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BUCHART HORN, INC.
3150 LENOX PARK BLVD.
SUITE 300
MEMPHIS, TN 38115
WM. ANDREW PINKLEY, P.E. NO. 20453

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
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UTILITIES PLANS	U1–1

YEAR	PROJECT NO.	SHEET NO.
2026	36S057-S3-002	ROADWAY-SIGN-1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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INDEX OF SHEETS

SEE SHT. 1A FOR INDEX

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 X	NO

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	36S057-S3-002	

HARDIN COUNTY

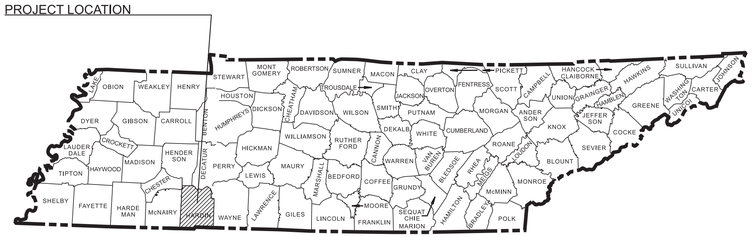
SR-57 STATE INDUSTRIAL ACCESS
SERVING PACKAGING CORPORATION OF AMERICA
SR-57 WIDEN FOR TURN LANES

PS&E

GRADE, DRAIN, PAVE, AND MARKING

STATE HIGHWAY NO. 57 F.A.H.S. NO. N/A

PROJECT LOCATION



NO EXCLUSIONS

ROAD TO BE CONSTRUCTED
WHILE UNDER TRAFFIC

ADJACENT PROJECT NO. 36ACOU-S3-002 PIN 133333.01
STATE INDUSTRIAL ACCESS SERVING PCA, SIA

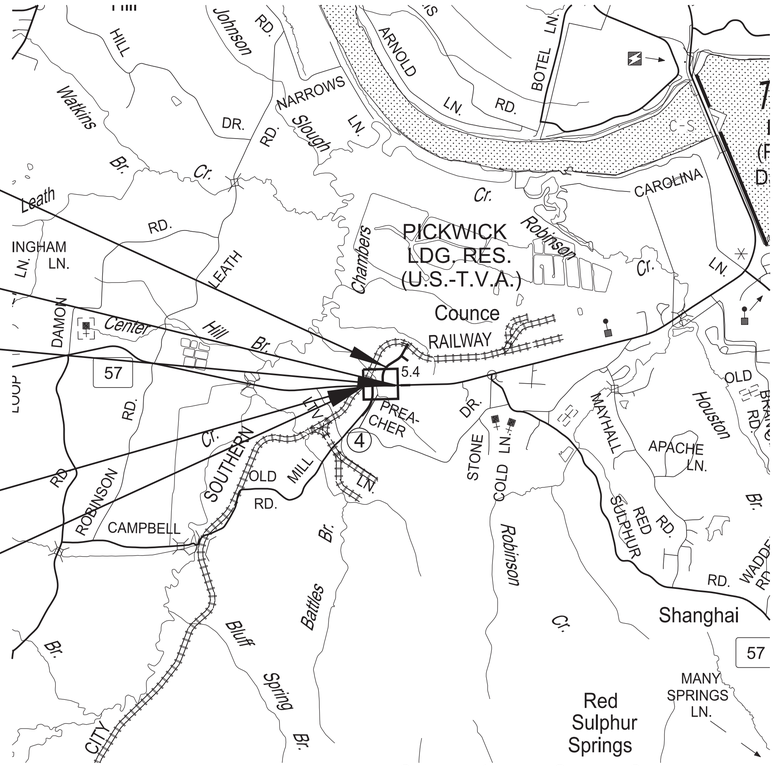
END PROJECT NO. 36S057-S3-002 CONSTRUCTION
STA. 110+66.95 SR57
N 265582.4724 E 1284576.2499

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 109+75.76 SR57
N 265581.2711 E 1284485.0649

BUNDLED WITH PIN 133333.01

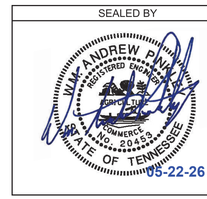
BEGIN PROJECT NO. 36S057-S3-002 CONSTRUCTION
STA. 100+00.00 SR57
N 265559.4342 E 1283509.9193

BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80 SR57
N 265560.0511 E 1283538.4722



SCALE: 1"= 2640'

SEALED BY



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 C.E. MANAGER 1 OR
TDOT TRANSPORTATION MANAGER 1 : RYAN PHILPOTT, P.E.

DESIGNED BY : BUCHART HORN, INC.

DESIGNER : COLTON BAKER, P.E. CHECKED BY WM. ANDREW PINKLEY, P.E.

P.E. NO. 36S057-S2-002(PE-D)

PIN NO. 133333.02

R.O.W. LENGTH	0.179 MILES
ROADWAY LENGTH	0.202 MILES
BRIDGE LENGTH	0.00 MILES
BOX BRIDGE LENGTH	0.00 MILES
BOX BRIDGE LENGTH	0.00 MILES ▲
PROJECT LENGTH	0.202 MILES

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

SURVEY 03-01-23	TRAFFIC DATA	
UPDATE 01-04-2024	ADT (2026)	8,080
	ADT (2046)	10,380
	DHV (2046)	1,213
	D	50 - 50
	T (ADT)	20 %
	T (DHV)	13 %
	V	40 MPH

COORDINATES ARE NAD/83 (2011 ADJUSTMENT) ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	1A
PSE	2026	36S057-S3-002	1A

ROADWAY INDEX

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GEOTECHNICAL PLANS G-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS S-1
UTILITIES PLANS U1–1

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

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-UD-3	01-09-24	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-7	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
10-101.00 STANDARD ROADWAY DRAWINGS		
RD18-TS-1	01-30-26	RURAL LOCAL ROADS (LOW-VOLUME)
RD18-TS-2A	01-30-26	RURAL LOCAL ROADS AND STREETS
RD18-TS-5A	01-30-26	RURAL MINOR ARTERIAL (2-3 LANE)
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
10-102.00 AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS		
D-AOP-3		AOP DESIGN EMBEDDED BOX CULVERTS
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PE-48A	06-28-19	TYPE “U” CROSS DRAIN ENDWALL FOR 48” PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-48B	06-28-19	TYPE “U” CROSS DRAIN ENDWALL FOR 48” PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-99	03-04-21	TYPE "U" CROSS DRAIN ENDWALL DETAILS, PIPE GRATE & SKEWED CONNECTION

DWG.	REV.	DESCRIPTION
10-106.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS
RP-R-1A	04-21-25	STANDARD RAMP DETAILS FOR LOW VOLUME RURAL ROADWAYS
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
10-108.00 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-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-6	07-30-24	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-GRS-1	06-15-21	SPECIAL CASE LONG SPAN GUARDRAIL ONE POST OMITTED
S-GRS-8		SAFETY PLAN AT SIDEROADS OR DRIVEWAYS FOR LOW SPEED ROADWAYS
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
10-109.00 EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSION (DOWNSTREAM)
EC-STR-33A	08-01-12	SUSPENDED PIPE DIVERSION (UPSTREAM)
EC-STR-37	06-10-14	SEDIMENT TUBE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	1A1
PSE	2026	36S057-S3-002	1A1

STANDARD STRUCTURE AND TRAFFIC DRAWINGS

DWG.	REV.	DESCRIPTION

STANDARD TRAFFIC DESIGN DRAWINGS

10-200.00 SIGNS

T-S-9	07-30-25	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-12	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAKAWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE “U” POST SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-30-25	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS

10-203.00 RAILROAD CROSSING

T-RR-2	12-05-25	GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS
T-RR-2A		GRADE CROSSING ADVANCE WARNING SIGNS AND RR PAVEMENT MARKINGS

10-204.00 DESIGN – TRAFFIC CONTROL

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS ON CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

DWG.	REV.	DESCRIPTION

STANDARD STRUCTURE DRAWINGS

10-301.00 LRFD BOX CULVERTS

STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY OF DRAWINGS
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTIONS AND DETAILS
STD-17-6		TYPICAL ELEVATION
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS - SKEW NOT LESS THAN 45 DEG.
STD-17-8		EDGE BEAM DETAILS FOR FILLS GREATER THAN 3’-6”
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-11		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-16		WINGWALL DESIGN SECTIONS
STD-17-17	06-01-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-20		LOW FLOW CHANNEL CONSTRUCTION DETAILS FOR CULVERT INLET AND OUTLET
STD-17-24		WARPED SLOPE DETAIL
STD-17-26		EXTENSION DETAILS
STD-17-27		EXTENSION DETAILS FOR SCOURED OUTLET
STD-17-28		END SECTION DETAILS
STD-17-53		BOX BRIDGE, 1 BARREL AT 8’, CLEAR HTS. 6’ - 8’, 0 - 60’ FILL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PSE	2026	36S057-S3-002	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDAC001	ENVIRONMENTAL DIVISION, ARCHEOLOGICAL	THERE IS A CUT LINE IN THE CEMETERY FOR LAST SET OF PLANS. WE NEED TO AVOID THIS AREA FOR THE PLANS AS WE DID MOVE THE ROAD OVER AND RESURVEYED.	N265584.4, E1284126.7

SEALED BY

WM. ANDREW PINK
REGISTERED ENGINEER
CERTIFICATE NO. 204293
STATE OF TENNESSEE
05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	2
PSE	2026	36S057-S3-002	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 36S057-S3-002
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.5
	201-01	CLEARING AND GRUBBING	LS	0.5
(1)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
(2)(5)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	2600
(2)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	5946
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	629
	203-06	WATER	M.G.	30
	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	158
(24)	203-20.01	CHANNEL SUBSTRATE	C.Y.	10
	204-08	FOUNDATION FILL MATERIAL	C.Y.	11
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	9
(17)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	0.2
(5)	209-03.23	FILTER SOCK (24 INCH)	L.F.	1140
(5)	209-05	SEDIMENT REMOVAL	C.Y.	102
(5)(6)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2076
(5)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1476
(5)	209-08.07	ROCK CHECK DAM	EACH	3
(5)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	6
(5)	209-09.01	SANDBAGS	BAG	975
(5)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(5)	209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	935
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2770
	303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	192
(3)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C or D)	TON	100
(5)(7)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	47
	307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	TON	330
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	860
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	800
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	7
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	1100
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	390
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	0.4
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	3735
(16)(21)	604-02.01	CLASS A CONCRETE (BOX BRIDGES)	C.Y.	70
(16)(21)	604-02.02	STEEL BAR REINFORCEMENT (BOX BRIDGES)	LB.	12587
(4)	607-06.10	30" CONCRETE CULVERT (CLASS IV) TRENCHLESS	L.F.	124
	611-07.69	48IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
(5)	621-03.07	48" TEMPORARY DRAINAGE PIPE	L.F.	70
	705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH	2
	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	250
	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	287.5

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 36S057-S3-002
	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH	4
	706-06.03	RADIUS RAIL	L.F.	75
(5)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	750
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	8
(5)(8)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	120
(5)(9)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	248
(5)(10)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	17
(15)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON	102
	710-04	FILTER CLOTH UNDERDRAIN (WITH PIPE)	L.F.	1240
	710-05	LATERAL UNDERDRAIN	L.F.	50
	710-06.14	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	5
	712-01	TRAFFIC CONTROL	LS	0.8
	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	1000
(20)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	60
	712-04.50	BARRIER RAIL DELINEATOR	EACH	75
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	12
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	20
	712-06	SIGNS (CONSTRUCTION)	S.F.	136
(22)	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	4400
	713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	37
	713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	1
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	181
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	9
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	36
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	95
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	10
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	52
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	51
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	6
(19)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	90
	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	1
(23)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	0.8
(25)	716-05.21	PAINTED PAVEMENT MARKING (4" LINE)	L.F.	535
	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	0.8
(18)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	1.2
	717-01	MOBILIZATION	LS	0.5
(5)(11)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	328
(5)	740-11.05	TEMPORARY SEDIMENT TUBE 24IN	L.F.	1105
(5)(12)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	216
(5)(12)	801-02.15	FERTILIZER	TON	4
(5)(13)	801-03	WATER (SEEDING & SODDING)	M.G.	92
(5)	801-02	SEEDING (WITHOUT MULCH)	UNIT	3
(5)(26)	803-01	SODDING (NEW SOD)	S.Y.	8000
(5)	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.	42

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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PSE	2026	36S057-S3-002	2-1

FOOTNOTES

(1) SEE SHEET 2F FOR DETAILS.
(2) SEE GRADING SPECIAL NOTES ON SHEET 2D.
(3) TO BE USED FOR DROP OFF MAINTENANCE AS DIRECTED BY THE ENGINEER.
(4) PIPE CULVERT EXCAVATION AND PIPE BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT.
(5) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT ENGINEER. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(6) INCLUDES 270 LF FOR SEDIMENT FILTER BAGS
(7) INCLUDES 15 TONS FOR SEDIMENT FILTER BAGS AND 38 TONS FOR TEMPORARY CULVERT PROTECTION
(8) FOR TEMPORARY CONSTRUCTION ENTRANCE
(9) FOR TEMPORARY CULVERT PROTECTION
(10) TO BE USED FOR PERMANENT OUTLET PROTECTION. 17 TONS STA 108+84
(11) INCLUDES 18 SY FOR SEDIMENT FILTER BAGS, 60 SY FOR TEMPORARY CULVERT PROTECTION, 180 SY FOR TCE, AND 70 SY FOR RIPRAP
(12) THE COST OF FERTILIZIER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(13) INCLUDES 92 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(15) TO BE USED FOR PERMANENT OUTLET PROTECTION. 76 TONS STA 103+33, 26 TONS FOR INTERIOR OF CULVERT DETAIL.
(16) BUILD ACCORDING TO STD-17-53, ADJUSTED FOR WIDTH. BAR SIZES AND SPACING TO REMAIN AS SPECIFIED IN THE TABLE. THE CONTRACTOR SHALL ENSURE THE PROPOSED EXTENSION IS TIED TO THE EXISTING BOX AND FOLLOW STD-17-26 AND STD-17-27. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO COMMENCING WORK ON THE BOX.
(17) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2D PAVEMENT NOTE 2 FOR MORE INFORMATION
(18) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(19) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC
(20) THIS ITEM SHALL BE PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TESET LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(21) ALL BOX CULVERT AND CHANNEL EXCAVATION TO BE INCLUDED IN OTHER BOX CONSTRUCTION ITEMS
(22) TO BE USED FOR TEMPORARY PAVEMENT MARKING ON NEW ASPHALT AND/OR AS DIRECTED BY THE ENGINEER.
(23) TO BE USED FOR TEMPORARY PAVEMENT MARKING ON EXISTING ASPHALT AND/OR AS DIRECTED BY THE ENGINEER.
(24) FOR BACKFILL MATERIAL PROPOSED FOR EMBEDDED CULVERTS.
(25) FOR FINAL PAVEMENT MARKING ON PCA1
(26) 7230 SY TO BE USED ON SLOPES, 770 SY TO BE USED AS DIRECTED BY THE ENGINEER

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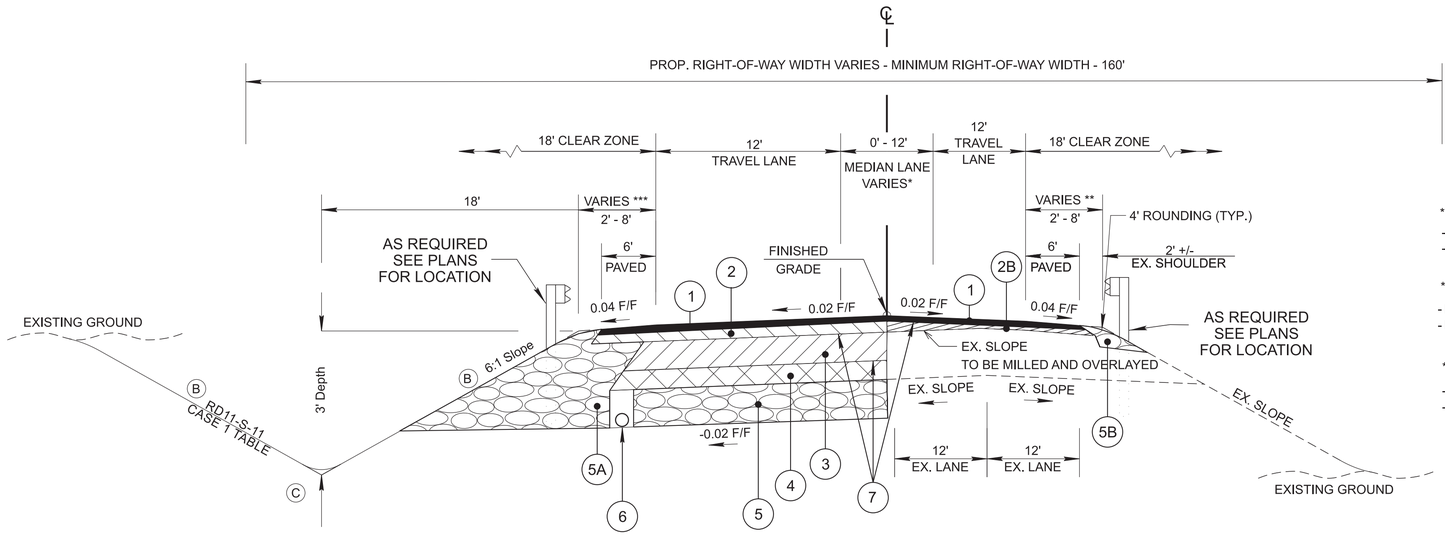


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ESTIMATED
ROADWAY
QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2B
PIH	2026	36S057-S3-002	2B
PSE	2026	36S057-S3-002	2B



TANGENT SECTION
SR-57

(BASED ON STD. DWG. RD18-TS-5A)
FROM STA. 100+28.56 TO STA. 106+29.56

ALL DISTURBED SLOPES TO BE SODDED

* MEDIAN LANE
- FROM 0' STA. 100+28.56 TO 12' STA. 104+68.56
- FROM 12' STA. 104+68.56 TO 12' STA. 106+29.56

** RT SHOULDER
- FROM 2' STA. 100+28.56 TO 8' STA. 104+68.56
- FROM 8' STA. 104+68.56 TO 8' STA. 106+29.56

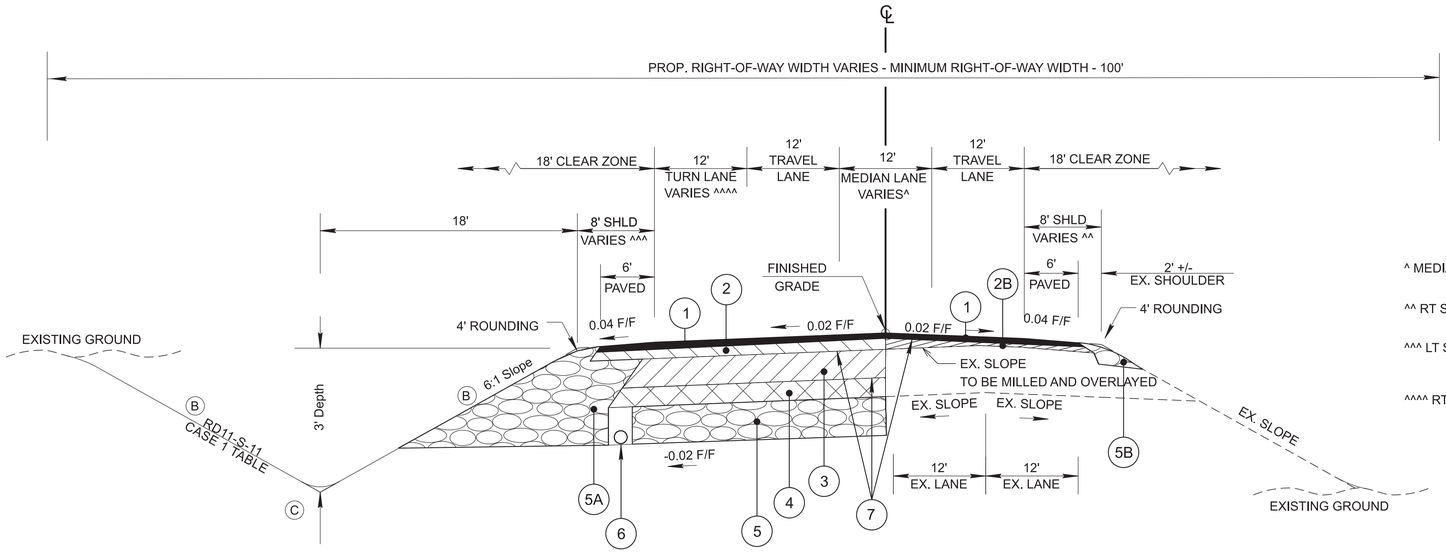
*** LT SHOULDER
- FROM 2' STA. 100+28.56 TO 8' STA. 100+78.56
- FROM 8' STA. 104+68.56 TO 8' STA. 106+29.56

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

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

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

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



TANGENT SECTION
SR-57

(BASED ON STD. DWG. RD18-TS-5A)
FROM STA. 106+29.56 TO STA. 109+49.56

^ MEDIAN LANE - FROM 12' STA. 106+29.56 TO 0' STA. 109+49.56

^^ RT SHOULDER - FROM 8' STA. 106+29.56 TO 2.' STA. 109+49.56

^^^ LT SHOULDER - FROM 8' STA. 106+29.56 TO 8' STA. 108+99.56
- FROM 8' STA. 108+99.56 TO 2' STA. 109+49.56

^^^^ RT TURN LANE - FROM 12' STA. 106+29.56 TO 12' STA. 107+99.57
- FROM 12' STA. 107+99.57 TO 0' STA. 109+49.56

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WILLIAM ANDREW PWU
REGISTERED ENGINEER
CIVIL
No. 204253
STATE OF TENNESSEE
05-22-26

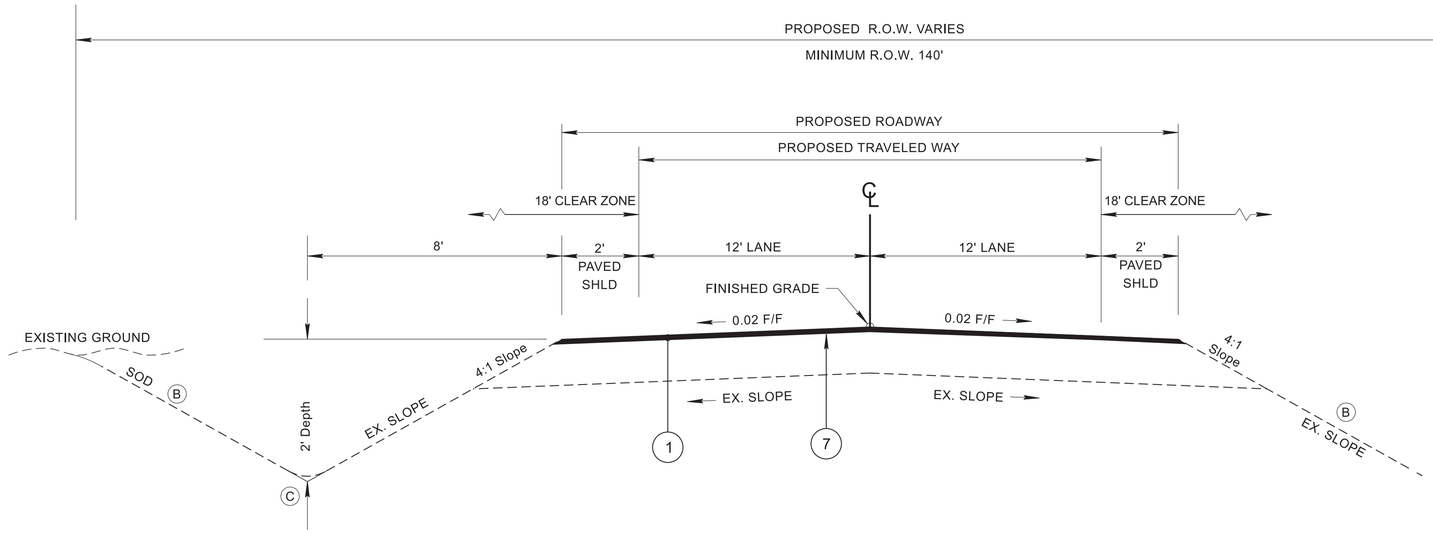
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TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2B1
PIH	2026	36S057-S3-002	2B1
PSE	2026	36S057-S3-002	2B1



