THIS DOCUMENT HAS BEGIN DIGITALLY SIGNED AND SEALED BY:
Nick Kniazewycz
Digitally signed by Nick Kniazewycz
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6-29-26

TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.,
NASHVILLE, TN 37243-0360
NICK KNIAZEWYCZ, P.E. NO. 126392

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

| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX AND STANDARD DRAWINGS | 1A |
| STANDARD TRAFFIC DESIGN DRAWINGS | 1A1 |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1 |
| GENERAL NOTES | 2C |
| SPECIAL NOTES | 2D |
| ENVIRONMENTAL NOTES | 2E |
| TABULATED QUANTITIES | 2F |
| PROPOSED BANK STABILIZATION (STR-1) | 2G |
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| PROPERTY MAP | 3B |
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| PROPOSED PROFILE | 4C |
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| DRAINAGE MAP | 6 |
| EROSION PREVENTION AND SEDIMENT CONTROL PLANS | 7-11 |
| CEDAR GROVE ROAD CROSS SECTIONS | 12 – 21 |
| HAUL ROAD CROSS SECTIONS | 22 – 30 |
| TRAFFIC CONTROL PLANS | T1 – T3 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2026 | BRZ-4300(32) | ROADWAY-SIGN1 |
| | | |
| | | |
| | | |

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

# SIGNATURE SHEET

29-JUN-2026 07:44
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-000 SignatureSheet.sht

29-JUN-2026 07:44 \\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-001 TitleSheet.sht

INDEX OF SHEETS
SEE SHEET NO. 1A

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

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

| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 2026 | 1 |
| FED. AID PROJ. NO. | BRZ-4300(32) | |
| STATE PROJ. NO. | 43455-3435-04 | |

# HUMPHREYS COUNTY

CEDAR GROVE ROAD (0A341),
BRIDGE OVER HURRICANE CREEK, LM 0.49 (IA)

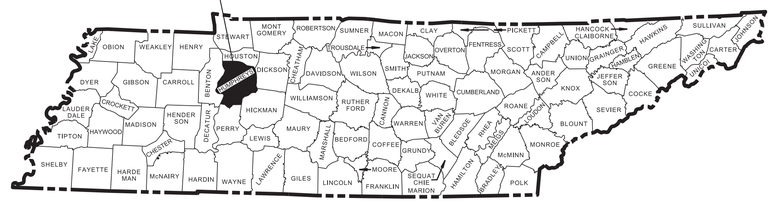
PS&E

BRIDGE REPLACEMENT

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

PROJECT LOCATION

BRIDGE ID. 430A3410001

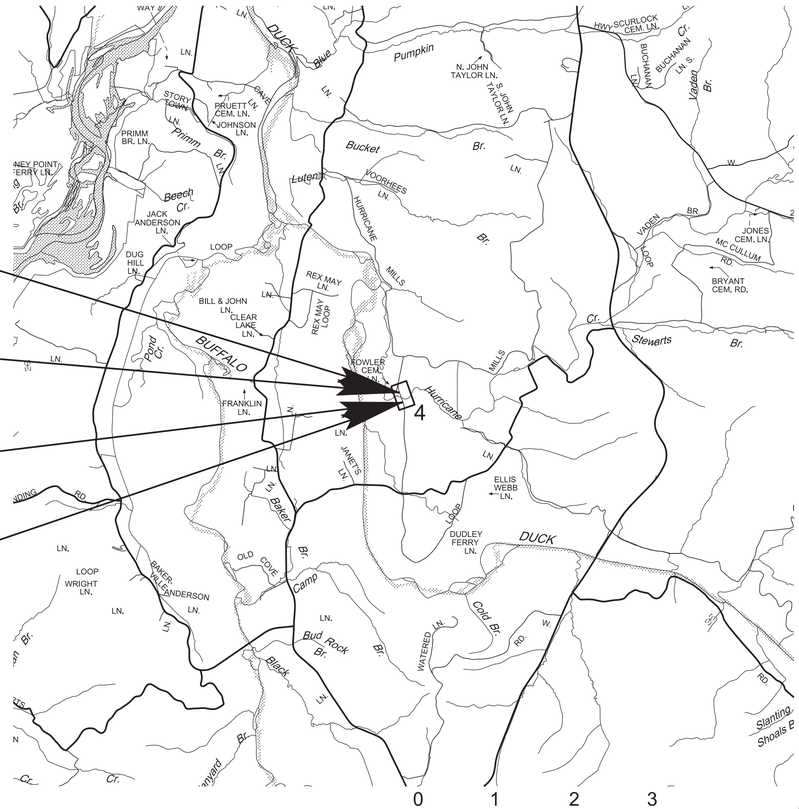



BRZ-4300(32)
END PROJECT NO. 43455-3435-04 CONST.
STA. 71+55.00 CEDAR GROVE RD
N 1432528.3819 E 599011.1813

BRZ-4300(32)
END PROJECT NO. 43455-2435-04 R.O.W.
STA. 70+50.00 CEDAR GROVE RD
N 1432558.5493 E 598910.6247

BRZ-4300(32)
BEGIN PROJECT NO. 43455-2435-04 R.O.W.
STA. 62+33.89 CEDAR GROVE RD
N 1432829.3623 E 598140.7591

BRZ-4300(32)
BEGIN PROJECT NO. 43455-3435-04 CONST.
STA. 62+00.00 CEDAR GROVE RD
N 1432839.8594 E 598108.5362




SCALE: 1" = 1 MILE

0 1 2 3 MILES

N

NO EXCLUSIONS

ROAD TO BE CLOSED DURING CONSTRUCTION

SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 125630
STATE OF TENNESSEE
6-29-26

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, 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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER : SCOTT JOHNSON, P.E.

DESIGNER : CAYLIE MARVEL, P.E. CHECKED BY : KONRAD BECK, P.E.

P.E. NO. 43455-1435-04 (DESIGN)

PIN NO. 124448.00

| | |
|---|---|
| R.O.W. LENGTH | 0.154 MILES |
| ROADWAY LENGTH | 0.100 MILES |
| BRIDGE LENGTH | 0.080 MILES |
| BOX BRIDGE LENGTH | 0.000 MILES |
| BOX BRIDGE LENGTH | 0.000 MILES ▲ |
| PROJECT LENGTH | 0.180 MILES |

▲ NOT INCLUDED IN THE PROJECT LENGTH (NON-RIDING SURFACE)

CEDAR GROVE RD

| SURVEY 04/09/21 | TRAFFIC DATA | |
|---|---|---|
| UPDATE 10/24/22 | ADT (2025) | 140 |
| | ADT (2045) | 160 |
| | DHV (2045) | 22 |
| | D | 65 - 35 |
| | T (ADT) | 5 % |
| | T (DHV) | 3 % |
| | V | 35 MPH |

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12.

29-JUN-2026 07:45
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-001A Roadway Index and Standard Drawings.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 1A |
| PS&E | 2026 | BRZ-4300(32) | 1A |
| | | | |
| | | | |

# ROADWAY INDEX

| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX AND STANDARD DRAWINGS | 1A |
| STANDARD TRAFFIC DESIGN DRAWINGS | 1A1 |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1 |
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| HAUL ROAD CROSS SECTIONS | 22 – 30 |
| TRAFFIC CONTROL PLANS | T1 – T3 |
| BRIDGE PLANS | B-1 |
| STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS | S-1 |
| UTILITY PLANS | U1-1 |

NOTE:

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

# STANDARD ROADWAY DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **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 | 01-30-26 | 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 STANDARDS ROADWAY DRAWINGS** | | |
| 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 |
| **10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES** | | |
| S-F-1 | 03-01-23 | HIGH VISIBILITY FENCE |
| **10-106.00 SAFETY DESIGN AND GUARDRAILS** | | |
| S-CZ-1 | 06-28-19 | CLEAR ZONE CRITERIA |
| S-PL-1 | 03-01-23 | SAFETY PLAN FOR BARRIER LENGTH OF NEED |
| S-PL-3 | 03-01-23 | SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS |
| S-PL-6 | 04-30-26 | SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE |
| S-GR31-1 | 10-31-25 | 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-6 | 10-01-25 | GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW SPEED ROADWAYS |
| S-GRT-2R | 06-28-19 | EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT) |
| S-GRT-3 | 06-28-19 | TYPE 21 GUARDRAIL END TERMINAL |

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL** | | |
| EC-STR-2 | 08-01-12 | SEDIMENT FILTER BAG |
| EC-STR-3C | 03-01-23 | SILT FENCE WITH WIRE BACKING |
| EC-STR-3E | 04-01-08 | SILT FENCE FABRIC JOINING DETAILS |
| EC-STR-6A | 05-06-16 | ENHANCED ROCK CHECK DAM |
| EC-STR-8 | 06-10-14 | FILTER SOCK |
| EC-STR-25 | 08-01-12 | TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD |
| EC-STR-30 | | INSTREAM DIVERSION (WITHOUT TRAFFIC) |

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**DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX
AND
STANDARD
DRAWINGS

29-JUN-2026 07:45
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | |
| | | | |
| PS&E | 2026 | BRZ-4300(32) | 1A1 |
| | | | |

# STANDARD TRAFFIC DESIGN DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **10-204.00** | | **DESIGN - TRAFFIC CONTROL** |
| T-M-1 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS |

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

STANDARD
TRAFFIC
DESIGN
DRAWINGS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 1B |
| PIH | 2025 | BRZ-4300(32) | 1B |
| PS&E | 2026 | BRZ-4300(32) | 1B |
| | | | |

# PROJECT COMMITMENTS

| COMMITMENT ID | SOURCE DIVISON | DESCRIPTION | STA. / LOCATION |
|---|---|---|---|
| EDEC001 | ENVIRONMENTAL DIVISION, ECOLOGY | THE STATE-LISTED THREATENED SPECIES ETHEOSTOMA AQUALI, COPPERCHEEK DARTER IS DOCUMENTED WITHIN THE PROJECT LIMITS AND INSTREAM WORK IS EXPECTED. THEREFORE, TO MINIMIZE IMPACTS TO THIS SPECIES, TWRA REQUIRES STRICT ADHERENCE TO BMP'S AND NO INSTREAM WORK IS PERMITTED BETWEEN MAY 1 THROUGH JUNE 15. PRESENCE IS ASSUMED AND FISH SWEEPS WOULD NOT BE EFFECTIVE DUE TO THE SIZE AND DEPTH OF THE STREAM. | BRIDGE NO. 430A3410001 |
| EDEC002 | ENVIRONMENTAL DIVISION, ECOLOGY | CLIFF SWALLOW NESTS HAVE BEEN OBSERVED ON THE BRIDGE. 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 MEASURED IMPLEMENTED TO PREVENT FUTURE NESTS BUILDING AT THE SITE (E.G., CLOSING OFF AREA USING NETTING). | BRIDGE NO. 430A3410001 |
| EDEC003 | ENVIRONMENTAL DIVISION, ECOLOGY | DUE TO THE PRESENCE OF SPECIES OF CONCERN, NO INSTREAM WORK IS PERMITTED BETWEEN MAY 1ST THROUGH JUNE 15TH. | BRIDGE NO. 430A3410001 |
| EDEC004 | ENVIRONMENTAL DIVISION, ECOLOGY | DUE TO THE PRESENCE OF RARE SPECIES DOWNSTREAM OF THE PROJECT LOCATION, INSTREAM WORK MUST BE SEPARATED FROM FLOWING WATERS AND ALL CONSTRUCTION-RELATED WASTES MUST BE PROPERLY CONTAINED AND DISPOSED OF OFF SITE. NO CONSTRUCTION-RELATED MATERIALS SHOULD BE ALLOWED TO ENTER HURRICANE CREEK OR ITS TRIBUTARIES. | BRIDGE NO. 430A3410001 |
| EDHZ001 | ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS | AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 430A3410001, CEDAR GROVE ROAD OVER HURRICANE CREEK LM 0.49 (43-0A341-00.49). THE BRIDGE HAS APPROXIMATELY 50 DECK DRAINS TOTALING 100 LINEAR FEET WITH 35% CHRYSOTILE. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. | BRIDGE NO. 430A3410001 |
| EDHZ002 | ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS | THE STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TDEC RULES CHAPTER 1200-01-20) MANDATES THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS. ABATEMENT OF THIS MATERIAL SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. ACM ABATEMENT SHOULD BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES IF POSSIBLE. 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, 2015) SECTIONS 107.08 D AND 202.03). | BRIDGE NO. 430A3410001 |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

29-JUN-2026 07:46
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 2 |
| PS&E | 2026 | BRZ-4300(32) | 2 |
| | | | |
| | | | |

## ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 43455-3435-04 |
|---|---|---|---|---|
| | 105-01 | CONSTRUCTION STAKES, LINES AND GRADES | LS | 1 |
| | 201-01 | CLEARING AND GRUBBING | LS | 1 |
| (2) | 202-04.02 | REMOVAL OF STRUCTURES (CONCRETE DITCHES) | LS | 1 |
| | 202-04.03 | REMOVAL OF STRUCTURES (GATE, STA. 63+15.68) | LS | 1 |
| (4)(5) | 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | C.Y. | 453 |
| (5) | 203-03 | BORROW EXCAVATION (UNCLASSIFIED) | C.Y. | 99 |
| (5) | 203-04 | PLACING AND SPREADING TOPSOIL | C.Y. | 123 |
| | 203-06 | WATER | M.G. | 1 |
| (1)(6) | 203-50 | CONSTRUCTION OF HAUL ROAD | LS | 1 |
| (4)(7)(8) | 209-03.22 | FILTER SOCK (18 INCH) | L.F. | 286 |
| (4)(8) | 209-05 | SEDIMENT REMOVAL | C.Y. | 66 |
| (4)(8) | 209-08.02 | TEMPORARY SILT FENCE (WITH BACKING) | L.F. | 2378 |
| (4) | 209-08.08 | ENHANCED ROCK CHECK DAM | EACH | 1 |
| (4) | 209-09.04 | SEDIMENT FILTER BAG (15' X 10') | EACH | 2 |
| (4) | 209-65.04 | TEMPORARY IN STREAM DIVERSION | L.F. | 450 |
| | 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 499 |
| (4)(7) | 303-10.01 | MINERAL AGGREGATE (SIZE 57) | TON | 19 |
| | 307-01.08 | ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2 | TON | 95 |
| | 402-01 | BITUMINOUS MATERIAL FOR PRIME COAT (PC) | TON | 2 |
| | 402-02 | AGGREGATE FOR COVER MATERIAL (PC) | TON | 5 |
| | 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 0.5 |
| | 411-01.10 | ACS MIX(PG64-22) GRADING D | TON | 81 |
| | 415-01.01 | COLD PLANING BITUMINOUS PAVEMENT | TON | 15 |
| (19) | 705-04.10 | EARTH PAD FOR GUARD RAIL END TREATMENT | EACH | 3 |
| | 705-06.02 | W BEAM GR (TYPE 2) MASH TL3 (LONG POST) | L.F. | 613 |
| | 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. | 923 |
| (4)(8) | 707-08.11 | HIGH-VISIBILITY CONSTRUCTION FENCE | L.F. | 436 |
| (3)(4) | 709-05.05 | MACHINED RIP-RAP (CLASS A-3) | TON | 100 |
| (9)(10) | 709-05.08 | MACHINED RIP-RAP (CLASS B) | TON | 2710 |
| (17) | 712-01 | TRAFFIC CONTROL | LS | 1 |
| | 712-05.01 | WARNING LIGHTS (TYPE A) | EACH | 4 |
| (18) | 712-06 | SIGNS (CONSTRUCTION) | S.F. | 147 |
| | 712-07.03 | TEMPORARY BARRICADES (TYPE III) | L.F. | 35 |
| (11) | 716-05.01 | PAINTED PAVEMENT MARKING (4" LINE) | L.M. | 0.4 |
| | 717-01 | MOBILIZATION | LS | 1 |
| (4)(12) | 740-10.03 | GEOTEXTILE (TYPE III)(EROSION CONTROL) | S.Y. | 331 |
| | 801-01 | SEEDING (WITH MULCH) | UNIT | 23 |
| ,4)(10)(13)(14) | 801-01.38 | NATVE SEED MX FINAL STABLIZATN OF SLOPES | UNIT | 9 |
| (4)(20) | 801-03 | WATER (SEEDING & SODDING) | M.G. | 1.5 |
| (10)(15) | 802-12.01 | ACER NEGUNDO (BOX ELDER SEEDLNG B.R.) | EACH | 15 |
| (10)(15) | 802-12.19 | LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.) | EACH | 15 |
| (10)(15) | 802-12.26 | PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.) | EACH | 15 |
| (10)(15) | 802-12.44 | ULMUS AMERICANA (AMERICAN ELM SEEDLNG B.R.) | EACH | 15 |
| (10)(16) | 802-16.01 | SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES) | EACH | 194 |

## FOOTNOTES

(1) INCLUDES RETURNING FIELD ENTRANCE TO EXISTING OR BETTER CONDITIONS ONCE HAUL ROAD IS REMOVED.

(2) FOR REMOVAL OF TWO EXISTING CONCRETE DITCHES NEAR THE NORTH END OF THE PROJECT.

(3) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

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

(5) SEE GRADING SPECIAL NOTES ON SHEET 2D.

(6) INCLUDES GEOTEXTILE (TYPE IV) (2000 S.Y.), BORROW EXCAVATION (GRADED SOLID ROCK) OR MACHINED RIP-RAP (CLASS A-1, CLASS B, OR CLASS C) (450 C.Y.), MINERAL AGGREGATE (SIZE 57) (450 TONS), AND TEMPORARY DRAINAGE PIPE (IF APPLICABLE). THE MINERAL AGGREGATE INCLUDES AN ADDITIONAL TEN (10) PERCENT FOR MAINTENANCE.

(7) TO BE USED FOR SEDIMENT FILTER BAGS.

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

(9) INCLUDES 1005 TONS FOR RIP-RAP APRON UNDER BRIDGE ON SOUTH BANK AND 1306 TONS FOR RIP-RAP APRON UNDER BRIDGE ON NORTH BANK. ALSO INCLUDES 198 TONS FOR BANK STABILIZATION ON SOUTH BANK AND 201 TONS FOR BANK STABILIZATION ON NORTH BANK.

(10) SEE BANK STABILIZATION DETAILS ON SHEET 2G.

(11) FOR DOUBLE SOLID YELLOW CENTERLINE ALONG LENGTH OF PROJECT.

(12) INCLUDES 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS AND 159 S.Y. FOR SEDIMENT FILTER BAGS.

(13) 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 TOP OF THE BANK. 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) TENNESEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.

(14) INCLUDES 3 UNITS FOR BANK STABILIZATION ON SOUTH BANK AND 6 UNITS FOR BANK STABILIZATION ON NORTH BANK.

(15) INCLUDES 5 FOR BANK STABILIZATION ON SOUTH BANK AND 10 FOR BANK STABILIZATION ON NORTH BANK.

(16) INCLUDES 102 FOR BANK STABILIZATION ON SOUTH BANK AND 92 FOR BANK STABILIZATION ON NORTH BANK.

(17) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(18) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).

(19) EARTH PAD TO BE CONSTRUCTED WITH AGGREGATE.

(20) INCLUDES 0.7 M.G. FOR ITEM 801-01 AND 0.8 M.G. FOR ITEM 801-01.38.

SEALED BY

NICHOLAS A. KNIAZEW — REGISTERED ENGINEER — AGRICULTURE — COMMISSION NO. 126309 — STATE OF TENNESSEE

6-29-26

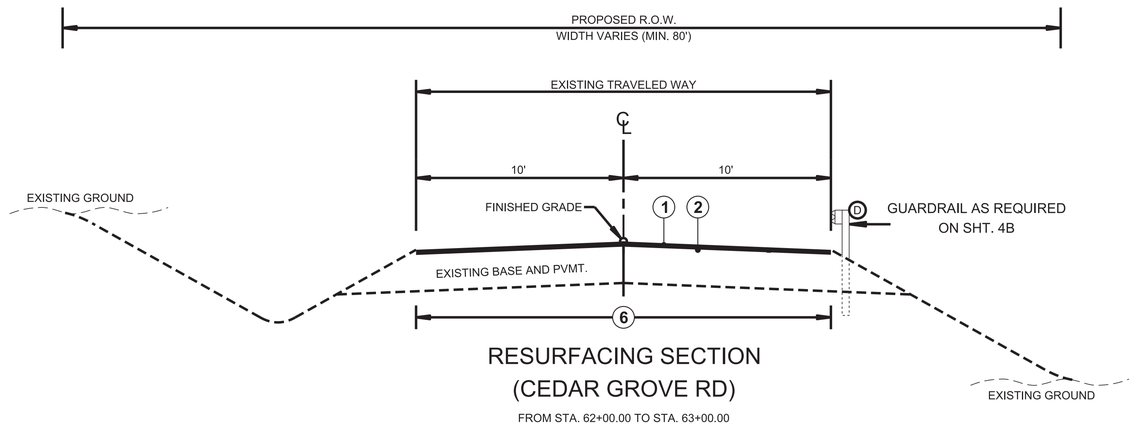
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# ESTIMATED ROADWAY QUANTITIES

29-JUN-2026 07:46
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-002A Estimated Roadway Quantities.sht

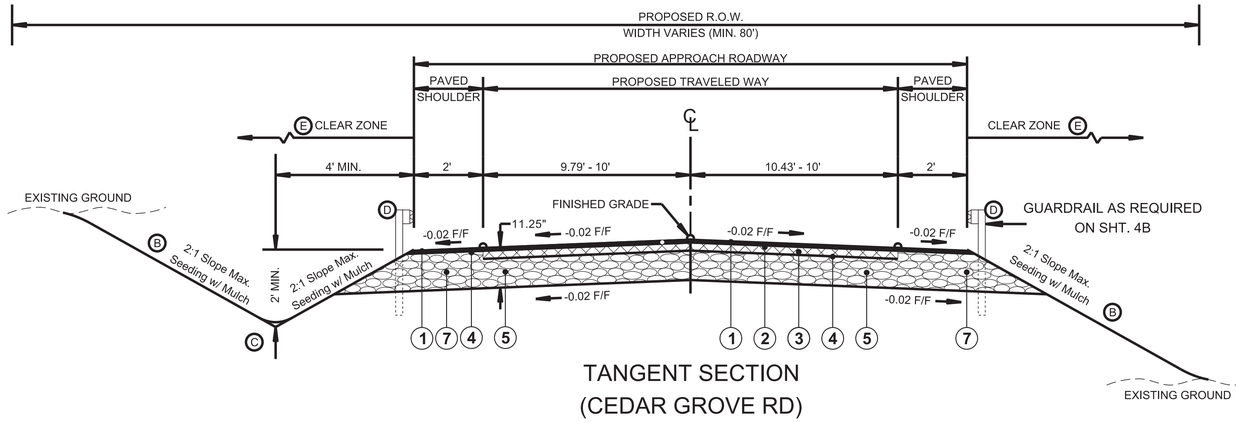
29-JUN-2026 07:47 \\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-002B Typical Sections.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 2B |
| PIH | 2025 | BRZ-4300(32) | 2B |
| PS&E | 2026 | BRZ-4300(32) | 2B |
| | | | |




RESURFACING SECTION
(CEDAR GROVE RD)

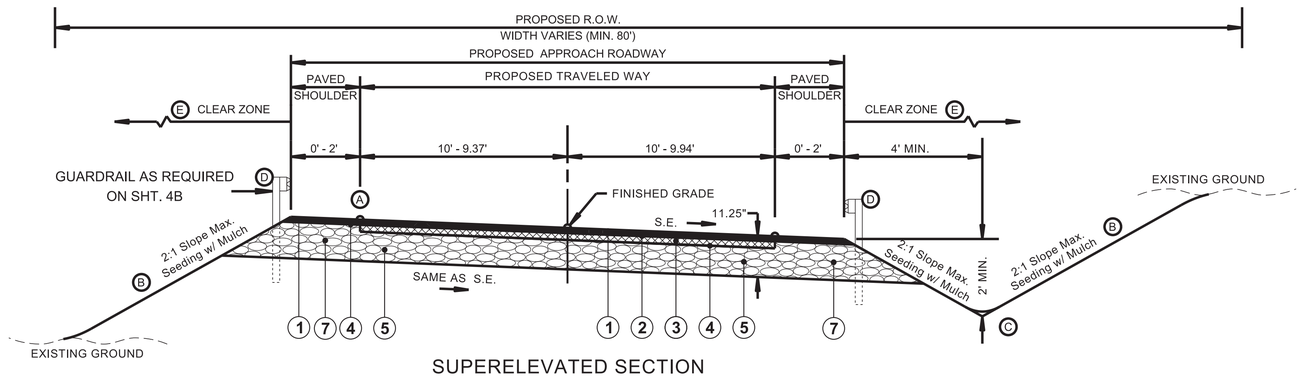
FROM STA. 62+00.00 TO STA. 63+00.00




TANGENT SECTION
(CEDAR GROVE RD)

(BASED ON STD. DWG. RD11-TS-1)

FROM STA. 63+50.00 TO STA. 64+98.00
FROM STA. 69+23.00 TO STA. 69+68.49




SUPERELEVATED SECTION
(CEDAR GROVE RD)

(BASED ON STD. DWG. RD11-TS-1)
FROM STA. 63+00.00 TO STA. 63+50.00
FROM STA. 69+68.49 TO STA. 71+00.00

**SEE HAUL ROAD AND BRIDGE TYP. SECTIONS ON SHT. 2B1**

## PAVEMENT AND SHOULDER TRANSITIONS

| ROAD NAME | STATION | SIDE | | TYPE | OFFSET | WIDTH |
|---|---|---|---|---|---|---|
| | | LT | RT | | | |
| CEDAR GROVE | 63+00.00 TO 63+50.00 | X | | SHLD. | 9.79' - 12' | 0' - 2' |
| CEDAR GROVE | 63+00.00 TO 63+50.00 | X | | PVMT. | 9.79' - 10' | 9.79' - 10' |
| CEDAR GROVE | 63+00.00 TO 63+50.00 | | X | SHLD. | 10.43' - 12' | 0' - 2' |
| CEDAR GROVE | 63+00.00 TO 63+50.00 | | X | PVMT. | 10.43' - 10' | 10.43' - 10' |
| CEDAR GROVE | 70+50.00 TO 71+00.00 | X | | SHLD. | 12' - 9.37' | 2' - 0' |
| CEDAR GROVE | 70+50.00 TO 71+00.00 | X | | PVMT. | 10' - 9.37' | 10' - 9.37' |
| CEDAR GROVE | 70+50.00 TO 71+00.00 | | X | SHLD. | 12' - 9.94' | 2' - 0' |
| CEDAR GROVE | 70+50.00 TO 71+00.00 | | X | PVMT. | 10' - 9.94' | 10' - 9.94' |

## PROPOSED PAVEMENT SCHEDULE

**(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)**

411-01.10 ACS MIX (PG64-22) GRADING "D"

**(2) TACK COAT**

403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC).
SEE 403.05 FOR DETERMINING APPLICATION RATE IN FIELD

**(3) ASPHALTIC CONCRETE MIX (HOT MIX) PG64-22 (BPMB-HM) GRADING B-M2 @ 2.00" THICK (APPROX. 226 LB./S.Y.)**

307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2

**(4) 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.

**(5) MINERAL AGGREGATE 8" THICK**

303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

**(6) COLD PLANING @ 1.25" THICK (APPROX. 131.25 LB./S.Y.)**

415-01.01 COLD PLANING BITUMINOUS PAVEMENT

**(7) MINERAL AGGREGATE 10" THICK**

303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL BE THE SAME IN ALL SITUATIONS.

(B) MAXIMUM 2(H):1(V) OR AS RECOMMENDED BY THE GEOTECHNICAL OFFICE. WHEN A 2(H):1(V) SLOPE IS USED, AND THE FILL HEIGHT EXCEEDS SIX FEET, GUARDRAIL SHOULD BE CONSIDERED. WHERE RIGHT-OF-WAY IS NOT AN ISSUE, STANDARD DRAWING RD11-S-11 (CASE II) SLOPES MAY BE USED.

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

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

(E) SITE-SPECIFIC CONDITIONS AND ENGINEERING JUDGMENT OF THE DESIGNER SHOULD BE THE TWO PRIMARY DETERMINANTS OF THE APPROPRIATE CLEAR ZONE WIDTH FOR LOW-VOLUME LOCAL ROADS. AT LOCATIONS WHERE A CLEAR ZONE OF 6 FEET OR MORE IN WIDTH CAN BE PROVIDED AT LOW COST AND WITH MINIMUM SOCIAL/ENVIRONMENTAL IMPACT, SUCH CLEAR ZONE SHOULD BE CONSIDERED. WHERE PROVISION OF A CLEAR ZONE IS NOT PRACTICAL, NONE IS REQUIRED.

**SEALED BY**

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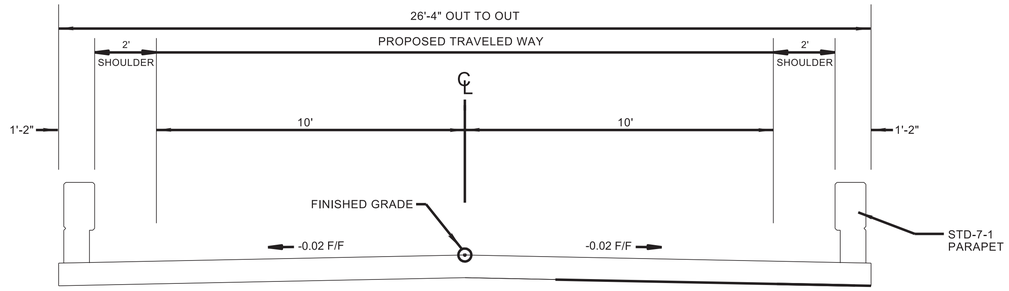
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# TYPICAL SECTIONS & PAVEMENT SCHEDULE

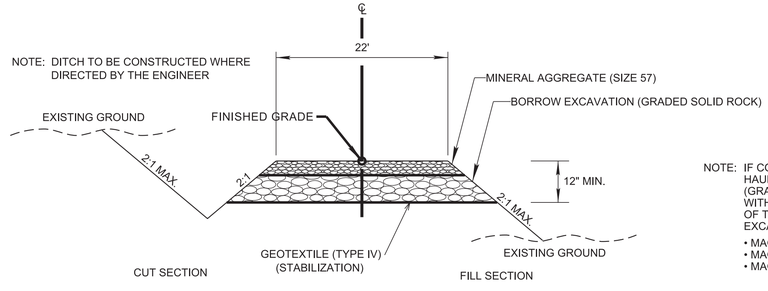
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 2B1 |
| PIH | 2025 | BRZ-4300(32) | 2B1 |
| PS&E | 2026 | BRZ-4300(32) | 2B1 |
| | | | |




## TANGENT SECTION
## PROPOSED BRIDGE
## (CEDAR GROVE RD)

(BASED ON STD. DWG. RD11-TS-1)

FROM STA. 64+98.00 TO STA. 69+23.00




## TYPICAL SECTION
HAUL ROADS

NOTE: IF CONSTRUCTION IN AREAS THAT ARE EITHER DRY OR UNSATURATED, HAUL ROAD SHALL BE CONSTRUCTED OF BORROW EXCAVATION (GRADED SOLID ROCK). IF CONSTRUCTED IN WATER OR IN AN AREA WITHIN THE FLOODPLAIN IN THE CASE OF A 5-YEAR STORM EVENT, ONE OF THE FOLLOWING MATERIALS SHALL BE USED IN LIEU OF BORROW EXCAVATION (GRADED SOLID ROCK):

- MACHINED RIP-RAP (CLASS A-1)
- MACHINED RIP-RAP (CLASS B)
- MACHINED RIP-RAP (CLASS C)

**SEALED BY**

6-29-26

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

# TYPICAL SECTIONS & PAVEMENT SCHEDULE

29-JUN-2026 07:47
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-002B1 Typical Sections.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.

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

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

## SEEDING AND SODDING

(3) ITEM NO. 801-01 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

(4) ITEM NO. 801-01, SEEDING (WITH MULCH), 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.

## MISCELLANEOUS

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

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

## ROAD CLOSURE

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

## PAVEMENT MARKINGS

## FINAL PAVEMENT MARKING

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

## PAVEMENT

## PAVING

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

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

## RESURFACING

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

## SIGNING

(10) 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.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 2C |
| PS&E | 2026 | BRZ-4300(32) | 2C |
| | | | |
| | | | |

SEALED BY

6-29-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

29-JUN-2026 07:47
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 2D |
| PS&E | 2026 | BRZ-4300(32) | 2D |
| | | | |
| | | | |

# SPECIAL NOTES

## GRADING

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

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

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

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

(5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

## 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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6-29-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

29-JUN-2026 07:48
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-002D Special Notes.sht

29-JUN-2026 07:48
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 2E |
| PIH | 2025 | BRZ-4300(32) | 2E |
| PS&E | 2026 | BRZ-4300(32) | 2E |
| | | | |

# ENVIRONMENTAL NOTES

## SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

## ENVIRONMENTAL GENERAL NOTES

### NATURAL RESOURCES

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

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

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

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

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

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

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

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

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

### SPECIES

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

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

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

### PERMITS, PLANS & RECORDS

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

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

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

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

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

### SUPPORT ACTIVITIES

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

### 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 PRECONSTRUCTION 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 PRECONSTRUCTION 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 INCLUDES THE REPLACEMENT OF THE EXISTING BRIDGE OVER HURRICANE CREEK ON CEDAR GROVE ROAD IN HUMPHREYS COUNTY, INCLUDING BUT NOT LIMITED TO DISMANTLING OF THE EXISTING BRIDGE, CLEARING AND GRUBBING, GRADING, CONSTRUCTION OF THE NEW BRIDGE, AND PAVING. THE PROPOSED GRADE OF THE BRIDGE WILL BE APPROXIMATELY ONE (1) FOOT HIGHER THAN THE EXISTING STRUCTURE AND THE EXISTING CENTERLINE WILL BE MAINTAINED.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 2F |
| PIH | 2025 | BRZ-4300(32) | 2F |
| PS&E | 2026 | BRZ-4300(32) | 2F |
| | | | |

## ESTIMATED GRADING QUANTITIES

| DESCRIPTION | UNADJUSTED VOLUMES (CY) | | ADJUSTED VOLUMES (CY) |
|---|---|---|---|
| | EXC. | EMB. | EXC. |
| MAINLINE | 245 | 307 | 209 |
| SIDE ROADS | | | |
| PVT. DRIVES, BUSINESS AND FIELD ENTRANCES | | | |
| INDEPENDENT DITCHES | | | |
| TEMPORARY CONSTRUCTION EXITS | 15 | | 13 |
| OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...) | | | |
| TOPSOIL (EMB.) | | [redacted] | |
| TOPSOIL (EXC.) | 193 | | |
| TOPSOIL TOTALS (SEE TOPSOIL TABLE) | | | |

**BALANCE SUMMARY**

SHRINK = 15 % SWELL = 15 %

| EMB. | | EXC. |
|---|---|---|
| 307 | VS. | -221 |
| AVAILABLE | = | 86 |
| BORROW MATERIAL | = | 99 |

| ROCK (C.Y.) | | TOTALS (C.Y.) | | | | |
|---|---|---|---|---|---|---|
| EXC. | EMB. | EXC. (UNCL.) | EMB. (UNCL.) | EXC (COMMON) | EXC. (AVAIL.) | EXC. (ADJ.) |
| 0 | 0 | 453 | 307 | 453 | 260 | 221 |

## TOPSOIL

**IF EXISTING TOPSOIL IS SUITABLE FOR REUSE**

| PROPOSED SLOPE AREA S.F. | EXISTING TOPSOIL (EXC.) | EXISTING TOPSOIL (EMB.) | EXISTING TOPSOIL (TOTAL) C.Y. | REQUIRED TOPSOIL C.Y. | PLACING TOPSOIL 203-04 C.Y. | FURNISHED TOPSOIL 203-07 C.Y. | EXCESS TOPSOIL C.Y. |
|---|---|---|---|---|---|---|---|
| 6661 | 193 | 0 | 193 | 123 | 123 | 0 | 70 |

## PROPOSED GUARDRAIL

| SIDE | | STATIONS | | THRIE BEAM BRIDGE TRAN. MASH TL-2 (20.65') 705-06.26 EACH | W BEAM GR (TYPE 2) MASH TL3 (LONG POST) 705-06.02 (L.F.) | GUARDRAIL REMOVED 706-01 (L.F.) | TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH) | TYPE 21 EARTH PAD 705-04.10 (EACH) |
|---|---|---|---|---|---|---|---|---|
| LT | RT | FROM | TO | | | | | |
| | X | 62+85.13 | 64+71.49 | 1 | 175 | 233 | | |
| X | | 63+01.23 | 64+96.99 | 1 | 162.5 | 275 | 1 | 1 |
| | X | 69+24.01 | 70+94.78 | 1 | 137.5 | 214 | 1 | 1 |
| X | | 69+49.51 | 71+20.27 | 1 | 137.5 | 201 | 1 | 1 |
| TOTALS | | | | 4.000 | 612.50 | 923 | 3 | 3 |

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NICHOLAS A. KNIAZEWYCH REGISTERED ENGINEER AGRICULTURE COMMISSION NO. 126348 STATE OF TENNESSEE

6-29-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

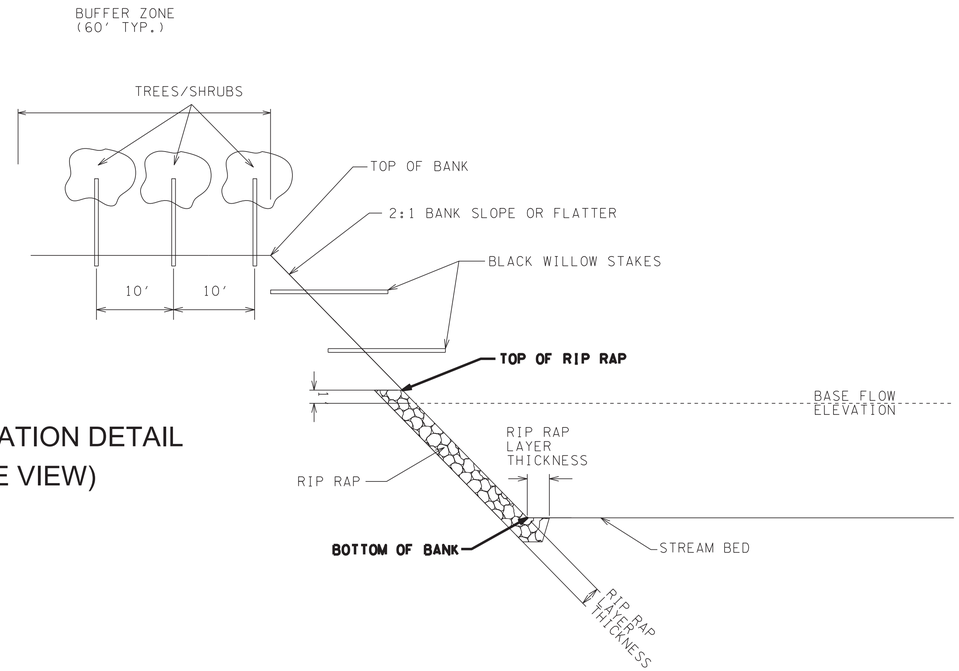
TABULATED QUANTITIES

29-JUN-2026 07:49
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-002F Tabulated Quantities.sht

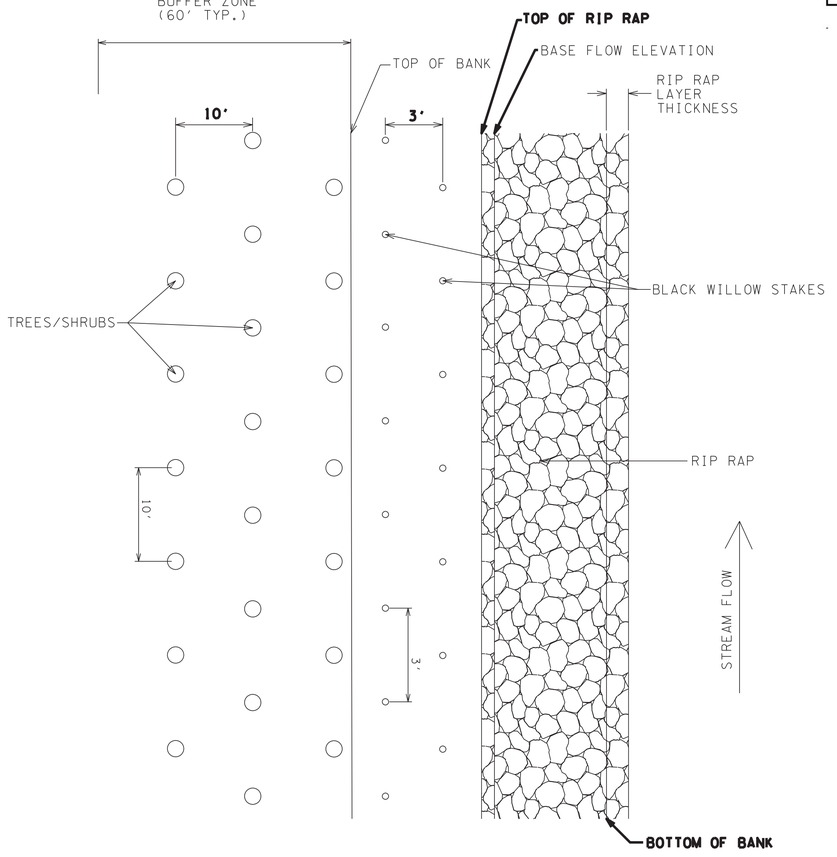
29-JUN-2026 07:49
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-002G Bank Stabilization.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 2G |
| PS&E | 2026 | BRZ-4300(32) | 2G |
| | | | |
| | | | |

## BANK STABILIZATION DETAIL (PROFILE VIEW)




## BANK STABILIZATION DETAIL (PLAN VIEW)




## TABULATED BANK STABILIZATION QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 43455-3435-04 |
|---|---|---|---|---|
| (1) | 709-05.08 | MACHINED RIP-RAP (CLASS B) | TON | 399 |
| (2)(3) | 801-01.38 | NATVE SEED MX FINAL STABLIZATN OF SLOPES | UNIT | 9 |
| (4) | 802-12.01 | ACER NEGUNDO (BOX ELDER SEEDLNG B.R.) | EACH | 15 |
| (4) | 802-12.19 | LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.) | EACH | 15 |
| (4) | 802-12.26 | PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.) | EACH | 15 |
| (4) | 802-12.44 | ULMUS AMERICANA (AMERICAN ELM SEEDLNG B.R.) | EACH | 15 |
| (5) | 802-16.01 | SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES) | EACH | 194 |

## FOOTNOTES

(1) INCLUDES 198 TONS FOR BANK STABILIZATION ON SOUTH BANK AND 201 TONS FOR BANK STABILIZATION ON NORTH BANK.

(2) 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 TOP OF THE BANK. 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) TENNESEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.

(3) INCLUDES 3 UNITS FOR BANK STABILIZATION ON SOUTH BANK AND 6 UNITS FOR BANK STABILIZATION ON NORTH BANK.

(4) INCLUDES 5 FOR BANK STABILIZATION ON SOUTH BANK AND 10 FOR BANK STABILIZATION ON NORTH BANK.

(5) INCLUDES 102 FOR BANK STABILIZATION ON SOUTH BANK AND 92 FOR BANK STABILIZATION ON NORTH BANK.

DETAIL NOTES:

1. THIS DETAIL SHOULD BE USED IN SECTIONS OF THE PROJECT WHERE HAUL ROADS WILL BE REMOVED AFTER CONSTRUCTION AND THE BANKS NEED TO BE RESTABILIZED. THIS DETAIL SHOULD ONLY BED USED ON STREAM BANKS WITH A SLOPE OF 2:1 OR FLATTER.

