THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Digitally signed by Eric Kim
Date: 2025.07.22 15:33:32 -04'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE

KNOXVILLE, TENNESSEE 37914
ERIC KIM, P.E. NO. 127831

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
STANDARD STRUCTURE DRAWINGS	1A2
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
ESTIMATED BOX BRIDGE QUANTITIES	2A
TYPICAL SECTIONS	2B
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B1
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEETS	2G
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP	3B
PRESENT LAYOUT	4
RIGHT OF WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
DRAINAGE MAP	5
CULVERT SECTION(S)	6 - 8
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	9 - 13
ROADWAY CROSS SECTIONS	15 – 52
TRAFFIC CONTROL PLANS	T1-T6

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jacob Brashear
Digitally signed by Jacob Brashear
Date: 2025.07.22 14:53:10 -04'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE

KNOXVILLE, TENNESSEE 37914
JACOB BRASHEAR, P.E. NO. 122645

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.
SIGN SCHEDULE SHEET	14

YEAR	PROJECT NO.	SHEET NO.
2025	R-BR-STP-9(99)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

COCKE COUNTY

S.R. 9 (U.S. 25):
BRIDGE OVER BRANCH, LM 21.43 (GFT-26)

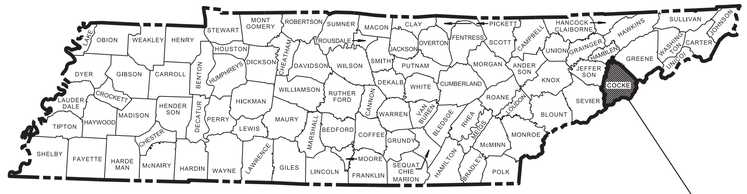
PS&E

BRIDGE REPLACEMENT, GRADE, DRAIN, PAVE, AND GUARDRAIL

STATE HIGHWAY NO. 9 F.A.H.S. NO. 25

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	R-BR-STP-9(99)	
STATE PROJ. NO.	15003-3242-94	



COCKE CO. S.R. 9
BRIDGE ID. # 15SR0090021

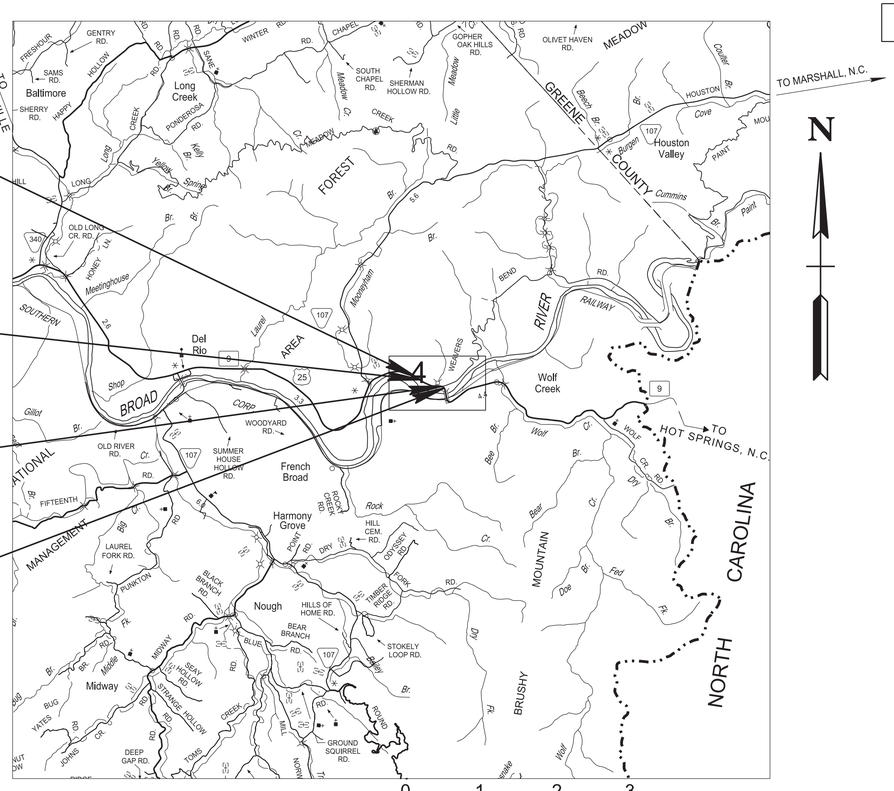
NO EXCLUSIONS

15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 CONSTRUCTION
N 592546.1789 E 2867888.7245

15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 R.O.W.
N 592534.3734 E 2867916.3040

15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 R.O.W.
N 592456.6643 E 2868735.8773

15003-3242-94
END PROJECT NO. R-BR-STP-9(99)
STA. 27+00.00 CONSTRUCTION
N 592416.2521 E 2868815.8608



N

SEALED BY

ERIC KIM
No. 127831
07/22/2025

APPROVED: Will Reid
WILL REID, CHIEF ENGINEER

DATE:

APPROVED: Will Reid
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 JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: JOHN SHERK
DESIGNER : ALEX KEELTY CHECKED BY : ERIC KIM, P.E.
P.E. NO. 15003-1242-94 (DESIGN)
PIN NO. 127530.00

SCALE: 1"= 5280'

0 1 2 3 MILES

R.O.W. LENGTH	0.157 MILES
ROADWAY LENGTH	0.173 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.007 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.180 MILES

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

S.R. 9

SURVEY 02-04-2019		TRAFFIC DATA 04-21-25	
UPDATED	05-25-21	ADT (2025)	1450
UPDATED	08-25-21	ADT (2045)	2030
UPDATED	08-17-22	DHV (2045)	203
		D	65 - 35
		T (ADT)	9 %
		T (DHV)	6 %
		V	45 MPH

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

16-JUL-2025 16:51
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\001.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	1A

ROADWAY INDEX

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

STANDARD ROADWAY DRAWINGS

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
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

ROADWAY DESIGN STANDARDS

DWG.	REV.	DESCRIPTION
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION

PIPE CULVERTS AND ENDWALLS

DWG.	REV.	DESCRIPTION
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-4	06-28-19	STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30")

SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
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-CC-1	10-01-24	CRASH CUSHION
S-GR31-1	03-13-25	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-2	01-28-22	SPECIAL CASE GUARDRAIL ATTACHMENT TO CONCRETE DECKS
S-GRS-8		SAFETY PLAN AT SIDEROADS OR DRIVEWAYS FOR LOW SPEED ROADWAYS
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRA-4	03-01-23	IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE

EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-30		INSTREAM DIVERSION (WITHOUT TRAFFIC)
EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

NATURAL STREAM DESIGN

DWG.	REV.	DESCRIPTION
D-NSD-30	05-01-20	SUBSTRATE RESTORATION
D-NSD-33	05-01-20	COIR FIBER EROSION CONTROL BLANKET AND COIR FIBER ROLLS

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	1A1

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
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	03-26-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
DESIGN
DRAWINGS

16-JUL-2025 16:51
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\001A1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	1A2

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
NEW STRUCTURES		
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISC. ABUTMENT & PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS
STD-10-3	03-01-22	MISC. ABUTMENT & PAVEMENT AT BRIDGE ENDS DITCH DETAILS
LRFD BOX CULVERTS		
STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTION AND DETAILS
STD-17-6		TYPICAL ELEVATIONS
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS - SKEW NOT LESS THAN 45 DEG.
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-13		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTION
STD-17-17	06-01-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-20		LOW FLOW CHANNEL CONSTRUCTION DETAILS FOR CULVERT INLET AND OUTLET
STD-17-24		WARPED SLOPE DETAIL
STD-17-28		END SECTION DETAILS
STD-17-29		PRECAST BOX CULVERT DETAILS
STD-17-83		BOX BRIDGE, 2 BARRELS AT 16', CLEAR HTS. 9' - 12', 0 - 60' FILL

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127857
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	1B
PS&E	2025	R-BR-STP-9(99)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENT	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 15SR0090021, SR-9 OVER BRANCH LM 21.43 (15-SR009-21.43). NO ACM WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2015) SECTIONS 107.08 D AND 202.03).	S.R. 9 STA. 22+71.64, 21.10 LT. TO STA. 23+05.60, 20.51 LT. BRIDGE NO. 15SR0090021
EDPL001	ENVIRONMENT	1. THE FOLLOWING ENVIRONMENTAL COMMITMENTS ARE BEING MADE IN REGARD TO THE ANDREW JOHNSON BEAR RESERVE/CHEROKEE NATIONAL FOREST (CNF) AND ARE IN COMPLIANCE WITH THE FEBRUARY 2023 DETERMINATION OF SECTION 4(F) DE MINIMIS USE: 1. ACCESS TO THE NEARBY RAFTING AREA, FISHING POND AND RECREATION AREA, AND THEIR ASSOCIATED PARKING AREAS WITHIN THE CNF WILL NOT BE IMPACTED, AS CONSTRUCTION WILL BE PHASED AND TRAFFIC WILL BE MAINTAINED ALONG SR-9 WITH ONE-LANE AND A TRAFFIC SIGNAL.	S.R. 9 STA. 17+50.00 TO STA. 27+00.00
EDPL002	ENVIRONMENT	2. IF DURING SUBSEQUENT PROJECT DEVELOPMENT PHASES, THE DESIGN FEATURES ASSOCIATED WITH THE SR-9 BRIDGE OVER BRANCH, LOG MILE 21.43 ARE MODIFIED FROM WHAT IS STATED IN THE APPROVED FEBRUARY 2023 DETERMINATION OF SECTION 4(F) DE MINIMIS USE, THE TDOT ENVIRONMENTAL DIVISION IS TO BE NOTIFIED IMMEDIATELY IN WRITING.	S.R. 9 STA. 17+50.00 TO STA. 27+00.00
EDEC002	ENVIRONMENT	ANY TREE TRIMMING AND/OR CUTTING ACTIVITIES WILL BE ACCOMPLISHED BETWEEN OCTOBER 1 AND MARCH 31 TO MINIMIZE THE POTENTIAL OF ADVERSELY AFFECTING EITHER THE FEDERALLY ENDANGERED INDIANA BAT (MYOTIS SODALIS), NORTHERN LONG-EARED BAT (MYOTIS SEPTENTRIONALIS), OR THE PROPOSED ENDANGERED TRICOLORED BAT (PERIMYOTIS SUBFLAVUS).	S.R. 9 STA. 17+50.00 TO STA. 27+00.00

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

16-JUL-2025 16:51
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\001B.snt

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 15003-3242-94
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)(20)(21)(27)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	4502
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	288
	203-06	WATER	M.G.	4
	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	392
	203-08	CHANNEL EXCAVATION (UNCLASSIFIED)	C.Y.	347
(7)	203-20.01	CHANNEL SUBSTRATE	C.Y.	121
	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	0.4
(2)	209-05	SEDIMENT REMOVAL	C.Y.	60
	209-06.02	12" DIA COIR LOG (STREAM BANK LINING)	L.F.	380
(2)(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1910
	209-08.07	ROCK CHECK DAM	EACH	12
(2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(2)(13)	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	190
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1801
(2)(8)(20)(22)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	762
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	394
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	258
(4)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	6
(26)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	6
(4)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	192
	411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	0.4
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	41
(28)	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	126
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	4
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	180
	621-05.02	TEMPORARY SHORING	LS	1
(12)	705-01.04	METAL BEAM GUARD FENCE	L.F.	88
	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	932
	705-06.11	GR TERMINAL (IN-INLINE) MASH TL3	EACH	1
	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	1
	706-06.03	RADIUS RAIL	L.F.	26
	706-10.26	ROUNDED END ELEMENT	EACH	1
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	9
(2)(9)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
(17)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	46
(18)(20)(23)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	2469
(29)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON	229
	712-01	TRAFFIC CONTROL	LS	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	1560
(25)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4
(4)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	46
	712-04.50	BARRIER RAIL DELINEATOR	EACH	40
(5)	712-06	SIGNS (CONSTRUCTION)	S.F.	944
(14)	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	52
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	1
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	100
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	190
	713-11.21	P POST SLIP BASE	EACH	4
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	5
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	36
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.20	SIGNS (R1-1, STOP SIGN, 36" X 36")	EACH	1
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	13
(15)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	10
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	4.3
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	12
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	3.8
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	6864
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	1.3

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 15003-3242-94
	717-01	MOBILIZATION	LS	1
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	2
(2)(6)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	759
(20)(24)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	617
(2)(10)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	14
(19)	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT	9
(10)(16)	801-02	SEEDING (WITHOUT MULCH)	UNIT	28
(2)(7)(11)	801-03	WATER (SEEDING & SODDING)	M.G.	2
(2)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	3142

FOOTNOTES

(1) INCLUDES 7 C.Y. FOR TEMPORARY CONSTRUCTION EXIT AND 95 C.Y. FOR TYPE 1 CULVERT PROTECTION AND 2304 FOR GEOTECH.

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

(3) INCLUDES 221 L.F. FOR SEDIMENT FILTER BAGS.

(4) QUANTITIES MAY BE INCREASED OR DECREASED BY T.D.O.T. MANAGER.

(5) FOR PLACEMENT OF CONSTRUCTION SIGNS SEE T-SHEETS.

(6) INCLUDES 62 S.Y. FOR SEDIMENT FILTER BAGS, 86 S.Y. FOR TEMPORARY CONSTRUCTION EXIT AND 108 S.Y. FOR TYPE 1 CULVERT PROTECTION. 503 SY FOR GEOTECH QUANTITIES.

(7) TO BE USED FOR THE EMBEDMENT OF STRUCTURES. SEE ENVIRONMENTAL NOTE ON SHEET 4B.

(8) INCLUDES 19 TONS FOR TEMPORARY SEDIMENT FILTER BAGS 8 TONS FOR TYPE 1 CULVERT PROTECTION. 617 TONS FOR GEOTECH QUANTITIES, 118 TONS FOR GUARDRAIL POSTS.

(9) TO BE USED FOR TEMPORARY CONSTRUCTION EXIT.

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

(11) INCLUDES 2 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

(12) TO BE USED OVER PROPOSED BOX CULVERT.

(13) INCLUDES ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION AND MAINTENANCE, I.E. SANDBAGS, JERSEY BARRIER, RIPRAP, SHEET PILING AND/OR OTHER MATERIALS.

(14) TO BE USED WITH TEMPORARY TRAFFIC SIGNAL.

(15) ANY DAMAGE OCCURRED DURING REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE TDOT OPERATIONS DISTRICT ENGINEER.

(16) INCLUDES 23 UNITS FOR SPECIAL DITCHES.

(17) INCLUDES 46 TONS FOR TYPE 1 CULVERT PROTECTION.

(18) 2 TONS AT DRAINAGE STRUCTURE #4 OUTLET AND 2467 TONS FOR GEOTECH QUANTITIES.

(19) PERMANENT STABILIZATION WITH NATIVE OR NATURALIZED PERENNIAL VEGETATION IS REQUIRED IN ALL AREAS AUTHORIZED FOR TEMPORARY AND PERMANENT IMPACTS TO STREAMS AND RIPARIAN AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FT OF THE EDGE OF WATER. THE APPROPRIATE SEED MIXTURE FOR THE REGION AND SITE CONDITIONS SHALL BE SELECTED FROM TABLE 7.9-1 (PREFERRED SEED MIXES USING NATIVES OR NATURALIZED PLANTS AND PLANTING DATES) FOUND IN CHAPTER 7.9 (PERMANENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.

(20) REFER TO G-SHEETS

(21) INCLUDES ITEM TO BE USED ALONG THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45 EXCAVATION SHOULD BE CONDUCTED TO IMPENETRABLE MATERIAL, APPROXIMATELY 5 TO 7 FEET BELOW ROAD SURFACE, OR AS DIRECTED BY THE ENGINEER.

(22) INCLUDES ITEM TO BE USED ALONG THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45 IN A 1-FOOT LAYER OVER THE RIP-RAP PAD OR AS DIRECTED BY THE ENGINEER.

(23) INCLUDES ITEM TO BE USED ALONG THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45 IN A 3-FOOT LAYER OR AS DIRECTED BY THE ENGINEER.

(24) THIS ITEM TO BE USED ALONG EXCAVATION THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45, OR AS DIRECTED BY THE ENGINEER, TO PREVENT FINES FROM PIPING THROUGH THE MINERAL AGGREGATE.

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

(26) ITEM TO BE USED AS DIRECTED BY THE ENGINEER.

(27) SEE GRADING SPECIAL NOTES SHEET 2D.

(28) BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PIPE

(29) TO BE USED AT BRIDGE CULVERT OUTLET

RIP-RAP, MINERAL AGGREGATES (SIZE 57), EXCAVATION AND GEOTEXTILE TYPE IV QUANTITIES, DESIGN AND NOTES WERE PROVIDED BY THE TDOT REGION 1 GEOTECHNICAL SECTION.

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE & COMMERCE No. 127853 STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

16-JUL-2025 17:33
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 1

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	2A

ESTIMATED BOX BRIDGE QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 15003-3242-94
(3)	202-04.01	REMOVAL OF STRUCTURES (34' THREE SPAN CONCRETE, STA. 22+88.73, 20.85' LT.)	LS	1
(3)	204-08	FOUNDATION FILL MATERIAL	C.Y.	197
	303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	641
(1)(3)	604-02.01	CLASS A CONCRETE (BOX BRIDGES)	C.Y.	194
(2)(3)	604-02.02	STEEL BAR REINFORCEMENT (BOX BRIDGES)	LB.	47806

FOOTNOTES

(1) BRIDGE DECK FINISH TO BE BURLAP DRAG IN ACCORDANCE WITH METHOD "A" AS SPECIFIED IN SUBSECTION 604.23 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

(2) EPOXY-COATED REINFORCING STEEL IS TO BE USED IN THE TOP MAT OF THE TOP SLAB AND CURBS INCLUDING TIE BARS FOR CURBS AND CORNER BARS OF THE EXTERIOR WALLS. THE UNIT COST BID SHALL INCLUDE THE ADDITIONAL COST FOR EPOXY-COATED STEEL.

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

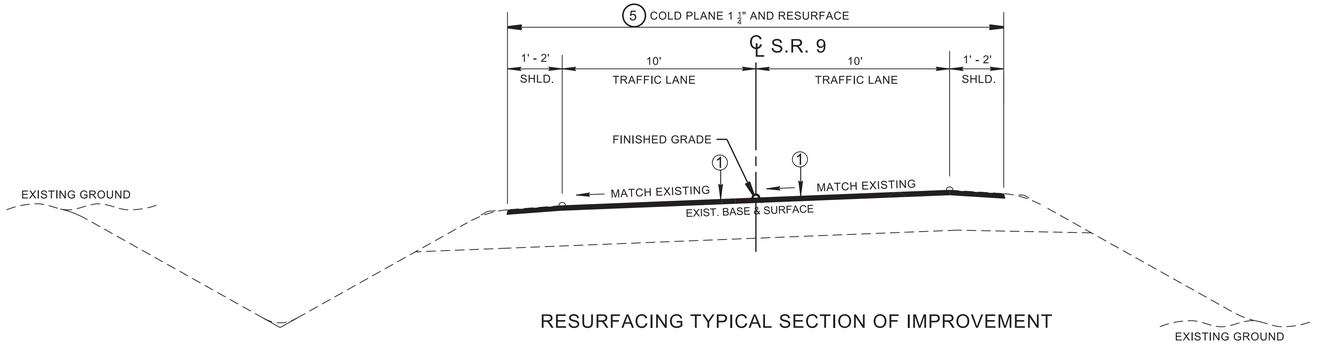
SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

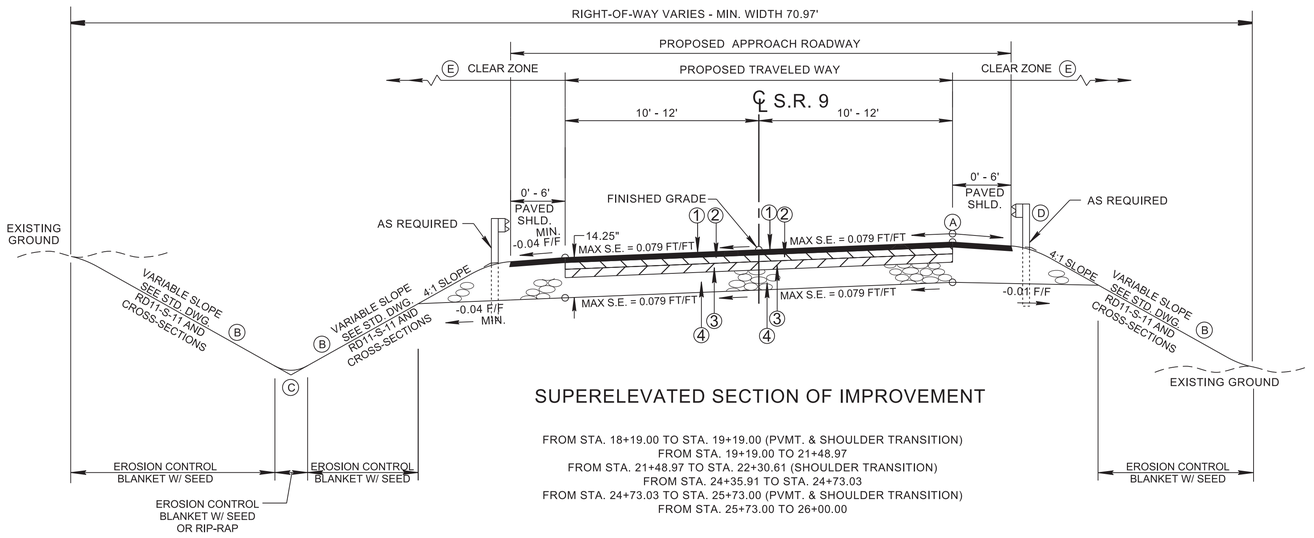
ESTIMATED
BOX BRIDGE
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	2B
PS&E	2025	R-BR-STP-9(99)	2B



RESURFACING TYPICAL SECTION OF IMPROVEMENT

FROM STA. 17+50.00 TO STA. 18+19.00 (RESURFACING)
FROM STA. 26+00.00 TO STA. 26+10.00 (RESURFACING ONLY - SUPERELEVATED)
FROM STA. 26+10.00 TO STA. 27+00.00 (RESURFACING ONLY)



SUPERELEVATED SECTION OF IMPROVEMENT

FROM STA. 18+19.00 TO STA. 19+19.00 (PVMT. & SHOULDER TRANSITION)
FROM STA. 19+19.00 TO 21+48.97
FROM STA. 21+48.97 TO STA. 22+30.61 (SHOULDER TRANSITION)
FROM STA. 24+35.91 TO STA. 24+73.03
FROM STA. 24+73.03 TO STA. 25+73.00 (PVMT. & SHOULDER TRANSITION)
FROM STA. 25+73.00 TO 26+00.00

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

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

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

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

Ⓔ SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) @ 1.25"+ THICK (APPROX. 132.5 LBS./S.Y.) 411-01.10 ACS MIX (PG64-22) GRADING "D" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FILED.	(3) BITUMINOUS PLANT MIX BASE (HOT MIX) @ 3"+ THICK (APPROX. 345 LBS./S.Y.) 307-01.01 ACS MIX (PG64-22) (BPMB-HM) GRADING "A" 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30-0.35 GAL./S.Y.) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 8-12 LB./S.Y.)	(5) COLD PLANING @ 1.25" THICK ITEM NO. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
(2) BITUMINOUS PLANT MIX BASE (HOT MIX) @ 2"+ THICK (APPROX. 226 LBS./S.Y.) 307-01.08 ACS MIX (PG64-22) (BPMB-HM) GRADING "B-M2" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FILED.	(4) MINERAL AGGREGATE BASE @ 8" + THICK (ROADWAY) & 13" + THICK (SHOULDERS) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	

SEALED BY

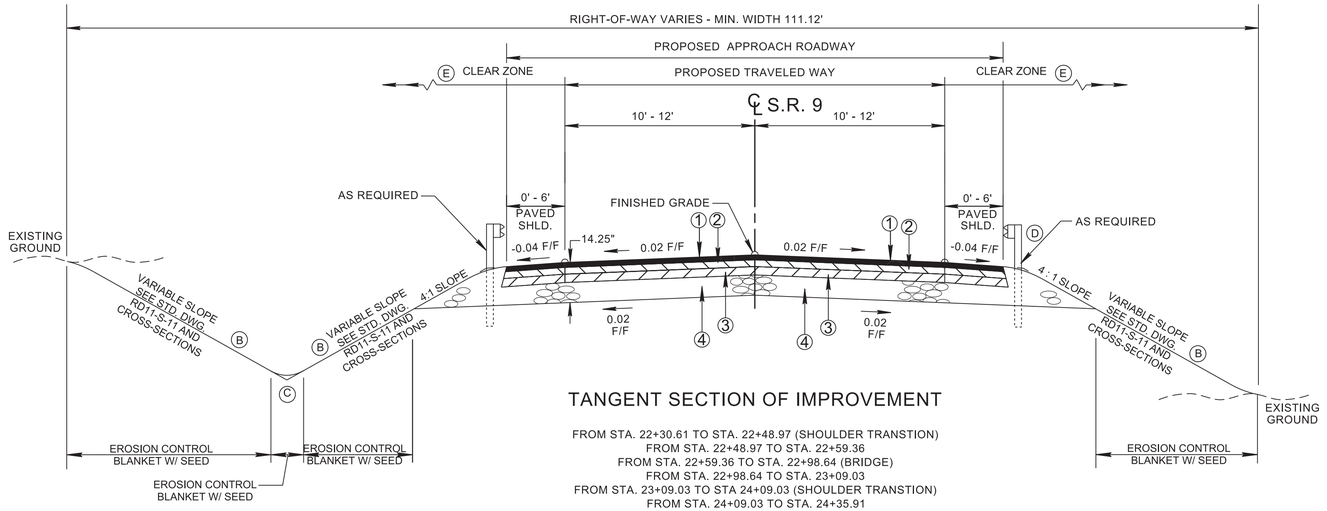
07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

16-JUL-2025 16:52
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDESIDesign\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\002B.snt

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	2B1
PS&E	2025	R-BR-STP-9(99)	2B1



TANGENT SECTION OF IMPROVEMENT

FROM STA. 22+30.61 TO STA. 22+48.97 (SHOULDER TRANSTION)
FROM STA. 22+48.97 TO STA. 22+59.36
FROM STA. 22+59.36 TO STA. 22+98.64 (BRIDGE)
FROM STA. 22+98.64 TO STA. 23+09.03
FROM STA. 23+09.03 TO STA 24+09.03 (SHOULDER TRANSTION)
FROM STA. 24+09.03 TO STA. 24+35.91

(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.

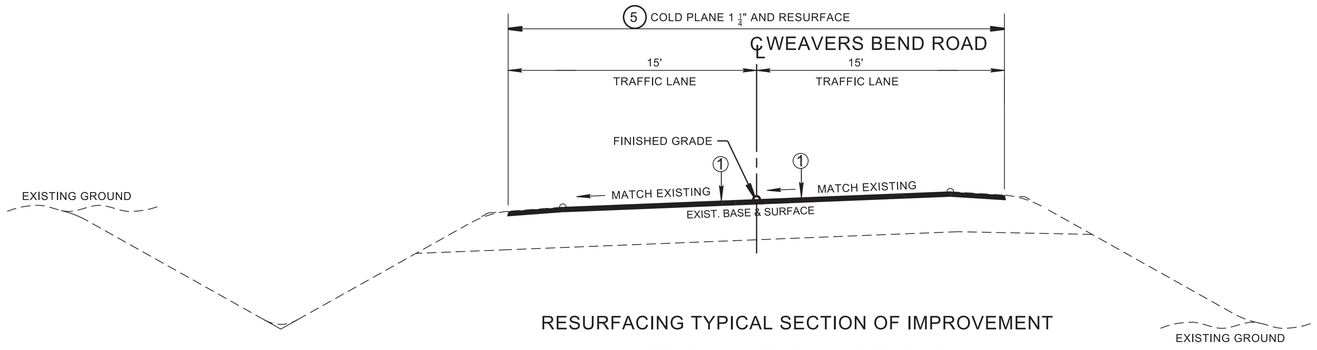
(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

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

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

PAVEMENT AND SHOULDER TRANSITIONS

ROADWAY	TYPE	BEGIN STA.	END STA.	BEGIN OFFSET	END OFFSET	LENGTH
S.R. 9	PAVEMENT	18+19.00	19+19.00	10.97' (LT)	12.00' (LT)	100'
S.R. 9	SHOULDER	18+19.00	19+19.00	11.79' (LT)	13.00' (LT)	100'
S.R. 9	PAVEMENT	18+19.00	19+19.00	9.96' (RT)	12.00' (RT)	100'
S.R. 9	SHOULDER	18+19.00	19+19.00	11.55' (RT)	13.00' (RT)	100'
S.R. 9	SHOULDER	21+48.97	22+48.97	13.00' (LT)	18.00' (LT)	100'
S.R. 9	SHOULDER	21+48.97	22+48.97	13.00' (RT)	18.00' (RT)	100'
S.R. 9	SHOULDER	23+09.03	24+09.03	18.00' (LT)	13.00' (LT)	100'
S.R. 9	SHOULDER	23+09.03	24+09.03	18.00' (RT)	13.00' (RT)	100'
S.R. 9	PAVEMENT	24+73.00	25+73.00	12.00' (LT)	12.48' (LT)	100'
S.R. 9	SHOULDER	24+73.00	25+73.00	13.00' (LT)	13.66' (LT)	100'
S.R. 9	PAVEMENT	24+73.00	25+73.00	12.00' (RT)	10.77' (RT)	100'
S.R. 9	SHOULDER	24+73.00	25+73.00	13.00' (RT)	12.89' (RT)	100'



RESURFACING TYPICAL SECTION OF IMPROVEMENT

FROM STA. 9+69.61 TO STA. 9+88.17 (RESURFACING)

SEE SHEET NO. 2B
FOR PAVEMENT SCHEDULE

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
No. 127853
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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.

SEEDING AND SODDING

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

GUARDRAIL

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

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

DRAINAGE

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

(2) EXCAVATION FOR PIPE CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

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

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

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

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

MISCELLANEOUS

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

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

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

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

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE TDOT PROJECT ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

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

d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(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 CENTERLINE AND EDGELINES 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, PAINTED PAVEMENT MARKING (6" LINE), L.M.

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

(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.

SIGNING

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

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

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

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

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

(6) 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.

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

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

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.

(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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	2C

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	2C1

GENERAL NOTES (CONT.)

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.

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	2D

SPECIAL NOTES

GRADING

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

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

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

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

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

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

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

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

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

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	2E
PS&E	2025	R-BR-STP-9(99)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

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

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

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

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

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

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

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

SPECIES

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

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

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

PERMITS, PLANS & RECORDS

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

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

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

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

THIS PROJECT INCLUDES:

(1) RE-ALIGNMENT OF S.R. 9 TO RUN ALONGSIDE THE EXISTING ALIGNMENT.

(2) GRADING, DRAINAGE, BASE, PAVEMENT AND GUARDRAIL FOR S.R. 9 TO LINES AND GRADES AS INDICATED ON THE PLAN, PROFILE, AND TYPICAL CROSS-SECTION SHEETS.

(3) REMOVAL OF A 34 FT. THREE-SPAN CONCRETE BRIDGE AND CONSTRUCTION OF A 34 FT. CONCRETE BOX BRIDGE CONSISTING OF TWO 11 FT. BARRELS WITH 16 FT. SPANS OVER BRANCH ON S.R. 9.

(4) CONSTRUCTION OF ALL DITCHES, DRAINAGE STRUCTURES, GUARDRAIL, APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL DEVICES, SEEDING, SODDING, PAVEMENT MARKINGS, SIGNING, INSTALLATION OF TRAFFIC CONTROL DEVICES, AND OTHER DESIGN FEATURES.

(5) ALL WORK SHALL BE CONSTRUCTED AS INDICATED ON THE ROADWAY PLANS OR AS DIRECTED BY THE TDOT MANAGER.

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	2F
PS&E	2025	R-BR-STP-9(99)	2F

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	2096	236	2034
SIDE ROADS	0	0	
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0	
	-	-	-
	-	-	-
	-	-	-
TOPSOIL (EMB.)	0		
TOPSOIL (EXC.)	0		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	2096	236	2096	2096	2034

BALANCE SUMMARY

SHRINK = 3 % SWELL = 35 %

EXC.		EMB.
2034	VS.	-236
AVAILABLE	=	1798
WASTE MATERIAL	=	1852

NOTE: THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SATISFACTORY DISPOSAL OF 1852 C.Y. OF EXCESS MATERIAL.

TOPSOIL

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.
21163	N/A	N/A	N/A	392	N/A	392	N/A

BOX CULVERT \ BRIDGE TABULATION

STATION	LOCATION	TYPE		SKEW	NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	STANDARD DRAWING NO.	CULVERT ≤ 20 FT.		BRIDGE > 20 FT.		STD. DWG. STD-17-17 & 18		RIP-RAP CLASS "C" 709-05.09 TON	CHANNEL SUBSTRATE 203-20.01 C.Y.	CULVERT EXC. ▲ 204-01 CU. YD.	CHANNEL EXC. 203-08 CU. YD.
		BOX	SLAB								CLASS "A" CONCRETE 604-01.01 CU. YD.	STEEL BAR REINF. 604-01.02 LB.	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				
22+79.00	S.R. 9	X		60º	2	41.5	8	34	429	STD-17-83	-	-	263	50723	101	641	229	121	-	347
TOTALS													263	50723	101	641	229	121	-	347

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

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4	22+88.73	S.R. 9 BRIDGE OVER BRANCH, LM 21.43	34' THREE SPAN SLAB BRIDGE	

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE COMMERCE 1796 STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

16-JUL-2025 17:33
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDESIDesign\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.001002F.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	2F1
PS&E	2025	R-BR-STP-9(99)	2F1

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL				TERMINAL ANCHORS		REMARKS
						METAL BEAM GUARD FENCE 705-01.04 (L.F.)	W BEAM GR (TYPE 2)(LONG POST MASH TL3 705-06.02 (L.F.)	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	ROUND END ELEMENT 706-10.26 (EACH)	IN-LINE MASH TL3 705-06.11 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	
		LT	RT	FROM	TO							
4B	S.R. 9	X		21+48.97	22+69.00		120				1	
4B	S.R. 9		X	18+73.64	22+48.97		379				1	
4B	S.R. 9	X		22+69.00	23+13.00	44						BRIDGE
4B	S.R. 9		X	22+48.97	22+92.25	44						BRIDGE
4B	S.R. 9	X		23+13.00	26+00.51		294		1	1		
4B	S.R. 9		X	22+92.25	24+31.13		139				1	
TOTALS						88	932		1	1	3	

RIGHT OF WAY MARKERS

SHEET NO.	Item #: 708-02.01 QUANTITIES			
	"A"	"B"	"C"	TOTALS
4	5		4	9
TOTALS	5		4	9

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)										
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)				PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)		
	D	A	A-S	B-M	B-M2				D	E	
	303-01	307-01.01	307-01.20	307-01.07	307-01.08	402-01	402-02	403-01	411-01.10	411-01.07	411-xx.xx
S.R. 9	1801	394			258	6	6.0	2	183.7		
WEAVERS BEND ROAD									8.5		
TOTALS	1801	394			258	6	6.0	2	192		

SPECIAL DITCHES

ROADWAY	STATION		SIDE	DETAIL NO.	CONFIGURATION			SEEDING W/O MULCH 801-02 (UNITS)
	FROM	TO			FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)	
S.R. 9	18+19.00	22+62.00	LT.		Varies	0	VARIES	8.7
S.R. 9	23+50.00	26+00.00	LT.		4:1	0	VARIES	4.8
S.R. 9	20+50.00	21+96.87	RT.		3:1	0	2:1	2.8
S.R. 9	22+80.00	23+50.00	RT.		3:1	0	2:1	2.3
TOTALS								19

STORM DRAIN ENDWALLS

LOCATION \ SHEET NO.	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "B" 709-05.08 (TON)	PROTECTED ENDWALLS	
								CLASS "A" CONCRETE 611-07.01 (C.Y.)	STEEL BAR REINFORCING 611-07.02 (LB.)
S.R. 9	22+00.00	30.01' LT.		1	ST	D-PE-4		1	45
S.R. 9	22+00.00	32.26' RT.		2	ST	D-PE-4		1	45
S.R. 9	23+50.00	28.06' LT.		3	ST	D-PE-4		1	45
S.R. 9	23+50.00	34.94' RT.		4	ST	D-PE-4	2	1	45
TOTALS							2	4	180

STORM DRAINAGE PIPES

SHEET NO.	INLET		OUTLET		% GRADE	REINFORCED CONCRETE PIPE CLASS, ITEM NO., SIZE & LENGTH (FT.)			
	CODE NO.	OUTLET ELEV.	CODE NO.	INLET ELEV.		CLASS III 607-03.02 18"	CLASS III 607-05.02 24"	CLASS III 607-06.02 30"	CLASS III 607-07.02 36"
4	1	1183.34	2	1183.03	0.50%	63'			
4	3	1185.24	4	1182.96	3.62%	63'			
TOTALS						126'			

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE & COMMERCE No. 127853 STATE OF TENNESSEE

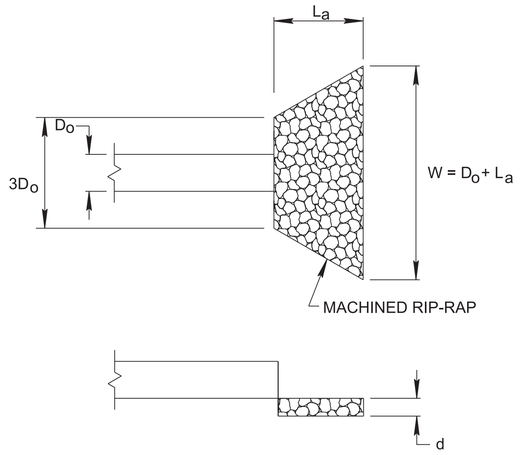
07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

16-JUL-2025 16:53
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\002F1.sht

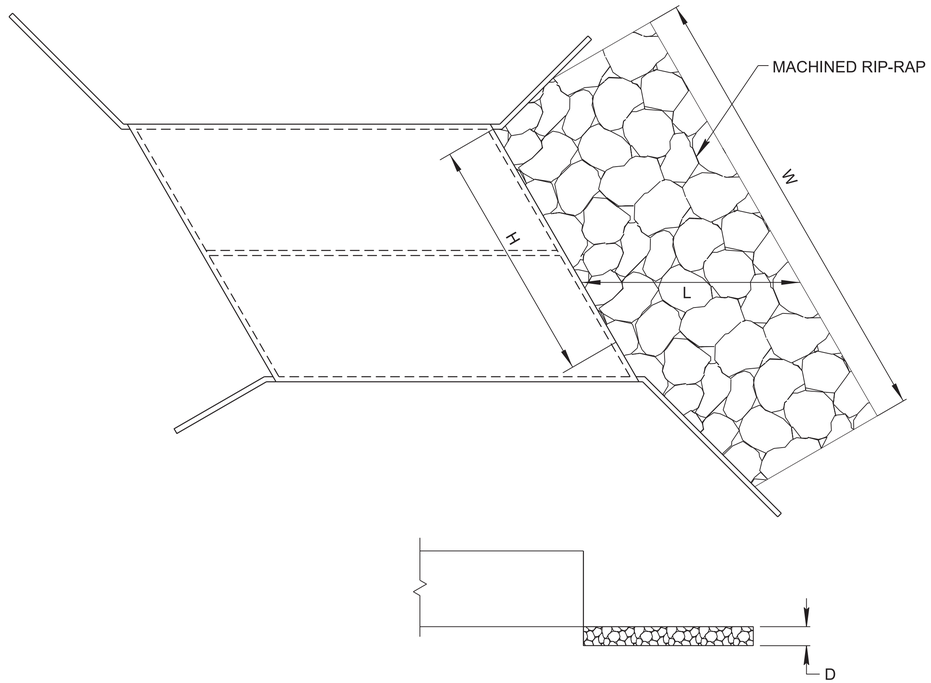
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	2G
PS&E	2025	R-BR-STP-9(99)	2G



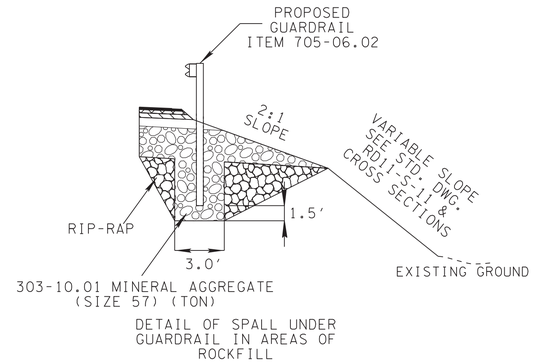
RIP-RAP APRON DETAIL
18" DIA. CULVERT
NTS

PROPOSED RIPRAP APRON SCHEDULE

LOCATION				ENDWALL TYPE	APRON DIMENSIONS (FT.)					RIP-RAP CLASS B 709-05.08 (TON)
STATION	OFFSET DISTANCE (FT.)	OFFSET DIRECTION LT	OFFSET DIRECTION RT		D_O	$3D_O$	La	W (D_O + La)	d	
23+50.00	34.94		X	ST	1.5	4.5	3	4.5	2.5	2



RIP-RAP APRON DETAIL
BOX CULVERT
NTS



GUARDRAIL DETAIL

RIPRAP APRON LOCATIONS, DIMENSIONS AND QUANTITIES

LOCATION				CULVERT OUTLET			APRON DIMENSIONS (FT.)			RIPRAP DEPTH (FT.)	RIP-RAP 709-05.09 CLASS C (TON)
STATION	OFFSET DISTANCE (FT.)	OFFSET DIRECTION LT	OFFSET DIRECTION RT	NO. OF BBLS.	SIZE	LENGTH (FT.)	W	H	L	D	
22+79.00	20.75		X	2	16 X 11	47.92	60	37.7	28	2.5	229

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127611
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SHEET 1 OF 1

16-JUL-2025 16:54
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.001\002G.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	3
PS&E	2025	R-BR-STP-9(99)	3

RIGHT-OF-WAY

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

UTILITY

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

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

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

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

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

UTILITY OWNERS

CABLE:

NEWPORT UTILITIES CONNECT

P.O. BOX 519
1419 W. HWY 25/70
NEWPORT, TN 37822-0519
CONTACT: LEWIS CHAMBERLAIN
OFFICE PHONE: 423 532 3551
CELL PHONE: 865 722 1922
Email: lchamberlain@nuconnect.com

ELECTRIC:

NEWPORT UTILITIES

P.O. BOX 519 (37822-0519)
1419 W HWY 25/70
NEWPORT, TN 37822
CONTACT: CURTIS WILLIAMSON
OFFICE PHONE: 423 613 1145
Email: cwilliamson@newportutilities.com

GAS:

JEFFERSON-COCKE CO UTILITY DISTRICT

122 HIGHWAY 25 E
NEWPORT, TN 37821
CONTACT: CLINT HAMMONDS
OFFICE PHONE: 423 623 3069
CELL PHONE: 865 322 2302
Email: clinth@jccud.com

TELEPHONE:

AT&T

9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
OFFICE PHONE: 865 387 2685

Email: JF092G@att.com

WATER:

NEWPORT UTILITIES

P.O. BOX 519 (37822-0519)
1419 W HWY 25/70
NEWPORT, TN 37821
CONTACT: DAVID GILLIAM
OFFICE PHONE: 423 625 2829
CELL PHONE:
Email: dgilliam@newportutilities.com

SEWER:

NEWPORT UTILITIES

P.O. BOX 519 (37822-0519), 1419 W HWY 25/70

NEWPORT, TN 37821
CONTACT: DAVID GILLIAM
OFFICE PHONE: 423 625 2829
CELL PHONE:
Email: dgilliam@newportutilities.com

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	3A
PS&E	2025	R-BR-STP-9(99)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT DRAINAGE	SLOPE	CONSTRUCTION ①
				BOOK	PAGE											
1	CHEROKEE NATIONAL FOREST	052	001.00	126	43	278.313		278.313	1207 S.F.		1207 S.F.	278.285				
2	CHEROKEE NATIONAL FOREST	052	001.00	126	43		19.463	19.463		0.803	0.803		18.660			831 S.F.
3	~~CHEROKEE NATIONAL FOREST~~	~~052~~	~~001.00~~	~~126~~	~~43~~	~~8.066~~		~~8.066~~				~~8.066~~				
ACQUISITION TOTALS (ACRES)											**0.831**					**0.019**

① TO BE USED FOR CONSTRUCTION WORKING ROOM AND EPSC MEASURES

DISTURBED AREA	
IN BETWEEN SLOPE LINES	1.19 (AC)
15 FOOT WIDE STRIP (OUTSIDE SLOPE LINES)	0.55 (AC)
TOTAL DISTURBED AREA	1.74 (AC)
TOTAL PROJECT AREA	2.08 (AC)

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE & COMMERCE
No. 127853
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	3B
PS&E	2025	R-BR-STP-9(99)	3B

15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245

15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040

STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

15003-3242-94
END PROJECT NO. R-BR-STP-9(99)
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608

15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773

N

S 66° 49' 36" E

POT 16+00.00
N 592635.2062
E 2867750.8268

PRES. R.O.W.

