



SHEET NAME	SHEET NO.
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YEAR	PROJECT NO.	SHEET NO.
2025	BRZ-2700(60)	ROADWAY-SIGN1
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	BRZ-2700(60)	
STATE PROJ. NO.	27946-3406-94	

GIBSON COUNTY

SALEM STREET
BRIDGE OVER ROE CREEK AT L.M. 0.68 (1A)

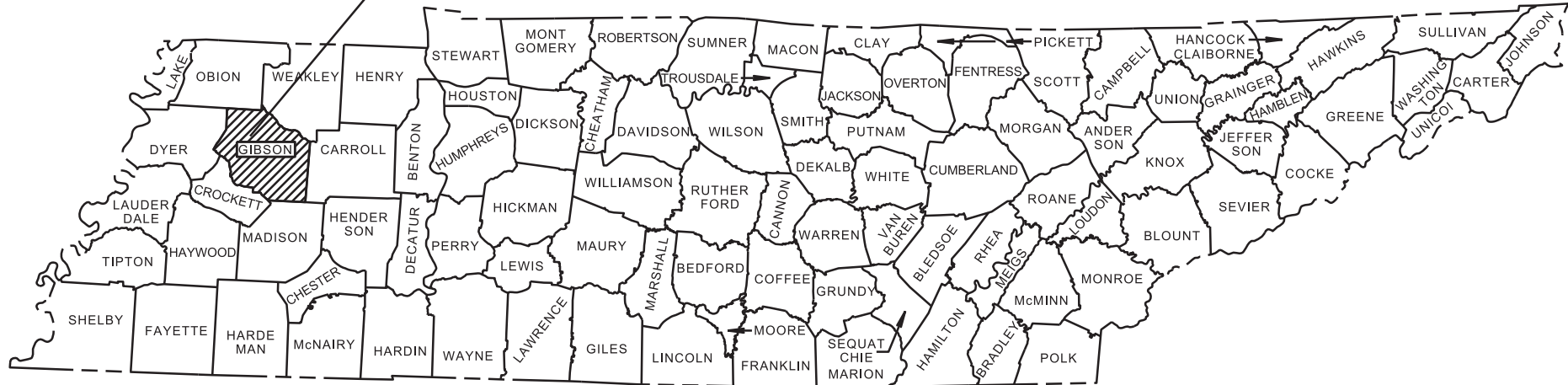
PS&E

GRADE, DRAIN, BASE & SURFACE, STRUCTURE, GUARDRAIL, AND PAVEMENT MARKINGS

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

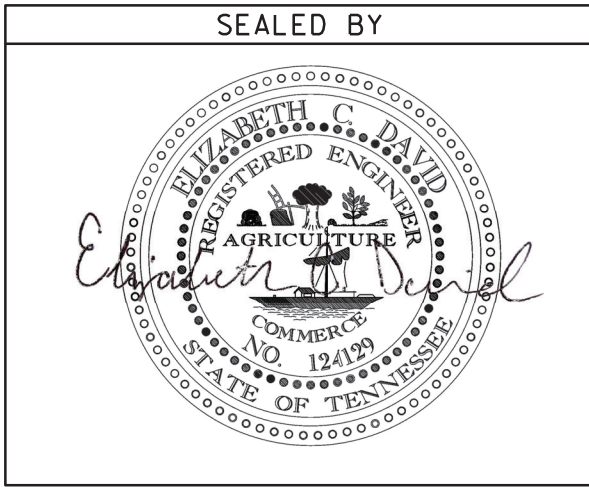
PROJECT LOCATION

BRIDGE ID. # 27015850001



NO EXCLUSIONS

ROAD TO BE CLOSED
DURING CONSTRUCTION



APPROVED: 
SHANE HESTER, CHIEF ENGINEER

DATE:

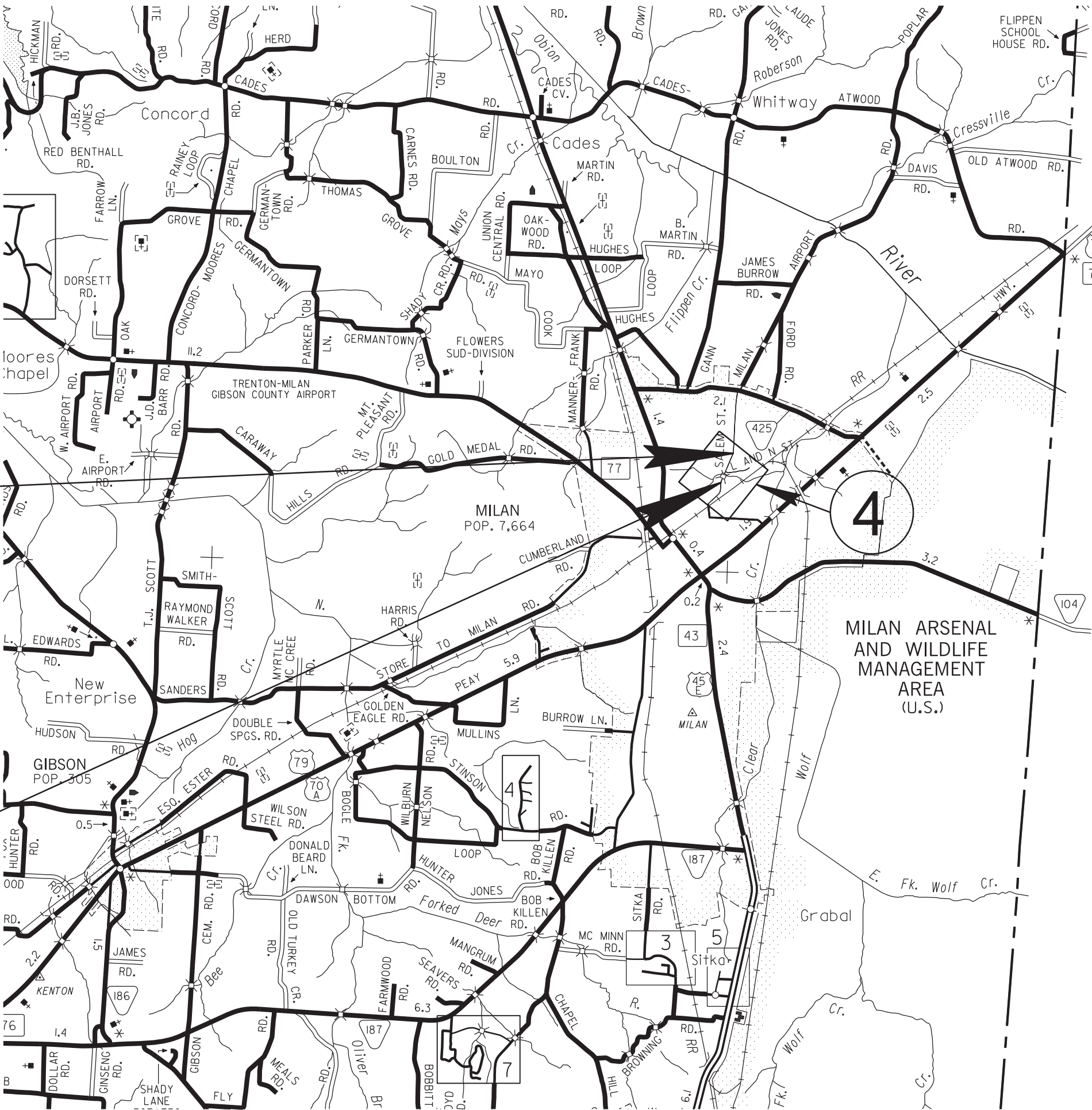
APPROVED: 
WILL REID, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : ELI JONES, REG. 4
DESIGNER : SAMUEL REED, REG. 4 CHECKED BY : ELIZABETH DAVID, P.E., REG. 4
P.E. NO. 27946-1406-94 (DESIGN)
PIN NO. 122135.00



SCALE: 1"= 5280'

R.O.W. LENGTH	0.144 MILES
ROADWAY LENGTH	0.130 MILES
BRIDGE LENGTH	0.014 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.144 MILES

SALEM STREET

SURVEY 11/05/18	TRAFFIC DATA	
UPDATE 11/14/19	ADT (2025)	1,290
UPDATE 02/02/23	ADT (2045)	1,420
UPDATE 07/25/24	DHV (2045)	241
	D	65 - 35
	T (ADT)	4 %
	T (DHV)	3 %
	V	35 MPH

COORDINATES ARE NAD 83(1995), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL.

12-AUG-2025 11:31
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ROADWAY INDEX

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BRIDGE PLANS.....	B-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.	

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-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

ROADWAY DESIGN STANDARD

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-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION

AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS

D-FLU-3	04-14-25	BRIDGE END DRAIN FLUME DETAILS
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
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)
D-PE-48B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 48" PIPE, BILL OF STEEL AND PRECAST NOTES
D-SEW-1A	07-07-23	TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE
D-PE-99	03-04-21	TYPE "U" CROSS DRAIN ENDWALL DETAILS, PIPE GRATE & SKEWED CONNECTION
D-PEW-1		PROTECTED ENDWALLS FOR ROUND & OVAL PIPES (PIPE SIZES 18" TO 72", ALL SKEWS, 2:1 & 3:1 SLOPES)
D-PEW-2		PROTECTED ENDWALLS FOR ROUND PIPES DETAILS & QUANTITIES (PIPE SIZES 18" TO 72", ALL SKEWS, 2:1 & 3:1 SLOPES)

CATCH BASINS AND MANHOLES

D-CB-38SB	03-04-21	STANDARD 4' X 4' SQUARE CONCRETE NO. 38 CATCH BASIN
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ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RP-D-15	04-01-25	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	04-01-25	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
S-F-1	03-01-23	HIGH VISIBILITY FENCE

SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
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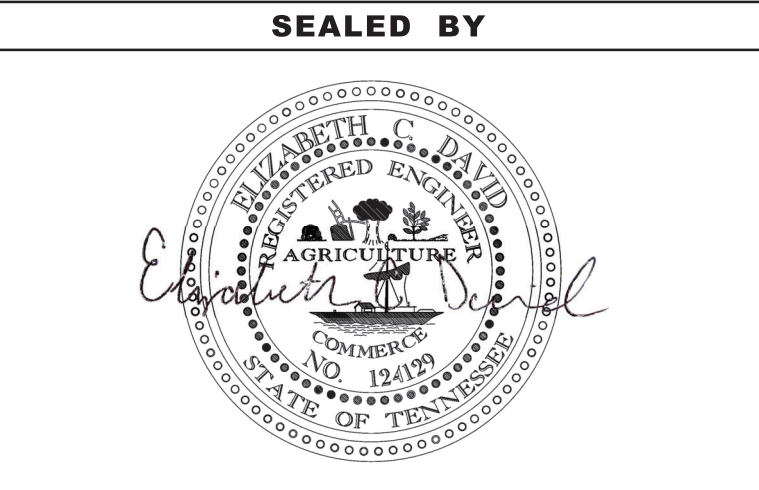
STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	03-13-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-6	07-07-23	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW SPEED ROADWAYS
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL

EROSION PREVENTION AND SEDIMENT CONTROL

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-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
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-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-31	05-04-22	TEMPORARY DIVERSION CHANNEL
EC-STR-37	06-10-14	SEDIMENT TUBE

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	BRZ-2700(60)	1A
PS&E	2025	___BRZ-2700(60)___	1A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
T-S-9	07-30-25	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS

DESIGN - TRAFFIC CONTROL

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
STD-1-5	06-05-23	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
STD-5-1		STANDARD PILE DETAILS
STD-6-1	12-08-23	STANDARD SEISMIC DETAILS
STD-9-1	10-07-08	STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISC. ABUTMENT & PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS
STD-11-1	04-15-20	BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING
STD-14-3	03-06-24	STANDARD DETAILS FOR PRESTRESSED BOX BEAMS

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	BRZ-2700(60)	1A1
PS&E	2025	___BRZ-2700(60)___	1A1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD TRAFFIC
DESIGN AND
STRUCTURE
DRAWINGS

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENT	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 27015850001, Salem Street over Roe Creek at LM 0.68 (27-0B112-00.67). The bridge has asbestos in the barrier post felt pad material. There are 20 posts with approximately 20 square feet of material at 80% chrysotile. Please see the report for further details and photographs.	Bridge No. 27015850001 / LM 0.68
EDHZ002	ENVIRONMENT	The State of Tennessee asbestos accreditation requirements (TDEC Rules Chapter 1200-01-20) mandates that ACM abatement work be performed by an accredited firm (contractor) using accredited abatement workers and supervisors. Abatement of this material should be accomplished per SP202ACM Special Provision Regarding Removal of Asbestos-Containing Materials. ACM abatement should be completed prior to any demolition activities if possible. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2015) Sections 107.08 D and 202.03).	Bridge No. 27015850001 / LM 0.68

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	1B
P.I.H.	2025	BRZ-2700(60)	1B
PS&E	2025	BRZ-2700(60)	1B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 27946-3406-94
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
202-02.01	REMOVAL OF PIPE (12" RCP ,36+08.61 OFF. -16.23')	L.F.	22
202-02.02	REMOVAL OF PIPE (12" RCP,36+77.67 OFF. -16.26')	L.F.	21
202-02.03	REMOVAL OF PIPE (12" RCP, FROM: 35+44.96 TO: 35+92.50 OFF. -19.60')	L.F.	43
202-02.04	REMOVAL OF PIPE (48" RCP, STA. 43+27.34 OFF. 24.99')	L.F.	32
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	132
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	2540
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	6540
203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	8700
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1366
203-06	WATER	M.G.	71
209-05	SEDIMENT REMOVAL	C.Y.	68
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1573
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	315
209-08.07	ROCK CHECK DAM	EACH	7
209-08.08	ENHANCED ROCK CHECK DAM	EACH	6
209-09.01	SANDBAGS	BAG	25
209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	6
209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	200
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1
209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	214
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2408
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	51
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	381
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	5
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	18
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	68
411-01.10	ACS MIX(PG64-22) GRADING D	TON	226
502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	24
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	45
607-09.02	48" CONCRETE PIPE CULVERT (CLASS III)	L.F.	54
607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	47
611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	8
611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	288
611-07.31	18 IN ENDWALL (SIDE DRAIN)	EACH	2
611-07.32	24IN ENDWALL (SIDE DRAIN)	EACH	2
611-07.70	48IN ENDWALL (CROSS DRAIN) 4:1	EACH	1
611-38.01	CATCH BASINS, TYPE 38, 0' - 4' DEPTH	EACH	1
621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	90
701-02	CONCRETE DRIVEWAY	S.F.	552
705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.	25
705-06.26	THRIE BEAM BRIDGE TRANSITION MASH TL-2	EACH	4
705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL-2	EACH	4
706-01	GUARDRAIL REMOVED	L.F.	151
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	1119
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	251
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	258
709-05.08	MACHINED RIP-RAP (CLASS B)	TON	664
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	16
712-05.01	WARNING LIGHTS (TYPE A)	EACH	16
712-05.03	WARNING LIGHTS (TYPE C)	EACH	58
712-06	SIGNS (CONSTRUCTION)	S.F.	214
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	204
713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	7
713-11.21	P POST SLIP BASE	EACH	1
713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	8
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
713-16.20	SIGNS (D3-1 L AND N ST, D3-1 SALEM ST, R1-1 STOP)	EACH	1

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 27946-3406-94
713-16.21	SIGNS (PROJECT INFORMATION, I2-5)	EACH	2
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	18
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.92
717-01	MOBILIZATION	LS	1
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1059
740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	840
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	74
801-03	WATER (SEEDING & SODDING)	M.G.	90
802-11.01	ACER NEGUNDO (BOX ELDER 2-5FT CNTNR GRWN)	EACH	9
802-11.07	BETULA NIGRA (RIVER BIRCH 2-5FT CNTNR GRWN)	EACH	9
802-11.16	FRAXINUS PENNSYLVANICA (GREEN ASH 2-5FT CNTNR GRWN)	EACH	9
802-11.26	PLATANUS OCCIDENTALIS (SYCAMORE 2-5FT CNTNR GRWN)	EACH	9
803-01	SODDING (NEW SOD)	S.Y.	9813

(15)

(16)(17)

(16)

(3)(18)

(3)

(19)

(20)

SEE GRADING SPECIAL NOTES ON SHEET 2D.

INCLUDES 36 C.Y. FOR TEMPORARY CONSTRUCTION EXITS. INCLUDES 80 C.Y. FOR TEMPORARY BERM. INCLUDES 41 C.Y. FOR BRIDGE EXCAVATION.

SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT ENGINEER. SEE EPSC PLAN SHEETS FOR FURTHER DETAILS.

INCLUDES 108 L.F. FOR SEDIMENT FILTER BAGS. INCLUDES 214 L.F. FOR TEMPORARY DIVERSION CHANNEL.

INCLUDES 450 TONS FOR PRIVATE DRIVE ACCESS DURING CONSTRUCTION.

TO BE USED FOR PIPE UNDER DRIVE ON TRACT 11.

TO BE USED FOR THE OUTLET ENDWALL FOR THE CROSS DRAIN UNDER L AND N ST.

TO BE USED FOR THE INLET ENDWALL FOR THE CROSS DRAIN UNDER L AND N ST.

TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

EXTEND TRANSITION SECTION OUT 12.5 FT. TO NOT INTERFERE WITH THE BRIDGE FLUME.

INCLUDES 196 TONS FOR DIVERSION CHANNEL, INCLUDES 23 TONS FOR CULVERT TYPE ONE PROTECTION, AND INCLUDES 39 TONS FOR BRIDGE FLUMES.

SEE SHEET T2 FOR SIGN TABULATION.

THIS CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS AS DIRECTED BY THE TDOT ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES. ALL SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

SIGN FACE, SUPPORT INSTALLATION AND HARDWARE TO BE INCLUDED IN ITEM NUMBER.

LENGTH OF SIGN SUPPORT IS 15.11FT UTILIZING A P6 SUPPORT TYPE.

SIGN IS 108" X 48" AND TO BE POSTED AT EACH END OF THE PROJECT PER TM 2403.

FOR USE AS PERMANENT MARKING ONLY.

THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE BID FOR THERMOPLASTIC.

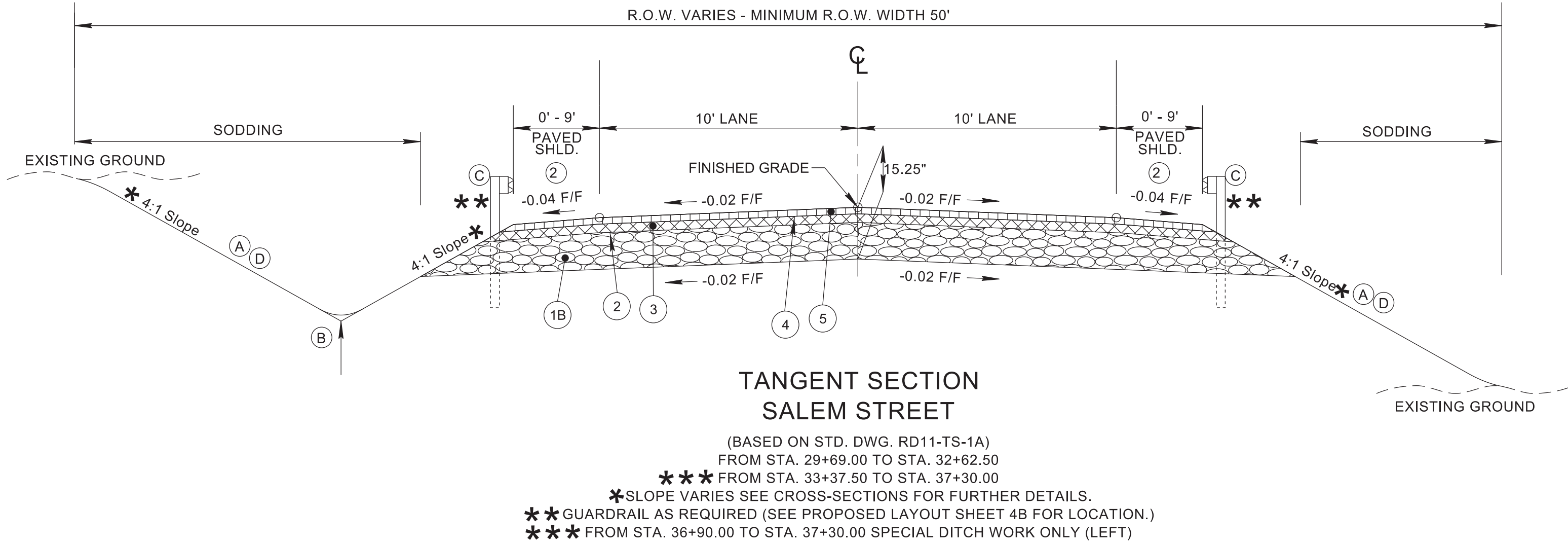
INCLUDES 429 S.Y. FOR TEMPORARY CONSTRUCTION EXITS. INCLUDES 130 S.Y. FOR SEDIMENT FILTER BAGS. INCLUDES 18 S.Y. FOR TYPE 2 CULVERT PROTECTION. INCLUDES 54 S.Y. FOR TYPE 1 CULVERT PROTECTION. INCLUDES 394 S.Y. FOR TEMPORARY DIVERSION CHANNEL. INCLUDES 34 S.Y. FOR BRIDGE FLUMES.

INCLUDES 8 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL AND 82 THOUSAND GALLONS FOR SOD.

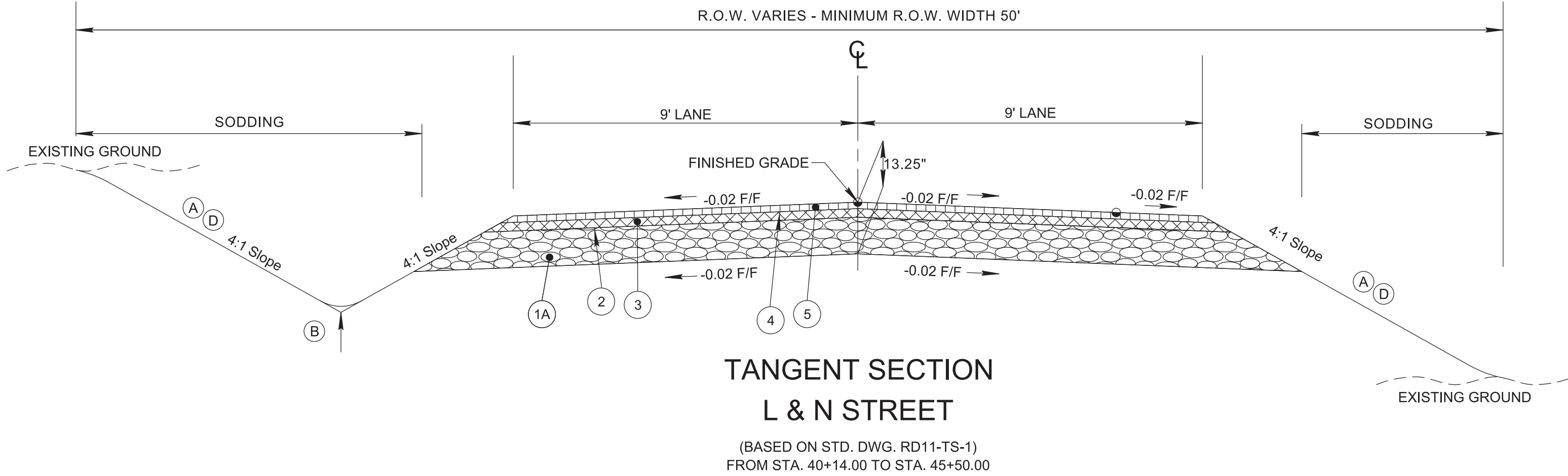
INCLUDES 1620 S.Y. FOR SPECIAL DITCHES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	BRZ-2700(60)	2
PS&E	2025	____BRZ-2700(60)_____	2
SEALED BY 			
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION ESTIMATED ROADWAY QUANTITIES			

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SALEM Shoulder Transition Table									
Transition			Offset from Centerline (ft)	Width (ft)	Transition			Offset from Centerline (ft)	Width (ft)
Shoulder Taper Left	Beg. Sta	29+69.00	10	0	Shoulder Taper Left	Beg. Sta	34+10.00	19	9
	End Sta	30+69.00	14	4		End Sta	34+60.00	14	4
Shoulder Taper Right	Beg. Sta	29+69.00	10	0	Shoulder Taper Right	Beg. Sta	34+10.00	19	9
	End Sta	30+69.00	14	4		End Sta	34+60.00	14	4
Shoulder Taper Left	Beg. Sta	31+10.00	14	4	Shoulder Taper Left	Beg. Sta	35+90.00	14	4
	End Sta	31+90.00	19	9		End Sta	36+90.00	10	0
Shoulder Taper Right	Beg. Sta	31+10.00	14	4	Shoulder Taper Right	Beg. Sta	35+90.00	14	4
	End Sta	31+90.00	19	9		End Sta	36+90.00	10	0



L & N Street Lane Transition Table			
Transition			Offset from Centerline (ft)
Lane Taper Left	Beg. Sta	45+11.70	9
	End Sta	45+50.00	7
Lane Taper Right	Beg. Sta	45+11.70	9
	End Sta	45+50.00	5

SEE PROPOSED PAVEMENT
SCHEDULE ON SHEET 2B1

TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	2B
R.O.W.	2024	BRZ-2700(60)	2B
P.I.H.	2025	BRZ-2700(60)	2B
PS&E	2025	BRZ-2700(60)	2B

REV. 02/13/25: ADDED ASTERISK TO THE BACKSLOPE OF SALEM STREET TYPICAL.

SEALED BY

NOT TO SCALE

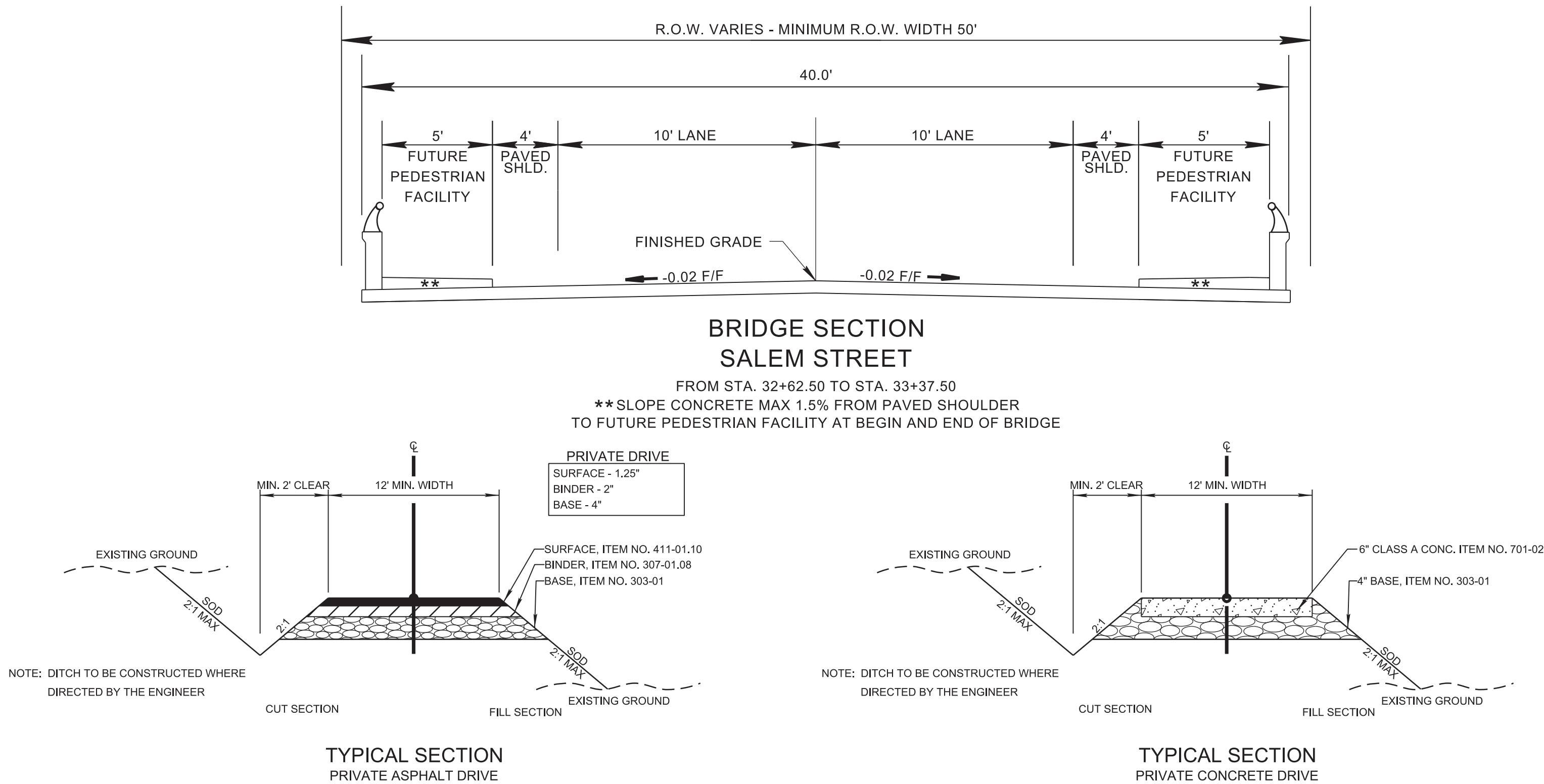
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

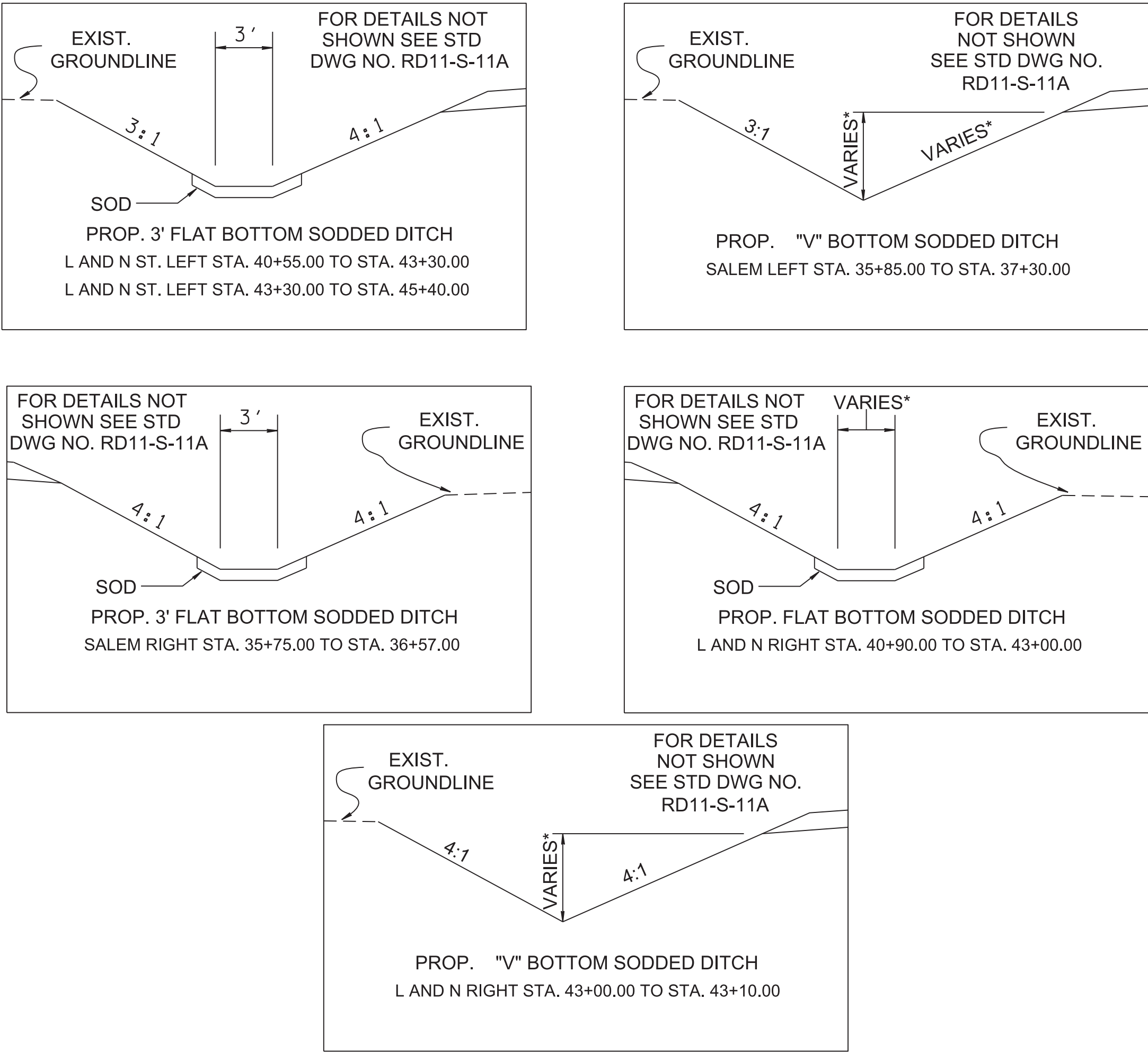
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	2B1
P.I.H.	2025	BRZ-2700(60)	2B1
PS&E	2025	BRZ-2700(60)	2B1

REV. 02/13/25: REVISED THE BACKSLOPE FOR THE SALEM STREET SPECIAL DITCH FROM STA. 35+85.00 TO STA. 37+30.00.



PROPOSED PAVEMENT SCHEDULE	
①A	MINERAL AGGREGATE BASE @ 10" THICK ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE
①B	MINERAL AGGREGATE BASE @ 12" THICK ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE
②	PRIME COAT (PC) ITEM 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30-0.35 GAL./S.Y.) ITEM 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 8-12 LBS./S.Y.)
③	BITUMINOUS COURSE (BINDER) @ 2.00" THICK (APPROX. 226 LBS./S.Y.) ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "B-M2"
④	TACK COAT ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.)
⑤	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25" THICK (APPROX 132.50 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG 64-22) GRADING "D"
CONCRETE DRIVEWAY @ 6.00" THICK ITEM 701-02 CONCRETE DRIVEWAY (TO BE USED AT PRIVATE DRIVE STA. 36+08.61 RT & STA. 36+77.67 RT)	



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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. 801-01.07.
- (2)

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

GUARDRAIL

- (1)

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3)

IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.
- (4)

GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

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.
- (4)

THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- (5)

WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.
- (6)

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

MISCELLANEOUS

- (1)

ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- (2)

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3)

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

ROAD CLOSURE

- (1)

NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING

- (13)

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 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 (4IN LINE), 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.

SIGNING

- (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.
- (7)

ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15.36 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.
- (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.

- (13)

AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

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 ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	BRZ-2700(60)	2C
PS&E	2025	BRZ-2700(60)	2C

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

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.
- (3)

TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4)

THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5)

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

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1)

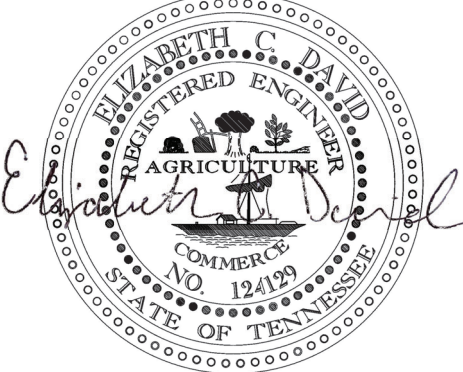
THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- (2)

ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- (3)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	BRZ-2700(60)	2D
PS&E	2025	BRZ-2700(60)	2D

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1)

SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2)

NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3)

INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (4)

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (5)

THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (6)

STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7)

HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8)

WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9)

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

SPECIES

- (10)

NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11)

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

- (12)

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

PERMITS, PLANS & RECORDS

- (13)

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (14)

ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15)

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16)

THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17)

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

SUPPORT ACTIVITIES

- (18)

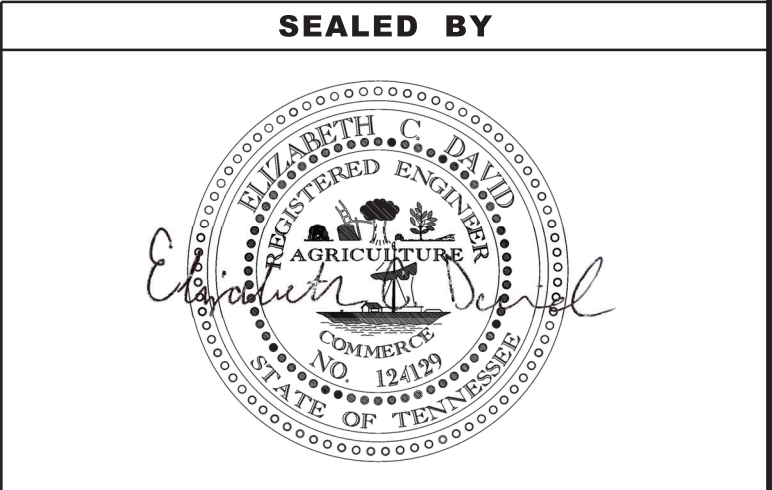
MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES.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

ENVIRONMENTAL

- (20)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	2E
P.I.H.	2025	BRZ-2700(60)	2E
PS&E	2025	___BRZ-2700(60)___	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6) A 1 SPASN BRIDGE WILL BE CONSTRUCTED. THE PROPOSED BRIDGE WILL CONTAIN TWO 10FT TRAVEL LANES AND SHOULDERS WILL BE 9FT WIDE WITH A 4FT PAVED PORTION AND THE REMAINING PORTION CONSISTS OF A 5FT PEDESTRIAN SIDEWALK ON EACH SIDE OF THE PROPOSED BRIDGE TO REPLACE THE EXISTING 3-SPAN CONCRETE BRIDGE OVER ROE CREEK IN GIBSON COUNTY, APPROACH ROADWAY WILL CONSIST OF TWO 10FT TRAVEL LANES AND TWO 9FT PAVED SHOULDERS. REALIGNING AND RAISING THE GRADE OF L AND N ST. TO MATCH THE PROPOSED GRADE OF SALEM ST. FURTHER ROADWAY IMPROVEMENTS INCLUDE THE INSTALLATION OF A CATCH BASIN, ASSOCIATED PIPES, GUARDRAIL (WITH ASSOCIATED TERMINALS), DRIVEWAY UPDATES, PAVEMENT MARKINGS, AND SIGNS WITHIN PROJECT LIMITS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	2E1
P.I.H.	2025	BRZ-2700(60)	2E1
PS&E	2025	___BRZ-2700(60)___	2E1

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DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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ESTIMATED GRADING QUANTITIES								
DESCRIPTION		UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY			
		EXC.	EMB.	EXC.	SHRINK = 10 %	SWELL = 15 %		
SALEM ST.		220	6547	198	EXC. 3221	VS. EMB. -10786		
L AND N ST.		3246	4159	2921				
DRIVEWAYS		36		32				
TEMPORARY CONSTRUCTION EXITS		36		32				
OTHER (BRIDGE EXCAVATION, TEMP. BERM)		41	80	37				
TOPSOIL (EXC.)		2108						
TOPSOIL (EMB.)		0						
ROCK (C.Y.)		TOTALS (C.Y.)					AVAILABLE = -7565	BORROW = 8700
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC. (COM.)	EXC. (AVAIL.)	EXC. (ADJ.)		
0	0	5687	10786	5687	3579	3221		

TOPSOIL								
IF EXISTING TOPSOIL IS SUITABLE FOR REUSE								
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.	ADJUSTED EXC. (UNCL) TOTAL 203-01
73759	0	2108	2108	1366	1366	0	742	6540
IF EXISTING TOPSOIL IS NOT SUITABLE FOR REUSE								
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.	ADJUSTED EXC. (UNCL) TOTAL 203-01
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

PAVEMENT QUANTITIES						
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)					
	MINERAL AGG.*	BITUMINOUS PLANT MIX BASE (HOT MIX)	PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)
	D	B-M2				D
	303-01	307-01.08	402-01	402-02	403-01	411-01.10
SALEM ST.	1272.0	245.0	3.1	11.0	1.3	146.0
L AND N ST.	636.0	125.0	1.5	5.5	0.6	73.0
DRIVES	500.0	11.0	0.4	1.5	0.1	7.0
TOTALS	2408	381	5	18	2	226

* INCLUDES 450 TONS FOR PRIVATE DRIVE ACCESS DURING CONSTRUCTION.

PROPOSED GUARDRAIL									
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL		TERMINAL ANCHORS	REMARKS
						THRIE BEAM BRIDGE TRAN. MASH TL-2 (20.65') 705-06.26 EACH	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	
		LT	RT	FROM	TO				
4B	SALEM ST.		X	31+94.14	32+49.00	1	12.50	1	EXTEND TRANSITION SECTION FOR ITEM NUMBER 705-06.26 OUT 12.5 FT. TO NOT INTERFERE WITH THE BRIDGE FLUME.
4B	SALEM ST.	X		32+06.05	32+49.00	1		1	EXTEND TRANSITION SECTION FOR ITEM NUMBER 705-06.26 OUT 12.5 FT. TO NOT INTERFERE WITH THE BRIDGE FLUME.
4B	SALEM ST.		X	33+51.00	33+93.95	1		1	EXTEND TRANSITION SECTION FOR ITEM NUMBER 705-06.26 OUT 12.5 FT. TO NOT INTERFERE WITH THE BRIDGE FLUME.
4B	SALEM ST.	X		33+51.00	34+05.54	1	12.50	1	EXTEND TRANSITION SECTION FOR ITEM NUMBER 705-06.26 OUT 12.5 FT. TO NOT INTERFERE WITH THE BRIDGE FLUME.
TOTALS						4	25	4	

CATCH BASINS										
SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE ELEV.	INVERT ELEV.	DEPTH (FT.)	SIZE	STANDARD DRAWING NO.	PAY ITEMS
										TYPE 38 611-38.01 0'-4'
4B	SALEM ST.	35+90.00	-20.77	CB-1A	407.46	403.52	3.91	4' X 4'	D-CB-38SB	1
TOTALS										1

STORM DRAINAGE PIPES						
SHEET NO.	INLET		OUTLET		% GRADE	CLASS III 607-03.02 18"
	CODE NO.	OUTLET ELEV.	CODE NO.	INLET ELEV.		
4B	1A	403.52	OUT	402.93	1.33%	45'
TOTALS						45'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	2F
P.I.H.	2025	BRZ-2700(60)	2F
PS&E	2025	___BRZ-2700(60)___	2F

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

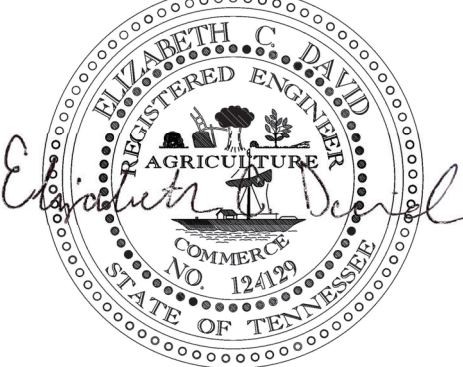
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	2F1
P.I.H.	2025	BRZ-2700(60)	2F1
PS&E	2025	BRZ-2700(60)	2F1

SPECIAL DITCHES							
ROADWAY	STATION		SIDE	CONFIGURATION			SODDING NEW SOD 803-01 (S.Y.)
	FROM	TO		FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)	
SALEM ST.	35+75.00	36+57.00	R	4:1	3	4:1	92
SALEM ST.	35+85.00	37+30.00	L	VARIES	0	4:1	113
L AND N ST.	40+55.00	43+30.00	L	4:1	3	3:1	306
L AND N ST.	43+30.00	45+40.00	L	4:1	3	3:1	234
L AND N ST.	40+90.00	43+10.00	R	4:1	VARIES	4:1	875
TOTALS							1620

CROSS DRAIN TABULATION																		
STATION	SKEW	RCP CLASS III STANDARD ROUND PIPE FILL HEIGHT ≤ 16 FT. (L.F.)						RCP CLASS III OR CMP 12 GA OR PVC FILL HEIGHT > 16 FT. AND ≤ 24 FT (L.F.)						END TREATMENT				REMARKS
														INLET		OUTLET		
		18"	24"	30"	36"	42"	48"	18"	24"	30"	36"	42"	48"	TYPE	DRAWING NO.	TYPE	DRAWING NO.	
43+28.99	90°						54							U	D-PE-48A	PEW	D-PEW-1	1 PIPE @ 54 L.F. WITH 2 ENDWALLS TOTAL
TOTALS							54											

SIDE DRAIN TABULATION																					
STATION	LOCATION		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.						RCP CLASS III OR CMP 14 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT > 10 FT. AND ≤ 16 FT						END TREATMENT				REMARKS
					INLET			OUTLET													
	LT.	RT.			18"	24"	30"	36"	42"	48"	18"	24"	30"	36"	42"	48"	TYPE	DRAWING NO	TYPE	DRAWING NO	
36+08.61		X		92°	25											SEW	D-SEW-1A	SEW	D-SEW-1A		
36+77.67		X		92°	22											SEW	D-SEW-1A	SEW	D-SEW-1A		
TOTALS					47																

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

RIGHT-OF-WAY

- (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 ROADWAY 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.
- (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.
- (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.

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

COMMUNICATIONS:
AT&T
315 E. COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL R. POTTS
CELL PHONE: 901 488 2359
Email: DP7607@ATT.COM

ELECTRIC:
MILAN PUBLIC UTILITIES
1085 S. SECOND STREET
MILAN, TN 38358
CONTACT: JIM SUTCLIFFE
OFFICE PHONE: 731 686 1537
Email: JSUTCLIFFE@MPU1.COM

GAS:
GIBSON CO. UTILITY DISTRICT
1300 N. HWY 45 BY-PASS
P.O. BOX 350
TRENTON, TN 38382
CONTACT: SAM LOCKE
OFFICE PHONE: 731 855 1441
CELL PHONE: 731 414 2202
Email: SAM@GCUD.NET

WATER AND SEWER:
MILAN DEPARTMENT OF PUBLIC UTILITIES/WORKS
1085 S SECOND STREET
P.O. BOX 109
MILAN, TN 38358
CONTACT: DAN HUMPHREYS
OFFICE PHONE: 731 686 1537
CELL PHONE: 731 414 7545
Email: DHUMPHREYS@MPU1.COM

CABLE:
CHARTER COMMUNICATIONS
24 CIRCLE DRIVE
MCKENZIE, TN 38201
CONTACT: KEITH CHESSER
OFFICE PHONE: 731 352 1146
CELL PHONE: 731 621 9552
Email: KEITH.CHESSER@CHARTER.COM

FIBER OPTIC:
LUMEN
8110 CORDOVA RD. STE.
CORDOVA, TN 38016
CONTACT: BRIAN MCGREGOR
CELL PHONE: 901 435 2025
Email: BRIAN.MCGREGOR@LUMEN.COM

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	3
P.I.H.	2025	BRZ-2700(60)	3
PS&E	2025	BRZ-2700(60)	3

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

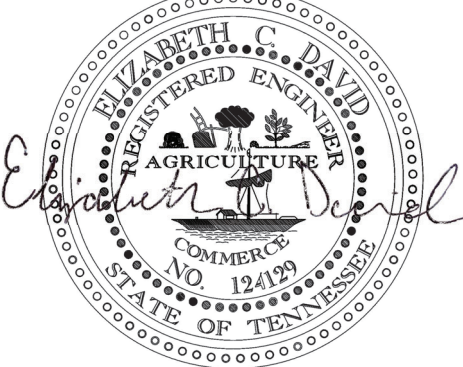
RIGHT-OF-WAY
NOTES,
UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	3A
R.O.W.	2024	BRZ-2700(60)	3A
P.I.H.	2025	BRZ-2700(60)	3A
PS&E	2025	BRZ-2700(60)	3A

REV. 08/01/24: REVISED THE TAX MAP AND PARCEL NUMBER FOR TRACT 9. REVISED THE TOTAL LEFT ACREAGE FOR TRACT 9.

REV. 02/13/25: REVISED THE SQUARE FOOTAGE TO BE ACQUIRED, AREA REMAINING, AND CONSTRUCTION EASEMENT SQUARE FOOTAGE FOR TRACT 11.

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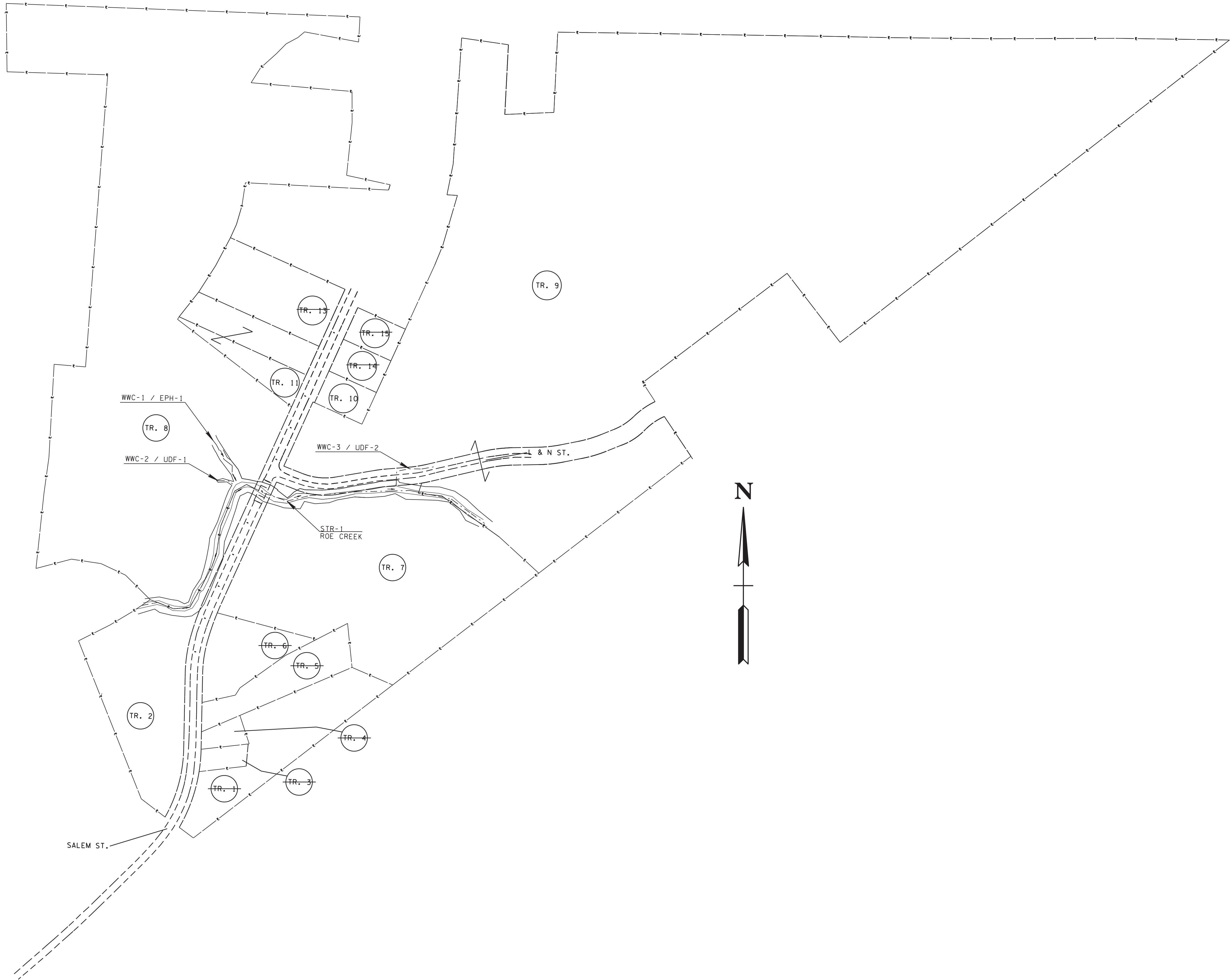
RIGHT-OF-WAY
ACQUISITION
TABLE

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		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST.
				BK.	PAGE											
1	RICKY MOODY ETUX STACEY	123L	008.00	862	81		2.054	2.054					2.054			
2	GERBER TENN, LLC	123L GR C	001.00	1036	521	3.100		3.100	0.161		0.161	2.939				
3	VIRGINIA MARIE RUNIONS	123L	008.02	406	562		0.195	0.195					0.195			
4	GARY FARLEY ETUX CHARLOTTE	123L	008.01	274	012		0.197	0.197					0.197			
5	DAVID MOORE	123L	007.01	399	129		1.005	1.005					1.005			
6	MOORE BRETTE	123L	007.02	1000	648		1.002	1.002					1.002			
7	BROOKS KENNETH ETUX BRANDY	123L GR B	007.00	1084	596		7.378	7.378		0.273	0.273		7.105			581
8	JOHN A. SHOAF III, ETAL	123L GR A	013.01	963	2058	21.154		21.154	0.247		0.247	20.907				453
9	HHV PARTNERSHIP	123	96.09	1097	87	39.069	3.176	42.245	1.312		1.312	37.757	3.176			4243
10	LISA J. OBERHOLTZER	123L GR B	009.03	647	454		0.343	0.343		2210 S.F.	2210 S.F.		0.292			1265
11	DANNY R. & SHERRY WHITBY	123L GR A	020.00	134	302	1.302		1.302	2893 S.F.		2893 S.F.	1.236				986
		123L GR A	019.00	381	533											
13	MARK MINTON ETUX AUTUMN	123L	018.00	998	1174	1.521		1.521				1.521				
14	ROBERT F OBERHOLTZER	123L	009.04	684	340		0.344	0.344					0.344			
15	ROBERT F OBERHOLTZER	123L	009.05	892	55		0.344	0.344					0.344			
ACQUISITION TOTALS (ACRES)									2.110							0.173

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	3B1
R.O.W.	2024	BRZ-2700(60)	3B1
P.I.H.	2025	BRZ-2700(60)	3B1
PS&E	2025	BRZ-2700(60)	3B1

REV. 08/01/24: REMOVED TRACT 13
THAT WAS ALONG L AND N ST. REVISED
THE PROPERTY LINES FOR TRACT 9.



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COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00006 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 03 MODEL.

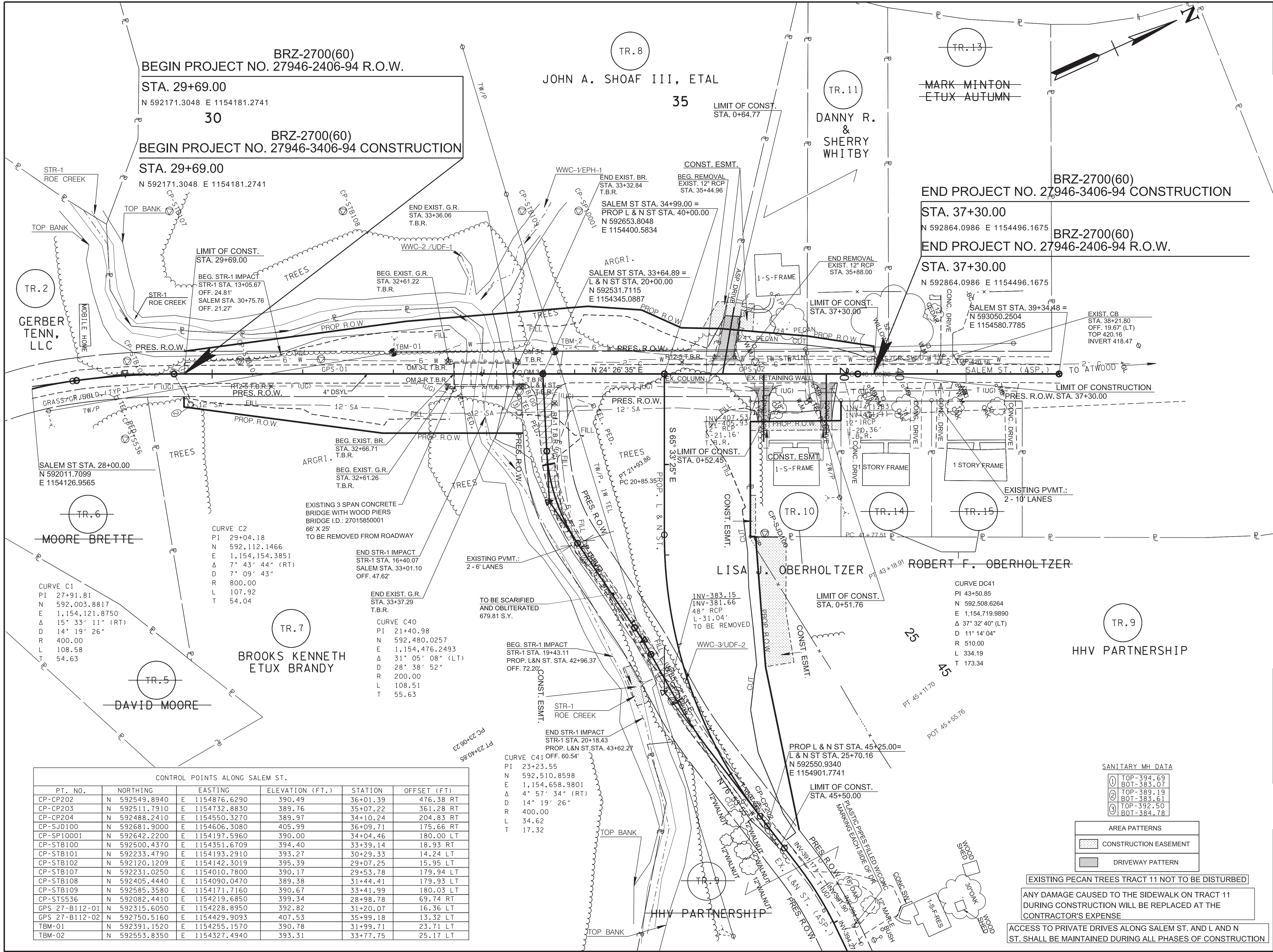
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY
MAP
SCALE: 1"=150'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	4
R.O.W.	2024	BRZ-2700(60)	4
P.I.H.	2025	BRZ-2700(60)	4
PS&E	2025	BRZ-2700(60)	4

REV. 08/01/24; REMOVED TRACT 13
THAT WAS ALONG L AND N ST. ADDED
TREES, DRIVE, SIDE DRAINS, HOUSE,
SIDEWALK, AND SHED TO TRACT 9.

REV. 02/13/25: REVISED THE PROPOSED
R.O.W. LINE, CONST. EASEMENT, AND
SLOPE LINES ALONG TRACT 11.



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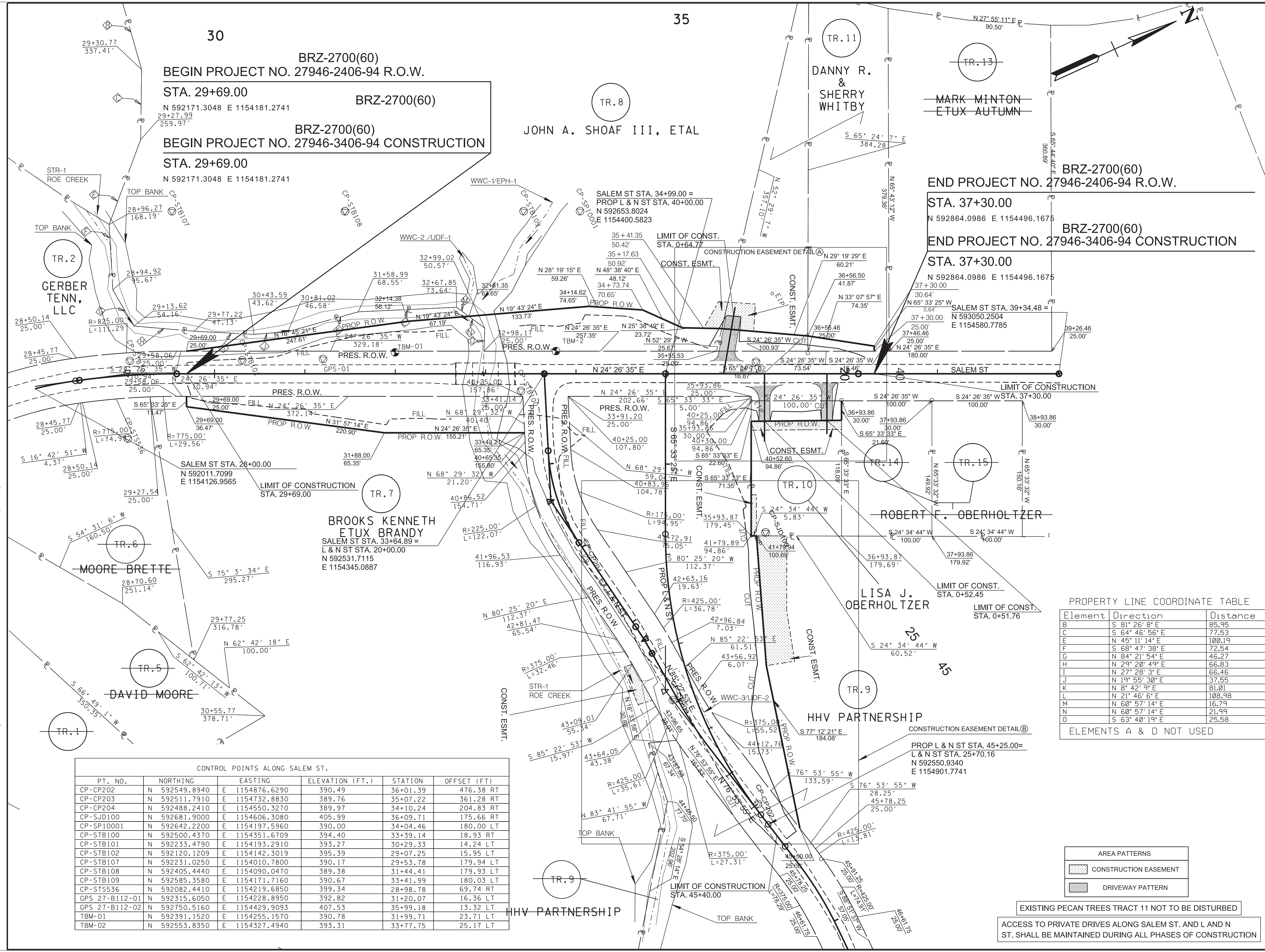
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA. 28+00.00
TO STA. 39+34.48
SCALE: 1"=50'

EXISTING PECAN TREES TRACT 11 NOT TO BE DISTURBED

ANY DAMAGE CAUSED TO THE SIDEWALK ON TRACT 11
DURING CONSTRUCTION WILL BE REPLACED AT THE
CONTRACTOR'S EXPENSE

ACCESS TO PRIVATE DRIVES ALONG SALEM ST. AND L AND N
ST. SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION



TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	4A
R.O.W.	2024	BRZ-2700(60)	4A
P.I.H.	2025	BRZ-2700(60)	4A
PS&E	2025	BRZ-2700(60)	4A

REV. 08/01/24: REMOVED TRACT 13 THAT WAS ALONG L AND N ST. REVISED ROW CALLS ALONG L AND N ST. REVISED A BEARING FOR THE PROPOSED ROW ALONG TRACT 8.

REV. 09/25/24: REVISED BEARING AND DISTANCE FOR M, N, AND O FOR PROPERTY LINE THAT RUNS ALONG THE STREAM.

REV. 02/13/25: REVISED THE PROPOSED R.O.W. LINE, CONST. EASEMENT, AND SLOPE LINES ALONG TRACT 11. REVISED THE PROP R.O.W. LINE CALLOUTS, CONST. EASEMENT CALLOUTS, AND EXISTING R.O.W CALLOUTS ALONG TRACT 11.

Element	Direction	Distance
B	S 81° 26' 8" E	85.95
C	S 64° 46' 56" E	77.53
E	N 45° 11' 14" E	100.19
F	S 68° 47' 38" E	72.54
G	N 84° 21' 54" E	46.27
H	N 29° 20' 49" E	66.83
I	N 27° 28' 3" E	66.46
J	N 19° 55' 30" E	37.55
K	N 8° 42' 9" E	81.01
L	N 21° 46' 6" E	108.98
M	N 60° 57' 14" E	16.79
N	N 60° 57' 14" E	21.99
O	S 63° 40' 19" E	25.58

ELEMENTS A & D NOT USED

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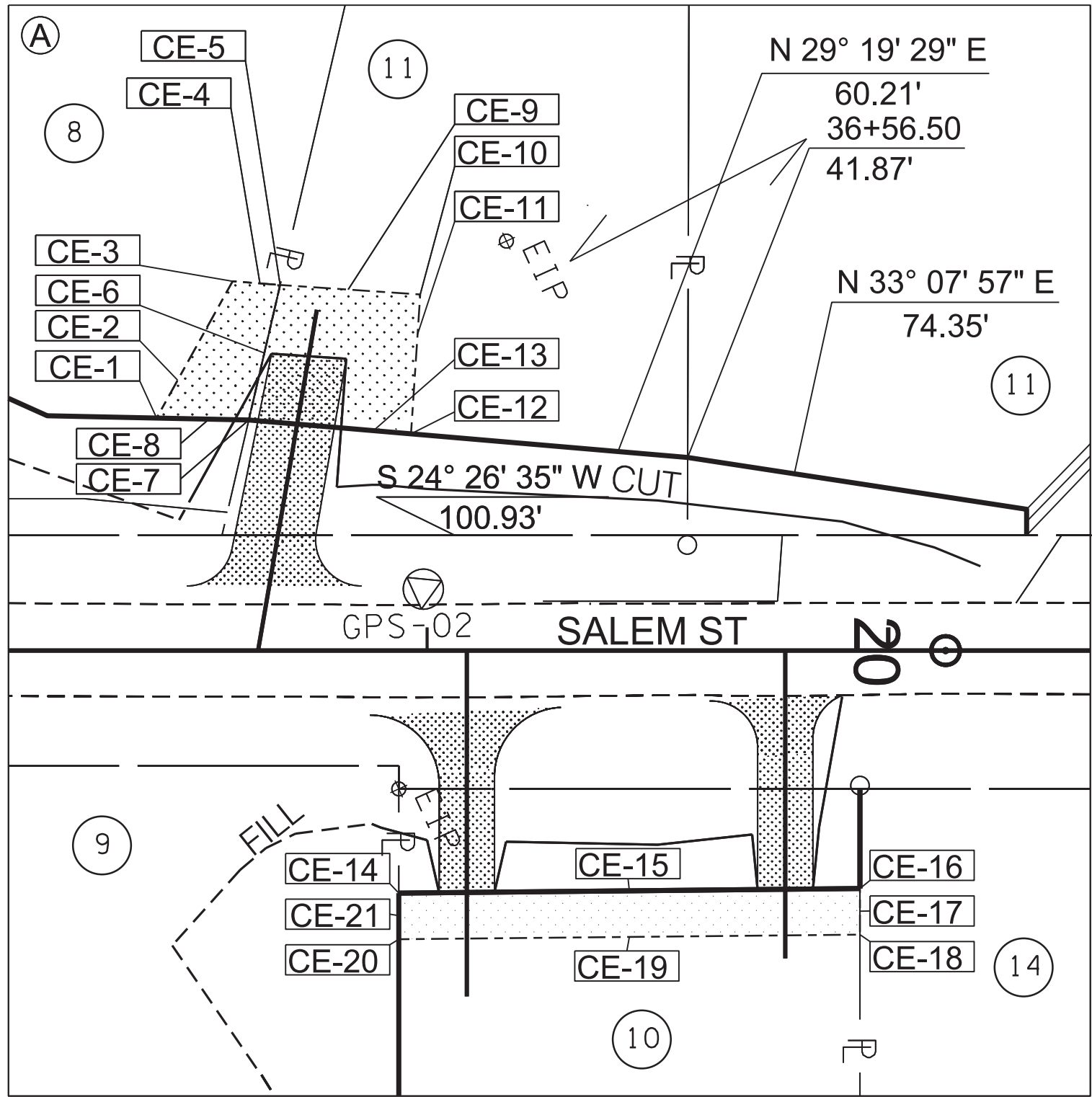
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS
STA. 28+00.00
TO STA. 39+34.48
SCALE: 1"=50'

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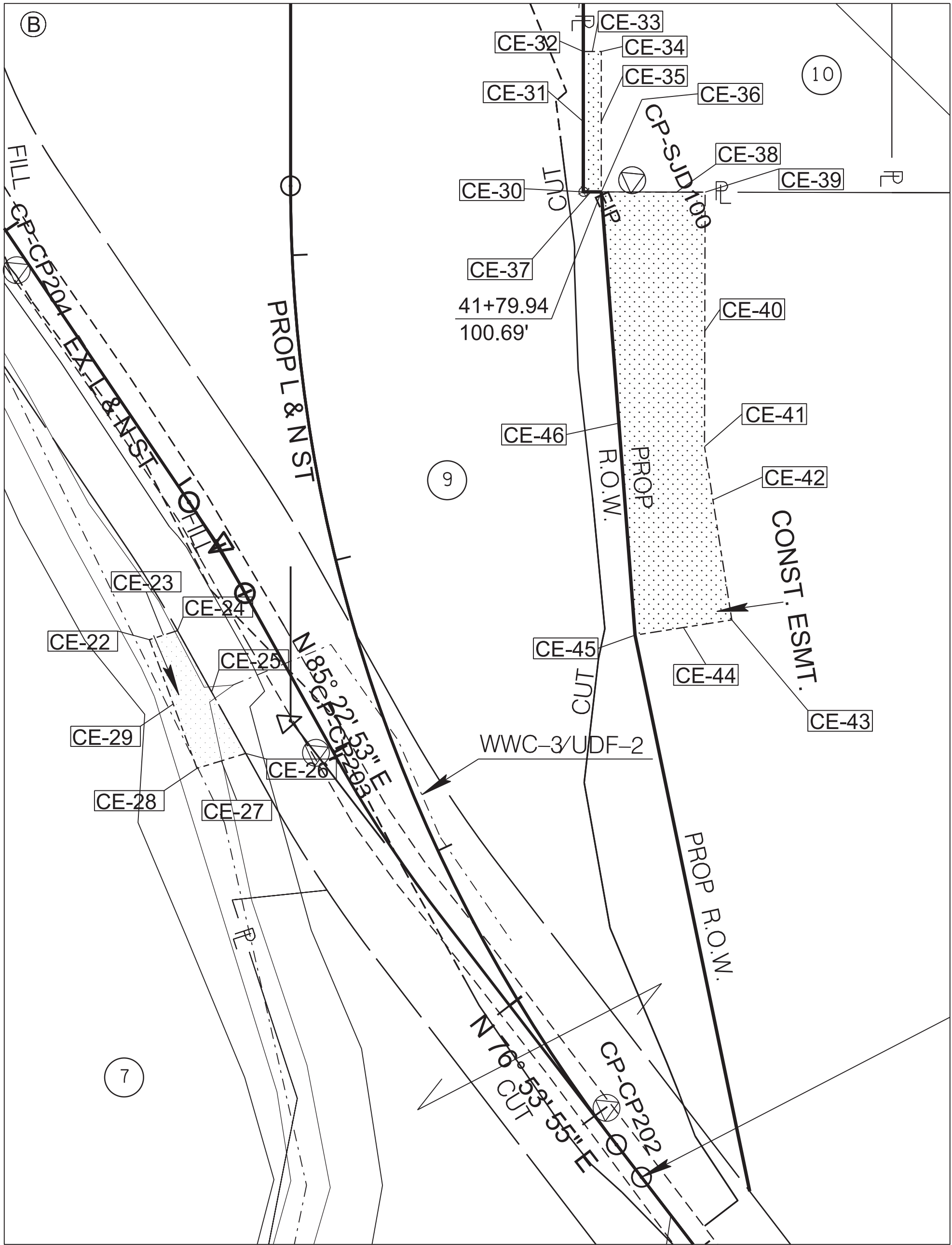
EXISTING PECAN TREES TRACT 11 NOT TO BE DISTURBED

ACCESS TO PRIVATE DRIVES ALONG SALEM ST. AND L AND N ST. SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION



CONSTRUCTION EASEMENT DETAILS		
CE-1	35+41.35 50.42' LT	CE-8 N 25° 38' 49" E 19.99'
CE-2	N 36° 30' 10" W 33.93'	CE-9 N 28° 19' 15" E 30.45'
CE-3	35+57.83 80.08' LT	CE-10 35+98.51 77.22' LT
CE-4	S 28° 52' 27" W 10.34'	CE-11 N 61° 46' 10" W 30.29'
CE-5	35+68.13 79.28' LT	CE-12 35+96.51 47.00' LT
CE-6	S 52° 29' 07" E 30.06'	CE-13 S 29° 19' 29" W 35.30'
CE-7	35+61.33 50.00' LT	

CONSTRUCTION EASEMENT DETAILS	
CE-14	35+93.86 52.60' RT
CE-15	N 23° 52' 11" E 100.00'
CE-16	36+93.86 51.60' RT
CE-17	N 65° 33' 33" W 10.00'
CE-18	36+93.86 61.60' RT
CE-19	N 23° 52' 11" E 100.00'
CE-20	35+93.86 62.60' RT
CE-21	N 65° 33' 33" W 10.00'



CONSTRUCTION EASEMENT DETAILS	
CE-22	43+09.47 64.89' RT
CE-23	N 06° 33' 50" E 9.57'
CE-24	43+09.01 55.34' RT
CE-25	N 85° 22' 53" E 45.54'
CE-26	43+49.55 45.86' RT
CE-27	S 07° 25' 31" W 16.53'
CE-28	43+48.95 62.38' RT
CE-29	N 85° 50' 36" W 44.47'

CONSTRUCTION EASEMENT DETAILS	
CE-30	35+93.87 179.45' RT
CE-31	N 65° 33' 33" W 45.50'
CE-32	35+93.86 133.95' RT
CE-33	N 24° 26' 27" E 5.83'
CE-34	35+99.69 133.95' RT
CE-35	N 65° 33' 33" W 45.51'
CE-36	35+99.69 179.46' RT
CE-37	N 24° 34' 44" E 5.83'

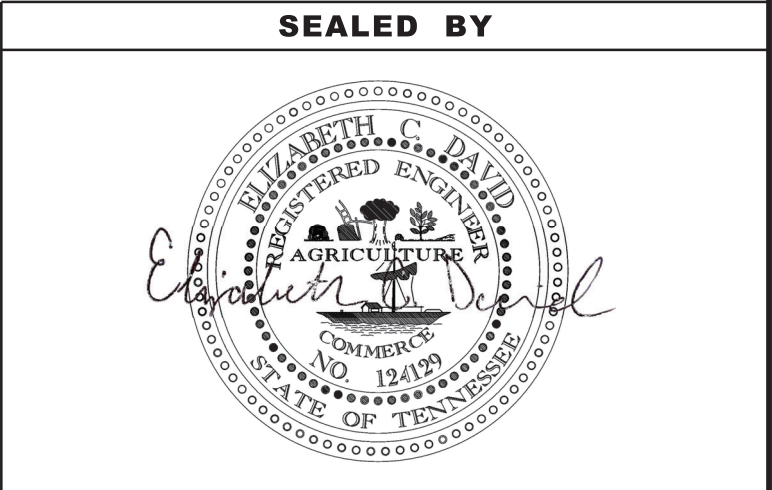
CONSTRUCTION EASEMENT DETAILS			
CE-36	35+99.69 179.46' RT	CE-42	S 74° 30' 54" E 56.85'
CE-38	N 24° 34' 44" E 33.65'	CE-43	43+64.20 116.96' LT
CE-39	41+80.27 134.34' LT	CE-44	S 15° 29' 06" W 31.76'
CE-40	N 65° 25' 16" W 82.50'	CE-45	43+56.25 85.84' LT
CE-41	42+90.34 124.76' LT	CE-46	S 69° 54' 32" E 144.09'

AREA PATTERNS	
	CONSTRUCTION EASEMENT
	DRIVEWAY PATTERN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	4A1
P.I.H.	2025	BRZ-2700(60)	4A1
PS&E	2025	BRZ-2700(60)	4A1

REV. 09/25/24: ADDED TRACT NO. TO ALL TRACTS AND Z BAR TO TRACT 9 AND 11.