2. RIP RAP SHALL BE INSTALLED FROM THE BOTTOM OF THE STREAM BED UP TO 1' ABOVE THE BASE FLOW ELEVATION. RIP RAP CLASS AND LAYER THICKNESS SHALL BE SIZED ACCORDING TO THE TDOT DESIGN GUIDELINES, TDOT DRAINAGE MANUAL, & TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION MANUAL.

3. ITEM NO. 802-16.01 (SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES)) SHOULD THEN BE PLANTED IN A 3' X 3' X 3' TRIANGULAR PLANTING SCHEME UP TO THE TOP OF BANK.

4. THE SPECIFIED TREES AND/OR SHRUBS SHALL THEN BE PLANTED IN A 10' X 10' X 10' TRIANGULAR PLANTING SCHEME WITHIN THE FOOTPRINT OF THE HAUL AREA FROM THE TOP OF BANK BACK THROUGHOUT THE ENTIRE STREAM BUFFER ZONE (60').

5. NO PLANTINGS SHOULD OCCUR WITHIN 10' OF THE PROPOSED BRIDGE.

6. 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 TOP OF BANK. 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.

7. ITEM NO. 801-01.38 (NATIVE SEED MIX FINAL STABILIZATION OF SLOPES) SHOULD BE USED FOR STABILIZATION WITHIN THE STREAM BUFFER ZONE.

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DEPARTMENT OF TRANSPORTATION

# PROPOSED BANK STABILIZATION (STR-1)

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 3 |
| PIH | 2025 | BRZ-4300(32) | 3 |
| PS&E | 2026 | BRZ-4300(32) | 3 |
| | | | |

## RIGHT-OF-WAY

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

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

## UTILITY

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

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

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

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

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

## UTILITY OWNERS

**(UPDATED 03-13-2026)**

**TELEPHONE/FIBER:**
AT&T
116 SOUTH CANON AVENUE
MURFREESBORO, TN 37129
KENNETH LEE KORNEGAY
KK4096@ATT.COM
O:615-848-2082
C:615-631-7221

**GAS:**
HUMPHREYS COUNTY UTILITY-GAS
304 N. CHURCH STREET P.O. BOX 519
WAVERLY, TN 37185
STEVEN POYNER
SPOYNER@HCUD.NET
O:931-256-3204

MID-VALLEY PIPELINE (ENERGY TRANSFER/ FORMERLY SUNOCO)
1001 COLLEGE HILL ROAD
OXFORD, MS 38655
DOMINIC CORRERO
DOMINIC.CORRERO@ENERGYTRANSFER.COM
O: 662-234-4114 EXT-214
C: 662-816-8140

**ELECTRIC:**
TVA
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402-2801
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
C: 662-255-6272

MERIWETHER LEWIS ELECTRIC
1625 HIGHWAY 100
CENTERVILLE, TN 37033
TOMMY EDMONDS
TOMMY.EDMONDS@MLEC.COM
O: 931-729-3558
C: 931-994-1663

**CITY OF WAVERLY WATER & SEWER:**
101 E. MAIN STREET
P.O. BOX 70
WAVERLY, TN 37185
MAYOR W.B. (BUDDY) FRAZIER
BFRAZIER@WAVERLYTN.ORG
O:931-296-2101 EXT 356
C: 931-622-6436

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AGRICULTURE
COMMERCE
NO. 125592
STATE OF TENNESSEE

6-29-26

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

# RIGHT-OF-WAY NOTES, UTILITY NOTES, & UTILITY OWNERS

29-JUN-2026 07:50
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-003 Utilities.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 3A |
| PIH | 2025 | BRZ-4300(32) | 3A |
| PS&E | 2026 | BRZ-4300(32) | 3A |
| | | | |

## R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNERS | COUNTY RECORDS | | | | TOTAL AREA (ACRES) | | | AREA TO BE ACQUIRED (ACRES) | | | AREA REMAINING (ACRES) | | EASEMENT (ACRES) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED DOCUMENT REFERENCE | | LEFT | RIGHT | TOTAL | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERMANENT | SLOPE | CONSTRUCTION | AIR RIGHTS |
| | | | | BOOK | PAGE | | | | | | | | | | | | |
| 1 | DORETHA GAIL WRIGHT | 116 | 22.00 | 205 | 243 | 120.820 | | 120.820 | 635 S.F. | | 635 S.F. | 120.805 | | | | 0.575 | |
| ~~2~~ | ~~STEVE MAY, SUSAN BREEDEN, & SHELIA DACUS~~ | ~~128~~ | ~~1~~ | ~~209~~ | ~~2858~~ | | ~~268.046~~ | ~~268.046~~ | | | | | ~~268.046~~ | | | | |
| 3 | STEPHEN RAY MAY & VIVIAN LEE SMITH MAY, TRUSTEE | 116 | 29.00 | 210 | 1564 | | 106.841 | 106.841 | | 2676 S.F. | 2676 S.F. | | 106.780 | | | | |
| 4 | STEPHEN RAY MAY & VIVIAN LEE SMITH MAY, TRUSTEE | 116 | 29.00 | 210 | 1564 | 1.015 | | 1.015 | 1865 S.F. | | 1865 S.F. | 0.972 | | | | 0.306 | |
| 5 | DORETHA GAIL WRIGHT | 116 | 22.00 | 205 | 243 | | 2.942 | 2.942 | | 895 S.F. | 895 S.F. | | 2.921 | | | | |
| **ACQUISITION TOTALS (ACRES)** | | | | | | | | | **0.139** | | | | | | | **0.881** | |

## DISTURBED AREA

| | | |
|---|---|---|
| IN BETWEEN SLOPE LINES | 1.133 | (AC) |
| 15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES) | 1.681 | (AC) |
| TOTAL DISTURBED AREA | 2.815 | (AC) |
| TOTAL PROJECT AREA | 2.815 | (AC) |

**SEALED BY**

NICHOLAS A. KNIAZEW YK
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 124448
STATE OF TENNESSEE

6-29-26

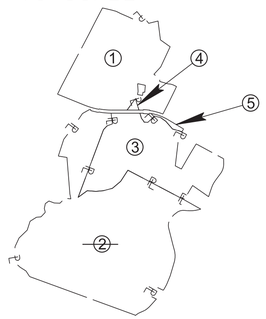
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

RIGHT-OF-WAY ACQUISITION TABLE

29-JUN-2026 07:50
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-003A ROW Acquisition Table.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 3B |
| PIH | 2025 | BRZ-4300(32) | 3B |
| PS&E | 2026 | BRZ-4300(32) | 3B |
| | | | |

PROPERTY BOUNDARIES
NOT TO SCALE




N

60

65

70

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

END IMPACT STR-1
STA. 67+27.66
OFFSET 73.84'

WWC-1 / EPH-1

PROP. CONST. ESMT.

HAUL ROAD 1

HAUL ROAD 2

PRES. R.O.W.

PROP. R.O.W.

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+00.00
N 1432568.2752
E 598882.2333

N 19° 24' 03" W
783.43'

CEDAR GROVE RD (ASP.)

CEDAR GROVE RD

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

BEGIN IMPACT STR-1
STA. 66+01.68
OFFSET 31.00'

HURRICANE CREEK, STR-1

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 598910.6247

**SEALED BY**

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COMMERCE
NO. 126192
STATE OF TENNESSEE

6-29-26

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

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

# PROPERTY MAP

STA. 62+00 TO STA. 71+55
SCALE: 1"=50'

29-JUN-2026 07:50
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 4 |
| PIH | 2025 | BRZ-4300(32) | 4 |
| PS&E | 2026 | BRZ-4300(32) | 4 |
| | | | |

N

HAUL ROAD 1
CURVE DC01
PI 0+90.78
N 598,177.3572
E 1,432,744.3625
Δ 48° 33' 44" (RT)
D 28° 28' 19"
R 201.24
L 170.56
T 90.78

HAUL ROAD 1
CURVE DC02
PI 3+56.43
N 598,438.2944
E 1,432,652.4675
Δ 29° 25' 35" (RT)
D 33° 17' 09"
R 172.13
L 88.40
T 45.20

HAUL ROAD 2
CURVE DC09
PI 1+95.21
N 598,697.4640
E 1,432,560.5803
Δ 43° 25' 54" (LT)
D 95° 29' 35"
R 60.00
L 45.48
T 23.90

HAUL ROAD 2
CURVE DC10
PI 2+45.34
N 598,673.5199
E 1,432,607.2359
Δ 43° 25' 54" (RT)
D 95° 29' 35"
R 60.00
L 45.48
T 23.90

HAUL ROAD 1
CURVE DC03
PI 4+35.57
N 598,518.1977
E 1,432,666.5923
Δ 29° 25' 30" (LT)
D 41° 51' 30"
R 136.88
L 70.30
T 35.94

HAUL ROAD 2
CURVE DC08
PI 0+99.83
N 598,791.0538
E 1,432,527.6205
Δ 43° 25' 54" (LT)
D 57° 17' 45"
R 100.00
L 75.80
T 39.83

CEDAR GROVE ROAD
CURVE CEDAR_GROVE-3
PI 71+23.45
N 598,979.8229
E 1,432,533.9067
Δ 6° 46' 01" (RT)
D 3° 16' 27"
R 1,750.00
L 206.69
T 103.46
SE 0.068 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 131.51

60 65 70

① DORETHA GAIL WRIGHT

~~WALTER & WIFE ELIZABETH RYMER~~

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

PCC 61+00.06 · PT 62+36.56 · PT 1+70.56 · PC 3+11.23 · PRC 3+99.63 · PT 3+49.75 · PC 1+71.31 · PT 1+35.81 · PT 2+15.75 · PC 2+21.44 · PT 2+66.92 · PC 0+60.01 · POT 0+00.00

CROP FIELD · PROP. CONST. ESMT. · TREES · GRASS · GRAVEL · PRES. R.O.W. · PROP. R.O.W. · HR FILL · CUT · FILL · GATE · WOVEN WIRE · RIP-RAP · CONC. DITCH · TEMP. ROCK DIV. · GAS VENT · 4" CASING W/ 2" GAS LINE

S 62° 49' 58" E 4.65'
S 19° 24' 03" E 35.50'
S 24° 01' 51" W 60.01'
N 19° 24' 09" W 140.66'
N 19° 24' 03" W 13.32'
S 19° 24' 03" E 54.91'
N 19° 24' 03" W 783.43'

HAUL ROAD 1 · HAUL ROAD 2 · Z LANES @ 10' · CEDAR GROVE RD (ASP.) · CEDAR GROVE RD

43-999-35 · CP-S35 · CP-S36 · 43-999-36

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+00.00
N 1432568.2752
E 598882.2333

② ~~STEVE MAY, SUSAN BREEDEN, & SHELIA DACUS~~

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

CEDAR GROVE ROAD
CURVE CEDAR_GROVE-2
PI 61+68.34
N 598,078.5910
E 1,432,850.3263
Δ 4° 06' 05" (LT)
D 3° 00' 17"
R 1,906.85
L 136.50
T 68.28
SE MATCH EXISTING
DESIGN SPEED MATCH EXISTING
TRANS. LENGTH MATCH EXISTING

BEGIN IMPACT STR-1
STA. 66+01.68
OFFSET 31.00'

END IMPACT STR-1
STA. 67+27.66
OFFSET 73.84'

WWC-1 / EPH-1 · WWC-1 / EPH-1

④ STEPHEN RAY MAY & VIVIAN LEE SMITH MAY, TRUSTEES

TOP OF BANK (PAPER LOCATED)

EXIST. 9 SPAN CONC. BRIDGE TO BE REMOVED
BRIDGE ID. 430A3410001

EXIST. 9 SPAN CONC. BRIDGE · RIP-RAP COVERED BANKS

EXIST. STRUCTURE WIDTH
ALONG STREAM
40.05' OUT-TO-OUT

HURRICANE CREEK STR-1

③ STEPHEN RAY MAY & VIVIAN LEE SMITH MAY, TRUSTEES

⑤ DORETHA GAIL WRIGHT

PC 70+19.99 · PCC 72+26.68 · PRT 72+75.36

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 598910.6247

| CONTROL POINTS | | | | | | | |
|---|---|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEVATION | FEATURE | DESCRIPTION | STATION | OFFSET |
| S35 | 597881.1576 | 1432912.9168 | 394.6480 | XCP | GPS 43-999-35 | Off Chain | Off Chain |
| S36 | 598140.0156 | 1432844.7131 | 391.4200 | XCP | GPS 43-999-36 | 62+28.22 | 14.2193 |

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NICHOLAS A. KNIAZEW — REGISTERED ENGINEER — AGRICULTURE — COMMISSION NO. 125393 — STATE OF TENNESSEE

6-29-26

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

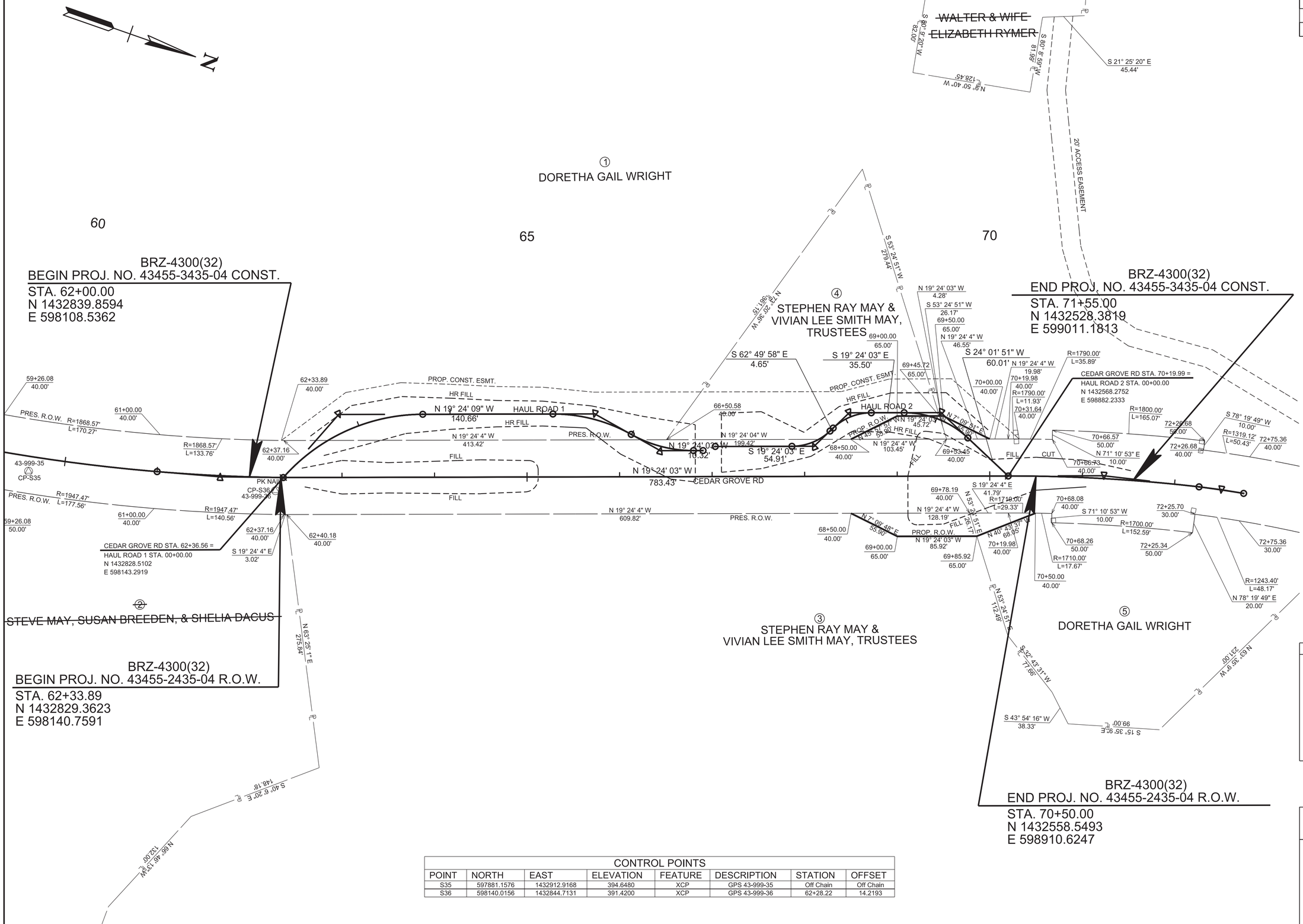
**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# PRESENT LAYOUT

STA. 62+00 TO STA. 71+55
SCALE: 1"=50'

29-JUN-2026 07:51
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-004 Present Layout.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 4A |
| PIH | 2025 | BRZ-4300(32) | 4A |
| PS&E | 2026 | BRZ-4300(32) | 4A |
| | | | |




| CONTROL POINTS | | | | | | | |
|---|---|---|---|---|---|---|---|
| POINT | NORTH | EAST | ELEVATION | FEATURE | DESCRIPTION | STATION | OFFSET |
| S35 | 597881.1576 | 1432912.9168 | 394.6480 | XCP | GPS 43-999-35 | Off Chain | Off Chain |
| S36 | 598140.0156 | 1432844.7131 | 391.4200 | XCP | GPS 43-999-36 | 62+28.22 | 14.2193 |

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STATE OF TENNESSEE

6-29-26

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

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

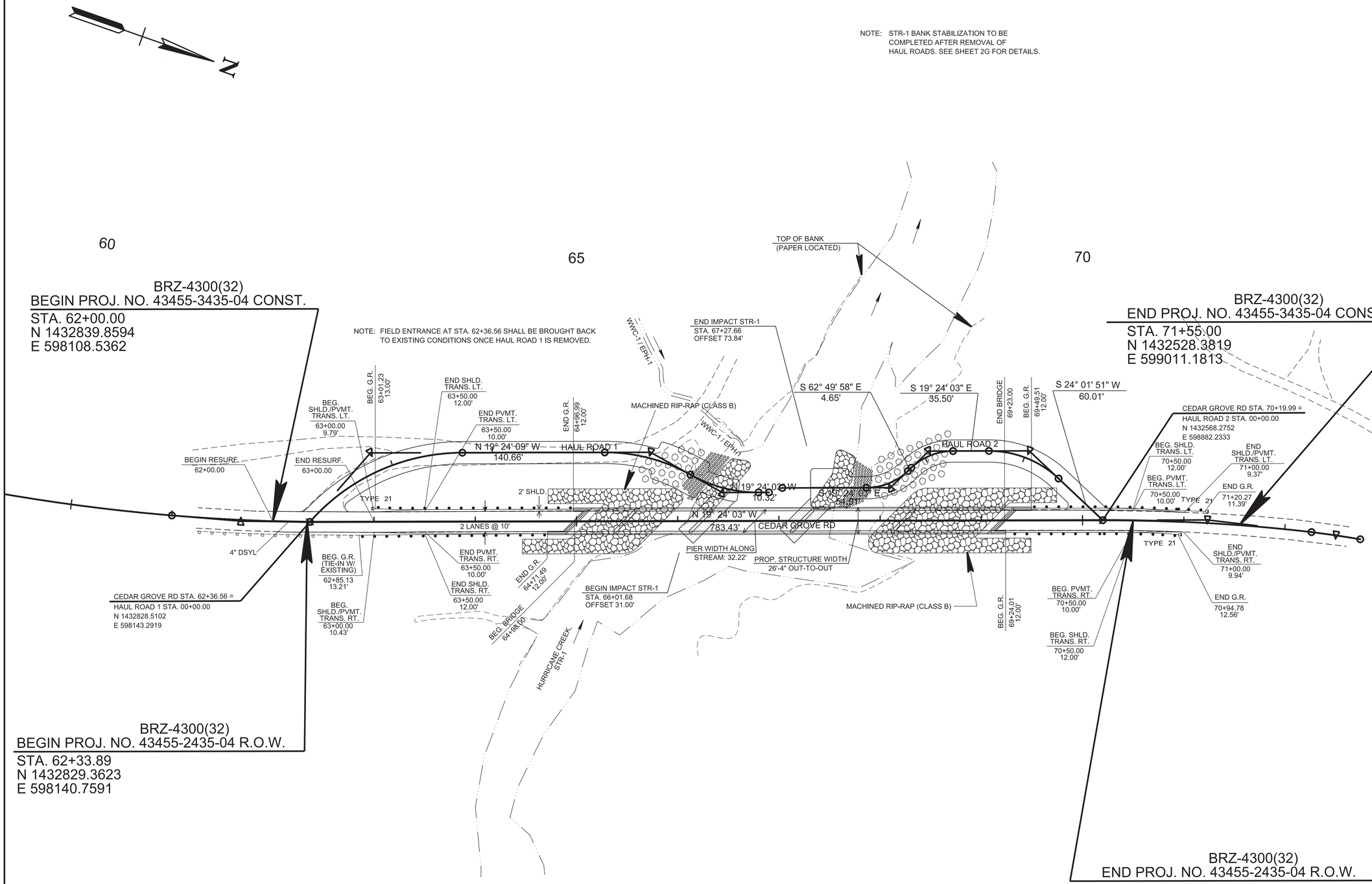
# RIGHT-OF-WAY DETAILS

STA. 62+00 TO STA. 71+55
SCALE: 1"=50'

29-JUN-2026 07:51 \\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-004A ROW Details.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 4B |
| PIH | 2025 | BRZ-4300(32) | 4B |
| PS&E | 2026 | BRZ-4300(32) | 4B |
| | | | |

NOTE: STR-1 BANK STABILIZATION TO BE COMPLETED AFTER REMOVAL OF HAUL ROADS. SEE SHEET 2G FOR DETAILS.




**SEALED BY**

COORDINATE VALUES ARE NAD 83 (2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

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

# PROPOSED LAYOUT

STA. 62+00 TO STA. 71+55
SCALE: 1"=50'

29-JUN-2026 07:52
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 4C |
| PIH | 2025 | BRZ-4300(32) | 4C |
| PS&E | 2026 | BRZ-4300(32) | 4C |
| | | | |

NOTES: OVERHEAD UTILITY LINES ARE PRESENT ALONG THE WEST SIDE OF THE BRIDGE. WHILE THEIR PRECISE ELEVATION IS UNKNOWN, THEY APPEAR TO HANG AS LOW AS APPROXIMATELY 390' - 395' IN ELEVATION.

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 598910.6247

STA. 62+00.00 MATCH EXIST.
STA. 63+00.00 MATCH EXIST.
STA. 63+50.00 N.C. (2.0%)
STA. 69+68.49 N.C. (2.0%)
STA. 71+00.00 MATCH EXIST.

MATCH EXIST. 100.00' | TRANS. 50.00' | NORMAL CROWN 618.49' | TRANS. 131.51'

-0.03 / +0.01 | +0.01 / -0.01 | -0.02 / +0.02 | -0.02 / +0.02 | +0.04 / -0.07

VC = 50.00'
K = 84

VC = 150.00'
K = 69

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+00.00
N 1432568.2752
E 598882.2333

VPI 63+00.00 EL. 391.28
VPC 63+50.00 EL. 391.23
VPI 63+75.00 EL. 391.21
VPT 64+00.00 EL. 391.34
VPC 69+45.00 EL. 394.16
VPT 70+95.00 EL. 396.44
VPI 71+00.00 EL. 396.57
VPI 70+20.00 EL. 394.44

PROPOSED PROFILE
EXISTING GROUND
EXISTING GROUND FROM STATE LIDAR UP TO STA. 61+00
EXTREME HIGH WATER LEVEL (EL. 395.61) (LOCAL PROPERTY OWNER)
BEGINNING OF BRIDGE STA. 64+98.00
END OF BRIDGE STA. 69+23.00
PROP. 5-SPAN BRIDGE
BRIDGE ID. 430A3410001
EXIST. 9 - SPAN CONCRETE BRIDGE WITH CONCRETE BEAM GIRDERS AND CONCRETE PIERS
MATCH EXISTING GRADE: 62+00.00 - 63+00.00
-0.09% 0.50%
0.50%
2.66%
4" CASING W/ 2" GAS LINE
4" G
GIRDER
ABUTMENT
PIER
STEEL PILES
2:1 SLOPE @ RT. ANGLES TO ABUTMENT (TYP.)
MACHINED RIP-RAP CLASS "B" AT EL. 376.00'
MACHINED RIP-RAP CLASS "B" AT EL. 379.25'
NORMAL WATER LEVEL (370.34)
HURRICANE CREEK STA. 505+60.55 = CEDAR GROVE STA. 66+83.39

## DRAINAGE / HYDRAULIC DATA FOR PROPOSED BRIDGE
## STREAM NAME: HURRICANE CREEK

STREAM BED LINING: ROCK/GRAVEL/DIRT
DIRECTION OF FLOW: LEFT (WEST)
DRAINAGE AREA 79.47 SQ MI; ( ) FLAT; ( X ) ROLLING; ( ) HILLY; ( ) MTNS.
BEGIN STATION 64+98.00, END STATION 69+23.00
DESIGN DISCHARGE (100 YR.) = 16,800 CFS
WATER AREA PROVIDED BELOW EL. 381.83 = 2496.01 SQ FT
100 YR. VELOCITY = 6.73 FPS
100 YR. BRIDGE BACKWATER = 0.46 FT @ EL. 382.77 FT
ROADWAY OVERTOPPING ELEVATION = 391.23 FT
500 YR. DISCHARGE = 22.300 CFS @ 384.39 FT

59+00 59+50 60+00 60+50 61+00 61+50 62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00 66+50 67+00 67+50 68+00 68+50 69+00 69+50 70+00 70+50 71+00 71+50 72+00

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AGRICULTURE
COMMERCE
NO. 126392
STATE OF TENNESSEE

6-29-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROPOSED PROFILE

STA. 62+00 TO STA. 71+55

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

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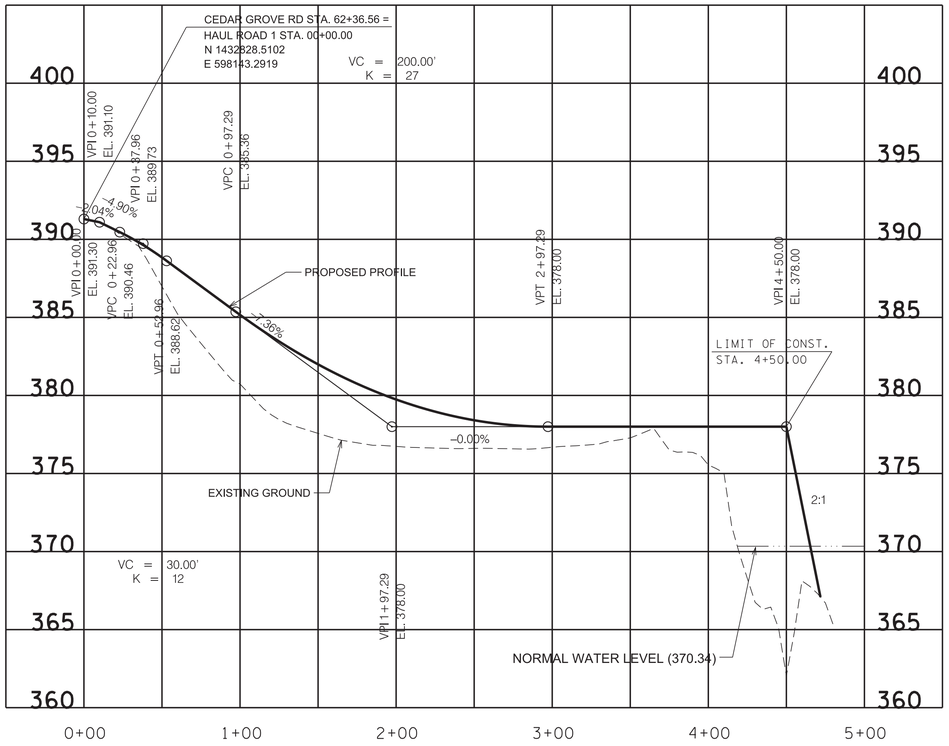
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 5 |
| PIH | 2025 | BRZ-4300(32) | 5 |
| PS&E | 2026 | BRZ-4300(32) | 5 |
| | | | |

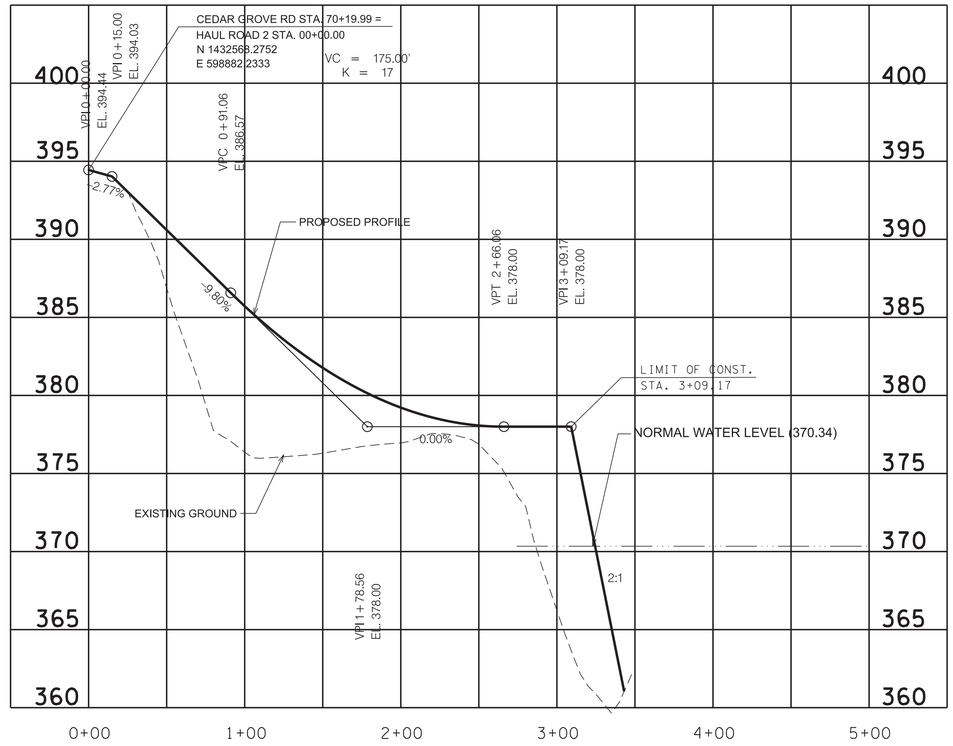
NOTES:

HAUL ROADS ARE DESIGNED ABOVE THE 2-YEAR STORM ELEVATION.

OVERHEAD UTILITY LINES ARE PRESENT ALONG THE WEST SIDE OF THE BRIDGE. WHILE THEIR PRECISE ELEVATION IS UNKNOWN, THEY APPEAR TO HANG AS LOW AS APPROXIMATELY 390' - 395' IN ELEVATION.




HAUL ROAD 1




HAUL ROAD 2

SEALED BY

6-29-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# HAUL ROAD PROFILES

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

29-JUN-2026 07:52
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 6 |
| PIH | 2025 | BRZ-4300(32) | 6 |
| PS&E | 2026 | BRZ-4300(32) | 6 |
| | | | |

## DRAINAGE / HYDRAULIC DATA FOR BRIDGE
## STATION 66+83.43, STREAM NAME: HURRICANE CREEK

STREAM BED LINING: ROCK/GRAVEL/DIRT

DIRECTION OF FLOW: LEFT (WEST)

DRAINAGE AREA 78.94 SQ MI; (  ) FLAT; ( X ) ROLLING; (  ) HILLY; (  ) MTNS.

PRESENT STRUCTURE: SPAN 283.41, HEIGHT 24.29, STRUCTURE CONCRETE  SUPERSTRUCTURE CONCRETE

BEGIN STATION - OFFSET 65+28.47 , END STATION - OFFSET 68+11.88

LOW BEAM ELEV. 388.65 , LOCATION: 66+15.46

INLET INVERT ELEV. , OUTLET INVERT ELEV.

NORMAL WATER ELEV. 370.34 , EXTREME HIGHWATER ELEV. 395.61 , DATE: MAY 2010

HOW OBTAINED: PROPERTY OWNERS STEPHEN AND VIVIAN MAY

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

EXISTING STRUCTURE CONDITION: POOR

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER

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

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

REMARKS: COMPRISED OF DRAINAGE AREA 1

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+09.00
N 1432568.2752
E 598882.2333

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 598910.6247

N 19° 24' 09" W
140.66'

S 62° 49' 58" E
4.65'

S 19° 24' 03" E
35.50'

S 24° 01' 51" W
60.01'

N 19° 24' 09" W
10.52'

S 19° 24' 03" E
54.91'

N 19° 24' 03" W
783.43'

HAUL ROAD 1

HAUL ROAD 2

CEDAR GROVE RD (ASP.)

CEDAR GROVE RD

9 SPAN CONC. BRIDGE

RIP-RAP

RIP-RAP COVERED BANKS

CONC. ABUT.

CONC. DITCH

WWC-1 EPH-1

WWC-1 EPH-2

HURRICANE CREEK STR-1

60

70

DRAINAGE AREA FOR PROJECT

STATION 66+83.43
STREAM NAME: HURRICANE CREEK
DRAINAGE AREA: 78.94 SQ. MI.

PROJECT LOCATION

N

NOT TO SCALE

SEALED BY

NICHOLAS A. KNAZEVICH
REGISTERED ENGINEER
AGRICULTURE
COMMISSIONER
NO. 126345
STATE OF TENNESSEE

6-29-26

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

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

# DRAINAGE MAP

STA. 62+00 TO STA. 71+55
SCALE: 1"=50'

29-JUN-2026 07:53
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-006 Drainage Map.sht

# ENVIRONMENTAL NOTES

## SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

## EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### INSPECTION, MAINTENANCE & REPAIR

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

### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

### 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. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 7 |
| PIH | 2025 | BRZ-4300(32) | 7 |
| PS&E | 2026 | BRZ-4300(32) | 7 |
| | | | |

**SEALED BY**

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6-29-26

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

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

29-JUN-2026 07:53
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-007 EPSC Notes.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 8 |
| PIH | 2025 | BRZ-4300(32) | 8 |
| PS&E | 2026 | BRZ-4300(32) | 8 |
| | | | |

## TABULATED EPSC QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | STAGE I QUANTITY 43455-3435-04 | STAGE II QUANTITY 43455-3435-04 | STAGE III QUANTITY 43455-3435-04 | TOTAL QUANTITY 43455-3435-04 |
|---|---|---|---|---|---|---|---|
| (2) | 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | C.Y. | | 15 | | 15 |
| (2)(3)(4) | 209-03.22 | FILTER SOCK (18 INCH) | L.F. | | 286 | | 286 |
| (2)(3) | 209-05 | SEDIMENT REMOVAL | C.Y. | 22 | 22 | 22 | 66 |
| (2)(3) | 209-08.02 | TEMPORARY SILT FENCE (WITH BACKING) | L.F. | 2200 | 2378 | 2200 | 2378 |
| (2) | 209-08.08 | ENHANCED ROCK CHECK DAM | EACH | 1 | 1 | 1 | 1 |
| (2) | 209-09.04 | SEDIMENT FILTER BAG(15' X 10') | EACH | | 2 | | 2 |
| (2) | 209-65.04 | TEMPORARY IN STREAM DIVERSION | L.F. | | 450 | | 450 |
| (2)(4) | 303-10.01 | MINERAL AGGREGATE (SIZE 57) | TON | | 19 | | 19 |
| (2)(3) | 707-08.11 | HIGH-VISIBILITY CONSTRUCTION FENCE | L.F. | 436 | 436 | 436 | 436 |
| (1)(2) | 709-05.05 | MACHINED RIP-RAP (CLASS A-3) | TON | | 100 | | 100 |
| (2)(5) | 740-10.03 | GEOTEXTILE (TYPE III)(EROSION CONTROL) | S.Y. | | 331 | | 331 |
| (2)(6)(7)(8) | 801-01.38 | NATVE SEED MX FINAL STABLIZATN OF SLOPES | UNIT | | | 9 | 9 |
| (2)(11) | 801-03 | WATER (SEEDING & SODDING) | M.G. | | | 1.5 | 1.5 |
| (7)(9) | 802-12.01 | ACER NEGUNDO (BOX ELDER SEEDLNG B.R.) | EACH | | | 15 | 15 |
| (7)(9) | 802-12.19 | LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.) | EACH | | | 15 | 15 |
| (7)(9) | 802-12.26 | PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.) | EACH | | | 15 | 15 |
| (7)(9) | 802-12.44 | ULMUS AMERICANA (AMERICAN ELM SEEDLNG B.R.) | EACH | | | 15 | 15 |
| (7)(10) | 802-16.01 | SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES) | EACH | | | 194 | 194 |

## FOOTNOTES

(1) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

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

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

(4) TO BE USED FOR SEDIMENT FILTER BAGS.

(5) INCLUDES 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS AND 159 S.Y. FOR SEDIMENT FILTER BAGS.

(6) 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 TOP OF BANK. 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 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.

(7) SEE BANK STABILIZATION DETAILS ON SHEET 2G.

(8) INCLUDES 3 UNITS FOR BANK STABILIZATION ON SOUTH BANK AND 6 UNITS FOR BANK STABILIZATION ON NORTH BANK.

(9) INCLUDES 5 FOR BANK STABILIZATION ON SOUTH BANK AND 10 FOR BANK STABILIZATION ON NORTH BANK.

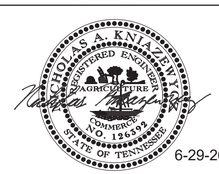
(10) INCLUDES 102 FOR BANK STABILIZATION ON SOUTH BANK AND 92 FOR BANK STABILIZATION ON NORTH BANK.

(11) INCLUDES 0.7 M.G. FOR ITEM 801-01 AND 0.8 M.G. FOR ITEM 801-01.38.

## 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 |
| | ENHANCED ROCK CHECK DAM (V-DITCH) | EC-STR-6A |
| ✱ ✱SOCK 18"✱ ✱SOCK 18"✱ ✱ | 18 INCH FILTER SOCK | EC-STR-8 |
| | TEMPORARY CONSTRUCTION EXIT | EC-STR-25 |
| ━IN━ DIV ━ | INSTREAM DIVERSION | EC-STR-30 |
| ✱ HVF ✱ HVF ✱ | HIGH VISIBILITY FENCE | S-F-1 |

**SEALED BY**




6-29-26

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

# EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND AND TABULATION

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 9 |
| PIH | 2025 | BRZ-4300(32) | 9 |
| PS&E | 2026 | BRZ-4300(32) | 9 |
| | | | |

## OUTFALLS

| OUTFALL NO. | DRAINAGE AREA | AVERAGE SLOPE |
|---|---|---|
| 1 | 1.49 AC. | 40.1% |

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+09.00
N 1432568.2752
E 598882.2333

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 598910.6247

BRIDGE ID. 430A3410001

OUT - 1

N 19° 24' 09" W 140.66'
N 19° 24' 03" W 10.52'
N 19° 24' 03" W 783.43'
S 19° 24' 03" E 54.91'
S 19° 24' 03" E 35.50'
S 62° 49' 58" E 4.65'
S 24° 01' 51" W 60.01'

HAUL ROAD 1
HAUL ROAD 2
CEDAR GROVE RD
PROP. CONST. ESMT.
PRES. R.O.W.
PROP. R.O.W.
WWC-1 EPH-1
HURRICANE CREEK STR-1

NOTE: EXISTING CONTOURS SHOWN

STAGE I: CLEARING & GRUBBING

SEALED BY

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STATE OF TENNESSEE

6-29-26

COORDINATE VALUES ARE NAD 83 (2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS

SCALE: 1"=50'

29-JUN-2026 07:54
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 10 |
| PIH | 2025 | BRZ-4300(32) | 10 |
| PS&E | 2026 | BRZ-4300(32) | 10 |
| | | | |

| OUTFALLS | | |
|---|---|---|
| OUTFALL NO. | DRAINAGE AREA | AVERAGE SLOPE |
| 1 | 1.49 AC. | 40.1% |

NOTES: TO PREVENT OBSTRUCTION OF HURRICANE CREEK, BOTH HAUL ROADS SHALL NOT EXIST SIMULTANEOUSLY. HAUL ROADS SHALL BE CONSTRUCTED IN PHASES.

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+09.00
N 1432568.2752
E 598882.2333

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 599011.6247

END IMPACT STR-1
STA. 67+27.66
OFFSET 73.84'

BEGIN IMPACT STR-1
STA. 66+01.68
OFFSET 31.00'

PROP. 5-SPAN BRIDGE
BRIDGE ID. 430A3410001

OUT - 1

HAUL ROAD 1
HAUL ROAD 2
CEDAR GROVE RD
PROP. CONST. ESMT.
PRES. R.O.W.
PROP. R.O.W.
WWC-1 / EPH-1
HURRICANE CREEK STR-1
** SOCK "B"

N 19° 24' 09" W 140.66'
S 62° 49' 58" E 4.65'
S 19° 24' 03" E 35.50'
S 24° 01' 51" W 60.01'
N 19° 24' 03" W 8.34'
S 19° 24' 03" E 14.61'
N 19° 24' 03" W 783.43'

TEMPORARY ROCK PADS FOR HAUL ROAD
NOTE: TEMPORARY AREAS ARE TO BE USED WHEN DRILLING NEW PIERS AND ARE TO BE IN PLACE NO LONGER THAN 3 WEEKS.

NOTE: EXISTING AND PROPOSED CONTOURS SHOWN

STAGE II: INTERMEDIATE GRADING

SEALED BY

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6-29-26

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS

SCALE: 1"=50'

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| FUNCTIONAL | 2023 | BRZ-4300(32) | 11 |
| PIH | 2025 | BRZ-4300(32) | 11 |
| PS&E | 2026 | BRZ-4300(32) | 11 |
| | | | |

| OUTFALLS | | |
|---|---|---|
| OUTFALL NO. | DRAINAGE AREA | AVERAGE SLOPE |
| 1 | 1.49 AC. | 40.1% |

BRZ-4300(32)
BEGIN PROJ. NO. 43455-3435-04 CONST.
STA. 62+00.00
N 1432839.8594
E 598108.5362

BRZ-4300(32)
END PROJ. NO. 43455-3435-04 CONST.
STA. 71+55.00
N 1432528.3819
E 599011.1813

BRZ-4300(32)
BEGIN PROJ. NO. 43455-2435-04 R.O.W.
STA. 62+33.89
N 1432829.3623
E 598140.7591

BRZ-4300(32)
END PROJ. NO. 43455-2435-04 R.O.W.
STA. 70+50.00
N 1432558.5493
E 598910.6247

CEDAR GROVE RD STA. 62+36.56 =
HAUL ROAD 1 STA. 00+00.00
N 1432828.5102
E 598143.2919

CEDAR GROVE RD STA. 70+19.99 =
HAUL ROAD 2 STA. 00+09.00
N 1432568.2752
E 598882.2333

PROP. 5-SPAN BRIDGE
BRIDGE ID. 430A3410001

OUT - 1

NOTE: STR-1 BANK STABILIZATION TO BE COMPLETED AFTER REMOVAL OF HAUL ROADS. SEE SHEET 26 FOR DETAILS.

