

05-DEC-2024 15:02
\\AG03\$DCWF00010.net.ads.state.tn.us\PROJECTS\Johnson\Slimp Branch Rd. Bridge over Roan Creek, LM 0.336\Bases Drawings\sheets\ROADWAY-SIGN1.sht



12-10-24

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Andrew Wisniewski Date: 2024.12.10
07:12:04 -06'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LN
KNOXVILLE, TN 37914
ANDREW WISNIEWSKI, P.E. 00114267

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
STANDARD TRAFFIC OPERATIONS DRAWINGS.....	1A1
PROJECT COMMITMENTS.....	1B
ESTIMATED ROADWAY QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE.....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEET.....	2G
RIGHT-OF-WAY NOTES, UTILITIES NOTES, UTILITY OWNERS, AND R.O.W. ACQUISITION TABLE.....	3
PROPERTY MAP.....	3A
PRESENT LAYOUT.....	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
SIDE ROAD PROFILE ①	5
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE.....	6
DRAINAGE MAP.....	7
CULVERT SECTION	8
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	9 -13
ROADWAY CROSS SECTIONS	14 - 24
SIDE ROAD CROSS SECTIONS.....	25 - 29
TRAFFIC CONTROL PLANS	T-1 – T-8

YEAR	PROJECT NO.	SHEET NO.
2025	46455-3414-04	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

JOHNSON COUNTY

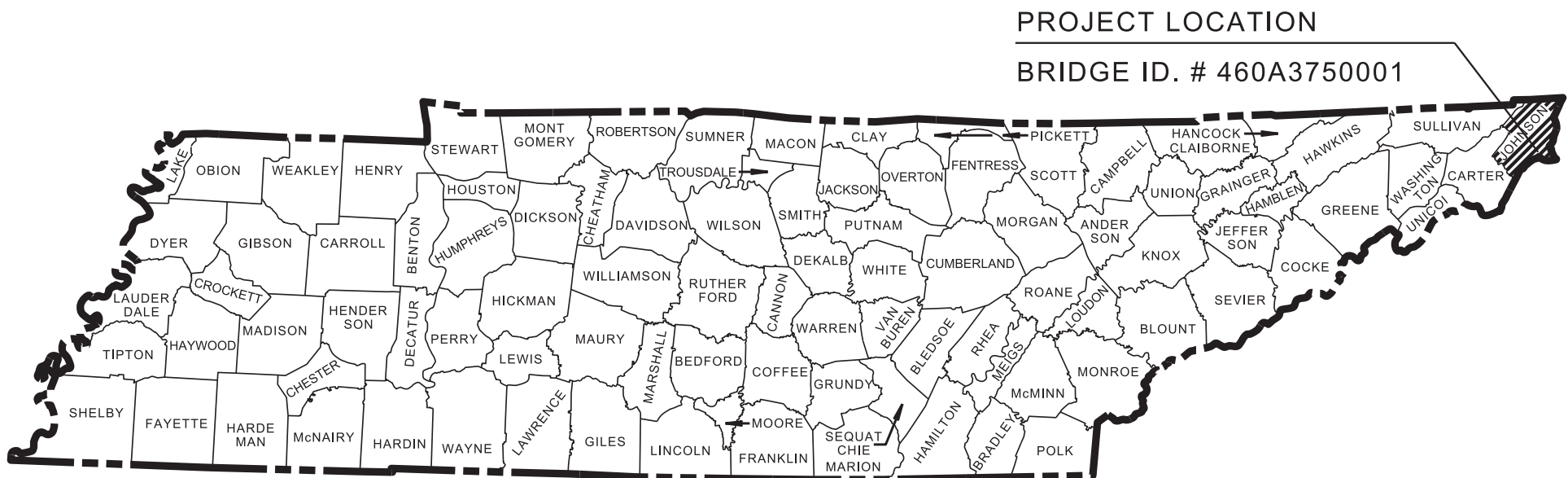
A375-0.34 SLIMP BRANCH ROAD, BRIDGE OVER
ROAN CREEK, LM 0.34 (IA)

PLANS, SPECS & ESTIMATE
BRIDGE REPLACEMENT AND APPROACHES

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

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

TENN.	YEAR 2025	SHEET NO. 1
FED. AID PROJ. NO.		
STATE PROJ. NO.	46455-3414-04	



BEGIN PROJECT NO. 46455-2414-04 RIGHT OF WAY

STA. 102+85.00

N 776974.8869 E 3190512.1977

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 103+03.88

N 776959.7280 E 3190500.9448

END PROJECT NO. 46455-3414-04 CONSTRUCTION

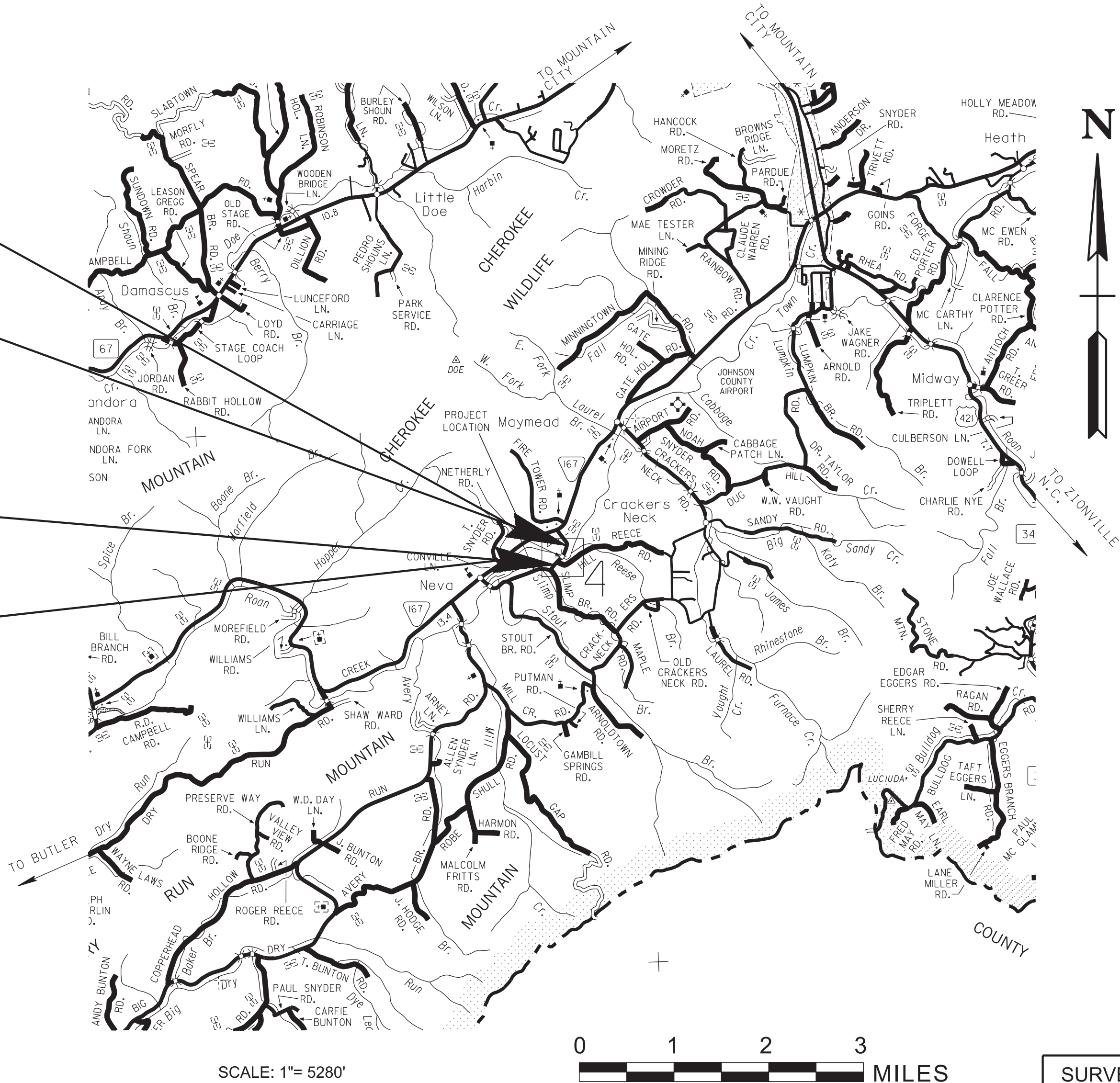
STA. 107+50.00

N 776632.8223 E 3190197.6464

END PROJECT NO. 46455-2414-04 RIGHT OF WAY

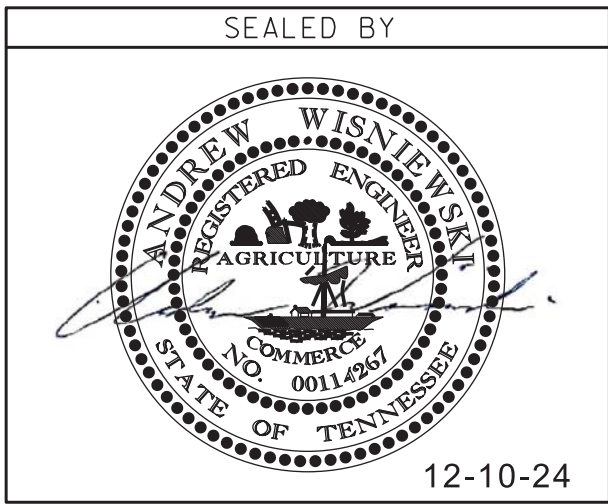
STA. 107+60.00

N 776625.1528 E 3190191.2294



NO EXCLUSIONS

ROAD TO BE CLOSED
DURING CONSTRUCTION



APPROVED:
WILL REID, CHIEF ENGINEER

DATE: _____

APPROVED:
HOWARD H. ELEY, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: TRACIE WIDNER

DESIGNER : DAVID D. LAYHEW, P.E.

CHECKED BY : ANDREW WISNIEWSKI, P.E.

P.E. NO. 46455-1414-04 (DESIGN)

PIN NO. 124428.00

R.O.W. LENGTH 0.089 MILES

ROADWAY LENGTH 0.058 MILES

BRIDGE LENGTH 0.026 MILES

BOX BRIDGE LENGTH 0.000 MILES

BOX BRIDGE LENGTH 0.000 MILES ▲

PROJECT LENGTH 0.084 MILES

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

SURVEY 02-14-2019	TRAFFIC DATA
	ADT (2025) 160
	ADT (2045) 190
	DHV (2025) 25
	D 65 - 35
	T (ADT) 4 %
	T (DHV) 3 %
	V 25 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

05-DEC-2024 14:42
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ROADWAY INDEX

SHEET NAME	SHEET NO.	DWG.	REV.	DESCRIPTION
SIGNATURE SHEETS.....	ROADWAY-SIGN1	RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
TITLE SHEET	1	RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A	RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
STANDARD TRAFFIC OPERATIONS DRAWINGS	1A1			
PROJECT COMMITMENTS.....	1B	RD11-TS-1	06-28-19	DESIGN STANDARDS FOR LOW-VOLUME ROADS
ESTIMATED ROADWAY QUANTITIES	2	RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B	RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
GENERAL NOTES.....	2C	RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
SPECIAL NOTES.....	2D			
ENVIRONMENTAL NOTES.....	2E	RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
TABULATED QUANTITIES	2F, 2F1			
DETAIL SHEET.....	2G	RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RIGHT-OF-WAY NOTES, UTILITIES NOTES, UTILITY OWNERS, AND R.O.W. ACQUISITION TABLE.....	3			
PROPERTY MAP	3A	D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
PRESENT LAYOUT	4	D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
RIGHT-OF-WAY DETAILS	4A	D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
PROPOSED LAYOUT	4B	D-PG-3	06-28-19	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
PROPOSED PROFILE	4C	D-PS-1	06-28-19	STRUTTING DETAILS FOR CORR. METAL & STRUCTURAL PLATE ROUND PIPE
SIDE ROAD PROFILE.....	5	D-PE-24A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
PRIVATE DRIVE PROFILE	6	D-PE-24B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE, BILL OF STEEL AND PRECAST NOTES
DRAINAGE MAP	7			
CULVERT SECTION	8			
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	9 -13			
ROADWAY CROSS SECTIONS	14 - 24			
SIDE ROAD CROSS SECTIONS	25 - 29			
TRAFFIC CONTROL PLANS	T-1 – T-8			
BRIDGE PLANS	B-1			
GEOTECHNICAL PLANS	G-1			
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS.....	S-1			
UTILITIES PLANS.....	U1–1			
NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN NUMBERING OF SHEETS.				

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

RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-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 STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-TS-1	06-28-19	DESIGN STANDARDS FOR LOW-VOLUME ROADS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
10-102.00 PIPE CULVERTS AND ENDWALLS		
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PG-3	06-28-19	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
D-PS-1	06-28-19	STRUTTING DETAILS FOR CORR. METAL & STRUCTURAL PLATE ROUND PIPE
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
10-105.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-F-1	03-01-23	HIGH VISIBILITY FENCE
10-107.00 SAFETY DESIGN AND GUARDRAILS		
S-CC-1	01-09-24	CRASH CUSHION
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-2M		SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	06-15-21	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-5	02-28-20	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)

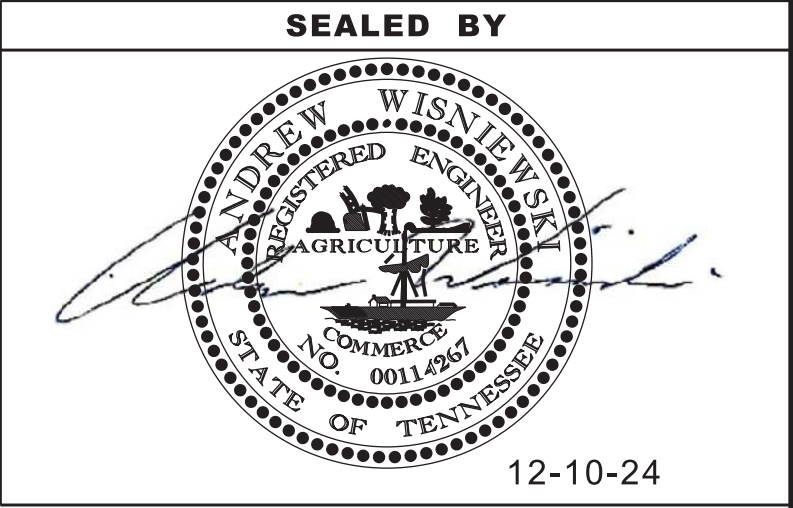
STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
S-GRC-6	07-07-23	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW SPEED ROADWAYS
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
S-GRA-4	03-01-23	IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE
10-108.00 DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-07-23	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-32	11-30-20	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	05-27-98	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	09-01-05	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	04-02-12	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
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

10-109.00 EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-30		INSTREAM DIVERSION (WITHOUT TRAFFIC)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	1A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION


ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
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-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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	1A1

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12-10-24


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
OPERATIONS
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46555-2414-04	1B
PS&E	2025	46455-3414-04	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDEC001	Environmental Division, Ecology	Cliff swallow and barn swallow nests, eggs, or birds (young and adults) will not be disturbed between April 15 and July 31. From August 1 to April 14, nests can be removed or destroyed, and measures implemented to prevent future nest building at the site (e.g., closing off area using netting).	ENTIRE PROJECT
EDEC002	Environmental Division, Ecology	Exceptions: (1) If there are no eggs in the nests prior to April 15, TDOT will be allowed to destroy the nests and prevent further nest building at the site, by installing netting. Net openings shall be one inch or smaller after installation, and shall be installed securely and in such a manner that it will not pose a safety hazard. Absence of eggs prior to net installation must be documented by using appropriate means for determination, such as, but not limited to, site visits and photographs.	ENTIRE PROJECT
EDEC003	Environmental Division, Ecology	Exceptions: (2) If there are no birds (young or adult) left in any of the nests at a specific site prior to July 31, the nests can be removed or destroyed. Absence of birds must be documented by using appropriate means for determination, such as, but not limited to, site visits, photographs, and observations of no birds using the nests.	ENTIRE PROJECT
EDHZ001	Environmental Division, Hazardous Materials	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 460A3750001, Slimp Branch Road over Roan Creek, LM 0.34 (46-0A375-00.34). No ACM was detected. Please see the report for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08 D and 202.03).	Bridge ID 460A3750001

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12-10-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS


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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS 1
	201-01	CLEARING AND GRUBBING	LS 1
(1) (10)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS 1
(10)	203-30.01	ROADWAY APPROACHES	LS 1
(2) (4)	207-20.01	ROADWAY SUBGRADE TIMBER MAT(TEMP)	L.F. 250
(2) (4)	209-05	SEDIMENT REMOVAL	C.Y. 35
(2) (3) (4) (11)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F. 873
(2) (4)	209-08.07	ROCK CHECK DAM	EACH 2
(2) (4) (13)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH 6
(2) (4)	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F. 285
(15)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON 612
(2) (4) (6)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON 20
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON 131
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON 1.1
(2)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON 6
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 0.4
	411-01.10	ACS MIX(PG64-22) GRADING D	TON 77
	604-10.51	SCARIFYING	S.Y. 834
(18)	607-05.30	24" PIPE CULVERT	L.F. 29
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F. 103
	611-07.57	24IN ENDWALL (CROSS DRAIN) 3:1	EACH 2
	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F. 50
	705-06.11	GR TERMINAL (IN-INLINE) MASH TL3	EACH 1
	705-06.26	THRIE BEAM BRIDGE TRANSITION MASH TL-2	EACH 4
	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH 3
	706-01	GUARDRAIL REMOVED	L.F. 251
	706-10.26	ROUNDED END ELEMENT	EACH 1
(2) (4)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F. 340
(2) (4) (8)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON 150
(2) (4) (7)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON 215
(9)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON 153
(14)	712-01	TRAFFIC CONTROL	LS 1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F. 50
(19)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH 2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 40
	712-05.01	WARNING LIGHTS (TYPE A)	EACH 6
	712-06	SIGNS (CONSTRUCTION)	S.F. 357
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F. 48
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F. 24
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS 1
(17)	713-16.20	SIGNS (R1-1 36" X 36" STOP SIGN)	EACH 1
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 30
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M. 0.31
	716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M. 0.4
	717-01	MOBILIZATION	LS 1
(11)	730-40.02	TEMPORARY TRAFFIC SIGNAL SYSTEM	LS 1
(2) (4) (5)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y. 464
(12)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y. 105
(2) (4)	740-11.01	TEMPORARY SEDIMENT TUBE 8IN	L.F. 250
(16)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT 16
(12)	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT 7

FOOTNOTES	
(1)	REMOVE EXISTING PIPES, RETAINING WALL, AND OTHER OBSTRUCTIONS
(2)	QUANTITIES TO BE USED AS DIRECTED BY ENGINEER
(3)	98 LF TO BE USED FOR SEDIMENT FILTER BAG
(4)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT
(5)	98 S.Y. TO BE USED FOR SEDIMENT FILTER BAGS 258 S.Y. TO BE USED FOR TEMPORARY CONSTRUCTION EXITS 108 S.Y. TO BE USED FOR CULVERT PROTECTIONS TYPE 1
(6)	11 TONS TO BE USED FOR SEDIMENT FILTER BAG 9 TONS TO BE USED FOR CULVERT PROTECTIONS TYPE 1
(7)	46 TONS TO BE USED FOR CULVERT PROTECTIONS TYPE 1 80 TONS TO BE USED FOR CROSS DRAIN EMBEDMENT AND REECE HILL DITCH 89 TONS TO BE USED FOR SUBGRADE STABILIZATION. SEE GEOTECH SHEETS.
(8)	TO BE USED FOR TEMPORARY CONSTRUCTION EXIT
(9)	QUANTITY SUPPLIED BY STRUCTURES DIVISION
(10)	REFER TO SHEET 2F1 FOR QUANTITIES
(11)	INCLUDES THE TEMPORARY TRAFFIC SIGNAL SYSTEM FOR TRAFFIC AND THE USE OF A SIGNAL FOR THE DRIVEWAY TRAFFIC AS SPECIFIED IN THE PLANS
(12)	PERMANENT STABILIZATION WITH NATIVE OR NATURALIZED PERENNIAL VEGETATION IS REQUIRED IN ALL AREAS AUTHORIZED FOR TEMPORARY AND PERMANENT IMPACTS TO STREAMS AND RIPARIAN AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FT OF THE EDGE OF WATER. THE APPROPRIATE SEED MIXTURE FOR THE REGION AND SITE CONDITIONS SHALL BE SELECTED FROM TABLE 7.9-1 (PREFERRED SEED MIXES USING NATIVES OR NATURALIZED PLANTS AND PLANTING DATES) FOUND IN CHAPTER 7.9 (PERMANENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.
(13)	INCLUDES 4 ADDITIONAL BAGS FOR REPLACEMENT AND/OR DIRECTED BY THE ENGINEER
(14)	FLAGGER TO BE USED AS WHERE DIRECTED BY ENGINEER
(15)	90 TON TO BE USED FOR MAINTENANCE OF TRAFFIC AND 522 USED FOR BASE STONE
(16)	THE COST OF FERTILIZER AND LIME USED IN INTIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(17)	INCLUDES COST OF POST
(18)	RCP CLASS III TO BE USED FOR CROSS DRAIN
(19)	TO BE USED AS DIRECTED BY ENGINEER

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	2

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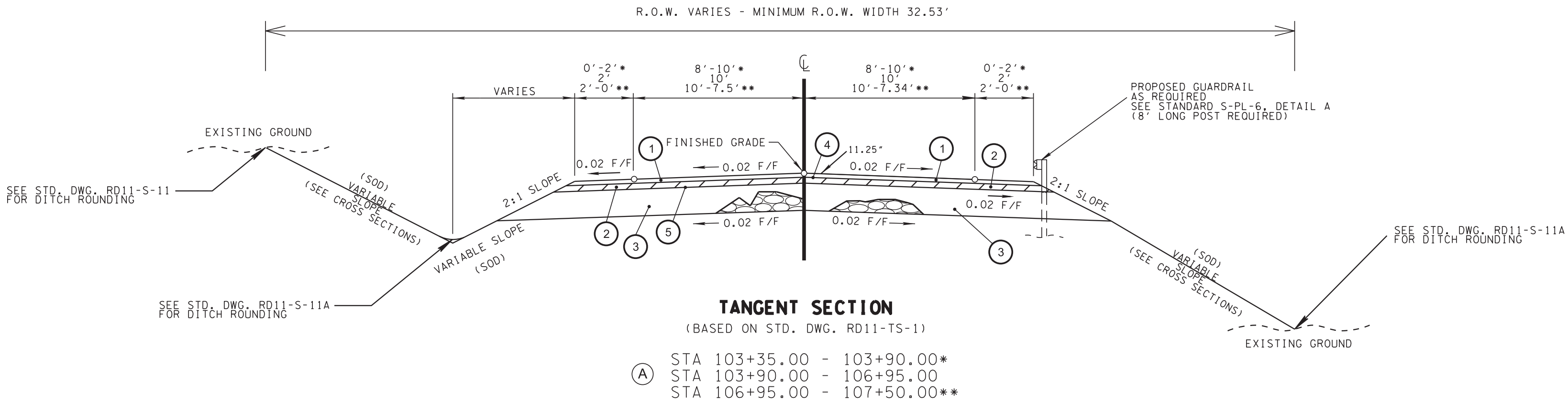


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

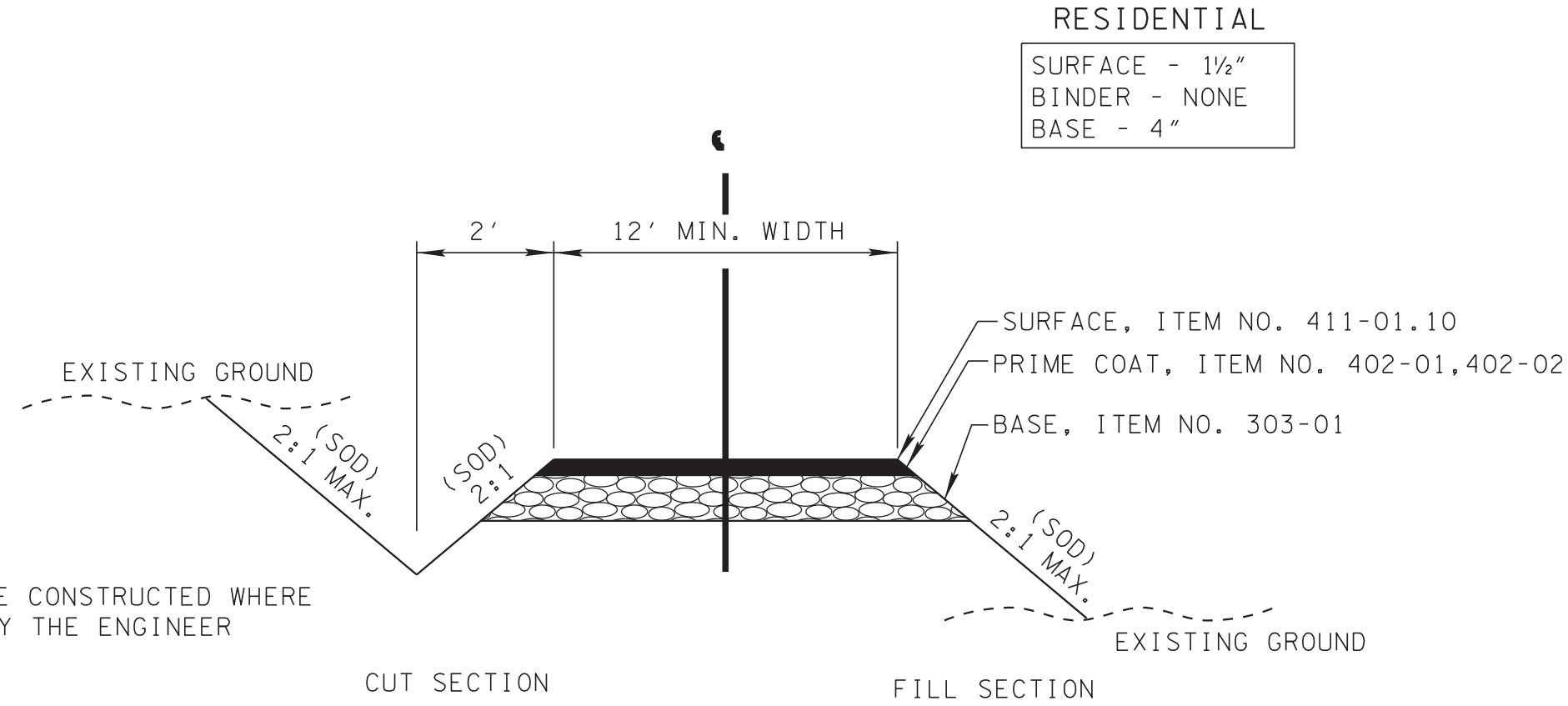
ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	2B
PS&E	2025	46455-3414-04	2B

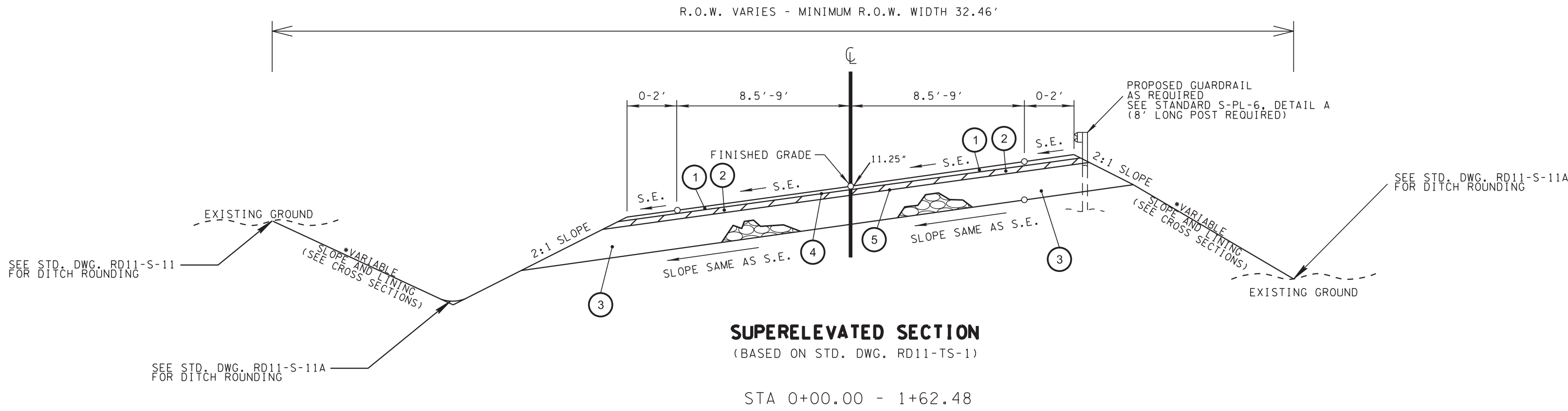


SLIMP BRANCH ROAD

(A) PROPOSED BRIDGE LOCATED FROM STA. 104+45 - 105+85



NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

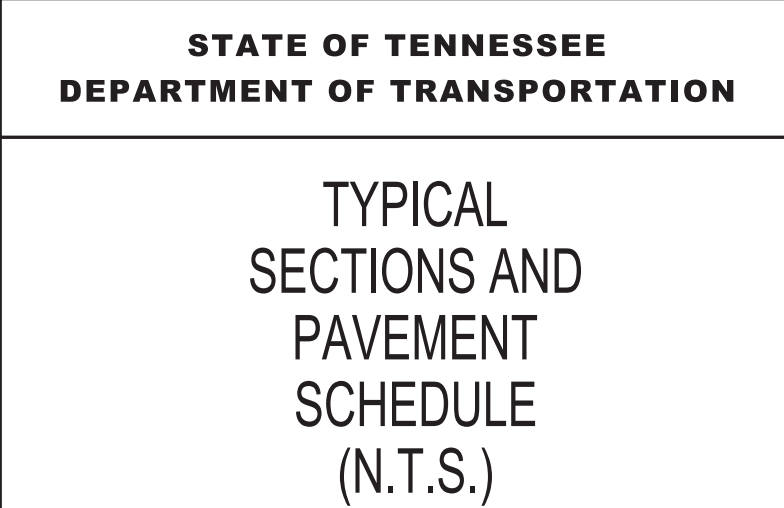
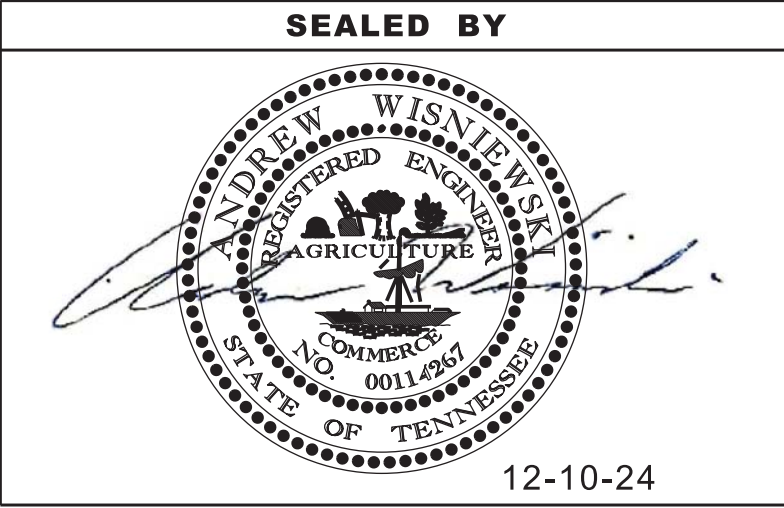


REECE HILL ROAD

*NOTE: SEE SHEET 2G FOR MORE DITCH LINING DETAILS

PROPOSED PAVEMENT SCHEDULE

① ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-01.10 ACS MIX (PG64-22) GRADING "D"	④ TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC). SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
② 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"	⑤ PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30 - 0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8 - 12 LB./S.Y.
③ MINERAL AGGREGATE 8" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	



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\\AG03SDCWF00010.net.ads.state.tn.us\PROJECTS\Johnson\Slimp Branch Rd. Bridge over Roan Creek, LM 0.336\Bases Drawings\sheets\002C.sht

GENERAL NOTES

GRADING

- (1)

ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (3)

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

SEEDING AND SODDING

- (1)

ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-30.01 ROADWAY APPROACH IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-30.01
- (4)

ITEM NO. 203-30.01 ROADWAY APPROACHES, SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

GUARDRAIL

- (4)

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

DRAINAGE

- (1)

THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (2)

EXCAVATION FOR PIPE CULVERT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE
- (3)

CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (4)

THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-30.01 ROADWAY APPROACHES.
- (5)

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

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

MISCELLANEOUS

- (1)

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

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

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

ROAD CLOSURE

- (1)

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (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

- (12)

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (18)

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

PAVEMENT

PAVING

- (1)

THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (3)

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

SIGNING

- (3)

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

AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (6)

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.
- (7)

THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (9)

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.
- (10)

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

- (11)

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2)

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3)

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4)

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5)

USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6)

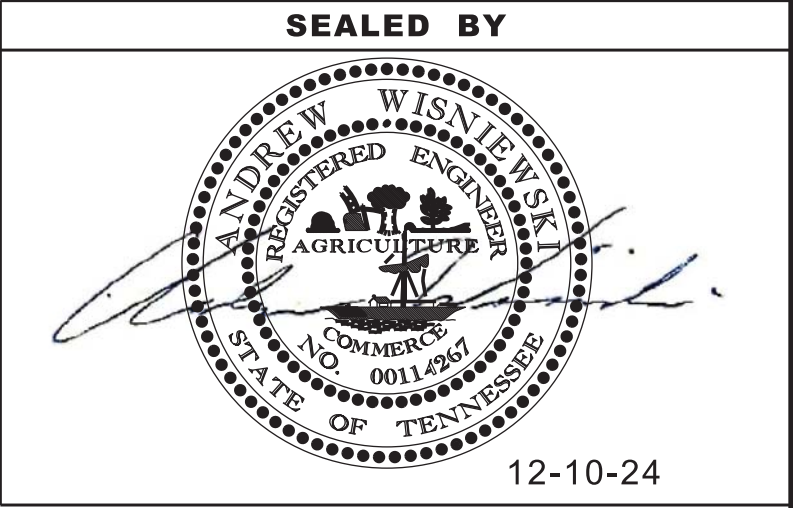
THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7)

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8)

ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

GRADING

- (1)

THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (2)

BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.
- (3)

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

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

EARTHWORK IS PAID FOR UNDER ITEM NO. 203-30.01, ROADWAY APPROACHES. NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1)


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

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1)

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

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

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

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

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

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

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

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

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

SPECIES

- (10)

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

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND

EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

- (12)

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

PERMITS, PLANS & RECORDS

- (13)

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

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

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

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

ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.
- SUPPORT ACTIVITIES
- (18)

MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- ENVIRONMENTAL
- (20)

EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.
- SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES
- ENVIRONMENTAL SPECIAL NOTES
- ENVIRONMENTAL
- (1)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.
- ECOLOGY
- (2)

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

(3)


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

(4)

ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.
- PROJECT COMMITMENTS
- (5)

SEE PROJECT COMMITMENTS, SHEET 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.
- SCOPE OF WORK
- (6)

THIS PROJECT IS A BRIDGE REPLACEMENT PROJECT THAT ALSO RAISES THE GRADE OF THE ROAD. A SIDE ROAD THAT INTERSECTS THE MAIN LINE WILL ALSO BE REALIGNED.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|---------------|-----------|
| R.O.W. | 2022 | 46455-2414-04 | 2E |
| PS&E | 2025 | 46455-3414-04 | 2E |
| | | | |
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DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES
- 05-DEC-2024 14:46
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	2F
PS&E	2025	46455-3414-04	2F


CROSS DRAIN TABULATION																		
STATION	SKEW	RCP CLASS III FILL HEIGHT ≤ 16 FT. (L.F.)						RCP CLASS III OR CMP 14 GA OR PVC FILL HEIGHT > 16 FT. AND ≤ 24 FT (L.F.)						END TREATMENT				REMARKS
														INLET		OUTLET		
		TYPE	DRAWING NO.	TYPE	DRAWING NO.													
1+31.35	90°	18"	24"	30"	36"	42"	48"	18"	24"	30"	36"	42"	48"	U	D-PE-24A	U	D-PE-24A	
TOTALS		0	29	0	0	0	0	0	0	0	0	0	0	Pipe Tabulation For Local Roadways				

SIDE DRAIN TABULATION																						
STATION	LOCATION		DESCRIPTION	SURFACE WIDTH FT.	SKEW	RCP CLASS III OR CMP 16 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT ≤ 10 FT.						RCP CLASS III OR CMP 14 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT > 10 FT. AND ≤ 16 FT						END TREATMENT				REMARKS
						INLET		OUTLET														
	LT.	RT.				TYPE	DRAWING NO.	TYPE	DRAWING NO.													
106+50		X	PRIVATE DRIVE TO STREAM	22	90°	103																
TOTALS						103	0	0	0	0	0	0	0	0	0	0	Pipe Tabulation For Private Drives, Business & Field Entrances					

PAVEMENT QUANTITIES										
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)									
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)				PRIME COAT		TACK COAT	ASPHALTIC CONCRETE	
									SURFACE (HOT MIX)	
	D	A	A-S	B-M	B-M2				D	E
	303-01	307- 01.01	307- 01.20	307- 01.07	307- 01.08	402-01	402-02	403-01	411- 01.10	411- 01.07
Slimp Branch	307.0				77.0	0.9	3.4	0.2	45.0	
Reece Hill	195.0				49.0	0.1	2.2	0.1	29.0	
Private Drive	20.0				5.0	0.1	0.2	0.0	3.0	
TOTALS	522.0				131.0	1.1	5.8	0.4	77.0	

PROPOSED GUARDRAIL											
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL			TERMINAL ANCHORS		REMARKS
						THRIE BEAM BRIDGE TRAN. MASH TL-2 (11.365') 705-06.26 EACH	W BEAM GR (TYPE 2) LONG POST MASH TL3 705-06.02 (L.F.)	ROUND END ELEMENT 706-10.26 (EACH)	IN-LINE MASH TL3 (EACH)	TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	
		LT	RT	FROM	TO						
4B	SLIMP BRANCH	X		103+86.15	104+28.00	1.000	12.50	1	1	1	
4B	SLIMP BRANCH		X	103+88.30	104+28.00	1.000				1	
4B	SLIMP BRANCH		X	106+00.00	106+31.00	1.000	25.00				
4B	REECE HILL	X		0+24.75	0+74.50	1.000	12.50			1	
TOTALS						4.000	50.00	1	1	3	

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TABULATED
QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	2F1
PS&E	2025	46455-3414-04	2F1

ESTIMATED GRADING QUANTITIES						
DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY		
	EXC.	EMB.	EXC.	SHRINK =	20 %	SWELL = 20 %
MAINLINE	169	292	136	EXC.	915	VS. -378
SIDE ROADS	267	86	214			
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	14		12			
SUBGRADE STABILIZATION (GEOTECH)	83		67			
TEMPORARY CONSTRUCTION EXITS	22		18			
BRIDGE EXCAVATION	588		471			
TOPSOIL (EMB.)						
TOPSOIL (EXC.)				AVAILABLE	=	537
TOPSOIL TOTALS (SEE TOPSOIL TABLE)				WASTE MATERIAL	=	645
ROCK (C.Y.)	TOTALS (C.Y.)					
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
		1143	378	1143	1143	915

ALL COSTS OF THESE ESTIMATED QUANTITIES TO BE INCLUDED IN PRICE BID FOR ROADWAY APPROACHES ITEM NO. 203-30.01						
ROAD & DRAIN EXCAVATION (UNCL.)	EXCESS EXCAVATION WASTE	WATER (2)	FURNISHING & SPREADING TOPSOIL	CHANNEL EXCAVATION	WATER SEEDING & SODDING (1)	SODDING (NEW SOD)
C.Y.	C.Y.	M.G.	C.Y.	C.Y.	M.G.	S.Y.
1143	564	10	68	0	5	250


NO CHANGE IN COMPENSATION WILL BE MADE FOR NORMAL VARIATIONS IN ESTIMATED QUANTITIES

- (1) INCLUDES 2 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL
- (2) 1 M.G FOR EMBANKMENT AND 9 M.G. FOR BASE MATERIAL

REMOVAL OF STRUCTURES AND OBSTRUCTIONS				
SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4	0+34.00	REECE HILL ROAD	18" RCP	
4	0+55.50	REECE HILL ROAD	12" RCP	
4	1+39.00	REECE HILL ROAD	12" RCP	
4	103+03.00 - 104+65.00	SLIMP BRANCH ROAD	STONE WALL	LEFT SIDE OF CL
4	0+15.00 - 0+40.00	REECE HILL ROAD	STONE WALL	LEFT SIDE OF CL

REMOVAL OF GUARDRAIL		
STATION RANGE	LOCATION	LENGTH (FT)
104+56.00 - 105+81.00	LT	125
104+54.00 - 105+80.00	RT	126

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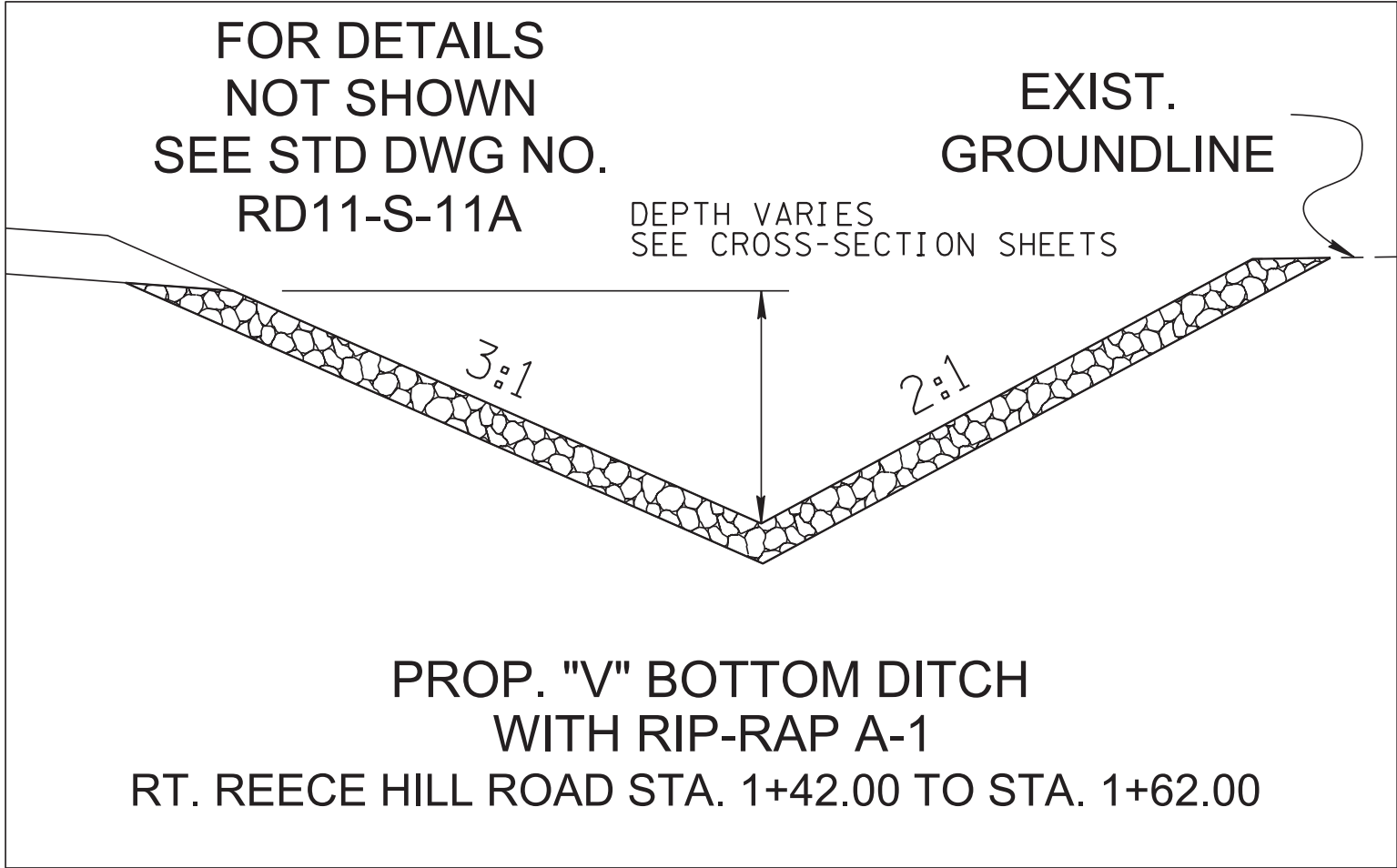
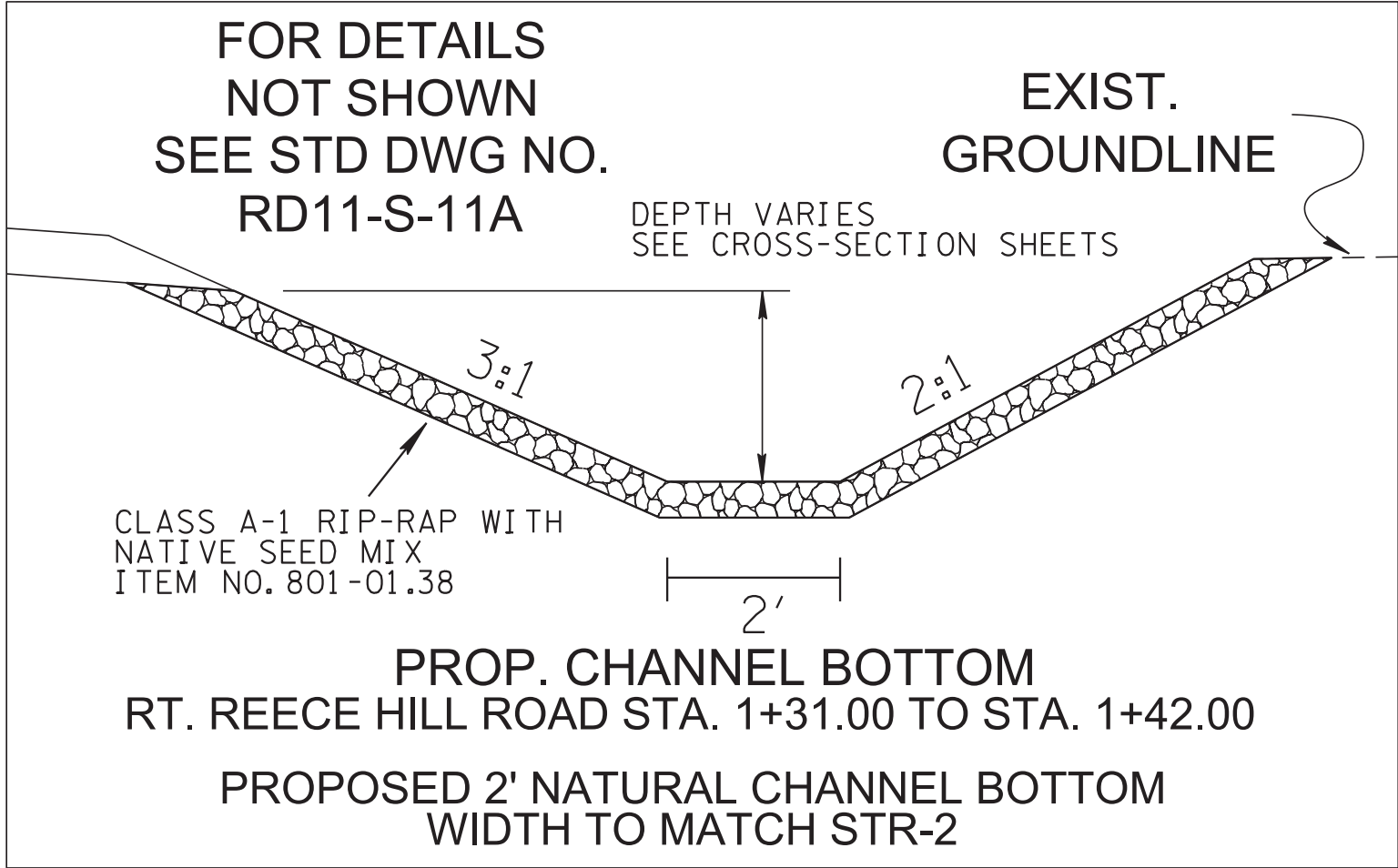
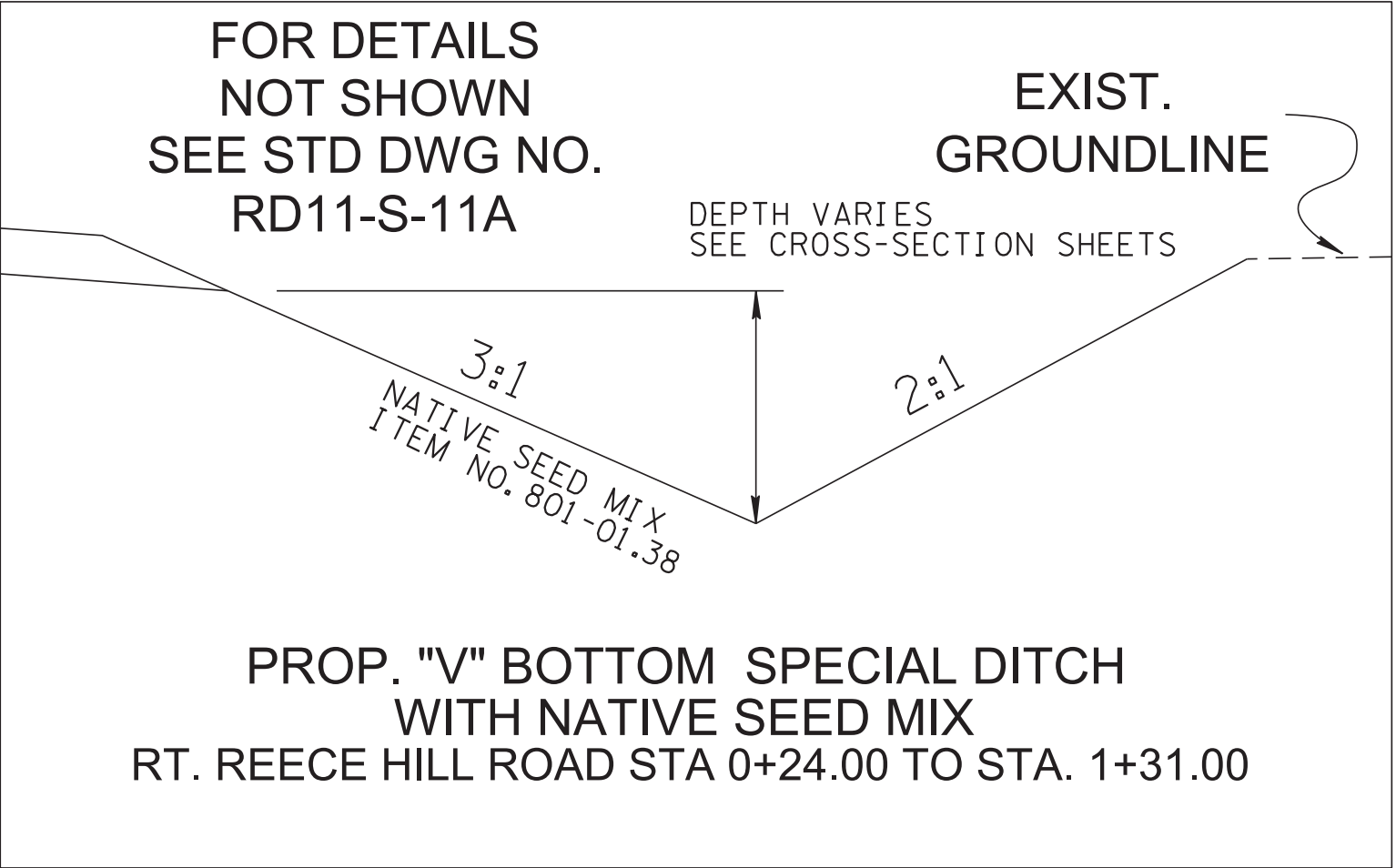
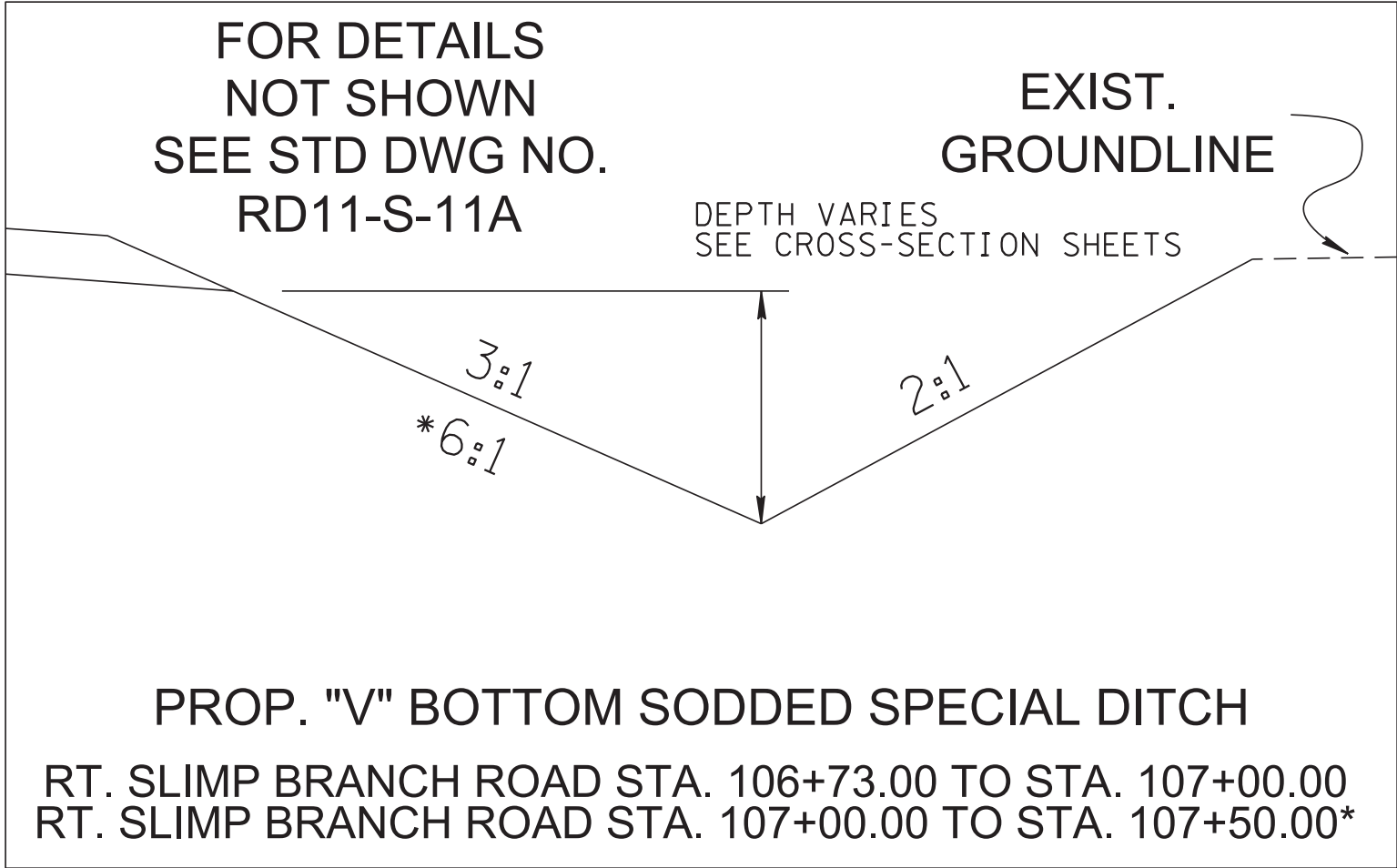
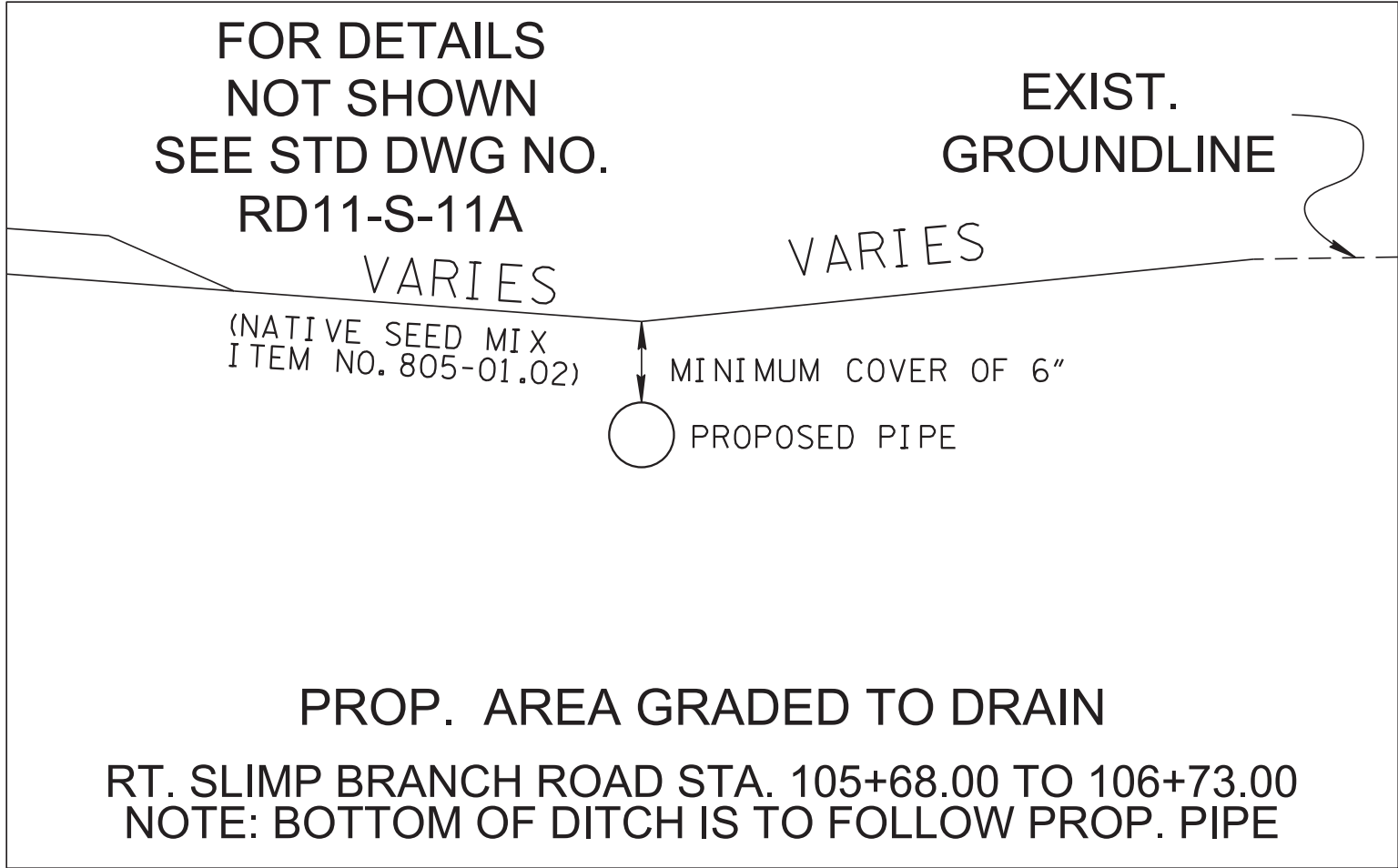
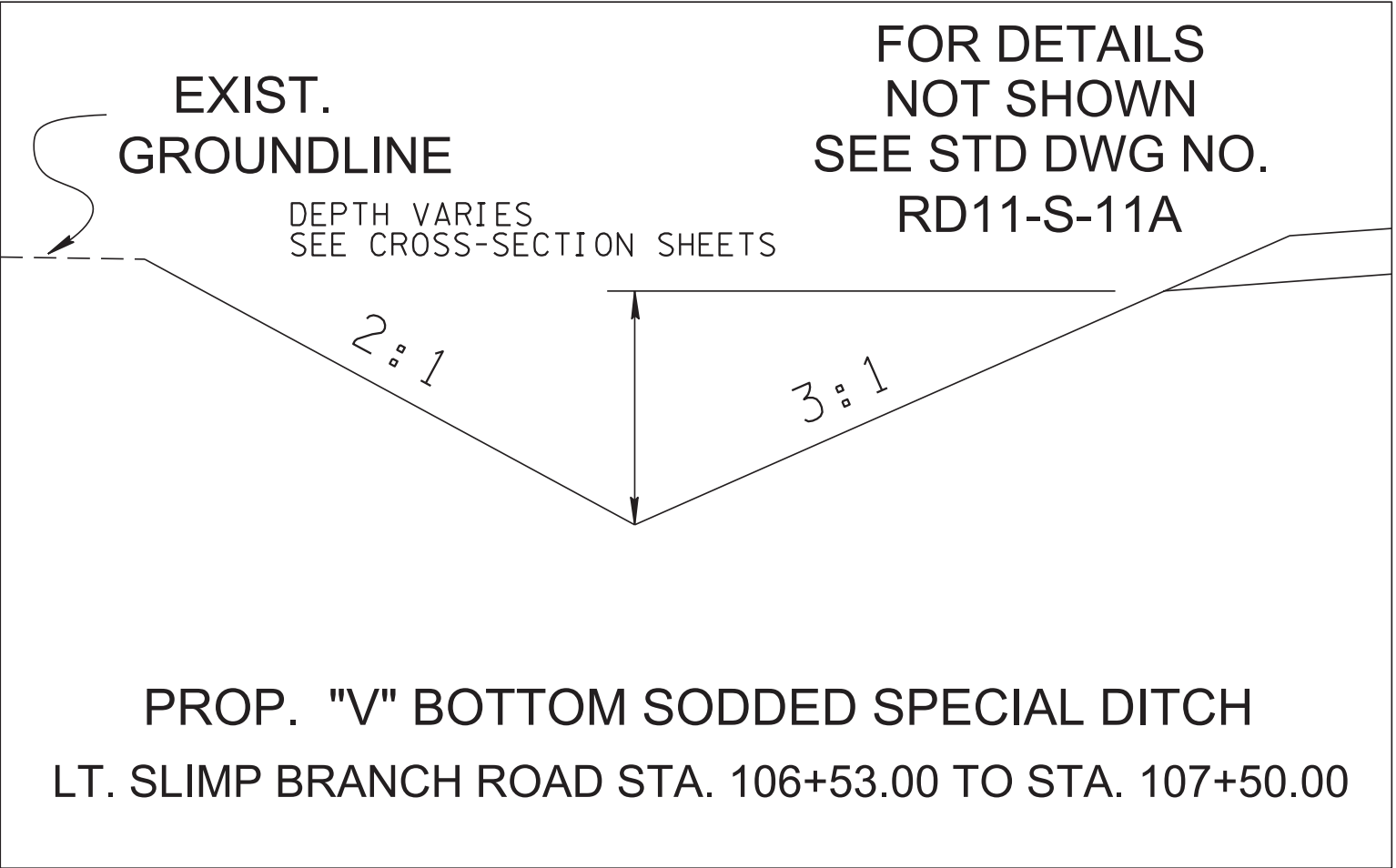