REV. 02/13/25: REVISED THE CONST. EASEMENT AND CONST. EASEMENT LABELS FOR TRACT 11. REVISED THE PROPOSED ROW, SLOPE LINES, AND PROPOSED ROW CALLS ALONG TRACT 11.

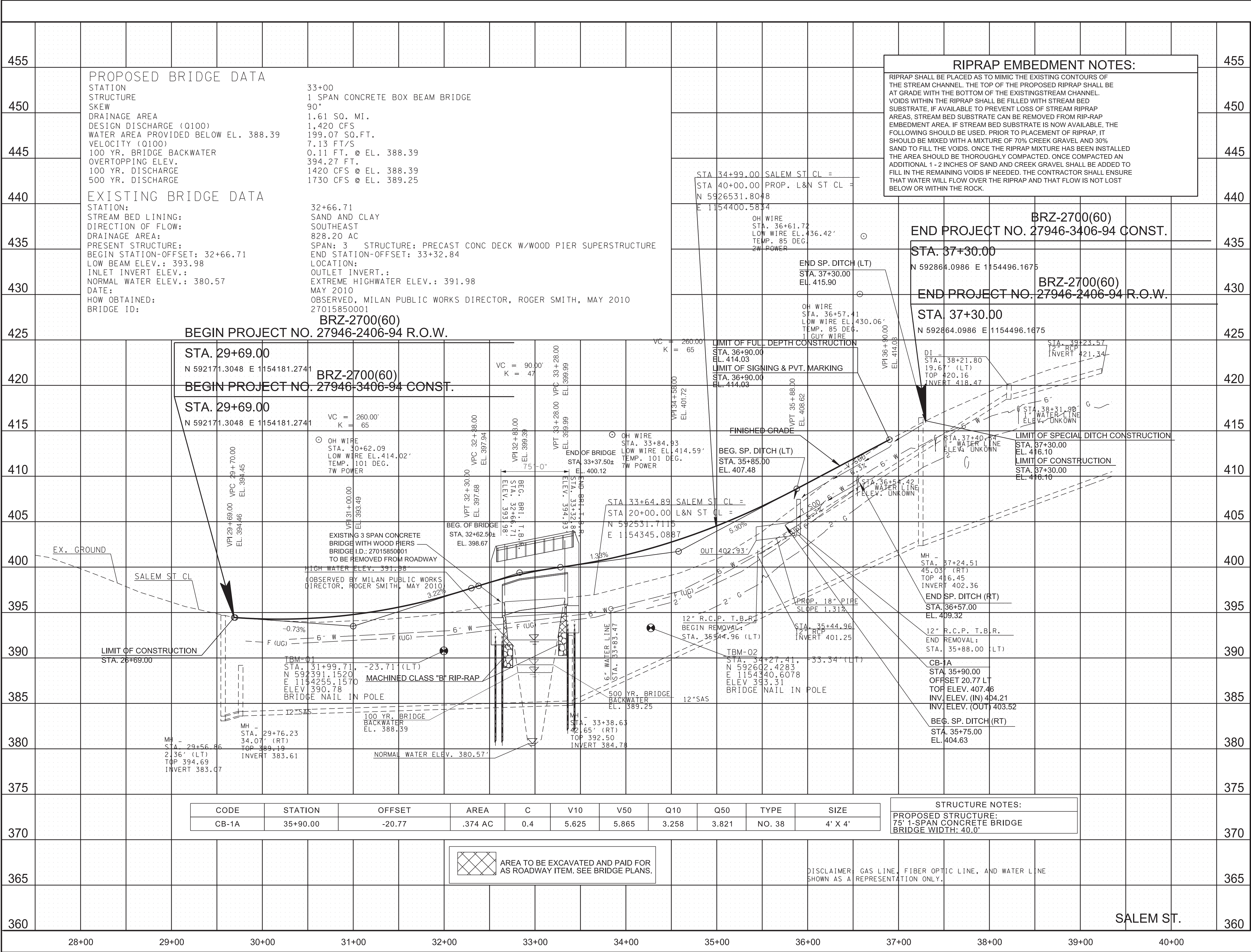


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DETAILS
DETAIL A AND B
SCALE: 1"= 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	4C
R.O.W.	2024	BRZ-2700(60)	4C
P.I.H.	2025	BRZ-2700(60)	4C
PS&E	2025	BRZ-2700(60)	4C

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

PROPOSED PROFILE
STA. 28+00.00 TO STA. 39+34.48
SCALE: 1"=50' HORIZ.
1"=5' VERT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	5
R.O.W.	2024	BRZ-2700(60)	5
P.I.H.	2025	BRZ-2700(60)	5
PS&E	2025	BRZ-2700(60)	5



DIRECTION OF FLOW: SOUTH

DRAINAGE AREA 22.17 ACRES, () FLAT; () ROLLING; () HILLY; () MTNS.

PRESENT STRUCTURE: 48" RCP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS:

PIPE CULVERT

STATION: 43+28.99

STRUCTURE: 48" RCP

SKEW

DRAINAGE AREA
-----DESIGN DISCHARGE (Q50)
DESIGN DISCHARGE (Q100)DESIGN DISCHARGE (Q100)
OVERTOPPING

OVERTOPPING
ALLOWABLE HI

ALLOWABLE HEADWATER
Q50 HEADWATER

Q100 HEADWATER

VELOCITY (Q50)

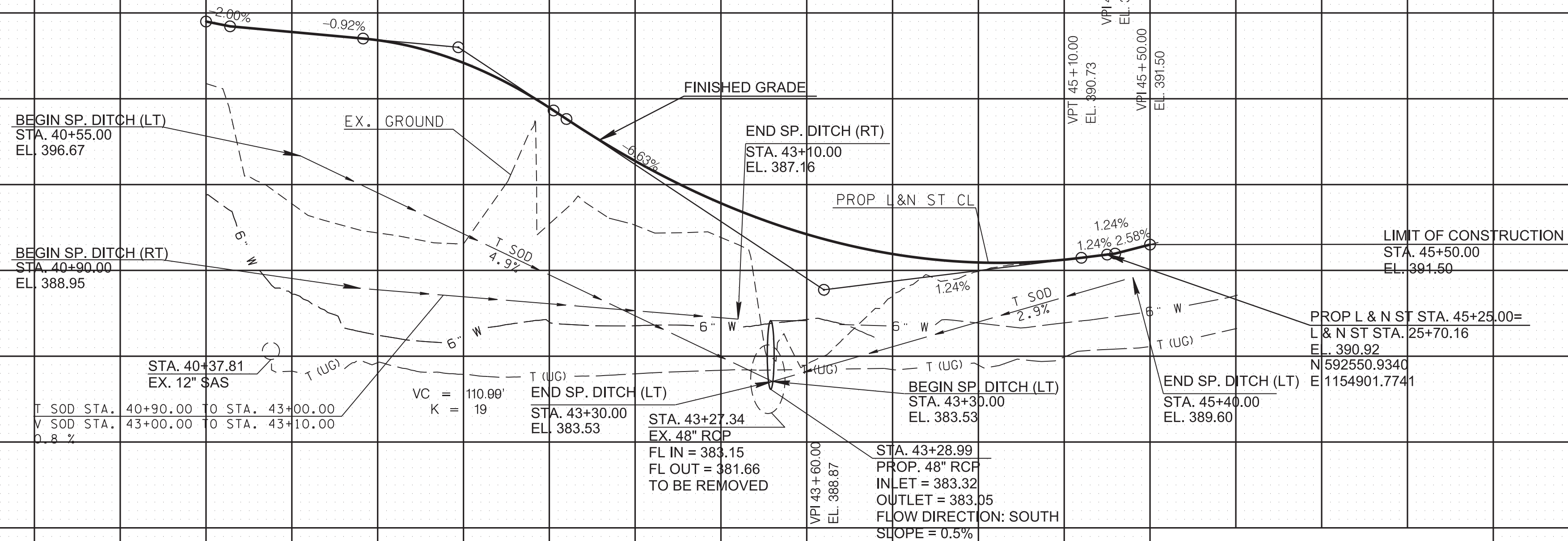
VELOCITY (Q100)

ENDWALLS REQUIRE

48" TYPE "U", 48" TYPE

STANDARD DRAWING NOS.: D

D-PE-48B, D-PE-99, D-PEW-1, D-PEW-2



SEE SHEET 4B FOR
PROPOSED SIDE ROAD

PROP. L&N ST.

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIDE ROAD PROFILE

STA. 40+00 TO STA. 45+55.76

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

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE SCALE: 1"=50' HORIZ. 1"=5' VERT.	



DRAINAGE AREAS & % OF USE	
TOTAL DRAINAGE AREA:	828.20 ACRES
INDUSTRIAL:	74.01 ACRES = 8.94%
DOWNTOWN (MILAN):	105.99 ACRES = 12.80%
AGRICULTURE:	127.68 ACRES = 15.41%
RESIDENTIAL:	520.51 ACRES = 62.85%

L&N STREET DRAINAGE AREA & % OF USE	
TOTAL DRAINAGE AREA:	22.17ACRES
AGRICULTURE:	14.41 ACRES = 65%
RESIDENTIAL:	3.33 ACRES = 15%
FOREST:	4.43 ACRES = 20%

DRAINAGE / HYDRAULIC DATA FOR BRIDGE STATION 32+66.71 , STREAM NAME: ROE CREEK

STREAM BED LINING: SAND AND CLAY

DIRECTION OF FLOW: SOUTHEAST

DRAINAGE AREA 828 AC; () FLAT; (X) ROLLING; () HILLY; () MTNS.

PRESENT STRUCTURE: SPAN 3, HEIGHT , STRUCTURE PRECAST CONC DECK W/ WOOD PIERS SUPERSTRUCTURE

BEGIN STATION - OFFSET 32+66.71, END STATION - OFFSET 33+32.84

LOW BEAM ELEV. 393.98, LOCATION:

INLET INVERT ELEV. , OUTLET INVERT ELEV.

NORMAL WATER ELEV. 380.57, EXTREME HIGHWATER ELEV. 391.98, DATE: MAY 2010

HOW OBTAINED: OBSERVED, MILAN PUBLIC WORKS DIRECTOR, ROGER SMITH, MAY 2010

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

EXISTING STRUCTURE CONDITION: POOR

REMARKS:

DRAINAGE DATA FOR L & N ST. CULVERT STATION 23+67.06

DIRECTION OF FLOW: SOUTH

DRAINAGE AREA 22.17 ACRES, () FLAT; (X) ROLLING; () HILLY; () MTNS.

PRESENT STRUCTURE: 48" RCP

EXISTING STRUCTURE CONDITION: FAIR

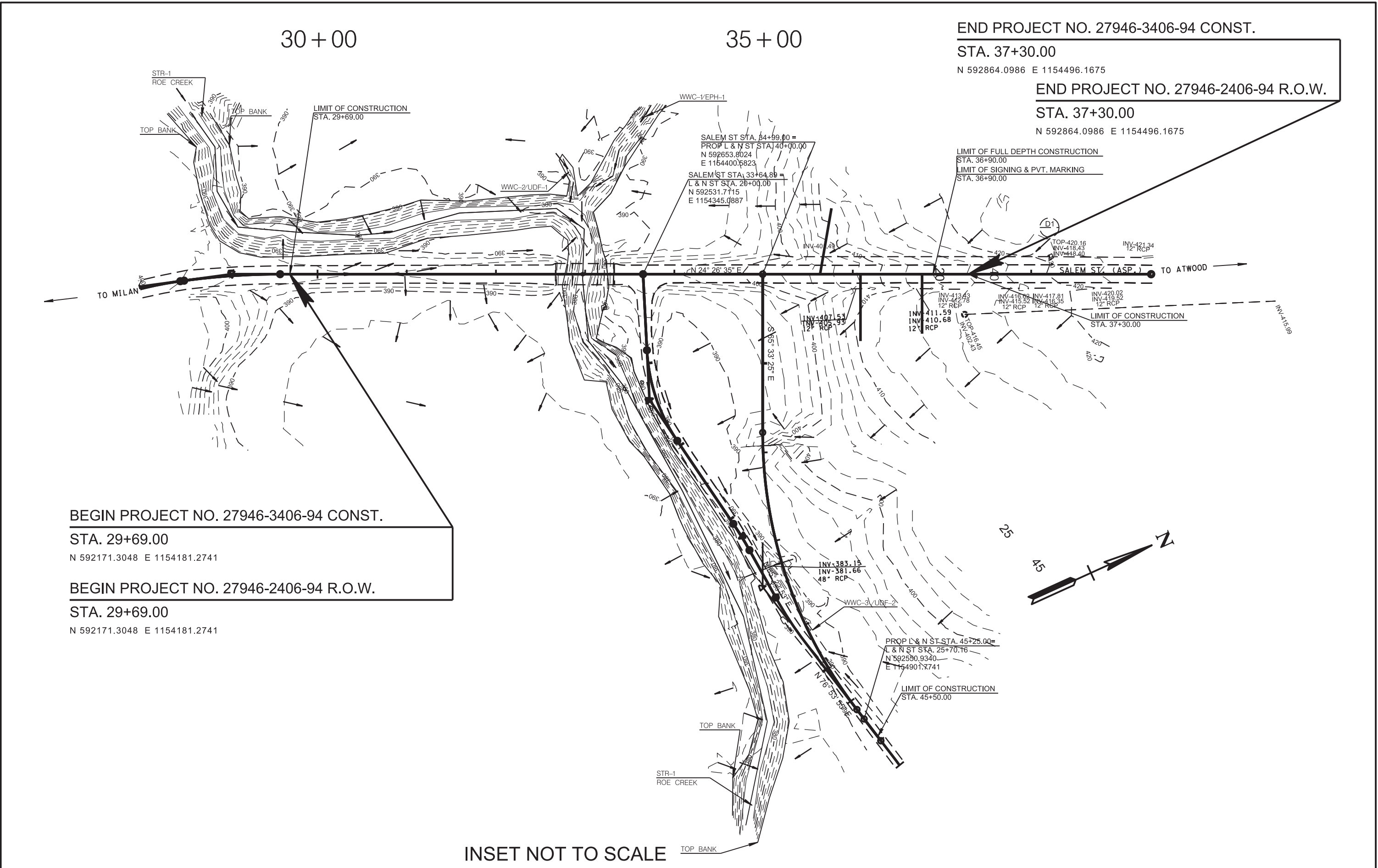
DISCHARGE (Q50): 75.9 CFS

DISCHARGE (Q100): 80.9 CFS

VELOCITY (Q50): 20.7 FT/S

VELOCITY (Q100): 21.0 FT/S

REMARKS:

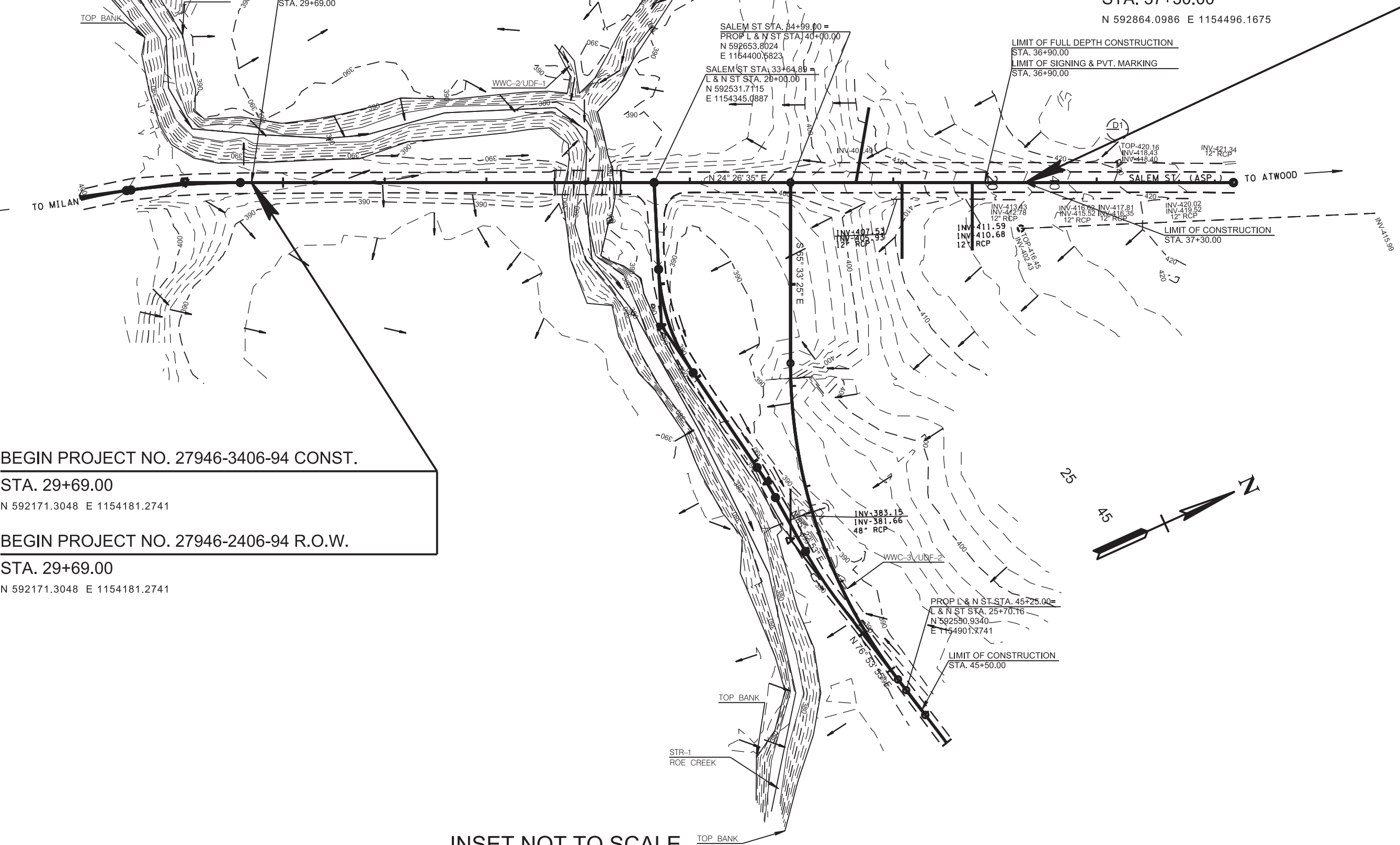


END PROJECT NO. 27946-3406-94 CONST.
STA. 37+30.00

N 592864.0986 E 1154496.1675

END PROJECT NO. 27946-2406-94 R.O.W.
STA. 37+30.00

N 592864.0986 E 1154496.1675



BEGIN PROJECT NO. 27946-3406-94 CONST.
STA. 29+69.00

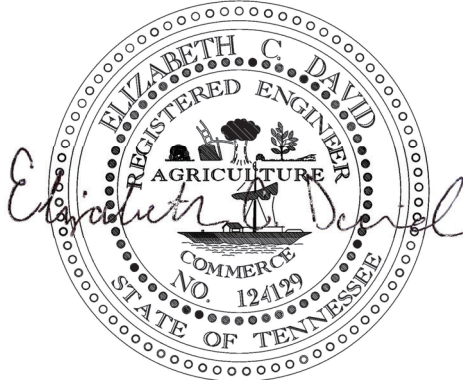
N 592171.3048 E 1154181.2741

BEGIN PROJECT NO. 27946-2406-94 R.O.W.
STA. 29+69.00

N 592171.3048 E 1154181.2741

TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2022	27946-1406-94	6
R.O.W.	2024	BRZ-2700(60)	7
P.I.H.	2025	BRZ-2700(60)	7
PS&E	2025	BRZ-2700(60)	7

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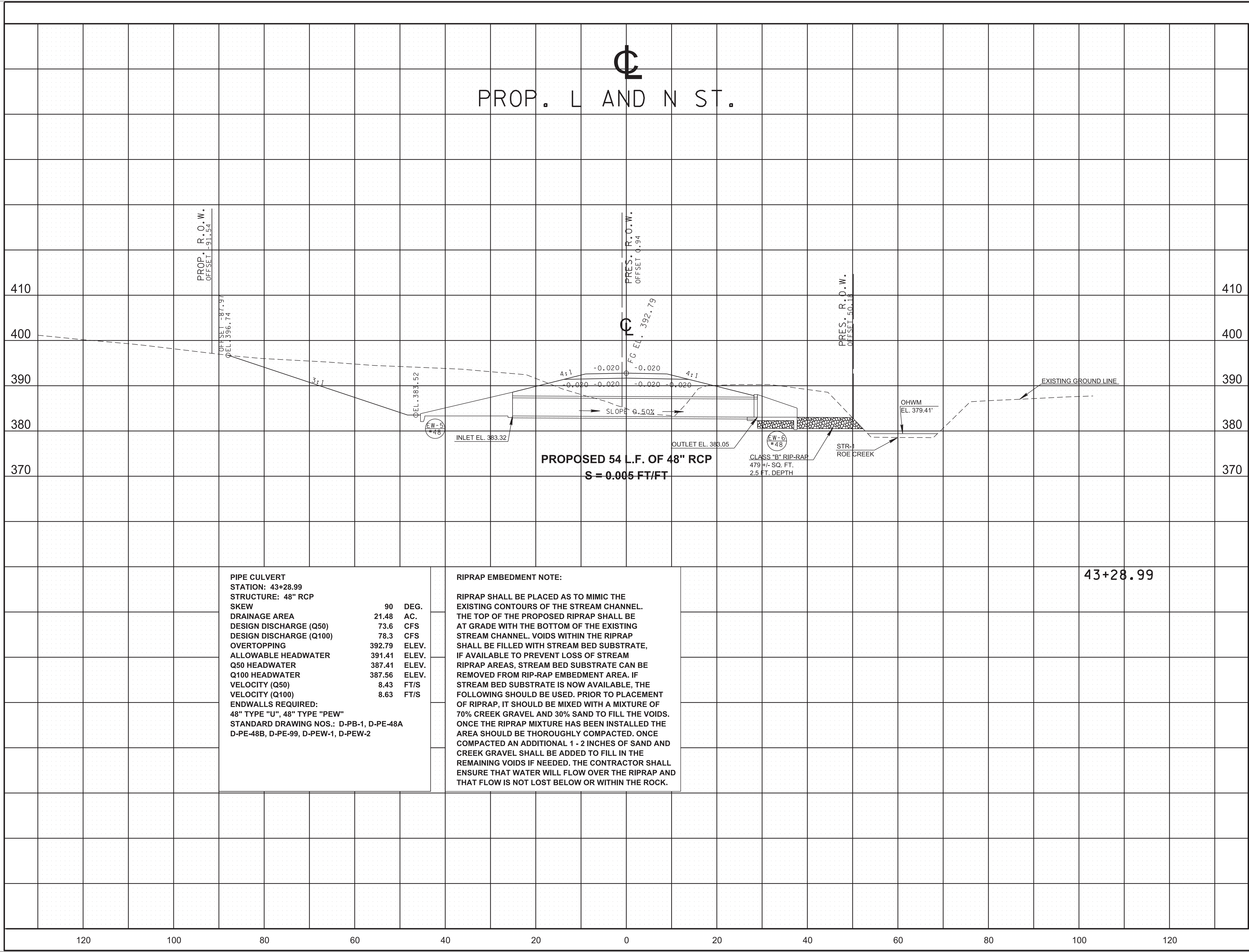


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP
STA. 28+00 TO STA. 39+34.48
SCALE: 1"= 500'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	8
P.L.H.	2025	BRZ-2700(60)	8
PS&E	2025	BRZ-2700(60)	8


$$43 + 28.99$$

PIPE CULVERT		
STATION: 43+28.99		
STRUCTURE: 48" RCP		
SKREW	90	DEG.
DRAINAGE AREA	214.48	AC.
DESIGN DISCHARGE (Q50)	73.6	CFS
DESIGN DISCHARGE (Q100)	78.3	CFS
OVERTOPPING	392.79	ELEV.
ALLOWABLE HEADWATER	391.41	ELEV.
Q50 HEADWATER	387.41	ELEV.
Q100 HEADWATER	387.56	ELEV.
VELOCITY (Q50)	8.43	FT/S
VELOCITY (Q100)	8.63	FT/S
ENDWALLS REQUIRED:		
48" TYPE "U", 48" TYPE "PEW"		
STANDARD DRAWING NOS.: D-PB-1, D-PE-48A		
D-PE-48B, D-PE-99, D-PEW-1, D-PEW-2		

RIPRAP EMBEDMENT NOTE:

RIPRAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIPRAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIPRAP SHALL BE FILLED WITH STREAM BED SUBSTRATE, IF AVAILABLE TO PREVENT LOSS OF STREAM RIPRAP AREAS, STREAM BED SUBSTRATE CAN BE REMOVED FROM RIP-RAP EMBEDMENT AREA. IF STREAM BED SUBSTRATE IS NOW AVAILABLE, THE FOLLOWING SHOULD BE USED. PRIOR TO PLACEMENT OF RIPRAP, IT SHOULD BE MIXED WITH A MIXTURE OF 70% CREEK GRAVEL AND 30% SAND TO FILL THE VOIDS. ONCE THE RIPRAP 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 RIPRAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.



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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CULVERT SECTIONS

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

EROSION PREVENTION AND SEDIMENT CONTROL 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

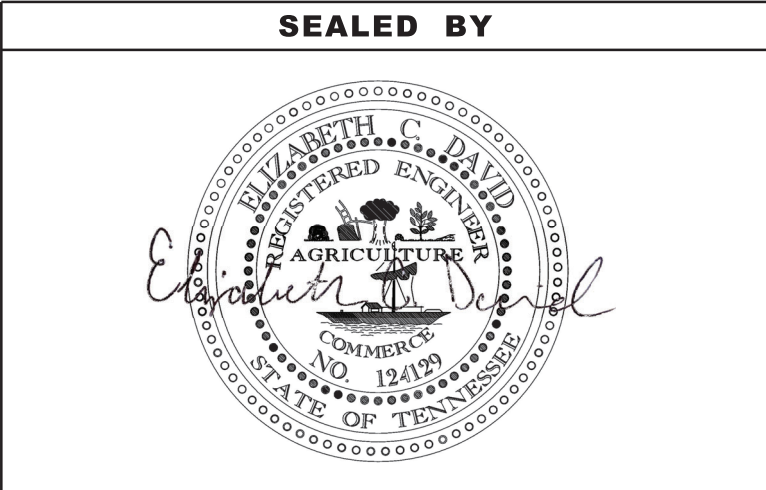
- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	9
P.I.H.	2025	BRZ-2700(60)	9
PS&E	2025	BRZ-2700(60)	9



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

(1)

(2)

(3)

(4)

(5)

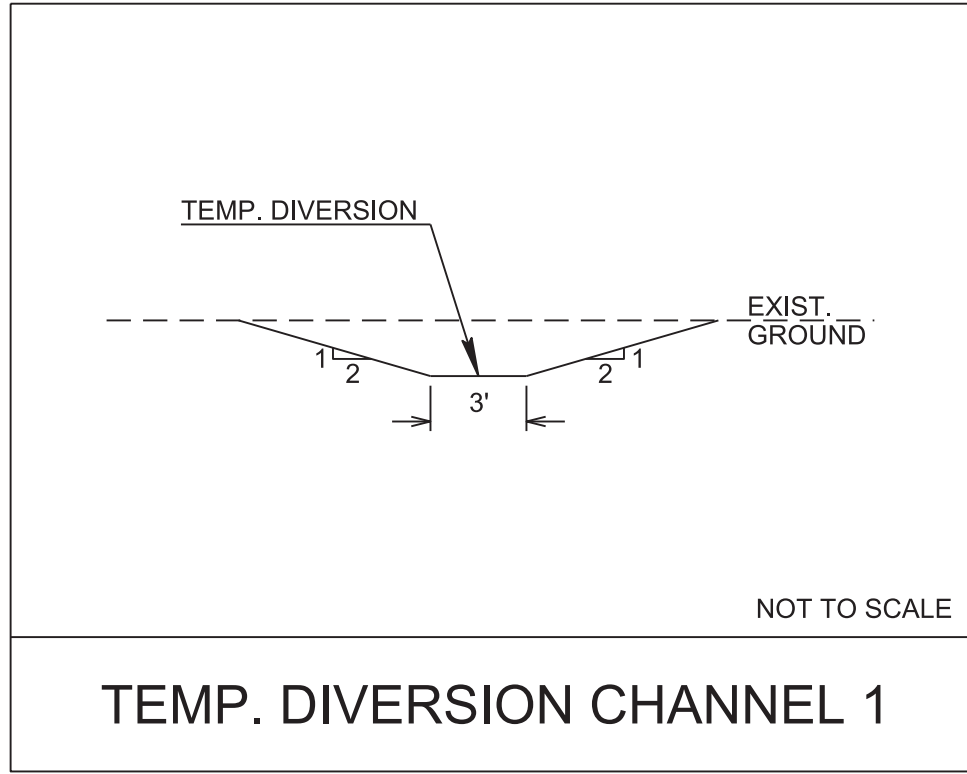
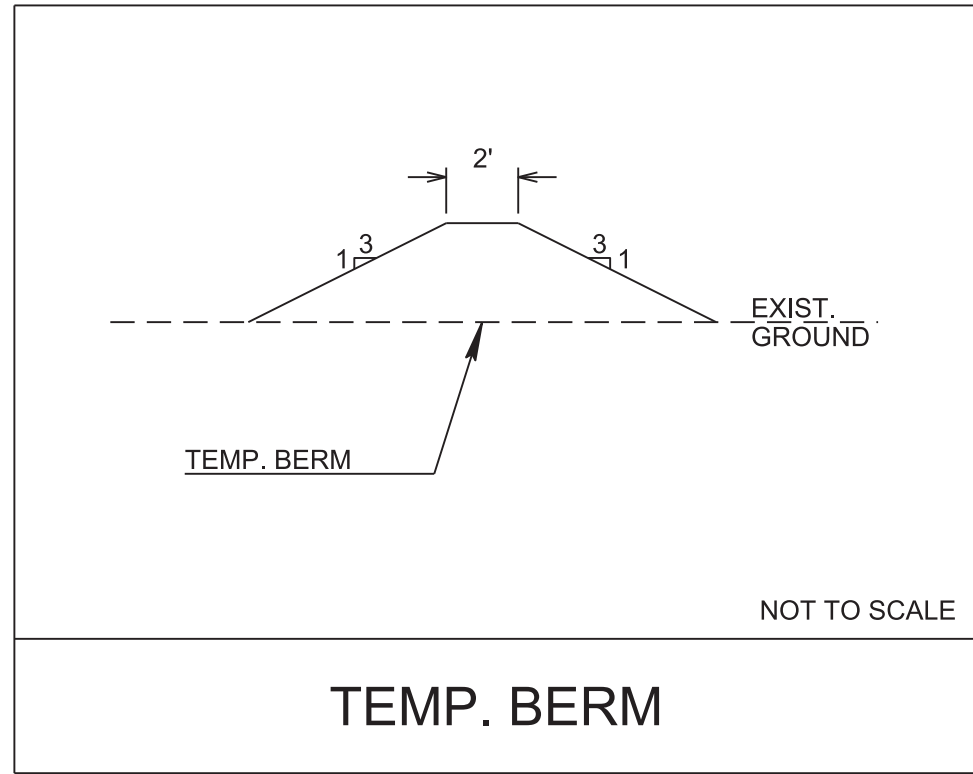
TABULATED EPSC QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 27946-3406-94
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	116
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1366
209-05	SEDIMENT REMOVAL	C.Y.	68
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1573
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	315
209-08.07	ROCK CHECK DAM	EACH	7
209-08.08	ENHANCED ROCK CHECK DAM	EACH	6
209-09.01	SANDBAGS	BAG	25
209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	6
209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	200
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1
209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	214
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	51
621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	90
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	1119
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	251
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	219
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1025
740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	840
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	74
801-03	WATER (SEEDING & SODDING)	M.G.	90
802-11.01	ACER NEGUNDO (BOX ELDER 2-5FT CNTNR GRWN)	EACH	9
802-11.07	BETULA NIGRA (RIVER BIRCH 2-5FT CNTNR GRWN)	EACH	9
802-11.16	FRAXINUS PENNSYLVANICA (GREEN ASH 2-5FT CNTNR GRWN)	EACH	9
802-11.26	PLATANUS OCCIDENTALIS (SYCAMORE 2-5FT CNTNR GRWN)	EACH	9
803-01	SODDING (NEW SOD)	S.Y.	9813

FOOTNOTES

- (1) INCLUDES 36 C.Y. FOR TEMPORARY CONSTRUCTION EXITS. INCLUDES 80 C.Y. FOR TEMPORARY BERM.
- (2) INCLUDES 108 L.F. FOR SEDIMENT FILTER BAGS. INCLUDES 214 L.F. FOR TEMPORARY DIVERSION CHANNEL.
- (3) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.
- (4) INCLUDES 429 S.Y. FOR TEMPORARY CONSTRUCTION EXITS. INCLUDES 394 S.Y. FOR TEMPORARY DIVERSION CHANNEL. INCLUDES 130 S.Y. FOR SEDIMENT FILTER BAGS. INCLUDES 18 S.Y. FOR TYPE 2 CULVERT PROTECTION. INCLUDES 54 S.Y. FOR TYPE 1 CULVERT PROTECTION.
- (5) INCLUDES 1620 S.Y. FOR SPECIAL DITCHES.

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



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

① ② ③

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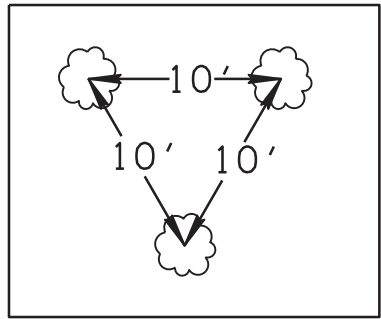
①

③

SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY BERM	EC-STR-27
	TEMPORARY DIVERSION CHANNEL (3' BOTTOM WIDTH, RIP-RAP LINED)	EC-STR-31
* XTUBE 20" * XTUBE 20" *	20 INCH SEDIMENT TUBE	EC-STR-37
* HVF * HVF *	HIGH VISIBILITY FENCE	S-F-1

- ① ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- ② J-HOOKS SHALL BE INSTALLED FOR SILT FENCE INSTALLED ACROSS A CONTOUR.
- ③ TO BE FIELD LOCATED BY THE PROJECT ENGINEER.

TREE PLANTING DETAIL



TREES

1. The area of temporary impacts should be stabilized as soon as practicable. No substitutions of tree species or sizes shall be allowed without the written approval of TDOT Mitigation Office. Trees shall be the variety requested and first quality. No clones or cultivars will be accepted. Any found to be incorrect species, or improperly planted, at any time prior to termination of the contract shall be removed and replaced at the contractor's expense. Stakes and wires shall be removed immediately prior to contract termination. Unless otherwise directed by the engineer.
2. The contractor should arrange several months ahead of time to obtain the correct tree species, as some may require time to locate.
3. Trees shall be watered as required through the period of establishment to ensure survival.

TEMPORARY DIVERSION CHANNEL DETAILS

ID	SHAPE	DEPTH	WIDTH	FORE	BACK
1	TRAP.	3'	3'	2:1	2:1

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	10
P.I.H.	2025	BRZ-2700(60)	10
PS&E	2025	BRZ-2700(60)	10

REV. 08/01/24: ADDED TREE PLANTING NOTES, ITEM NUMBERS, AND DETAIL.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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DRAINAGE / HYDRAULIC DATA FOR BRIDGE
STATION 32+66.71, STREAM NAME: ROE CREEK

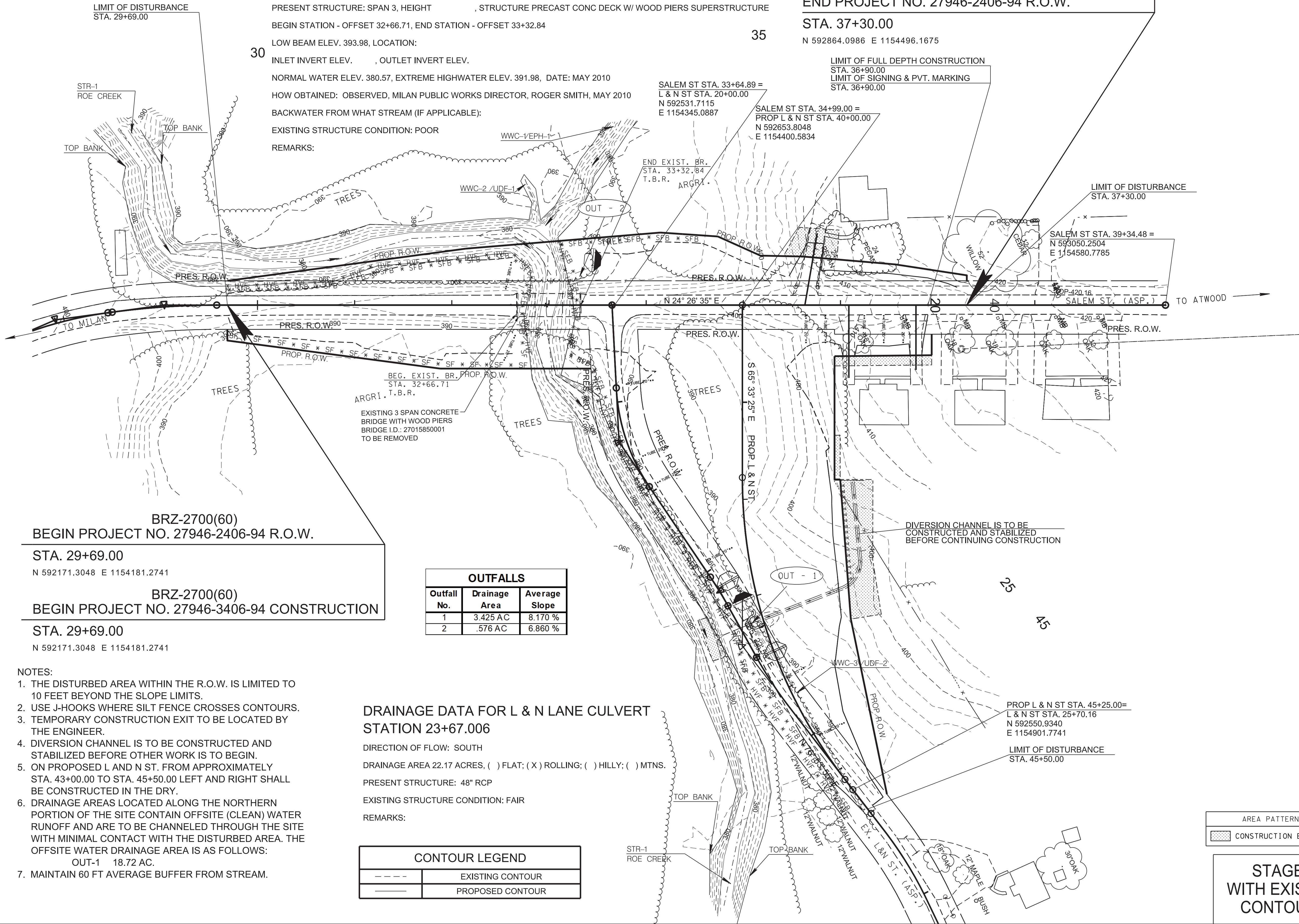
STREAM BED LINING: SAND AND CLAY
DIRECTION OF FLOW: SOUTHEAST
DRAINAGE AREA 828.20 AC; () FLAT; (X) ROLLING; () HILLY; () MTNS.
PRESENT STRUCTURE: SPAN 3, HEIGHT , STRUCTURE PRECAST CONC DECK W/ WOOD PIERS SUPERSTRUCTURE
BEGIN STATION - OFFSET 32+66.71, END STATION - OFFSET 33+32.84
LOW BEAM ELEV. 393.98, LOCATION:
INLET INVERT ELEV. , OUTLET INVERT ELEV.
NORMAL WATER ELEV. 380.57, EXTREME HIGHWATER ELEV. 391.98, DATE: MAY 2010
HOW OBTAINED: OBSERVED, MILAN PUBLIC WORKS DIRECTOR, ROGER SMITH, MAY 2010
BACKWATER FROM WHAT STREAM (IF APPLICABLE):
EXISTING STRUCTURE CONDITION: POOR
REMARKS:

BRZ-2700(60)
END PROJECT NO. 27946-3406-94 CONSTRUCTION

STA. 37+30.00
N 592864.0986 E 1154496.1675

BRZ-2700(60)
END PROJECT NO. 27946-2406-94 R.O.W.

STA. 37+30.00
N 592864.0986 E 1154496.1675



BRZ-2700(60)
BEGIN PROJECT NO. 27946-2406-94 R.O.W.

STA. 29+69.00
N 592171.3048 E 1154181.2741

BRZ-2700(60)
BEGIN PROJECT NO. 27946-3406-94 CONSTRUCTION

STA. 29+69.00
N 592171.3048 E 1154181.2741

- NOTES:
1. THE DISTURBED AREA WITHIN THE R.O.W. IS LIMITED TO 10 FEET BEYOND THE SLOPE LIMITS.
 2. USE J-HOOKS WHERE SILT FENCE CROSSES CONTOURS.
 3. TEMPORARY CONSTRUCTION EXIT TO BE LOCATED BY THE ENGINEER.
 4. DIVERSION CHANNEL IS TO BE CONSTRUCTED AND STABILIZED BEFORE OTHER WORK IS TO BEGIN.
 5. ON PROPOSED L AND N ST. FROM APPROXIMATELY STA. 43+00.00 TO STA. 45+50.00 LEFT AND RIGHT SHALL BE CONSTRUCTED IN THE DRY.
 6. DRAINAGE AREAS LOCATED ALONG THE NORTHERN PORTION OF THE SITE CONTAIN OFFSITE (CLEAN) WATER RUNOFF AND ARE TO BE CHanneled THROUGH THE SITE WITH MINIMAL CONTACT WITH THE DISTURBED AREA. THE OFFSITE WATER DRAINAGE AREA IS AS FOLLOWS:
OUT-1 18.72 AC.
 7. MAINTAIN 60 FT AVERAGE BUFFER FROM STREAM.

DRAINAGE DATA FOR L & N LANE CULVERT
STATION 23+67.006

DIRECTION OF FLOW: SOUTH
DRAINAGE AREA 22.17 ACRES, () FLAT; (X) ROLLING; () HILLY; () MTNS.
PRESENT STRUCTURE: 48" RCP
EXISTING STRUCTURE CONDITION: FAIR
REMARKS:

CONTOUR LEGEND	
---	EXISTING CONTOUR
---	PROPOSED CONTOUR

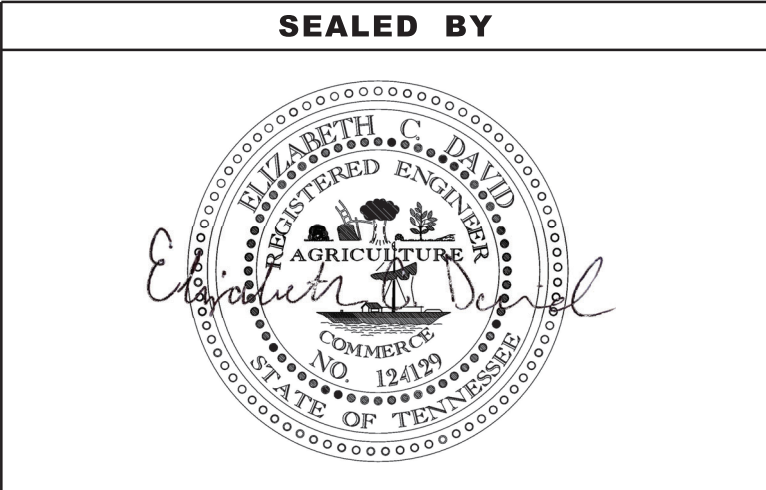
OUTFALLS		
Outfall No.	Drainage Area	Average Slope
1	3.425 AC	8.170 %
2	.576 AC	6.860 %

AREA PATTERNS
CONSTRUCTION EASEMENT

STAGE I
WITH EXISTING
CONTOURS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	11
P.I.H.	2025	BRZ-2700(60)	11
PS&E	2025	BRZ-2700(60)	11

REV. 08/01/24: REMOVED TRACT 13 PROPERTY LINE THAT WAS ALONG L AND N ST. ADDED TREES, DRIVE, SIDE DRAINS, HOUSE, SIDEWALK, AND SHED TO TRACT 9.
REV. 02/13/25: REVISED THE PROPOSED R.O.W. LINE, CONST. EASEMENT, AND SLOPE LINES ALONG TRACT 11.



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.28+00 TO STA.39+34.48
SCALE: 1"=50'

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BRZ-2700(60)
END PROJECT NO. 27946-3406-94 CONSTRUCTION

STA. 37+30.00

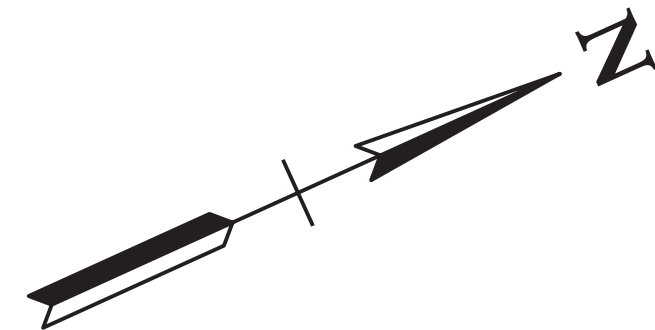
N 592864.0986 E 1154496.1675

BRZ-2700(60)
END PROJECT NO. 27946-2406-94 R.O.W.

STA. 37+30.00

N 592864.0986 E 1154496.1675

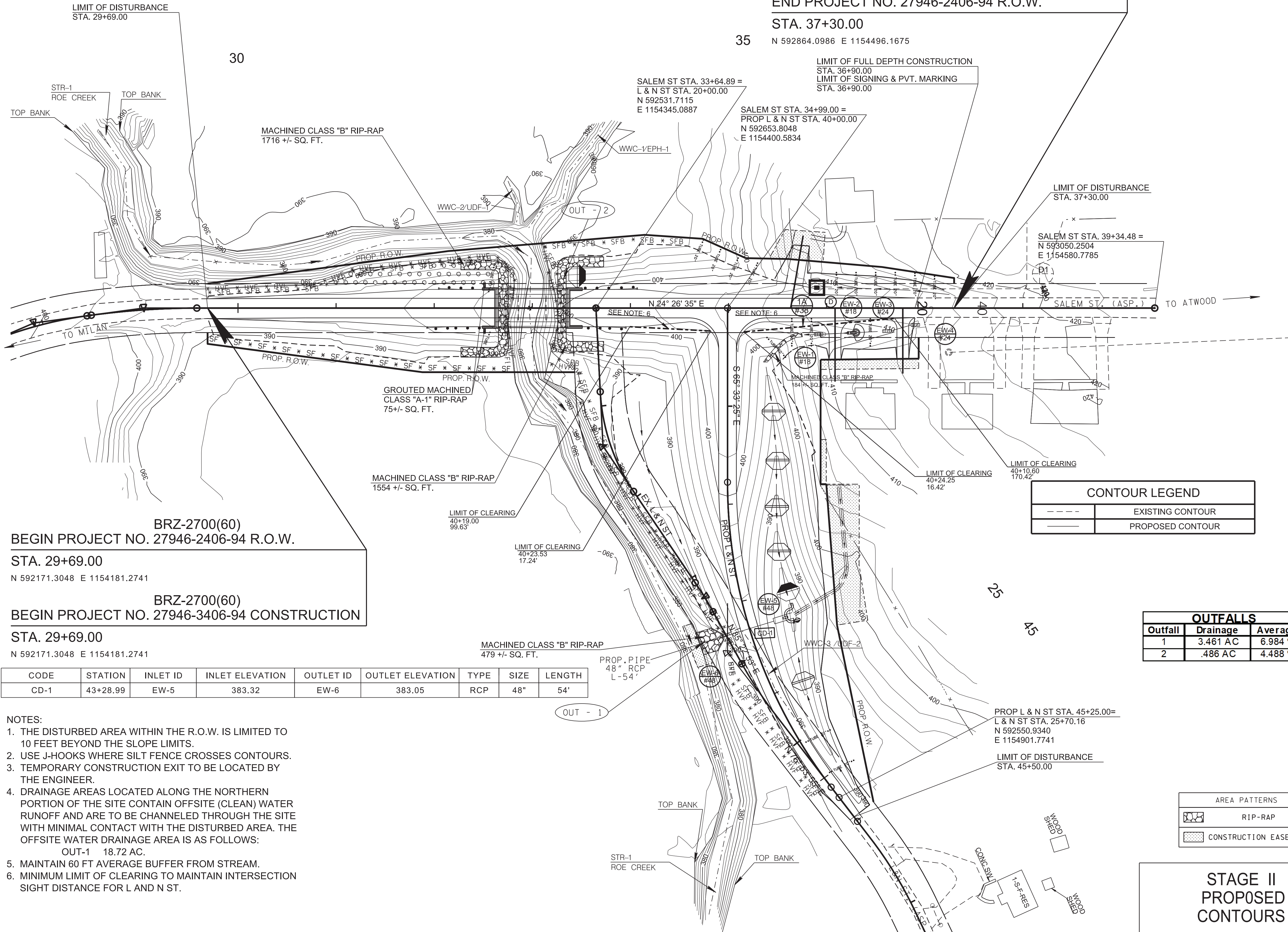
ALL EPSC MEASURES SHALL REMAIN IN PLACE
UNTIL FINAL STABILIZATION HAS BEEN APPLIED
AND AT LEAST 70% OF VEGETATION HAS BEEN ESTABLISHED



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	12
P.I.H.	2025	BRZ-2700(60)	12
PS&E	2025	BRZ-2700(60)	12

REV. 08/01/24: REMOVED TRACT 13
PROPERTY LINE THAT WAS ALONG
L AND N ST. ADDED DRIVE,
SIDE DRAINS, HOUSE, SIDEWALK,
AND SHED TO TRACT 9. ADDED TREE
PLANTING TO TRACT 2.

REV. 02/13/25: REVISED THE PROPOSED
R.O.W. LINE, CONST. EASEMENT, AND
SLOPE LINES ALONG TRACT 11. REVISED
THE EPSC MEASURES TO STAY WITHIN
THE PROPOSED R.O.W. ALONG TRACT 11.

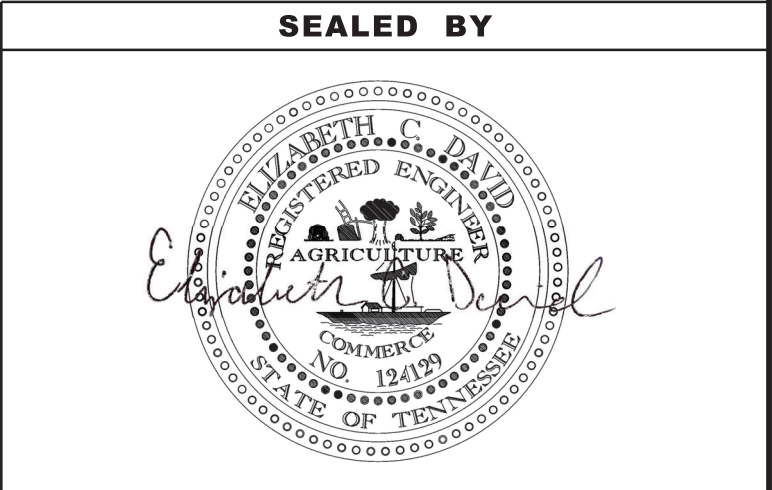


CONTOUR LEGEND	
---	EXISTING CONTOUR
---	PROPOSED CONTOUR

OUTFALLS		
Outfall	Drainage	Average
1	3.461 AC	6.984 %
2	.486 AC	4.488 %

CODE	STATION	INLET ID	INLET ELEVATION	OUTLET ID	OUTLET ELEVATION	TYPE	SIZE	LENGTH
CD-1	43+28.99	EW-5	383.32	EW-6	383.05	RCP	48"	54'

- NOTES:
1. THE DISTURBED AREA WITHIN THE R.O.W. IS LIMITED TO 10 FEET BEYOND THE SLOPE LIMITS.
 2. USE J-HOOKS WHERE SILT FENCE CROSSES CONTOURS.
 3. TEMPORARY CONSTRUCTION EXIT TO BE LOCATED BY THE ENGINEER.
 4. DRAINAGE AREAS LOCATED ALONG THE NORTHERN PORTION OF THE SITE CONTAIN OFFSITE (CLEAN) WATER RUNOFF AND ARE TO BE CHanneled THROUGH THE SITE WITH MINIMAL CONTACT WITH THE DISTURBED AREA. THE OFFSITE WATER DRAINAGE AREA IS AS FOLLOWS:
OUT-1 18.72 AC.
 5. MAINTAIN 60 FT AVERAGE BUFFER FROM STREAM.
 6. MINIMUM LIMIT OF CLEARING TO MAINTAIN INTERSECTION SIGHT DISTANCE FOR L AND N ST.



COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00006 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 03 MODEL.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

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

STA.28+00 TO STA.39+34.48
SCALE: 1"=50'

AREA PATTERNS	
	RIP-RAP
	CONSTRUCTION EASEMENT

STAGE II
PROPOSED
CONTOURS

N 592864.0986 E 1154496.1675

30

STR-1
ROE CREEK

TOP BANK

WWC-2/UDF-17

35

LIMIT OF FULL DEPTH CONSTRUCTION
STA. 36+90.00
LIMIT OF SIGNING & PVT. MARKING
STA. 36+90.00

SALEM ST STA. 39+34.48
N 593050.2504
E 1154580.7785

SALEM ST. (ASB)

PROPOSED CONTOUR

N 592171.3048 E 1154181.2741

N 592171.3048 E 1154181.2741

MACHINED CLASS "B" RIP-RAP
479 +/- SQ. FT.

PROP. PIPE-
48" RCP
L-54'

1. THE DISTURBED AREA WITHIN THE R.O.W. IS LIMITED TO 10 FEET BEYOND THE SLOPE LIMITS.
2. USE J-HOOKS WHERE SILT FENCE CROSSES CONTOURS.
3. TEMPORARY CONSTRUCTION EXIT TO BE LOCATED BY THE ENGINEER.
4. DRAINAGE AREAS LOCATED ALONG THE NORTHERN PORTION OF THE SITE CONTAIN OFFSITE (CLEAN) WATER RUNOFF AND ARE TO BE CHanneLED THROUGH THE SITE WITH MINIMAL CONTACT WITH THE DISTURBED AREA. THE OFFSITE WATER DRAINAGE AREA IS AS FOLLOWS:
OUT-1 18.72 AC.
5. MAINTAIN 60 FT AVERAGE BUFFER FROM STREAM.

Outfall	Drainage	Average
1	3.461 AC	6.984 %
2	.486 AC	4.488 %

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.28+00 TO STA.39+34.48
SCALE: 1"=50'

STAGE III
PROPOSED CONTOURS
FINAL STABILIZATION

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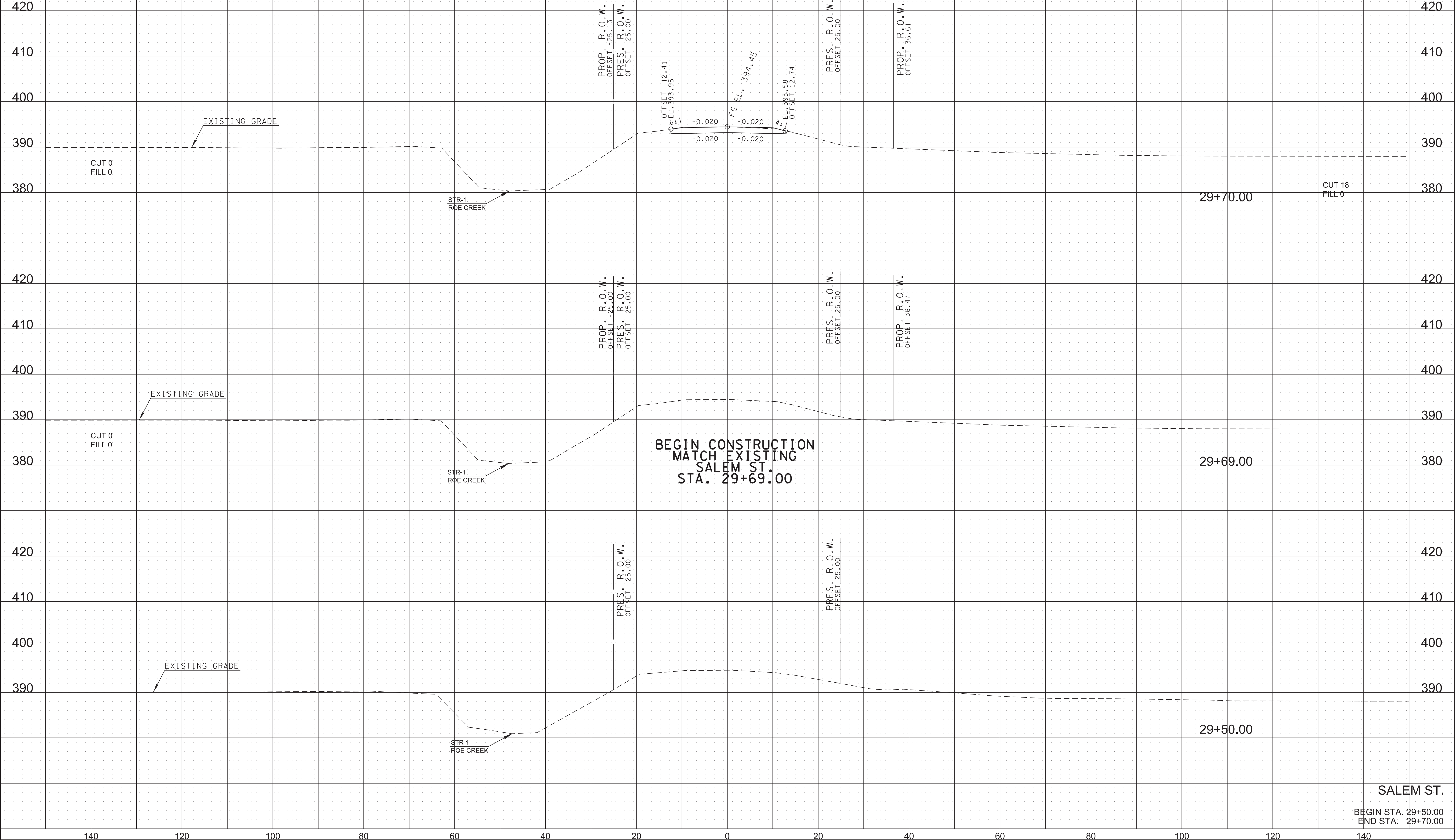
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	14
PIH	2025	BRZ-2700(60)	14
PS&E	2025	BRZ-2700(60)	14

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.

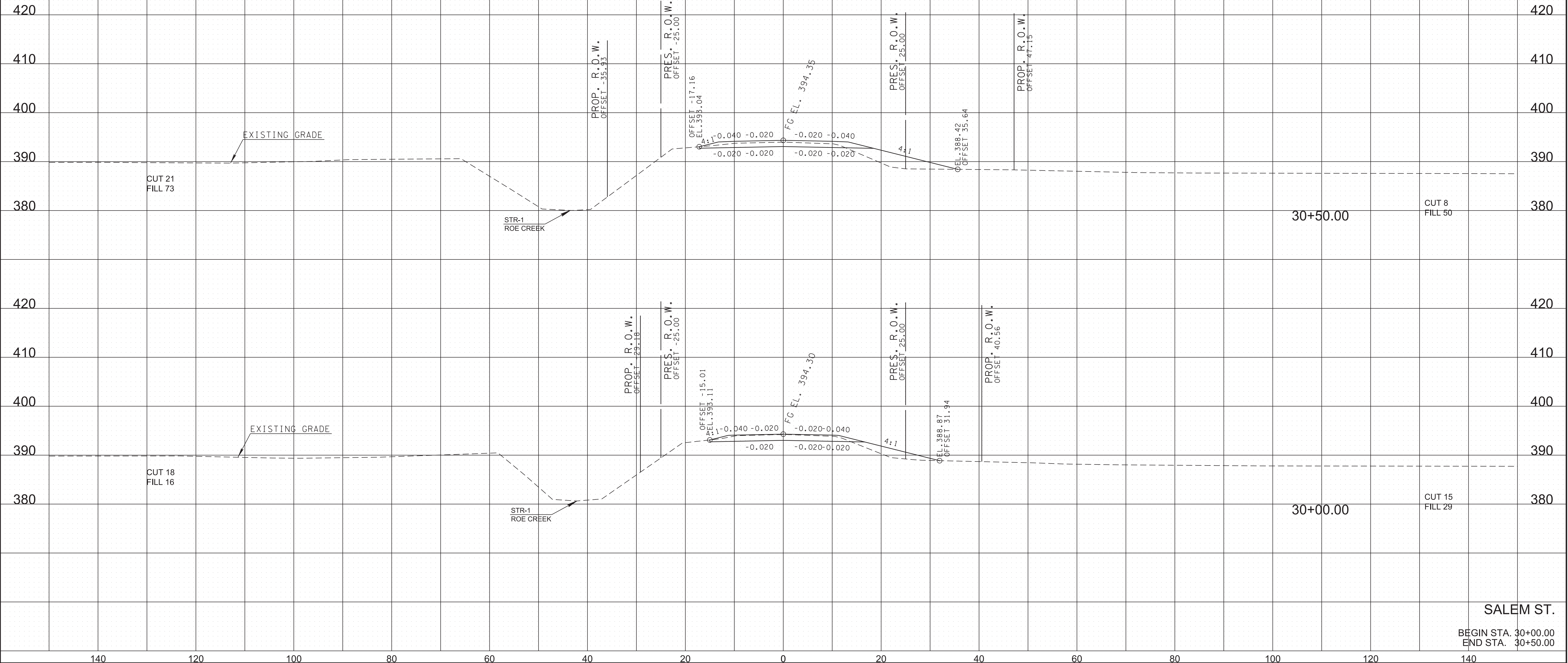


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	15
PIH	2025	BRZ-2700(60)	15
PS&E	2025	BRZ-2700(60)	15

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 30+00.00
END STA. 30+50.00

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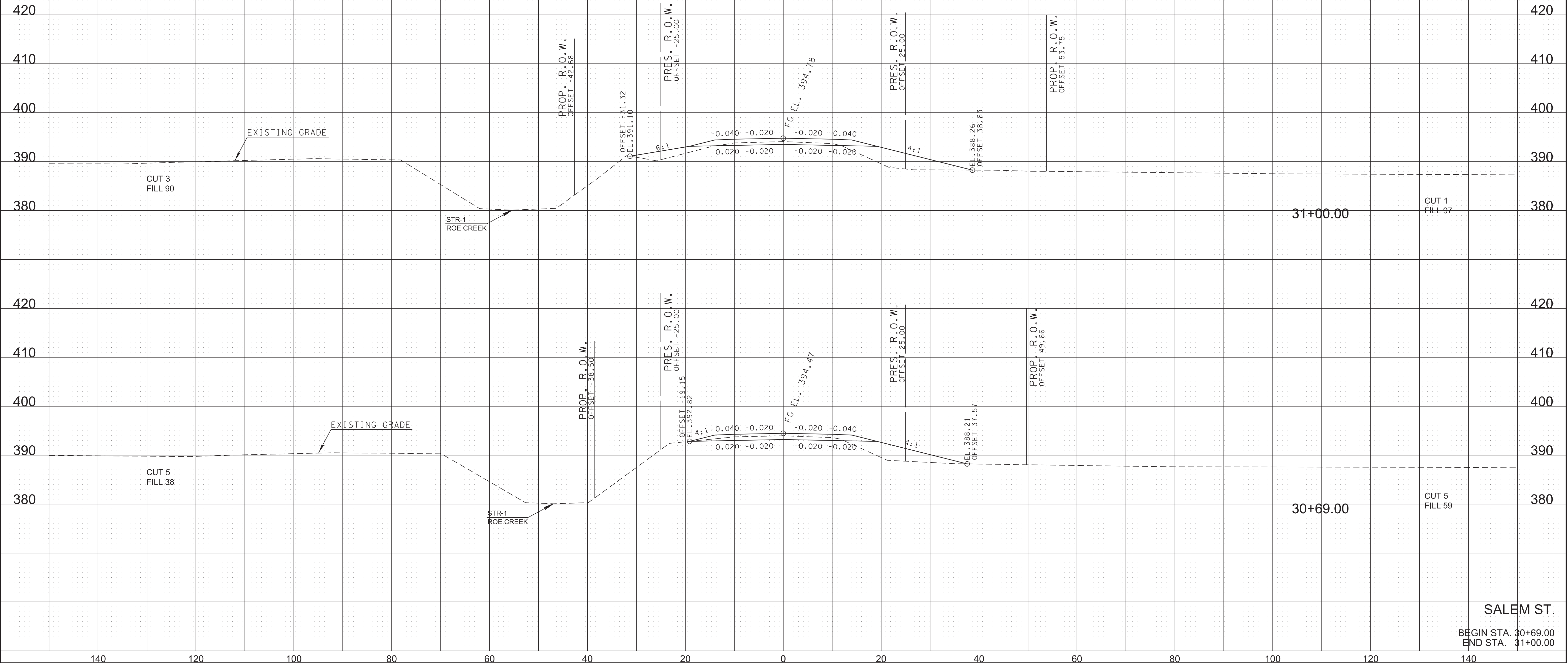
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	16
PIH	2025	BRZ-2700(60)	16
PS&E	2025	BRZ-2700(60)	16

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 30+69.00
END STA. 31+00.00

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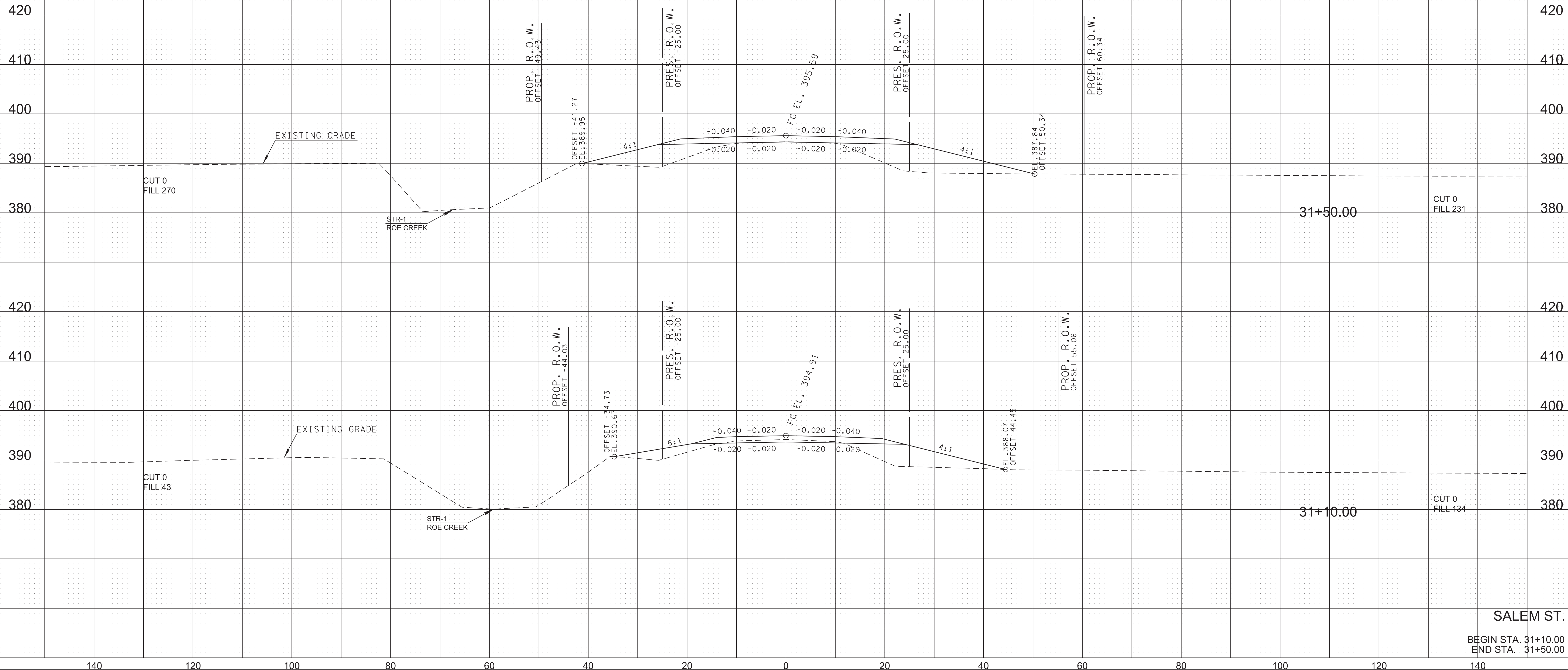
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VOLUME
(C.Y.)