TANGENT SECTION
SR-57

(BASED ON STD. DWG. RD18-TS-5A)
FROM STA. 100+00.00 TO STA. 100+28.56
FROM STA. 109+49.56 TO STA. 110+66.95

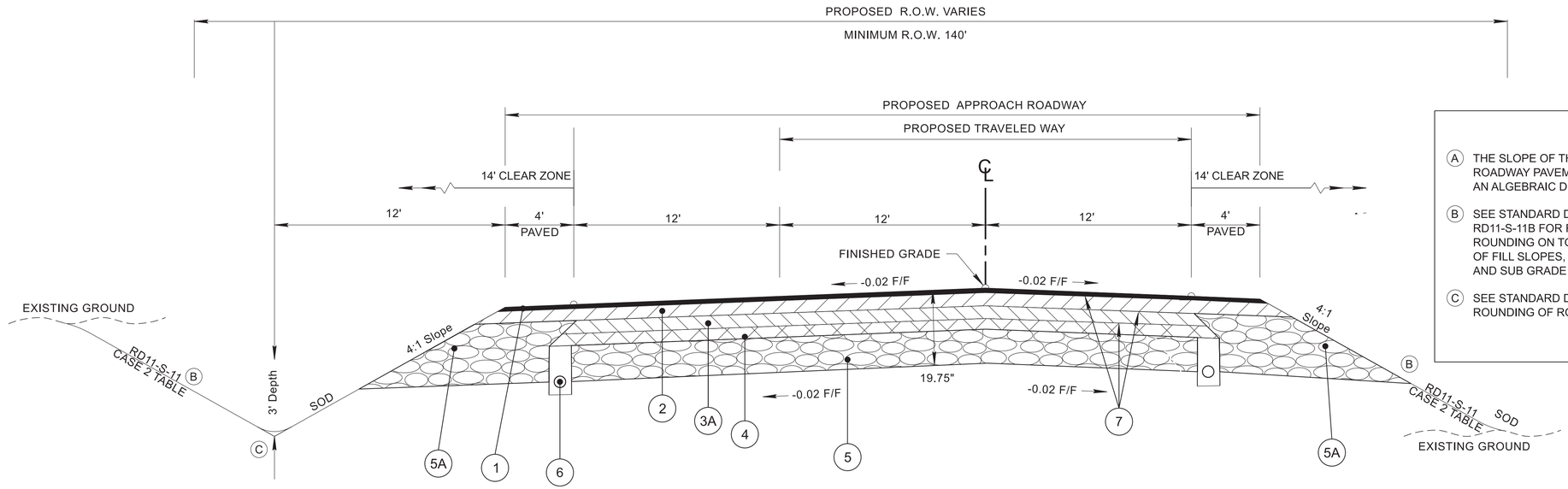
ALL DISTURBED SLOPES TO BE SODDED

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

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

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

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



TANGENT SECTION
PCA 1 AND SIA TYPICAL

(BASED ON STD. DWG. RD18-TS-2A AND SIA TYPICAL)
FROM STA. 200+00.00 TO STA. 201+20.00

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

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

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

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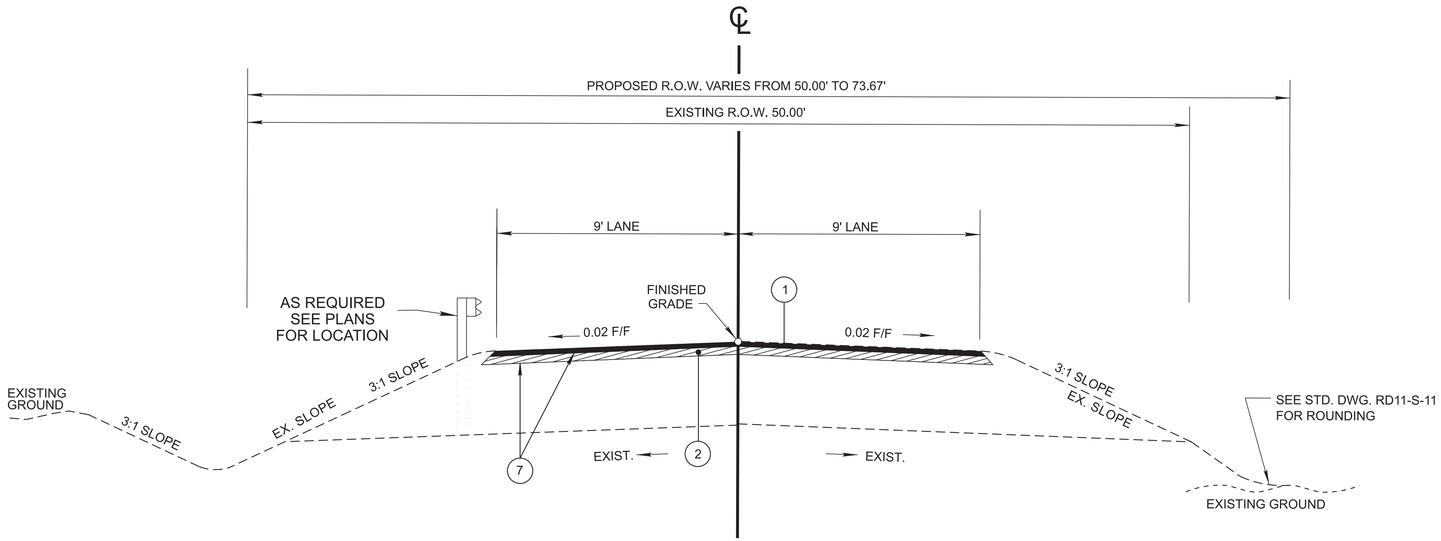
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TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2B2
PIH	2026	36S057-S3-002	2B2
PSE	2026	36S057-S3-002	2B2



NOTE: USE BITUMINOUS BASE 307-02.08 FOR LEVELING.

TANGENT SECTION

(BASED ON STD. DWG. RD18-TS-1)

CAMPBELL OLD MILL ROAD

STA. 10+00 TO STA. 10+60

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WILLIAM ANDREW PACE
REGISTERED ENGINEER
LICENSE NO. 204123
STATE OF TENNESSEE
05-22-26

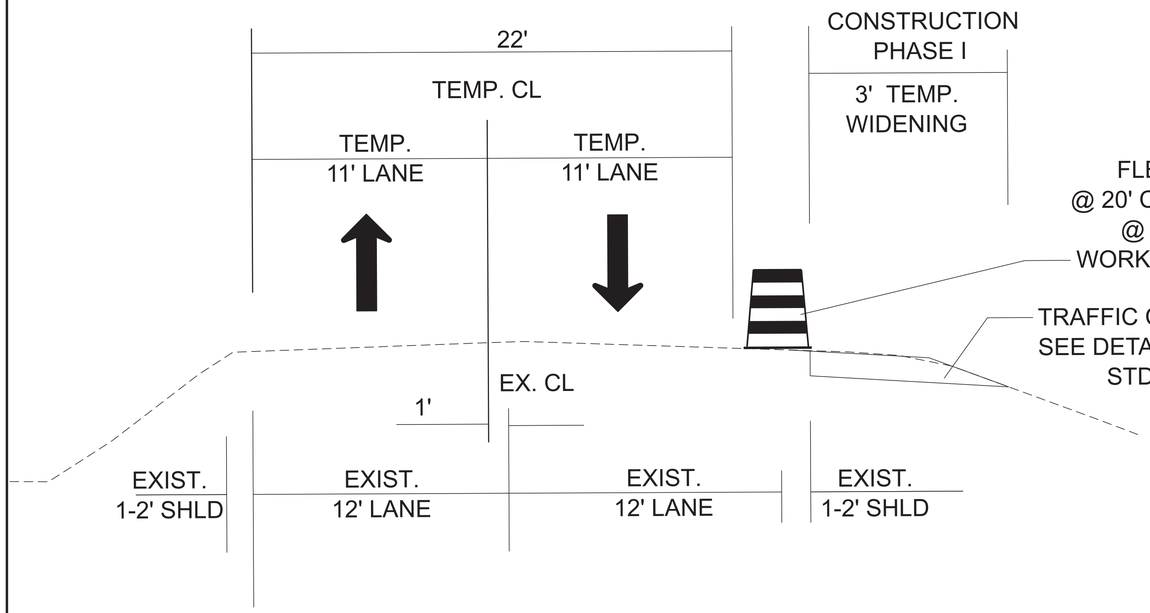
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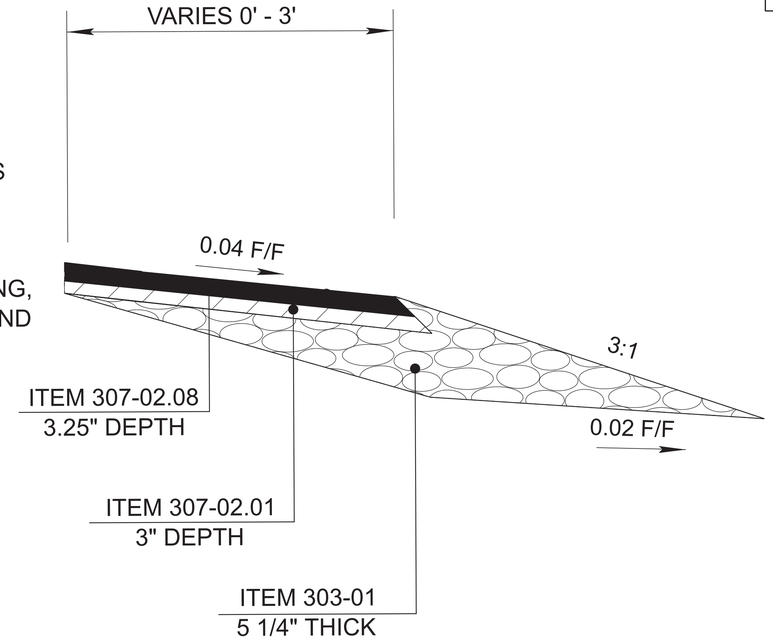
TYPICAL
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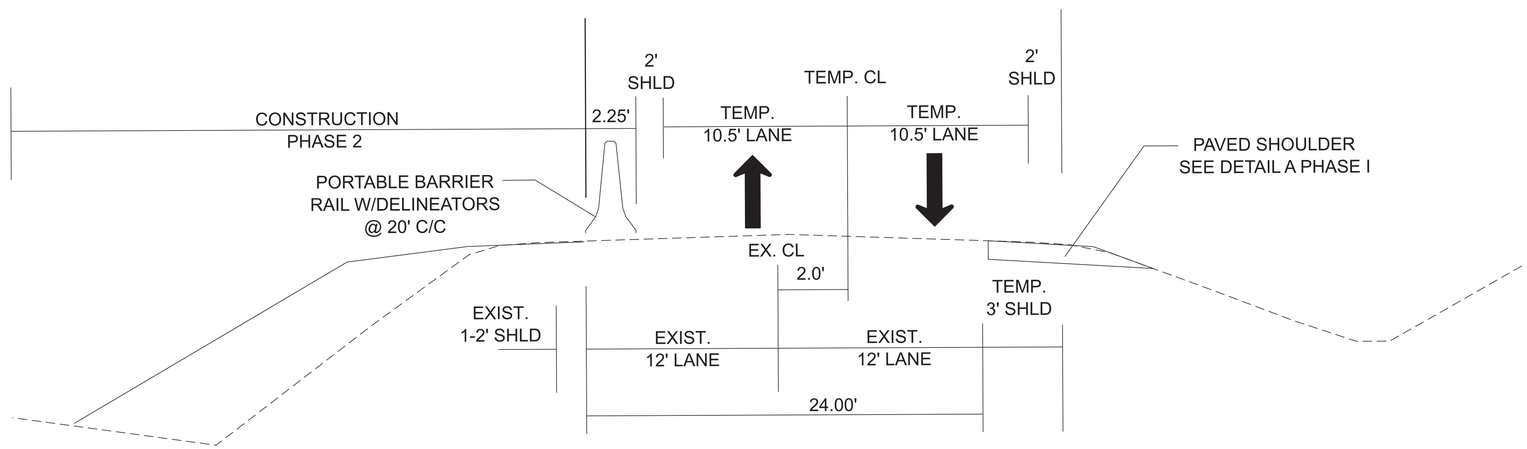
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2B3
PIH	2026	36S057-S3-002	2B3
PSE	2026	36S057-S3-002	2B3



TYPICAL SECTION
PHASE I



DETAIL A - PHASE-I
PAVED SHOULDER CORRECTION



TYPICAL SECTION
PHASE II
FROM STA. 100+00.00 TO STA. 110+66.95

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TYPICAL
SECTIONS
TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2B4
PIH	2026	36S057-S3-002	2B4
PSE	2026	36S057-S3-002	2B4

PROPOSED PAVEMENT SCHEDULE

(1) BITUMINOUS SURFACE, 1¼" THICK (132.5 LB. /SQ. YD.) 411-02.10 ASPHALTIC CONCRETE SURFACE MIX (PG70-22) GRADING D	(5A) MINERAL AGGREGATE BASE, 19" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
(2) BITUMINOUS BINDER, 2" THICK (226 LB. /SQ. YD.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) GRADING "B-M2"	(5B) MINERAL AGGREGATE BASE, 5 ¼" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
(2B) BITUMINOUS BINDER, 2 ¼" THICK (254.25 LB. /SQ. YD.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) GRADING "B-M2" *TO BE USED AS OVERLAY ON EXISTING ROADWAY	(6) UNDERDRAIN (DETAIL "D" & "F", SEE STD. RD-UD-3) 710-02 AGGREGATE UNDERDRAINS (WITH PIPE)
(3) BITUMINOUS BINDER, 6" THICK (690 LB. /SQ. YD.) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) GRADING "A" * 6" OF A-MIX TO BE APPLIED IN TWO EQUAL LIFTS.	(7) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
(3A) BITUMINOUS BINDER, 3 ½" THICK (402.5 LB. /SQ. YD.) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) GRADING "A"	
(4) BITUMINOUS BINDER, 3" THICK (318 LB. /SQ. YD.) 307-01.21 ASPHALT CONCRETE MIX (PG70-22) GRADING "A-S"	
(5) MINERAL AGGREGATE BASE, 10" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	

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WILLIAM ANDREW PINK
REGISTERED ENGINEER
204629
STATE OF TENNESSEE
05-22-26

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PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	2C
PSE	2026	36S057-S3-002	2C

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

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

3) ITEM NO. 803-01 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

GUARDRAIL

(3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

DRAINAGE

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

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

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

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

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

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

(7) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

MISCELLANEOUS

(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.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE LANE SHIFT FOR CENTER LINE AND EDGE LINE WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20 L.M.

(17) BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20 PER L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

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

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

RESURFACING

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(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

(3) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC DESIGN DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

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

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

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

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

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

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR’S EXPENSE.

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GENERAL NOTES

SHEET 1 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	2C1
PSE	2026	36S057-S3-002	2C1

GENERAL NOTES CONT'D

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.

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

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GENERAL
NOTES

SHEET 2 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	2D
PSE	2026	36S057-S3-002	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.

(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.

PAVEMENT

RESURFACING

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

SEALED BY

WM. ANDREW PINK
REGISTERED ENGINEER
CERTIFICATE NO. 204629
STATE OF TENNESSEE
05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2E
PIH	2026	36S057-S3-002	2E
PSE	2026	36S057-S3-002	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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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 PROJECT MANAGER 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 FIELD REVIEW 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.

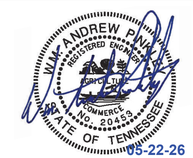
PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) WIDENING S.R. 57 TO PROVIDE TURNING LANES. ROADWAY CONSTRUCTION WILL INCLUDE GRADING, DRAINAGE, PAVING, AND PAVEMENT MARKING.

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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2F
PIH	2026	36S057-S3-002	2F
PSE	2026	36S057-S3-002	2F

TOPSOIL

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.) C.Y.	EXISTING TOPSOIL (EMB.) C.Y.	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.
42491	277	352	629	787	629	158	0

IF EXISTING TOPSOIL IS NOT 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.
0	N/A	N/A	N/A	0	N/A	0	N/A

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4	109+95.18, 32.34 RT	SR-57	HEADWALL AND 133' of 18" PIPE	FILL PIPE AND REMOVE HEADWALL

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	1901	4940	1692
SIDE ROADS	62	2170	56
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0	
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	7	0	7
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	352		
TOPSOIL (EXC.)	277		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = 11 % SWELL = 11 %

EMB.		EXC.
7110	VS.	-1755
AVAILABLE	=	5355
BORROW MATERIAL	=	5945

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	2600	7110	2600	1971	1755

RIGHT OF WAY MARKERS

SHEET NO.	Item #: 708-02.01 QUANTITIES			
	"A"	"B"	"C"	TOTALS
4A		6	2	8
TOTALS		6	2	8

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	ALTERNATE	TYPE - GRADE - PAY ITEM (TON)												
		MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX) PG-70-22				TACK	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG 70-22				PG 76-22		
		D	A	A-S	B-M	B-M2	COAT	D	E	OGFC	TL	D	OGFC	TL
		303-01	307-02.01	307-01.21	307-02.21	307-02.08	403-01	411-02.10	411-02.11	411-03.22	411-03.08	411-03.10	411-03.23	411-03.09
SR-57		1820.0	610.0	240.0		600.0	4.0	320.0						
PCA-1		480.0	150.0	90.0		90.0	1.0	50.0						
CAMPBELL OLD MILL RD						30.0	1.0	20.0						
TEMPORARY WIDENING		470.0	100.0			80.0	1.0							
TOTALS		2770.0	860.0	330.0		800.0	7.0	390.0						

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TABULATED QUANTITIES

SHEET 1 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	2F1
PIH	2026	36S057-S3-002	2F1
PSE	2026	36S057-S3-002	2F1

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL				EARTH PAD			TERMINAL ANCHORS		REMARKS
		LT	RT	FROM	TO	THRIE BEAM BRIDGE TRAN. MASH TL-3 (20.65') 705-06.25 EACH	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	W BEAM GR (TYPE 2) MASH TL3 (LONG POST) 705-06.02 (L.F.)	RADIUS RAIL 706-06.03 (L.F.)	END TREATMENT EARTH PAD FOR TYPE 21 705-04.10 (EACH)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	IN-LINE MASH TL3 705-06.11 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	
4	SR-57	X		102+08.50	104+99.80		250.00			2				2	
4	CAMPBELL OLD MILL/SR-57		X	10+96.45	106+25.00			287.50	75					2	
TOTALS							250.00	287.50	75	2				4	

BOX CULVERT \ BRIDGE TABULATION

STATION	LOCATION	TYPE		SKEW	NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	CULVERT ≤ 20 FT. STD. DWG. STD-17-17 & 18					RIP-RAP CLASS C 709-05.09 TON	CHANNEL EXC. 203-08 CU. YD.	CULVERT EXC. ▲ 204-01 CU. YD.
		BOX	SLAB							STANDARD DRAWING NO.	CLASS "A" CONCRETE 604-02.01 CU. YD.	STEEL BAR REINF. 604-02.02 LB.	FOUNDATION FILL MATERIAL 204-08 CU. YD.	GRANULAR BACKFILL 303-01.01 TONS			
103+33.40	SR-57 CL	X		90º	1	5	8	54	90	STD-17-53	70	12587	11	192	102		
TOTALS											70	12587	11	192	102		

CROSS DRAIN TABULATION

STATION	SKEW	RCP CLASS III (L.F.)						END TREATMENT				REMARKS
								INLET		OUTLET		
		18"	24"	30"	36"	42"	48"	TYPE	DRAWING NO.	TYPE	DRAWING. NO.	
109+62.32	33º			124				U	D-PE-48A	U	D-PE-48A	
TOTALS				124								

Pipe Tabulation For Arterial Roadways

CROSS DRAIN \ MEDIAN DRAIN ENDWALLS

LOCATION	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "B" 709-05.08 (TON)	SAFETY ENDWALLS (ITEM NO. 611-07.54 THRU 611-07.71 SERIES)						
								24" IN. 3:1 07.57 (EACH)	24" IN. 4:1 07.58 (EACH)	24" IN. 6:1 07.59 (EACH)	30" IN. 3:1 07.60 (EACH)	30" IN. 4:1 07.61 (EACH)	48" IN. 3:1 07.69 (EACH)	NO. 5 J.B. 611-02.14 (EACH)
SR-57, Sht. 4B	109+95.22	21.7	90º	EW1	U	D-PE-48A	17						1	
SR-57, Sht. 4B	108+84.25	-47.7	70º	EW2	U	D-PE-48A							1	
TOTALS							17						2	

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WILLIAM ANDREW PAUL REGISTERED ENGINEER CONSULTING COMMERCE No. 204129 STATE OF TENNESSEE

05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

SHEET 2 OF 2

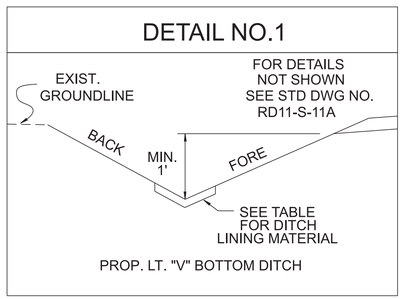
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	36S057-S3-002	2G
PSE	2026	36S057-S3-002	2G

SPECIAL DITCHES

ROADWAY	STATION		SIDE	DETAIL NO.	CONFIGURATION			CLASS A CONC. 604-01.01 (C.Y.)	SEEDING WITH MULCH 801-01 (UNITS)	SOD 803-01 (S.Y.)	TRM CLASS I 805-01.01 (S.Y.)
	FROM	TO			FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)				
SR-57	100+30.00	102+08.50	LT	1	4:1		3:1			99	
SR-57	102+08.50	102+50.00	LT	1	3:1		3:1			23	
SR-57	102+50.00	103+25.00	LT	1	3:1		3:1				42
TOTALS										123	42

DETAIL NO.1



PROP. LT. "V" BOTTOM DITCH

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05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL DITCH SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	3
PIH	2026	36S057-S3-002	3
PSE	2026	36S057-S3-002	3

RIGHT-OF-WAY

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

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

(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

ELECTRIC:

PICKWICK ELECTRIC COOPERATIVE
672 SR 142
SELMER, TN 38375
CONTACT: SCOTTY ASHE
OFFICE PHONE: 731 434 0604
Email: SASHE@PICKWICK-ELECTRIC.COM

GAS:

