THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Michael Morris

Digitally signed by Michael Morris
Date: 2025.02.25 13:27:33 -06'00'

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NEEL-SCHAFFER, INC.
210 25TH AVENUE NORTH
SUITE 800
NASHVILLE, TN 37203
MICHAEL W. MORRIS, P.E. NO. 107385

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD TRAFFIC DESIGN AND STRUCTURE DRAWINGS	1A2
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C. 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1, 2F2
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A – 3B
PRESENT LAYOUT(S)	4 – 5
RIGHT-OF-WAY DETAILS	4A – 5A
PROPOSED LAYOUT(S)	4B – 5B
PROPOSED PROFILE(S)	4C – 5C, 6
PROFILES OF PRIVATE DRIVES	7
DRAINAGE MAP	8
CULVERT CROSS-SECTION(S)	9 – 10
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	11, 12 – 14A
PAVEMENT MARKING PLAN(S)	15, 15A
ROADWAY CROSS SECTIONS	16 – 32
SIDE ROAD CROSS SECTIONS	33 – 35
TRAFFIC CONTROL PLANS	T1 – T3, T4 – T5B

YEAR	PROJECT NO.	SHEET NO.
2025	STP-M-100(82)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Y:\Projects\001000\001400\114285 TDOT Roadway 2017-2020\WO #20 SR100 Intersection Improvement\DGN\000-RoadwaySign1.sht

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

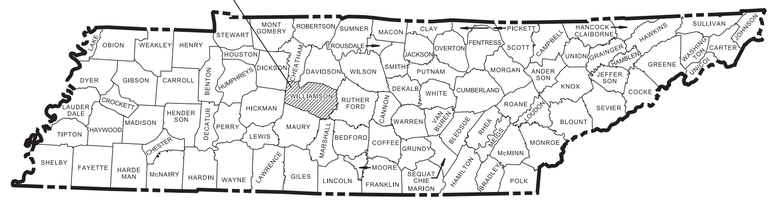
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES X	NO

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	STP-M-100(82)	
STATE PROJ. NO.	94013-3222-54	

WILLIAMSON COUNTY

SR-100 INTERSECTION AT CUMBERLAND DRIVE

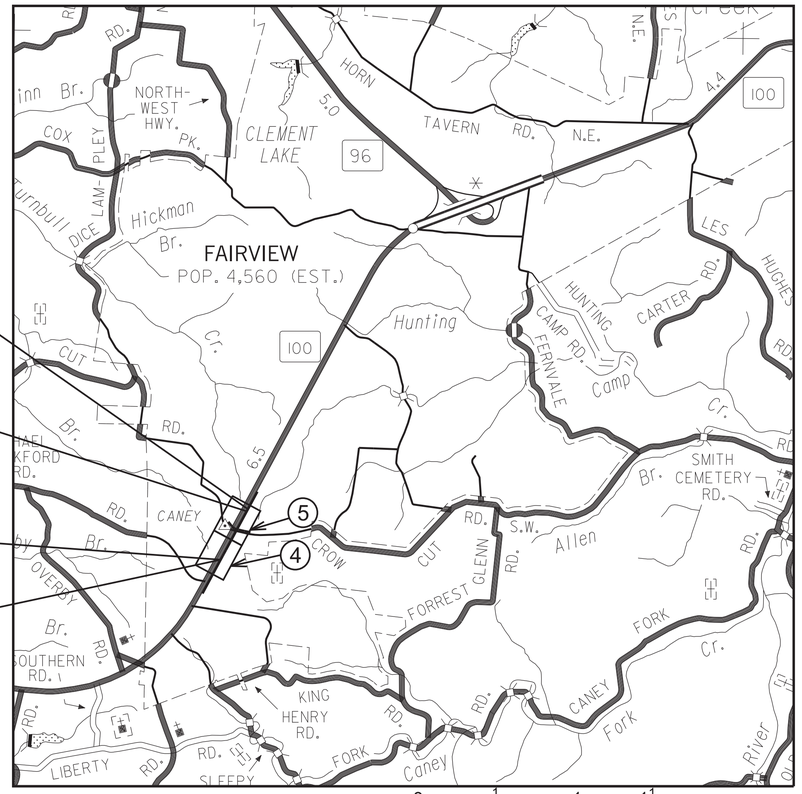
PROJECT LOCATION
WILLIAMSON COUNTY



PS&E

GRADE, DRAIN, PAVE, SIGNAL, SIGN, PAVEMENT MARKING

STATE HIGHWAY NO. 100 U.S. ROUTE NO. N/A



SCALE: 1"= 1/2 MILE

N

NO EXCLUSIONS

94013-3222-54
END PROJECT NO. STP-M-100(82) CONSTRUCTION

STA. 354+52.06

N 592558.3225 E 1631301.1967

94013-2222-54
END PROJECT NO. STP-M-100(82) R.O.W.

STA. 353+68.84

N 592485.0765 E 1631261.7003

94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONSTRUCTION

STA. 335+07.83

N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607

PROJECT TO BE LET WITH
PIN: 126905.00, WILLIAMSON COUNTY

SEALED BY
MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 107385
STATE OF TENNESSEE
02/19/2025

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 C.E. MANAGER 1 : ASO HAWRAMI, P.E.

DESIGNED BY : NEEL-SCHAFFER, INC.

DESIGNER : MICHAEL MORRIS, P.E. CHECKED BY MICHAEL BIGGS, P.E.

P.E. NO. 94013-1222-54 (DESIGN)

PIN NO. 126869.00

R.O.W. LENGTH	0.352 MILES
ROADWAY LENGTH	0.368 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.368 MILES

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

S.R. 100

SURVEY 05-31-18	TRAFFIC DATA	
UPDATE 1 09-21-18	ADT (2025)	14370
UPDATE 2 01-15-19	ADT (2045)	20320
UPDATE 3 06-08-21	DHV (2045)	2176
UPDATE 4 08-18-21	D	55 - 45
UPDATE 5 10-10-21	T (ADT)	4 %
	T (DHV)	3 %
	V	45 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

2/24/2025 4:08:43 PM
Y:\Projects\001000\001400\14285 TDOT Roadway 2017-2020\WO #20 SR100 Intersection Improvement\DGN\001 Title Sheet-PSE.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	1A
PS&E	2025	STP-M-100(82)	1A

ROADWAY INDEX

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

NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

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

DWG.	REV.	DESCRIPTION
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

10-101.00 STANDARDS ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
RD11-TS-1A	06-28-19	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD11-TS-7A	07-17-20	DESIGN STANDARDS 2-LANE CURB & GUTTER WITH CONTINUOUS 2-WAY LEFT-TURN LANE WITH GRASS STRIPS
RD11-TS-7B	07-17-20	DESIGN STANDARDS 2-LANE HIGHWAYS WITH CONTINUOUS 2-WAY LEFT-TURN LANE
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD11-SD-4		INTERSECTION SIGHT DISTANCE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
RD-UD-3	01-09-24	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-7	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES

10-102.00 PIPE CULVERTS AND ENDWALLS

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

10-103.00 CATCH BASINS AND MANHOLES

DWG.	REV.	DESCRIPTION
D-CB-12P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO.12 CATCH BASIN
D-CB-14P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-42SB	02-20-20	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-99	02-20-20	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CB-99R	01-28-22	MISCELLANEOUS DETAILS FOR ROUND STRUCTURES
D-CB-99RA	10-29-21	BILL OF STEEL FOR ROUND CATCH BASIN LIDS
D-CBB-12A	06-28-19	TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-12D	07-07-23	TYPE "B" CAST IRON FRAME, GRATE & CURB HOOD DETAILS FOR NOS. 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-42	10-29-21	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS
D-RL-1		ROUND LID DETAILS FOR SINGLE CURB AND WALL INLET
D-RL-2		ROUND LID DETAILS FOR DOUBLE CURB AND WALL INLET
D-RL-3		ROUND LID DETAILS FOR SINGLE OPENING AREA DRAIN
D-RL-4		ROUND LID DETAILS FOR DOUBLE OPENING AREA DRAIN
D-RS-1		PRECAST ROUND STRUCTURES (48” THRU 120”)
D-RS-2		PRECAST ROUND STRUCTURES REINFORCEMENT DETAILS
D-RS-3		MISCELLANEOUS DETAILS FOR ROUND STRUCTURES
D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE
D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	02-20-20	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS
D-RMH-1		PRECAST MANHOLE STRUCTURES (48” THRU 120”)
D-RF-1	07-30-24	STANDARD PRECAST RISER

10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-D-15	06-15-21	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	10-29-21	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS
RP-R-1		STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RP-VC-10	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 8” TO 12” GUTTER DEPTH)
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

10-105.00 MULTIMODAL

DWG.	REV.	DESCRIPTION
MM-CR-1	06-28-19	DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS
MM-CR-2		PERPENDICULAR CURB RAMP

SEALED BY

MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107585
STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	1A1
PS&E	2025	STP-M-100(82)	1A1

STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION
10-105.00		**MULTIMODAL**
MM-CR-3		PARALLEL CURB RAMP
MM-CR-5	06-28-19	SINGLE CROSSING CURB RAMP IN CURVE
MM-CR-6		DUAL CROSSING CURB RAMP PLACED OUTSIDE CURVE
MM-CR-7		CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING
MM-CR-8		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
MM-CR-9		ALTERNATIVE CURB RAMP DETAILS
MM-SW-1	07-07-23	DETAILS FOR CONCRETE SIDEWALKS
10-106.00		**SAFETY DESIGN AND GUARDRAILS**
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-CC-1	10-01-24	CRASH CUSHION
10-107.00		**EROSION PREVENTION AND SEDIMENT CONTROL**
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-42		CATCH BASIN FILTER ASSEMBLY (TYPE 2)
EC-STR-42A		CATCH BASIN FILTER ASSEMBLY (TYPE 2) SLIPCOVER DETAILS
EC-STR-47		CATCH BASIN FILTER ASSEMBLY (TYPE 7)
EC-STR-47A		CATCH BASIN FILTER ASSEMBLY (TYPE 7) SLIPCOVER DETAILS
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-33A	08-01-12	SUSPENDED PIPE DIVERSION (UPSTREAM)
EC-STR-36	05-04-22	TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION
10-204.00		**DESIGN - TRAFFIC CONTROL**
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-18A	01-24-25	DELINEATOR MOUNTING DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-36	03-05-17	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-05-17	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-55	10-29-21	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PBR1	12-09-22	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	02-28-20	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	10-10-24	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	10-01-24	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	10-01-24	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	01-28-22	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	12-09-22	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

DWG. NO.	REV.	DESCRIPTION

SEALED BY

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	1A2
PS&E	2025	STP-M-100(82)	1A2

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00	**SIGN**	
T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-12	07-10-17	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23C	07-02-15	BREAKWAY POST SIGN SUPPORTS
10-201.00	**SIGNALS**	
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-6	10-21-19	PEDESTRIAN SIGNAL DETAILS
T-SG-7	10-21-19	SIGNAL HEAD ASSEMBLIES
T-SG-7C		TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES
T-SG-7D	09-12-23	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-9	07-15-24	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	09-12-23	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	12-20-19	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-SG-13	06-27-16	FLASHING BEACON DETAIL
10-202.00	**LIGHTING AND UTILITY POLES**	
T-L-3	07-15-24	STANDARD LIGHTING DETAILS PULL BOXES
T-L-4	07-15-24	STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
10-300.00	**NEW STRUCTURES**	
STD-8-4		SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS
10-301.00	**LRFD BOX CULVERTS**	
(See Section 2-600.01)		
STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY OF DRAWINGS
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTIONS AND DETAILS
STD-17-6		TYPICAL ELEVATION
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS - SKEW NOT LESS THAN 45 DEG.
STD-17-8		EDGE BEAM DETAILS FOR FILLS GREATER THAN 3’ - 6”
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-11		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL AND SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTIONS
STD-17-17	06-01-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-19	06-20-18	PAVED OUTLET DETAIL
STD-17-23		SIDEWALK AND MISCELLANEOUS DETAILS
STD-17-24		WARPED SLOPE DETAIL
STD-17-25		STAGE CONSTRUCTION JOINT DETAIL (FILL ABOVE TOP OF SLAB NOT GREATER THAN 3’-6”)
STD-17-26		EXTENSION DETAILS
STD-17-28		END SECTION DETAILS
STD-17-29		PRECAST BOX CULVERT DETAILS
STD-17-51	05-01-14	BOX BRIDGE, 1 BARREL AT 6’, CLEAR HTS. 3’ - 6’, 0 - 60’ FILL

DWG.	REV.	DESCRIPTION

SEALED BY

MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107385
STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD TRAFFIC DESIGN & STRUCTURE DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	2
PS&E	2025	STP-M-100(82)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 94013-3222-54
(18)	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.3
(18)	201-01	CLEARING AND GRUBBING	LS	0.3
(1),(18)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	0.3
(2)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	4907
(2)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	204
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1007
(3)	203-06	WATER	M.G.	27
	204-08	FOUNDATION FILL MATERIAL	C.Y.	9
(5)	209-05	SEDIMENT REMOVAL	C.Y.	275
(5)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	350
(5)	209-08.07	ROCK CHECK DAM	EACH	16
(5)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	13
(5)	209-08.09	FILTER SOCK CHECK DAM	EACH	2
(5)	209-09.01	SANDBAGS	BAG	650
(5)	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	16
(5)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	25
(5)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	2
(5)	209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	16
(5)	209-40.47	CATCH BASIN FILTER ASSEMBLY(TYPE 7)	EACH	3
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2467
	303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	31
(5),(14)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	17
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	155
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	102
	307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	TON	300
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	324
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	212
(19)	307-03.10	ASPHALT CONC MIX (PG76-22)(BPMB-HM) GR CS	TON	75
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	5
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	16
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	11
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	162
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	60
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	555
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	300
	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	28
	604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	5205
(4)	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	1862
(4)	607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	80
(4)	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	72
(4)	607-39.03	24" PIPE CULVERT (SIDE DRAIN)	L.F.	36
	611-01.02	MANHOLES, > 4' - 8' DEPTH	EACH	2
	611-07.31	18IN ENDWALL (SIDE DRAIN)	EACH	5
	611-07.32	24IN ENDWALL (SIDE DRAIN)	EACH	1
	611-07.33	30IN ENDWALL (SIDE DRAIN)	EACH	1
	611-07.58	24IN ENDWALL (CROSS DRAIN) 4:1	EACH	1
	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	1
	611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	12
	611-14.01	CATCH BASINS, TYPE 14, 0' - 4' DEPTH	EACH	1
	611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EACH	2
	611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EACH	3
	621-03.05	36" TEMPORARY DRAINAGE PIPE	L.F.	166
	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	6848
	701-02	CONCRETE DRIVEWAY	S.F.	645
	701-02.03	CONCRETE CURB RAMP	S.F.	503
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	138
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	95
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	6
(5),(15)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	151
(5),(16)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	92
	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	11

SEE SHEET 2-1 FOR FOOTNOTES

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 94013-3222-54
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	2370
	710-05	LATERAL UNDERDRAIN	L.F.	675
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	7
(6),(18)	712-01	TRAFFIC CONTROL	LS	0.3
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1290
(8)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	150
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	15
	712-06	SIGNS (CONSTRUCTION)	S.F.	599
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	24
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	15
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	104
(9)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	0.3
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(17),(18)	713-16.41	RELOCATE SIGN	LS	1
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	108
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	18
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	48
(7)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	63
(7)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	77
(7)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	5
(7)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	360
(7)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	120
(7)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.06
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	12
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1.6
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
(18)	717-01	MOBILIZATION	LS	0.3
(5),(10),(13)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	476
(5)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1310
(5), (11)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	44
(5), (11)	801-02	SEEDING (WITHOUT MULCH)	UNIT	6
(12)	801-03	WATER (SEEDING & SODDING)	M.G.	66
(11)	803-01	SODDING (NEW SOD)	S.Y.	5880
(5)	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.	484

SEE SHEET 2-1 FOR FOOTNOTES

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	2-1
PS&E	2025	STP-M-100(82)	2-1

FOOTNOTES

(1) REMOVAL OF ITEMS INCLUDES, BUT NOT LIMITED TO, CATCHBASINS, MANHOLES, JUNCTION BOXES, PAVEMENT, PIPES, GUARDRAIL, SIGNS, CONCRETE, ETC. BID PRICES INCLUDE ALL SALVAGE VALUE OF MATERIAL. SALVAGE SHALL BECOME PROPERTY OF THE CONTRACTOR.

(2) SEE GRADING SPECIAL NOTES ON SHEET NO. 2D. INCLUDES 4907 CY FOR ROADWAY GRADING AND 325 CY FOR EROSION CONTROL ITEMS CONSISTING OF 210 CY FOR TEMPORARY BERMS AND 115 CY FOR TEMPORARY CONSTRUCTION EXITS.

(3) WATER FOR EMBANKMENT AND GRANULAR BASE

(4) SEE STANDARD DRAWING NOS. D-PB-1 AND D-PB-2 FOR ADDITIONAL DETAILS.

(5) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(6) ALL COSTS ASSOCIATED WITH INSTALLING, STORING, AND REINSTALLING ALL TRAFFIC CONTROL DEVICES DURING AND BETWEEN DIFFERENT TRAFFIC CONTROL PHASES WILL BE INCLUDED IN THE BID QUANTITY OF EACH ITEM. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER.

(7) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC.

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

(9) INCLUDES THE REMOVAL OF SIGNS, POSTS AND FOOTINGS FOR MULTIPLE SIGNS. REFER TO TAB ON SHEET 2F.

(10) THE USE OF MONOFILAMENT-TYPE EROSION CONTROL NETTING OR BLANKET IS PROHIBITED IN THE STREAM CHANNEL, STREAM BANKS, OR ANY RIPARIAN AREAS BEING DISTURBED WITHIN 30 FEET OF TOP OF BANK AND THE BLANKET/NETTING USED MUST BE BIODEGRADABLE.

(11) 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.

(12) INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL AND 60 THOUSAND FOR PERMANENT STABILIZATION SODDING.

(13) 215 S.Y. USED FOR CULV. PROT. TYPE 1 AND 261 S.Y. USED FOR TEMP. CONST. EXITS.

(14) 17 TONS USED FOR CULVERT PROTECTION TYPE 1.

(15) 151 TONS USED FOR TEMPORARY CONSTRUCTION EXITS.

(16) 92 TONS USED FOR CULVERT PROTECTION TYPE 1.

(17) REFER ITEM TABULATION ON SHEET 2F.

(18) ALL LUMP SUM ITEMS SPLIT BETWEEN PIN: 126905.00, WILLIAMSON COUNTY.

(19) ITEM TO BE USED FOR LEVELING AND WEDGING.

SEALED BY

MICHAEL W. MORRIS
REGISTERED ENGINEER
COMMERCE
No. 107585
STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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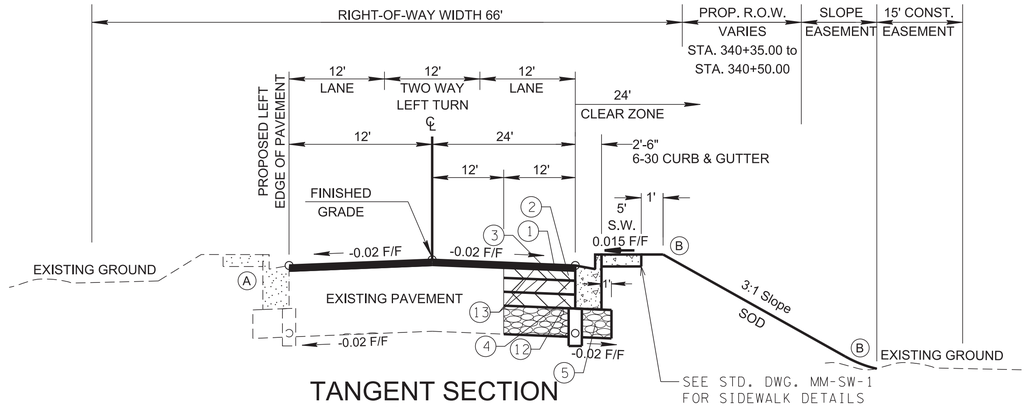
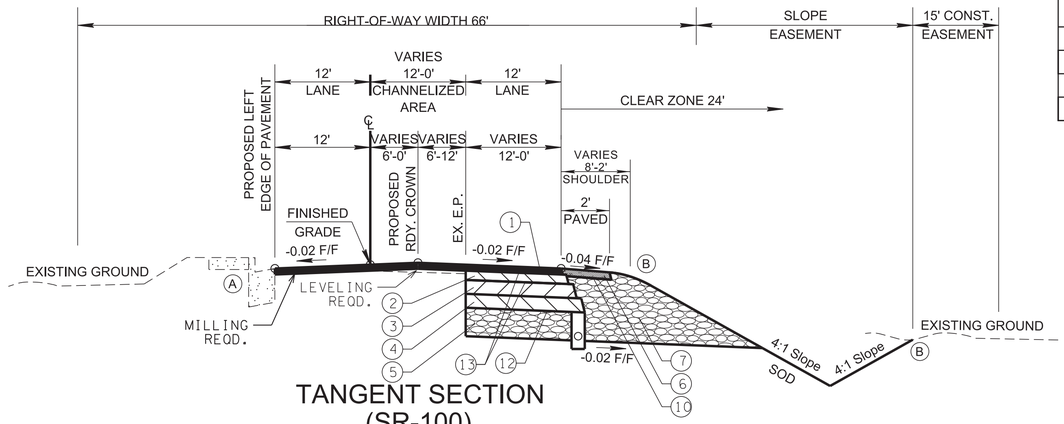
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	2B
PIH	2025	STP-M-100(82)	2B
PS&E	2025	STP-M-100(82)	2B



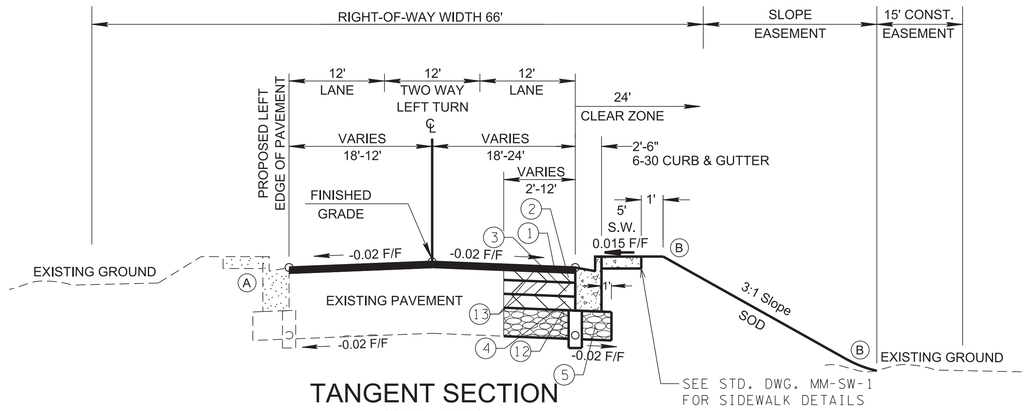
TANGENT SECTION (SR-100)

(BASED ON STD. DWG. RD11-TS-7A)
FROM STA. 339+39.65 TO STA. 340+50.00



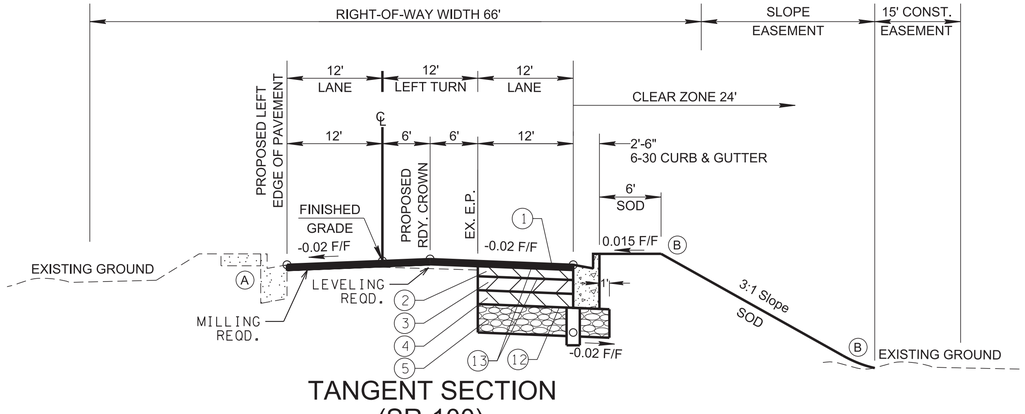
TANGENT SECTION (SR-100)

(BASED ON STD. DWG. RD11-TS-7B)
FROM STA. 349+12.05 TO STA. 354+52.06



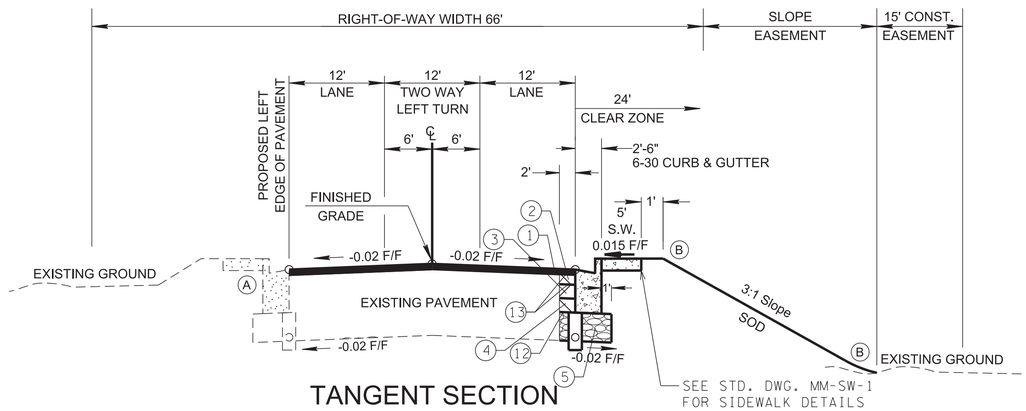
TANGENT SECTION (SR-100)

(BASED ON STD. DWG. RD11-TS-7A)
FROM STA. 336+69.65 TO STA. 339+39.65



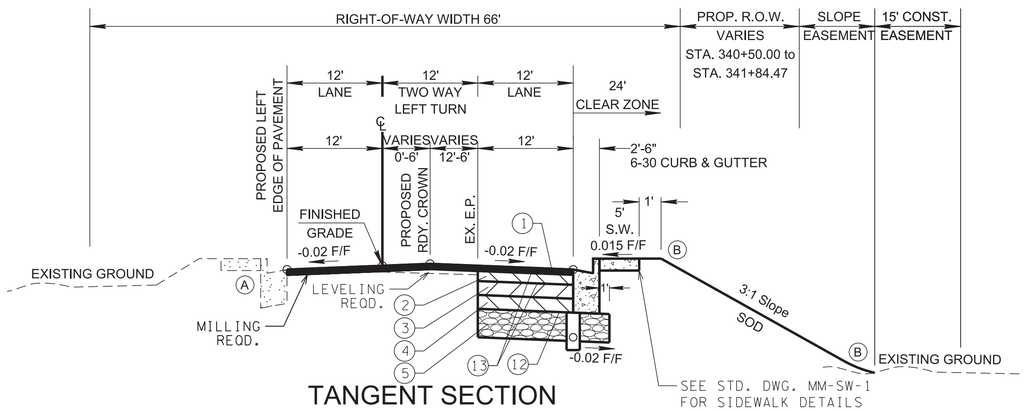
TANGENT SECTION (SR-100)

(BASED ON STD. DWG. RD11-TS-7A)
FROM STA. 342+00.00 TO STA. 349+12.05



TANGENT SECTION (SR-100)

(BASED ON STD. DWG. RD11-TS-7A)
FROM STA. 335+07.83 TO STA. 336+69.65



TANGENT SECTION (SR-100)

(BASED ON STD. DWG. RD11-TS-7A)
FROM STA. 340+50.00 TO STA. 342+00.00

(A) SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

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

SEE SHEET 2B1 FOR PROPOSED PAVEMENT SCHEDULE

SEALED BY

MICHAEL W. MORRIS — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 107585 — STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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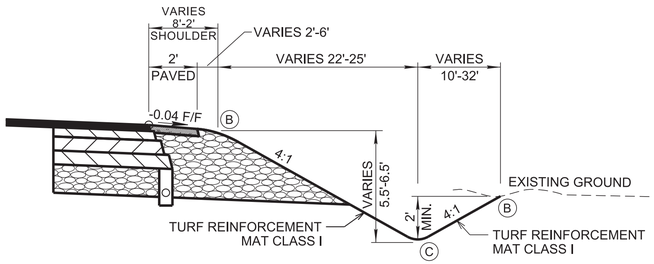
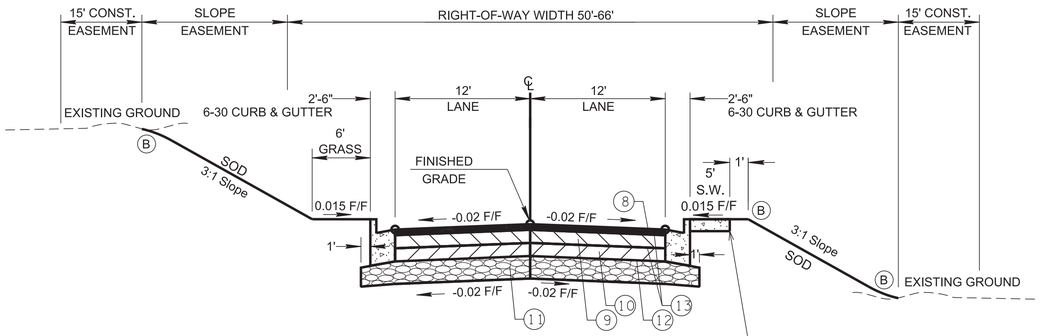
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	2B1
PIH	2025	STP-M-100(82)	2B1
PS&E	2025	STP-M-100(82)	2B1



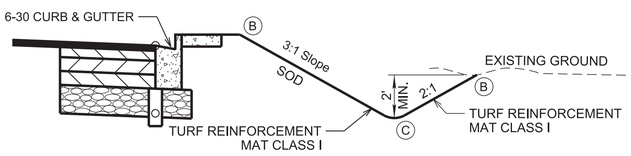
SPECIAL V-DITCH (RT) DETAIL (SR-100)

(BASED ON STD. DWG. RD11-TS-7B)
FROM STA. 349+50.00 TO STA. 353+10.87



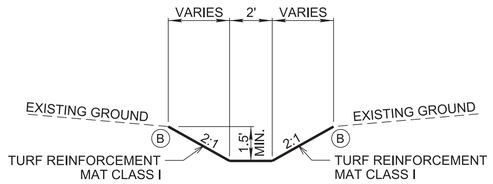
TANGENT SECTION (CUMBERLAND DRIVE)

(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 70+24.00 TO STA. 73+15.13



SPECIAL V-DITCH (RT) DETAIL (SR-100)

(BASED ON STD. DWG. RD11-TS-7B)
FROM STA. 341+45.60 TO STA. 342+30.00



SPECIAL T-DITCH (RT) DETAIL (SR-100)

(BASED ON STD. DWG. RD11-TS-7B)
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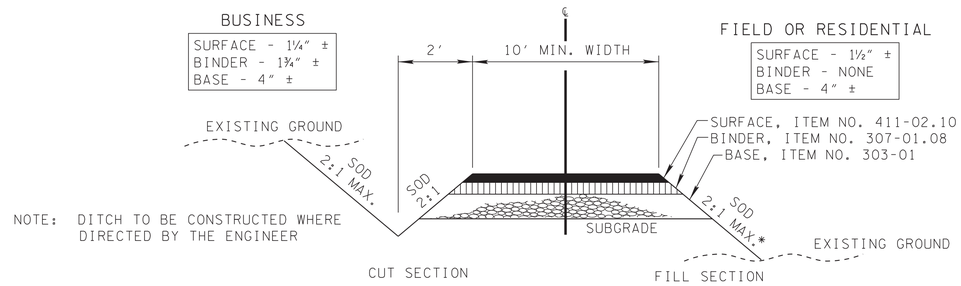

NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

EXIST. CONCRETE DRIVE SUBSTITUTE 6" - CONCRETE FOR BASE AND SURFACE

TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

*12:1 SLOPES FOR BUS. ENT. WITH PAVED PARKING.

PROPOSED PAVEMENT SCHEDULE

① **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)** 411-02.10 ACS MIX (PG70-22) GRADING "D"	⑧ **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)** 411-01.10 ACS MIX (PG64-22) GRADING "D"
② **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)** 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"	⑨ **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)** 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"
③ **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)** 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"	⑩ **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)** 307-01.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"
④ **BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A-S" @ 3.00" THICK (APPROX. 318 LB./S.Y.)** 307-01.21 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A-S"	⑪ **MINERAL AGGREGATE 8" THICK** 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
⑤ **MINERAL AGGREGATE 10" THICK** 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	⑫ **PRIME COAT** 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30 - 0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8 - 12 LB./S.Y.
⑥ **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.50" THICK (APPROX. 159.0 LB./S.Y.)** 411-02.10 ACS MIX (PG70-22) GRADING "D"	⑬ **TACK COAT** 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC). SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
⑦ **MINERAL AGGREGATE 17.75" THICK** 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	

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

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

SEALED BY

MICHAEL W. MORRIS REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 107385 STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	2C
PS&E	2025	STP-M-100(82)	2C

GENERAL NOTES

GRADING

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

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

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

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.

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

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

DRAINAGE

(1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(2) EXCAVATION FOR PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (CHOOSE THE APPLICABLE ITEM(S) FROM THE FOLLOWING: PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

(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).

(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

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

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

ROAD CLOSURE

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

(2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

FINAL PAVEMENT MARKING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

(2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

SIGNING

(4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

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

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

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

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

TRAFFIC CONTROL DIRECTIONAL SIGNING

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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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	2C1

GENERAL NOTES

SIGNALIZATION

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

(8) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

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

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2015 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	2D
PS&E	2025	STP-M-100(82)	2D

SPECIAL NOTES

GRADING

(1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

(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.

MULTIMODAL

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

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SPECIAL NOTES

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ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	2E
PIH	2025	STP-M-100(82)	2E
PS&E	2025	STP-M-100(82)	2E

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.

SCOPE OF WORK

(6) SR-100 INTERSECTION AT CUMBERLAND DRIVE. ADDITION OF LEFT TURN LANES FROM SR-100 TO CROW CUT ROAD AND CUMBERLAND DRIVE AND FIVE (5) FOOT SIDEWALK ON SOUTH SIDE OF SR-100 FROM BEGINNING OF PROJECT TO CUMBERLAND DRIVE.

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ENVIRONMENTAL NOTES

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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)	
		PG-64-22		PG-70-22						PG-64-22	PG 70-22
	D	A	B-M2	A-S	A	B-M2				D	D
	303-01	307-01.01	307-01.08	307-01.21	307-02.01	307-02.08	402-01	402-02	403-01	411-01.10	411-02.10
SR-100	1838.0			300.0	324.0	212.0	2.4	8.5	9.1		550.5
CUMBERLAND DRIVE	406.0	155.0	102.0				1.2	4.1	0.8	59.5	
DRIVEWAYS	47.0						0.9	3.1	0.6		4.1
SIDEWALK AREA	176.0										
TOTALS	2467	155	102	300	324	212	5	16	11	60	555

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
SR-100	1714	2865	1457
CUMBERLAND DRIVE	1623	68	1380
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	5	130	5
EROSION CONTROL BERMS	210	0	179
TEMPORARY CONSTRUCTION EXITS	115	0	98
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	558		
TOPSOIL (EXC.)	682		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY (CY)

SHRINK = 15 % SWELL = 15 %

EMB.		EXC.
3063	VS.	-2886
REQUIRED	=	177
BORROW MATERIAL	=	204

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	4907	3063	4907	3395	2886

NOTE: SEE GRADING SPECIAL NOTES ON 2D

R.O.W. MARKERS

SHEET NO.	QUANTITIES			
	"A"	"B"	"C"	TOTALS
4A		2	2	4
5A			2	2
				0
TOTALS	0	2	4	6

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	2F
PIH	2025	STP-M-100(82)	2F
PS&E	2025	STP-M-100(82)	2F

REV. 10-29-24: REVISED PROPOSED BOX CULVERT EXTENTION TABULATION.

TOPSOIL

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
54378	682	558	1240	1007	1007	N/A	233

PAVEMENT MARKING QUANTITIES

LOCATION	PAY ITEMS								
	716-01.21 MRKRS (BI-DIR) EACH	716-01.22 MRKRS (MONO-DIR) EACH	716-02.04 PLASTIC CHANN. S.Y.	716-02.05 PLASTIC STOP L.F.	716-02.06 PLASTIC ARROW EACH	716-02.08 PLASTIC 8"DOTTED L.F.	716-02.09 PLASTIC X-ING L.F.	716-02.12 PLASTIC 8IN LINE L.M.	716-12.02 6"ENHAN THERMO L.M.
S.R. 100	108	18	63	48	5	360	40	0.06	1.8
CUMBERLAND DR.				16			40		0.2
CROW CUT RD.				13			40		
TOTALS	108	18	63	77	5	360	120	0.06	2.0

NOTE: THESE TOTALS ONLY REFLECT FINAL PERMANENT PAVEMENT MARKINGS.

BOX CULVERT TABULATION

STATION	LOCATION	TYPE		SKEW	NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	STANDARD DRAWING NO.	CULVERT ≤ 20 FT.		STD. DWG. STD-17-17 & 18	
		BOX	SLAB								CLASS "A" CONCRETE 604-01.01 CU. YD.	STEEL BAR REINF. 604-01.02 LB.	FOUNDATION FILL MATERIAL 204-08 CU. YD.	GRANULAR BACKFILL 303-01.01 TONS
341+07.87	SR-100	X		90°	1	4	6	26	18.46	STD-17-51	25	4644	9	31
TOTALS											28	5205	9	31

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

REMOVAL OF SIGNS (ITEM NO. 713-15)

SHEET NO.	ROAD NAME	STATION	LOCATION	DESCRIPTION	REMARKS
5	S.R. 100	346+43.03	36.88 LT	STOP/CROW CUT RD	1-POST SIGN
5	S.R. 100	347+12.90	41.96 RT	STOP/CUMBERLAND DR	1-POST SIGN
5	S.R. 100	351+70.75	17.65 RT	END SCHOOL ZONE	1-POST SIGN

FOOTNOTES:
(1) ALL ITEMS PAID FOR UNDER ITEM NO. 713-15 - REMOVAL OF SIGNS, POSTS AND FOOTINGS LS.

RELOCATE SIGN (ITEM NO. 713-16.41)

SHEET NO.	ROAD NAME	STATION	OFFSET	DESCRIPTION	REMARKS
15A	S.R.100	345+63.19	21.76 RT	CUSTOM NO RIGHT TURN SIGN	1-POST SIGN
15A	S.R.100	346+39.29	34.22 RT	CUSTOM SCHOOL SIGN	3-POST SIGN
15A	S.R.100	346+47.61	30.28 RT	CUSTOM CHURCH SIGN	1-POST SIGN
15A	CUMBERLAND DR.	70+77.21	16.21 RT	ONE-WAY ONLY (TIME)	1-POST SIGN
15A	CUMBERLAND DR.	71+63.49	18.67 RT	SCHOOL, SPEED, TIME (S5-1)	1-POST SIGN
15A	CUMBERLAND DR.	71+78.25	13.03 LT	SCHOOL, SPEED, TIME (S5-1)	1-POST SIGN

FOOTNOTES:
(1) ALL ITEMS PAID FOR UNDER ITEM NO. 713-16.41 - RELOCATE SIGN LS. ALL STA./OFF. VALUES RELATE TO EXISTING SIGN LOCATION ONLY.

