LINE H
N 818895.61
E 2994035.48
NEW MANHOLE
Δ 1° LT

20 MH STA 1+25
LINE E EOL
N 818185.93
E 2993055.60
NEW MANHOLE
Δ 0°

22 MH STA 1+95
LINE F EOL
N 818405.66
E 2993615.53
NEW MANHOLE
Δ 0°

23 MH STA 0+00
LINE G
N 818975.17
E 2993675.63
NEW MANHOLE
Δ 13° LT

24 MH STA 0+71
LINE G
N 818915.31
E 2993714.14
NEW MANHOLE
Δ 1° RT

25 MH STA 1+77
LINE G EOL
N 818827.07
E 2993772.84
NEW MANHOLE

26 MH STA 1+11
LINE H EOL
N 818810.59
E 2994101.84
NEW MANHOLE
Δ 0°

SEALED BY

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No. 17801
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7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.203+00 TO STA.216+00

SCALE: 1"=50'

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-6 |
| | | 82S126-F3-002 | |
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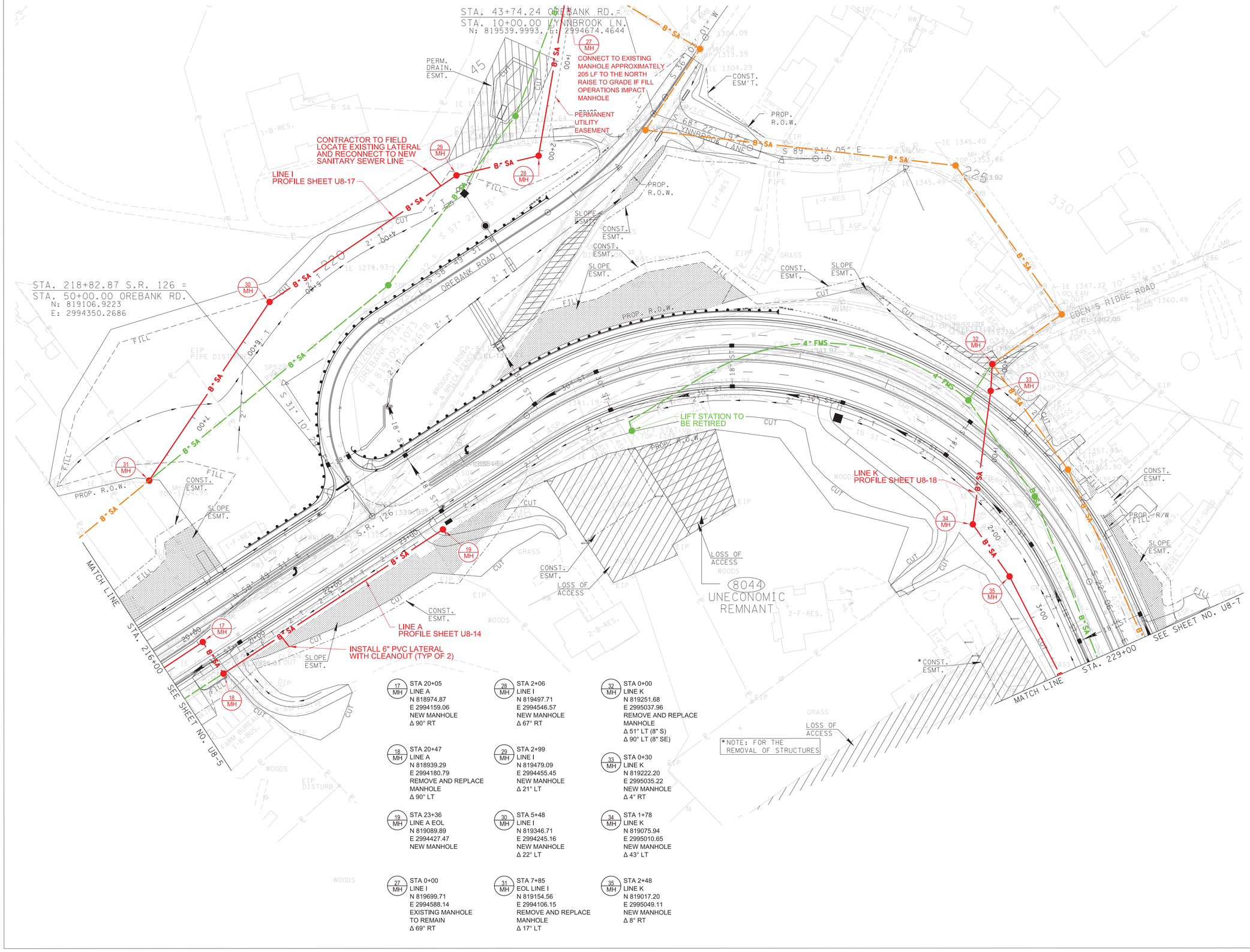
PIN #105467.03 SULLIVAN CO.




17 MH — STA 20+05
LINE A
N 818974.87
E 2994159.06
NEW MANHOLE
Δ 90° RT

18 MH — STA 20+47
LINE A
N 818939.29
E 2994180.79
REMOVE AND REPLACE MANHOLE
Δ 90° LT

19 MH — STA 23+36
LINE A EOL
N 819089.89
E 2994427.47
NEW MANHOLE

27 MH — STA 0+00
LINE I
N 819699.71
E 2994588.14
EXISTING MANHOLE TO REMAIN
Δ 69° RT

28 MH — STA 2+06
LINE I
N 819497.71
E 2994546.57
NEW MANHOLE
Δ 67° RT

29 MH — STA 2+99
LINE I
N 819479.09
E 2994455.45
NEW MANHOLE
Δ 21° LT

30 MH — STA 5+48
LINE I
N 819346.71
E 2994245.16
NEW MANHOLE
Δ 22° LT

31 MH — STA 7+85
EOL LINE I
N 819154.56
E 2994106.15
REMOVE AND REPLACE MANHOLE
Δ 17° LT

32 MH — STA 0+00
LINE K
N 819251.68
E 2995037.96
REMOVE AND REPLACE MANHOLE
Δ 51° LT (8" S)
Δ 90° LT (8" SE)

33 MH — STA 0+30
LINE K
N 819222.20
E 2995035.22
NEW MANHOLE
Δ 4° RT

34 MH — STA 1+78
LINE K
N 819075.94
E 2995010.65
NEW MANHOLE
Δ 43° LT

35 MH — STA 2+48
LINE K
N 819017.20
E 2995049.11
NEW MANHOLE
Δ 8° RT

SEALED BY

DANIEL B. McNEELY — REGISTERED ENGINEER — STATE OF TENNESSEE — 7/14/2025

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BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.216+00 TO STA.229+00

SCALE: 1"=50'

6/30/2025
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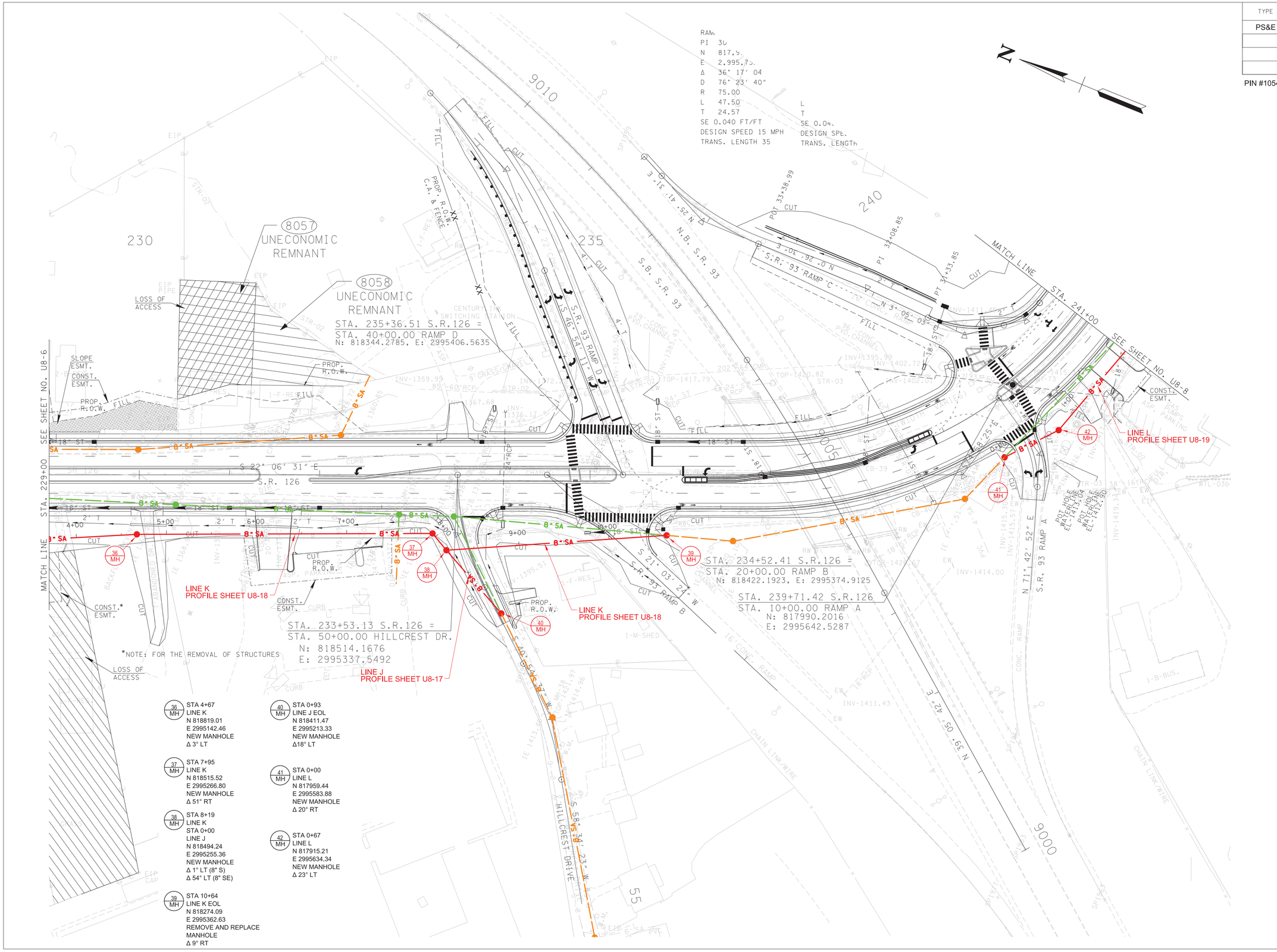
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-7 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




36 MH — STA 4+67, LINE K, N 818819.01, E 2995142.46, NEW MANHOLE, Δ 3° LT

37 MH — STA 7+95, LINE K, N 818515.52, E 2995266.80, NEW MANHOLE, Δ 51° RT

38 MH — STA 8+19, LINE K, STA 0+00, LINE J, N 818494.24, E 2995255.36, NEW MANHOLE, Δ 1° LT (8" S), Δ 54° LT (8" SE)

39 MH — STA 10+64, LINE K EOL, N 818274.09, E 2995362.63, REMOVE AND REPLACE MANHOLE, Δ 9° RT

40 MH — STA 0+93, LINE J EOL, N 818411.47, E 2995213.33, NEW MANHOLE, Δ18° LT

41 MH — STA 0+00, LINE L, N 817959.44, E 2995583.88, NEW MANHOLE, Δ 20° RT

42 MH — STA 0+67, LINE L, N 817915.21, E 2995634.34, NEW MANHOLE, Δ 23° LT

SEALED BY

DANIEL B. McNEELY, REGISTERED ENGINEER, AGRICULTURE, COMMERCE, No. 17801, STATE OF TENNESSEE

7/14/2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

BARGE DESIGN SOLUTIONS

Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.229+00 TO STA.241+00

SCALE: 1"=50'

6/30/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_7.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-8 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

N: 817968.8751
E: 2995783.4549
STA. 241+14.99 S.R.126, 35.5' LT =
STA. 30+00.00 RAMP C

INSTALL 6" PVC LATERAL WITH CLEANOUT (TYP OF 3)

LINE M - PROFILE SHEET U8-19

LINE M - PROFILE SHEET U8-19

LINE L - PROFILE SHEET U8-19

LINE N - PROFILE SHEETS U8-20 AND U8-21

LINE N - PROFILE SHEETS U8-20 AND U8-21

LINE O - PROFILE SHEET U8-21

SEE SHEET NO. U8-7

SEE SHEET NO. U8-9

MATCH LINE STA. 241+00

MATCH LINE STA. 254+00

CONTRACTOR TO REMOVE EXISTING MH AND TIE INTO EXISTING LATERALS WITH CLEANOUTS

STA. 242+36.48 S.R. 126=
STA. 50+00.00 STRATFORD RD.
N: 817903.0926
E: 2995891.5816

STA. 248+88.97 S.R. 126=
STA. 50+00.00 HEATHER LN./ MILTON CT.
N: 817733.9266
E: 2996521.7625

8086 UNECONOMIC REMNANT

8324 UNECONOMIC REMNANT

*NOTE: FOR THE REMOVAL OF STRUCTURES

43 MH — STA 2+19
LINE L
N 817868.05
E 2995778.58
NEW MANHOLE
Δ 1° LT

44 MH — STA 3+14
LINE L
STA 0+00
LINE M
N 817837.26
E 2995868.19
NEW MANHOLE
Δ 67° LT (8" NE)
Δ 92° LT (8" SW)

47 MH — STA 3+93
LINE L EOL
N 817764.79
E 2995840.40
NEW MANHOLE
Δ 12° RT

48 MH — STA 0+48
LINE M
STA 0+00
LINE N
N 817873.00
E 2995900.69
NEW MANHOLE
Δ 17° LT

49 MH — STA 1+37
LINE M
N 817957.29
E 2995939.87
NEW MANHOLE
Δ 78° RT

50 MH — STA 3+75
LINE M
N 817905.96
E 2996171.64
NEW MANHOLE
Δ 7° LT

51 MH — STA 7+09
LINE M EOL
N 817875.91
E 2996503.15
REMOVE AND REPLACE MANHOLE
Δ 16° RT

52 MH — STA 3+69
LINE N
N 817781.34
E 2996258.61
NEW MANHOLE
Δ 1° LT

53 MH — STA 6+09
LINE N
N 817719.21
E 2996490.52
NEW MANHOLE
Δ 0° (8" E)
Δ 95° (8" S)

54 MH — STA 8+12
LINE N
N 817666.41
E 2996686.07
NEW MANHOLE
Δ 21° RT

55 MH — STA 8+87
LINE N
N 817621.45
E 2996746.55
NEW MANHOLE
Δ 9° LT

62 MH — STA 0+00
LINE O
N 817688.53
E 2996887.12
NEW MANHOLE
Δ 13° RT
INSTALL WATERTIGHT FRAME AND COVER

63 MH — STA 0+98
LINE O
N 817620.96
E 2996958.51
NEW MANHOLE
Δ 42° LT

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
No. 121911
STATE OF TENNESSEE
7/14/2025

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BARGE DESIGN SOLUTIONS
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PHONE (423) 247-5325 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.241+00 TO STA.254+00

SCALE: 1"=50'

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-9 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

