



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Rachel Gentry**

2023.03.06 15:28:37 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION  
7512 VOLKSWAGEN DRIVE

CHATTANOOGA, TN  
RACHEL R. GENTRY, P.E. NO. 120275

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-SIGN2
ESTIMATED ROADWAY QUANTITIES .....	2
ESTIMATED BOX BRIDGE QUANTITIES .....	2A
RIGHT-OF-WAY ACQUISITION TABLE .....	3A
PROPERTY MAP .....	3B
PRESENT LAYOUT .....	4
RIGHT-OF-WAY DETAILS .....	4A
PROPOSED LAYOUT .....	4B
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	11 – 12
TRAFFIC CONTROL PLANS .....	T2

YEAR	PROJECT NO.	SHEET NO.
2023	61455-3519-04	ROADWAY-SIGN2

REVISION 03-06-2023 ADDED SHEET.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Rachel Gentry**

**2023.03.01 11:03:51 -05'00'**

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TENNESSEE DEPARTMENT OF TRANSPORTATION  
7512 VOLKSWAGEN DRIVE

CHATTANOOGA, TN  
RACHEL R. GENTRY, P.E. NO. 120275

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SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
STANDARD STRUCTURE DRAWINGS.....	1A3
PROJECT COMMITMENTS .....	1B
ESTIMATED ROADWAY QUANTITIES .....	2
ESTIMATED BOX BRIDGE QUANTITIES.....	2A
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES .....	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS .....	3
RIGHT-OF-WAY ACQUISITION TABLE .....	3A
PROPERTY MAP.....	3B
PRESENT LAYOUT.....	4
RIGHT-OF-WAY DETAILS .....	4A
PROPOSED LAYOUT .....	4B
PROPOSED PROFILE .....	4C
PRIVATE DRIVE PROFILE .....	5
DRAINAGE MAP.....	6
CULVERT CROSS SECTION .....	7
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	8 – 12
ROADWAY CROSS SECTIONS .....	13 – 16
TRAFFIC CONTROL PLANS .....	T1 – T3

YEAR	PROJECT NO.	SHEET NO.
2023	61455-3519-04	ROADWAY-SIGN1

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE  
SHEET**



Index Of Sheets  
SEE SHEET NO. 1A

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2023	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	61455-3519-04	

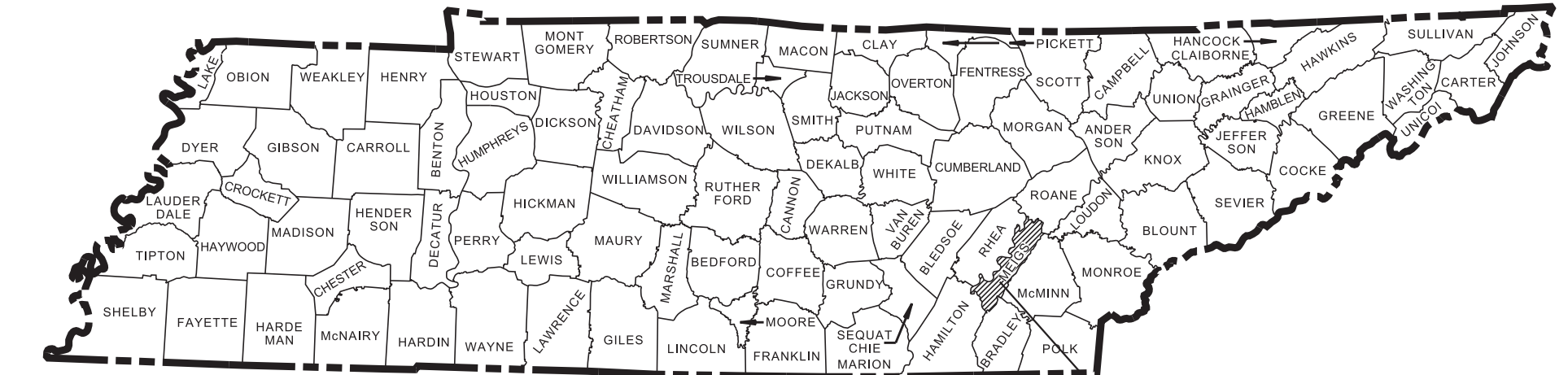
## MEIGS COUNTY

W MEMORIAL DRIVE  
BRIDGE OVER DECATUR BRANCH  
LM 0.37 IN DECATUR (IA)

### CONSTRUCTION

BRIDGE REPLACEMENT, GUARDRAIL, FULL DEPTH PAVING, RESURFACING

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



PROJECT LOCATION  
BRIDGE ID. # 61SR0300001

END ADJACENT PROJECT NO. 61945-4556-04

L.M. 0.95  
PIN 123691.00

BEGIN ADJACENT PROJECT NO. 61945-4556-04

L.M. 0.00  
PIN 123691.00

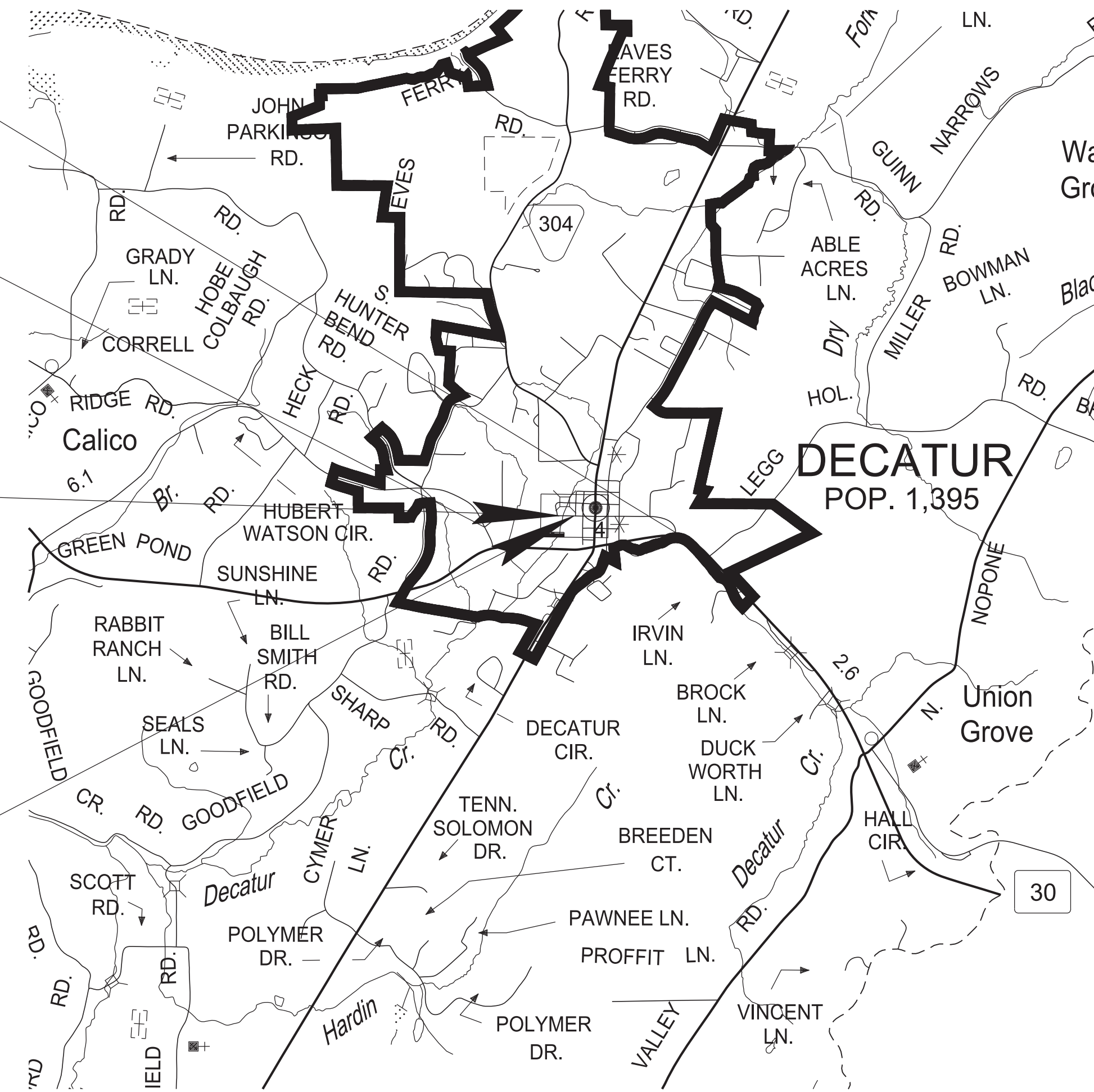
TO BE LET WITH  
PIN 123691.00

BEGIN PROJECT NO. 61455-3519-04 CONSTRUCTION

STA. 16+25.00  
N 432257.5120 E 2327739.1953

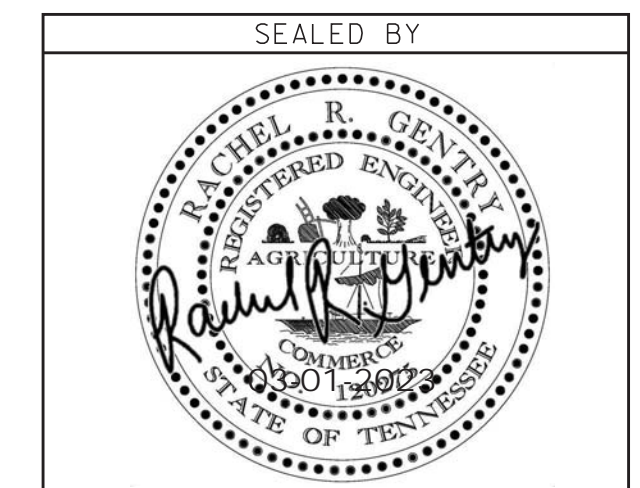
END PROJECT NO. 61455-3519-04 CONSTRUCTION

STA. 18+75.00  
N 432261.9786 E 2328000.5430



NO EXCLUSIONS

ROAD TO BE CLOSED  
DURING CONSTRUCTION



APPROVED:   
WILL REID, CHIEF ENGINEER

DATE: \_\_\_\_\_

APPROVED:   
HOWARD H. ELEY, COMMISSIONER

#### SPECIAL NOTES

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

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

TDOT CE MANAGER 1 : RACHEL GENTRY, PE  
DESIGNER : HALEY SLIFKO, PE      CHECKED BY : SHANNON HENRY, PE  
P.E. NO.    61455-1519-04 (DESIGN)  
PIN NO.    124092.00

R.O.W. LENGTH	0.047 MILES
ROADWAY LENGTH	0.044 MILES
BRIDGE LENGTH	0.003 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.047 MILES

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

SURVEY 06-01-16	TRAFFIC DATA
	ADT (2023)      1590
	ADT (2043)      1750
	DHV (2043)      280
	D                  65 - 35
	T (ADT)          5 %
	T (DHV)          3 %
	V                  35 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000068 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 1997U07.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR      DATE



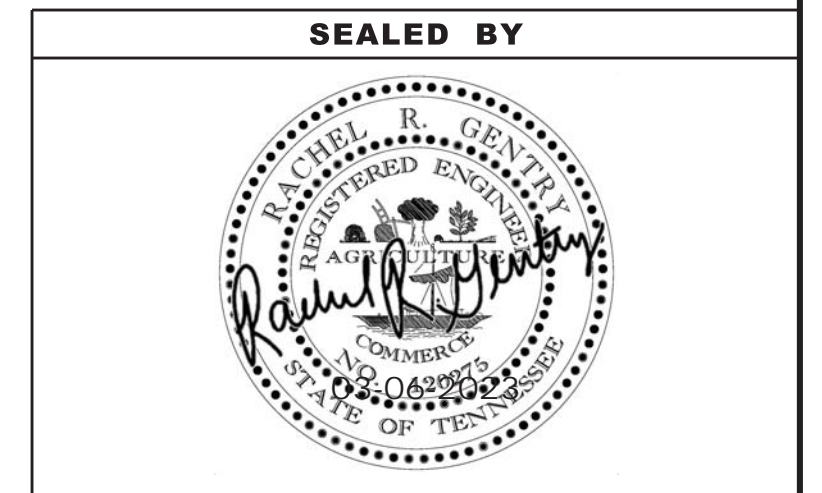
# ROADWAY INDEX

# STANDARD ROADWAY DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2023	61455-3519-04	1A

REV. 03-06-2023: ADDED ROADWAY-SIGN 2 TO INDEX.

SHEET NAME	SHEET NO.	DWG.	REV.	DESCRIPTION	DWG.	REV.	DESCRIPTION
SIGNATURE SHEETS.....	ROADWAY-SIGN1 ROADWAY-SIGN2	<b>10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS</b>			S-GRC-4	06-15-21	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
TITLE SHEET .....	1	RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET	S-GRC-5	02-28-20	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A	RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L	S-GRC-6	06-15-21	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW SPEED ROADWAYS
STANDARD STRUCTURE DRAWINGS .....	1A3	RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z	S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
PROJECT COMMITMENTS.....	1B	RD-L-1	02-20-20	STANDARD LEGEND	S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
ESTIMATED ROADWAY QUANTITIES.....	2	RD-L-1A		STANDARD LEGEND	S-GRA-4	06-28-19	IN-LINE GUARDRAIL ANCHOR
ESTIMATED BOX BRIDGE QUANTITIES.....	2A	RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS	<b>10-108.00 DESIGN - TRAFFIC CONTROL</b>		
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B	RD-L-5	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
GENERAL NOTES.....	2C	RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	T-M-2	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
SPECIAL NOTES.....	2D	RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	T-M-15A	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
ENVIRONMENTAL NOTES.....	2E	<b>10-101.00 STANDARD ROADWAY DRAWINGS</b>			T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
TABULATED QUANTITIES .....	2F	RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS	T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS .....	3	RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS	<b>10-109.00 EROSION PREVENTION AND SEDIMENT CONTROL</b>		
RIGHT-OF-WAY ACQUISITION TABLE .....	3A	RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS	EC-STR-2	08-01-12	SEDIMENT FILTER BAG
PROPERTY MAP.....	3B	RD11-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS	EC-STR-3C	06-28-19	SILT FENCE WITH WIRE BACKING
PRESENT LAYOUT.....	4	RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS	EC-STR-3D	06-28-19	ENHANCED SILT FENCE
RIGHT-OF-WAY DETAILS .....	4A	RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS	EC-STR-6	11-30-20	ROCK CHECK DAM
PROPOSED LAYOUT .....	4B	RD11-TS-1	06-28-19	DESIGN STANDARDS FOR LOW-VOLUME ROADS	EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
PROPOSED PROFILE .....	4C	RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS	EC-STR-30		INSTREAM DIVERSION (WITHOUT TRAFFIC)
PRIVATE DRIVE PROFILE .....	5	RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT	EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)
DRAINAGE MAP.....	6	RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION	<b>10-105.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES</b>		
CULVERT CROSS SECTION .....	7	RD11-S-11B		DESIGN AND CONSTRUCTION DETAILS FOR ROCK CUT SLOPE AND CATCHMENT	S-F-1	06-28-19	HIGH VISIBILITY FENCE
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	8 – 12	<b>10-107.00 SAFETY DESIGN AND GUARDRAILS</b>			S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
ROADWAY CROSS SECTIONS .....	13 – 16	S-PL-1	01-28-22	SAFETY PLAN FOR BARRIER LENGTH OF NEED	S-PL-1A		SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
TRAFFIC CONTROL PLANS .....	T1 – T3	S-PL-2	05-31-18	SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES	S-PL-3	06-15-21	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN NUMBERING OF SHEETS.		S-PL-6	06-15-21	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE	S-GR31-1	06-15-21	GUARDRAIL DETAILS
		S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS	S-GR31-1B		GUARDRAIL FASTENING HARDWARE
		S-GR31-1C	06-15-21	GUARDRAIL GENERAL NOTES AND POST DETAILS	S-GR31-1D		GUARDRAIL POST PLACEMENT IN ROCK



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX  
AND  
STANDARD  
ROADWAY  
DRAWINGS

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# STANDARD STRUCTURE DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2023	61455-3519-04	1A3

