THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Alan E Jolly

Digitally signed by Alan E Jolly
DN: CN=Alan E Jolly, serialNumber=A01410D000001935634C4AD00060C0D, O=BARGE DESIGN SOLUTIONS, C=US
Reason: I attest to the accuracy and integrity of this document
Date: 2024.12.10 15:11:47-06'00'

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BARGE DESIGN SOLUTIONS, INC.
615 3RD AVE S #700, NASHVILLE, TN 37210

NASHVILLE, TN
ALAN JOLLY, P.E. NO. 125394

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C-2C1
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1
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RIGHT-OF-WAY ACQUISITION TABLE	3A
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PRESENT LAYOUTS	4 – 7
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PROPOSED LAYOUTS	4B – 7B
PROPOSED PROFILES	4C – 7C
SIDE ROADS PROFILE	8
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES	9
DRAINAGE MAP	10
CULVERT SECTIONS	11
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	12 – 15C
SIGNING AND PAVEMENT MARKING PLANS	16 – 19
SIGN SCHEDULE	20
ROADWAY CROSS SECTIONS	21 – 78
SIDE ROAD CROSS SECTIONS	79
TRAFFIC CONTROL PLANS	T1 – T11

Footnotes: SHEET 2A AND SHEET 2D NOT USED

YEAR	PROJECT NO.	SHEET NO.
2025	28946-3427-04	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

11/22/2024
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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X

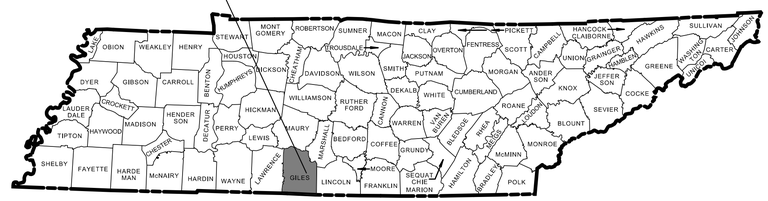
WORK ZONE SIGNIFICANCE DETEMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	28946-3427-04	

GILES COUNTY

STATE INDUSTRIAL ACCESS SERVING
INTEGRITY MOLD AND MURCO WALL PRODUCTS

PROJECT LOCATION



PS & E

GRADING, DRAINAGE, AND PAVING

STATE HIGHWAY NO. N/A U.S. HIGHWAY NO. N/A

NO EXCLUSIONS

BEGIN PROJECT NO. 28946-2427-04 R.O.W.
STA. 83+84.03
N 296157.0266 E 1671611.0645

BEGIN PROJECT NO. 28946-3427-04 CONSTRUCTION
STA. 82+60.00
N 296061.2241 E 1671532.6561

END PROJECT NO. 28946-2427-04 R.O.W.
STA. 119+55.83
N 295703.5897 E 1675064.5210

END PROJECT NO. 28946-3427-04 CONSTRUCTION
STA. 121+03.21
N 295686.7847 E 1675210.9340

N

SCALE: 1"= 1 MILE

0 1 2 3 MILES

R.O.W. LENGTH	0.676 MILES
ROADWAY LENGTH	0.728 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.728 MILES

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

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 TRANSPORTATION SUPERVISOR 2 : JESSE HOOVER, P.E.
DESIGNED BY : BARGE DESIGN SOLUTIONS
DESIGNER : ALAN JOLLY, P.E. CHECKED BY DANIEL WALTON, P.E.
P.E. NO. 28946-1427-04
PIN NO. 128996.00

11/22/2024
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PS&E
PLANS

SEALED BY
ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125994
STATE OF TENNESSEE
11-22-24

APPROVED:
WILL REID, CHIEF ENGINEER

DATE:

APPROVED:
HOWARD H. ELEY, COMMISSIONER

SURVEY 03-23-20	TRAFFIC DATA	
	ADT (2022)	820
	ADT (2042)	4,570
	DHV (2042)	927
	D	55 - 45
	T (ADT)	10 %
	T (DHV)	7 %
	V	30 MPH

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

SHEET NAME	SHEET NO.
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GEOTECHINICAL PLANS	G1-G6A
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1
UTILITY PLANS	U1-1

Footnotes: SHEET 2A AND SHEET 2D NOT USED

NO PROJECT COMMITMENTS INCLUDED IN THIS SET OF PLANS

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG.	REV.	DESCRIPTION
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	02-20-20	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS

PIPE CULVERTS AND ENDWALLS

DWG.	REV.	DESCRIPTION
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-24A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-24B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-99	03-04-21	TYPE "U" CROSS DRAIN ENDWALL DETAILS, PIPE GRATE & SKEWED CONNECTION
D-SEW-1A	07-07-23	TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE
D-PE-4	06-28-19	STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30")
D-PEW-4		PROTECTED STRAIGHT ENDWALLS (PIPE SIZES 18" TO 30" & EQU. OVAL PIPES)

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-R-1	10-16-20	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-F-10B	06-28-19	STANDARD RIGHT-OF-WAY CHAIN LINK FENCE

SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	06-15-21	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
S-GRA-4	03-01-23	IN-LINE GUARDRAIL ANCHOR

DESIGN - TRAFFIC CONTROL

DWG.	REV.	DESCRIPTION
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING HIGHWAYS AND FREEWAYS
T-WZ-36	03-05-17	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
T-WZ-PBR2	02-28-20	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	12-09-22	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	12-09-22	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	12-09-22	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	01-28-22	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	12-09-22	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSION (DOWNSTREAM)
EC-STR-33A	08-01-12	SUSPENDED PIPE DIVERSION (UPSTREAM)
EC-STR-36	05-04-22	TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM STEEL DESIGN
T-S-18	02-14-14	END OF ROADWAY, DEAD END SIGNS, AND METAL BARRICADES (TYPE III)
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-14		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTION

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	1A

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD DRAWINGS

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 28946-3427-04
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(7)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
	202-02.01	REMOVAL OF PIPE (18" RCP ,STA. 83+25 LT.)	L.F.	22
	202-02.02	REMOVAL OF PIPE (12" CMP ,STA. 87+26 RT.)	L.F.	20
	202-02.03	REMOVAL OF PIPE (24" CMP ,STA. 87+74 LT.)	L.F.	24
	202-02.04	REMOVAL OF PIPE (24" CMP ,STA. 99+56)	L.F.	47
	202-02.05	REMOVAL OF PIPE 18" CMP ,STA. 99+73 LT.)	L.F.	25
	202-02.06	REMOVAL OF PIPE (24" CMP ,STA.101+34 RT.)	L.F.	24
	202-02.07	REMOVAL OF PIPE (24" CMP ,STA. 103+87 RT.)	L.F.	20
	202-02.08	REMOVAL OF PIPE (2-30"X18" RCP ,STA. 114+03 LT.)	L.F.	35
	202-02.09	REMOVAL OF PIPE (36" CMP ,STA. 116+69)	L.F.	38
	202-02.10	REMOVAL OF PIPE (15" CMP ,STA. 117+37 LT.)	L.F.	20
	202-02.11	REMOVAL OF PIPE (18" RCP ,STA. 83+25 LT.)	L.F.	29
(17)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	8314
(20)	203-01.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	1160
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1513
	203-06	WATER	M.G.	46
	204-08	FOUNDATION FILL MATERIAL	C.Y.	10
(9)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F	110
	209-05	SEDIMENT REMOVAL	C.Y.	100
(1)(4)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2300
(1)(4)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1550
(1)(4)(15)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	25
(1)(4)	209-09.01	SANDBAGS	BAG	950
(1)(4)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	3
(1)(4)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	38
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	5592
	303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	147
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	100
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	2360
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	1650
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	21
(1)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	70
(13)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	13
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	968
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	8792
(3)	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	15
(3)	604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	4212
(2)	607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	67
(2)	607-10.02	54" CONCRETE PIPE CULVERT (CLASS III)	L.F	48
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F	178
	607-39.03	24" PIPE CULVERT (SIDE DRAIN)	L.F.	264
(8)	611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH	1
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	9
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB	700
	611-07.31	18 IN ENDWALL (SIDE DRAIN)	EACH	10
	611-07.32	24 IN ENDWALL (SIDE DRAIN)	EACH	8
(1)(4)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	84
(1)(4)	621-03.07	48" TEMPORARY DRAINAGE PIPE	L.F.	120
	705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.	1998
	705-06.11	GR TERMINAL (IN-INLINE) MASH TL-3	EACH	4
	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL-2	EACH	7
	706-10.26	ROUNDED END ELEMENT	EACH	3
(1)(4)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F	1700
(1)(4)(18)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	150
(1)(4)(21)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	495
	709-05.08	MACHINED RIP-RAP(CLASS B)	TON	20

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 28946-3427-04
(6)	712-01	TRAFFIC CONTROL	LS	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	250
(5)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40
	712-06	SIGNS (CONSTRUCTION)	S.F.	226
(9)	713-11.01	"U" SECTION STEEL POSTS	LB.	99
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	19
	713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	2
	713-16.04	CHANGEABLE MESSAGE SIGN UNIT (DESCRIPT)	EACH	4
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	40
(1)(4)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.8
(16)(1)	716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.	3
	717-01	MOBILIZATION	LS	1
(1)(4)(14)(19)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1638
(20)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	1507
(1)(4)(16)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1650
	801-01	SEEDING (WITH MULCH)	UNIT	10
(1)(4)(11)	801-01.35	GRASS SEED MIX (RIPZN/FLPL) W/MULCH	UNIT	1.5
(1)(4)	801-01.36	SPECIAL WETLAND SEED MIXTURE	UNIT	1
(1)(4)(12)	801-02	SEEDING (WITHOUT MULCH)	UNIT	20
(1)(4)	801-02.08	TEMPORARY SEEDING (WITHOUT MULCH)	UNIT	20
(10)	801-03	WATER (SEEDING & SODDING)	M.G.	90
	803-01	SODDING(NEW)	S.Y.	7850
	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.	2215

FOOTNOTES

(1) ITEM TO BE USED AS DIRECTED BY THE ENGINEER

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

(3) QUANTITIES TO EXTEND BOX CULVERT 12'

(4) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT

(5) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.

(6) ITEM SHALL INCLUDE ALL COST ASSOCIATED WITH FLAGGING OPERATION AS SHOWN IN THE PLANS AND INCLUDE THE MAINTENANCE OF ANY TRAFFIC CONTROL SIGNS AND DEVICES.

(7) ITEM TO BE USED FOR EXISTING ROCK RETAINING WALL FROM STA. 100+01 TO STA. 101+26 LT.

(8) TOP OF SANITARY SEWER MANHOLE LOCATED AT STA. 90+32 LT. TO BE ADJUSTED

(9) SHALL BE USED DURING DRIVEWAY CONSTRUCTION ACTIVITIES

(10) INCLUDES 4 M.G. FOR EROSION PREVENTION AND SEDIMENT CONTROL

(11) SHALL BE USED WITHIN 30 FEET OF ENVIRONMENTAL FEATURES

(12) SHALL BE USED WITH TURF REINFORCEMENT MAT

(13) APPLICATION RATE = 0.075 GAL/SY FOR GENERAL USE AND APPLICATION RATE = 0.010 GAL/SY FOR MILLING-COLD PLANE)

(14) MONOFILAMENT-TYPE GEOTEXTILE FABRIC IS PROHIBITED IN STREAM CHANNEL, BANKS, AND RIPARIAN AREAS.

(15) INCLUDES 9 ENHANCED ROCK CHECK DAMS TO BE USED WITH CULVERT PROTECTION TYPE 2

(16) INCLUDES 150 LF FOR CULVERT INLET PROTECTION TYPE 2

(17) INCLUDES 22 C.Y. FOR TEMPORARY CONSTRUCTION EXITS

(18) FOR TEMPORARY CONSTRUCTION EXITS.

(19) INCLUDES 258 S.Y. FOR TEMPORARY CONSTRUCTION EXITS

(20) GRADED SOLID ROCK AND GEOTEXTILE REQUIRED FROM STA. 82+60 TO STA. 85+20, AND FROM STA. 91+75 TO STA. 97+95.

(21) SHALL BE USED FOR CULVERT PROTECTION AND SLOPE DRAINS.

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
12-10-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

12/10/2024
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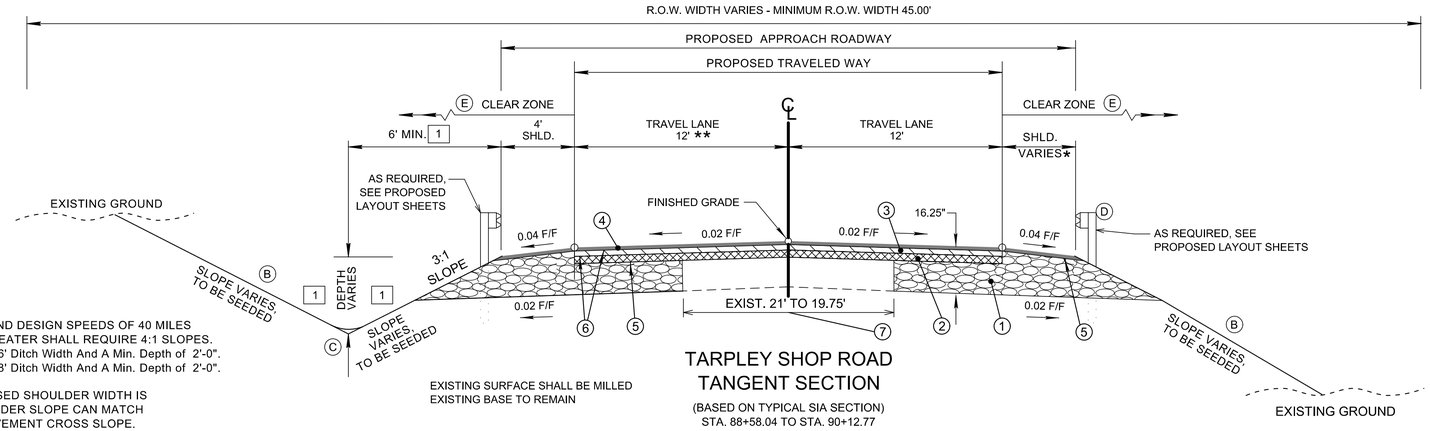
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	2B
PS&E	2025	28946-3427-04	2B



TARPLEY SHOP ROAD
TANGENT SECTION

(BASED ON TYPICAL SIA SECTION)
STA. 88+58.04 TO STA. 90+12.77
STA. 92+28.68 TO STA. 105+05.09
STA. 109+98.93 TO STA. 112+67.01
STA. 117+78.02 TO STA. 121+03.21

1 ADTS OVER 1000 AND DESIGN SPEEDS OF 40 MILES PER HOUR AND GREATER SHALL REQUIRE 4:1 SLOPES.
3:1 Slope Require A 6' Ditch Width And A Min. Depth of 2'-0".
4:1 Slope Require A 8' Ditch Width And A Min. Depth of 2'-0".

2 WHEN THE PROPOSED SHOULDER WIDTH IS 2' OR 4' THE SHOULDER SLOPE CAN MATCH THE ROADWAY PAVEMENT CROSS SLOPE.

* SHOULDER WIDTH TRANSITION:
RT. - FROM 4' AT STA. 117+74.36 TO 0' AT STA. 119+44.53

LANE WIDTH TRANSITION:
** LT. - FROM 12' AT STA. 117+30.52 TO 9.10' AT STA. 121+03.21

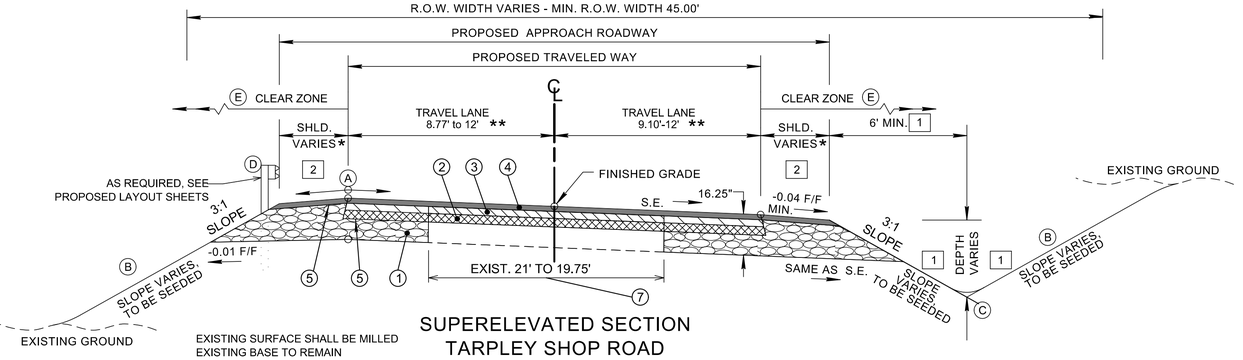
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

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

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

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

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



SUPERELEVATED SECTION
TARPLEY SHOP ROAD

(BASED ON TYPICAL SIA SECTION)
FROM STA. 82+60.00 TO STA. 88+58.04
FROM STA. 105+05.09 TO STA. 109+98.93

1 ADTS OVER 1000 AND DESIGN SPEEDS OF 40 MILES PER HOUR AND GREATER SHALL REQUIRE 4:1 SLOPES.
3:1 Slope Require A 6' Ditch Width And A Min. Depth of 2'-0".
4:1 Slope Require A 8' Ditch Width And A Min. Depth of 2'-0".

2 WHEN THE PROPOSED SHOULDER WIDTH IS 2' OR 4' THE SHOULDER SLOPE CAN MATCH THE ROADWAY PAVEMENT CROSS SLOPE.

* SHOULDER WIDTH TRANSITION:
LT.&RT. - FROM 0' AT STA. 82+60.00 TO 4' AT STA. 83+20.00

LANE WIDTH TRANSITION:
** LT. - FROM 8.77' AT STA. 82+60.00 TO 12' AT STA. 83+20.00

RT. - FROM 9.52' AT STA. 82+60.00 TO 12' AT STA. 83+20.00

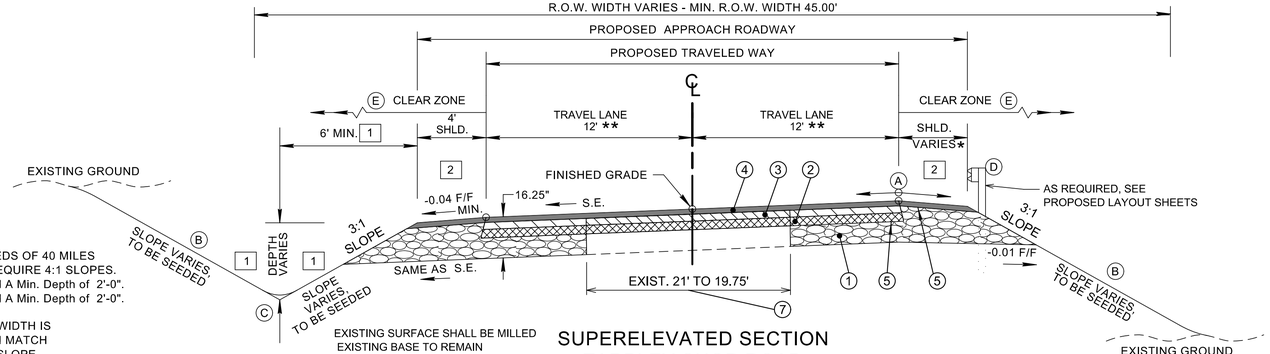
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

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

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

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

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



SUPERELEVATED SECTION
TARPLEY SHOP ROAD

(BASED ON TYPICAL SIA SECTION)
FROM STA. 90+12.77 TO STA. 92+28.68
FROM STA. 112+67.01 TO STA. 117+78.02

1 ADTS OVER 1000 AND DESIGN SPEEDS OF 40 MILES PER HOUR AND GREATER SHALL REQUIRE 4:1 SLOPES.
3:1 Slope Require A 6' Ditch Width And A Min. Depth of 2'-0".
4:1 Slope Require A 8' Ditch Width And A Min. Depth of 2'-0".

2 WHEN THE PROPOSED SHOULDER WIDTH IS 2' OR 4' THE SHOULDER SLOPE CAN MATCH THE ROADWAY PAVEMENT CROSS SLOPE.

* SHOULDER WIDTH TRANSITION:
RT. - FROM 4' AT STA. 117+74.36 TO 0' AT STA. 119+44.53

LANE WIDTH TRANSITION:
** LT. - FROM 12' AT STA. 117+30.52 TO 9.10' AT STA. 121+03.21

RT. - FROM 12' AT STA. 119+44.53 TO 10.62' AT STA. 121+03.21

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

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

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

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

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

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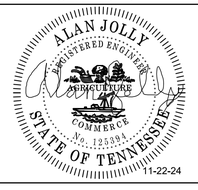

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

11/22/2024
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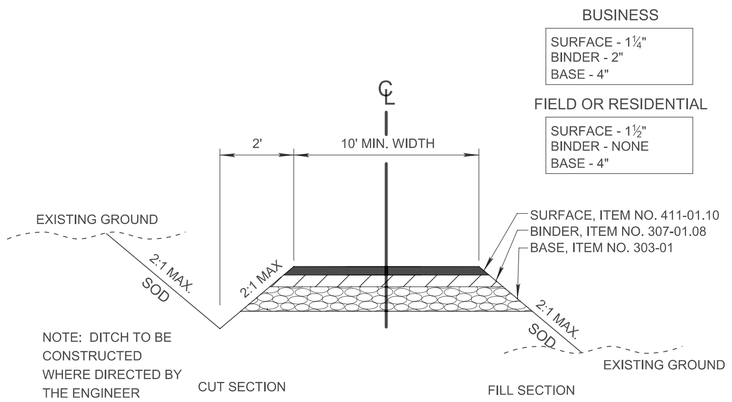
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	2B1
PS&E	2025	28946-3427-04	2B1

PROPOSED PAVEMENT SCHEDULE

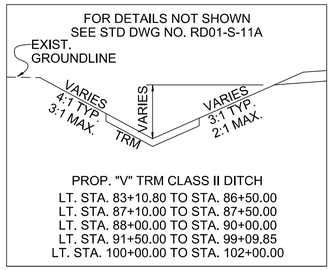
(1) MINERAL AGGREGATE BASE @ 10.00" THICK (APPROX. 2.03 TONS/C.Y.) 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	(5) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) SEE SECTION 403.05 FOR DETERMINING RATE IN THE FIELD 402-02 AGGREGATE FOR COVER MATERIAL (PC) SEE SECTION 403.05 FOR DETERMINING RATE IN THE FIELD
(2) BITUMINOUS PLANT MIX BASE (HOT MIX) @ 3.00" THICK (APPROX. 345 LB./S.Y.) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) GRADING A	(6) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE SECTION 403.05 FOR DETERMINING RATE IN THE FIELD
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) GRADING B-M2	(7) COLD PLANING 415-01.02 COLD PLANING BITUMINOUS PAVEMENT
(4) ASPHALTIC CONCRETE SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-01.10 ACS (PG64-22) GRADING D	



TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS,
FIELD, OR RESIDENTIAL PROPERTY

NOTE:
WHERE SURFACE OF EXISTING DRIVE IS CONCRETE,
SUBSTITUTE 6" OF CONCRETE FOR BASE AND SURFACE.

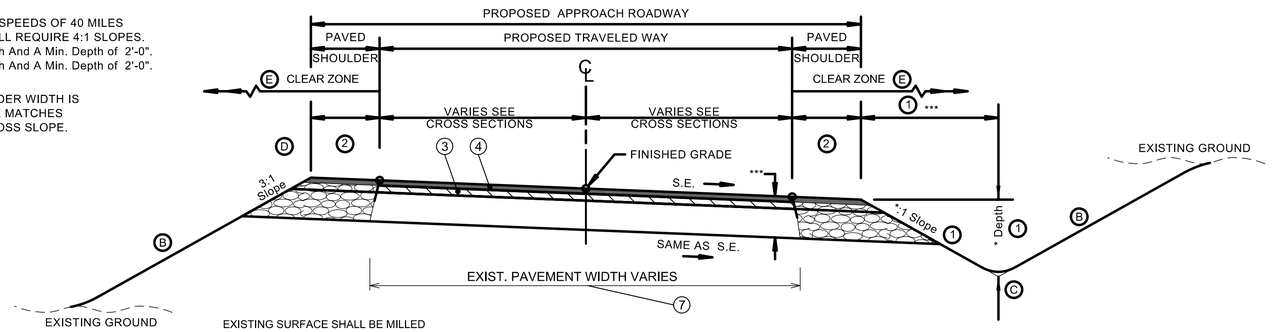


PROP. "V" TRM CLASS II DITCH
LT. STA. 83+10.80 TO STA. 86+50.00
LT. STA. 87+10.00 TO STA. 87+50.00
LT. STA. 88+00.00 TO STA. 90+00.00
LT. STA. 91+50.00 TO STA. 99+09.85
LT. STA. 100+00.00 TO STA. 102+00.00

DETAIL #1

(1) ADTS OVER 1000 AND DESIGN SPEEDS OF 40 MILES PER HOUR AND GREATER SHALL REQUIRE 4:1 SLOPES.
3:1 Slope Require A 6' Ditch Width And A Min. Depth of 2'-0".
4:1 Slope Require A 8' Ditch Width And A Min. Depth of 2'-0".

(2) WHEN THE PROPOSED SHOULDER WIDTH IS 2' OR 4' THE SHOULDER SLOPE MATCHES THE ROADWAY PAVEMENT CROSS SLOPE.



SUPERELEVATED SECTION
TECHNOLOGY WAY

(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 150+07.00 TO STA. 150+72.00

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

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

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

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

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

SEALED BY

ALAN JOLLY
LICENSED PROFESSIONAL ENGINEER
No. 122000
COMMISSIONER
STATE OF TENNESSEE
111-2222-2244

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT SCHEDULE

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	2C
PS&E	2025	28946-3427-04	2C

GENERAL NOTES

GRADING

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

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

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.

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

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

GUARDRAIL

(2) 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.

(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.

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

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

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

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

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

MISCELLANEOUS

(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

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

(11) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE LANE RESTRIPING FOR CENTERLINE WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (4IN LINE) L.M.

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

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.

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.

SIGNING

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

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

12/10/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	2C1

GENERAL NOTES

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 CONSTRUCTION OFFICE.

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

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

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

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

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

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE ONSTRUCTION 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.

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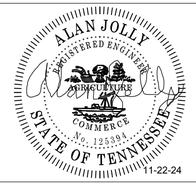

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	2E
PS&E	2025	28946-3427-04	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

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

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

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

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

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

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

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

SPECIES

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

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

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

PERMITS, PLANS & RECORDS

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

(14) ANY DISAGREEMENT BETWEEN THE 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.

STREAMS, WETLANDS & BUFFER ZONES

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

ENVIRONMENTAL

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

SCOPE OF WORK

(6) SCOPE OF WORK FOR THIS PROJECT INCLUDES WIDENING TARPLEY SHOP ROAD AND GRADING ASSOCIATED WITH WIDENING, THIS PROJECT ALSO INCLUDES CROSS DRAIN REPLACEMENTS AND INSTALLATION OF GUARDRAIL ALONG TARPLEY SHOP ROAD.

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
No. 125594
STATE OF TENNESSEE
11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	2F
PS&E	2025	28946-3427-04	2F

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS							GUARDRAIL FOOTING		REMARKS
		LT	RT	FROM	TO	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	ROUND END ELEMENT 706-10.26 (EACH)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	IN-LINE MASH TL3 705-06.11 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	CLASS A CONCRETE (ROADWAY) 604-01.01 (C.Y.)	STEEL BAR REINF. (ROADWAY) 604-01.02 (LB.)	
5B	TARPLEY SHOP ROAD		X	98+85	100+05	120.00					2			
5B	TARPLEY SHOP ROAD	X		98+88	99+70	82.00	1		2		1			
6B	TARPLEY SHOP ROAD	X		104+92	109+68	476.00	1		2		1			
6B,7B	TARPLEY SHOP ROAD		X	105+36	117+30	1194.00					2			
6B, 7B	TARPLEY SHOP ROAD	X		116+26	117+52	126.00	1				1			
TOTALS						1998.00	3		4		7			

BOX CULVERT \ BRIDGE TABULATION

STATION	LOCATION	TYPE		SKEW	NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	STANDARD DRAWING NO.	CULVERT ≤ 20 FT.		STD. DWG. STD-17-17 & 18	
		BOX	SLAB								CLASS "A" CONCRETE 604-01.01 CU. YD.	STEEL BAR REINF. 604-01.02 LB.	FOUNDATION FILL MATERIAL 204-08 CU. YD.	GRANULAR BACKFILL 303-01.01 TONS
108+29.52	EXTENSION OF BOX ON TARPLEY SHOP	X		45º	1	14	4	12	95	STD-17-59	15.00	4212	10	147
TOTALS											15.00	4212	10	147

CROSS DRAIN TABULATION

STATION	SKEW	RCP CLASS III OR CMP 14 GA OR PVC OR SRTRP OR HDPE OR PP FILL HEIGHT ≤ 16 FT. (L.F.)						END TREATMENT				REMARKS
								INLET		OUTLET		
		18"	24"	30"	36"	42"	54"	TYPE	DRAWING NO.	TYPE	DRAWING NO.	
99+40.78	43º		67					ST	D-PE-4	ST	D-PE-4	
116+58.47	74º						48	"B" 3:1	D-PE-9	"B" 3:1	D-PE-9	
TOTALS			67				48					

Pipe Tabulation For Local Roadways

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4	83+25	LT.	18" RCP @ 29 L.F.	
4	86+85	LT.	18" RCP @ 22 L.F.	
4	87+26	RT.	12" CMP @ 20 L.F.	
4	87+74	LT.	24" CMP @ 24 L.F.	
5	99+56	CROSS DRAIN	24" CMP @ 47 L.F.	
5	99+73	LT.	18" CMP @ 25 L.F.	
5	100+01 - 101+26	LT.	ROCK RETAINING WALL	
5	101+34	RT.	24" CMP @ 24 L.F.	
5	103+87	RT.	24" CMP @ 20 L.F.	
6	114+03	LT.	2 - 30"X18" @ 35 L.F.	
7	116+69	CROSS DRAIN	36" CMP @ 38 L.F.	
7	117+37	LT.	15" CMP @ 19.5 L.F.	

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)							(S.Y.)
	MINERAL AGG. D	BITUMINOUS PLANT MIX BASE (HOT MIX) A	BITUMINOUS PLANT MIX BASE (HOT MIX) B-M2	PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX) D	COLD PLANING
	303-01	307-01.01	307-01.08	402-01	402-02	403-01	411-01.10	415-01.02
TARPLEY SHOP ROAD	5592.0	2325.0	1626.5	19.5	68.0	12.0	954.0	8792.0
TECHNOLOGY WAY		35.0	23.0	1.0	1.5	1.0	14.0	
TOTALS	5592.0	2360.0	1650	21	70	13.0	968.0	8792.0

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	5083	2150	4236
SIDE ROADS	10		9
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	63	21	53
INDEPENDENT DITCHES			
TEMPORARY CONSTRUCTION EXITS	22		
EROSION CONTROL	650		
PAVEMENT			
TOPSOIL (EMB.)	1513		1261
TOPSOIL (EXC.)	973		811
TOPSOIL (TO REPLACE STRIPPED TOPSOIL)		478	

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
		8314	2649	5828	4857	4857

BALANCE SUMMARY

SHRINK = 20 % SWELL = 20 %

EXC.		EMB.
4857	VS	-2649

AVAILABLE = 2208

WASTE MATERIAL = 2650

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	2F1
PS&E	2025	28946-3427-04	2F1

SPECIAL DITCHES

ROAD	STATION		SLOPE			DETAIL NO.	TYPE
	FROM	TO	FORE (H/V)	BOTTOM WIDTH	BACK (H/V)		
TARPLEY SHOP ROAD	83+10.80	86+50	VARIES	--	VARIES	NO. 1	TRM
TARPLEY SHOP ROAD	87+10	87+50	VARIES	--	VARIES	NO. 2	TRM
TARPLEY SHOP ROAD	88+00	90+00	VARIES	--	VARIES	NO. 3	TRM
TARPLEY SHOP ROAD	91+50	99+09.85	VARIES	--	VARIES	NO. 4	TRM
TARPLEY SHOP ROAD	100+00	102+00	VARIES	--	VARIES	NO. 5	TRM

SIDE DRAIN TABULATION

STATION	LOCATION		DESCRIPTION	SURFACE WIDTH FT.	SKEW	RCP CLASS III OR CMP 16 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT ≤ 10 FT.						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.	
86+84.54	X		PRIVATE DRIVE	12		34												U	D-PE-SEW1A	U	D-PE-SEW1A	
87+25.62		X	PRIVATE DRIVE	12		35												U	D-PE-SEW1A	U	D-PE-SEW1A	
87+74.04	X		PRIVATE DRIVE	23		39												U	D-PE-SEW1A	U	D-PE-SEW1A	
90+80.08	X		PRIVATE DRIVE	12		42												U	D-PE-SEW1A	U	D-PE-SEW1A	
99+77.00	X		PRIVATE DRIVE	11		28												U	D-PE-SEW1A	U	D-PE-SEW1A	
101+34.47		X	PRIVATE DRIVE	11			32											U	D-PE-SEW1A	U	D-PE-SEW1A	
103+87.17		X	PRIVATE DRIVE	10			32											U	D-PE-SEW1A	U	D-PE-SEW1A	
114+03.34	X		PRIVATE DRIVE	24			200												D-PE-SEW1A		D-PE-SEW1A	USE ELLIPTICAL PIPE
TOTALS						178	264															

Pipe Tabulation For Private Drives, Business & Field Entrances

SIDE DRAIN ENDWALLS

LOCATION	DRIVE OR ENTRANCE STATION	OFFSET (FT.)	TYPE	STANDARD DRAWING NO.	SKEW	ENDWALLS	
						18 IN. 6:1 611-07.31 (EACH)	24 IN. 6:1 611-07.32 (EACH)
LT	86+84.54	25		D-PE-SEW1A		2	
RT	87+25.62	34		D-PE-SEW1A		2	
LT	87+74.04	25		D-PE-SEW1A		2	
LT	90+80.08	25		D-PE-SEW1A		2	
LT	99+77.00	25		D-PE-SEW1A		2	
RT	101+34.47	27.5		D-PE-SEW1A			2
RT	103+87.17	29		D-PE-SEW1A			2
LT	114+03.34	25		D-PE-SEW1A			4
TOTALS						10	8

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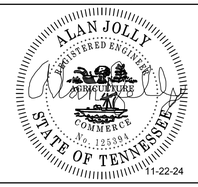

11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	3
PS&E	2025	28946-3427-04	3

RIGHT-OF-WAY

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

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

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

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

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

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

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

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

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

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

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

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

UTILITY

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

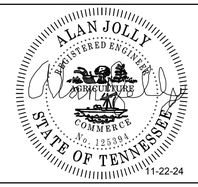
(2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES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

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

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

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

SEALED BY



11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	3A
PS&E	2025	28946-3427-04	3A

03-09-2022:
REVISED ACQUISITION TABLE
TRACTS 4, 6, 8, 10, 11, 14, 15, 16, 17, 19, & 20

07-06-2023:
REVISED ACQUISITION TABLE
TRACTS 8 AND TRACTS 19.
ADDED TRACT 19A.

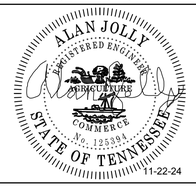
R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
~~1~~	~~WILLIAM H. WISEMAN~~	~~116~~	~~39.02~~	~~381~~	~~413~~	~~75.100~~		~~75.100~~				~~75.100~~					
~~2~~	~~BILLY WAYNE ADAMS & SHERRY WALES ADAMS~~	~~116~~	~~36~~	~~371~~	~~774~~		~~3.810~~	~~3.810~~					~~3.810~~				
~~3~~	~~MAMCY JEAN GLIDEWELL~~	~~116~~	~~19.01~~	~~383~~	~~430~~		~~0.677~~	~~0.677~~					~~0.677~~				
4	GAYLE G. PORTERFIELD	116	19.02	D353	193		1.700	1.700		2409 S.F.	2409 S.F.		1.645				
~~5~~	~~FARRELL PATTERSON~~	~~116~~	~~23~~	~~365~~	~~494~~	~~19.200~~		~~19.200~~				~~19.203~~					
6	CITY OF PULASKI, TENNESSEE	116	17.01	340,340,340	674,327,324	0.458		0.458	0.458		0.458						
7	RYAN SANDS NORWOOD & WF, ABBYGAIL LAUREN NORWOOD	116	22	D384	466-468	2.000		2.000				2.000				1796 S.F.	
8	GAYLE HOLT PORTERFIELD AND JEREMY WAYNE SMITH	116	20	240,377	65,45		1.800	1.800		3327 S.F.	3327 S.F.		1.724			2027 S.F.	
~~9~~	~~JOHNNY D. NEAL, JR. & SUSAN B NEAL AS TRUSTEES OF THE NEAL LIVING TRUST~~	~~116~~	~~18~~	~~D360~~	~~115-122~~		~~58.000~~	~~58.000~~					~~58.000~~				
10	JOHN DAVID NEAL (A/K/A JOHNNY NEAL)	116	17	373,194	108,695	7.200		7.200	0.180		0.180	7.020				2503 S.F.	
11	CITY OF PULASKI, TENNESSEE	116	17.01	340,340,340	674,327,324	1.013		1.013	1.013		1.013						
~~12~~	~~THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI~~	~~116~~	~~13~~	~~360~~	~~464~~	~~42.529~~		~~42.529~~				~~42.529~~					
~~13~~	~~MICHAEL L HILL & SUSAN L KING TENANTS IN COMMON~~	~~116~~	~~18.02~~	~~340~~	~~644~~		~~7.500~~	~~7.500~~					~~7.500~~				
14	AMON RINGEMANN, 1/2 UNDIVIDED INTEREST AND ANNA RINGEMANN, A 1/2 UNDIVIDED INTEREST	116	18.03	380	769		5.600	5.600		2397 S.F.	2397 S.F.		5.545				
15	JOEY HAMBY AND WIFE, LINDA HAMBY, AS TENANTS BY THE ENTIRETY	116	18.01	242	142		8.350	8.350		3495 S.F.	3495 S.F.		8.270			1357 S.F.	
16	JACKIE HAMBY AND WIFE, JUANITA HAMBY, AS TENANTS BY THE ENTIRETY	116	18.04	242	140		8.350	8.350		2278 S.F.	2278 S.F.		8.298			804 S.F.	
17	CITY OF PULASKI, TENNESSEE	116	17.01	340,340,340	674,327,324	0.196		0.196	0.196		0.196						
18	THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN	116	13.04	347	584	26.910		26.910	0.432		0.432	26.478				0.161	
~~19~~	~~ARLIE R. WOOLARD AND WIFE, PATRICIA A. WOOLARD, AS TENANTS BY THE ENTIRETY~~	~~117~~	~~18.01~~	~~252~~	~~63~~		~~63.930~~	~~63.930~~					~~63.930~~				
19A	JAMES DAVID WRIGHT	117	18.05	390	881		22.770	22.770					22.770	1174 S.F.			
20	CITY OF PULASKI, TENNESSEE	116	17.02	340	674	0.148		0.148	1303 S.F.		1303 S.F.	0.118					
21	THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN	117	18.02	310	113	20.960		20.960	0.276		0.276	20.930				2710 S.F.	
ACQUISITION TOTALS (ACRES)									**2.905**					**1174 S.F.**		**0.418**	

DISTURBED AREA

IN BETWEEN SLOPE LINES	5.054	(AC)
10 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	1.863	(AC)
TOTAL DISTURBED AREA	5.242	(AC)
TOTAL PROJECT AREA	7.687	(AC)

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
AQUISITION
TABLE

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	3B
PS&E	2025	28946-3427-04	3B

REV 07-06-2023:
ADDED TRACT 19A.
REVISED TRACT 19.

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+00.00
N 296104.4407
E 1673647.8188

END PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 119+55.83
N 295703.5897
E 1675064.5210

TARPLEY SHOP ROAD STA. 120+91.83 =
WALLACE ROAD STA. 160+00.00
N 295687.9785
E 1675199.6133

END PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 121+03.21
N 295686.7847
E 1675210.9340

℄ PROSPECT ROAD
℄ SR-7
℄ TARPLEY SHOP ROAD
℄ TECHNOLOGY WAY
℄ WALLACE ROAD
UTILITY ESMT.
CONST. ESMT.
PROP. R.O.W.
WWC-1/EPH-1
STR. 1
STR. 2
STR. 3
WWC-2
PS&E EASEMENT
DRAINAGE EASEMENT
PRES. & PROP. R.O.W.
TRIBUTARY TO BUCHANON CREEK

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 80+00 TO STA. 121+03
SCALE: 1"=200'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	4
PS&E	2025	28946-3427-04	4

03-09-2022: REVISED PROPERTY OWNER NAMES TRACTS 6, 8, & 10

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

⑤
~~FARRELL PATTERSON~~

⑦
RYAN SANDS NORWOOD & WF,
ABBYGAIL LAUREN NORWOOD

CITY OF PULASKI,
TENNESSEE

⑩
JOHN DAVID NEAL
(A/K/A JOHNNY NEAL)

⑧
GAYLE HOLT PORTERFIELD
AND JEREMY WAYNE SMITH

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

④
GAYLE G. PORTERFIELD

⑨
~~JOHNNY D NEAL, JR. & SUSAN B. NEAL AS TRUSTEES OF THE NEAL LIVING TRUST~~

③
~~MAMCY JEAN GLIDEWELL~~

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

CURVE DNEWTARP1	CURVE DNEWTARP2	CURVE DNEWTARP3	CURVE DNEWTARP3A
PI 80+77.55	PI 83+37.70	PI 86+27.68	PI 91+20.76
N 295,907.1071	N 296,126.6478	N 296,318.1443	N 296,223.2234
E 1,671,433.8010	E 1,671,574.5643	E 1,671,793.8219	E 1,672,301.4757
Δ 19° 22' 01" (LT)	Δ 16° 11' 59" (RT)	Δ 51° 43' 28" (RT)	Δ 5° 32' 56" (LT)
D 28° 38' 58"	D 9° 42' 39"	D 16° 21' 52"	D 5° 02' 55"
R 199.99	R 590.02	R 350.00	R 1,134.88
L 67.60	L 166.82	L 316.08	L 109.91
T 34.13	T 83.97	T 169.73	T 55.00
SE N/A	SE 0.059 FT/FT	SE 0.072 FT/FT	SE 0.038 FT/FT
DESIGN SPEED N/A	DESIGN SPEED 30 MPH	DESIGN SPEED 30 MPH	DESIGN SPEED 30 MPH
TRANS. LENGTH N/A	TRANS. LENGTH N/A	TRANS. LENGTH 168'	TRANS. LENGTH 106'

ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STREAM STR-1 AND THE SURROUNDING VEGETATION WILL NOT BE DISTURBED.

CONTROL POINTS

S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 80+00 TO STA.. 92+00
SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	4A
PS&E	2025	28946-3427-04	4A

03-09-2022:
REVISED PROPERTY OWNER NAMES
TRACTS 6, 8, & 10

02-14-2023:
REVISED PROPERTY OWNER NAMES
TRACTS 6, 8, & 10

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

⑤
~~FARRELL PATTERSON~~

⑦
RYAN SANDS NORWOOD & WF,
ABBYGAIL LAUREN NORWOOD

CITY OF PULASKI,
TENNESSEE

⑩
JOHN DAVID NEAL
(A/K/A JOHNNY NEAL)

⑥

⑧
GAYLE HOLT PORTERFIELD
AND JEREMY WAYNE SMITH

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

④
GAYLE G. PORTERFIELD

⑨
~~JOHNNY D NEAL, JR. & SUSAN B. NEAL AS TRUSTEES OF THE NEAL LIVING TRUST~~

③
~~MAMCY JEAN GLIDEWELL~~

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

SEE SHEET NO. 5A

MATCH LINE STA. 92+00

PROPOSED DRIVEWAY
PS&E ESMT.
SLOPE ESMT. (CUT)
SLOPE ESMT. (FILL)
PROP. R.O.W.

CONTROL POINTS							
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

SEALED BY
ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	4B
PS&E	2025	28946-3427-04	4B

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
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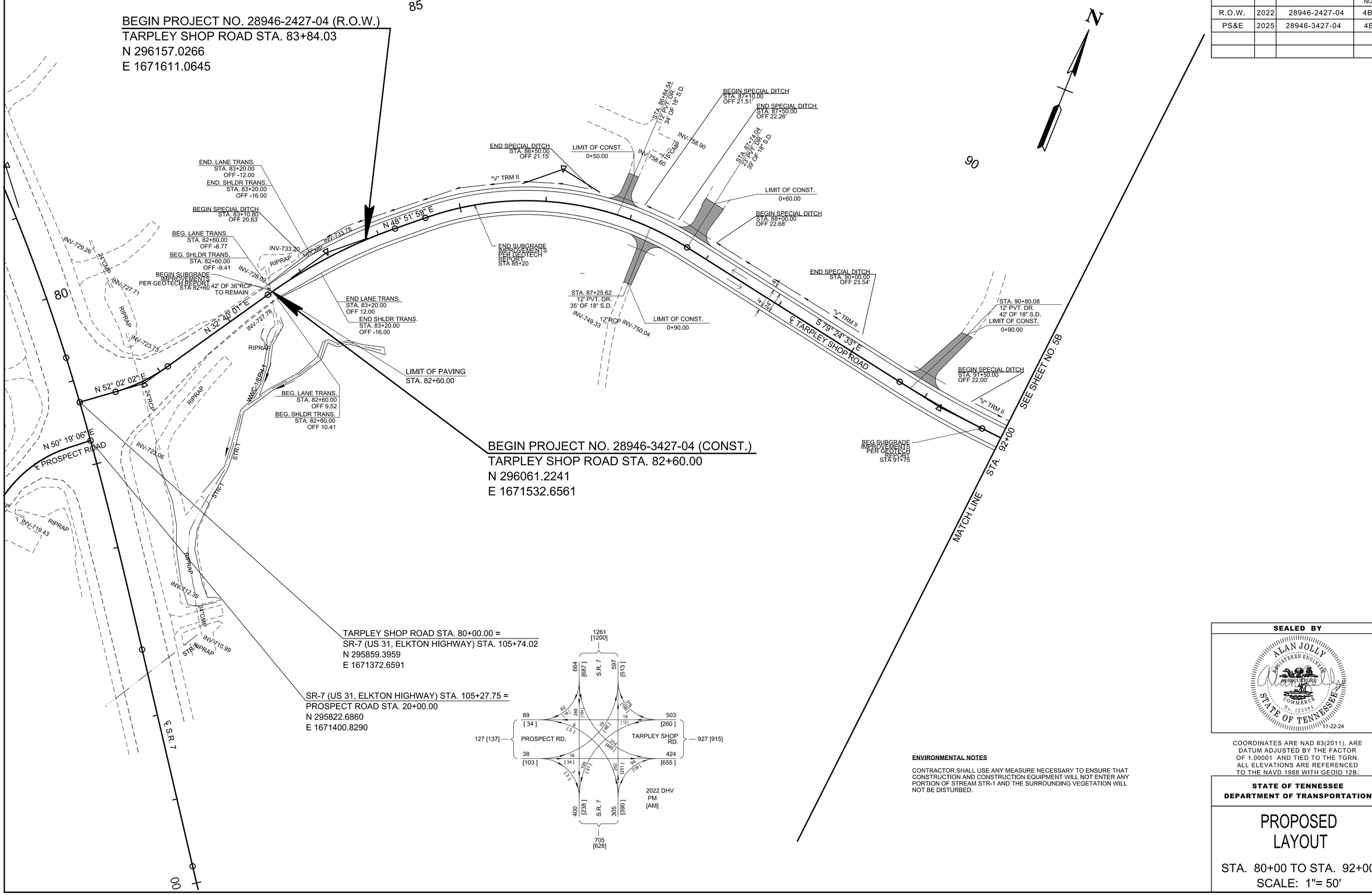
N 295822.6860
E 1671400.8290



ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STREAM STR-1 AND THE SURROUNDING VEGETATION WILL NOT BE DISTURBED.

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE TECHNOLOGY COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	4C
PS&E	2025	28946-3427-04	4C

TARPLEY SHOP ROAD

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561
EL. 734.68

TARPLEY SHOP ROAD STA. 80+00.00 =
S.R. 7 STA. 105+74.02
N 295859.3959
E 1671372.6591
EL. 728.49

OH WIRE
STA. 81+24.11
LOW WIRE EL.754.35'
TEMP. 84 DEG.
4 POWER
2 TELEPHONE
1 CABLE

OH WIRE
STA. 83+62.03
LOW WIRE EL.756.65'
TEMP. 84 DEG.
1 TELEPHONE
1 CABLE

OH WIRE
STA. 86+76.17
LOW WIRE EL.775.31'
TEMP. 84 DEG.
1 TELEPHONE
1 CABLE

VC = 240.00'
K = 33

VC = 120.00'
K = 44

VC = 130.00'
K = 30

VC = 270.00'
K = 20

VC = 135.00'
K = 31

VPI 82+60.00
EL. 734.68
VPC 82+80.00
EL. 734.94

VPC 85+20.00
EL. 746.92

VPI 85+85.00
EL. 752.57

VPT 86+50.00
EL. 755.46

VPC 86+65.00
EL. 756.13

VPT 87+85.00
EL. 763.07

VPC 88+82.50
EL. 770.02

VPI 87+25.00
EL. 758.80

VPI 90+17.50
EL. 779.63

VPT 91+52.50
EL. 771.36

VPC 91+72.50
EL. 770.13

CP-S18

CP-S17

BEGIN SP. DITCH
STA.83+10.80
EL. 733.64

END SP. DITCH
STA. 86+50.00
EL. 753.67

BEGIN SP. DITCH
STA. 87+10.00
EL. 756.30

END SP. DITCH
STA. 87+50.00
EL. 758.48

BEGIN SP. DITCH
STA. 88+00.00
EL. 761.46

END SP. DITCH
STA. 90+00.00
EL. 771.93

BEGIN SP. DITCH
STA. 91+50.00
EL. 769.07

PROP. FINISH GRADE

EX. GROUND

WATERLINE
STA. 89+17.00

GAS LINE
STA. 84+72.80

WATERLINE
STA. 85+82.60

STA 82+58.43
EXISTING 36"RCP
SKEW 64° 39' 25" LT
FLOWS RIGHT
INLET 728.0170
OUTLET 727.7760

VPI 84+00.00
EL. 736.50

STA 80+74.08
EXISTING 24"RCP
SKEW 80° 17' 6" LT
FLOWS RIGHT
INLET 723.7320
OUTLET 723.0630

CP-S18, GPS 22-999-18
STA. 84+75.46, -12.76'(LT)
N 296227.6949
E 1671671.5508
ELEV 741.93
ALUM. DISK

CP-S17, GPS 22-999-17
STA. 83+66.37, -12.12'(LT)
N 296152.7843
E 1671589.9183
ELEV 736.38
ALUM. DISK

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645
EL. 737.96

SEE SHEET NO. 5C

MATCH LINE STA. 92+00

SUPER ELEVATION DIAGRAM

STA. 82+60.00 LT. & RT.
STA. 83+51.05 LT. & RT.
STA. 85+40.95 LT. & RT.
STA. 86+90.04 LT. & RT.
STA. 88+48.04 LT.
STA. 87+85.26 RT.
STA. 90+12.77 RT.
STA. 90+85.40 LT.
STA. 91+18.77 LT. & RT.
STA. 91+22.68 LT. & RT.
STA. 91+56.04 LT.

MATCH EXIST. +0.0286 LT
+0.0286 LT
+0.059 LT
+0.072 LT
+0.072 LT
0.000 LT
−0.020 LT & RT
−0.020 LT & RT
0.000 RT
+0.038 RT
+0.038 RT
−0.020 LT
−0.020 LT
0.000 RT

MATCH EXIST. −0.0509 RT
−0.0509 RT
−0.056 RT
−0.072 RT
−0.072 RT
−0.020 RT
−0.038 LT
−0.038 LT

80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00

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AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

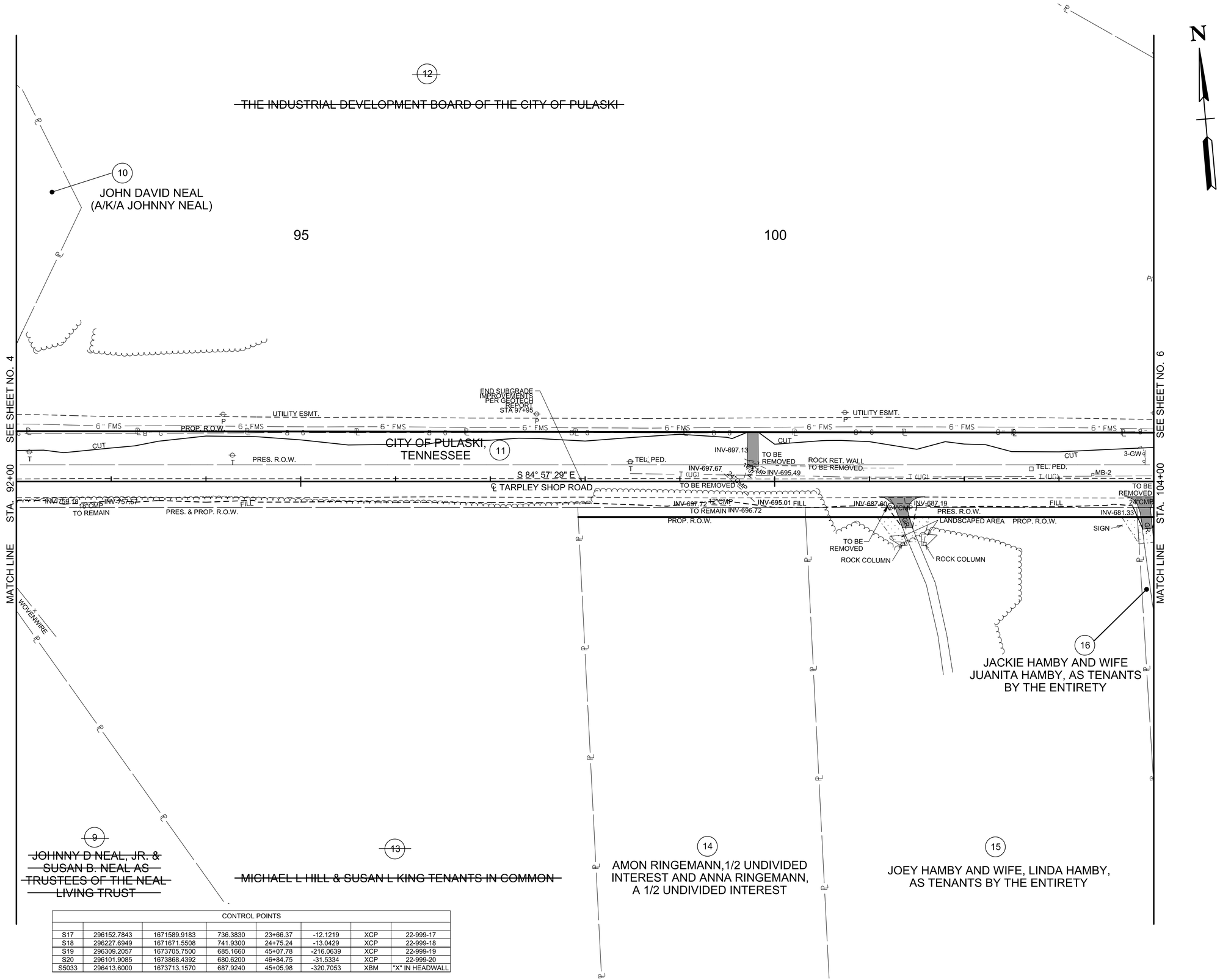
PROPOSED PROFILE

STA. 80+00 TO STA. 92+00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	5
PS&E	2025	28946-3427-04	5

03-09-2022: REVISED PROPERTY OWNER NAMES
TRACTS 10, 11, 14, 15 & 16



CONTROL POINTS							
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
ARCHITECTURE & ENGINEERING
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	5A
PS&E	2025	28946-3427-04	5A

03-09-2022: REVISED PROPERTY OWNER NAMES TRACTS 10, 11, 14, 15 & 16

PROPOSED DRIVEWAY
PS&E ESMT.
SLOPE ESMT. (CUT)
SLOPE ESMT. (FILL)
PROP. R.O.W.

N

℄ N 55° 27' 57" W 475.63'

12

~~THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI~~

℄ N 21° 35' 40" W 139.12'

10
JOHN DAVID NEAL
(A/K/A JOHNNY NEAL)

95

100

℄ S 30° 33' 12" W 261.53'

SEE SHEET NO. 4A

SEE SHEET NO. 6A

UTILITY ESMT.

UTILITY ESMT.

PROP. R.O.W.

CUT

N 84° 53' 0" W 1276.15'

N 84° 53' 0" W 1276.15'

CUT

N 84° 57' 29" W 1369.35'

CUT

CITY OF PULASKI, TENNESSEE
11

PRES. R.O.W.

S 84° 57' 29" E

℄ TARPLEY SHOP ROAD

STA. 92+00

FILL

PRES. & PROP. R.O.W.

S 84° 57' 29" E 616.51'

S 84° 57' 29" E 239.98'

FILL

PROP. R.O.W.

FILL

PRES. R.O.W.

S 84° 57' 29" E 349.95'

PROP. R.O.W.

STA. 104+00

MATCH LINE

MATCH LINE

97+92.18
27.38'

N 2° 8' 3" E
10.00

97+92.69
37.37'

S 2° 8' 3" W
1013.38' (1003.38')

N 84° 57' 29" W
239.98

100+32.16
27.38'

S 2° 8' 3" W
10.00

100+32.67
37.37'

S 2° 8' 3" W
1013.77' (1003.77')

N 84° 57' 35" W
350.05

103+82.11
27.38'

S 1° 34' 10" W
10.00

103+82.72
37.36'

N 84° 45' 26" W
215.92

S 1° 34' 10" W
1014.84' (1004.84')

16
JACKIE HAMBY AND WIFE
JUANITA HAMBY, AS TENANTS
BY THE ENTIRETY

9
~~JOHNNY D NEAL, JR. & SUSAN B. NEAL AS TRUSTEES OF THE NEAL LIVING TRUST~~

13
~~MICHAEL L HILL & SUSAN L KING TENANTS IN COMMON~~

14
AMON RINGEMANN,1/2 UNDIVIDED INTEREST AND ANNA RINGEMANN, A 1/2 UNDIVIDED INTEREST

15
JOEY HAMBY AND WIFE, LINDA HAMBY, AS TENANTS BY THE ENTIRETY

CONTROL POINTS							
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

11/22/2024
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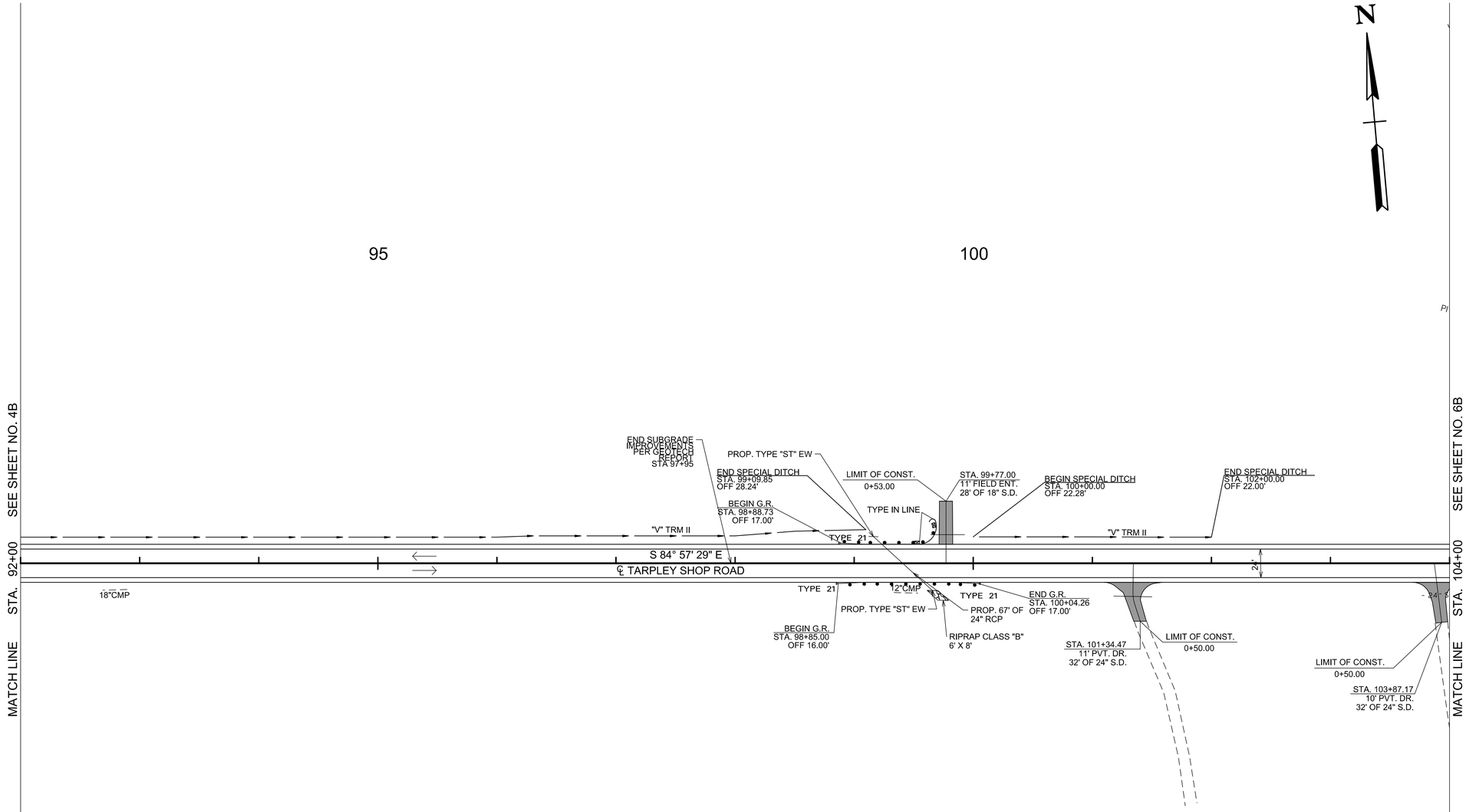
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	5B
PS&E	2025	28946-3427-04	5B



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

11/22/2024
\\corp.bwsc.net\data\Projects\36\36729\3672907\04_CAD\TRNS\005B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	5C
PS&E	2025	28946-3427-04	5C

765 760 755 750 745 740 735 730 725 720 715 710 705 700 695 690 685 680 675 670

92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00

MATCH LINE STA. 92+00 SEE SHEET NO. 4C

SEE SHEET NO. 6C STA. 104+00 MATCH LINE

TARPLEY SHOP ROAD

CP-S20, GPS 22-999-20
STA. 106+89.73, -24.53'(LT)
N 296101.9085
E 1673868.4392
ELEV 680.62
ALUM. DISK

VPI 92+40.00
EL. 766.00

VPT 93+07.50
EL. 758.98

VPC 93+25.00
EL. 757.15

VPT 94+55.00
EL. 744.54

VPI 93+90.00
EL. 750.39

VPC 96+30.00
EL. 728.80

VPI 96+80.00
EL. 724.80

VPT 97+30.00
EL. 718.96

VPC 97+50.00
EL. 716.82

VPI 98+50.00
EL. 706.13

VPI 100+05.00
EL. 696.76

VPC 99+50.00
EL. 700.08

VPC 99+55.00
EL. 699.78

VPT 100+55.00
EL. 694.44

VPC 100+70.00
EL. 693.75

VPT 101+30.00
EL. 689.83

VPC 102+22.50
EL. 688.78

VPT 103+57.50
EL. 685.85

VPI 101+25.00
EL. 691.20

VPI 102+90.00
EL. 687.10

VC = 130.00'
K = 92

VC = 135.00'
K = 31

VC = 200.00'
K = 43

VC = 100.00'
K = 70

VC = 110.00'
K = 51

VC = 135.00'
K = 214

VC = 100.00'
K = 59

-7.32%
-9.16%
-10.41%
-10.08%
-9.00%
-9.00%
-9.77%
-10.69%
-10.07%
-8.00%
-6.05%
-4.63%
-5.02%
-4.44%
-3.37%
-2.66%
-2.48%

6" FMS "S" G
T (UG)

SP DITCH
EX. GROUND
PROP. FINISH GRADE

BEGIN SP. DITCH
STA.100+00.00
EL. 694.71

END SP. DITCH
STA. 99+09.85
EL. 697.96

END SP. DITCH
STA. 102+00.00
EL. 686.94

STA 99+56.18
EXISTING 24"CMP TO BE REMOVED
SKEW 42° 24' 46" RT
FLOWS RIGHT
INLET 697.6690
OUTLET 695.0150

PIPE CULVERT
STATION: 99+40.78
STRUCTURE: PROP.67' OF 24" CROSS DRAIN

SKEW	43	DEG.
DRAINAGE AREA	5.61	AC.
DESIGN DISCHARGE (Q50)	13.30	CFS
DESIGN DISCHARGE (Q100)	14.70	CFS
Q50 HEADWATER ELEV.	700.05	
Q100 HEADWATER ELEV.	700.50	
VELOCITY (Q50)	6.94	FT/S
VELOCITY (Q100)	6.94	FT/S

ENDWALLS REQUIRED:
2- ST EW'
STANDARD DRAWING NOS.:
D-PE-4

SUPER ELEVATION DIAGRAM

-0.020 LT & RT

STA. 92+28.68 RT.