57 MH — STA 12+27, LINE N, N 817466.68, E 2997048.46, REMOVE AND REPLACE MANHOLE, Δ 86° RT (8" S), Δ 89° LT (8" N)

58 MH — STA 12+71, LINE N, N 817505.18, E 2997069.48, NEW MANHOLE, Δ 52° RT

59 MH — STA 15+62, LINE N, N 817550.54, E 2997356.82, NEW MANHOLE, Δ 39° LT

60 MH — STA 16+40, LINE N EOL, N 817608.85, E 2997409.57, NEW MANHOLE, Δ 26° RT

64 MH — STA 2+65, LINE O, N 817617.10, E 2997125.92, NEW MANHOLE, Δ 69° LT

65 MH — STA 3+40, LINE O, N 817686.36, E 2997154.45, NEW MANHOLE, Δ 46° RT

66 MH — STA 4+57, LINE O EOL, N 817730.88, E 2997262.76, NEW MANHOLE, Δ 17° LT

67 MH — STA 0+00, LINE P, N 817991.31, E 2997585.08, NEW MANHOLE, Δ 96° LT (8" NW), Δ 14° LT (8" E)

69 MH — STA 0+76, LINE P EOL, N 818051.36, E 2997538.51, NEW MANHOLE, Δ 11° RT

96 MH — STA 0+00, LINE U, N 817983.93, E 2997572.60, REMOVE AND REPLACE MANHOLE, Δ 8° RT

97 MH — STA 0+67, LINE U, N 818029.31, E 2997621.88, NEW MANHOLE, Δ 1° RT

98 MH — STA 3+50, LINE U, N 818227.39, E 2997823.15, NEW MANHOLE, Δ 90° RT

STA. 261+29.82 S.R. 126=
STA. 50+00.00 BEVERLY HILL ST.
N: 817954.4342
E: 2997626.1091

STA. 254+55.13 S.R. 126=
STA. 50+00.00 KITE ST.
N: 817613.0029
E: 2997072.8393

LINE N PROFILE SHEETS U8-20 AND U8-21

LINE O PROFILE SHEET U8-21

LINE P PROFILE SHEET U8-22

LINE U PROFILE SHEETS U8-27 & U8-28

INSTALL 6" PVC LATERAL WITH CLEANOUT (TYP OF 3)

SEE SHEET NO. U8-8

SEE SHEET NO. U8-10

8104 UNECONOMIC REMNANT

GRADED SOLID ROCK

PROTECT WETLANDS LOCATED BEYOND THE LIMITS OF THE FILL SLOPE AND PROPOSED RIGHT-OF-WAY

SEALED BY

DANIEL B. McNEELY — REGISTERED ENGINEER — 7/14/2025 — STATE OF TENNESSEE

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.254+00 TO STA.267+00

SCALE: 1"=50'

6/30/2025
F:\36\36937\369370O\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_9.sht

70 MH — STA 0+00
LINE Q
STA 9+05
LINE U
N 818498.52
E 2998296.48
NEW MANHOLE
Δ 26° LT (8" E)
Δ 105° LT (8" N)

71 MH — STA 0+00
LINE S
STA 14+58
LINE U
N 818625.76
E 2998801.91
REMOVE AND REPLACE
MANHOLE
Δ 86° LT (8" N)
Δ 74° RT (8" S)

72 MH — STA 0+00
LINE R
N 819262.89
E 2998827.52
NEW MANHOLE
Δ 11° LT

73 MH — STA 1+23
LINE R
N 819140.19
E 2998839.97
NEW MANHOLE
Δ 35° RT

74 MH — STA 3+33
LINE R
N 818957.99
E 2998736.97
NEW MANHOLE
Δ 87° RT

75 MH — STA 4+73
LINE R
N 819021.06
E 2998611.25
NEW MANHOLE
Δ 0°

76 MH — STA 5+93
LINE R
N 819074.82
E 2998503.66
NEW MANHOLE
Δ 26° RT

77 MH — STA 6+67
LINE R EOL
N 819132.87
E 2998459.55
NEW MANHOLE
Δ 0°

78 MH — STA 4+00
LINE S
N 818917.88
E 2999075.28
NEW MANHOLE
Δ 37° RT

79 MH — STA 4+48
LINE S
N 818925.83
E 2999122.62
NEW MANHOLE
Δ 41° LT

99 MH — STA 6+49
LINE R
N 818402.74
E 2998065.45
REMOVE AND REPLACE
MANHOLE
Δ 6° RT

100 MH — STA 8+49
LINE U
N 818500.26
E 2998239.85
NEW MANHOLE
Δ 31° RT

101 MH — STA 10+59
LINE U
N 818560.56
E 2998436.98
NEW MANHOLE
Δ 4° RT

102 MH — STA 13+87
LINE U
N 818670.06
E 2998746.50
NEW MANHOLE
Δ 58° RT

103 MH — STA 15+70
LINE U
N 818522.44
E 2998758.29
NEW MANHOLE
Δ 36° RT

104 MH — STA 17+41
LINE U EOL
N 818433.31
E 2998612.40
REMOVE AND REPLACE
MANHOLE
Δ 51° LT

105 MH — STA 1+71
LINE Q EOL
N 818664.92
E 2998256.33
NEW MANHOLE
Δ 0°

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-10 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

STA. 269+90.85 S.R. 126=
STA. 50+00.00 GLENWOOD ST.
N: 818475.4826
E: 2998302.6925

LINE U PROFILE SHEETS U8-27 & U8-28

LINE Q PROFILE SHEET U8-22

CONTRACTOR SHALL LOCATE EXISTING LINE AND MAKE TIE IN TO MH 75 IN COORDINATION WITH THE OWNER

INSTALL 6" PVC LATERAL WITH CLEANOUT (TYP OF 6)

STA. 48+90.00 WOODRIDGE AVE.=
STA. 250+00.00 AMY AVE.
N: 818762.2033
E: 2998723.2740

N: 819127.2631
E: 2998848.6766
STA. 245+75.00 AMY AVE.=
STA. 350+00.00 AMY CT.

LINE R PROFILE SHEET U8-23

STA. 246+85.00 AMY AVE.=
STA. 150+00.00 TRINITY LN.
N: 819022.9022
E: 2998882.5965

SEE SHEET NO. U8-9

SEE SHEET NO. U8-11

MATCH LINE

MATCH LINE

EQ. STA. 273+62.55 BK. =
STA. 273+80.24 AHD.
CONST. ESMT. N: 818606.8908
E: 2998650.2174

*NOTE: FOR THE REMOVAL OF STRUCTURE

LINE U PROFILE SHEETS U8-27 & U8-28

LINE S PROFILE SHEETS U8-24 THRU U8-26

STA. 275+24.83 S.R. 126=
STA. 50+00.00 HARBOR CHAPEL RD./ WOODRIDGE AVE.
N: 818668.4421
E: 2998780.7875

SKYLAND LANE

AMY AVENUE

TRINITY LANE

WOODRIDGE AVENUE

HARBOR CHAPEL ROAD

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
No. 121911
STATE OF TENNESSEE
7/14/2025

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BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-0325 // FAX (423) 247-0233
BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.267+00 TO STA.280+00

SCALE: 1"=50'

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-11 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.

(80 MH) STA 8+14
LINE S
N 819206.87
E 2999356.93
NEW MANHOLE
Δ 2° LT

(81 MH) STA 11+21
LINE S
N 819448.13
E 2999546.17
NEW MANHOLE
Δ 48° LT

(82 MH) STA 11+83
LINE S
N 819509.37
E 2999535.49
NEW MANHOLE
Δ 50° RT

(83 MH) STA 14+99
LINE S
N 819750.96
E 2999738.42
NEW MANHOLE
Δ 12° RT

(84 MH) STA 17+85
LINE S
N 819926.38
E 2999964.27
NEW MANHOLE
Δ 6° RT

LOCAL CONFLICT MAY OCCUR BETWEEN PROPOSED STORM AND EXISTING SANITARY SEWER TO REMAIN. CONTRACTOR SHALL SUPPORT SEWER LINE DURING STORM STRUCTURE INSTALLATION

LINE S
PROFILE SHEETS
U8-24 THRU U8-26

INSTALL 6" PVC LATERAL WITH CLEANOUT (TYP OF 2)

PROTECT WETLANDS LOCATED BEYOND THE LIMITS OF THE FILL SLOPE AND PROPOSED RIGHT-OF-WAY

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
No. 120111
STATE OF TENNESSEE
7/14/2025

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BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.280+00 TO STA.293+00

SCALE: 1"=50'

6/30/2025
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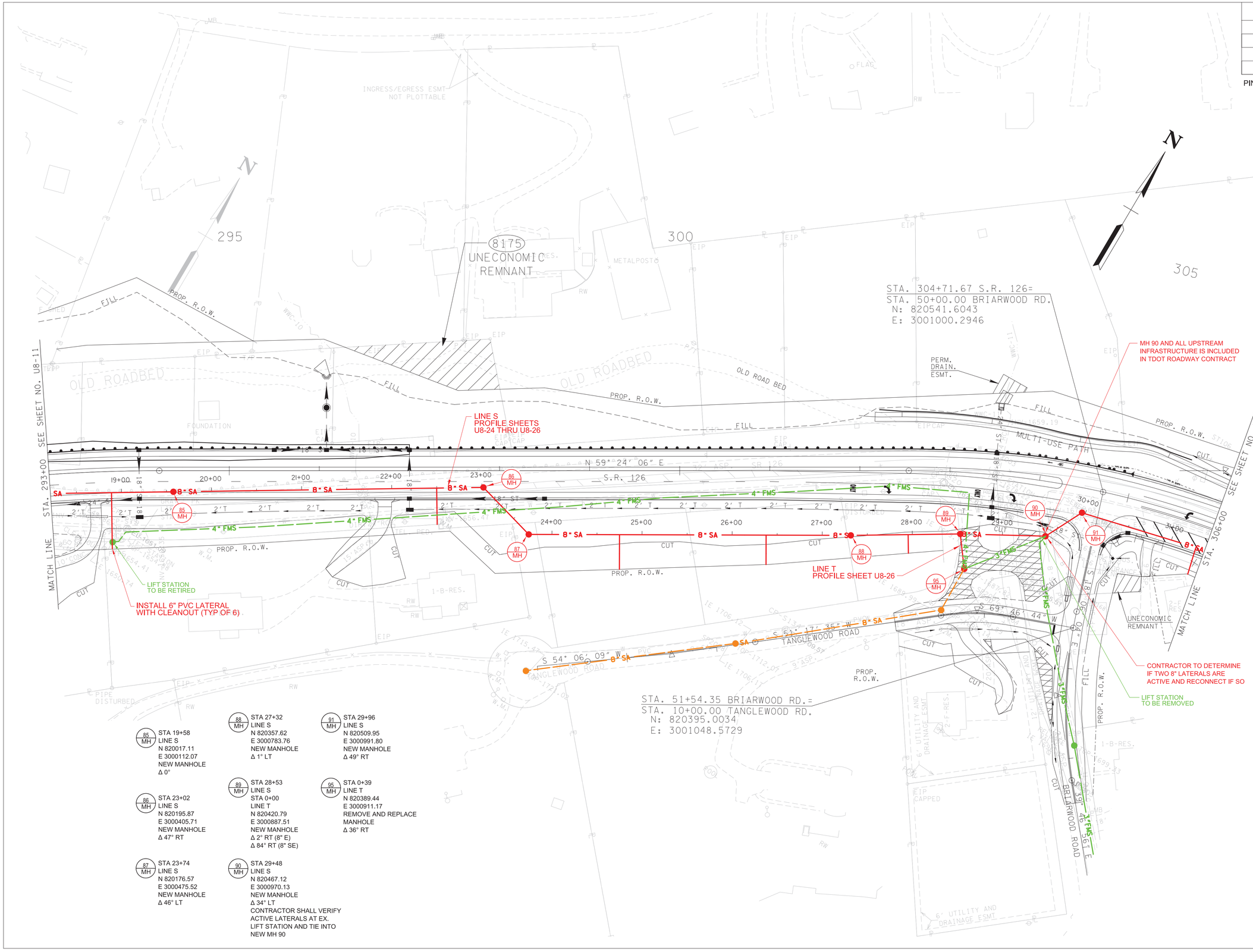
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




85 MH — STA 19+58
LINE S
N 820017.11
E 3000112.07
NEW MANHOLE
Δ 0°

86 MH — STA 23+02
LINE S
N 820195.87
E 3000405.71
NEW MANHOLE
Δ 47° RT

87 MH — STA 23+74
LINE S
N 820176.57
E 3000475.52
NEW MANHOLE
Δ 46° LT

88 MH — STA 27+32
LINE S
N 820357.62
E 3000783.76
NEW MANHOLE
Δ 1° LT

89 MH — STA 28+53
LINE S
STA 0+00
LINE T
N 820420.79
E 3000887.51
NEW MANHOLE
Δ 2° RT (8" E)
Δ 84° RT (8" SE)

90 MH — STA 29+48
LINE S
N 820467.12
E 3000970.13
NEW MANHOLE
Δ 34° LT
CONTRACTOR SHALL VERIFY ACTIVE LATERALS AT EX. LIFT STATION AND TIE INTO NEW MH 90

91 MH — STA 29+96
LINE S
N 820509.95
E 3000991.80
NEW MANHOLE
Δ 49° RT

95 MH — STA 0+39
LINE T
N 820389.44
E 3000911.17
REMOVE AND REPLACE MANHOLE
Δ 36° RT

SEALED BY

DANIEL B. McNEELY — REGISTERED ENGINEER — No. 121111 — STATE OF TENNESSEE
7/14/2025

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BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.293+00 TO STA.306+00

SCALE: 1"=50'

6/30/2025
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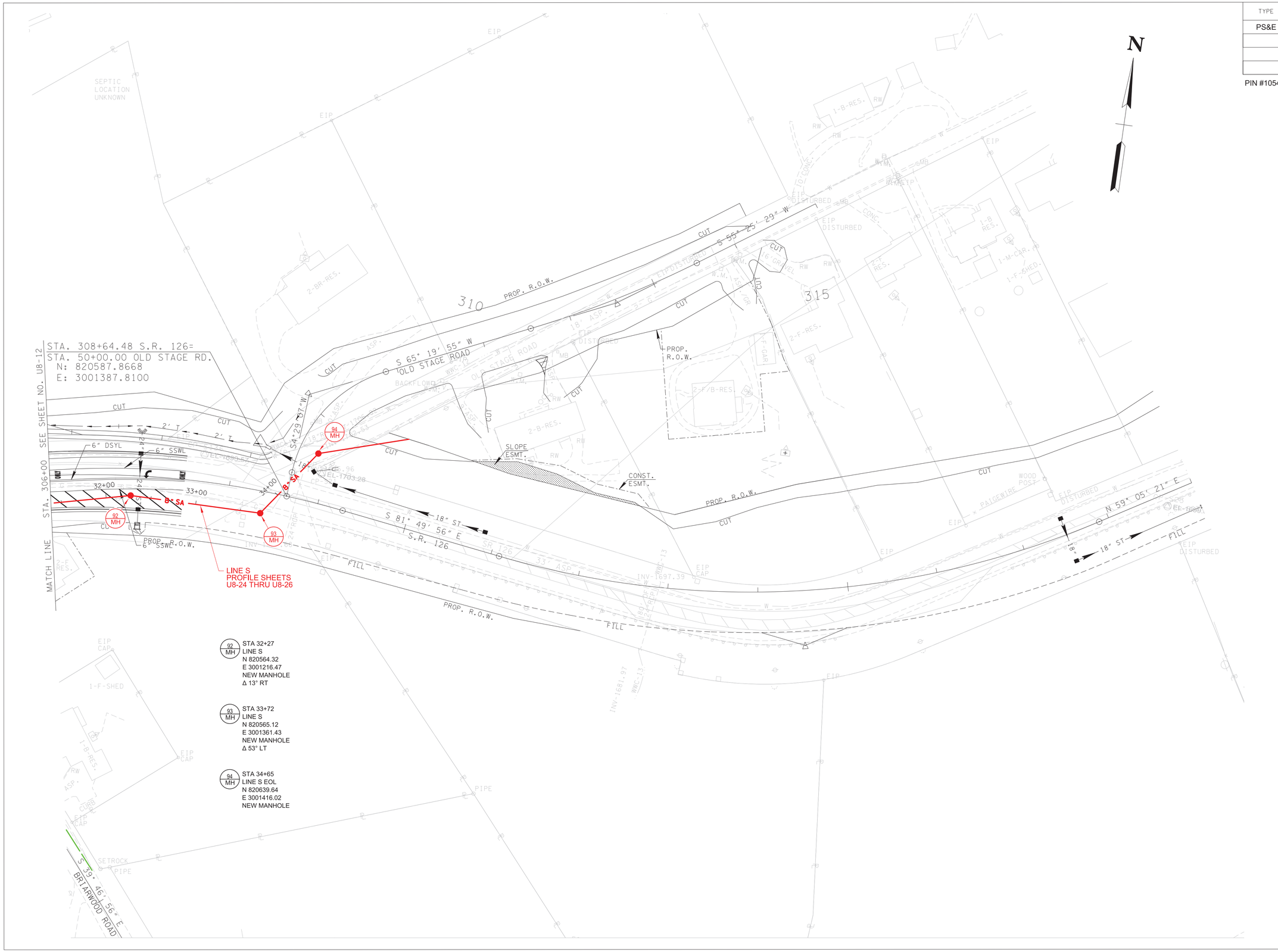
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-13 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