PRES. & PROP. R.O.W.

PRES. & PROP. R.O.W.

PRES. AND PROP. R.O.W.

PRES. R.O.W.

PROP. R.O.W.

SR9 (DIXIE HIGHWAY)

N 89° 47' 12" E

PRES. R.O.W.

PRES. R.O.W.

PROP. R.O.W.

PROP. R.O.W.

BRANCH

STR - 1

STR - 1

PROPOSED CONSTRUCTION EASEMENT

BRANCH

PRES. R.O.W.

POT 8+75.00
N 592395.8265
E 2868867.7763

S 78° 04' 02" W

WEAVERS BEND ROAD

PRES. R.O.W.

PRES. & PROP. R.O.W.

PRES. & PROP. R.O.W.

PRES. R.O.W.

PRES. R.O.W.

S 23° 07' 20" W

SR9 (DIXIE HIGHWAY)

S 13° 26' 46" E

POT 29+67.00
N 592187.8801
E 2868939.5689

PRES. R.O.W.

PRES. R.O.W.

N 59° 29' 50" W
1750.32'

S 85° 45' 10" W
856.78'

NTS

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127931
STATE OF TENNESSEE

07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=50'

16-JUL-2025 16:54
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\003B.snt

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	4
PS&E	2025	R-BR-STP-9(99)	4

E 2868000
N 593000

E 2868500
N 593000

N

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
15-009-20	592610.0520	2867684.4140	1183.20	15+37.04	21.68' (RT)
15-009-21	592476.9380	2868038.2590	1188.66	19+12.81	15.34' (RT)
15-009-22	592483.0940	2868708.4460	1187.14	25+77.95	18.86' (LT)
15-009-23	592313.2130	2868923.1320	1191.20	28+44.50	18.62' (LT)

15

15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245

S.R. 9
PI 19+49.64
N 592,467.6142
E 2,868,072.2648
Δ 23° 23' 12" (LT)
D 7° 09' 43"
R 800.00
L 326.54
T 165.57
SE 0.079 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240'

20

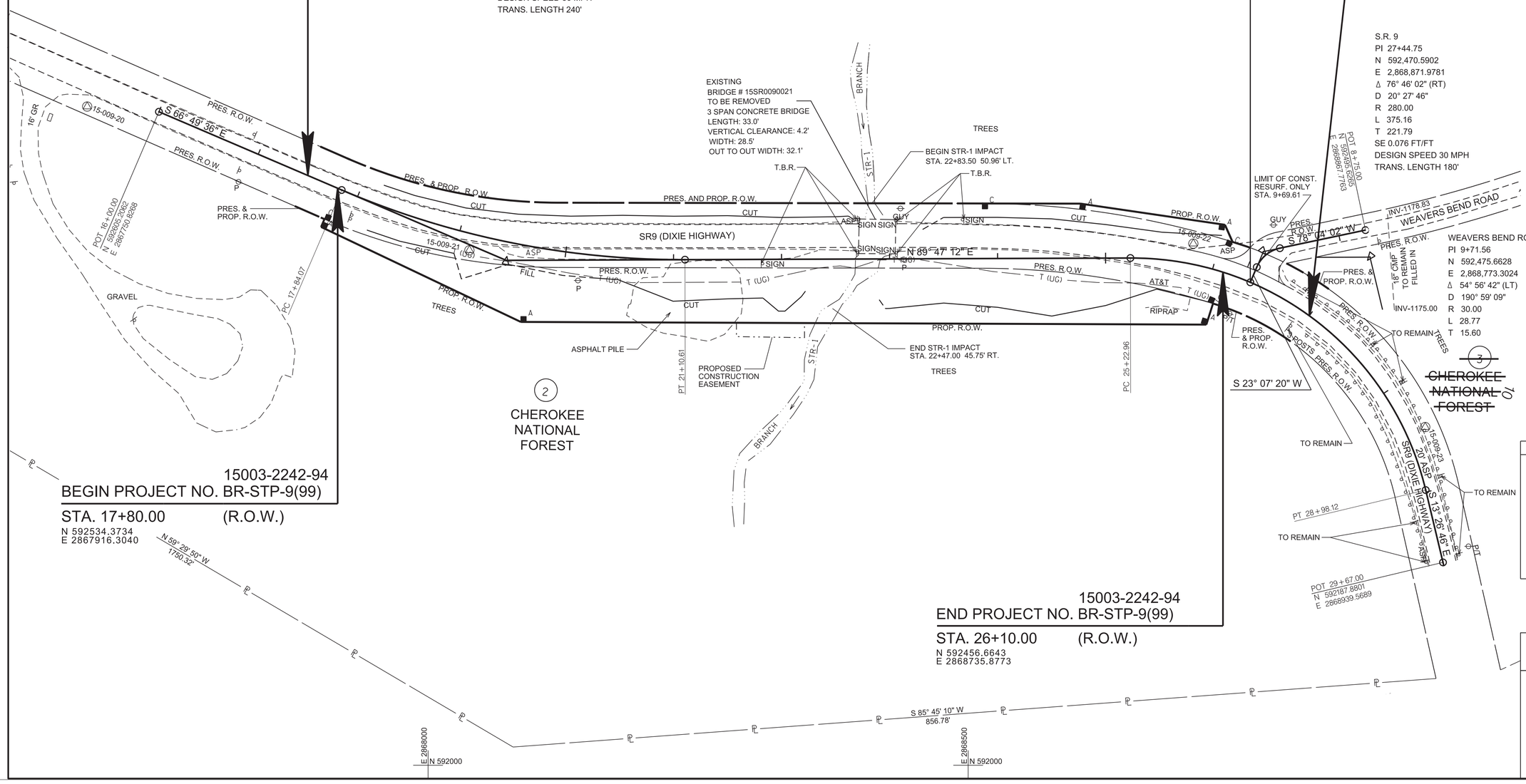
1
CHEROKEE NATIONAL FOREST

STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

25

15003-3242-94
END PROJECT NO. R-BR-STP-9(99)
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608

S.R. 9
PI 27+44.75
N 592,470.5902
E 2,868,871.9781
Δ 76° 46' 02" (RT)
D 20° 27' 46"
R 280.00
L 375.16
T 221.79
SE 0.076 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 180'



2
CHEROKEE NATIONAL FOREST

3
~~CHEROKEE NATIONAL FOREST~~

WEAVERS BEND ROAD
PI 9+71.56
N 592,475.6628
E 2,868,773.3024
Δ 54° 56' 42" (LT)
D 190° 59' 09"
R 30.00
L 28.77
T 15.60

15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040

15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127851
STATE OF TENNESSEE
07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

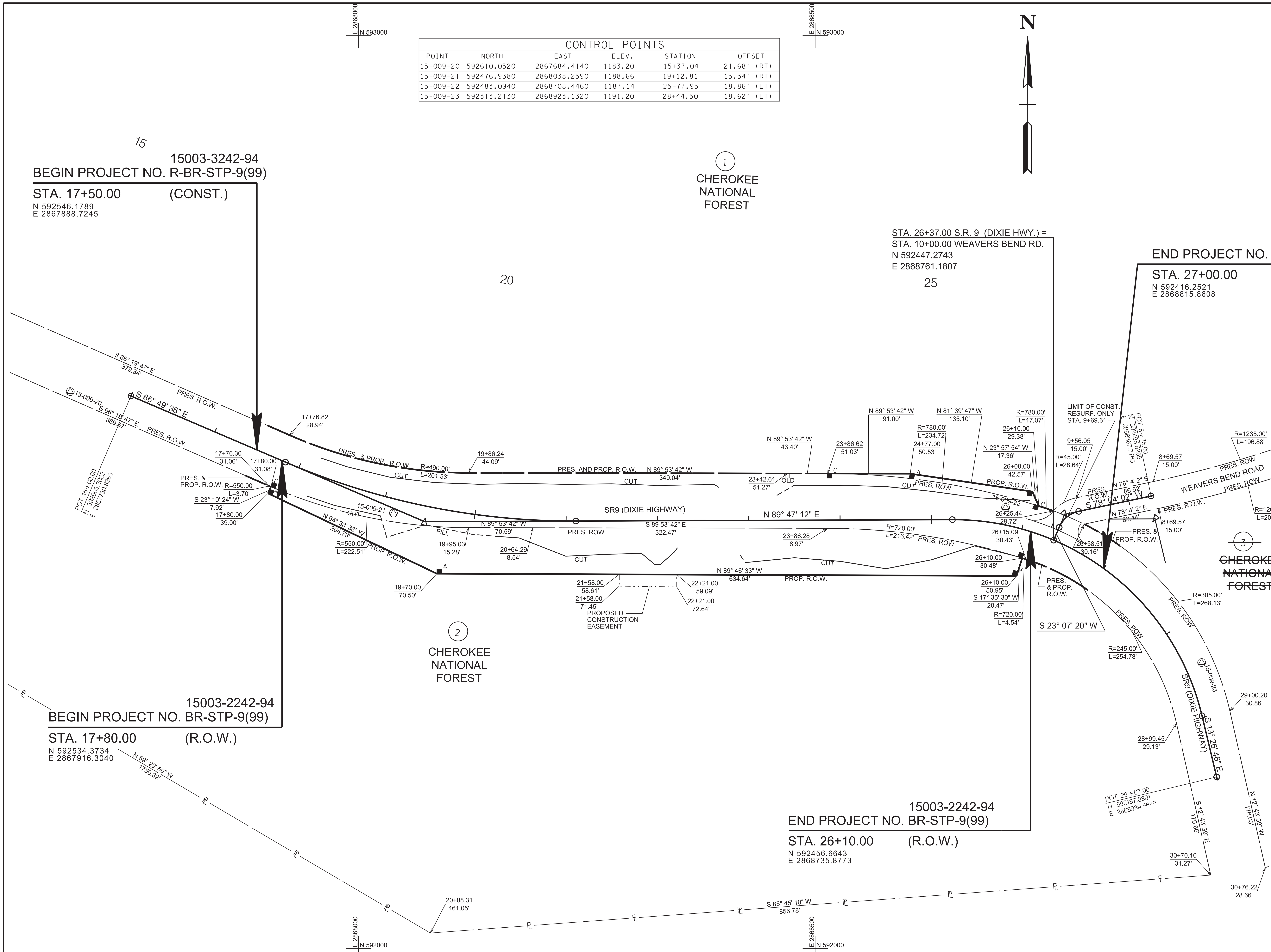
STA. 17+80.00 TO STA. 26+10.00
SCALE: 1"=50'

PIN 127530.00\004.sht
16-JUL-2025 16:54
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	4A
PS&E	2025	R-BR-STP-9(99)	4A

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
15-009-20	592610.0520	2867684.4140	1183.20	15+37.04	21.68′ (RT)
15-009-21	592476.9380	2868038.2590	1188.66	19+12.81	15.34′ (RT)
15-009-22	592483.0940	2868708.4460	1187.14	25+77.95	18.86′ (LT)
15-009-23	592313.2130	2868923.1320	1191.20	28+44.50	18.62′ (LT)



SEALED BY

ERIC KIM 07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 17+80.00 TO STA. 26+10.00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	4B
PS&E	2025	R-BR-STP-9(99)	4B

"LOW FLOW" CHANNEL WITH MULTIPLE BARREL EMBEDDED STRUCTURE: THE STREAM CHANNEL SHALL BE CONSTRUCTED SO THAT IT ALIGNS WITH A SINGLE BARREL OF THE STREAM CONVEYANCE 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 WITH BANK BY USING THE EXCAVATED STREAM AND STREAM BANK MATERIALS, OR OTHER MATERIALS IF SPECIFIED, ONCE THE CONSTRUCTION OF THE STREAM CONVEYANCE STRUCTURE IS COMPLETE. ALL BARRELS SHALL BE BACKFILLED, SUCH AS DESCRIBED IN THE "EMBEDDING OF STRUCTURES" NOTE.

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. THE BANK HEIGHT SHOULD BE CONSTRUCTED ONE (1) FOOT HIGHER THAN THE STREAM BED AT THE CULVERT WITH THE ADDITIONAL FOOT OF MATERIAL INSTALLED IN THE BARREL(S) OF THE STRUCTURE THAT DO NOT CONVEY THE NORMAL STREAM FLOW. THE ADDITIONAL MATERIAL IN THE ADJACENT BARREL(S) WILL PREVENT NORMAL STREAM FLOW FROM ENTERING THE (THOSE) BARREL(S). TAPER THE ONE-FOOT BANK HEIGHT FROM THE CULVERT TO THE EXISTING BANK HEIGHT WITHIN 25 FEET OF BOTH ENDS OF THE STRUCTURE TO TIE BACK TO THE EXISTING STREAM CHANNEL BANK. 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.

ENDWALLS			
1	STA.	22+00.00	
	OFFSET	30.01' LT.	IN. EL. 1183.34
2	STA.	22+00.00	
	OFFSET	32.26' RT.	OUT. EL. 1183.03
3	STA.	23+50.00	
	OFFSET	28.06' LT.	IN. EL. 1185.24
4	STA.	23+50.00	
	OFFSET	34.94' RT.	OUT. EL. 1182.96

15

15003-3242-94

BEGIN PROJECT NO. R-BR-STP-9(99)

STA. 17+50.00 (CONST.)

N 592546.1789
E 2867888.7245

20

25

STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

15003-3242-94

END PROJECT NO. R-BR-STP-9(99)

STA. 27+00.00 (CONST)

N 592416.2521
E 2868815.8608

STA. 17+50.00 BEGIN COLD PLANE & RESURFACE

STA. 18+19.00 END COLD PLANE & RESURFACE BEGIN GRADE & DRAIN

100' PAVEMENT & SHOULDER TRANSITION

BEGIN SPECIAL DITCH STA. 18+19.00 OFF. 18.32' LT

BEGIN PVMT. TRANSITION STA. 18+19.00 OFF 11.79' LT. OFF 10.97' LT. OFF 8.96' RT. OFF 11.55 RT.

END PVMT. TRANSITION STA. 16+19.00 OFF 12.00' LT. / RT. OFF 13.00' LT. / RT.

S 66° 49' 36" E

POT. 16+00.00
N 592600.2402
E 2867750.8288

TYPE 38 STA. 18+19.39 OFF 14.00' RT.

TYPE 38 STA. 20+95.85 OFF 14.02' LT.

"V" SEED

6" SSWL

SR9 (DIXIE HIGHWAY)

N 89° 47' 12" E

6" DSYL

12" SSYL

BEGIN SPECIAL DITCH STA. 20+50.00 OFF. 19.35' RT

END SPECIAL DITCH STA. 21+96.87 OFF. 34.44' RT

END SPECIAL DITCH STA. 22+62.00 OFF. 34.34' LT

BEGIN STR-1 IMPACT STA. 22+83.50 50.96' LT.

BRIDGE # 15SR0090021
48' OF 2 @ 16' X 11'
CONCRETE BOX BRIDGE
OUT-TO-OUT WIDTH - 41.5'

100' SHOULDER TRANSITION

BEGIN PROP. BOX BR. STA. 22+59.36

BEGIN PVMT. TRANSITION STA. 21+48.97 OFF 13.00' LT. / RT.

END PVMT. TRANSITION STA. 22+48.97 OFF 18.00' LT. / RT.

63.0 L.F. 18" RCP @ 0.5%

STR-1

BRANCH

BEGIN PVMT. TRANSITION STA. 23+09.03 OFF 18.00' LT. / RT.

BEGIN SPECIAL DITCH STA. 23+50.00 OFF. 30.00' LT

63.0 L.F. 18" RCP @ 3.6%

END PVMT. TRANSITION STA. 24+09.03 OFF 13.00' LT. / RT.

W1-2R 36" X 36"

BEGIN PVMT. TRANSITION STA. 24+47.00 OFF 12.00' LT. / RT. OFF 13.00 LT. / RT.

100' PAVEMENT & SHOULDER TRANSITION

TYPE IN-LINE STA. 25+60.24 OFF. 14.52' LT.

END PVMT. TRANSITION STA. 25+23.00 OFF 12.48' LT. OFF 13.66' LT. OFF 10.07' RT. OFF 12.69' RT.

END SPECIAL DITCH STA. 26+00.00 OFF. 31.07' LT

STA. 26+00.00 END GRADE & DRAIN BEGIN COLD PLANE & RESURFACE

ROUNDED END ELEMENT STA. 26+00.51 OFF. 24.77' LT.

LIMIT OF CONST. RESURF. ONLY STA. 9+69.61

R 25'

S 78° 04' 02" W

R 15'

18" CMP

INV-1178.83

WEAVERS BEND ROAD

INV-1175.00 FILLED IN

POT. 8+71.00
N 592395.6265
E 2868867.7763

STA. 27+00.00 END COLD PLANE & RESURFACE

TYPE 38 STA. 24+62.35 OFF 14.00' RT.

END SPECIAL DITCH STA. 23+50.00 OFF. 36.43' RT

3' X 4.5' X 2.5' CLASS B RIP-RAP

RIP-RAP CLASS B FILL

END PROP. BOX BR. STA. 22+98.64

BEGIN SPECIAL DITCH STA. 22+80.00 OFF. 42.39' RT

END STR-1 IMPACT STA. 22+47.00 45.75' RT.

CLASS C RIPRAP 60' x 28' x 2.5'

W1-3R 36" X 36"

W13-1P 18" X 18" 25 MPH

R1-1 36" X 36" STOP

S 23° 07' 20" W

S 13° 26' 46" E

SR9 (DIXIE HIGHWAY)

POT 29+67.00
N 592187.8801
E 2868939.5689

EXISTING / PROPOSED GROUND LINE

CLASS C RIPRAP 60' x 28' x 2.5'

2.5'

60'

RIPRAP SECTION A-A

N.T.S.

15003-2242-94

BEGIN PROJECT NO. BR-STP-9(99)

STA. 17+80.00 (R.O.W.)

N 592534.3734
E 2867916.3040

15003-2242-94

END PROJECT NO. BR-STP-9(99)

STA. 26+10.00 (R.O.W.)

N 592456.6643
E 2868735.8773

140 [170]

WEAVERS BEND RD

2025 ADT - 1450
2045 ADT - [2030]

90 [110]

50 [60]

1,410 [1,980] S.R. 9

S.R. 9 1,450 [2,030]

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

EMBEDDING OF STRUCTURES: "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 BACK-FILLED 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."

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

SEE SHEET 4C FOR ROAD PROFILE

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER
127851
STATE OF TENNESSEE

07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=50'

16-JUL-2025 16:54
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\004B.snt

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	4C
PS&E	2025	R-BR-STP-9(99)	4C

BEGIN PROJECT NO. ~~15003-3242-94~~ R-BR-STP-9(99) (CONST.)
STA. 17+50.00
N 592546.1789
E 2867888.7245

BEGIN PROJECT NO. BR-STP-9(99) ~~15003-2242-94~~ (R.O.W.)
STA. 17+80.00
N 592534.3734
E 2867916.3040

END PROJECT NO. R-BR-STP-9(99) ~~15003-3242-94~~ (CONST)
STA. 27+00.00
N 5924162521
E 2868815.8608

END PROJECT NO. BR-STP-9(99) ~~15003-2242-94~~ (R.O.W.)
STA. 26+10.00
N 592456.6643
E 2868735.8773

STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

OH WIRE
STA. 23+12.21
LOW WIRE EL.1218.44'
TEMP. ____ DEG.
1 GUY WIRE

OH WIRE
STA. 26+31.63
LOW WIRE EL.1214.45'
TEMP. ____ DEG.
1 GUY WIRE

BRIDGE # 15SR0090021
EXISTING 3 SPAN
CONC. BRIDGE
SKEW 90°
TO BE REMOVED

PROPOSED
2@ 16'X 11'
CONCRETE
BOX BRIDGE
SKEW 60°

BEGIN PROP. BOX BR.
STA. 22+59.36

END PROP. BOX BR.
STA. 22+98.64

STA 17+50.00
BEGIN COLDPLANE
& RESURFACE
EL. 1186.55

STA 18+19.00
END COLDPLANE
& RESURFACE
BEGIN GRADE
& DRAIN

STA 26+00.00
BEGIN COLDPLANE
& RESURFACE
EL. 1186.63

STA 27+00.00
END COLDPLANE
& RESURFACE

VPI 17+50.00
EL. 1186.55

VPI 21+94.00
EL. 1182.28

VPI 27+00.00
EL. 1186.42

VPT 25+69.00
EL. 1187.19

VPC 18+19.00
EL. 1187.39

VC = 750'
K = 281

1200 1195 1190 1185 1180 1175 1170

EXISTING GRADE

FINISHED GRADE

1.30%

1.13%

-0.16%

T (UG)

"V" SEED RT. -3.68%

"V" SEED LT. -0.53%

1.7%

-1.36%

0.54%

"V" SEED LT. -0.72%

BEGIN SPECIAL
V DITCH
STA 18+19.00
OFF. 18.32' LT.
ELEV. 1185.02

END SPECIAL
V DITCH
STA 21+96.87
OFF. 34.44' RT.
ELEV. 1183.10

BEGIN SPECIAL
V DITCH
STA 20+50.00
OFF. 19.35' RT.
ELEV. 1188.50

END SPECIAL
V DITCH
STA 22+62.00
OFF. 34.34' LT.
ELEV. 1184.16

BEGIN SPECIAL
V DITCH
STA 22+80.00
OFF. 42.39' RT.
ELEV. 1182.05

END SPECIAL
V DITCH
STA 23+50.00
OFF. 36.43' RT.
ELEV. 1182.96

BEGIN SPECIAL
V DITCH
STA 23+50.00
OFF. 28.06' LT.
ELEV. 1186.24

END SPECIAL
V DITCH
STA 26+00.00
OFF. 31.07' LT.
ELEV 1185.33

OUT. EL. 1183.03
STA 22+00.00
30.0' LT.

IN. EL. 1183.34

OUT. EL. 1182.96
STA 23+50.00
28.06' LT.

IN. EL. 1185.24

STA 22+00.00
32.26' RT.

STA 23+50.00
34.94' RT.

15-009-20
STA. 15+37.04, 21.68'(RT)
N 592610.0520
E 2867684.4140
ELEV 1183.20
ALUM. DISK

15-009-21
STA. 19+12.81, 15.34'(RT)
N 592476.9380
E 2868038.2590
ELEV 1188.66
ALUM. DISK

15-009-22
STA. 25+77.95, 18.86'(LT)
N 592483.0940
E 2868708.4460
ELEV 1187.14
ALUM. DISK

CONCRETE BOX BRIDGE
STATION: 22+79.00
STRUCTURE: 48' OF 2 @ 16' X 11', EMBEDDED 2'

SKEW	60	DEG.
DRAINAGE AREA	0.67	SQ. MI.
DESIGN DISCHARGE (Q50)	317	CFS
DESIGN DISCHARGE (Q100)	375	CFS
OVERTOPPING	1189.19	ELEV.
VELOCITY (Q50)	10.99	FT/S
VELOCITY (Q100)	11.54	FT/S
INLET INVERT	1180.15	ELEV.
OUTLET INVERT	1177.90	ELEV.

STANDARD DRAWING NOS.: STD-17-2, STD-17-4, STD-17-5, STD-17-6, STD-17-7, STD-17-9, STD-17-10 STD-17-13, STD-17-15,STD-17-16 STD-17-17, STD-17-18, STD-18-83

QUANTITIES:

CLASS "A" CONCRETE	194	C.Y.
STEEL BAR REINFORCING	47,806	LB.
BACKFILL	641	TONS
FOUNDATION FILL MATERIAL	197	C.Y.

STA. 18+19.00 MATCH EXIST. STA. 18+38.20
STA. 19+12.50
STA. 19+90.61
STA. 21+34.61
STA. 21+82.61
STA. 22+30.61
STA. 24+35.91
STA. 24+72.27
STA. 25+02.73
STA. 25+39.09
STA. 26+04.55
STA. 26+10.00 MATCH EXIST

+0.040 RT.
+0.079 RT.
+0.079 RT.
+0.079 RT.
+0.02 RT.
0.00 RT.
0.00 LT.
+0.02 LT.
+0.076 LT.
+0.043 LT.
+0.037 LT.

-0.071 LT.
-0.079 LT.
-0.079 LT.
-0.079 LT.
+0.02 LT.
-0.02 LT.
-0.02 LT. & RT.
-0.02 LT. & RT.
-0.02 RT.
-0.02 RT.
-0.076 RT.
-0.076 RT.
-0.079 RT.

SUPERELEVATION PROFILE DIAGRAM

S.R. 9 (DIXIE HIGHWAY)

16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00

SEALED BY

ERIC KIN
REGISTERED ENGINEER
AGRICULTURE
COMMENCE 1973
STATE OF TENNESSEE
07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

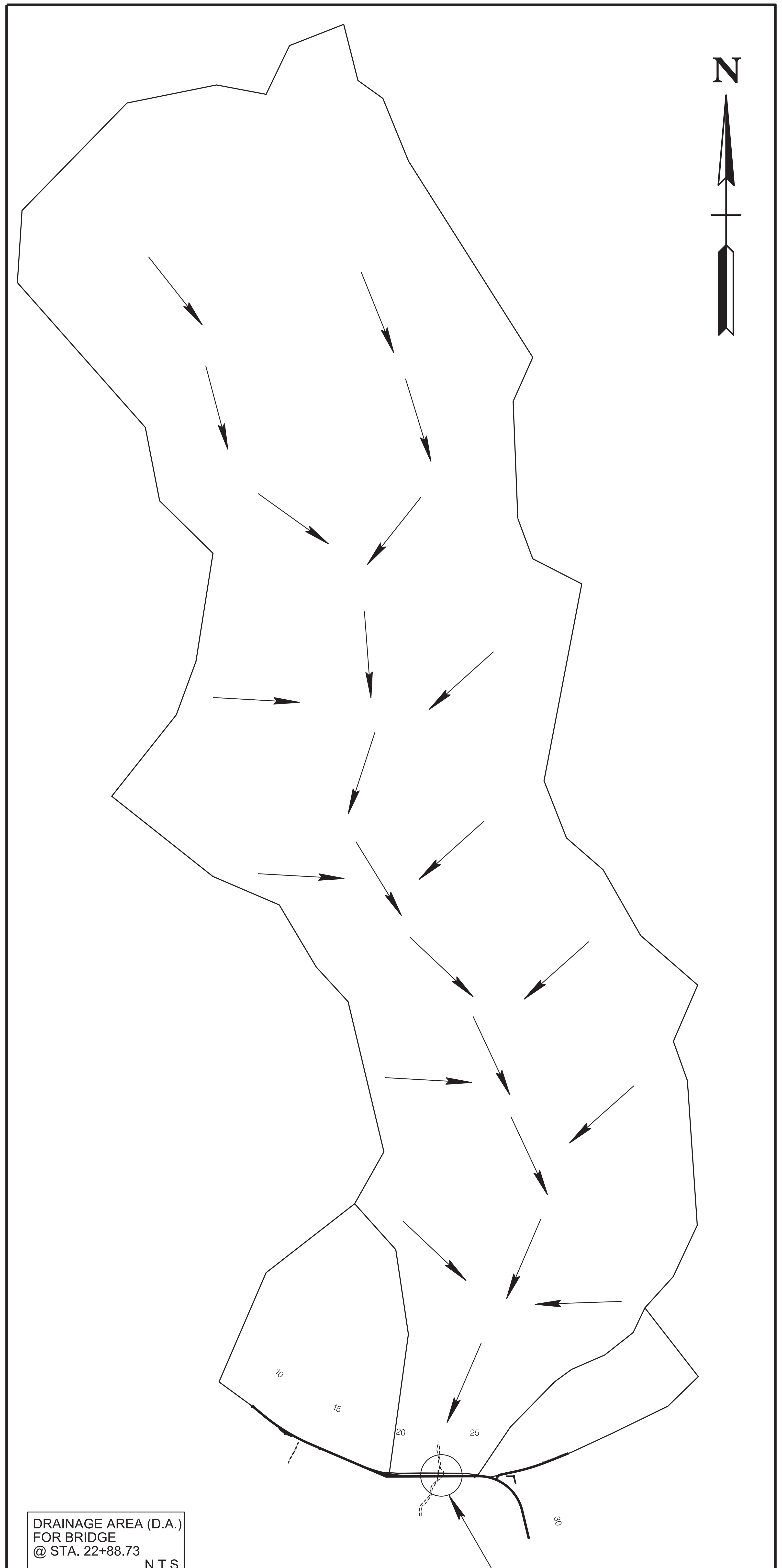
PROPOSED PROFILE

STA. 17+50.00 TO STA. 27+00.00

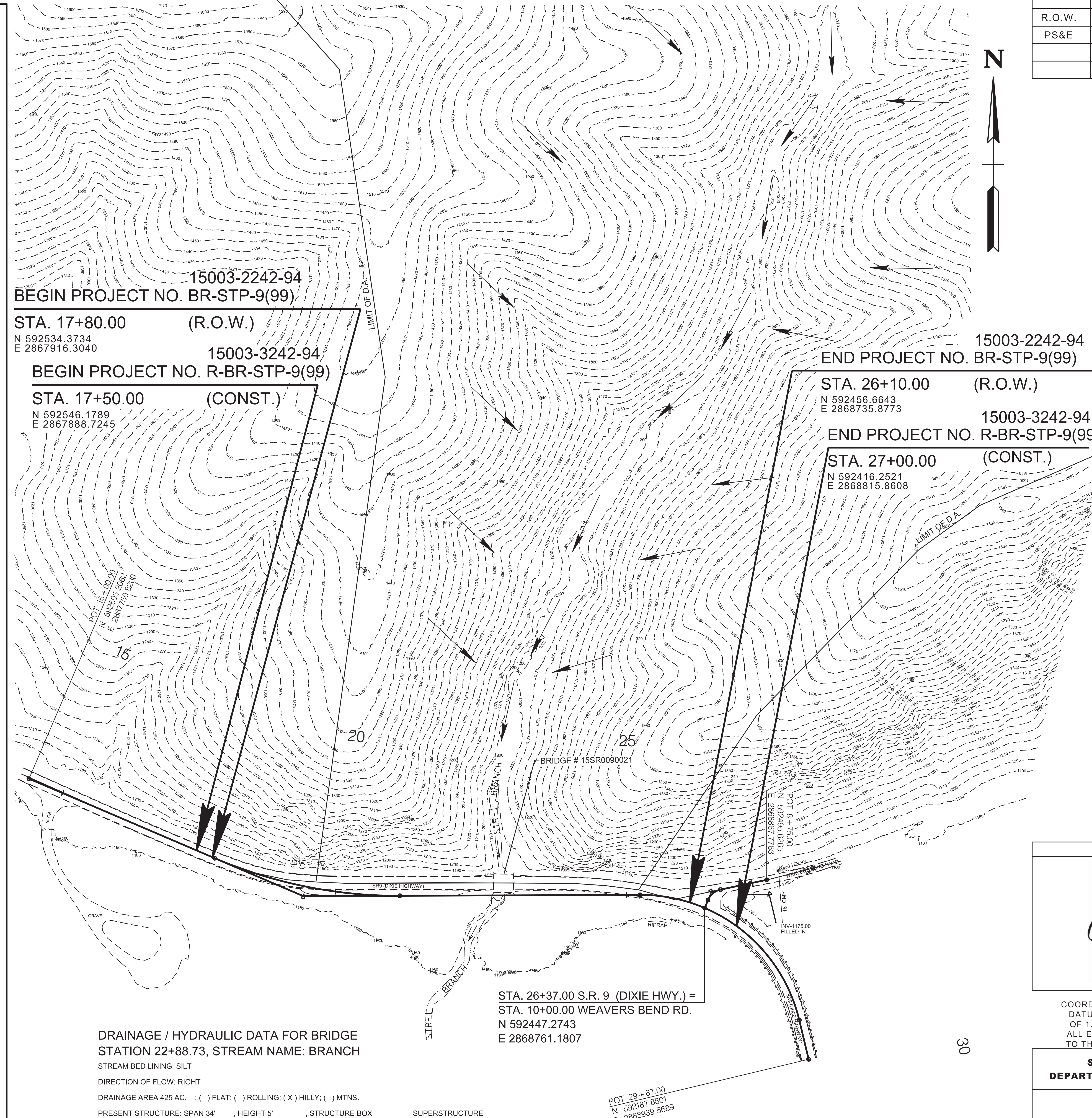
SCALE: 1"=50' HORIZ.
1"=5' VERT.

16-JUL-2025 16:54
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDESIDesign\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.001004C.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	5
PS&E	2025	R-BR-STP-9(99)	5



DRAINAGE AREA (D.A.)
FOR BRIDGE
@ STA. 22+88.73
N.T.S.



DRAINAGE / HYDRAULIC DATA FOR BRIDGE
STATION 22+88.73, STREAM NAME: BRANCH

STREAM BED LINING: SILT

DIRECTION OF FLOW: RIGHT

DRAINAGE AREA 425 AC. ; ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: SPAN 34' , HEIGHT 5' , STRUCTURE BOX SUPERSTRUCTURE

BEGIN STATION - OFFSET 22+71.64 - 0' , END STATION - OFFSET 23+05.64 - 0'

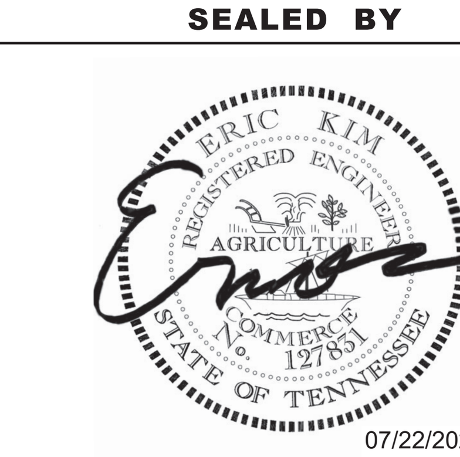
LOW BEAM ELEV. 1185.78' , LOCATION: SW CORNER

INLET INVERT ELEV. 1182' , OUTLET INVERT ELEV. 1180'

NORMAL WATER ELEV. 1182.90' , EXTREME HIGHWATER ELEV. 1186.60' , DATE: UNKNOWN

HOW OBTAINED: LOCAL RESIDENT

SEALED BY



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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

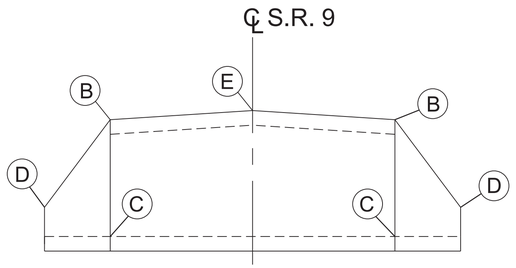
STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=100'

16-JUL-2025 16:55
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\005_DrainageMap.sht

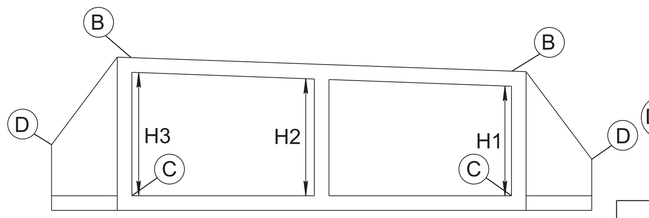
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	6
PS&E	2025	R-BR-STP-9(99)	6

CONCRETE BOX BRIDGE ELEVATIONS

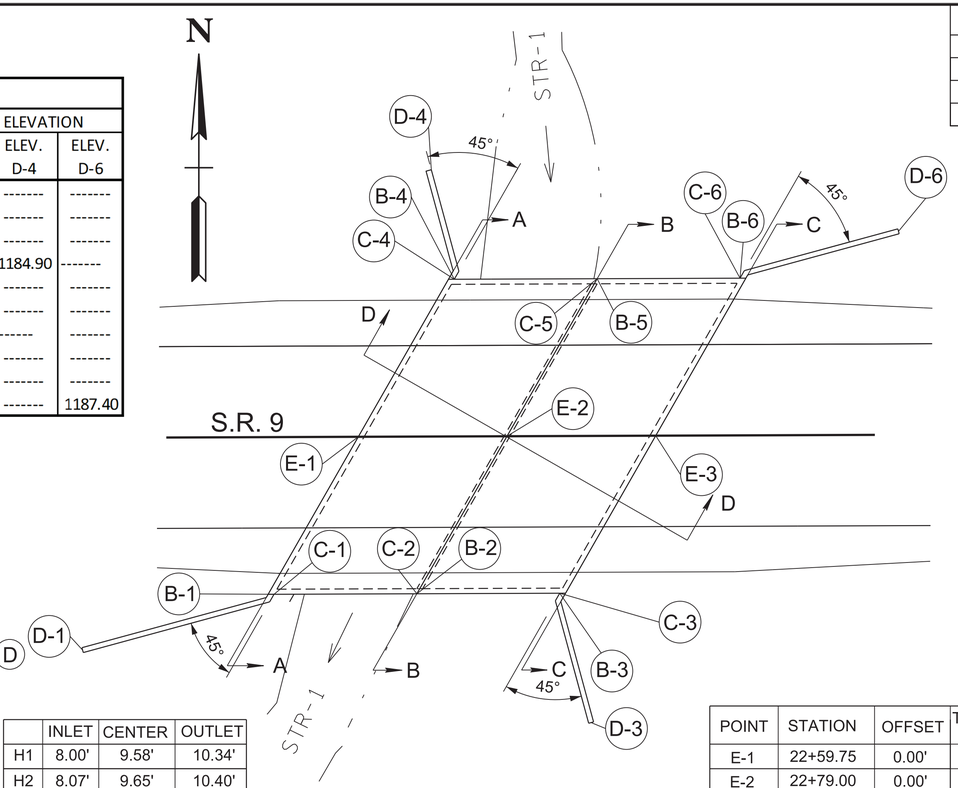
CENTERLINE STATION	OFFSET	TOP OF SLAB ELEV.						FLOWLINE ELEVATION						TOP OF WING ELEVATION			
		ELEV. B-1	ELEV. B-2	ELEV. B-3	ELEV. B-4	ELEV. B-5	ELEV. B-6	ELEV. C-1	ELEV. C-2	ELEV. C-3	ELEV. C-4	ELEV. C-5	ELEV. C-6	ELEV. D-1	ELEV. D-3	ELEV. D-4	ELEV. D-6
22+23.83	27.77' RT.	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	1186.65	-------	-------	-------
22+48.16	20.75' RT.	1189.31	-------	-------	-------	-------	-------	1177.90	-------	-------	-------	-------	-------	-------	-------	-------	-------
22+67.02	20.75' RT.	-------	1189.26	-------	-------	-------	-------	-------	1177.90	-------	-------	-------	-------	-------	-------	-------	-------
22+72.34	37.75' LT.	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	1184.90	-------
22+72.12	20.75' LT.	-------	-------	-------	1189.25	-------	-------	-------	-------	-------	1180.15	-------	-------	-------	-------	-------	-------
22+85.88	20.75' RT.	-------	-------	1189.20	-------	-------	-------	-------	-------	1177.90	-------	-------	-------	-------	-------	-------	-------
22+89.77	37.12' RT.	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	1183.65	-------	-------
22+90.98	20.75' LT.	-------	-------	-------	-------	1189.18	-------	-------	-------	-------	-------	1180.15	-------	-------	-------	-------	-------
23+09.84	20.75' LT.	-------	-------	-------	-------	-------	1189.11	-------	-------	-------	-------	-------	1180.15	-------	-------	-------	-------
23+34.17	27.77' LT.	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	1187.40



SECTIONS: A-A, B-B, C-C



SECTION D-D



	INLET	CENTER	OUTLET
H1	8.00'	9.58'	10.34'
H2	8.07'	9.65'	10.40'
H3	8.14'	9.71'	10.45'

POINT	STATION	OFFSET	TOP OF SLAB ELEV.
E-1	22+59.75	0.00'	1189.69'
E-2	22+79.00	0.00'	1189.63'
E-3	22+98.25	0.00'	1189.56'

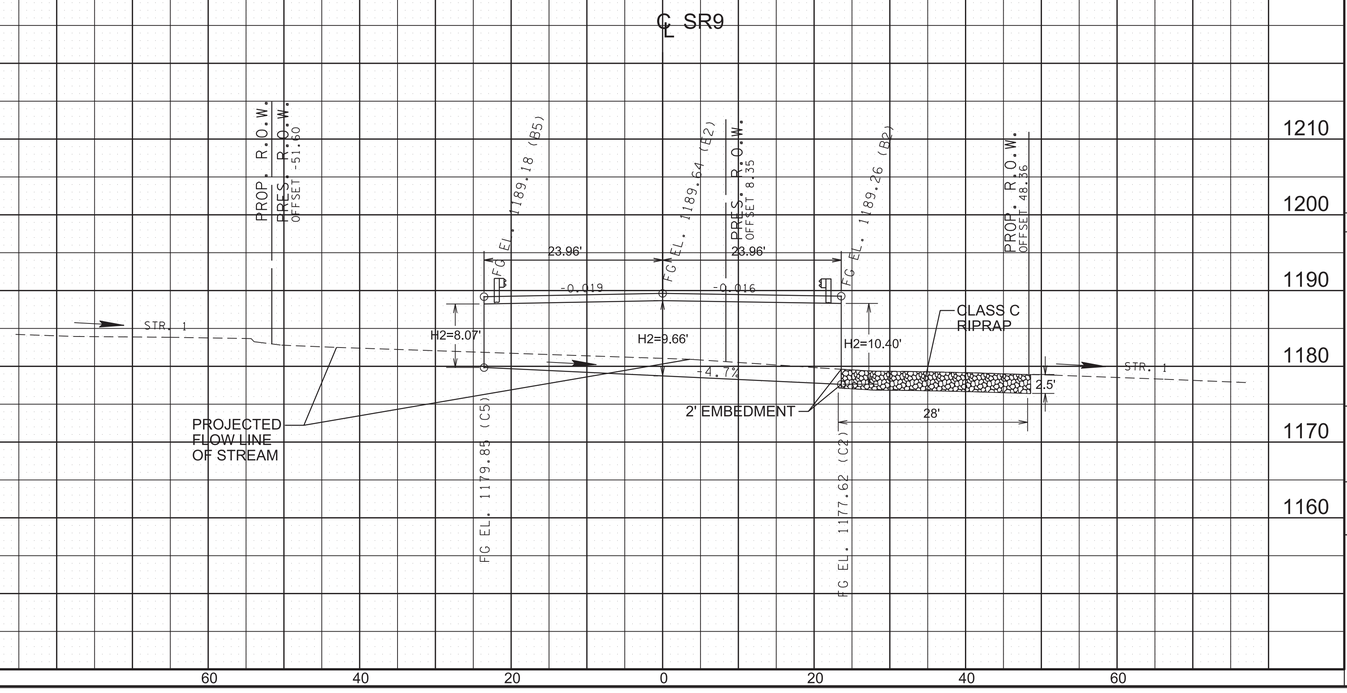
CONCRETE BOX BRIDGE
STATION: 22+79.00
STRUCTURE: 48' OF 2 @ 16' X 11', EMBEDDED 2'

SKEW	60	DEG.
DRAINAGE AREA	0.67	SQ. MI.
DESIGN DISCHARGE (Q50)	317	CFS
DESIGN DISCHARGE (Q100)	375	CFS
OVERTOPPING	1189.19	ELEV.
VELOCITY (Q50)	10.99	FT/S
VELOCITY (Q100)	11.54	FT/S
INLET INVERT	1180.15	ELEV.
OUTLET INVERT	1177.90	ELEV.

