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Zachary Bowling Digitally signed by Zachary Bowling
Date: 2026.01.05 23:01:58-05'00'

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GRESHAM SMITH
2095 LAKESIDE CENTRE WAY, SUITE 210
KNOXVILLE, TENNESSEE
ZACHARY BOWLING, P.E. NO. 123031

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
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TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
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YEAR	PROJECT NO.	SHEET NO.
2026	82023-4220-04	ROADWAY-SIGN1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

See Sheet 1A for Index

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SULLIVAN COUNTY

M21LTR1_C82SR347_SML STR REPLACEMENT, LM 5.77
CULVERT REPLACEMENT

PS&E

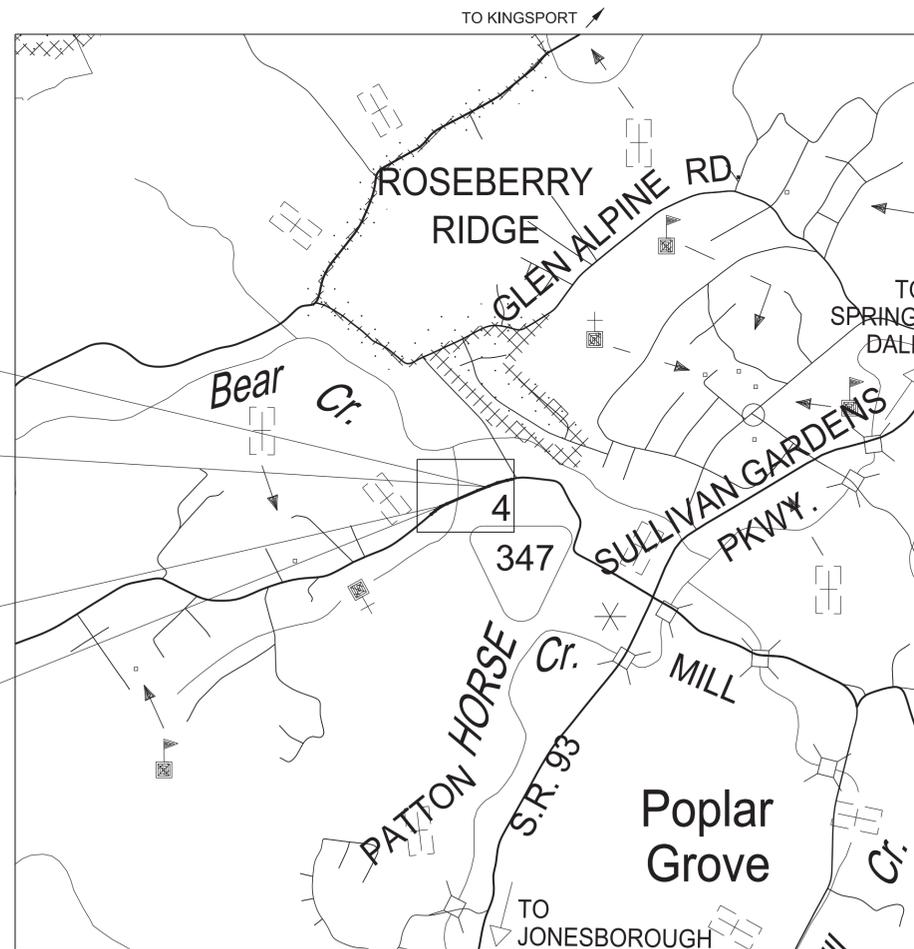
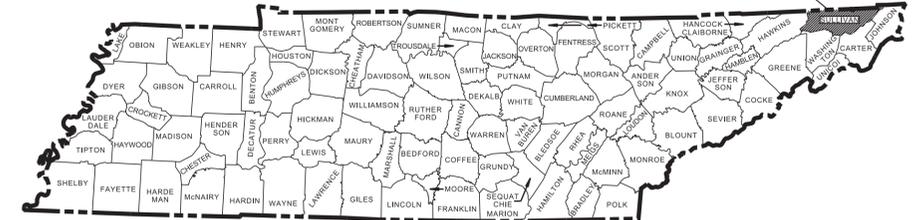
GRADE, DRAINAGE, PAVING, SIGNS & STRIPING

STATE HIGHWAY NO. 347 F.A.H.S. NO. N/A

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	<input checked="" type="radio"/> NO
WORK ZONE SIGNIFICANCE DETERMINATION	YES	<input checked="" type="radio"/> NO
SIGNIFICANT	YES	<input checked="" type="radio"/> NO

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	82023-4220-04	

SULLIVAN COUNTY
S.R. 347

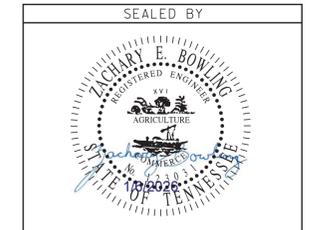


NO EXCLUSIONS

ROAD TO BE CLOSED DURING CONSTRUCTION

DESIGN EXCEPTION APPROVED 04-03-23
1) DESIGN SPEED OF 45 MPH
2) TRAVEL LANE WIDTH OF 11 FEET.
3) SHOULDER WIDTH OF 2 FEET.

DESIGN WAIVER APPROVED 01-05-26
1) DITCH OFFSET
2) ROADWAY SHOULDER SLOPE



APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE: _____
APPROVED:
WILL REID, COMMISSIONER

END PROJECT NO. 82023-4220-04 CONST.
STA. 19+00.00
N 797090.3216 E 2966208.0792

END PROJECT NO. 82S347-M2-002 R.O.W.
STA. 19+10.89
N 797094.3186 E 2966218.2102

BEGIN PROJECT NO. 82S347-M2-002 R.O.W.
STA. 12+26.04
N 796826.6122 E 2965587.9717

BEGIN PROJECT NO. 82023-4220-04 CONST.
STA. 12+50.00
N 796837.2996 E 2965609.4105

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 C.E. MANAGER 1 OR
TDOT PROJECT MANAGER : TRACIE WIDNER

DESIGNED BY : GRESHAM SMITH

DESIGNER : ZACHARY BOWLING, P.E. CHECKED BY PATRICK FIVEASH, P.E.

P.E. NO. 82S347-M1-002 (DESIGN)

PIN NO. 131010.00



R.O.W. LENGTH	0.129 MILES
ROADWAY LENGTH	0.123 MILES
BOX BRIDGE LENGTH	0.000 MILES
BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.123 MILES

SURVEY	TRAFFIC DATA
UPDATED 03-17-21	ADT (2027) 2560
UPDATED 03-21-23	ADT (2047) 2840
UPDATED 04-18-23	DHV (2047) 312
	D 65 - 35
	T (ADT) 02 %
	T (DHV) 01 %
	V 45 MPH

COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD/83(2011) AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-21.

1/5/2026 6:21:35 PM R:\14535403\01\Work\01\CAD\001.SHT

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
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STORMWATER POLLUTION PREVENTION PLAN (SWPPP)	S-1
UTILITY PLANS	U1-1

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

NOTE: NO PROJECT COMMITMENTS INCLUDED IN THIS SET OF PLANS

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

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

10-101.00 STANDARDS ROADWAY DRAWINGS

RD18-TS-5A	10/31/2025	RURAL MINOR ARTERIAL (2-3 LANE)
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS

STANDARD ROADWAY DRAWINGS

RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
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-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS

10-102.00 AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS

AOP-3		AOP DESIGN EMBEDDED BOX CULVERTS
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-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-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")

10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-D-15	04-01-25	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
S-F-10A	06-28-19	STANDARD RIGHT-OF-WAY STOCK FENCE WITH TIMBER POSTS
S-FG-20	06-28-19	EXAMPLES OF WATER GATES AND WATER CROSSINGS

10-106.00 SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
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10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-31	05-04-22	TEMPORARY DIVERSION CHANNEL
EC-STR-31A	04-01-08	TEMPORARY DIVERSION CHANNEL DESIGN
EC-STR-36	05-04-22	TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE

10-108.00 NATURAL STREAM DESIGN

D-NSD-30	05-01-20	SUBSTRATE RESTORATION
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TYPE	YEAR	PROJECT NO.	SHEET NO.
			1A
PS&E	2026	82023-4220-04	1A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD STRUCTURE DRAWINGS

DWG. REV. DESCRIPTION

10-301.00 LRFD BOX CULVERTS

(See Section 2-600.01)

STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY OF DRAWINGS
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTIONS AND DETAILS
STD-17-6		TYPICAL ELEVATION
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS - SKEW NOT LESS THAN 45 DEG.
STD-17-8		EDGE BEAM DETAILS FOR FILLS GREATER THAN 3' - 6"
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-11		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-14		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL AND SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTIONS
STD-17-17	06-01-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-28		END SECTION DETAILS
STD-17-29		PRECAST BOX CULVERT DETAILS
STD-17-59		BOX BRIDGE, 1 BARREL AT 14', CLEAR HTS. 5' - 7', 0 - 60' FILL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG. REV. DESCRIPTION

10-200.00 SIGN

T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT

10-204.00 DESIGN - TRAFFIC CONTROL

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	1A1
PIH	2025	82023-4220-04	1A1
PS&E	2026	82023-4220-04	1A3

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
STRUCTURE
AND TRAFFIC
DESIGN
DRAWINGS

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	82023-4220-04
			QUANTITY
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
1,2,3 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	3682
4 203-20.01	CHANNEL SUBSTRATE	C.Y.	116
4 203-20.02	NATURAL STREAMBED MATERIAL (REMOVAL-STORAGE-PLACEMENT)	C.Y.	52
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	388
203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	159
204-08	FOUNDATION FILL MATERIAL	C.Y.	51
5 209-05	SEDIMENT REMOVAL	C.Y.	20
5,6 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	720
5 209-08.08	ENHANCED ROCK CHECK DAM	EACH	7
5 209-09.01	SANDBAGS	BAG	300
5 209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH	2
5 209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	300
5 209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	332
7 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1119
8 303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	807
5,9 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	16
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	194
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	4.0
10 402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	14
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
411-01.10	ACS MIX(PG64-22) GRADING D	TON	159
11 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	267
604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	134
604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	23036
12,13 607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	250
611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	3
611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	135
611-07.31	18IN ENDWALL (SIDE DRAIN)	EACH	6
611-07.54	18IN ENDWALL (CROSS DRAIN) 3:1	EACH	5
701-02	CONCRETE DRIVEWAY	S.F.	1874
707-03.01	STOCK FENCE	L.F.	140
707-03.02	END BRACED LINE, CORNER POST ASSEMBLY (STOCK FENCE)	EACH	4
707-03.20	DRIVE GATE (STOCK FENCE) (18' STOCK GATE)	EACH	1
5,14,15 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	200
5,14,16 709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	999
5,14,17 709-05.08	MACHINED RIP-RAP (CLASS B)	TON	525
5,14 709-05.09	MACHINED RIP-RAP (CLASS C)	TON	32
712-01	TRAFFIC CONTROL	LS	1
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
18 712-06	SIGNS (CONSTRUCTION)	S.F.	483
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	96
713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	30
713-11.01	"U" SECTION STEEL POSTS	LB.	89
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	64
713-11.21	P POST SLIP BASE	EACH	1
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	12
713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	9
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	7
19 716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.41
717-01	MOBILIZATION	LS	1.00
5,20 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1993
5 740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1165
5 740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	234
21 801-01	SEEDING (WITH MULCH)	UNIT	28
22 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	14
23 801-01.38	NATIVE SEED MX FINAL STABIZATN OF SLOPES	UNIT	7
22 801-02	SEEDING (WITHOUT MULCH)	UNIT	31
801-02.15	FERTILIZER	TON	1
22 801-03	WATER (SEEDING & SODDING)	M.G.	9
24 805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	3397

FOOTNOTES

(1)	INCLUDES 1039 CY FOR TEMPORARY DIVERSION CHANNEL AND 40 CY FOR TEMPORARY CONSTRUCTION EXITS AND TEMPORARY EARTH BERMS. INCLUDES REMOVAL OF 62 L.F. 60IN CMP, 21 L.F. 18IN PLASTIC PIPE, 50 L.F. 10IN RCP, 25 L.F. 15IN RCP, AND 44 L.F. 12IN RCP; SEE ESTIMATED GRADING QUANTITIES ON SHEET 2F.
(2)	THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE TDOT MANAGER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
(3)	REMOVE RIP-RAP DITCH LINING BEFORE PLACING FILL
(4)	ITEM 203-20.02 TO BE USED FOR EXCAVATION OF EXISTING STREAMBED MATERIAL TO LIMITS OF CONSTRUCTION INSIDE THE CHANNEL, STORED, AND PLACED AS MINIMUM 6" TOP LAYER DURING CHANNEL RESTORATION AND BOX CULVERT BACKFILL. ITEM 203-20.01 IS TO BE USED AS BORROW MATERIAL FOR 1.5' DEPTH BOX CULVERT BACKFILL. DETAILS FOR SUBSTRATE RESTORATION TO FOLLOW STANDARD DRAWINGS D-AOP-3 AND D-NSD-30.
(5)	SEE SUBSECTION 209.07 OF STANDARD SPECIFICATIONS FOR MAINTAINACE REPLACEMENT. QUANTITIES ARE TO BE DIRECTED BY TDOT MANAGER.
(6)	PROVIDE J HOOKS WHEN BMP IS NOT PARALLEL TO CONTOURS.
(7)	INCLUDES 300 TONS FOR MAINTENANCE OF DRIVEWAYS
(8)	QUANTITY FOR CULVERT BACKFILL
(9)	FOR SEDIMENT FILTER BAG
(10)	ITEM TO BE USED AS DIRECTED BY THE TDOT MANAGER
(11)	ITEM TO BE USED ONLY FOR RESURFACING SECTIONS OF THE PROJECT. COLD PLANNING WILL NOT BE PAID FOR DIRECTLY INSIDE FULL DEPTH REPLACEMENT STATION LIMITS.
(12)	BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PIPE
(13)	ALL SIDE DRAINS ARE TO BE REINFORCED CONCRETE PIPE.
(14)	GEOTEXTILE TO BE PLACED UNDER ALL RIP-RAP
(15)	INCLUDES 200 TONS FOR TEMPORARY CONSTRUCTION EXITS
(16)	INCLUDES 999 FOR TEMPORARY DIVERSION CHANNELS
(17)	INCLUDES 265 TONS FOR PROPOSED RIP RAP DITCHES, 97 TONS FOR SIDE DRAINS, AND 163 TONS FOR BOX CULVERT OUTLET PROTECTION.
(18)	IF ADDITIONAL SIGNS ARE DEEMED NECESSARY BY THE TDOT MANAGER, THEY SHALL BE FURNISHED AND INSTALLED AT THE BID PRICE FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION) S.F.
(19)	PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE. CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(20)	INCLUDES 420 SY FOR RIP RAP DITCHES AND ENDWALL PROTECTION, 344 SY FOR TEMPORARY CONSTRUCTION EXITS, 1041 SY FOR TEMPORARY DIVERSION CHANNEL, AND 188 SY FOR SEDIMENT BAG.
(21)	QUANTITY TO BE USED FOR CONSTRUCTION EASEMENT AREAS.
(22)	INCLUDES 9 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL TO BE USED FOR PERMANENT STABILIZATION IN STREAM IMPACT AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FEET OF THE EDGE OF WATER. APPROPRIATE SEED MIXTURES FOR REGION AND SITE CONDITIONS SHALL BE SELECTED FROM TABLE 7.9-1 IN CHAPTER 7.9 OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.
(24)	COIR FIBER EROSION CONTROL BLANKET TO BE USED AS DIRECTED BY TDOT MANAGER. SEE ENVIRONMENTAL NOTES ON SHEET 4B.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	2
PS&E	2026	82023-4220-04	2

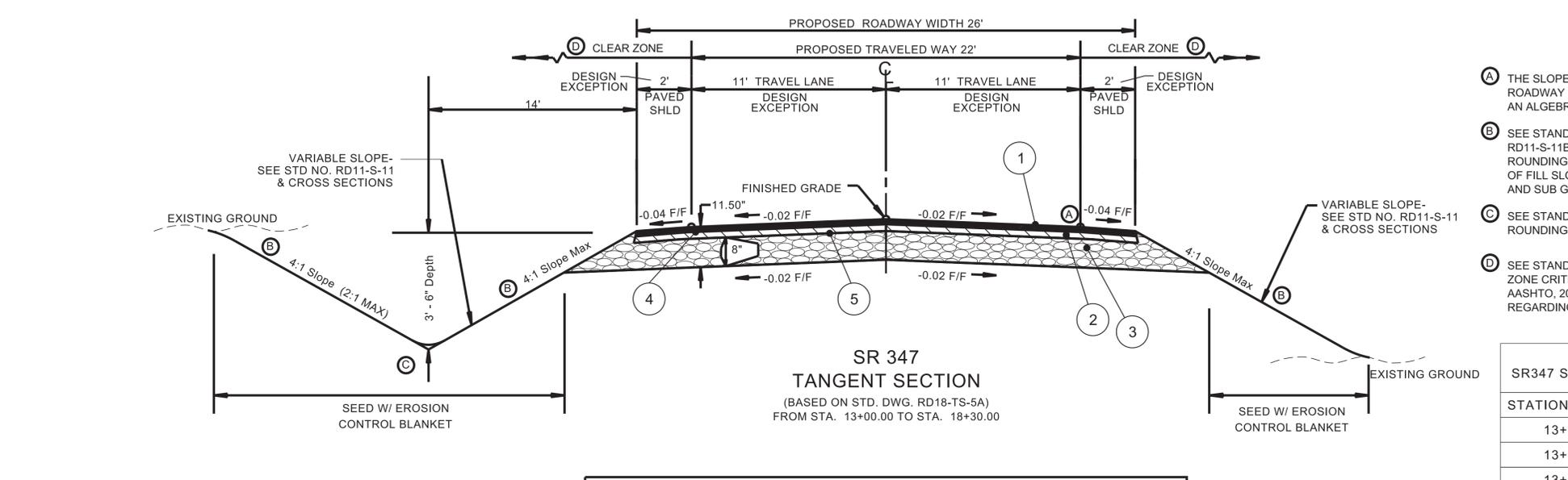
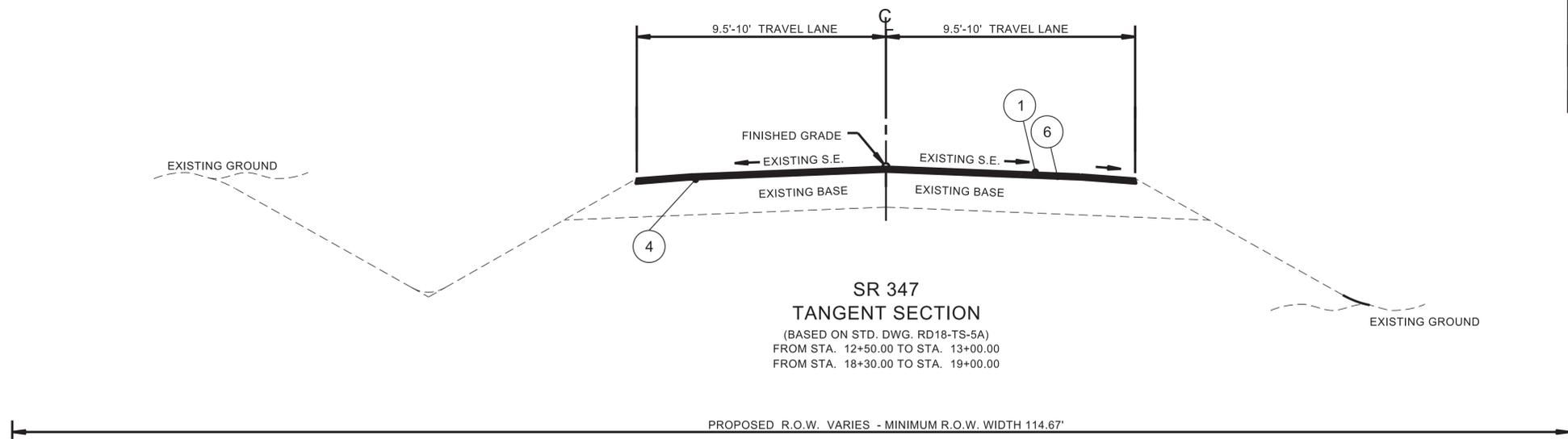
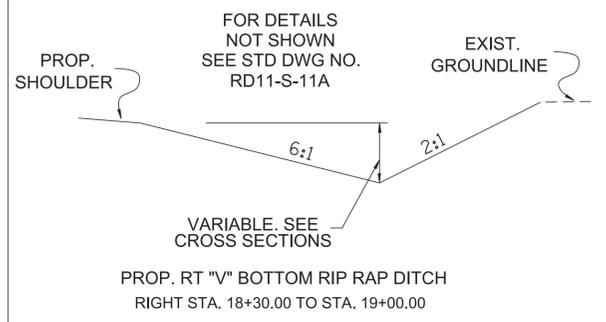
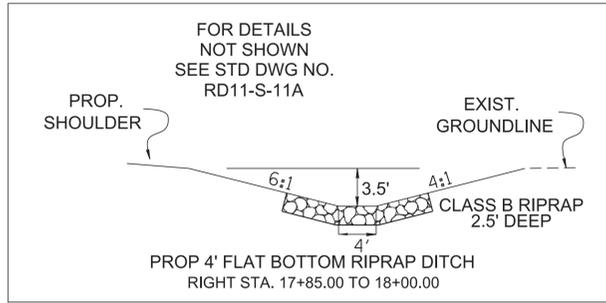
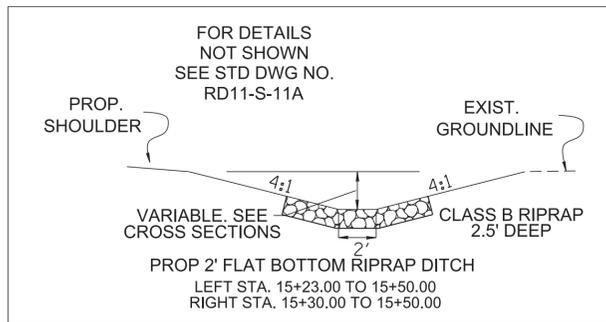
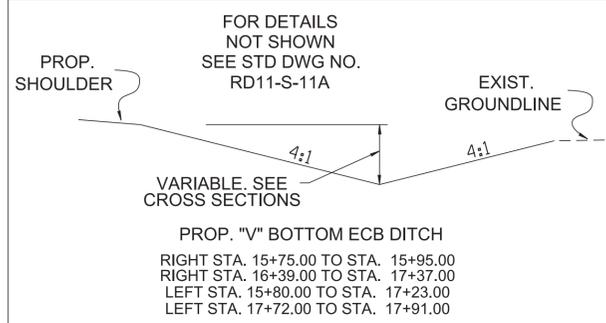
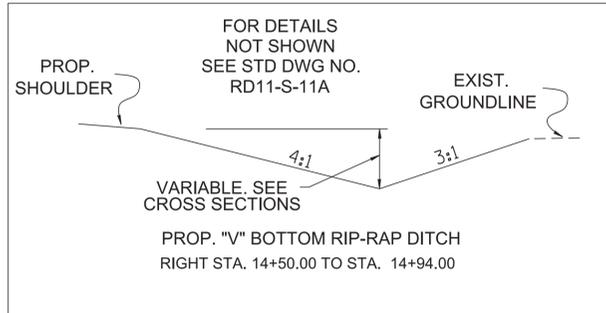
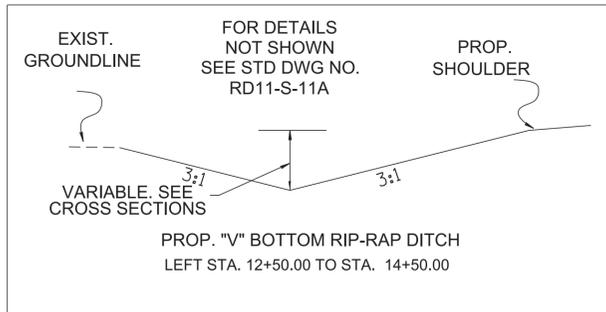
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

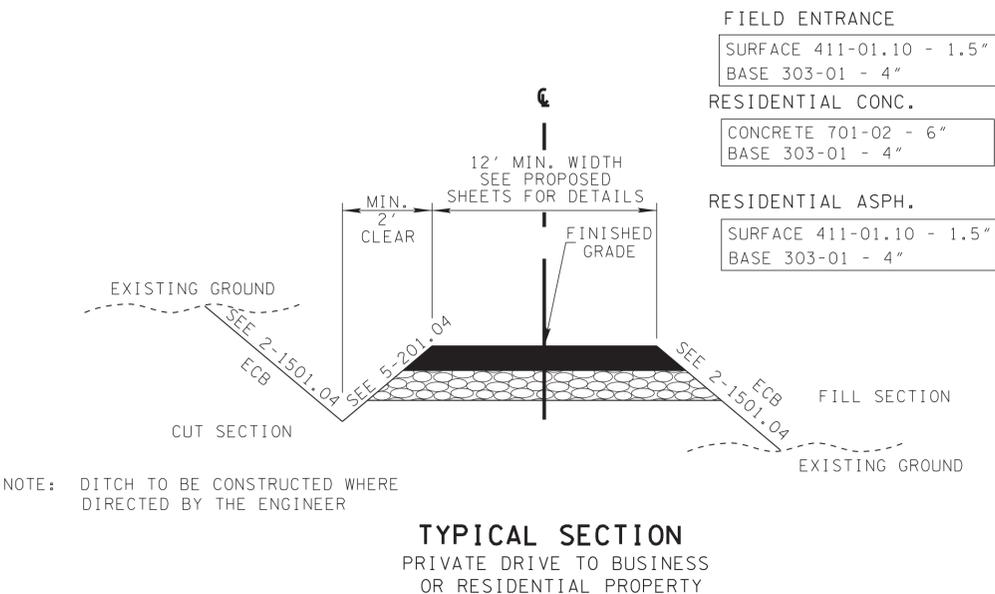
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	2B
PIH	2025	82023-4220-04	2B
PS&E	2026	82023-4220-04	2B



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

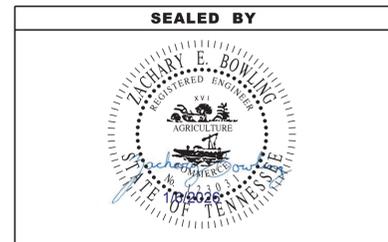
ROADWAY TRANSITIONS FROM EXISTING ROADWAY WIDTH TO FULL TYPICAL SECTION

STATION LIMITS	WIDTH	OFFSET	LENGTH
13+00	10.00'	10.00 RT	50'
13+50	11.00'	11.00 RT	
13+00	9.92'	9.92 LT	50'
13+50	11.00'	11.00 LT	



PROPOSED PAVEMENT SCHEDULE

- 1 ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)
411-01.10 ACS MIX (PG64-22) GRADING "D"
- 2 BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.25" THICK (APPROX. 255 LB./S.Y.)
307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"
- 3 MINERAL AGGREGATE 8" THICK
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
- 4 TACK COAT
403-01 BITUMINOUS MATERIAL FOR TRACKLESS TACK COAT (TC). SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
- 5 PRIME COAT
402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30 - 0.35 GALLONS/S.Y.
402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8 - 12 LB./S.Y.
- 6 COLD PLANNING BITUMINOUS PAVEMENT @ ±1.25" THICK
415-01.02 COLD PLANNING BITUMINOUS PAVEMENT (S.Y.)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) 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) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.
- (2) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND TURF REINFORCEMENT MATT, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE TDOT MANAGER.