BLACK BEAR, LLC
3230 SECOND ST
MUSCLE SHOALS, AL 35661
CONTACT: CHAD ZILLS/ MICHAEL STEELMAN
OFFICE PHONE: 256 412 7602
OFFICE PHONE: 256 627 7131
Email: CZILLS@BLACKBEARLLC.COM/
MSTEELMAN@BLACKBEARLLC.COM

BURNSVILLE COUNCE GAS CORPORATION
3675 BIG OAKS BLVD
SALTILLO, MS 38866
CONTACT: SCOTT HORTON
OFFICE PHONE: 662 808 3093
Email: BURNSVILLEGASCO@GMAIL.COM

WATER:

FIRST UTILTITY DISTRICT OF HARDIN CO.
7075 HIGHWAY 57
COUNCE, TN 38326
CONTACT: RON SMITH
OFFICE PHONE: 731 689 4454
Email: OPERATORS@CENTURYLINK.NET

COMMUNICATIONS:

BRIGHTSPEED
507 MAIN STREET
NEW TAZEWELL, TN 37825
CONTACT: JIM ARTERBURN
OFFICE PHONE: 980 376 1377
CELL PHONE: 423 489 2033
Email: JIM.ARTERBURN@BRIGHTSPEED.COM

CHARTERS COMMUNICATIONS
24 CIRCLE DRIVE
MCKENZIE, TN 38201
CONTACT: KEITH CHESSEER
OFFICE PHONE: 731 352 1146
CELL PHONE: 731 621 9552
EMAIL: KIETH.CHESSEER@CHARTER.COM

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	3A
PIH	2026	36S057-S3-002	3A
PSE	2026	36S057-S3-002	3A

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

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	PERM DRAINAGE	SLOPE	CONST	AIR RIGHTS	PERM RAILROAD
				BOOK	PAGE													
~~1~~	~~CAROLYN HORTON~~	~~156~~	~~22.00~~	~~660~~	~~190~~		~~39.796~~	~~39.796~~					~~39.796~~					
2	KANSAS CITY SOUTHERN RAILWAY	156	18.00			1.535		1.535				1.535						0.218
3	PACKAGING CORPORATION OF AMERICA	156	16.03	735	212	30.933		30.933	0.830		0.830	30.103						
~~4~~	~~CHARLIE & ANNIE LAYTON~~	~~156~~	~~21.01~~	~~449~~	~~468~~		~~3.638~~	~~3.638~~					~~3.638~~					
~~5~~	~~PAUL & GRACE LAYTON~~	~~156~~	~~21.00~~	~~660~~	~~198~~		~~5.241~~	~~5.241~~					~~5.241~~					
~~6~~	~~PAUL & GRACE LAYTON~~	~~156~~	~~22.01~~	~~548~~	~~756~~		~~5.498~~	~~5.498~~					~~5.498~~					
~~7~~	~~DTC ENTERPRISES, LLC.~~	~~156~~	~~15.00~~	~~741~~	~~424~~	~~5.597~~		~~5.597~~				~~5.597~~						
~~8~~	~~VERNON O. & JESSIE COLE~~	~~156~~	~~14.00~~	~~535~~	~~316~~	~~14.963~~		~~14.963~~				~~14.963~~						
~~9~~	~~KANSAS CITY SOUTHERN RAILWAY~~																	
ACQUISITION TOTALS (ACRES)									**0.830**									**0.218**

DISTURBED AREA		
IN BETWEEN SLOPE LINES	1.687	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.453	(AC)
TOTAL DISTURBED AREA	2.140	(AC)
TOTAL PROJECT AREA	2.969	(AC)

SEALED BY

WILLIAM ANDREW PACE III
REGISTERED ENGINEER
LICENSE NO. 204239
STATE OF TENNESSEE
05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP
AND RIGHT-OF-WAY
ACQUISITION TABLE

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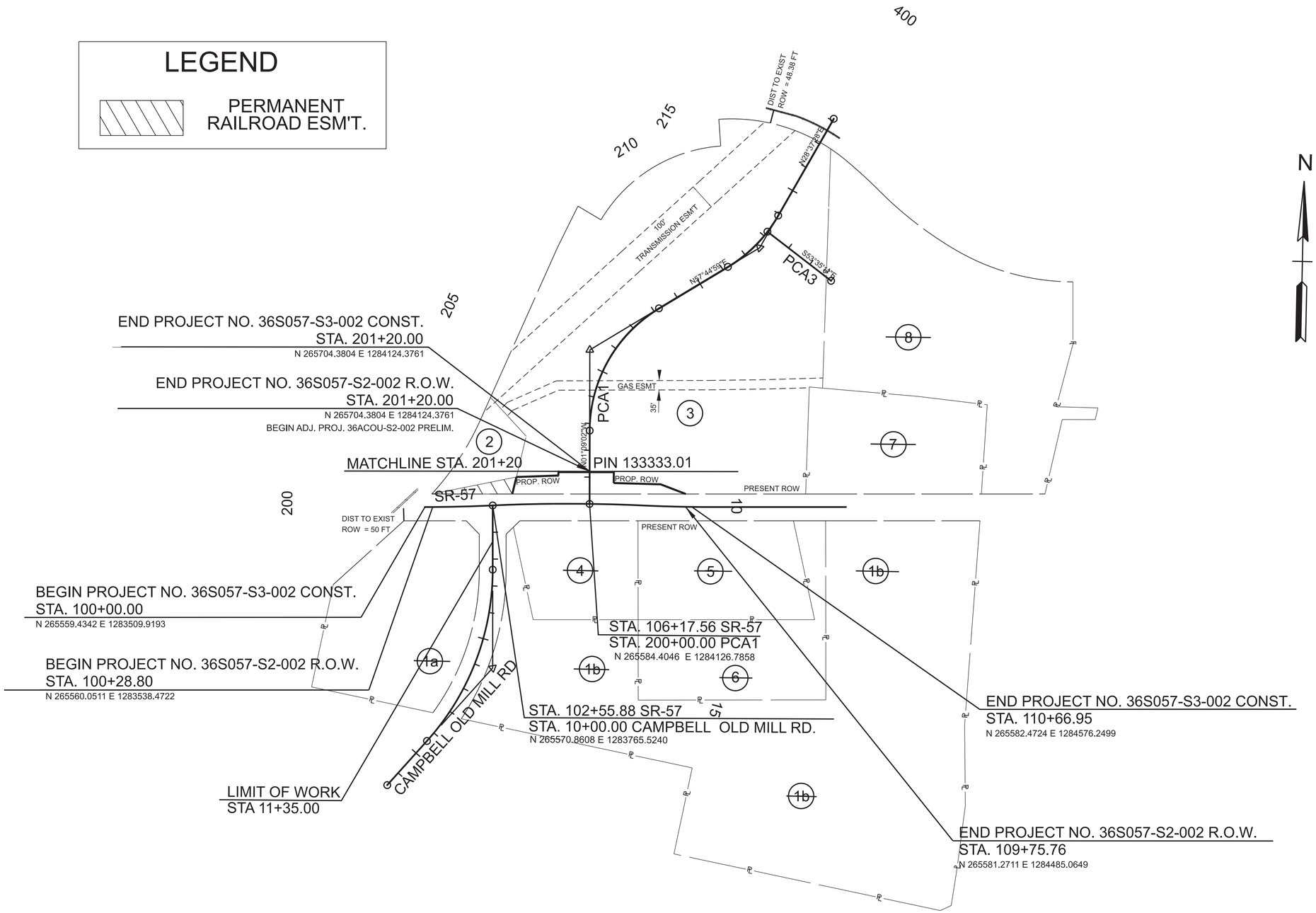
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	3B
PIH	2026	36S057-S3-002	3B
PSE	2026	36S057-S3-002	3B

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

LEGEND

PERMANENT RAILROAD ESM'T.



END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJ. PROJ. 36ACOU-S2-002 PRELIM.

MATCHLINE STA. 201+20

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

LIMIT OF WORK
STA 11+35.00

STA. 106+17.56 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

STA. 102+55.88 SR-57
STA. 10+00.00 CAMPBELL OLD MILL RD.
N 265570.8608 E 1283765.5240

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP AND RIGHT-OF-WAY ACQUISITION TABLE

STA. 100+00 TO STA. 115+76
SCALE: 1" = 200'

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CURVE 1		CURVE 2		CURVE 3		CURVE 4	
PI	101+28.01	PI	103+88.02	PI	106+71.03	PI	109+51.02
N	265562.1992	N	265579.8076	N	265585.9216	N	265579.9675
E	1283637.8972	E	1283897.3522	E	1284180.3415	E	1284460.3071
Δ	02°38'41" LT.	Δ	02°38'41" RT.	Δ	02°27'22" RT.	Δ	02°27'22" LT.
D	01°03'33"	D	01°03'33"	D	01°03'33"	D	01°03'33"
R	5410.00'	R	5410.00'	R	5410.00'	R	5410.00'
L	249.73'	L	249.73'	L	231.90'	L	231.90'
T	124.89'	T	124.89'	T	115.97'	T	115.97'
SE	0 FT/FT	SE	0 FT/FT	SE	0 FT/FT	SE	0 FT/FT
TRANS. LENGTH 0'		TRANS. LENGTH 0'		TRANS. LENGTH 0'		TRANS. LENGTH 0'	
DESIGN SPEED 40 MPH		DESIGN SPEED 40 MPH		DESIGN SPEED 40 MPH		DESIGN SPEED 40 MPH	

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	4
PIH	2026	36S057-S3-002	4
PSE	2026	36S057-S3-002	4

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

MATCHLINE STA. 201+20.00
PIN 133333.01

STA. 102+55.88 SR-57=
STA. 10+00.00 Campbell Old Mill
N 265570.8608 E 1283765.5240

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

KCS RAILWAY (2)
PACKAGING CORPORATION OF AMERICA (3)
CHARLIE & ANNIE LAYTON (4)
CAROLYN HORTON (1a)
CAROLYN HORTON (1b)
PAUL & GRACE LA (5)
PAUL & GRACE LAYTON (6)

CURVE 7
PI 16+05.90
N 264965.0994
E 1283778.6123
Δ 42°00'00" RT.
D 06°00'00"
R 954.93'
L 700.00'
T 366.56'
SE NC
TRANS. LENGTH N/A
DESIGN SPEED 30 MPH

LEGEND
PERMANENT RAILROAD EASEMENT

CONTROL POINTS

Point	Northing	Easting	Elevation	Feature	Point	Station	Offset	Centerline	Description
S1	265537.2137	1283879.9077	423.570	XCP	GPS36-SIA-01	101+68.62	28.43	SR 57	DISK
S3039	265590.5844	1283721.6737	426.770	XBM	TBM#1	102+13.30	-22.50	SR 57	BOLT ON FH
S2	265552.7343	1284237.5168	440.147	XCP	GPS36-SIA-02	107+28.52	31.65	SR 57	DISK
S3038	265547.3399	1284347.7131	451.320	XBM	TBM#2	108+39.12	35.02	SR 57	NAIL IN POLE
S3	266022.3489	1284209.7859	436.307	XCP	GPS36-SIA-03	204+60.38	62.68	PCA1	DISK

SEALED BY
WILLIAM ANDREW PINK
REGISTERED ENGINEER
No. 204525
STATE OF TENNESSEE
05-22-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	4A
PIH	2026	36S057-S3-002	4A
PSE	2026	36S057-S3-002	4A

REV. 10-30-2025
REV. STA. AND OFFSET FOR EXISTING ROW
-STA. 101+55.80, 52.18 RT; STA. 102+02.02 RT, 103.73
-STA. 12+39.34 RT, 50.00; STA. 12+39.34 LT, -50.00,
-STA. 103+01.71 RT, 107.96'; STA. 103+30.35 RT, 82.57
-STA. 103+55.73 RT, 59.74'; STA. 108+00.63 RT, 56.50'
-STA. 100+28.80 LT, 49.94'; STA. 103+30.49 LT, 41.10'
-STA .106+17.07 LT, -38.36'; - STA. 202+95.71 LT, 409.15
-STA. 203+46.50 LT, 378.92'
SPLIT DISTANCE FOR EXIST ROW BEARING N88°45'44"E ABOUT PCA1 CL AND PROPOSED ROW 288.36 BETWEEN STA. 103+30.49 AND STA. 106+17.07 359.03' BETWEEN STA. 106+17.07 AND STA. 109+75.89 447.09' BETWEEN STA 109+75.89 AND STA. 114+23.81
SPLIT PROPOSED ROW AT PCA1 CL UPDATED BEARING AND DISTANCE TO N88°50'30"E 116.02' AND N88°50'30"E 90.44'

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

N

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

PROP. MATCHLINE
PIN 133333.01

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

STA. 102+55.88 SR-57=
STA. 10+00.00 Campbell Old Mill
N 265570.8608 E 1283765.5240

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

202+95.71, -409.15'
203+46.50, -378.92'
N22°51'29"E, 613.38'
N22°51'29"E, 90.88'
R=1027.00', L=330.68'
N43°52'02"W, 196.85'
N12°17'59"E, 221.64'
WTL-1
KANSAS CITY RAILWAY CO.
KCS RAILWAY
GAS ESMT
35'
36-SIA-03
PACKAGING CORPORATION OF AMERICA
105
110
STR-1
STR-2
SPR-1
100+28.80, -49.94'
S77°25'03"W, 321.93'
CUT SLOPE
N88°45'44"E, 300.40'
TBM#1
103+47.54, -103.90'
S86°45'05"W, 156.35'
S24°47'54"W, 65.14'
103+30.49, -41.10'
PROP. ROW
FILL SLOPE
"B"
"C"
S03°02'59"W, 13.02'
105+00.88, -106.83'
106+17.07, -38.36'
PRESENT ROW
N88°45'44"E, 288.36'
106+16.28, -119.99
105+01.86, -119.81'
N88°50'30"E, 116.02'
N01°09'02"W
PCA1
107+04.73, -121.63'
N88°50'30"E, 90.44'
S00°26'33"E, 40.57'
107+05.28, -81.06'
S89°39'22"E, 174.95'
CUT SLOPE
108+79.67, -82.93'
S70°14'55"E, 100.83'
109+75.89, -49.24'
N88°45'44"E, 359.03'
N88°45'44"E, 447.09'
SR-57
200
N86°07'03"E
N88°45'44"E
100'
S88°46'54"E
N88°45'44"E, 440.64'
N88°45'44"E, 580.00'
FILL SLOPE
36-SIA-01
36-SIA-02
TBM#2
EIP
DIST TO EXIST ROW = 50 FT
N88°45'44"E, 232.74'
101+55.80, 52.18'
S45°23'16"E, 69.68'
LIMIT OF PAVING
STA. 10+60.00
102+02.02, 103.73'
LIMIT OF WORK
STA. 11+35.00
S01°14'16"E, 133.44'
103+55.73, 59.74'
103+30.35, 82.57'
N44°16'44"E, 33.89'
103+01.71, 107.96'
108+00.63, 56.50'
S01°18'20"E, 368.67'
S01°18'20"E, 300.00'
12+39.34, 50.00'
12+39.34, -50.00'
S13°18'20"E, 352.98'
CAMPBELL OLD MILL RD.
10
15
R=904.93', L=569.12'
R=1004.93', L=547.89'
CHARLIE & ANNIE LAYTON
6
CAROLYN HORTON
16
PAUL & GRACE LAYTON
5
6

CONTROL POINTS									
Point	Northing	Easting	Elevation	Feature	Point	Station	Offset	Centerline	Description
S1	265537.2137	1283679.9077	423.570	XCP	GPS36-SIA-01	101+68.62	28.43	SR 57	DISK
S3039	265590.5844	1283721.6737	426.770	XBM	TBM#1	102+13.30	-22.50	SR 57	BOLT ON FH
S2	265552.7343	1284237.5168	440.147	XCP	GPS36-SIA-02	107+28.52	31.65	SR 57	DISK
S3038	265547.3399	1284347.7131	451.320	XBM	TBM#2	108+39.12	35.02	SR 57	NAIL IN POLE
S3	266022.3489	1284209.7859	436.307	XCP	GPS36-SIA-03	204+60.38	62.68	PCA1	DISK

N88°45'44"E, 391.62' | S88°45'44"W, 658.38'

LEGEND
PERMANENT RAILROAD EASEMENT

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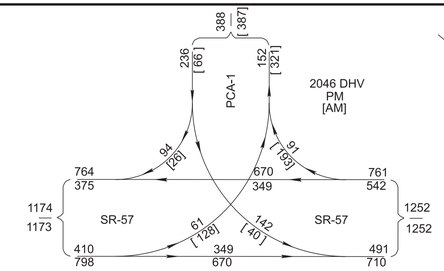
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	4B
PIH	2026	36S057-S3-002	4B
PSE	2026	36S057-S3-002	4B



N

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

100
BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

BEGIN LT. TURN LANE TAPER
END MERGING TAPER
STA. 103+48.56
OFF. 6.00

WTL-1

105

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

STR-2

110

STR-1

SPR-1

END LT. TURN LANE TAPER
STA. 104+68.56
OFF. 6.00'

PROP. MATCHLINE
PIN 133333.01

N01°09'02"W

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

BEGIN TURN LANE TAPER
BEGIN MERGING TAPER
STA. 100+28.56
OFF. 12.00'

END SPECIAL DITCH
STA. 103+25.00
OFF. -80.14'

80 TONS OF
CLASS C RIP-RAP
(20'x18.5'x3')

END STR-1 IMPACT
STA. 103+43.24; -92.07

BEGIN SPECIAL DITCH
STA. 100+30.00
OFF. -27.98'

SPECIAL DITCH GRADE BREAK
STA. 102+50.00
OFF. -54.88'

320' LANE TAPER

SP. "V" DITCH
CLASS TYPM

TYPE 21
GR. TERMINAL
STA. 102+08.50; 23.4'LT

SP. "V" DITCH SOD

STA. 103+33.40
PROP. EXT. 54' OF 5'X8' RCBC

BEGIN STR-1 IMPACT
STA. 103+33.96; -21.92

120' BAY TAPER

TYPE 21
GR. TERMINAL
STA. 104+99.80; 26LT

60' R

PCA1

BEGIN RT. TURN LANE
STA. 106+29.57
OFF. 30.00'

END RT. TURN LANE
BEGIN RT. TURN LANE TAPER
STA. 107+99.56
OFF. 26.87'

17 TONS OF
CLASS B RIP-RAP
(10'x10'x2.5')

170' RT. TURN LANE

150' TURN LANE TAPER

BEGIN SHOULDER TAPER
STA. 108+99.56
OFF. 23.05'

50' SHLD
TAPER

END RT. TURN LANE TAPER
END SHOULDER TAPER
STA. 109+49.56
OFF. 12.00

SR-57

N88°45'44"E
N86°07'03"E
N88°45'44"E
S88°46'54"E
N88°45'44"E

BEGIN MILL AND FILL
STA. 100+00.00

LIMIT OF PAVING
STA. 10+60.00

LIMIT OF WORK
STA. 11+35.00

S01°14'16"E

CAMPBELL OLD MILL RD.

TYPE 21
GR. TERMINAL
STA. 10+96.45; 16.3' LT

125' LT. TURN LANE

BEGIN LT TURN LANE
STA. 104+68.56
OFF. 6.00'

END LT TURN LANE
STA. 105+93.56
OFF. 6.00'

TYPE 21
GR. TERMINAL
STA. 106+25.00; 26' RT

320' LANE TAPER

BEGIN MERGING TAPER
STA. 106+29.56
OFF. 6.00'

END MERGING TAPER
STA. 109+49.56
OFF. 12.00'

STA 109+55.75
PROP. TRENCHLESS
124' OF 30" RCP
W/ TYPE "U" E.W.

END MILL AND FILL
STA. 110+66.95

STA. 102+55.88 SR-57=
STA. 10+00.00 Campbell Old Mill
N 265570.8608 E 1283765.5240

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

FOR PCA 1 PROFILE SEE SHEET 6.

FOR CAMPBELL OLD MILL RD PROFILE SEE SHEET 5.

FOR SIGNING AND MARKING SEE SHEET 15

LEGEND:

PROPOSED WIDENING (TRAVEL LANE)

PROPOSED WIDENING (SHOULDER)

PROPOSED SIDEROAD PAVING

STRUCTURE EMBEDMENT NOTE: DURING CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, THE CONTRACTOR SHALL GATHER COARSE ALLUVIUM FROM PORTIONS OF THE STREAM CHANNEL THAT IS BEING EXCAVATED OR FILLED AND STOCKPILE THE MATERIAL IN A NON-WETLAND/AQUATIC SITE. FOLLOWING THE INSTALLATION OF THE STRUCTURE, THE STOCKPILED ALLUVIUM SHALL BE BACKFILLED WITHIN THE STRUCTURE TO SATISFY THE REQUIRED EMBEDMENT DEPTH AS DEPICTED IN THE PLANS. WHEN THESE MATERIALS ARE NOT PRESENT OR SUFFICIENT TO PROVIDE THE REQUIRED EMBEDMENT DEPTH, THE REMAINDER OF THE FILL FOR EMBEDMENT WILL BE COMPRISED OF MATERIALS THAT ARE APPROXIMATELY THE SAME SIZE AND COMPOSITION AS THE UPSTREAM AND DOWNSTREAM CHANNEL MATERIALS. THE STANDARD DRAWING FOR SUBSTRATE RESTORATION D-NSD-30 SHOULD BE USED.

LOW FLOW CHANNEL WITH SINGLE BARREL EMBEDDED STRUCTURE: THE STREAM AT THE INLET AND OUTLET OF PROPOSED EMBEDDED STREAM CONVEYANCE STRUCTURES SHALL BE RESTORED TO THE PRECONSTRUCTION STREAM CHANNEL CROSS-SECTION MATCHING THE CHANNEL BOTTOM WIDTH AND BANK HEIGHT AND WIDTH. THE RESTORED STREAM CHANNEL WILL BE CONSTRUCTED FROM THE EXCAVATED STREAM AND STREAM BANK MATERIALS, OR OTHER MATERIALS IF SPECIFIED, ONCE THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE IS COMPLETE. REFER TO THE "EMBEDDING OF STRUCTURES" NOTE FOR SPECIFICATIONS OF EXCAVATED STREAM MATERIALS TO BE USED, IF APPLICABLE.

WHEN RECONSTRUCTING THE STREAM BANK, USE A COIR FIBER ROLL AT THE TOE OF THE BANK TO PROVIDE BANK STABILITY WHILE NATIVE VEGETATION ESTABLISHES. STANDARD DRAWING D-NSD-33 MUST BE USED FOR COIR FIBER ROLL INSTALLATION. STREAM BANK MATERIALS EXCAVATED DURING THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE, OR OTHER MATERIALS IF SPECIFIED, SHOULD BE USED WHEN RECONSTRUCTING THE STREAM BANK ONCE THE STRUCTURE IS COMPLETE. NATIVE SEED MIXTURES AS SPECIFIED IN STANDARD DRAWING STD-17-20 SHALL BE PLANTED ONCE THE BANK CONSTRUCTION IS COMPLETE. IF NATURAL CHANNEL DESIGN IS PROPOSED AT THE STRUCTURE INLET, OUTLET, OR BOTH, IMPLEMENT THE DESIGN AS SHOWN IN THE NATURAL CHANNEL DESIGN PLANS INSTEAD OF RESTORING THE CHANNEL TO THE PRECONSTRUCTION CROSS-SECTION.