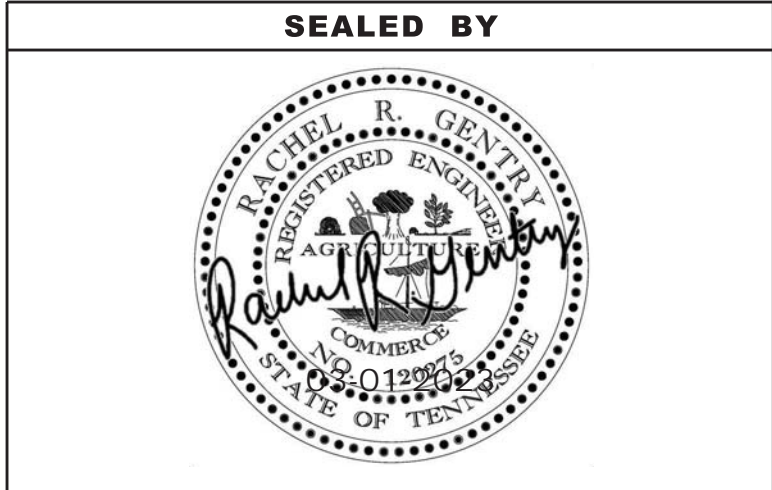
**DWG.      REV.      DESCRIPTION**

**NEW STRUCTURES**

STD-1-5	03-01-22	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
STD-2-1	11-01-10	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL
STD-8-5	05-10-21	STANDARD PROTECTIVE FENCE DETAILS
STD-11-1	04-15-20	BRIDGE RAILING W/ STRUCTURAL TUBING
STD-11-2	04-15-20	STANDARD CONCRETE CLASSIC RAIL 2007
STD-11-4		CONCRETE CLASSIC RAIL (42" TALL)
STD-11-4A		CONCRETE CLASSIC RAIL (42" TALL)

**LRFD BOX CULVERTS**

STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTION AND DETAILS
STD-17-6		TYPICAL ELEVATIONS
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-17-12		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-13		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-14		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTION
STD-17-17	06-01-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-19	06-20-18	PAVED OUTLET DETAIL
STD-17-20		LOW FLOW CHANNEL CONSTRUCTION DETAILS FOR CULVERT INLET AND OUTLET
STD-17-21		DEBRIS DEFLECTION WALL FOR BOX BRIDGE
STD-17-22		DEBRIS DEFLECTION WALL FOR SLAB BRIDGE
STD-17-23		SIDEWALK AND MISCELLANEOUS DETAILS
STD-17-25		STAGE CONSTRUCTION JOINT DETAIL (FILL ABOVE TOP OF SLAB NOT GREATER THAN 3'-6")
STD-17-26		EXTENSION DETAILS
STD-17-27		EXTENSION DETAILS FOR SCOURED OUTLET
STD-17-28		END SECTION DETAILS
STD-17-29		PRECAST BOX CULVERT DETAILS
STD-17-34		INTERNAL ENERGY DISSIPATOR FOR BOX AND PIPE CULVERTS
STD-17-127		SLAB BRIDGE, 1 BARREL AT 18', CLEAR HTS. 12' - 14', 0 - 60' FILL



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

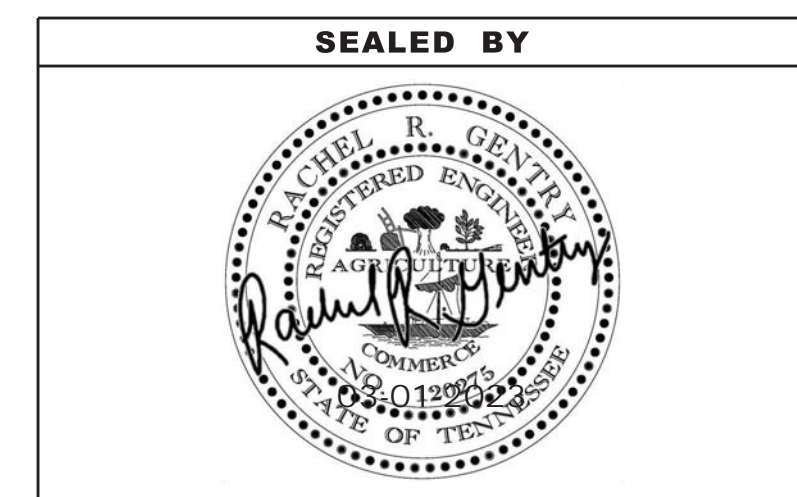
**STANDARD  
STRUCTURE  
DRAWINGS**



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	1B
CONST.	2023	61455-3519-04	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 61SR0300001, W. Memorial Drive over Decatur Branch, LM 0.37 (61-0A733-00.37). No ACM was detected. Please see the report for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08 D and 202.03).	

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**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**PROJECT  
COMMITMENTS**



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### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			61455-3519-04
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	76
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	178
203-01.29	ROCK EXCAVATION	C.Y.	15
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	20
203-08	CHANNEL EXCAVATION (UNCLASSIFIED)	C.Y.	230
209-03.21	FILTER SOCK (12 INCH)	L.F.	25
(2)(3) 209-05	SEDIMENT REMOVAL	C.Y.	11
(2)(3) 209-06.02	12" DIA COIR LOG (DESCRIPTION)	L.F.	100
(2)(3) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	431
(2)(3) 209-08.04	TEMPORARY ENHANCED SILT FENCE	L.F.	100
(2)(3) 209-08.07	ROCK CHECK DAM	EACH	8
(2)(3) 209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(2)(3)(8) 209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(2)(3) 209-65.14	TEMPORARY STREAM DIVERSION	LS	1
(1)(10) 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	240
(2)(3)(4) 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	12
(1) 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	59
(1) 307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	39
(1) 402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	0.5
(1)(3) 402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	2
(1) 403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.3
(1)(11) 411-01.10	ACS MIX(PG64-22) GRADING D	TON	53
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	361
(1) 705-01.04	METAL BEAM GUARD FENCE	L.F.	37.4
705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH	3
(1) 705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	125
(1) 705-06.11	GR TERMINAL (IN-LINE) MASH TL3	EACH	1
(1) 705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH	3
(1) 706-06.03	RADIUS RAIL	L.F.	23.5
(1) 706-10.26	ROUNDED END ELEMENT	EACH	1
707-03.02	END, BRACED LINE, CORNER POST ASSEMBLY(STOCK FENCE)	EACH	1
707-03.08	TEMPORARY STOCK FENCE	L.F.	87
707-06.01	REMOVAL OF FENCE (BARBED WIRE)	L.F.	87
707-08.01	FENCE (5 STRAND BARBED WIRE)	L.F.	87
(2)(3) 707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	95
709-05.08	MACHINED RIP-RAP (CLASS B)	TON	23
712-01	TRAFFIC CONTROL	LS	0.5
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	18
712-05.01	WARNING LIGHTS (TYPE A)	EACH	14
712-06	SIGNS (CONSTRUCTION)	S.F.	211
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	72
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.	0.1
717-01	MOBILIZATION	LS	0.5
(2)(3)(5) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	99
(2)(3) 801-01	SEEDING (WITH MULCH)	UNIT	8
(2)(3)(7) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	11
(2)(3)(9) 801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT	8
(2)(3) 801-02.15	FERTILIZER	TON	0.2
(2)(3)(6) 801-03	WATER (SEEDING & SODDING)	M.G.	1.8
(2)(3) 803-01	SODDING (NEW SOD)	S.Y.	121

### FOOTNOTES

- (1) SEE SHEET 2F FOR TABULATED QUANTITIES.
- (2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- (3) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- (4) FOR SEDIMENT FILTER BAG.
- (5) TO BE USED FOR SEDIMENT FILTER BAG.
- (6) INCLUDES 0.5 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
- (7) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- (8) INCLUDES ADDITIONAL SEDIMENT FILTER BAG TO BE USED AS A REPLACEMENT.
- (9) PERMANENT STABILIZATION WITH NATIVE OR NATURALIZED PERENNIAL VEGETATION IS REQUIRED IN ALL AREAS AUTHORIZED FOR TEMPORARY AND PERMANENT IMPACTS TO STREAMS AND RIPARIAN AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FT OF THE EDGE OF WATER. THE APPROPRIATE SEED MIXTURE FOR THE REGION AND SITE CONDITIONS SHALL BE SELECTED FROM TABLE 7.9-1 (PREFERRED SEED MIXES USING NATIVES OR NATURALIZED PLANTS AND PLANTING DATES) FOUND IN CHAPTER 7.9 (PERMANENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.
- (10) INCLUDES 17 TONS FOR DRIVEWAYS.
- (11) INCLUDES 6 TONS FOR DRIVEWAYS.
- (12) FOR SLAB BRIDGE FOOTINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	2
CONST.	2023	61455-3519-04	2

REV. 03-06-2023: UPDATED QUANTITIES FOR ITEM NUMBERS 712-01 AND 717-01.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
ROADWAY  
QUANTITIES



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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2023	61455-3519-04	2A

### ESTIMATED BOX BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			61455-3519-04
(1) 202-04.01	REMOVAL OF STRUCTURES (22' X 33.5' DBL BARREL BOX CULVERT, STA. 17+27.33)	LS	1
(1) 303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	20
(1) 604-02.01	CLASS A CONCRETE (ROADWAY)	C.Y.	85
(1) 604-02.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	17308

### FOOTNOTES

(1) SEE SHEET 2F FOR TABULATED QUANTITIES.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
BOX BRIDGE  
QUANTITIES







# GENERAL NOTES

## GRADING

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

## SEEDING AND SODDING

- (2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.
- (4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

## GUARDRAIL

- (2) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (4) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

## DRAINAGE

- (1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (3) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (4) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- (5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.
- (6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

## MISCELLANEOUS

- (1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

## FENCING

- (1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.
- (2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

- (3) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS A TWO-WEEK NOTICE PRIOR TO CUTTING FENCES.
- (4) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

## 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

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

## PAVEMENT

### PAVING

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

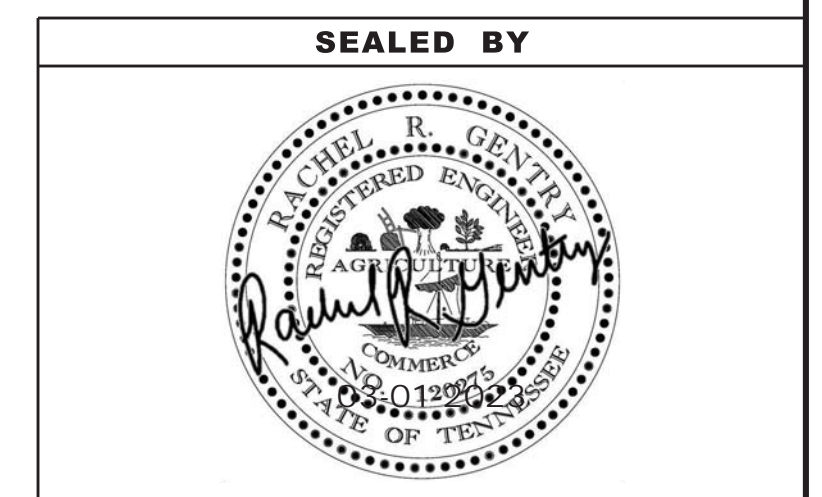
### RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL  
NOTES



# SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
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## GRADING

- (1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

## DEMOLITION

### DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- (2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- (3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

## UTILITIES

### VOLUNTEER ELECTRIC

- (1) THE CONTRACTOR SHALL VERIFY WHETHER A CRANE WILL BE USED ON THIS PROJECT AND IF SO, INFORM VOLUNTEER ELECTRIC VICE PRESIDENT MATTHEW TEAGUE AT 423-334-7040 AT LEAST ONE WEEK PRIOR TO THE CRANE ARRIVES ON-SITE IN ORDER TO DE-ENERGIZE THE POWER LINES.
- (2) THE CONTRACTOR SHALL INFORM VOLUNTEER ELECTRIC VICE PRESIDENT MATTHEW TEAGUE AT 423-334-7040 NO MORE THAN ONE WEEK FOLLOWING THE CRANE BEING REMOVED FROM THE SITE INORDER TO RE-ENERGIZE THE POWER LINES.

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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.

#### 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.

#### PROJECT COMMITMENTS

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

#### SCOPE OF WORK

- (6) THIS PROJECT REPLACES AN EXISTING DOUBLE BARREL BOX CULVERT WITH A SINGLE BARREL SLAB BRIDGE. OTHER INCLUDED WORK IS FULL DEPTH PAVING, RESURFACING, AND GUARDRAIL ADDITIONS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	2E
CONST.	2023	61455-3519-04	2E



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL  
NOTES**



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	2F
CONST.	2023	61455-3519-04	2F

BOX CULVERT \ BRIDGE TABULATION																	
STATION	LOCATION	TYPE		SKEW	NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	STANDARD DRAWING NO.	CULVERT ≤ 20 FT.		STD. DWG. STD-17-17 & 18		RIP-RAP CLASS	CHANNEL EXC.	CULVERT EXC.
		BOX	SLAB								CLASS "A" CONCRETE	STEEL BAR REINF.	FOUNDATION FILL MATERIAL	GRANULAR BACKFILL			
17+27.33	COUNTY ROUTE A733		x	75°	1	18	12	35	562	STD-17-125	85.00	17308	204-08	303-01.01	709-05.08	203-08	▲ 204-01
TOTALS											85.00	17308	20	23	230		

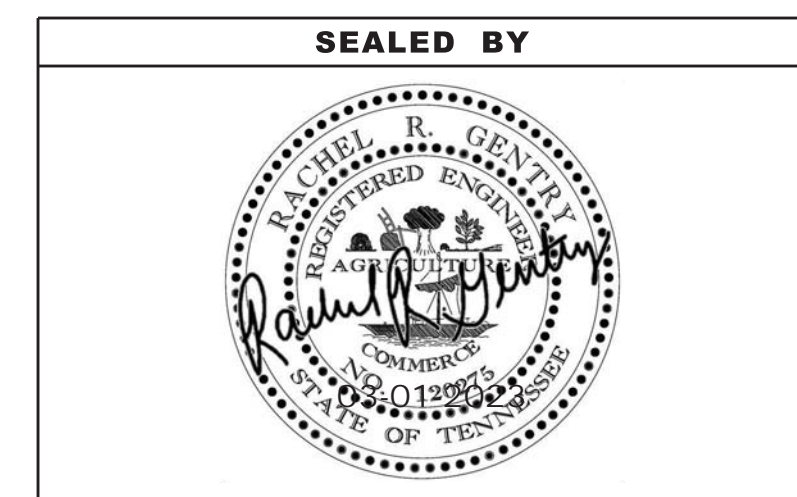
▲ ALL COST OF CULVERT EXCAVATION WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

PAVEMENT QUANTITIES							
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)						
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)		PRIME COAT	TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	
	D	A	B-M2			D	
	303-01	307-01.01	307-01.08	402-01	402-02	403-01	411-01.10
COUNTY ROUTE A733	240.0	59.0	39.0	0.5	2.0	0.3	53.0
<b>TOTALS</b>	<b>240.0</b>	<b>59.0</b>	<b>39.0</b>	<b>0.5</b>	<b>2.0</b>	<b>0.3</b>	<b>53.0</b>

ESTIMATED GRADING QUANTITIES					
DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY	
	EXC.	EMB.	EXC.	EXC.	EMB.
MAINLINE	178	62	152		
SIDE ROADS					
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES		7			
HAUL ROAD 2					
HAUL ROAD 1					
ETC...)					
TOPSOIL (EMB.)					
TOPSOIL (EXC.)					
<b>ROCK (C.Y.)</b>			<b>TOTALS (C.Y.)</b>		
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)
178	69	178	178	152	152

PROPOSED GUARDRAIL											
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL				TERMINAL ANCHORS	
		LT	RT	FROM	TO	METAL BEAM GUARD FENCE	W BEAM GR (TYPE 2) MASH TL3	RADIUS RAIL	ROUND END ELEMENT	IN-LINE	TYPE 21
						705-01.04 (L.F.)	705-06.01 (L.F.)	706-06.03 (L.F.)	706-10.26 (EACH)	705-06.11 (EACH)	705-06.30 (EACH)
4B	COUNTY ROUTE A733	X		16+64.11	17+95.35	18.70	75.00				2
4B	COUNTY ROUTE A733		X	16+86.01	17+89.79	18.70	50.00	23.50	1	1	1
<b>TOTALS</b>						<b>37.40</b>	<b>125.00</b>	<b>23.50</b>	<b>1</b>	<b>1</b>	<b>3</b>

REMOVAL OF STRUCTURES				
SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4B	17+27.33	COUNTY ROUTE A733	22' X 33.5' DBL BARREL BOX CULVERT	



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TABULATED  
QUANTITIES



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	3
CONST.	2023	61455-3519-04	3

## RIGHT-OF-WAY

- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
- (8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (9) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (11) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

## UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY

NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

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

## UTILITY OWNERS

### CABLE:

#### CHARTER COMMUNICATIONS

1103 S HAMILTON STREET  
DALTON, GA 30720  
CONTACT: MR. ERIC CHADWICK  
OFFICE PHONE: 706 483 4925  
CELL PHONE: \_\_\_ \_\_\_ \_\_\_  
Email: [ERIC.CHADWICK@CHARTER.COM](mailto:ERIC.CHADWICK@CHARTER.COM)

### ELECTRIC:

#### TENNESSEE VALLEY AUTHORITY

1101 MARKET ST MR-4G  
CHATTANOOGA, TN 37402  
CONTACT: MR. STEPHEN WILLIAMS  
OFFICE PHONE:  
CELL PHONE: 862 255 6272  
Email: [SEWILLIAMS@TVA.GOV](mailto:SEWILLIAMS@TVA.GOV)