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) 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.
- (3) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE TDOT MANAGER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- (4) 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.
- (5) 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.

FENCING

- (1) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE TDOT MANAGER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.
- (2) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS A TWO-WEEK NOTICE PRIOR TO CUTTING FENCES.

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 TDOT MANAGER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

ROAD CLOSURE

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

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

SIGNING

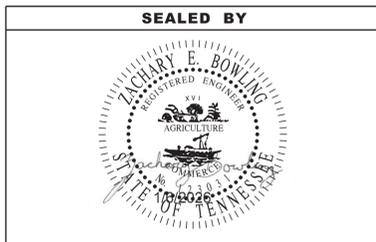
- (1) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.
- (2) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (3) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL OPERATIONS OFFICE.
- (4) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (5) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (6) 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.
- (7) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE TDOT MANAGER. 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 TDOT MANAGER 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 TDOT MANAGER'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 TDOT MANAGER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	2C
PS&E	2026	82023-4220-04	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	2D
PS&E	2026	82023-4220-04	2D

GRADING

- (1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.
- (3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.
- (6) EXCAVATION FOR SIDE DRAIN CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (7) THE PAVEMENT MARKING ON THE DETOUR FOR CENTERLINES AND EDGELINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-01 TRAFFIC CONTROL (LS).

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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.

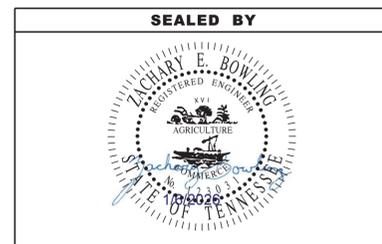
ECOLOGY

- (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

- (5) PROJECT INCLUDES REMOVAL OF DUAL 60" CMP CULVERTS AND REPLACING CULVERTS WITH A 14 FOOT X 6 FOOT REINFORCED CONCRETE BOX CULVERT. PROJECT INCLUDES BUT IS NOT LIMITED TO GRADING, DRAINAGE, PAVING, SIGNS, AND PAVEMENT MARKINGS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	2E
PIH	2025	82023-4220-04	2E
PS&E	2026	82023-4220-04	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY		
	EXC.	EMB.	EXC.	SHRINK =	% SWELL =	
MAINLINE SR 347	2116	471	2011	5	20	
SIDE ROADS	0	0				
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	99	412	95			
TEMPORARY DIVERSION CHANNEL	1039	1299	988			
TEMPORARY CONSTRUCTION EXITS AND TEMPORARY BERMS	40	27	38			
TOPSOIL (EMB.)	101					
TOPSOIL (EXC.)	287					
TOPSOIL TOTALS (SEE TOPSOIL TABLE)						
ROCK(C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC. (COMM EXC. (AVAIL.))	EXC. (ADJ.)	
0	0	3682	2209	3682	3294	3130

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)						PAY ITEM (SF)
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)	PRIME COAT	TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	6" CONCRETE	
	D	B-M2			D		
	303-01	307-01.08	402-01	402-02	403-01	411-01.10	701-02
SR 347	603.1	193.3	2.3	9.3	0.7	98.7	
ASPHALT DRIVEWAYS	108.9		0.8	3.4	0.0	42.1	
GRAVEL DRIVEWAYS	63.6						
CONCRETE DRIVEWAYS	43.0		0.3	1.3			1873.3
MAINTENANCE OF DRIVEWAYS	300.0						
SR 347 RESURFACING					0.1	17.7	
TOTALS	1119	194	4	14	1	159	1874

BOX CULVERT TABULATION

STATION	LOCATION	TYPE		NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	STANDARD DRAWING NO.	STD. DWG. STD-17-17 & 18		
		BOX	SLAB							FOUNDATION FILL MATERIAL	AGGREGATE BACKFILL	
15+63.77	S.R. 347	X		1	14'	6'	63'	433	STD-17-59	50.6	806.4	
TOTALS											51	807

SIDE DRAIN ENDWALLS

DRIVE OR ENTRANCE STATION	LOCATION	OFFSET (FT)	TYPE	STANDARD DRAWING NO.	SKEW	RIP-RAP CLASS B	RIP-RAP CLASS C	PROTECTED ENDWALLS			SAFETY ENDWALLS	PIPE CULVERT
						709-05.08 (TON)	709-05.09 (TON)	CLASS "A" CONC.	STEEL BAR REINF.	18 IN.	18 IN.	18 IN.
13+31.29	13+19.75	24.57	LT	SEW	D-SEW-1A						1	36
13+75.33	13+90.70	27.02	LT	SEW	D-SEW-1A		32				1	36
14+15.70	14+00.79	27.00	RT	SEW	D-SEW-1A						1	32
	14+31.79	27.00	RT	SEW	D-SEW-1A						1	
15+22.52	15+00.25	36.55	RT	TYPE-U	D-PE-18A, D-PE-18B					1		30
	15+28.51	43.04	RT	STRAIGHT	D-PE-4	39	1.0	45				
16+17.35	16+01.25	38.83	RT	TYPE-U	D-PE-18A, D-PE-18B					1		32
	16+32.12	36.05	RT	TYPE-U	D-PE-18A, D-PE-18B					1		
17+48.18	17+36.49	28.95	LT	SEW	D-SEW-1A	14					1	24
	17+59.40	27.74	LT	SEW	D-SEW-1A						1	
17+66.61	17+50.30	39.25	RT	TYPE-U	D-PE-18A, D-PE-18B	14				1		36
	17+86.19	35.24	RT	STRAIGHT	D-PE-4		1.0	45				
18+10.84	17+99.54	34.18	RT	STRAIGHT	D-PE-4	30		1.0	45			24
	18+22.51	32.98	RT	TYPE-U	D-PE-18A, D-PE-18B					1		
TOTALS						97	32	3	135	5	6	250

BOX TABULATION

STATION	STD. DWG.	NO. BARRELS	WIDTH	HEIGHT	LENGTH
15+63.77	STD-17-59	1	14	6	63
CALCULATION FACTORS			SECTION QUANTITY		
FILL HEIGHT	CONCRETE. CY/FT	REINF. STEEL LB/FT	LENGTH FT.	CONCRETE. C.Y.	REINF. STEEL LB.
3.00' TO 4.99'	1.57	316	63	98.91	19908
SUB TOTALS				99	19908

WINGWALL TABULATION

STD. DWG.	BOX/SLAB HEIGHT FT.	ST HEIGHT FT.	CURB HEIGHT FT.	TOTAL HEIGHT FT.	DESIGN HEIGHT FT.
STD-17-1 THRU STD-17-10	6	1.08	1	8.08	7
STD-17-16 THRU STD-17-18	STD-17-14	45	3:1	5.725	511.75
	STD-17-11	90	6:1	17.25	1687.5
SUB TOTALS				23	2200

EDGE BEAM TABULATION

STD. DWG.	CURB LENGTH FT.	CONCRETE. CY/FT	A700E REINF. STEEL LB/FT	A700 REINF. STEEL LB/FT	C400E REINF. STEEL LB/FT
STD-17-8	31	0.37	14.31	14.31	1.28
SUB TOTALS		12	444	444	40

TOTAL QUANTITY

CONCRETE. C.Y.	REINF. STEEL LB.
604-01.01	604-01.02
134	23036

TOPSOIL

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
29534	287	101	388	547	388	159	0

RIPRAP DITCHES

ROADWAY	STATION		SIDE	MACHINED RIPRAP				SEEDING WITH MULCH	SODDING NEW SOD
	FROM	TO		CLASS A3 709-05.05 (C.Y.)	CLASS A1 709-05.06 (C.Y.)	CLASS A2 709-05.07 (C.Y.)	CLASS B 709-05.08 (C.Y.)	801-01 (S.Y.)	803-01 (S.Y.)
SR 347	12+50.00	13+07.09	LT				58.0		
SR 347	14+50.00	14+94.00	RT				51.0		
SR 347	15+23.00	15+50.00	LT				65.0		
SR 347	18+30.00	19+00.00	RT				91.0		
TOTALS				0	0	0	265	0	

RIPRAP

ROADWAY	STATION	SIDE	RIPRAP CLASS B 709-05.08 (TON)
SR 347	15+65.02	LT	163
TOTALS			163

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

RIGHT-OF-WAY

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	3
PIH	2025	82023-4220-04	3
PS&E	2026	82023-4220-04	3

- (1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, PROJECT DEVELOPMENT DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL PROJECT DEVELOPMENT OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (8) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

COMM:

CHARTER COMMUNICATIONS

1774 HENRY G. LANE ST
 MARYVILLE TN, 37801
 CONTACT: BILLY CLICK
 OFFICE PHONE: 865 388 7524
 (NO COST)

ELECTRIC:

AEP-KINGSPORT POWER COMPANY

420 RIVERPORT RD.
 KINGSPORT, TN 37660
 CONTACT: TOM HENSLEY
 OFFICE PHONE: 423 578 2249
 CELL PHONE: 423 578 2272
 Email: tdhensley@aep.com
 (NO COST)

GAS:

ATMOS

2833 WEST MARKET ST.
 JOHNSON CITY, TN 37604
 CONTACT: SETH BRADBURN
 OFFICE PHONE: 423 440 4521
 (NO CONFLICT)

TELEPHONE:

CENTURYLINK

101 N. ROAN ST.
 JOHNSON CITY, TN 37601
 CONTACT: ANDREW ICE
 OFFICE PHONE: 423 461 7724
 CELL PHONE: 423 470 5636
 Email: andrew.f.ice@centurylink.com

WATER AND SEWER:

CITY OF KINGSPORT

1213 KONNAROCK RD.
 KINGSPORT, TN 37664
 CONTACT: CHAD AUSTIN
 OFFICE PHONE: 423 224 2546
 (NO COST)

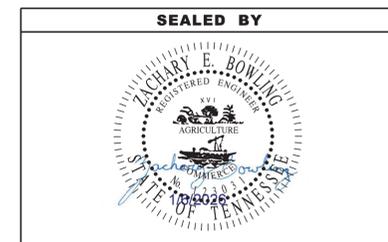
COMM:

BRIGHTSPEED

101 NORTH ROAN STREET
 JOHNSON CITY, TN 37601
 CONTACT: ANDY ICE
 OFFICE PHONE: 423 461 7724
 (NO COST)

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



**STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION**

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	3A
PIH	2025	82023-4220-04	3A
PS&E	2026	82023-4220-04	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION (1)	AIR RIGHTS
				BOOK	PAGE												
1	RONALD W. DOLAN AND WIFE, FAYE L. DOLAN	104	1.60	527C	872	8.835		8.835				8.835					
2	SAMUEL PEREZ CANDELARIA	104	48.10	3354	1044		0.852	0.852									
3	ARTHUR L. ROGERS AND WIFE, EVA P. ROGERS	104	48.02	3107	1581		1.668	1.668									
4	STEPHEN D. CAVIN AND WIFE, JENNIFER D. CAVIN	104	1.50	3260	381	8.592		8.592	2792 S.F.		2792 S.F.	8.528			838 S.F.		
5	JUDY L. WILKERSON CARTER	104	49.00	WB123	252		0.501	0.501		0.109	0.109				514 S.F.		
6	MICHAEL A. BERNARD AND WIFE ERICA F. BERNARD	104	1.40	2398C	106	1.472		1.472	2929 S.F.		2929 S.F.	1.405			1367 S.F.		
7	RANDALL A. WILKERSON & VIOLA NICOLE WILKERSON	104	49.10	WB123/2845C	252/478		0.805	0.805		0.105	0.105				1309 S.F.		
8	MICHAEL A. BERNARD AND WIFE ERICA F. BERNARD	104	1.35	2398C	106	1.643		1.643	0.141		0.141	1.502			4252 S.F.		
9	RICHARD BRANDON HICKS AND WIFE, DIANA DANIELLE HICKS	104	50.00	3251	611		1.238	1.238		0.296	0.296				2741 S.F.		
10	GARY G. WALLEN AND WIFE, MARGARET R. WALLEN	104	1.30	3200	170	1.693		1.693	0.147		0.147	1.546			3472 S.F.		
11	GARY G. WALLEN AND WIFE, MARGARET R. WALLEN	104	1.20	741C	780	1.099		1.099	3267 S.F.		3267 S.F.	1.024			1172 S.F.		
12	GARY G. WALLEN AND WIFE, MARGARET R. WALLEN	104	1.15	340C	533	2.484		2.484				2.484					
13	GLENN WAYNE MELLONS	104	50.30	557C	388		13.627	13.627		3949 S.F.	3949 S.F.		13.536		350 S.F.		
ACQUISITION TOTALS (ACRES)										1.095					0.368		

REVISION 04/28/2025:
REVISED ROW AREA AND CONSTRUCTION EASEMENT AREA FOR TRACT 4.

REVISION 08/01/2025:
REVISED TRACT 5,7 OWNER AND DEED REFERENCE, REVISED TRACT 6 DEED REFERENCE, REVISED TRACT 13 OWNER NAME.

FOOTNOTE

(1) CONSTRUCTION EASEMENT FOR WORKING ROOM FOR DRIVEWAYS AND EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

IN BETWEEN SLOPE LINES	1.235 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.445 (AC)
TOTAL DISTURBED AREA	1.680 (AC)
TOTAL PROJECT AREA	1.995 (AC)

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

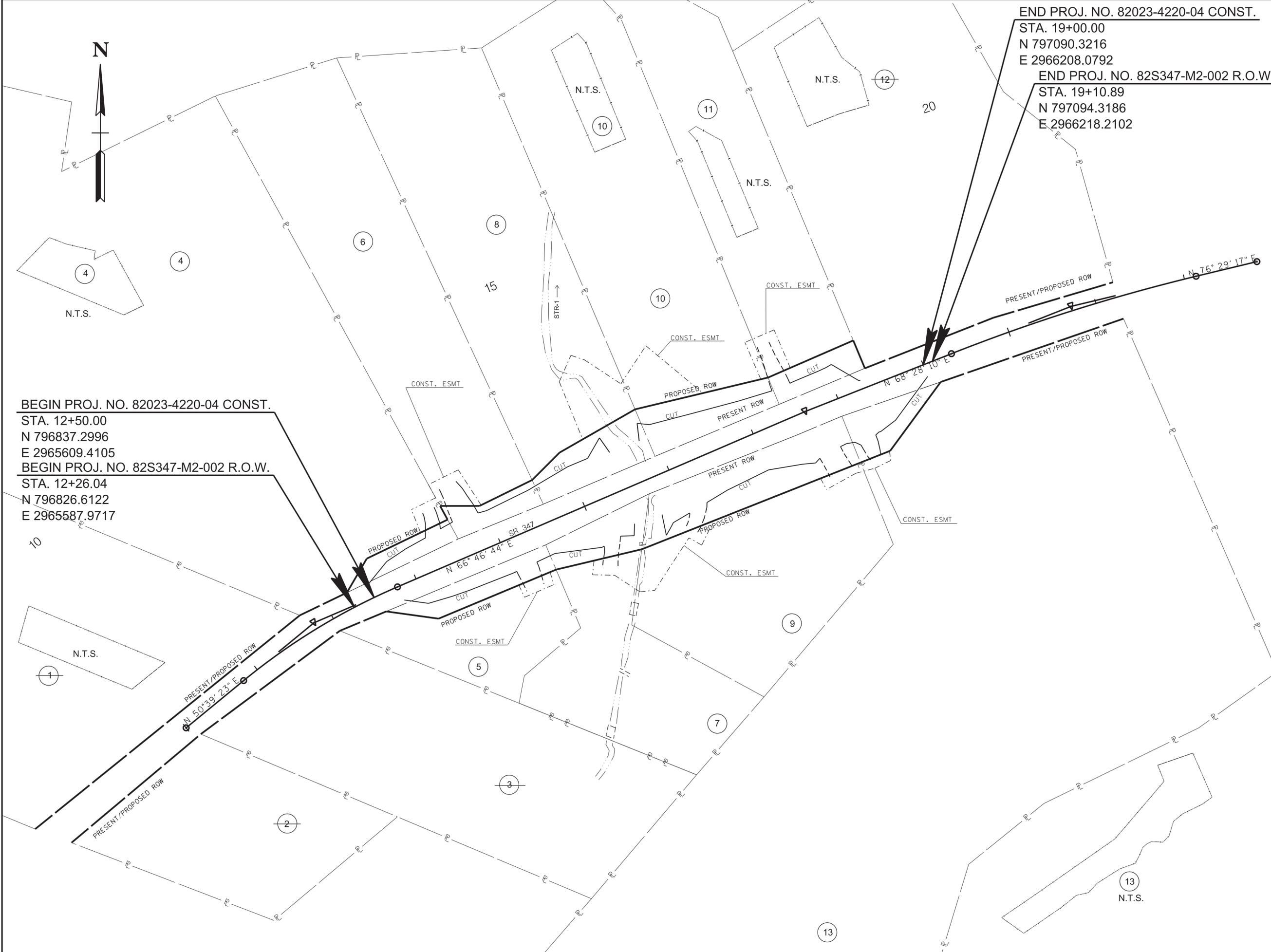
**RIGHT-OF-WAY
ACQUISITION
TABLE**

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	3B
PIH	2025	82023-4220-04	3B
PS&E	2026	82023-4220-04	3B

REVISION 04/28/2025:
REVISED PROPOSED ROW AND
CONSTRUCTION EASEMENT FOR TRACT 4.

END PROJ. NO. 82023-4220-04 CONST.
STA. 19+00.00
N 797090.3216
E 2966208.0792
END PROJ. NO. 82S347-M2-002 R.O.W.
STA. 19+10.89
N 797094.3186
E 2966218.2102

BEGIN PROJ. NO. 82023-4220-04 CONST.
STA. 12+50.00
N 796837.2996
E 2965609.4105
BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
STA. 12+26.04
N 796826.6122
E 2965587.9717



SEALED BY

ZACHARY E. BOWLING
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
189028

COORDINATE VALUES ARE TENNESSEE STATE
PLANE NAD 83(2011), AND ARE DATUM ADJUSTED
BY THE FACTOR OF 1.00004, AND ARE TIED TO
TGRN. ALL ELEVATIONS ARE REFERENCED TO THE
NAVD 1988 USING THE GEOID 12B MODEL,
OBTAINED ON 03-07-2021.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

PROPERTY MAP
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	4A
PIH	2025	82023-4220-04	4A
PS&E	2026	82023-4220-04	4A

REVISION 04/28/2025:
REVISED PROPOSED ROW AND
CONSTRUCTION EASEMENT FOR TRACT 4.

REVISION 08/01/2025:
REVISED TRACT 5, 7, 13 OWNER NAMES

END PROJ. NO. 82023-4220-04 CONST.
STA. 19+00.00
N 797090.3216
E 2966208.0792

END PROJ. NO. 82S347-M2-002 R.O.W.
STA. 19+10.89
N 797094.3186
E 2966218.2102

CONTROL POINT TABLE					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
CP-S12	796555.0000	2965206.7720	1270.5860	OFF CHAIN	OFF CHAIN
CP-S13	796828.2840	2965635.0100	1258.5700	12+69.75	18.89
CP-S14	797035.3500	2966121.2650	1249.7260	17+99.07	19.28
CP-S15	797192.3410	2966428.3160	1260.8160	21+40.11	-24.98

BEGIN PROJ. NO. 82023-4220-04 CONST.
STA. 12+50.00
N 796837.2996
E 2965609.4105

BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
STA. 12+26.04
N 796826.6122
E 2965587.9717

RONALD W. DOLEN AND
WIFE, FAYE L. DOLAN

JUDY L. WILKERSON CARTER

ARTHUR L. RODGERS AND
WIFE, EVA P. ROGERS

RANDALL A. WILKERSON &
VIOLA NICOLE
WILKERSON

GLENN WAYNE MELLONS

RICHARD BRANDON HICKS,
AND DIANA DANIELLE HICKS

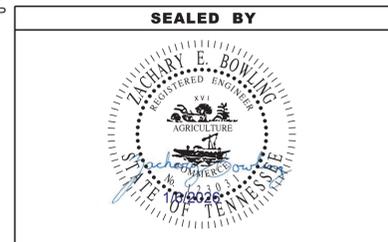
GARY G. WALLEN AND
WIFE, MARGARET R.
WALLEN

GARY G. WALLEN AND WIFE,
MARGARET R. WALLEN

MICHAEL A. BERNARD AND
WIFE ERICA F. BERNARD

MICHAEL A. BERNARD AND
WIFE ERICA F. BERNARD

STEPHEN D. CAVIN AND
WIFE, JENNIFER D. CAVIN



COORDINATE VALUES ARE TENNESSEE STATE
PLANE NAD 83(2011), AND ARE DATUM ADJUSTED
BY THE FACTOR OF 1.00004, AND ARE TIED TO
TRGN. ALL ELEVATIONS ARE REFERENCED TO THE
NAVD 1988 USING THE GEOID 12B MODEL,
OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
DETAILS

STA. 12+26.04 TO STA. 19+10.89
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	4B
PIH	2025	82023-4220-04	4B
PS&E	2026	82023-4220-04	4B

END PROJ. NO. 82023-4220-04 CONST.
 STA. 19+00.00
 N 797090.3216
 E 2966208.0792
 END PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 19+10.89
 N 797094.3186
 E 2966218.2102

NOTE: REMOVE ALL EXISTING RIP RAP INSIDE SLOPE LINES

WINGWALL	A AND B
STD. DWG. NO.	STD-17-11
SLOPE	6:1
H	8 FT.
W	14.5 FT.
h	6.25 FT.
ROTATED FROM STD.	0 DEGREES

WINGWALL	C
STD. DWG. NO.	STD-17-11
SLOPE	6:1
H	8 FT.
W	14.5 FT.
h	6.25 FT.
ROTATED FROM STD.	15 DEGREES CLOCKWISE

WINGWALL	D
STD. DWG. NO.	STD-17-14
SLOPE	3:1
H	8 FT.
Ws	10 FT.
hs	4.5 FT.
ROTATED FROM STD.	15 DEGREES CLOCKWISE

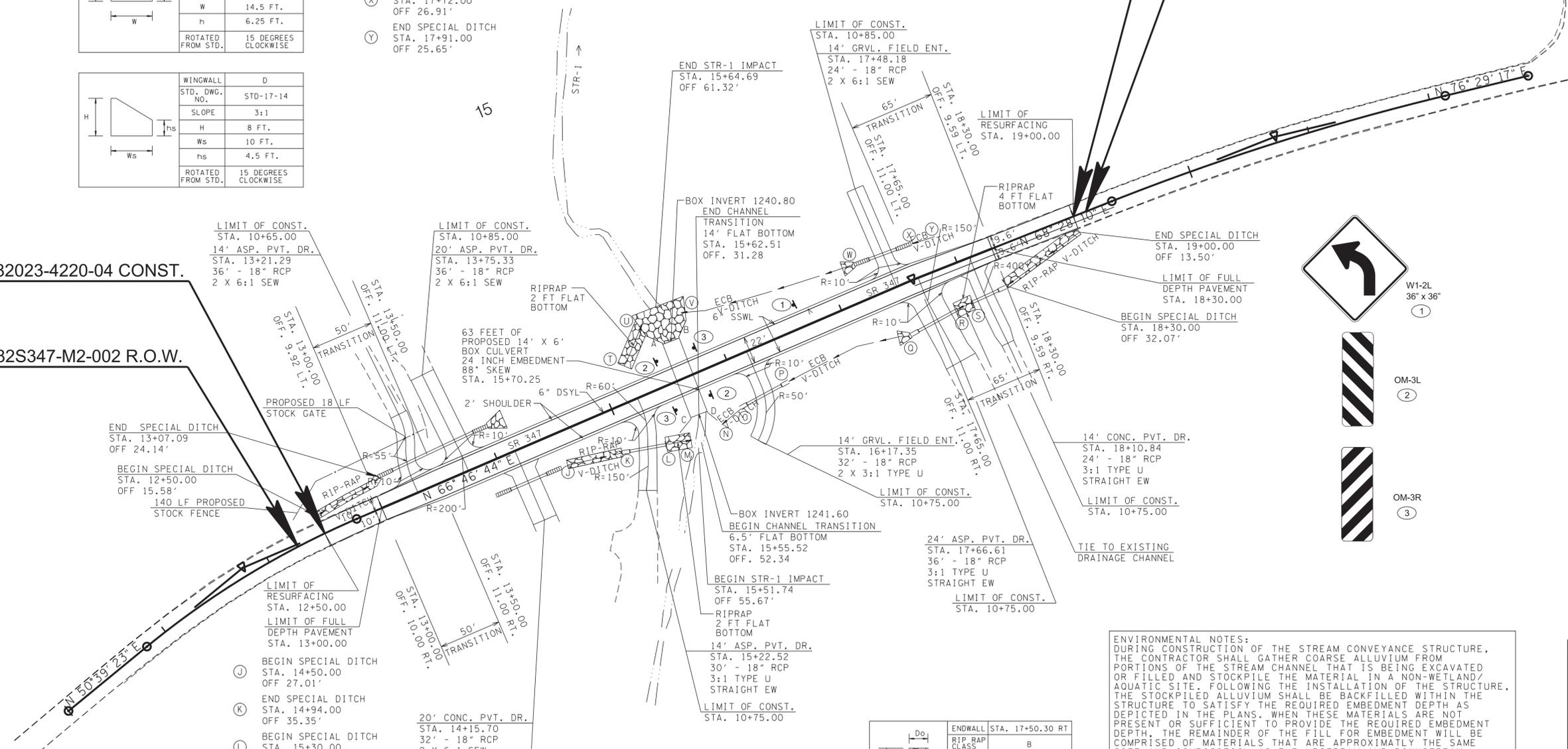
2' FLAT BOTTOM DITCH	STA. 15+36.50
OFF.	-40.53
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	33 FT.
W	12 FT.