SALEM ST.

AREA
(S.F.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	17
PIH	2025	BRZ-2700(60)	17
PS&E	2025	BRZ-2700(60)	17



SALEM ST.

BEGIN STA. 31+10.00
END STA. 31+50.00

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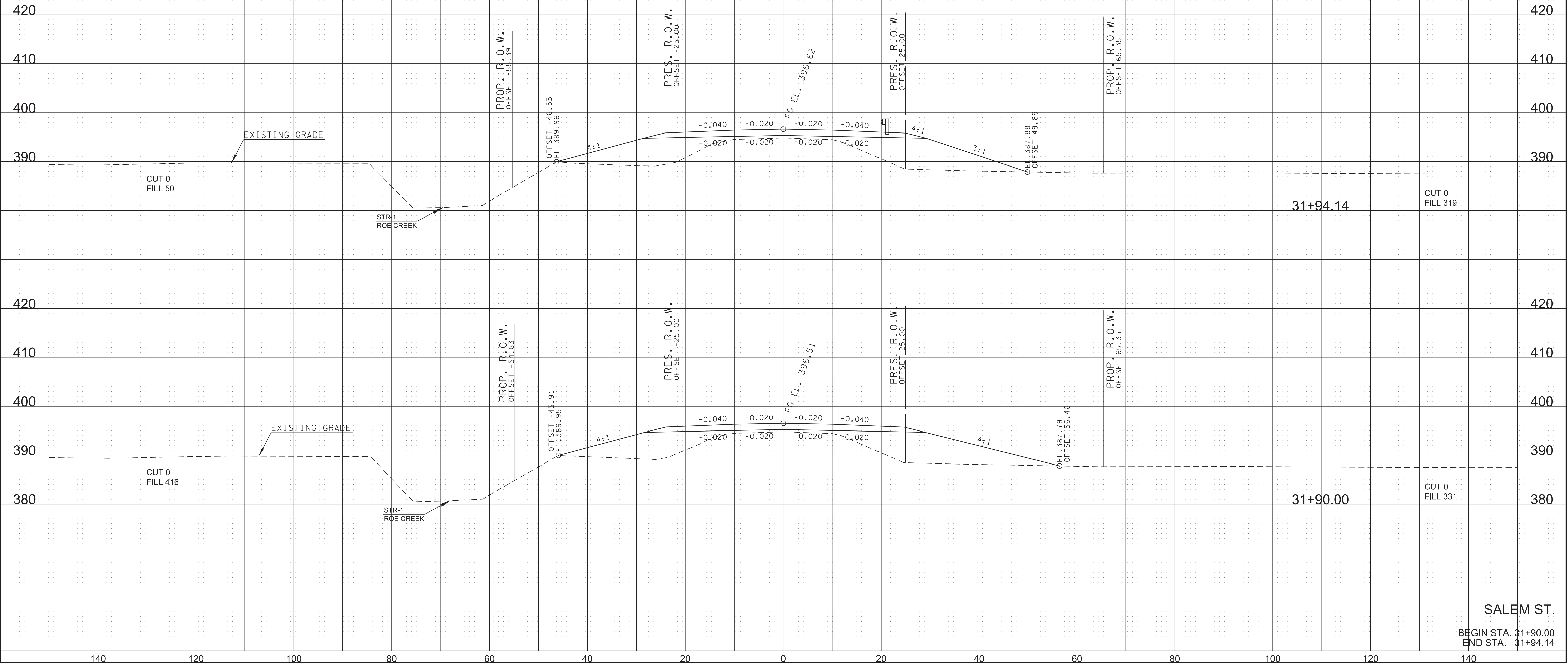
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VOLUME
(C.Y.)

SALEM ST.

AREA
(S.F.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	18
PIH	2025	BRZ-2700(60)	18
PS&E	2025	BRZ-2700(60)	18



SALEM ST.

BEGIN STA. 31+90.00
END STA. 31+94.14

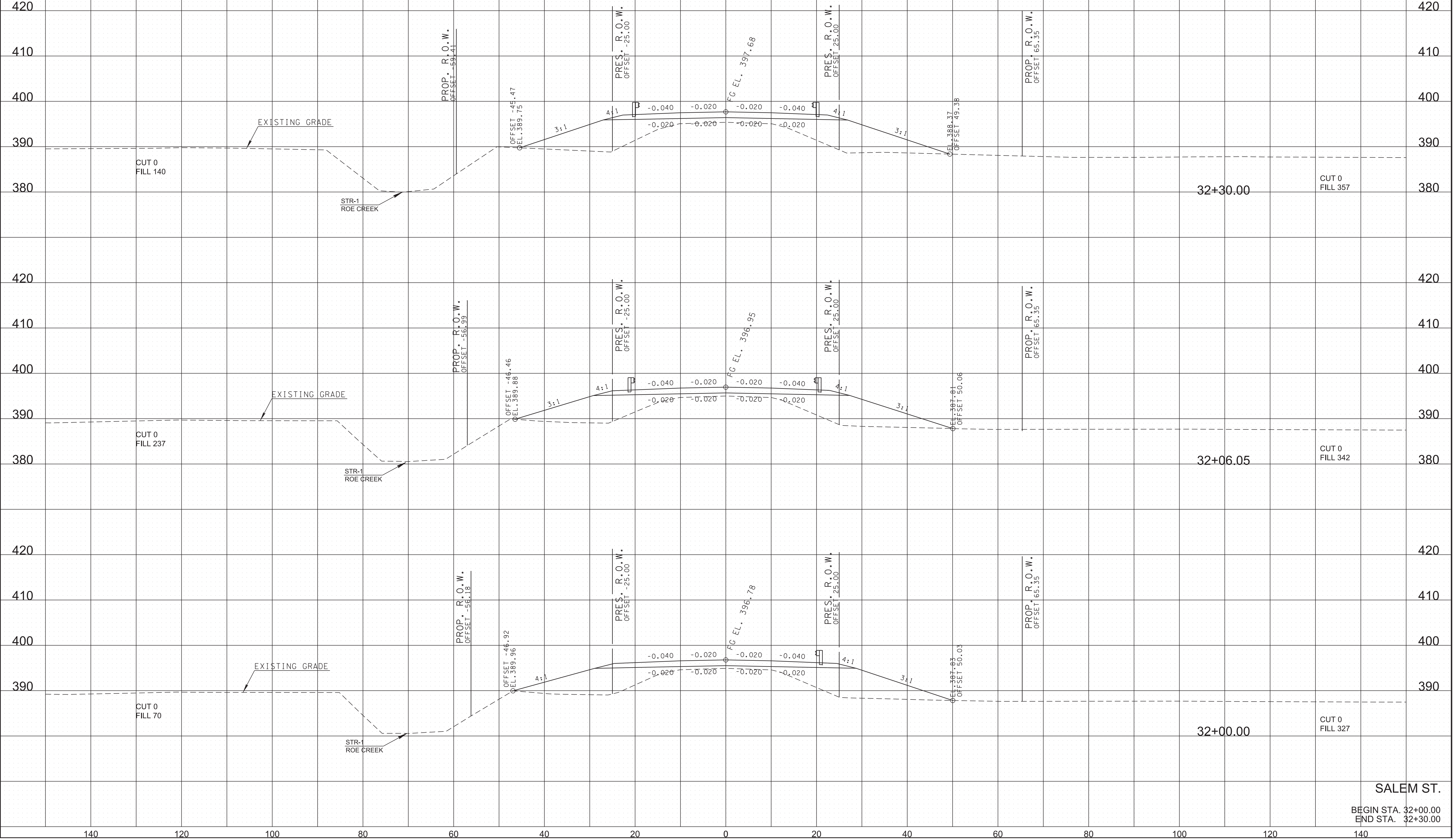
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	19
PIH	2025	BRZ-2700(60)	19
PS&E	2025	BRZ-2700(60)	19

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 32+00.00
END STA. 32+30.00

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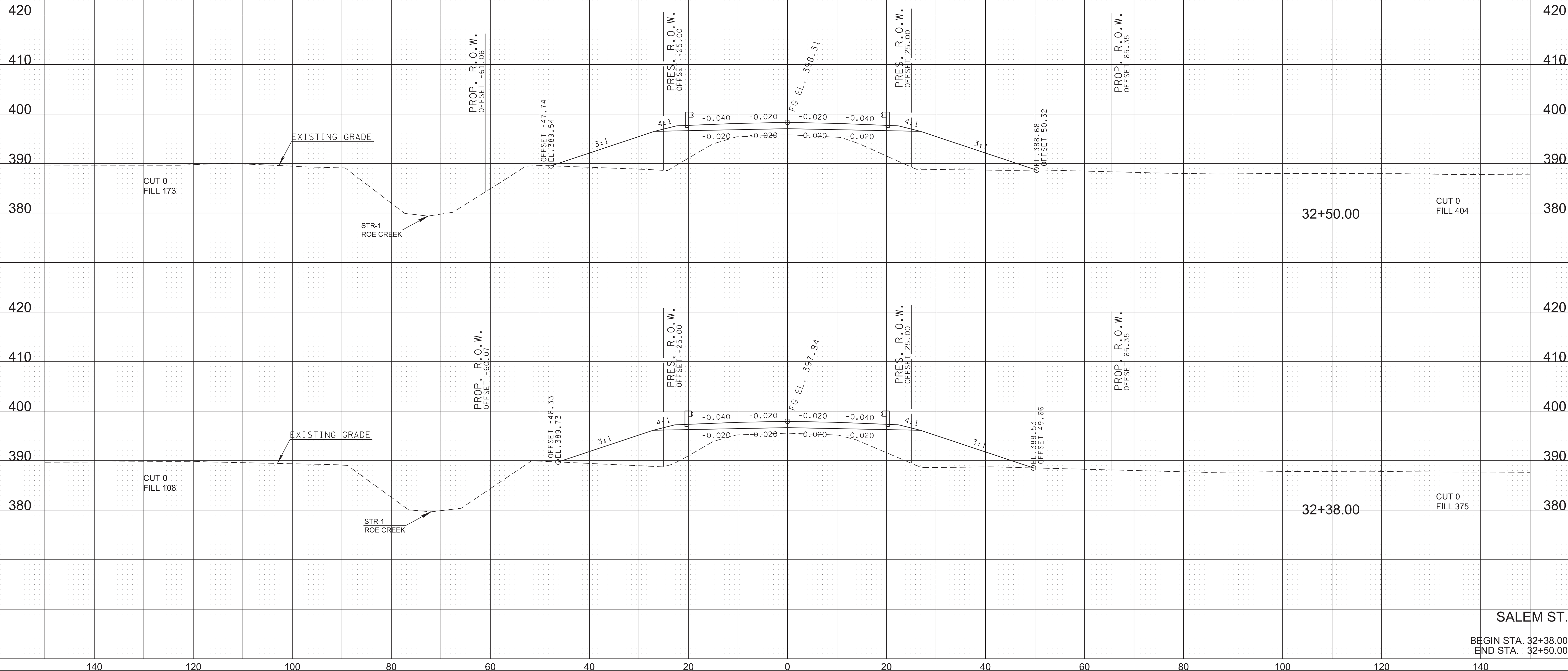
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VOLUME
(C.Y.)

SALEM ST.

AREA
(S.F.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	20
PIH	2025	BRZ-2700(60)	20
PS&E	2025	BRZ-2700(60)	20



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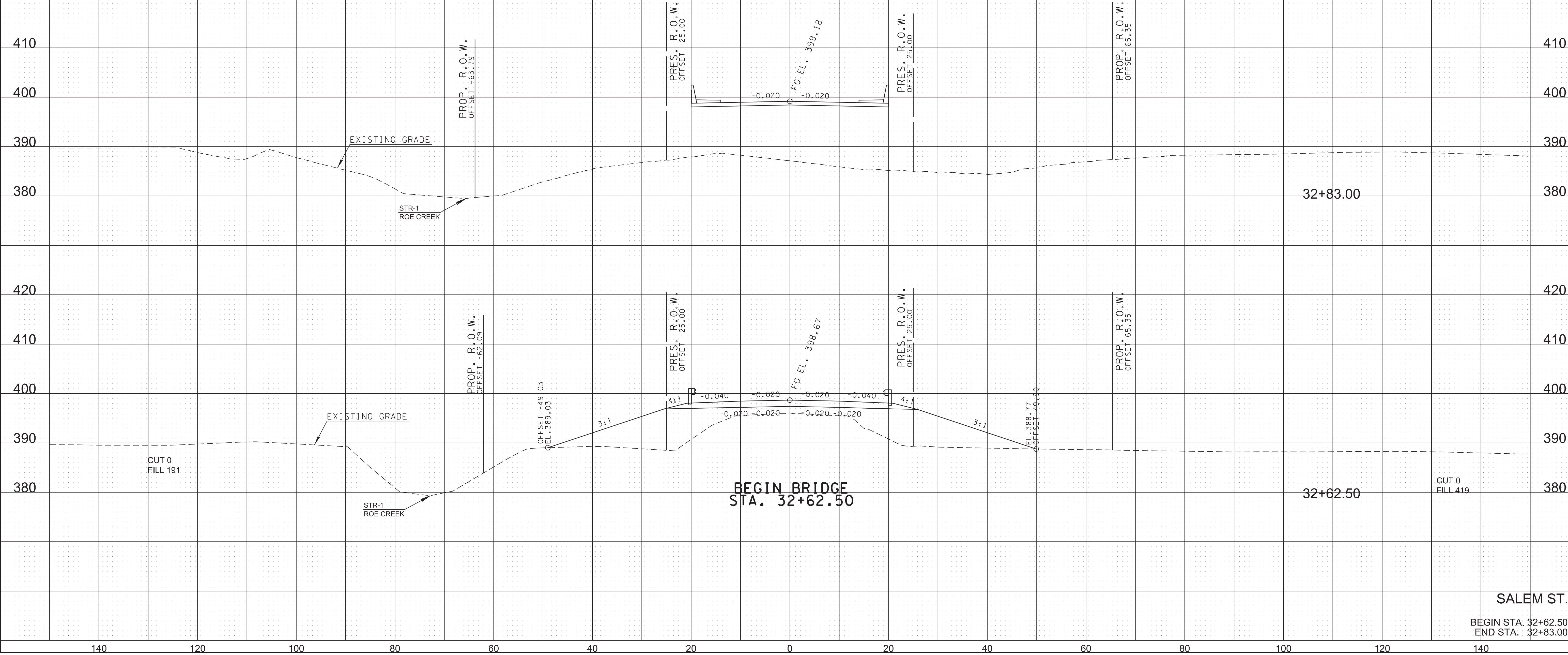
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	21
PIH	2025	BRZ-2700(60)	21
PS&E	2025	BRZ-2700(60)	21

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 32+62.50
END STA. 32+83.00

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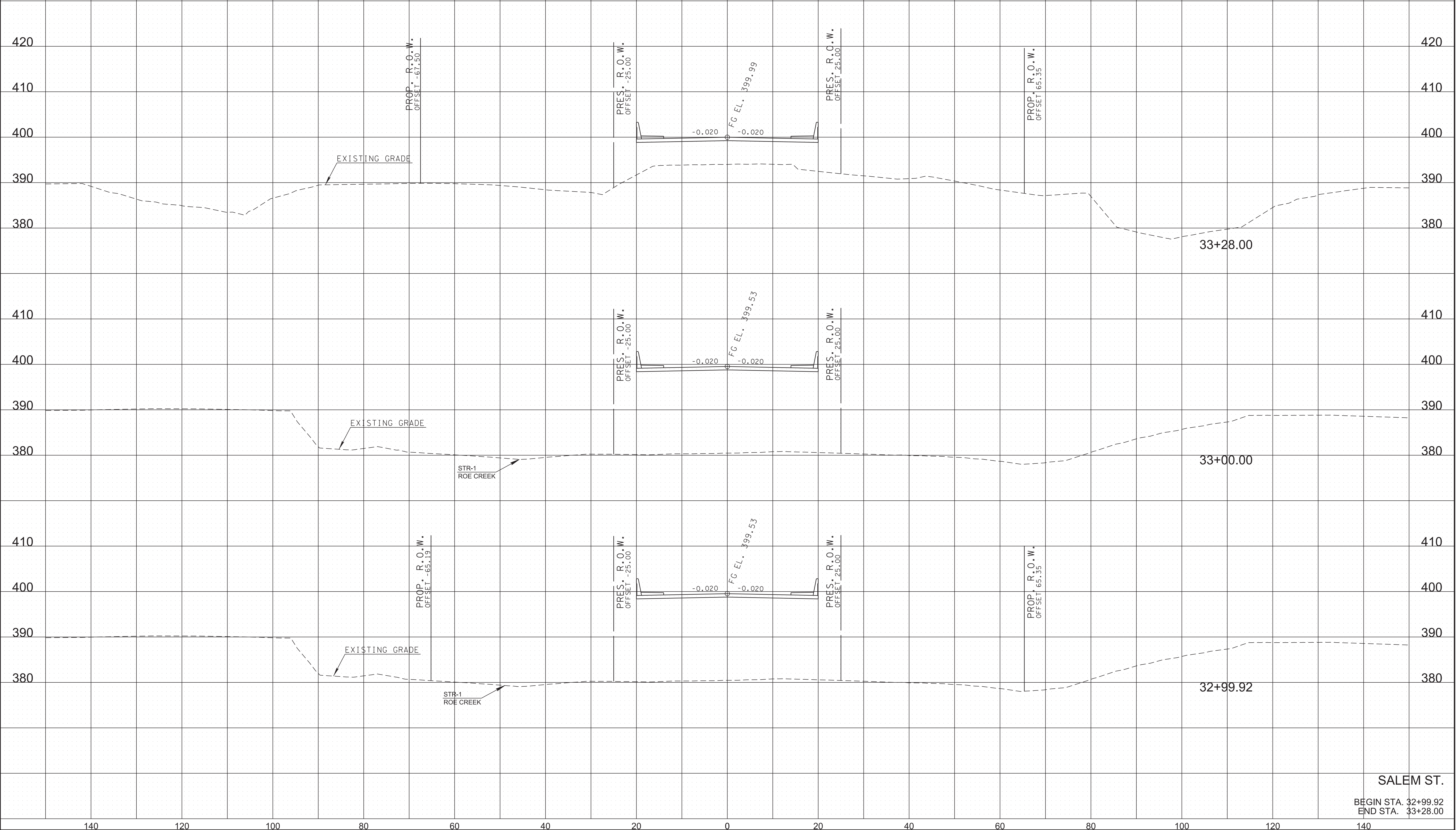
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	22
PIH	2025	BRZ-2700(60)	22
PS&E	2025	BRZ-2700(60)	22

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 32+99.92
END STA. 33+28.00

12-AUG-2025 11:36

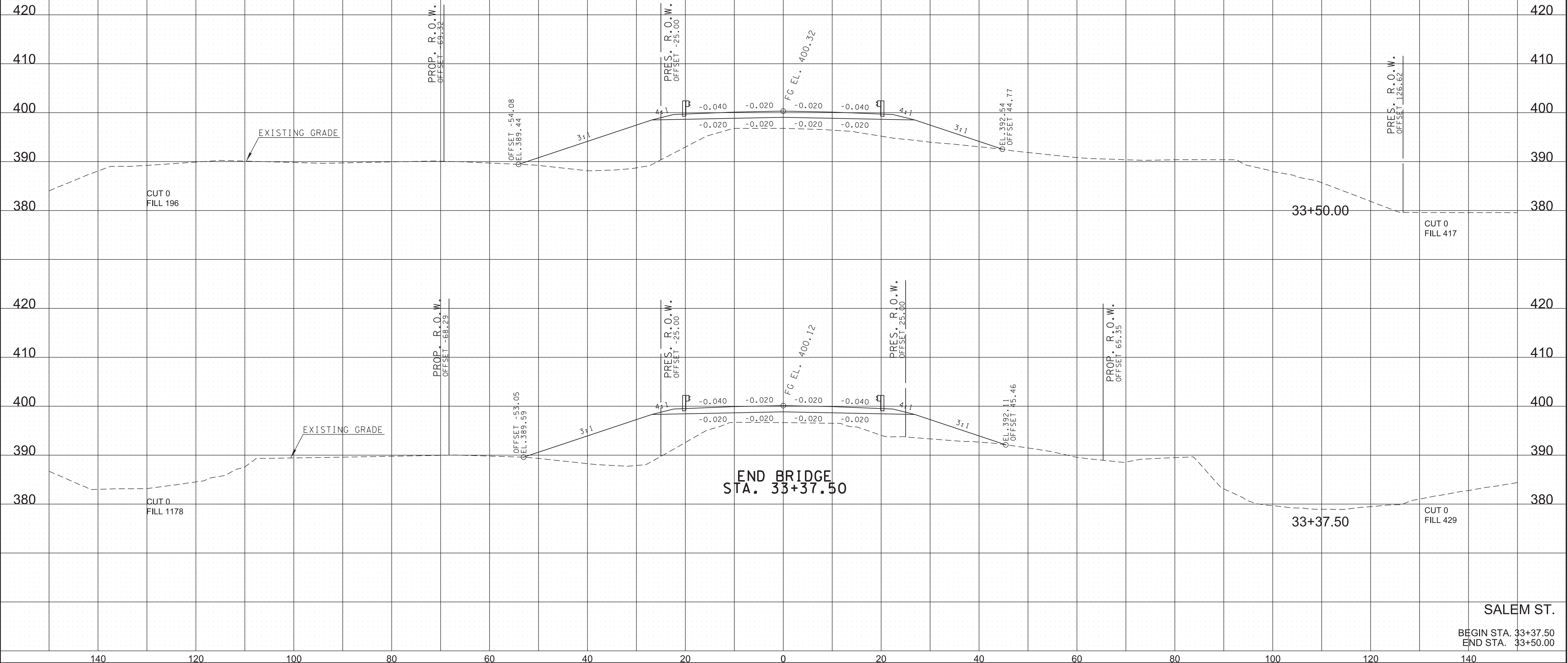
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	23
PIH	2025	BRZ-2700(60)	23
PS&E	2025	BRZ-2700(60)	23

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



12-AUG-2025 11:36

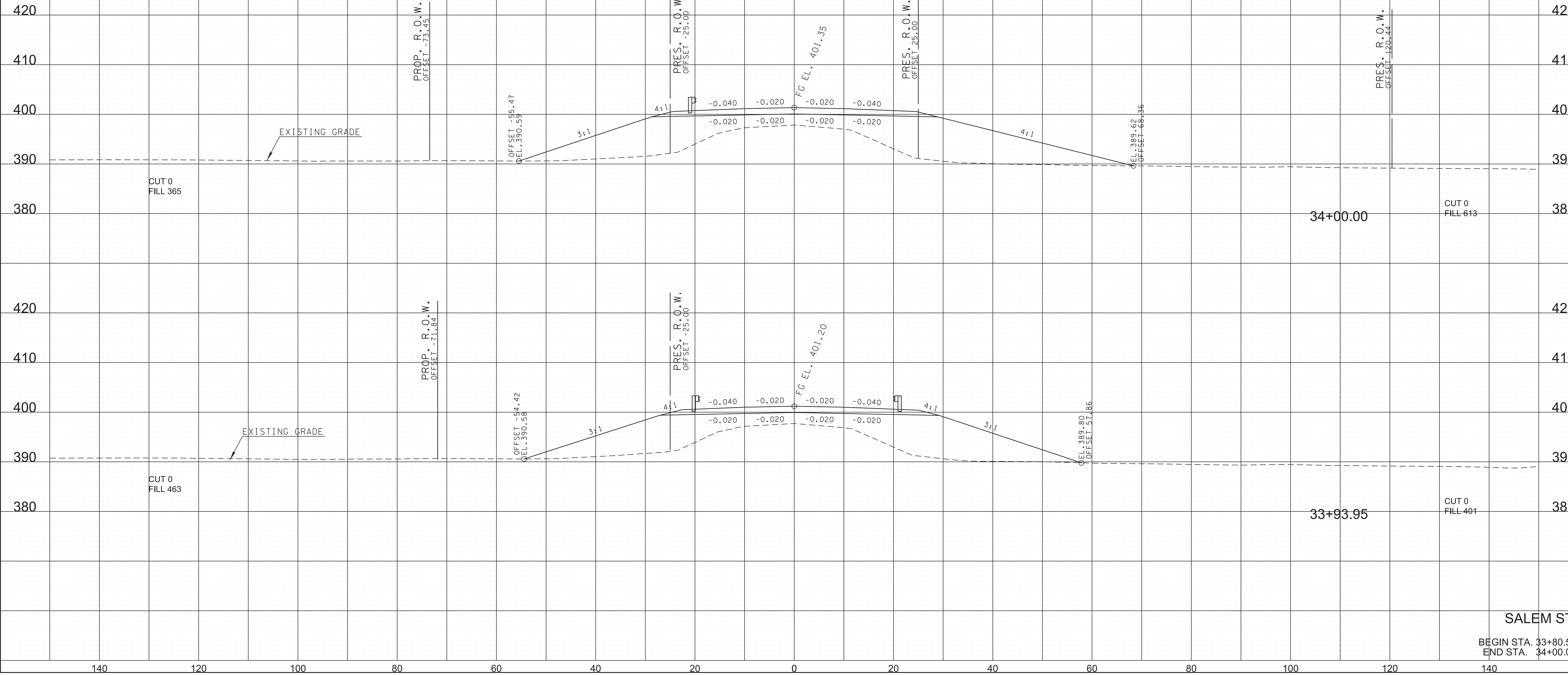
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VOLUME
(C.Y.)

SALEM ST.

AREA
(S.F.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	24
PIH	2025	BRZ-2700(60)	24
PS&E	2025	BRZ-2700(60)	24



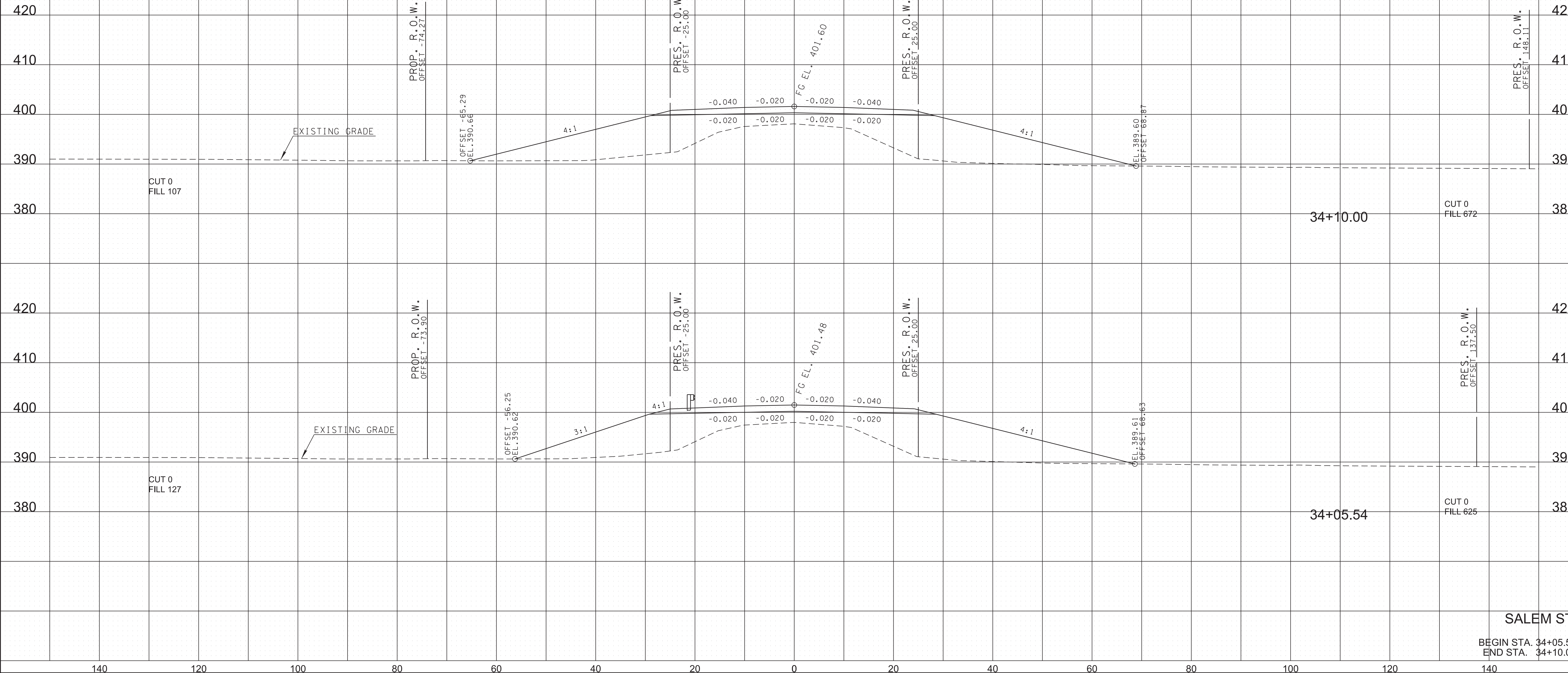
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BEGIN STA. 33+80.54
END STA. 34+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	25
PIH	2025	BRZ-2700(60)	25
PS&E	2025	BRZ-2700(60)	25

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 34+05.54
END STA. 34+10.00

12-AUG-2025 11:36

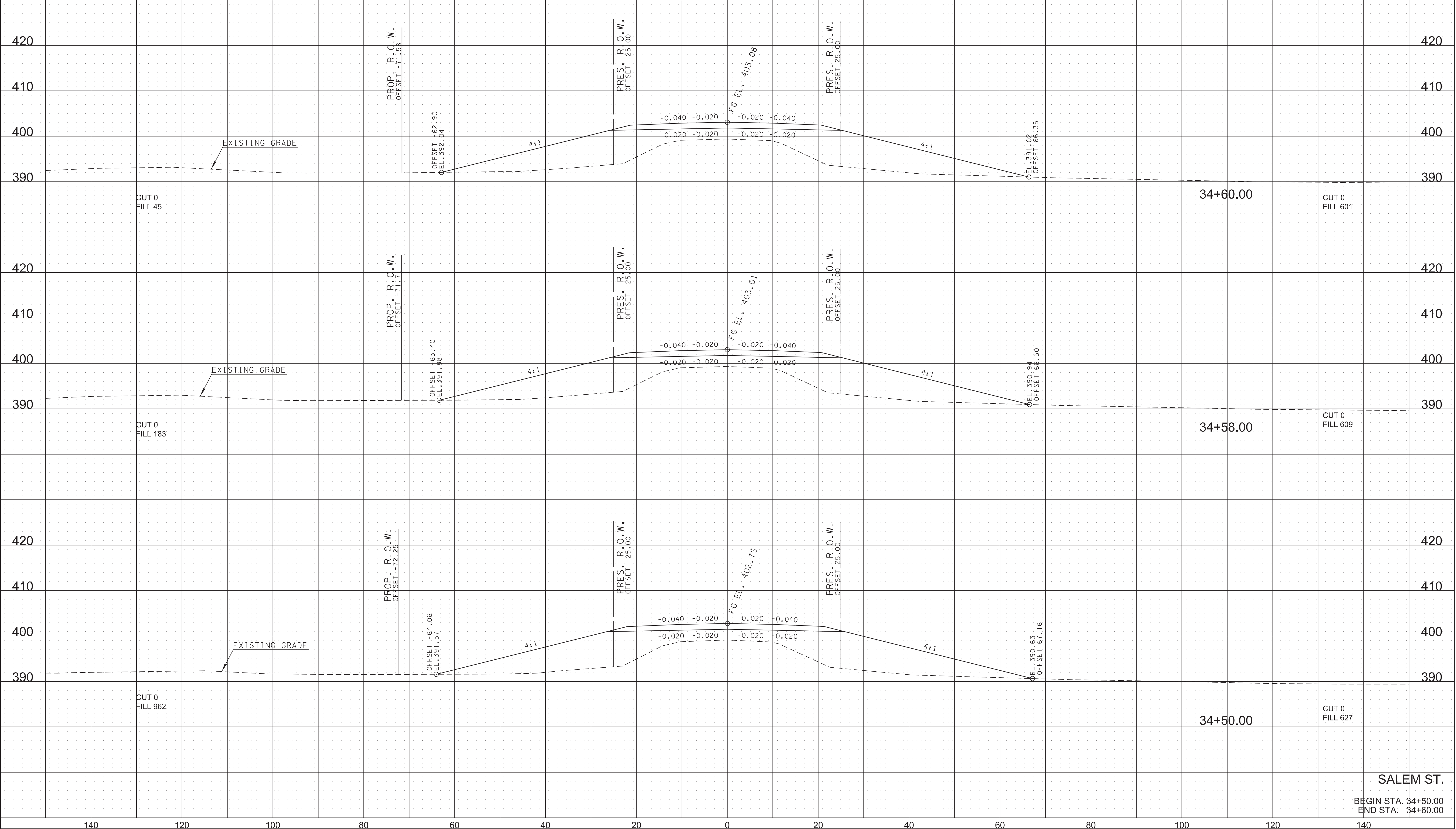
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	26
PIH	2025	BRZ-2700(60)	26
PS&E	2025	BRZ-2700(60)	26

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.

BEGIN STA. 34+50.00
END STA. 34+60.00

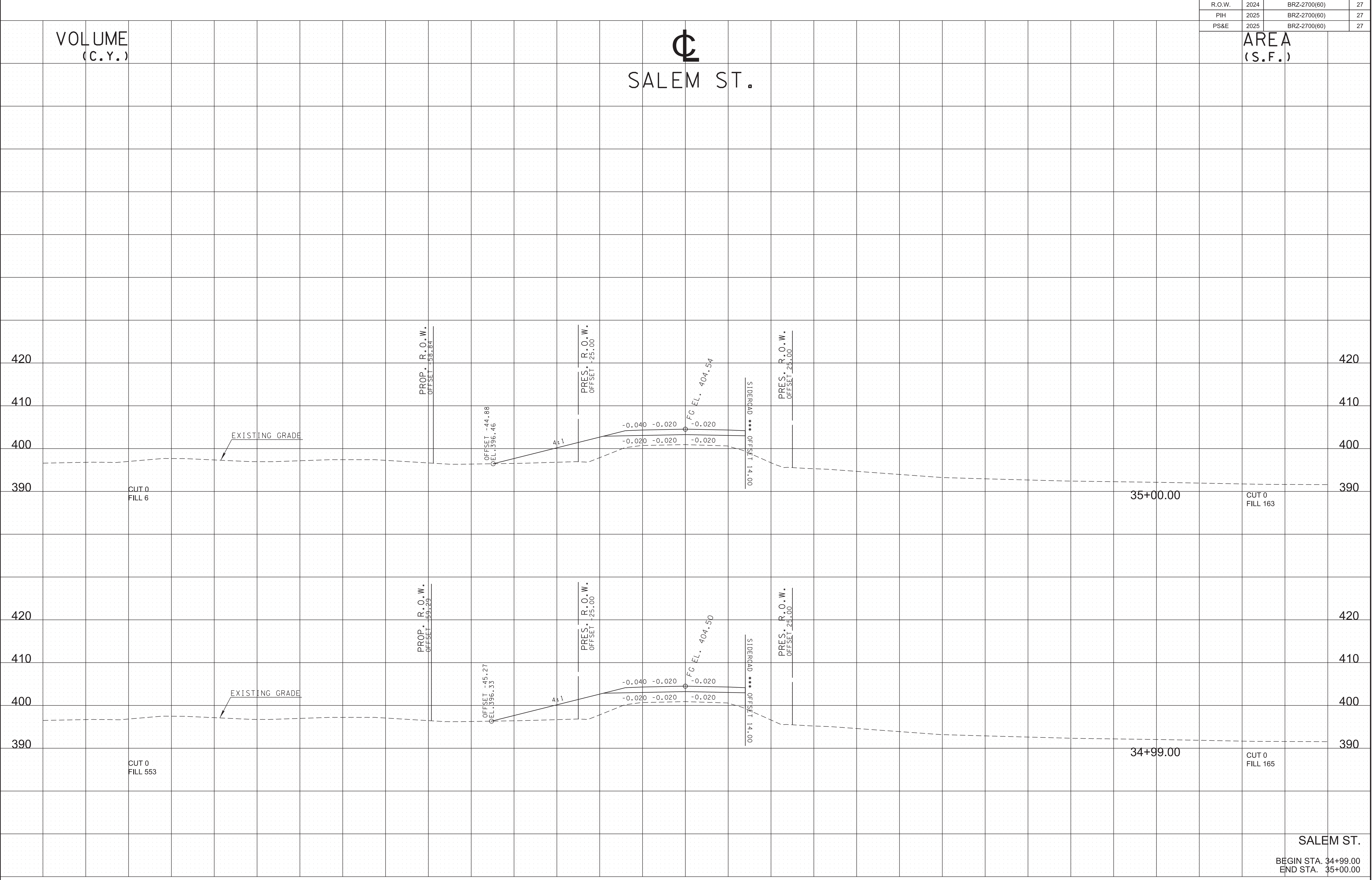
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	27
PIH	2025	BRZ-2700(60)	27
PS&E	2025	BRZ-2700(60)	27

VOLUME
(C.Y.)

AREA
(S.F.)

SALEM ST.



SALEM ST.
BEGIN STA. 34+99.00
END STA. 35+00.00

12-AUG-2025 11:36

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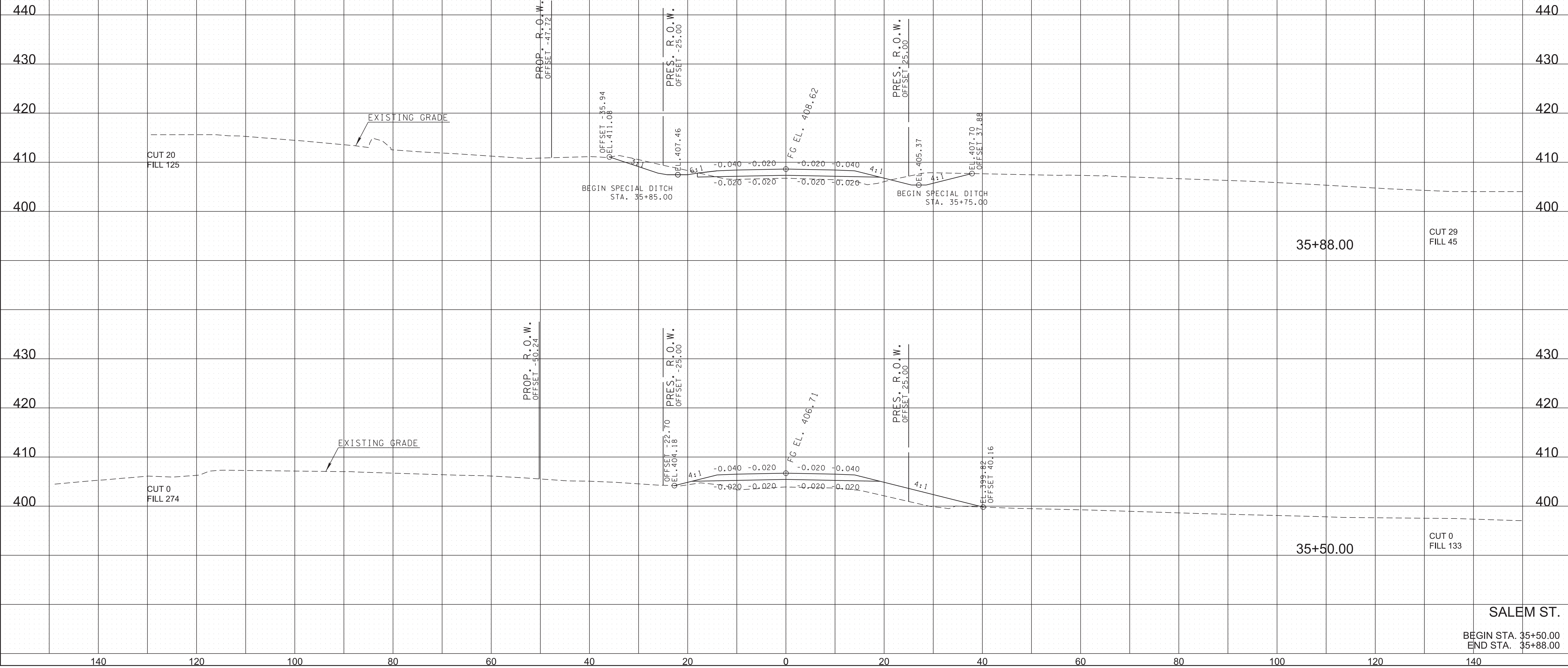
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	28
PIH	2025	BRZ-2700(60)	28
PS&E	2025	BRZ-2700(60)	28

REV. 02/13/25; REVISED CROSS SECTION
BACKSLOPE AND PROP. ROW LABEL FOR
STA. 35+88.00 LEFT OF CENTERLINE.

SALEM ST.

VOLUME
(C.Y.)

AREA
(S.F.)

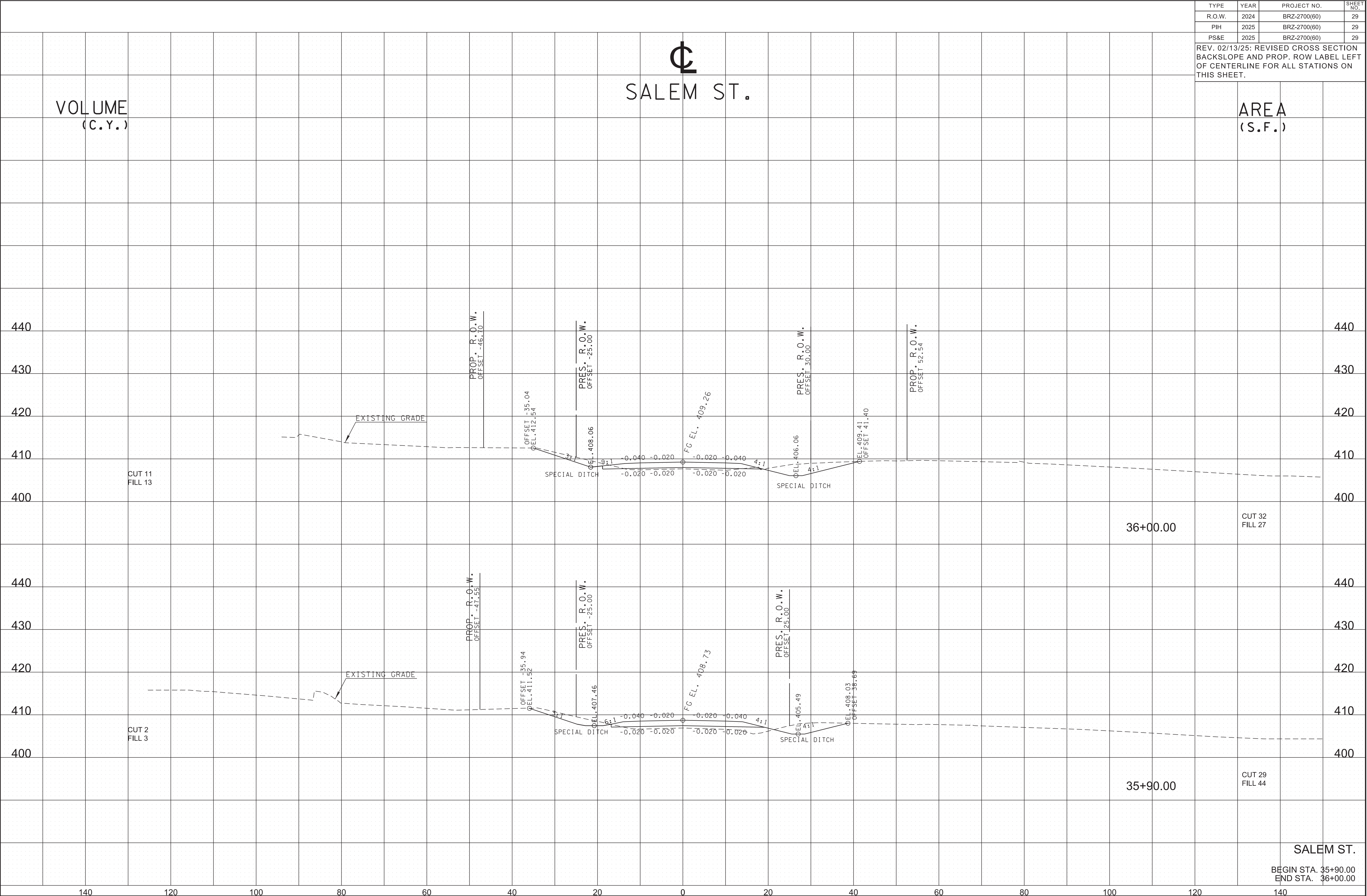


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	29
PIH	2025	BRZ-2700(60)	29
PS&E	2025	BRZ-2700(60)	29
REV. 02/13/25: REVISED CROSS SECTION BACKSLOPE AND PROP. ROW LABEL LEFT OF CENTERLINE FOR ALL STATIONS ON THIS SHEET.			

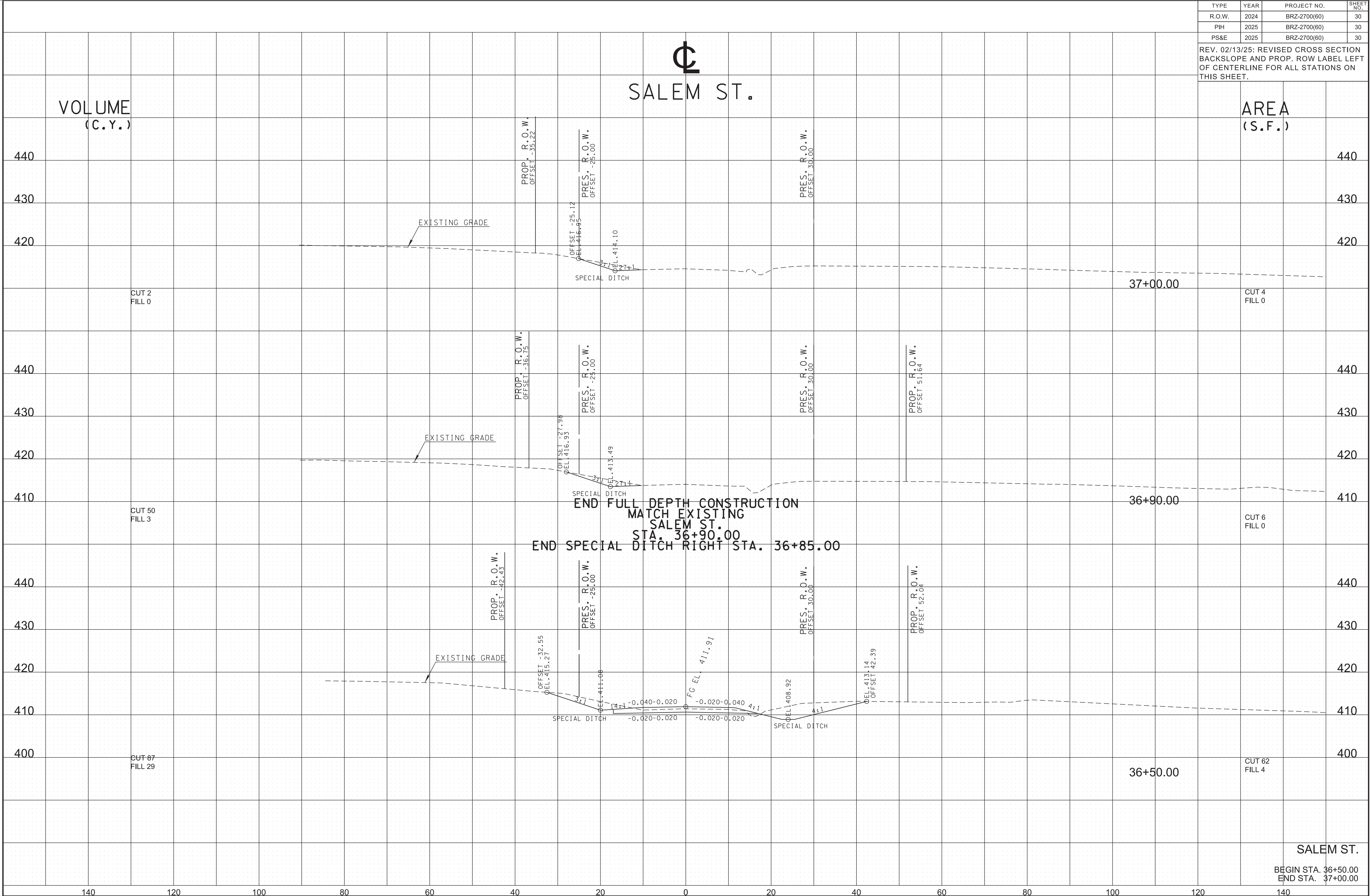
SALEM ST.

VOLUME
(C.Y.)

AREA
(S.F.)



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	30
PIH	2025	BRZ-2700(60)	30
PS&E	2025	BRZ-2700(60)	30
REV. 02/13/25: REVISED CROSS SECTION BACKSLOPE AND PROP. ROW LABEL LEFT OF CENTERLINE FOR ALL STATIONS ON THIS SHEET.			

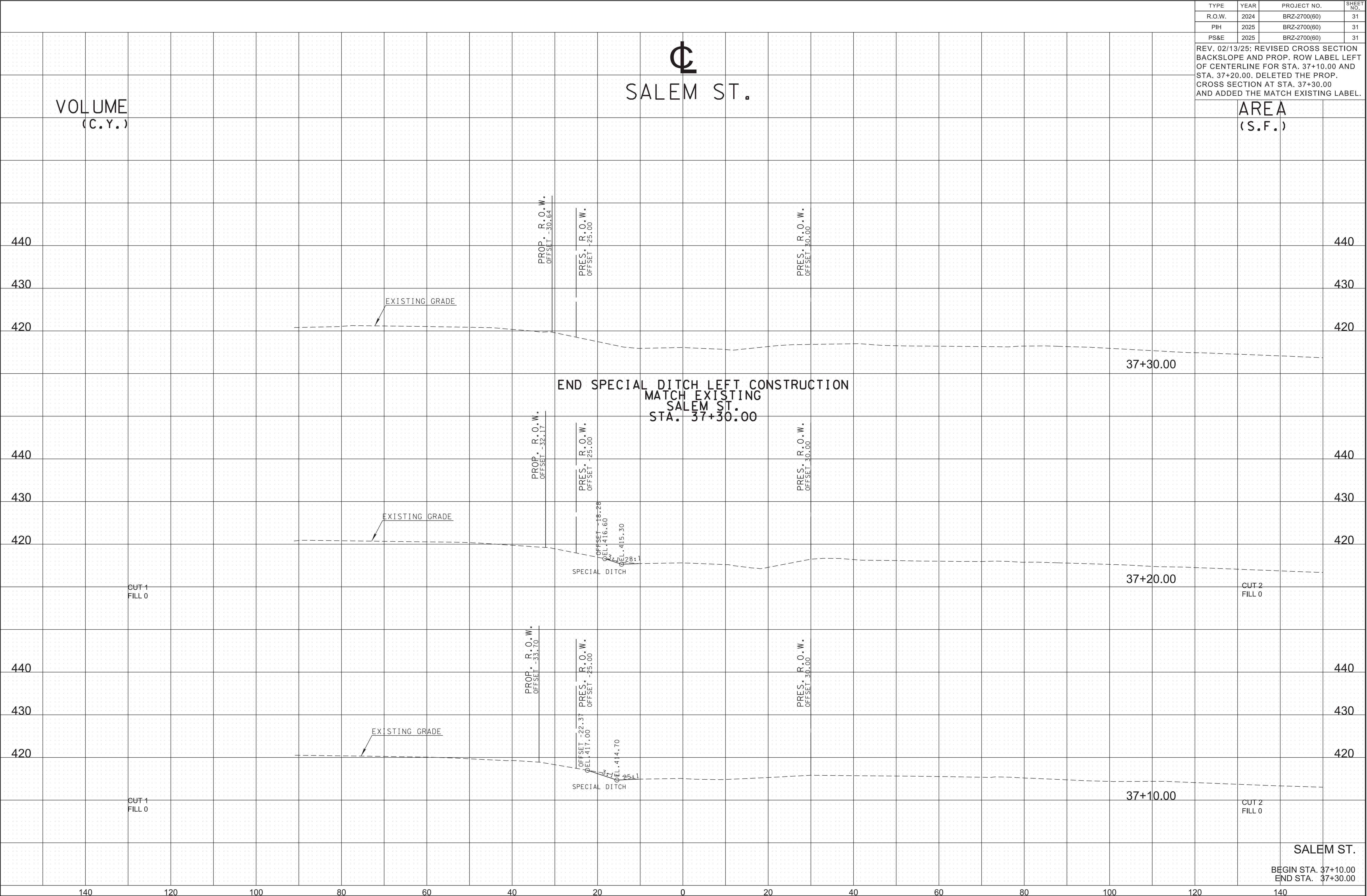


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	31
PIH	2025	BRZ-2700(60)	31
PS&E	2025	BRZ-2700(60)	31
REV. 02/13/25: REVISED CROSS SECTION BACKSLOPE AND PROP. ROW LABEL LEFT OF CENTERLINE FOR STA. 37+10.00 AND STA. 37+20.00. DELETED THE PROP. CROSS SECTION AT STA. 37+30.00 AND ADDED THE MATCH EXISTING LABEL.			

VOLUME
(C.Y.)

SALEM ST.

AREA
(S.F.)



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	32
PIH	2025	BRZ-2700(60)	32
PS&E	2025	BRZ-2700(60)	32

REV. 02/13/25: DELETED THE MATCH
EXISTING LABEL FROM STA. 37+50.00.



SALEM ST.

VOLUME
(C.Y.)

AREA
(S.F.)

440
430
420

440
430
420

EXISTING GRADE

PRES. R.O.W.
OFFSET -25.00

PRES. R.O.W.
OFFSET 30.00

37+50.00

SALEM ST.

BEGIN STA. 37+50.00
END STA. 37+50.00

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

12-AUG-2025 11:36

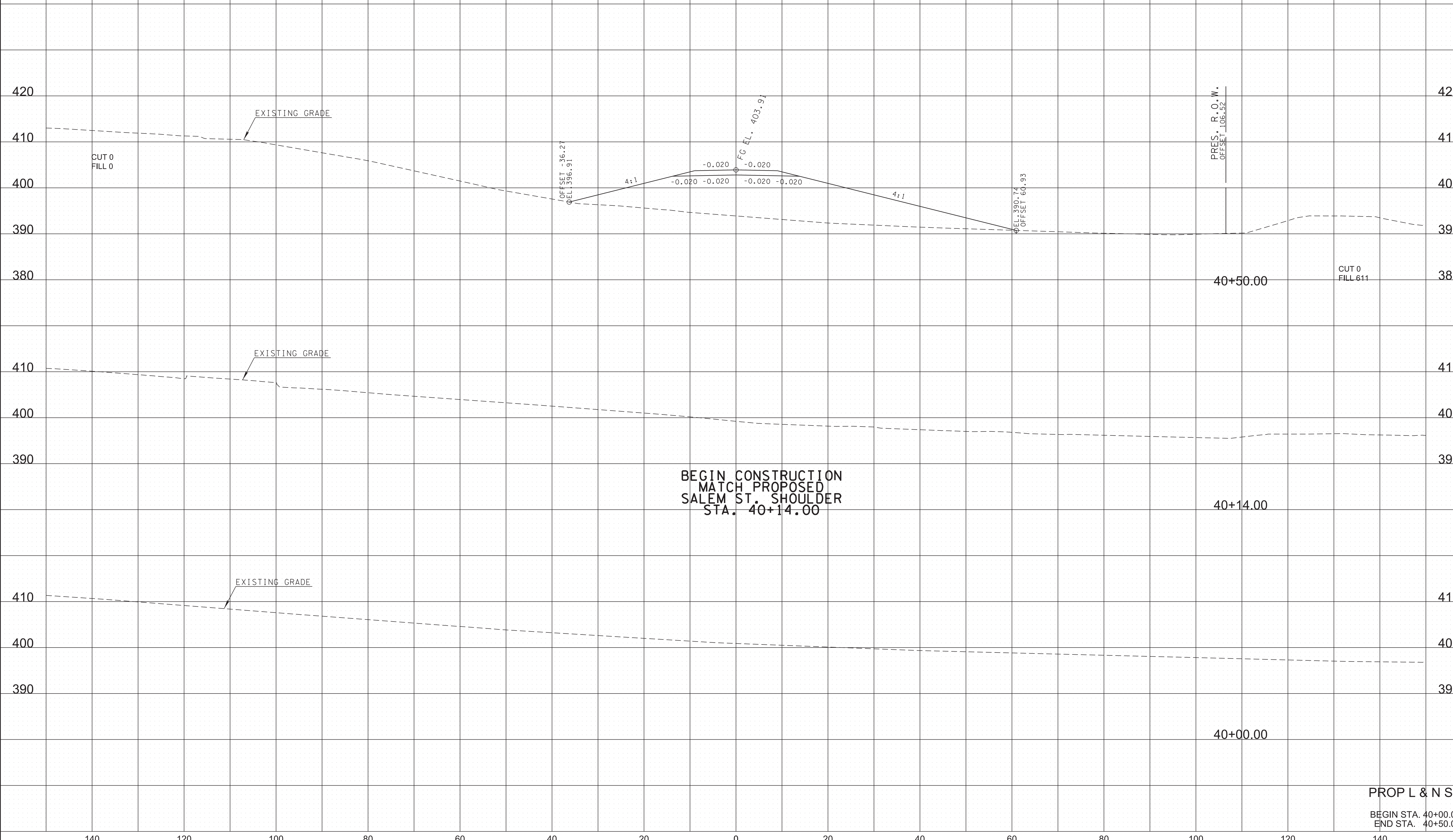
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	33
P.I.H.	2025	BRZ-2700(60)	33
PS&E	2025	BRZ-2700(60)	33

VOLUME
(C.Y.)

AREA
(S.F.)

¢
L AND N ST.

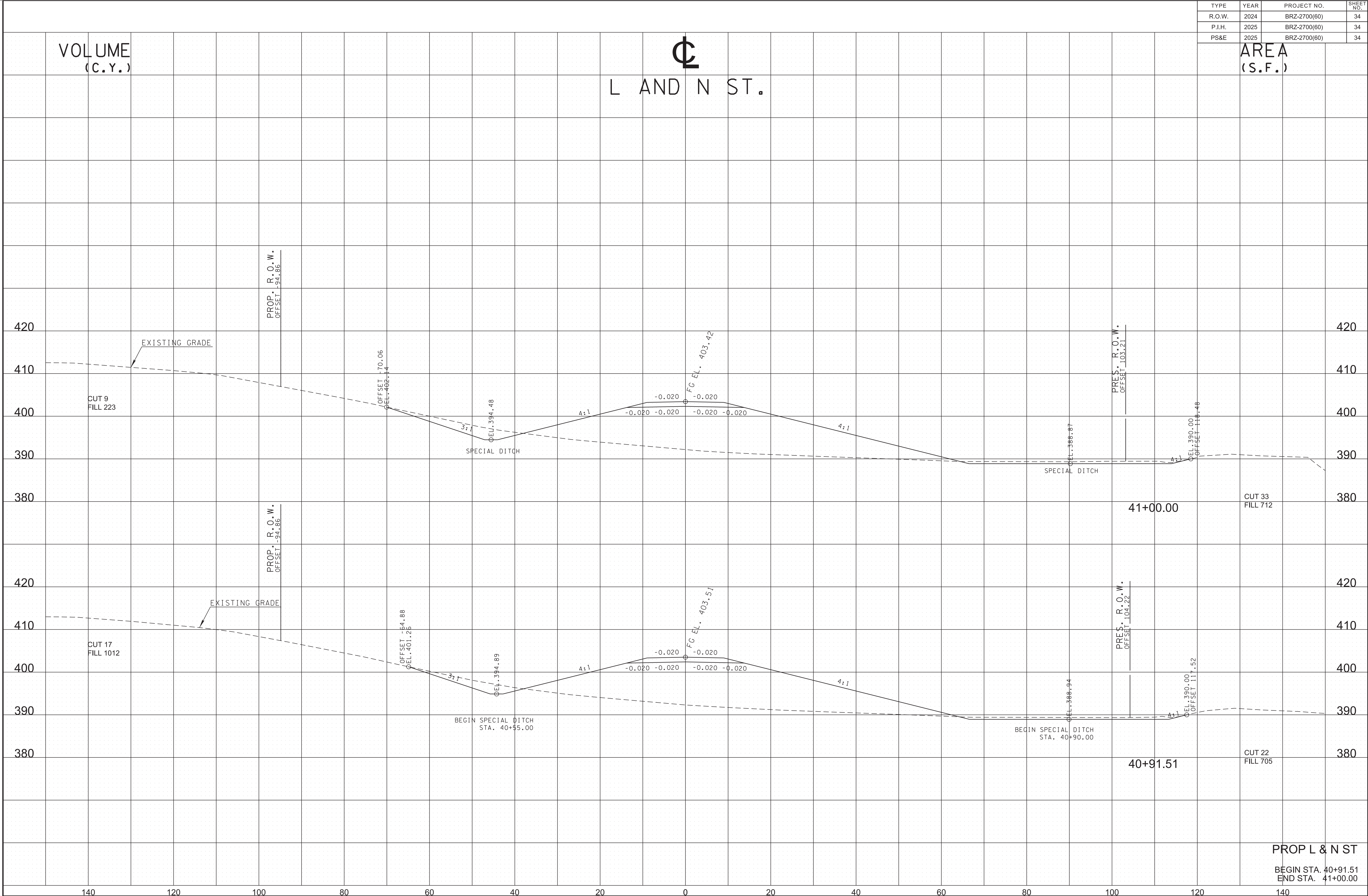


PROP L & N ST

BEGIN STA. 40+00.00
END STA. 40+50.00

12-AUG-2025 11:36

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	34
P.I.H.	2025	BRZ-2700(60)	34
PS&E	2025	BRZ-2700(60)	34

VOLUME
(C.Y.)

AREA
(S.F.)

¢
L AND N ST.

PROP L & N ST

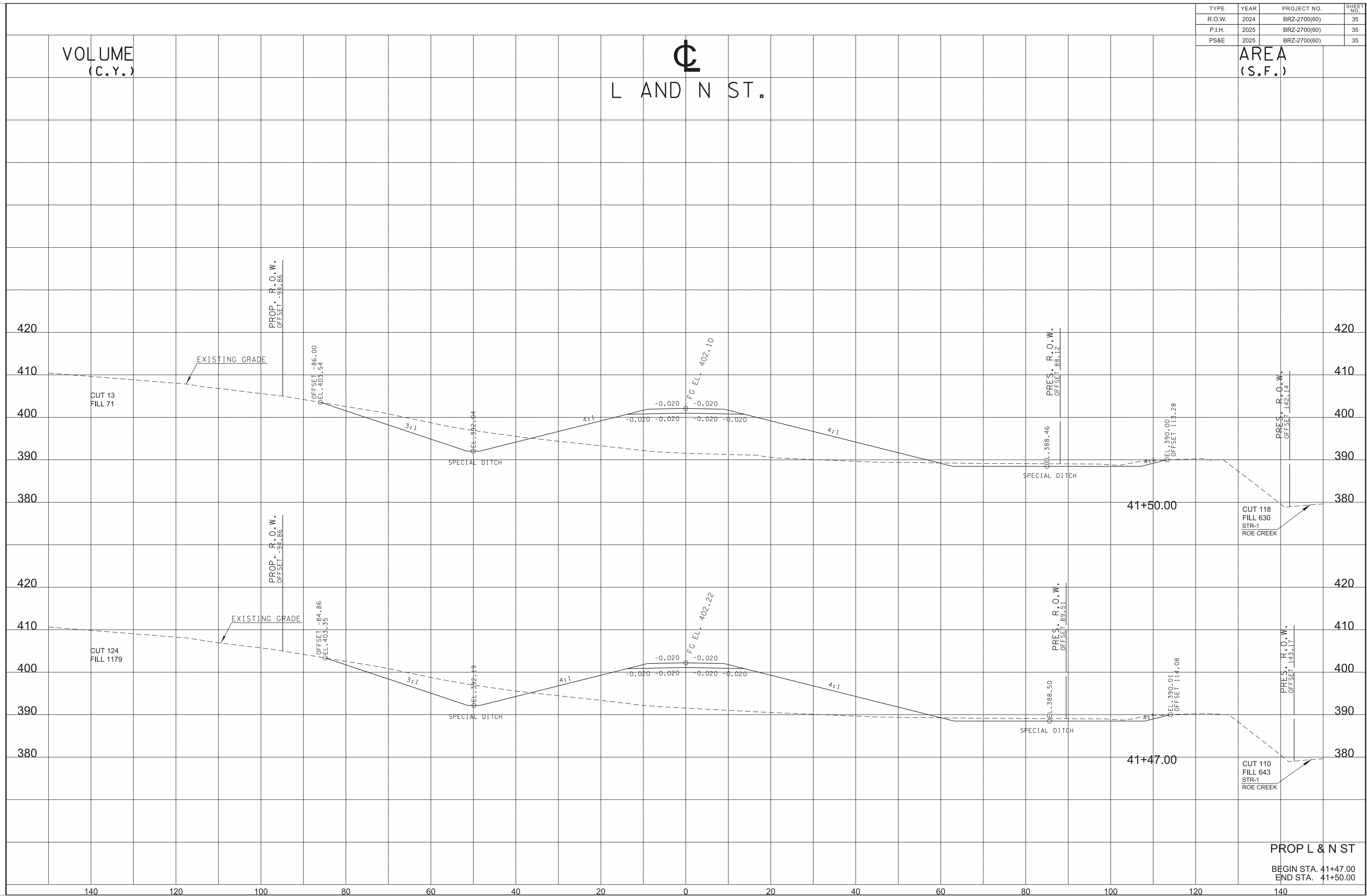
BEGIN STA. 40+91.51
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	35
P.I.H.	2025	BRZ-2700(60)	35
PS&E	2025	BRZ-2700(60)	35

VOLUME	
(C.Y.)	

CLANDON ST.

2020	2021	2022
AREA		
(S.F.)		



