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STANDARD TRAFFIC DESIGN AND STRUCTURE DRAWINGS	1A2
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

CARTER COUNTY

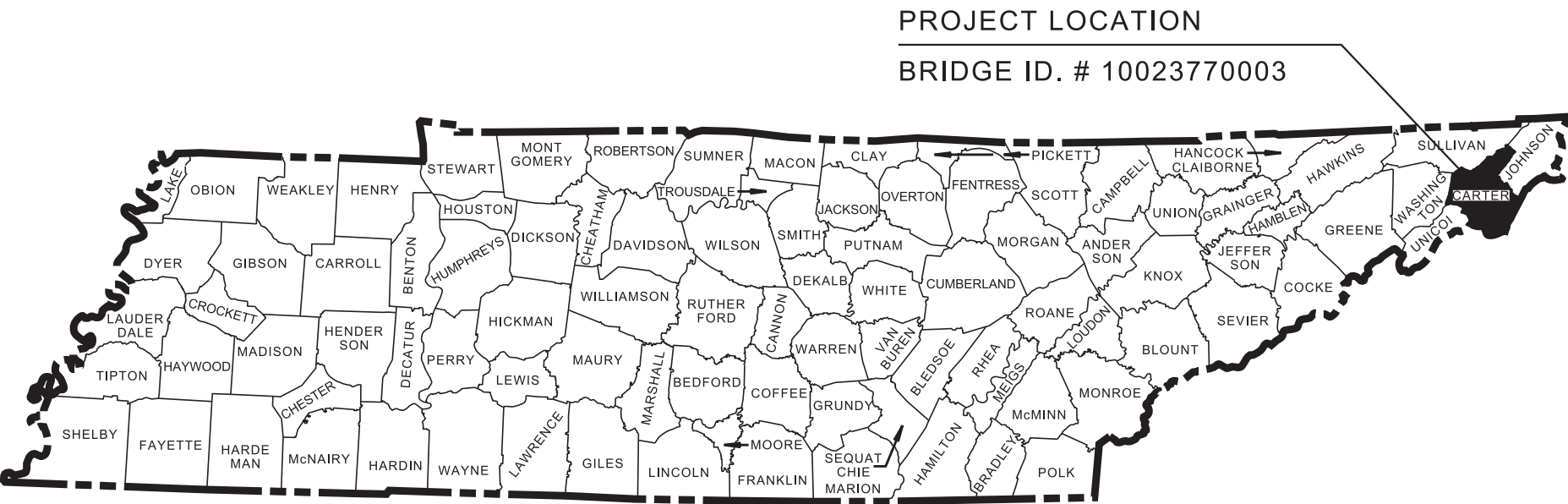
GAP CREEK ROAD, BRIDGE OVER GAP CREEK,
LM 2.73 (IA)

PS&E
GRADE, DRAIN, BRIDGE, BASE, PAVE, & GUARDRAIL

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

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION	SIGNIFICANT	
PER FHWA (FORM A) PER TDOT (FORM B)	YES YES	NO X NO X

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	10455-3408-04	



BEGIN PROJECT NO. 10455-2408-04 R.O.W.

STA. 101+25.00

N 741996.2311 E 3076437.8739

BEGIN PROJECT NO. 10455-3408-04 CONST.

STA. 101+53.85

N 7420106.9426 E 3076417.7936

END PROJECT NO. 10455-2408-04 R.O.W.

STA. 106+87.99

N 742384.1058 E 3076035.7282

END PROJECT NO. 10455-3408-04 CONST.

STA. 107+43.14

N 742431.3022 E 3076007.2067

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: ERIC WILSON, P.E.

DESIGNED BY : PALMER ENGINEERING

DESIGNER : BRIAN LEE, P.E. CHECKED BY: TODD KEMP, P.E.

P.E. NO. 10455-1408-04 (DESIGN)

PIN NO. 124227.00



SCALE: 1" = 2640'

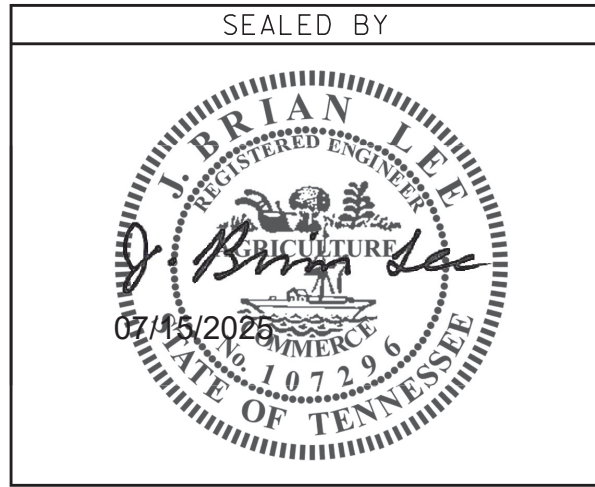
R.O.W. LENGTH	0.106 MILES
ROADWAY LENGTH	0.111 MILES
BOX BRIDGE LENGTH	0.009 MILES ▲
PROJECT LENGTH	0.111 MILES

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

NO EXCLUSIONS

ROAD TO BE CLOSED
DURING CONSTRUCTION

DESIGN EXCEPTION
APPROVED 8-28-20
1) SHOULDER WIDTH



APPROVED: 
WILL REID, CHIEF ENGINEER

DATE:

APPROVED: 
WILL REID, COMMISSIONER

SURVEY 7-30-18		TRAFFIC DATA	
UPDATE	01-09-20	ADT (2025)	2100
		ADT (2045)	2440
		DHV (2045)	293
		D	65 - 35
		T (ADT)	3 %
		T (DHV)	2 %
		V	40 MPH

COORDINATES ARE NAD/83(1995), ARE ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B MODEL

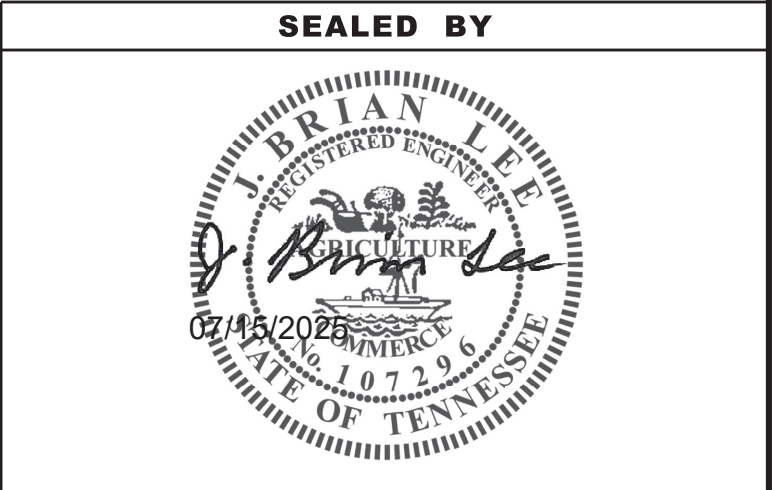
ROADWAY INDEX

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UTILITIES PLANS.....	U1-1
NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION	DWG.	REV.	DESCRIPTION
10-100.00		STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS	10-104.00		ROADWAY, PAVEMENT APPURTENANCES, AND FENCES
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L	RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z	RP-R-1A	04-21-25	STANDARD RAMP DETAILS FOR LOW VOLUME RURAL ROADWAYS
RD-L-1	02-20-20	STANDARD LEGEND	RP-VC-11	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6" & 7" GUTTER DEPTH)
RD-L-1A		STANDARD LEGEND	S-F-1	03-01-23	HIGH VISIBILITY FENCE
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS	10-106.00		SAFETY DESIGN AND GUARDRAILS
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
10-101.00		ROADWAY DESIGN STANDARDS	S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS	S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS	S-GR31-1	03-13-25	GUARDRAIL DETAILS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS	S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
			S-GR31-1B		GUARDRAIL FASTENING HARDWARE
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS	S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
RD11-TS-6		TYPICAL CURB & GUTTER SECTIONS WITH SHOULDERS AND WITH GRASS STRIPS	S-GR31-1D	03-01-23	GUARDRAIL POST PLACEMENT IN ROCK
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS	S-GRS-2	01-28-22	SPECIAL CASE GUARDRAIL ATTACHMENT TO CONCRETE DECKS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT	S-GRS-7	01-09-24	SHORT RADIUS-GR SYSTEM (SRGS) CONNECTION TO BRIDGE END
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION	S-GRS-7A	07-30-24	SHORT RADIUS-GR (SRGS) ANCHOR DETAILS
10-102.00		PIPE CULVERTS AND ENDWALLS	S-GRS-7B		SHORT RADIUS-GR SYSTEM (SRGS) EYE-BOLT SPACING DETAILS
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION	S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
D-PB-4	01-09-24	PIPE COLLAR DETAILS	S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
D-PE-4	06-28-19	STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30")	S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
10-103.00		CATCH BASINS AND MANHOLES	S-GRA-4	03-01-23	IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE
D-CB-12LP	02-20-20	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN FOR USE WITH 6" VERTICAL CURB			
D-CB-38RB	03-04-21	STANDARD PRECAST CIRCULAR NO. 38 CATCH BASIN			
D-CB-99	02-20-20	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES			
D-CB-99R	01-28-22	MISCELLANEOUS DETAILS FOR ROUND STRUCTURES			
D-CB-99RA	10-29-21	BILL OF STEEL FOR ROUND CATCH BASIN LIDS			
D-CBB-12A	06-28-19	TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS			
D-RL-3		ROUND LID DETAILS FOR SINGLE OPENING AREA DRAIN			
D-RS-1		PRECAST ROUND STRUCTURES (48" THRU 120")			
D-RS-2		PRECAST ROUND STRUCTURES REINFORCEMENT DETAILS			
D-RS-3		MISCELLANEOUS DETAILS FOR ROUND STRUCTURES			

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	1A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD ROADWAY DRAWINGS

10-108.00 EROSION PREVENTION AND SEDIMENT CONTROL

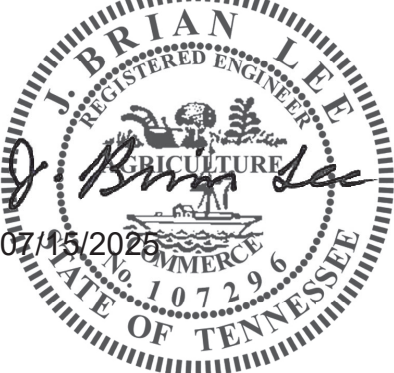
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT 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
EC-STR-36	05-04-22	TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4

10-109.00 NATURAL STREAM DESIGN

D-NSD-30	05-01-20	SUBSTRATE RESTORATION
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	1A1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
ROADWAY
DRAWINGS