STANDARD DRAWING NOS.: STD-17-2, STD-17-4, STD-17-5, STD-17-6, STD-17-7, STD-17-9, STD-17-10 STD-17-13, STD-17-15,STD-17-16 STD-17-17, STD-17-18, STD-18-83

QUANTITIES:

CLASS "A" CONCRETE	194	C.Y.
STEEL BAR REINFORCING	47,806	LB.
BACKFILL	641	TONS
FOUNDATION FILL MATERIAL	197	C.Y.



SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127837
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

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

16-JUL-2025 16:55
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.001006_BoxCulvertSection.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	7
PS&E	2025	R-BR-STP-9(99)	7

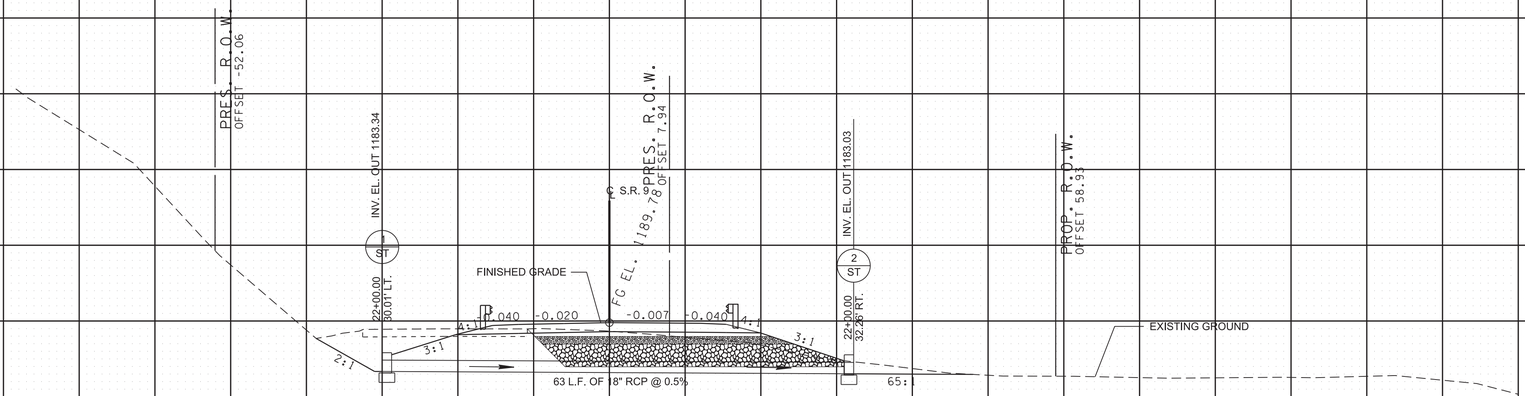
PIPE CULVERT
STATION: 22+00.00
STRUCTURE: 63' OF 18" RCP

SKEW	90	DEG.
DRAINAGE AREA	2.17	AC.
DESIGN DISCHARGE (Q50)	2.62	CFS
DESIGN DISCHARGE (Q100)	2.87	CFS
OVERTOPPING	1189.78	ELEV.
ALLOWABLE HEADWATER	1186.84	ELEV.
Q50 HEADWATER	1184.23	ELEV.
Q100 HEADWATER	1184.28	ELEV.
VELOCITY (Q50)	3.85	FT/S
VELOCITY (Q100)	3.96	FT/S
INLET	1183.34	ELEV.
OUTLET	1183.03	ELEV.
ENDWALLS REQUIRED:	STRAIGHT	

STANDARD DRAWING NOS.: D-PE-4

QUANTITIES:

CLASS "A" CONCRETE	2.00	C.Y.
STEEL BAR REINFORCING	90	LB.



S.R. 9
22+00.00

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

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

16-JUL-2025 16:55
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\007_CulvertXS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	8
PS&E	2025	R-BR-STP-9(99)	8

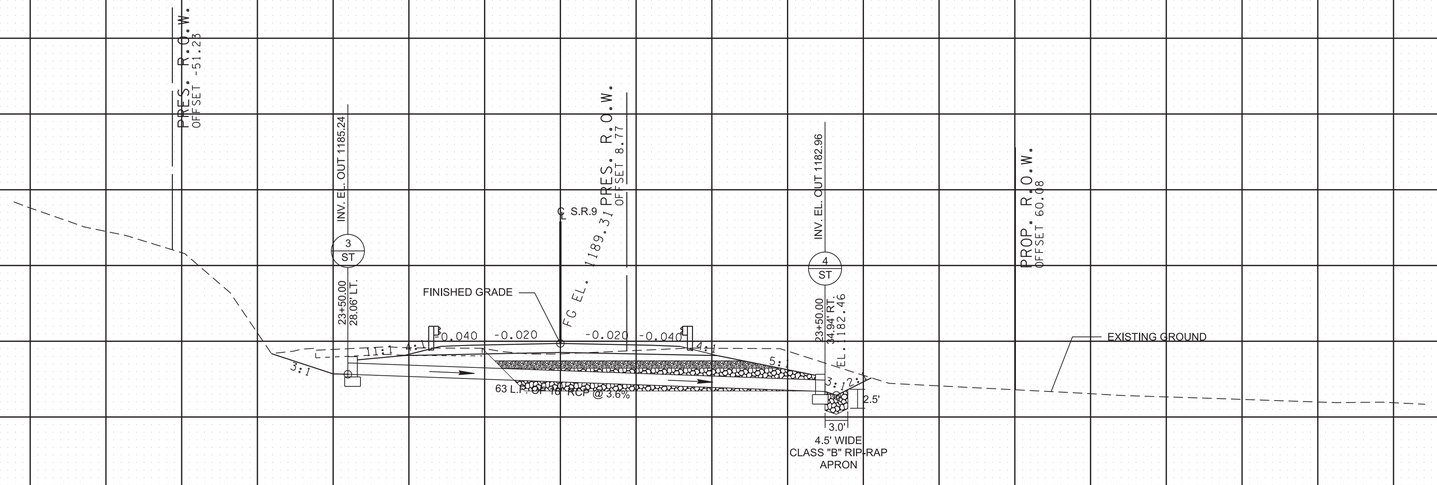
PIPE CULVERT
STATION: 23+50.00
STRUCTURE: 63' OF 18" RCP

SKEW	90	DEG.
DRAINAGE AREA	0.82	AC.
DESIGN DISCHARGE (Q50)	1.01	CFS
DESIGN DISCHARGE (Q100)	1.10	CFS
OVERTOPPING	1189.31	ELEV.
ALLOWABLE HEADWATER	1186.84	ELEV.
Q50 HEADWATER	1185.77	ELEV.
Q100 HEADWATER	1185.80	ELEV.
VELOCITY (Q50)	5.91	FT/S
VELOCITY (Q100)	6.06	FT/S
INLET	1185.24	ELEV.
OUTLET	1182.96	ELEV.
ENDWALLS REQUIRED:	STRAIGHT	

STANDARD DRAWING NOS.: D-PE-4

QUANTITIES:

CLASS "A" CONCRETE	2.00	C.Y.
STEEL BAR REINFORCING	90	LB.



S.R. 9
23+50.00

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

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

16-JUL-2025 16:55
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.001\008_CulvertXS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	9
PS&E	2025	R-BR-STP-9(99)	9

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(2) 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.

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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.

(9) 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.

(10) 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.

(11) 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.

(12) 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.

(13) 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

(14) 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

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	10
PS&E	2025	R-BR-STP-9(99)	10

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	STAGE I QUANTITY 15003-3242-94	STAGE II QUANTITY	STAGE III QUANTITY	TOTAL QUANTITY
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCL.)	CY	95			95
	209-05	SEDIMENT REMOVAL	CY	30	30		60
(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	850	1060		1910
	209-08.07	ROCK CHECK DAM PER	EACH	4	8		12
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2	2		4
	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	1	1		2
(3)	209-65.04	TEMPORARY INSTREAM DIVERSION	L.F.	92	98		190
(4)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON		27		27
(8)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50			50
(5)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON		46		46
(6)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	SY		385		385
	801-02	SEEDING (WITH MULCH)	UNIT			28	28
(7)	801-03	WATER (SEEDING & SODDING)	M.G.			2	2
	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.			3142	3142

FOOTNOTES

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

(1) INCLUDES 7 C.Y. FOR TEMPORARY CONSTRUCTION EXIT AND 88 C.Y. FOR TYPE 1 CULVERT PROTECTION.

(2) INCLUDES 221 L.F. FOR SEDIMENT FILTER BAGS.

(3) INCLUDES ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION AND MAINTENANCE, I.E. SANDBAGS, JERSEY BARRIER, RIPRAP, SHEET PILING AND/OR OTHER MATERIALS.

(4) INCLUDES 19 TONS FOR TEMPORARY SEDIMENT FILTER BAGS AND 8 TONS FOR TYPE 1 CULVERT PROTECTION.

(5) INCLUDES 46 TONS FOR TYPE 1 CULVERT PROTECTION.

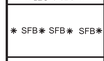
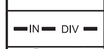
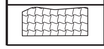
(6) INCLUDES 191 S.Y. FOR SEDIMENT FILTER BAGS, 86 S.Y. FOR CONSTRUCTION EXIT AND 108 SY FOR TYPE 1 CULVERT PROTECTION.

(7) INCLUDES 2 THOUSAND GALLONS OF WATER FOR TEMPORARY SEEDING ONLY.

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

(9) TO BE USED FOR CONSTRUCTION EXIT.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
✳ 	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	INSTREAM DIVERSION	EC-STR-30A
	EROSION CONTROL BLANKET	EC-STR-34

✳ TO BE LOCATED BY CONTRACTOR

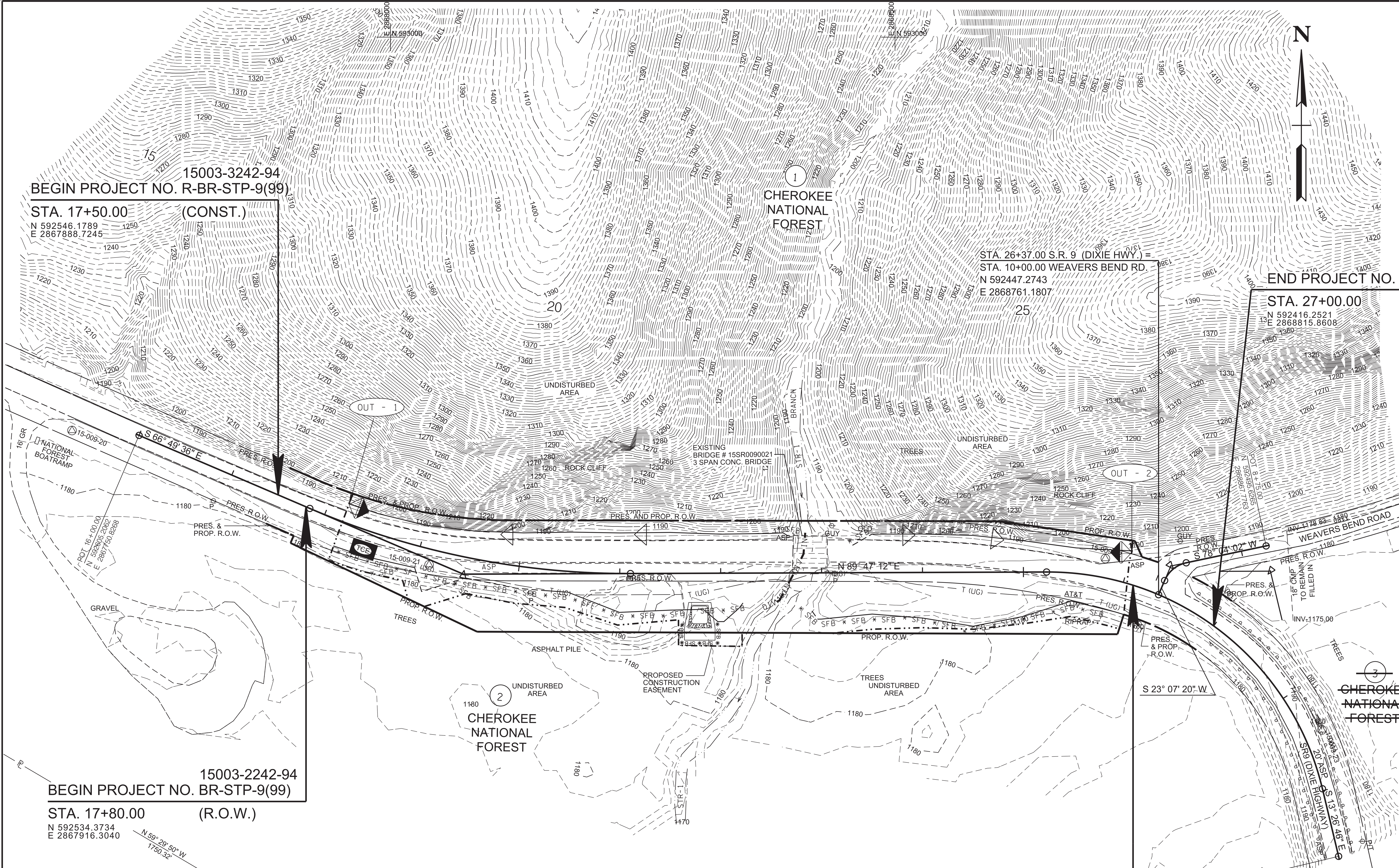
SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	11
PS&E	2025	R-BR-STP-9(99)	11



DRAINAGE / HYDRAULIC DATA FOR BRIDGE STATION 22+88.73, STREAM NAME: BRANCH

STREAM BED LINING: SILT

DIRECTION OF FLOW: RIGHT

DRAINAGE AREA 425 AC. ; ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: SPAN 34' , HEIGHT 5' , STRUCTURE BOX SUPERSTRUCTURE

BEGIN STATION - OFFSET 22+71.64 - 0' , END STATION - OFFSET 23+05.64 - 0'

LOW BEAM ELEV. 1185.78' , LOCATION: SW CORNER

INLET INVERT ELEV. 1182' , OUTLET INVERT ELEV. 1180'

NORMAL WATER ELEV. 1182.90' , EXTREME HIGHWATER ELEV. 1186.60' , DATE: UNKNOWN

HOW OBTAINED: LOCAL RESIDENT

OUTFALLS

Outfall No.	Drainage Area	Average Slope
1	1.26 AC	68%
2	0.60 AC	83%

15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773

S 85° 45' 10" W
856.78'

— · — · —	DISTURBED AREA
- - - - -	EXISTING CONTOURS

STAGE I

SEALED BY

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

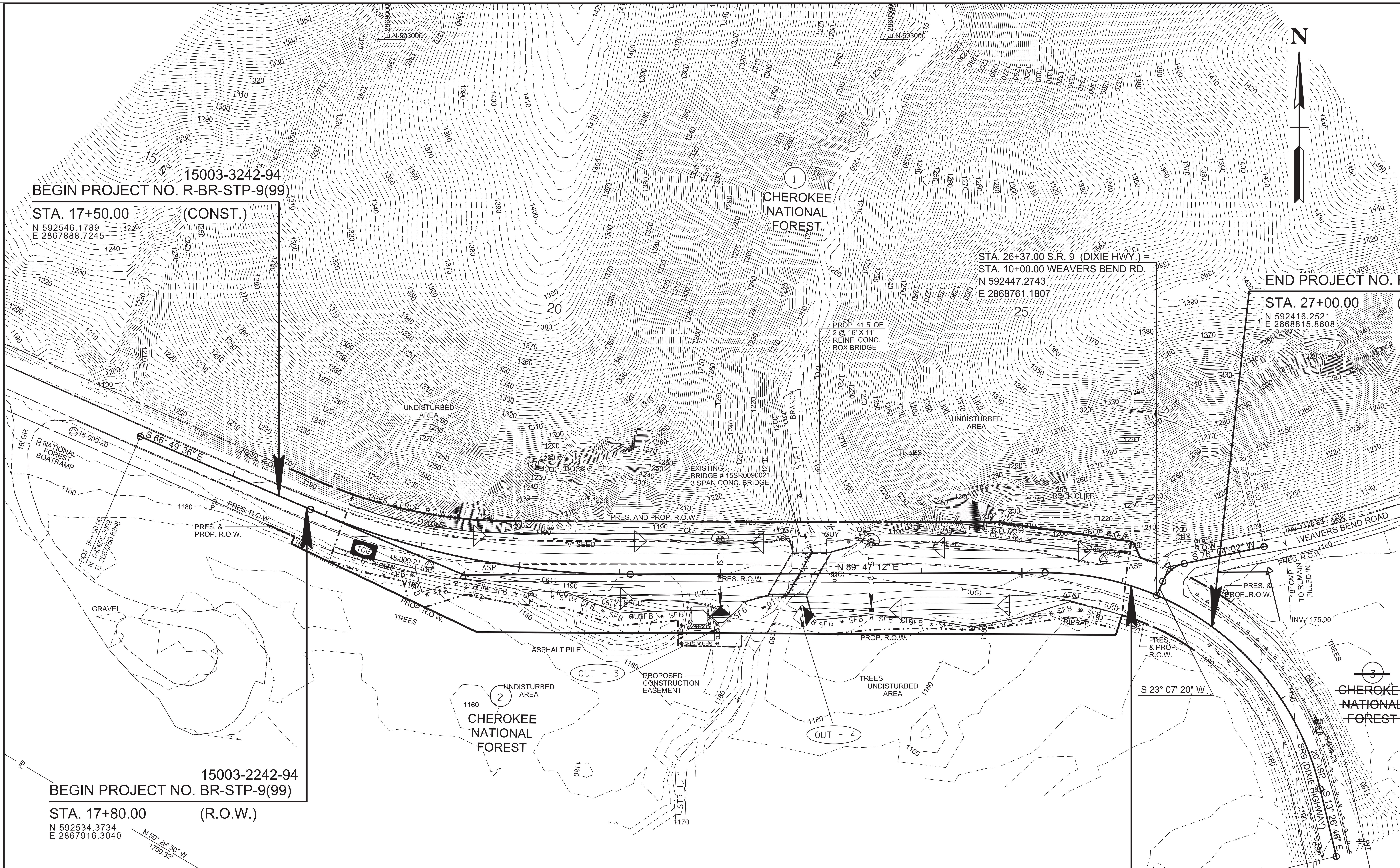
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=50'

16-JUL-2025 16:55
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\011_EPSC_Stage1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	12
PS&E	2025	R-BR-STP-9(99)	12



N
15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245
15003-3242-94
END PROJECT NO. R-BR-STP-9(99)
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608
STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807
CHEROKEE NATIONAL FOREST
PROP. 41.5' OF 2 @ 16' X 11' REINF. CONC. BOX BRIDGE
EXISTING BRIDGE # 15SR0090021 3 SPAN CONC. BRIDGE
UNDISTURBED AREA
ROCK CLIFF
TREES
WEAVERS BEND ROAD
S 66° 49' 36" E
N 89° 47' 12" E
S 78° 04' 02" W
S 23° 07' 20" W
S 13° 26' 46" E
SR9 (DIXIE HIGHWAY)
GRAVEL
ASPHALT PILE
PROPOSED CONSTRUCTION EASEMENT
OUT - 3
OUT - 4
15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040
15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773
N 59° 29' 50" W
1750.32'
S 85° 45' 10" W
856.78'
POT 29+67.00
N 592187.8801
E 2868939.5689
DISTURBED AREA
PROPOSED CONTOURS
EXISTING CONTOURS

DRAINAGE / HYDRAULIC DATA FOR BRIDGE
STATION 22+88.73, STREAM NAME: BRANCH

STREAM BED LINING: SILT

DIRECTION OF FLOW: RIGHT

DRAINAGE AREA 425 AC. ; ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: SPAN 34' , HEIGHT 5' , STRUCTURE BOX SUPERSTRUCTURE

BEGIN STATION - OFFSET 22+71.64 - 0' , END STATION - OFFSET 23+05.64 - 0'

LOW BEAM ELEV. 1185.78' , LOCATION: SW CORNER

INLET INVERT ELEV. 1182' , OUTLET INVERT ELEV. 1180'

NORMAL WATER ELEV. 1182.90' , EXTREME HIGHWATER ELEV. 1186.60' , DATE: UNKNOWN

HOW OBTAINED: LOCAL RESIDENT

OUTFALLS

Outfall No.	Drainage Area	Average Slope
3	2.17 AC	75%
4	0.82 AC	73%

SEALED BY

ERIC KIM
07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=50'

STAGE II

16-JUL-2025 16:55
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\012_EPSC_Stage2.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	13
PS&E	2025	R-BR-STP-9(99)	13

15

15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245

20

25

STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

15003-3242-94
END PROJECT NO. R-BR-STP-9(99
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608

15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040

15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773

1
CHEROKEE NATIONAL FOREST

2
CHEROKEE NATIONAL FOREST

PROP. 41.5' OF 2 @ 16' X 11" REINF. CONC. BOX BRIDGE

PRES. & PROP. R.O.W.

PRES. ROW

PRES. AND PROP. R.O.W.

PROP. R.O.W.

"V" SEED

SR9 (DIXIE HIGHWAY)

N 89° 47' 12" E

S 66° 49' 36" E

S 23° 07' 20" W

S 3° 26' 46" E

S 78° 04' 02" W

WEAVERS BEND ROAD

PRES. R.O.W.

TREES

UNDISTURBED AREA

PROP. 3' X 4' X 2.5' CLASS B RIP-RAP

CLASS C RIPRAP 60' x 28' x 2.5

PROPOSED CONSTRUCTION EASEMENT

OUT - 3

OUT - 4

STR-1

BRANCH

15-009-20

15-009-23

POT 16+00.00
N 592305.2062
E 2867750.8268

POT 8+75.00
N 592395.6265
E 2868867.7763

POT 29+67.00
N 592187.8801
E 2868939.5689

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
3	2.17 AC	75%
4	0.82 AC	73%

DISTURBED AREA
PROPOSED CONTOURS

STAGE III

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE 1974
COMMERCE 1973
STATE OF TENNESSEE

07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=50'

16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDESIDesign\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\013_EPSC_Stage3.sht

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE CURRENT EDITION OF THE "TENNESSEE SUPPLEMENT TO THE STANDARD HIGHWAY SIGNS BOOK"

CONCRETE AND STEEL QUANTITIES FOR FOOTINGS ARE PER EACH

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	 W1-2R	4B	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 13'-0"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
3	 W1-3  W13-1P	4B	36" 18"	36" 18"									BLACK BLACK	YELLOW (REF.) YELLOW (REF.)	0.100" SHEET ALUMINUM 0.080" SHEET ALUMINUM	P5	h = 12'-6"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
4	 R1-1	4B	36"	36"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P5	h = 12'-6"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	14

SEALED BY

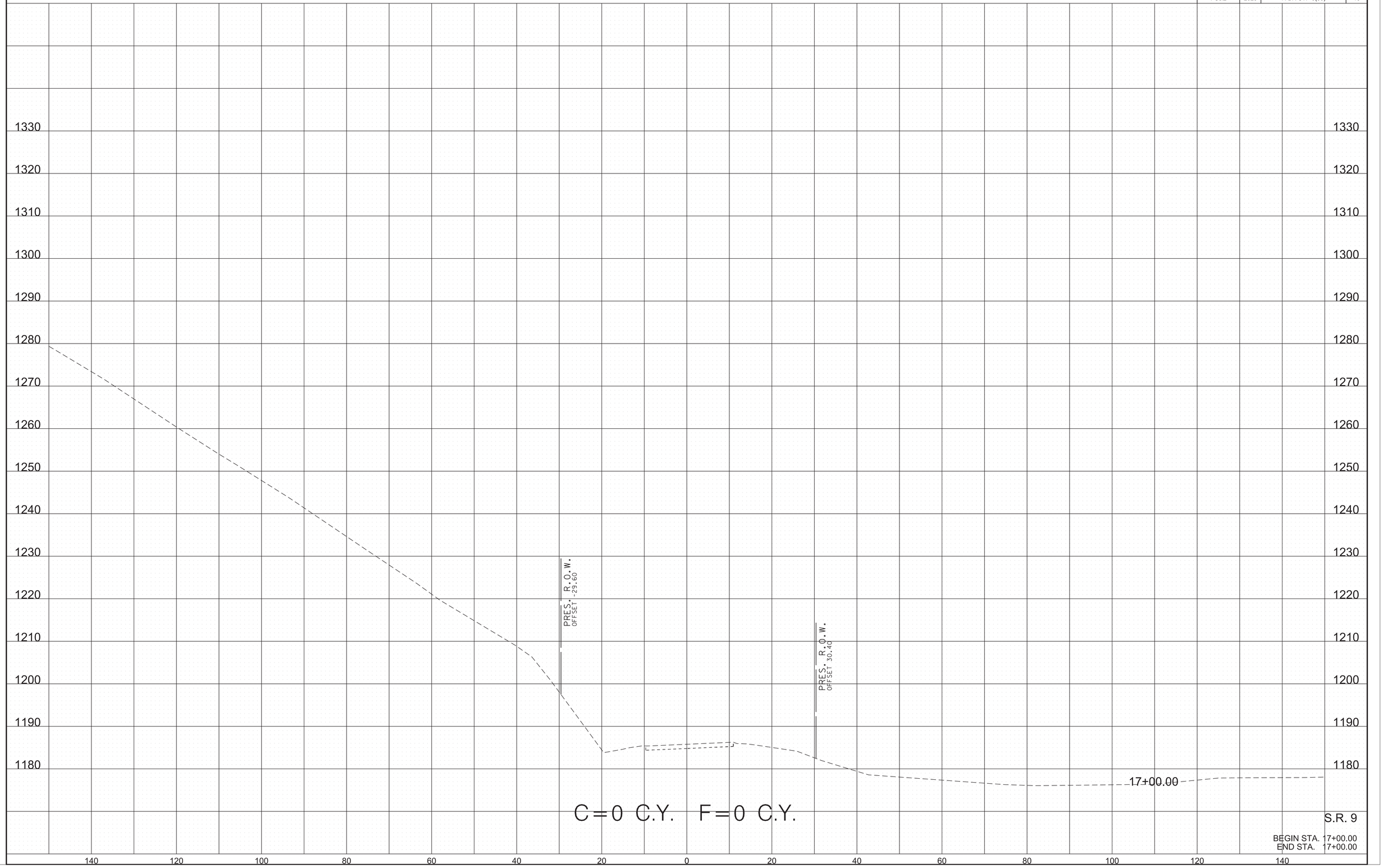
7/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\014_SignScheduleSheetsLM.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	14
PS&E	2025	R-BR-STP-9(99)	15



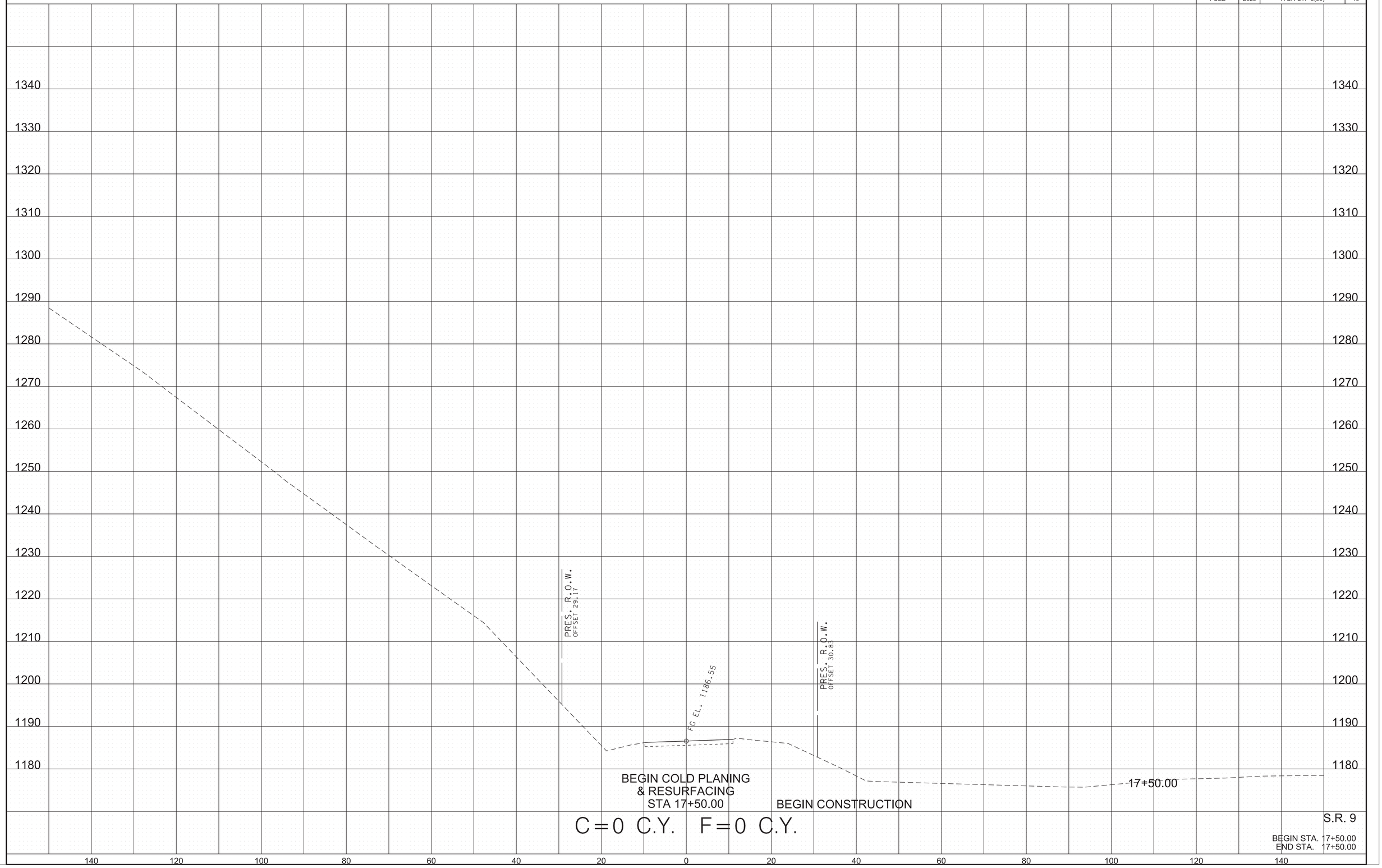
C=0 C.Y. F=0 C.Y.

S.R. 9

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

16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	15
PS&E	2025	R-BR-STP-9(99)	16

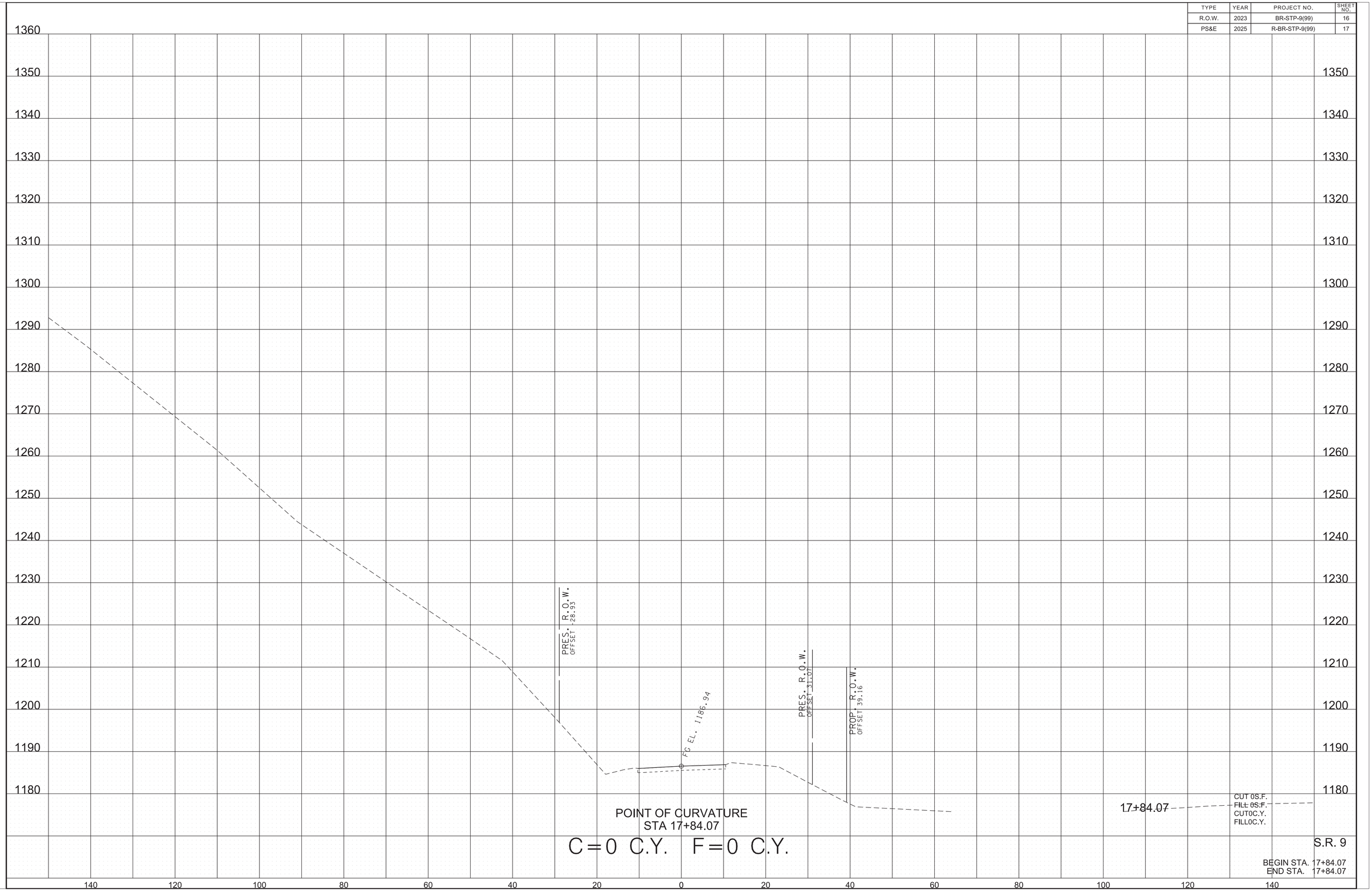


S.R. 9

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

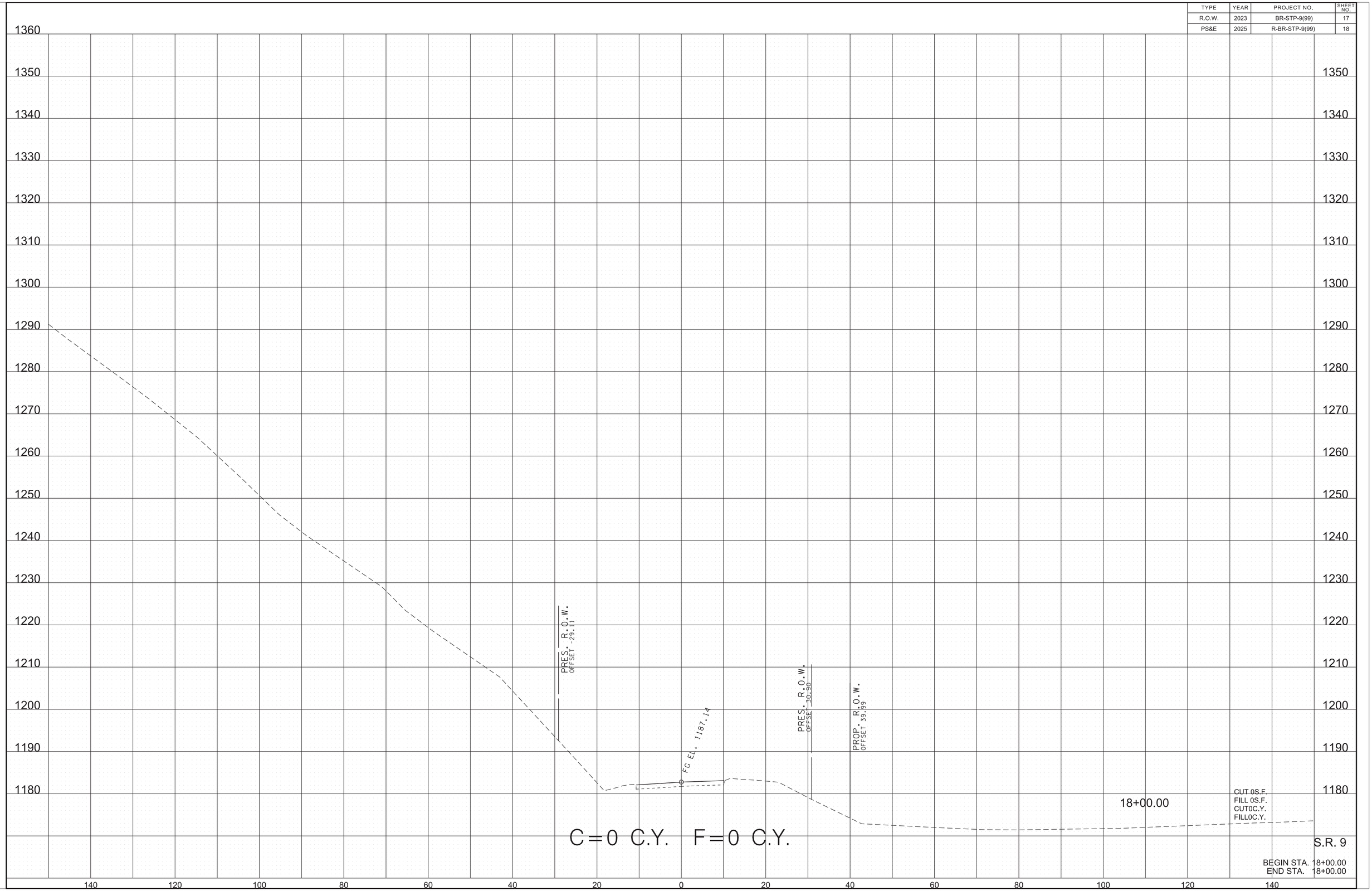
16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	16
PS&E	2025	R-BR-STP-9(99)	17



16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	17
PS&E	2025	R-BR-STP-9(99)	18



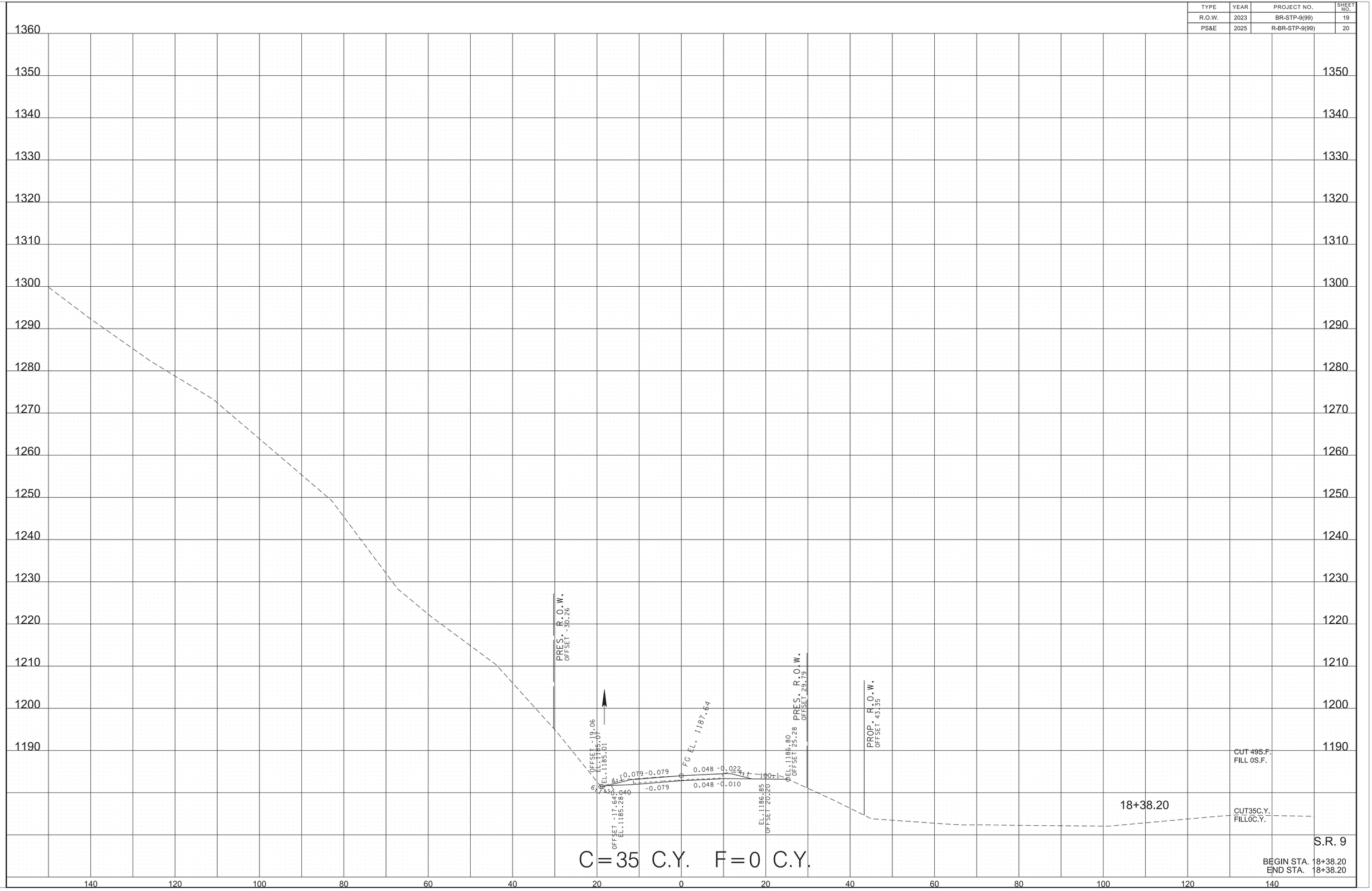
16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	18
PS&E	2025	R-BR-STP-9(99)	19