12-AUG-2025 11:36

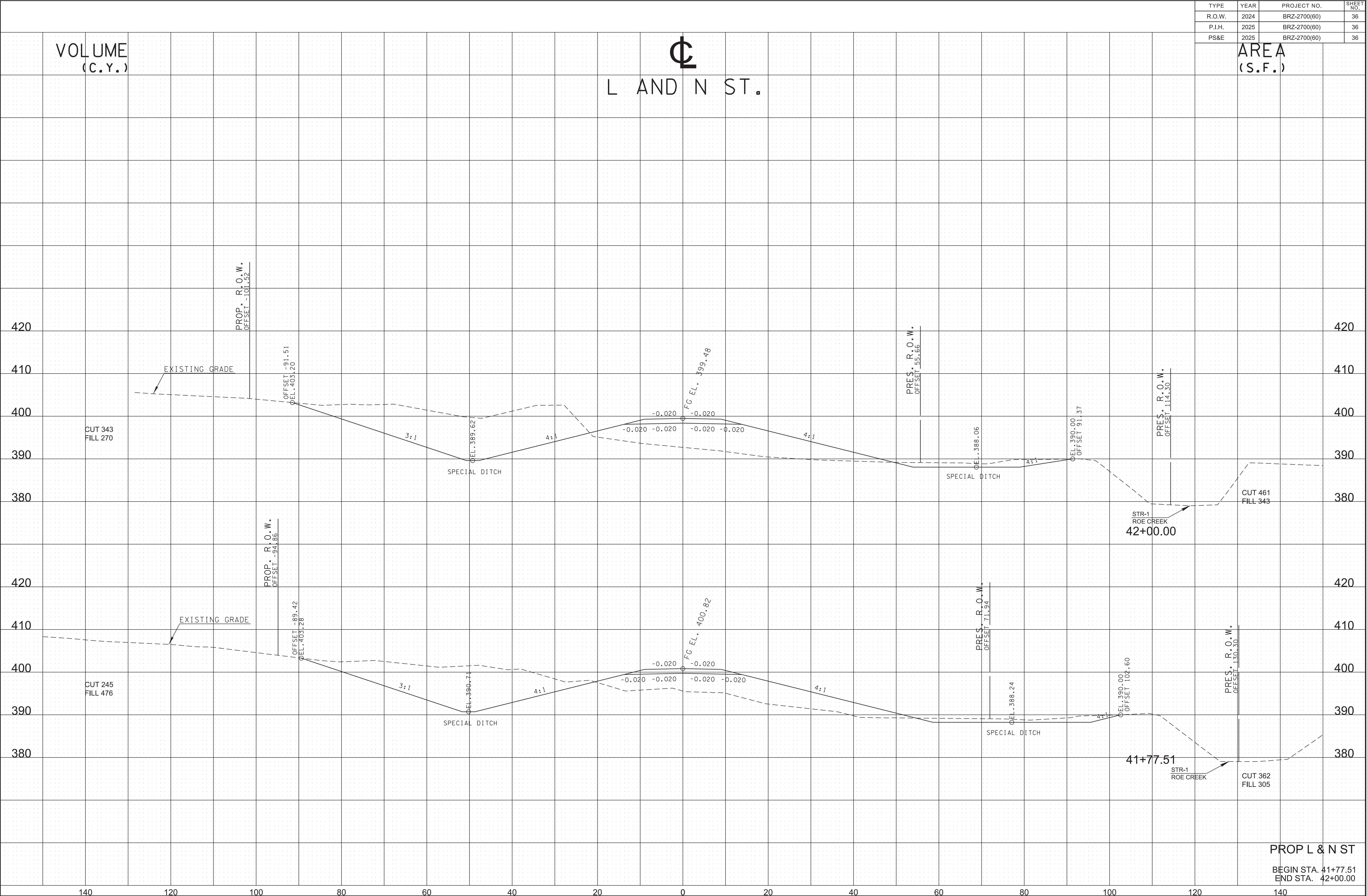
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	36
P.I.H.	2025	BRZ-2700(60)	36
PS&E	2025	BRZ-2700(60)	36

VOLUME
(C.Y.)

AREA
(S.F.)

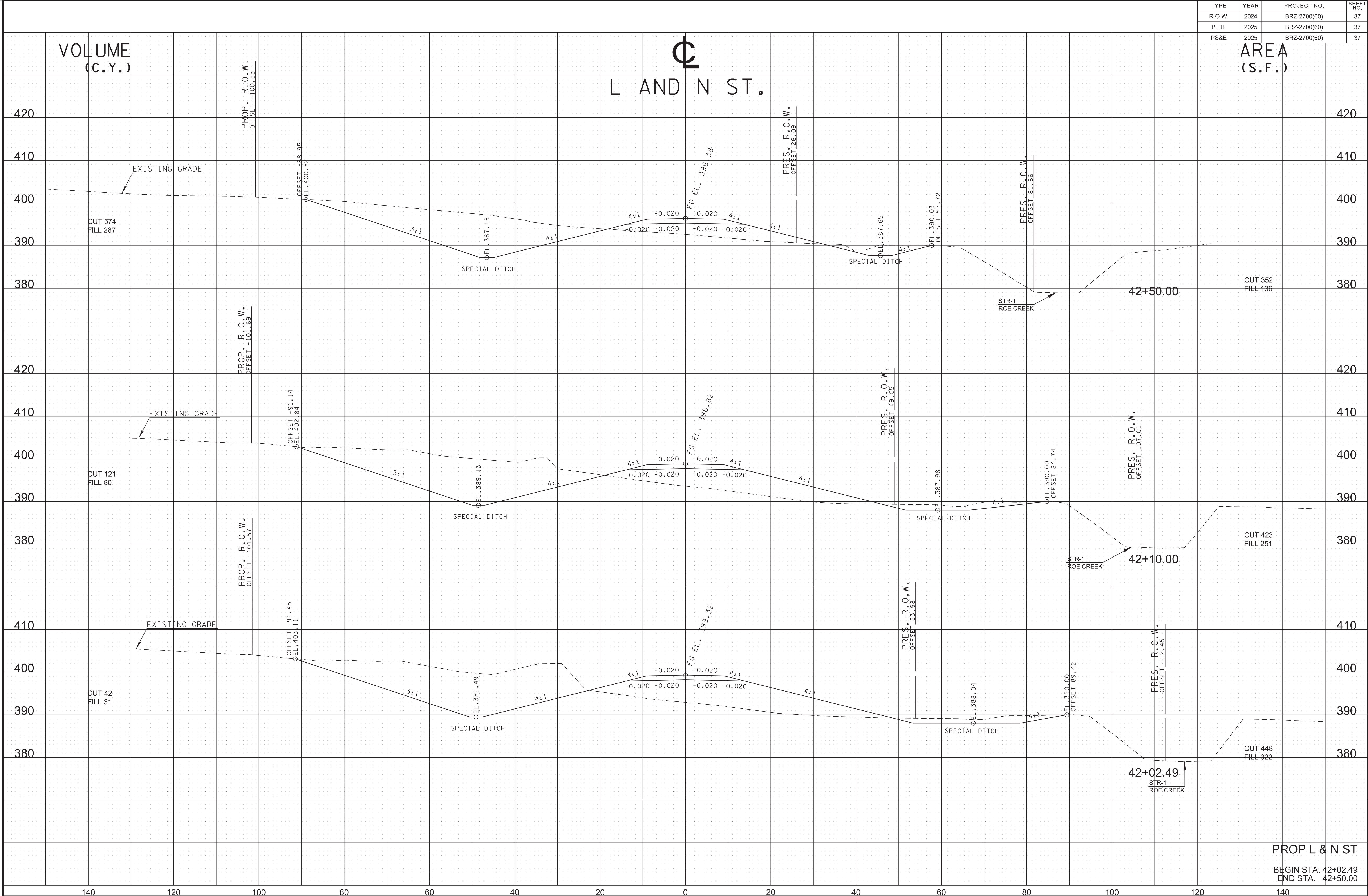
L AND N ST.



PROP L & N ST
BEGIN STA. 41+77.51
END STA. 42+00.00

12-AUG-2025 11:37

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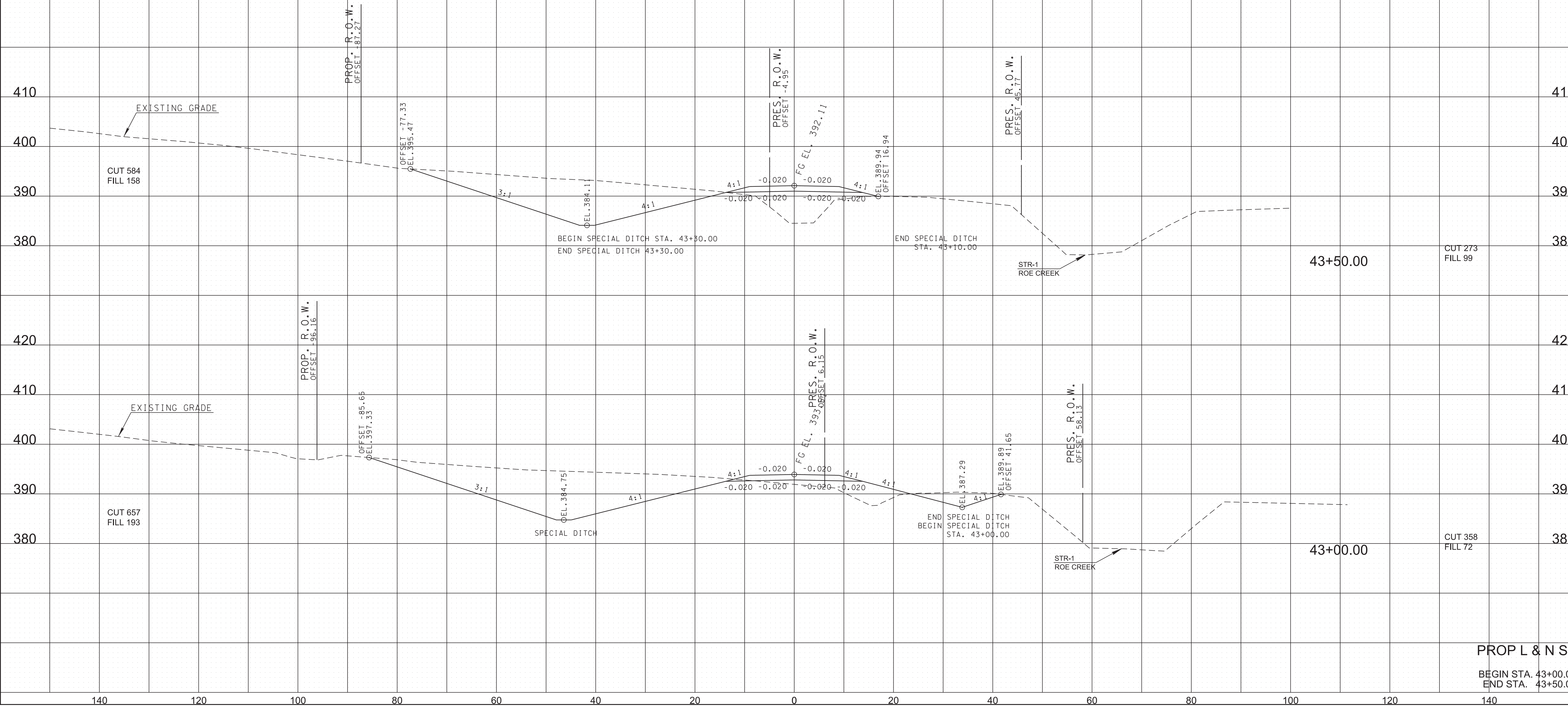
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	38
P.I.H.	2025	BRZ-2700(60)	38
PS&E	2025	BRZ-2700(60)	38

VOLUME
(C.Y.)

AREA
(S.F.)

L AND N ST.



PROP L & N ST
BEGIN STA. 43+00.00
END STA. 43+50.00

12-AUG-2025 11:37

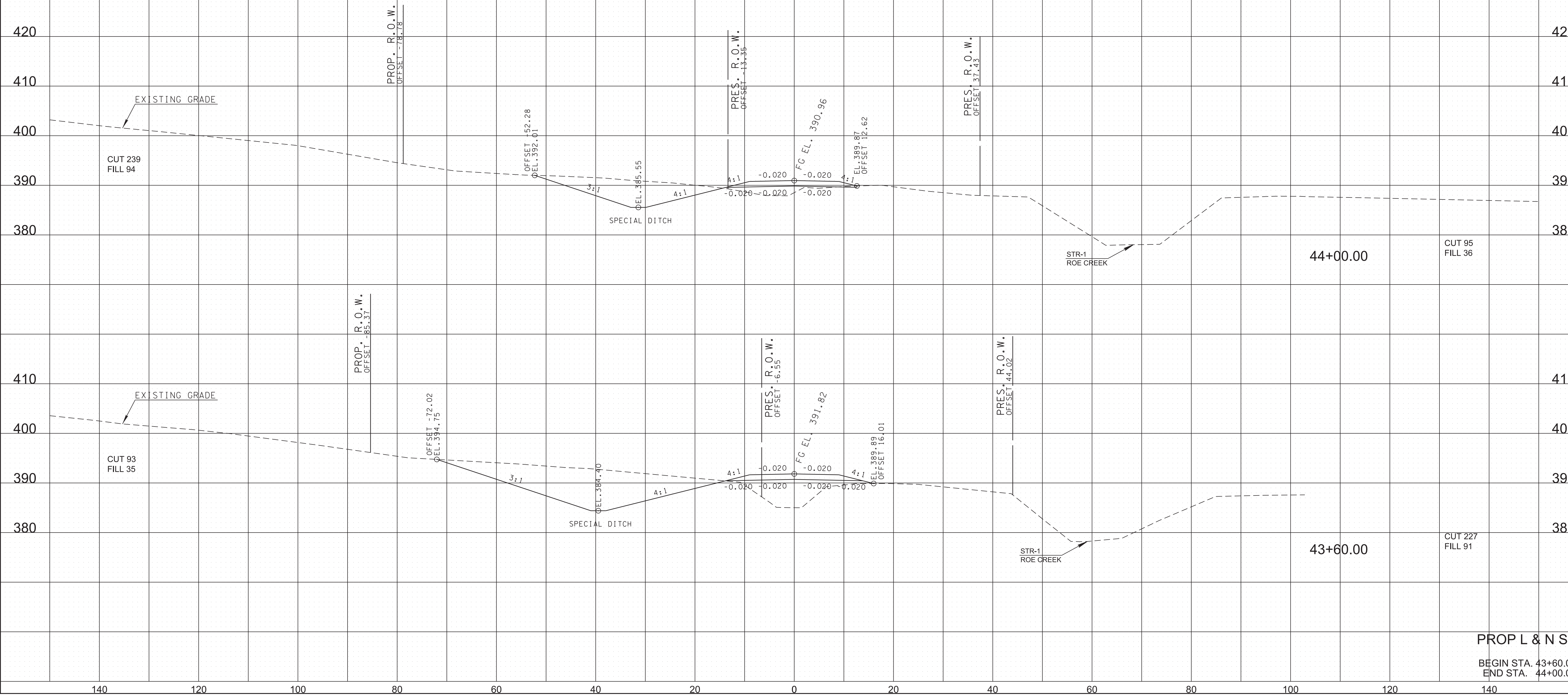
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	39
P.I.H.	2025	BRZ-2700(60)	39
PS&E	2025	BRZ-2700(60)	39

VOLUME
(C.Y.)

¢
L AND N ST.

AREA
(S.F.)



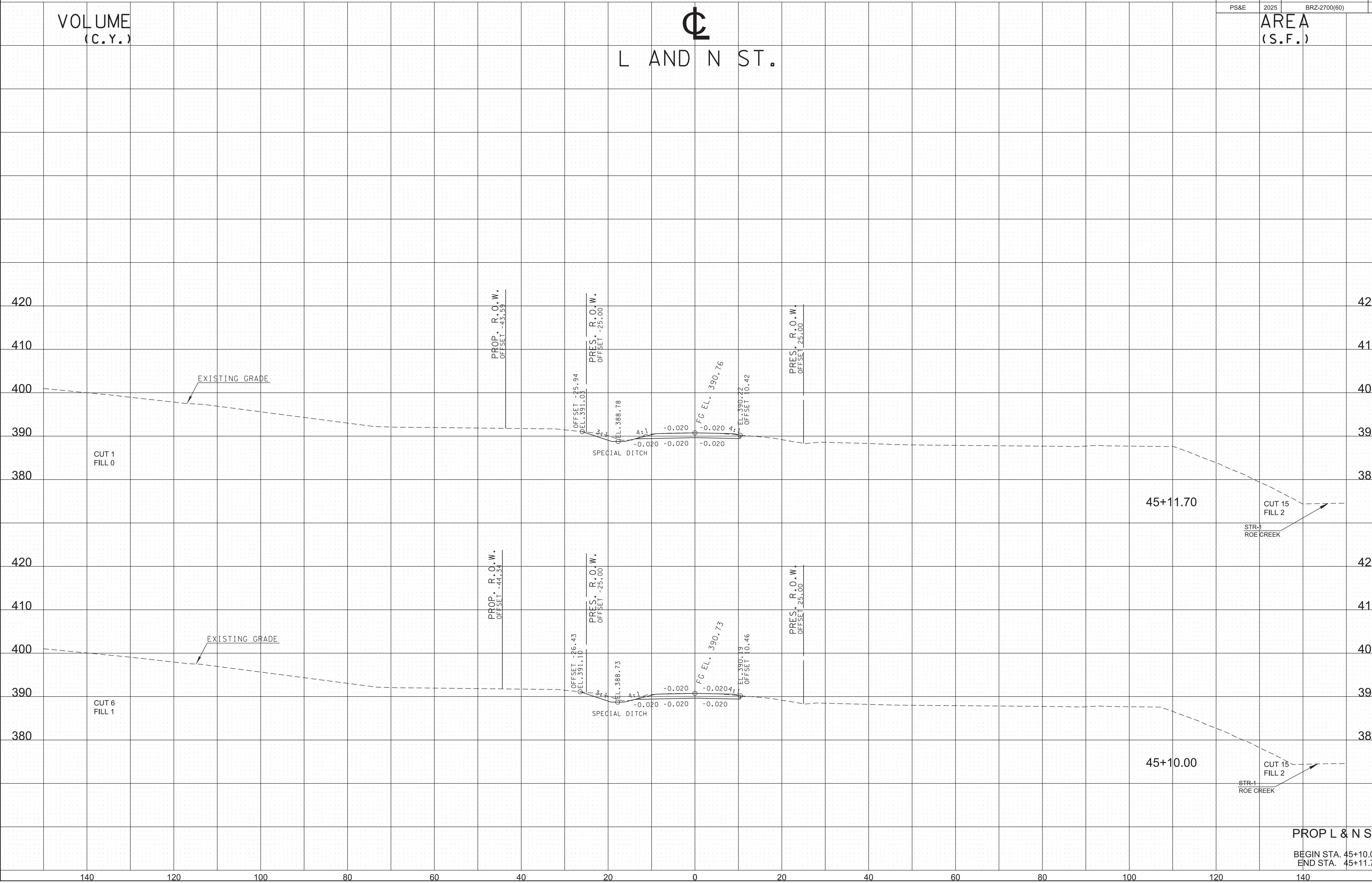
PROP L & N ST
BEGIN STA. 43+60.00
END STA. 44+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	41
P.I.H.	2025	BRZ-2700(60)	41
PS&E	2025	BRZ-2700(60)	41

VOLUME
(C.Y.)

AREA
(S.F.)

L AND N ST.



PROP L & N ST

BEGIN STA. 45+10.00
END STA. 45+11.70

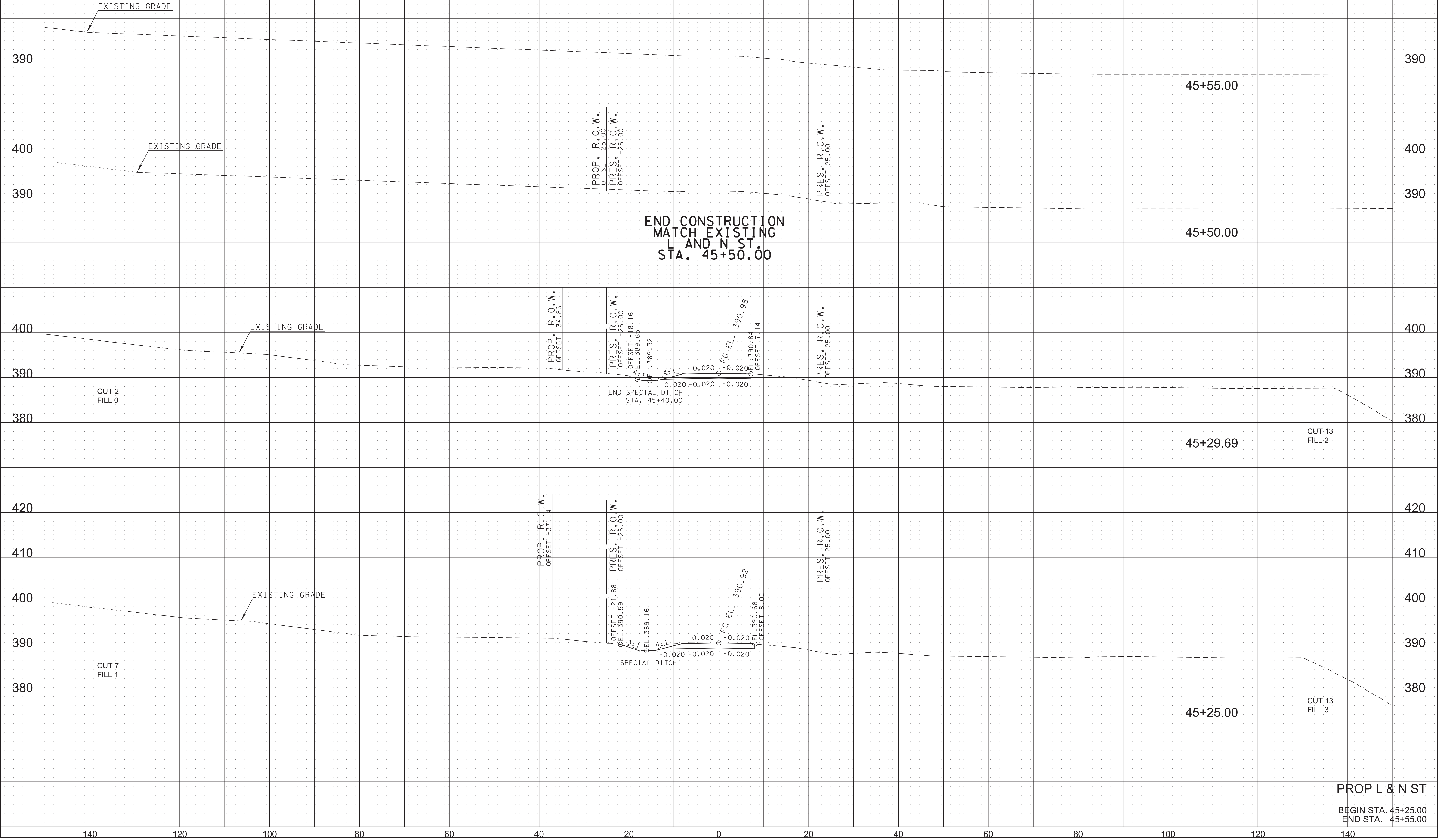
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	42
P.I.H.	2025	BRZ-2700(60)	42
PS&E	2025	BRZ-2700(60)	42

VOLUME
(C.Y.)

AREA
(S.F.)

¢
L AND N ST.



PROP L & N ST

BEGIN STA. 45+25.00
END STA. 45+55.00

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 6 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 0.75 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.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------|-----------|
| R.O.W. | 2024 | BRZ-2700(60) | T1 |
| P.I.H. | 2025 | BRZ-2700(60) | T1 |
| PS&E | 2025 | BRZ-2700(60) | T1 |
| | | | |
- SEALED BY


- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

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TRAFFIC CONTROL SIGN TABULATION														
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED	NO. REQUIRED	NO. REQUIRED	NO. REQUIRED	NO. REQUIRED	TOTAL	ITEM NO.	STANDARD	REMARKS
		L	X	W		PHASE I	PHASE II	PHASE III	PHASE IV	PHASE V	NO. REQUIRED	712-06 S.F.	DRAWING NO.	
M4-8	DETOUR	24"	X	12"	2	16	16				16	32		
M4-8A	END DETOUR	24"	X	18"	3	3	3				3	9		
M4-9L	DETOUR LEFT	30"	X	24"	5	5	5				5	25		
M4-9R	DETOUR RIGHT	30"	X	24"	5	6	6				6	30		
R11-2	ROAD CLOSED	48"	X	30"	10	3	2				3	30		
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"	X	30"	12.5	2	2				2	25		
W20-1	ROAD WORK AHEAD	36"	X	36"	9	2	2				2	18		
W20-3	ROAD CLOSED AHEAD	36"	X	36"	9	2	2				2	18		
W20-3	ROAD CLOSED 500 FT	36"	X	36"	9	3	2				3	27		
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.											TOTAL	214	S.F.	

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	T2
PIH	2025	BRZ-2700(60)	T2
PS&E	2025	BRZ-2700(60)	T2

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			27946-3406-94
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	16
712-05.01	WARNING LIGHTS (TYPE A)	EACH	16
712-05.03	WARNING LIGHTS (TYPE C)	EACH	58
712-06	SIGNS (CONSTRUCTION)	S.F.	214
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	204
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2

NOTES

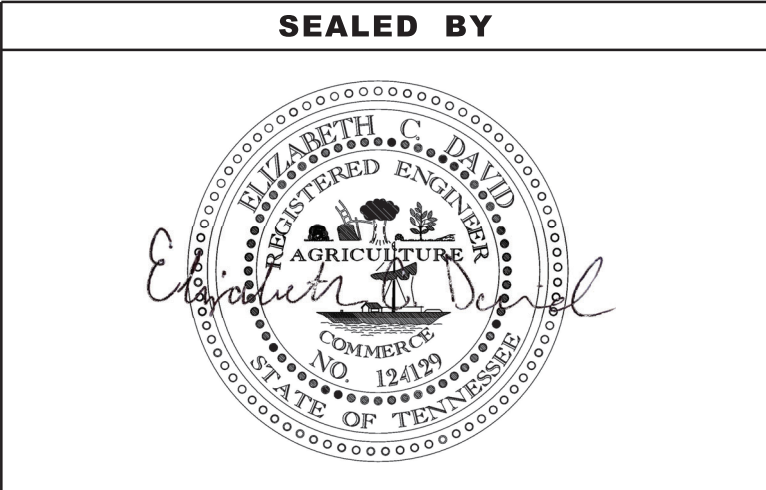
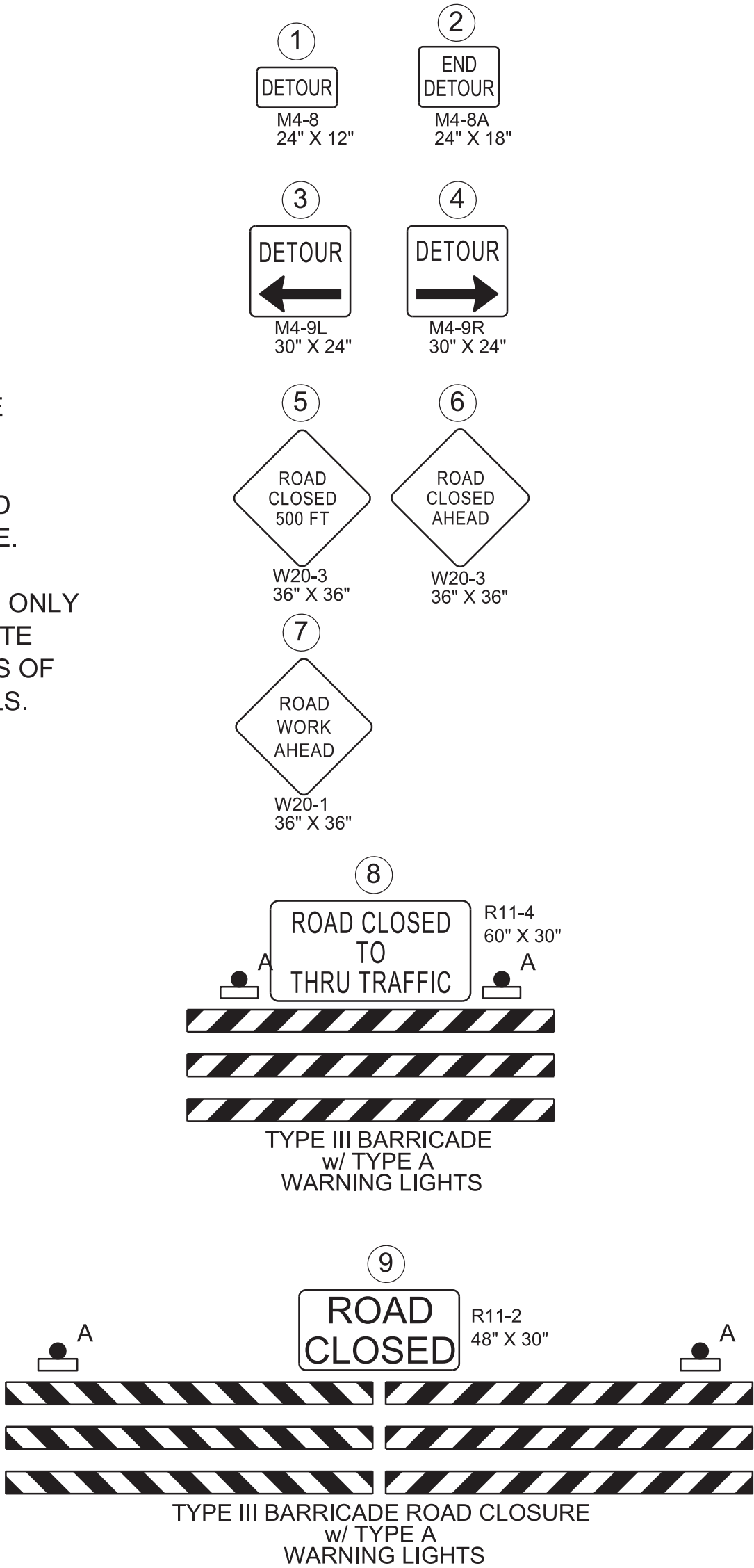
PHASE 1:
CONSTRUCT THE INTERSECTION OF PROP. L AND N ST. AND SALEM ST. AND ANY WORK ALONG THE ADJACENT AREAS OF L AND N ST., INCLUDING CROSS DRAIN, SPECIAL DITCHES, ECT. CONSTRUCT SALEM ST. ROADWAY NORTH OF PROPOSED L AND N ST. CONSTRUCT DRIVEWAYS ALONG SALEM ST. EXPAND THE ADJACENT AREAS ALONG SALEM ST., INCLUDING SIDE DRAINS, CATCH BASIN, STORM SEWER, SPECIAL DITCHES, ETC.

PHASE 2:
DEMOLISH AND REPLACE THE EXISTING STRUCTURE AS DIRECTED ON THE BRIDGE PLANS. EXPAND THE ADJACENT AREAS OF SALEM ST. AND L AND N ST., INCLUDING GUARDRAIL, SCARIFYING AND OBLITERATING EXISTING L AND N ST., ETC.

SPECIAL NOTES:
THIS PLAN IS NOT INTENDED TO RELIEVE OR SUPERSEDE THE RESPONSIBILITY OF THE CONTRACTOR TO PROPERLY INSTALL ALL WARRANTED TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THIS CONSTRUCTION SIGNING IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION. SEE STANDARD T-WZ-10 FOR GUIDANCE.

ACCESS TO SALEM ST. SHALL BE CLOSED THROUGHOUT ALL CONSTRUCTION PHASES. ONLY LOCAL TRAFFIC FOR SALEM ST. AND L AND N ST. WILL BE ALLOWED. ACCESS TO PRIVATE DRIVES ALONG SALEM ST. AND L AND N ST. SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. SEE DETOUR SHEET T5 FOR ADDITIONAL SIGNING AND ROUTE DETAILS.

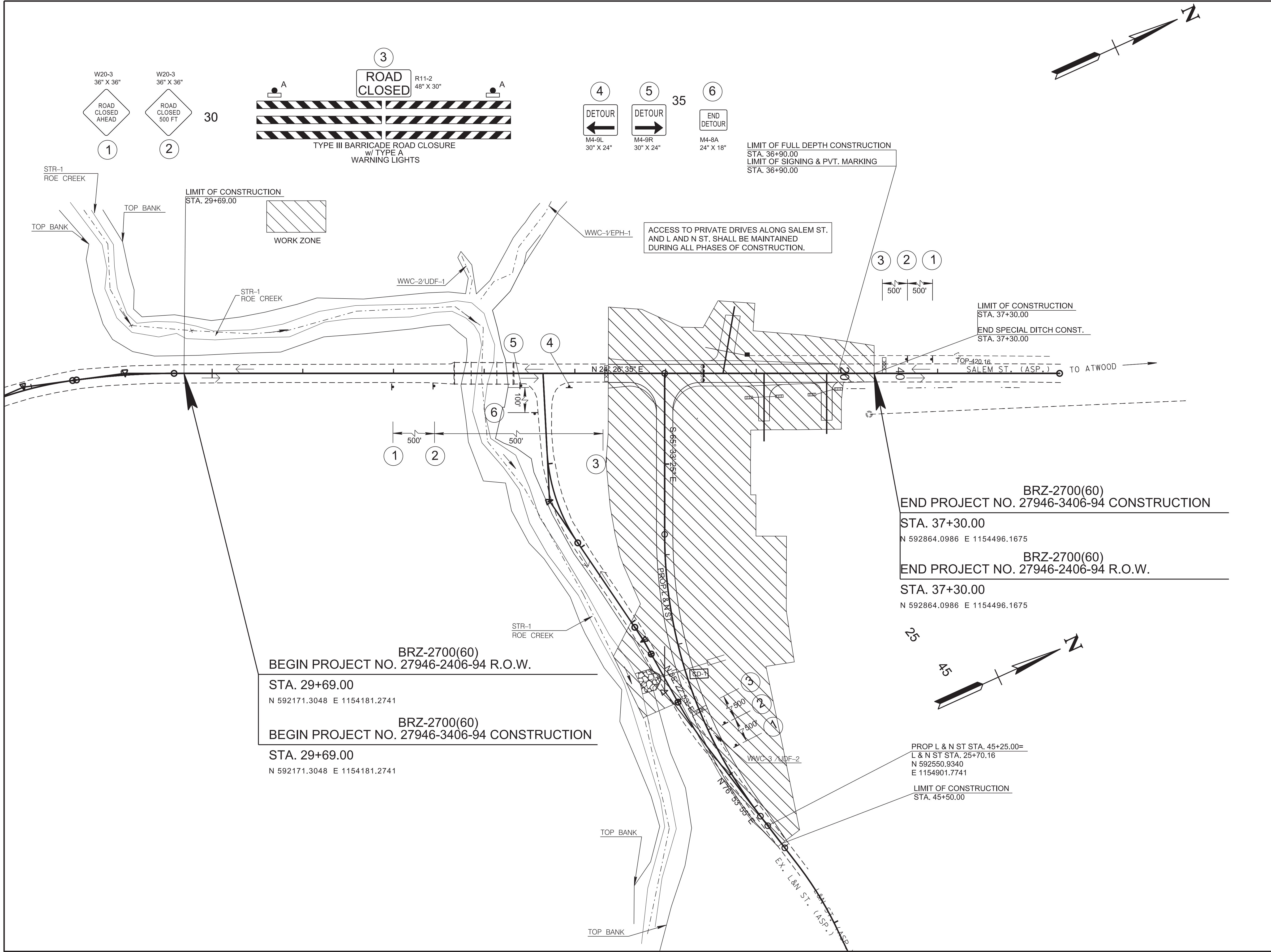
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	WARNING LIGHT (TYPE C) (LOW-INTENSITY FLASHING)
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW



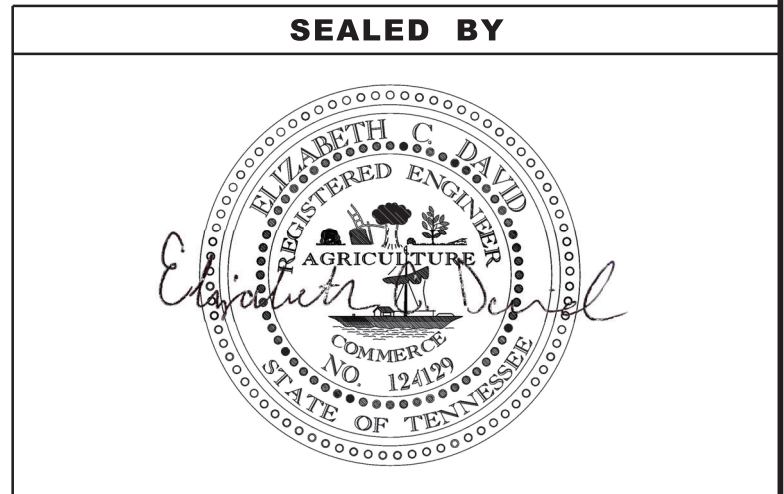
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES,
LEGEND AND
TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	T3
P.I.H.	2025	BRZ-2700(60)	T3
PS&E	2025	BRZ-2700(60)	T3

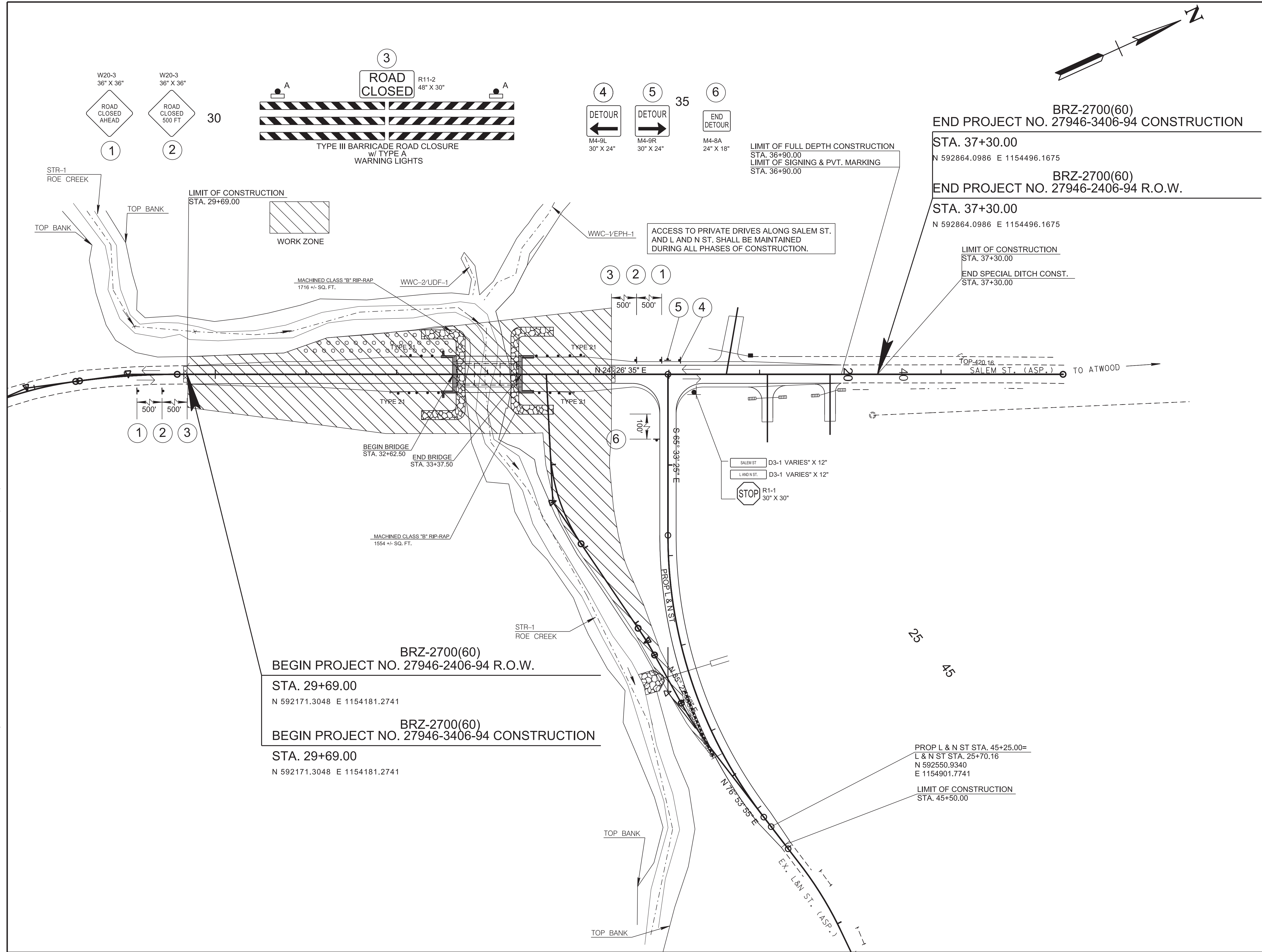


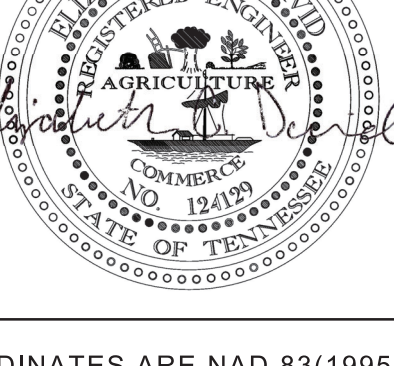
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL.

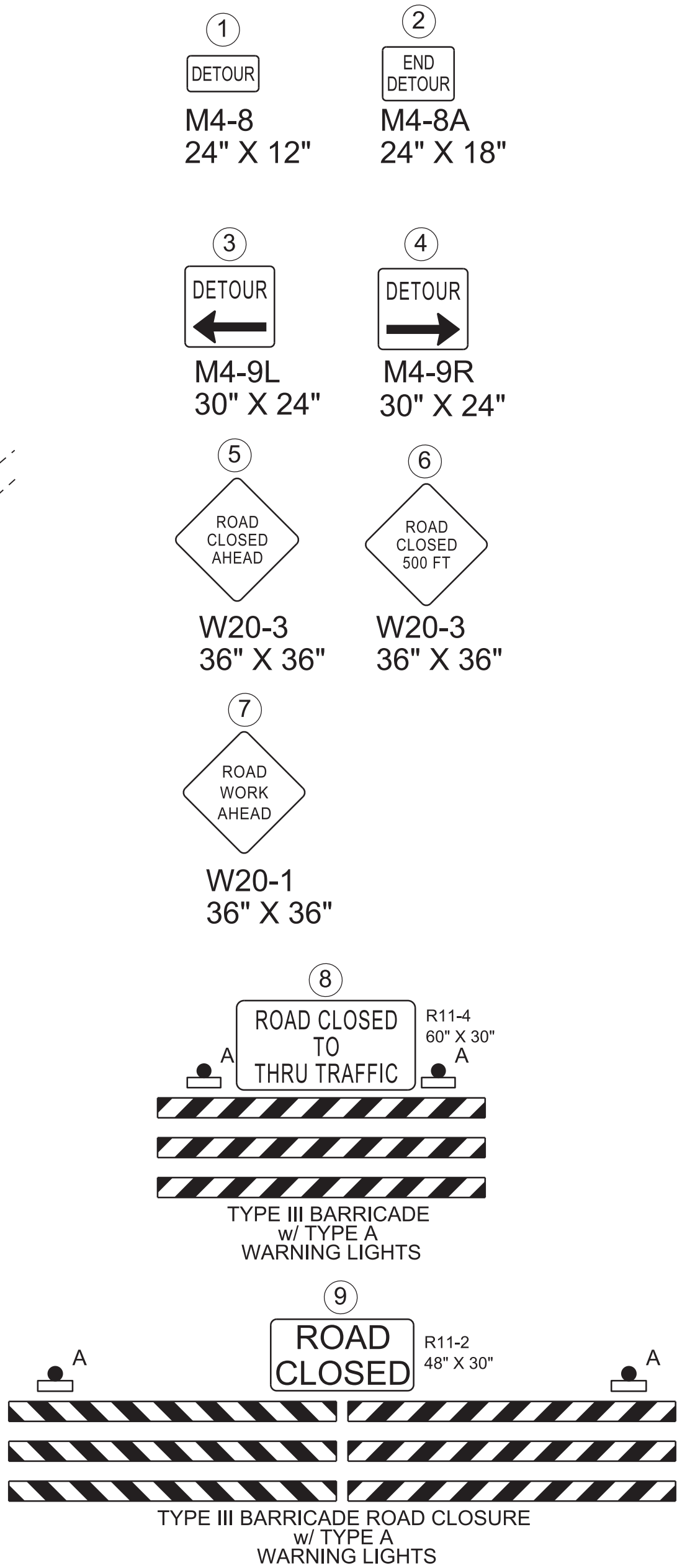
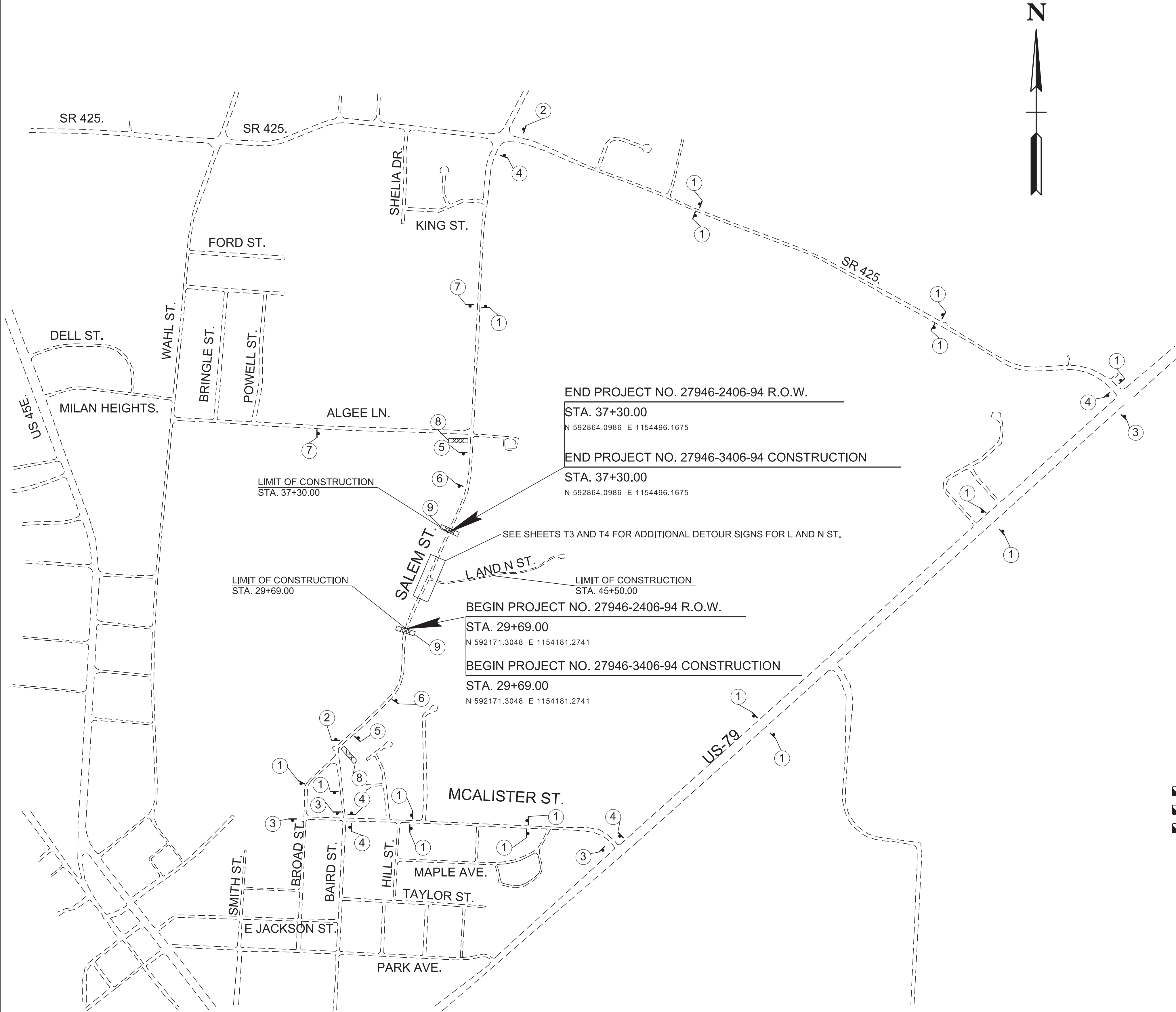
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS
PHASE 1
STA.28+00 TO STA.39+34.48
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	T4
P.I.H.	2025	BRZ-2700(60)	T4
PS&E	2025	BRZ-2700(60)	T4



	
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL.	
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL PLANS PHASE 2	
STA.28+00 TO STA.39+34.48	
SCALE: 1"=50'	



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2024	BRZ-2700(60)	T5
P.I.H.	2025	BRZ-2700(60)	T5
PS&E	2025	BRZ-2700(60)	T5

SEALED BY



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
SALEM DETOUR
SCALE: 1"=500'



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ali Omar

Digitally signed by Ali Omar
Date: 2025.08.12 12:52:49 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
JAMES K. POLK BUILDING, SUITE 1100
505 DEADERICK STREET
NASHVILLE, TN 37243
ALI OMAR, P.E. NO. 119955

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

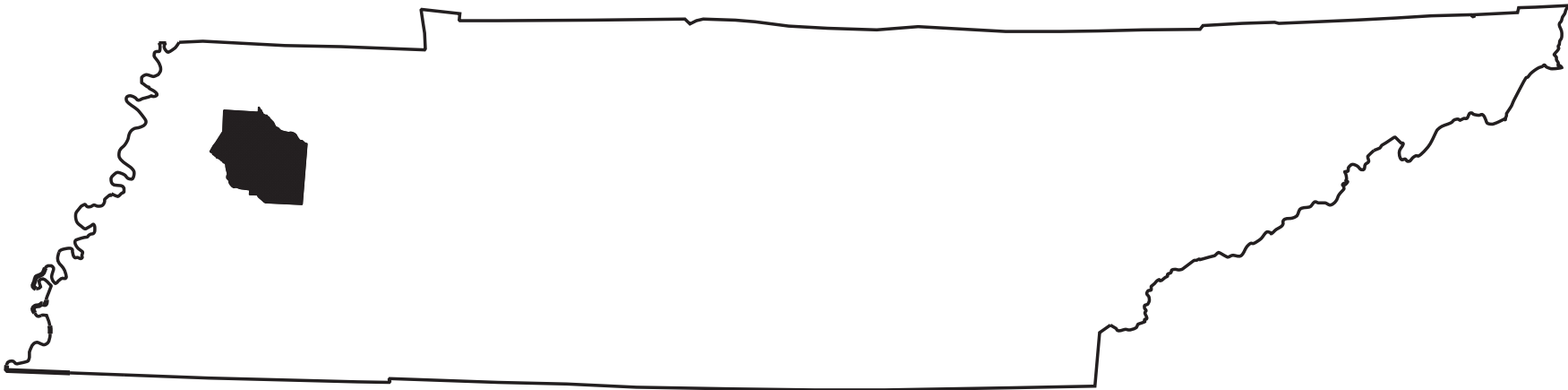
SHEET NAME	SHEET NO.
SIGNATURE SHEET	STRUCTURE-SIGN1
LAYOUT OF BRIDGE.....	U-97-953
GENERAL NOTES AND ESTIMATED QUANTITIES	U-97-954
SUPERSTRUCTURE	U-97-956
SUPERSTRUCTURE DETAILS	U-97-957
SUPERSTRUCTURE DETAILS	U-97-958
PRESTRESSED BOX BEAM DETAILS	U-97-959
ABUTMENT NO. 1	U-97-960
ABUTMENT NO. 1 DETAILS.....	U-97-961
ABUTMENT NO. 2.....	U-97-962
ABUTMENT NO. 2 DETAILS.....	U-97-963
BILL OF STEEL	U-97-965

YEAR	PROJECT NO.	SHEET NO.
2025	BRZ-2700(60)	STRUCTURE-SIGN1

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
SIGNATURE SHEET

\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$DGN\$PEC\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	BRZ-2700(60)	B-1



GIBSON COUNTY

X081

SALEM STREET
OVER
ROE CREEK
BRIDGE ID NO. 27015850001
STATION 33+00.00

SIMPLE PRECAST
PRESTRESSED CONCRETE
BOX BEAM (36"x36")
WITH COMPOSITE
CONCRETE DECK SLAB

TOTAL BRIDGE
LENGTH = 75'-0"

28'-0" ROADWAY WITH
STD-11-1 PARAPETS
5'-0" SIDEWALKS
40'-0" OUT TO OUT

90° 00' 00" SKEW

LAYOUT
DWG. NO. U-97-953

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL
202-01.05	REMOVAL OF ASBESTOS (EXIST. BR. I.D. NO. 27015850001)	L.S.	1
202-04.01	REMOVAL OF STRUCTURES (EXIST. BR. I.D. NO. 27015850001)	L.S.	1
204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	134
303-01.02	GRANULAR BACKFILL (BRIDGES)	TONS	28
604-02.03	EPOXY COATED REINFORCING STEEL	LB.	23,250
604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	91
604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	9,159
604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	198
604-03.09	CLASS D CONCRETE	C.Y.	97
604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	307
606-09.01	TEST PILES (PRECAST CONCRETE, SIZE 1)	L.F.	125
606-09.02	LOADING TEST (PRECAST CONCRETE, SIZE 1)	EA.	1
606-09.03	PRECAST CONCRETE PILES (SIZE 1)	L.F.	840
606-12.01	PILE ANCHORAGE SYSTEM	EA.	14
615-02.17	PRESTRESSED CONCRETE BOX BEAM (36" X 36")	L.F.	360
620-05	CONCRETE PARAPET WITH STRUCTURAL TUBING	L.F.	204
710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	120
710-09.02	6" PIPE UNDERDRAIN	L.F.	60

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET.....	STRUCTURE-SIGN1.....	
INDEX OF DRAWINGS.....	B-1	
LAYOUT OF BRIDGE.....	U-97-953	
GENERAL NOTES AND ESTIMATED QUANTITIES.....	U-97-954	
FOUNDATION DATA.....	U-97-955	
SUPERSTRUCTURE.....	U-97-956	
SUPERSTRUCTURE DETAILS.....	U-97-957	
SUPERSTRUCTURE DETAILS.....	U-97-958	
PRESTRESSED BOX BEAM DETAILS.....	U-97-959	
ABUTMENT NO. 1.....	U-97-960	
ABUTMENT NO. 1 DETAILS.....	U-97-961	
ABUTMENT NO. 2.....	U-97-962	
ABUTMENT NO. 2 DETAILS.....	U-97-963	
FINAL FOUNDATION DATA.....	U-97-964	
BILL OF STEEL.....	U-97-965	

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS.....	STD-1-5	06-05-2023
STANDARD PILE DETAILS.....	STD-5-1	
STANDARD SEISMIC DETAILS.....	STD-6-1	12-08-2023
STANDARD REINFORCEMENT BAR SUPPORT DETAILS FOR CONCRETE SLABS.....	STD-9-1	10-07-2008
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS.....	STD-10-1	06-05-2023
MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS.....	STD-10-2	06-05-2023
BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING.....	STD-11-1	04-15-2020
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS.....	STD-14-3	03-06-2024

LIST OF SPECIAL PROVISIONS REGARDING

PROV. NO.	LAST REV. DATE
REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM).....	202ACM 07-07-2014

LIST OF REFERENCE DRAWINGS

(EXISTING BRIDGE PLANS)	
LAYOUT OF BRIDGE.....	K-51-51
PRECAST SLAB BRIDGE.....	F-10-31
PRECAST SLAB BRIDGE.....	H-5-7
PRECAST SLAB BRIDGE.....	H-5-8
TIMBER PILE BENTS FOR PRECAST SLAB BRIDGE.....	H-5-9
TIMBER PILE BENTS WITH TIMBER CAPS & CONCRETE CAP FOR PRECAST CONCRETE DECK.....	F-10-32

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF
DRAWINGS

PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-		
-	-		
-	-		
-	-		
-	-		

LAST
REV. DATE

LIST OF DRAWINGS

DWG. NO.	
U-97-953	LAYOUT OF BRIDGE.....
	GENERAL NOTES AND ESTIMATED QUANTITIES
U-97-954	FOUNDATION DATA
U-97-955	SUPERSTRUCTURE
U-97-956	SUPERSTRUCTURE DETAILS
U-97-957	SUPERSTRUCTURE DETAILS.....
U-97-958	PRESTRESSED BOX BEAM DETAILS.....
U-97-959	ABUTMENT NO. 1.....
U-97-960	ABUTMENT NO. 1 DETAILS.....
U-96-961	ABUTMENT NO. 2.....
U-97-962	ABUTMENT NO. 2 DETAILS.....
U-97-963	FINAL FOUNDATION DATA.....
U-97-964	BILL OF STEEL.....
U-97-965	

LAST
REV. DATE

LIST OF STANDARD DRAWINGS

DWG. NO.		
STD-1-5	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS.....	06-05-2023
STD-5-1	STANDARD PILE DETAILS.....	
STD-6-1	STANDARD SEISMIC DETAILS.....	12-08-2023
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STD-10-1	MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS.....	06-05-2023
STD-10-2	BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING.....	04-15-2020
STD-11-1	STANDARD DETAILS FOR PRESTRESSED BOX BEAMS.....	03-06-2024
STD-14-3		

LAST
REV. DATE

LIST OF SPECIAL PROVISIONS

PROV. NO.		
202ACM	REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM)....	07-07-2014

SEALED BY



2045 ADT = 1420
ROADWAY WIDTH = 28'-0"
STD-11-1 BRIDGERAILS
AND 5'-0" SIDEWALKS
DESIGN SPEED = 35 MPH

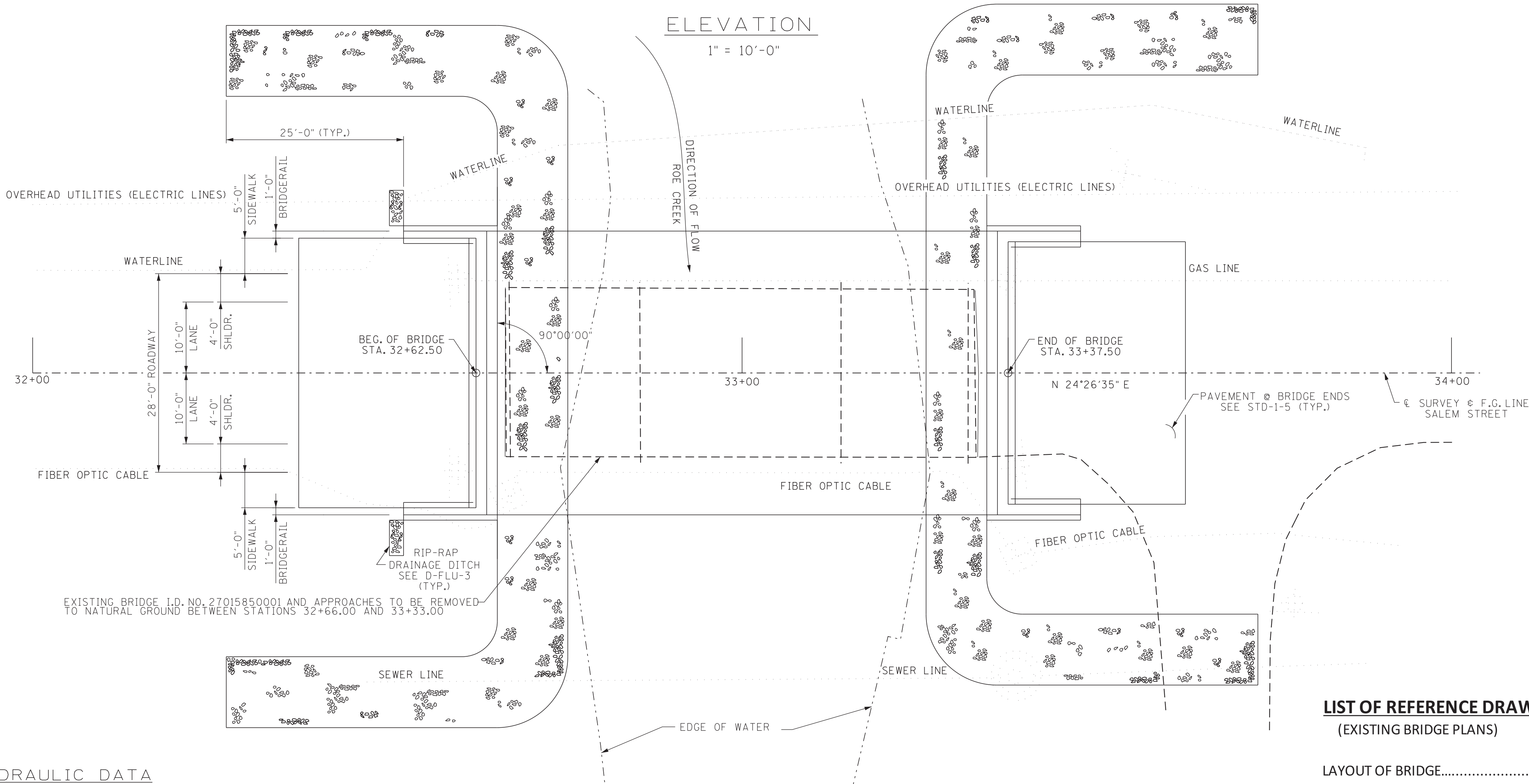
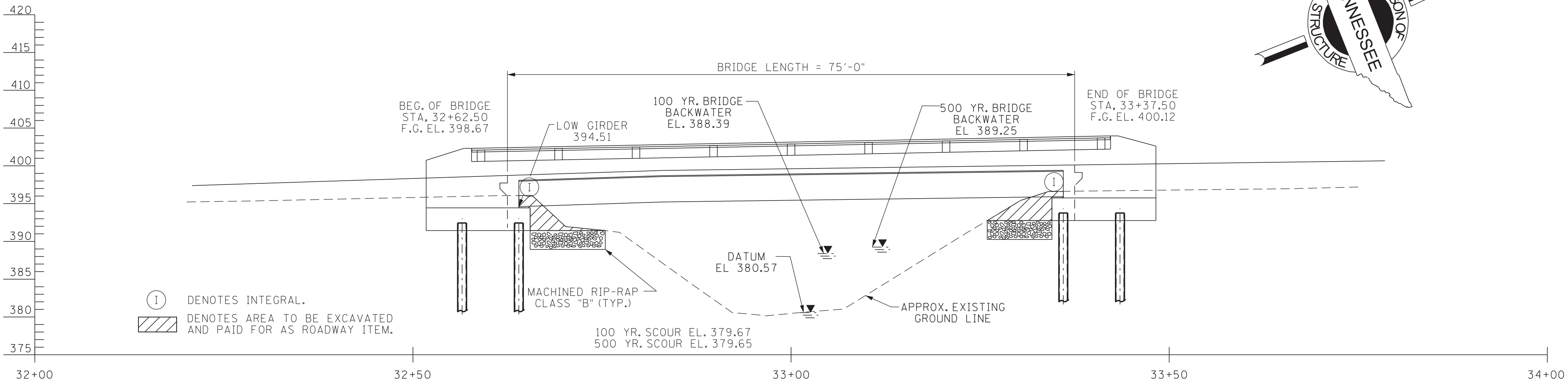
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-953

CORRECT

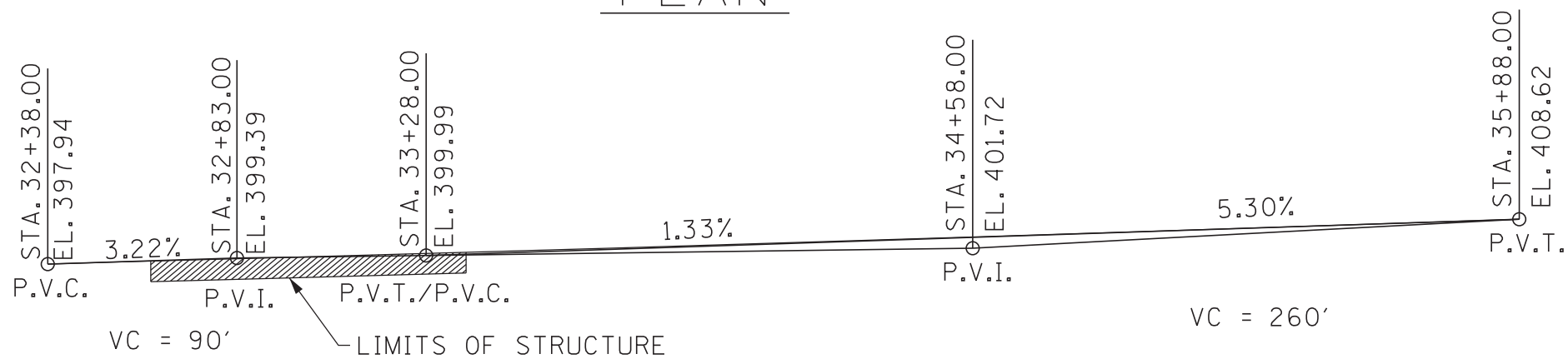
Ded A Krianyewyaz
ENGINEER OF STRUCTURES



HYDRAULIC DATA

DRAINAGE AREA = 1.61 MI.²
DESIGN DISCHARGE (100 YR.) = 1,420 CFS
WATER AREA PROVIDED BELOW EL. 388.39 = 199.07 FT²
100 YR. BRIDGE BACKWATER = 0.11 FT @ EL. 388.39 FT
100 YEAR VELOCITY = 7.13 FPS
ROADWAY OVERTOPPING = EL. 394.27 FT
100 YEAR DISCHARGE = 1420 CFS @ EL. 388.39 FT
500 YEAR DISCHARGE = 1730 CFS @ EL. 389.25 FT

PIN NO.: 122135.00
DESIGN BY: ALI OMAR DATE: 01/2023
DRAWN BY: A. HUNTER DATE: 11/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024



GRADE SKETCH
(SALEM STREET)
(NTS)

LIST OF REFERENCE DRAWINGS
(EXISTING BRIDGE PLANS)

DWG. NO.	
K-51-51	LAYOUT OF BRIDGE.....
F-10-31	PRECAST SLAB BRIDGE.....
H-5-7	PRECAST SLAB BRIDGE.....
H-5-8	PRECAST SLAB BRIDGE.....
H-5-9	TIMBER PILE BENTS FOR PRECAST SLAB BRIDGE.....
H-5-9	TIMBER PILE BENTS WITH TIMBER CAPS & CONCRETE CAP FOR PRECAST CONCRETE DECK.....
F-10-32	

GENERAL NOTES

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

DESIGN SPECIFICATIONS: 9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

LOADING:

A. HL-93 LIVE LOADING

B. SEISMIC DESIGN CATEGORY "C" WITH A_S= 0.388, S_DS=0.824, S_D1=0.352, (1000 YEAR RETURN PERIOD).

C. DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.

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

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

BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD 1 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.

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

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

FRICTION PILES: TO BE SIZE 1 PRECAST CONCRETE PILES AT ABUTMENTS. AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH ABUTMENT AT THE LOCATION DESIGNATED ON DRAWING NO. U-97-964. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE IN ABUTMENT NO. 1. FROM THE RESULTS OF THE LOAD TEST, THE ENGINEER OF STRUCTURES WILL DETERMINE THE REQUIRED LENGTH OF THE PRODUCTION PILES AND MINIMUM REQUIRED BEARING. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON THIS SHEET.

THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. IN ADDITION, TEST PILES TO BE LOAD TESTED SHALL BE INSTALLED TO AT LEAST THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH. ALL OTHER TEST PILES SHALL BE INSTALLED TO AT LEAST 1.5 TIMES THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH. ALL PRODUCTION PILES SHALL BE INSTALLED FULL LENGTH UNLESS EXCESSIVELY HARD DRIVING WHICH MIGHT DAMAGE THE PILES IS ENCOUNTERED. IF THE PRODUCTION PILES DO NOT ACHIEVE THE MINIMUM REQUIRED BEARING, THE ENGINEER OF STRUCTURES WILL DETERMINE IF ADDITIONAL PILES ARE REQUIRED.

IN THE EVENT THAT DRIVING THE TEST PILE TO AT LEAST THE MINIMUM TIP ELEVATION OR DRIVING THE PRODUCTION PILE FULL LENGTH MIGHT DAMAGE THE PILE BECAUSE OF EXCESSIVELY HARD DRIVING, THE CONTRACTOR SHALL USE OTHER METHODS APPROVED BY THE ENGINEER FOR INSTALLING THE PILES SUCH AS JETTING OR PRE-DRILLING HOLES. HOWEVER, ALL PILES MUST BE DRIVEN BY HAMMER FOR THE LAST FEW FEET OF PENETRATION. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR PRE-DRILLING HOLES OR FOR JETTING PILING TO OBTAIN THE REQUIRED PILE PENETRATION.

THE PILE LOAD TEST SHALL BE A QUICK LOAD TEST CONDUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE PILE LOAD TEST APPARATUS FOR APPLYING LOADS AND MEASURING MOVEMENT SHALL MEET THE REQUIREMENTS OF ASTM D1143, STANDARD TEST METHODS FOR DEEP FOUNDATION ELEMENTS UNDER STATIC AXIAL COMPRESSIVE LOAD. WHEN INSUFFICIENT CLEARANCE IS AVAILABLE WITHIN AN EXCAVATION, THE CLEARANCE REQUIREMENTS IN ARTICLE 9.1.1 MAY BE REDUCED, BUT ONLY WITH PRIOR APPROVAL OF THE ENGINEER.

ALTERNATE FRICTION PILES: WITH THE EXCEPTION OF PILE BENTS, THE CONTRACTOR MAY USE AN ALTERNATE PILE TYPE OR SIZE FROM THAT SHOWN ON THE PLANS PROVIDED THE SUBSTITUTION MEETS MINIMUM DESIGN STANDARDS AND SPECIFICATIONS AND IS APPROVED BY THE ENGINEER. FOR PILE BENTS, ANY PROPOSAL OF THE CONTRACTOR TO USE AN ALTERNATE PILE TYPE OR SIZE SHALL BE CONSIDERED VALUE ENGINEERING.

STREAM CHANNEL: ANY WORK WITHIN THE STREAM CHANNEL AREA (RIP-RAP PLACEMENT, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR TEMPORARY DIVERSION CHANNELS (EC-STR-31) AND TEMPORARY DIVERSION CULVERTS (EC-STR-32) FOR SINGLE BARREL CULVERT CONSTRUCTION.

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

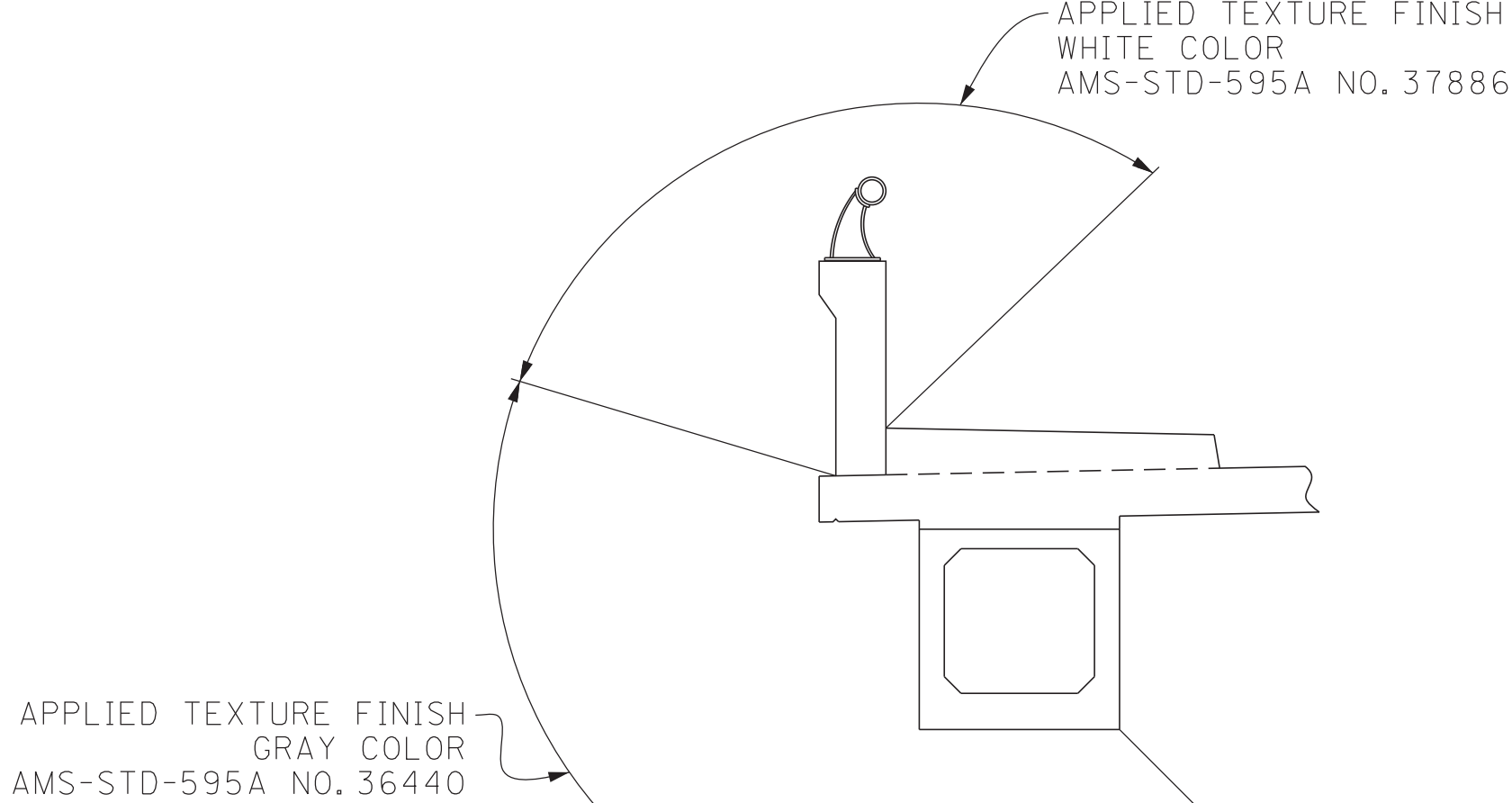
SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING STD-11-1. THE PARAPETS SHALL BE FORMED AND CAST PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE.

RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS B IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO.709-05.08

VALUE ENGINEERING ALTERNATE BRIDGE DESIGN CRITERIA: ALTERNATE BRIDGE DESIGN PROPOSALS MAY NOT DIMINISH THE FUNCTIONAL OR STRUCTURAL EQUIVALENCY OF THE BRIDGE AND MUST MEET OR EXCEED THE CAPACITIES OF THE CONTRACT PLANS STRUCTURE AT ALL LIMIT STATES IN AASHTO TABLE 3.4.1-1. ADDITIONALLY, THE WATERWAY OPENING AND FLOOD CLEARANCES MAY NOT BE REDUCED. FOR GRADE SEPARATIONS, THE HORIZONTAL CLEARANCES MAY NOT BE REDUCED, NOR MAY THE VERTICAL CLEARANCES BE LESS THAN THE MINIMUM ACCEPTABLE FOR THE TYPE FACILITY CROSSED.

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



APPLIED TEXTURE FINISH SKETCH
(TYP. @ CANTILEVERS)

NOTE: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXPOSED SURFACES OF THE WINGWALLS, ABUTMENT BEAM AND EXTERIOR PORTIONS OF THE ENDWALLS SHALL RECEIVE AN APPLIED TEXTURE FINISH (GRAY, AMS-STD-595A, COLOR NO. 36440).

ESTIMATED QUANTITIES NOTES

- NOTE:** LUMP SUM: TO INCLUDE REMOVAL OF EXISTING BRIDGE NO.27015850001 AND APPROACHES TO NATURAL GROUND BETWEEN STATIONS 32+66 AND 33+33. EXISTING BRIDGE CONSIST OF 3 SPANS CONCRETE BRIDGE WITH TIMBER BENT AND CONCRETE ABUTMENTS. EXISTING BRIDGE LENGTH IS 67 FT AND EXISTING BRIDGE WIDTH OUT-TO-OUT IS 25 FT.
- NOTE:** PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.
- NOTE:** SEE PROJECT COMMITMENTS AND SPECIAL PROVISION 202ACM.
- NOTE:** EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS.
- NOTE:** THE COST OF BITUMINOUS-FIBERBOARD AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.
- NOTE:** COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED BEAM.
- NOTE:** COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.
- NOTE:** COST OF PREPARATION OF THE TOP OF PILE FOR SEISMIC REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 606-12.01. SEE STANDARD DRAWING STD-6-1 FOR DETAILS. THE PILE AND TEST PILE LENGTHS SHOWN ON THE PLANS DO NOT INCLUDE THE 2 FEET REQUIRED FOR SEISMIC ATTACHMENT.
- NOTE:** GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABUTMENT NO. 1	ABUTMENT NO. 2
202-01.05	REMOVAL OF ASBESTOS (EXIST. BR. I.D. NO. 27015850001)	L.S.	1			
202-04.01	REMOVAL OF STRUCTURES (EXIST. BR. I.D. NO. 27015850001)	L.S.	1			
204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	134		67	67
303-01.02	GRANULAR BACKFILL (BRIDGES)	TONS	28		14	14
604-02.03	EPOXY COATED REINFORCING STEEL	LB.	23,250	20,192	1,529	1,529
604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	91	21	31	39
604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	9,159		4,567	4,592
604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	198		99	99
604-03.09	CLASS D CONCRETE	C.Y.	97	84	10	3
604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	307	229	39	39
606-09.01	TEST PILES (PRECAST CONCRETE, SIZE 1)	L.F.	125		60	65
606-09.02	LOADING TEST (PRECAST CONCRETE, SIZE 1)	EA.	1		1	
606-09.03	PRECAST CONCRETE PILES (SIZE 1)	L.F.	840		400	440
606-12.01	PILE ANCHORAGE SYSTEM	EA.	14		7	7
615-02.17	PRESTRESSED CONCRETE BOX BEAM (36" X 36")	L.F.	360			
620-05	CONCRETE PARAPET WITH STRUCTURAL TUBING	L.F.	204			
710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	120		60	60
710-09.02	6" PIPE UNDERDRAIN	L.F.	60		30	30

PILE DATA TABLE					
LOCATION	DESIGN LOAD (TONS)	TEST PILE CUT-OFF ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	TEST PILE LENGTH (FT.)	MINIMUM PILE TIP ELEVATION (FT.)
ABUTMENT NO. 1	110	392.31	50	60	345.00
ABUTMENT NO. 2	110	393.69	55	65	344.00

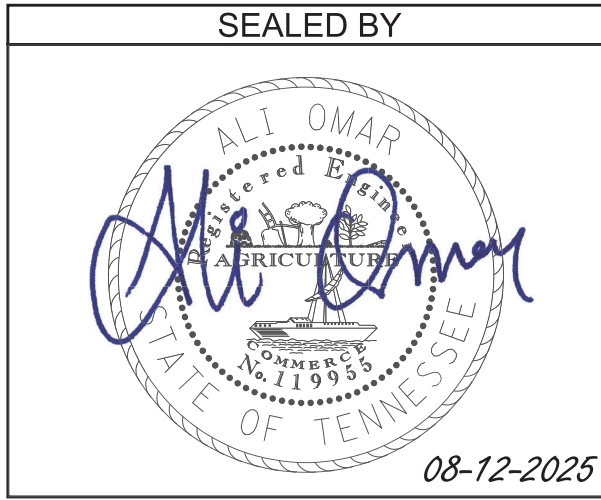
PIN NO.: 122135.00

DESIGN BY: ALL OMAR DATE: 01/2023

DRAWN BY: P. MOSHER DATE: 11/2024

SUPERVISED BY: D.E./D.S. DATE: 11/2024

CHECKED BY: DAN SHIKE DATE: 11/2024



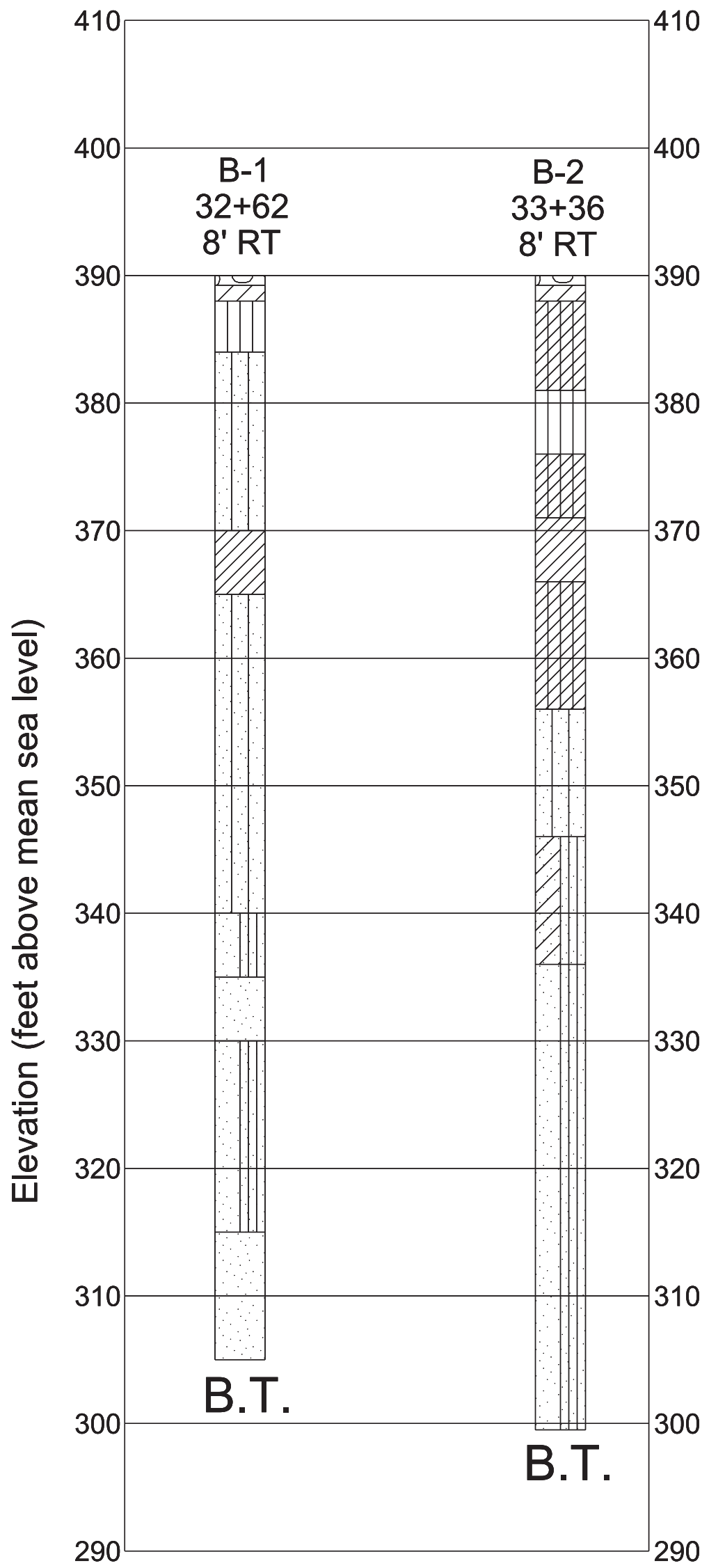
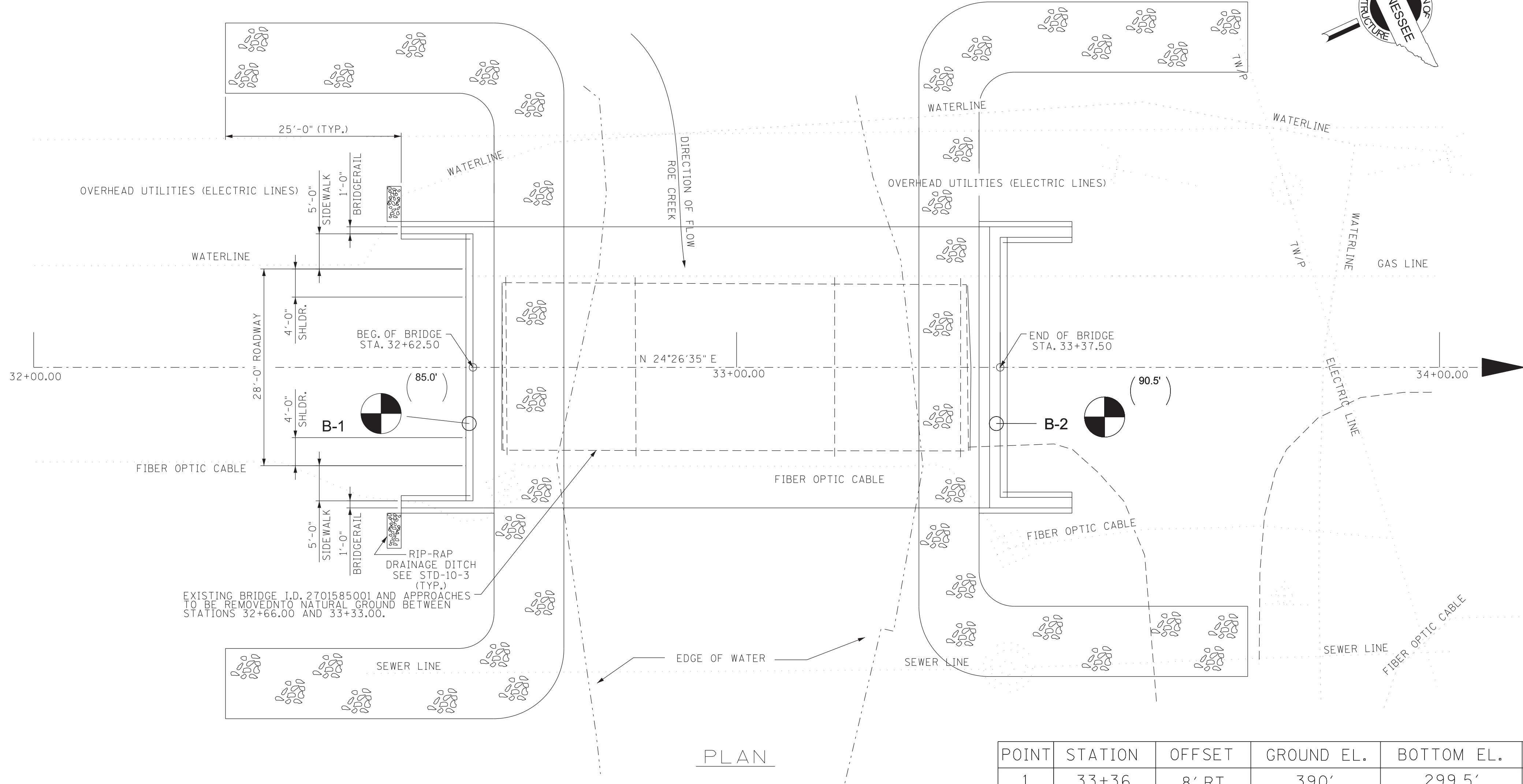
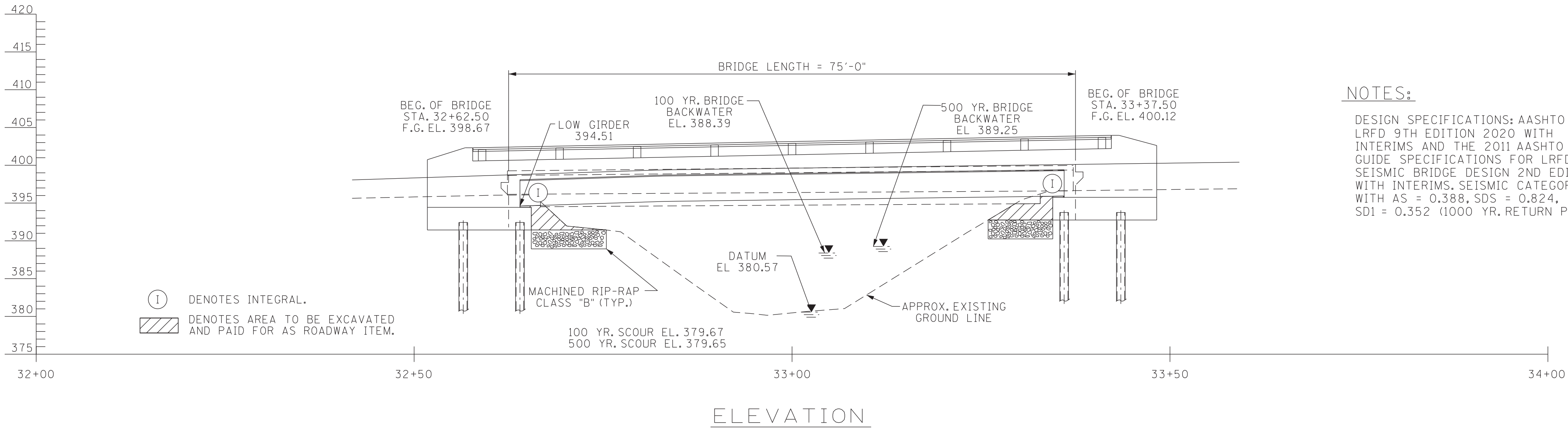
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES AND
ESTIMATED QUANTITIES
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-954

5/9/2025 7:31:23 AM C:\USERS\JJ06922\ONEDRIVE - TENNESSEE\DOCUMENTS\ALL PROJECTS\0-R3 AND R4\GIBSON\122135.00\BRIDGES\27015850001\DESIGN\FOUNDATION DATA\FOUNDATION REPORT\27015850001\FD-GEOTECH.DGN

CONST. NO.: 27946-3406-94

PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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LEGEND

- ASPHALT
- MAN-MADE FILL
- CLAY (TYPE A MATERIAL)
- SILTY CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
- SAND (TYPE A MATERIAL)
- CLAYEY SAND (TYPE A MATERIAL)
- SILTY SAND (TYPE A MATERIAL)
- SAND WITH SILT (TYPE A MATERIAL)

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTY'S. SHEET.
B.T.= BORING TERMINATED

LEGEND

- B-1 () BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

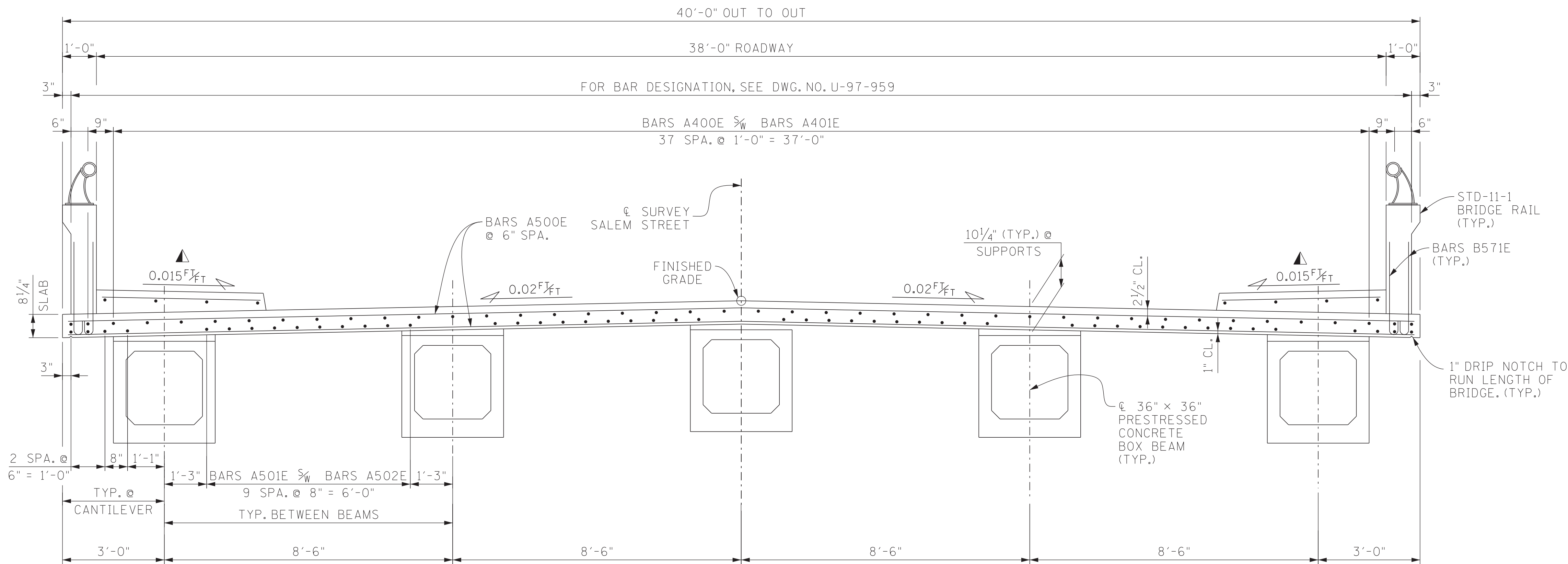
POINT	STATION	OFFSET	GROUND EL.	BOTTOM EL.	ROCK EL.
1	33+36	8' RT.	390'	299.5'	N/A
2	32+62	8' RT.	390'	305'	N/A

PIN NO.: 122135.00
DESIGN BY: AAO DATE: 08/13/2024
DRAWN BY: AAO DATE: 08/13/2024
SUPERVISED BY: DS/DE DATE: 08/13/2024
CHECKED BY: DS DATE: 08/13/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-955

PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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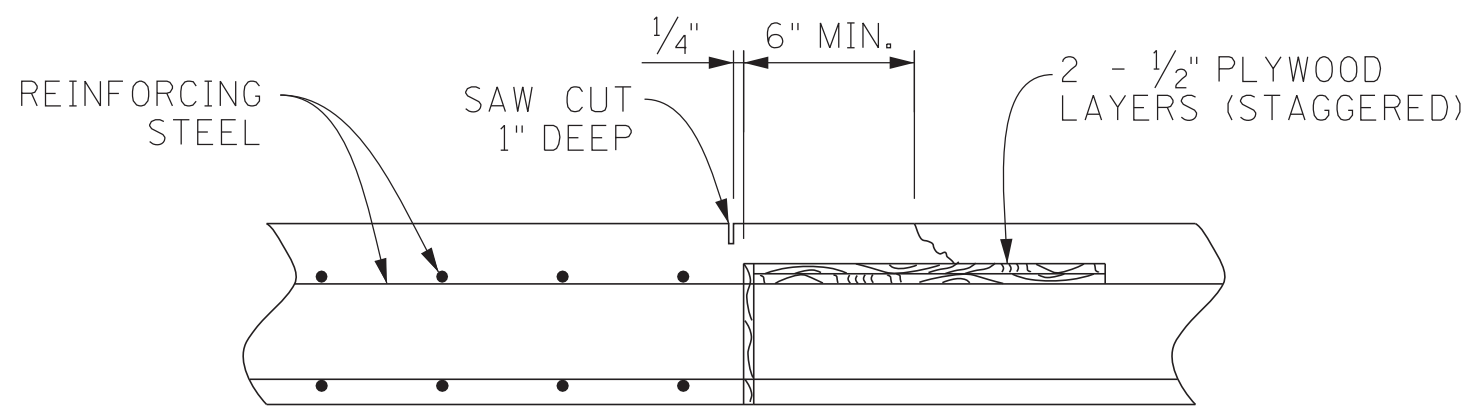
NOTE: NO PORTION OF THE PARAPETS SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: PRESTRESSED DECK PANELS ARE NOT ALLOWED.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE RAIL. THE BRIDGE RAIL SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. WHEN POURING BRIDGE RAIL, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR HANDRAILS. ALSO SEE STD. DWG. NO. STD-11-1

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE BEAMS.

TYPICAL CROSS-SECTION

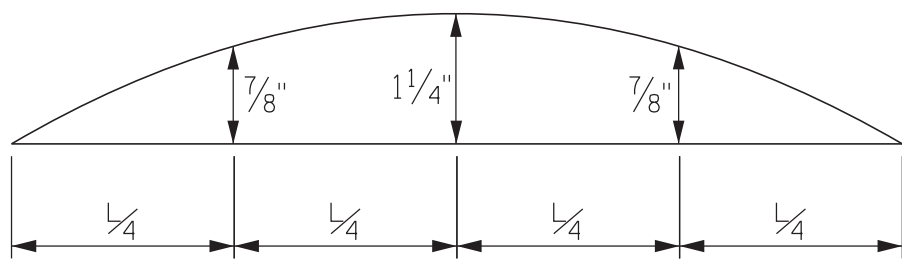


SLAB CONSTRUCTION JOINT DETAIL

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

- NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
- THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

NOTE: ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

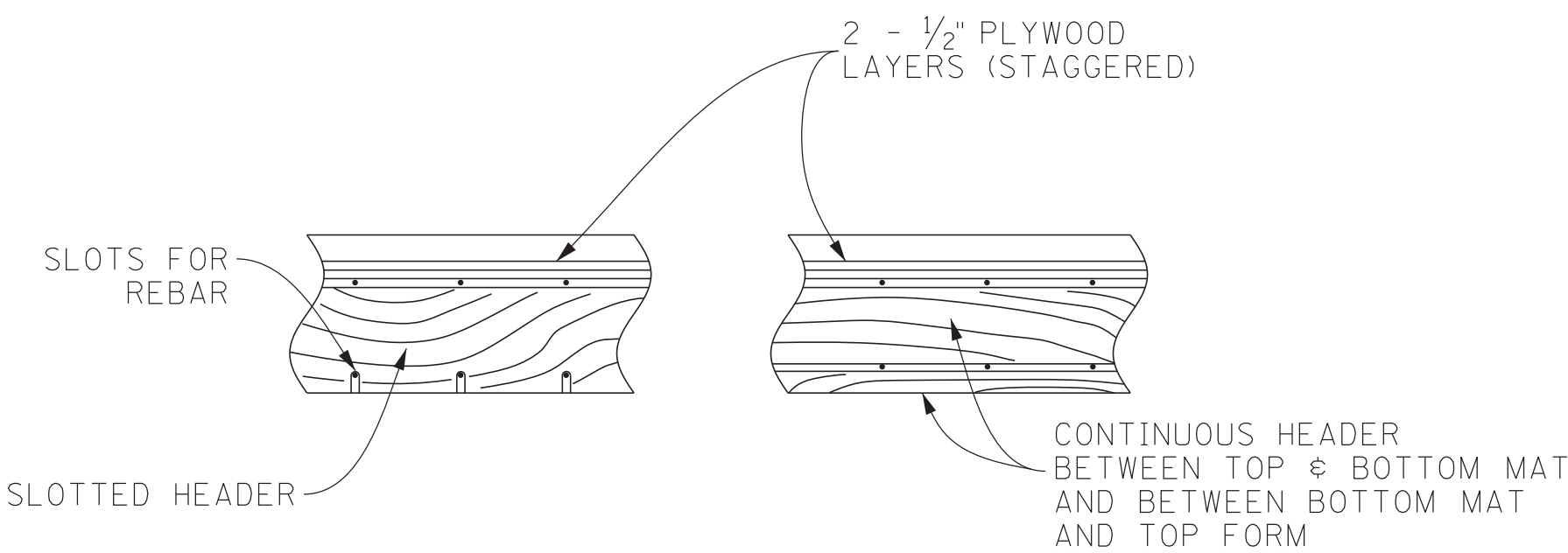


DEAD LOAD CORRECTION CURVE

DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLABS ARE IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

ESTIMATED QUANTITIES

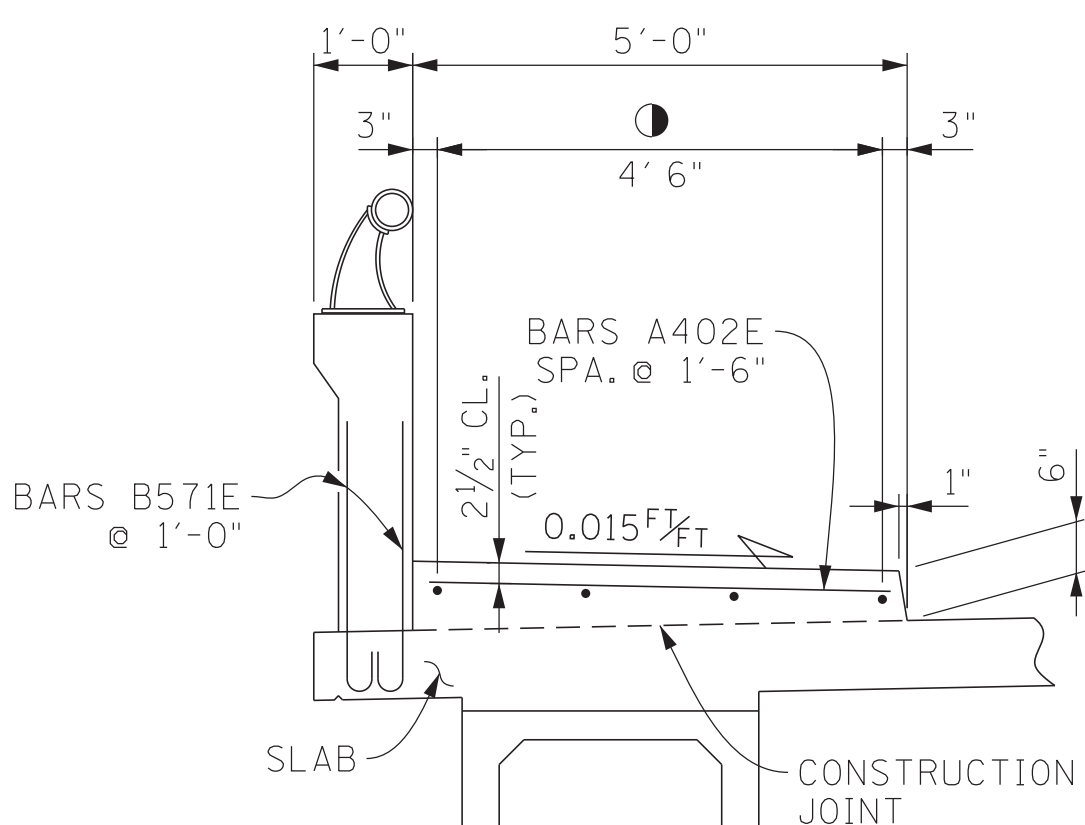
CLASS A CONCRETE (SIDEWALK) C.Y.	CLASS D CONCRETE BRIDGE DECK C.Y.	EPOXY COATED REINFORCING STEEL LB.
21	84	20,192



ALTERNATE "A"

ALTERNATE "B"

ALTERNATE HEADER DETAILS



▲ SIDEWALK DETAIL

NOTE: SIDEWALKS TO EXTEND ALONG PAVEMENT AT BRIDGE ENDS. ALL SIDEWALK CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM 604-03.01

NOTE: SIDEWALK IS TO BE POURED AFTER BRIDGERAIL IS IN PLACE. THIS DETAIL ALSO APPLIES TO THE SIDEWALK IN THE PAVEMENT AT BRIDGE ENDS. (SEE STD. DWG. STD-1-7).

NOTE: SEE END OF SIDEWALK TAPER DETAIL AT END OF BRIDGE PAVEMENT ON DWG. NO. U-97-957.

● DENOTES: BARS A400E $\frac{S}{W}$ BAR A403E (TYP.)

SEALED BY



08-12-2025

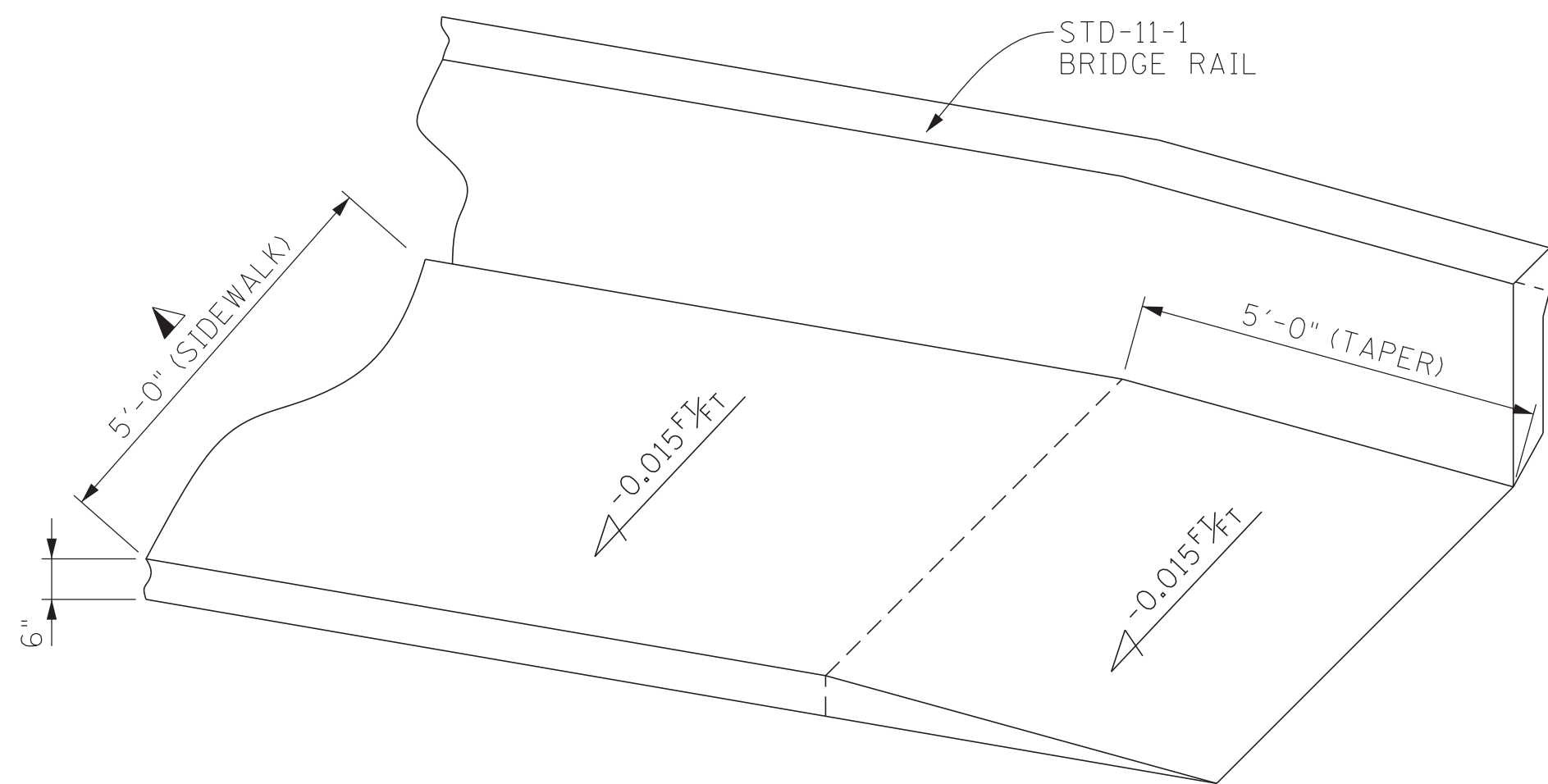
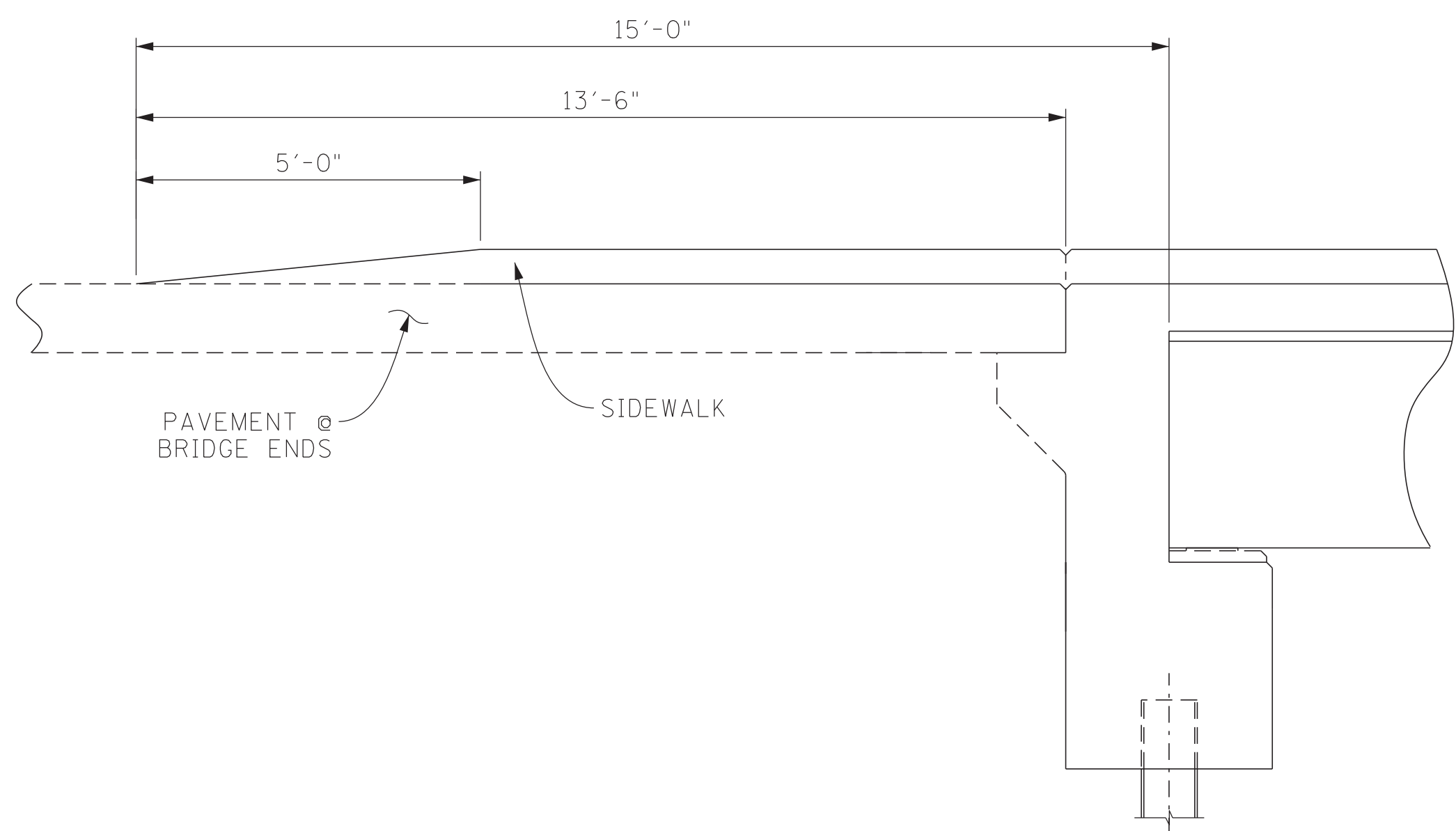
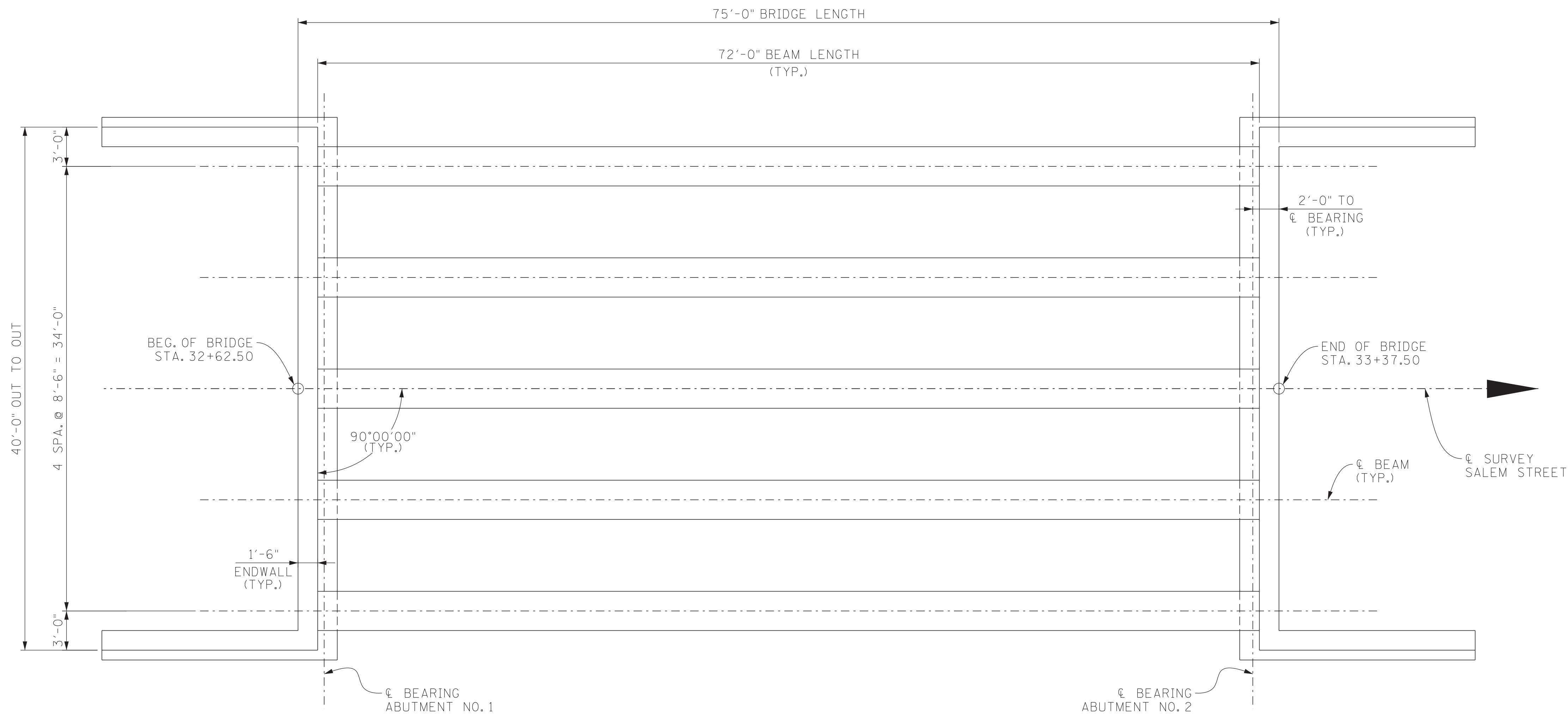
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SUPERSTRUCTURE
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025**

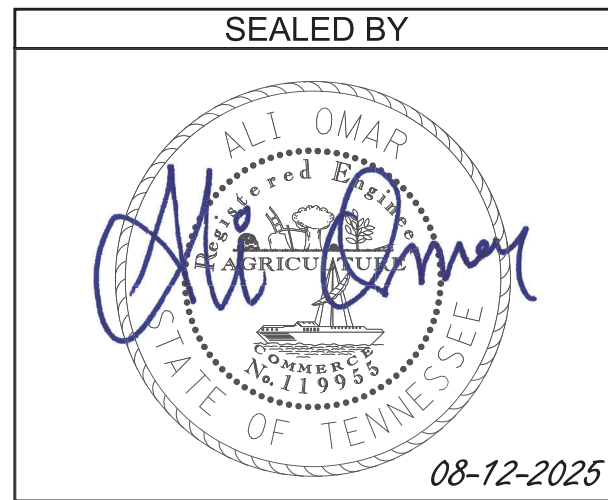
U-97-956

PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: P. MOSHER DATE: 10/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024

PROJECT NO.		YEAR	SHEET NO.
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▲ DENOTES: SEE SIDEWALK DETAIL ON DWG. NO. U-97-956.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

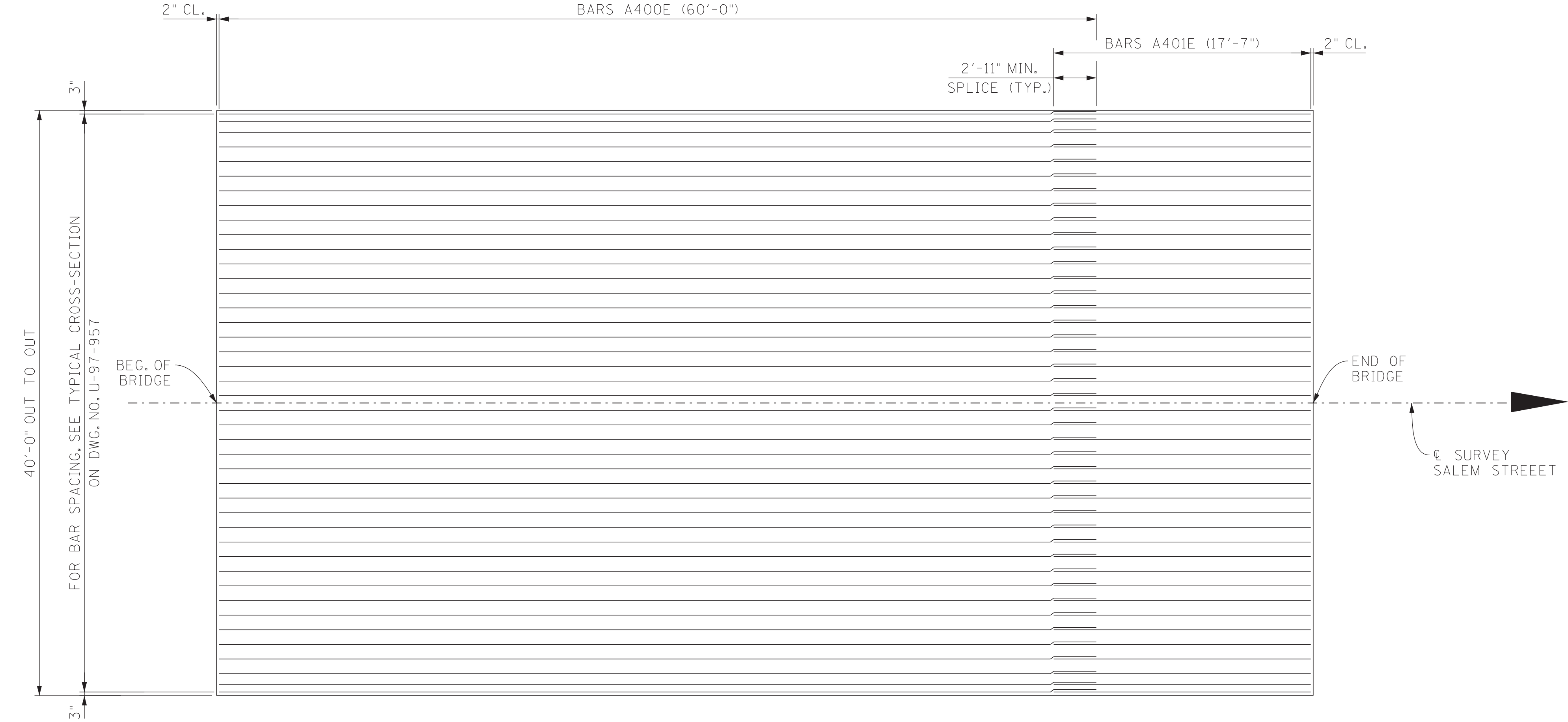
SUPERSTRUCTURE DETAILS
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-957

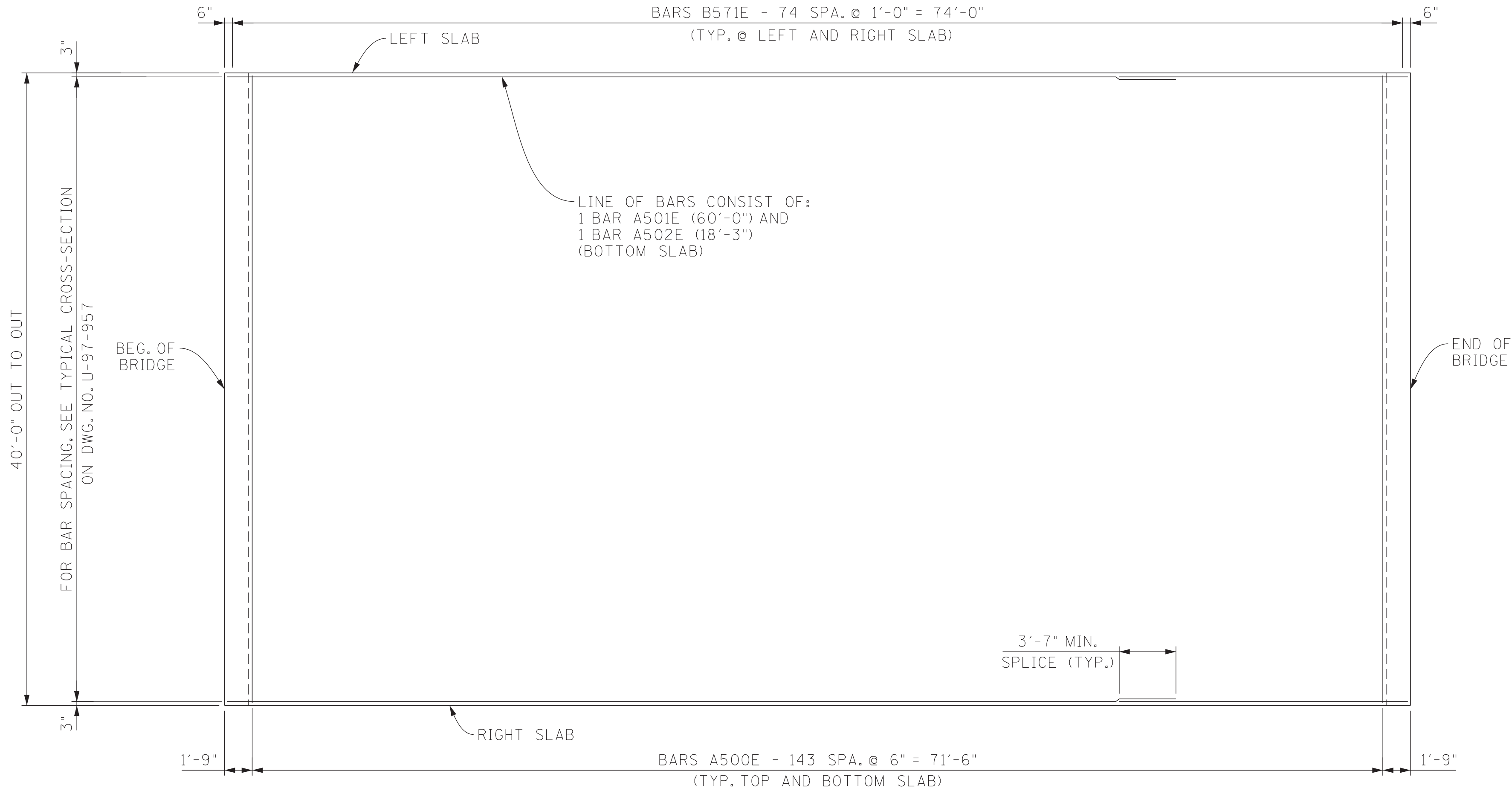
PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: P. MOSHER DATE: 10/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024

NOTE: SIDEWALKS SHALL BE TAPERED DOWN TO GROUND LEVEL AT BOTH ENDS.

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PLAN OF TOP OF BRIDGE DECK SLAB REINFORCEMENT

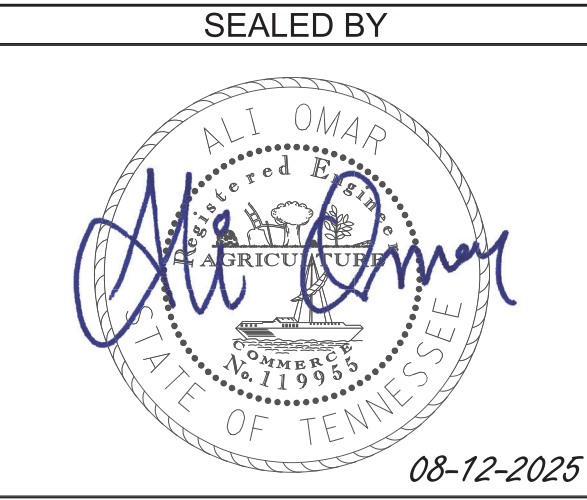


SLAB PLAN

CONST. NO.: 27946-3406-94

PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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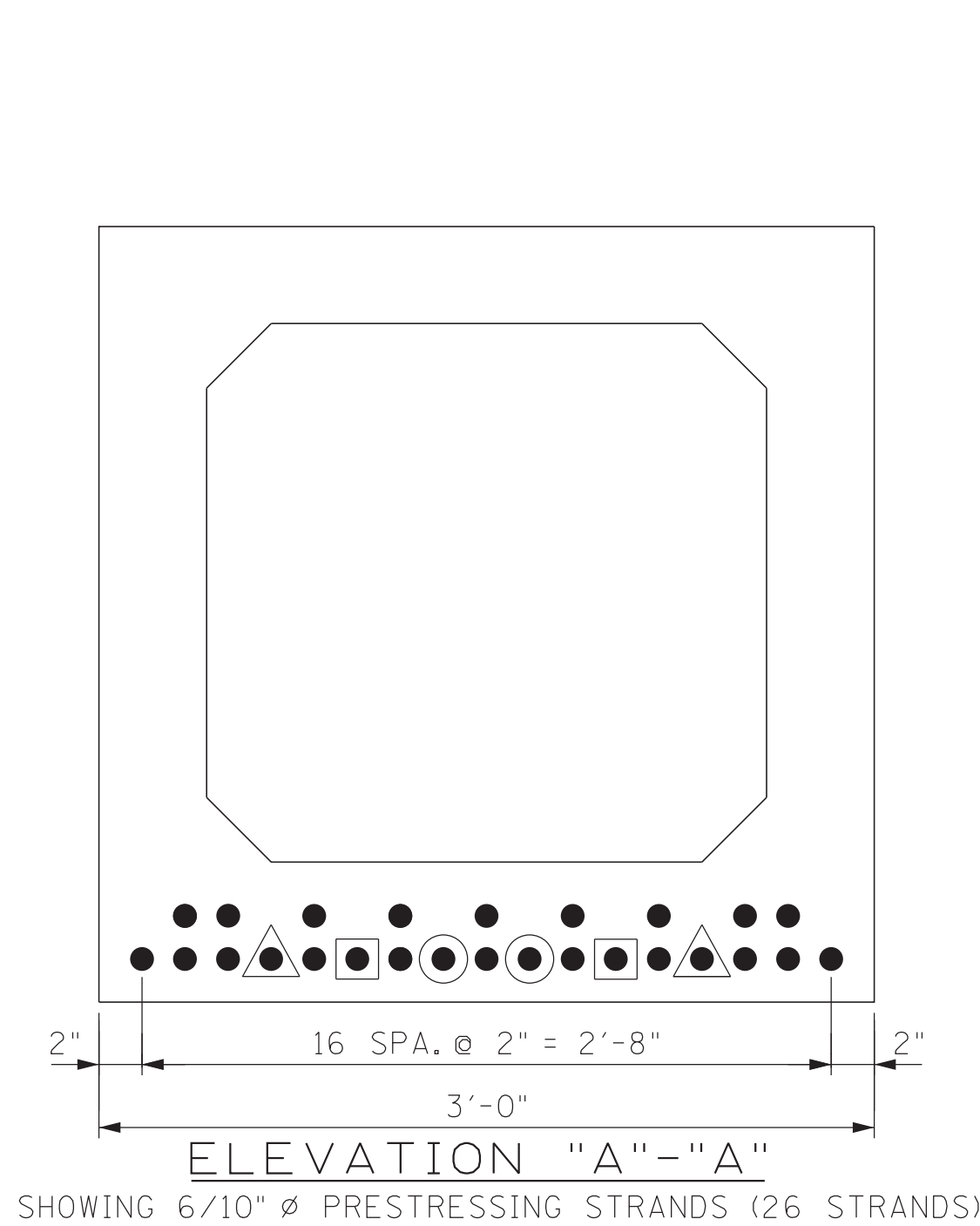
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DESIGN BY:	ALLOMAR	DATE: 01/2023
DRAWN BY:	P. MOSHER	DATE: 10/2024
SUPERVISED BY:	D.E./D.S.	DATE: 11/2024
CHECKED BY:	DAN SHIKE	DATE: 11/2024



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

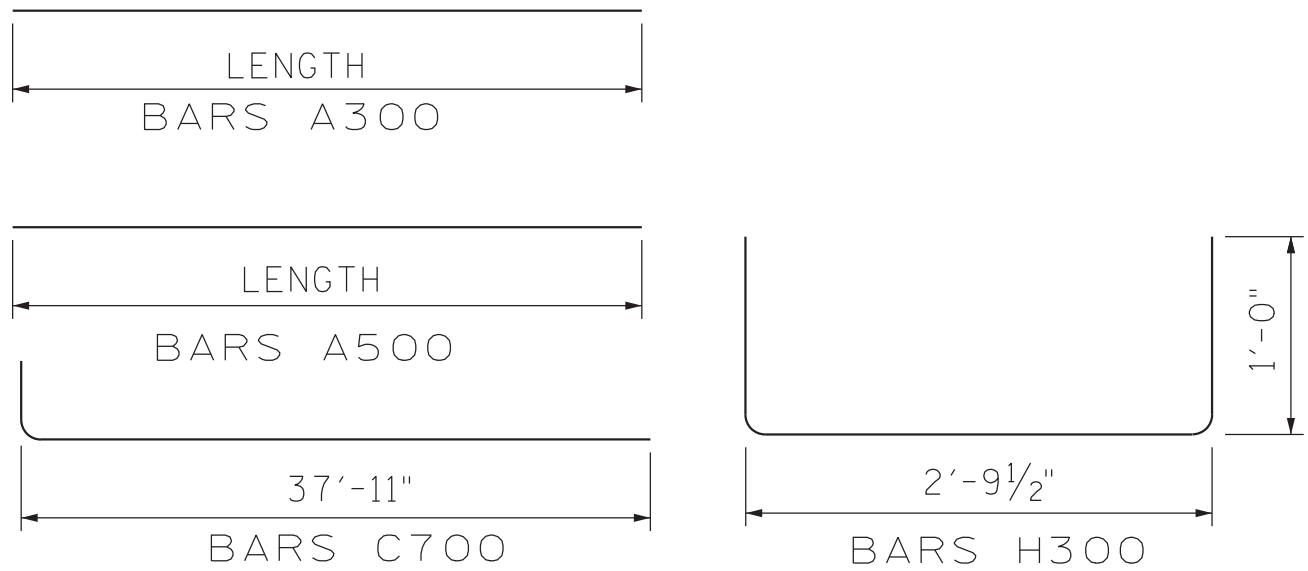
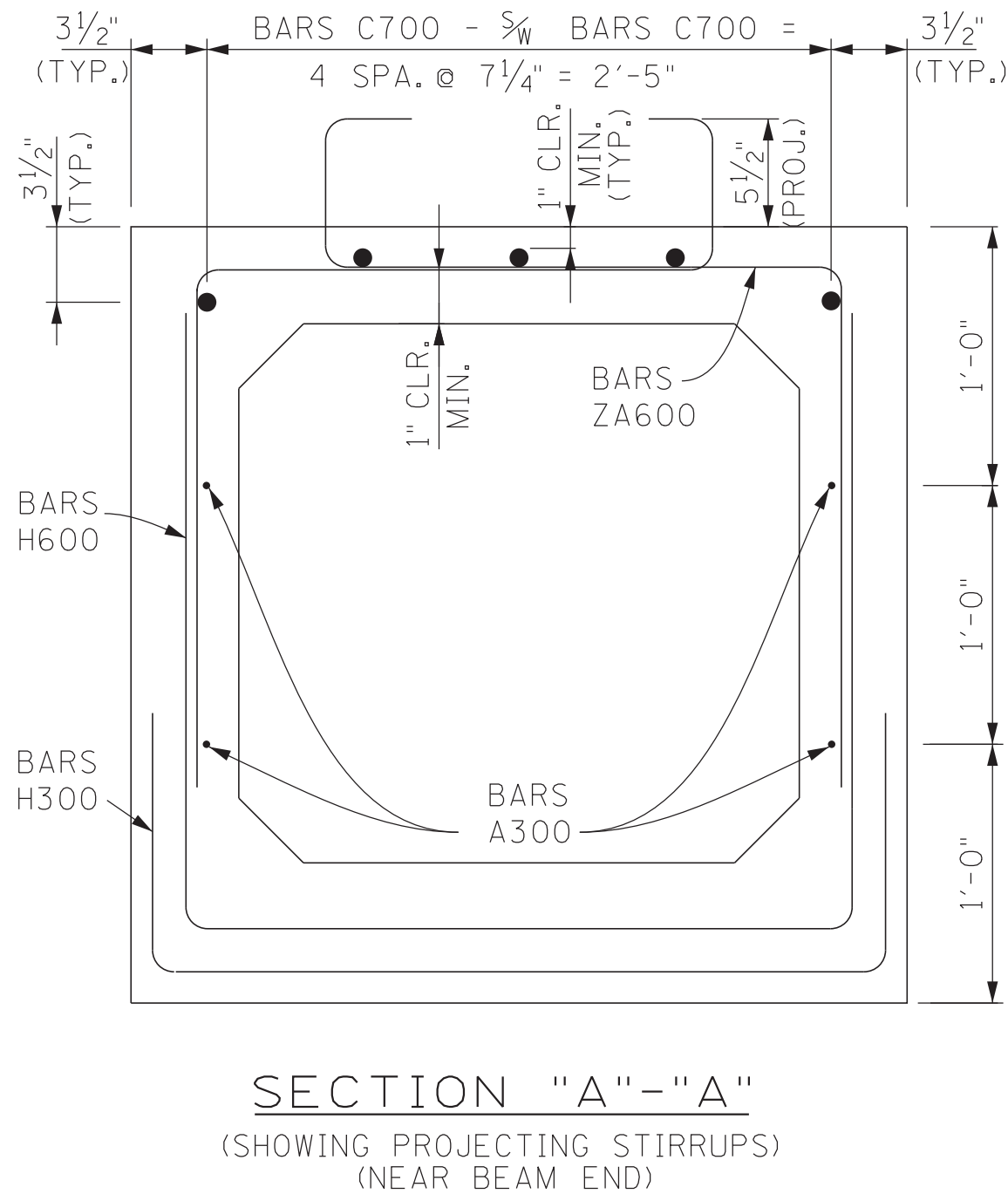
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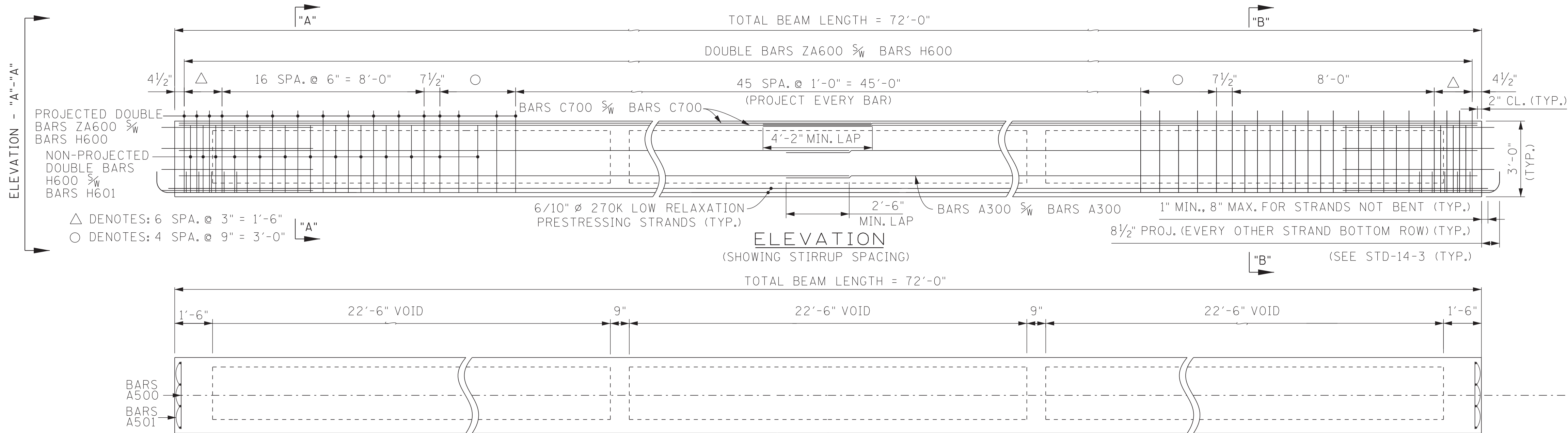
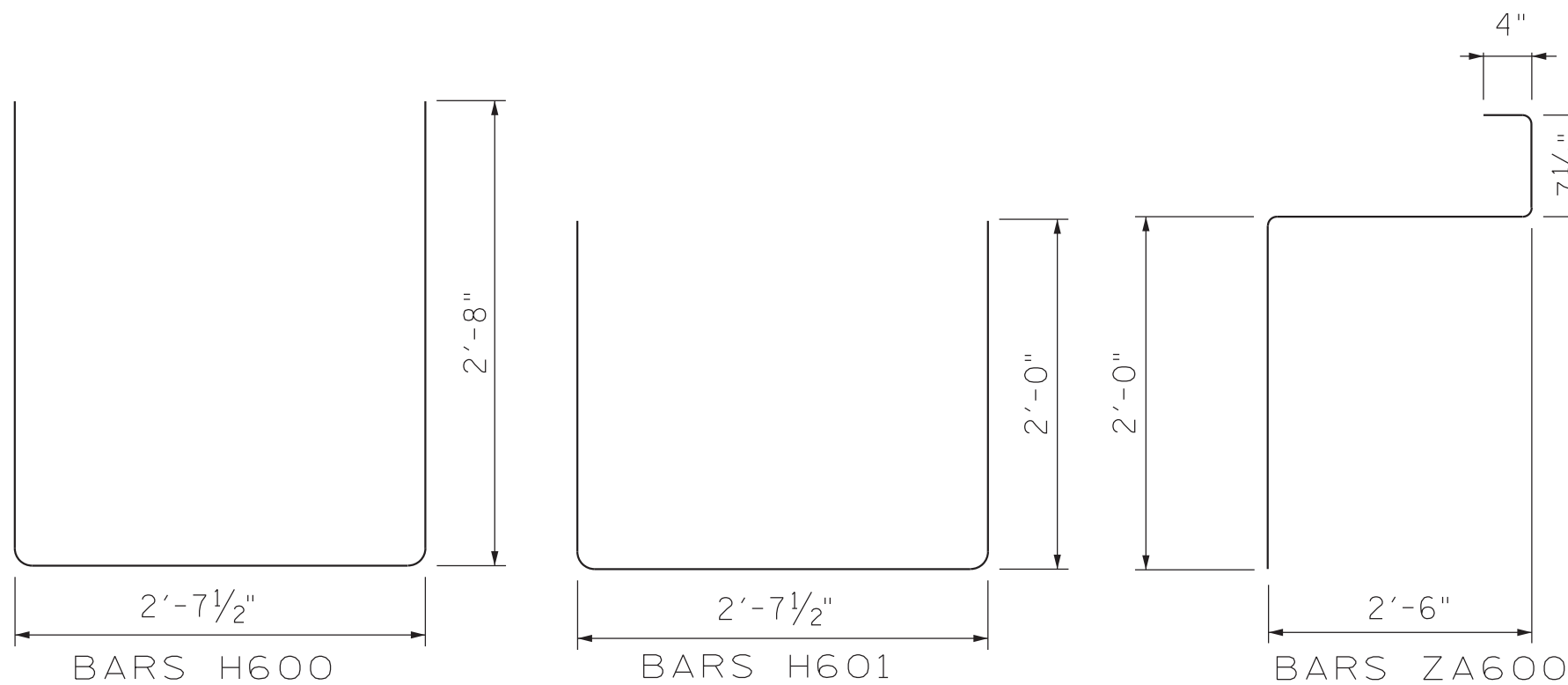
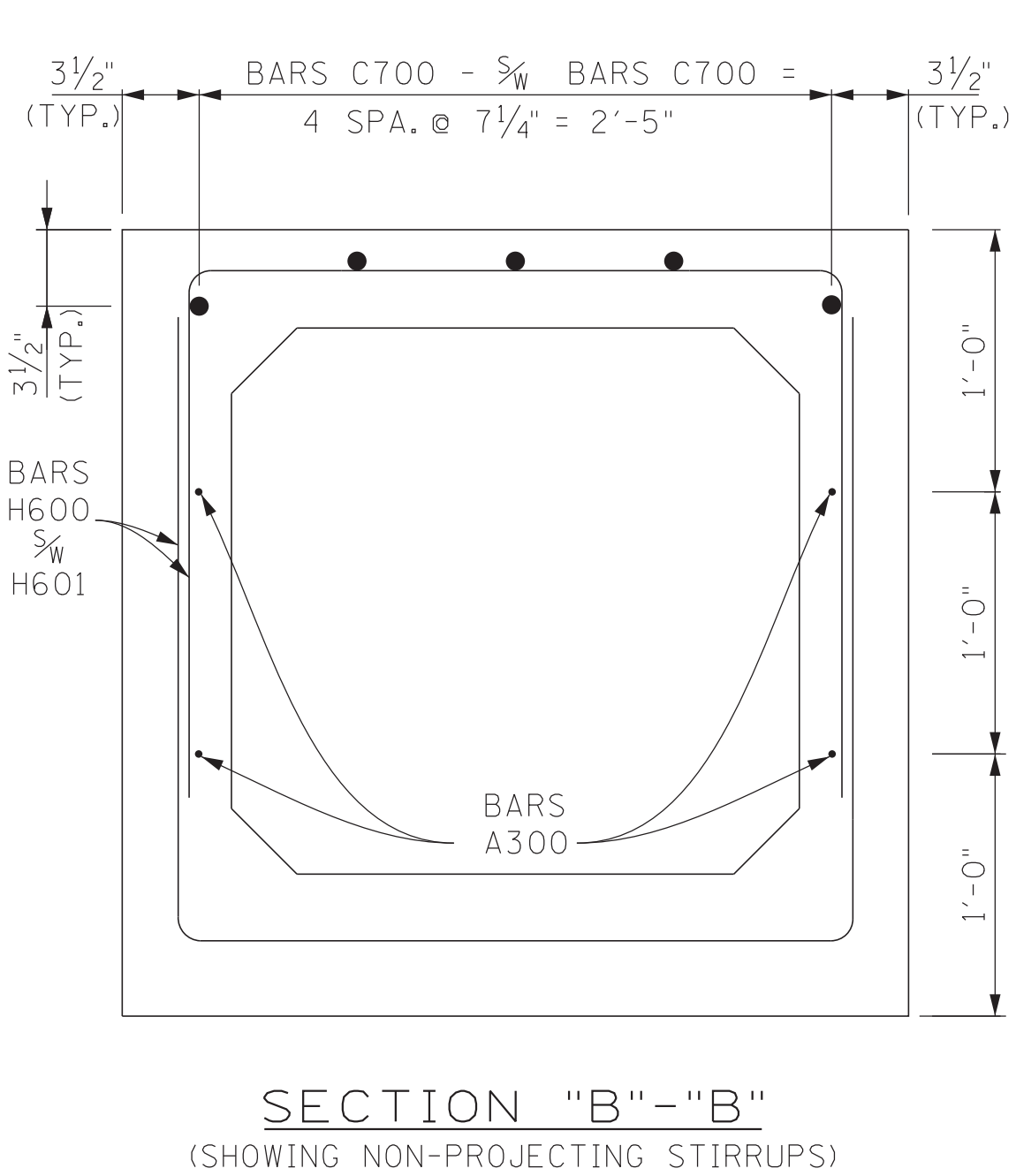


- ▲ DENOTES: BREAK BOND 3'-0" FROM EACH END OF BEAM.
■ DENOTES: BREAK BOND 6'-0" FROM EACH END OF BEAM.
● DENOTES: BREAK BOND 9'-0" FROM EACH END OF BEAM.

PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: TRENT JOHNSTON DATE: 10/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024



PLAN
(SHOWING PROPERTIES)



NOTE: SEE STD-14-3 FOR BOX BEAM STANDARD DETAILS, NOTES AND REINFORCING.

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE DECK SLAB.

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 8500 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 7500 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED 7 - WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

PRESTRESSED BEAM DESIGN DATA (PER BEAM):

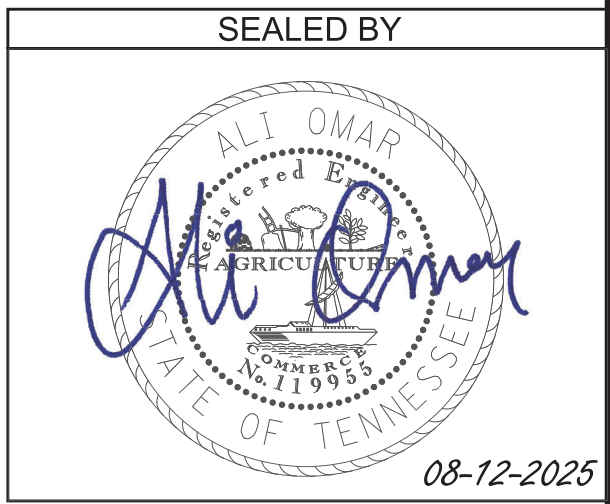
LIVE LOAD DISTRIBUTION FACTOR: MOMENT = 0.78 LANES
SHEAR = 0.82 LANES
COMPOSITE DEAD LOAD: DC = 341 LB/FT
DW = 196 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F 'C = 4000 PSI

DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED

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BRZ-2700(60)	2025	
REVISIONS		
DATE	BY	BRIEF DESCRIPTION
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BILL OF STEEL PER BEAM			
BAR	SIZE	NO. REQ'D	LENGTH
A300	3	4	37'-1"
A500	5	12	5'-6"
A501	5	16	2'-8"
C700	7	10	39'-1"
H300	3	10	4'-10"
H600	6	100	8'-0"
H601	6	26	6'-8"
ZA600	6	152	5'-6"

ESTIMATED QUANTITIES PER BEAM			
NO. BEAMS REQ'D	PRESTRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE C.Y.	REINFORCING STEEL LB.
5	1,443	13	3,704



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESTRESSED BOX BEAM DETAILS
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-959

PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
- -			
- -			
- -			
- -			
- -			

GENERAL NOTES:

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: RISER BLOCK BEARING SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-11-1.

NOTE: NOT LESS THAN HALF OF THE SLAB SHALL BE POURED PRIOR TO, OR CONCURRENTLY WITH, PLACEMENT OF ANY PART OF THE ABUTMENT ENDWALLS. ONE ABUTMENT ENDWALL SHALL BE POURED FULL HEIGHT CONCURRENTLY WITH THE END OF SLAB. AT LEAST THE TOP 12 INCHES OF THE OTHER ENDWALL SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

NOTE: COST OF PARAPET AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET SYSTEM.

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

ESTIMATED QUANTITIES

CONCRETE CLASS "D" C.Y.	CONCRETE CLASS "A" C.Y.	EPOXY COATED REINFORCING STEEL LBS.	REINFORCING STEEL LBS.
10	31	1,529	4,567

SEALED BY

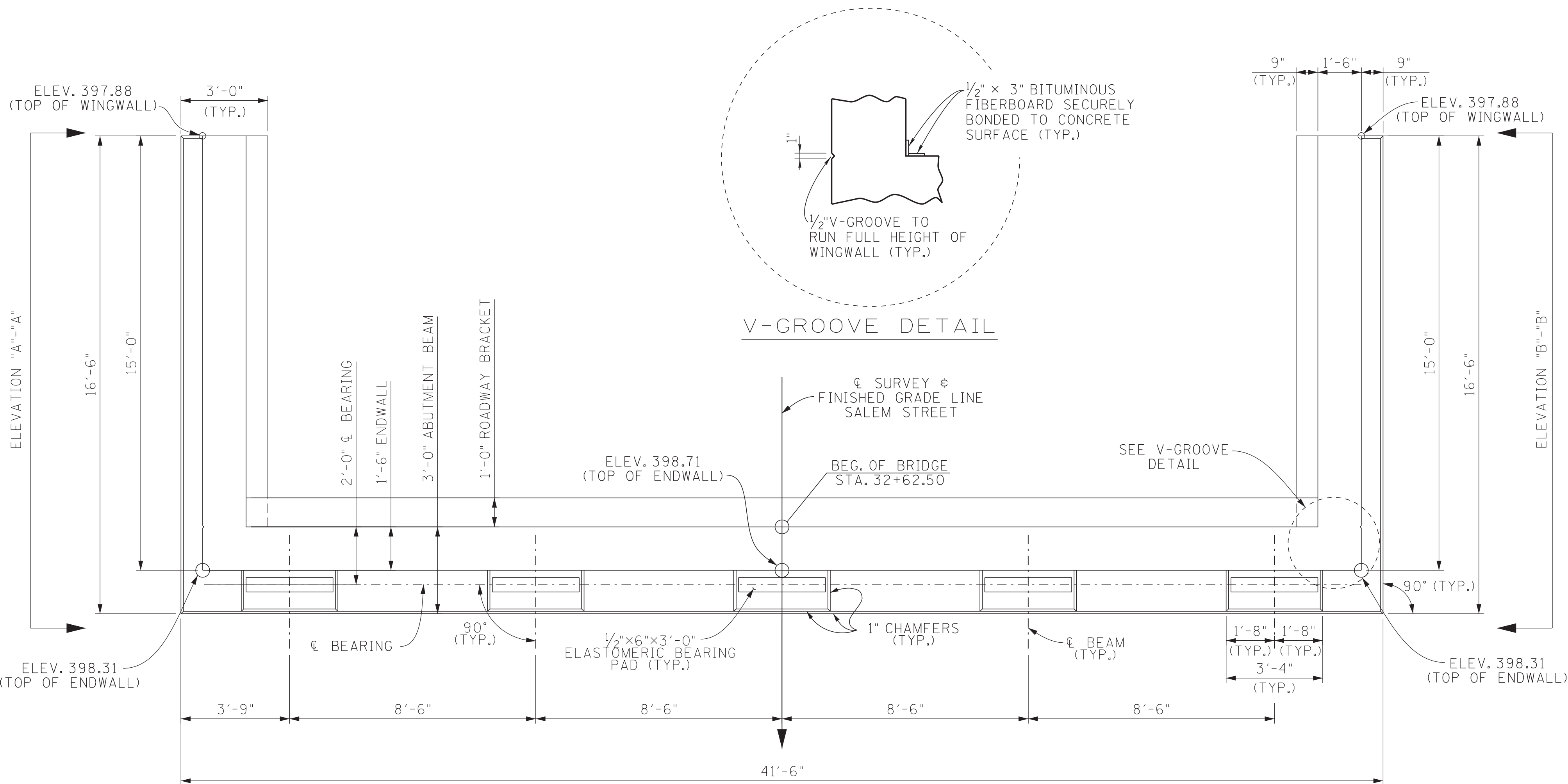


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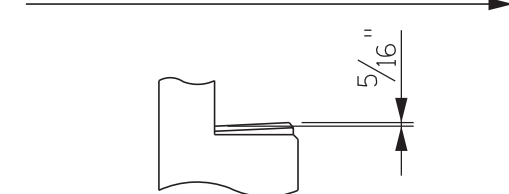
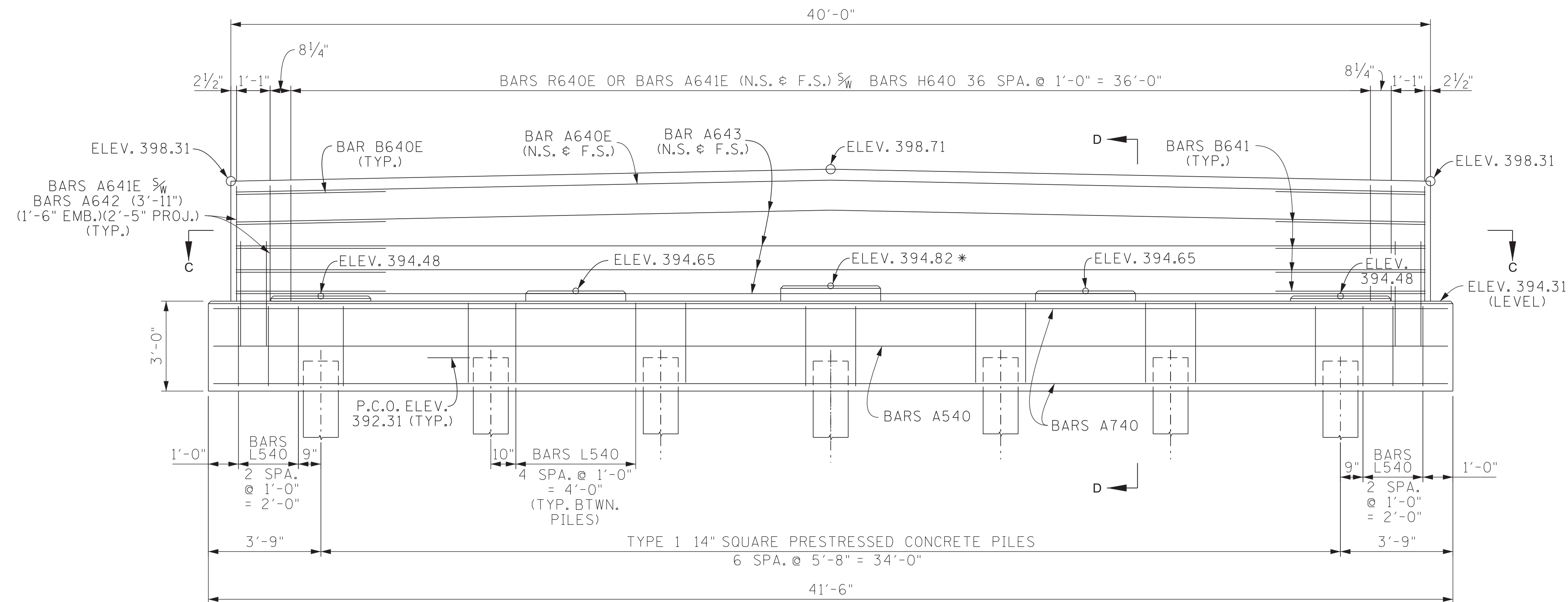
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

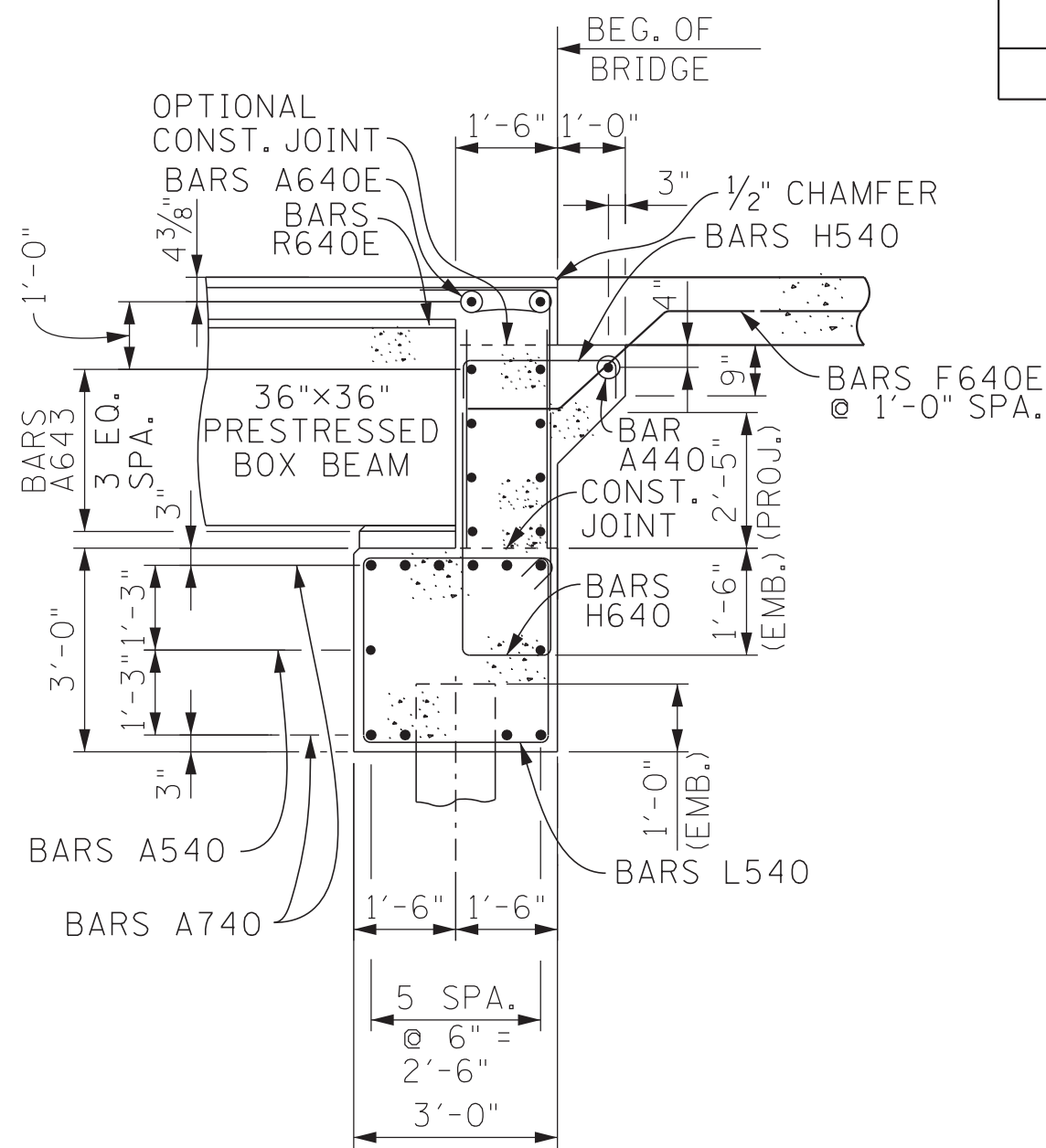
U-97-960

**V-GROOVE DETAIL**

DIRECTION OF SURVEY

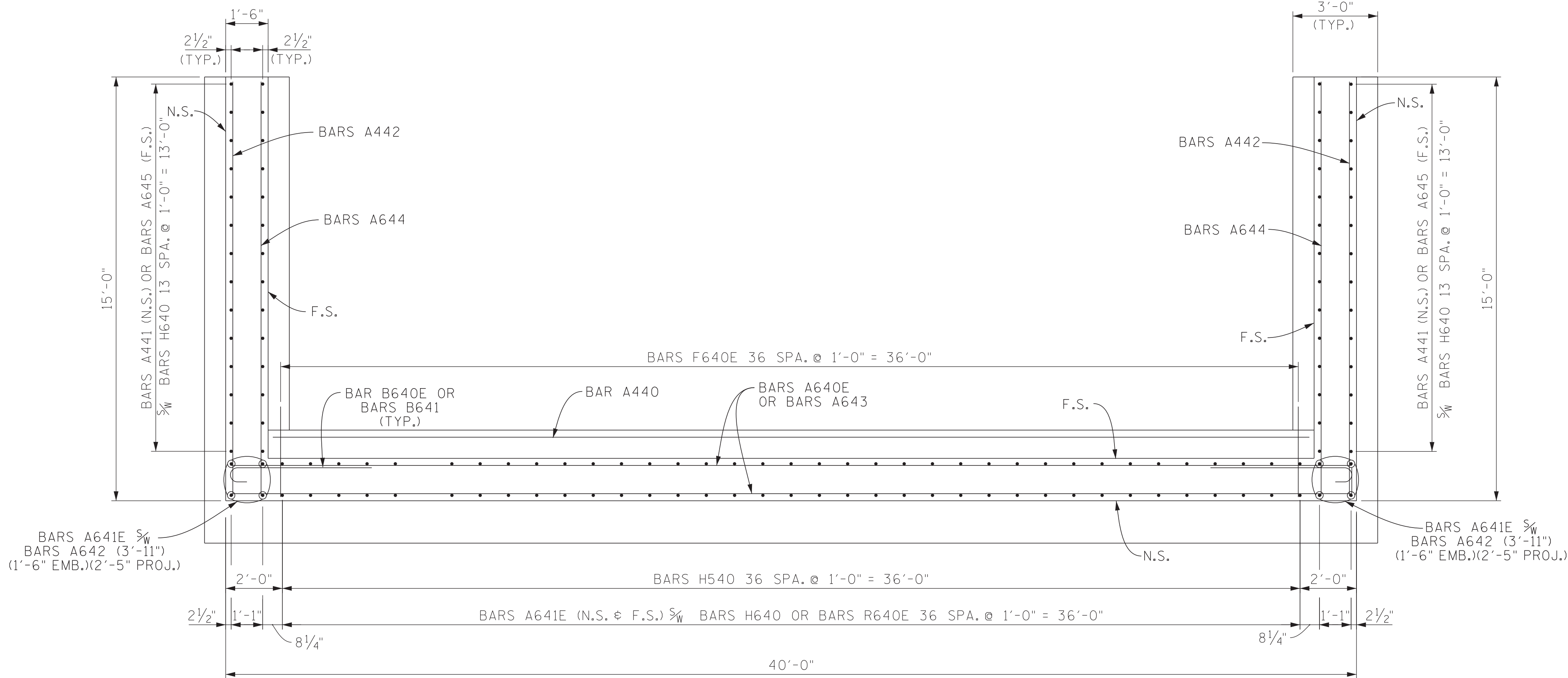
**RISER BLOCK
SLOPE DETAIL****PLAN****ELEVATION
(LOOKING BACK ON SURVEY)**

* DENOTES: FOR RISER BLOCK REINFORCEMENT DETAILS, SEE DWG. NO. U-97-961.

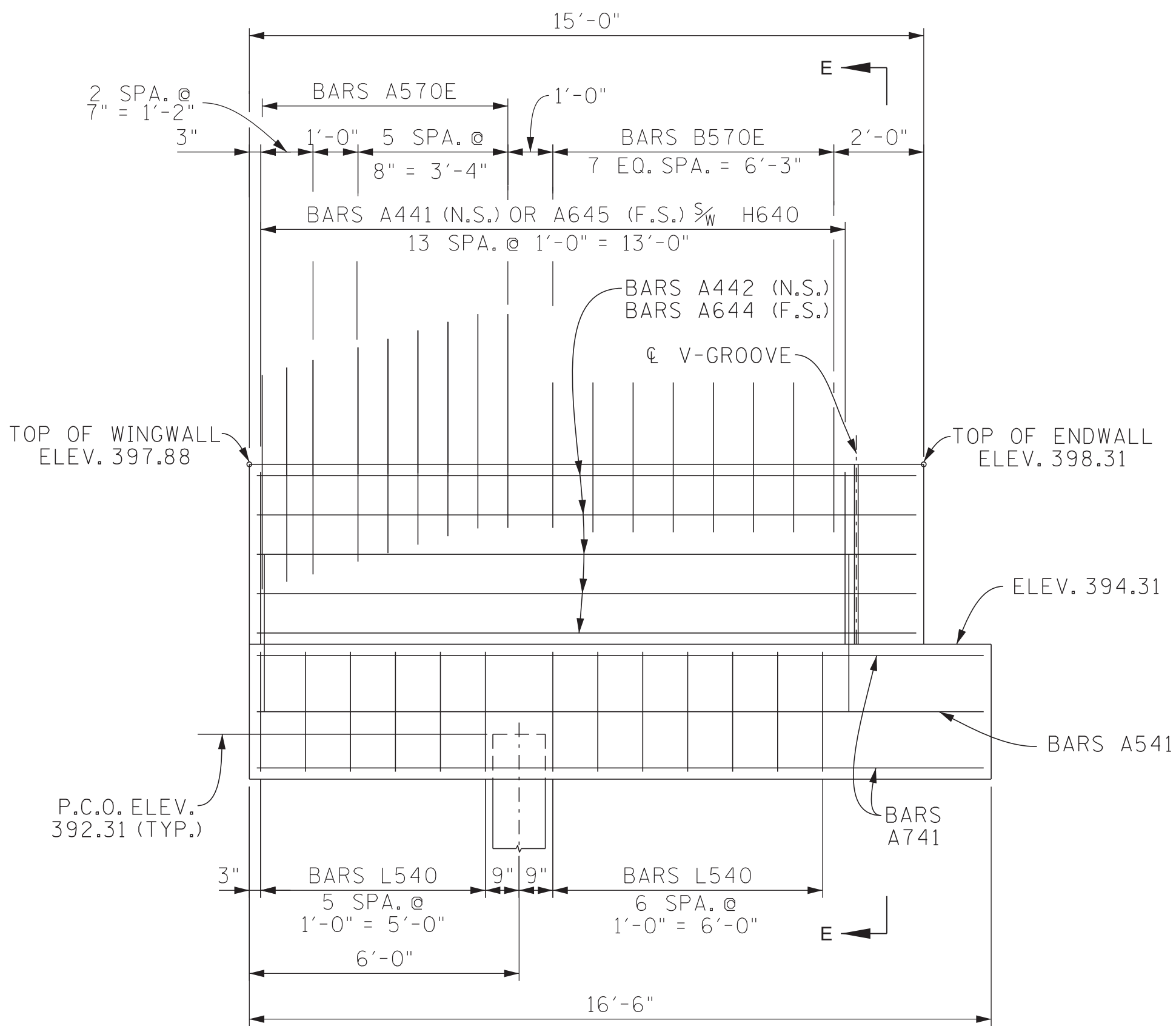
**SECTION "D" - "D"**

PIN NO.:	122135.00	
DESIGN BY:	ALLOMAR	DATE: 01/2023
DRAWN BY:	D.EASTERLY	DATE: 11/2024
SUPERVISED BY:	D.E./D.S.	DATE: 11/2024
CHECKED BY:	DAN SHIKE	DATE: 11/2024

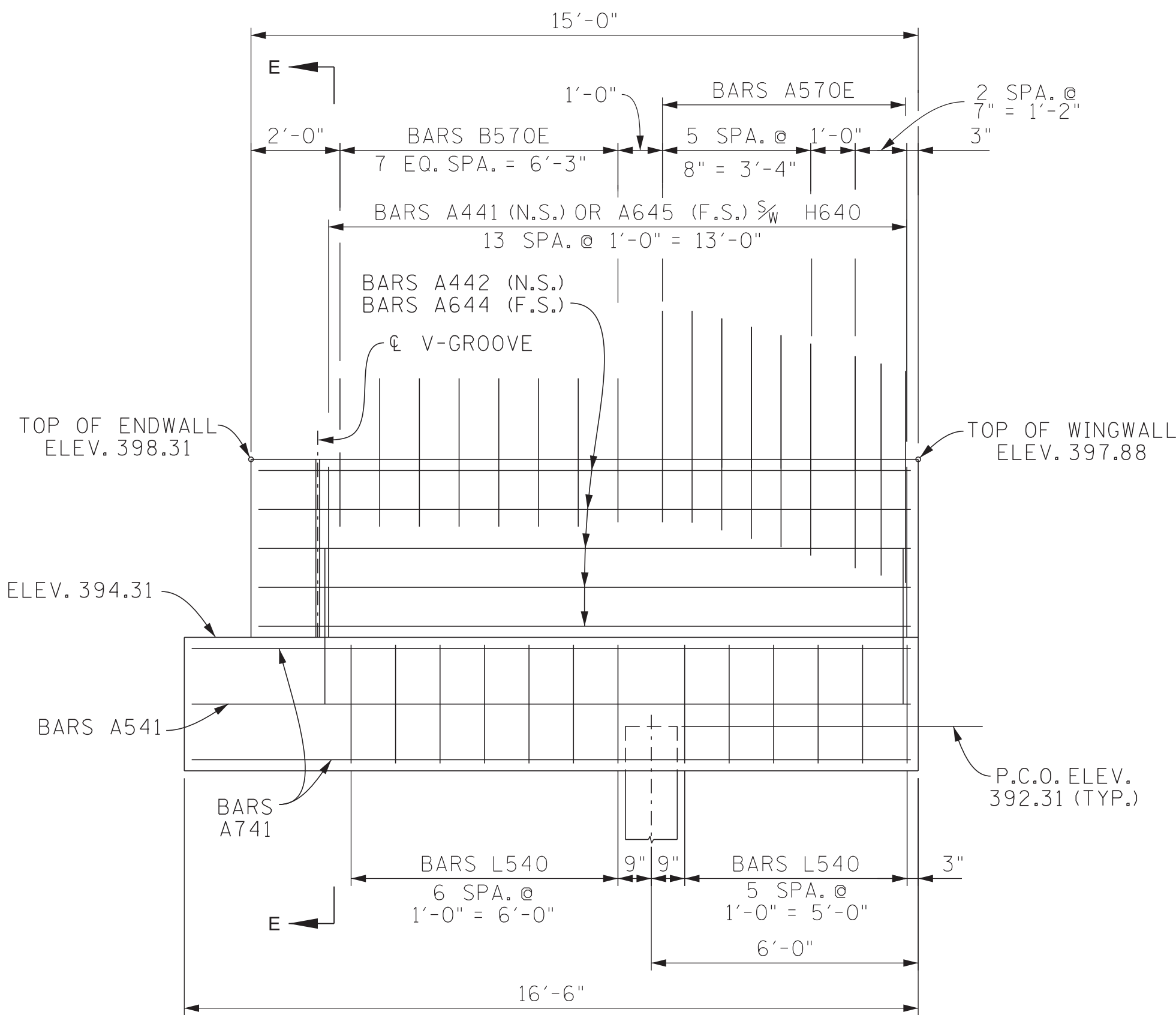
PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



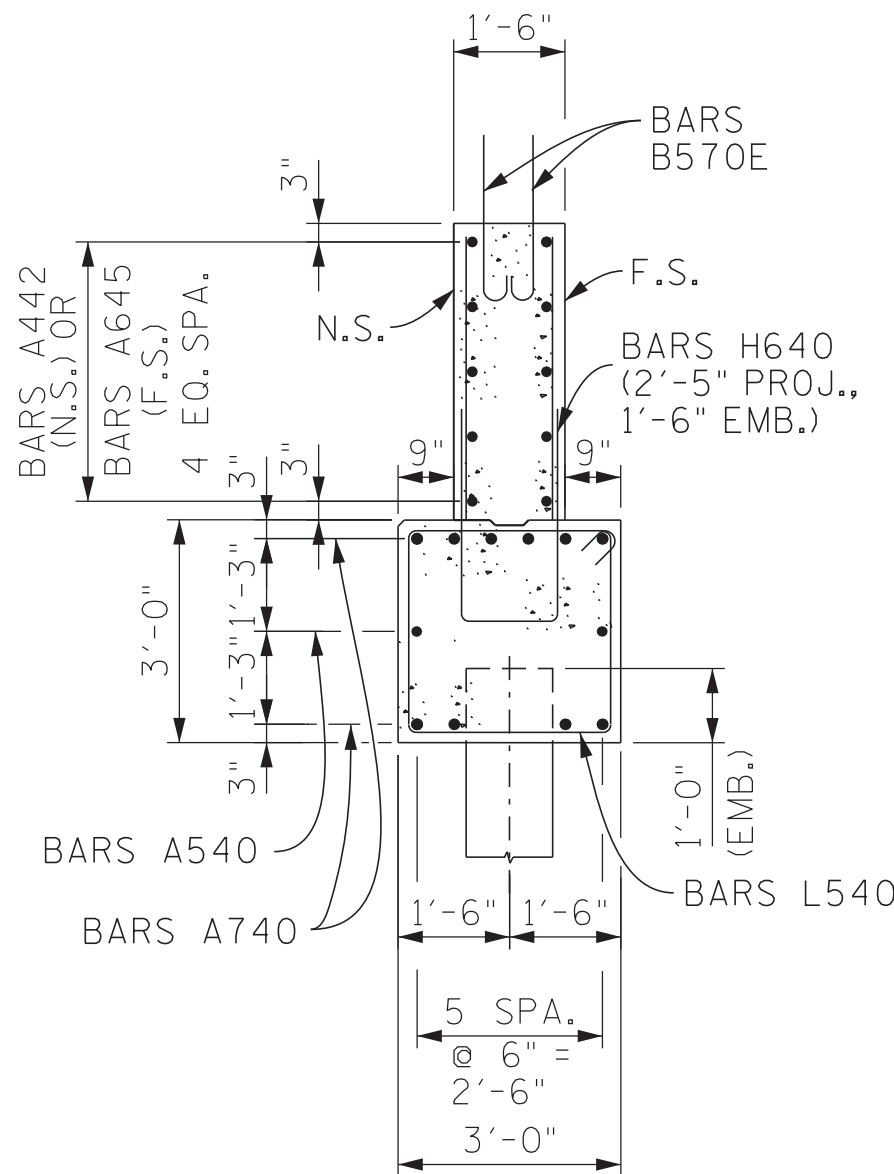
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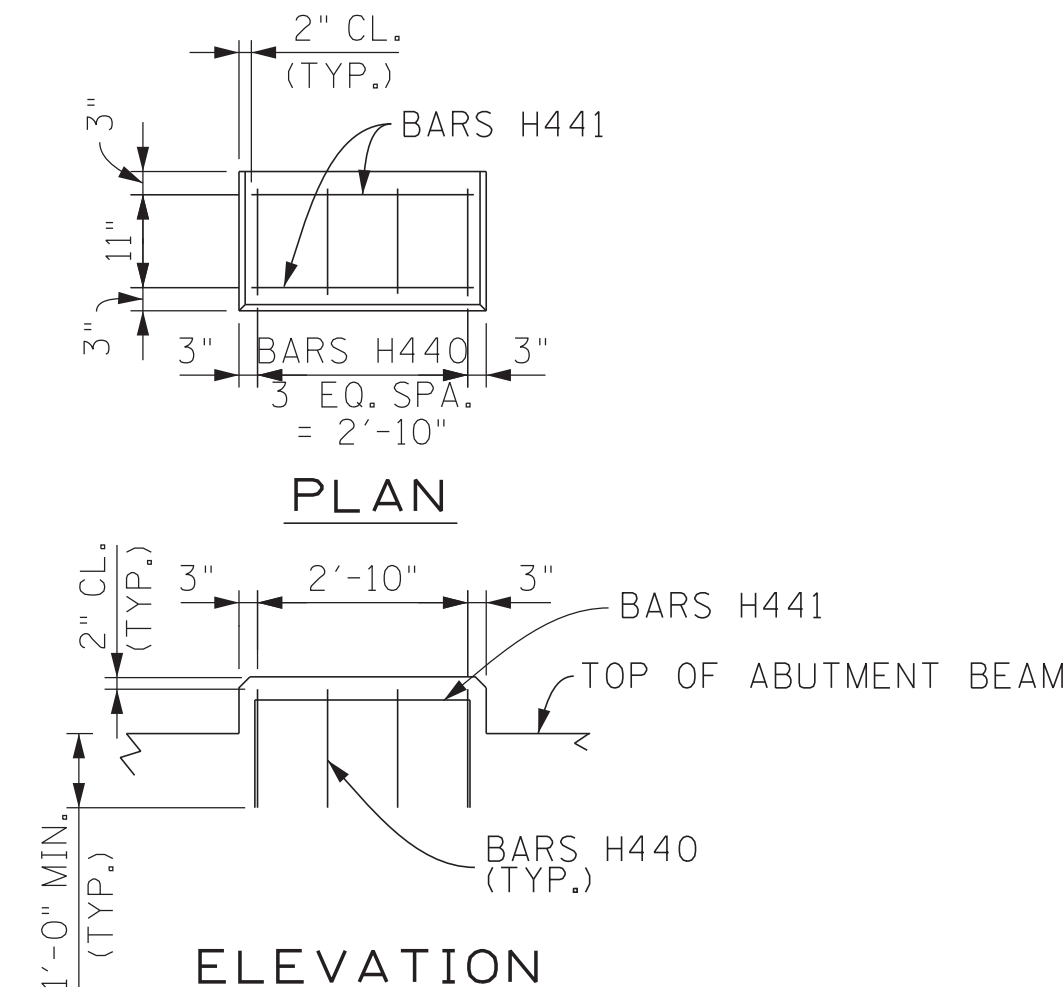
ELEVATION "A"-"A"



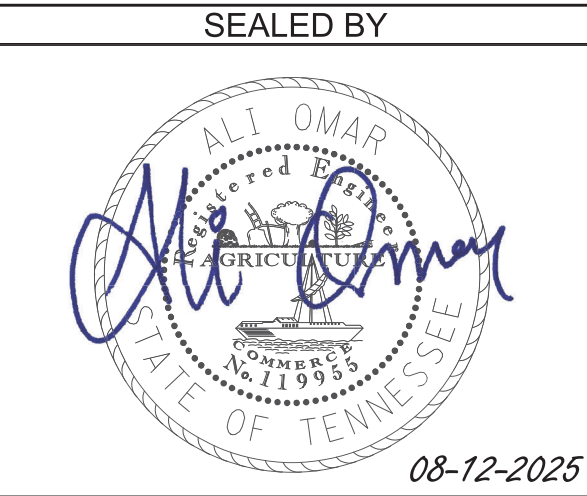
ELEVATION "B"-"B"



SECTION "E"-"E"



PLAN OF RISER
BLOCK REINFORCING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 DETAILS
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

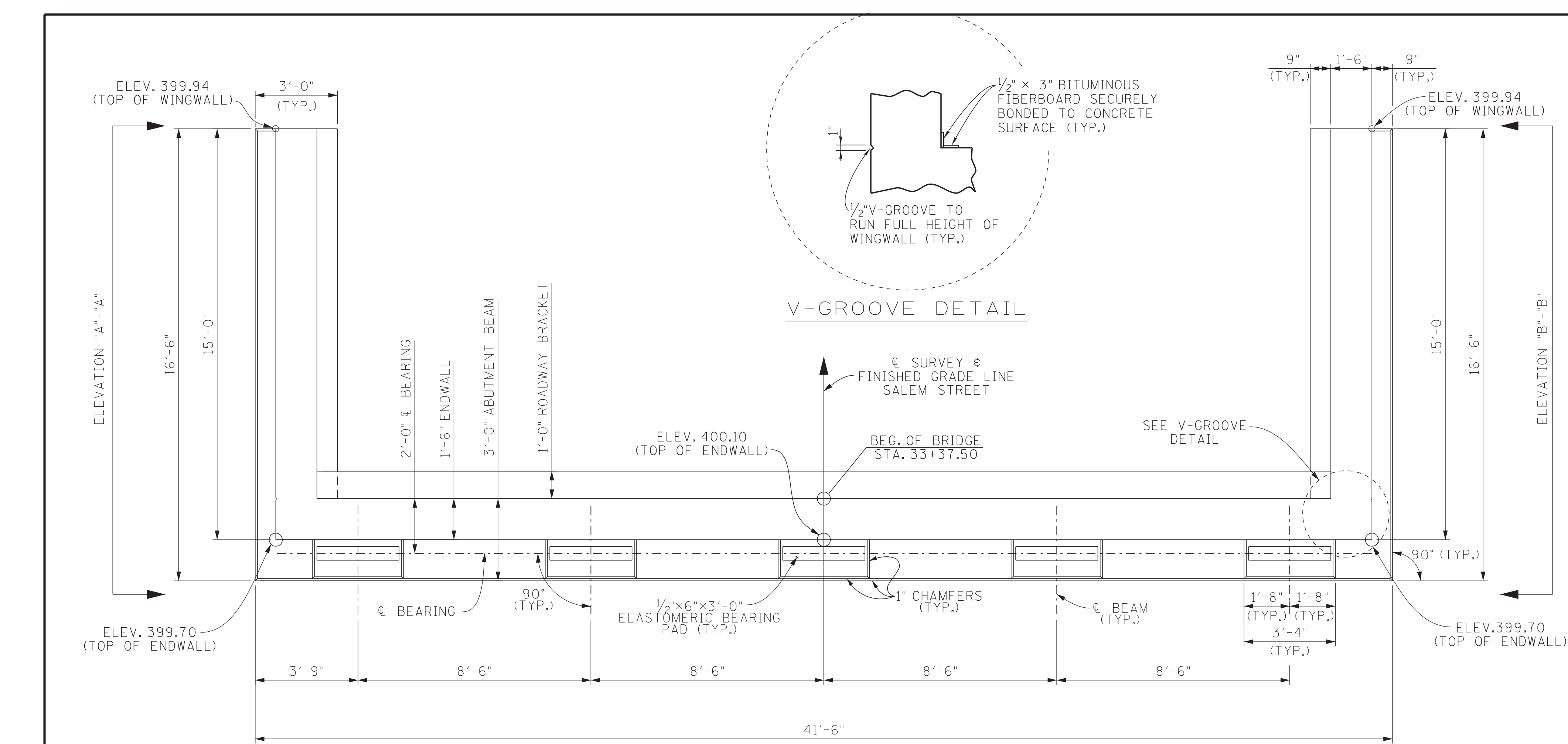
U-97-961

PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: D.EASTERLY DATE: 11/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024

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5/13/2025 7:49:44 AM

PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: D.EASTERLY DATE: 11/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024



V-GROOVE DETAIL

PLAN

40'-0"

BARS R640E OR BARS A641E (N.S. & F.S.) $\frac{5}{8}$ " BARS H640 36 SPA. @ 1'-0" = 36'-0"

ELEV. 399.70

BAR B640E (TYP.)

BAR A640E (N.S. & F.S.)

BAR A643 (N.S. & F.S.)

ELEV. 400.10

ELEV. 395.86

ELEV. 396.03

ELEV. 396.20*

ELEV. 396.03

ELEV. 395.86

ELEV. 395.69 (LEVEL)

P.C.O. ELEV. 393.69 (TYP.)

BARS L540 @ 1'-0" = 2'-0"

BARS L540 @ 1'-0" = 2'-0"

BARS L540 @ 1'-0" = 2'-0"

BARS L540 @ 1'-0" = 2'-0"

TYPE 1 14" SQUARE PRESTRESSED CONCRETE PILES

6 SPA. @ 5'-8" = 34'-0"

4 SPA. @ 1'-0" = 4'-0"

(TYP. BTWN. PILES)

9"

1'-0"

3'-9"

3'-9"

3'-9"

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3'-9"

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9"

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3'-9"

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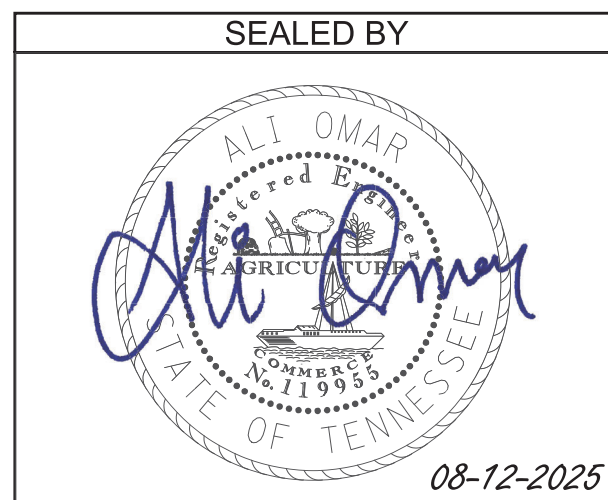
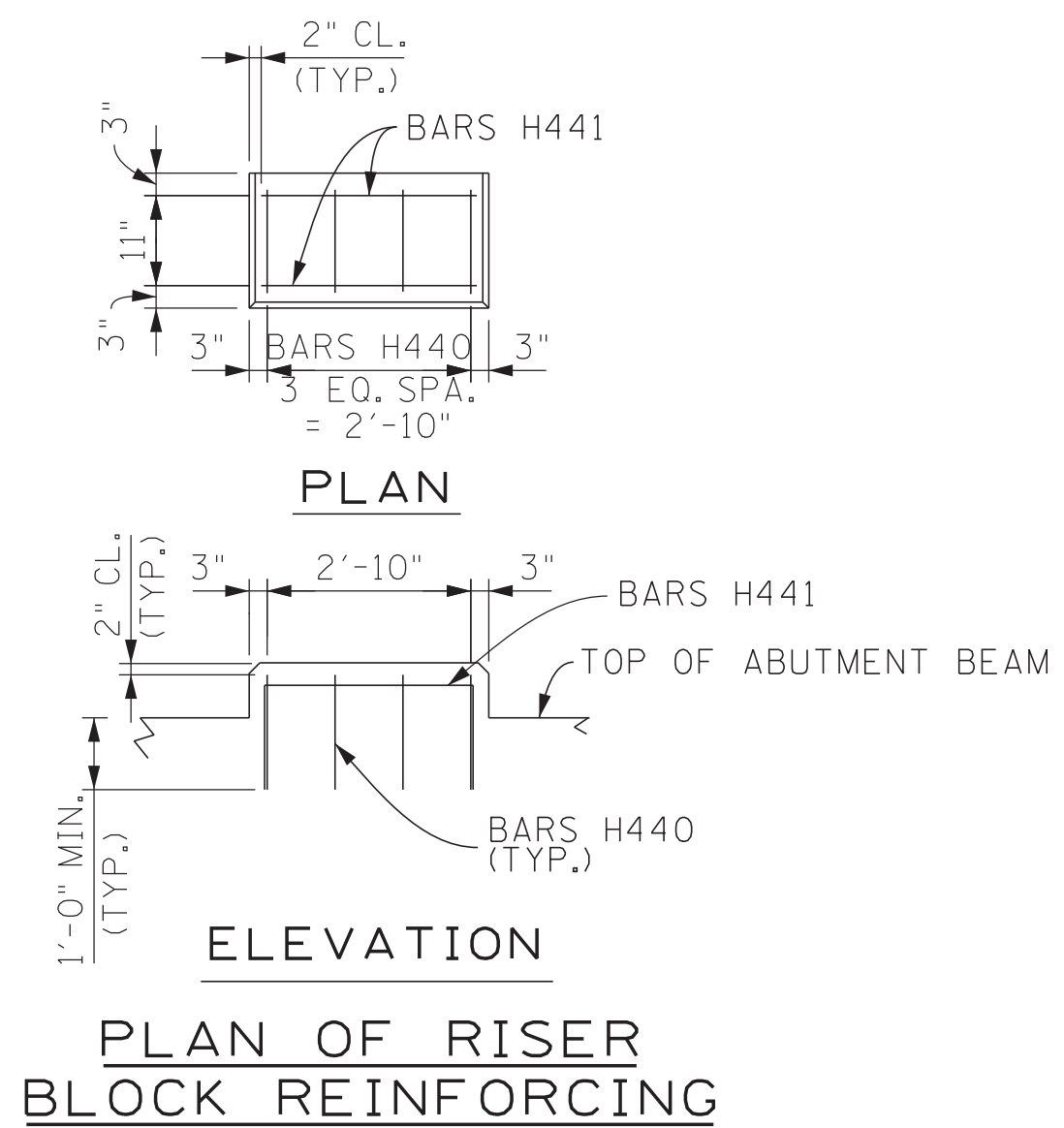
3'-9"

3'-9"

3'-9"

TYPE 1 14" SQUARE PRESTRESSED CONCRETE PILES

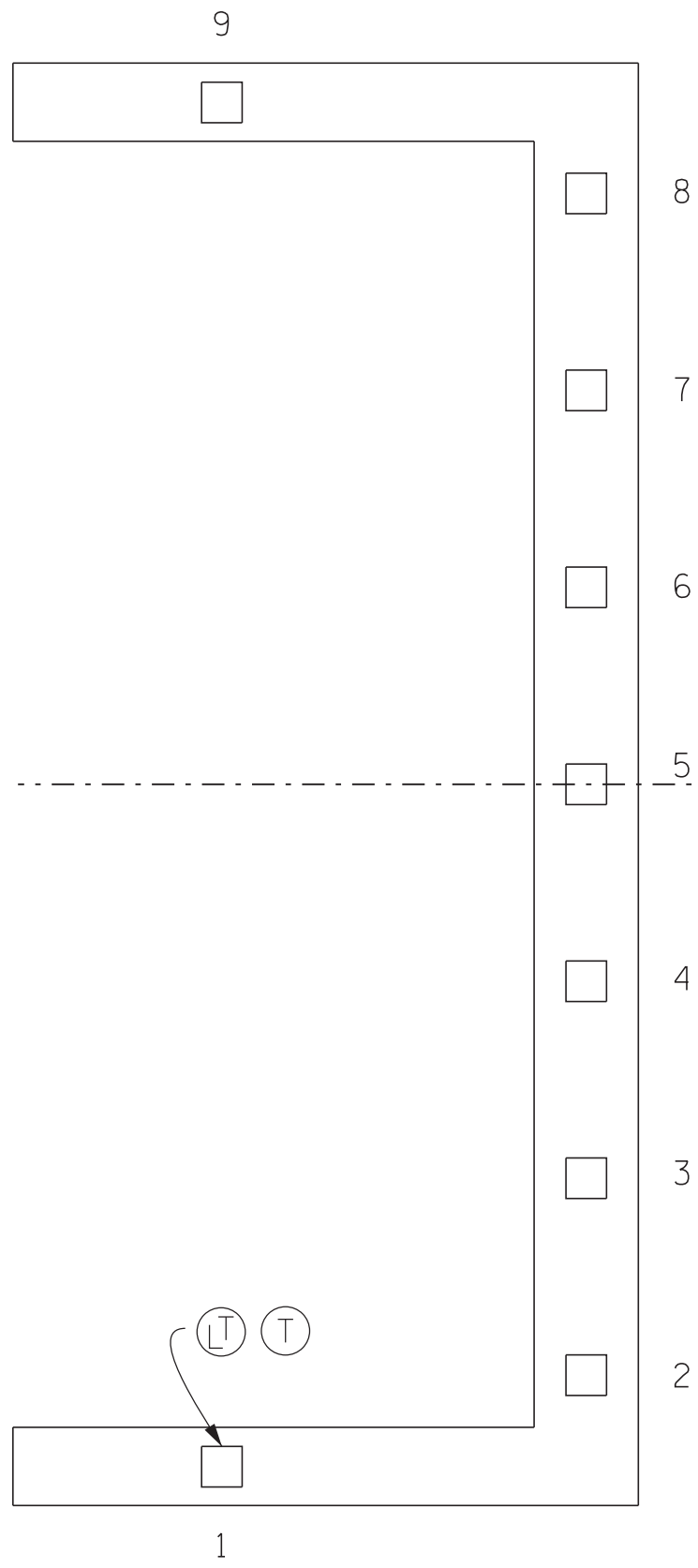
6 SPA. @ 5'-8" = 34'-0



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

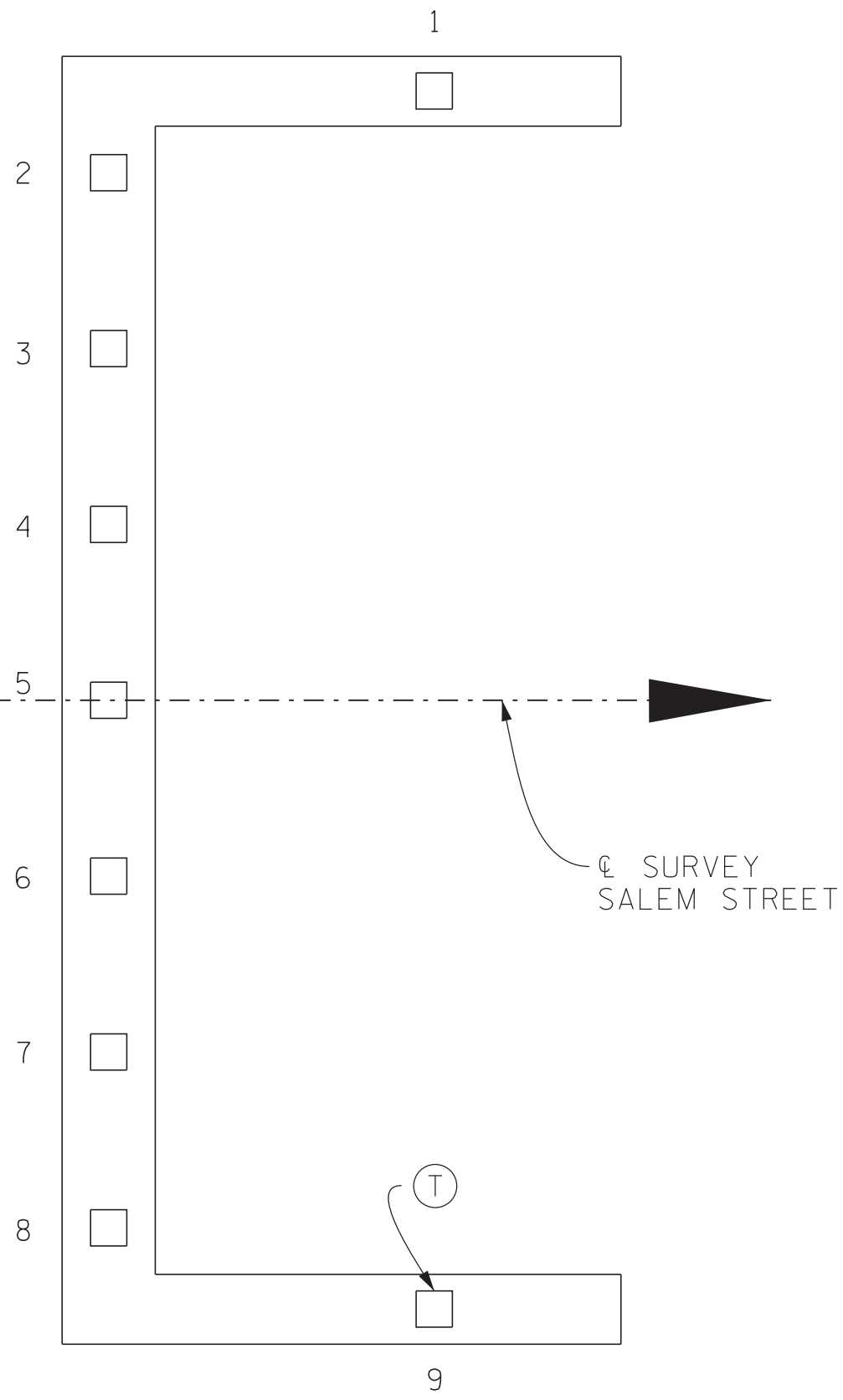
ABUTMENT NO. 2 DETAILS
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 2701585000
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

CONST. NO.: 27946-3406-94			
PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



ABUTMENT NO. 1

Ⓣ DENOTES: TEST PILE
ⓁⓉ DENOTES: LOAD TEST



ABUTMENT NO. 2

TABLE OF PILE DATA

		1	2	3	4	5	6	7	8	9
ABUTMENT NO. 1	PILE CUT-OFF ELEVATION									
	PILE TIP ELEVATION									
	IN PLACE PILE LENGTH									
ABUTMENT NO. 2	PILE CUT-OFF ELEVATION									
	PILE TIP ELEVATION									
	IN PLACE PILE LENGTH									

NOTE TO CONTRACTOR AND CONSTRUCTION OFFICE:
THE BLANKS ON THIS SHEET ARE TO BE FILLED IN BY THE CONSTRUCTION OFFICE AND/OR FIELD
ENGINEER GIVING AS BUILT CONDITIONS. AFTER COMPLETION, IT IS TO BE SENT TO THE STRUCTURES
OF THE ENGINEERING DIVISION TO BECOME PART OF FINAL BRIDGE DOCUMENTS.

PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: P. MOSHER DATE: 11/2024
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL FOUNDATION DATA
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-964

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CONST. NO.: 27946-3406-94

PROJECT NO.		YEAR	SHEET NO.
BRZ-2700(60)		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
- -			
- -			
- -			
- -			
- -			

SUPERSTRUCTURE (EPOXY)								
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)
A	B	C	D					
A400E	SLAB/SIDEWALK	4	50					60'-0"
A401E	SLAB	4	42					17'-7"
A402E	SIDEWALK	4	136					4'-8"
A403E	SIDEWALK	4	8					44'-7"
A500E	SLAB (PERP.)	5	288					39'-8"
A501E	BOTTOM SLAB	5	48					60'-0"
A502E	BOTTOM SLAB	5	48					18'-3"
B571E	SLAB/RAIL	5	300	3'-3"				3'-10"

ABUTMENT NO. 1 (EPOXY)								
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)
A	B	C	D					
A570E	WINGWALL	5	36					5'-7"
A640E	ENDWALL	6	2					39'-8"
A641E	ENDWALL	6	82					3'-10"
B570E	WINGWALL	5	32	3'-3"				3'-10"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	ENDWALL/RDWY. BKT.	6	37	1'-1"	1'-3"	1'-1"	1'-3"	4'-0"
R640E	SLAB/ENDWALL	6	37	3'-6"	3'-0"			6'-6"

ABUTMENT NO. 2 (EPOXY)								
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)
A	B	C	D					
A570E	WINGWALL	5	36					5'-7"
A640E	ENDWALL	6	2					39'-8"
A641E	ENDWALL	6	82					3'-10"
B570E	WINGWALL	5	32	3'-3"				3'-10"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	ENDWALL/RDWY. BKT.	6	37	1'-1"	1'-3"	1'-1"	1'-3"	4'-0"
R640E	SLAB/ENDWALL	6	37	3'-6"	3'-0"			6'-6"

ABUTMENT NO. 1 (REGULAR)								
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)
A	B	C	D					
A440	ROADWAY BRKT.	4	1					36'-8"
A441	WINGWALL	4	28					3'-5"
A442	WINGWALL	4	10					14'-8"
A540	ABUTMENT BEAM	5	2					41'-2"
A541	WINGBEAM	5	4					16'-2"
A642	ENDWALL	6	8					3'-11"
A643	ENDWALL	6	8					39'-8"
A644	WINGWALL	6	10					14'-8"
A645	WINGWALL	6	28					3'-5"
A740	ABUTMENT BEAM	7	10					41'-2"
A741	WINGBEAM	7	20					16'-2"
B641	ENDWALL	6	8	5'-0"				5'-8"
H440	RISER BLOCK	4	4	1'-1"	1'-6"			4'-1"
H441	RISER BLOCK	4	2	3'-0"	1'-6"			6'-0"
H540	ENDWALL/RDWY. BKT.	5	37	2'-2"	6"			3'-2"
H640	ABUT. BM./ENDWALL	6	65	1'-2"	3'-11"			9'-0"
L540	ABUT. BM./WINGBEAM	5	62	2'-8"	2'-8"			11'-7"

ABUTMENT NO. 2 (REGULAR)								
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)
A	B	C	D					
A440	ROADWAY BRKT.	4	1					36'-8"
A441	WINGWALL	4	28					3'-10"
A442	WINGWALL	4	10					14'-8"
A540	ABUTMENT BEAM	5	2					41'-2"
A541	WINGBEAM	5	4					16'-2"
A642	ENDWALL	6	8					3'-11"
A643	ENDWALL	6	8					39'-8"
A644	WINGWALL	6	10					14'-8"
A645	WINGWALL	6	28					3'-10"
A740	ABUTMENT BEAM	7	10					41'-2"
A741	WINGBEAM	7	20					16'-2"
B641	ENDWALL	6	8	5'-0"				5'-8"
H440	RISER BLOCK	4	4	1'-1"	1'-6"			4'-1"
H441	RISER BLOCK	4	2	3'-0"	1'-6"			6'-0"
H540	ENDWALL/RDWY. BKT.	5	37	2'-2"	6"			3'-2"
H640	ABUT. BM./ENDWALL	6	65	1'-2"	3'-11"			9'-0"
L540	ABUT. BM./WINGBEAM	5	62	2'-8"	2'-8"			11'-7"

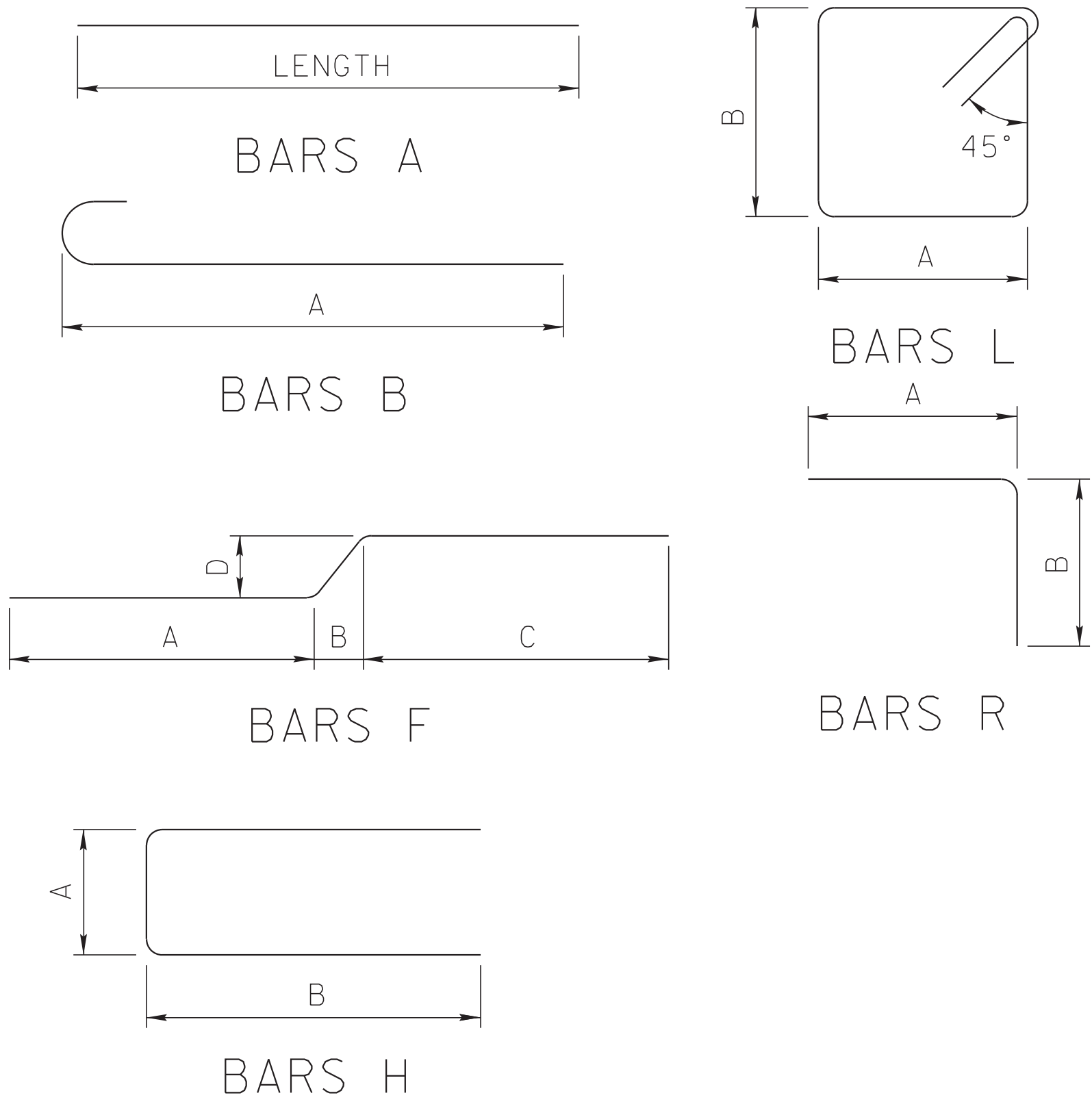
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX E FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

NOTE: BAR NUMBERS ARE REPEATED ON BILL OF STEEL FOR EACH SUBSTRUCTURE. THE SUPPLIER SHALL SHIP THE BARS TO THE JOB SITE WITH THE SUBSTRUCTURE DESIGNATION INCLUDED AS PART OF THE LABEL.

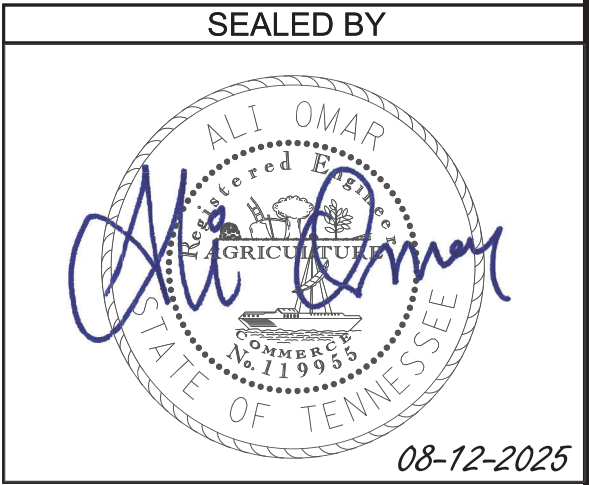


PIN NO.: 122135.00
DESIGN BY: ALLOMAR DATE: 01/2023
DRAWN BY: TRENT JOHNSTON DATE: 11/2023
SUPERVISED BY: D.E./D.S. DATE: 11/2024
CHECKED BY: DAN SHIKE DATE: 11/2024

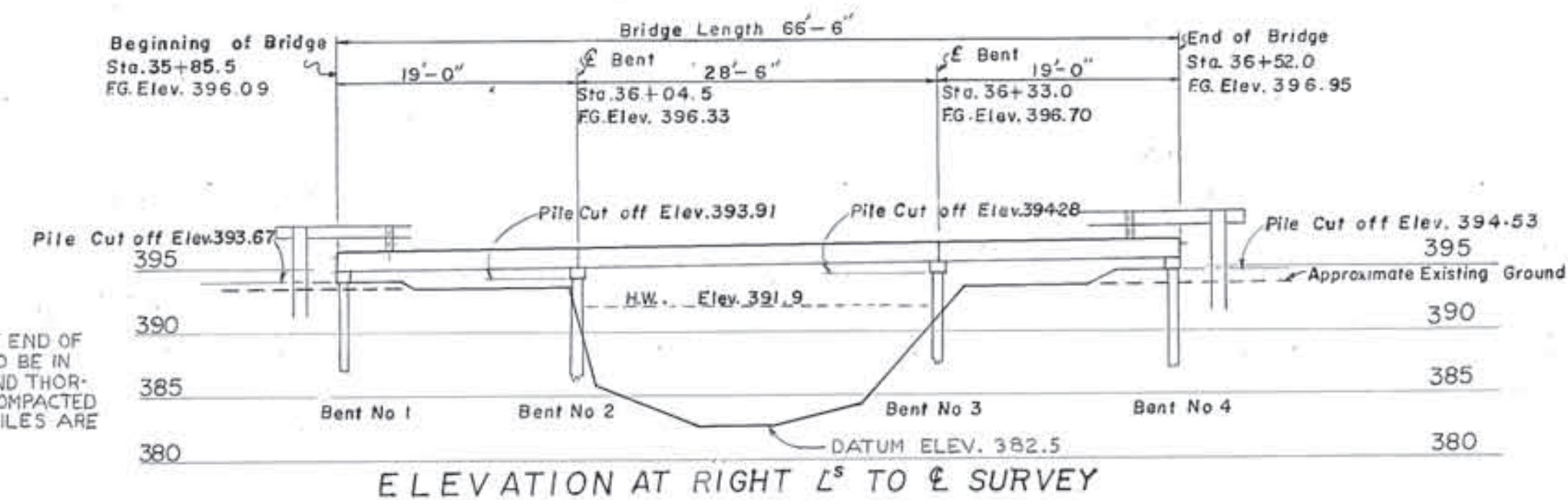
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
SALEM STREET
OVER ROE CREEK
BRIDGE I.D. NO. 27015850001
STATION 33+00.00
LOG MILE 0.68
GIBSON COUNTY
2025

U-97-965



S-8016 (6)



NOTE: FILLS AT END OF BRIDGE TO BE IN PLACE AND THOROUGHLY COMPACTED BEFORE PILES ARE DRIVEN.

DRAINAGE DATA

Drainage Area 1012 Acres

Discharge 860 CFS. (50 yr. flood)

Area of opening provided 210 SQ. FT.

Average Velocity 4.1 F.P.S.

GENERAL NOTES

SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways.

LOADING: H15-44.

CONCRETE: To be Class "A".

REINFORCING STEEL: To be intermediate or hard grade.

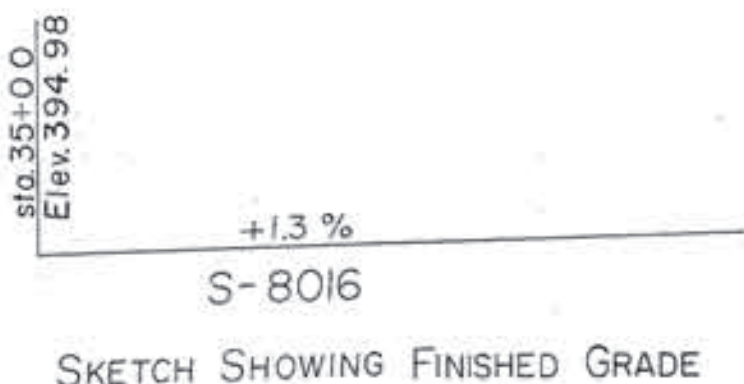
CAPS & PILES: To be treated timber.

DESIGN SPECIFICATIONS: AASHTO - 1961

PILE NOTE

Before any treated timber piles are ordered a timber test pile 40' long shall be driven at sta. 36+25.

From the results obtained treated timber piles shall be ordered of such lengths as to provide a minimum bearing of 18 tons for intermediate bents and 15 tons for end bents.



LIST OF DRAWINGS

Superstructures

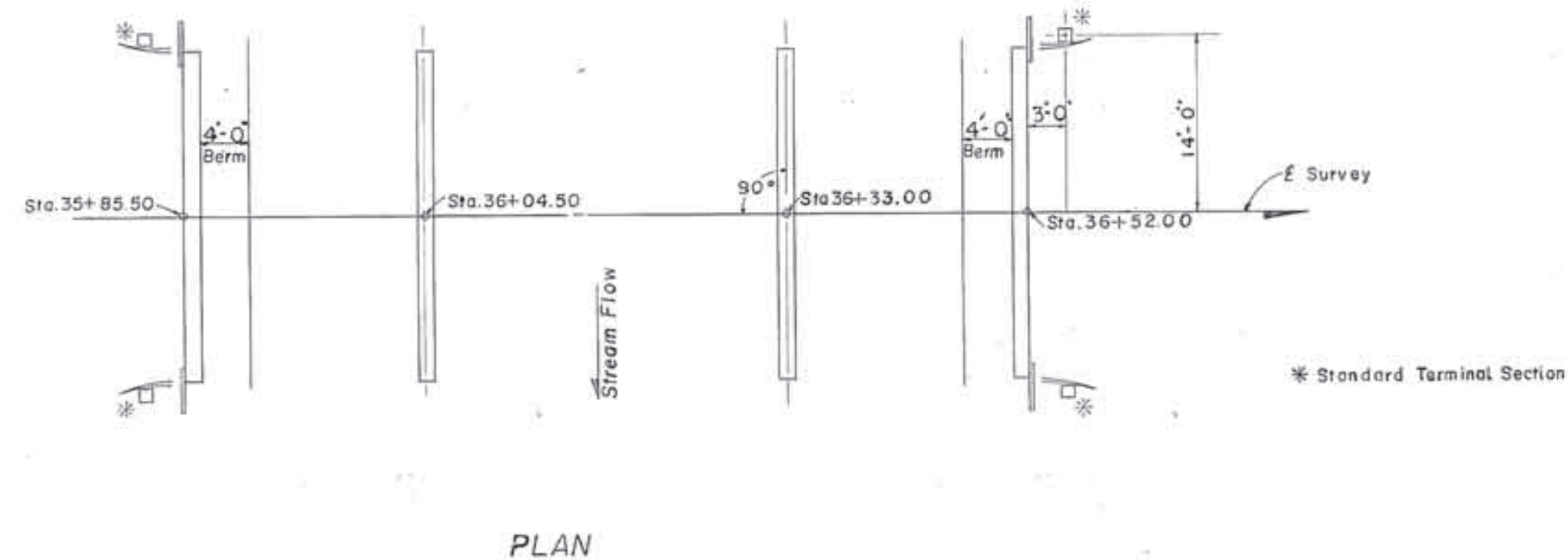
19'-0" Spans: F-10-31

28'-6" Spans: H-5-7 & 8

Substructure

Bents 1 & 4: F-10-32

Bents 2 & 3: H-5-9



LIST OF MATERIAL - BENTS 1-4		
No.	Description	Location
Treated Timber		
4	12" x 14" x 26'-0"	Caps
8	3" x 9" x 3'-6"	Bulkhead
4	3" x 12" x 3'-6"	Bulkhead
8	2" x 4" x 2'-6"	Batten
4	6" x 6" x 7'-0"	Railpost
Hardware		
18	3/4" x 1'-9" Drift Pin	Caps & Piles
6 lbs.	7" Spikes	Bulkhead
42	3/4" x 1'-9" Lag Screws	Decks & Caps
8	3/8" x 1 1/2" Band	Bents No. 1 & 4

ESTIMATED QUANTITIES									
Item	Handrail Lin. Ft.	Precast Concrete Slabs				Treated Timber M B M	Treated Timber Piles ~ Size 1 Lin. Ft.	Timber Test Piles Lin. Ft.	Linseed Oil Treatment Sq. Yds.
		19'-0" Length ~ No. Reg'd Curb Units	28'-6" Length ~ No. Reg'd Int. Units	28'-6" Length ~ No. Reg'd Curb Units	28'-6" Length ~ No. Reg'd Int. Units				
Superstructure	152	4	10	2	5				176
Bent No. 1							160		
Bent No. 2							200		
Bent No. 3							200		
Bent No. 4							160		
Total	152	4	10	2	5	1.658	720	40	176

NOTE: Lump sum: Complete removal of present timber 6 I-Beam bridge. All salvageable material to be come property of the contractor.