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

CONTRACTOR NOTE: THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, OR WTL-2 AND THAT THE FEATURES AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS

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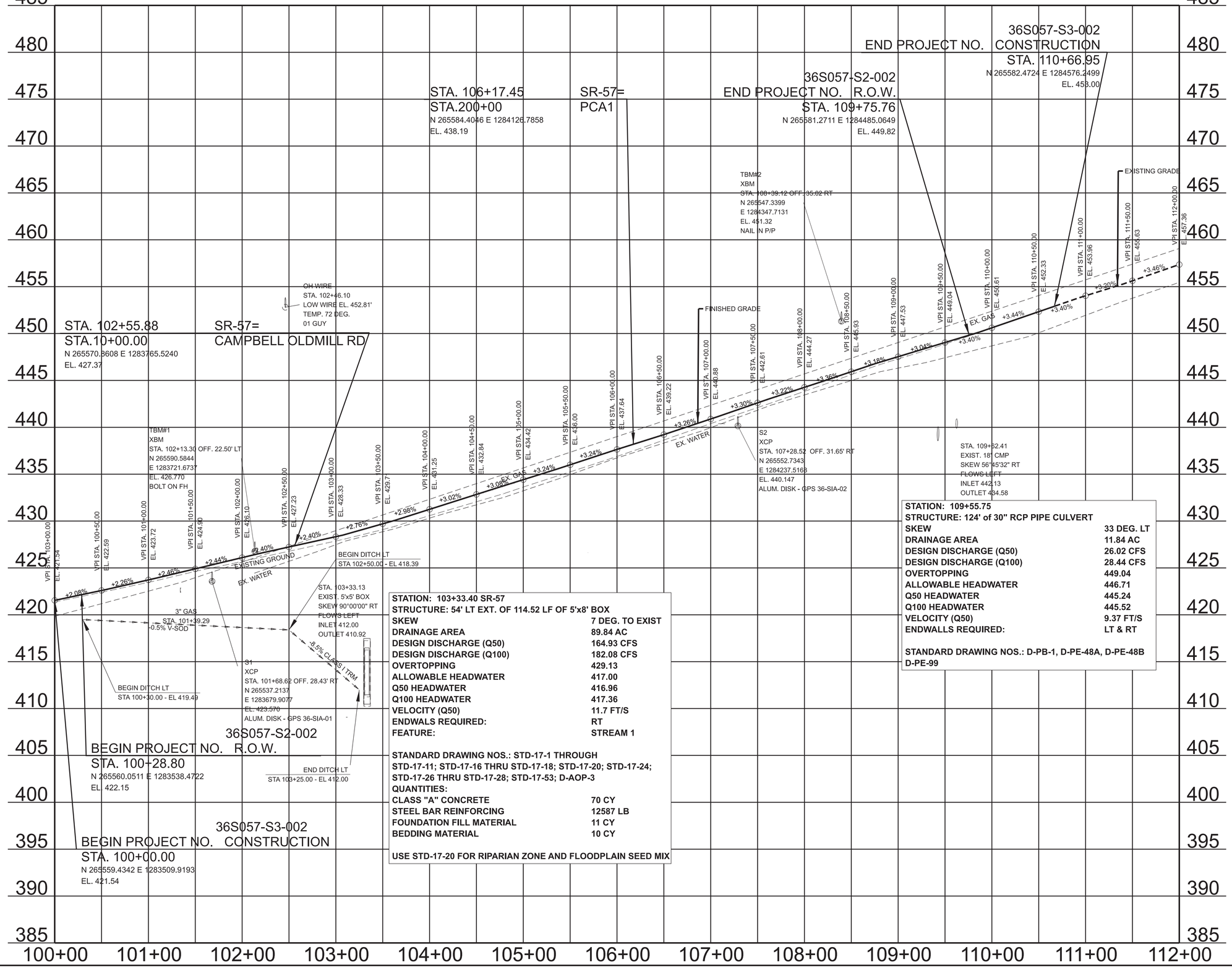
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	4C
PIH	2026	36S057-S3-002	4C
PSE	2026	36S057-S3-002	4C



STATION: 103+33.40 SR-57
STRUCTURE: 54' LT EXT. OF 114.52 LF OF 5'x8' BOX

SKEW	7 DEG. TO EXIST
DRAINAGE AREA	89.84 AC
DESIGN DISCHARGE (Q50)	164.93 CFS
DESIGN DISCHARGE (Q100)	182.08 CFS
OVERTOPPING	429.13
ALLOWABLE HEADWATER	417.00
Q50 HEADWATER	416.96
Q100 HEADWATER	417.36
VELOCITY (Q50)	11.7 FT/S
ENDWALS REQUIRED:	RT
FEATURE:	STREAM 1

STANDARD DRAWING NOS.: STD-17-1 THROUGH STD-17-11; STD-17-16 THRU STD-17-18; STD-17-20; STD-17-24; STD-17-26 THRU STD-17-28; STD-17-53; D-AOP-3

QUANTITIES:

CLASS "A" CONCRETE	70 CY
STEEL BAR REINFORCING	12587 LB
FOUNDATION FILL MATERIAL	11 CY
BEDDING MATERIAL	10 CY

USE STD-17-20 FOR RIPARIAN ZONE AND FLOODPLAIN SEED MIX

STATION: 109+55.75
STRUCTURE: 124' of 30" RCP PIPE CULVERT

SKEW	33 DEG. LT
DRAINAGE AREA	11.84 AC
DESIGN DISCHARGE (Q50)	26.02 CFS
DESIGN DISCHARGE (Q100)	28.44 CFS
OVERTOPPING	449.04
ALLOWABLE HEADWATER	446.71
Q50 HEADWATER	445.24
Q100 HEADWATER	445.52
VELOCITY (Q50)	9.37 FT/S
ENDWALLS REQUIRED:	LT & RT

STANDARD DRAWING NOS.: D-PB-1, D-PE-48A, D-PE-48B D-PE-99

SEALED BY

WM. ANDREW PINK
REGISTERED ENGINEER
No. 204259
STATE OF TENNESSEE
05-22-26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

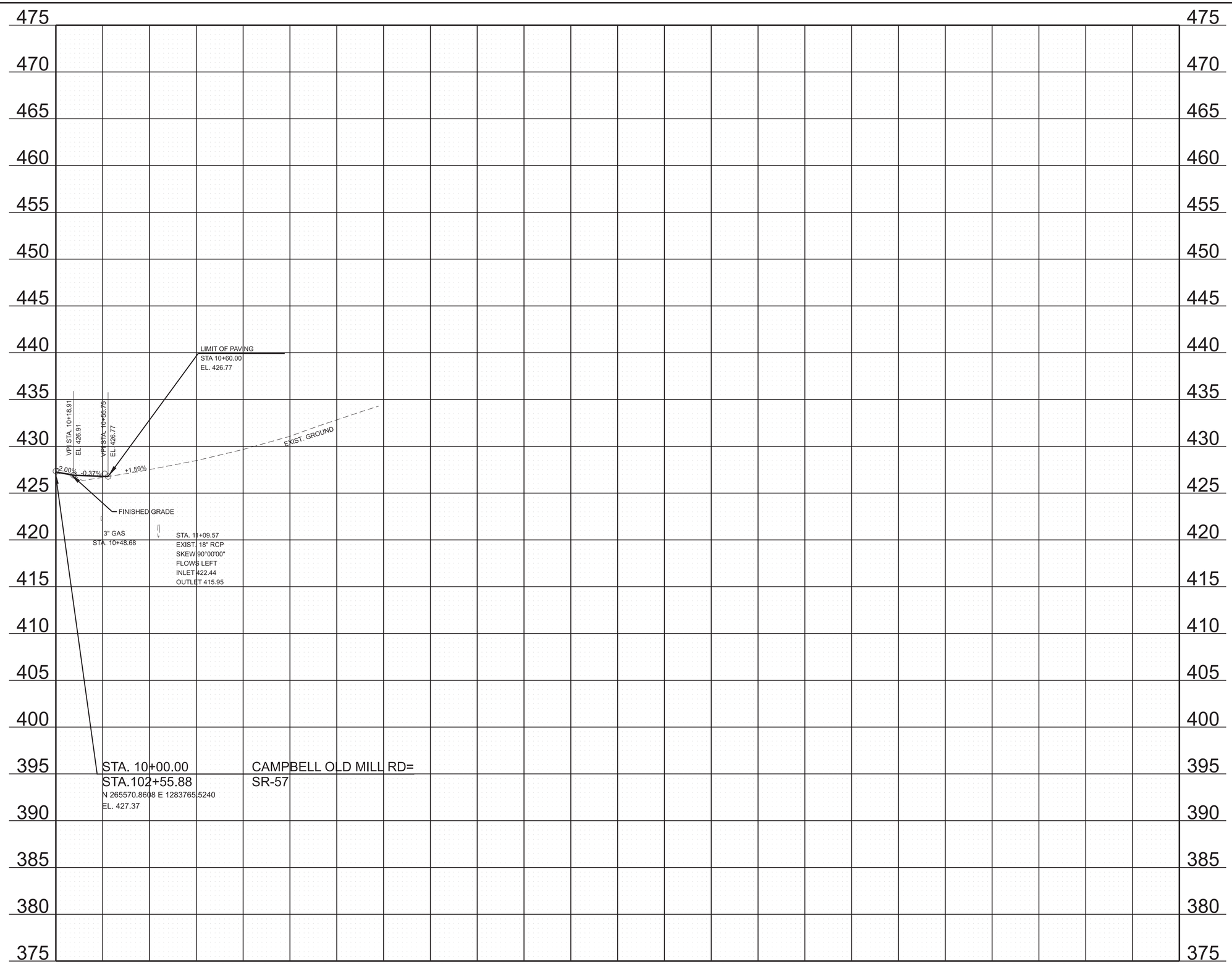
PROPOSED PROFILE

SR-57
STA. 100+00 TO STA. 112+00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	5
PIH	2026	36S057-S3-002	5
PSE	2026	36S057-S3-002	5



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD PROFILES

CAMPBELL OLD MILL RD
STA. 10+00 TO STA. 13+50

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	6
PIH	2026	36S057-S3-002	6
PSE	2026	36S057-S3-002	6

490 485 480 475 470 465 460 455 450 445 440 435 430 425 420 415 410 405 400 395 390

201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
EL. 435.57'

END PROJ. NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761
EL. 435.57'

FINISHED GRADE

EXISTING GROUND

VPI STA. 200+00.00
EL. 438.19

VPI STA. 200+26.00
EL. 437.51

VPC STA. 201+45.87
EL. 435.12

2.00%

-4.00%

-2.00%

VPI STA. 200+18.00
EL. 437.83

S3
XCP
STA. 204+60.38 OFF. 62.68' RT
N 266022.3489
E 1284209.7859
EL. 436.307
ALUM. DISK - GPS 36-SIA-03

8" WATER LINE
200+02.36
UNKNOWN ELEV

6" GAS LINE
204+45.00
UNKNOWN ELEV

BEGIN ADJ. PROJECT NO. 36ACOU-S2-002 ROW
STA. 201+20.00
N 265704.3804 E 1284124.3761
EL. 435.57

STA. 106+17.45
STA. 200+00
N 265584.4046 E 1284126.7573
EL. 438.19'

SR-57=
PCA-1

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SEALED BY

WILLIAM ANDREW PAUL
REGISTERED ENGINEER
No. 204525
STATE OF TENNESSEE
05-22-26

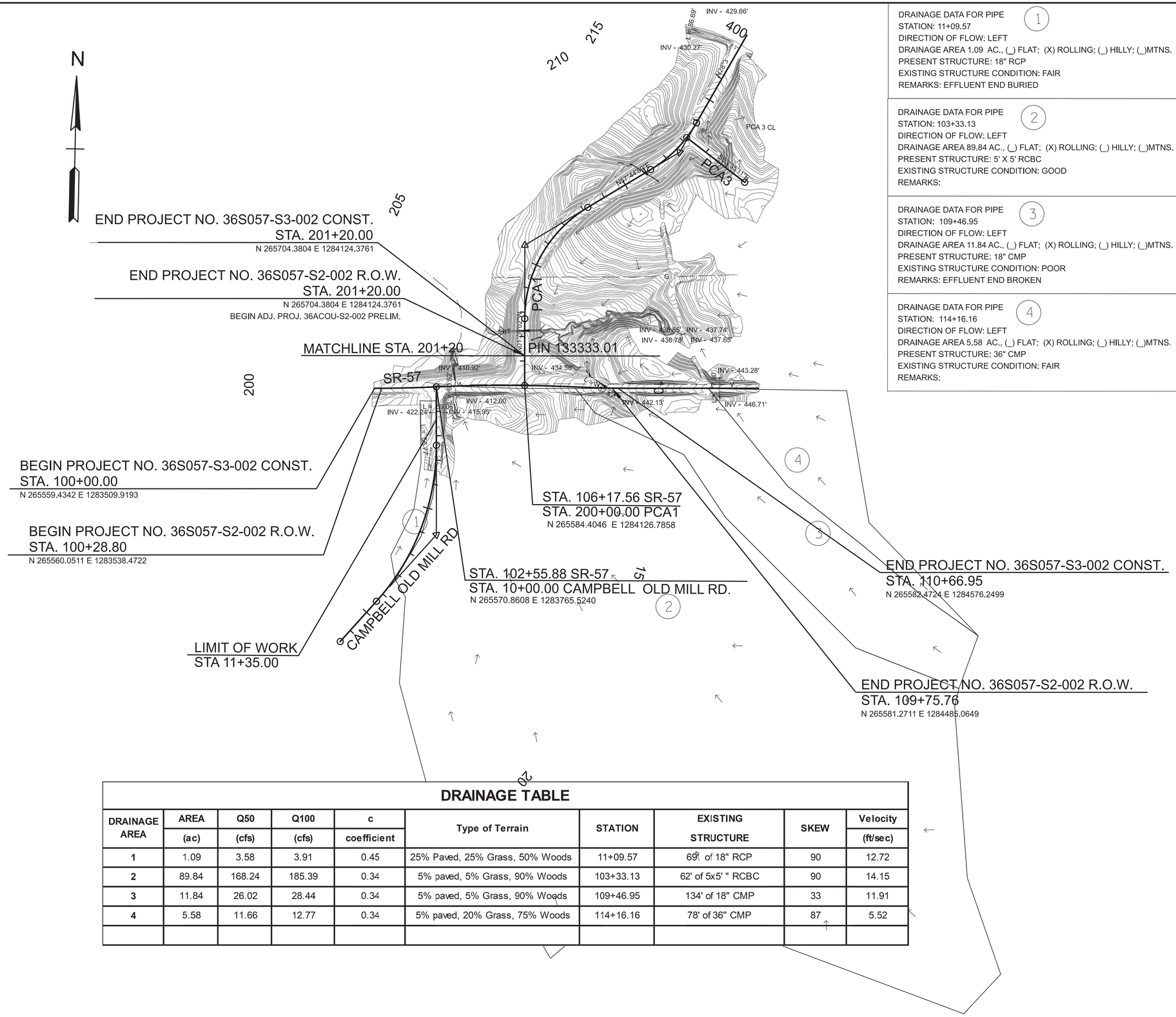
COORDINATES ARE NAD 83(2011), ARE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD PROFILES

PCA1
STA. 200+00 TO STA. 212+00

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



DRAINAGE TABLE

DRAINAGE AREA	AREA (ac)	Q50 (cfs)	Q100 (cfs)	c coefficient	Type of Terrain	STATION	EXISTING STRUCTURE	SKEW	Velocity (ft/sec)
1	1.09	3.58	3.91	0.45	25% Paved, 25% Grass, 50% Woods	11+09.57	69' of 18" RCP	90	12.72
2	89.84	168.24	185.39	0.34	5% paved, 5% Grass, 90% Woods	103+33.13	62' of 5x5' " RCBC	90	14.15
3	11.84	26.02	28.44	0.34	5% paved, 5% Grass, 90% Woods	109+46.95	134' of 18" CMP	33	11.91
4	5.58	11.66	12.77	0.34	5% paved, 20% Grass, 75% Woods	114+16.16	78' of 36" CMP	87	5.52

DRAINAGE DATA FOR PIPE (1)
STATION: 11+09.57
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 1.09 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: FAIR
REMARKS: EFFLUENT END BURIED

DRAINAGE DATA FOR PIPE (2)
STATION: 103+33.13
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 89.84 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 5' X 5' RCBC
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE (3)
STATION: 109+46.95
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 11.84 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 18" CMP
EXISTING STRUCTURE CONDITION: POOR
REMARKS: EFFLUENT END BROKEN

DRAINAGE DATA FOR PIPE (4)
STATION: 114+16.16
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 5.58 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 36" CMP
EXISTING STRUCTURE CONDITION: FAIR
REMARKS:

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	7
PIH	2026	36S057-S3-002	7
PSE	2026	36S057-S3-002	7

SEALED BY

WILLIAM ANDREW PINK
REGISTERED ENGINEER
No. 20459
STATE OF TENNESSEE
05-22-26

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ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 100+00 TO STA. 115+76
SCALE: 1" = 200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	8
PIH	2026	36S057-S3-002	8
PSE	2026	36S057-S3-002	8

STATION: 103+33.40 SR-57
STRUCTURE: 54' LT EXT. OF 114.52 LF OF 5'x8' BOX

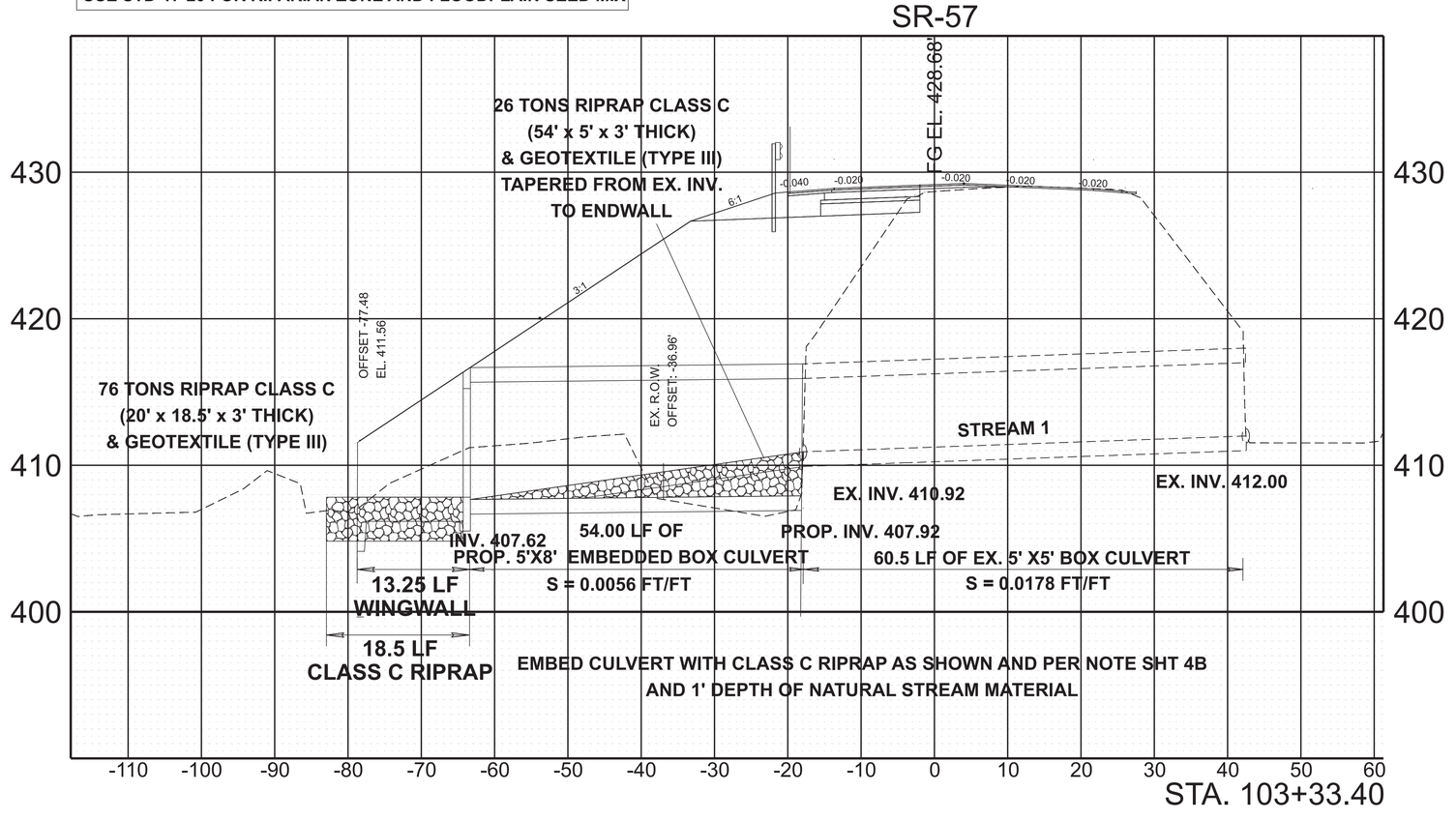
SKEW	7 DEG. TO EXIST
DRAINAGE AREA	89.84 AC
DESIGN DISCHARGE (Q50)	164.93 CFS
DESIGN DISCHARGE (Q100)	182.08 CFS
OVERTOPPING	429.13
ALLOWABLE HEADWATER	417.00
Q50 HEADWATER	416.96
Q100 HEADWATER	417.36
VELOCITY (Q50)	11.7 FT/S
ENDWALS REQUIRED:	RT
FEATURE:	STREAM 1

STANDARD DRAWING NOS.: STD-17-1 THROUGH STD-17-11; STD-17-16 THRU STD-17-18; STD-17-20; STD-17-24; STD-17-26 THRU STD-17-28; STD-17-53; D-AOP-3

QUANTITIES:

CLASS "A" CONCRETE	70 CY
STEEL BAR REINFORCING	12587 LB
FOUNDATION FILL MATERIAL	11 CY
BEDDING MATERIAL	10 CY

USE STD-17-20 FOR RIPARIAN ZONE AND FLOODPLAIN SEED MIX



SEALED BY

WILLIAM ANDREW PWU
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 204539
05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTIONS

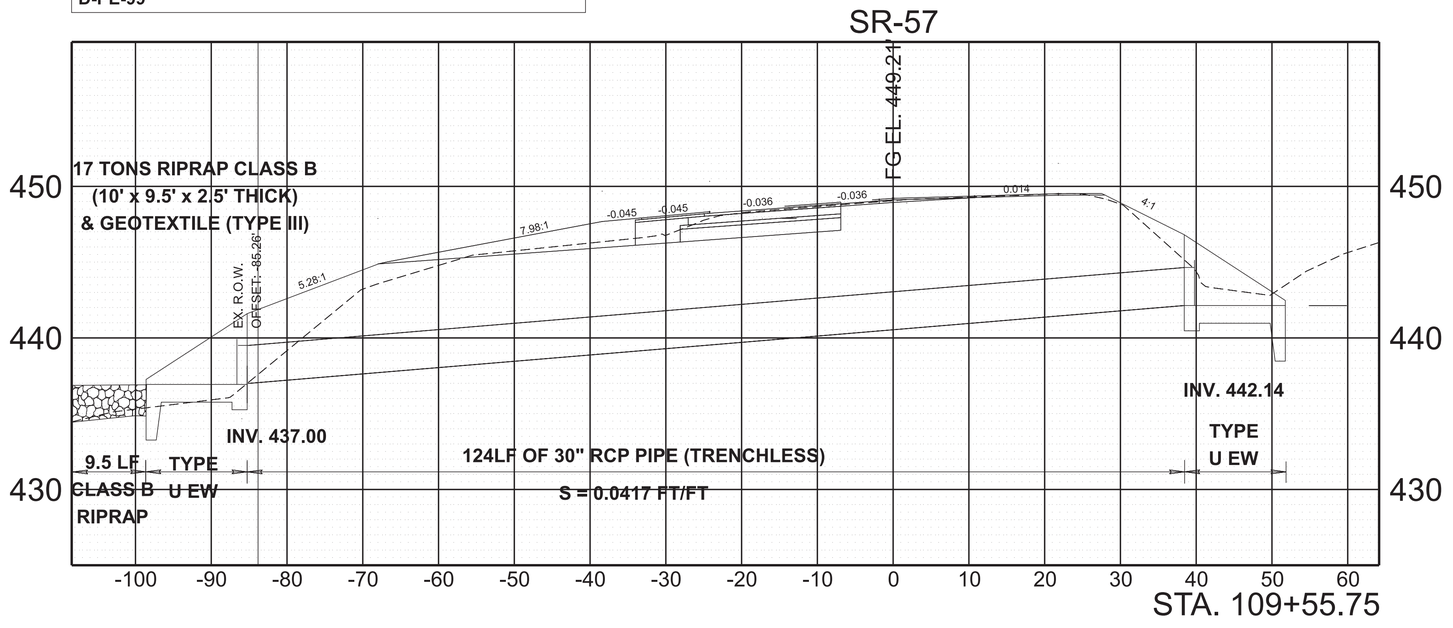
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	9
PIH	2026	36S057-S3-002	9
PSE	2026	36S057-S3-002	9