V" BOTTOM DITCH	STA. 12+78.73
OFF.	-18.65
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	60 FT.
W	6 FT.

ENDWALL	STA. 15+65.02 LT
RIP RAP CLASS	B
DEPTH	2.5 FT.
Do	14 FT.
L	30 FT.
W	44 FT.

- (T) BEGIN SPECIAL DITCH STA. 15+23.00 OFF 27.00'
- (U) END SPECIAL DITCH STA. 15+50.00 OFF 53.64'
- (V) BEGIN SPECIAL DITCH STA. 15+80.00 OFF 49.46'
- (W) END SPECIAL DITCH STA. 17+23.00 OFF 29.99'
- (X) BEGIN SPECIAL DITCH STA. 17+72.00 OFF 26.91'
- (Y) END SPECIAL DITCH STA. 17+91.00 OFF 25.65'

BEGIN PROJ. NO. 82023-4220-04 CONST.
 STA. 12+50.00
 N 796837.2996
 E 2965609.4105
 BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 12+26.04
 N 796826.6122
 E 2965587.9717



ENVIRONMENTAL NOTES:
 THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

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. VOIDS WITHIN THE RIPRAP SHALL BE FILLED WITH THE STREAM BED SUBSTRATE, IF AVAILABLE, TO PREVENT LOSS OF STREAM WITHIN RIPRAP AREAS. STREAM BED SUBSTRATE CAN BE REMOVED FROM RIPRAP EMBEDMENT AREA. IF STREAM BED SUBSTRATE IS NOT AVAILABLE, THE FOLLOWING SHOULD BE USED. PRIOR TO PLACEMENT OF RIPRAP, IT SHOULD BE MIXED WITH A MIXTURE OF 70% CREEK GRAVEL AND 30% SAND TO FILL THE VOIDS. ONCE THE RIPRAP MIXTURES HAS BEEN INSTALLED, THE AREA SHOULD BE THOROUGHLY COMPACTED. ONCE COMPACTED, AN ADDITIONAL 1-2 INCHES OF SAND AND CREEK GRAVEL SHALL BE ADDED TO FILL IN THE REMAINING VOIDS IF NEEDED. THE CONTRACTOR SHALL ENSURE THAT WATER WILL FLOW OVER THE RIPRAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.

- (J) BEGIN SPECIAL DITCH STA. 14+50.00 OFF 27.01'
- (K) END SPECIAL DITCH STA. 14+94.00 OFF 35.35'
- (L) BEGIN SPECIAL DITCH STA. 15+30.00 OFF 43.38'
- (M) END SPECIAL DITCH STA. 15+50.00 OFF 47.98'
- (N) BEGIN SPECIAL DITCH STA. 15+75.00 OFF 46.35'
- (O) END SPECIAL DITCH STA. 15+95.00 OFF 40.42'
- (P) BEGIN SPECIAL DITCH STA. 16+39.00 OFF 35.43'
- (Q) END SPECIAL DITCH STA. 17+37.00 OFF 37.96'
- (R) BEGIN SPECIAL DITCH STA. 17+85.00 OFF 34.91'
- (S) END SPECIAL DITCH STA. 18+00.00 OFF 34.16'

2' FLAT BOTTOM DITCH	STA. 15+28.51
OFF.	45.39
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	20 FT.
W	12 FT.

ENDWALL	STA. 13+90.70 LT
RIP RAP CLASS	C
DEPTH	3.5 FT.
Do	4.5 FT.
L	14 FT.
W	15.5 FT.

V" BOTTOM DITCH	STA. 14+72.00
OFF.	31.18
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	45 FT.
W	7 FT.

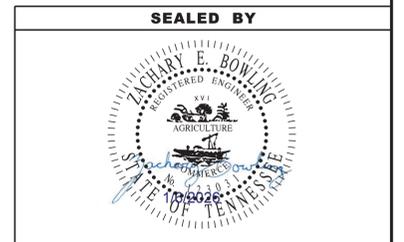
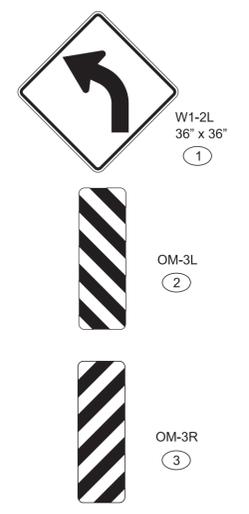
ENDWALL	STA. 17+50.30 RT
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	10 FT.
W	12 FT.

V" BOTTOM DITCH	STA. 18+65.00
OFF.	22.79
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	72 FT.
W	8 FT.

4' FLAT BOTTOM DITCH	STA. 17+99.54
OFF.	34.69
RIP RAP CLASS	B
DEPTH	2.5 FT.
L	13 FT.
W	12 FT.

ENVIRONMENTAL NOTES:
 DURING 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 BACKFILLED WITHIN THE STRUCTURE TO SATISFY THE REQUIRED EMBEDMENT DEPTH AS DEPICTED IN THE PLANS. WHEN THESE MATERIALS ARE NOT PRESENT OR SUFFICIENT TO PROVIDE THE REQUIRED EMBEDMENT DEPTH, THE REMAINDER OF THE FILL FOR EMBEDMENT WILL BE COMPRISED OF MATERIALS THAT ARE APPROXIMATELY THE SAME SIZE AND COMPOSITION AS THE UPSTREAM AND DOWNSTREAM CHANNEL MATERIALS. THE STANDARD DRAWING FOR SUBSTRATE RESTORATION D-NSD-30 SHOULD BE USED.

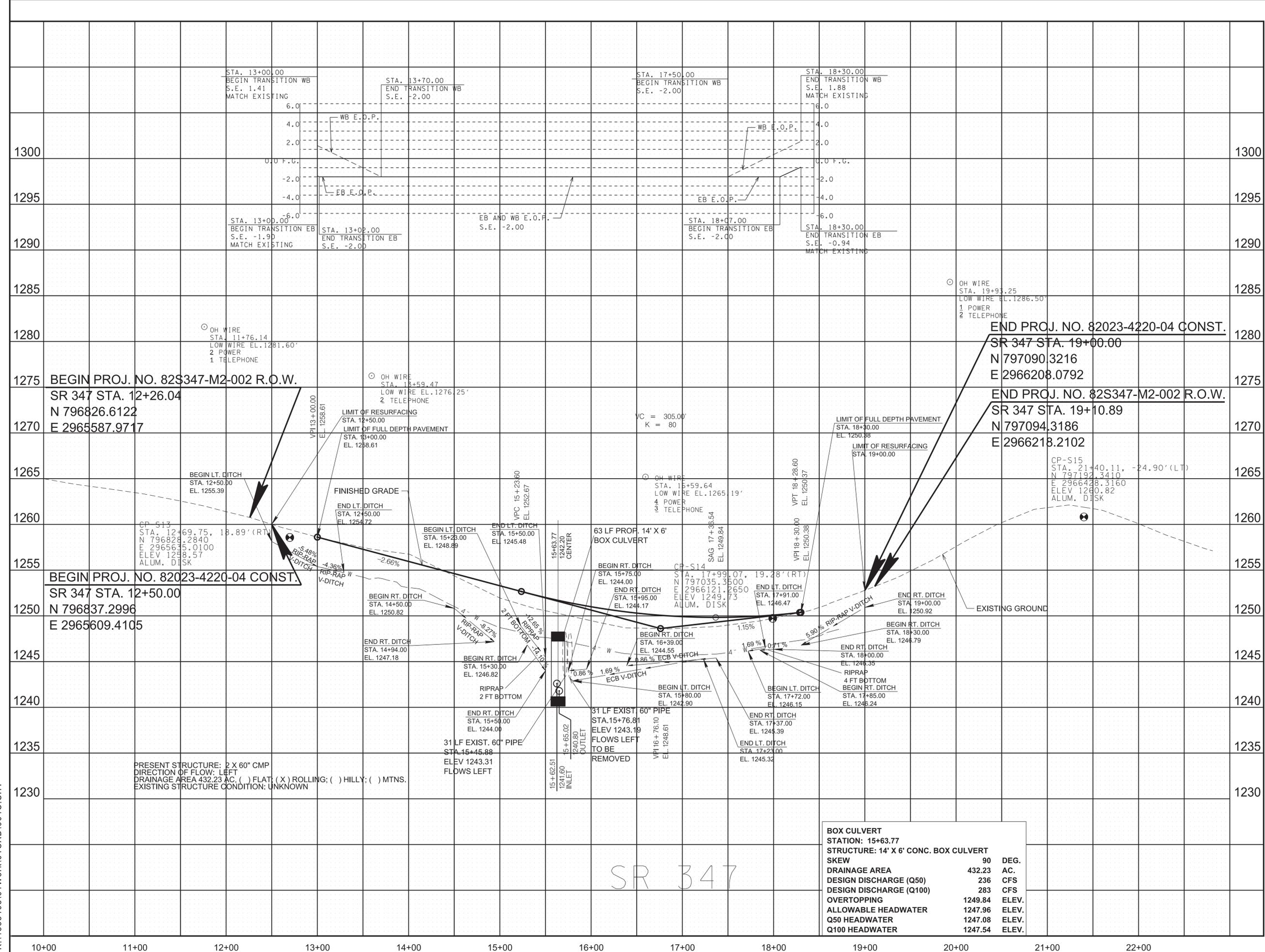
THE STREAM AT THE INLET AND OUTLET OF PROPOSED EMBEDDED STREAM CONVEYANCE STRUCTURES SHALL BE RESTORED TO THE PRECONSTRUCTION STREAM CHANNEL CROSS-SECTION MATCHING THE CHANNEL BOTTOM WIDTH AND BANK HEIGHT AND WIDTH. THE RESTORED STREAM CHANNEL WILL BE CONSTRUCTED FROM THE EXCAVATED STREAM AND STREAM BANK MATERIALS, OR OTHER MATERIALS IF SPECIFIED, ONCE THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE IS COMPLETE. REFER TO THE "EMBEDDING OF STRUCTURES" NOTE FOR SPECIFICATIONS OF EXCAVATED STREAM MATERIALS TO BE USED. IF APPLICABLE, WHEN RECONSTRUCTING THE STREAM BANK, USE A COIR FIBER ROLL AT THE TOE OF THE BANK TO PROVIDE BANK STABILITY WHILE NATIVE VEGETATION ESTABLISHES. STANDARD DRAWING D-NSD-33 MUST BE USED FOR COIR FIBER ROLL INSTALLATION. STREAM BANK MATERIALS EXCAVATED DURING CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, OR OTHER MATERIALS SPECIFIED, SHOULD BE USED WHEN RECONSTRUCTED THE STREAM BANK ONCE THE STRUCTURE IS COMPLETE. NATIVE SEED MIXTURES AS SPECIFIED IN STANDARD DRAWING STD-17-20 SHALL BE PLANTED ONCE THE BANK CONSTRUCTION IS COMPLETE. IF NATURAL CHANNEL DESIGN IS PROPOSED AT THE STRUCTURE INLET, OUTLET, OR BOTH, IMPLEMENT THE DESIGN AS SHOWN IN THE NATURAL CHANNEL DESIGN PLANS INSTEAD OF RESTORING THE CHANNEL TO PRECONSTRUCTION CROSS-SECTION.



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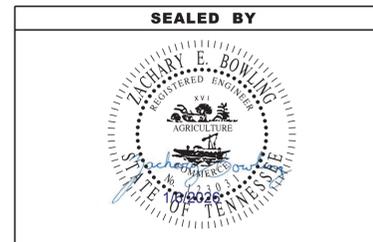
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
PROPOSED LAYOUT
 STA. 12+26.04 TO STA. 19+00.89
 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	4C
PIH	2025	82023-4220-04	4C
PS&E	2026	82023-4220-04	4C



SR 347

BOX CULVERT	
STATION:	15+63.77
STRUCTURE:	14' X 6' CONC. BOX CULVERT
SKEW	90 DEG.
DRAINAGE AREA	432.23 AC.
DESIGN DISCHARGE (Q50)	236 CFS
DESIGN DISCHARGE (Q100)	283 CFS
OVERTOPPING	1249.84 ELEV.
ALLOWABLE HEADWATER	1247.96 ELEV.
Q50 HEADWATER	1247.08 ELEV.
Q100 HEADWATER	1247.54 ELEV.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

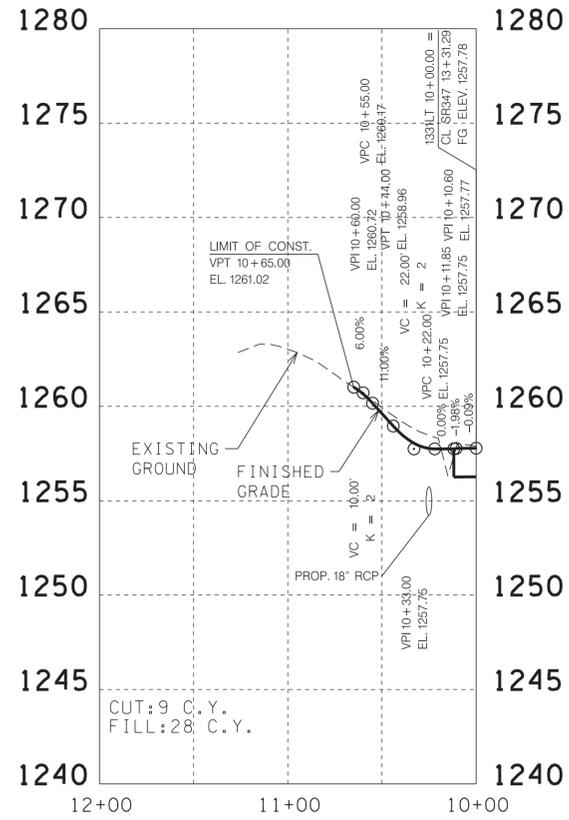
PROPOSED PROFILE

STA. 12+26.04 TO STA. 19+10.89

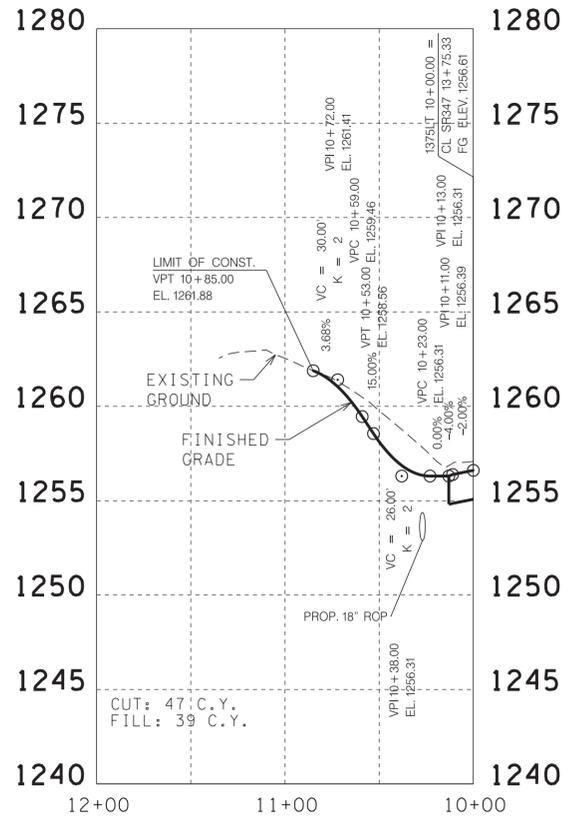
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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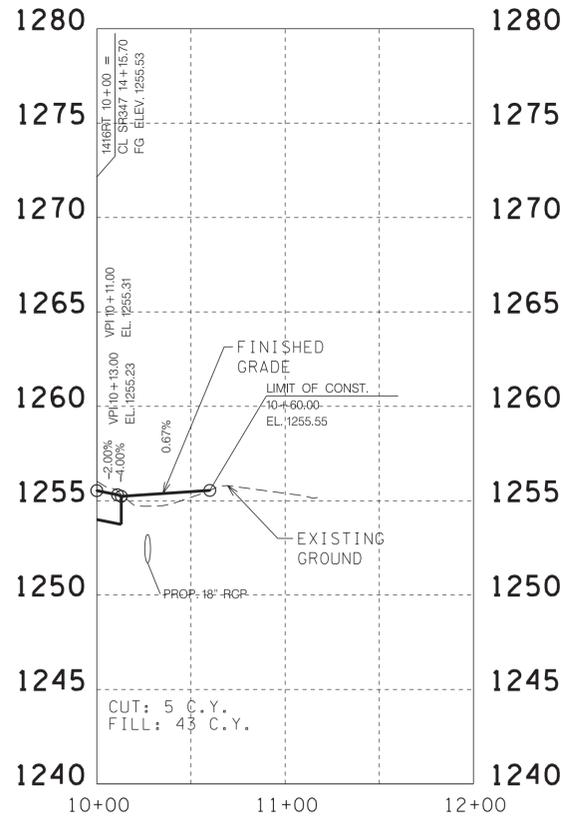
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	5
PIH	2025	82023-4220-04	5
PS&E	2026	82023-4220-04	5



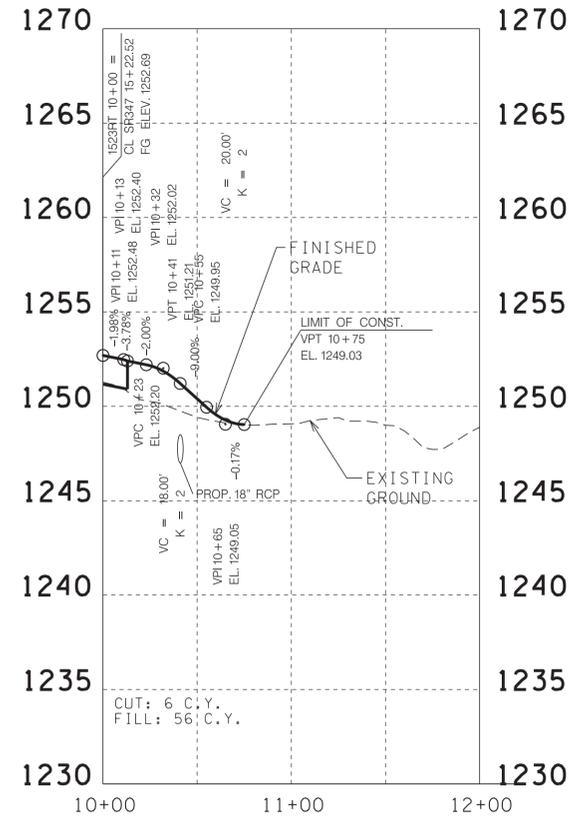
STA. 13+31.29
14' ASP. PVT. DR. LT.
36' - 18" RCP
TRACT 4
S.R. 347



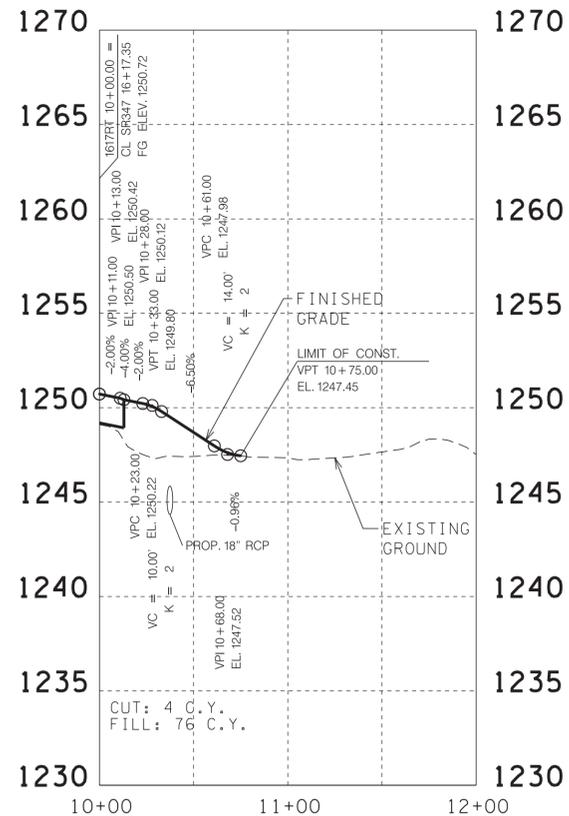
STA. 13+75.33
20' ASP. PVT. DR. LT.
36' - 18" RCP
TRACT 6
S.R. 347



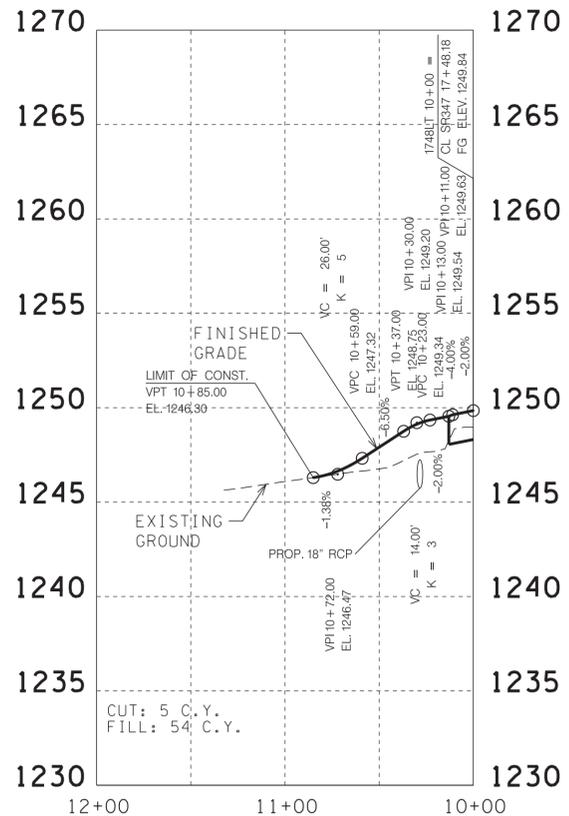
STA. 14+15.70
20' CONC. PVT. DR. RT.
32' - 18" RCP
TRACT 5
S.R. 347



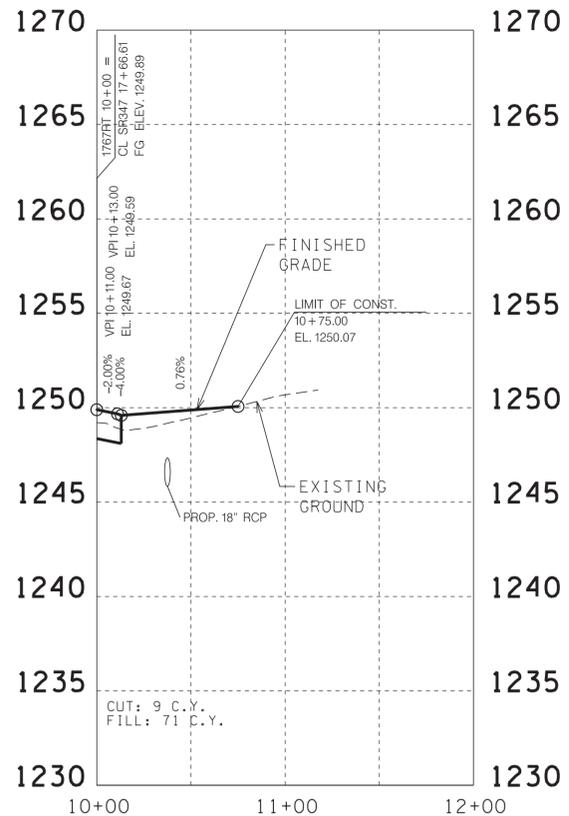
STA. 15+22.52
14' ASP. PVT. DR. RT.
30' - 18" RCP
TRACT 7
S.R. 347