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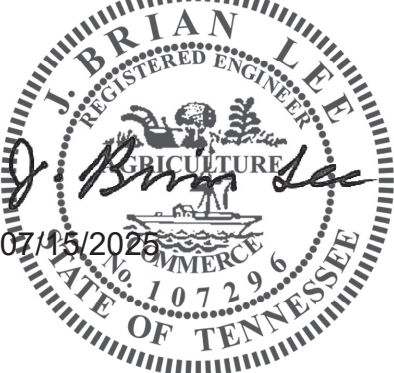
STANDARD TRAFFIC DESIGN AND STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
10-107.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
10-200.00 SIGN		
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS

STANDARD STRUCTURE DRAWINGS

10-301.00 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-17-8		EDGE BEAM DETAILS FOR FILLS GREATER THAN 3' - 6"
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-15		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 DETIALS FOR CULVERT INLET AND OUTLET
STD-17-82		BOX BRIDGE, 2 BARRELS AT 16', CLEAR HTS. 6' - 8', 0 - 60' FILL

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	1A2

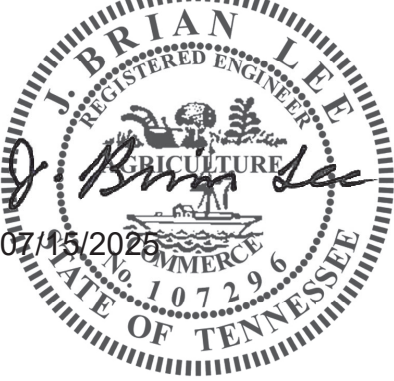
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
STANDARD TRAFFIC DESIGN AND STRUCTURE DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	1B
PIH	2024	10455-3408-04	1B
PS&E	2025	10455-3408-04	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 10023770003, GAP CREEK ROAD OVER GAP CREEK LM 2.66 (10-06022-02.66). NO ACM WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08 D AND 202.03).	STR-1 (104+26.48)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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(1)
(2)(3)(4)(18)

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 10455-3408-04
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
202-02.01	REMOVAL OF PIPE (15" CMP, PVT. DRIVE STA. 103+65.01 RT.)	L.F.	41
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1029
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	167
203-06	WATER	M.G.	10
209-05	SEDIMENT REMOVAL	C.Y.	18
209-06.02	12" DIA COIR LOG (LOW FLOW CHANNEL)	L.F.	117
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1593
209-08.08	ENHANCED ROCK CHECK DAM	EACH	1
209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	4
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	2
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	5
209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	191
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1301
303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	227
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	30
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	118
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	4
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	8
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	3
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	41
411-01.10	ACS MIX(PG64-22) GRADING D	TON	198
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	98
606-24.12	TEMPORARY SHEET PILES	S.F.	660
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	96
611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	1
611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	45
611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	1
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	1
611-38.02	CATCH BASINS, TYPE 38, > 4' - 8' DEPTH	EACH	2
701-02	CONCRETE DRIVEWAY	S.F.	842
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	22
705-01.04	METAL BEAM GUARD FENCE	L.F.	125
705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	300
705-06.11	GR TERMINAL (IN-INLINE) MASH TL3	EACH	2
705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH	2
706-06.03	RADIUS RAIL	L.F.	75
706-10.26	ROUNDED END ELEMENT	EACH	2
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	1347
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	73
709-05.08	MACHINED RIP-RAP (CLASS B)	TON	146
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	50
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	42
712-05.01	WARNING LIGHTS (TYPE A)	EACH	14
712-06	SIGNS (CONSTRUCTION)	S.F.	507
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	144
713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	12
713-11.01	"U" SECTION STEEL POSTS	LB.	87
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	9
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.	1
717-01	MOBILIZATION	LS	1
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	438
740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	1277

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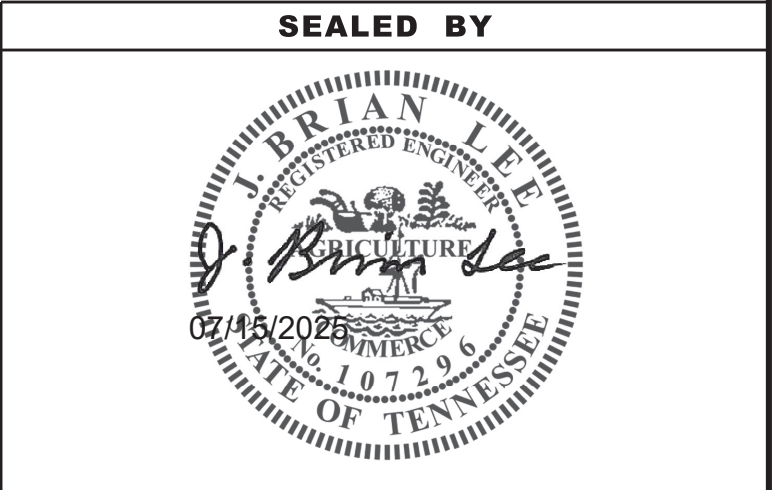
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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 10455-3408-04
801-01	SEEDING (WITH MULCH)	UNIT	27
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	27
801-01.30	COVER CROP SEED MIX (RIPZN/FLPL) W/MULCH	UNIT	1
801-01.35	GRASS SEED MIX (RIPZN/FLPL) W/MULCH	UNIT	1
801-01.38	NATVE SEED MX FINAL STABILZATN OF SLOPES	UNIT	4
801-02	SEEDING (WITHOUT MULCH)	UNIT	10
801-03	WATER (SEEDING & SODDING)	M.G.	18
801-07	SEED (SUPPLEMENTAL APPLICATION)	LB.	47
801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	1
803-01	SODDING (NEW SOD)	S.Y.	815
805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	615
805-12.03	EROSION CONTROL BLANKET (TYPE III)	S.Y.	437
806-02.03	PROJECT MOWING	CYCL	1

FOOTNOTES

- (1) SALVAGE SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- (2) INCLUDES 15 C.Y. FOR EPSC AND 1014 C.Y. FOR GRADING.
- (3) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER. SEE SUBSECTION OF 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- (4) ITEMS TO BE USED FOR TEMPORARY CONSTRUCTION ENTRANCES/EXITS. TO BE INSTALLED AT LOCATIONS DIRECTED BY TDOT MANAGER IN FIELD.
- (5) USED IN BOX BRIDGE WINGWALL CONSTRUCTION.
- (6) INCLUDES 2 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
- (7) 97 S.Y. SOD TO BE USED IN SLOPES ABOVE STR-1, 242 S.Y. BEHIND CURB AND GUTTER, 83 S.Y. ROADSIDE DITCH, 390 S.Y. EPSC AND 3 S.Y. STORM SEWER OUTLET DITCH. COST FOR CLEAN OUT OF EXISTING 24" CMP AT STA. 101+53.85 IS TO BE INCLUDED IN THIS ITEM.
- (8) THE BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF PROPOSED CULVERT.
- (9) SEE LOW FLOW CHANNEL STD. DWG. STD-17-20 FOR DETAILS.
- (10) USED DURING WING WALL CONSTRUCTION AT DRIVEWAYS.
- (11) ITEM TO BE USED AS DIRECTED BY THE TDOT MANAGER.
- (12) INCLUDES 68 TONS FOR EPSC AND 5 TONS FOR STORM SEWER ENDWALL DITCH.
- (13) 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.
- (14) TO BE USED WITHIN STREAM BUFFER AREA. SHALL BE 100% BIODEGRADABLE HAVING A MINIMUM SHEAR STRENGTH OF 5 LBS/SF WITH LONGEVITY UPTO OR EXCEEDING 12 MONTHS.
- (15) THE COST OF ANY NECESSARY LIME TO BE USED IN CONJUNCTION WITH SUPPLEMENTAL FERTILIZER IS TO BE INCLUDED IN THE COST OF SUPPLEMENTAL FERTILIZER. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- (16) FOR PROTECTION AT WINGWALLS ON INLET AND OUTLET OF BOX BRIDGE.
- (17) 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 (PERMENENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.
- (18) THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SATISFACTORY DISPOSAL OF 234 C.Y. OF EXCESS MATERIAL.
- (19) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
- (20) FOR USE IN THE CONSTRUCTION OF 6" CONCRETE DRIVEWAY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	10455-3408-04	2
PS&E	2025	10455-3408-04	2



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

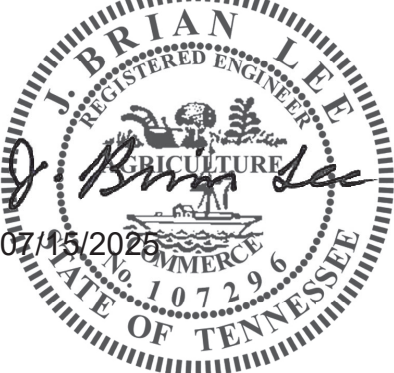
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	2A

ESTIMATED BOX BRIDGE QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			10455-3408-04
(1) 202-04.50	REMOVAL OF STRUCTURES (2@12'X6' RCBB, STA. 104+30.46)	LS	1
204-08	FOUNDATION FILL MATERIAL	C.Y.	49
(5) 209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	74
(5) 303-10.03	MINERAL AGGREGATE (SIZE 68)	TON	57
604-02.01	CLASS A CONCRETE (BOX BRIDGES)	C.Y.	269
604-02.02	STEEL BAR REINFORCEMENT (BOX BRIDGES)	LB.	53471
(5) 710-10.02	6" PERFORATED PLASTIC PIPE	L.F.	75

NOTE: REFER TO STD-17-20, STD-17-82, AND D-NSD-30 FOR BOX BRIDGE DETAILS.

- (1) SALVAGE SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- (5) USED IN BOX BRIDGE WINGWALL CONSTRUCTION.