92 MH STA 32+27
LINE S
N 820564.32
E 3001216.47
NEW MANHOLE
Δ 13° RT

93 MH STA 33+72
LINE S
N 820565.12
E 3001361.43
NEW MANHOLE
Δ 53° LT

94 MH STA 34+65
LINE S EOL
N 820639.64
E 3001416.02
NEW MANHOLE

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 17911
STATE OF TENNESSEE
7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PLAN

STA.306+00 TO STA.307+50

SCALE: 1"=50'

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-14 |
| | | 82S126-F3-002 | |
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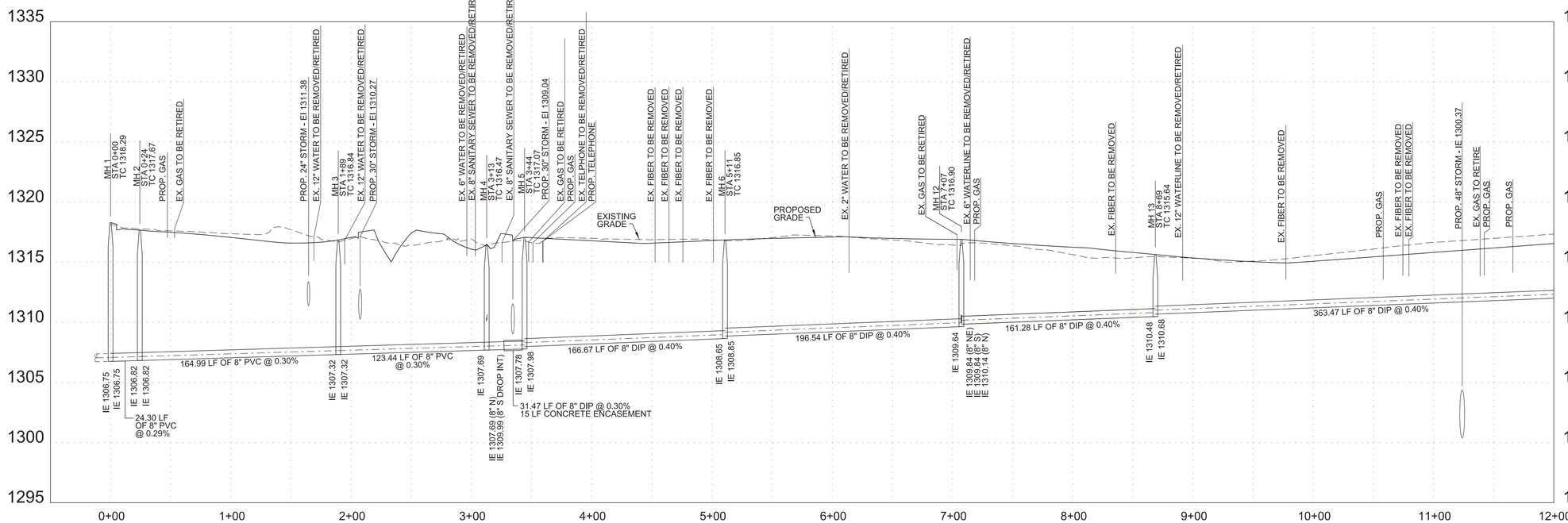
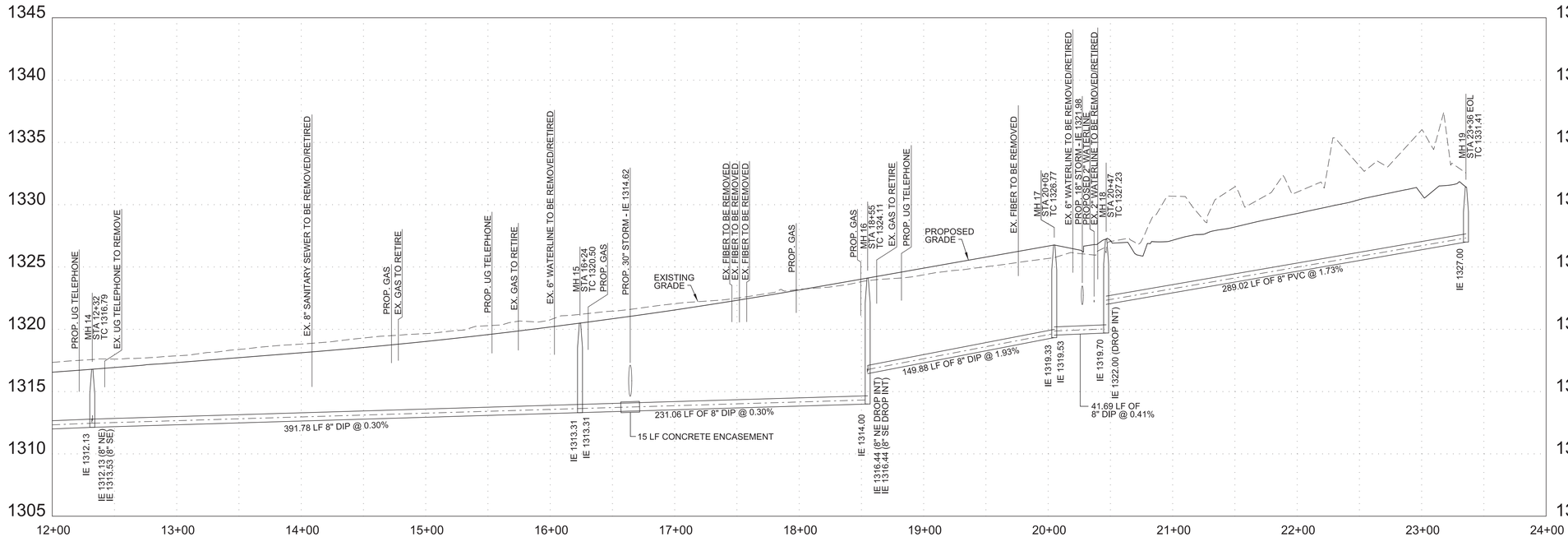
PIN #105467.03 SULLIVAN CO.




LINE A STA 0+00 TO STA 12+00




LINE A STA 12+00 TO EOL

GENERAL NOTE:

1. MANHOLES 1, 2, 3, 4, 14, AND 15 HAVE 0' DROP ACROSS INVERTS.

SEALED BY

DANIEL B. MCNEELY
REGISTERED ENGINEER
No. 121411
STATE OF TENNESSEE
7/14/2025

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PHONE (423) 247-5525 // FAX (423) 247-6233


BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PROFILE

## LINE A

STA.0+00 TO EOL

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

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-15 |
| | | 82S126-F3-002 | |
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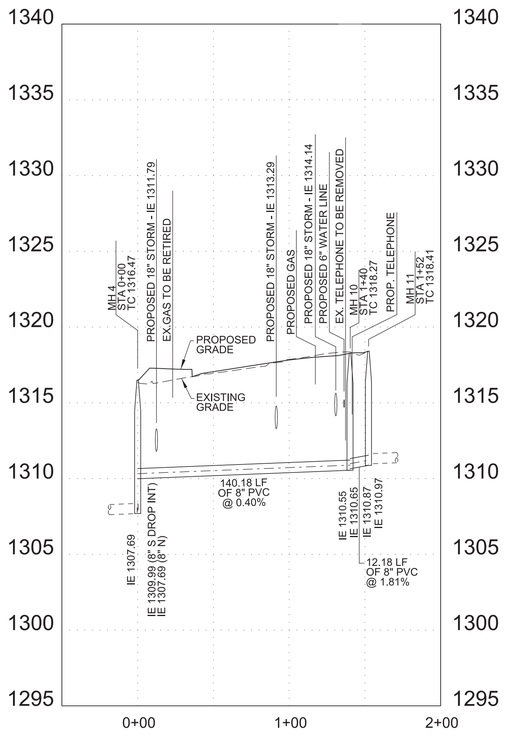
PIN #105467.03 SULLIVAN CO.




LINE C STA 0+00 TO EOL

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
NO. 27 RD
MORIGAN TURBE
COMMERCE
No. 27 RD
STATE OF TENNESSEE

7/14/2025

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BARGE DESIGN SOLUTIONS

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINE C

STA.0+00 TO EOL

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

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-16 |
| | | 82S126-F3-002 | |
| | | | |
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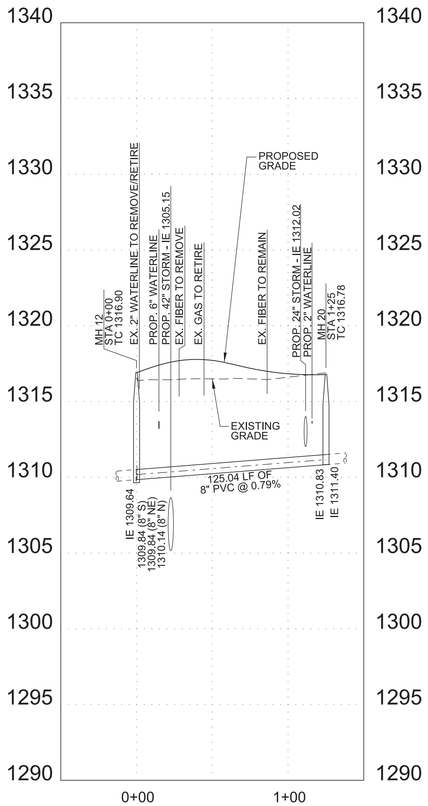
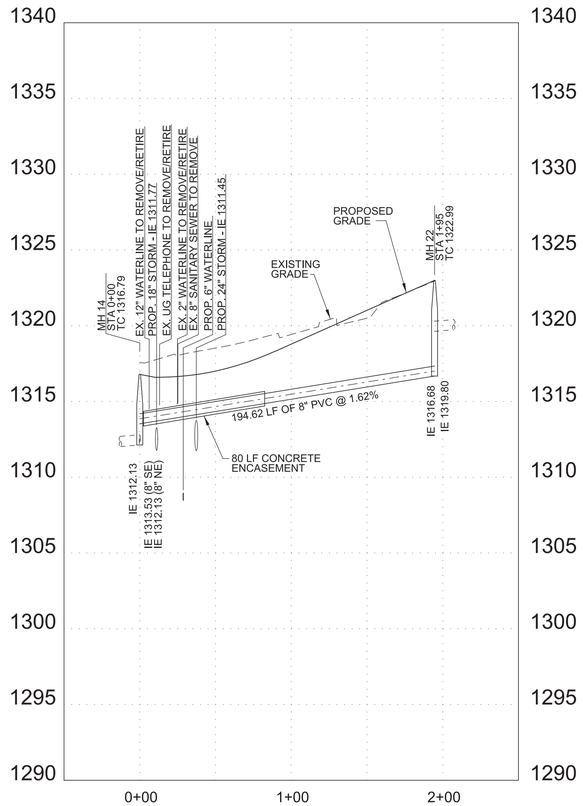
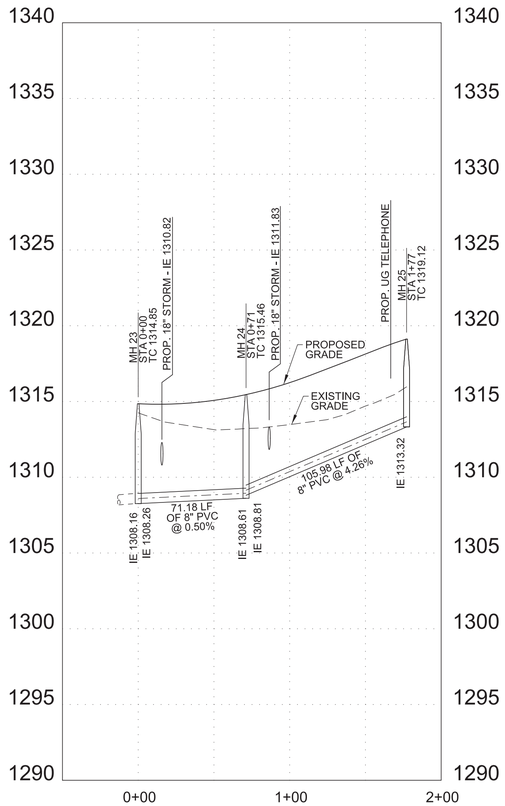
PIN #105467.03 SULLIVAN CO.




LINE E - STA 0+00 TO EOL

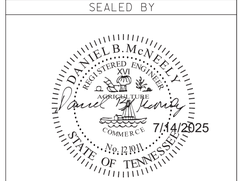



LINE F - STA 0+00 TO EOL




LINE G - STA 0+00 TO EOL

SEALED BY




7/14/2025

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BARGE DESIGN SOLUTIONS

Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINES E, F & G

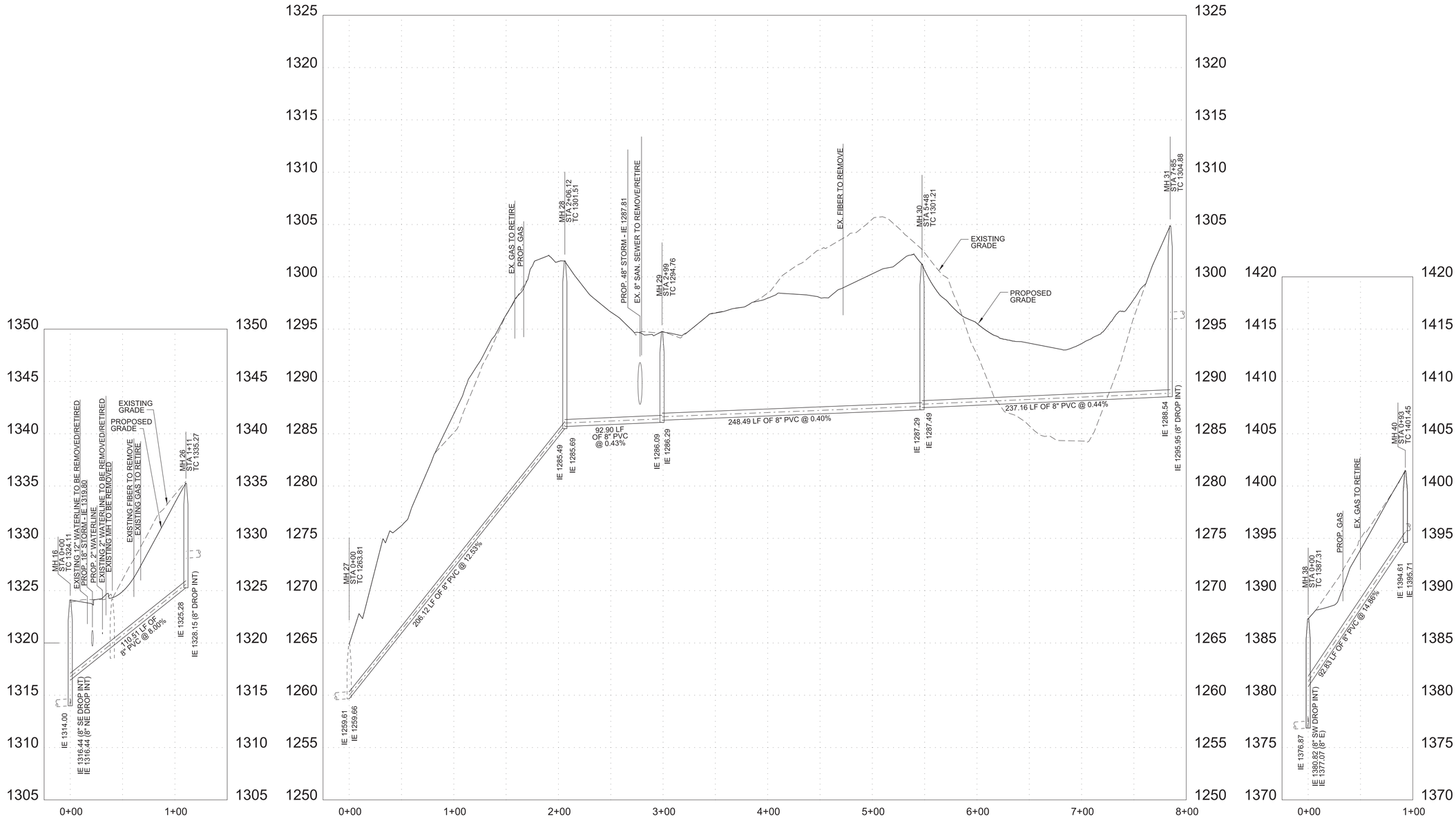
STA.0+00 TO EOL

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

6/30/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_l6.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-17 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