DESIGNED BY: Jim C. Tappens DATE: 6-20-65

DRAWN BY: Tommy E. Peters DATE: 6-23-65

TRACED BY: DATE:

CHECKED BY: Jim C. Tappens DATE: 7-15-65

24'-0" ROADWAY

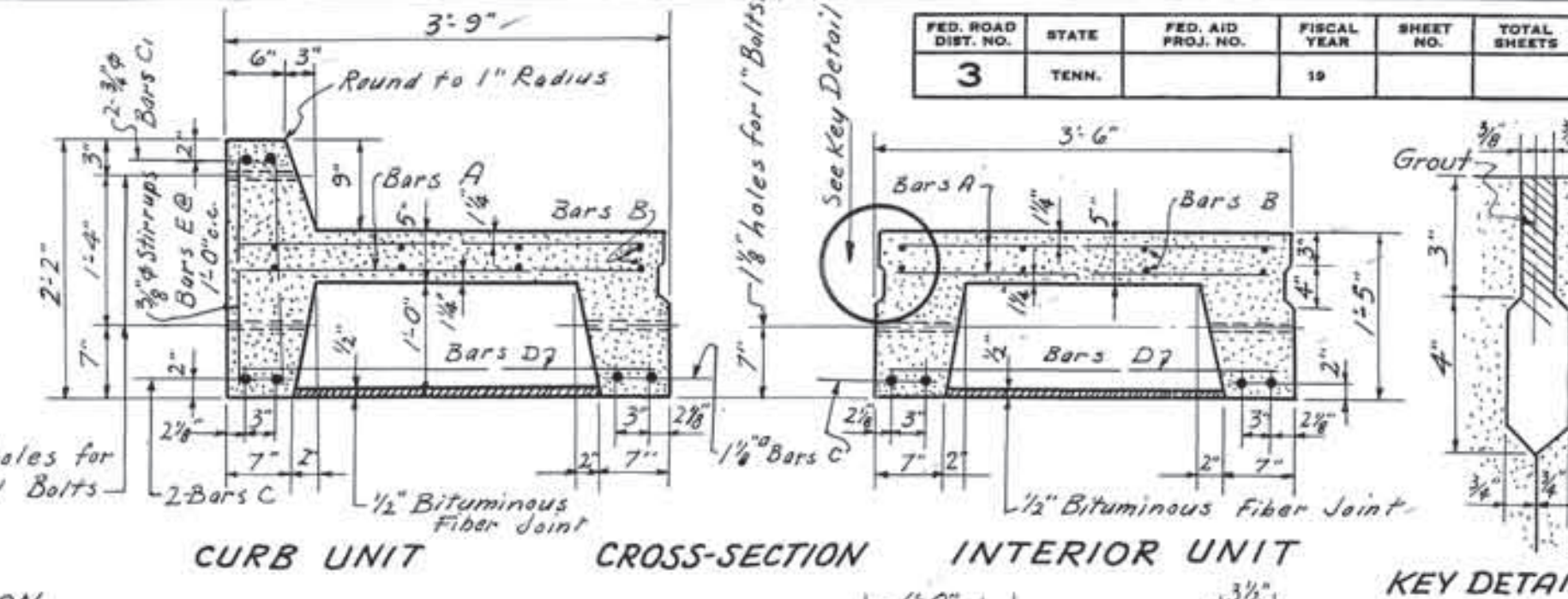
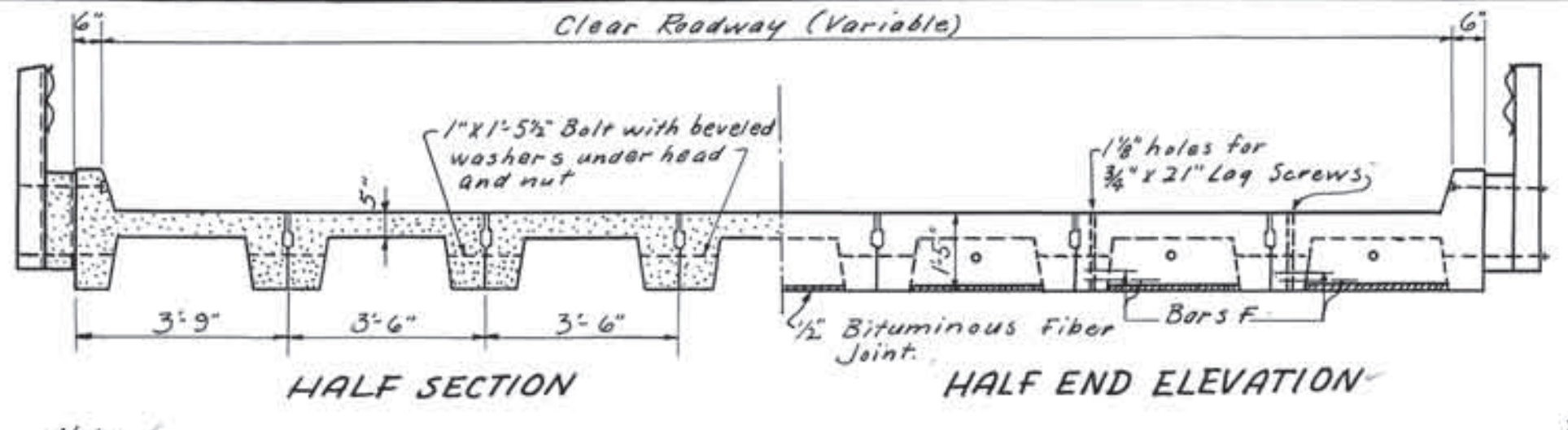
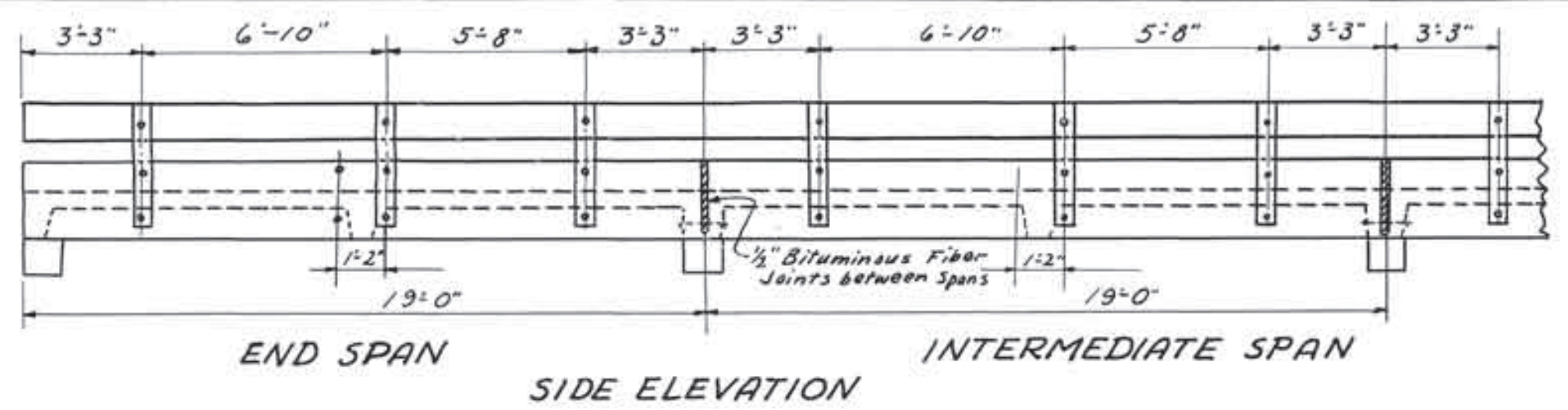
STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

LAYOUT OF BRIDGE
S-8016 OVER ROE CREEK
STATION 35+85.5
GIBSON COUNTY
1965

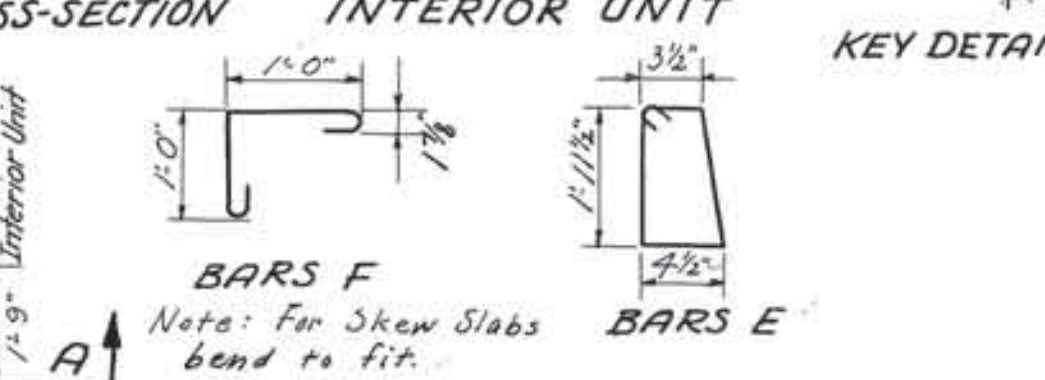
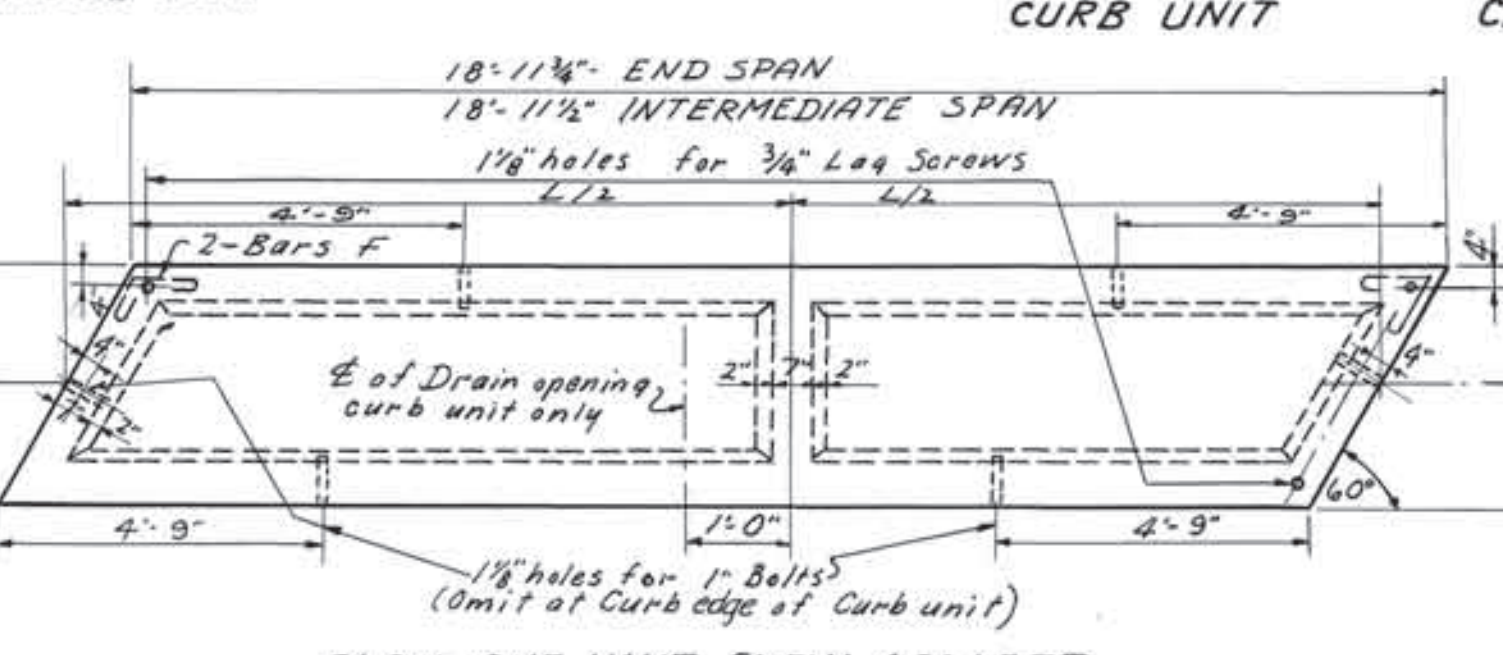
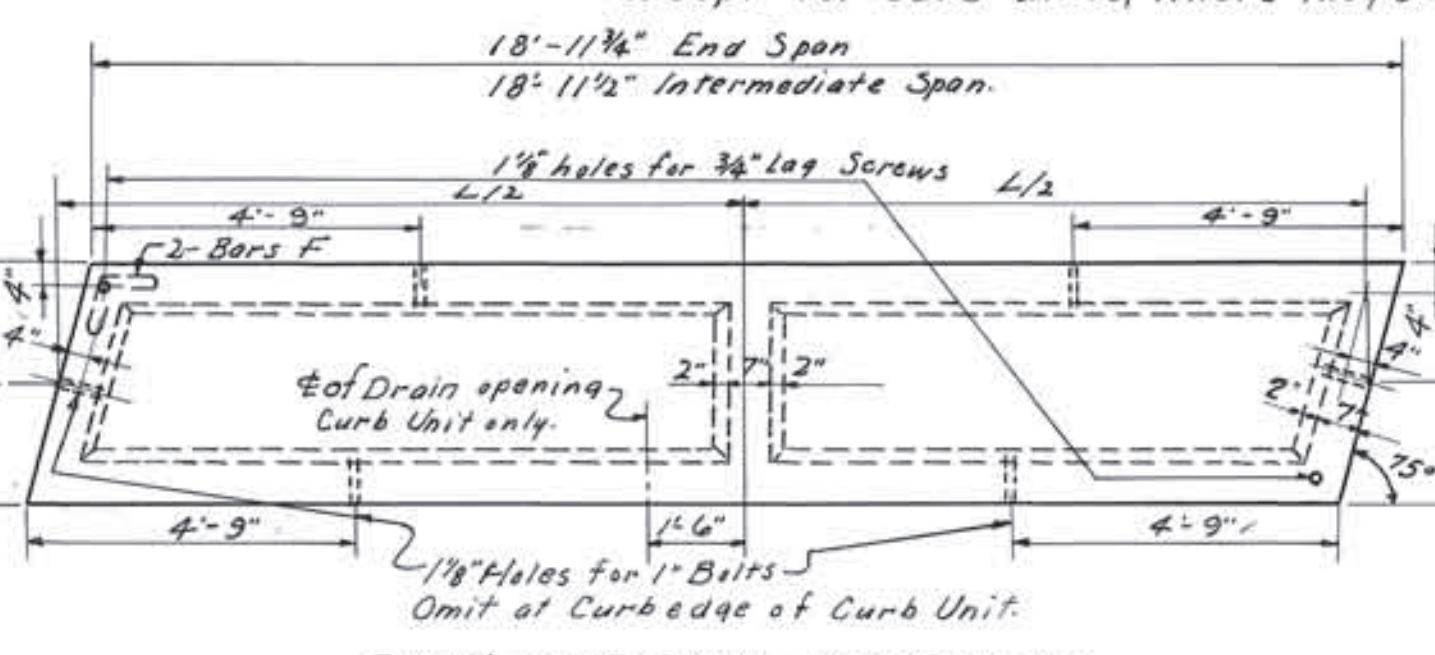
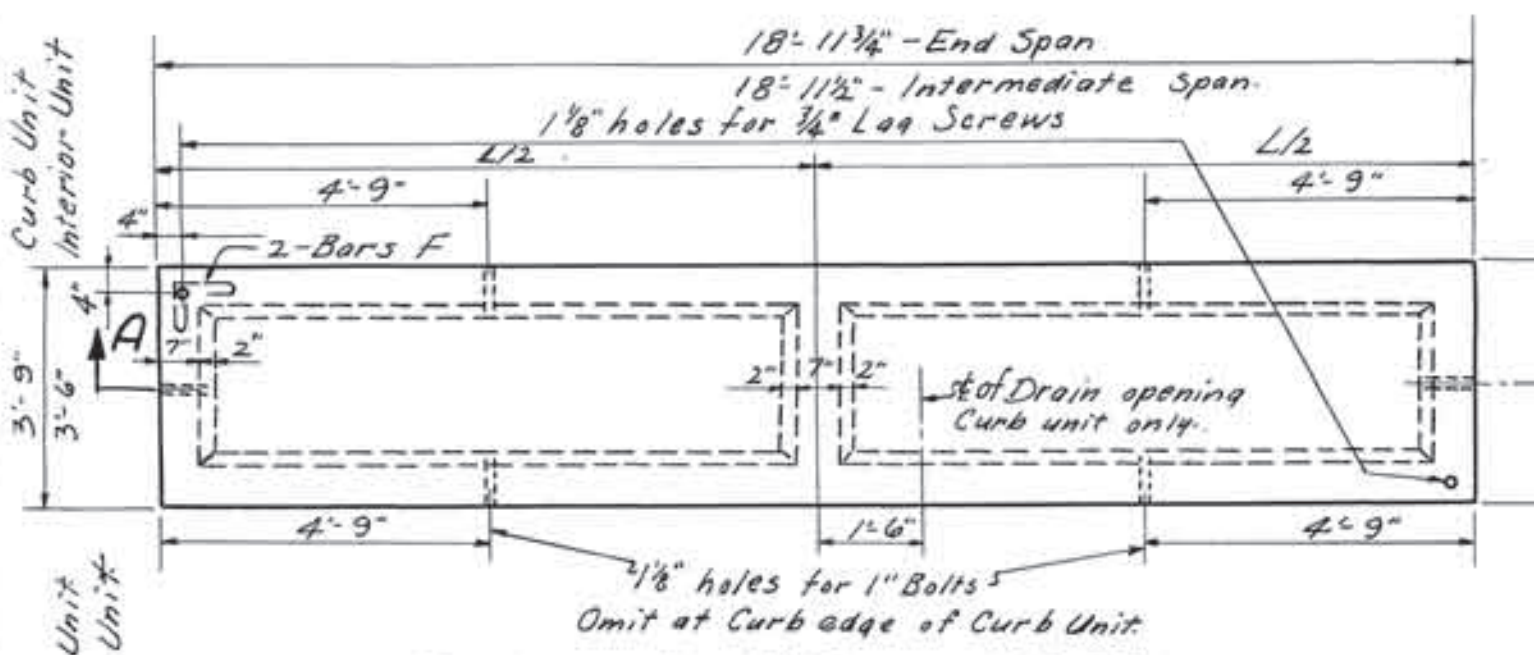
CORRECT: *John Greve*

APPROVED: *W. R. Doolap*
STATE HIGHWAY ENGINEER

K-51-51



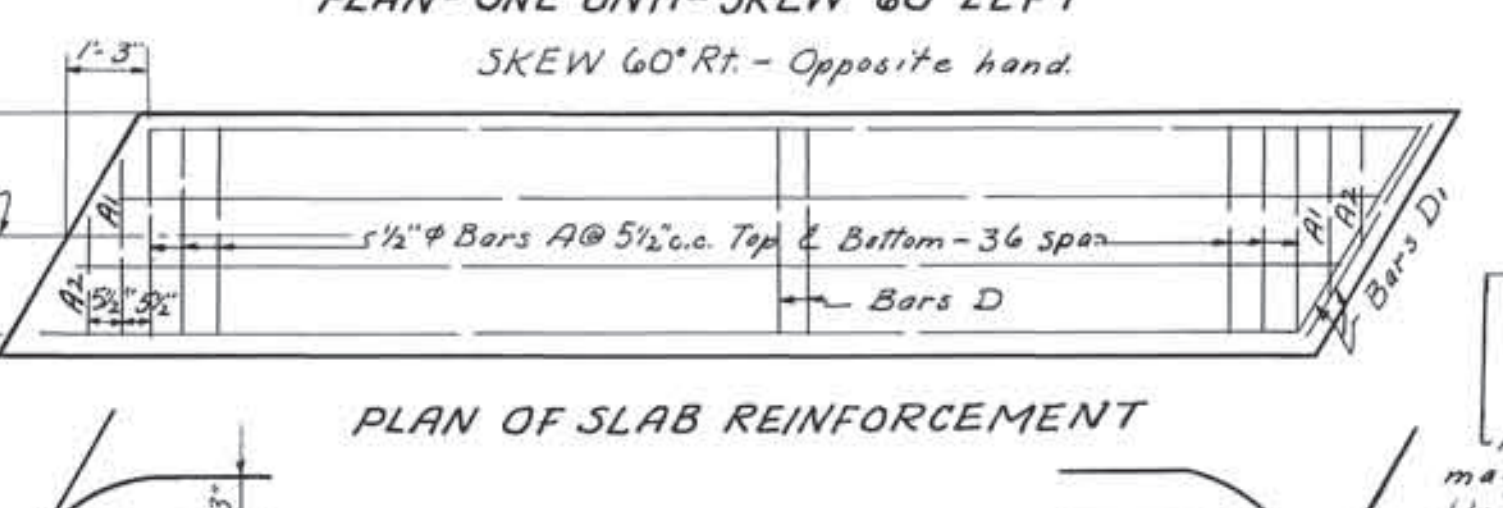
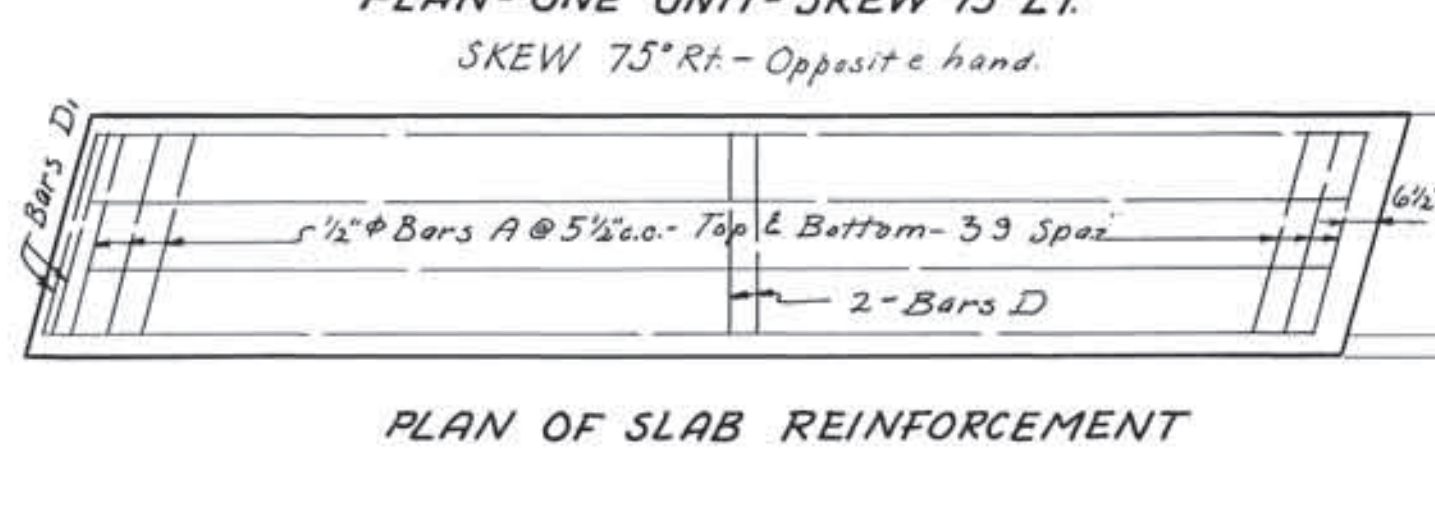
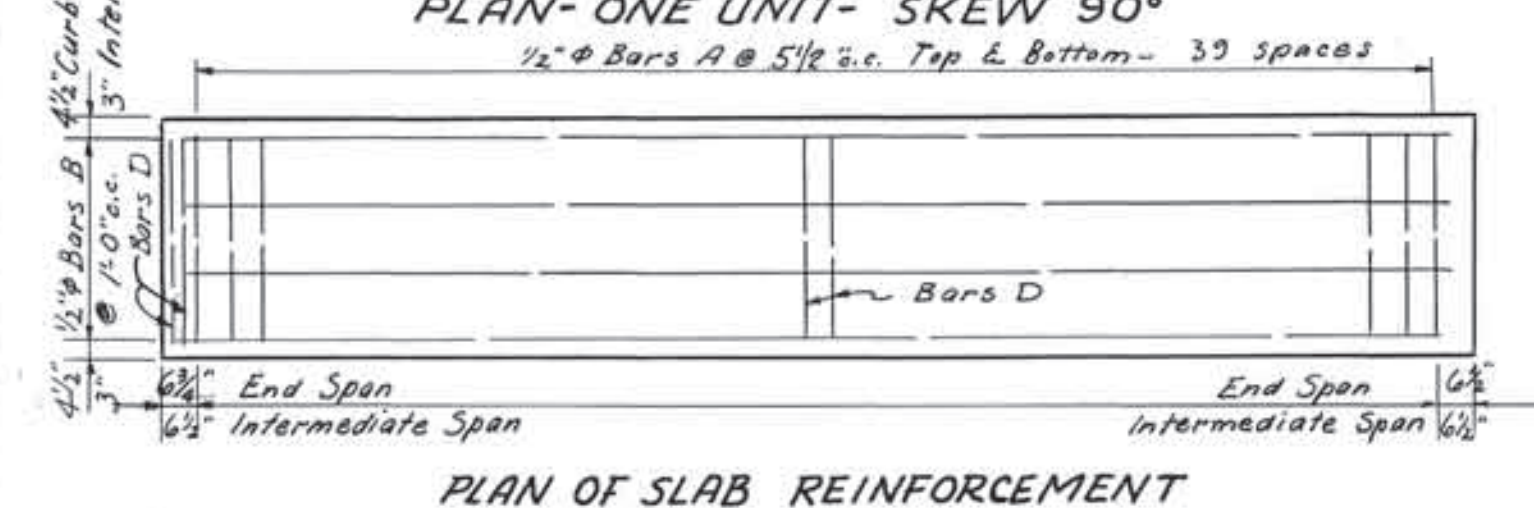
Note: Vertical holes for lag screws to be in opposite corners, except for curb units, where they shall be in the inside beam.



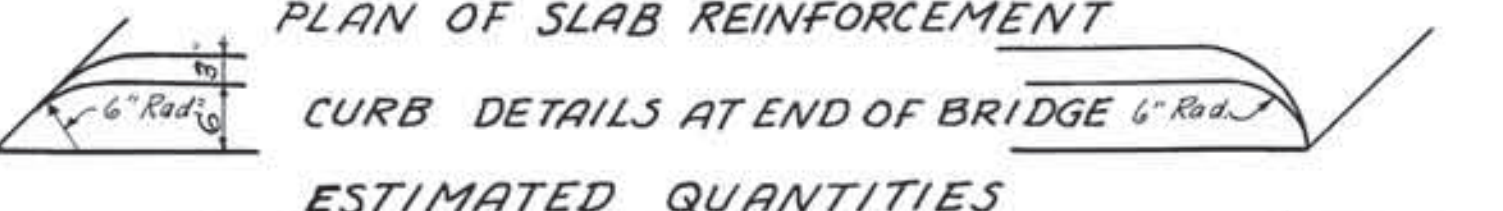
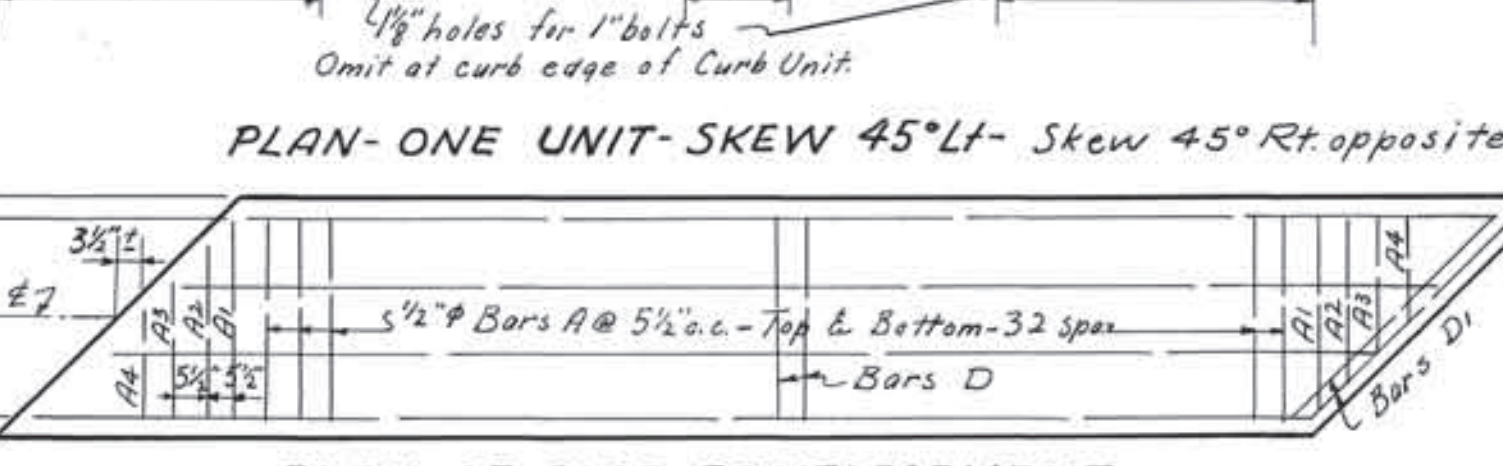
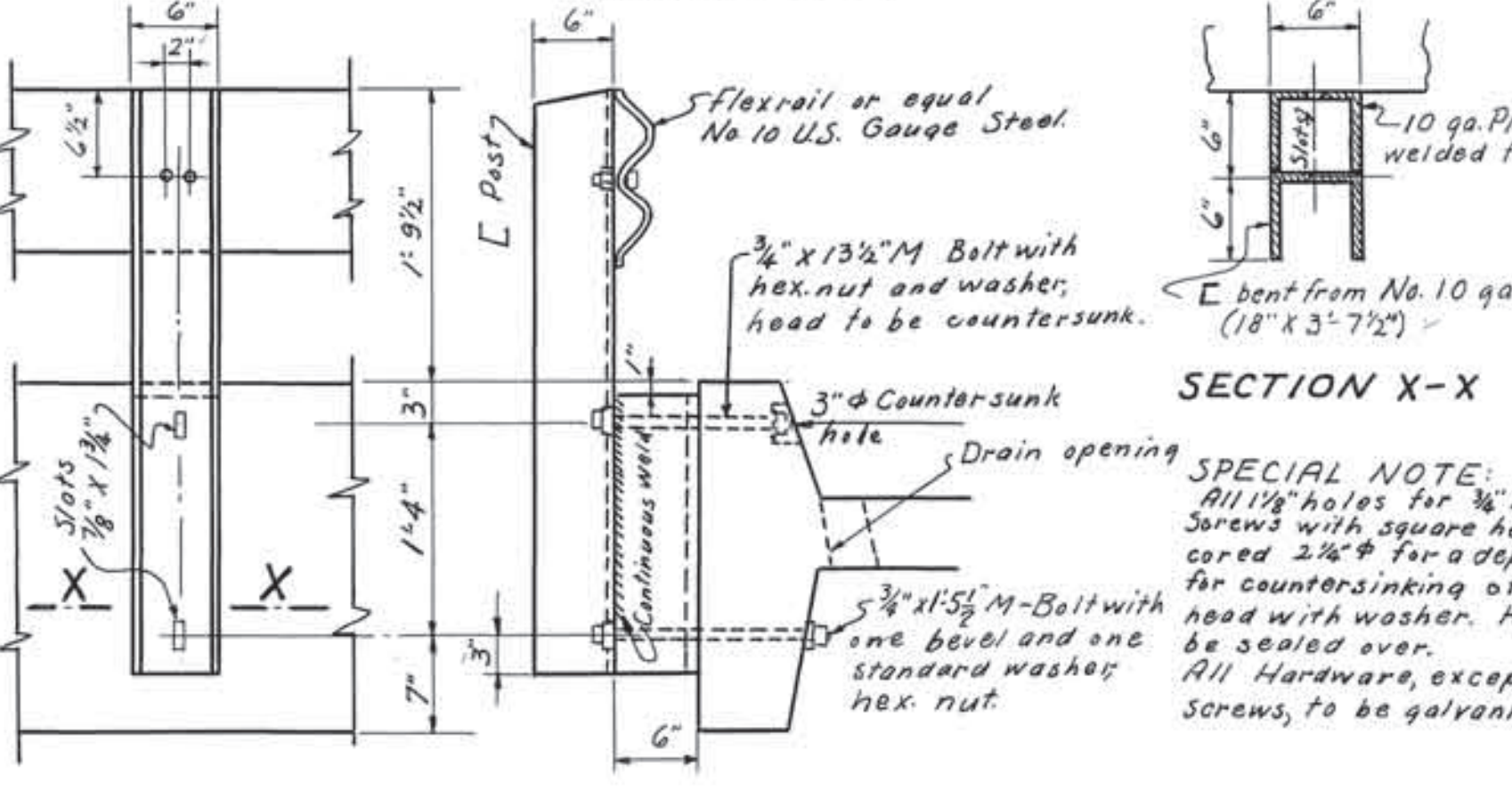
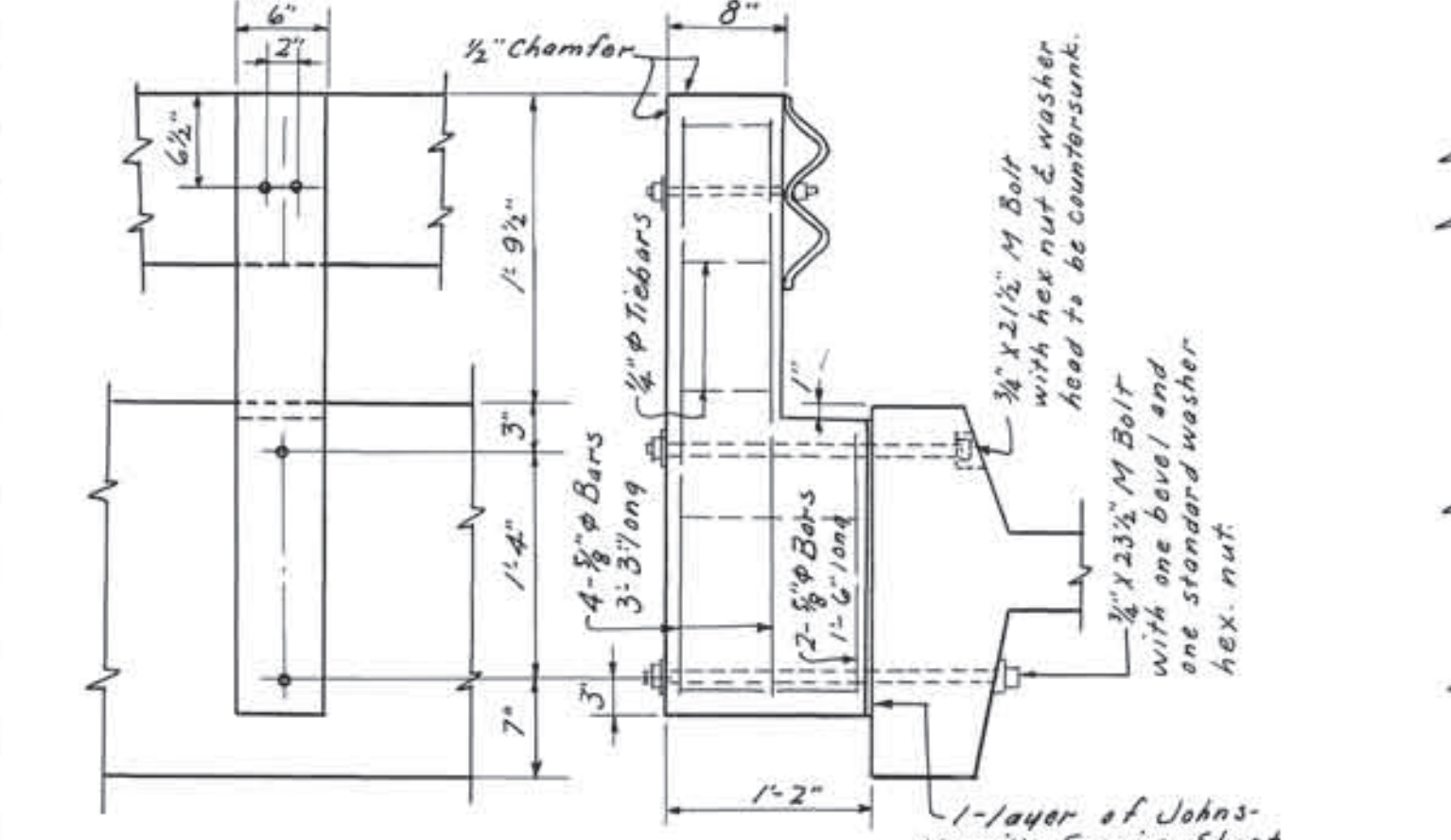
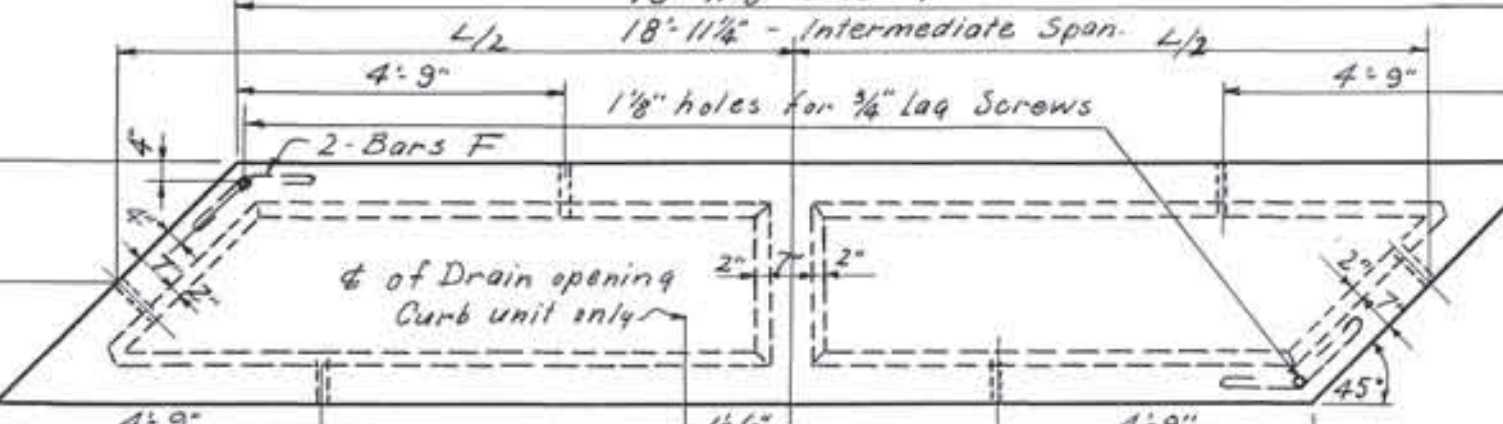
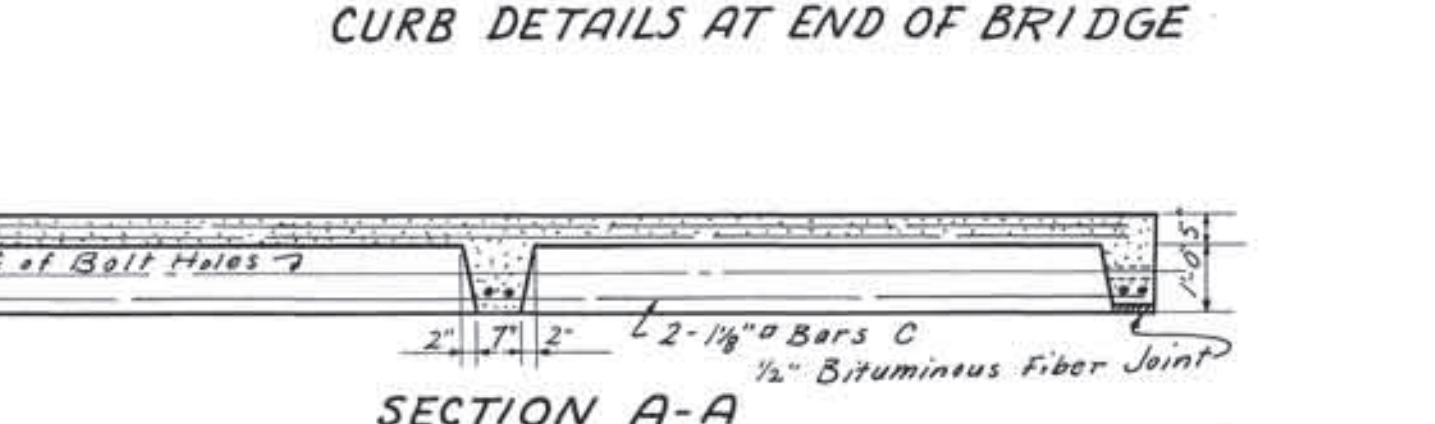
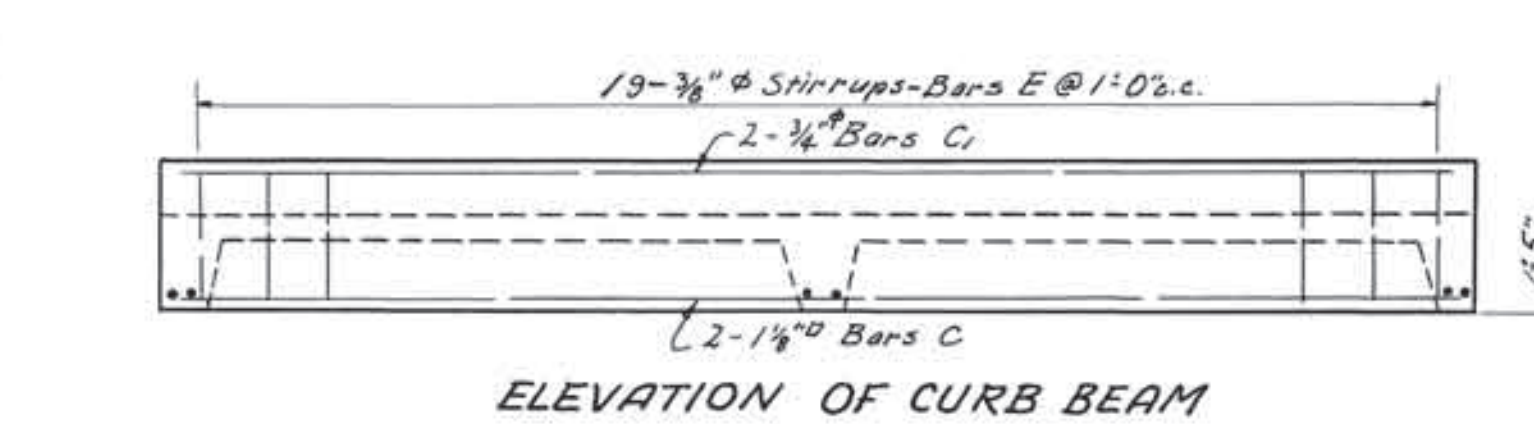
BILL OF STEEL

Bar	Size	Curb Unit		Interior Unit	
		No.	Length	No.	Length
SKEW 90°					
A	1/2" φ	80	3'-5"	80	3'-2"
B	1/2" φ	8	18'-8"	8	18'-8"
C	1/2" φ	4	18'-8"	4	18'-8"
D	1/2" φ	2	18'-8"	-	-
E	1/2" φ	19	5'-3"	6	3'-2"
F	3/8" φ	4	2'-8"	4	2'-8"
SKEW 75°					
A	1/2" φ	80	3'-6"	80	3'-3"
B	1/2" φ	8	18'-8"	8	18'-8"
C	1/2" φ	4	18'-8"	4	18'-8"
D	1/2" φ	2	18'-8"	-	-
E	1/2" φ	19	5'-3"	4	3'-3"
F	3/8" φ	4	2'-8"	4	2'-8"
SKEW 60°					
A	1/2" φ	74	3'-5"	74	3'-2"
B	1/2" φ	4	2'-9"	4	2'-8"
C	1/2" φ	4	1'-11"	4	1'-10"
D	1/2" φ	8	18'-8"	8	18'-8"
E	1/2" φ	4	18'-8"	4	18'-8"
F	1/2" φ	2	3'-5"	2	3'-2"
G	1/2" φ	4	3'-2"	4	3'-3"
H	1/2" φ	19	5'-3"	-	-
I	3/8" φ	4	2'-8"	4	2'-8"
SKEW 45°					
A	1/2" φ	66	3'-5"	66	3'-2"
B	1/2" φ	4	3'-0"	4	2'-10"
C	1/2" φ	4	2'-7"	4	2'-5"
D	1/2" φ	4	2'-1"	4	1'-11"
E	1/2" φ	4	1'-8"	4	1'-6"
F	1/2" φ	8	18'-8"	8	18'-8"
G	1/2" φ	4	18'-8"	4	18'-8"
H	1/2" φ	2	3'-5"	2	3'-2"
I	1/2" φ	4	4'-11"	4	4'-8"
J	1/2" φ	19	5'-3"	-	-
K	3/8" φ	4	2'-8"	4	2'-8"

Note: Bill of Steel for Intermediate Span same as above.



TYPICAL DETAIL
Note: The fabricator may pour the additional block of concrete shown crosshatched, but no additional payment will be allowed for this concrete.



ITEM	90°		75°		60°		45°	
	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.
CURB UNIT	2.5	716	2.6	721	2.6	716	2.6	713
INTERIOR UNIT	2.1	608	2.1	612	2.2	609	2.2	605

GENERAL NOTES:

SPECIFICATIONS: Standard Road & Bridge.
Specifications of the Tennessee Dept. of Highways.
LOADING: H15-44.
CONCRETE: To be Class "A".
FORMS & FINISH: See Specifications.
PAINT: Commercial Grade.
REINFORCING STEEL: See Specifications.

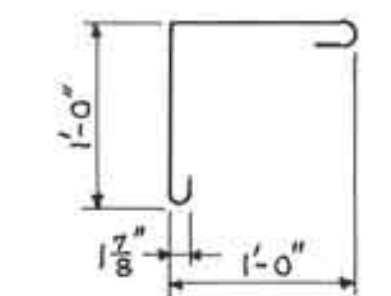
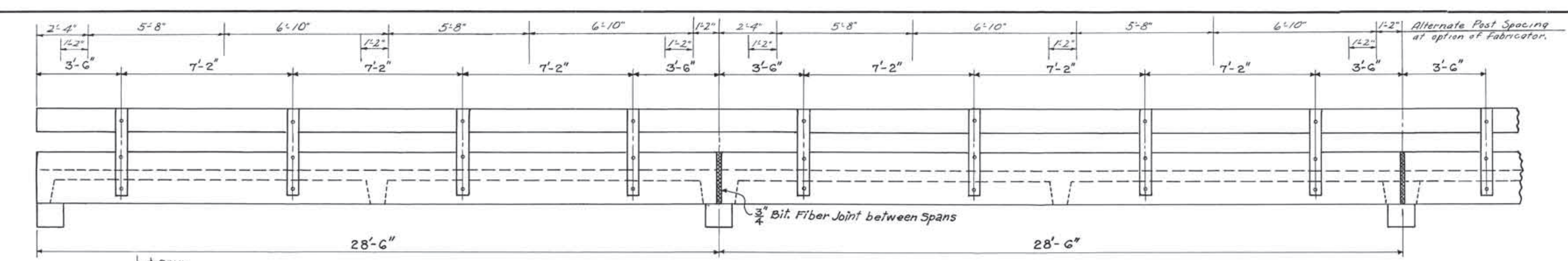
STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

**STANDARD
PRECAST SLAB BRIDGE**
SPAN 19'-0"
SKEW 90°-75°-60°-45°
1956

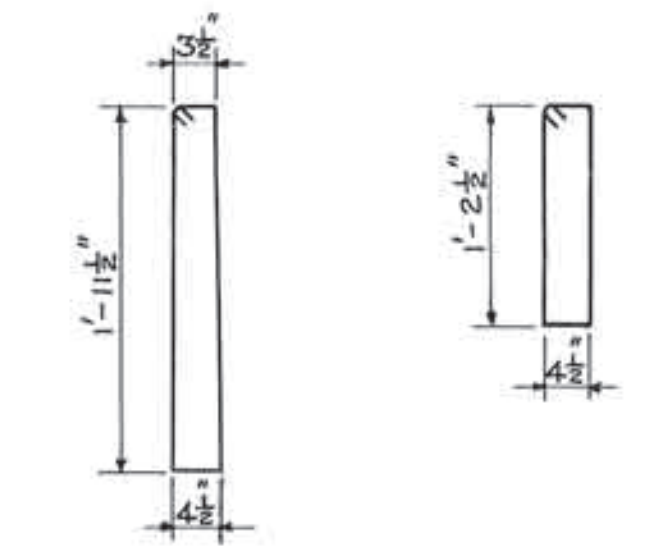
DESIGNED BY: W. Suter
DRAWN BY: A. Kelley
CHECKED BY: DATE
DATE: 11-9-56
DATE: 7-6-62
DATE:

CORRECT: Fred Green
APPROVED: [Signature]
DATE: 11-9-56
DATE: 7-6-62
DATE:

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		



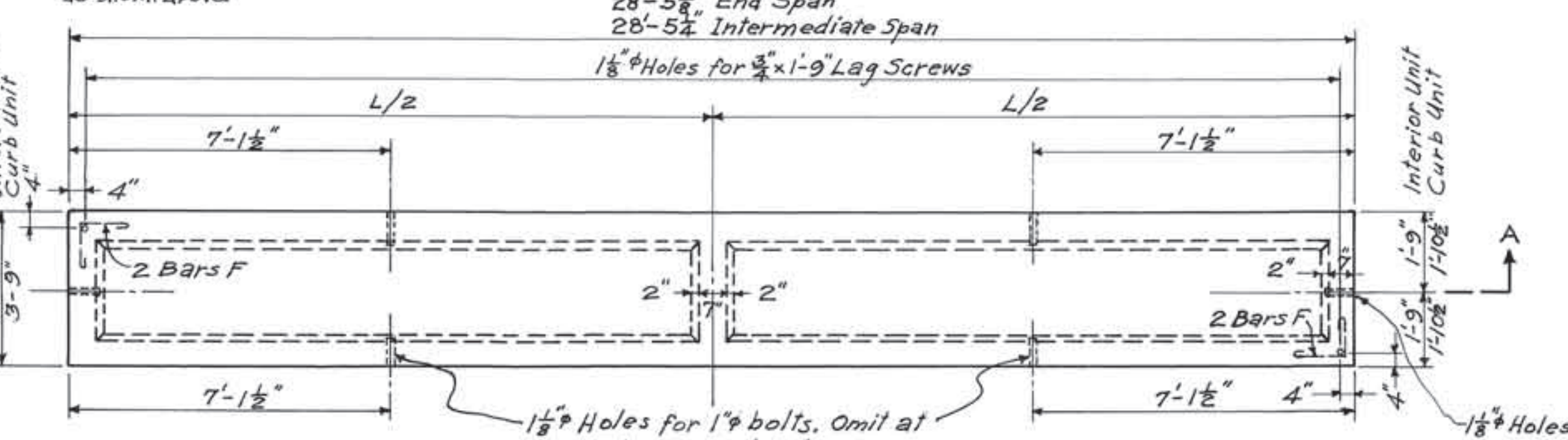
BARS F
Note: For Skew Slab Bend to Fit



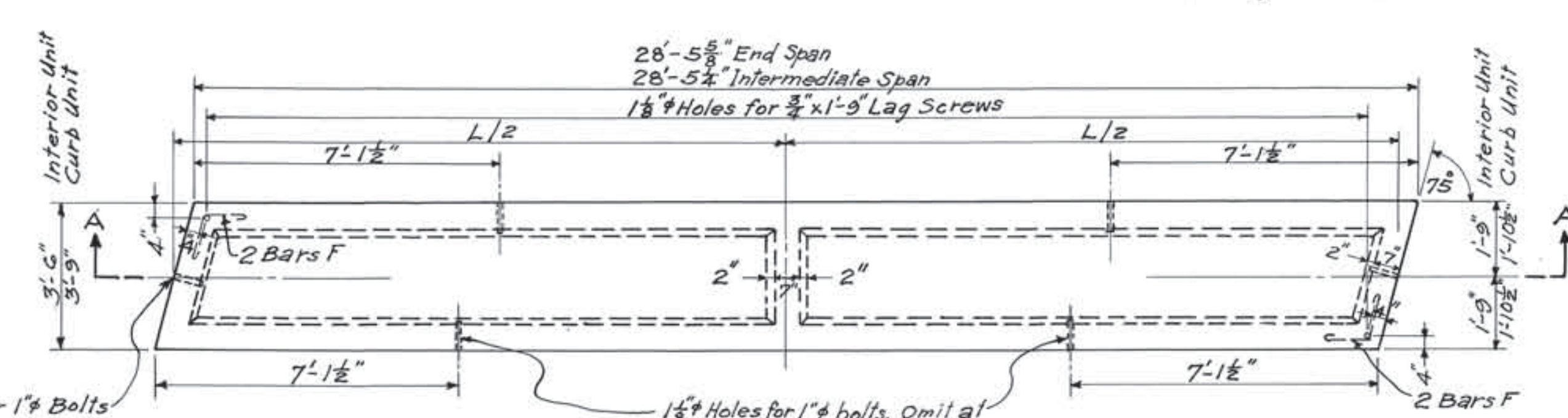
BARS E1 **BARS E**



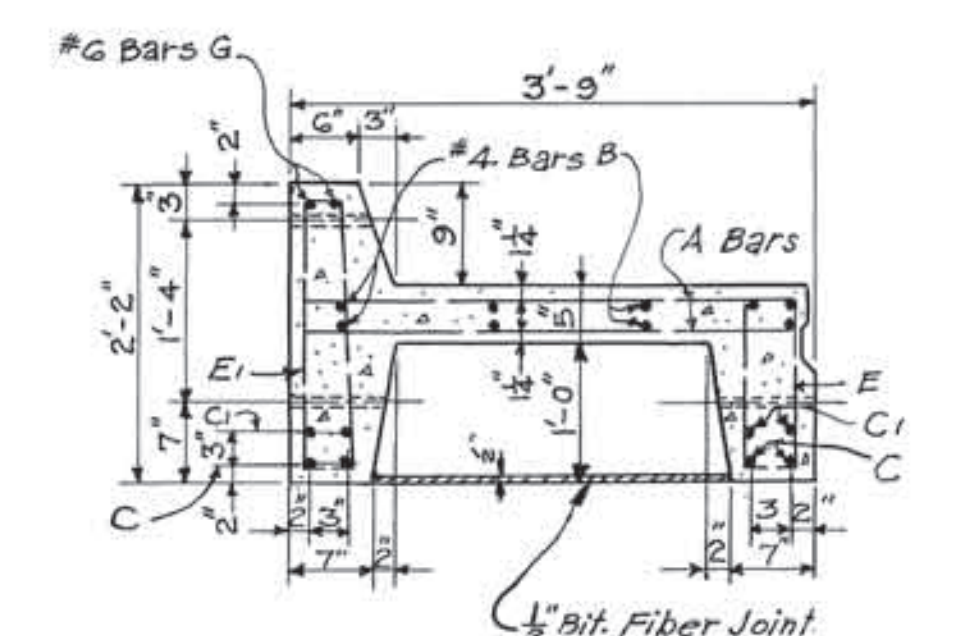
CAMBER DIAGRAM
When pouring channel slabs, they shall be cambered as shown above.



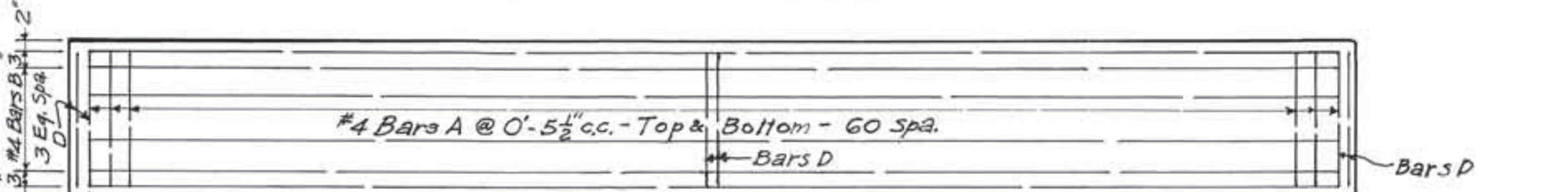
PLAN - ONE UNIT - SKEW 90°



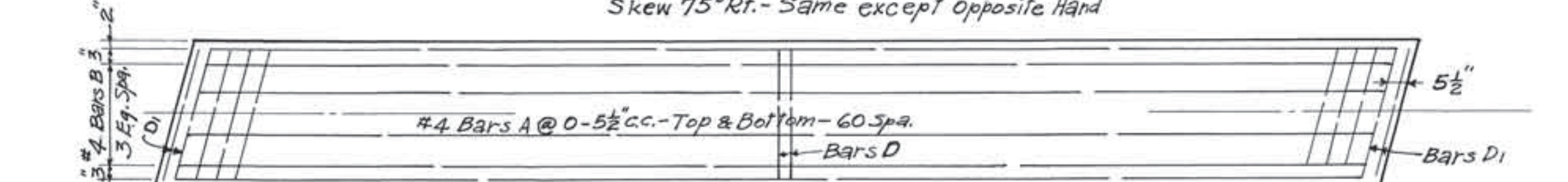
PLAN - ONE UNIT - SKEW 75° LEFT
Skew 75° Rt. - Same except Opposite Hand



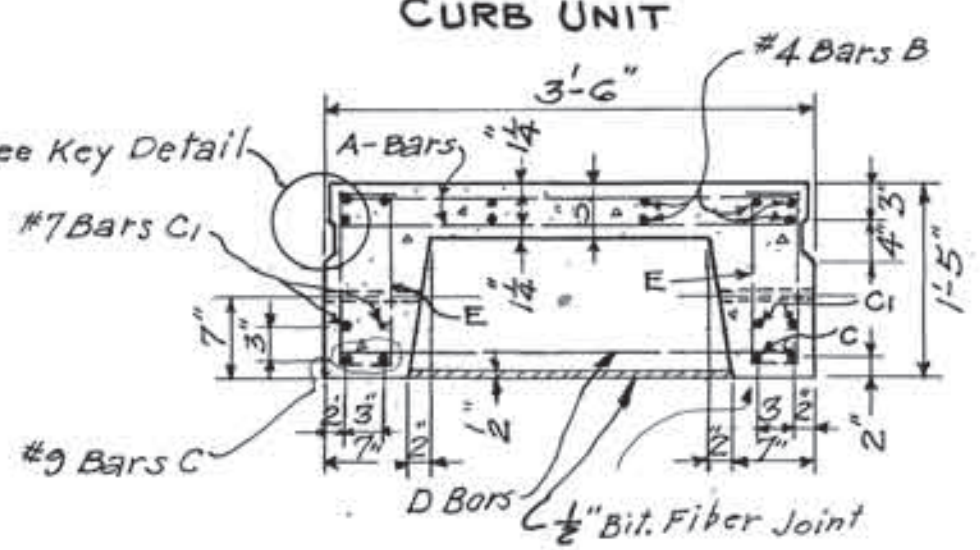
CURB UNIT



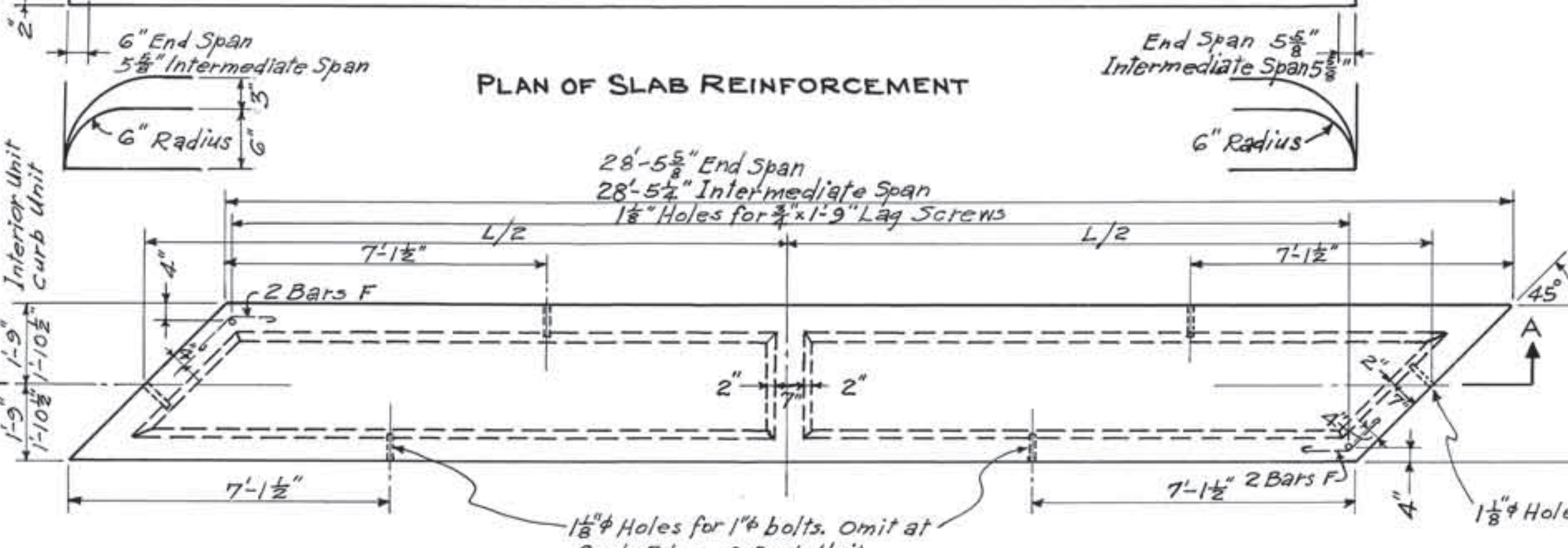
PLAN OF SLAB REINFORCEMENT



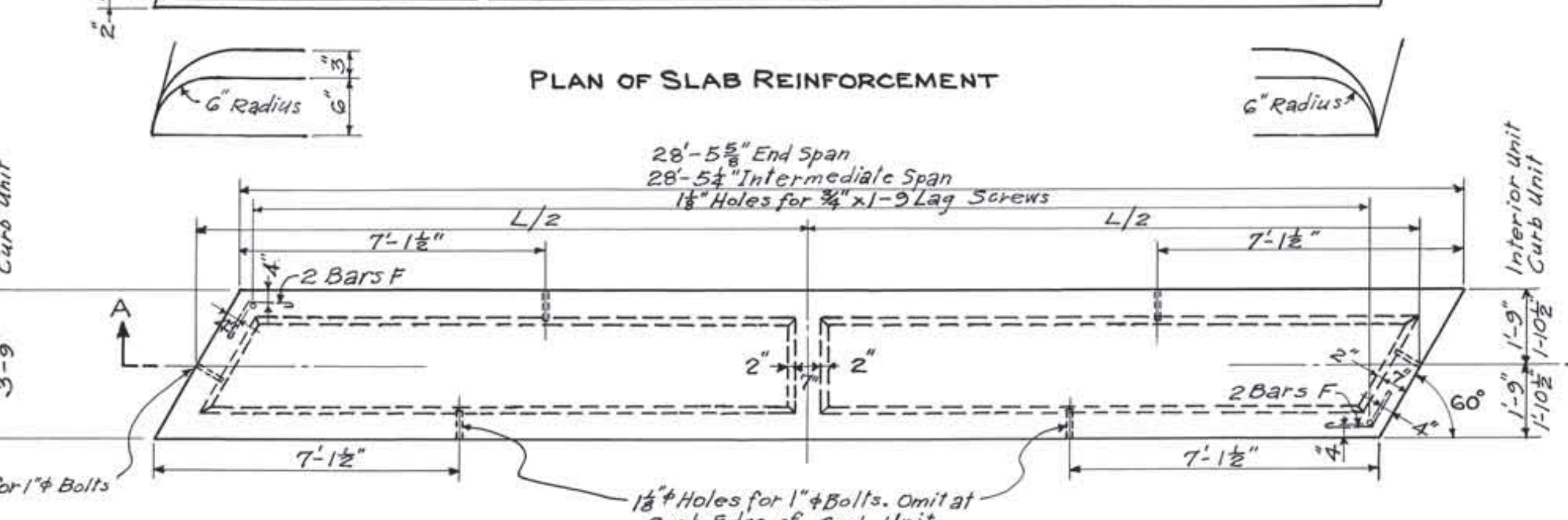
PLAN OF SLAB REINFORCEMENT



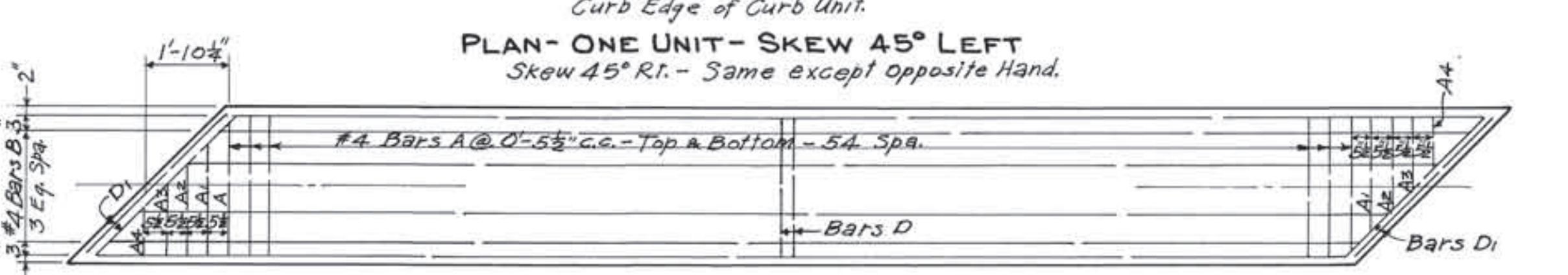
INTERIOR UNIT



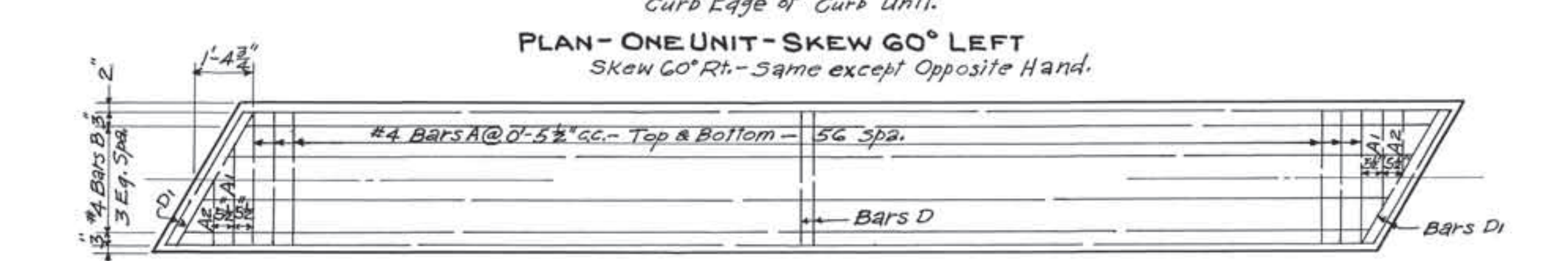
PLAN - ONE UNIT - SKEW 45° LEFT
Skew 45° Rt. - Same except Opposite Hand.



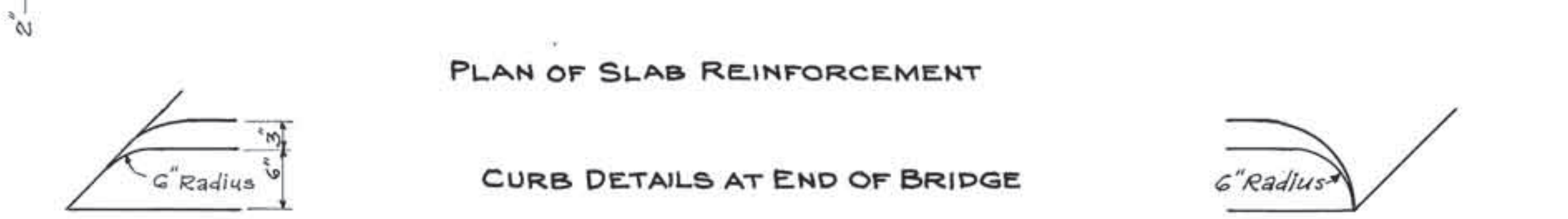
PLAN - ONE UNIT - SKEW 60° LEFT
Skew 60° Rt. - Same except Opposite Hand.



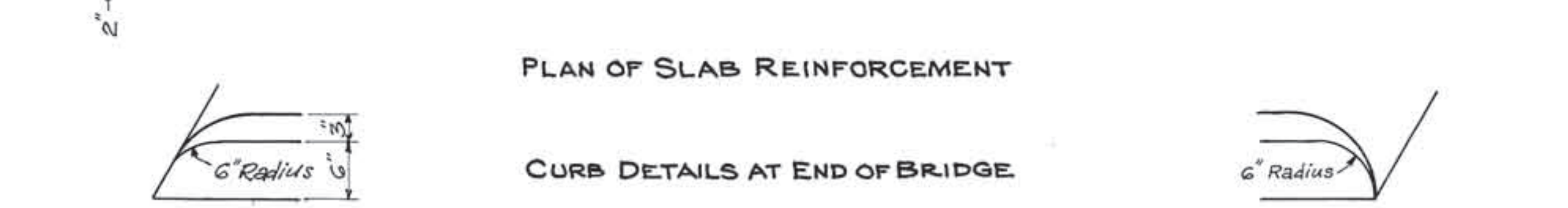
PLAN OF SLAB REINFORCEMENT



PLAN OF SLAB REINFORCEMENT



CURB DETAILS AT END OF BRIDGE



CURB DETAILS AT END OF BRIDGE

GENERAL NOTES

Specifications: Standard Road & Bridge Specifications of the Tennessee Department of Highways.

Loading: H15-44.

Concrete: To be Class "A".

Reinforcing Steel: Intermediate or Hard grade.

Forms and Finish: See Specifications.

Paint: Commercial Grade.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
AND PUBLIC WORKS
NASHVILLE
STANDARD
PRECAST SLAB BRIDGE
SPAN 28'-6" SKEW 90°-75°-60°-45°
24'-0" ROADWAY
1961

DESIGNED BY: R. P. S.
DRAWN BY: M. G. E.
TRACED BY: M. G. E.
CHECKED BY: M. G. E.