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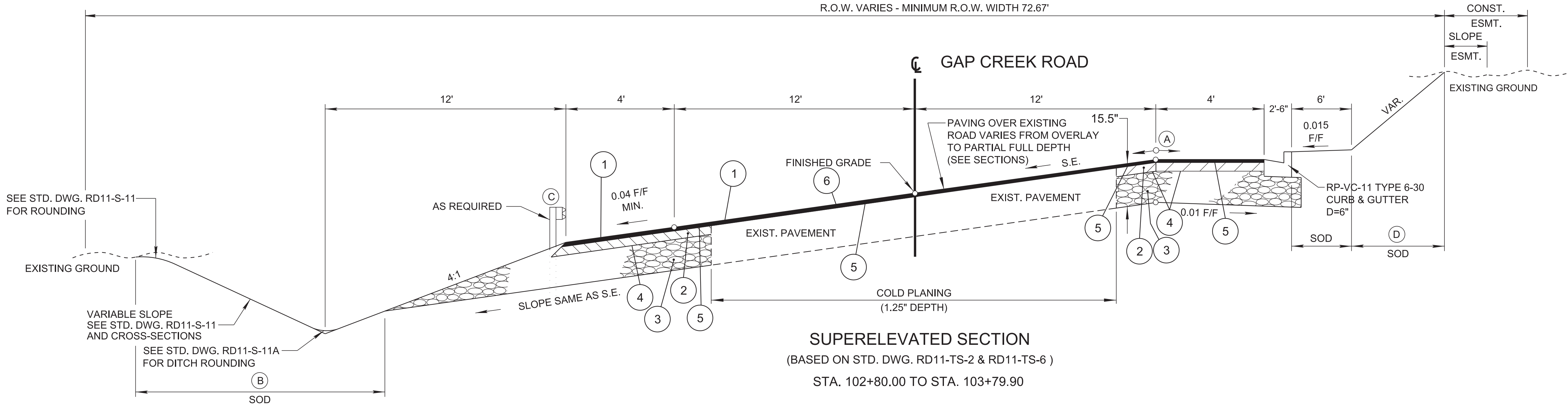


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
BOX BRIDGE
QUANTITIES

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R.O.W. VARIES - MINIMUM R.O.W. WIDTH 72.67'

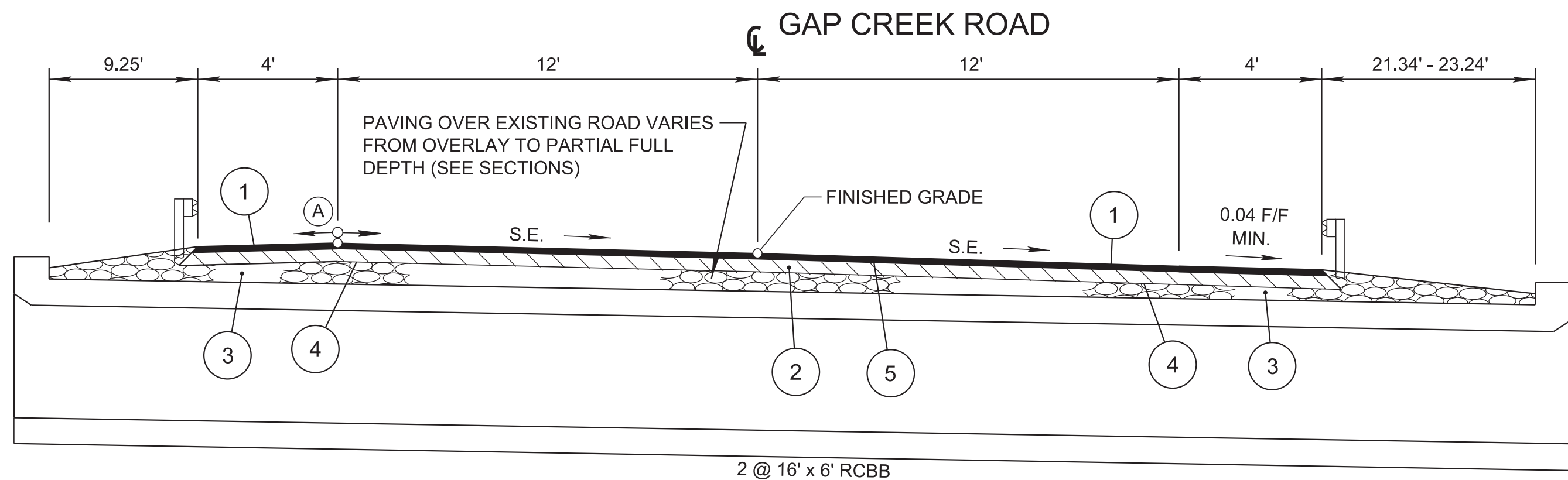


SUPERELEVATED SECTION

(BASED ON STD. DWG. RD11-TS-2 & RD11-TS-6)

STA. 102+80.00 TO STA. 103+79.90

SEE SHEET 2B2 FOR PAVEMENT SCHEDULE



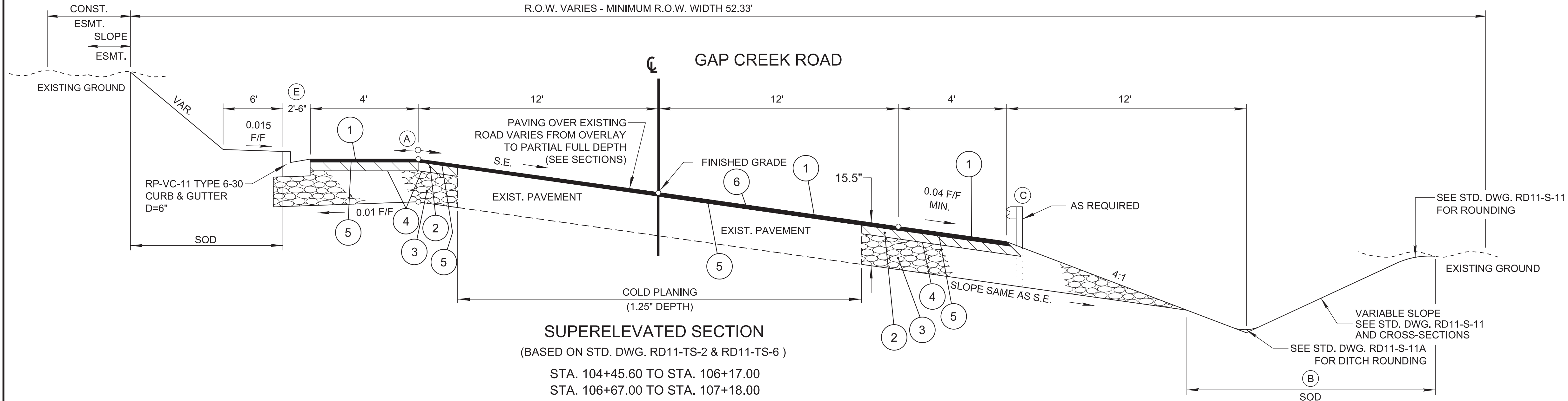
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD11-TS-2)

STA. 103+94.42 TO STA. 104+45.60

- (A) THE SLOPE OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 F/F.
- (B) NO ROADWAY DITCHES REQUIRED.
- (C) SEE STD. DWG. S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.
- (D) CROWN VETCH WITH EROSION CONTROL BLANKET ON ALL 2:1 SIDE SLOPES.
- (E) CURB AND GUTTER FROM LT. STA. 104+89.67 TO LT. STA. 106+17.00

R.O.W. VARIES - MINIMUM R.O.W. WIDTH 52.33'



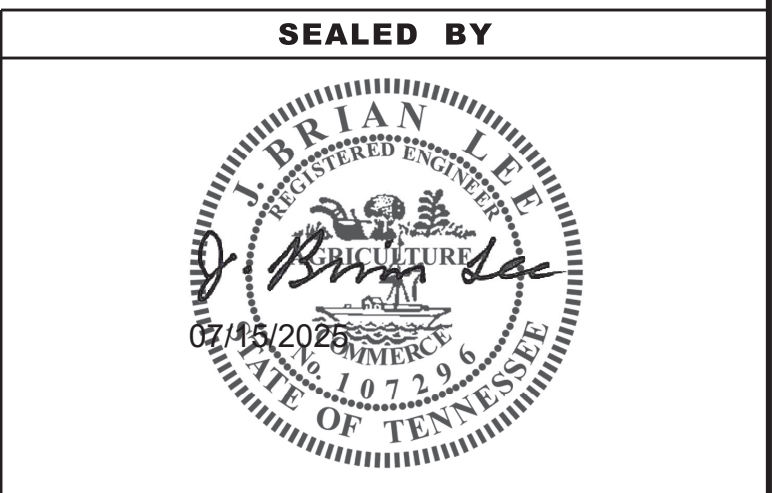
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD11-TS-2 & RD11-TS-6)

STA. 104+45.60 TO STA. 106+17.00

STA. 106+67.00 TO STA. 107+18.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	2B1
PIH	2024	10455-3408-04	2B1
PS&E	2025	10455-3408-04	2B1



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

NOT TO SCALE

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GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

- (1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.
- (2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.
- (4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.
- (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

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. 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, STORM SEWERS, AND ALL OTHER 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.

ROAD CLOSURE

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

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

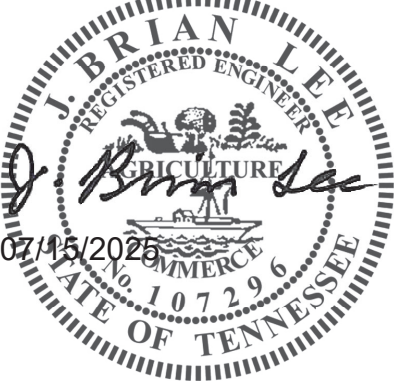
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.
- (3) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.
- (4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (7) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (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.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE ONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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GENERAL
NOTES

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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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	2C1

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GENERAL
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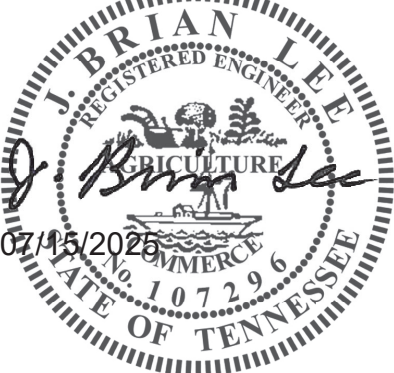
SPECIAL NOTES

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	2D

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

- (10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND

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

- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT MANAGER 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.