N 19° 24' 09" W 140.66'
N 19° 24' 03" W 10.52'
N 19° 24' 03" W 783.43'
S 62° 49' 58" E 4.65'
S 19° 24' 03" E 35.50'
S 24° 01' 51" W 60.01'

HAUL ROAD 1
HAUL ROAD 2
CEDAR GROVE RD
PROP. CONST. ESMT.
PRES. R.O.W.
PROP. R.O.W.
WWC-1 / EPH-1
HURRICANE CREEK STR-1

60
65
70

NOTE: PROPOSED CONTOURS SHOWN

STAGE III: FINAL CONSTRUCTION

SEALED BY

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COMMERCE
NO. 124392
STATE OF TENNESSEE

6-29-26

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

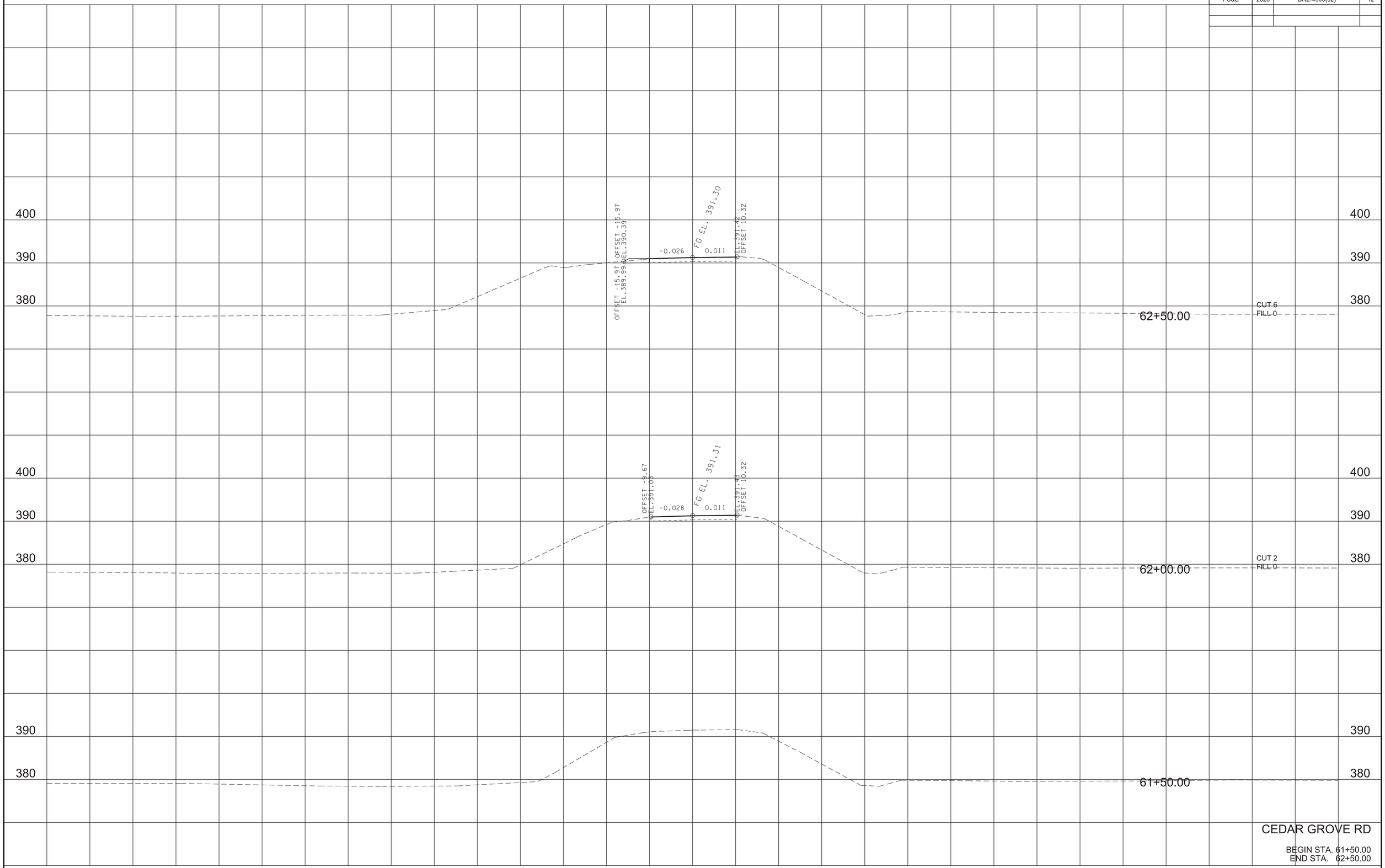
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS

SCALE: 1"=50'

29-JUN-2026 07:54
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-011 EPSC Plans - Stage III.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 12 |
| PS&E | 2026 | BRZ-4300(32) | 12 |
| | | | |
| | | | |




CEDAR GROVE RD

BEGIN STA. 61+50.00
END STA. 62+50.00

29-JUN-2026 07:55
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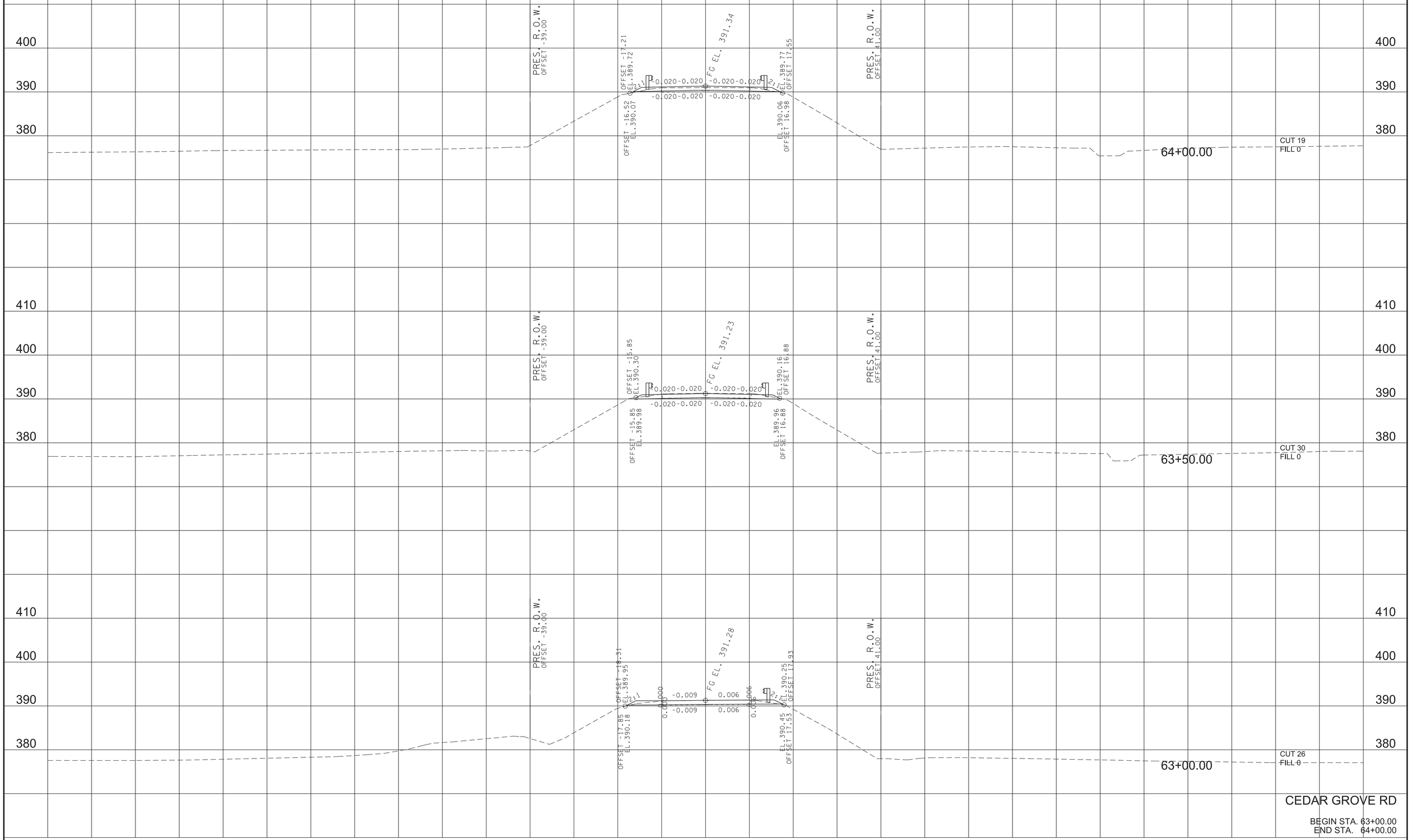
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 13 |
| PS&E | 2026 | BRZ-4300(32) | 13 |
| | | | |
| | | | |

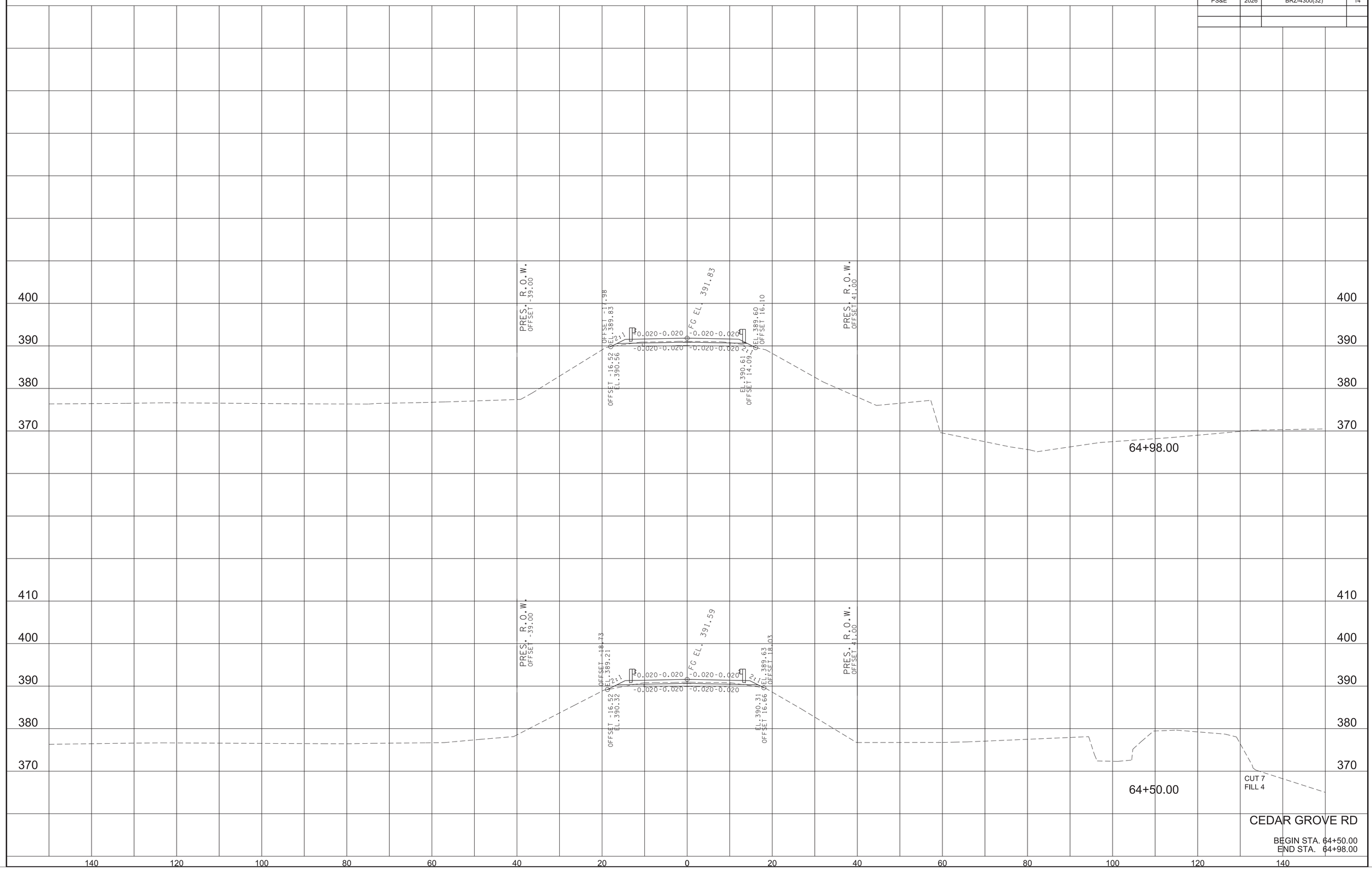



CEDAR GROVE RD

BEGIN STA. 63+00.00
END STA. 64+00.00

29-JUN-2026 07:55
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-012-MainlineXSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 14 |
| PS&E | 2026 | BRZ-4300(32) | 14 |
| | | | |
| | | | |




CEDAR GROVE RD

BEGIN STA. 64+50.00
END STA. 64+98.00

29-JUN-2026 07:55
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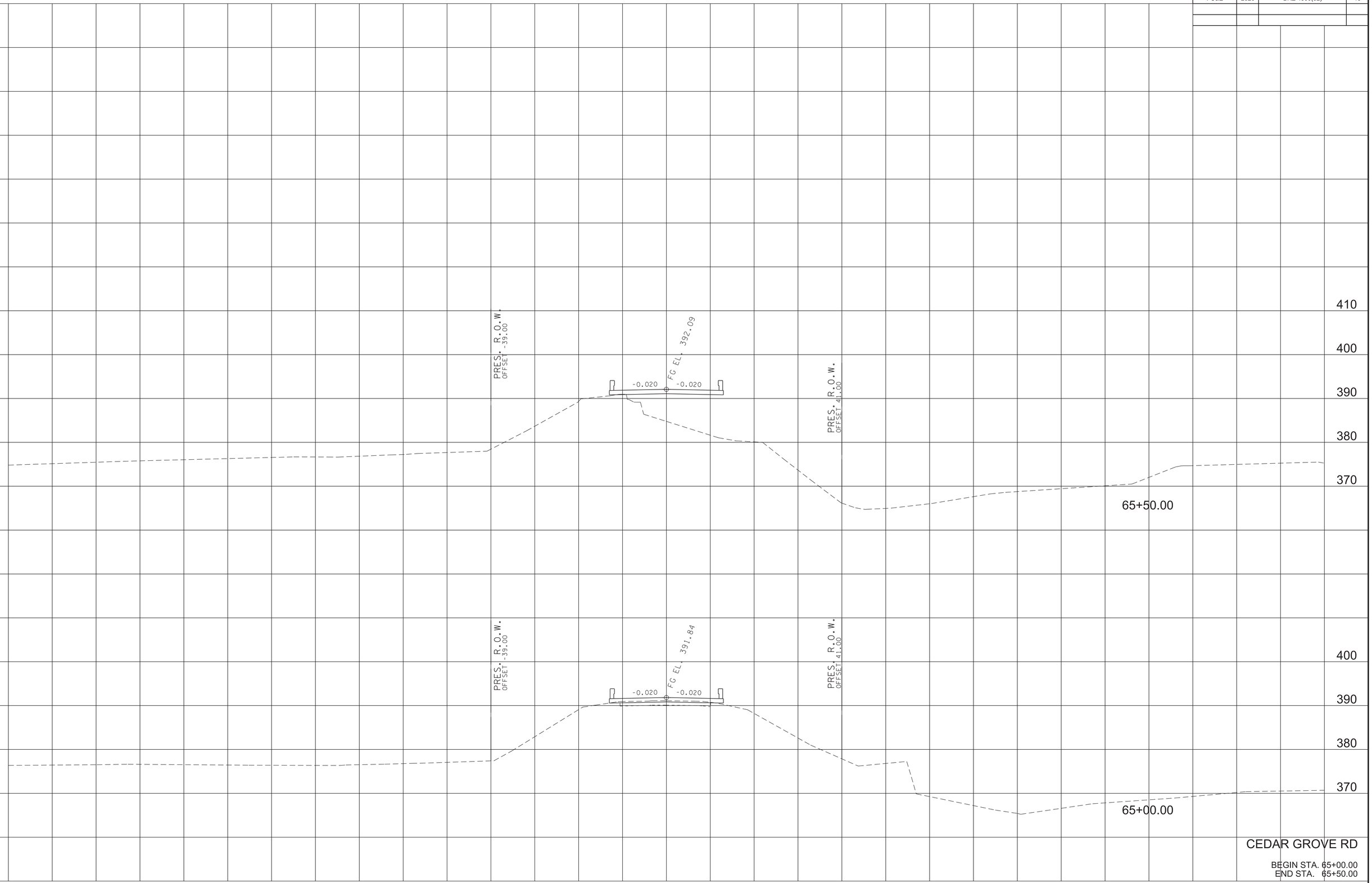
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 15 |
| PS&E | 2026 | BRZ-4300(32) | 15 |
| | | | |
| | | | |

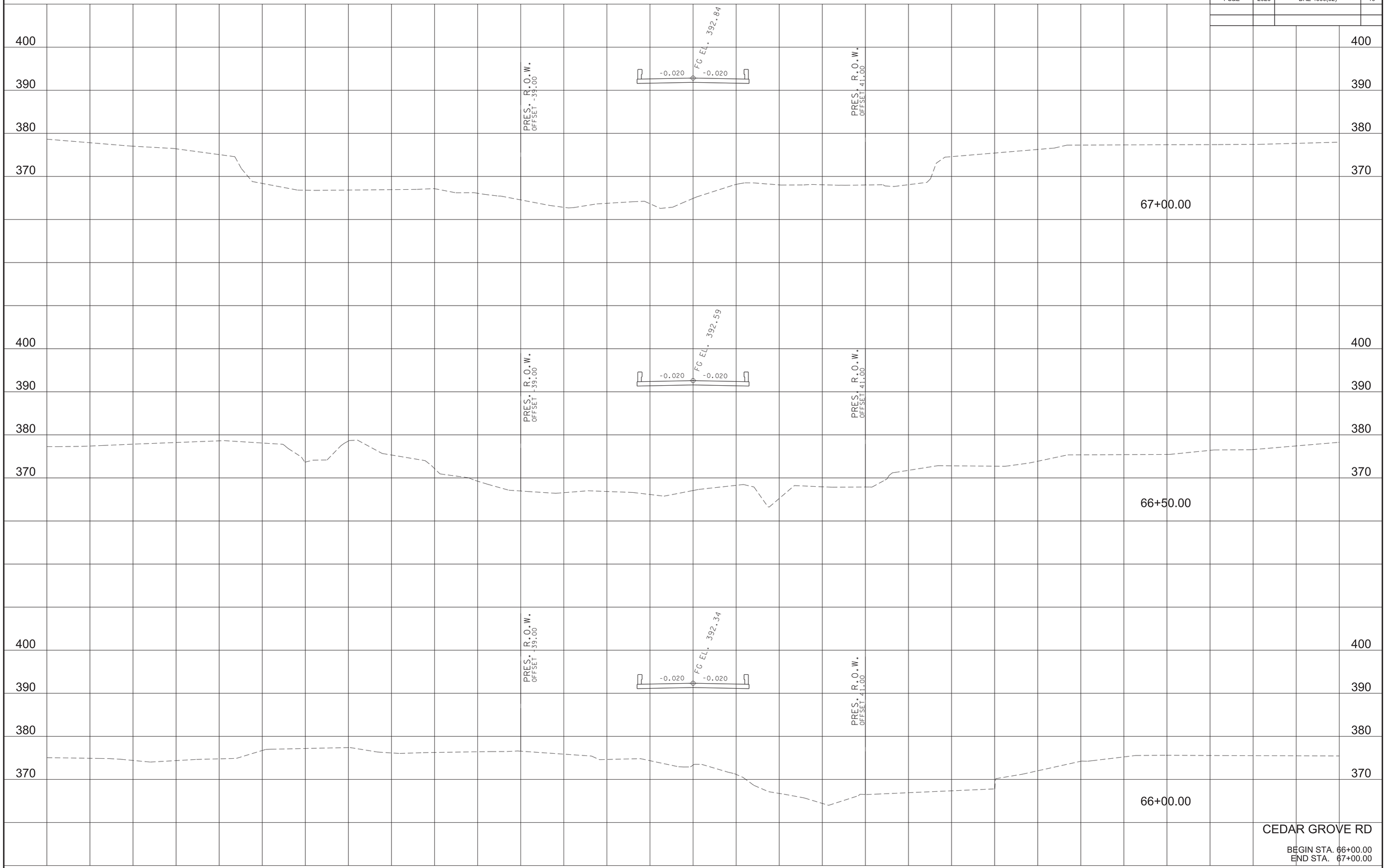



CEDAR GROVE RD

BEGIN STA. 65+00.00
END STA. 65+50.00

29-JUN-2026 07:56
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-012-MainlineXSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 16 |
| PS&E | 2026 | BRZ-4300(32) | 16 |
| | | | |
| | | | |

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| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 17 |
| PS&E | 2026 | BRZ-4300(32) | 17 |
| | | | |
| | | | |

410
400
390
380
370

PROP. R.O.W. OFFSET -40.00

FG EL. 393.59

-0.020 -0.020

PROP. R.O.W. OFFSET 40.00

68+50.00

PRES. R.O.W. OFFSET -39.00

FG EL. 393.34

-0.020 -0.020

PRES. R.O.W. OFFSET 41.00

68+00.00

PRES. R.O.W. OFFSET -39.00

FG EL. 393.09

-0.020 -0.020

PRES. R.O.W. OFFSET 41.00

67+50.00

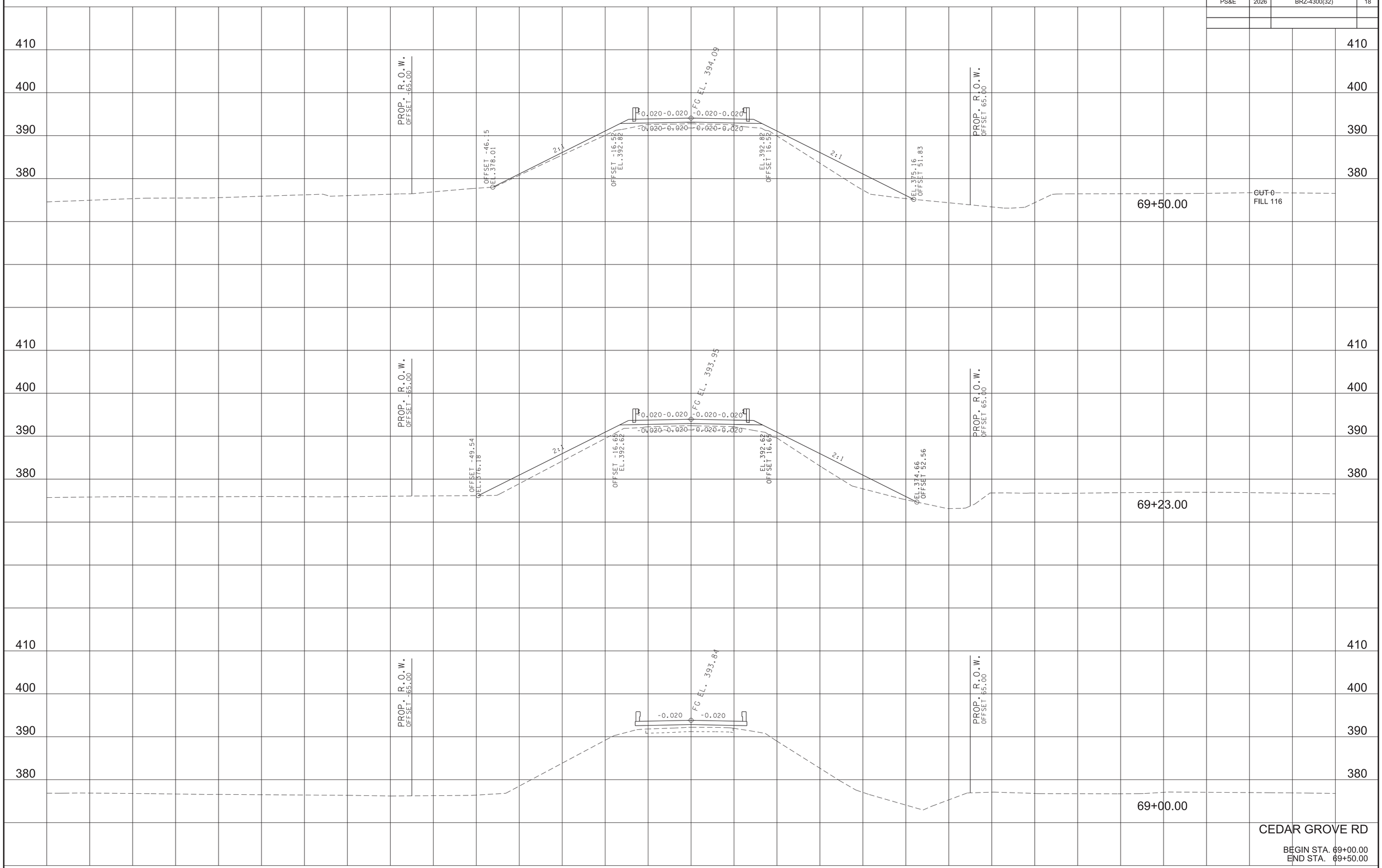
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

CEDAR GROVE RD

BEGIN STA. 67+50.00
END STA. 68+50.00

29-JUN-2026 07:56
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-012-MainlineXSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 18 |
| PS&E | 2026 | BRZ-4300(32) | 18 |
| | | | |
| | | | |




29-JUN-2026 07:57
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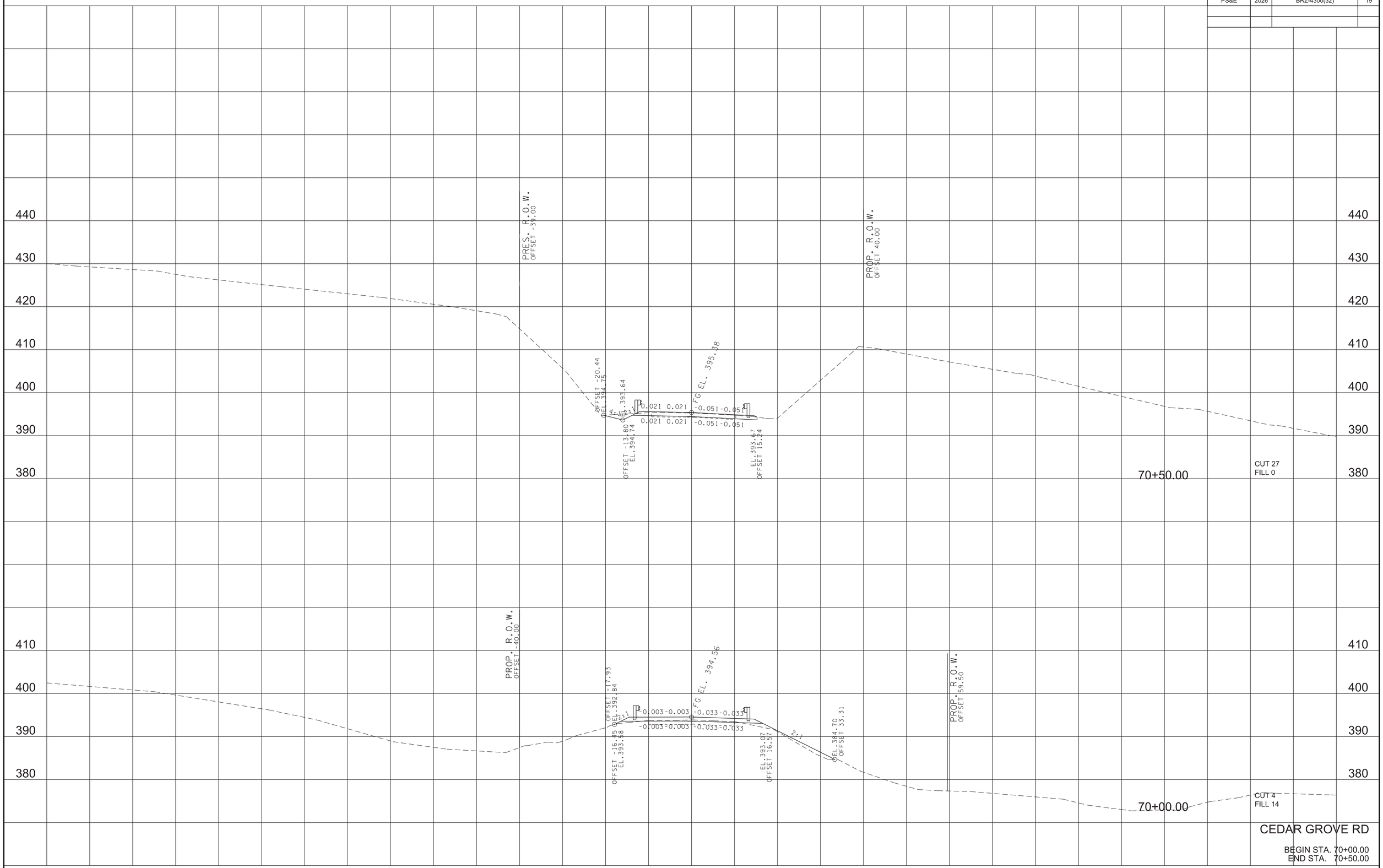
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 19 |
| PS&E | 2026 | BRZ-4300(32) | 19 |
| | | | |
| | | | |




CEDAR GROVE RD

BEGIN STA. 70+00.00
END STA. 70+50.00

29-JUN-2026 07:57
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-012-MainlineXSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 20 |
| PS&E | 2026 | BRZ-4300(32) | 20 |
| | | | |
| | | | |

29-JUN-2026 07:57
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-012-MainlineXSSheets.sht

450
440
430
420
410
400
390

PRES. R.O.W.
OFFSET -50.00

PRES. R.O.W.
OFFSET 50.00

OFFSET 10.74
EL.397.66

71+50.00

450
440
430
420
410
400
390

PRES. R.O.W.
OFFSET -49.00

PRES. R.O.W.
OFFSET 51.00

OFFSET -18.82
EL. 394.77

OFFSET -16.00
EL.396.17

0.034
0.034
-0.068
-0.068

FG EL. 396.57

EL.394.95
OFFSET 9.95

71+00.00

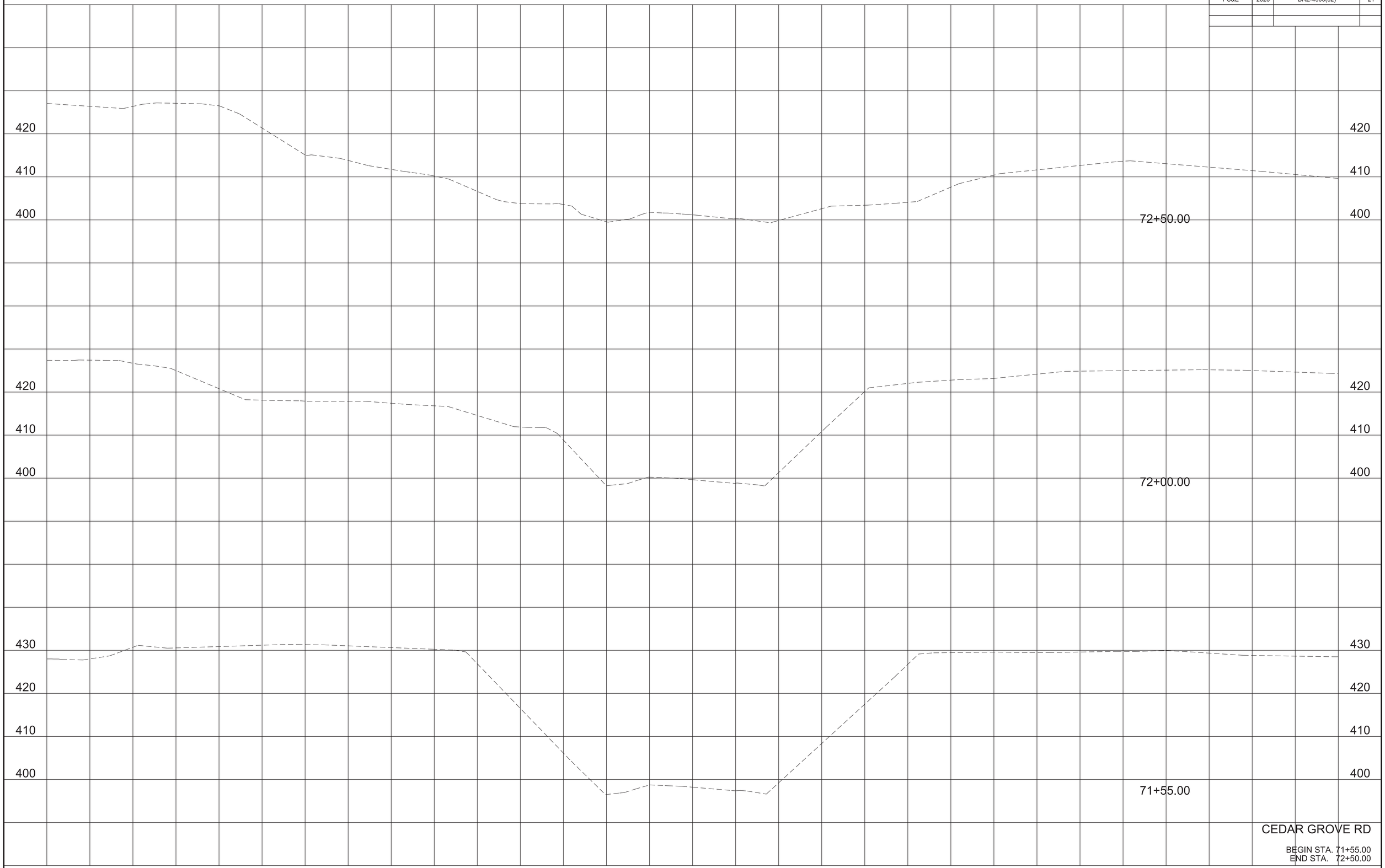
CUT 20
FILL 3

CEDAR GROVE RD

BEGIN STA. 71+00.00
END STA. 71+50.00

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

| TYPE | YEAR | FUNCTIONAL | SHEET NO |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | 21 |
| PS&E | 2026 | BRZ-4300(32) | 21 |
| | | | |
| | | | |




29-JUN-2026 07:58
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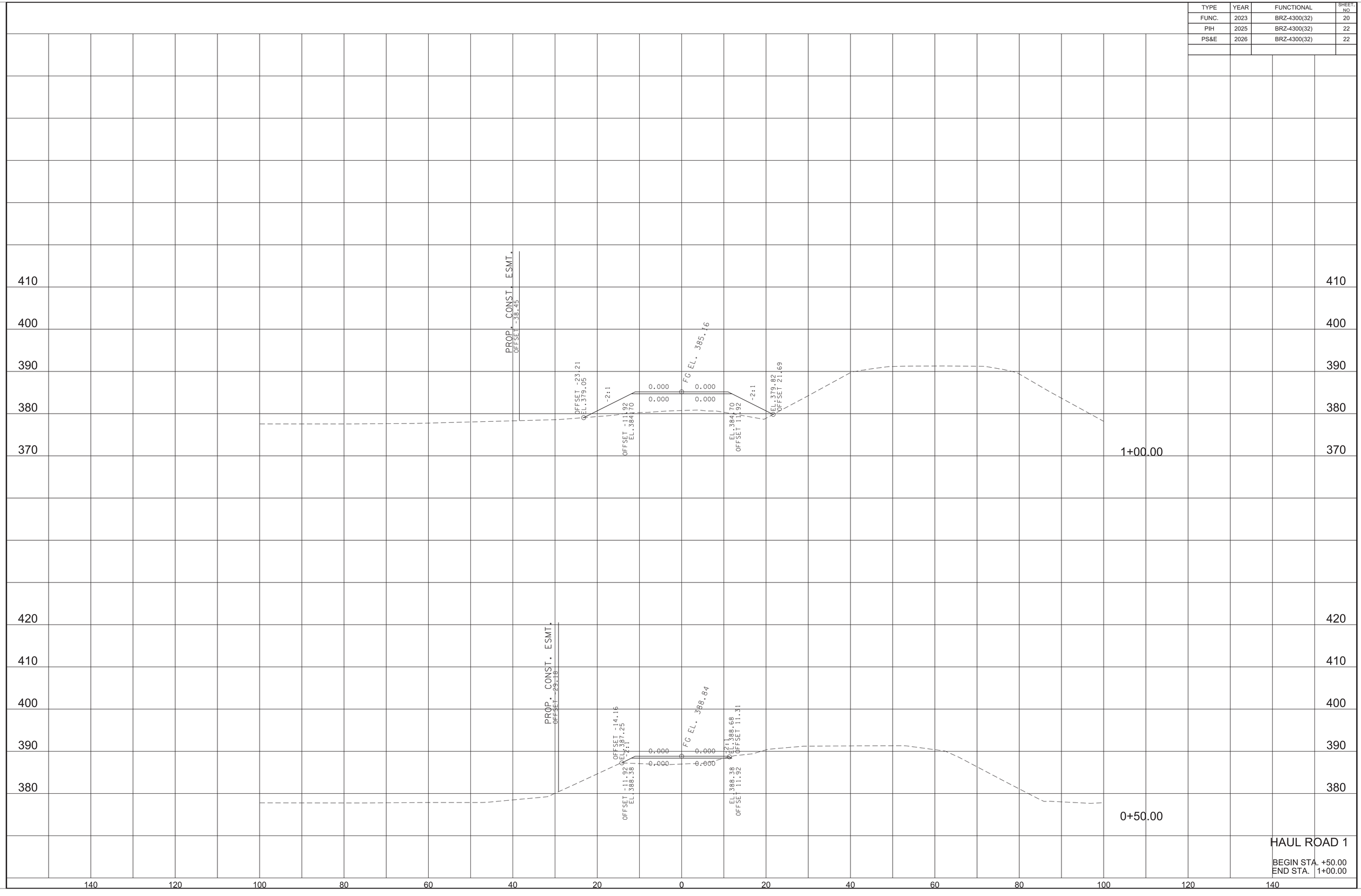
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 20 |
| PIH | 2025 | BRZ-4300(32) | 22 |
| PS&E | 2026 | BRZ-4300(32) | 22 |
| | | | |

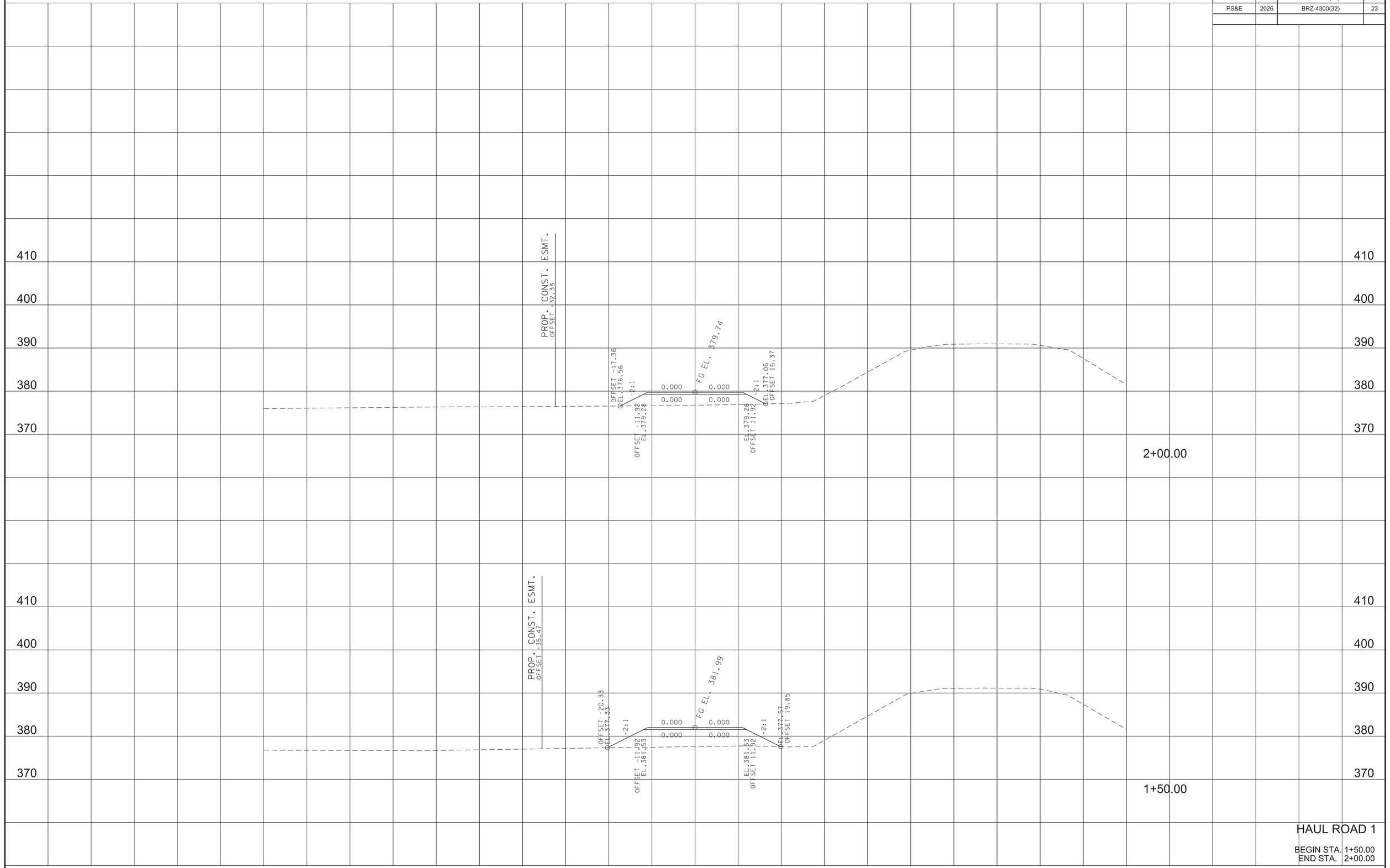



HAUL ROAD 1

BEGIN STA. +50.00
END STA. 1+00.00

29-JUN-2026 07:58
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-022-HaulRoad1XSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 21 |
| PIH | 2025 | BRZ-4300(32) | 23 |
| PS&E | 2026 | BRZ-4300(32) | 23 |
| | | | |




29-JUN-2026 07:58
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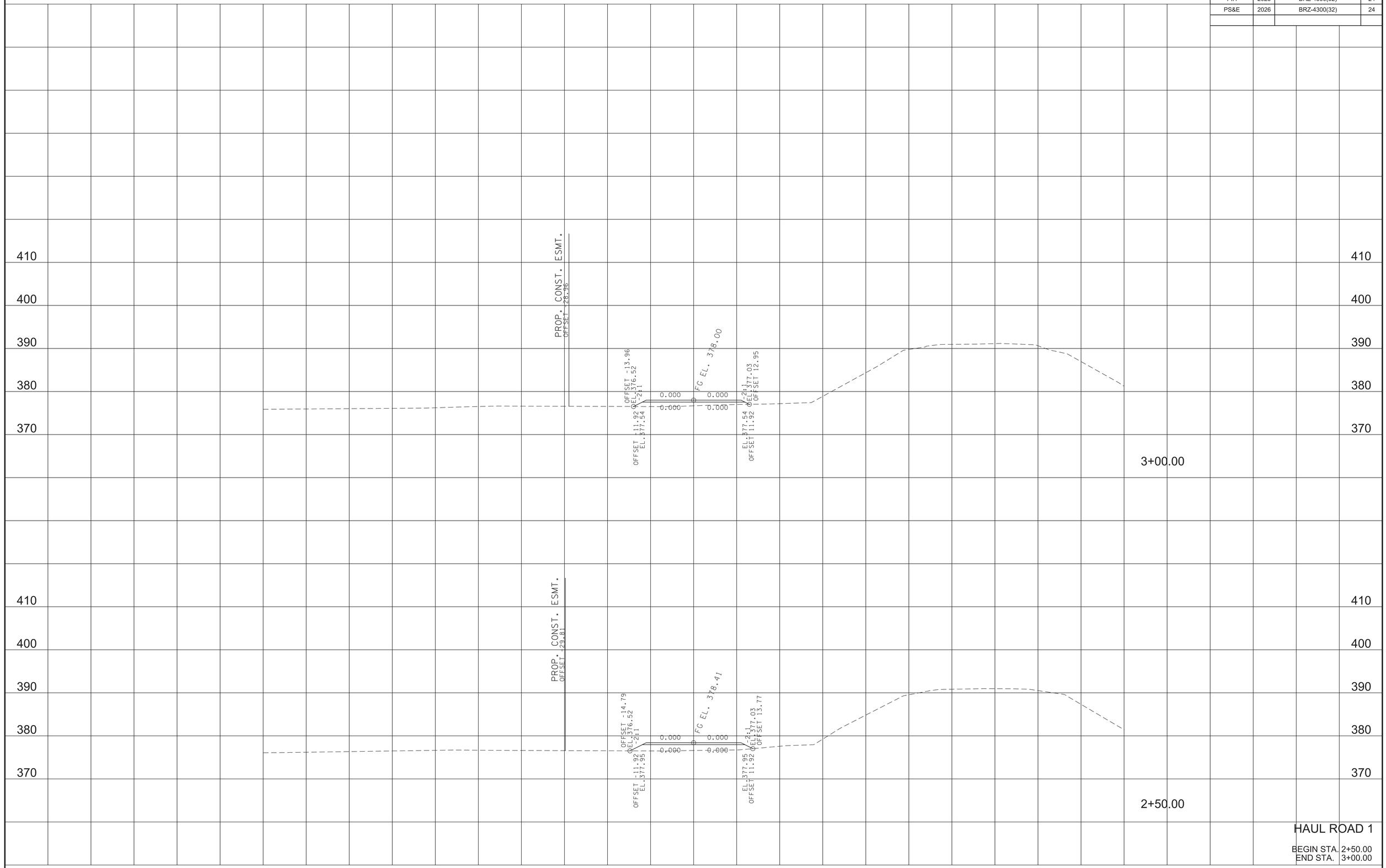
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 22 |
| PIH | 2025 | BRZ-4300(32) | 24 |
| PS&E | 2026 | BRZ-4300(32) | 24 |
| | | | |