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MICHAEL W. MORRIS REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 107384 STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	2F1
PIH	2025	STP-M-100(82)	2F1
PS&E	2025	STP-M-100(82)	2F1

CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSION	DEPTH (FT.)	STANDARD DRAWINGS	TYPE 3 M.H. 611-01.02 4' - 8'	TYPE 12 C.B. 611-12.01 0' - 4'	TYPE 12 C.B. 611-12.02 4' - 8'	TYPE 14 C.B. 611-14.01 0' - 4'	TYPE 14 C.B. 611-14.02 4' - 8'	TYPE 42 C.B. 611-42.02 4' - 8'	REMARKS
5B	CUMBERLAND	70+37.98	14.32	CB-11	914.25	#14	8X3	4.00	D-CB-14P				1			
5B	CUMBERLAND	70+44.22	-18.18	CB-17	913.85	#14	8X3	4.57	D-CB-14P					1		
5B	CUMBERLAND	71+52.28	14.00	CB-12	918.32	#12	4X4	5.27	D-CB-12P			1				
5B	CUMBERLAND	71+52.47	-14.50	CB-16	918.34	#12	4X4	5.48	D-CB-12P			1				
5B	CUMBERLAND	72+33.07	-14.00	CB-15	922.95	#12	4X4	7.56	D-CB-12P			1				
5B	CUMBERLAND	73+22.53	-16.36	CB-14	923.90	#42	4X4	5.90	D-CB-42SB						1	
5B	CUMBERLAND	73+22.09	21.75	CB-13	923.10	#42	4X4	5.60	D-CB-42SB						1	
4B	SR100	335+10.38	20.00	CB-1	915.47	#12	4X4	5.00	D-CB-12P			1				
4B	SR100	336+53.51	20.00	CB-2	911.69	#12	4X4	4.88	D-CB-12P			1				
4B	SR100	338+00.00	32.94	CB-4	907.87	#42	4X4	5.55	D-CB-42SB						1	
4B	SR100	338+00.03	22.91	CB-3	907.79	#12	4X4	6.28	D-CB-12P			1				
4B	SR100	340+30.00	26.00	CB-5	901.95	#12	4X4	5.81	D-CB-12P			1				
4B	SR100	340+50.00	26.00	CB-6	901.68	#14	8X3	6.24	D-CB-14P					1		
4B	SR100	340+70.00	26.00	CB-7	901.90	#12	4X4	6.96	D-CB-12P			1				
4B	SR100	340+70.00	43.00	MH-1	900.10	MH	5' DIA	5.49	D-MH-2	1						
4B	SR100	341+48.00	26.00	CB-8	903.42	#12	4X4	7.04	D-CB-12P			1				
4B	SR100	341+48.00	43.00	MH-2	901.75	MH	5' DIA	6.04	D-MH-2	1						
4B	SR100	343+60.00	26.00	CB-9	911.46	#12	4X4	7.65	D-CB-12P			1				
5B	SR100	346+48.32	26.00	CB-10	914.92	#12	4X4	5.29	D-CB-12P			1				
5B	SR100	347+39.59	26.00	CB-18	912.39	#12	4X4	4.17	D-CB-12P			1				
5B	SR100	349+06.13	26.00	CB-19	906.32	#12	4X4	4.00	D-CB-12P		1					
TOTALS										2	1	12	1	2	3	

STORM DRAINAGE PIPES

SHEET NO.	FROM CODE	FROM OUTLET ELEV.	TO CODE	TO INLET ELEV.	% GRADE	RCP CLASS III 607-03.02 18" (L.F.)	RCP CLASS III 607-05.02 24" (L.F.)
4B	CB-1	910.47	CB-2	906.81	2.61	140	
4B	CB-2	906.81	CB-3	901.52	3.73	142	
4B	CB-4	902.32	CB-3	901.52	10.00	8	
4B	CB-3	901.51	CB-5	896.64	2.15	226	
4B	CB-5	896.14	CB-6	895.44	5.00		14
4B	CB-6	895.44	CB-7	894.94	3.57		14
4B	CB-7	894.94	MH-1	894.61	2.06		16
4B	MH-1	894.61	OP-1	892.50	5.86		36
4B	MH-2	895.71	OP-1	893.00	7.13	38	
4B	CB-8	896.38	MH-2	895.71	4.19	16	
4B	CB-9	903.81	CB-8	896.38	3.57	208	
5B	CB-10	909.63	CB-9	903.81	2.05	284	
5B	CB-11	910.25	CB-10	909.63	2.58	24	
5B	CB-12	912.55	CB-11	910.25	2.09	110	
5B	CB-13	917.50	CB-12	912.55	2.98	166	
5B	CB-14	918.00	CB-15	915.39	3.03	86	
5B	CB-15	915.39	CB-16	912.86	3.29	77	
5B	CB-16	912.86	CB-17	909.28	3.48	103	
5B	CB-17	909.28	CB-18	908.22	3.12	34	
5B	CB-18	908.22	CB-19	902.32	3.62	163	
5B	CB-19	902.32	OP-2	899.00	8.74	38	
TOTALS						1862	80

SIDE DRAIN ENDWALLS

LOCATION	DRIVE OR ENTRANCE STATION	OFFSET (FT.)	TYPE	DRAWING NO.	SKEW	RIP-RAP CLASS B 709-05.08 (TON)	ENDWALLS 18 IN. 6:1 611-07.31 (EACH)	ENDWALLS 24 IN. 6:1 611-07.32 (EACH)	ENDWALLS 30" IN. 6:1 611-07.33 (EACH)
SR-100	336+68.09	32.75	U	D-PE-18A&B	90°		2		
SR-100	349+40.18	46.6	U	D-PE-18A&B	90°	5.5	1		
SR-100	350+20.22	50	U	D-PE-18A&B	90°		2		
SR-100	353+48.55	43.5	U	D-PE-30A&B	70°				1
SR-100	353+48.55	37.5	U	D-PE-24A&B	90°			1	
TOTALS						5.5	5	1	1

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MICHAEL W. MORRIS REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 107585 STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	2F2

CROSS DRAIN ENDWALLS

LOCATION	STATION	OFFSET (FT.)	TYPE	DRAWING NO.	SKEW	RIP-RAP CLASS B 709-05.08 (TON)	ENDWALLS 24" IN. 4:1 611-07.58 (EACH)
SR-100	350+93.99	38.35	U	D-PE-24A&B	62º	5.5	1
TOTALS						5.5	1

CURB RAMP TABULATION

ROADWAY		LOCATION		STANDARD DRAWING NO.	CONCRETE CURB RAMP (NEW) ITEM NO. 701-02.03, SF	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	OFFSET			
S.R. 100	CUMBERLAND DR.	346+36.82	26.50 RT	MM-CR-3	88.0	
S.R. 100	CROW CUT RD	346+38.44	17.62 LT	MM-CR-5	129.0	
S.R. 100	CUMBERLAND DR.	346+66.56	32.81 RT	MM-CR-5	121.0	
S.R. 100	CROW CUT RD	346+84.43	19.11 LT	MM-CR-5	88.0	
S.R. 100	CUMBERLAND DR.	347+13.82	30.55 RT	MM-CR-5	77.0	
				TOTAL	503	

SIGNS (PERMANENT)

DESCRIPTION	M.U.T.C.D. NO.	SIGN NO.	SIZE	SIGN AREA (S.F.)	QUANTITY	FLAT SHT. ALUM. SIGNS (0.080" THICK) 713-13.02 (S.F.)
CROSS ROAD	W2-1	1	30"x30"	6.25	1	6.25
ADVISORY SPEED	W13-1P	1	18"x18"	2.25	1	2.25
SPEED LIMIT	R2-1	2	24"x30"	5	1	5
MILE MARKER	TN-17A	3	6"x12"	0.5	2	1
TOTAL						15

POST QUANTITIES

SIGN NO.	POST TYPE	POST LENGTH	TOTAL WEIGHT LBS	713-11.02 (LB.)
1	P5	12	51.989	51.989
2	P2	12.5	32.530	32.530
3	P1	8	19.600	19.600
TOTAL			104	104

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TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	3
PIH	2025	STP-M-100(82)	3
PS&E	2025	STP-M-100(82)	3

RIGHT-OF-WAY

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

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

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

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

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

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

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

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

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

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

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

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:

COMCAST (XFINITY)
660 Mainstream Drive
NASHVILLE, TN 39228
CONTACT: MICHAEL LEE
OFFICE PHONE: 615 504 0528
CELL PHONE:
Email: NAS-NashvilleConstructionBetterments@comcast.com

ELECTRIC:

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP.
555 NEW SALEM ROAD
MURFRESSBORO, TN 37129
CONTACT: CHRIS WEAVER
OFFICE PHONE: 615 494 1068
CELL PHONE:
Email: ChrisWeaver@mte.com

GAS:

PIEDMONT NATURAL GAS
83 CENTURY BOULEVARD
NASHVILLE, TN 37214
CONTACT: SCOTT HAZZARD
OFFICE PHONE:
CELL PHONE: 615 714 2389
Email: Scotty.Hazzard@duke-energy.com

GAS:

CONTACT: BRENNAN ANTHONY
OFFICE PHONE: 615 872 6568
CELL PHONE: 615 330 6568
Email: Brennan.Anthony@duke-energy.com

TELEPHONE:

AT&T
116 S. CANON AVENUE
MURFREESBORO, TN 37129
CONTACT: KENNETH KORNEGAY
OFFICE PHONE: 615 848 2082
CELL PHONE: 615 631 7221
Email: KK4096@ATT.COM

WATER & SEWER:

WATER AUTHORITY OF DICKSON COUNTY
101 COWAN STREET
DICKSON, TN 37055
CONTACT: MICHAEL ROGERS
OFFICE PHONE: 615 441 5403
CELL PHONE:
Email: MROGERS@WADC.US

SEALED BY

MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107585
STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	3A
PIH	2025	STP-M-100(82)	3A
PS&E	2025	STP-M-100(82)	3A

REV. 08-21-24: REVISED PROPERTY OWNER NAME FOR TRACTS 48 & 50. REVISED DEED BOOK AND PAGE NUMBERS FOR TRACTS 48, 50 & 51.

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												
16	JIMMY L. KIRBY AND JUDY D. KIRBY	46	109	3026	865		11.504	11.504		4292 S.F.	4292 S.F.		11.405	3373 S.F.	3571 S.F.	0.179	
48	S&W FAIRVIEW PARTNERS	046	108.05	9311	141		5.627	5.627					5.627		0.153	0.237	
49	LARRY M. BARNES, GLORIA BARNES PHELPS, MICHAEL B. SULLIVAN & VALERIE M. JONES	046	100.00	6295	230		2.433	2.433		366 S.F.	366 S.F.		2.425	1800 S.F.	1923 S.F.	0.185	
50	S&W FAIRVIEW PARTNERS	046	99.00	9422	301		3.051	3.051					3.051	1800 S.F.	0.106	3926 S.F.	
51	RONNIE & JOYCE MARIE WILSON	046	96.00	263	265		2.772	2.772					2.772	2100 S.F.	3566 S.F.	2626 S.F.	
~~52~~	~~TIMOTHY D. & PRISCA T. HILL~~	~~046~~	~~95.00~~	~~1386~~	~~520~~		~~2.513~~	~~2.513~~					~~2.513~~				
~~53~~	~~WILLIAM CLAIBORNE & KATHERINE SULLIVAN~~	~~046~~	~~87.00~~	~~155~~	~~266~~		~~2.590~~	~~2.590~~					~~2.590~~				
~~23~~	~~CHRISTOPHER T. JENSEN~~	~~46L "A"~~	~~13~~	~~6990~~	~~372~~	~~0.939~~		~~0.939~~				~~0.939~~					
24	~~PAUL C. VICTORY~~	46	~~67~~	244	425	~~2.255~~		~~2.255~~				~~2.255~~					
ACQUISITION TOTALS (ACRES)										0.107				0.208	0.467	0.752	

DISTURBED AREA

IN BETWEEN SLOPE LINES	1.948	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.930	(AC)
TOTAL DISTURBED AREA	2.878	(AC)
TOTAL PROJECT AREA	4.074	(AC)

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MICHAEL W. MORRIS REGISTERED ENGINEER AGRICULTURE COMMERCE No. 107584 STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION TABLE
AND DISTURBED AREA

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	3B
PIH	2025	STP-M-100(82)	3B
PS&E	2025	STP-M-100(82)	3B

94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-3222-54
END PROJECT NO. STP-M-100(82) CONST.
STA. 354+52.06
N 592558.3225 E 1631301.1967

94013-2222-54
END PROJECT NO. STP-M-100(82) R.O.W.
STA. 353+68.84
N 592485.0765 E 1631261.7003

CROW CUT RD. STA. 43+67.00 =
S.R. 100 STA. 346+62.82
N 591863.6456
E 1630926.6061

CROW CUT RD. STA. 39+67.00
N 592129.8722
E 1630636.9547

CUMBERLAND DR. STA. 70+00.00 =
S.R. 100 STA. 346+85.16
N 591883.3070
E 1630937.2081

CUMBERLAND DR. STA. 74+64.00
N 591776.7502
E 1631387.4375

LIMIT OF CONST.
STA.73+24.53

335 340 345 350 355

16 23 24 48 49 50 51 52 53

N 28° 19' 56" E
N 28° 30' 06" E
N 28° 20' 06" E
S 62° 49' 55" E
S 38° 17' 40" E

PRES. R.O.W.
PROP. R.O.W.
UTILITY ESM'T
10' UTILITY ESM'T
40' UTILITY ESM'T
PROP. DRAINAGE ESMT.
PROP. SLOPE ESMT.
PROP. CONST. ESMT.
PROP. SLOPE ESMT. PROJ. STP-EN-NH-100(83)

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AGRICULTURE
COMMERCE
No. 107545
STATE OF TENNESSEE

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 331+00 TO STA. 359+00
SCALE: 1"=100'

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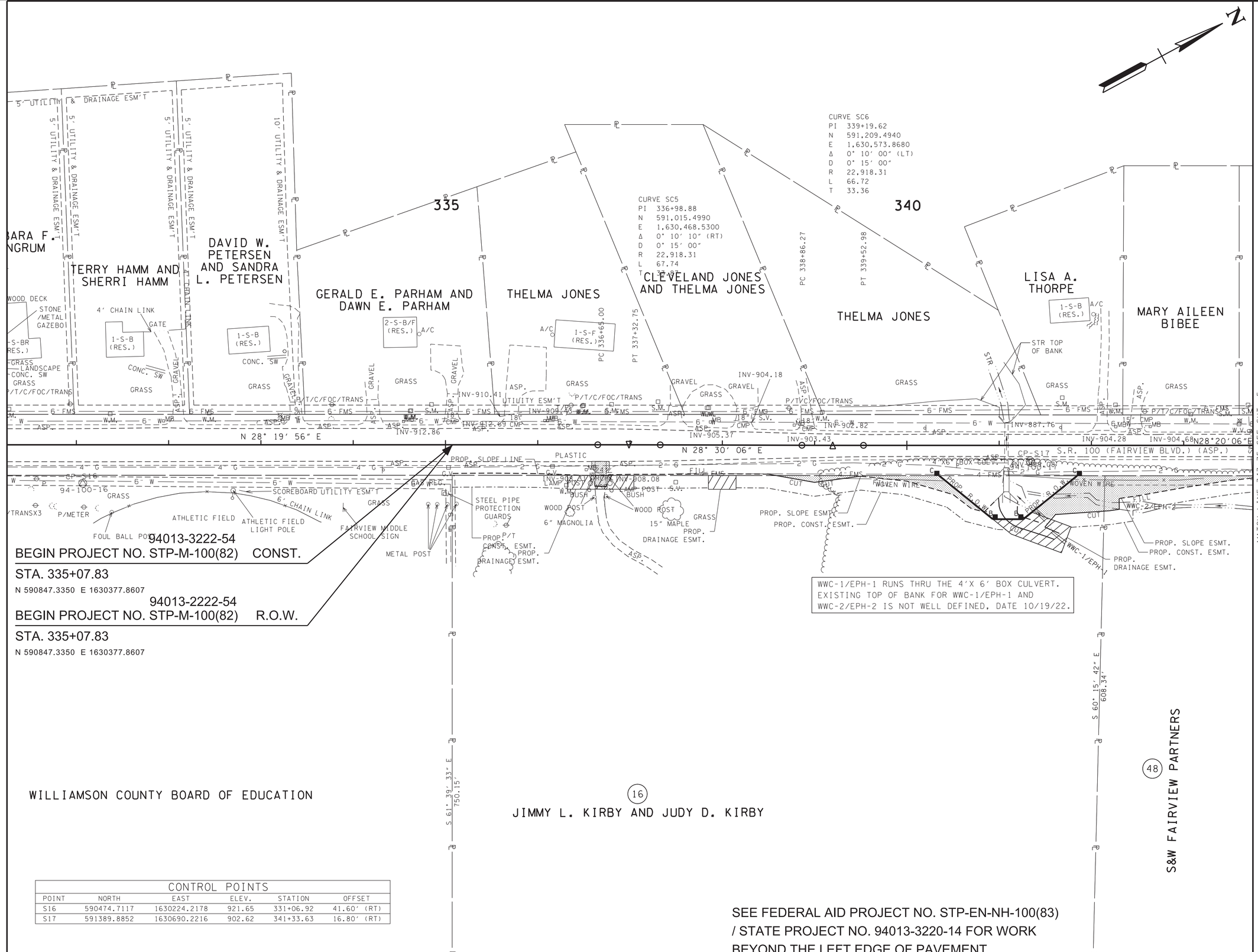
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	4
PIH	2025	STP-M-100(82)	4
PS&E	2025	STP-M-100(82)	4

REV. 08-21-24: REVISED PROPERTY OWNER NAME FOR TRACT 48.
REV. 10-29-24: REVISED PROPOSED BOX CULVERT EXTENTION LENGTH.



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S16	590474.7117	1630224.2178	921.65	331+06.92	41.60′ (RT)
S17	591389.8852	1630690.2216	902.62	341+33.63	16.80′ (RT)

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

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COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 330+25 TO STA. 343+75
SCALE: 1"= 50'

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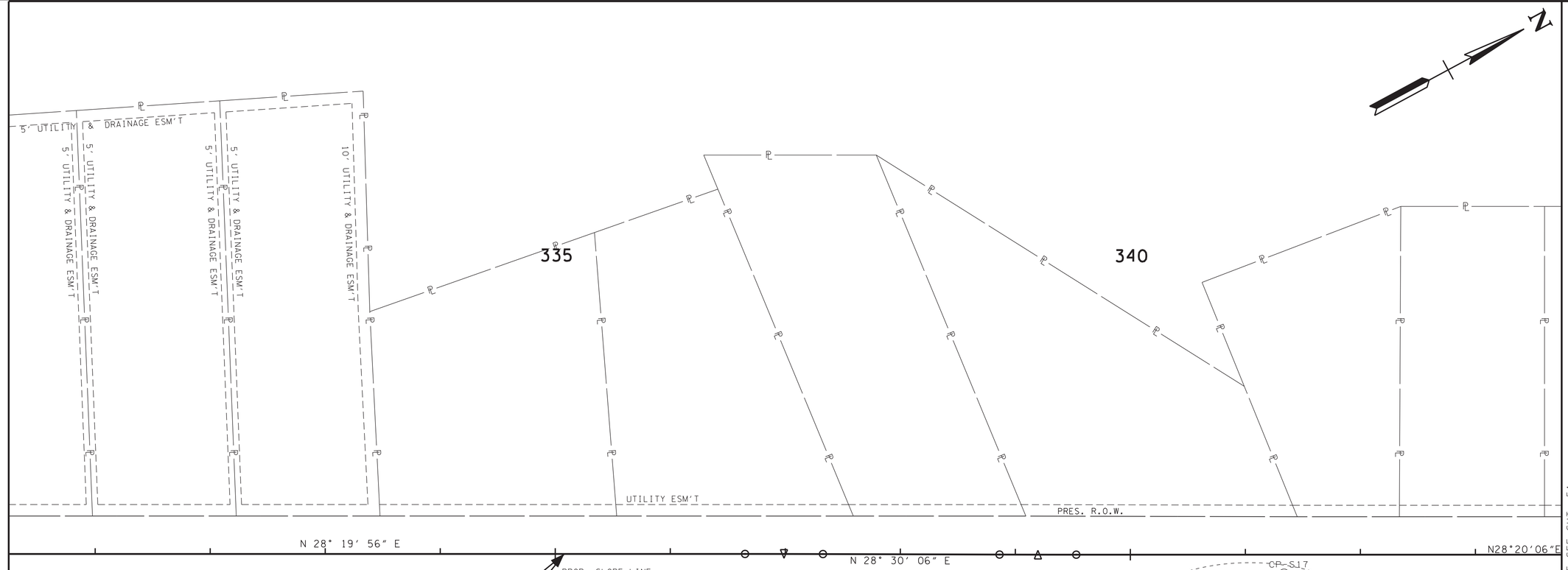
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	4A
PIH	2025	STP-M-100(82)	4A
PS&E	2025	STP-M-100(82)	4A

REV. 08-21-24: REVISED PROPERTY OWNER NAME FOR TRACT 48 AND REVISED PRESENT R.O.W. FLAG ON TRACT 48.



94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.

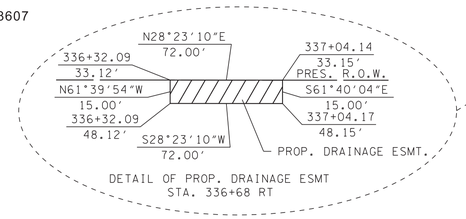
STA. 335+07.83

N 590847.3350 E 1630377.8607

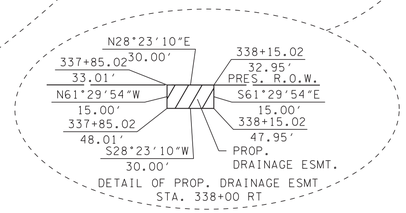
94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607



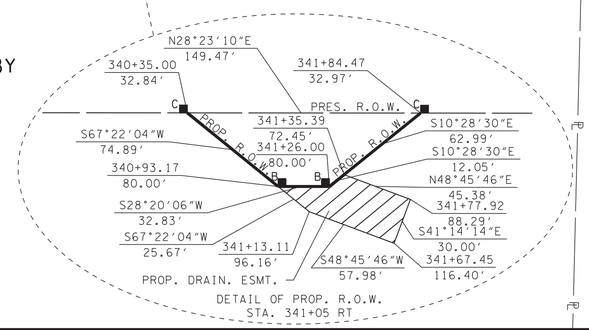
DETAIL OF PROP. DRAINAGE ESMT
STA. 336+68 RT



DETAIL OF PROP. DRAINAGE ESMT
STA. 338+00 RT

(16)

JIMMY L. KIRBY AND JUDY D. KIRBY



DETAIL OF PROP. R.O.W.
STA. 341+05 RT

(48)

S&W FAIRVIEW PARTNERS

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S16	590474.7117	1630224.2178	921.65	331+06.92	41.60' (RT)
S17	591389.8852	1630690.2216	902.62	341+33.63	16.80' (RT)

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COMMERCE
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STATE OF TENNESSEE

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COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 330+25 TO STA. 343+75
SCALE: 1"= 50'

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STA. 335+10.38 20.00 RT	(1 #12)	GT. EL. 915.47 OUT. EL. 910.47	
STA. 336+53.51 20.00 RT	(2 #12)	GT. EL. 911.69 IN. EL. 906.81 (CB-1) OUT. EL. 906.81	
STA. 338+00.03 22.91 RT	(3 #12)	GT. EL. 907.79 IN. EL. 901.52 (CB-2) IN. EL. 901.52 (CB-4) OUT. EL. 901.51	
STA. 338+00.00 32.94 RT	(4 #42)	GT. EL. 907.87 OUT. EL. 902.32	
STA. 340+30.00 26.00 RT	(5 #12)	GT. EL. 901.95 IN. EL. 896.64 (CB-3) OUT. EL. 896.14	
STA. 340+50.00 26.00 RT	(6 #14)	GT. EL. 901.68 IN. EL. 895.44 (CB-5) OUT. EL. 895.44	
STA. 340+70.00 26.00 RT	(7 #12)	GT. EL. 901.90 IN. EL. 894.94 (CB-6) OUT. EL. 894.94	
STA. 340+70.00 43.00 RT	(MH1 MH)	GT. EL. 900.10 IN. EL. 894.61 (CB-7) OUT. EL. 894.61	
STA. 341+48.00 26.00 RT	(8 #12)	GT. EL. 903.42 IN. EL. 896.38 (CB-9) OUT. EL. 896.38	
STA. 341+48.00 43.00 RT	(MH2 MH)	GT. EL. 901.75 IN. EL. 895.71 (CB-8) OUT. EL. 895.71	
STA. 343+60.00 26.00 RT	(9 #12)	GT. EL. 911.46 IN. EL. 903.81 (CB-10) OUT. EL. 903.81	
STA. 341+07.78 50.25 RT	(20 HW)	IN. EL. 889.78	

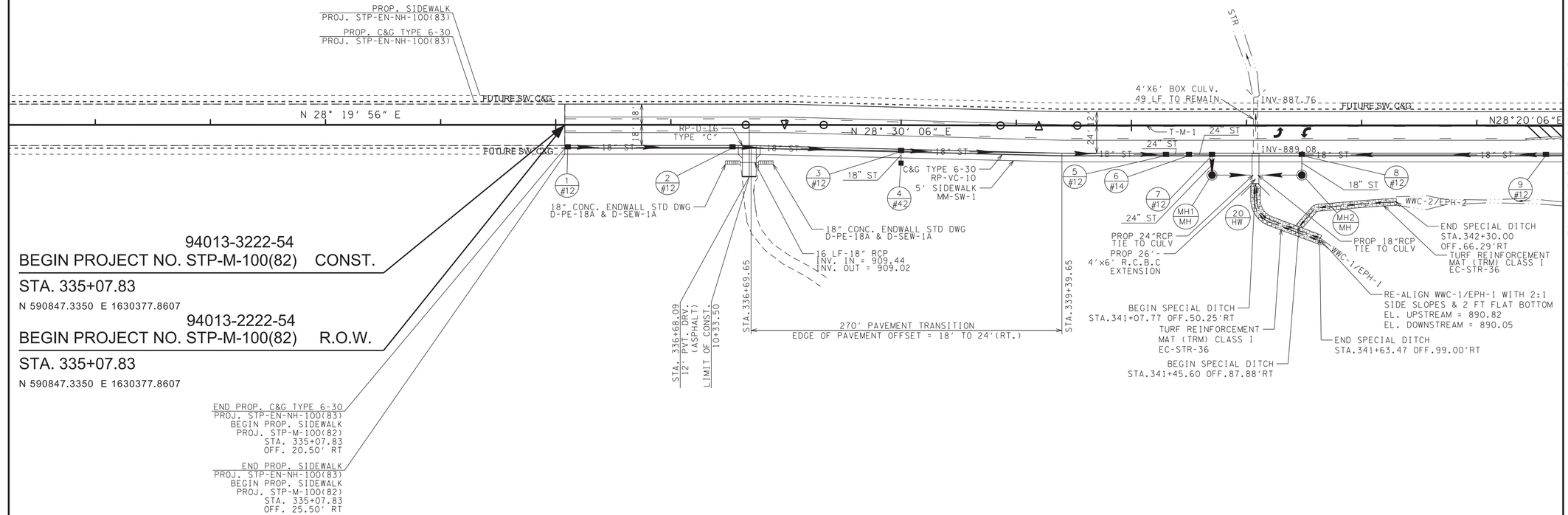
335

340

N

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	4B
PIH	2025	STP-M-100(82)	4B
PS&E	2025	STP-M-100(82)	4B

REV. 10-29-24: REVISED PROPOSED BOX CULVERT EXTENTION LENGTH AND BEGIN SPECIAL DITCH LOCATION.



94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.
STA. 335+07.83
N 590847.3350 E 1630377.8607

END PROP. C&G TYPE 6-30
PROJ. STP-EN-NH-100(83)
BEGIN PROP. SIDEWALK
PROJ. STP-M-100(82)
STA. 335+07.83
OFF. 20.50′ RT

END PROP. SIDEWALK
PROJ. STP-EN-NH-100(83)
BEGIN PROP. SIDEWALK
PROJ. STP-M-100(82)
STA. 335+07.83
OFF. 25.50′ RT

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

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MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 107284
STATE OF TENNESSEE

02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 330+25 TO STA. 343+75
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	4C
PIH	2025	STP-M-100(82)	4C
PS&E	2025	STP-M-100(82)	4C

REV. 10-29-24: REVISED PROPOSED BOX CULVERT EXTENTION LENGTH AND DRAINAGE DATA.

94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.
STA. 335+07.83
N 590847.3350 E 1630377.8607

BOX CULVERT
STATION: 341-07.87
STRUC.: 26' EXT (RT) OF 4'x6' R.C.B.C. TO EX 4'x6' R.C.B.C.

SKEW	90	DEG.
DRAINAGE AREA	18.46	AC.
DESIGN DISCHARGE (Q50)	25.99	CFS
DESIGN DISCHARGE (Q100)	28.27	CFS
OVERTOPPING	902.98	ELEV.
ALLOWABLE HEADWATER	901.98	ELEV.
Q50 HEADWATER	891.06	ELEV.
Q100 HEADWATER	891.12	ELEV.
VELOCITY (Q50)	6.95	FT/S
VELOCITY (Q100)	7.38	FT/S
INLET	889.78	ELEV.
OUTLET	887.76	ELEV.

STANDARD DRAWING NOS.: STD-17-11, STD-17-15, STD-17-51, STD-17-8, STD-17-18

QUANTITIES:

CLASS "A" CONCRETE	25	C.Y.
STEEL BAR REINFORCING	4644	LB.
BACKFILL	31	TONS
FOUNDATION FILL MATERIAL	9	C.Y.

XCP-S16
STA. 331+06.92, 41.60'(RT)
N 590474.7417
E 1630224.2178
ELEV 921.65

XCP-S17
STA. 341+33.63, 16.80'(RT)
N 591389.8852
E 1630690.2216
ELEV 902.62

FINISHED GRADE AT CENTERLINE
(FROM MAINTAINING LEFT EDGE OF PAVEMENT ELEVATION)

EXISTING GROUND

PROP. 18" RCP -2.61%
PROP. 18" RCP -3.73%
PROP. 18" RCP -10.00%
PROP. 18" RCP -2.15%
PROP. 18" RCP -3.57%
PROP. 18" RCP 4.19%
PROP. 18" RCP -7.13%
PROP. 24" RCP -5.00%
PROP. 24" RCP -3.57%
PROP. 24" RCP -2.06%
PROP. 24" RCP -5.86%
PROP. 26'- 4'X6' R.C.B.C EXTENSION INLET 889.78

T-DIT. RT. 1.17%
4.72%
V-DIT. RT. 6.00%
22.60%
6.00%

END SPEC. V-DIT. RT.
STA. 342+30.00
EL. 897.30

END SPEC. T-DIT. RT.
STA. 341+63.47
EL. 890.91

BEGIN SPEC. V-DIT. RT.
STA. 341+45.60
EL. 890.70

BEGIN SPEC. T-DIT. RT.
STA. 341+07.77
EL. 889.78

EXIST. 4'X6' BOX CULV.
(TO BE EXTENDED)
STA. 341+07.87
INLET 889.08
OUTLET 887.76

MATCH LINE 343+75 SEE SHT. 5C

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

EXISTING GROUND ELEV. (TYP)
FINISH GRADE ELEV. (TYP)

	331+00	332+00	333+00	334+00	335+00	336+00	337+00	338+00	339+00	340+00	341+00	342+00	343+00	344+00
EXISTING GROUND ELEV. (TYP)	921.31	921.01	920.59	920.08	919.50	918.77	918.00	917.07	916.07	915.90	914.91	913.65	912.33	910.97	909.59	908.18	906.65	905.11	903.85	902.75	902.50	902.51	903.93	905.48	907.45	909.49	911.53
FINISH GRADE ELEV. (TYP)					915.90	914.90	913.63	912.33	910.99	909.75	908.39	906.91	905.21	903.73	902.80	902.51	902.74	903.99	905.57	907.52	909.52	911.54					

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COMMERCE
No. 107581
STATE OF TENNESSEE

Michael W. Morris
02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 331+00 TO STA. 343+75

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	5
PIH	2025	STP-M-100(82)	5
PS&E	2025	STP-M-100(82)	5

REV. 08-21-24: REVISED PROPERTY OWNER NAME FOR TRACT 50.
REV. 10-29-24: ADDED SLOPE LINES FOR PROPOSED CURB RAMPS AT CROW CUT ROAD.

MATCH LINE 343+75 SEE SHT. 4

CROW CUT RD. STA. 43+67.00 =
S.R. 100 STA. 346+62.82
N 591863.6456
E 1630926.6061

23 ~~CHRISTOPHER T. JENSEN~~

CROW CUT RD. STA. 39+67.00
N 592129.8722
E 1630636.9547

24 ~~PAUL C. VICTORY~~

CUMBERLAND DR. STA. 70+00.00 =
S.R. 100 STA. 346+85.16
N 591883.3070
E 1630937.2081

94013-2222-54
END PROJECT NO. STP-M-100(82) R.O.W.
STA. 353+68.84
N 592485.0765 E 1631261.7003

94013-3222-54
END PROJECT NO. STP-M-100(82) CONST.
STA. 354+52.06
N 592558.3225 E 1631301.1967

345 350 355

CURVE CMBRLND_CONST-1
PI 70+32.33
N 591,867.9625
E 1,630,965.6643
Δ 12° 21′ 45″ (LT)
D 81° 51′ 04″
R 70.00
L 15.10
T 7.58
SE 0.000 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 000

CURVE CMBRLND_CONST-2
PI 71+07.48
N 591,847.2682
E 1,631,037.9656
Δ 3° 44′ 19″ (LT)
D 3° 49′ 11″
R 1,500.00
L 97.88
T 48.96
SE 0.000 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 000

CURVE CMBRLND_CONST-3
PI 73+58.96
N 591,793.9707
E 1,631,283.7771
Δ 2° 48′ 06″ (LT)
D 1° 20′ 00″
R 4,297.18
L 210.12
T 105.08
SE 0.000 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 000

CUMBERLAND DR. STA. 74+64.00
N 591776.7502
E 1631387.4375

LIMIT OF CONST.
STA. 73+24.53

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S18	591829.6844	1630931.3047	914.79	346+35.16	20.25′ (RT)
S19	592688.7454	1631390.3317	892.62	356+09.16	16.55′ (RT)

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 107385
STATE OF TENNESSEE
02/19/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 343+75 TO STA. 357+25
SCALE: 1"= 50'

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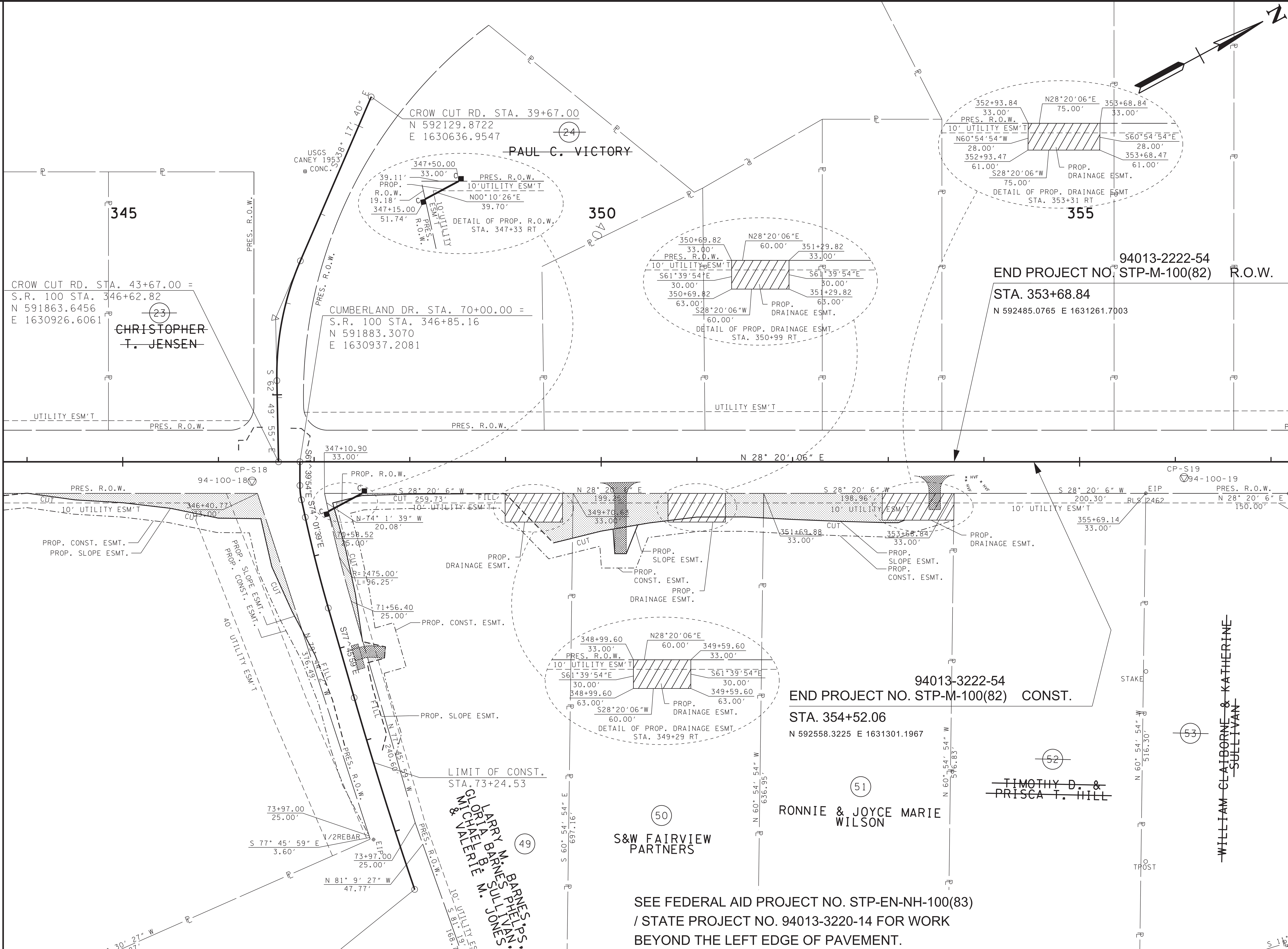
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	5A
PIH	2025	STP-M-100(82)	5A
PS&E	2025	STP-M-100(82)	5A

REV. 08-21-24: REVISED PROPERTY OWNER NAME FOR TRACT 50 AND REVISED PROPOSED R.O.W. INSET FOR TRACT 49.
REV. 10-29-24: ADDED SLOPE LINES FOR PROPOSED CURB RAMPS AT CROW CUT ROAD.



SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S18	591829.6844	1630931.3047	914.79	346+35.16	20.25' (RT)
S19	592688.7454	1631390.3317	892.62	356+09.16	16.55' (RT)

SEALED BY

MICHAEL W. MORRIS, REGISTERED ENGINEER, AGRICULTURE, COMMERCE, NO. 107383, STATE OF TENNESSEE

02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 343+75 TO STA. 357+25

SCALE: 1"= 50'

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Y:\Projects\0010000\0014000\14285 TDOT Roadway 2017-2020\WO #20 SR100 Intersection Improvement\DGN\005A.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	5B
PIH	2025	STP-M-100(82)	5B
PS&E	2025	STP-M-100(82)	5B

REV. 10-29-24: REVISED CONC. CURB RAMPS AND SIGNAL POLE LOCATIONS AT INTERSECTION OF S.R. 100 AND CROW CUT RD AND ADDED CROSSWALK.