STATION: 109+55.75	
STRUCTURE: 124' of 30" RCP PIPE CULVERT	
SKEW	**33 DEG. LT**
DRAINAGE AREA	**11.84 AC**
DESIGN DISCHARGE (Q50)	**26.02 CFS**
DESIGN DISCHARGE (Q100)	**28.44 CFS**
OVERTOPPING	**449.04**
ALLOWABLE HEADWATER	**446.71**
Q50 HEADWATER	**445.24**
Q100 HEADWATER	**445.52**
VELOCITY (Q50)	**9.37 FT/S**
ENDWALLS REQUIRED:	**LT & RT**

STANDARD DRAWING NOS.: D-PB-1, D-PE-48A, D-PE-48B
D-PE-99



SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTIONS

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

5/18/2026 5:38:26 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36AS057-S2-002	10
PIH	2026	36S057-S3-002	10
PSE	2026	36S057-S3-002	10

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.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	11
PIH	2026	36S057-S3-002	11
PSE	2026	36S057-S3-002	11

OUTFALL INFORMATION

OUTFALL LABEL	STATION	LOCATION	OFFSET (FT.)	STAGE I AVG. SLOPE	STAGE II AVG. SLOPE	STAGE III AVG. SLOPE	DRAINAGE AREA (AC)			RECEIVING NATURAL RESOURCE
							STAGE I	STAGE II	STAGE III	
1	101+13.68	SR-57	-33.36	1.71%	3.49%	3.49%	0.34	0.17	0.17	Chambers Creek
2	103+37.91	SR-57	-100.22	8.61%	4.48%	4.48%	0.66	0.66	0.66	
3	108+69.78	SR-57	-67.79	11.87%	11.87%	11.87%	0.16	0.16	0.16	
4	202+00.18	PCA1	-98.51	7.57%	15.58%	15.58%	0.86	0.33	0.33	
4B	201+91.93	PCA1	86.05		12.57%	12.57%		0.49	0.49	

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	STAGE I QUANTITY 36S057-S3-002	STAGE II QUANTITY	STAGE III QUANTITY	TOTAL QUANTITY
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	7			7
(1)	209-03.23	FILTER SOCK (24 INCH)	L.F.	325	815		1140
(1)	209-05	SEDIMENT REMOVAL	C.Y.	34	34	34	102
(1)(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	692	782	602	2076
(1)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	492	492	492	1476
(1)	209-08.07	ROCK CHECK DAM	EACH	1	1	1	3
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	3	3		6
(1)	209-09.01	SANDBAGS	BAG	775	100	100	975
(1)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2			2
(1)	209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	935			935
(1)(3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	17	30		47
(1)	621-03.07	48" TEMPORARY DRAINAGE PIPE	L.F.	70			70
(1)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	250	250	250	750
(1)(4)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	60	60		120
(1)(9)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	124	124		248
(1)(5)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	17			17
(1)(6)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON	102			102
(1)(7)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	200	128		328
(1)	740-11.05	TEMPORARY SEDIMENT TUBE 24IN	L.F.	525	290	290	1105
(1)(8)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	108	108		216
(1)(8)	801-02.15	FERTILIZER	TON	2	2		4
(1)	801-02	SEEDING (WITHOUT MULCH)	UNIT			3	3
(1)	801-03	WATER (SEEDING & SODDING)	M.G.	9	9	74	92
(1)	803-01	SODDING (NEW SOD)	S.Y.			7230	7230
(1)	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.			42	42

FOOTNOTES

(1) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT ENGINEER. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

(2) INCLUDES 270 LF FOR SEDIMENT FILTER BAGS

(3) INCLUDES 15 TONS FOR SEDIMENT FILTER BAGS AND 38 TONS FOR TEMPORARY CULVERT PROTECTION

(4) FOR TEMPORARY CONSTRUCTION ENTRANCE

(5) TO BE USED FOR PERMANENT OUTLET PROTECTION. 17 TONS STA 108+84

(6) TO BE USED FOR PERMANENT OUTLET PROTECTION. 76 TONS STA 103+33, 26 TONS FOR INTERIOR OF CULVERT DETAIL.

(7) INCLUDES 18 SY FOR SEDIMENT FILTER BAGS, 60 SY FOR TEMPORARY CULVERT PROTECTION, 180 SY FOR TCE, AND 70 SY FOR RIPRAP

(8) THE COST OF FERTILIZIER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

(9) FOR TEMPORARY CULVERT PROTECTION

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
SFB SFB SFB SFB	SEDIMENT FILTER BAG	EC-STR-2
SF SF SF SF	SILT FENCE	EC-STR-3B
SFB SFB	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
SOCK SOCK	FILTER SOCK	EC-STR-8
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	SUSPENDED PIPE DIVERSION	EC-STR-33 EC-STR-33A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
TUBE TUBE	SEDIMENT TUBE	EC-STR-37
HVF HVF	HIGH VISIBILITY FENCE	S-F-1
	RIPRAP	

SEALED BY

WILLIAM ANDREW PWL REGISTERED ENGINEER COMMERCE No. 204525 STATE OF TENNESSEE

05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	12
PIH	2026	36S057-S3-002	12
PSE	2026	36S057-S3-002	12

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

100
BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

MATCHLINE STA. 201+20.00
PIN 133333.01

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

STA. 102+55.88 SR-57
STA. 10+00.00 Campbell Old Mill
N 265570.8608 E 1283765.5240

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

LIMIT OF PAVING
STA. 10+60.00

LIMIT OF WORK
STA. 11+35.00

LEGEND
PERMANENT RAILROAD EASEMENT

SEALED BY

WILLIAM ANDREW PINK
REGISTERED ENGINEER
No. 204259
STATE OF TENNESSEE
05-22-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50"

STAGE I
EXISTING CONTOURS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	36S057-S2-002	13
PIH	2026	36S057-S3-002	13
PSE	2026	36S057-S3-002	13

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

100
BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

STA. 102+55.88 SR-57=
STA. 10+00.00 Campbell Old Mill
N 265570.8608 E 1283765.5240

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

LIMIT OF PAVING
STA. 10+60.00

LIMIT OF WORK
STA. 11+35.00

CULVERT EXTENSION TO BE CONSTRUCTED IN DRY CONDITIONS UTILIZING STREAM DIVERSION METHODS AS DETAILED ON STANDARD DRAWINGS EC-STR-33 AND EC-STR-33A AND ONE 48" PIPE.

CULVERT REPLACEMENT TO BE COMPLETED IN DRY CONDITIONS

LEGEND
PERMANENT RAILROAD EASEMENT

STAGE II
PROPOSED CONTOURS

SEALED BY

WILLIAM ANDREW PINK
REGISTERED ENGINEER
No. 204525
STATE OF TENNESSEE
05-22-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50"

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TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	36S057-S2-002	14
PIH	2026	36S057-S3-002	14
PSE	2026	36S057-S3-002	14

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

100
BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

PROP. MATCHLINE
PIN 133333.01

STA. 102+55.88 SR-57=
STA. 10+00.00 Campbell Old Mill
N 265570.8608 E 1283765.5240

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

LIMIT OF PAVING
STA. 10+60.00

LIMIT OF WORK
STA. 11+35.00

CAMPBELL OLD MILL RD.

SR-57

PCA1

WTL-1

STR-1

STR-2

SPR-1

OUT - 1

OUT - 2

OUT - 3

LIMITS OF DISTURBANCE

PROP. ROW

FILL SLOPE

HEAVY TREES

LIGHT TREES/HEAVY BRUSH

GRAVEL CONCENTRATION

SURFACE FEATURE

AREA OF AVOIDANCE

CONCRETE RUBBLE

HEAVY TREES /CANE

GRASS

BILLBOARD

SIGN

IBEAM POST

INV - 410.92'

INV - 412.00'

INV - 422.44'

INV - 415.55'

INV - 434.58'

INV - 442.13'

L = 60.20'
15" CMP

L = 69.06'
18" RCP

L = 56.17'
15" CMP

15" CMP

15" TWIN GUM

15" GUM

12" GUM

N88°45'44"E

N86°07'03"E

S01°14'16"E

LEGEND
PERMANENT RAILROAD EASEMENT

SEALED BY

WILLIAM ANDREW PINK
REGISTERED ENGINEER
No. 204253
STATE OF TENNESSEE
05-22-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50"

STAGE III
PROPOSED CONTOURS

5/13/2026 1:58:08 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	15
PIH	2026	36S057-S3-002	15
PSE	2026	36S057-S3-002	15

N

BEGIN PROJECT NO. 36S057-S3-002 CONST.
STA. 100+00.00
N 265559.4342 E 1283509.9193

100
BEGIN PROJECT NO. 36S057-S2-002 R.O.W.
STA. 100+28.80
N 265560.0511 E 1283538.4722

105

110

END PROJECT NO. 36S057-S2-002 R.O.W.
STA. 201+20.00
N 265704.3804 E 1284124.3761
BEGIN ADJACENT PROJ. 36ACOU-S2-002 R.O.W.

END PROJECT NO. 36S057-S3-002 CONST.
STA. 201+20.00
N 265704.3804 E 1284124.3761

STA. 106+17.45 SR-57
STA. 200+00.00 PCA1
N 265584.4046 E 1284126.7858

BEGIN LT. TURN LANE TAPER
END MERGING TAPER
STA. 103+48.56
OFF. 6.00

BEGIN TURN LANE TAPER
BEGIN MERGING TAPER
STA. 100+28.56
OFF. 12.00'

END LT. TURN LANE TAPER
STA. 104+68.56
OFF. 6.00'

PROP. ROW MATCHLINE PIN 133333.01

N01°09'02"W

BEGIN RT. TURN LANE
STA. 106+29.57
OFF. 30.00'

END RT. TURN LANE
BEGIN RT. TURN LANE TAPER
STA. 107+99.56
OFF. 26.87'

BEGIN SHOULDER TAPER
STA. 108+99.56
OFF. 23.05'

END RT. TURN LANE TAPER
END SHOULDER TAPER
STA. 109+49.56
OFF. 12.00

6" DSYL & SRPM
(BI-DIR) (1-COLOR)
@ 80' O.C.

320' LANE TAPER

6" DSYL & SRPM
(BI-DIR) (1-COLOR)
@ 20' O.C.

12" SSYL

120' BAY TAPER

4" SSWL

8" SSWL

4" DSYL

12" SSWL

60' R

170' RT. TURN LANE

6" SSWL

150' TURN LANE TAPER

50' SHLD TAPER

8" SHLD

12' RT. TURN LANE

8" SDWL

2' EX. SHLD
12' EX. LANE
12' EX. LANE
2' EX. SHLD

N86°07'03"E

N88°45'44"E

12' LANE
12' MEDIAN
12' LANE
8' SHLD

S88°46'54"E

24" STOP LINE
(12 LF)

6" SSWL

125' LT. TURN LANE

12" SSYL

8" SSWL & SRPM
(BI-DIR)(2-COLOR)
@ 20' O.C.

320' LANE TAPER

BEGIN LT TURN LANE
STA. 104+68.56
OFF. 6.00'

END LT TURN LANE
STA. 105+93.56
OFF. 6.00'

BEGIN MERGING TAPER
STA. 106+29.56
OFF. 6.00'

END MERGING TAPER
STA. 109+49.56
OFF. 12.00'

R 30

R 45

24" STOP LINE
(15 LF)

LIMIT OF PAVING
STA. 10+60.00

LIMIT OF WORK
STA. 11+35.00

S01°14'16"E

STA. 102+55.88
STA. 10+00.00
N 265570.8608 E 1283765.5240

SR-57=
Campbell Old Mill

36S057-S2-002
END PROJECT NO. R.O.W.
STA. 109+75.76
N 265581.2711 E 1284485.0649

END PROJECT NO. 36S057-S3-002 CONST.
STA. 110+66.95
N 265582.4724 E 1284576.2499

STOP

YIELD

R R

10

15

12

13

14

SEALED BY

WILLIAM ANDREW PINE
REGISTERED ENGINEER
No. 204529
STATE OF TENNESSEE
05-22-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLANS

STA. 100+00 TO STA. 111+20
SCALE: 1" = 50'

3/30/2026 8:12:08 AM
J:\PROJ\81085-04\08-CADD\D-SHEETS\36AVAR-SHT-SIGNING AND MARKING.DGN

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

SEE STD. DWG. NO. T-S-19

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
1 2		R1-1	16	36"	36"								WHITE	RED (REF.)	0.100" SHEET ALUMINUM	P3	12'-6"				5'	USE SIGN POST DELINEATION ENHANCEMENT ITEM NO. 713-02.21
3 4		R1-2	16	36"	36"								RED	WHITE (REF.)	0.080" SHEET ALUMINUM	P3	12'-6"				5'	USE SIGN POST DELINEATION ENHANCEMENT ITEM NO. 713-02.21
12 13		W1-4L	16	36"	36"								BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P3	12'-6"				5'	
14		W1-10	16	36"	36"								BLACK	YELLOW (REF.)	0.080" SHEET ALUMINUM	P8	12'-6"				5'	USE SIGN POST DELINEATION ENHANCEMENT ITEM NO. 713-02.21 PER T-RR-2A, SIGN ASSEMBLY TO BE PAID FOR UNDER 713-16.09

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	16
PIH	2026	36S057-S3-002	16
PSE	2026	36S057-S3-002	16

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5#/FT.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

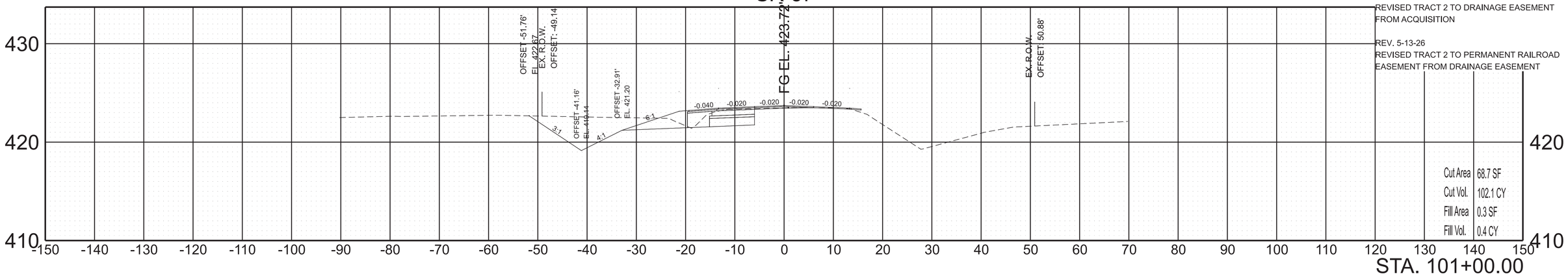
3/21/2026 1:13:38 PM
$$$$DGNSPEC

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	17
PIH	2026	36S057-S3-002	17
PSE	2026	36S057-S3-002	17

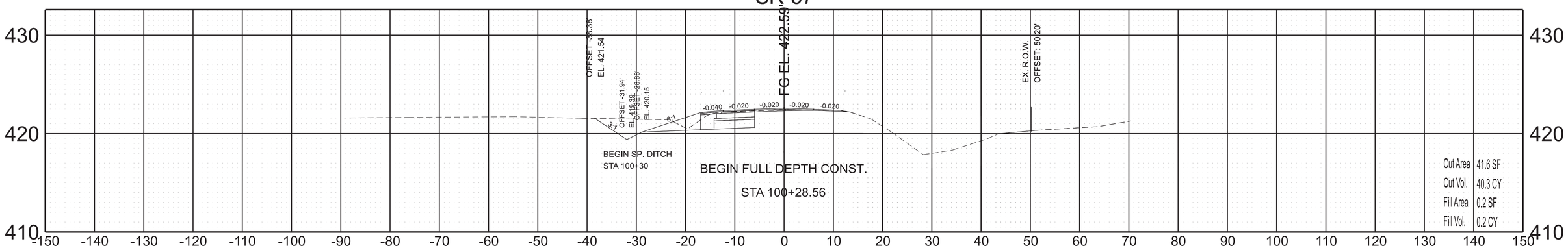
REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

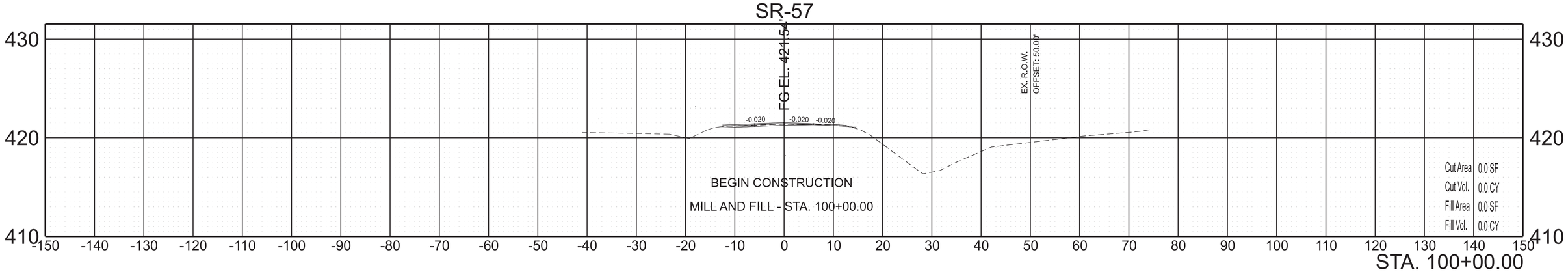
SR-57



SR-57



SR-57



SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 100+00 END STA. 101+00

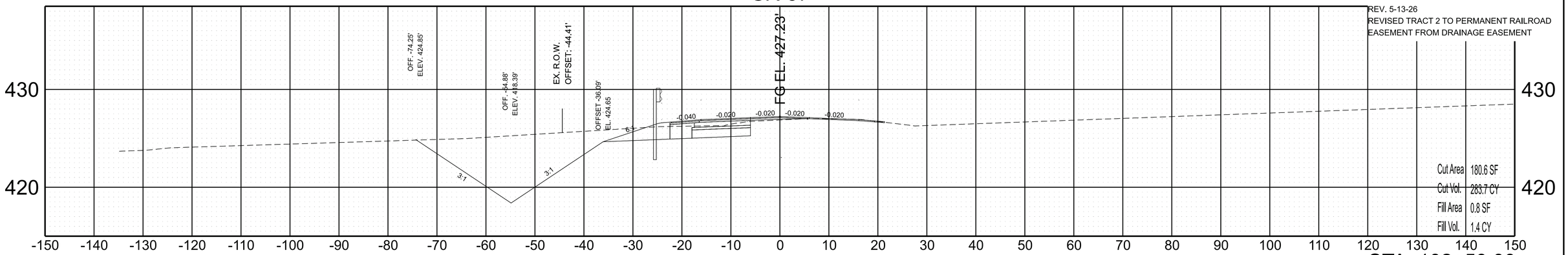
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	18
PIH	2026	36S057-S3-002	18
PSE	2026	36S057-S3-002	18

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

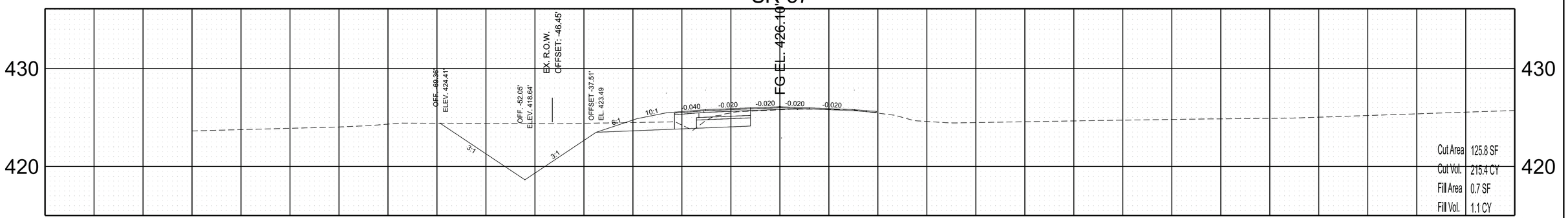
REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

SR-57



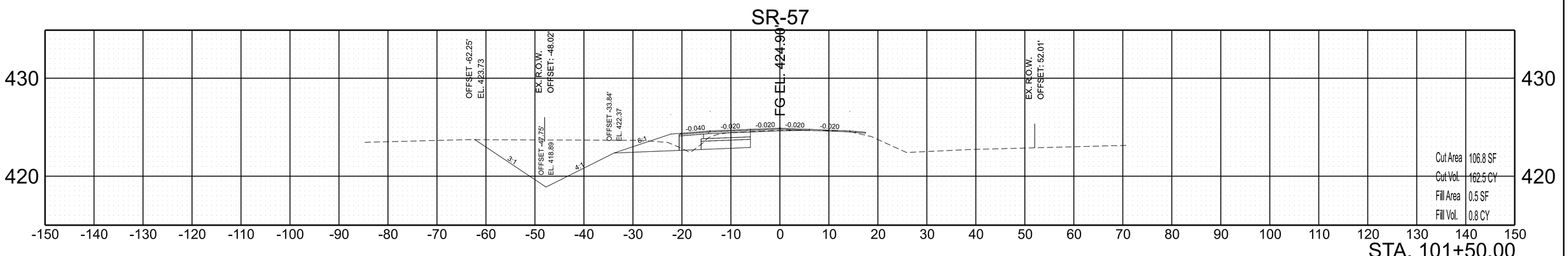
STA. 102+50.00

SR-57



STA. 102+00.00

SR-57



STA. 101+50.00

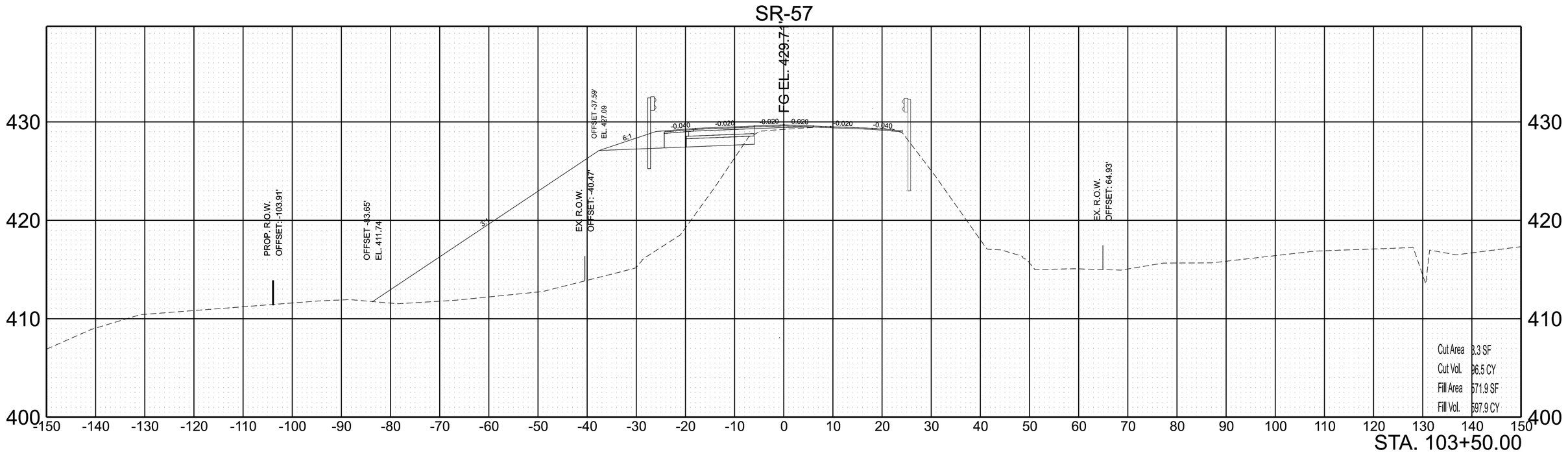
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 101+50 END STA. 102+50