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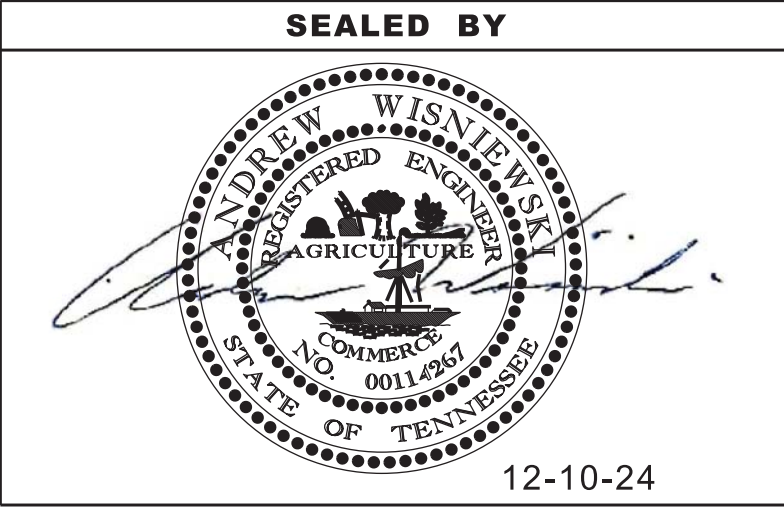
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	2G
PS&E	2025	46455-2414-04	2G



NOTE: FROM STA. 1+20.00 TO STA. 1+31.00 TRANSITION FROM THE "V" DITCH TO A 2' TRAPEZOIDAL SECTION AT PIPE INLET



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEET
N.T.S.

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RIGHT-OF-WAY

- (1)

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

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.
- (3)

ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (4)

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.
- (5)

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.
- (6)

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

ELECTRIC:
MOUNTAIN ELECTRIC COOPERATIVE INC
P.O. BOX 180, 604 S CHURCH STREET
MOUNTAIN CITY, TN 37683
CONTACT: STEVE BISHOP
OFFICE PHONE: (423) 727 1824
CELL PHONE:
Email: SBISHOP@MOUNTAINELECTRIC.COM

TELEPHONE:
BRIGHTSPEED
101 NORTH ROAN STREET
JOHNSON CITY, TN 37601
CONTACT: ANDREW F. ICE
OFFICE PHONE: (423) 470 5636
CELL PHONE:
Email: ANDREW.F.ICE@BRIGHTSPEED.COM

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.531	(AC)
10 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.492	(AC)
TOTAL DISTURBED AREA	1.023	(AC)
TOTAL PROJECT AREA	1.149	(AC)

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES) (1)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
1A	DOUGLAS R. CLARK AND WIFE, MAROLYN J. CLARK	69	47.01	129	435		35.046	35.046		3951 S.F.	3951 S.F.		34.955			0.102	
1B	DOUGLAS R. CLARK AND WIFE, MAROLYN J. CLARK	69	47.01	129	435	1.656		1.656	0.129		0.129	1.527				0.453	
2A	LISA M. ATWOOD	69	48.02	171	781	0.660		0.660				0.660					
2B	LISA M. ATWOOD	69	48.02	171	781	2.593		2.593				2.593					
3A	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS	69	48	184	793	1276 S.F.		1276 S.F.	1276 S.F.		1276 S.F.						
3B	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS	69	48	184	793	35.422		35.422	781 S.F.		781 S.F.	35.404					
4A	CHARLES ROBERT WALKER	69	48.01	93	20	3435 S.F.		3435 S.F.	3435 S.F.		3435 S.F.						
4B	CHARLES ROBERT WALKER	69	48.01	93	20	0.826		0.826	0.143		0.143	0.683					
5	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS	69	38	184	787		2.992	2.992		1808 S.F.	1808 S.F.		2.950			1749 S.F.	
ACQUISITION TOTALS (ACRES)						0.531								0.595			

(1) EASEMENTS TO BE USED FOR EPSC MEASURES AND CONSTRUCTION OF DRIVEWAY AND BRIDGE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	3
PS&E	2025	46455-3414-04	3

REV. 10-17-2022 - UPDATED
CONSTRUCTION EASEMENT FOR
TRACT 5

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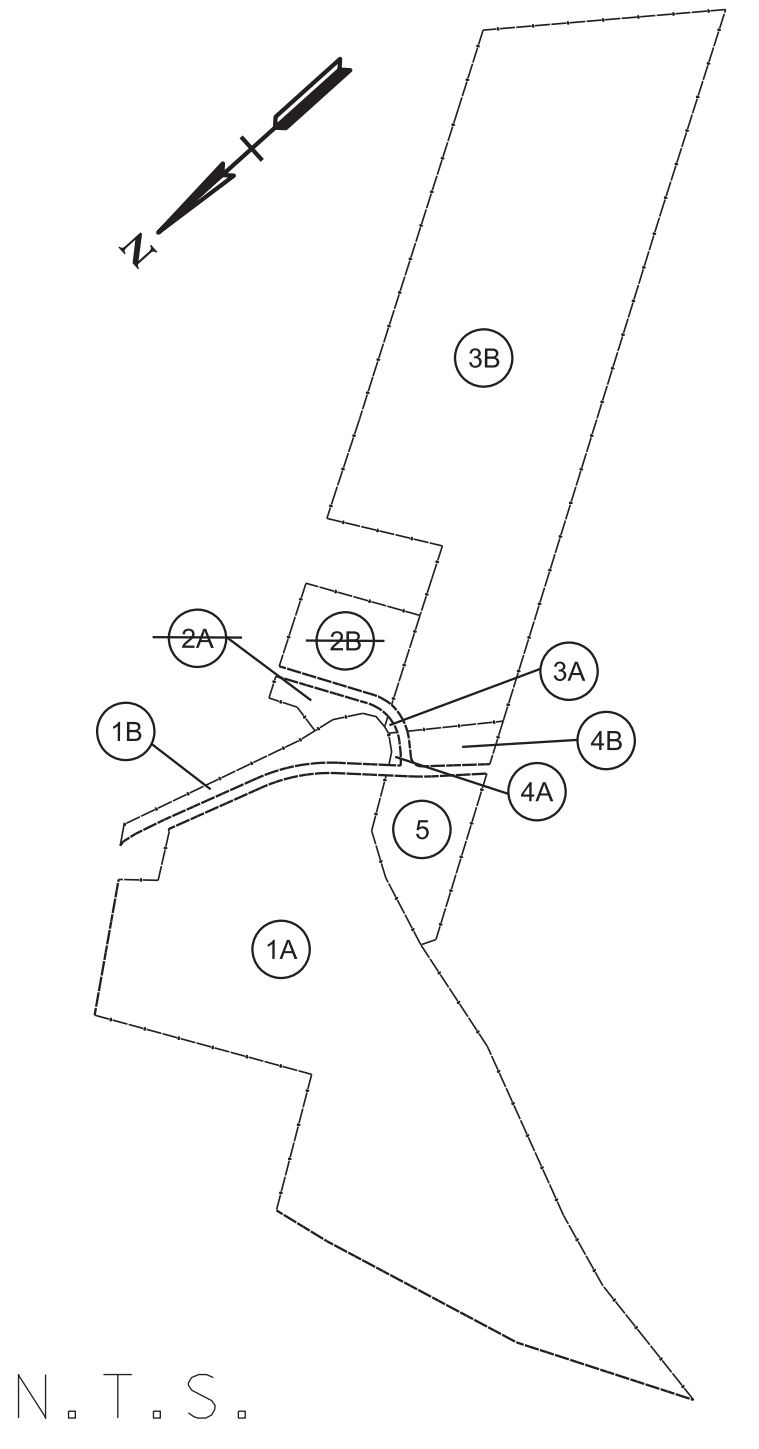
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY NOTES,
UTILITIES NOTES,
UTILITY OWNERS, AND
R.O.W. ACQIUSTION TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	3A
PS&E	2025	46455-3414-04	3A

REV. 10-17-2022 - UPDATED
CONSTRUCTION EASEMENT FOR
TRACT 5

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N.T.S.

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION

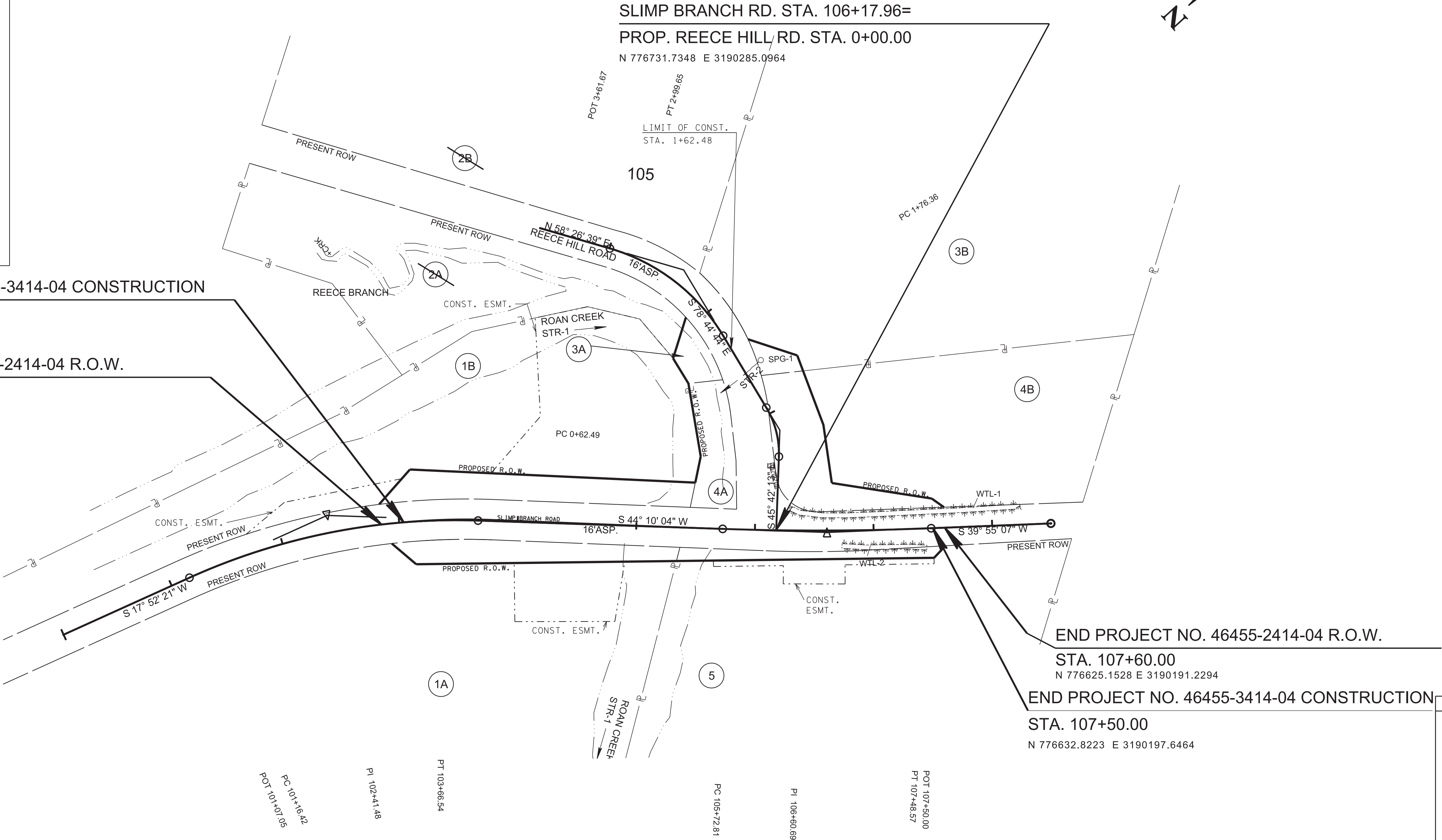
STA. 103+03.88

N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.

STA. 102+85.00

N 776974.8869 E 3190512.1977



END PROJECT NO. 46455-2414-04 R.O.W.

STA. 107+60.00

N 776625.1528 E 3190191.2294

END PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 107+50.00

N 776632.8223 E 3190197.6464

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COORDINATES ARE NAD 83(1995). ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.0001 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
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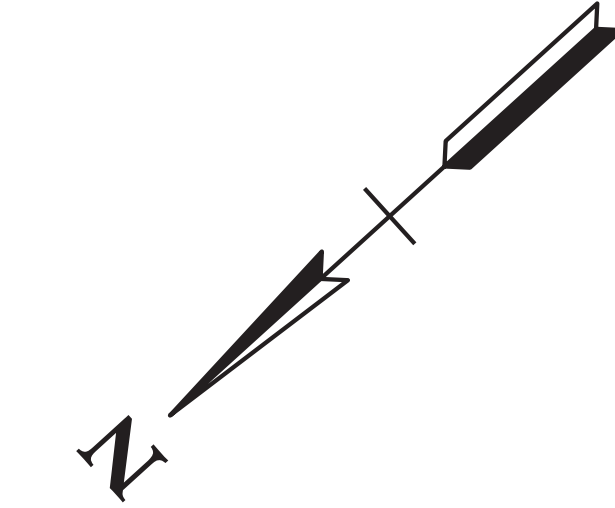
PROPERTY
MAP

STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	4
PS&E	2025	46455-2414-04	4

REV. 10-17-2022 - UPDATED CONSTRUCTION EASEMENT FOR TRACT 5.

REV. 10-30-2023 - ADDED PRIVATE WATER LINE INFORMATION.



LEGEND	WETLAND IMPACTS (WTL-1, WTL-2)
	WTL-1 AREA OF PERMANENT IMPACT = 0.04 AC. VOLUME OF PERMANENT IMPACT = 65.28 C.Y.
	WTL-2 AREA OF PERMANENT IMPACT = 0.02 AC. VOLUME OF PERMANENT IMPACT = 23.55 C.Y.

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 103+03.88

N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.

STA. 102+85.00

N 776974.8869 E 3190512.1977

END PROJECT NO. 46455-2414-04 R.O.W.

STA. 107+60.00

N 776625.1528 E 3190191.2294

END PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 107+50.00

N 776632.8223 E 3190197.6464

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
47-SLI-01	777025.0170	3190563.7440	2180.67	102+16.22	17.49' (LT)
47-SLI-02	776641.5840	3190519.8300	2185.22	105+17.74	231.26' (LT)
47-SLI-03	776661.5590	3190250.3520	2183.84	106+94.14	21.47' (LT)

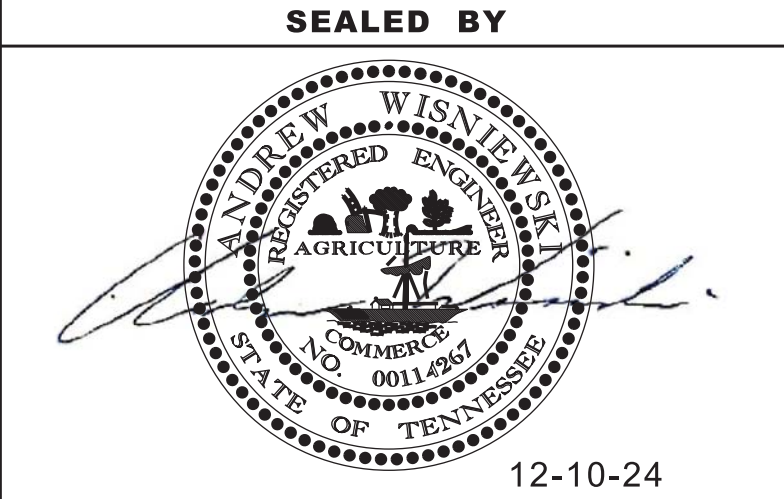
ALL POINTS REFERENCE SLIMP BRANCH ROAD CENTERLINE

PROPERTY OWNERS AND TRACTS	
TRACT	PROPERTY OWNERS
1A	DOUGLAS R. CLARK AND WIFE, MAROLYN J. CLARK
1B	DOUGLAS R. CLARK AND WIFE, MAROLYN J. CLARK
-2A-	LISA M. ATWOOD
-2B-	LISA M. ATWOOD
3A	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS
3B	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS
4A	CHARLES ROBERT WALKER
4B	CHARLES ROBERT WALKER
5	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS

REECE HILL ROAD PROPOSED CURVE
CURVE DC10
PI 0+84.73
N 776,672.8613
E 3,190,545.4340
Δ 33° 02' 31" (LT)
D 76° 23' 40"
R 75.00
L 43.25
T 22.25
SE 0.105 F/FT

SLIMP BRANCH ROAD PROPOSED CURVES
CURVE DC300
PI 102+43.72
N 777,003.6876
E 3,190,548.6618
~ 26° 17' 43" (RT)
D 10° 30' 47"
R 545.00
L 250.12
T 127.30
SE MATCH EXISTING
DESIGN SPEED 25 MPH

CURVE DC301
PI 106+60.73
N 776,701.3510
E 3,190,254.9833
~ 4° 14' 57" (LT)
D 2° 25' 03"
R 2,370.00
L 175.76
T 87.92
SE NORMAL
DESIGN SPEED 25 MPH



COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	4A
PS&E	2025	46455-3414-04	4A

REV. 10-17-2022 - UPDATED
CONSTRUCTION EASEMENT FOR
TRACT 5

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION

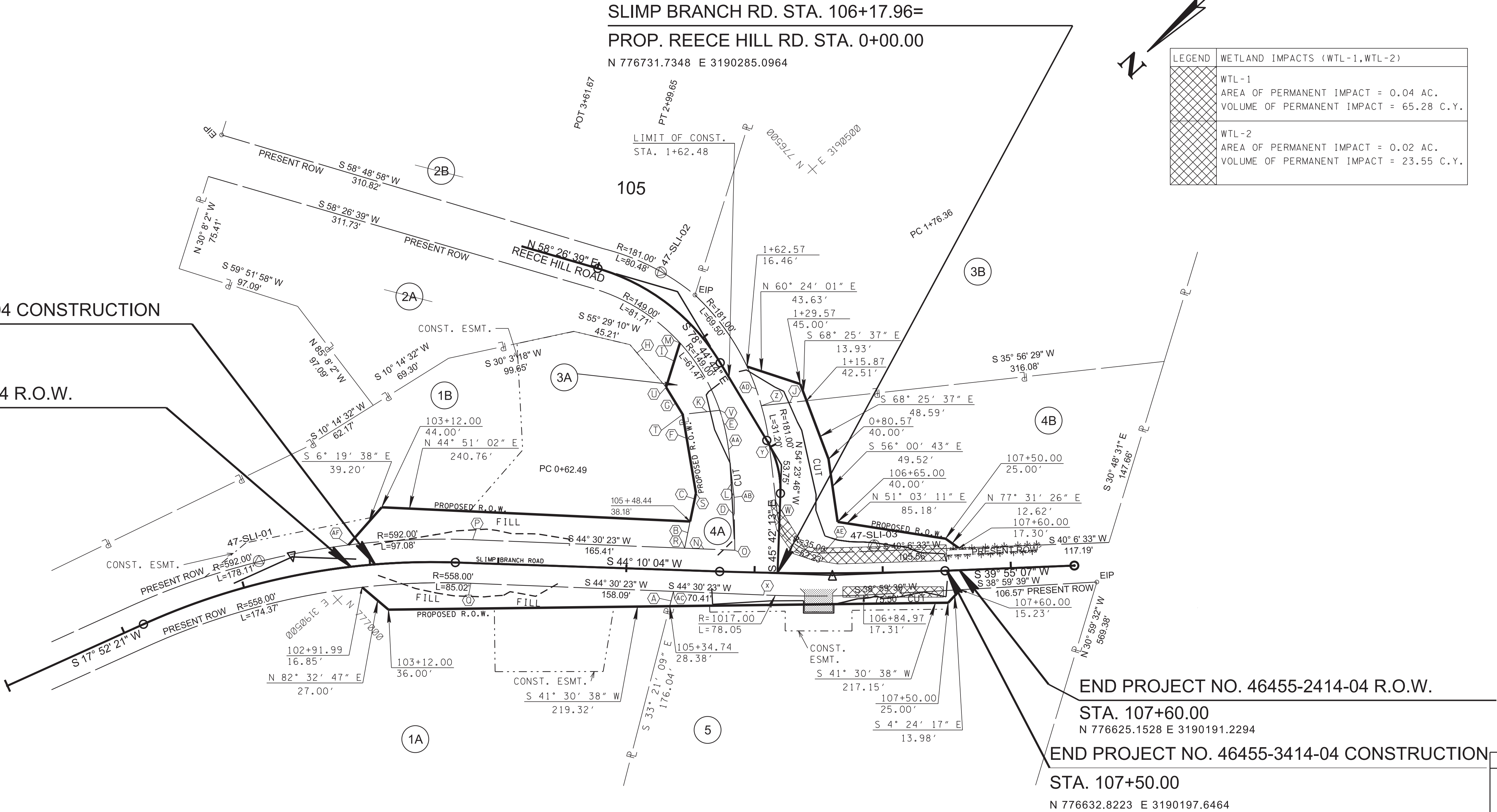
STA. 103+03.88

N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.

STA. 102+85.00

N 776974.8869 E 3190512.1977

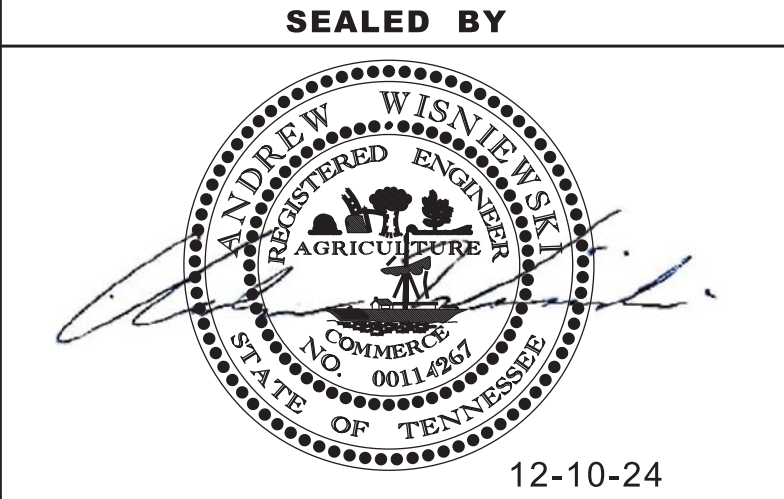


CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
47-SLI-01	777025.0170	3190563.7440	2180.67	102+16.22	17.49' (LT)
47-SLI-02	776641.5840	3190519.8300	2185.22	105+17.74	231.26' (LT)
47-SLI-03	776661.5590	3190250.3520	2183.84	106+94.14	21.47' (LT)

ALL POINTS REFERENCE SLIMP BRANCH ROAD CENTERLINE

PROPERTY OWNERS AND TRACTS	
TRACT	PROPERTY OWNERS
1A	DOUGLAS R. CLARK AND WIFE, MAROLYN J. CLARK
1B	DOUGLAS R. CLARK AND WIFE, MAROLYN J. CLARK
-2A-	-LISA M. ATWOOD-
-2B-	-LISA M. ATWOOD-
3A	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS
3B	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS
4A	CHARLES ROBERT WALKER
4B	CHARLES ROBERT WALKER
5	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS

R.O.W. DETAILS LEGEND			
A S 33° 21' 09" E 11.90'	I S 30° 25' 13" E 36.24'	Q 103+79.25 15.82'	Y 1+01.29 0.00'
B S 36° 08' 31" E 21.29'	J S 35° 56' 29" W 35.49'	R 105+44.86 17.20'	Z 1+30.69 10.25'
C S 36° 08' 31" E 22.57'	K S 35° 56' 29" W 29.07'	S 0+62.28 65.85'	AA 1+14.50 29.25'
D S 48° 34' 37" E 41.21'	L S 54° 23' 46" E 37.51'	T 1+56.46 45.81'	AB 0+57.62 36.00'
E R=149.00' L=31.47'	M 2+08.73 16.00'	U 1+83.32 45.88'	AC 105+37.34 16.76'
F N 57° 21' 01" W 62.28'	N S 44° 30' 23" W 39.20'	V 1+44.32 19.39'	AD R=181 L=32.52
G S 79° 11' 53" E 24.80'	O 105+84.14 16.94'	W 0+46.41 1.91'	AE 106+53.79 16.51'
H S 88° 06' 10" E 43.57'	P 103+79.45 18.18'	X 106+07.50 17.43'	AF 102+85.00 17.09'



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
DETAILS

STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	4B
PS&E	2025	46455-3414-04	4B

NOTE: THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STR-1 or STR-2 WETLAND 1 OR WETLAND 2 AND THAT THE STREAM, WETLAND AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

RIP-RAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIP-RAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIP-RAP SHALL BE FILLED WITH STREAM BED SUBSTRATE, IF AVAILABLE, TO PREVENT LOSS TO STREAM WITHIN RIP-RAP AREAS. STREAM BED SUBSTRATE CAN BE REMOVED FROM RIP-RAP EMBEDMENT AREA.

SLIMP BRANCH RD. STA. 106+17.96=
PROP. REECE HILL RD. STA. 0+00.00

N 776731.7348 E 3190285.0964

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 103+03.88

N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.

STA. 102+85.00

N 776974.8869 E 3190512.1977

END PROJECT NO. 46455-2414-04 R.O.W.

STA. 107+60.00

N 776625.1528 E 3190191.2294

END PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 107+50.00

N 776632.8223 E 3190197.6464

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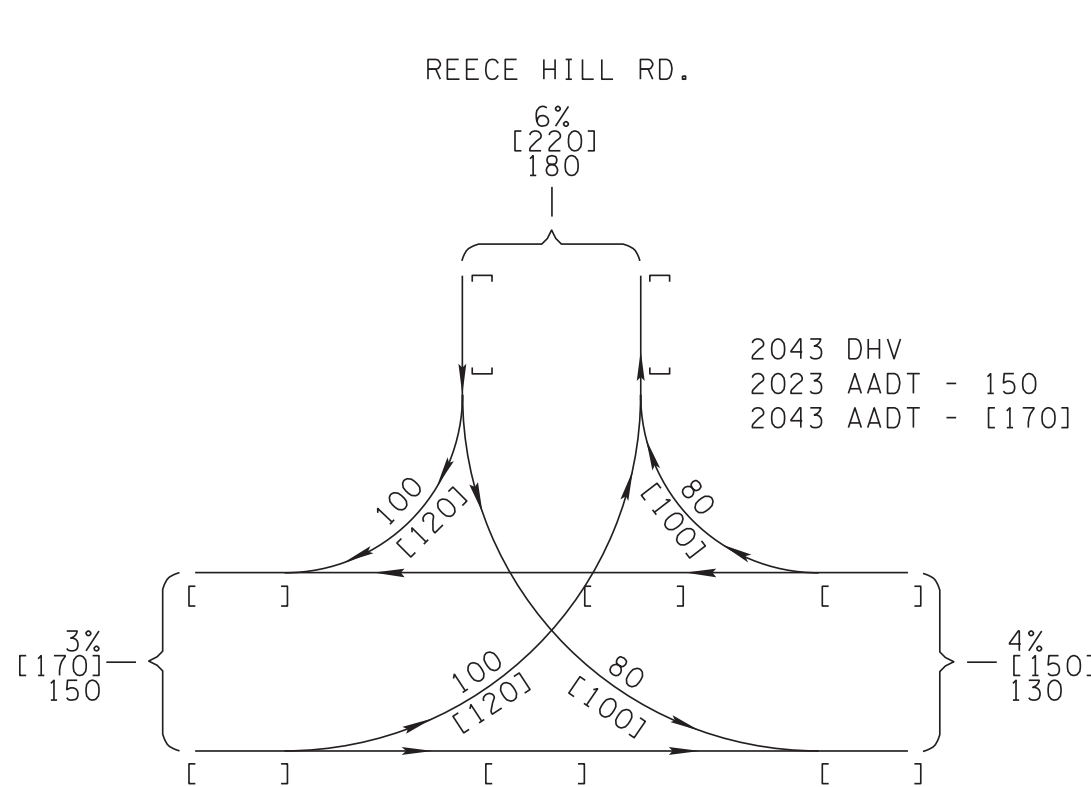


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

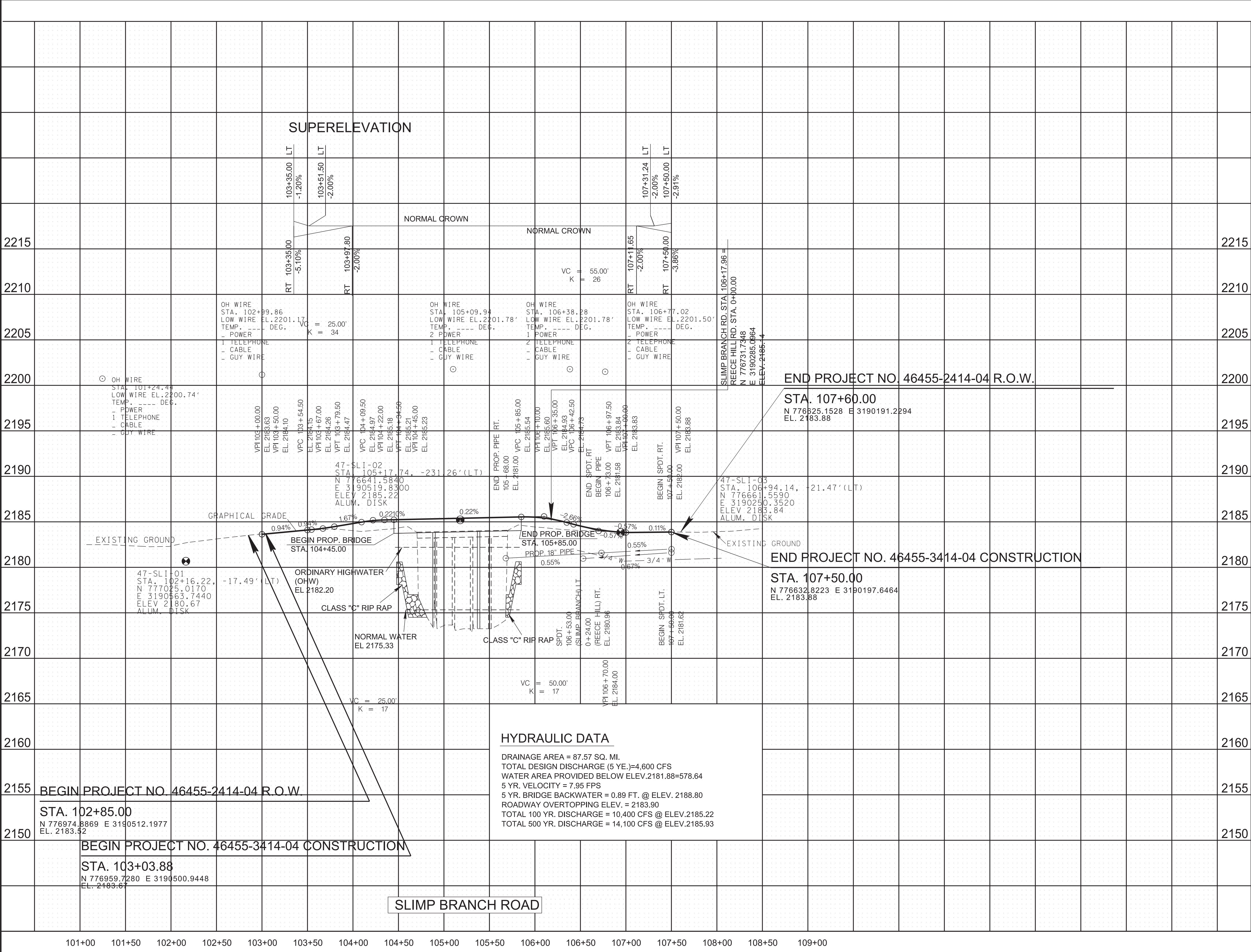
PROPOSED
LAYOUT

STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'



LEGEND
DSYL DOUBLE SOLID YELLOW LINE (6")
SSWL SINGLE SOLID WHITE LINE (6")

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	4C
PS&E	2025	46455-3414-04	4C

REV. 10-30-2023 - ADDED PRIVATE WATER LINE INFORMATION.

END PROJECT NO. 46455-2414-04 R.O.W.

STA. 107+60.00
N 776625.1528 E 3190191.2294
EL. 2183.88

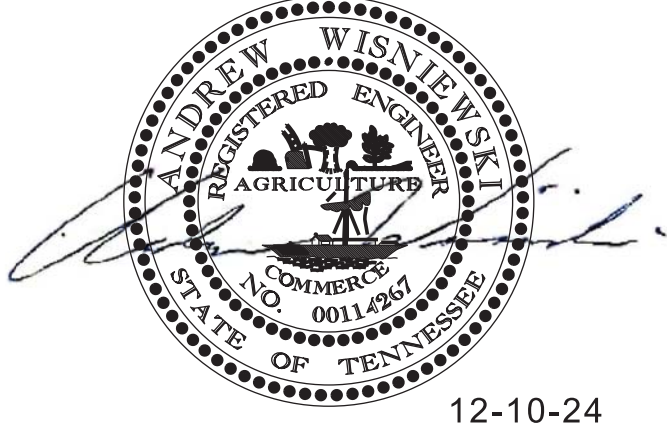
END PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 107+50.00
N 776632.8223 E 3190197.6464
EL. 2183.88

HYDRAULIC DATA

DRAINAGE AREA = 87.57 SQ. MI.
TOTAL DESIGN DISCHARGE (5 YE.)=4,600 CFS
WATER AREA PROVIDED BELOW ELEV.2181.88=578.64
5 YR. VELOCITY = 7.95 FPS
5 YR. BRIDGE BACKWATER = 0.89 FT. @ ELEV. 2188.80
ROADWAY OVERTOPPING ELEV. = 2183.90
TOTAL 100 YR. DISCHARGE = 10,400 CFS @ ELEV.2185.22
TOTAL 500 YR. DISCHARGE = 14,100 CFS @ ELEV.2185.93

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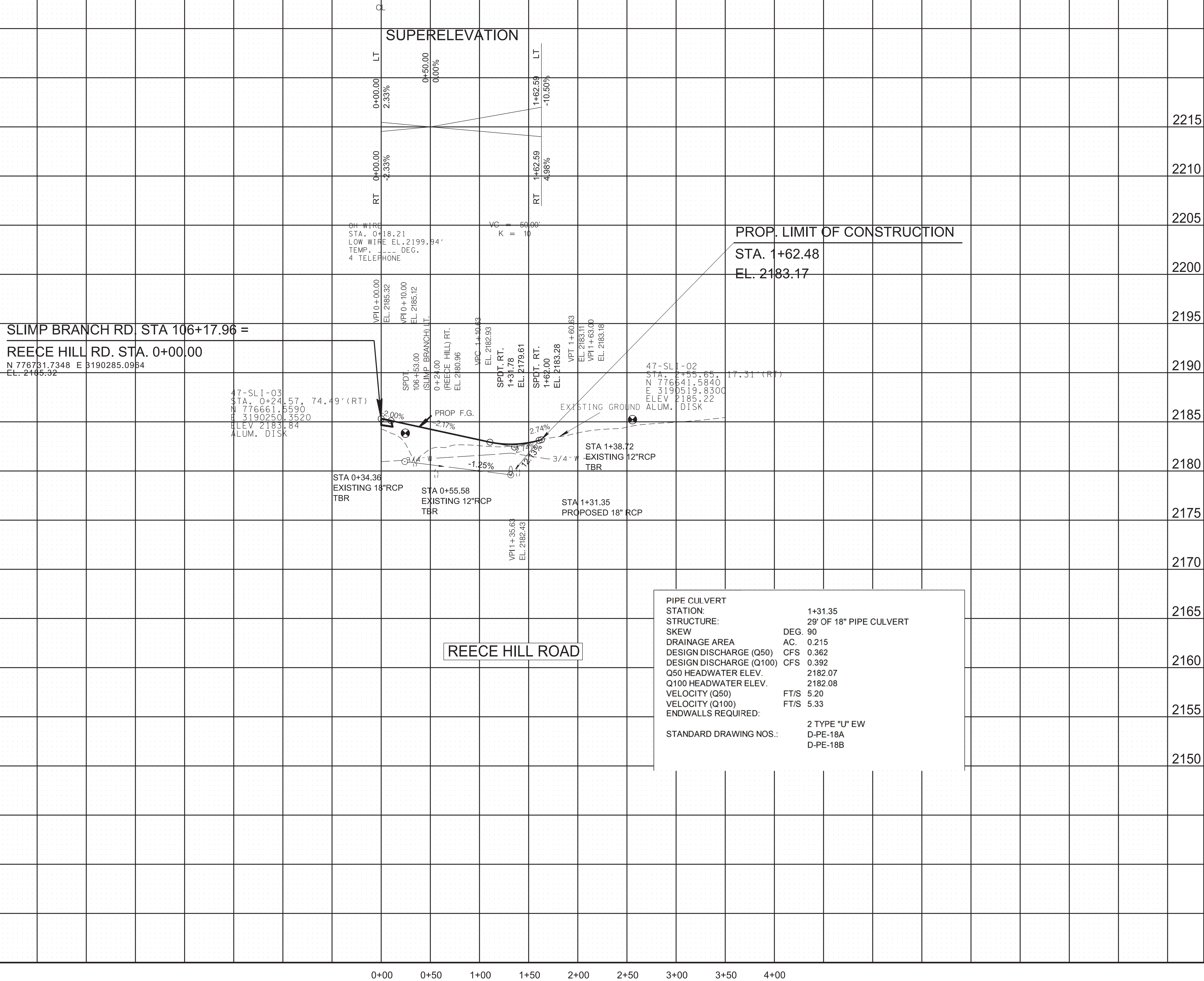
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA.101+07 TO STA.108+49.45

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

REV. 10-30-2023 - ADDED
PRIVATE WATER LINE
INFORMATION.



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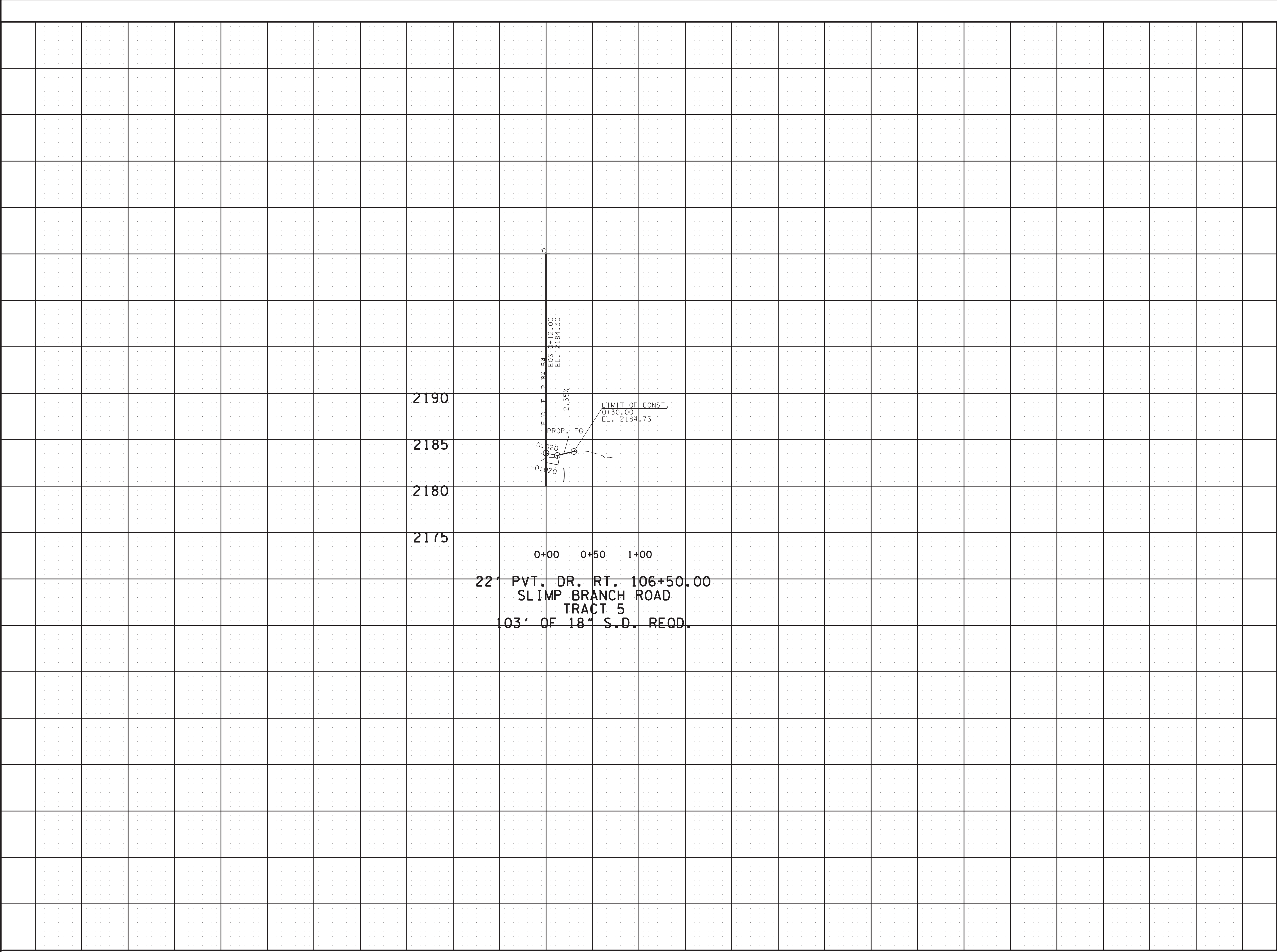


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

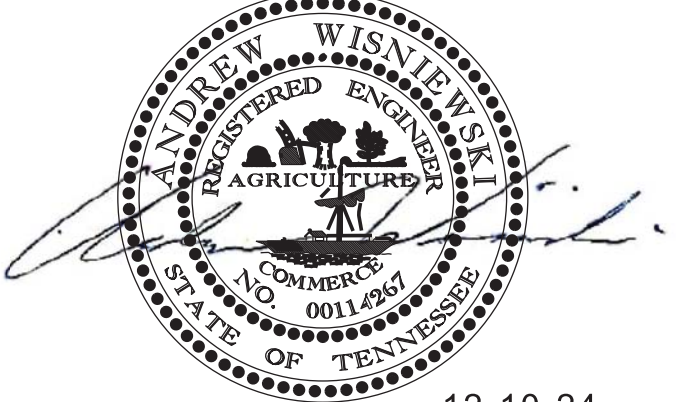
SIDE ROAD
PROFILE
REECE HILL RD
SCALE: 1"=50' HORIZ.
1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	6
PS&E	2025	46455-3414-04	6

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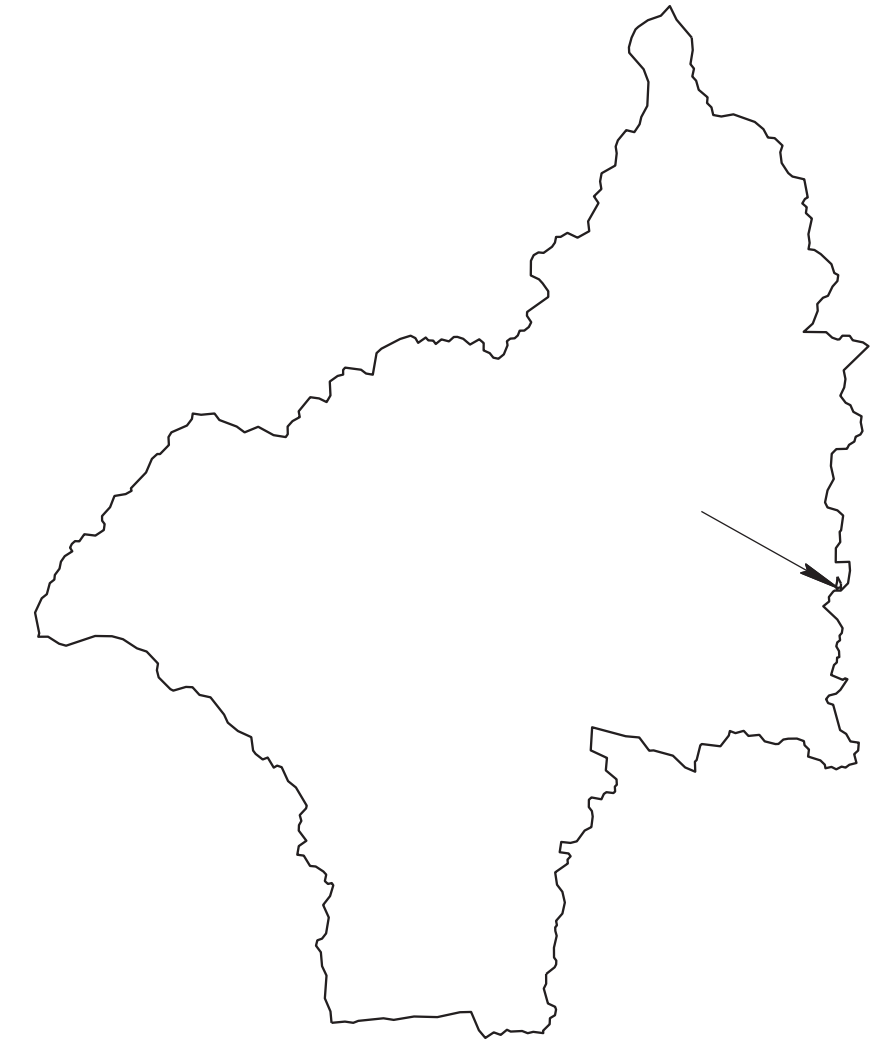
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE
PROFILE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	7
PS&E	2025	46455-3414-04	7



DRAINAGE AREA - 56060 ACRES
N.T.S.