STA. 346+48.32 26.00 RT	10 #12	GT. EL. 914.92 IN. EL. 909.63 (CB-11) OUT. EL. 909.63	STA. 71+52.47 14.5 LT	16 #12	GT. EL. 918.34 IN. EL. 912.86 (CB-15) OUT. EL. 912.86
STA. 70+37.98 14.32 RT	11 #14	GT. EL. 914.25 IN. EL. 910.25 (CB-12) OUT. EL. 910.25	STA. 70+44.22 18.18 LT	17 #14	GT. EL. 913.85 IN. EL. 909.28 (CB-16) OUT. EL. 909.28
STA. 71+52.28 14.00 RT	12 #12	GT. EL. 918.32 IN. EL. 912.55 (CB-13) OUT. EL. 912.55	STA. 347+39.59 26.00 RT	18 #12	GT. EL. 912.39 IN. EL. 908.22 (CB-17) OUT. EL. 908.22
STA. 73+22.09 21.75 RT	13 #42	GT. EL. 923.10 OUT. EL. 917.50	STA. 349+06.13 26.00 RT	19 #12	GT. EL. 906.32 IN. EL. 902.32 (CB-18) OUT. EL. 902.32
STA. 73+22.53 16.36 LT	14 #42	GT. EL. 923.90 OUT. EL. 918.00	STA. 350+99.58 47.94 RT	21 EW	IN. EL. 893.09
STA. 346+48.32 26.00 RT	15 #12	GT. EL. 922.95 IN. EL. 915.39 (CB-14) OUT. EL. 915.39	STA. 349+50 53.25 RT	OP2 EW	OUT. EL. 899.00

345

350

355

POT 39+67.00

CROW CUT RD. STA. 39+67.00
N 592129.8722
E 1630636.9547

S 38° 17' 40" E

24" STOP LINE
STD. DWG. T-M-4

CROW CUT RD. STA. 43+67.00 =
S.R. 100 STA. 346+62.82
N 591863.6456
E 1630926.6061

CUMBERLAND DR. STA. 70+00.00 =
S.R. 100 STA. 346+85.16
N 591883.3070
E 1630937.2081

PC 41+53.63

PT 42+82.11

PROPOSED PUSHBUTTON POST #1
STA. 346+39.00, 25.70' LT.

PROPOSED MAST ARM POLE #1
STA. 346+30.50, 29.00' LT.

PROPOSED CONTROLLER BOX
STA. 346+30.50, 22.50' LT.

PROPOSED PUSHBUTTON POST #2
STA. 346+25.00, 15.50' LT.

LONG. CROSS-WALK MARKING
STD. DWG. T-M-4

24" STOP LINE
STD. DWG. T-M-4

PROPOSED PEDESTAL POLE #2
STA. 346+83.00, 27.50' LT.

LONG. CROSS-WALK MARKING
STD. DWG. T-M-4

24" STOP LINE
STD. DWG. T-M-4

END PROP. C&G TYPE 6-30
STA. 349+12.05
OFF. 26.50' RT

PROP. SIDEWALK
PROJ. STP-EN-NH-100(83)

PROP. C&G TYPE 6-30
PROJ. STP-EN-NH-100(83)

EXTEND 24"RCP-16 LF
INV. 893.09

INV-893.67

STONE ENDWALL
INV-885.39

18"
CMP

INV-887.61
2'x2' BOX CULV

INV-882.51

STR-1

FUTURE SW. C&G

FUTURE SW. C&G

FUTURE SW. C&G

T-M-3

T-M-4

T-M-3

N 28° 20' 06" E

41 LF TO REMAIN

FULL OF DEBRIS

SEP-1/STR-1

24'-12"

24'-12"

18" ST

PROP. PUSHBUTTON POST #3
STA. 346+36.82, OFF. 31.75' RT.

PROP. SIGNAL POLE #3
STA. 346+44.50, OFF. 34.50' RT.

5' SIDEWALK
MM-SW-1

C&G TYPE 6-30
RP-VC-10

MM-CR-3

MM-CR-5

PROPOSED PEDESTAL POLE #1
STA. 346+82.00, 37.50' RT.

PROPOSED MAST ARM POLE #2
STA. 347+18.00, 37.50' RT.

PT 70+39.85

PC 70+58.52

PC 70+24.75

C&G TYPE 6-30
RP-VC-10

18" ST

CL B RIP-RAP REQ'D

END SPEC. DITCH (TRM)
STA. 353+13.33 OFF. 41.91' RT.

INV-893.23

WWC-3/EPH-3

4" CONC. ENDWALL
STD DWG D-PE-24A

30" CONC. ENDWALL
STD DWG D-PE-30A
& D-SEW-1A

18" CONC. ENDWALL STD DWG
D-PE-18A & D-SEW-1A

56 L.F.-18" RCP
INV. IN 896.90
INV. OUT 894.66

24" CONC
ENDWALL
STD DWG
D-PE-24A
& D-SEW-1A

32 L.F.-24" RCP
INV. IN 885.05
INV. OUT 884.50

LIMIT OF CONST.
10+50.00

STA. 353+48.55
12' PVT. DRV.
(CONCRETE)

STA.353+32.93

STA.354+52.06

420.88' SHOULDER TRANSITION 8' TO 2'

540' PAVEMENT TRANSITION

EDGE OF PAVEMENT OFFSET = 24' TO 12'

MATCH LINE 343+75 SEE SHT. 4B

R= 22.50'
L= 25.07'

END PROP. SIDEWALK
SR-100 STA. 346+72.75
OFF. 43.52' RT

BEGIN PROP. SIDEWALK
CUMBERLAND DR.
STA. 70+40.55
OFF. 14.51' RT

24" STOP LINE
STD. DWG. T-M-4

5' SIDEWALK
MM-SW-1

C&G TYPE 6-30
RP-VC-10

T-M-1

C&G TYPE 6-30
RP-VC-10

END PROP. SIDEWALK
STA. 347+21.99
OFF. 27.00' RT

BEGIN PROP. SIDEWALK
STA. 347+07.66
OFF. 37.00' RT

R= 22.50'
L= 17.36'

PC 72+53.88

LIMIT OF CONST.
10+15.00
STA. 72+11.00
12' PVT. DRV.
(ASPHALT)

END PROP. C&G TYPE 6-30
STA. 72+85.13
OFF. 14.50' LT

END PROP. SIDEWALK
STA. 72+77.63
OFF. 14.50' RT

END PROP. C&G TYPE 6-30
STA. 72+77.63
OFF. 14.50' RT

LIMIT OF PAVING
STA. 73+15.13

LIMIT OF CONST.
STA.73+24.53

LIMIT OF CONST.
10+96.00
STA. 350+20.22
12' PVT. DRV.
(GRAVEL)

18" CONC. ENDWALL
STD DWG D-PE-18A & D-SEW-1A

BEGIN SPEC. DITCH (TRM)
STA.349+50.00 OFF.53'RT

TURF REINFORCEMENT
MAT (TRM) CLASS I
EC-STR-36

PT 71+56.40
18" CONC. EW
STD DWG
D-PE-18A
& D-SEW-1A

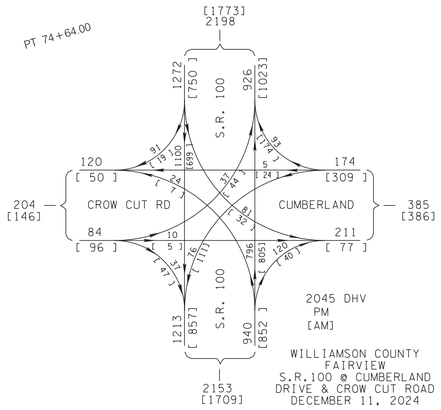
PT 74+64.00

CURVE CMBRLND_CONST-1
PI 70+32.33
N 591,867.9625
E 1,630,965.6643
Δ 12° 21' 45" (LT)
D 81° 51' 04"
R 70.00
L 15.10
T 7.58
SE 0.000 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 000

CURVE CMBRLND_CONST-2
PI 71+07.48
N 591,847.2682
E 1,631,037.9656
Δ 3° 44' 19" (LT)
D 3° 49' 11"
R 1,500.00
L 97.88
T 48.96
SE 0.000 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 000

CURVE CMBRLND_CONST-3
PI 73+58.96
N 591,793.9707
E 1,631,283.7771
Δ 2° 48' 06" (LT)
D 1° 20' 00"
R 4,297.18
L 210.12
T 105.08
SE 0.000 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 000

CUMBERLAND DR. STA. 74+64.00
N 591776.7502
E 1631387.4375



WILLIAMSON COUNTY
FAIRVIEW
S.R.100 @ CUMBERLAND
DRIVE & CROW CUT ROAD
DECEMBER 11, 2024

94013-2222-54
END PROJECT NO. STP-M-100(82) R.O.W.

STA. 353+68.84
N 592485.0765 E 1631261.7003

94013-3222-54
END PROJECT NO. STP-M-100(82) CONST.

STA. 354+52.06
N 592558.3225 E 1631301.1967

NOTE:
CONTRACTOR TO INSTALL HIGH-VIS FENCE ALONG STREAM AND SEP-1. AREA IS TO REMAIN UNDISTURBED DURING CONSTRUCTION.

NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STREAM STR-1 AND SEP-1, AND THAT THE STREAM AND SURROUNDING VEGETATION WILLNOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

SEE SHEET NO.13 FOR CUMBERLAND DRIVE PROFILE

SEALED BY

MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107585
STATE OF TENNESSEE

02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 343+75 TO STA. 357+25
SCALE: 1"= 50'

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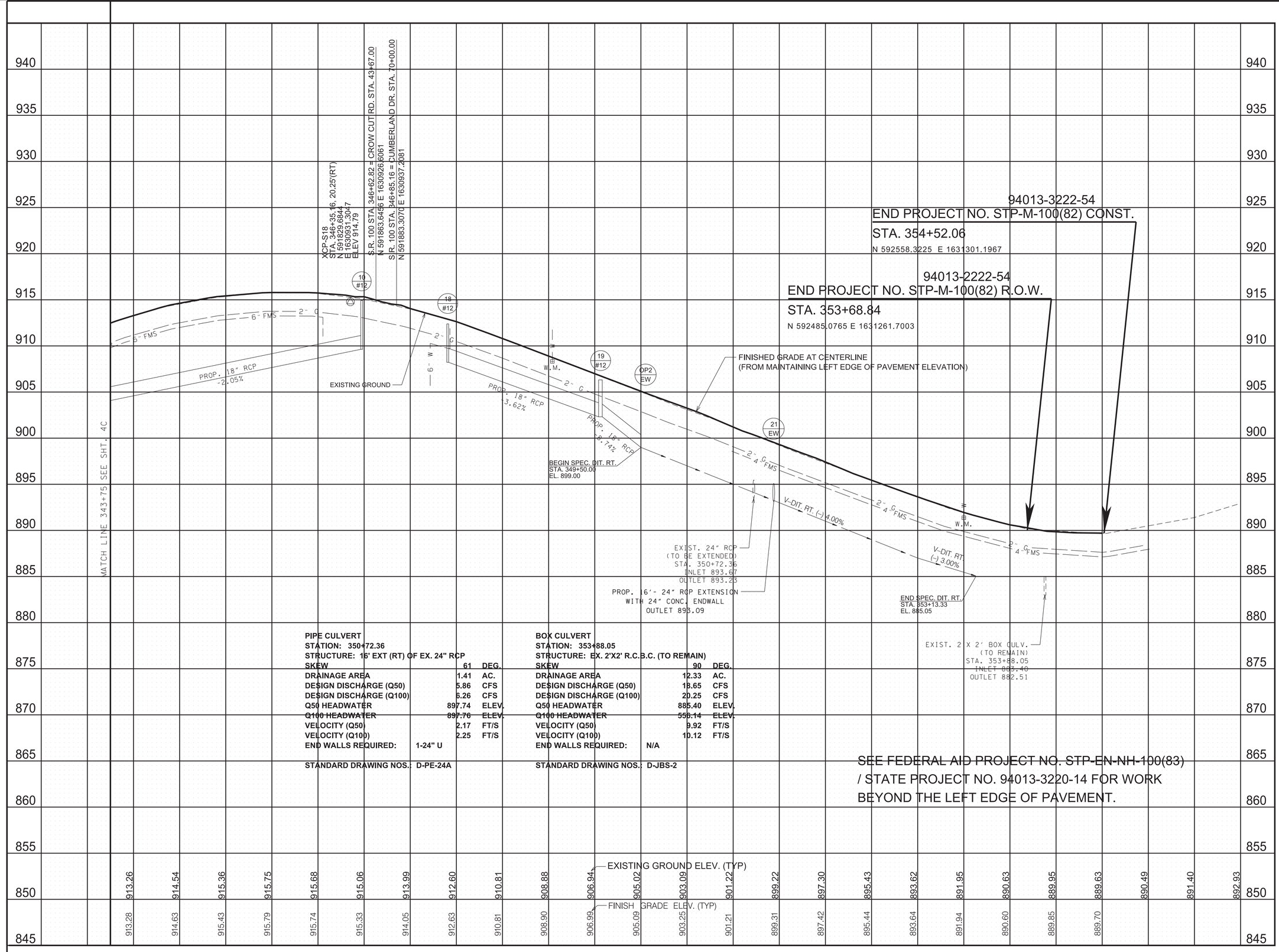
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	5C
PIH	2025	STP-M-100(82)	5C
PS&E	2025	STP-M-100(82)	5C



PIPE CULVERT			BOX CULVERT		
STATION: 350+72.36			STATION: 353+88.05		
STRUCTURE: 16' EXT (RT) OF EX. 24" RCP			STRUCTURE: EX. 2'X2' R.C.B.C. (TO REMAIN)		
SKEW	61	DEG.	SKEW	90	DEG.
DRAINAGE AREA	1.41	AC.	DRAINAGE AREA	12.33	AC.
DESIGN DISCHARGE (Q50)	5.86	CFS	DESIGN DISCHARGE (Q50)	18.65	CFS
DESIGN DISCHARGE (Q100)	6.26	CFS	DESIGN DISCHARGE (Q100)	20.25	CFS
Q50 HEADWATER	897.74	ELEV.	Q50 HEADWATER	885.40	ELEV.
Q100 HEADWATER	897.76	ELEV.	Q100 HEADWATER	555.14	ELEV.
VELOCITY (Q50)	2.17	FT/S	VELOCITY (Q50)	9.92	FT/S
VELOCITY (Q100)	2.25	FT/S	VELOCITY (Q100)	10.12	FT/S
END WALLS REQUIRED:	1-24" U		END WALLS REQUIRED:	N/A	
STANDARD DRAWING NOS.:	D-PE-24A		STANDARD DRAWING NOS.:	D-JBS-2	

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

	343+00	344+00	345+00	346+00	347+00	348+00	349+00	350+00	351+00	352+00	353+00	354+00	355+00	356+00
EXISTING GROUND ELEV. (TYP)		913.26	914.54	915.36	915.75	915.68	915.06	913.99	912.60	910.81	908.88	906.94	905.02	903.09	901.22	899.22	897.30	895.43	893.62	891.95	890.63	889.95	889.63	890.49	891.40	892.93
FINISH GRADE ELEV. (TYP)		913.28	914.63	915.43	915.79	915.74	915.33	914.05	912.63	910.81	908.90	906.99	905.09	903.25	901.21	899.31	897.42	895.44	893.64	891.94	890.60	889.85	889.70			

SEALED BY

MICHAEL W. MORRIS
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AGRICULTURE
COMMERCE
NO. 107585
STATE OF TENNESSEE

02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 343+75 TO STA. 356+00

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

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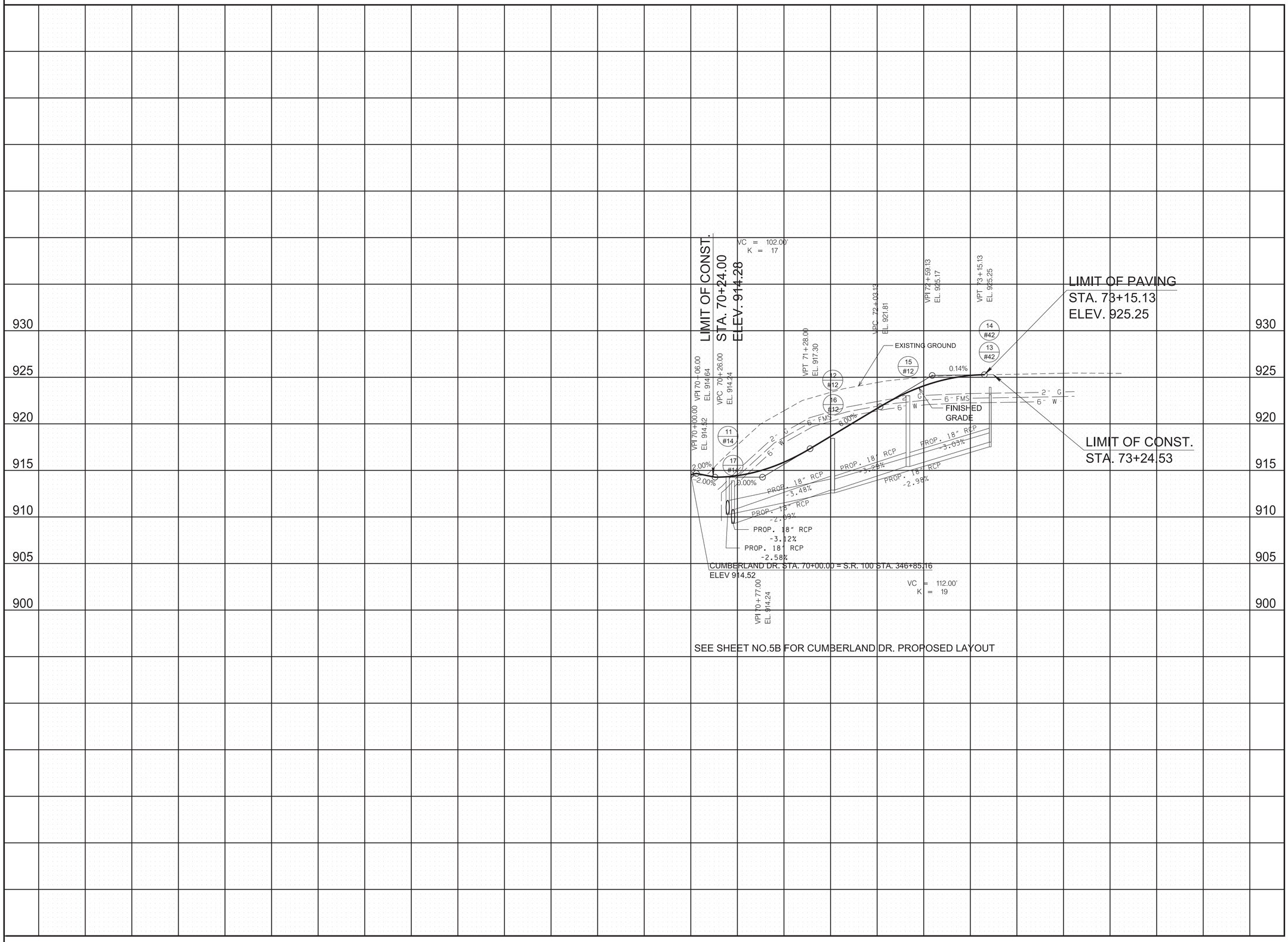
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	6
PIH	2025	STP-M-100(82)	6
PS&E	2025	STP-M-100(82)	6



SEE SHEET NO.5B FOR CUMBERLAND DR. PROPOSED LAYOUT

SEALED BY

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107585
STATE OF TENNESSEE

02/19/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

Cumberland Drive

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

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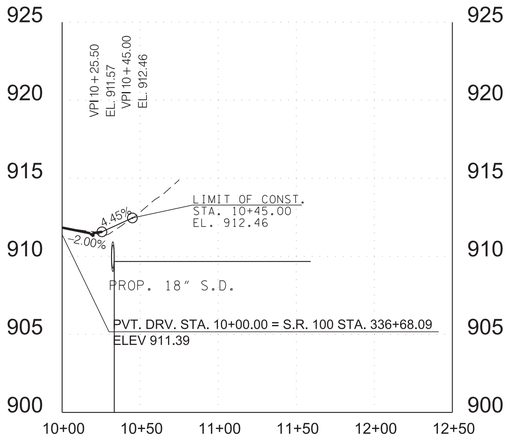
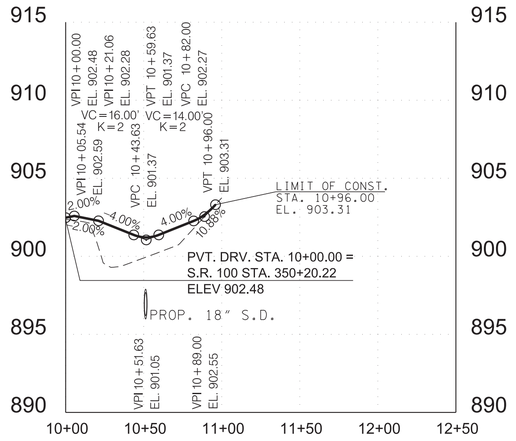
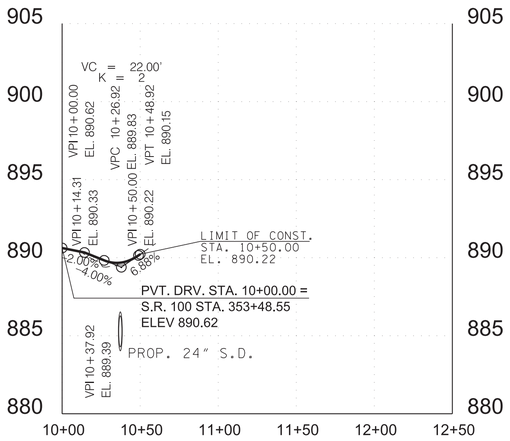
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	7
PIH	2025	STP-M-100(82)	7
PS&E	2025	STP-M-100(82)	7



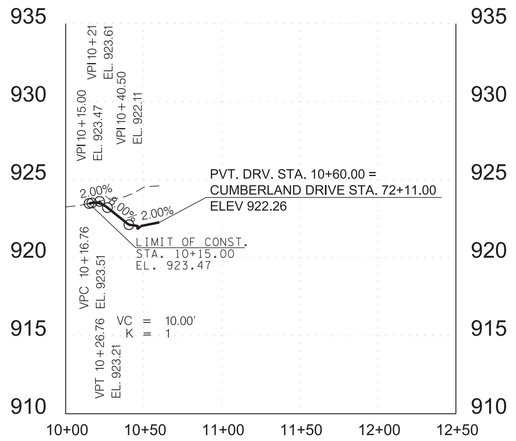
12' PVT. DRV. (ASP.) RT. 336+68.09
16' - 18" S.D. REQ'D.
TRACT NO. 16



12' PVT. DRV. (GRAVEL) RT. 350+20.22
56' - 18" S.D. REQ'D.
TRACT NO. 50



12' PVT. DRV. (CONC.) RT. 353+48.55
32' - 24" S.D. REQ'D.
TRACT NO. 51



12' PVT. DRV. (ASP.) RT. 72+11.00
NO S.D. REQ'D.
TRACT NO. 49

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STATE OF TENNESSEE

02/19/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILES OF PRIVATE DRIVES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	8
PIH	2025	STP-M-100(82)	8
PS&E	2025	STP-M-100(82)	8

94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-3222-54
END PROJECT NO. STP-M-100(82) CONST.
STA. 354+52.06
N 592558.3225 E 1631301.1967

94013-2222-54
END PROJECT NO. STP-M-100(82) R.O.W.
STA. 353+68.84
N 592485.0765 E 1631261.7003

CROW CUT RD. STA. 43+67.00 =
S.R. 100 STA. 346+62.82
N 591863.6456
E 1630926.6061

CROW CUT RD. STA. 39+67.00
N 592129.8722
E 1630636.9547

CUMBERLAND DR. STA. 70+00.00 =
S.R. 100 STA. 346+85.16
N 591883.3070
E 1630937.2081

330 335 340 345 350 355 360

S 38° 47' 40" E
S 62° 49' 55" E
N 28° 19' 56" E
N 28° 30' 06" E
S61° 39'54"E
N 28° 20' 06" E
S14° 01' 39" E
S17° 45' 59" E

4'X6' RCBC
24" RCP
STR-1
SEP-1
2'X2' RCBC
WWC-1/EPH-1
WWC-2/EPH-2
WWC-3/EPH-3

STR-1 RUNS THRU THE 2'x 2' BOX CULVERT FROM SEP-1. STR-1 TOP OF BANK IS NOT WELL DEFINED, DATE 10/19/22.

LIMIT OF CONST.
STA.73+24.53

CUMBERLAND DR. STA. 74+64.00
N 591776.7502
E 1631387.4375

DRAINAGE DATA FOR
STATION: 341+07.87
EXISTING STRUCTURE: 4'X6' RCBC

INLET	889.08	ELEV.
OUTLET	887.76	ELEV.
SKEW	90	DEG.
FLOW	LEFT	
DRAINAGE AREA	18.46	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	3	%
DISCHARGE (Q50)	25.99	CFS
DISCHARGE (Q100)	28.27	CFS
VELOCITY (Q50)	6.95	FT/S
VELOCITY (Q100)	7.38	FT/S

DRAINAGE DATA FOR
STATION: 350+72.36
EXISTING STRUCTURE: 24" RCP

INLET	893.67	ELEV.
OUTLET	893.23	ELEV.
SKEW	60 RT	DEG.
FLOW	RIGHT	
DRAINAGE AREA	1.03	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	0	%
DISCHARGE (Q50)	2.98	CFS
DISCHARGE (Q100)	3.18	CFS
VELOCITY (Q50)	4.77	FT/S
VELOCITY (Q100)	4.84	FT/S

DRAINAGE DATA FOR
STATION: 353+88.05
EXISTING STRUCTURE: 2'X2' RCBC (FULL OF DEBRIS)

INLET	883.40	ELEV.
OUTLET	882.51	ELEV.
SKEW	90	DEG.
FLOW	LEFT	
DRAINAGE AREA	11.04	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	9.4	%
DISCHARGE (Q50)	17.58	CFS
DISCHARGE (Q100)	19.08	CFS
VELOCITY (Q50)	7.97	FT/S
VELOCITY (Q100)	8.30	FT/S

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STATE OF TENNESSEE

02/19/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 330+00 TO STA. 360+00
SCALE: 1"=100'

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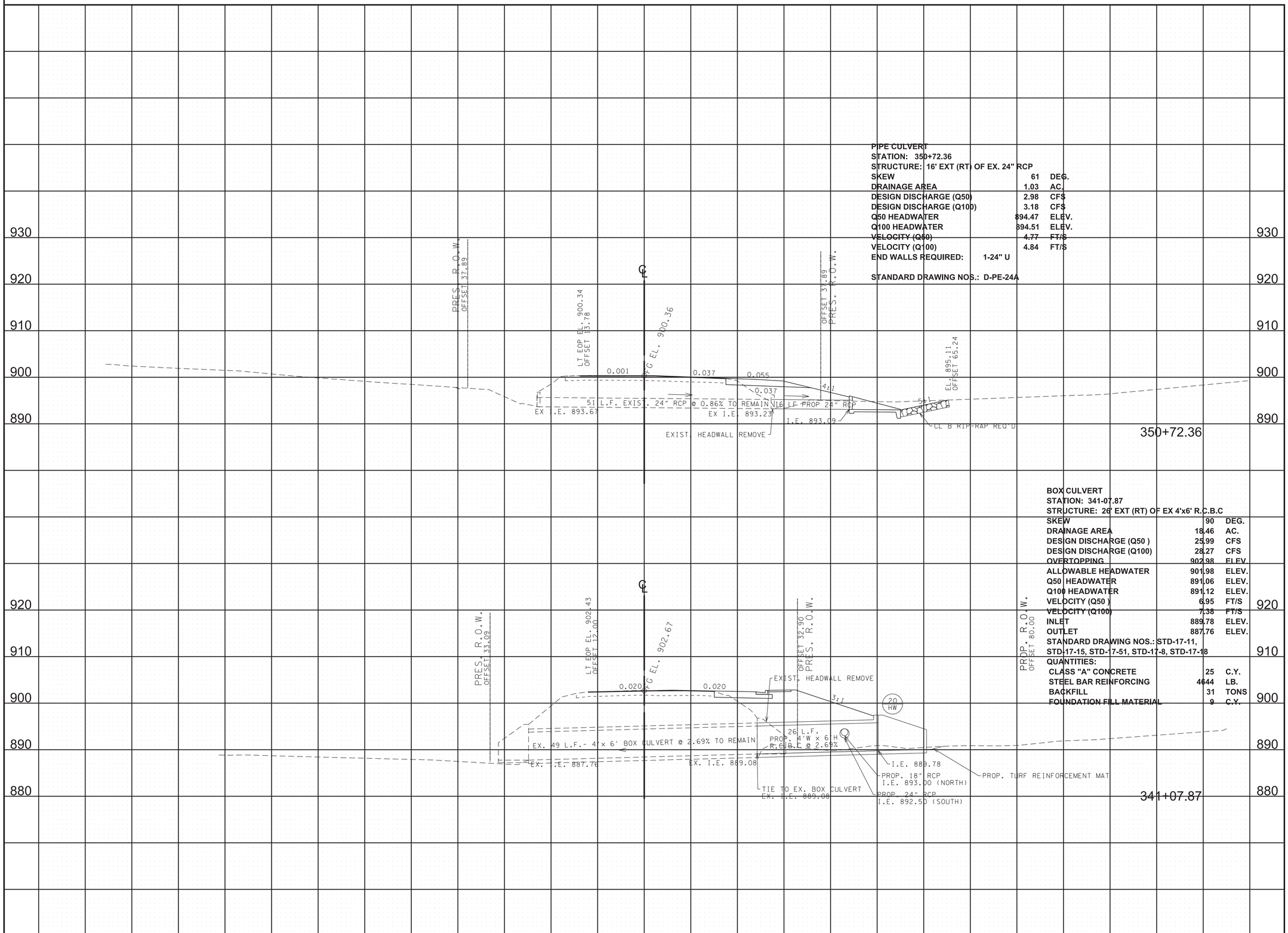
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	9
PIH	2025	STP-M-100(82)	9
PS&E	2025	STP-M-100(82)	9

REV. 10-29-24: REVISED PROPOSED BOX CULVERT EXTENTION LENGTH AND DRAINAGE DATA FOR STA. 341+07.87.



PIPE CULVERT
STATION: 350+72.36
STRUCTURE: 16' EXT (RT) OF EX. 24" RCP

SKEW	61	DEG.
DRAINAGE AREA	1.03	AC.
DESIGN DISCHARGE (Q50)	2.98	CFS
DESIGN DISCHARGE (Q100)	3.18	CFS
Q50 HEADWATER	894.47	ELEV.
Q100 HEADWATER	894.51	ELEV.
VELOCITY (Q50)	4.77	FT/S
VELOCITY (Q100)	4.84	FT/S

END WALLS REQUIRED: 1-24" U

STANDARD DRAWING NOS.: D-PE-24A

BOX CULVERT
STATION: 341-07.87
STRUCTURE: 26' EXT (RT) OF EX 4'x6' R.C.B.C

SKEW	90	DEG.
DRAINAGE AREA	18.46	AC.
DESIGN DISCHARGE (Q50)	25.99	CFS
DESIGN DISCHARGE (Q100)	28.27	CFS
OVERTOPPING	902.98	ELEV.
ALLOWABLE HEADWATER	901.98	ELEV.
Q50 HEADWATER	891.06	ELEV.
Q100 HEADWATER	891.12	ELEV.
VELOCITY (Q50)	6.95	FT/S
VELOCITY (Q100)	7.38	FT/S
INLET	889.78	ELEV.
OUTLET	887.76	ELEV.

STANDARD DRAWING NOS.: STD-17-11, STD-17-15, STD-17-51, STD-17-8, STD-17-18

QUANTITIES:

CLASS "A" CONCRETE	25	C.Y.
STEEL BAR REINFORCING	4644	LB.
BACKFILL	31	TONS
FOUNDATION FILL MATERIAL	9	C.Y.

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STATE OF TENNESSEE

Michael W. Morris
02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

STA. 341+07.87
TO
STA. 350+72.36

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

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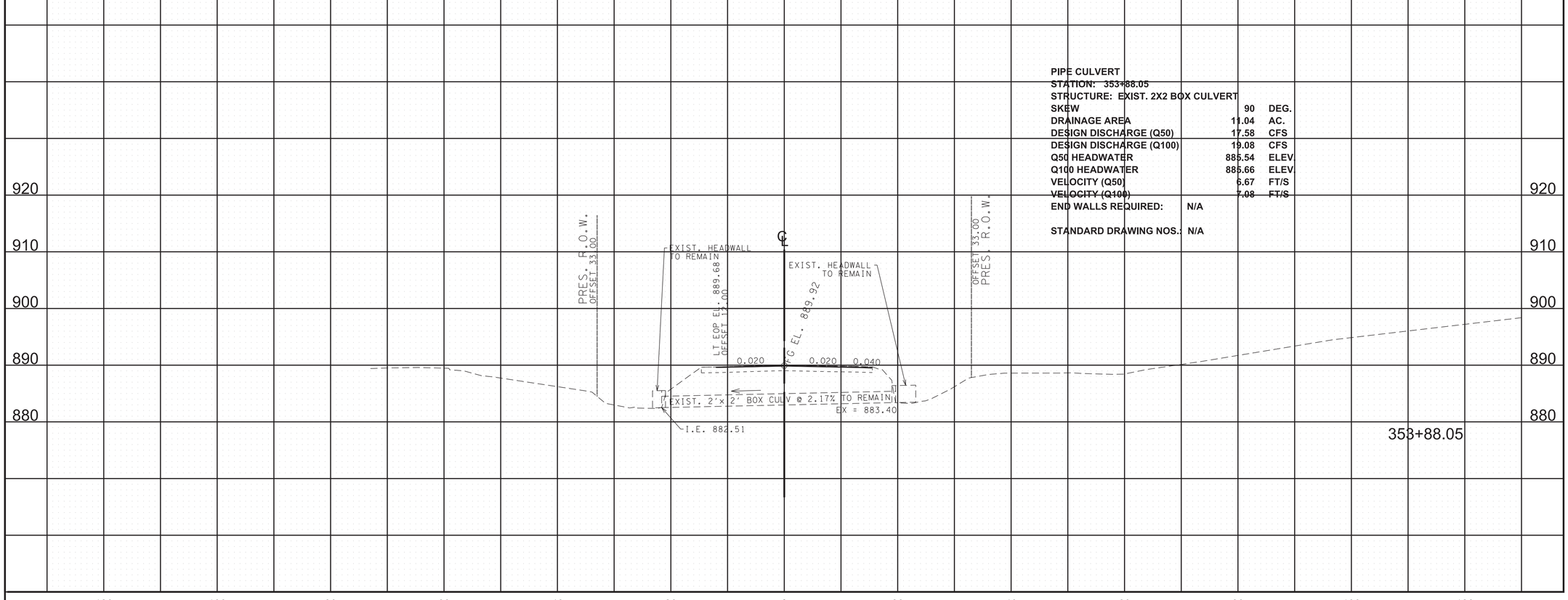
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	10
PIH	2025	STP-M-100(82)	10
PS&E	2025	STP-M-100(82)	10



PIPE CULVERT
STATION: 353+88.05
STRUCTURE: EXIST. 2X2 BOX CULVERT

SKEW	90	DEG.
DRAINAGE AREA	11.04	AC.
DESIGN DISCHARGE (Q50)	17.58	CFS
DESIGN DISCHARGE (Q100)	19.08	CFS
Q50 HEADWATER	885.54	ELEV
Q100 HEADWATER	885.66	ELEV
VELOCITY (Q50)	6.67	FT/S
VELOCITY (Q100)	7.08	FT/S

END WALLS REQUIRED: N/A

STANDARD DRAWING NOS.: N/A

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STATE OF TENNESSEE

02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

STA. 353+88.05
TO
STA. 353+88.05

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

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EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

(30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

(31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

(32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

(33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

(34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

(36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

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

(38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.

(39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

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

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(10)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	325
(2),(3)	209-05	SEDIMENT REMOVAL	C.Y.	275
(2),(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	EACH	350
(2),(3)	209-08.07	ROCK CHECK DAM	EACH	16
(2),(3)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	13
(2),(3)	209-08.09	FILTER SOCK CHECK DAM	EACH	2
(2),(3)	209-09.01	SANDBAGS	BAG	650
(2),(3)	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	16
(2),(3)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	25
(2),(3)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	2
(2),(3)	209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	16
(2),(3)	209-40.47	CATCH BASIN FILTER ASSEMBLY(TYPE 7)	EACH	3
(2),(3),(6)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	17
(2),(3)	621-03.05	36" TEMPORARY DRAINAGE PIPE	L.F.	166
(2),(3)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	95
(2),(3),(7)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	151
(2),(3),(8)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	92
(1),(2),(3),(9)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	476
(2),(3)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1310
(2),(3),(4)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	44
(2),(3),(4)	801-02	SEEDING (WITHOUT MULCH)	UNIT	6
(5)	801-03	WATER (SEEDING & SODDING)	M.G.	6
(2),(3)	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.	484

FOOTNOTES

(1) THE USE OF MONOFILAMENT-TYPE EROSION CONTROL NETTING OR BLANKET IS PROHIBITED IN THE STREAM CHANNEL, STREAM BANKS, OR ANY RIPARIAN AREAS BEING DISTURBED WITHIN 30 FEET OF TOP OF BANK AND THE BLANKET/NETTING USED MUST BE BIODEGRADABLE.

(2) SEE SUBSECTION 209.07 OF STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

(3) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(4) 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.

(5) INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

(6) 17 TONS USED FOR CULVERT PROTECTION TYPE 1.

(7) 151 TONS USED FOR TEMPORARY CONSTRUCTION EXITS.

(8) 92 TONS USED FOR CULVERT PROTECTION TYPE 1.

(9) 215 S.Y. USED FOR CULV. PROT. TYPE 1 AND 261 S.Y. USED FOR TEMP. CONST. EXITS.