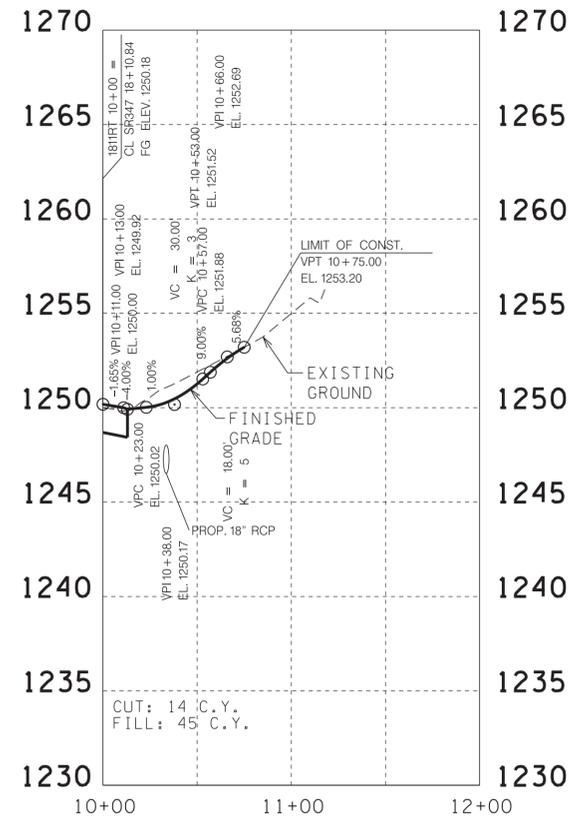
STA. 16+17.35
14' GRVL. FIELD ENT. RT.
32' - 18" RCP
TRACT 9
S.R. 347



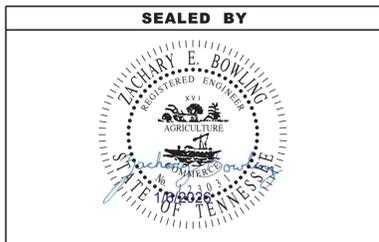
STA. 17+48.18
14' GRVL. FIELD ENT. LT.
24' - 18" RCP
TRACT 11
S.R. 347



STA. 17+66.61
24' ASP. PVT. DR. RT.
36' - 18" RCP
TRACT 9
S.R. 347



STA. 18+10.84
14' CONC. PVT. DR. RT.
24' - 18" RCP
TRACT 13
S.R. 347



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE,
BUSINESS, AND FIELD
ENTRANCE PROFILES

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

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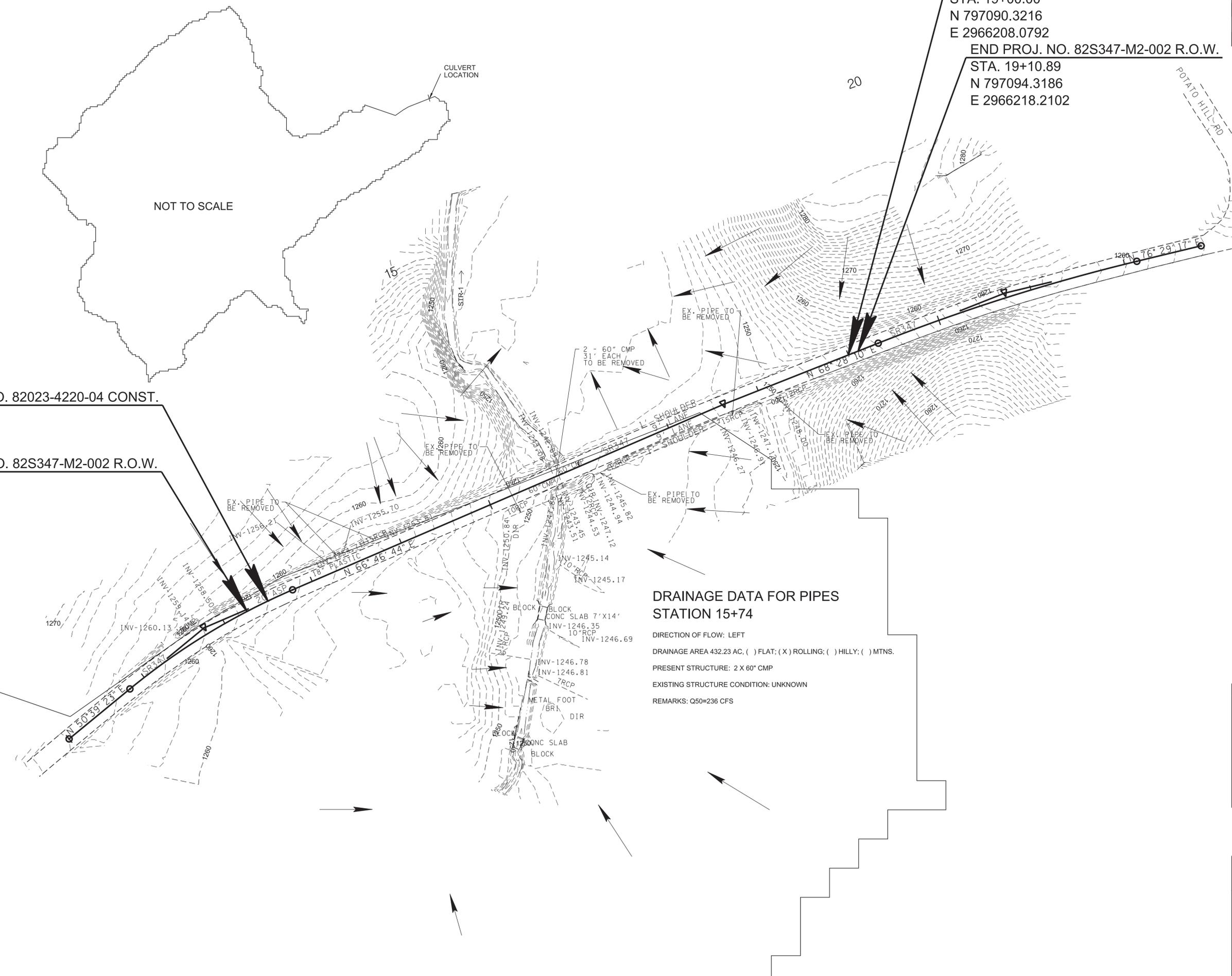
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	6
PIH	2025	82023-4220-04	6
PS&E	2026	82023-4220-04	6

END PROJ. NO. 82023-4220-04 CONST.
 STA. 19+00.00
 N 797090.3216
 E 2966208.0792
 END PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 19+10.89
 N 797094.3186
 E 2966218.2102



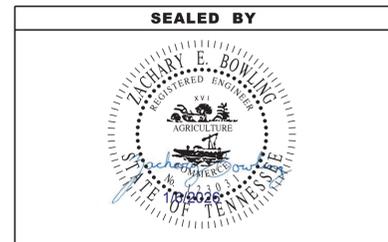
NOT TO SCALE

BEGIN PROJ. NO. 82023-4220-04 CONST.
 STA. 12+50.00
 N 796837.2996
 E 2965609.4105
 BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 12+26.04
 N 796826.6122
 E 2965587.9717



**DRAINAGE DATA FOR PIPES
 STATION 15+74**

DIRECTION OF FLOW: LEFT
 DRAINAGE AREA 432.23 AC, () FLAT; (X) ROLLING; () HILLY; () MTNS.
 PRESENT STRUCTURE: 2 X 60" CMP
 EXISTING STRUCTURE CONDITION: UNKNOWN
 REMARKS: Q50=236 CFS



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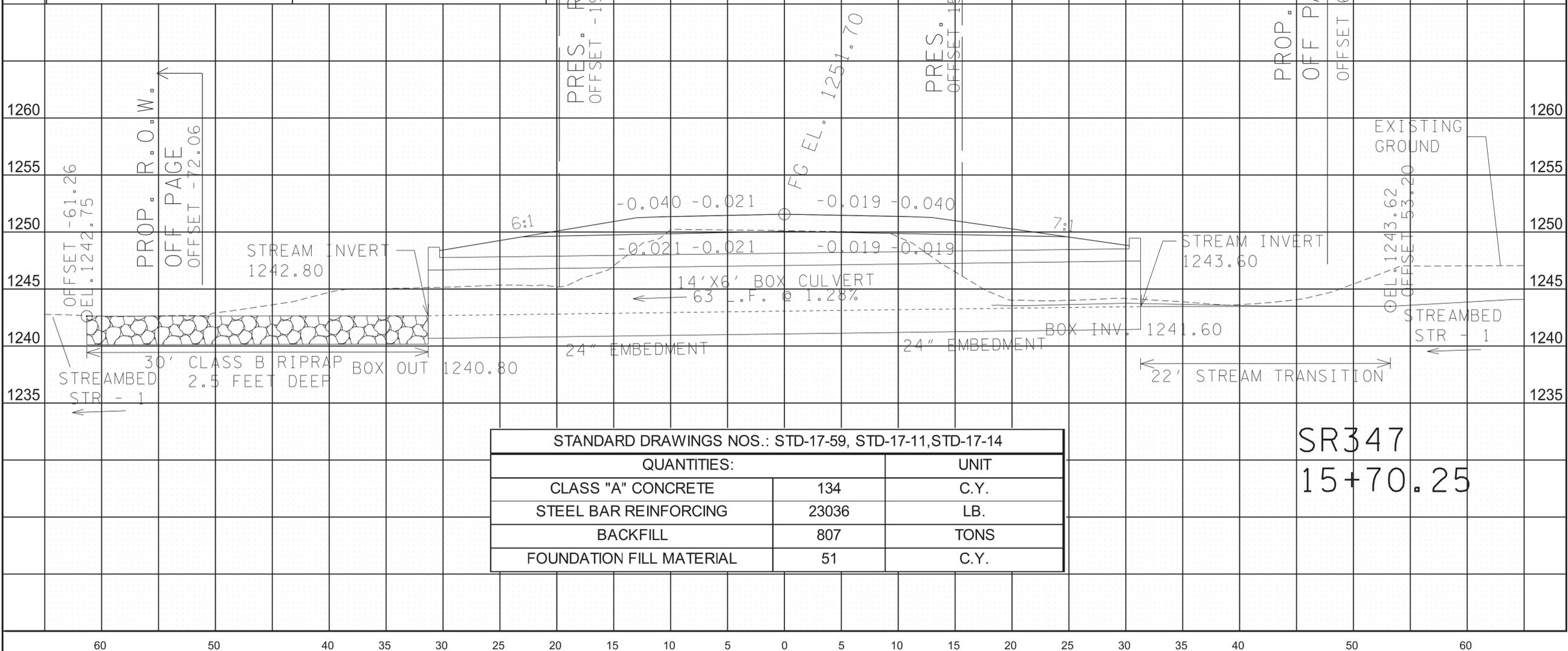
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**DRAINAGE
 MAP**
 STA. 12+26.04 TO STA. 19+10.89
 SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	7
PIH	2025	82023-4220-04	7
PS&E	2026	82023-4220-04	7

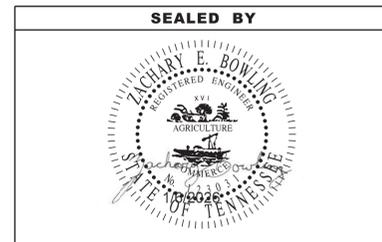
BOX CULVERT

STATION		15+63.77
STRUCTURE	14'X6'	CON. BOX CULVERT
SKEW	88	DEG
DRAINAGE AREA	432.32	AC.
DESIGN DISCHARGE (Q50)	236	CFS
DESIGN DISCHARGE (Q100)	283	CFS
OVERTOPPING	1249.84	ELEV.
ALLOWABLE HEADWATER	1247.96	ELEV.
Q50 HEADWATER	1247.08	ELEV.
Q100 HEADWATER	1247.54	ELEV.
VELOCITY (Q50)	7.09	FT/S
VELOCITY (Q100)	8.29	FT/S
AOP ANALYSIS		
BANKFULL WIDTH	7.6	FT
BANKFULL DEPTH	0.5	FT
DESIGN DISCHARGE (Q2)	67	CFS
PROP. INLET INVERT	1241.6	FT
PROP. INLET STREAM BED ELEV.	1243.6	FT
PROP. OUTLET INVERT	1240.8	FT
PROP. OUTLET STREAM BED ELEV.	1242.8	FT
Q2 HEADWATER ELEV.	N/A	FT
VELOCITY (Q2)	N/A	FT/S
STREAM BED MATERIAL	SILT, SAND, GRAVEL	
D50 BED MATERIAL SIZE	60% SILT/SAND, 40% GRAVEL	



STANDARD DRAWINGS NOS.: STD-17-59, STD-17-11, STD-17-14		
QUANTITIES:		UNIT
CLASS "A" CONCRETE	134	C.Y.
STEEL BAR REINFORCING	23036	LB.
BACKFILL	807	TONS
FOUNDATION FILL MATERIAL	51	C.Y.

SR347
15+70.25



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION
SCALE: 1"=5' HORIZ.
1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	8
PIH	2025	82023-4220-04	8
PS&E	2026	82023-4220-04	8

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

- (2) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (3) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (4) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (5) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (6) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (7) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (8) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (9) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (10) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (11) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (12) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

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

STREAMS, WETLANDS & BUFFER ZONES

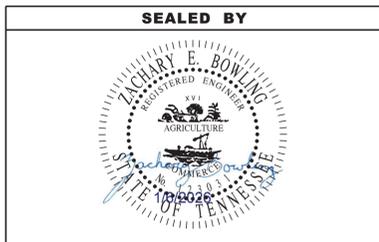
- (14) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., PIER FOOTING, RIP-RAP PLACEMENT, CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED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

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	TEMPORARY BERM	EC-STR-27
	TEMPORARY DIVERSION CHANNEL (SEE PLAN SHEET)	EC-STR-31
	SAND BAG BERM	EC-STR-33
	12 INCH SEDIMENT TUBE	EC-STR-37
	20 INCH SEDIMENT TUBE	EC-STR-37
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

TABULATED EPSC QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
(1)(7) 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	67	
(1) 209-05	SEDIMENT REMOVAL	C.Y.	20	
(1)(2) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	720	
(1)(2) 209-08.08	ENHANCED ROCK CHECK DAM	EACH	7	
(1) 209-09.01	SANDBAGS	BAG	300	
(1)(2) 209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH	2	
(1)(2) 209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	300	
(1)(4) 209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	332	
(1)(2) 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	16	
(1)(2)(3)(5) 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	200	
(1)(2)(3)(6) 709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	999	
(1)(2)(3) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1573	
(1)(2) 740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1165	
(1)(2)(10) 740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	234	
(1) 801-01	SEEDING (WITH MULCH)	UNIT	28	
(1) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	14	
(1)(8) 801-01.38	NATIVE SEED MIX FINAL STABILIZATION OF SLOPES	UNIT	7	
(1) 801-02	SEEDING (WITHOUT MULCH)	UNIT	31	
(1) 801-02.15	FERTILIZER	TON	1	
(1) 801-03	WATER (SEEDING & SODDING)	M.G.	9	
(1)(9) 805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	3397	

EPSC QUANTITY FOOTNOTES	
(1)	ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY TDOT MANAGER.
(2)	SEE SUBSECTION 209.07 OF STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(3)	GEOTEXTILE TO BE PLACED UNDER ALL RIP-RAP.
(4)	278' OF 7' FLAT BOTTOM DIVERSION CHANNEL AND 54' OF V-DITCH DIVERSION CHANNEL.
(5)	INCLUDES 200 TONS TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.
(6)	INCLUDES 999 TONS TO BE USED FOR TEMPORARY DIVERSION CHANNELS.
(7)	INCLUDES 40 CY FOR TEMPORARY CONSTRUCTION EXITS AND 27 CY FOR TEMPORARY BERMS.
(8)	TO BE USED FOR PERMANENT STABILIZATION IN STREAM IMPACT AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FEET OF THE EDGE OF WATER. APPROPRIATE SEED MIXTURES FOR REGION AND SITE CONDITIONS SHALL BE SELECTED FROM FROM TABLE 7.9-1 IN CHAPTER 7.9 OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.
(9)	COIR FIBER EROSION CONTROL BLANKET TO BE USED AS DIRECTED BY TDOT MANAGER. SEE ENVIRONMENTAL NOTES ON SHEET 4B.
(10)	TO BE USED FOR DITCH APPLICATIONS.

OUTFALL TABLE						
OUTFALL	SUB-OUTFALL	AREA (ACRES)			SLOPE (%)	COMMENT
		STAGE 1	STAGE 2	STAGE 3		
1		3.26	3.26	3.26	13.00%	
2		2.65	-	-	22.00%	
3		2.39	2.39	2.39	3.00%	
4		0.43	0.43	0.43	3.50%	
5		-	2.65	2.65	10.00%	



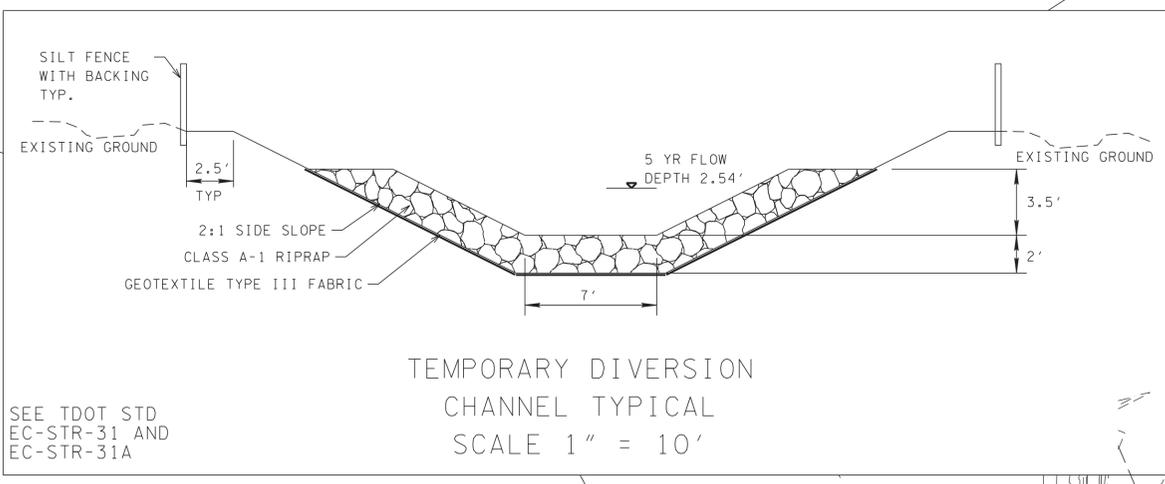
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	9
PIH	2025	82023-4220-04	9
PS&E	2026	82023-4220-04	9

END PROJ. NO. 82023-4220-04 CONST.
 STA. 19+00.00
 N 797090.3216
 E 2966208.0792
 END PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 19+10.89
 N 797094.3186
 E 2966218.2102

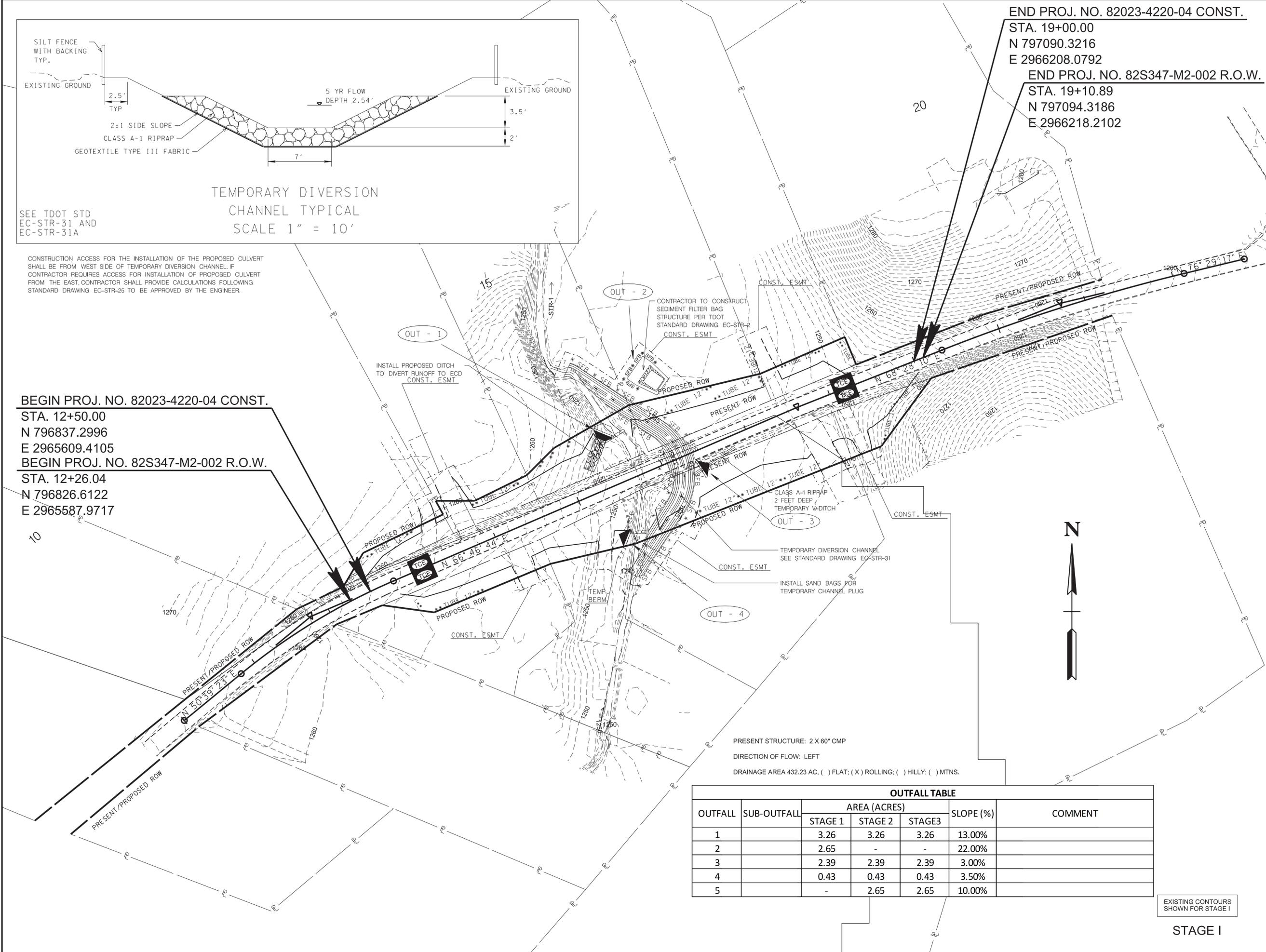
REVISION 04/28/2025:
 REVISED EPSC MEASURES
 ON TRACT 4.



SEE TDOT STD
 EC-STR-31 AND
 EC-STR-31A

CONSTRUCTION ACCESS FOR THE INSTALLATION OF THE PROPOSED CULVERT SHALL BE FROM WEST SIDE OF TEMPORARY DIVERSION CHANNEL. IF CONTRACTOR REQUIRES ACCESS FOR INSTALLATION OF PROPOSED CULVERT FROM THE EAST, CONTRACTOR SHALL PROVIDE CALCULATIONS FOLLOWING STANDARD DRAWING EC-STR-25 TO BE APPROVED BY THE ENGINEER.

BEGIN PROJ. NO. 82023-4220-04 CONST.
 STA. 12+50.00
 N 796837.2996
 E 2965609.4105
 BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 12+26.04
 N 796826.6122
 E 2965587.9717



PRESENT STRUCTURE: 2 X 60" CMP
 DIRECTION OF FLOW: LEFT
 DRAINAGE AREA 432.23 AC, () FLAT; (X) ROLLING; () HILLY; () MTNS.