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION

STA. 103+03.88

N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.

STA. 102+85.00

N 776974.8869 E 3190512.1977

DRAINAGE / HYDRAULIC DATA FOR EXISTING BRIDGE (TBR)

STATION 105+42.00 , STREAM NAME: ROAN CREEK

STREAM BED LINING: DIRT/ROCK

DIRECTION OF FLOW: RIGHT

DRAINAGE AREA 56053 AC; () FLAT; () ROLLING; (X) HILLY; () MTNS.

PRESENT STRUCTURE: SPAN= 5, HEIGHT= 12', STRUCTURE= 4-CONCRETE PIERS, SUPERSTRUCTURE= 7-BEAM STEEL

BEGIN STATION - OFFSET 104+70, END STATION - OFFSET 105+70

LOW BEAM ELEV. 2183.60', LOCATION: CENTER SPAN

INLET INVERT ELEV. 2171.93', OUTLET INVERT ELEV. 2171.73'

NORMAL WATER ELEV. 2174.4', EXTREME HIGHWATER ELEV. 2181.3', DATE: N/A

HOW OBTAINED: PAROL EVIDENCE

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

EXISTING STRUCTURE CONDITION: SEE BRIDGE REPORT

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER

SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.

SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.

REMARKS: Q50=14,125 CFS

BRIDGE ID: 460A3750001

SLIMP BRANCH RD. STA. 106+17.96=

PROP. REECE HILL RD. STA. 0+00.00

N 776731.7348 E 3190285.0964

LIMIT OF CONST.
STA. 1+62.48

105

N 58° 20' 39" E

REECE HILL ROAD

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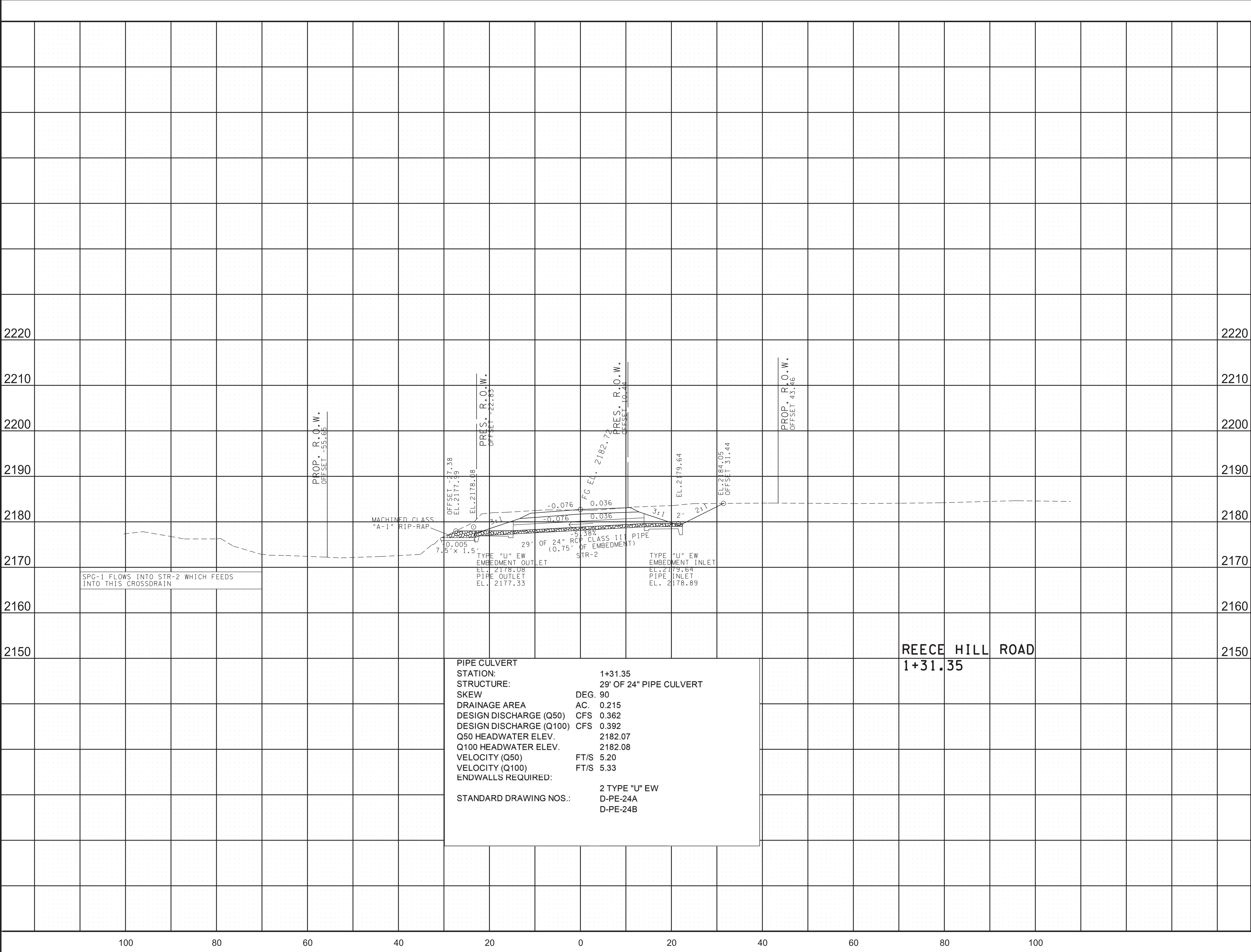
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	8
PS&E	2025	46455-3414-04	8

SEALED BY



12-10-24

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTION
REECE HILL ROAD
STA. 1+31.35
SCALE: 1"=10' HORIZ.
1"=10' VERT.

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SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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


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

STREAMS, WETLANDS & BUFFER ZONES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	9
PS&E	2025	46455-3414-04	9

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12-10-24

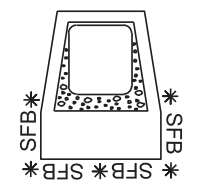



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	10
PS&E	2025	46455-3414-04	10


TABULATED EPSC QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1) (2) 207-20.01	ROADWAY SUBGRADE TIMBER MAT(TEMP)	L.F.	250
(1) (2) 209-05	SEDIMENT REMOVAL	C.Y.	35
(1) (2) (3) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	873
(1) (2) 209-08.07	ROCK CHECK DAMPER	EACH	2
(1) (2) (8) 209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	6
(1) (2) 209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	285
(1) (2) (4) 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	20
(1) (2) 707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	340
(1) (2) (6) 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	150
(1) (2) (7) 709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	46
(1) (2) (5) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	464
(1) (2) 740-11.01	TEMPORARY SEDIMENT TUBE 8IN	L.F.	250
(9) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	16

- (1) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT
- (2) ITEM TO BE USED AS DIRECTED BY THE ENGINEER
- (3) 98 LF TO BE USED FOR SEDIMENT FILTER BAG
- (4) 11 TONS TO BE USED FOR SEDIMENT FILTER BAG
9 TONS TO BE USED FOR CULVERT PROTECTIONS TYPE 1
- (5) 98 S.Y. TO BE USED FOR SEDIMENT FILTER BAGS
258 S.Y. TO BE USED FOR TEMPORARY CONSTRUCTION EXITS
108 S.Y. TO BE USED FOR CULVERT PROTECTIONS TYPE 1
- (6) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS
- (7) TO BE USED FOR CULVERT PROTECTIONS TYPE 1
- (8) INCLUDES 4 ADDITIONAL BAGS FOR REPLACEMENT AND/OR AS DIRECTED BY THE ENGINEER
- (9) PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
* SFB* SFB* SFB*	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
— IN — DIV —	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
** TUBE 6" ** TUBE 6" **	8 INCH SEDIMENT TUBE	EC-STR-37
* HVF * HVF *	HIGH VISIBILITY FENCE	S-F-1

1). J-HOOKS TO BE INSTALLED AT END OF A RUN OF SILT FENCE WHERE NOT PLACED ALONG CONTOURS

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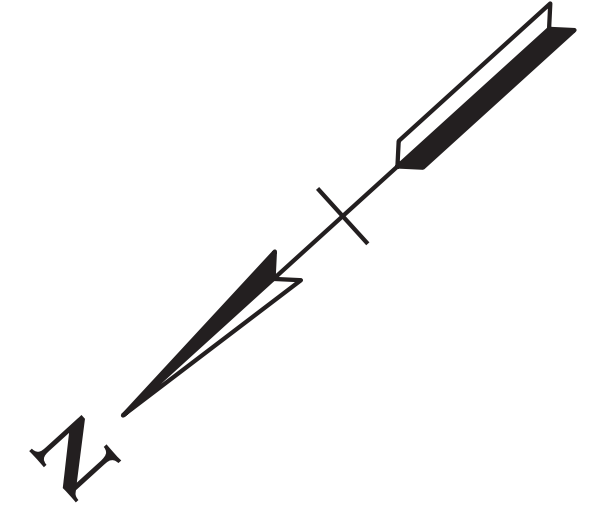
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

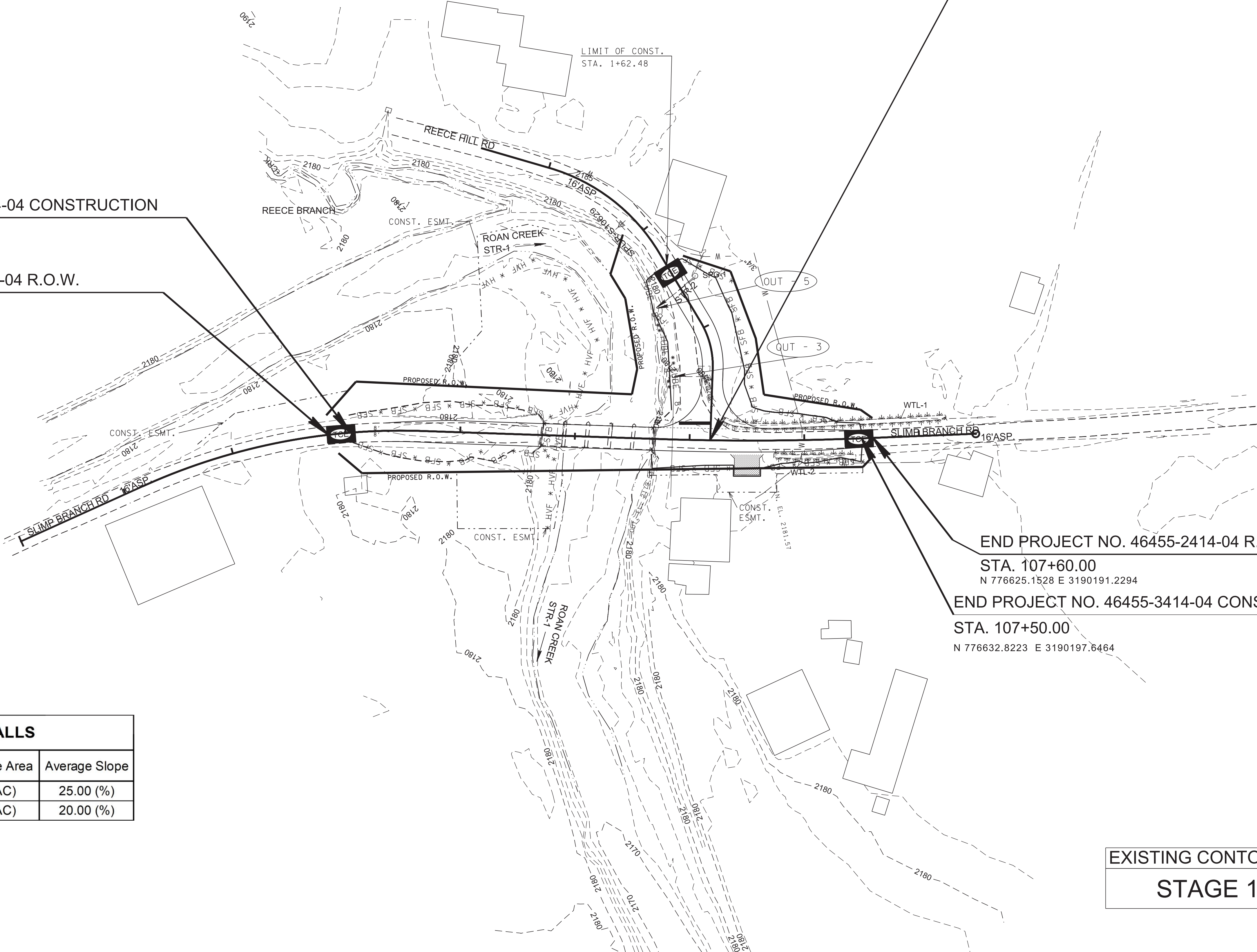
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	11
PS&E	2025	46455-3414-04	11

REV. 10-17-2022 - UPDATED
CONSTRUCTION EASEMENT FOR
TRACT 5



SLIMP BRANCH RD. STA. 106+17.96=
PROP. REECE HILL RD. STA. 0+00.00
N 776731.7348 E 3190285.0964

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 103+03.88
N 776959.7280 E 3190500.9448
BEGIN PROJECT NO. 46455-2414-04 R.O.W.
STA. 102+85.00
N 776974.8869 E 3190512.1977




END PROJECT NO. 46455-2414-04 R.O.W.
STA. 107+60.00
N 776625.1528 E 3190191.2294
END PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 107+50.00
N 776632.8223 E 3190197.6464

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
3	.63 (AC)	25.00 (%)
5	.75 (AC)	20.00 (%)

EXISTING CONTOURS
STAGE 1

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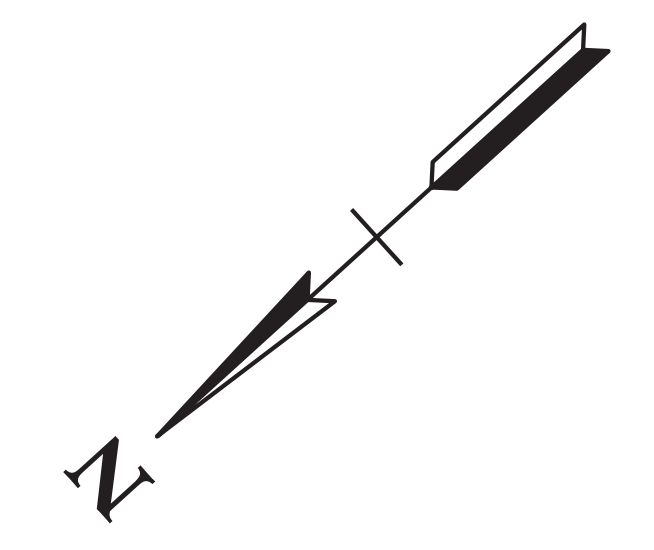
12-10-24

COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.0001 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

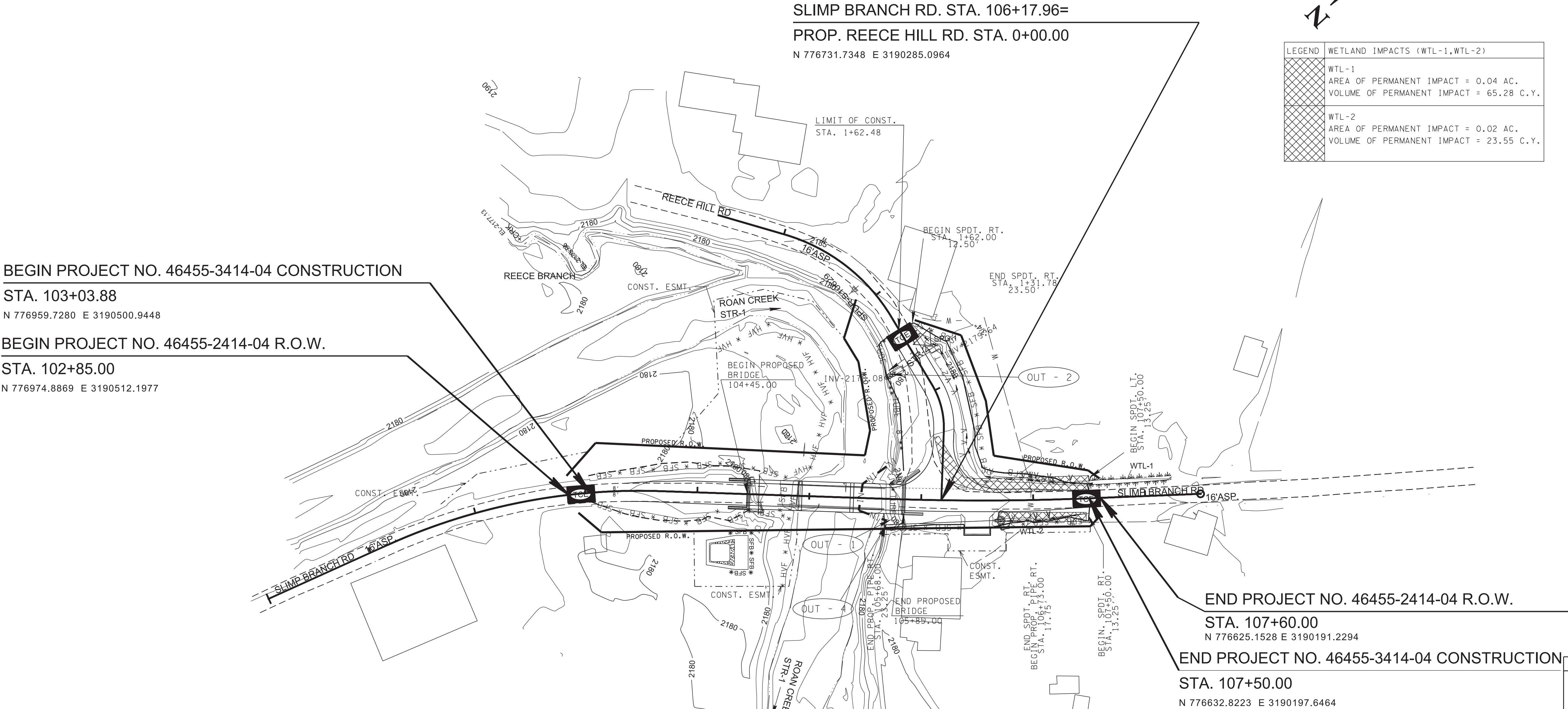
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	13



LEGEND	WETLAND IMPACTS (WTL-1, WTL-2)
	WTL-1 AREA OF PERMANENT IMPACT = 0.04 AC. VOLUME OF PERMANENT IMPACT = 65.28 C.Y.
	WTL-2 AREA OF PERMANENT IMPACT = 0.02 AC. VOLUME OF PERMANENT IMPACT = 23.55 C.Y.



BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 103+03.88
N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.
STA. 102+85.00
N 776974.8869 E 3190512.1977


END PROJECT NO. 46455-2414-04 R.O.W.
STA. 107+60.00
N 776625.1528 E 3190191.2294

END PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 107+50.00
N 776632.8223 E 3190197.6464

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
1	.10 (AC)	5.00 (%)
2	1.25 (AC)	20.00 (%)
4	.64 (AC)	5.00 (%)

PROPOSED CONTOURS
STAGE 3

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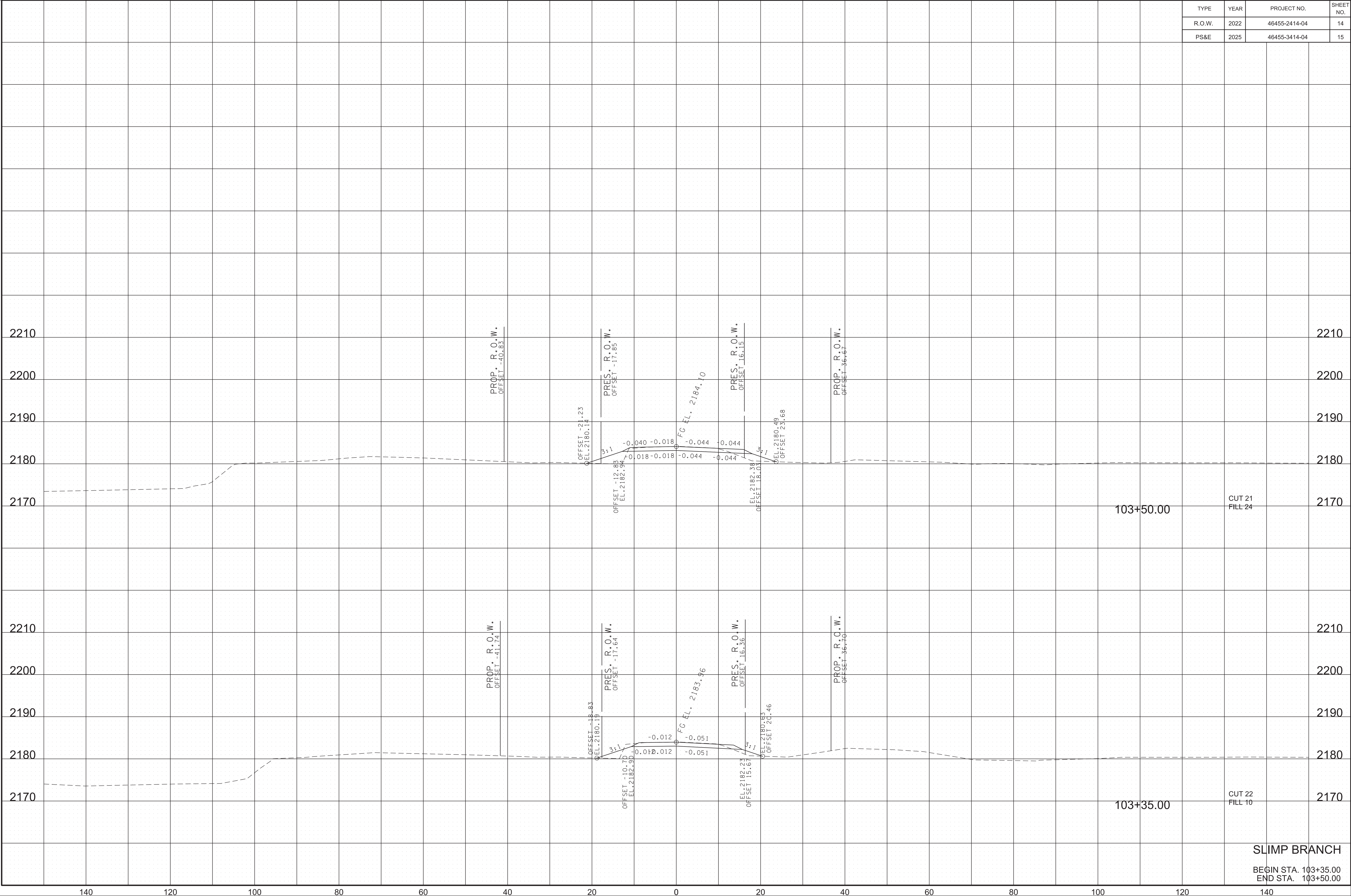
12-10-24

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'

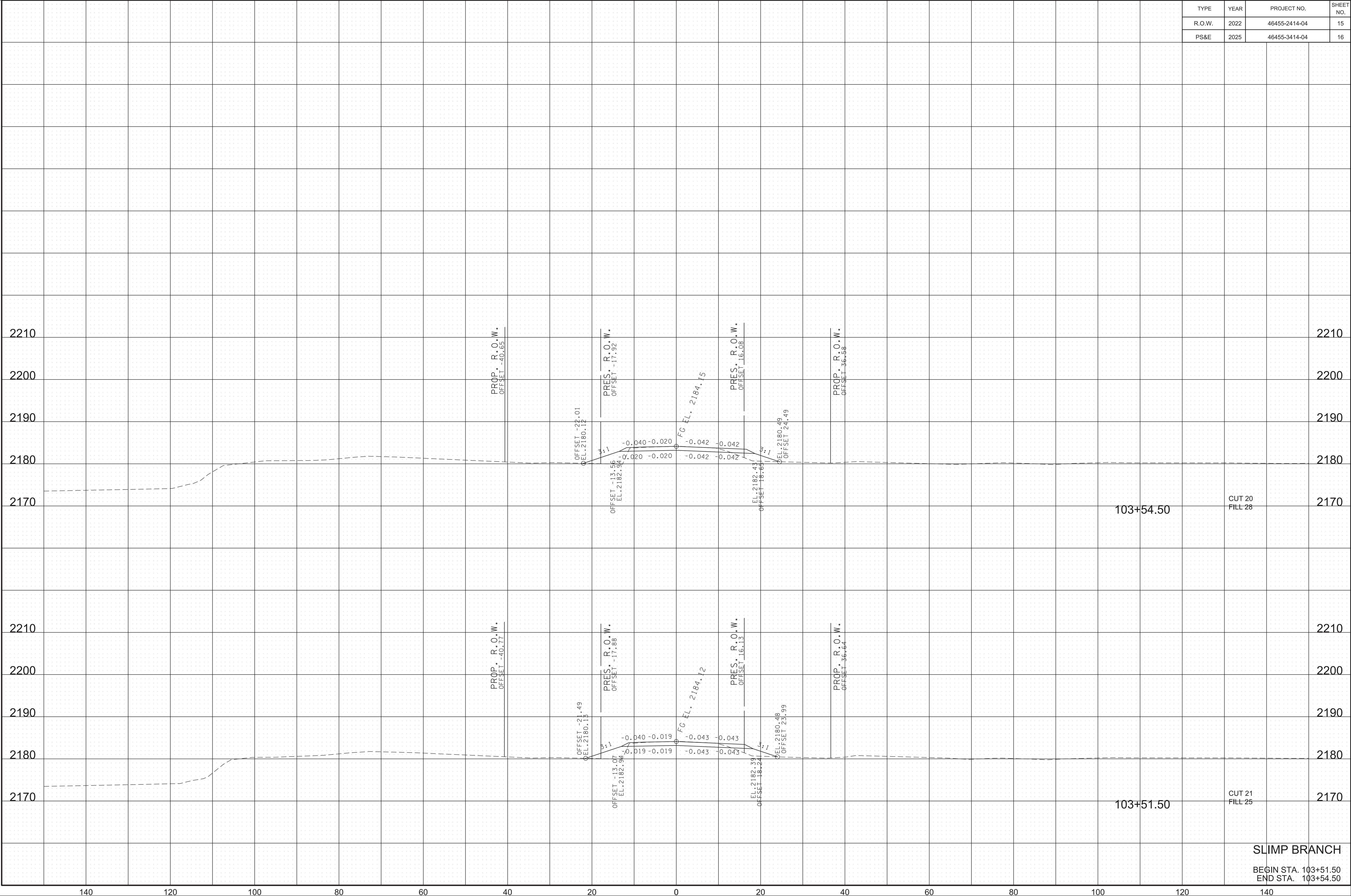
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	14
PS&E	2025	46455-3414-04	15



SLIMP BRANCH

BEGIN STA. 103+35.00
END STA. 103+50.00

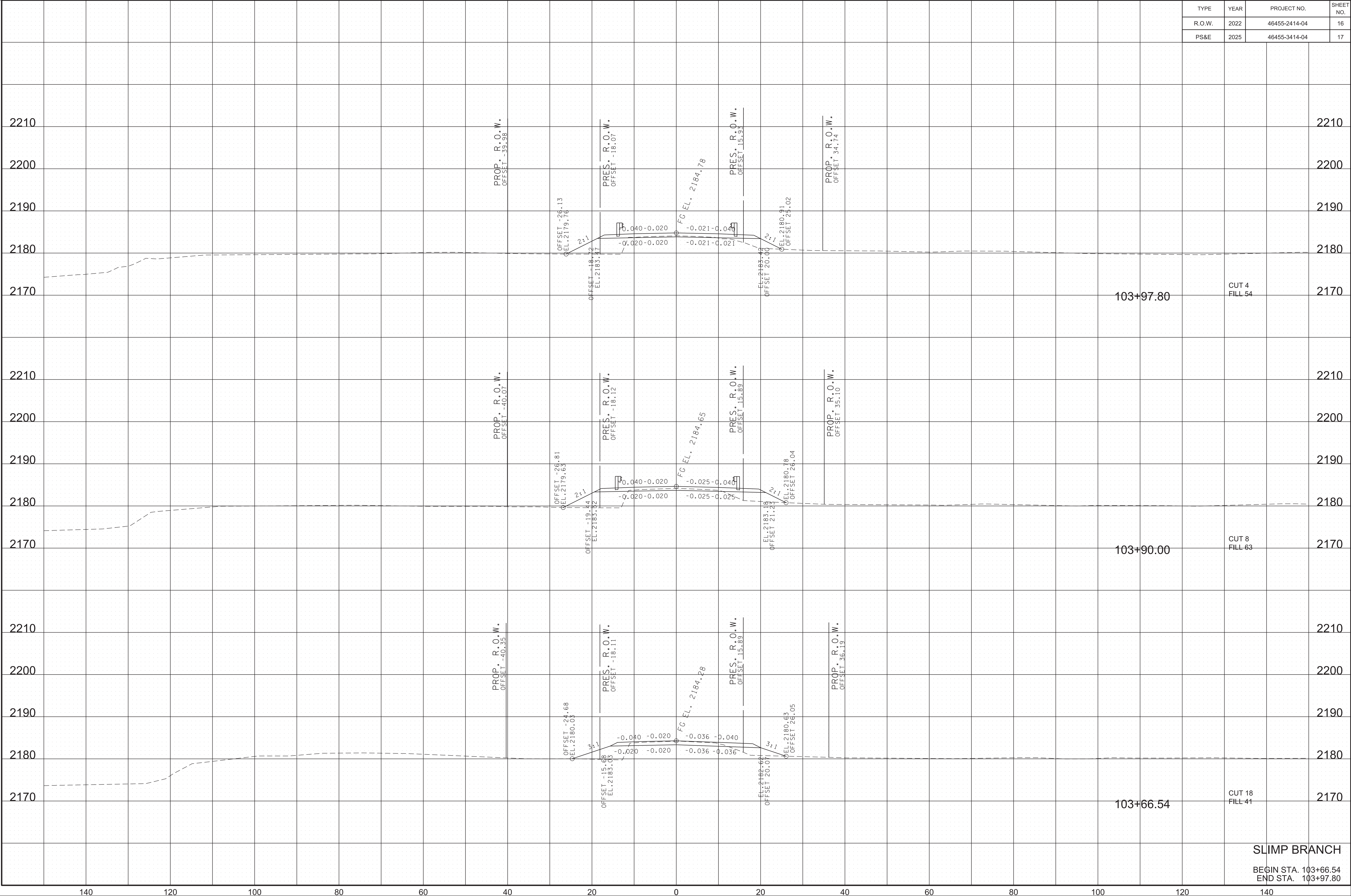
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	15
PS&E	2025	46455-3414-04	16



SLIMP BRANCH

BEGIN STA. 103+51.50
END STA. 103+54.50

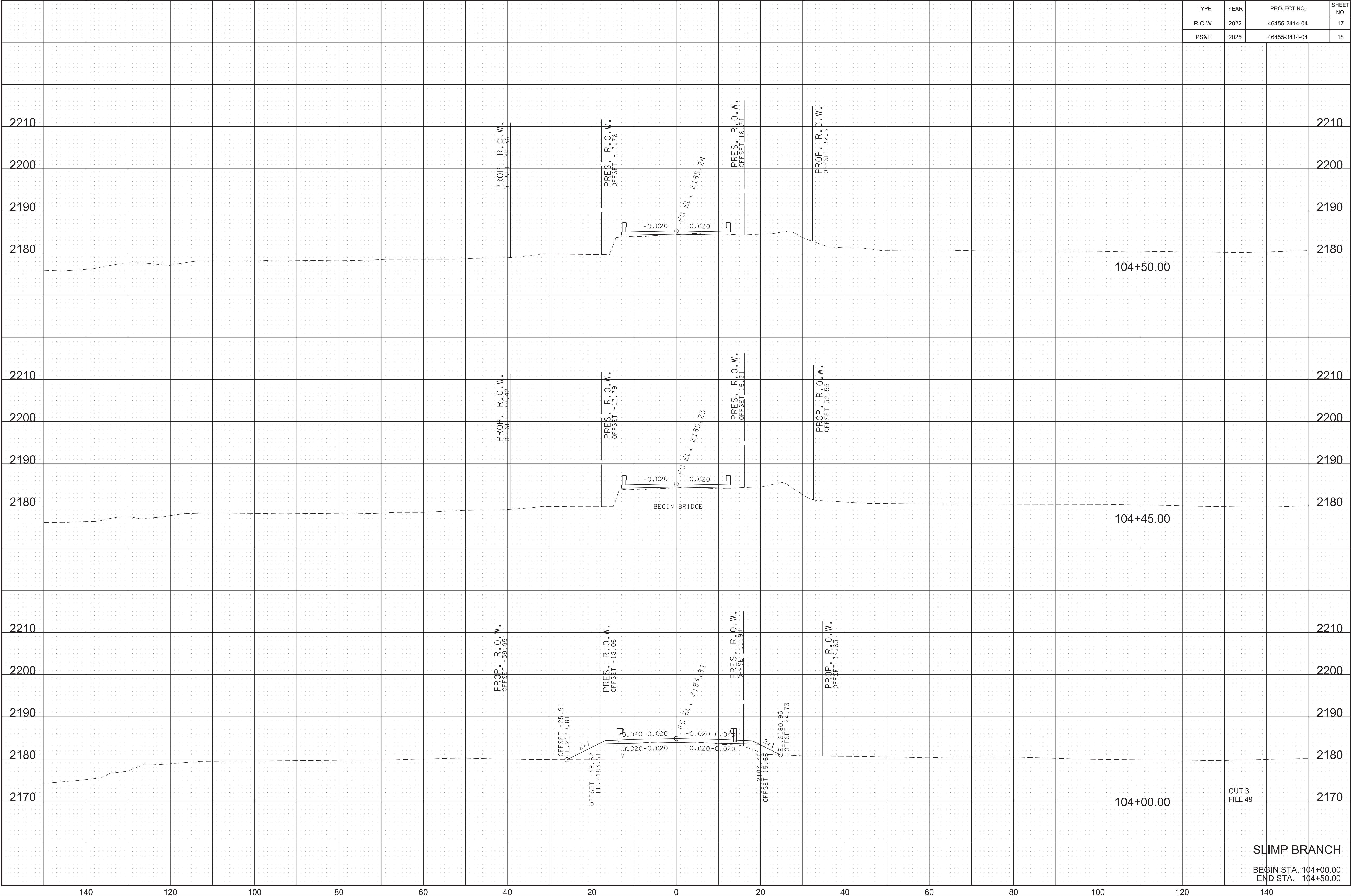
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	16
PS&E	2025	46455-3414-04	17



SLIMP BRANCH

BEGIN STA. 103+66.54
END STA. 103+97.80

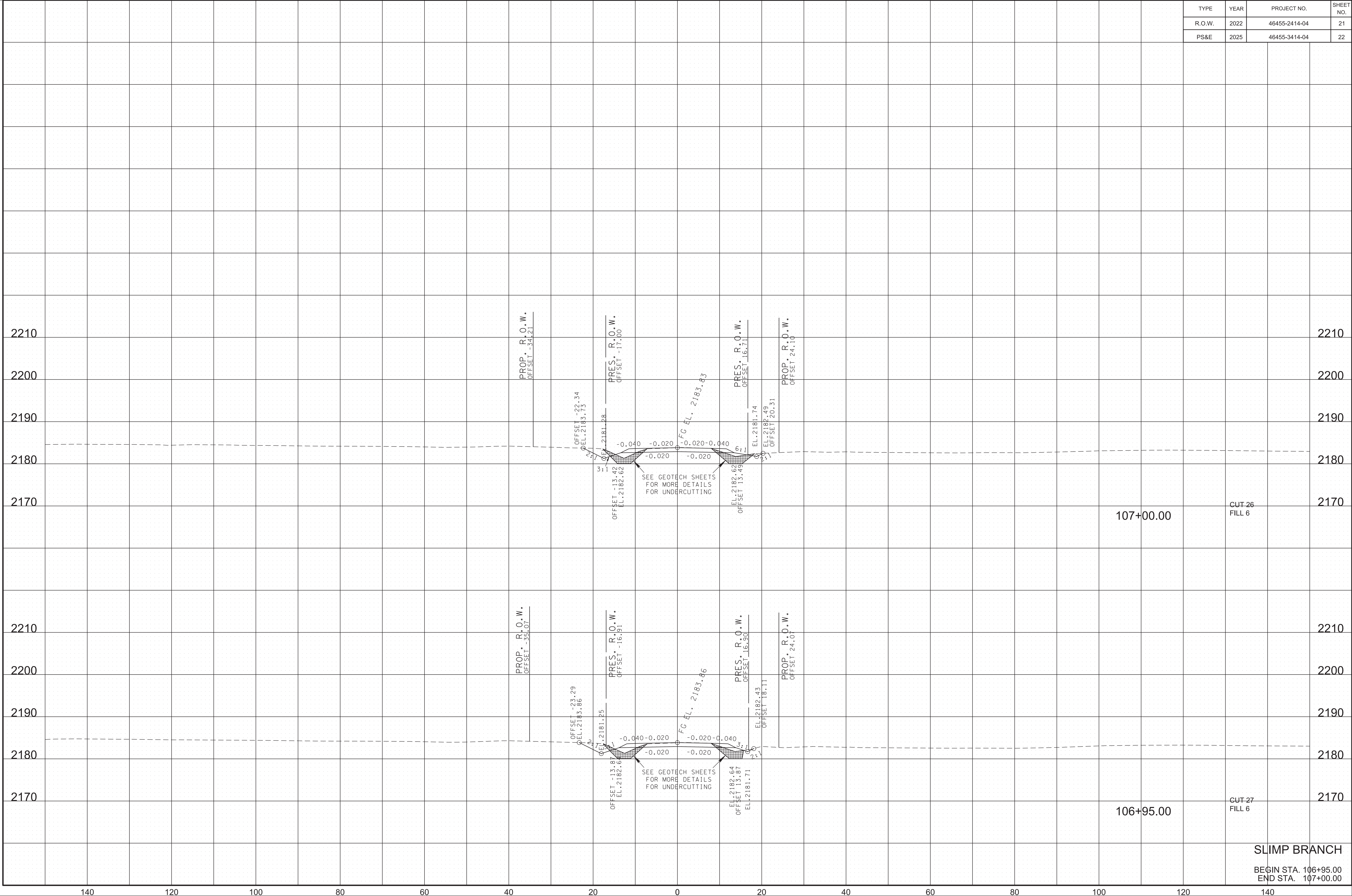
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R.O.W.	2022	46455-2414-04	17
PS&E	2025	46455-3414-04	18



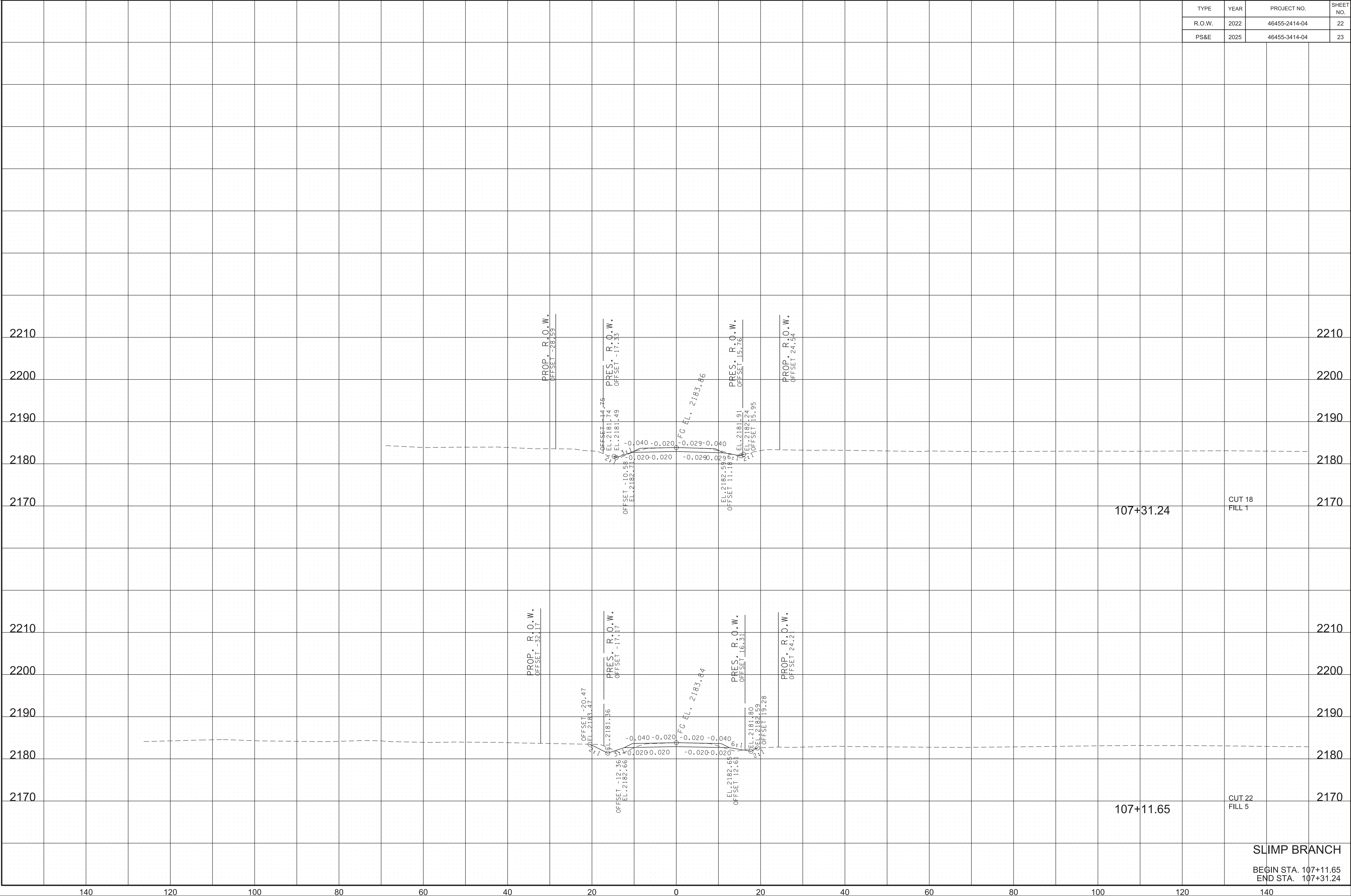
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END STA. 104+50.00

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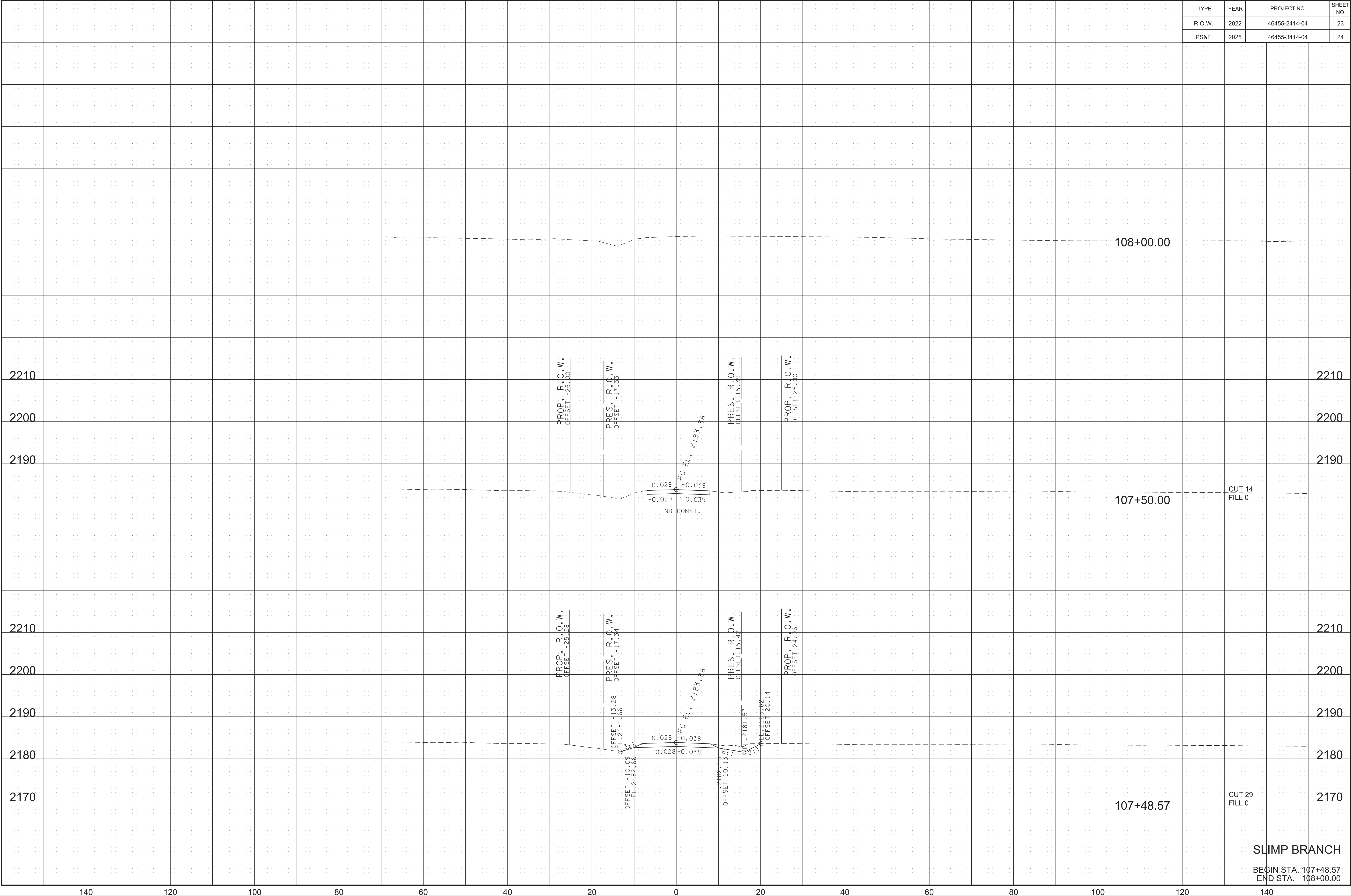
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	21
PS&E	2025	46455-3414-04	22



TYPE	YEAR	PROJECT NO.		SHEET NO.
	2022	46455-2414-04		22
	2025	46455-3414-04		23

SLIMP BRANCH

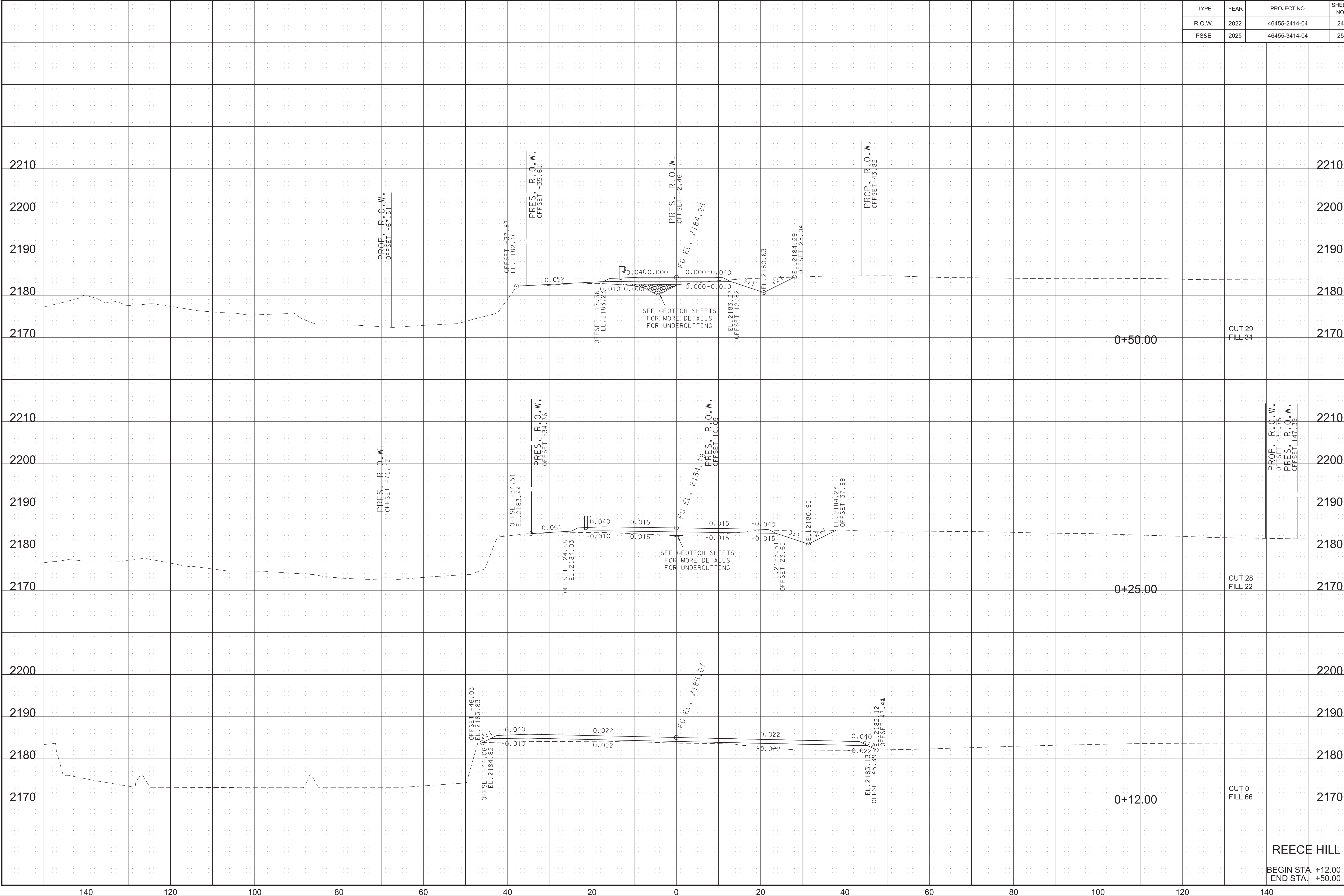
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	23
PS&E	2025	46455-3414-04	24