(10) 210 C.Y. FOR TEMPORARY BERM AND 115 C.Y. FOR TEMP. CONST. EXIT EXC.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
✳ SFB ✳ SFB ✳ SFB ✳	SILT FENCE WITH WIRE BACKING	EC-STR-3C
TTTTTTTTT	TEMPORARY BERM	EC-STR-27
✳✳TUBE 12"✳✳TUBE 12"✳✳	12 INCH SEDIMENT TUBE	EC-STR-37
✳✳SOCK 12"✳✳SOCK 12"✳✳	12 INCH FILTER SOCK	EC-STR-8
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TURF REINFORCEMENT MAT	EC-STR-36
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	TEMPORARY DIVERSION CULVERT (DESCRIBE NUMBER AND SIZE OF PIPES)	EC-STR-32
	SUSPENDED PIPE DIVERSION	EC-STR-33 EC-STR-33A

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
D	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
2	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EC-STR-42
7	CATCH BASIN FILTER ASSEMBLY (TYPE 7)	EC-STR-47
4	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
✳ HVF ✳ HVF ✳	HIGH VISIBILITY FENCE	S-F-1

NOTE: TEMPORARY CONSTRUCTION EXIT TO BE FIELD LOCATED BY THE ENGINEER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	11
PIH	2025	STP-M-100(82)	11
PS&E	2025	STP-M-100(82)	11

REV. 10-29-24: REVISED EPSC LEGEND AND TABULATED QUANTITIES.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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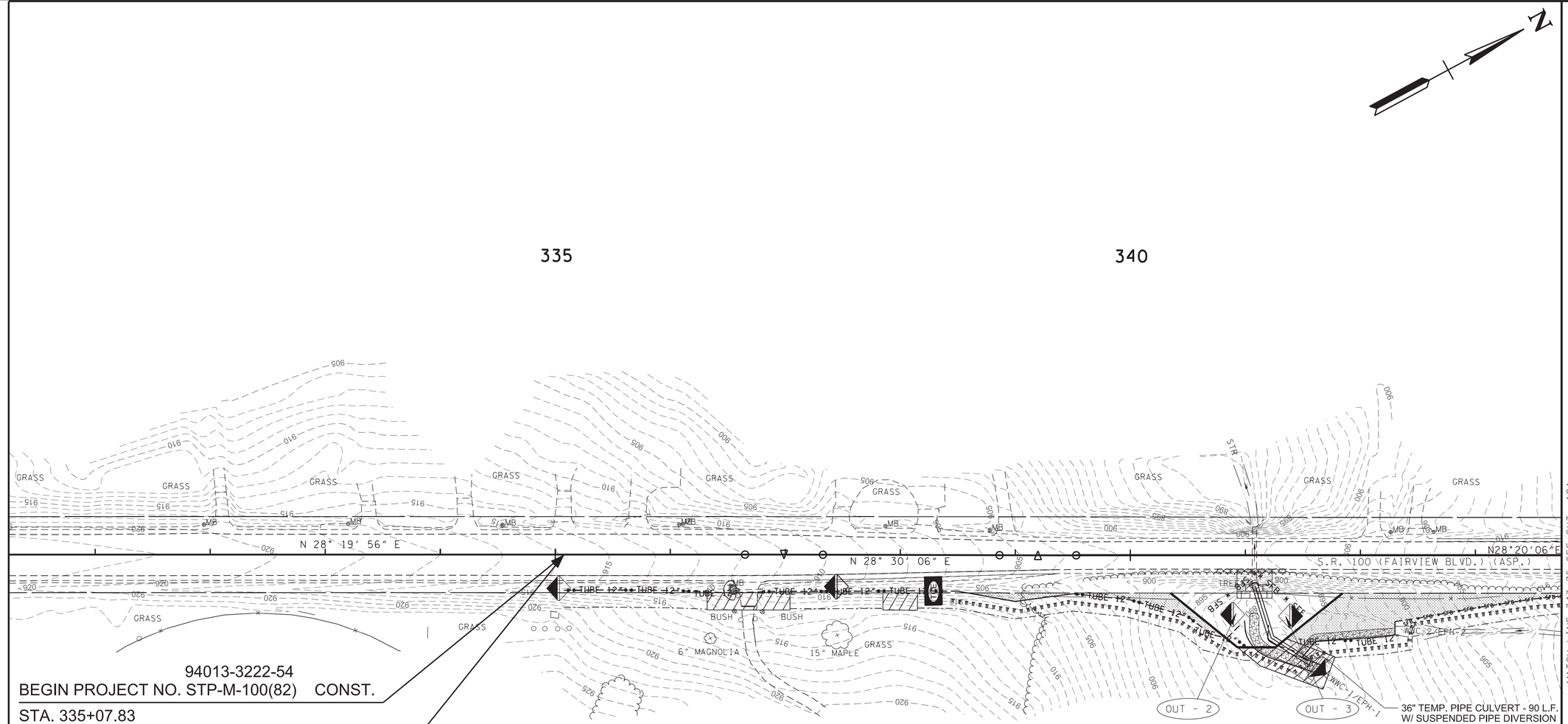
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	12
PIH	2025	STP-M-100(82)	12
PS&E	2025	STP-M-100(82)	12

REV. 10-29-24: REVISED EPSC PLANS.



94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.

STA. 335+07.83

N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607

NOTE: EXISTING CONTOURS SHOWN.

OUTFALL	AREA (AC.)	AVERAGE SLOPE(%)	COMMENTS
2	2.33	0.03	
3	1.13	0.05	

NOTE:
CONTRACTOR SHALL CONSTRUCT BOX CULVERT EXTENSION IN THE DRY. CONTRACTOR SHALL INSTALL SUSPENDED PIPE DIVERSION (EC-STR-33A) AT THE END OF EACH DAY AND DURING ANY RAIN EVENTS.

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

STAGE 1

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02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 330+00 TO STA. 343+75

SCALE: 1"= 50'

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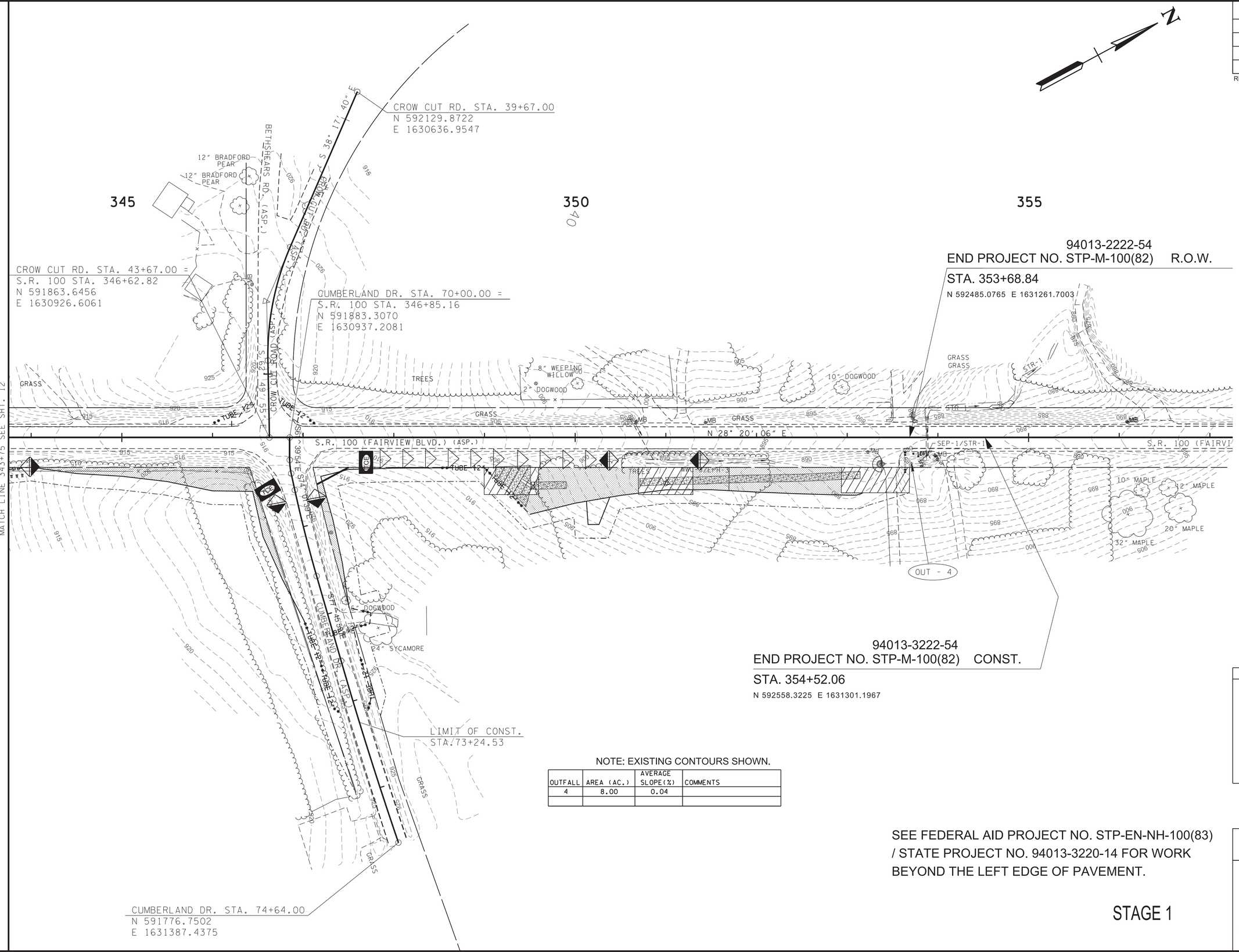
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	12A
PIH	2025	STP-M-100(82)	12A
PS&E	2025	STP-M-100(82)	12A

REV. 10-29-24: REVISED EPSC PLANS.



94013-3222-54
END PROJECT NO. STP-M-100(82) CONST.
STA. 354+52.06
N 592558.3225 E 1631301.1967

NOTE: EXISTING CONTOURS SHOWN.

OUTFALL	AREA (AC.)	AVERAGE SLOPE(%)	COMMENTS
4	8.00	0.04	

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

STAGE 1

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02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 343+75 TO STA. 357+00

SCALE: 1"= 50'

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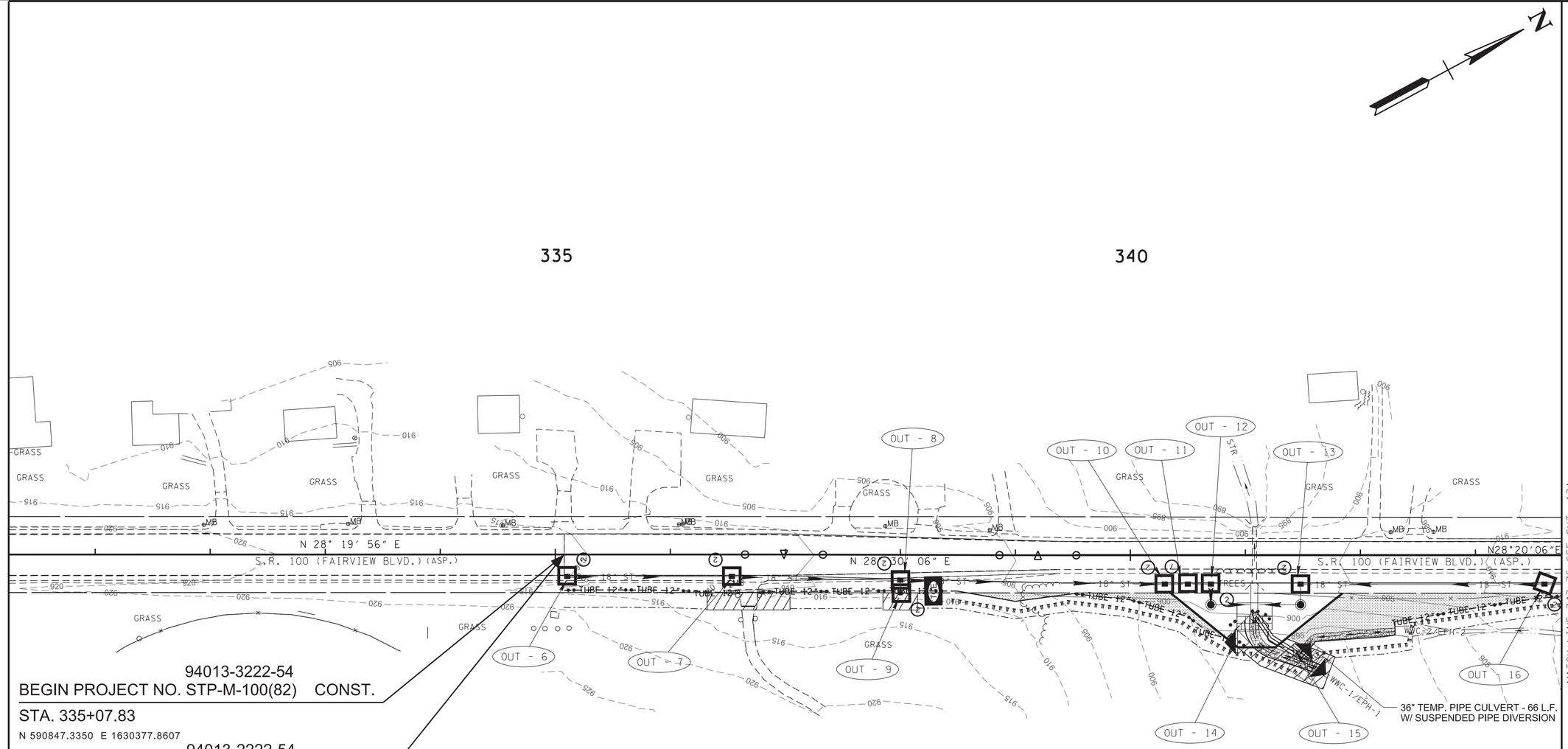
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	13
PIH	2025	STP-M-100(82)	13
PS&E	2025	STP-M-100(82)	13

REV. 10-29-24: REVISED EPSC PLANS.



94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.
STA. 335+07.83
N 590847.3350 E 1630377.8607

OUTFALL	AREA (AC.)	AVERAGE SLOPE(%)	COMMENTS
6	0.33	0.02	
7	0.09	0.03	
8	0.09	0.03	
9	1.31	0.01	
10	0.27	0.03	
11	0.02	0.01	
12	0.05	0.02	
13	0.13	0.04	
14	0.15	0.08	
15	0.46	0.07	
16	0.21	0.02	

NOTE:
CONTRACTOR SHALL CONSTRUCT BOX CULVERT EXTENSION IN THE DRY. CONTRACTOR SHALL INSTALL SUSPENDED PIPE DIVERSION (EC-STR-33A) AT THE END OF EACH DAY AND DURING ANY RAIN EVENTS.

PROPOSED CONTOURS SHOWN

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

STAGE 2

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02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 330+00 TO STA. 343+75

SCALE: 1"= 50'

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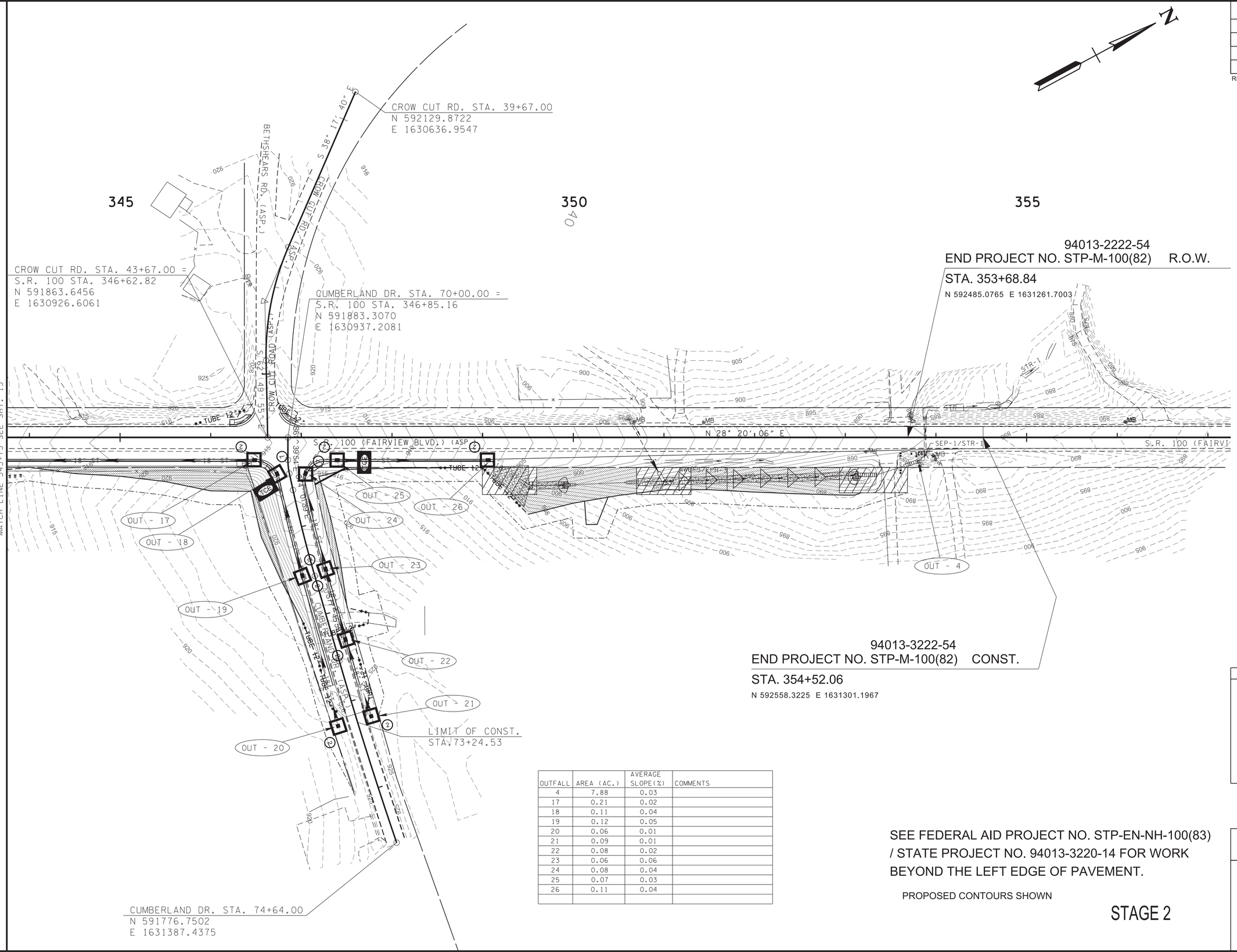
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	13A
PIH	2025	STP-M-100(82)	13A
PS&E	2025	STP-M-100(82)	13A

REV. 10-29-24: REVISED EPSC PLANS.



OUTFALL	AREA (AC.)	AVERAGE SLOPE(%)	COMMENTS
4	7.88	0.03	
17	0.21	0.02	
18	0.11	0.04	
19	0.12	0.05	
20	0.06	0.01	
21	0.09	0.01	
22	0.08	0.02	
23	0.06	0.06	
24	0.08	0.04	
25	0.07	0.03	
26	0.11	0.04	

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

PROPOSED CONTOURS SHOWN

STAGE 2

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02/19/2025

COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 343+75 TO STA. 357+00

SCALE: 1"= 50'

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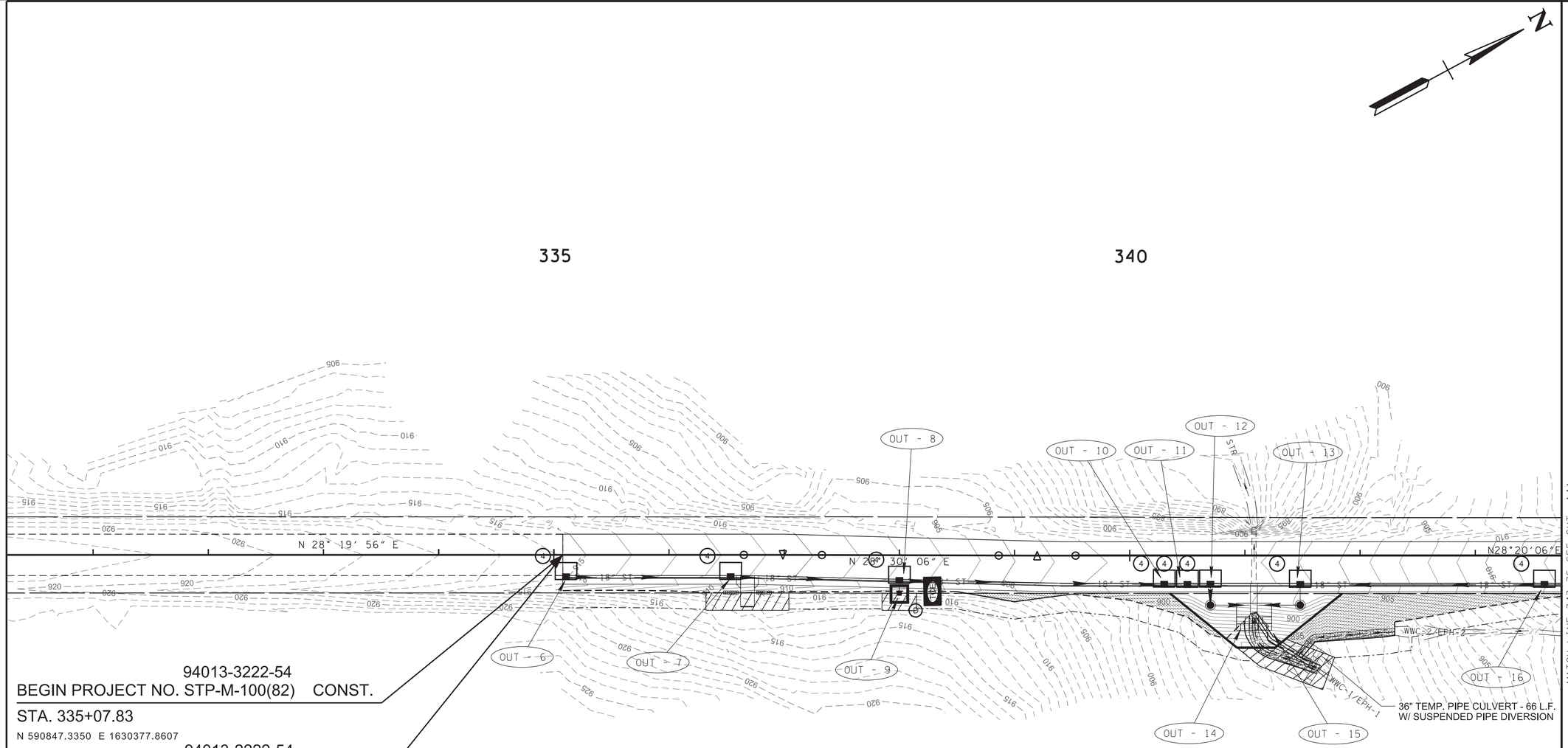
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	14
PIH	2025	STP-M-100(82)	14
PS&E	2025	STP-M-100(82)	14

REV. 10-29-24: REVISED EPSC PLANS.



94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.

STA. 335+07.83

N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607

OUTFALL	AREA (AC.)	AVERAGE SLOPE(%)	COMMENTS
6	0.33	0.02	
7	0.09	0.03	
8	0.09	0.03	
9	1.31	0.01	
10	0.27	0.03	
11	0.02	0.01	
12	0.05	0.02	
13	0.13	0.04	
14	0.15	0.08	
15	0.46	0.07	
16	0.21	0.02	

NOTE:
CONTRACTOR SHALL CONSTRUCT BOX CULVERT EXTENSION IN THE DRY. CONTRACTOR SHALL INSTALL SUSPENDED PIPE DIVERSION (EC-STR-33A) AT THE END OF EACH DAY AND DURING ANY RAIN EVENTS.

PROPOSED CONTOURS SHOWN

NOTE:

PERMANENT STABILIZATION WITH SOD SHALL BE INSTALLED AS SOON AS POSSIBLE AFTER FINISH GRADES ARE COMPLETED. IF THE CONTRACTOR CANNOT INSTALL PERMANENT STABILIZATION WITHIN 14 DAYS, TEMPORARY STABILIZATION SHALL BE INSTALLED.

EPSC MEASURES SHOULD REMAIN IN PLACE FROM PHASE 2 UNTIL FINAL STABILIZATION HAS BEEN APPLIED AND AT LEAST 70% OF VEGETATION HAS BEEN ESTABLISHED.

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

STAGE 3

SEALED BY

02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

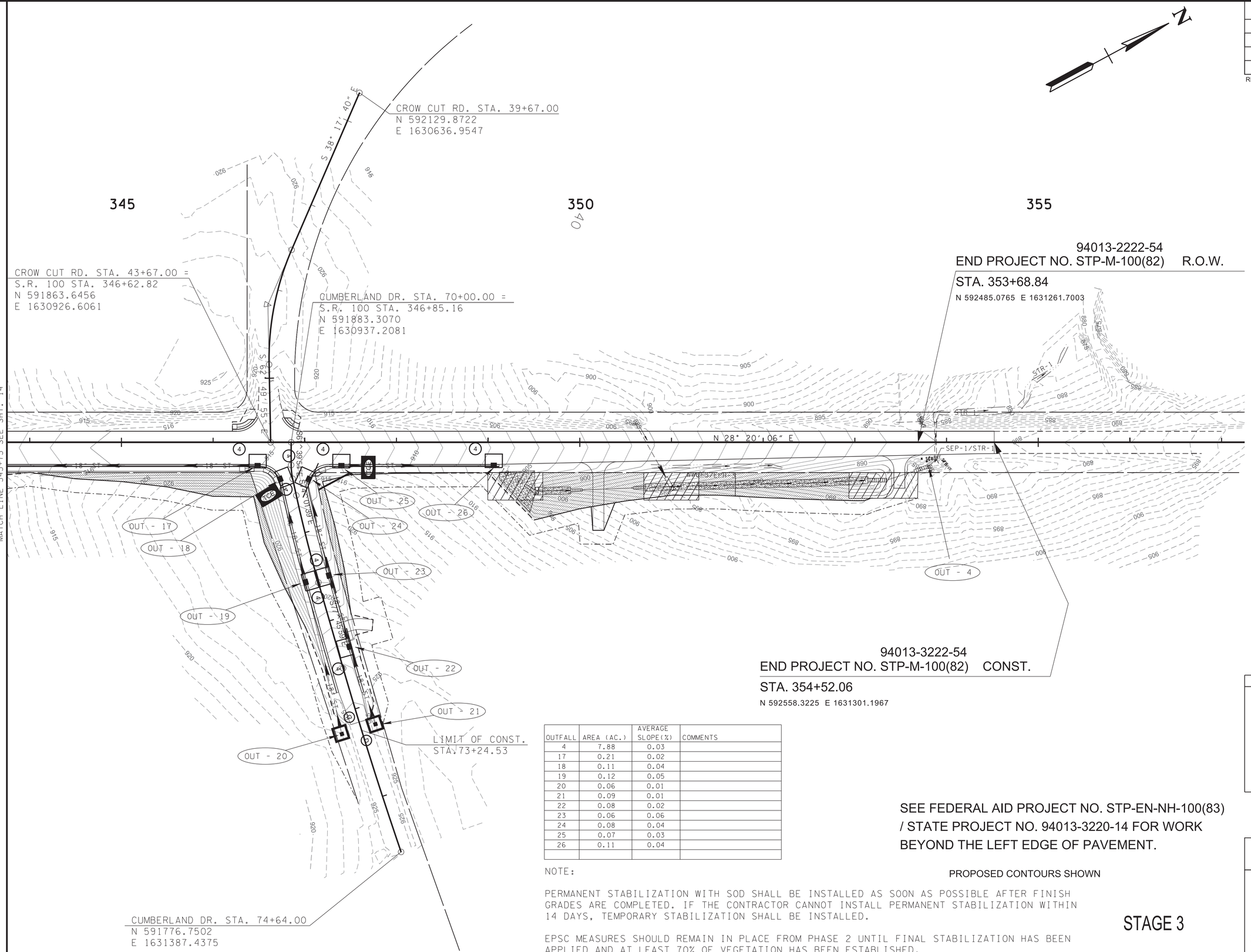
STA. 330+00 TO STA. 343+75

SCALE: 1"= 50'

2/19/2025 3:36:01 PM
Y:\Projects\0010000\0014000\14285 TDOT Roadway 2017-2020\WO #20 SR100 Intersection Improvement\DGN\014.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	14A
PIH	2025	STP-M-100(82)	14A
PS&E	2025	STP-M-100(82)	14A

REV. 10-29-24: REVISED EPSC PLANS.



OUTFALL	AREA (AC.)	AVERAGE SLOPE(%)	COMMENTS
4	7.88	0.03	
17	0.21	0.02	
18	0.11	0.04	
19	0.12	0.05	
20	0.06	0.01	
21	0.09	0.01	
22	0.08	0.02	
23	0.06	0.06	
24	0.08	0.04	
25	0.07	0.03	
26	0.11	0.04	

NOTE:

PERMANENT STABILIZATION WITH SOD SHALL BE INSTALLED AS SOON AS POSSIBLE AFTER FINISH GRADES ARE COMPLETED. IF THE CONTRACTOR CANNOT INSTALL PERMANENT STABILIZATION WITHIN 14 DAYS, TEMPORARY STABILIZATION SHALL BE INSTALLED.

EPSC MEASURES SHOULD REMAIN IN PLACE FROM PHASE 2 UNTIL FINAL STABILIZATION HAS BEEN APPLIED AND AT LEAST 70% OF VEGETATION HAS BEEN ESTABLISHED.

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

PROPOSED CONTOURS SHOWN

STAGE 3

SEALED BY

MICHAEL W. MORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107584
STATE OF TENNESSEE

02/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 343+75 TO STA. 357+00

SCALE: 1"= 50'

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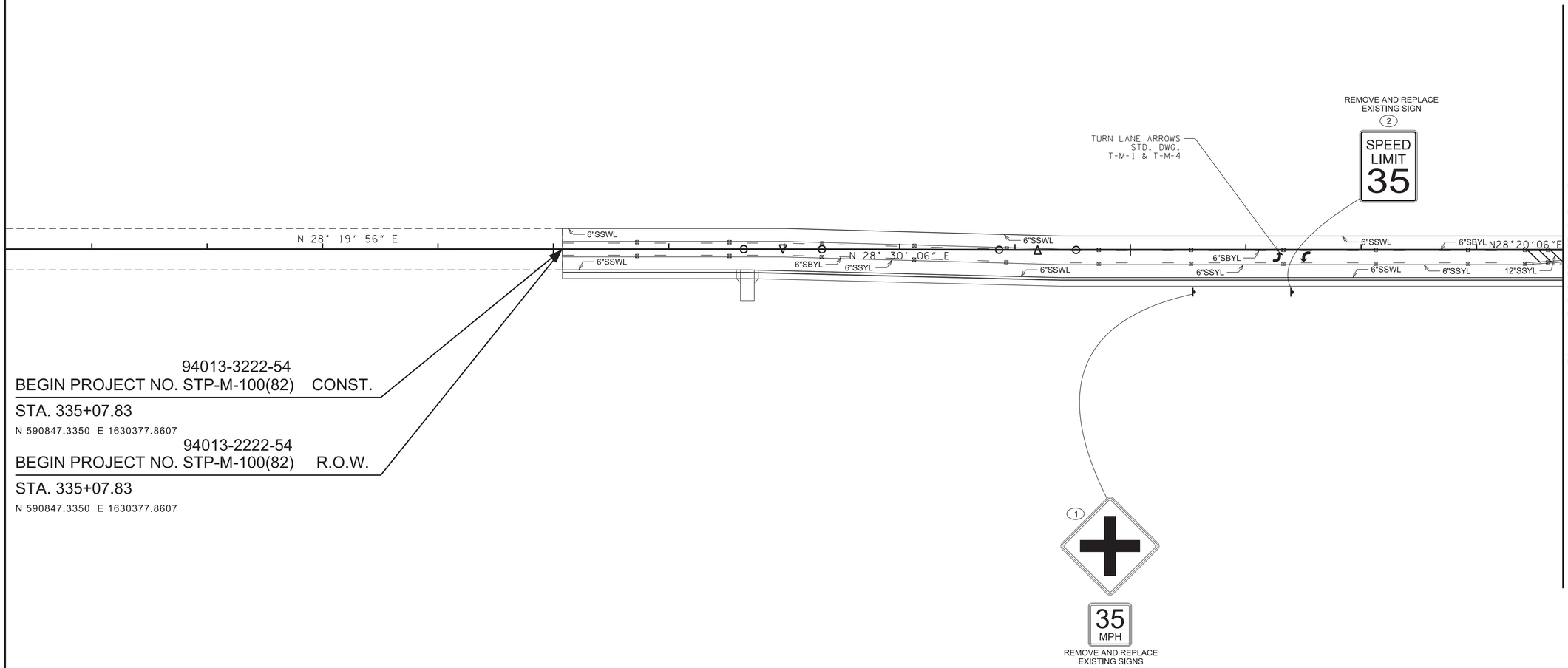
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	15
PS&E	2025	STP-M-100(82)	15

335

340



94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.

STA. 335+07.83

N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607

MARKING ABBREVIATIONS	
SSWL-SINGLE SOLID WHITE LINE	DBYL- DOUBLE BROKEN YELLOW LINE
SSYL- SINGLE SOLID YELLOW LINE	DWL- DOTTED WHITE LINE
SBWL- SINGLE BROKEN WHITE LINE	DYL- DOTTED YELLOW LINE
SBYL- SINGLE BROKEN YELLOW LINE	HWL- HASHED WHITE LINE
DSYL- DOUBLE SOLID YELLOW LINE	HYL- HASHED YELLOW LINE

SEALED BY

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COMMERCE
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02/19/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 330+25 TO STA. 343+75

SCALE: 1"= 50'

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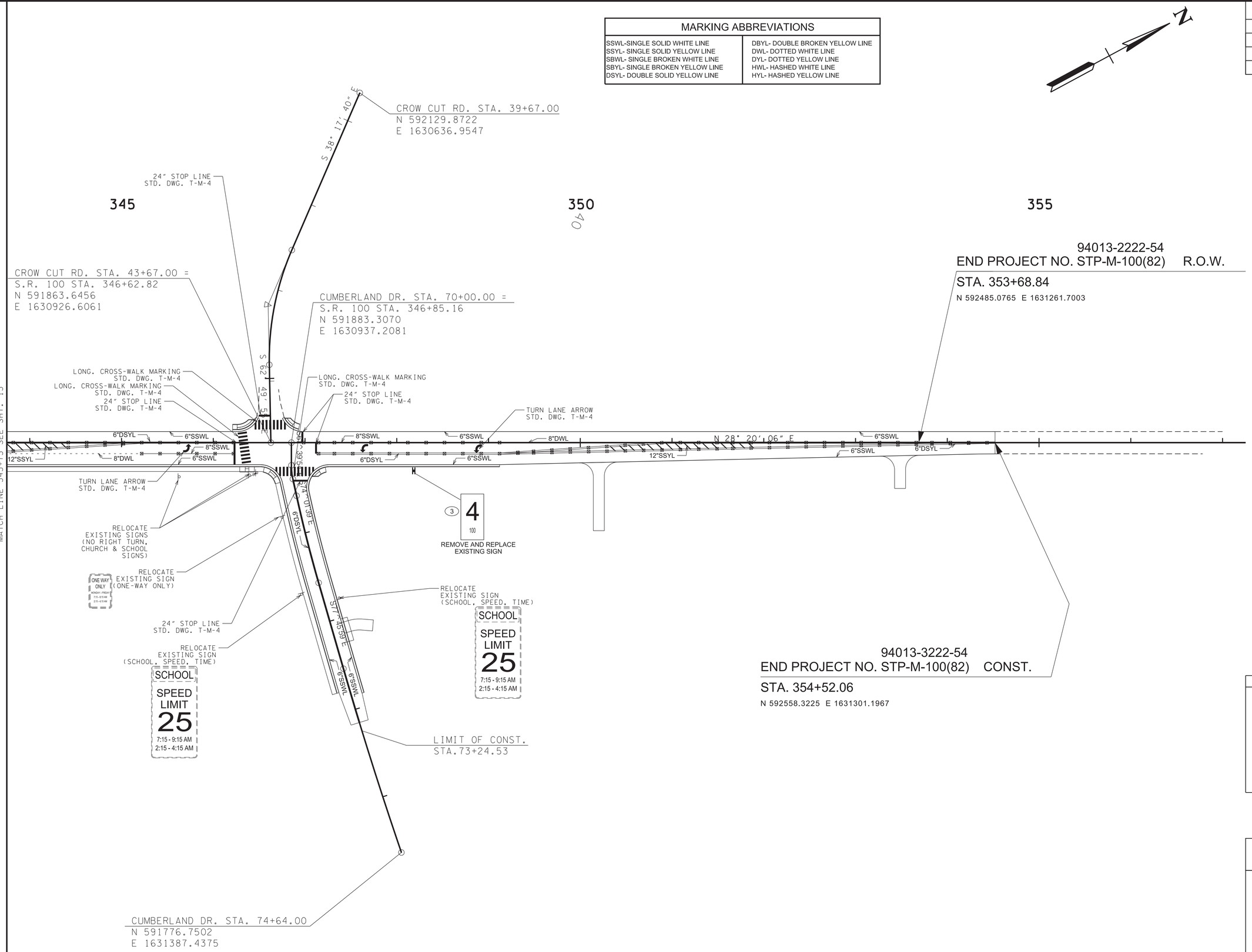
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	15A
PS&E	2025	STP-M-100(82)	15A

MARKING ABBREVIATIONS

SSWL-SINGLE SOLID WHITE LINE	DBYL- DOUBLE BROKEN YELLOW LINE
SSYL- SINGLE SOLID YELLOW LINE	DWL- DOTTED WHITE LINE
SBWL- SINGLE BROKEN WHITE LINE	DYL- DOTTED YELLOW LINE
SBYL- SINGLE BROKEN YELLOW LINE	HWL- HASHED WHITE LINE
DSYL- DOUBLE SOLID YELLOW LINE	HYL- HASHED YELLOW LINE



SEALED BY

02/19/2025

COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 343+75 TO STA. 357+25

SCALE: 1"= 50'

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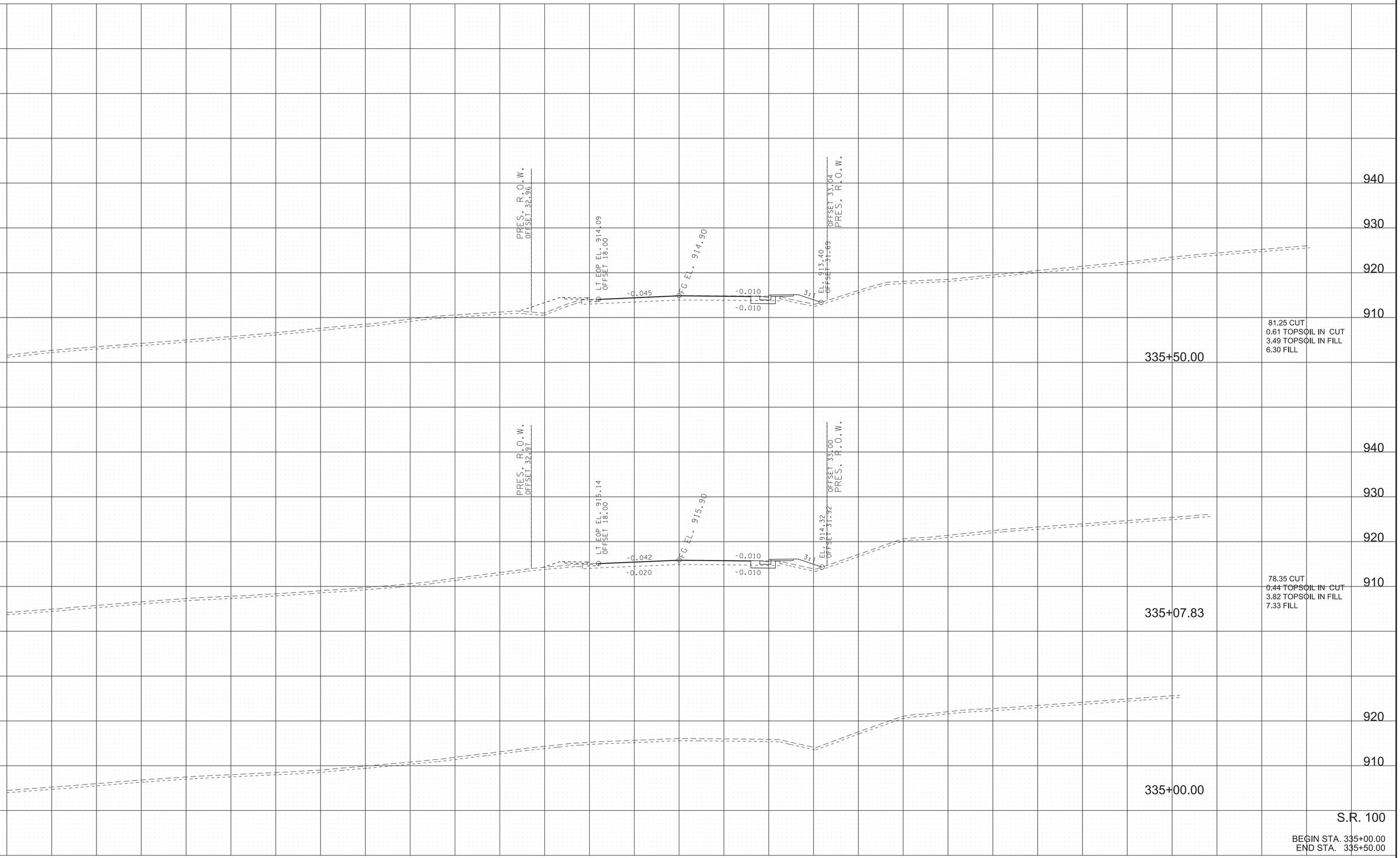
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	15
PIH	2025	STP-M-100(82)	16
PS&E	2025	STP-M-100(82)	16