1360
1350
1340
1330
1320
1310
1300
1290
1280
1270
1260
1250
1240
1230
1220
1210
1200
1190
BEG. SPEC.
"V" DITCH
STA. 18+19.00
OFF. 18.32' LT.
ELEV. 1185.02
PRES. R.O.W.
OFFSET -29.56
PRES. R.O.W.
OFFSET 30.47
PROP. R.O.W.
OFFSET 41.42
FG EL. 1187.39
OFFSET -18.67
EL.1185.07
EL.1185.02
OFFSET -17.33
EL.1185.17
EL.1186.45
OFFSET 25.74
EL.1186.51
OFFSET 18.93
4:1
6:1
4:1
100:1
-0.071 -0.071
-0.040
-0.071
0.040 -0.030
0.040 -0.010
END COLD PLANING
& RESURF BEGIN
GRADE AND DRAIN
STA 18+19.00
C = 18 C.Y. F = 0 C.Y.
18+19.00
CUT 50S.F.
FILL 0S.F.
CUT18C.Y.
FILL0C.Y.
S.R. 9
BEGIN STA. 18+19.00
END STA. 18+19.00
140
120
100
80
60
40
20
0
20
40
60
80
100
120
140

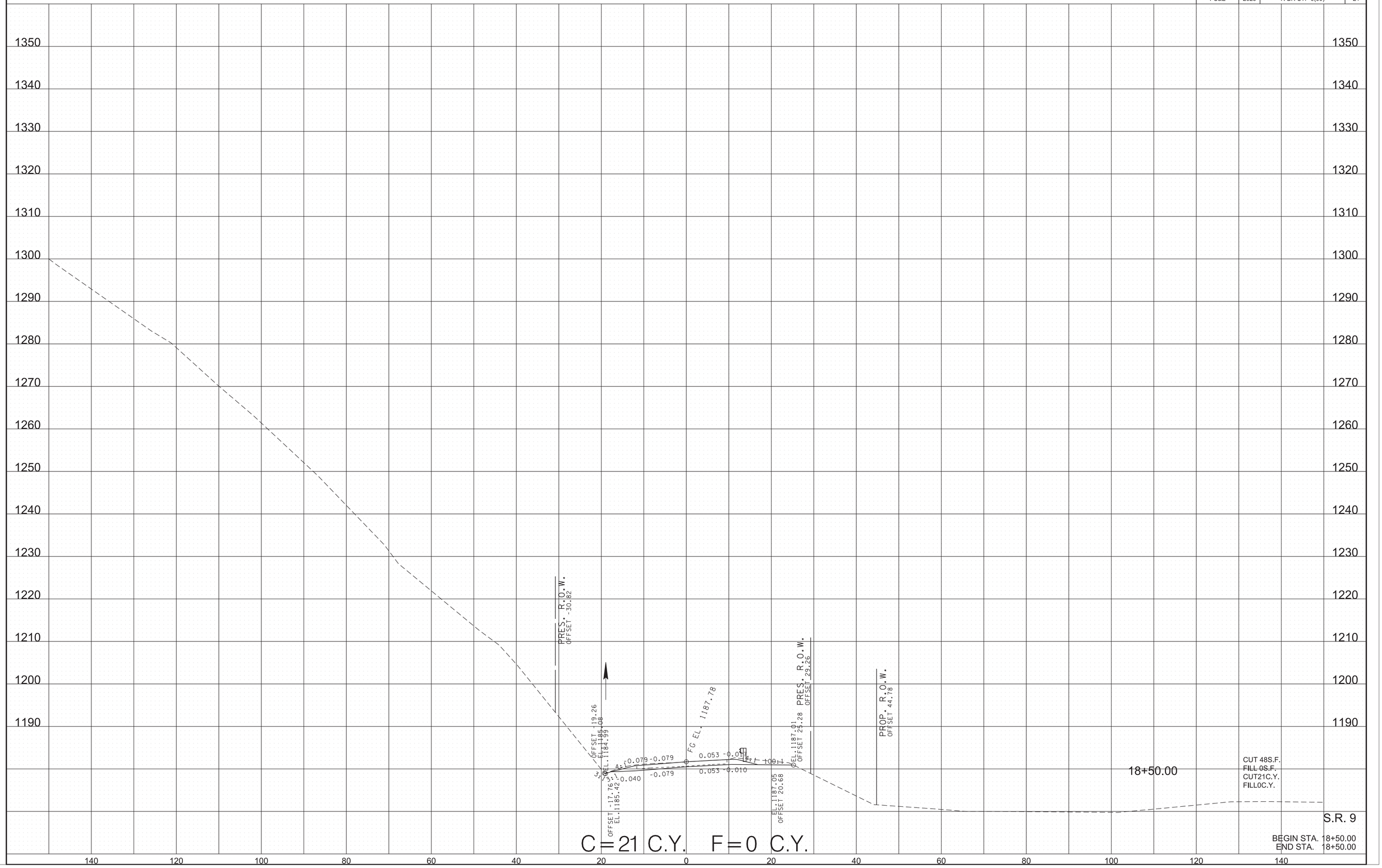
16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	19
PS&E	2025	R-BR-STP-9(99)	20



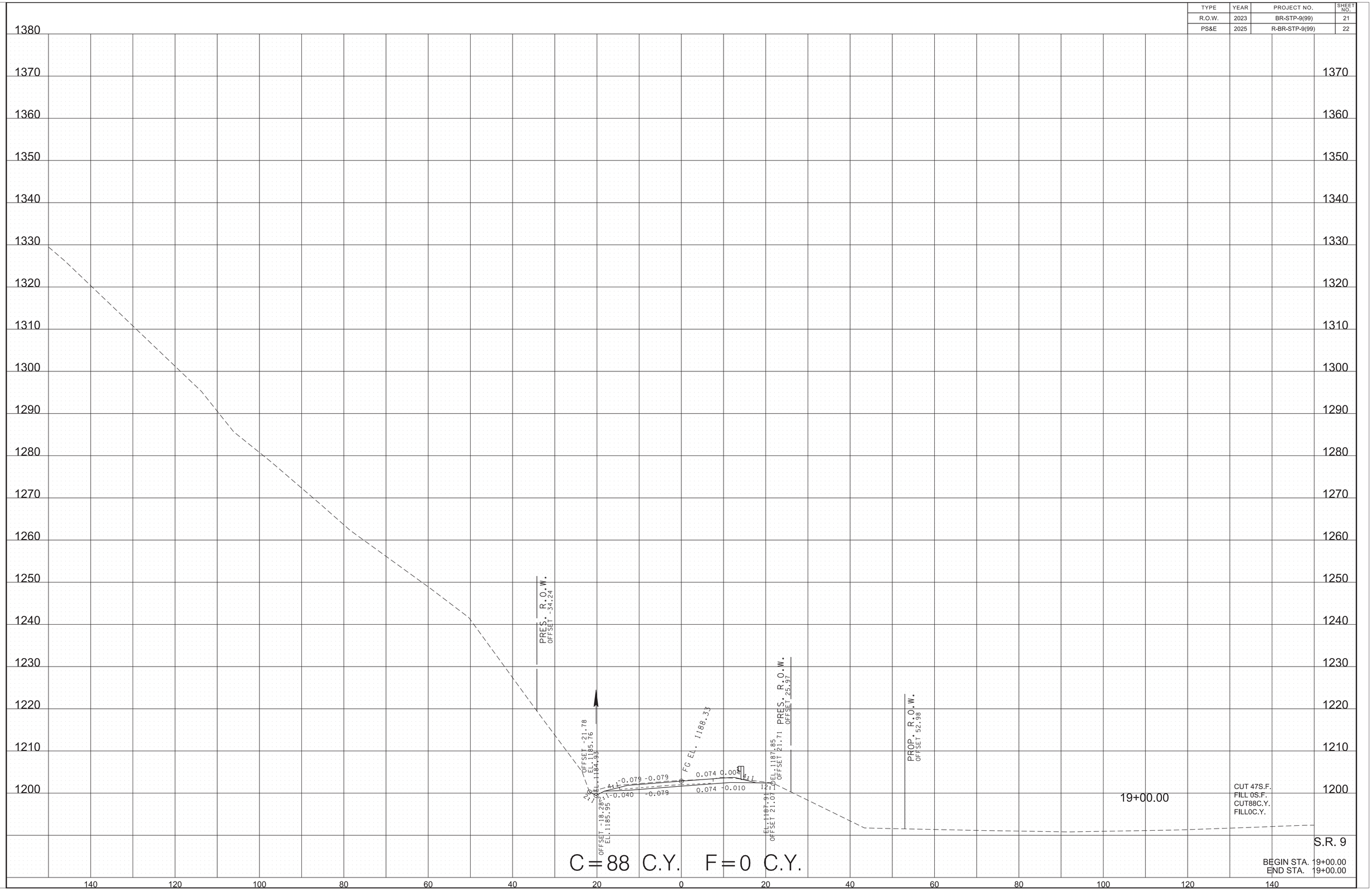
16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	20
PS&E	2025	R-BR-STP-9(99)	21



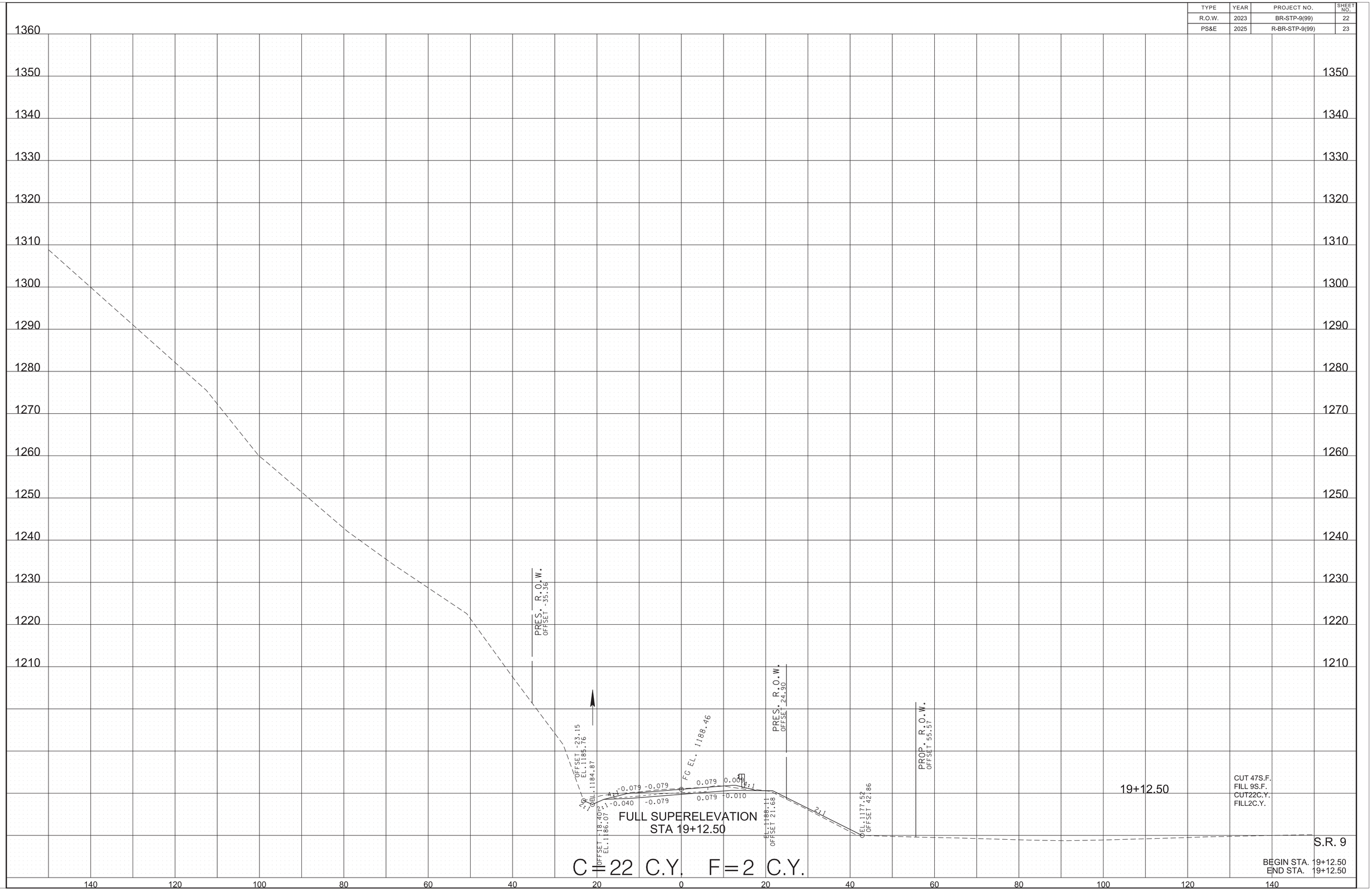
16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	21
PS&E	2025	R-BR-STP-9(99)	22



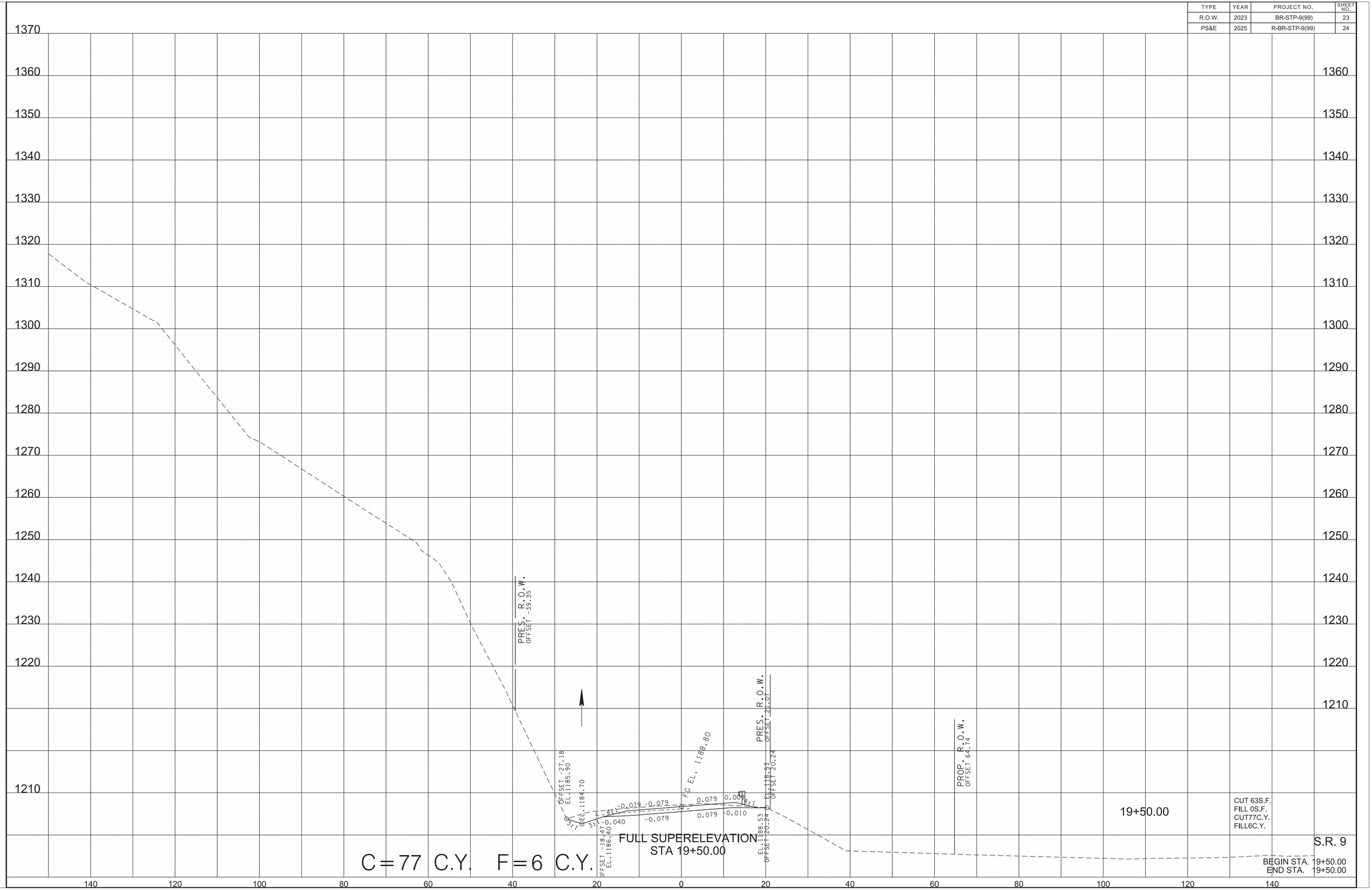
16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDESIDesign\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	22
PS&E	2025	R-BR-STP-9(99)	23



16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	23
PS&E	2025	R-BR-STP-9(99)	24



16-JUL-2025 16:56
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	24
PS&E	2025	R-BR-STP-9(99)	25

1370
1360
1350
1340
1330
1320
1310
1300
1290
1280
1270
1260
1250
1240
1230
1220
1210

PRES. R.O.W.
OFFSET -44.71

OFFSET -32.09
EL. 1186.17

EL. 1184.51

4:1

-0.079 -0.079

FC EL. 1189.11

PRES. R.O.W.
OFFSET 15.91

0.079 0.009

4:1

0.079 -0.010

-0.040

-0.079

OFFSET -18.21
EL. 1186.71

EL. 1188.80
OFFSET 19.11

EL. 1188.26
OFFSET 20.32

PROP. R.O.W.
OFFSET 61.00

19+90.61

CUT 82S.F.
FILL 2S.F.
CUT109C.Y.
FILL1C.Y.

FULL SUPERELEVATION
STA 19+90.61

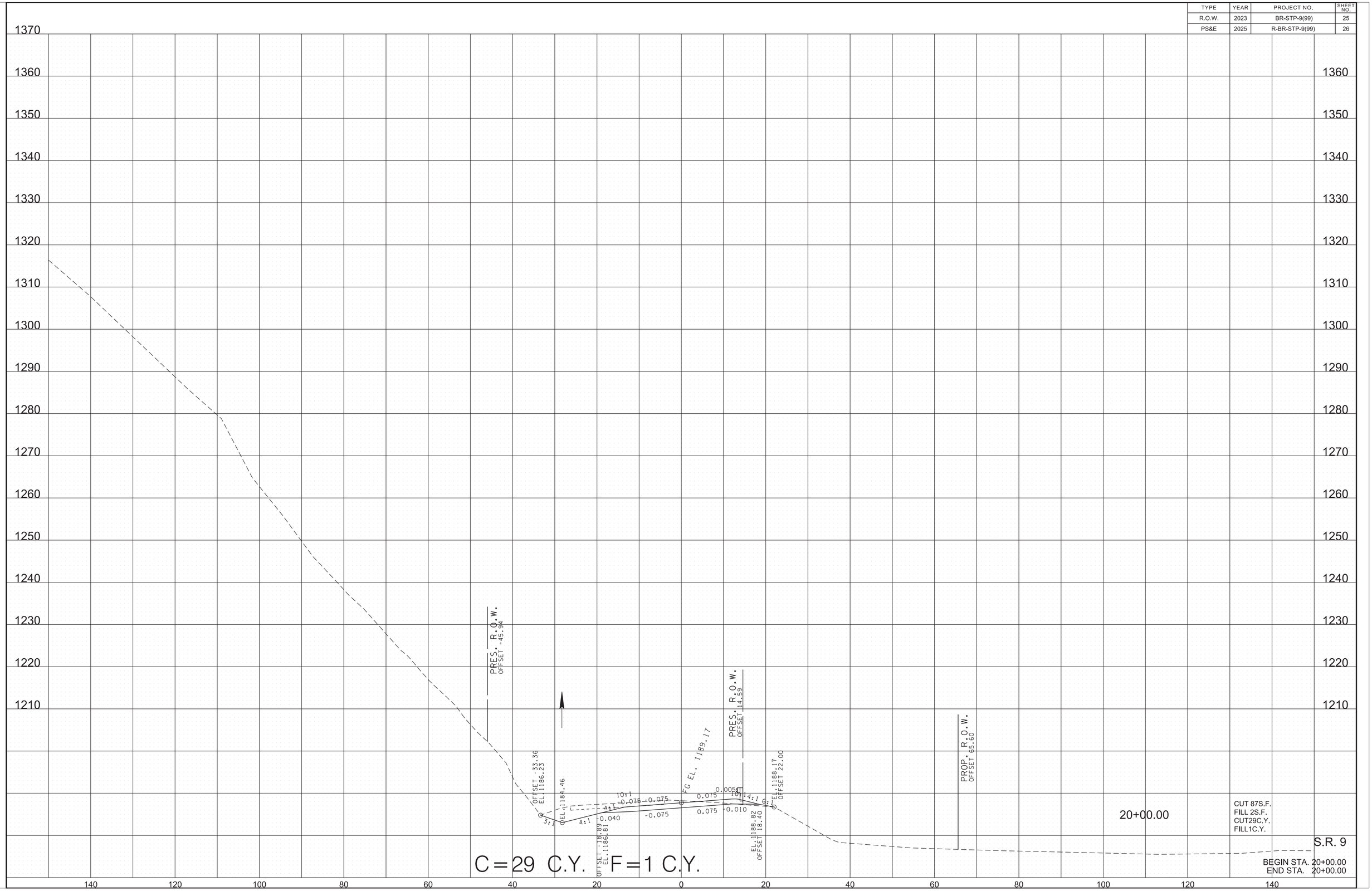
C=109 C.Y. F=1 C.Y.

S.R. 9

BEGIN STA. 19+90.61
END STA. 19+90.61

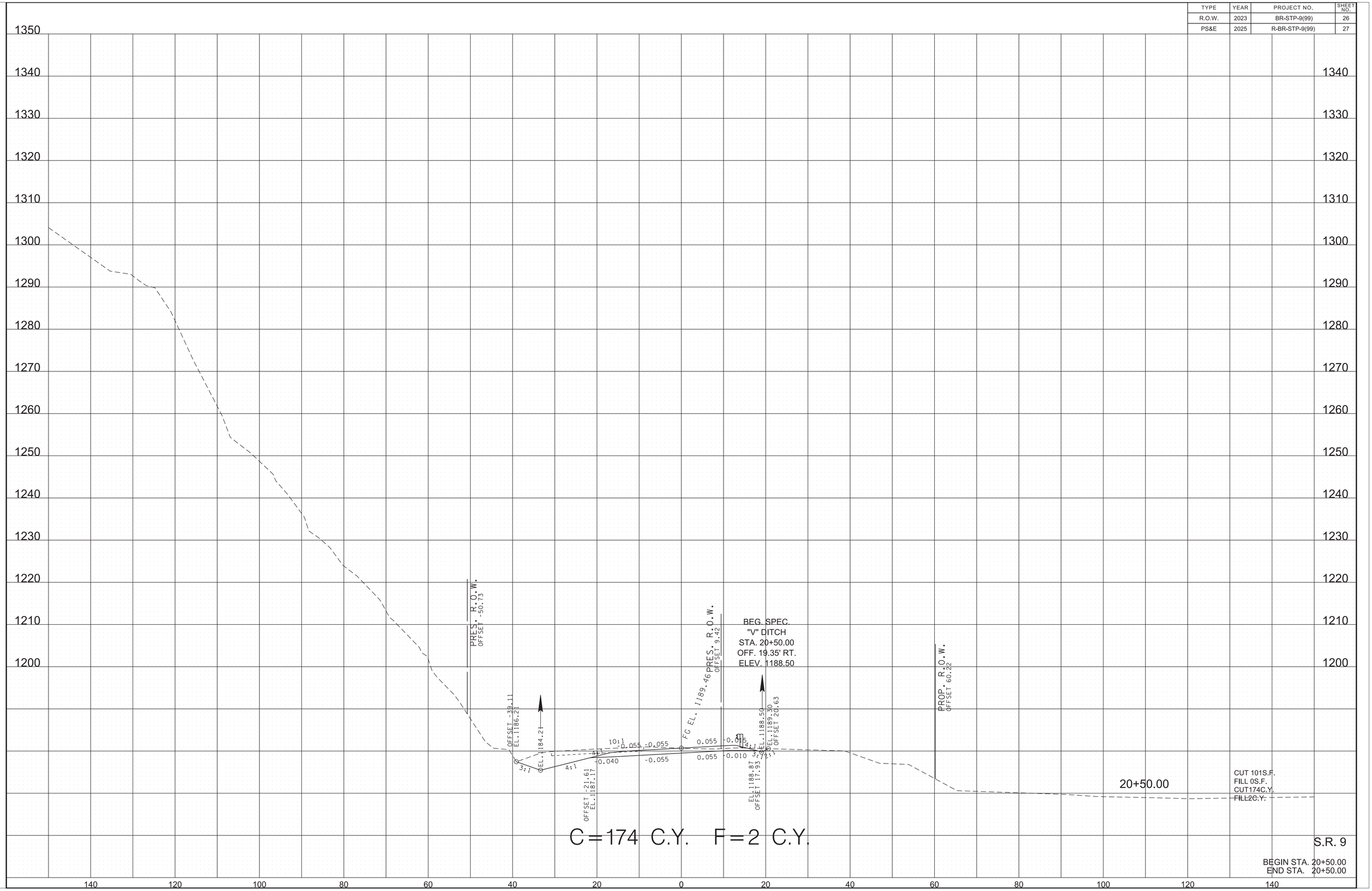
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	25
PS&E	2025	R-BR-STP-9(99)	26



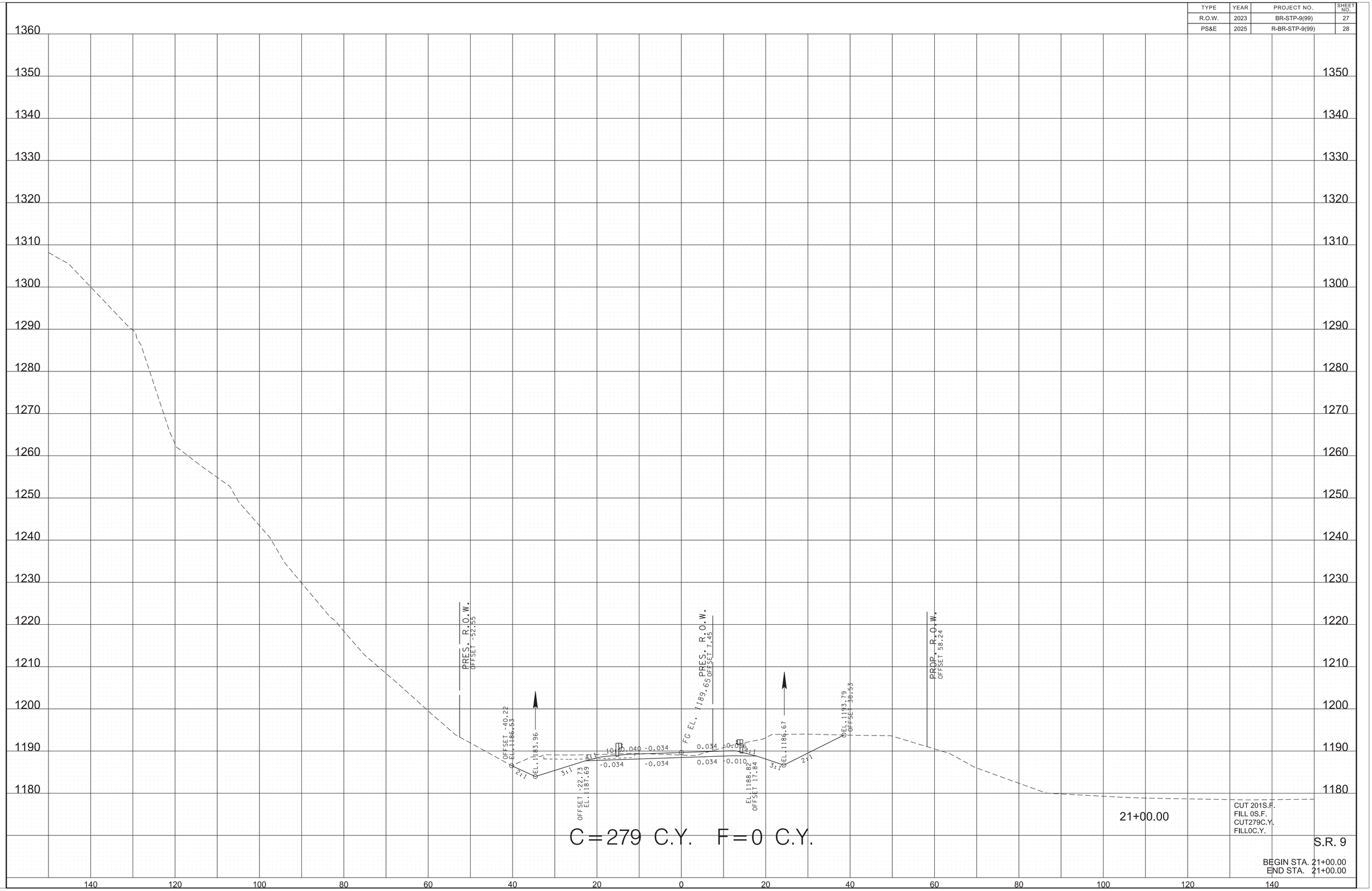
16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	26
PS&E	2025	R-BR-STP-9(99)	27



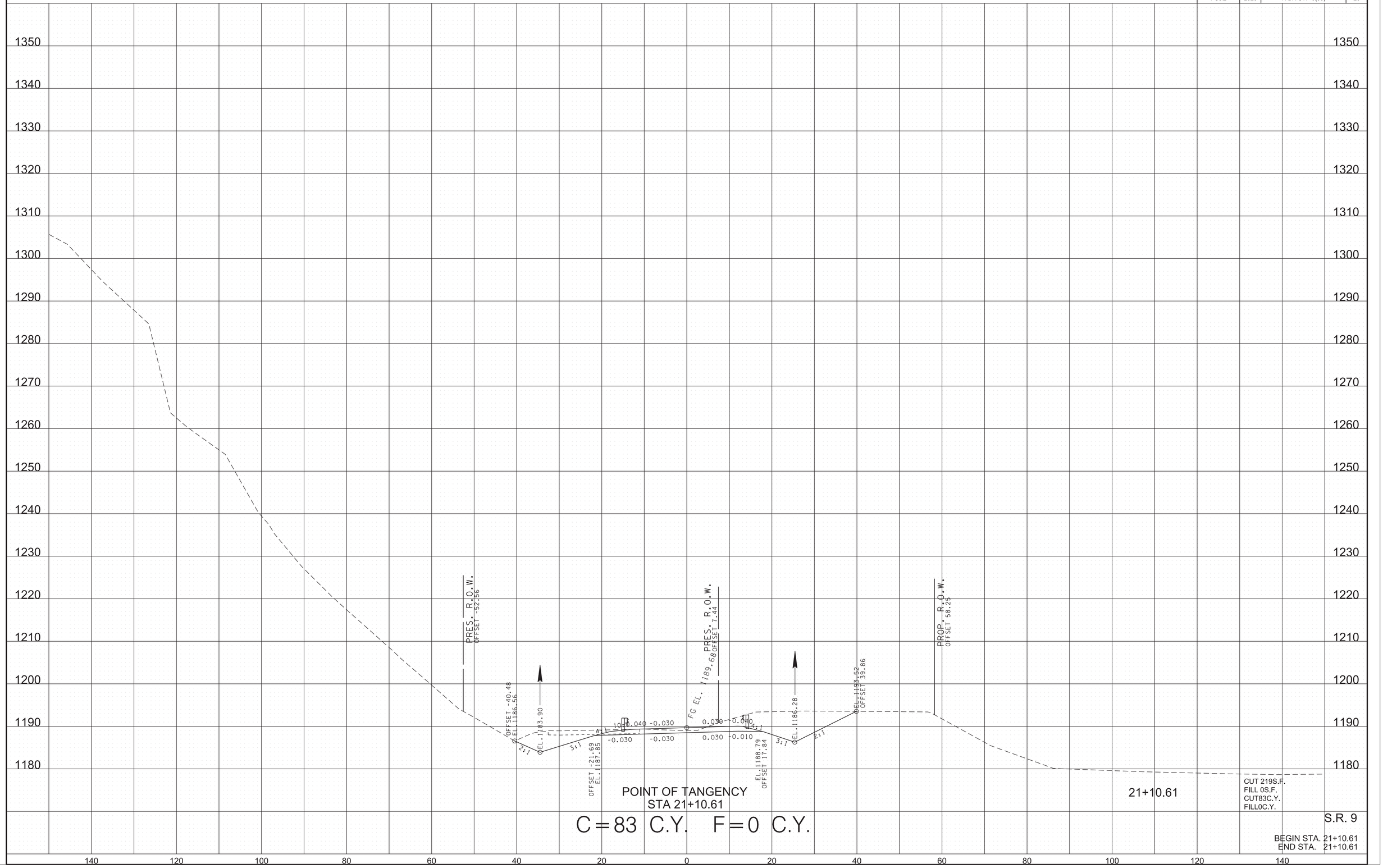
16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	27
PS&E	2025	R-BR-STP-9(99)	28



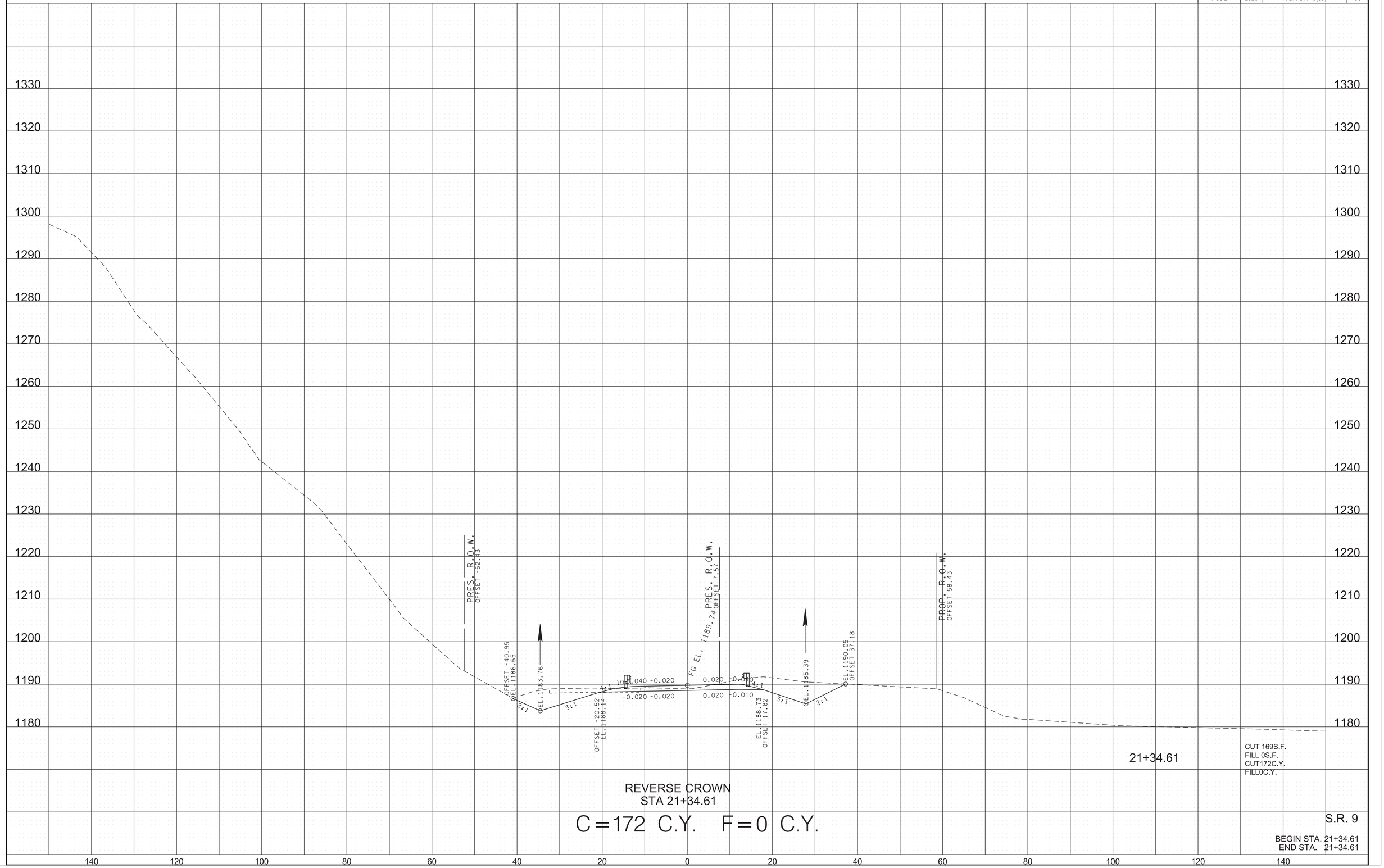
16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	28
PS&E	2025	R-BR-STP-9(99)	29



16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	29
PS&E	2025	R-BR-STP-9(99)	30



21+34.61

CUT 169S.F.
FILL 0S.F.
CUT172C.Y.
FILL0C.Y.

REVERSE CROWN
STA 21+34.61

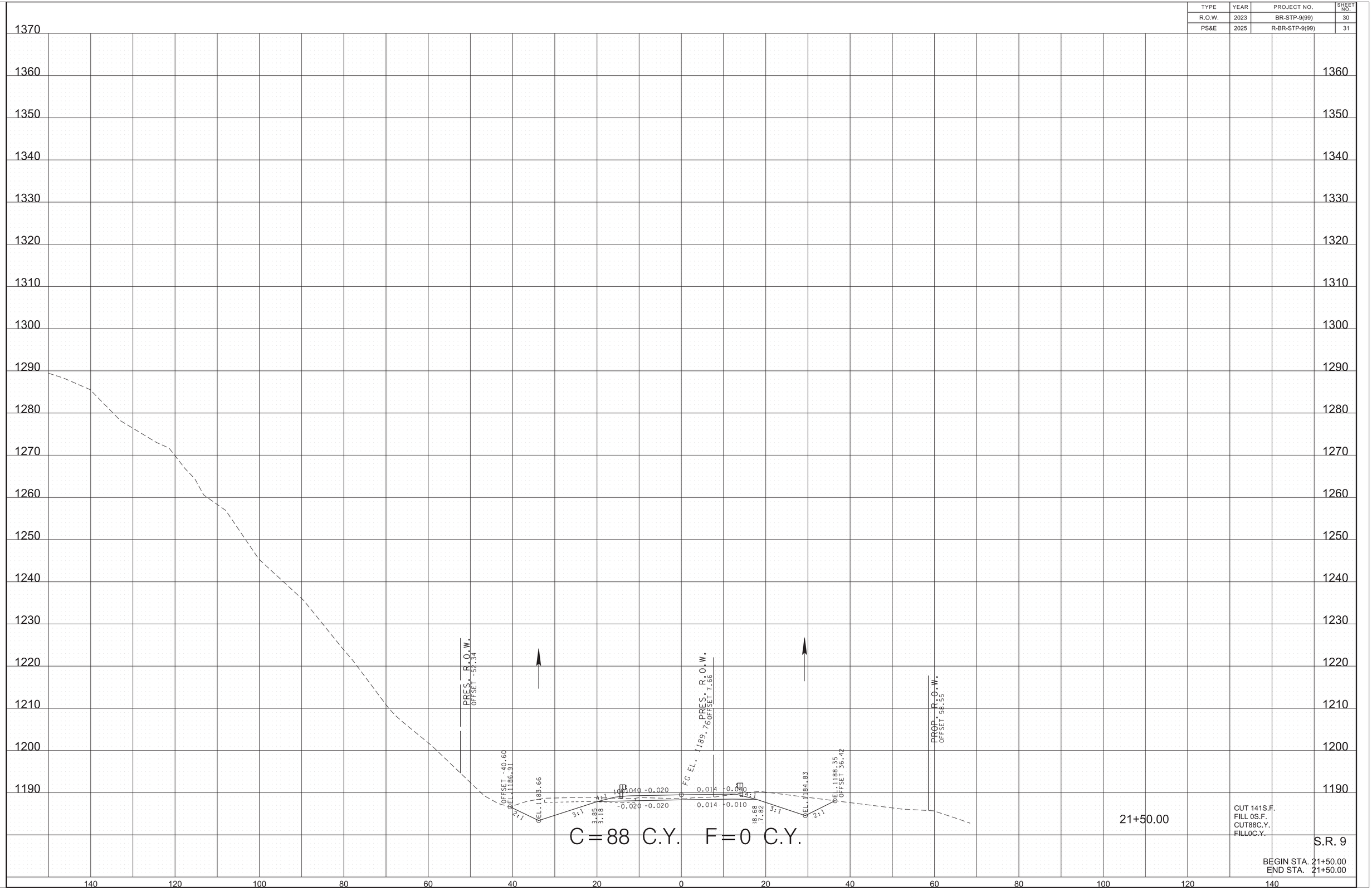
C=172 C.Y. F=0 C.Y.

S.R. 9

BEGIN STA. 21+34.61
END STA. 21+34.61

16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	30
PS&E	2025	R-BR-STP-9(99)	31



C=88 C.Y. F=0 C.Y.

21+50.00

CUT 141S.F.
FILL 0S.F.
CUT88C.Y.
FILL0C.Y.

S.R. 9

BEGIN STA. 21+50.00
END STA. 21+50.00

16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	31
PS&E	2025	R-BR-STP-9(99)	32

END SPEC. "V" DITCH
STA. 21+96.87
OFF. 34.44' RT.
ELEV. 1183.10

PRES. R.O.W.
OFFSET -52.16

OFFSET -38.97
EL. 1187.74

EL. 1183.47

2:1

OFFSET -19.51
EL. 1188.21

-0.040 -0.020 0.000 -0.040

FG EL. 1189.79

PRES. R.O.W.
OFFSET 7.84

1" 57-STONE

TYPE IV GEOTEXTILE

EL. 1188.53
OFFSET 19.18

EL. 1183.63

EL. 1183.48
OFFSET 35.78

3' MIN RIP-RAP CLASS B

PROP. R.O.W.
OFFSET 58.80

21+82.61

CUT 80S.F.
FILL 20S.F.
CUT134C.Y.
FILL12C.Y.