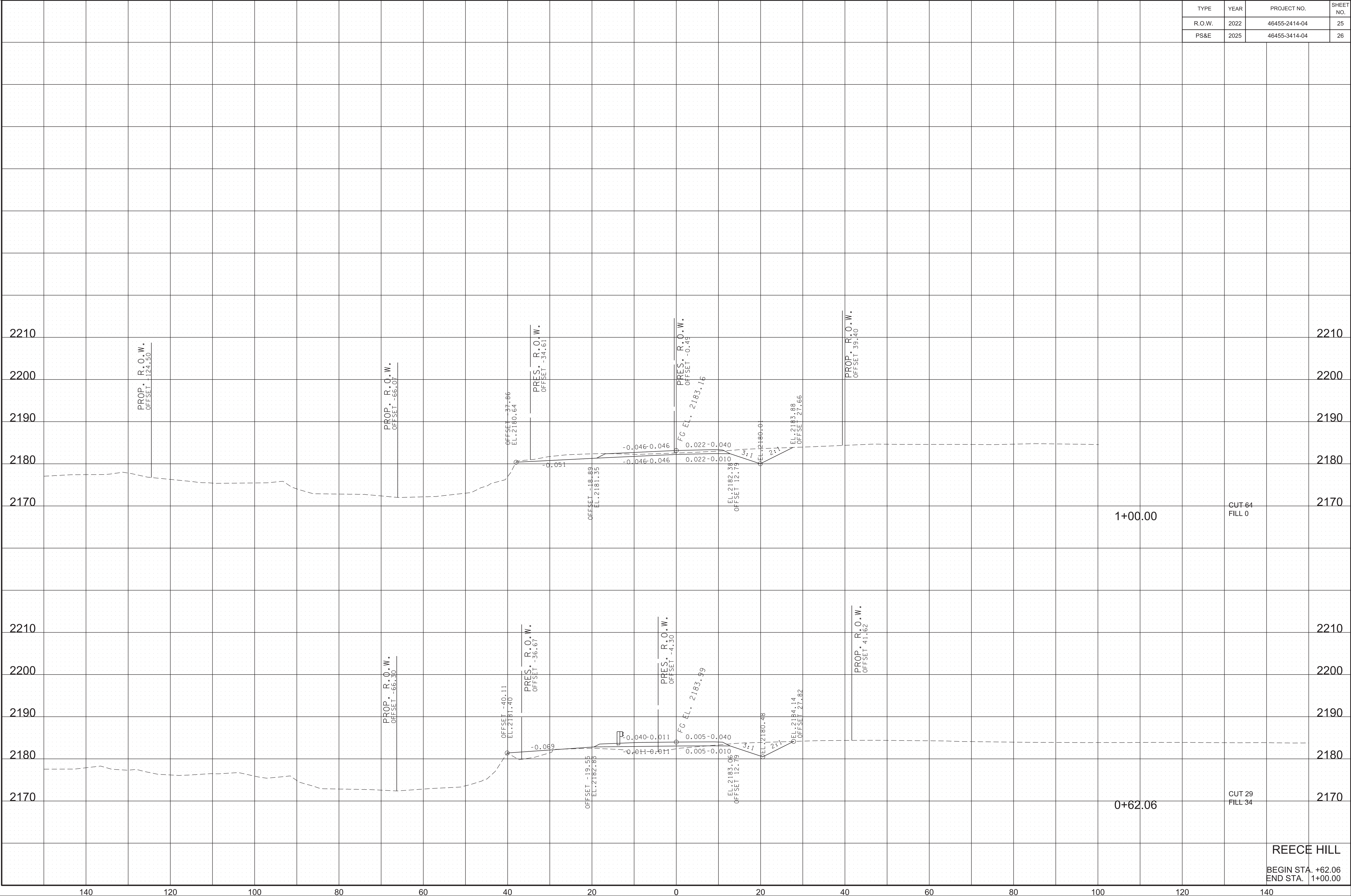
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	24
PS&E	2025	46455-3414-04	25

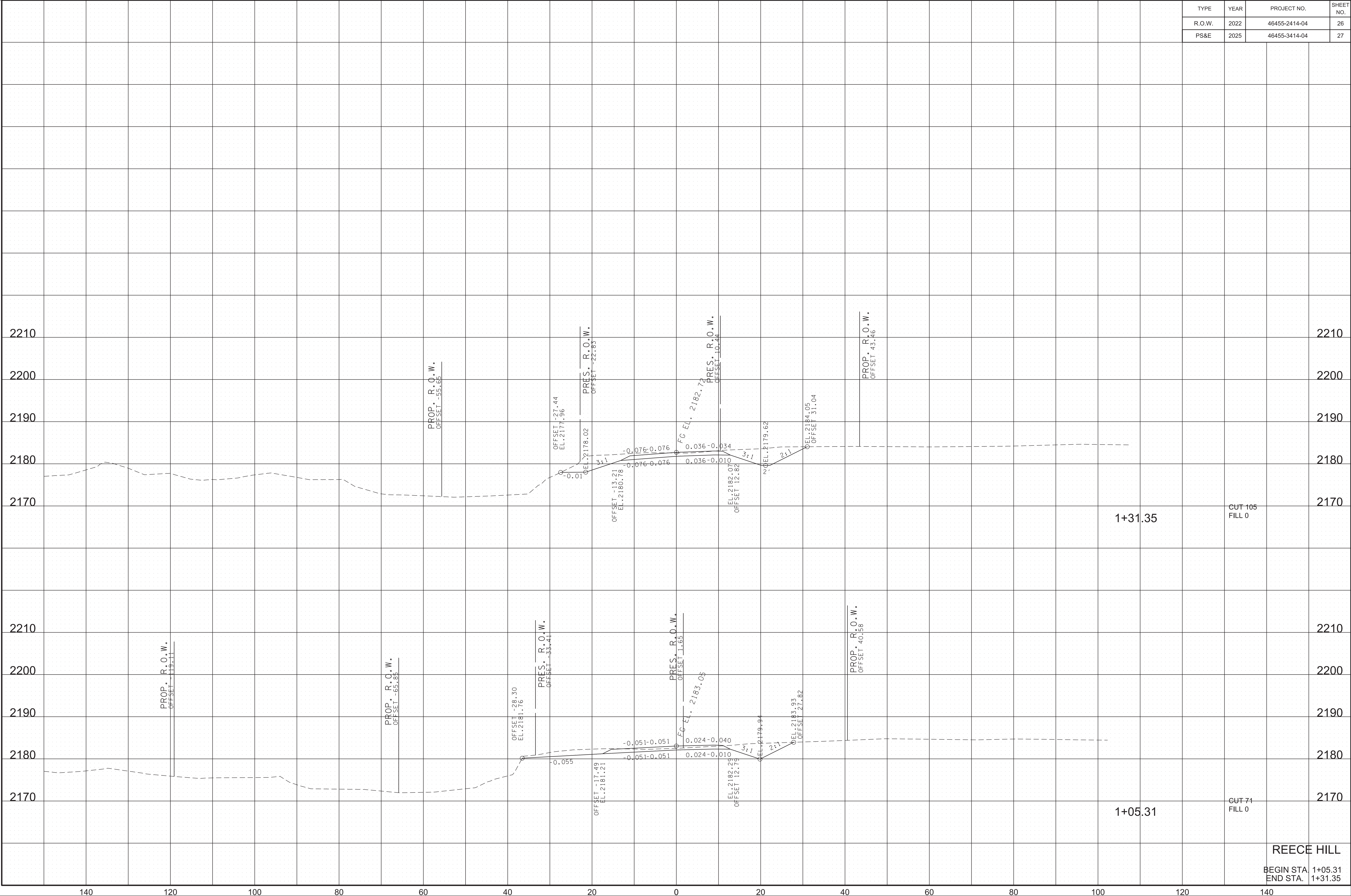


REECE HILL
BEGIN STA. +12.00
END STA. +50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	25
PS&E	2025	46455-3414-04	26



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	26
PS&E	2025	46455-3414-04	27

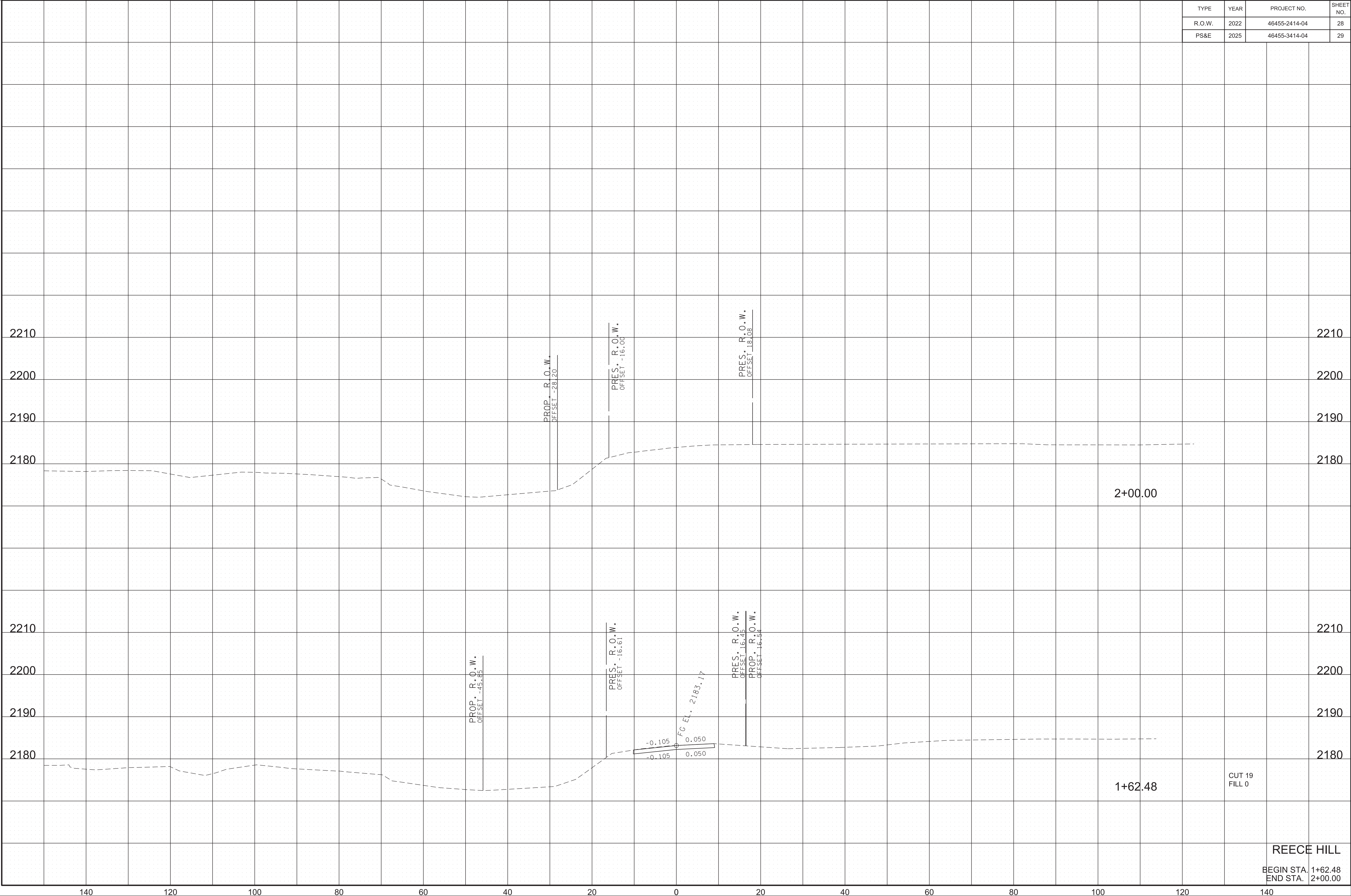


REECE HILL

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END STA. 1+31.35

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	28
PS&E	2025	46455-3414-04	29



PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

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

a.

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

b.

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

c.

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

d.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2.

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

a.

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

(1)

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

(2)

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

b.

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

c.

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

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

3.

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

a.

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

(1)

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

(2)

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

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

- b.

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

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

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

4.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1.

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

a.

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

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

a.

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

(1)

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

(2)

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3.

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

a.

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

(1)

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

(2)

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


b.

ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:
- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1.

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

2.

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|------|------|---------------|-----------|
| PS&E | 2025 | 46555-3414-04 | T-1 |
| | | | |
| | | | |
- SEALED BY



12-10-24
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL
- 05-DEC-2024 14:59
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TRAFFIC PHASING NOTES SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46555-3414-04	T-2

GENERAL – ALL PHASES

BRIDGE WILL BE CLOSED TO TRAFFIC AND CONSTRUCTED THROUGHOUT ALL PHASES. IT WILL BE NECESSARY TO CONSTRUCT THE PROPOSED CROSS DRAIN ON REECE HILL ROAD IN PHASES TO MINIMIZE DISRUPTION OF TRAFFIC AND TO MAINTAIN DRAINAGE FLOWS. THIS PHASING OF CONSTRUCTION OF DRAINAGE FEATURES SHALL BE AS DIRECTED BY THE ENGINEER.

PLACE ADVANCE WARNING SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLAN OR AS DIRECTED BY THE ENGINEER. ADVANCE WARNING SIGNS ARE TO BE LEFT IN PLACE THROUGHOUT ALL CONSTRUCTION PHASES EXCEPT WHERE OTHERWISE INDICATED ON THE TRAFFIC CONTROL PLAN.

PHASE 1

REECE HILL ROAD & SLIMP BRANCH ROAD

PRIOR TO ANY CONSTRUCTION TAKING PLACE, INSTALL ADVANCED WARNING SIGNS ON SLIMP BRANCH ROAD AND REECE HILL ROAD, AS WELL AS DETOUR SIGNS AS INDICATED ON SHEET T-4 IN THE TRAFFIC CONTROL PLAN.

PHASE 2

REECE HILL ROAD

INSTALL FLEXIBLE DRUMS AS INDICATED ON THE TYPICAL SECTION AND TRAFFIC CONTROL PLAN. INSTALL TEMPORARY TRAFFIC SIGNALS. TEMPORARY PAVEMENT MARKINGS SHALL BE USED TO DIRECT TRAFFIC THROUGH THE WORK ZONE ON THE EXISTING REECE HILL AS SHOW IN THE PHASE 2 TYPICAL SECTION. CONSTRUCT THE ENTIRE CROSS DRAIN. SANDBAGS CAN BE USED TO CONTROL DRAINAGE TEMPORARILY. CONSTRUCT THE RIGHT SIDE OF REECE HILL ROAD ACCORDING TO THE TYPICAL FOR PHASE 2.

SLIMP BRANCH ROAD

ROAD TO BE CLOSED FOR LOCAL TRAFFIC IN THIS PHASE OF CONSTRUCTION FROM ROAN CREEK ROAD TO THE PROPOSED BRIDGE. PORTABLE BARRIER RAIL IS TO BE INSTALLED AT BRIDGE ENDS TO CLOSE ACCESS. THE RIGHT SIDE OF SLIMP BRANCH ROAD TO BE CONSTRUCTED USING TEMPORARY SIGNALS. DETOUR PROVIDED ON SHEET T-4. BRIDGE CONSTRUCTION AS NECESSARY.

PHASE 3

REECE HILL ROAD


FLEXIBLE DRUMS ARE TO BE MOVED ACCORDING TO TYPICAL SECTION PHASE 3. TEMPORARY PAVEMENT MARKING SHALL BE USED TO DIRECT TRAFFIC THROUGH THE WORK ZONE ON THE NEWLY CONSTRUCTED LANE AS SHOWN ON TYPICAL SECTION PHASE 3. CONSTRUCT THE REMAINING PROPOSED REECE HILL.

SLIMP BRANCH ROAD

ROAD TO BE CLOSED FOR LOCAL TRAFFIC IN THIS PHASE OF CONSTRUCTION FROM ROAN CREEK ROAD TO THE PROPOSED BRIDGE. PORTABLE BARRIER RAIL IS TO BE INSTALLED AT BRIDGE ENDS TO CLOSE ACCESS. CONSTRUCT BRIDGE AND INTERSECTION OF SLIMP BRANCH ROAD AND REECE HILL ROAD, THE REMAINING LEFT SIDE OF SLIMP BRANCH ROAD, AND THE PROPOSED DRIVEWAY USING TEMPORARY SIGNALS. DETOUR PROVIDED ON SHEET T-4. BRIDGE COMPLETED BY THE END OF THIS PHASE.

AFTER CONSTRUCTION IS COMPLETE, FINAL PAVING AND STRIPING SHALL BE COMPLETED FOR PROJECT LIMITS IN ACCORDANCE WITH TDOT AND MUTCD STANDARDS.

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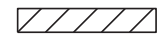






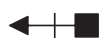



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES


TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	T-3

TABULATED TRAFFIC CONTROL QUANTITIES				
ITEM NO.	DESCRIPTION		UNIT	QUANTITY
(2) 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D		TON	90
(1) 712-01	TRAFFIC CONTROL		LS	1
(4) 712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL		L.F.	50
	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)		EACH	2
	FLEXIBLE DRUMS (CHANNELIZING)		EACH	40
	WARNING LIGHTS (TYPE A)		EACH	6
712-06	SIGNS (CONSTRUCTION)		S.F.	357
712-07.03	TEMPORARY BARRICADES (TYPE III)		L.F.	48
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)		L.F.	24
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)		L.M.	0.31
(3) 730-40.02	TEMPORARY TRAFFIC SIGNAL SYSTEM		LS	1
(1)	FLAGGER TO BE USED AS WHERE DIRECTED BY THE ENGINEER			
(2)	TO BE USED FOR MAINTAINENCE OF TRAFFIC			
(3)	INCLUDES THE TEMPORARY TRAFFIC SIGNAL SYSTEM FOR TRAFFIC AND THE USE OF A SIGNAL FOR THE DRIVEWAY TRAFFIC AS SPECIFIED IN THE PLANS			
(4)	TO BE USED AS DIRECTED BY ENGINEER			

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY BARRICADE (TYPE III)
 A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC SIGNAL HEAD
	TEMPORARY ATTENUATOR

TRAFFIC CONTROL SIGN TABULATION										
M.U.T.C.D. SIGN NO.	LEGEND	SIZE			S.F.	NO. REQUIRED PHASE 1	NO. REQUIRED PHASE 2	NO. REQUIRED PHASE 3	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.
		IN INCHES								
		L	X	W						
D3-1	SLIMP BRANCH ROAD	36"	X	24"	6	15	15	15	15	90.00
G20-2	END ROAD WORK	36"	X	18"	5	3	3	3	3	13.50
M4-8A	END DETOUR	24"	X	12"	2	2	2	2	2	4.00
M4-9L	DETOUR WITH LEFT ARROW	30"	X	24"	5	3	3	3	3	15.00
M4-9R	DETOUR WITH RIGHT ARROW	30"	X	24"	5	3	3	3	3	15.00
R10-6	STOP HERE ON RED	24"	X	36"	6	2	2	2	2	12.00
R11-2	ROAD CLOSED	48"	X	30"	10	2	2	2	2	20.00
R11-3A	ROAD CLOSED 0.25 MILE AHEAD LOCAL TRAFFIC ONLY	60"	X	30"	13	1	1	1	1	12.50
W3-3	SIGNAL AHEAD	30"	X	30"	6	2	2	2	2	12.50
W3-4	BE PREPARED TO STOP	36"	X	36"	9	2	2	2	2	18.00
W20-1F	ROAD WORK 250 FT	36"	X	36"	9	1	1	1	1	9.00
W20-1F	ROAD WORK 500 FT	36"	X	36"	9	2	2	2	2	18.00
W20-1F	ROAD WORK 1000 FT	36"	X	36"	9	1	1	1	1	9.00
W20-1M	ROAD WORK 1/2 MILE	36"	X	36"	9	3	3	3	3	27.00
W20-3	ROAD CLOSED 500 FT	36"	X	36"	9	1	1	1	1	9.00
W20-3	ROAD CLOSED 1000 FT	36"	X	36"	9	1	1	1	1	9.00
W20-3	ROAD CLOSED AHEAD	36"	X	36"	9	4	4	4	4	36.00
W20-4F	ONE LANE ROAD 1500 FT	36"	X	36"	9	3	3	3	3	27.00
									TOTAL	357

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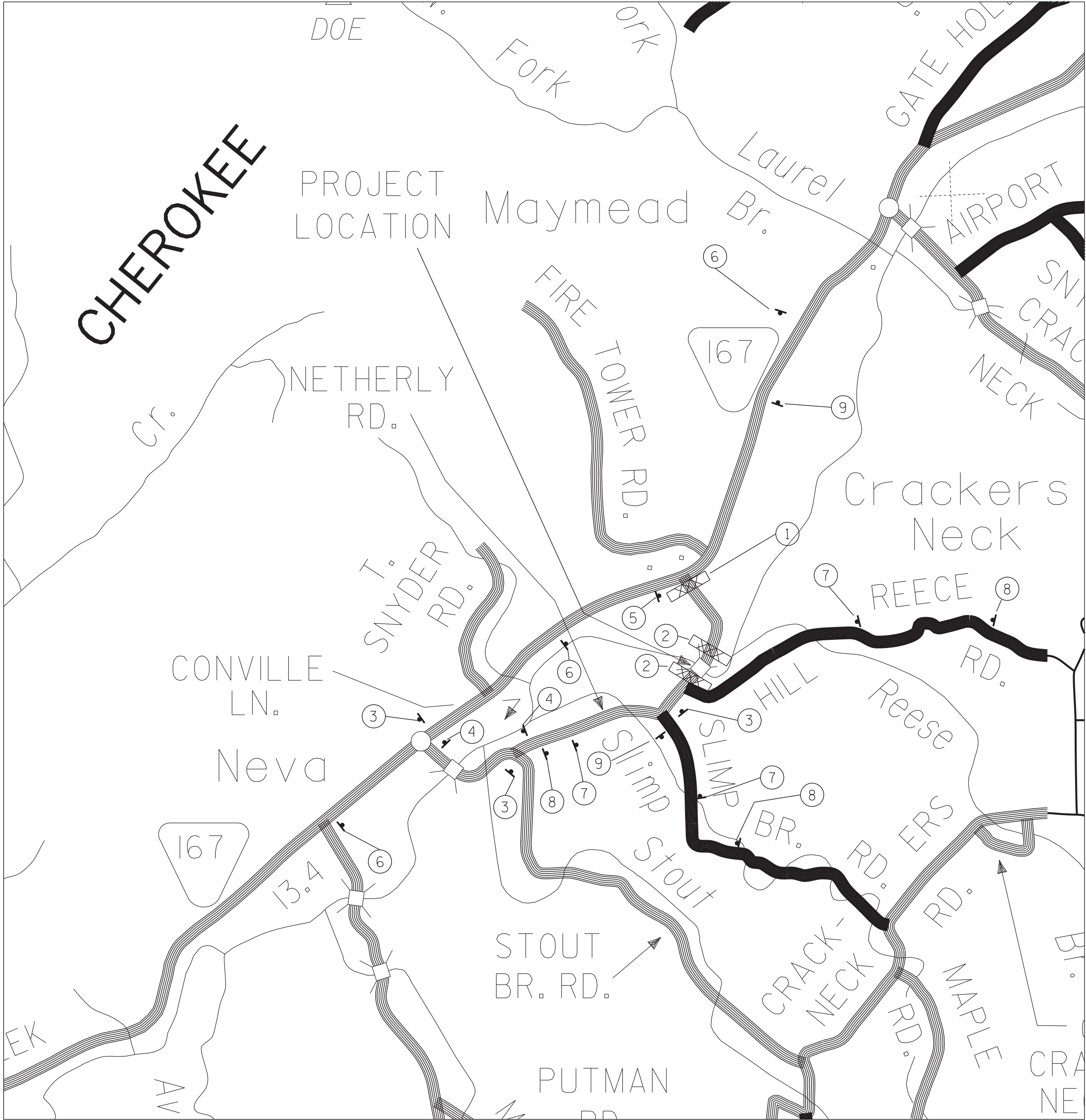
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
LEGEND AND
TABULATION

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TRAFFIC CONTROL LEGEND		
SYMBOL	ITEM	
	TEMPORARY BARRICADE (TYPE III)	
* ①	ROAD CLOSED 0.25 MILE AHEAD LOCAL TRAFFIC ONLY	R11-3A 60" X 30"
* ②	ROAD CLOSED	R11-2 48" X 30"
③	DETOUR ← SLIMP BRANCH ROAD	M4-9L 30" X 24" D3-1 36" X 24"
④	DETOUR → SLIMP BRANCH ROAD	M4-9R 30" X 24" D3-1 36" X 24"
⑤	ROAD CLOSED AHEAD DETOUR → SLIMP BRANCH ROAD	W20-3 36" X 36" M4-9R 30" X 24" D3-1 36" X 24"

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
⑥	ROAD CLOSED AHEAD SLIMP BRANCH ROAD
⑦	ONE LANE ROAD 1500 FT SLIMP BRANCH ROAD
⑧	ROAD WORK 1/2 MILE SLIMP BRANCH ROAD
⑨	END DETOUR

* TO BE MOUNTED ABOVE TEMPORARY BARRICADE (TYPE III)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	T-4

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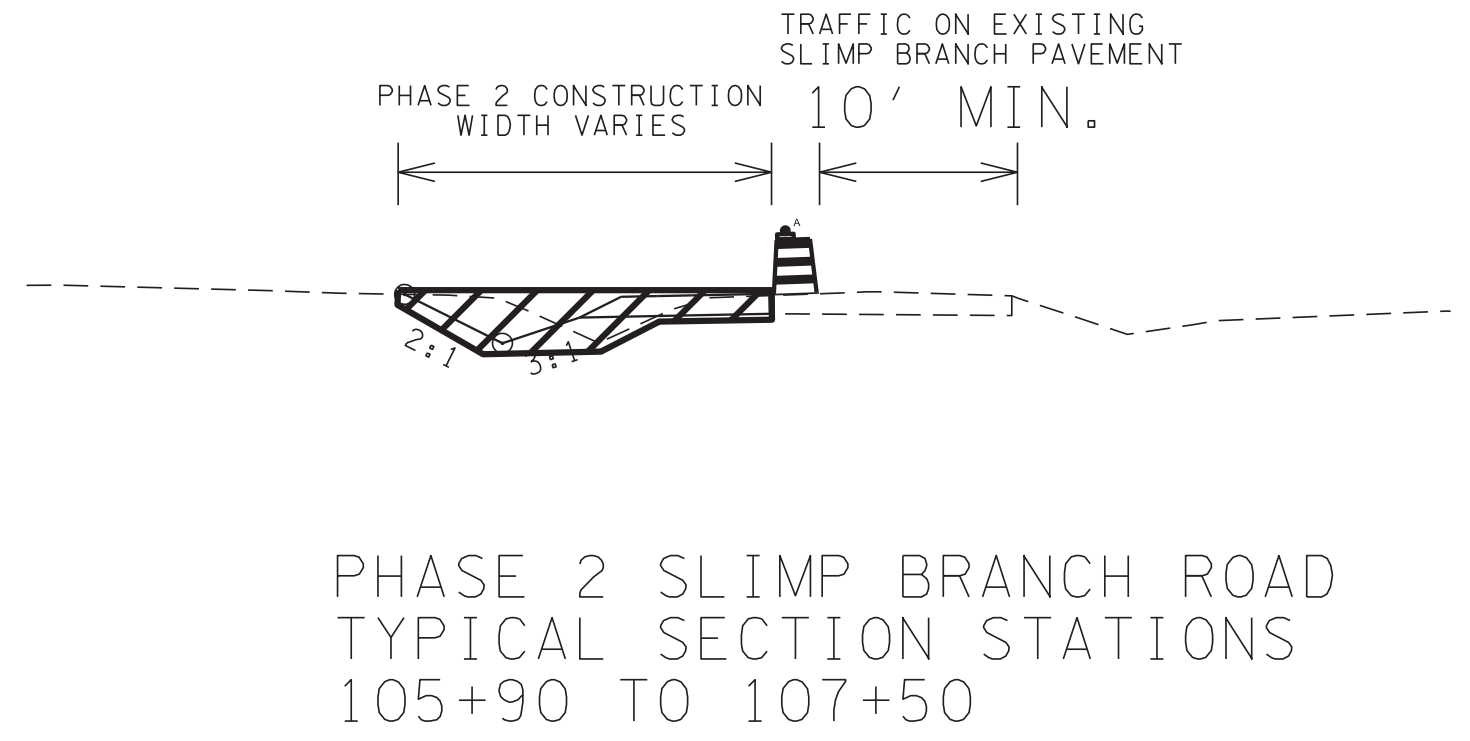
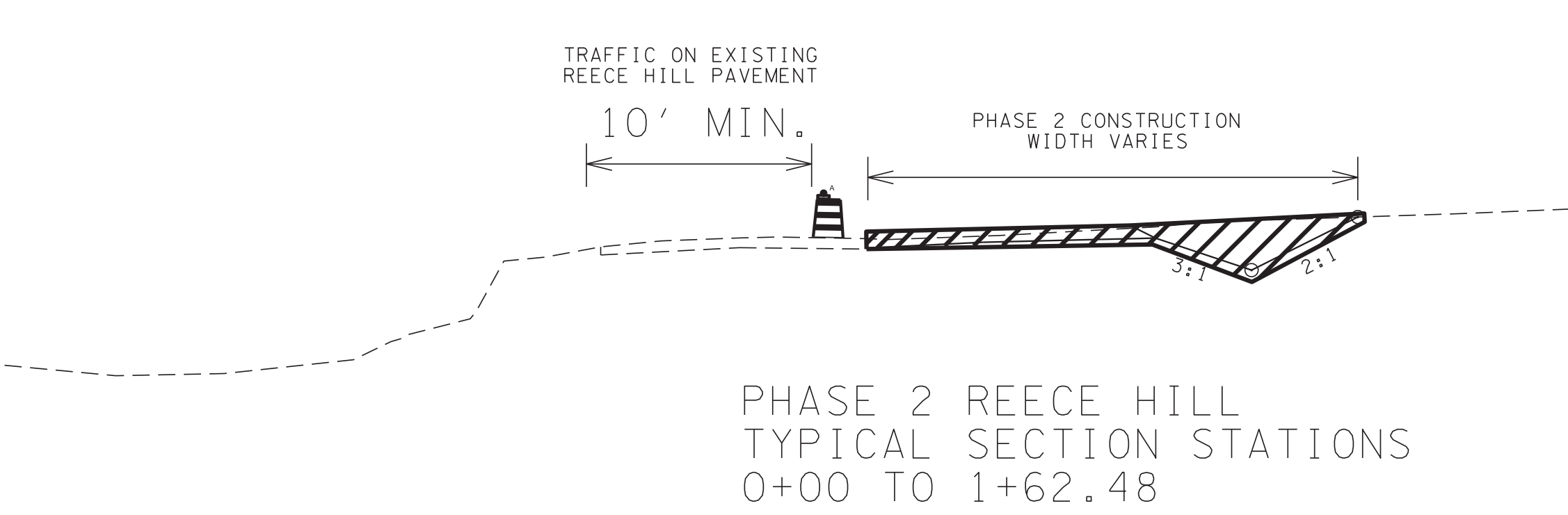
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

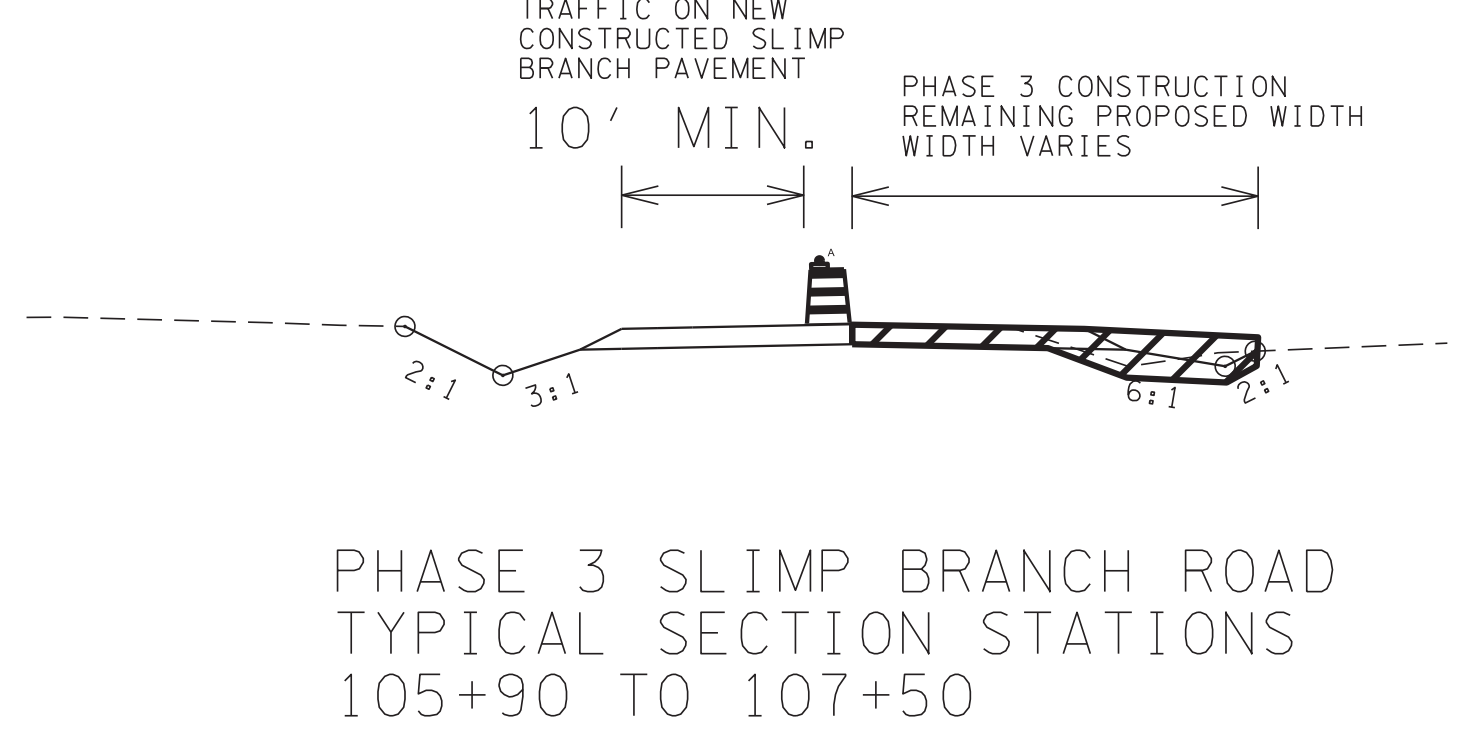
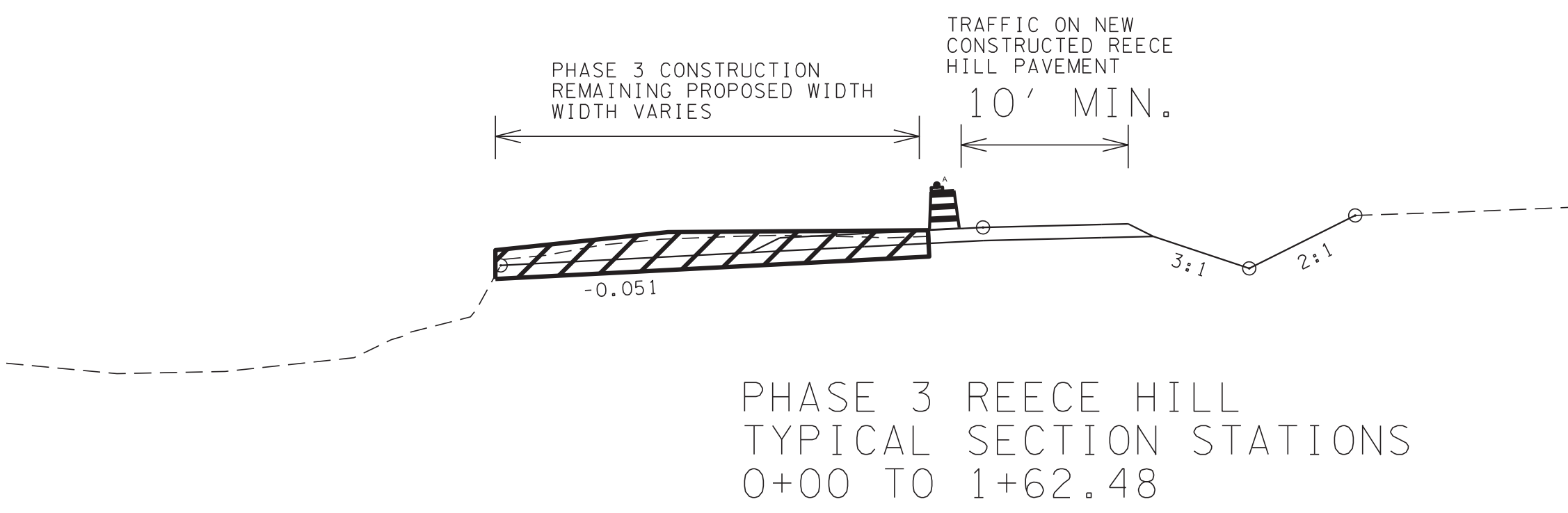
TRAFFIC CONTROL PLANS
N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	T-5

PHASE 2



PHASE 3



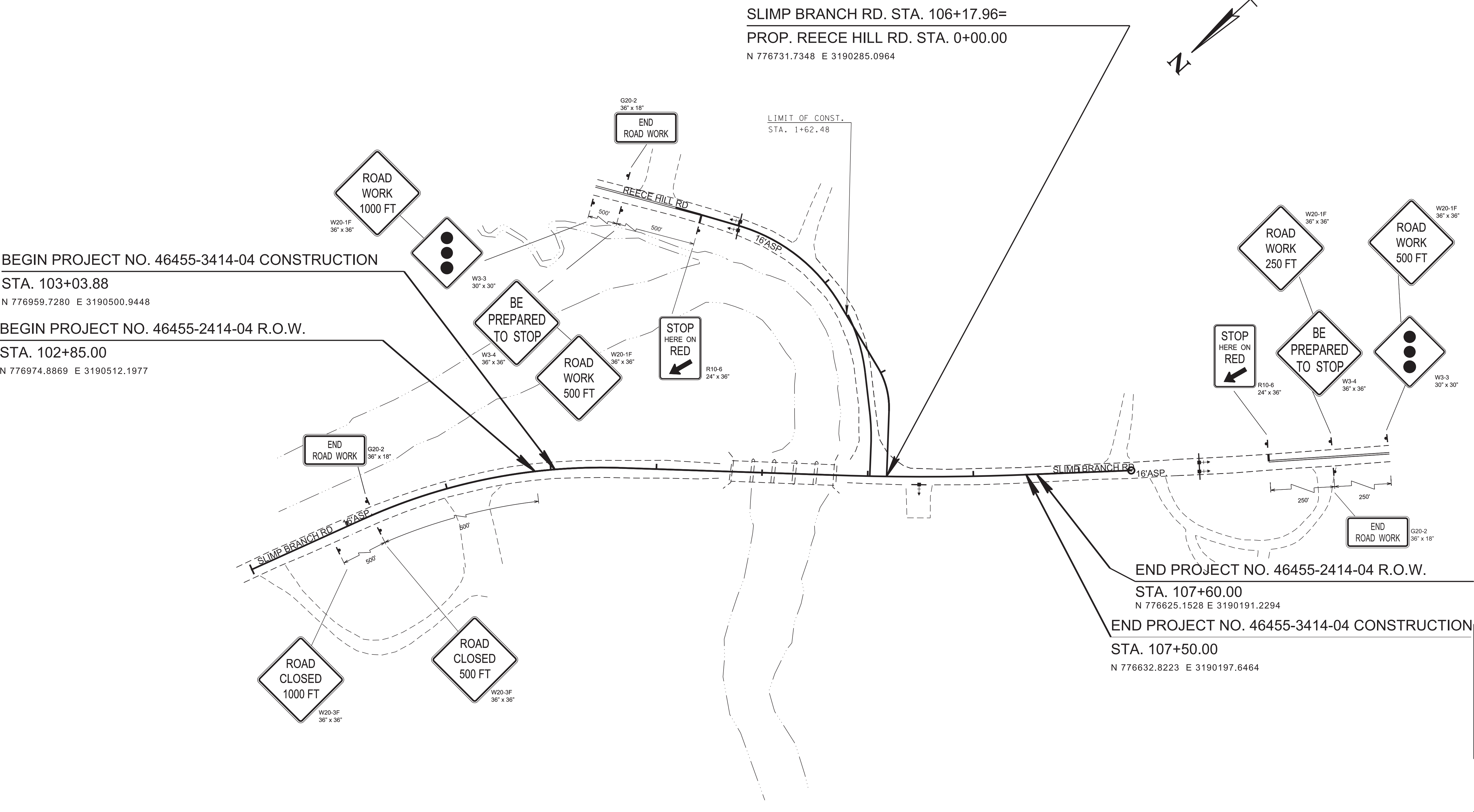
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
TYPICAL
SECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-2414-04	T-6




BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 103+03.88
N 776959.7280 E 3190500.9448
BEGIN PROJECT NO. 46455-2414-04 R.O.W.
STA. 102+85.00
N 776974.8869 E 3190512.1977

END PROJECT NO. 46455-2414-04 R.O.W.
STA. 107+60.00
N 776625.1528 E 3190191.2294
END PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 107+50.00
N 776632.8223 E 3190197.6464

PHASE 1

REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-32 THROUGH T-WZ-35
AND OTHER STANDARD DRAWINGS NOTED ON SHEET 1A.

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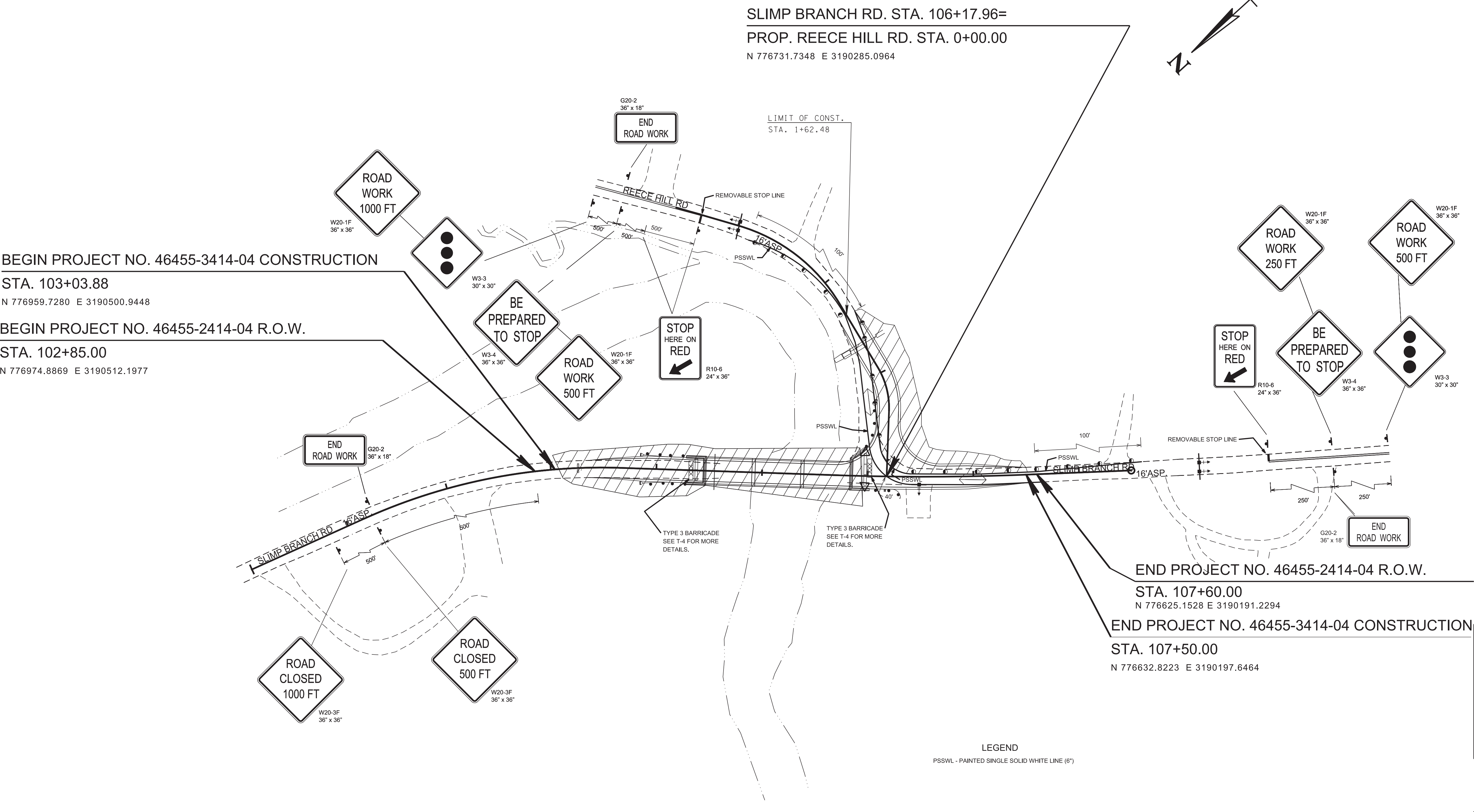
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TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.99+99.03 TO STA.108+49.53
NTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	T-7



BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 103+03.88
N 776959.7280 E 3190500.9448

BEGIN PROJECT NO. 46455-2414-04 R.O.W.
STA. 102+85.00
N 776974.8869 E 3190512.1977

END PROJECT NO. 46455-2414-04 R.O.W.
STA. 107+60.00
N 776625.1528 E 3190191.2294


END PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 107+50.00
N 776632.8223 E 3190197.6464

PHASE 2

REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-32 THROUGH T-WZ-35
AND OTHER STANDARD DRAWINGS NOTED ON SHEET 1A.

 PHASE 2 CONSTRUCTION WORK ZONE

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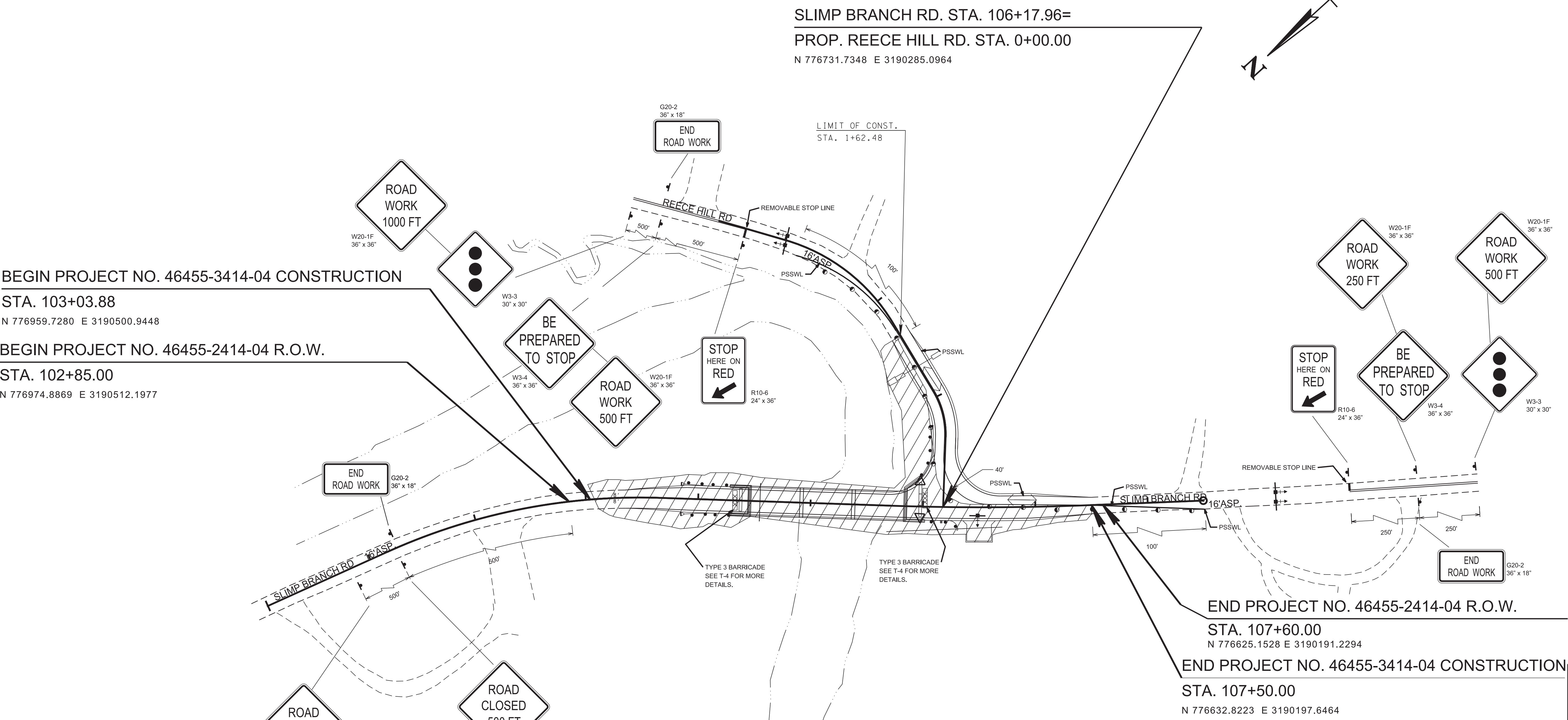
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STATE OF TENNESSEE
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TRAFFIC
CONTROL
PLANS
STA.99+99.03 TO STA.108+49.53
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	T-8



PHASE 3

REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-32 THROUGH T-WZ-35 AND OTHER STANDARD DRAWINGS NOTED ON SHEET 1A.

PHASE 3 CONSTRUCTION WORK ZONE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
STA.99+99.03 TO STA.108+49.53
NTS

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Jonathan Shoulders 2024.12.04 11:19:54
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TENNESSEE DEPARTMENT OF TRANSPORTATION
JAMES K. POLK BUILDING, SUITE 1100
505 DEADERICK STREET
NASHVILLE, TN 37243
JONATHAN B. SHOULDERS, P.E. NO. 116976

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET.....	STRUCTURE-SIGN1
INDEX OF DRAWINGS	U-94-636
LAYOUT OF BRIDGE	U-94-637
BRIDGE GENERAL NOTES.....	U-94-638
BRIDGE ESTIMATED QUANTITIES	U-94-639
SUPERSTRUCTURE	U-94-642
SUPERSTRUCTURE DETAILS	U-94-643
SUPERSTRUCTURE DETAILS	U-94-644
SUPERSTRUCTURE DETAILS	U-94-645
PRESTRESSED BOX BEAM DETAILS	U-94-646
ABUTMENT NO. 1	U-94-647
ABUTMENT NO. 1 DETAILS.....	U-94-648
ABUTMENT NO. 2	U-94-649
ABUTMENT NO. 2 DETAILS.....	U-94-650
BENT NO. 1	U-94-651
BENT NO. 2	U-94-652
BENT NO. 1 AND NO. 2 DETAILS	U-94-653
BILL OF STEEL	U-94-655

CONST. NO. 46455-3414-04

YEAR	PROJECT NO.	SHEET NO.
2025	N/A	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

11-14-24

<u>LIST OF DRAWINGS</u>	<u>DWG. NO.</u>	<u>LAST REV. DATE</u>
SIGNATURE SHEET	STRUCTURE-SIGN1 .....	.....
INDEX OF DRAWINGS	U-94-636 .....	.....
LAYOUT OF BRIDGE	U-94-637 .....	.....
BRIDGE GENERAL NOTES	U-94-638 .....	.....
BRIDGE ESTIMATED QUANTITIES	U-94-639 .....	.....
FOUNDATION DATA	U-94-640 .....	.....
FOUNDATION DATA	U-94-641 .....	.....
SUPERSTRUCTURE	U-94-642 .....	.....
SUPERSTRUCTURE DETAILS	U-94-643 .....	.....
SUPERSTRUCTURE DETAILS	U-94-644 .....	.....
SUPERSTRUCTURE DETAILS	U-94-645 .....	.....
PRESTRESSED BOX BEAM DETAILS	U-94-646 .....	.....
ABUTMENT NO. 1	U-94-647 .....	.....
ABUTMENT NO. 1 DETAILS	U-94-648 .....	.....
ABUTMENT NO. 2	U-94-649 .....	.....
ABUTMENT NO. 2 DETAILS	U-94-650 .....	.....
BENT NO. 1	U-94-651 .....	.....
BENT NO. 2	U-94-652 .....	.....
BENT NO. 1 AND NO. 2 DETAILS	U-94-653 .....	.....
FINAL FOUNDATION DATA	U-94-654 .....	.....
BILL OF STEEL	U-94-655 .....	.....