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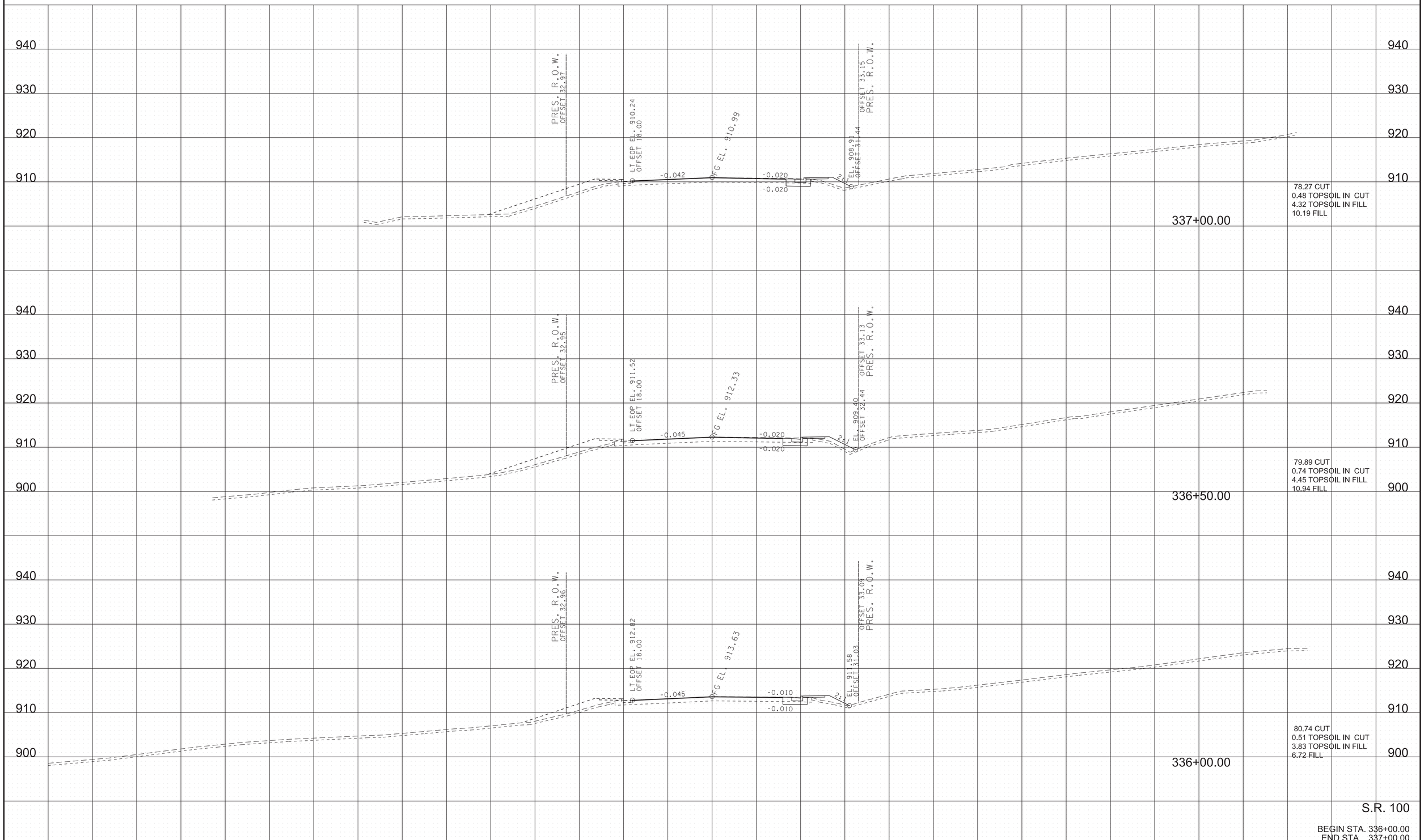
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	16
PIH	2025	STP-M-100(82)	17
PS&E	2025	STP-M-100(82)	17



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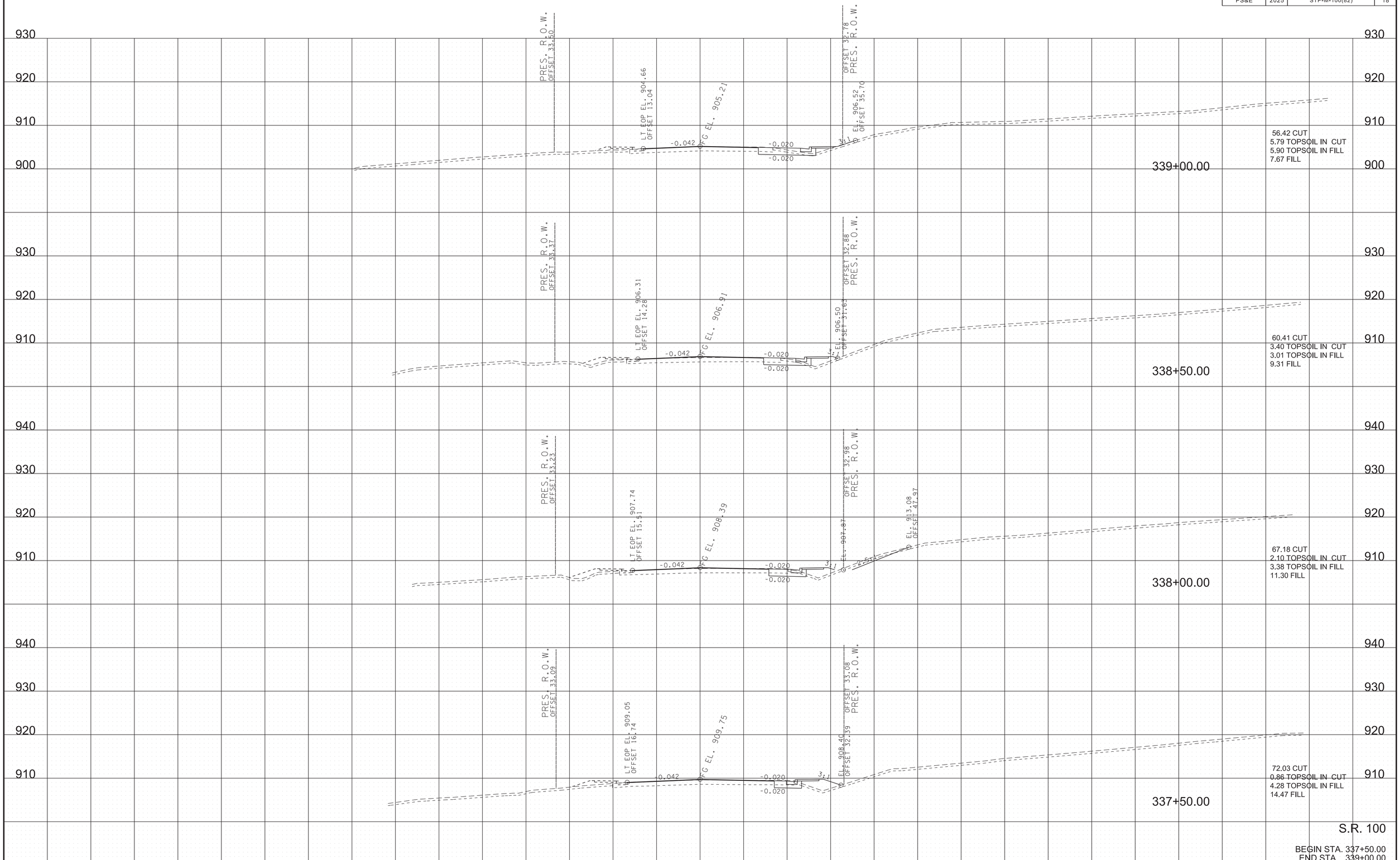
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	17
PIH	2025	STP-M-100(82)	18
PS&E	2025	STP-M-100(82)	18



S.R. 100

BEGIN STA. 337+50.00
END STA. 339+00.00

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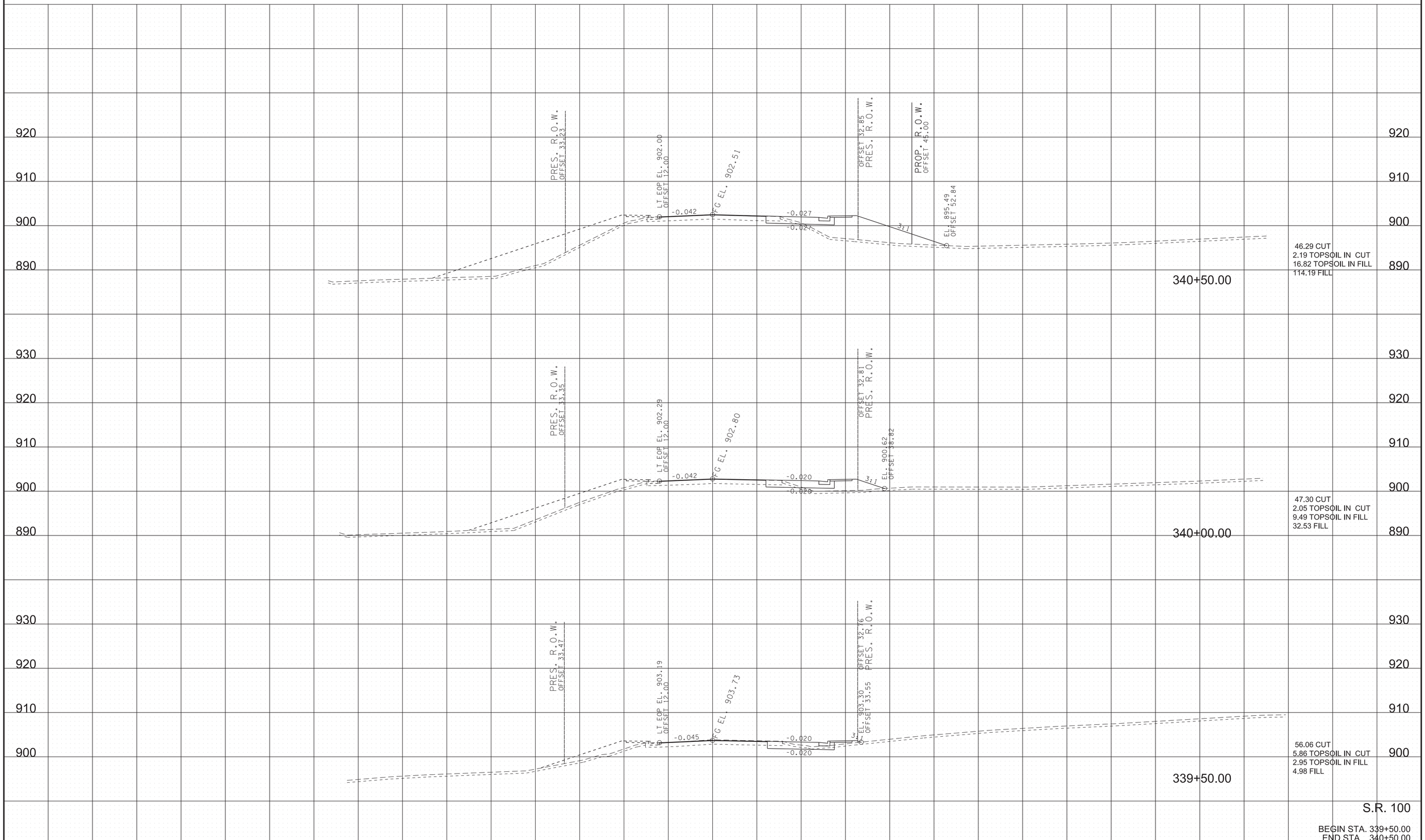
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	18
PIH	2025	STP-M-100(82)	19
PS&E	2025	STP-M-100(82)	19



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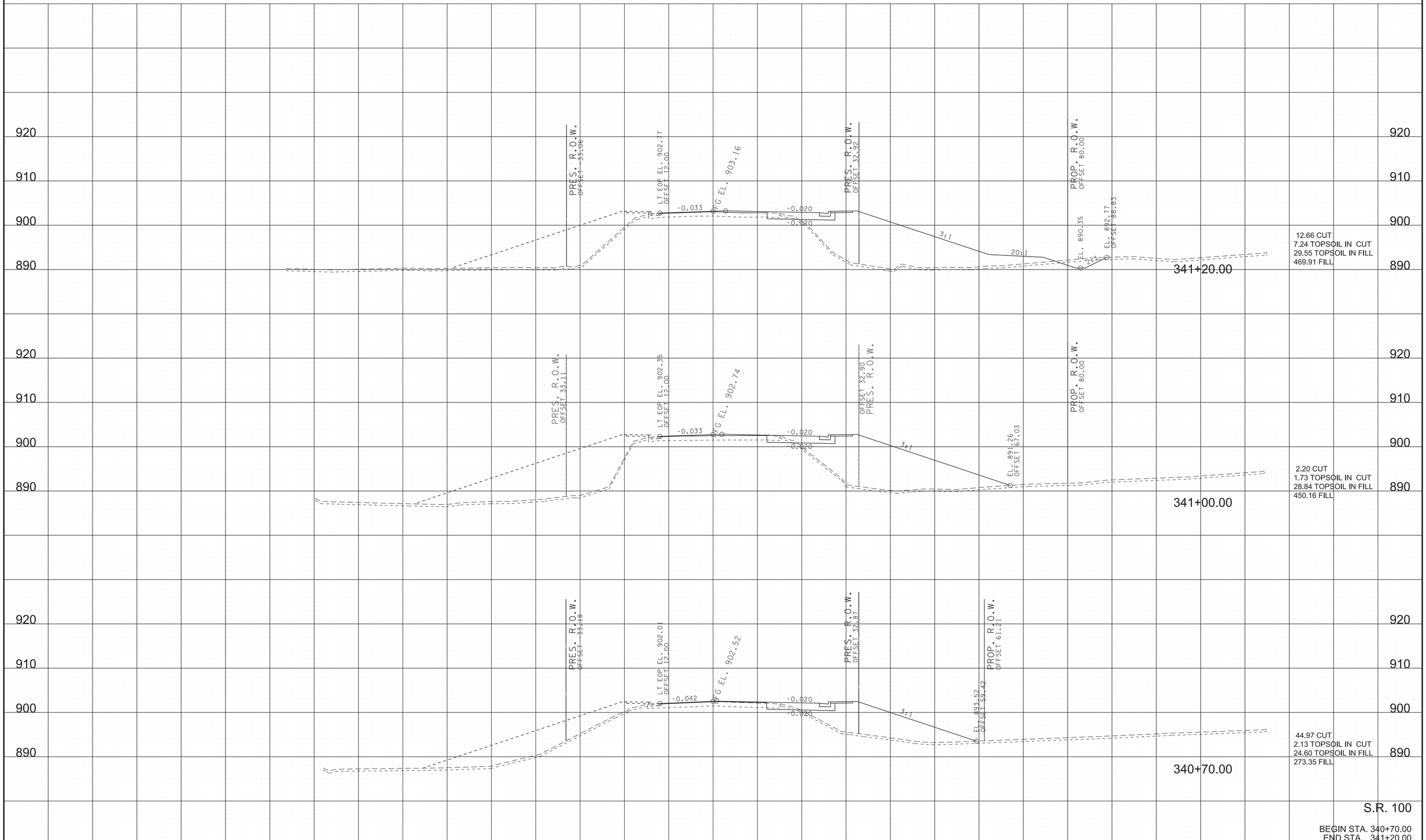
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	19
PIH	2025	STP-M-100(82)	20
PS&E	2025	STP-M-100(82)	20



S.R. 100

BEGIN STA. 340+70.00
END STA. 341+20.00

2/19/2025 3:37:19 PM
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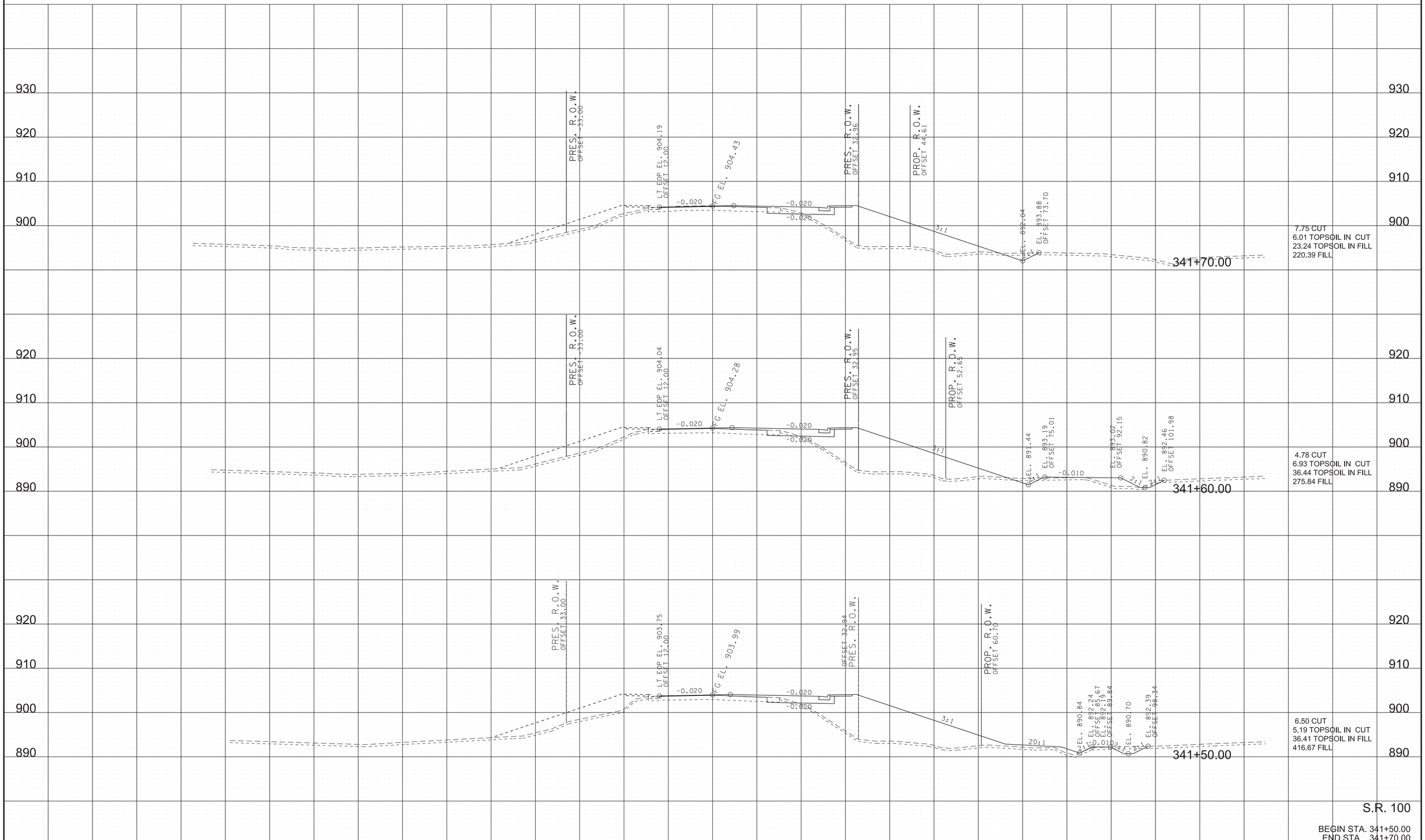
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	20
PIH	2025	STP-M-100(82)	21
PS&E	2025	STP-M-100(82)	21



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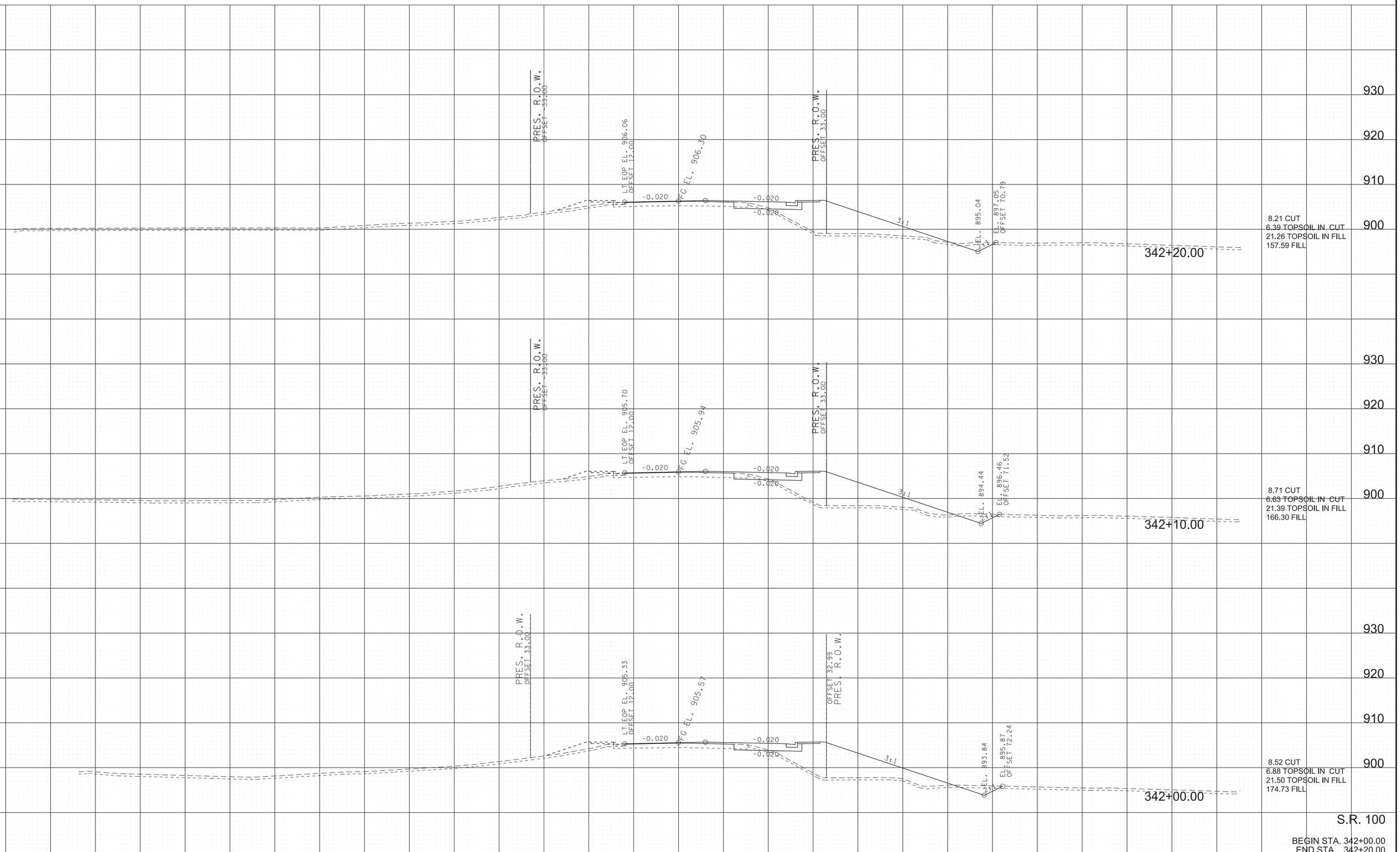
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	21
PIH	2025	STP-M-100(82)	22
PS&E	2025	STP-M-100(82)	22



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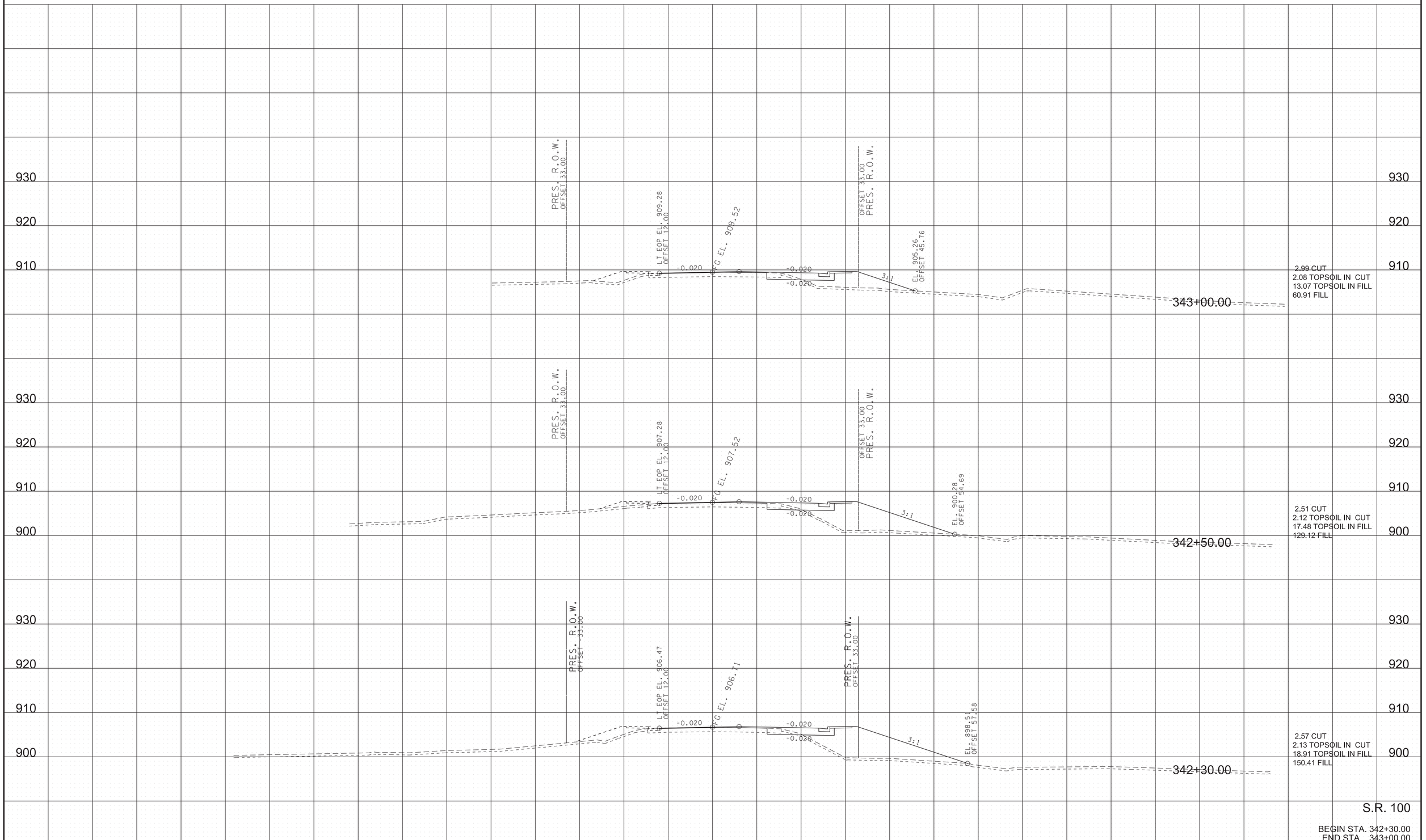
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	22
PIH	2025	STP-M-100(82)	23
PS&E	2025	STP-M-100(82)	23



S.R. 100

BEGIN STA. 342+30.00
END STA. 343+00.00

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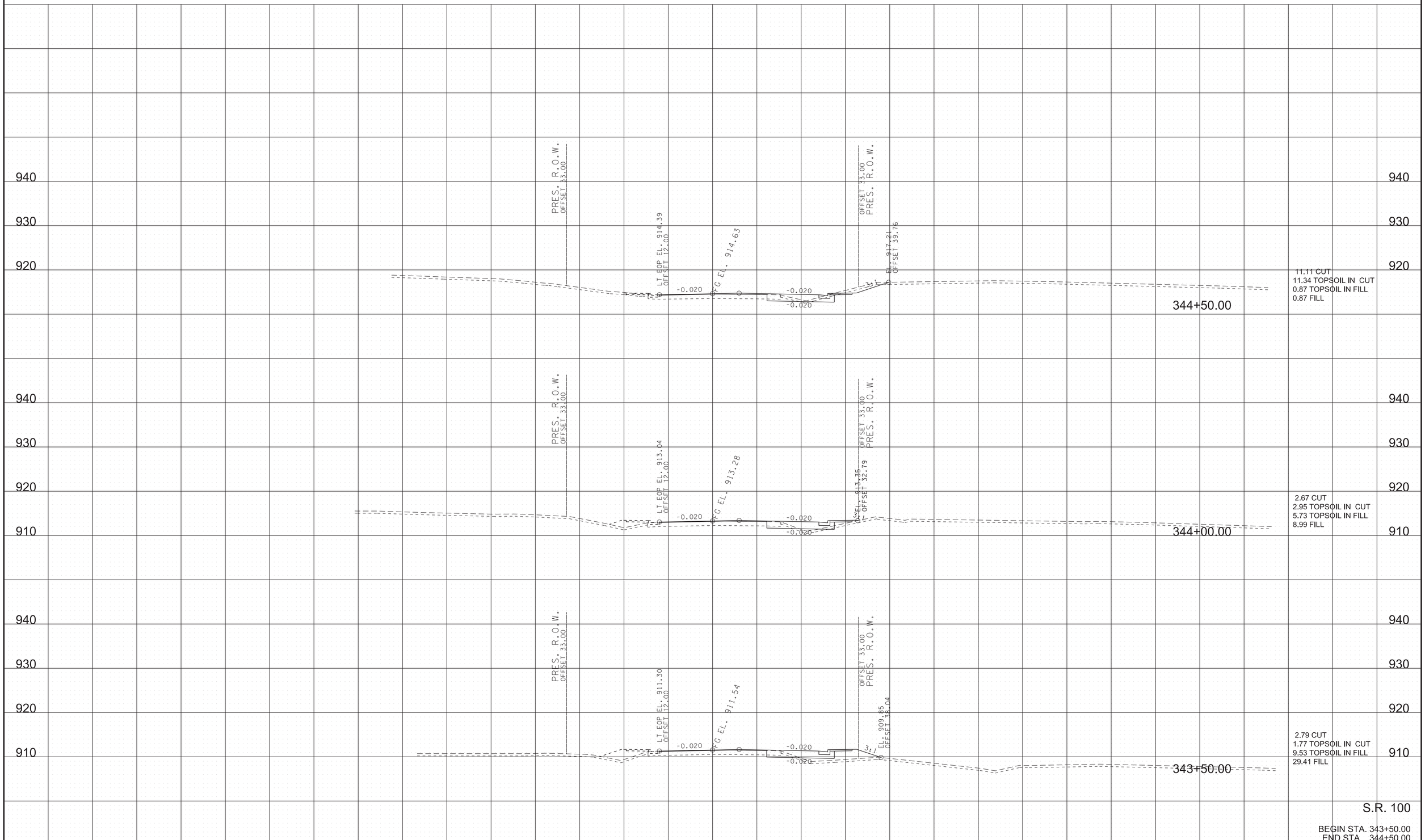
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	23
PIH	2025	STP-M-100(82)	24
PS&E	2025	STP-M-100(82)	24



S.R. 100

BEGIN STA. 343+50.00
END STA. 344+50.00

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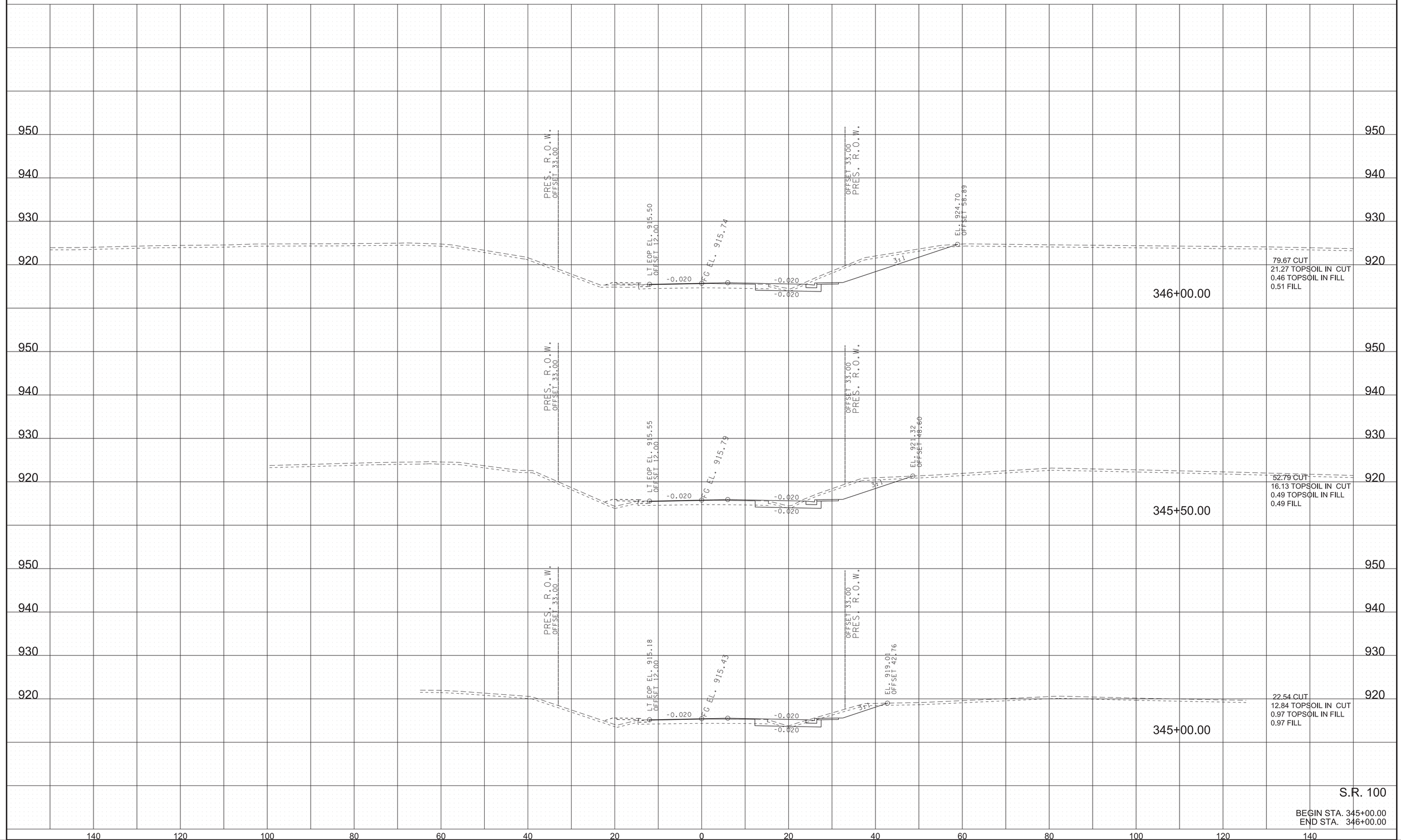
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	24
PIH	2025	STP-M-100(82)	25
PS&E	2025	STP-M-100(82)	25

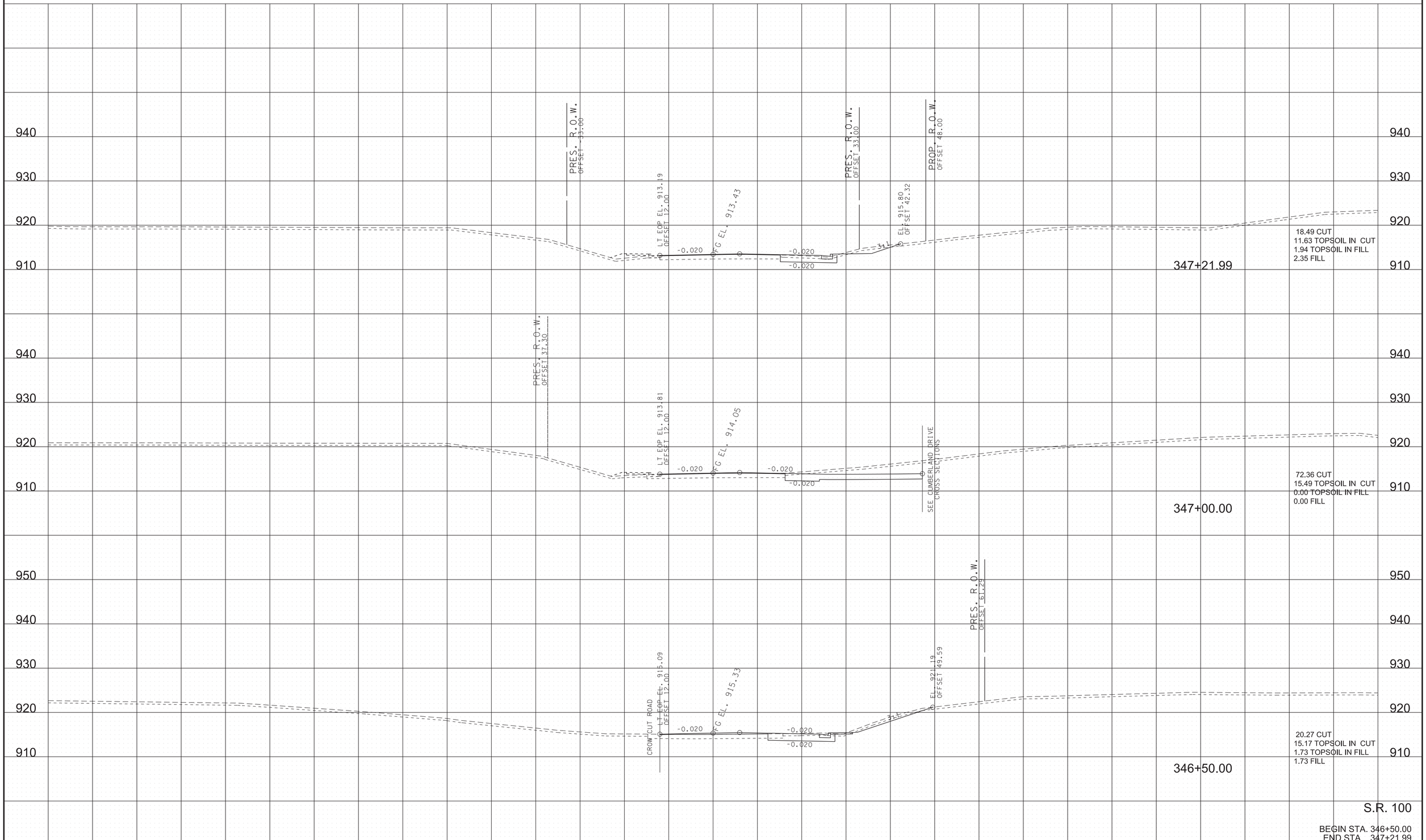


S.R. 100

BEGIN STA. 345+00.00
END STA. 346+00.00

2/19/2025 3:37:33 PM
Y:\Projects\001000\001400\14285 TDOT Roadway 2017-2020\WO #20 SR100 Intersection Improvement\DGN\99-WMSR100-20MainlineXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	25
PIH	2025	STP-M-100(82)	26
PS&E	2025	STP-M-100(82)	26