### GAS:

#### MIDDLE TENNESSEE NATURAL GAS

PO BOX 670  
SMITHVILLE, TN 37166  
CONTACT: MR. MATT STENNETT  
OFFICE PHONE: 615 597 0515  
CELL PHONE: 931 239 9111  
Email: [MSTENNETT@MTNG.COM](mailto:MSTENNETT@MTNG.COM)

### TELEPHONE:

#### BELLSOUTH DBA AT&T

300 E MARTIN LUTHER KING BLVD, 5<sup>TH</sup> FLOOR  
CHATTANOOGA, TN 37403  
CONTACT: MR. JOE PERREL  
OFFICE PHONE: 423 266 1566  
CELL PHONE: 423 488 2825  
Email: [JP1389@ATT.COM](mailto:JP1389@ATT.COM)

### WATER/SEWER:

#### CITY OF DECATUR

PO BOX 188  
DECATUR, TN 37322  
CONTACT: DIRECTOR, PUBLIC WORKS JERRY HARRIS  
OFFICE PHONE: 423 334 5716  
CELL PHONE: 423 618 7001  
Email: [JERRYHARRIS@DECATURTN.NET](mailto:JERRYHARRIS@DECATURTN.NET)

### FIBER OPTICS:

#### AT&T

360 GEES MILL BUSINESS PARKWAY  
CONYERS, GA 30013  
CONTACT: MS. TRINA IVEY  
OFFICE PHONE: 678 641 5522  
CELL PHONE: 678 641 5522  
Email: [KI2863@ATT.COM](mailto:KI2863@ATT.COM)

### ELECTRIC:

#### VOLUNTEER ENERGY COOPERATIVE

PO BOX 277  
DECATUR, TN 37322  
CONTACT: VP MATTHEW TEAGUE  
OFFICE PHONE: 423 334 7040  
FAX: 423 334 7005  
Email: [MTEAGUE@VEC.ORG](mailto:MTEAGUE@VEC.ORG)

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

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



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M:\Design County Folders\Meigs\124092-00\_2017 Meigs Old SR-30 - Decatur Branch A733\003A\_SHT

**R.O.W. ACQUISITION TABLE**

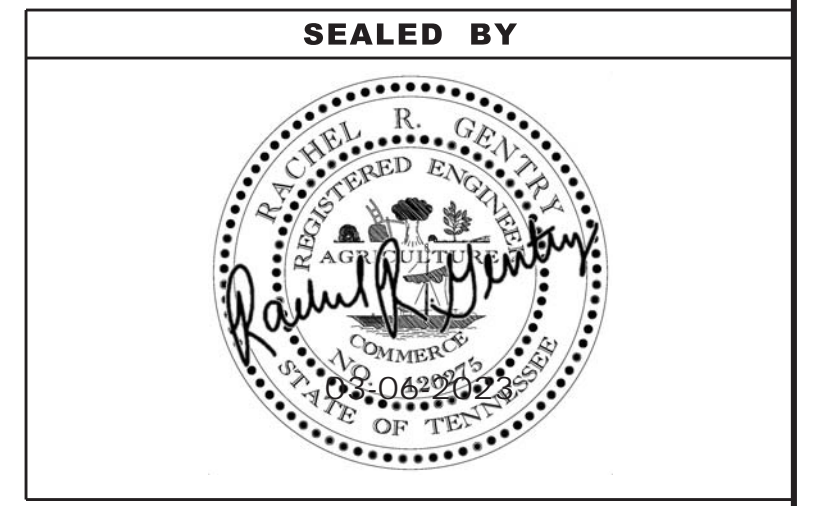
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
10	MEIGS COUNTY BOARD OF EDUCATION	042K"A"	009.00	U	119		15.710					15.710					
11	BRENDA EDGEMON MELTON	042	078.01	G2	388		1.901					1.901					
12	BRENDA EDGEMON MELTON	042	078.00	M5	68		5.593		432 S.F.	432 S.F.		5.583			3564 S.F. (1)		
13	RAVANELL T. GOINS	042K"D"	017.00	L2	390		0.383				0.383				1517 S.F. (1)		
14	DECATUR PROPERTIES	042K"D"	016.00	D5	264		0.409				0.409				1343 S.F. (1)		
15	DARRELL DAVIS	042K"D"	015.00	P4	189		0.265				0.265						
<b>ACQUISITION TOTALS (ACRES)</b>									432 S.F.						0.147		

FOOTNOTES:  
(1) FOR EPSC MEASURES

DISTURBED AREA	
IN BETWEEN SLOPE LINES	0.189 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.212 (AC)
TOTAL DISTURBED AREA	0.401 (AC)
TOTAL PROJECT AREA	0.802 (AC)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	3A
CONST.	2023	61455-3519-04	3A

REV. 03-06-2023: ADDED ROW ACQUISITION AREA AND UPDATED CONSTRUCTION EASEMENT AREA TRACT 12.



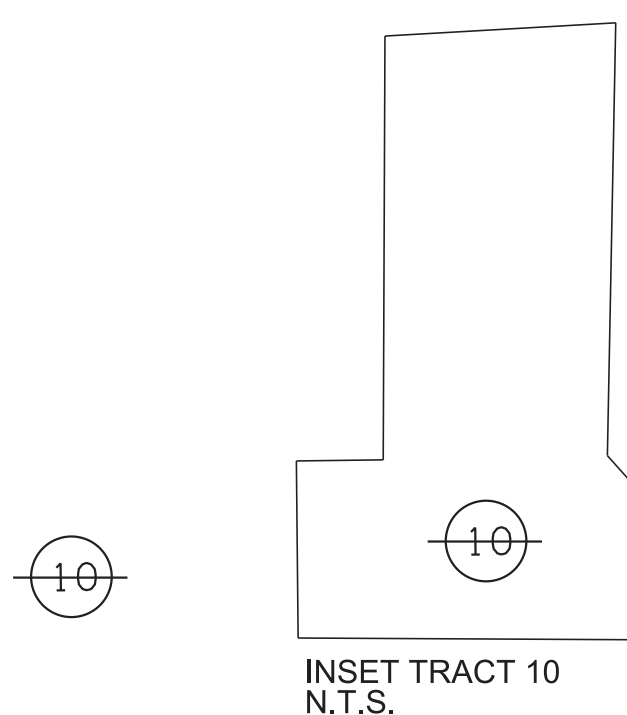
**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**RIGHT-OF-WAY  
ACQUISITION  
TABLE**



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	3B
CONST.	2023	61455-3519-04	3B

REV. 03-06-2023: ADDED ROW ACQUISITION AREA AND UPDATED CONSTRUCTION EASEMENT AREA TRACT 12.



STA. 35+00.00 SCHOOL DRIVE  
N 432471.2180  
E 2327661.3925

BEGIN PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

BEGIN PROJ. NO. 61455-2519-04 R.O.W.

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

STA. 25+00.00 CREEK STREET  
N 432390.5715  
E 2328136.9465

BEGIN FULL DEPTH PAVING  
16+62.00

END FULL DEPTH PAVING  
17+93.00

COUNTY ROUTE A733  
WEST MEMORIAL ROAD  
(OLD STATE ROUTE 30)

CRA733 STA. 15+91.14 =  
SCHOOL DR STA. 37+16.57  
N 432259.6671  
E 2327707.7567

CRA733 STA. 20+23.05 =  
CREEK ST STA. 26+36.30  
N 432254.3029  
E 2328139.6326

END PROJ. NO. 61455-2519-04 R.O.W.

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

END PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000068 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 1997u07.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

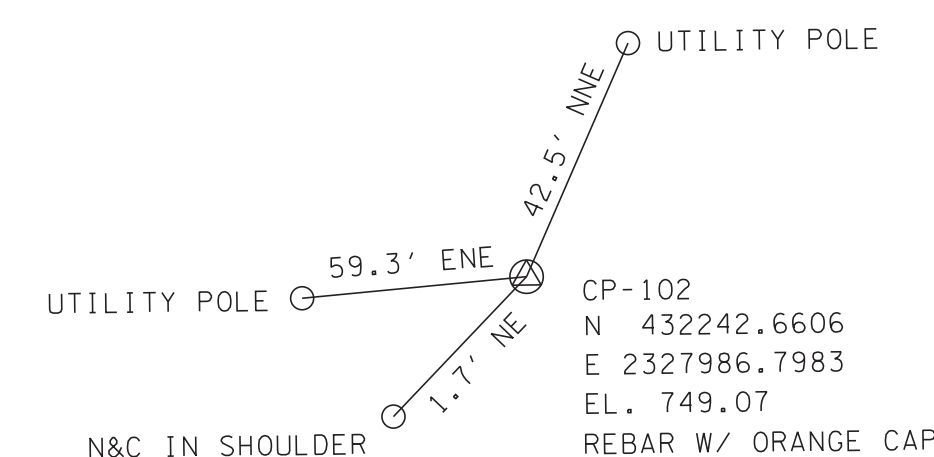
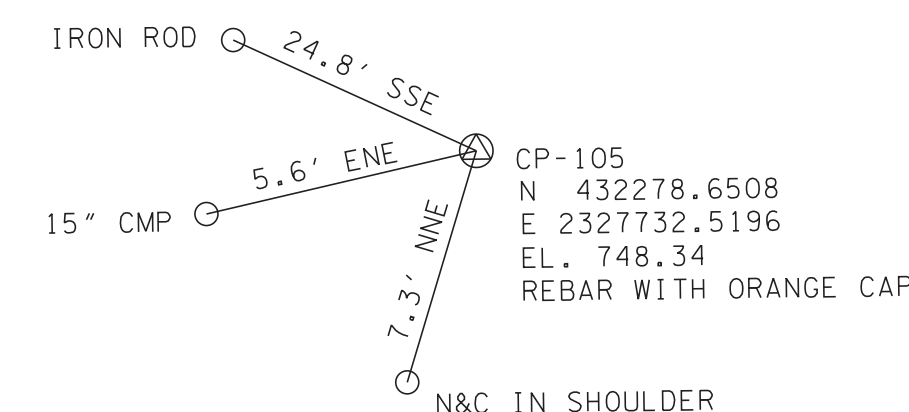
PROPERTY  
MAP

STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	4
CONST.	2023	61455-3519-04	4

REV. 03-06-2023: ADDED ROW ACQUISITION AREA AND UPDATED CONSTRUCTION EASEMENT AREA TRACT 12.



BEGIN PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

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E 2327661.3925

STA. 25+00.00 CREEK STREET  
N 432390.5715  
E 2328136.9465

MEIGS COUNTY BOARD OF EDUCATION

COUNTY ROUTE A733  
WEST MEMORIAL ROAD  
(OLD STATE ROUTE 30)

BRENDA EDGEMON MELTON  
CRA733 STA. 15+91.14 =  
SCHOOL DR STA. 37+16.57  
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E 2327707.7567

END PROJ. NO. 61455-2519-04 R.O.W.

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END PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

Point	North	East	Elevation	Feature	Description	Station	Offset
S2	441114.5777	2313998.6246	708.2900	XCP	61-30-2W	Off Chain	Off Chain
S33	430802.7076	2327525.9023	755.2400	XCP	61-30-33	Off Chain	Off Chain
CP-101	432236.3347	2328307.2479	757.5300	XTRAV	PK NAIL IN EP	Off Chain	Off Chain
CP-102	432242.6606	2327986.7983	749.0700	XTRAV	CAPPED REBAR	18+70.37	13.5396
CP-105	432278.6508	2327732.5196	748.3400	XTRAV	CAPPED REBAR	16+15.66	-19.2898
S326	432362.8730	2327958.2510	746.0550	XSPUR	SPIKE	18+40.33	-106.3090
S400	432333.3940	2327841.8670	747.0970	XSPUR	SPIKE	17+24.32	-75.3868

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

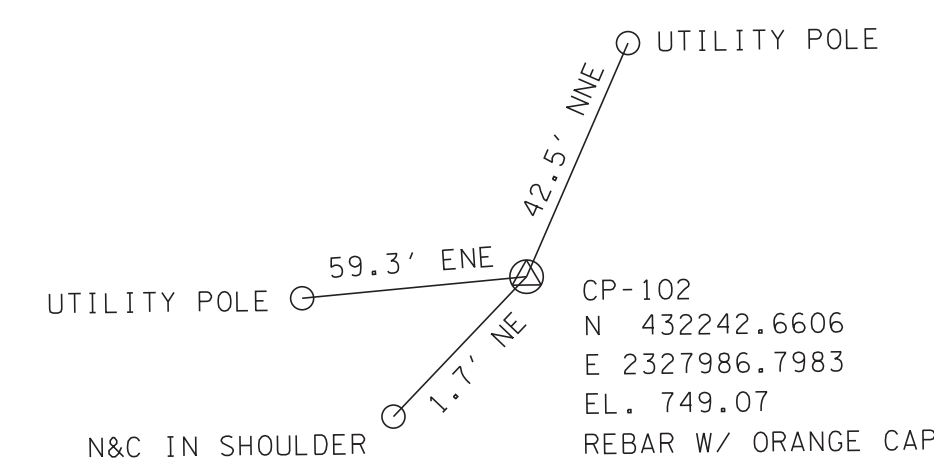
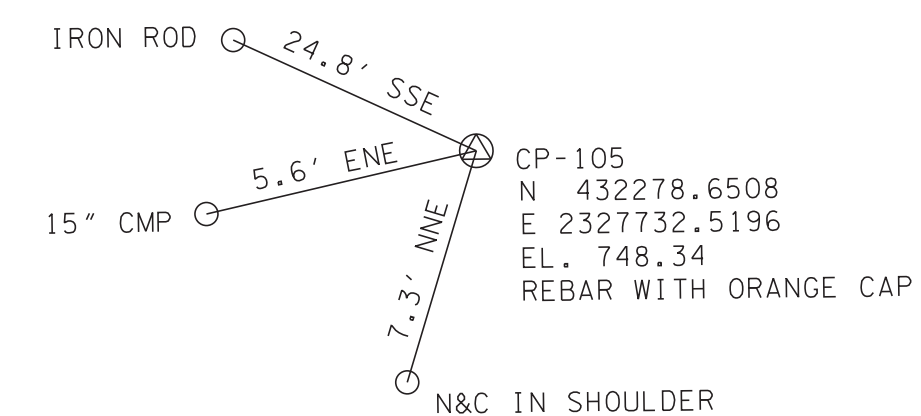
PRESENT  
LAYOUT

STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	4A
CONST.	2023	61455-3519-04	4A

REV. 03-06-2023: ADDED ROW ACQUISITION AREA AND UPDATED CONSTRUCTION EASEMENT AREA TRACT 12.