OUTFALL	SUB-OUTFALL	AREA (ACRES)			SLOPE (%)	COMMENT
		STAGE 1	STAGE 2	STAGE 3		
1		3.26	3.26	3.26	13.00%	
2		2.65	-	-	22.00%	
3		2.39	2.39	2.39	3.00%	
4		0.43	0.43	0.43	3.50%	
5		-	2.65	2.65	10.00%	

EXISTING CONTOURS
 SHOWN FOR STAGE I

STAGE I

SEALED BY

COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TRGN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL PLANS

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	10
PIH	2025	82023-4220-04	10
PS&E	2026	82023-4220-04	10

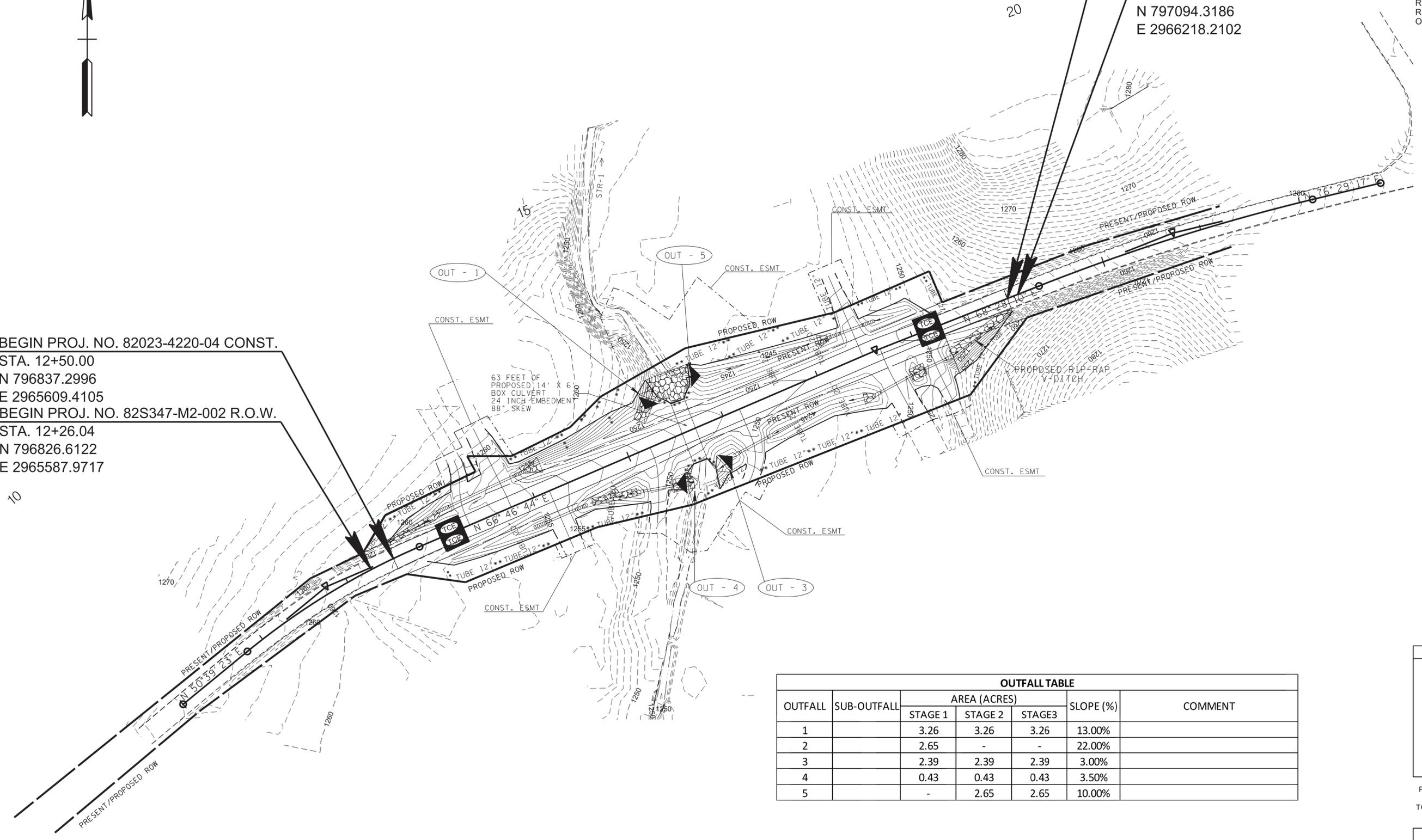
REVISION 04/28/2025:
REVISED EPSC MEASURES
ON TRACT 4.



END PROJ. NO. 82023-4220-04 CONST.
STA. 19+00.00
N 797090.3216
E 2966208.0792
END PROJ. NO. 82S347-M2-002 R.O.W.
STA. 19+10.89
N 797094.3186
E 2966218.2102

BEGIN PROJ. NO. 82023-4220-04 CONST.
STA. 12+50.00
N 796837.2996
E 2965609.4105
BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
STA. 12+26.04
N 796826.6122
E 2965587.9717

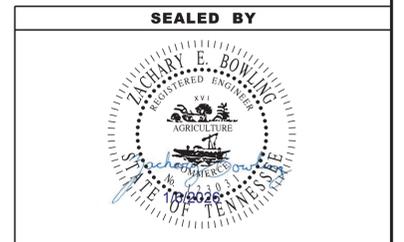
10



OUTFALL	SUB-OUTFALL	AREA (ACRES)			SLOPE (%)	COMMENT
		STAGE 1	STAGE 2	STAGE 3		
1		3.26	3.26	3.26	13.00%	
2		2.65	-	-	22.00%	
3		2.39	2.39	2.39	3.00%	
4		0.43	0.43	0.43	3.50%	
5		-	2.65	2.65	10.00%	

EXISTING AND PROPOSED CONTOURS
SHOWN FOR STAGE II

STAGE II



COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
PLANS

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	11
PIH	2025	82023-4220-04	11
PS&E	2026	82023-4220-04	11

REVISION 04/28/2025:
REVISED EPSC MEASURES
ON TRACT 4.

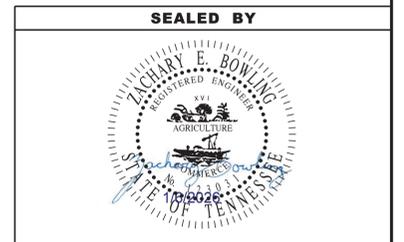
END PROJ. NO. 82023-4220-04 CONST.
STA. 19+00.00
N 797090.3216
E 2966208.0792
END PROJ. NO. 82S347-M2-002 R.O.W.
STA. 19+10.89
N 797094.3186
E 2966218.2102

BEGIN PROJ. NO. 82023-4220-04 CONST.
STA. 12+50.00
N 796837.2996
E 2965609.4105
BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
STA. 12+26.04
N 796826.6122
E 2965587.9717

OUTFALL TABLE						
OUTFALL	SUB-OUTFALL	AREA (ACRES)			SLOPE (%)	COMMENT
		STAGE 1	STAGE 2	STAGE 3		
1		3.26	3.26	3.26	13.00%	
2		2.65	-	-	22.00%	
3		2.39	2.39	2.39	3.00%	
4		0.43	0.43	0.43	3.50%	
5		-	2.65	2.65	10.00%	

PROPOSED CONTOURS
SHOWN FOR STAGE III

STAGE III



COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
PLANS

SCALE: 1"=50'

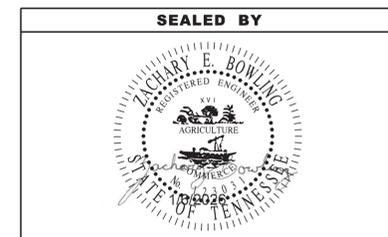
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ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	82023-4220-04	12
PS&E	2026	82023-4220-04	12

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	 W1-2L	4B	36	36									BLACK	YELLOW	0.10" SHEET ALUMINUM	P5	8'-6"	3'-6"	0.15	28	5'-0"	INSTALL 6 LF YELLOW SIGN POST DELINIATION (713-02.21) ON POST P5 SUPPORT REQUIRES SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB, CONCRETE, AND REINFORCING STEEL) - SEE STD. DWG. T-S-23A	
2	 OM-3L	4B	12	36									BLACK	YELLOW	0.08" SHEET ALUMINUM	U3	7'-0"	3'-6"			4'-0"	INSTALL 12 LF YELLOW SIGN POST DELINIATION (713-02.21) ON POST	
3	 OM-3R	4B	12	36									BLACK	YELLOW	0.08" SHEET ALUMINUM	U3	7'-0"	3'-6"			4'-0"	INSTALL 12 LF YELLOW SIGN POST DELINIATION (713-02.21) ON POST	

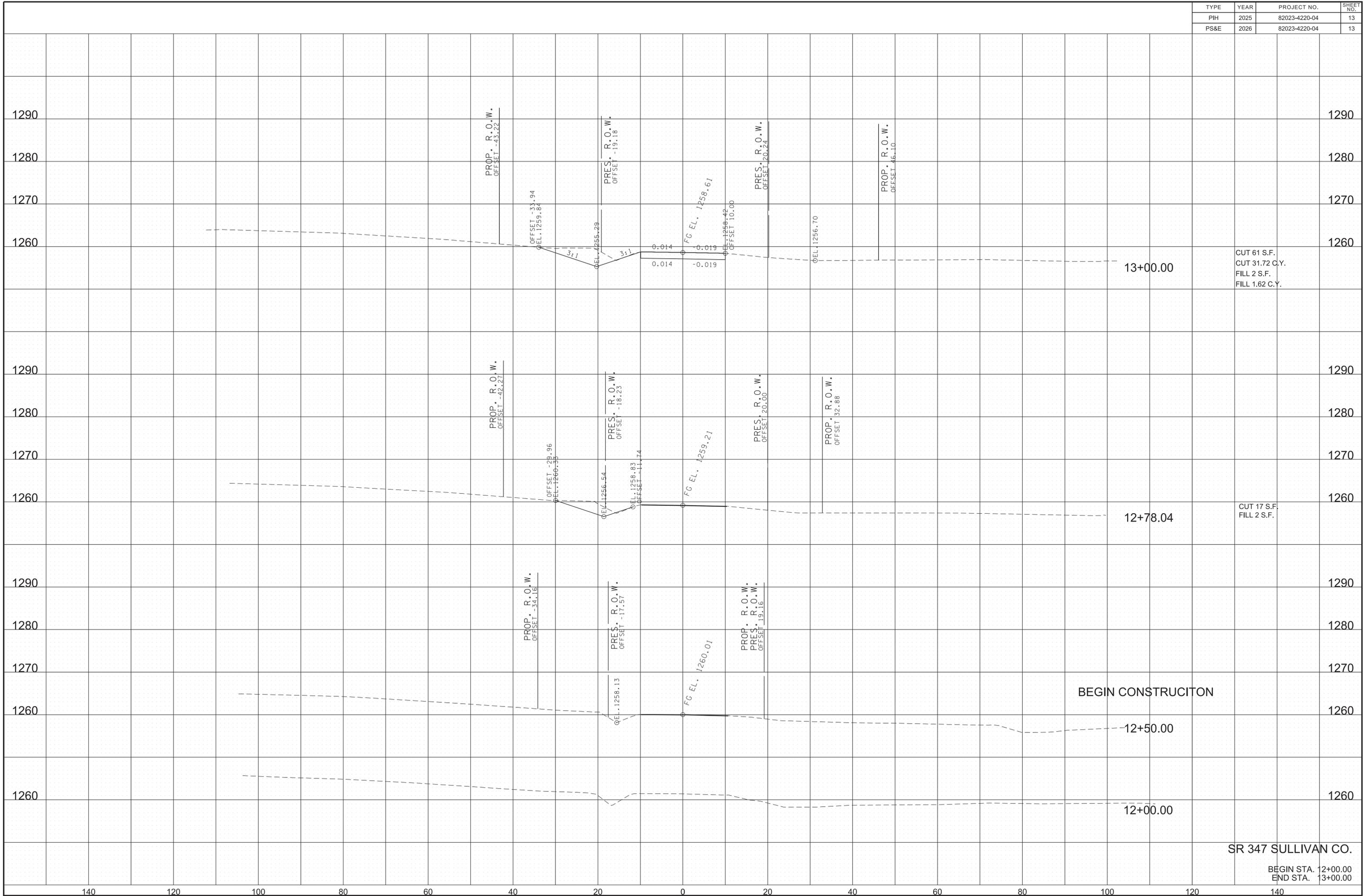


COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN
SCHEDULE
SHEET

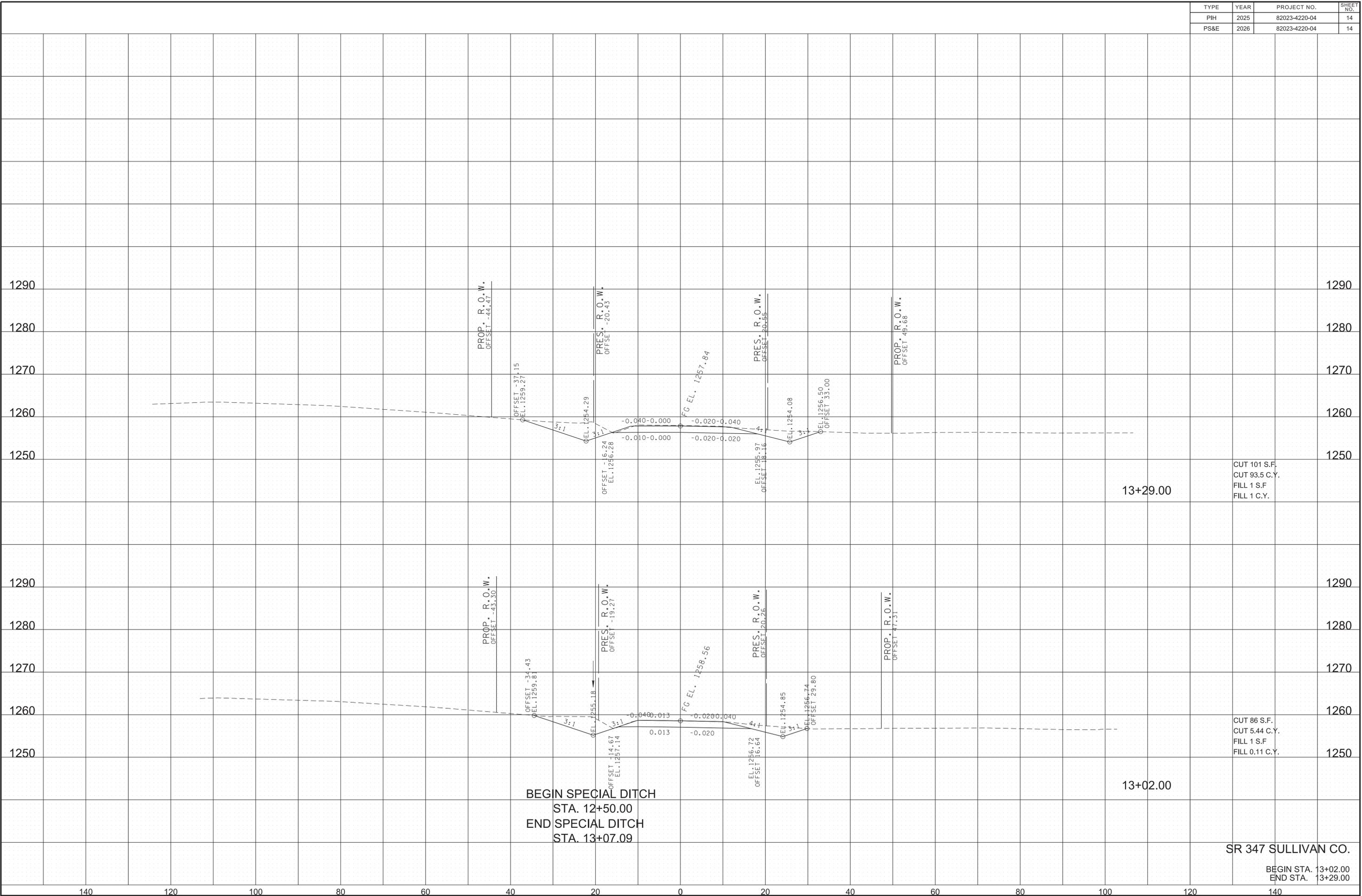
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	13
PS&E	2026	82023-4220-04	13



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BEGIN STA. 12+00.00
END STA. 13+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	14
PS&E	2026	82023-4220-04	14

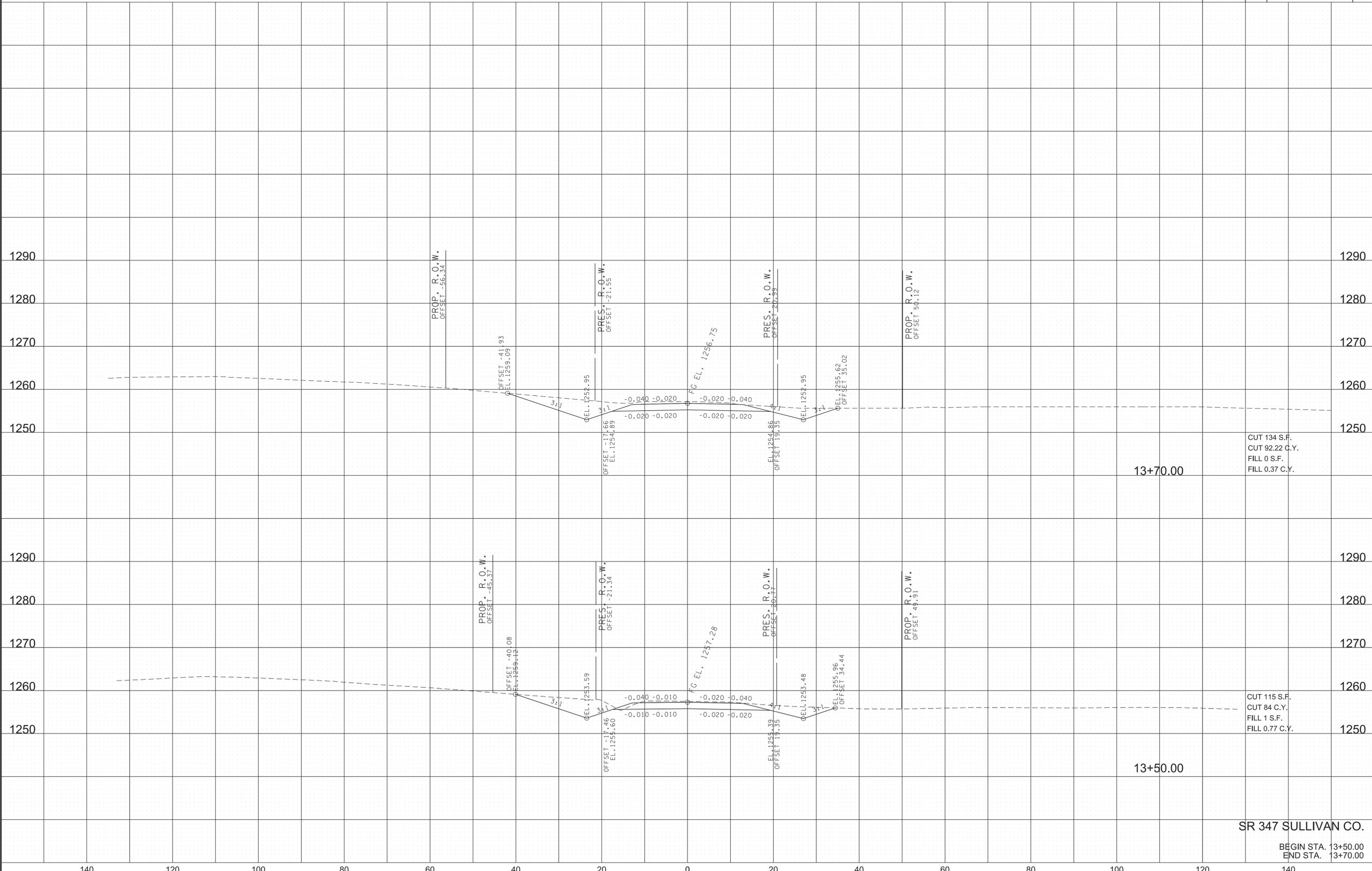


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BEGIN STA. 13+02.00
END STA. 13+29.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	15
PS&E	2026	82023-4220-04	15

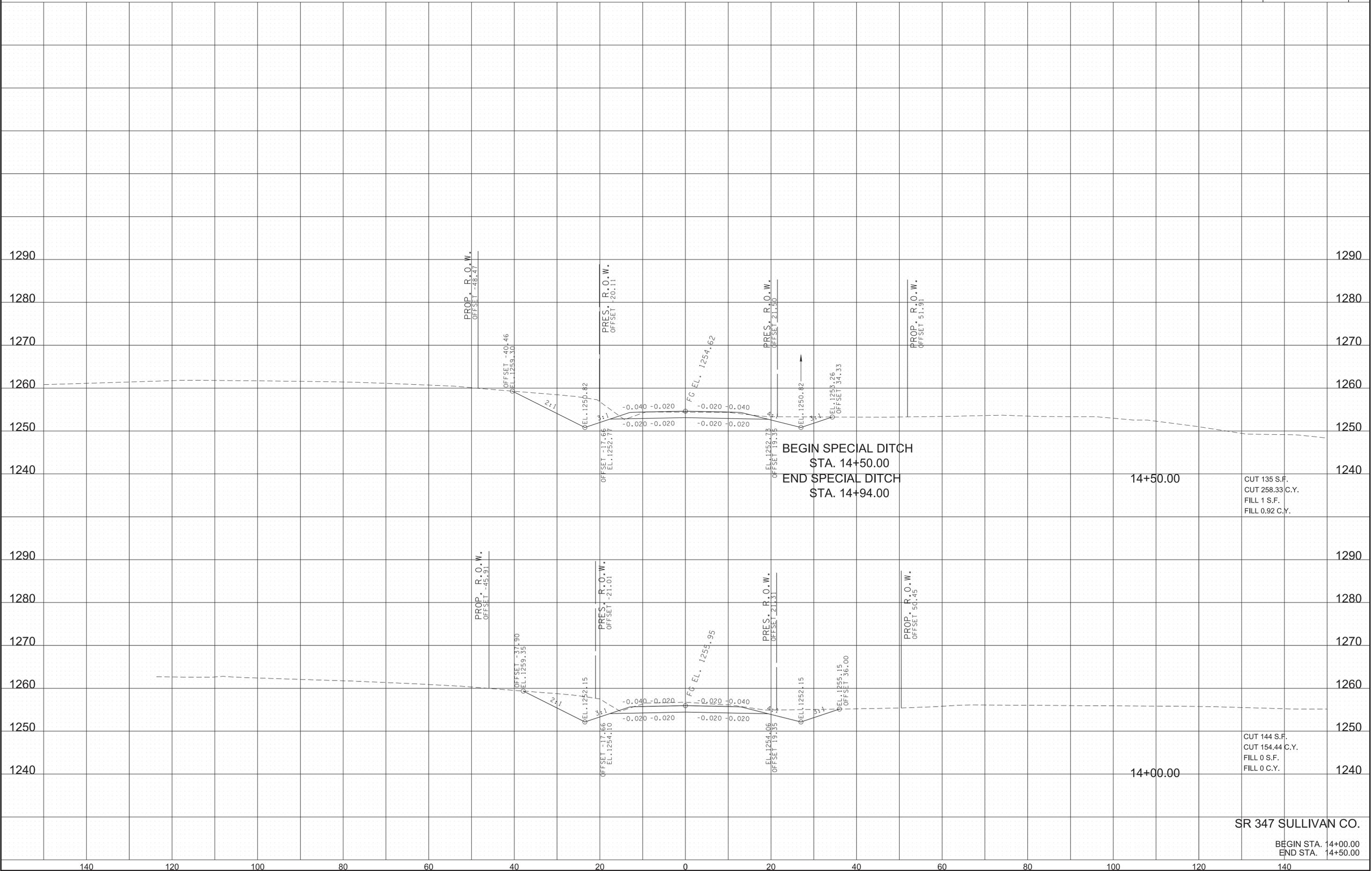


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SR 347 SULLIVAN CO.

BEGIN STA. 13+50.00
END STA. 13+70.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	16
PS&E	2026	82023-4220-04	16



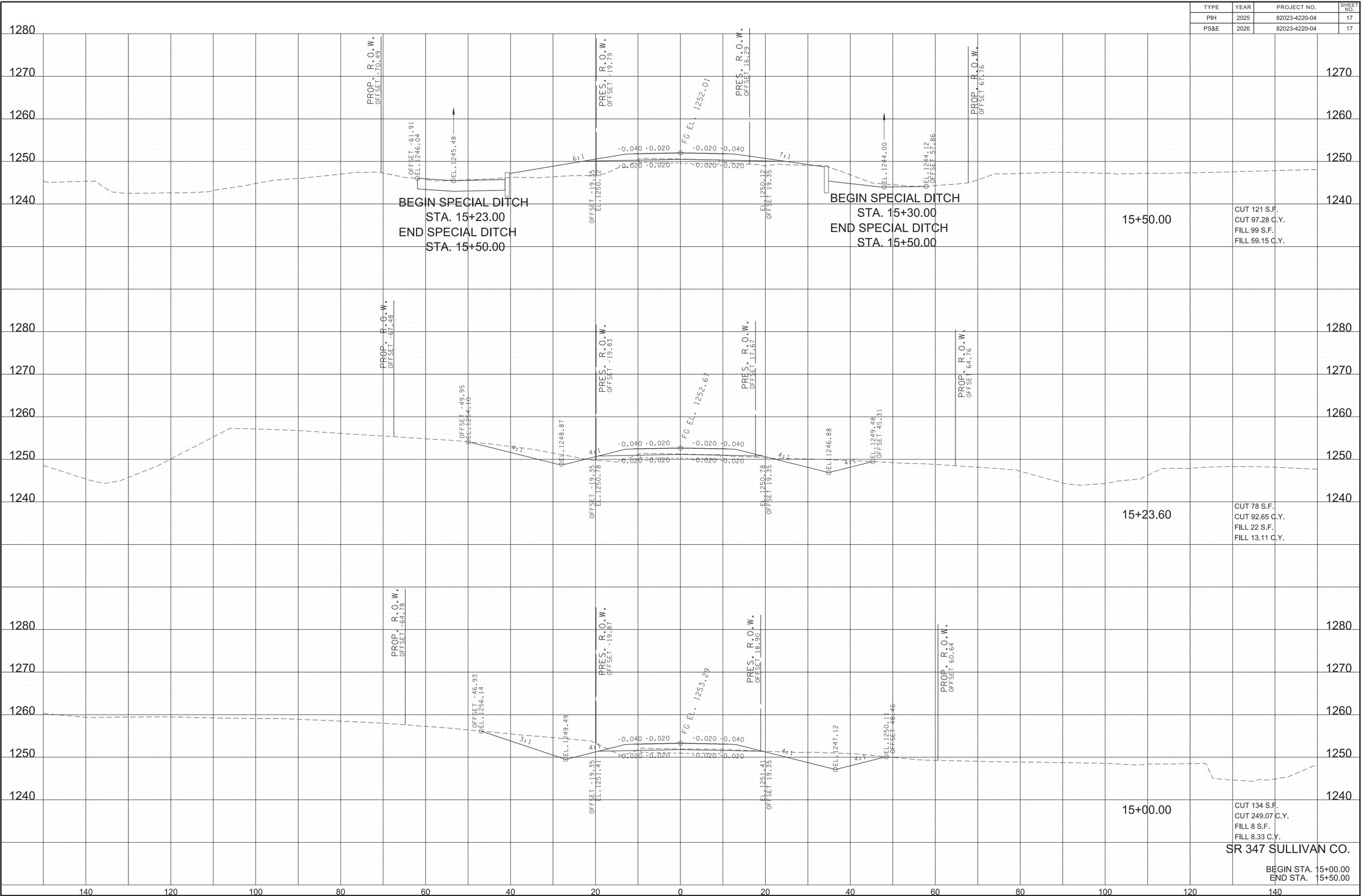
14+50.00
 CUT 135 S.F.
 CUT 258.33 C.Y.
 FILL 1 S.F.
 FILL 0.92 C.Y.