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COMMERCE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 92+00 TO STA. 104+00

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

11/22/2024
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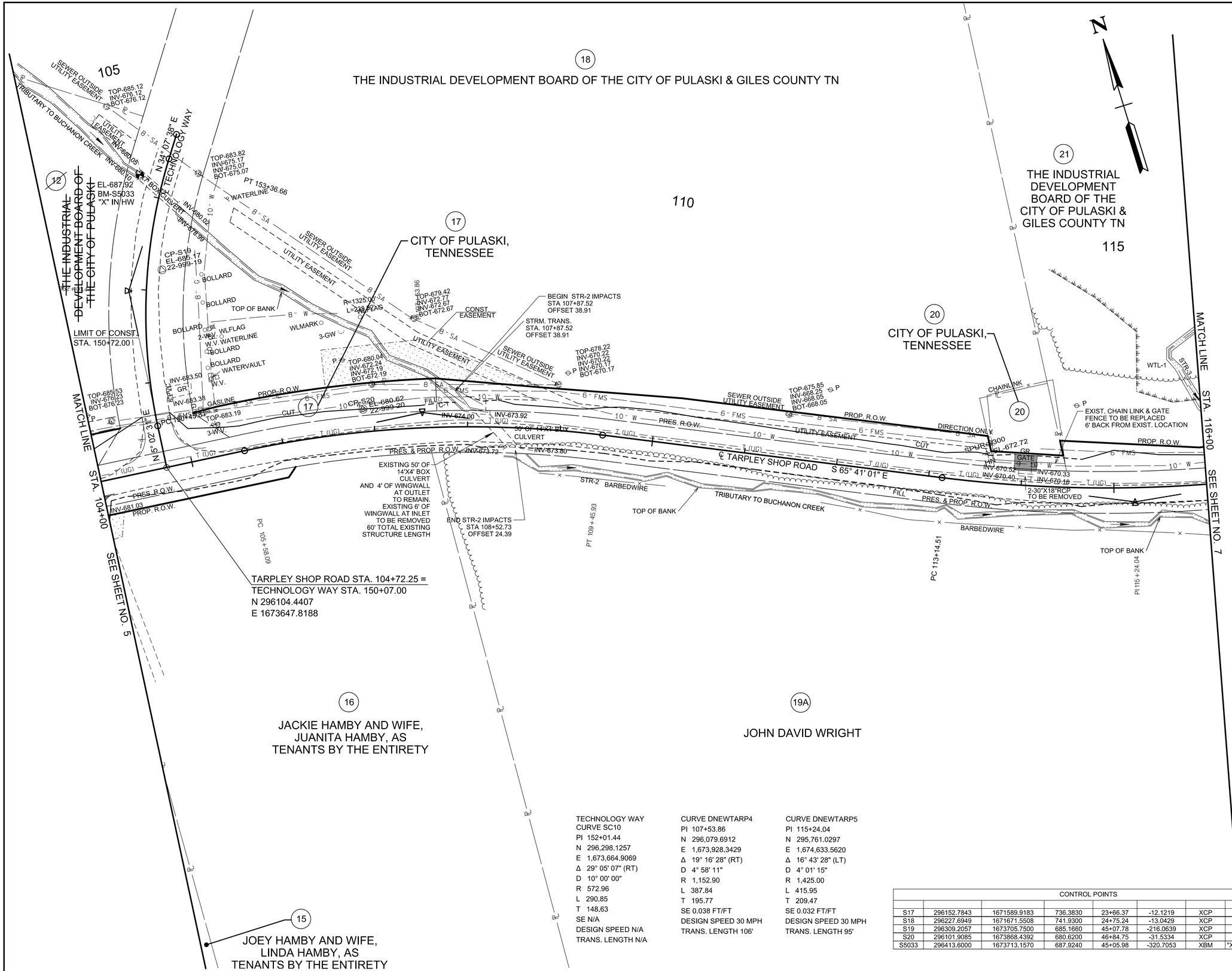
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	6
PS&E	2025	28946-3427-04	6

03-09-2022: REVISED PROPERTY OWNER NAMES
TRACTS 15, 16, 17, 19, & 20



TECHNOLOGY WAY
CURVE SC10
PI 152+01.44
N 296,298.1257
E 1,673,664.9069
Δ 29° 05' 07" (RT)
D 10° 00' 00"
R 572.96
L 290.85
T 148.63
SE N/A
DESIGN SPEED N/A
TRANS. LENGTH N/A

CURVE DNEWTARP4
PI 107+53.86
N 296,079.6912
E 1,673,928.3429
Δ 19° 16' 28" (RT)
D 4° 58' 11"
R 1,152.90
L 387.84
T 195.77
SE 0.038 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 106'

CURVE DNEWTARP5
PI 115+24.04
N 295,761.0297
E 1,674,633.5620
Δ 16° 43' 28" (LT)
D 4° 01' 15"
R 1,425.00
L 415.95
T 209.47
SE 0.032 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 95'

CONTROL POINTS

S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

11/22/2024
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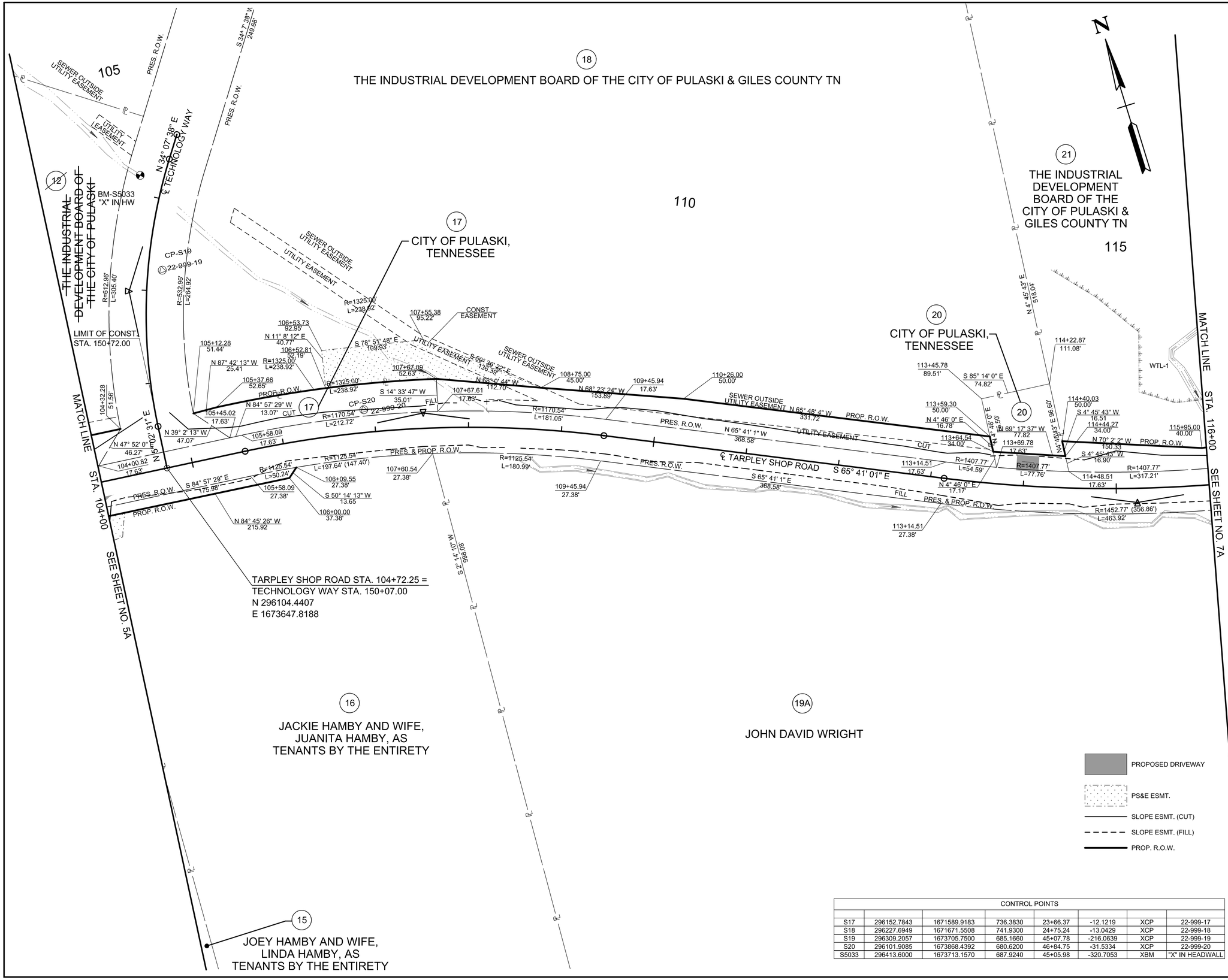
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	6A
PS&E	2025	28946-3427-04	6A

03-09-2022: REVISED PROPERTY OWNER NAMES TRACTS 15, 16, 17, 19, & 20



PROPOSED DRIVEWAY

PS&E ESMT.

SLOPE ESMT. (CUT)

SLOPE ESMT. (FILL)

PROP. R.O.W.

CONTROL POINTS							
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

11/22/2024
\\corp.bwsc.net\data\Projects\361367291367290704_CAD\TRNS\006A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	6B
PS&E	2025	28946-3427-04	6B

105

110

115

N

TRIBUTARY TO BUCHANON CREEK

INV-680.05

INV-680.10

12'X7' BOX CULVERT

INV-680.02

INV-679.98

N 34° 07' 38" E

TECHNOLOGY WAY

TOP OF BANK

R=1325.00'
L=238.92'

BEGIN STR-2 IMPACTS
STA 107+87.52
OFFSET 38.91

STRM. TRANS.
STA. 107+87.52
OFFSET 38.91

END G.R.
STA. 109+67.81
OFF 17.00'

PROP. 12' EXT. OF
EXIST. BOX CULVERT
(NOT INCLUDING WINGWALLS)

LIMIT OF CONST.
STA. 150+72.00

INV-683.50

12"CMP

INV-683.38

BEGIN G.R.
STA. 104+92.03
OFF 40.05'

MATCH LINE

STA. 104+00

N 5° 02' 31" E

TYPE 21

BEGIN G.R.
STA. 105+36.22
OFF 17.00'

EXISTING 50' OF 14'X4' BOX CULVERT
TO REMAIN.

EXISTING 4' OF WINGWALL AT OUTLET
TO REMAIN.

54' TOTAL EXISTING STRUCTURE LENGTH
TO REMAIN.

END STR-2 IMPACTS
STA 108+52.73
OFFSET 24.39

TYPE 21

24'

℄ TARPLEY SHOP ROAD S 65° 41' 01" E

STR-2

TOP OF BANK

TRIBUTARY TO BUCHANON CREEK

LIMIT OF CONST.
0+32.68
CHAINLINK

RELOCATED FENCE
AND GATE,
MATCH EXIST.

STA. 114+03.34
24' PVT. DR.

PROP. 100 L.F. 2-30" x 19" SIDE
DRAINS

PROP. S.E.W.
6:1

PROP. S.E.W.
6:1

WTL-1

STR-3

MATCH LINE

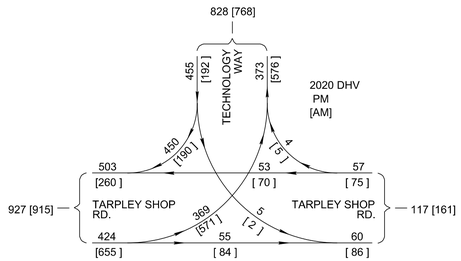
STA. 116+00

SEE SHEET NO. 7B

TOP OF BANK

SEE SHEET NO. 5B

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+07.00
N 296104.4407
E 1673647.8188



ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STREAM CHANNEL (STR-2) FROM STA. 108+72 TO STA. 116+90. ANY DISTURBANCE OF THE RIPARIAN WILL BE RESEEDED USING NATIVE SEE MIX.

NATIVE SEED MIX SHOULD BE USED WITHIN 30 FEET OF THE STREAM.

THE NATIVE SEED MIX SHOULD CONSIST OF THE FOLLOWING SPECIES:

VIRGINIA WILD RYE	(ELYMUS VIRGINICUS)
DEERTONGUE	(DICHANTHELIUM CLANDESTINUM)
INDIAN GRASS	(SORGHASTRUM NUTANS)
BIG BLUE STEM	(ANDROPOGON GERARDII)
FOWL MANNA GRASS	(GLYCERIA STRIATA)

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	6C
PS&E	2025	28946-3427-04	6C

TARPLEY SHOP ROAD

SUPER ELEVATION DIAGRAM

STA. 105+05.89 LT.
0.000 LT
+0.038 LT
STA. 106+11.09 LT. & RT.
STA. 108+92.93 LT. & RT.
0.000 LT
STA. 109+98.93 LT.
STA. 112+67.01 RT.
0.000 RT
STA. 113+62.01 LT. & RT.
+0.032 RT
−0.020 LT & RT
−0.020 RT
−0.038 RT
STA. 105+77.72 RT.
−0.020 RT
−0.038 RT
STA. 109+26.30 RT.
−0.020 LT & RT
−0.020 LT & RT
−0.020 LT
STA. 113+38.51 LT.
−0.032 LT

SEE SHEET NO. 5C

STA. 104+00

MATCH LINE

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+07.00
N 296104.4407
E 1673647.8188
EL. 683.73

VC = 120.00'
K = 90

VC = 100.00'
K = 62

VC = 108.00'
K = 84

VC = 145.00'
K = 98

VPC 104+85.00
EL. 683.49

VPC 106+05.00
EL. 682.06

VPI 106+55.00
EL. 681.80

VPT 107+05.00
EL. 680.92

VPC 107+15.00
EL. 680.74

VPC 108+15.00
EL. 679.77

VPI 108+65.00
EL. 679.69

VPT 109+15.00
EL. 678.71

VPC 109+61.00
EL. 677.81

VPT 110+69.00
EL. 676.39

VPC 111+15.00
EL. 676.08

VPI 112+90.00
EL. 674.90

VPT 114+65.00
EL. 671.74

VPC 114+77.50
EL. 671.51

VPI 115+50.00
EL. 670.20

VPI 105+45.00
EL. 682.38

−1.85%
−0.53%
−1.77%
−0.16%
−1.96%
−0.67%
−1.81%
−0.34%

CP-S20

PROP. FINISH GRADE

EX. GROUND

6" FMS
8" SA
10" W
T (UG)

MH
STA. 104+24.82
68.02' (LT)
TOP 685.53
INVERT 676.23

MH
STA. 107+00.30
57.37' (LT)
TOP 680.04
INVERT 672.19

VPI 107+65.00
EL. 679.86

STA. 108+29.52
EX ST. 14' X 4' BOX CULV.
SKEW 45°29'19" RT
FLOW RIGHT
INLET 674.00 / 673.92
OUTLET 673.72 / 673.80

MH
STA. 108+91.88
56.32' (LT)
TOP 678.22
INVERT 670.17

VPI 110+15.00
EL. 676.75

MH
STA. 111+39.90
54.21' (LT)
TOP 675.85
INVERT 668.05

VC = 350.00'
K = 307

VC = 100.00'
K = 80

VC = 100.00'
K = 55

CP-S20, GPS 22-999-20
STA. 106+89.73, -24.53'(LT)
N 296101.9085
E 1673868.4392
ELEV 680.62
ALUM. DISK

BOX \ SLAB BRIDGE or CULVERT		
STATION: 108+29.45		
STRUCTURE: 14' x 4' BOX CULVERT		
SKEW	**60**	**DEG.**
DRAINAGE AREA	**118**	**AC.**
DESIGN DISCHARGE (Q50)	**226.30**	**CFS**
DESIGN DISCHARGE (Q100)	**250.03**	**CFS**
OVERTOPPING ELEV.	**680.00**	
ALLOWABLE HEADWATER ELEV	**679**	
Q50 HEADWATER ELEV.	**678.22**	
Q100 HEADWATER ELEV.	**678.79**	
VELOCITY (Q50)	**8.05**	**FT/S**
VELOCITY (Q100)	**8.09**	**FT/S**
INLET ELEVATION	**674.00**	
OUTLET ELEVATION	**673.75**	
STANDARD DRAWING NOS.:		
STD-17-10		
QUANTITIES:		
CLASS "A" CONCRETE	**11.4**	**C.Y.**
STEEL BAR REINFORCING	**1207.0**	**LB.**
BACKFILL	**1.5**	**TONS**
FOUNDATION FILL MATERIAL	**3.7**	**C.Y.**

104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00

STA. 116+00

SEE SHEET NO. 7C

MATCH LINE

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
ARCHITECTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 104+00 TO STA. 116+00

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

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	7
PS&E	2025	28946-3427-04	7

03-09-2022: REVISED PROPERTY OWNER NAME TRACT 19

07-06-2023:ADDED TRACT 19A.
REVISED TRACT 19.

21

THE INDUSTRIAL DEVELOPMENT BOARD OF
THE CITY OF PULASKI & GILES COUNTY TN

END PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 119+55.83
N 295703.5897
E 1675064.5210

END PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 121+03.21
N 295686.7847
E 1675210.9340

120

SEE SHEET NO. 6

MATCH LINE STA. 116+00

WTL-1

BEGIN STR-3 IMPACT
STA. 116+44.53
OFFSET. 32.26

STRM. TRANS.
STA. 116+52.23
OFFSET. 22.07

18"PVC
INV-666.04
INV-665.92
INV-665.97
BOT-665.94

WTL-2
0.32 AC

INV-666.08

RIPRAP

CLEANOUT

TOP OF BANK

GASRISER

GASLINE

STR-2

NO GAS LINES MARKED IN FIELD OR PLANS PROVIDED FOR THIS AREA

INV-666.39

MB

24"RCP

GR.

FIRECONNECTION

WATERBOX

WATERVAULT

WATERLINE

GASLINE

P/T

INV-666.38

24" RCP CUT

6" FMS

28"X18" RCP TO REMAIN

INV-666.69

INV-669.19

INV-669.01

INV-668.74

INV-668.02

15"CMP

N 7° 06' 08" E

℄ WALLACE ROAD

PI 161+12.78

S 2° 13' 03" E

10" W

2-GW

INV-665.37

INV-667.00

15"CMP

INV-667.09

T (UG)

S 83° 24' 29" E

TO BE REMOVED

PKNAIL

FILL

CONCRETE MONUMENT

P.I.D.

PRES. & PROP. R.O.W.

TEL. PED

S 83° 58' 48" E

℄ TARPLEY SHOP ROAD

INV-694.27

BARBEDWIRE

W.M.

GR.

E/S

LIMIT OF PAVING
STA. 121+03.21

3-GW

STRM. TRANS.
STA. 116+65.10
OFFSET. 24.22

END STR-3 IMPACT
STA. 116+81.45
OFFSET. 42.80

WATER SPIGOT

P.O.B.

WOODSHED

PC 119+60.86

PT 120+49.75

DRAINAGE EASEMENT

TOP OF BANK

TRIBUTARY TO BUCHANON CREEK

PT 117+30.52

TARPLEY SHOP ROAD STA. 120+91.83 =
WALLACE ROAD STA. 160+00.00
N 295687.9785
E 1675199.6133

19A

JOHN DAVID WRIGHT

CONTROL POINTS							
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

CURVE DNEWTARP5
PI 115+24.00
N 295,761.0297
E 1,674,633.5620
Δ 16° 43' 28" (LT)
D 4° 01' 15"
R 1,425.00
L 415.95
T 209.47
SE 0.032 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 95'

CURVE DNEWTARP6
PI 120+05.31
N 295,697.0524
E 1,675,113.5689
Δ 1° 34' 19" (LT)
D 1° 46' 06"
R 3,240.00
L 88.89
T 44.45
SE NC
DESIGN SPEED 30 MPH
TRANS. LENGTH N/A

WALLACE ROAD
CURVE SC11
PI 161+12.78
N 295,799.2986
E 1,675,217.6784
Δ 2° 07' 55" (LT)
D 2° 00' 00"
R 2,864.79
L 106.60
T 53.30
SE N/A
DESIGN SPEED N/A
TRANS. LENGTH N/A

ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WETLAND WTL-1 AND THE SURROUNDING VEGETATION WILL NOT BE DISTURBED.

TEMPORARY WETLAND IMPACT NOTE:

ALL AREAS OF TEMPORARY WETLAND IMPACT SHALL BE RETURNED TO PRE-EXISTING ELEVATION CONTOURS AS PART OF PROJECT COMPLETION AND PLANTED WITH 34LB/ACRE OF THE FOLLOWING SEED MIXTURE (SPECIES DISTRIBUTED EQUALLY WITHIN SEED MIXTURE):
- SEDGES (CAREX SP.)
- SMARTWEED (POLYGONUM SP. OR PERSICARIA SP.)
- RUSHES (JUNCUS SP.)
- AT LEAST ONE OF THE FOLLOWING: SPIKERUSHES (ELEOCHARIS SP.), SEDGES (CYPERUS SP.), GREEN BULRUSH (SCIRPUS ATROVIRENS), SWAMP MILKWEED (ASCLEPIAS INCARNATA), SEEDBOX (LUDWIGIA ALTERNIFOLIA), AND LATE BONESET (EUPATORIUM SEROTINUM)

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF TEMPORARY IMPACT = 0.022 AC.
	VOLUME OF TEMPORARY IMPACT = 36.7 C.Y.

1. FOR TEMPORARY WETLAND IMPACT AREAS, REMOVE THE TOP 12 INCHES OF TOPSOIL & STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE. ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROADS (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE. THE AREA OF TEMPORARY IMPACT WILL BE SEEDED WITH A WETLAND MIX & COVERED WITH STRAW TO STABILIZE.

19

~~ARLIE R. WOOLARD AND WIFE, PATRICIA A. WOOLARD, AS TENANTS BY THE ENTIRETY~~

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

11/22/2024
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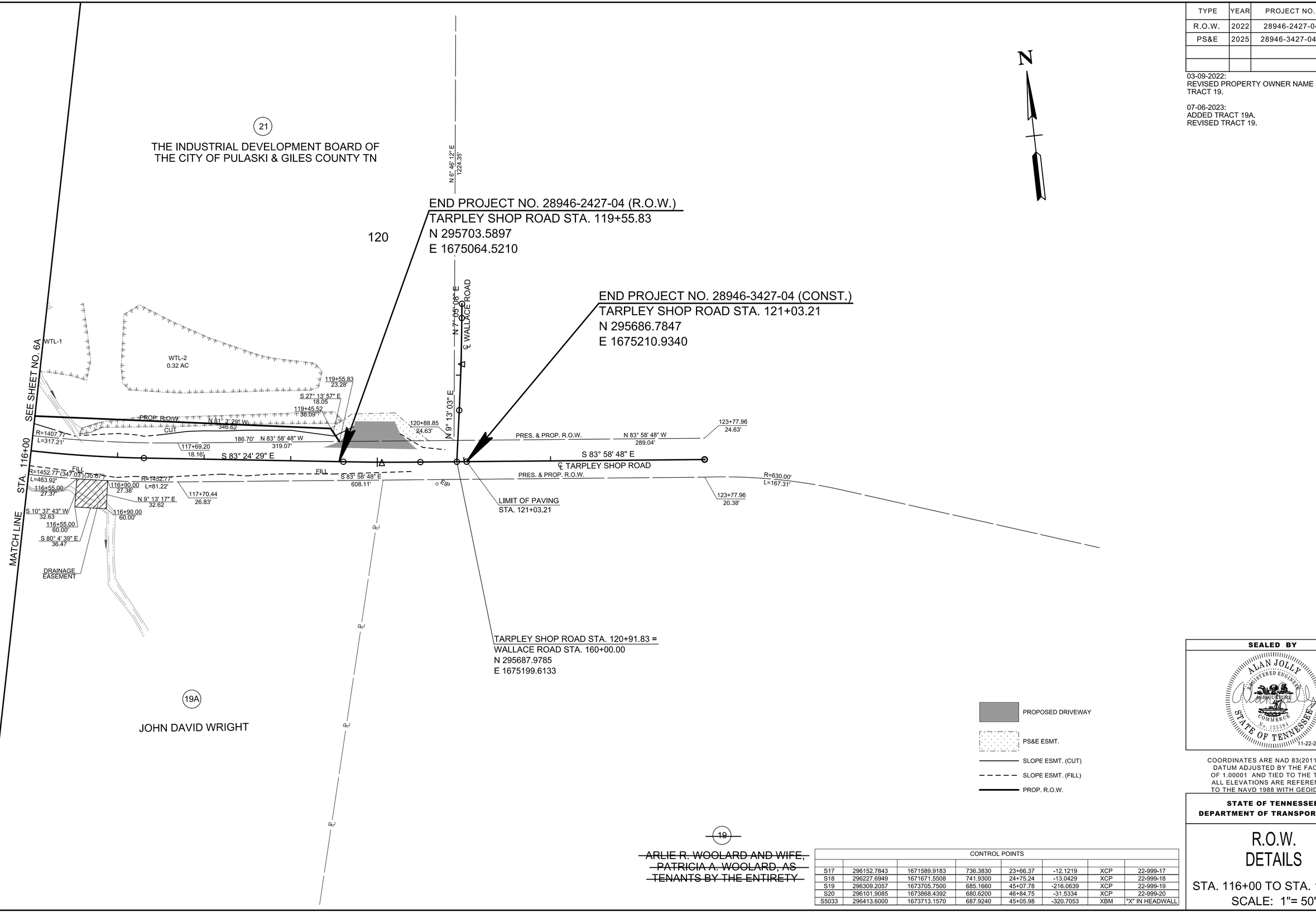
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	7A
PS&E	2025	28946-3427-04	7A

03-09-2022:
REVISED PROPERTY OWNER NAME
TRACT 19.

07-06-2023:
ADDED TRACT 19A.
REVISED TRACT 19.



CONTROL POINTS							
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

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R.O.W. DETAILS

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

11/22/2024
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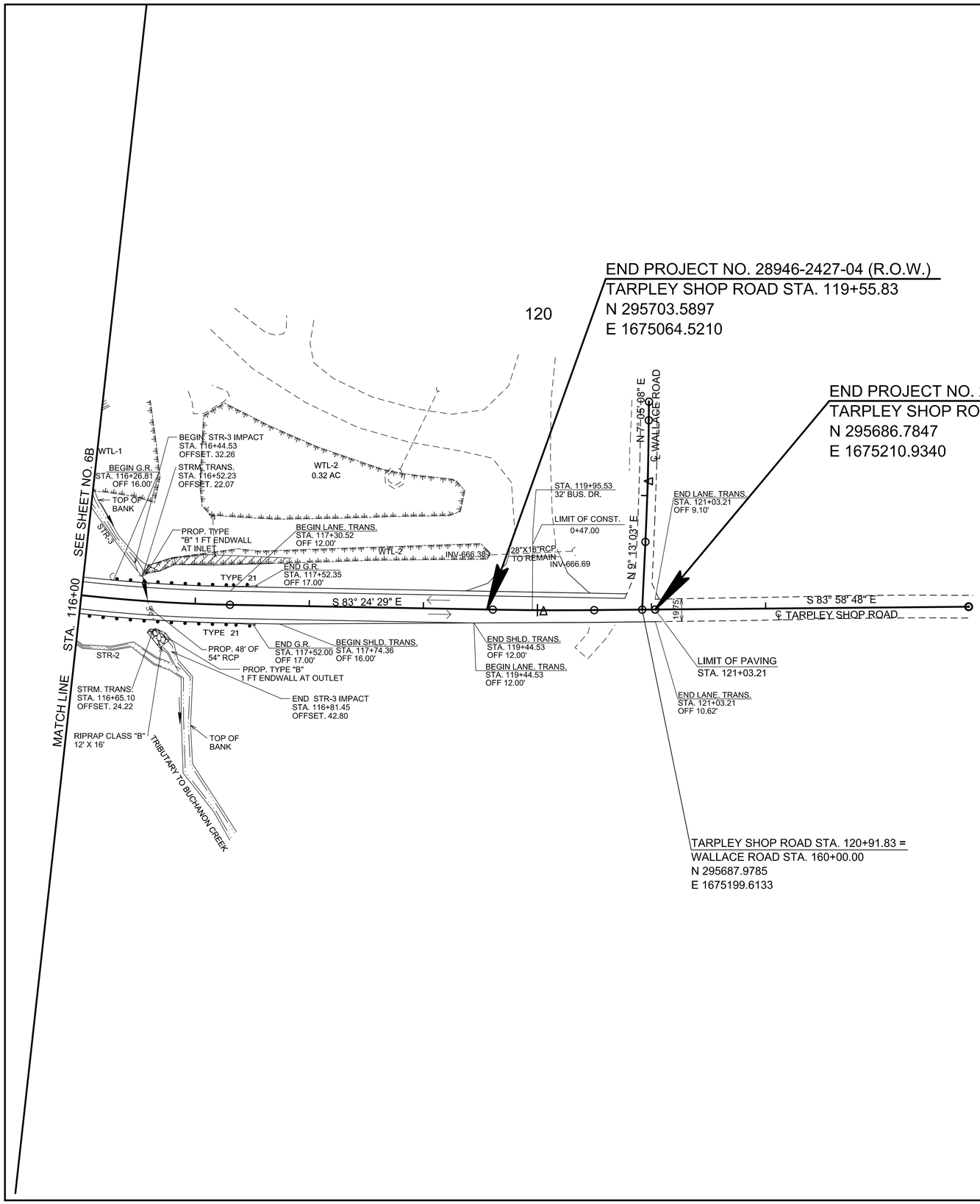
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	7B
PS&E	2025	28946-3427-04	7B



ENVIRONMENTAL NOTES

1. NATIVE SEED MIX SHOULD BE USED WITHIN 30 FEET OF THE STREAM.

   THE NATIVE SEED MIX SHOULD CONSIST OF THE FOLLOWING SPECIES:

VIRGINIA WILD RYE	(ELYMUS VIRGINICUS)
DEERTONGUE	(DICHANTHELIUM CLANDESTINUM)
INDIAN GRASS	(SORGHASTRUM NUTANS)
BIG BLUE STEM	(ANDROPOGON GERARDII)
FOWL MANNA GRASS	(GLYCERIA STRIATA)

2. NATURAL CHANNEL MATERIALS SHOULD BE INSTALLED INTO THE NEW CULVERTS TO SATISFY THE EMBEDMENT CRITERIA. MATERIALS SHOULD BE APPROXIMATELY THE SIZE AND COMPOSITION OF BED MATERIALS UPSTREAM AND DOWNSTREAM OF THE CULVERTS AND SHOULD MEET THE CRITERIA IN HEC-26.

3. RIP-RAP 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. PRIOR TO PLACEMENT OF RIPRAP, IT SHOULD BE MIXED WITH A MIXTURE OF 75% CREEK GRAVEL AND 25% SOIL TO FILL THE VOIDS. ONCE THE MIXTURE IS PLACED IN THE STREAM, AN ADDITIONAL 1-2 INCH LAYER OF CREEK GRAVEL SHALL BE ADDED. THE CONTRACTOR SHALL ENSURE THAT WATER WILL FLOW OVER THE RIPRAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.

4. **EMBEDDING OF STRUCTURES:**
   DURING THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, THE CONTRACTOR SHALL GATHER COARSE ALLUVIUM FROM PORTIONS OF THE STREAM CHANNEL THAT IS BEING EXCAVATED OR FILLED, AND STOCKPILE THE MATERIAL IN A NON-WETLAND/AQUATIC SITE. FOLLOWING THE INSTALLATION OF THE STRUCTURE, THE STOCKPILED ALLUVIUM SHALL BE BACK-FILLED WITHIN THE STRUCTURE TO SATISFY THE REQUIRED EMBEDMENT DEPTH AS DEPICTED IN THE PLANS. WHEN THESE MATERIALS ARE NOT SUFFICIENT TO PROVIDE THE REQUIRED EMBEDMENT DEPTH, THE REMAINDER OF THE FILL FOR EMBEDMENT WILL BE COMPRISED OF MATERIALS THAT ARE APPROXIMATELY THE SAME SIZE AND COMPOSITION AS THE UPSTREAM AND DOWNSTREAM CHANNEL MATERIALS. THE STANDARD DRAWING FOR SUBSTRATE RESTORATION D-NSD-30 SHOULD BE USED.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

11/22/2024
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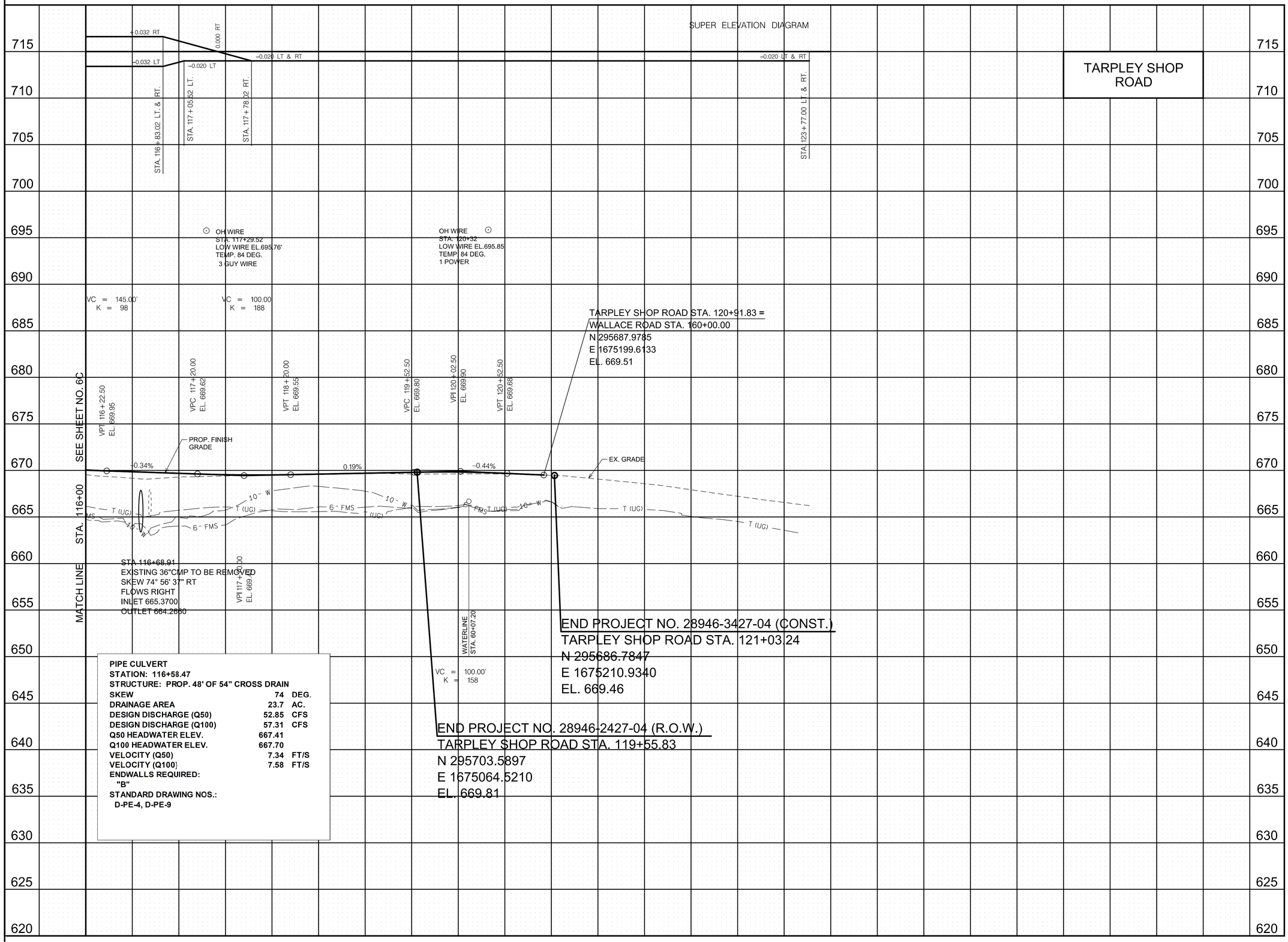
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	7C
PS&E	2025	28946-3427-04	7C



PIPE CULVERT
STATION: 116+58.47
STRUCTURE: PROP. 48' OF 54" CROSS DRAIN

SKEW	**74**	**DEG.**
DRAINAGE AREA	**23.7**	**AC.**
DESIGN DISCHARGE (Q50)	**52.85**	**CFS**
DESIGN DISCHARGE (Q100)	**57.31**	**CFS**
Q50 HEADWATER ELEV.	**667.41**	
Q100 HEADWATER ELEV.	**667.70**	
VELOCITY (Q50)	**7.34**	**FT/S**
VELOCITY (Q100)	**7.58**	**FT/S**

ENDWALLS REQUIRED:
"B"
STANDARD DRAWING NOS.:
D-PE-4, D-PE-9

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 116+00 TO STA. 121+03

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

11/22/2024
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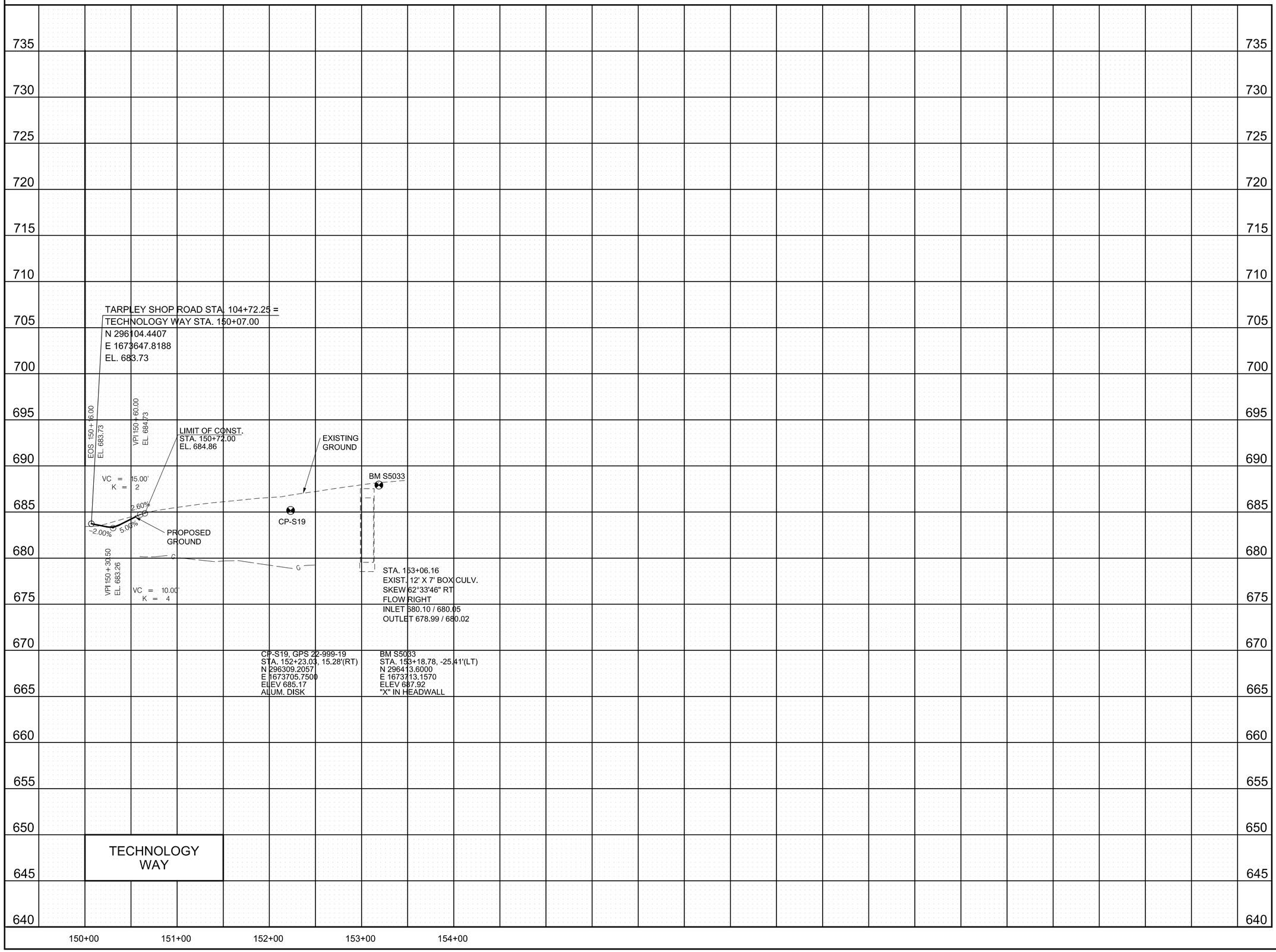
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	8
PS&E	2025	28946-3427-04	8



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD PROFILE

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

11/22/2024
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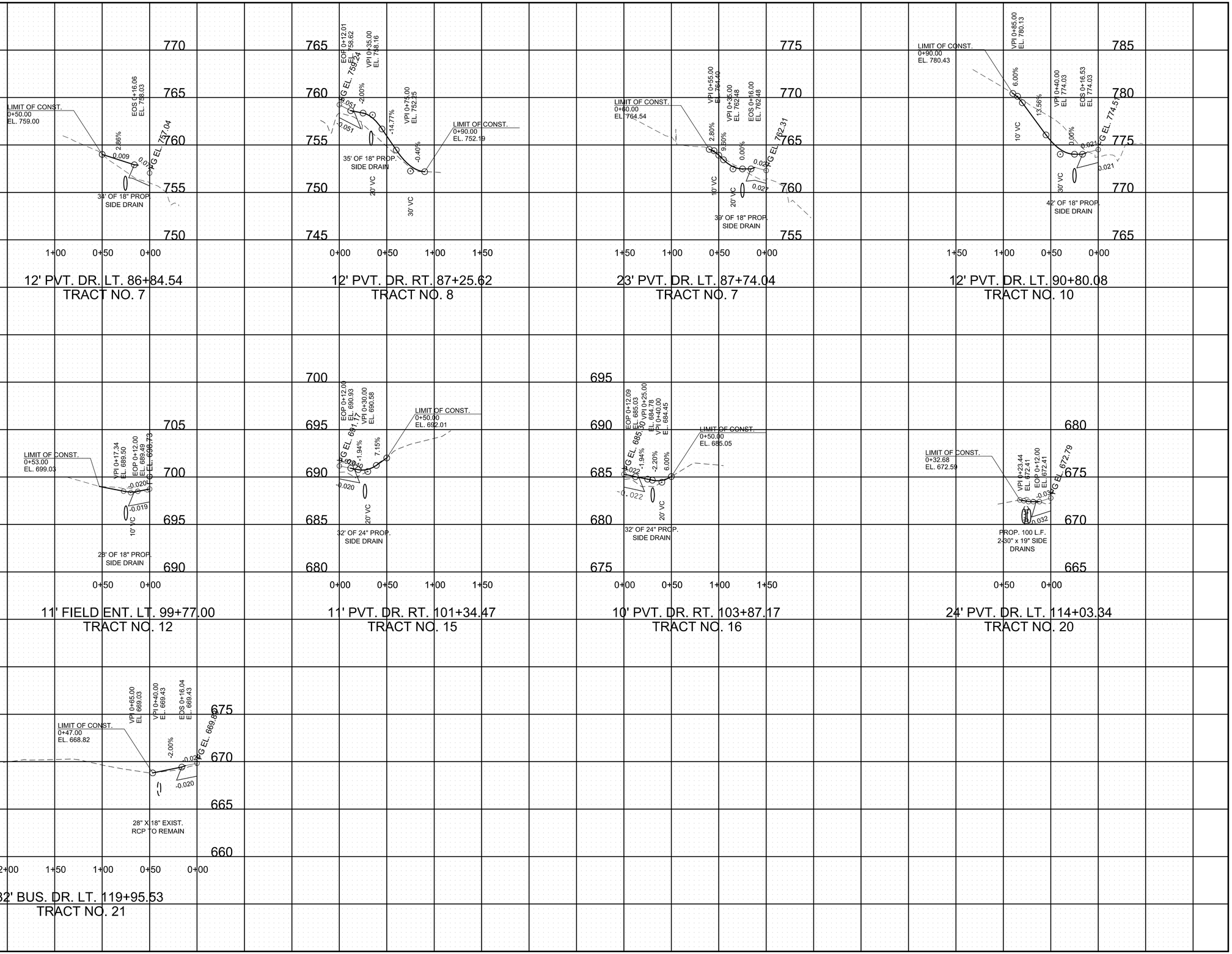
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	9
PS&E	2025	28946-3427-04	9



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES

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

11/22/2024
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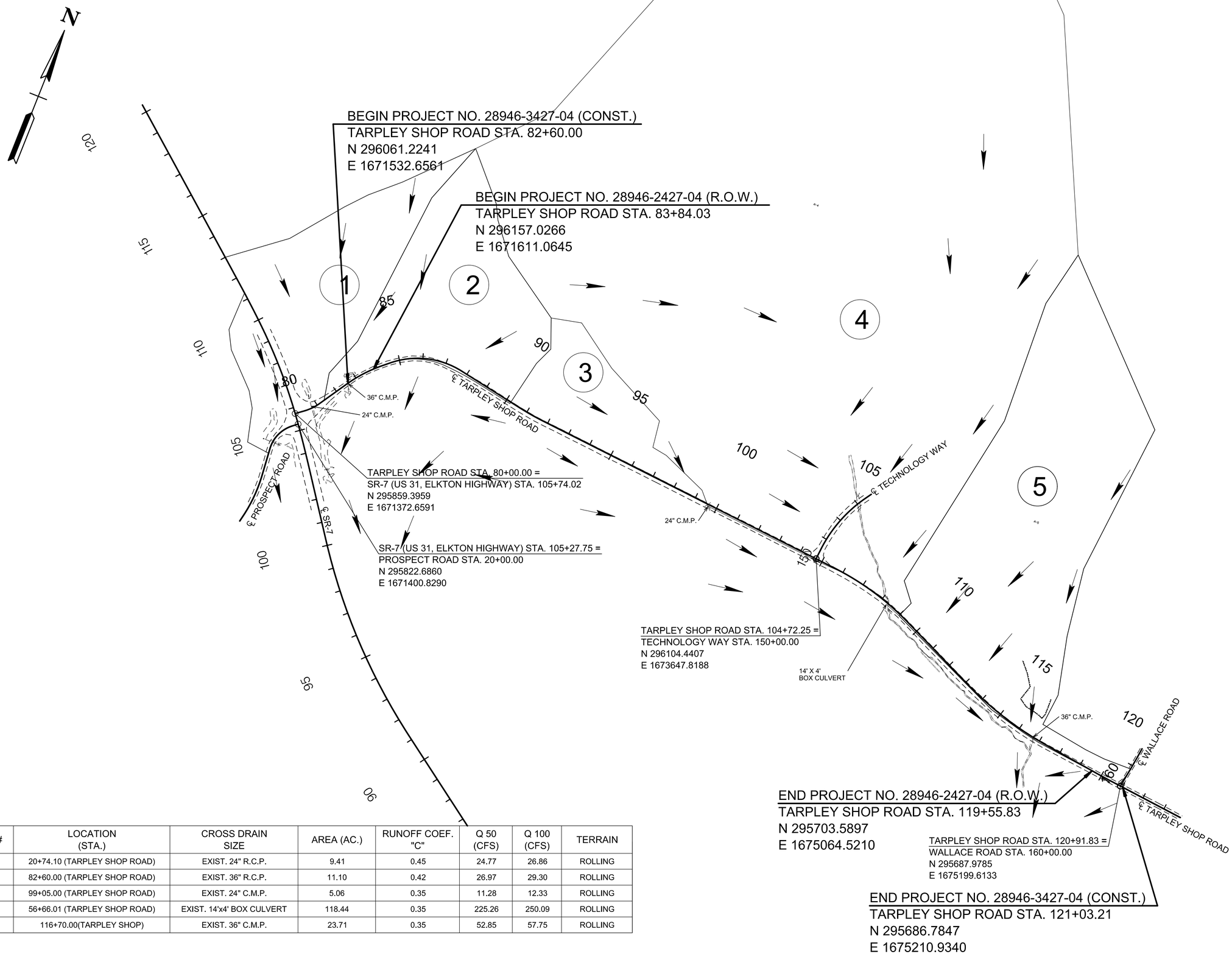
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	10
PS&E	2025	28946-3427-04	10



DA#	LOCATION (STA.)	CROSS DRAIN SIZE	AREA (AC.)	RUNOFF COEF. "C"	Q 50 (CFS)	Q 100 (CFS)	TERRAIN
1	20+74.10 (TARPLEY SHOP ROAD)	EXIST. 24" R.C.P.	9.41	0.45	24.77	26.86	ROLLING
2	82+60.00 (TARPLEY SHOP ROAD)	EXIST. 36" R.C.P.	11.10	0.42	26.97	29.30	ROLLING
3	99+05.00 (TARPLEY SHOP ROAD)	EXIST. 24" C.M.P.	5.06	0.35	11.28	12.33	ROLLING
4	56+66.01 (TARPLEY SHOP ROAD)	EXIST. 14'x4' BOX CULVERT	118.44	0.35	225.26	250.09	ROLLING
5	116+70.00(TARPLEY SHOP)	EXIST. 36" C.M.P.	23.71	0.35	52.85	57.75	ROLLING

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REGISTERED ENGINEER
No. 125594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 80+00 TO STA. 121+50
SCALE: 1"=200'

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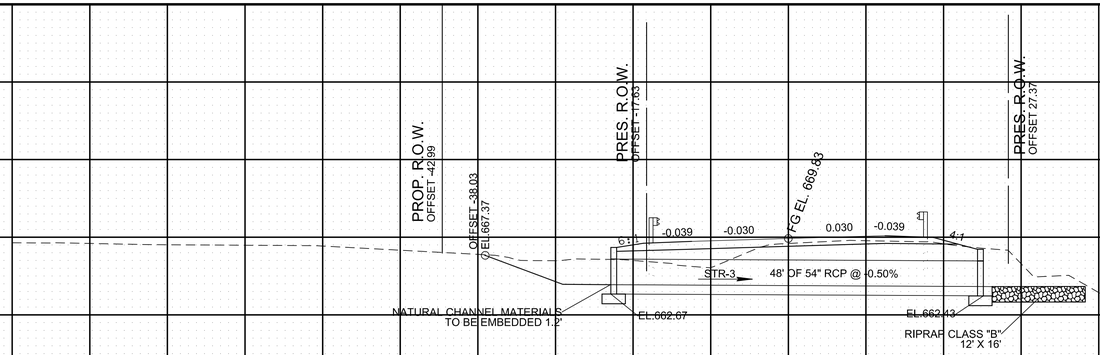
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	11
PS&E	2025	28946-3427-04	11

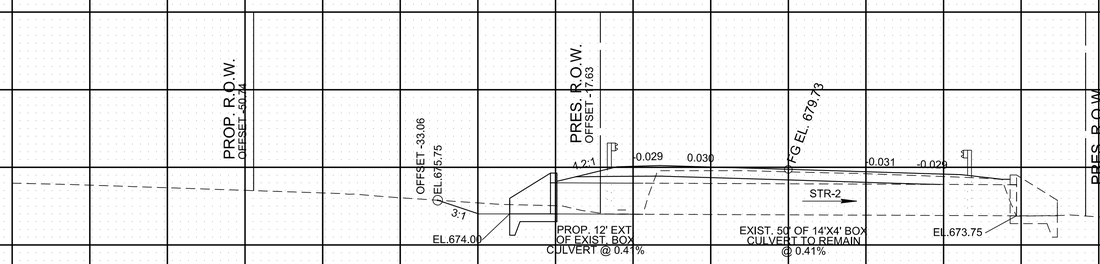


116+58.47

PIPE CULVERT
STATION: 116+58.47
STRUCTURE: PROP. 48' OF 54" CROSS DRAIN

SKEW	74	DEG.
DRAINAGE AREA	23.7	AC.
DESIGN DISCHARGE (Q50)	52.85	CFS
DESIGN DISCHARGE (Q100)	57.31	CFS
Q50 HEADWATER ELEV.	667.41	
Q100 HEADWATER ELEV.	667.70	
VELOCITY (Q50)	7.34	FT/S
VELOCITY (Q100)	7.58	FT/S

ENDWALLS REQUIRED:
"B"
STANDARD DRAWING NOS.:
D-PE-4, D-PE-9



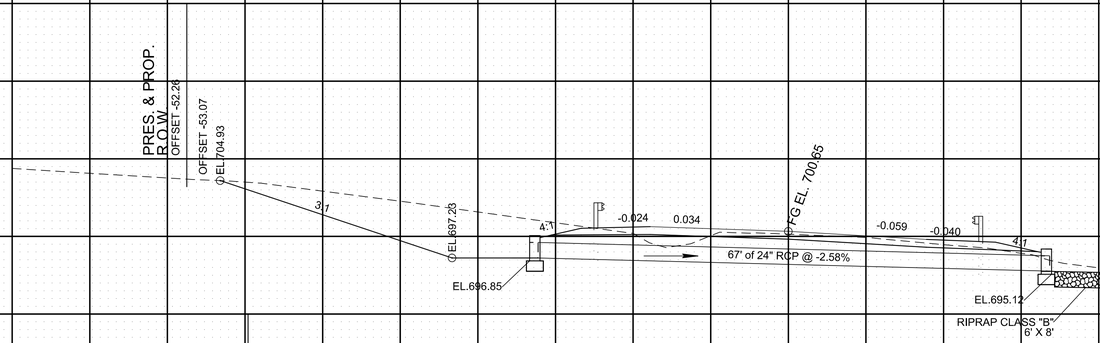
108+29.52

BOX \ SLAB BRIDGE or CULVERT
STATION: 108+29.52
STRUCTURE: 62' OF 14' x 4' BOX CULVERT

SKEW	60	DEG.
DRAINAGE AREA	118	AC.
DESIGN DISCHARGE (Q50)	226.30	CFS
DESIGN DISCHARGE (Q100)	250.03	CFS
OVERTOPPING ELEV.	680.00	
ALLOWABLE HEADWATER ELEV.	679	
Q50 HEADWATER ELEV.	678.22	
Q100 HEADWATER ELEV.	678.79	
VELOCITY (Q50)	8.05	FT/S
VELOCITY (Q100)	8.09	FT/S
INLET ELEVATION	674.00	
OUTLET ELEVATION	673.75	

STANDARD DRAWING NOS.:
STD-17-10
QUANTITIES:

CLASS "A" CONCRETE	11.4	C.Y.
STEEL BAR REINFORCING	1207.0	LB.
BACKFILL	1.5	TONS
FOUNDATION FILL MATERIAL	3.7	C.Y.

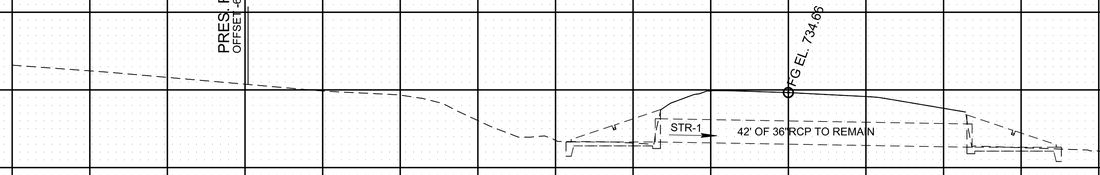


99+40.78

PIPE CULVERT
STATION: 99+40.78
STRUCTURE: PROP. 67' OF 24" CROSS DRAIN

SKEW	43	DEG.
DRAINAGE AREA	5.61	AC.
DESIGN DISCHARGE (Q50)	13.30	CFS
DESIGN DISCHARGE (Q100)	14.70	CFS
Q50 HEADWATER ELEV.	700.05	
Q100 HEADWATER ELEV.	700.50	
VELOCITY (Q50)	6.94	FT/S
VELOCITY (Q100)	6.94	FT/S

ENDWALLS REQUIRED:
2- ST EW
STANDARD DRAWING NOS.:
D-PE-4



82+58.43

CULVERT SECTIONS TARPLEY SHOP ROAD

BEGIN STA. 82+58.43
END STA. 116+58.47

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

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11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTIONS

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	12
PS&E	2025	28946-3427-04	12

EPSC NOTES

STREAMS, WETLANDS & BUFFER ZONES

(1) 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.

ENVIRONMENTAL

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

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(1) 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.

(2) 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.

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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.

(9) 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.

(10) 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.

(11) 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.

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

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EROSION PREVENTION & SEDIMENT CONTROL (EPSC) NOTES

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	12A
PS&E	2025	28946-3427-04	12A

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 28946-3427-04
(1)(2)(6)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	672
(1)(2)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	110
(1)(2)	209-05	SEDIMENT REMOVAL	C.Y.	100
(1)(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2300
(1)(2)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1550
(1)(2)(4)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	25
(1)(2)	209-09.01	SANDBAGS	BAG	950
(1)(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	3
(1)(2)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	38
(1)(2)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	100
(1)(2)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	84
(1)(2)	621-03.07	48" TEMPORARY DRAINAGE PIPE	L.F.	120
(1)(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F	1700
(1)(2)(7)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	150
(1)(2)(9)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	495
(1)(2)(3)(8)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1638
(1)(2)(5)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1650
(1)(2)	801-01.35	GRASS SEED MIX (RIPZN/FLPL) W/MULCH	UNIT	1.5
(1)(2)	801-02	SEEDING (WITHOUT MULCH)	UNIT	20
(1)(2)	801-02.08	TEMPORARY SEEDING (WITHOUT MULCH)	UNIT	20
(1)(2)	801-03	WATER (SEEDING & SODDING)	M.G.	4
(1)(2)	803-01	SODDING(NEW)	S.Y.	7850
(1)(2)	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.	2215

FOOTNOTES

(1) ITEM TO BE USED AS DIRECTED BY THE ENGINEER
(2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT
(3) MONOFILAMENT-TYPE GEOTEXTILE FABRIC IS PROHIBITED IN STREAM CHANNEL, BANKS, AND RIPARIAN AREAS.
(4) INCLUDES 9 ENHANCED ROCK CHECK DAMS TO BE USED WITH CULVERT PROTECTION TYPE 2

(5) INCLUDES 150 LF FOR CULVERT INLET PROTECTION TYPE 2

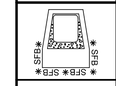
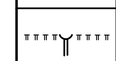
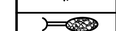
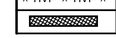
(6) INCLUDES 22 C.Y. FOR TEMPORARY CONSTRUCTION EXITS

(7) FOR TEMPORARY CONSTRUCTION EXITS

(8) INCLUDES 258 S.Y. FOR TEMPORARY CONSTRUCTION EXITS, 100 S.Y. FOR SEDIMENT BAGS, AND 1277 S.Y. FOR CULVERT PROTECTION.