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

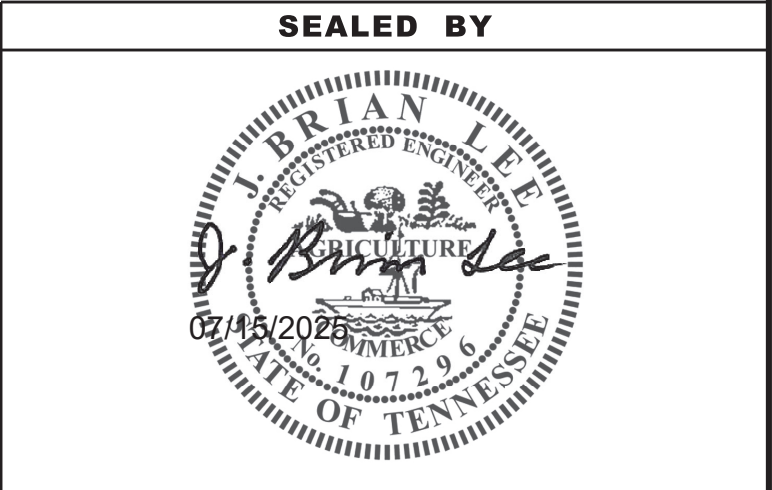
PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6) THIS PROJECT OF THE WIDENING FOR GAP CREEK ROAD AND REPLACING THE EXISTING BOX BRIDGE. INCLUDES THE GRADING, DRAINAGE, BASE, AND PAVEMENT TO LINES AND GRADES AS INDICATED ON THE TYPICAL CROSS-SECTIONS AND PLANS AND PROFILE SHEETS OR AS DIRECTED BY THE T.D.O.T. MANAGER.
- (7) CONSTRUCTION OF ALL DITCHES, CURB AND GUTTER, GUARDRAIL, APPLICATION OF EROSION CONTROL DEVICES, SODDING, PAVEMENT MARKINGS, SIGNING, INSTALLATION OF TRAFFIC CONTROL DEVICES, AND OTHER DESIGN FEATURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE T.D.O.T. MANAGER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	2E
PIH	2024	10455-3408-04	2E
PS&E	2025	10455-3408-04	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	2F
PIH	2024	10455-3408-04	2F
PS&E	2025	10455-3408-04	2F

BOX CULVERT \ BRIDGE TABULATION															
STATION	LOCATION	TYPE		SKEW	NO. BARRELS	WIDTH	HEIGHT	LENGTH	DRAINAGE AREA ACRES	STANDARD DRAWING NO.	BRIDGE > 20 FT.		STD. DWG. STD-17-17 & 18		RIP-RAP CLASS "B" 709-05.08 TON
		BOX	SLAB								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	
104+19.83	GAP CREEK ROAD-1	X		40°	2	16	6	69.2	8.2	STD-17-82	269.00	53471	49	227	146
TOTALS											269	53471	49	227	146

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

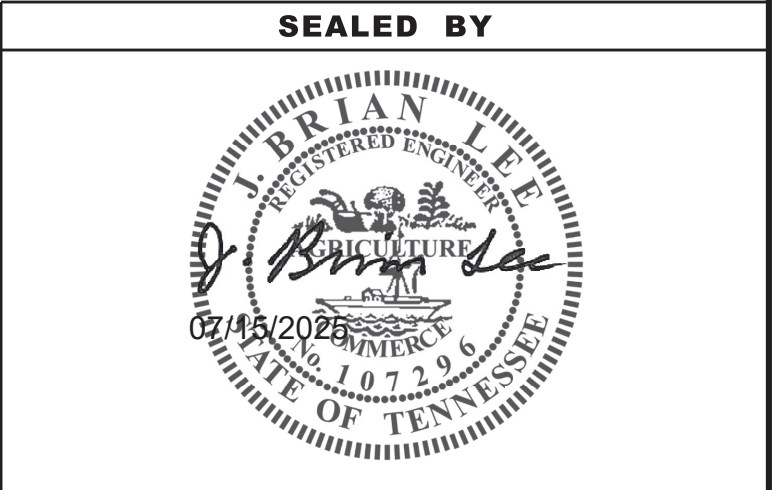
CATCH BASINS												
SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS		
										TYPE 12 611-12.01 0'-4'	TYPE 12 611-12.02 4'-8'	TYPE 38 611-38.02 4'-8'
4B	GAP CREEK ROAD	106+42	16.70' LT	1	1597.89	* 1594.29	3.77	32"	D-CB-12LP	1		
4B	GAP CREEK ROAD	103+66.50	18.00' RT	3	1603.58	1599.40	4.18	32"	D-CB-12LP		1	
4B	GAP CREEK ROAD	103+79.84	30.07' RT	4	1602.67	1598.54	4.13	60"	D-CB-38RB			1
4B	GAP CREEK ROAD	104+11.24	23.88' RT	5	1601.50	1597.26	4.24	60"	D-CB-38RB			1
TOTALS										1	1	2

* TOP OF PIPE TO BE SET RESTING AGAINST THE TOP OF THE CUT-OUT HOLE.

STORM DRAINAGE PIPES												
SHEET NO.	INLET		OUTLET		% GRADE	REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.)						REMARKS
	CODE NO.	ELEV.	CODE NO.	ELEV.			CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	
							607-03.02	607-05.02	607-06.02	607-07.02	607-08.02	
						18"	24"	30"	36"	42"		
4B	1	* 1594.29	2	1593.94	0.96%		37'					
4B	3	1599.40	4	1598.75	4.03%		16'					
4B	4	1598.54	5	1597.47	3.57%		30'					
4B	5	1597.26	6	1596.93	2.54%		13'					STUB OUT WINGWALL
TOTALS							96'					

* TOP OF PIPE TO BE SET RESTING AGAINST THE TOP OF THE CUT-OUT HOLE.

STORM DRAIN ENDWALLS									
LOCATION \ SHEET NO.	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "A" 709-05.06 (TON)	PROTECTED ENDWALLS	
								CLASS "A" CONCRETE 611-07.01 (C.Y.)	STEEL BAR REINFORCING 611-07.02 (LB.)
GAP CREEK ROAD \ 4B	106+42	21.62'RT	90°	2.0	"ST"	D-PE-4	5.0	1.0	45
TOTALS								5.0	45



STATE OF TENNESSEE
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TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	10455-3408-04	2F1
PS&E	2025	10455-3408-04	2F1

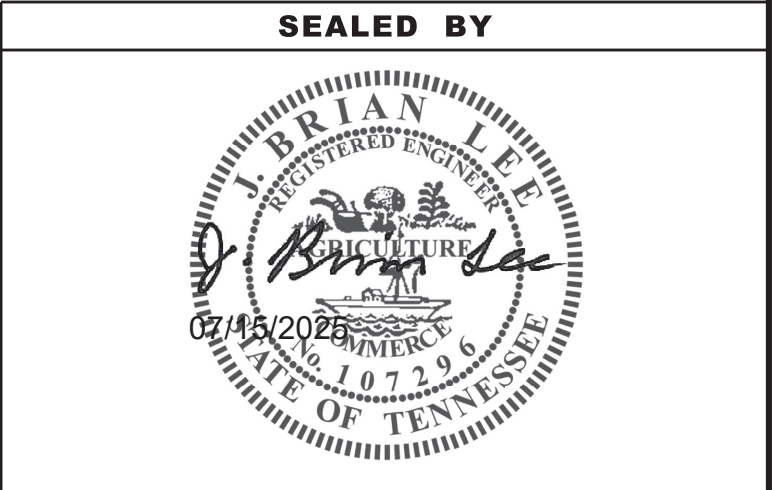
PAVEMENT QUANTITIES							
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)						COLD PLANING
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)	PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	BITUMINOUS PLANT MIX
	D	B-M2				D	TON
	303-01	307-01.08	402-01	402-02	403-01	411-01.10	415-01.01
GAP CREEK ROAD	1051	118	4	8	3	139	98
MAINTENANCE OF TRAFFIC	90						
DRIVEWAYS	160					59	
TOTALS	1301	118	4	8	3	198	98

PROPOSED GUARDRAIL												
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL				TERMINAL ANCHORS		REMARKS
						METAL BEAM GUARD FENCE	W BEAM GR (TYPE 2) MASH TL3	RADIUS RAIL	ROUND END ELEMENT	IN-LINE MASH TL3	TYPE 21 MASH TL2 (21.875')	
		LT	RT	FROM	TO	705-01.04 (L.F.)	705-06.01 (L.F.)	706-06.03 (L.F.)	706-10.26 (EACH)	705-06.11 (EACH)	705-06.30 (EACH)	
4B	GAP CREEK ROAD / PVT. DR. 104+72.61 LT.	X		102+85.92	0+90.43	62.50	100.00	25.00	1	1	1	RADIUS RAIL R = 8.5' (L = 25' - CONVEX)
4B	GAP CREEK ROAD / PVT. DR. 103+65.01 RT.		X	0+96.00	107+14.64	62.50	200.00	50.00	1	1	1	RADIUS RAIL R1 = 8' (L = 25' - CONVEX), R2 = 32' (L = 12.5' - CONVEX), R3 = 33' (L = 12.5' - CONCAVE)
TOTALS						125.00	300.00	75.00	2	2	2	

ESTIMATED GRADING QUANTITIES								
DESCRIPTION		UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY			
		EXC.	EMB.	EXC.	SHRINK = 15 %	SWELL = <div></div> %		
MAINLINE		584	219	497	EXC.	EMB.		
SIDE ROADS								
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES		133	21	114				
INDEPENDENT DITCHES								
TEMPORARY CONSTRUCTION EXITS								
TOPSOIL (TO REPLACE STRIPPED TOPSOIL)			167					
TOPSOIL (EMB.)		81						
TOPSOIL (EXC.)		216						
TOPSOIL TOTALS (SEE TOPSOIL TABLE)							610	VS.
							AVAILABLE	=
					WASTE MATERIAL	=		
ROCK (C.Y.)		TOTALS (C.Y.)						
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)		
0	0	1014	407	1014	717	610		

NOTE: THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SATISFACTORY DISPOSAL OF ANY EXCESS MATERIAL.