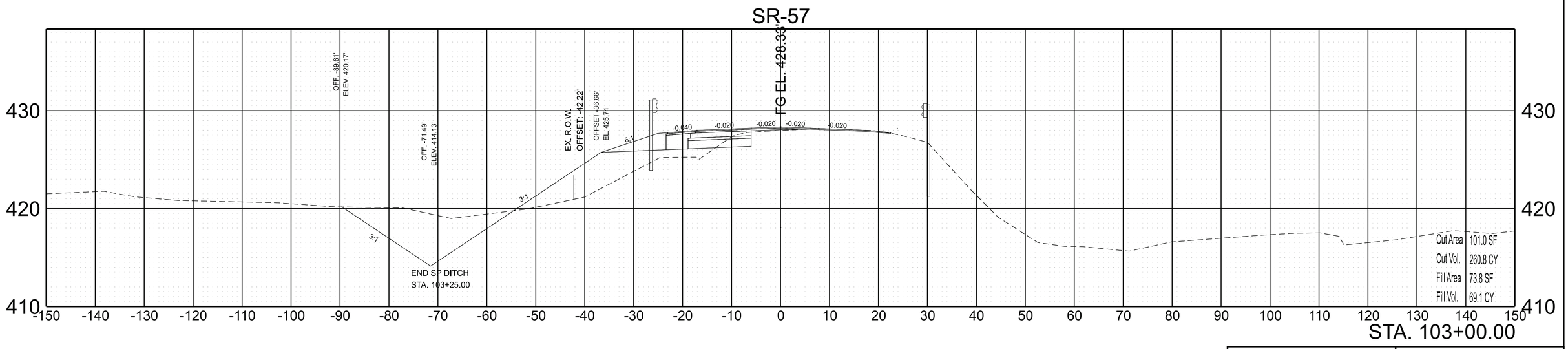
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	19
PIH	2026	36S057-S3-002	19
PSE	2026	36S057-S3-002	19

REV. 5-7-26
REVISED TRACT 2 TO DRAINAGE EASEMENT FROM ACQUISITION

REV. 5-13-26
REVISED TRACT 2 TO PERMANENT RAILROAD EASEMENT FROM DRAINAGE EASEMENT

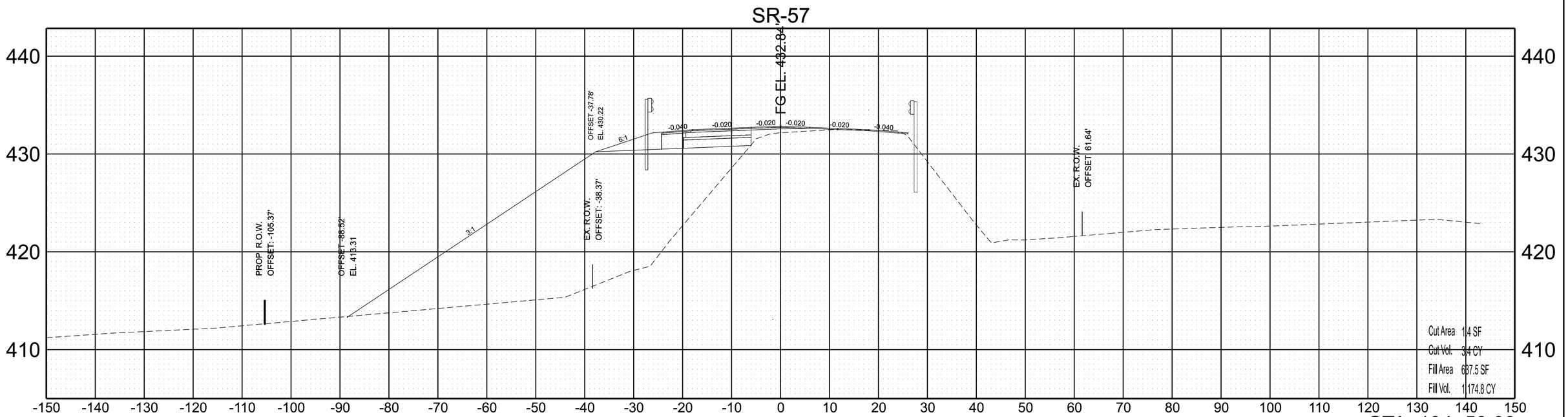


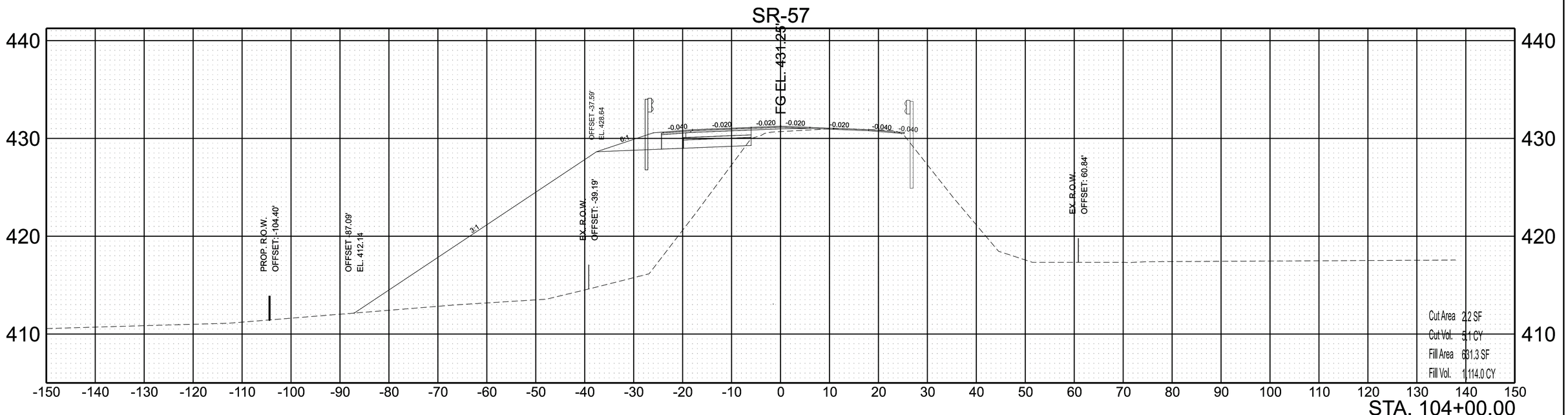


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 103+00 END STA. 103+50	

5/13/2026 2:18:11 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	20
PIH	2026	36S057-S3-002	20
PSE	2026	36S057-S3-002	20

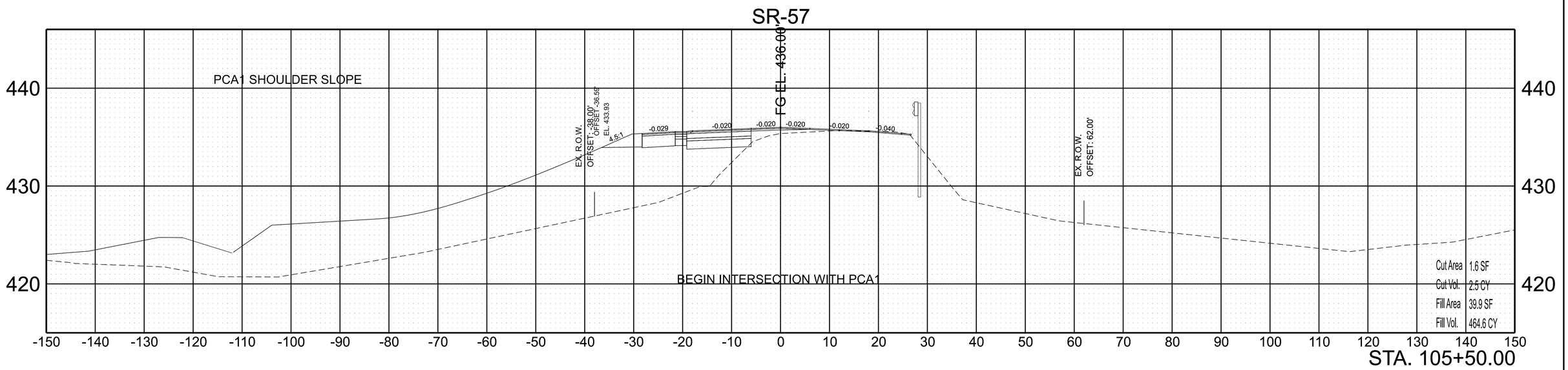


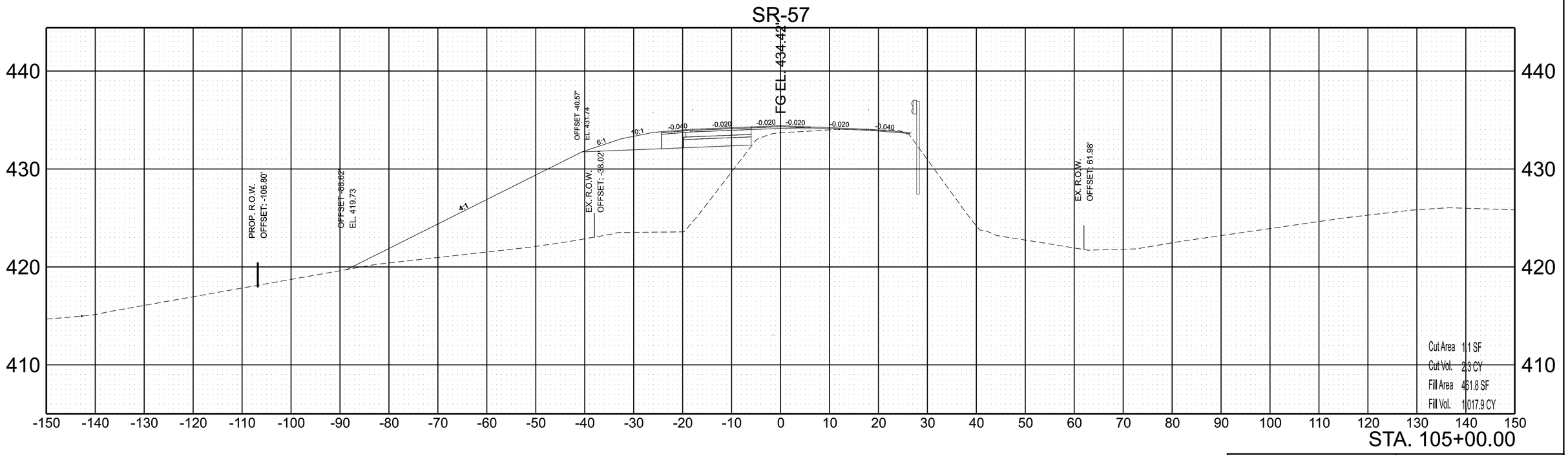


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 104+00 END STA. 104+50

3/30/2026 4:00:44 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	21
PIH	2026	36S057-S3-002	21
PSE	2026	36S057-S3-002	21

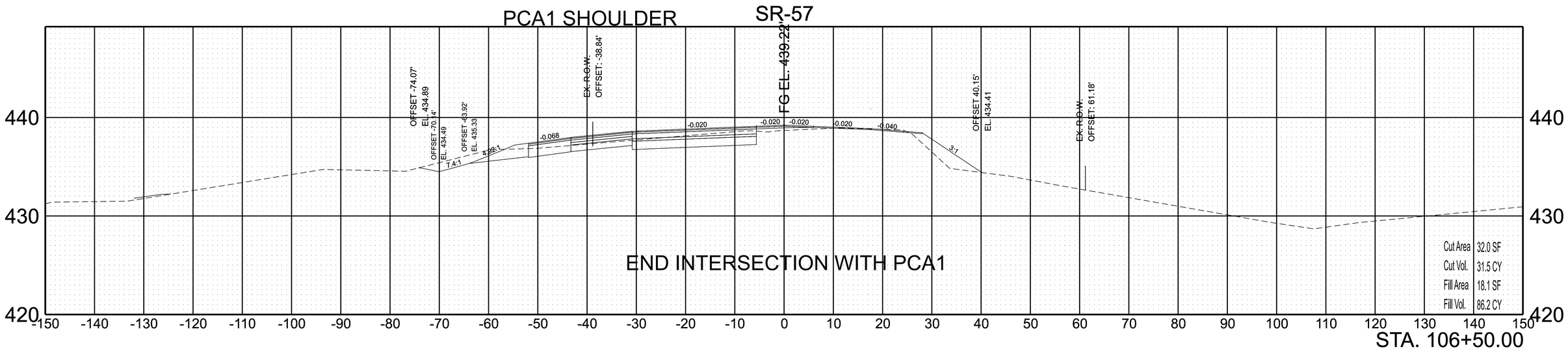


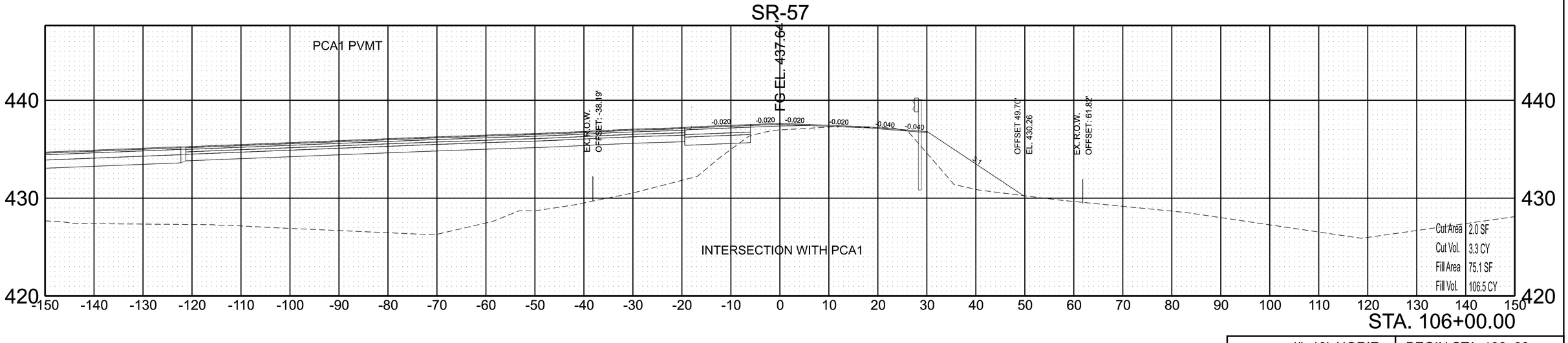


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 105+00 END STA. 105+50

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	22
PIH	2026	36S057-S3-002	22
PSE	2026	36S057-S3-002	22

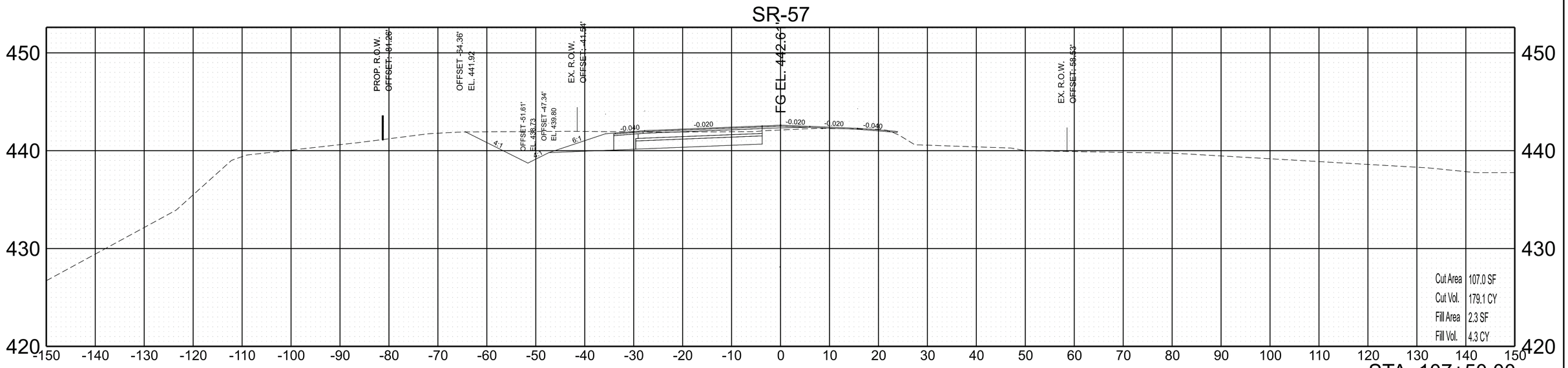


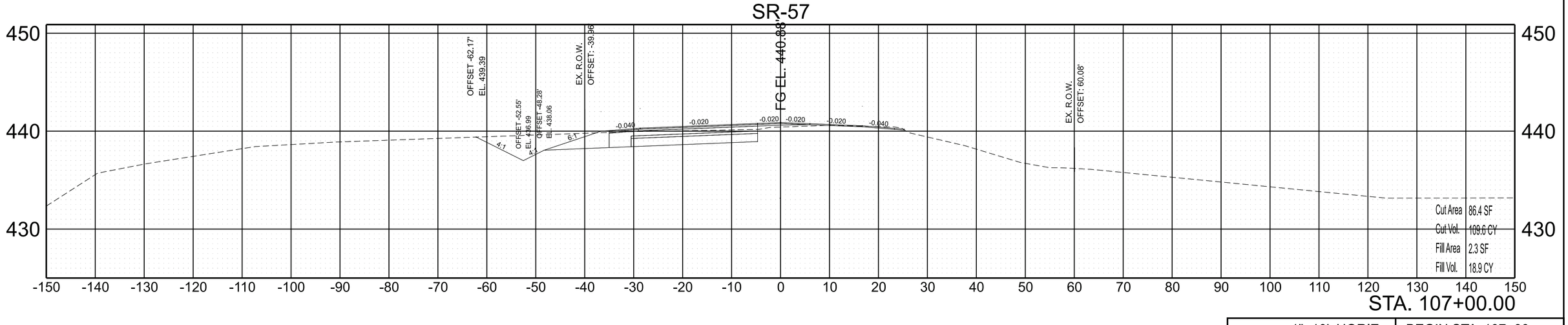


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 106+00 END STA. 106+50

3/30/2026 4:00:51 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	23
PIH	2026	36S057-S3-002	23
PSE	2026	36S057-S3-002	23

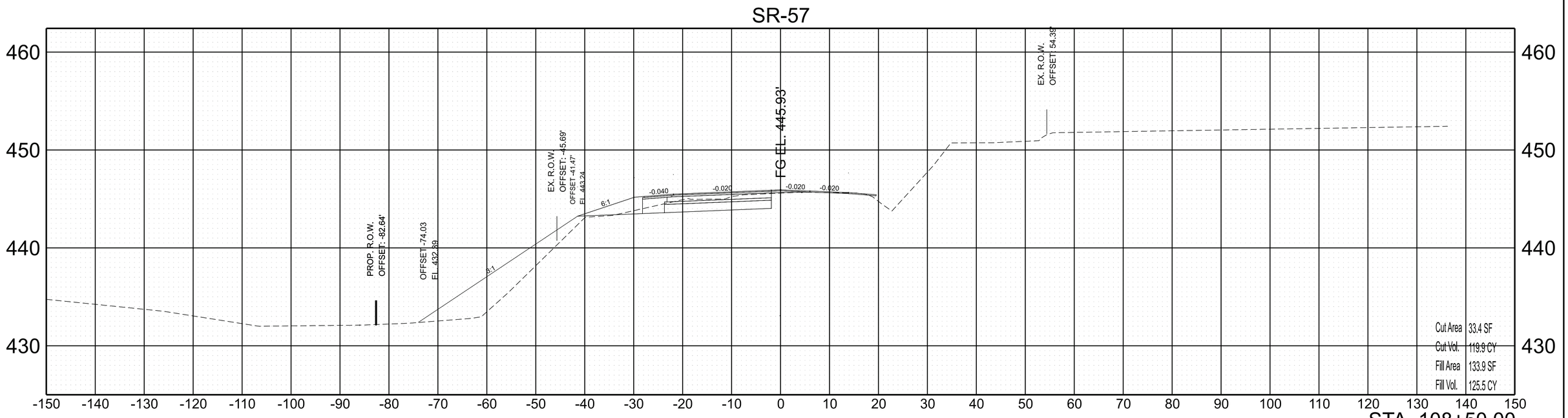


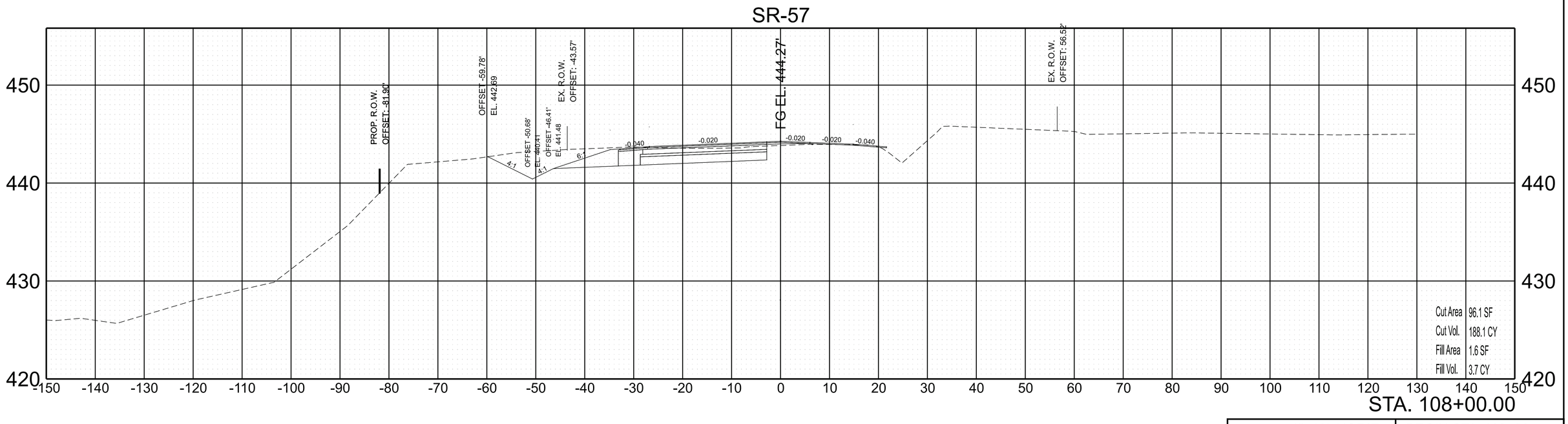


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 107+00 END STA. 107+50

3/30/2026 4:00:54 PM
J:\PROJ\81085-04\08-CADD\D-SHEETS\36S057-SHT-XS-SR57.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	24
PIH	2026	36S057-S3-002	24
PSE	2026	36S057-S3-002	24