(9) INCLUDES 40 TONS FOR SLOPE DRAINS AND 455 TONS FOR CULVERT PROTECTION

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
SF SF SF SF	SILT FENCE	EC-STR-3B
SFB SFB SFB	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
	TEMPORARY SLOPE DRAIN	EC-STR-27
	SUSPENDED PIPE DIVERSION	EC-STR-33 EC-STR-33A
TUBE 12" TUBE 12"	12 INCH SEDIMENT TUBE	EC-STR-37
HVF HVF	HIGH VISIBILITY FENCE	S-F-1
	TURF REINFORCEMENT MAT	EC-STR-36

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EROSION PREVENTION & SEDIMENT CONTROL (EPSC) NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	13
PS&E	2025	28946-3427-04	13

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
1	.591 AC	3.000 %
2	.777 AC	2.670 %

EXIST. CONTOURS (STAGE I)

SEE SHEET NO. 13A

MATCH LINE STA. 92+00

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STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

11/22/2024
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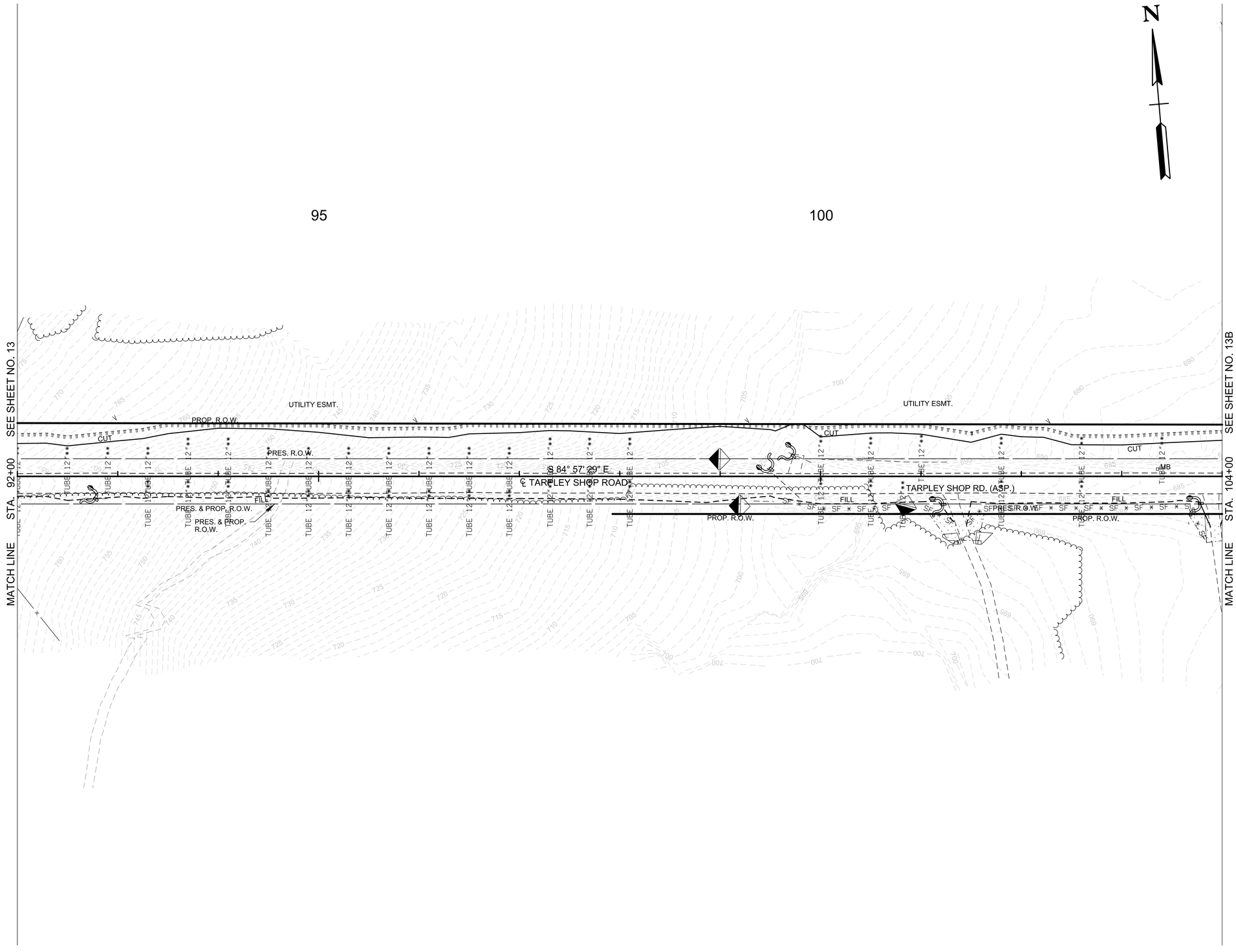
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	13A
PS&E	2025	28946-3427-04	13A



EXIST. CONTOURS (STAGE I)

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STATE OF TENNESSEE
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EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 92+00 TO STA. 104+00

SCALE: 1"= 50'

11/22/2024
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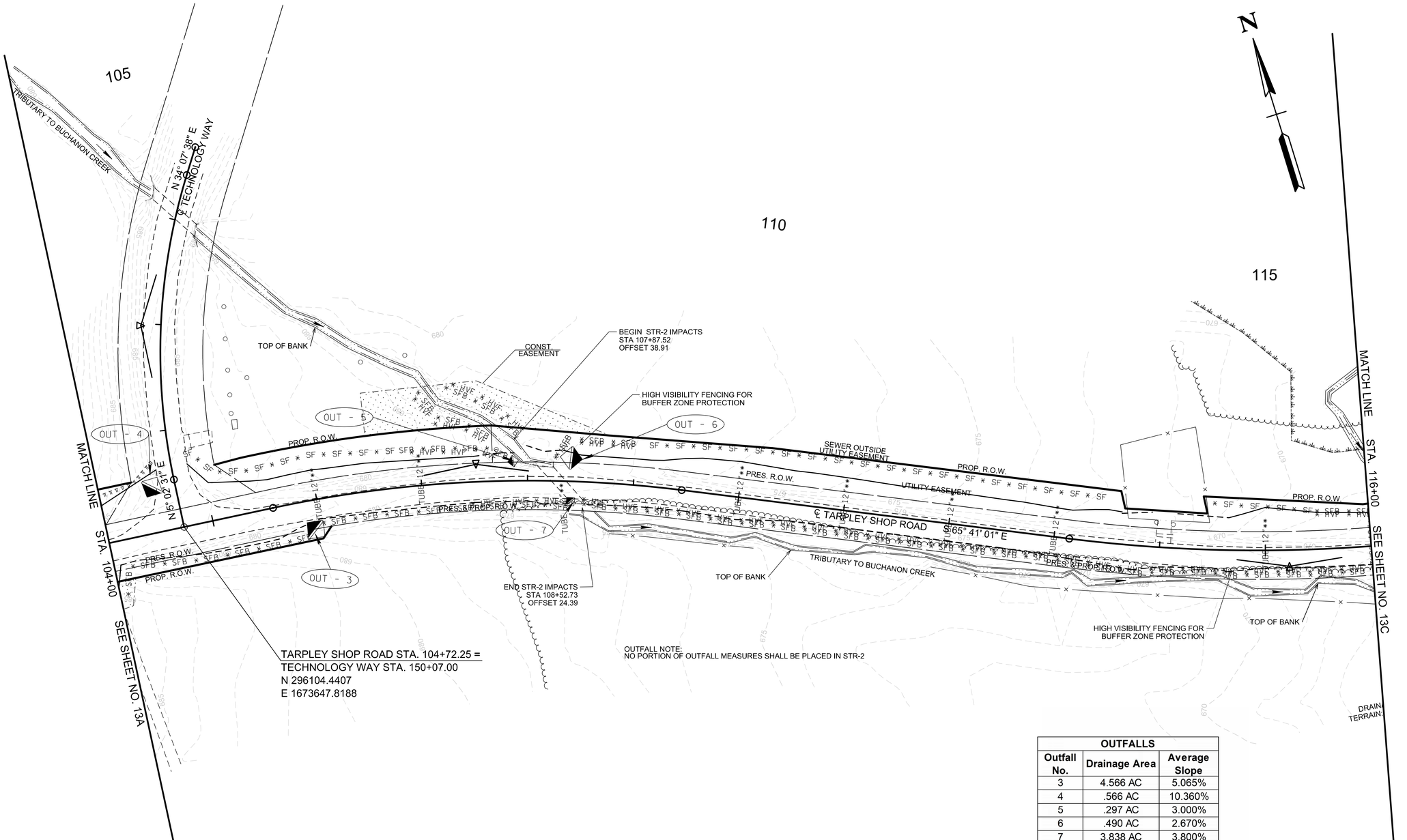
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	13B
PS&E	2025	28946-3427-04	13B



OUTFALLS		
Outfall No.	**Drainage Area**	**Average Slope**
3	4.566 AC	5.065%
4	.566 AC	10.360%
5	.297 AC	3.000%
6	.490 AC	2.670%
7	3.838 AC	3.800%

EXIST. CONTOURS (STAGE I)

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STATE OF TENNESSEE
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EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 104+00 TO STA. 116+00

SCALE: 1"= 50'

11/22/2024
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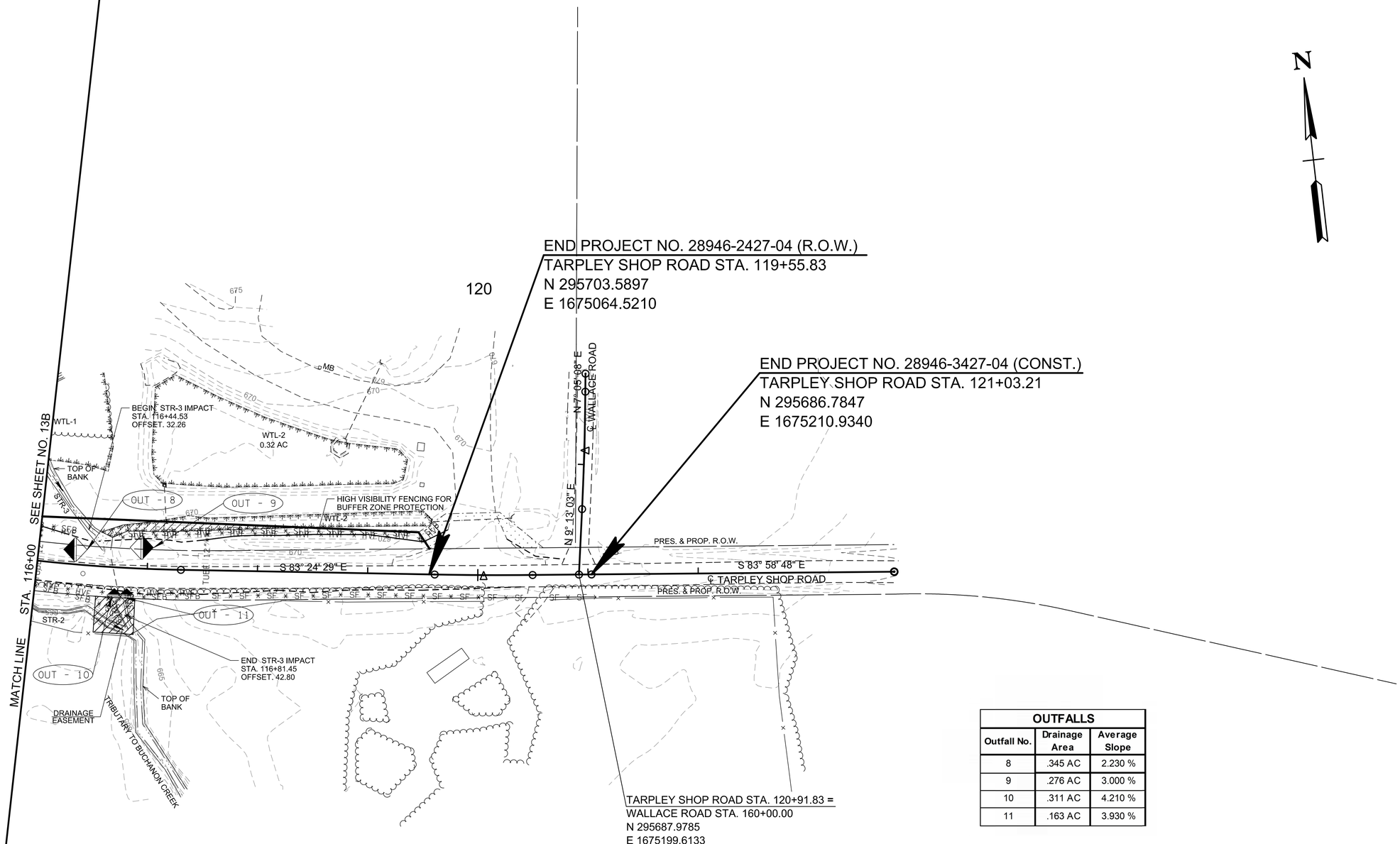
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	13C
PS&E	2025	28946-3427-04	13C



OUTFALL NOTE:
NO PORTION OF OUTFALL MEASURES SHALL BE PLACED IN STR-3

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
8	.345 AC	2.230 %
9	.276 AC	3.000 %
10	.311 AC	4.210 %
11	.163 AC	3.930 %

EXIST. CONTOURS (STAGE I)

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STATE OF TENNESSEE
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EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 116+00 TO STA. 121+03

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	14
PS&E	2025	28946-3427-04	14

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
12	.597 AC	3.000 %
13	.771 AC	2.670 %

SEALED BY
ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
TRANSPORTATION
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

PROP. CONTOURS (STAGE II)

11/22/2024
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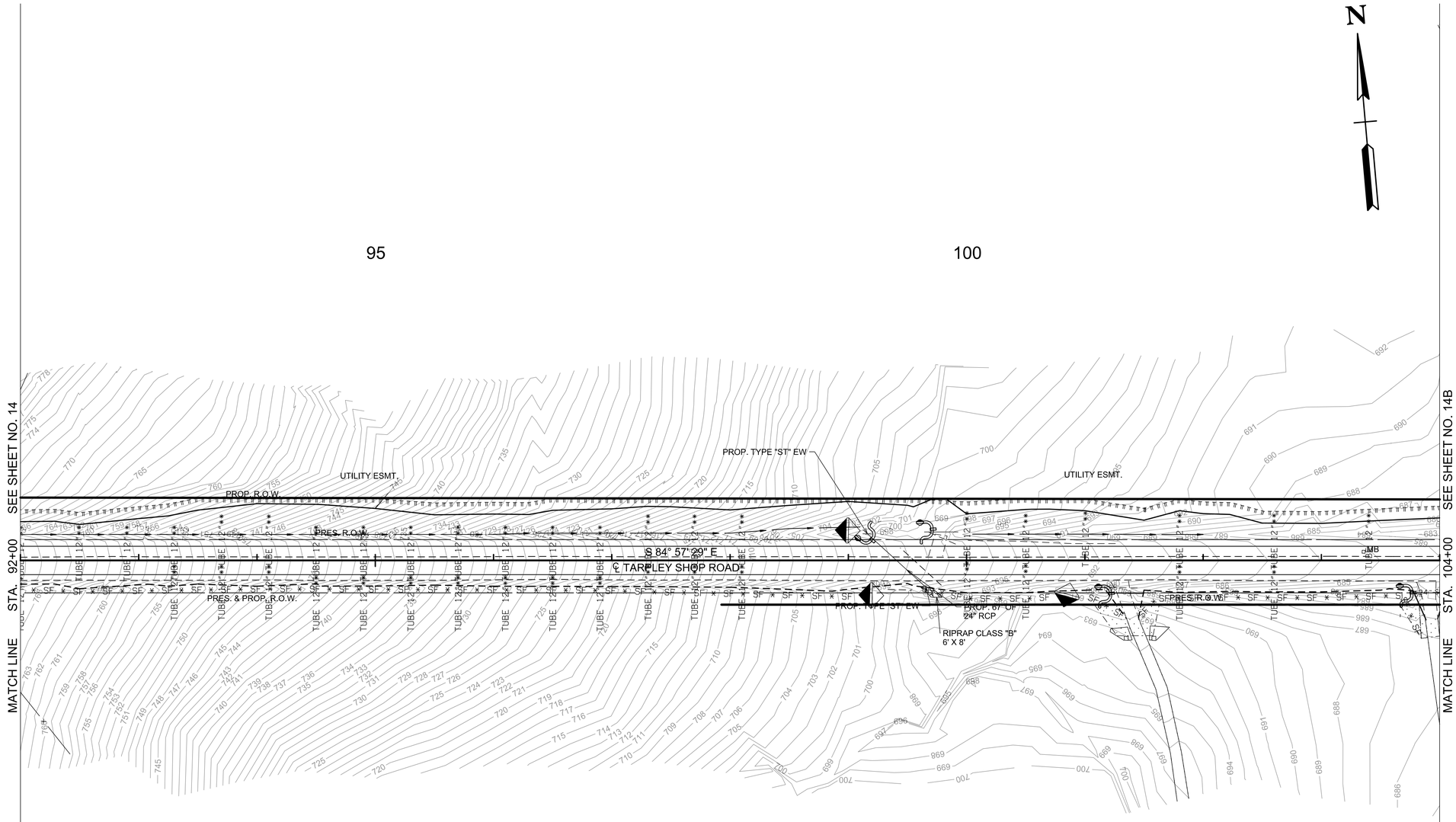
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	14A
PS&E	2025	28946-3427-04	14A



PROP. CONTOURS (STAGE II)

SEALED BY

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REGISTERED ENGINEER
No. 125394
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 92+00 TO STA. 104+00

SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	14B
PS&E	2025	28946-3427-04	14B

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
14	4.566 AC	5.065%
15	.566 AC	10.360%
16	.297 AC	3.000%
17	.490 AC	2.670%
18	3.838 AC	3.800%

105

110

115

TRIBUTARY TO BUCHANON CREEK

℄ TECHNOLOGY WAY

N 34° 07' 38" E

TECHNOLOGY WAY (ASP.)

LIMIT OF CONST.
STA. 150+72.00

MATCH LINE
STA. 104+00

SEE SHEET NO. 14A

N 20° 25' 22" E

OUT - 15

OUT - 14

OUT - 16

OUT - 17

OUT - 18

TOP OF BANK

48" CMP

CONST. EASEMENT

48" TEMP. DRAINAGE PIPE

BEGIN STR-2 IMPACTS
STA 107+87.52
OFFSET 38.91

STRM. TRANS.
STA. 107+87.52
OFFSET 38.91

HIGH VISIBILITY FENCING FOR BUFFER ZONE PROTECTION

28' OF 18" TEMP. CMP

PROP. R.O.W.

PUMP

TOE

PROP. 12' EXT. OF EXIST. BOX CULVERT (NOT INCLUDING WINGWALLS)

SEWER OUTSIDE UTILITY EASEMENT

PRES. R.O.W.

UTILITY EASEMENT

PROP. R.O.W.

PROP. S.E.W. 6:1

PROP. 100 L.F. 2-30" x 19" SIDE DRAINS

PROP. S.E.W. 6:1

PROP. R.O.W.

WTL-1

STR-3

MATCH LINE
STA. 116+00

SEE SHEET NO. 14C

℄ TARPLEY SHOP ROAD S 65° 41' 01" E

PRES. R.O.W.

EXISTING 50' OF 14'X4' BOX CULVERT TO REMAIN.

EXISTING 4' OF WINGWALL AT OUTLET TO REMAIN.

54' TOTAL EXISTING STRUCTURE LENGTH TO REMAIN.

END STR-2 IMPACTS
STA 108+52.73
OFFSET 24.39

STR-2

TRIBUTARY TO BUCHANON CREEK

TOP OF BANK

OUTFALL NOTE:
NO PORTION OF OUTFALL MEASURES SHALL BE PLACED IN STR-2

HIGH VISIBILITY FENCING FOR BUFFER ZONE PROTECTION

TOP OF BANK

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+07.00
N 296104.4407
E 1673647.8188

PROP. CONTOURS (STAGE II)

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125394
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 104+00 TO STA. 116+00

SCALE: 1"= 50'

11/22/2024
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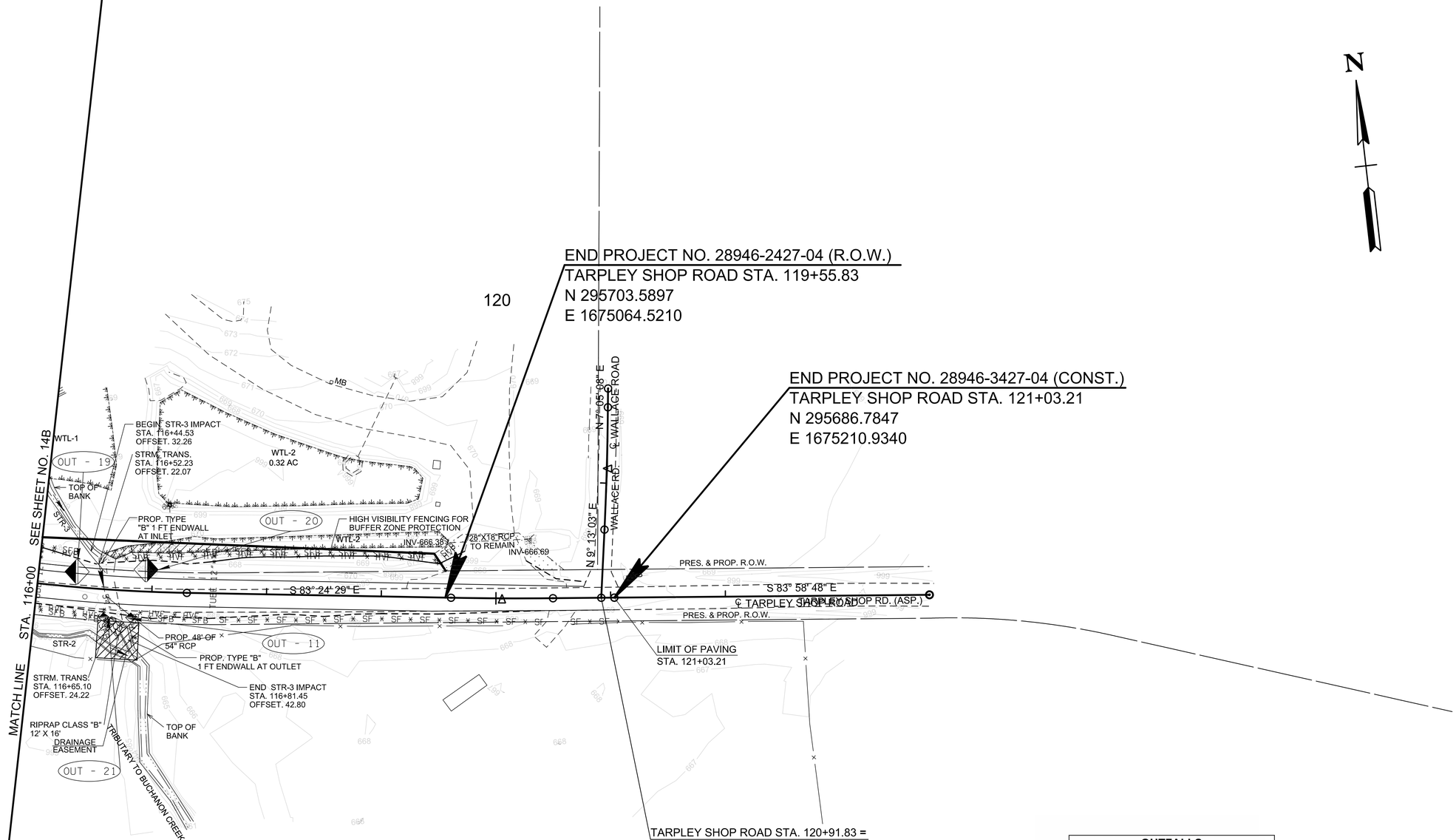
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-3427-04	14C
PS&E	2025	28946-2427-04	14C



OUTFALLS		
Outfall No.	**Drainage Area**	**Average Slope**
19	.343 AC	2.230%
20	.257 AC	3.000%
21	.364 AC	4.210%
11	.182 AC	2.670%

STR-3 CULVERT INSTALLATION STAGING NOTE:
INSTALLATION OF THE PROPOSED 54IN RCP CULVERT MUST BE CONDUCTED SEPARATED FROM FLOWING WATERS IN THE DRY. STREAM FLOW MUST BE MAINTAINED IN THE EXISTING 36IN CMP CULVERT UNTIL INSTALLATION OF THE PROPOSED CULVERT, PROPOSED WINGWALLS, AND PROPOSED TRANSITION CHANNELS IS COMPLETE AND FINAL STABILIZATION AT THIS LOCATION IS ACHIEVED. AT THAT POINT FLOW SHOULD BE DIRECTED ENTIRELY TO THE PROPOSED 54IN RCP CULVERT AND REMOVAL OF THE EXISTING 36IN CMP CULVERT CAN OCCUR, SEPARATED FROM FLOWING WATERS IN THE DRY.

OUTFALL NOTE:
NO PORTION OF OUTFALL MEASURES SHALL BE PLACED IN STR-3.

PROP. CONTOURS (STAGE II)

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125393
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 116+00 TO STA. 121+03

SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	15
PS&E	2025	28946-3427-04	15

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
12	.597 AC	3.000 %
13	.771 AC	2.670 %

SODDING

TURF REINFORCED MAT & SEEDING

PROP. CONTOURS (STAGE III)

SEE SHEET NO. 15A

MATCH LINE STA. 92+00

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
AGRICULTURE BUSINESS TECHNOLOGY COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

11/22/2024
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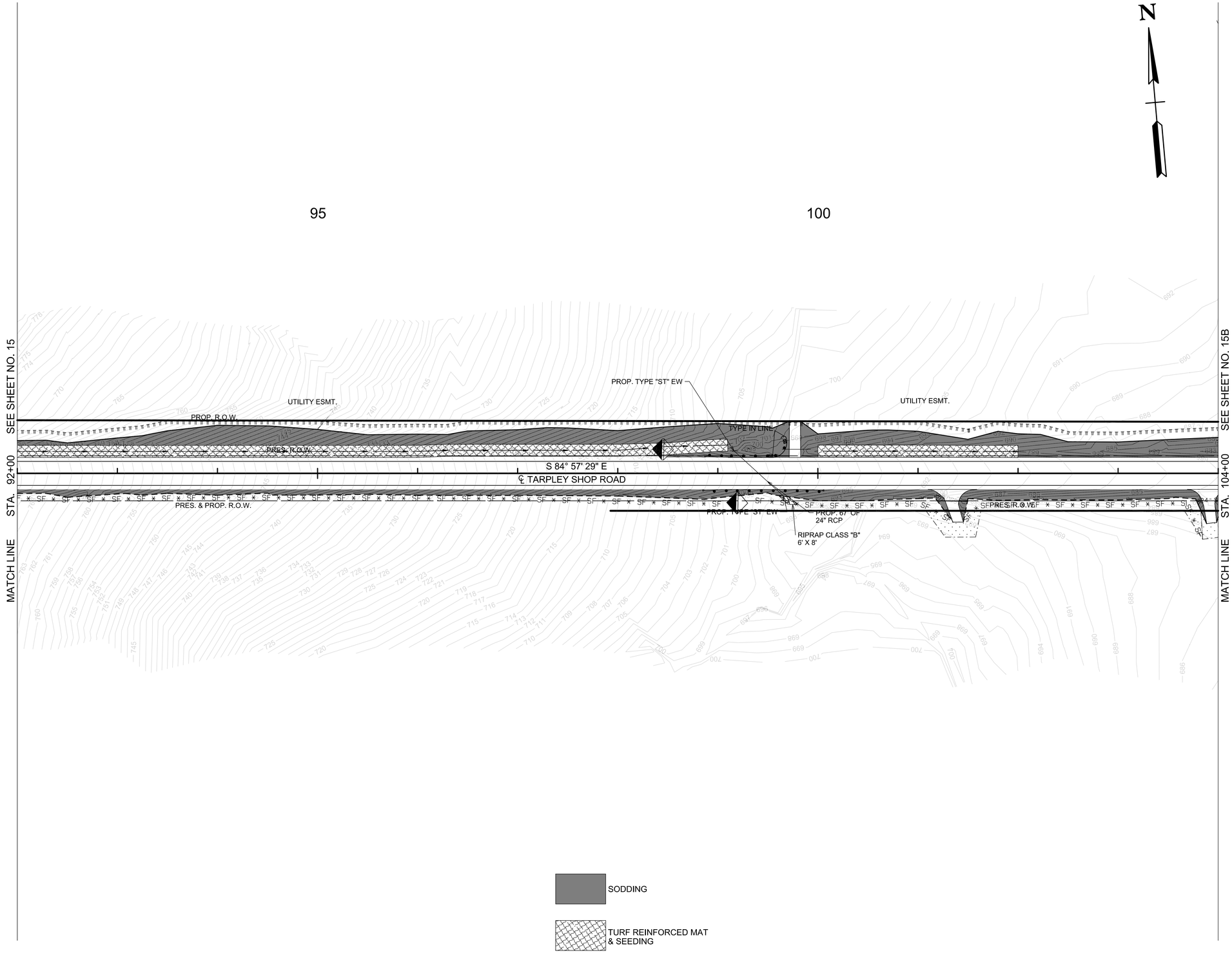
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	15A
PS&E	2025	28946-3427-04	15A



SODDING

TURF REINFORCED MAT & SEEDING

PROP. CONTOURS (STAGE III)

SEALED BY

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 92+00 TO STA. 104+00

SCALE: 1"= 50'

11/22/2024
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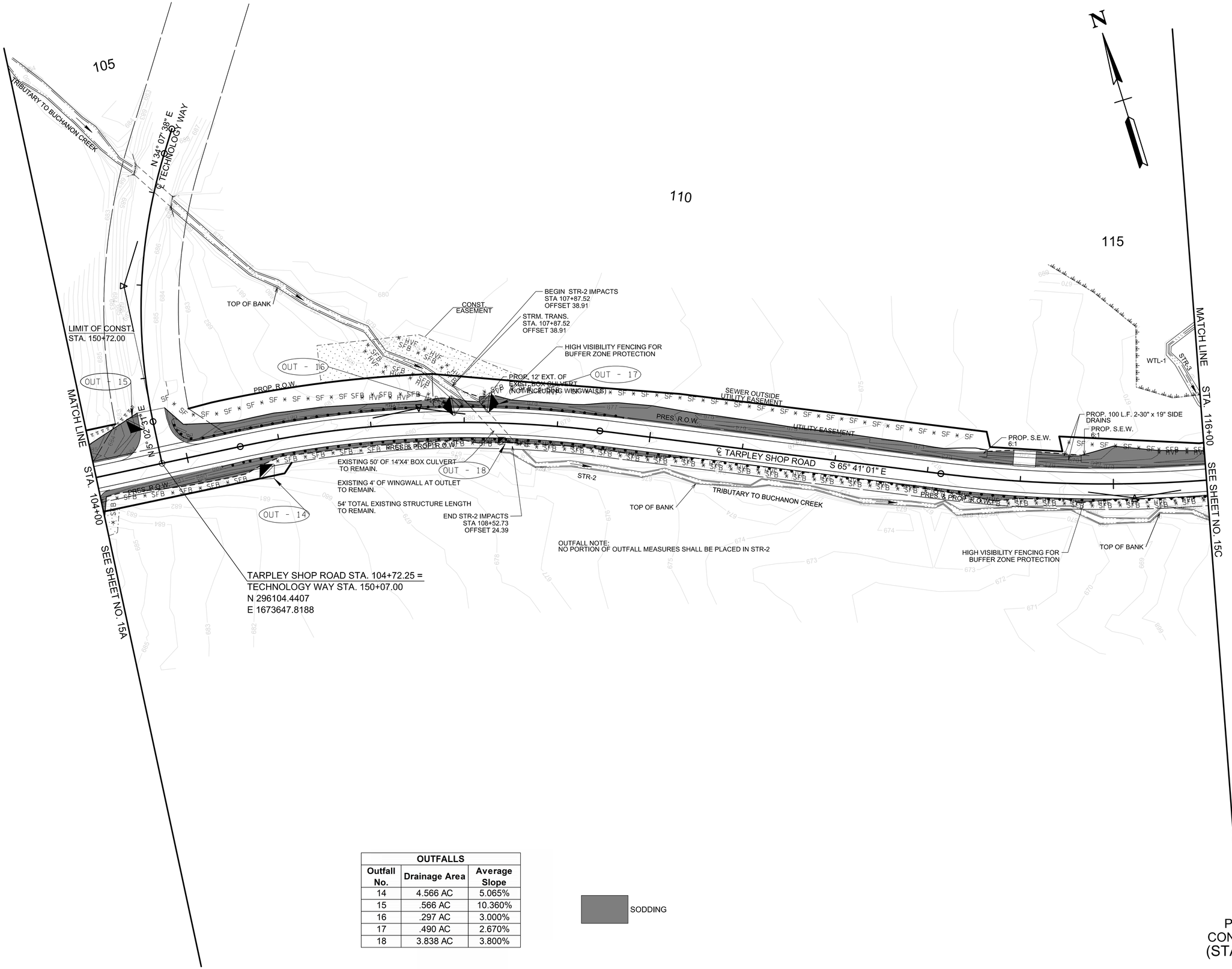
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	15B
PS&E	2025	28946-3427-04	15B



OUTFALLS		
Outfall No.	Drainage Area	Average Slope
14	4.566 AC	5.065%
15	.566 AC	10.360%
16	.297 AC	3.000%
17	.490 AC	2.670%
18	3.838 AC	3.800%

SODDING

PROP. CONTOURS (STAGE III)

SEALED BY

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 104+00 TO STA. 116+00

SCALE: 1"= 50'

11/22/2024
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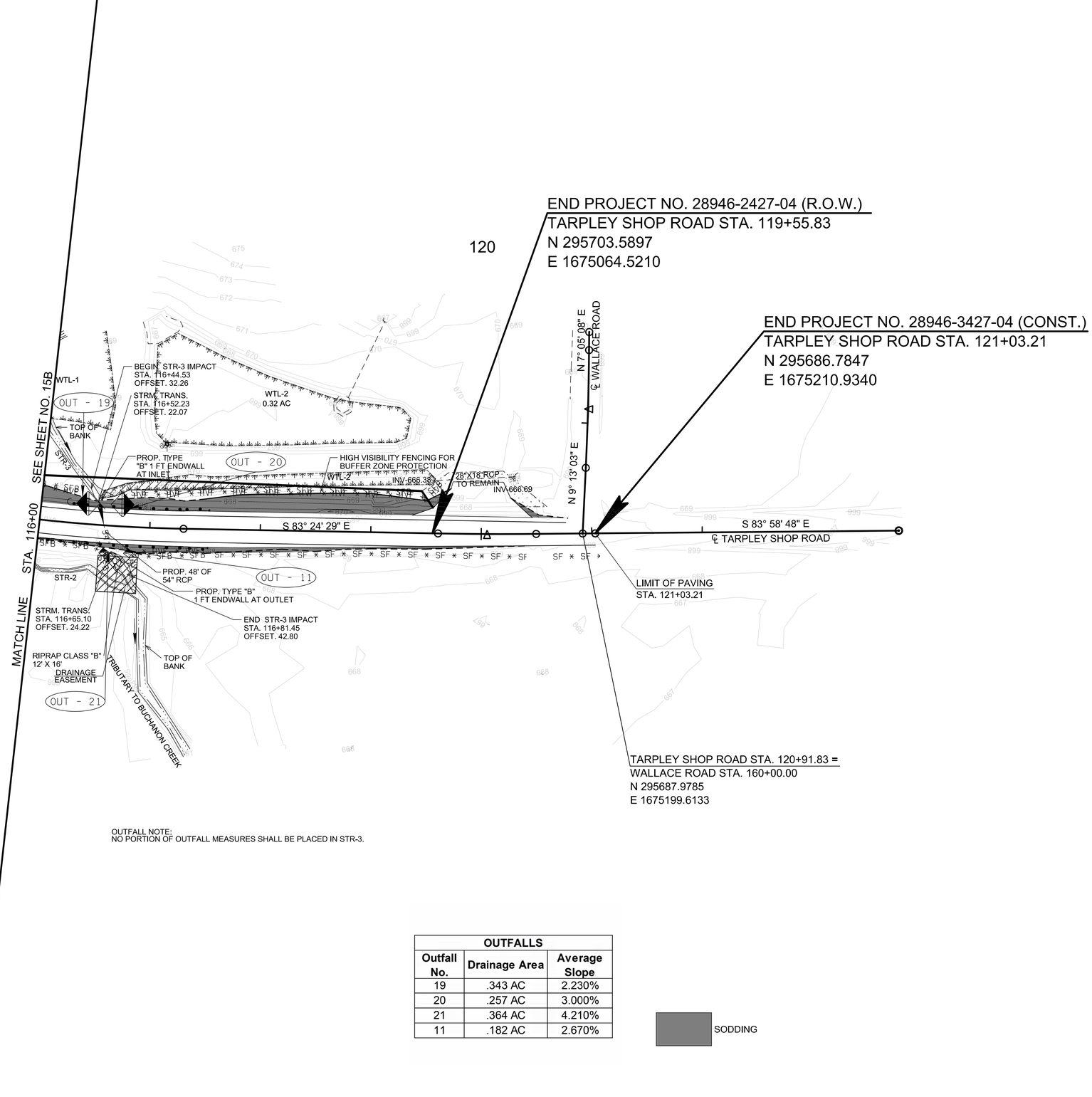
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	15C
PS&E	2025	28946-3427-04	15C



OUTFALL NOTE:
NO PORTION OF OUTFALL MEASURES SHALL BE PLACED IN STR-3.

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
19	.343 AC	2.230%
20	.257 AC	3.000%
21	.364 AC	4.210%
11	.182 AC	2.670%

SODDING

PROP. CONTOURS (STAGE III)

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STATE OF TENNESSEE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 116+00 TO STA. 121+03

SCALE: 1"= 50'

11/22/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	16

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

85

N

90

6" SSWL

N 48° 51' 59" E

6" SSWL

6" DSYL

80

N 32° 40' 01" E

N 52° 02' 02" E

LIMIT OF PAVING
STA. 82+60.00

S 79° 24' 33" E

℄ TARPLEY SHOP ROAD

SEE SHEET NO. 17

STA. 92+00

MATCH LINE STA. 92+00

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

N 50° 19' 06" E

℄ PROSPECT ROAD

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

℄ S.R. 7

00

11/22/2024
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DEPARTMENT OF COMMERCE
No. 125594
STATE OF TENNESSEE
11-22-24

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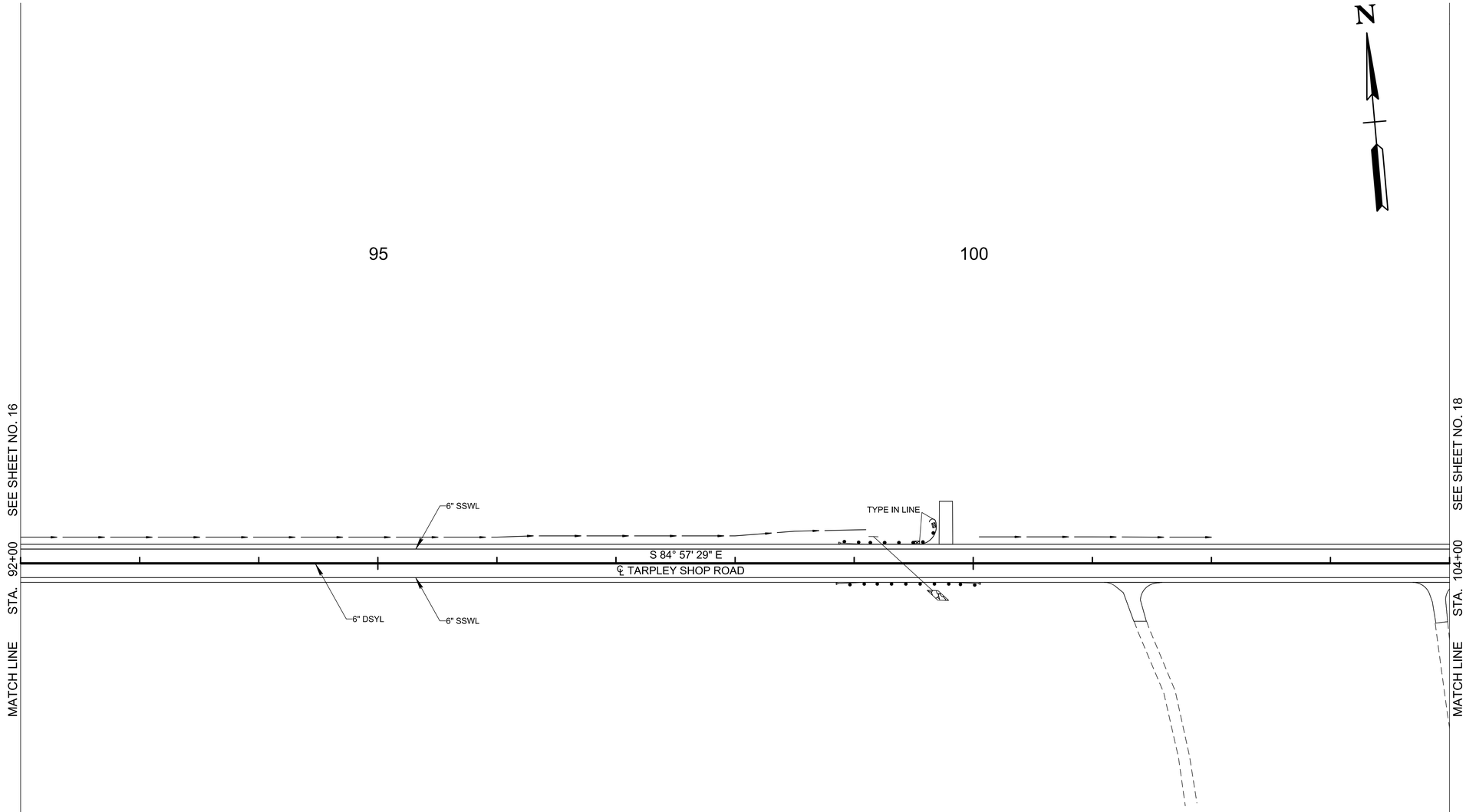
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 80+00 TO STA. 92+00

SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	17



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STATE OF TENNESSEE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 92+00 TO STA. 104+00

SCALE: 1"= 50'

11/22/2024
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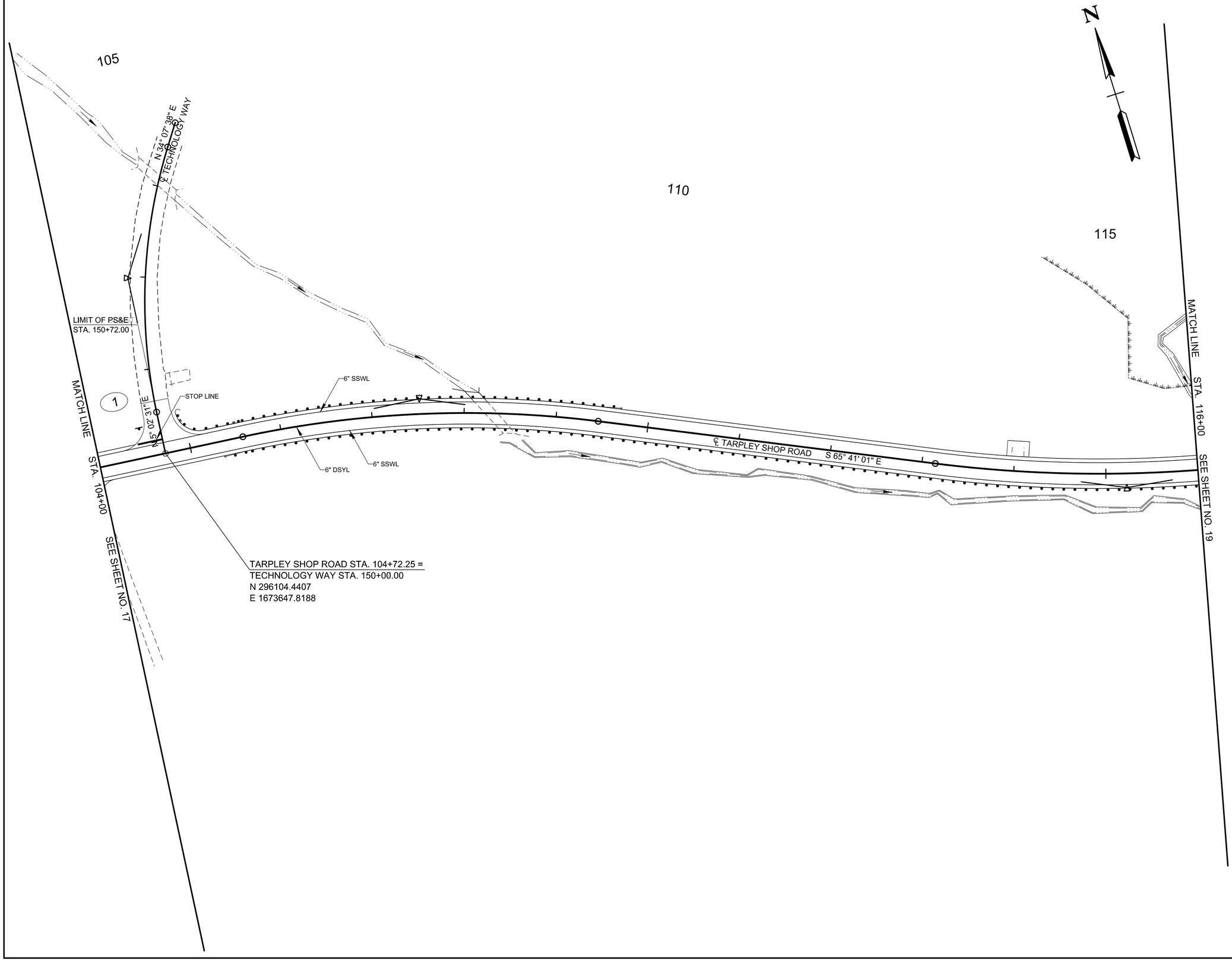
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	18



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STATE OF TENNESSEE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 104+00 TO STA. 116+00

SCALE: 1"= 50'

11/22/2024
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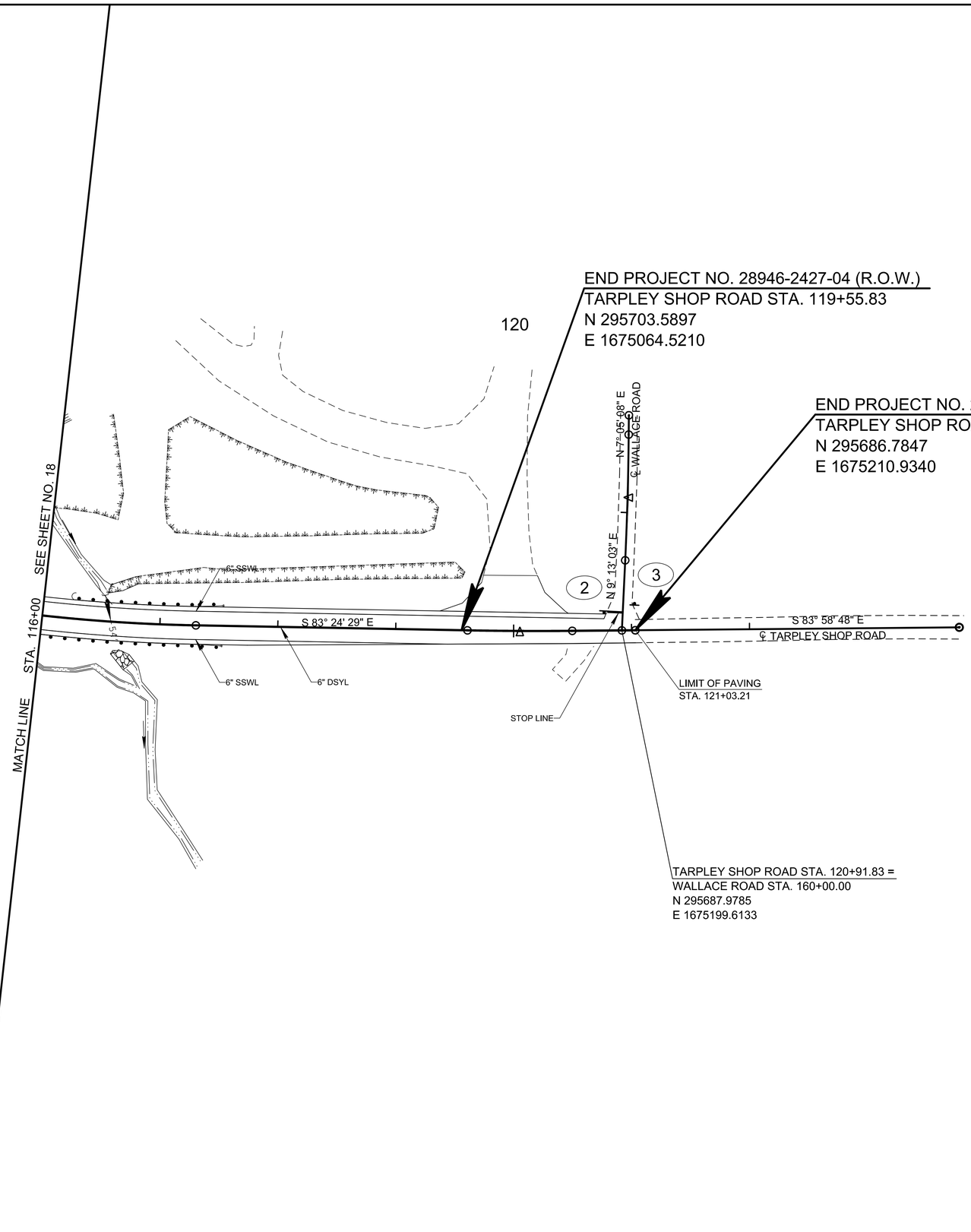
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	19



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COMMERCE
No. 135594
STATE OF TENNESSEE
11-22-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 116+00 TO STA. 121+03

SCALE: 1"= 50'

11/22/2024
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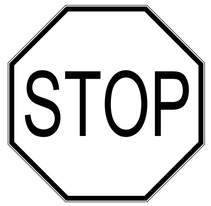
ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

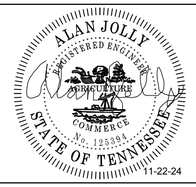
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	20

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
(1)	 R1-1	18	30"	30"									WHITE (REFL.)	RED (REFL.)	0.080" THICK ALUMINUM	U6	11'-0"				5'-0"	
(2)		19	30"	30"									WHITE (REFL.)	RED (REFL.)	0.080" THICK ALUMINUM	U6	11'-0"				5'-0"	
(3)	W14-1	20	30"	30"									BLACK	YELLOW (REFL.)	0.080" THICK ALUMINUM	U6	11'-0"				5'-0"	

U-POST SUBSTITUTION TABLE	
BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2 LB./FT. U1	2 LB./FT. MUI OR 2 LB./FT. R1
2.5 LB./FT. U3	2.5 LB./FT. MU3 OR 3 LB./FT. R2*
3 LB./FT. U6	
4 LB./FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 LB./FT.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

11/22/2024
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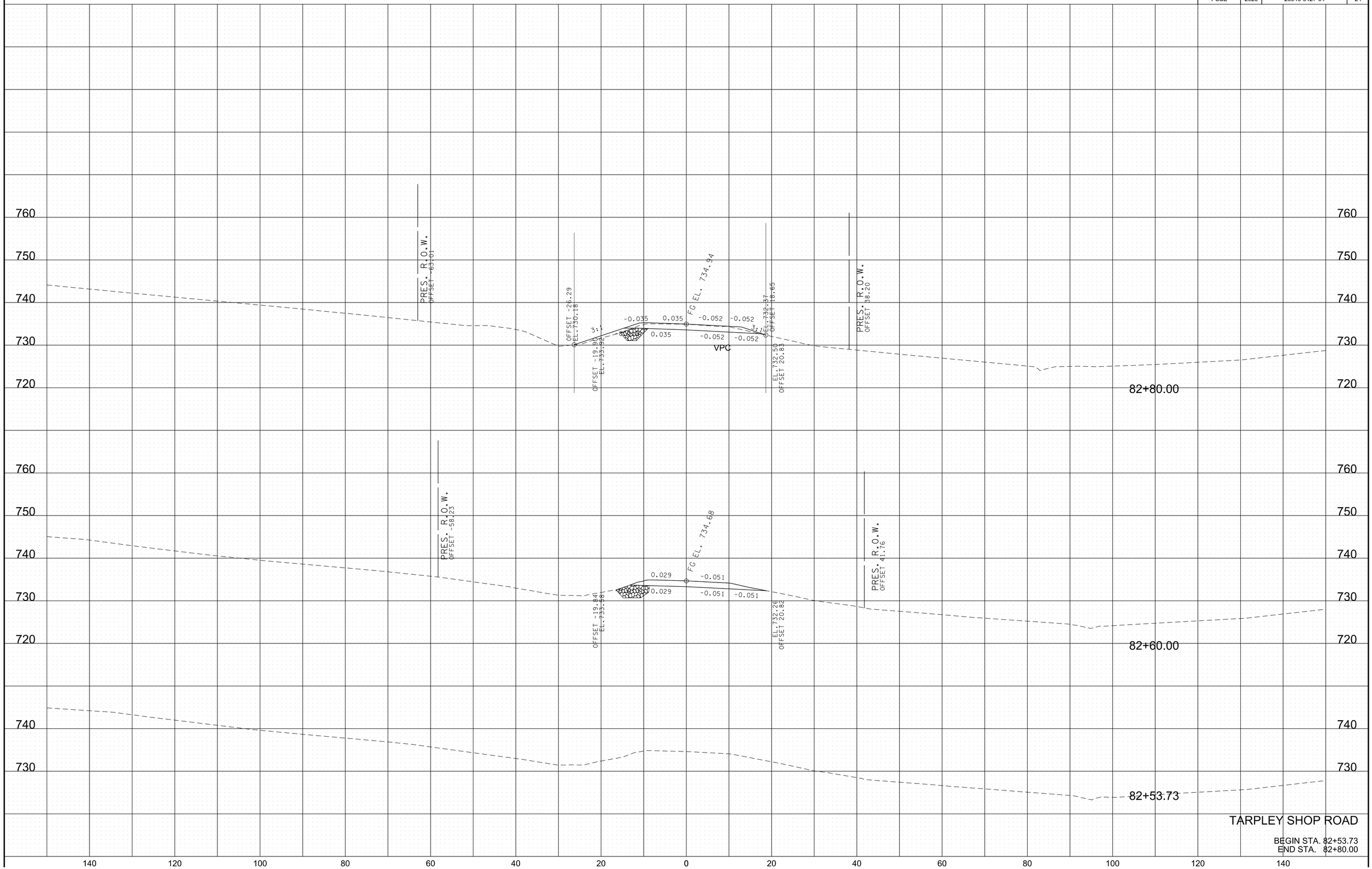
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	21
PS&E	2025	28946-3427-04	21



TARPLEY SHOP ROAD

BEGIN STA. 82+53.73
END STA. 82+80.00

11/22/2024
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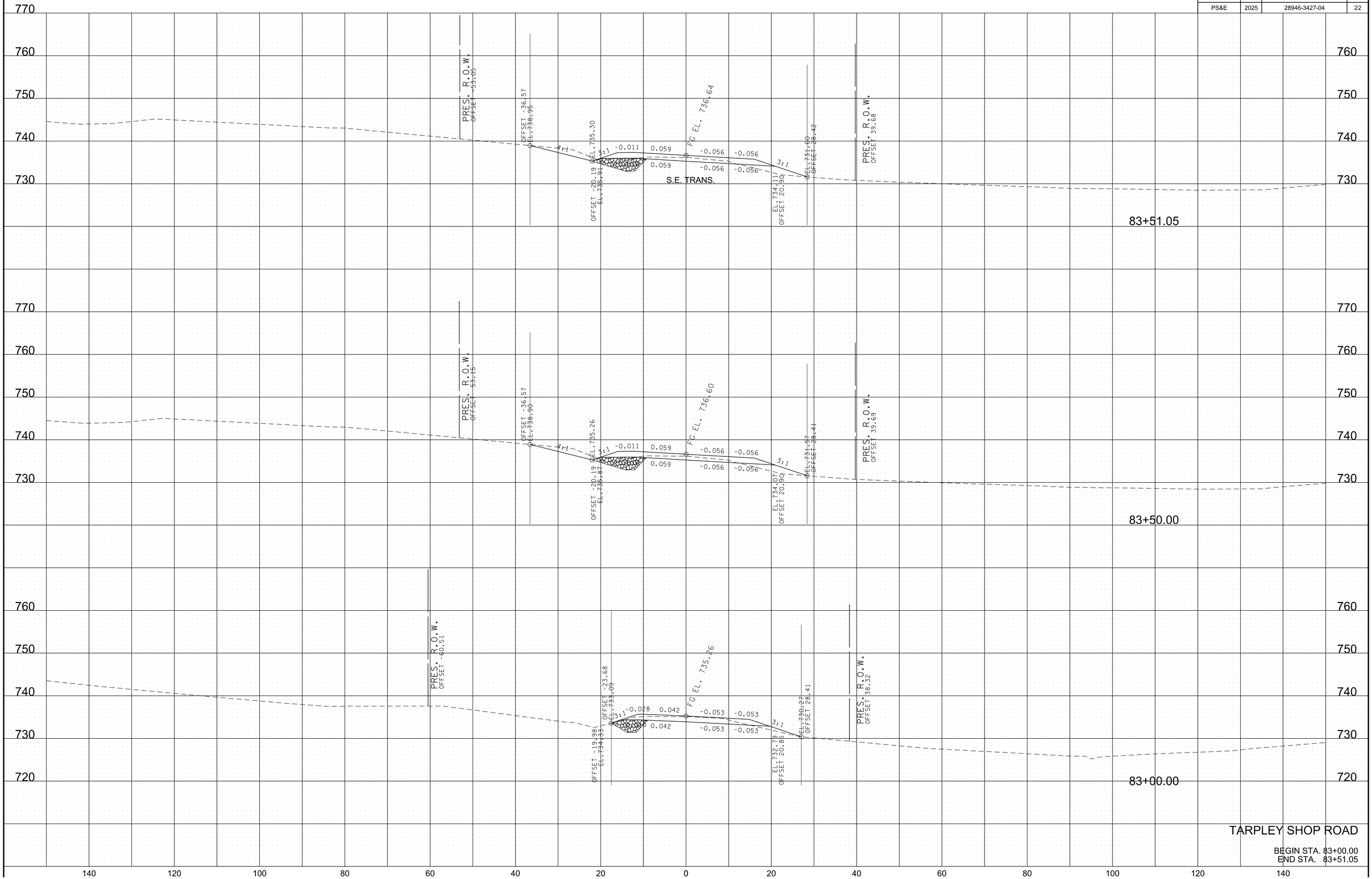
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	22
PS&E	2025	28946-3427-04	22



11/22/2024
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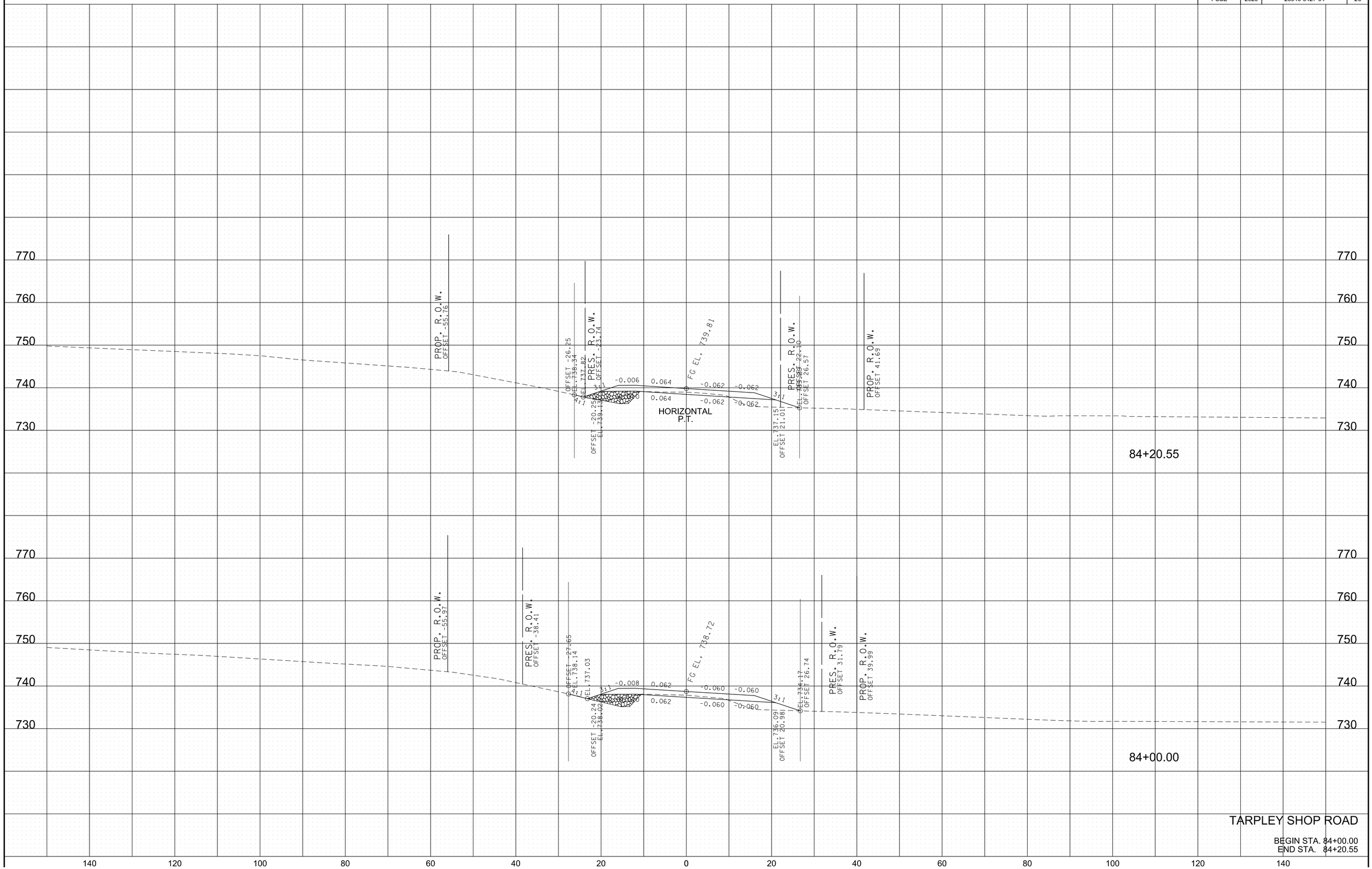
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	23
PS&E	2025	28946-3427-04	23



TARPLEY SHOP ROAD

BEGIN STA. 84+00.00
END STA. 84+20.55

11/22/2024
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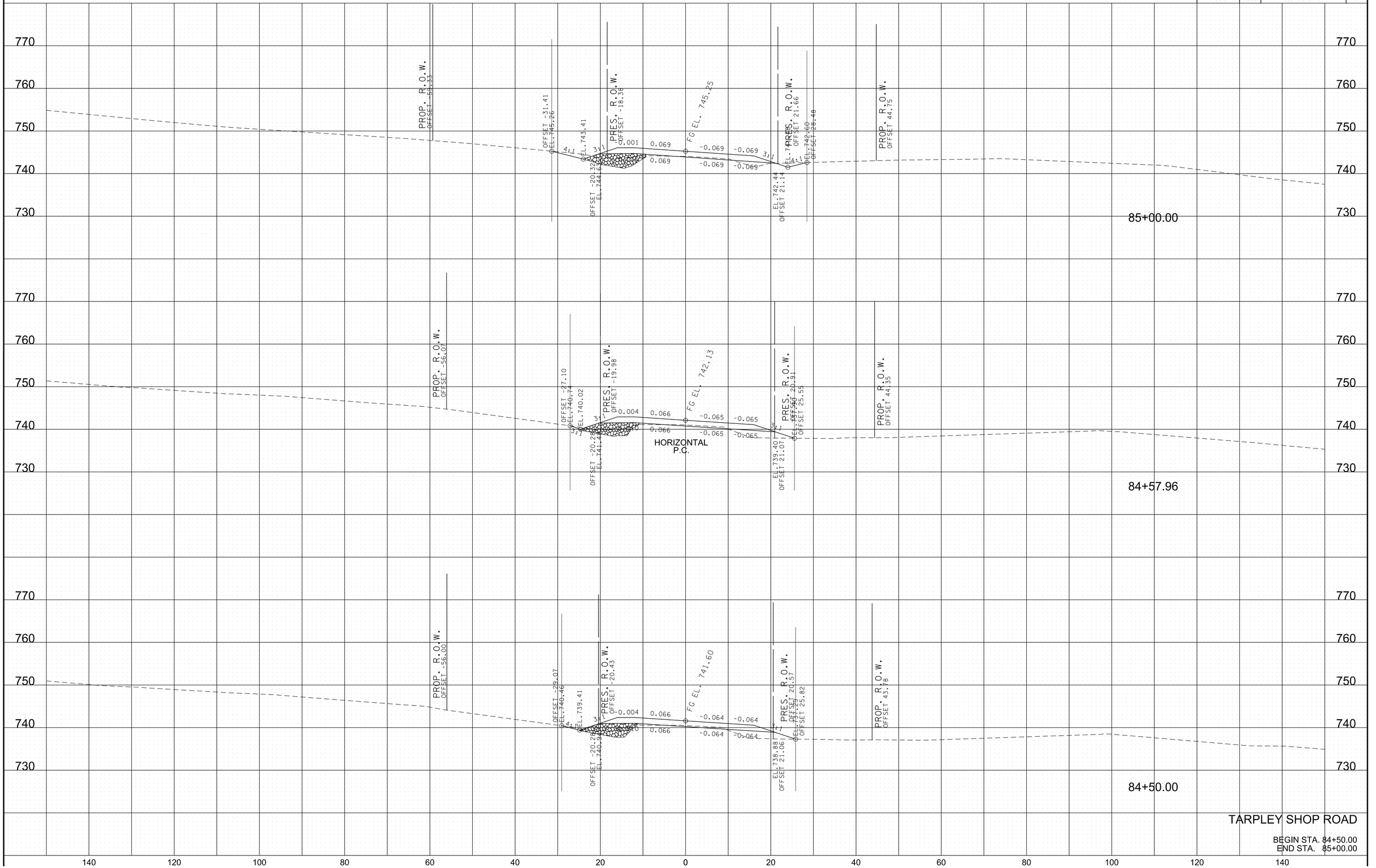
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	24
PS&E	2025	28946-3427-04	24



TARPLEY SHOP ROAD

BEGIN STA. 84+50.00
END STA. 85+00.00

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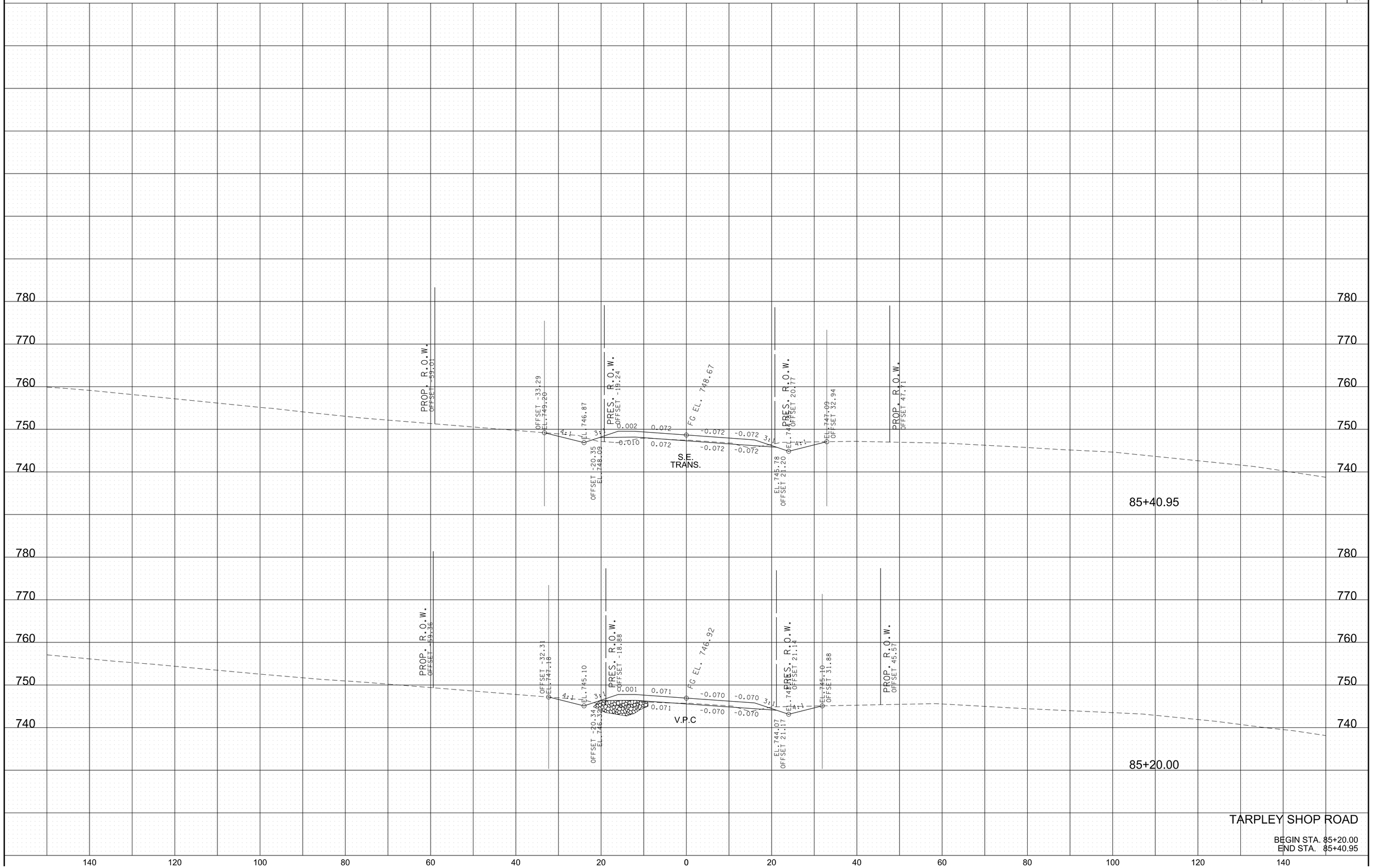
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	25
PS&E	2025	28946-3427-04	25



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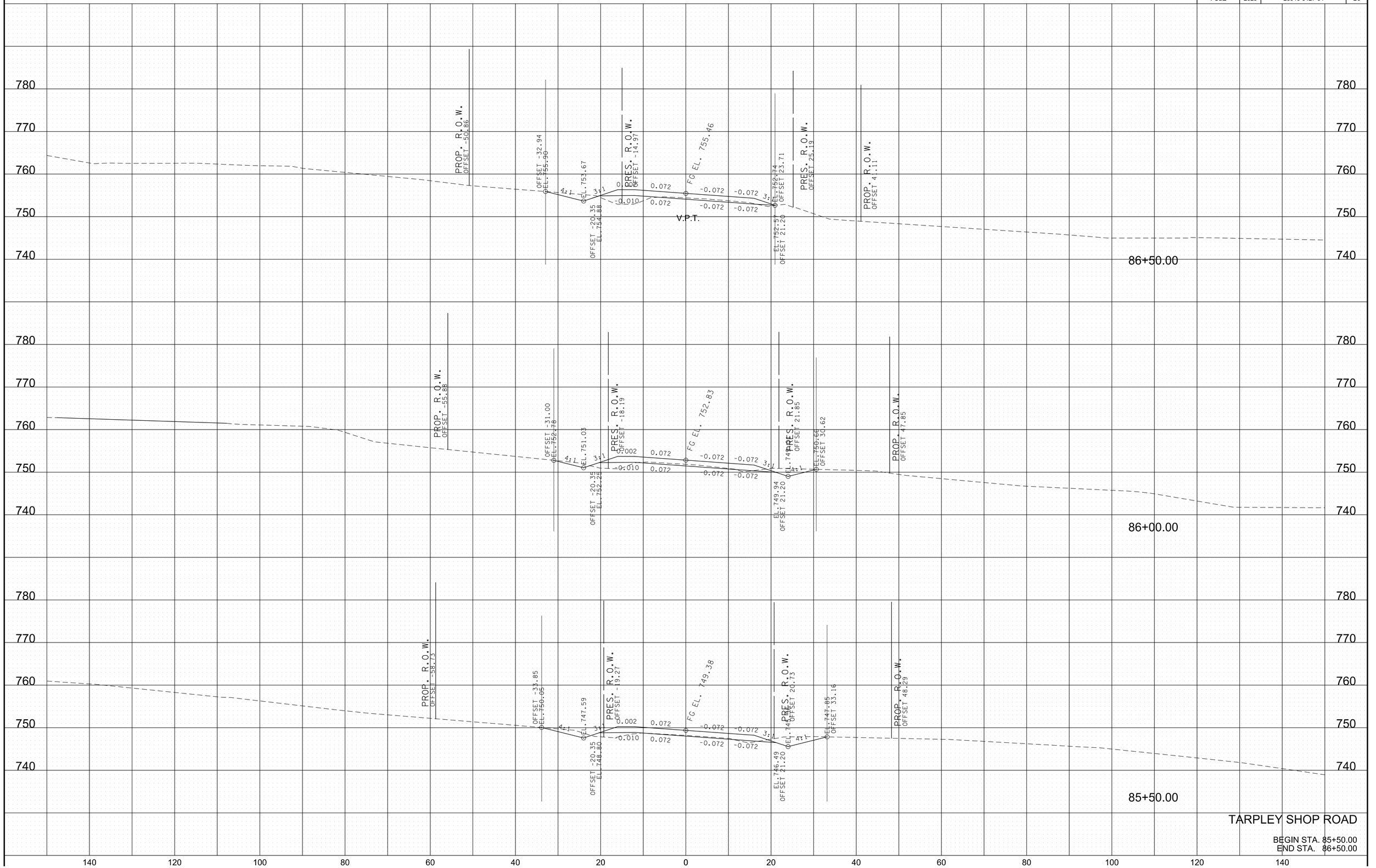
TARPLEY SHOP ROAD

BEGIN STA. 85+20.00
END STA. 85+40.95

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	26
PS&E	2025	28946-3427-04	26