<u>LIST OF STANDARD DRAWINGS</u>	<u>DWG. NO.</u>	<u>LAST REV. DATE</u>
STANDARD PILE DETAILS	STD-5-1 .....	.....
STANDARD PIPE PILE BENT DETAILS	STD-5-2 .....	.....
STANDARD SEISMIC DETAILS	STD-6-1	12-08-23
STANDARD SEISMIC DETAILS	STD-6-2	11-07-94
STANDARD CONCRETE RAIL	STD-7-1	04-15-20
STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-08
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	06-05-23
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	03-06-24

CONST. NO.: 46455-3414-04

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	B-1
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

PIN NO.: 124428.00

DESIGN BY: JIALI CONG

DRAWN BY: B. ERVIN

SUPERVISED BY: STEELE/LEWIS

CHECKED BY: ALI OMAR

DATE: 08/2021

DATE: 08/2024

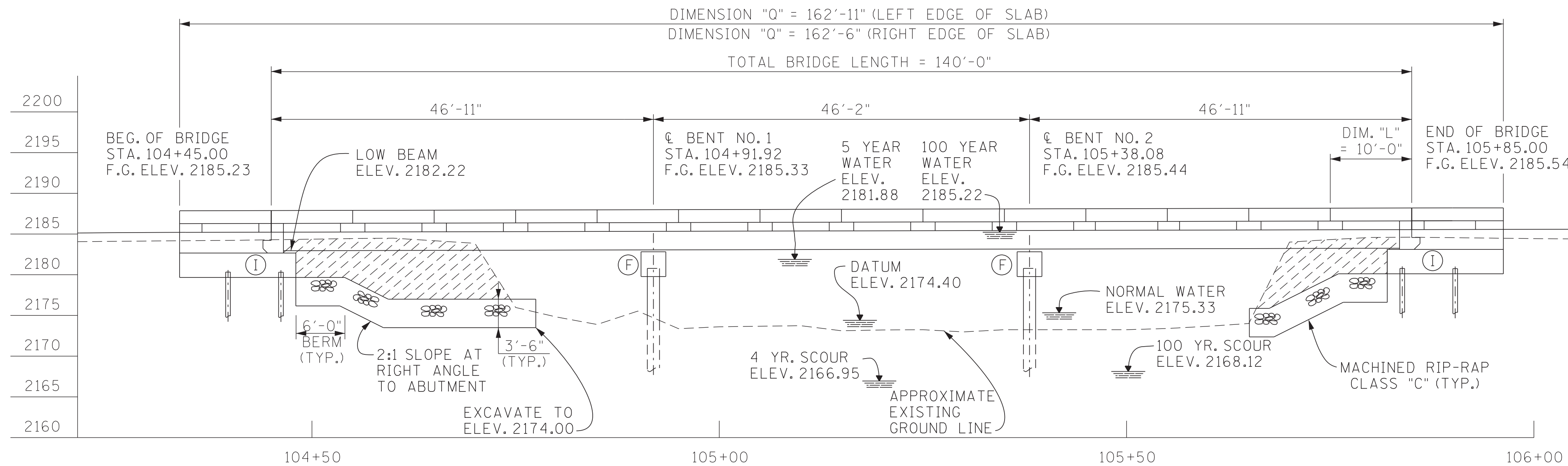
DATE: 07/2023

DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025



PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



☒ DENOTES: CURVE AT SLAB
START OF RADIUS STA. 105+69.11
OFFSET 13.17 FT. LT.
CENTER OF RADIUS STA. 105+69.06
OFFSET 50 FT. LT.
END OF RADIUS STA. 105+83.50
OFFSET 16.09 FT. LT.

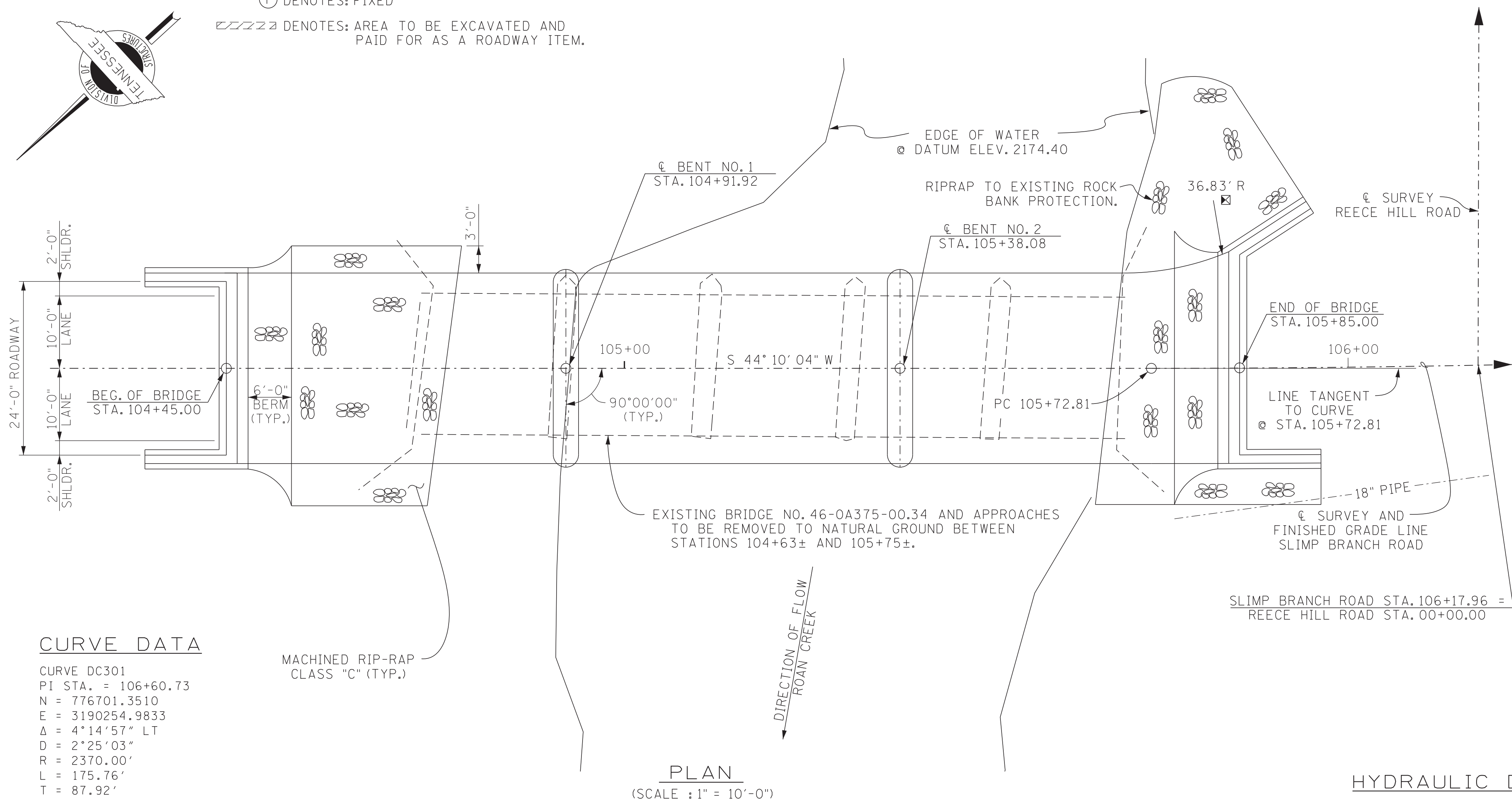
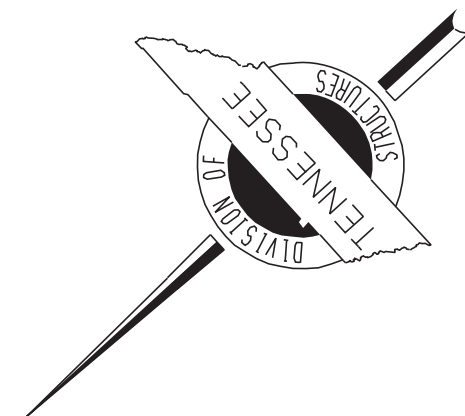
① DENOTES: INTEGRAL

Ⓕ DENOTES: FIXED

||||| DENOTES: AREA TO BE EXCAVATED AND PAID FOR AS A ROADWAY ITEM.

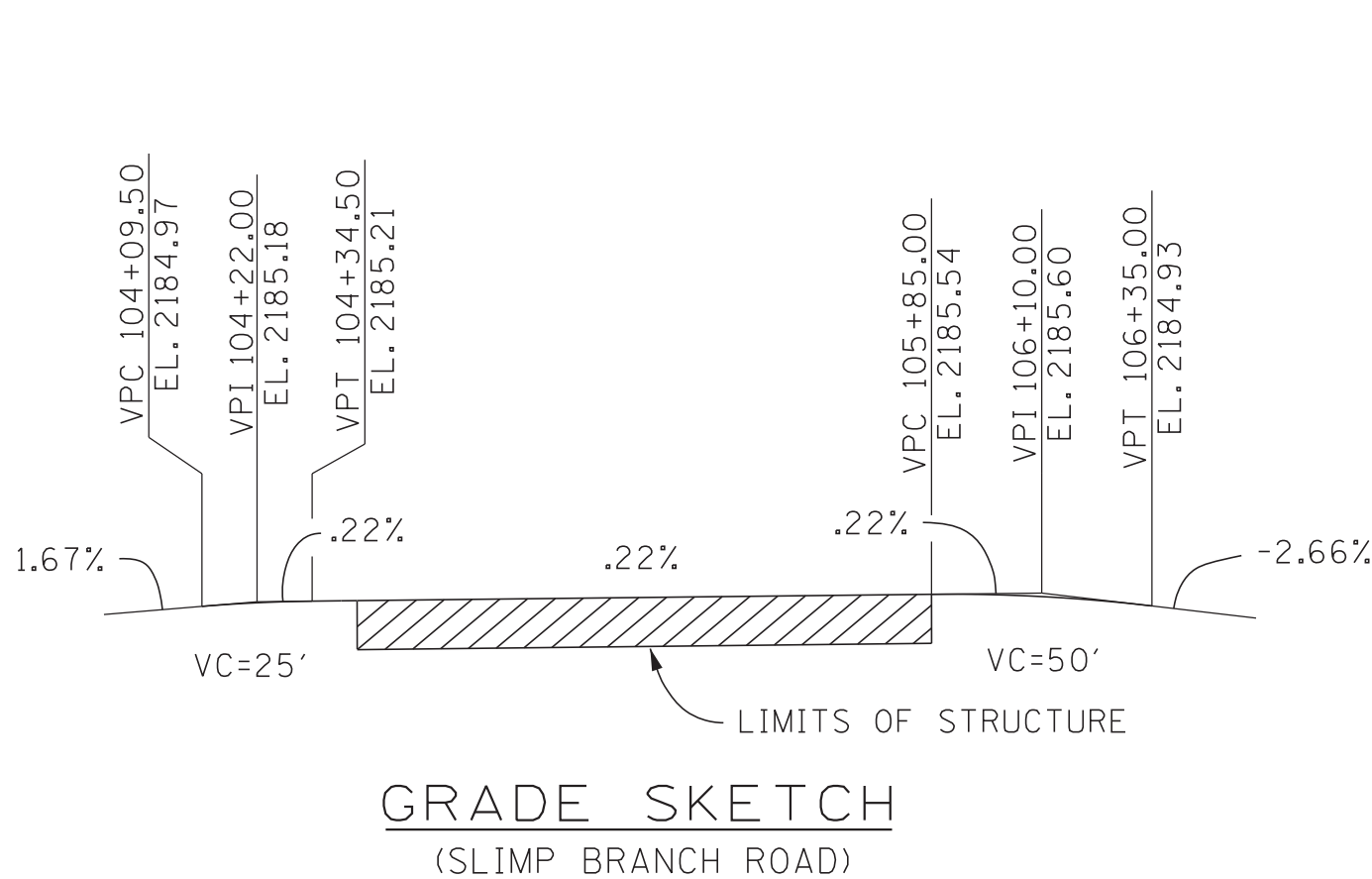
ELEVATION

(SCALE : 1" = 10'-0")



CURVE DATA

CURVE DC301
PI STA. = 106+60.73
N = 776701.3510
E = 3190254.9833
Δ = 4°14'57" LT
D = 2°25'03"
R = 2370.00'
L = 175.76'
T = 87.92'
SE NORMAL
DESIGN SPEED = 25 MPH



HYDRAULIC DATA

DRAINAGE AREA = 87.57 MI.²
TOTAL DESIGN DISCHARGE (4 YR.) = 4,230 CFS
WATER AREA PROVIDED BELOW ELEV. 2181.24 = 523.33 SQ. FT.
4 YR. VELOCITY = 8.08 FPS
4 YR. BRIDGE BACKWATER = 1.00 FT. @ ELEV. 2181.24
ROADWAY OVERTOPPING ELEV. = 2182.28
TOTAL 100 YR. DISCHARGE = 10,400 CFS @ ELEV. 2183.76
TOTAL 500 YR. DISCHARGE = 14,100 CFS @ ELEV. 2184.22

PIN NO.: 124428.00
DESIGN BY: JIALI CONG
DRAWN BY: B. ERVIN
SUPERVISED BY: STEELE/LEWIS
CHECKED BY: ALI OMAR
DATE: 08/2021
DATE: 08/2023
DATE: 07/2023
DATE: 08/2024

CORRECT

Ed A. Kmiagowicz
ENGINEER OF STRUCTURES

2044 ADT = 170
24'-0" ROADWAY WITH STD-7-1 PARAPETS
DESIGN SPEED = 25 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

U-94-637

GENERAL NOTES

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

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

LOADING:
A. HL-93 LIVE LOADING
B. SEISMIC DESIGN CATEGORY A WITH A_S=0.118, S_{DS}=0.239, S_{D1}=0.100, (1000 YEAR RETURN PERIOD).
C. DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.

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

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

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

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

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

END-BEARING STEEL PILES AT BENTS: TO BE PP 18"x1/2" DRIVEN TO REFUSAL ON ROCK OR A MINIMUM BEARING OF 240 TONS FOR THE BENTS.

PIPE PILES AT BENTS: SHALL BE PP 18"x1/2", GRADE 3 MODIFIED WITH A MINIMUM YIELD STRESS OF 50 KSI IN ACCORDANCE WITH ASTM A252. WEATHERING STEEL WILL NOT BE ALLOWED FOR PIPE PILES. ANY PIPE PILE HAVING BENDS, KINKS OR OTHER DEFORMATIONS DURING THE PROCESS OF DRIVING THAT WOULD IMPAIR THE STRENGTH (10% REDUCTION AS DETERMINED BY THE ENGINEER) EFFICIENCY OF THE COMPLETED PILE SHALL BE EITHER REMOVED AND REPLACED OR REPAIRED BY THE CONTRACTOR IN A MANNER SATISFACTORY TO THE ENGINEER. THE CONTRACTOR WILL NOT BE REIMBURSED FOR ANY SUCH PIPE PILE ORDERED REMOVED OR REPLACED BY THE ENGINEER.

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

PIPE PILE SPLICES: FULL LENGTH PILES SHALL BE USED WHERE PRACTICAL. PILES MAY BE SPliced WITH THE PRIOR APPROVAL OF THE ENGINEER. SPLICES SHALL USE FULL PENETRATION WELDS DESIGNED TO DEVELOP THE FULL STRENGTH OF THE PILE CROSS-SECTION IN TENSION AND COMPRESSION. ONLY ONE SPlice PER 40 LINEAR FEET OF PILE WILL BE ALLOWED. DRIVE-ON SPLICES SHALL NOT BE USED AND ONLY COMMERCIALlY MANUFACTURED SPLICES WILL BE ALLOWED. SPlicing DETAILS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL. COST TO BE INCLUDED IN THE COST OF PILES ITEM NO. 606-20.03.

PILE PROTECTION SYSTEMS: STEEL PILES THAT EXTEND ABOVE THE GROUND OR WATER SURFACE SHALL BE PAINTED AS SPECIFIED IN SUBSECTION 606.19 OF THE STANDARD SPECIFICATIONS. THE TOP COAT COLOR SHALL BE GRAY, COLOR NO. 36440, AMS-STD-595A. INSTEAD OF FIELD PAINTING, STEEL PILES MAY BE SHOP PAINTED PROVIDED THE CONTRACTOR REPAIRS, TO THE SATISFACTION OF THE ENGINEER, ANY AREAS DAMAGED DUE TO HANDLING OR INSTALLATION.

END-BEARING STEEL AT ABUTMENT PILES: TO BE HP 10X42 DRIVEN TO REFUSAL ON ROCK OR A MINIMUM BEARING OF 110 TONS FOR THE ABUTMENTS. ALL PILES SHALL BE ASTM A709 GRADE 50 STEEL.

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

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

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING STD-7-1. THE PARAPETS SHALL BE FORMED AND CAST PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE.

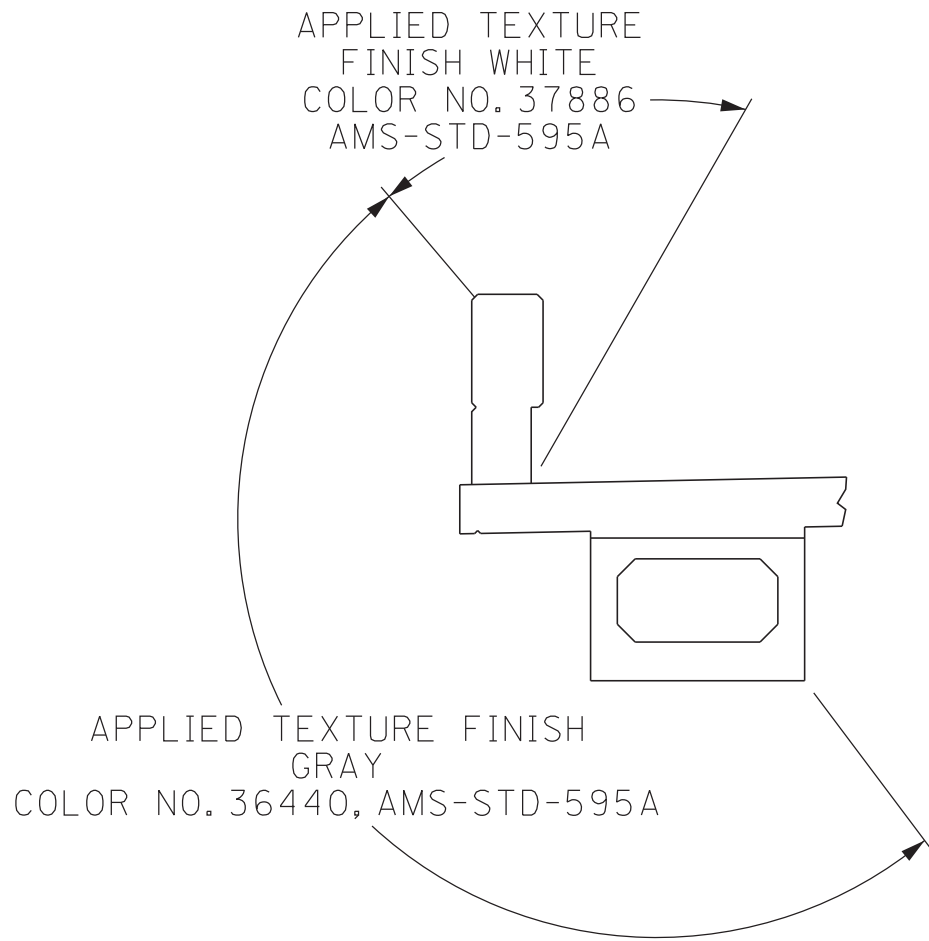
RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS C IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.09.

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

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

LEAD/CHROMATE PAINT: OUR MAINTENANCE RECORDS INDICATE THE BRIDGE HAS ORIGINALLY PAINTED WITH MATERIALS CONTAINING LEAD AND/OR CHROMATES. THE CONTRACTOR IS REQUIRED TO PROCEED ACCORDINGLY TO TAKE ALL MANDATORY SAFEGUARDS PRESCRIBED BY STATE AND FEDERAL LAW FOR BOTH WORKER PROTECTION AND HAZARDOUS MATERIAL DISPOSAL.

CUTTING STEEL WITH LEAD/CHROMATE PAINT: WHEN STRUCTURAL STEEL MEMBERS COATED WITH LEAD AND/OR CHROMATE-BASED PAINTS ARE TO BE SEVERED USING THERMAL CUTTING METHODS, THE AREAS TO BE CUT SHALL FIRST BE CLEANED TO BARE METAL BY ABRASION.



TYPICAL AT CANTILEVER
APPLIED TEXTURE FINISH SKETCH

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

PIN NO.:	124428.00	
DESIGN BY:	JIALI CONG	DATE: 08/2021
DRAWN BY:	T. WISEMAN	DATE: 07/2023
SUPERVISED BY:	STEELE/LEWIS	DATE: 07/2023
CHECKED BY:	ALI OMAR	DATE: 08/2024

CONST. NO.: 46455-3414-04

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE GENERAL NOTES
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABUT. NO. 1	BENT NO. 1	BENT NO. 2	ABUT. NO. 2
①	202-04.01	REMOVAL OF STRUCTURES (EXIST. BR. I.D. NO. 46-0A375-00.34)	L.S.	1					
②	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	118		58			60
	204-14	CORE DRILLING FOR PILES (ROCK)	L.F.	104		24	24	24	32
	204-15	CORE DRILLING FOR PILES (SOIL)	L.F.	222		55	69	70	28
⑦	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	20		10			10
	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	32,133	30,220	944			969
⑥	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	78		27	12	12	27
	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	11,213	449	3,169	2,124	2,124	3,347
	604-03.09	CLASS D CONCRETE (BRIDGE DECK)	C.Y.	103	103				
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	542	440	28	22	22	30
	606-02.03	STEEL PILES (10 INCH)	L.F.	151		85			66
	606-20.03	STEEL PIPE PILES (18 INCH)	L.F.	200			100	100	
④	615-02.19	PRESTRESSED CONCRETE BOX BEAM (24" X 36")	L.F.	402					
	620-06	CONCRETE RAILING	L.F.	325					
⑤	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	81		40			41
	710-09.02	6" PIPE UNDERDRAIN	L.F.	24		12			12

- ① **NOTE:** LUMP SUM: EXISITING BRIDGE I.D. NO. 46-0A375-00.34 AND APPROACHES TO BE REMOVED TO NATURAL GROUND BETWEEN STATIONS 104+63.00± AND 105+75.00±. EXISITING BRIDGE DESCRIPTION: 5 SPANS CONTINUOUS STEEL GRIDERS WITH CONCRETE DECK, 4 CONCRETE PIERS, AND 2 CONCRETE ABUTMENTS.

② **NOTE:** EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS AND EXISTING GROUND AT BENTS.

③ **NOTE:** THE COST OF BITUMINOUS-FIBERBOARD AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

④ **NOTE:** COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED BEAM.
- ⑤ **NOTE:** COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.

⑥ **NOTE:** THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 18 ANCHOR BOLT ASSEMBLIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CLASS A CONCRETE (BRIDGES), ITEM NO. 604-03.01.

⑦ **NOTE:** GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.

PIN NO.: 124428.00

DESIGN BY: JIALI CONG

DRAWN BY: T. WISEMAN

SUPERVISED BY: STEELE/LEWIS

CHECKED BY: ALI OMAR

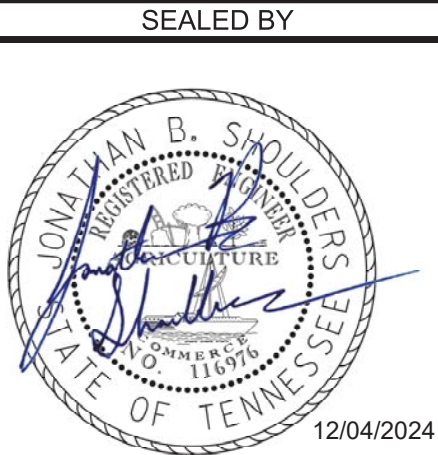
DATE: 08/2021

DATE: 07/2023

DATE: 07/2023

DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE ESTIMATED QUANTITIES
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025





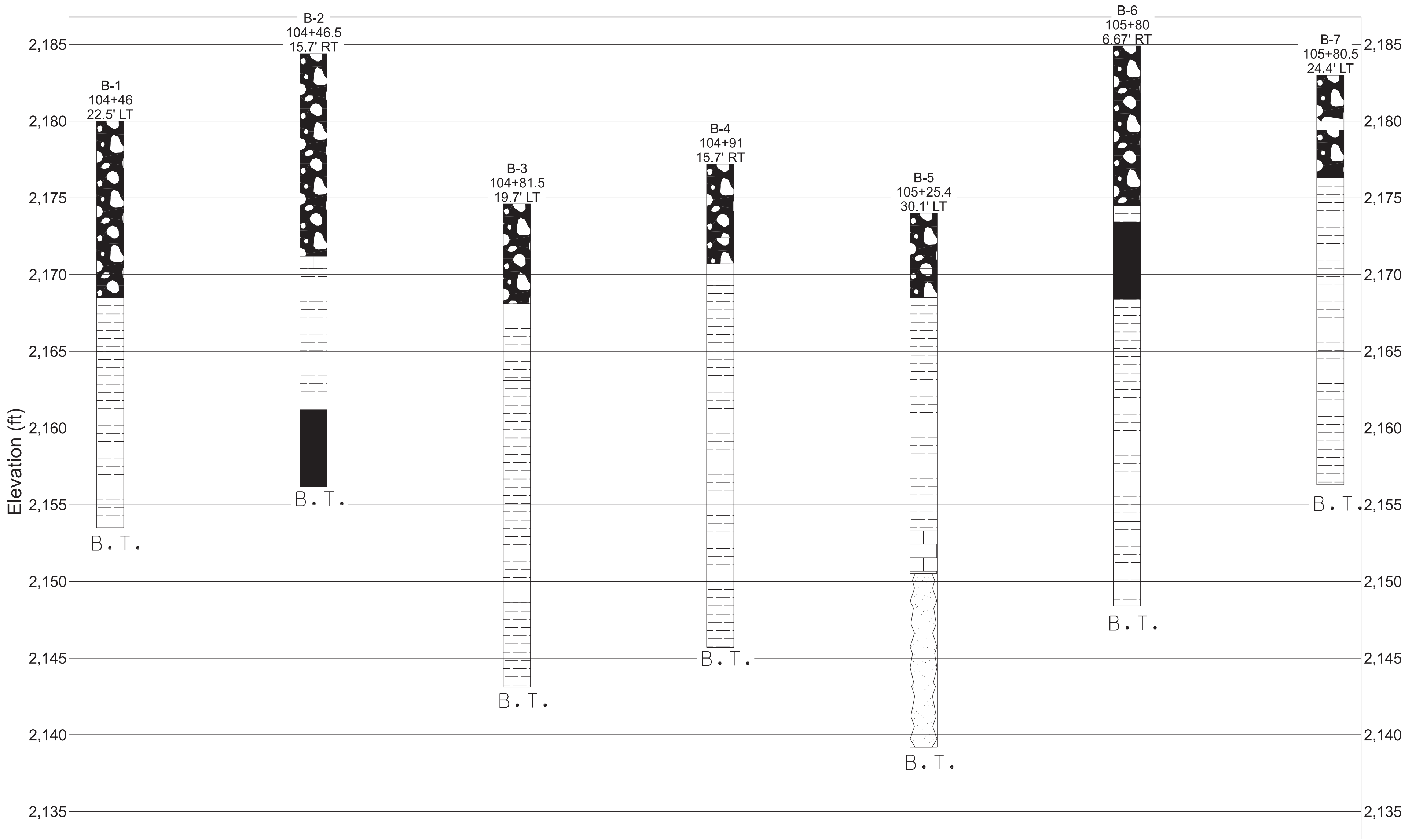
NOTE: BORING DEPICTIONS INDICATE GENERAL SOIL AND ROCK CONDITIONS
AT THE TIME OF DRILLING AND AT THE SPECIFIC LOCATION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

2042 ADT = 170
24'-0" ROADWAY
STD-7-1 BRIDGE RAILS
DESIGN SPEED: 25 MPH

NOTE: THIS DRAWING IS FOR
FOUNDATION DATA ONLY AND IS
NOT TO BE USED AS A LAYOUT.

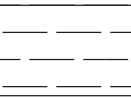
PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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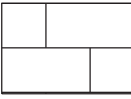
LEGEND



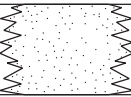
BOULDERS AND COBBLES
(TYPE A MATERIAL)



SHALE (TYPE B MATERIAL)



LIMESTONE (TYPE B MATERIAL)



VOID- CLAY FILLED
(TYPE A MATERIAL)



NO RECOVERY

TYPE MATERIAL-SEE
DEFINITION OF EARTHWORK
TERMS ON NOTES AND
GEOTECHNICAL EST. QTYS.
SHEET.

B.T.= BORING TERMINATED

PIN NO.:	124428.00	DATE:	08/2021
DESIGN BY:	JIALI CONG	DATE:	07/2023
DRAWN BY:	B. ERVIN	DATE:	07/2023
SUPERVISED BY:	STEELE/LEWIS	DATE:	08/2024
CHECKED BY:	ALI OMAR	DATE:	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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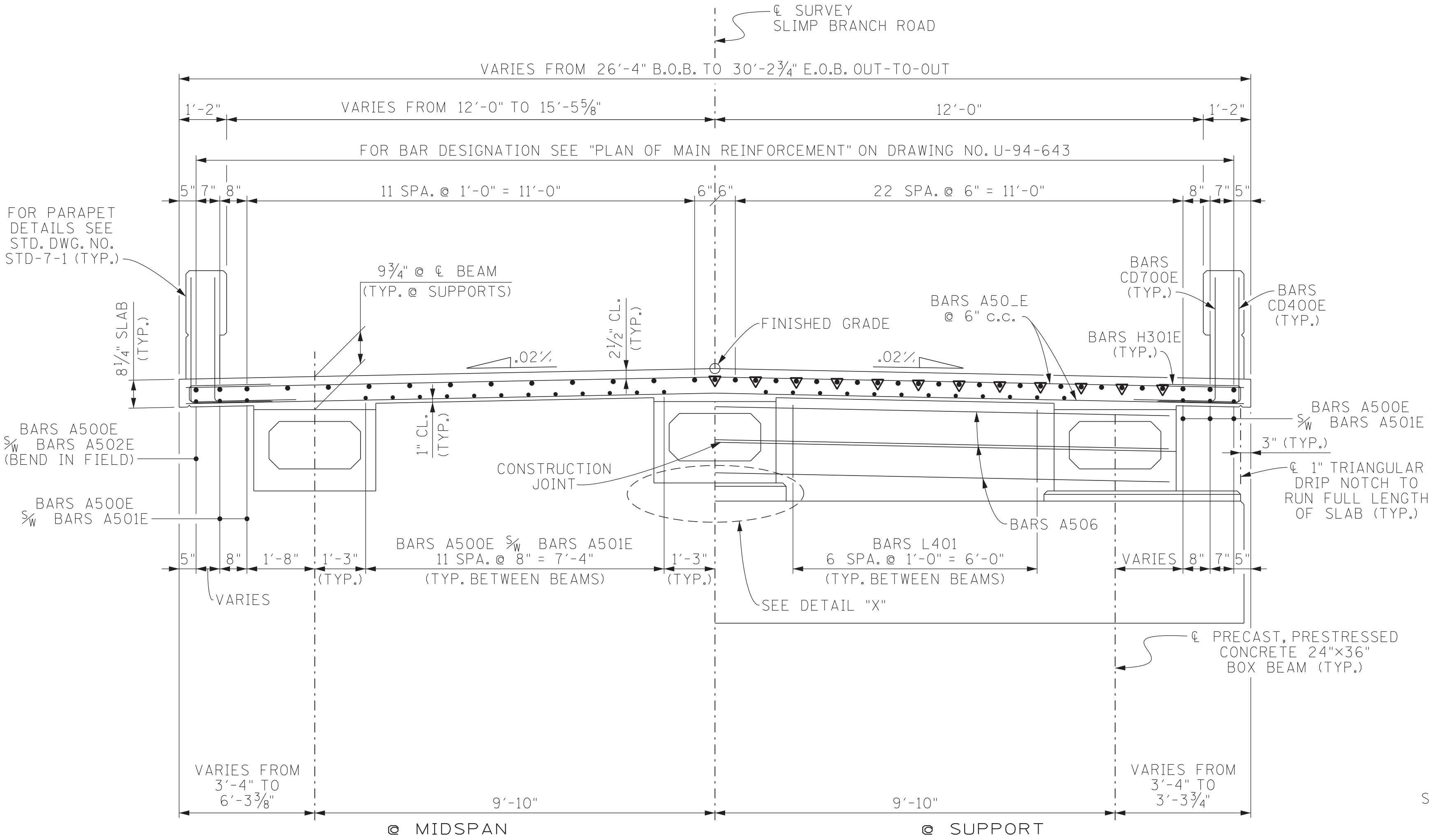
NOTE: OUTSIDE EDGE OF SLAB AND PARAPET TO CONFORM TO HORIZONTAL CURVE.

NOTE: NO PORTION OF THE PARAPETS SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

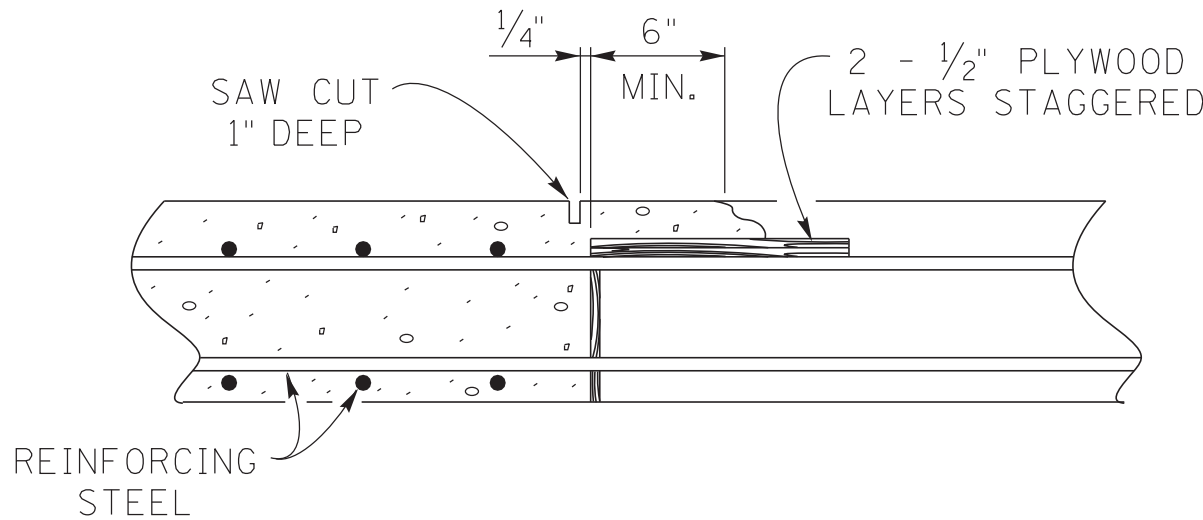
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STD. DWG. NO. STD-7-1.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTIONS. WHILE IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE BEAMS. IT IS REQUIRED THAT ALL TEMPORARY ERECTION DIAPHRAGMS IN A SPAN BE FULLY INSTALLED PRIOR TO POURING ANY PORTION OF THE SLAB IN THAT SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 12 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. THE BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE REMAINDER OF THE SUPPORT DIAPHRAGMS AND DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR CLASS D CONCRETE.



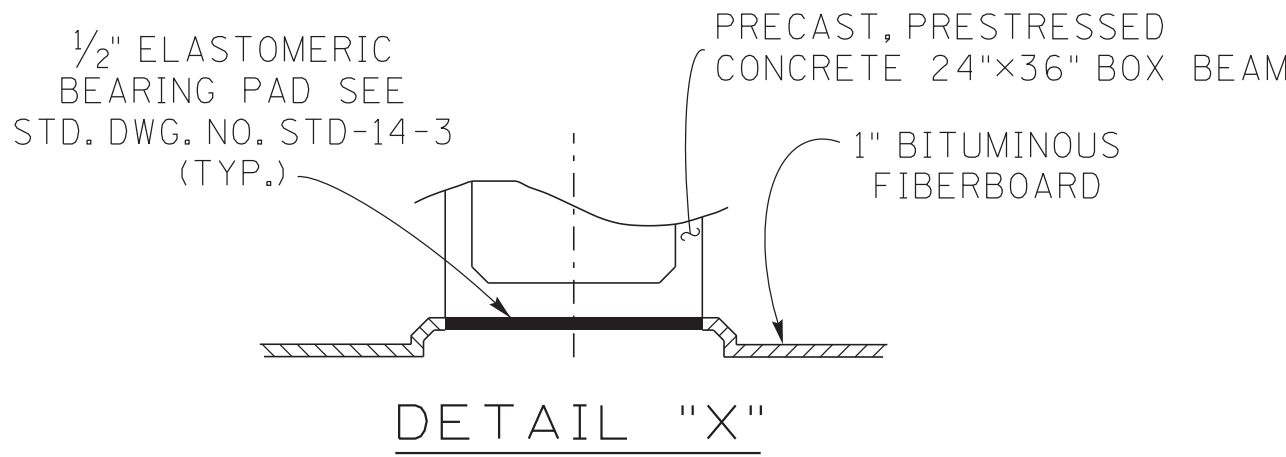
▼ DENOTES: CUT-OFF BARS, SEE "PLAN OF MAIN REINFORCEMENT" ON DRAWING NO. U-94-643 FOR CUT-OFF BARS.
B.O.B. DENOTES: BEG. OF BRIDGE
E.O.B. DENOTES: END OF BRIDGE



SLAB CONSTRUCTION JOINT DETAIL

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

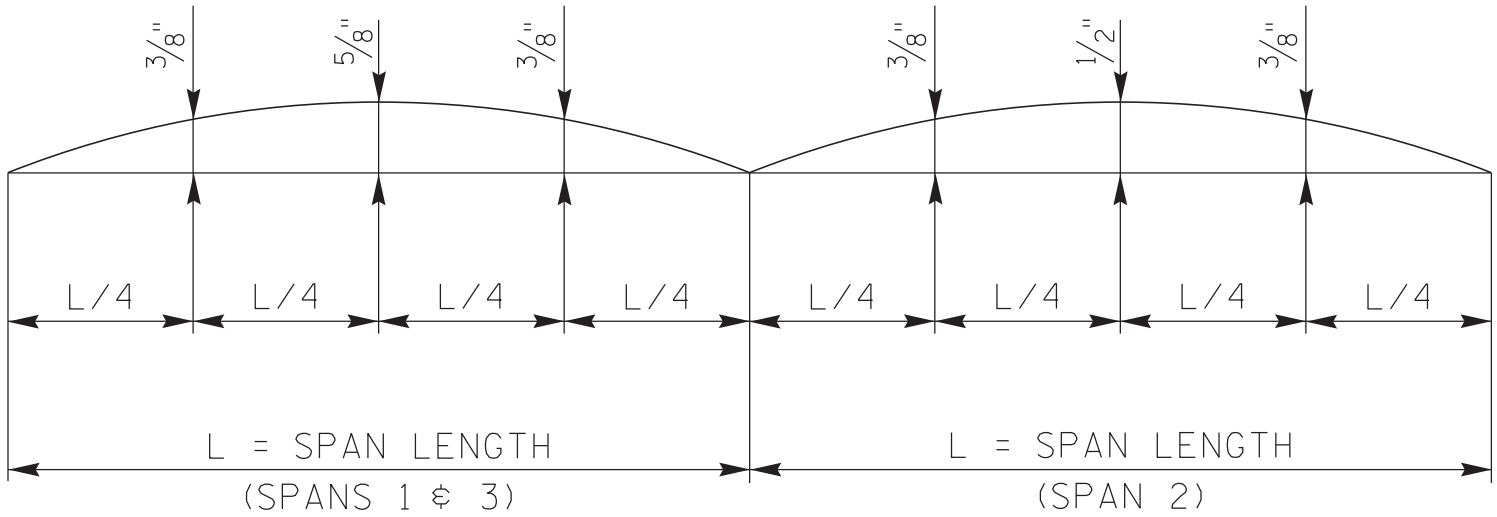
1. NO CONSTRUCTION JOINT SHALL BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.
3. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAILS SHOWN ON THIS SHEET.



DETAIL "X"

ESTIMATED QUANTITIES

CLASS 'D' CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.	EPOXY COATED REINFORCING STEEL LBS.
103	449	30,220



DEAD LOAD CORRECTION CURVE

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

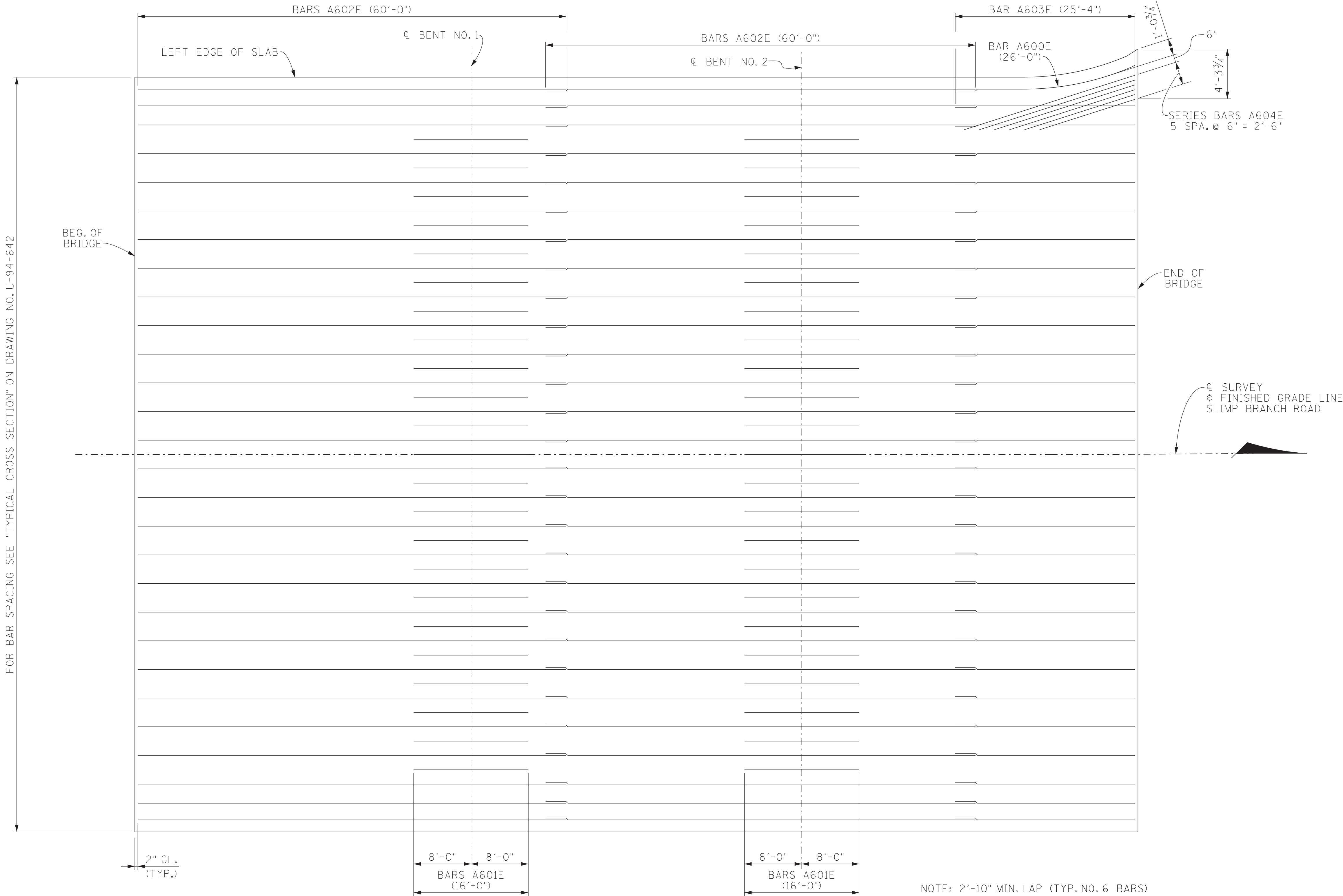
SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PIN NO.:	124428.00	DATE:	08/2021
DESIGN BY:	JIALI CONG	DATE:	08/2023
DRAWN BY:	T. WISEMAN	DATE:	07/2023
SUPERVISED BY:	STEELE/LEWIS	DATE:	08/2024
CHECKED BY:	ALI OMAR		

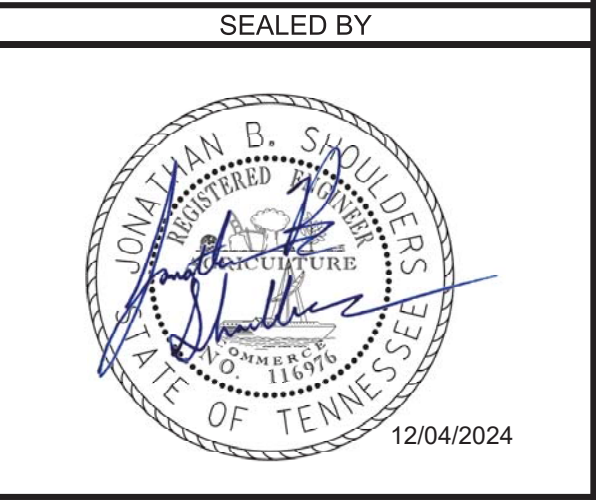
PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-		
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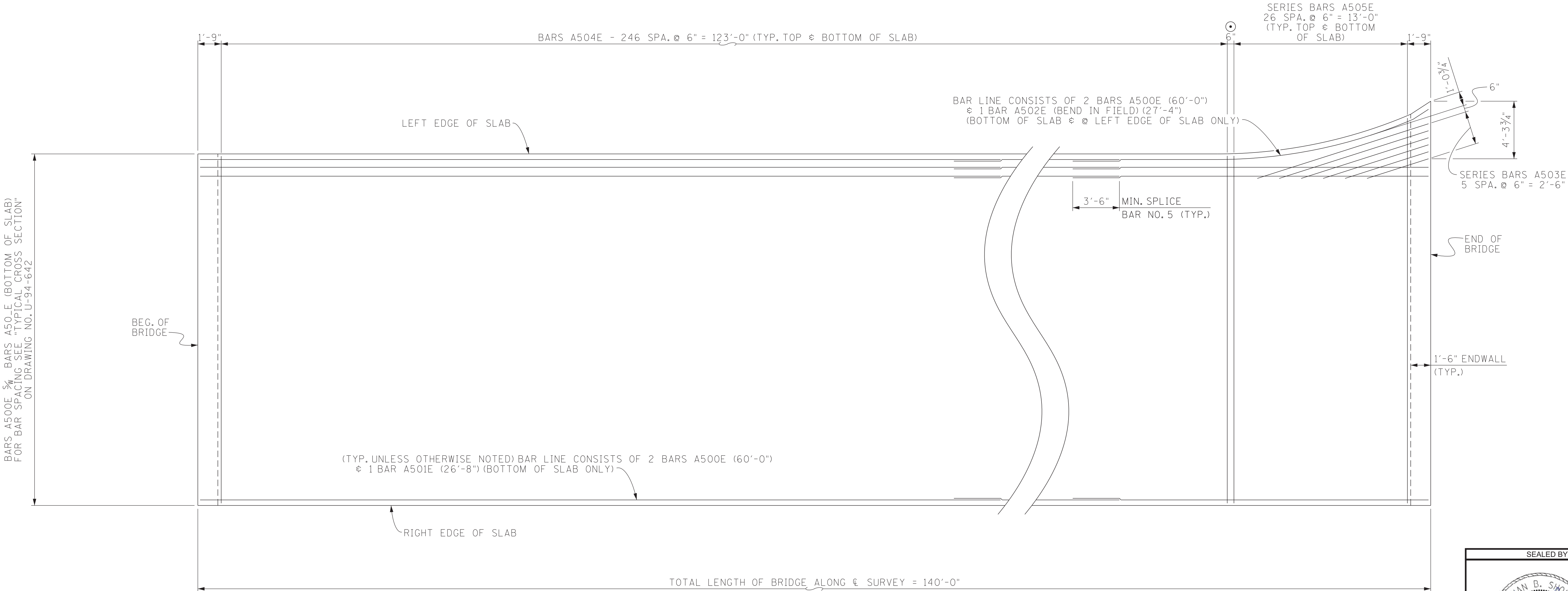
PLAN OF MAIN REINFORCEMENT

PIN NO.:	124428.00	
DESIGN BY:	JIALI CONG	DATE: 08/2021
DRAWN BY:	T. WISEMAN	DATE: 08/2023
SUPERVISED BY:	STEELE/LEWIS	DATE: 07/2023
CHECKED BY:	ALI OMAR	DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

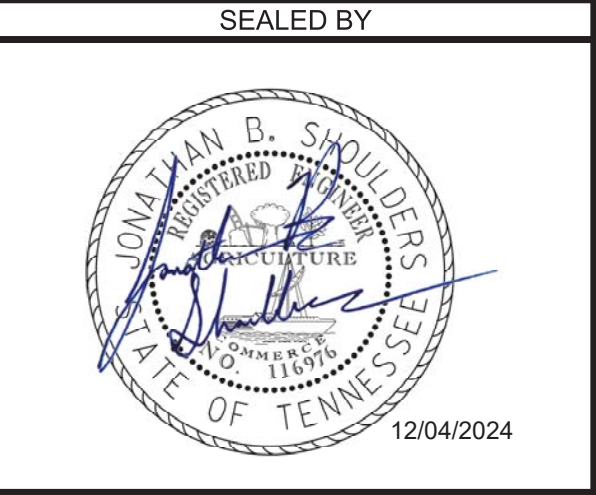


PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-		
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SLAB PLAN

⊙ DENOTES: (TYP. TOP & BOTTOM OF SLAB)



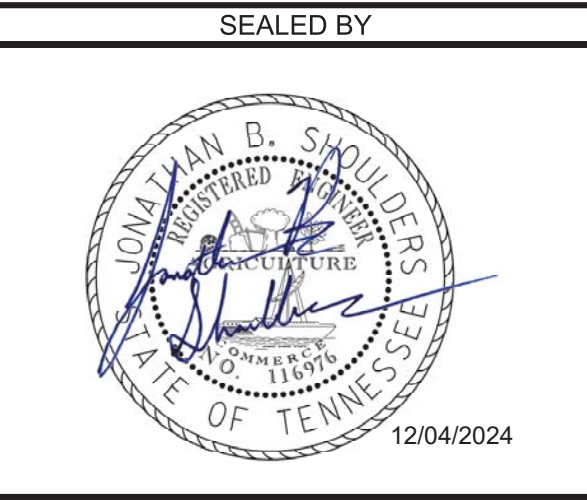
PIN NO.:	124428.00	DATE:	08/2021
DESIGN BY:	JIALI CONG	DATE:	08/2023
DRAWN BY:	T. WISEMAN	DATE:	07/2023
SUPERVISED BY:	STEELE/LEWIS	DATE:	08/2024
CHECKED BY:	ALI OMAR	DATE:	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PROJECT NO.		YEAR		SHEET NO.	
N/A		2025			
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
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	- -				
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	- -				
	- -				

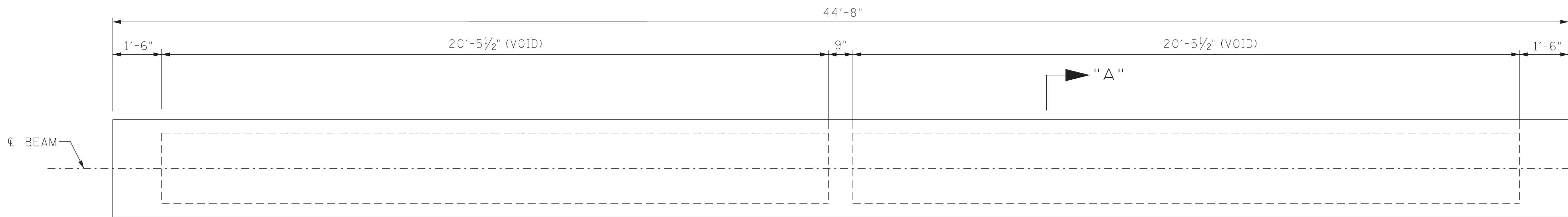


ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.