TOPSOIL							
IF EXISTING TOPSOIL IS SUITABLE FOR REUSE							
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
8995	216	81	297	167	167	0	130
IF EXISTING TOPSOIL IS NOT SUITABLE FOR REUSE							
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
0	N/A	N/A	N/A	0	N/A	0	N/A



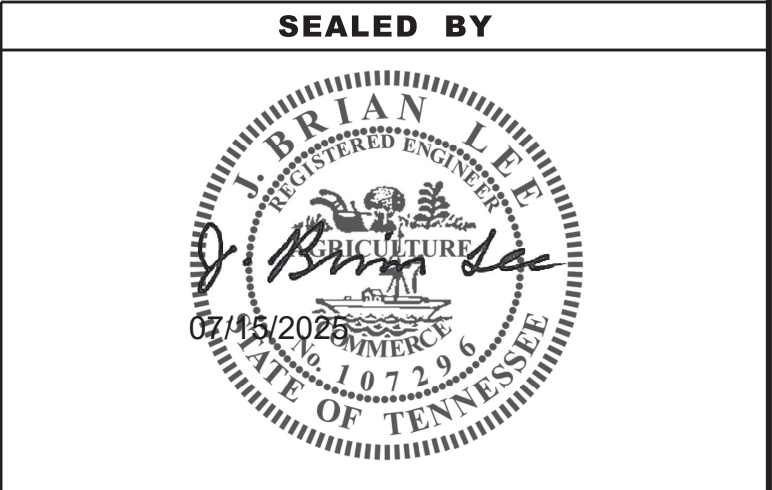
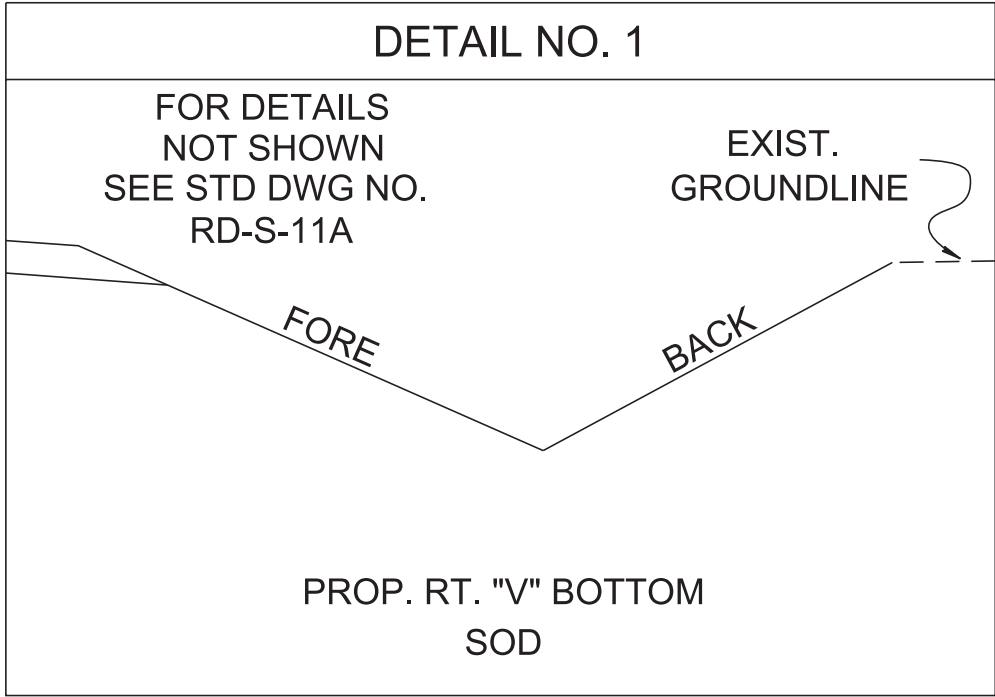
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	2G
PIH	2024	10455-3408-04	2G
PS&E	2025	10455-3408-04	2G

SPECIAL DITCHES							
ROADWAY	STATION		SIDE	DETAIL NO.	CONFIGURATION		
	FROM	TO			FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)
GAP CREEK RD.	101+53.85	102+33.22	RT.	1	4:1	0	2:1
TOTALS							

NOTE: CONTRACTOR TO CLEAN OUT EXISTING 24" CMP THAT THIS SPECIAL DITCH DRAINS INTO.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DITCH
DETAIL
SHEET

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RIGHT-OF-WAY

- (1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, PROJECT DEVELOPMENT DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL PROJECT DEVELOPMENT OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (11) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER “THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT”, THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT’S 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.
- (6) NO WORK SHALL OCCUR IN THE AREA MARKED ON THE PLANS AS STREAM/WETLAND MITIGATION RIGHT-OF-WAY OR MITIGATION AREA. NO UTILITY RELOCATION OR OTHER LAND DISTURBANCE IS AUTHORIZED. ONLY ACTIVITIES PERTAINING TO THE CONSTRUCTION OR MANAGEMENT OF THE STREAM/WETLAND MITIGATION SITE MAY OCCUR, WHICH WILL BE INDICATED ON THE STREAM MITIGATION PLANS (**SEE SHEET 4B**). ANY VIOLATIONS OF THE ABOVE MENTIONED WILL RESULT IN NON-COMPLIANCE WITH THE ENVIRONMENTAL PERMIT REQUIREMENTS.

UTILITY OWNERS

WATER:

SOUTH ELIZABETHTON UTILITY

1520 Gap Creek Road

Elizabeth, TN 37643

CONTACT: Jake Turbyfill

OFFICE PHONE: 423 542 8588

CELL PHONE: 423 895 3758

Email: seud2007@yahoo.com

Email: seud2014@outlook.com

ELECTRIC:

ELIZABETHTON ELECTRIC SYSTEM

P.O. Box 790

400 Hatcher Lane

Elizabethton, TN 37644-0790

CONTACT: Brandon Shell

OFFICE PHONE: 423 547 8605

FAX PHONE: 423 542 1108

CELL PHONE: 423 342 0527

Email: bshell@cityofelizabethton.org

CABLE:

COMCAST

5720 Asheville Hwy.

Knoxville, TN 37924

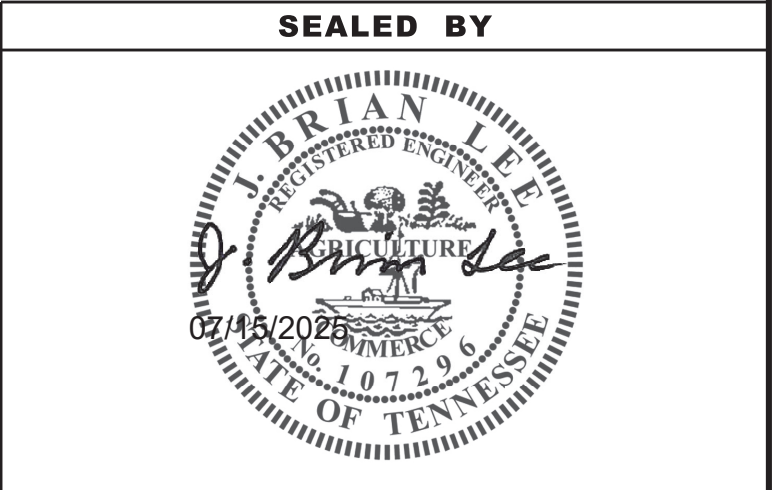
CONTACT: Kevin Waldrop

OFFICE PHONE: 865 862 5061

CELL PHONE: 423 791 4128

Email: kevin_waldrop2@cable.comcast.com

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	3
PIH	2024	10455-3408-04	3
PS&E	2025	10455-3408-04	3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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R.O.W. ACQUISITION TABLE																		
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)				
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST	AIR RIGHTS	PERM RAILROAD
				BOOK	PAGE													
1	MICHAEL L. MCKINNEY	49	52	478 41 438 378	167 964 784 551		33.196	33.196		1068 S.F.	1068 S.F.		33.171					
1B	GARY NAVE AND MIKE MCKINNEY	049	73	394	592	1.673		1.673				1.673						
2A	DAVID KEITH BABB	49	72	237	481	0.936		0.936				0.936						
2B	DAVID KEITH BABB	49	72	237	481	0.858		0.858				0.858						
3	JOHN HALL, AND WIFE SHERYL HALL	49	53	503	381		4.358	4.358		2326 S.F.	2326 S.F.		4.305		1285 S.F.	1543 S.F.		
4	ELIZABETH L. MINTON	49	53.02	510 598	965 519		6.932	6.932		1439 S.F.	1439 S.F.		6.899					
5A	CHRISTY LEE MOORE GRIFFEY	49	68	M131 D497	113 619	741 S.F.		741 S.F.	741 S.F.		741 S.F.							
5B	CHRISTY LEE MOORE	49	68	M131	113	0.673		0.673				0.673						
5C	CHRISTY LEE MOORE GRIFFEY	49	68	M131 D497	113 619		433 S.F.	433 S.F.		433 S.F.	433 S.F.							
6A	DAN ZEILER AND JEANA ZEILER, TRUSTEES OR THEIR SUCCESSORS IN TRUST OF THE ZEILER LIVING TRUST	49	68.01	512	406		3876 S.F.	3876 S.F.		3876 S.F.	3876 S.F.							
6B	DAN ZEILER AND JEANA ZEILER, TRUSTEES OR THEIR SUCCESSORS IN TRUST OF THE ZEILER LIVING TRUST	49	68.01	512	406	0.653		0.653				0.653			673 S.F.	1004 S.F.		
7	JULIA LYNN SIMERLY	049	62.03	575	452		3.898	3.898		1572 S.F.	1572 S.F.		3.862					
8	BRANDON RAY ROSS	049	67	571	506	0.631		0.631				0.631			58 S.F.	573 S.F.		
8A	BRANDON RAY ROSS	049	67	571	506		2057 S.F.	2057 S.F.		2057 S.F.	2057 S.F.							
9	JARED JONES	049	66	231	187	1.216		1.216				1.216						
9A	JARED JONES	049	66	231	187		4286 S.F.	4286 S.F.					4286 S.F.					
ACQUISITION TOTALS (ACRES)									0.310						2016 S.F.	2016 S.F.		

NOTE: ALL CONST. ESMTS ARE FOR WORKING ROOM

DISTURBED AREA		
IN BETWEEN SLOPE LINES		0.549 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)		0.257 (AC)
TOTAL DISTURBED AREA		0.806 (AC)
TOTAL PROJECT AREA		1.123 (AC)

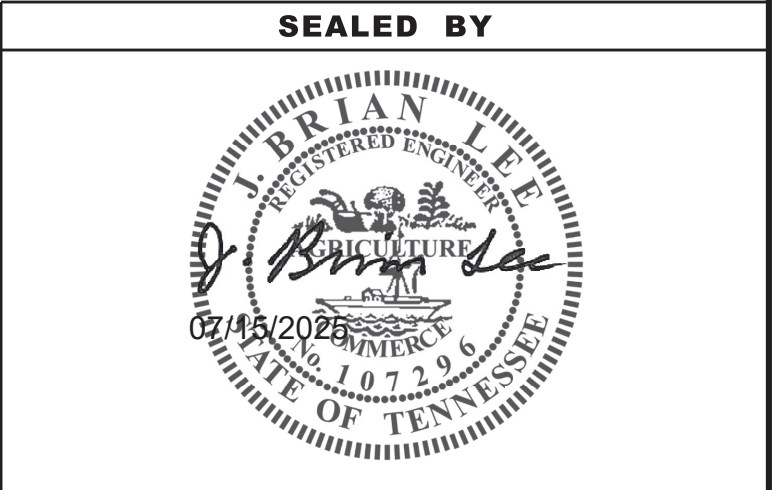
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	3A
PIH	2024	10455-3408-04	3A
PS&E	2025	10455-3408-04	3A

REV. 09-12-24: UPDATED TOTAL AREA AND AREA TO BE ACQUIRED FOR TRACTS 5C AND 7.