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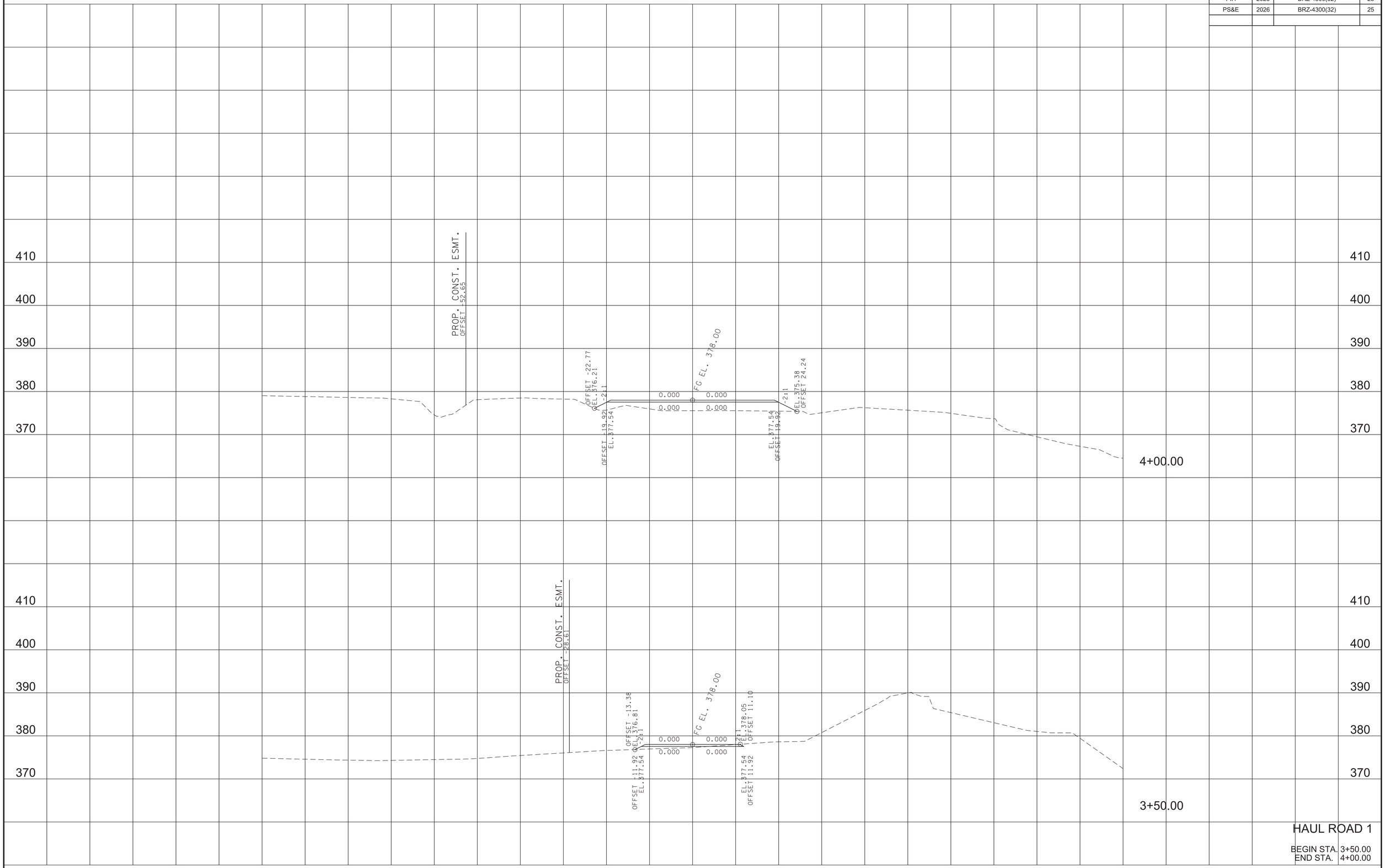
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 23 |
| PIH | 2025 | BRZ-4300(32) | 25 |
| PS&E | 2026 | BRZ-4300(32) | 25 |
| | | | |

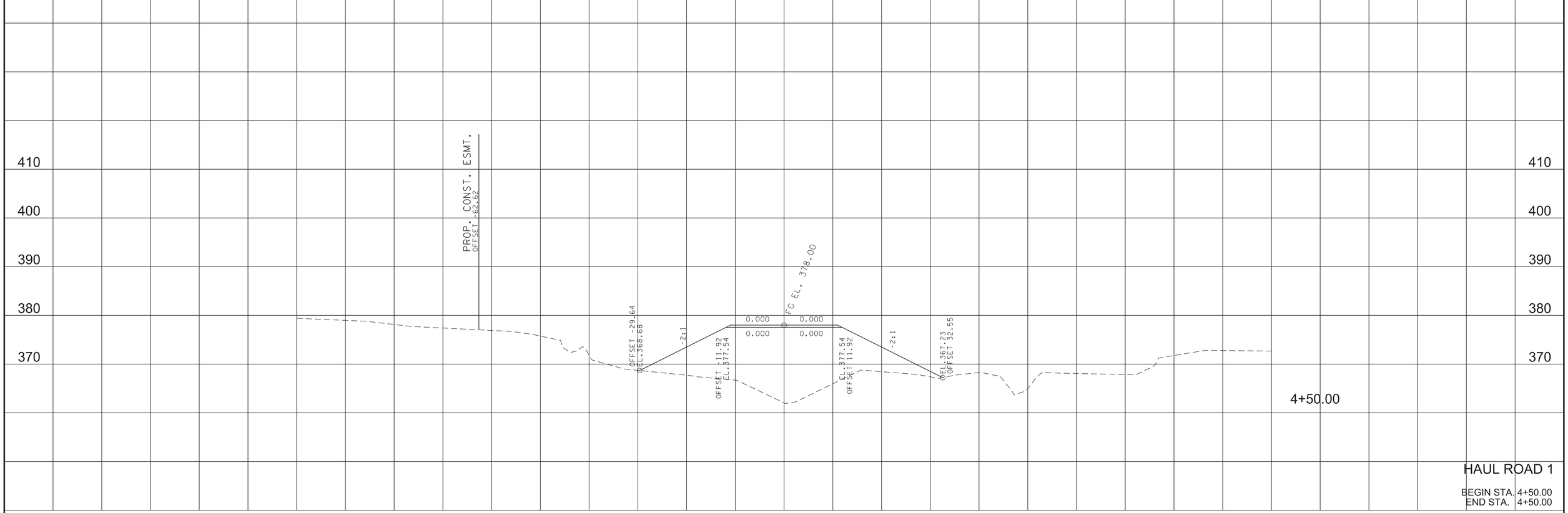



HAUL ROAD 1

BEGIN STA. 3+50.00
END STA. 4+00.00

29-JUN-2026 07:59
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-022-HaulRoad1XSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 24 |
| PIH | 2025 | BRZ-4300(32) | 26 |
| PS&E | 2026 | BRZ-4300(32) | 26 |
| | | | |

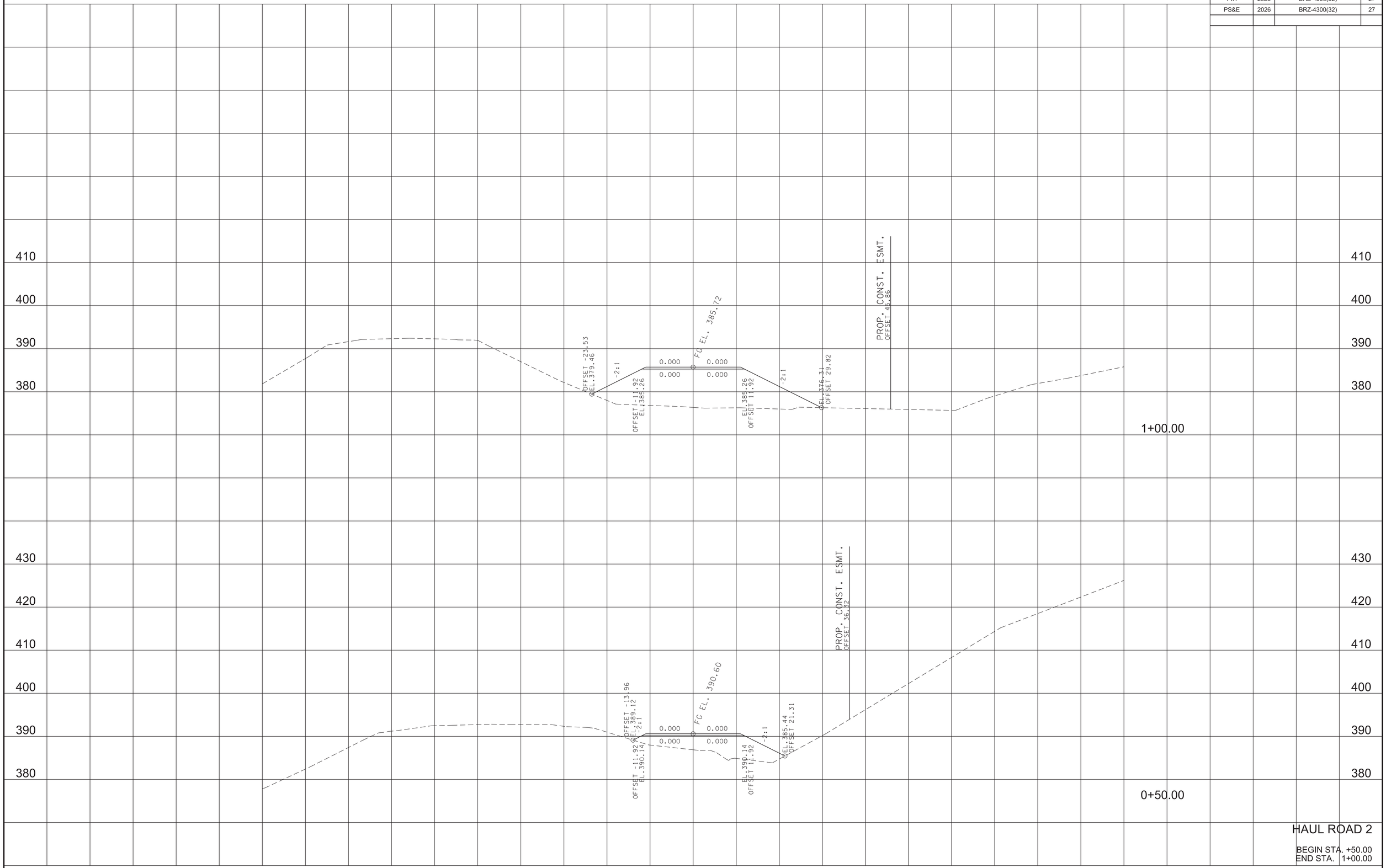



HAUL ROAD 1

BEGIN STA. 4+50.00
END STA. 4+50.00

29-JUN-2026 07:59
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-022-HaulRoad1XSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 25 |
| PIH | 2025 | BRZ-4300(32) | 27 |
| PS&E | 2026 | BRZ-4300(32) | 27 |
| | | | |




HAUL ROAD 2

BEGIN STA. +50.00
END STA. 1+00.00

29-JUN-2026 07:59
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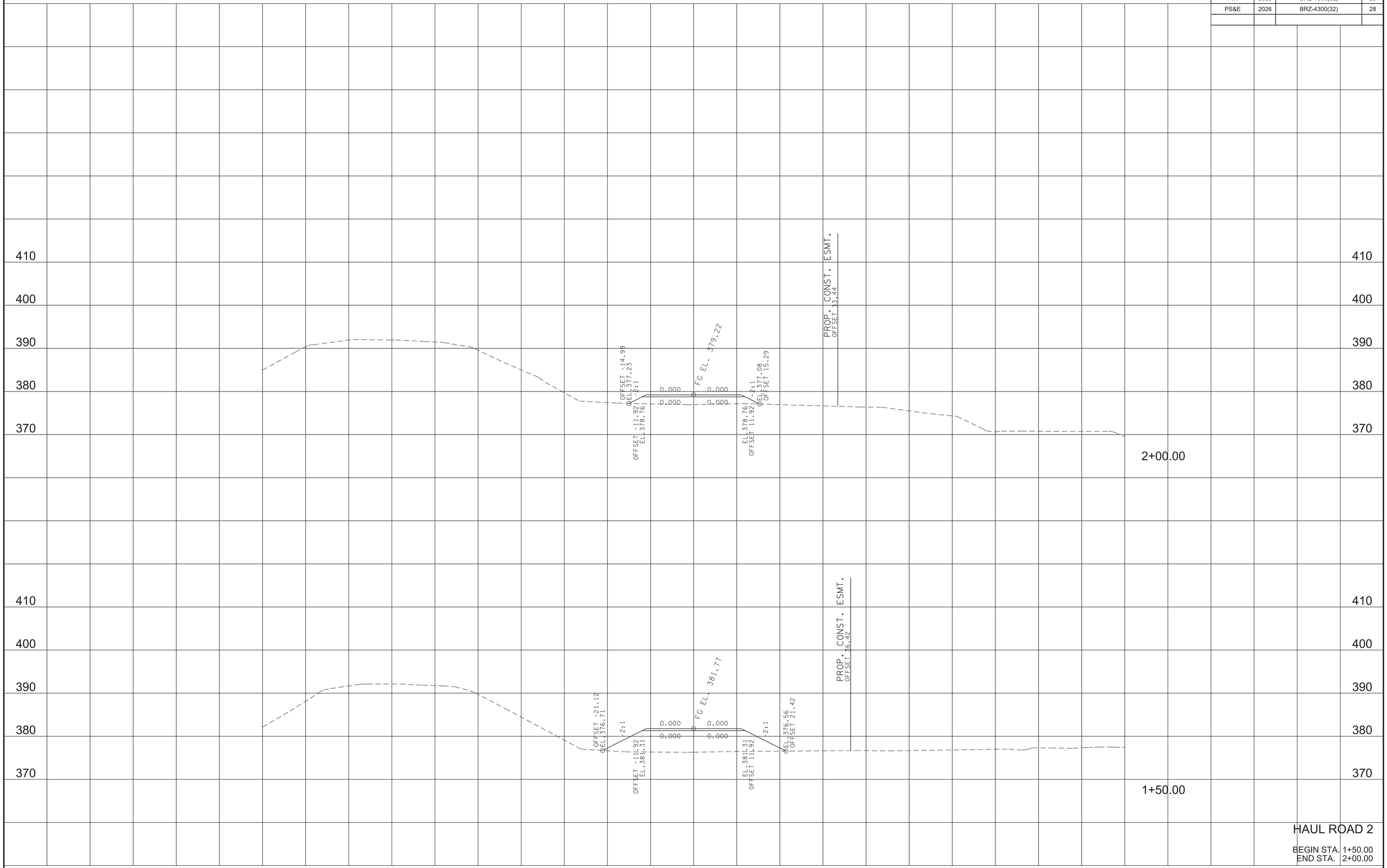
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 26 |
| PIH | 2025 | BRZ-4300(32) | 28 |
| PS&E | 2026 | BRZ-4300(32) | 28 |
| | | | |




HAUL ROAD 2

BEGIN STA. 1+50.00
END STA. 2+00.00

29-JUN-2026 08:00
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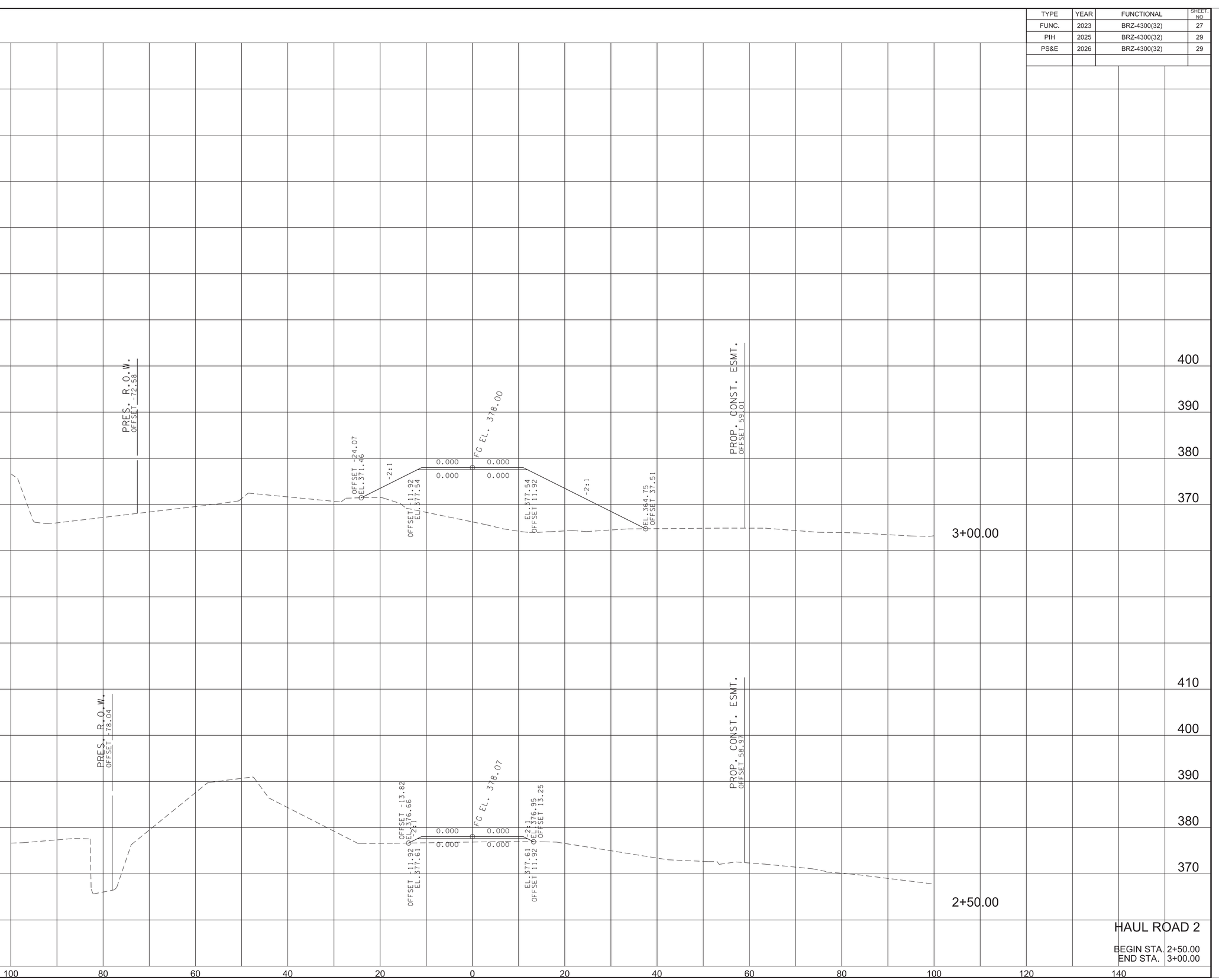
| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 27 |
| PIH | 2025 | BRZ-4300(32) | 29 |
| PS&E | 2026 | BRZ-4300(32) | 29 |

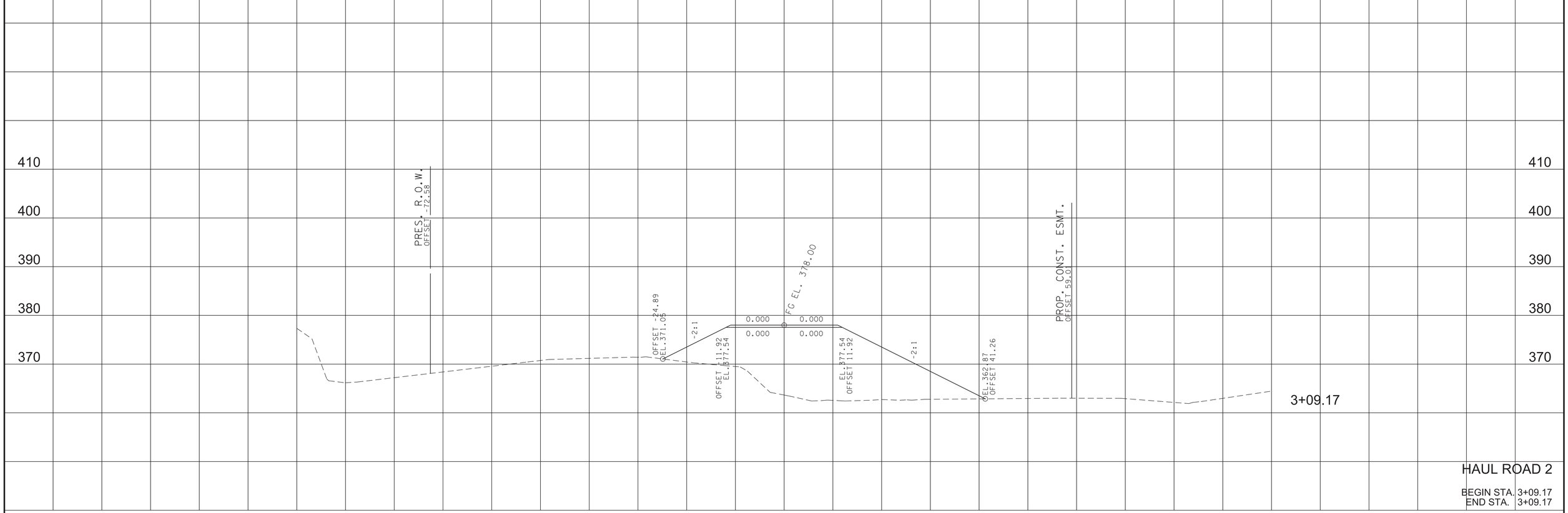



HAUL ROAD 2

BEGIN STA. 2+50.00
END STA. 3+00.00

29-JUN-2026 08:00
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-027-HaulRoad2XSSheets.sht

| TYPE | YEAR | FUNCTIONAL | SHEET. NO |
|---|---|---|---|
| FUNC. | 2023 | BRZ-4300(32) | 28 |
| PIH | 2025 | BRZ-4300(32) | 30 |
| PS&E | 2026 | BRZ-4300(32) | 30 |
| | | | |




HAUL ROAD 2

BEGIN STA. 3+09.17
END STA. 3+09.17

29-JUN-2026 08:00
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-027-HaulRoad2XSSheets.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | T1 |
| PS&E | 2026 | BRZ-4300(32) | T1 |
| | | | |
| | | | |

# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. 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 6 INCHES OR LESS.

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

   IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE 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 0.75 INCH AND NOT EXCEEDING 2 INCHES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SEALED BY**

NICHOLAS A. KNIAZEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126392
STATE OF TENNESSEE

6-29-26

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

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

29-JUN-2026 08:00
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-T1 Traffic Control Notes.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | T2 |
| PS&E | 2026 | BRZ-4300(32) | T2 |
| | | | |
| | | | |

## TRAFFIC CONTROL SIGN TABULATION

| M.U.T.C.D. SIGN NO. | LEGEND | SIZE IN INCHES L | X | W | S.F. | TOTAL NO. REQUIRED | ITEM NO. 712-06 S.F. |
|---|---|---|---|---|---|---|---|
| G20-1 | CEDAR GROVE RD | 36" | X | 18" | 5 | 3 | 14 |
| M4-8a | END DETOUR | 24" | X | 18" | 3 | 2 | 6 |
| M4-9L | DETOUR (LEFT ARROW) | 30" | X | 24" | 5 | 3 | 15 |
| M4-9R | DETOUR (RIGHT ARROW) | 30" | X | 24" | 5 | 4 | 20 |
| M4-9U | DETOUR (UP ARROW) | 30" | X | 24" | 5 | 4 | 20 |
| R11-2 | ROAD CLOSED | 48" | X | 30" | 10 | 2 | 20 |
| R11-3a | BRIDGE CLOSED AHEAD - LOCAL TRAFFIC ONLY | 60" | X | 30" | 13 | 2 | 25 |
| W20-2 | DETOUR AHEAD | 36" | X | 36" | 9 | 3 | 27 |
| | | | | | | TOTAL | 147 |

## TABULATED TRAFFIC CONTROL QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 43455-3435-04 |
|---|---|---|---|---|
| (1) | 712-01 | TRAFFIC CONTROL | LS | 1 |
| | 712-05.01 | WARNING LIGHTS (TYPE A) | EACH | 4 |
| (2) | 712-06 | SIGNS (CONSTRUCTION) | S.F. | 147 |
| | 712-07.03 | TEMPORARY BARRICADES (TYPE III) | L.F. | 35 |

## TRAFFIC CONTROL LEGEND

| SYMBOL | ITEM |
|---|---|
| | SIGN (CONSTRUCTION) |
| | TEMPORARY BARRICADE (TYPE III) |
| A | WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING) |
| | WORK ZONE |

## TRAFFIC CONTROL FOOTNOTES

(1) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(2) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).

**SEALED BY**

6-29-26

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

# TRAFFIC CONTROL LEGEND AND TABULATION

29-JUN-2026 08:01
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-T2 Traffic Control Legend and Tabulation.sht

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2025 | BRZ-4300(32) | T3 |
| PS&E | 2026 | BRZ-4300(32) | T3 |
| | | | |
| | | | |

1 — R11-2 48" X 30"

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A WARNING LIGHTS

2 — DETOUR AHEAD — W20-2 — 36" X 36"

CEDAR GROVE RD — G20-1 — 36" X 18"

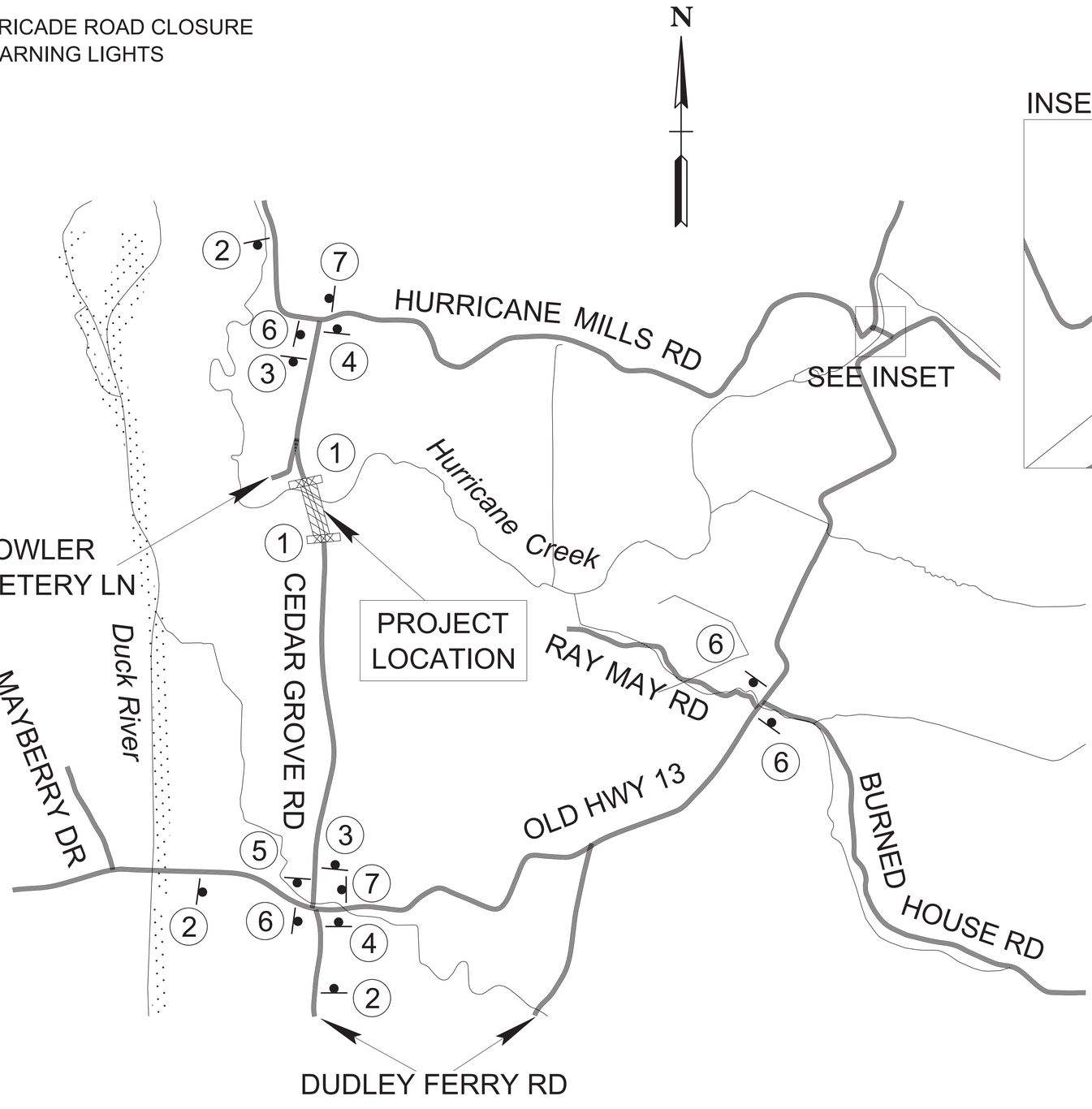
3 — BRIDGE CLOSED AHEAD / LOCAL TRAFFIC ONLY — R11-3a — 60" X 30"

4 — Cedar Grove Rd / DETOUR → — M4-9R — 30" X 24"

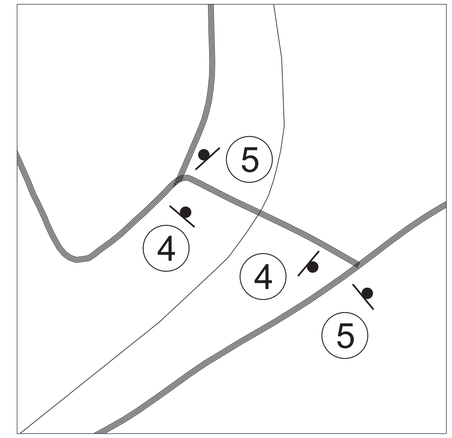
5 — Cedar Grove Rd / DETOUR ← — M4-9L — 30" X 24"

6 — Cedar Grove Rd / DETOUR ↑ — M4-9U — 30" X 24"

7 — END DETOUR — M4-8a — 24" X 18"




INSET



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6-29-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# TRAFFIC CONTROL PLANS

SCALE: 1" = 1000'

29-JUN-2026 08:02
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 124448.00 Humphreys Co. Cedar Grove Road Bridge over Hurricane Creek L.M 0.49-0.55\124448-T3 Traffic Control Plans.sht

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

SCOTT ADRIAN STEPP 2026.06.18 17:05:05 -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
JAMES K. POLK BUILDING, SUITE 1100
505 DEADERICK STREET
NASHVILLE, TN 37243
SCOTT A. STEPP, P.E. NO. 111216

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

| LIST OF DRAWINGS | DWG. NO. | LAST REV. DATE |
|---|---|---|
| SIGNATURE SHEET | STRUCTURE-SIGN1 | |
| LAYOUT OF BRIDGE | U-100-575 | |
| INDEX OF DRAWINGS | U-100-576 | |
| GENERAL NOTES | U-100-577 | |
| ESTIMATED QUANTITIES | U-100-578 | |
| SUPERSTRUCTURE | U-100-580 | |
| SUPERSTRUCTURE DETAILS | U-100-581 | |
| SUPERSTRUCTURE DETAILS | U-100-582 | |
| BULB-TEE BEAM DETAILS SPAN NO. 1 | U-100-583 | |
| BULB-TEE BEAM DETAILS SPAN NO. 2 | U-100-584 | |
| BULB-TEE BEAM DETAILS SPAN NOS. 3 & 4 | U-100-585 | |
| BULB-TEE BEAM DETAILS SPAN NO. 5 | U-100-586 | |
| ABUTMENT NO. 1 | U-100-587 | |
| ABUTMENT NO. 1 DETAILS | U-100-588 | |
| ABUTMENT NO. 2 | U-100-589 | |
| ABUTMENT NO. 2 DETAILS | U-100-590 | |
| ABUTMENT NOS. 1 & 2 DETAILS | U-100-591 | |
| PIER NOS. 1, 2 AND 3 | U-100-592 | |
| PIER NO. 4 | U-100-593 | |
| PIER NOS. 1 THRU 4 DETAILS | U-100-594 | |
| BILL OF STEEL | U-100-596 | |
| BILL OF STEEL | U-100-597 | |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2026 | BRZ-4300(32) | STRUCTURE-SIGN1 |
| | | |
| | | |
| | | |

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

# SIGNATURE SHEET

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2026 | BRZ-4300(32) | B-1 |
| | | | |
| | | | |
| | | | |

# HUMPHREYS

CEDAR GROVE ROAD
OVER
HURRICANE CREEK
BRIDGE I.D. NO. 430A3410C01
STATION NO. 67+10.50

CONTINUOUS
PRESTRESSED CONCRETE
BULB-TEE 54 BEAMS
WITH COMPOSITE
CONCRETE DECK SLAB

5 SPAN BRIDGE
SPAN NO. 1 = 50'-0"
SPAN NO. 2 = 75'-0"
SPAN. NO. 3 = 100'-0"
SPAN NO. 4 = 100'-0"
SPAN NO. 5 = 100'-0"
TOTAL LENGTH = 425'-0"

24'-0" ROADWAY
WITH STD-7-1 BRIDGE RAIL

45°00'00" SKEW

LAYOUT
DWG. NO. U-100-575

ESTIMATED BRIDGE QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|
| 202-01.02 | REMOVAL OF ASBESTOS | L.S. | 1 |
| 202-04.01 | REMOVAL OF STRUCTURES (EXIST. BR. NO. 43-A341-0.49) | L.S. | 1 |
| 204-02.01 | DRY EXCAVATION (BRIDGES) | C.Y. | 288 |
| 204-05.01 | CORE DRILLING AND SAMPLING | L.F. | 530 |
| 303-01.02 | GRANULAR BACKFILL (BRIDGES) | TON | 48 |
| 604-02.03 | EPOXY COATED REINFORCING STEEL | LB. | 97,630 |
| 604-03.01 | CLASS A CONCRETE (BRIDGES) | C.Y. | 219 |
| 604-03.02 | STEEL BAR REINFORCEMENT (BRIDGES) | LB. | 46,671 |
| 604-03.32 | CLASS DS CONCRETE (BRIDGE DECK) | C.Y. | 347 |
| 604-04.01 | APPLIED TEXTURE FINISH (NEW STRUCTURES) | S.Y. | 5,236 |
| 606-03.03 | STEEL PILES (12 INCH) | L.F. | 511 |
| 606-03.06 | PILE TIPS (STEEL PILES, 12 INCH) | EA. | 14 |
| 615-01.10 | PRESTRESSED CONCRETE BULB-TEE (6" WEB) (BT-54) | L.F. | 1,238 |
| 620-06 | CONCRETE RAILING (STD-7-1) | L.F. | 910 |
| 625-01.11 | CAMERA INSPECTION-DRILLED SHAFT (UNDERWATER) | EA. | 8 |
| 625-02.01 | DRILLED SHAFT - SOIL (4'-6" DIA.) | V.F. | 209 |
| 625-02.13 | DRILLED SHAFT - ROCK (4'-0"/4'-6" DIA.) | V.F. | 156 |
| 625-02.25 | DRILLED SHAFT CASING PERMANENT (4'-6" INSIDE DIA.) | V.F. | 217 |
| 625-02.40 | DRILLED SHAFT (SH-SCC) CONCRETE | C.Y. | 195 |
| 625-02.44 | DRILLED SHAFT REINFORCING STEEL | LB. | 63,112 |
| 710-09.01 | 6" PERFERATED PIPE WITH VERTICAL DRAIN SYSTEM | L.F. | 116 |
| 710-09.02 | 6" PIPE UNDERDRAIN | L.F. | 50 |

| LIST OF DRAWINGS | DWG. NO. | LAST REV. DATE |
|---|---|---|
| SIGNATURE SHEET | STRUCTURE-SIGN1 | |
| ESTIMATED BRIDGE QUANTITIES | B-1 | |
| LAYOUT OF BRIDGE | U-100-575 | |
| INDEX OF DRAWINGS | U-100-576 | |
| GENERAL NOTES | U-100-577 | |
| ESTIMATED QUANTITIES | U-100-578 | |
| FOUNDATION DATA | U-100-579 | |
| SUPERSTRUCTURE | U-100-580 | |
| SUPERSTRUCTURE DETAILS | U-100-581 | |
| SUPERSTRUCTURE DETAILS | U-100-582 | |
| BULB-TEE BEAM DETAILS SPAN NO. 1 | U-100-583 | |
| BULB-TEE BEAM DETAILS SPAN NO. 2 | U-100-584 | |
| BULB-TEE BEAM DETAILS SPAN NOS 3 & 4 | U-100-585 | |
| BULB-TEE BEAM DETAILS SPAN NO. 5 | U-100-586 | |
| ABUTMENT NO. 1 | U-100-587 | |
| ABUTMENT NO. 1 DETAILS | U-100-588 | |
| ABUTMENT NO. 2 | U-100-589 | |
| ABUTMENT NO. 2 DETAILS | U-100-590 | |
| ABUTMENT NOS. 1 & 2 DETAILS | U-100-591 | |
| PIER NOS. 1, 2 AND 3 | U-100-592 | |
| PIER NO. 4 | U-100-593 | |
| PIER NOS. 1 THRU 4 DETAILS | U-100-594 | |
| FINAL FOUNDATION DATA | U-100-595 | |
| BILL OF STEEL | U-100-596 | |
| BILL OF STEEL | U-100-597 | |

| LIST OF STANDARD DRAWINGS | DWG. NO. | LAST REV. DATE |
|---|---|---|
| STANDARD PILE DETAILS | STD-5-1 | |
| STANDARD SEISMIC DETAILS | STD-6-1 | 12-08-23 |
| STANDARD CONCRETE RAIL | STD-7-1 | 04-15-20 |
| STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-9-1 | 10-07-08 |
| MISC. ABUTMENT AND DRAINAGE DETAILS | STD-10-1 | 06-05-23 |
| STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB-TEE AND WIDE BULB-TEE BEAMS | STD-14-1 | 06-05-23 |

| LIST OF SPECIAL PROVISIONS | DWG. NO. | REV. DATE |
|---|---|---|
| DRILLED SHAFT SPECIFICATIONS | 625 | 09-01-21 |
| REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM) | 202ACM | 07-07-14 |

## LIST OF BRIDGE REFERENCE DRAWINGS

SEE AS-BUILT DRAWINGS

DRAWN BY: TRENT JOHNSTON

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED BRIDGE QUANTITIES

CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
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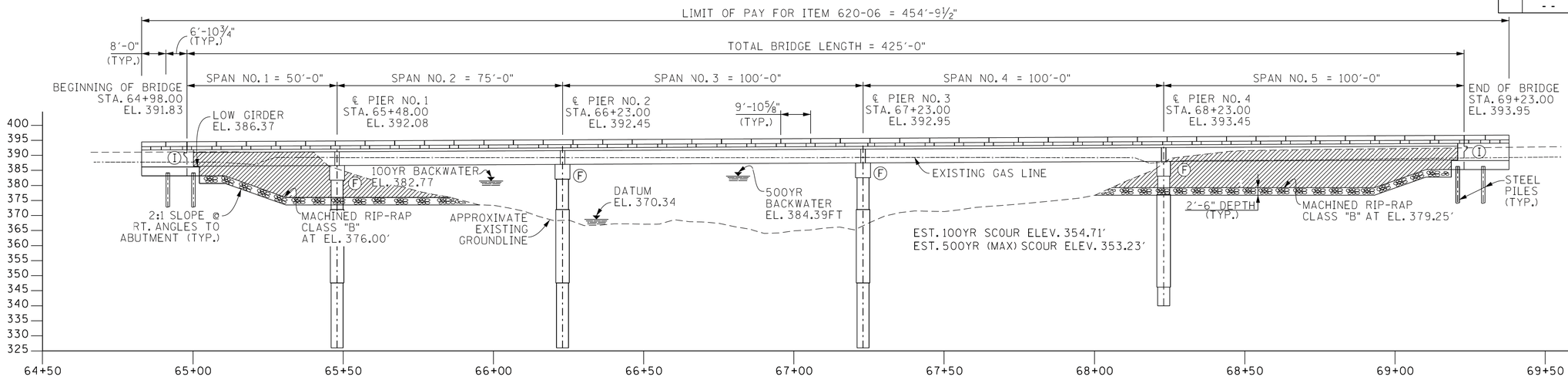
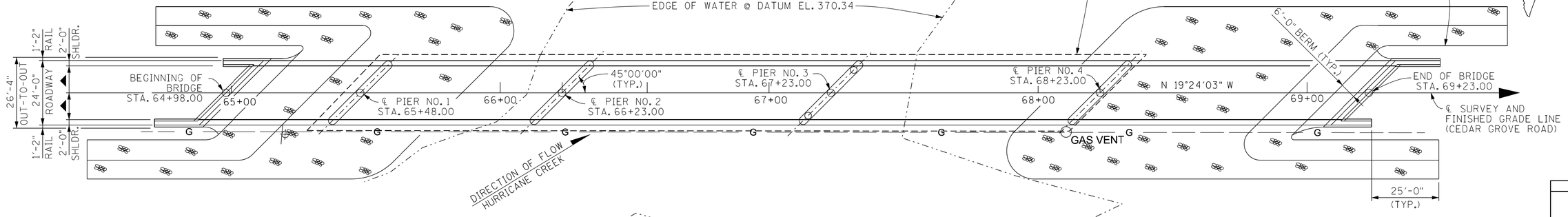
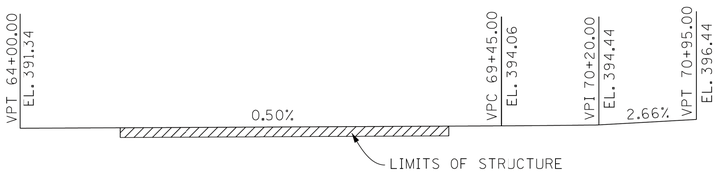



ELEVATION
(SCALE: 1" = 20'-0")

Ⓘ DENOTES: INTEGRAL
Ⓕ DENOTES: FIXED
▨ DENOTES: AREA TO BE EXCAVATED AND PAID FOR AS A ROADWAY ITEM.
▲ DENOTES: 10'-0" LANE




PLAN
(SCALE: 1" = 20'-0")




GRADE SKETCH
CEDAR GROVE ROAD
VC = 150'

## HYDRAULIC DATA

DRAINAGE AREA = 79.47 MI²
DESIGN DISCHARGE (100 YR.) = 16,800 CFS
WATER AREA PROVIDED BELOW EL. 381.83 = 2496.01 FT²
100 YR. VELOCITY = 6.73 FPS
100 YR. BRIDGE BACKWATER = 0.46 FT @ EL. = 382.77 FT
ROADWAY OVERTOPPING ELEVATION = 391.23 FT
500 YR. DISCHARGE 22,300 CFS @ 384.39 FT

NOTE: ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL 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.