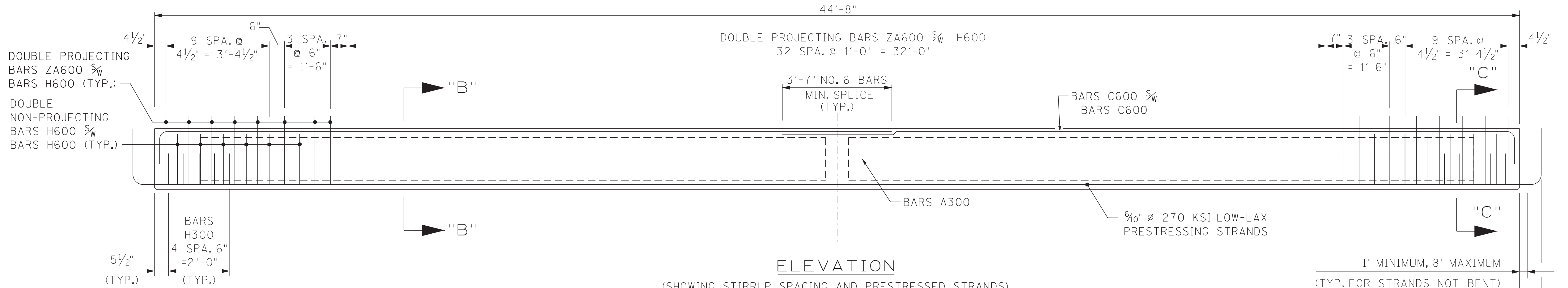


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

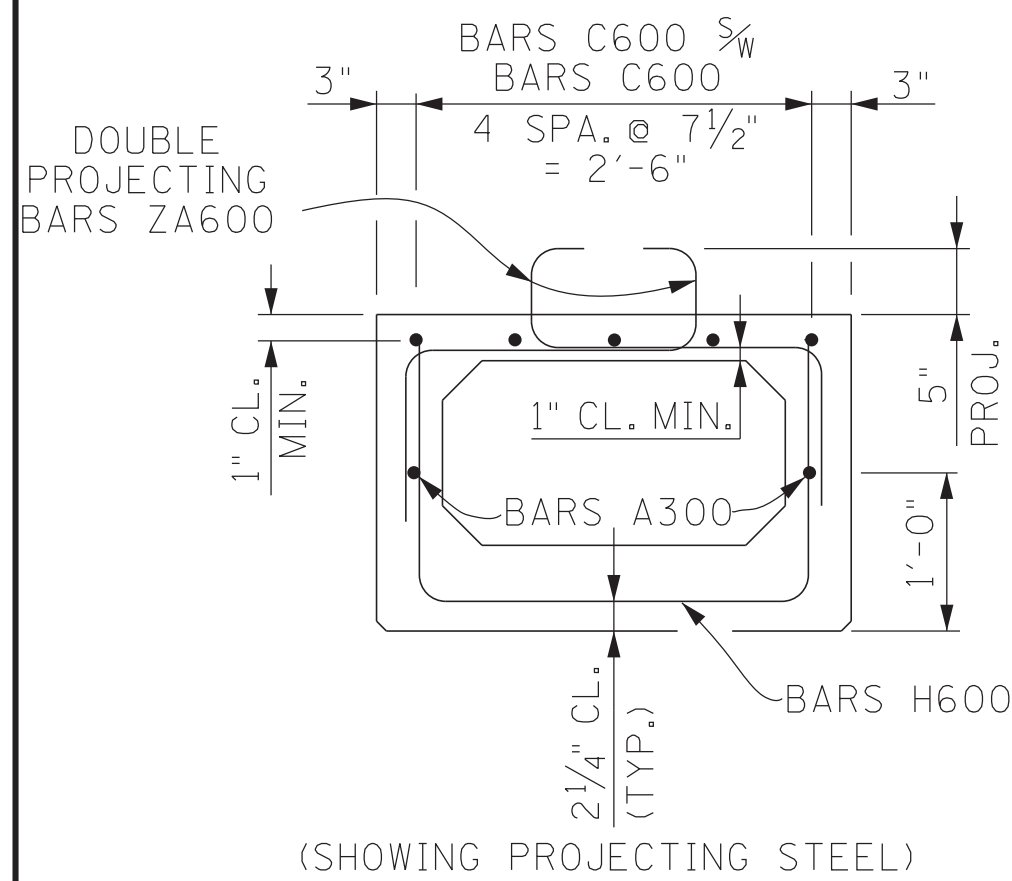
PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-		
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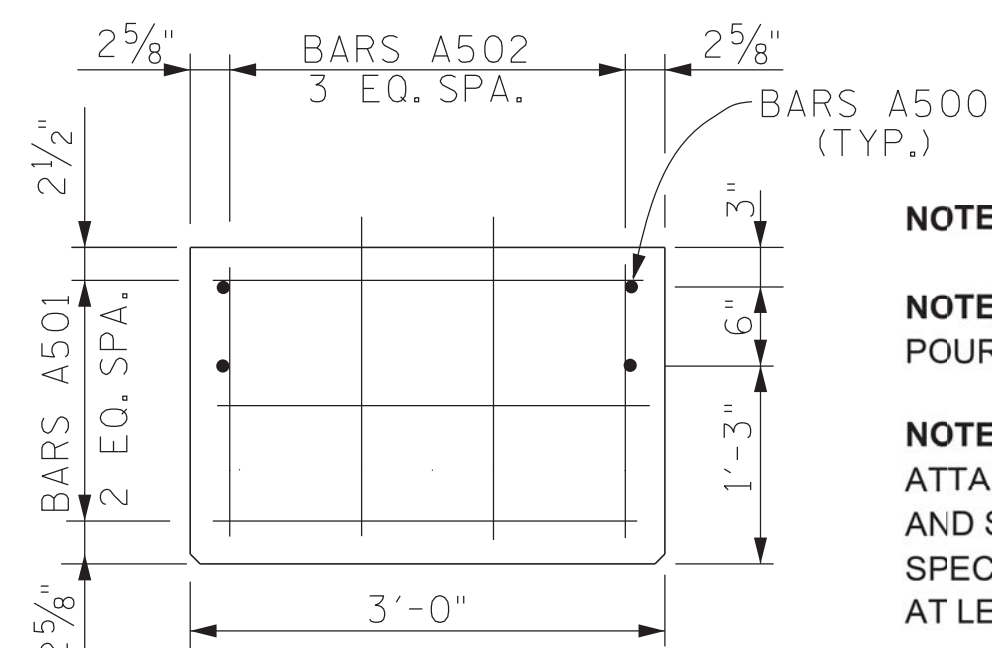
PLAN
(SHOWING PROPERTIES)



ELEVATION
(SHOWING STIRRUP SPACING AND PRESTRESSED STRANDS)



BENT STRAND DETAIL



SECTION SHOWING
END ELEVATION

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

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 12") AND DECK SLAB.

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 8,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 7,000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

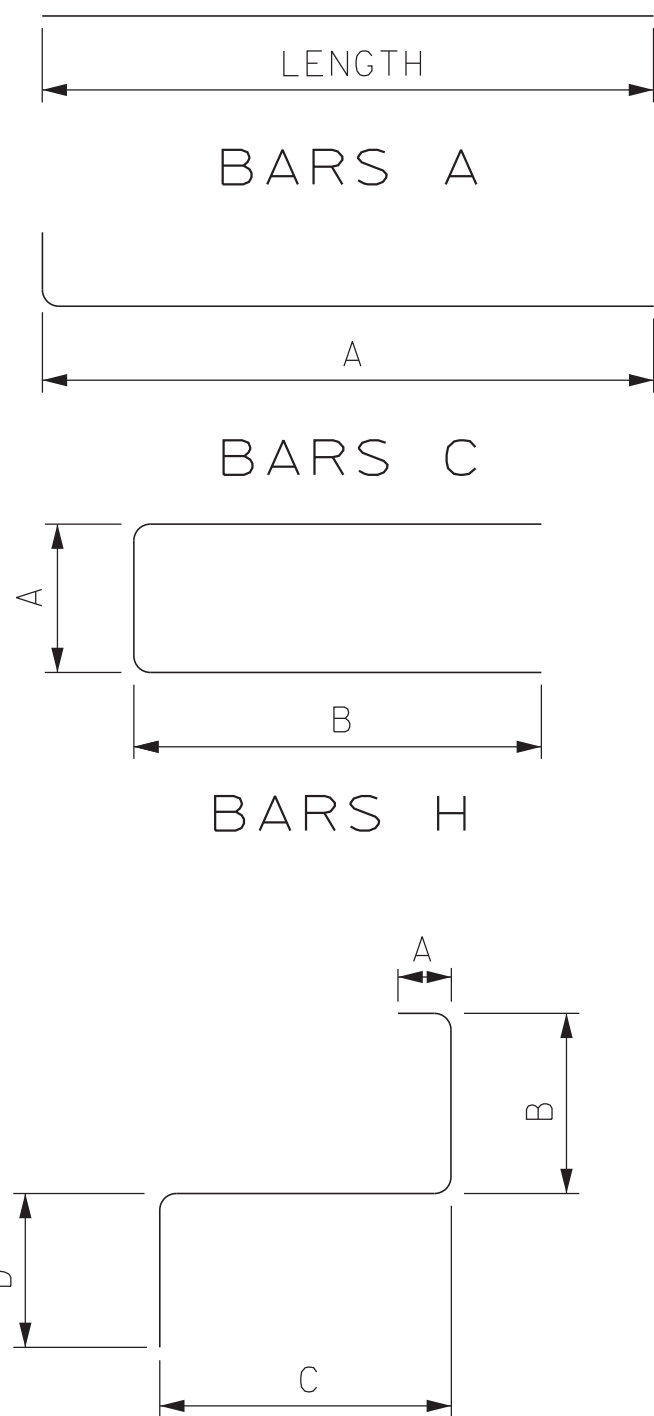
PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED 7- WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

PRESTRESSED BEAM DESIGN DATA (PER BEAM):
LIVE LOAD DISTRIBUTION FACTOR: MOMENT = 0.880 LANES
SHEAR = 0.990 LANES
COMPOSITE DEAD LOAD: DC = 185 LB/FT
DW = 280 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F'C = 4,000 PSI

DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.

BILL OF STEEL
(PER BEAM)

BAR	SIZE	NO REQ'D	A	B	C	D	LENGTH
A300	3	2					44'-4"
A500	5	8					5'-6"
A501	5	6					2'-8"
A502	5	8					1'-8"
C600	6	10	24'-0"				25'-0"
H300	3	10	2'-10"	1'-0"			4'-10"
H600	6	73	2'-8"	1'-8"			6'-0"
ZA600	6	98	4"	7 1/2"	1'-10"	1'-0"	3'-10"



ESTIMATED QUANTITIES
(PER BEAM)

NO. BEAMS REQUIRED	PRESTRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE C.Y.	REINFORCING STEEL LB.
9	535	6.3	1,727

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRESTRESSED BOX BEAM DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PIN NO.: 124428.00
DESIGN BY: JIALI CONG DATE: 08/2021
DRAWN BY: JERRY W. SIMPSON DATE: 08/2023
SUPERVISED BY: STEELE/LEWIS DATE: 07/2023
CHECKED BY: ALI OMAR DATE: 08/2024

CONST. NO.: 46455-3414-04			
PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		
	- -		

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

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

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

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-7-1.

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

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

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

NOTE: FOR ELEVATION "A"- "A", ELEVATION "B"- "B", AND
SECTION "C"- "C" SEE DWG. NO. U-94-648.

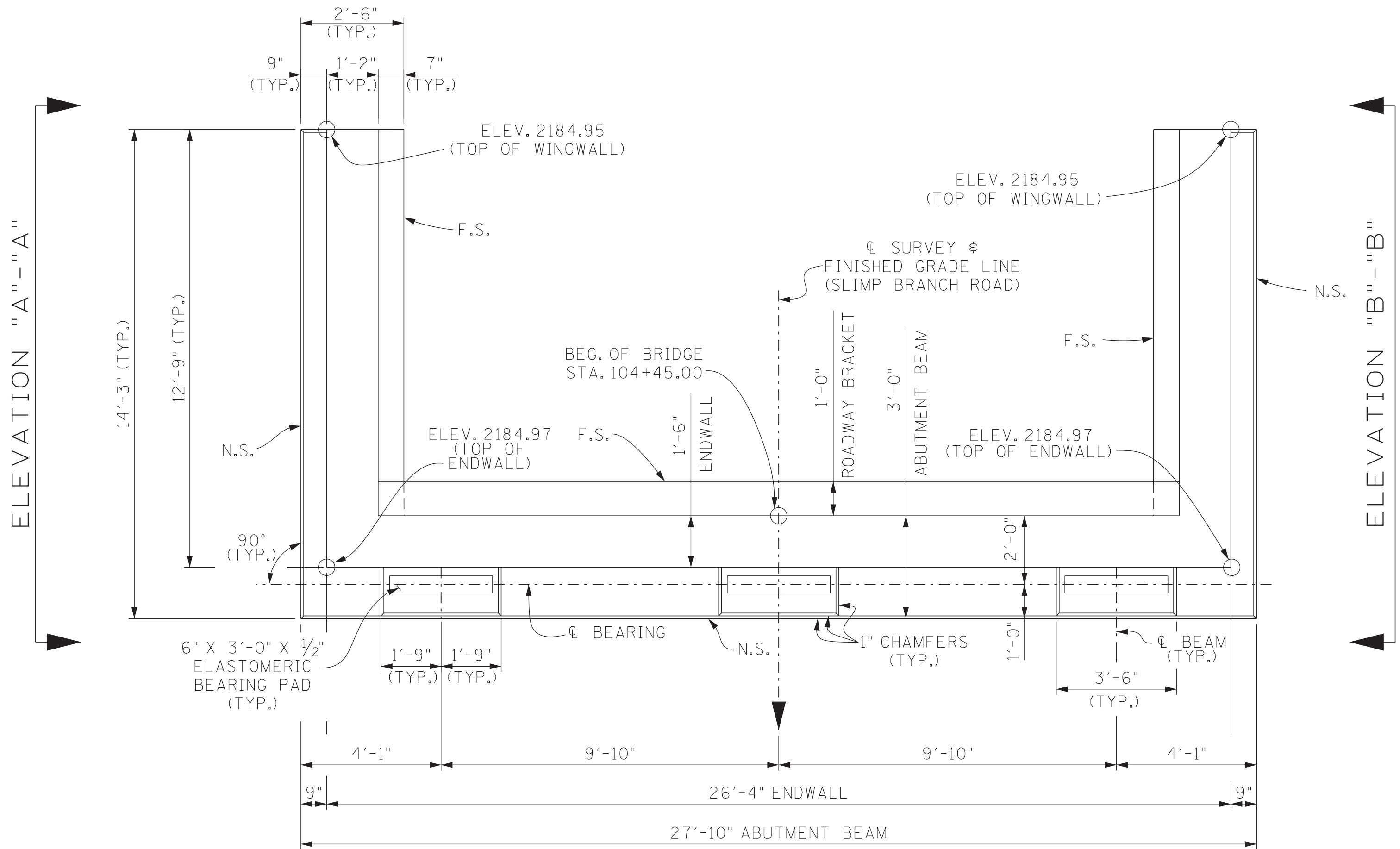
ESTIMATED QUANTITIES		
CLASS 'A' CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.	EPOXY COATED REINFORCING STEEL LBS.
27	3,169	944

SEALD BY

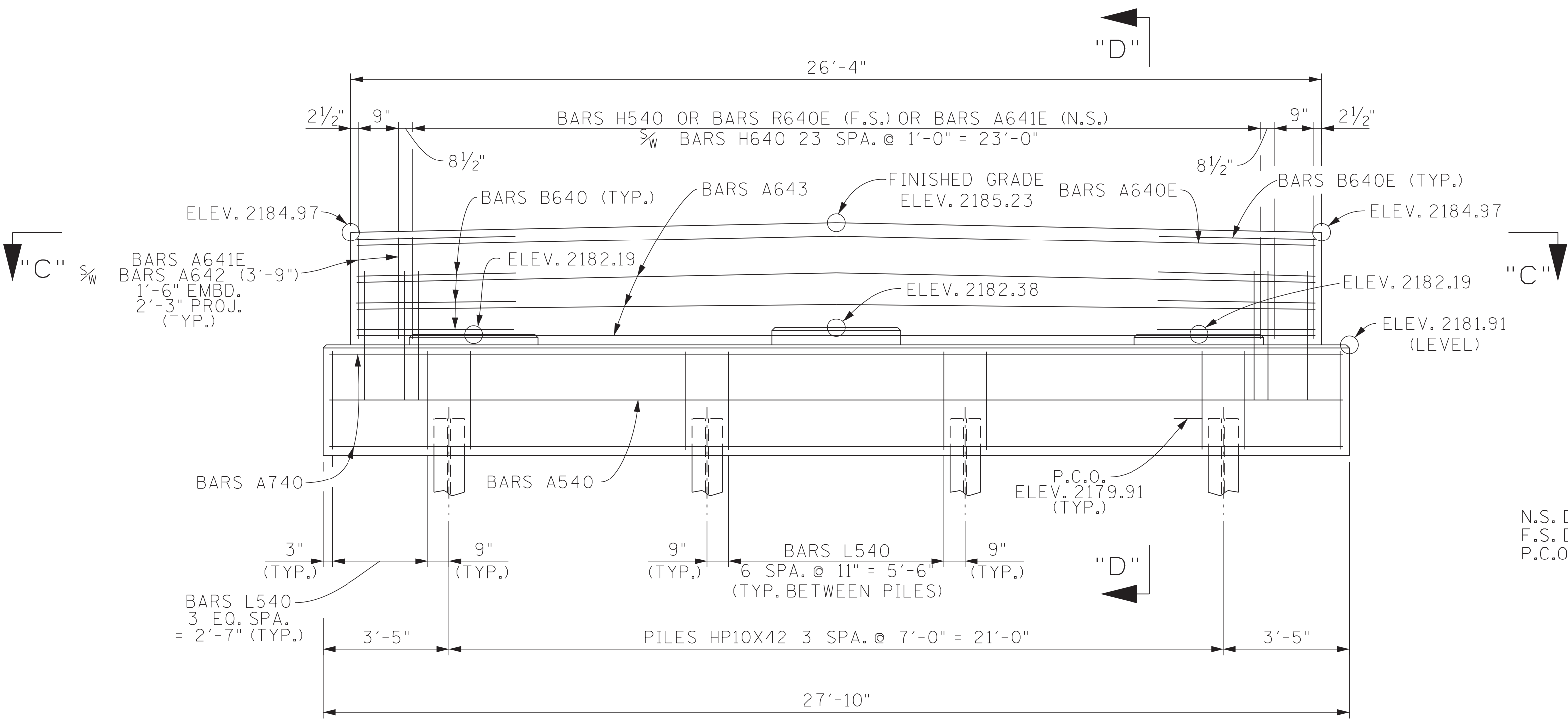


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

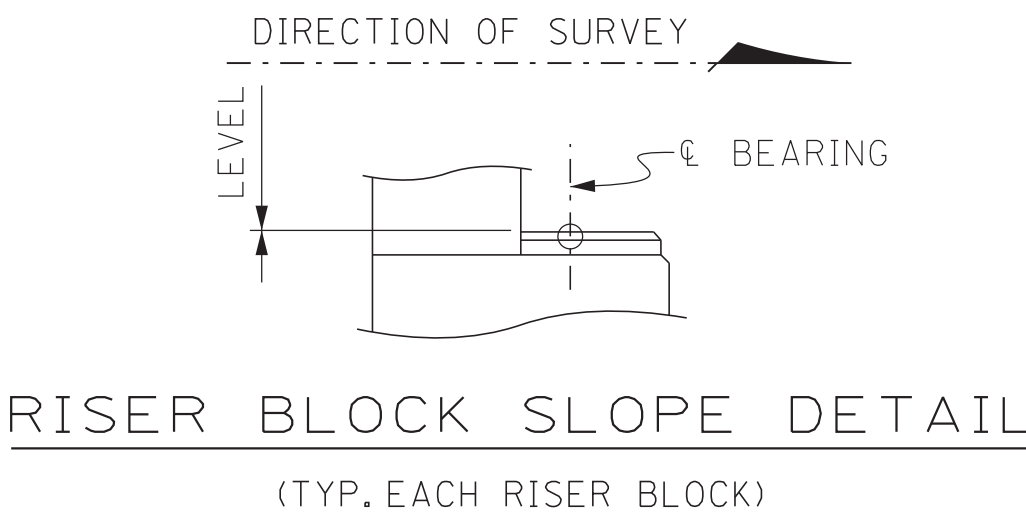
U-94-647



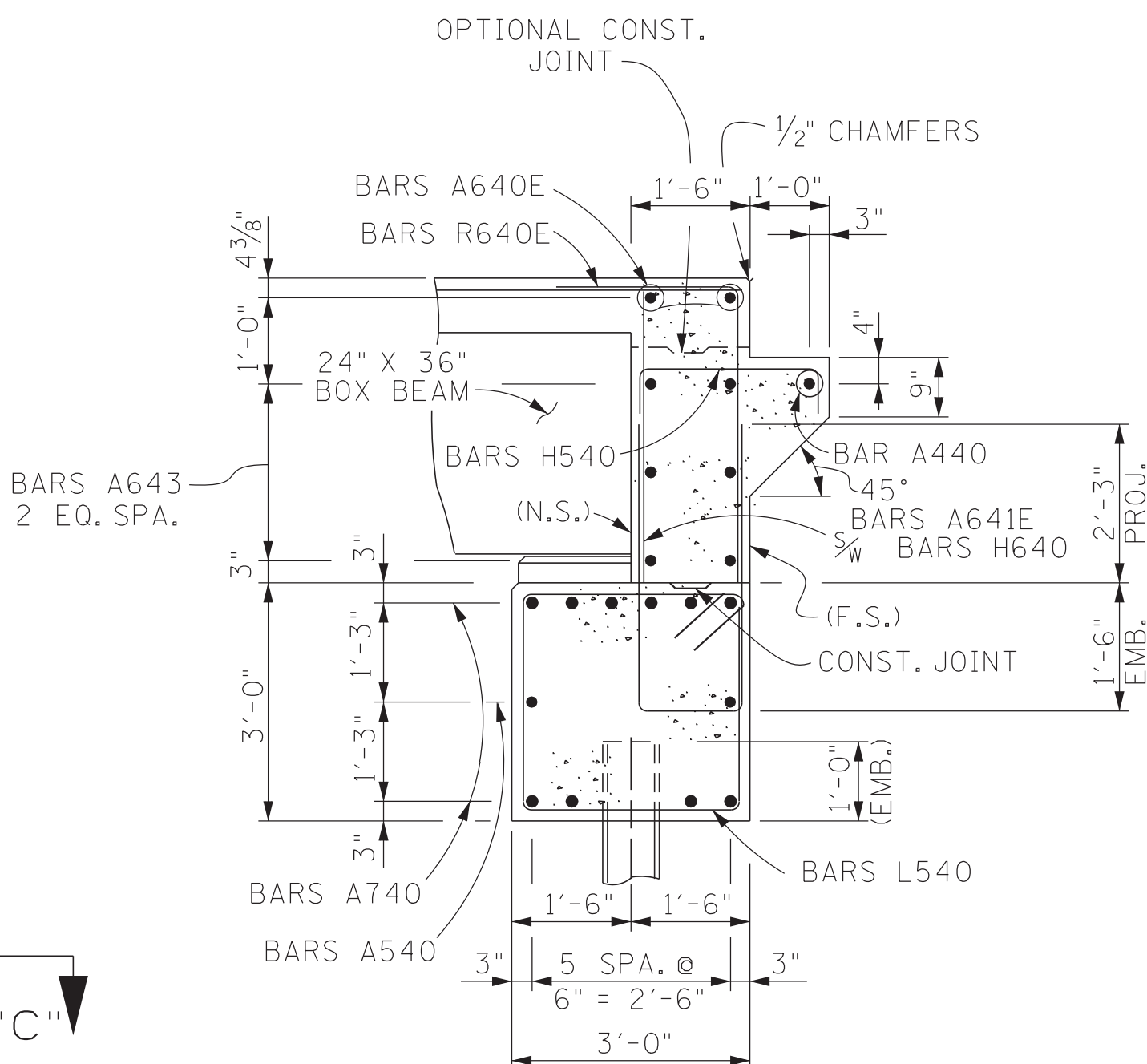
PLAN



ELEVATION
(LOOKING BACK ON SURVEY)



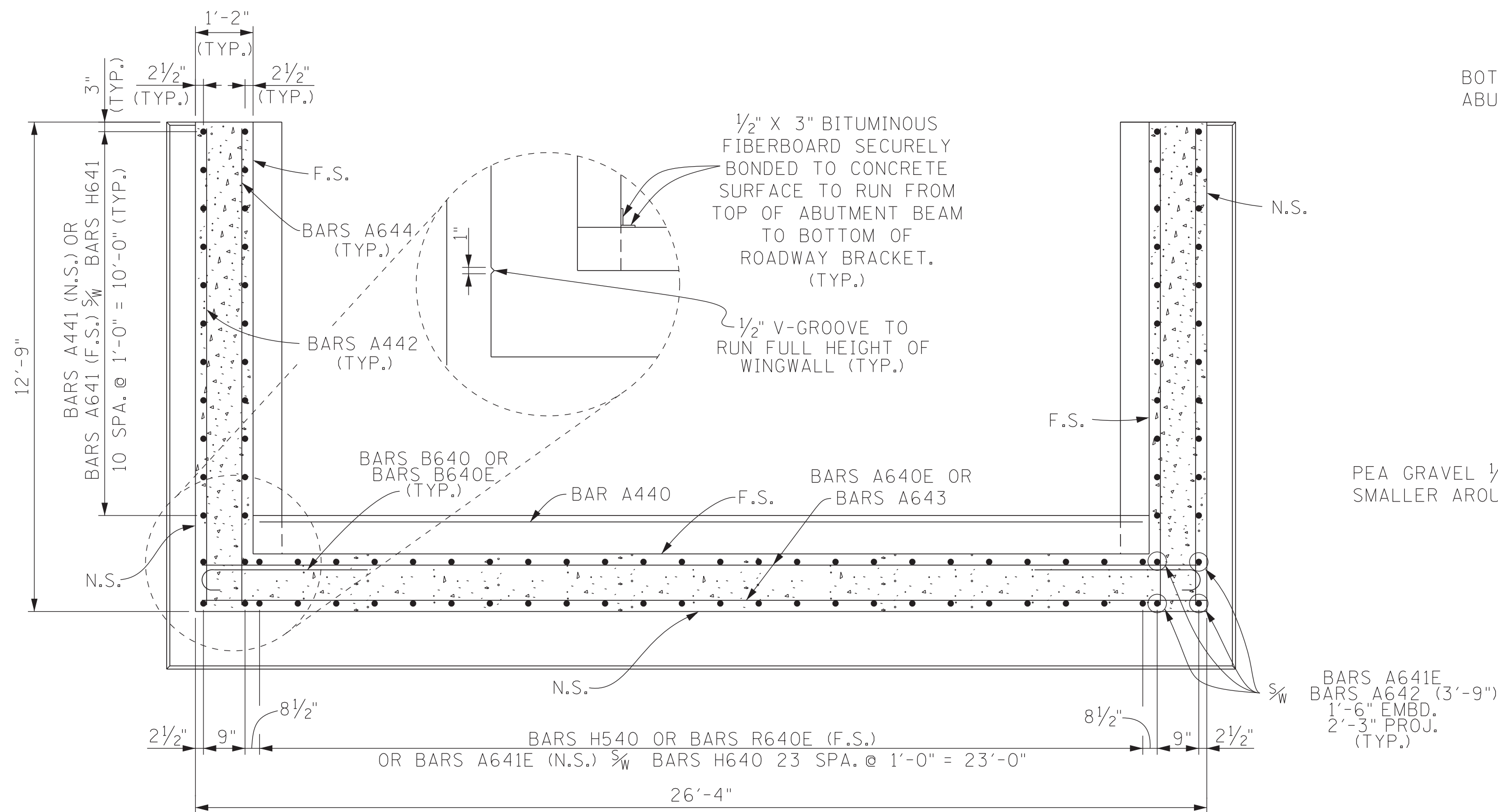
RISER BLOCK SLOPE DETAIL



SECTION "D"-"D"

N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE
P.C.O. DENOTES: PILE CUT-OFF

PROJECT NO.		YEAR		SHEET NO.	
N/A		2025			
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
	- -				
	- -				
	- -				
	- -				
	- -				

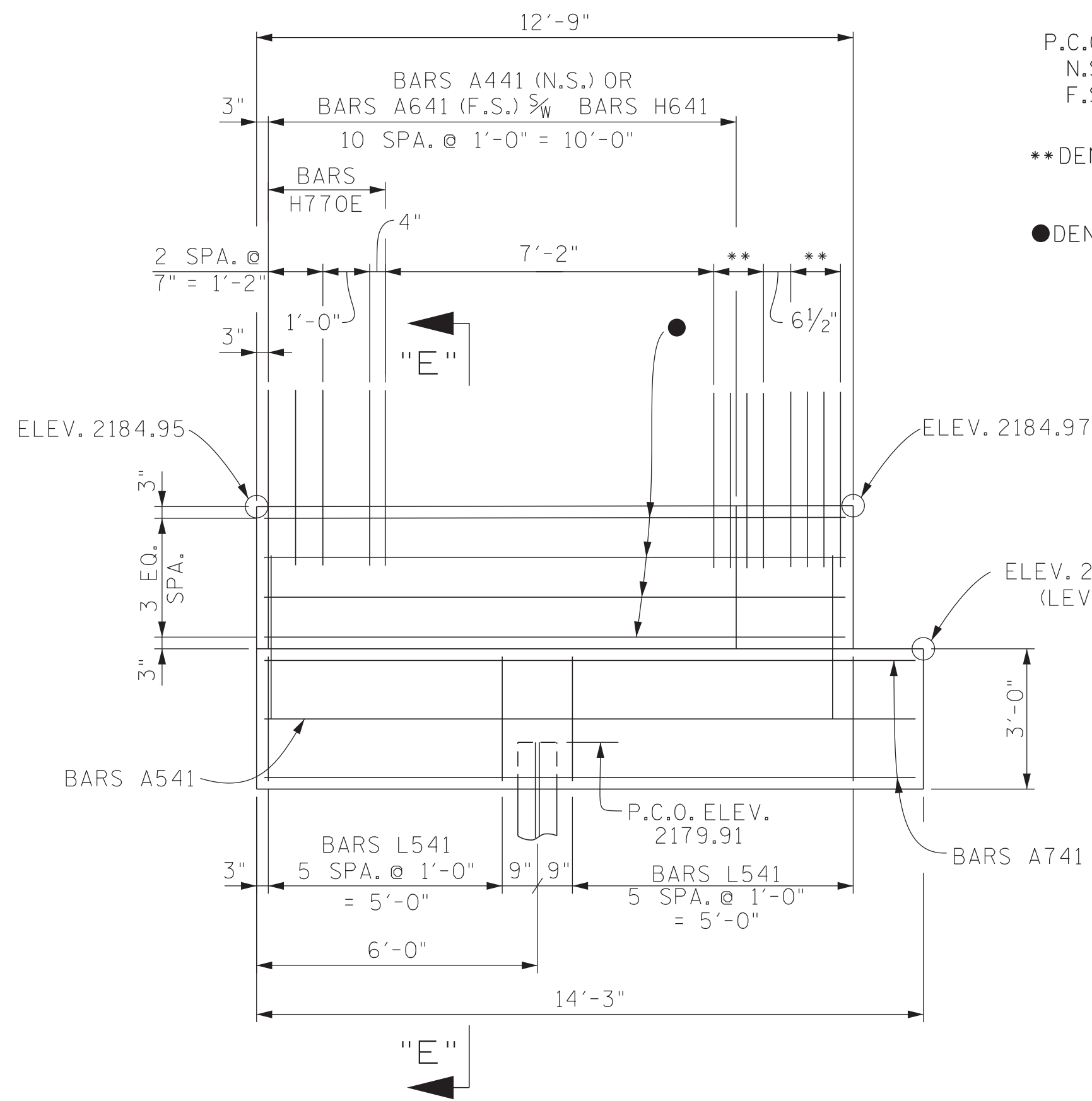


SECTION "C"-"C"

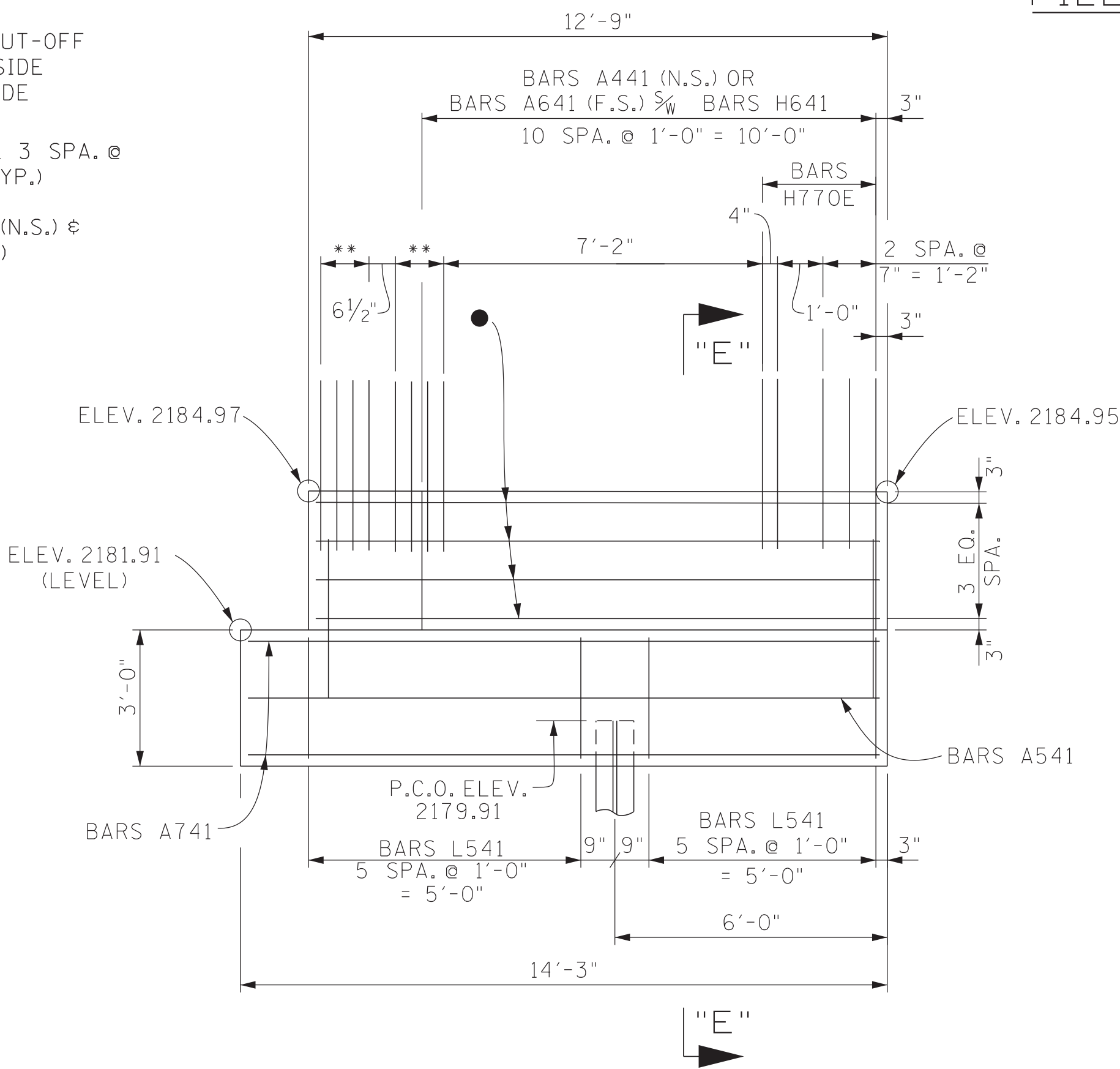
P.C.O. DENOTES: PILE CUT-OFF
N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE

**DENOTES: BARS H770E 3 SPA. @
4 1/4" = 1'-0 3/4" (TYP.)

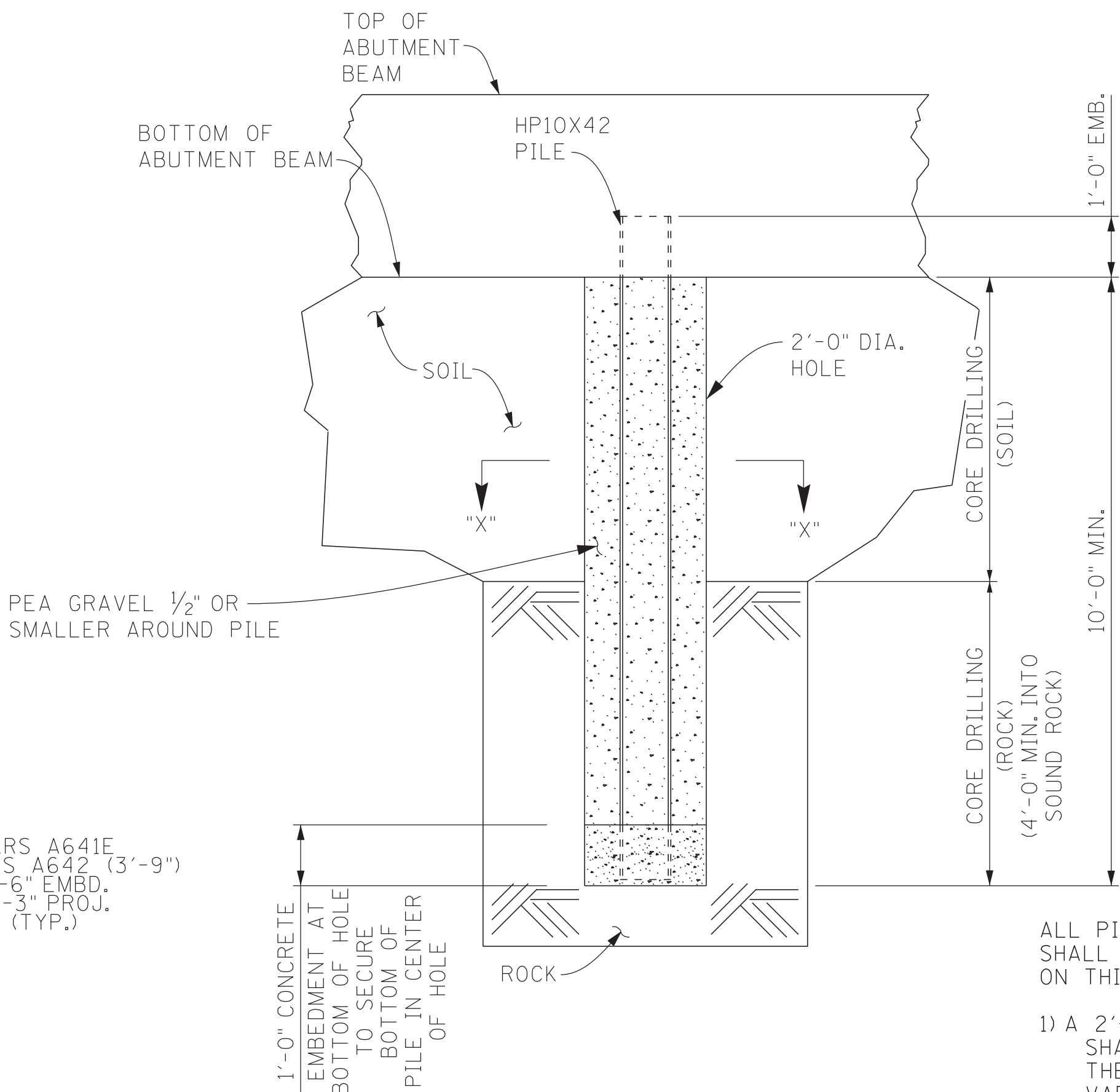
● DENOTES: BARS A442 (N.S.)
BARS A644 (F.S.)



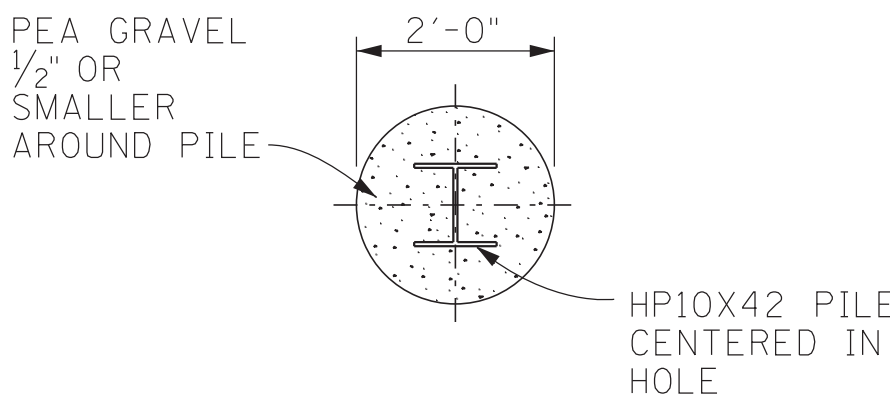
ELEVATION "A"-"A"



ELEVATION "B"-"B"



PILE EMBEDMENT DETAIL

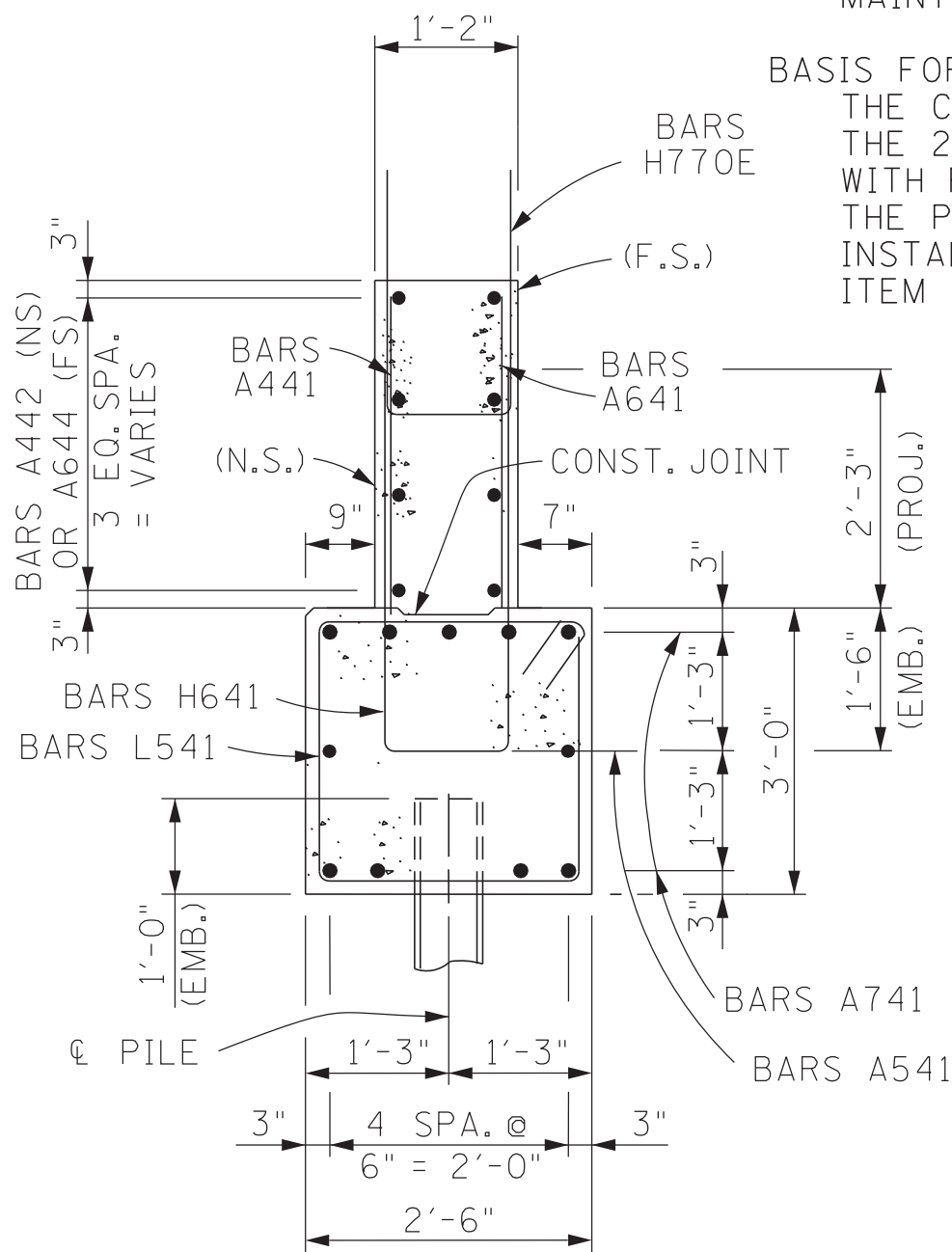


SECTION "X"-"X"

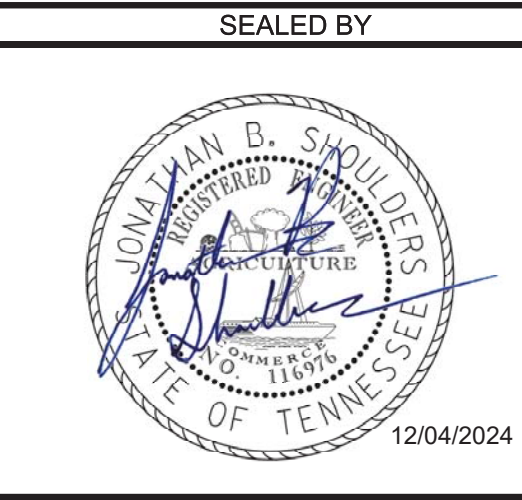
ALL PILES THAT CANNOT BE DRIVEN TO A MINIMUM OF 7'-0"
SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS
ON THIS SHEET.

- 1) A 2'-0" FOOT DIAMETER HOLE (10'-0" MINIMUM IN LENGTH) SHALL BE DRILLED IN THE PLANS LOCATION FOR THE PILE. THE AMOUNT OF SOIL DRILLING AND ROCK DRILLING WILL VARY DUE TO LOCATION OF ROCK LINE.
- 2) THE HOLE SHALL BE THOROUGHLY CLEANED OF ALL LOOSE MATERIAL, MINIMUM OF 12 INCHES OF HIGH EARLY STRENGTH CONCRETE PLACED IN THE BOTTOM OF THE HOLE, THE PILE INSERTED AND CENTERED IN THE HOLE AND THE PILE IS SUPPORTED UNTIL THE CONCRETE REACHES ITS INITIAL SET STRENGTH.
- 3) AS SOON AS THE CONCRETE HAS OBTAINED ITS INITIAL SET AND IS ABLE TO STABILIZE THE PILE TIP LOCATION IN THE BOTTOM OF THE HOLE, THE HOLE SHALL BE BACKFILLED WITH PEA GRAVEL $\frac{1}{2}$ " OR SMALLER AT BENTS. THE TOP OF THE PILE SHALL BE BRACED IN A MANNER SO THAT ITS VERTICAL POSITION IN THE CENTER OF THE HOLE IS MAINTAINED.

BASIS FOR PAYMENT:
THE COST OF ALL MATERIAL AND LABOR FOR DRILLING
THE 2'-0" HOLES, PILE END ENCASEMENT, CONCRETE, BACKFILLING
WITH PEA GRAVEL 1/2" OR SMALLER AT ABUTMENTS, BRACING OF
THE PILES, AND ANY OTHER INCIDENTALS REQUIRED FOR FULL
INSTALLATION OF THE PILES SHALL BE INCLUDED IN
ITEM NOS. 204-14 AND 204-15.



SECTION "E"-"E"



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

70SR0680013AB3.SHT

CONST. NO.: 46455-3414-04

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

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

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

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

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-7-1.

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

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

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

NOTE: FOR ELEVATION "A"-"A", ELEVATION "B"-"B", AND SECTION "C"-"C" SEE DWG. NO. U-94-650.