TARPLEY SHOP ROAD

BEGIN STA. 85+50.00
END STA. 86+50.00

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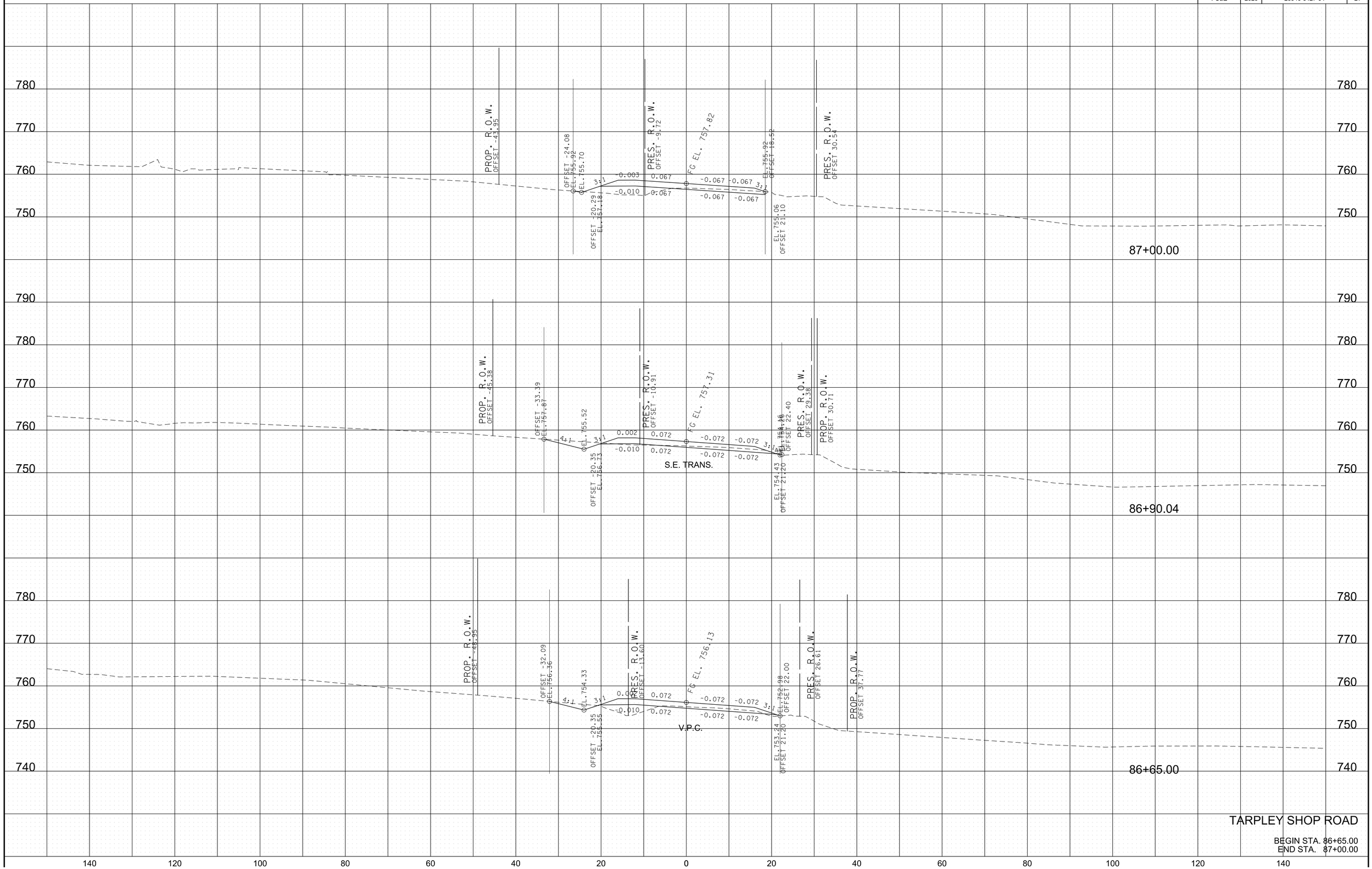
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	27
PS&E	2025	28946-3427-04	27



TARPLEY SHOP ROAD

BEGIN STA. 86+65.00
END STA. 87+00.00

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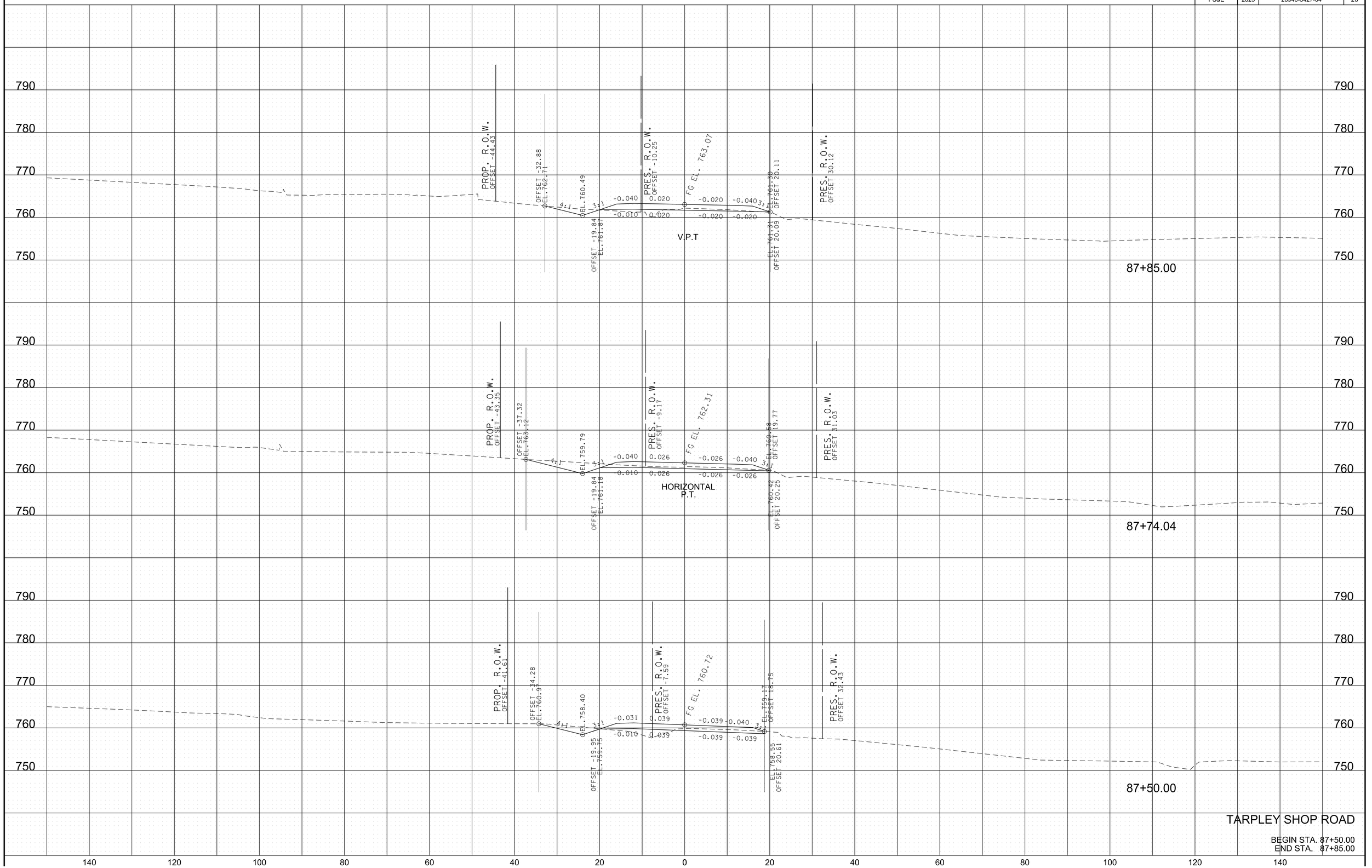
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	28
PS&E	2025	28946-3427-04	28



TARPLEY SHOP ROAD

BEGIN STA. 87+50.00
END STA. 87+85.00

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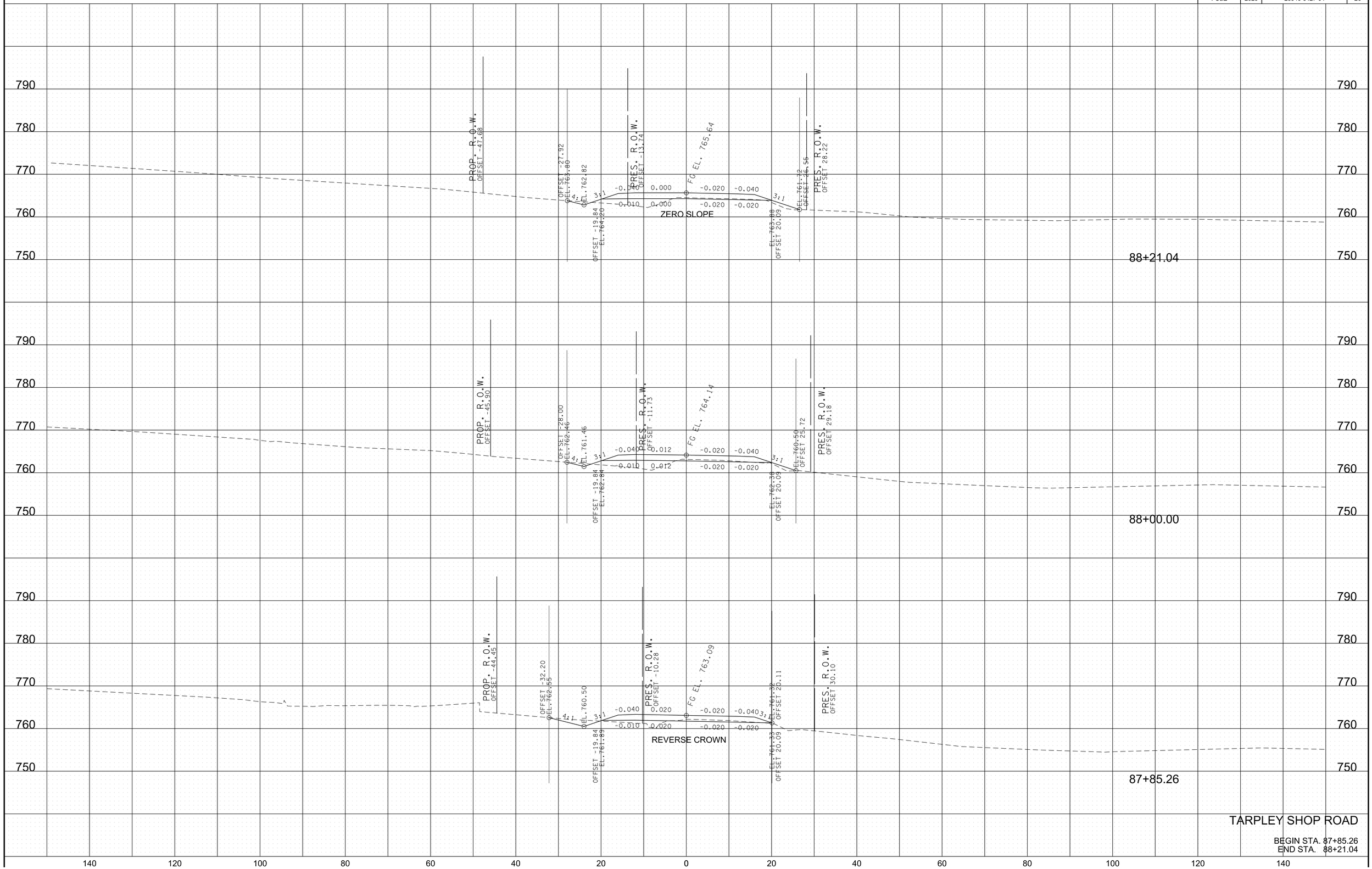
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	29
PS&E	2025	28946-3427-04	29



TARPLEY SHOP ROAD

BEGIN STA. 87+85.26
END STA. 88+21.04

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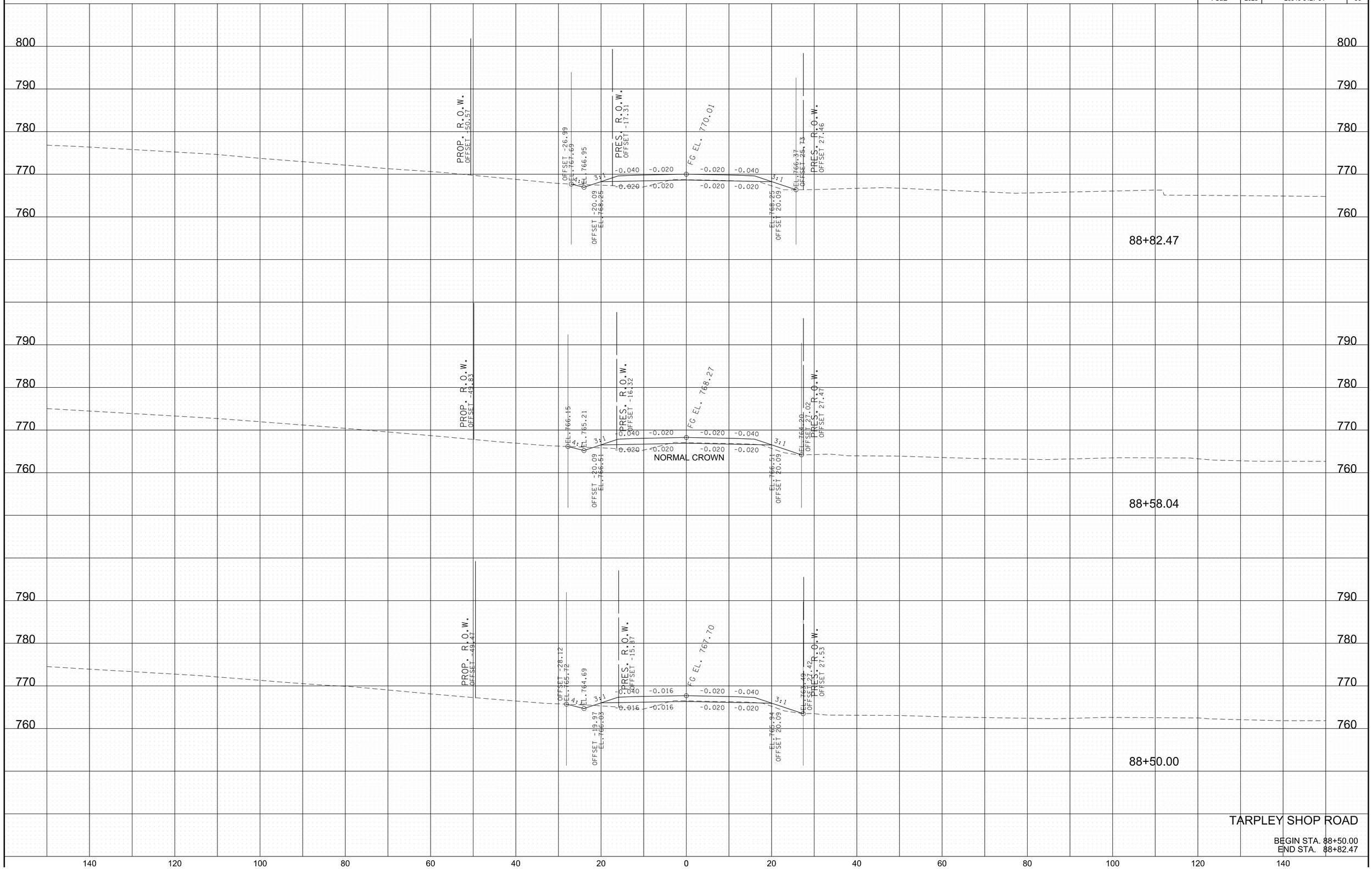
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	30
PS&E	2025	28946-3427-04	30



TARPLEY SHOP ROAD

BEGIN STA. 88+50.00
END STA. 88+82.47

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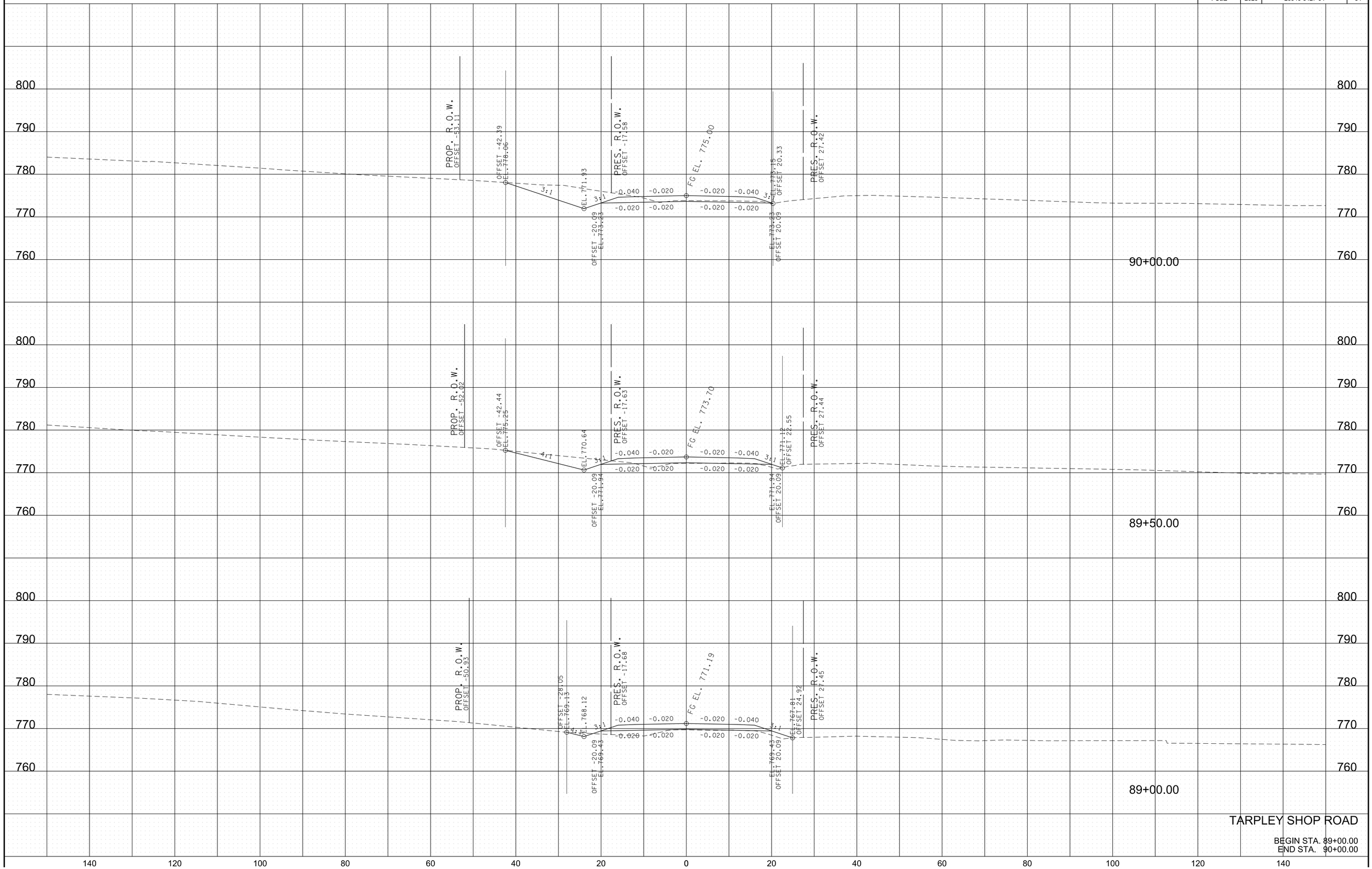
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	31
PS&E	2025	28946-3427-04	31



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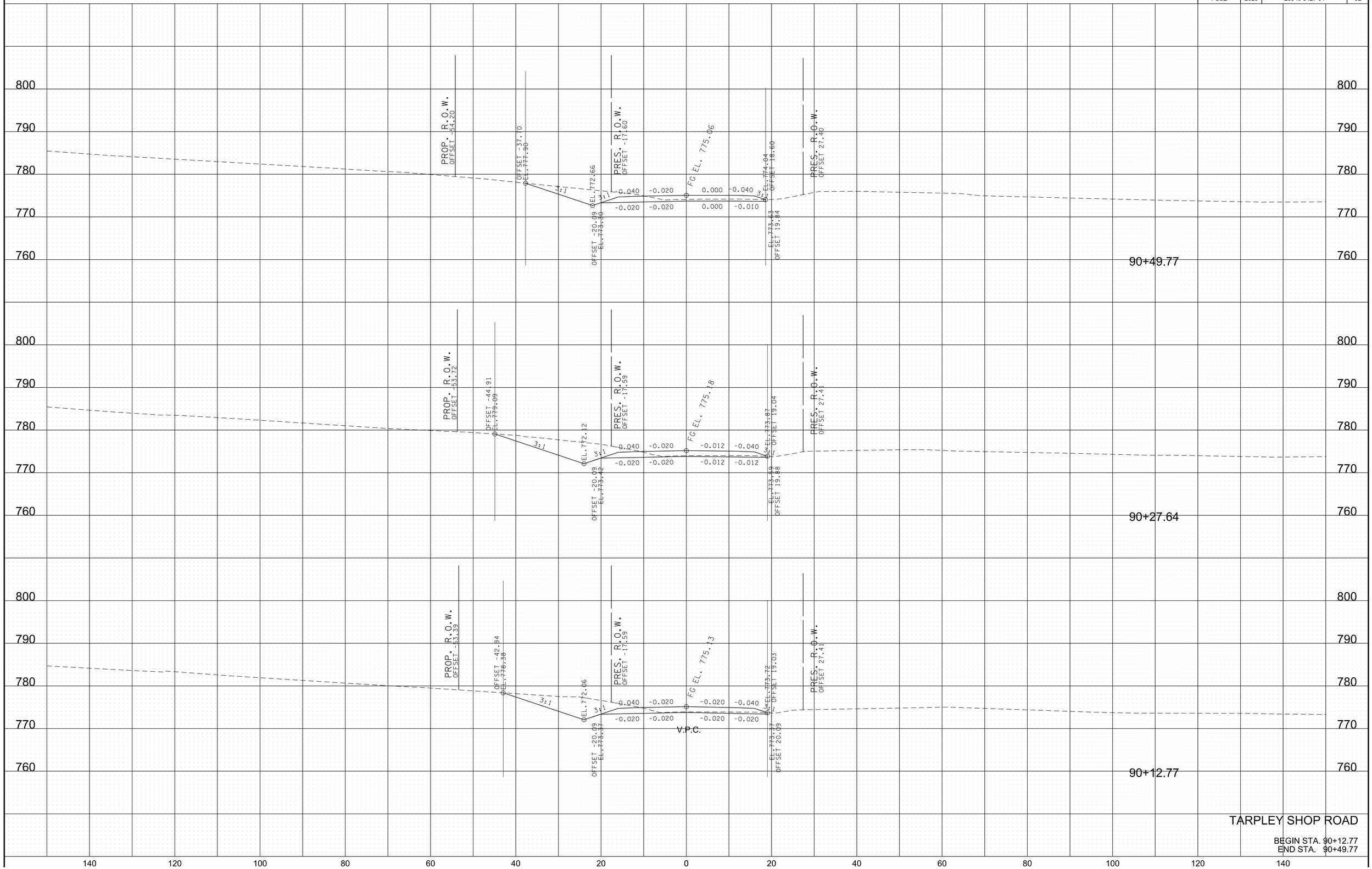
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	32
PS&E	2025	28946-3427-04	32



TARPLEY SHOP ROAD

BEGIN STA. 90+12.77
END STA. 90+49.77

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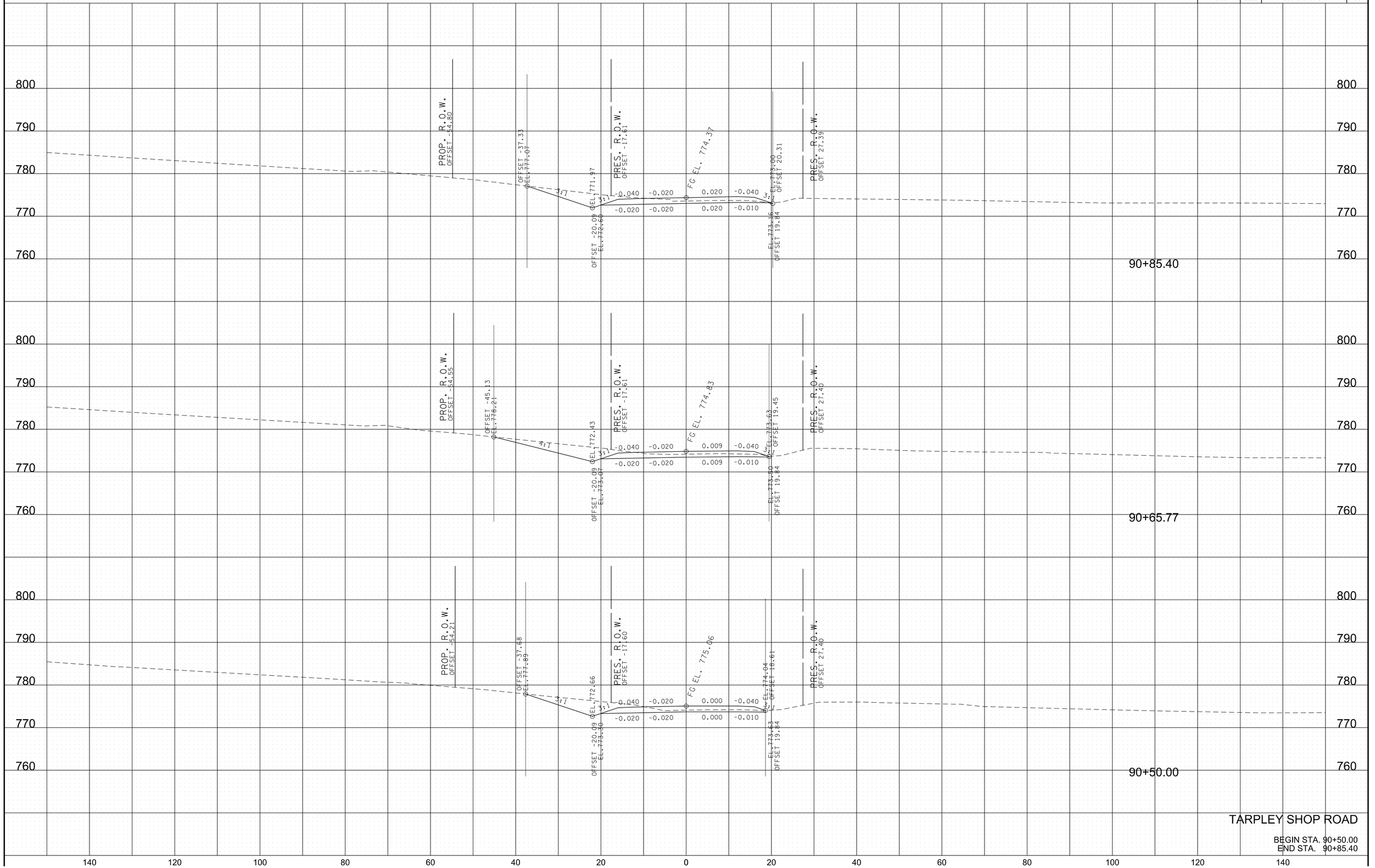
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	33
PS&E	2025	28946-3427-04	33



TARPLEY SHOP ROAD

BEGIN STA. 90+50.00
END STA. 90+85.40

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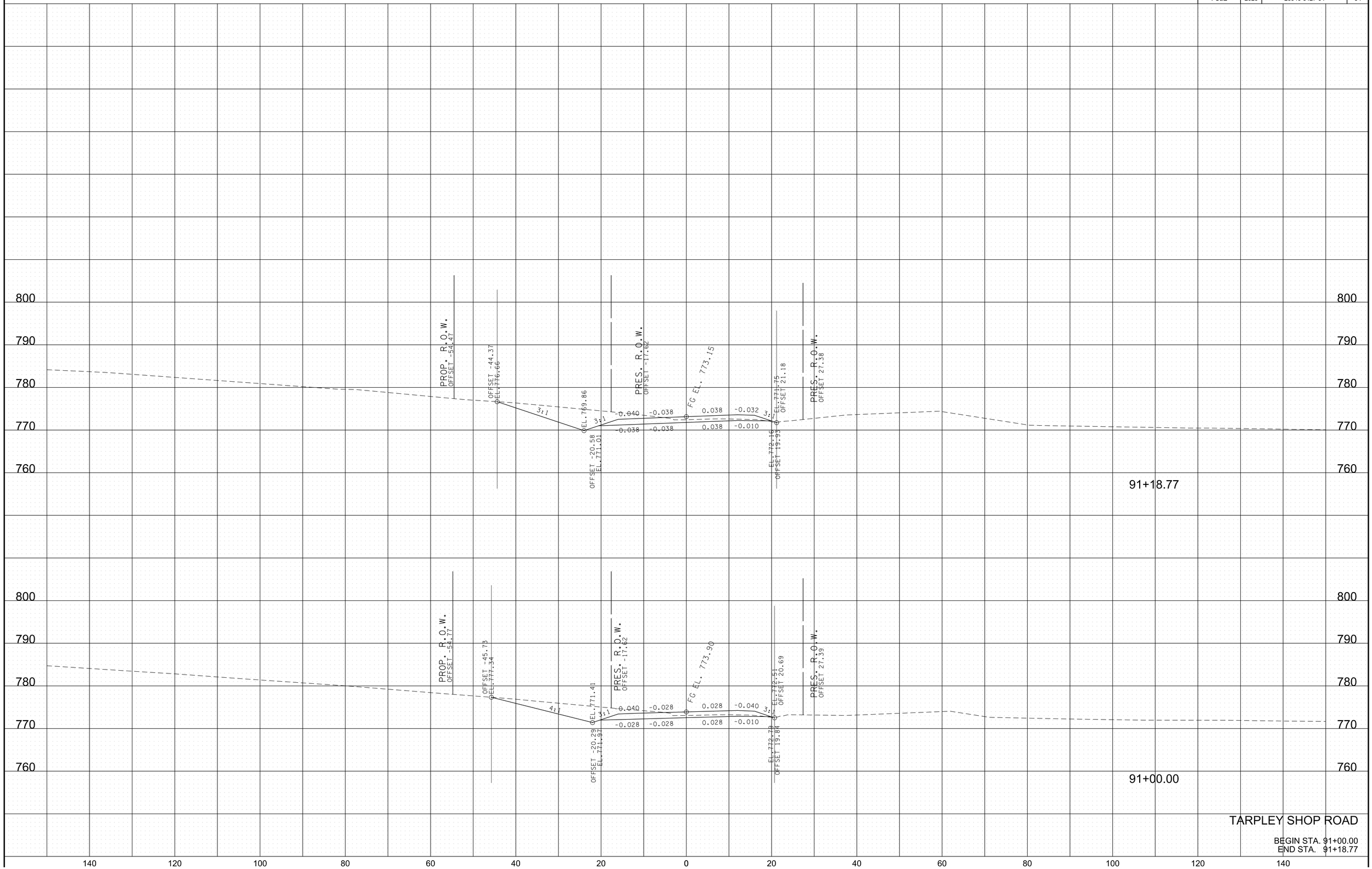
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	34
PS&E	2025	28946-3427-04	34



TARPLEY SHOP ROAD

BEGIN STA. 91+00.00
END STA. 91+18.77

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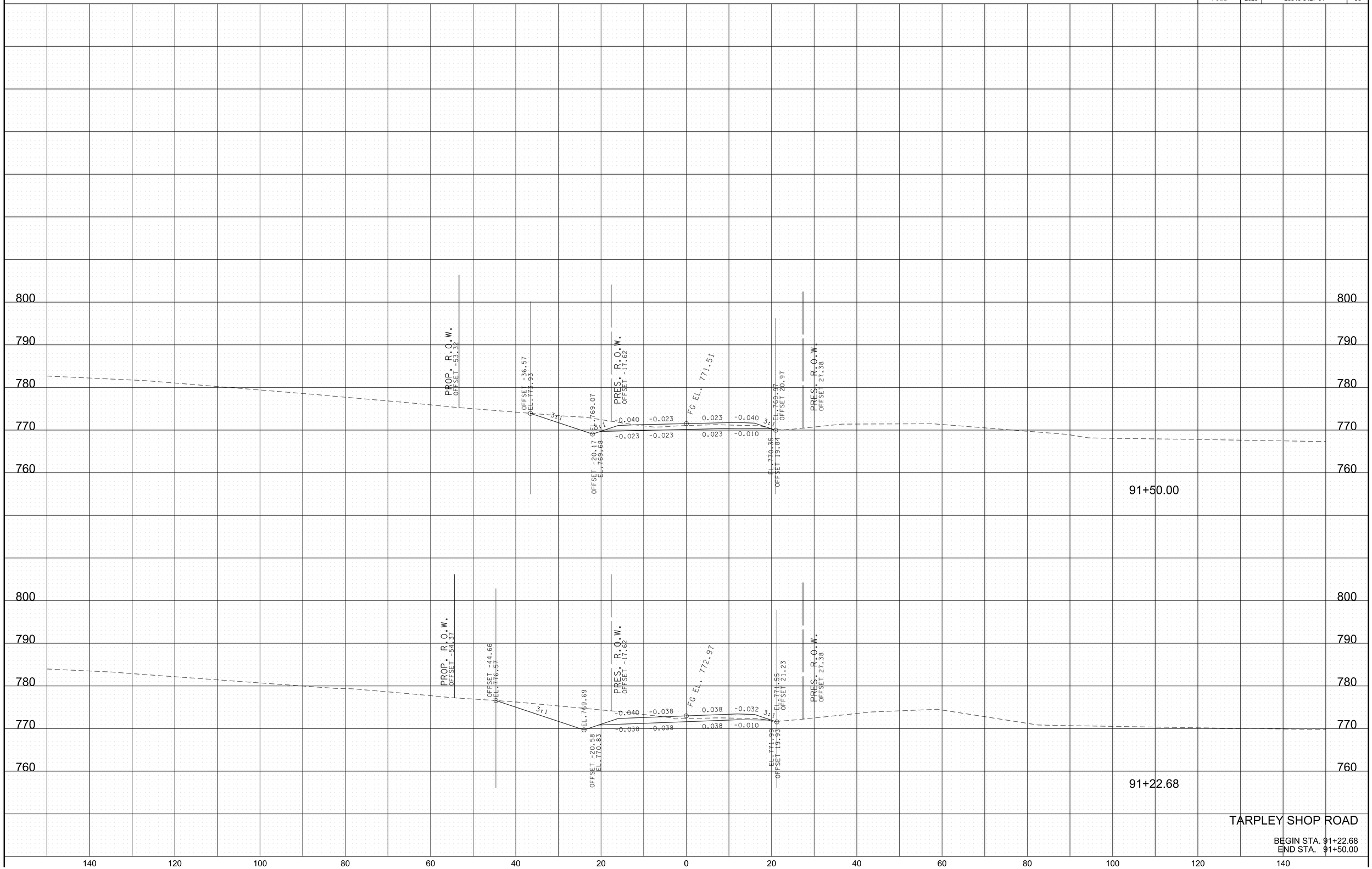
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	35
PS&E	2025	28946-3427-04	35



TARPLEY SHOP ROAD

BEGIN STA. 91+22.68
END STA. 91+50.00

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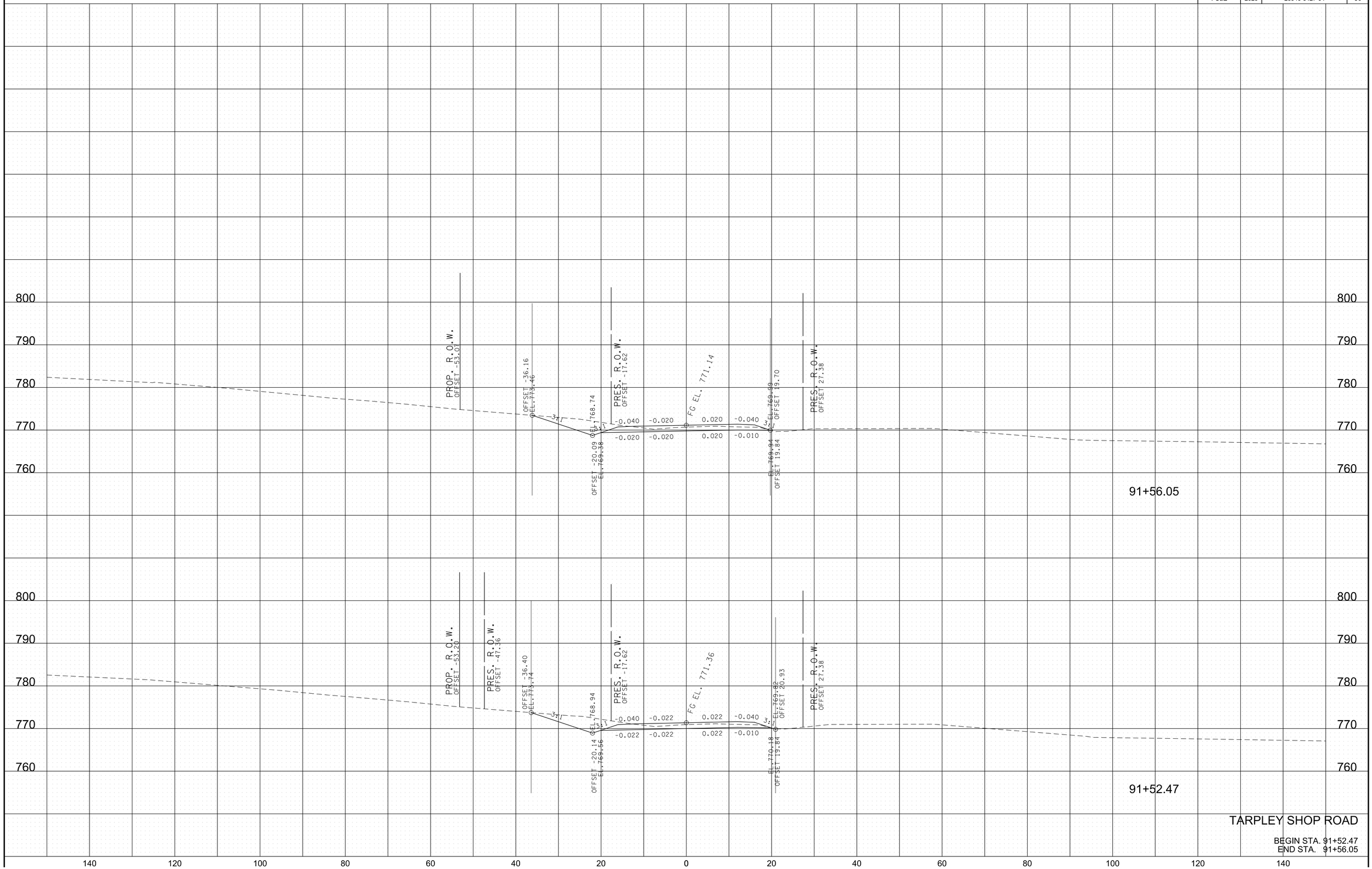
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	36
PS&E	2025	28946-3427-04	36



TARPLEY SHOP ROAD

BEGIN STA. 91+52.47
END STA. 91+56.05

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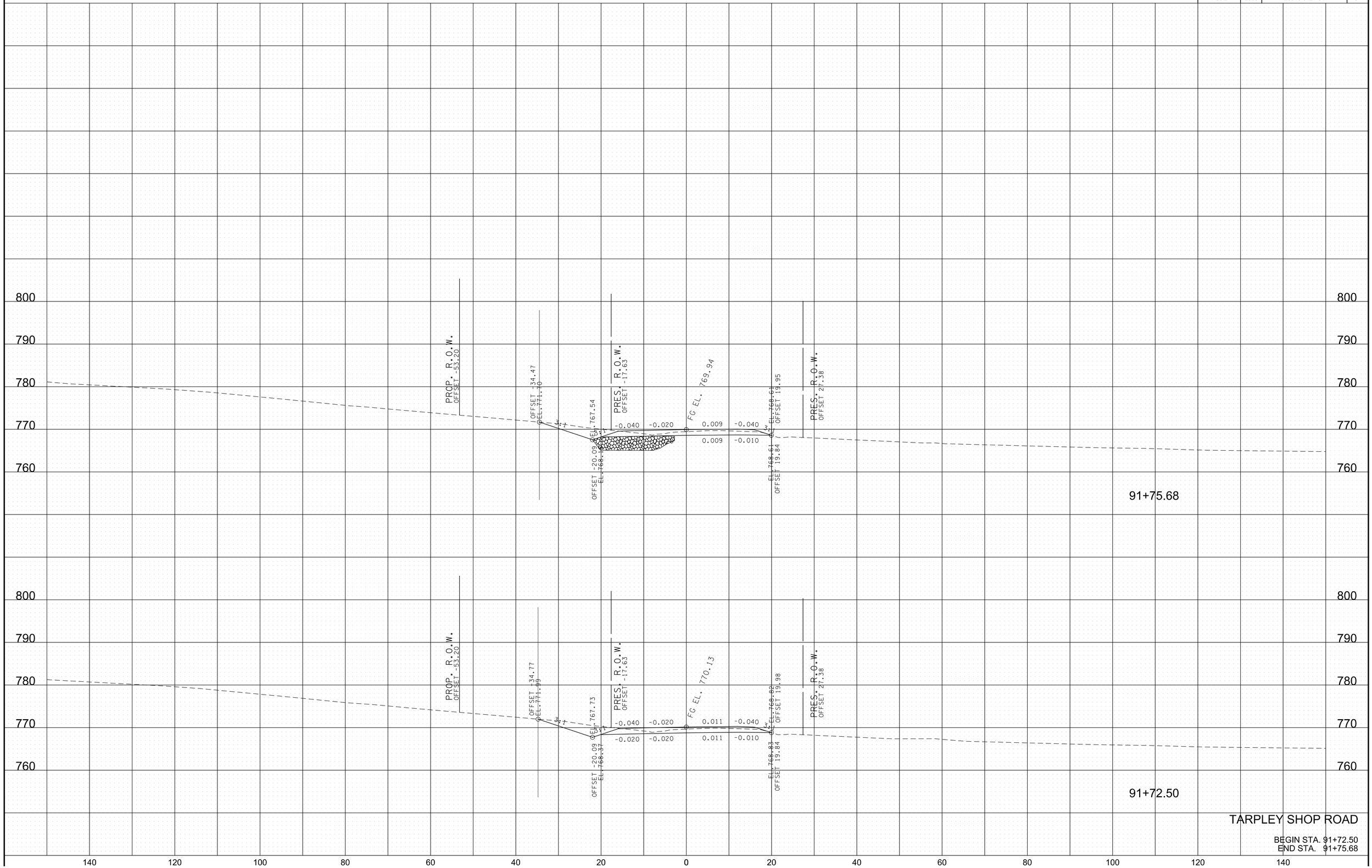
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	37
PS&E	2025	28946-3427-04	37



TARPLEY SHOP ROAD

BEGIN STA. 91+72.50
END STA. 91+75.68

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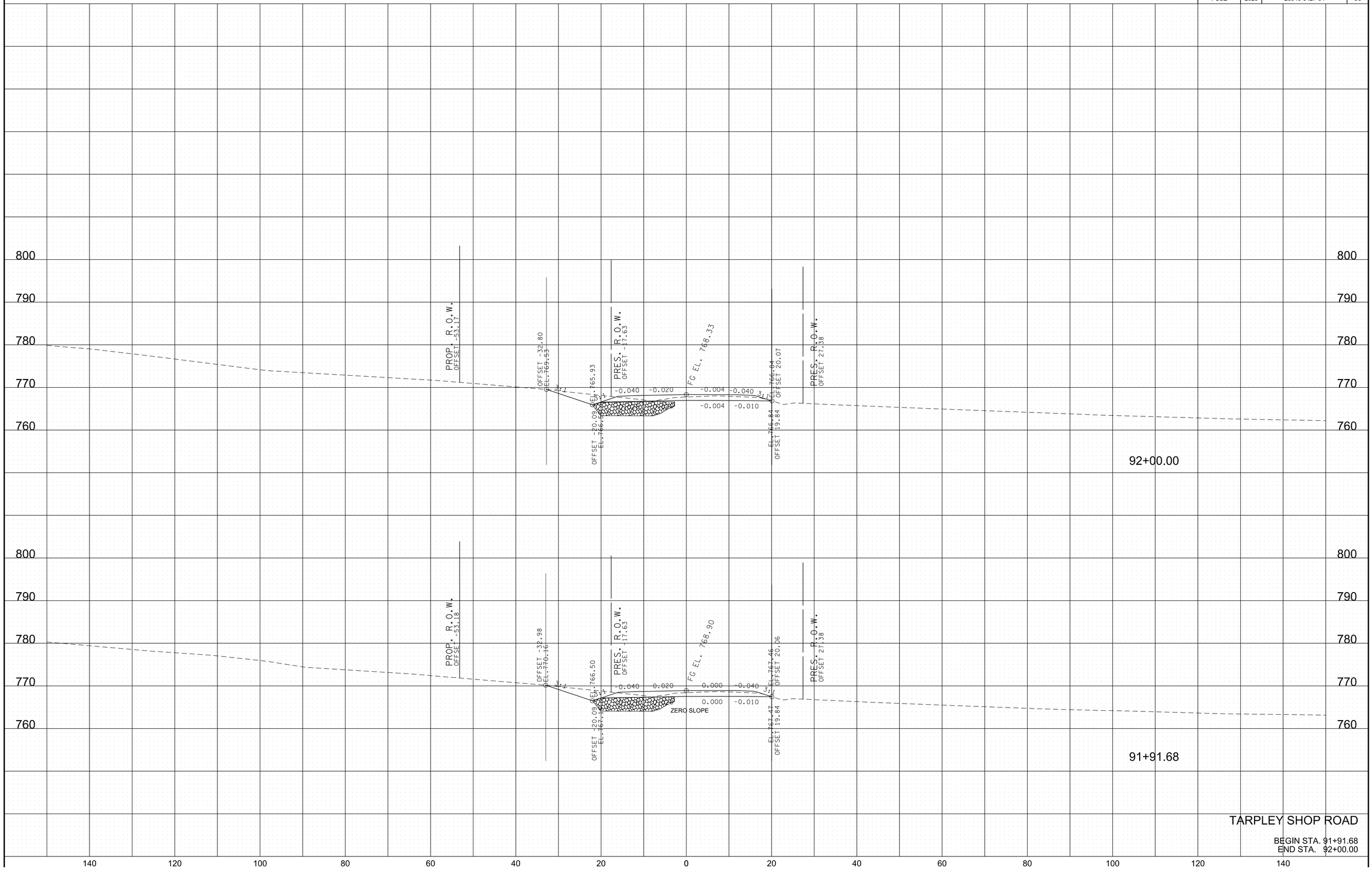
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	38
PS&E	2025	28946-3427-04	38



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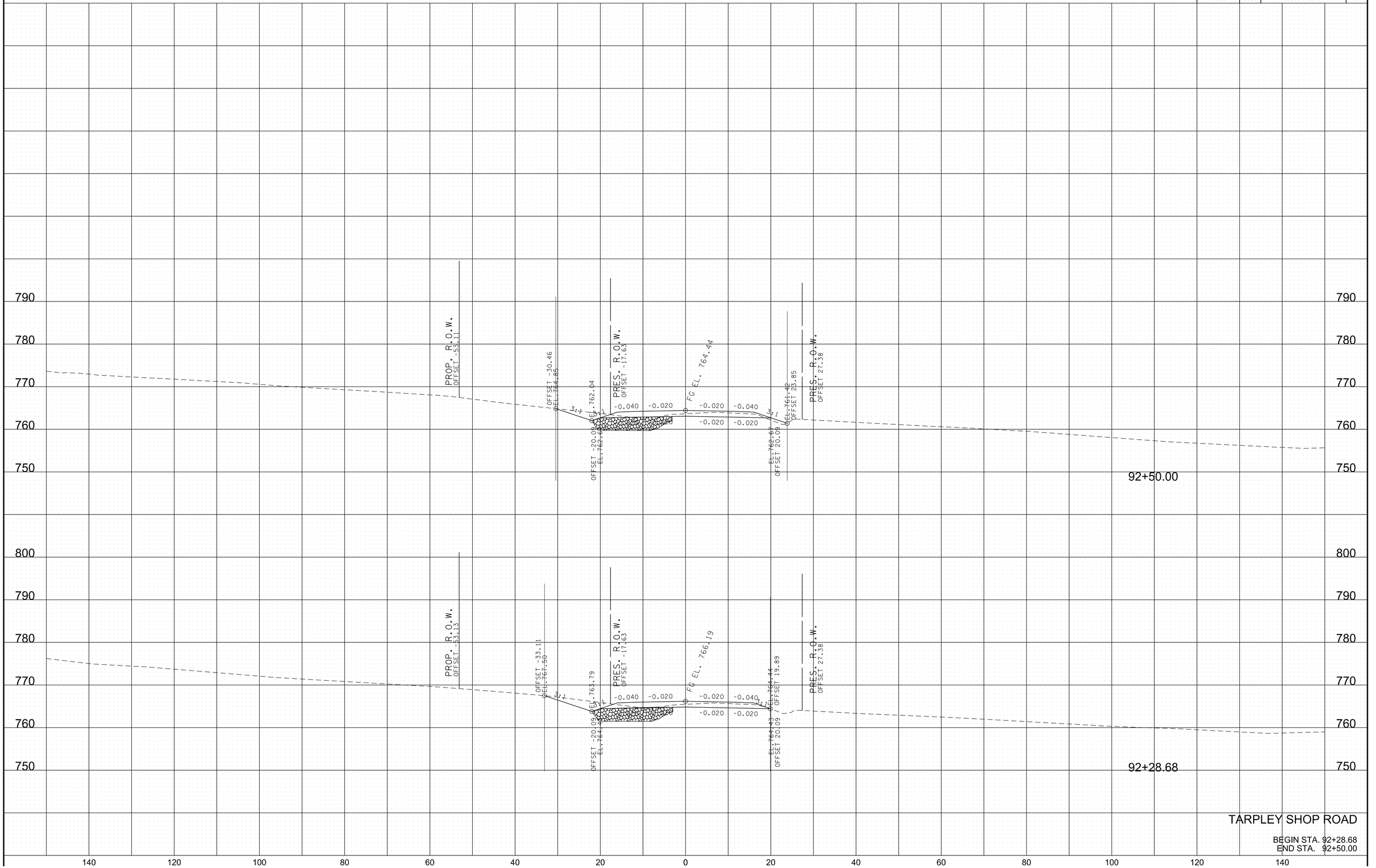
TARPLEY SHOP ROAD

BEGIN STA. 91+91.68
END STA. 92+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	39
PS&E	2025	28946-3427-04	39



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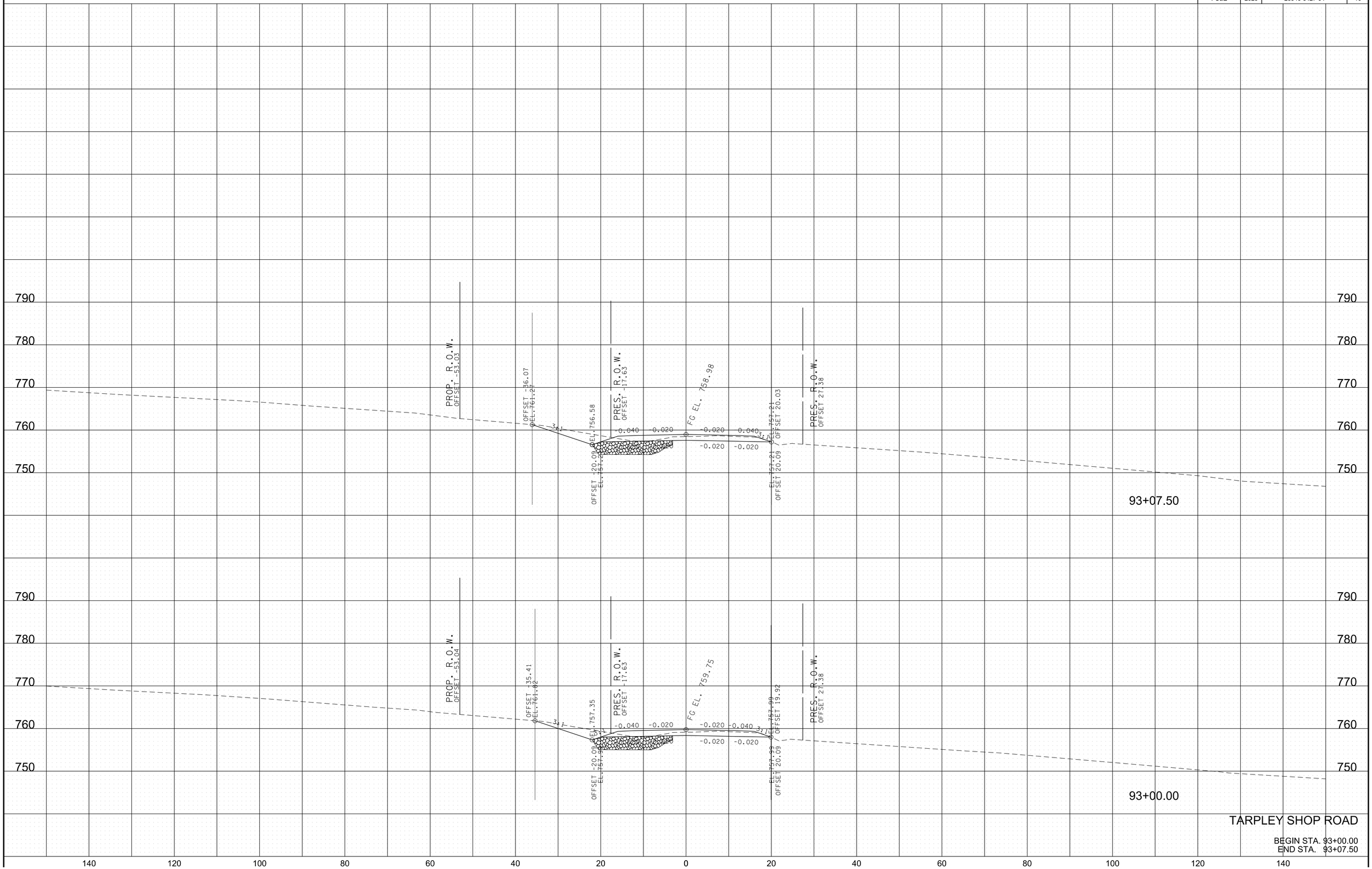
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	40
PS&E	2025	28946-3427-04	40



TARPLEY SHOP ROAD

BEGIN STA. 93+00.00
END STA. 93+07.50

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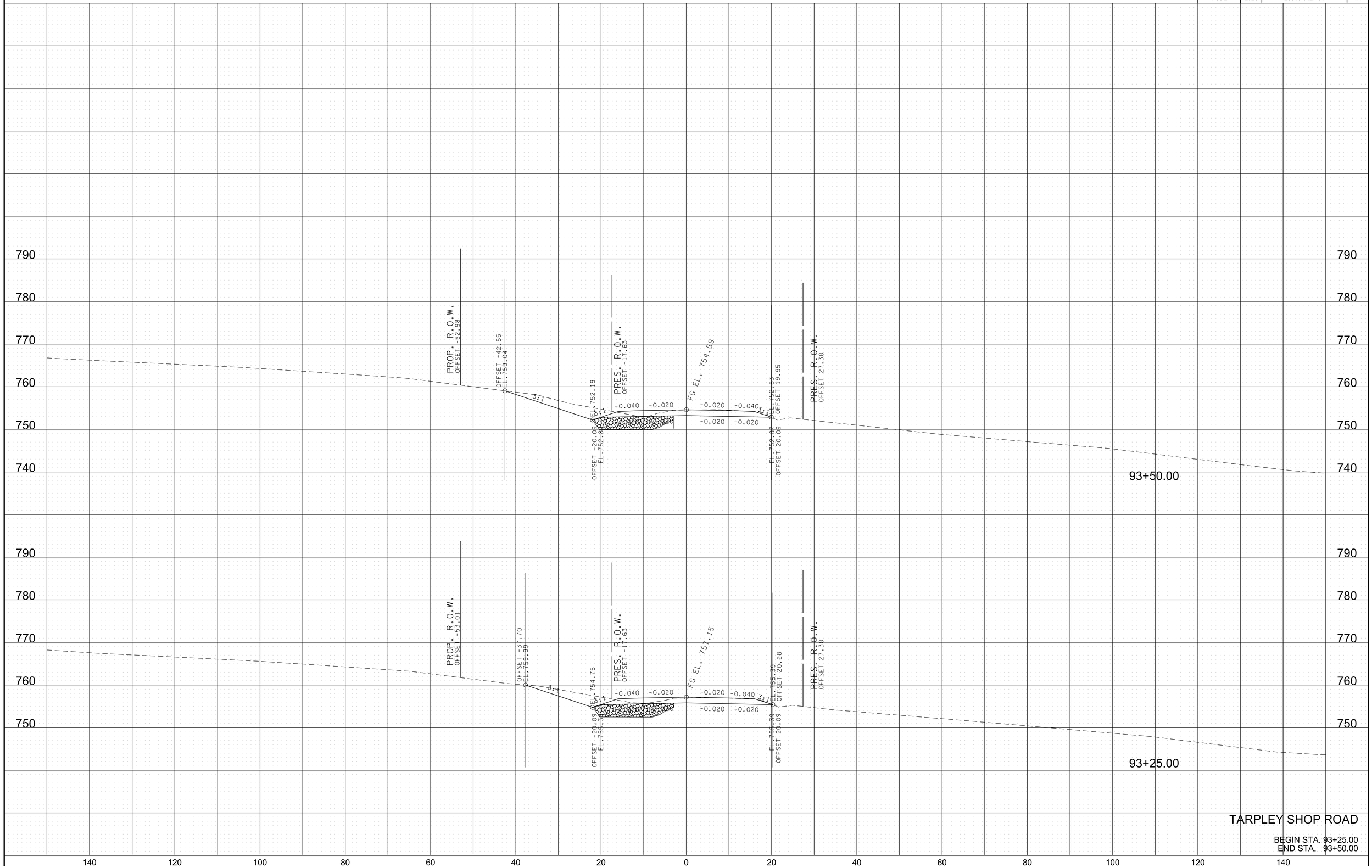
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	41
PS&E	2025	28946-3427-04	41



TARPLEY SHOP ROAD

BEGIN STA. 93+25.00
END STA. 93+50.00

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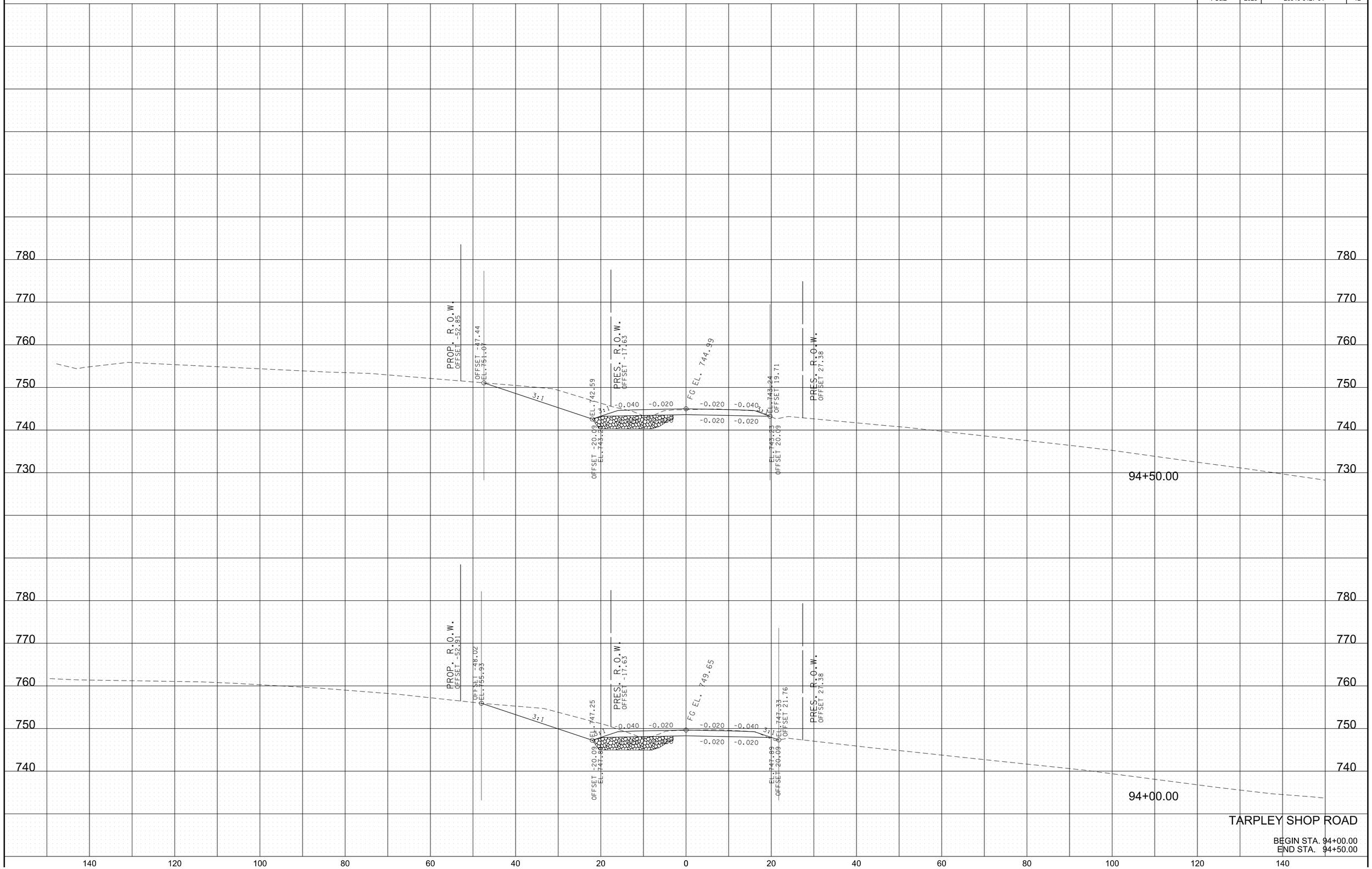
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	42
PS&E	2025	28946-3427-04	42



TARPLEY SHOP ROAD

BEGIN STA. 94+00.00
END STA. 94+50.00

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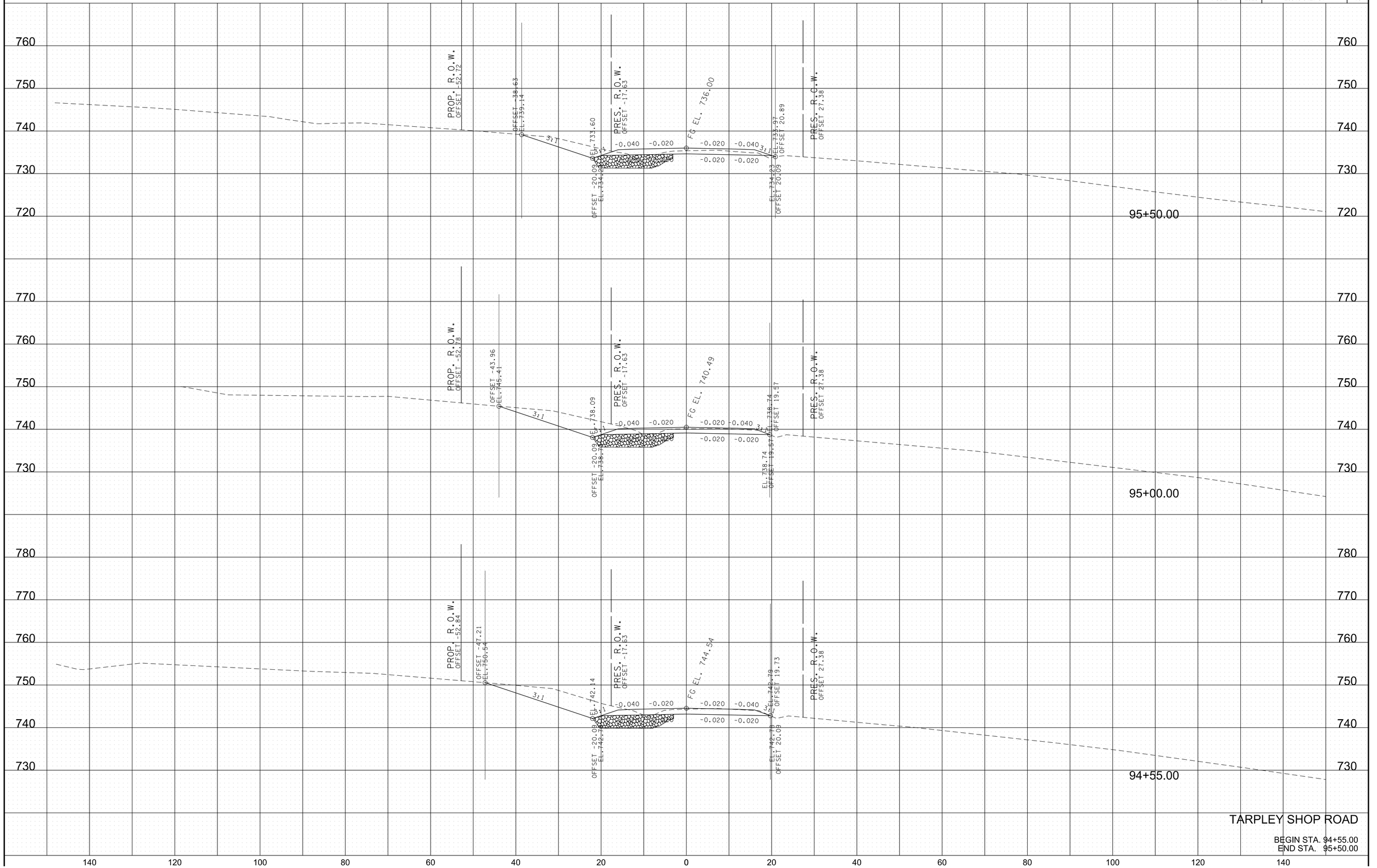
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	43
PS&E	2025	28946-3427-04	43