LINE H - STA 0+00 TO EOL

LINE I - STA 0+00 TO EOL

LINE J - STA 0+00 TO EOL

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
MORGAN TUBBS
COMMERCE
No. 12301
STATE OF TENNESSEE

7/14/2025

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PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINES H, I & J

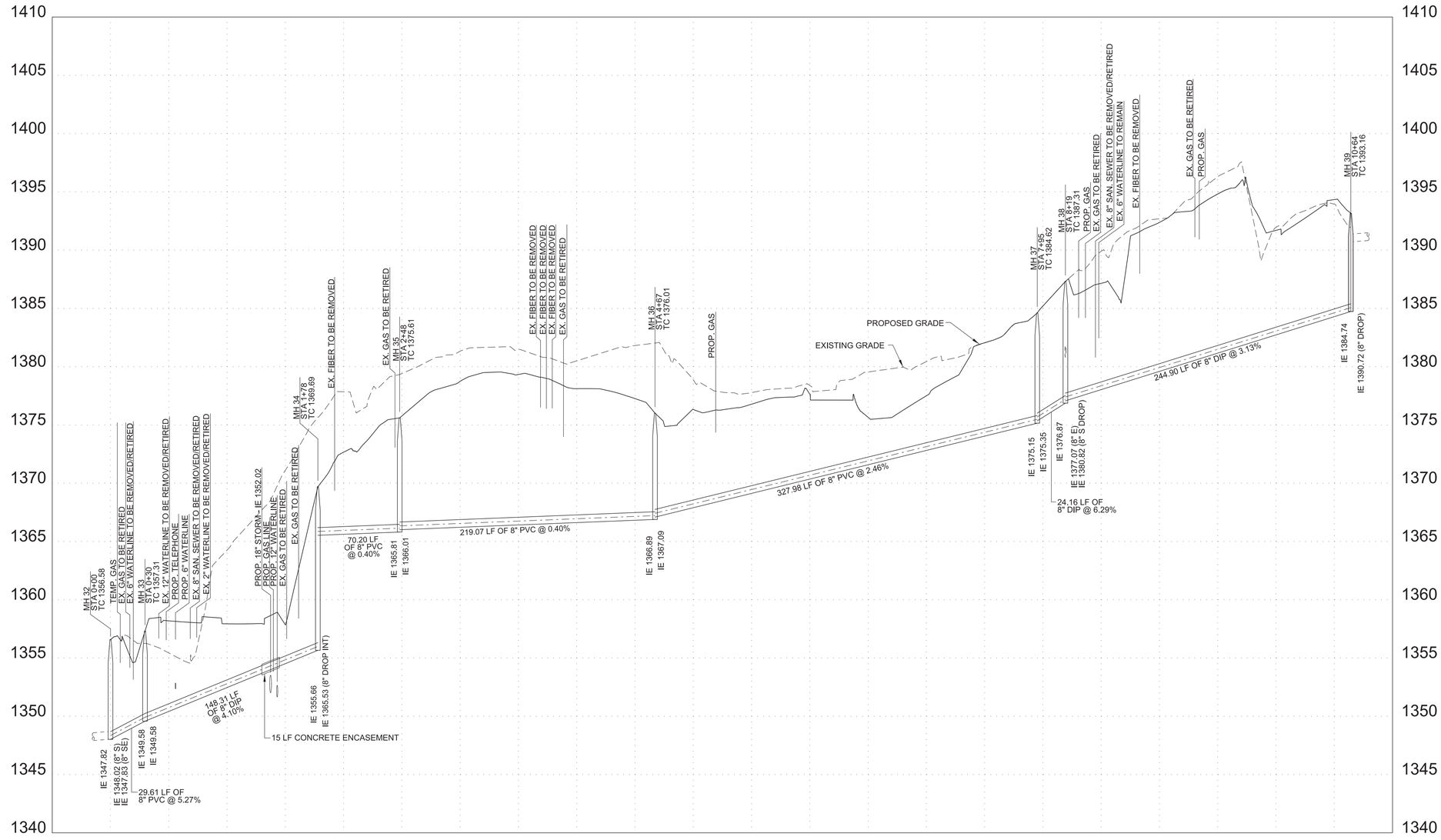
STA.0+00 TO EOL

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

6/30/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_I7.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-18 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE K - STA 0+00 TO EOL

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
No. 120111
STATE OF TENNESSEE
7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PROFILE

## LINE K

STA.0+00 TO EOL

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

6/30/2025
F:\36\36937\36937000\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_18.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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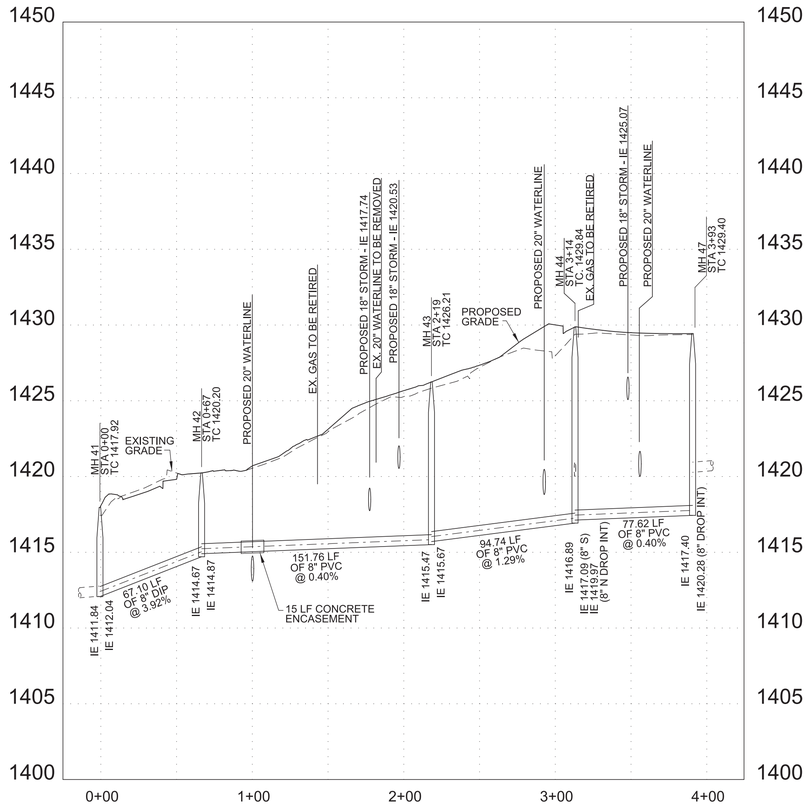
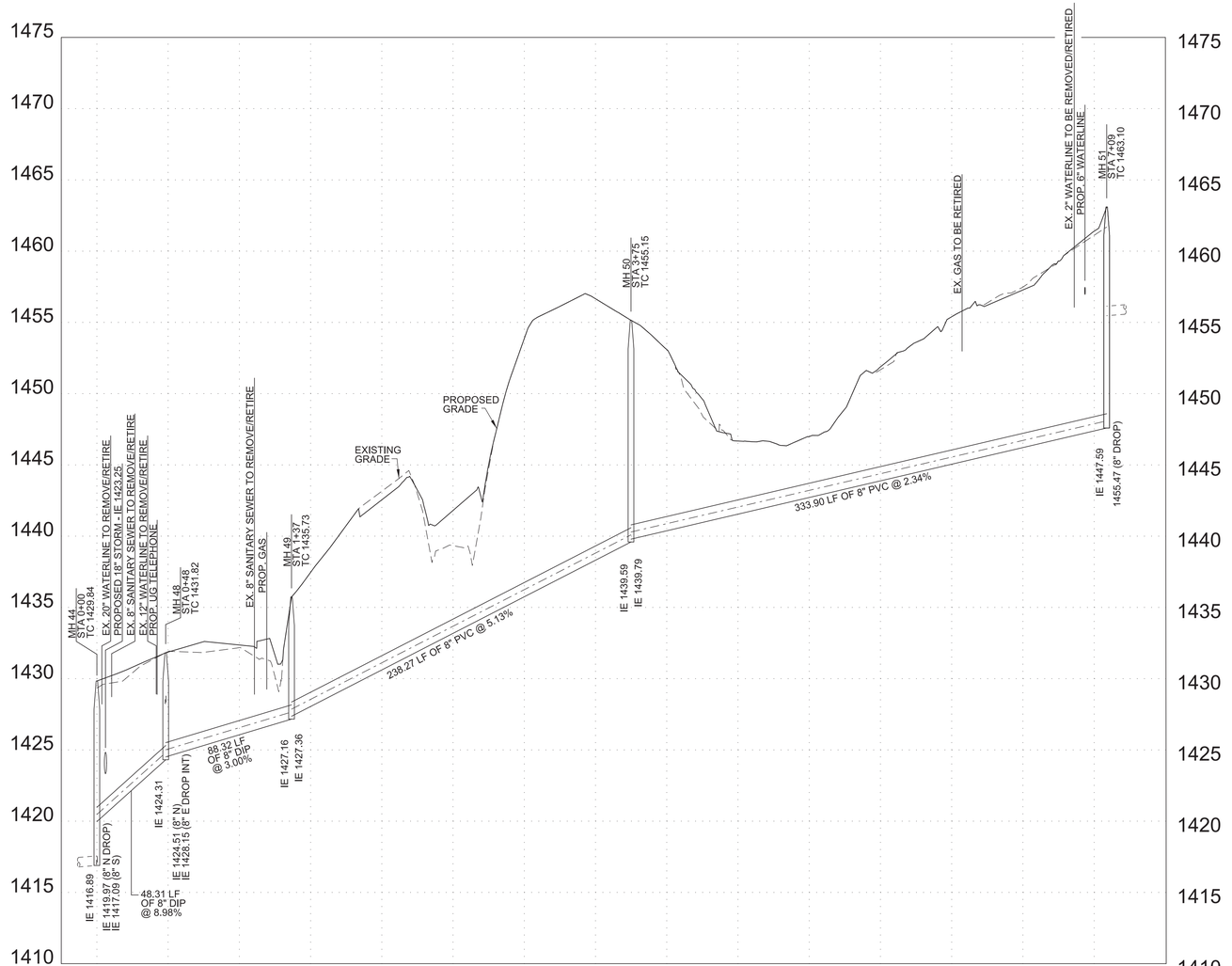
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




LINE L - STA 0+00 TO STA EOL




LINE M - STA 0+00 TO STA EOL

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
NO. 12801
STATE OF TENNESSEE
7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINES L & M

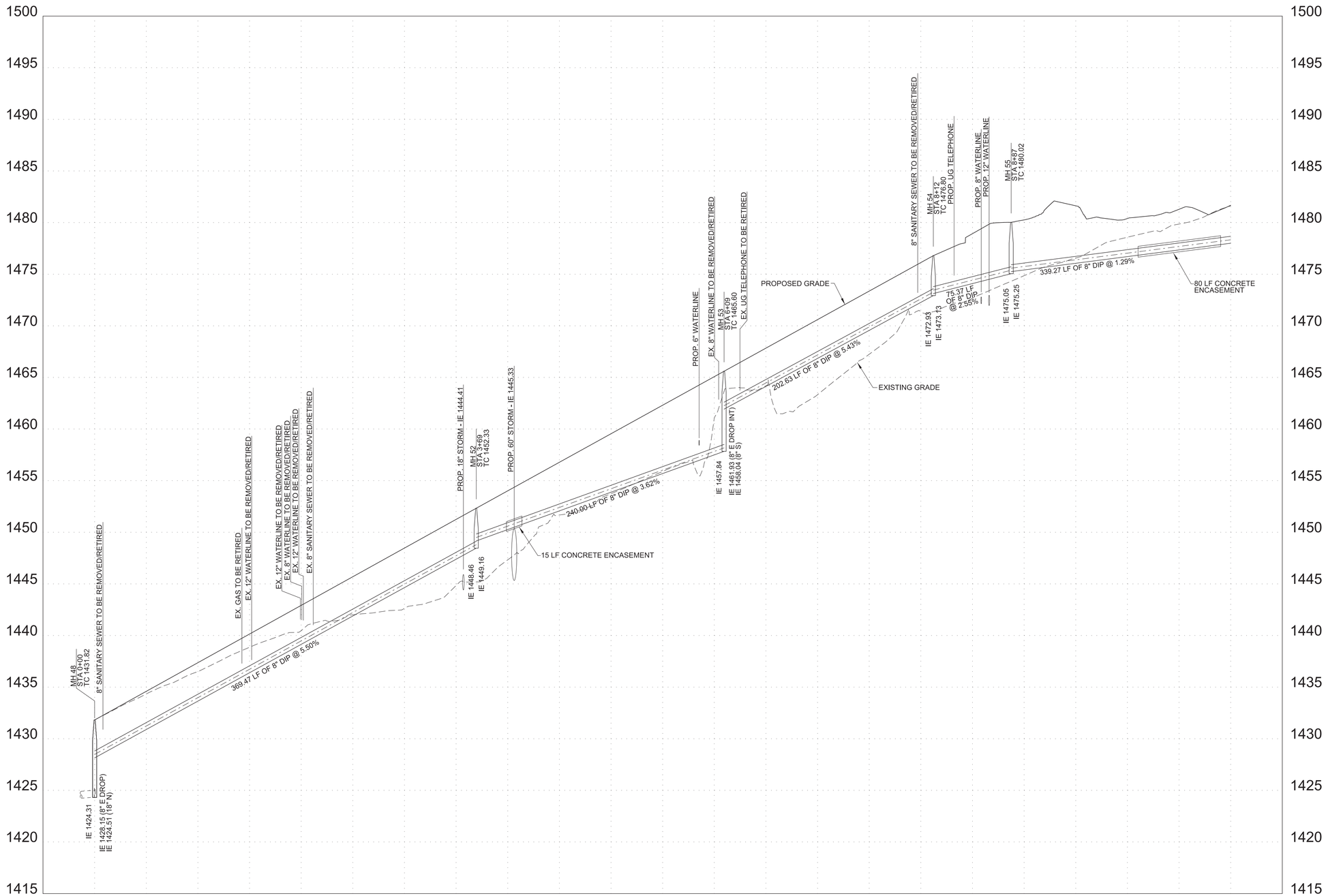
STA.0+00 TO EOL

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

6/30/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_19.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-20 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

PIN #105467.03 SULLIVAN CO.




SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
NUMBER 120181
DEPARTMENT OF COMMERCE
STATE OF TENNESSEE
7/14/2025

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PROFILE

## LINE N

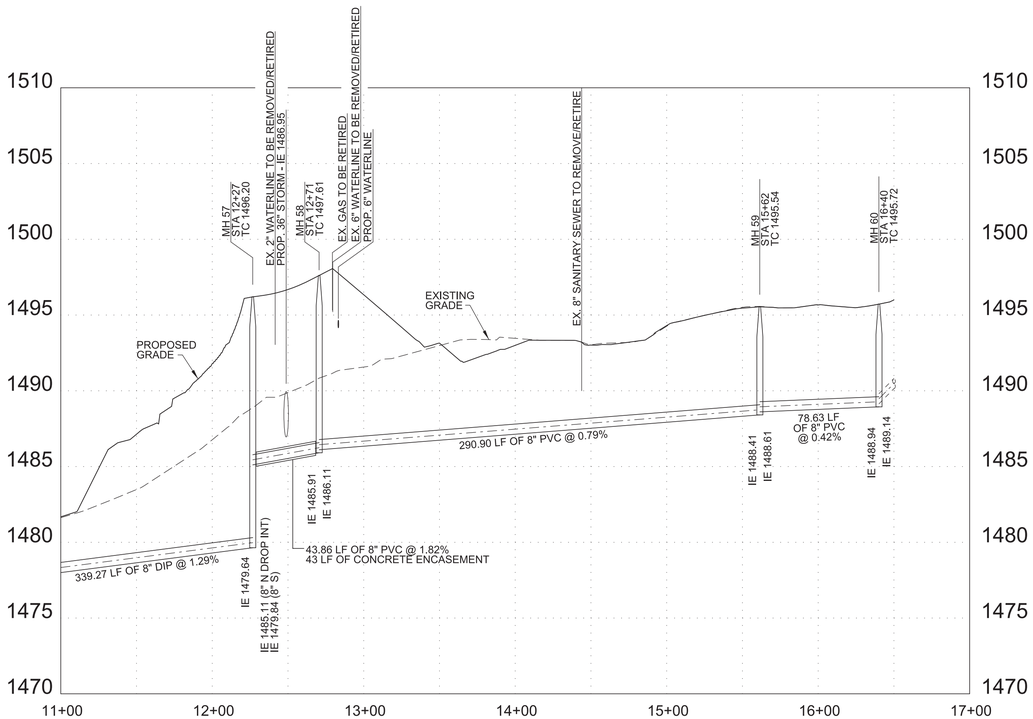
STA.0+00 TO 11+00

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

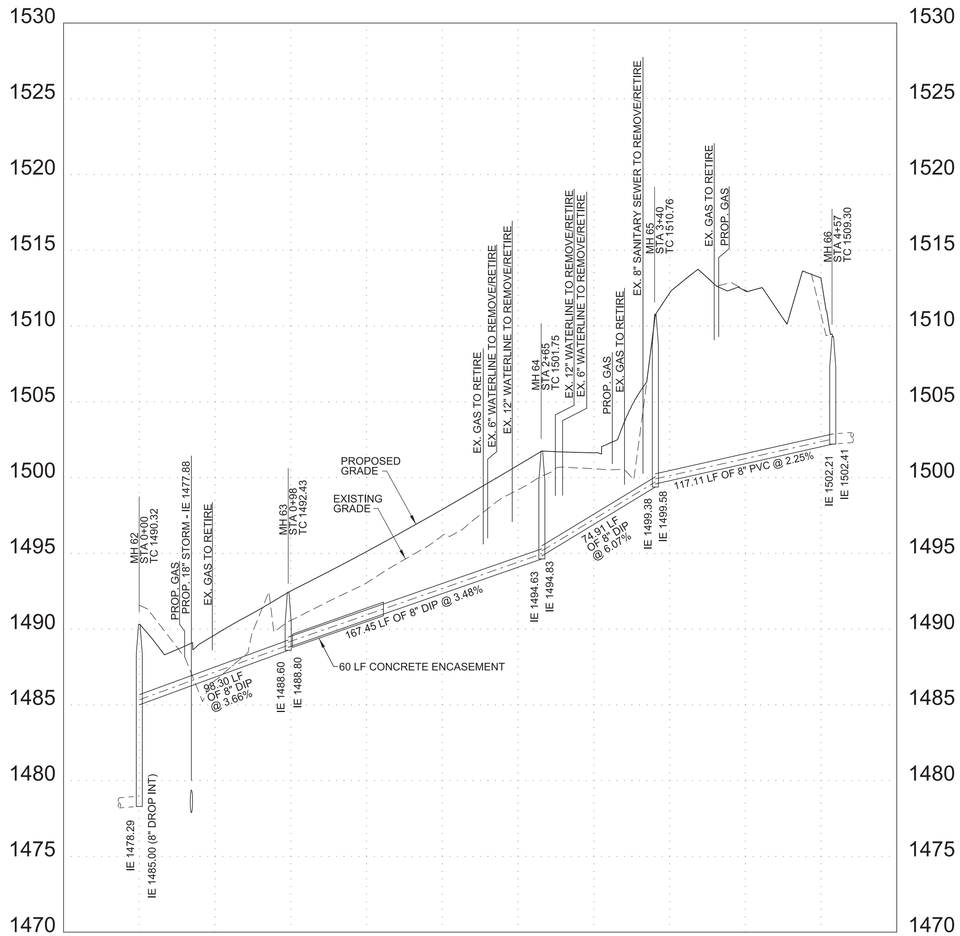
6/30/2025
F:\36\36937\369370O\04_CAD\WATR_PIN05467_03\PLOT\SEWER\U8_20.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-21 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.

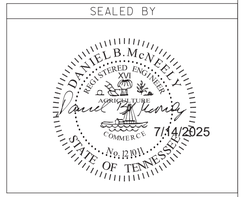



LINE N - STA 11+00 TO EOL




LINE O - STA 0+00 TO EOL

SEALED BY




7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE
LINE N
STA.11+00 TO EOL
LINE O
STA.0+00 TO EOL
SCALE: 1"=50' HORIZ
1"=5' VERT

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-22 |
| | | 82S126-F3-002 | |
| | | | |
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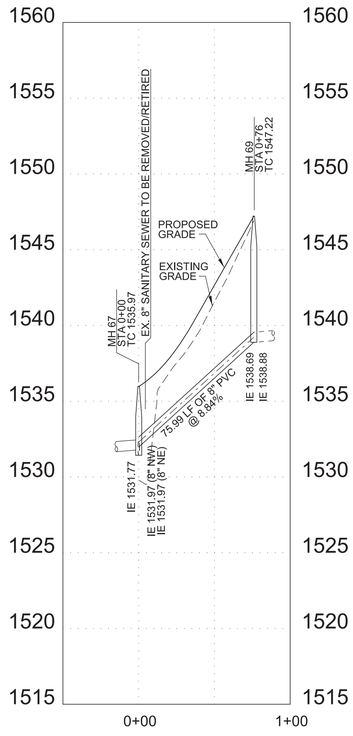
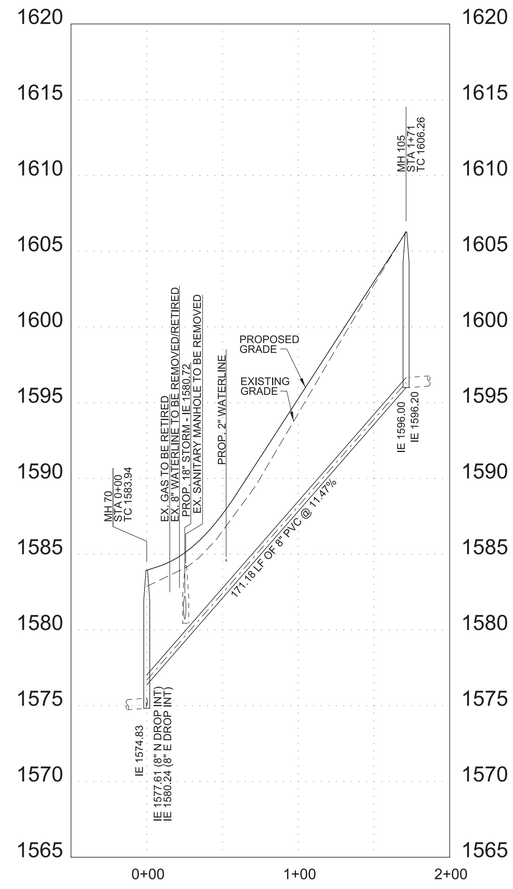
PIN #105467.03 SULLIVAN CO.




LINE P - STA 0+00 TO EOL




LINE Q - STA 0+00 TO EOL

SEALED BY




7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINES P & Q

STA.0+00 TO EOL

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

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-23 |
| | | 82S126-F3-002 | |
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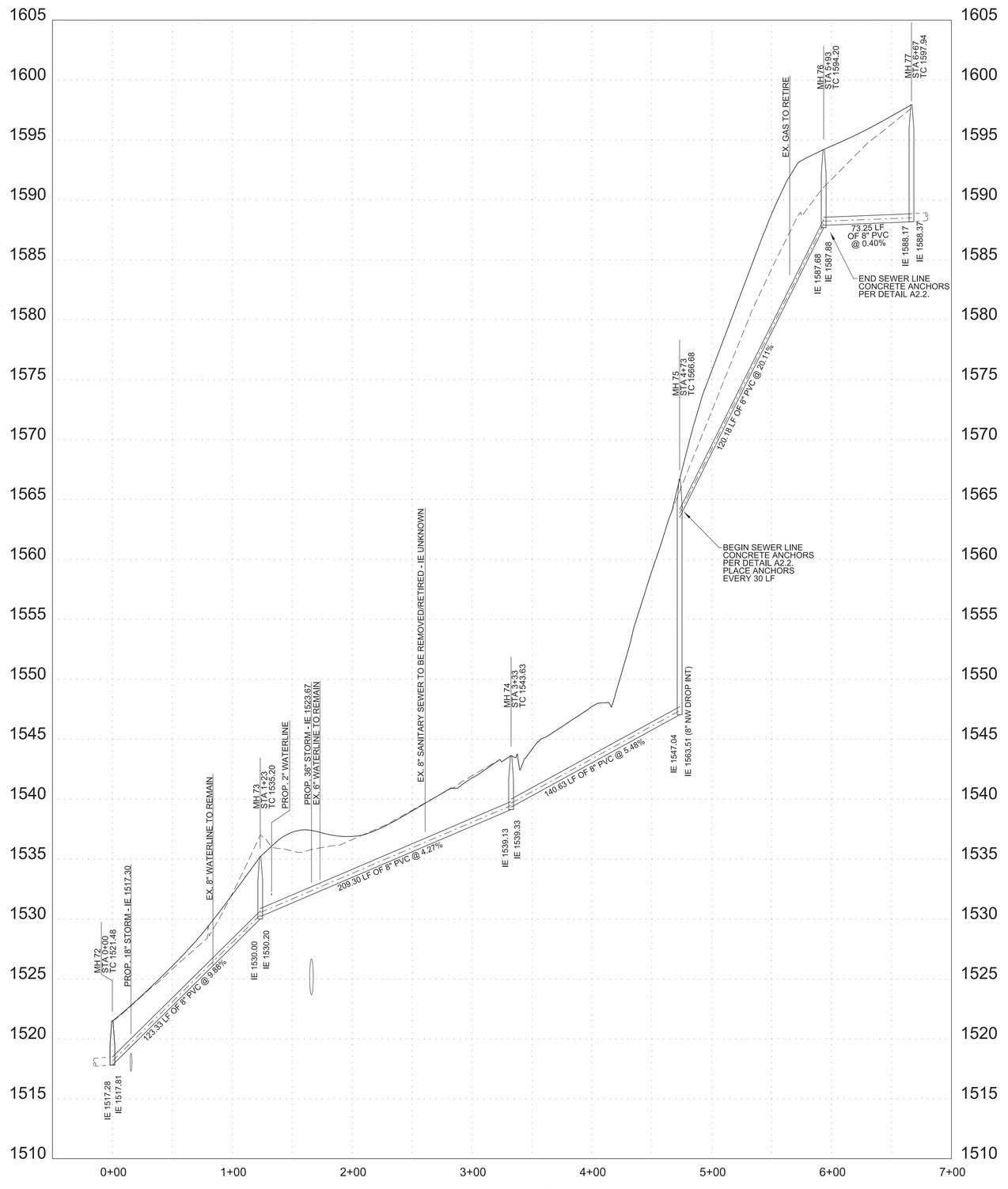
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE R - STA 0+00 TO EOL

SEALED BY




7/14/2025

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BARGE DESIGN SOLUTIONS

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PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

SANITARY SEWER PROFILE

LINE R

STA.0+00 TO EOL

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

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-24 |
| | | 82S126-F3-002 | |
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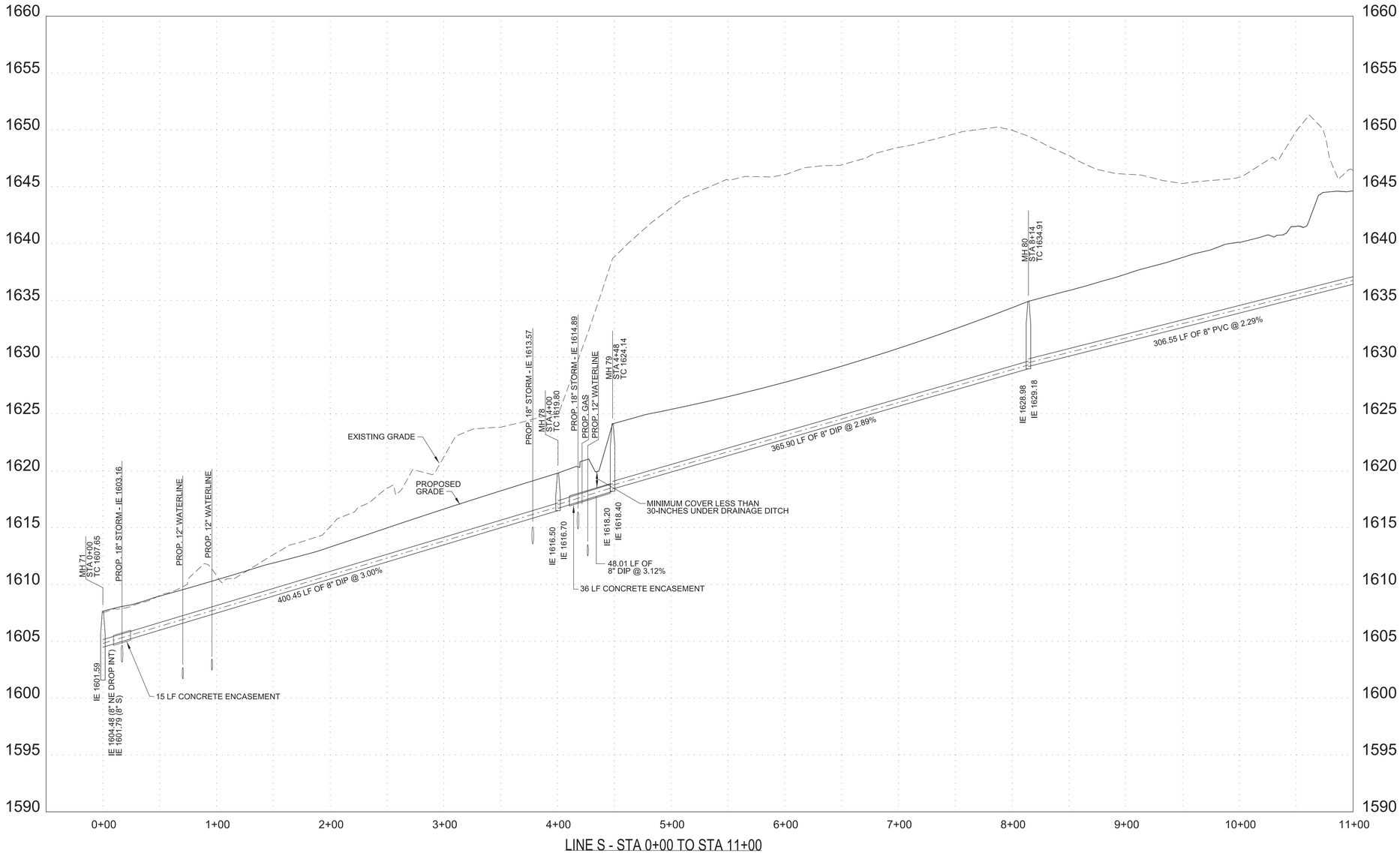
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE S - STA 0+00 TO STA 11+00

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 12801
STATE OF TENNESSEE
7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINE S