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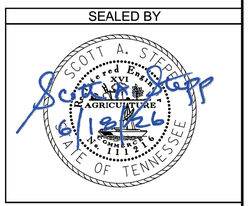


2045 ADT = 160
24'-0" ROADWAY WIDTH
DESIGN SPEED = 35 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# LAYOUT OF BRIDGE
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-575

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER (AW) DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

3/16/2026 2:22:10 PM
P:\STRUCTURES\CADD_REGION_3\43-HUMPHREYS\430A3410001\BRIDGE_DRAWINGS\430A3410001BORD.DGN

CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
| | - - | | |
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| LIST OF DRAWINGS | DWG. NO. | LAST REV. DATE |
|---|---|---|
| LAYOUT OF BRIDGE | U-100-575 | |
| INDEX OF DRAWINGS | U-100-576 | |
| GENERAL NOTES | U-100-577 | |
| ESTIMATED QUANTITIES | U-100-578 | |
| FOUNDATION DATA | U-100-579 | |
| SUPERSTRUCTURE | U-100-580 | |
| SUPERSTRUCTURE DETAILS | U-100-581 | |
| SUPERSTRUCTURE DETAILS | U-100-582 | |
| BULB-TEE BEAM DETAILS SPAN NO. 1 | U-100-583 | |
| BULB-TEE BEAM DETAILS SPAN NO. 2 | U-100-584 | |
| BULB-TEE BEAM DETAILS SPAN NOS. 3 & 4 | U-100-585 | |
| BULB-TEE BEAM DETAILS SPAN NO. 5 | U-100-586 | |
| ABUTMENT NO. 1 | U-100-587 | |
| ABUTMENT NO. 1 DETAILS | U-100-588 | |
| ABUTMENT NO. 2 | U-100-589 | |
| ABUTMENT NO. 2 DETAILS | U-100-590 | |
| ABUTMENT NOS. 1 & 2 DETAILS | U-100-591 | |
| PIER NOS. 1, 2 AND 3 | U-100-592 | |
| PIER NO. 4 | U-100-593 | |
| PIER NOS. 1 THRU 4 DETAILS | U-100-594 | |
| FINAL FOUNDATION DATA | U-100-595 | |
| BILL OF STEEL | U-100-596 | |
| BILL OF STEEL | U-100-597 | |

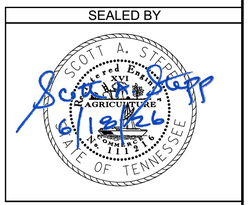
| LIST OF STANDARD DRAWINGS | DWG. NO. | LAST REV. DATE |
|---|---|---|
| STANDARD PILE DETAILS | STD-5-1 | |
| STANDARD SEISMIC DETAILS | STD-6-1 | 12-08-23 |
| STANDARD CONCRETE RAIL | STD-7-1 | 04-15-20 |
| STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-9-1 | 10-07-08 |
| MISC. ABUTMENT AND DRAINAGE DETAILS | STD-10-1 | 06-05-23 |
| STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILSFOR BULB-TEE AND WIDE BULB-TEE BEAMS | STD-14-1 | 06-05-23 |

| LIST OF SPECIAL PROVISIONS | DWG. NO. | LAST REV. DATE |
|---|---|---|
| DRILLED SHAFT SPECIFICATIONS | 625 | 09-01-21 |
| REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM) | 202ACM | 07-07-14 |

## LIST OF REFERENCE DRAWINGS

SEE AS-BUILT DRAWINGS

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER (AW) DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# INDEX OF DRAWINGS
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-576

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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# GENERAL NOTES

**CONSTRUCTION SPECIFICATIONS**: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026 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 B WITH $A_S$= .187, $S_{DS}$=.412, $S_{D1}$=.180, (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 DS 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-14-1 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.

**REINFORCING STEEL IN COLUMNS AND SHAFTS:** ALL LONGITUDINAL REINFORCING STEEL IN COLUMNS AND SHAFTS SHALL BE ASTM A706 GRADE 60.

**END-BEARING STEEL PILES:** TO BE HP 12X53 DRIVEN TO REFUSAL ON ROCK OR A MINIMUM BEARING OF 97 TONS FOR THE ABUTMENTS. ALL PILES SHALL BE ASTM A709 GRADE 50 STEEL.

**PILE TIPS:** PILES SHALL BE EQUIPPED WITH CAST STEEL POINTS. ALSO, SEE STANDARD DRAWING STD-5-1 FOR ADDITIONAL NOTES.

**DRILLED SHAFTS**: SEE SPECIAL PROVISION 625 REGARDING DRILLED SHAFT SPECIFICATIONS.

**SLAB OVERHANGS:** IT IS RECOMMENDED THAT SPACING OF OVERHANG BRACKETS FOR BEAMS NOT EXCEED 2'-0" CENTER-TO-CENTER.

**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.

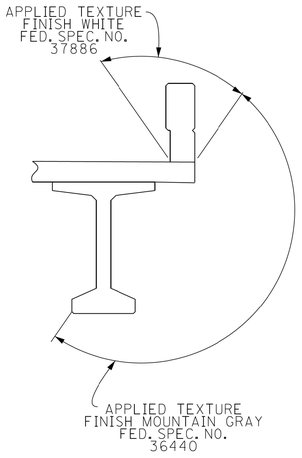
**SHOP DRAWINGS:** SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

**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 "B" IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.08

**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.




TYPICAL AT CANTILEVER
APPLIED TEXTURE FINISH

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
CEDAR GROVE ROAD OVER
HURRICANE CREEK
BRIDGE ID. NO. 430A3410001
STATION 67+10.50
LOG MILE 0.49
HUMPHREYS COUNTY
2026

U-100-577

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: TRENT JOHNSTON DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

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# ESTIMATED QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | TOTAL | SUPERSTRUCTURE | ABUT. NO. 1 | PIER NO. 1 | PIER NO. 2 | PIER.NO. 3 | PIER NO. 4 | ABUT. NO. 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ② | 202-01.02 | REMOVAL OF ASBESTOS | L.S. | 1 | | | | | | | |
| ① | 202-04.01 | REMOVAL OF STRUCTURES (EXIST. BR. NO. 43-A341-0.49) | L.S. | 1 | | | | | | | |
| ③ | 204-02.01 | DRY EXCAVATION (BRIDGES) | C.Y. | 288 | | 144 | | | | | 144 |
| ⑫ | 204-05.01 | CORE DRILLING AND SAMPLING | L.F. | 530 | | | 156 | 130 | 122 | 122 | |
| ⑨ | 303-01.02 | GRANULAR BACKFILL (BRIDGES) | TON | 48 | | 24 | | | | | 24 |
| | 604-02.03 | EPOXY COATED REINFORCING STEEL | LB. | 97,630 | 94,796 | 1,417 | | | | | 1,417 |
| ⑧ | 604-03.01 | CLASS A CONCRETE (BRIDGES) | C.Y. | 219 | | 46 | 32 | 33 | 33 | 29 | 46 |
| | 604-03.02 | STEEL BAR REINFORCEMENT (BRIDGES) | LB. | 46,671 | 2,888 | 5,852 | 8,496 | 8,574 | 8,688 | 6,321 | 5,852 |
| | 604-03.32 | CLASS DS CONCRETE (BRIDGE DECK) | C.Y. | 347 | 347 | | | | | | |
| | 604-04.01 | APPLIED TEXTURE FINISH (NEW STRUCTURES) | S.Y. | 5,236 | 1,756 | 50 | 860 | 869 | 882 | 769 | 50 |
| | 606-03.03 | STEEL PILE (12-INCH) | L.F. | 511 | | 259 | | | | | 252 |
| ⑩ | 606-03.06 | PILE TIPS (STEEL PILES, 12 INCH) | EA. | 14 | | 7 | | | | 7 | |
| ⑤⑥ | 615-01.10 | PRESTRESSED CONCRETE BULB-TEE 54 (6" WEB) (BT-54) | L.F. | 1,238 | 1,238 | | | | | | |
| | 620-06 | CONCRETE RAILING (STD-7-1) | L.F. | 910 | | | | | | | |
| ⑭ | 625-01.11 | CAMERA INSPECTION-DRILLED SHAFT (UNDER WATER) | EA. | 8 | | | 2 | 2 | 2 | 2 | |
| ⑪⑬ | 625-02.01 | DRILLED SHAFT- SOIL (4'-6" DIA.) | V.F. | 209 | | | 49 | 49 | 49 | 62 | |
| ⑪⑬ | 625-02.13 | DRILLED SHAFT- ROCK (4'-0"/4'-6" DIA.) | V.F. | 156 | | | 48 | 48 | 48 | 12 | |
| ⑮ | 625-02.25 | DRILLED SHAFT CASING-PERMANENT (4'-6" INSIDE DIA.) | V.F. | 217 | | | 51 | 51 | 51 | 64 | |
| ⑯ | 625-02.40 | DRILLED SHAFT (SH-SCC) CONCRETE | C.Y. | 195 | | | 51 | 51 | 51 | 42 | |
| | 625-02.44 | DRILLED SHAFT REINFORCING STEEL | LB. | 63,112 | | | 16,565 | 16,565 | 16,565 | 13,417 | |
| ⑦ | 710-09.01 | 6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM | L.F. | 116 | | 58 | | | | | 58 |
| | 710-09.02 | 6" PIPE UNDERDRAIN | L.F. | 50 | | 25 | | | | | 25 |

CONST. NO.: 43455-3435-04

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## ESTIMATED QUANTITIES NOTES

1. **NOTE:** LUMP SUM: EXISTING BRIDGE NO. 43-A341-0.49 AND APPROACHES TO BE REMOVED TO NATURAL GROUND BETWEEN STA. 64+98 TO STA. 69+23.00. EXISTING STRUCTURE CONSISTS OF 9 SPAN CONCRETE “T” BEAMS, CONCRETE MULTI POST PIERS AND PILE PIERS, 28’-8” OUT-TO-OUT AND LENGTH OF 285’-6”.

2. **NOTE:** THE FOLLOWING ASBESTOS CONTAINING MATERIAL ELEMENTS WERE DETERMINED TO BE LOCATED ON THE EXISTING BRIDGE. 50 DECK DRAINS TOTALING APPROXIMATELY 100 LINEAR FEET. SEE PROJECT COMMITMENTS AND SPECIAL PROVISION 202ACM.

3. **NOTE:** EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS AND PIERS 1 AND 4, AND EXISTING GROUND AT PIERS 2 AND 3.

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

5. **NOTE:** COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED BEAM.

6. **NOTE:** INTERMEDIATE DIAPHRAGMS SHALL BE PAID FOR IN ACCORDANCE WITH STANDARD DRAWING STD-14-1.

7. **NOTE:** COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.

8. **NOTE:** THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 60 ANCHOR BOLT ASSEMBLIES (1¼” ∅, GR. 55) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CLASS A CONCRETE (BRIDGES), ITEM NO. 604-03.01.

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

10. **NOTE:** THE UNIT PRICE BID FOR THE CAST STEEL POINTS SHALL INCLUDE FURNISHING AND INSTALLATION TO THE PILES.

11. **NOTE:** THE COST OF THE FOLLOWING ITEMS IS TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NOS. 625-02.01 AND 625-02.13:
    - A) DRILLING THE SHAFT
    - B) CLEANING AND INSPECTING THE SHAFT
    - C) INSTALLATION OF ALL CASING AND/OR SLURRY, IF USED. NO PAYMENT WILL BE MADE FOR TEMPORARY CASING WHICH CANNOT BE REMOVED.
    - D) INSTALLATION OF 1.5” DIAMETER PIPES IN SHAFTS FOR CSL TESTING. 4 CSL TUBES ARE REQUIRED PER SHAFT AT PIER NOS. 1 THRU 4.

12. **NOTE:** SEE ARTICLE 625.31 OF THE SPECIAL PROVISION. THE INTENT IS FOR THE CORE DRILLING AND SAMPLING TO BE PERFORMED PRIOR TO SHAFT DRILLING. SUBJECT TO THE APPROVAL FROM THE GEOTECHNICAL ENGINEER, THESE CORES ARE TO BE USED TO PRE-DETERMINE ACCEPTABLE SHAFT TIP ELEVATIONS. CORES SHALL EXTEND 20 BELOW ESTIMATED TIP ELEVATIONS SHOWN ON THE PLANS. 1 CORE IS REQUIRED PER SHAFT.

13. **NOTE:** CSL TESTING WITH THE ADDITION OF 3D TOMOGRAPHY SHALL BE PERFORMED ON ALL SHAFTS. THE CSL TESTING FIRM MUST BE PRESENT FOR ALL SHAFT POURS.

14. **NOTE:** THE INTENT IS TO VERIFY THAT THE SHAFT TIP AND SIDE WALLS OF THE SOCKET ARE CLEAN AND INTACT.

15. **NOTE:** THE CONTRACTOR SHALL USE PERMANENT CASING. THE STRUCTURAL CAPACITY OF THE CASING IS NOT INCORPORATED INTO THE DESIGN.

16. **NOTE:** DRILLED SHAFT CONCRETE SHALL BE CLASS SH-SCC.

## ESTIMATED ELEVATIONS FOR DRILLED SHAFT

| DESCRIPTION | PIER 1 | PIER 2 | PIER 3 | PIER 4 |
|---|---|---|---|---|
| EXISTING GROUND | 382.00 | 369.00 | 365.00 | 381.00 |
| TOP OF DRILLED SHAFT | 372.00 | 372.00 | 372.00 | 377.00 |
| TOP OF WEATHERED ROCK | 347.60 | 347.60 | 347.60 | 346.20 |
| TOP OF SOUND ROCK | 347.60 | 347.60 | 347.60 | 346.20 |
| BOTTOM OF ROCK SOCKET | 324.00 | 324.00 | 324.00 | 340.00 |
| BOTTOM OF CORE | 304.00 | 304.00 | 304.00 | 320.00 |
| DISTANCE FROM GROUND TO BOTTOM OF CORE. | 78'-0" | 65'-0" | 61'-0" | 61'-0" |

SEALED BY

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: TRENT JOHNSTON DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

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ESTIMATED QUANTITIES
CEDAR GROVE ROAD OVER
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U-100-578

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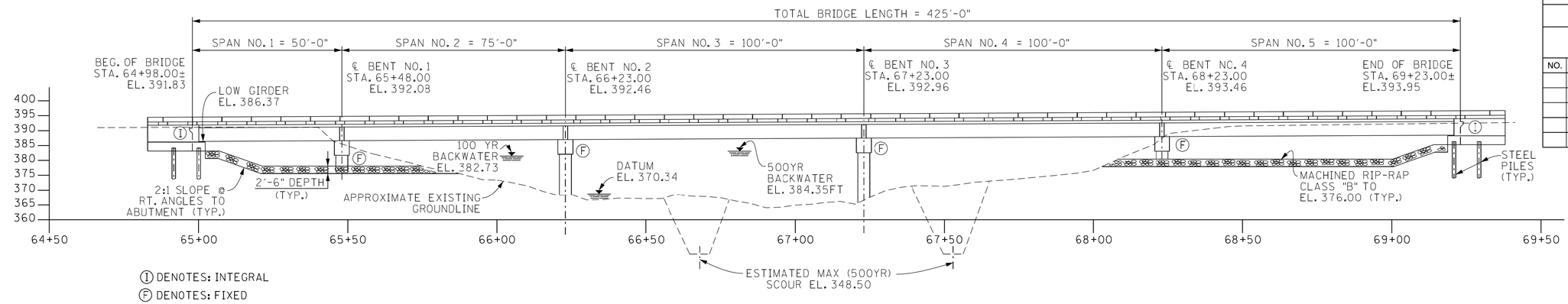
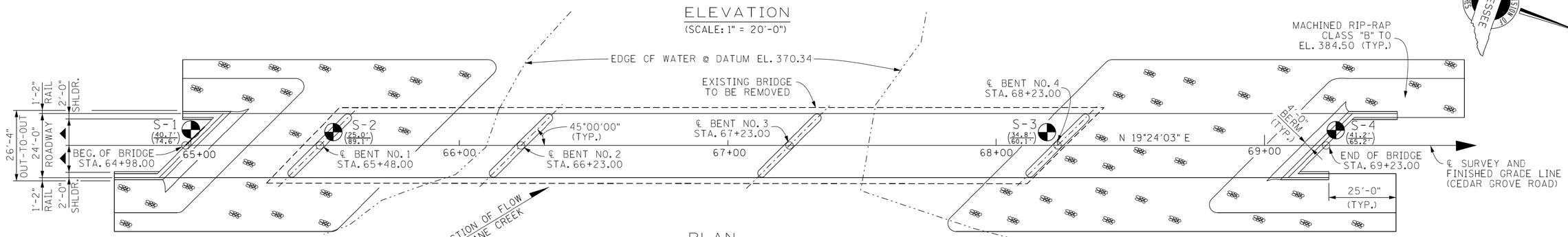



Ⓘ DENOTES: INTEGRAL

Ⓕ DENOTES: FIXED

## ELEVATION

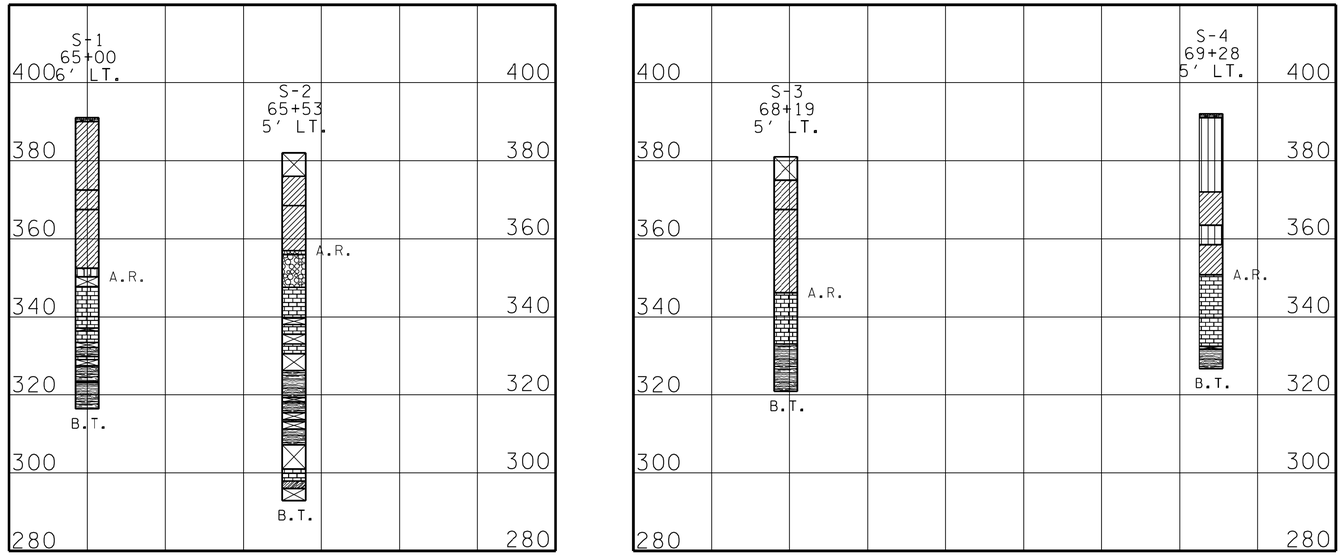
(SCALE: 1" = 20'-0")




▲ DENOTES: 10'-0" LANE

## PLAN

(SCALE: 1" = 20'-0")




## LOGS OF BORINGS

SCALE: 1"=20' (VERTICAL ONLY)

## BORING LEGEND

S-X (Y/Z) — BORING LOCATION. DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)

## AS-BORED LOCATIONS AND INFORMATION

| POINT | STATION | OFFSET | GROUND ELEVATION | TOP OF COMPETANT ROCK ELEVATION | TOTAL DEPTH |
|---|---|---|---|---|---|
| S-1 | 65+00 | 6' LT | 391.0 | 347.8 | 74.6 |
| S-2 | 65+53 | 5' LT | 382.0 | 347.6 | 89.1 |
| S-3 | 68+19 | 5' LT | 381.0 | 346.2 | 60.1 |
| S-4 | 69+28 | 5' LT | 392.0 | 350.8 | 65.2 |

## PROFILE LEGEND

- ASPHALT
- NO SAMPLING OR NO RECOVERY/LOSS
- TYPE A MATERIAL: GRAVEL; CLAY (CL); SILTY SAND (SM); SILT (ML)
- TYPE B MATERIAL: LIMESTONE
- TYPE C MATERIAL: SHALE; WEATHERED SHALE

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# FOUNDATION DATA
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# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

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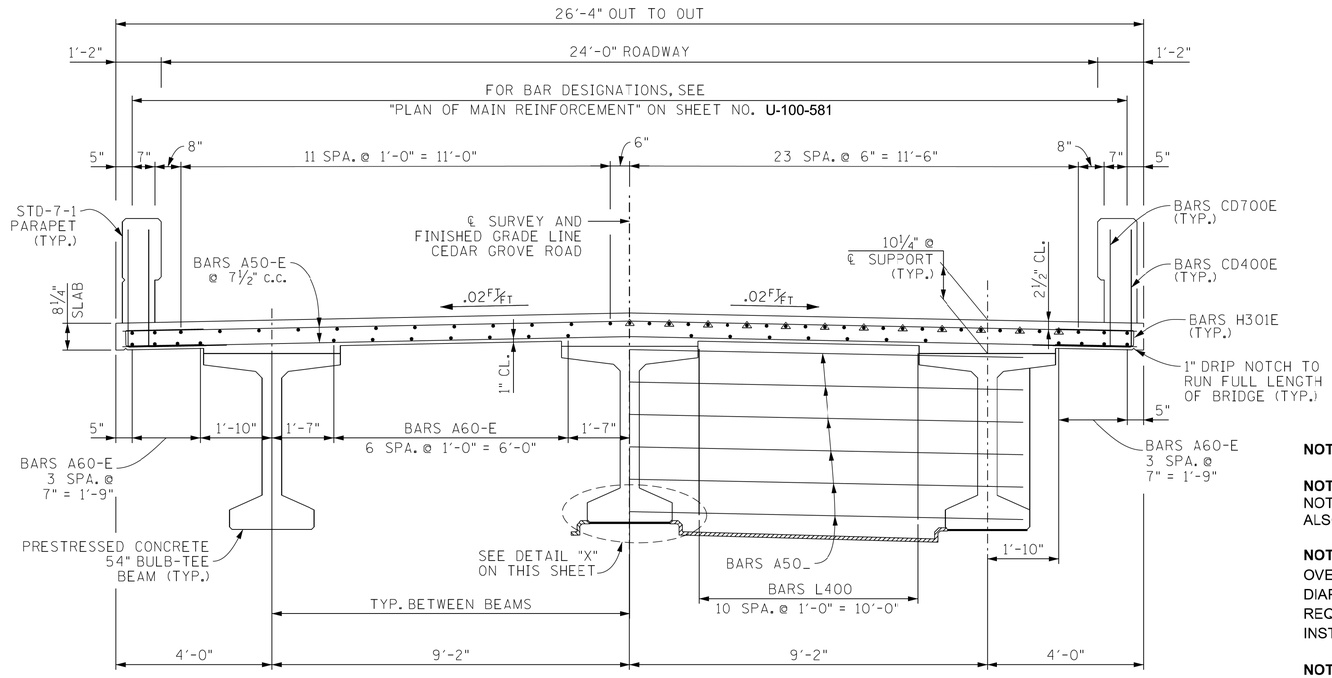
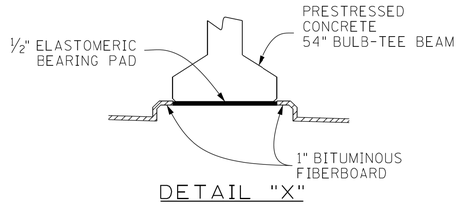



℄ MID-SPAN ℄ SUPPORT

## TYPICAL CROSS-SECTION

LOOKING FORWARD ON SURVEY




DETAIL "X"

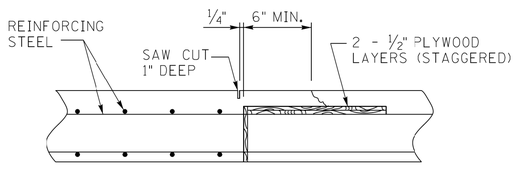
**NOTE:** NO PORTION OF THE PARAPETS SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

**NOTE:** WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE CORRESPONDING 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 CONSTRUCTION. WHILE IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE BEAMS, IT IS REQUIRED THAT ALL TEMPORARY ERECTION DIAPHRAGMS AND ALL PERMANENT INTERMEDIATE DIAPHRAGMS IN A SPAN BE FULLY INSTALLED PRIOR TO POURING ANY PORTION OF THE SLAB IN THAT SPAN.

**NOTE:** THE SUPPORT DIAPHRAGM AT THE PIER SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGM 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 DIAPHRAGM AND DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR CLASS DS CONCRETE.

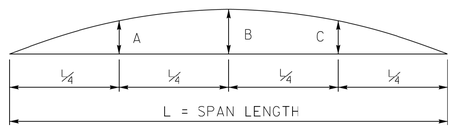
▲ DENOTES: CUT-OFF BARS




## 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.

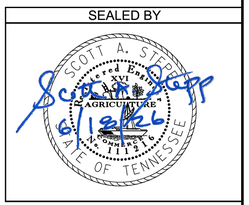
| SPAN 1 | | | SPAN 2 | | | SPANS 3 & 4 | | | SPAN 5 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | A | B | C | A | B | C | A | B | C |
| 0" | 1/8" | 0" | 3/8" | 1/2" | 3/8" | 1 1/8" | 1 3/4" | 1 1/8" | 1" | 1 1/2" | 1" |




## 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.

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SUPERSTRUCTURE
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-580

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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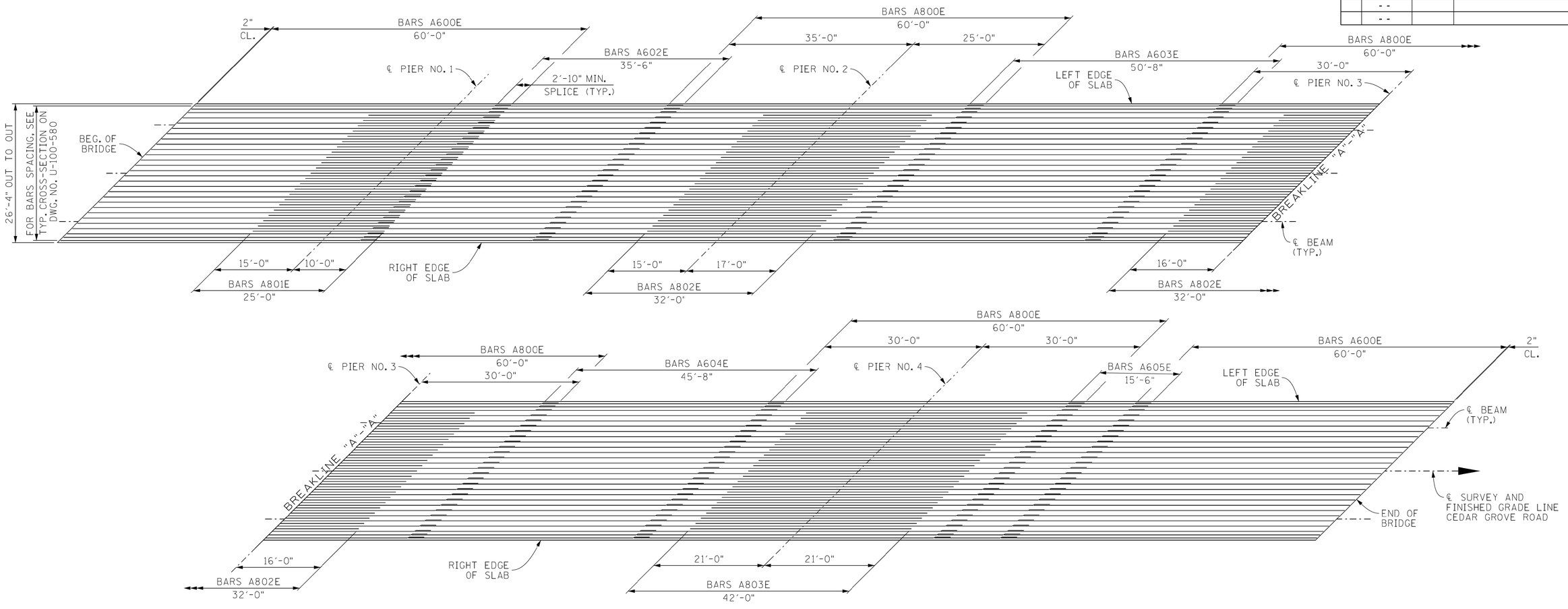
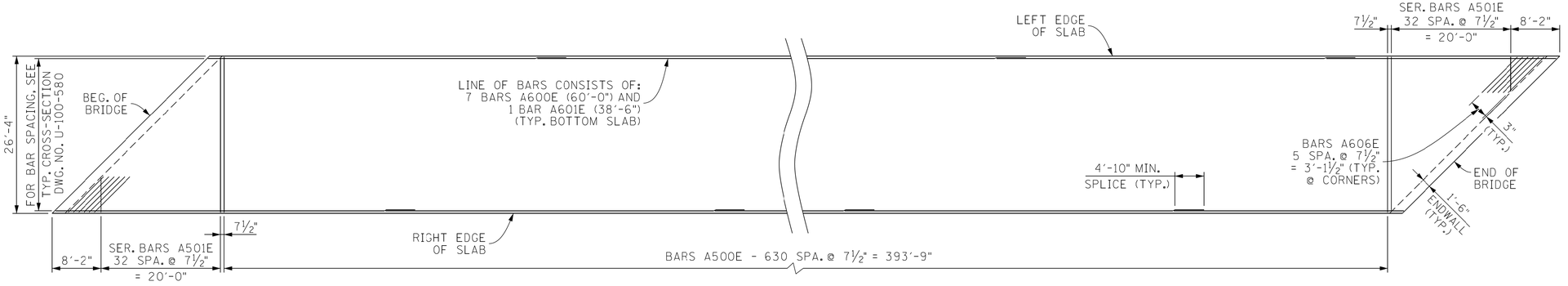



PLAN OF MAIN REINFORCEMENT




SLAB PLAN

(TYP. TOP & BOTTOM SLAB UNLESS NOTED OTHERWISE)

SEALED BY

| | | |
|---|---|---|
| PIN NO.: | 124448.00 | |
| DESIGN BY: | BART ROMANO | DATE: 04/2024 |
| DRAWN BY: | P. MOSHER | DATE: 06/2024 |
| SUPERVISED BY: | EASTERLY/STEPP | DATE: 06/2024 |
| CHECKED BY: | B. BARTROM | DATE: 06/2025 |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SUPERSTRUCTURE DETAILS CEDAR GROVE ROAD OVER HURRICANE CREEK

BRIDGE ID. NO. 430A3410001
STATION 67+10.50
LOG MILE 0.49
HUMPHREYS COUNTY
2026

U-100-581

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
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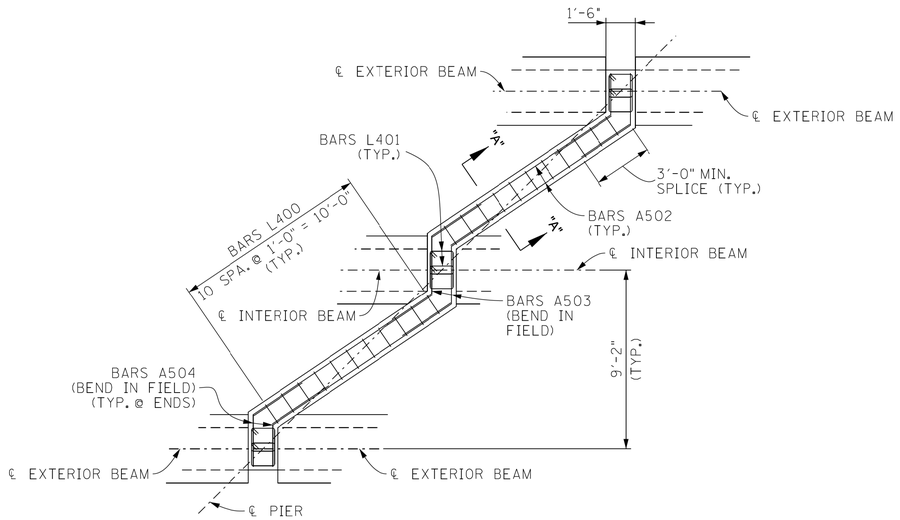
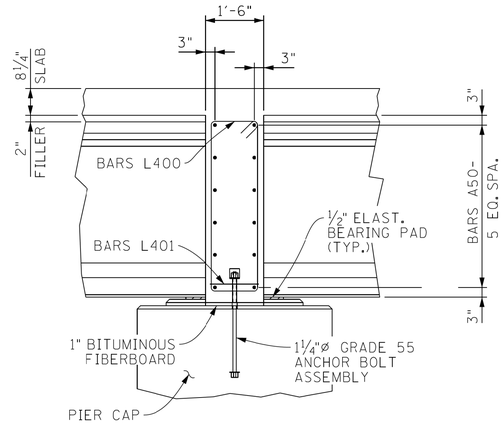


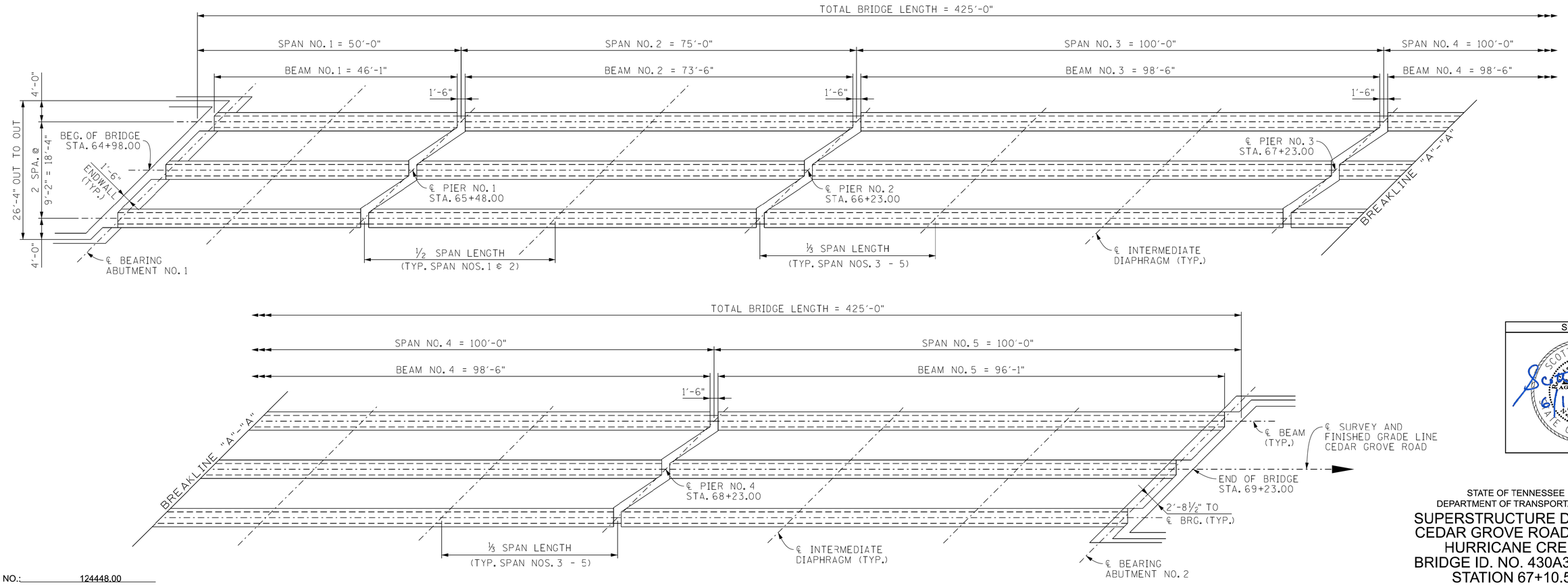

PLAN OF DIAPHRAGM

(TYP. @ PIERS)



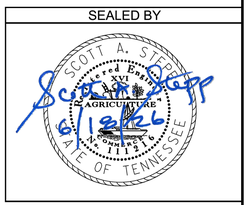

SECTION "A"-"A"

ANCHOR BOLT ASSEMBLIES AT PIERS (1¼"ø, GR. 55) SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.




FRAMING PLAN

SEALED BY




STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# SUPERSTRUCTURE DETAILS CEDAR GROVE ROAD OVER HURRICANE CREEK BRIDGE ID. NO. 430A3410001 STATION 67+10.50 LOG MILE 0.49 HUMPHREYS COUNTY 2026

U-100-582

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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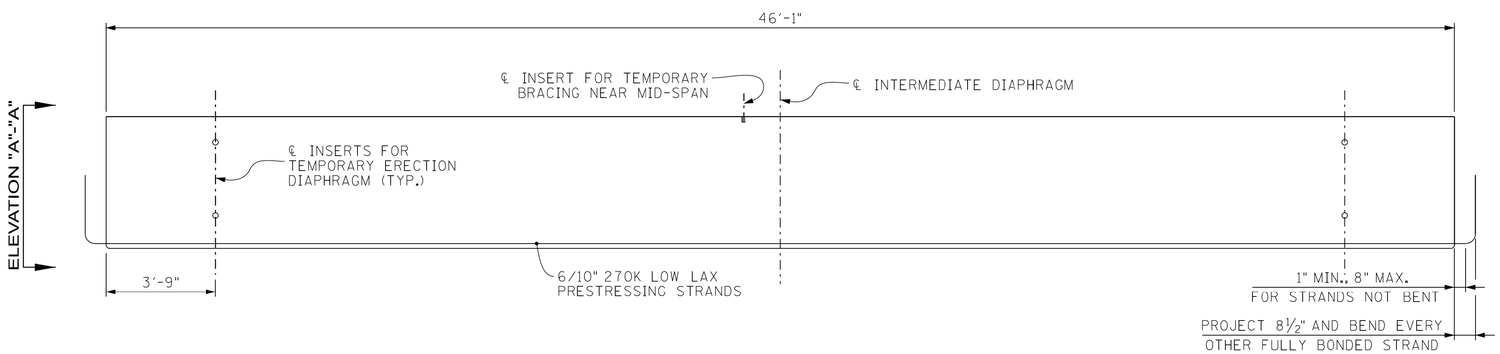
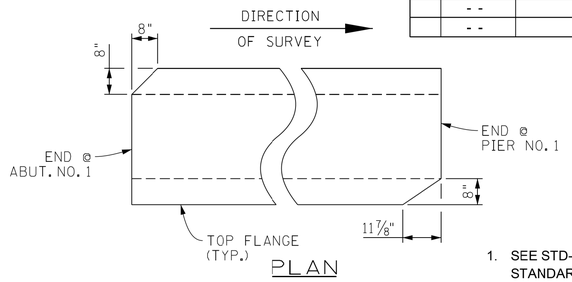
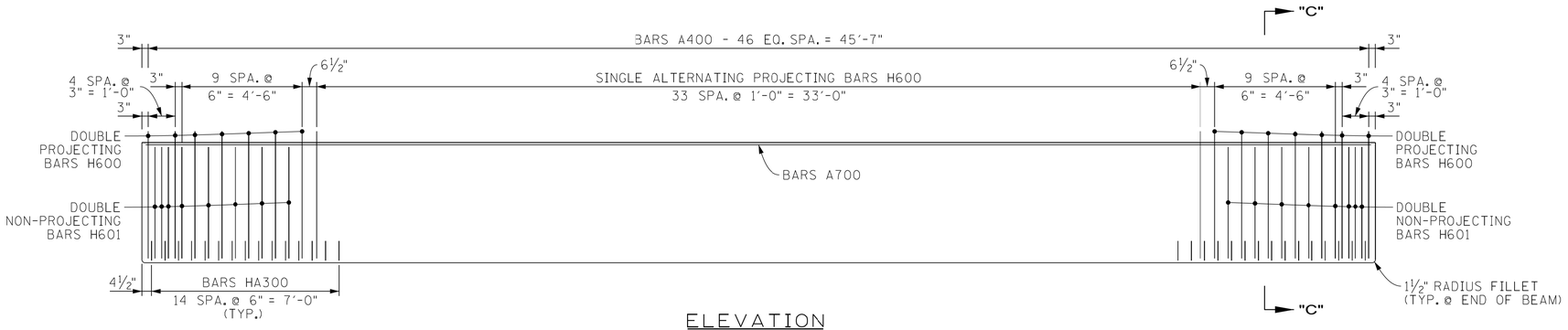



ELEVATION
(SHOWING STRAND DEFLECTION ARRANGEMENT)

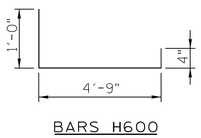



PLAN

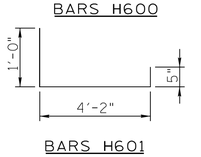



ELEVATION
(SHOWING STIRRUP BAR ARRANGEMENT)

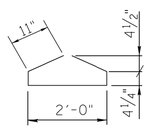
1. SEE STD-14-1 FOR BULB-TEE BEAM STANDARD DETAILS AND NOTES.
2. ALL BEAMS ARE BT-54 (6" WEB).
3. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH POPERTIES AS TO ATTAIN A COMPRESSIVESTRENGTH OF NOT LESS THAN 8,500 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER 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.
4. 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.
5. THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGM (EXCLUDING BOTTOM 15") AND THE DECK SLAB.