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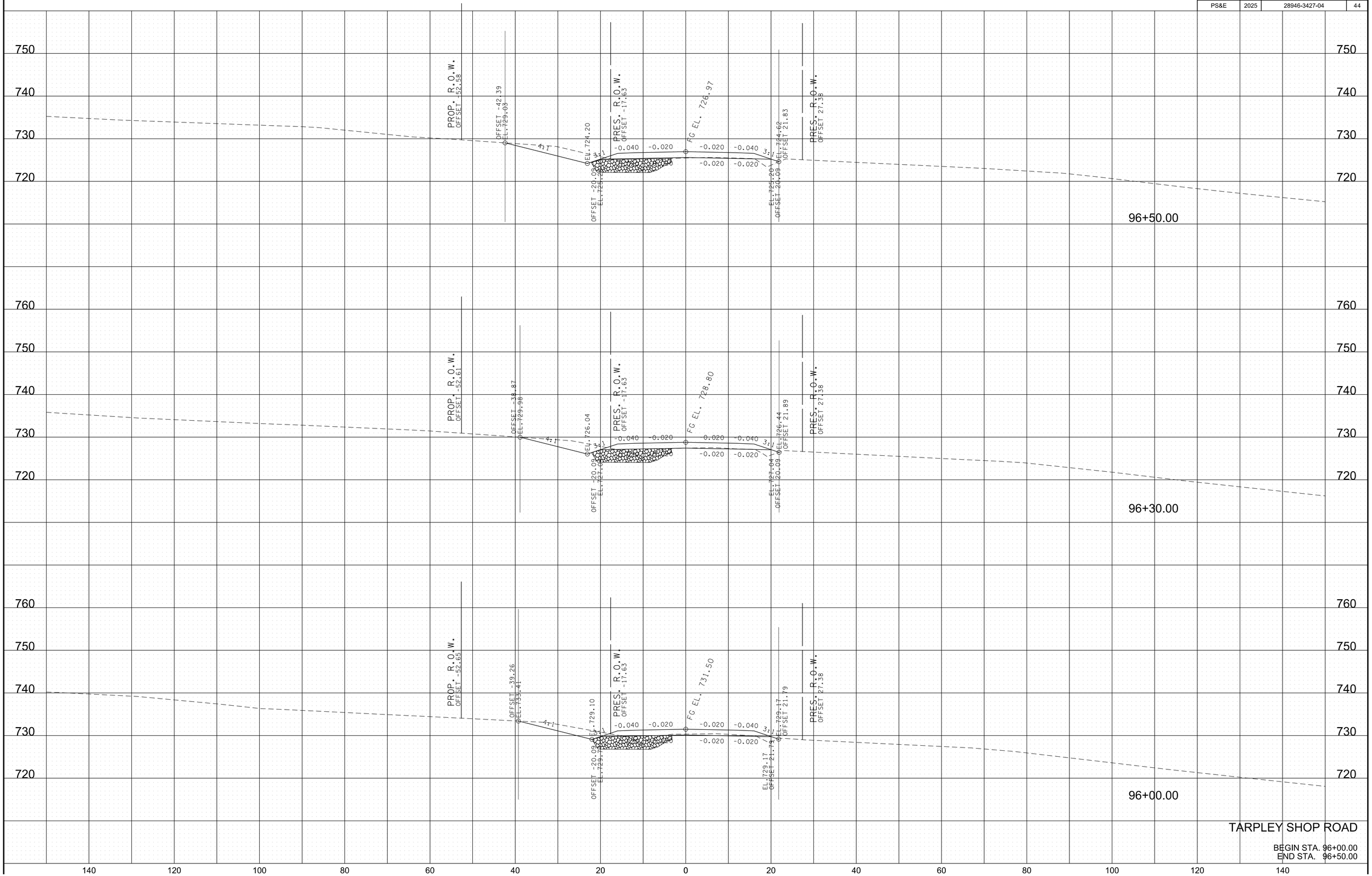
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	44
PS&E	2025	28946-3427-04	44



TARPLEY SHOP ROAD

BEGIN STA. 96+00.00
END STA. 96+50.00

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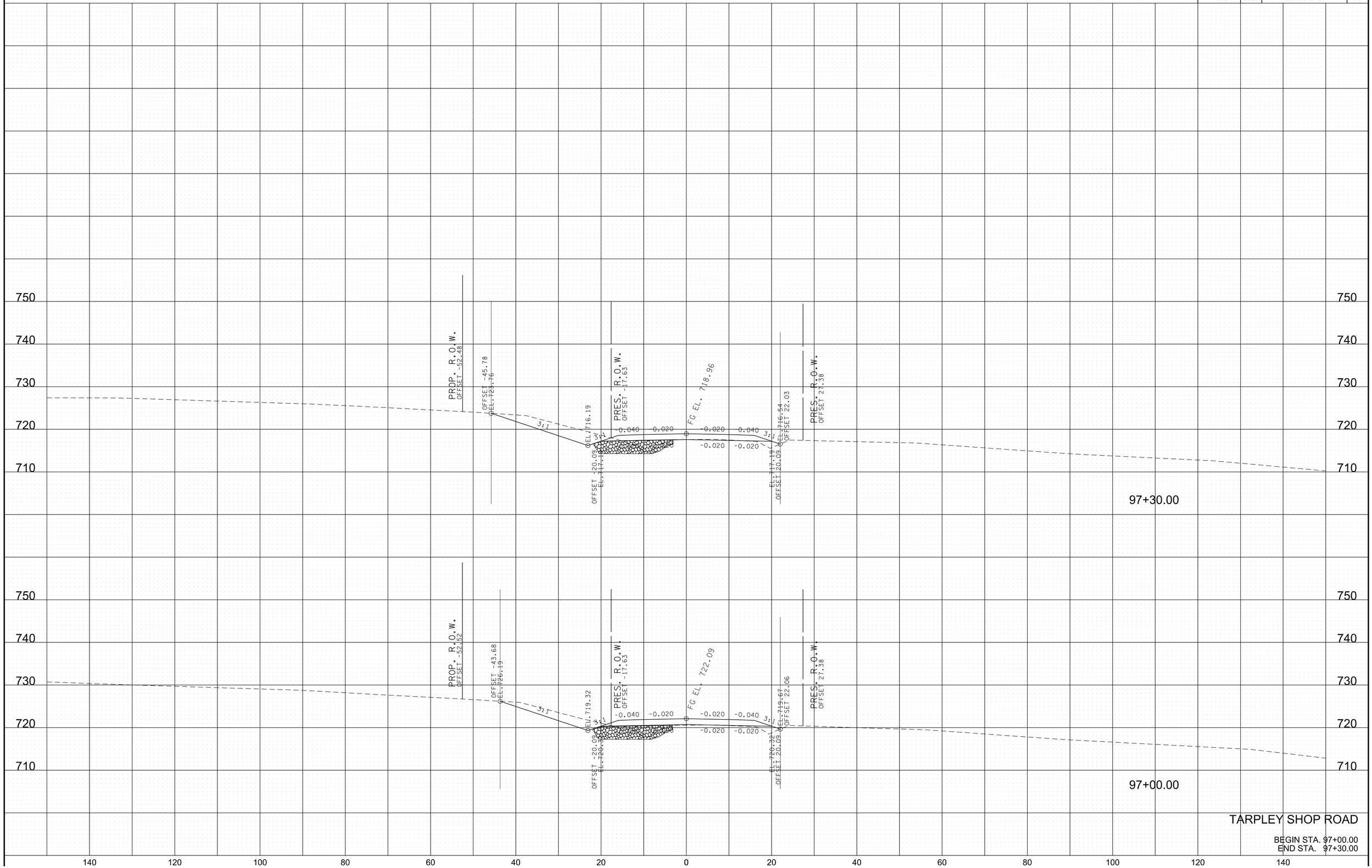
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	45
PS&E	2025	28946-3427-04	45



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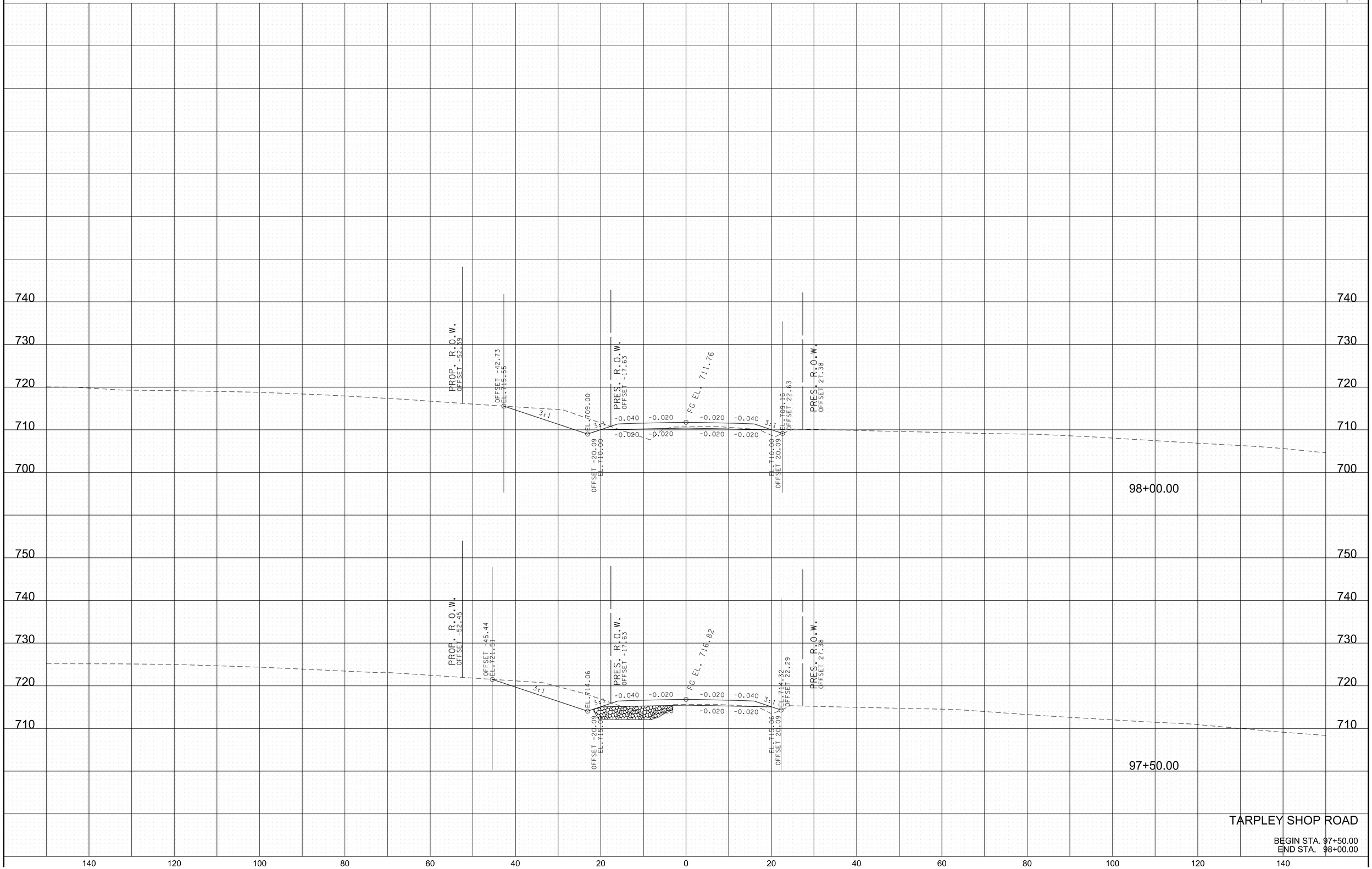
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	46
PS&E	2025	28946-3427-04	46



TARPLEY SHOP ROAD

BEGIN STA. 97+50.00
END STA. 98+00.00

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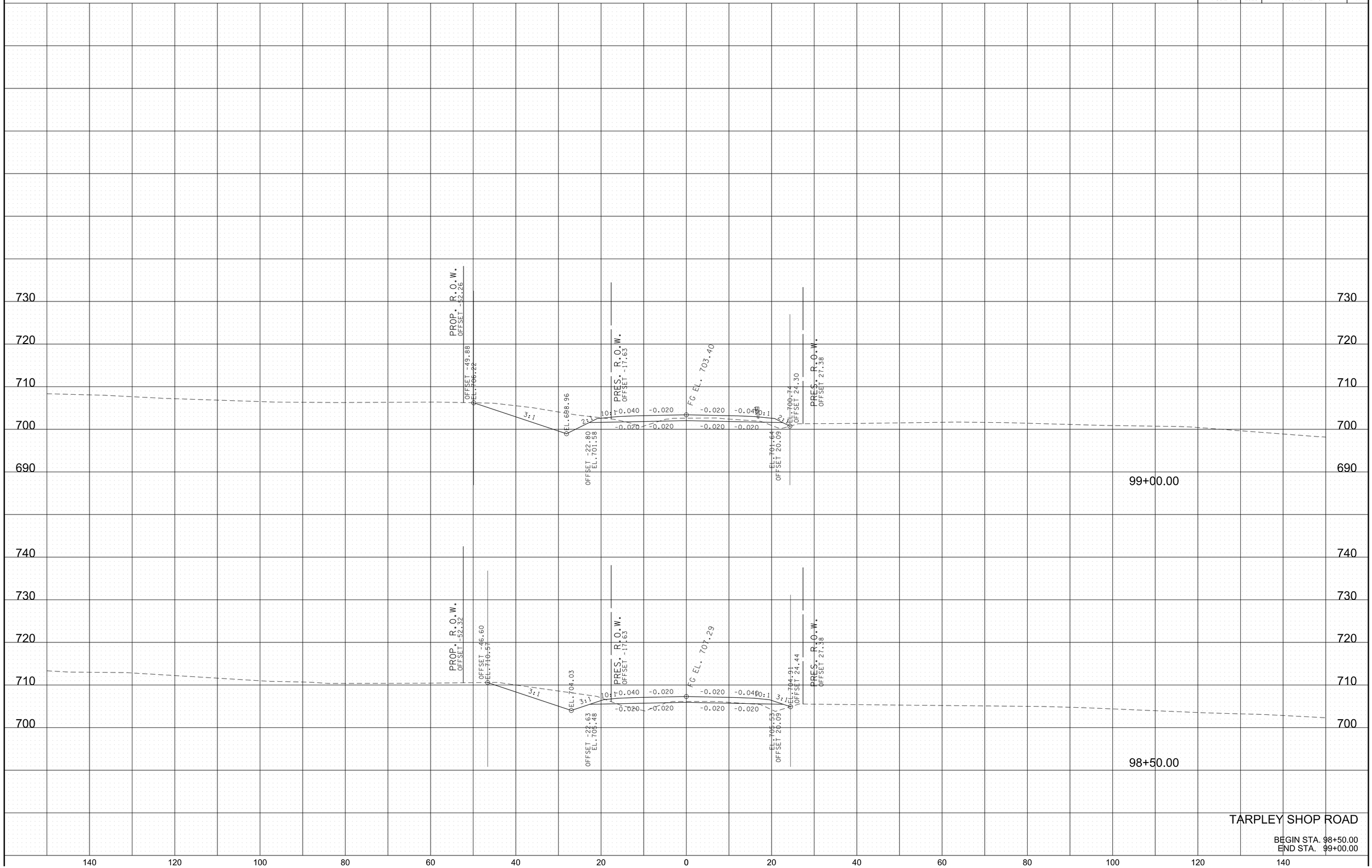
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	47
PS&E	2025	28946-3427-04	47



TARPLEY SHOP ROAD

BEGIN STA. 98+50.00
END STA. 99+00.00

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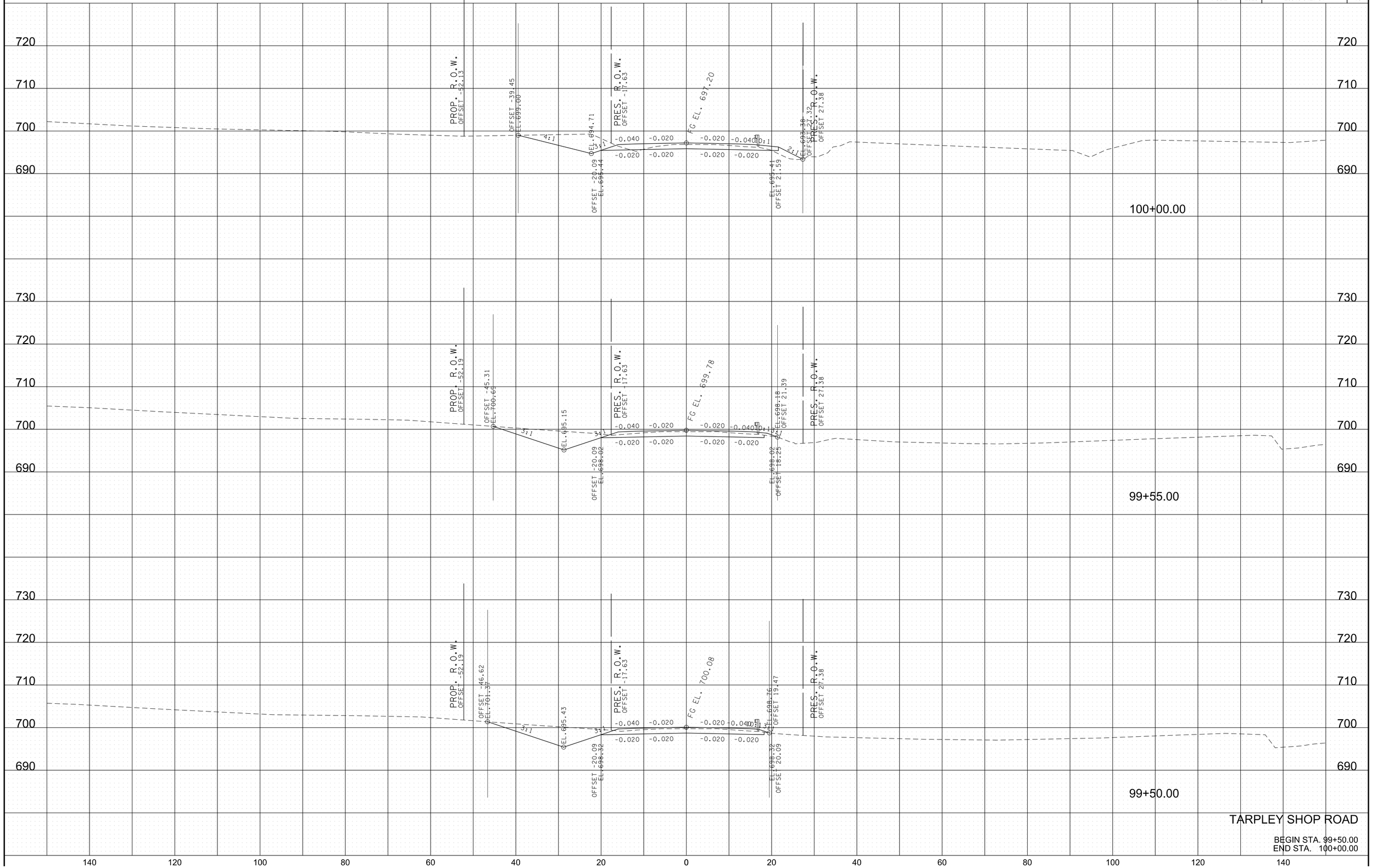
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	48
PS&E	2025	28946-3427-04	48



TARPLEY SHOP ROAD

BEGIN STA. 99+50.00
END STA. 100+00.00

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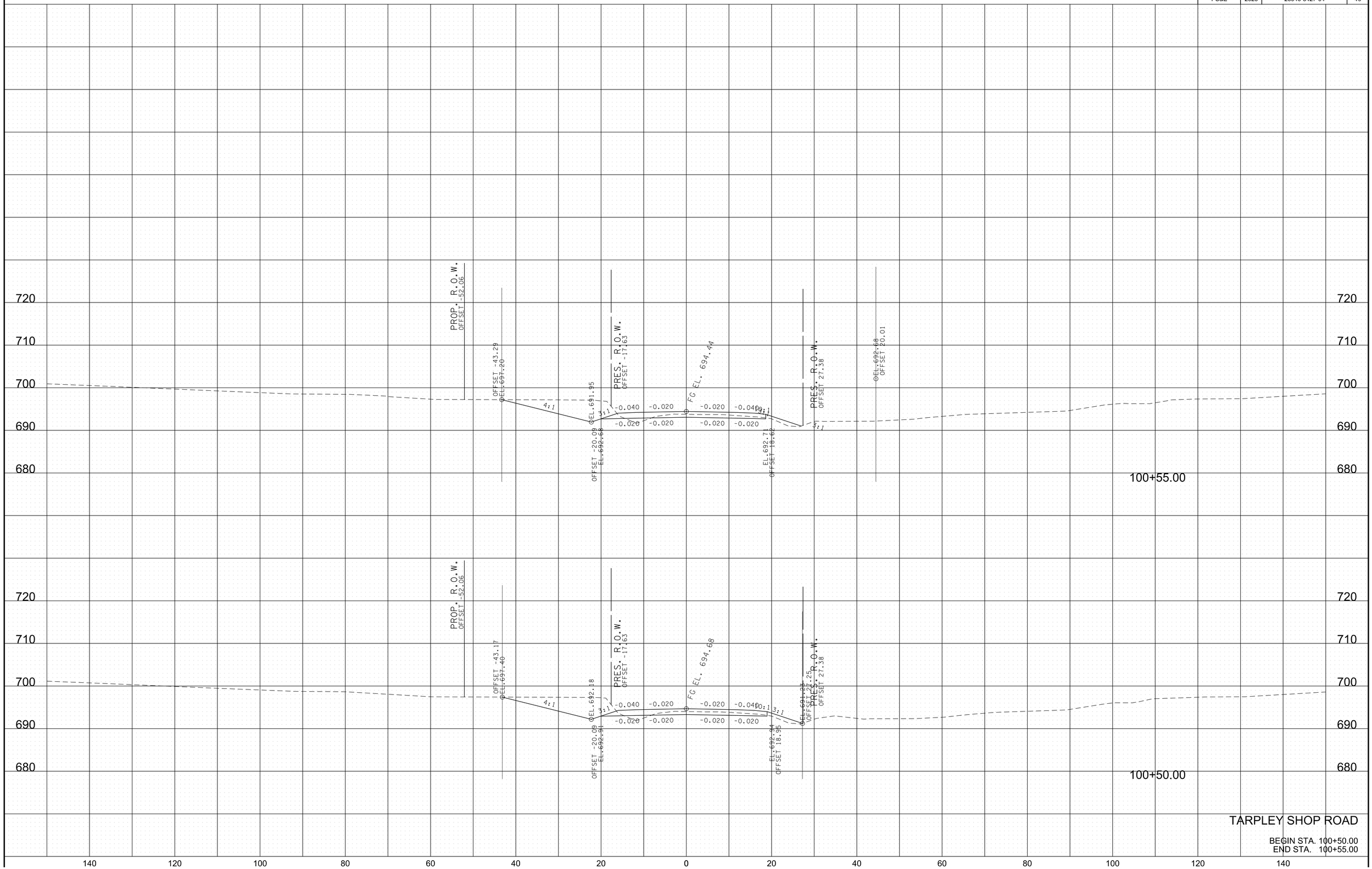
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	49
PS&E	2025	28946-3427-04	49



TARPLEY SHOP ROAD

BEGIN STA. 100+50.00
END STA. 100+55.00

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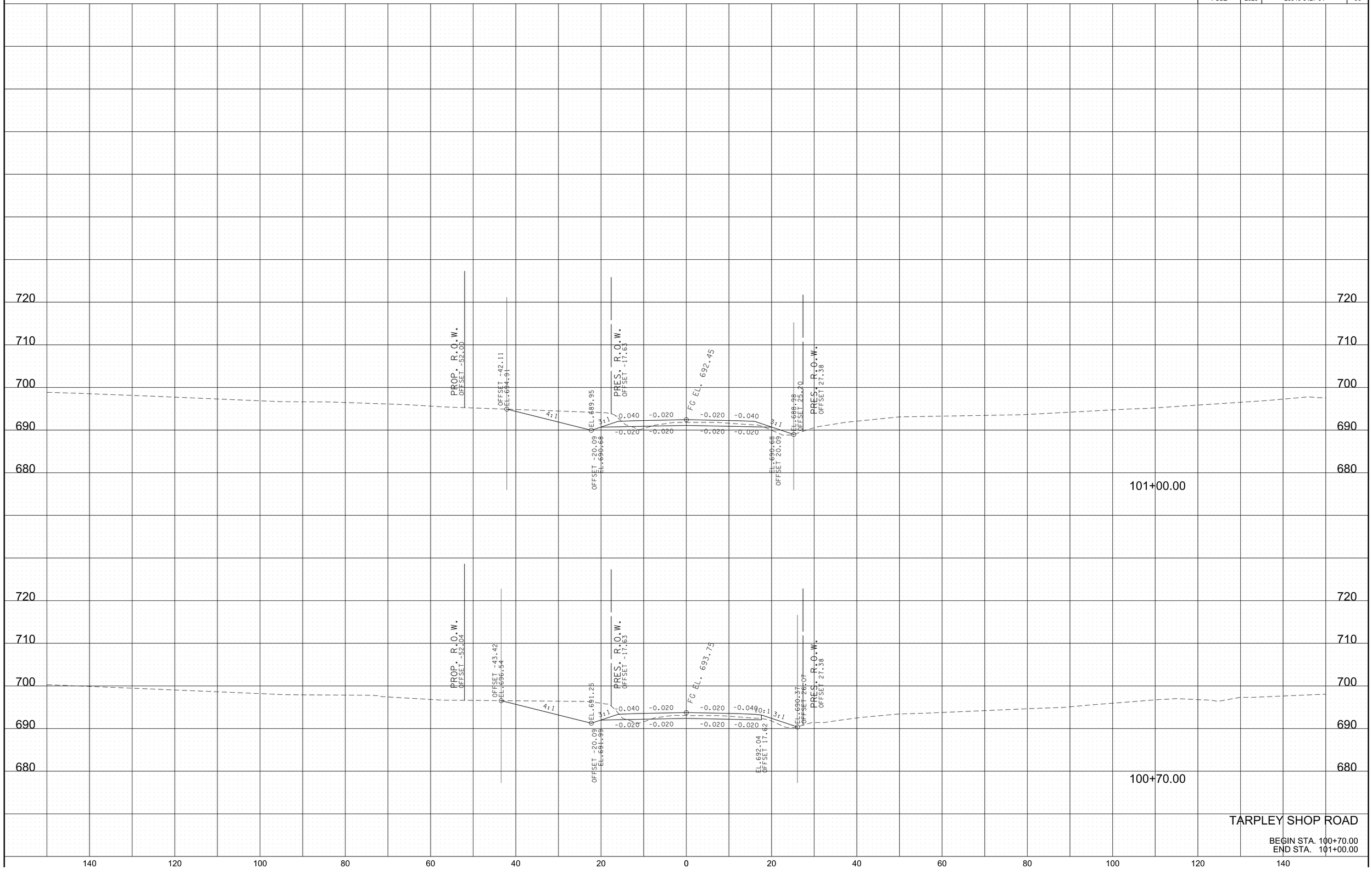
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	50
PS&E	2025	28946-3427-04	50



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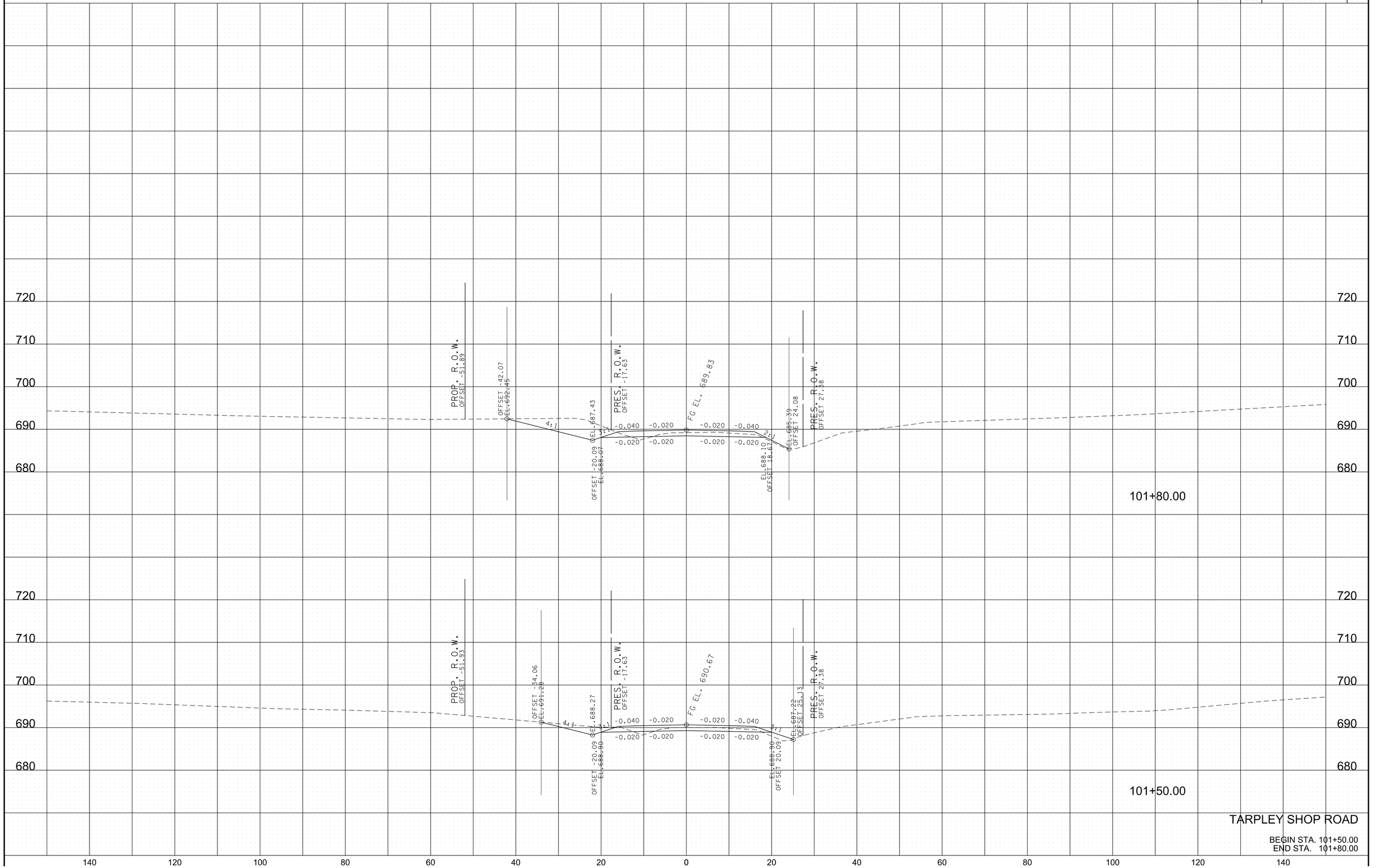
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	51
PS&E	2025	28946-3427-04	51



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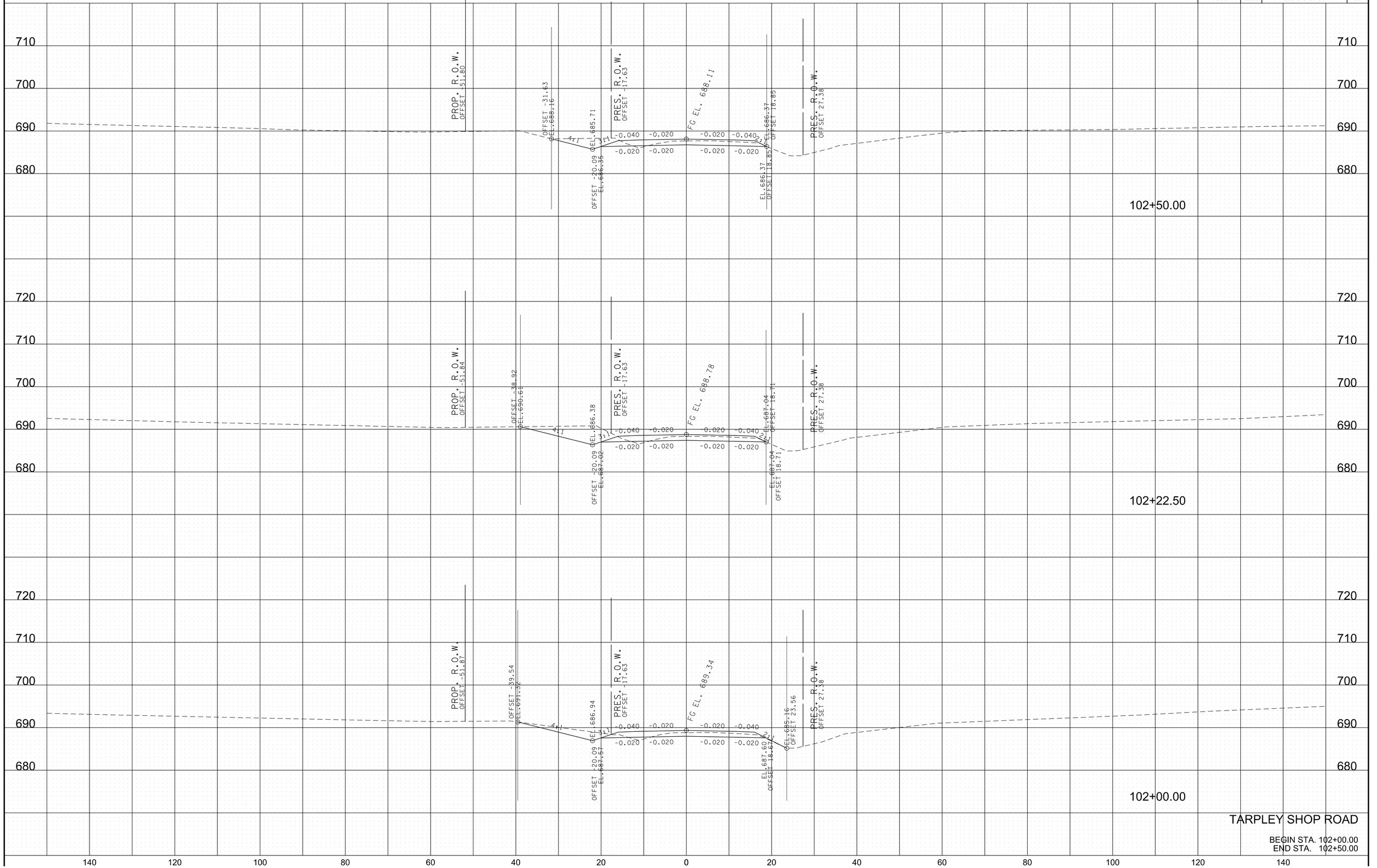
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	52
PS&E	2025	28946-3427-04	52



TARPLEY SHOP ROAD

BEGIN STA. 102+00.00
END STA. 102+50.00

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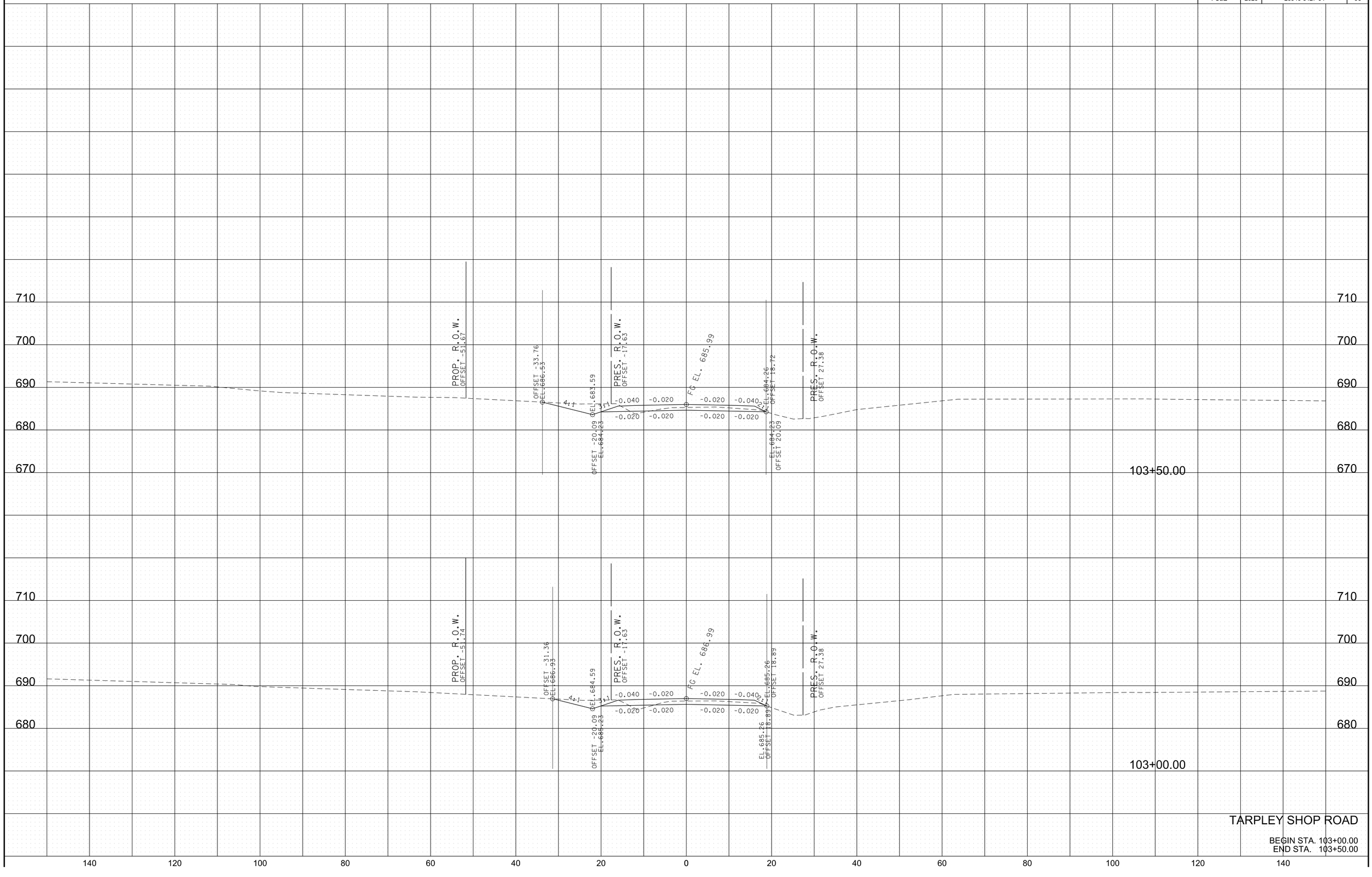
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	53
PS&E	2025	28946-3427-04	53



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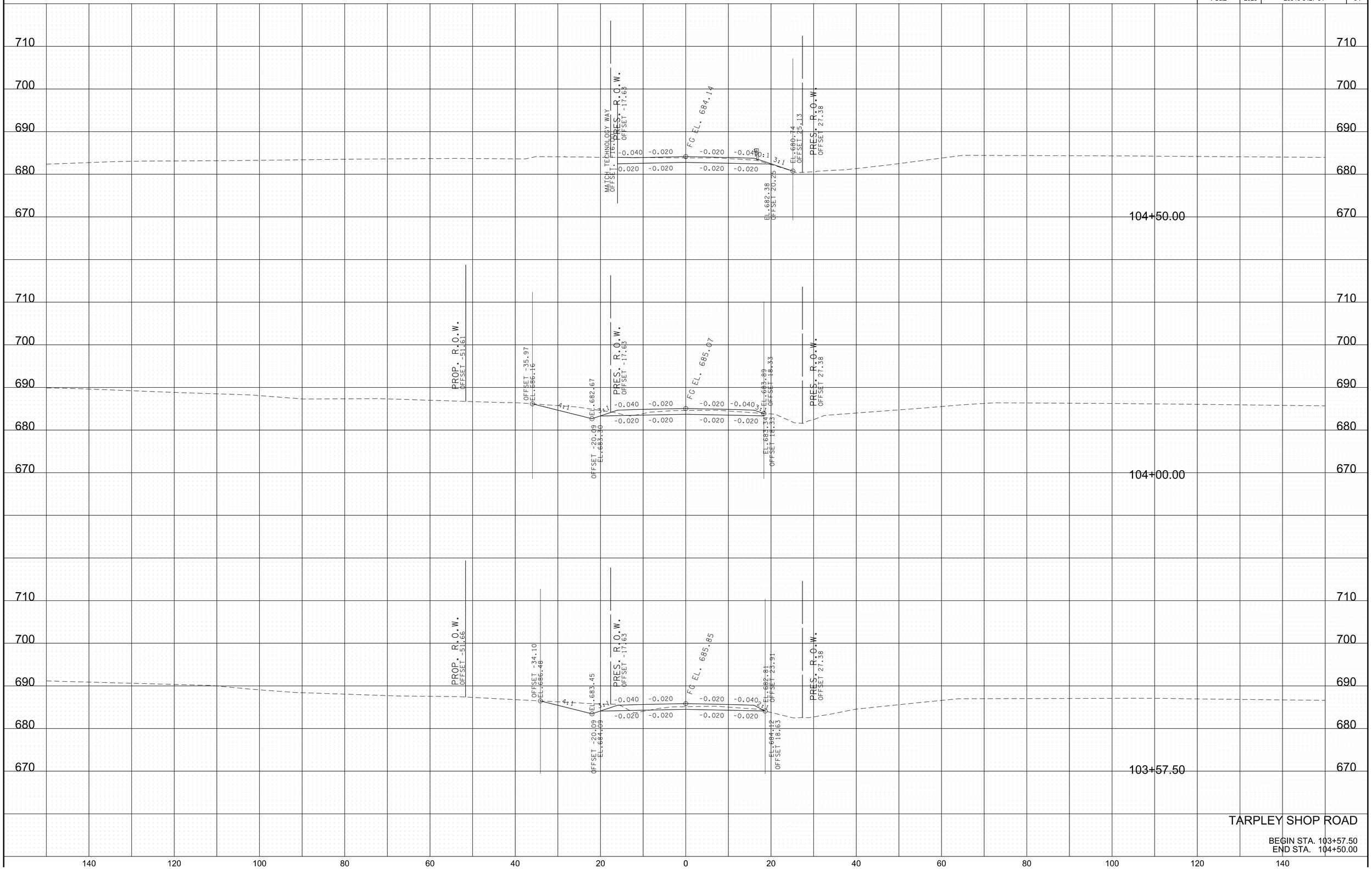
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	54
PS&E	2025	28946-3427-04	54



TARPLEY SHOP ROAD

BEGIN STA. 103+57.50
END STA. 104+50.00

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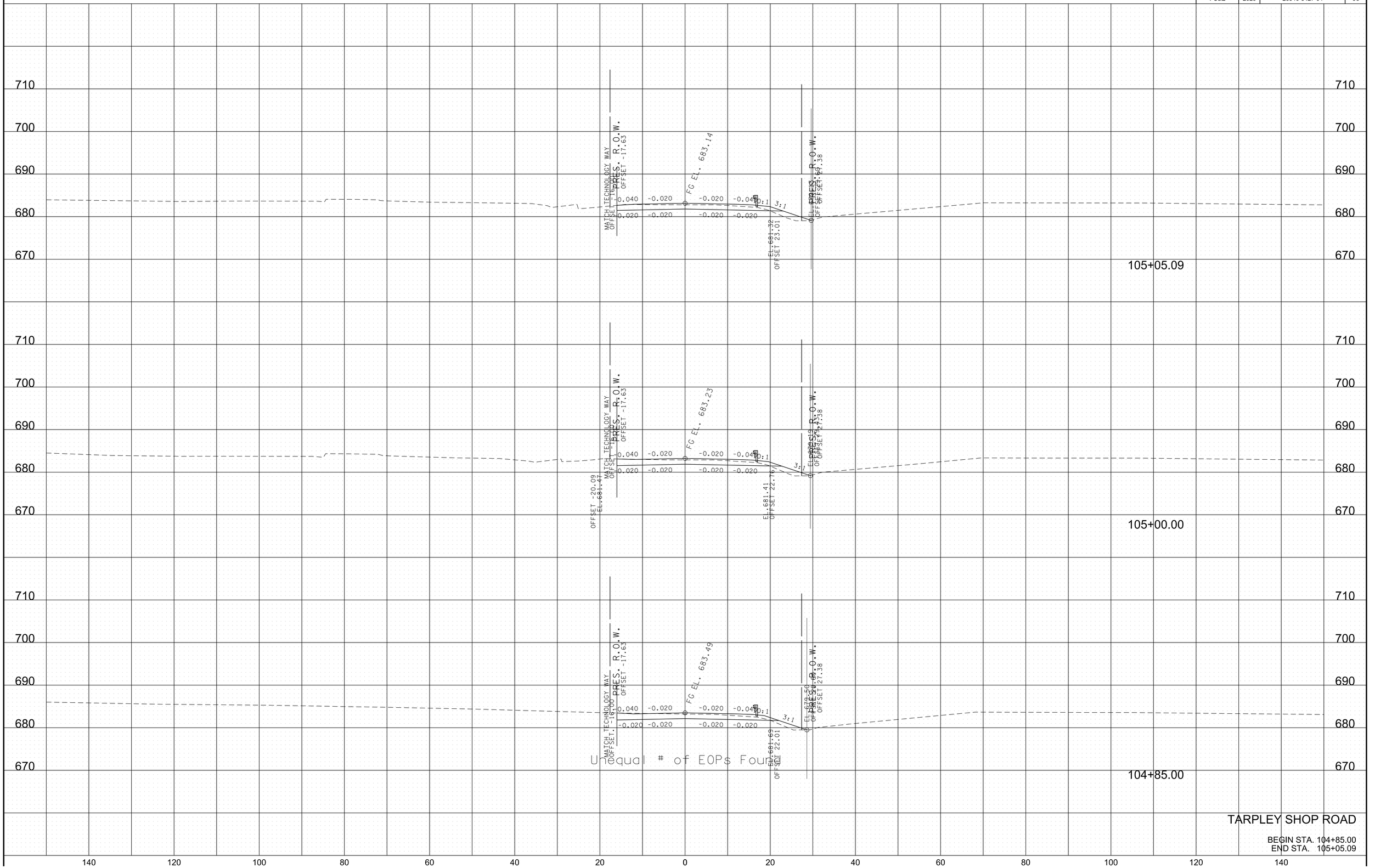
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	55
PS&E	2025	28946-3427-04	55



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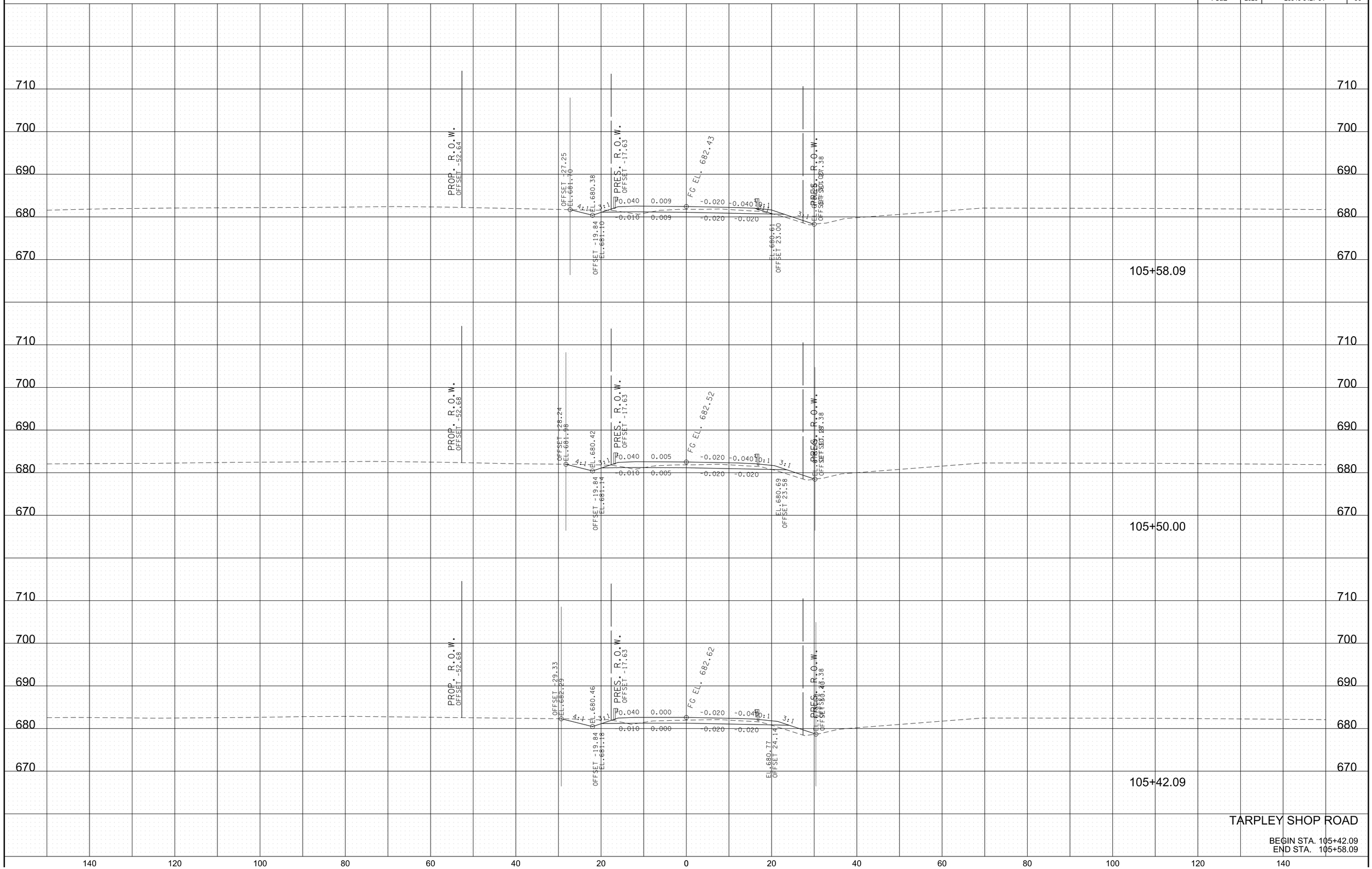
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	56
PS&E	2025	28946-3427-04	56



TARPLEY SHOP ROAD

BEGIN STA. 105+42.09
END STA. 105+58.09

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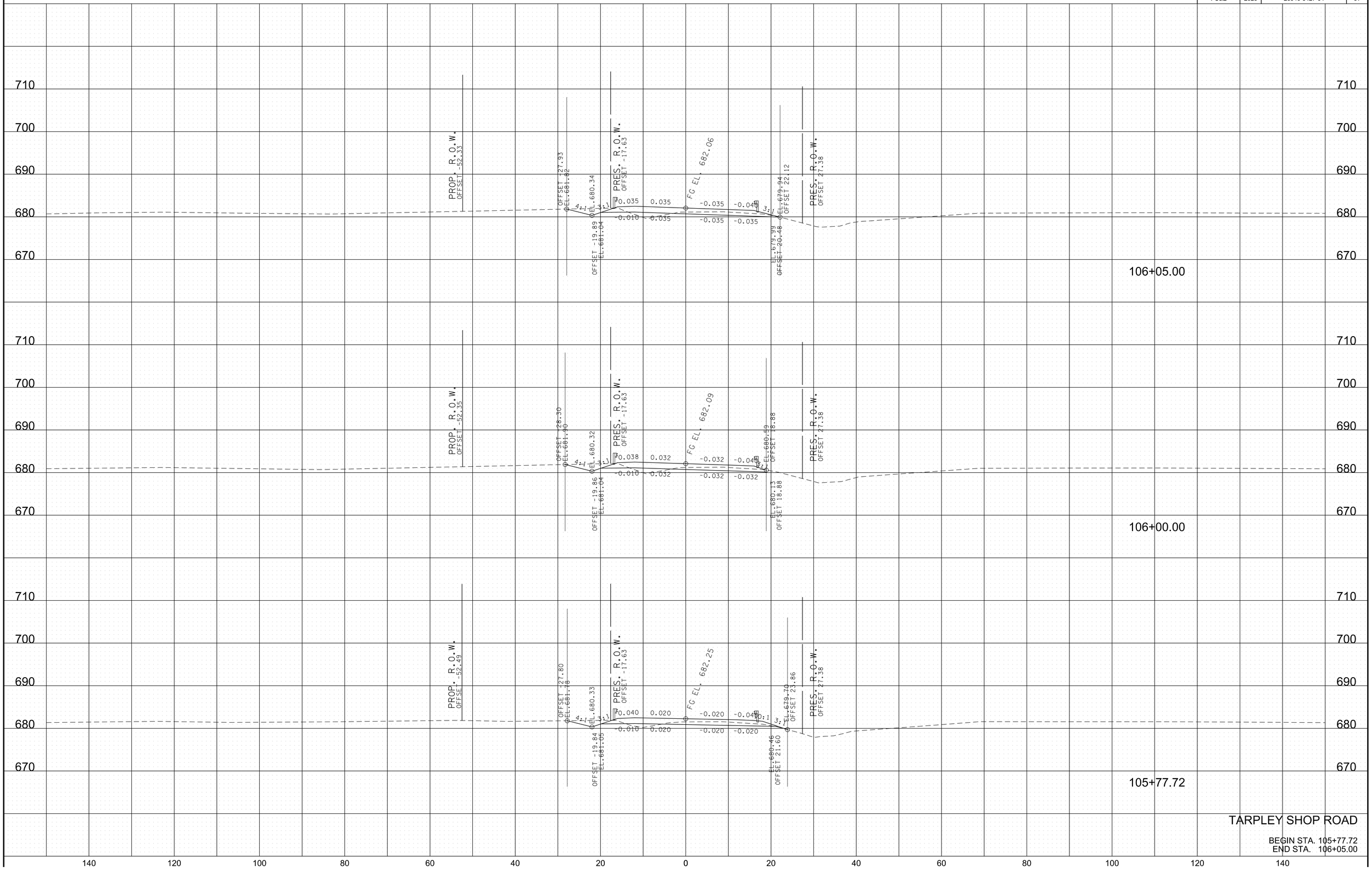
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	57
PS&E	2025	28946-3427-04	57



TARPLEY SHOP ROAD

BEGIN STA. 105+77.72
END STA. 106+05.00

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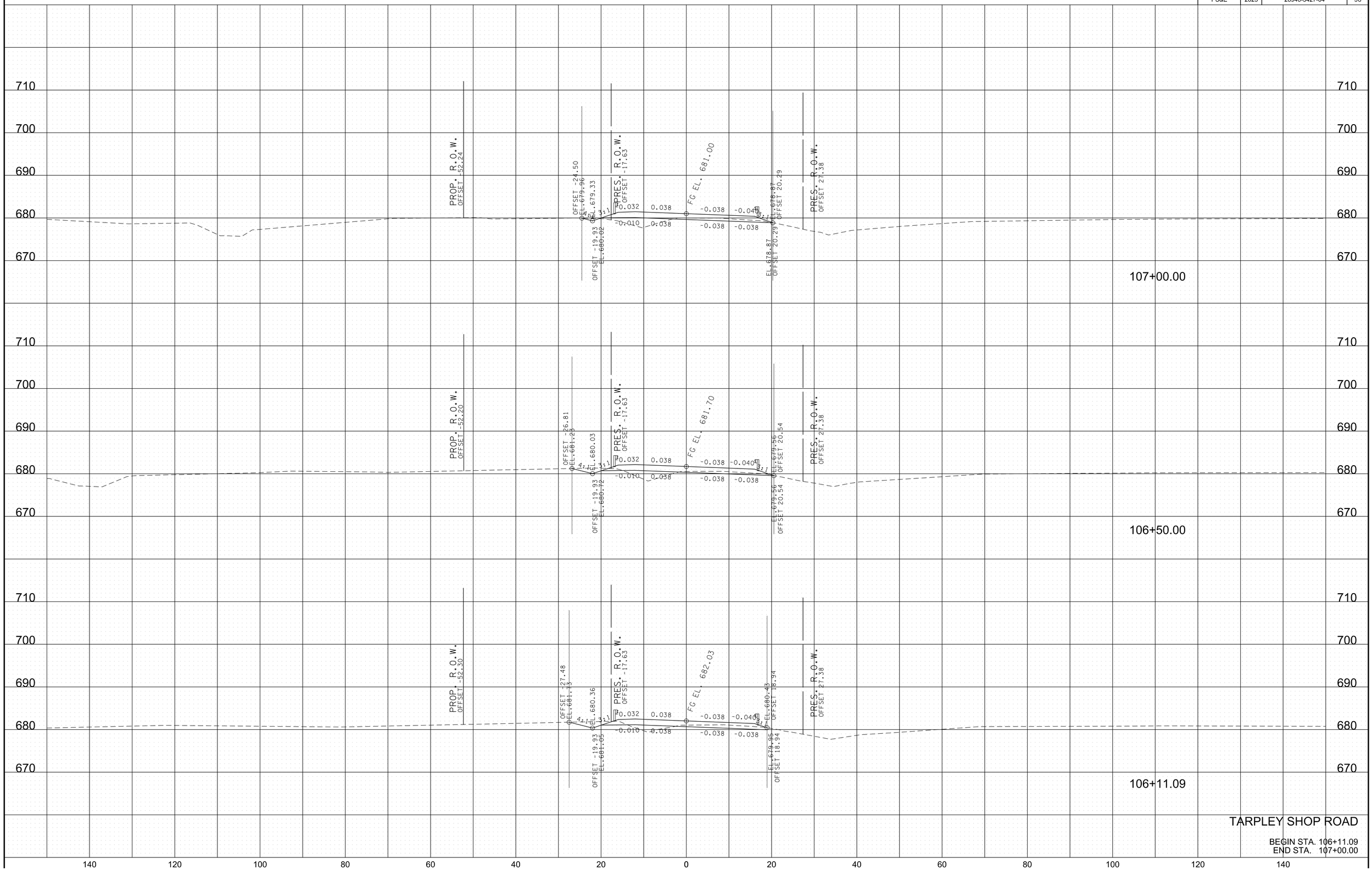
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	58
PS&E	2025	28946-3427-04	58



TARPLEY SHOP ROAD

BEGIN STA. 106+11.09
END STA. 107+00.00

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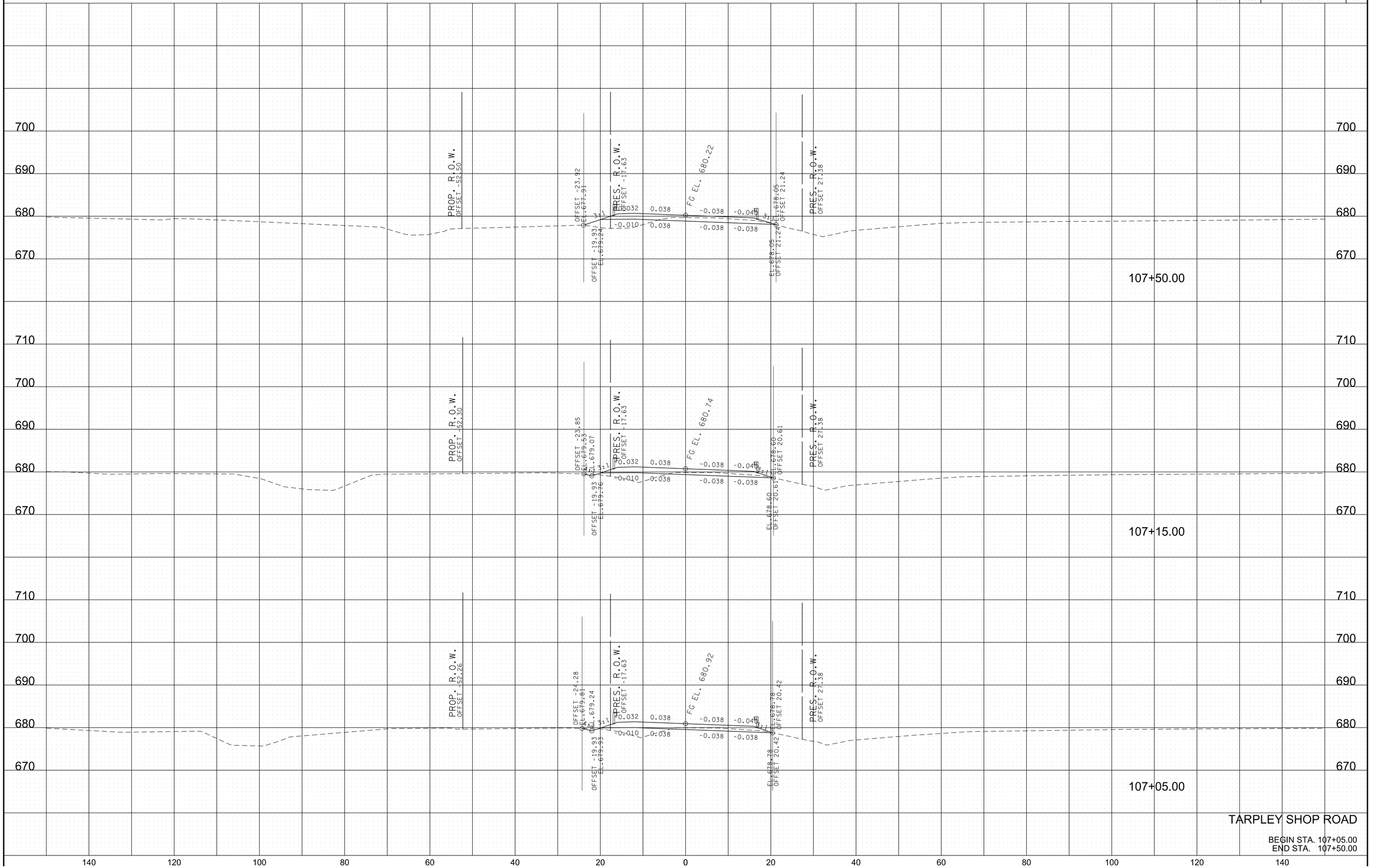
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	59
PS&E	2025	28946-3427-04	59



TARPLEY SHOP ROAD

BEGIN STA. 107+05.00
END STA. 107+50.00

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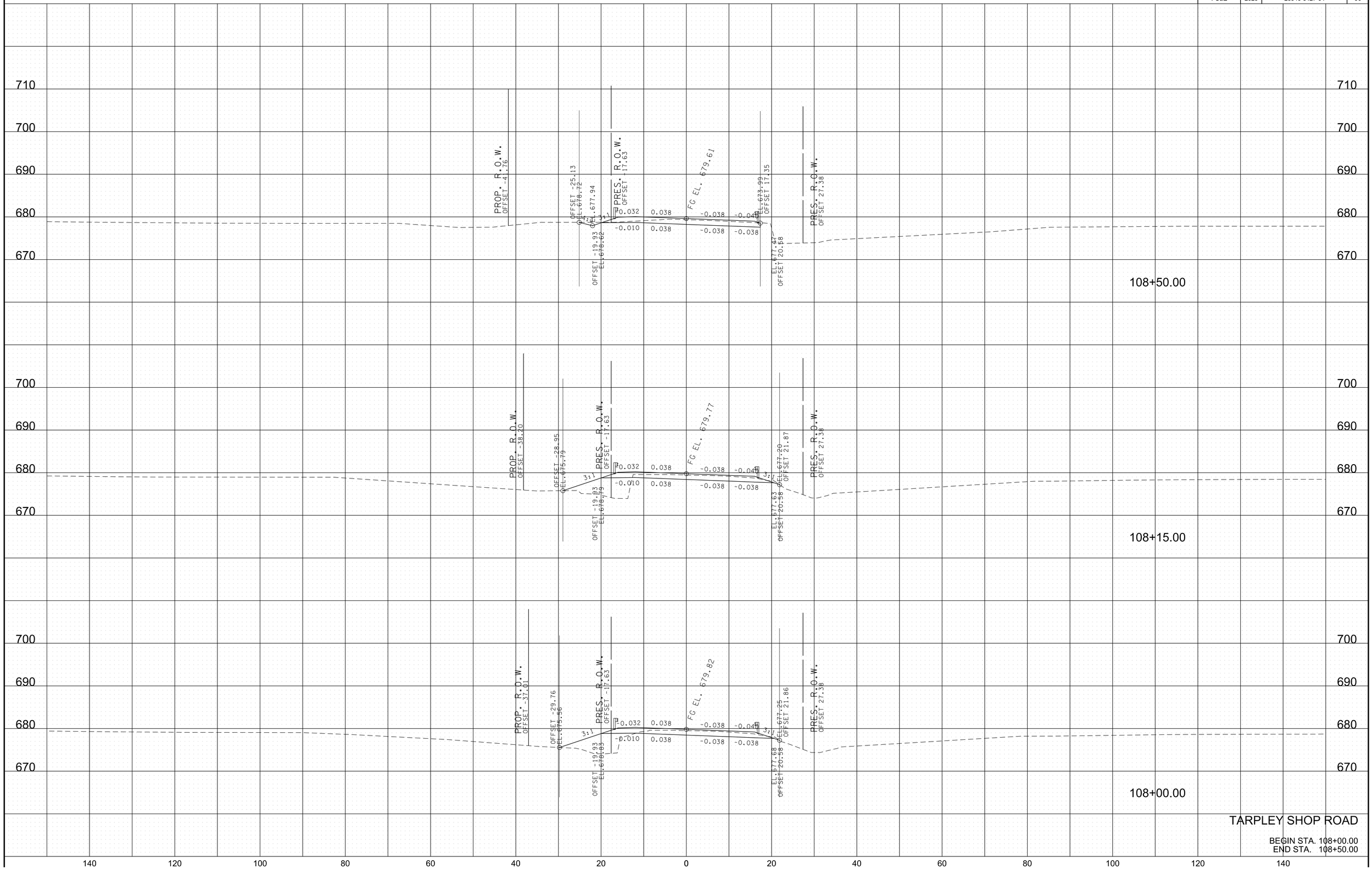
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	60
PS&E	2025	28946-3427-04	60