STA.0+00 TO 11+00

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

6/30/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_24.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-25 |
| | | 82S126-F3-002 | |
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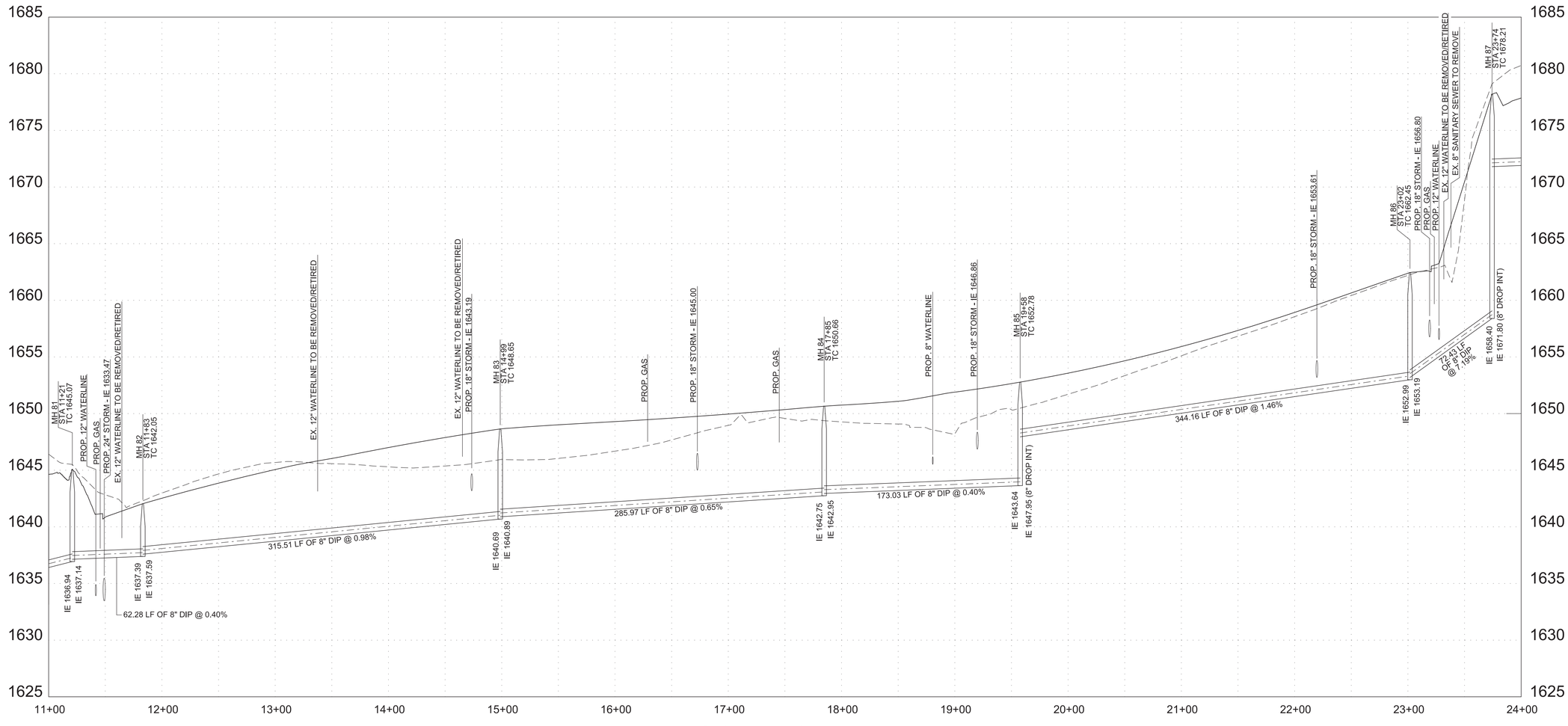
| | | | |

PIN #105467.03 SULLIVAN CO.




LINE S - STA 11+00 TO STA 24+00

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
STATE OF TENNESSEE
7/14/2025

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BARGE DESIGN SOLUTIONS
Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

# SANITARY SEWER PROFILE

## LINE S

STA 11+00 TO 24+00

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

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-26 |
| | | 82S126-F3-002 | |
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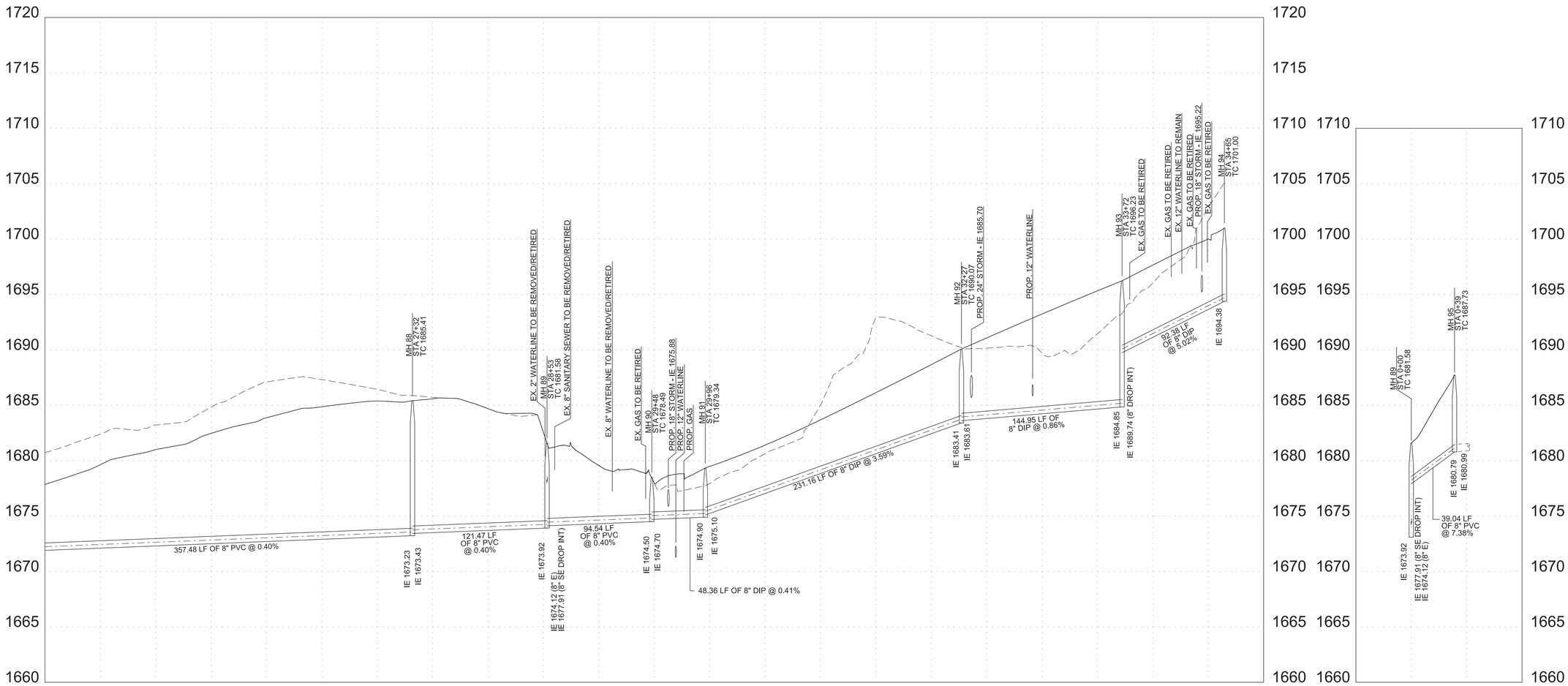
PIN #105467.03 SULLIVAN CO.




LINE S - STA 24+00 TO EOL




LINE T - STA 0+00 TO EOL

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
No. 115144
STATE OF TENNESSEE

7/14/2025

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Four Sheridan Square // Suite 100 // Kingsport, Tennessee 37660
PHONE (423) 247-5525 // FAX (423) 247-6233
BARGE PROJECT NO. 36937-00


KINGSPORT TENNESSEE

# SANITARY SEWER PROFILE
## LINE S
STA.24+00 TO EOL
## LINE T
STA. 0+00 TO EOL

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

6/30/2025
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-27 |
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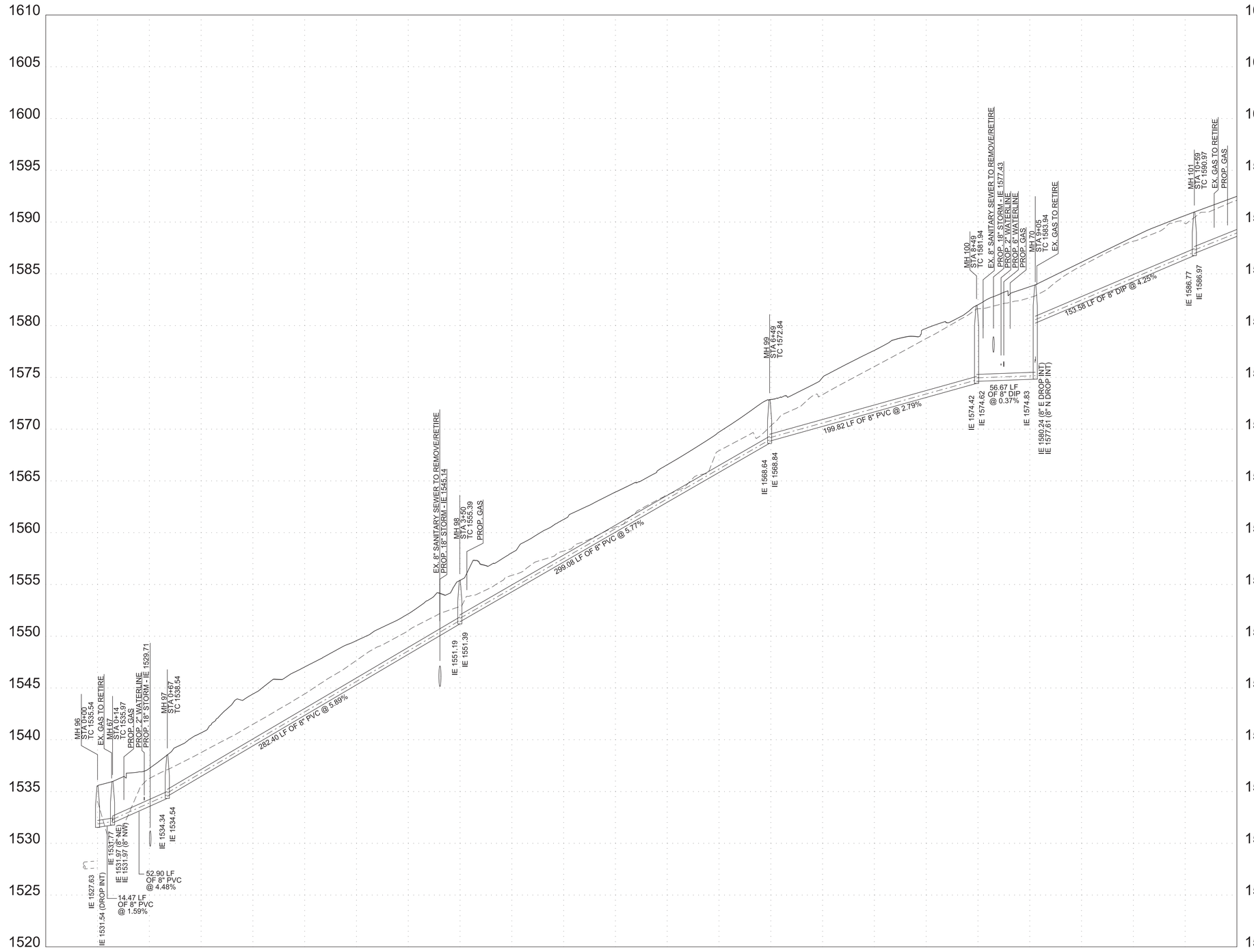
PIN #105467.03 SULLIVAN CO.




LINE U - STA 0+00 TO 11+00

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
NO. 102810
STATE OF TENNESSEE
7/14/2025

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BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

# SANITARY SEWER PROFILE

## LINE U

STA.0+00 TO 11+00

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

6/30/2025
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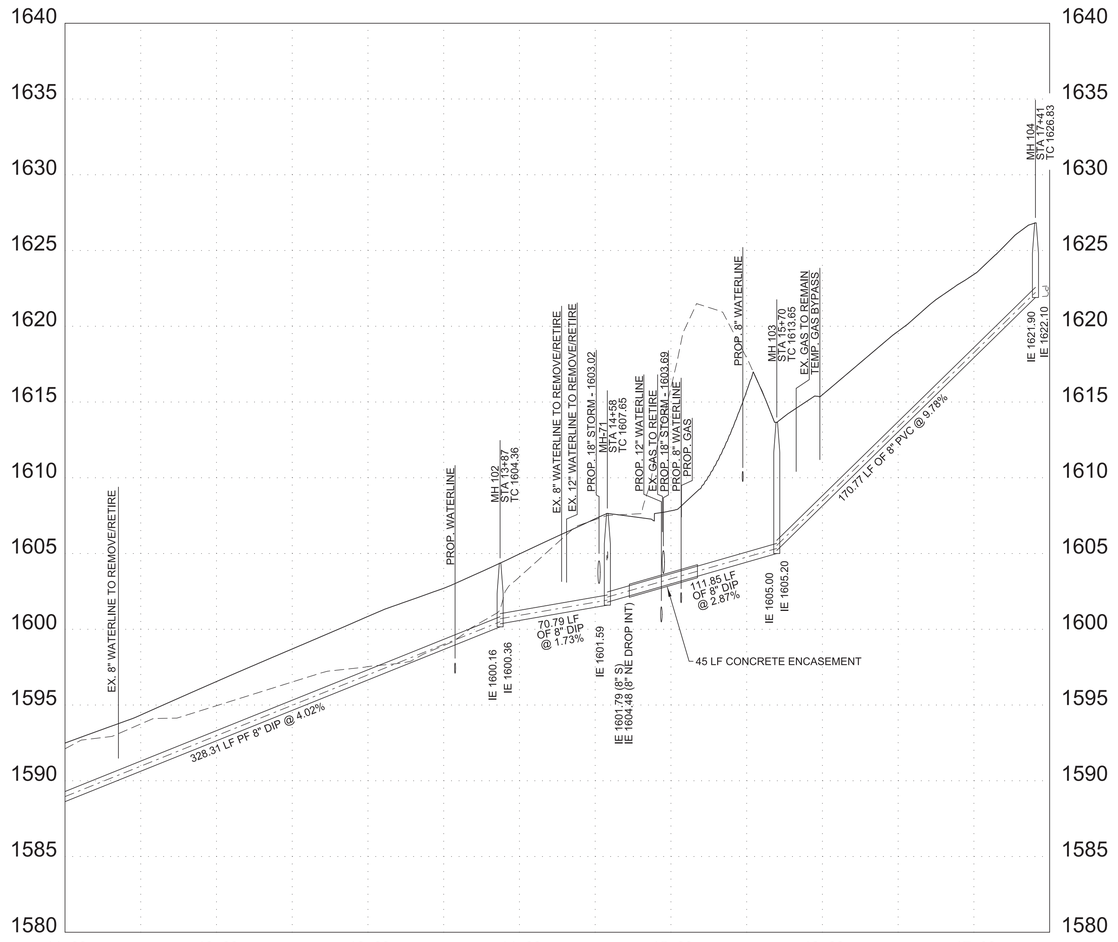
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U8-28 |
| | | 82S126-F3-002 | |

PIN #105467.03 SULLIVAN CO.