BEGIN PROJ. NO. 61455-3519-04 CONSTRUCTION

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N 432390.5715  
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MEIGS COUNTY BOARD OF EDUCATION

COUNTY ROUTE A733  
WEST MEMORIAL ROAD  
(OLD STATE ROUTE 30)  
S 88° 17' 17" E

BRENDA EDGEMON MELTON

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END PROJ. NO. 61455-2519-04 R.O.W.  
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CP-105	432278.6508	2327732.5196	748.3400	XTRAV	CAPPED REBAR	16+15.66	-19.2898
S326	432362.8730	2327958.2510	746.0550	XSPUR	SPIKE	18+40.33	-106.3090
S400	432333.3940	2327841.8670	747.0970	XSPUR	SPIKE	17+24.32	-75.3868

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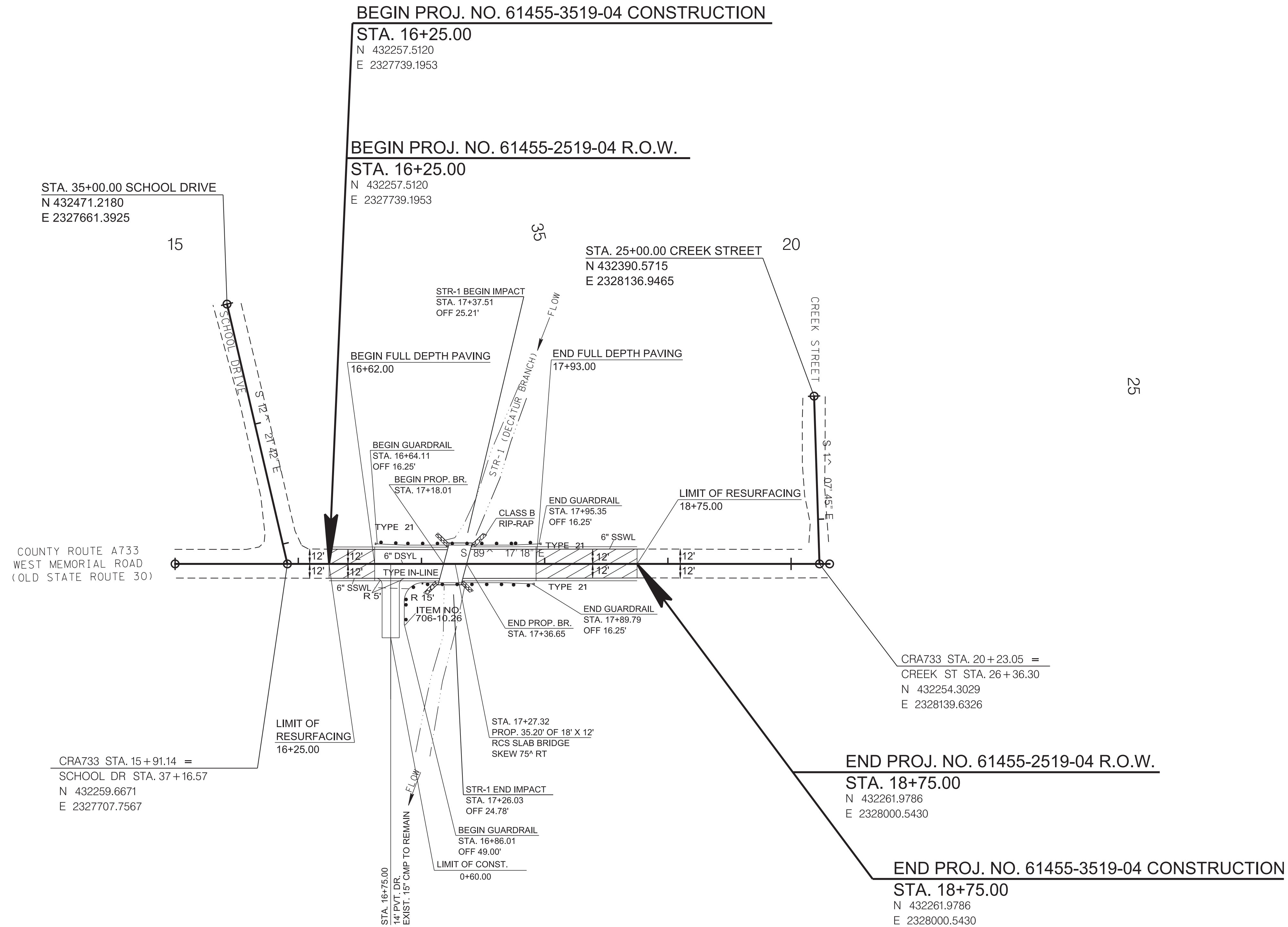
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DETAILS

STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'

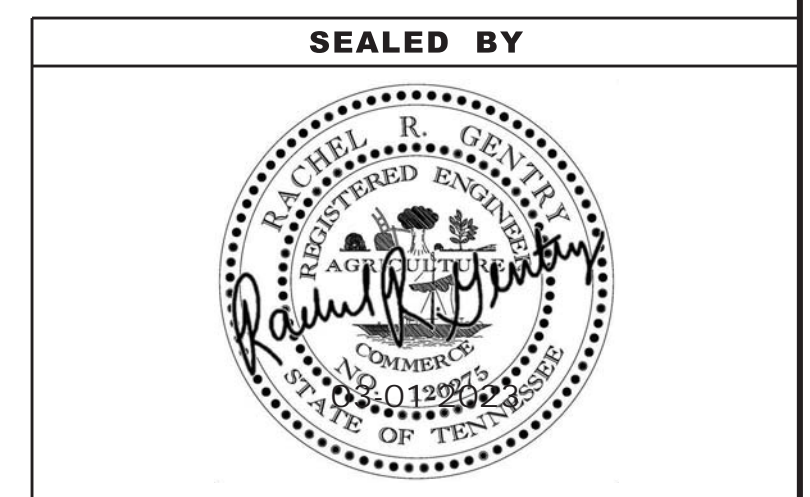


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	4B
CONST.	2023	61455-3519-04	4B



NOTES:

1. THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT 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.
2. SEE SHEET 7 FOR STR-1 CHANNEL DETAIL.
3. BRIDGE DECK FINISH TO BE BURLAP DRAG IN ACCORDANCE WITH METHOD "A" AS SPECIFIED IN SUBSECTION 604.23 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.



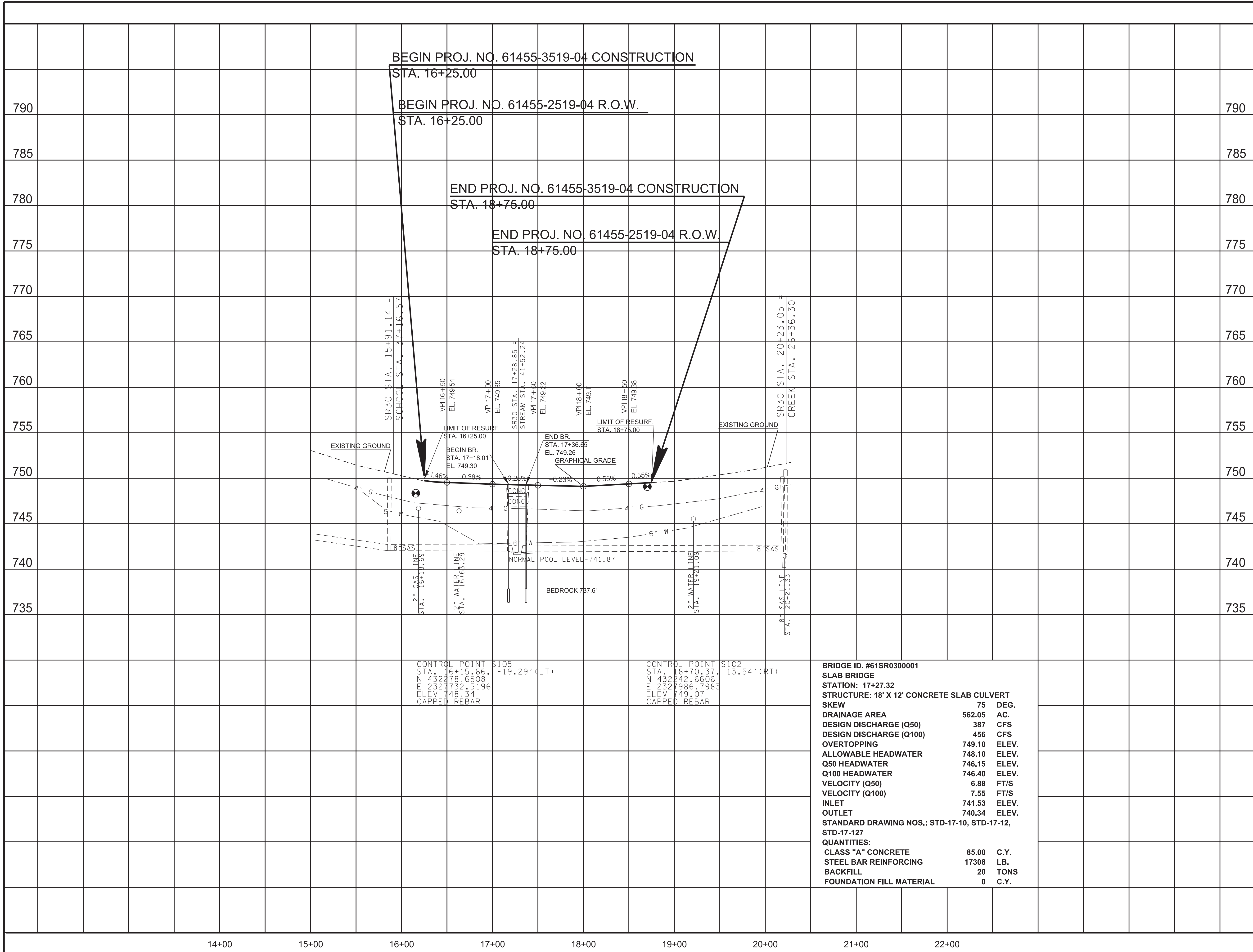
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000068 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 1997u07.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROPOSED LAYOUT**  
STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	4C
CONST.	2023	61455-3519-04	4C



**SEALED BY**

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000068 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 1997u07.

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

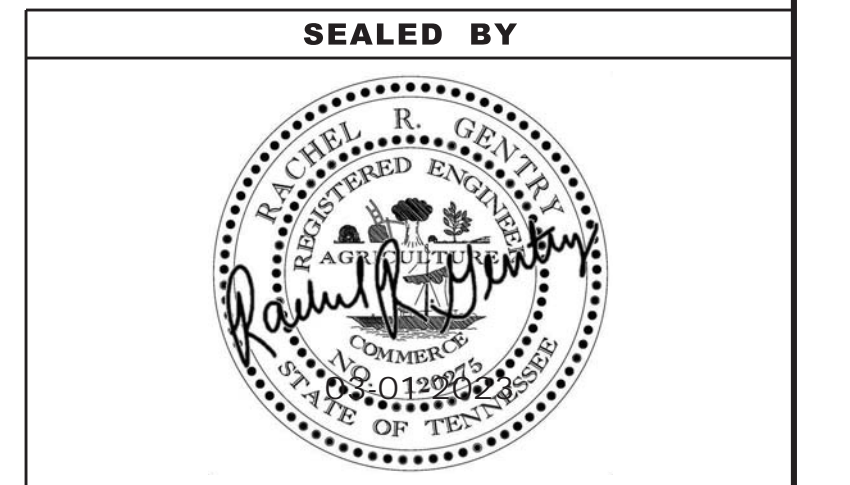
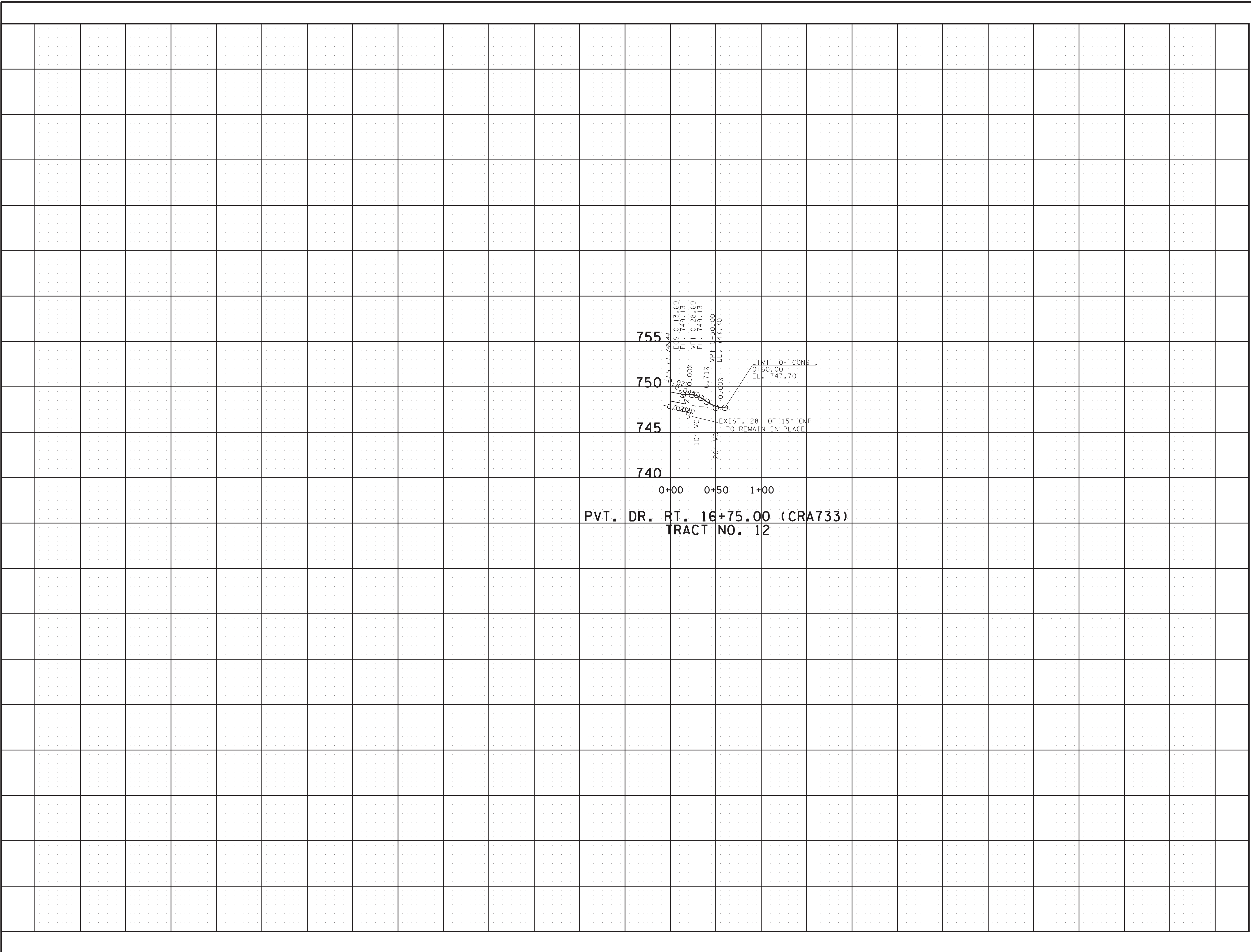
**PROPOSED PROFILE**  
 STA.16+25 TO STA.18+75.00  
 SCALE: 1"=50' HORIZ.  
 1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	5
CONST.	2023	61455-3519-04	5



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**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**PRIVATE DRIVE  
 PROFILE**

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



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	6
CONST.	2023	61455-3519-04	6



STA. 35+00.00 SCHOOL DRIVE  
N 432471.2180  
E 2327661.3925

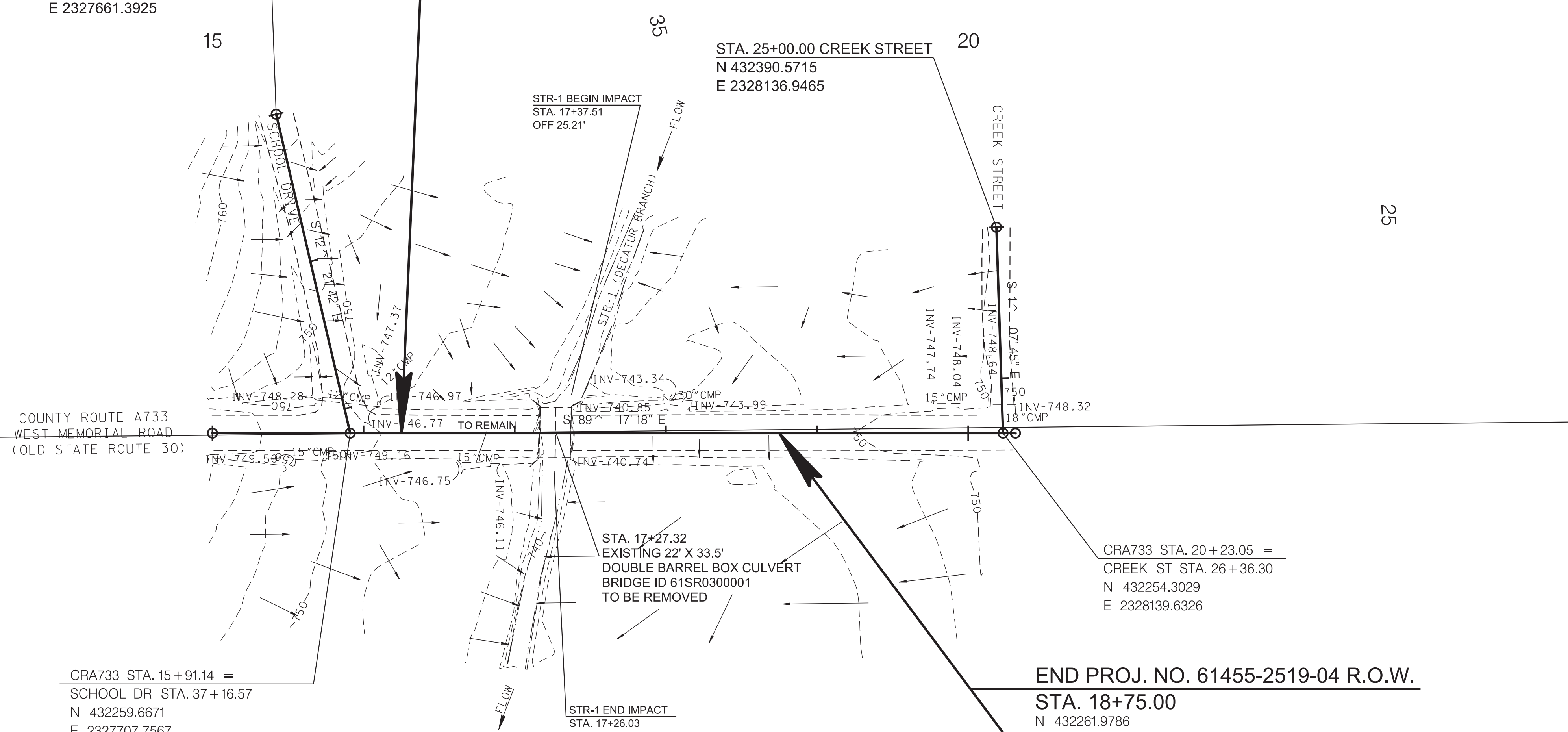
BEGIN PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

BEGIN PROJ. NO. 61455-2519-04 R.O.W.