TARPLEY SHOP ROAD

BEGIN STA. 108+00.00
END STA. 108+50.00

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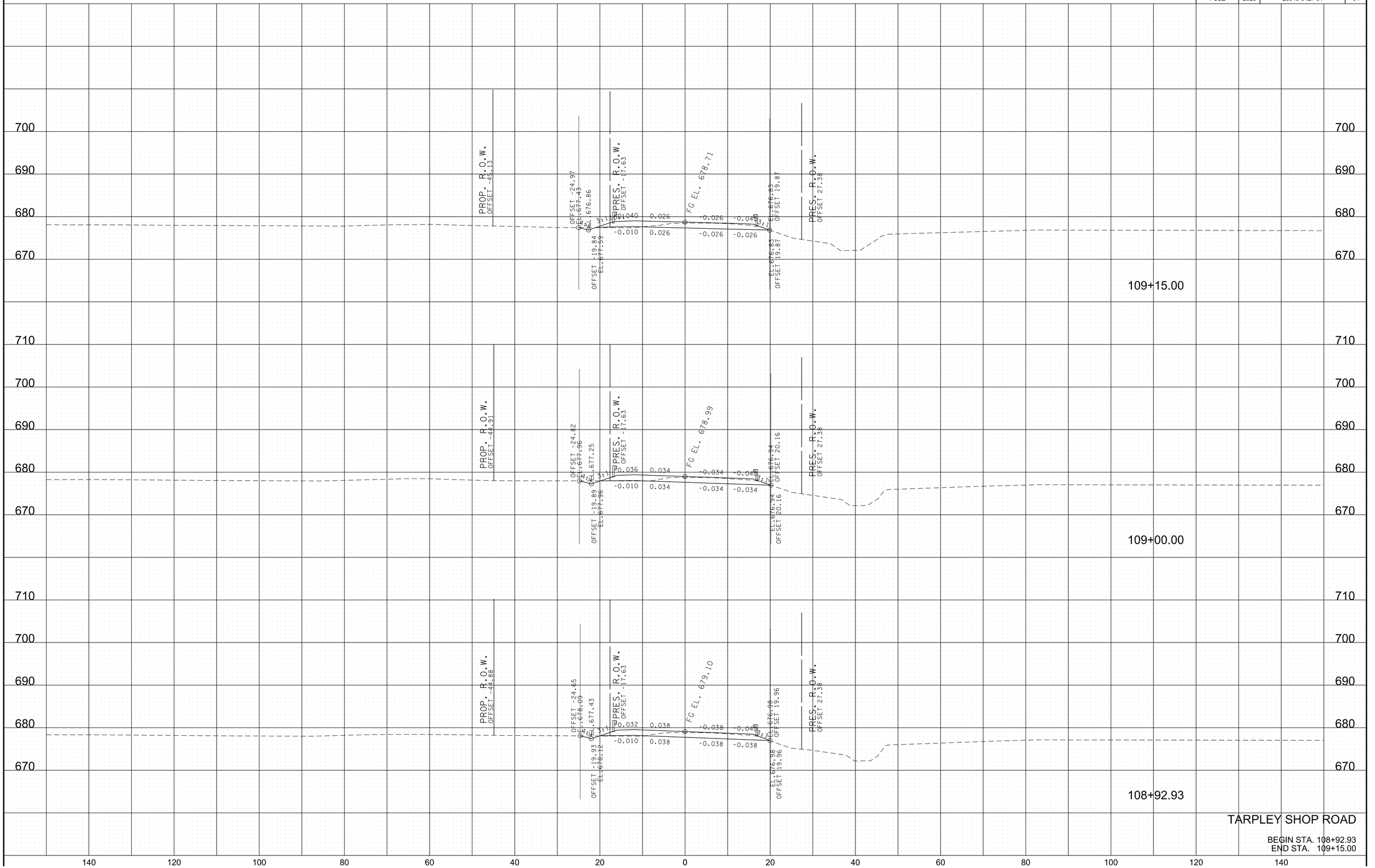
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	61
PS&E	2025	28946-3427-04	61



TARPLEY SHOP ROAD

BEGIN STA. 108+92.93
END STA. 109+15.00

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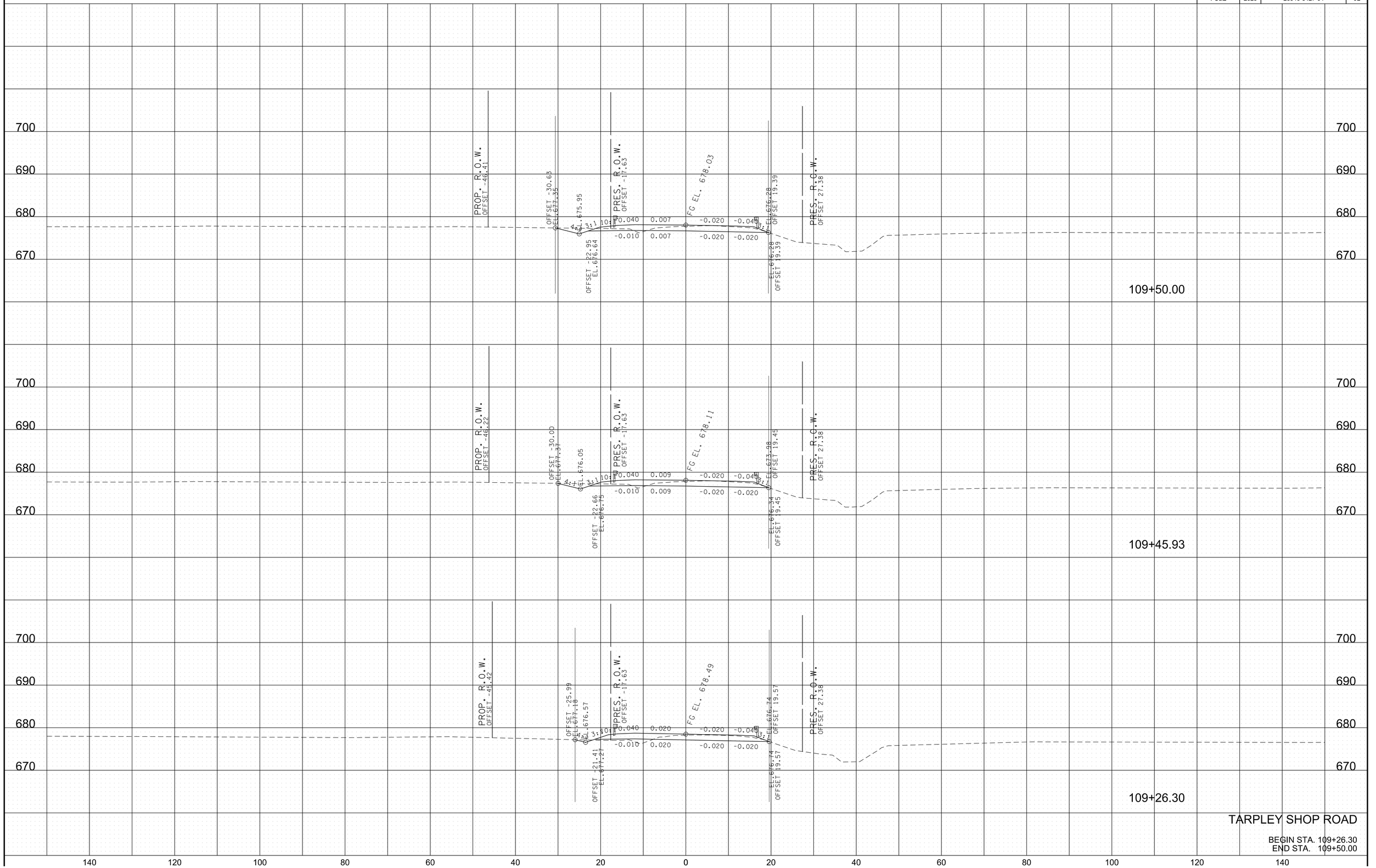
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	62
PS&E	2025	28946-3427-04	62



TARPLEY SHOP ROAD

BEGIN STA. 109+26.30
END STA. 109+50.00

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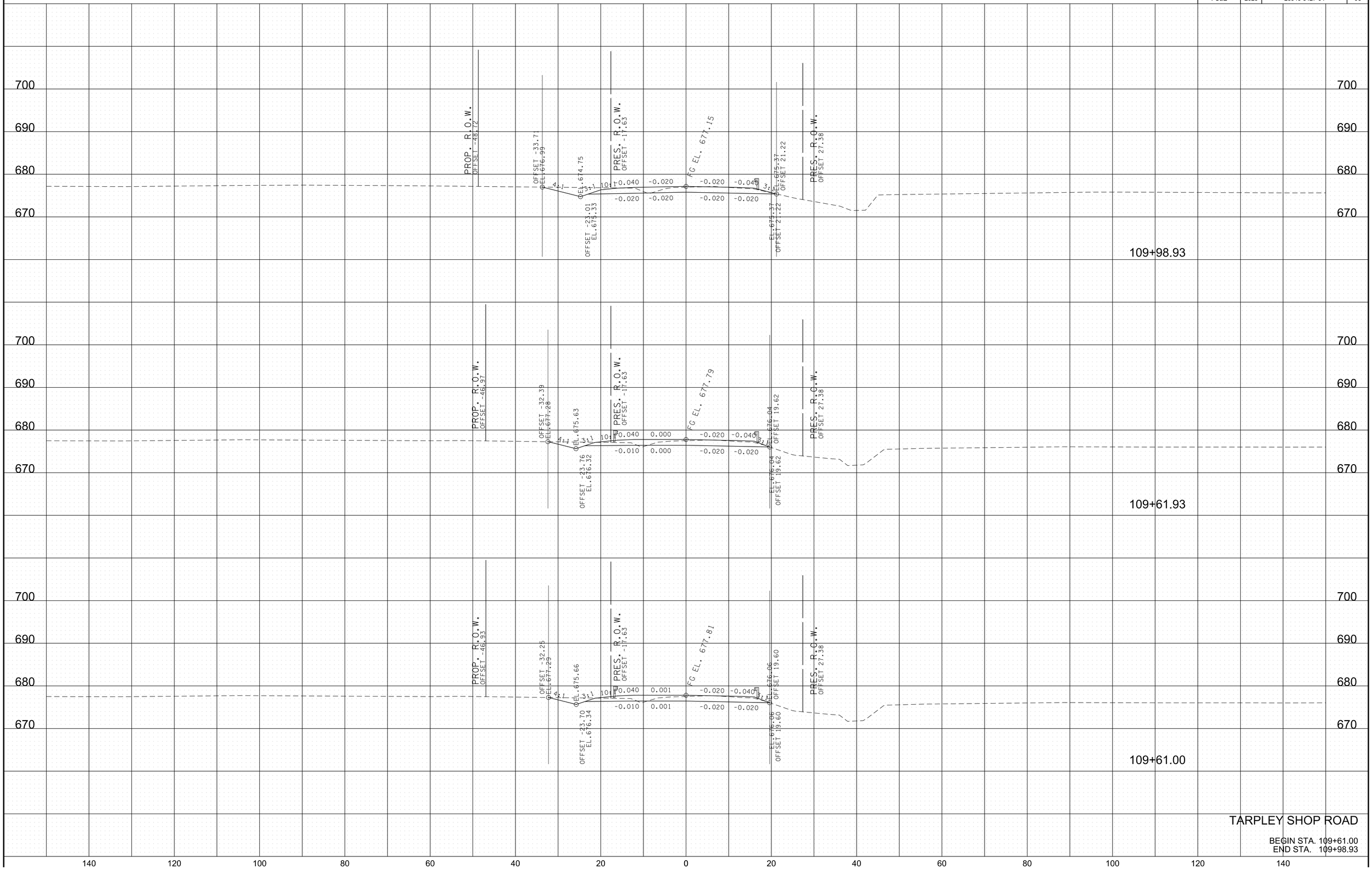
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	63
PS&E	2025	28946-3427-04	63



TARPLEY SHOP ROAD

BEGIN STA. 109+61.00
END STA. 109+98.93

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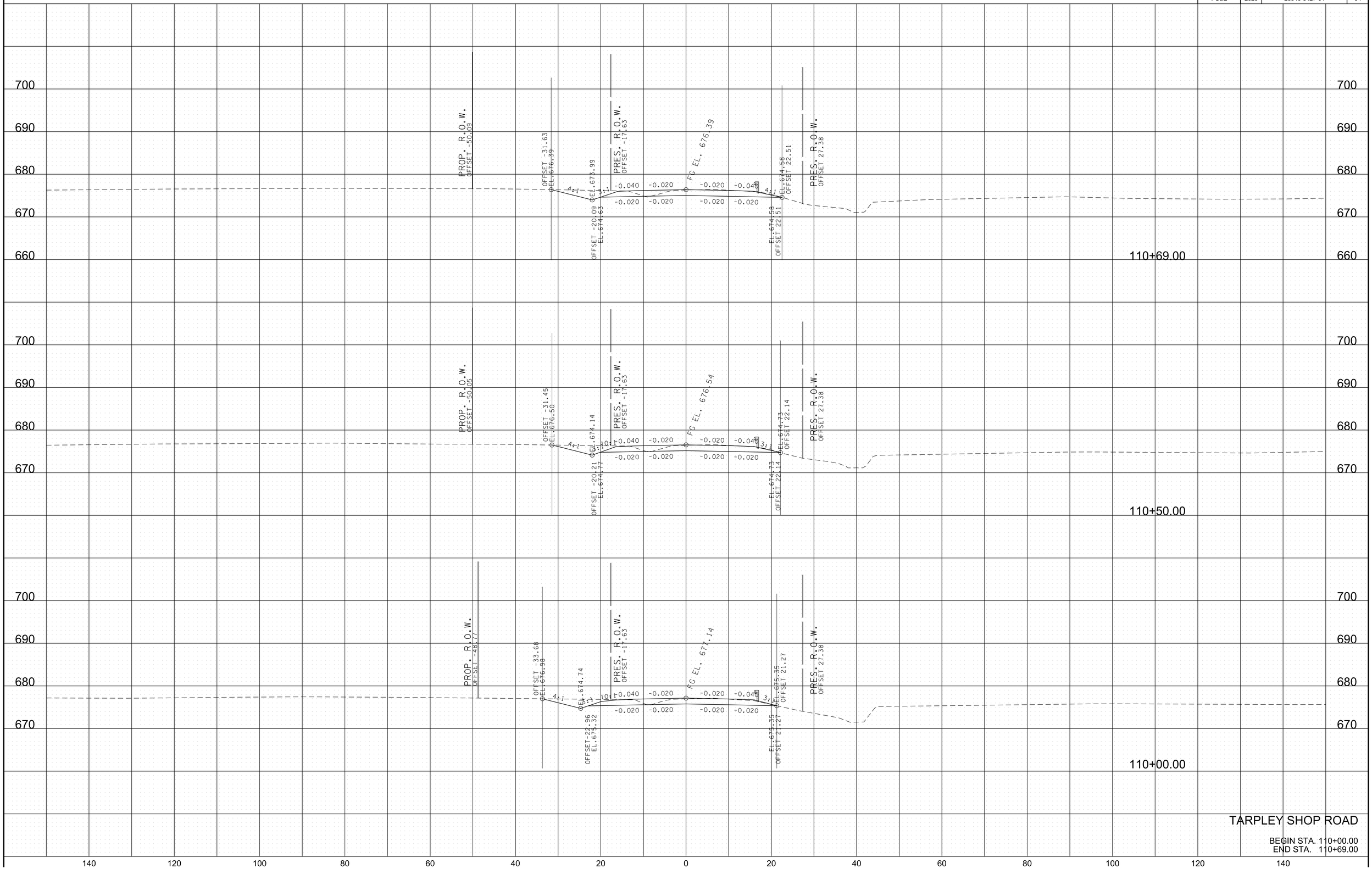
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	64
PS&E	2025	28946-3427-04	64



TARPLEY SHOP ROAD

BEGIN STA. 110+00.00
END STA. 110+69.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	65
PS&E	2025	28946-3427-04	65

TARPLEY SHOP ROAD

BEGIN STA. 111+00.00
END STA. 111+50.00

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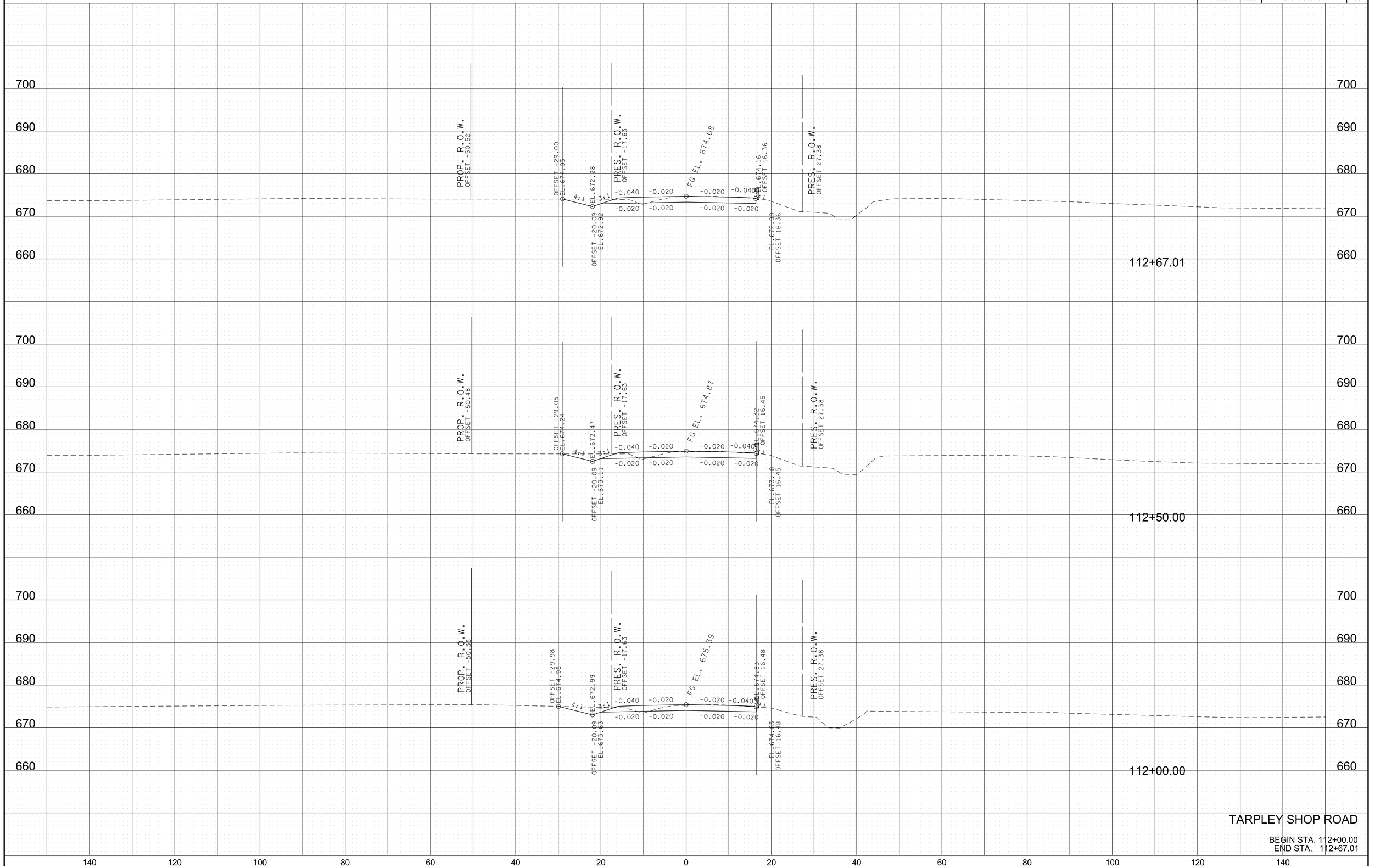
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	66
PS&E	2025	28946-3427-04	66



TARPLEY SHOP ROAD

BEGIN STA. 112+00.00
END STA. 112+67.01

11/22/2024
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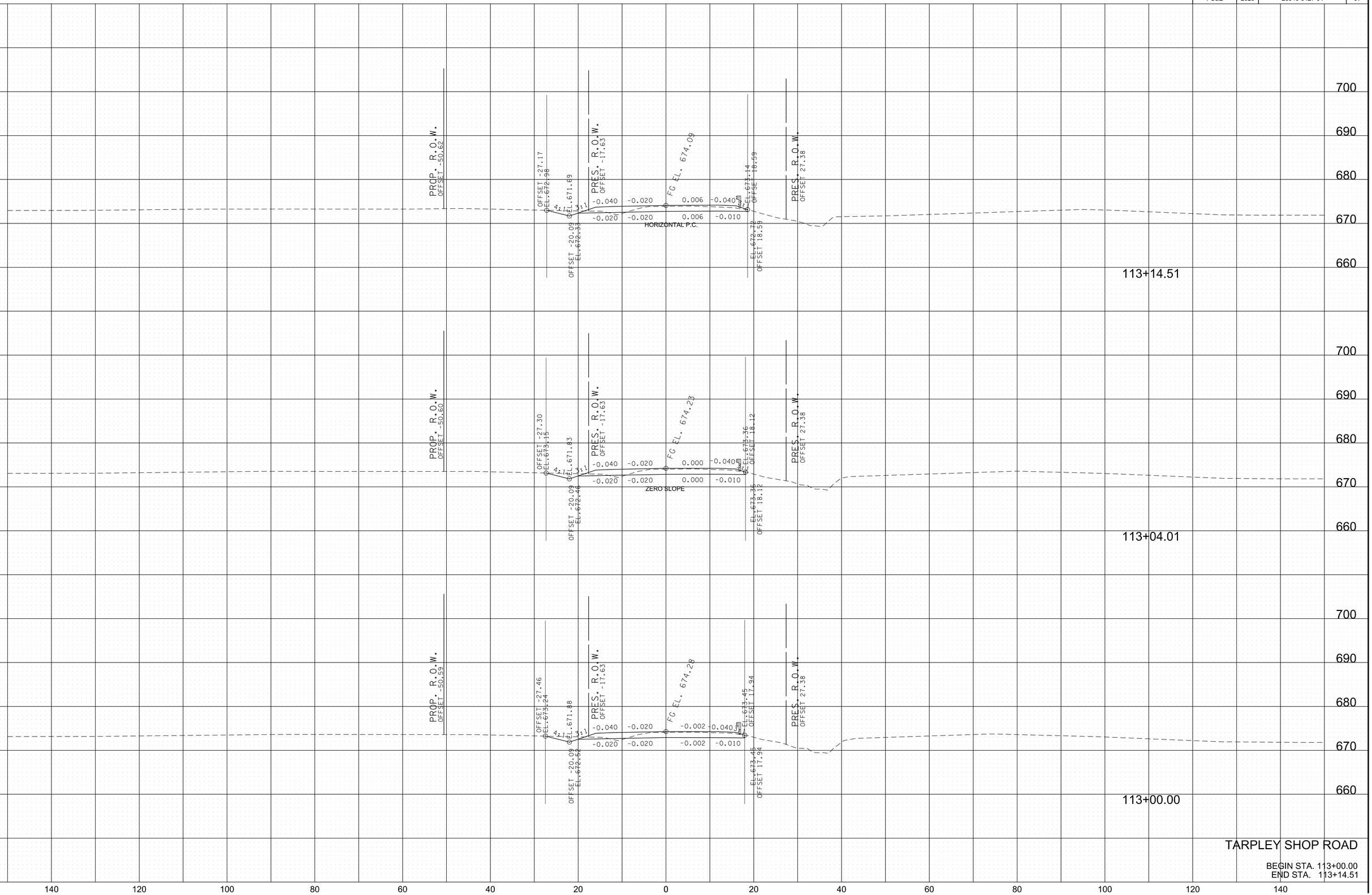
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	67
PS&E	2025	28946-3427-04	67



TARPLEY SHOP ROAD

BEGIN STA. 113+00.00
END STA. 113+14.51

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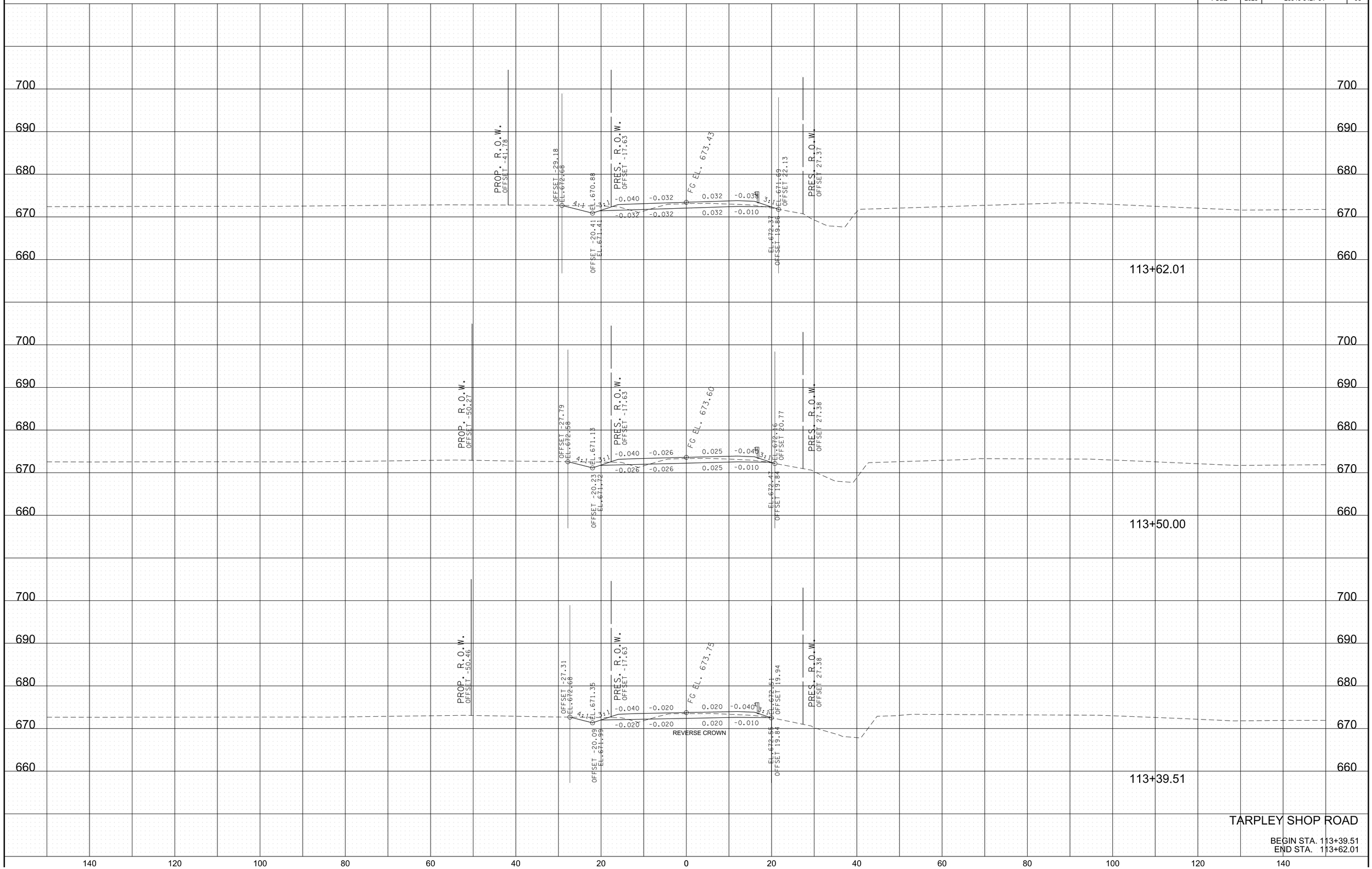
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	68
PS&E	2025	28946-3427-04	68



TARPLEY SHOP ROAD

BEGIN STA. 113+39.51
END STA. 113+62.01

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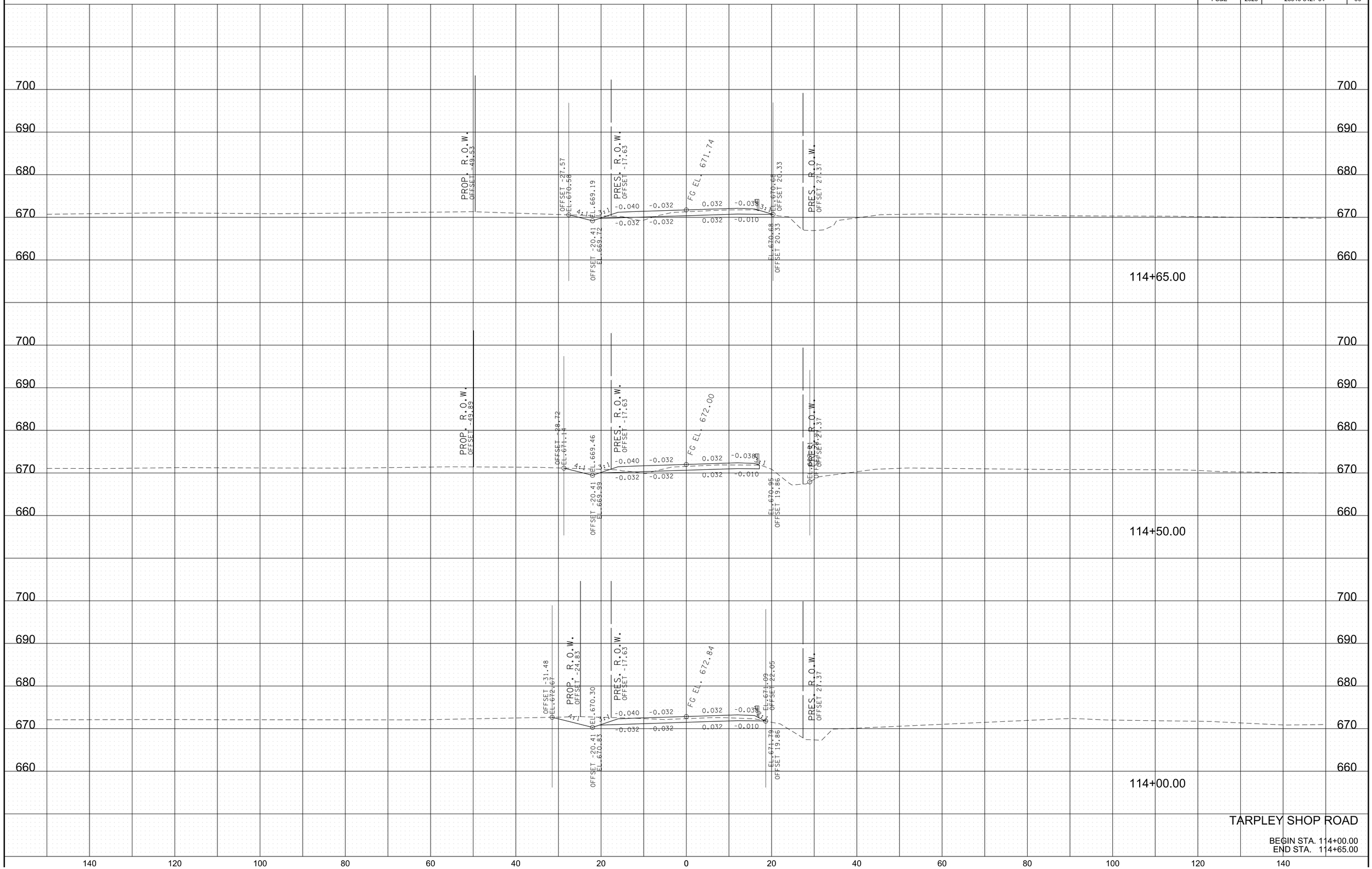
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	69
PS&E	2025	28946-3427-04	69



TARPLEY SHOP ROAD

BEGIN STA. 114+00.00
END STA. 114+65.00

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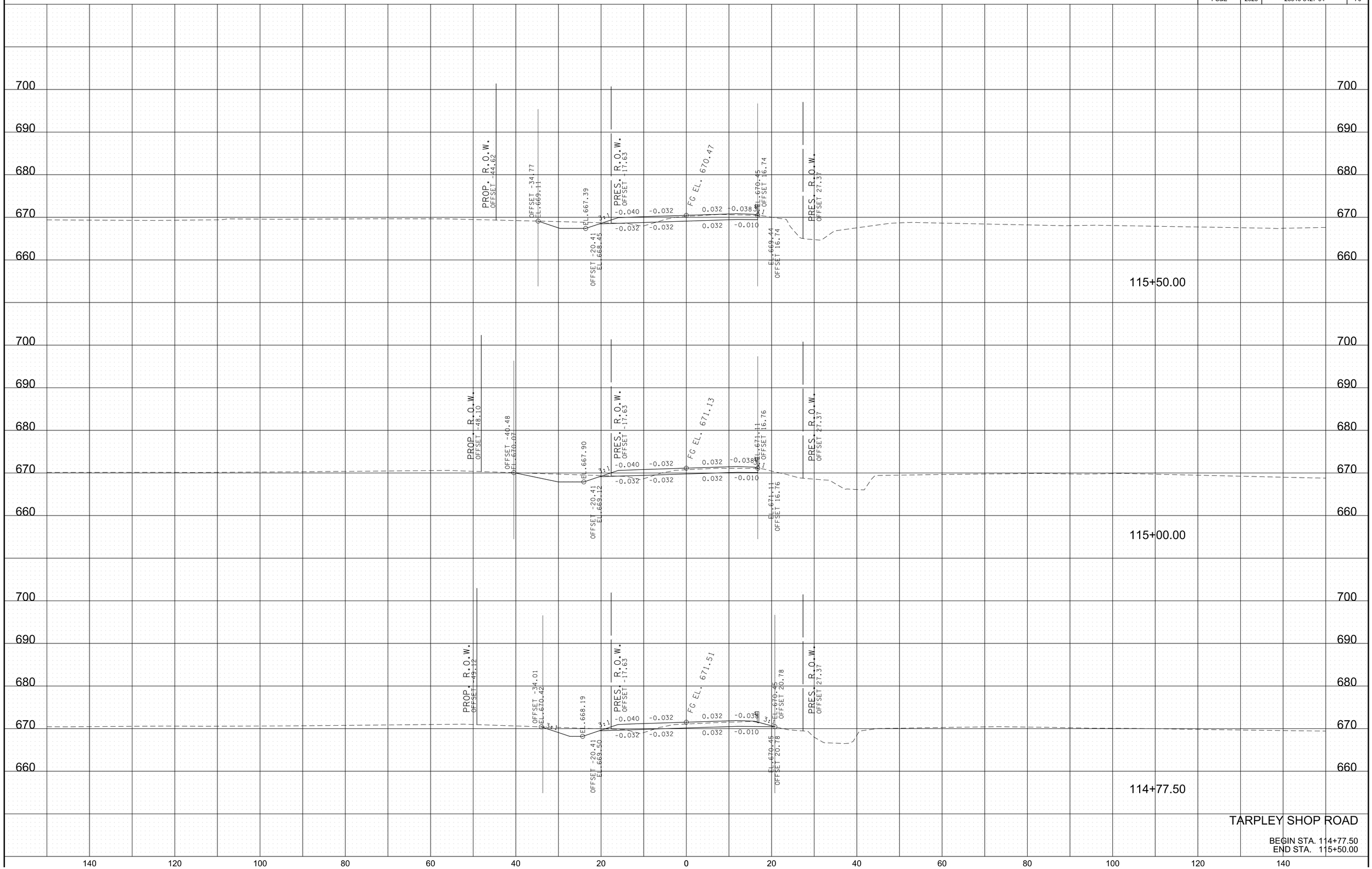
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	70
PS&E	2025	28946-3427-04	70



TARPLEY SHOP ROAD

BEGIN STA. 114+77.50
END STA. 115+50.00

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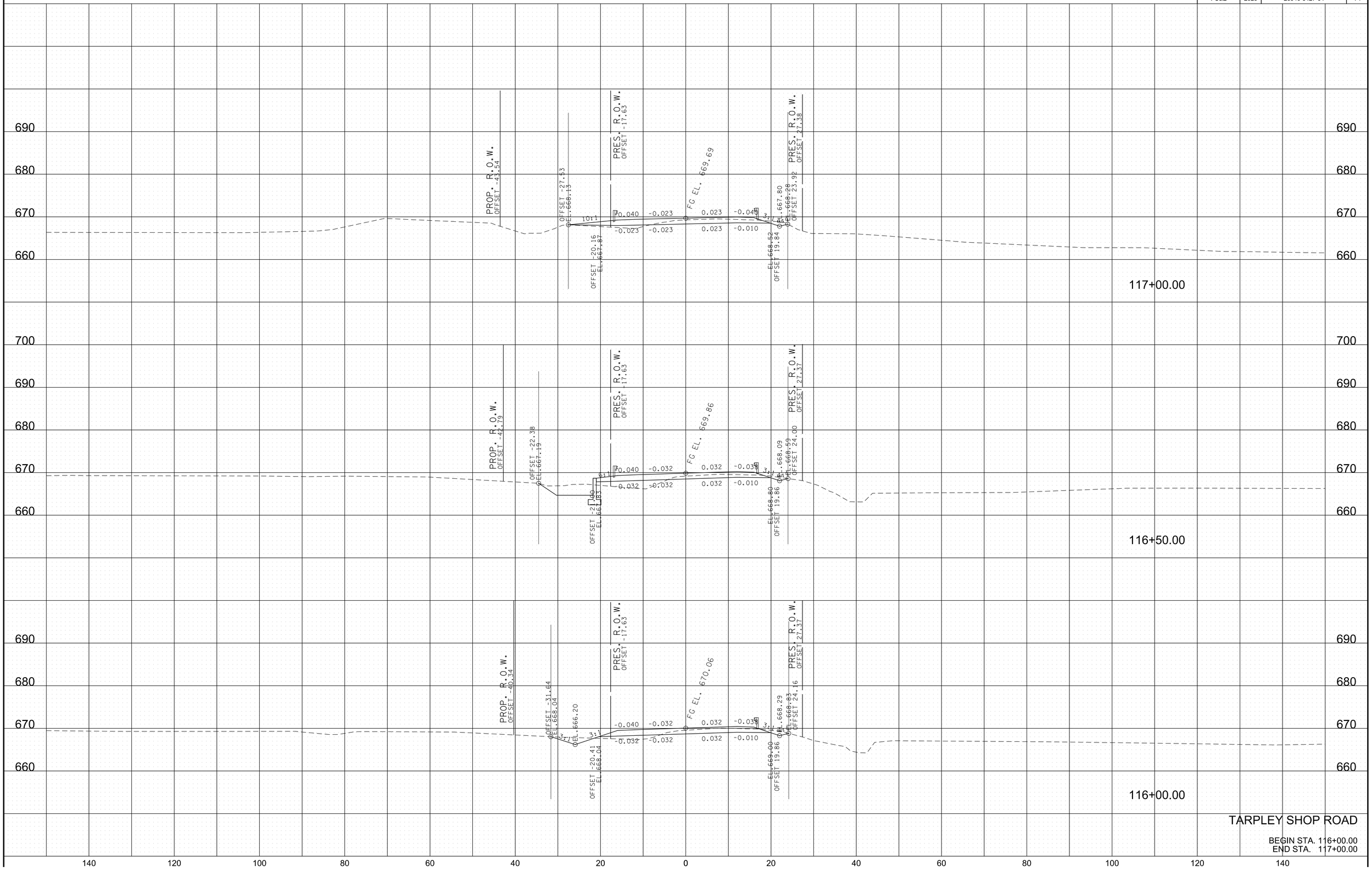
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	71
PS&E	2025	28946-3427-04	71



TARPLEY SHOP ROAD

BEGIN STA. 116+00.00
END STA. 117+00.00

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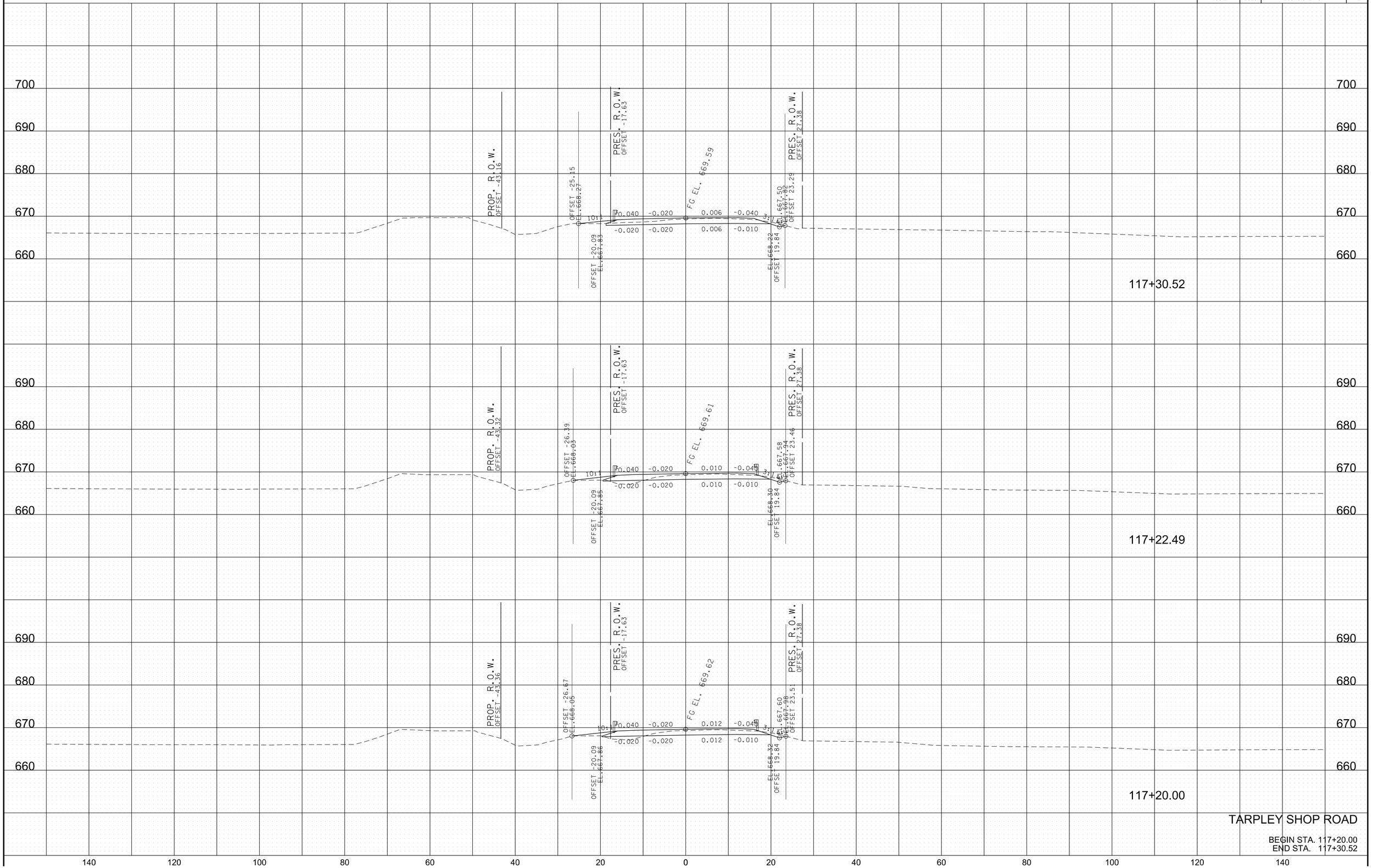
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	72
PS&E	2025	28946-3427-04	72



TARPLEY SHOP ROAD

BEGIN STA. 117+20.00
END STA. 117+30.52

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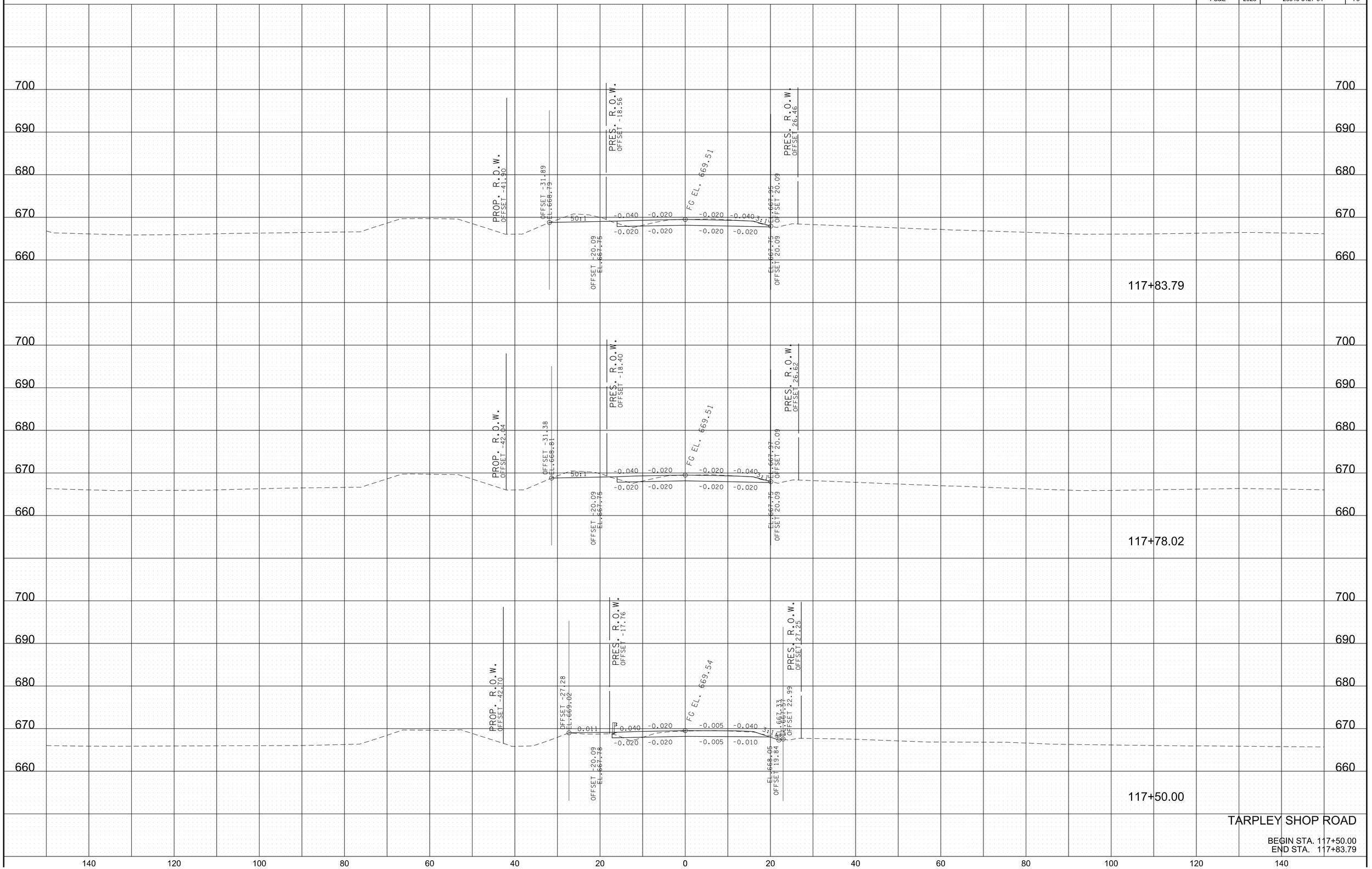
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	73
PS&E	2025	28946-3427-04	73



TARPLEY SHOP ROAD

BEGIN STA. 117+50.00
END STA. 117+83.79

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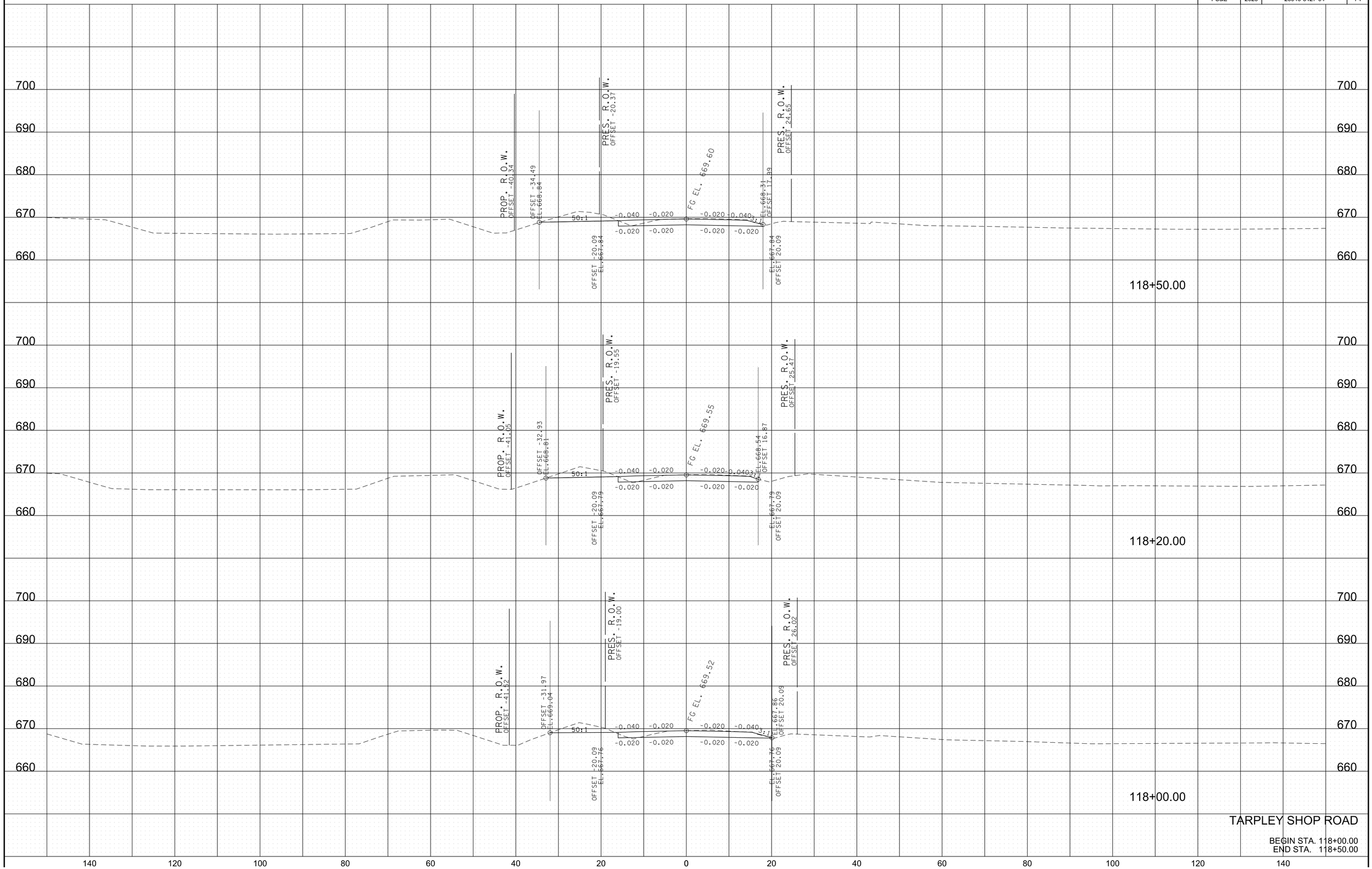
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	74
PS&E	2025	28946-3427-04	74



TARPLEY SHOP ROAD

BEGIN STA. 118+00.00
END STA. 118+50.00

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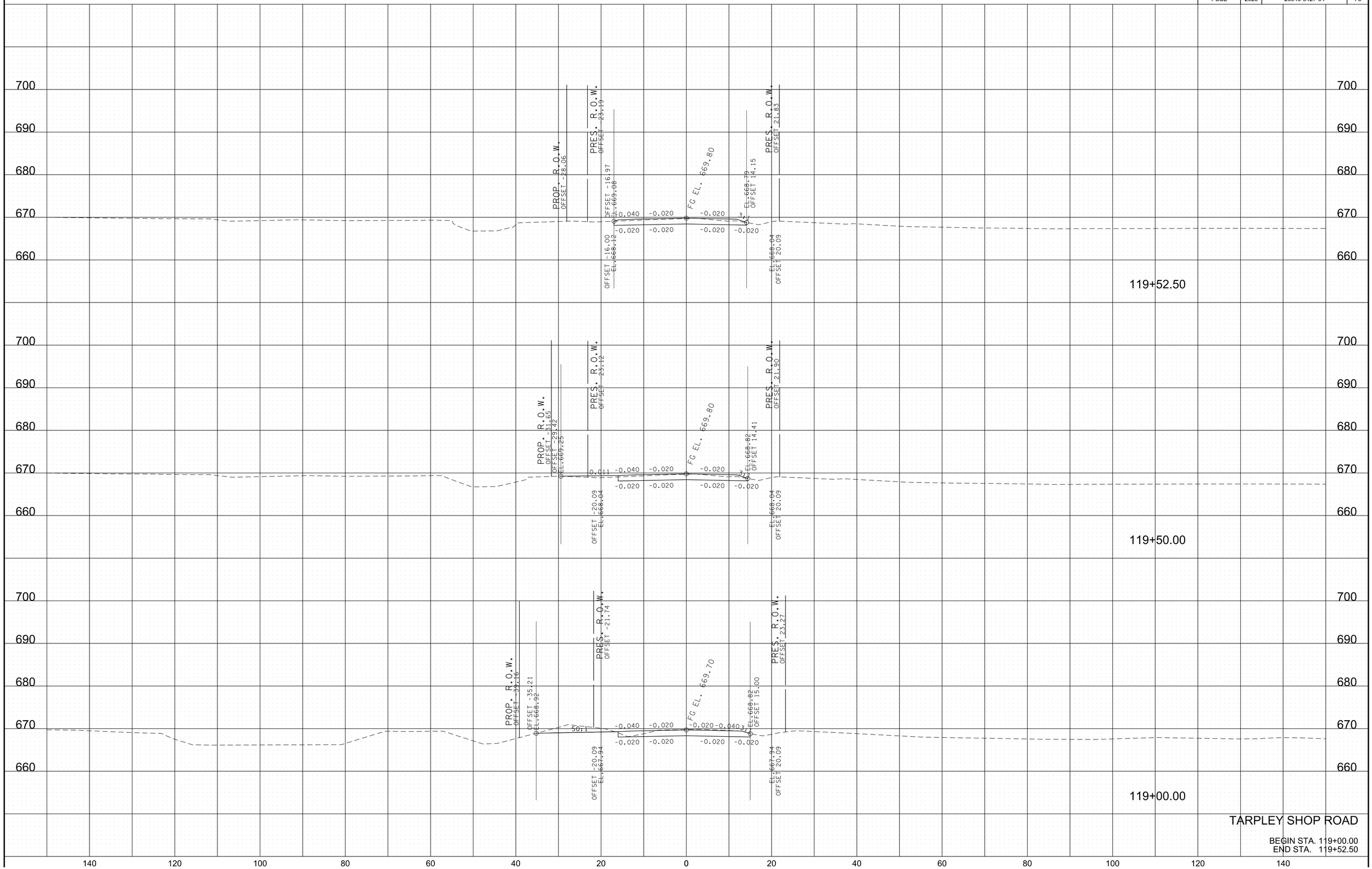
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	75
PS&E	2025	28946-3427-04	75



TARPLEY SHOP ROAD

BEGIN STA. 119+00.00
END STA. 119+52.50

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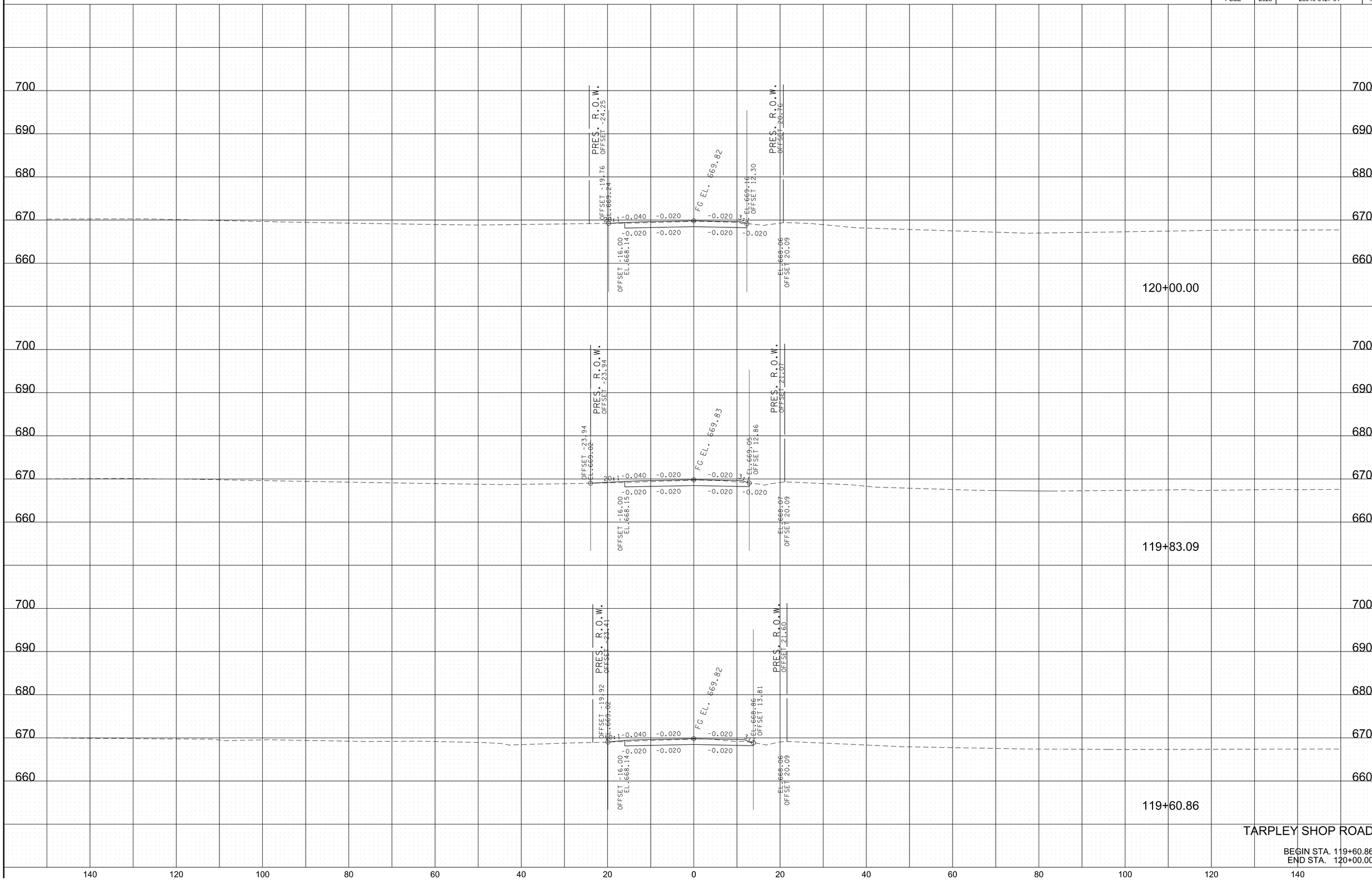
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	76
PS&E	2025	28946-3427-04	76



TARPLEY SHOP ROAD

BEGIN STA. 119+60.86
END STA. 120+00.00

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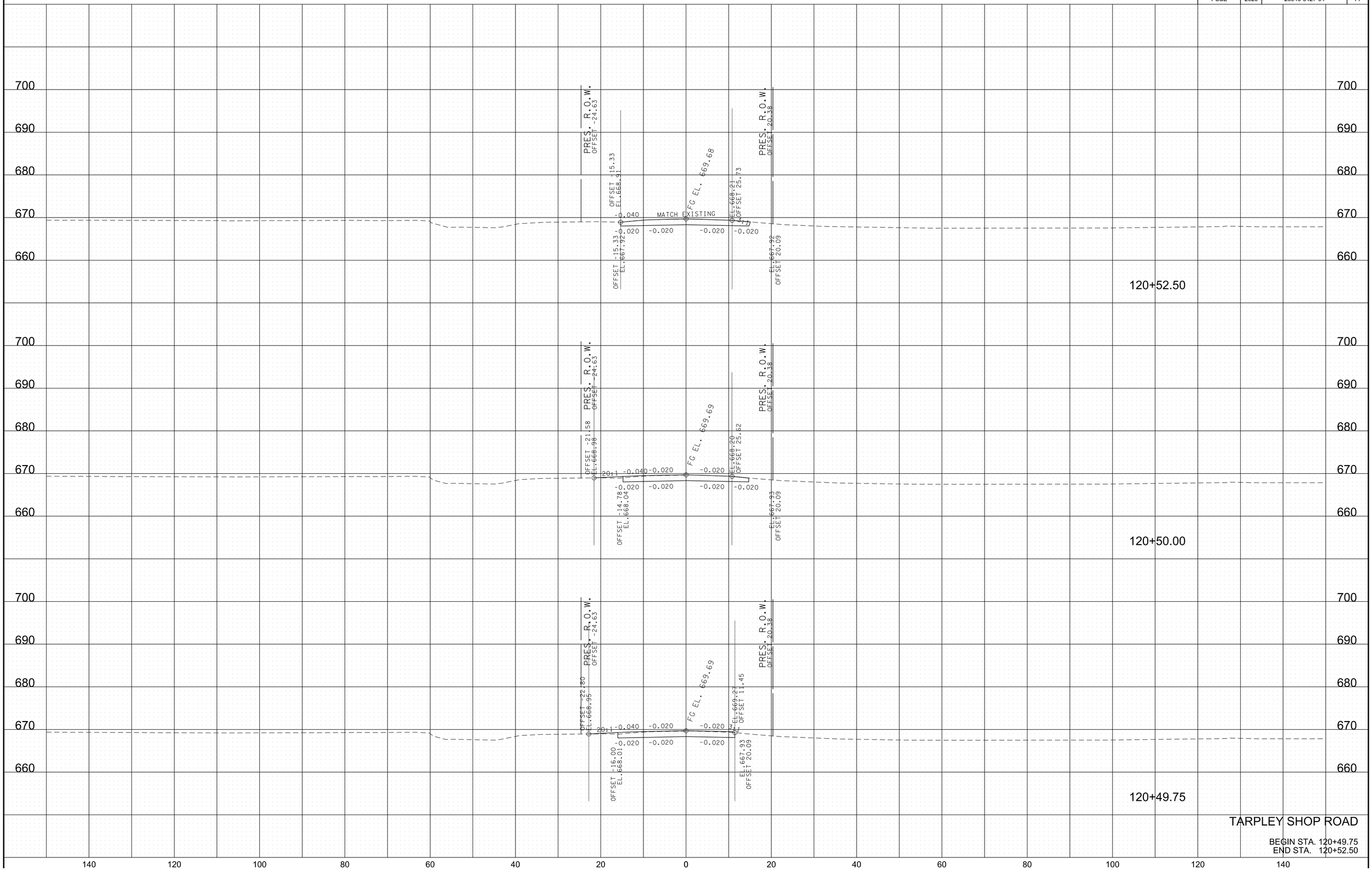
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	77
PS&E	2025	28946-3427-04	77



TARPLEY SHOP ROAD

BEGIN STA. 120+49.75
END STA. 120+52.50

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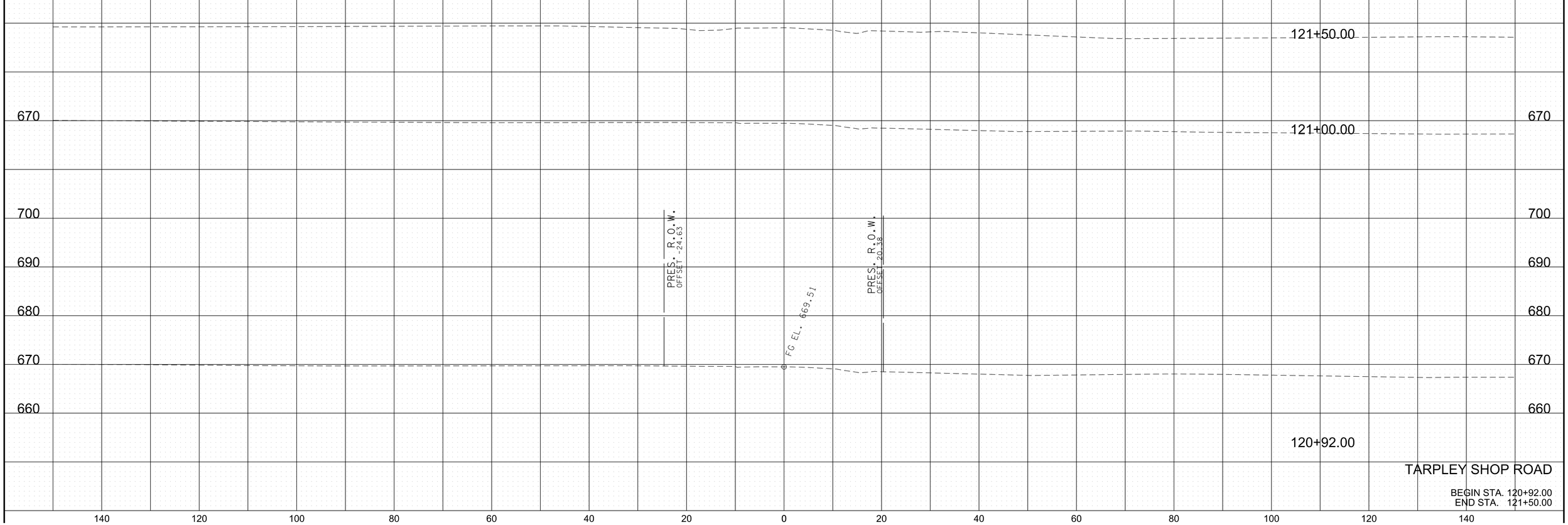
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	78
PS&E	2025	28946-3427-04	78



TARPLEY SHOP ROAD

BEGIN STA. 120+92.00
END STA. 121+50.00

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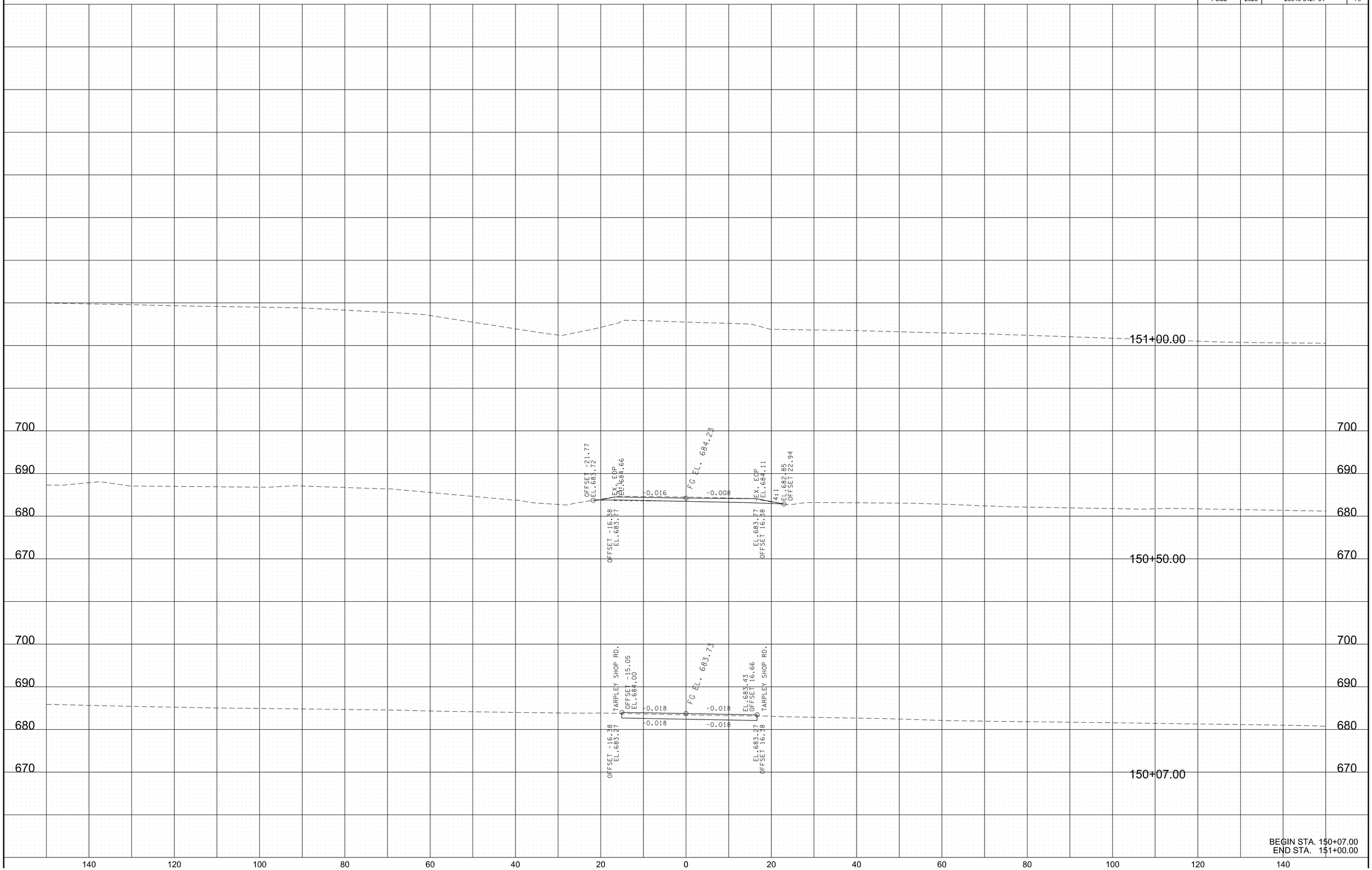
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	79
PS&E	2025	28946-3427-04	79



BEGIN STA. 150+07.00
END STA. 151+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T1
PS&E	2025	28946-3427-04	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

ALAN JOLLY
REGISTERED ENGINEER
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COMMERCE
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STATE OF TENNESSEE
11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

11/22/2024
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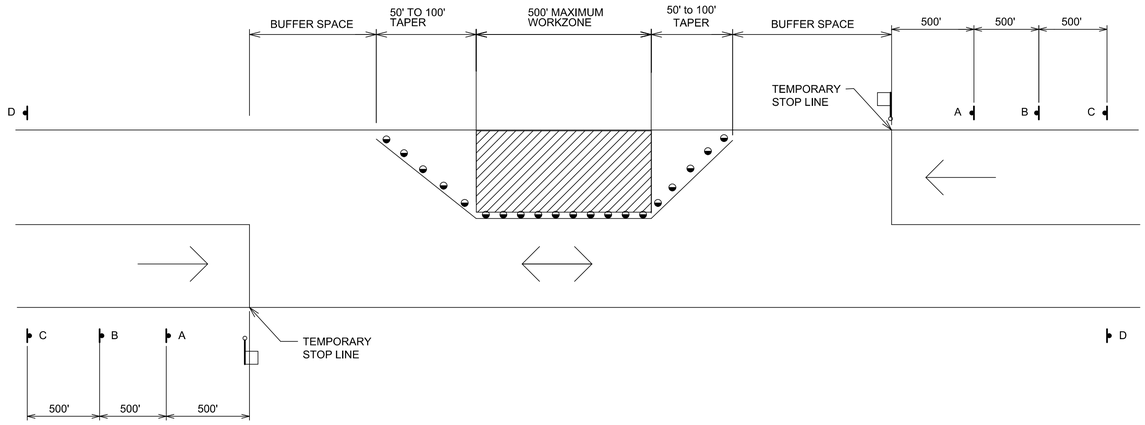
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T2
PS&E	2025	28946-3427-04	T2

WORK ZONE DIAGRAM FOR LANE CLOSURES

SEE MUTCD TYPICAL APPLICATION 10 (TA-10) FOR FURTHER DETAILS



W16-2P
24" x 18"

A

W20-4
48" x 48"

B

W20-1
48" x 48"

C

G20-2
48" x 24"

D

W20-1
48" x 48"

PHASING NOTES:

DURING CONSTRUCTION, IT IS RECOMMENDED THAT TRAFFIC CONTROL BE ACHIEVED THROUGH SINGLE LANE CLOSURES WITH FLAGGERS.