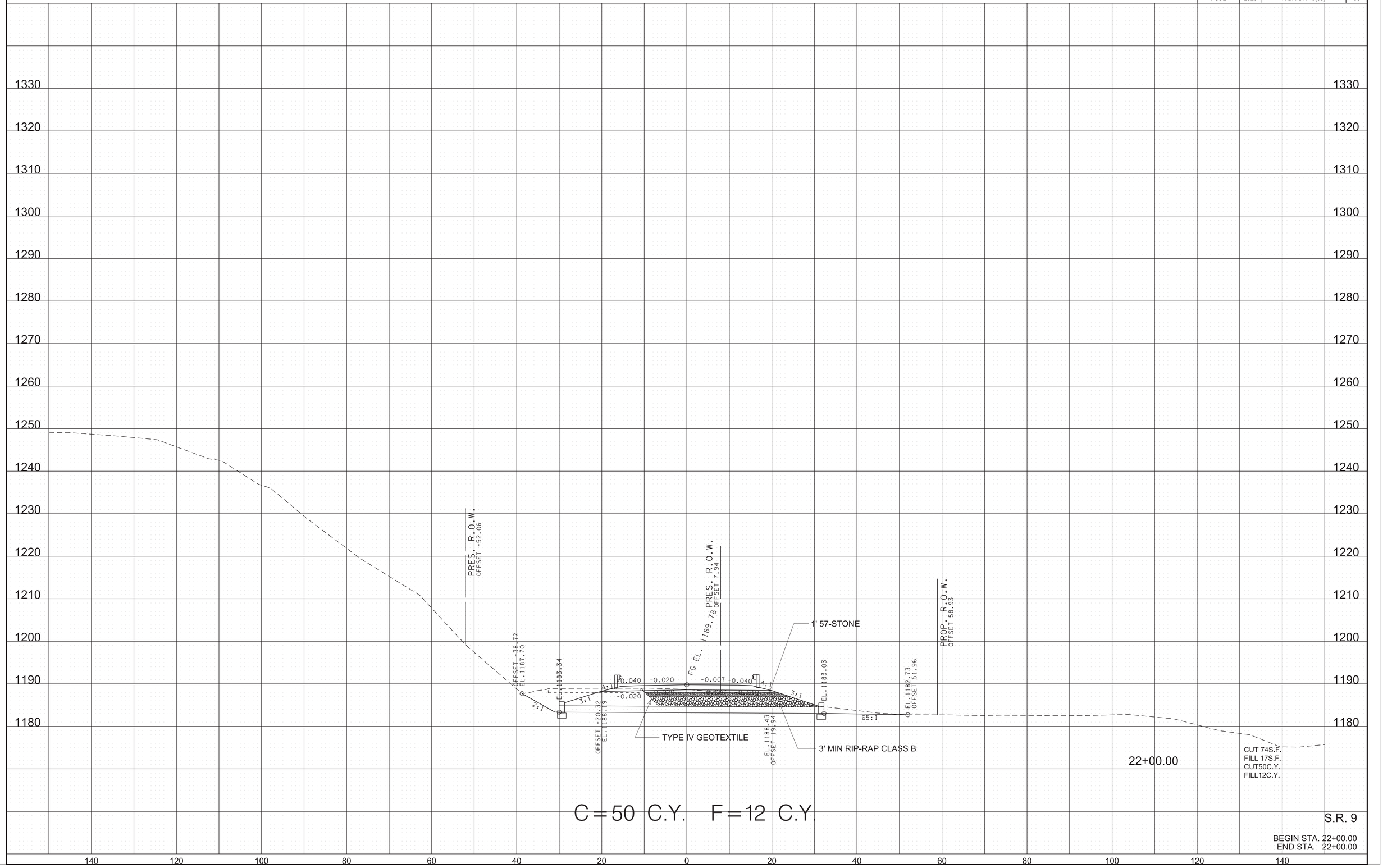
C = 134 C.Y. F = 12 C.Y.

S.R. 9

BEGIN STA. 21+82.61
END STA. 21+82.61

16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	32
PS&E	2025	R-BR-STP-9(99)	33



C = 50 C.Y. F = 12 C.Y.

S.R. 9

BEGIN STA. 22+00.00
END STA. 22+00.00

16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	33
PS&E	2025	R-BR-STP-9(99)	34

22+30.61

CUT 73S.F.
FILL 30S.F.
CUT83C.Y.
FILL27C.Y.

NORMAL CROWN
STA 22+30.61

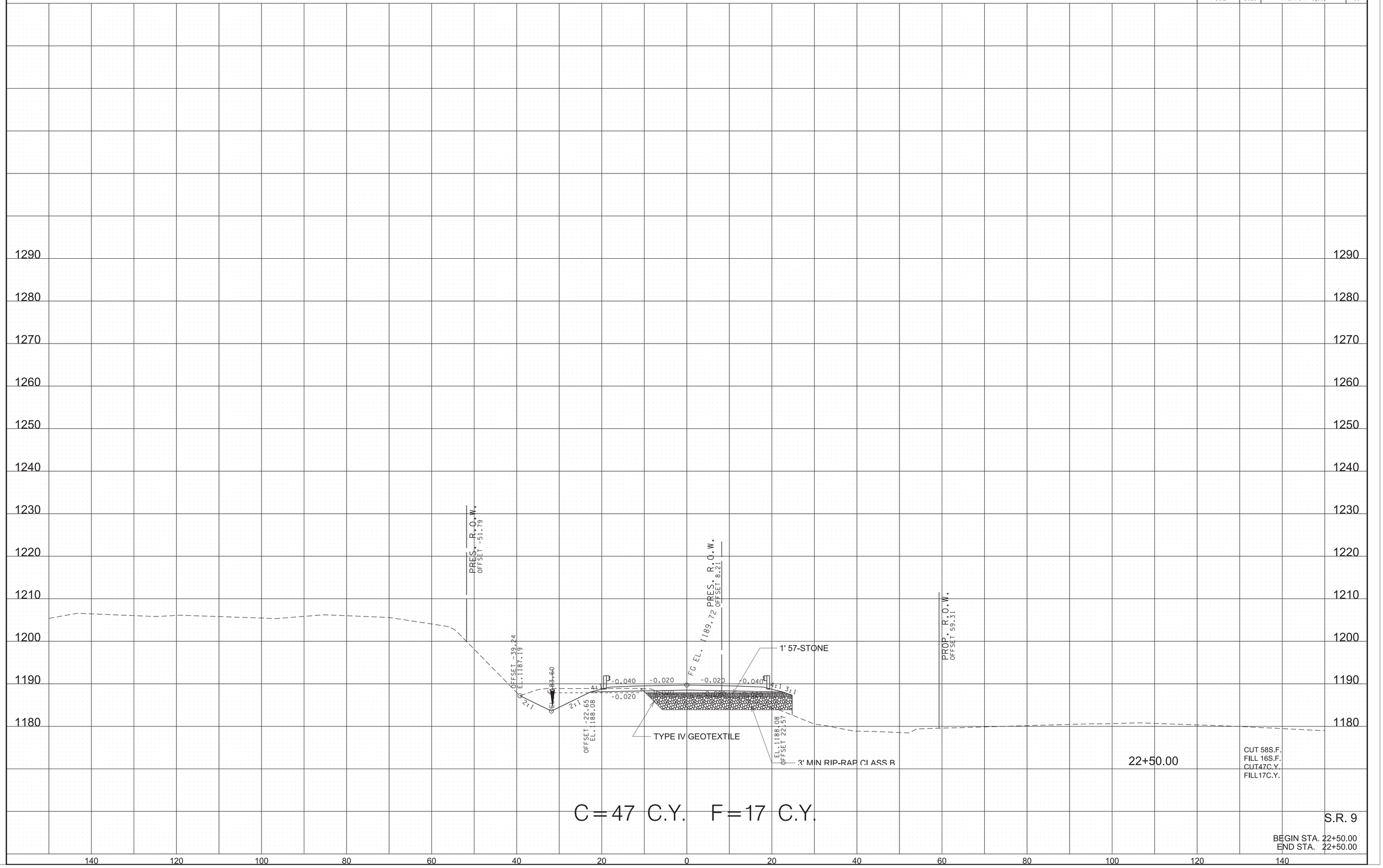
C = 83 C.Y. F = 27 C.Y.

S.R. 9

BEGIN STA. 22+30.61
END STA. 22+30.61

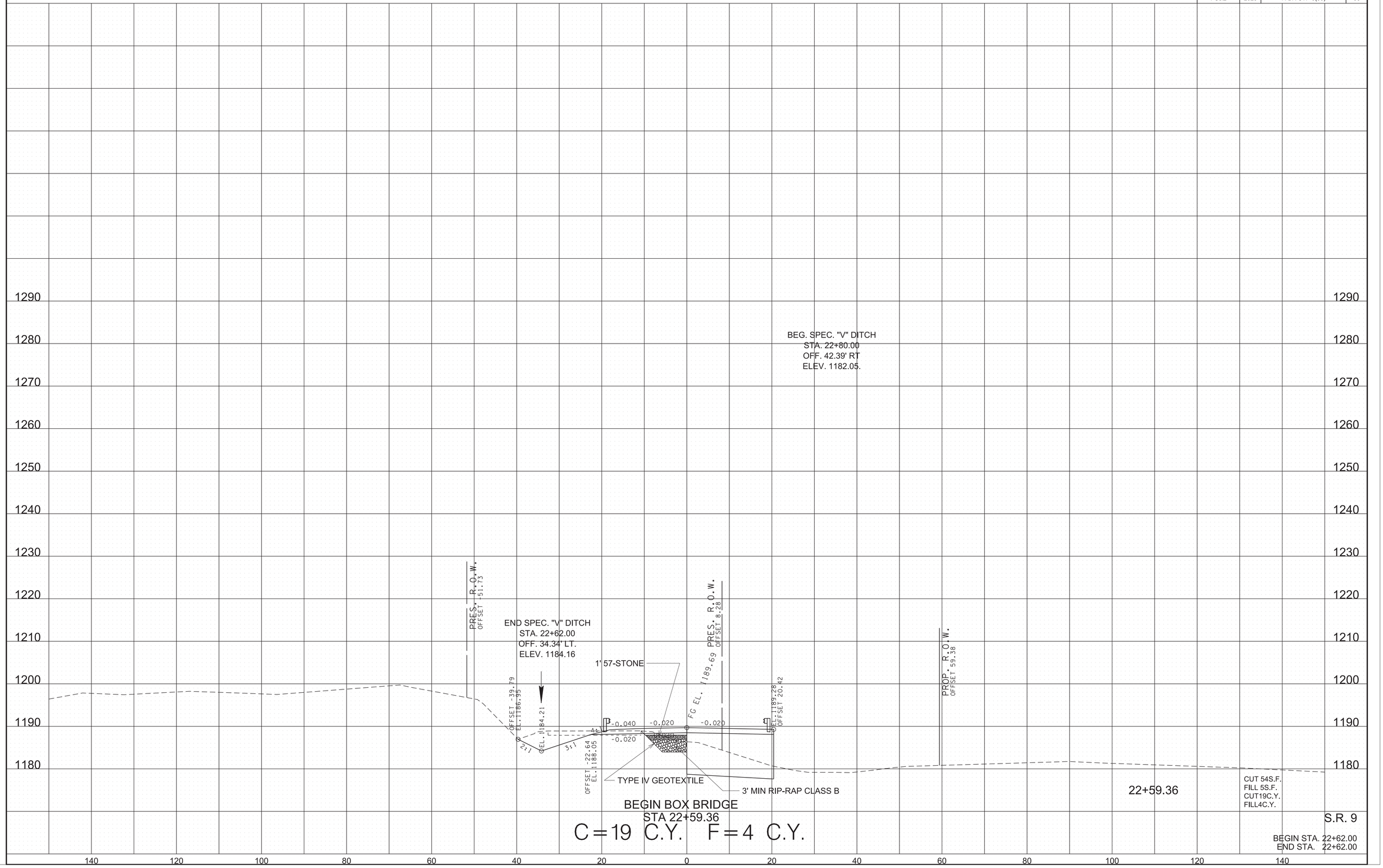
16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	34
PS&E	2025	R-BR-STP-9(99)	35



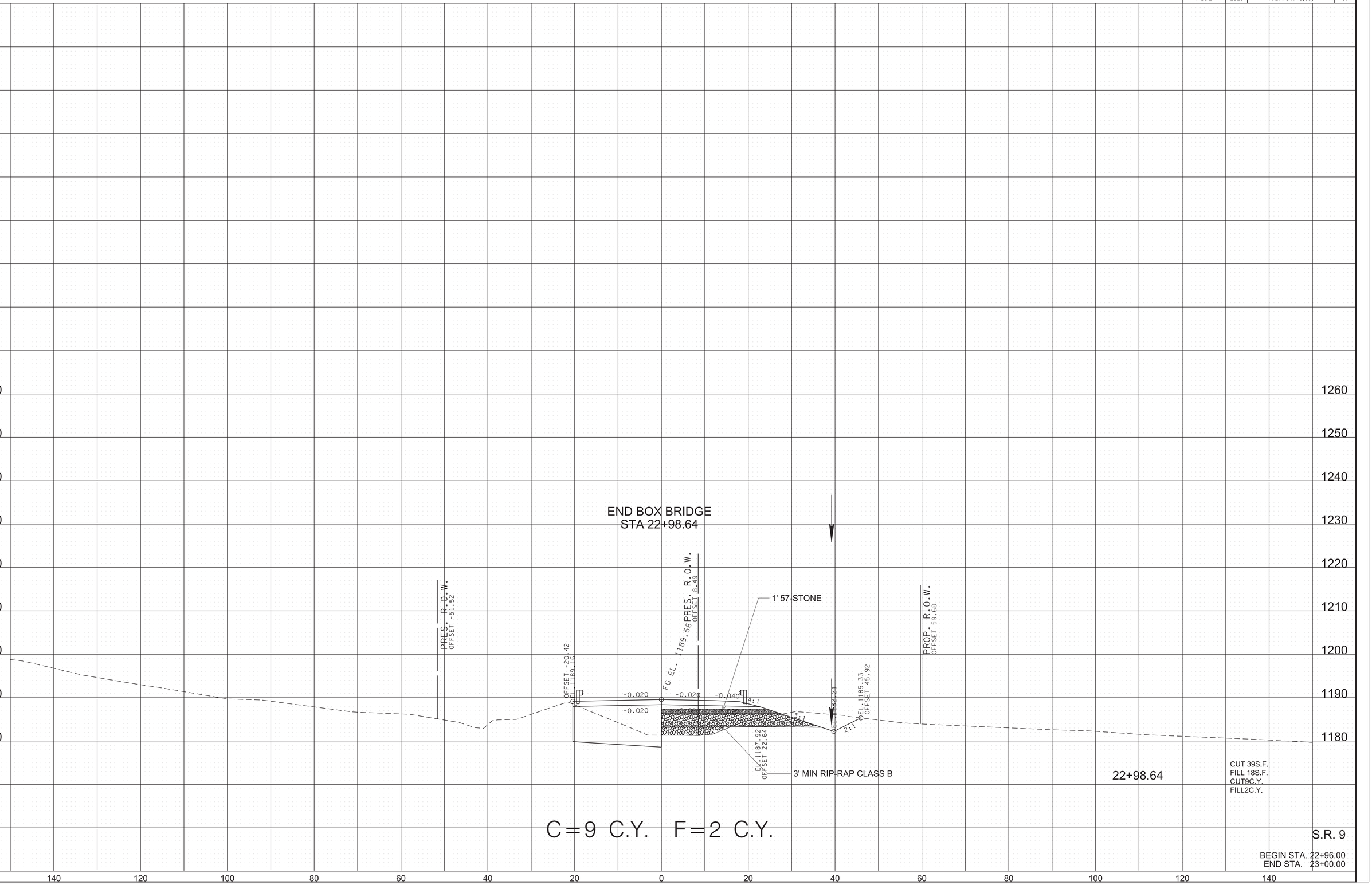
16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	35
PS&E	2025	R-BR-STP-9(99)	36



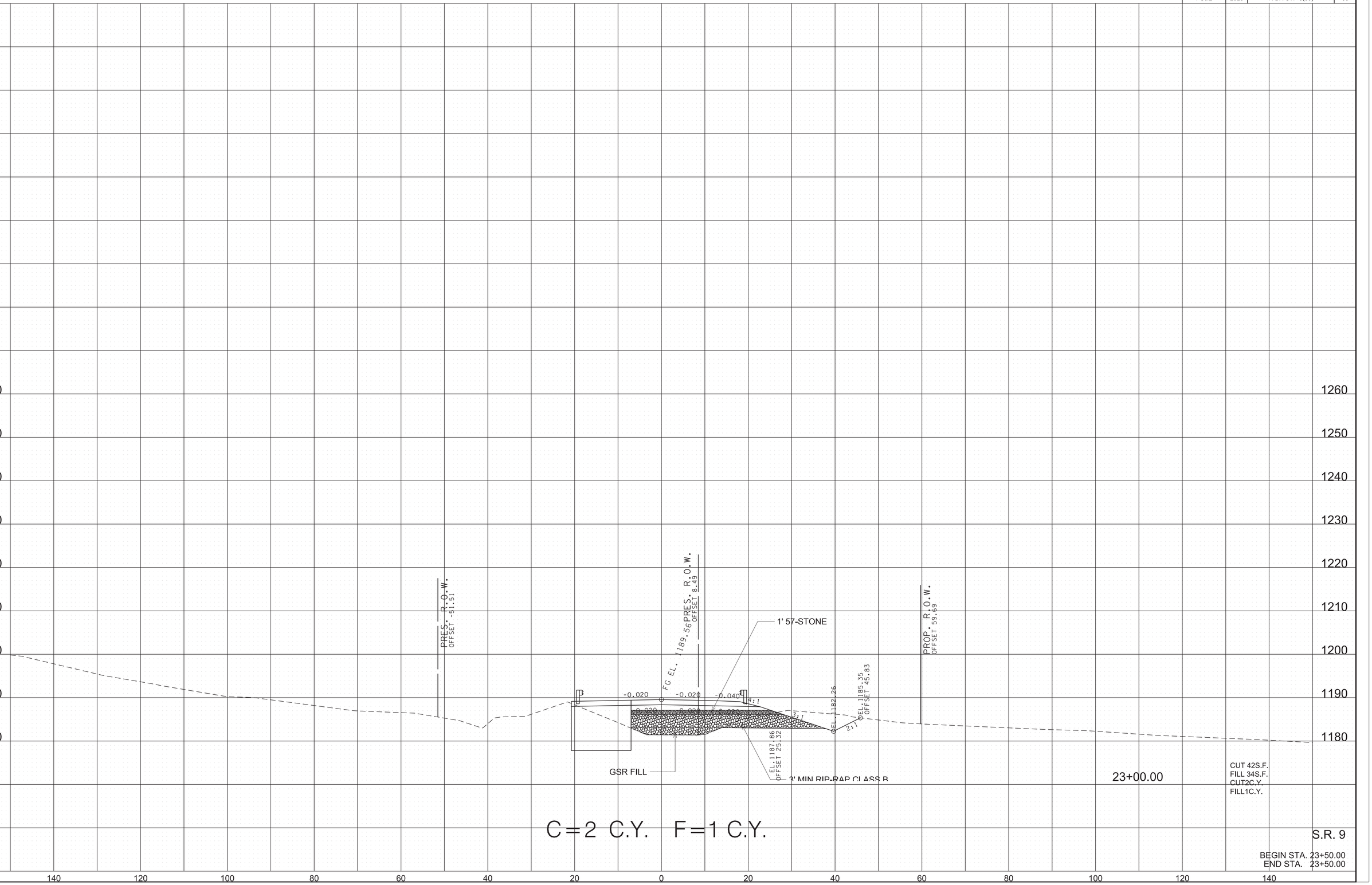
16-JUL-2025 16:57
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	36
PS&E	2025	R-BR-STP-9(99)	37



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	37
PS&E	2025	R-BR-STP-9(99)	38



23+00.00

CUT 42S.F.
FILL 34S.F.
CUT2C.Y.
FILL1C.Y.

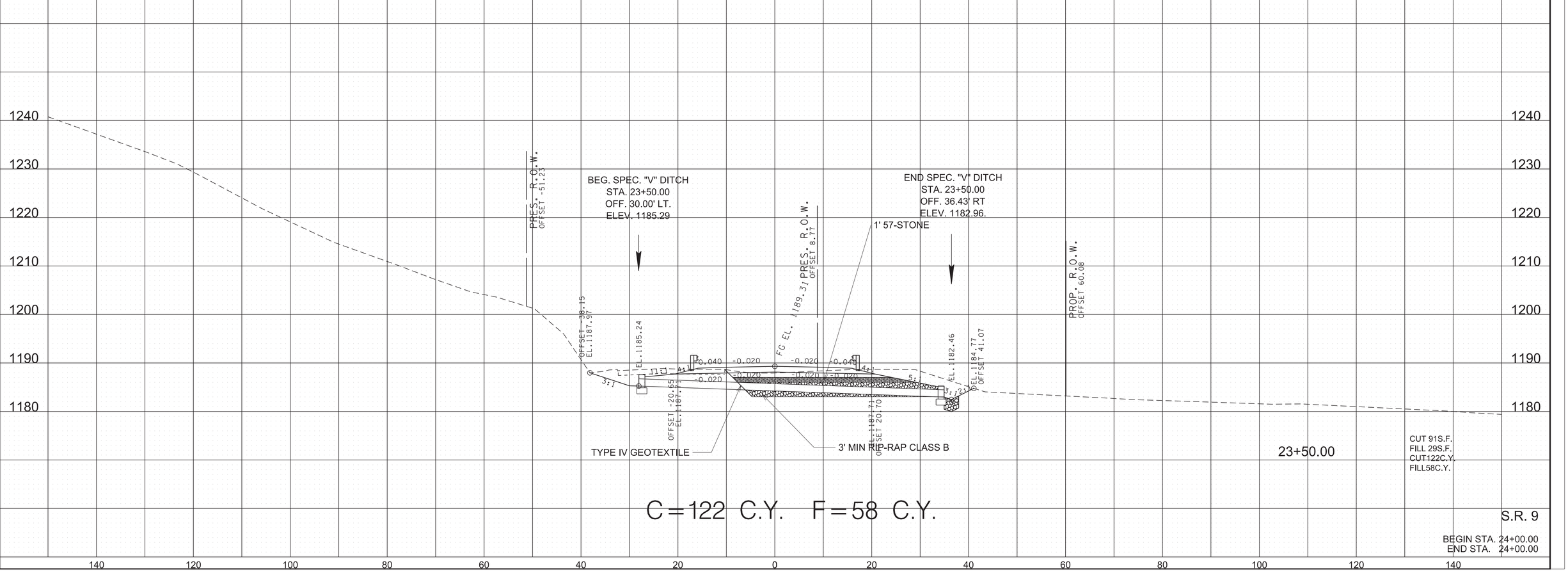
C=2 C.Y. F=1 C.Y.

S.R. 9

BEGIN STA. 23+50.00
END STA. 23+50.00

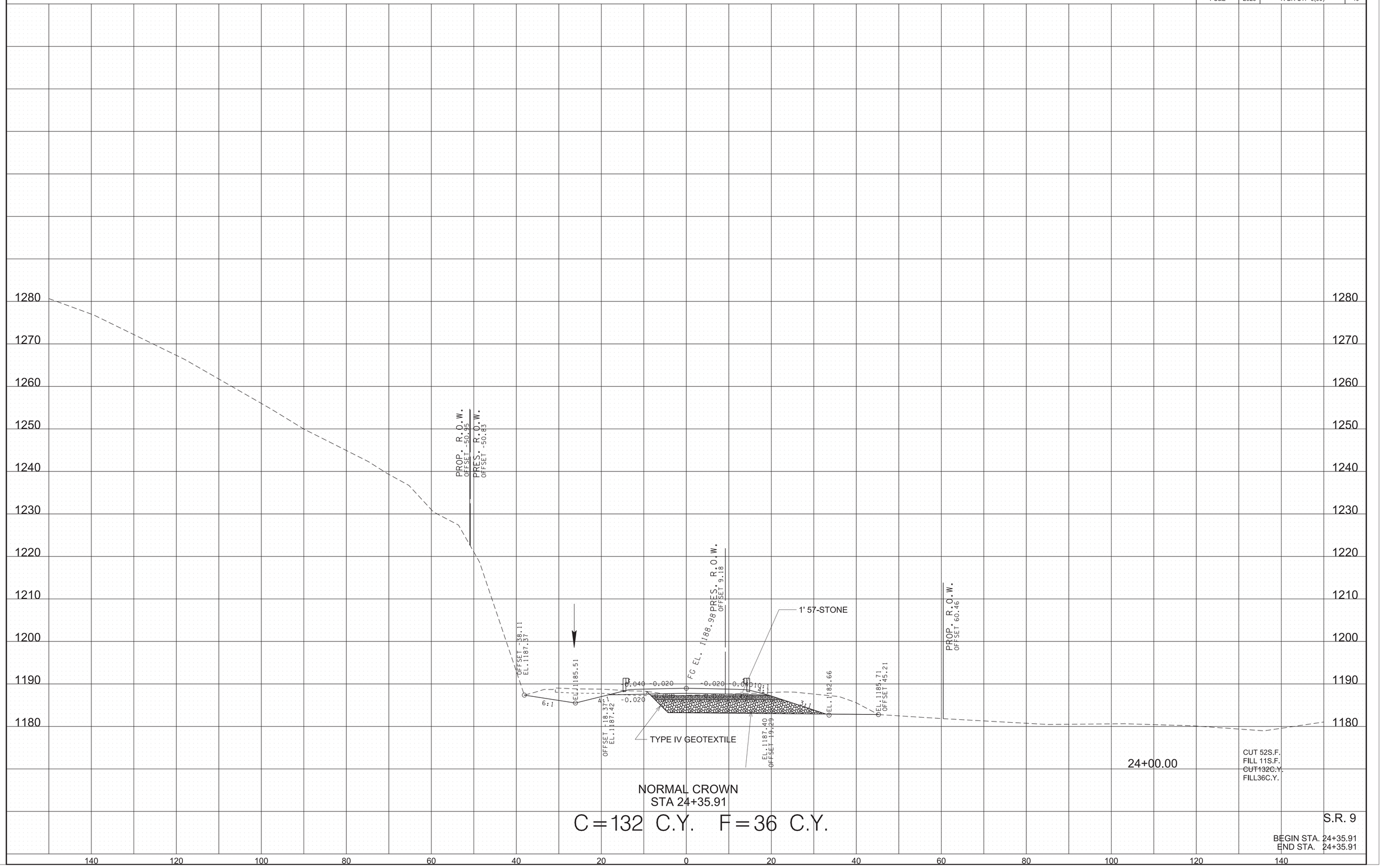
16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	38
PS&E	2025	R-BR-STP-9(99)	39



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	39
PS&E	2025	R-BR-STP-9(99)	40



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	40
PS&E	2025	R-BR-STP-9(99)	41

1310
1300
1290
1280
1270
1260
1250
1240
1230
1220
1210
1200
1190
1180

PROP. R.O.W. OFFSET +50.75
PRES. R.O.W. OFFSET -49.16
PRES. R.O.W. OFFSET 10.96
PROP. R.O.W. OFFSET 60.73

OFFSET -36.55 EL.1187.15
EL. 1185.70
FG EL. 1188.68
EL. 1182.80
EL. 1182.50 OFFSET 52.05
OFFSET -18.08 EL.1187.13
EL. 1187.08 OFFSET 20.67

10:1
3:1
-0.040 -0.020
-0.020

1' 57-STONE
TYPE IV GEOTEXTILE
3' MIN RIP-RAP CLASS B

24+35.91

CUT 51S.F.
FILL 9S.F.
CUT68C.Y.
FILL13C.Y.

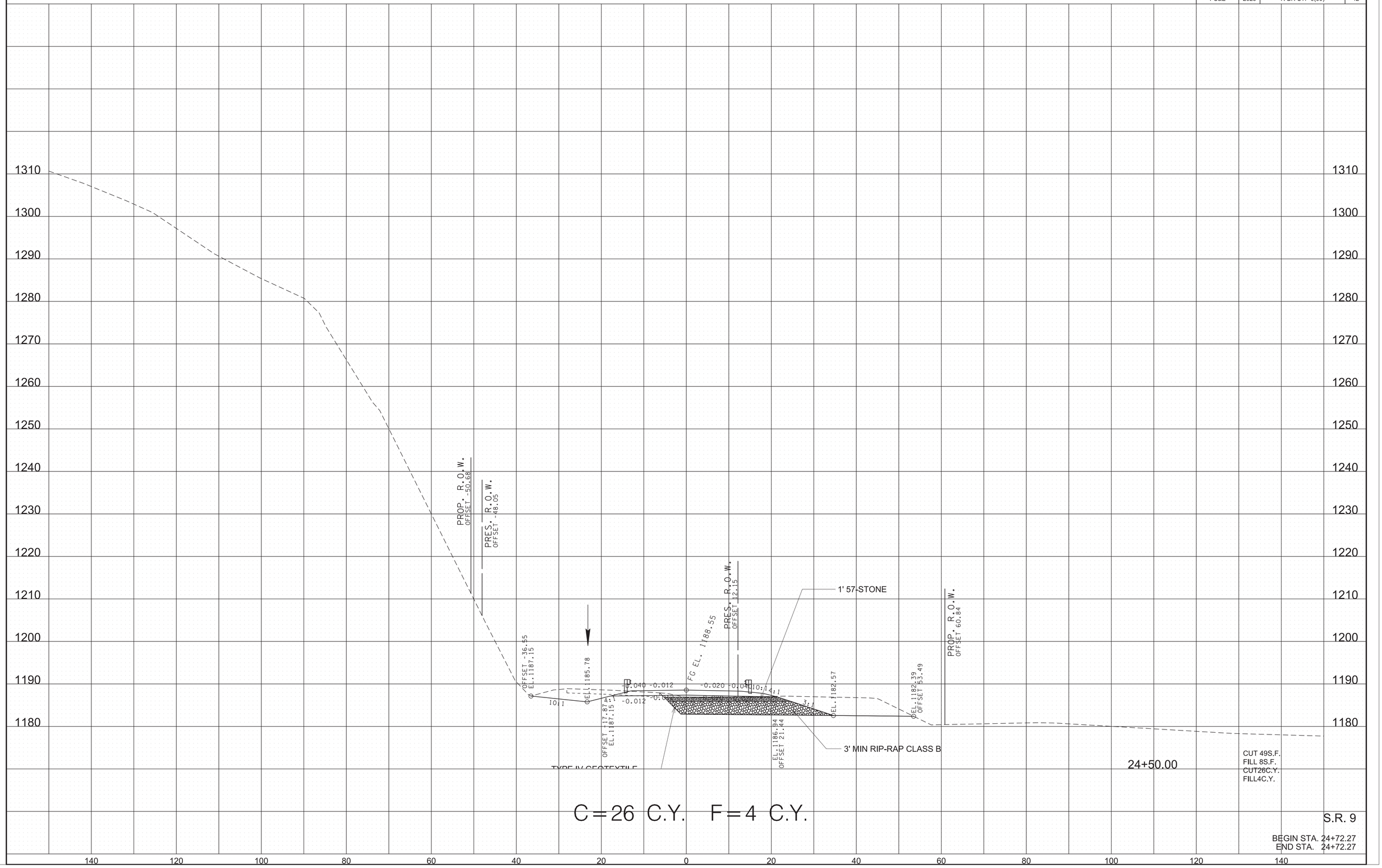
C = 68 C.Y. F = 13 C.Y.

S.R. 9

BEGIN STA. 24+50.00
END STA. 24+50.00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	41
PS&E	2025	R-BR-STP-9(99)	42



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	42
PS&E	2025	R-BR-STP-9(99)	43

1330
1320
1310
1300
1290
1280
1270
1260
1250
1240
1230
1220
1210
1200
1190
1180

PROP. R.O.W. OFFSET -50.55
PRES. R.O.W. OFFSET -45.78
OFFSET -33.88 EL.1187.14
EL. 1185.90
OFFSET -17.59 EL.1187.15
-0.040 -0.000
-0.010 -0.000
FG EL. 1188.34
PRES. R.O.W. OFFSET 14.61
-0.020 -0.040
1' 57-STONE
TYPE IV GEOTEXTILE
3' MIN RIP-RAP CLASS B
EL.1186.7 OFFSET 22.1
EL. 1182.20
EL. 1182.05 OFFSET 51.25
PROP. R.O.W. OFFSET 61.01
9:1
10:1
4:1
24+72.27
CUT 42S.F.
FILL 11S.F.
CUT38C.Y.
FILL8C.Y.

C=38 C.Y. F=8 C.Y.

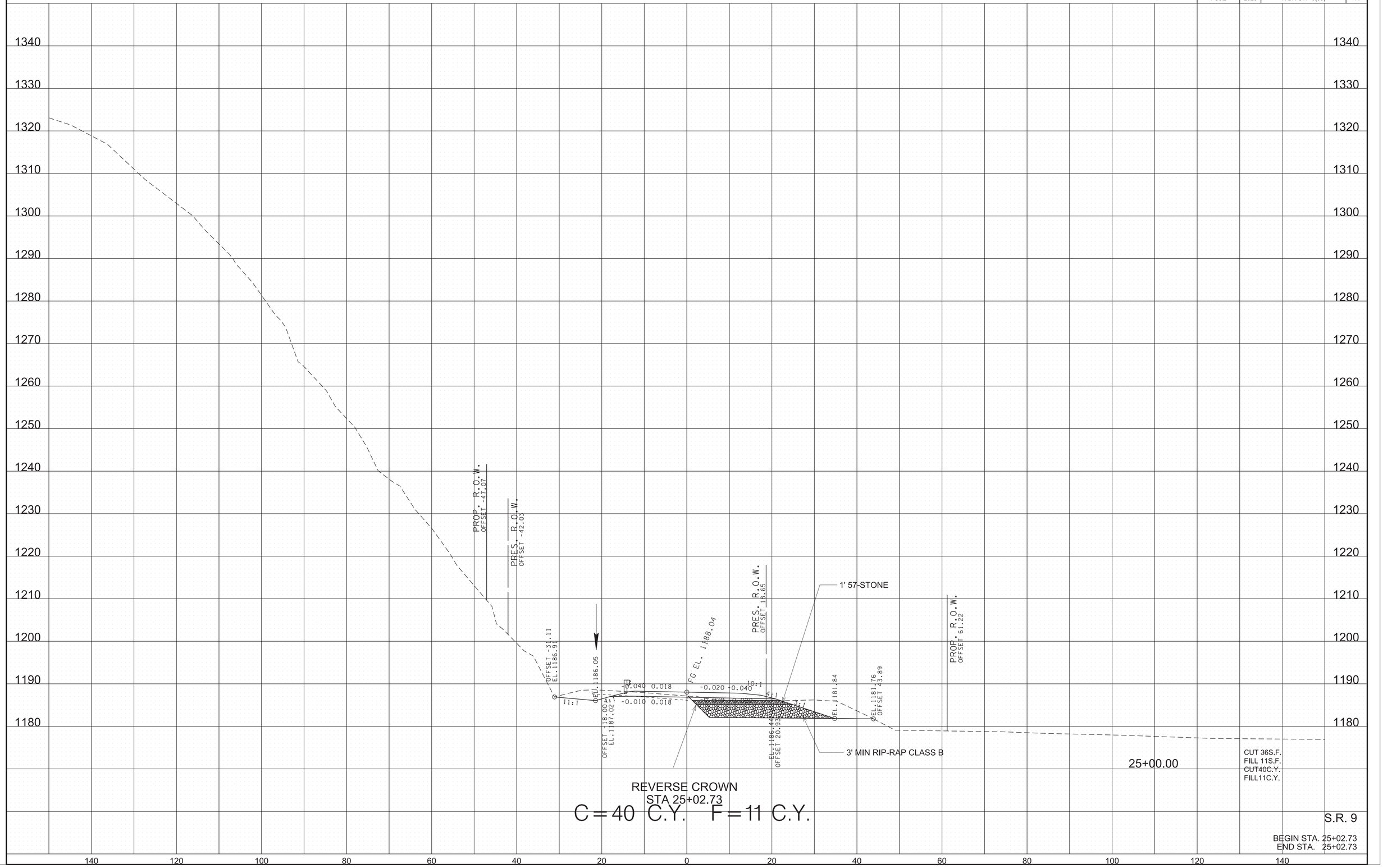
S.R. 9

BEGIN STA. 25+00.00
END STA. 25+00.00

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

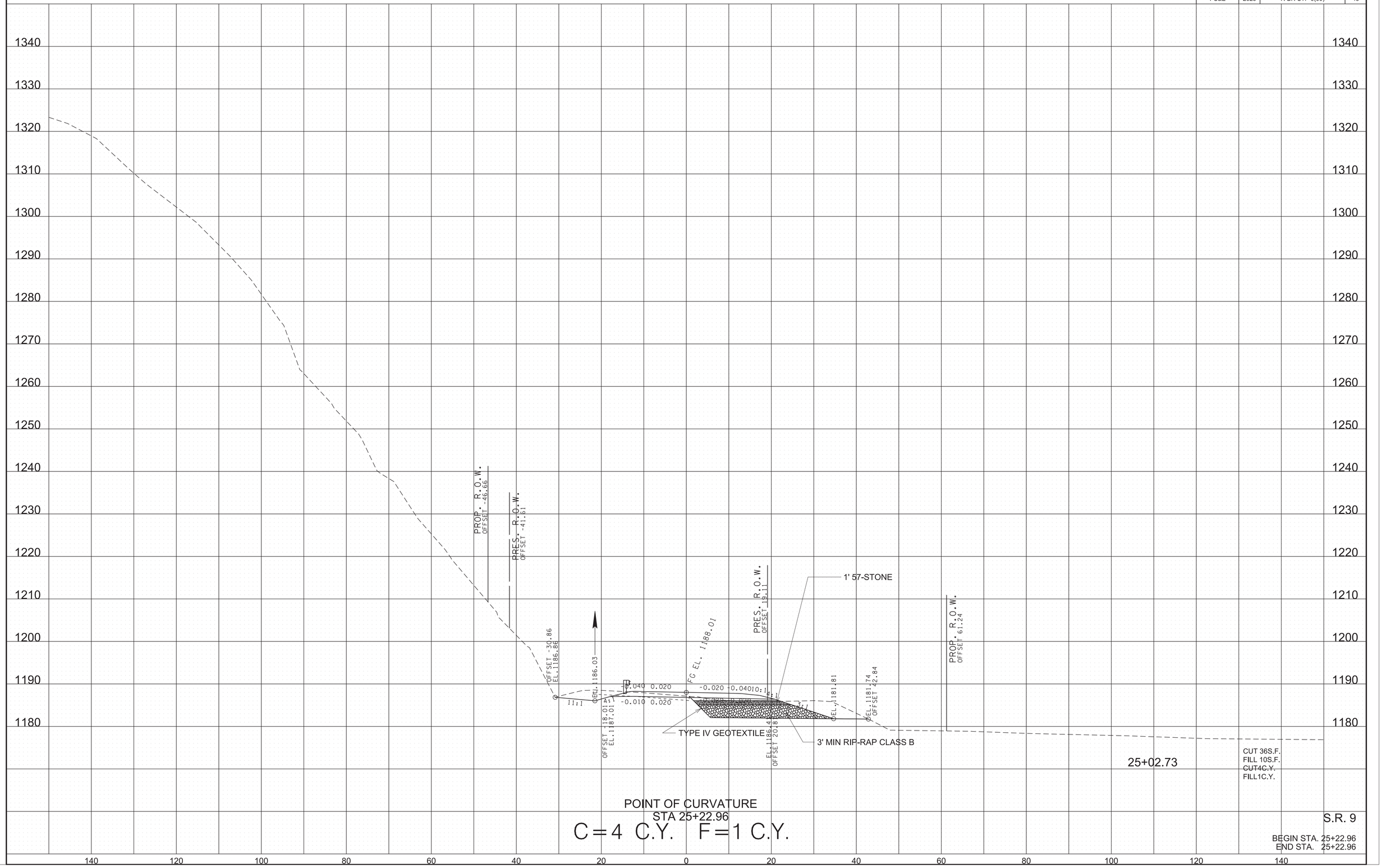
16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	43
PS&E	2025	R-BR-STP-9(99)	44



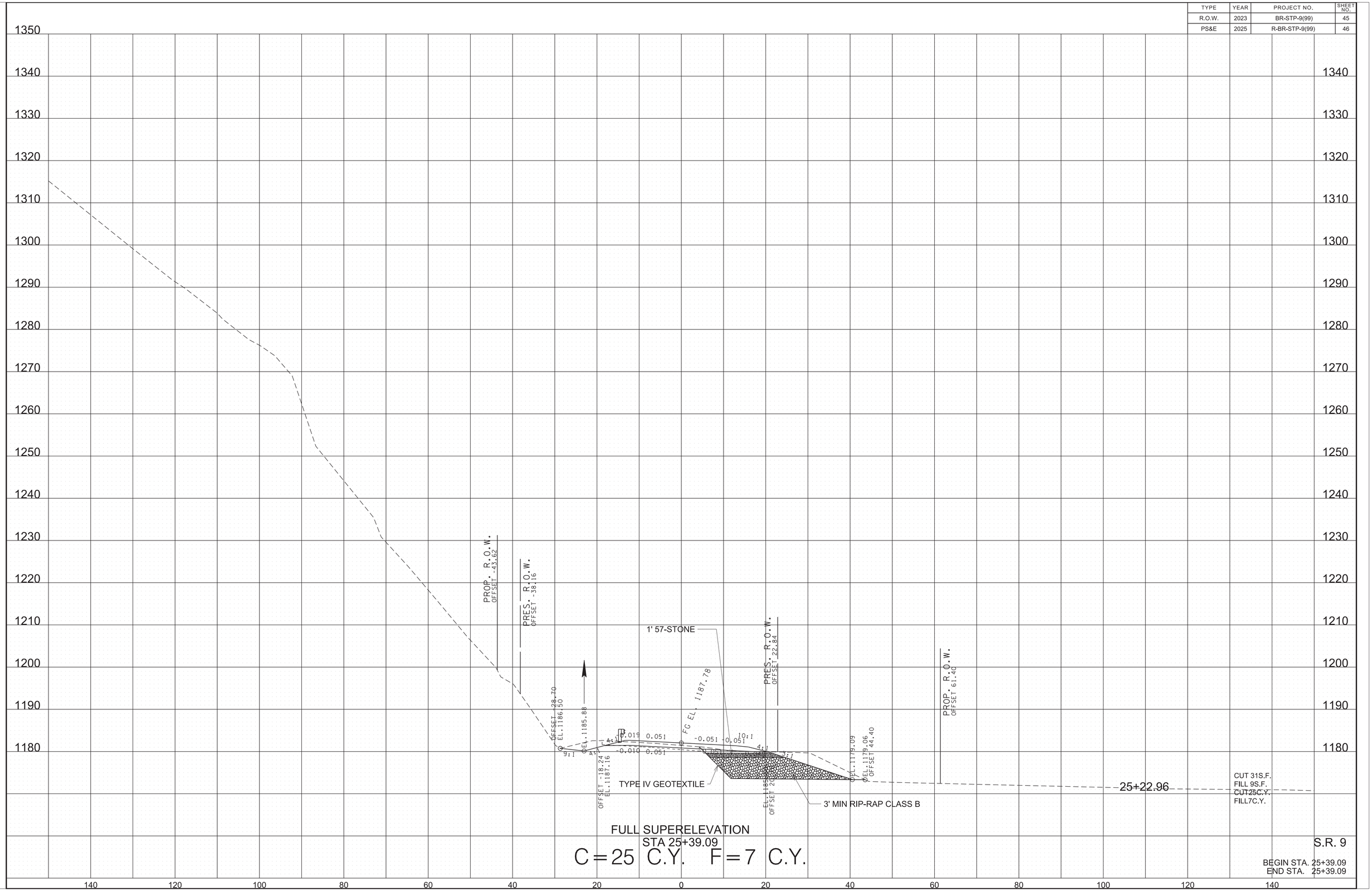
16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	44
PS&E	2025	R-BR-STP-9(99)	45



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	45
PS&E	2025	R-BR-STP-9(99)	46



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	46
PS&E	2025	R-BR-STP-9(99)	47

1360 1350 1340 1330 1320 1310 1300 1290 1280 1270 1260 1250 1240 1230 1220 1210 1200 1190 1180

PROP. R.O.W. OFFSET -41.37

PRES. R.O.W. OFFSET -35.12

OFFSET -26.25 EL. 1186.18

EL. 1185.77

OFFSET -18.46 EL. 1187.27

1' 57-STONE

FG EL. 1187.58

PRES. R.O.W. OFFSET 25.49

PROP. R.O.W. OFFSET 61.13

0.076 -0.076 -0.076 -0.076 -0.010 0.076 -0.076

10:1 4:1 4:1 4:1 4:1

OEL/1181.03

EL. 1180.95 OFFSET 40.59

TYPE IV GEOTEXTILE

3' MIN RIP-RAP CLASS B

EL. 1185.18 OFFSET 19.39

C=17 C.Y. F=3 C.Y.