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

STA. 25+00.00 CREEK STREET  
N 432390.5715  
E 2328136.9465



COUNTY ROUTE A733  
WEST MEMORIAL ROAD  
(OLD STATE ROUTE 30)

CRA733 STA. 15+91.14 =  
SCHOOL DR STA. 37+16.57  
N 432259.6671  
E 2327707.7567

CRA733 STA. 20+23.05 =  
CREEK ST STA. 26+36.30  
N 432254.3029  
E 2328139.6326

END PROJ. NO. 61455-2519-04 R.O.W.

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

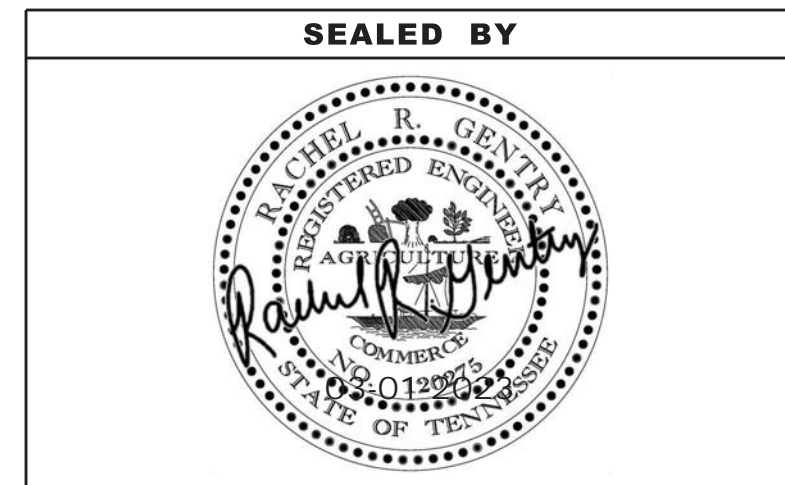
END PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 18+75.00  
N 432261.9786  
E 2328000.5430



### DRAINAGE/ HYDRAULIC DATA FOR BOX CULVERT STATION 17+28.85 STREAM NAME DECATUR BRANCH

STREAM BED LINING: ROCK  
 DIRECTION OF FLOW SOUTH  
 DRAINAGE AREA 562 ACRES ( ) FLAT (X) ROLLING ( ) HILLY ( ) MTNS.  
 PRESENT STRUCTURE: SPAN 10 HEIGHT 5 STRUCTURE BOUDLE BARREL BOX CULVERT SUPERSTRUCTURE \_\_\_\_\_  
 BEGIN STATION-OFFSET 17+16.47-0.0 END STATION-OFFSET 17+37.03-0.0  
 LOW BEAM ELEV. 746.79 LOCATION. UPSTREAM  
 INLET INVERT ELEV. 741.73 OUTLET INVERT. 741.45  
 NORMAL WATER ELEV. DRY EXTREME HIGHWATER ELEV. \_\_\_\_\_ DATE \_\_\_\_\_  
 HOW OBTAINED \_\_\_\_\_  
 BACKWATER FROM WHAT STREAM (IF APPLICABLE): \_\_\_\_\_  
 EXISTING STRUCTURE CONDITION: POOR  
 SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER, SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.  
 SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.  
 REMARKS: \_\_\_\_\_



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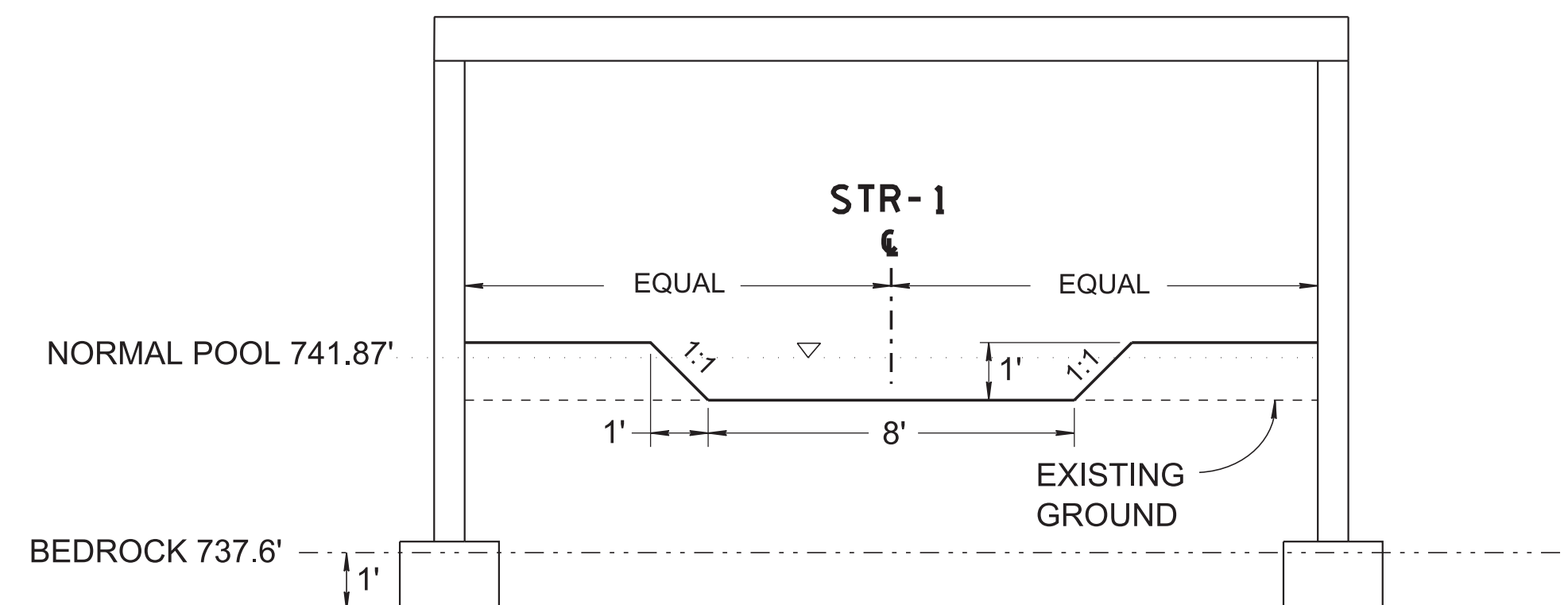
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DRAINAGE  
MAP  
STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'



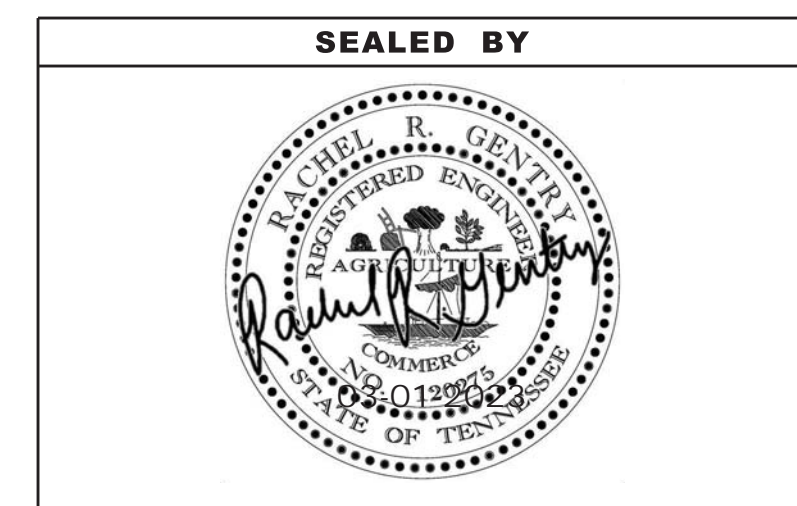
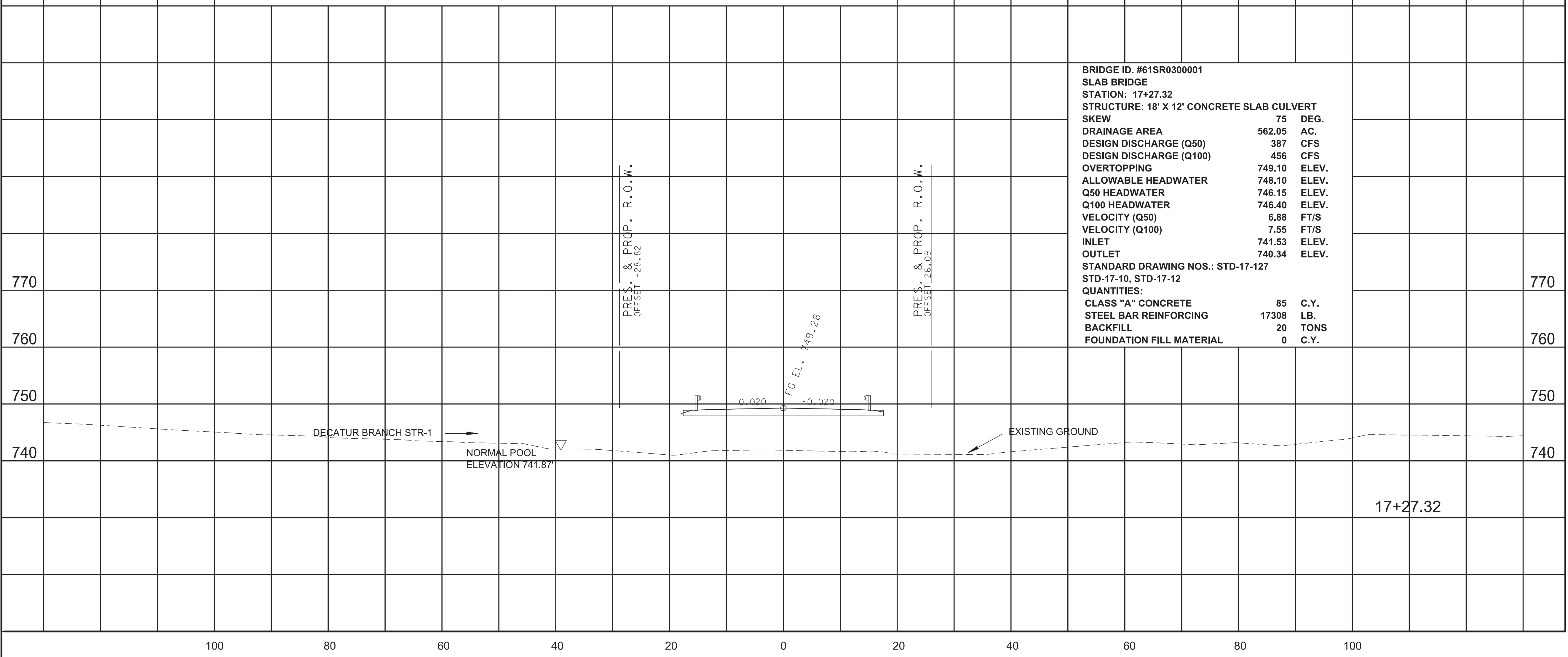
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	7
CONST.	2023	61455-3519-04	7

**CULVERT DETAIL  
N.T.S.**



- NOTES:
- RESTORED CHANNEL WILL BE CREATED FROM EXCAVATED STREAM BANK MATERIALS.
  - ALL NATIVE BED MATERIAL DURING THE CONSTRUCTION OF THE NEW CULVERT SHOULD BE STORED AT SITE ABOVE FLOOD ELEVATION AND CAPSULATED BY AN ENHANCED SILT FENCE.

BRIDGE ID. #61SR0300001	
SLAB BRIDGE	
STATION: 17+27.32	
STRUCTURE: 18' X 12' CONCRETE SLAB CULVERT	
SKEW	75 DEG.
DRAINAGE AREA	562.05 AC.
DESIGN DISCHARGE (Q50)	387 CFS
DESIGN DISCHARGE (Q100)	456 CFS
OVERTOPPING	749.10 ELEV.
ALLOWABLE HEADWATER	748.10 ELEV.
Q50 HEADWATER	746.15 ELEV.
Q100 HEADWATER	746.40 ELEV.
VELOCITY (Q50)	6.88 FT/S
VELOCITY (Q100)	7.55 FT/S
INLET	741.53 ELEV.
OUTLET	740.34 ELEV.
STANDARD DRAWING NOS.: STD-17-127	
STD-17-10, STD-17-12	
QUANTITIES:	
CLASS "A" CONCRETE	85 C.Y.
STEEL BAR REINFORCING	17308 LB.
BACKFILL	20 TONS
FOUNDATION FILL MATERIAL	0 C.Y.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**CULVERT  
CROSS SECTION**

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	8
CONST.	2023	61455-3519-04	8

**EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES**

**DISTURBED AREA**

- (1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.
- (2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- (3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.
- (4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.
- (5) 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.

**SEDIMENT CONTROL**

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE 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 GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE 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 NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9) 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.
- (10) 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 PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO 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. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

**INSPECTION, MAINTENANCE & REPAIR**

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE

RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS 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.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING 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 OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) 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 SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). 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.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL 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 STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

**EROSION PREVENTION**

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE 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.
- (22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.
- (23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION

MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.

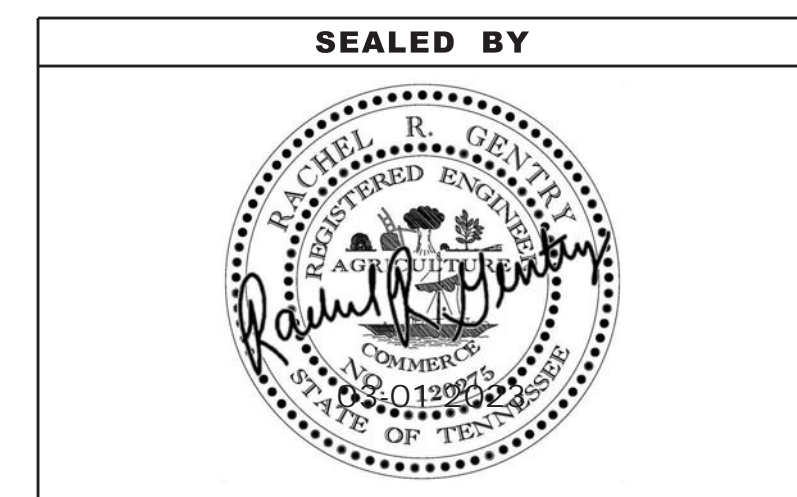
- (24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

**PERMITS, PLANS & RECORDS**

- (28) 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 A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES 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 PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR; THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

**GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL**

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**EROSION  
PREVENTION  
AND SEDIMENT  
CONTROL NOTES**



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- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

**SUPPORT ACTIVITIES**

- (41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

**SPILL PREVENTION, MANAGEMENT & NOTIFICATION**

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE 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.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL 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.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL 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.

- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) 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.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

**STREAMS, WETLANDS & BUFFER ZONES**

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

**EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES**

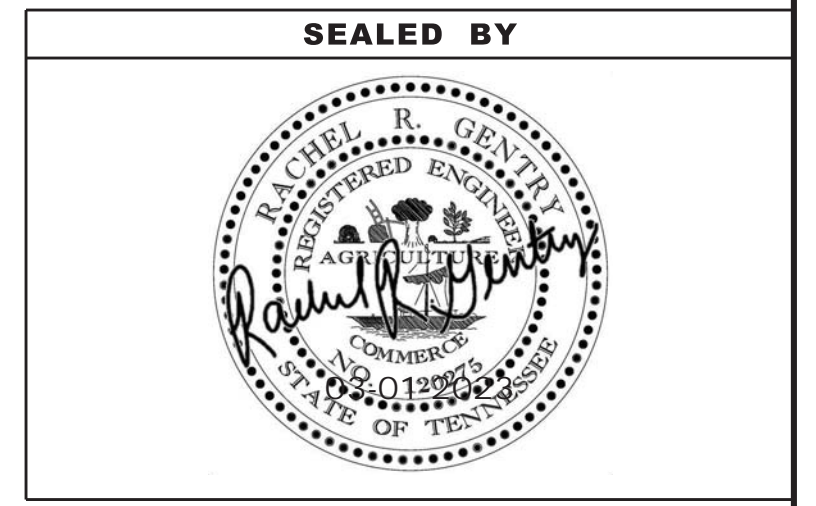
**STREAMS, WETLANDS & BUFFER ZONES**

- (1) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING 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.
- (2) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING 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. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (3) BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPs) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY 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 EPSC PLANS BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

**UTILITY RELOCATION**

- (5) STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- (6) SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.
- (7) 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.
- (8) 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 MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE 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 OFFSITE AND ENTERING WATERS OF THE STATE/U.S.
- (9) 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 SEVEN 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 SUCH TIME AS THE TRENCH IS BACKFILLED.
- (10) IN REGARD 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.
- (11) 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 RESPONSIBLE PARTY.
- (12) 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 FINAL VEGETATIVE COVER.
- (13) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.
- (14) 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 RESPONSIBLE PARTY BEFORE COMMENCING WORK.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	9
CONST.	2023	61455-3519-04	9



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**EROSION  
PREVENTION  
AND SEDIMENT  
CONTROL NOTES**



**TABULATED EPSC QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			61455-3519-04
(1)(2) 209-03.21	FILTER SOCK (12 INCH)	L.F.	25
(1)(2) 209-05	SEDIMENT REMOVAL	C.Y.	11
(1)(2) 209-06.02	12" DIA COIR LOG (DESCRIPTION)	L.F.	100
(1)(2) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	431
(1)(2) 209-08.04	TEMPORARY ENHANCED SILT FENCE	L.F.	100
(1)(2) 209-08.07	ROCK CHECK DAM	EACH	8
(1)(2) 209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(1)(2)(3) 209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(1)(2) 209-65.14	TEMPORARY STREAM DIVERSION	LS	1
(1)(2)(4) 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	12
(1)(2) 707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	95
(1)(2)(5) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	99
(1)(2) 801-01	SEEDING (WITH MULCH)	UNIT	8
(1)(2)(6) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	11
(1)(2) 801-02.15	FERTILIZER	TON	0.2
(1)(2) 801-03	WATER (SEEDING & SODDING)	M.G.	1.8
(1)(2) 803-01	SODDING (NEW SOD)	S.Y.	121

**EPSC FOOTNOTES**

- (1) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- (2) ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- (3) INCLUDES ADDITIONAL SEDIMENT FILTER BAG TO BE USED AS A REPLACEMENT FOR SEDIMENT FILTER BAG.
- (4) TO BE USED FOR SEDIMENT FILTER BAG.
- (5) TO BE USED FOR SEDIMENT FILTER BAG.
- (6) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
— IN — DIV —	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
* HVF * HVF *	HIGH VISIBILITY FENCE	S-F-1
* ESF * ESF * ESF *	ENHANCED SILT FENCE	EC-STR-3D

**OUTFALLS**

Outfall No.	Drainage Area	Average Slope
OUT-1	5.80 AC	7.3 %
OUT-2	0.64 AC	9.4 %
OUT-3	0.09 AC	3.8 %
OUT-4	0.20 AC	11.9 %

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	10
CONST.	2023	61455-3519-04	10

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) LEGEND &  
TABULATION



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W	2022	61455-2519-04	11
CONST.	2023	61455-3519-04	11

REV. 03-06-2023: ADDED ROW ACQUISITION AREA AND UPDATED CONSTRUCTION EASEMENT AREA TRACT 12.