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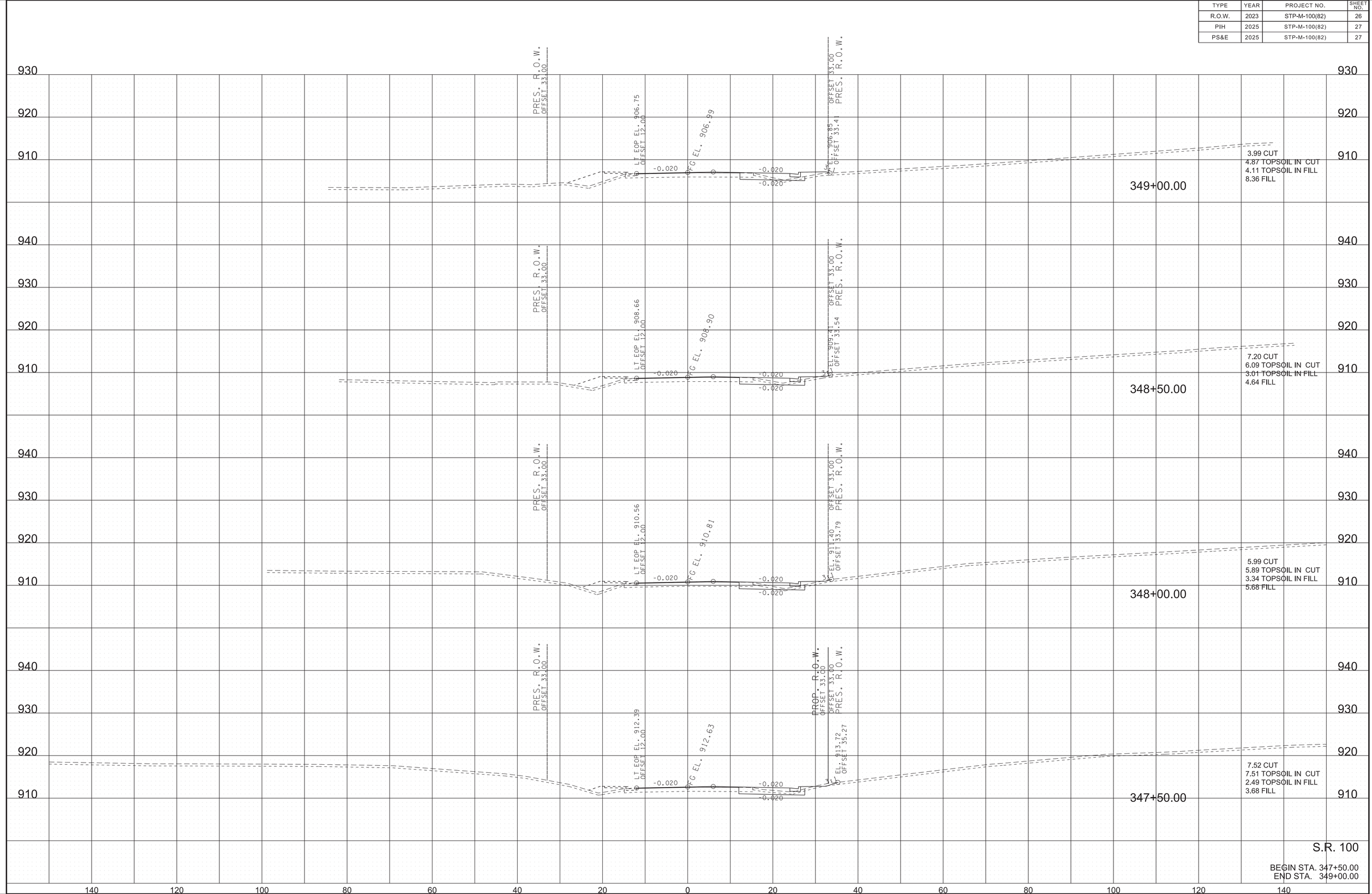
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	26
PIH	2025	STP-M-100(82)	27
PS&E	2025	STP-M-100(82)	27



S.R. 100

BEGIN STA. 347+50.00
END STA. 349+00.00

2/19/2025 3:37:38 PM
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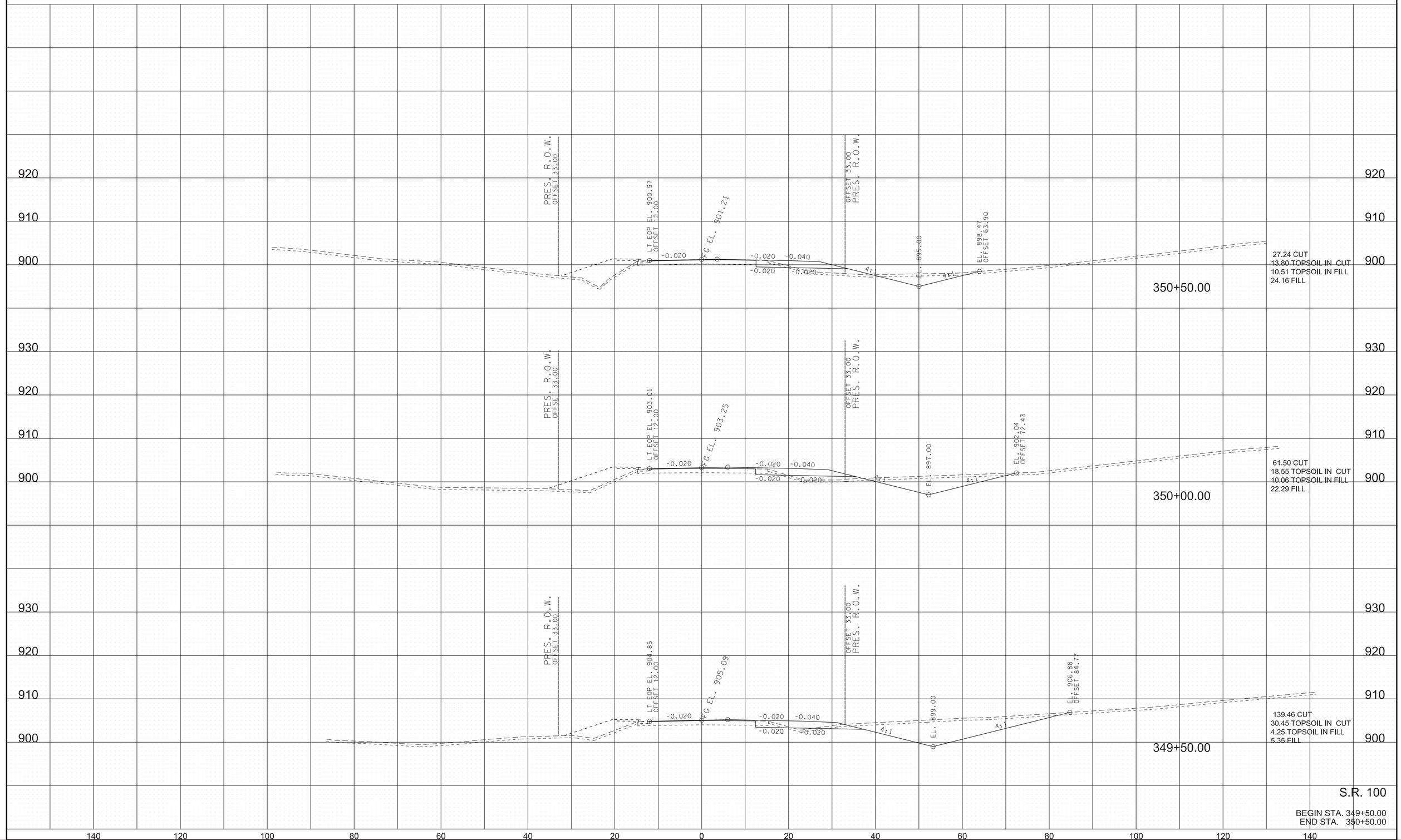
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	27
PIH	2025	STP-M-100(82)	28
PS&E	2025	STP-M-100(82)	28



S.R. 100

BEGIN STA. 349+50.00
END STA. 350+50.00

2/19/2025 3:37:40 PM
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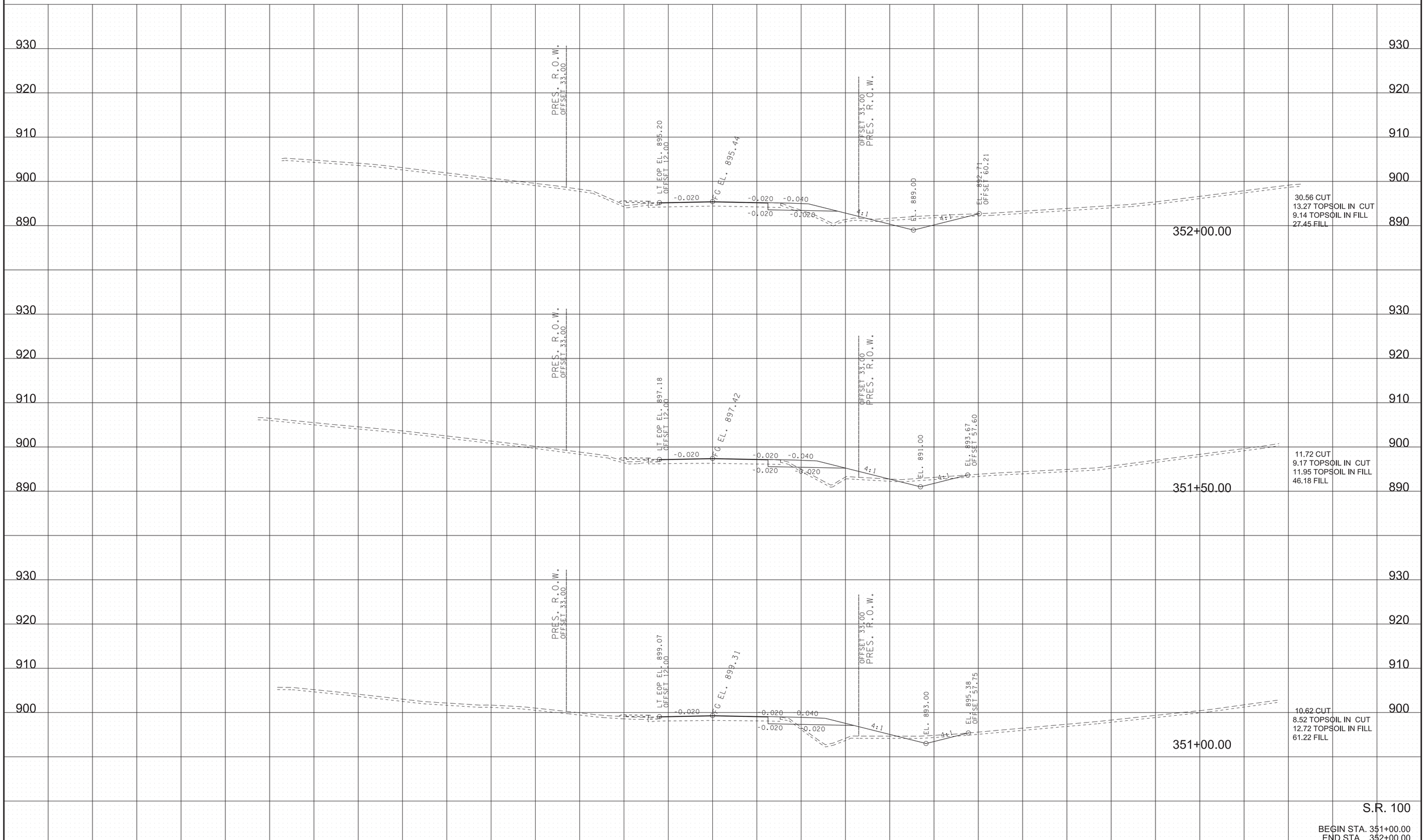
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	28
PIH	2025	STP-M-100(82)	29
PS&E	2025	STP-M-100(82)	29



S.R. 100

BEGIN STA. 351+00.00
END STA. 352+00.00

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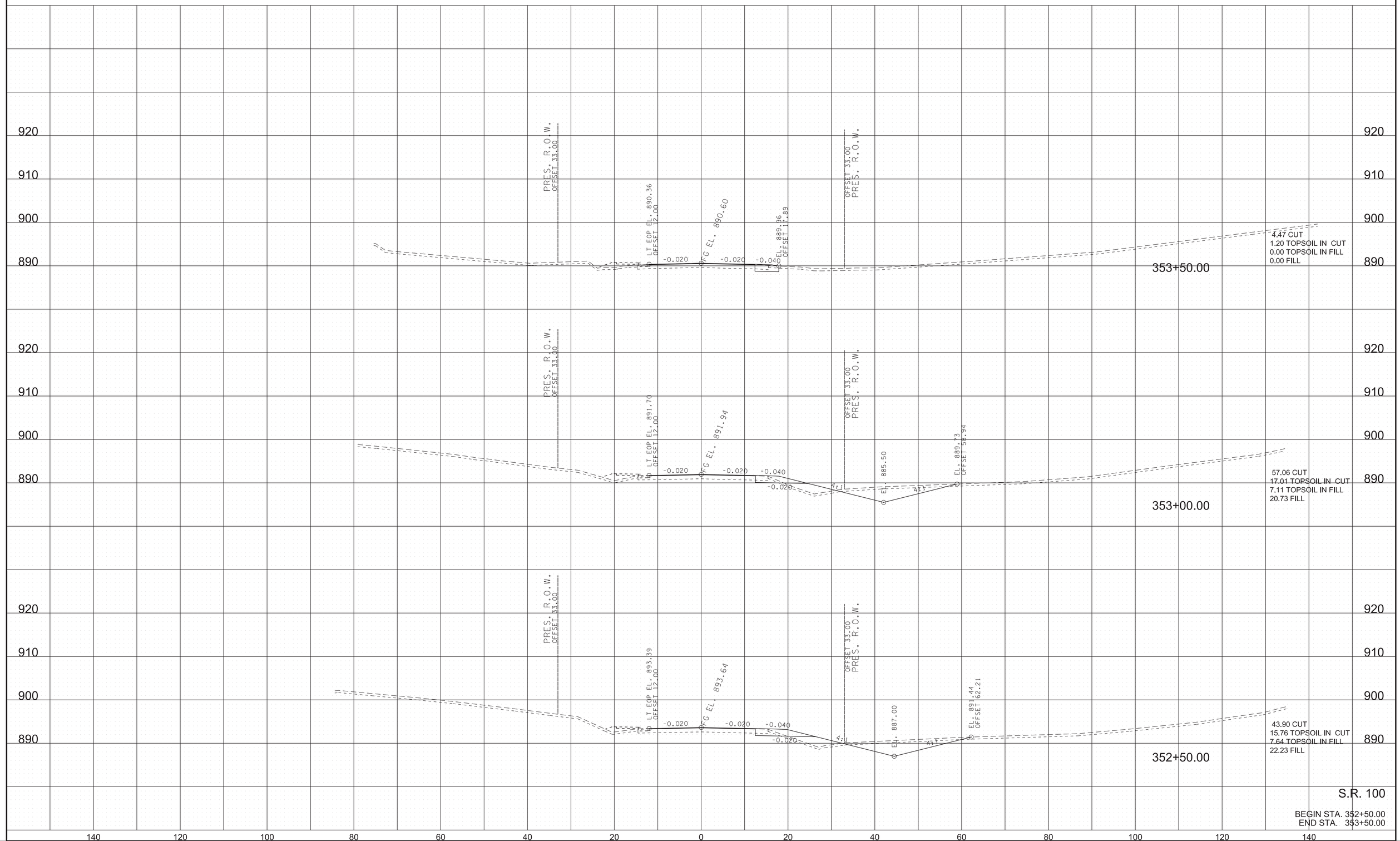
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	29
PIH	2025	STP-M-100(82)	30
PS&E	2025	STP-M-100(82)	30



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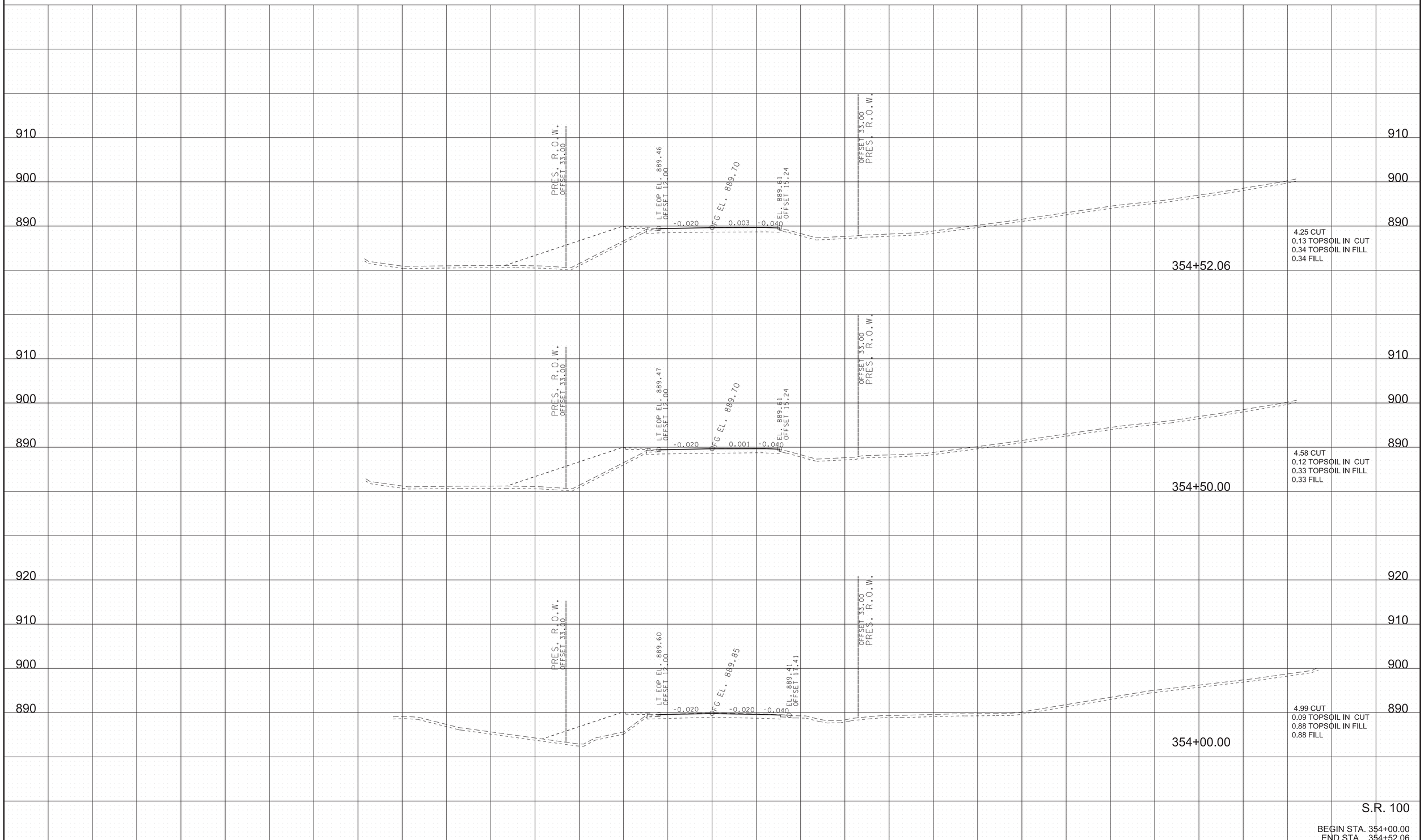
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	30
PIH	2025	STP-M-100(82)	31
PS&E	2025	STP-M-100(82)	31



S.R. 100

BEGIN STA. 354+00.00
END STA. 354+52.06

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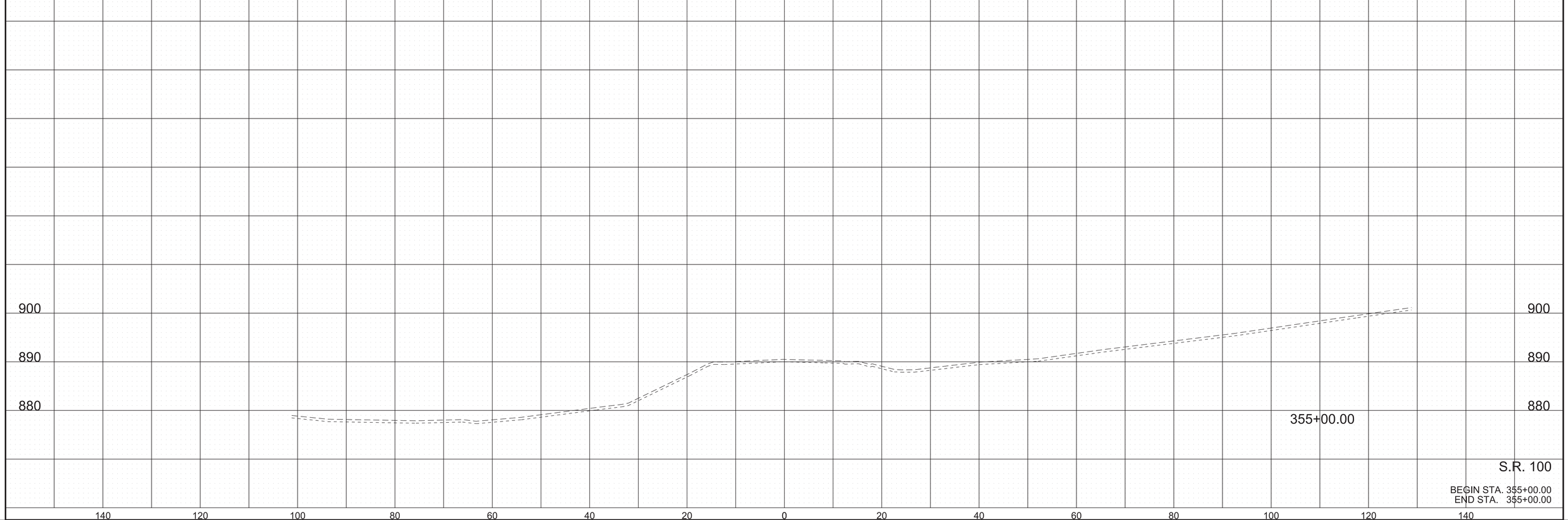
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	31
PIH	2025	STP-M-100(82)	32
PS&E	2025	STP-M-100(82)	32



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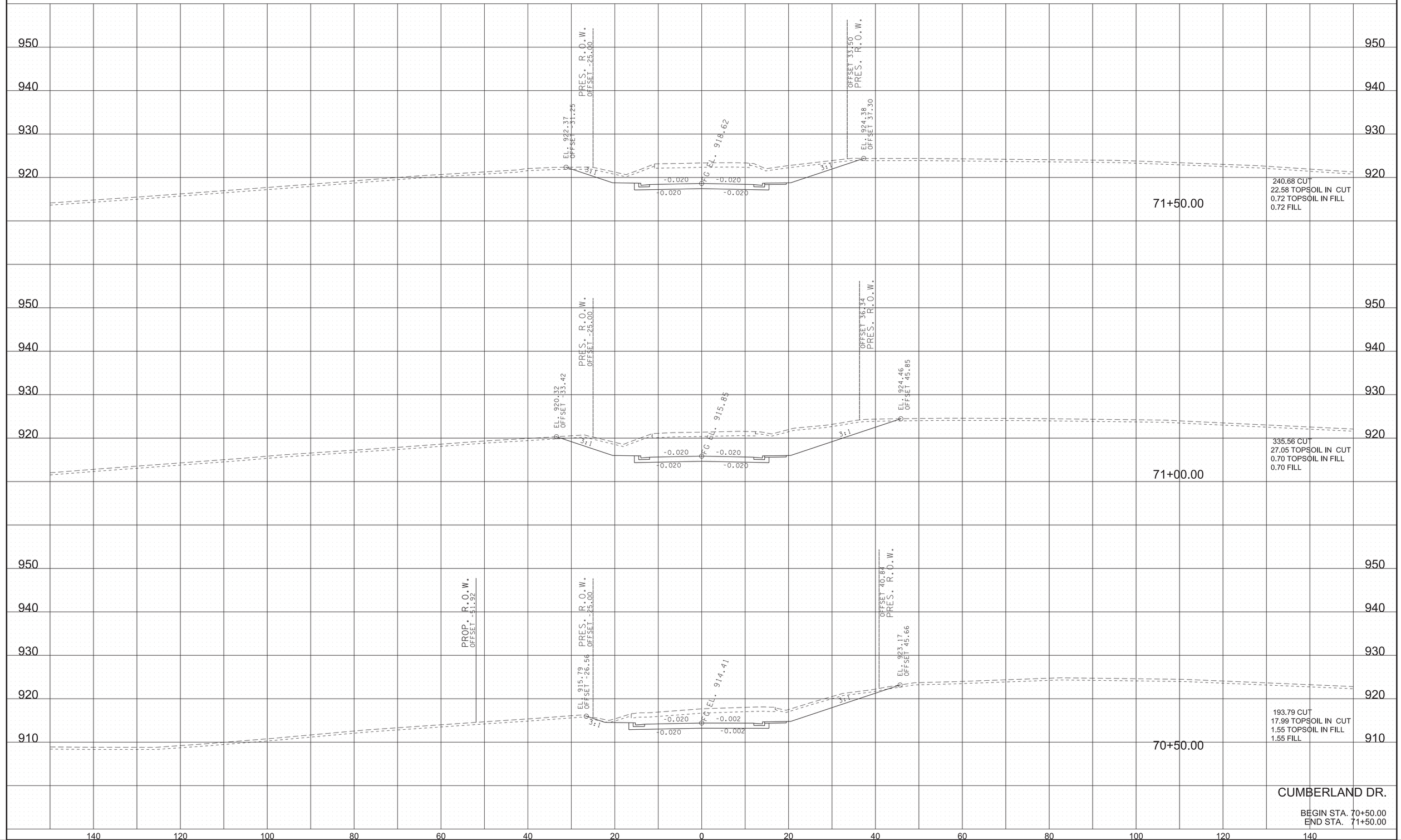
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	32
PIH	2025	STP-M-100(82)	33
PS&E	2025	STP-M-100(82)	33



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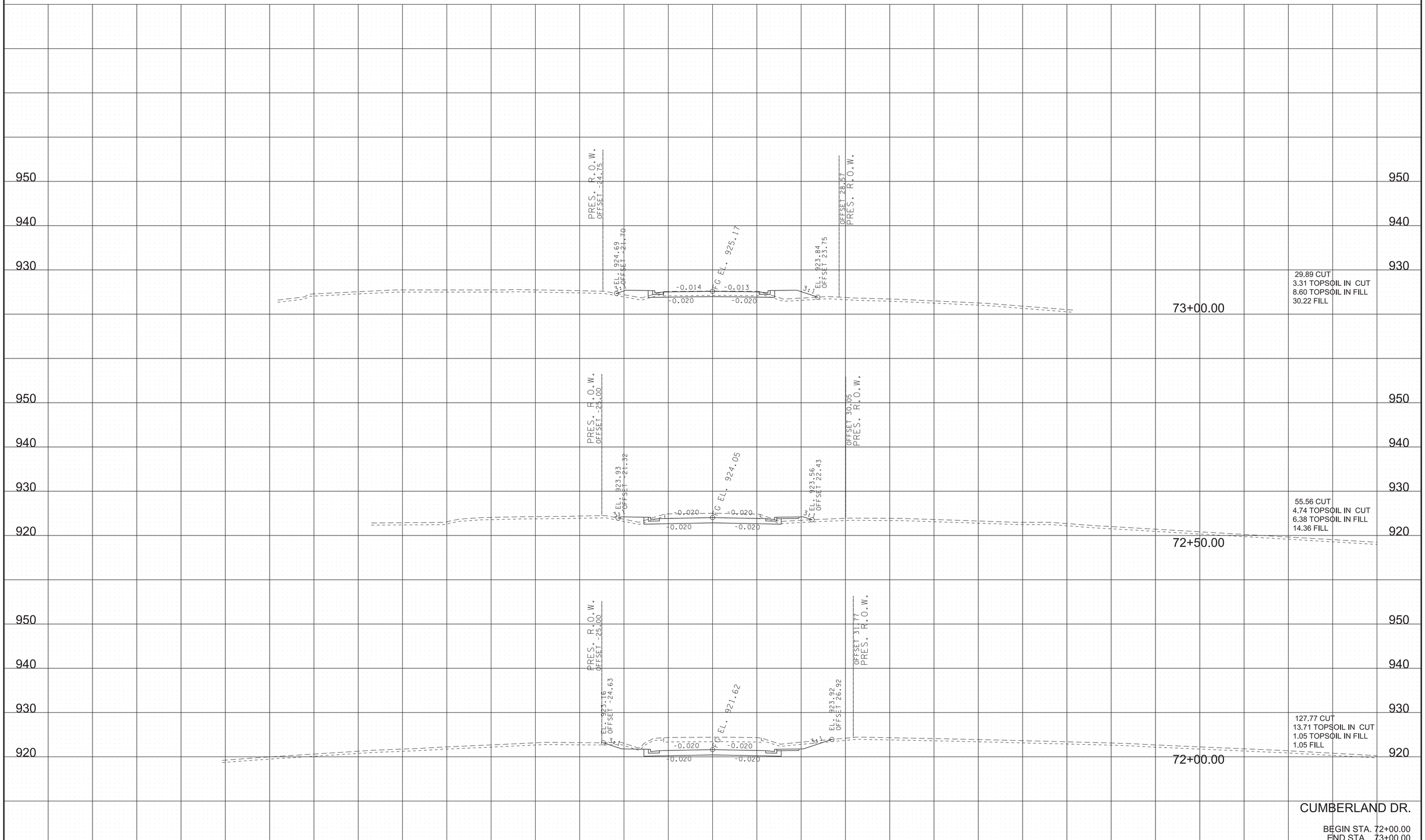
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	33
PIH	2025	STP-M-100(82)	34
PS&E	2025	STP-M-100(82)	34



CUMBERLAND DR.

BEGIN STA. 72+00.00
END STA. 73+00.00

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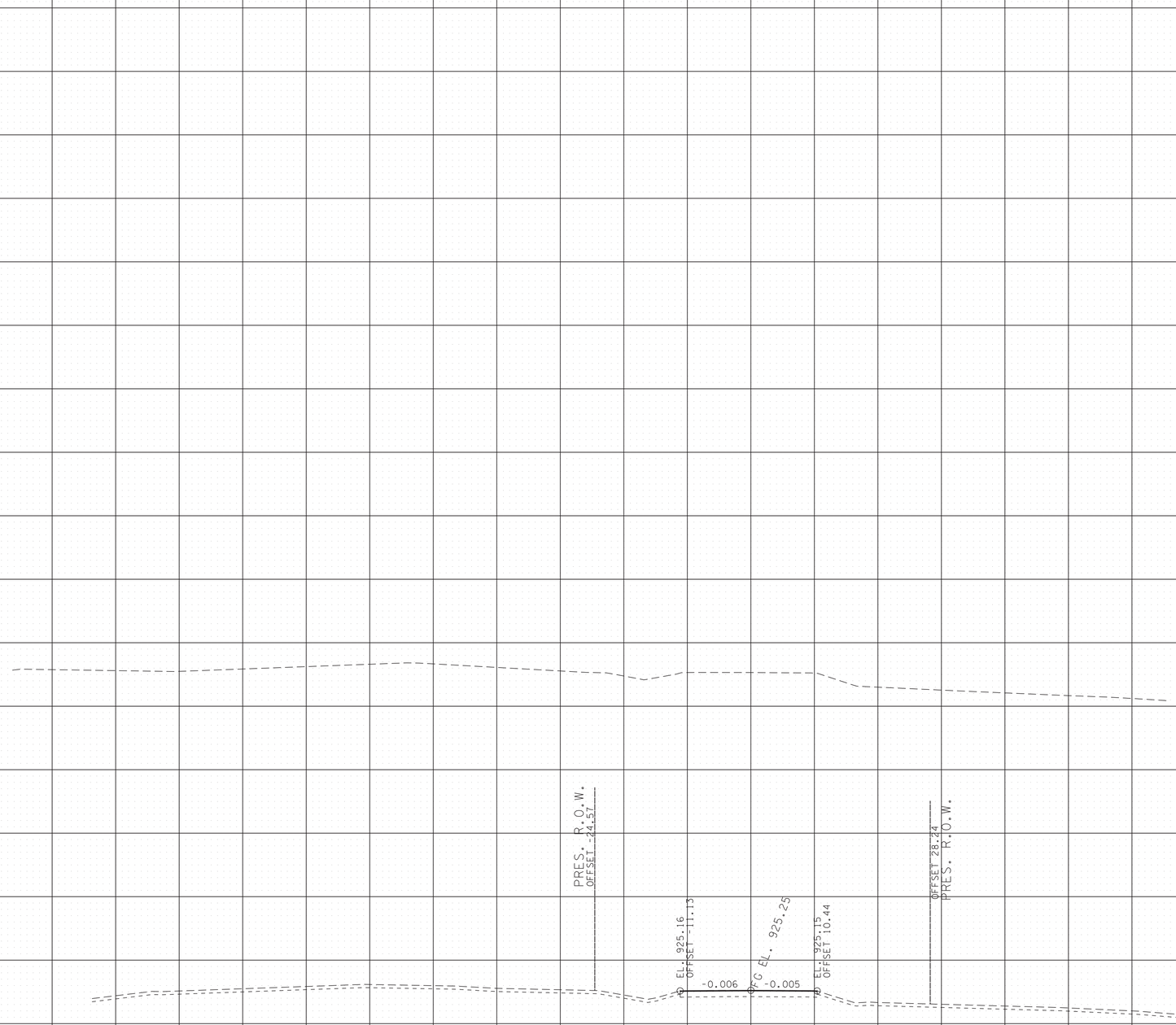
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	34
PIH	2025	STP-M-100(82)	35
PS&E	2025	STP-M-100(82)	35



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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T1
PS&E	2025	STP-M-100(82)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T2
PS&E	2025	STP-M-100(82)	T2

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	712-01	TRAFFIC CONTROL	LS	0.3
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1290
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	150
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	15
	712-06	SIGNS (CONSTRUCTION)	S.F.	599
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	24
(1)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
(2)	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
(1)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	12
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1.6

712-06 SIGNS(CONSTRUCTION)

DESCRIPTION	M.U.T.C.D. NO.	SIZE IN. x IN.	SIGN AREA (S.F.)	QUANTITY	TOTAL AREA (S.F.)	REMARKS
ROAD WORK NEXT 1/2 MILES	G20-1	64 x 24	11	2	22	
END ROAD WORK	G20-2	48 x 24	8	4	32	
ROAD WORK AHEAD	W20-1	48 x 48	16	2	32	
ROAD WORK 500 FT	W20-1	48 x 48	16	2	32	
ROAD WORK 1000 FT	W20-1	48 x 48	16	2	32	
ROAD WORK 1/2 MILE	W20-1	48 x 48	16	2	32	
ROAD WORK 1 MILE	W20-1	48 x 48	16	2	32	
LN SHIFT LT SYMBOL	W1-4L	48 x 48	16	1	16	
LN SHIFT RT SYMBOL	W1-4R	48 x 48	16	1	16	
TWO WAY TRAFFIC	W6-3	48 x 48	16	2	32	
LANE SHIFT 1000 FT	W1-4MD	48 x 48	16	2	32	
ROAD CLOSED	R11-2	48 x 30	10	1	10	
ROAD CLOSED AHEAD	W20-3	48 x 48	16	1	16	
NO RIGHT TURN	R3-1	36 x 36	9	1	9	
NO LEFT TURN	R3-2	36 x 36	9	1	9	
STAY IN LANE	R4-9	36 x 48	12	2	24	
DO NOT PASS	R4-1	36 x 48	12	2	24	
KEEP RIGHT	R4-7	36 x 48	12	1	12	
DISTANCE AHEAD PLAQUE, XX FEET	W16-2PC	30 x 24	5	2	10	
FLAGGER SYMBOL	W20-7	48 x 48	16	2	32	
ONE LANE ROAD XXX FT	W20-4F	48 x 48	16	2	32	
ROAD WORK XXX FT	W20-1F	48 x 48	16	2	32	
DETOUR	M4-8	30 x 15	4	4	16	
CUMBERLAND DR.	CUSTOM	36 x 18	5	11	55	
END DETOUR	M4-8A	30 x 15	4	2	8	
TOTAL					**599**	

FOOTNOTES

(1) ITEM TO BE USED AT THE DIRECTION OF THE ENGINEER.

(2) SPEED FEDBACK SIGN ASSEMBLY SHALL BE PLACED AT BEGINNING OF WORK ZONES ON SR-100 AND SIGNED FOR 30 MPH SPEED LIMIT.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	TEMPORARY ATTENUATOR

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02/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T3
PS&E	2025	STP-M-100(82)	T3

94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.
STA. 335+07.83
N 590847.3350 E 1630377.8607

94013-2222-54
END PROJECT NO. STP-M-100(82) R.O.W.
STA. 353+68.84
N 592485.0765 E 16311261.7003

94013-3222-54
END PROJECT NO. STP-M-100(82) CONST.
STA. 354+52.06
N 592558.3225 E 1631301.1967

335 340 345 350 355

CROW CUT ROAD (ASP.)

S.R. 100 (FAIRVIEW BLVD.) (ASP.)

CUMBERLAND DRIVE

LIMIT OF CONST.
STA.73+24.53

CUMBERLAND DR. STA. 74+64.00
N 591776.7502
E 1631387.4375

G20-2 48" X 24" END ROAD WORK — 500'

W20-1 48" X 48" ROAD WORK 1 MILE — 2600'

W20-1 48" X 48" ROAD WORK 1/2 MILE — 1600'

W20-1 48" X 48" ROAD WORK 1000 FT — 500'

W20-1 48" X 48" ROAD WORK 500 FT — 500'

G20-1 64" x 24" NEXT 1/2 MILE ROAD WORK

W20-1 48" X 48" ROAD WORK AHEAD — 200'

G20-2 48" X 24" END ROAD WORK — 500'

G20-1 64" x 24" ROAD WORK NEXT 1/2 MILE

W20-1 48" X 48" ROAD WORK 500 FT — 500'

W20-1 48" X 48" ROAD WORK 1000 FT — 500'

W20-1 48" X 48" ROAD WORK 1/2 MILE — 1600'

W20-1 48" X 48" ROAD WORK 1 MILE — 2600'

G20-2 48" X 24" END ROAD WORK — 500'

W20-1 48" X 48" ROAD WORK AHEAD — 200'

G20-2 48" X 24" END ROAD WORK — 500'

NOTE:
ADVANCED SIGNING SHALL BE USED AS REQUIRED.

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STATE OF TENNESSEE

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COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL ADVANCED SIGNING

SCALE: 1"=100'

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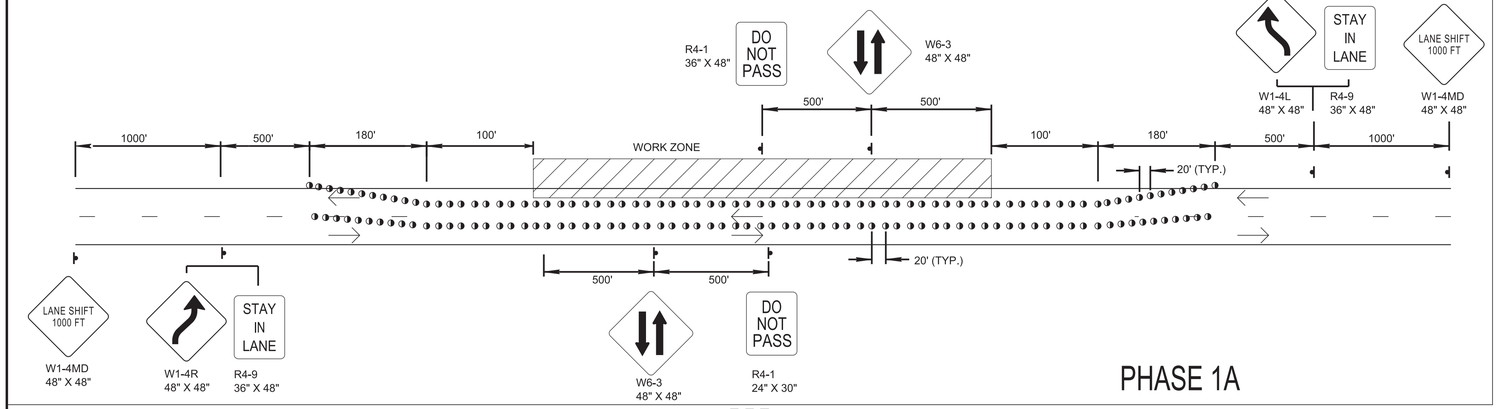
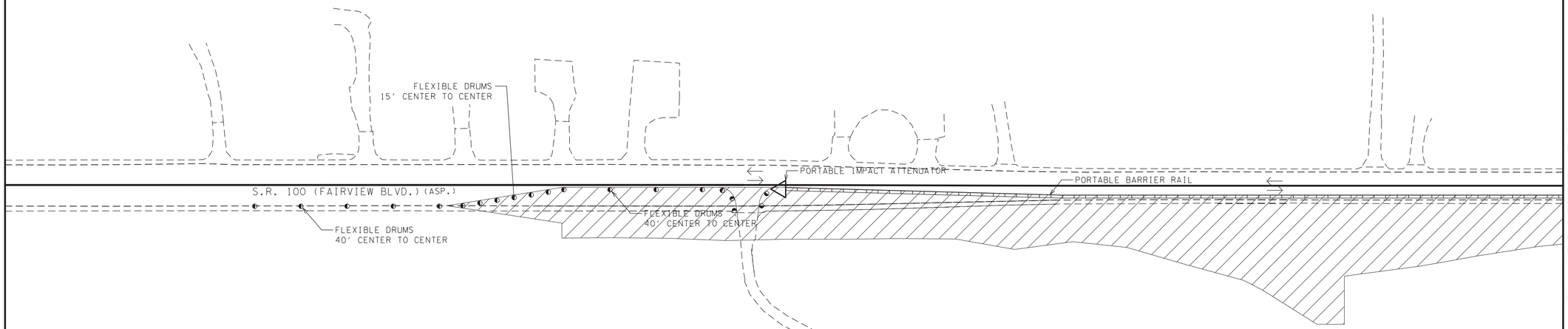
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T4
PS&E	2025	STP-M-100(82)	T4

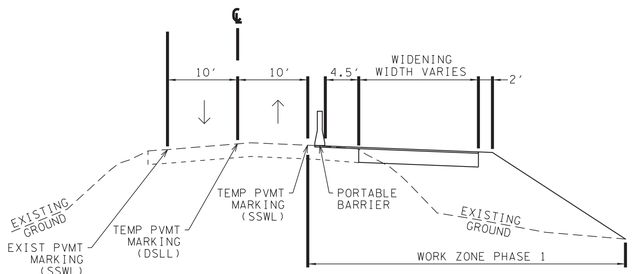
TEMPORARY TRAFFIC CONTROL LANE SHIFT DETAIL



PHASE 1A

335





SR-100 TYPICAL 2-LANE WORK ZONE PHASE 1B

TRAFFIC CONTROL GENERAL NOTES:

CONTRACTOR SHALL COORDINATE THE USE OF TEMPORARY TRAFFIC CONTROL ITEMS FROM STATE PROJECT NO. 94013-3220-14 AS REQUIRED FOR EACH TTC PHASE OF CONSTRUCTION.