PHASE 1

- DURING THIS PHASE, THE WORKZONE SHALL BE ON THE NORTH/LEFT SIDE OF TARPLEY SHOP ROAD.

-2 LANES OF TRAFFIC SHALL BE OPEN AT THE END OF THE WORKDAY

- WITHIN THE WORKZONE, ONE TRAVEL LANE AT A MINIMUM OF 11' WIDE SHALL BE MAINTAINED.

- AT THE END OF THE WORK DAY, ANY GRADE SEPARATIONS PRESENT SHALL BE ADDRESSED AS STATED IN THE DROP-OFF NOTES ON SHEET T1.

- THE WORKZONE SHALL BE NO LONGER THAN 500' AT A TIME.

- FLAGGERS SHALL USE STOP/SLOW PADDLES TO DIRECT MOTORISTS THROUGH THE WORKZONE.

-CROSS DRAIN REMOVALS AND REPLACEMENT SHALL BE PHASED TO MAINTAIN 1 LANE MINIMUM

PHASE 2

-THE SOUTH/RIGHT SIDE OF TARPLEY SHOP ROAD SHALL BE COMPLETED IN SIMILIAR FASHION TO PHASE 1, MAINTAINING ONE LANE MINIMUM

-2 LANES OF TRAFFIC SHALL BE OPEN AT THE END OF THE WORKDAY

-ONCE PROPOSED FINISHED GRADE IS ESTABLISHED FINAL PAVEMENT MARKINGS SHALL BE INSTALLED

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 28946-3427-04
712-01	TRAFFIC CONTROL	LS	1
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	250
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40
712-06	SIGNS (CONSTRUCTION)	S.F.	226
713-16.04	CHANGEABLE MESSAGE SIGN UNIT (DESCRIPT)	EACH	4
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.8

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED DETOUR	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
W20-7	FLAGGER	48"	X	48"	16		2	2	32.00		
W16-2P	XX FEET (PLAQUE)	30"	X	24"	5		2	2	10.00		"XX" TO BE CHANGED TO "500"
W20-4	ONE LANE ROAD 1000 FT	48"	X	48"	16		2	2	32.00		
W20-1	ROAD WORK 1500 FT	48"	X	48"	16		2	2	32.00		
G20-2	END ROAD WORK	48"	X	24"	8		5	5	40.00		
W20-1	ROAD WORK AHEAD	48"	X	48"	16		5	5	80.00		
								TOTAL	226	S.F.	

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR

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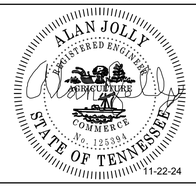

11-22-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

11/22/2024
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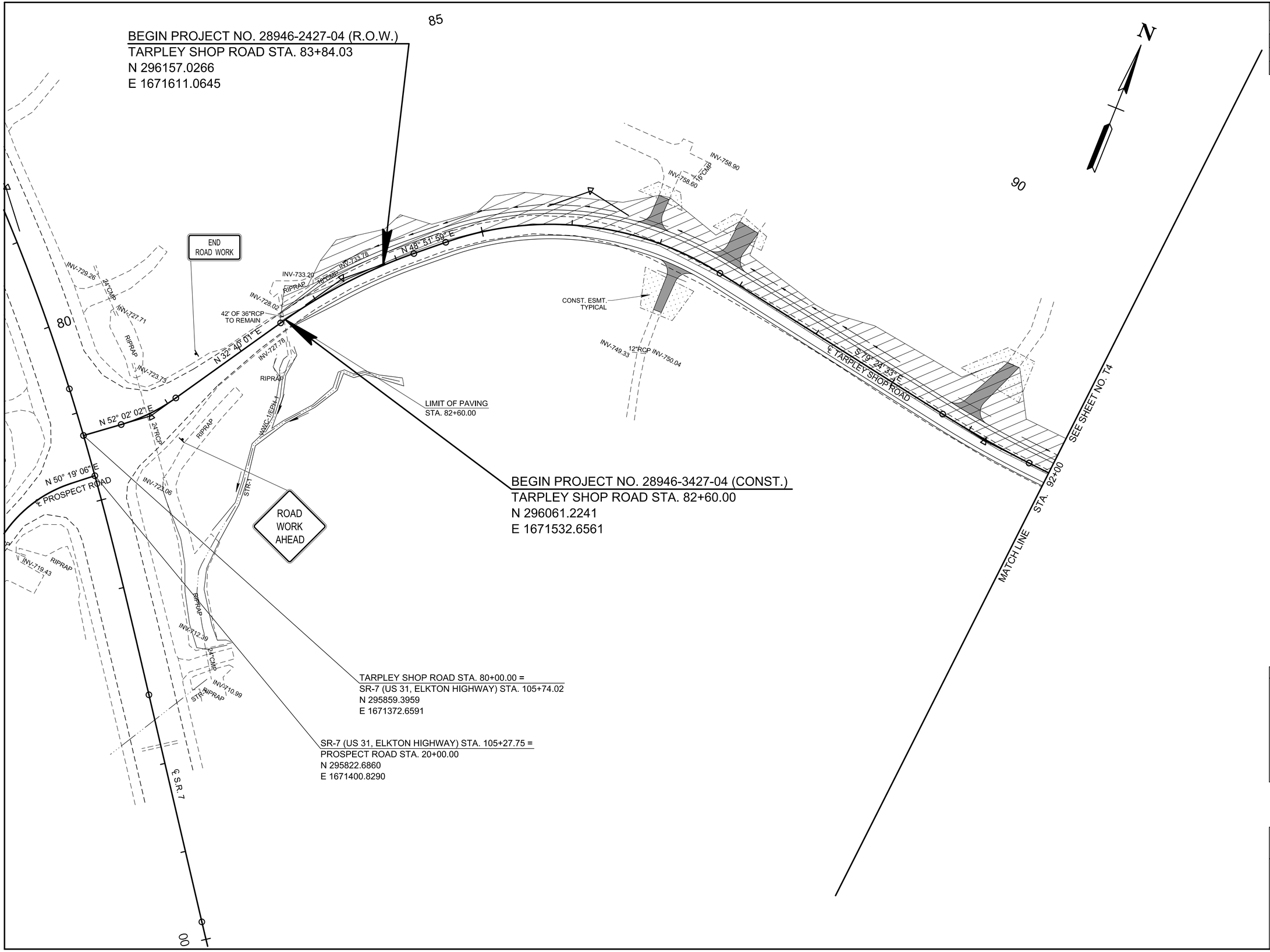
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T3
PS&E	2025	28946-3427-04	T3



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

11/22/2024
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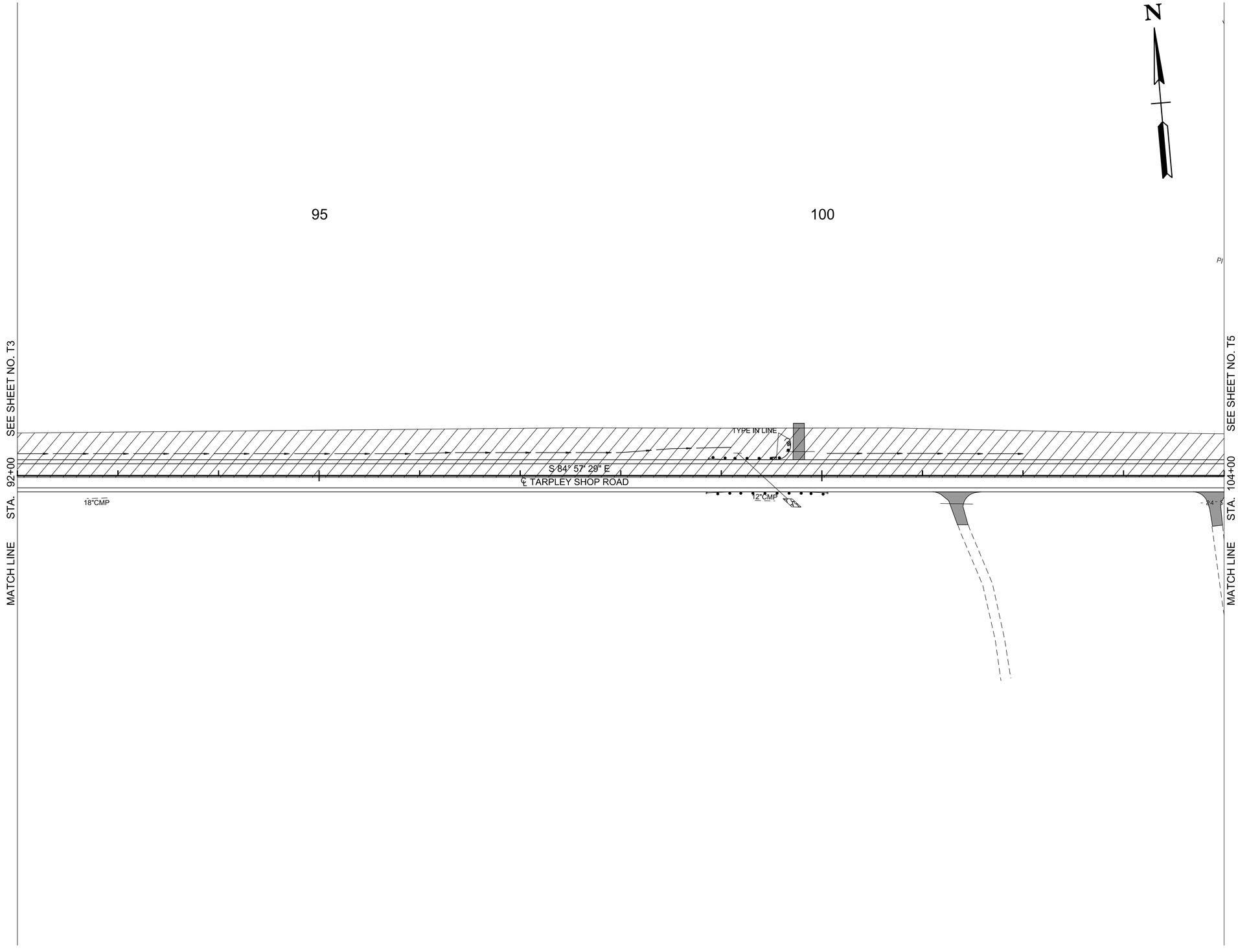
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T4
PS&E	2025	28946-3427-04	T4



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

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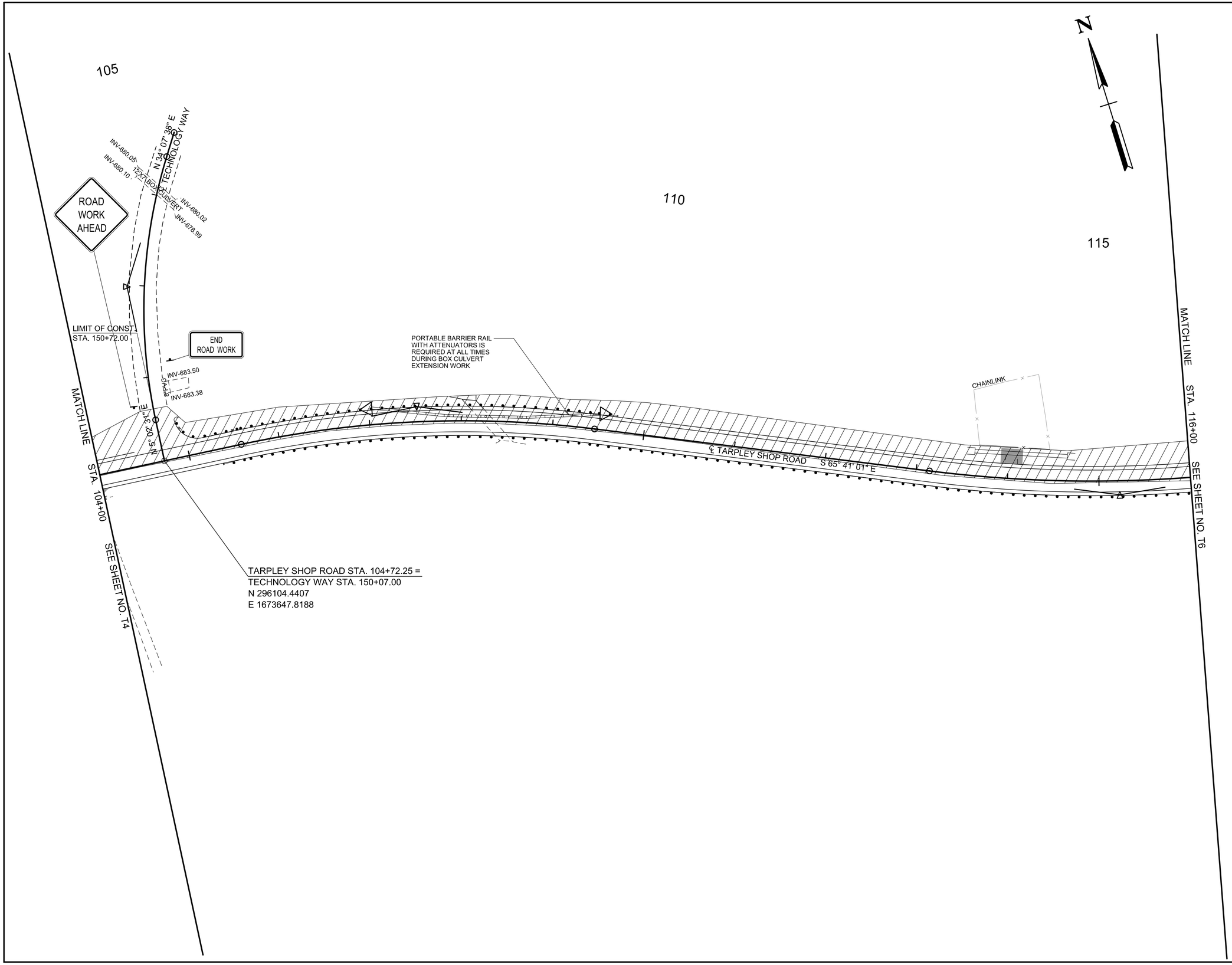
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T5
PS&E	2025	28946-3427-04	T5



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

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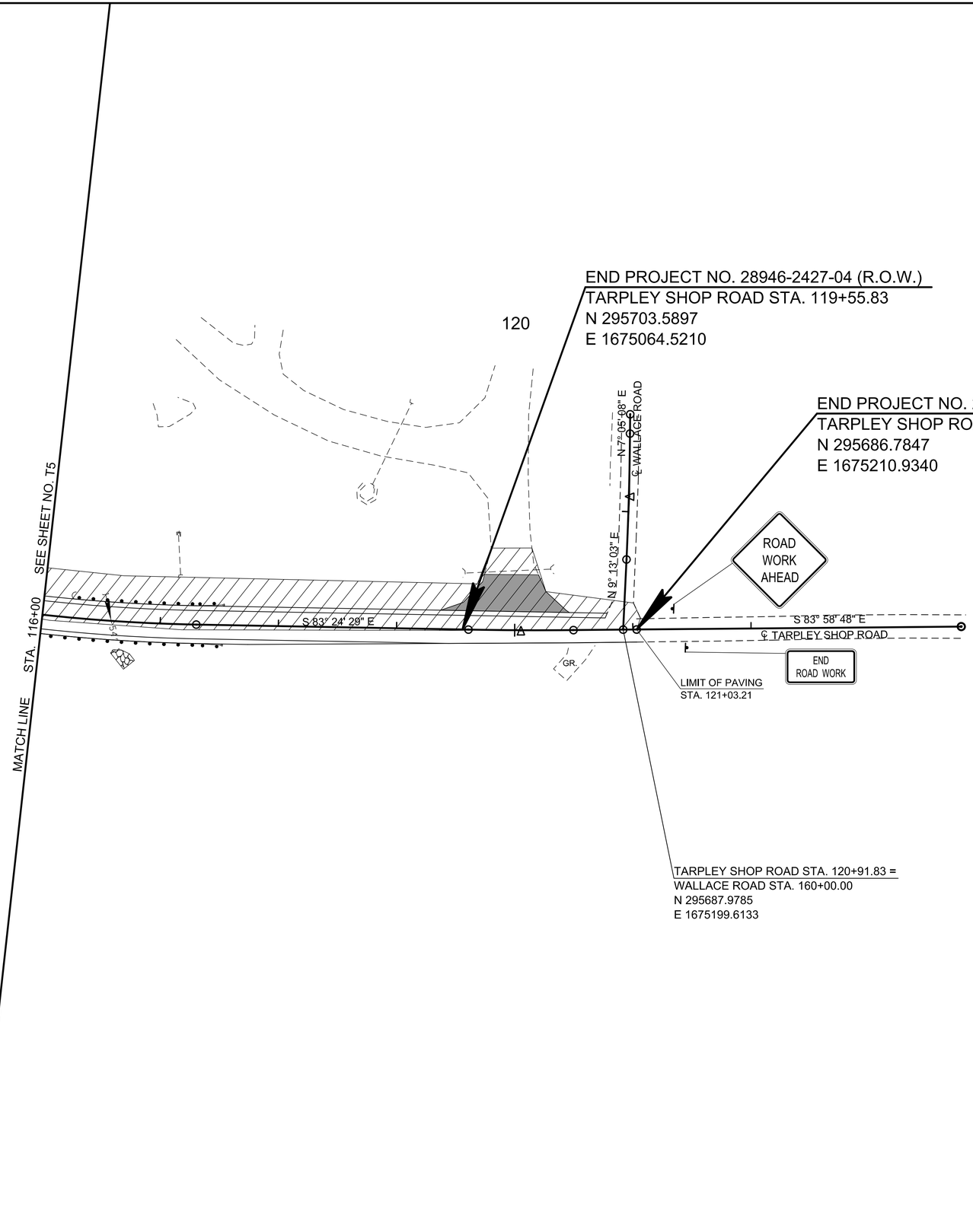
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T6
PS&E	2025	28946-3427-04	T6



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STATE OF TENNESSEE
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TRAFFIC CONTROL PLANS

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

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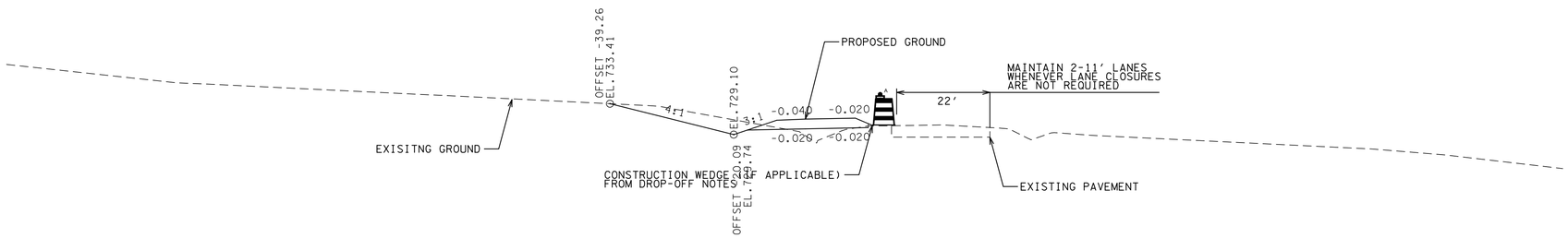
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	28946-2427-04	T7
PS&E	2025	28946-3427-04	T7



TYPICAL TRAFFIC CONTROL SECTION

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICAL SECTION N.T.S.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	T8

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

85

N

90

END ROAD WORK

INV-729.26
24"CMP
INV-727.71
RIPRAP
INV-723.73
80
N 32° 40' 01" E
INV-727.76
RIPRAP
N 52° 02' 02" E
24"RCP
RIPRAP
INV-723.06
N 50° 19' 06" E
℄ PROSPECT ROAD
INV-719.43
RIPRAP
WWC-1/EPH-1
STR-1
RIPRAP
INV-712.39
24"CMP
INV-710.99
STR-1RIPRAP
℄ S.R.7
00

INV-733.20
18"CMP
INV-733.78
N 48° 51' 59" E
42' OF 36"RCP TO REMAIN
RIPRAP
INV-728.02

INV-758.90
15"CMP
INV-758.60

CONST. ESMT. TYPICAL

INV-749.33
12"RCP INV-750.04

S 79° 24' 33" E
℄ TARPLEY SHOP ROAD

LIMIT OF PAVING
STA. 82+60.00

ROAD WORK AHEAD

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

SEE SHEET NO. T9

STA. 92+00

MATCH LINE STA. 92+00

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 80+00 TO STA. 92+00
SCALE: 1"= 50'

11/22/2024
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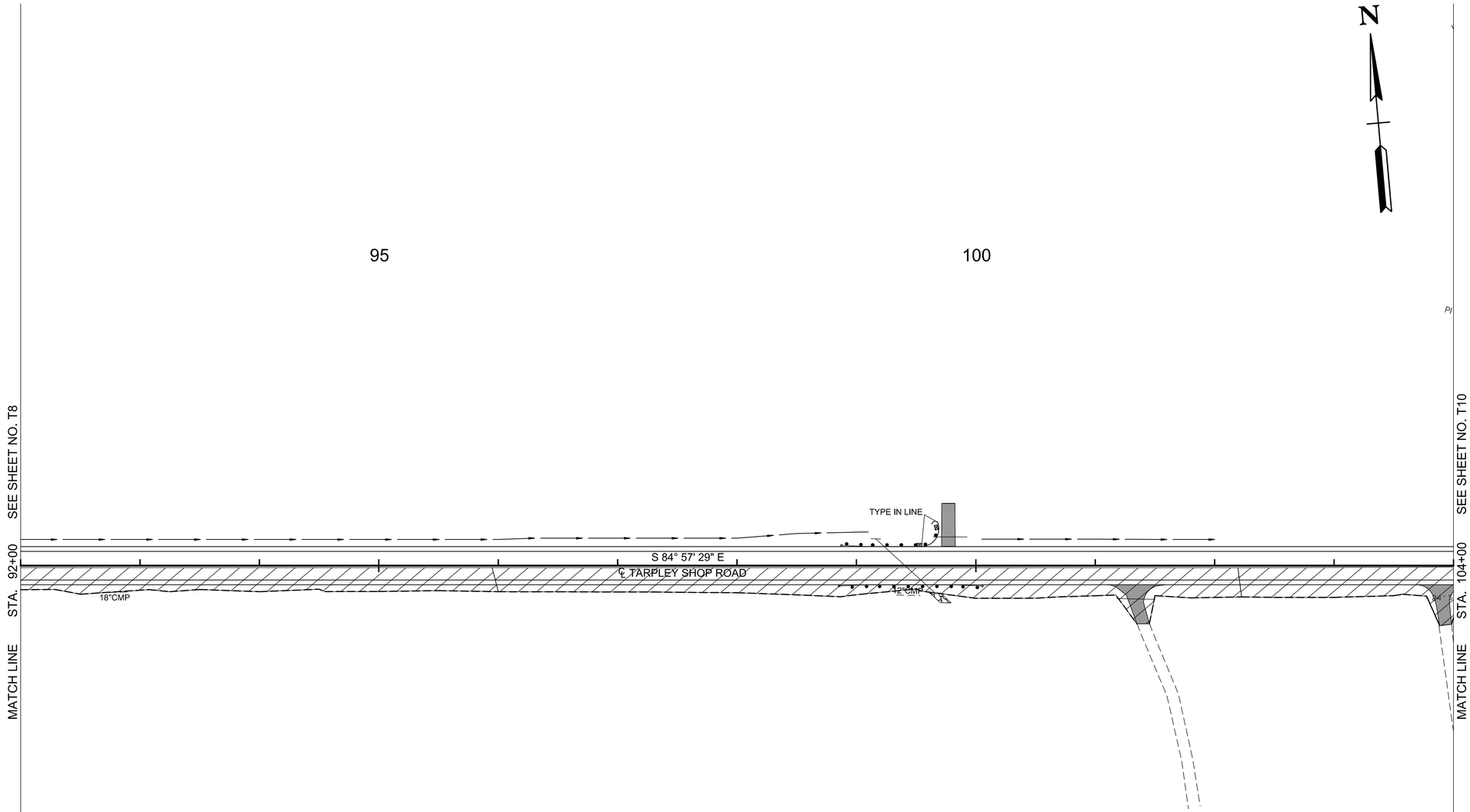
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	T9



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

11/22/2024
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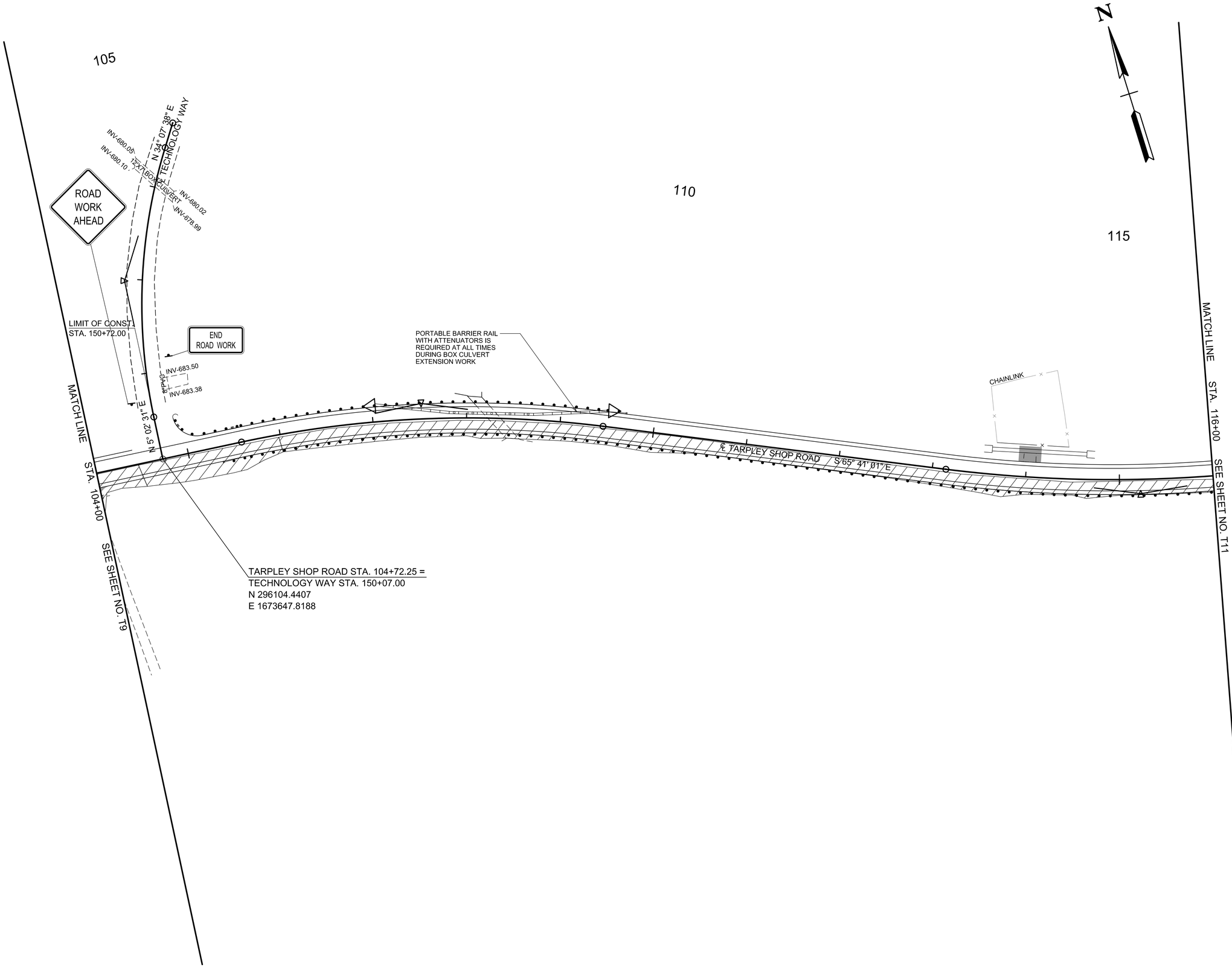
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	T10



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

11/22/2024
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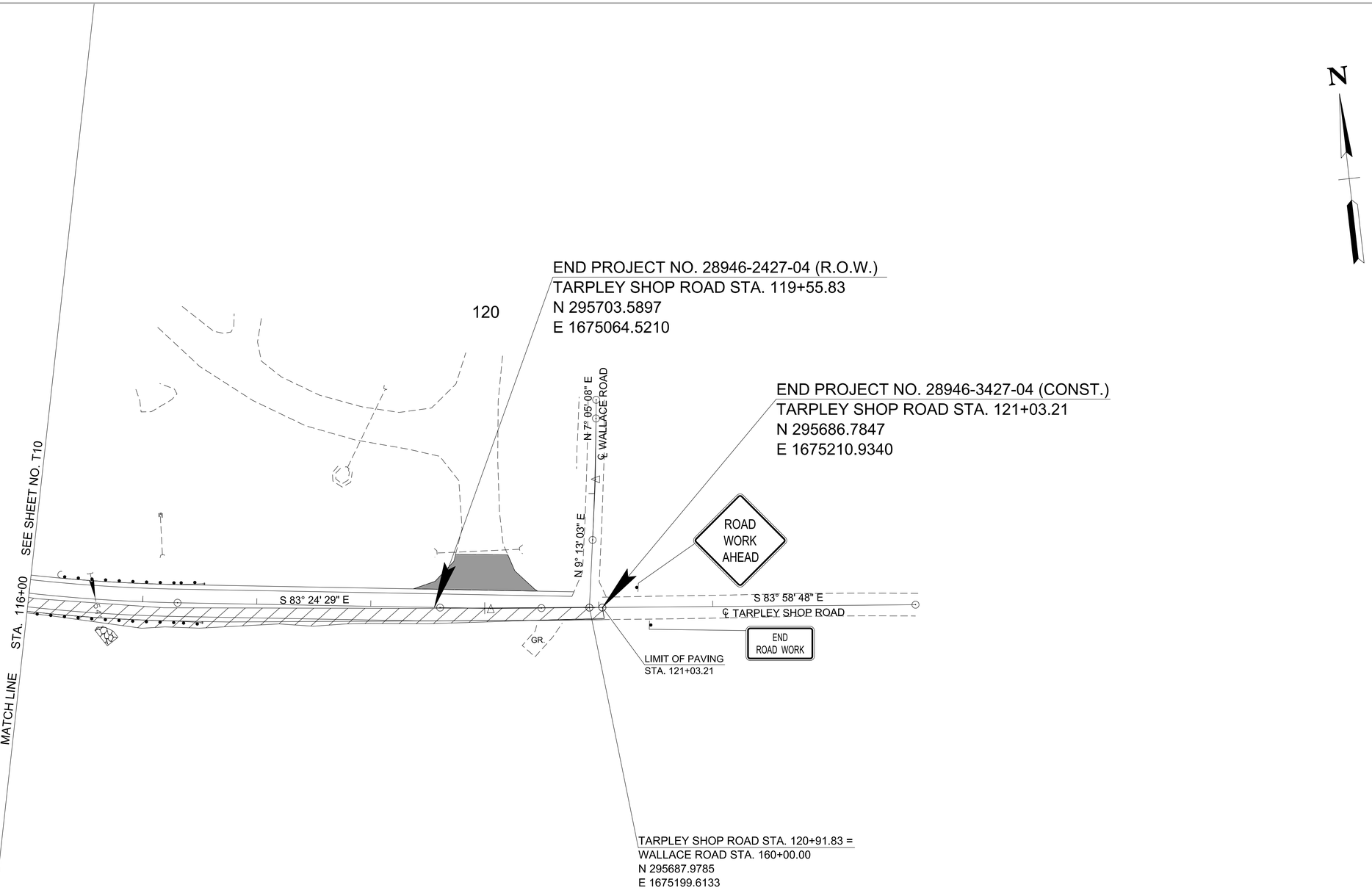
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	T11



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

11/22/2024
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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ashraf Elsayed

Digitally signed by Ashraf Elsayed
DN: cn=Ashraf Elsayed, c=US, o=Geotechnology, LLC, email=ashraf@geotechnology.com
Date: 2024.11.21 13:55:15 -06'00'

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GEOTECHNOLOGY, INC.
3312 WINBROOK DRIVE
MEMPHIS, TN 38116

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES & QUANTITIES	G-2
BORING LAYOUT	G-3-G-6
GEOTECHNICAL PROFILE	G-3A-G-6A

YEAR	PROJECT NO.	SHEET NO.
2025	28946-3427-04	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-1
PS&E	2025	28946-3427-04	G-1

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECHNICAL-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES & QUANTITIES	G-2
BORING LAYOUT	G-3-G6
GEOTECHNICAL PROFILE	G-3A-G6A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL INDEX

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-2
PS&E	2025	28946-3427-04	G-2

DEFINITION OF EARTHWORK TERMS

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

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

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

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

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

PROCTOR AND CBR INFORMATION

PROCTOR/ CBR NO.	DEPTH (FT.)	DESCRIPTION	USCS/ AASHTO	LL	PI	PROCTOR DENSITY (PCF)	OPTIMUM MOISTURE CONTENT (%)	MOISTURE RANGE	PERCENT COMPACTION (%)	CBR
1	1 - 5	BROWN SANDY LEAN CLAY WITH GRAVEL	CL/A-7-6	44	24	116.4	13	9.3 - 17.3	95	6.1
2	1 - 5	BROWN CLAYEY SAND	SC/A-7-6	43	21	116.5	14.1	10.6 - 17.5	95	6.1

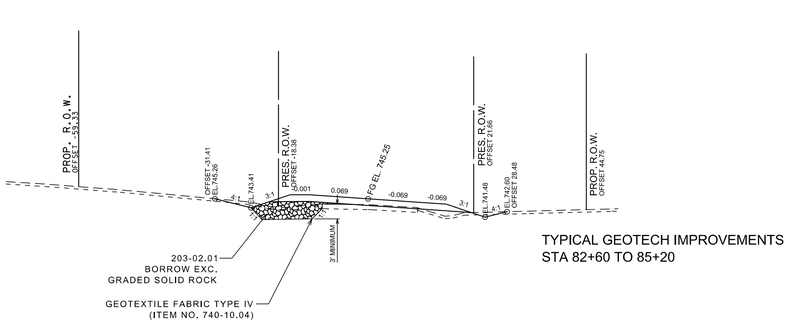
BORING NO.	PROCTOR NO.	DEPTH (FT.)
B-1	1	1-2
B-2	1	1-3
B-3	--	--
B-4	--	--
B-5	--	--
B-6	--	--
B-7	--	--
B-8	--	--
B-9	2	1-4
B-10	--	--
B-11	--	--
B-12	2	1-3
C-1	1	1-3

TABULATED GEOTECH QUANTITIES

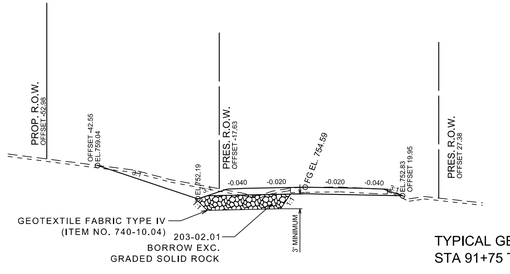
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	1160
740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	1507

NOTES:
GRADED SOLID ROCK AND GEOTEXTILE REQUIRED FROM STA. 82+60 TO STA 85+20 , AND FROM 91+75 TO 97+95

FOR BIDDING PURPOSES, QUANTITIES ARE INCLUDED IN THE SHEET 2 SERIES



TYPICAL GEOTECH IMPROVEMENTS
STA 82+60 TO 85+20



TYPICAL GEOTECH IMPROVEMENTS
STA 91+75 TO 97+95

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DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES & QUANTITIES

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-3
PS&E	2025	28946-3427-04	G-3

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

⑤ FARRELL PATTERSON

⑦ RYAN SANDS NORWOOD & WF, ABBYGAIL LAUREN NORWOOD

CITY OF PULASKI, TENNESSEE

⑩ JOHN DAVID NEAL (A/K/A JOHNNY NEAL)

⑧ GAYLE HOLT PORTERFIELD AND JEREMY WAYNE SMITH

④ GAYLE G. PORTERFIELD

③ MAMCY JEAN GLIDEWELL

⑨ JOHNNY D NEAL, JR. & SUSAN B. NEAL AS TRUSTEES OF THE NEAL LIVING TRUST

BEGIN SUBGRADE IMPROVEMENTS PER GEOTECH REPORT STA 82+60

PROP. ROW END SUBGRADE IMPROVEMENTS PER GEOTECH REPORT STA 85+20

BEG SUBGRADE IMPROVEMENTS PER GEOTECH REPORT STA 91+75

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

SEE SHEET NO. 5

MATCH LINE STA. 92+00

CURVE DNEWTARP1	CURVE DNEWTARP2	CURVE DNEWTARP3	CURVE DNEWTARP3A
PI 80+77.55	PI 83+37.70	PI 86+27.68	PI 91+20.76
N 295,907.1071	N 296,126.6478	N 296,318.1443	N 296,223.2234
E 1,671,433.8010	E 1,671,574.5643	E 1,671,793.8219	E 1,672,301.4757
Δ 19° 22' 01" (LT)	Δ 16° 11' 59" (RT)	Δ 51° 43' 28" (RT)	Δ 5° 32' 56" (LT)
D 28° 38' 58"	D 9° 42' 39"	D 16° 21' 52"	D 5° 02' 55"
R 199.99	R 590.02	R 350.00	R 1,134.88
L 67.60	L 166.82	L 316.08	L 109.91
T 34.13	T 83.97	T 169.73	T 55.00
SE N/A	SE 0.059 FT/FT	SE 0.072 FT/FT	SE 0.038 FT/FT
DESIGN SPEED N/A	DESIGN SPEED 30 MPH	DESIGN SPEED 30 MPH	DESIGN SPEED 30 MPH
TRANS. LENGTH N/A	TRANS. LENGTH N/A	TRANS. LENGTH 168'	TRANS. LENGTH 106'

CONTROL POINTS

Point	North	East	Elevation	Station	Offset	Feature	Description
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGRICULTURE
No. 106521
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BORING LAYOUT

STA. 80+00 TO STA.. 92+00
SCALE: 1"= 50'

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-3A
PS&E	2025	28946-3427-04	G-3A

TARPLEY SHOP ROAD

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561
EL. 734.68

TARPLEY SHOP ROAD STA. 80+00.00 =
S.R. 7 STA. 105+74.02
N 295859.3959
E 1671372.6591
EL. 728.49

OH WIRE
STA. 81+24.11
LOW WIRE EL.754.35'
TEMP. 84 DEG.
4 POWER
2 TELEPHONE
1 CABLE

OH WIRE
STA. 83+62.03
LOW WIRE EL.756.65'
TEMP. 84 DEG.
1 TELEPHONE
1 CABLE

OH WIRE
STA. 86+76.17
LOW WIRE EL.775.31'
TEMP. 84 DEG.
1 TELEPHONE
1 CABLE

VC = 240.00'
K = 33

VC = 120.00'
K = 44

VC = 130.00'
K = 30

VC = 270.00'
K = 20

VC = 135.00'
K = 31

VPI 80+60.00
EL. 734.68
VPC 82+80.00
EL. 734.94

VPI 85+85.00
EL. 752.57

VPC 85+20.00
EL. 746.92

VPT 86+50.00
EL. 755.46

VPC 86+65.00
EL. 756.13

VPT 87+85.00
EL. 763.07

VPC 88+82.50
EL. 770.02

VPI 90+17.50
EL. 779.63

VPT 91+52.50
EL. 771.36

VPC 91+72.50
EL. 770.13

VPI 87+25.00
EL. 758.80

VPI 84+00.00
EL. 736.50

PROP. FINISH GRADE

EX. GROUND

B- 1
A.R.

B- 2
A.R.

B- 3
A.R.

B- 4
A.R.

6" FMS
6" G
6" W

8.69%
6.08%
4.45%
5.45%
7.12%
6.94%
6.45%
5.04%
2.58%
6.13%
5.88%
8.22%
1.30%
4.13%

CP-S18

CP-S17

BEGIN SP. DITCH
STA.83+10.80
EL. 733.64

END SP. DITCH
STA. 86+50.00
EL. 753.67

BEGIN SP. DITCH
STA. 87+10.00
EL. 756.30

END SP. DITCH
STA. 87+50.00
EL. 758.48

BEGIN SP. DITCH
STA. 88+00.00
EL. 761.46

END SP. DITCH
STA. 90+00.00
EL. 771.93

BEGIN SP. DITCH
STA. 91+50.00
EL. 769.07

GAS LINE
STA. 84+72.80

WATERLINE
STA. 85+82.60

WATERLINE
STA. 89+17.00

STA 80+74.08
EXISTING 24"RCP
SKEW 80° 17' 6" LT
FLOWS RIGHT
INLET 723.7320
OUTLET 723.0630

STA 82+58.43
EXISTING 36"RCP
SKEW 64° 39' 25" LT
FLOWS RIGHT
INLET 728.0170
OUTLET 727.7760

CP-S17, GPS 22-999-17
STA. 83+66.37, -12.12'(LT)
N 296152.7843
E 1671589.9183
ELEV 736.38
ALUM. DISK

CP-S18, GPS 22-999-18
STA. 84+75.46, -12.76'(LT)
N 296227.6949
E 1671671.5508
ELEV 741.93
ALUM. DISK

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645
EL. 737.96

SEE SHEET NO. 5C

MATCH LINE STA. 92+00

SUPER ELEVATION DIAGRAM

MATCH EXIST. +0.0286 LT

STA. 82+60.00 LT. & RT.
+0.0286 LT

STA. 83+51.05 LT. & RT.
+0.059 LT

STA. 85+40.95 LT. & RT.
+0.072 LT

STA. 86+90.04 LT. & RT.
+0.072 LT

0.000 LT

STA. 88+58.04 LT.

STA. 91+18.77 LT. & RT.
0.000 RT

STA. 91+22.68 LT. & RT.
+0.038 RT

+0.038 RT

0.000 RT

80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00

11/21/2024
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ASHRAF ELSAYED
REGISTERED ENGINEER
AGENT NO. 106527
STATE OF TENNESSEE

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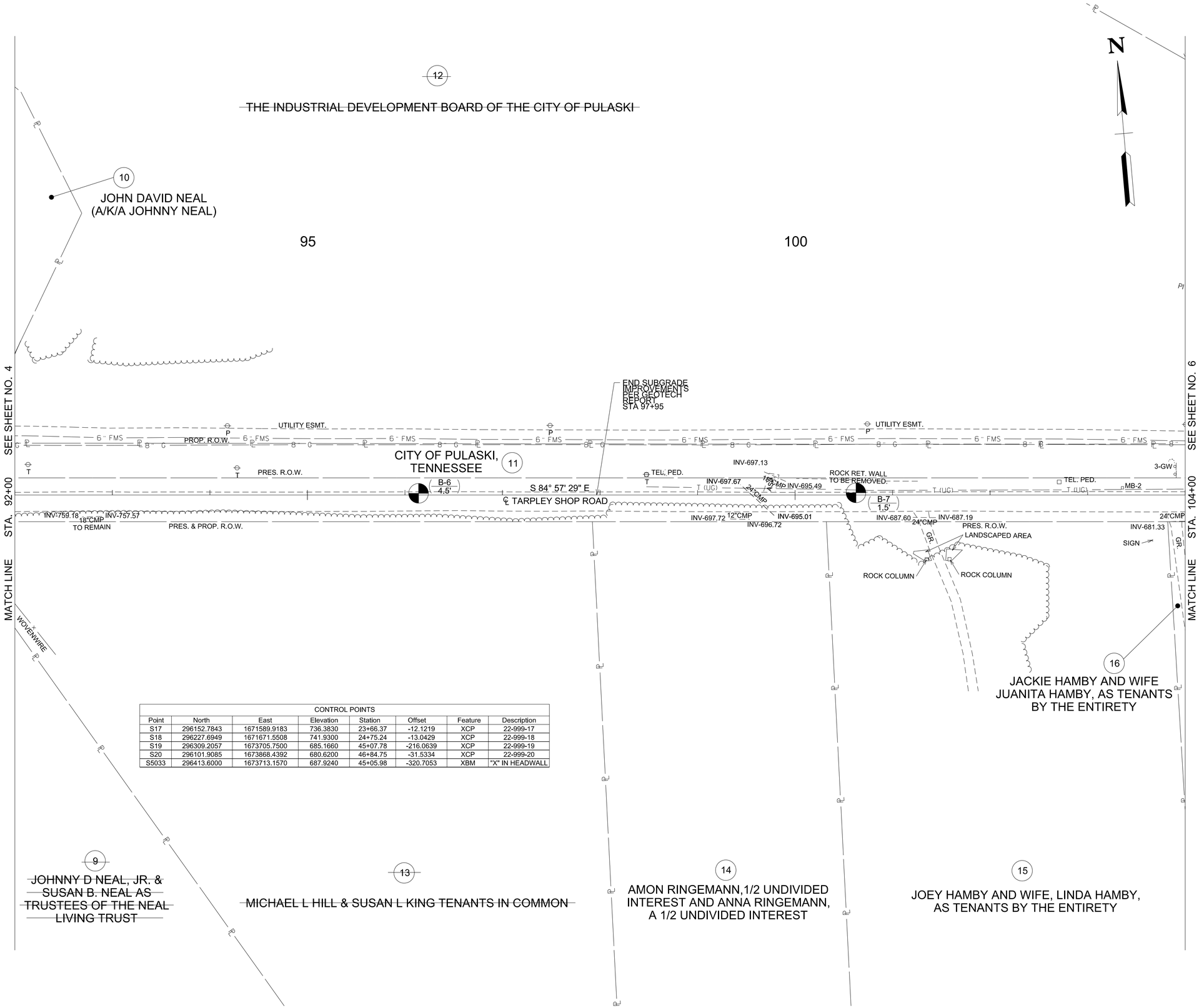
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL PROFILE

STA. 80+00 TO STA. 92+00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G4
PS&E	2025	28946-3427-04	G4



CONTROL POINTS

Point	North	East	Elevation	Station	Offset	Feature	Description
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
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S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BORING LAYOUT

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-4A
PS&E	2025	28946-3427-04	G-4A

TARPLEY SHOP ROAD

CP-S20, GPS 22-999-20
STA. 106+89.73, -24.53'(LT)
N 296101.9085
E 1673868.4392
ELEV 680.62
ALUM. DISK

SEE SHEET NO. 4C

MATCH LINE STA. 92+00

VC = 135.00'
K = 31

VPI 92+40.00
EL. 766.00

VPT 93+07.50
EL. 758.98

VPC 93+25.00
EL. 757.15

VC = 130.00'
K = 92

VPI 93+90.00
EL. 750.39

VPT 94+55.00
EL. 744.54

VPC 96+30.00
EL. 728.80

VPI 96+80.00
EL. 724.30

VPT 97+30.00
EL. 718.96

VPC 97+50.00
EL. 716.82

VC = 200.00'
K = 43

SP. DITCH

B-6
A.R.

EX. GROUND

PROP. FINISH GRADE

-1.32%
-9.16%
-10.41%
-10.08%
-9.00%
-9.00%
-9.77%
-10.69%
-10.07%
-8.00%
-6.05%
4.63%
-5.02%
-4.44%
-3.37%
-2.66%
-2.48%

VC = 100.00'
K = 59

VPI 98+50.00
EL. 706.13

VPC 99+50.00
EL. 700.08

VPC 99+55.00
EL. 699.78

VC = 100.00'
K = 70

VPT 100+55.00
EL. 694.44

VPC 100+70.00
EL. 693.75

VPI 100+05.00
EL. 696.76

VC = 110.00'
K = 51

VPT 101+80.00
EL. 689.83

VPC 102+22.50
EL. 688.78

VPI 101+25.00
EL. 691.20

VC = 135.00'
K = 214

VPT 103+57.50
EL. 685.85

+90.00
10

BEGIN SP. DITCH
STA.100+00.00
EL. 694.71

END SP. DITCH
STA. 99+09.85
EL. 697.96

STA 99+56.18
EXISTING 24"CMP TO BE REMOVED
SKEW 42° 24' 46" RT
FLOWS RIGHT
INLET 697.6690
OUTLET 695.0150

PIPE CULVERT
STATION: 99+40.78
STRUCTURE: PROP.67' OF 24" CROSS DRAIN

SKEW	43	DEG.
DRAINAGE AREA	5.61	AC.
DESIGN DISCHARGE (Q50)	13.30	CFS
DESIGN DISCHARGE (Q100)	14.70	CFS
Q50 HEADWATER ELEV.	700.05	
Q100 HEADWATER ELEV.	700.50	
VELOCITY (Q50)	6.94	FT/S
VELOCITY (Q100)	6.94	FT/S

ENDWALLS REQUIRED:
2- ST EW'
STANDARD DRAWING NOS.:
D-PE-4

SEE SHEET NO. 6C

MATCH LINE STA. 104+00

92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00

770 765 760 755 750 745 740 735 730 725 720 715 710 705 700 695 690 685 680 675

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGRICULTURE
No. 106521
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL PROFILE

STA. 92+00 TO STA. 104+00

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

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G5
PS&E	2025	28946-3427-04	G5

18

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN

105

110

115

12

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI

17

CITY OF PULASKI, TENNESSEE

21

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN

20

CITY OF PULASKI, TENNESSEE

16

JACKIE HAMBY AND WIFE, JUANITA HAMBY, AS TENANTS BY THE ENTIRETY

19A

JOHN DAVID WRIGHT

15

JOEY HAMBY AND WIFE, LINDA HAMBY, AS TENANTS BY THE ENTIRETY

N

MATCH LINE STA. 104+00

SEE SHEET NO. 5

MATCH LINE STA. 116+00

SEE SHEET NO. 7

TECHNOLOGY WAY N 34° 07' 39" E

PC 150+45.81

PC 105+58.09

PT 153+36.66

PT 109+45.93

PC 113+14.51

PI 115+24.04

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+07.00
N 296104.4407
E 1673647.8188

℄ TARPLEY SHOP ROAD S 65° 41' 01" E

TRIBUTARY TO BUCHANON CREEK

4'X7' BOX CULVERT

50' OF 14'X4' BOX CULVERT

2-30"X18"RCP TO BE REMOVED

BEGIN STR-2 IMPACTS
STA 107+87.52
OFFSET 38.91

END STR-2 IMPACTS
STA 108+52.73
OFFSET 24.39

EXIST. CHAIN LINK & GATE FENCE TO BE REPLACED 6' BACK FROM EXIST. LOCATION

B-8 4.75'

B-9 3.75'

C-1 9.5'

B-10 6.0'

B-11 6.25'

CONTROL POINTS

Point	North	East	Elevation	Station	Offset	Feature	Description
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

TECHNOLOGY WAY
CURVE SC10
PI 152+01.44
N 296,298.1257
E 1,673,664.9069
Δ 29° 05' 07" (RT)
D 10° 00' 00"
R 572.96
L 290.85
T 148.63
SE N/A
DESIGN SPEED N/A
TRANS. LENGTH N/A

CURVE DNEWTARP4
PI 107+53.86
N 296,079.6912
E 1,673,928.3429
Δ 19° 16' 28" (RT)
D 4° 58' 11"
R 1,152.90
L 387.84
T 195.77
SE 0.038 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 106'

CURVE DNEWTARP5
PI 115+24.04
N 295,761.0297
E 1,674,633.5620
Δ 16° 43' 28" (LT)
D 4° 01' 15"
R 1,425.00
L 415.95
T 209.47
SE 0.032 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 95'

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGRICULTURE
No. 106521
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BORING LAYOUT

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

11/21/2024
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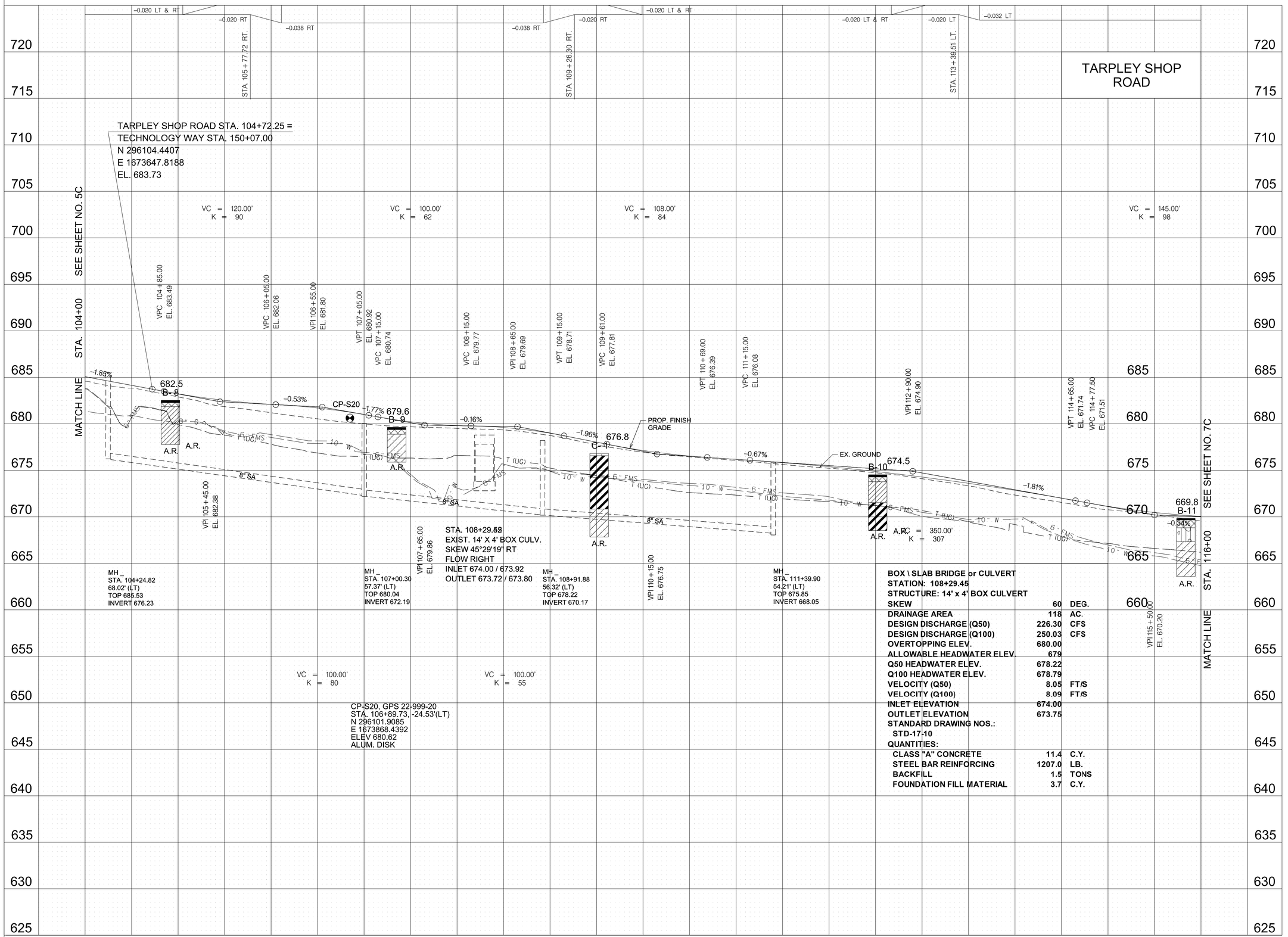
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-5A
PS&E	2025	28946-3427-04	G-5A



BOX \ SLAB BRIDGE or CULVERT		
STATION: 108+29.45		
STRUCTURE: 14' x 4' BOX CULVERT		
SKEW	60	DEG.
DRAINAGE AREA	118	AC.
DESIGN DISCHARGE (Q50)	226.30	CFS
DESIGN DISCHARGE (Q100)	250.03	CFS
OVERTOPPING ELEV.	680.00	
ALLOWABLE HEADWATER ELEV.	679	
Q50 HEADWATER ELEV.	678.22	
Q100 HEADWATER ELEV.	678.79	
VELOCITY (Q50)	8.05	FT/S
VELOCITY (Q100)	8.09	FT/S
INLET ELEVATION	674.00	
OUTLET ELEVATION	673.75	
STANDARD DRAWING NOS.:		
STD-17-10		
QUANTITIES:		
CLASS "A" CONCRETE	11.4	C.Y.
STEEL BAR REINFORCING	1207.0	LB.
BACKFILL	1.5	TONS
FOUNDATION FILL MATERIAL	3.7	C.Y.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL PROFILE

STA. 104+00 TO STA. 116+00

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

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-6
PS&E	2025	28946-3427-04	G-6

21

THE INDUSTRIAL DEVELOPMENT BOARD OF
THE CITY OF PULASKI & GILES COUNTY TN

END PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 119+55.83
N 295703.5897
E 1675064.5210

END PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 121+03.21
N 295686.7847
E 1675210.9340

120

N

SEE SHEET NO. 6

STA. 116+00

MATCH LINE

GR.

RIPRAP

CLEANOUT

BEGIN STR-3 IMPACT
STA. 116+44.53
OFFSET. 32.26

WTL-1

TOP OF BANK

CLEANOUT

GASRISER

GASLINE

18"PVC
INV-666.04
INV-665.92
INV-665.97
BOT-665.94

WTL-2
0.32 AC

RIPRAP

INV-666.08

INV-666.39

MB

24"RCP

FIRECONNECTION

WATERBOX

NO GAS LINES MARKED IN FIELD OR PLANS PROVIDED FOR THIS AREA

WATERVAULT

GV-WV-3

WATERLINE

GASLINE

P

P/T

INV-668.79

24"RCP

WTL-2

INV-666.38

28"X18"RCP TO REMAIN

INV-666.69

INV-669.19

INV-669.01

INV-668.74

INV-668.02

15"CMP

N 7° 30' 08" E

℄ WALLACE ROAD

PI 161+12.78

N 9° 13' 03" E

S-W-V

TEL. PED.

PRES. & PROP. R.O.W.

TEL. PED.

2-GW

6" FMS

10" W

T (UG)

INV-665.37

INV-667.00

15"CMP

INV-667.09

S 83° 24' 29" E

GR.

P/T

B-12
7.5'

S 83° 58' 48" E

℄ TARPLEY SHOP ROAD

PKNAIL

18"CMP TO BE REMOVED

PRES. & PROP. R.O.W.

INV-664.27

BARBEDWIRE

W.M.

P

GR.

E/P

BARBEDWIRE

3-GW

WATER SPIGOT

P

WOODSHED

END STR-3 IMPACT
STA. 116+81.45
OFFSET. 42.80

TOP OF BANK

TRIBUTARY TO BUCHANON CREEK

PT 117+30.52

PC 119+60.86

PI 120+05.31

PT 120+49.75

TARPLEY SHOP ROAD STA. 120+91.83 =
WALLACE ROAD STA. 160+00.00
N 295687.9785
E 1675199.6133

19A

JOHN DAVID WRIGHT

CURVE DNEWTARP5
PI 115+24.04
N 295,761.0297
E 1,674,633.5620
Δ 16° 43' 28" (LT)
D 4° 01' 15"
R 1,425.00
L 415.95
T 209.47
SE 0.032 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 95'

CURVE DNEWTARP6
PI 120+05.31
N 295,697.0524
E 1,675,113.5689
Δ 1° 34' 19" (LT)
D 1° 46' 06"
R 3,240.00
L 88.89
T 44.45
SE NC
DESIGN SPEED 30 MPH
TRANS. LENGTH N/A

WALLACE ROAD
CURVE SC11
PI 161+12.78
N 295,799.2986
E 1,675,217.6784
Δ 2° 07' 55" (LT)
D 2° 00' 00"
R 2,864.79
L 106.60
T 53.30
SE N/A
DESIGN SPEED N/A
TRANS. LENGTH N/A

19

ARLIE R. WOOLARD AND WIFE, PATRICIA A. WOOLARD, AS TENANTS BY THE ENTIRETY

CONTROL POINTS

Point	North	East	Elevation	Station	Offset	Feature	Description
S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGRICULTURE
No. 106587
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BORING LAYOUT

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

11/21/2024
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	28946-2427-04	G-6A
PS&E	2025	28946-3427-04	G-6A

SUPER ELEVATION DIAGRAM

+0.032 RT
0.000 RT
−0.032 LT
−0.020 LT
−0.020 LT & RT
−0.020 LT & RT
STA. 116+83.02 LT. & RT.
STA. 117+05.52 LT.
STA. 117+78.02 RT.
STA. 123+77.00 LT. & RT.

TARPLEY SHOP ROAD

OH WIRE
STA. 117+29.52
LOW WIRE EL.695.76'
TEMP. 84 DEG.
3 GUY WIRE

OH WIRE
STA. 120+32
LOW WIRE EL.695.85'
TEMP. 84 DEG.
1 POWER

VC = 145.00'
K = 98

VC = 100.00'
K = 188

TARPLEY SHOP ROAD STA. 120+91.83 =
WALLACE ROAD STA. 160+00.00
N 295687.9785
E 1675199.6133
EL. 669.51

VPT 116+22.50
EL. 669.95

VPC 117+20.00
EL. 669.62

VPT 118+20.00
EL. 669.55

VPC 119+52.50
EL. 669.80

VPI 120+02.50
EL. 669.90

VPT 120+52.50
EL. 669.68

SEE SHEET NO. 6C

MATCH LINE STA. 116+00

PROP. FINISH GRADE

−0.34%
0.19%
−0.44%

B-12
EX. GRADE
A.R.