BEGIN PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

BEGIN PROJ. NO. 61455-2519-04 R.O.W.

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

STA. 35+00.00 SCHOOL DRIVE  
N 432471.2180  
E 2327661.3925

STA. 25+00.00 CREEK STREET  
N 432390.5715  
E 2328136.9465

COUNTY ROUTE A733  
WEST MEMORIAL ROAD  
(OLD STATE ROUTE 30)

CRA733 STA. 15+91.14 =  
SCHOOL DR STA. 37+16.57  
N 432259.6671  
E 2327707.7567

END PROJ. NO. 61455-2519-04 R.O.W.

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

END PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

EPSC STAGE 1: CLEARING AND GRUBBING

NOTE: 2' EXISTING CONTOURS SHOWN

SEALED BY



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000068 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 1997u07.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

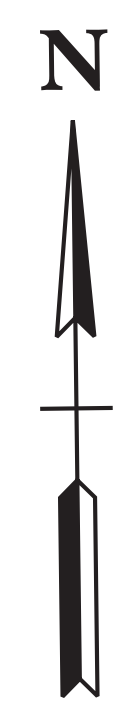
EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS

STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	12
CONST.	2023	61455-3519-04	12

REV. 03-06-2023: ADDED ROW ACQUISITION AREA AND UPDATED CONSTRUCTION EASEMENT AREA TRACT 12.



BEGIN PROJ. NO. 61455-3519-04 CONSTRUCTION

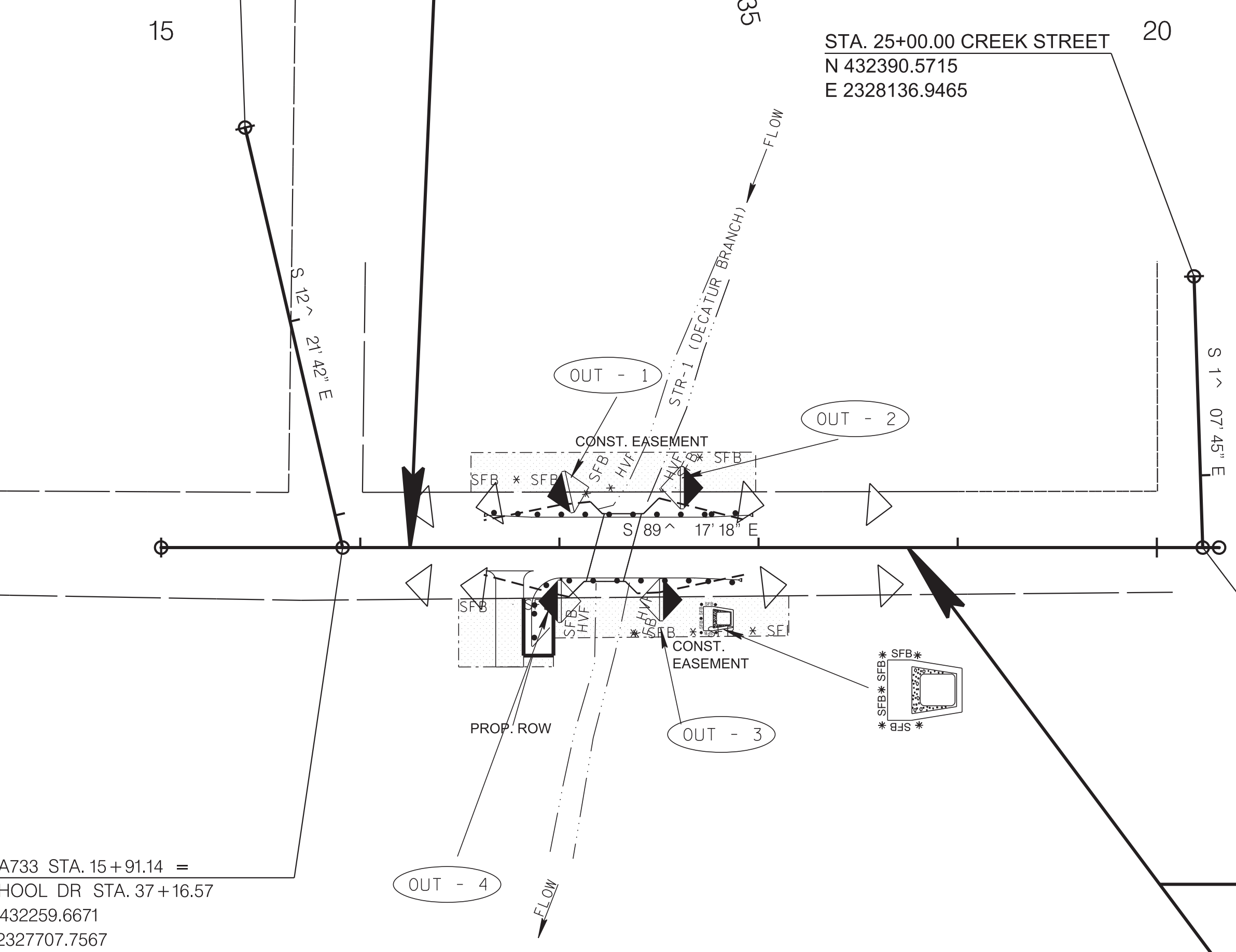
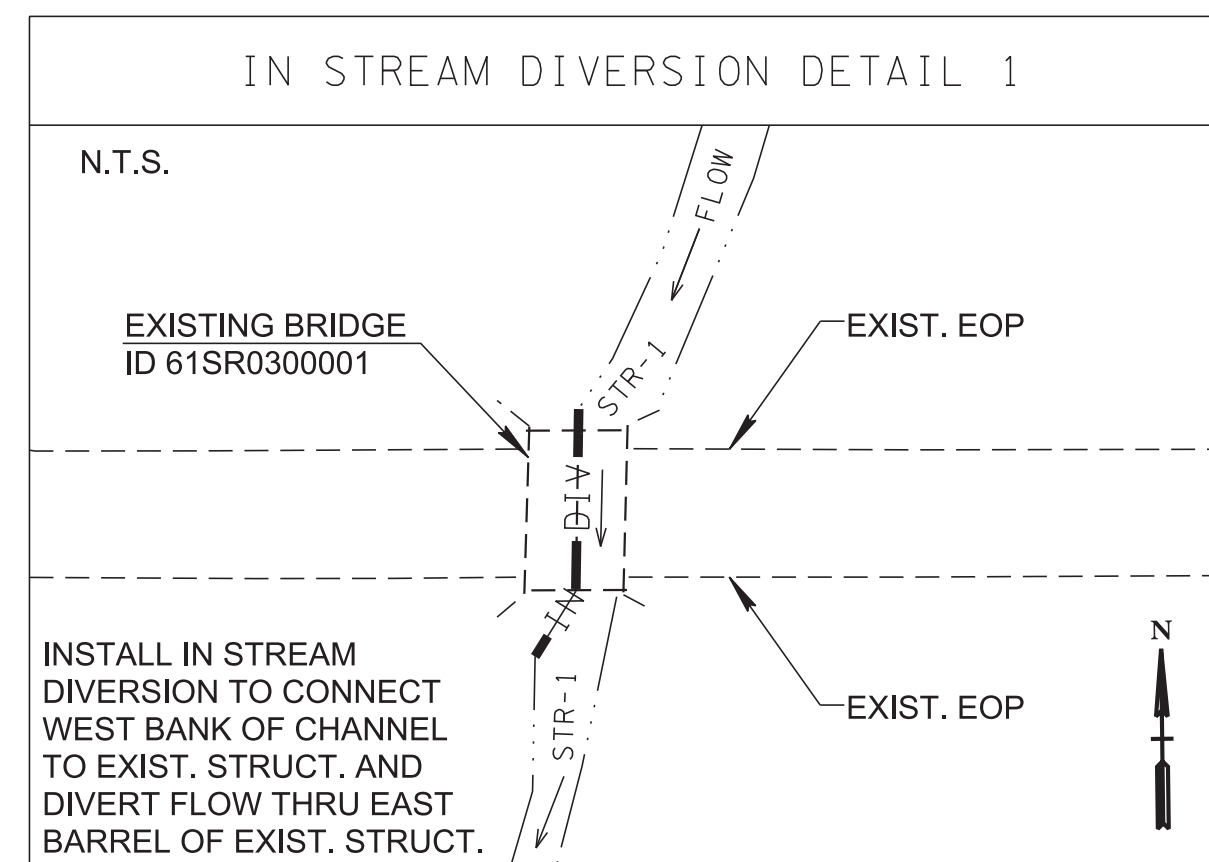
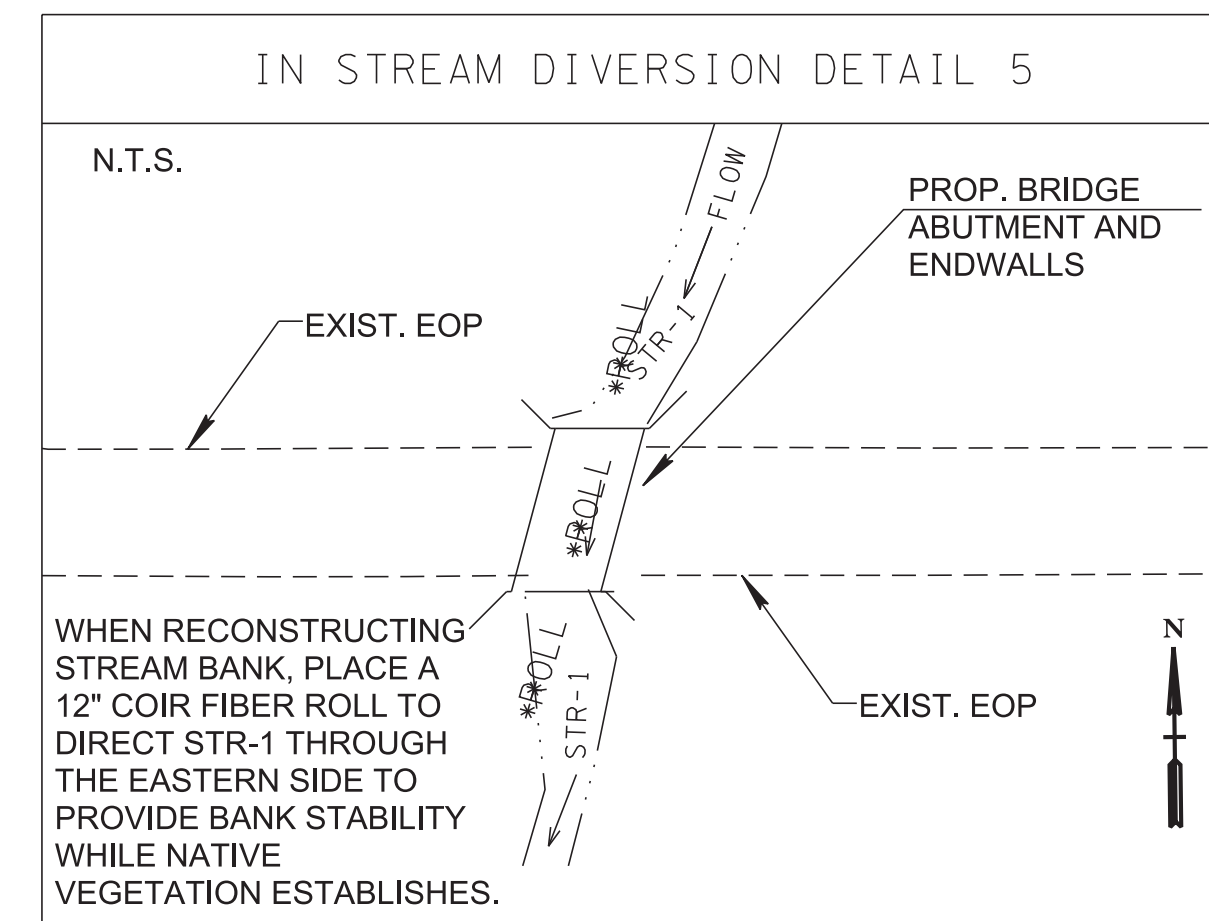
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N 432257.5120  
E 2327739.1953

BEGIN PROJ. NO. 61455-2519-04 R.O.W.