REV. 01-20-25: REVISED PARCEL NO. FOR TRACT 1, REVISED PROPERTY OWNER NAME AND PAGE NO. FOR TRACT 4, REVISED PROPERTY OWNER NAME FOR TRACT 5A, REVISED PROPERTY OWNER NAME AND DEED BOOK FOR TRACTS 5B AND 5C, REVISED PROPERTY OWNER NAME, DEED BOOK, AND PAGE NO. FOR TRACTS 6A, 6B, 7, 8, AND 8A, REVISED PLAN PHASE STAMP, AND UPDATED DISTURBED AREA TABLE.

REV. 06-06-25: REVISED DEED BOOK AND PAGE NO. FOR TRACT 1, AND REVISED PROPERTY OWNER NAME AND DEED BOOK AND PAGE NO. FOR TRACT 4, TRACT 5A, AND TRACT 5C.

REV. 06-19-25: REVISED SLOPE EASEMENT FOR TRACT 8.



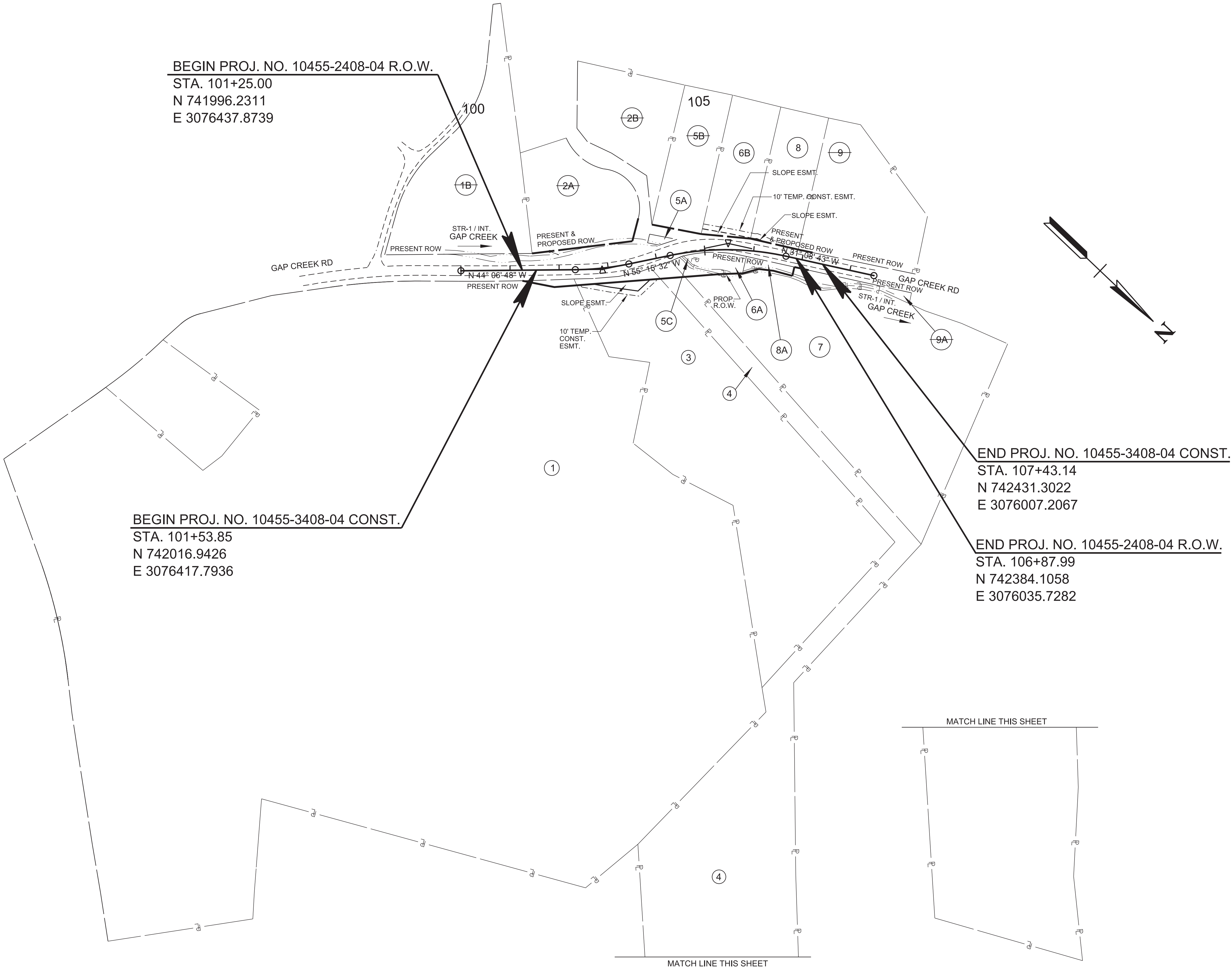
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

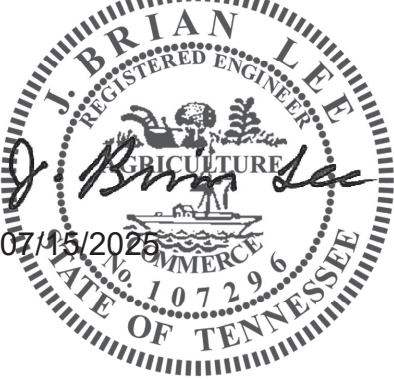
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	3B
PIH	2024	10455-3408-04	3B
PS&E	2025	10455-3408-04	3B

REV. 09-12-24: UPDATED PROPERTY LINES FOR TRACTS 5C AND 7.

REV. 01-20-25: REVISED PLAN PHASE STAMP AND LINED OUT TRACT 2A.



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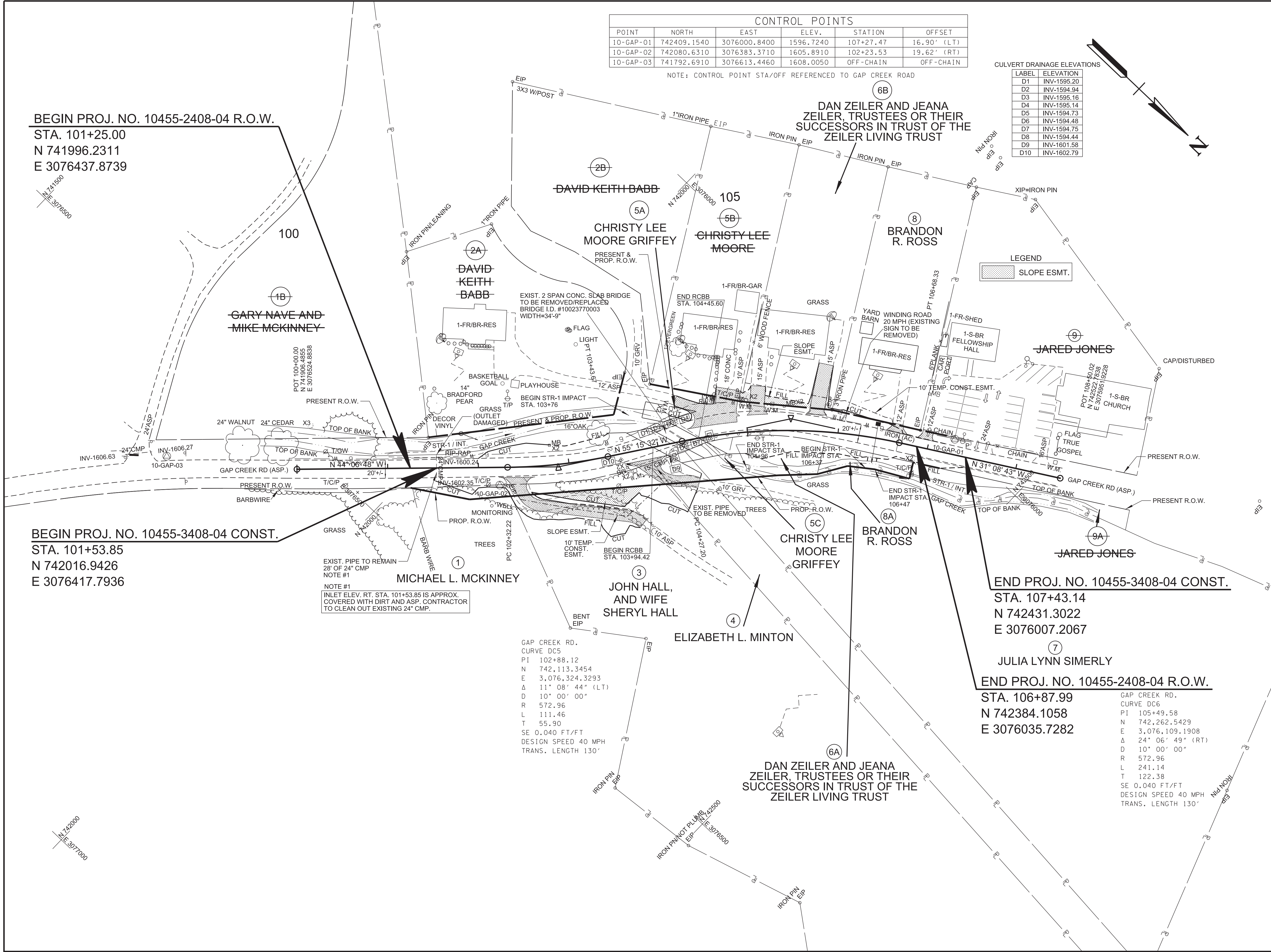


COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY
MAP

SCALE: 1"=100'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	4
PIH	2024	10455-3408-04	4
PS&E	2025	10455-3408-04	4

REV. 09-12-24: UPDATED PROPERTY LINES FOR TRACTS 5C AND 7.

REV. 01-20-25: REVISED PROPERTY OWNER NAMES FOR TRACTS 4, 5A, 5B, 5C, 6A, 6B, 7, 8, AND 8A, AND REVISED PLAN PHASE STAMP.

REV. 06-06-25: REVISED PROPERTY OWNER NAME FOR TRACT 4, TRACT 5A, AND TRACT 5C.

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PRESENT
LAYOUT**

STA.101+53.85 TO STA.107+43.14
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	4A
PIH	2024	10455-3408-04	4A
PS&E	2025	10455-3408-04	4A

REV. 09-12-24: UPDATED PROPERTY LINES
FOR TRACTS 5C AND 7, REMOVED L20,
UPDATED L21 BEARING AND DISTANCE FROM
N 30°21'20" W - 45.11' TO N 1°23'2" W - 33.22' IN
THE LINE TABLE, AND REMOVED OF9 FROM
STATION/OFFSET TABLE.

REV. 01-20-25: REVISED PROPERTY OWNER
NAMES FOR TRACTS 4, 5A, 5B, 5C, 6A, 6B, 7, 8,
AND 8A, AND REVISED PLAN PHASE STAMP.