10" W
6" FMS
T (UG)
MS
16" W

STA 116+68.91
EXISTING 36"CMP TO BE REMOVED
SKEW 74° 56' 37" RT
FLOWS RIGHT
INLET 665.3700
OUTLET 664.2660

VPI 117+20.00
EL. 669.62

WATERLINE
STA. 60+07.20

VC = 100.00'
K = 158

PIPE CULVERT
STATION: 116+58.47
STRUCTURE: PROP. 48' OF 54" CROSS DRAIN

SKEW	**74**	**DEG.**
DRAINAGE AREA	**23.7**	**AC.**
DESIGN DISCHARGE (Q50)	**52.85**	**CFS**
DESIGN DISCHARGE (Q100)	**57.31**	**CFS**
Q50 HEADWATER ELEV.	**667.41**	
Q100 HEADWATER ELEV.	**667.70**	
VELOCITY (Q50)	**7.34**	**FT/S**
VELOCITY (Q100)	**7.58**	**FT/S**

ENDWALLS REQUIRED:
"B"
STANDARD DRAWING NOS :

END PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 121+03.24
N 295686.7847
E 1675210.9340
EL. 669.46

END PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 119+55.83
N 295703.5897
E 1675064.5210
EL. 669.81

116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGRICULTURE
No. 106524
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL PROFILE

STA. 116+00 TO STA. 121+03

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

11/21/2024
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2021	28946-1427-04	
P.S. & E.	2025	28946-3427-04	S-1

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
1. SWPPP REQUIREMENTS (5.0.)	1
2. SITE DESCRIPTION (5.5.1.)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)	1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	1-2
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)	3
6. FLOCCULANTS (3.5.3.1.b)	3
7. UTILITY RELOCATION	3-4
8. MAINTENANCE AND INSPECTION	4
9. SITE ASSESSMENTS (5.5.3.8.)	4
10. STORMWATER MANAGEMENT (5.5.3.11.h)	4-5
11. NON-STORMWATER DISCHARGES (5.5.3.12.)	5
12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)	5-6
13. RECORD-KEEPING	6-7
14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)	7
15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)	7
16. ENVIRONMENTAL PERMITS (1.5.2.)	7
17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)	8

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

1. SWPPP REQUIREMENTS (5.0.)

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

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

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

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

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

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

- ☐ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

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

2.2. TOTAL PROJECT AREA (5.5.1.b): 7.687 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 5.242 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: STATE INDUSTRIAL ACCESS SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS
COUNTY: GILES
PIN: 128996.00

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) 13, 13A, 13B, 13C, DRAINAGE MAP SHEET(S) 10, 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)**
ARMOUR SILT LOAM, 2 TO 5 PERCENT SLOPES	B	0.6	0.43
DONERAIL SILT LOAM, 2 TO 5 PERCENT SLOPES	C	8.8	0.37
GODWIN SILT LOAM	C/D	32.4	0.32
LANTON SILT LOAM	C/D	0.4	0.37
LYNNVILLE SILT LOAM	B/D	1.7	0.37
MERCER SILT LOAM, 2 TO 5 PERCENT SLOPES	C/D	5.6	0.43
MIMOSA SILT LOAM, 5 TO 12 PERCENT SLOPES	C	15.9	0.37
ASHWOOD-MIMOSA-ROCK OUTCROP COMPLEX, 5 TO 15 PERCENT SLOPES	D	31.7	0.32
ROCKLAND	N/A	2.2	N/A
TUPELO SILT LOAM, 0 TO 2 PERCENT SLOPES	C/D	0.1	0.43
WOOLPER SILTY CLAY LOAM	C	0.6	0.32

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	2.056	26.75	-	0.85
PERVIOUS	5.607	72.94	-	0.25
STREAM/OPEN WATER	0.024	0.31	-	0.00
WEIGHTED CURVE NUMBER OR C-FACTOR =			-	0.41

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	3.050	39.67	-	0.85
PERVIOUS	4.614	60.03	-	0.25
STREAM/OPEN WATER	0.023	0.30	-	0.00
WEIGHTED CURVE NUMBER OR C-FACTOR =			-	0.49

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS _____)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

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

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

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

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

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

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

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

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

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

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

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

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

- ☐ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

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

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	MISC. TRIB TO RICHLAND CREEK	NO	NO	NO	YES
STR-2	MISC. TRIB TO BUCHANON CREEK	NO	NO	YES	YES
STR-3	MISC. TRIB TO BUCHANON CREEK	NO	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-1/EPH-1	YES	YES

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 6.4.2.)

☒ YES ☐ NO

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

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

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

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

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

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

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

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

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☒ YES ☐ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☒ YES ☐ NO

IF YES, EXISTING CONDITIONS DESCRIPTION:PORTIONS OF STR-2 ON SHEETS 13B, 13C, 14B, 14C, 15B, AND 15C WHERE ROAD SLOPE ENDS WITHIN 30FT OF THE STREAM BANK. IN-STREAM WORK IS PROHIBITED EXCEPT IN AREAS WITH PERMIT COVERAGE.

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

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

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

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☒ YES ☐ NO ☐ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☐ YES ☐ NO ☒ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☒ YES ☐ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
WTL-1	114+00 LT	116+50 LT	-	-
WTL-2	116+50 LT	119+50 LT	0.022	-

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

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?

☒YES ☐ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☒ YES ☐ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☒ NO

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

4.5. ECOLOGY INFORMATION (3.5.5.e)

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

☐ YES ☒ NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☐ YES ☒ NO

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

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5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 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 2, 12A HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 2, 12A (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

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

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

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

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

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

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

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

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

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

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

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

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

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

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

7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH PERMANENT VEGETATIVE COVER.

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

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

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

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

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

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

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

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

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

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

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

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

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

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

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

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

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

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

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

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

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

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

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

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

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

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

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

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

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

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

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

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

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

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

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

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

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

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

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

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

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DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2021	28946-1427-04	
P.S. & E.	2025	28946-3427-04	S-5

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

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

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

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

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

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

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

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

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

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

☐ YES ☒ NO

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

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

12.1. SPILL PREVENTION (5.5.3.7.c)

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

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

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

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

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

12.2.2. HAZARDOUS MATERIALS

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

12.3. PRODUCT SPECIFIC PRACTICES

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

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

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

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

12.4. SPILL MANAGEMENT

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

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

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

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

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

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

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

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

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

12.5. SPILL NOTIFICATION (6.1)

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

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

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

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

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

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

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

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

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

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

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

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

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

13.2.2. LOCATION

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

13.2.3. METHODS

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

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

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

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

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

13.3. KEEPING PLANS CURRENT (5.4.)

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

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

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

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

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

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

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

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

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

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

13.4. MAKING PLANS ACCESSIBLE

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

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

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

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

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

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

13.5. NOTICE OF TERMINATION (9.0.)

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

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

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

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

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

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

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

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

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

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

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

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

Anthony R. Myers Digitally signed by Anthony Myers
Date: 2024.07.19 11:10:31 -05'00'

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

ANTHONY MYERS
PRINTED NAME

TDOT MANAGER
TITLE

07/19/2024
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		
CORPS OF ENGINEERS (USACE)	YES		
TVA 26A	NO		
TDEC CGP	YES		
OTHER:			

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

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17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
OUT-1	-	82+75 RT	3.000	0.591	-	-	N/A	N/A	WWC-1/EPH-1 & STR-1	
OUT-2	-	82+75 LT	2.670	0.777	-	-	N/A	N/A	WWC-1/EPH-1 & STR-1	
OUT-3	-	106+00 RT	5.065	4.566	-	-	N/A	N/A	STR-2	
OUT-4	-	104+50 LT	10.360	0.566	-	-	N/A	N/A	STR-2	
OUT-5	-	108+00 LT	3.000	0.297	-	-	N/A	N/A	STR-2	
OUT-6	-	108+50 LT	2.670	0.490	-	-	N/A	N/A	STR-2	
OUT-7	-	108+50 RT	3.838	3.838	-	-	N/A	N/A	STR-2	
OUT-8	-	116+50 LT	2.230	0.345	-	-	N/A	N/A	STR-3	
OUT-9	-	117+00 LT	3.000	0.276	-	-	N/A	N/A	STR-3	
OUT-10	-	116+75 RT	4.210	0.311	-	-	N/A	N/A	STR-3	
OUT-11	-	116+85 RT	3.930	0.163	0.182	0.182	N/A	N/A	STR-3	
OUT-12	-	82+75 RT	3.000	-	0.597	0.597	N/A	N/A	WWC-1/EPH-1 & STR-1	
OUT-13	-	82+75 LT	2.670	-	0.771	0.771	N/A	N/A	WWC-1/EPH-1 & STR-1	
OUT-14	-	106+00 RT	5.065	-	4.566	4.566	N/A	N/A	STR-2	
OUT-15	-	104+50 LT	10.360	-	0.566	0.566	N/A	N/A	STR-2	
OUT-16	-	108+00 LT	3.000	-	0.297	0.297	N/A	N/A	STR-2	
OUT-17	-	108+50 LT	2.670	-	0.490	0.490	N/A	N/A	STR-2	
OUT-18	-	108+50 RT	3.800	-	3.838	3.838	N/A	N/A	STR-2	
OUT-19	-	116+50 LT	2.230	-	0.343	0.343	N/A	N/A	STR-3	
OUT-20	-	116+75 LT	3.000	-	0.257	0.257	N/A	N/A	STR-3	
OUT-21	-	116+75 RT	4.210	-	0.364	0.364	N/A	N/A	STR-3	

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

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UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS	U1-1 THRU U1-5
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BUREAU OF ENGINEERING

GILES COUNTY

STATE INDUSTRIAL ACCESS SERVING INTGRITY MOLD AND MURCO WALL PRODUCTS

STATE HIGHWAY N/A / F.A.H.S N/A

WITH THE EXCEPTION OF SOUTH GILES UD THERE ARE NO UTILITIES IN CONFLICT. FOR "MOVE IN STATE" UTILITY SEE INDEX OF SHEETS

UTILITY OWNERS AND CONTACTS:

TELEPHONE:	AT&T 116 SOUTH CANNON AVE. MURFREESBORO, TN 37129 KENNETH LEE KORNEGAY KK4096@ATT.COM O: (615) 848 - 2082	FIBER OPTIC:	ARDMORE TELEPHONE COMPANY 100 WK&T TECHNOLOGY DRIVE MAYFIELD, KY 42066 DARREN DUKE DDUKE@MYWKT.COOP O: (270) 856 - 1877	WATER & SEWER:	CITY OF PULASKI 203 SOUTH 1ST STREET PULASKI, TN 38478 ROGER HAYES ROGER@PULASKI-TN.COM C: (931) 2050373
WATER:	SOUTH GILES UTILITY DISTRICT 8114 ELKTON PIKE PROSPECT, TN 38477 BOBBY PAGE BOBBY@SOUTHGILESUD.COM O: 931-468-2875	GAS:	PULASKI NATURAL GAS 203 SOUTH 1ST STREET PULASKI, TN 38478 DREW McMASTERS PNGD@PULASKI-TN.COM O: (931) 363 - 1752	ELECTRIC:	PULASKI ELECTRIC 128 SOUTH 1ST STREET PULASKI, TN 38478 CLINT JACKSON CJACKSON@PESENERGIZE.COM O: (931) 363 - 7052 DAVID KELLEY DKELLEY@PESENERGIZE.COM O: (931) 363-7051
CABLE TV:	CHARTER COMMUNICATIONS 1850 BUSINESS PARK DR. CLARKSVILLE, TN 37040 DAVID ROBINSON DAVID.G.ROBINSON@CHARTER.COM O: 931-538-1716 C: 347-804-4063				

STANDARD LEGEND

EXISTING UTILITES

POWER P
TELEPHONE T
WATER W
CABLE TV C
SANITARY SEWER SA
UNDERGROUND TELEPHONE T (UG)
GAS G
FORCE MAIN SEWER FMS
UNDERGROUND POWER P (UG)
UNDERGROUND FIBER OPTIC F (UG)

POWER POLE
TELEPHONE POLE
POWER/TELEPHONE POLE
MANHOLE
WATER METER W.M.
WATER VALVE W.V.
LIGHT POLE

PROPOSED UTILITIES & MODIFICATIONS

POWER P
UNDERGROUND POWER P (UG)
TELEPHONE T
WATER W
CABLE TV C
SANITARY SEWER SA
UNDERGROUND TELEPHONE T (UG)
GAS G
FORCE MAIN SEWER FMS
UNDERGROUND FIBER OPTIC F (UG)

POWER POLE P
TELEPHONE POLE T
WATER METER W.M.

EX. WATER LINE (RETIRED IN PLACE) 6" W RIP
EX.GAS LINE (RETIRED IN PLACE) 8" G RIP
EX.SEWER LINE (RETIRED IN PLACE) 8" FMS RIP
EX.TELEPHONE LINE (RETIRED IN PLACE) T(UG) RIP

R REMOVE
RIP RETIRE IN PLACE

SPECIAL NOTES

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

NOTE TO CONTRACTORS	UNDERGROUND UTILITIES NOTE	NOTE TO CONTRACTORS
CONTRACTOR TO FOLLOW ALL ADA RULES PERTAINING TO SIDEWALKS	ALL UNDERGROUND UTILITIES MUST BE DIRECTIONAL BORED UNDER ALL STREAMS IDENTIFIED IN THE PLANS	DIRECTIONAL BORING MUST BE PLACED A MINIMUM OF 50' AWAY FROM STREAM BANKS

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

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BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

⑤
FARRELL PATTERSON

⑦
RYAN SANDS NORWOOD & WF,
ABBYGAIL LAUREN NORWOOD

CITY OF PULASKI,
TENNESSEE

⑩
JOHN DAVID NEAL
(A/K/A JOHNNY NEAL)

110 L.F. - 3/4" PEXa SERVICE TUBING
IN 75 L.F. OF 2" PEXa CASING BORED
ACROSS ROADWAY
1 - NEW SERVICE ASSEMBLY
1 - CONNECT TO COSTUMER'S EXIST.
SERVICE FEEDING BUILDING (TYP.)

PRES. PROPERTY
LINE & PROP.
R.O.W.

END SPECIAL DITCH
STA. 86+50.00
OFF 21.15'

BEGIN SPECIAL DITCH
STA. 87+10.00
OFF 21.51'

END SPECIAL DITCH
STA. 87+50.00
OFF 22.26'

80 L.F. - 3/4" PEXa SERVICE TUBING
IN 65 L.F. OF 2" PEXa CASING BORED
ACROSS ROADWAY
1 - NEW SERVICE ASSEMBLY
1 - CONNECT TO COSTUMER'S EXIST.
SERVICE FEEDING BUILDING (TYP.)

6-10" AT&T
ACCESS CAPS

AT&T
ELECTRONICS
CABINETS TO REMAIN

BEGIN SPECIAL DITCH
STA. 88+00.00
OFF 22.68'

SANITARY SEWER
MANHOLE TOP TO
BE ADJUSTED

END SPECIAL DITCH
STA. 90+00.00
OFF 23.54'

BEGIN SPECIAL DITCH
STA. 91+50.00
OFF 22.00'

BEGIN SPECIAL DITCH
STA. 83+10.80
OFF 20.63'

LIMIT OF PAVING
STA. 82+60.00

N 48° 51' 59" E

EXIST. 6" PVC WATER TO
BE REMOVED

PROP. ROW

6" W
PROP. 6" SDR17 PVC
WATER MAIN

6" W
PROP. ROW

6" W
TO BE REMOVED

N 32° 40' 01" E
TARPLEY SHOP RD. (ASP.)

S 79° 24' 33" E
TARPLEY SHOP ROAD

PRES. & PROP. R.O.W.

STA. 0+00 6" WATER
1- CONNECT TO 6" WATER MAIN:
CUT IN 6" 45° M.J. BEND ON EXIST. 6" PVC WATER MAIN,
INSTALL THREADED RODS ON BEND TO REVERSE
KICKER ON EXIST. MAIN (SEE DETAIL ON U2-4)
1 - 6" 45° M.J. BEND
1 - 6" GATE VALVE
1 - CUT AND CAP EXIST. 6" PVC WATER MAIN

5 L.F. - 3/4" PEXa SERVICE TUBING
1 - NEW SERVICE ASSEMBLY
1 - CONNECT TO COSTUMER'S EXIST.
SERVICES FEEDING DWELLING (TYP.)

2x80 L.F. - 3/4" PEXa SERVICE TUBING
2 - NEW SERVICE ASSEMBLIES
2 - CONNECT TO COSTUMER'S EXIST.
SERVICES FEEDING DWELLING (TYP.)

STA. 6+65 6" WATER
1 - FIRE HYDRANT ASSEMBLY
1 - 6" GATE VALVE
1 - PLUG AND BLOCK FOR
FUTURE CONNECTION

2x10 L.F. - 3/4" PEXa SERVICE TUBING
2 - NEW SERVICE ASSEMBLY
2 - CONNECT TO COSTUMER'S EXIST.
SERVICES FEEDING DWELLING (TYP.)

SEE SHEET NO. U1-3

STA. 92+00

MATCH LINE

⑧
/LE HOLT PORTERFIELD
AND JEREMY WAYNE SMITH

⑨
JOHNNY D NEAL, JR. & SUSAN B. NEAL AS
TRUSTEES OF THE NEAL LIVING TRUST

③
MAMCY JEAN
GLIDEWELL

N 50° 19' 06" E
℄ PROSPECT ROAD

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

NOTES:
1. ALL JOINTS, VALVES AND FITTINGS SHALL
BE RESTRAINED WITH MEGALUGS.

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

℄ S.R. 7

S.R. 7 (ASP.)

STR-1

ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STREAM STR-1 AND THE SURROUNDING VEGETATION WILL NOT BE DISTURBED.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY REFERENCE

STA. 80+00 TO STA.. 92+00
SCALE: 1"= 50'

$$$$SYTIME$$$$$$
$$$DGNSPECS$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U1-3

N

12

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI

10

JOHN DAVID NEAL
(A/K/A JOHNNY NEAL)

95

100

SEE SHEET NO. U1-2

SEE SHEET NO. U1-4

STA. 92+00

STA. 104+00

MATCH LINE

MATCH LINE

CITY OF PULASKI, TENNESSEE

11

PROP. TYPE "ST" EW

END SPECIAL DITCH
STA. 99+09.85
OFF 21.24'

UTILITY ESMT.

PROP. R.O.W.

PRES. R.O.W.

CUT

"V" TRM II

TYPE IN LINE

BEGIN SPECIAL DITCH
STA. 100+06.00
OFF 22.28'

END SPECIAL DITCH
STA. 102+00.00
OFF 22.00'

CUT

"V" TRM II

CUT

3-GW

MB

S 84° 57' 29" E

℄ TARPLEY SHOP ROAD

TARPLEY SHOP RD. (ASP.)

FILL

PRES. & PROP. R.O.W.

PROP. TYPE "ST" EW

PROP. R.O.W.

PROP. 67' OF 24" RCP

RIPRAP CLASS "B"
6' X 8'

FILL

PRES. R.O.W.

PROP. R.O.W.

FILL

16

JACKIE HAMBY AND WIFE
JUANITA HAMBY, AS TENANTS
BY THE ENTIRETY

9

JOHNNY D NEAL, JR. &
SUSAN B. NEAL AS
TRUSTEES OF THE NEAL
LIVING TRUST

13

MICHAEL L HILL & SUSAN L KING TENANTS IN COMMON

14

AMON RINGEMANN,1/2 UNDIVIDED
INTEREST AND ANNA RINGEMANN,
A 1/2 UNDIVIDED INTEREST

15

JOEY HAMBY AND WIFE, LINDA HAMBY,
AS TENANTS BY THE ENTIRETY

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY REFERENCE

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U1-4

18

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN

105

SEWER OUTSIDE UTILITY EASEMENT

TOP-685.12

TRIBUTARY TO BUCHANON CREEK

UTILITY EASEMENT

8" SA

N 34° 07' 38" E

℄ TECHNOLOGY WAY

TOP-683.82

12

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI

17

CITY OF PULASKI, TENNESSEE

SEWER OUTSIDE UTILITY EASEMENT

UTILITY EASEMENT

8" SA

TOP OF BANK

TOP-679.42

BEGIN STR-2 IMPACTS
STA 107+87.52
OFFSET 38.91

PROP. 18' EXT. OF EXIST. BOX CULVERT INCLUDING WINGWALLS

TOP-678.22

3-GW

P

TOP-680.04

WATERVAULT

LIMIT OF CONST.
STA. 150+72.00

TOP-685.53

GR.

GASLINE

PROP. R.O.W.

6" FMS

8" SA

TOP-683.19

3-W.V.

CUT

FILL

10" W

EXIST. 10" PVC WATER TO BE REMOVED

T (UG)

PRES. R.O.W.

PROP. R.O.W.

MATCH LINE

STA. 104+00

N 5° 02' 58" E

TECHNOLOGY WAY (ASP.)

EXIST. 50' OF 14X14 BOX CULVERT TO REMAIN
EXIST. 4' OF WINGWALL TO REMAIN
EXISTING 6' OF WINGWALL AT INLET TO BE REMOVED

60' TOTAL EXISTING STRUCTURE LENGTH

END STR-2 IMPACTS
STA 108+52.73
OFFSET 24.39

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+00.00
N 296104.4407
E 1673647.8188

SEE SHEET NO. U1-3

16

JACKIE HAMBY AND WIFE, JUANITA HAMBY, AS TENANTS BY THE ENTIRETY

15

JOEY HAMBY AND WIFE, LINDA HAMBY, AS TENANTS BY THE ENTIRETY

19A

JOHN DAVID WRIGHT

℄ TARPLEY SHOP ROAD S 65° 41' 01" E

TOP OF BANK

TRIBUTARY TO BUCHANON CREEK

FILL

PRES. & PROP. R.O.W.

21

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN

115

20

CITY OF PULASKI, TENNESSEE

SEWER OUTSIDE UTILITY EASEMENT

TOP-675.85

PROP. 10" SDR 17 PVC WATER MAIN

UTILITY EASEMENT

DIRECTION ONLY

PROP. 88' OF 36" RCP

PROP. S.E.W. 6:1 GR.

PRES. R.O.W.

MATCH LINE

STA. 116+00

SEE SHEET NO. U1-5

N

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY REFERENCE

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U1-5

21

THE INDUSTRIAL DEVELOPMENT BOARD OF
THE CITY OF PULASKI & GILES COUNTY TN

N

END PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 119+55.83
N 295703.5897
E 1675064.5210

120

STA. 0+15 8" SDR21 PVC WATER
45 L.F. - 16" STEEL CASING IN OPEN CUT ACROSS GRAVEL DRIVEWAY

GR.

STA. 0+00 8" SDR21 PVC WATER
1 - REMOVE EXIST. 8" PLUG AND BLOCK
1 - CONNECT TO EXIST. 8" WATER MAIN

STA. 0+90 8" SDR21 PVC WATER
= STA. 0+00 10" SDR21 PVC WATER
1 - 6" METER ASSEMBLY IN VAULT

STA. 0+30 10" SDR21 PVC WATER
1 - 10" M.J. 90° BEND
1 - FIRE HYDRANT ASSEMBLY

END PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 121+03.21
N 295686.7847
E 1675210.9340

EXIST. 10" PVC WATER TO REMAIN

SEE SHEET NO. U1-4

STA. 116+00

MATCH LINE

WTL-1

CLEANOUT

BEGIN STR-3 IMPACT
STA. 116+44.53
OFFSET. 32.26

WTL-2
0.32 AC

FIRECONNECTION

WATERBOX

TOP OF BANK

CLEANOUT

GASRISER

GASLINE

NO EXIST. 8" WATER MAIN TO REMAIN (CITY OF PULASKI) PROVIDED FOR THIS AREA

VAULT

PROP. TYPE "B" 1 FT ENDWALL AT INLET

PROP. R.O.W.

CUT

2-GW

6" FMS

EXIST. 10" PVC WATER TO BE REMOVED

28"X18"RCP TO REMAIN
INV-666.69

GASLINE
INV-666.36

N 7° 05' 08" E
C WALLACE ROAD

C WALLACE RD.

N 10° 03' E

3-W.V.

PRES. & PROP. R.O.W.

S 83° 58' 48" E

℄ TARPLEY SHOP ROAD

TARPLEY SHOP RD. (ASP.)

PRES. & PROP. R.O.W.

FILL

PROP. 48" OF 54" RCP

3-GW PROP. TYPE "B" 1 FT ENDWALL AT OUTLET

NEW 10' WIDE EASEMENT

W.M.

GR.

WATER SPIGOT

END STR-3 IMPACT
STA. 116+81.45
OFFSET. 42.80

LIMIT OF PAVING
STA. 121+03.21

NOTES:
1. ALL JOINTS, VALVES AND FITTINGS SHALL BE RESTRAINED WITH MEGALUGS.

RIPRAP CLASS "B"
12' X 16'

TOP OF BANK

TRIBUTARY TO BUCHANON CREEK

120 L.F. - 3/4" PEXa SERVICE TUBING INCLUDING 35 L.F. OF 2" PEXa CASING BORED ACROSS ROADWAY
1 - NEW SERVICE ASSEMBLY
1 - CONNECT TO CUSTOMER'S EXIST. SERVICES FEEDING DWELLING (TYP.)

STA. 0+70 10" SDR21 PVC WATER
1 - 10" GATE VALVE
1 - CUT IN 10" 90° BEND ON EXIST. 10" WATER MAIN

TARPLEY SHOP ROAD STA. 120+91.83 =
WALLACE ROAD STA. 160+00.00
N 295687.9785
E 1675199.6133

19A

JOHN DAVID WRIGHT

19

~~ARLIE R. WOOLARD AND WIFE, PATRICIA A. WOOLARD, AS TENANTS BY THE ENTIRETY~~

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY REFERENCE

STA. 116+00 TO STA. 121+03
SCALE: 1"= 50'

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

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	**2025**	**28946-3427-04**	**U2-1**

Index Of Sheets

SHEET NO. DESCRIPTION

U2-1 ..... COVER SHEET
U2-2 - U2-3 .... SPECIFICATIONS
U2-4 - U2-7 .... PRESENT LAYOUT

State Project No.: 28946-3427-04
Route : STATE INDUSTIAL ACCESS SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS ROUTE: SIA
County: GILES

Submitted By: Kenneth Kornegay (AT&T)
Ted Archie (NEXTERA CONSULTANTS, LLC)
Utility Office Contact: KENNETH KORNEGAY

ESTIMATED UTILITY QUANTITIES					
TELEPHONE QUANTITIES		100% PROJ / 0% UTILITY			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	FOOTNOTE NUMBER	BUY AMERICA DESIGNATION
793-01.17	POLE 45FT CLASS 3 WOOD	EACH	1	1	N/A
793-01.41	ANCHOR 1IN	EACH	1	2	BA
793-11.17	COMPOSITE HANDHOLE 5FTX3FTX3FT	EACH	3	13	N/A
793-13.07	4IN SCHEDULE 40 PVC	L.F.	7046	15	N/A
793-13.12	1 DUCT FORMATION @ 36IN DEPTH	L.F.	30	16	N/A
793-13.17	2 DUCT FORMATION @ 36IN DEPTH	L.F.	2931	16	N/A
793-13.18	2 DUCT FORMATION @ 48IN DEPTH	L.F.	493	16	N/A
793-13.27	4 DUCT FORMATION @ 36IN DEPTH	L.F.	42	16	N/A
793-14.19	4IN SCH 80 ORANGE FLEXPIPE	L.F.	111	3	N/A
793-16.04	DIRECTIONAL BORE 4IN/FLEX SLEEVE	L.F.	111	21	N/A
793-98.04	REMOVE POLES ALL SIZES	EACH	5	22	N/A

FOOTNOTE 1:
INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO BUTT WRAP, MGNV, GROUND ROD, DIG HOLE, TAMP, BLASTING, AND NUMBER POLE.
FOOTNOTE 2:
INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANIC*ALLY INSERTING INTO GROUND, BONDING/GROUNDING.
FOOTNOTE 3:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO BACKFILL PER SPECIFICATIONS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SET UP AND TRAFFIC CONTROL.
FOOTNOTE 4:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, BONDING/GROUNDING, AND TENSIONING.
FOOTNOTE 5:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, TENSIONING, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE.
FOOTNOTE 6:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, MOUNTING HARDWARE, BONDING/GROUNDING AND SPLICING.
FOOTNOTE 7:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO CABLE GUARD, PIT, OTHER TERMINATION HARDWARE, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 8:
INCLUDES ALL MATERIALS AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MOUNTING HARDWARE, BONDING/GROUNDING, STRAND SIZE AS INDICATED IN SPECS., AND LOOPS.
FOOTNOTE 9:
INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
FOOTNOTE 10:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO LOOP UPS, DRIVEWAY/ROADWAY RESTORATION TO TDOT STANDARDS, TRAFFIC CONTROL AND SAFETY.
FOOTNOTE 11:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO PLACEMENT OVER CABLE, PEST CONTROL, GRAVEL, BONDING/GROUNDING, IDENTIFYING THE PED, TERMINAL , TRAFFIC CONTROL AND SETUP.
FOOTNOTE 12:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 13:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, PLACING HANDHOLE, TERMINATING CONDUIT, RESTORING SURFACE TO TDOT STANDARDS, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 14:
PLACED OPEN TRENCH METHOD.
FOOTNOTE 15:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, BENDS, AND TRAFFIC CONTROL.
FOOTNOTE 16:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BENDS, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.
FOOTNOTE 17:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, GRAVEL BASE, BACKFILL, AND SURFACE RESTORATION TO TDOT STANDARDS, FRAME AND COVER, SETUP AND TRAFFIC CONTROL.
FOOTNOTE 18:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, RODDING DUCT AND PULLING IN INNERDUCT.
FOOTNOTE 19:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, BORE PIT AND RECEIVING PIT AT ANY DEPTH.
FOOTNOTE 20:
INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, TO REMOVE AND RESTORE SURFACE TO TDOT STANDARDS.
FOOTNOTE 21:
INCLUDES BORE PIT, SET UP, TRAFFIC CONTROL, ANY DEPTH.
FOOTNOTE 22:
INCLUDES LABOR, EQUIPMENT AND TRAFFIC CONTROL.
FOOTNOTE 23:
INCLUDES INSERTS, HANGER RODS, BRACKETS, NUTS, WASHERS, BRACING, EXPANSION JOINTS, GALVANIZED PIPE.
FOOTNOTE 24:
INCLUDES PIPE, SETUP, CABLE LOCATION, AND BORING.

BUY AMERICA DESIGNATION LEGEND

N/A .... NOT APPLICABLE TO BUY AMERICA. LESS THAN 90% STEEL OR IRON CONTENT WHEN DELIVERED TO THE JOB SITE FOR INSTALLATION.
MISC ... MISCELLANEOUS COMPONENTS AND HARDWARE SUCH AS CABINETS, COVERS, SHELVES, CLAMPS, FITTINGS, SLEAVES, WASHERS, BOLTS, NUTS, SCREWS, TIE WIRE, SPACERS, CHAIRS, ETC.
BA ..... BUY AMERICA. CERTIFICATION IS REQUIRED FOR ALL STRUCTURAL STEEL OR IRON COMPONENTS FOR ITEM. MISCELLANEOUS COMPONENTS, SUBCOMPONENTS AND HARDWARE NECESSARY TO ENCASE, ASSEMBLE AND CONSTRUCT DO NOT REQUIRE CERTIFICATION.
BAR .... BUY AMERICA. CERTIFICATION REQUIRED FOR ALL STEEL OR IRON COMPONENTS OF PRECAST CONCRETE PRODUCTS CONTAINS REINFORCING STEEL, WIRE MESH, AND PRE-STRESSING OR POST-TENSIONING STRANDS AND CABLES.

AT&T
Construction Work Drawing

PROPRIETARY INFORMATION
Not for disclosure outside AT&T or any of its subsidiaries except under written agreement

State: TENNESSEE
District: TN/KY WEST (MTN)
Exchange: PLSKITNMA (PULASKI)

AT&T Designer: Kenneth Kornegay
Phone: (615) 848-2082
AT&T Consultant:
Nextera Consultants, LLC
Phone: (615) 708-7549
Ted Archie, Designer
Michael L. Cherry, P.E.

Job Description:

RELOCATE AT&T FACILITIES INVOLVED WITH TDOT SIA ROAD PROJECT SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS IN GILES COUNTY.

DWG U2-1 OF U2-7

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

AT&T COVER SHEET

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U2-2

GENERAL NOTES TO CONTRACTOR, ADDITIONAL DETAILS SHEET U2-3 AND ATTACHED AT&T SPECIFICATIONS

DAMAGES TO EXISTING UTILITIES

REPAIRS AND/OR REPLACEMENTS TO ANY UTILITIES DAMAGED BY CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE ALLOWED.

AERIAL CABLE & GUY WIRES

THESE FACILITIES WILL BE PLACED BY AT&T. ROAD CONTRACTOR IS TO PROVIDE AND PLACE ALL PROPOSED AT&T POLES, ANCHORS AND BURIED CONDUIT. SEE THE POWER COMPANY DESIGN LAYOUT FOR PROPOSED POLE LOCATIONS AND POLE REMOVALS UNLESS SPECIFIED ON THESE DRAWINGS.

STAKING PROPOSED FACILITIES

NOTIFY Kenneth Kornegay @ (615) 848-2082 TWO WEEKS IN ADVANCE FOR ARRANGEMENTS TO HAVE THE PROPOSED ANCHOR LOCATIONS STAKED. THE CONTRACTOR WILL NEED TO HAVE THE TDOT R.O.W. STAKED. ANY LINE-OF-SIGHT OBSTRUCTIONS MUST BE REMOVED FOR THE PROPOSED ANCHORS TO BE STAKED PROPERLY.

ANCHOR PLACEMENT GUIDELINES

SEE DETAILS SHEET U2-3 FOR PLACEMENT INSTRUCTIONS. ALSO, REFERENCE THE ATTACHED AT&T SPECIFICATIONS DOCUMENT.

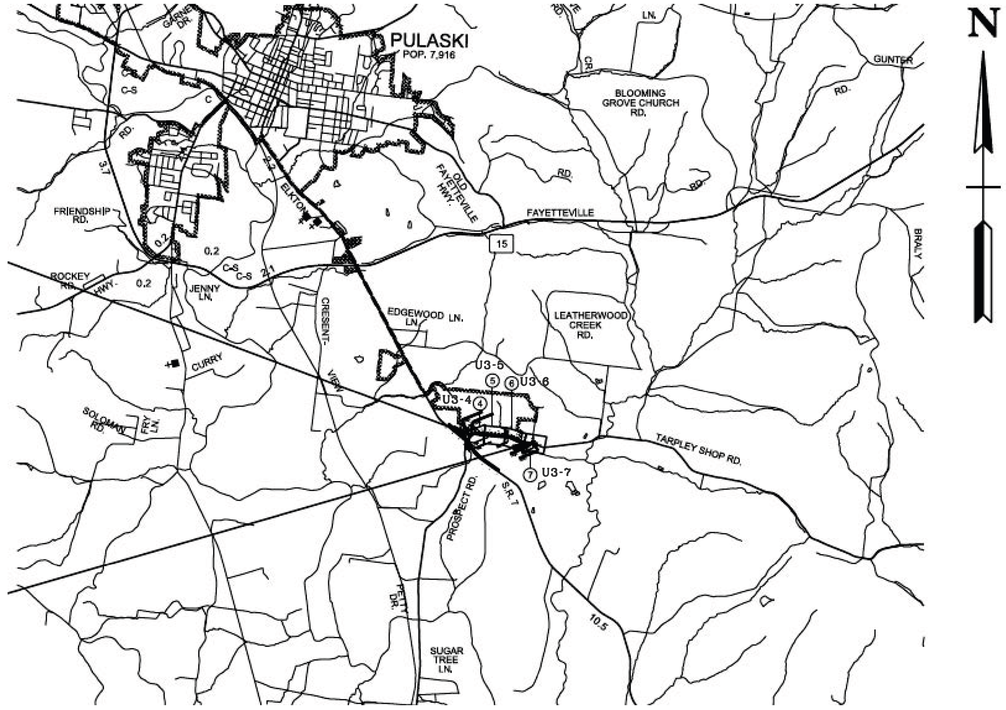
TRENCHING AND BURIED FACILITY PLACEMENT GUIDELINES

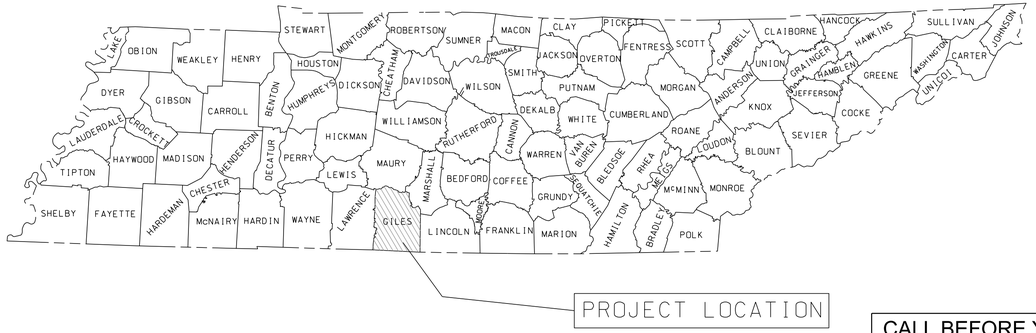
THE BOTTOM OF THE TRENCH SHOULD BE RELATIVELY SMOOTH, UNDISTURBED EARTH. IT SHOULD BE WELL TAMPED, OR IT CAN BE SAND. WHEN EXCAVATION IS IN ROCK OR ROCKY SOILS, THE CONDUIT SHOULD BE LAID ON A PROTECTIVE LAYER OF WELL-TAMPED BACKFILL. BACKFILL WITHIN 4 INCHES OF THE CONDUIT SHOULD BE FREE OF MATERIALS THAT MAY DAMAGE THE CONDUIT. BACKFILL SHOULD BE ADEQUATELY COMPACTED. MACHINE COMPACTION SHOULD NOT BE USED WITHIN 6 INCHES OF THE CONDUIT. THE FIRST 6 INCHES OF FILL DIRECTLY ABOVE THE CONDUIT MUST BE CLEAN SAND OR SOIL. THE FILL SHOULD BE FREE OF ROCKS, PAVEMENT AND FROZEN MATERIAL THAT MIGHT DAMAGE CONDUIT. SEE CONDUIT TRENCH DETAIL THIS SHEET. ALL REQUIRED BENDS MUST BE SWEEPING WITH NO LESS THAN 36 INCH RADIUS.

NOTE: THE CONDUIT DETAIL IS DEPTH FROM FINAL GRADE. WHEN PLACING THIS CONDUIT, IT IS THE ROAD BUILDER'S RESPONSIBILITY TO AVOID ALL CONFLICTS WITH THE CONSTRUCTION OF THIS ROAD PROJECT. ALSO, REFERENCE THE ATTACHED AT&T SPECIFICATIONS DOCUMENT.

POLE PLACEMENT GUIDELINES

SEE DETAILS THIS SHEET FOR POLE SETTING DEPTHS. ALL POLES SHOULD BE SOUTHERN PINE WITH PRESERVATIVE TREATMENT OF PENTACHLOROPHENOL IN PRETROLEUM. ALSO, REFERENCE THE ATTACHED AT&T SPECIFICATIONS DOCUMENT.



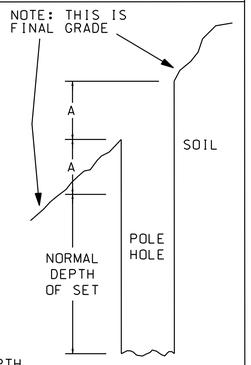


DETAIL--PLACE POLES

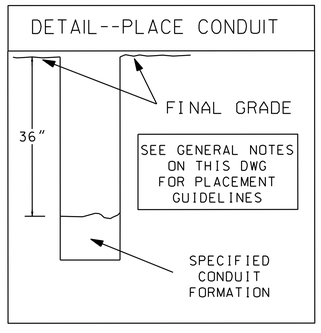
DEPTH OF SETTING HOLES (FINAL GRADE)

LENGTH OF POLE (FT)	DEPTH OF SET (FT) (FINAL GRADE)	
	FIRM EARTH	SOLID ROCK
20	4	3
25	5	3
30	5-1/2	3-1/2
35-40	6	4
45	6-1/2	4-1/2
50	7	4-1/2
55	7-1/2	5
60	8	5
65	8-1/2	6
70	9	6
75	9-1/2	6
80	10	7
85	10-1/2	7
90-100	11	7
105-125	12	8

IN SLOPING GROUND, INCREASE THE DEPTH OF SET BY AMOUNT A AS SHOWN



DETAIL--PLACE CONDUIT



CALL BEFORE YOU DIG

TENNESSEE DIAL 811 or 1-800-351-1111 www.call811.com

TWO FULL BUS. DAYS BEFORE YOU DIG

IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION AS THE LOCATION OF UTILITIES SHOWN ON THIS PLAT ARE APPROXIMATE AND POSSIBLY INCOMPLETE. THEREFORE CERTIFICATION TO THE LOCATION OF ALL UNDERGROUND UTILITIES IS WITHHELD.

AT&T
Construction Work Drawing

PROPRIETARY INFORMATION
Not for disclosure outside AT&T or any of its subsidiaries except under written agreement

State: TENNESSEE
District: TN/KY WEST (MTN)
Exchange: PLSKTNMA (PULASKI)

AT&T Designer: Kenneth Kornegay
Phone: (615) 848-2082
AT&T Consultant:
Nextera Consultants, LLC
Phone: (615) 708-7549
Ted Archie, Designer
Michael L. Cherry, P.E.

MICHAEL LEE CHERRY REGISTERED ENGINEER AGRICULTURE COURAGE No. 001175 STATE OF TENNESSEE 11/15/24

Job Description:

RELOCATE AT&T FACILITIES INVOLVED WITH TDOT SIA ROAD PROJECT SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS IN GILES COUNTY.

DWG U2-2 OF U2-7

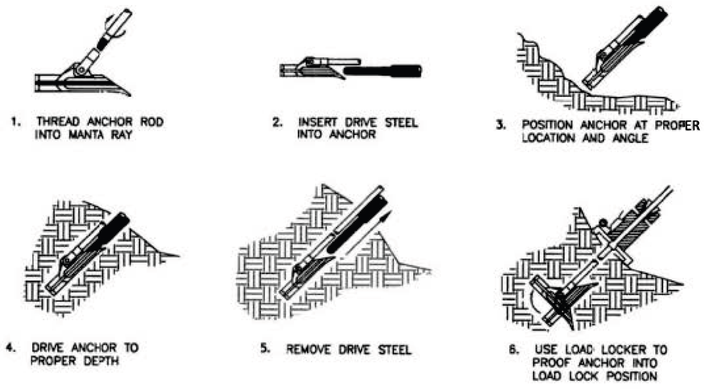
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

AT&T SPECIFICATIONS

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U2-3



Manta-Ray anchor specifications

The B drive type anchor in the MR "Manta-Ray" series is available in four different sizes for use in various soil conditions. The description of various soil classes is listed below.

- Class 1 - Extremely hard; bedrock.
- Class 2 - Very hard; dense clay, compact gravel, dense fine sand, laminated rock, slate, schist, sandstone.
- Class 3 - Hard; shale, broken bedrock, hardpan, compact clay-gravel mixture.
- Class 4 - Gravel, compact gravel and sand, claypan.
- Class 5 - Medium firm clay, loose sand and gravel, compact coarse sand.

The table below displays a description of the Manta-Ray anchor sizes, their holding capacities, and intended soil usage.

Reference: See BSP 621-415-205BT (B Drive Type Earth Anchor) for additional information about this topic.

Soil Class	Anchor Model	Rod Size	Marking	Eye Nut	Guy Loading
2	MR-1	1"	32M	Triple	Up to 32M
	MR-2	5/8"	12M	Double	Up to 12M
	MR-3	—	—	—	—
	MR-4	—	—	—	—
3	MR-1	1"	32M	Triple	Up to 32M
	MR-2	5/8"	12M	Double	Up to 12M
	MR-3	—	—	—	—
	MR-4	—	—	—	—
4	MR-1	1"	32M	Triple	Up to 32M
	MR-2	3/4"	18M	Double	Up to 18M
	MR-3	5/8"	6M	Double	Up to 6M
	MR-4	—	—	—	—
5	MR-1	1"	32M	Triple	Up to 32M
	MR-2	3/4"	18M	Double	Up to 18M
	MR-3	5/8"	6M	Double	Up to 6M
	MR-4	—	—	—	—

INSTALLATION EQUIPMENT
Drive Steel: Drive steel and accessories are available from Foresight Products for all Manta Ray and Stingray anchors in basic lengths of 3 feet, 6 feet, and 8 feet. Multiple sections are coupled together with specialized couplers to achieve the required depth of installation. Manta Ray and Stingray drive steel are not interchangeable.

Load Locking Kits For Manta Ray, the LL-1 is a 10-ton fast acting jack with an 8-inch stroke. The direct reading gauge and rod gripping jaws make load locking easy and quick. For high capacity Stingrays, the LL-40 is a 20-ton jack with a 10-inch stroke. The base and jack are self-aligning to the actual installed angle of the anchor. Both kits require open center hydraulic flow of 2 to 8 gallons per minute and a maximum pressure of 2,000 psi. A power supply is not included with these load-locking kits, it must be provided separately. Foresight Products models GPU18-8 or GPU-2 are suitable for the LL-1. GPU18-8 is required for the LL-40.

Manual Installation

UTILITY GUY ANCHORING SYSTEM: QUICK, EASY, SAFE INSTALLATION
Anchor rod is screwed into the threaded shackle of the anchor and the first section (radius drive tip) of the drive steel set is inserted into the anchor. One man at ground level using a standard jack hammer drives the MANTA RAY into the soil at the desired angle and depth. Installer pulls the drive steel out of the ground and screws adaptor setting bar onto the end of the anchor rod. Anchor locker base and hydraulic ram system are placed over adapter setting bar. Power source operates the anchor locker, gripping the adapter setting bar, rotating the anchor underground into its locked position, proof loading anchor to the holding capacity required. Anchor locker is removed, the thimble eye is screwed onto the anchor rod ready for guying. No digging, no damage, no mess. A clean, simple and safe operation.

HYDRAULIC POWERED ANCHOR LOCKERS: THE DISTINCT ADVANTAGE OF THE MANTA RAY SYSTEM - INSTALLATION AND TESTING ARE SIMULTANEOUS
Manufactured from high grade metals, sections of the drive steel are coupled together so that the driving operation can be accomplished safely from ground level. Anchor locker pulls up on the anchor to set it in the ground at the desired holding capacity. Portable and lightweight, the anchor locker consists of a base plate and hydraulic ram. Desired holding capacity is measured by the gauge on the anchor locker.

MANTA RAY INSTALLATION METHODS (MECHANIZED)
Vehicle Mounted Breakers or Compactors: Boom mounted demolitions or compactions are very effective for driving Manta Ray and Stingray anchors. This method requires a special tool in the breaker or a socket welded to the bottom of the compactor to hold the drive steel. Skid Steer Loaders, Loader-Backhoes or Excavators work well. 4,000 to 16,000 lb. Vehicles with 250 to 500 foot-pound pavement breakers are best for Manta Rays, and 16,000 to 30,000 lb. Vehicles with 500 to 1,000 foot-pound pavement breakers are best for Stingrays. Breaker tools and vibro sockets are available from Foresight Products. Rock Drills: Top Hammer or down-the-hole hammer rock drills are very effective for installation of Manta Ray and Stingray anchors. For hard soil or weak rock installations, the drill can be used to drill a pilot hole. Foresight can provide striker bar adapters for these types of drills. Rock drilling steel can also be modified to drive Manta Rays and Stingrays

MANTA RAY ANCHOR DRIVER
The MANTA RAY Anchor Driver was developed by Foresight Products, Inc. for large-scale projects including 360 degree horizontal and vertical applications requiring high-speed, efficient and repetitive anchor installations. The MANTA RAY Anchor Driver can be installed on a wide range of commonly available construction vehicles: from medium skid steers to large excavators and backhoes.

CALL BEFORE YOU DIG
TENNESSEE
DIAL 811 or
1-800-351-1111
www.call811.com
TWO FULL BUS. DAYS BEFORE YOU DIG

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AT&T
Construction Work Drawing

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Phone: (615) 708-7549
Ted Archie, Designer
Michael L. Cherry, P.E.

MICHAEL LEE CHERRY
REGISTERED ENGINEER
AGRICULTURE
No. 201173
11/15/24
STATE OF TENNESSEE

Job Description:

RELOCATE AT&T FACILITIES INVOLVED WITH TDOT SIA ROAD PROJECT SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS IN GILES COUNTY.

DWG U2-3 OF U2-7

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

AT&T SPECIFICATIONS

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U2-4

03-09-2022: REVISED PROPERTY OWNER NAMES TRACTS 6, 8, & 10

BEGIN PROJECT NO. 28946-2427-04 (R.O.W.)
TARPLEY SHOP ROAD STA. 83+84.03
N 296157.0266
E 1671611.0645

FARRELL PATTERSON

RYAN SANDS NORWOOD & WF, ABBYGAIL LAUREN NORWOOD

CITY OF PULASKI, TENNESSEE

JOHN DAVID NEAL (a/k/a JOHNNY NEAL)

1.03
42'
4 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.27
168'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

1.02
PLACE MR1-1 ANCHOR
ITEM# 793-01.41

PRES. PROPERTY LINE & PROP. R.O.W.

18"CMP TO BE REMOVED

AT&T ELECTRONIC CABINETS TO REMAIN.

1.04
1034'
2 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.17
2068'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

TURN CONDUITS UP AT EXISTING BURIED CABLES. AT&T FORCES WILL DIG PIT, EXPOSE CABLE, AND PLACE HANDHOLE FOR SPLICE.

N 48° 51' 59" E

1.01
PLACE 45-3 WOOD POLE
ITEM# 793-01.17

1.05
REMOVE POLE
ITEM# 793-98.04

N 32° 40' 01" E

LIMIT OF PAVING
STA. 82+60.00

GAYLE HOLT PORTERFIELD AND JEREMY WAYNE SMITH

BEGIN PROJECT NO. 28946-3427-04 (CONST.)
TARPLEY SHOP ROAD STA. 82+60.00
N 296061.2241
E 1671532.6561

S 79° 24' 33" E
℄ TARPLEY SHOP ROAD

1.06
REMOVE POLE
ITEM# 793-98.04

SEE SHEET NO. U2-5

STA. 92+00

MATCH LINE

N 50° 19' 06" E
℄ PROSPECT ROAD

GAYLE G. PORTERFIELD

JOHNNY D NEAL, JR. & SUSAN B. NEAL AS TRUSTEES OF THE NEAL LIVING TRUST

MAMCY JEAN GLIDEWELL

COLLAPSED WOODSHED

RUINS

TARPLEY SHOP ROAD STA. 80+00.00 =
SR-7 (US 31, ELKTON HIGHWAY) STA. 105+74.02
N 295859.3959
E 1671372.6591

SR-7 (US 31, ELKTON HIGHWAY) STA. 105+27.75 =
PROSPECT ROAD STA. 20+00.00
N 295822.6860
E 1671400.8290

℄ S.R.7

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- EXISTING POWER POLE
- PROPOSED POWER POLE
- PROPOSED ANCHOR
- PROPOSED CONDUIT
- EXISTING CONDUIT/DIRECT BURY CABLE
- ABANDONED CONDUIT/DIRECT BURY CABLE
- PROPOSED HANDHOLE
- PROPOSED PEDESTAL (PLACED BY AT&T)

CURVE DNEWTARP1	CURVE DNEWTARP2	CURVE DNEWTARP3	CURVE DNEWTARP3A
PI 80+77.55	PI 83+37.70	PI 86+27.68	PI 91+20.76
N 295,907.1071	N 296,126.6478	N 296,318.1443	N 296,223.2234
E 1,671,433.8010	E 1,671,574.5643	E 1,671,793.8219	E 1,672,301.4757
Δ 19° 22' 01" (LT)	Δ 16° 11' 59" (RT)	Δ 51° 43' 28" (RT)	Δ 5° 32' 56" (LT)
D 28° 38' 58"	D 9° 42' 39"	D 16° 21' 52"	D 5° 02' 55"
R 199.99	R 590.02	R 350.00	R 1,134.88
L 67.60	L 166.82	L 316.08	L 109.91
T 34.13	T 83.97	T 169.73	T 55.00
SE N/A	SE 0.059 FT/FT	SE 0.072 FT/FT	SE 0.038 FT/FT
DESIGN SPEED N/A	DESIGN SPEED 30 MPH	DESIGN SPEED 30 MPH	DESIGN SPEED 30 MPH
TRANS. LENGTH N/A	TRANS. LENGTH N/A	TRANS. LENGTH 168'	TRANS. LENGTH 106'

ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STREAM STR-1 AND THE SURROUNDING VEGETATION WILL NOT BE DISTURBED.

CONTROL POINTS

S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

AT&T
Construction Work Drawing

PROPRIETARY INFORMATION
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State: TENNESSEE
District: TN/KY WEST (MTN)
Exchange: PLSKTNMA (PULASKI)

AT&T Designer: Kenneth Kornegay
Phone: (615) 848-2082
AT&T Consultant:
Nextera Consultants, LLC
Phone: (615) 708-7549
Ted Archie, Designer
Michael L. Cherry, P.E.

MICHAEL LEE CHERRY REGISTERED PROFESSIONAL ENGINEER AGRICULTURE 11/15/24 STATE OF TENNESSEE

Job Description:

RELOCATE AT&T FACILITIES INVOLVED WITH TDOT SIA ROAD PROJECT SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS IN GILES COUNTY.

DWG U2-4 OF U2-7

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 80+00 TO STA.. 92+00
SCALE: 1"= 50'

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

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U2-5

03-09-2022: REVISED PROPERTY OWNER NAMES TRACTS 10, 11, 14, 15 & 16

N

12

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI

10

JOHN DAVID NEAL
(a/k/a JOHNNY NEAL)

95

100

SEE SHEET NO. U2-4

STA. 92+00

MATCH LINE

SEE SHEET NO. U2-6

STA. 104+00

MATCH LINE

2.08
REMOVE POLE
ITEM# 793-98.04

SEE MEASUREMENT SHEET U2-4
2 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.17
SEE MEASUREMENT SHEET U2-4
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

2.09
REMOVE POLE
ITEM# 793-98.04

2.01
PLACE HANDHOLE
ITEM# 793-11.17

TURN UP ONE NEW CONDUIT AT FUTURE PEDESTAL LOCATION. PEDESTAL TO BE PLACED BY AT&T FORCES.

2.05
10'
1 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.12
10'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

2.02
616'
2 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.17
1232'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

2.10
REMOVE POLE
ITEM# 793-98.04

2.03
967'
2 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.17
1934'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

2.04
PLACE HANDHOLE
ITEM# 793-11.17

2.06
10'
1 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.12
10'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

TURN UP ONE NEW CONDUIT AT FUTURE PEDESTAL LOCATION. PEDESTAL TO BE PLACED BY AT&T FORCES.

2.07
111'
DIRECTIONAL BORE 4IN/FLEX SLEEVE
ITEM# 793-16.04
111'
4IN SCHEDULE 80 ORANGE FLEXPIPE
ITEM# 793-14.19

TURN CONDUIT UP AT EXISTING BURIED COPPER CABLE. AT&T FORCES WILL DIG PIT, EXPOSE CABLE, AND PLACE PEDESTAL FOR SPLICE.

CITY OF PULASKI,
TENNESSEE

11

S 84° 57' 29" E
℄ TARPLEY SHOP ROAD

UTILITY ESMT.
PROP. R.O.W.
PRES. R.O.W.
PRES. & PROP. R.O.W.
CUT
FILL
INV-759.18 18"CMP TO REMAIN
INV-757.57
INV-697.13
INV-697.67
INV-695.49
INV-697.72 12"CMP TO REMAIN INV-696.72
INV-695.01 FILL
INV-687.60 24"CMP
INV-687.19
INV-681.3
TEL. PED.
TO BE REMOVED
ROCK RET. WALL TO BE REMOVED.
3-GW
MB-2
LANDSCAPED AREA
SIGN
ROCK COLUMN
WOVEN WIRE

9

JOHNNY D NEAL, JR. & SUSAN B. NEAL AS TRUSTEES OF THE NEAL LIVING TRUST

13

MICHAEL L HILL & SUSAN L KING TENANTS IN COMMON

14

AMON RINGEMANN,1/2 UNDIVIDED INTEREST AND ANNA RINGEMANN, A 1/2 UNDIVIDED INTEREST

15

JOEY HAMBY AND WIFE, LINDA HAMBY, AS TENANTS BY THE ENTIRETY

16

JACKIE HAMBY AND WIFE
JUANITA HAMBY, AS TENANTS
BY THE ENTIRETY

CONTROL POINTS

S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- EXISTING POWER POLE
- PROPOSED POWER POLE
- PROPOSED ANCHOR
- PROPOSED CONDUIT
- EXISTING CONDUIT/DIRECT BURY CABLE
- ABANDONED CONDUIT/DIRECT BURY CABLE
- PROPOSED HANDHOLE
- PROPOSED PEDESTAL (PLACED BY AT&T)

AT&T
Construction Work Drawing

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Phone: (615) 708-7549
Ted Archie, Designer
Michael L. Cherry, P.E.

MICHAEL LEE CHERRY
REGISTERED ENGINEER
Agricultural
No. 0001155
STATE OF TENNESSEE

Job Description:

RELOCATE AT&T FACILITIES INVOLVED WITH TDOT SIA ROAD PROJECT SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS IN GILES COUNTY.

DWG U2-5 OF U2-7

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 92+00 TO STA. 104+00
SCALE: 1"= 50'

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

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U2-6

03-09-2022: REVISED PROPERTY OWNER NAMES TRACTS 15, 16, 17, 19, & 20

18
THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN

105

110

115

12
THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI

17
CITY OF PULASKI, TENNESSEE

20
CITY OF PULASKI, TENNESSEE

21
THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF PULASKI & GILES COUNTY TN

16
JACKIE HAMBY AND WIFE, JUANITA HAMBY, AS TENANTS BY THE ENTIRETY

19
ARLIE R. WOOLARD AND WIFE, PATRICIA A. WOOLARD, AS TENANTS BY THE ENTIRETY

15

SEE MEASUREMENT SHEET U2-5
2 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.17
SEE MEASUREMENT SHEET U2-5
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

3.01
PLACE HANDHOLE
ITEM# 793-11.17

3.02
314'
2 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.17
628'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

3.03
10'
1 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.12
10'
4IN SCHEDULE 40 PVC
ITEM# 793-13.07

TURN UP ONE NEW CONDUIT AT FUTURE PEDESTAL LOCATION. PEDESTAL TO BE PLACED BY AT&T FORCES.

TARPLEY SHOP ROAD STA. 104+72.25 =
TECHNOLOGY WAY STA. 150+00.00
N 296104.4407
E 1673647.8188

TECHNOLOGY WAY
CURVE SC10
PI 152+01.44
N 296,298.1257
E 1,673,664.9069
Δ 29° 05' 07" (RT)
D 10° 00' 00"
R 572.96
L 290.85
T 148.63
SE N/A
DESIGN SPEED N/A
TRANS. LENGTH N/A

CURVE DNEWTARP4
PI 107+53.86
N 296,079.6912
E 1,673,928.3429
Δ 19° 16' 28" (RT)
D 4° 58' 11"
R 1,152.90
L 387.84
T 195.77
SE 0.038 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 106'

CURVE DNEWTARP5
PI 115+24.04
N 295,761.0297
E 1,674,633.5620
Δ 16° 43' 28" (LT)
D 4° 01' 15"
R 1,425.00
L 415.95
T 209.47
SE 0.032 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 95'

CONTROL POINTS

S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- EXISTING POWER POLE
- PROPOSED POWER POLE
- PROPOSED ANCHOR
- PROPOSED CONDUIT
- EXISTING CONDUIT/DIRECT BURY CABLE
- ABANDONED CONDUIT/DIRECT BURY CABLE
- PROPOSED HANDHOLE
- PROPOSED PEDESTAL (PLACED BY AT&T)

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Ted Archie, Designer
Michael L. Cherry, P.E.

MICHAEL LEE CHERRY REGISTERED ENGINEER AGRICULTURE 0011155 11/15/24 STATE OF TENNESSEE

Job Description:

RELOCATE AT&T FACILITIES INVOLVED WITH TDOT SIA ROAD PROJECT SERVING INTEGRITY MOLD AND MURCO WALL PRODUCTS IN GILES COUNTY.

DWG U2-6 OF U2-7

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 104+00 TO STA. 116+00
SCALE: 1"= 50'

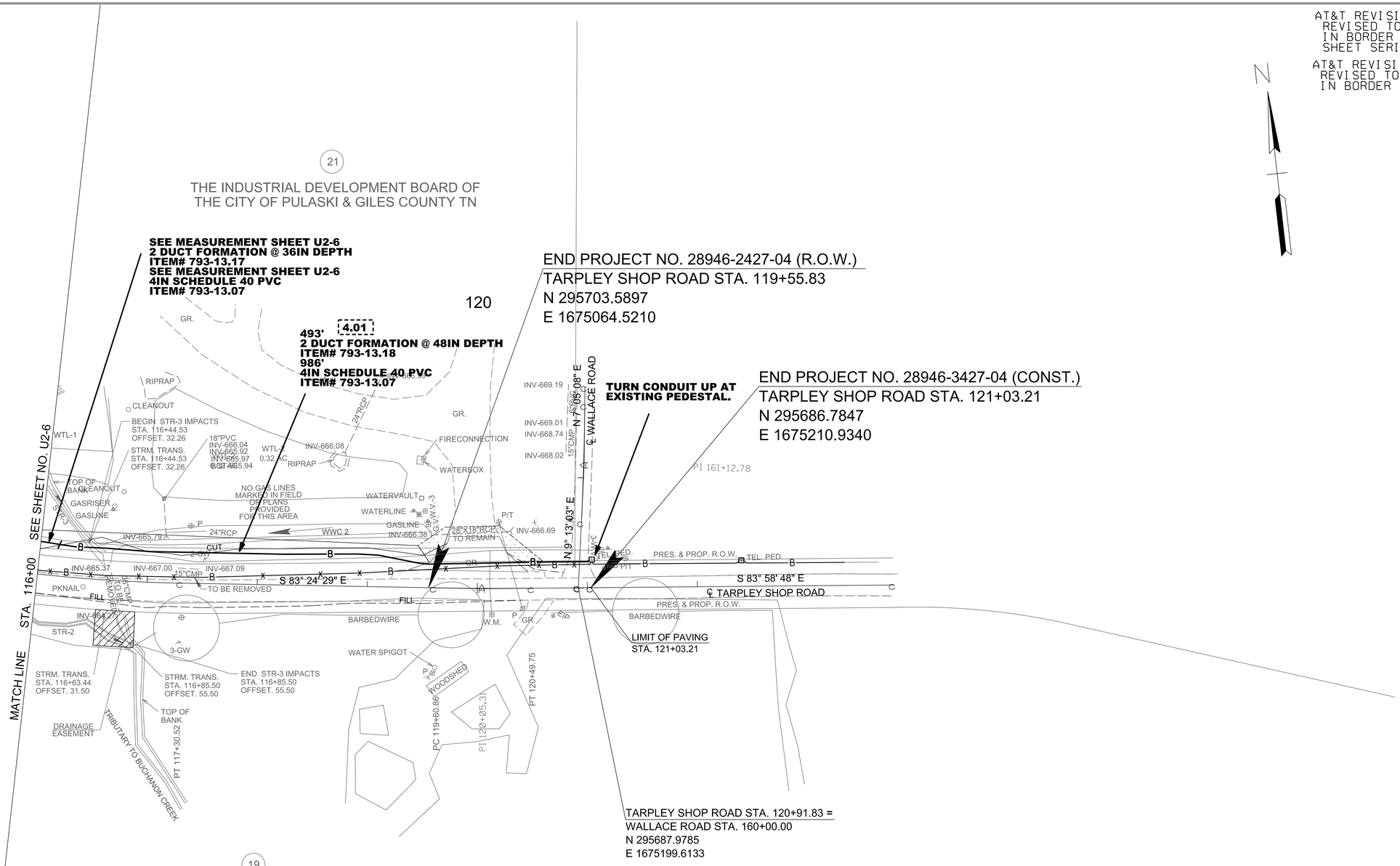
$$$$SYTIME$$$$$$
$$$DGNSPEC$$$$$$

AT&T REVISION 9/24/24:
REVISED TO CHANGE TYPE IN BORDER AND UTILITY SHEET SERIES NUMBERS.

AT&T REVISION 11/15/24:
REVISED TO CHANGE YEAR IN BORDER TO 2025.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	28946-3427-04	U2-7

03-09-2022: REVISED PROPERTY OWNER NAME TRACT 19



LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- EXISTING POWER POLE
- PROPOSED POWER POLE
- PROPOSED ANCHOR
- PROPOSED CONDUIT
- EXISTING CONDUIT/DIRECT BURY CABLE
- ABANDONED CONDUIT/DIRECT BURY CABLE
- PROPOSED HANDHOLE
- PROPOSED PEDESTAL (PLACED BY AT&T)
- EXISTING PEDESTAL

CURVE DNEWTARP5
PI 115+24.04
N 295,761.0297
E 1,674,633.5620
Δ 16° 43' 28" (LT)
D 4° 01' 15"
R 1,425.00
L 415.95
T 209.47
SE 0.032 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 95'

CURVE DNEWTARP6
PI 120+05.31
N 295,697.0524
E 1,675,113.5689
Δ 1° 34' 19" (LT)
D 1° 46' 06"
R 3,240.00
L 88.89
T 44.45
SE NC
DESIGN SPEED 30 MPH
TRANS. LENGTH N/A

WALLACE ROAD
CURVE SC11
PI 161+12.78
N 295,799.2986
E 1,675,217.6784
Δ 2° 07' 55" (LT)
D 2° 00' 00"
R 2,864.79
L 106.60
T 53.30
SE N/A
DESIGN SPEED N/A
TRANS. LENGTH N/A

ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WETLAND WTL-1 AND WTL-2 AND THE SURROUNDING VEGETATION WILL NOT BE DISTURBED.

CONTROL POINTS

S17	296152.7843	1671589.9183	736.3830	23+66.37	-12.1219	XCP	22-999-17
S18	296227.6949	1671671.5508	741.9300	24+75.24	-13.0429	XCP	22-999-18
S19	296309.2057	1673705.7500	685.1660	45+07.78	-216.0639	XCP	22-999-19
S20	296101.9085	1673868.4392	680.6200	46+84.75	-31.5334	XCP	22-999-20
S5033	296413.6000	1673713.1570	687.9240	45+05.98	-320.7053	XBM	"X" IN HEADWALL

AT&T
Construction Work Drawing

PROPRIETARY INFORMATION
Not for disclosure outside AT&T or any of its subsidiaries except under written agreement

State: TENNESSEE
District: TN/KY WEST (MTN)
Exchange: PLSKTNMA (PULASKI)

AT&T Designer: Kenneth Kornegay
Phone: (615) 848-2082
AT&T Consultant:
Nextera Consultants, LLC
Phone: (615) 708-7549
Ted Archie, Designer
Michael L. Cherry, P.E.

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PRESENT LAYOUT

STA. 116+00 TO STA. 121+03
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$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$