STA. 16+25.00  
N 432257.5120  
E 2327739.1953

STA. 35+00.00 SCHOOL DRIVE  
N 432471.2180  
E 2327661.3925

STA. 25+00.00 CREEK STREET  
N 432390.5715  
E 2328136.9465

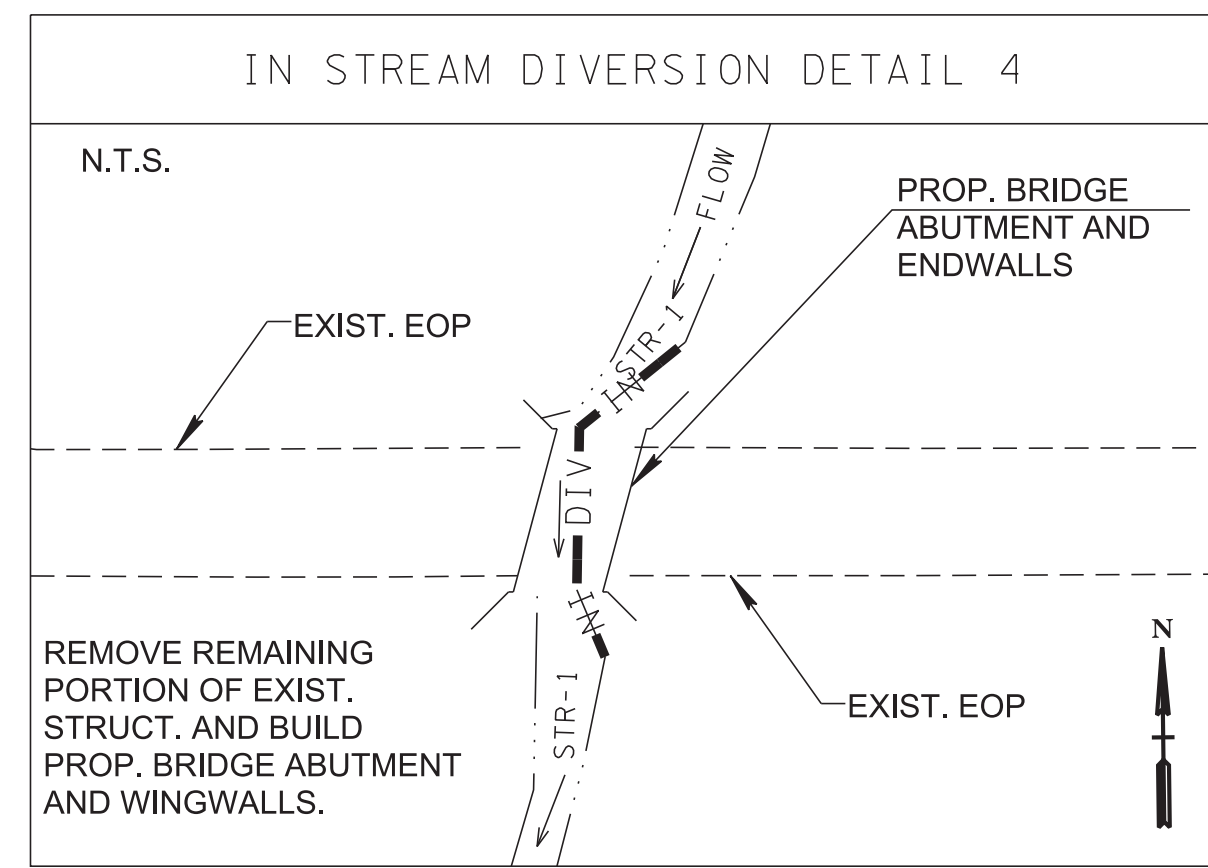
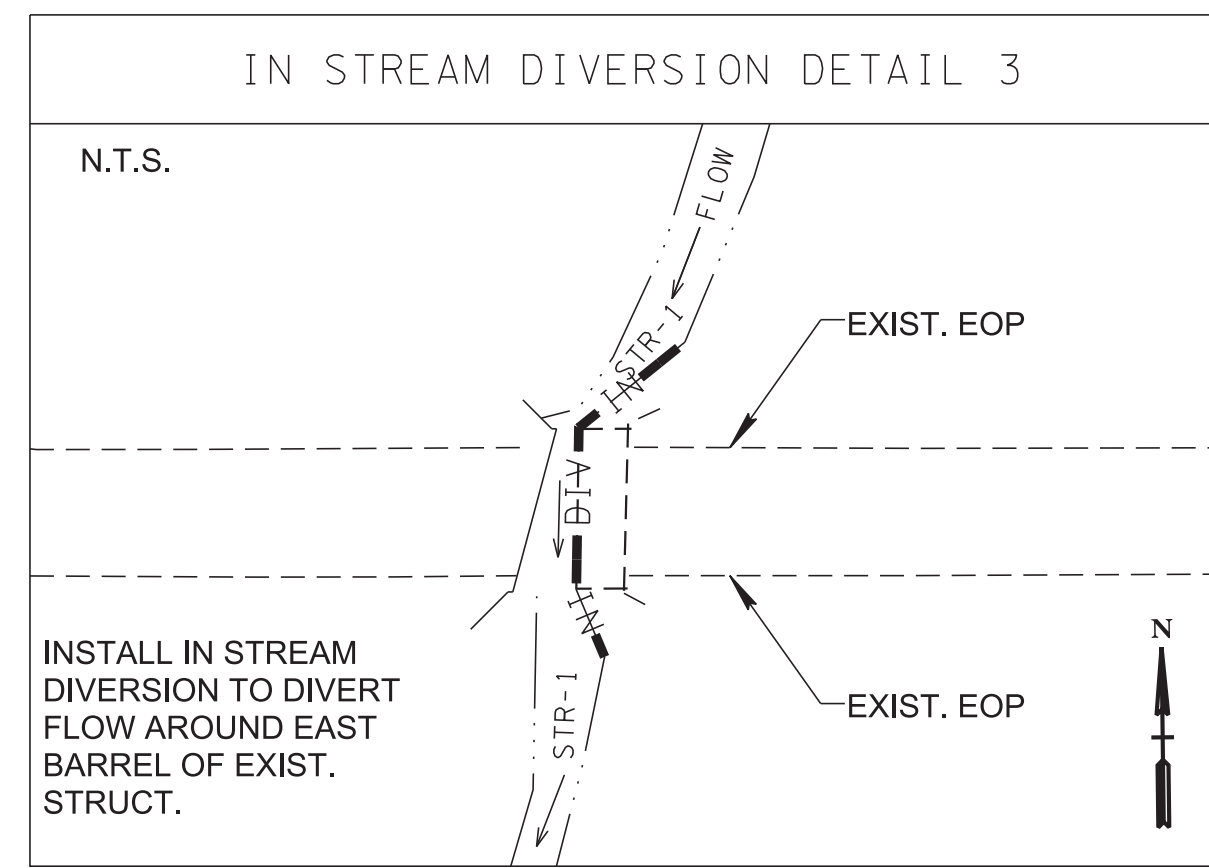
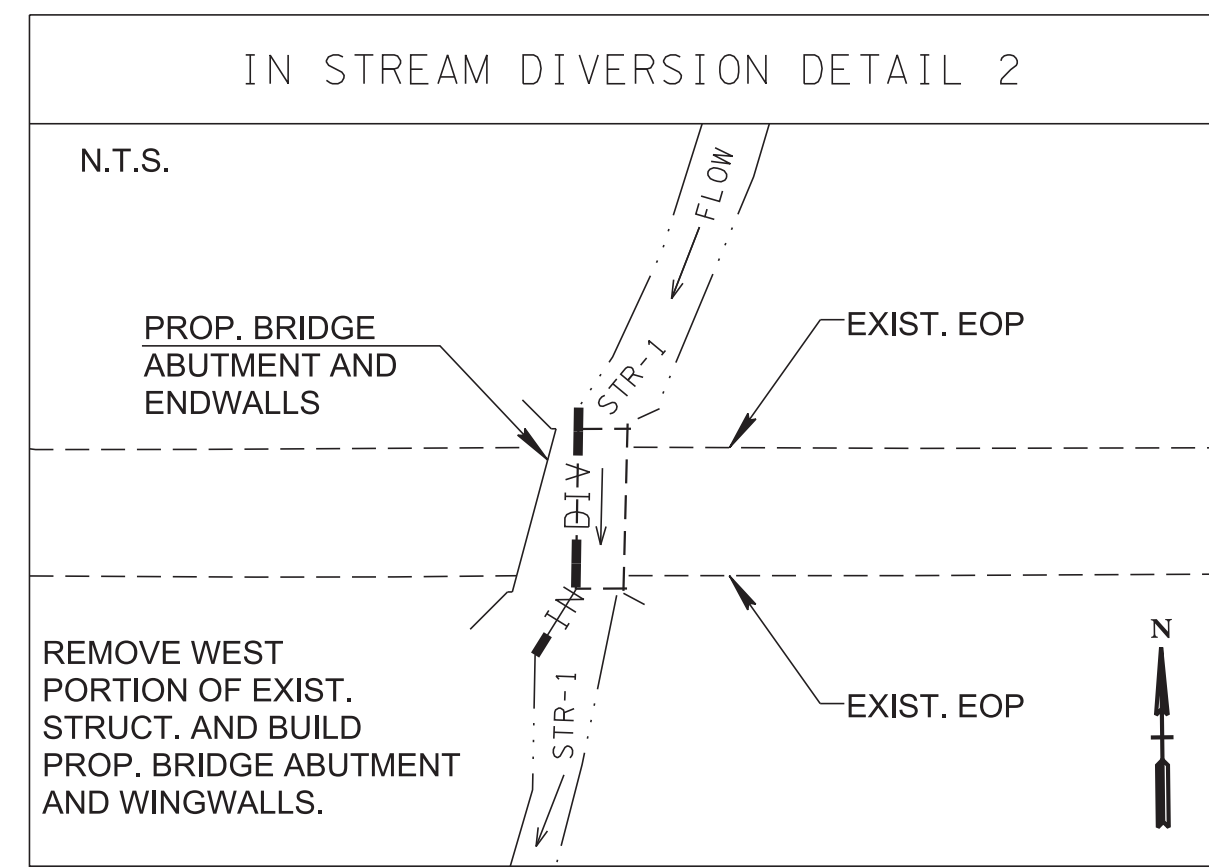


END PROJ. NO. 61455-2519-04 R.O.W.

STA. 18+75.00  
N 432261.9786  
E 2328000.5430

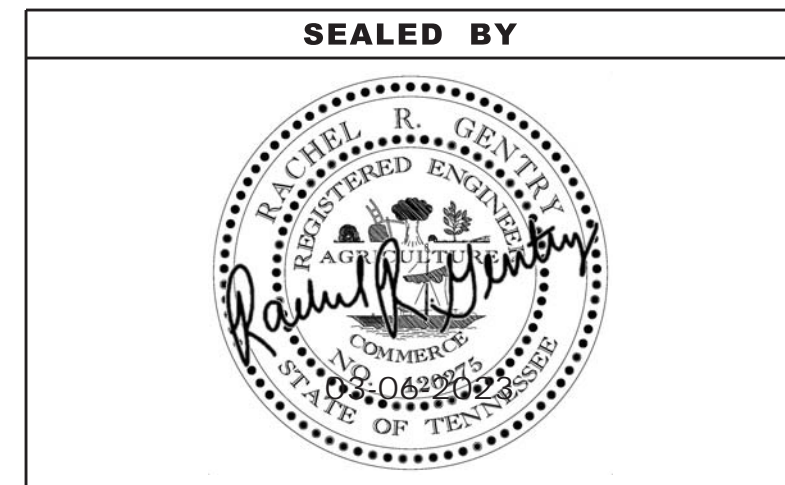
END PROJ. NO. 61455-3519-04 CONSTRUCTION

STA. 18+75.00  
N 432261.9786  
E 2328000.5430



EPSC STAGE 2: FINAL CONSTRUCTION

NOTE: 2' PROP. CONTOURS SHOWN



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000068 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 1997u07.

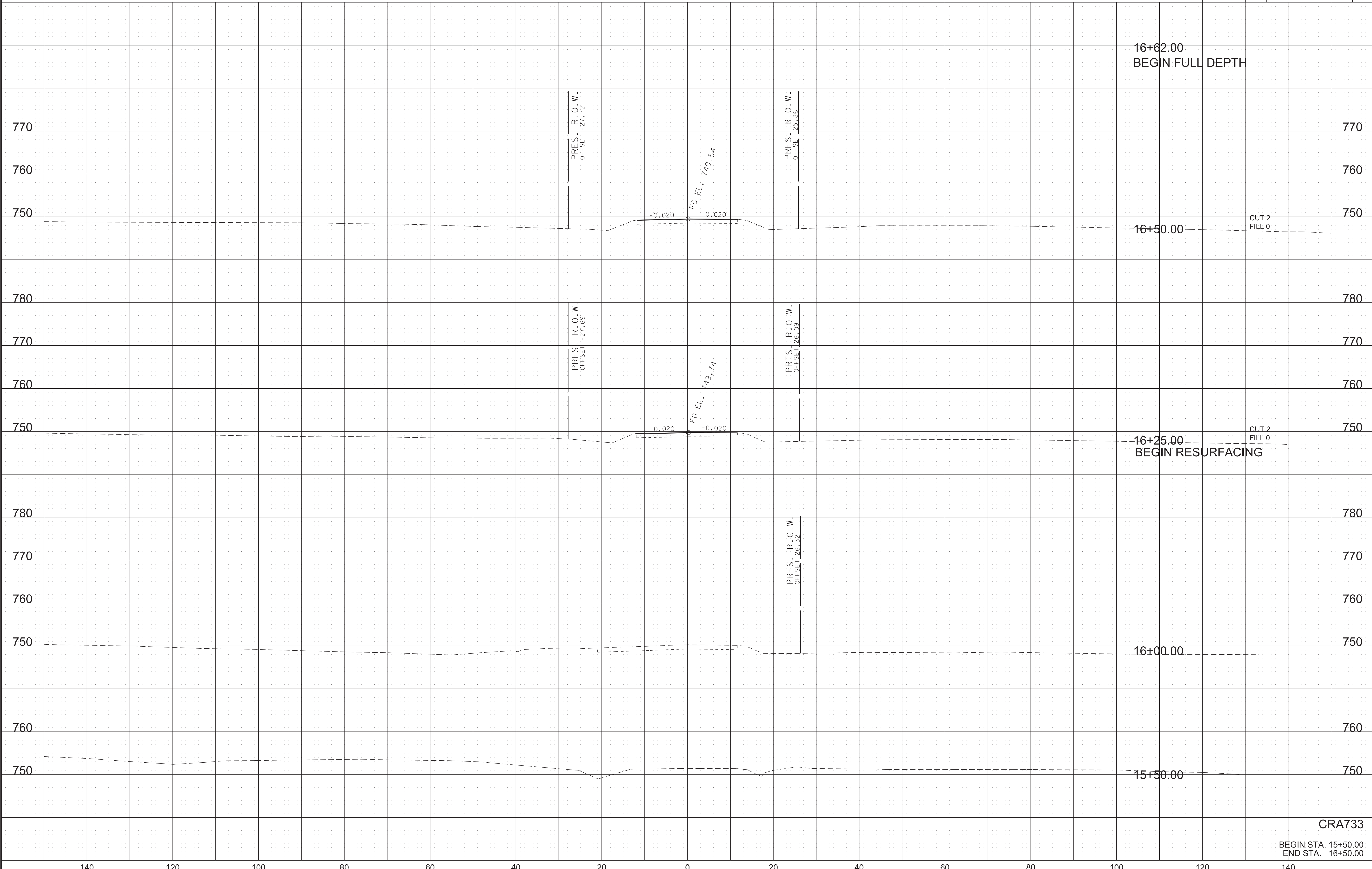
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS  
STA.16+25 TO STA.18+75.00  
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	13
CONST.	2023	61455-3519-04	13



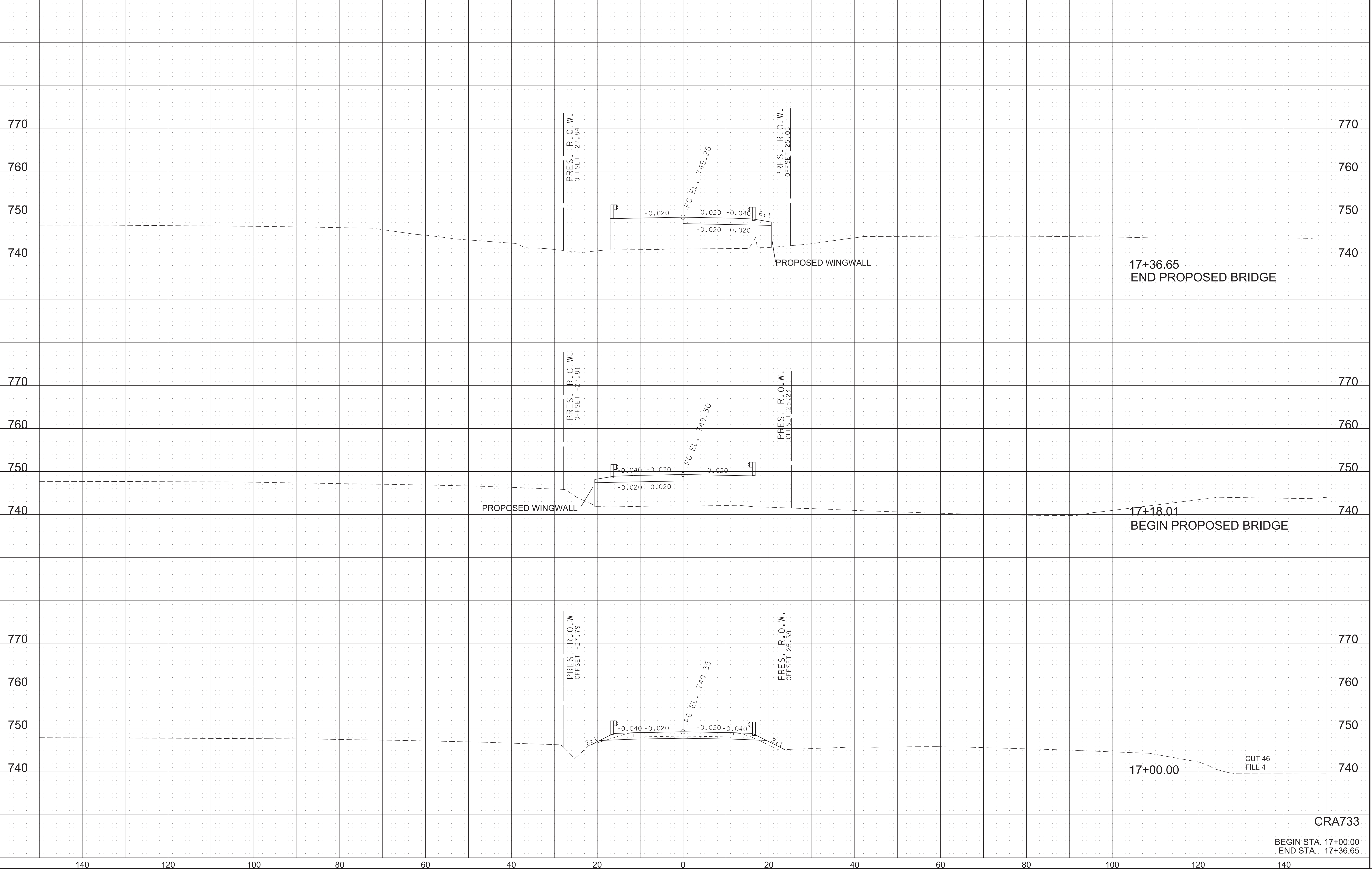
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CRA733