LINE U - STA 11+00 TO EOL

SEALED BY

DANIEL B. McNEELY
REGISTERED ENGINEER
NO. 12801
COMMERCE
STATE OF TENNESSEE

7/14/2025

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PHONE (423) 247-5525 // FAX (423) 247-6233

BARGE PROJECT NO. 36937-00

KINGSPORT TENNESSEE

SANITARY SEWER PROFILE

LINE U

STA.11+00 TO EOL

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

6/30/2025
F:\36\36937\3693700\04_CAD\WATR_PIN105467_03\PLOT\SEWER\U8_28.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-1 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

## UTILITIES INDEX


| SHEET NUMBER | SHEET NAME |
|---|---|
| U9-1 | ESTIMATED QUANTITIES & DRAWING INDEX |
| U9-2 | FOOTNOTE DESCRIPTIONS |
| U9-3 | GENERAL NOTES & LEGEND |
| U9-4 | FIBER RELOCATION STA. 190+00 TO STA. 203+00 |
| U9-5 | FIBER RELOCATION STA. 203+00 TO STA. 216+00 |
| U9-6 | FIBER RELOCATION STA. 216+00 TO STA. 229+00 |
| U9-7 | FIBER RELOCATION STA. 229+00 TO STA. 241+00 |
| U9-8 | FIBER RELOCATION STA. 241+00 TO STA. 254+00 |
| U9-9 | FIBER RELOCATION STA. 254+00 TO STA. 267+00 |
| U9-10 | FIBER RELOCATION STA. 267+00 TO STA. 280+00 |
| U9-11 | FIBER RELOCATION STA. 280+00 TO STA. 293+00 |
| U9-12 | FIBER RELOCATION STA. 293+00 TO STA. 306+00 |
| U9-13 | FIBER RELOCATION STA. 306+00 TO STA. 319+00 |


## ESTIMATED UTILITY QUANTITIES

Project No. 1: 82S126-F3-002

| FOOTNOTE NO. | ITEM NO. | DESCRIPTION | UNIT | QUANTITY | % Utility Betterment | %Project Public | %Project Private |
|---|---|---|---|---|---|---|---|
| 1- | 793-01.40 | ANCHOR 3/4IN | EACH | 63 | 0.00% | 100.00% | 0.00% |
| 2- | 793-02.08 | GUY WIRE 10M OR 3/8IN | EACH | 63 | 0.00% | 100.00% | 0.00% |
| 3- | 793-02.92 | OVERHEAD GUY WIRE (10M) | EACH | 21 | 0.00% | 100.00% | 0.00% |
| 4- | 793-02.99 | INSTALL GUY GUARD | EACH | 63 | 0.00% | 100.00% | 0.00% |
| 5- | 793-03.03 | 10M STRAND | L.F. | 20885 | 0.00% | 100.00% | 0.00% |
| 6- | 793-04.01 | RELASH/DELASH CABLE | L.F. | 3100 | 0.00% | 100.00% | 0.00% |
| 7- | 793-04.07 | AERIAL SPLICE CLOSURE | EACH | 8 | 0.00% | 100.00% | 0.00% |
| 8- | 793-04.08 | TRANSFER AERIAL CABLE | EACH | 16 | 0.00% | 100.00% | 0.00% |
| 9- | 793-07.17 | 108-144 FIBER(INSTALLATION ONLY) | L.F. | 24335 | 0.00% | 100.00% | 0.00% |
| 10- | 793-07.23 | FIBER OPTIC MAINTENANCE LOOP | EACH | 20 | 0.00% | 100.00% | 0.00% |
| 11- | 793-07.25 | SINGLE FIBER OPTIC CABLE SPLICE | EACH | 1728 | 0.00% | 100.00% | 0.00% |
| 12- | 793-07.99 | TEST BARE FIBER | EACH | 1008 | 0.00% | 100.00% | 0.00% |
| 13- | 793-11.50 | REARRANGE EX SPLICE CASE | EACH | 4 | 0.00% | 100.00% | 0.00% |
| 14- | 793-98.01 | REMOVE AERIAL CABLE AND WIRE | L.F. | 25885 | 0.00% | 100.00% | 0.00% |
| 15- | 793-98.08 | REMOVE ANCHOR (ANY SIZE) | EACH | 74 | 0.00% | 100.00% | 0.00% |
| 16- | 793-98.09 | REMOVE DOWN GUY | EACH | 74 | 0.00% | 100.00% | 0.00% |

SEE U9-2 FOR FOOTNOTE DESCRIPTIONS

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**LEVEL 3**

ESTIMATED QUANTITIES

LUMEN TECHNOLOGIES
2530 PERIMETER PLACE DRIVE
NASHVILLE, TN 37214
JEFFREY CANNON
615-263-1128
JEFFREY.CANNON@LUMEN.COM

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-2 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

1) INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUNDING. PISA 8" WITH TRIPLE EYE.
2) INCLUDES SETUP, TRAFFIC CONTROL, GUY WIRE, GUARD, BONDING/GROUNDING AND POLE HARDWARE. (5/16" EHS)
3) INCLUDES SETUP, TRAFFIC CONTROL, GUARD, BONDING/GROUNDING AND POLE HARDWARE. (5/16" EHS)
4) SEE SPECS.
5) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, BONDING/GROUNDING, AND TENSIONING. (5/16" EHS)
6) REBONDING AND GROUNDING AND RELASHING CABLE, TRAFFIC CONTROL.
7) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, MOUNTING HARDWARE BONDING/GROUNDING AND SPLICING. (FIBER SPLICE CASE)
8) INCLUDES MOUNTING HARDWARE, BONDING/GROUNDING, STRAND.
9) INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
10) INCLUDES DELASHING AND RELASHING ACCOMPLISHING THE PLACEMENT/RELOCATION OF THE FIBER LOOP, INCLUDES TRAFFIC CONTROL.
11) SEE SPECS.
12) SEE SPECS. TEST FIBER CABLE AFTER INSTALLATION AND REPORT RESULTS TO THE ENGINEER.
13) RE-ENTER EXISTING SPLICE CASE. INCLUDES ADDING NEW CABLES TO EXISTING CASE. SPLICING WILL BE SEPERATE.
14) INCLUDES ALL CABLES, DROPS, GUYS, STRAND, FUSE LINKS, TERMINALS.
15) CUT RODS OFF BELOW FINISHED GRADE.
16) INCLUDES GUY GUARD.

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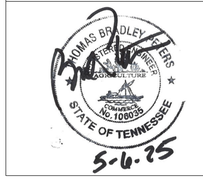



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**LEVEL 3**

FOOTNOTE DESCRIPTIONS

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-3 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

# GENERAL NOTES TO CONTRACTOR

1) EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.

2) ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORD ITEM.

3) THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIFIC TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)

4) IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.

5) FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.

6) WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.

7) DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

8) ANY EXCAVATION OF THE STREAM CHANNEL AREA SHALL BE SEPARATED FROM FLOWING WATER AND ACCOMPLISHED DURING LOW FLOW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF FLUMES, LINED DIVERSION CHANNEL WITH SANDBAG BERM, DIVERSION PIPE WITH SANDBAG DAM AT PIPE INLET, OR IN SOME CASES COFFERDAMS. ALTERNATIVELY, BASED ON FIELD CONDITIONS AND CONTRACTOR SELECTION, THE UTILITY RELOCATION MAY BE ACCOMPLISHED USING BORE TECHNOLOGY WITH NO STREAM CHANNEL IMPACTS.

9) EXISTING FIBER OPTIC LINES ARE TO STAY IN SERVICE UNTIL NEW OR TEMPORARY FIBER OPTIC LINES HAVE BEEN TESTED BY THE CONTRACTOR AND APPROVED BY LEVEL 3.

10) ALL MATERIAL AND SUPPLIER OF MATERIAL MUST BE PRE-APPROVED BY LEVEL 3 PRIOR TO ORDERING.

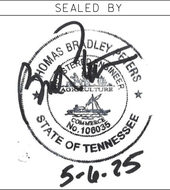
11) LEVEL 3 WILL PROVIDE ALL FIBER OPTIC CABLE NECESSARY FOR BOTH TEMPORARY AND PERMANENT CONSTRUCTION. A 45 DAY NOTICE WILL BE REQUIRED FOR ALL LEVEL 3 PROVIDED MATERIAL.

## LEGEND

| | |
|---|---|
| ● | **POLE BY OTHERS** |
| ▷— | **ANCHOR & GUY** |
| SPLICE | **FIBER SPLICE ENCLOSURE** |
| LOOP | **FIBER MAINTENANCE LOOP** |
| — F — | **AERIAL FIBER CABLE** |

NOTE CONSTRUCTION:
ALL POLES ARE BY OTHERS.
ALL TEMPORARY CONSTRUCTION REQUIRED WILL BE PLACED ON THE POWER COMPANY POLE LINE.

SEALED BY




COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**LEVEL 3**

GENERAL NOTES & LEGEND

$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-4 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 965 L.F.**
**793-98.08= 1 EACH**
**793-98.09= 1 EACH**

**L-1-S1**
**793-02.92(LVL3)= 1 EACH**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**

**L-1**
**793-04.08(LVL3)= 2 EACH**
**793-04.01(LVL3)= 175 L.F. (EXISTING)**
**SPLICE**
**793-04.01(LVL3)= 200 L.F.**
**793-07.17(LVL3)= 100 L.F.**
**793-04.07(LVL3)= 1 EACH (FIBER)**
**793-07.99(LVL3)= 144 EACH**
**793-07.25(LVL3)= 144 EACH**

**L-2**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 180 L.F.**
**793-07.17(LVL3)= 180 L.F.**

**L-3**
**793-03.03(LVL3)= 90 L.F.**
**793-07.17(LVL3)= 90 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**L-4**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 90 L.F.**
**793-07.17(LVL3)= 90 L.F.**

**L-5**
**793-01.40(LVL3)= 2 EACH**
**793-02.08(LVL3)= 2 EACH**
**793-02.99(LVL3)= 2 EACH**
**793-03.03(LVL3)= 155 L.F.**
**793-07.17(LVL3)= 155 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**L-6**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 165 L.F.**
**793-07.17(LVL3)= 165 L.F.**

SEALED BY

THOMAS BRADLEY WATERS
REGISTERED
PROFESSIONAL ENGINEER
NUMBER
No. 108035
STATE OF TENNESSEE
5-6-25

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**LEVEL 3**

# FIBER RELOCATION

STA. 190+00 TO STA. 203+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-5 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 1540 L.F.**
**793-98.08= 1 EACH**
**793-98.09= 1 EACH**

SEE SHEET NO. U9-4

STA. 203+00

MATCH LINE

SEE SHEET NO. U9-6

STA. 216+00

MATCH LINE

PARKERSON DRIVE

WOODSIDE DRIVE

CONWAY DRIVE

CENTRAL ST.

S.R. 126

205

210

215

1-F-BUS GBC WELLNESS CENTER

2-B-RES.

1-B-BUS. ACURES

B&W CLEANERS
DEEL'S
1-BL-BUS.
FLOORCOVERINGS

1-M-BUS TONY'S PIPE & MUFFLER

1-F-BUS.

1-BL-SHED

1-F-RES. SLOPE ESMT.

1-F-RES.

2-F-BUS.

2-F-GAR.

ANDES-STRALEY VETERINARIAN HOSPITAL

CUSTOMER GAS SERVICE
1-B-BUS.

APARTMENTS

POOL

CONST. ESM'T.
PROP. R.O.W.
SLOPE ESMT.
CUT
FILL
PERM. DRAIN. ESMT.
CONST. ESMT.
PROP. R.O.W.
SLOPE ESM'T.
DANGER CATTONS
PERM. DRAIN. ESMT. ASSOCIATES

L-7
L-8
L-9
L-10
L-11
L-12
L-13
L-14
L-15
L-16
LOOP

**L-7**
**793-04.08(LVL3)= 2 EACH**
**793-03.03(LVL3)= 210 L.F.**
**793-07.17(LVL3)= 210 L.F.**

**L-8**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 195 L.F.**
**793-07.17(LVL3)= 195 L.F.**

**L-9**
**793-03.03(LVL3)= 135 L.F.**
**793-07.17(LVL3)= 135 L.F.**

**L-10**
**793-03.03(LVL3)= 95 L.F.**
**793-07.17(LVL3)= 95 L.F.**

**L-11**
**793-03.03(LVL3)= 125 L.F.**
**793-07.17(LVL3)= 125 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**L-12**
**793-03.03(LVL3)= 215 L.F.**
**793-07.17(LVL3)= 215 L.F.**

**L-13**
**793-03.03(LVL3)= 150 L.F.**
**793-07.17(LVL3)= 150 L.F.**

**L-14**
**793-03.03(LVL3)= 125 L.F.**
**793-07.17(LVL3)= 125 L.F.**

**L-15**
**793-03.03(LVL3)= 130 L.F.**
**793-07.17(LVL3)= 130 L.F.**

**L-16**
**793-03.03(LVL3)= 75 L.F.**
**793-07.17(LVL3)= 75 L.F.**

SEALED BY

THOMAS BRADLEY WATERS
REGISTERED ENGINEER
AGRICULTURE
Signature No. 109029
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**LEVEL 3**

# FIBER RELOCATION

STA. 203+00 TO STA. 216+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-6 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**LT-1**
793-01.40(LVL3)= 2 EACH
793-02.08(LVL3)= 2 EACH
793-02.99(LVL3)= 2 EACH
793-03.03(LVL3)= 130 L.F.
793-07.17(LVL3)= 130 L.F.

**LT-2**
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 225 L.F.
793-07.17(LVL3)= 225 L.F.

**LT-3**
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 200 L.F.
793-07.17(LVL3)= 200 L.F.

**LT-4**
793-03.03(LVL3)= 185 L.F.
793-07.17(LVL3)= 185 L.F.

**L-17**
793-03.03(LVL3)= 190 L.F.
793-07.17(LVL3)= 190 L.F.
793-07.23(LVL3)= 1 EACH
793-07.17(LVL3)= 100 L.F.

**L-18**
793-01.40(LVL3)= 2 EACH (TEMP)
793-02.08(LVL3)= 2 EACH (TEMP)
793-02.99(LVL3)= 2 EACH (TEMP)
793-03.03(LVL3)= 205 L.F.
793-07.17(LVL3)= 205 L.F.
793-04.08(LVL3)= 4 EACH (TEMP)
793-04.01(LVL3)= 160 L.F. (EXISTING)
TEMP SPLICE #1
793-04.01(LVL3)= 200 L.F.
793-07.17(LVL3)= 100 L.F.
793-04.07(LVL3)= 1 EACH (FIBER)
793-07.25(LVL3)= 144 EACH
TEMP SPLICE #2
793-04.01(LVL3)= 200 L.F.
793-07.17(LVL3)= 100 L.F. (TEMP)
793-11.50(LVL3)= 1 EACH
793-07.99(LVL3)= 144 EACH (TEMP)
793-07.25(LVL3)= 144 EACH
PERMANENT SPLICE
793-04.01(LVL3)= 200 L.F.
793-07.17(LVL3)= 100 L.F.
793-11.50(LVL3)= 1 EACH
793-07.99(LVL3)= 144 EACH
793-07.25(LVL3)= 144 EACH

**L-19**
793-03.03(LVL3)= 210 L.F.
793-07.17(LVL3)= 210 L.F.
793-07.23(LVL3)= 1 EACH
793-07.17(LVL3)= 100 L.F.

**L-19-S1**
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH

**L-20**
793-03.03(LVL3)= 145 L.F.
793-07.17(LVL3)= 145 L.F.

**L-20-S1**
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH

**L-21**
793-03.03(LVL3)= 200 L.F.
793-07.17(LVL3)= 200 L.F.

**L-21-S1**
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 200 L.F. (TEMP)
793-07.17(LVL3)= 200 L.F. (TEMP)

**L-22**
793-03.03(LVL3)= 160 L.F.
793-07.17(LVL3)= 160 L.F.

**L-22-S1**
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 205 L.F. (TEMP)
793-07.17(LVL3)= 205 L.F. (TEMP)

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 2800 L.F.**
**793-98.08= 9 EACH**
**793-98.09= 9 EACH**

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
ENGINEERING
No. 109039
STATE OF TENNESSEE
5-6-25

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**LEVEL 3**

# FIBER RELOCATION

STA.216+00 TO STA.229+00

SCALE: 1"=50'

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-7 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 3185 L.F.**
**793-98.08= 12 EACH**
**793-98.09= 12 EACH**

**LT-6**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 180 L.F.**
**793-07.17(LVL3)= 180 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**LT-5**
**793-03.03(LVL3)= 175 L.F.**
**793-07.17(LVL3)= 175 L.F.**

**L-23**
**793-03.03(LVL3)= 190 L.F.**
**793-07.17(LVL3)= 190 L.F.**

**L-24**
**793-03.03(LVL3)= 105 L.F.**
**793-07.17(LVL3)= 105 L.F.**

**L-25**
**793-03.03(LVL3)= 185 L.F.**
**793-07.17(LVL3)= 185 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**L-26**
**793-03.03(LVL3)= 190 L.F.**
**793-07.17(LVL3)= 190 L.F.**
**793-01.40(LVL3)= 1 EACH (TEMP)**
**793-02.08(LVL3)= 1 EACH (TEMP)**
**793-02.99(LVL3)= 1 EACH (TEMP)**
**793-03.03(LVL3)= 220 L.F. (TEMP)**
**793-07.17(LVL3)= 220 L.F. (TEMP)**

**L-27**
**793-03.03(LVL3)= 195 L.F.**
**793-07.17(LVL3)= 195 L.F.**
**793-03.03(LVL3)= 195 L.F. (TEMP)**
**793-07.17(LVL3)= 195 L.F. (TEMP)**

**L-28**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 110 L.F.**
**793-07.17(LVL3)= 110 L.F.**
**793-03.03(LVL3)= 110 L.F. (TEMP)**
**793-07.17(LVL3)= 110 L.F. (TEMP)**

**L-29**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 160 L.F.**
**793-07.17(LVL3)= 160 L.F.**
**793-03.03(LVL3)= 160 L.F. (TEMP)**
**793-07.17(LVL3)= 160 L.F. (TEMP)**

**L-30**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 130 L.F.**
**793-07.17(LVL3)= 130 L.F.**
**793-03.03(LVL3)= 130 L.F. (TEMP)**
**793-07.17(LVL3)= 130 L.F. (TEMP)**

**L-31**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 190 L.F.**
**793-07.17(LVL3)= 190 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**
**793-03.03(LVL3)= 190 L.F. (TEMP)**
**793-07.17(LVL3)= 190 L.F. (TEMP)**

SEALED BY

THOMAS BRADLEY EVERS — REGISTERED — ENGINEER — AGRICULTURE — NUMBER NO. 100035 — STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**LEVEL 3**

# FIBER RELOCATION

STA. 229+00 TO STA. 241+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-8 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-9 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

$$$$SYTIME$$$$$$$

$$$$DGNSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-10 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

LT-23-S1
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH

LT-22
793-03.03(LVL3)= 150 L.F.
793-07.17(LVL3)= 150 L.F.