ESTIMATED QUANTITIES

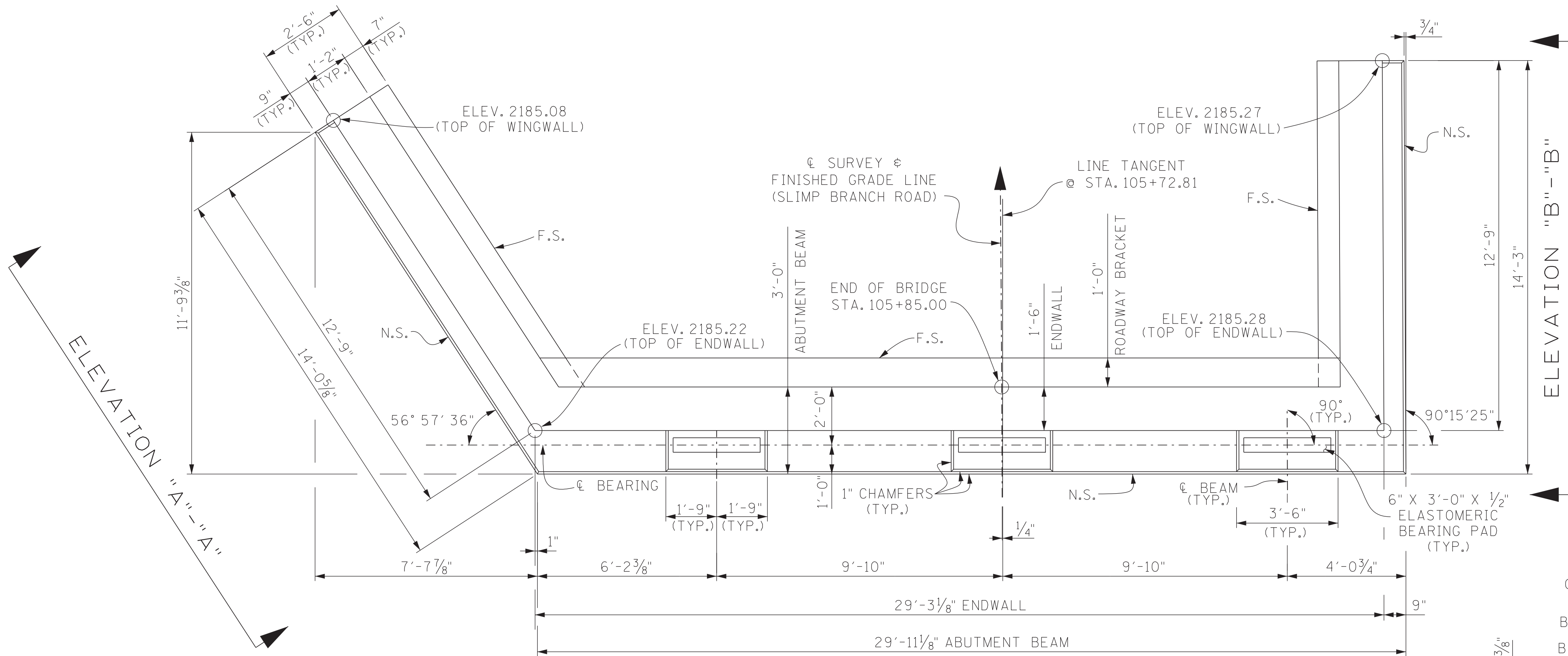
CLASS 'A' CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.	EPOXY COATED REINFORCING STEEL LBS.
27	3,347	969

SEALED BY

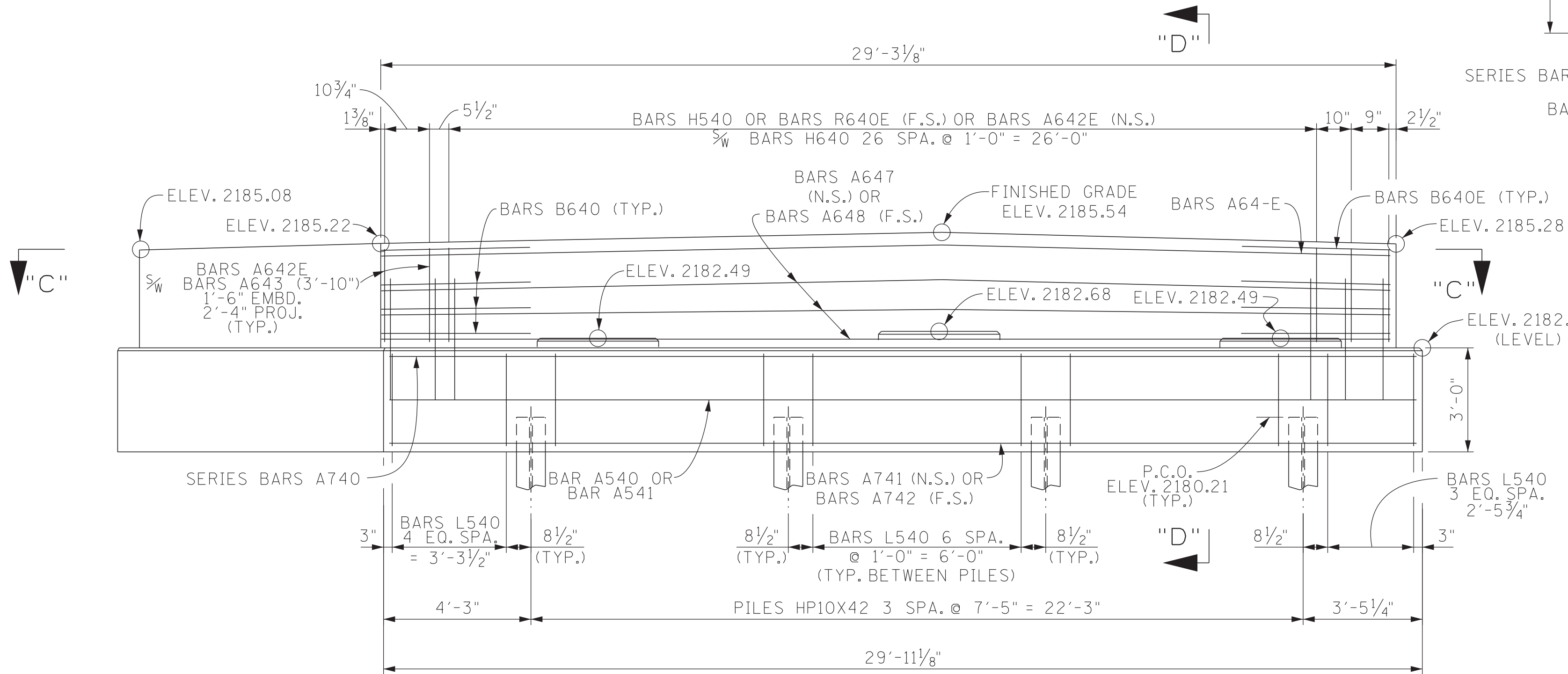
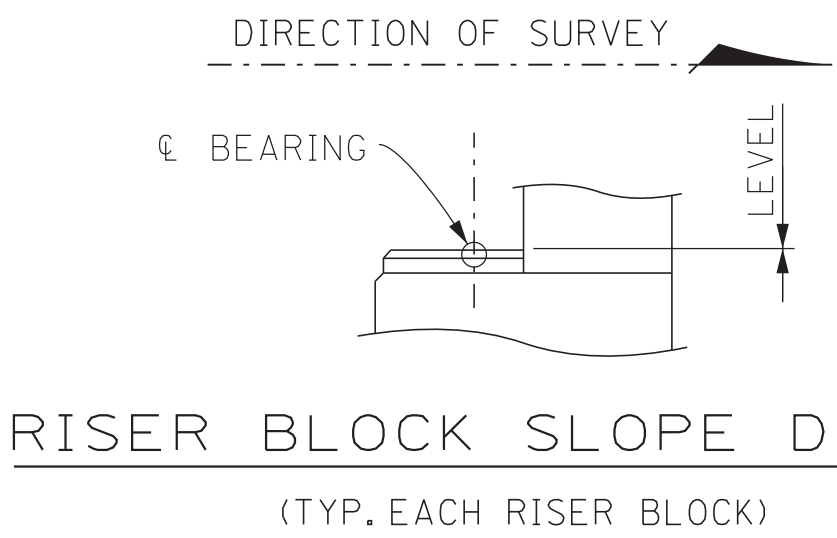


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

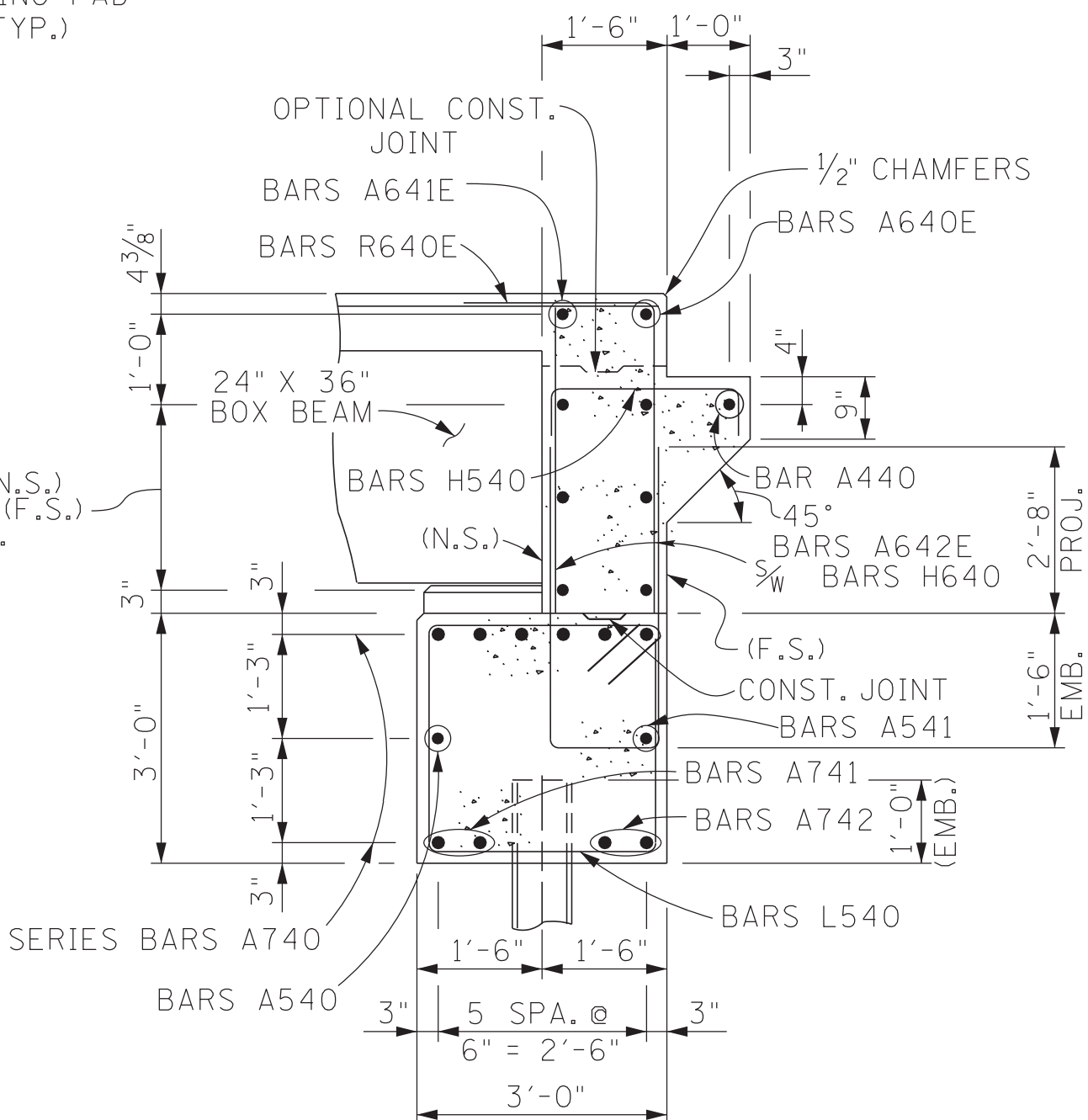
U-94-649



PLAN



ELEVATION
(LOOKING FORWARD ON SURVEY)



SECTION "D"-"D"

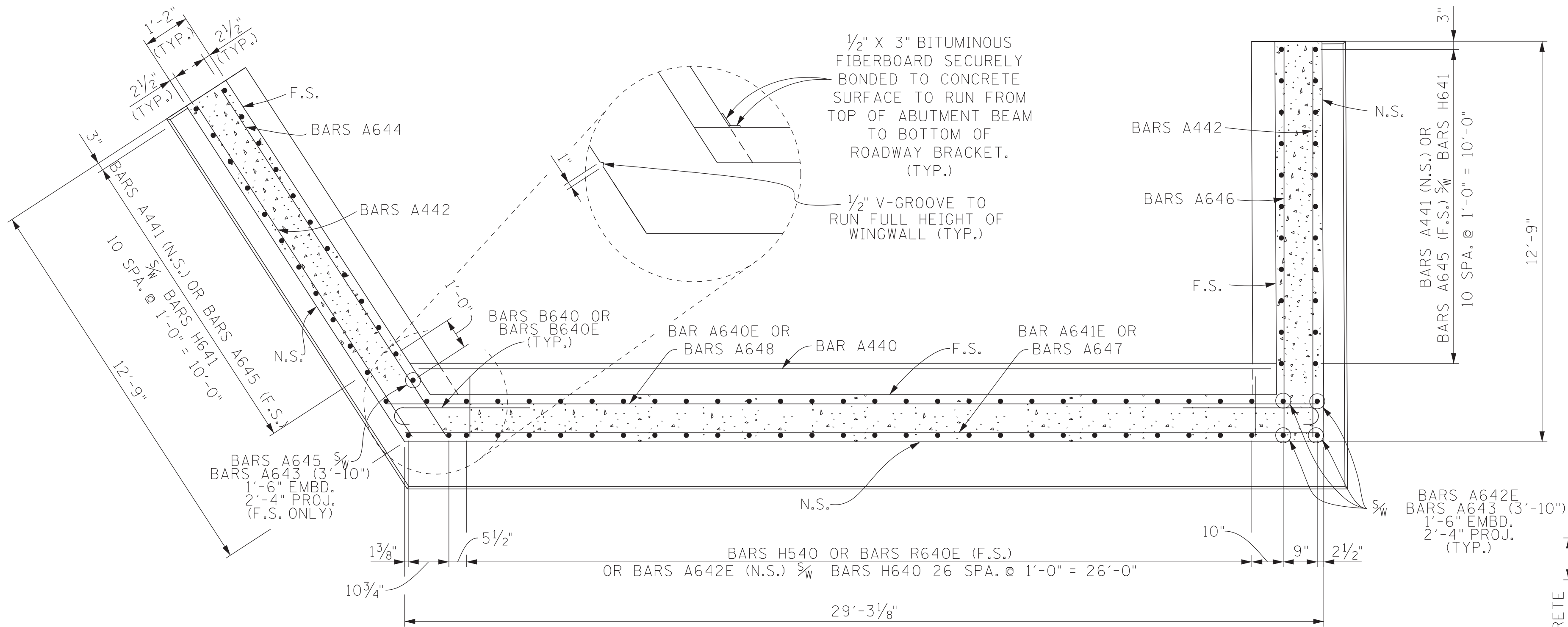
N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE
P.C.O. DENOTES: PILE CUT-OFF

PIN NO.:	124428.00	DATE:	08/2021
DESIGN BY:	JIALI CONG	DATE:	03/2023
DRAWN BY:	CHRIS STAPLER	DATE:	07/2023
SUPERVISED BY:	STEELE/LEWIS	DATE:	08/2024
CHECKED BY:	ALI OMAR		

70SPR0680013AB4.SHT

CONST. NO.: 46455-3414-04

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



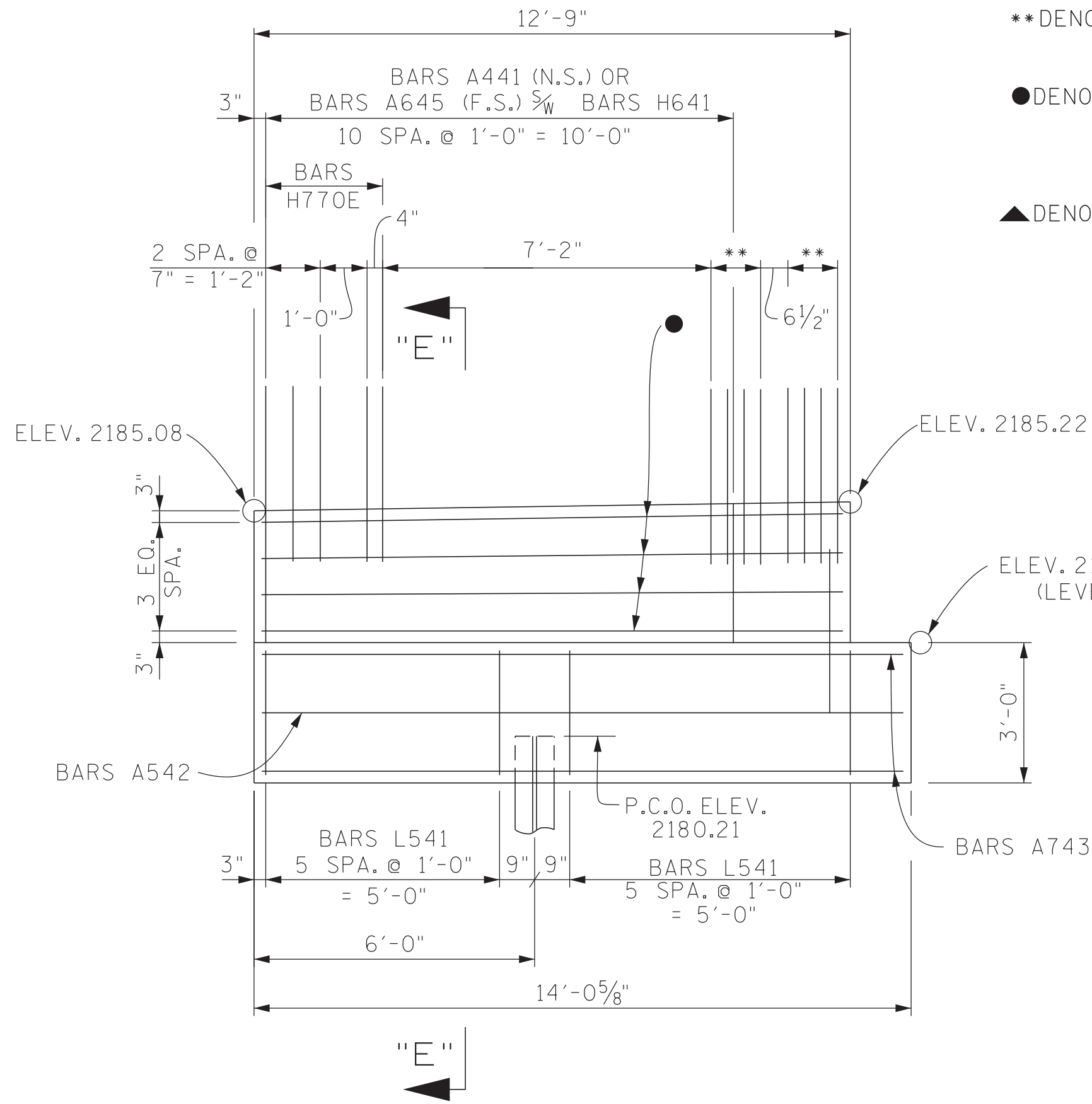
SECTION "C"-"C"

P.C.O. DENOTES: PILE CUT-OFF
N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE

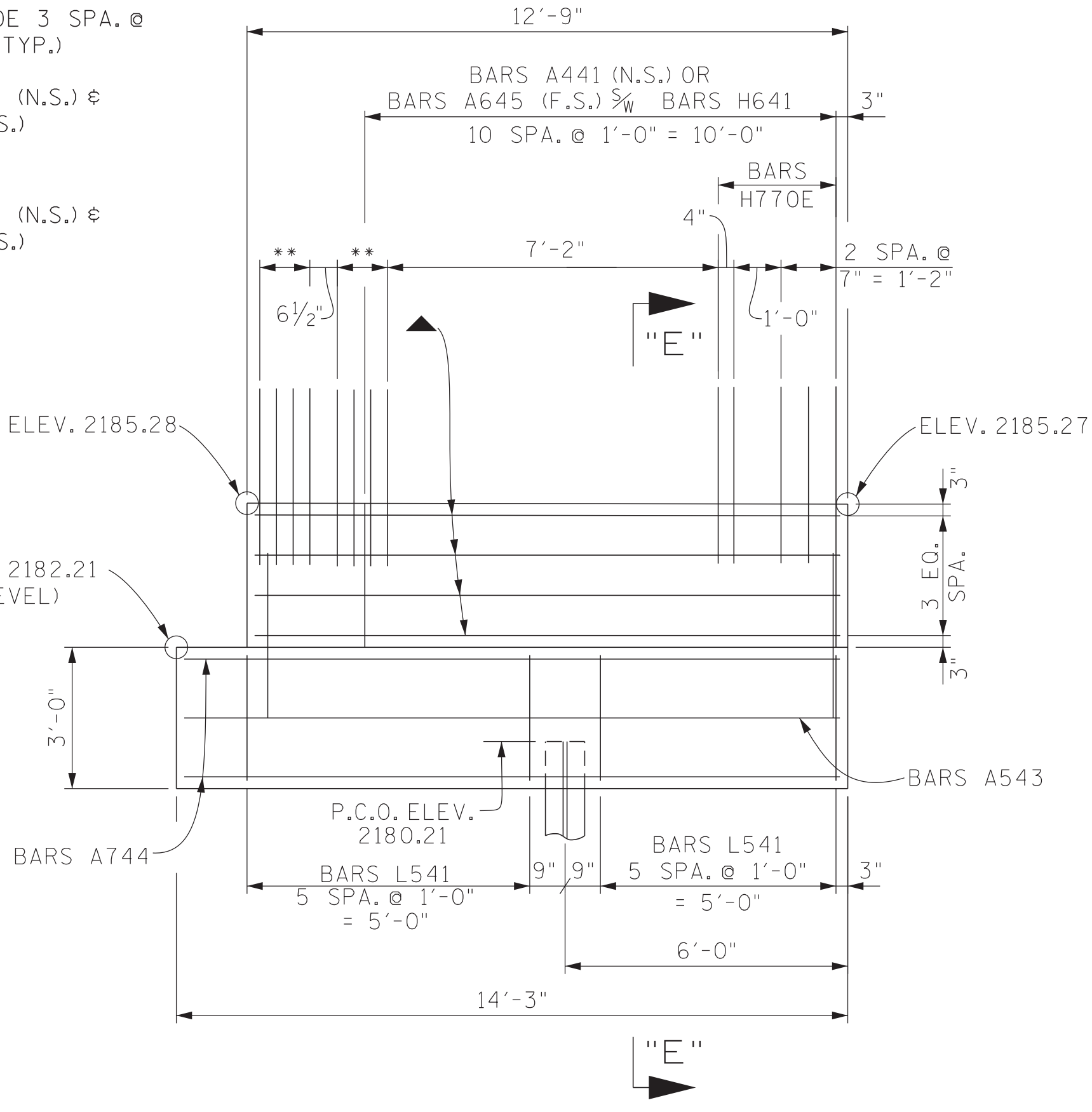
**DENOTES: BARS H770E 3 SPA. @ 4 1/4" = 1'-0 3/4" (TYP.)

●DENOTES: BARS A442 (N.S.) & BARS A644 (F.S.)

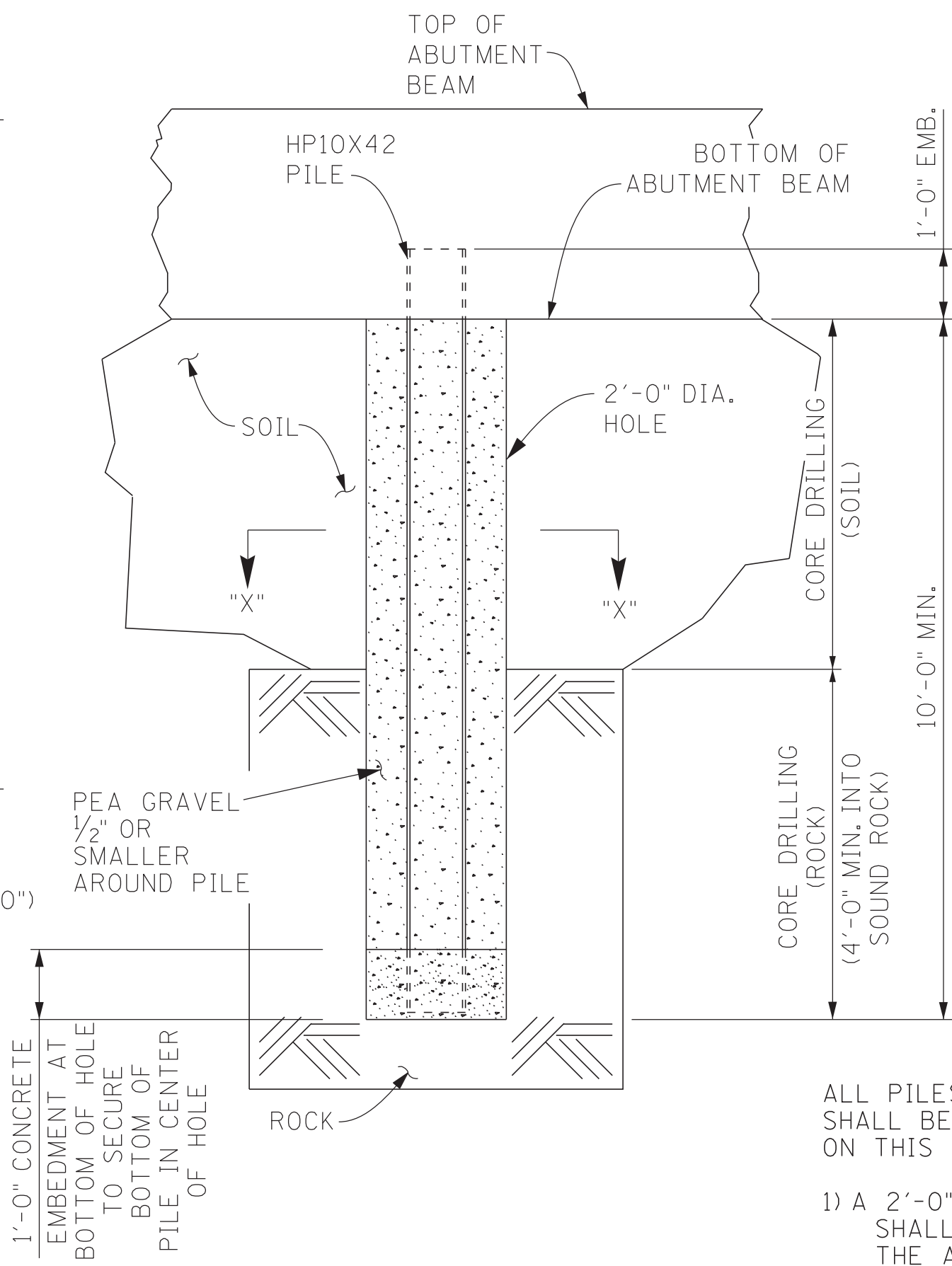
▲DENOTES: BARS A442 (N.S.) & BARS A646 (F.S.)



ELEVATION "A"-"A"



ELEVATION "B"-"B"



PILE EMBEDMENT DETAIL

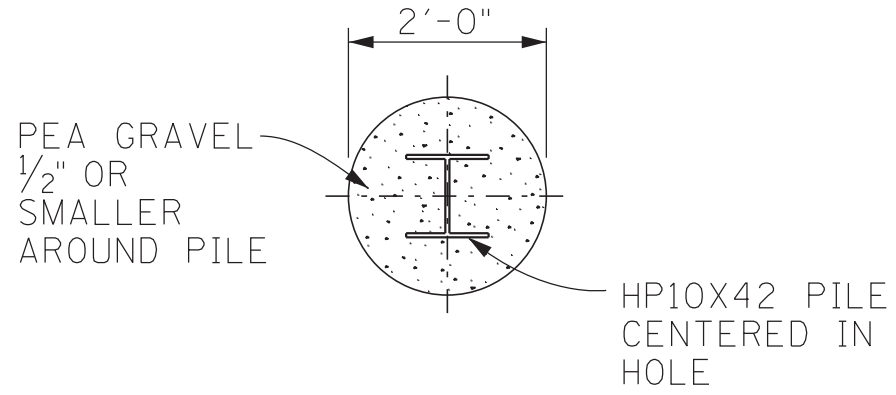
ALL PILES THAT CANNOT BE DRIVEN TO A MINIMUM OF 7'-0" SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS ON THIS SHEET.

1) A 2'-0" FOOT DIAMETER HOLE (10'-0" MINIMUM IN LENGTH) SHALL BE DRILLED IN THE PLANS LOCATION FOR THE PILE. THE AMOUNT OF SOIL DRILLING AND ROCK DRILLING WILL VARY DUE TO LOCATION OF ROCK LINE.

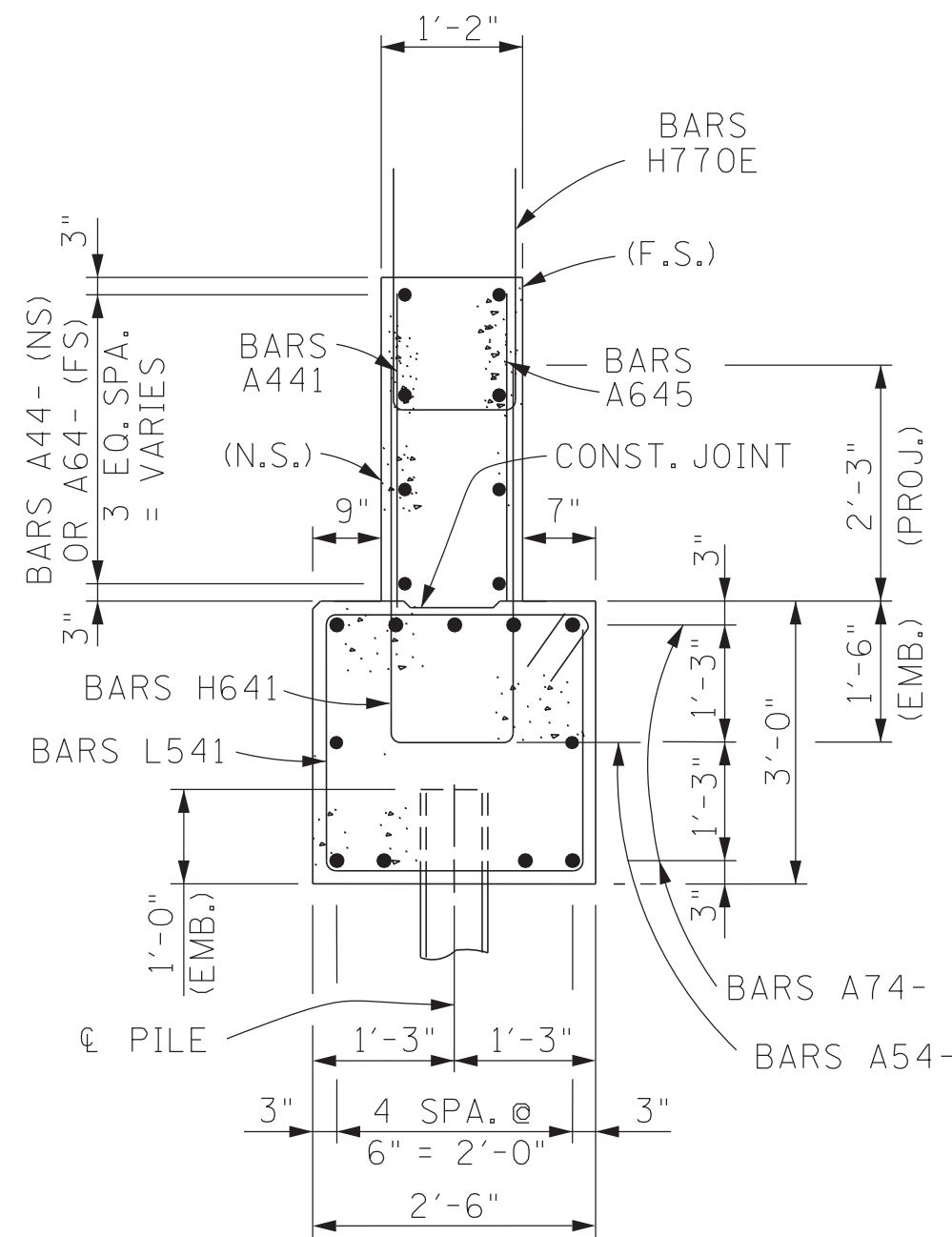
2) THE HOLE SHALL BE THOROUGHLY CLEANED OF ALL LOOSE MATERIAL, MINIMUM OF 12 INCHES OF HIGH EARLY STRENGTH CONCRETE PLACED IN THE BOTTOM OF THE HOLE, THE PILE INSERTED AND CENTERED IN THE HOLE AND THE PILE IS SUPPORTED UNTIL THE CONCRETE REACHES ITS INITIAL SET STRENGTH.

3) AS SOON AS THE CONCRETE HAS OBTAINED ITS INITIAL SET AND IS ABLE TO STABILIZE THE PILE TIP LOCATION IN THE BOTTOM OF THE HOLE, THE HOLE SHALL BE BACKFILLED WITH PEA GRAVEL 1/2" OR SMALLER AT BENTS. THE TOP OF THE PILE SHALL BE BRACED IN A MANNER SO THAT ITS VERTICAL POSITION IN THE CENTER OF THE HOLE IS MAINTAINED.

BASIS FOR PAYMENT:
THE COST OF ALL MATERIAL AND LABOR FOR DRILLING THE 2'-0" HOLES, PILE END ENCASEMENT, CONCRETE, BACKFILLING WITH PEA GRAVEL 1/2" OR SMALLER AT ABUTMENTS, BRACING OF THE PILES, AND ANY OTHER INCIDENTALS REQUIRED FOR FULL INSTALLATION OF THE PILES SHALL BE INCLUDED IN ITEM NOS. 204-14 AND 204-15.



SECTION "X"-"X"



SECTION "E"-"E"

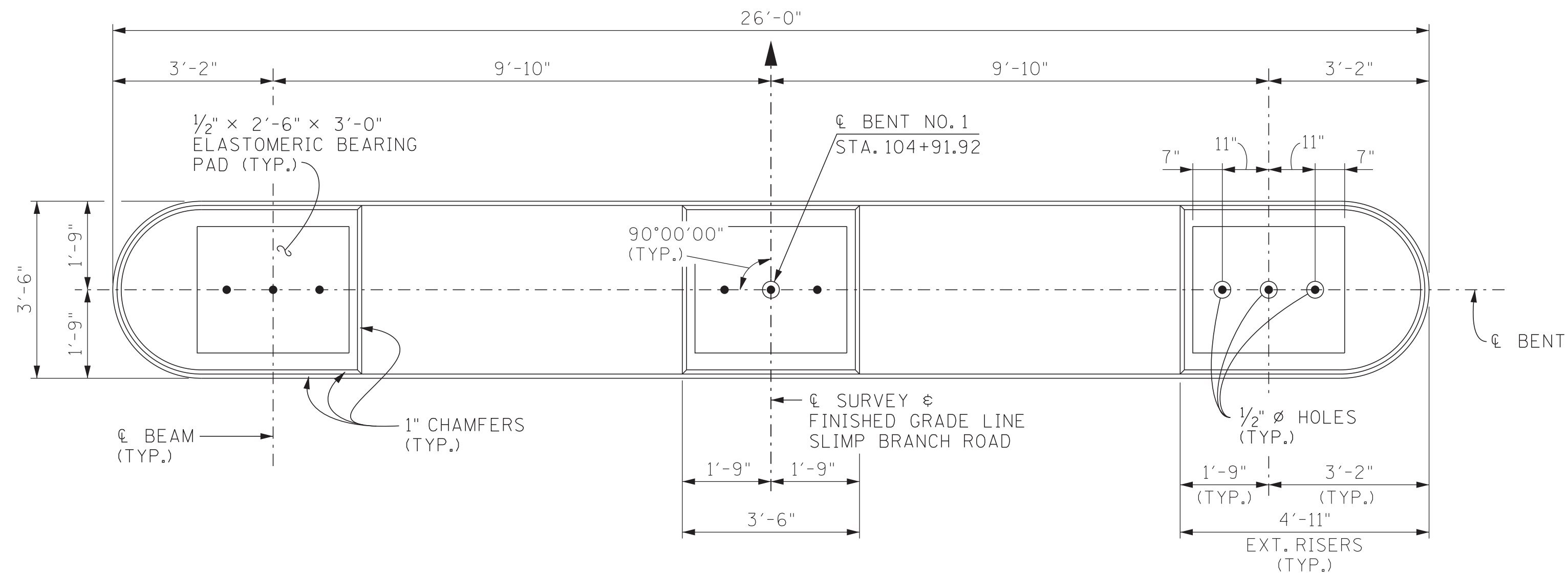
SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2 DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PIN NO.: 124428.00
DESIGN BY: JIALI CONG
DRAWN BY: CHRIS STAPLER
SUPERVISED BY: STEELE/LEWIS
CHECKED BY: ALI OMAR
DATE: 08/2021
DATE: 03/2023
DATE: 07/2023
DATE: 08/2024

PROJECT NO.		YEAR		SHEET NO.	
N/A		2025			
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
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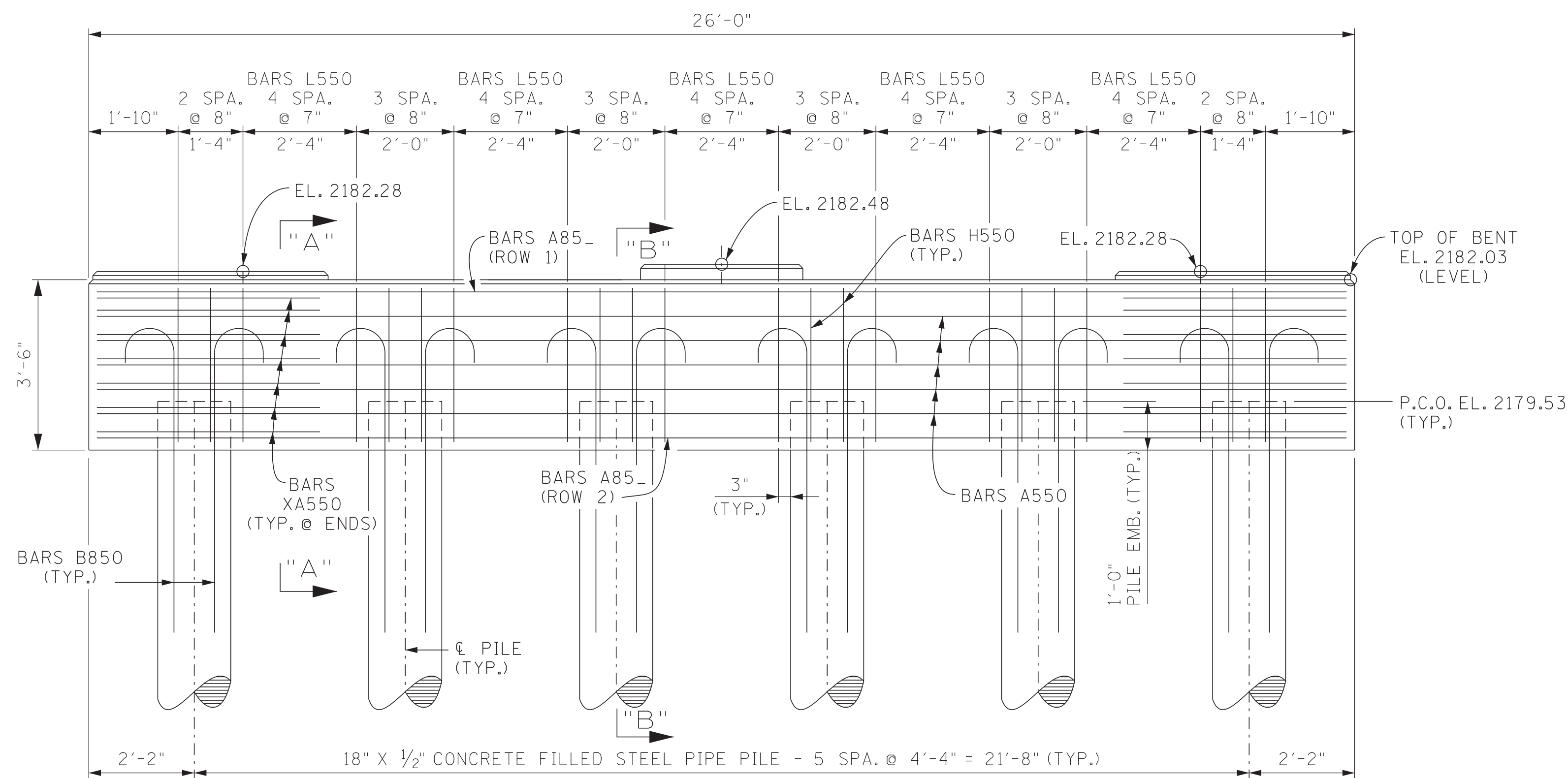
PLAN

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

NOTE: RISER BLOCKS TO BE POURED MONOLITHICALLY WITH BENT CAP.

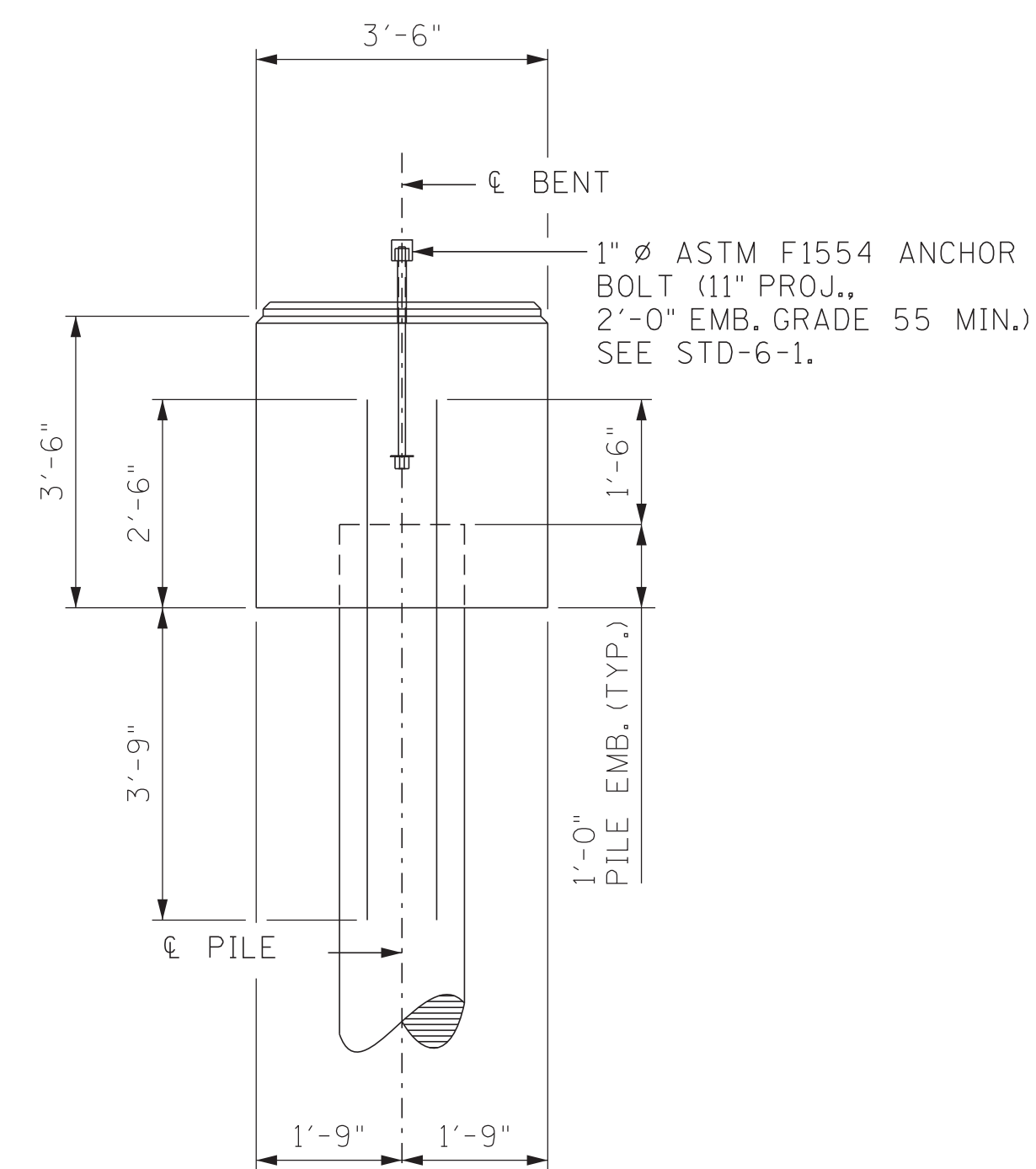
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: FOR SECTION "A"- "A", SECTION "B"- "B", PLAN OF MAIN REINFORCEMENT, AND PRE-DRILLED PILE DETAILS, SEE DWG. NO. U-94-653.



ELEVATION
(LOOKING FORWARD ON SURVEY)

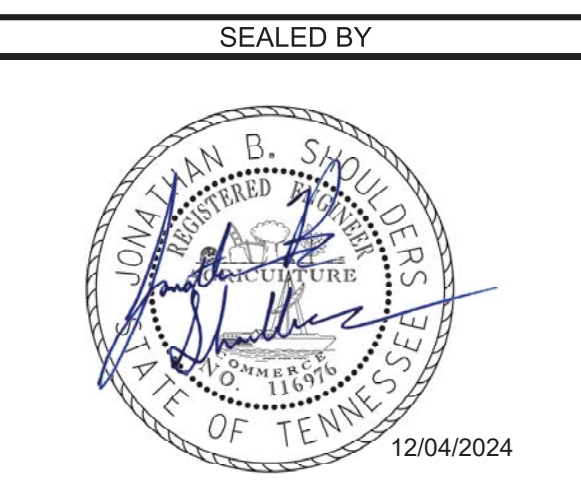
NOTE: SEE STD. DWG. NO. STD-5-2 FOR ADDITIONAL INFORMATION ABOUT PILES.



END ELEVATION

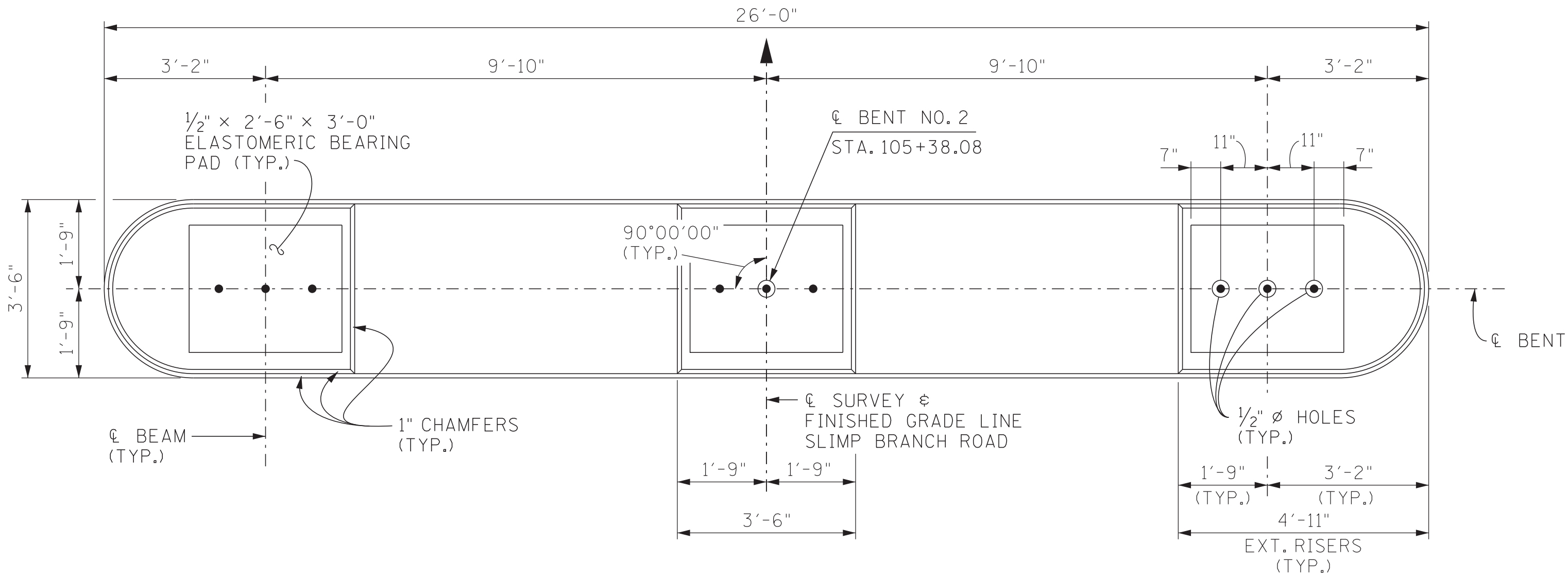
ESTIMATED QUANTITIES

CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.
12	2,124

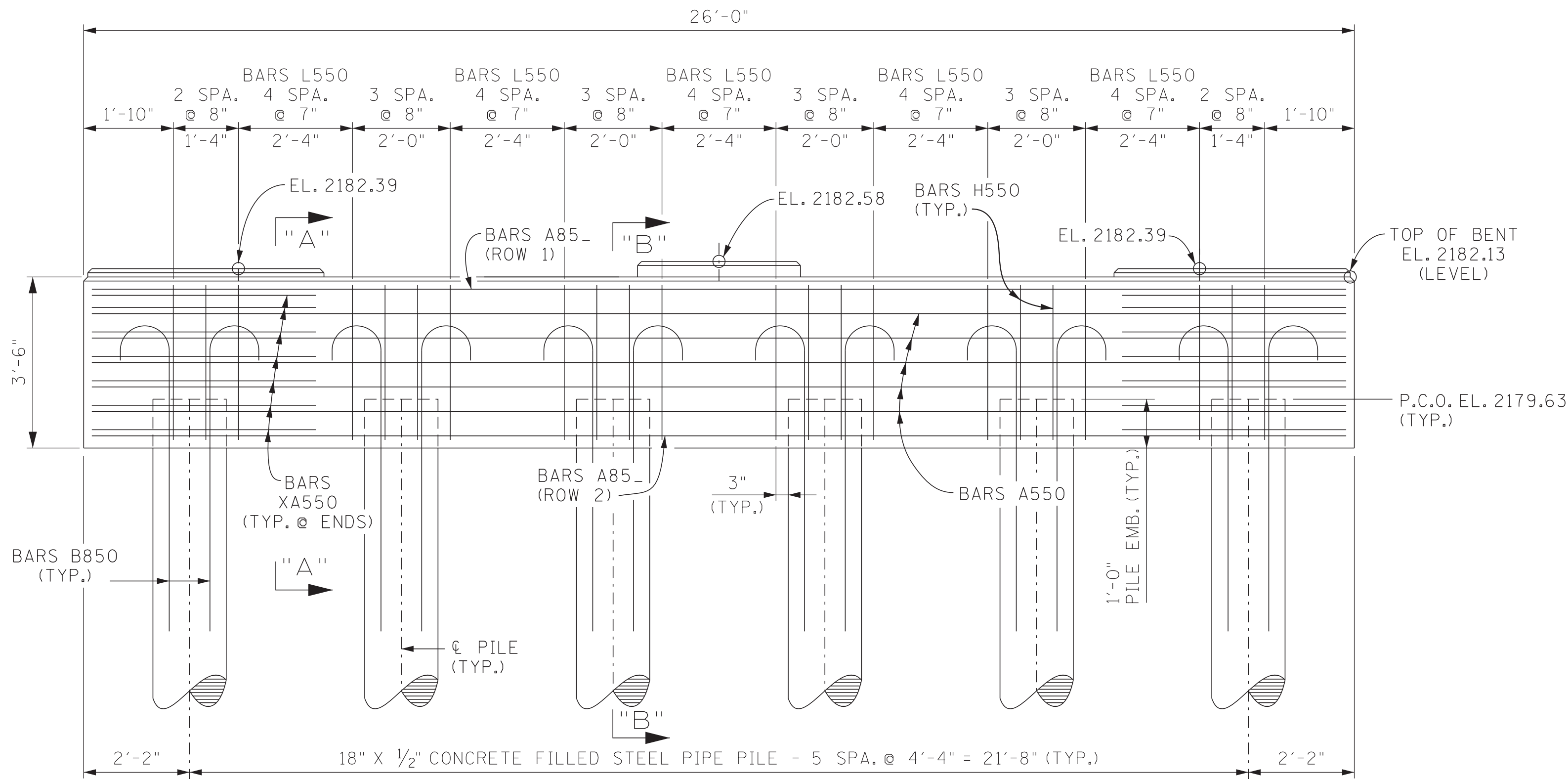


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BENT NO. 1
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-		
-	-		
-	-		
-	-		
-	-		

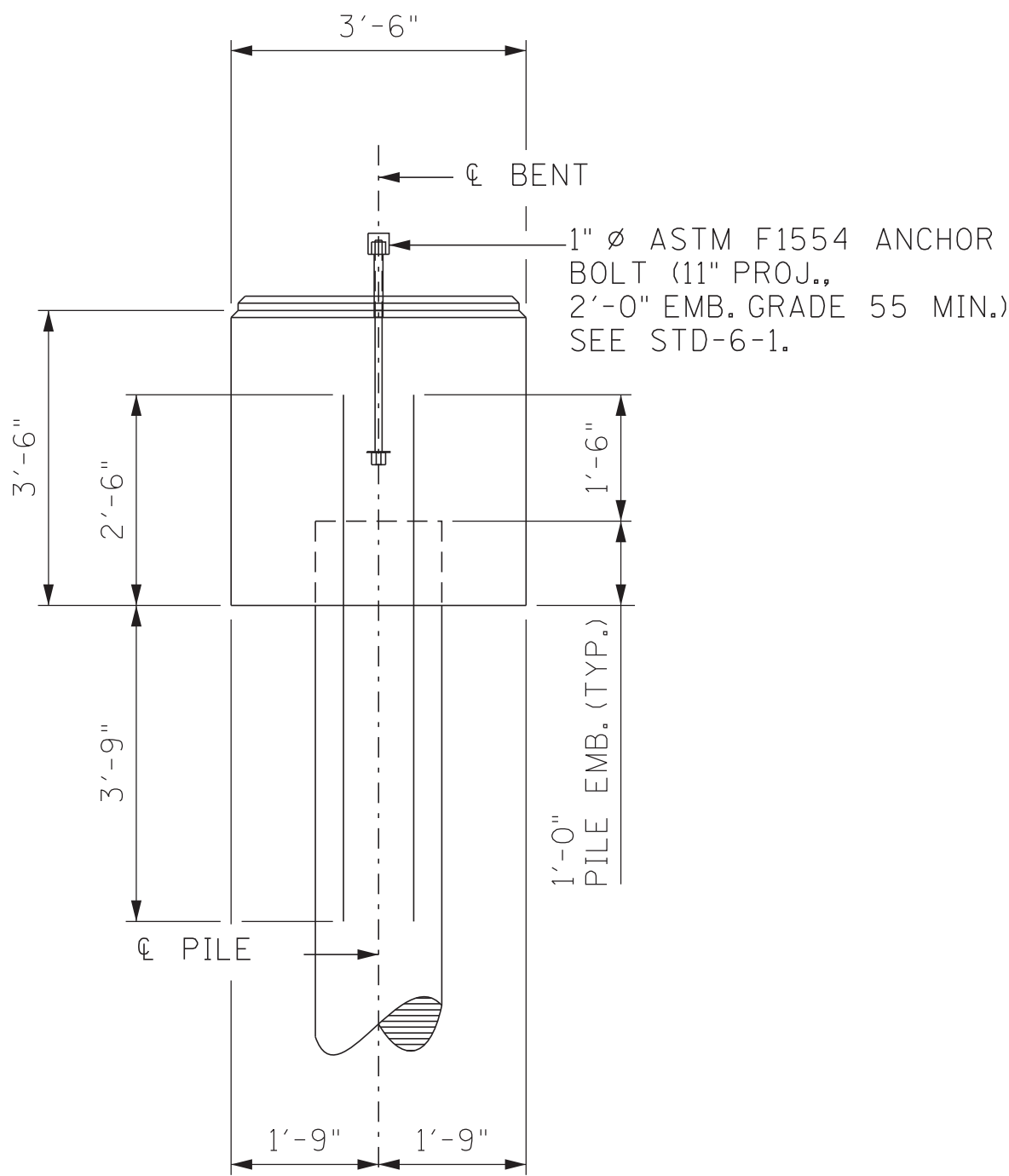


PLAN



ELEVATION
(LOOKING FORWARD ON SURVEY)

NOTE: SEE STD. DWG. NO. STD-5-2 FOR ADDITIONAL INFORMATION ABOUT PILES.



END ELEVATION

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

NOTE: RISER BLOCKS TO BE POURED MONOLITHICALLY WITH BENT CAP.

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

NOTE: FOR SECTION "A"-A", SECTION "B"-B", PLAN OF MAIN REINFORCEMENT, AND PRE-DRILLED PILE DETAILS, SEE DWG. NO. U-94-653.