SHORT TERM "ONE-WAY LANE TRAFFIC ONLY" MAY BE USED WITH FLAGGERS DURING NON PEAK TRAFFIC HOURS AS OUTLINED IN SP108B AND APPROVED BY THE ENGINEER. IF APPROVED, TWO-WAY LANE TRAFFIC SHALL MAINTAINED DURING PEAK HOURS AND AT THE END OF WORK DAY.

PHASE 1B

LEGEND:

WORK ZONE

PHASE 1

MATCH LINE 343+75 SEE SHT. T4A

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STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 335+08 TO STA. 343+75

SCALE: 1"=50'

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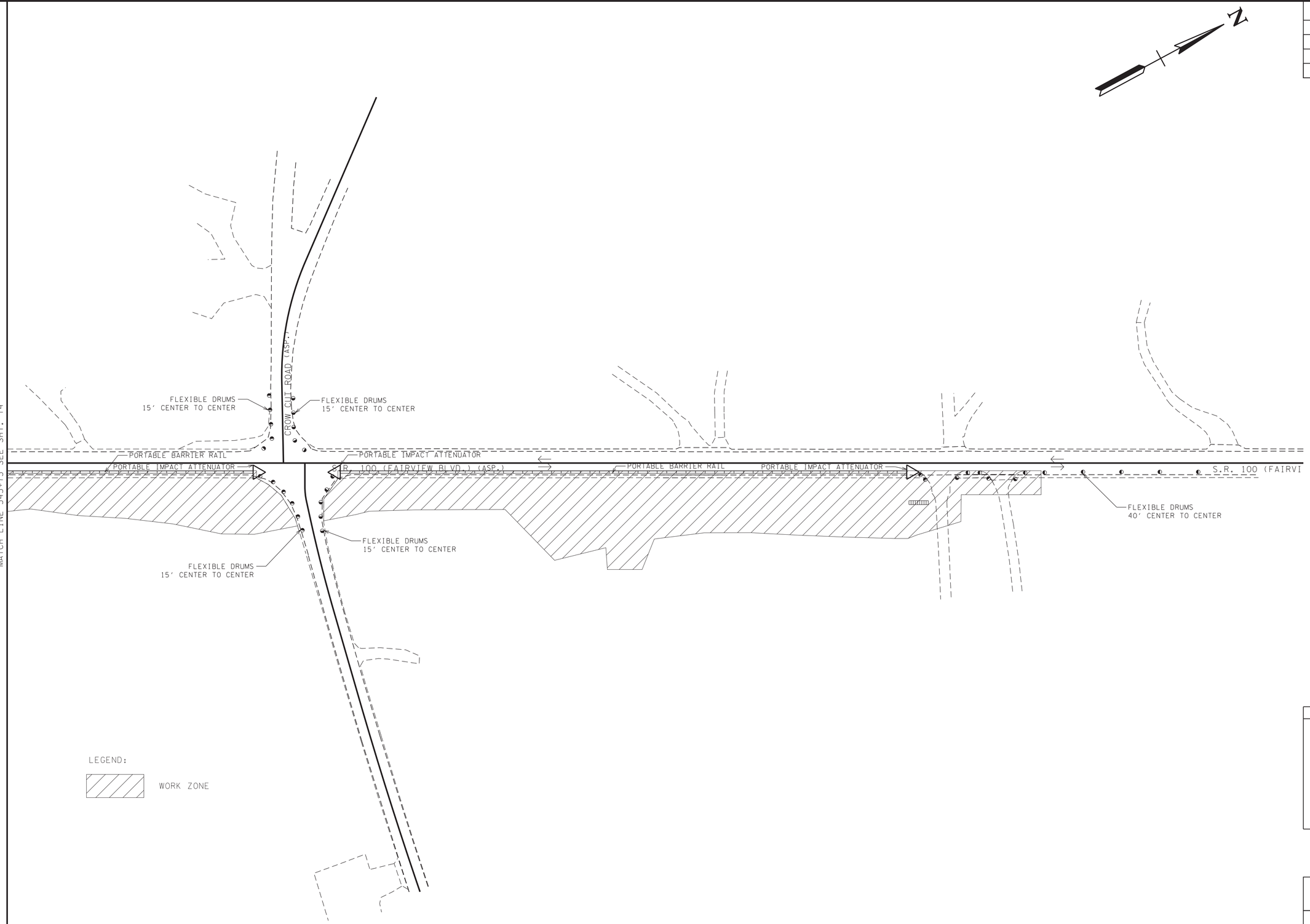
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T4A
PS&E	2025	STP-M-100(82)	T4A



PHASE 1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 343+75 TO STA. 354+52

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T5
PS&E	2025	STP-M-100(82)	T5

335

340

LEGEND:

WORK ZONE

FLEXIBLE DRUMS
15' CENTER TO CENTER

N 28° 19' 56" E

S.R. 100 (FAIRVIEW BLVD.) (ASP.)

PORTABLE IMPACT ATTENUATOR

N 28° 30' 06" E

PORTABLE BARRIER RAIL

N28°20'06"E

FLEXIBLE DRUMS
40' CENTER TO CENTER

94013-3222-54
BEGIN PROJECT NO. STP-M-100(82) CONST.

STA. 335+07.83

N 590847.3350 E 1630377.8607

94013-2222-54
BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607

MATCH LINE 343+75 SEE SHT. T5A

LEGEND:

WORK ZONE

PHASE 2

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STATE OF TENNESSEE
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TRAFFIC CONTROL PLANS

STA. 335+08 TO STA. 343+75

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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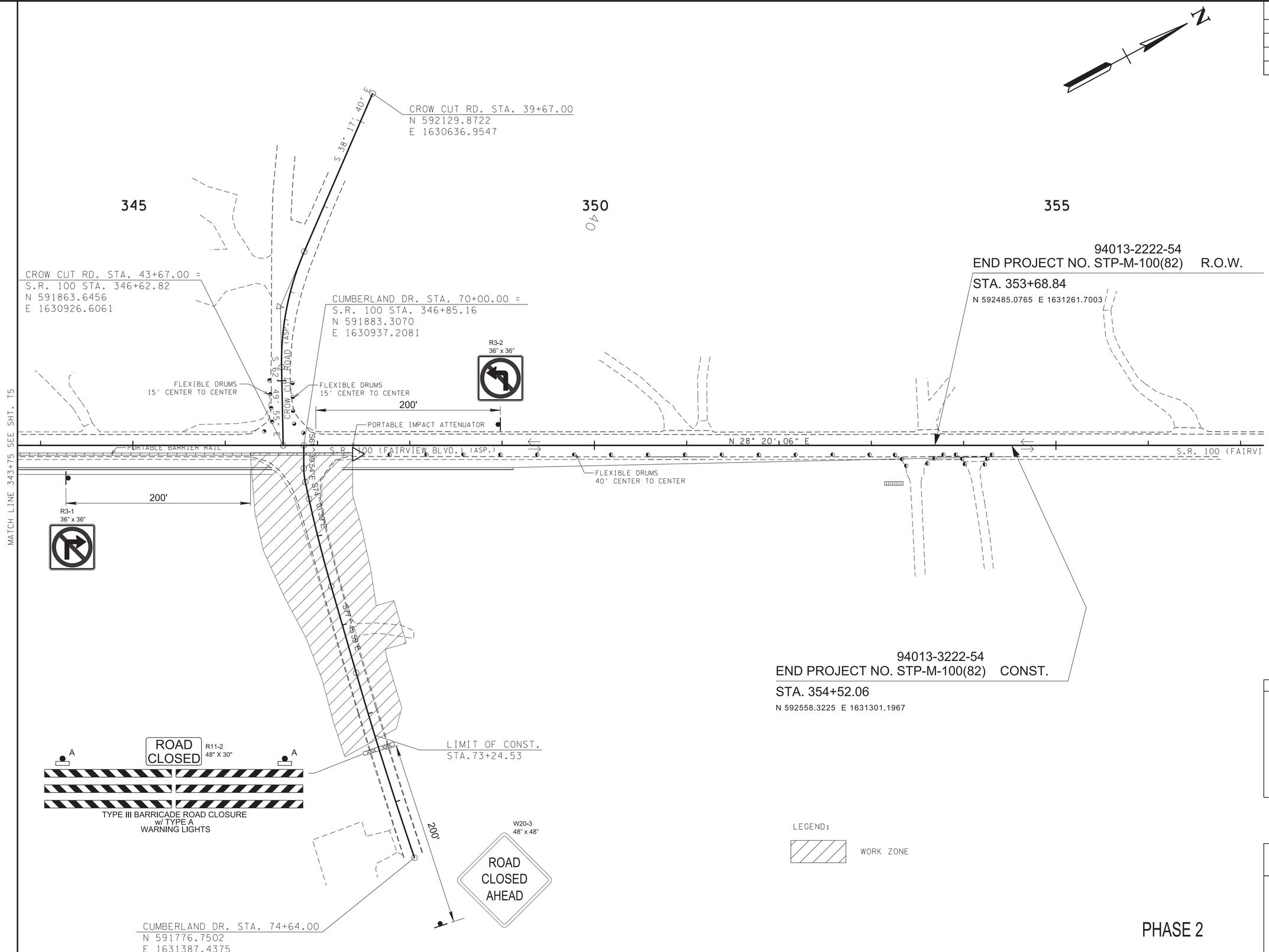
PS&E	2025	STP-M-100(82)	T5A



PHASE 2

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COMMERCE
No. 107585
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 343+75 TO STA. 354+52

SCALE: 1"=50'

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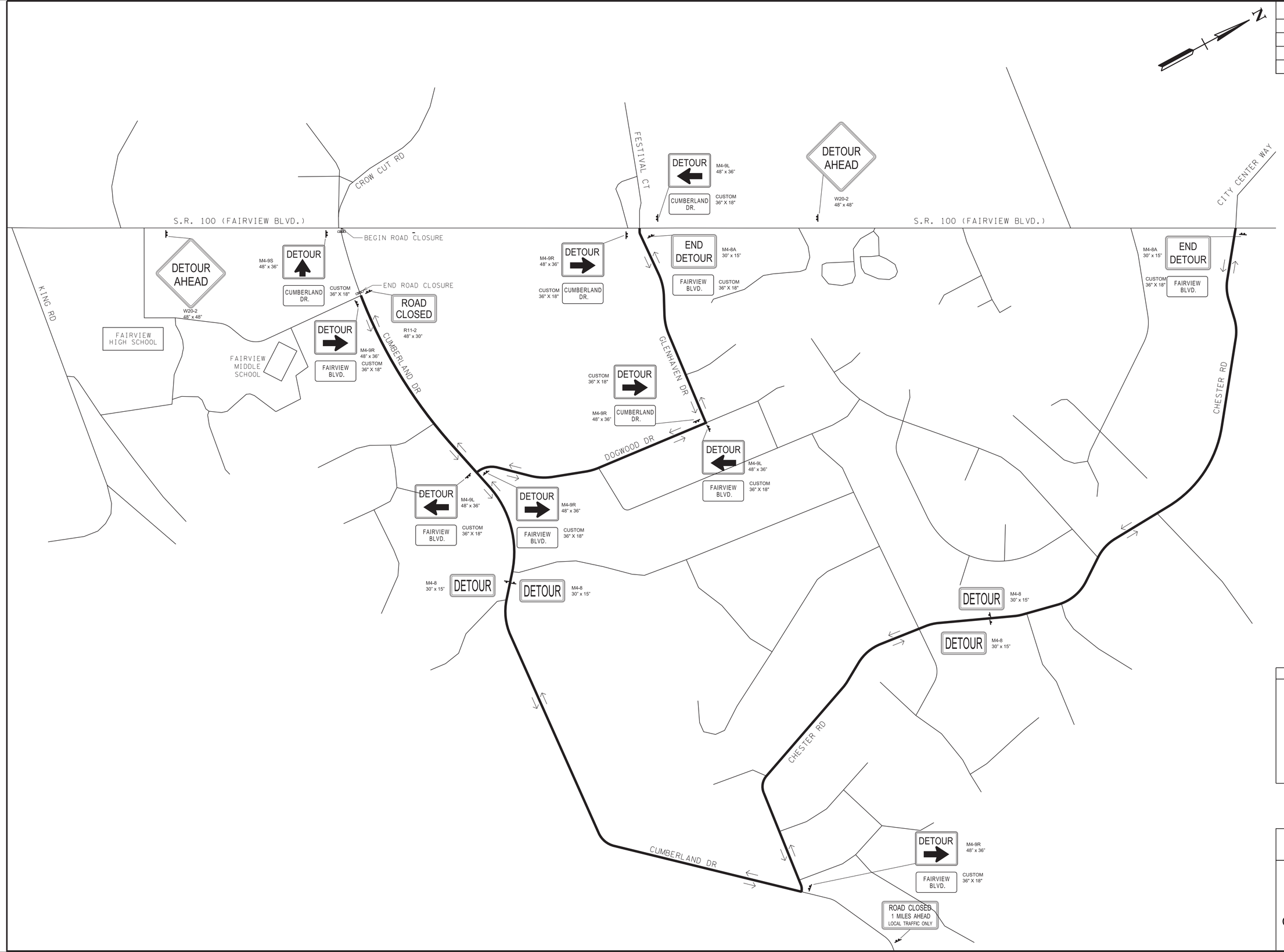
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	T6B
PS&E	2025	STP-M-100(82)	T5B



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STATE OF TENNESSEE
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TRAFFIC CONTROL PLANS

CUMBERLAND DR. DETOUR

NOT TO SCALE

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Travis Smith
2025.02.03 10:09:20 -06'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION- GEOTECHNICAL ENGINEERING SECTION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
TRAVIS W. SMITH, P.E. NO. 113851

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL PLANS	G-2-G-7

YEAR	PROJECT NO.	SHEET NO.
2025	STP-M-100(82)	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-1

GEOTECHNICAL INDEX

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STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
INDEX

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-2

DEFINITION OF EARTHWORK TERMS

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

A. SOIL MATERIAL

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

B. SOLID ROCK MATERIAL

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

C. SOFT ROCK OR DEGRADABLE ROCK

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

D. TRANSITIONAL MATERIALS

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

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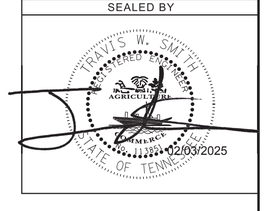

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
NOTES &
EST. QTYS.

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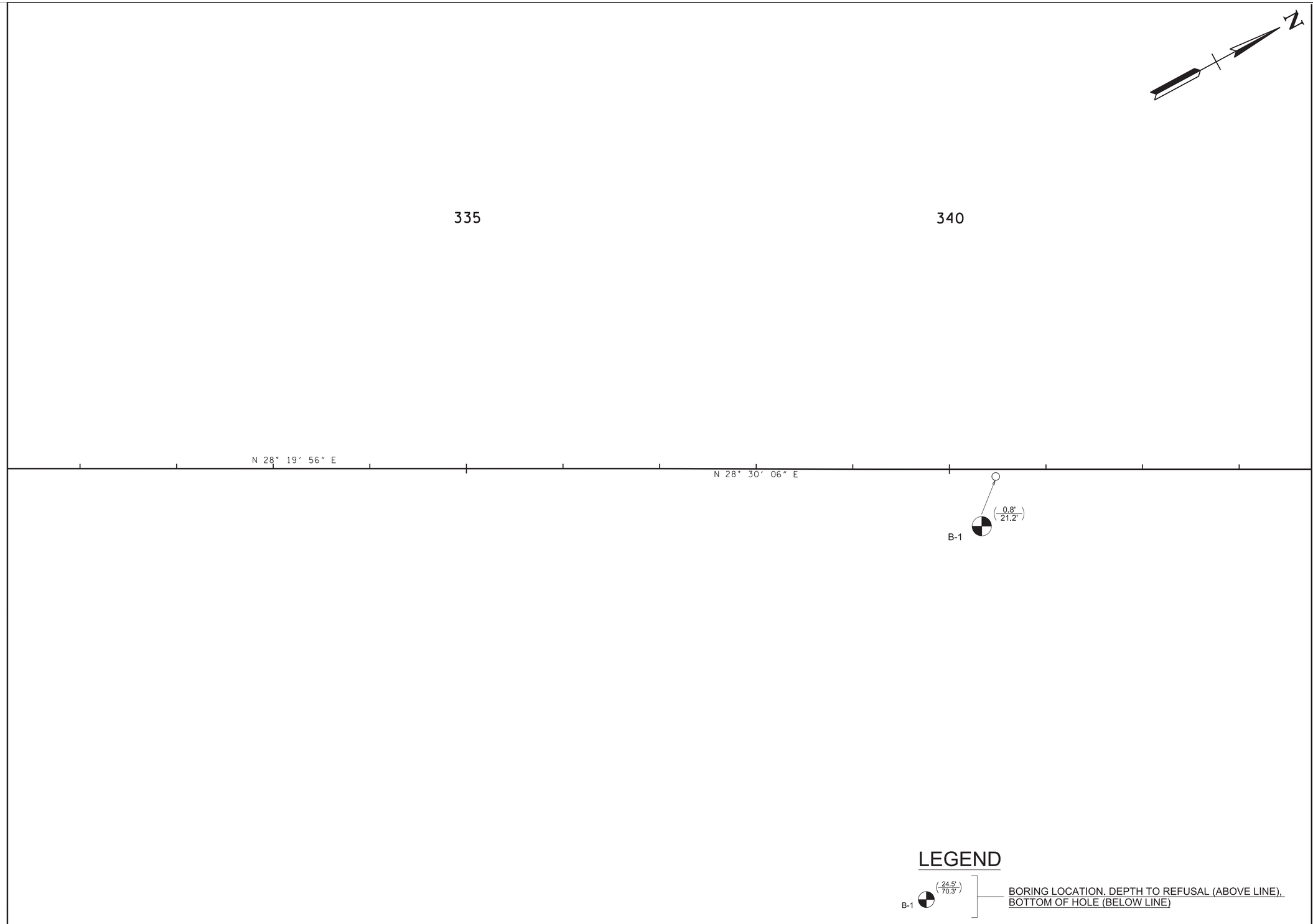
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-3



MATCH LINE SEE STA. 343+75

LEGEND

B-1 (24.5' / 70.3') — BORING LOCATION. DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE
02/03/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-4

LIMIT OF CONST.
STA. 335+07.83

EXISTING GROUND

FINISHED GRADE AT CENTERLINE
(FROM MAINTAINING LEFT EDGE OF PAVEMENT ELEVATION)

B-1
340+48
RT. 7.5'

B.T.

MATCH LINE SEE STA. 343+75

940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850 845

331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00

LEGEND

- ASPHALT
- BASESTONE
- CONCRETE
- SAND WITH GRAVEL (TYPE A MATERIAL)
- CLAYEY SAND WITH GRAVEL (TYPE A MATERIAL)

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
12/03/2025
STATE OF TENNESSEE

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE

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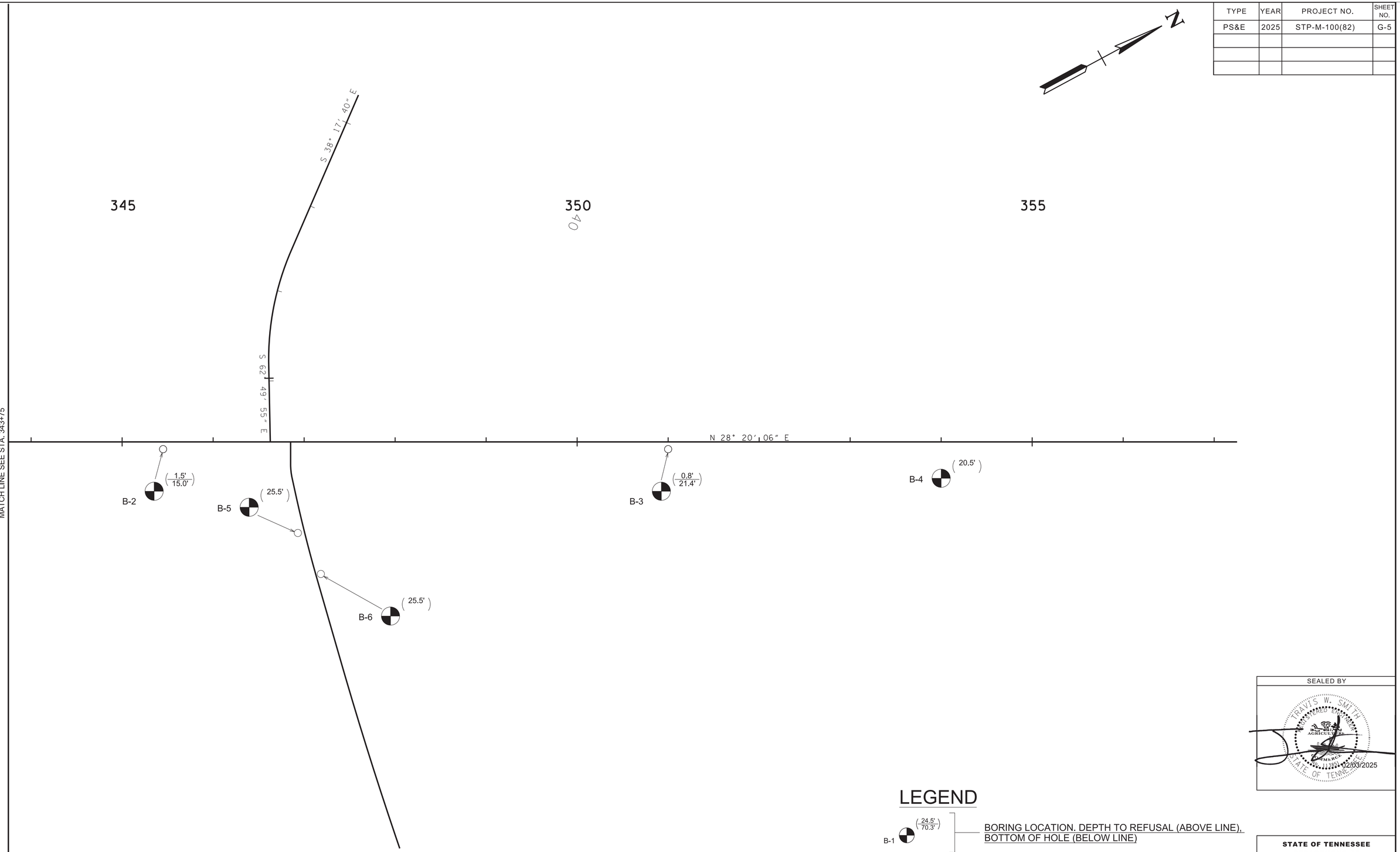
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-5



LEGEND

B-1 (24.5' / 70.3') — BORING LOCATION. DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)

B-1 (24.5') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

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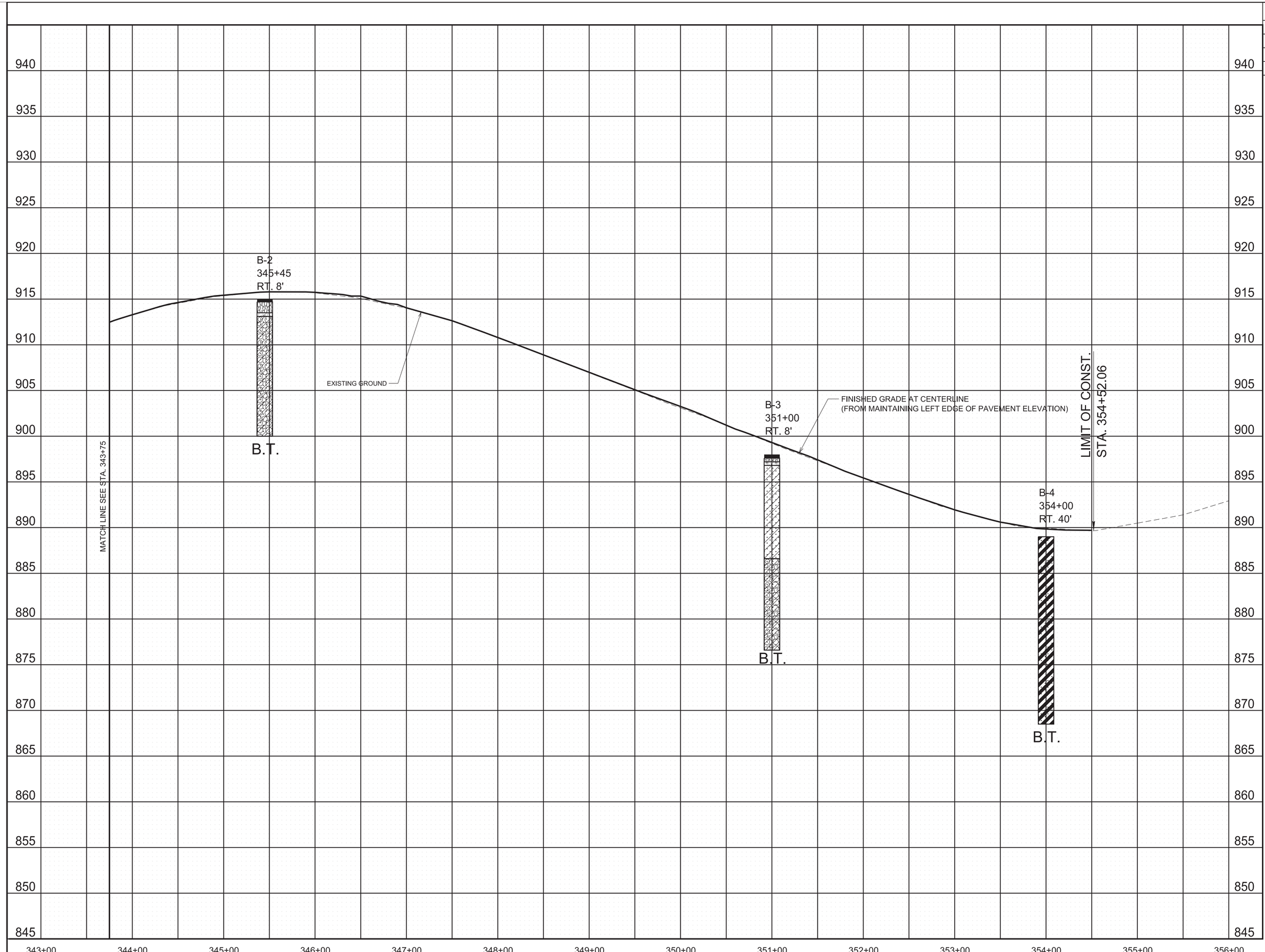
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-6



LEGEND

- ASPHALT
- BASESTONE
- CONCRETE
- CLAY WITH SAND (TYPE A MATERIAL)
- CLAYEY SAND WITH GRAVEL (TYPE A MATERIAL)
- FAT CLAY WITH SAND (TYPE A MATERIAL)

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE
12/03/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE

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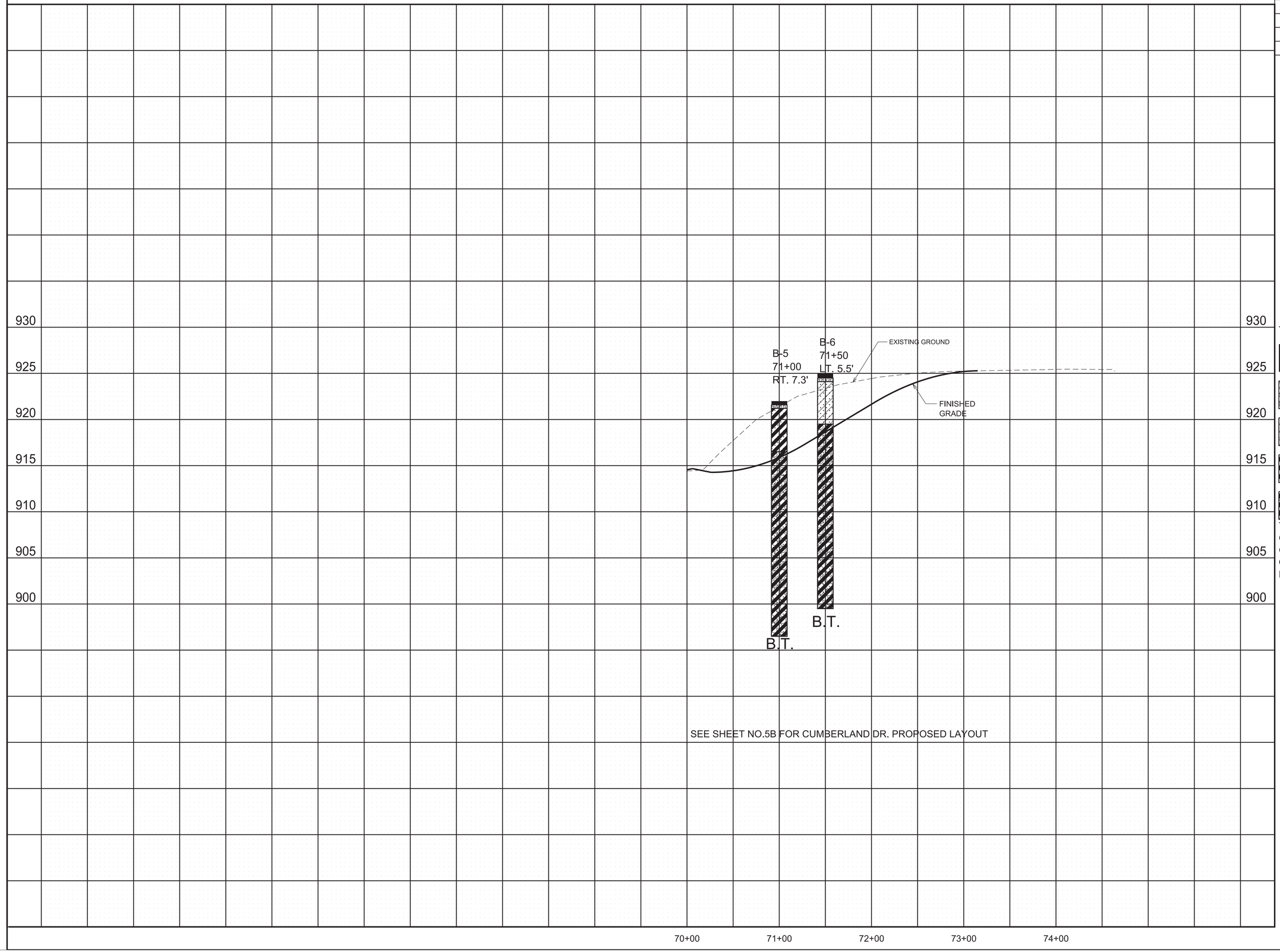
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	G-7



SEE SHEET NO.5B FOR CUMBERLAND DR. PROPOSED LAYOUT

LEGEND

- ASPHALT
- BASESTONE
- CLAY WITH SAND (TYPE A MATERIAL)
- FAT CLAY WITH SAND (TYPE A MATERIAL)
- GRAVELLY FAT CLAY WITH SAND (TYPE A MATERIAL)

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

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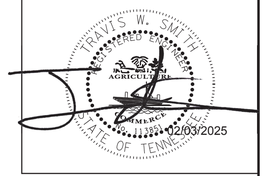

COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF . AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

David Kevin Counts Jr

Digitally signed by David Kevin Counts Jr
Date: 2025.02.19 10:44:58 -06'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
REGION 3 PRE-CONSTRUCTION - TRAFFIC DESIGN DIVISION
6601 CENTENNIAL BOULEVARD, BUILDING A, 2ND FLOOR
NASHVILLE, TENNESSEE 37243
DAVID K. COUNTS JR., P.E. NO. 115666

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

YEAR	PROJECT NO.	SHEET NO.
2025	STP-M-100(82)	SIGNAL-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	SIG-1
PS&E	2025	STP-M-100(82)	SIG-1

SIGNAL INDEX

SPECIAL NOTES

SIGNAL HEADS

(1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(2) ALL PEDESTRIAN TRAFFIC CONTROL INDICATIONS, WHERE CALLED FOR, SHALL CONSIST OF LED MODULES DISPLAYING “WALKING PERSON” AND “HAND” SYMBOLS, ALONG WITH A PEDESTRIAN INTERVAL COUNTDOWN DISPLAY, WITHIN THE SAME FACE UNLESS OTHERWISE NOTED IN THE PLANS.

(3) CIRCULAR INDICATIONS SHALL MEET “ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT” FOR EXPANDED/EXTENDED VIEW. ARROW INDICATIONS SHALL MEET “ITE VTCSH-3 LED ARROW SPECIFICATION” FOR EXPANDED/EXTENDED VIEW. PEDESTRIAN INDICATIONS SHALL MEET “ITE PTCSI PART 2”.

(4) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(5) COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

(6) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.

(7) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1” MINIMUM, 3” MAXIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER IS TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.

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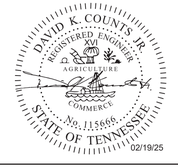

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL INDEX
AND
SPECIAL NOTES

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ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 94013-3222-54
(1)	713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	105
(2)	713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	3
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	4
	730-02.14	SIGNAL HEAD ASSEMBLY (140 A1 WITH BACKPLATE)	EACH	2
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	6
(3) (4)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	1523
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	619
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	114
	730-12.03	CONDUIT 3" DIAMETER (PVC SCHEDULE 40)	L.F.	112
(5)	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	56
(5)	730-12.24	CONDUIT 3" DIAMETER (DIRECTIONAL BORE)	L.F.	122
(6)	730-13.12	VEHICLE DETECTOR (RADAR- STOP LINE)	EACH	4
(6)	730-13.13	VEHICLE DETECTOR (RADAR- ADVANCE)	EACH	2
	730-15.07	CABINET (SCHOOL ZONE FLASHER)	EACH	1
	730-15.08	CABINET (ATC)	EACH	1
	730-16.04	CONTROLLER (ATC)	EACH	1
	730-16.14	CONTROLLER (SCHOOL ZONE FLASHER)	EACH	1
(7) (8)	730-23.28	PEDESTAL POLE (TYPE A)	EACH	2
(4) (8) (9)	730-24.96	CANTILEVER SIGNAL SUPPORT (1 ARM @ 30 W/ LUMINAIRE)	EACH	1
(4) (8) (9)	730-24.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 40' W/ LUMINAIRE)	EACH	1
(4) (8) (9)	730-24.98	CANTILEVER SIGNAL SUPPORT (2 @ 45' & 60' W/ LUMINAIRE)	EACH	1
	730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH	3
	730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	3
	730-26.09	PEDESTRIAN PUSHBUTTON WITH 15IN SIGN	EACH	3
	730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN	EACH	3
(10)	730-50.30	SCHOOL SPEED LIMIT FLASHING ASSEMBLY (SOLAR POWERED)	EACH	1

FOOTNOTES

(1) INCLUDES ONE (1) 102" X 24" (FAIRVIEW BLVD), TWO (2) 138" X 24" (CUMBERLAND DR), AND TWO (2) 126" X 24" (CROW CUT RD) STREET NAME SIGNS AND ALL NECESSARY HARDWARE. SIGNS TO BE INSTALLED ON THE MAST ARM BY THE CONTRACTOR. SEE SIGNAL LAYOUT SHEETS FOR SIGN LOCATIONS.

(2) TO BE TWO (2) R10-12 SIGNS AND ONE (1) S5-2 SIGN.

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES AND ANY OTHER EQUIPMENT NECESSARY FOR A COMPLETE SERVICE CONNECTION SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM FOR PAYMENT BY THE CONTRACTOR.

(4) THE CONTRACTOR SHALL COORDINATE WITH ERIK HALE OF MTE AT ERIKHALE@MTE.COM FOR THE REMOVAL OF ANY EXISTING LUMINAIRES AND LIGHT POLES AND FOR THE ITEMS NEEDED FOR THE ELECTRIC CONNECTION OF THE PROPOSED LUMINAIRES ON ALL PROPOSED SIGNAL POLES. THE CHARGES FOR ALL OF THESE ITEMS, INCLUDING A 15 AMP CIRCUIT BREAKER INSIDE A BREAKER BOX LOCATED ON SIGNAL POLE #1, PROPOSED LUMINAIRES, TYPE C PULL BOXES, LIGHTING CONDUIT (INCLUDING DIRECTIONAL BORE), AND #8 AWG WIRING SHALL BE INCLUDED IN THIS ITEM. LUMINAIRES SHALL BE 155W MGLEDM P3 3000K 480 MG VH GRSD PR7 SH NL WITH A TILT ANGLE OF 25 DEGREES. LUMINAIRES SHALL BE BALLASTED FOR 120 VOLT OPERATION. LUMINAIRES TO BE PROJECTED TO THE CENTER OF THE INTERSECTION.

(5) TO BE PVC SCHEDULE 80.

(6) INCLUDES ALL SENSOR UNITS, HARDWARE, SOFTWARE, MOUNTING ASSEMBLIES, 677 LF OF SENSOR INSTALLATION CABLE, AND ALL OTHER RELATED EQUIPMENT TO PROVIDE ALL DETECTION ZONES AS SHOWN IN THE PLANS.

(7) PEDESTAL POLE (TYPE A) SHALL BE 10 FOOT IN HEIGHT.

(8) SEE SPECIAL PROVISION 700SIG FOR POLE DESIGN REQUIREMENTS. BID ITEM SHALL INCLUDE THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION OF THE POLE FOUNDATION. SELECT THE APPROPRIATE FOUNDATION DESIGN FOR TDOT STANDARD TRAFFIC OPERATIONS DRAWING, T-SG-10.

(9) SIGNAL POLES SHALL BE EXTENDED TO ACCOMMODATE A 30-FOOT LUMINAIRE MOUNTING HEIGHT. INCLUDES THE INSTALLATION OF ONE LUMINAIRE PER POLE.