BARS H600

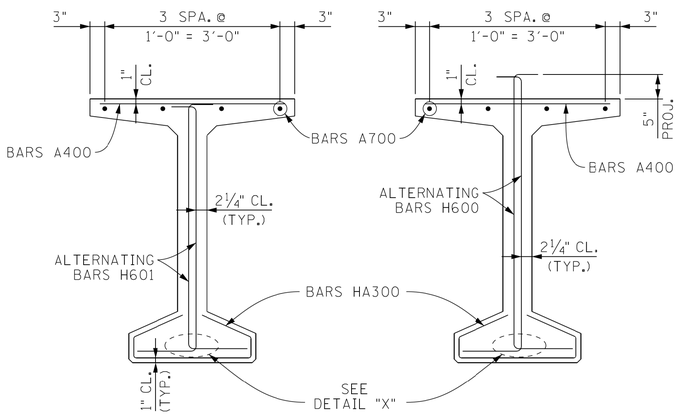



BARS H601

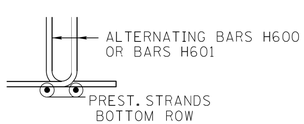



BARS HA300

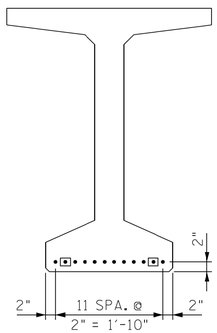
BARS A400, A500 OR A700



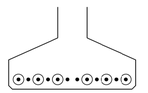

SECTION "C"-"C"




DETAIL "X"




ELEVATION "A"-"A"
(SHOWING PRESTRESSING STRANDS)



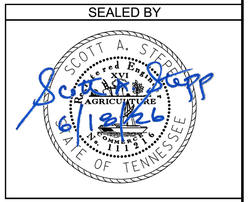
BENT STRAND DETAIL

⊙ DENOTES: STRANDS TO BE BENT

| ESTIMATED QUANTITIES - PER BEAM | | | |
|---|---|---|---|
| NO. BEAMS REQ'D | PRESTRESSING STRANDS (LOW RELAXATION) LB. | CLASS A CONCRETE C.Y. | REINFORCING STEEL LB. |
| 3 | 442 | 8 | 1,394 |

| BILL OF STEEL (PER BEAM) | | | |
|---|---|---|---|
| BAR | SIZE | NO. REQ'D. | LENGTH |
| A400 | 4 | 47 | 3'-2" |
| A500 | 5 | 6 | 5'-6" |
| A700 | 7 | 4 | 45'-9" |
| H600 | 6 | 62 | 6'-1" |
| H601 | 6 | 32 | 5'-7" |
| HA300 | 3 | 30 | 4'-7" |

SEALED BY




⊡ DENOTES: BREAK BOND 6'-0" FROM END OF BEAM

PRESTRESSED BEAM DESIGN DATA - PER BEAM

LIVE LOAD DISTRIBUTION FACTOR FOR MOMENT = 0.917 LANES
LIVE LOAD DISTRIBUTION FACTOR FOR SHEAR = 1.111 LANES
COMPOSITE DEAD LOAD: DC = 193 LB/FT
COMPOSITE DEAD LOAD: DW = 280 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F'C = 4,000 PSI

NOTE: DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# BULB-TEE BEAM DETAILS SPAN NO. 1 CEDAR GROVE ROAD OVER HURRICANE CREEK BRIDGE ID. NO. 430A3410001 STATION 67+10.50 LOG MILE 0.49 HUMPHREYS COUNTY 2026

U-100-583

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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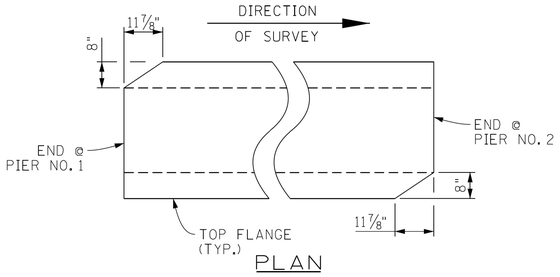
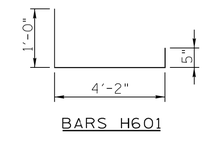
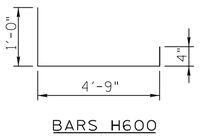



PLAN




BARS H601

BARS HA300



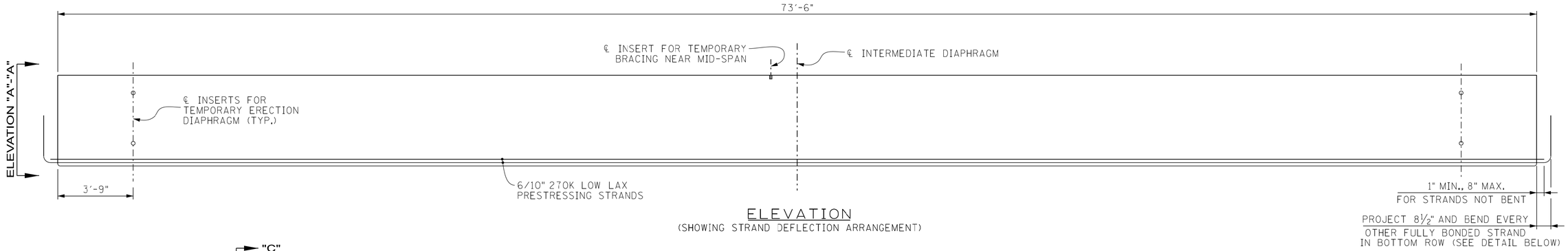

BARS H600

BARS A400, A500 OR A700

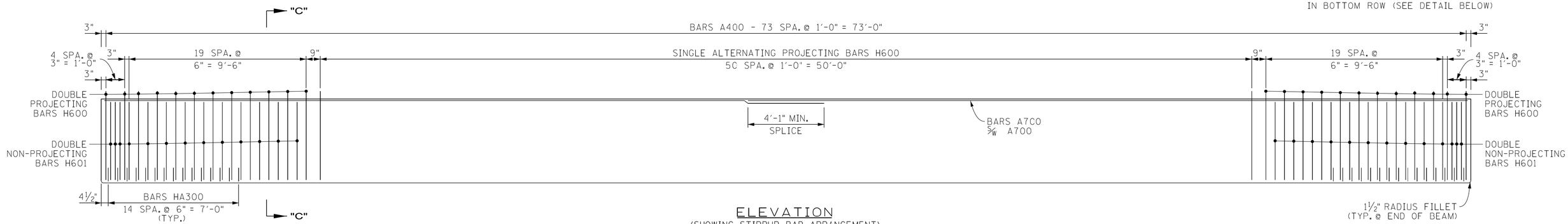
## PRESTRESSED BEAM DESIGN DATA - PER BEAM

LIVE LOAD DISTRIBUTION FACTOR FOR MOMENT = 0.917 LANES
LIVE LOAD DISTRIBUTION FACTOR FOR SHEAR = 1.111 LANES
COMPOSITE DEAD LOAD: DC = 193 LB/FT
COMPOSITE DEAD LOAD: DW = 280 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F'C = 4,000 PSI

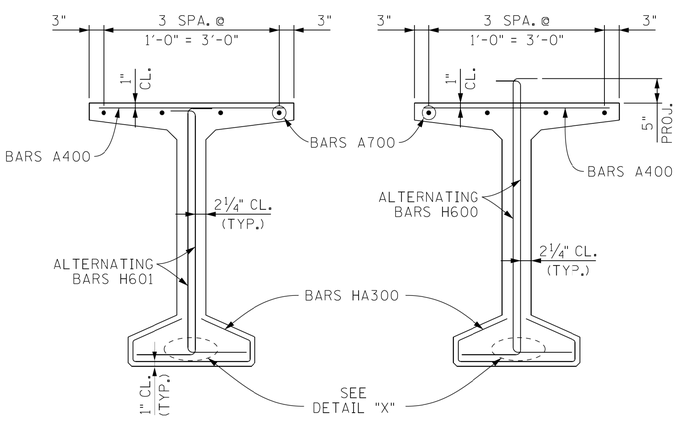
NOTE: DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.



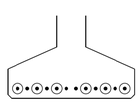

ELEVATION
(SHOWING STRAND DEFLECTION ARRANGEMENT)




ELEVATION
(SHOWING STIRRUP BAR ARRANGEMENT)

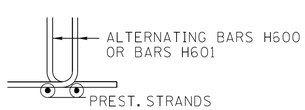



SECTION "C"-"C"

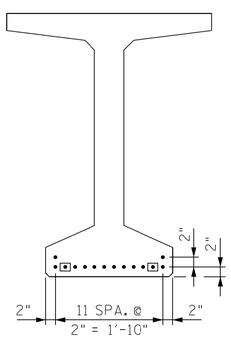


BENT STRAND DETAIL

⊙ DENOTES: STRANDS TO BE BENT




DETAIL "X"




ELEVATION "A"-"A"
(SHOWING PRESTRESSING STRANDS)

⊡ DENOTES: BREAK BOND 6'-0" FROM END OF BEAM

1. SEE STD-14-1 FOR BULB-TEE BEAM STANDARD DETAILS AND NOTES.
2. ALL BEAMS ARE BT-54 (6" WEB).
3. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH POPERTIES AS TO ATTAIN A COMPRESSIVESTRENGTH OF NOT LESS THAN 8,500 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.
4. 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.
5. THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGM (EXCLUDING BOTTOM 15") AND THE DECK SLAB.

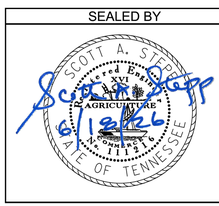
**ESTIMATED QUANTITIES - PER BEAM**

| NO. BEAMS REQ'D | PRESTRESSING STRANDS (LOW RELAXATION) LB. | CLASS A CONCRETE C.Y. | REINFORCING STEEL LB. |
|---|---|---|---|
| 3 | 675 | 13 | 2,216 |

**BILL OF STEEL**
(PER BEAM)

| BAR | SIZE | NO. REQ'D. | LENGTH |
|---|---|---|---|
| A400 | 4 | 74 | 3'-2" |
| A500 | 5 | 6 | 5'-6" |
| A700 | 7 | 8 | 38'-8" |
| H600 | 6 | 99 | 6'-1" |
| H601 | 6 | 52 | 5'-7" |
| HA300 | 3 | 30 | 4'-7" |

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# BULB-TEE BEAM DETAILS SPAN NO. 2
CEDAR GROVE ROAD OVER
HURRICANE CREEK
BRIDGE ID. NO. 430A3410001
STATION 67+10.50
LOG MILE 0.49
HUMPHREYS COUNTY
2026

U-100-584

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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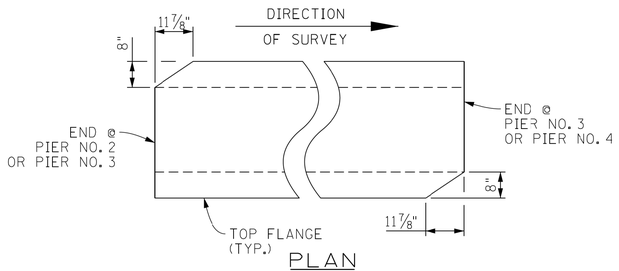
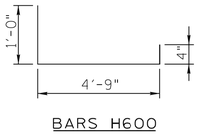


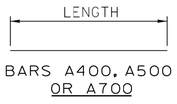

PLAN

BARS H601

BARS HA300




BARS H600

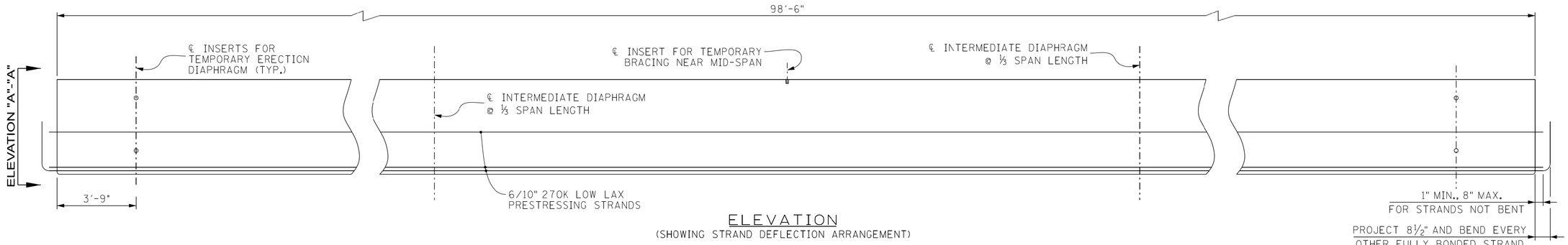



BARS A400, A500 OR A700

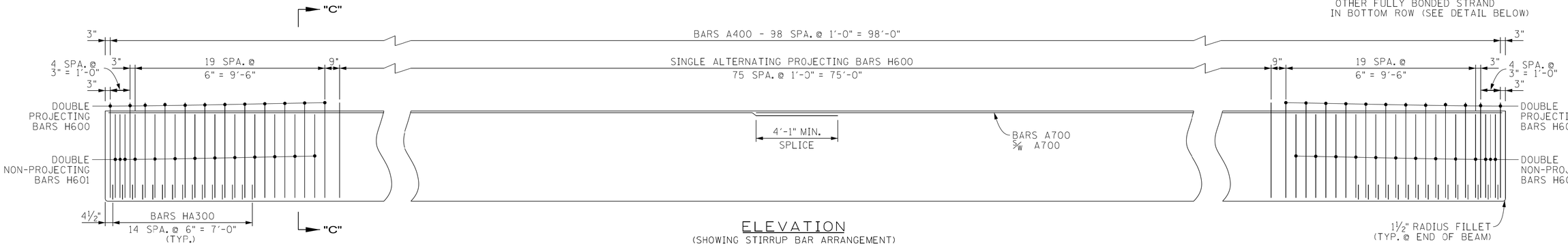
## PRESTRESSED BEAM DESIGN DATA - PER BEAM

LIVE LOAD DISTRIBUTION FACTOR FOR MOMENT = 0.917 LANES
LIVE LOAD DISTRIBUTION FACTOR FOR SHEAR = 1.111 LANES
COMPOSITE DEAD LOAD: DC = 193 LB/FT
COMPOSITE DEAD LOAD: DW = 280 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F'C = 4,000 PSI

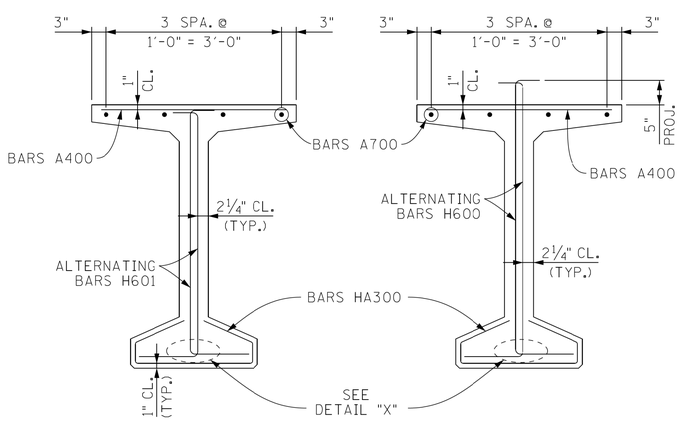
NOTE: DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.



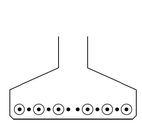

ELEVATION
(SHOWING STRAND DEFLECTION ARRANGEMENT)




ELEVATION
(SHOWING STIRRUP BAR ARRANGEMENT)

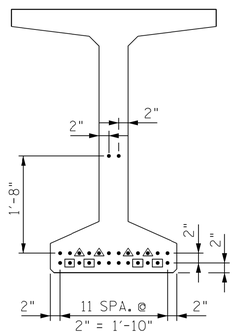



SECTION "C"-"C"



BENT STRAND DETAIL

⊙ DENOTES: STRANDS TO BE BENT




ELEVATION "A"-"A"
(SHOWING PRESTRESSING STRANDS)

DETAIL "X"

⊡ DENOTES: BREAK BOND 6'-0" FROM END OF BEAM
◬ DENOTES: BREAK BOND 3'-0" FROM END OF BEAM

1. SEE STD-14-1 FOR BULB-TEE BEAM STANDARD DETAILS AND NOTES.
2. ALL BEAMS ARE BT-54 (6" WEB).
3. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH POPERTIES AS TO ATTAIN A COMPRESSIVESTRENGTH OF NOT LESS THAN 8,500 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.
4. 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.
5. THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGM (EXCLUDING BOTTOM 15") AND THE DECK SLAB.

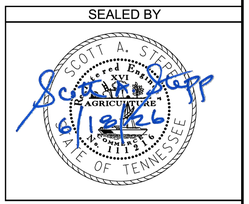
**ESTIMATED QUANTITIES - PER BEAM**

| NO. BEAMS REQ'D | PRESTRESSING STRANDS (LOW RELAXATION) LB. | CLASS A CONCRETE C.Y. | REINFORCING STEEL LB. |
|---|---|---|---|
| 6 | 1,938 | 17 | 2,701 |

**BILL OF STEEL**
(PER BEAM)

| BAR | SIZE | NO. REQ'D. | LENGTH |
|---|---|---|---|
| A400 | 4 | 99 | 3'-2" |
| A500 | 5 | 6 | 5'-6" |
| A700 | 7 | 8 | 51'-2" |
| H600 | 6 | 124 | 6'-1" |
| H601 | 6 | 52 | 5'-7" |
| HA300 | 3 | 30 | 4'-7" |

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# BULB-TEE BEAM DETAILS SPAN NOS. 3 & 4 CEDAR GROVE ROAD OVER HURRICANE CREEK BRIDGE ID. NO. 430A3410001 STATION 67+10.50 LOG MILE 0.49 HUMPHREYS COUNTY 2026

U-100-585

3/16/2026 2:36:50 PM P:\STRUCTURES\CADD_REGION_3\43-HUMPHREYS\430A3410001\BRIDGE_DRAWINGS\430A3410001BORD.DGN

CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
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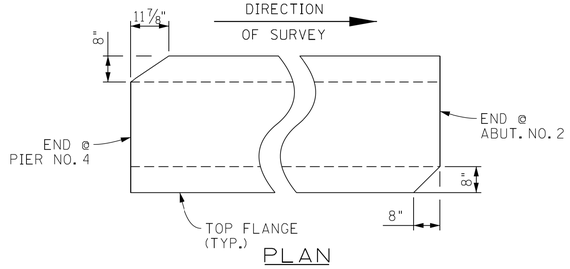
| | - - | | |

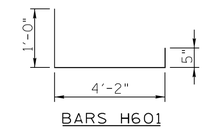
# PRESTRESSED BEAM DESIGN DATA - PER BEAM

LIVE LOAD DISTRIBUTION FACTOR FOR MOMENT = 0.917 LANES
LIVE LOAD DISTRIBUTION FACTOR FOR SHEAR = 1.111 LANES
COMPOSITE DEAD LOAD: DC = 193 LB/FT
COMPOSITE DEAD LOAD: DW = 280 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F'C = 4,000 PSI

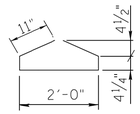
NOTE: DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.



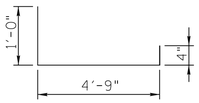

PLAN




BARS H601

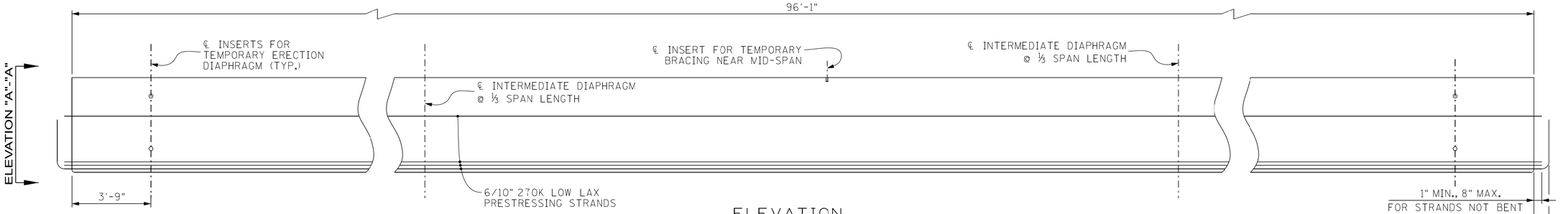



BARS HA300

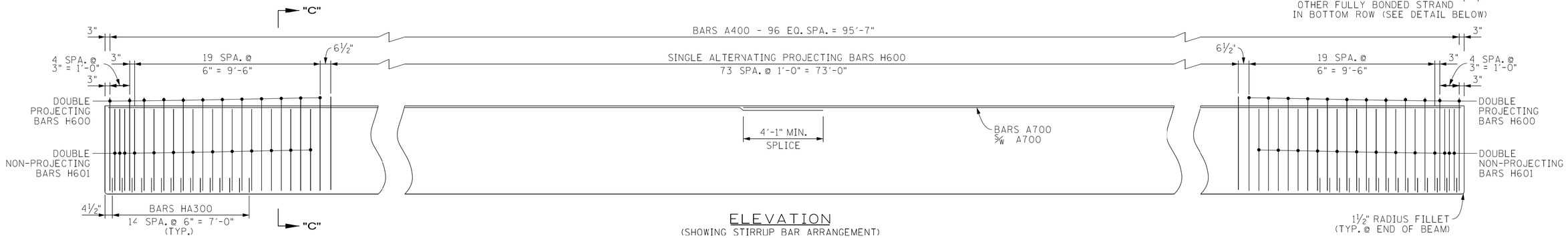



BARS H600

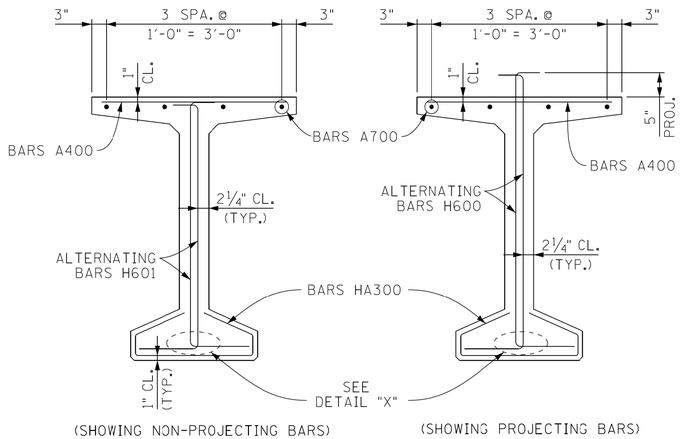
BARS A400, A500 OR A700




ELEVATION
(SHOWING STRAND DEFLECTION ARRANGEMENT)

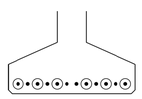



ELEVATION
(SHOWING STIRRUP BAR ARRANGEMENT)




(SHOWING NON-PROJECTING BARS) (SHOWING PROJECTING BARS)

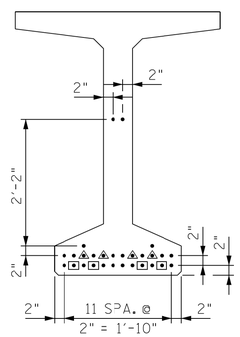
SECTION "C"-"C"



BENT STRAND DETAIL

⊙ DENOTES: STRANDS TO BE BENT

DETAIL "X"




ELEVATION "A"-"A"
(SHOWING PRESTRESSING STRANDS)

⊡ DENOTES: BREAK BOND 6'-0" FROM END OF BEAM
◬ DENOTES: BREAK BOND 3'-0" FROM END OF BEAM

1. SEE STD-14-1 FOR BULB-TEE BEAM STANDARD DETAILS AND NOTES.
2. ALL BEAMS ARE BT-54 (6" WEB).
3. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH POPERTIES AS TO ATTAIN A COMPRESSIVESTRENGTH OF NOT LESS THAN 8,500 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.
4. 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.
5. THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGM (EXCLUDING BOTTOM 15") AND THE DECK SLAB.

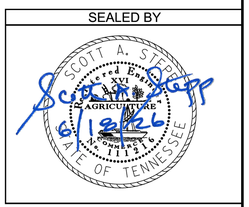
**ESTIMATED QUANTITIES - PER BEAM**

| NO. BEAMS REQ'D | PRESTRESSING STRANDS (LOW RELAXATION) LB. | CLASS A CONCRETE C.Y. | REINFORCING STEEL LB. |
|---|---|---|---|
| 3 | 2,036 | 17 | 2,658 |

**BILL OF STEEL**
(PER BEAM)

| BAR | SIZE | NO. REQ'D. | LENGTH |
|---|---|---|---|
| A400 | 4 | 97 | 3'-2" |
| A500 | 5 | 6 | 5'-6" |
| A700 | 7 | 8 | 49'-11" |
| H600 | 6 | 122 | 6'-1" |
| H601 | 6 | 52 | 5'-7" |
| HA300 | 3 | 30 | 4'-7" |

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# BULB-TEE BEAM DETAILS SPAN NO. 5
CEDAR GROVE ROAD OVER
HURRICANE CREEK
BRIDGE ID. NO. 430A3410001
STATION 67+10.50
LOG MILE 0.49
HUMPHREYS COUNTY
2026

U-100-586

3/16/2026 2:37:54 PM
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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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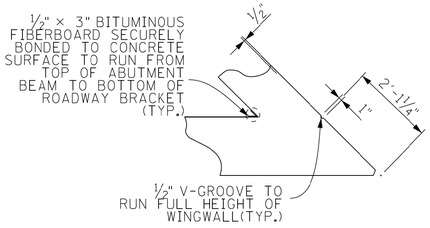
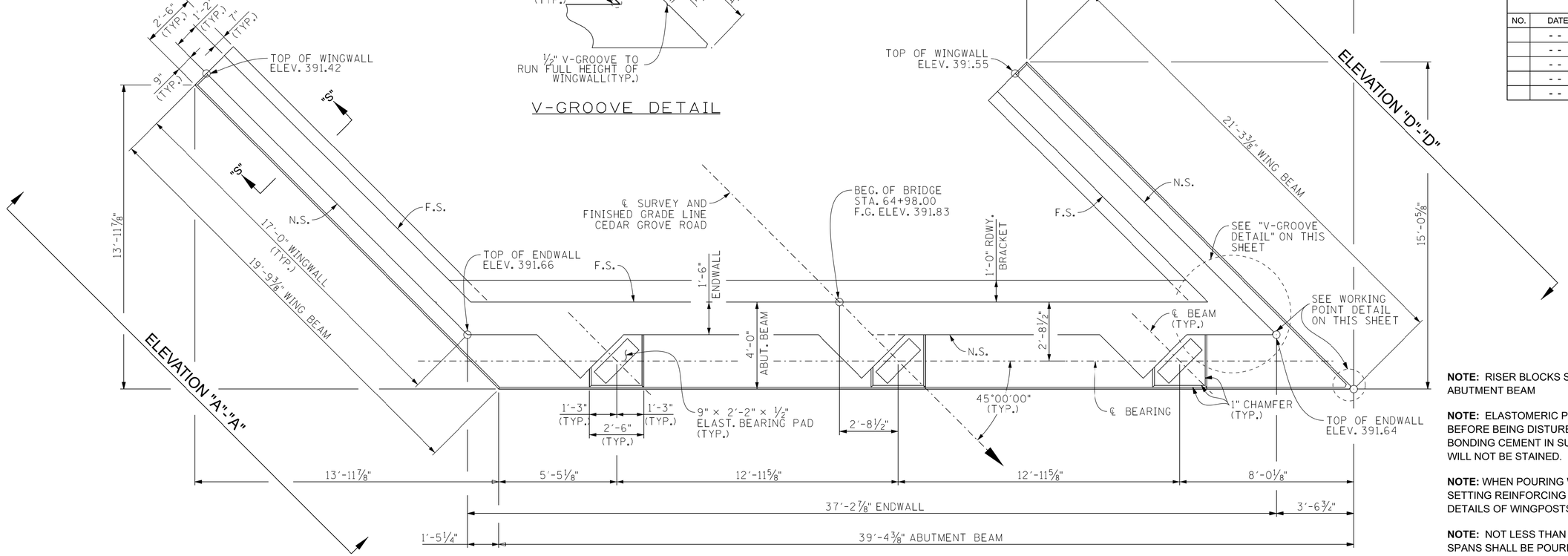
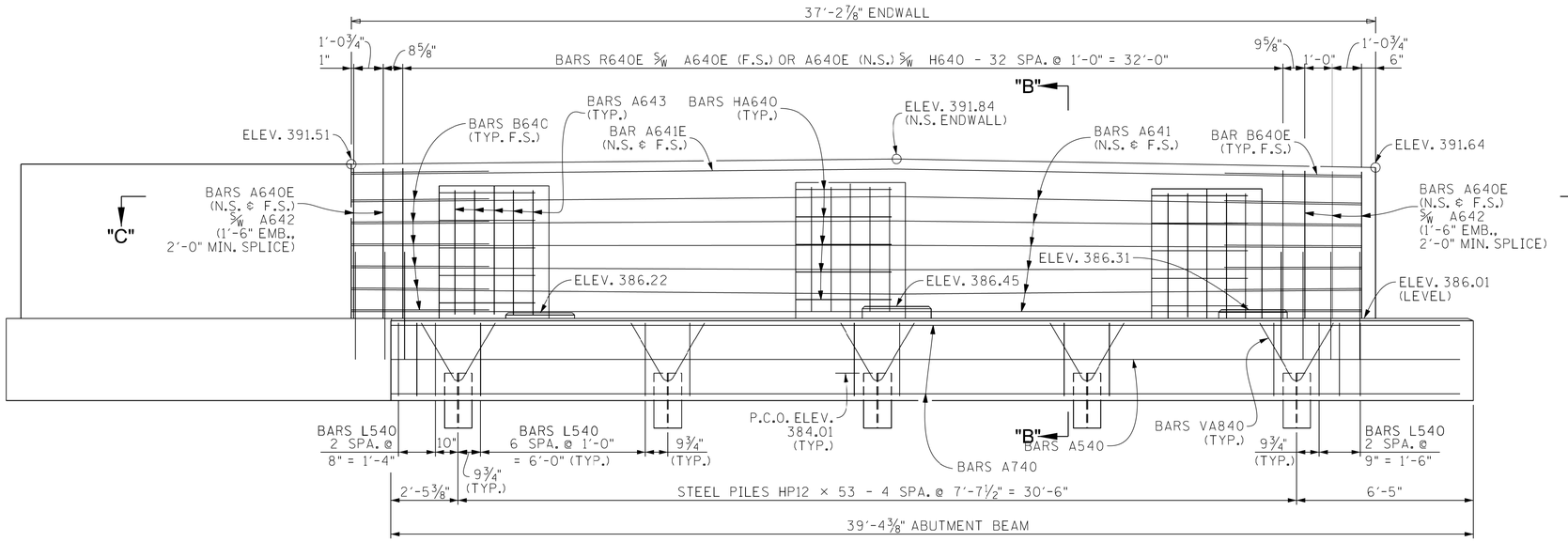



V-GROOVE DETAIL

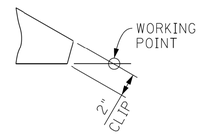



PLAN

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




ELEVATION
LOOKING BACK ON SURVEY




WORKING POINT DETAIL

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

**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 SEISMIC ATTACHMENT DETAILS AND NOTES.

**NOTE:** WINGBEAM PILES SHALL BE DRIVEN TO REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

SEALED BY

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# ABUTMENT NO. 1
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-587

3/16/2026 2:38:58 PM
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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
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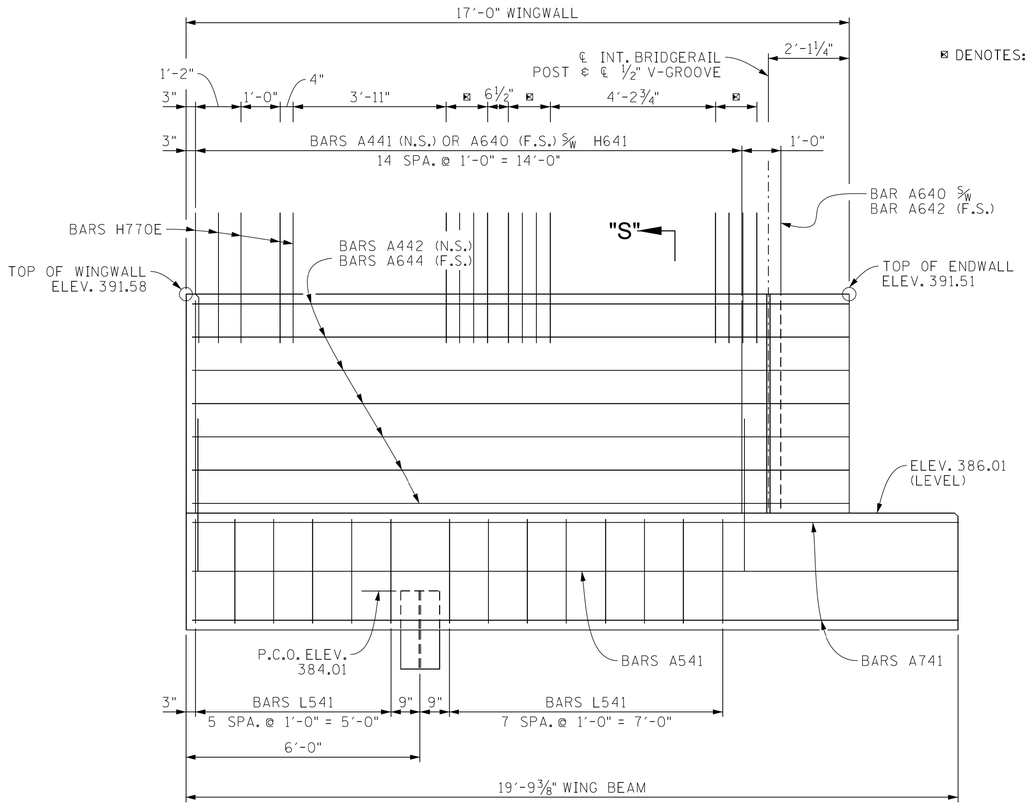
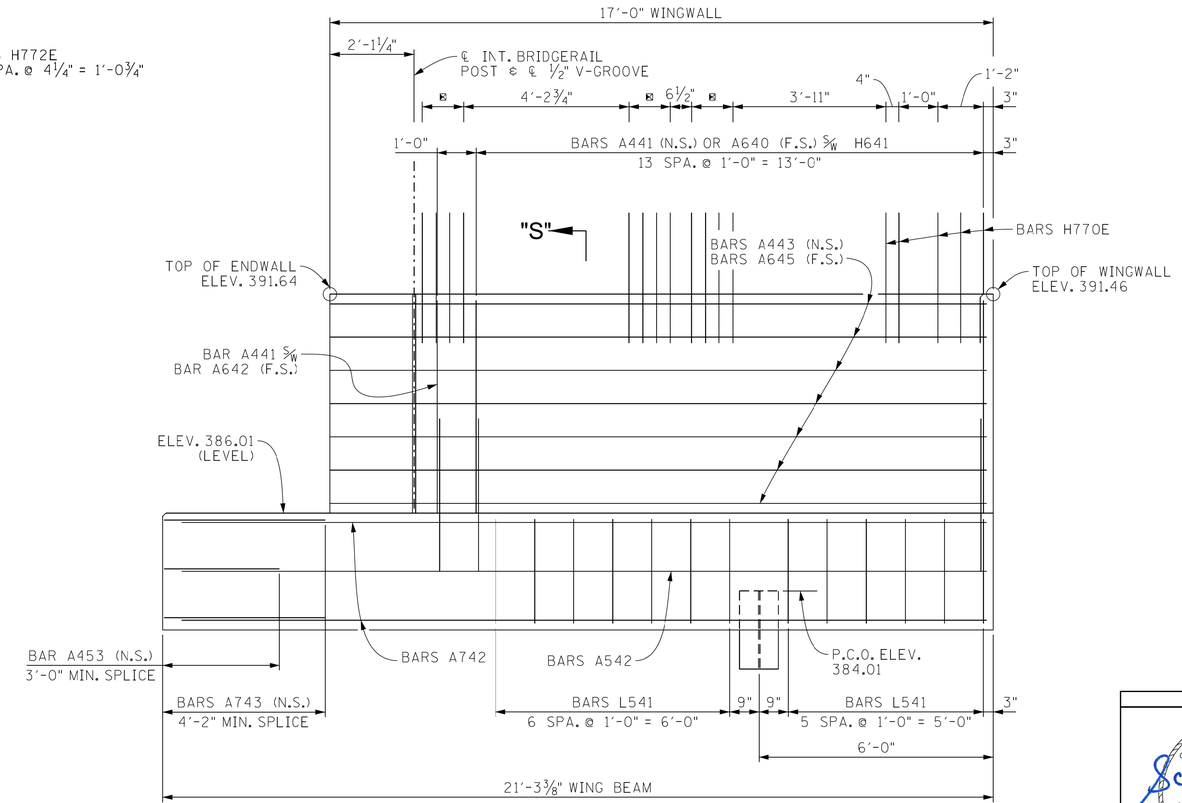


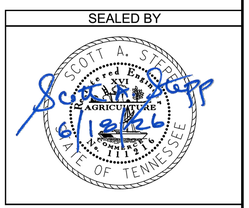

ELEVATION "A"-"A"

⊠ DENOTES: BARS H772E
3 SPA. @ 4¼" = 1'-0¾"




ELEVATION "D"-"D"

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# ABUTMENT NO. 1 DETAILS
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-588

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

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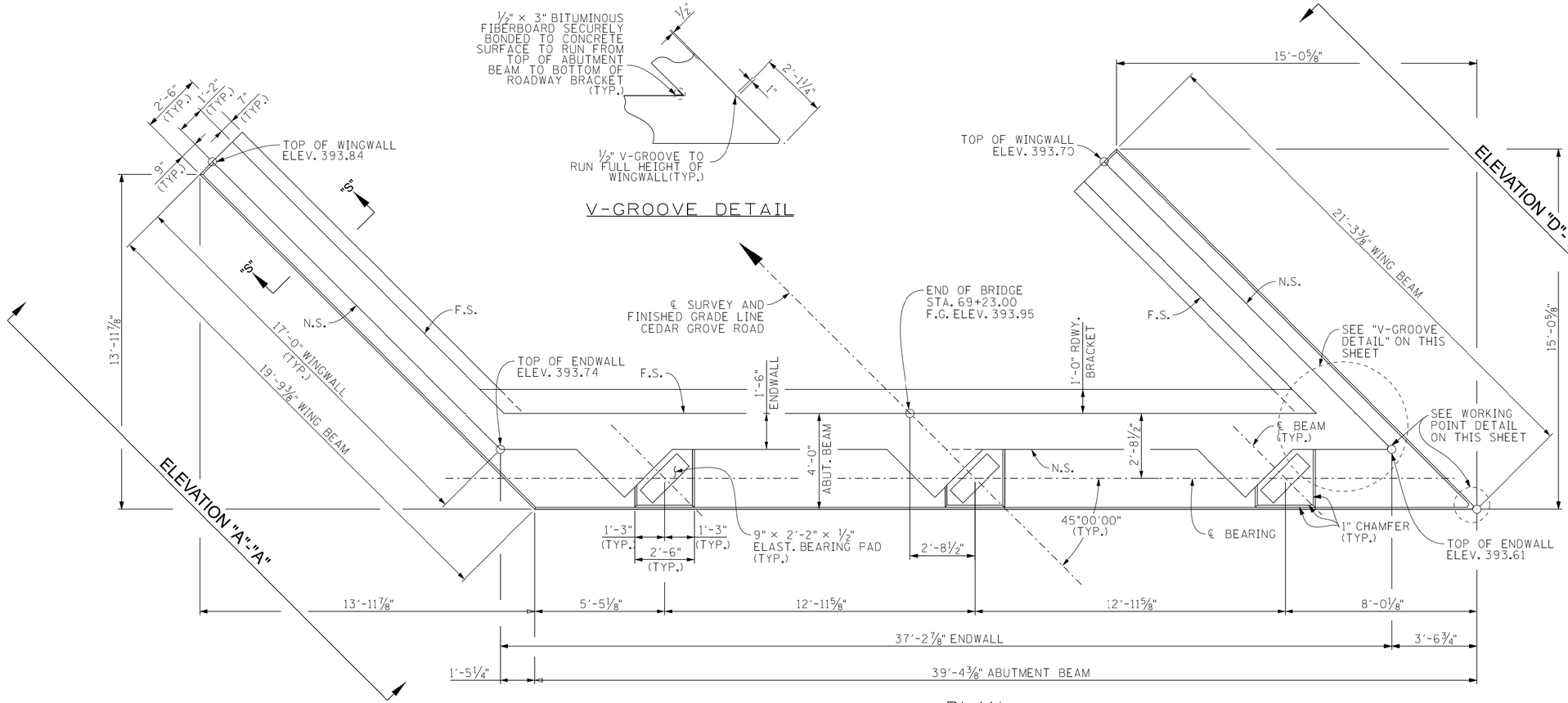



**NOTE:** RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM

**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.

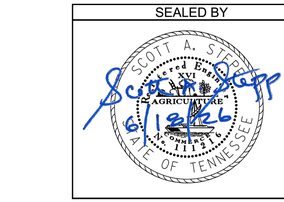
**NOTE:** NOT LESS THAN HALF OF THE SLAB IN THE END SPANS SHALL BE POURED PRIOR TO, OR CONCURRENTLY WITH, PLACEMENT OF ANY PART OF THE ABUTMENT ENDWALLS. AT LEAST THE TOP 12 INCHES OF THE ENDWALLS SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

**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 SEISMIC ATTACHMENT DETAILS AND NOTES.

**NOTE:** WINGBEAM PILES SHALL BE DRIVEN TO REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# ABUTMENT NO. 2
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-589

3/16/2026 2:40:34 PM P:\STRUCTURES\CADD_REGION_3\43-HUMPHREYS\430A3410001\BRIDGE_DRAWINGS\430A3410001BORD.DGN

CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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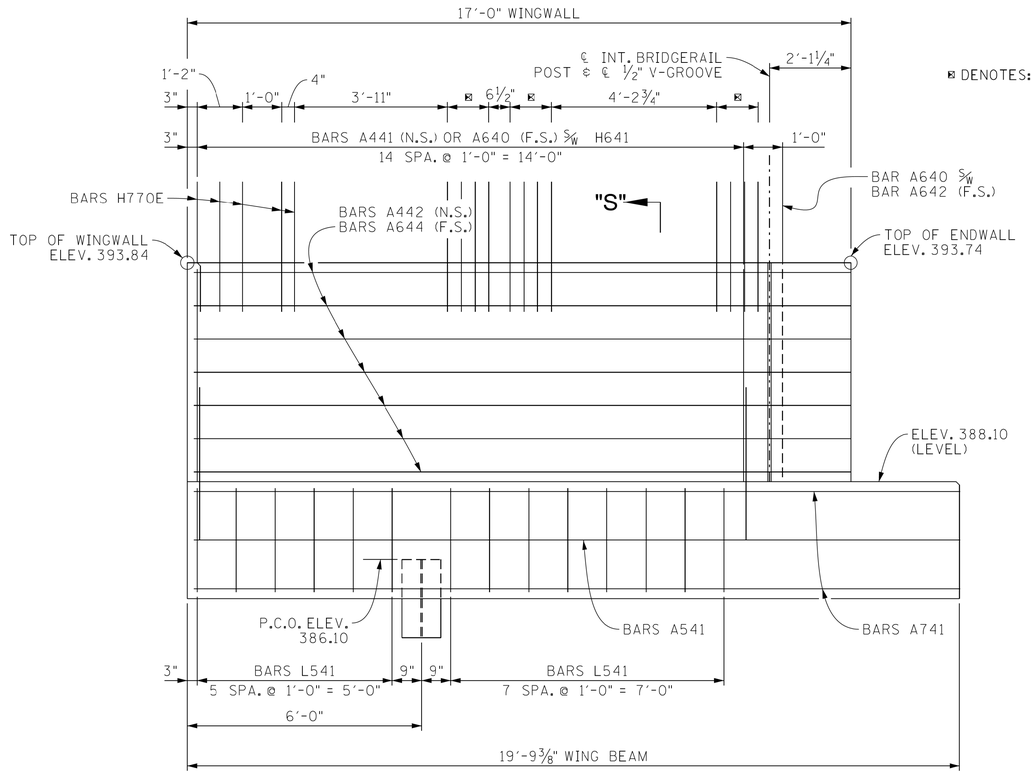
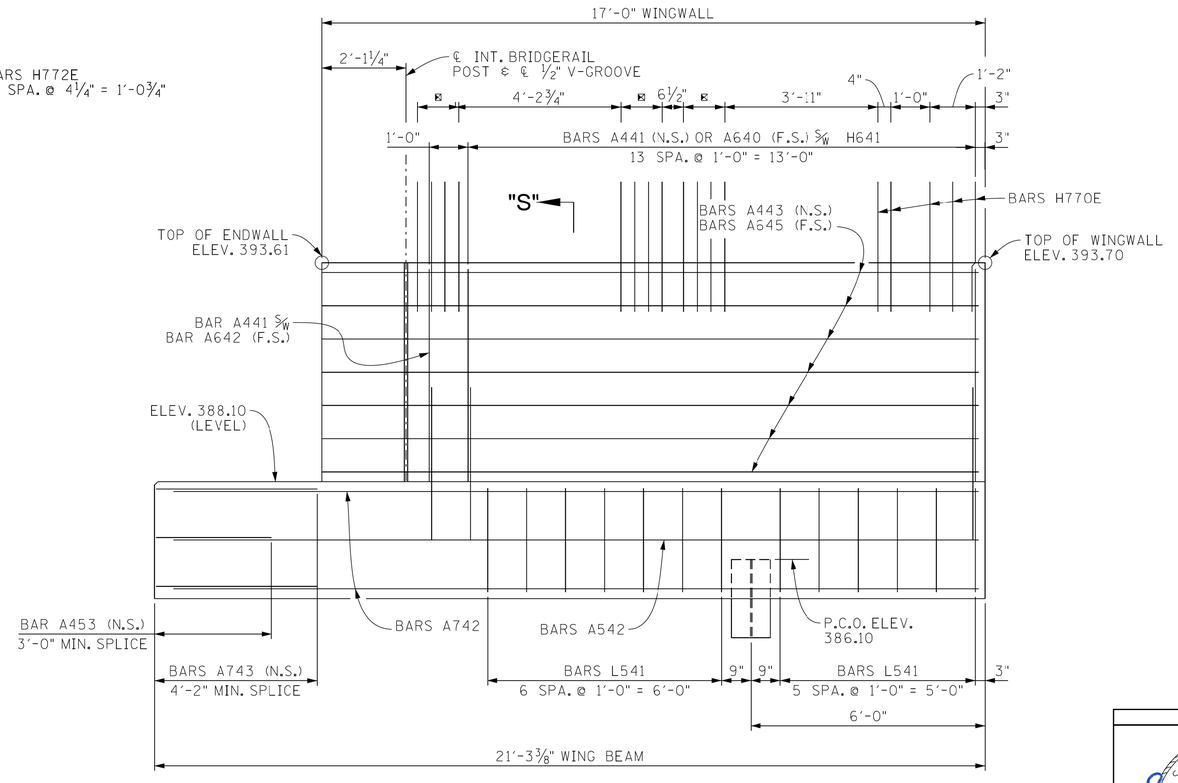