BEGIN STA. 15+50.00  
END STA. 16+50.00



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	14
CONST.	2023	61455-3519-04	14



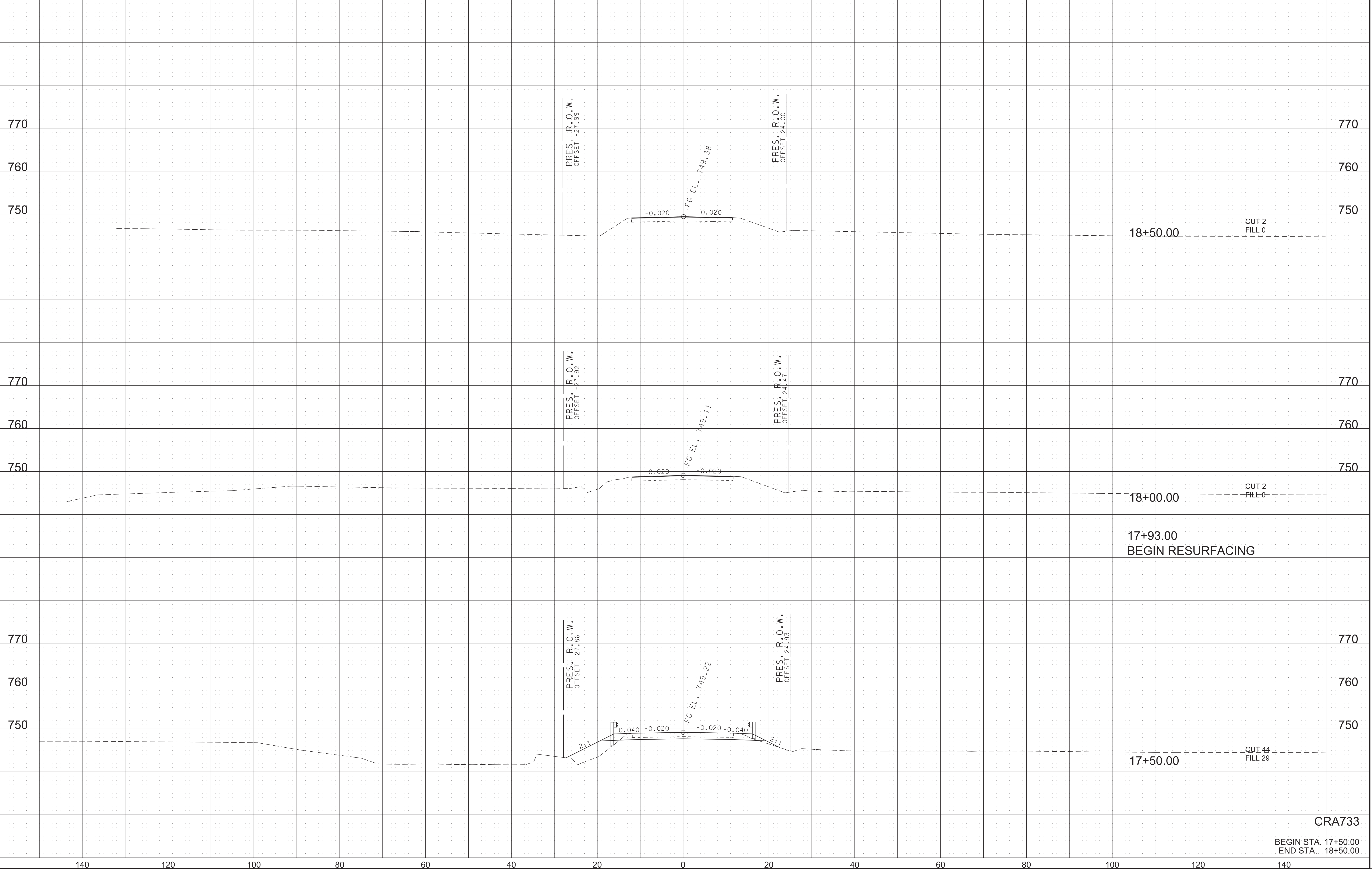
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CRA733

BEGIN STA. 17+00.00  
 END STA. 17+36.65



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	15
CONST.	2023	61455-3519-04	15



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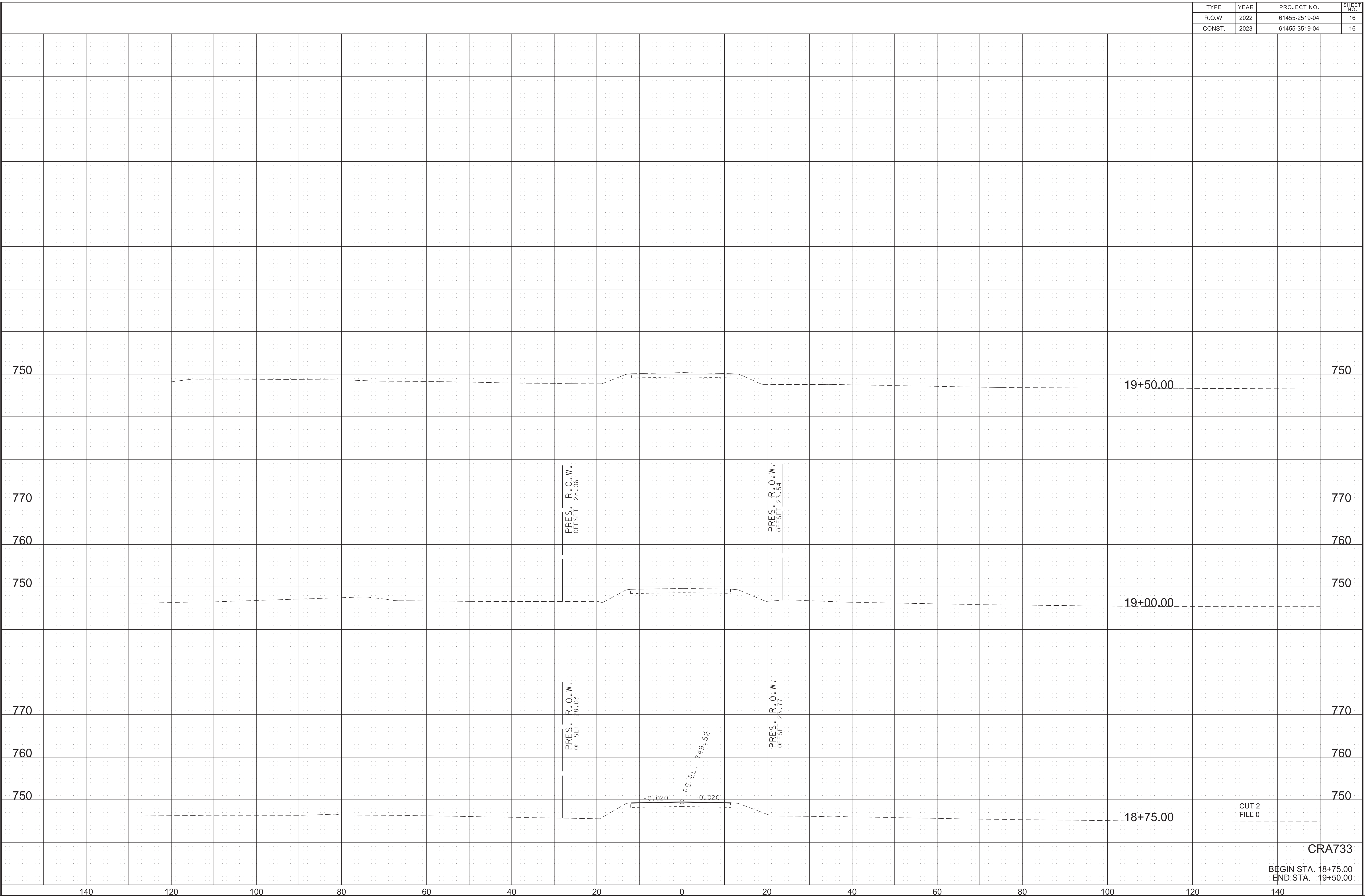
CRA733

BEGIN STA. 17+50.00  
END STA. 18+50.00



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	16
CONST.	2023	61455-3519-04	16

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CRA733

BEGIN STA. 18+75.00  
END STA. 19+50.00



# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	T1
CONST.	2023	61455-3519-04	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 ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

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

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

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL



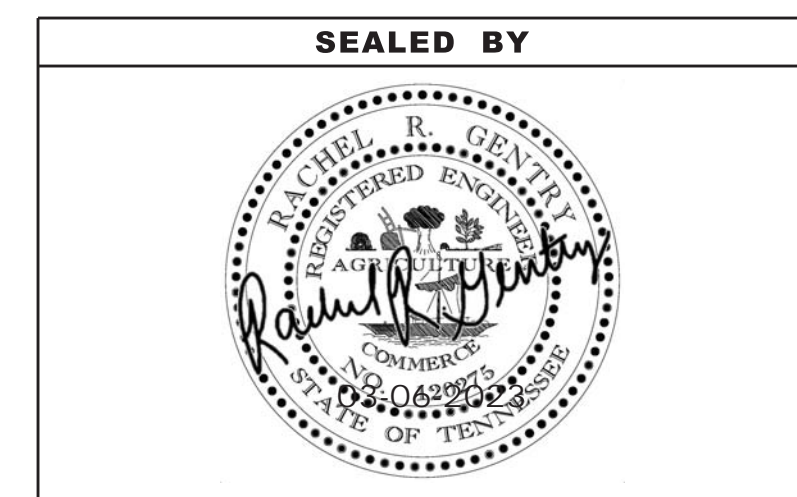
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	T2
CONST.	2023	61455-3519-04	T2

REV. 03-06-2023: UPDATED QUANTITY FOR ITEM NUMBER 712-01.

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			61455-3519-04
712-01	TRAFFIC CONTROL	LS	0.5
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	10
712-05.01	WARNING LIGHTS (TYPE A)	EACH	10
712-06	SIGNS (CONSTRUCTION)	S.F.	211
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	44

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
▨	WORK ZONE
●	FLEXIBLE DRUMS (CHANNELIZING)
⬇	SIGN (CONSTRUCTION)
⊠	TEMPORARY BARRICADE (TYPE III)
⬆ <sup>A</sup>	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

TRAFFIC CONTROL SIGN TABULATION									
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W					
W20-3	ROAD CLOSED AHEAD	36"	X	36"	9	1	9.00		
R11-2	ROAD CLOSED	48"	X	30"	10	2	20.00		
W20-2	DETOUR AHEAD	36"	X	36"	9	3	27.00		
M4-9L	DETOUR WITH ARROW - LEFT	30"	X	24"	5	5	25.00		
M4-9R	DETOUR WITH ARROW - RIGHT	30"	X	24"	5	2	10.00		
M4-9	DETOUR WITH ARROW - STRAIGHT	24"	X	12"	2	5	10.00		
M4-8A	END DETOUR	24"	X	18"	3	2	6.00		
R11-3A	ROAD CLOSED 1800 FEET LOCAL TRAFFIC ONLY	60"	X	30"	13	1	12.50		
R11-3A	ROAD CLOSED 800 FEET LOCAL TRAFFIC ONLY	60"	X	30"	13	1	12.50		
	W MEMORIAL DRIVE	30"	X	24"	5	15	75.00		
R3-2	NO LEFT TURN	24"	X	24"	4	1	4.00		
<b>TOTAL</b>						<b>211.0</b>	<b>S.F.</b>		



STATE OF TENNESSEE  
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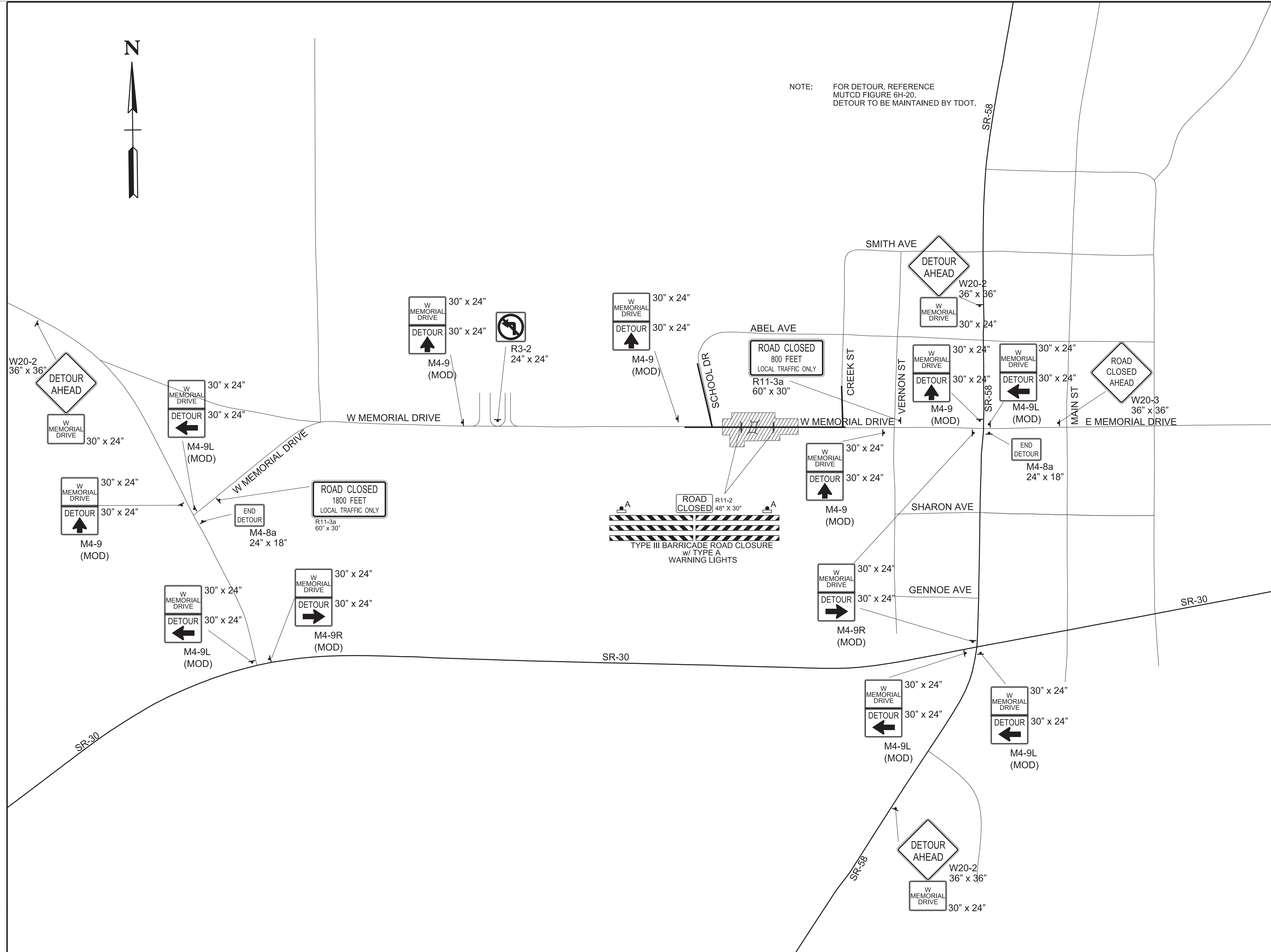
TRAFFIC CONTROL  
PHASING NOTES,  
LEGEND AND  
TABULATION



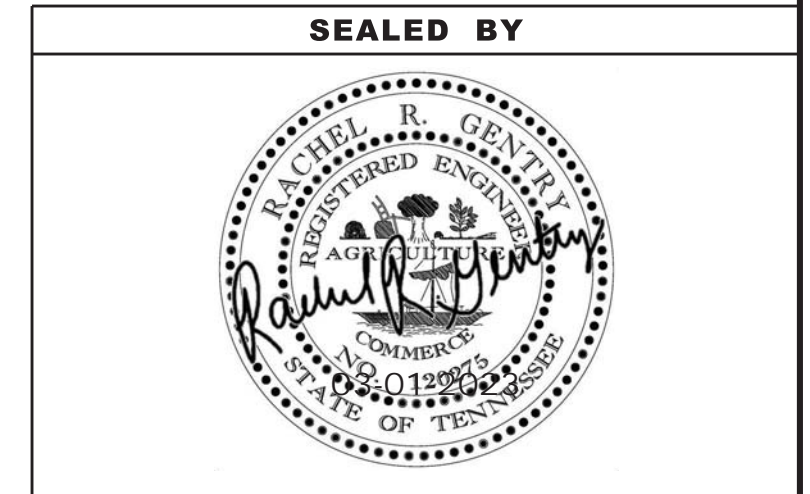
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	61455-2519-04	T4
CONST.	2023	61455-3519-04	T3



NOTE: FOR DETOUR, REFERENCE MUTCD FIGURE 6H-20. DETOUR TO BE MAINTAINED BY TDOT.



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DETOUR MAP  
N.T.S.