14+00.00
 CUT 144 S.F.
 CUT 154.44 C.Y.
 FILL 0 S.F.
 FILL 0 C.Y.

SR 347 SULLIVAN CO.
 BEGIN STA. 14+00.00
 END STA. 14+50.00

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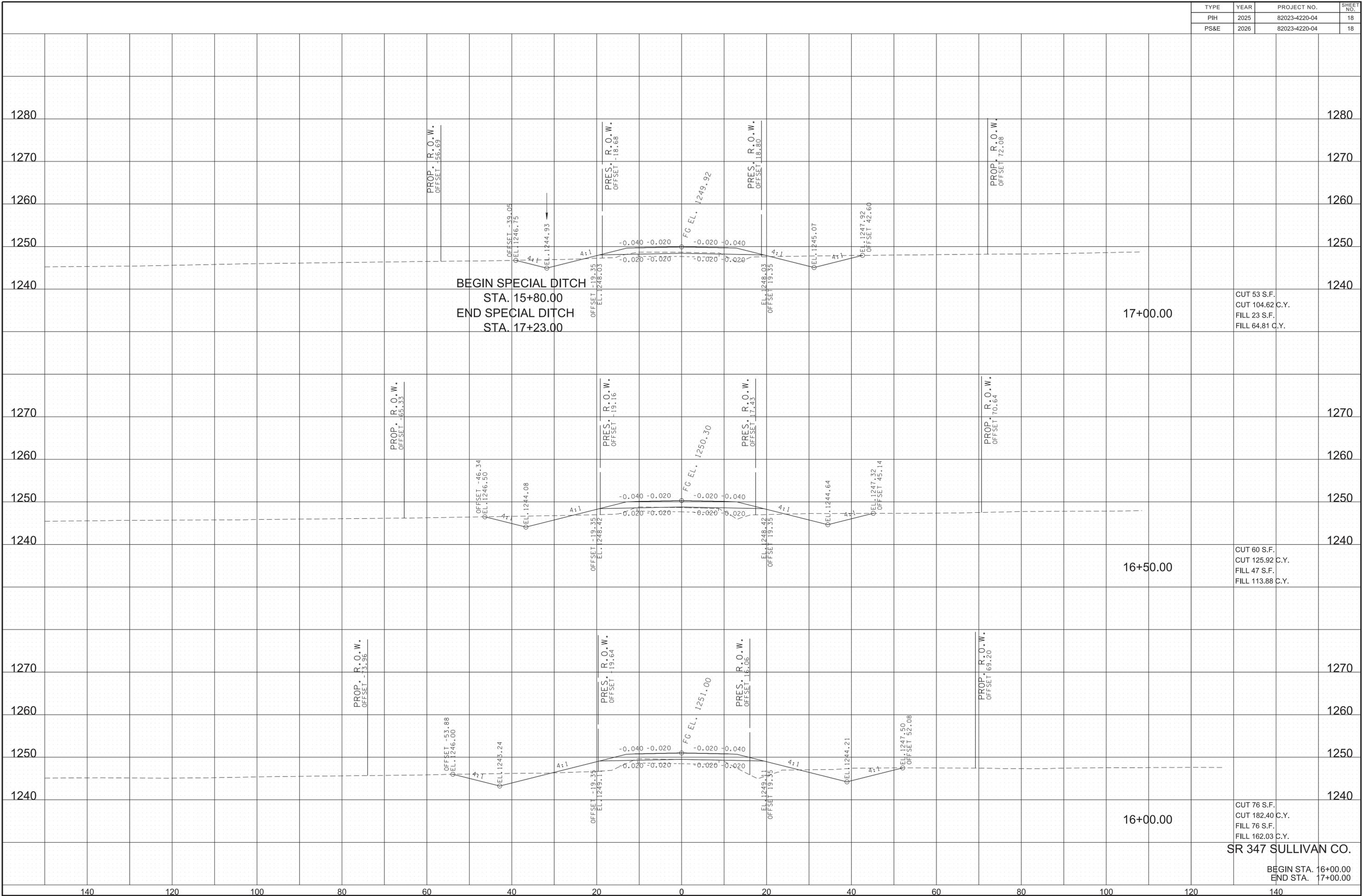
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	17
PS&E	2026	82023-4220-04	17



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BEGIN STA. 15+00.00
END STA. 15+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	18
PS&E	2026	82023-4220-04	18

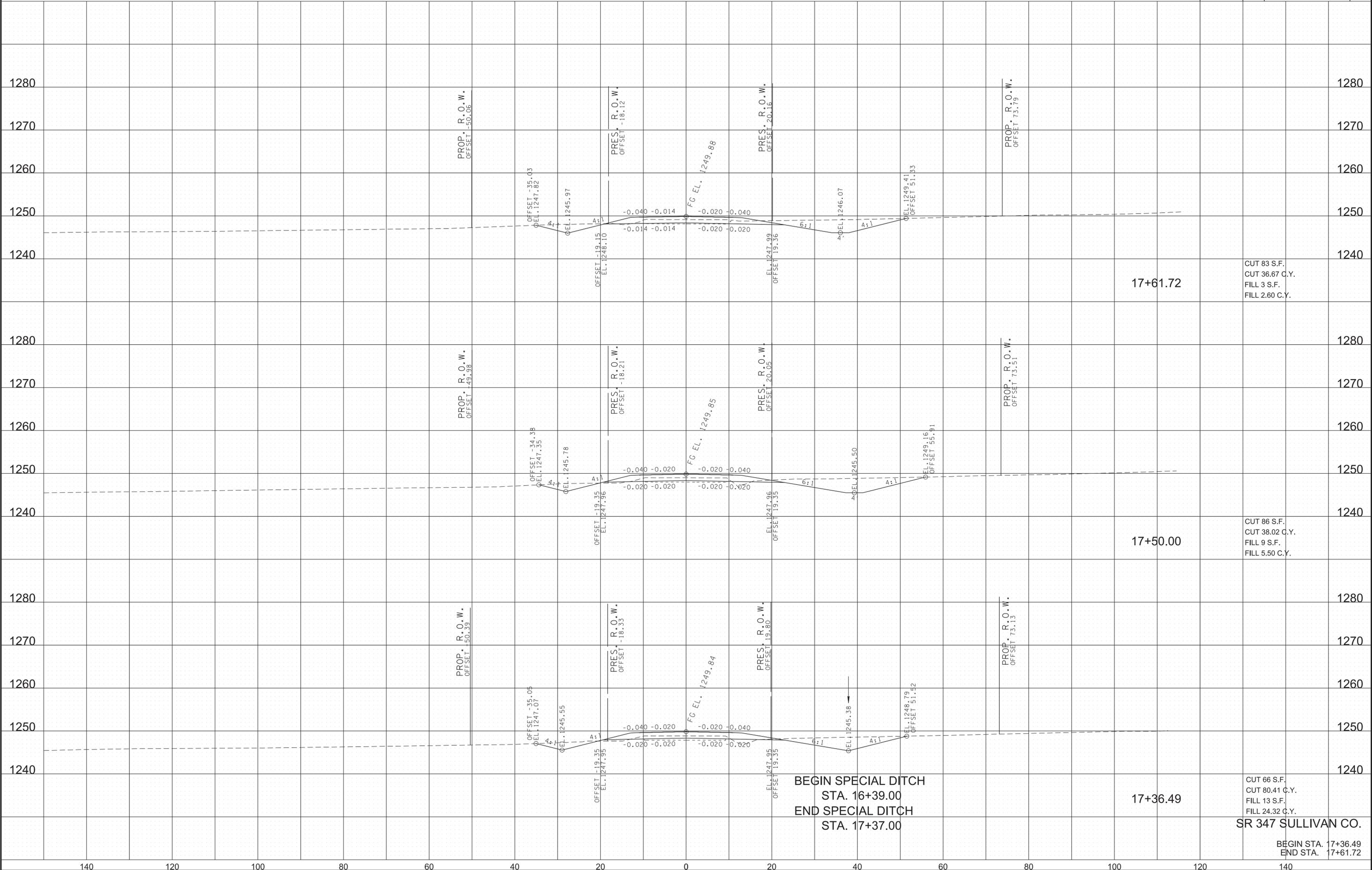


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SR 347 SULLIVAN CO.

BEGIN STA. 16+00.00
END STA. 17+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	19
PS&E	2026	82023-4220-04	19



17+61.72

CUT 83 S.F.
CUT 36.67 C.Y.
FILL 3 S.F.
FILL 2.60 C.Y.

17+50.00

CUT 86 S.F.
CUT 38.02 C.Y.
FILL 9 S.F.
FILL 5.50 C.Y.

BEGIN SPECIAL DITCH
STA. 16+39.00
END SPECIAL DITCH
STA. 17+37.00

17+36.49

CUT 66 S.F.
CUT 80.41 C.Y.
FILL 13 S.F.
FILL 24.32 C.Y.

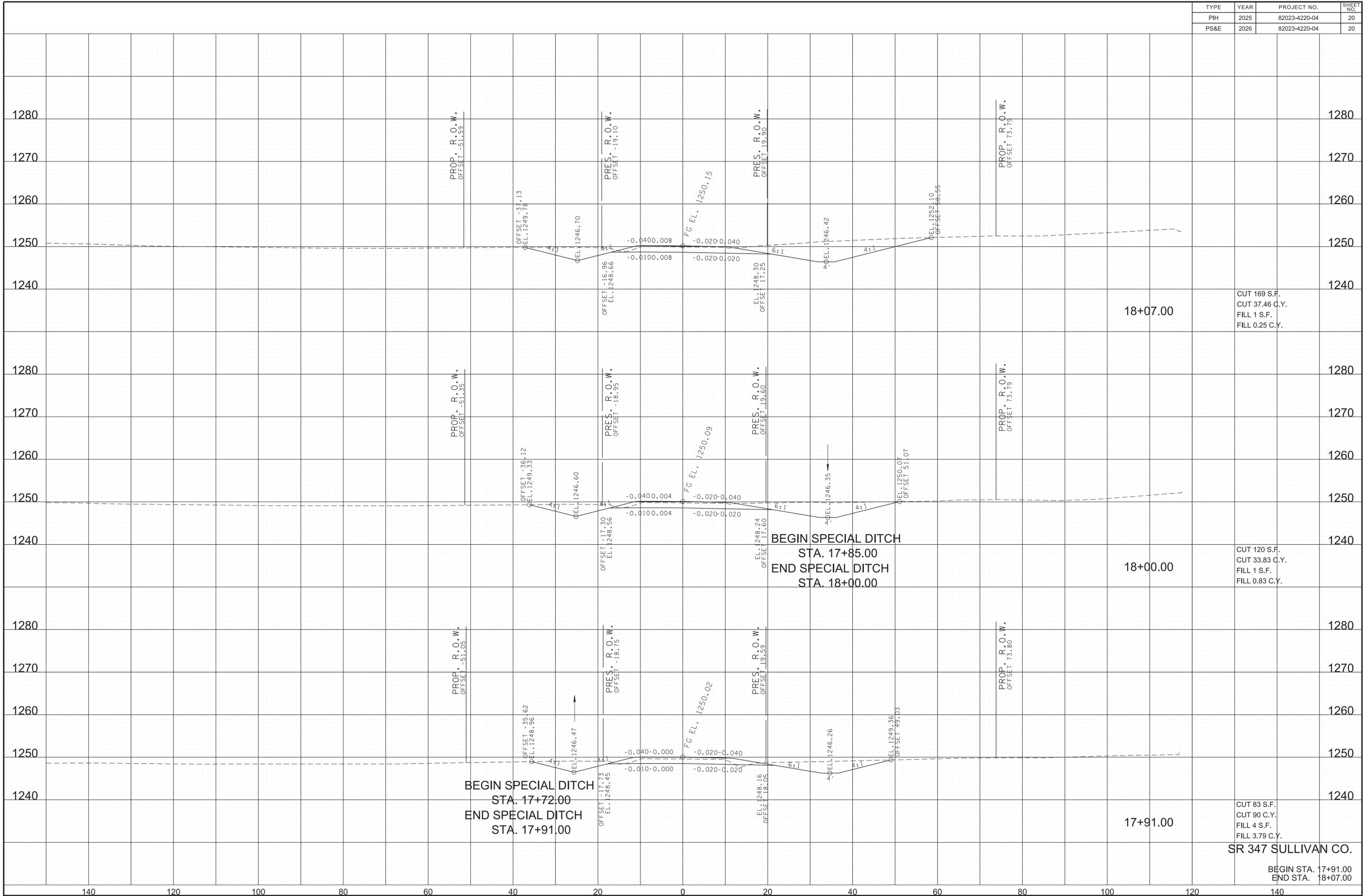
SR 347 SULLIVAN CO.

BEGIN STA. 17+36.49
END STA. 17+61.72

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	20
PS&E	2026	82023-4220-04	20

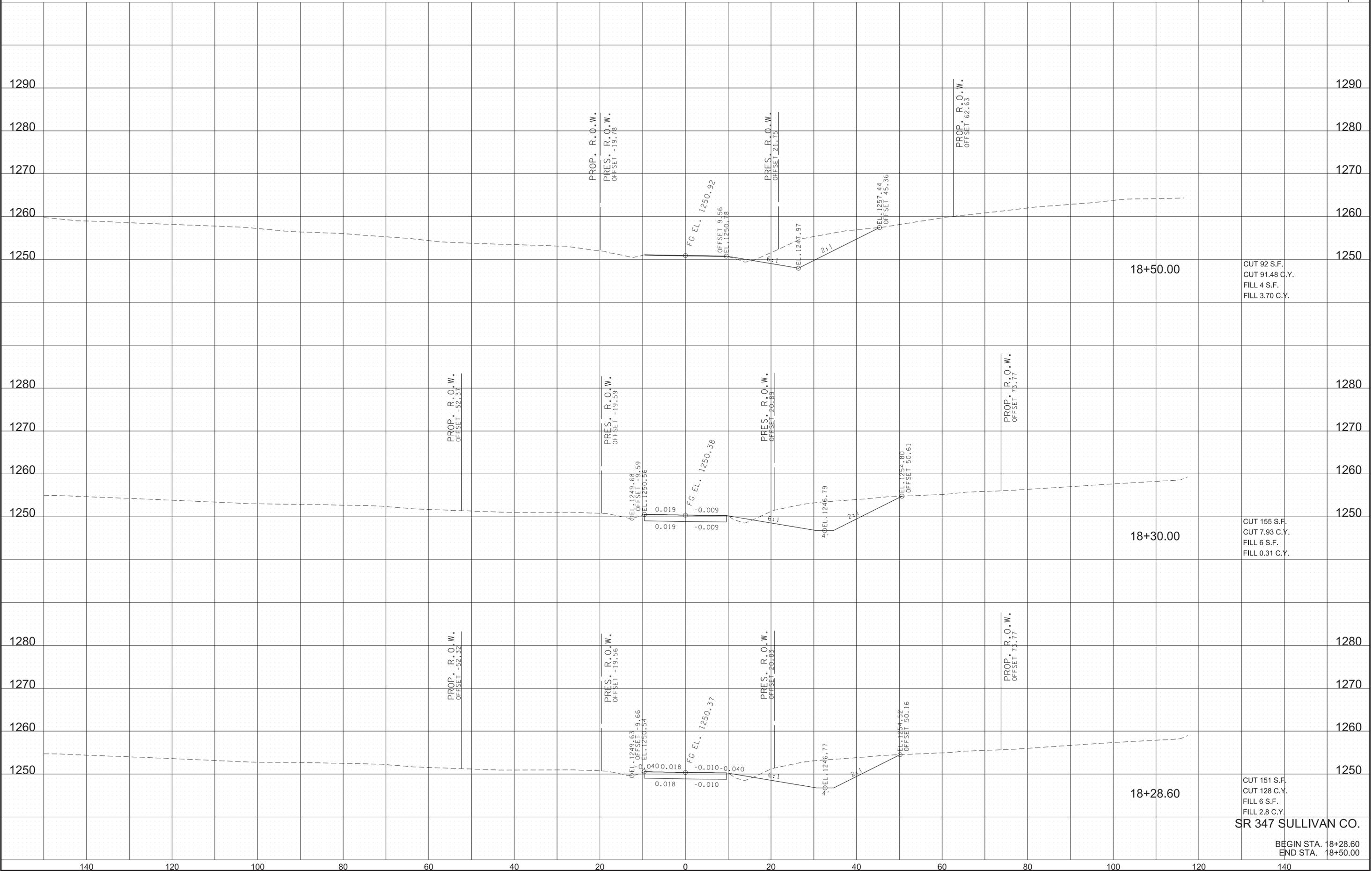


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SR 347 SULLIVAN CO.

BEGIN STA. 17+91.00
END STA. 18+07.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	21
PS&E	2026	82023-4220-04	21

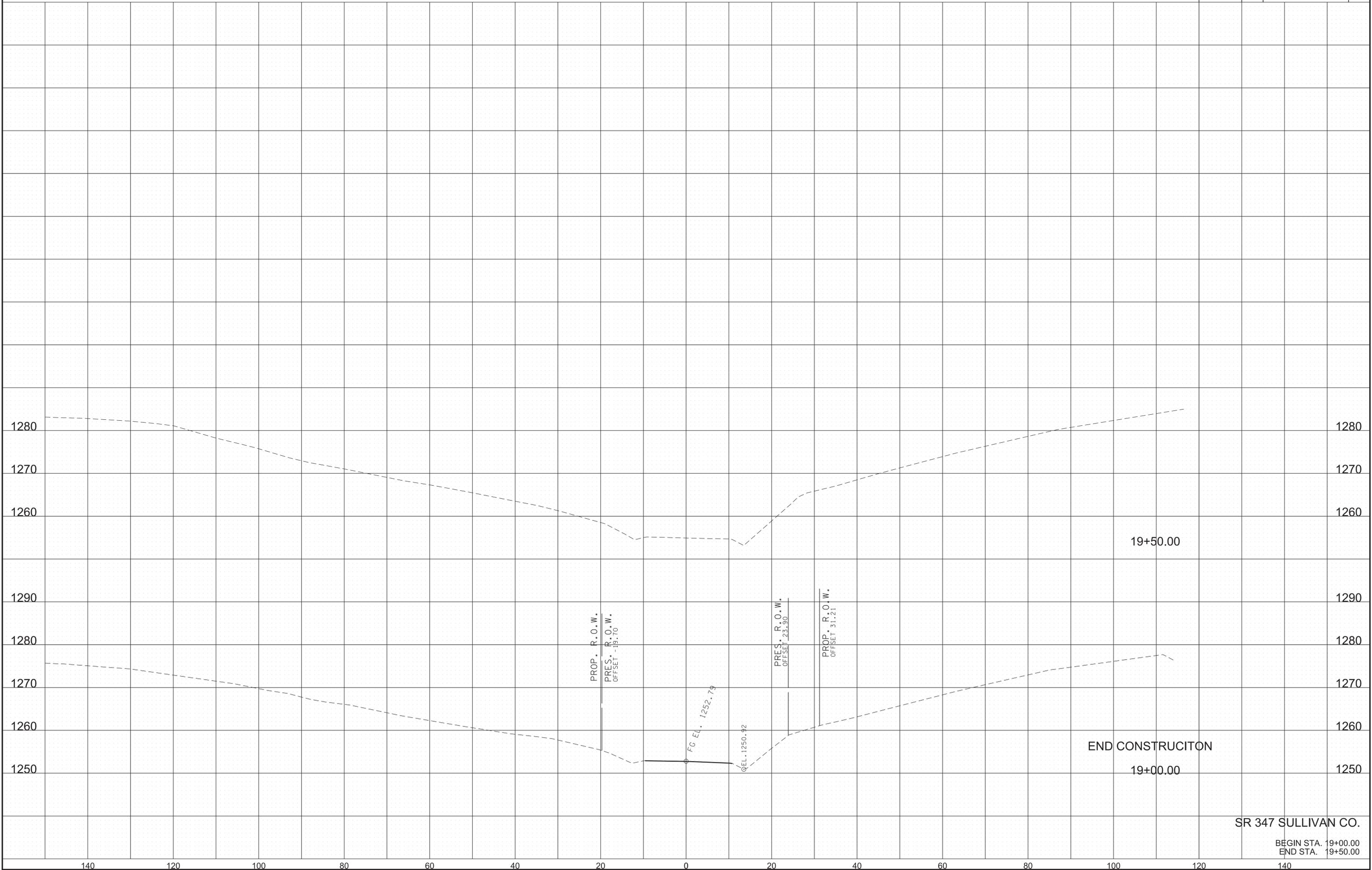


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SR 347 SULLIVAN CO.

BEGIN STA. 18+28.60
END STA. 18+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	22
PS&E	2026	82023-4220-04	22



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SR 347 SULLIVAN CO.

BEGIN STA. 19+00.00
END STA. 19+50.00

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	T1
PS&E	2026	82023-4220-04	T1

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 TDOT MANAGER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE TDOT MANAGER. 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 ¾ INCH AND NOT EXCEEDING 2 INCHES.
 - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

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

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

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

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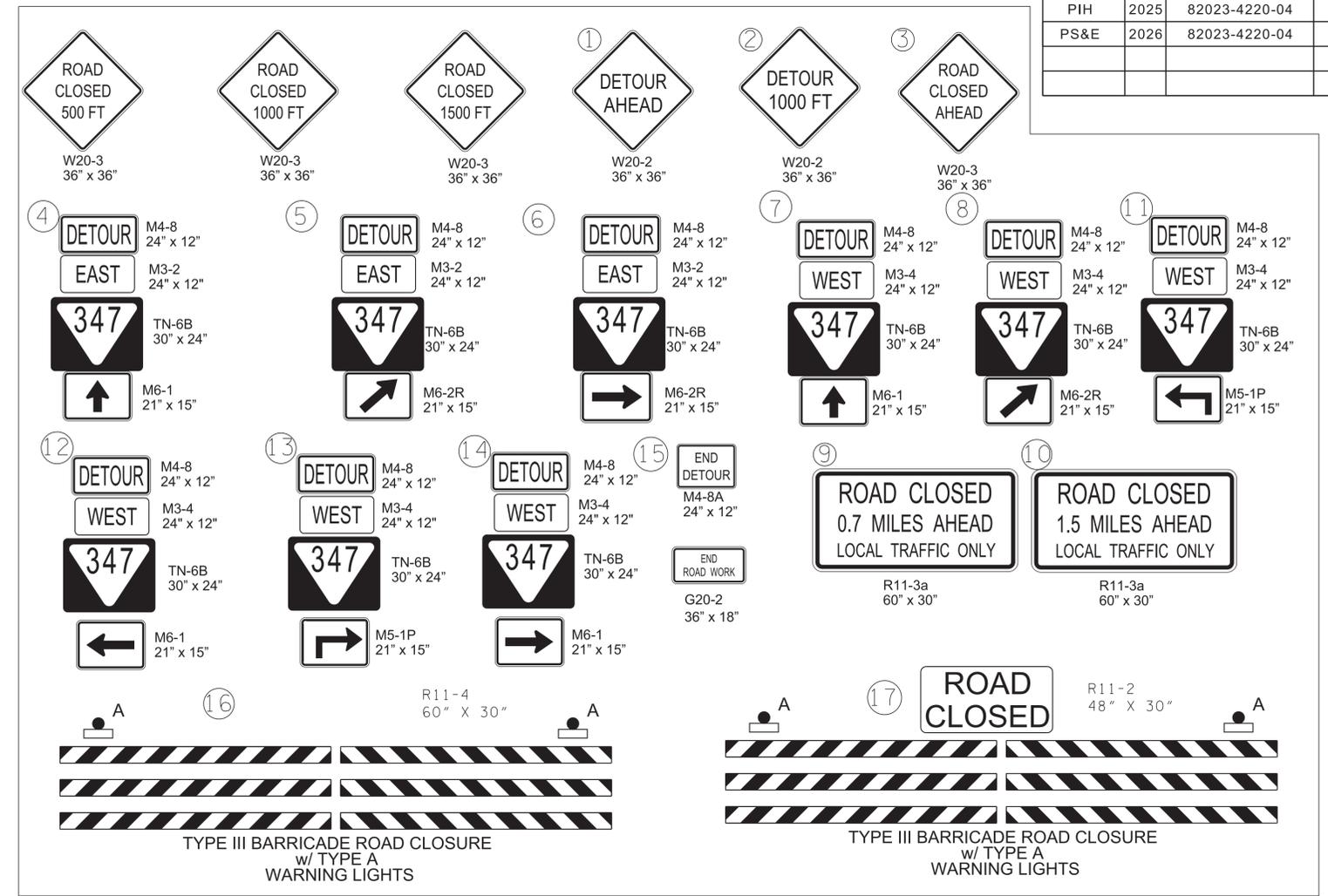
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	T2
PS&E	2026	82023-4220-04	T2

TRAFFIC CONTROL - SPECIAL NOTES

- THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."
- EACH PHASE OF THE SUGGESTED SEQUENCE OF CONSTRUCTION FOR WHICH THESE TRAFFIC CONTROL PLANS WERE DESIGNED, REQUIRES THE TIMELY COMPLETION OF THE PRECEDING PHASE. ANY VARIATIONS IN THE PROPOSED PHASING SHALL REQUIRE A REVIEW AND APPROVAL OF THE SIGNING AND TRAFFIC CONTROL DEVICES BY THE TDOT MANAGER.
- CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.
- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED IMMEDIATELY WHEN CONDITIONS NO LONGER EXIST, EXCEPT FOR THE TYPE III BARRICADES.
- INGRESS AND EGRESS FOR LOCAL TRAFFIC AND DRIVEWAYS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION OF THIS PROJECT WITH BASE STONE.
- THE CONTRACTOR SHALL COMPLY WITH SECTION 712 REGARDING "TEMPORARY TRAFFIC CONTROL" OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN THE IMPLEMENTATION OF THE TRAFFIC CONTROL. PLAN TEMPORARY CENTERLINE AND LANE MARKINGS SHALL BE PROVIDED AT THE CONCLUSION OF EACH WORK DAY DURING THE CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR IS DIRECTLY RESPONSIBLE FOR THE PROVISION OF ANY AND ALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH M.U.T.C.D. AND SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- IF ADDITIONAL SIGNS ARE DEEMED NECESSARY BY THE TDOT MANAGER, THEY SHALL BE FURNISHED AND INSTALLED AT THE BID PRICE FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION) S.F.
- DRIVEWAY ACCESS MUST BE MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION.
- MESSAGE BOARDS TO BE PLACED ON PROJECT TWO WEEKS BEFORE ROAD IS CLOSED.
- DETOUR ROUTE DETERMINED AND MAINTAINED BY STATE. DETOUR SIGNS WILL BE INSTALLED AND MAINTAINED BY STATE CONTRACTOR.