(10) INCLUDES ALL EQUIPMENT AND WORK NECESSARY TO INSTALL ONE (1) OVERHEAD TN-8-OH(MOD) SCHOOL ZONE FLASHING BEACON SIGN. INCLUDES MOUNTING BRACKETS, HARDWARE, WIRING, AND ANY OTHER INCIDENTAL ITEMS FOR A COMPLETE AND FULLY OPERATIONAL SYSTEM.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	SIG-1A
PS&E	2025	STP-M-100(82)	SIG-1A

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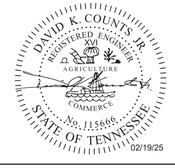

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED SIGNAL QUANTITIES

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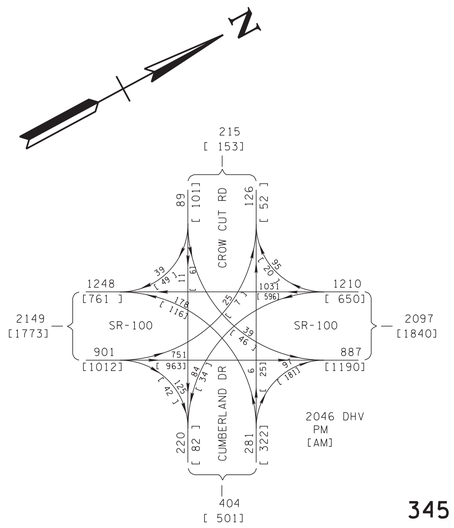
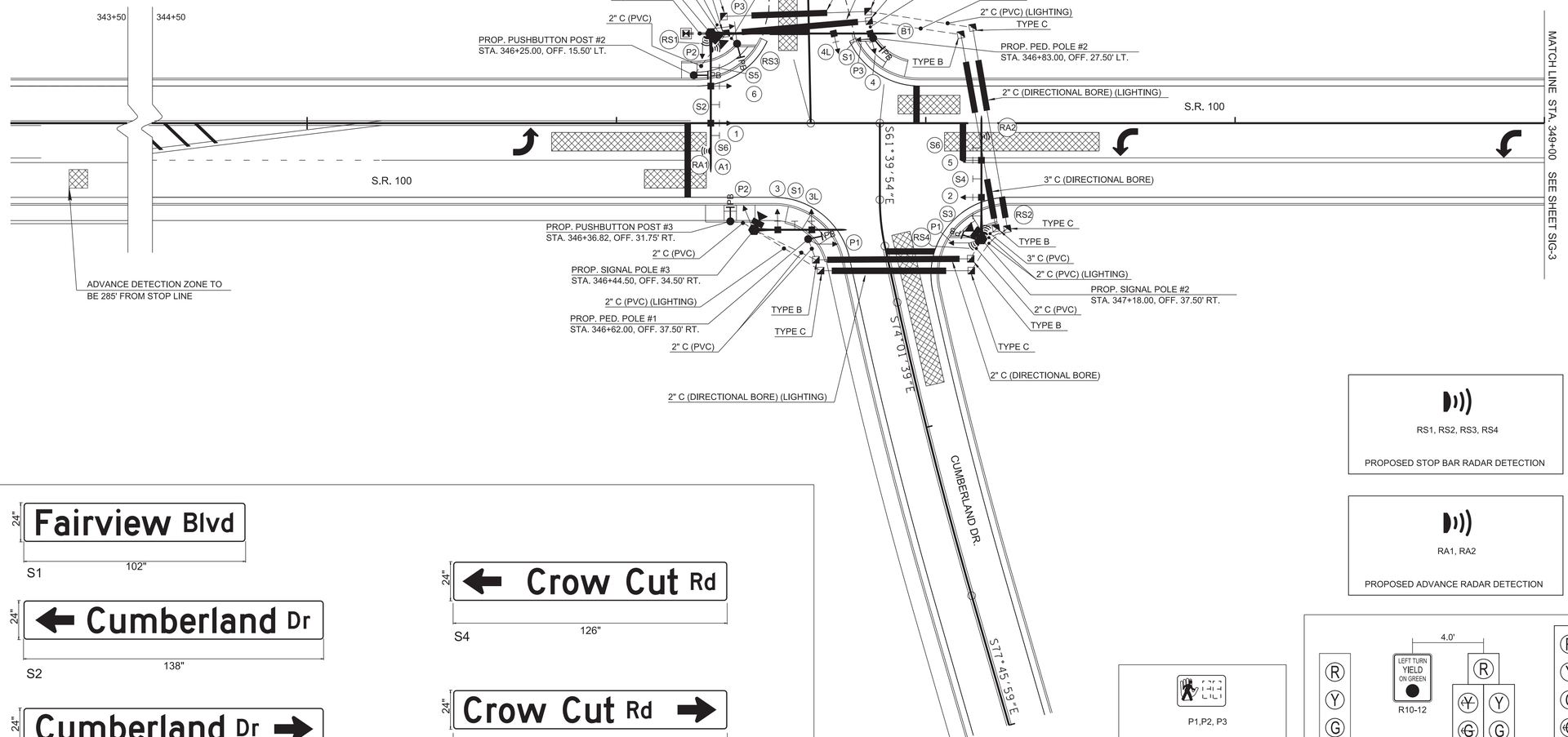
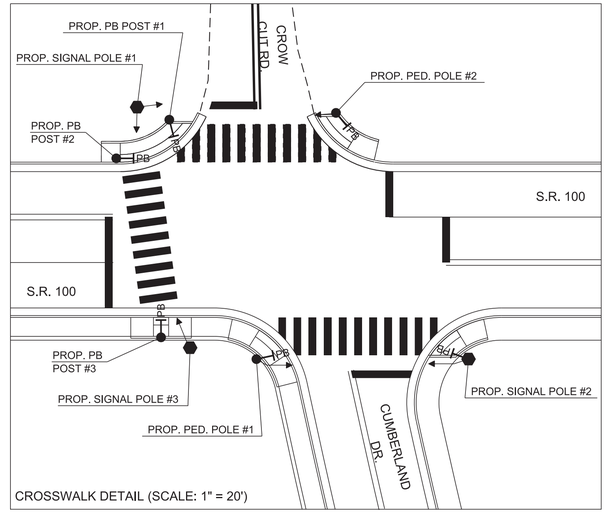


345

CROW CUT RD. STA. 43+67.00 =
S.R. 100 STA. 346+62.82
N 591863.6456
E 1630926.6061

CUMBERLAND DR. STA. 70+00.00 =
S.R. 100 STA. 346+85.16
N 591883.3070
E 1630937.2081

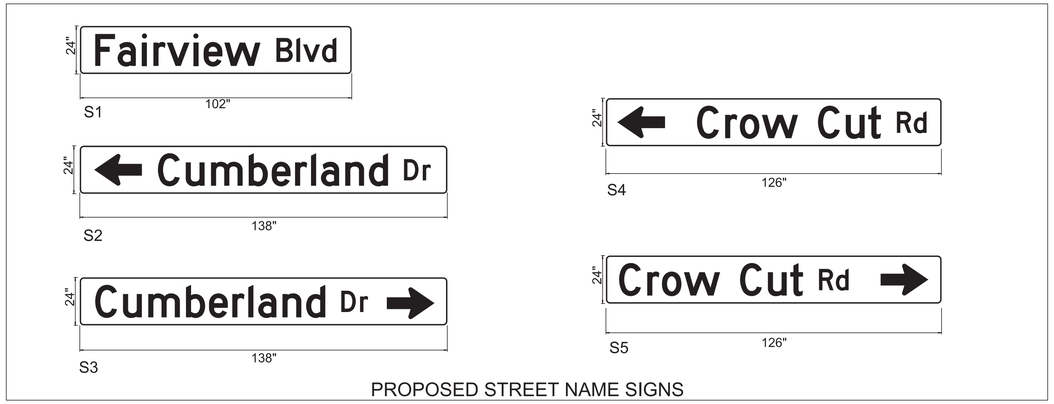




CROSSWALK DETAIL (SCALE: 1" = 20')

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	SIG-1
PIH	2025	STP-M-100(82)	SIG-2
PS&E	2025	STP-M-100(82)	SIG-2

REV. 10-03-24: RELOCATED PROP. MAST ARM POLE #1 AND CABINET 6' TO THE LEFT, LENGTHENED MAST ARM A1 10'. RELOCATED RS4 FROM MAST ARM POLE #1 TO ARM A1, RELOCATED PUSHBUTTON FROM MAST ARM POLE #1 TO PUSH BUTTON POST #2. ADDED PEDESTAL POLE #2, TWO (2) PUSHBUTTON POSTS, TWO (2) PEDESTRIAN PUSHBUTTONS, PEDESTRAIN SIGNAL HEADS (P3), 2" C (DIRECTIONAL BORE), 2" C (PVC), ONE (1) TYPE B PULL BOX, AND CURB RAMPS TO WEST SIDE OF SR-100. UPDATED CROSSWALK DETAIL TO INCLUDE NEW CURB RAMPS AND CROSSWALK PAVEMENT MARKINGS ON WEST SIDE OF SR-100. ADDED STREET NAMES TO CROSSWALK DETAIL. MOVED SR-100 NORTHBOUND STOP BAR PAVEMENT MARKING TO 4' AWAY FROM CROSSWALK. CHANGED SIGN NO. FOR SIGN R10-12 FROM "A" TO "S6". CHANGED MAST ARM POLE LABELS FROM "PROPOSED MAST ARM POLE" TO "PROP. SIGNAL POLE" AND ADDED "OFF." BEFORE OFFSET LOCATION. CHANGED PEDESTAL POLE LABEL FROM "PROPOSED PEDESTAL ARM POLE" TO "PROP. PED. POLE" AND ADDED "OFF." BEFORE OFFSET LOCATION. ADDED INTERSECTION TO SHEET TITLE. CHANGED MAST ARM LABEL "A2" TO "B1". CHANGED SIG-3 FROM "SIGNAL POLE DETAILS" TO "SIGNAL DETAILS" IN SIGNAL INDEX OF SHEETS.



PROPOSED STREET NAME SIGNS

RS1, RS2, RS3, RS4

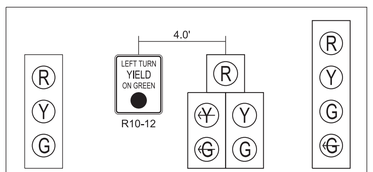
PROPOSED STOP BAR RADAR DETECTION

RA1, RA2

PROPOSED ADVANCE RADAR DETECTION

P1,P2, P3

PROPOSED COUNTDOWN
PEDESTRIAN SIGNAL HEADS



PROPOSED SIGNAL HEADS W/ BACKPLATES

SEALED BY

DAVID K. COUNTS, JR.
REGISTERED ENGINEER
No. 115666
STATE OF TENNESSEE
02/19/25

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

SR-100 AND CUMBERLAND DR/
CROW CUT RD
SCALE: 1"= 20'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	SIG-2
PIH	2025	STP-M-100(82)	SIG-3
PS&E	2025	STP-M-100(82)	SIG-3

REV. 10-03-24: RELOCATED PROP. SIGNAL POLE #4 AND CABINET FROM 28.00 LT. TO 24.00' LT. LENGTHENED MAST ARM BY 10'. ADDED SIGN, S2, AND SIGN LABELS, S1 AND S2. ADDED PROPOSED OVERHEAD SIGNS DETAIL. CHANGED MAST ARM LABEL FROM "PROPOSED MAST ARM POLE" TO "PROP. SIGNAL POLE" AND ADDED "OFF." BEFORE OFFSET LOCATION. ADDED LOCATION TO SHEET TITLE.

350

N

PROP. SIGNAL POLE #4
STA. 352+19.00, OFF. 24.00' LT.

ADVANCE DETECTION ZONE TO BE 285'
FROM SB STOP LINE ON SHEET SIG-2

MATCH LINE STA. 349+00 SEE SHEET SIG-2

S.R. 100

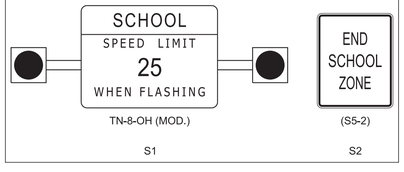
N 28° 20' 06" E

(S1)

(S2)

S.R. 100

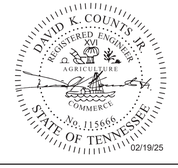
PROPOSED OVERHEAD SIGNS



TN-8-OH (MOD.) — S1

(S5-2) — S2

SEALED BY



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

SR-100
SCHOOL ZONE FLASHER
SCALE: 1"= 20'

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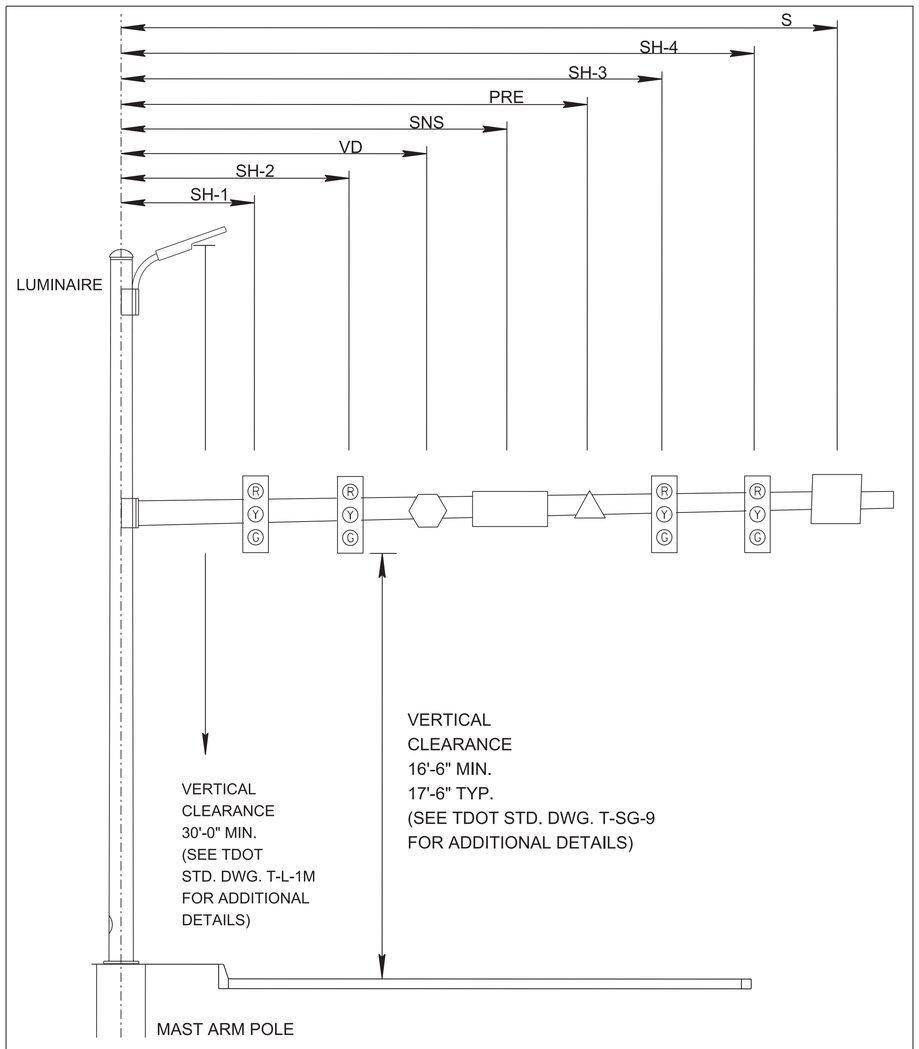
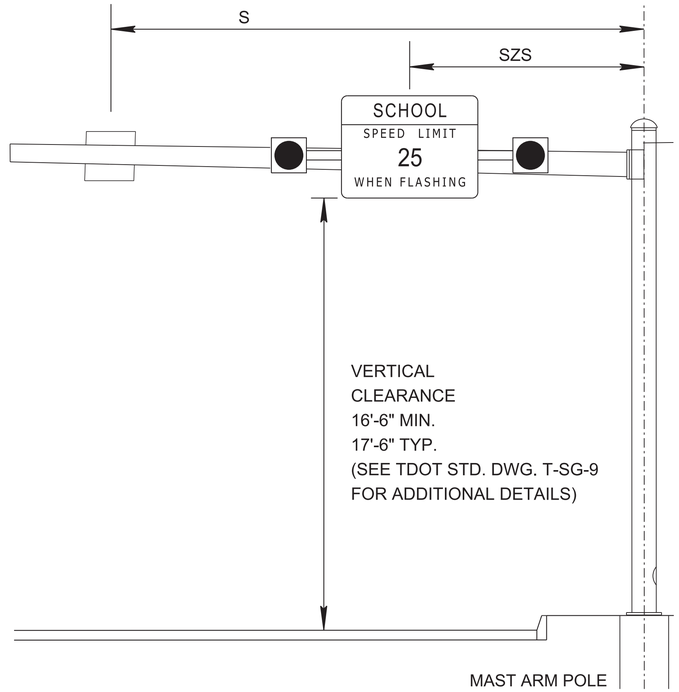


SIGNAL MAST ARM DETAILS



SCHOOL ZONE FLASHER DETAILS

LEGEND

- SIGNAL HEAD (R Y G)
- STREET NAME SIGN
- SIGN
- VEHICLE DETECTOR (RADAR)
- PRE-EMPTION
- LUMINAIRE
- SCHOOL ZONE SIGN (SCHOOL / SPEED LIMIT / 25 / WHEN FLASHING)

S:	SIGN
SNS:	STREET NAME SIGN
SH-X:	SIGNAL HEAD
VD:	VEHICLE DETECTOR (RADAR)
PRE:	PRE-EMPTION
SZS:	SCHOOL ZONE SIGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP-M-100(82)	SIG-3
PIH	2025	STP-M-100(82)	SIG-3A
PS&E	2025	STP-M-100(82)	SIG-3A

REV. 10-03-24: ADDED SIGN TO SCHOOL ZONE FLASHER DETAILS. ADDED SCHOOL ZONE SIGN TO LEGEND. ADDED VD-2 AND VD-3 TO SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS TABLE. UPDATED ALL POLE DATA AND MAST ARM DETAILS FOR SP1 AND SP4. ADDED SIGN LOCATION TO SP4. CHANGED SHEET TITLE FROM "SIGNAL POLE DETAILS" TO "SIGNAL DETAILS" AND ADDED LOCATION.

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SNS	SH-1	SNS	SH-2	S	VD-1	VD-2	VD-3	GROUND EL. @ POLE
SP1	346+30.50	29.00' LT.	591848.9629	1630885.7413	A1	45'	11.0'	17.0'	23.0'	29.0'	33.0'	0.0'	5.0'	38.0'	916.38'
					B1	60'		40.0'	46.0'	52.0'					
SP2	347+18.00	37.50' RT.	591894.4293	1630985.7899		40'	7.5'	13.5'	19.5'	25.5'	29.5	0.0'	0.0'	33.0'	915.44'
SP3	346+44.50	34.50' RT.	591831.1469	1630948.2780		30'		7.5'	13.0'	19.0'					918.03'
PP1	346+62.00	37.50' RT.	591845.1264	1630959.2245											916.16'
PP2	346+83.00	27.50' LT.	591894.4609	1630911.9793											914.16'
PB1	346+39.00	25.70' LT	591854.8783	1630892.6802											915.32'
PB2	346+25.00	15.50' LT.	591837.7144	1630895.0134											915.31'
PB3	346+36.82	31.75' RT.	591825.6922	1630942.2123											918.18'

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS: SCHOOL ZONE FLASHING BEACON

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM LENGTH	SZS	S	GROUND EL. @ POLE
SP4	352+19.00	24.00' LT.	592364.5835	1631169.4599	45'	18.0'	35.5'	895.70'

SEALED BY

DAVID K. COUNTS JR. REGISTERED ENGINEER No. 115666 STATE OF TENNESSEE 02/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS

SR-100 AND CUMBERLAND DR/
CROW CUT RD
NOT TO SCALE

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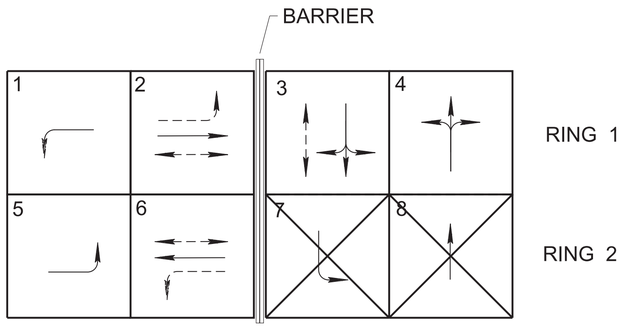
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	SIG-3B
PS&E	2025	STP-M-100(82)	SIG-3B



NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

PROTECTED PHASE

PERMISSIVE PHASE

PEDESTRIAN PHASE

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SINGLE DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES
- SPECIAL SEQUENCING
- SPLIT PHASING:
  PHASE 3 AND PHASE 4

VOLUME-DENSITY TIMING (SECS)

PHASE	INITIAL INTERVAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MAX I	MAX II	FLASH MODE	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)
							YELLOW	ALL RED	WALK	FLASHING DON'T WALK		
2	7.0	2.0	3.2	65.0		YELLOW	4.5	1.0	7.0	8.0	MIN	L
6	7.0	2.0	4.0	72.5		YELLOW	4.5	1.0	7.0	7.0	MIN	L

BASIC OR SEMI - ACTUATED TIMING (SECS)

PHASE	INITIAL INTERVAL	VEHICLE INTERVAL	MAX I	MAX II	FLASH MODE	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
						YELLOW	ALL RED	WALK	FLASHING DON'T WALK			
1	10.0	1.1	14.5		YELLOW	3.5	1.5			NONE	NL	P + P
3	7.0	1.1	18.0		RED	3.5	2.5	7.0	9.0	NONE	NL	PROT
4	10.0	1.6	24.5		RED	4.5	2.0			NONE	NL	PROT
5	7.0	1.1	7.0		YELLOW	3.5	1.5			NONE	NL	P + P

(1) NL = NONLOCK
L = LOCK

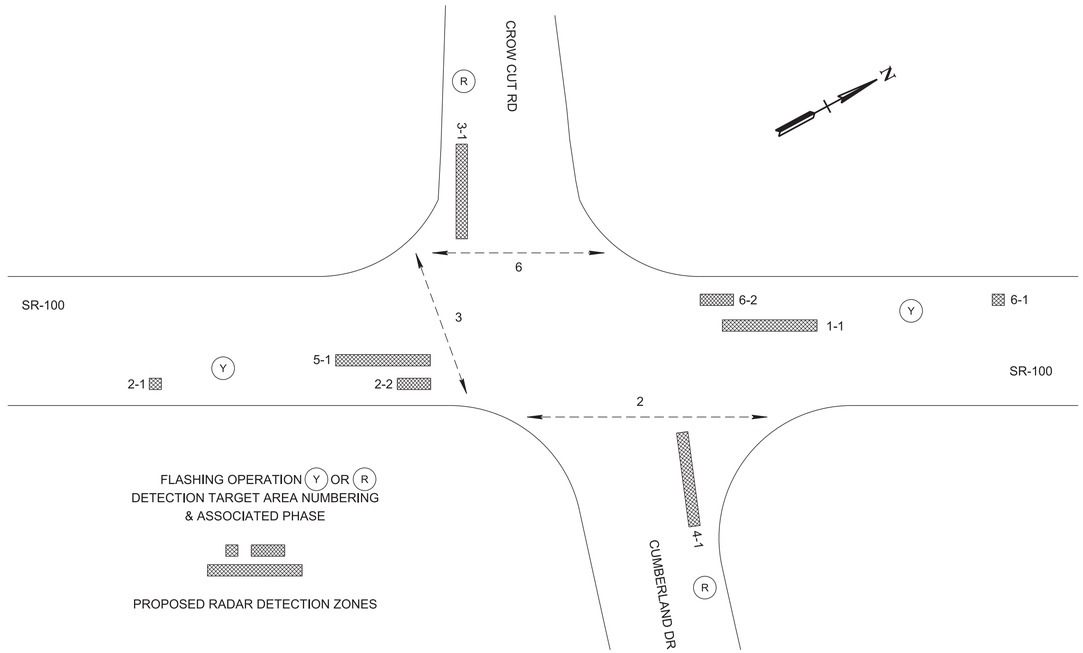
(2) PERM = PERMITTED
PROT = PROTECTED
P + P = PROT/PERM

RADAR DETECTION TARGET ASSIGNMENTS

TARGET AREA #	VEHICLE DETECTION #	TARGET AREA (FT)	ASSOC. Ø	COMMENTS
1-1	RS2	6' x 50'	1	
2-1	RA1	6' x 6'	2	
2-2	RS1	6' x 20'	2	
3-1	RS3	6' x 50'	3	
4-1	RS4	6' x 50'	4	
5-1	RS1	6' x 50'	5	
6-1	RA2	6' x 6'	6	
6-2	RS2	6' x 20'	6	

RADAR DETECTION ZONE DIAGRAM

(NOT TO SCALE)



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING AND TIMING

SR-100 AND CUMBERLAND DR/
CROW CUT RD

NOT TO SCALE

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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	
PS&E	2025	STP M-100(82)	S-1

SWPPP INDEX OF SHEETS

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

1. SWPPP REQUIREMENTS (5.0.)

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

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

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

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

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

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

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

2. SITE DESCRIPTION (5.5.1.)

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

2.2. TOTAL PROJECT AREA (5.5.1.b): 4.074 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 2.878 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: STATE ROUTE 100, INTERSECTION AT CUMBERLAND DRIVE
COUNTY: WILLIAMSON
PIN: 126869.00

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

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 12 & 12A, DRAINAGE MAP SHEET(S) 8, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

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

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☐ UTILITIES
- ☐ OTHER (DESCRIBE): _____

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

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

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

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

☐ YES _____ (DATE) ☒ NO

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

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

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

SOIL PROPERTIES

PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
BaC - Sengtown gravelly silt loam, 5 to 12 percent slopes	B	4.1	0.17
BcD3 - Baxter cherty silty clay loam, 12 to 20 percent slopes, severely eroded	B	19.1	0.17
Ln - Lindside silt loam	C	5.8	0.37
MsB - Mountview silt loam, 2 to 5 percent slopes	C	30.0	0.43
MvC2 - Mountview silt loam, 5 to 12 percent slopes, eroded	B	41.0	0.37

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS

AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	1.807	44.4		0.90
PERVIOUS	2.267	55.6		0.30
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.57

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS

AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	2.408	59.1		0.90
PERVIOUS	1.666	40.9		0.30
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.65

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS 14)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

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

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

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

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

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

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

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

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

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

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

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

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

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

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

RECEIVING WATERS OF THE STATE INFORMATION

TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	MISC. TRIB. TO LITTLE TURNBULL CREEK	NO	NO	YES	YES
-	LITTLE TURNBULL CREEK	NO	NO	NO	YES
-	HUNTING CAMP CREEK	NO	NO	NO	YES
-	ADEN BRANCH	NO	NO	NO	YES
-	CANEY FORK CREEK	NO	NO	NO	YES
-	MISC. TRIB. TO TURNBULL CREEK	NO	NO	NO	YES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	
PS&E	2025	STP M-100(82)	S-2

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

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

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 6.4.2.)

☒ YES ☐ NO

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

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 12A, 13A, & 14A.

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

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

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

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

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

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

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☐ YES ☒ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☒ YES ☐ NO

IF YES, EXISTING CONDITIONS DESCRIPTION:THERE IS NOT ENOUGH ROOM FOR AN ADEQUATE 30 FOOT BUFFER AROUND STR-1. SILT FENCE WITH BACKING AND HIGH VISIBILITY FENCE ARE PLACED AS FAR AWAY FROM THE BANKS AS POSSIBLE.

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

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

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

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☒ YES ☐ NO ☐ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☐ YES ☐ NO ☒ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☐ YES ☒ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)

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

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?

☒YES ☐ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☒ YES ☐ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☒ NO

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

4.5. ECOLOGY INFORMATION (3.5.5.e)

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

☐ YES ☒ NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☐ YES ☒ NO

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

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

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

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

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

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

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

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

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

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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	
PS&E	2025	STP M-100(82)	S-3

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

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☒ YES ☐ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEETS 2, 2-1, & 11 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEETS 2, 2-1, & 11 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

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

IF YES, THE FOLLOWING NOTES APPLY:

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

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

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

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

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

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

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

IF YES, THE FOLLOWING APPLY:

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

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

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

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

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

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

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

7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH PERMANENT VEGETATIVE COVER.

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

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

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

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

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

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

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

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

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

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

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

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

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

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

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

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

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

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

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

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

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

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

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

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

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

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

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

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

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

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

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

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

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

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

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

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

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

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	
PS&E	2025	STP M-100(82)	S-5

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

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

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

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

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

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

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

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

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

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

☐ YES ☒ NO

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

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

12.1. SPILL PREVENTION (5.5.3.7.c)

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

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

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

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

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

12.2.2. HAZARDOUS MATERIALS

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

12.3. PRODUCT SPECIFIC PRACTICES

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

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

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

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

12.4. SPILL MANAGEMENT

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

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

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

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

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

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

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

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

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

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STORMWATER POLLUTION PREVENTION PLAN

12.5. SPILL NOTIFICATION (6.1)

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

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

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

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

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

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

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

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

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

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

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

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

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

13.2.2. LOCATION

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

13.2.3. METHODS

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

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

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

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

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

13.3. KEEPING PLANS CURRENT (5.4.)

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

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

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

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

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

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

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

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

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

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

13.4. MAKING PLANS ACCESSIBLE

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

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

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

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

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

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

13.5. NOTICE OF TERMINATION (9.0.)

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

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

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

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

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

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

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

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

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

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

Anthony R. Myers | Digitally signed by Anthony Myers Date: 2025.02.10 09:03:49 -06'00'

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Anthony Myers

PRINTED NAME

TDOT Manager

TITLE

02/10/2025

DATE

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

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

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DAT

16. ENVIRONMENTAL PERMITS (1.5.2.)

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

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	STP-M-100(82)	
PS&E	2025	STP M-100(82)	S-8

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

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
OUT-2		340+95 RT SR-100	0.03	2.33			N/A	N/A	ADEN BRANCH	
OUT-3		341+40 RT SR-100	0.05	1.13			N/A	N/A	ADEN BRANCH	
OUT-4		353+65 RT SR-100	0.04/0.03	8.00	7.88	7.88	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	
OUT-6		335+10 RT SR-100	0.02		0.33	0.33	N/A	N/A	ADEN BRANCH	
OUT-7		336+50 RT SR-100	0.03		0.09	0.09	N/A	N/A	ADEN BRANCH	
OUT-8		338+00 RT SR-100	0.03		0.09	0.09	N/A	N/A	ADEN BRANCH	
OUT-9		338+00 RT SR-100	0.01		1.31	1.31	N/A	N/A	ADEN BRANCH	
OUT-10		340+20 RT SR-100	0.03		0.27	0.27	N/A	N/A	ADEN BRANCH	
OUT-11		340+50 RT SR-100	0.01		0.02	0.02	N/A	N/A	ADEN BRANCH	
OUT-12		340+75 RT SR-100	0.02		0.05	0.05	N/A	N/A	ADEN BRANCH	
OUT-13		341+45 RT SR-100	0.04		0.13	0.13	N/A	N/A	ADEN BRANCH	
OUT-14		340+95 RT SR-100	0.08		0.15	0.15	N/A	N/A	ADEN BRANCH	
OUT-15		341+50 RT SR-100	0.07		0.46	0.46	N/A	N/A	ADEN BRANCH	
OUT-16		343+60 RT SR-100	0.02		0.21	0.21	N/A	N/A	ADEN BRANCH	
OUT-17		346+50 RT SR-100	0.02		0.21	0.21	N/A	N/A	ADEN BRANCH	
OUT-18		70+35 RT CUMBERLAND DR	0.04		0.11	0.11	N/A	N/A	ADEN BRANCH	
OUT-19		71+50 RT CUMBERLAND DR	0.05		0.12	0.12	N/A	N/A	ADEN BRANCH	
OUT-20		73+20 RT CUMBERLAND DR	0.01		0.06	0.06	N/A	N/A	ADEN BRANCH	
OUT-21		73+20 LT CUMBERLAND DR	0.01		0.09	0.09	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	
OUT-22		72+35 LT CUMBERLAND DR	0.02		0.08	0.08	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	
OUT-23		71+50 LT CUMBERLAND DR	0.06		0.06	0.06	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	
OUT-24		70+35 RT CUMBERLAND DR	0.04		0.08	0.08	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	
OUT-25		347+40 RT SR-100	0.03		0.07	0.07	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	
OUT-26		349+05 RT SR-100	0.04		0.11	0.11	N/A	N/A	MISC. TRIB. TO LITTLE TURNBULL CREEK (STR-1)	

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	STP-M-100(82)	
STATE PROJ. NO.	94013-3222-54	

Index Of Sheets	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS	U1-1 THRU U1-3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WILLIAMSON COUNTY

SR-100 INTERSECTION AT CUMBERLAND DRIVE

STATE HIGHWAY NO. 100 / F.A.H.S NO. N/A

WITH THE EXCEPTIONS OF MIDDLE TENNESSEE ELECTRIC,
WATER AUTHORITY OF DICKSON CO., AND PIEDMONT NATURAL GAS,
THERE ARE NO UTILITIES IN CONFLICT WITH THIS PROJECT.

STANDARD LEGEND

EXISTING UTILITES

POWER	P	POWER POLE	
TELEPHONE	T	TELEPHONE POLE	
WATER	W	POWER/TELEPHONE POLE	
CABLE TV	C	MANHOLE	
SANITARY SEWER	SA	WATER METER	W.M.
UNDERGROUND TELEPHONE	T (UG)	WATER VALVE	W.V.
GAS	G	LIGHT POLE	
FORCE MAIN SEWER	FMS		
UNDERGROUND POWER	P (UG)		
UNDERGROUND FIBER OPTIC	F (UG)		

PROPOSED UTILITIES & MODIFICATIONS

POWER	P	POWER POLE	●P
UNDERGROUND POWER	P (UG)		
TELEPHONE	T	TELEPHONE POLE	●T
WATER	W	WATER METER	■ W.M.
CABLE TV	C		
SANITARY SEWER	SA		
UNDERGROUND TELEPHONE	T (UG)		
GAS	G		
FORCE MAIN SEWER	FMS		
UNDERGROUND FIBER OPTIC	F (UG)		
EX. WATER LINE (RETIRED IN PLACE)	6" W RIP	R	REMOVE
EX.GAS LINE (RETIRED IN PLACE)	8" G RIP	RIP	RETIRE IN PLACE
EX.SEWER LINE (RETIRED IN PLACE)	8" FMS RIP		
EX.TELEPHONE LINE (RETIRED IN PLACE)	T(UG) RIP		

UTILITY OWNERS AND CONTACTS:

ELECTRIC: MIDDLE TENNESSEE ELECTRIC
555 NEW SALEM ROAD
MURFREESBORO, TN, 37129
CHRIS WEAVER
CHRISWEAVER@MTE.COM
O: 615-494-1068

PHONE: AT&T
116 SOUTH CANNON AVENUE
MURFREESBORO, TN 37129
KENNETH LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082 C:615-631-7221

WATER: WATER AUTHORITY OF DICKSON CO.
101 COWAN ROAD
DICKSON, TN 37055
MICHAEL ROGERS
MROGERS@WADC.US
C: 615-642-7539

GAS: PIEDMONT NATURAL GAS
83 CENTURY BLVD.
NASHVILLE, TN 37214
BRENNAN ANTHONY
BRENNAN.ANTHONY@DUKE-ENERGY.COM
O: 615-872-2450

COMCAST
660 MAINSTREAM DRIVE
NASHVILLE, TN 37728
MICHAEL LEE
NAS-NashvilleConstructionBetterments@COMCAST.COM
C: 615-504-0528

SPECIAL NOTES

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

NOTE TO CONTRACTORS	UNDERGROUND UTILITIES NOTE	NOTE TO CONTRACTORS
CONTRACTOR TO FOLLOW ALL ADA RULES PERTAINING TO SIDEWALKS	ALL UNDERGROUND UTILITIES MUST BE DIRECTIONAL BORED UNDER ALL STREAMS IDENTIFIED IN THE PLANS	DIRECTIONAL BORING MUST BE PLACED A MINIMUM OF 50' AWAY FROM STREAM BANKS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	U1-2

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CURVE SC5
PI 336+98.88
N 591,015.4990
E 1,630,468.5300
Δ 0° 10′ 10″ (RT)
D 0° 15′ 00″
R 22,918.31
L 67.74
T 33.87

CURVE SC6
PI 339+19.62
N 591,209.4940
E 1,630,573.8680
Δ 0° 10′ 00″ (LT)
D 0° 15′ 00″
R 22,918.31
L 66.72
T 33.36

335

340

PC 336+65.00

PT 337+32.75

PC 338+86.27

PT 339+52.98

GAS LINE CROSSING POROPSED CULVERT EXTENSION WILL HAVE TO BE 4.5′ DEEP FROM CURRENT SURFACE ELEVATION. APPROXIMATELY 5′ OF PIPE NEEDED.

REMOVE OR RETIRE IN PLACE EXISTING 2" GAS

N 28° 19′ 56″ E

S.R. 100 (FAIRVIEW BLVD.)(ASP.)

N 28° 30′ 06″ E

N28°20′06″E

S.R. 100 (FAIRVIEW BLVD.) (ASP.)

N 28° 19′ 36″ E
594.61′

ATHLETIC FIELD LIGHT POLE

335+07.34
33.00′

707.29′

342+14.64
33.00′

LIMIT OF CONST.

STA. 335+07.83

N 590847.3350 E 1630377.8607

94013-2222-54

BEGIN PROJECT NO. STP-M-100(82) R.O.W.

STA. 335+07.83

N 590847.3350 E 1630377.8607

OFFSET GAS LINE TO GO AROUND PROPOSED STORM STRUCTURES. APPROXIMATELY 980′ OF PIPE NEEDED.

PROPOSED 1-1/4" PVC SEWER SERVICE LINE

GAS LINE CROSSING PROPOSED STORM WILL HAVE TO BE 7.2′ DEEP FROM CURRENT SURFACE ELEVATION. APPROXIMATELY 40′ OF PIPE NEEDED.

GAS LINE CROSSING PROPOSED STORM WILL HAVE TO BE 3.5′ DEEP FROM CURRENT SURFACE ELEVATION. APPROXIMATELY 5′ OF PIPE NEEDED.

THIS 4" FORCE MAIN ONLY SERVES ONE RESIDENCE/SERVICE. WE ARE PLANNING TO BUILD A NEW SERVICE LINE ACROSS HWY-100 TO ITS SERVICE BOX (S.V.) AS SHOWN. THIS WILL ALLOW US TO RETIRE THE SECTION OF FORCE MAIN TO THE CROSSING AT STATION 343+75

GAS LINE CROSSING POROPSED CULVERT EXTENSION WILL HAVE TO BE 3′ DEEP FROM CURRENT SURFACE ELEVATION. APPROXIMATELY 5′ OF PIPE NEEDED.

MATCH LINE 343+75 SEE U1-3

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S16	590474.7117	1630224.2178	921.65	331+06.92	41.60′ (RT)
S17	591389.8852	1630690.2216	902.62	341+33.63	16.80′ (RT)

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY SHEETS

STA. 330+25 TO STA. 343+75
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	STP-M-100(82)	U1-3

MATCH LINE 343+75 SEE U1-2

94013-2222-54

END PROJECT NO. STP-M-100(82) R.O.W.

STA. 353+68.84

N 592485.0765 E 1631261.7003

LIMIT OF CONST.

STA. 354+52.06

N 592558.3225 E 1631301.1967

SEE FEDERAL AID PROJECT NO. STP-EN-NH-100(83) / STATE PROJECT NO. 94013-3220-14 FOR WORK BEYOND THE LEFT EDGE OF PAVEMENT.

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S18	591829.6844	1630931.3047	914.79	346+35.16	20.25' (RT)
S19	592688.7454	1631390.3317	892.62	356+09.16	16.55' (RT)

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000086 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 3 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITIES SHEET

STA. 343+75 TO STA. 357+25
SCALE: 1"= 50'

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