25+39.09

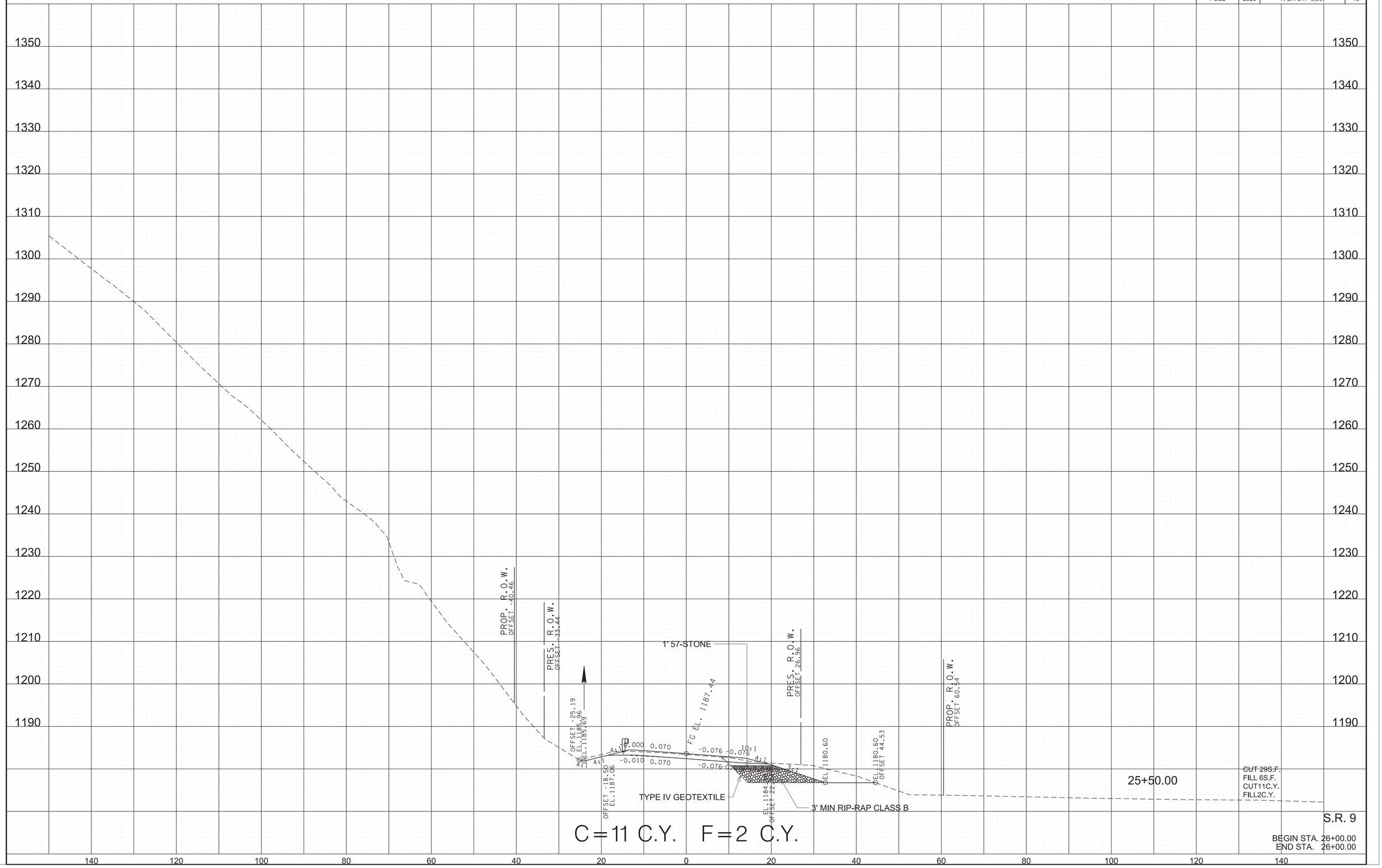
CUT 27S.F.
FILL 2S.F.
CUT17C.Y.
FILL3C.Y.

S.R. 9

BEGIN STA. 25+50.00
END STA. 25+50.00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	47
PS&E	2025	R-BR-STP-9(99)	48



16-JUL-2025 16:58
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	48
PS&E	2025	R-BR-STP-9(99)	49

1370
1360
1350
1340
1330
1320
1310
1300
1290
1280
1270
1260
1250
1240
1230
1220
1210

END GRADE AND DRAIN
BEGIN COLD PLANING
& RESURFACING
STA 26+00.00

END SPEC. "V" DITCH
STA. 26+00.00
OFF. 31.07' LT
ELEV. 1185.33

PROP. R.O.W.
OFFSET -42.57

PRES. R.O.W.
OFFSET -29.45

OFFSET -32.33
EL. 1185.33

OFFSET -26.60
EL. 1185.96

4:1
-0.028
-0.010
0.042
0.042
FG EL. 1186.77
-0.076
-0.076
-0.076
-0.076
4:1
14:1

PRES. R.O.W.
OFFSET 30.42

EL. 1183.30
OFFSET 30.42

EL. 1183.92
OFFSET 21.84

PROP. R.O.W.
OFFSET 53.34

C = 70 C.Y. F = 6 C.Y.

26+00.00

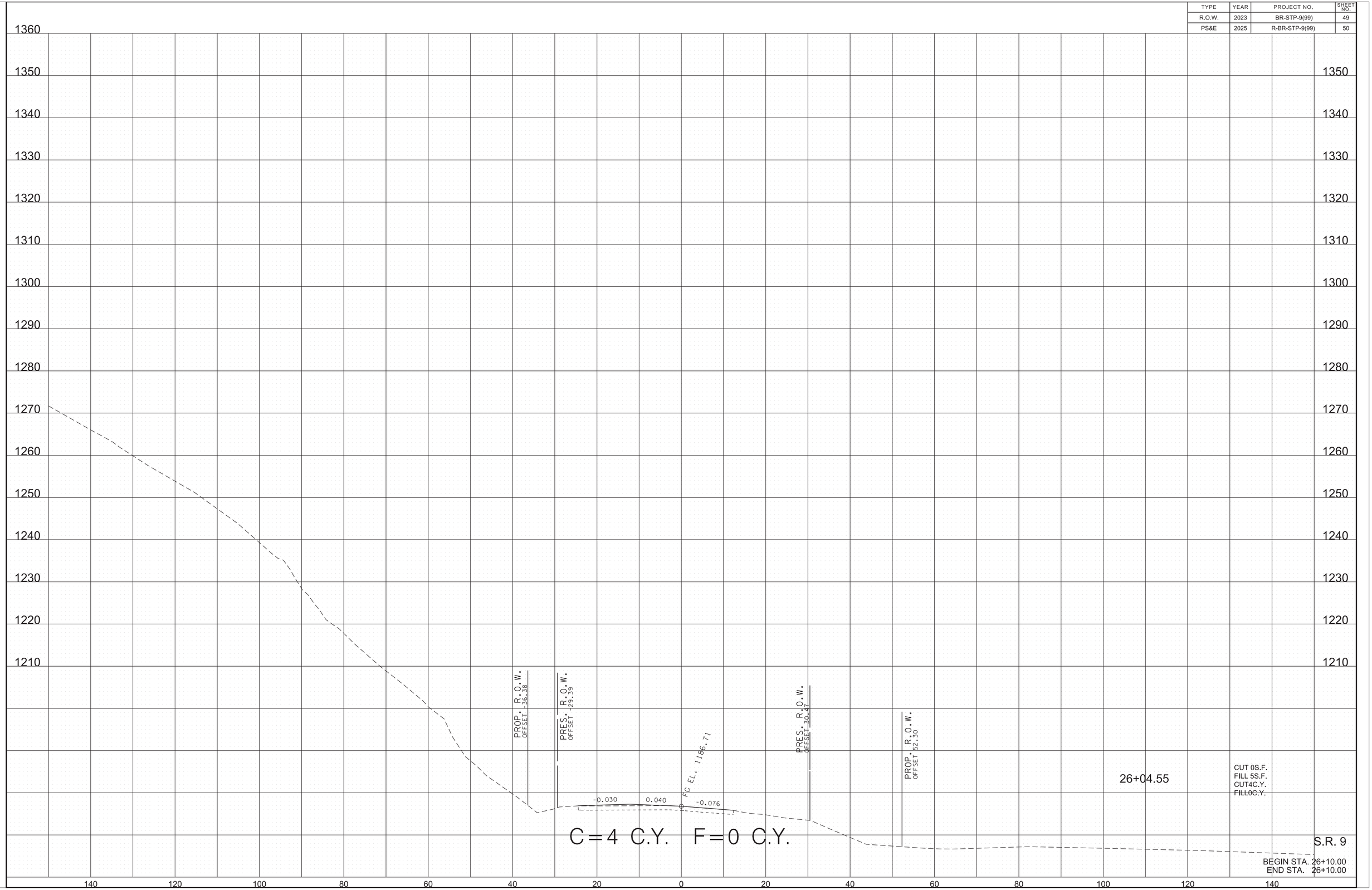
CUT 47S.F.
FILL 0S.F.
CUT70C.Y.
FILL6C.Y.

S.R. 9

BEGIN STA. 26+04.55
END STA. 26+04.55

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	49
PS&E	2025	R-BR-STP-9(99)	50



16-JUL-2025 16:59
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	50
PS&E	2025	R-BR-STP-9(99)	51

1360
1350
1340
1330
1320
1310
1300
1290
1280
1270
1260
1250
1240
1230
1220
1210

PROP. R.O.W. OFFSET -29.38
PRES. R.O.W. OFFSET -29.38
PRES. R.O.W. OFFSET 30.48
PROP. R.O.W. OFFSET 50.95

-0.026
0.037
-0.079
FG EL. 1186.63

C=0 C.Y. F=0 C.Y.

26+10.00

CUT 0S.F.
FILL 0S.F.
CUT0C.Y.
FILL0C.Y.

S.R. 9

BEGIN STA. 26+50.00
END STA. 26+50.00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	BR-STP-9(99)	51
PS&E	2025	R-BR-STP-9(99)	52

END CONSTRUCTION

END COLD PLANING
& RESURFACING
STA 27+00.00

PRES. R.O.W.
OFFSET -122.51

PRES. R.O.W.
OFFSET -77.52

PRES. R.O.W.
OFFSET -30.59

FG EL. 1186.42

PRES. R.O.W.
OFFSET 29.41

CUT 0S.F.
FILL 0S.F.
CUT0C.Y.
FILL0C.Y.

SR9MLNEW6
27+00.00

PRES. R.O.W.
OFFSET -60.65

FG EL. 1186.36

PRES. R.O.W.
OFFSET 29.35

26+50.00

CUT 0S.F.
FILL 0S.F.
CUT0C.Y.
FILL0C.Y.

C=0 C.Y. F=0 C.Y.

S.R. 9

BEGIN STA. 27+00.00
END STA. 27+50.00

1350 1340 1330 1320 1310 1300 1290 1280 1270 1260 1250 1240 1230 1220 1210 1200 1190 1180

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

16-JUL-2025 16:59
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\015-052.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE 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 0.75 INCH AND NOT EXCEEDING 2 INCHES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127530
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T2

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	PHASE 1 15003-3242-92	PHASE 2 15003-3242-93	TOTAL QUANTITY
621-05.02	TEMPORARY SHORING	LS	1		1
712-01	TRAFFIC CONTROL	LS	1		1
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	840	720	1560
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2	2	4
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	23	23	46
712-04.50	BARRIER RAIL DELINEATOR	EACH	20	20	40
712-06	SIGNS (CONSTRUCTION)	S.F.	472	472	944
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	26	26	52
730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1	1	2

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	FLEXIBLE DRUMS (CHANNELIZING)
	TEMPORARY CRASH CUSHION
	WORK ZONE

TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY.
OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

ALL CONSTRUCTION SIGNS ON THE PROJECT SHALL BE COVERED WHEN WORK WILL NOT BE AFFECTING TRAFFIC. COST OF COVERING/UNCOVERING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COST SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

ALL TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE TDOT MANAGER.

W8-9 48" X 48" | W8-11 48" X 48" | W20-7 48" X 48" | W20-4 48" X 48" | W20-1 48" X 48" | W3-4 48" X 48"

SIGNS SHOWN ABOVE ARE TO BE USED WHEN CONSTRUCTION OPRATIONS WARRANT.
TO BE USED AS DIRECTED BY THE TDOT MANAGER.

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	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
G20-2	END ROAD WORK	36"		18"	4.50	2	2	4	18.00	T-WZ-32	
R10-6	STOP HERE ON RED	24"		36"	6.00	3	3	6	36.00	T-WZ-32	
R10-6(MOD.)	STAY IN LANE TO EXTEND GREEN	30"		42"	8.75	2	2	4	35.00	T-WZ-32	
W1-4L	LANE SHIFT (SYMBOL)	30"		30"	6.25	2	2	4	25.00		
W3-3	TRAFFIC SIGNAL (SYMBOL)	30"		30"	6.25	3	3	6	37.50	T-WZ-32	
W3-4	BE PREPARED TO STOP	36"		36"	9.00	2	2	4	36.00	T-WZ-32	
W8-9	LOW SHOULDER	36"		36"	9.00	2	2	4	36.00		
W8-11	UNEVEN LANES	36"		36"	9.00	2	2	4	36.00		
W16-2P	1000 (PLAQUE)	24"		18"	3.00	2	2	4	12.00	T-WZ-32	
W20-1	ROAD WORK AHEAD	48"		48"	16.00	2	2	4	64.00		
W20-1	ROAD WORK (1 MILE)	48"		48"	16.00	2	2	4	64.00	T-WZ-10	
W20-1	ROAD WORK (1/2 MILE)	48"		48"	16.00	2	2	4	64.00	T-WZ-10	
W20-1	ROAD WORK (1500 FT)	48"		48"	16.00	2	2	4	64.00	T-WZ-32	
W20-1	ROAD WORK (1000 FT)	48"		48"	16.00	2	2	4	64.00	T-WZ-10	
W20-1	ROAD WORK (500 FT)	48"		48"	16.00	2	2	4	64.00	T-WZ-10	
W20-4	ONE LANE ROAD 1500 FT	36"		36"	9.00	2	2	4	36.00	T-WZ-32	
W20-2	DETOUR AHEAD	36"		36"	9.00	2	2	4	36.00		
W20-7	FLAGGER (SYMBOL)	36"		36"	9.00	2	2	4	36.00	T-WZ-32	
W1-4AR	REVERSE CURVE	30"		30"	6.25	1	1	2	12.50	T-WZ-36	
N/A	MAINAIN XX MPH SPEED	42"		36"	10.50	2	2	4	42.00	T-WZ-35	
N/A	MAXIMUM XX MINUTE RED	42"		48"	14.00	3	3	6	84.00	T-WZ-35	
G20-1	ROAD WORK NEXT X MILES	64"		24"	10.67	2	2	4	42.67	T-WZ-10	
								TOTAL	944	S.F.	

SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

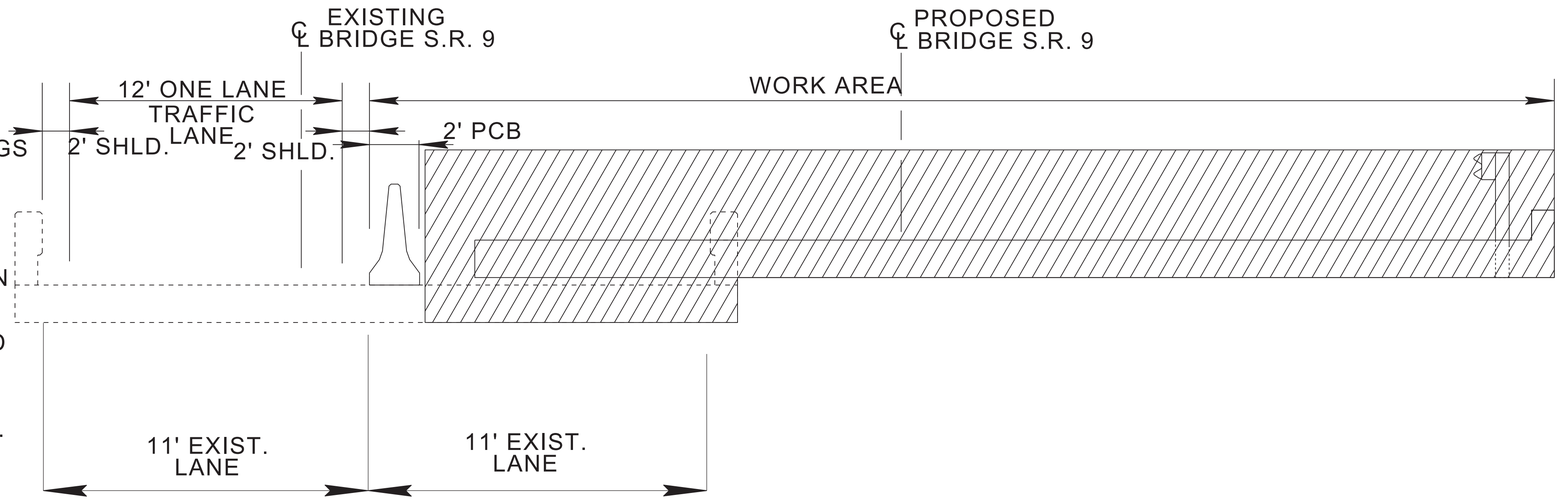
NOTE: AT A MINIMUM, 1 -12' TRAFFIC LANE WITH 2' SHOULDERS SHALL BE MAINTAINED ALONG S.R. 9 THROUGH ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.

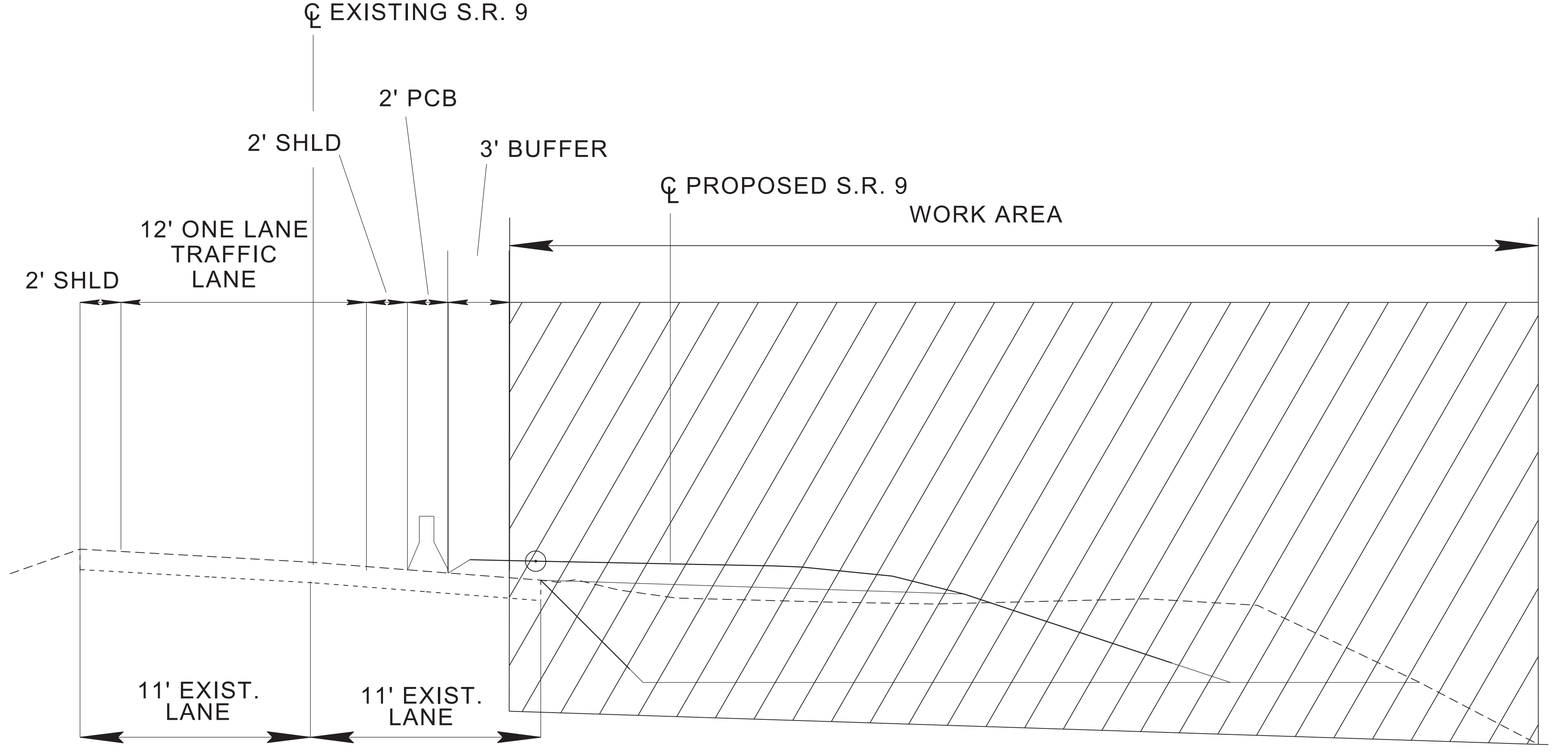
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T3

PHASE I

PHASE I

1. INSTALL ROAD WORK TRAFFIC CONTROL SIGNS, DEVICES AND PAVEMENT MARKINGS RECOMMENDED.
2. INSTALL PORTABLE CONCRETE BARRIER RAIL AS SHOWN IN TRAFFIC CONTROL TYPICAL AND PLANS.
3. CLOSE EAST BOUND TRAFFIC LANE OF S.R.9 AND MAINTAIN ONE LANE AS SHOWN ON THE PHASE 1 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
4. CONSTRUCT PROPOSED BOX BRIDGE AND SPECIAL DITCHES, INSTALL PROPOSED GUARDRAIL AS NEEDED AND DRAINAGE FEATURES AS SHOWN IN THE PLANS.
5. CONSTRUCT PROPOSED S.R. 9 ROADWAY.





SEALED BY

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

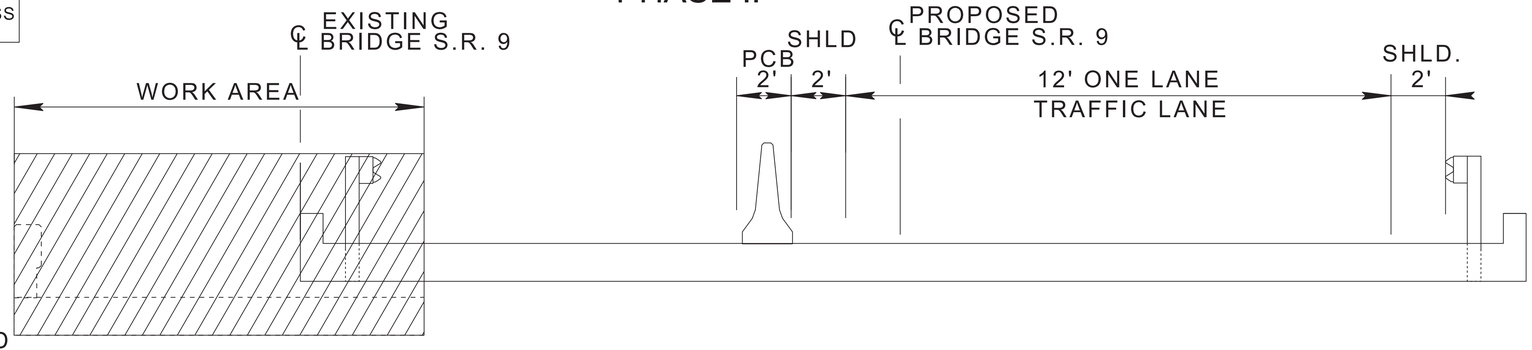
16-JUL-2025 16:59
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\T3.sht

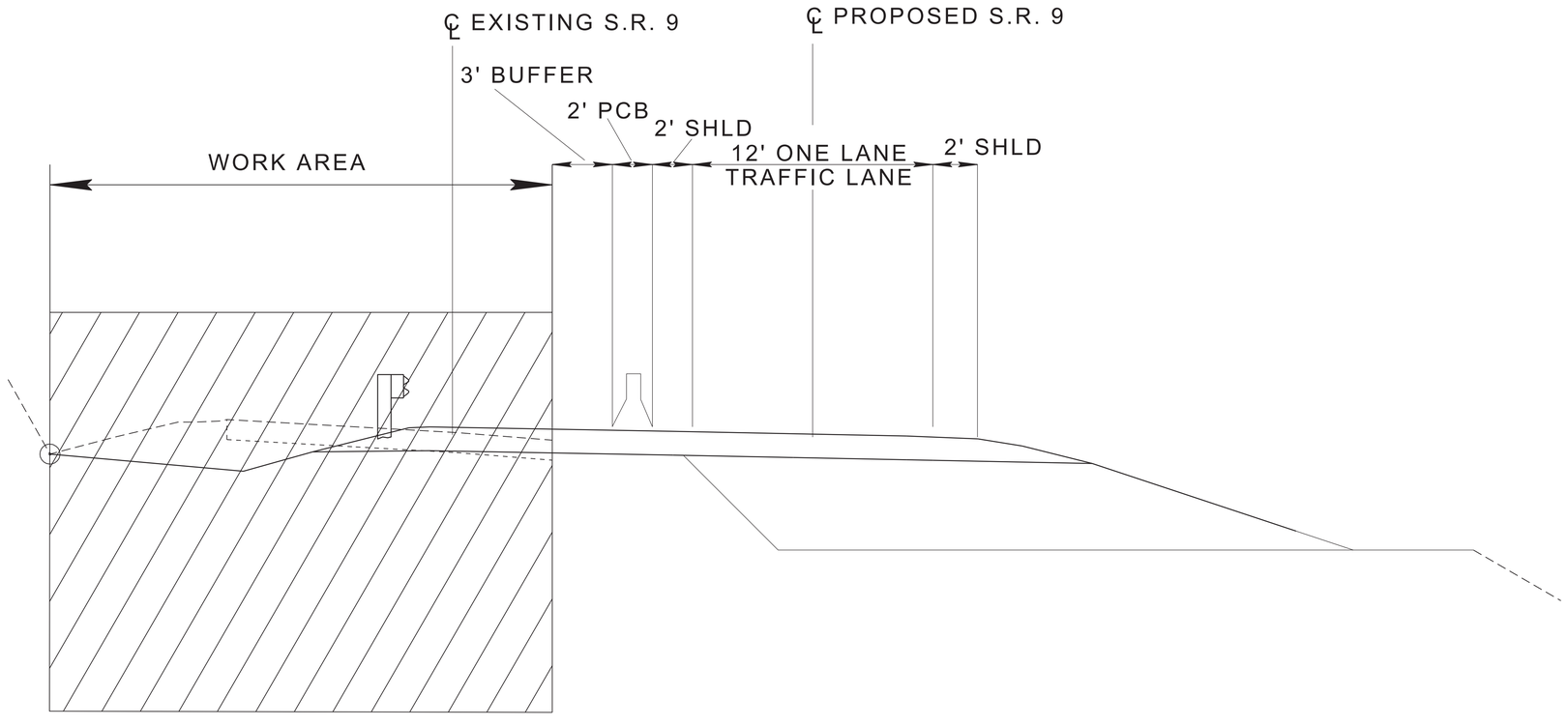
NOTE: AT A MINIMUM, 1 -12' TRAFFIC LANE WITH 2' SHOULDERS SHALL BE MAINTAINED ALONG S.R. 9 THROUGH ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T3A

PHASE II

1. SHIFT TRAFFIC TO THE NEW LANES AND SHOULDERS.
2. CLOSE WEST BOUND LANE OF S.R. 9.
3. REMOVE REMAINDER OF EXISTING BRIDGE AND ROADWAY.
4. CONSTRUCT LEFT SIDE OF PROPOSED BRIDGE, WINGWALLS AND WIDENED ROADWAY.





PHASE III

1. REMOVE TEMPORARY TRAFFIC SIGNALS.
2. INSTALL FINAL PAVING AND PAVEMENT MARKINGS.
3. OPEN ALL LANES TO TRAFFIC.
4. INSTALL SIGNS FOR RESURFACING OPERATIONS.
5. COLDPLANE AND RESURFACE.

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
1978
STATE OF TENNESSEE

07/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

16-JUL-2025 16:59
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\T3A.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T4

15

20

25

10

15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)

STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245

STOP HERE ON RED R10-6 24" X 36"

END ROAD WORK G20-2 36" X 18"

MAXIMUM MINUTE RED

SPECIAL,SEE STD. DWG. T-WZ-35 42" X 48"

STA 17+50.00 BEGIN COLD PLANE & RESURFACE

STA 18+19.00 END COLD PLANE & RESURFACE BEGIN GRADE & DRAIN

180' TAPER

15-009-20

S 66° 49' 36" E

RDSWY

POT 16+00.00 N 592605.2062 E 2867760.8208

STAY IN LANE TO EXTEND GREEN R10-6(MOD.) SEE STD. DWG. T-WZ-35 30" X 42"

BE PREPARED TO STOP W3-4 36" X 36"

ROAD WORK 500 FT W20-1 36" X 36"

GRAVEL

W3-3 30" X 30"

W20-7 36" X 36"

ONE LANE ROAD 1500 FT W20-4 36" X 36"

1000 FEET W16-2P 24" X 18"

ROAD WORK 1000 FT W20-1 36" X 36"

ROAD WORK 1500 FT W20-1 36" X 36"

ROAD WORK 1/2 MILE W20-1 36" X 36"

ROAD WORK 1 MILE W20-1 36" X 36"

* SEE STD. DWG. TWZ-34

15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)

STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040

SR9 (DIXIE HIGHWAY)

ASP

15-009-21

N 89° 47' 12" E

STR-1

BRANCH

PROP. REINF. CONC. BOX BRIDGE 2 @ 16' X 11'

BRIDGE # 15SR0090021 EXISTING 3 SPAN CONC. BOX BRIDGE

MAINTAIN MPH SPEED

SPECIAL,SEE STD. DWG. T-WZ-35 42" X 36"

STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

SPECIAL,SEE STD. DWG. T-WZ-35 42" X 36"

MAINTAIN MPH SPEED

STOP HERE ON RED R10-6 24" X 36"

15-009-22

STA 26+00.00 END GRADE & DRAIN END COLD PLANE BEGIN COLD PLANE & RESURFACE

LIMIT OF CONST. RESURF. ONLY 9+73.75

POT 8+75.00 N 592485.6365 E 2868867.7763

STA 27+00.00 END COLD PLANE & RESURFACE

INV-1178.83

WEAVERS BEND ROAD

S 78° 04' 02" W

"18" CMP TO REMAIN FILLED IN

INV-1175.00

170' TAPER

RDSWY

RIPRAP SPECIAL,SEE STD. DWG. T-WZ-35 42" X 48"

MAXIMUM MINUTE RED

S 23° 07' 20" W

SPECIAL,SEE STD. DWG. T-WZ-35 42" X 48"

MAXIMUM MINUTE RED

R10-6(MOD.) SEE STD. DWG. T-WZ-35 30" X 42"

STAY IN LANE TO EXTEND GREEN

STOP HERE ON RED R10-6 24" X 36"

SR9 (DIXIE HIGHWAY) POST

S 13° 34' 48" E

ROAD WORK 1/2 MILE W20-1 36" X 36"

ROAD WORK 1 MILE W20-1 36" X 36"

POT 29+67.00 N 592187.8801 E 2868939.5689

15003-2242-94
END PROJECT NO. BR-STP-9(99)

STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773

ONE LANE ROAD 1500 FT W20-4 36" X 36"

ROAD WORK 1500 FT W20-1 36" X 36"

POT 30+80.00 N 592077.9775 E 2868965.8446

W3-3 30" X 30"

W16-2P 24" X 18"

1000 FEET

ROAD WORK 1000 FT W20-1 36" X 36"

W20-7 36" X 36"

W3-4 36" X 36"

BE PREPARED TO STOP

ROAD WORK 500 FT W20-1 36" X 36"

* SEE STD. DWG. TWZ-34

15003-3242-94
END PROJECT NO. R-BR-STP-9(99)

STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608

N

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127837
STATE OF TENNESSEE
07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

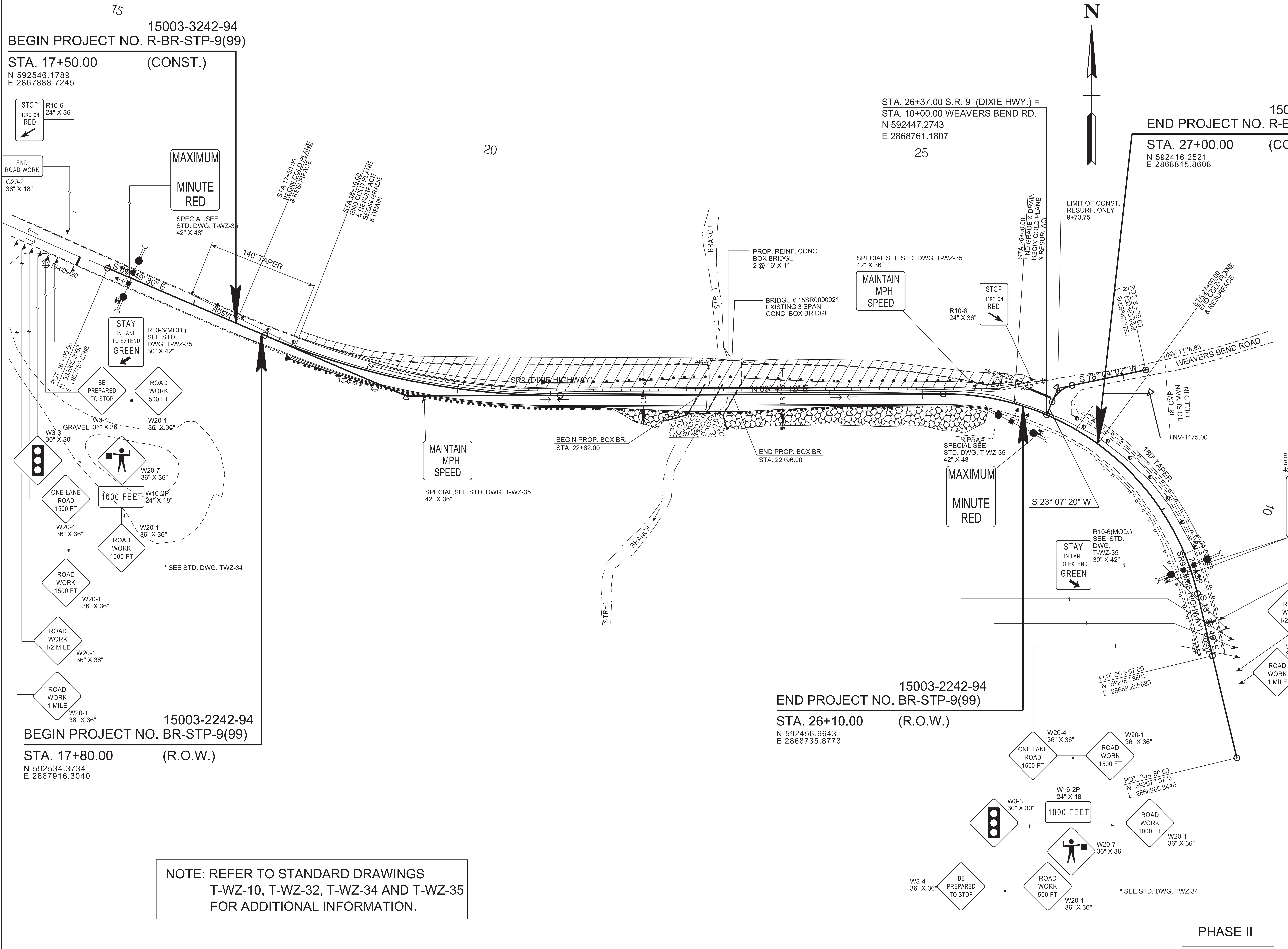
STA. 17+80.00 TO STA. 26+34.00
SCALE: 1"=50'

PHASE I

NOTE: REFER TO STANDARD DRAWINGS
T-WZ-10, T-WZ-32, T-WZ-34 AND T-WZ-35
FOR ADDITIONAL INFORMATION.

16-JUL-2025 16:59
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\T4.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T5



N
15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245
STOP HERE ON RED
R10-6
24" X 36"
END ROAD WORK
G20-2
36" X 18"
MAXIMUM MINUTE RED
SPECIAL,SEE STD. DWG. T-WZ-35
42" X 48"
140' TAPER
STA 17+50.00 BEGIN COLD PLANE & RESURFACE
STA 18+10.00 END COLD PLANE & RESURFACE & BEGIN GRADE & DRAIN
STAY IN LANE TO EXTEND GREEN
R10-6(MOD.) SEE STD. DWG. T-WZ-35
30" X 42"
BE PREPARED TO STOP
ROAD WORK 500 FT
W3-4
36" X 36"
W20-1
36" X 36"
W3-3
30" X 30"
GRAVEL
W20-7
36" X 36"
1000 FEET
W16-2P
24" X 18"
ONE LANE ROAD 1500 FT
W20-4
36" X 36"
ROAD WORK 1000 FT
ROAD WORK 1500 FT
ROAD WORK 1/2 MILE
ROAD WORK 1 MILE
* SEE STD. DWG. TWZ-34
15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040
20
SR9 (DIXIE HIGHWAY)
N 89° 47' 12" E
MAINTAIN MPH SPEED
SPECIAL,SEE STD. DWG. T-WZ-35
42" X 36"
BRANCH
STR-1
PROP. REINF. CONC. BOX BRIDGE
2 @ 16' X 11'
BRIDGE # 15SR0090021
EXISTING 3 SPAN CONC. BOX BRIDGE
BEGIN PROP. BOX BR.
STA. 22+62.00
END PROP. BOX BR.
STA. 22+96.00
STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807
25
15003-3242-94
END PROJECT NO. R-BR-STP-9(99)
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608
LIMIT OF CONST. RESURF. ONLY
9+73.75
STA 26+00.00 END GRADE & DRAIN BEGIN COLD PLANE & RESURFACE
STA 27+00.00 END COLD PLANE & RESURFACE
POT 8+75.00
WEAVERS BEND ROAD
S 78° 04' 02" W
INV-1178.83
18" CMP TO REMAIN FILLED IN
INV-1175.00
RIPRAP
S 23° 07' 20" W
180' TAPER
10
15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773
POT 29+67.00
N 592187.8801
E 2868939.5689
POT 30+80.00
N 592077.9775
E 2868965.8446
ROAD WORK 1/2 MILE
ROAD WORK 1 MILE
PHASE II

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-32, T-WZ-34 AND T-WZ-35 FOR ADDITIONAL INFORMATION.

SEALED BY

ERIC KIM — REGISTERED ENGINEER — AGRICULTURE/COMMERCE — No. 127831 — STATE OF TENNESSEE
07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

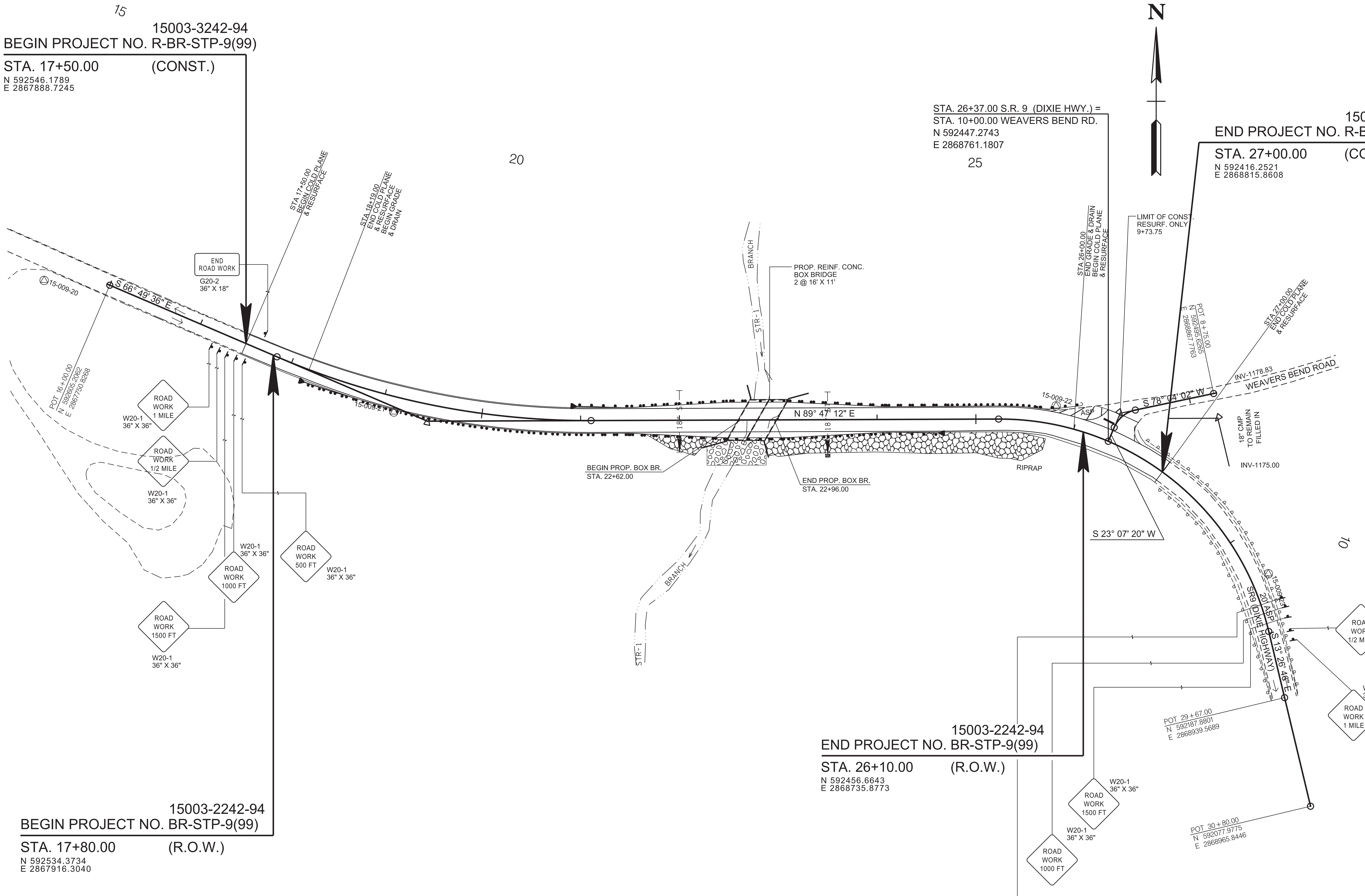
TRAFFIC CONTROL PLANS

STA. 17+80.00 TO STA. 26+34.00

SCALE: 1"=50'

16-JUL-2025 16:59
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\T5.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R-BR-STP-9(99)	T6



15003-3242-94
BEGIN PROJECT NO. R-BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245
15003-3242-94
END PROJECT NO. R-BR-STP-9(99)
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608
STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807
END ROAD WORK
G20-2
36" X 18"
PROP. REINF. CONC.
BOX BRIDGE
2 @ 16' X 11'
BEGIN PROP. BOX BR.
STA. 22+62.00
END PROP. BOX BR.
STA. 22+96.00
RIPRAP
LIMIT OF CONST.
RESURF. ONLY
9+73.75
WEAVERS BEND ROAD
S 78° 04' 02" W
N 89° 47' 12" E
S 66° 49' 36" E
S 23° 07' 20" W
SR9 (DIXIE HIGHWAY)
S 13° 26' 46" E
18" CMP
TO REMAIN
FILLED IN
INV-1178.83
INV-1175.00
ROAD WORK 1 MILE
ROAD WORK 1/2 MILE
ROAD WORK 500 FT
ROAD WORK 1000 FT
ROAD WORK 1500 FT
W20-1
36" X 36"
POT 29+67.00
N 592187.8801
E 2868939.5689
POT 30+80.00
N 592077.9775
E 2868965.8446
15003-2242-94
END PROJECT NO. BR-STP-9(99)
STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773
15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-32, T-WZ-34 AND T-WZ-35 FOR ADDITIONAL INFORMATION.