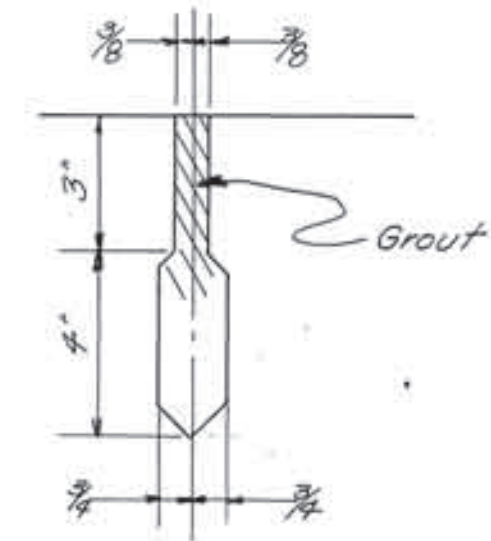
DATE: 6-27-61
DATE: 7-3-61
DATE: 6-27-61

CORRECT: Fred Groves
APPROVED: [Signature]
STATE HIGHWAY ENGINEER

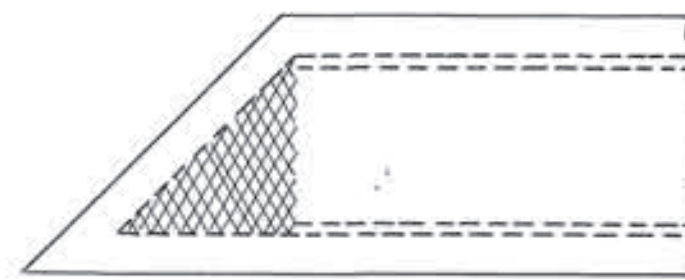
H-5-7

WITH H-5-8

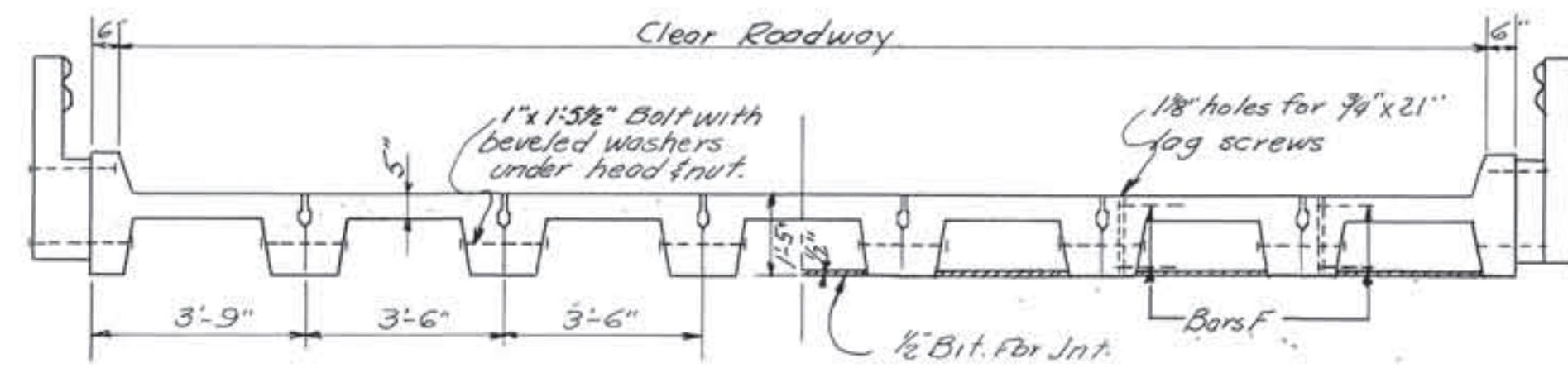
Revised: 5-26-63, Alternate Post Spacing.
REVISED: 3-6-63, CAMBER DIAGRAM ADDED.
Rev 8-30-61, Bit Fiber Joint Union End Wall



KEY DETAIL

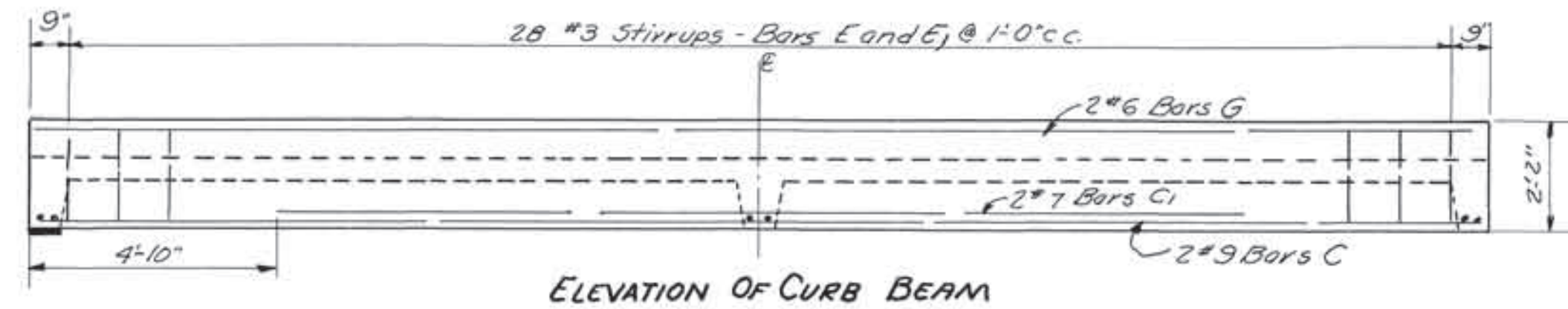


TYPICAL DETAIL
NOTE: The fabricator may pour the additional block of concrete shown cross-hatched, but no additional payment will be allowed for this concrete.

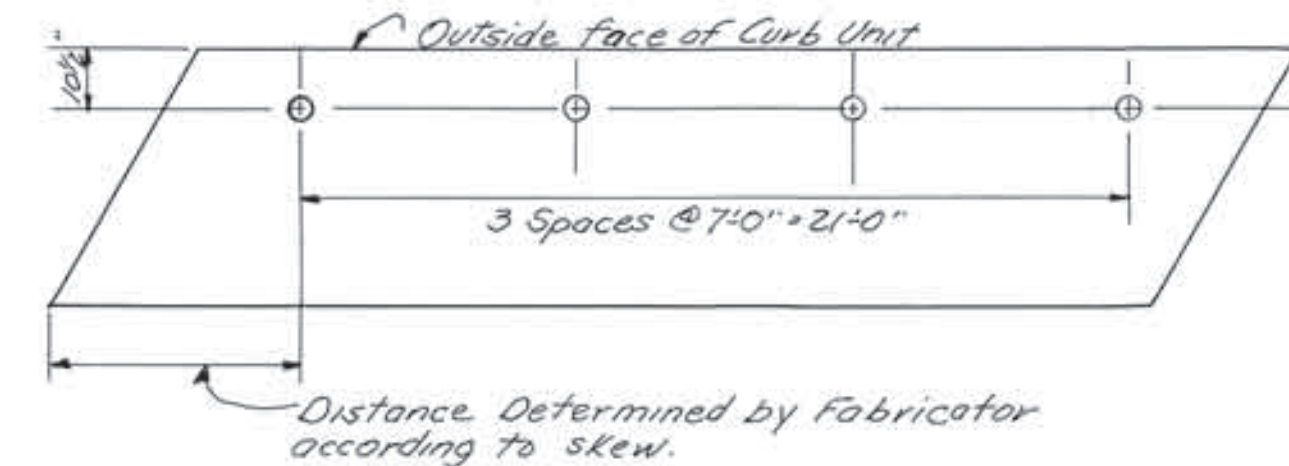


HALF SECTION

HALF END ELEVATION

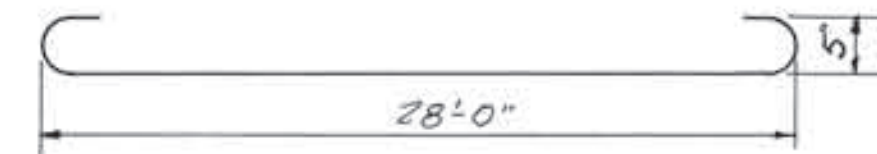


ELEVATION OF CURB BEAM



DRAIN LOCATION - CURB UNIT

Taper drain opening from 3" at top to 3/4" at bottom.

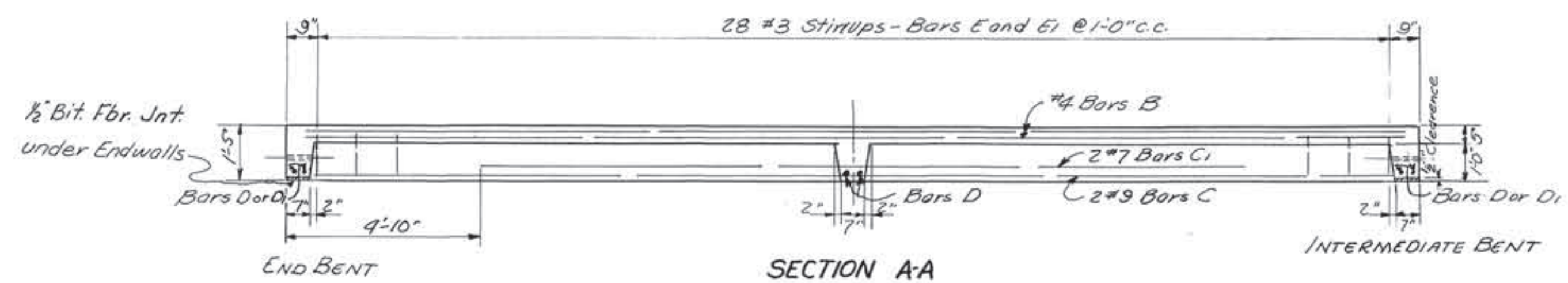


BARS C

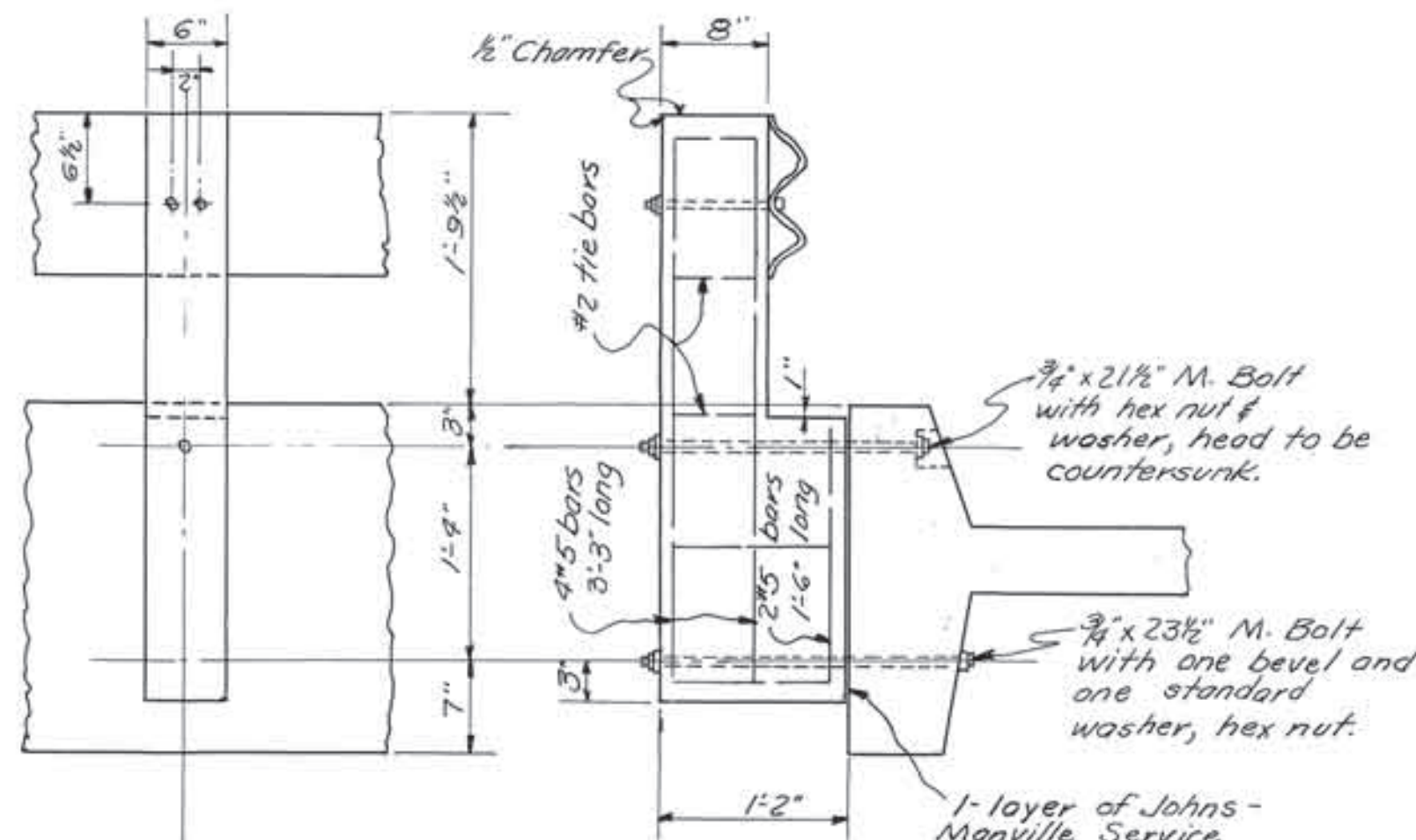
ESTIMATED QUANTITIES

ITEM	90°		75°		60°		45°	
	Concrete Class 'A' Cu. Yds.	Reinforc. Steel Lbs.	Concrete Class 'A' Cu. Yds.	Reinforc. Steel Lbs.	Concrete Class 'A' Cu. Yds.	Reinforc. Steel Lbs.	Concrete Class 'A' Cu. Yds.	Reinforc. Steel Lbs.
Curb Unit	3.7	1204	3.7	1210	3.7	1138	3.8	1203
Interior Unit	3.1	1102	3.2	1109	3.3	1097	3.3	1101

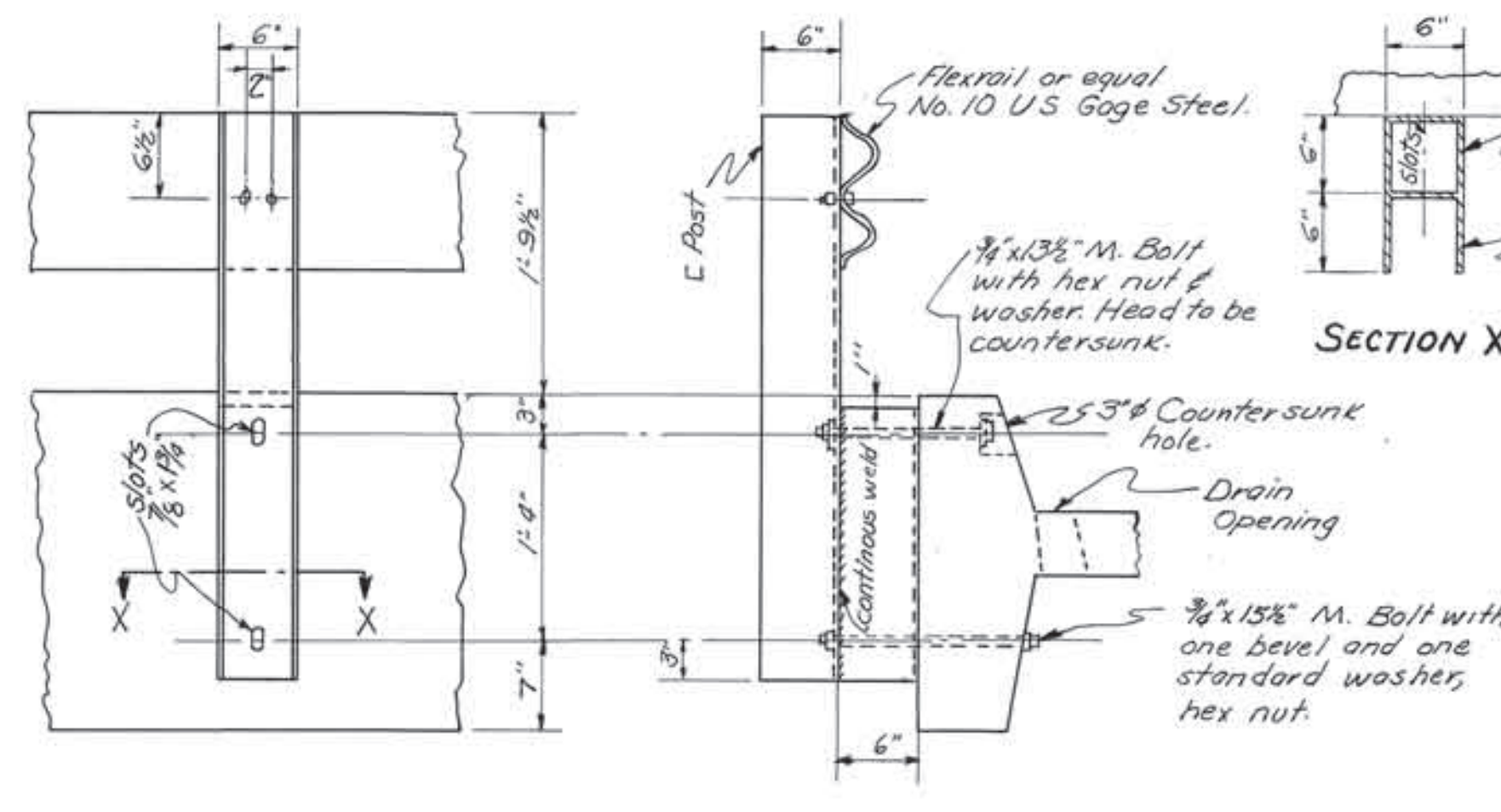
NOTE: Cost of joint material to be included in the cost of items bid on.



SECTION A-A



ALTERNATE PRECAST CONCRETE RAIL POST



METAL HANDRAIL POST DETAILS AND ROADWAY DRAIN

NOTE: Taper drain opening from 3" at top to 3/4" at bottom.

BILL OF STEEL

One Span					
Curb Unit			Interior Unit		
Bar Size	No.	Length	Bar Size	No.	Length
Skew 90°					
A #4	122	3'-5"	122	3'-2"	
B #4	9	28'-0"	10	28'-0"	
C #9	4	29'-8"	4	29'-8"	
D #7	4	18'-10"	4	18'-10"	
E #4	6	3'-5"	6	3'-2"	
F #3	28	3'-10"	56	3'-10"	
G #3	28	5'-3"	-	-	
F #3	4	2'-8"	4	2'-8"	
G #6	2	28'-0"	-	-	
Skew 75°					
A #4	122	3'-6"	122	3'-3"	
B #4	9	28'-0"	10	28'-0"	
C #9	4	29'-8"	4	29'-8"	
D #7	4	18'-10"	4	18'-10"	
E #4	6	3'-5"	6	3'-2"	
F #3	28	3'-10"	56	3'-10"	
G #3	28	5'-3"	-	-	
F #3	4	2'-8"	4	2'-8"	
G #6	2	28'-0"	-	-	
Skew 60°					
A #4	114	3'-5"	114	3'-2"	
A1 #4	4	2'-6"	4	2'-4"	
A2 #4	4	1'-9"	4	1'-7"	
B #4	9	28'-0"	10	28'-0"	
C #9	4	29'-8"	4	29'-8"	
D #7	4	18'-10"	4	18'-10"	
E #4	6	3'-5"	6	3'-2"	
F #3	28	3'-10"	56	3'-10"	
G #3	28	5'-3"	-	-	
F #3	4	2'-8"	4	2'-8"	
G #6	2	28'-0"	-	-	
Skew 45°					
A #4	110	3'-5"	110	3'-2"	
A1 #4	4	2'-10"	4	2'-7"	
A2 #4	4	2'-4"	4	2'-1"	
A3 #4	4	1'-7"	4	1'-8"	
A4 #4	4	1'-6"	4	1'-3"	
B #4	9	28'-0"	10	28'-0"	
C #9	4	29'-8"	4	29'-8"	
D #7	4	18'-10"	4	18'-10"	
E #4	6	3'-5"	6	3'-2"	
F #3	28	3'-10"	56	3'-10"	
E1 #3	28	5'-3"	-	-	
F #3	4	2'-8"	4	2'-8"	
G #6	2	28'-0"	-	-	

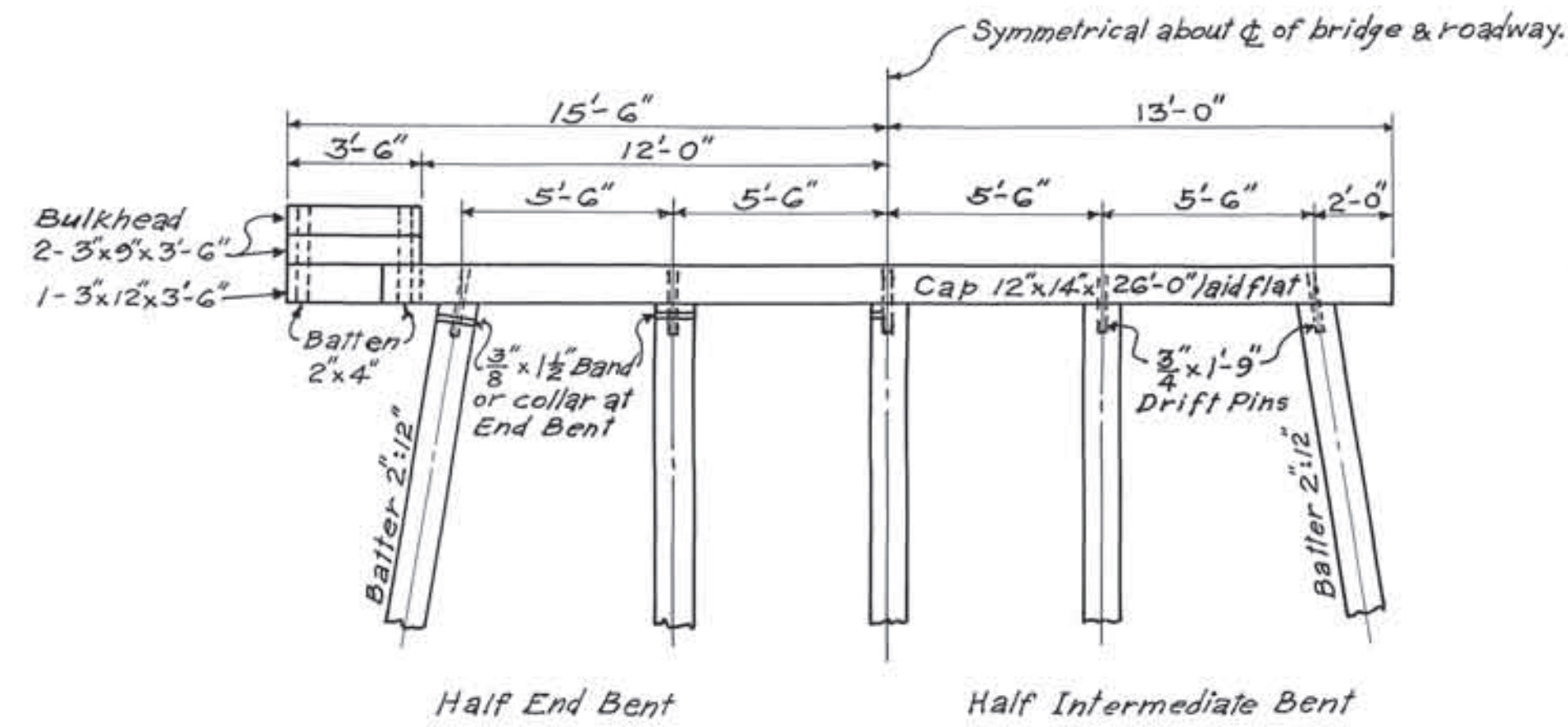
STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
AND PUBLIC WORKS
NASHVILLE
STANDARD
PRECAST SLAB BRIDGE
SPAN 28'-6" SKEW 90°; 75°; 60°; 45°
24'-0" ROADWAY
1961

DESIGNED BY: R.P.S. DATE: 6-27-61
DRAWN BY: K. G. PETER DATE: 6-30-61
CHECKED BY: W.B.C. DATE: 6-27-61

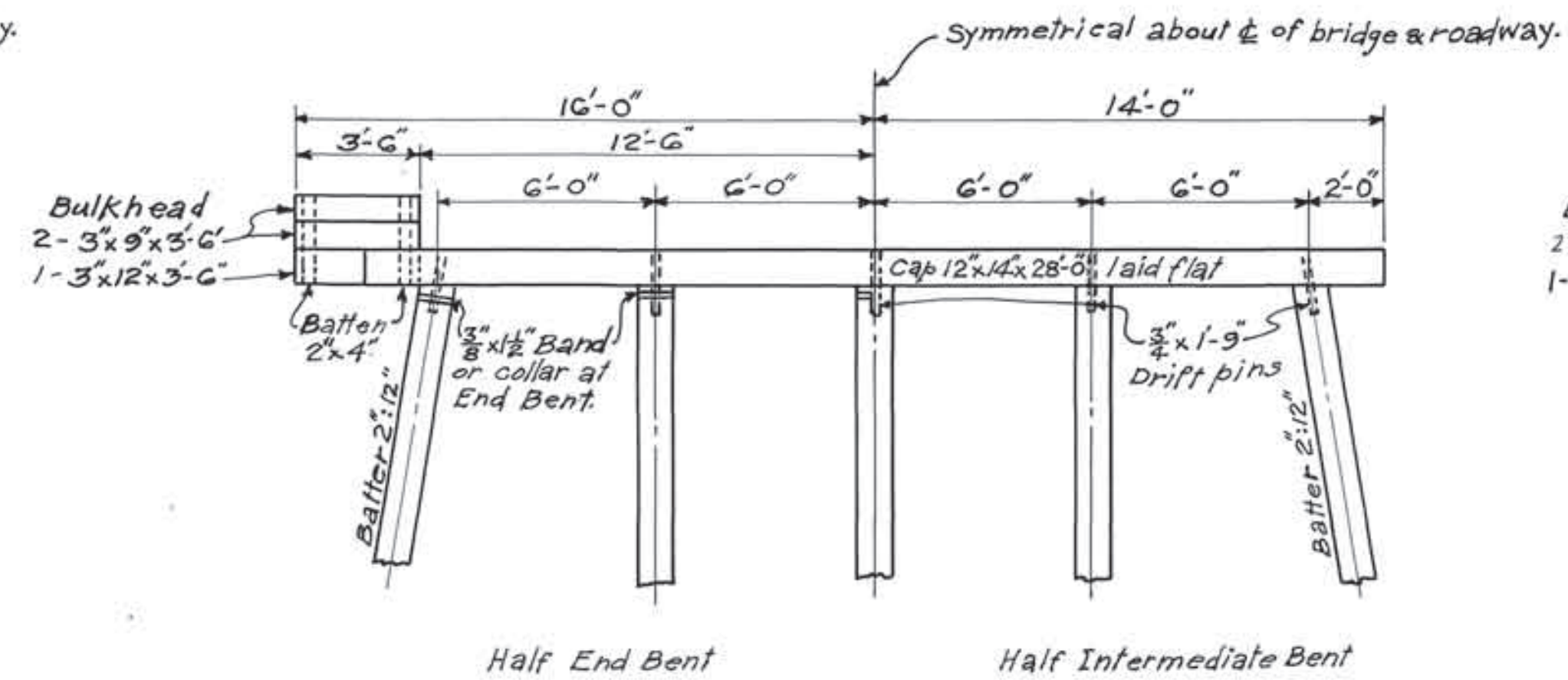
CORRECT: Fred Green
APPROVED: Fred Green
STATE HIGHWAY ENGINEER

H-5-8

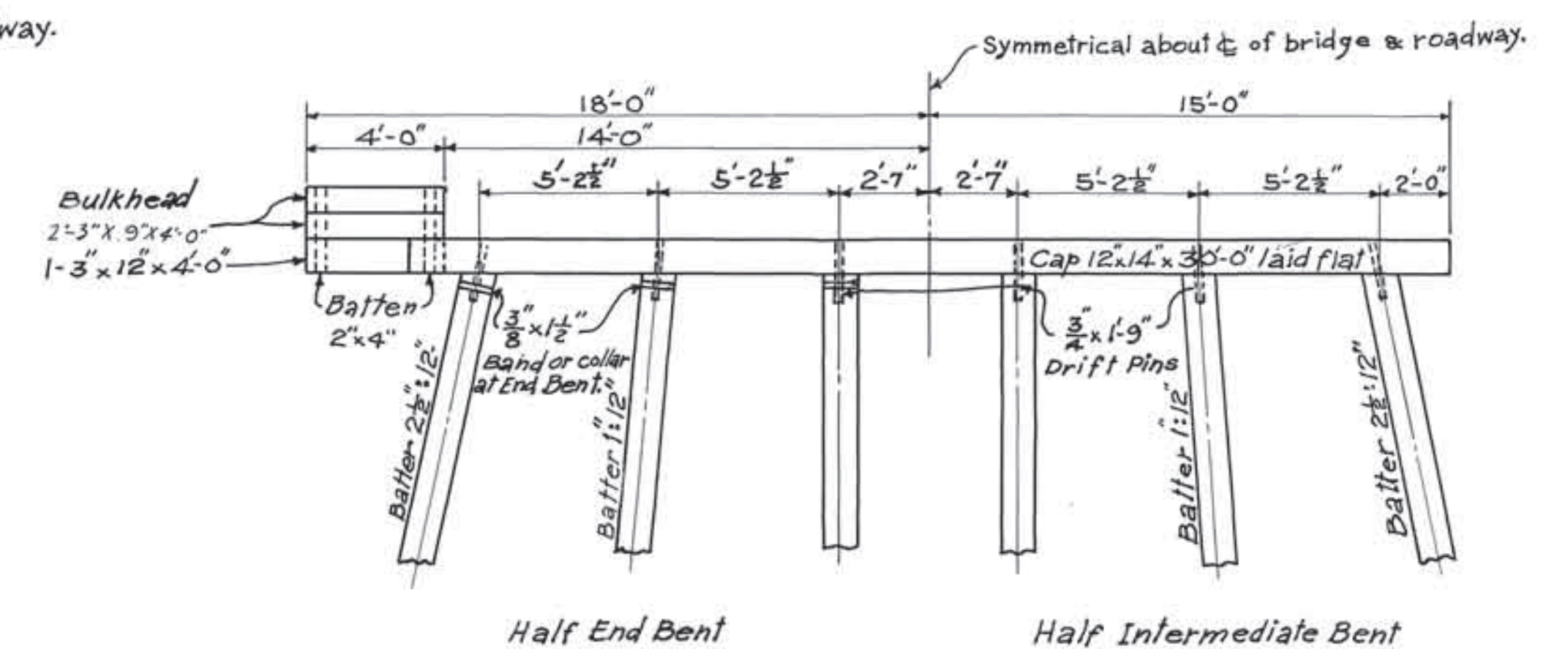
WITH H-5-7



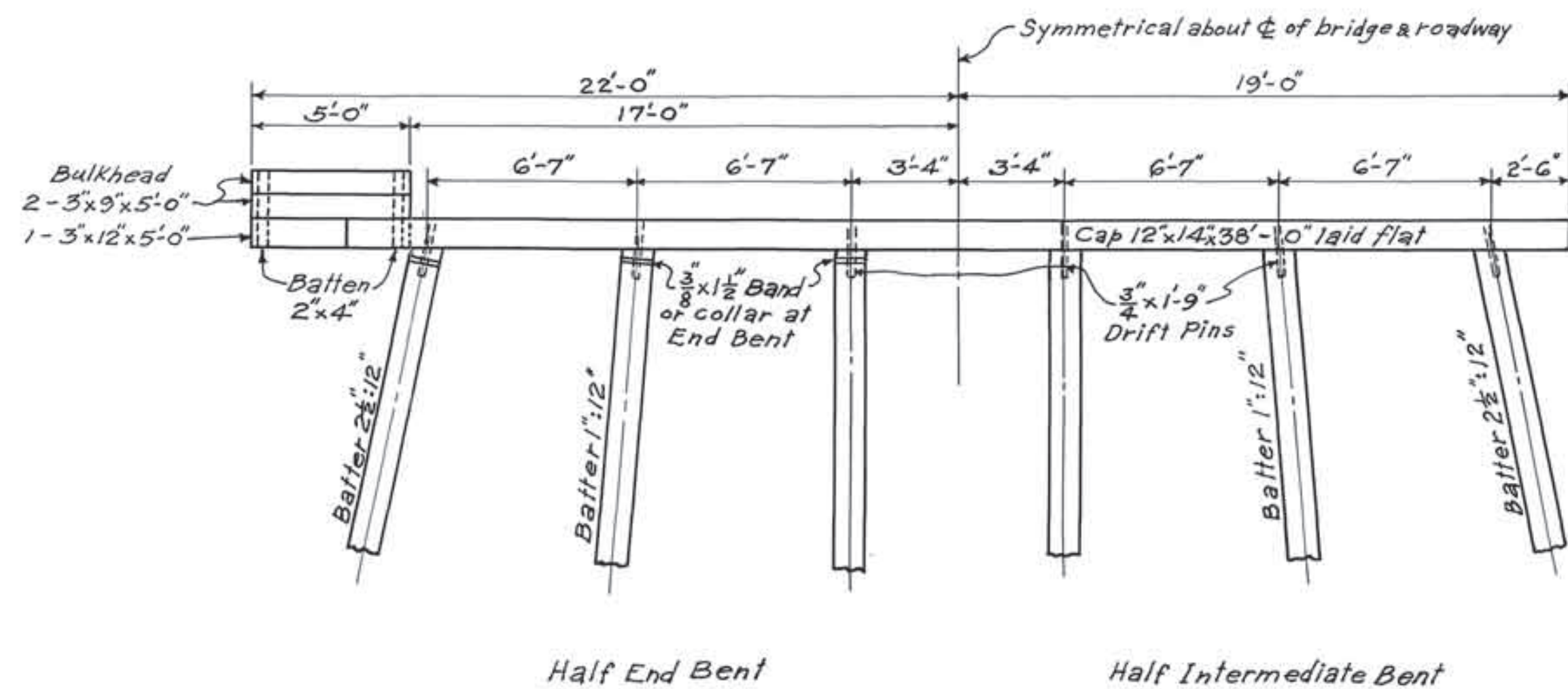
SKEW 90°



SKEW 75°



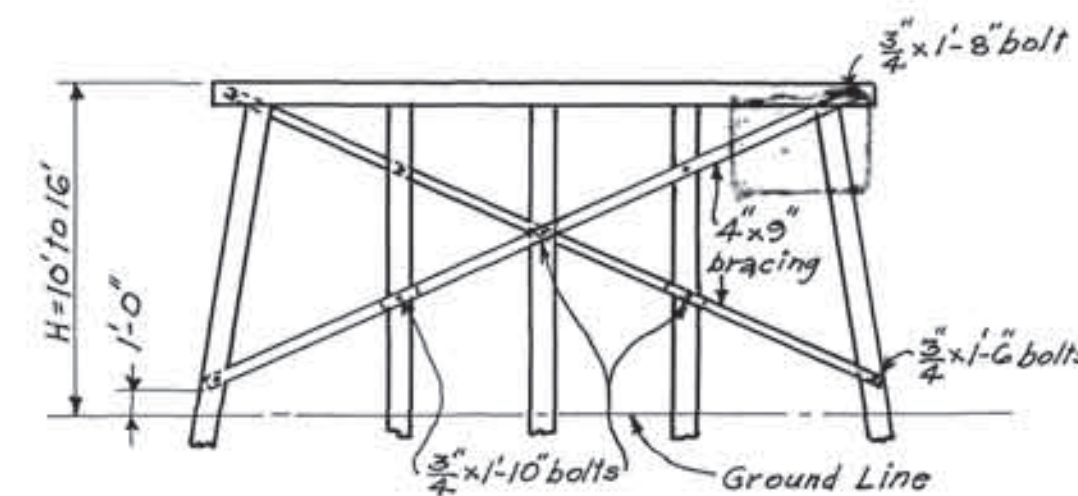
SKEW 60°



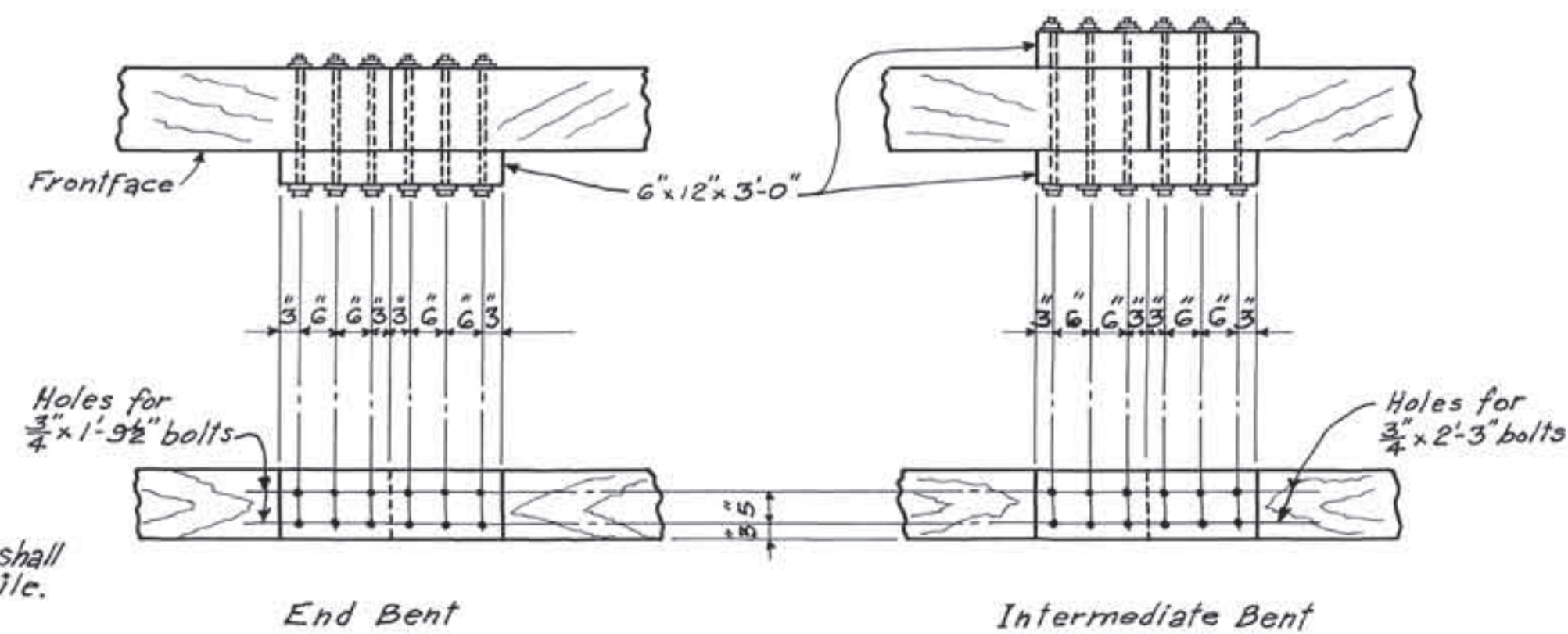
SKEW 45°

NOTE: Bulkhead to be fastened to cap with 7" spikes.

NOTE: Top of piles to be covered with 20ga. galvanized iron.



SWAY BRACING FOR INTERMEDIATE BENT



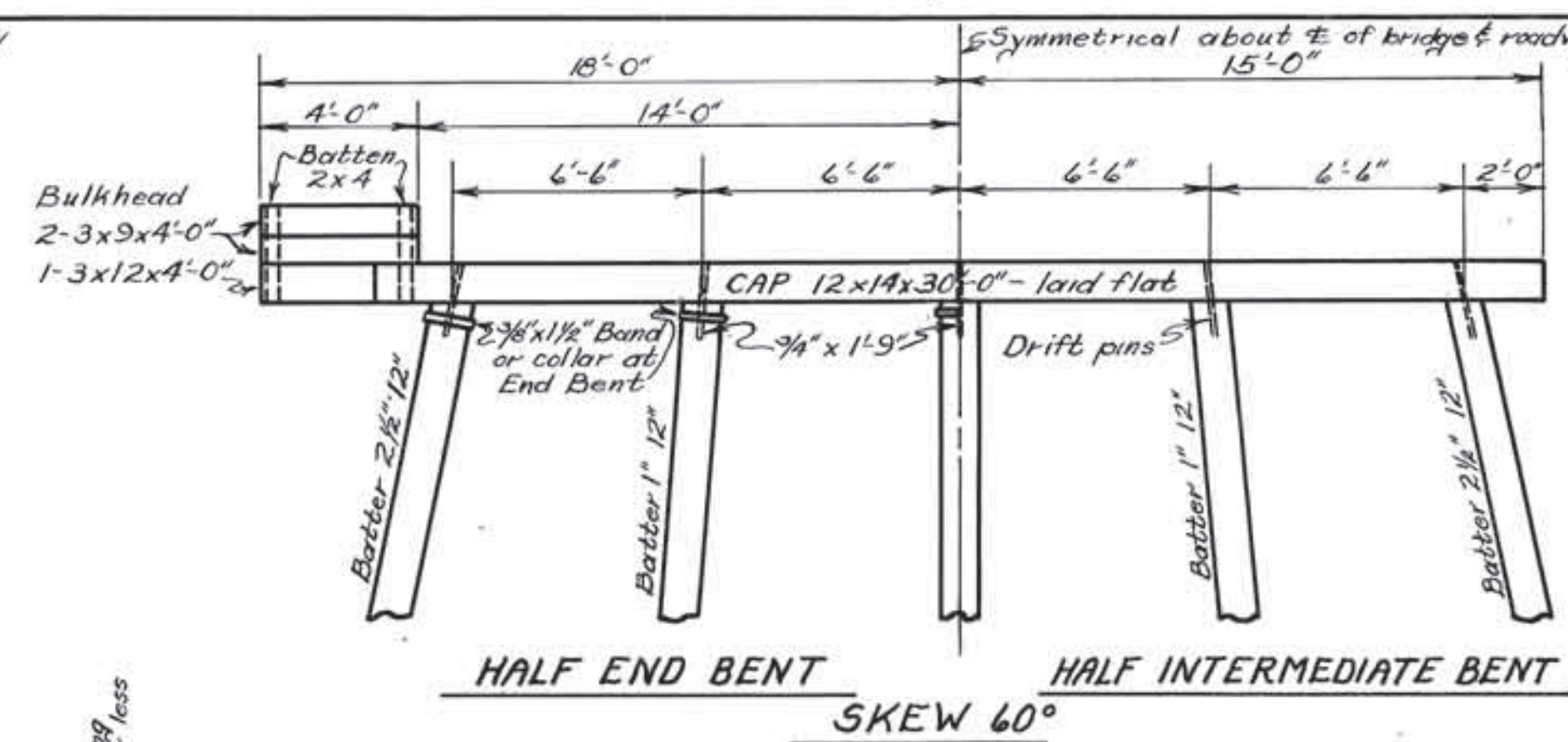
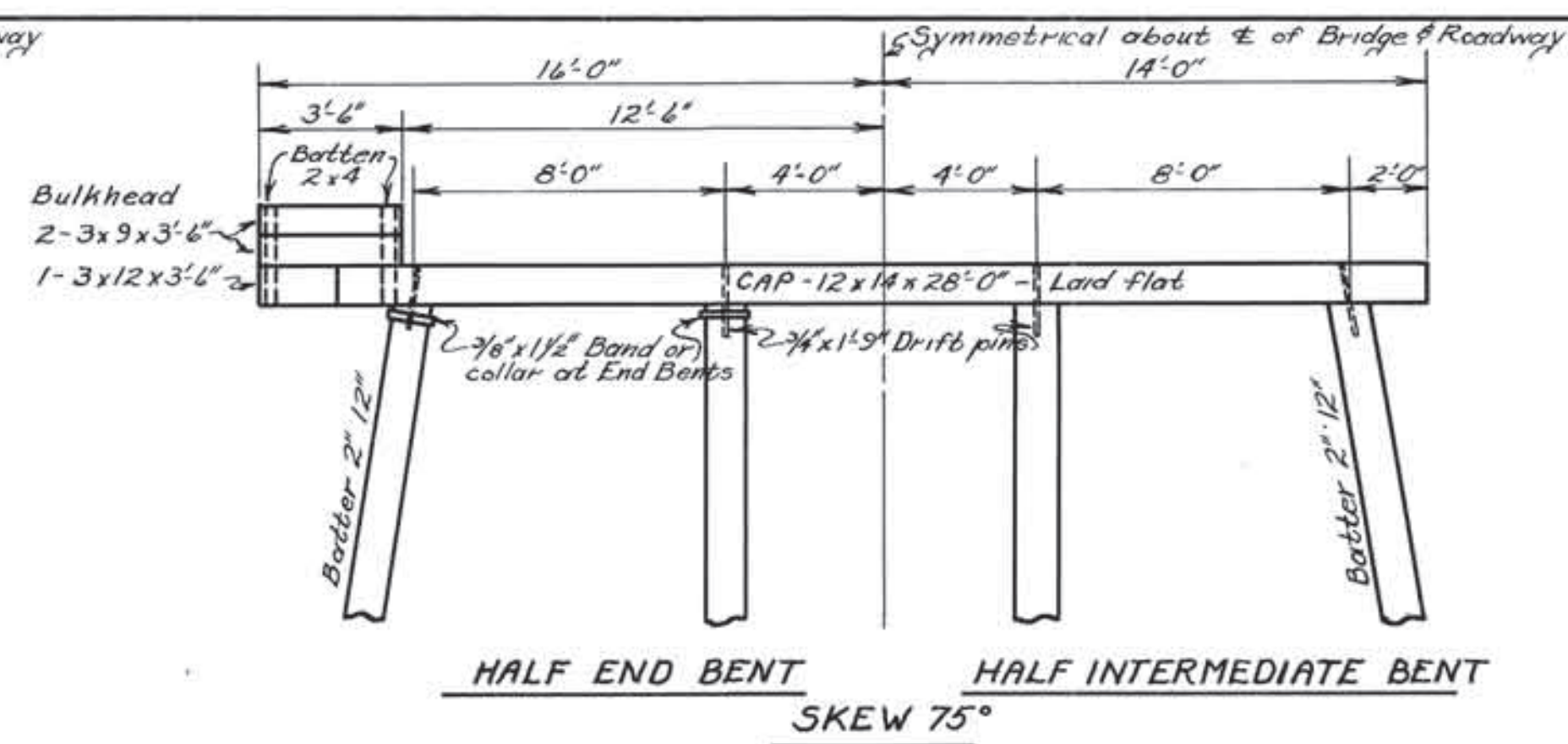
CAP SPLICE

GENERAL NOTES
Specifications: Standard Road & Bridge
Specifications of the Tennessee
Department of Highways.
Loading: H15-44.
Timber Caps: To be Treated.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
AND PUBLIC WORKS
NASHVILLE
STANDARD
TIMBER PILE BENTS
FOR
PRECAST SLAB BRIDGE
24'-0" ROADWAY 28'-6" SPAN
SKEW 90°, 75°, 60°, 45°
1961

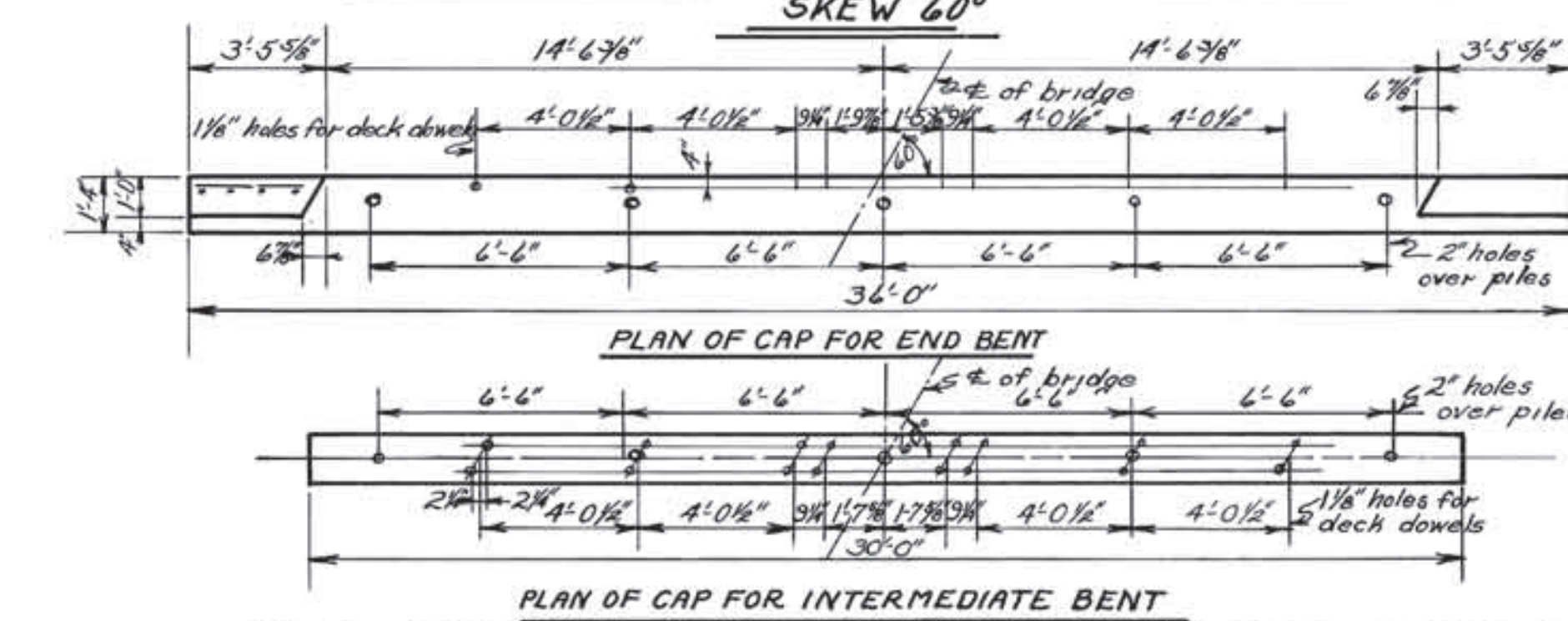
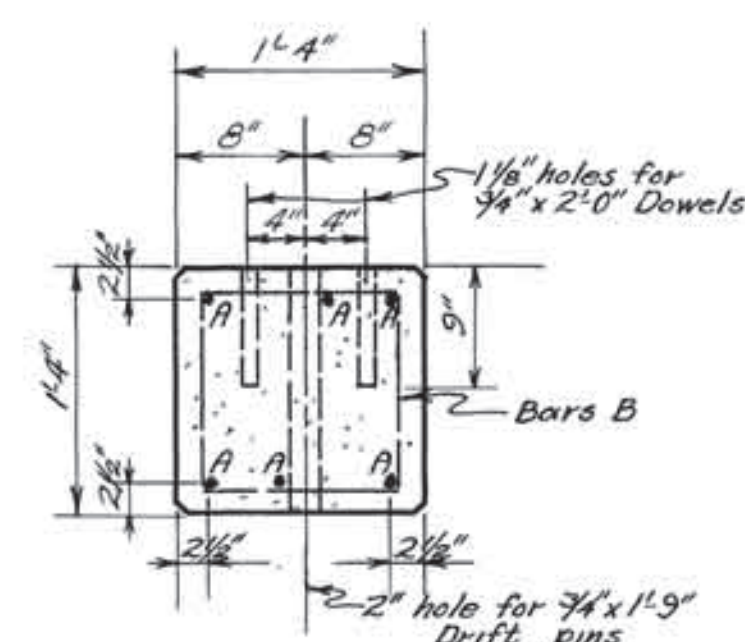
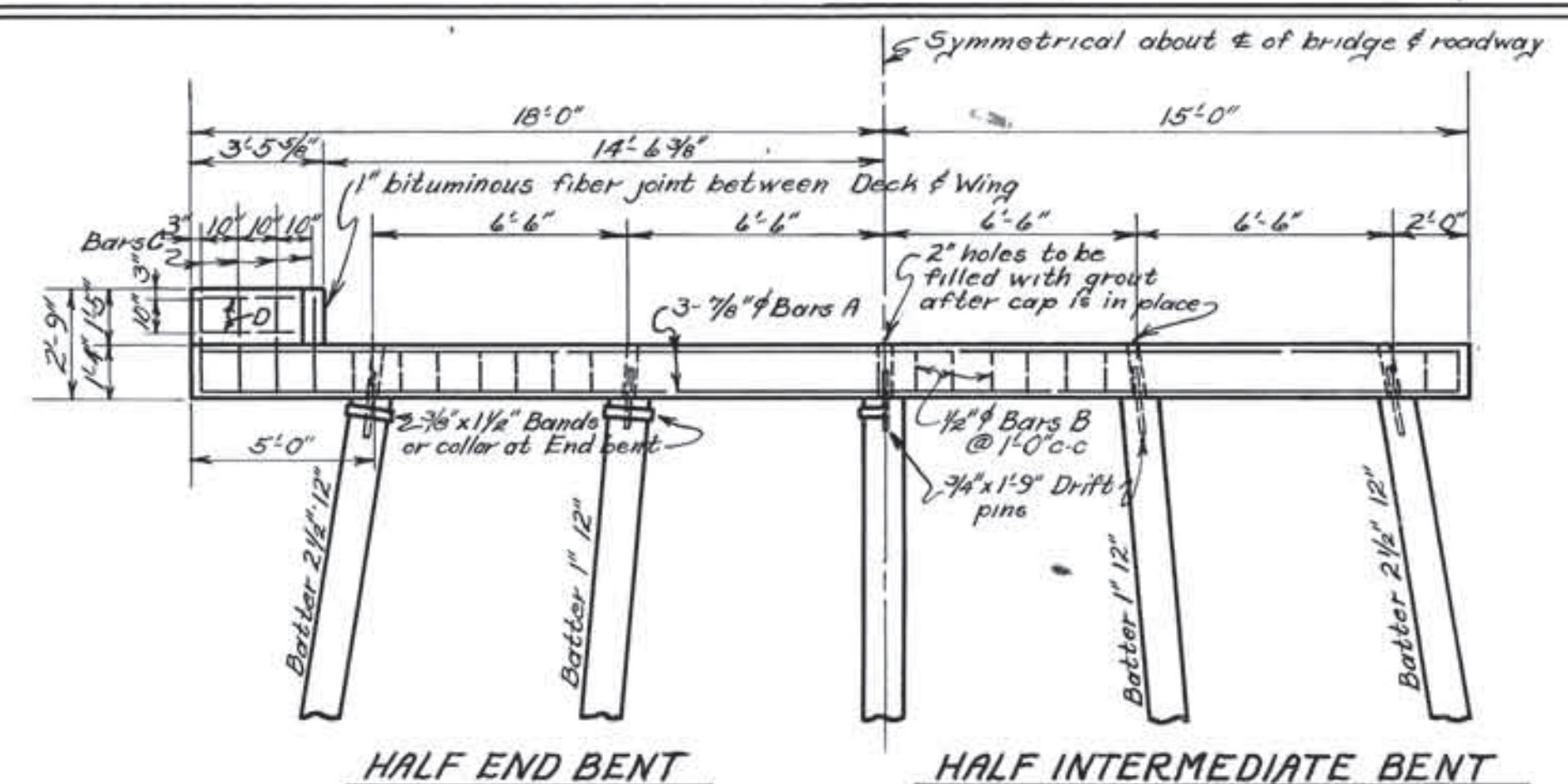
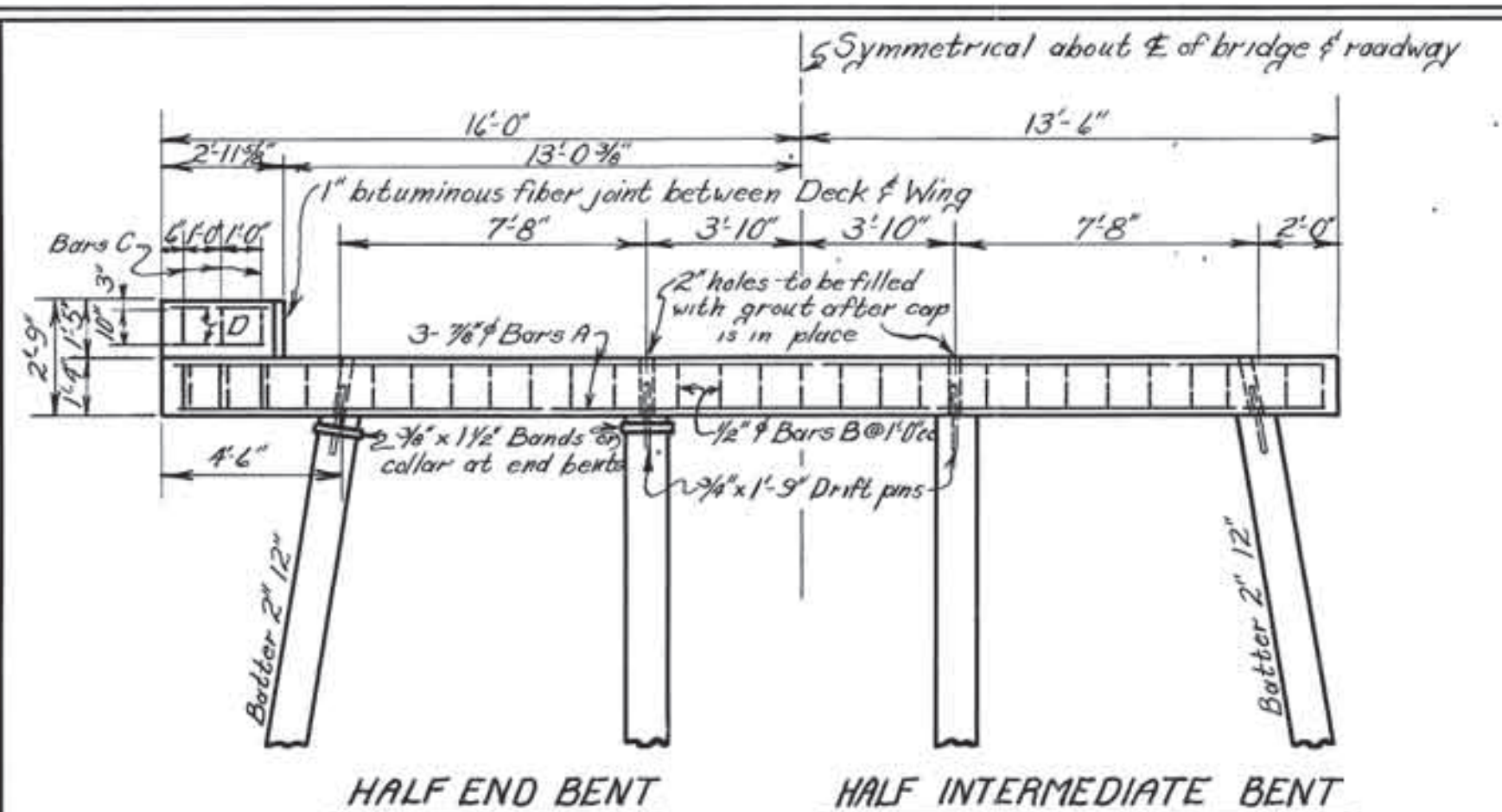
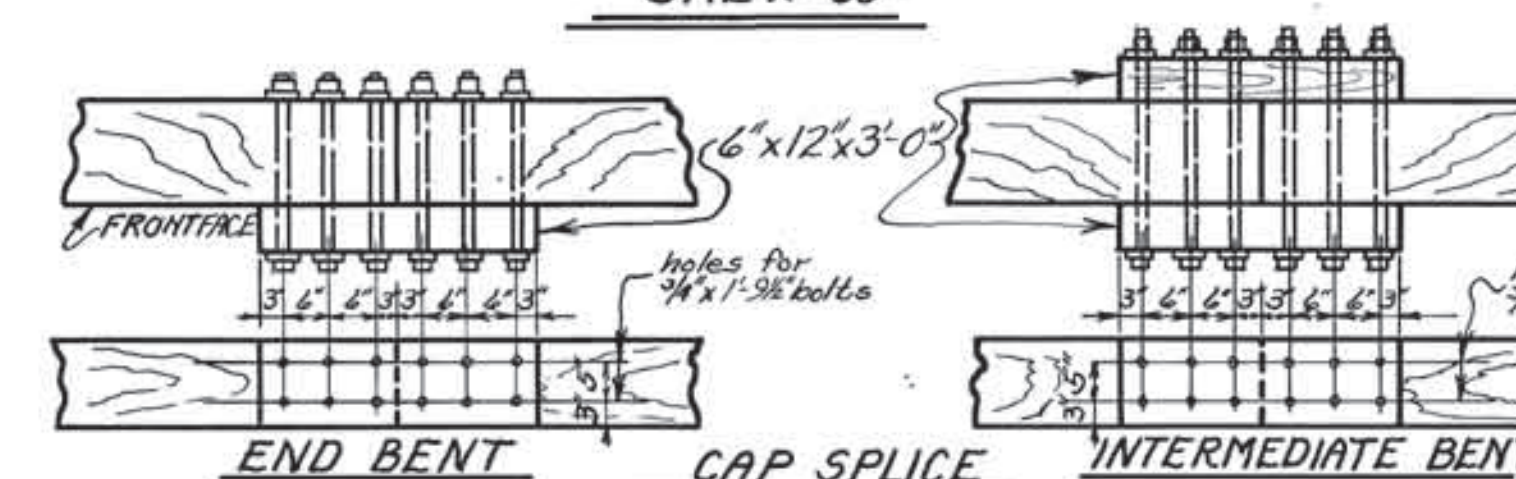
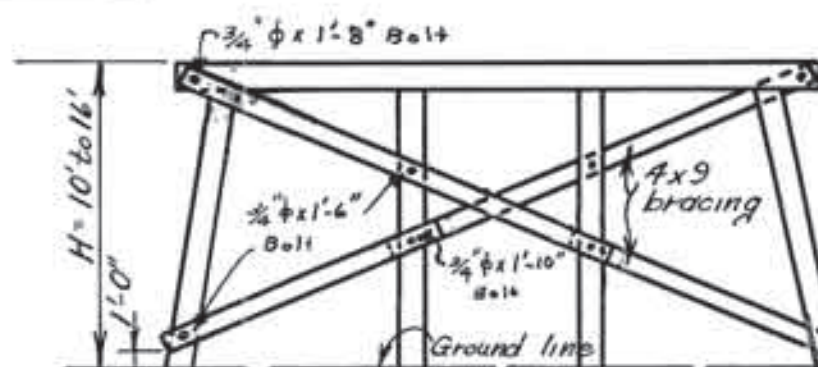
DESIGNED BY _____ DATE _____
DRAWN BY R.P.S. DATE 6-27-61
TRACED BY WJG DATE 6-29-61
CHECKED BY WJG DATE 6-27-61

CORRECT _____
APPROVED _____
STATE HIGHWAY ENGINEER



NOTE: Bulkhead to be fastened to cap with 7" spikes

NOTE: Top of piles to be covered with 20' galvanized iron.



ESTIMATED QUANTITIES		
CAP FOR	END BENT	INTERM BENT
Concrete Class 'A' Cu Kd	2.4	1.8
Reinforc Steel Lbs	498	408

SKEW 75°

ESTIMATED	QUANTITIES	
CAP FOR	End Bent	Interm Bent
Concrete Class A/Cu. Yds.	27	20
Reinforc Steel ~ Lbs	568	455

SKEW 60°

NASHVILLE
STANDARD
TIMBER PILE BENTS *
WITH
TIMBER CAP & CONCRETE CAP
FOR
PRECAST CONCRETE DECK
24'-0" ROADWAY
SKEW 90°-75°-60°
1956

GENERAL NOTES
Specifications STANDARD ROAD & BRIDGE SPECIFICATIONS
OF THE TENNESSEE DEPARTMENT OF HIGHWAYS & PUBLIC WORKS
LOADING - H15-44
CONCRETE: in caps to be class 'A'
REINFORCING STEEL: see specifications
TIMBER CAPS: to be treated

NOTE: Top of timber piles to be covered with 20 ga galvanized iron

CORRECT Fred Greve
BRIDGE ENGINEER

APPROVED _____

F-10-32

With Dwq. F-10-3

DESIGNED BY _____ DATE _____
DRAWN BY *W Suter* DATE *11/7/56*
RETRACED BY *D Kuhlman* DATE *7/10/57*
CHECKED BY _____ DATE _____

SWPPP INDEX OF SHEETS

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

1.

SWPPP REQUIREMENTS

(5.0.)
- 1.1.

HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)

☒ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT

☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE
- 1.2.

DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO
- 1.3.

DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☒ YES (CHECK ALL THAT APPLY BELOW) ☐ NO

☒ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)

☐ EXCEPTIONAL TENNESSEE WATERS (ETW)
2.

SITE DESCRIPTION

(5.5.1.)
- 2.1.

PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET
- 2.2.

TOTAL PROJECT AREA (5.5.1.b): 4.013 ACRES
- 2.3.

TOTAL AREA TO BE DISTURBED (5.5.1.b): 3.701 ACRES
- 2.4.

PROJECT DESCRIPTION (5.5.1.a):

TITLE: SALEM STREET BRIDGE OVER ROE CREEK AT L.M. 0.68 (IA)
COUNTY: GIBSON
PIN: 122135.00
- 2.5.

SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET
- 2.6.

DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 11, DRAINAGE MAP SHEET(S) 7, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.
- 2.7.

MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

☒ CLEARING AND GRUBBING

☒ EXCAVATION

☒ CUTTING AND FILLING

☒ FINAL GRADING AND SHAPING

☐ UTILITIES

☐ OTHER (DESCRIBE): _____
- 2.8.

NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.
- 2.9.

ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☐ YES ☒ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

- 2.10.

WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES _____ (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)
- 2.11.

SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
FALAYA SILT LOAM, FREQUENTLY FLOODED	Fa	38.5	0.49
LEXINGTON, SMITHDALE AND PROVIDENCE SOIL	LME3	42.5	0.43
LORING SILT LOAM, 2 TO 5 PERCENT SLOPES	LoB2	19.0	0.55

- 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 PRE-CONSTRUCTION CONDITIONS			
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	C FACTOR
PERVIOUS	3.166	0.86	0.5
IMPERVIOUS	0.535	0.14	0.9
WEIGHTED CURVE NUMBER OR C-FACTOR =			0.571

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS			
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	C FACTOR
PERVIOUS	2.938	0.79	0.5
IMPERVIOUS	0.763	0.21	0.9
WEIGHTED CURVE NUMBER OR C-FACTOR =			0.584

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 N/A)

- 3.2.

INSTALL STABILIZED CONSTRUCTION EXITS.
- 3.3.

INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.
- 3.4.

INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- 3.5.

PERFORM CLEARING AND GRUBBING (NOT MORE THAN 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 STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.
- 3.9.

INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.
- 3.10.

PERFORM FINAL GRADING AND INSTALL BASE STONE.
- 3.11.

COMPLETE FINAL PAVING AND SEALING OF CONCRETE.
- 3.12.

INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.
- 3.13.

COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)
- 3.14.

REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.
- 3.15.

RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

- 4.1.

STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1.

WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☒ YES ☐ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2.

HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

☒ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION

☐ EXCEPTIONAL TENNESSEE WATERS (ETW)
- 4.1.3.

RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
WOLF CREEK/ STR-1	SOUTH FORK OBION RIVER	YES	NO	YES	YES

- 4.1.4.

RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
WWC-2/EPH-1	YES	YES
WWC-2/UDF-1	YES	YES
WWC-3/UDF-2	YES	YES

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.i, 6.4.2.)
☒ YES ☐ NO

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

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 11 - 13.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

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

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

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

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

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)
☒ YES ☐ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☐ YES ☒ NO
IF YES, EXISTING CONDITIONS DESCRIPTION: _____

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

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

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

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-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)
N/A				

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

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

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

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?
☐ YES ☐ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL.

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☐ YES ☒ NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☒ YES ☐ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 1B.

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 5-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 S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE “DOCUMENTATION AND PERMITS” BINDER.
- 5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 10 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).
- 5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.
- 5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.
- 5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.
- 5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.
- 5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.
- 5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- 5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 10 (5.5.3.1.j).
- 5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).
- 5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.
- 5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).
- 5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN

- SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.
- 5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.
- 5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.
- 5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).
- 5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).
- 5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE
- 5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- 5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).
6. **FLOCCULANTS (3.5.3.1.b)**
IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:

6.1.1. MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER’S RECOMMENDED ADDITIVES.

6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER’S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN “SITE SPECIFIC” TESTING RESULTS DEMONSTRATING A

- PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.
- 6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.
- 6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.
- 6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.
- 6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.
- 6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.
7. **UTILITY RELOCATION**

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

IF YES, THE FOLLOWING APPLY:

7.1. STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.

7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.

7.3. UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.

7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.

7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS

NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH PERMANENT VEGETATIVE COVER.

7.9. THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE

INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

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

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): SOD AND RIP-RAP

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

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

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. **NON-STORMWATER DISCHARGES (5.5.3.12.)**

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

- ☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.
- ☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.
- ☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)
- ☐ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.
- ☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.
- ☒ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.
- ☐ OTHER: _____

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

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

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

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

- ☐ YES ☒ NO

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

12. **SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)**

12.1. SPILL PREVENTION (5.5.3.7.c)

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

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

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

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

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

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

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

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

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

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

12.4. SPILL MANAGEMENT

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

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

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

12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

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

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

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

12.4.7. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

12.4.8. IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS

NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

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

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE

CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2025	BRZ-2700(60)	S-6
PS&E	2025	BRZ-2700(60)	S-6

NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

14. **SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)**

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



AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Robbie Stephens

PRINTED NAME

Statewide Transportation Engineer

TITLE

August 28, 2025

DATE

15. **SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)**

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

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. **ENVIRONMENTAL PERMITS (1.5.2.)**

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

ENVIRONMENTAL PERMITS			
PERMIT	YES OR NO	PERMIT OR TRACKING NO.	EXPIRATION DATE*
TDEC ARAP	YES	NRS24.098	10/1/2029
CORPS OF ENGINEERS (USACE)	YES	NWP - 14	3/14/2026
TVA 26A	NO		
TDEC CGP	PENDING		
OTHER:	NO		

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

Index Of Sheets	
SHEET NAME	SHEET NO.
UTILITIES INDEX, UTILITIES OWNERS, AND UTILITIES SHEETS;	U1-1
PIN: 122135.00	

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF ENGINEERING

GIBSON COUNTY

SALEM STREET

BRIDGE OVER ROE CREEK AT L.M. 0.68 (IA)

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

CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:	CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:
NO COST	TELEPHONE FIBER OPTIC	AT&T DANIEL POTTS 315 E. COLLEGE STREET JACKSON, TN. 38301 901-488-2359 dp7607@att.com	NO CONFLICT	FIBER OPTIC	LUMEN BRIAN MCGREGOR 8110 CORDOVA RD. STE. 101 CORDOVA, TN 38016 901-435-2025 brian.mcgregor@lumen.com
NO COST	CABLE	CHARTER KEITH CHESSER 24 CIRLCE DRIVE MCKENZIE, TN 38201 731-352-1146/ 731-621-9552 keith.chesser@charter.com	NO COST	SEWER WATER	MILAN PUBLIC UTILITIES DAN HUMPHREYS 1085 S. SECOND STREET MILAN, TN. 38358 731-686-1537/ 731-414-7545 dhumphreys@mpu1.com
NO COST	GAS	GIBSON COUNTY UTILITY DISTRICT SAM LOCKE PO BOX 350 TRENTON, TN 38382 731-855-1441/ 731-414-2202 sam@gcud.net	MOVE PRIOR	ELECTRIC	MILAN PUBLIC UTILITIES JIM SUTCLIFFE 1085 S. SECOND STREET MILAN, TN. 38358 731-686-1537 jsutcliffe@mpu1.com

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BRZ-2700(60)	U1-1

SEALED BY

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
UTILITY INDEX AND UTILITY OWNERS

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE
TENNESSEE ONE SYSTEM, INC. AT 1-800-351-1111.