⊠ DENOTES: BARS H772E
3 SPA. @ 4¼" = 1'-0¾"

ELEVATION "A"-"A"




ELEVATION "D"-"D"

SEALED BY

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# ABUTMENT NO. 2 DETAILS
# CEDAR GROVE ROAD OVER
# HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-590

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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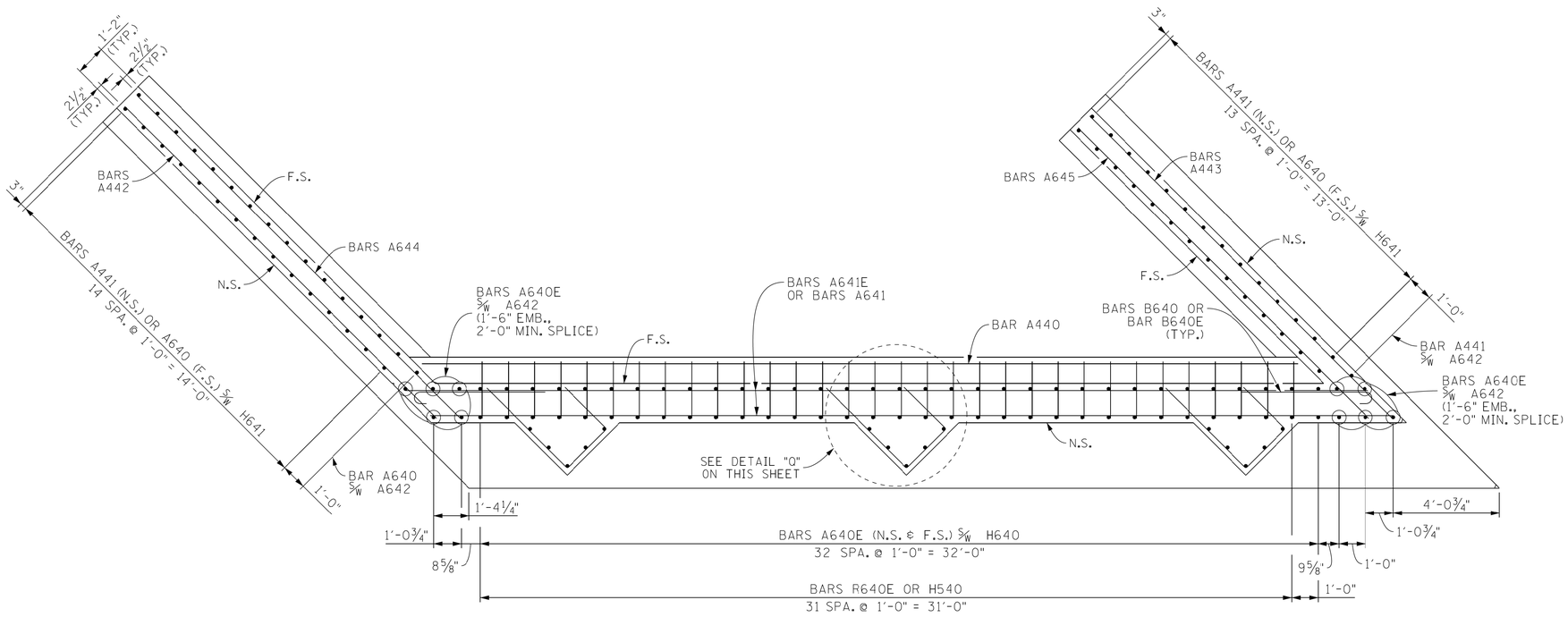


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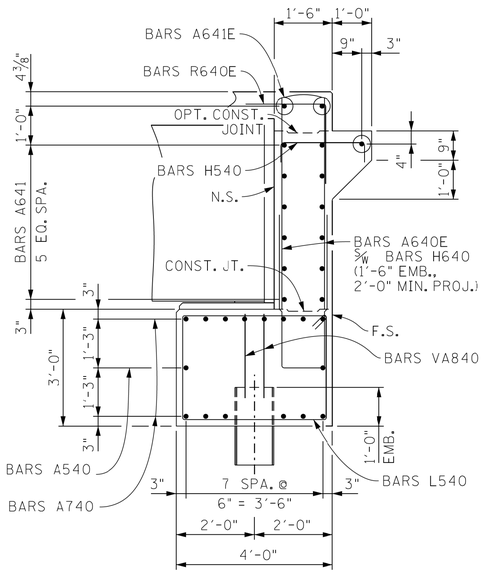


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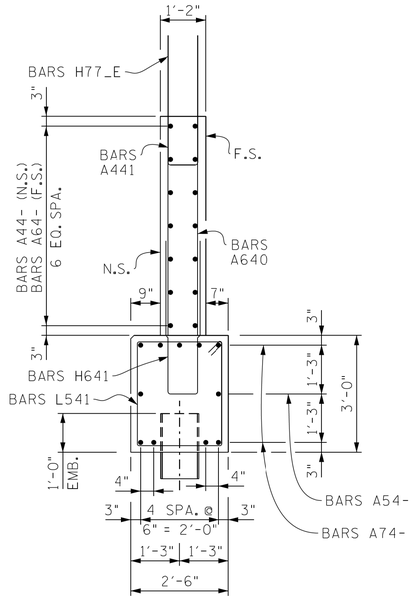


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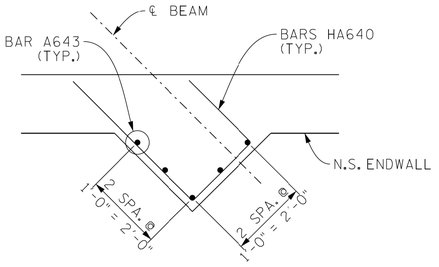
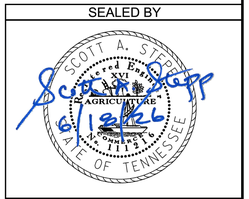



DETAIL "Q"

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# ABUTMENT NOS. 1 & 2 DETAILS
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-591

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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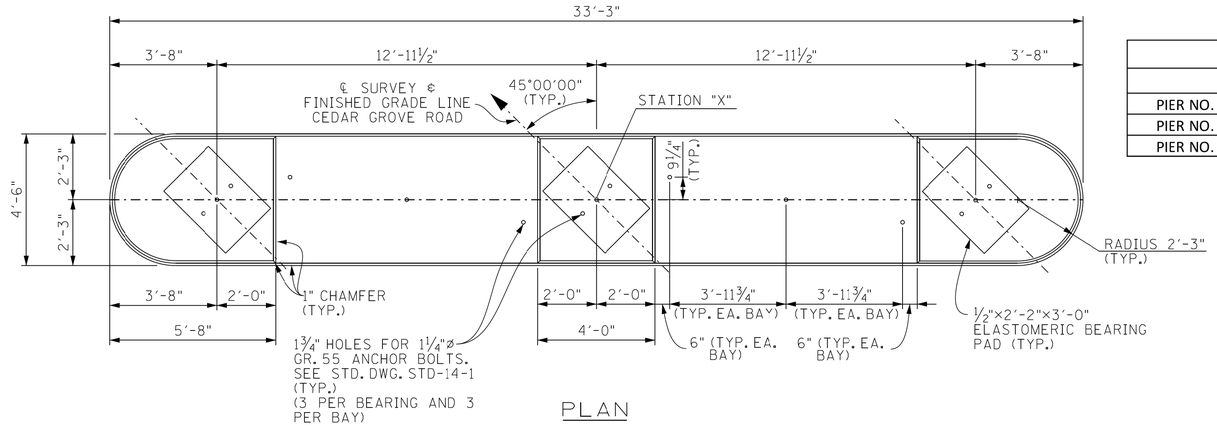


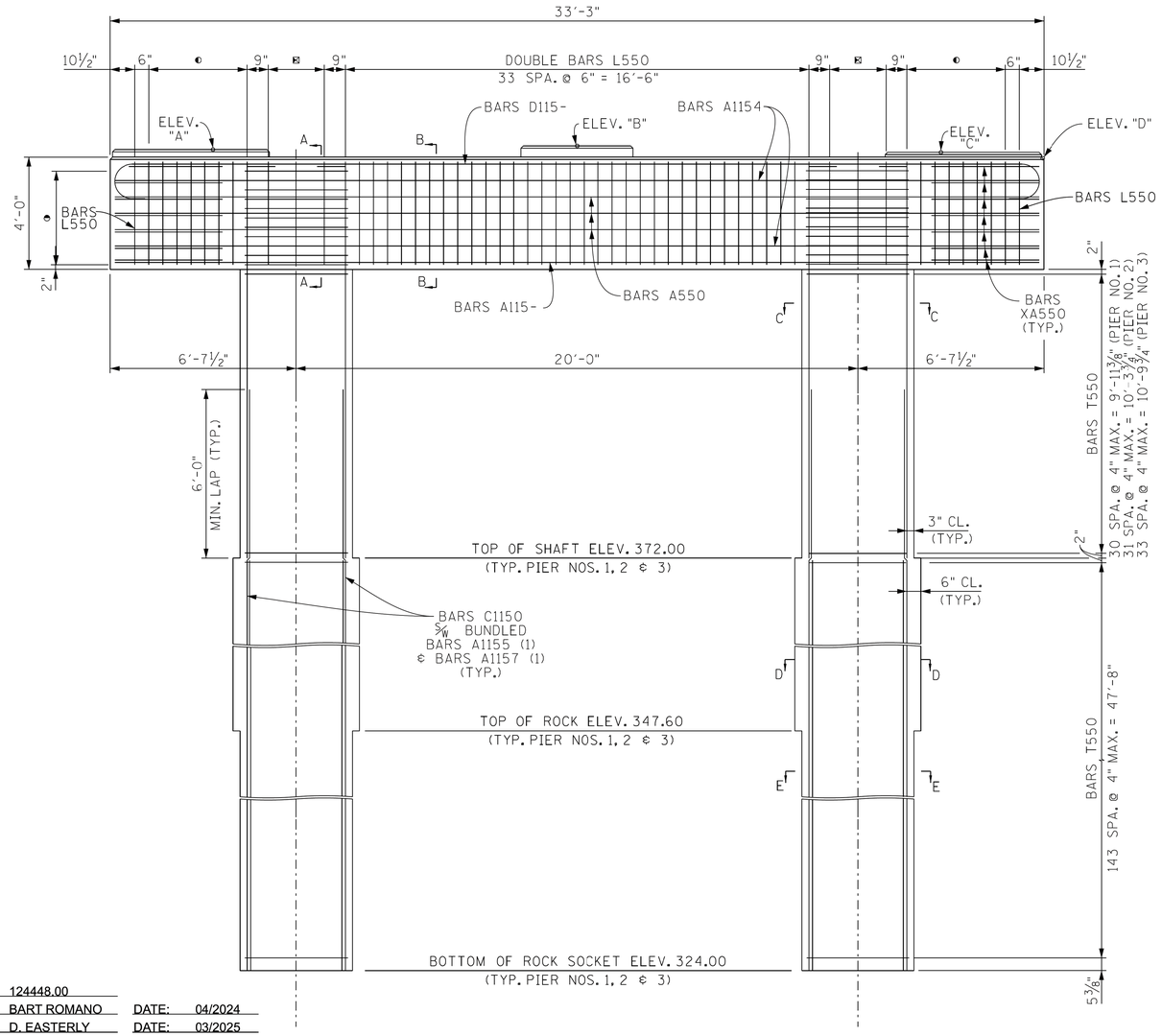

PLAN

| TABLE OF STATIONS AND ELEVATIONS | | | | | |
|---|---|---|---|---|---|
| | STATION "X" | ELEV. "A" | ELEV. "B" | ELEV. "C" | ELEV. "D" |
| PIER NO. 1 | 65+48.00 | 386.55 | 386.68 | 386.45 | 386.28 |
| PIER NO. 2 | 66+23.00 | 386.92 | 387.05 | 386.83 | 386.66 |
| PIER NO. 3 | 67+23.00 | 387.42 | 387.55 | 387.33 | 387.16 |

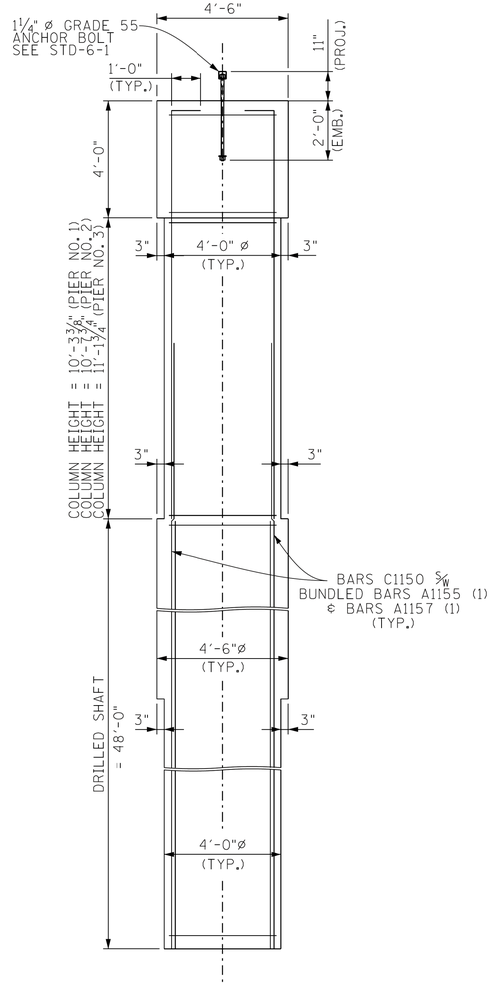
◐ DENOTES: BARS T550
10 SPA. @ 4" = 3'-6"

◐ DENOTES: DOUBLE BARS L550
7 SPA. @ 6" = 3'-6"

◙ DENOTES: DOUBLE BARS H550
2 SPA. @ 1'-0" = 2'-0"




ELEVATION
(LOOKING FORWARD ON SURVEY)




END ELEVATION

## GENERAL NOTES:

**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 SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

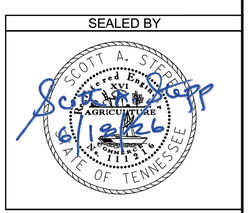
**NOTE:** ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

**NOTE:** COLUMN STEEL SHALL EXTEND 3"-8" INTO PIER CAP.

**SPECIAL NOTE:** THE PERMANENT CASING SHALL NOT EXTEND LOWER THAN TOP OF ROCK BY MORE THAN 1'-0".

**NOTE:** STAGGER SPLICE (HOOK) LOCATION FOR ALL BARS T550.

SEALED BY




STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PIER NOS. 1, 2 AND 3
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-592

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: D. EASTERLY DATE: 03/2025
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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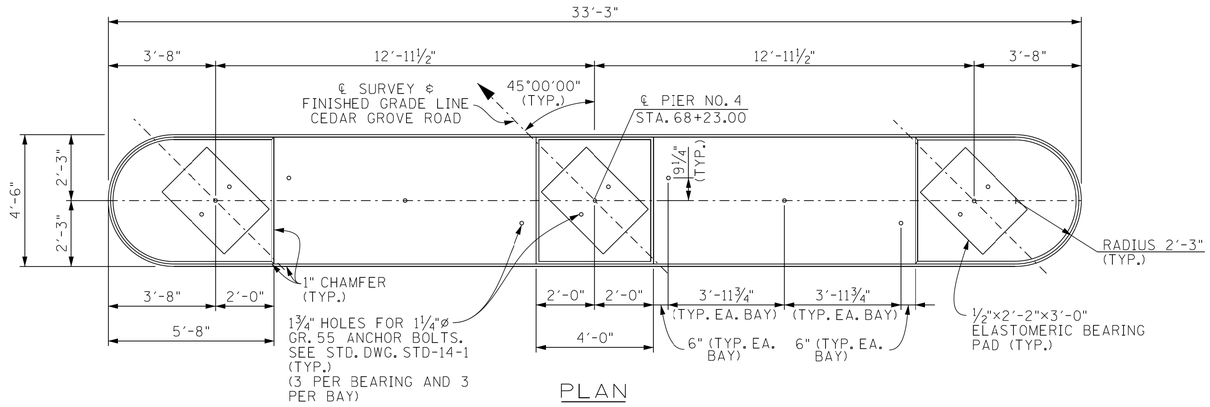



PLAN

◑ DENOTES: BARS T550
10 SPA. @ 4" = 3'-6"

◐ DENOTES: DOUBLE BARS L550
7 SPA. @ 6" = 3'-6"

◙ DENOTES: DOUBLE BARS H550
2 SPA. @ 1'-0" = 2'-0"

## GENERAL NOTES:

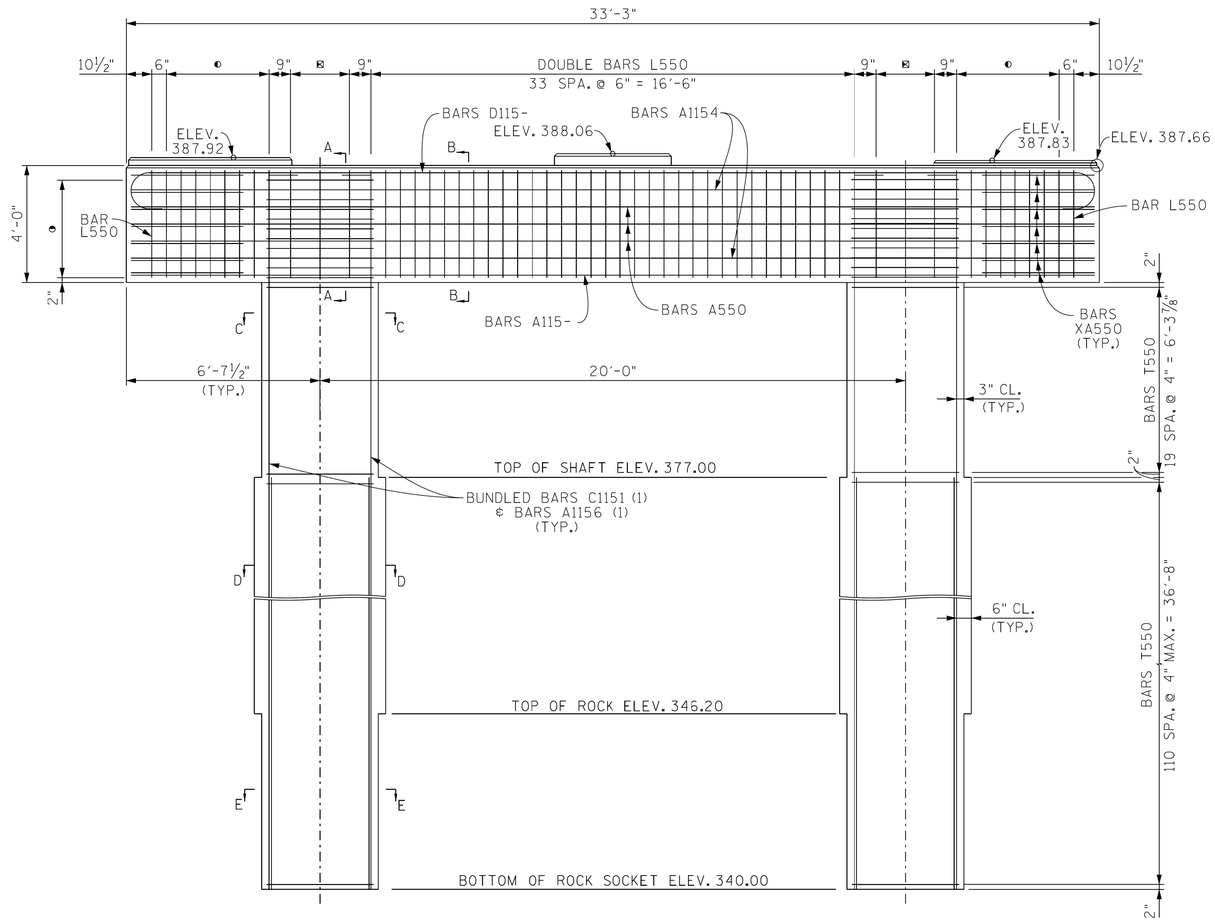
**NOTE:** WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

**NOTE:** RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

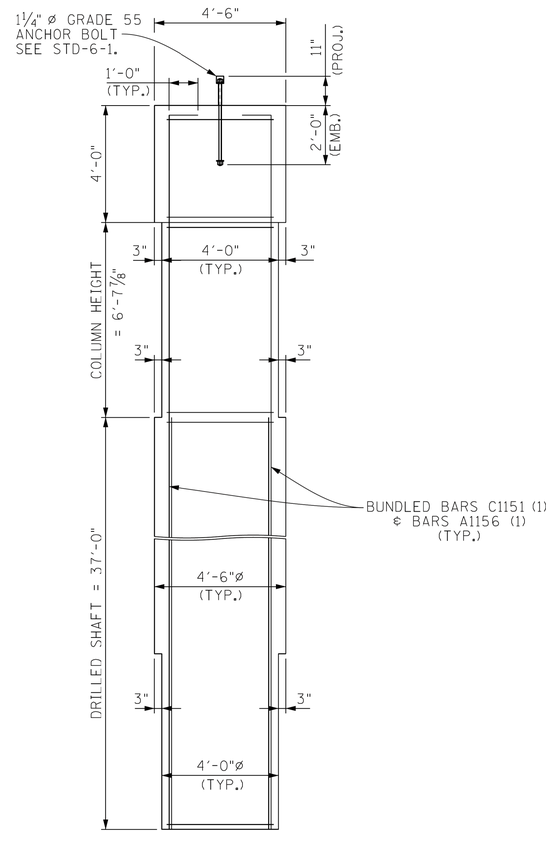
**NOTE:** ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

**NOTE:** COLUMN STEEL SHALL EXTEND 3'-8" INTO PIER CAP.

**NOTE:** STAGGER SPLICE (HOOK) LOCATION FOR ALL BARS T550.




ELEVATION
(LOOKING FORWARD ON SURVEY)




END ELEVATION

SEALED BY

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: D. EASTERLY DATE: 02/2025
SUPERVISED BY: EASTERLY/STEPP DATE: 02/2025
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PIER NO. 4
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
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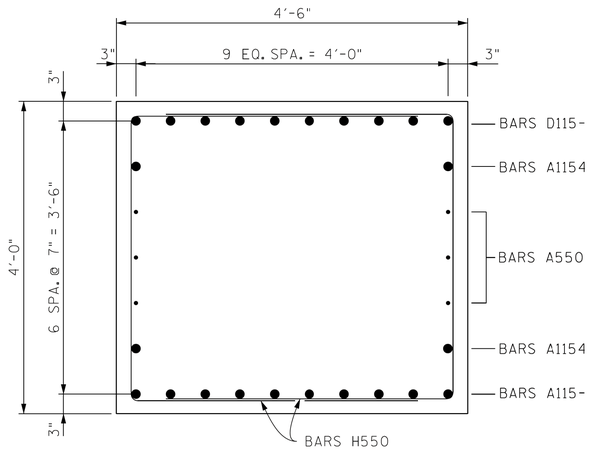
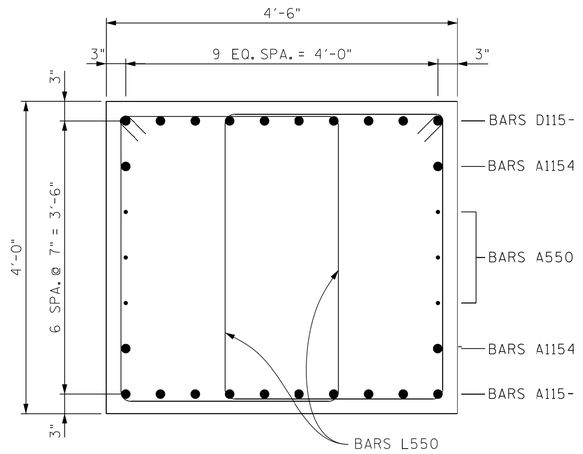
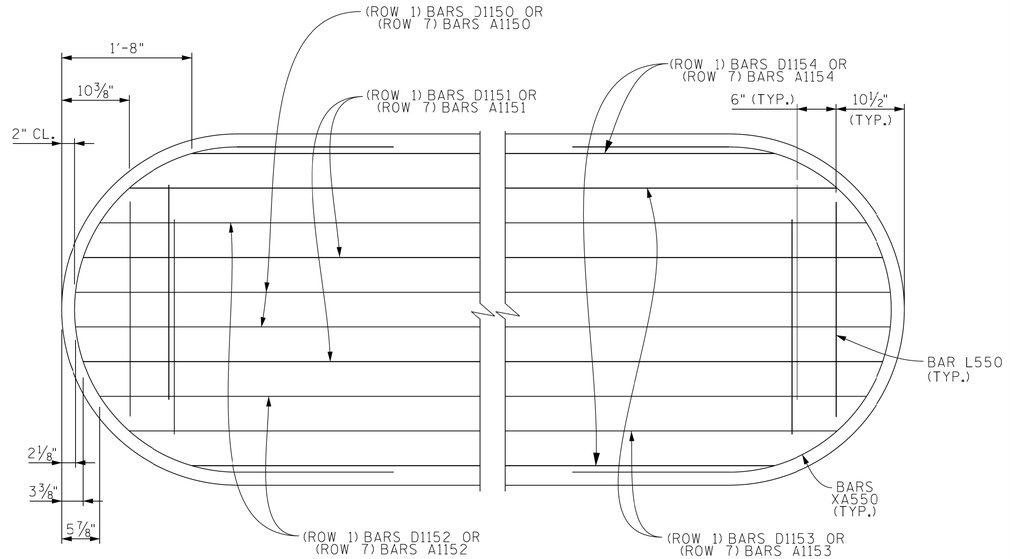


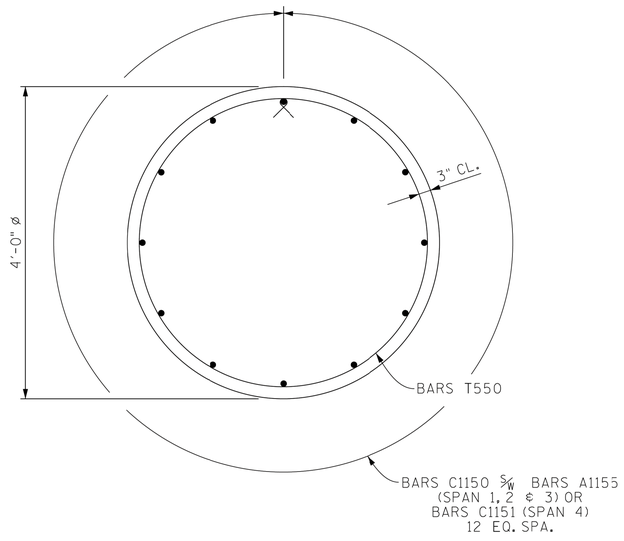

SECTION "A"-"A"
(@ COLUMNS)



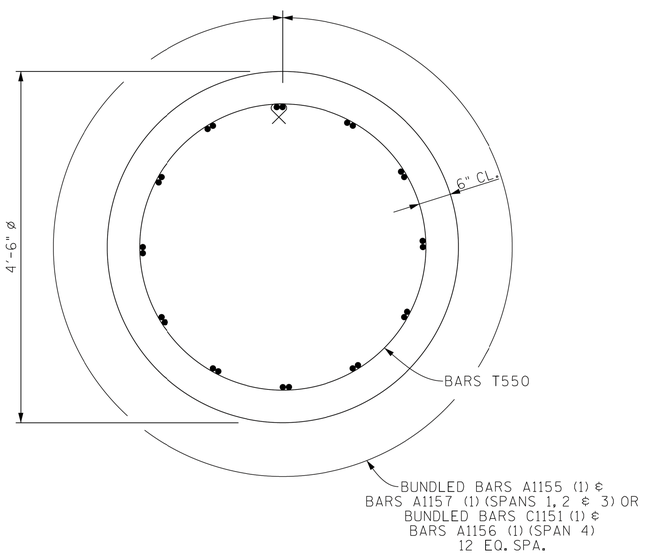

SECTION "B"-"B"



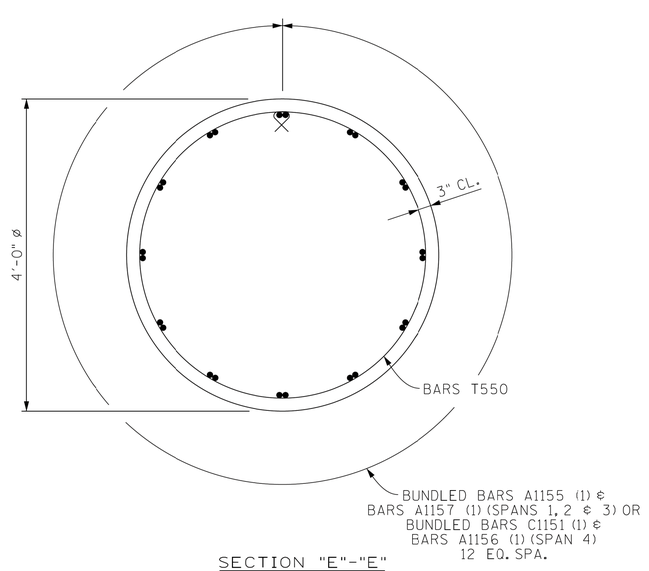

PLAN OF CAP REINFORCEMENT




SECTION "C"-"C"
(@ COLUMNS)




SECTION "D"-"D"
(@ DRILLED SHAFTS IN SOIL)




SECTION "E"-"E"
(@ DRILLED SHAFTS IN ROCK SOCKET)

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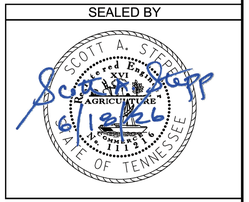


PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: D. EASTERLY DATE: 03/2025
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PIER NOS. 1 THRU 4 DETAILS
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

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CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
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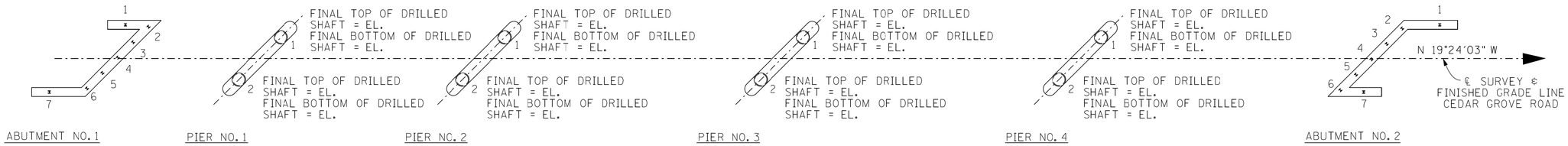


## PILE DATA TABLE

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| ABUTMENT NO. 1 | PILE CUT-OFF ELEVATION | | | | | | | |
| | IN PLACE PILE LENGTH | | | | | | | |
| | PILE TIP ELEVATION | | | | | | | |
| ABUTMENT NO. 2 | PILE CUT-OFF ELEVATION | | | | | | | |
| | IN PLACE PILE LENGTH | | | | | | | |
| | PILE TIP ELEVATION | | | | | | | |

## DRILLED SHAFT TABLE

| | | 1 | 2 |
|---|---|---|---|
| PIER NO. 1 | GROUND LINE ELEVATION | | |
| | TOP OF DRILLED SHAFT ELEVATION | | |
| | TOP OF ROCK ELEVATION | | |
| | BOTTOM OF DRILLED SHAFT ELEVATION | | |
| PIER NO. 2 | GROUND LINE ELEVATION | | |
| | TOP OF DRILLED SHAFT ELEVATION | | |
| | TOP OF ROCK ELEVATION | | |
| | BOTTOM OF DRILLED SHAFT ELEVATION | | |

## DRILLED SHAFT TABLE

| | | 1 | 2 |
|---|---|---|---|
| PIER NO. 3 | GROUND LINE ELEVATION | | |
| | TOP OF DRILLED SHAFT ELEVATION | | |
| | TOP OF ROCK ELEVATION | | |
| | BOTTOM OF DRILLED SHAFT ELEVATION | | |
| PIER NO. 4 | GROUND LINE ELEVATION | | |
| | TOP OF DRILLED SHAFT ELEVATION | | |
| | TOP OF ROCK ELEVATION | | |
| | BOTTOM OF DRILLED SHAFT ELEVATION | | |

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: A. HUNTER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# FINAL FOUNDATION DATA
CEDAR GROVE ROAD OVER
HURRICANE CREEK
BRIDGE ID. NO. 430A3410001
STATION 67+10.50
LOG MILE 0.49
HUMPHREYS COUNTY
2026

U-100-595

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CONST. NO.: 43455-3435-04

## SUPERSTRUCTURE

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A502 | DIAPHRAGM | 5 | 96 | | | | | 11'-0" |
| A503 | DIAPHRAGM | 5 | 48 | | | | | 9'-0" |
| A504 | DIAPHRAGM | 5 | 96 | | | | | 5'-8" |
| L400 | DIAPHRAGM | 4 | 88 | 1'-2" | 4'-3" | | | 11'-7" |
| L401 | DIAPHRAGM | 4 | 24 | 1'-2" | 1'-2" | | | 5'-5" |

## SUPERSTRUCTURE (EPOXY)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A500E | SLAB | 5 | 1,262 | | | | | 26'-0" |
| SER | | | | | | | | |
| A501E | SLAB | 5 | 4 | * | | | | 518'-5" |
| | | | | LENGTH VARIES FROM 5'-8 1/2" TO 25'-8 1/2" IN INC. OF 7 1/2" (33 BARS) | | | | |
| A600E | SLAB | 6 | 210 | | | | | 60'-0" |
| A601E | BOTTOM SLAB | 6 | 22 | | | | | 38'-6" |
| A602E | TOP SLAB | 6 | 28 | | | | | 35'-6" |
| A603E | TOP SLAB | 6 | 28 | | | | | 50'-8" |
| A604E | TOP SLAB | 6 | 28 | | | | | 45'-8" |
| A605E | TOP SLAB | 6 | 28 | | | | | 15'-6" |
| A606E | SLAB | 6 | 24 | | | | | 8'-6" |
| A800E | TOP SLAB | 8 | 84 | | | | | 60'-0" |
| A801E | TOP SLAB | 8 | 23 | | | | | 25'-0" |
| A802E | TOP SLAB | 8 | 46 | | | | | 32'-0" |
| A803E | TOP SLAB | 8 | 23 | | | | | 42'-0" |
| CD400E | BRIDGE RAIL/SLAB | 4 | 688 | 2'-0" | 3'-1" | 1/2" | | 5'-1" |
| CD700E | BRIDGE RAIL/SLAB | 7 | 688 | 2'-0" | 3'-1" | 1/2" | | 5'-1" |
| H301E | SLAB | 3 | 436 | 4 3/4" | 2'-0" | | | 4'-5" |

## ABUTMENT NO. 1

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A440 | ROADWAY BRACKET | 4 | 1 | | | | | 33'-5" |
| A441 | WINGWALLS | 4 | 30 | | | | | 5'-3" |
| A442 | WINGWALL | 4 | 7 | | | | | 16'-10" |
| A443 | WINGWALL | 4 | 7 | | | | | 16'-4" |
| A540 | ABUTMENT BEAM | 5 | 2 | | | | | 38'-11" |
| A541 | WING BEAM | 5 | 2 | | | | | 19'-7" |
| A542 | WING BEAM | 5 | 2 | | | | | 18'-7" |
| A543 | WING BEAM | 5 | 1 | | | | | 5'-8" |
| A640 | WINGWALLS | 6 | 30 | | | | | 5'-3" |
| A641 | ENDWALL | 6 | 12 | | | | | 36'-9" |
| A642 | ENDWALL CORNERS | 6 | 12 | | | | | 3'-11" |
| A643 | BEAM STOPS | 6 | 15 | | | | | 4'-6" |
| A644 | WINGWALL | 6 | 7 | | | | | 17'-6" |
| A645 | WINGWALL | 6 | 7 | | | | | 15'-8" |
| A740 | ABUTMENT BEAM | 7 | 14 | | | | | 38'-11" |
| A741 | WING BEAM | 7 | 9 | | | | | 19'-7" |
| A742 | WING BEAM | 7 | 9 | | | | | 18'-7" |
| A743 | WING BEAM | 7 | 2 | | | | | 6'-2" |
| B640 | ENDWALL | 6 | 12 | 5'-0" | | | | 5'-8" |
| H540 | ENDWALL/RDWY. BRKT | 5 | 32 | 2'-2" | 6" | | | 3'-2" |
| H640 | ABUTMENT BEAM | 6 | 33 | 1'-2" | 3'-11" | | | 9'-0" |
| H641 | WING BEAMS | 6 | 29 | 10" | 3'-11" | | | 8'-8" |
| HA640 | BEAM STOPS | 6 | 15 | 2'-2" | 4'-4" | 2'-3" | | 8'-9" |
| L540 | ABUTMENT BEAM | 5 | 34 | 3'-8" | 2'-8" | | | 13'-7" |
| L541 | WING BEAMS | 5 | 27 | 2'-2" | 2'-8" | | | 10'-3" |
| VA840 | ABUTMENT BEAM | 8 | 10 | 2'-6" | | | | 5'-0" |

## ABUTMENT NO. 1 (EPOXY)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A640E | ENDWALL | 6 | 74 | | | | | 5'-3" |
| A641E | ENDWALL | 6 | 2 | | | | | 36'-9" |
| B640E | ENDWALL | 6 | 2 | 5'-0" | | | | 5'-8" |
| H770E | RAIL/WINGWALL | 7 | 10 | 9" | 3'-4" | | | 7'-5" |
| H772E | RAIL/WINGWALL | 7 | 24 | 7" | 3'-4" | | | 7'-3" |
| R640E | ENDWALL | 6 | 33 | 2'-0" | 2'-0" | | | 4'-0" |

## ABUTMENT NO. 2

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A440 | ROADWAY BRACKET | 4 | 1 | | | | | 33'-5" |
| A441 | WINGWALLS | 4 | 30 | | | | | 5'-3" |
| A442 | WINGWALL | 4 | 7 | | | | | 16'-10" |
| A443 | WINGWALL | 4 | 7 | | | | | 16'-4" |
| A540 | ABUTMENT BEAM | 5 | 2 | | | | | 38'-11" |
| A541 | WING BEAM | 5 | 2 | | | | | 19'-7" |
| A542 | WING BEAM | 5 | 2 | | | | | 18'-7" |
| A543 | WING BEAM | 5 | 1 | | | | | 5'-8" |
| A640 | WINGWALLS | 6 | 30 | | | | | 5'-3" |
| A641 | ENDWALL | 6 | 12 | | | | | 36'-9" |
| A642 | ENDWALL CORNERS | 6 | 12 | | | | | 3'-11" |
| A643 | BEAM STOPS | 6 | 15 | | | | | 4'-6" |
| A644 | WINGWALL | 6 | 7 | | | | | 17'-6" |
| A645 | WINGWALL | 6 | 7 | | | | | 15'-8" |
| A740 | ABUTMENT BEAM | 7 | 14 | | | | | 38'-11" |
| A741 | WING BEAM | 7 | 9 | | | | | 19'-7" |
| A742 | WING BEAM | 7 | 9 | | | | | 18'-7" |
| A743 | WING BEAM | 7 | 2 | | | | | 6'-2" |
| B640 | ENDWALL | 6 | 12 | 5'-0" | | | | 5'-8" |
| H540 | ENDWALL/RDWY. BRKT | 5 | 32 | 2'-2" | 6" | | | 3'-2" |
| H640 | ABUTMENT BEAM | 6 | 33 | 1'-2" | 3'-11" | | | 9'-0" |
| H641 | WING BEAMS | 6 | 29 | 10" | 3'-11" | | | 8'-8" |
| HA640 | BEAM STOPS | 6 | 15 | 2'-2" | 4'-4" | 2'-3" | | 8'-9" |
| L540 | ABUTMENT BEAM | 5 | 34 | 3'-8" | 2'-8" | | | 13'-7" |
| L541 | WING BEAMS | 5 | 27 | 2'-2" | 2'-8" | | | 10'-3" |
| VA840 | ABUTMENT BEAM | 8 | 10 | 2'-6" | | | | 5'-0" |

## ABUTMENT NO. 2 (EPOXY)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A640E | ENDWALL | 6 | 74 | | | | | 5'-3" |
| A641E | ENDWALL | 6 | 2 | | | | | 36'-9" |
| B640E | ENDWALL | 6 | 2 | 5'-0" | | | | 5'-8" |
| H770E | RAIL/WINGWALL | 7 | 10 | 9" | 3'-4" | | | 7'-5" |
| H772E | RAIL/WINGWALL | 7 | 24 | 7" | 3'-4" | | | 7'-3" |
| R640E | ENDWALL | 6 | 33 | 2'-0" | 2'-0" | | | 4'-0" |

## PIER NO. 1

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A550 | CAP | 5 | 6 | | | | | 29'-11" |
| A1150 | CAP | 11 | 2 | | | | | 32'-11" |
| A1151 | CAP | 11 | 2 | | | | | 32'-8" |
| A1152 | CAP | 11 | 2 | | | | | 32'-3" |
| A1153 | CAP | 11 | 2 | | | | | 31'-6" |
| A1154 | CAP | 11 | 2 | | | | | 29'-11" |
| C1150 | CAP/COLUMNS | 11 | 24 | 13'-11" | 1'-0" | | | 14'-11" |
| D1150 | CAP | 11 | 2 | 32'-11" | | | | 36'-1" |
| D1151 | CAP | 11 | 2 | 32'-8" | | | | 35'-10" |
| D1152 | CAP | 11 | 2 | 32'-3" | | | | 35'-5" |
| D1153 | CAP | 11 | 2 | 31'-6" | | | | 34'-8" |
| D1154 | CAP | 11 | 2 | 29'-11" | | | | 33'-1" |
| H550 | CAP | 5 | 12 | 3'-9" | 4'-3" | | | 12'-3" |
| L550 | CAP | 5 | 102 | 2'-10" | 3'-9" | | | 14'-1" |
| T550 | CAP/COLUMNS | 5 | 84 | 3'-6" | | | | 11'-11" |
| XA550 | CAP | 5 | 14 | 2'-3" | 2'-0" | | | 10'-10" |