SEALED BY

ERIC KIM · REGISTERED ENGINEER · AGRICULTURE · COMMERCE · No. 127831 · STATE OF TENNESSEE

07/22/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 17+80.00 TO STA. 26+34.00

SCALE: 1"=50'

PHASE III

16-JUL-2025 17:00
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Cocke Co.-S.R. 9 Bridge Over Branch PIN 127530.00\T6.sht

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Lori Fiorentino

Digitally signed by Lori Fiorentino
Date: 2025.07.18 09:56:06 -04'00'

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

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

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

SHEET NAME	SHEET NO.

YEAR	PROJECT NO.	SHEET NO.
2025	R-BR-STP-9(99)	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$SYTIME$$$$$$$
$$$$DGNSPEC$$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	G-1
PS&E	2025	R-BR-STP-9(99)	G-1

GEOTECHNICAL INDEX

SHEET NAME **SHEET NO.**

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
INDEX

TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	G-2
PS&E	2025	R-BR-STP-9(99)	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.

ESTIMATED GEOTECH QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	2,304
(2)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	617
(3)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	2,467
(4)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	617

FOOTNOTES

(1) THIS ITEM TO BE USED ALONG THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45 EXCAVATION SHOULD BE CONDUCTED TO IMPENETRABLE MATERIAL, APPROXIMATELY 5 TO 7 FEET BELOW ROAD SURFACE, OR AS DIRECTED BY THE ENGINEER.

(2) THIS ITEM TO BE USED ALONG THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45 IN A 1-FOOT LAYER OVER THE RIP-RAP PAD OR ASDIRECTED BY THE ENGINEER.

(3) THIS ITEM TO BE USED ALONG THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45 IN A 3-FOOT LAYER OR AS DIRECTED BY THE ENGINEER.

(4) THIS ITEM TO BE USED ALONG EXCAVATION THE RIGHT SIDE OF THE EXISTING STATE ROUTE 9, FROM APPROXIMATELY STATIONS 21+66 TO 22+59 AND STATIONS 22+83 TO 25+45, OR AS DIRECTED BY THE ENGINEER, TO PREVENT FINE FROM PIPING THROUGH THE MINERAL AGGREGATE.

NOTES

MACHINED RIP-RAP (CLASS B) PADS WITH 1-FOOT MINERAL AGGREGATE (SIZE 57) OVERLAY REQUIRED:

STATE ROUTE 9

* RIGHT SIDE
21+66 TO 22+59 (BEGINNING OF THE BOX CULVERT)
22+83 (THE END OF THE BOX CULVERT) TO 25+45

ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) REQUIRED:

STATE ROUTE 9

* RIGHT SIDE
21+66 TO 22+59 (BEGINNING OF THE BOX CULVERT)
22+83 (THE END OF THE BOX CULVERT) TO 25+45

SEALED BY

LORI ANN FIORENTINO

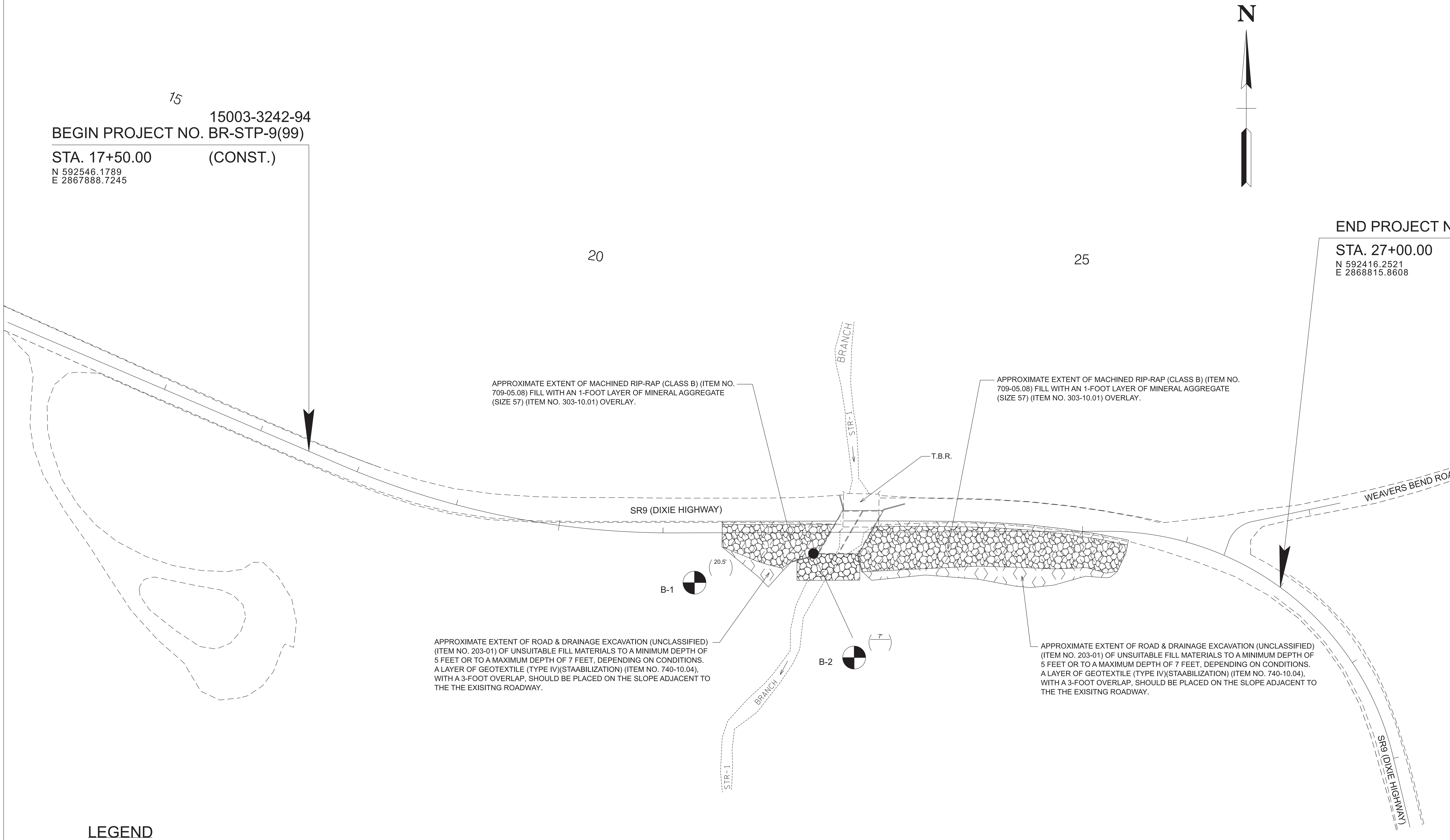
Lori Ann Fiorentino

07/18/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES & ESTIMATED QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	G-3
PS&E	2025	R-BR-STP-9(99)	G-3



N
15
15003-3242-94
BEGIN PROJECT NO. BR-STP-9(99)
STA. 17+50.00 (CONST.)
N 592546.1789
E 2867888.7245
20
25
15003-3242-94
END PROJECT NO. BR-STP-9(99)
STA. 27+00.00 (CONST)
N 592416.2521
E 2868815.8608
BRANCH
STR-1
T.B.R.
SR9 (DIXIE HIGHWAY)
WEAVERS BEND ROAD
APPROXIMATE EXTENT OF MACHINED RIP-RAP (CLASS B) (ITEM NO. 709-05.08) FILL WITH AN 1-FOOT LAYER OF MINERAL AGGREGATE (SIZE 57) (ITEM NO. 303-10.01) OVERLAY.
APPROXIMATE EXTENT OF MACHINED RIP-RAP (CLASS B) (ITEM NO. 709-05.08) FILL WITH AN 1-FOOT LAYER OF MINERAL AGGREGATE (SIZE 57) (ITEM NO. 303-10.01) OVERLAY.
B-1
20.5'
B-2
7'
APPROXIMATE EXTENT OF ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) (ITEM NO. 203-01) OF UNSUITABLE FILL MATERIALS TO A MINIMUM DEPTH OF 5 FEET OR TO A MAXIMUM DEPTH OF 7 FEET, DEPENDING ON CONDITIONS. A LAYER OF GEOTEXTILE (TYPE IV)(STAABILIZATION) (ITEM NO. 740-10.04), WITH A 3-FOOT OVERLAP, SHOULD BE PLACED ON THE SLOPE ADJACENT TO THE THE EXISITNG ROADWAY.
APPROXIMATE EXTENT OF ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) (ITEM NO. 203-01) OF UNSUITABLE FILL MATERIALS TO A MINIMUM DEPTH OF 5 FEET OR TO A MAXIMUM DEPTH OF 7 FEET, DEPENDING ON CONDITIONS. A LAYER OF GEOTEXTILE (TYPE IV)(STAABILIZATION) (ITEM NO. 740-10.04), WITH A 3-FOOT OVERLAP, SHOULD BE PLACED ON THE SLOPE ADJACENT TO THE THE EXISITNG ROADWAY.
BRANCH
STR-1
SR9 (DIXIE HIGHWAY)

LEGEND

B-1 (8.0') — BORING LOCATION WITH DEPTH TO REFUSAL

B-1 (8.0') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

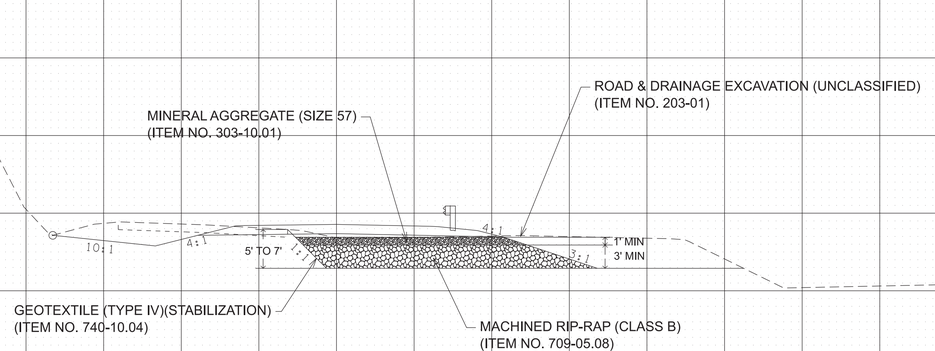
SEALED BY

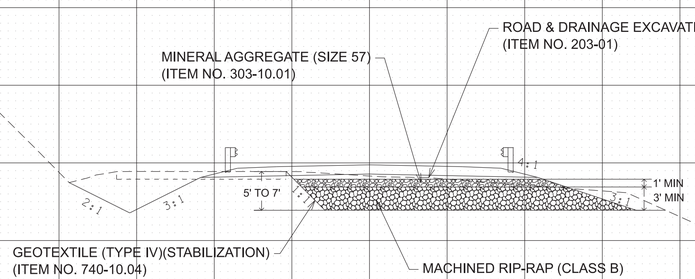
Lori Ann Fiorentino — STATE OF TENNESSEE — 07/18/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT





TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	G-4
PS&E	2025	R-BR-STP-9(99)	G-4

REPRESENTATIVE OF
STATION 22+83 TO STATION 25+45

REPRESENTATIVE OF
STATION 21+66 TO STATION 22+59

CELL MGRID
$$$$SYTIME$$$$$
$$$$DGNSPEC$$$

SEALED BY

LORI ANN FIORENTINO

Lori Ann Fiorentino

07/18/2025

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	S-1

SWPPP INDEX OF SHEETS

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

1. SWPPP REQUIREMENTS (5.0.)

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

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

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

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

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

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

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

2. SITE DESCRIPTION (5.5.1.)

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

2.2. TOTAL PROJECT AREA (5.5.1.b): 2.08 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 1.74 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-9, Bridge over Branch, LM 21.43
COUNTY: Cocke
PIN: 127530.00

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

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 11, DRAINAGE MAP SHEET(S) 5, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

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

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

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

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

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

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

☐ YES _____ (DATE) ☒ NO

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

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

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

SOIL PROPERTIES			
PRIMARY SOIL NAME	**HSG**	**% OF SITE**	**ERODIBILITY (k value)**
Craigsville gravelly fine sandy loam	A	71.1	0.10
Nelse sandy loam	A	12.7	0.15
Unicoi-Rock outcrop complex	D	16.2	0.05

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	0.97	0.47	98	
PERVIOUS	1.11	0.53	36	
WEIGHTED CURVE NUMBER OR C-FACTOR =			65	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	0.97	0.47	98	
PERVIOUS	1.11	0.53	36	
WEIGHTED CURVE NUMBER OR C-FACTOR =			65	

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

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

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS _____)

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	UNT to French Broad River	No	Yes	Yes	Yes
	French Broad River	Yes	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.
P-I-H	2025	R-BR-STP-9(99)	S-2

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

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

☒ YES ☐ NO

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

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 11, 12, 13.

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:An ARAP has been obtained

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-11, 12, 13 FOR OUTFALL INFORMATION.

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

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

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

☐ YES ☐ NO ☒ N/A

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

☒ YES ☐ NO ☐ N/A

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

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

OR

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

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

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

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

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

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

4.3. WETLAND INFORMATION

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

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

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

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

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

☐YES ☒ NO

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

☐ YES ☐ NO

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

☐ YES ☐ NO

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

4.5. ECOLOGY INFORMATION (3.5.5.e)

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

☒ YES ☐ NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☒ YES ☐ NO

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

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

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

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

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

☒YES ☐ NO

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

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

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

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

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,

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

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

YES ☒ NO ☐

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

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

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

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 10 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

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

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

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

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

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

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

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 10 (5.5.3.1.j).

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

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

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

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

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

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

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

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

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

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

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

6. FLOCCULANTS (3.5.3.1.b)

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

IF YES, THE FOLLOWING NOTES APPLY:

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

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

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

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

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

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

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

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

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

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

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

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

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

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

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

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

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

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

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

7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

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

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

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

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

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

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

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

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

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

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

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

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

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

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

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

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

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

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

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

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

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

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S) CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

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

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

☒ FERTILIZERS AND LIME

☒ PESTICIDES AND/OR HERBICIDES

☒ DIESEL AND GASOLINE

☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

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

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

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

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

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

☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.

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

☐ OTHER: _____

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

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

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

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

☐ YES ☒ NO

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

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

12.1. SPILL PREVENTION (5.5.3.7.c)

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

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

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

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

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

12.2.2. HAZARDOUS MATERIALS

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

12.3. PRODUCT SPECIFIC PRACTICES

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

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

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

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

12.4. SPILL MANAGEMENT

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

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

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

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

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

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

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

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

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

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

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

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

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

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

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

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

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

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

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

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

13.2.2. LOCATION

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

13.2.3. METHODS

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

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

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

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

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

13.3. KEEPING PLANS CURRENT (5.4.)

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

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

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

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

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

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

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

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

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

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

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

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

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

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

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

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

13.5. NOTICE OF TERMINATION (9.0.)

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

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

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

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

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	S-7

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

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

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

13.6. RETENTION OF RECORDS (7.1.)

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

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

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

Keven Brown
AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

KEVEN BROWN
PRINTED NAME

TEAM LEAD
TITLE

5-19-25
DATE

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

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

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

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

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP	Yes	NRS24.196	April 07, 2025
CORPS OF ENGINEERS (USACE)	Yes	LRN-2024-00790	March 14, 2026
TVA 26A	No		
TDEC CGP	Yes	TBD	TBD
OTHER:			

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
P-I-H	2025	R-BR-STP-9(99)	S-8

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

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
1		18+25 LT	68	1.26			No	No	French Broad River	
2		25+95 LT	83	0.60			No	No	French Broad River	
3		22+00 RT	75		2.17	2.17	No	No	French Broad River	
4		22+75 RT	73		0.82	0.82	No	No	French Broad River	

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	R-BR-STP-9(99)	
STATE PROJ. NO.	15003-3242-94	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

COCKE COUNTY

S.R. 9 (U.S. 25)
BRIDGE OVER BRANCH, L.M. 21.43

PS&E
BRIDGE REPLACEMENT, GRADE, DRAIN, PAVE, AND GUARDRAIL
STATE HIGHWAY NO. 9 F.A.H.S. NO. 25

UTILITIES INDEX

UTILITY OWNERS	SHEET NUMBER
UTILITY OWNERS and ROADWAY CONTRACTS	U1 SERIES
NEWPORT UTILITIES-ELECTRIC AND FIBER	U2 SERIES
AT&T	U3 SERIES

UTILITIES IN ROADWAY CONTRACT

ELECTRIC:
NEWPORT UTILITIES
P.O. BOX 519
1419 W HWY. 25/70
NEWPORT, TN 37822
CONTACT: CURTIS WILLIAMSON
OFFICE PHONE: 423-613-1145
(MOVE-IN-STATE)

TELEPHONE:
AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
OFFICE PHONE: 865-387-2685
(MOVE-IN-STATE)

FIBER:
NEWPORT UTILITIES
P.O. BOX 519
1419 W HWY. 25/70
NEWPORT, TN 37822
CONTACT: LEWIS CHAMBERLAIN
OFFICE PHONE: 865-722-1922
(MOVE-IN-STATE)

UTILITIES NOT IN ROADWAY CONTRACT

WATER:
NEWPORT UTILITIES
P.O. BOX 519
1419 W HWY. 25/70
NEWPORT, TN 37821
CONTACT: DAVID GILLIAM
OFFICE PHONE: 423-625-2829
(NOT-ON-PROJECT)

SEWER:
NEWPORT UTILITIES
P.O. BOX 519
1419 W HWY. 25/70
NEWPORT, TN 37821
CONTACT: DAVID GILLIAM
OFFICE PHONE: 423-625-2829
(NOT-ON-PROJECT)

GAS:
JEFFERSON-COCKE CO UTILITY DISTRICT
122 HIGHWAY 25 E
NEWPORT, TN 37821
CONTACT: CLINT HAMMONDS
OFFICE PHONE: 423-623-3069
(NOT-ON-PROJECT)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX,
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2025	R-BR-STP-9(99)	U2-1
		15003-3242-94	

COCKE CO.

SHEET INDEX	
U2-1	ESTIMATED QUANTITIES & STAKING TABLE
U2-2	GENERAL NOTES & LEGEND
U2-3	STA. 17+80.00 TO STA. 26+10.00
U2-4	ASSEMBLY DETAILS
U2-5	ASSEMBLY DETAILS

ESTIMATED QUANTITIES

FOOTNOTE	ITEM	TDOT DESCRIPTION	UTILITY DESCRIPTION	UNIT	TOTAL QUANTITIES	PERCENT UTILITY	PERCENT PROJECT
1	790-04.04	POLE 45FT CLASS 4 WOOD	45-4 WOOD POLE	EA	1	0%	100%
1	790-04.21	POLE 45FT CLASS 3 METAL	POLE 45FT CLASS 3 METAL	EA	1	0%	100%
2	790-21.05	1Ø DBL PRIMARY SUPPORT 15KV	A2	EA	2	0%	100%
2	790-21.07	1Ø PRIMARY LG ANGLE 15KV	A4	EA	1	0%	100%
2	790-21.10	1Ø VERTICAL DDE 15KV	A6	EA	2	0%	100%
	790-32.06	DOWN GUY - INSULATED	E1-1	EA	1	0%	100%
	790-32.07	OH GUY - THROUGH BOLT TYPE	E2-2	EA	2	0%	100%
	790-33.25	SCREW TYPE ANCHOR 15,000LB	FP-1	EA	1	0%	100%
5	790-36.14	TRANSFER CONDUCTOR	TRANSFER CONDUCTOR	LF	2	0%	100%
	790-40.03	OH COND 1/0 6/1 ACSR RAVEN	OH COND 1/0 6/1 ACSR RAVEN	EA	1208	0%	100%
	790-74.31	FIBER TANGENT ASSM	FT-1	EA	2	0%	100%
7	790-98.01	REMOVE WIRE	REMOVE WIRE	LF	1202	0%	100%
3	790-98.02	REMOVE POLES	REMOVE POLES	EA	2	0%	100%
4	790-98.03	REMOVE FRAMING/ASSOCIATED APPARATUS	REMOVE FRAMING/ASSOCIATED APPARATUS	EA	11	0%	100%
6	798-08.06	TRANSFER FIBEROPTIC CABLE	TRANSFER FIBEROPTIC CABLE	EA	2	0%	100%

FOOTNOTES

1 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, DIGGING HOLE, FILLING HOLE, BLASTING, BUTT WRAP OR SINGLE GROUND ROD, MGNV, NUMBERING POLE.

2 ASSEMBLIES OF SIMILAR CONSTRUCTION BUT DIFFERING ONLY IN USE OF EPOXY VS. PORCELAIN INSULATORS OR FIBERGLASS VS. WOOD CROSSARMS OR LACK OF NEUTRAL ASSEMBLY SHOULD BE GROUPED WITHIN THE SAME ITEM.

3 INCLUDES MAINLINE POLES, SERVICE POLES,STUB POLES

4 INCLUDES CROSSARMS, TRANSFORMERS, SWITCHES, ETC.

5 INCLUDES ALL LABOR AND MATERIAL TO TRANSFER ONE FOOT OF OVERHEAD CONDUCTOR FROM ONE STRUCTURE TO ANOTHER, AND INCLUDES PRIMARY, NEUTRAL, SERVICE, SECONDARY AND UTILITY OWNED COMMUNICATION CONDUCTORS REGARDLESS OF STRANDING OR MATERIAL.

6 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, AND BONDING/GROUNDING.

7 INCLUDES DROP WIRE, OH GUYS, MAIN LINE WIRE

STAKING TABLE		
STRUCUTRE	EASTING (X)	NORTHING (Y)
P1	2868441.79	592444.291
T1	2868443.339	592419.6593

UTILITY INFORMATION
Newport Utilities
1419 W. Highway 25/70
Newport, TN 37822
Contact: Curtis Williamson
Phone number: (423)625-2809
Email: cwilliamson@newportutilities.com

NEWPORT UTILITIES

JOB NUMBER: 82046
DESIGNED: CED
DRAWN: TDS
CHECKED: JWN

Allen&Hoshall
engineering since 1915
8331 E. WALKER SPRINGS LANE, SUITE 102
KNOXVILLE, TENNESSEE 37923

SCALE: N/A
DATE: 04.29.2025

ELECTRIC UTILITY RELOCATION
ESTIMATED QUANTITIES & STAKING TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2025	R-BR-STP-9(99)	U2-2
		15003-3242-94	

COCKE CO.

GENERAL NOTES

1 THESE DRAWINGS ARE NOT CONSIDERED A COMPLETE SET OF CONTRACT DOCUMENTS WITHOUT THE ACCOMPANYING TECHNICAL SPECIFICATIONS.

2 SEE TECHNICAL SPECIFICATIONS FOR ANY UNITS NOT SPECIFICALLY DETAILED IN THESE DRAWINGS.

3 PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL POTENTIALLY 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 CONTRACTORS OPERATIONS.

4 CONTRACTOR SHALL PROVIDE OWNER AND PROJECT ENGINEER WITH (1) SET OF CLEAN, CLEARLY MARKED AS-BUILT DRAWINGS AT END OF PROJECT. THESE DRAWINGS SHALL REFLECT ANY AND ALL CHANGES TO ELECTRONIC PLANS DURING CONSTRUCTION.

5 THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY EXCAVATION WORK REQUIRED TO LOCATE UNDERGROUND UTILITIES. THE CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY AFFECTED UTILITY OWNERS PRIOR TO DIGGING. IN THE EVENT OF ACCIDENTAL INTERRUPTION OF SERVICE, CONTRACTOR WILL IMMEDIATELY NOTIFY THE UTILITY OWNER.

6 POLE STRUCTURES SET WITHIN 3' OF DITCHES SHALL BE BACKFILLED AND TAMPED WITH CRUSHED LIMESTONE. PLACE RIPRAP A MINIMUM OF 2' RADIUS FROM EDGE OF POLE TO A MINIMUM HEIGHT OF 8" ABOVE GRADE LEVEL.

7 THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE DRAWINGS ARE APPROXIMATE ONLY. 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 REQUEST THE UTILITY OWNER TO PROPERLY LOCATE AND MARK THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS IN THE VICINITY OF THE UTILITY.

8 PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES AND THE GENERAL PUBLIC 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.

9 SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM INC. AT 811.

10 ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE N.E.S.C., N.E.C., AND ANY AND ALL OTHER APPLICABLE LOCAL SAFETY CODES.

11 ANCHOR LOCATIONS ARE TO BE FIELD STAKED BY THE CONTRACTOR.

12 THE ENGINEER WILL FURNISH DESIGN TENSION AND SAG DATA AS REQUIRED. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT THE ENGINEER SEVEN DAYS PRIOR TO STRINGING CONDUCTORS FOR SAGGING AND STRINGING DATA.

13 ALL POLES SHALL INCLUDE GROUND RODS. GROUND RODS SHALL BE PAID FOR AS PART OF THE POLE AND ARE NOT A SEPARATE ITEM.

14 ALL EXISTING POLES WITH REMOVED ELECTRIC FACILITIES ARE TO BE TOPPED 2' ABOVE HIGHEST COMMUNICATION ATTACHMENT IF COMMUNICATION CABLES ARE ATTACHED TO THE POLE.

15 ROCK MAY BE ENCOUNTERED THROUGHOUT THE PROJECT. CONTRACTOR SHALL CONTACT OWNER PRIOR TO PERFORMING ANY INSTALLATIONS IN ROCK.

16 CONTRACTOR WILL BE RESPONSIBLE FOR ANY INSTALLATIONS IN ROCK.

17 ATTACH ALL CONNECTIONS, TAPS, AND TRANSFORMERS AS TO MAINTAIN EXISTING PHASE CONNECTIONS UNLESS SPECIFIED OTHERWISE. COORDINATE ANY NEW CONNECTIONS WITH OWNER'S DISPATCH OR PROJECT MANAGER.

18 TRANSFER CONDUCTORS THAT ARE NOT BEING SPECIFICALLY REPLACED FROM REMOVED POLE TO NEW POLES AND RESAG ALL CONDUCTORS TO PROPER TENSIONS. SPLICE ADDITIONAL CONDUCTOR AS REQUIRED TO ACHIEVE PROPER SAG. THIS WORK IS NOT AN ADDITIONAL ITEM AND IS INCLUDED IN THE PROJECT COST.

19 WHERE CONDUCTORS ARE TOO SHORT TO BE PROPERLY SAGGED AT NEW POLE LOCATION, ADDITIONAL CONDUCTOR MAY BE SPLICED A MINIMUM OF 10' FROM DEADEND POLE STRUCTURES. MULTIPLE SPLICES IN A SINGLE CONDUCTOR SPAN ARE NOT PERMITTED WITHOUT PRIOR APPROVAL.

20 FIBERGLASS STRAIN INSULATOR QUANTITIES ARE APPROXIMATE. CONTRACTOR TO INSTALL FIBERGLASS STRAIN INSULATORS WHERE REQUIRED TO INSURE DOWN GUYS ARE CLEAR OF ENERGIZED CONDUCTORS AS REQUIRED BY THE NESC.

21 EXISTING CONDUCTOR DESIGN TENSIONS ARE ASSUMED. ADDITIONAL GUYING MAY BE REQUIRED AS ACTUAL FIELD CONDITIONS MAY BE DIFFERENT.

22 INSTALL ALL GUYS AT 3 TO 2 LEAD UNLESS OTHERWISE INDICATED ON PLAN DRAWINGS OR IN GUYING DETAILS. ANCHORS SHALL BE PLACED AT 5 FOOT INCREMENTS AND NO ANCHOR SHALL BE PLACED CLOSER THAN 5 FEET TO ANY OTHER ANCHOR WITHOUT ENGINEERS PERMISSION.

23 ALL POLE GROUND WIRE TO BE #2 AWG cu EXCEPT AT SWITCH STRUCTURES WHERE 4/0 cu WILL BE USED.

24 ANY CONTRACTOR OR SUBCONTRACTOR WHO WILL BE PERFORMING THE WORK OF THE ELECTRIC UTILITY CONSTRUCTION SHALL SUBMIT QUALIFICATION REQUIREMENTS DIRECTLY TO TDOT FOR APPROVAL BY 30 DAYS PRIOR TO THE LETTING OF THE CONTRACT.

25 THE WORK OF ELECTRIC RELOCATION AS INDICATED WITHIN THESE CONTRACT DRAWINGS SHALL BE COVERED UNDER "STANDARD SPECIFICATIONS FOR UTILITY CONSTRUCTION" AS PART OF THE TDOT PROPOSAL CONTRACT.

26 CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL ELECTRIC FACILITIES AT FINAL GRADE AS SHOWN. ANY TEMPORARY INSTALLATIONS OR GRADING ARE THE RESPONSIBILITY OF THE CONTRACTOR.

27 CONTRACTOR TO ENSURE THAT ANY STEEL POLES PLACED IN FILL AREAS SHALL HAVE SUFFICIENT ANTI-CORROSION COATING TO 18" ABOVE FINISHED GRADE.

28 RAIN WATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A TEMPORARY DEWATERING STRUCTURE OR FILTER BAG.

29 SILT FENCE TO BE INSTALLED ON THE DOWNSTREAM SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES TO BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

30 UTILITY CROSSING FOR PERENNIAL STREAMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS, AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE UTILITIES IN THIS PROJECT IN REGARDS TO EROSION CONTROL. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS.

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

32 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 7 DAYS AFTER TRENCHING. ANY TEMPORARY SPOIL PILE OF EXCAVATED EARTH SHALL BE LOCATED WITHIN THE TDOT ROW EROSION CONTROL MEASURES OR RECEIVE SEPARATE EROSION CONTROL MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EROSION CONTROL MEASURES WILL BE INSTALLED UNTIL SUCH TIME THE TRENCH IS BACKFILLED.

33 TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE UTILITIES IN THIS PROJECT IN REGARDS TO EROSION CONTROL. THE STATE CONTRACTOR IS ONLY RESPONSIBLE FOR EROSION CONTROL MEASURES FOR UTILITY CONSTRUCTION THAT IS INCLUDED IN THE STATE CONTRACT WORK.

34 EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.

35 ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIAL OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.

36 IT SHALL BE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.

37 WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.

38 DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE ITEM WITHIN THE ROW.

39 DO NOT TIGHTEN OR SECURE MOUNTING HARDWARE UNTIL THE PROPER STRINGING TENSION IS ACHIEVED.

LEGEND

- EASEMENTS
- +++P — THREE PHASE EXISTING/REMOVAL
- +P — SINGLE PHASE EXISTING/REMOVAL
- - - - P — THREE PHASE PROPOSED
- — P — SINGLE PHASE PROPOSED
- DUPLEX
- TRIPLEX
- QUADRAPLEX
- F — FIBER PROPOSED
- — — — F — — — — FIBER EXISTING/REMOVAL
- EXISTING POLE TO REMAIN
- PROPOSED POLE
- REPLACE IN PLACE POLE
- REMOVAL POLE
- EXISTING/REMOVAL SINGLE PHASE TRANSFORMER
- PROPOSED SINGLE PHASE TRANSFORMER
- EXISTING/REMOVAL THREE PHASE TRANSFORMER
- PROPOSED THREE PHASE TRANSFORMER
- PROPOSED SPAN GUY
- EXISTING/REMOVAL SPAN GUY
- PROPOSED ANCHOR
- PROPOSED IN LINE ANCHOR
- EXISTING ANCHOR TO BE REMOVED
- EXISTING ANCHOR TO REMAIN
- EXISTING/REMOVAL PL
- PROPOSED PL
- EXISTING/REMOVAL SL
- PROPOSED SL
- PEDESTAL
- EXISTING/REMOVAL SW. DISC
- PROPOSED SW. DISC
- EXISTING/REMOVAL M5-10
- PROPOSED M5-10
- EXISTING GS
- PROPOSED GS
- CAP BANK
- EXISTING/REMOVAL NAP
- PROPOSED NAP
- EXISTING/REMOVAL RECLOSER
- PROPOSED RECLOSER
- PRIMARY RISER
- M — PRIMARY METER
- LIGHTNING ARRESTER

JODY W. CATTLEY — REGISTERED ENGINEER — STATE OF TENNESSEE

NEWPORT UTILITIES

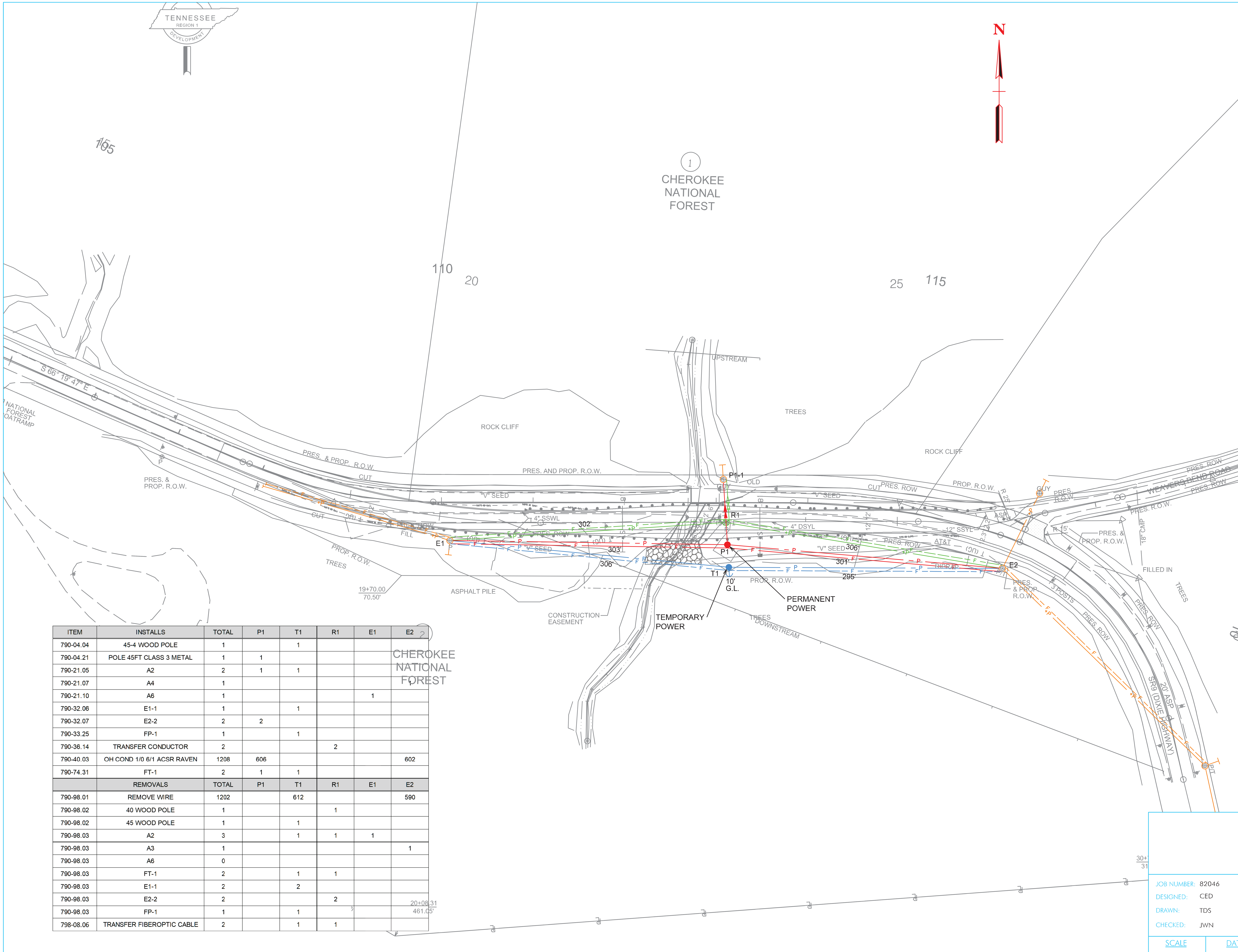
JOB NUMBER:	82046
DESIGNED:	CED
DRAWN:	TDS
CHECKED:	JWN

Allen&Hoshall
engineering since 1915
8331 E. WALKER SPRINGS LANE, SUITE 102
KNOXVILLE, TENNESSEE 37923

SCALE	DATE
N/A	04.29.2025

ELECTRIC UTILITY RELOCATION
GENERAL NOTES & LEGEND

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2025	R-BR-STP-9(99)	U2-3
		15003-3242-94	



ITEM	INSTALLS	TOTAL	P1	T1	R1	E1	E2
790-04.04	45-4 WOOD POLE	1		1			
790-04.21	POLE 45FT CLASS 3 METAL	1	1				
790-21.05	A2	2	1	1			
790-21.07	A4	1					1
790-21.10	A6	1				1	
790-32.06	E1-1	1		1			
790-32.07	E2-2	2	2				
790-33.25	FP-1	1		1			
790-36.14	TRANSFER CONDUCTOR	2			2		
790-40.03	OH COND 1/0 6/1 ACSR RAVEN	1208	606				602
790-74.31	FT-1	2	1	1			
	REMOVALS	TOTAL	P1	T1	R1	E1	E2
790-98.01	REMOVE WIRE	1202		612			590
790-98.02	40 WOOD POLE	1			1		
790-98.02	45 WOOD POLE	1		1			
790-98.03	A2	3		1	1	1	
790-98.03	A3	1					1
790-98.03	A6	0					
790-98.03	FT-1	2		1	1		
790-98.03	E1-1	2		2			
790-98.03	E2-2	2			2		
790-98.03	FP-1	1		1			
798-08.06	TRANSFER FIBEROPTIC CABLE	2		1	1		

NEWPORT UTILITIES

JOB NUMBER: 82046
DESIGNED: CED
DRAWN: TDS
CHECKED: JWN

Allen&Hoshall
engineering since 1915
8331 E. WALKER SPRINGS LANE, SUITE 102
KNOXVILLE, TENNESSEE 37923

SCALE 1"=50'
DATE 04.29.2025

ELECTRIC UTILITY RELOCATION
STA. 17+80.00 TO STA. 26+10.00

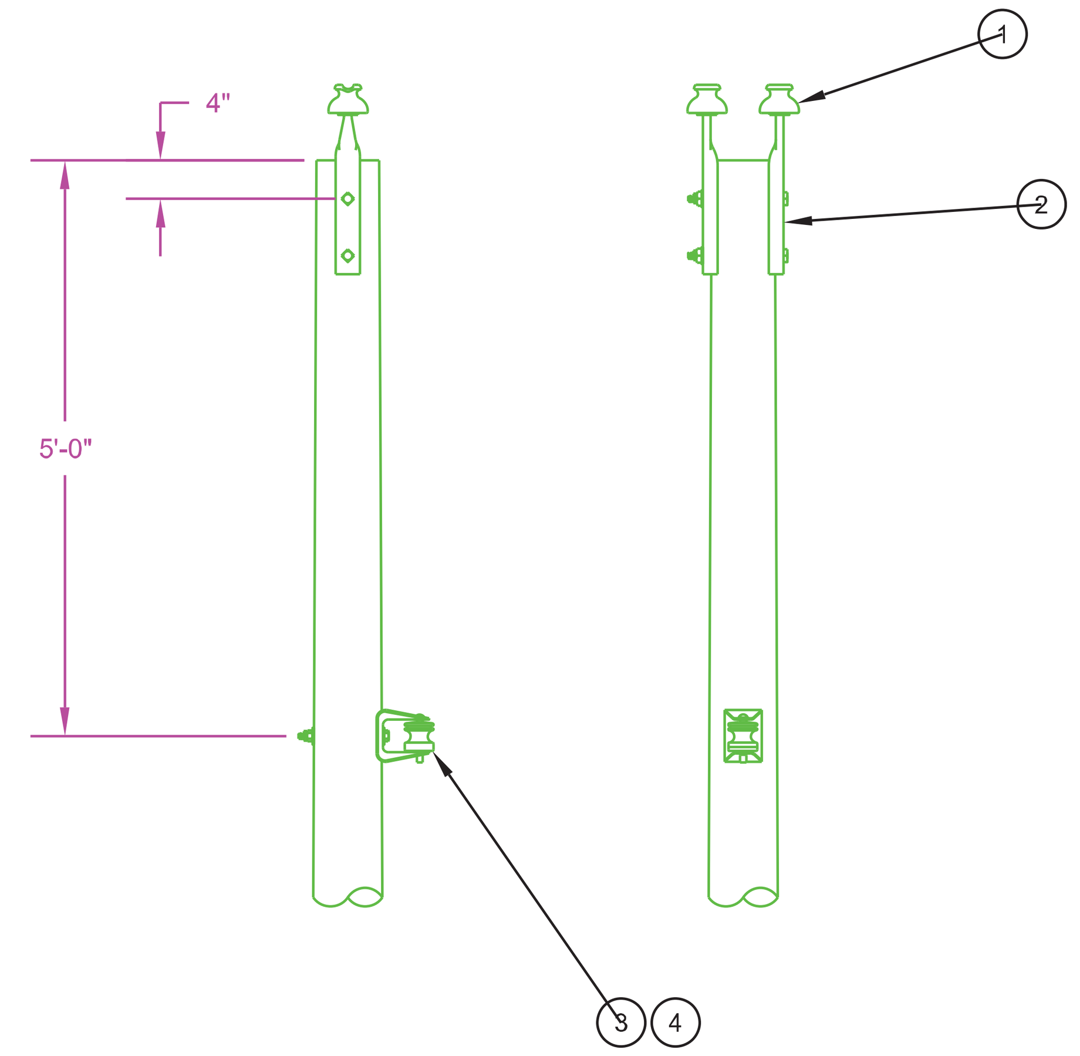
PRIMARY CONDUCTOR ASSEMBLY KEY

PREFIX	DESCRIPTION / TYPE
A	SINGLE PHASE
B	TWO PHASE
C	THREE PHASE
DC	DOUBLE CIRCUIT THREE PHASE
NUMBER	
1	TANGENT
2	SMALL ANGLE
3	LARGE ANGLE (VERTICAL, RUNNING ANGLE)
4	LARGE ANGLE (VERTICAL, DOUBLE DEADENDED)
5	SINGLE DEADEND (VERTICAL)
7	SINGLE DEADEND (ON ARM)
8	DOUBLE DEADEND (ON ARM)
9	NEUTRAL ON ARM
-1	ADDITIONAL ARM OR STANDOFF BRACKET
SUFFIX	
F	FIBERGLASS CROSSARM CONSTRUCTION
U	UNDERBUILT OTHER FACILITIES (NO POLE TOP)
P	POST INSULATOR CONSTRUCTION
N	NARROW PROFILE CONSTRUCTION

EXAMPLE: C1-1FUP = THREE PHASE TANGENT FRAMING WITH ADDITIONAL ARM, THREE PINS ON FIBERGLASS CROSSARM AND POST INSULATORS

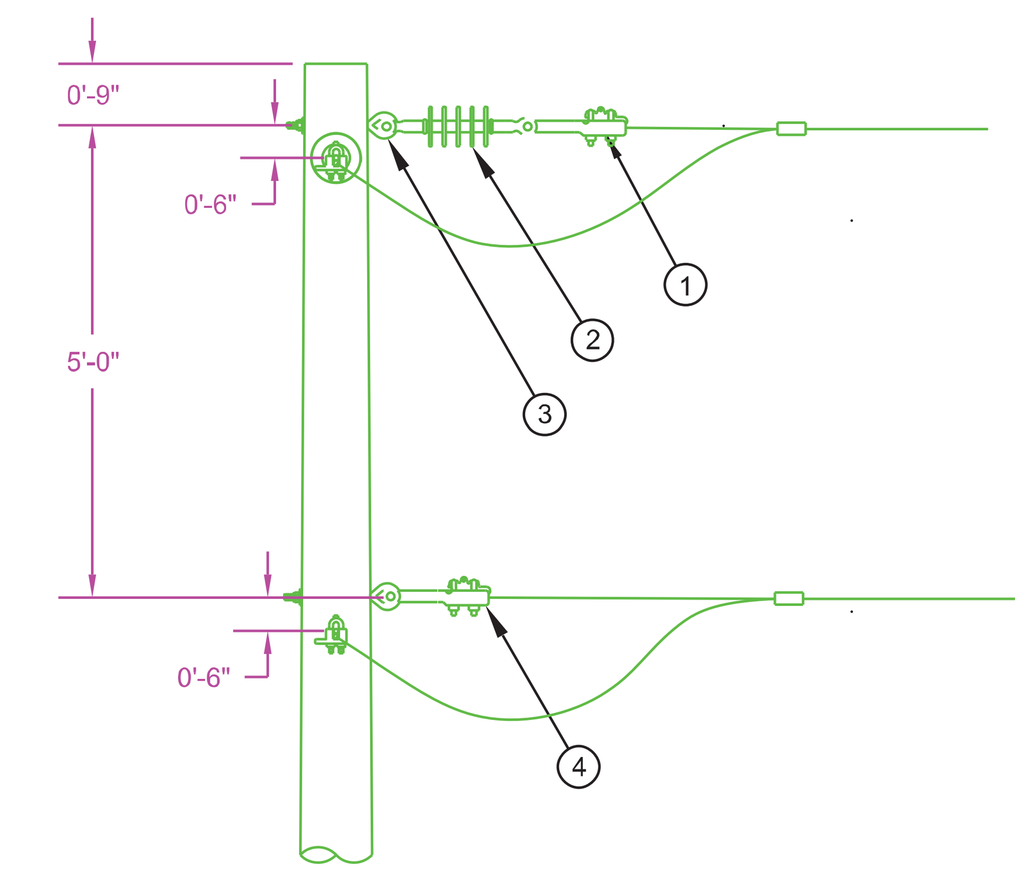
NOTE: INSTALLATION / REMOVAL OF ALL JUMPER CONTROL AND OTHER MISCELLANEOUS MATERIAL ASSOCIATED WITH FRAMING UNITS BUT NOT SPECIFIED IS INCLUDED WITH THE FRAMING UNIT AND IS NOT A SEPARATE PAY ITEM.