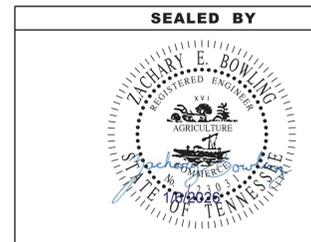


TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	TOTAL	ITEM NO.
		L	X	W		NO. REQUIRED	712-06 S.F.
G20-2	END ROAD WORK	36"	x	18"	5	4	18.0
TN-6B	STATE ROUTE 347	30"	x	24"	5	27	135.0
M5-1P	DIRECTIONAL SIGN	21"	x	15"	2	3	6.6
M6-1	DIRECTIONAL SIGN	21"	x	15"	2	12	26.3
M3-2	CARDINAL DIRECTION PLAQUE (EAST)	24"	x	12"	2	12	24.0
M3-4	CARDINAL DIRECTION PLAQUE (WEST)	24"	x	12"	2	15	30.0
M4-8	DETOUR	24"	x	12"	2	27	54.0
M4-8A	END DETOUR	24"	x	12"	2	1	2.0
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"	x	30"	13	2	25.0
W20-3	ROAD CLOSED 500 FT	36"	x	36"	9	2	18.0
W20-3	ROAD CLOSED 1000 FT	36"	x	36"	9	2	18.0
W20-3	ROAD CLOSED 1500 FT	36"	x	36"	9	2	18.0
W20-2	DETOUR AHEAD	36"	x	18"	5	2	9.0
W20-2	DETOUR 1000 FT	36"	x	36"	9	2	18.0
W20-3	ROAD CLOSED AHEAD	36"	x	36"	9	4	36.0
R11-3a	ROAD CLOSED XX MILES AHEAD	60"	x	30"	13	2	25.0
R11-2	ROAD CLOSED	48"	x	30"	10	2	20.0
					TOTAL	483	

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-01	TRAFFIC CONTROL	LS	1
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
712-06	SIGNS (CONSTRUCTION)	S.F.	483
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	96
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES,
LEGEND AND
TABULATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	82023-4220-04	T3
PS&E	2026	82023-4220-04	T3

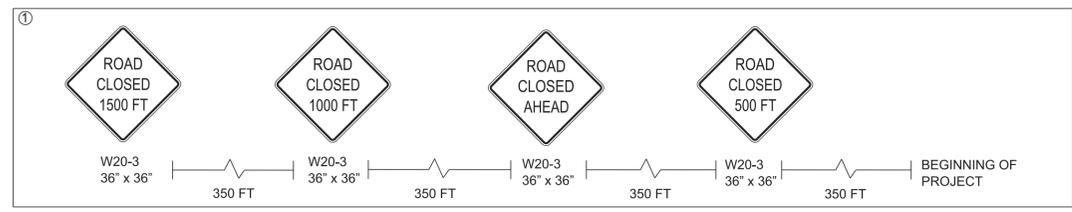


END PROJ. NO. 82023-4220-04 CONST.
 STA. 19+00.00
 N 797090.3216
 E 2966208.0792
 END PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 19+10.89
 N 797094.3186
 E 2966218.2102

BEGIN PROJ. NO. 82023-4220-04 CONST.
 STA. 12+50.00
 N 796837.2996
 E 2965609.4105
 BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
 STA. 12+26.04
 N 796826.6122
 E 2965587.9717

LIMIT OF FULL DEPTH PAVEMENT STA. 13+00.00
 LIMIT OF RESURFACING STA. 12+50.00

LIMIT OF RESURFACING STA. 19+00.00
 LIMIT OF FULL DEPTH PAVEMENT STA. 18+30.00

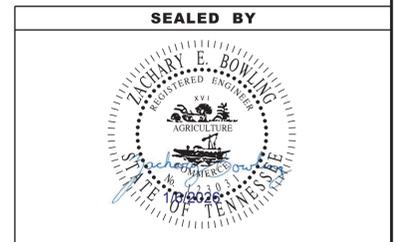


10

15

END ROAD WORK
 G20-2
 36" x 18"

END ROAD WORK
 G20-2
 36" x 18"



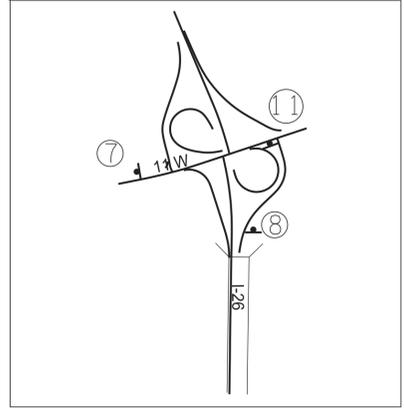
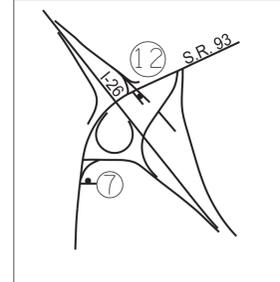
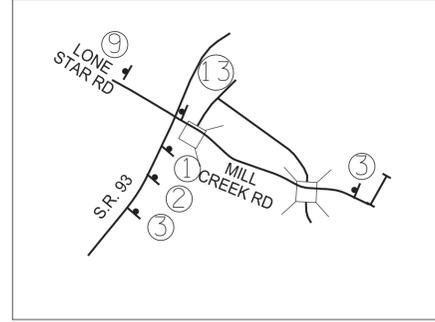
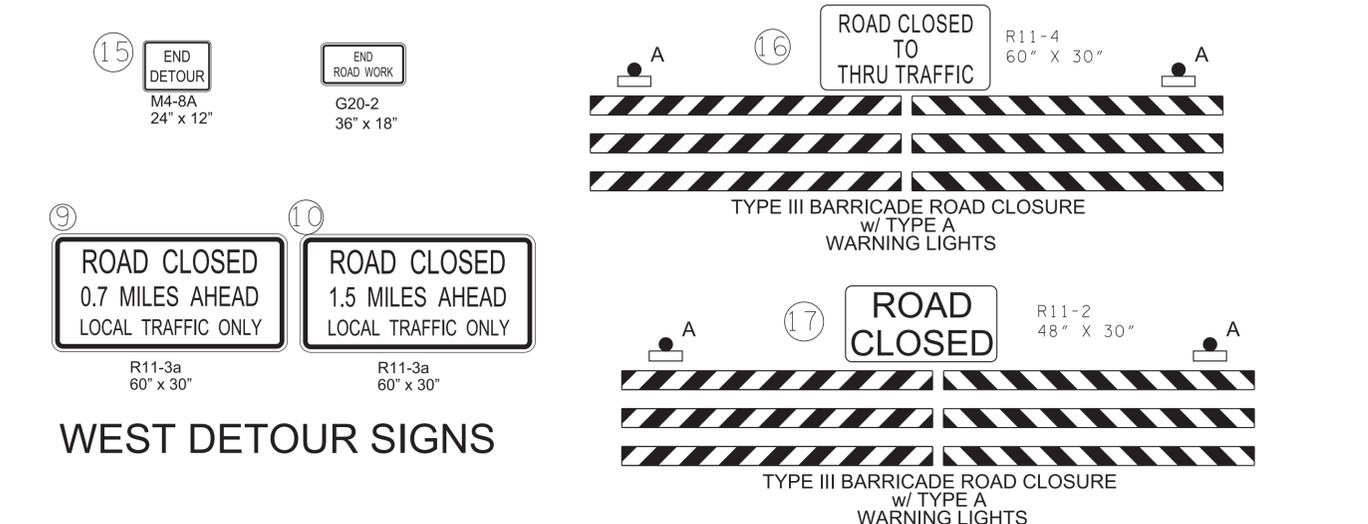
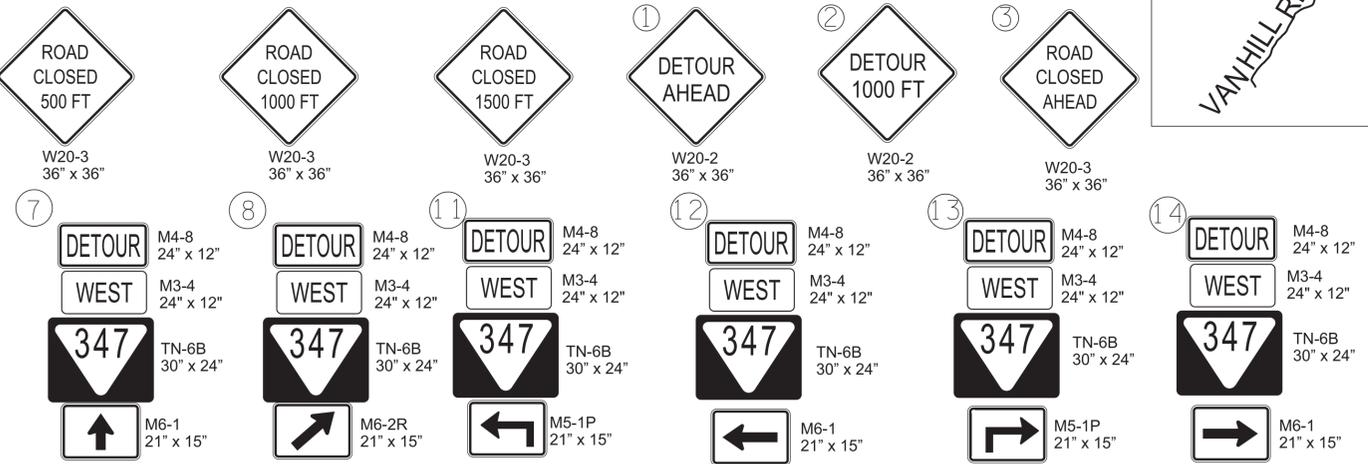
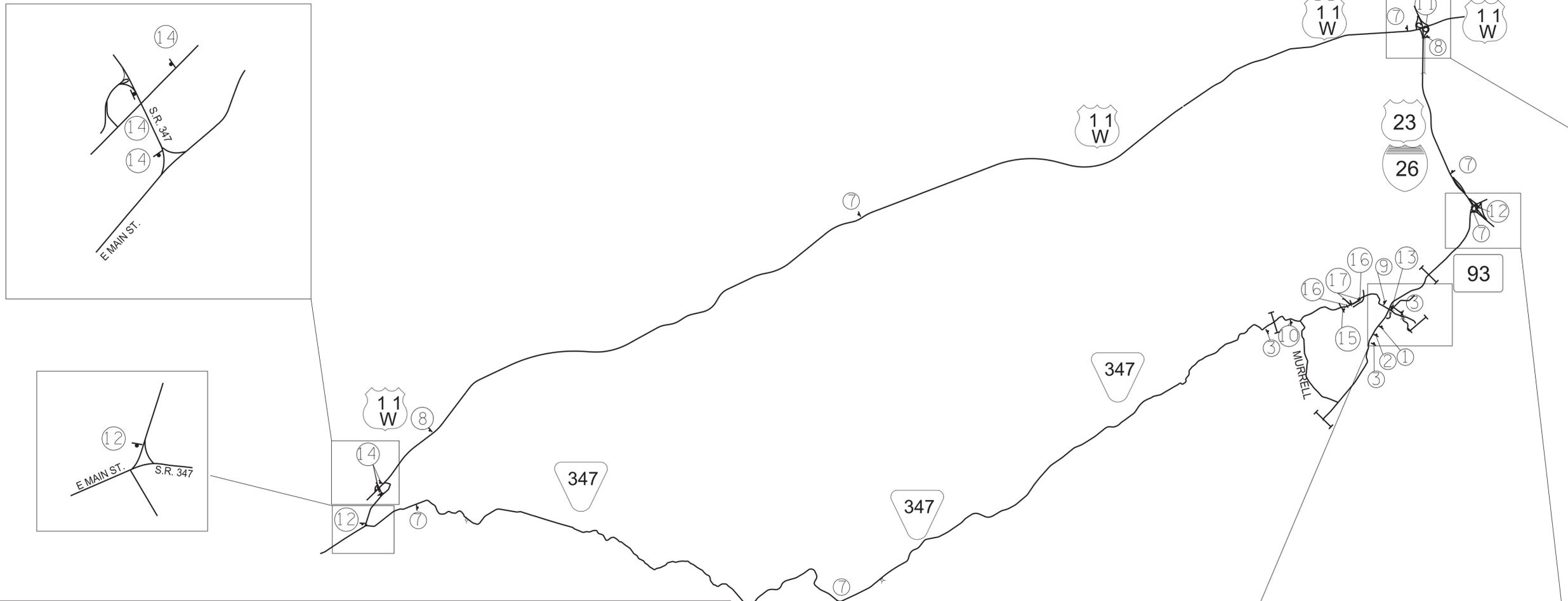
COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
 ALL PHASES
 SCALE: 1"=50'

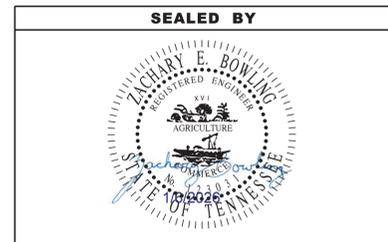
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	82023-4220-04	T4



ADVANCE WARNING SIGN LOCATIONS
 N.T.S.
 (SEE TRAFFIC CONTROL LAYOUT FOR ADDITIONAL SIGNING)
 REFER TO STD. DWG. T-WZ-10 FOR ADDITIONAL DETAILS.
 - ADVANCED WARNING SIGNS SHALL BE IN PLACE PRIOR TO BEGINNING ANY ITEM OF WORK.
 - SIGNS TO BE CONSTRUCTED WITH ORANGE BACKGROUND AND BLACK LETTERS AND NUMERALS.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	TEMPORARY BARRICADE (TYPE III)
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	SIGN (CONSTRUCTION)
	CHANGEABLE MESSAGE SIGN

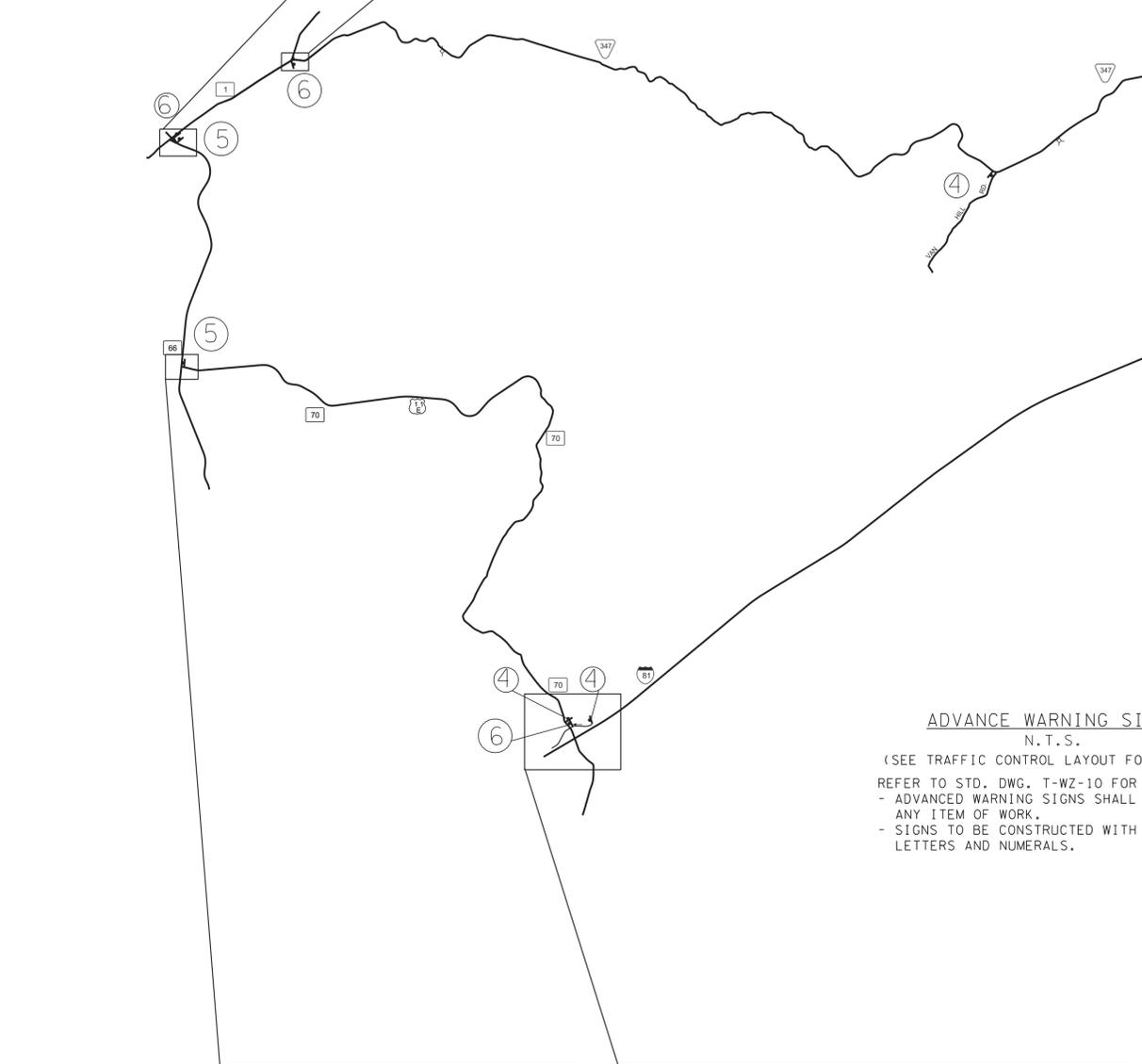
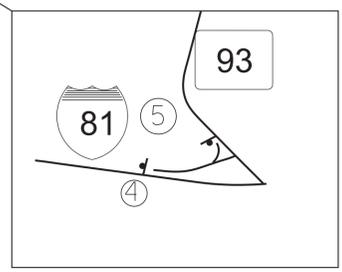
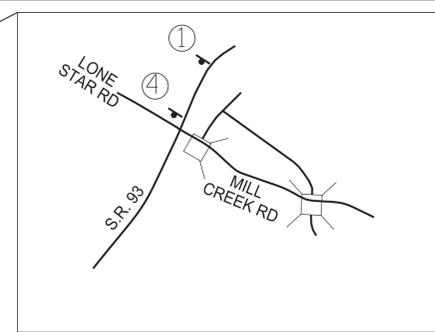
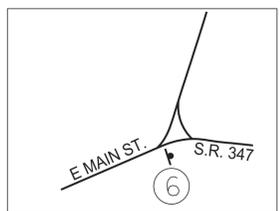
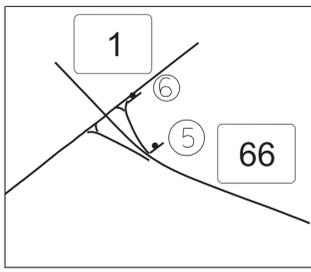


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
DETOUR PLAN

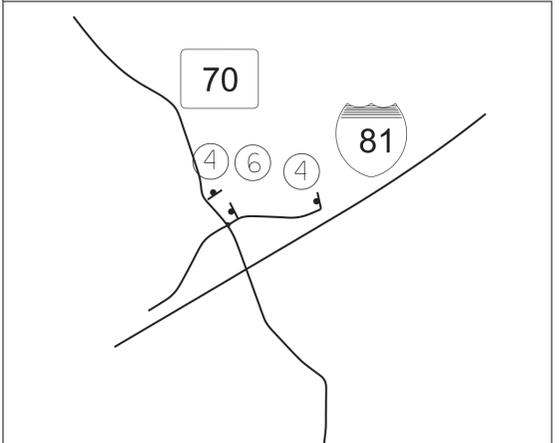
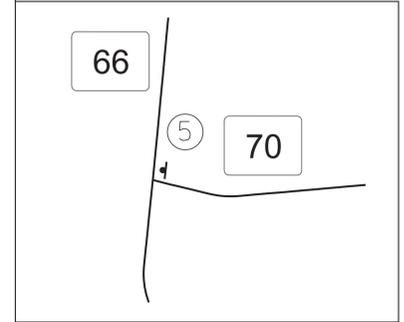
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	82023-4220-04	T5



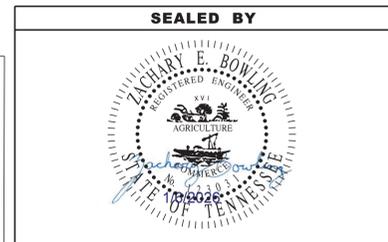
ADVANCE WARNING SIGN LOCATIONS
 N.T.S.
 (SEE TRAFFIC CONTROL LAYOUT FOR ADDITIONAL SIGNING)
 REFER TO STD. DWG. T-WZ-10 FOR ADDITIONAL DETAILS.
 - ADVANCED WARNING SIGNS SHALL BE IN PLACE PRIOR TO BEGINNING ANY ITEM OF WORK.
 - SIGNS TO BE CONSTRUCTED WITH ORANGE BACKGROUND AND BLACK LETTERS AND NUMERALS.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	TEMPORARY BARRICADE (TYPE III)
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	SIGN (CONSTRUCTION)
	CHANGEABLE MESSAGE SIGN



EAST DETOUR SIGNS

W20-3 36" x 36"	W20-3 36" x 36"	W20-3 36" x 36"	W20-2 36" x 36"	W20-2 36" x 36"	W20-3 36" x 36"
			M4-8 24" x 12"	M4-8 24" x 12"	M4-8 24" x 12"
			M3-2 24" x 12"	M3-2 24" x 12"	M3-2 24" x 12"
			TN-6B 30" x 24"	TN-6B 30" x 24"	TN-6B 30" x 24"
			M6-1 21" x 15"	M6-2R 21" x 15"	M6-2R 21" x 15"



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
 DETOUR PLAN

SWPPP INDEX OF SHEETS

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

- SWPPP REQUIREMENTS (5.0.)**
 - 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
 - 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
 - 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)
- SITE DESCRIPTION (5.5.1.)**
 - PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET
 - TOTAL PROJECT AREA (5.5.1.b): 2.0 ACRES
 - TOTAL AREA TO BE DISTURBED (5.5.1.b): 1.7 ACRES
 - PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-347 Small Structures Replacement
COUNTY: Sullivan
PIN: 131010.00
 - SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET
 - DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 9, DRAINAGE MAP SHEET(S) 6, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.
 - 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): _____
 - NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.
 - 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)
Bays silty clay loam	D	63.3	0.43
Steadman silty clay loam	C	36.7	0.37

- 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	0.35	17.5	98	
PERVIOUS	1.65	82.5	75	
WEIGHTED CURVE NUMBER OR C-FACTOR =			79	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	0.40	20	98	
PERVIOUS	1.60	80	75	
WEIGHTED CURVE NUMBER OR C-FACTOR =			80	

- 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.
 - SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS _____)
 - INSTALL STABILIZED CONSTRUCTION EXITS.
 - INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.
 - INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

- 3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).
- 3.6. REMOVE AND STORE TOPSOIL.
- 3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).
- 3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.
- 3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.
- 3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.
- 3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.
- 3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.
- 3.13. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)
- 3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.
- 3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

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

- 4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)
 - 4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? YES NO
IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.
 - 4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):
 - 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
 - EXCEPTIONAL TENNESSEE WATERS (ETW)
 - 4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	Misc trib to Bear Creek	YES	NO	YES	YES
	Bear Creek	YES	NO	NO	YES

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

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

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.1, 6.4.2.)
 YES NO

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

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.
 IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

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

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

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

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

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

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

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

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

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

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

4.2. OUTFALL INFORMATION

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

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

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

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

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

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

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?
 YES NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?
 YES NO

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

5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?
 YES NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 2-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? YES NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

5.8. CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

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 8 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).
- 5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.
- 5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.
- 5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.
- 5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.
- 5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.
- 5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- 5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 9 (5.5.3.1.j)).
- 5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).
- 5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.
- 5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).
- 5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.
- 5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.
- 5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

- 5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).
- 5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).
- 5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE
- 5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- 5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? YES NO

IF YES, THE FOLLOWING NOTES APPLY:

- 6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:
 - 6.1.1. MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.
 - 6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).
 - 6.1.3. MIXTURE IS NON-COMBUSTIBLE.
 - 6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.
- 6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.
- 6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.
- 6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.
- 6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.
- 6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.
- 6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

- 6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.
- 6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? YES NO

IF YES, THE FOLLOWING APPLY:

- 7.1. STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- 7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.
- 7.3. UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- 7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.
- 7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.
- 7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- 7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.
- 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.

INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

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

- 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

- 8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).
- 8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

- 10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.
- 10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): _____
- 10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.
- 10.4. WASTE MATERIALS (5.5.3.7.c)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ALL NECESSARY 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. HAZARDOUS MATERIALS

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

12.3. PRODUCT SPECIFIC PRACTICES

- 12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.
- 12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.
- 12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- 12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

- IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:
- 12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.
- 12.4.2. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- 12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS

NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

- 12.4.4. ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- 12.4.5. THE CONTRACTOR'S RESPONSIBLE PARTY WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- 12.4.6. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.
- 12.4.7. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- 12.4.8. IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

12.5. SPILL NOTIFICATION (6.1)

- WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:
- 12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.
- 12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.
- 12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.
- 12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

- 13.1. REQUIRED RECORDS
- TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):
- 13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.
- 13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.
- 13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

- 13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.
- 13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.
- 13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING
- 13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.
- 13.2. RAINFALL MONITORING PLAN (7.2.1.):
 - 13.2.1. EQUIPMENT
AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.
 - 13.2.2. LOCATION
THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.
 - 13.2.3. METHODS
RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.
 - 13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.
 - 13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.
 - 13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.
 - 13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.
- 13.3. KEEPING PLANS CURRENT (5.4.)
 - 13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT

- ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- 13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.
- 13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:
 - 13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;
 - 13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;
 - 13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;
 - 13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;
 - 13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.
 - 13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.
 - 13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.
- 13.4. MAKING PLANS ACCESSIBLE
 - 13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).
 - 13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):
 - 13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

- 13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;
- 13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND
- 13.4.2.4. THE LOCATION OF THE SWPPP.
- 13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.
- 13.5. NOTICE OF TERMINATION (9.0.)
 - 13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.
 - 13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE
 - 13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND
 - 13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND
 - 13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND
 - 13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND
 - 13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND
 - 13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND
 - 13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.
- 13.6. RETENTION OF RECORDS (7.1.)
 - TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

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

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

Keven Brown
AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)
KEVEN BROWN
PRINTED NAME
TEAM LEAD
TITLE
10-16-25
DATE

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

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

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

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

ENVIRONMENTAL PERMITS			
PERMIT	YES OR NO	PERMIT OR TRACKING NO.	EXPIRATION DATE*
TDEC ARAP	YES	NR25.195	5-15-2030
CORPS OF ENGINEERS (USACE)			
TVA 26A			
TDEC CGP			
OTHER:			

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

17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
1		15+60 LT	13.0	3.26	3.26	3.26			STR-1	
2		16+10 LT	22.0	2.65					STR-1	
3		16+30 RT	3.0	2.39	2.39	2.39			STR-1	
4		15+30 RT	3.5	0.43	0.43	0.43			STR-1	
5		15+80 LT	10.0		2.65	2.65			STR-1	

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

TENN.	YEAR	SHEET NO.
	2026	U1-1
FED. AID PROJ. NO.		
STATE PROJ. NO.	82023-4220-04	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SULLIVAN COUNTY

SR-347: M21LTR1_C82SR347_SML STR Replacement, LM 5.7

PS&E

GRADE, DRAINAGE, PAVING, SIGNS & STRIPING

STATE HIGHWAY NO. 347 F.A.H.A. NO. N/A

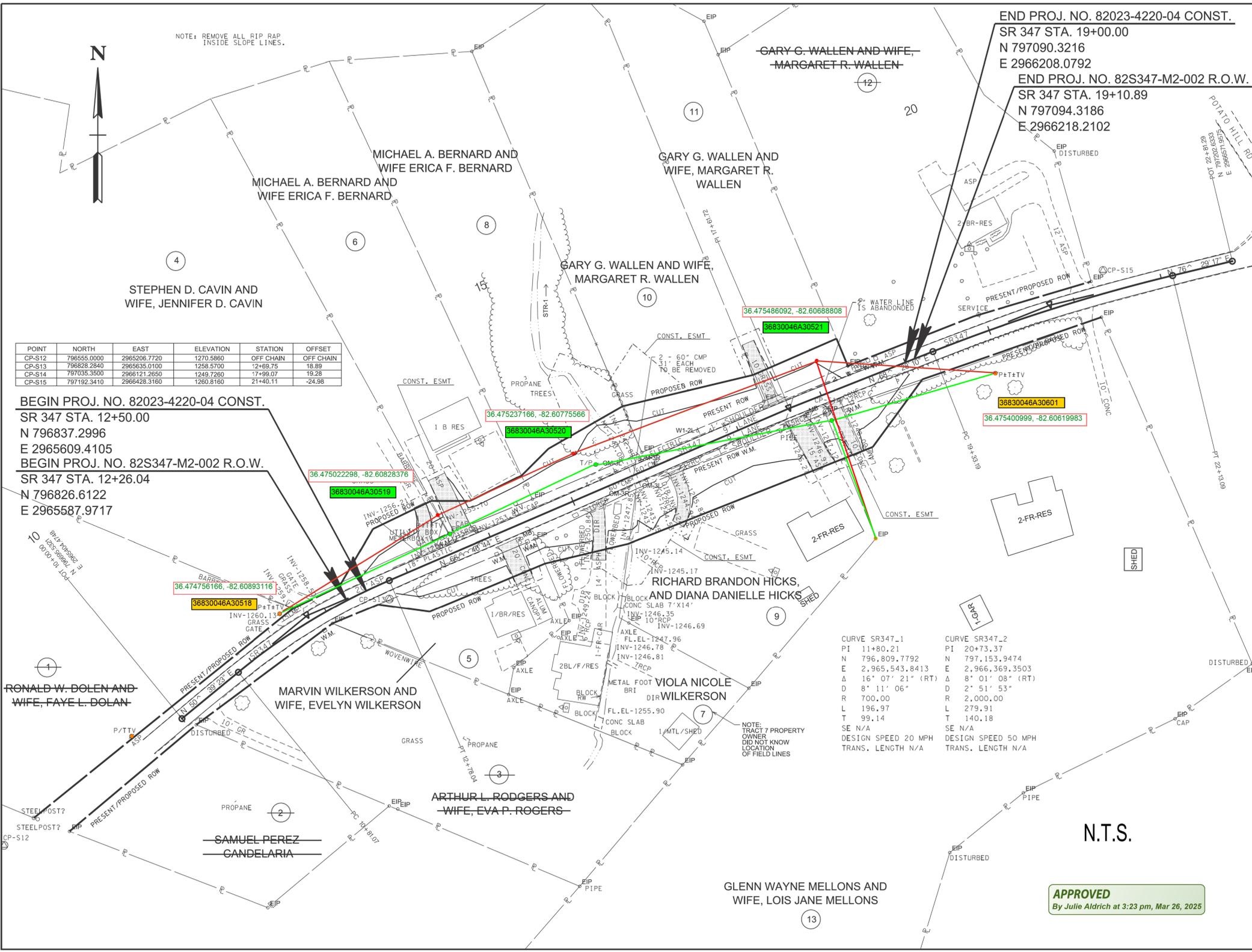
UTILITIES INDEX	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS, MOVE PRIORS	U1 SERIES

**UTILITIES NOT IN
ROADWAY CONTRACT**

COMM: CHARTER 1774 HENRY G. LANE ST MARYVILLE, TN 37801 BILLY CLICK 865-388-7524 (NO COST - MOVE PRIOR)	COMM: BRIGHTSPEED 101 NORTH ROAN STREET JOHNSON CITY, TN 37601 ANDY ICE 423-461-7724 (NO COST - MOVE PRIOR)
WATER: CITY OF KINGSPORT 1213 KONNAROCK ROAD KINGSPORT, TN 37664 CHAD AUSTIN (423) 224-2546 (NO COST - MOVE PRIOR)	ELEC: AEP - KINGSPORT POWER COMPANY 420 RIVERPORT ROAD KINGSPORT, TN 37660 TOM HENSLEY (423) 578-2249 (NO COST - MOVE PRIOR)
GAS: ATMOS 2833 WEST MARKET STREET JOHNSON CITY, TN 37604 SETH BRADBURN 423-440-4521 AARON BOTT 423-341-2565 (NO CONFLICT)	

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	4



POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
CP-S12	796555.0000	2965206.7720	1270.5860	OFF CHAIN	OFF CHAIN
CP-S13	796626.2840	2965635.0100	1258.5700	12+69.75	18.89
CP-S14	797035.3500	2966121.2650	1249.7260	17+99.07	19.28
CP-S15	797192.3410	2966428.3160	1260.6160	21+40.11	-24.98

BEGIN PROJ. NO. 82023-4220-04 CONST.
 SR 347 STA. 12+50.00
 N 796837.2996
 E 2965609.4105
 BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
 SR 347 STA. 12+26.04
 N 796826.6122
 E 2965587.9717

CURVE SR347_1	CURVE SR347_2
PI 11+80.21	PI 20+73.37
N 796,809.7792	N 797,153.9474
E 2,965,543.8413	E 2,966,369.3503
Δ 16° 07' 21" (RT)	Δ 8° 01' 08" (RT)
D 8' 11' 06"	D 2' 51' 53"
R 700.00	R 2,000.00
L 196.97	L 279.91
T 99.14	T 140.18
SE N/A	SE N/A
DESIGN SPEED 20 MPH	DESIGN SPEED 50 MPH
TRANS. LENGTH N/A	TRANS. LENGTH N/A

SEALED BY

COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TRGN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT
 STA. 12+50 TO STA. 19+00
 SCALE: 1"= 50'

APPROVED
 By Julie Aldrich at 3:23 pm, Mar 26, 2025

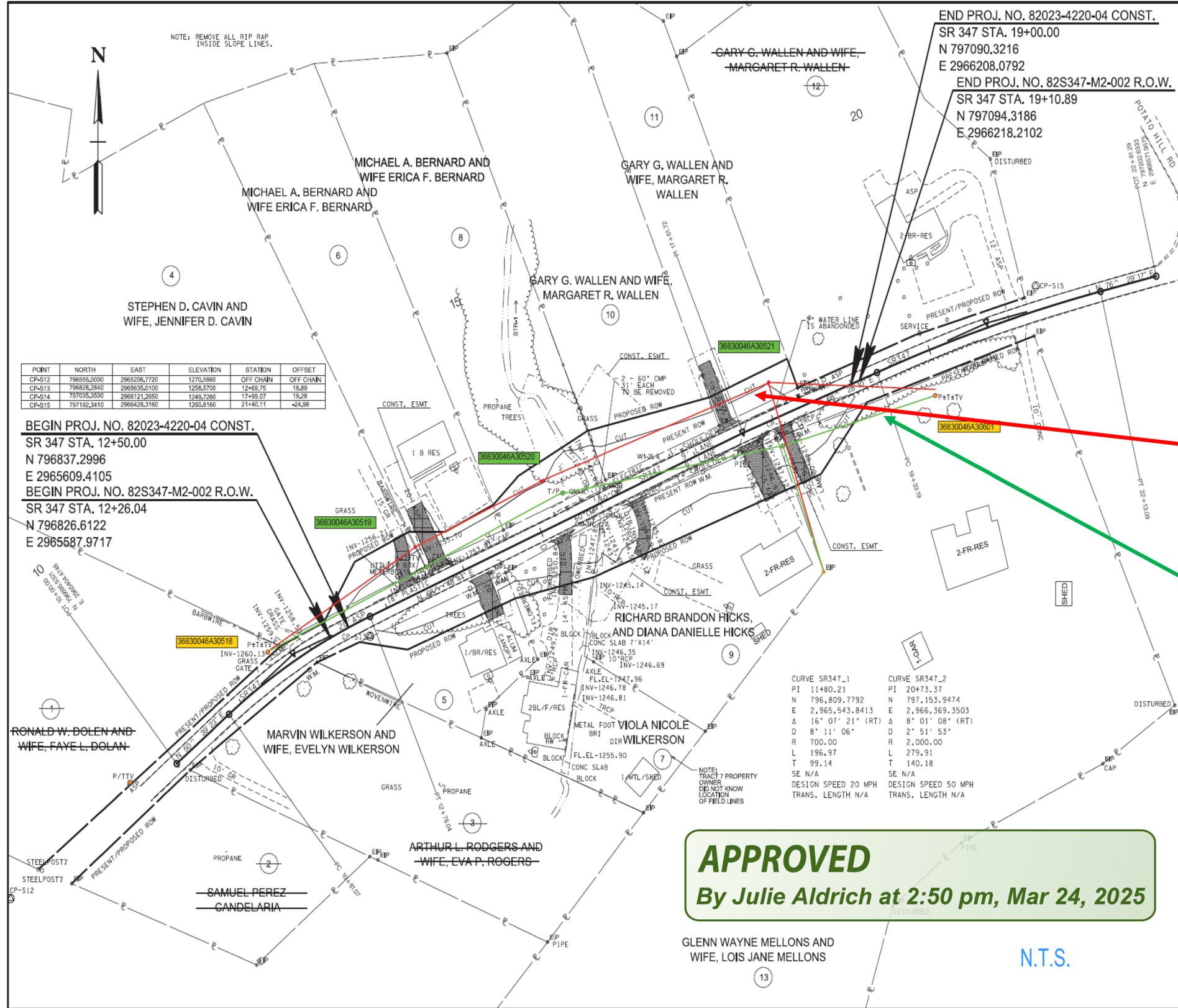
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**AEP ELECTRIC
 MOVE PRIOR**

\$\$\$\$\$TIMES\$\$\$\$\$
 \$\$\$\$\$CONSPICES\$\$\$\$\$

8/2/2024 10:39:55 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNG.	2024	82S347-M2-002	4



PROPOSED BRIGHTSPEED FACILITIES

EXISTING BRIGHTSPEED FACILITIES

SEALED BY

COORDINATE VALUES ARE TENNESSEE STATE PLANE NAD 83(2011), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004, AND ARE TIED TO TGN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12B MODEL, OBTAINED ON 03-07-2021.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

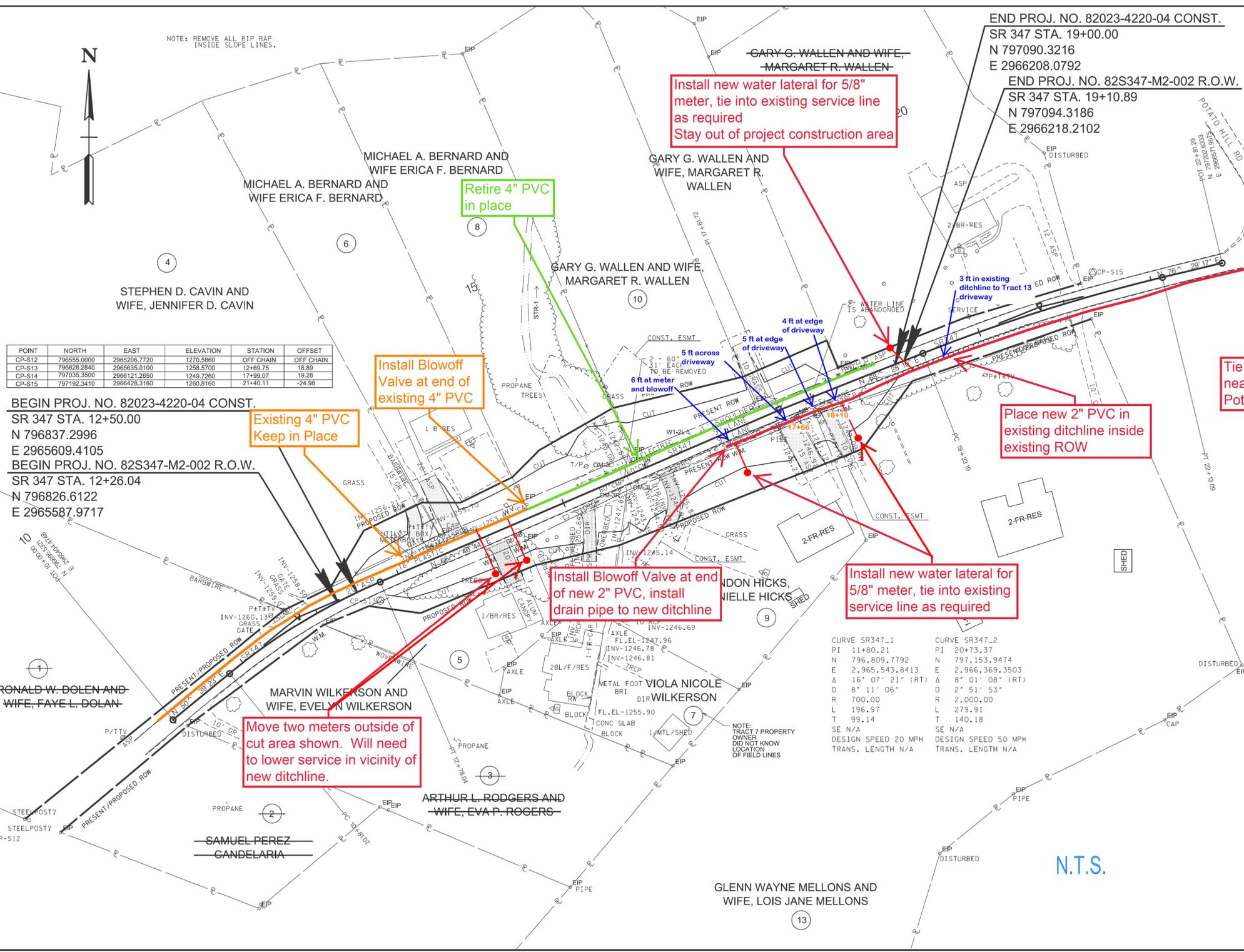
PRESENT LAYOUT
STA. 12+50 TO STA. 19+00
SCALE: 1"= 50'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIGHTSPEED
MOVE PRIOR

\$\$\$\$\$TIMES\$\$\$\$\$
\$\$\$\$\$DIMENSIONS\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	82S347-M2-002	4



POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
CP-S12	796555.0000	2965206.7720	1270.5860	OFF CHAIN	OFF CHAIN
CP-S13	796628.2840	2965635.0100	1258.5700	12+69.75	18.89
CP-S14	797035.3500	2966121.2650	1249.7260	17+99.07	19.28
CP-S15	797192.3410	2966428.3160	1260.8160	21+40.11	-24.98

BEGIN PROJ. NO. 82023-4220-04 CONST.
SR 347 STA. 12+50.00
N 796837.2996
E 2965609.4105
BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
SR 347 STA. 12+26.04
N 796826.6122
E 2965587.9717

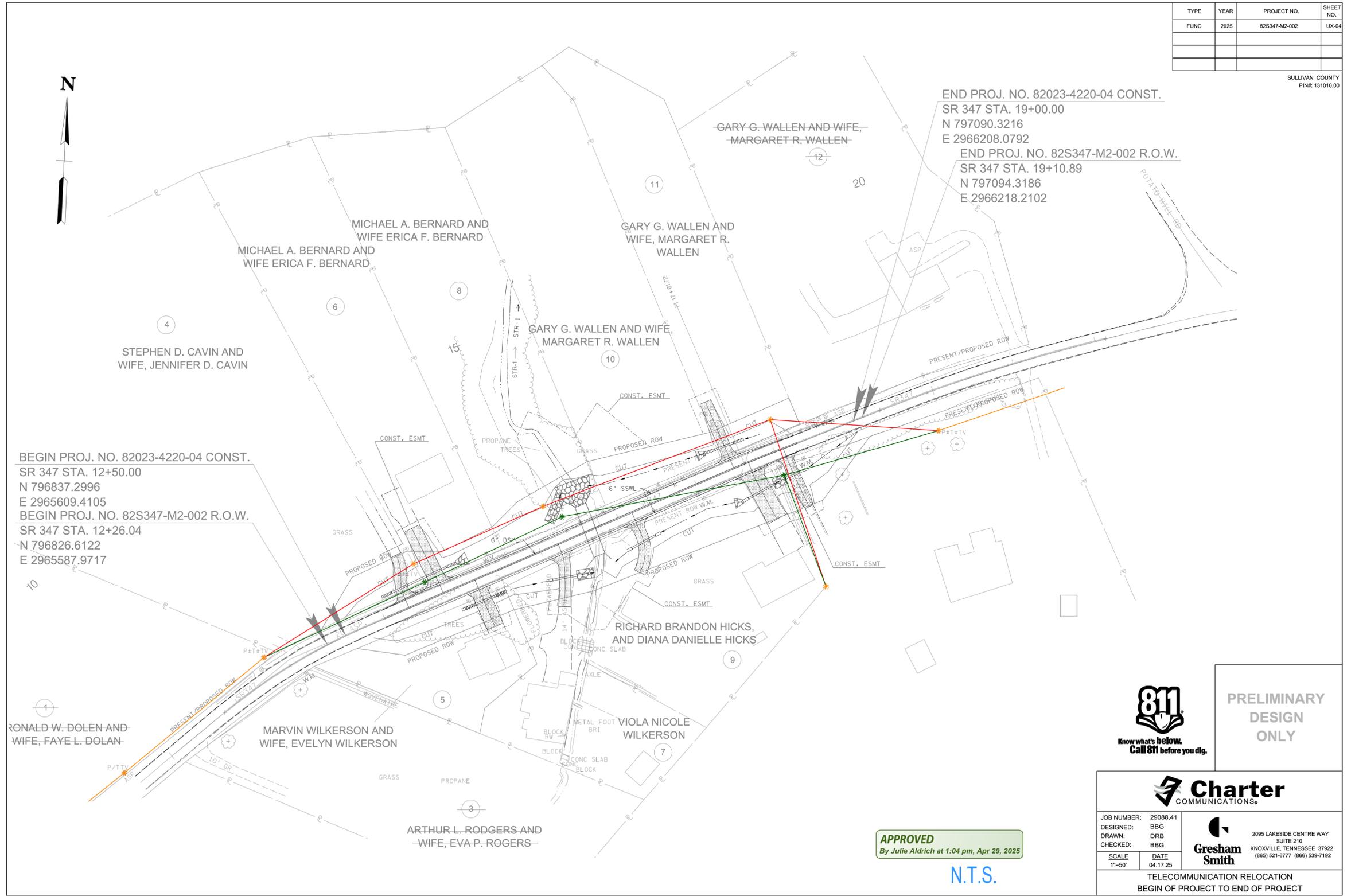
CURVE SR347_1		CURVE SR347_2	
PI	11+80.21	PI	20+73.37
N	796,809.7792	N	797,153.9474
E	2,965,543.8413	E	2,966,369.3503
Δ	16° 07' 21" (RT)	Δ	8° 01' 08" (RT)
D	8° 11' 06"	D	2° 51' 53"
R	700.00	R	2,000.00
L	196.97	L	279.91
T	99.14	T	140.18
SE	N/A	SE	N/A
DESIGN SPEED	20 MPH	DESIGN SPEED	50 MPH
TRANS. LENGTH	N/A	TRANS. LENGTH	N/A

8/2/2024 10:39:55 AM
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\$\$\$\$\$TIMES\$\$\$\$\$
\$\$\$\$\$DONSPEC\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2025	82S347-M2-002	UX-04

SULLIVAN COUNTY
PIN#: 131010.00



BEGIN PROJ. NO. 82023-4220-04 CONST.
SR 347 STA. 12+50.00
N 796837.2996
E 2965609.4105
BEGIN PROJ. NO. 82S347-M2-002 R.O.W.
SR 347 STA. 12+26.04
N 796826.6122
E 2965587.9717

END PROJ. NO. 82023-4220-04 CONST.
SR 347 STA. 19+00.00
N 797090.3216
E 2966208.0792
END PROJ. NO. 82S347-M2-002 R.O.W.
SR 347 STA. 19+10.89
N 797094.3186
E 2966218.2102

APPROVED
By Julie Aldrich at 1:04 pm, Apr 29, 2025

N.T.S.



**PRELIMINARY
DESIGN
ONLY**



JOB NUMBER: 29088.41
DESIGNED: BBG
DRAWN: DRB
CHECKED: BBG

**Gresham
Smith**
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-9777 (865) 539-7192

SCALE: 1"=50'
DATE: 04.17.25
TELECOMMUNICATION RELOCATION
BEGIN OF PROJECT TO END OF PROJECT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**CHARTER - SPECTRUM
MOVE PRIOR**

\$\$\$\$\$TIMES\$\$\$\$\$
\$\$\$\$\$DIMENSIONS\$\$\$\$\$
\$\$\$\$\$SPECIFICATIONS\$\$\$\$\$