## PIER NO. 1 (DRILLED SHAFT)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A1155 | SHAFT/COLUMN | 11 | 24 | | | | | 54'-0" |
| A1157 | SHAFT | 11 | 24 | | | | | 47'-10" |
| T550 | SHAFT | 5 | 288 | 3'-6" | | | | 11'-11" |

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |

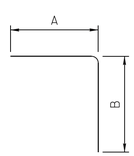
BARS A

BARS B

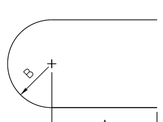
BARS C



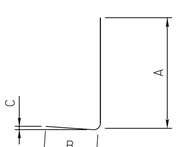
BARS D



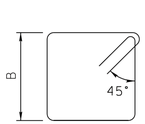
BARS R



BARS XA

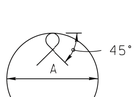


BARS CD

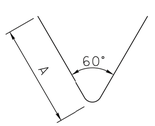


BARS L

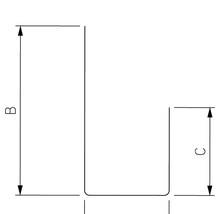
BARS H



BARS T



BARS VA



BARS HA

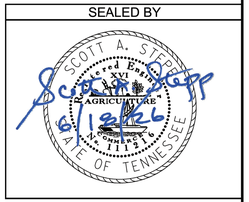
## REINFORCING STEEL CODE

| 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 (2015) SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX E FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY




PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# BILL OF STEEL
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-596

3/16/2026 2:49:01 PM
P:\STRUCTURES\CADD_REGION_3\43-HUMPHREYS\430A3410001\BRIDGE_DRAWINGS\430A3410001BORD.DGN

CONST. NO.: 43455-3435-04

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BRZ-4300(32) | 2026 | |

REVISIONS

| NO. | DATE | BY | BRIEF DESCRIPTION |
|---|---|---|---|
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |

## PIER NO. 2

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A550 | CAP | 5 | 6 | | | | | 29'-11" |
| A1150 | CAP | 11 | 2 | | | | | 32'-11" |
| A1151 | CAP | 11 | 2 | | | | | 32'-8" |
| A1152 | CAP | 11 | 2 | | | | | 32'-3" |
| A1153 | CAP | 11 | 2 | | | | | 31'-6" |
| A1154 | CAP | 11 | 6 | | | | | 29'-11" |
| C1150 | CAP/COLUMNS | 11 | 24 | 14'-4" | 1'-0" | | | 15'-4" |
| D1150 | CAP | 11 | 2 | 32'-11" | | | | 36'-1" |
| D1151 | CAP | 11 | 2 | 32'-8" | | | | 35'-10" |
| D1152 | CAP | 11 | 2 | 32'-3" | | | | 35'-5" |
| D1153 | CAP | 11 | 2 | 31'-6" | | | | 34'-8" |
| D1154 | CAP | 11 | 2 | 29'-11" | | | | 33'-1" |
| H550 | CAP | 5 | 12 | 3'-9" | 4'-3" | | | 12'-3" |
| L550 | CAP | 5 | 102 | 2'-10" | 3'-9" | | | 14'-1" |
| T550 | CAP/COLUMNS | 5 | 86 | 3'-6" | | | | 11'-11" |
| XA550 | CAP | 5 | 14 | 2'-3" | 2'-0" | | | 10'-10" |

## PIER NO. 2 (DRILLED SHAFT)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A1155 | SHAFT/COLUMN | 11 | 24 | | | | | 54'-0" |
| A1157 | SHAFT | 11 | 24 | | | | | 47'-10" |
| T550 | SHAFT | 5 | 288 | 3'-6" | | | | 11'-11" |

## PIER NO. 3

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A550 | CAP | 5 | 6 | | | | | 29'-11" |
| A1150 | CAP | 11 | 2 | | | | | 32'-11" |
| A1151 | CAP | 11 | 2 | | | | | 32'-8" |
| A1152 | CAP | 11 | 2 | | | | | 32'-3" |
| A1153 | CAP | 11 | 2 | | | | | 31'-6" |
| A1154 | CAP | 11 | 6 | | | | | 29'-11" |
| C1150 | CAP/COLUMNS | 11 | 24 | 14'-10" | 1'-0" | | | 15'-10" |
| D1150 | CAP | 11 | 2 | 32'-11" | | | | 36'-1" |
| D1151 | CAP | 11 | 2 | 32'-8" | | | | 35'-10" |
| D1152 | CAP | 11 | 2 | 32'-3" | | | | 35'-5" |
| D1153 | CAP | 11 | 2 | 31'-6" | | | | 34'-8" |
| D1154 | CAP | 11 | 2 | 29'-11" | | | | 33'-1" |
| H550 | CAP | 5 | 12 | 3'-9" | 4'-3" | | | 12'-3" |
| L550 | CAP | 5 | 102 | 2'-10" | 3'-9" | | | 14'-1" |
| T550 | CAP/COLUMNS | 5 | 90 | 3'-6" | | | | 11'-11" |
| XA550 | CAP | 5 | 14 | 2'-3" | 2'-0" | | | 10'-10" |

## PIER NO. 3 (DRILLED SHAFT)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A1155 | SHAFT/COLUMN | 11 | 24 | | | | | 54'-0" |
| A1157 | SHAFT | 11 | 24 | | | | | 47'-10" |
| T550 | SHAFT | 5 | 288 | 3'-6" | | | | 11'-11" |

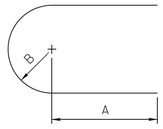
## PIER NO. 4

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A550 | CAP | 5 | 6 | | | | | 29'-11" |
| A1150 | CAP | 11 | 2 | | | | | 32'-11" |
| A1151 | CAP | 11 | 2 | | | | | 32'-8" |
| A1152 | CAP | 11 | 2 | | | | | 32'-3" |
| A1153 | CAP | 11 | 2 | | | | | 31'-6" |
| A1154 | CAP | 11 | 6 | | | | | 29'-11" |
| D1150 | CAP | 11 | 2 | 32'-11" | | | | 36'-1" |
| D1151 | CAP | 11 | 2 | 32'-8" | | | | 35'-10" |
| D1152 | CAP | 11 | 2 | 32'-3" | | | | 35'-5" |
| D1153 | CAP | 11 | 2 | 31'-6" | | | | 34'-8" |
| D1154 | CAP | 11 | 2 | 29'-11" | | | | 33'-1" |
| H550 | CAP | 5 | 12 | 3'-9" | 4'-3" | | | 12'-3" |
| L550 | CAP | 5 | 102 | 2'-10" | 3'-9" | | | 14'-1" |
| T550 | CAP/COLUMNS | 5 | 62 | 3'-6" | | | | 11'-11" |
| XA550 | CAP | 5 | 14 | 2'-3" | 2'-0" | | | 10'-10" |

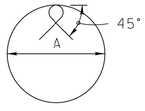
## PIER NO. 4 (DRILLED SHAFT)

| BARS | LOCATION | SIZE | NO. REQ'D. | BENDING DIMENSIONS A | B | C | D | LENGTH (FEET) |
|---|---|---|---|---|---|---|---|---|
| A1156 | SHAFT | 11 | 24 | | | | | 36'-10" |
| C1151 | CAP/COLUMNS/SHAFT | 11 | 24 | 45'-9" | 1'-0" | | | 46'-9" |
| T550 | SHAFT | 5 | 222 | 3'-6" | | | | 11'-11" |

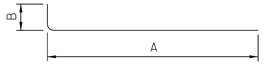
BARS A




BARS XA




BARS T

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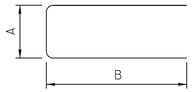
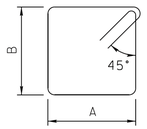
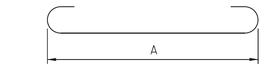



BARS H




BARS L




BARS D

## 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 (2015) SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX E FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY

PIN NO.: 124448.00
DESIGN BY: BART ROMANO DATE: 04/2024
DRAWN BY: P. MOSHER DATE: 06/2024
SUPERVISED BY: EASTERLY/STEPP DATE: 06/2024
CHECKED BY: B. BARTROM DATE: 06/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# BILL OF STEEL
# CEDAR GROVE ROAD OVER HURRICANE CREEK
# BRIDGE ID. NO. 430A3410001
# STATION 67+10.50
# LOG MILE 0.49
# HUMPHREYS COUNTY
# 2026

U-100-597

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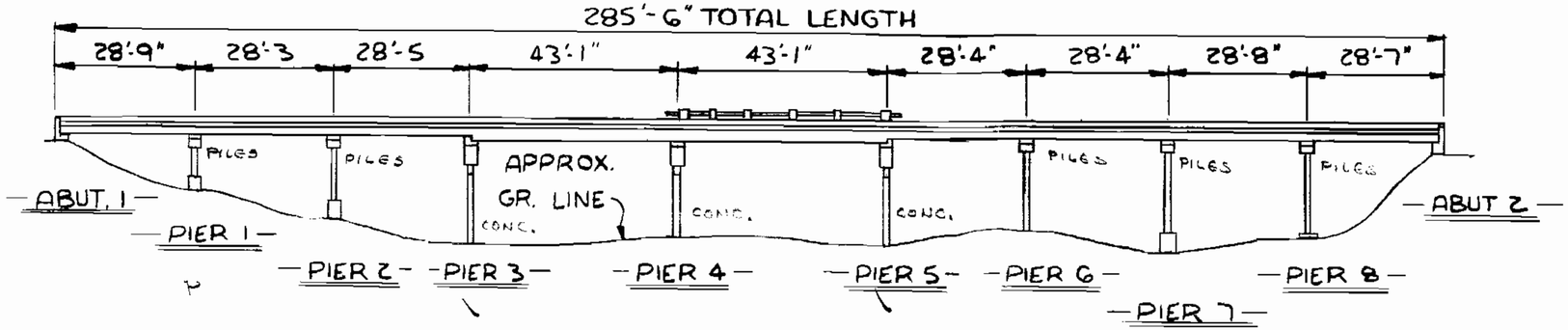
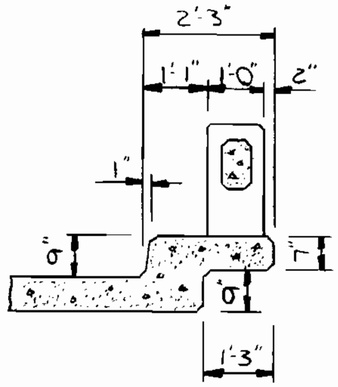
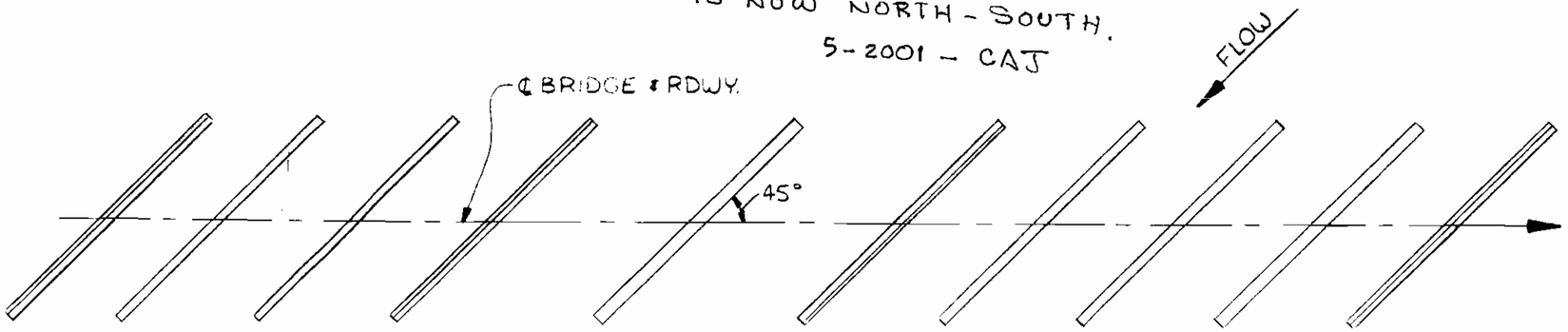



— ELEVATION @ RT. ℄ TO ℄ BRIDGE —

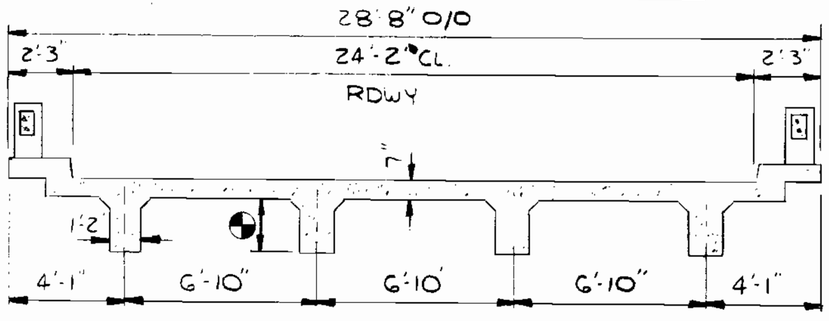



— CURB & BRIDGERAIL DETAIL —

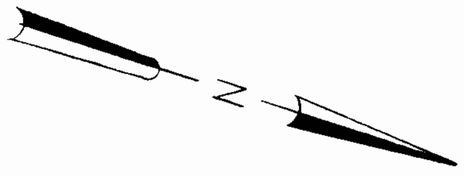
DIRECTION OF ROUTE
IS NOW NORTH - SOUTH.
5-2001 - CAJ

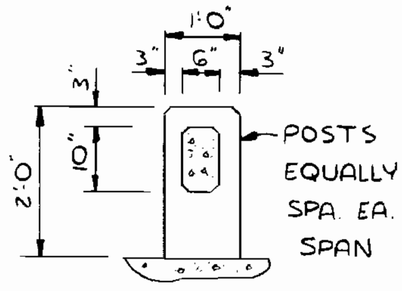



— PLAN —




— SUPERSTRUCTURE CROSS-SECTION —




— POST DETAIL —

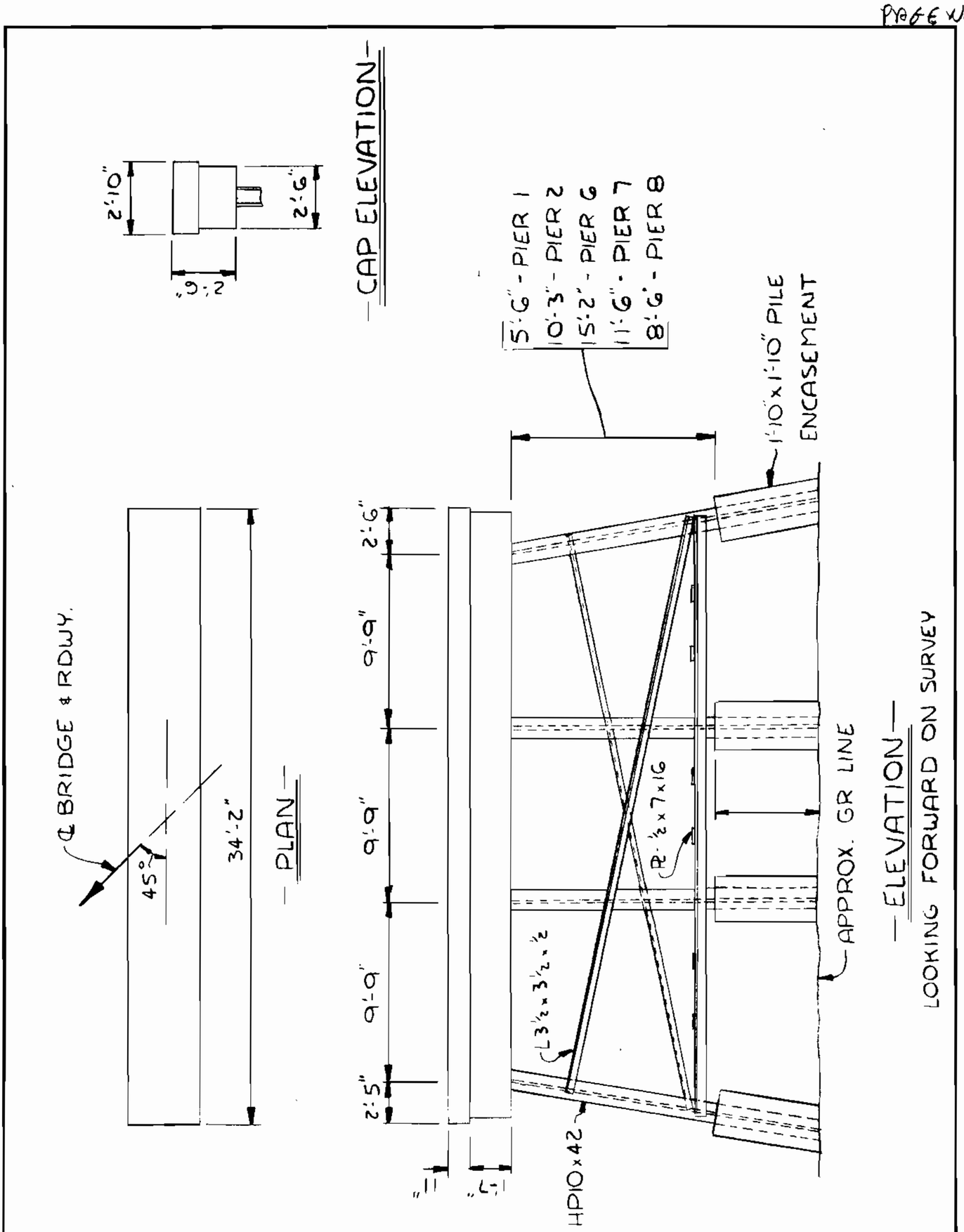
● DENOTES · BEAM DEPTH @ SPANS 1, 2, 3, & 6 THRU 9 = 1'-4"
BEAM DEPTH @ SPANS 4 & 5 = 1'-10½"

STATE OF TENNESSEE
**DEPARTMENT OF TRANSPORTATION**
BUREAU OF HIGHWAYS

**Sverdrup**
**Sverdrup & Parcel and Associates, Inc.**
Fortune Building
31st Plus Park Boulevard
Nashville, Tennessee 37217
Engineers
Architects
Planners

LAYOUT & SUPERSTRUCTURE DETAILS
BRIDGE NO 43-A341-0.49
OVER HURRICANE CREEK
HUMPHREYS COUNTY

Sverdrup & Parcel and Associates, Inc. is a Sverdrup Corporation company




**Sverdrup**

**Sverdrup & Parcel and Associates, Inc.**
Fortune Building
311 Plus Park Boulevard
Nashville Tennessee 37217

Engineers
Architects
Planners

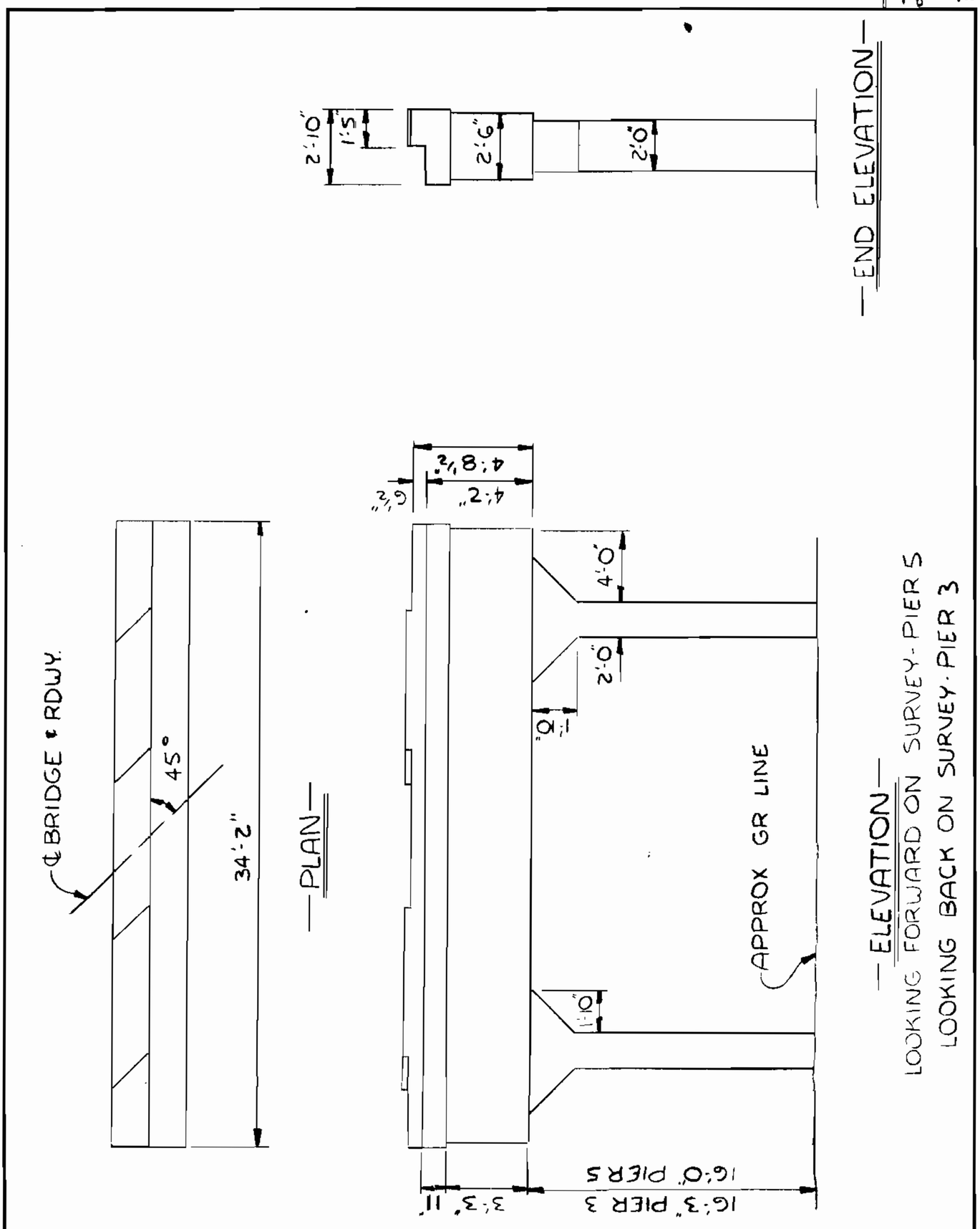
# PIERS 1, 2, & 6 THRU 8
# BRIDGE NO. 43-A341-0.49
# OVER HURRICANE CREEK
# HUMPHREYS COUNTY

ARROW N69581

Sverdrup & Parcel and Associates Inc is a Sverdrup Corporation company

ARROW N69581

Sverdrup & Parcel and Associates Inc is a Sverdrup Corporation company




**Sverdrup**

**Sverdrup & Parcel and Associates, Inc.**

Fortune Building
311 Plus Park Boulevard
Nashville, Tennessee 37217

Engineers
Architects
Planners

# PIERS 3 & 5
# BRIDGE NO. 43-A341-0.49
# OVER HURRICANE CREEK
# HUMPHREYS COUNTY



ARROW No. 9581

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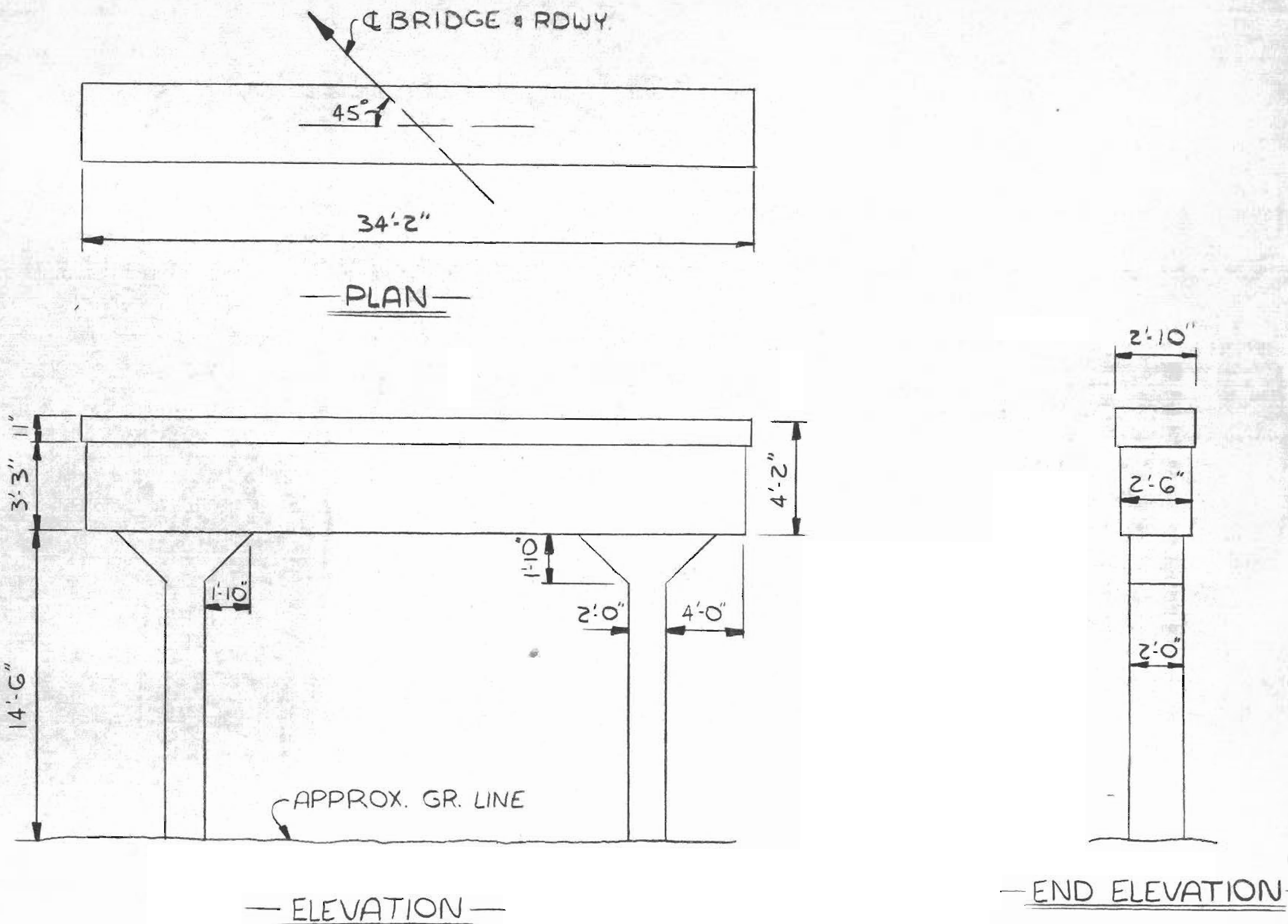



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PIER 4
BRIDGE NO. 43-A341-0.49
OVER HURRICANE CREEK
HUMPHREYS COUNTY


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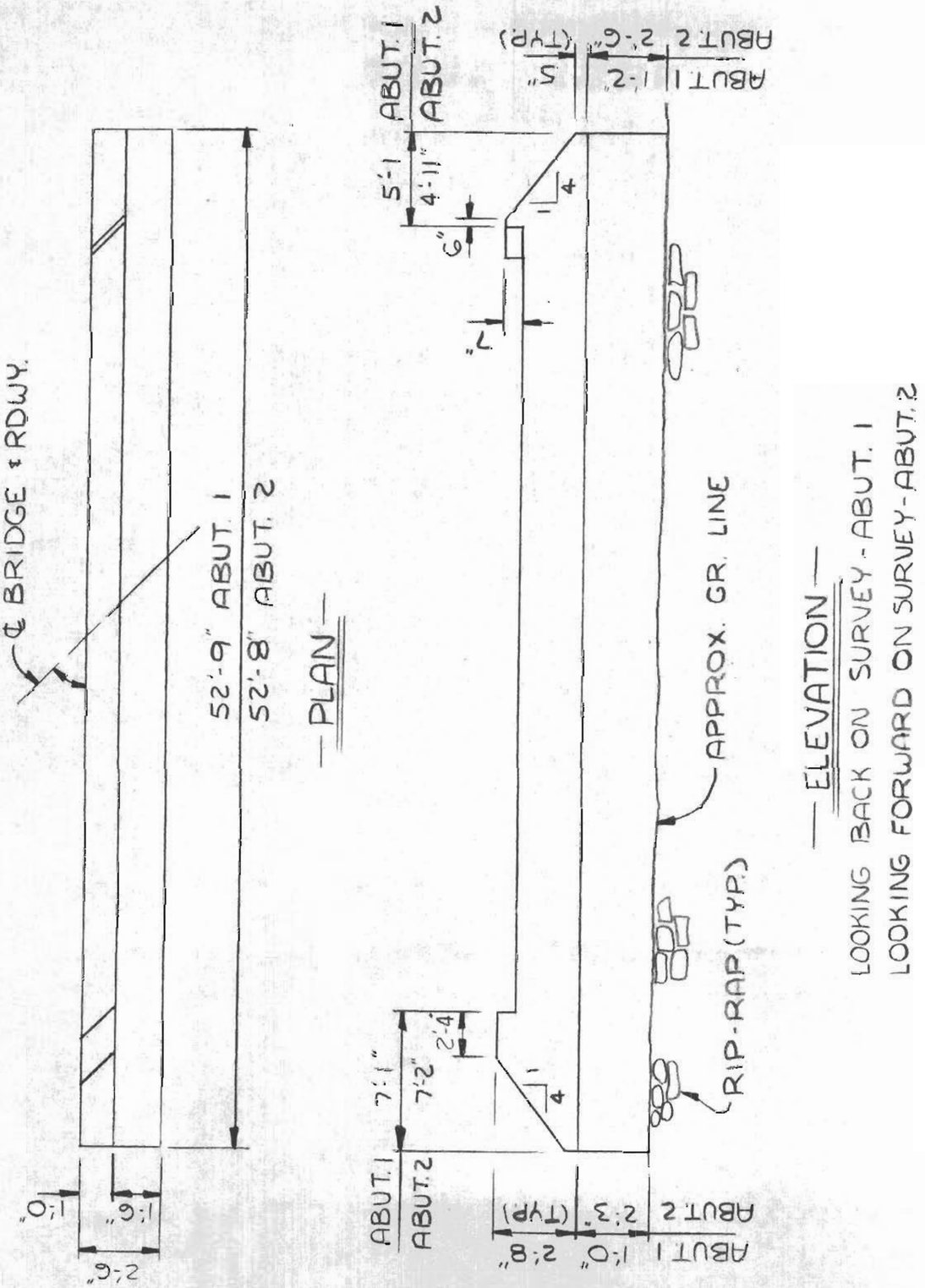


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# ABUTMENTS 1&2
# BRIDGE NO. 43-A341-0.49
# OVER HURRICANE CREEK
# HUMPHREYS COUNTY



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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2026 | BRZ-4300(32) | |
| PS&E | 2026 | BRZ-4300(32) | S-1 |

## SWPPP INDEX OF SHEETS


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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): 2.815 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 2.815 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: CEDAR GROVE ROAD, BRIDGE OVER HURRICANE CREEK, LM 0.49 (IA)
COUNTY: HUMPHREYS
PIN: 124448.00

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) 9, DRAINAGE MAP SHEET(S) 6, 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

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)** |
| Bcz - Bodine gravelly silt loam, 20 to 40 percent slopes | A | 13.6 | 0.24 |
| En - Ennis silt loam | B | 77.4 | 0.37 |
| W - Water | - | 9.0. | - |

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 | 0.459 | 16.3 | | 0.90 |
| PERVIOUS | 2.173 | 77.2 | | 0.30 |
| GRAVEL/DIRT | 0.183 | 6.5 | | 0.60 |
| WEIGHTED CURVE NUMBER OR C-FACTOR = | | | | 0.42 |

| RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS | | | | |
|---|---|---|---|---|
| **AREA TYPE** | **AREA(AC)** | **PERCENTAGE OF TOTAL AREA (%)** | **RUNOFF CN** | **C FACTOR** |
| IMPERVIOUS | 0.513 | 18.2 | | 0.90 |
| PERVIOUS | 2.095 | 74.4 | | 0.30 |
| GRAVEL/DIRT | 0.207 | 7.4 | | 0.60 |
| WEIGHTED CURVE NUMBER OR C-FACTOR = | | | | 0.44 |

**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 10)

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 | HURRICANE CREEK | NO | NO | YES | YES |
| | | | | | |

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2026 | BRZ-4300(32) | |
| PS&E | 2026 | BRZ-4300(32) | S-2 |

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

☐ YES ☒ NO

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

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

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

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

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

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

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

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

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

☒ YES ☐ NO

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

IF YES, EXISTING CONDITIONS DESCRIPTION:_____

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

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

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

4.2. OUTFALL INFORMATION

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

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

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

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

☐ YES ☐ NO ☒ N/A

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

☐ YES ☐ NO ☒ N/A

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

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

OR

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

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

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

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

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

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

4.3. WETLAND INFORMATION

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

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

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

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

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

☒YES ☐ NO

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

☐ YES ☒ NO

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

☐ YES ☐ NO

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

4.5. ECOLOGY INFORMATION (3.5.5.e)

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

☐ YES ☒ NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☒ YES ☐ NO

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

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 2 & 8 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

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

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

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

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

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

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

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 2 & 8 (5.5.3.1.j).

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

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

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

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

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

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

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

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

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

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

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

**6. FLOCCULANTS (3.5.3.1.b)**

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

IF YES, THE FOLLOWING NOTES APPLY:

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

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

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

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

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

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

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

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

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

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

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

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

**7. UTILITY RELOCATION**

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

IF YES, THE FOLLOWING APPLY:

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

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

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

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

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

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

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

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

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

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

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

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

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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): _____

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

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

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

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# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2026 | BRZ-4300(32) | |
| PS&E | 2026 | BRZ-4300(32) | S-5 |

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2026 | BRZ-4300(32) | |
| PS&E | 2026 | BRZ-4300(32) | S-6 |

## 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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2026 | STP/NH-I-40-3(182) | |
| PS&E | 2026 | STP/NH-I-40-3(182) | S-7 |

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

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

Anthony R. Myers Digitally signed by Anthony Myers Date: 2025.06.03 16:16:00 -05'00'

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Anthony R. Myers
PRINTED NAME

TDOT Manager
TITLE

06/03/2025
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

**16. ENVIRONMENTAL PERMITS (1.5.2.)**

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

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PIH | 2026 | BRZ-4300(32) | |
| PS&E | 2026 | BRZ-4300(32) | S-8 |

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

| OUTFALL LABEL | SUB OUT-FALL | STATION CL, LT OR RT | SLOPE WITHIN ROW (%) | STAGE 1 DRAINAGE AREA (AC) | STAGE 2 DRAINAGE AREA (AC) | STAGE 3 DRAINAGE AREA (AC) | SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A) | RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| OUT-1 | | 68+30 RT CEDAR GROVE RD | 40.1 | 1.49 | 1.49 | 1.49 | N/A | N/A | STR-1 (HURRICANE CREEK) | |

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# STORMWATER POLLUTION PREVENTION PLAN

| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 2026 | U1-1 |
| STATE PROJ. NO. | 43455-3435-04 | |
| FED. PROJ. NO. | BRZ-4300(32) | |

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

# HUMPHREYS COUNTY

**CEDAR GROVE ROAD, BRIDGE OVER HURRICANE CREEK, LM 0.49 (IA)**

STATE HIGHWAY N/A/ F.A.H.S N/A

| Index Of Sheets | |
|---|---|
| SHEET NAME | SHEET NUMBER |
| UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS | U1-1 THRU U1-2 |

WITH THE EXCEPTION OF AT&T & HUMPHREYS CO UTILITY DISTRICT, THERE ARE NO UTILITIES IN CONFLICT WITH THIS PROJECT

## STANDARD LEGEND

EXISTING UTILITES

POWER P
TELEPHONE T
WATER W
CABLE TV C
SANITARY SEWER SA
UNDERGROUND TELEPHONE T (UG)
GAS G
FORCE MAIN SEWER FMS
UNDERGROUND POWER P (UG)
UNDERGROUND FIBER OPTIC F (UG)

POWER POLE
TELEPHONE POLE
POWER/TELEPHONE POLE
MANHOLE
WATER METER W.M.
WATER VALVE W.V.
LIGHT POLE

PROPOSED UTILITIES & MODIFICATIONS

POWER P
UNDERGROUND POWER P (UG)
TELEPHONE T
WATER W
CABLE TV C
SANITARY SEWER SA
UNDERGROUND TELEPHONE T (UG)
GAS G
FORCE MAIN SEWER FMS
UNDERGROUND FIBER OPTIC F (UG)
EX. WATER LINE (RETIRED IN PLACE) - 6" W RIP
EX.GAS LINE (RETIRED IN PLACE) - 6" G RIP
EX.SEWER LINE (RETIRED IN PLACE) - 8" FMS RIP
EX.TELEPHONE LINE (RETIRED IN PLACE) - T(UG) RIP

POWER POLE ● P
TELEPHONE POLE ● T
WATER METER ■ W.M.
R REMOVE
RIP RETIRE IN PLACE

## UTILITY OWNERS AND CONTACTS:

| | | |
|---|---|---|
| GAS: HUMPHREYS COUNTY UTILITY DISTRICT<br>304 N. CHURCH STREET PO BOX 519<br>WAVERLY, TN 37185<br>STEVEN POYNER<br>SPOYNER@HCUD.NET<br>O: 931-256-3204 | PHONE: AT&T<br>116 SOUTH CANNON AVENUE<br>MURFREESBORO, TN 37129<br>KENNETH LEE KORNEGAY<br>KK4096@ATT.COM<br>O: 615-848-2082 | POWER: TVA<br>1101 MARKET STREET<br>CHATTANOOGA, TN 37402<br>STEPHEN WILLIAMS<br>SEWILLIAMS@TVA.GOV<br>C: 662-255-6272 |

## SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-351-1111

| NOTE TO CONTRACTORS | UNDERGROUND UTILITIES NOTE | NOTE TO CONTRACTORS |
|---|---|---|
| CONTRACTOR TO FOLLOW ALL ADA RULES PERTAINING TO SIDEWALKS | ALL UNDERGROUND UTILITIES MUST BE DIRECTIONAL BORED UNDER ALL STREAMS IDENTIFIED IN THE PLANS | DIRECTIONAL BORING MUST BE PLACED A MINIMUM OF 50' AWAY FROM STREAM BANKS |

3/13/2026 11:55:52 AM
\\tdot03nas002.tdot.state.tn.us\03Shared\ROW\Utility Section\Utility Master Files\Humphreys\124448.00 Cedar Grove Rd Bridge over Hurrican Creek\Utility Sheets\Humphreys 124448 U1-1.dgn

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| PS&E | 2026 | BRZ-4300(32) | U1-2 |
| | | | |
| | | | |
| _____ | ___ | _____ | ___ |

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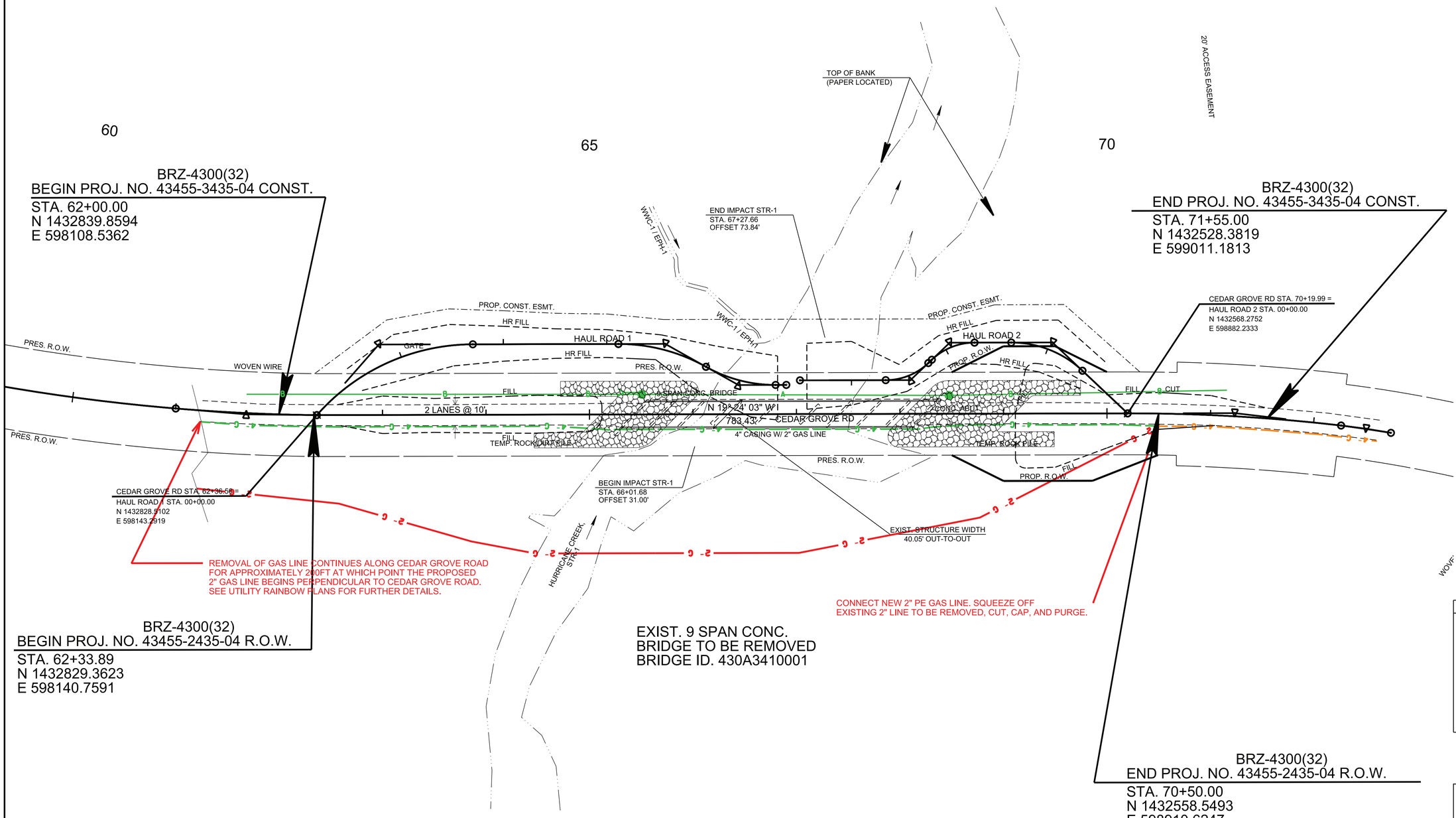


CONTROL POINTS

| POINT | NORTH | EAST | ELEVATION | FEATURE | DESCRIPTION | STATION | OFFSET |
|---|---|---|---|---|---|---|---|
| S35 | 597881.1576 | 1432912.9168 | 394.6480 | XCP | GPS 43-999-35 | Off Chain | Off Chain |
| S36 | 598140.0156 | 1432844.7131 | 391.4200 | XCP | GPS 43-999-36 | 62+28.22 | 14.2193 |

**SEALED BY**

COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 12 MODEL.

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

# UTILITY SHEETS

STA. 62+00 TO STA. 71+55
SCALE: 1"=50'