ESTIMATED QUANTITIES

CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.
12	2,124

SEALED BY

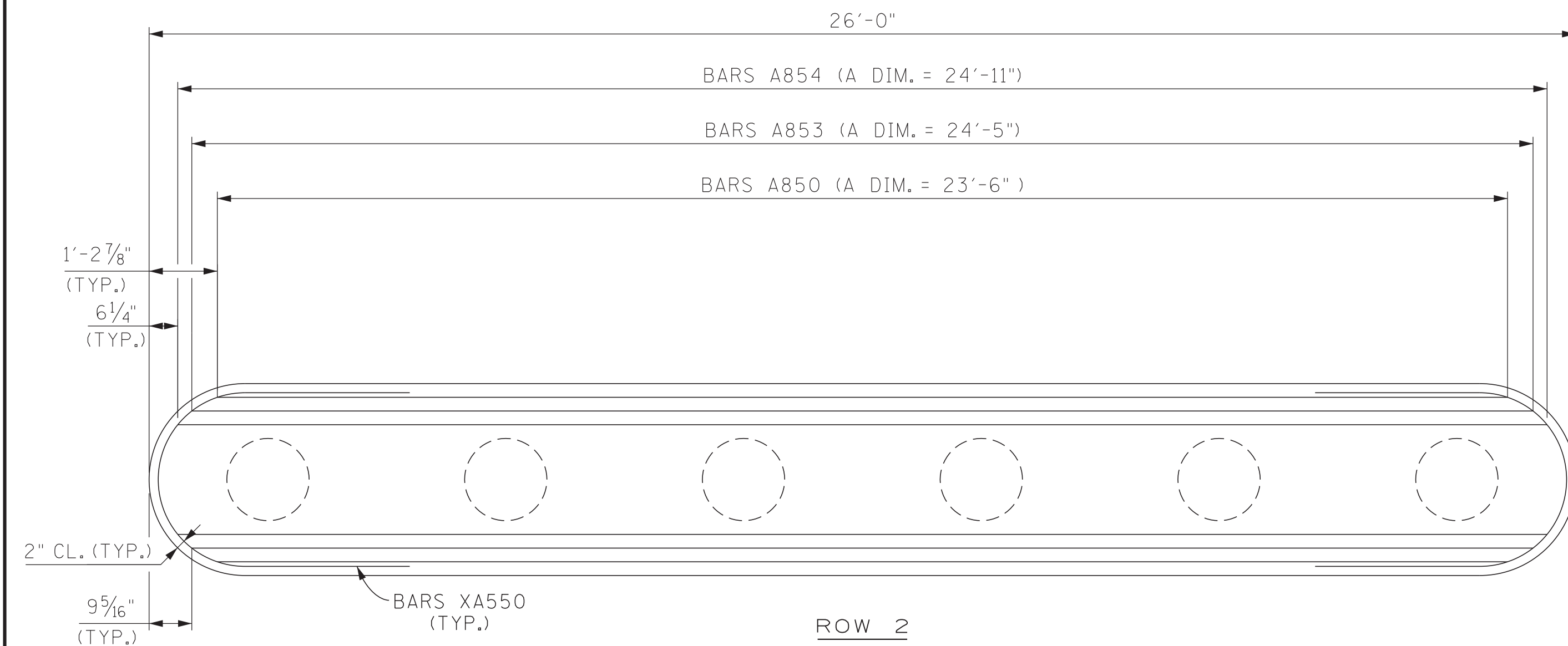
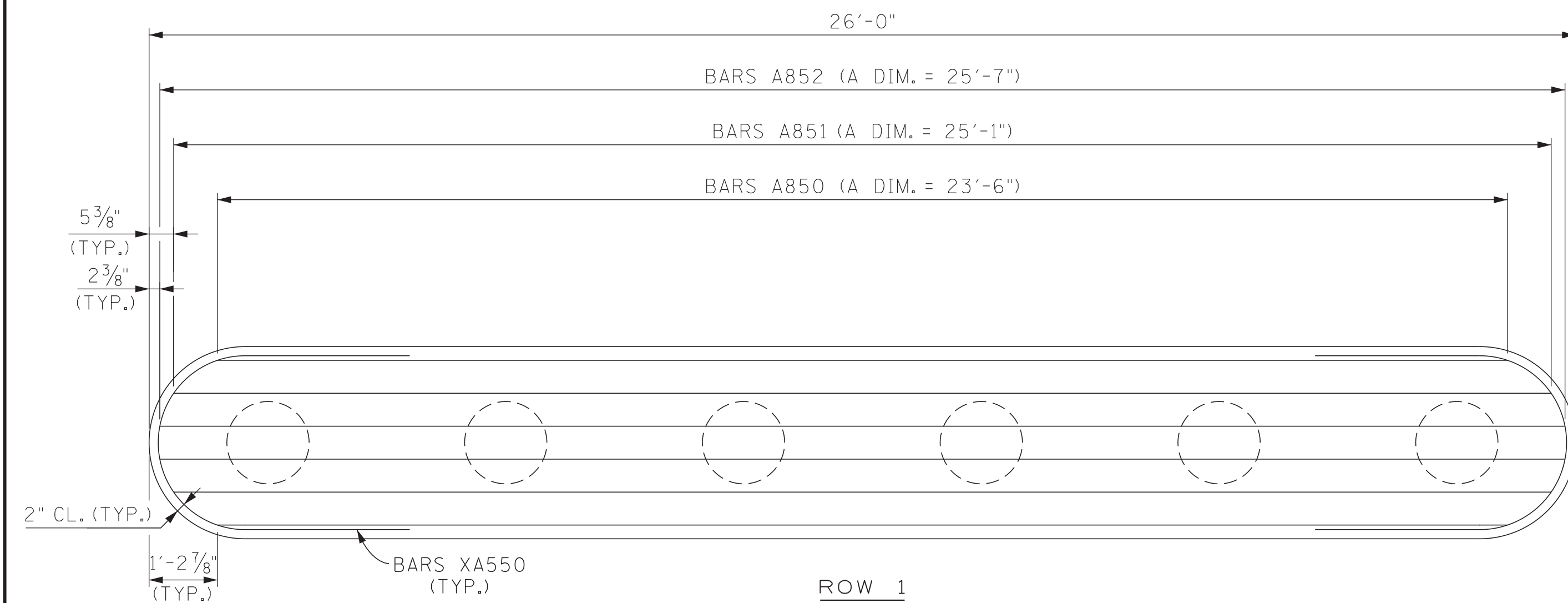


12/04/2024

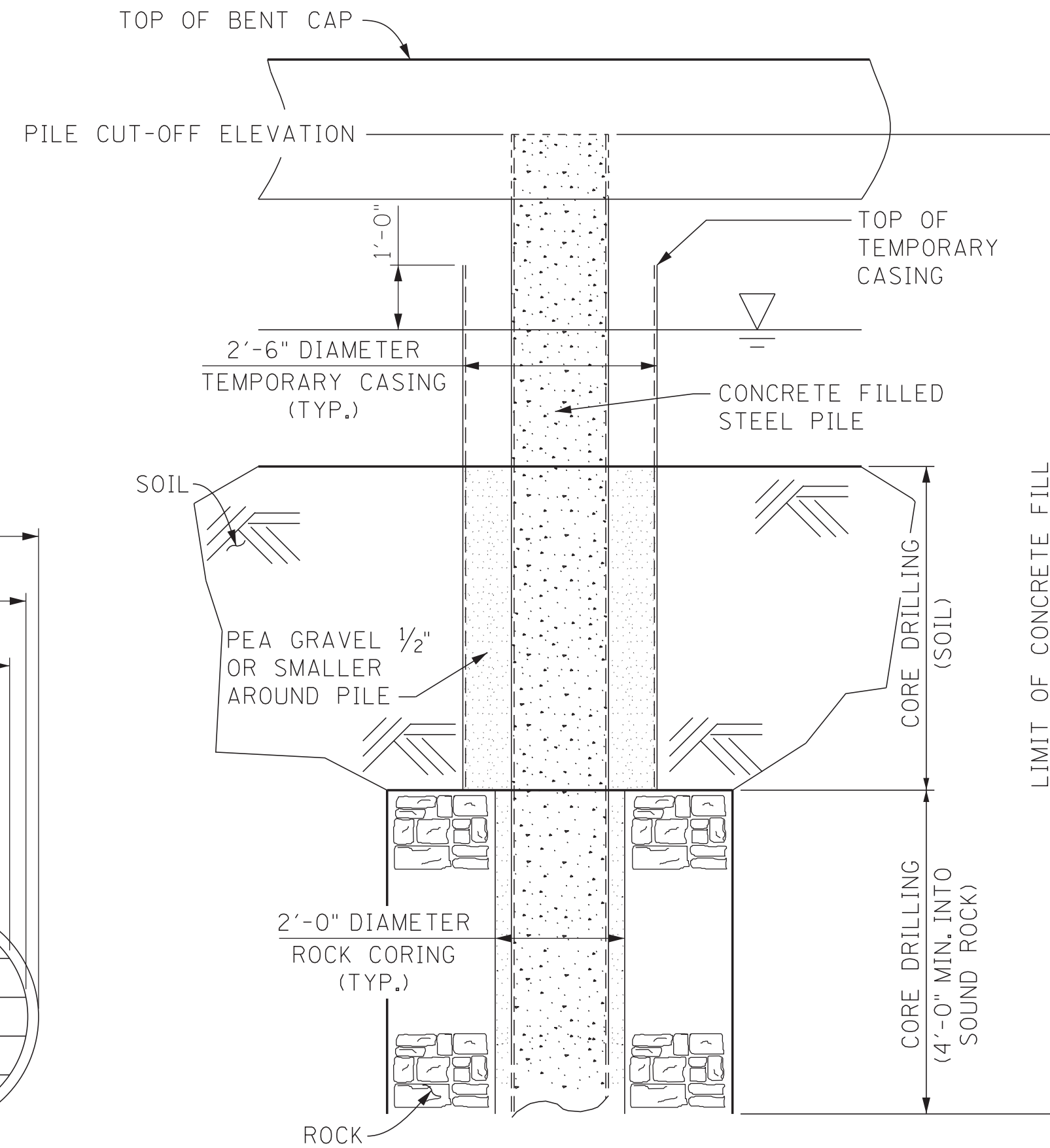
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BENT NO. 2
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

PIN NO.: 124428.00
DESIGN BY: JIALI CONG
DRAWN BY: B. ERVIN
SUPERVISED BY: STEELE/LEWIS
CHECKED BY: ALI OMAR
DATE: 08/2021
DATE: 09/2024
DATE: 07/2023
DATE: 08/2024

PROJECT NO.		YEAR		SHEET NO.	
N/A		2025			
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
	- -				
	- -				
	- -				
	- -				
	- -				

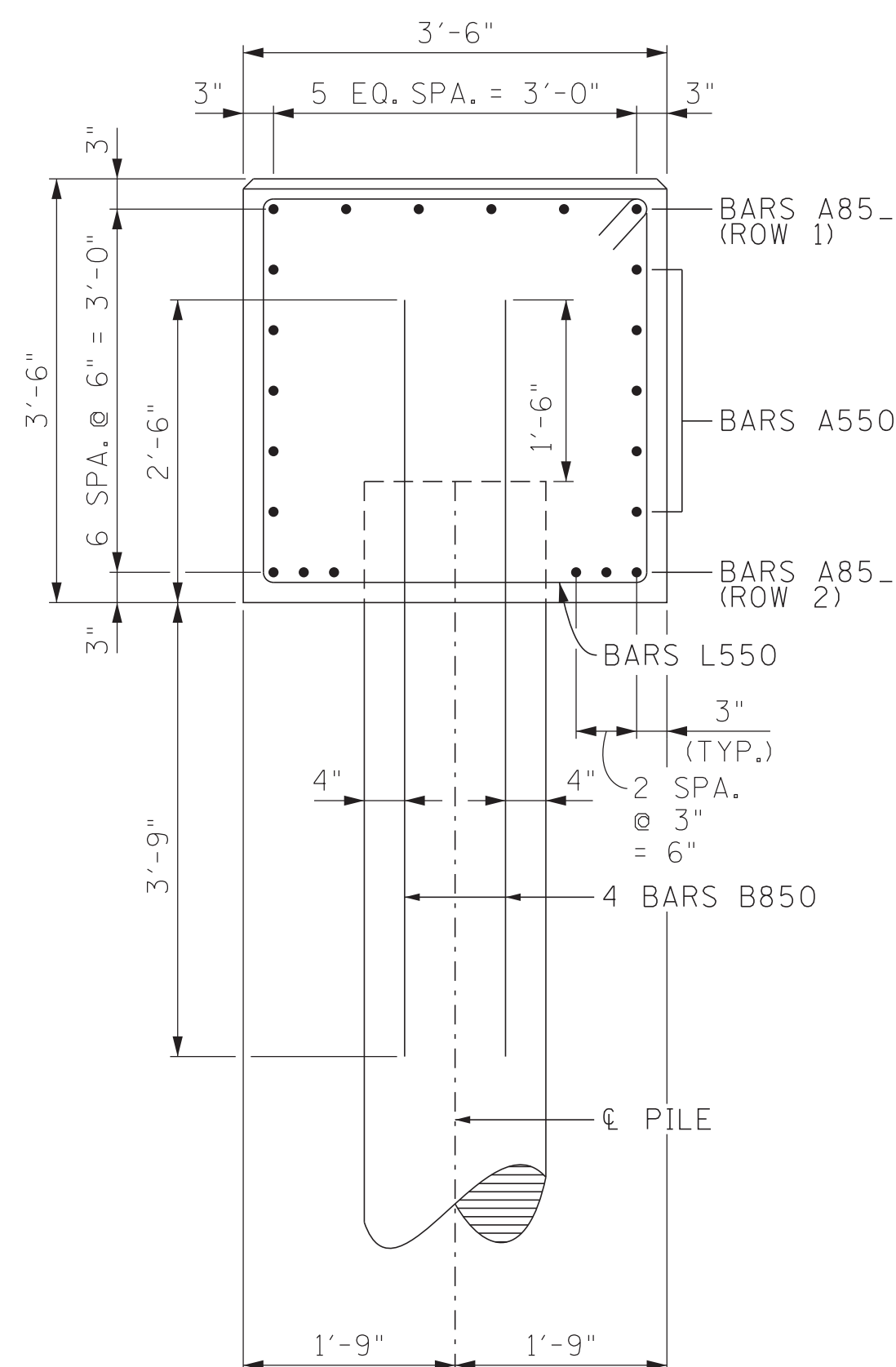


PLAN OF MAIN REINFORCEMENT

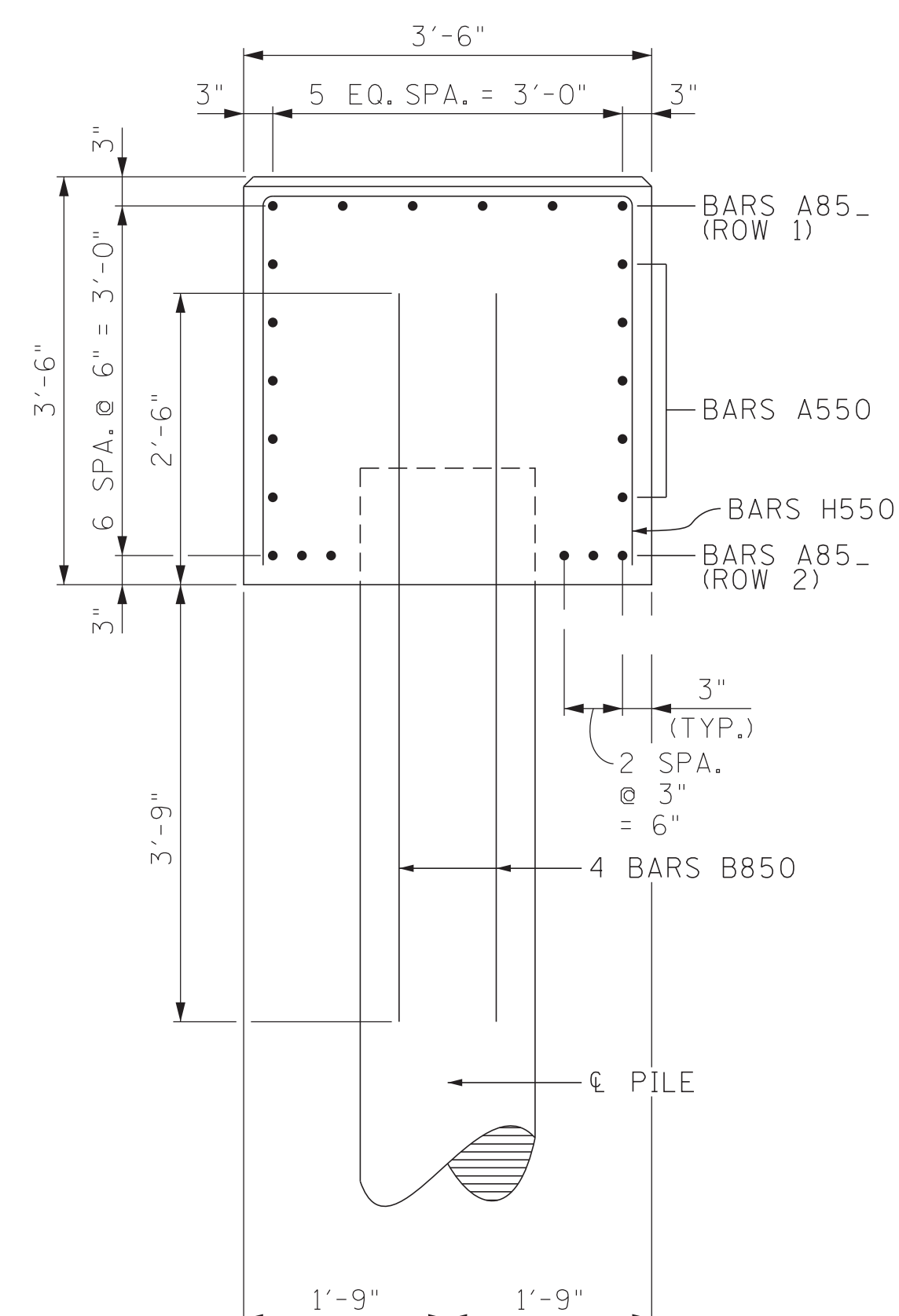


PRE-DRILLED PILE DETAIL

(BENT 1 & 2)



SECTION "A"-"A"



SECTION "B"-"B"

 ALL PILES AT BENT 1 & 2 SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS ON THIS SHEET.

STAGED CONSTRUCTION PROCEDURE

- 1) A 2'-6" DIAMETER HOLE SHALL BE DRILLED IN THE PLANS LOCATION THROUGH INITIAL SOIL LAYER AND 2'-0" DIAMETER HOLE THROUGH ROCK LAYER. THE AMOUNT OF SOIL DRILLING (SOIL) AND CORE DRILLING (ROCK) MAY VARY DUE TO LOCATION OF ROCK.
- 2) THE HOLE SHALL BE CLEARED OF ALL LOOSE MATERIAL AND OBSTRUCTIONS TO ALLOW FOR DRIVING PILE THROUGH CENTER OF HOLE.
- 3) PILE SHALL BE DRIVEN THROUGH CENTER OF HOLE TO REFUSAL OR A MINIMUM LOAD OF 240 TONS.
- 4) THE REMAINDER OF THE ANNULAR SPACE IS TO BE BACKFILLED WITH PEA GRAVEL, AND THE PILE SHALL BE FILLED WITH CLASS "A" CONCRETE. SUPPORT SHALL BE PROVIDED AS NEEDED AT THE TOP OF THE PILE DURING BACKFILLING TO ENSURE THE PILE DOESN'T SHIFT WITHIN THE HOLE.

BASIS FOR PAYMENT:
THE COST OF ALL MATERIAL AND LABOR FOR PEA GRAVEL BACKFILL,
CLASS "A" CONCRETE, AND BRACING TO BE INCLUDED IN ITEM 606-20.03.

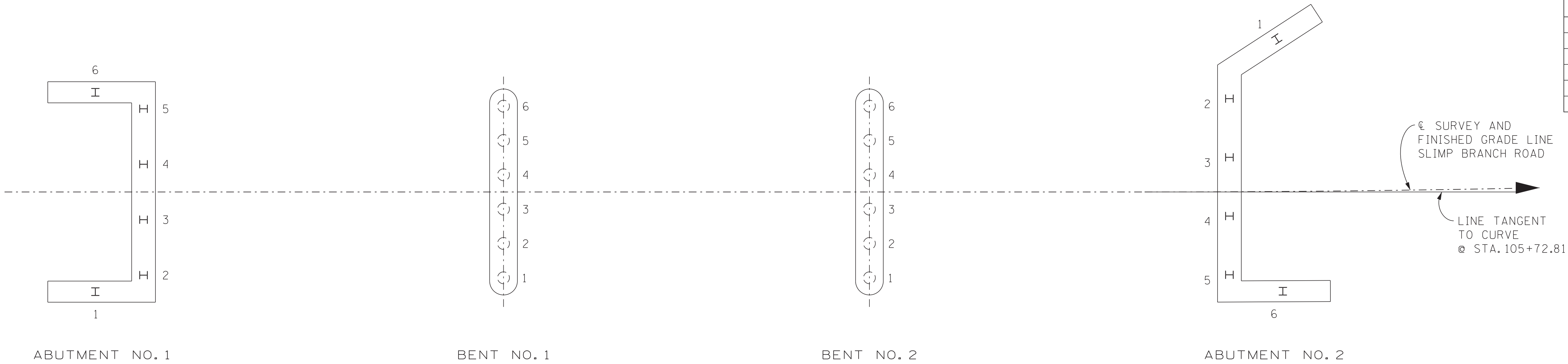
PIN NO.:	124428.00	
DESIGN BY:	JIALI CONG	DATE: 08/2021
DRAWN BY:	B. ERVIN	DATE: 09/2024
SUPERVISED BY:	STEELE/LEWIS	DATE: 07/2023
CHECKED BY:	ALI OMAR	DATE: 08/2024

DATE:	08/2021
DATE:	09/2024
DATE:	07/2023
DATE:	08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BENT NO. 1 AND NO. 2 DETAILS
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

J-94-653

PROJECT NO.		YEAR	SHEET NO.
N/A		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PLAN

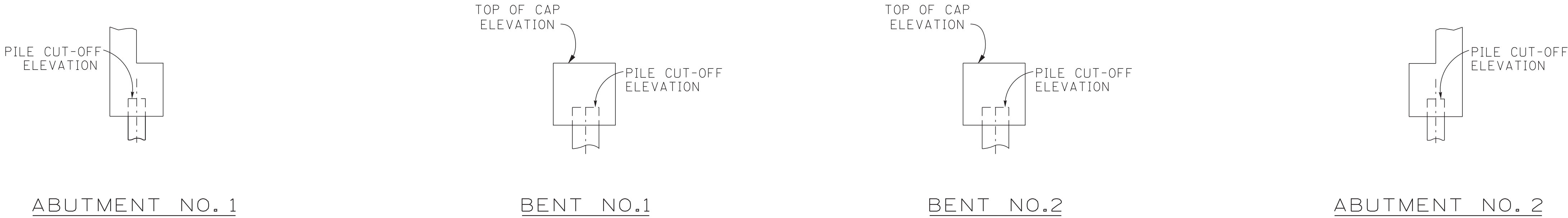


TABLE OF PILE DATA

		1	2	3	4	5	6
ABUTMENT NO. 1	PILE CUT-OFF ELEVATION						
	IN PLACE PILE LENGTH						
BENT NO. 1	PILE CUT-OFF ELEVATION						
	IN PLACE PILE LENGTH						
BENT NO. 2	PILE CUT-OFF ELEVATION						
	IN PLACE PILE LENGTH						
ABUTMENT NO. 2	PILE CUT-OFF ELEVATION						
	IN PLACE PILE LENGTH						

PIN NO.: 124428.00
DESIGN BY: JIALI CONG
DRAWN BY: B. ERVIN
SUPERVISED BY: STEELE/LEWIS
CHECKED BY: ALI OMAR
DATE: 08/2021
DATE: 08/2023
DATE: 07/2023
DATE: 08/2024

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FINAL FOUNDATION DATA
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025

BILL OF STEEL

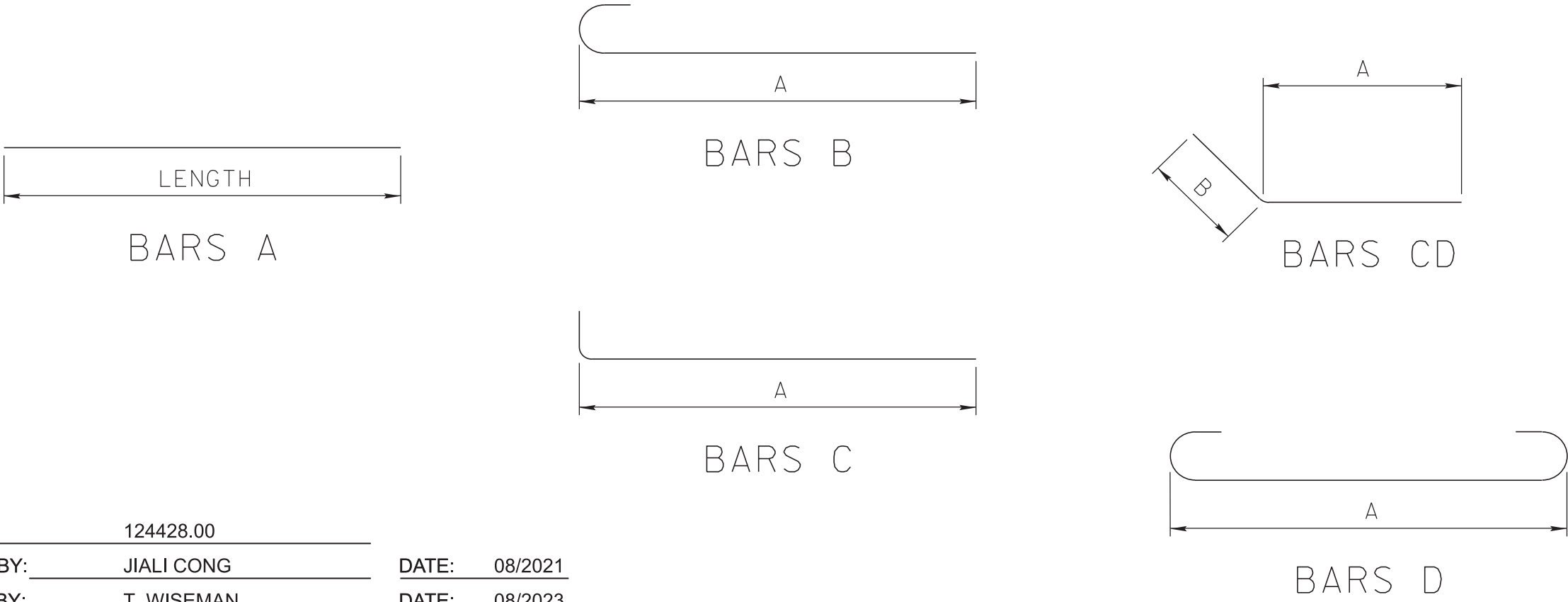
SUPERSTRUCTURE (EPOXY)									ABUTMENT NO. 1									ABUTMENT NO. 2									BENT NO. 1														
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)	BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)	BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)	BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)						
A500E	SLAB	5	60					60'-0"	A440	ROADWAY BRACKET	4	1					23'-8"	A440	ROADWAY BRACKET	4	1						27'-10"	A550	CAP	5	10					23'-8"					
A501E	SLAB	5	29					26'-8"	A441	WINGWALL	4	22					2'-10"	A441	WINGWALL	4	22						2'-9"	A850	CAP	8	4					23'-6"					
A502E	SLAB	5	1					27'-4"	A442	WINGWALL	4	8					12'-5"	A442	WINGWALL	4	8						12'-5"	A851	CAP	8	2					25'-1"					
SERIES																											A852	CAP	8	2					25'-7"						
A503E	SLAB	5	1					54'-11"	A540	ABUTMENT BEAM	5	2					27'-6"	A540	ABUTMENT BEAM	5	1						29'-8"	A853	CAP	8	2					24'-5"					
				LENGTH VARIES FROM 4'-10" TO 13'-5 3/4" IN INC. OF 1'-8 3/4" (6 BARS)					A541	WING BEAMS	5	4					13'-11"	A541	ABUTMENT BEAM	5	1					31'-4"	A854	CAP	8	2					24'-11"						
A504E	SLAB	5	494					26'-0"	A641	WINGWALL	6	22					2'-10"	A543	WING BEAM	5	2						13'-11"	B850	CAP/PILE	8	24	6'-3"				7'-2"					
SERIES									A642	ENDWALL	6	8					3'-9"	A643	ENDWALL	6	2						2'-9"	H550	CAP	5	12	3'-2"	3'-2"			9'-6"					
A505E	SLAB	5	2					740'-5"	A643	ENDWALL	6	6					26'-0"	A646	WINGWALL	6	4						12'-5"	L550	CAP	5	25	3'-2"	3'-2"			13'-7"					
				LENGTH VARIES FROM 26'-0 1/4" TO 28'-9 7/8" IN INC. OF 1 1/4" (27 BARS)					A644	WINGWALL	6	8					12'-5"	A647	ENDWALL	6	3					29'-1"	XA550	CAP	5	14	3'-0"	1'-7"			11'-0"						
									A740	ABUTMENT BEAM	7	10					27'-6"	A648	ENDWALL	6	3						29'-8"														
A600E	SLAB	6	1					26'-0"	A741	WING BEAM	7	18					13'-11"	SERIES									183'-0"	BENT NO. 2													
A601E	SLAB	6	46					16'-0"										A740	ABUTMENT BEAM	7	1							A550	CAP	5	10					23'-8"					
A602E	SLAB	6	56					60'-0"	B640	ENDWALL	6	6	5'-0"				5'-8"	LENGTH VARIES FROM 29'-8" TO 31'-4" IN INC. 4" (6 BARS)									A850	CAP	8	4									23'-6"		
A603E	SLAB	6	27					25'-4"	H540	ENDWALL/ROADWAY BRACKET	5	24	2'-2"	6"			3'-2"	A741	ABUTMENT BEAM	7	2						31'-4"	A851	CAP	8	2					25'-1"					
A604E	SLAB	6	1					54'-11"										A742	ABUTMENT BEAM	7	2						29'-8"	A852	CAP	8	2					25'-7"					
				LENGTH VARIES FROM 4'-10" TO 13'-5 3/4" IN INC. OF 1'-8 3/4" (6 BARS)					H640	ABUTMENT BEAM	6	24	1'-2"	3'-9"			8'-8"	A743	WING BEAM	7	9						13'-10"	A854	CAP	8	2					24'-11"					
									H641	WING BEAM	6	22	10"	3'-9"			8'-4"	A744	WING BEAM	7	9						13'-11"	B850	CAP/PILE	8	24	6'-3"				7'-2"					
CD400E	BRIDGE RAIL	4	224	3'-1"	2'-0"			5'-1"	L540	ABUTMENT BEAM	5	29	2'-8"	2'-8"			11'-7"																								
CD700E	BRIDGE RAIL	7	224	3'-1"	2'-0"			5'-1"	L541	WING BEAM	5	24	2'-2"	2'-8"			10'-7"																								
H301E	BRIDGE RAIL	3	146	4 3/4"	2'-3"			4'-5"	ABUTMENT NO. 1 (EPOXY)									B640	ENDWALL	6	6	5'-0"						5'-8"													
SUPERSTRUCTURE									BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)	H540	ENDWALL/ROADWAY BRACKET	5	27	2'-2"	6"					3'-2"													
A506	DIAPHRAGM	5	12					22'-4"	A640E	ENDWALL	6	2					26'-0"																								
									A641E	ENDWALL	6	56					2'-10"																								
L400	DIAPHRAGM	4	12	1'-2"	1'-2"			5'-5"	B640E	ENDWALL	6	2	5'-0"				5'-8"																								
L401	DIAPHRAGM	4	28	1'-2"	1'-10"			6'-9"	H770E	WINGWALL/BRIDGE RAIL	7	26	8 1/2"	3'-9"			8'-3"																								
									R640E	ENDWALL/SLAB	6	24	2'-0"	2'-9"			4'-9"	ABUTMENT NO. 2 (EPOXY)																							
									BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH (FEET)	A640E	ENDWALL	6	1							29'-8"													
									A641E	ENDWALL	6	1					29'-1"																								
									A642E	ENDWALL	6	58					2'-8"																								
									B640E	ENDWALL	6	2	5'-0"				5'-8"																								
									H770E	WIINGWALL/BRIDGE RAIL	7	26	8 1/2"	3'-9"			8'-3"																								
									R640E	ENDWALL/SLAB	6	27	2'-0"	2'-9"			4'-9"																								

PROJECT NO.		YEAR		SHEET NO.	
N/A		2025			
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
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	- -				
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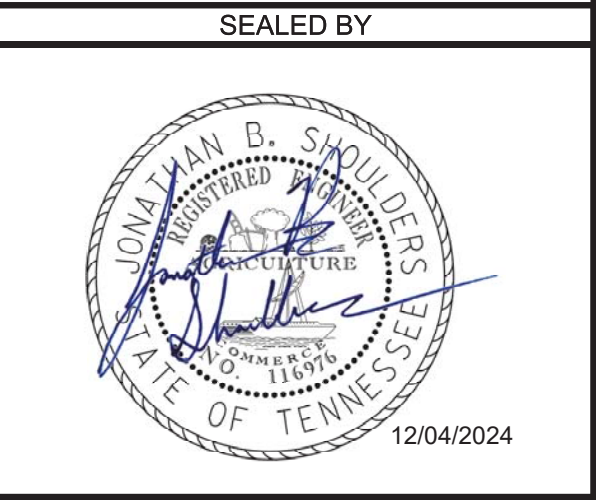
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.
NOTE: THE SUFFIX E FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.



PIN NO.: 124428.00
DESIGN BY: JIALI CONG
DRAWN BY: T. WISEMAN
SUPERVISED BY: STEELE/LEWIS
CHECKED BY: ALI OMAR
DATE: 08/2021
DATE: 08/2023
DATE: 07/2023
DATE: 08/2024



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BILL OF STEEL
SLIMP BRANCH ROAD
OVER
ROAN CREEK
STATION 105+15.00
BRIDGE ID. 460A3750001
JOHNSON COUNTY
2025



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Lori Fiorentino

Digitally signed by Lori Fiorentino
Date: 2024.11.13 11:29:19 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION- GEOTECHNICAL ENGINEERING SECTION
7345 REGION LN.
KNOXVILLE, TN 37914
LORI ANN FIORENTINO, P.E. NO. 113743

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX.....	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES.....	G-2
GEOTECHNICAL BORING LAYOUT.....	G-3
GEOTECHNICAL TYPICAL SECTIONS.....	G-4

YEAR	PROJECT NO.	SHEET NO.
2024	46455-2414-04	GEOTECH-SIGN1
2025	46455-3414-04	GEOTECH-SIGN1

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
SIGNATURE SHEET

SYTIME\$\$\$\$\$
DGNSECC\$\$\$\$\$


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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	46455-2414-04	G-1
PS&E	2025	46455-3414-04	G-1

GEOTECHNICAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX.....	G-1
GEOTECHNICAL NOTES & ESTIMATED QUANTITIES	G-2
GEOTECHNICAL BORING LAYOUT.....	G-3
GEOTECHNICAL TYPICAL SECTIONS.....	G-4

SEALED BY

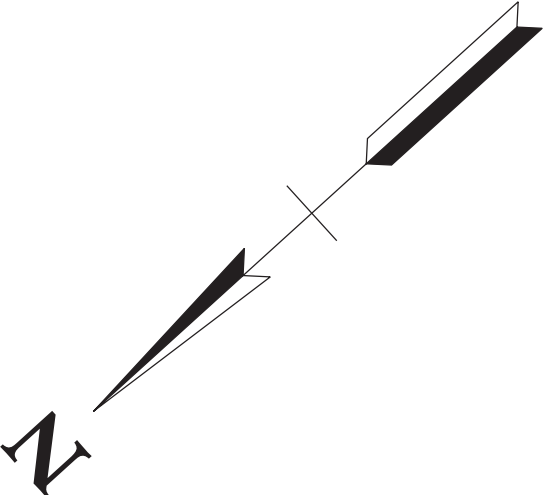


11/13/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

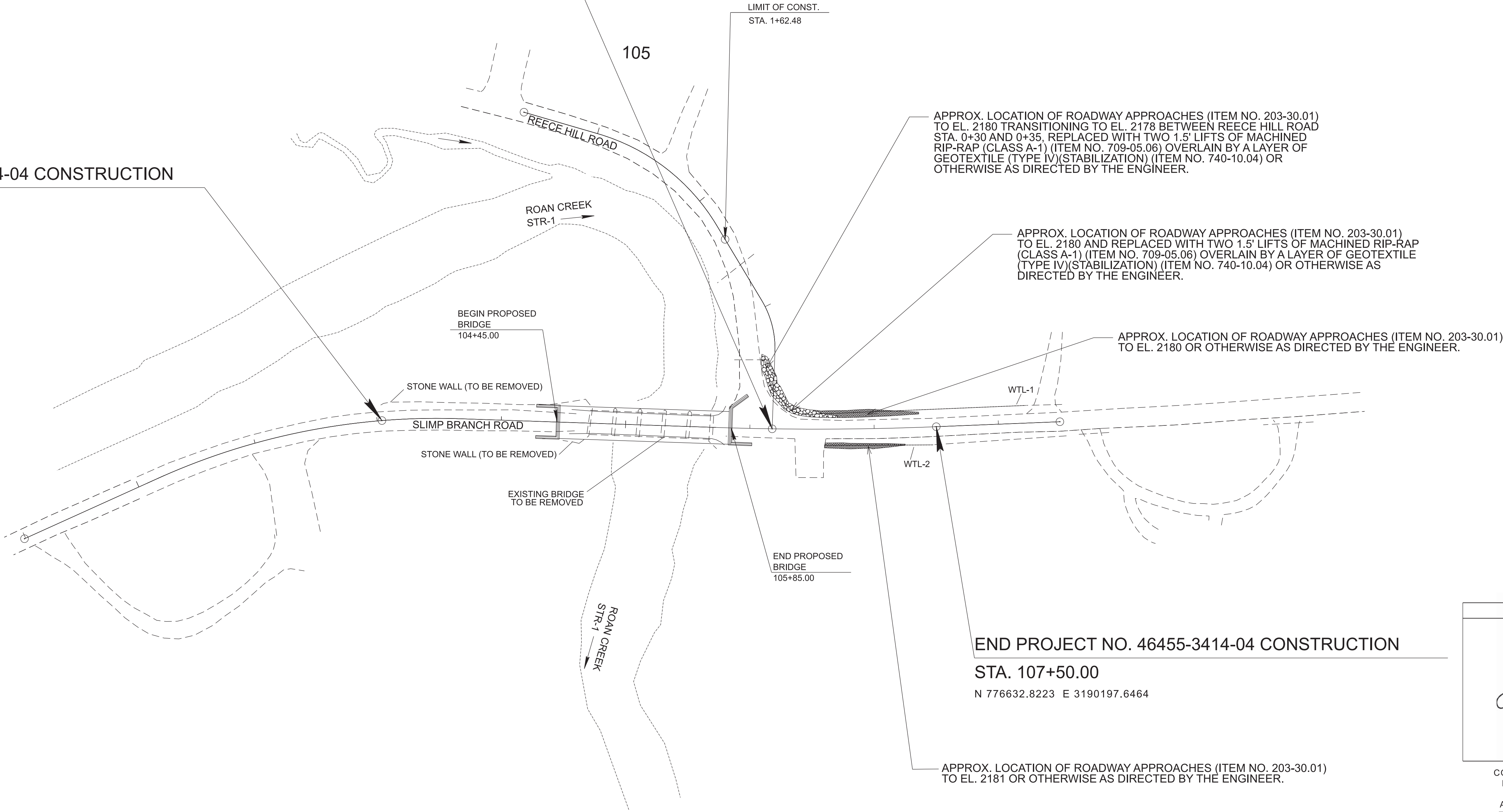
GEOTECHNICAL
INDEX

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	46455-2414-04	G-3
PS&E	2025	46455-3414-04	G-3



SLIMP BRANCH RD. STA. 106+17.96=
PROP. REECE HILL RD. STA. 0+00.00
N 776731.7348 E 3190285.0964

BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 103+03.88
N 776959.7280 E 3190500.9448



END PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 107+50.00
N 776632.8223 E 3190197.6464

SEALED BY



11/13/2024

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 128.

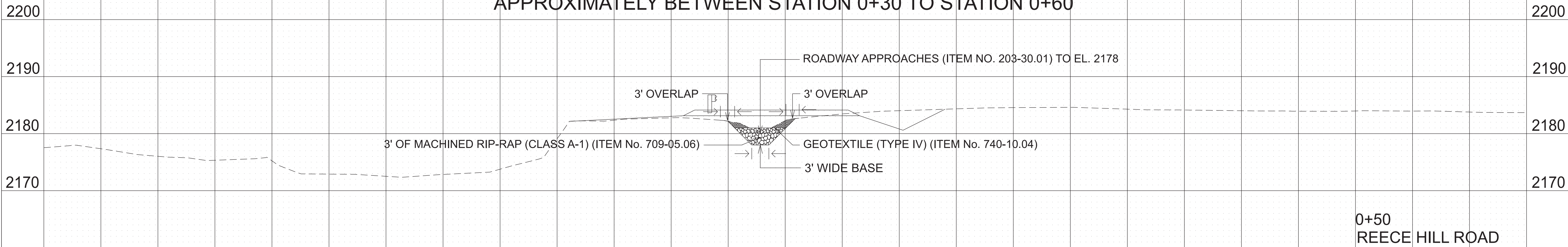
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
LAYOUT

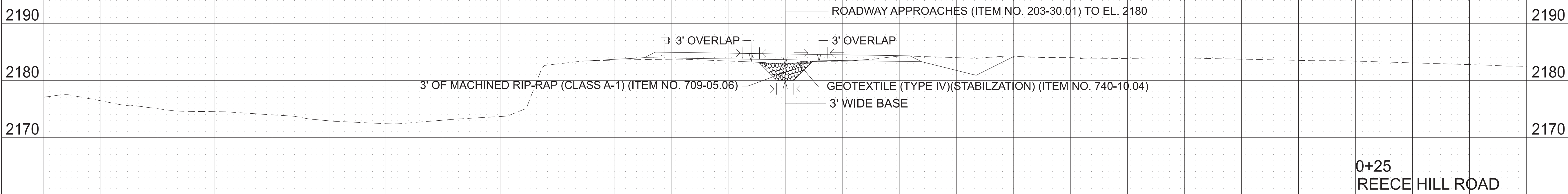
\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DGN SPEC\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	46455-2414-04	G-4
PS&E	2025	46455-3414-04	G-4

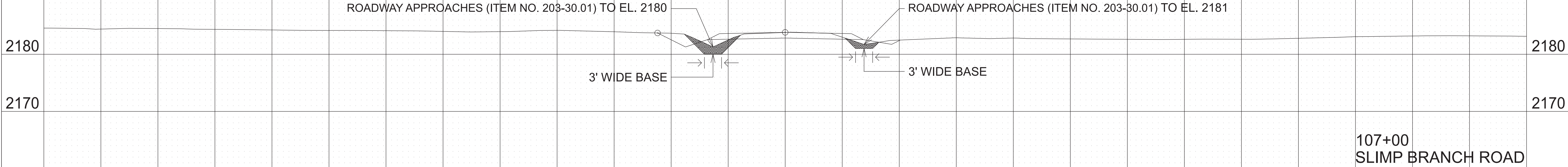
REPRESENTATIVE OF REECE HILL ROAD
APPROXIMATELY BETWEEN STATION 0+30 TO STATION 0+60



REPRESENTATIVE OF REECE HILL ROAD
APPROXIMATELY BETWEEN STATION 0+09 TO STATION 0+30



REPRESENTATIVE OF SLIMP BRANCH ROAD STATION
APPROXIMATELY BETWEEN 106+60 TO STATION 107+25, RIGHT OF C/L AND
106+63 TO STATION 107+36, LEFT OF C/L



SEALED BY

11/13/2024

COORDINATES ARE NAD/83(1995).
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.0001 AND TIED TO
THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS

CELL MGRID

\$\$\$\$SYTIME\$\$\$\$
\$\$\$\$DGN\$SPEC\$\$\$\$

SWPPP INDEX OF SHEETS

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

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

1. **SWPPP REQUIREMENTS** (5.0.)

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

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

☒ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)

☒ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT

☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

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

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

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

☒ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)

☒ EXCEPTIONAL TENNESSEE WATERS (ETW)
2. **SITE DESCRIPTION** (5.5.1.)

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

2.2. TOTAL PROJECT AREA (5.5.1.b): 1.149 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 1.023 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SLIMP BRANCH ROAD, BRIDGE OVER ROAN CREEK, LM 0.34
COUNTY: JOHNSON
PIN: 124428.00

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) 4, DRAINAGE MAP SHEET(S) 7, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

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

☒ CLEARING AND GRUBBING

☒ EXCAVATION

☒ CUTTING AND FILLING

☒ FINAL GRADING AND SHAPING

☐ UTILITIES

☐ OTHER (DESCRIBE): _____

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

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☒ YES ☐ NO
IF YES, LIST THE CORRESPONDING PLAN SHEET: 1B, 2E
- 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) |
| CHAGRIN LOAM (Cg) | B | 50 | 0.28 |
| DILLARD LOAM (Di) | C | 50 | 0.28 |
| | | | |
| | | | |
| | | | |
| | | | |
- 2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

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

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

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).
- | RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS | | | | |
|---|----------|------------------------------|-----------|----------|
| AREA TYPE | AREA(AC) | PERCENTAGE OF TOTAL AREA (%) | RUNOFF CN | C FACTOR |
| IMPERVIOUS | 0.22 | 19 | 0.83 | |
| PERVIOUS | 0.93 | 81 | 0.30 | |
| WEIGHTED CURVE NUMBER OR C-FACTOR = | | | 0.40 | |
- | RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS | | | | |
|--|----------|------------------------------|-----------|----------|
| AREA TYPE | AREA(AC) | PERCENTAGE OF TOTAL AREA (%) | RUNOFF CN | C FACTOR |
| IMPERVIOUS | 0.34 | 30 | 0.83 | |
| PERVIOUS | 0.81 | 70 | 0.30 | |
| WEIGHTED CURVE NUMBER OR C-FACTOR = | | | 0.46 | |
3. **ORDER OF CONSTRUCTION ACTIVITIES** (5.5.1.a)

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

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS N)

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	ROAN CREEK	YES	YES	YES	YES

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER
POLLUTION
PREVENTION
PLAN

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)
NA	NA	NA

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2. OUTFALL INFORMATION

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

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

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

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?
☐ YES ☐ NO ☒ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)
☐ YES ☐ NO ☒ N/A

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

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

OR

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

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

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

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

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

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

4.3. WETLAND INFORMATION

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

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

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
WTL-1	106+10 LT	107+50 LT		0.04
WTL-2	106+70 RT	107+50 RT		0.02

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) 1B, 2E.

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☒ YES ☐ NO

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

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

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

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

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

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

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

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

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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2025	46455-1414-04	
PS&E	2025	46455-3414-04	S-2

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YES ☒ NO ☐

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

- 5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. “STEEP SLOPE”)? ☐ YES ☐ NO ☒ N/A
- 5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE “DOCUMENTATION AND PERMITS” BINDER.
- 5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 10 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).
- 5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.
- 5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.
- 5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.
- 5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.
- 5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.
- 5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- 5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 10 (5.5.3.1.j).
- 5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).
- 5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.
- 5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).
- 5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

- 5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.
- 5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.
- 5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).
- 5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).
- 5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE
- 5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- 5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

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

IF YES, THE FOLLOWING NOTES APPLY:

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

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

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

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER’S RECOMMENDED ADDITIVES.
- 6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER’S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.
- 6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.
- 6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN “SITE SPECIFIC” TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.
- 6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS

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

- 6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.
- 6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.
- 6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.
- 6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

IF YES, THE FOLLOWING APPLY:

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

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- 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): NA
- 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)

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

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

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

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

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

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

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

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

- ☐ YES
- ☒ NO

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

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

12.1. SPILL PREVENTION (5.5.3.7.c)

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

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP

(REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

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

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

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

12.2.2. HAZARDOUS MATERIALS

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

12.3. PRODUCT SPECIFIC PRACTICES

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

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

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

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

12.4. SPILL MANAGEMENT

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

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

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

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

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

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

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

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

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

12.5. SPILL NOTIFICATION (6.1)

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

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

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

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

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

REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

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

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

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

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

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

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

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

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

13.2.2. LOCATION

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

13.2.3. METHODS

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

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

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

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

RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

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

13.3. KEEPING PLANS CURRENT (5.4.)

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

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

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

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

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

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

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

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

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

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

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES

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

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

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

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

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

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

13.5. NOTICE OF TERMINATION (9.0.)

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

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

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

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

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

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

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

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

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

13.6. RETENTION OF RECORDS (7.1.)


TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

REV2025.01.28

Revised Title Block with year and type

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

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



AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Traci Smith

PRINTED NAME

TDOT Team Lead

TITLE

2/4/2025

DATE

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

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

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

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

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

16. ENVIRONMENTAL PERMITS (1.5.2.)

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

REV2025.01.28
Revised Title Block with
year and type

UTILITIES INDEX	
SHEET NAME	SHEET NUMBER
MOUNTAIN ELECTRIC COOPERATIVE	U1 SERIES
BRIGHTSPEED	

JOHNSON COUNTY

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

ELEC:	MOUNTAIN ELECTRIC COOPERATIVE P.O. BOX 180, 604 S. CHURCH STREET MOUNTAIN CITY, TN 37683 STEVE BISHOP (423) 727-1824 EMAIL: SBISHOP@mountainelectric.com (NO COST)	COMM:	BRIGHTSPEED 101 NORTH ROAN STREET JOHNSON CITY, TN 37601 ANDREW ICE 423-470-5636 EMAIL: ANDREW.F.ICE@BRIGHTSPEED.COM (NO COST)
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NA

NA

U1-1

FED. AID PROJ. NO.

STATE PROJ. NO.

46455-3414-04

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

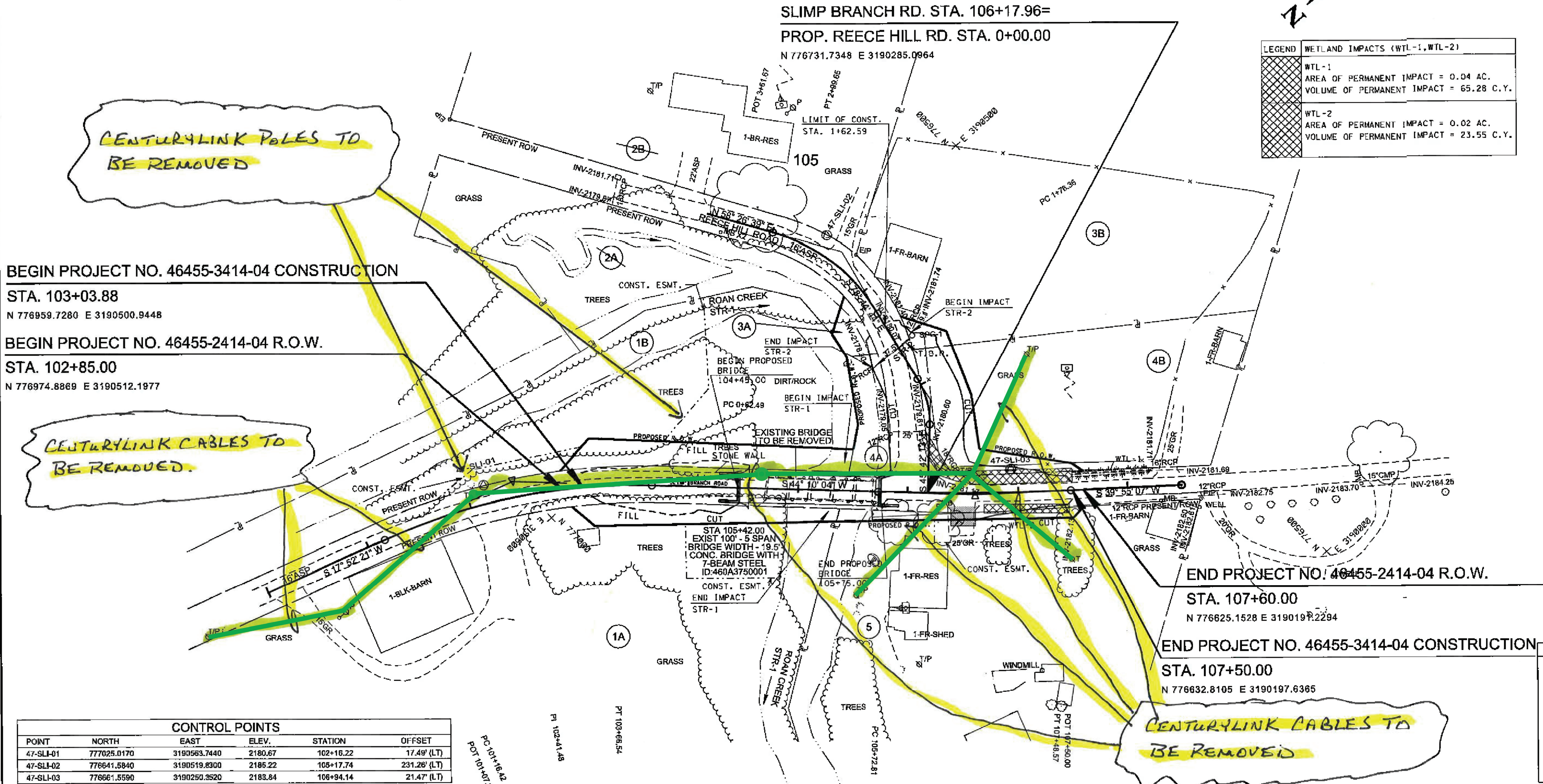
UTILITY INDEX, UTILITY OWNERS

\$\$\$SYTIME\$\$\$\$\$
 \$\$\$CONSPEN\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	46455-3414-04	U1-3

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	46455-2414-04	4

LEGEND	
WETLAND IMPACTS (WTL-1, WTL-2)	
WTL-1	AREA OF PERMANENT IMPACT = 0.04 AC. VOLUME OF PERMANENT IMPACT = 65.28 C.Y.
WTL-2	AREA OF PERMANENT IMPACT = 0.02 AC. VOLUME OF PERMANENT IMPACT = 23.55 C.Y.



BEGIN PROJECT NO. 46455-3414-04 CONSTRUCTION
STA. 103+03.88
N 776959.7280 E 3190500.9448
BEGIN PROJECT NO. 46455-2414-04 R.O.W.
STA. 102+85.00
N 776974.8889 E 3190512.1977

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
47-SLI-01	777025.0170	3190563.7440	2180.67	102+16.22	17.49' (LT)
47-SLI-02	776641.5840	3190519.8300	2185.22	105+17.74	231.28' (LT)
47-SLI-03	776661.5590	3190250.3520	2183.84	106+94.14	21.47' (LT)

ALL POINTS REFERENCE SLIMP BRANCH ROAD CENTERLINE

PROPERTY OWNERS AND TRACTS	
TRACT	PROPERTY OWNERS
1A	DOUGLAS R. CLARK AND WIFE, MARDLYN J. CLARK
1B	DOUGLAS R. CLARK AND WIFE, MARDLYN J. CLARK
2A	LISA M. ATWOOD
2B	LISA M. ATWOOD
3A	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS
3B	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS
4A	CHARLES ROBERT WALKER
4B	CHARLES ROBERT WALKER
5	CHARLES ROBERT WALKER, AND SHARON DIANE WALKER HAWKINS

REECE HILL ROAD PROPOSED CURVE
CURVE DC10
PI 0+84.73
N 776,672.8613
E 3,190,345.4340
A 33° 02' 31" (LT)
D 76° 23' 40"
R 75.00
L 43.25
T 22.25
SE 0.105 FIFT

SLIMP BRANCH ROAD PROPOSED CURVES
CURVE DC300
PI 102+43.72
N 777,003.6876
E 3,190,548.6618
Z 26° 17' 45" (RT)
D 10° 30' 47"
R 545.00
L 250.12
T 127.30
SE MATCH EXISTING
DESIGN SPEED 25 MPH

CURVE DC301
PI 106+60.73
N 776,701.3610
E 3,190,254.9833
Z 4° 14' 57" (LT)
D 2° 25' 03"
R 2,370.00
L 175.76
T 87.92
SE NORMAL
DESIGN SPEED 25 MPH

R.O.W.
PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.0001 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA.99+99.03 TO STA.108+49.53
SCALE: 1"=50'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITIES
REFERENCE

UTILITY REFERENCE - BRIGHTSPEED - COMMUNICATIONS
(NO COST - MOVE PRIOR; NOT TO SCALE)