LT-23
793-03.03(LVL3)= 100 L.F.
793-07.17(LVL3)= 100 L.F.

LT-24
793-03.03(LVL3)= 215 L.F.
793-07.17(LVL3)= 215 L.F.

LT-25
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 105 L.F.
793-07.17(LVL3)= 105 L.F.

LT-26
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 255 L.F.
793-07.17(LVL3)= 255 L.F.
793-07.23(LVL3)= 1 EACH
793-07.17(LVL3)= 150 L.F.
TEMP SPLICE
793-04.01(LVL3)= 200 L.F.
793-07.17(LVL3)= 100 L.F.
793-04.07(LVL3)= 1 EACH (FIBER)
793-07.99(LVL3)= 144 EACH
793-07.25(LVL3)= 144 EACH

LT-27
793-03.03(LVL3)= 190 L.F.
793-07.17(LVL3)= 190 L.F.

LT-28
793-03.03(LVL3)= 180 L.F.
793-07.17(LVL3)= 180 L.F.

L-46
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 235 L.F.
793-07.17(LVL3)= 235 L.F.

L-47
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 215 L.F.
793-07.17(LVL3)= 215 L.F.
793-07.23(LVL3)= 1 EACH
793-07.17(LVL3)= 100 L.F.

L-48
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 315 L.F.
793-07.17(LVL3)= 315 L.F.
PERMANENT SPLICE
793-04.01(LVL3)= 200 L.F.
793-07.17(LVL3)= 200 L.F. (2@100')
793-04.07(LVL3)= 1 EACH (FIBER)
793-07.99(LVL3)= 144 EACH
793-07.25(LVL3)= 144 EACH

LT-26-R1
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 95 L.F.
793-07.17(LVL3)= 95 L.F.
793-04.01(LVL3)= 100 L.F. (EXISTING)
TEMP SPLICE
793-04.01(LVL3)= 200 L.F.
793-07.17(LVL3)= 100 L.F.
793-04.07(LVL3)= 1 EACH (FIBER)
793-07.25(LVL3)= 144 EACH

L-49
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH
793-03.03(LVL3)= 305 L.F.
793-07.17(LVL3)= 305 L.F.
793-07.23(LVL3)= 1 EACH
793-07.17(LVL3)= 100 L.F.

L-50
793-03.03(LVL3)= 150 L.F.
793-07.17(LVL3)= 150 L.F.

LT-26-S1
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH

LT-27-S1
793-02.92(LVL3)= 1 EACH
793-01.40(LVL3)= 1 EACH
793-02.08(LVL3)= 1 EACH
793-02.99(LVL3)= 1 EACH

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 3400 L.F.**
**793-98.08= 8 EACH**
**793-98.09= 8 EACH**

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
CONSULTING
No. 109039
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

# LEVEL 3

# FIBER RELOCATION

STA.267+00 TO STA.280+00

SCALE: 1"=50'

SSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-11 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 3200 L.F.**
**793-98.08= 10 EACH**
**793-98.09= 10 EACH**

**LT-29**
**793-03.03(LVL3)= 185 L.F.**
**793-07.17(LVL3)= 185 L.F.**

**LT-30**
**793-03.03(LVL3)= 170 L.F.**
**793-07.17(LVL3)= 170 L.F.**

**LT-31**
**793-03.03(LVL3)= 185 L.F.**
**793-07.17(LVL3)= 185 L.F.**

**LT-32**
**793-03.03(LVL3)= 180 L.F.**
**793-07.17(LVL3)= 180 L.F.**

**LT-33**
**793-03.03(LVL3)= 180 L.F.**
**793-07.17(LVL3)= 180 L.F.**

**LT-34**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 170 L.F.**
**793-07.17(LVL3)= 170 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**LT-35**
**793-03.03(LVL3)= 110 L.F.**
**793-07.17(LVL3)= 110 L.F.**

**L-51**
**793-03.03(LVL3)= 225 L.F.**
**793-07.17(LVL3)= 225 L.F.**

**L-52**
**793-03.03(LVL3)= 225 L.F.**
**793-07.17(LVL3)= 225 L.F.**

**L-53**
**793-03.03(LVL3)= 200 L.F.**
**793-07.17(LVL3)= 200 L.F.**

**L-54**
**793-03.03(LVL3)= 215 L.F.**
**793-07.17(LVL3)= 215 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**L-54-S1**
**793-02.92(LVL3)= 1 EACH**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**

**L-55**
**793-01.40(LVL3)= 2 EACH (TEMP)**
**793-02.08(LVL3)= 2 EACH (TEMP)**
**793-02.99(LVL3)= 2 EACH (TEMP)**
**793-03.03(LVL3)= 280 L.F.**
**793-07.17(LVL3)= 280 L.F.**
**793-03.03(LVL3)= 165 L.F. (TEMP)**
**793-07.17(LVL3)= 165 L.F. (TEMP)**

**L-56**
**793-01.40(LVL3)= 1 EACH (TEMP)**
**793-02.08(LVL3)= 1 EACH (TEMP)**
**793-02.99(LVL3)= 1 EACH (TEMP)**
**793-03.03(LVL3)= 155 L.F.**
**793-07.17(LVL3)= 155 L.F.**
**793-03.03(LVL3)= 155 L.F. (TEMP)**
**793-07.17(LVL3)= 155 L.F. (TEMP)**

**L-57**
**793-03.03(LVL3)= 110 L.F.**
**793-07.17(LVL3)= 110 L.F.**

**L-57-S1**
**793-02.92(LVL3)= 1 EACH**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**

SEALED BY

THOMAS BRADLEY EVERS
REGISTERED ENGINEER
No. 109038
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**LEVEL 3**

# FIBER RELOCATION

STA.280+00 TO STA.293+00

SCALE: 1"=50'

SSSSSYTIMESSSSSSSS
SSSSDGNSPECSSSSSS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-12 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 3015 L.F.**
**793-98.08= 7 EACH**
**793-98.09= 7 EACH**

295 300 305

2-F-RES.

FLAG

F. SHED

FOUNDATION

1-B-RES.

PROP. R.O.W.

FILL

CUT

PERM. DRAIN. ESMT.

MULTI-USE PATH

S.R. 126

TANGLEWOOD ROAD

BRIARWOOD ROAD

PROP. R.O.W.

UNECONOMIC REMNANT

MATCH LINE

STA. 293+00 SEE SHEET NO. U9-11

SEE SHEET NO. U9-13 STA. 306+00

TOP-1654.46

TOP-1720.94

TOP-1711.41

TOP-1687.73

TOP-1699.19

18" ST

12" W

FMS

W.M.

GUY

LOOP

L-58 205' LT-36 250' 205'

L-59 155' LT-37 105'

L-60 180' LT-38 180'

L-61 200' LT-39 195'

L-62 190' LT-40 190'

L-63 220'

**L-61-S1**
**793-02.92(LVL3)= 1 EACH**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**

**L-63-S1**
**793-02.92(LVL3)= 1 EACH**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**

**L-58**
**793-03.03(LVL3)= 205 L.F.**
**793-07.17(LVL3)= 205 L.F.**

**L-59**
**793-03.03(LVL3)= 190 L.F.**
**793-07.17(LVL3)= 190 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**

**L-60**
**793-03.03(LVL3)= 155 L.F.**
**793-07.17(LVL3)= 155 L.F.**

**L-61**
**793-03.03(LVL3)= 180 L.F.**
**793-07.17(LVL3)= 180 L.F.**

**L-62**
**793-03.03(LVL3)= 200 L.F.**
**793-07.17(LVL3)= 200 L.F.**

**LT-36**
**793-03.03(LVL3)= 205 L.F.**
**793-07.17(LVL3)= 205 L.F.**

**LT-37**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 250 L.F.**
**793-07.17(LVL3)= 250 L.F.**

**LT-38**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**
**793-03.03(LVL3)= 105 L.F.**
**793-07.17(LVL3)= 105 L.F.**

**LT-39**
**793-03.03(LVL3)= 180 L.F.**
**793-07.17(LVL3)= 180 L.F.**

**L-63**
**793-01.40(LVL3)= 1 EACH (TEMP)**
**793-02.08(LVL3)= 1 EACH (TEMP)**
**793-02.99(LVL3)= 1 EACH (TEMP)**
**793-03.03(LVL3)= 190 L.F.**
**793-07.17(LVL3)= 190 L.F.**
**793-03.03(LVL3)= 190 L.F. (TEMP)**
**793-07.17(LVL3)= 190 L.F. (TEMP)**

**LT-40**
**793-03.03(LVL3)= 195 L.F.**
**793-07.17(LVL3)= 195 L.F.**

SEALED BY

THOMAS BRADLEY ROGERS
REGISTERED
PROFESSIONAL ENGINEER
NUMBER
NO. 109035
STATE OF TENNESSEE
5-6-25

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TORN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**LEVEL 3**

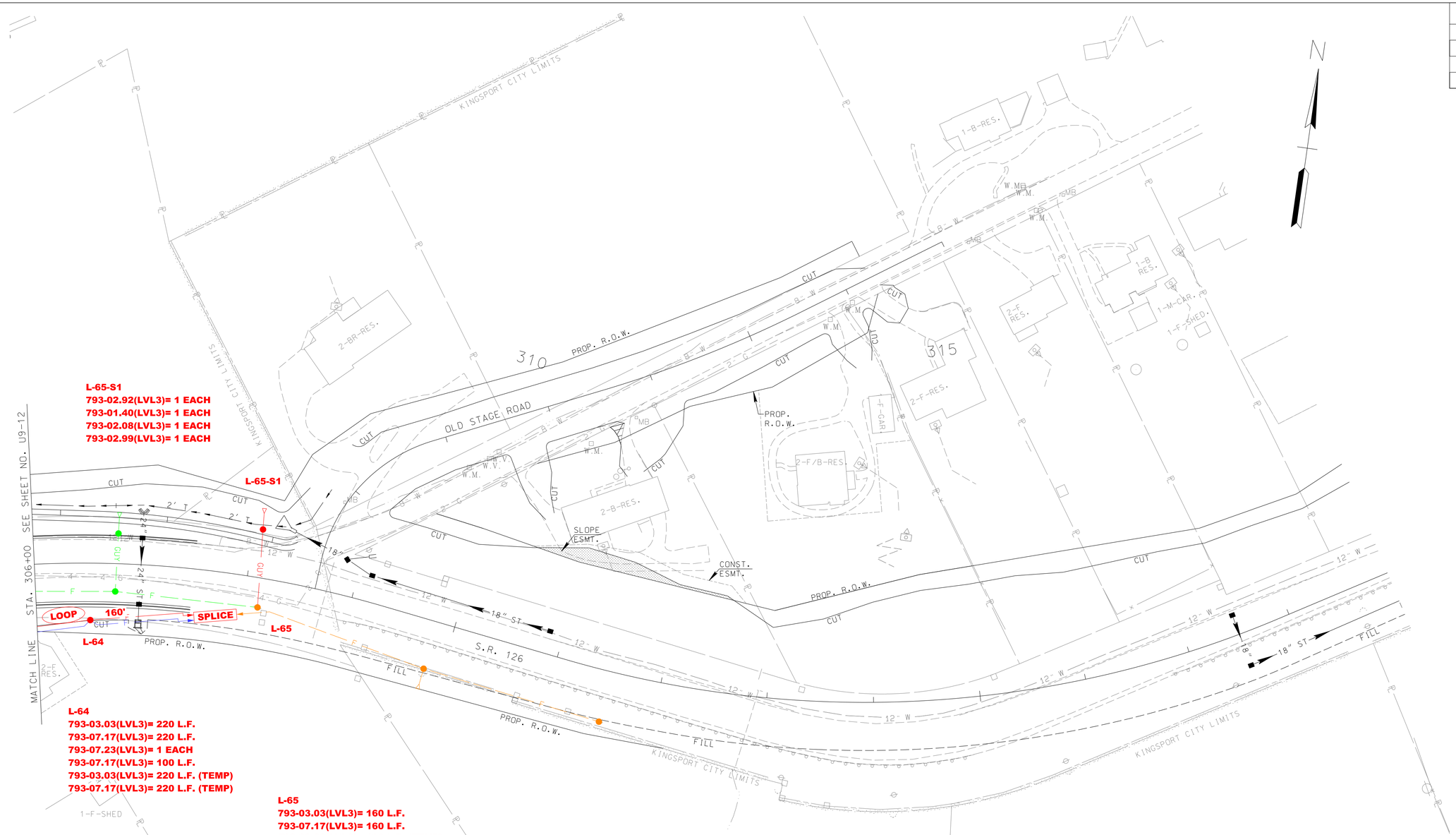
# FIBER RELOCATION

STA. 293+00 TO STA. 306+00

SCALE: 1"=50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2025 | STP-126(25) | U9-13 |
| | | 82S126-F3-002 | |
| | | | |
| | | | |




**L-65-S1**
**793-02.92(LVL3)= 1 EACH**
**793-01.40(LVL3)= 1 EACH**
**793-02.08(LVL3)= 1 EACH**
**793-02.99(LVL3)= 1 EACH**

**L-64**
**793-03.03(LVL3)= 220 L.F.**
**793-07.17(LVL3)= 220 L.F.**
**793-07.23(LVL3)= 1 EACH**
**793-07.17(LVL3)= 100 L.F.**
**793-03.03(LVL3)= 220 L.F. (TEMP)**
**793-07.17(LVL3)= 220 L.F. (TEMP)**

**L-65**
**793-03.03(LVL3)= 160 L.F.**
**793-07.17(LVL3)= 160 L.F.**
**793-03.03(LVL3)= 160 L.F. (TEMP)**
**793-07.17(LVL3)= 160 L.F. (TEMP)**
**793-04.08(LVL3)= 4 EACH (TEMP)**
**793-04.01(LVL3)= 135 L.F. (EXISTING)**
**TEMP SPLICE**
**793-04.01(LVL3)= 200 L.F.**
**793-07.17(LVL3)= 100 L.F.**
**793-04.07(LVL3)= 1 EACH (FIBER)**
**793-07.25(LVL3)= 144 EACH**
**PERMANENT SPLICE**
**793-04.01(LVL3)= 200 L.F.**
**793-07.17(LVL3)= 100 L.F.**
**793-11.50(LVL3)= 1 EACH**
**793-07.25(LVL3)= 144 EACH**

**REMOVAL ITEMS THIS SHEET:**
**793-98.01= 685 L.F.**
**793-98.08= 1 EACH**
**793-98.09= 1 EACH**

SEALED BY

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**LEVEL 3**

# FIBER RELOCATION

STA. 306+00 TO STA. 319+00

SCALE: 1"=50'

$$$