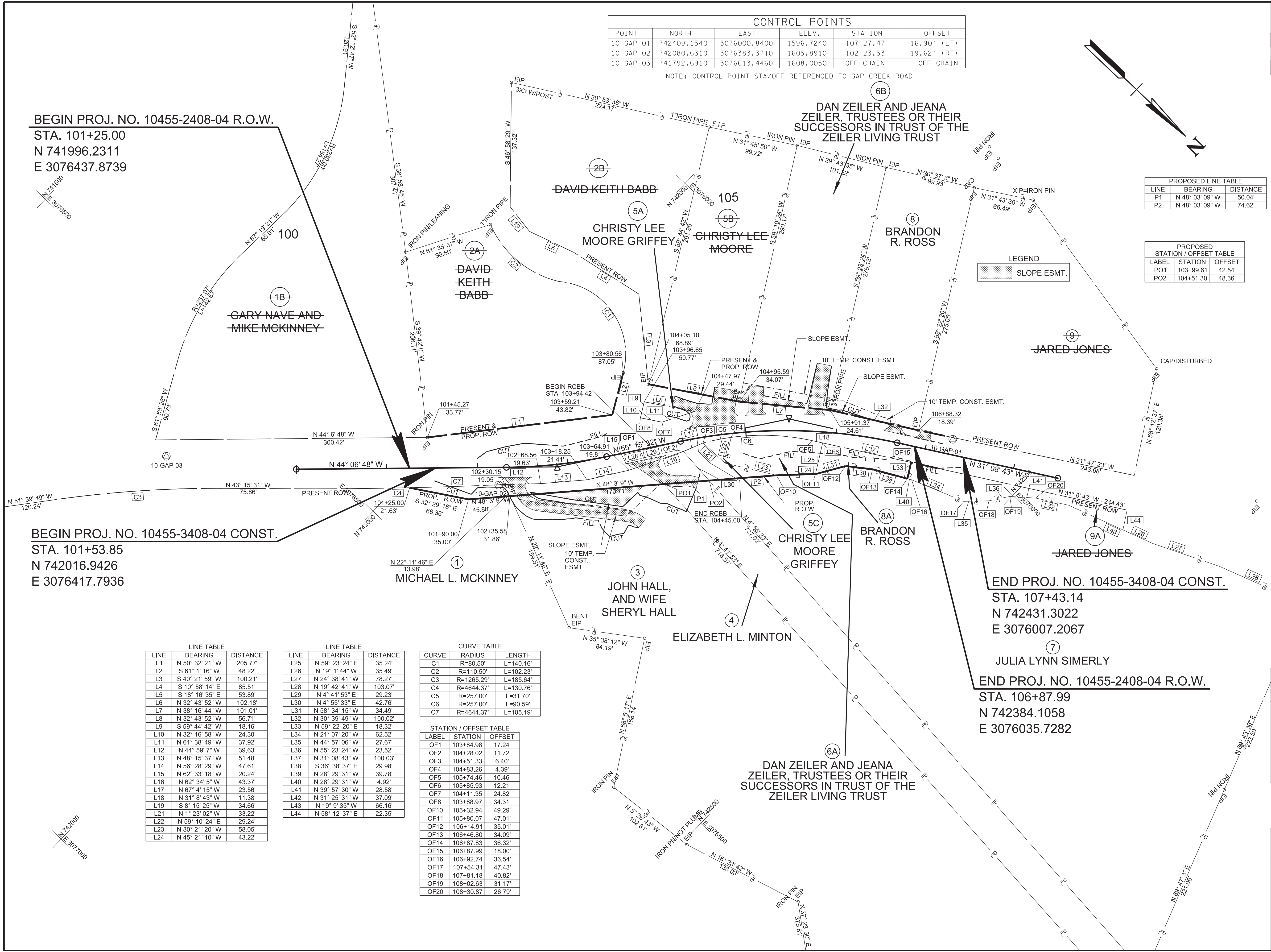
REV. 06-06-25: REVISED PROPERTY OWNER
NAME FOR TRACT 4, TRACT 5A, AND TRACT 5C.

PROPOSED LINE TABLE		
LINE	BEARING	DISTANCE
P1	N 48° 03' 09" W	50.04'
P2	N 48° 03' 09" W	74.62'


PROPOSED STATION / OFFSET TABLE		
LABEL	STATION	OFFSET
PO1	103+99.61	42.54'
PO2	104+51.30	48.36'

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
10-GAP-01	742409.1540	3076000.8400	1596.7240	107+27.47	16.90' (LT)
10-GAP-02	742080.6310	3076383.3710	1605.8910	102+23.53	19.62' (RT)
10-GAP-03	741792.6910	3076613.4460	1608.0050	OFF-CHAIN	OFF-CHAIN

NOTE: CONTROL POINT STA/OFF REFERENCED TO GAP CREEK ROAD



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<p>COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.</p>	
<p>STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION</p>	
<p>RIGHT-OF-WAY DETAILS</p>	
<p>STA.101+53.85 TO STA.107+43.14 SCALE: 1"= 50'</p>	

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	4B
PIH	2024	10455-3408-04	4B
PS&E	2025	10455-3408-04	4B

BEGIN PROJ. NO. 10455-2408-04 R.O.W.
STA. 101+25.00
N 741996.2311
E 3076437.8739

MULTI BARREL STRUCTURES EMBEDMENT NOTE:
"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.

CULVERT EMBEDMENT NOTE:
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 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."

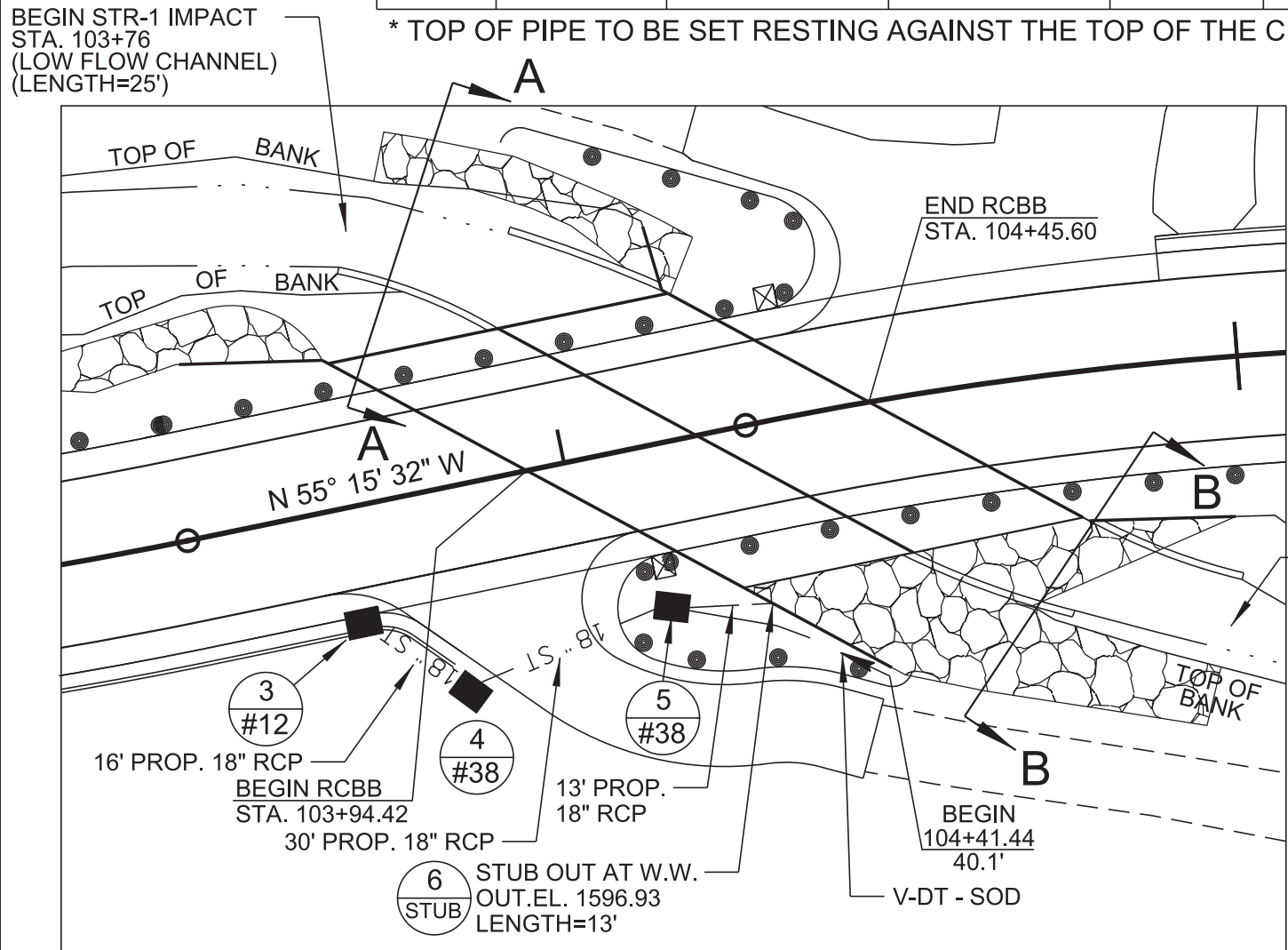
EMBEDDED RIP-RAP NOTE:
RIP-RAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIP-RAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIP-RAP SHALL BE FILLED WITH STREAM BED SUBSTRATE, IF AVAILABLE, TO PREVENT LOSS OF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

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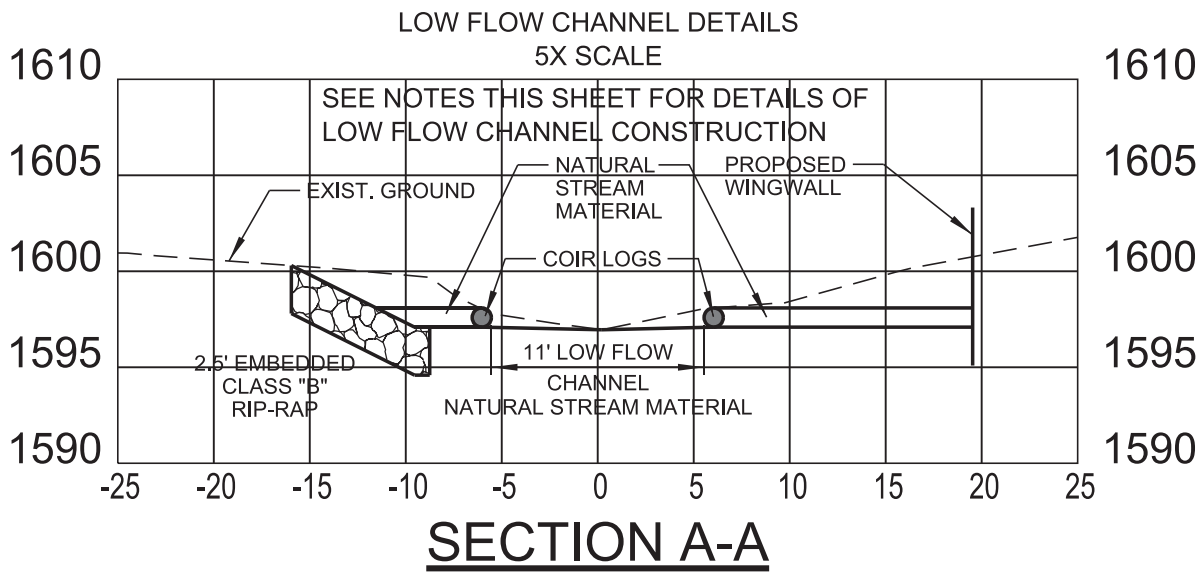
BEGIN PROJ. NO. 10455-3408-04 CONST.
STA. 101+53.85
N 742016.9426
E 3076417.7936