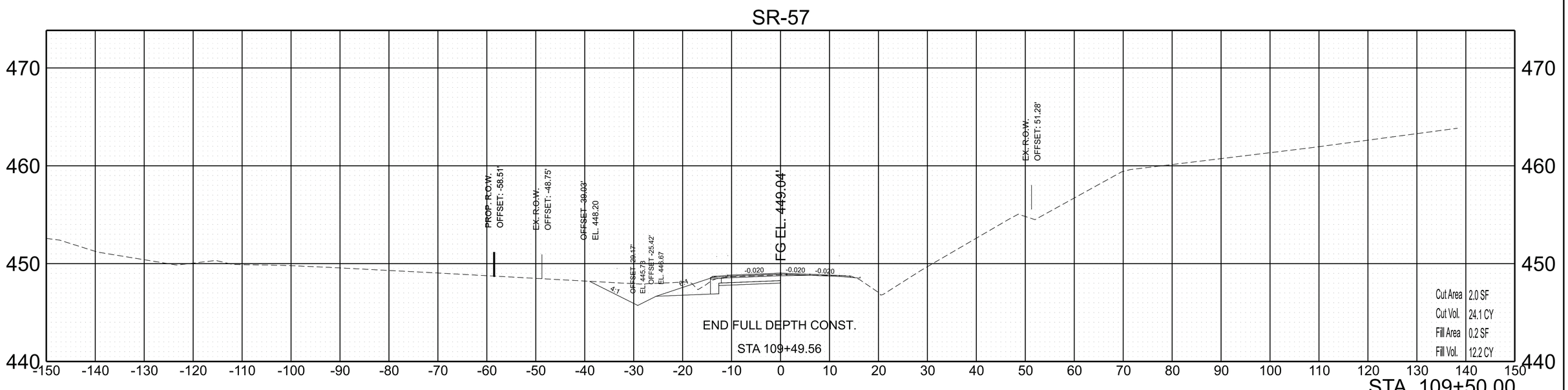


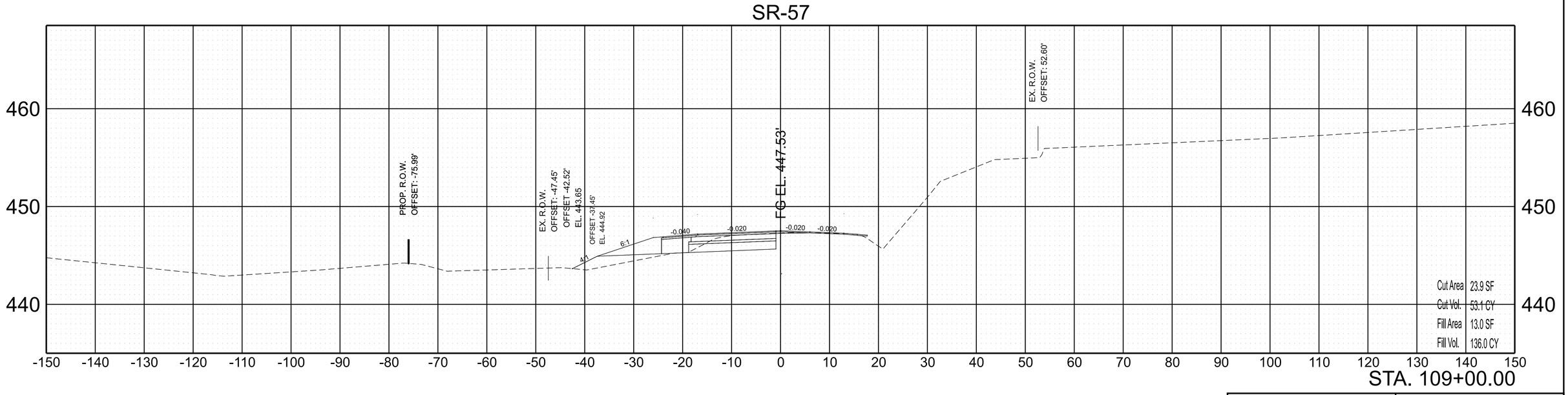


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 108+00 END STA. 108+50

3/30/2026 4:00:56 PM
J:\PROJ\81085-04\08-CADD\D-SHEETS\36S057-SHT-XS-SR57.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	25
PIH	2026	36S057-S3-002	25
PSE	2026	36S057-S3-002	25

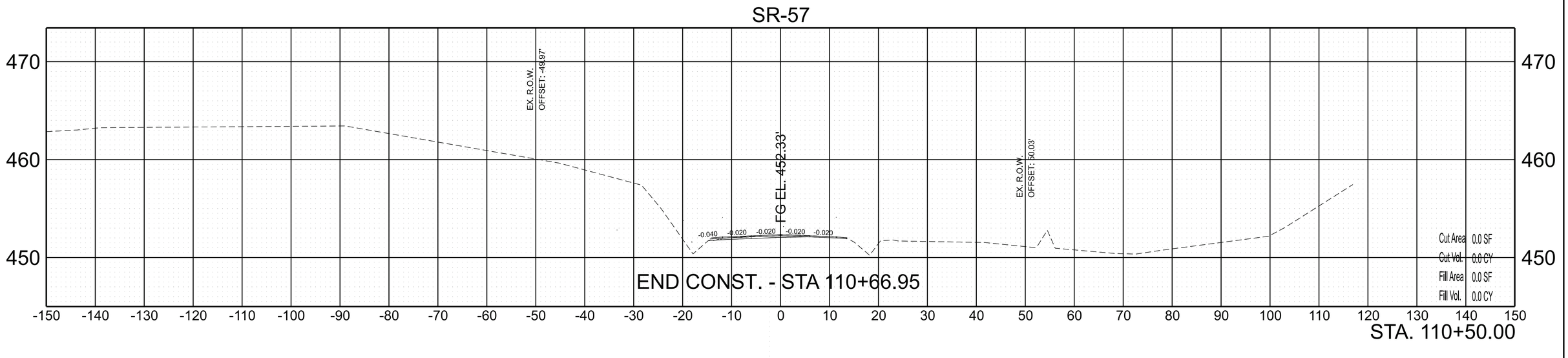


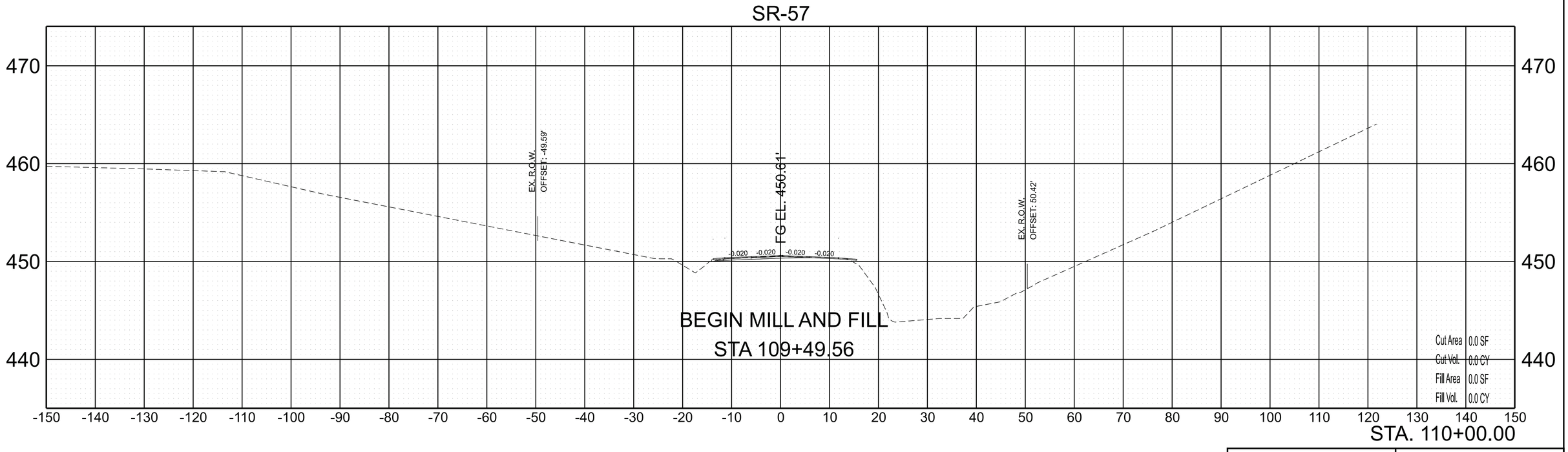


SCALE:	1"=10' HORIZ.	BEGIN STA. 109+00
	1"=5' VERT.	END STA. 109+50

3/30/2026 4:00:59 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	26
PIH	2026	36S057-S3-002	26
PSE	2026	36S057-S3-002	26

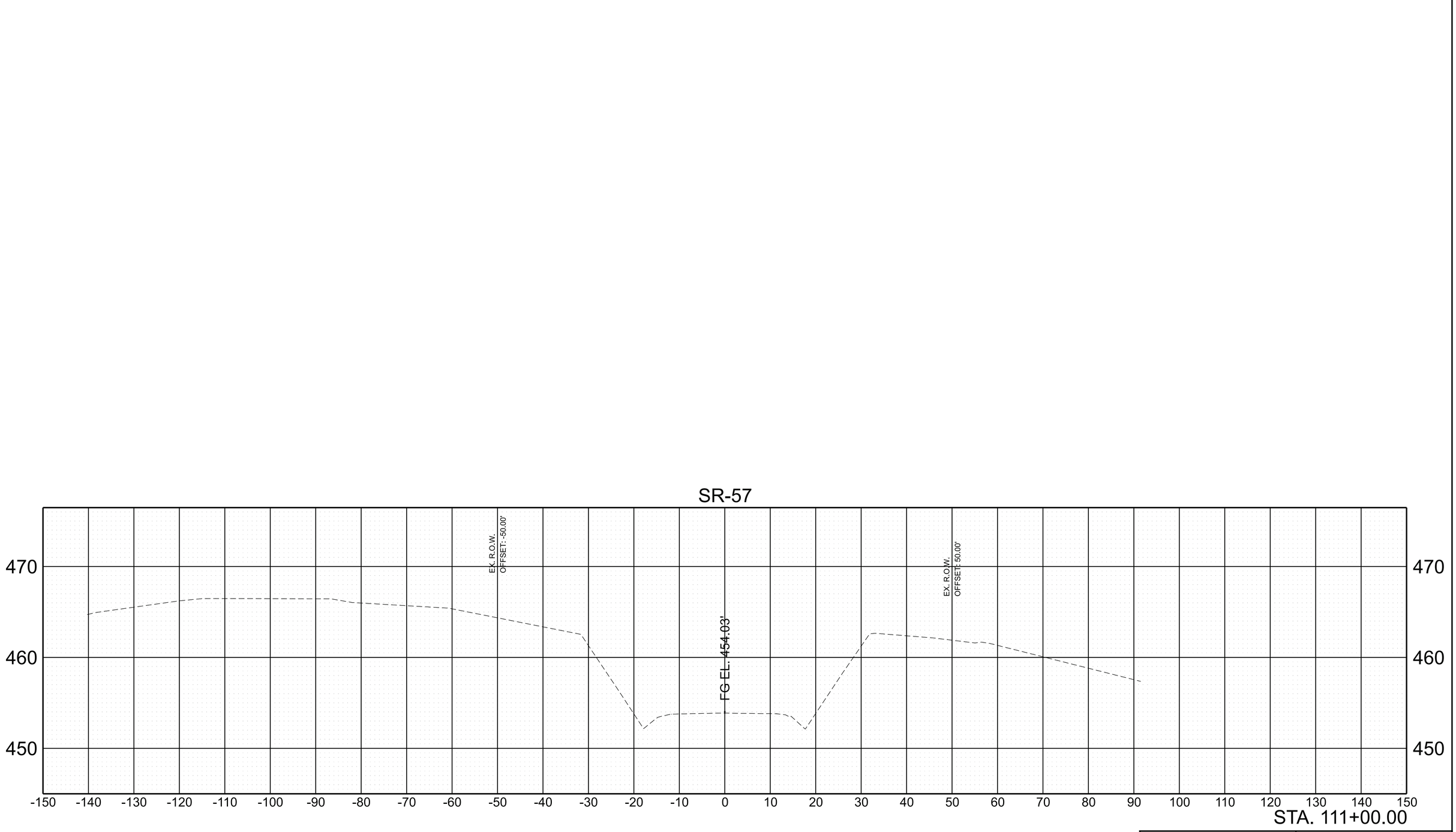




SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 110+00 END STA. 110+50

3/30/2026 4:01:02 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	27
PIH	2026	36S057-S3-002	27
PSE	2026	36S057-S3-002	27

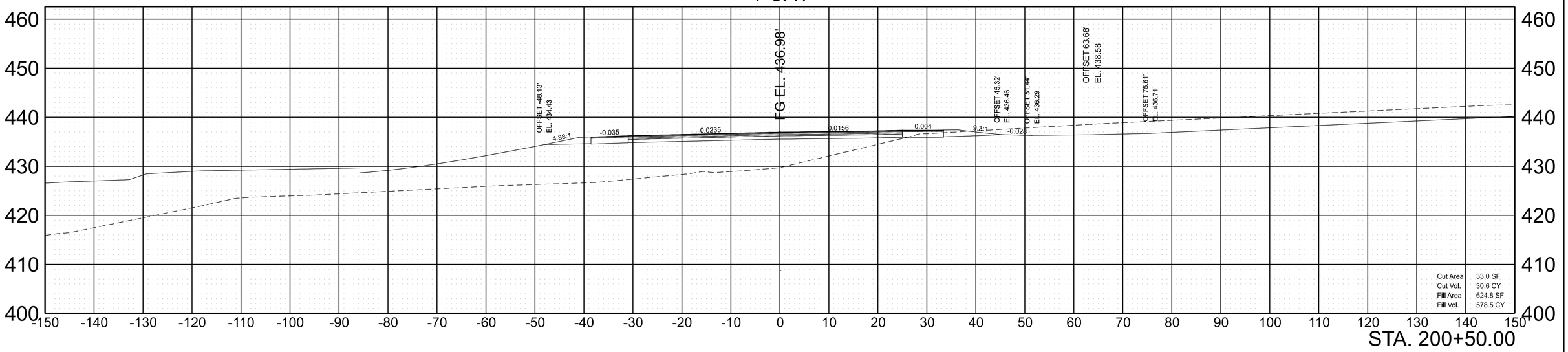


SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 111+00 END STA. 111+00

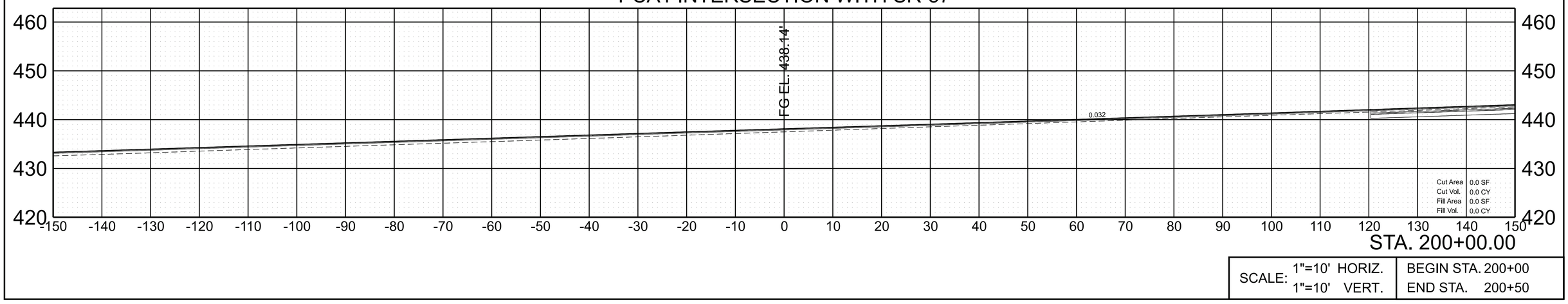
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	28
PIH	2026	36S057-S3-002	28
PSE	2026	36S057-S3-002	28

PCA1



PCA1 INTERSECTION WITH SR-57

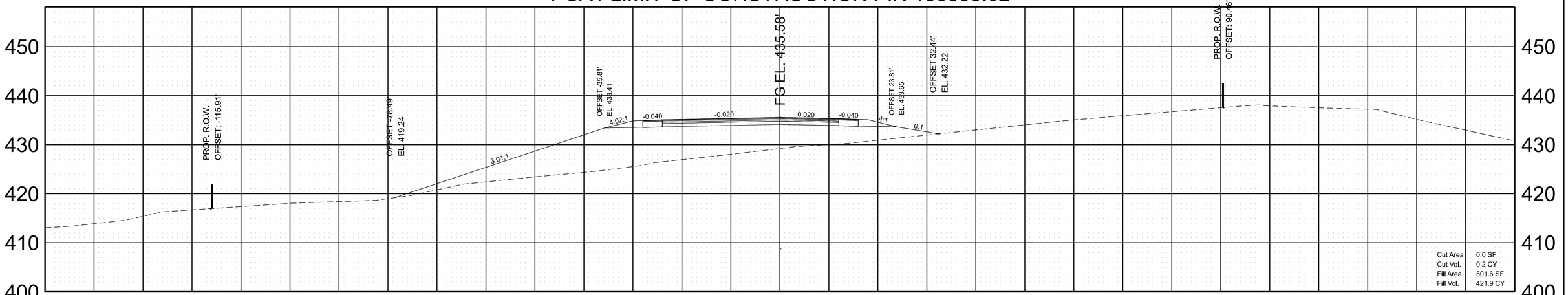


SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 200+00
	1"=10'	VERT.	END STA. 200+50

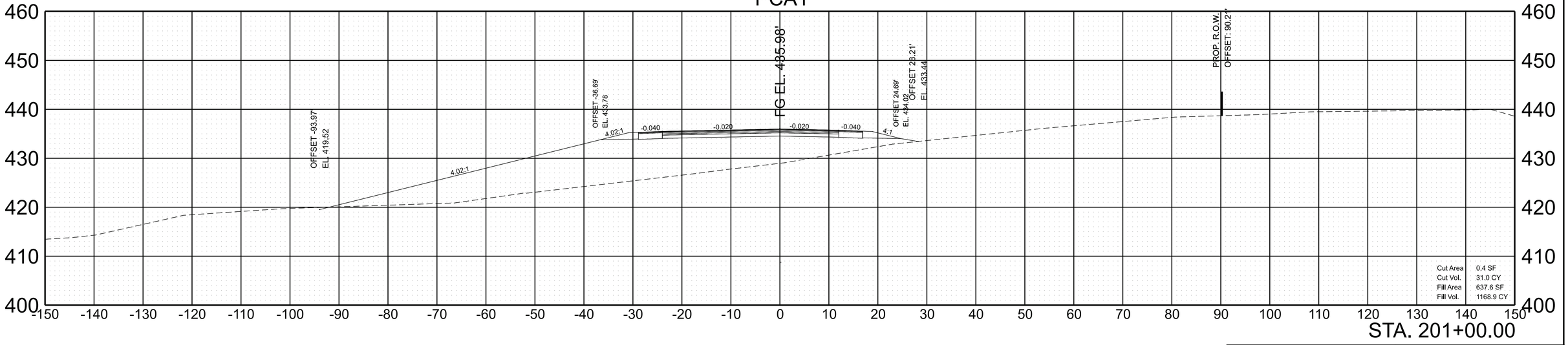
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	29
PIH	2026	36S057-S3-002	29
PSE	2026	36S057-S3-002	29

PCA1 LIMIT OF CONSTRUCTION PIN 133333.02



PCA1



SCALE:	1"=10' HORIZ.	BEGIN STA. 201+00
	1"=10' VERT.	END STA. 201+20

3/23/2026 1:46:23 PM
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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	T-1
PIH	2026	36S057-S3-002	T-1
PSE	2026	36S057-S3-002	T-1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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05-22-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	T-2
PIH	2026	36S057-S3-002	T-2
PSE	2026	36S057-S3-002	T-2

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	PHASE I QUANTITY 36S057-S3-002	PHASE II QUANTITY 36S057-S3-003	TOTAL QUANTITY 36S057-S3-007
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.		0.4	0.4
	712-01	TRAFFIC CONTROL	LS	0.8	0.8	0.8
	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.		1000	1000
(3)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH		2	2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40	20	60
	712-04.50	BARRIER RAIL DELINEATOR	EACH		75	75
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	6	6	12
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	10	10	20
	712-06	SIGNS (CONSTRUCTION)	S.F.	112	112	112
(4)	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.		4400	4400
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH		95	95
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH		10	10
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		52	52
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		51	51
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		6	6
(2)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		90	90
	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH		1	1
(5)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	0.8		0.8
(6)	716-05.21	PAINTED PAVEMENT MARKING (4" LINE)	L.F.		535	535
	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	0.8		0.8
(1)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		1.2	1.2

FOOTNOTES

(1) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

(2) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC

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

(4) TO BE USED FOR TEMPORARY PAVEMENT MARKING ON NEW ASPHALT AND/OR AS DIRECTED BY THE ENGINEER.

(5) TO BE USED FOR TEMPORARY PAVEMENT MARKING ON EXISTING ASPHALT AND/OR AS DIRECTED BY THE ENGINEER.

(6) FOR FINAL PAVEMENT MARKING ON PCA1

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	NO. REQUIRED PHASE IV	NO. REQUIRED PHASE V	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
G20-2	END ROAD WORK	48"	x	24"	8	3	3				3	24.00	T-WZ-16	
W1-4L	REVERSE CURVE (1 LANE)(LEFT)	48"	x	48"	16	1	1				1	16.00	T-WZ-16	
W1-4R	REVERSE CURVE (1 LANE)(RIGHT)	48"	x	48"	16	1	1				1	16.00	T-WZ-16	
W20-1	ROAD WORK 1500 MILE	48"	x	48"	16	2	2				2	32.00	T-WZ-16	
W20-1	ROAD WORK 1000 FT	48"	x	48"	16	2	2				2	32.00	T-WZ-16	
W20-1	ROAD WORK AHEAD	48"	x	48"	16	1	1				1	16.00	T-WZ-16	
											TOTAL	136	S.F.	