FRAMING NOMENCLATURE KEY — N.T.S. — KEY

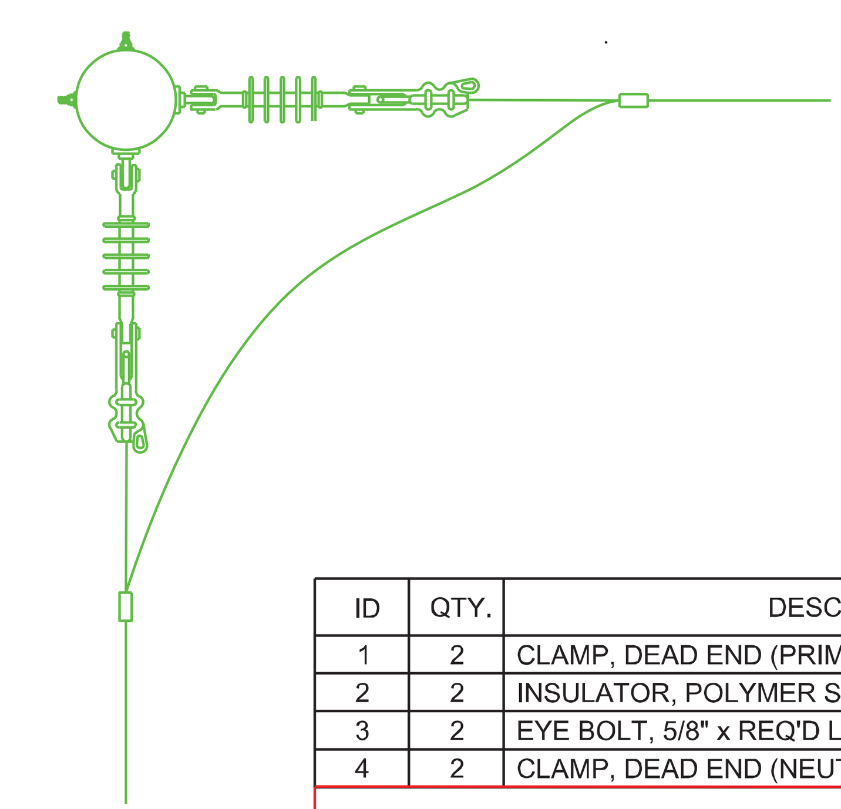


ID	QTY.	DESCRIPTION
1	2	INSULATOR, PIN TYPE
2	2	PIN, POLE TOP, TYPE AS REQ'D
3	3	MACHINE BOLT, 5/8" x REQUIRED LENGTH
4	1	SPOOL, NEUTRAL

1- PHASE TANGENT — N.T.S. — A1



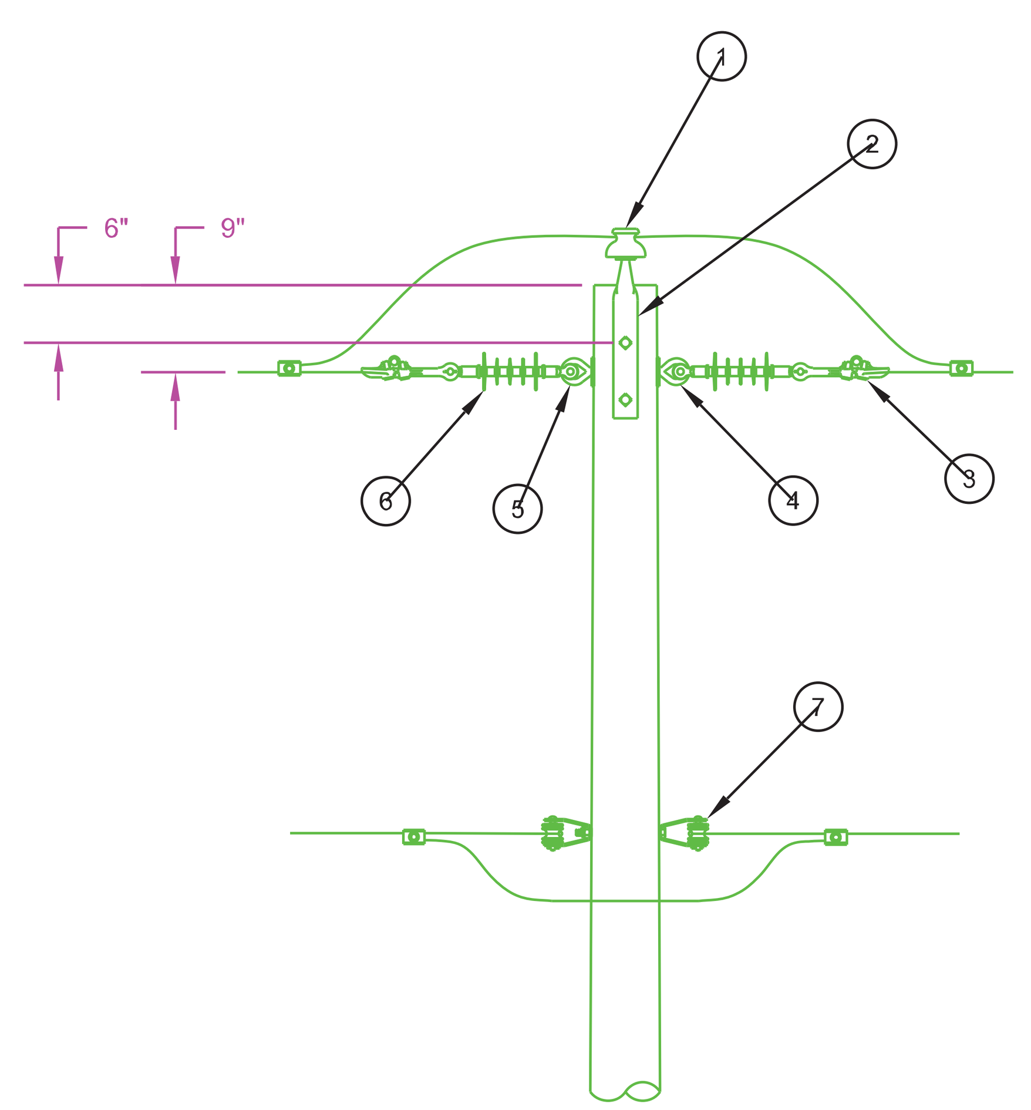
PROFILE VIEW



TOP VIEW

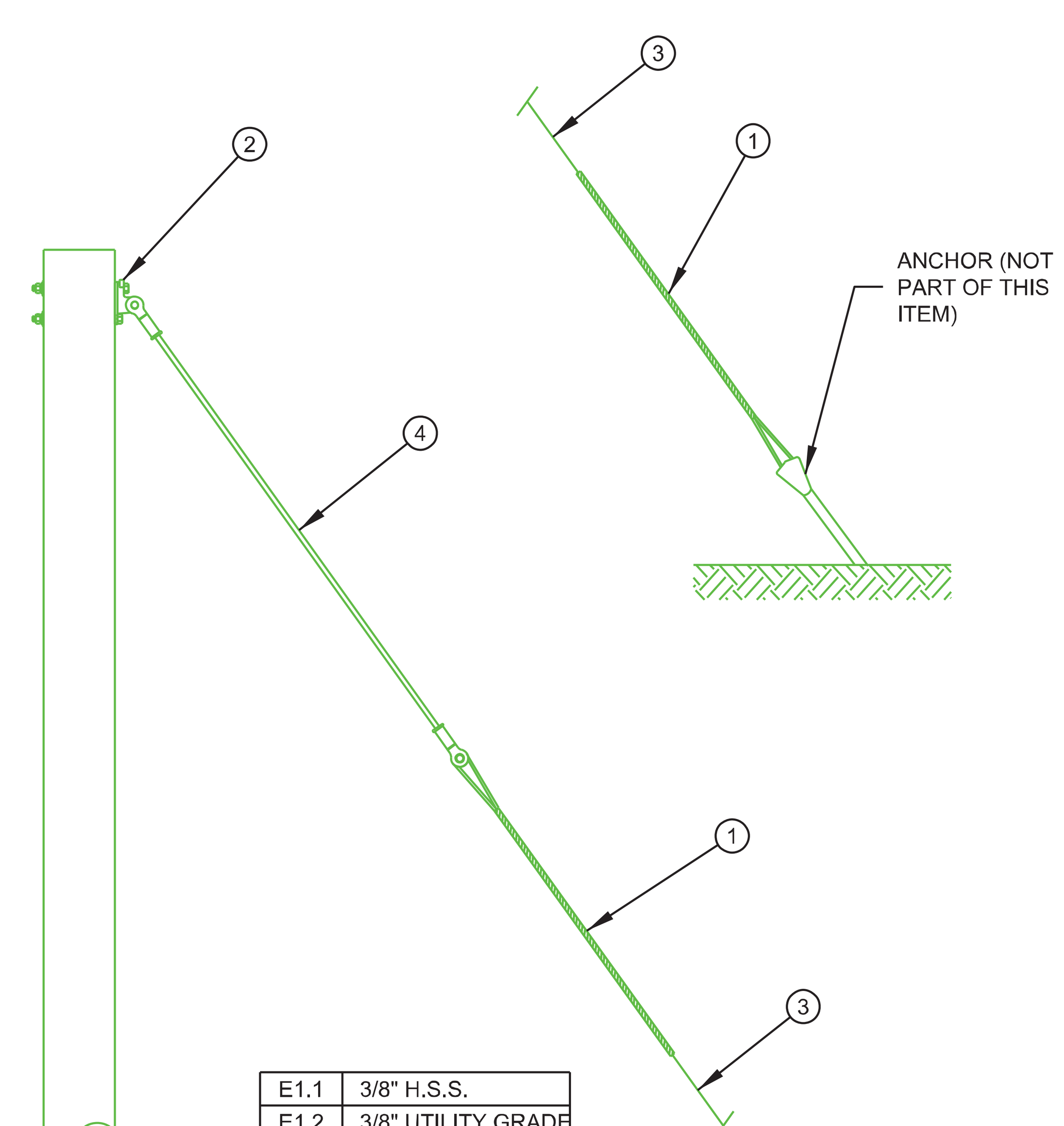
ID	QTY.	DESCRIPTION
1	2	CLAMP, DEAD END (PRIMARY)
2	2	INSULATOR, POLYMER SUSPENSION (15kV)
3	2	EYE BOLT, 5/8" x REQ'D LENGTH
4	2	CLAMP, DEAD END (NEUTRAL)

1 - PHASE DOUBLE DEADEND — N.T.S. — A4



ID	QTY.	DESCRIPTION
1	1	INSULATOR, PIN TYPE, 15kV
2	1	PIN, POLE TOP, STEEL
3	2	DEAD END CLAMP (PRIMARY)
4	1	EYE BOLT, 5/8" x REQ'D
5	1	EYE NUT, 5/8"
6	2	INSULATOR, POLYMER SUSPENSION (15kV)
7	2	DEADEND, NEUTRAL (SEE K14 DETAIL)

SINGLE PHASE DOUBLE DEADEND — N.T.S. — A6



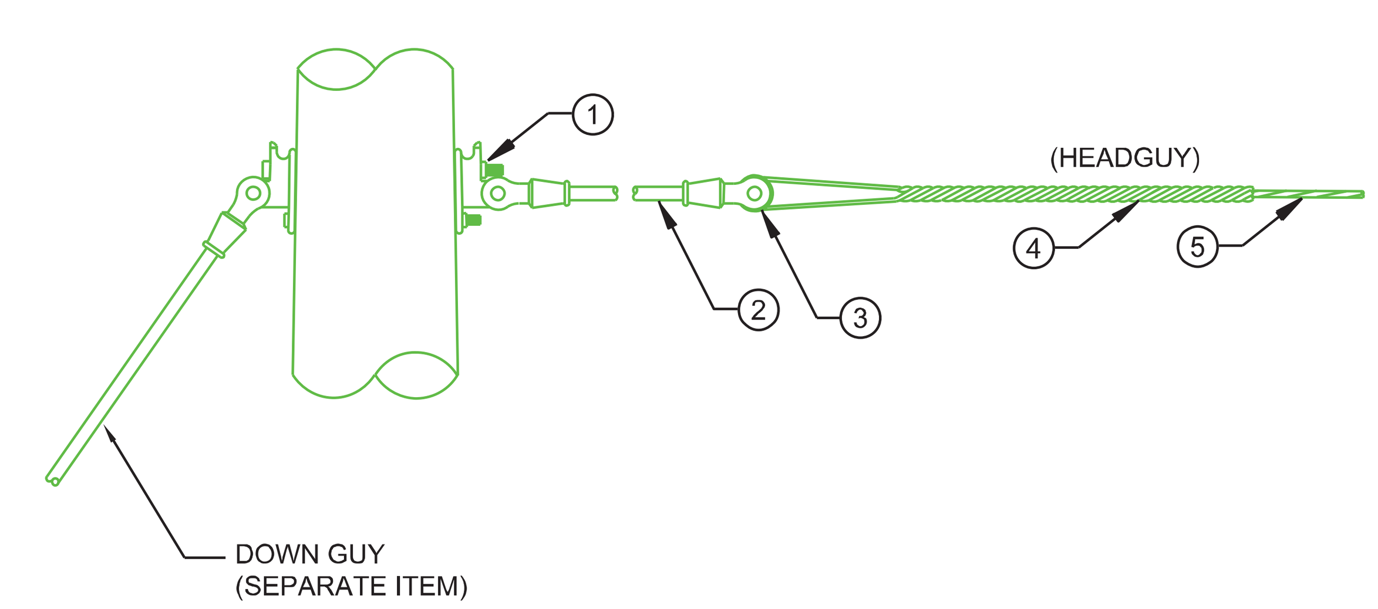
E1.1	3/8" H.S.S.
E1.2	3/8" UTILITY GRADE
E1.3	7/16" H.S.S.

NOTE:

1. ALL GUY LEADS TO BE 3 TO 2 UNLESS NOTED OTHERWISE.
2. ANCHOR IS A SEPARATE ITEM.
3. USE ADDITIONAL INSLINKS AS REQUIRED TO MEET N.E.S.C. CLEARANCES.
4. ATTACH GUY TO POLE AS REQUIRED BY CONSTRUCTION TYPE.

ID	QTY	DESCRIPTION
1	2	PREFORMED DEADEND (SIZE AS REQ'D)
2	1	POLE EYE PLATE
3	-	GUY, STRAND (LENGTH AS REQUIRED) (SEE CHART FOR SIZE/TYPE)
4	1	GUY, FIBERGLASS LINK

DOWNGUY, THROUGH BOLT TYPE — N.T.S. — E1-1, E1-2, E1-3



NOTE:
VIEW TYPICAL FOR BOTH ENDS UNLESS SPECIFIED OTHERWISE.

ID	QTY	DESCRIPTION
1	2	POLE EYE PLATE (#21,000 MIN.)
2	2	GUY STRAIN INSULATOR (#21,000 MIN.)
3	2	GUY ROLLER (SIZE AS REQ'D)
4	2	PREFORM DEADEND
5	-	GUY WIRE (AS REQ'D)

OVERHEAD GUY THROUGH BOLT TYPE — N.T.S. — E2-2

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2025	R-BR-STP-9(99)	U2-4
		15003-3242-94	

COCKE CO.

NEWPORT UTILITIES

JOB NUMBER: 82046
DESIGNED: CED
DRAWN: TDS
CHECKED: JWN

Allen&Hoshall
engineering since 1915
8331 E. WALKER SPRINGS LANE, SUITE 102
KNOXVILLE, TENNESSEE 37923

SCALE: N.T.S.
DATE: 04.29.2025

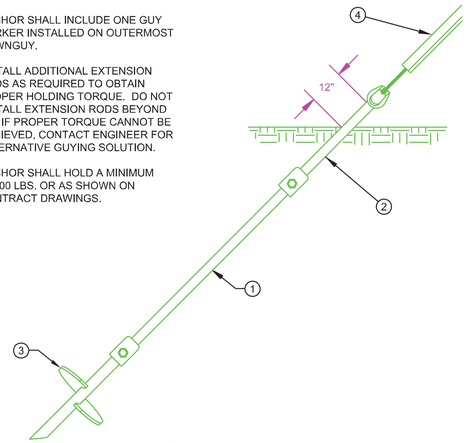
ELECTRIC UTILITY RELOCATION
ASSEMBLY DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2025	R-BR-STP-9(99)	U2-5
		15003-3242-94	

COCKE CO.

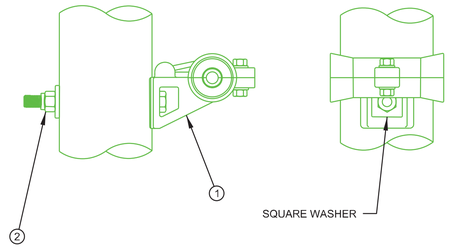
NOTES:

1. ANCHOR SHALL BE INSTALLED WITH TORQUE INDICATOR OR SHEAR PINS TO ENSURE PROPER TORQUE.
2. ALIGN ANCHOR WITH ATTACHMENT POINT ON POLE STRUCTURE. DO NOT VARY THE ANGLE BY MORE THAN 20°.
2. DIMENSION FOR EYENUT ABOVE GROUND IS AFTER STRAIN IS APPLIED.
3. ANCHOR SHALL INCLUDE ONE GUY MARKER INSTALLED ON OUTERMOST DOWNGUY.
4. INSTALL ADDITIONAL EXTENSION RODS AS REQUIRED TO OBTAIN PROPER HOLDING TORQUE. DO NOT INSTALL EXTENSION RODS BEYOND 14'. IF PROPER TORQUE CANNOT BE ACHIEVED, CONTACT ENGINEER FOR ALTERNATIVE GUYING SOLUTION.
5. ANCHOR SHALL HOLD A MINIMUM 20,000 LBS. OR AS SHOWN ON CONTRACT DRAWINGS.



ID	QTY	DESCRIPTION
1	1	EXTENSION, LENGTH AS REQ'D
2	1	TRIPLE EYE GUY ADAPTER
3	1	ANCHOR LEAD SECTION, SINGLE HELIX
4	1	GUY MARKER, YELLOW

SINGLE HELIX ANCHOR	N.T.S.
	FP-1

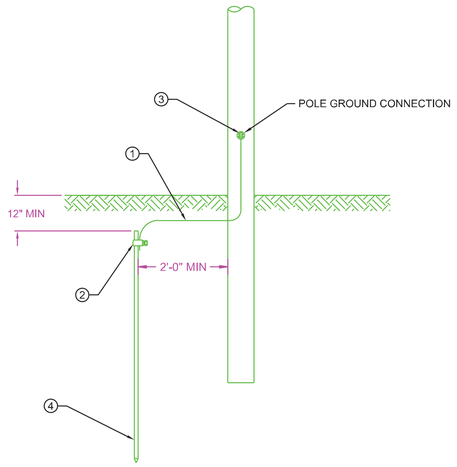


NOTE:

1. CLAMP MAY BE BANDED TO POLE IF REQUIRED.
2. MAXIMUM LINE OR SAG ANGLE IS 22°.

ID	QTY.	DESCRIPTION
1	1	CLAMP, ADSS, SIZE AS REQ'D
2	1	MACHINE BOLT, 5/8", LENGTH AS REQ'D

ADSS FIBER CLAMP	N.T.S.
	FT



NOTES:

1. INSTALL GROUND ROD IN UNDISTURBED EARTH.
2. THIS IS NOT A PAY ITEM AND IS INCLUDED IN EACH POLE INSTALLATION.

ID	QTY.	DESCRIPTION
1	5	#4 COPPER CONDUCTOR
2	1	CLAMP, GROUND ROD 5/8"
3	1	CONNECTOR, #4 COPPER GROUND & BOLT, 5/8" X 2"
4	1	ROD, GROUND 5/8" x 8'

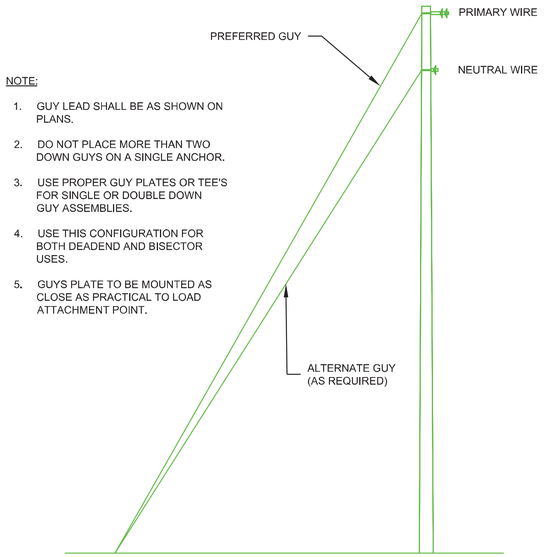
POLE GROUND ROD	N.T.S.
	GND ROD

Standard Guy Leads

Attachment Height	2 to 1	3 to 2
25	12.5	16.5
30	15	19.8
35	17.5	23.1
40	20	26.4
45	22.5	29.7
50	25	33
55	27.5	36.3
60	30	39.6
65	32.5	42.9
70	35	46.2
75	37.5	49.5
80	40	52.8
85	42.5	56.1
90	45	59.4
95	47.5	62.7
100	50	66

1 to 1 Guy leads equal attachment height above ground.

STANDARD GUY LEADS	N.T.S.
	GUY LEADS



NOTE:

1. GUY LEAD SHALL BE AS SHOWN ON PLANS.
2. DO NOT PLACE MORE THAN TWO DOWN GUYS ON A SINGLE ANCHOR.
3. USE PROPER GUY PLATES OR TEE'S FOR SINGLE OR DOUBLE DOWN GUY ASSEMBLIES.
4. USE THIS CONFIGURATION FOR BOTH DEADEND AND BISECTOR USES.
5. GUYS PLATE TO BE MOUNTED AS CLOSE AS PRACTICAL TO LOAD ATTACHMENT POINT.

SINGLE PHASE PREFERRED GUYING	N.T.S.
	GUYING

NEWPORT UTILITIES

JOB NUMBER:	82046
DESIGNED:	CED
DRAWN:	TDS
CHECKED:	JWN

Allen&Hoshall
engineering since 1915
8331 E. WALKER SPRINGS LANE, SUITE 102
KNOXVILLE, TENNESSEE 37923

SCALE	DATE
N.T.S.	04.29.2025

ELECTRIC UTILITY RELOCATION ASSEMBLY DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	BR-STP-9(99)	U3-1

BRIDGE OVER BRANCH COCKE
15003-3242-94
PIN # 127530.00

UTILITIES INDEX

ESTIMATED UTILITY QUANTITIES

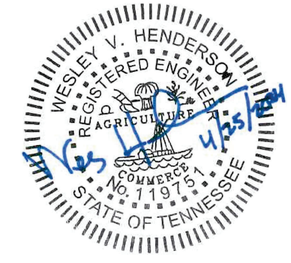
FOOTNOTE	ITEM NO.	DESCRIPTION	UNIT	Project No. 1: BR-STP-9(99) QUANTITY
1	793-01.41	ANCHOR 1 IN	EACH	4
2	793-02.08	GUY WIRE 10M OR 3/8IN	EACH	4
	793-02.99	INSTALL GUY GUARD	EACH	4
3	793-03.03	10M STRAND	L.F.	597
4	793-12.21	DIG SPLICE PIT	EACH	1
5	793-13.12	1 DUCT FORMATION @ 36IN DEPTH	L.F.	20
6	793-14.12	1 1/4IN INNERDUCT	L.F.	20
	793-14.26	UNDERGROUND TO OVERHEAD RISER	EACH	1
7	793-98.05	RETIRE BURIED FACILITIES IN PLACE	L.F.	623

FOOTNOTES

1	INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUNDING.
2	INCLUDES SETUP, TRAFFIC CONTROL, GUY WIRE, GUARD, BONDING/GROUNDING AND POLE HARDWARE
3	INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, BONDING/GROUNDING, AND TENSIONING.
4	INCLUDES SETUP, BACKFILL, FACILITY LOCATE
5	INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BENDS, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.
6	INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, RODDING DUCT AND PULLING IN INNERDUCT.
7	INCLUDES GROUNTING. RETIRED FACILITIES REMAIN THE PROPERTY OF THE UTILITY.

UTILITY COMPANY CONTACT

AT&T TENNESSEE
9733 PARKSIDE DR
KNOXVILLE, TN 37922
JAY FRAZIER
865-387-2685
EMAIL: JF092G8@ATT.COM



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

CANNON & CANNON INC
10025 Investment Drive, Suite 120
Knoxville, TN 37932
865.670.8555
www.cci-corp.com

AT&T TENNESSEE

ESTIMATED UTILITY QUANTITIES

SCALE: N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	BR-STP-9(99)	U3-2

BRIDGE OVER BRANCH COCKE
15003-3242-94
PIN # 127530.00

AT&T SPECIAL CONDITIONS AND ADDITIONAL BREAKDOWN OF TIME

IF ALL OTHER SECTIONS OF AT&T'S WORK ARE READY AT THE SAME TIME, THEN 180 DAYS ARE NEEDED TO COMPLETE THE PROJECT. TO HELP KEEP THE PROJECT MOVING FORWARD, AT&T AGREES TO WORK SECTIONS OF PLACEMENT AND CUTOVER AS THEY BECOME AVAILABLE AS LONG AS THEY CAN LOGISTICALLY BE WORKED, AND DO NOT PLACE ADDITIONAL COSTS ON AT&T OR CAUSE ANY SAFETY CONCERNS. AT&T ALSO AGREES TO EVALUATE AND WORK WITH THE STATE CONTRACTOR IF THERE ARE TEMPORARY RELOCATIONS THAT ARE NEEDED. THESE TEMPORARY RELOCATIONS WILL HAVE THEIR OWN SCHEDULE OF CALENDAR DAYS AND MAY BE 100% REIMBURSABLE IN ADDITION TO ANY CHAPTER 86 REIMBURSEMENTS.

BY BREAKING IT DOWN INTO SECTIONS, EACH SECTION HAS ITS OWN MOBILIZATION AND MATERIAL ORDERING TIME. THE SPECIAL CONDITIONS APPLY TO EACH SECTION INDIVIDUALLY; HOWEVER, ADDITIONAL CLARIFICATION WILL BE INCLUDED IN EACH SECTION.

THE CONSTRUCTION SCHEDULE LISTED INCLUDES STANDARD MATERIAL ORDERING INTERVALS, PROJECTED WORKLOADS AT THE TIME OF CONSTRUCTION, ESTIMATED WORK CONTENT, AND LIMITED DELAYS DUE TO WEATHER OR CUSTOMER RELEASES FOR SCHEDULED SERVICE INTERRUPTIONS. COMPLETION OF WORK IS ALSO CONTINGENT ON NATIONAL OR STATE EMERGENCY ORDERS WHICH CAN RESTRICT TELECOMMUNICATIONS WORK.

THE CONSTRUCTION SCHEDULE LISTED CANNOT BE IMPLEMENTED UNTIL AT&T HAS BEEN NOTIFIED IN WRITING BY TDOT AND/OR THE STATE CONTRACTOR THAT ALL AT&T ITEMS INCLUDED IN THE STATE CONTRACT HAVE BEEN PLACED, ALL POWER COMPANY POLES HAVE BEEN SET, AND ALL OTHER OVERHEAD UTILITIES HAVE BEEN TRANSFERRED DUE TO SAFETY REGULATIONS AND POTENTIAL CONSTRUCTION CONFLICTS.

ALL SCHEDULES/SECTIONS ARE BASED ON AT&T BEING ABLE TO GET APPROVAL FROM TDOT FOR USE OF THE DIMINIMIS FOR THOSE ITEMS THAT CANNOT BE OBTAINED USING FHWA/BUY AMERICA APPROVED STEEL. ANY DELAYS ON APPROVAL OF THESE ITEMS WILL CAUSE AN EQUAL DELAY ON AT&T'S SCHEDULE.

ANY CHANGES THAT THE STATE'S CONTRACTOR MAKES TO THE PLANS PROVIDED TO THEM BY TDOT MAY CAUSE A REDESIGN TO AT&T'S PLANS. AT&T WILL REQUIRE TIME TO EVALUATE AND MAKE CHANGES IF NECESSARY. THESE CHANGES WILL HAVE TO BE APPROVED BY TDOT THROUGH A FORMAL STAMPED REDESIGN AND WILL REQUIRE ADDITIONAL TIME ON THE SCHEDULE. AT&T'S TIME WILL NOT START UNTIL AFTER THE DESIGN CHANGES AND ALL OTHER SPECIAL CONDITIONS HAVE BEEN APPROVED/COMPLETED.

GENERAL NOTES

1. COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIfi ED FOR THE UTILITY INSTAL-LATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIfi CATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIfi CATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, fi LLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIfi C TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.
8. ANY EXCAVATION OF THE STREAM CHANNEL AREA SHALL BE SEPARATED FROM fl OWING WATER AND ACCOM-PLISHED DURING LOW fl OW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF fl UMES, LINED DIVERSION CHANNEL WITH SANDBAG BERM, DIVERSION PIPE WITH SANDBAG DAM AT PIPE INLET, OR IN SOME CASES COff ERDAMS. ALTERNATIVELY, BASED ON fi ELD CONDITIONS AND CONTRACTOR SELECTION, THE UTILITY RELOCATION MAY BE ACCOMPLISHED USING BORE TECHNOLOGY WITH NO STREAM CHANNEL IMPACTS.

LEGEND

	TEMPORARY LOCATION (BLUE)
	EXISTING REMAIN (ORANGE)
	EXISTING TO BE REMOVED OR RETIRED (GREEN)
	NEW INSTALLATION (RED)
— T (UG) —	NEW AT&T UNDERGROUND CABLE (DIRECT BURIED)
— T —	NEW AT&T OVERHEAD LINE
	NEW AT&T SERVICE DROP
— T (UG) —	EXISTING AT&T UNDERGROUND CABLE TO REMAIN
— T —	EXISTING AT&T OVERHEAD LINE TO REMAIN
— T (UG) —	EXISTING AT&T UNDERGROUND CABLE TO BE REMOVED OR RETIRED
— T —	EXISTING AT&T OVERHEAD LINE TO BE REMOVED OR RETIRED
	EXISTING AT&T POLE TO REMAIN
	EXISTING AT&T POLE TO BE REMOVED OR RETIRED
	NEW INSTALLATION OF AT&T POLE
	EXISTING AT&T GUY WIRE TO REMAIN
	EXISTING AT&T GUY WIRE TO BE REMOVED
	NEW INSTALLATION OF AT&T GUY WIRE
	EXISTING ELECTRIC UTILITY POLE TO REMAIN
	EXISTING ELECTRIC UTILITY POLE TO BE REMOVED OR RETIRED
	NEW INSTALLATION OF UTILITY POLE
	EXISTING AT&T OVER HEAD GUY TO REMAIN
	EXISTING AT&T OVER HEAD GUY TO BE REMOVED
	NEW AT&T OVER HEAD GUY
TELE	EXISTING AT&T PULL BOX TO REMAIN
TELE	EXISTING AT&T PULL BOX TO BE REMOVED OR RETIRED
TELE	NEW INSTALLATION OF AT&T PULL BOX
	NEW INSTALLATION OF AT&T MANHOLE
	NEW INSTALLATION OF AT&T HANDHOLE

AT&T GENERAL NOTES:

1. ALL PLACEMENT OF DUCT BANKS & DIRECT BURIED CABLES TO BE AT 36" DEPTH TO FINAL GRADE IN CUTS. 36" DEPTH TO CURRENT GRADE IN FILLS.
2. FOR DIRECT BURIED CABLES AT TELEPHONE PEDESTALS, LOOP CABLES 5' ABOVE GROUND LEVEL. DO NOT PLACE IN HAND HOLES UNLESS NOTED.
3. PROVIDE CABLE MARKERS EVERY 500' AND IN-LINE OF SIGHT FROM EACH MARKER. ADD MARKERS AT ALL ROAD CROSSINGS.
4. SEE DETAIL SHEETS FOR MANHOLE SPECIFICATIONS.
5. RETURN TO AT&T EXISTING MANHOLE FRAME/COVERS REMOVED. BACKFILL MANHOLES ACCORDING TO T.D.O.T. REQUIREMENTS.
6. COORDINATE CROSSINGS WITH EXISTING AND PROPOSED UTILITIES TO SET FINAL GRADE FOR DUCT BANKS.
7. GROUND BED LOCATIONS AS DIRECTED BY AT&T AS NEEDED
8. SURVEY INFORMATION IN THESE DRAWINGS ARE FROM OTHERS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES. ANY UTILITIES NOT SHOWN ON THESE DRAWINGS ARE ALSO THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO, AND FOR PROTECTION OF ALL EXISTING UTILITIES.
9. HAND HOLES ARE 122CM L x 91CM W x 76 CM D (48" L c 36" W x 30" D), FIBERGLASS WITH DOUBLE LIDS, UNLESS NOTED OTHERWISE.

WESLEY V. HENDERSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119751
STATE OF TENNESSEE
4/25/2024

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

CANNON & CANNON INC
10025 Investment Drive, Suite 120
Knoxville, TN 37932
865.670.8555
www.cci-corp.com

AT&T TENNESSEE

GENERAL NOTES AND LEGEND

SCALE: N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	BR-STP-9(99)	U3-4

BRIDGE OVER BRANCH COCKE
15003-3242-94
PIN # 127530.00

15

15003-3242-94

ECT NO. BR-STP-9(99)

) (CONST.)

20

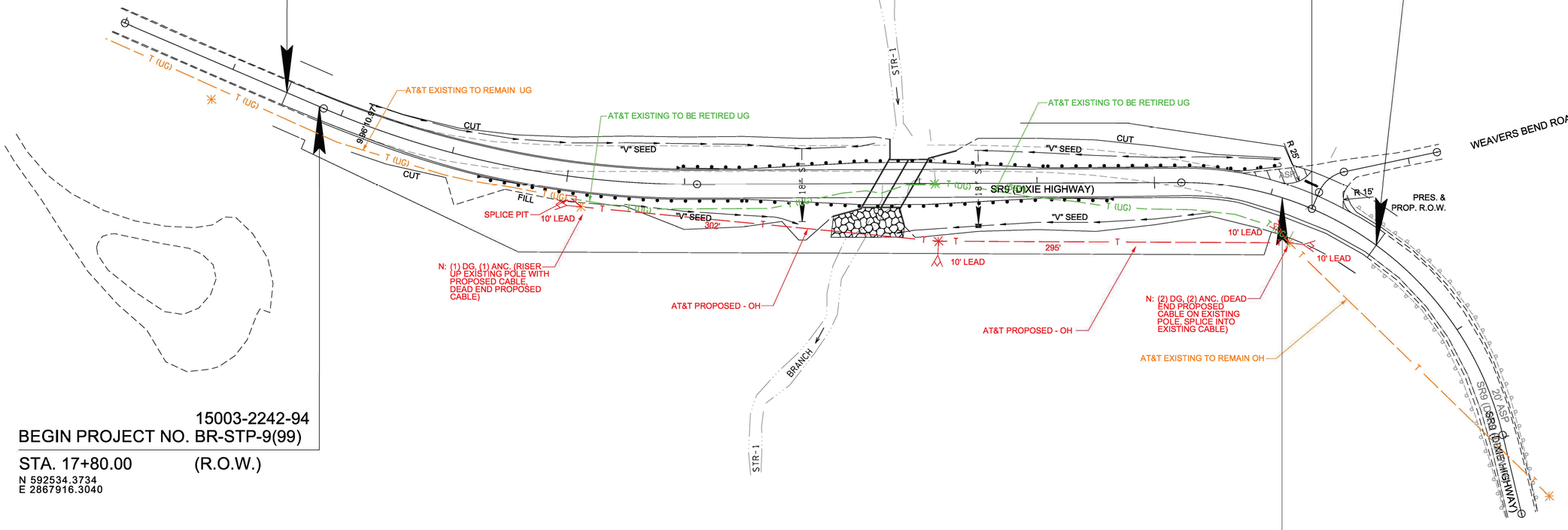
STA. 26+37.00 S.R. 9 (DIXIE HWY.) =
STA. 10+00.00 WEAVERS BEND RD.
N 592447.2743
E 2868761.1807

25

END PROJEC

STA. 27+00.00
N 592416.2521
E 2868815.8608

N



15003-2242-94
BEGIN PROJECT NO. BR-STP-9(99)

STA. 17+80.00 (R.O.W.)
N 592534.3734
E 2867916.3040

15003-2242-94
END PROJECT NO. BR-STP-9(99)

STA. 26+10.00 (R.O.W.)
N 592456.6643
E 2868735.8773

WESLEY V. HENDERSON
REGISTERED ENGINEER
AGRICULTURE & COMMERCE
No. 119751
STATE OF TENNESSEE
4/25/2024

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

CANNON & CANNON INC
10025 Investment Drive, Suite 120
Knoxville, TN 37932
865.670.8555
www.cci-corp.com

AT&T TENNESSEE

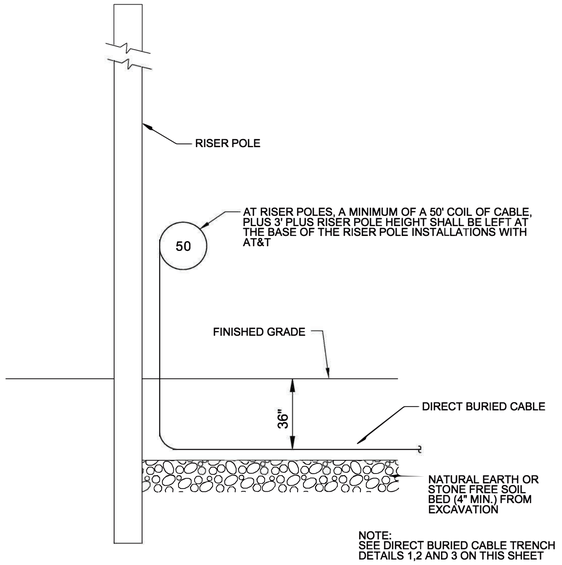
COMMUNICATION LAYOUT

STA. 17+50.00 TO STA. 27+00.00
SCALE: 1"=50'

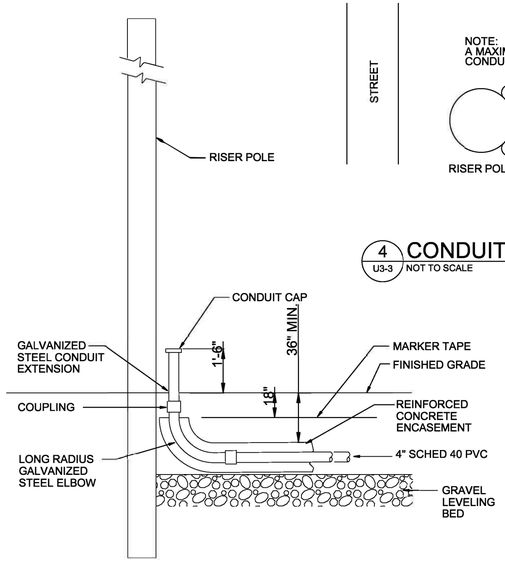
4/25/2024 10:22:44 AM
Z:\01617-0024\03-Drawings\03-Utilities\Design\Sheets\B Date Files\U3-4.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	BR-STP-9(99)	U3-5

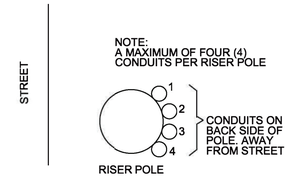
BRIDGE OVER BRANCH COCKE
15003-3242-94
PIN # 127530.00



1 U3-5 FIBER CABLE TURN UP AT RISER POLE
NOT TO SCALE



2 U3-5 RISER POLE
NOT TO SCALE



4 U3-3 CONDUIT ARRANGEMENT
NOT TO SCALE

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

CANNON & CANNON INC
10025 Investment Drive, Suite 120
Knoxville, TN 37932
865.670.8555
www.cci-corp.com

AT&T TENNESSEE

COMMUNICATION RELOCATION DETAILS

SCALE: N.T.S.