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	CRASH CUSHION
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

SEE SHEET 2B3 FOR TRAFFIC CONTROL TYPICAL SECTIONS

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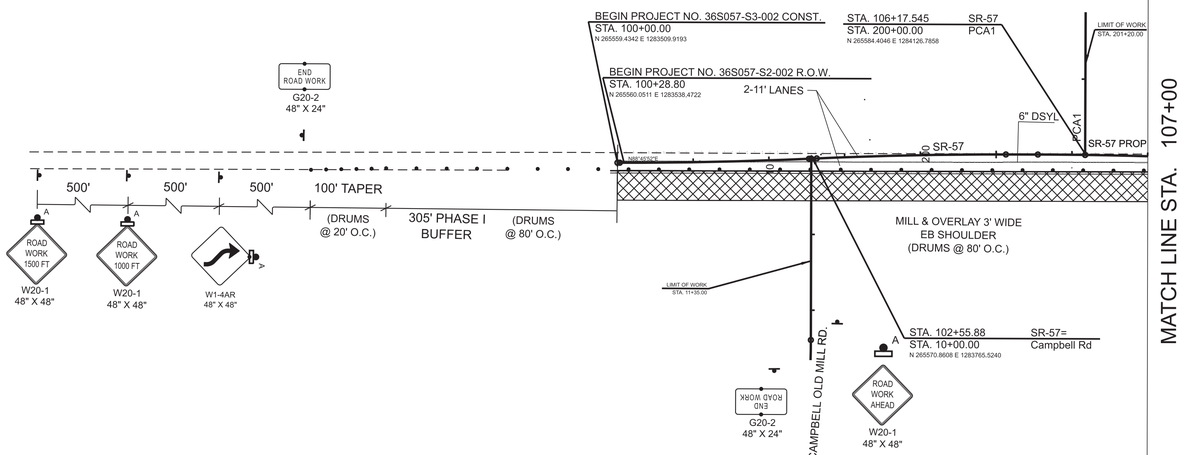
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

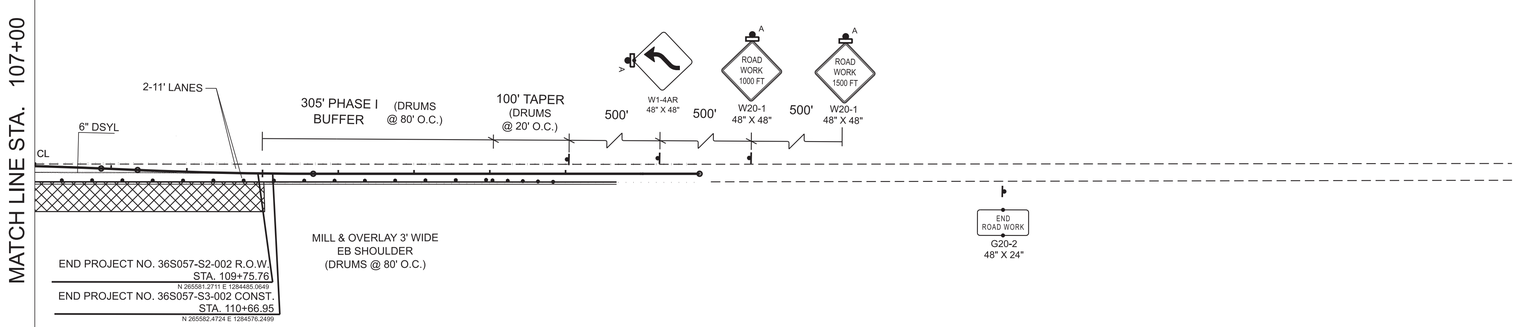
TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	T-3
PIH	2026	36S057-S3-002	T-3
PSE	2026	36S057-S3-002	T-3







TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	CRASH CUSHION
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

SEALED BY

WILLIAM ANDREW PACE III
REGISTERED ENGINEER
CONSTRUCTION
COMMERCE
No. 204429
STATE OF TENNESSEE
05-22-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

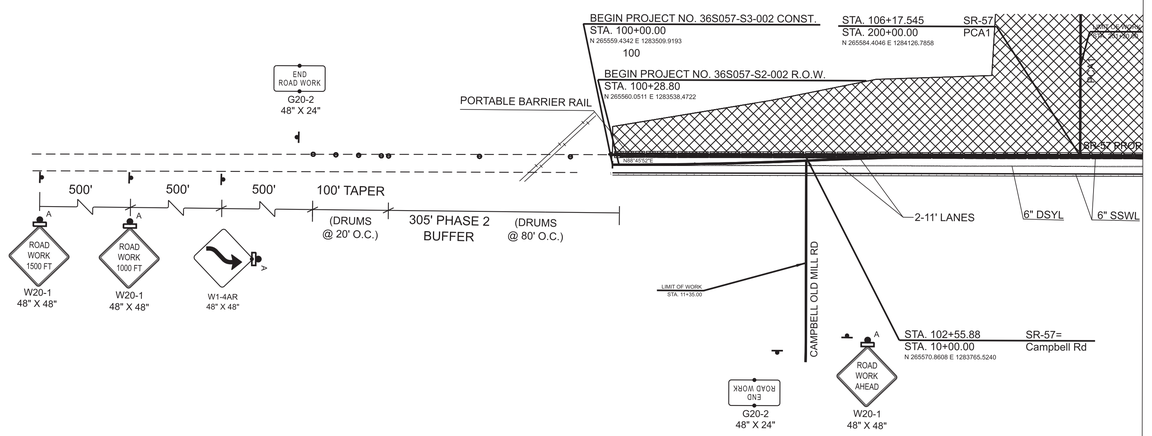
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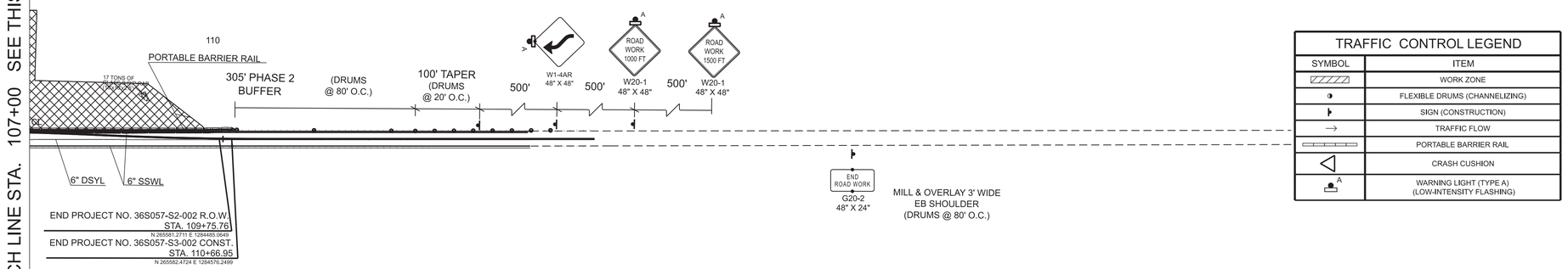
TRAFFIC CONTROL PLANS PHASE I

STA. 100+00 TO STA. 115+76
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	36S057-S2-002	T-4
PIH	2026	36S057-S3-002	T-4
PSE	2026	36S057-S3-002	T-4





TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	CRASH CUSHION
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

SEALED BY

WILLIAM ANDREW PINK
REGISTERED ENGINEER
No. 204439
STATE OF TENNESSEE
05-22-26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS PHASE II

STA. 100+00 TO STA. 15+76
SCALE: 1" = 100'

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BESMIR ZENELAKU

Digitally signed by BESMIR ZENELAKU
Date: 2026.05.15 09:49:51 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION-GEOTECHNICAL ENGINEERING SECTION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
BESMIR ZENELAKU, P.E. NO. 124664

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	GEOTECH-SIGN1
GEOTECHNICAL PLANS	G-1 – G-4

YEAR	PROJECT NO.	SHEET NO.
2026	36S057-S3-002	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

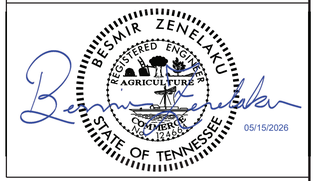
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S057-S3-002	G-1

GEOTECHNICAL INDEX

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
INDEX

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S057-S3-002	G-2

DEFINITION OF EARTHWORK TERMS

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

A. SOIL MATERIAL

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

B. SOLID ROCK MATERIAL

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

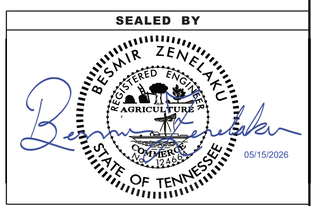
C. SOFT ROCK OR DEGRADABLE ROCK

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

D. TRANSITIONAL MATERIALS

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

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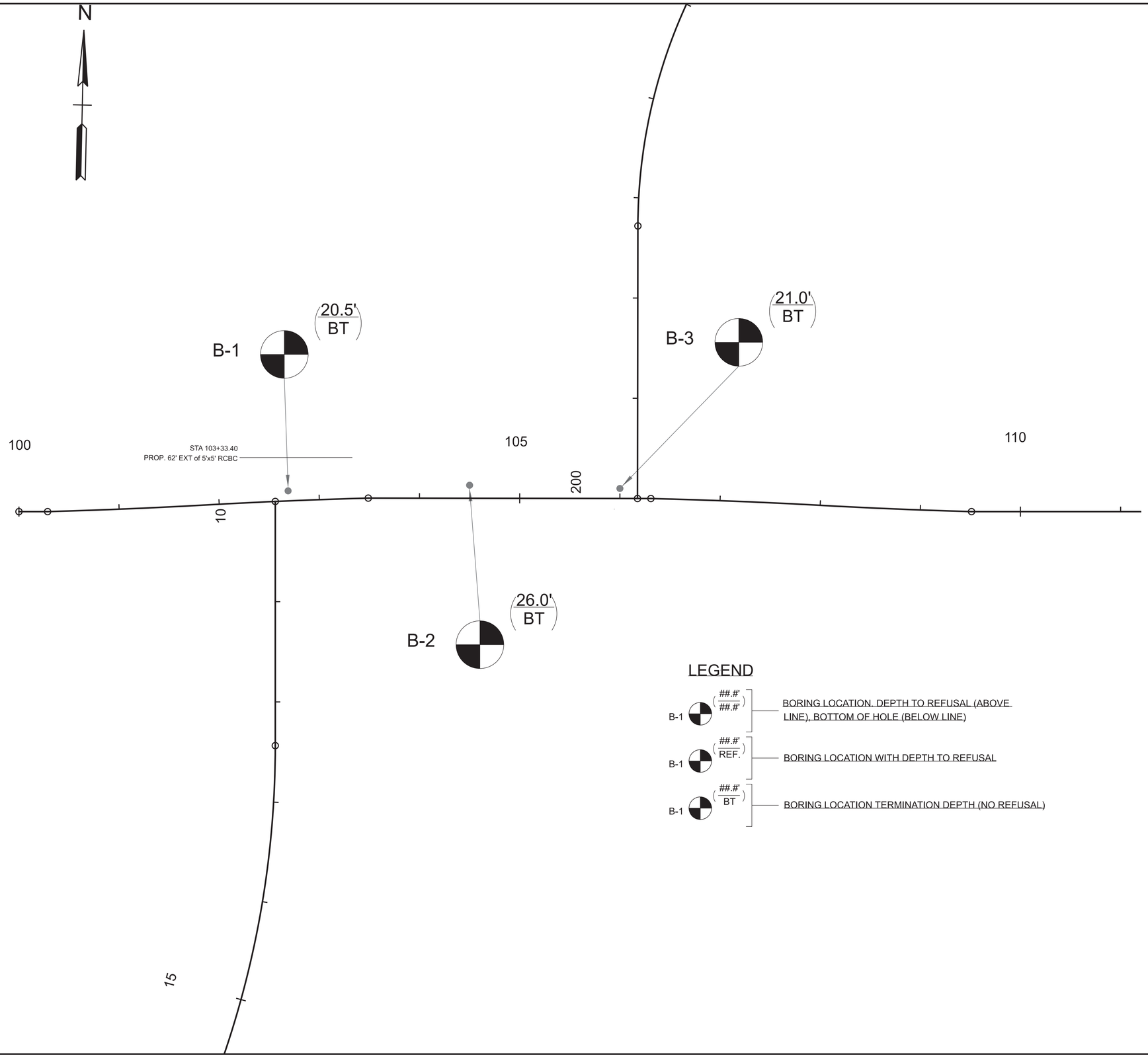


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S057-S3-002	G-3



LEGEND

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

B-1 (##.#' / REF.) — BORING LOCATION WITH DEPTH TO REFUSAL

B-1 (##.#' / BT) — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY

BESMIR ZENELAKU — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — STATE OF TENNESSEE — No. 124884

05/15/2026

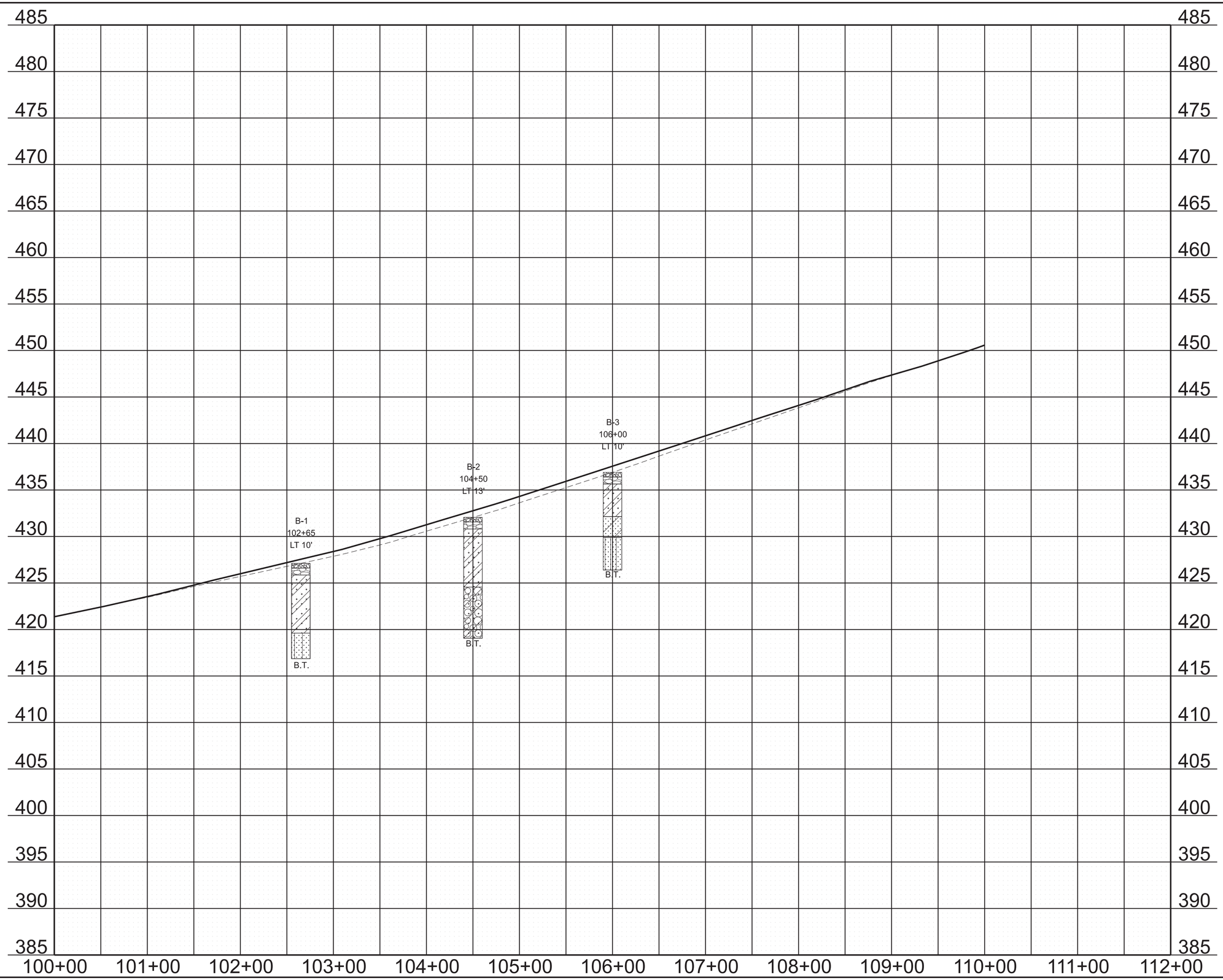
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S057-S3-002	G-4



LEGEND

- ASPHALT
- SUBBASE
- LEAN CLAY WITH SAND
- CLAYEY SAND
- SILTY SAND
- CLAYEY SAND WITH GRAVEL

TYPE A MATERIAL

B.T.= BORING TERMINATED
REF.= AUGER REFUSAL

SEALED BY

BESMIR ZENELAKU
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 124865
STATE OF TENNESSEE

05/15/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36ACOU-S3-002	S-1
PS&E	2026	36S057-S3-002	

SWPPP INDEX OF SHEETS

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2. SITE DESCRIPTION (5.5.1.)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)	1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	1-2
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)	2-3
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7. UTILITY RELOCATION	3-4
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9. SITE ASSESSMENTS (5.5.3.8.)	4
10. STORMWATER MANAGEMENT (5.5.3.11.h)	4-5
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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): 10.699 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 8.978 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-57 State Industrial Access Serving PCA
COUNTY: Hardin
PINs: 133333.01, 133333.02

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

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 12, 12A, DRAINAGE MAP SHEET(S) 7, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

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

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

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

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

IF YES, LIST THE CORRESPONDING PLAN SHEET: N/A

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)
Waynesboro fine sandy loam, 5 to 8 percent slopes (Etowah)	B	51.5	.20
Waynesboro fine sandy loam, 8 to 12 percent slopes (Etowah)	B	19.2	.20
Waynesboro gravelly sandy loam, 12 to 25 percent slopes (Saffell)	B	16.9	.24
Waynesboro very gravelly sandy loam, 25 to 45 percent slopes (Saffell)	B	5.8	.10
Waynesboro gravelly sandy loam, 8 to 12 percent slopes (Saffell)	B	3.2	.24
Dexter loam, 8 to 12 percent slopes	B	3.0	.43
Falaya loam, local alluvium (Enville)	B/D	0.1	.37

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

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

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

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

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS

AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	0.32	3.22	89	
PERVIOUS	6.96	70.10	48	
PERVIOUS	2.65	26.68	61	
WEIGHTED CURVE NUMBER OR C-FACTOR =			52.79	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS

AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	0.50	5.01	89	
PERVIOUS	2.50	25.06	61	
PERVIOUS	5.81	58.25	49	
IMPERVIOUS	1.17	11.68	83	
WEIGHTED CURVE NUMBER OR C-FACTOR =			57.98	

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 12-14A)

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	Chambers Creek	NO	NO	YES	YES
STR-2	Chambers Creek	NO	NO	YES	YES
SPR-1	Chambers Creek	NO	NO	NO	YES

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36ACOU-S3-002	S-2
PS&E	2026	36S057-S3-002	

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)
N/A	N/A	N/A

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) N/A.

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:N/A

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)
N/A	N/A	N/A	N/A	N/A

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) N/A.

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) N/A.

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36ACOU-S3-002	S-3
PS&E	2026	36S057-S3-002	

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

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

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

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

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

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

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

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

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

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 11 (5.5.3.1.j).

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

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

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

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

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

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

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

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

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

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

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

6. FLOCCULANTS (5.5.3.1.b)

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

IF YES, THE FOLLOWING NOTES APPLY:

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

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

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

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

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

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

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

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

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

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

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

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

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

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

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

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

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

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

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

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

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 "INSPECTOR") (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 "INSPECTOR").

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE "DOCUMENTATION AND PERMITS" BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): N/A

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

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REPRESENTATIVE WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

☒ FERTILIZERS AND LIME

☐ PESTICIDES AND/OR HERBICIDES

☒ DIESEL AND GASOLINE

☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

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

☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.

☐ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.

☐ WATER USED TO CONTROL DUST. (3.5.3.1.n)

☐ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.

☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.

☐ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.

☐ OTHER: N/A

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: N/A

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.

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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.
PS&E	2026	36ACOU-S3-002	S-7
PS&E	2026	36S057-S3-002	

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

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

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

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			
CORPS OF ENGINEERS (USACE)			
TVA 26A			
TDEC CGP			
OTHER:			

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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PS&E	2026	36S057-S3-002	

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

OUTFALL LABEL 133333.01	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
OUT4		202+00 LT	15.6	0.86	0.33	0.33	No	No	Chambers Creek	35.041312, -88.286975
	OUT-4A	202+52 LT	6.0	0.69	1.14	1.14	No	No	Chambers Creek	35.041371, -88.286974
	OUT-4B	202+00 RT	12.6	0.49	0.49	0.49	No	No	Chambers Creek	35.041336, -88.286541
	OUT-4C	202+40 RT	6.0		0.99	0.99	No	No	Chambers Creek	35.041389, -88.286535
OUT-5		209+44 LT	3.5	4.26	4.23	4.23	No	No	Chambers Creek	35.043501, -88.285375
OUT-6		216+80 LT	2.5	0.35	0.51	0.51	No	No	Chambers Creek	35.044913, -88.283735
	OUT-6A	216+90 RT	2.5	0.39	0.93	0.93	No	No	Chambers Creek	35.044722, -88.2833

OUTFALL LABEL 133333.02	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		101+13.68 LT	3.49	0.34	0.17	0.17	No	No	Chambers Creek	35.04099, -88.287678
OUT-2		103+37.91 LT	4.48	0.66	0.66	0.66	No	No	Chambers Creek	35.04116, -88.286861
OUT-3		108+69.78 LT	11.87	0.16	0.16	0.16	No	No	Chambers Creek	35.041116, -88.285526
OUT-4		202+00.18	15.58	0.86	0.33	0.33	No	No	Chambers Creek	35.041428, -88.286613
	OUT-4B	201+91.93	12.57		0.49	0.49	No	No	Chambers Creek	35.041447, -88.286178

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

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STORMWATER POLLUTION PREVENTION PLAN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S057-S3-002	U1-1
		–	

Index Of Sheets	
SHEET NAME	SHEET NO.
UTILITIES INDEX, UTILITIES OWNERS, AND UTILITIES SHEETS;	U1-1

PIN: 133333.02

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

HARDIN COUNTY

STATE INDUSTRIAL ACCESS SERVING PACKAGING CORPORATION OF AMERICA

STATE HIGHWAY NO. 57 F.A.H.S. NO. N/A

CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:	CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:
NO CONFLICT	GAS TRANSMISSION	BLACK BEAR TRANSMISSION LLC MICHAEL STEELMAN 3230 E. SECOND STREET MUSCLE SHOALS, AL 35661 256-627-7131 msteelman@blackbearllc.com	NO CONFLICT	ELECTRIC	PICKWICK ELECTRIC COOPERATIVE SCOTTY ASHE 672 HWY 142 SELMER, TN 38375 731-645-3411 / D: 731-434-0604 sashe@pickwick-electric.com
NO COST	FIBER OPTIC	BRIGHT SPEED JIM ARTERBURN 507 MAIN TREET NEW TAZEWELL, TN. 37604 O: 980-376-1377 / C: 423-489-2033 jim.arterburn@brightspeed.com			
NO COST	GAS	BURNSVILLE COUNCE GAS CORPORATION SCOTT HORTON 3675 BIG OAKS BOULEVARD SALTILLO, MS 38866 662-808-3093 burnsvillegasco@gmail.com			
NO CONFLICT	FIBER OPTIC	CHARTER COMMUNICATIONS KEITH CHESSER 24 CIRCLE DRIVE MCKENZIE, TN 38201 731-352-1146 / C: 731-621-9552 keith.chesser@charter.com			
NO COST	WATER	FIRST UTILITY DISTRICT HARDIN COUNTY RON SMITH 7075 HIGHWAY 57 COUNCE, TN 38326 731-689-4454 operators@centurylink.net			

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX
AND
UTILITY OWNERS

SPECIAL NOTES

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

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