GAP CREEK ROAD STORM DRAINAGE STRUCTURES					
STR. #	GRATE EL.	INV. EL. (IN)	INV. EL. (OUT)	STA.	OFFSET
1	1597.89	N/A	* 1594.29	106+42.00	16.70' LT.
2	N/A	N/A	1593.94	106+42.00	21.62' RT.
3	1603.58	N/A	1599.40	103+66.50	18.00' RT.
4	1602.67	1598.75	1598.54	103+79.84	30.07' RT.
5	1601.50	1597.47	1597.26	104+11.24	23.88' RT.
6	N/A	N/A	1596.93	104+25.82	26.35' RT.

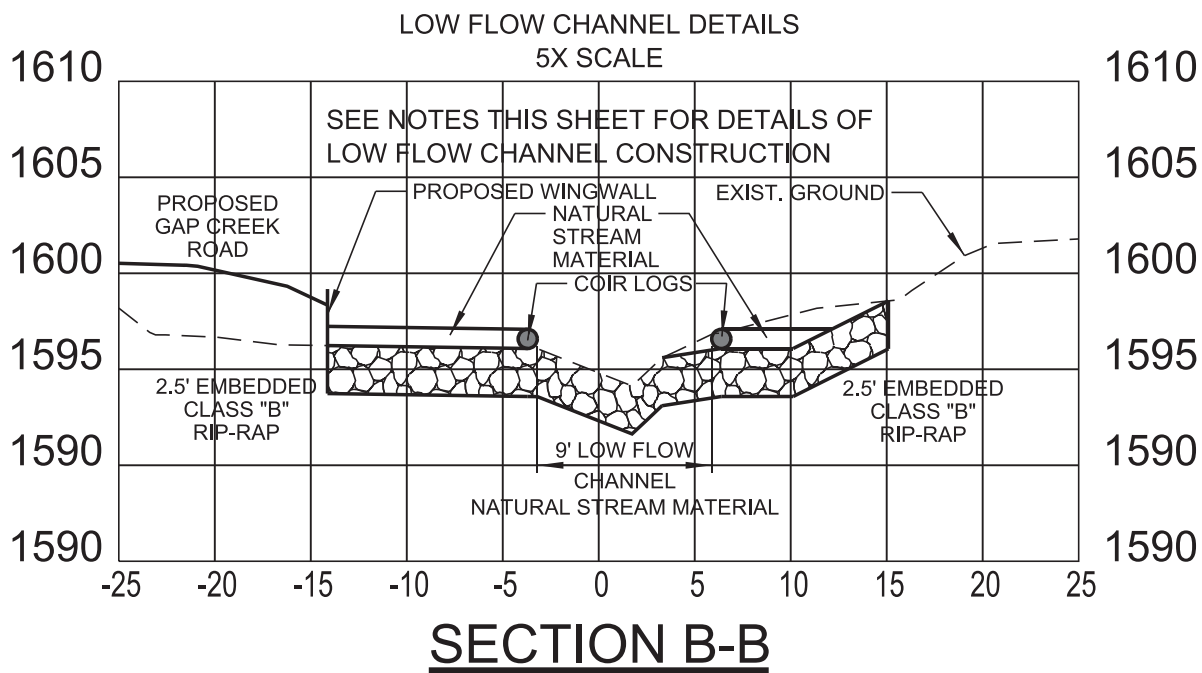
* TOP OF PIPE TO BE SET RESTING AGAINST THE TOP OF THE CUT-OUT HOLE.



INSET - SCALE: 2X



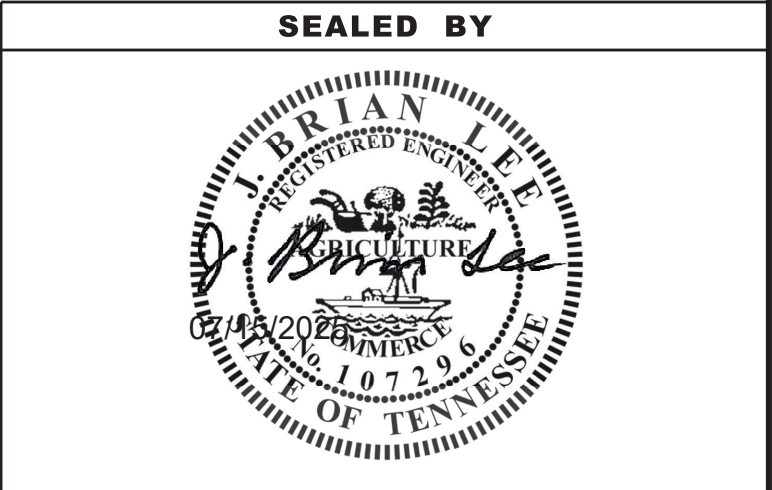
SECTION A-A



SECTION B-B

END PROJ. NO. 10455-3408-04 CONST.
STA. 107+43.14
N 742431.3022
E 3076007.2067

END PROJ. NO. 10455-2408-04 R.O.W.
STA. 106+87.99
N 742384.1058
E 3076035.7282

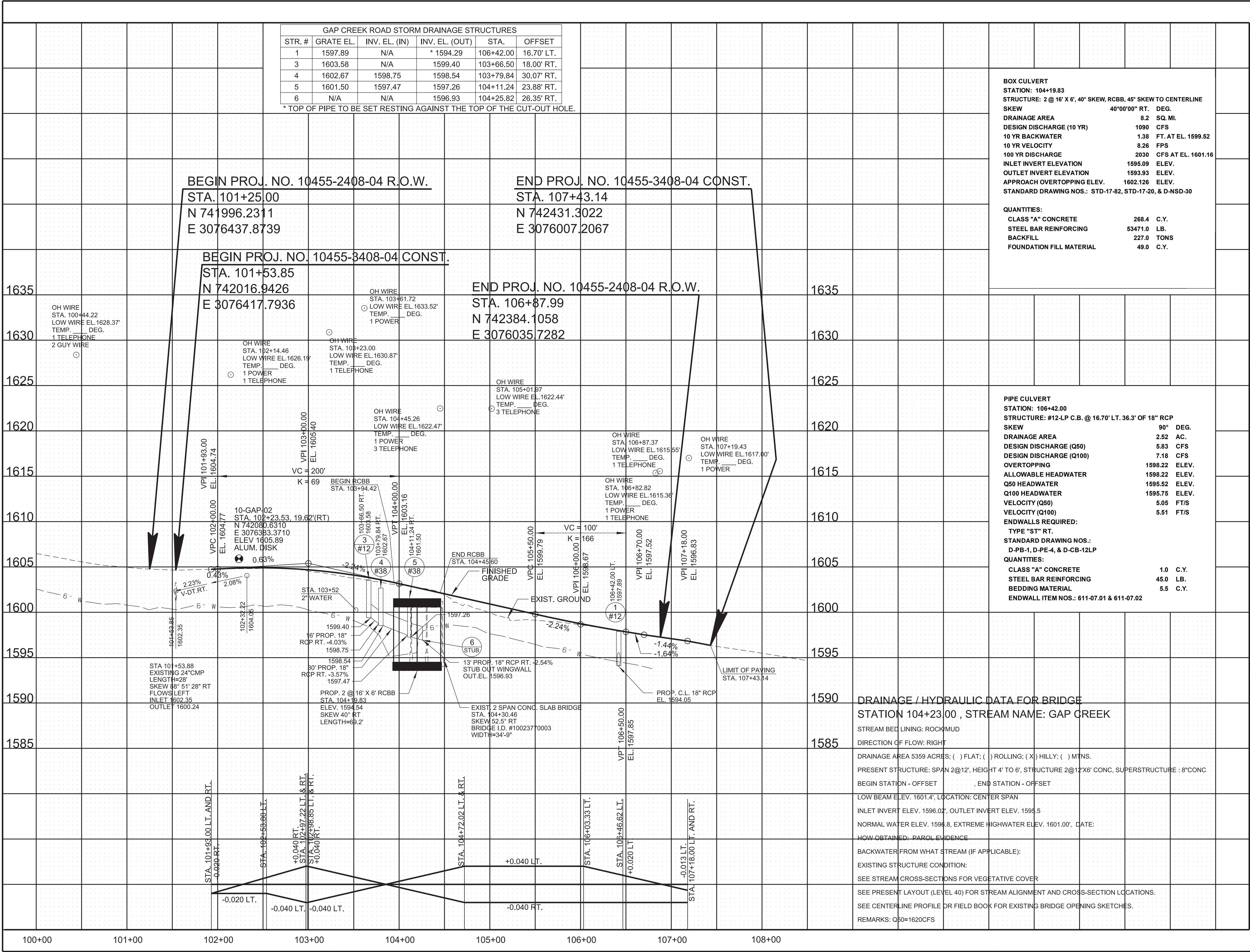


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DEPARTMENT OF TRANSPORTATION

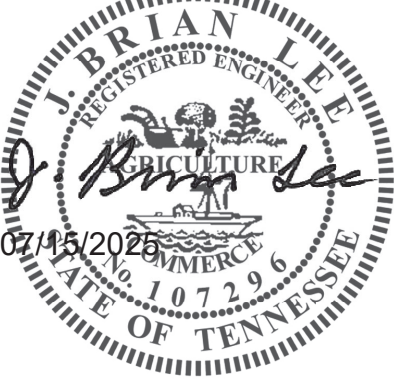
PROPOSED
LAYOUT

STA. 101+53.85 TO STA. 107+43.14
SCALE: 1"= 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	4C
PIH	2024	10455-3408-04	4C
PS&E	2025	10455-3408-04	4C

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

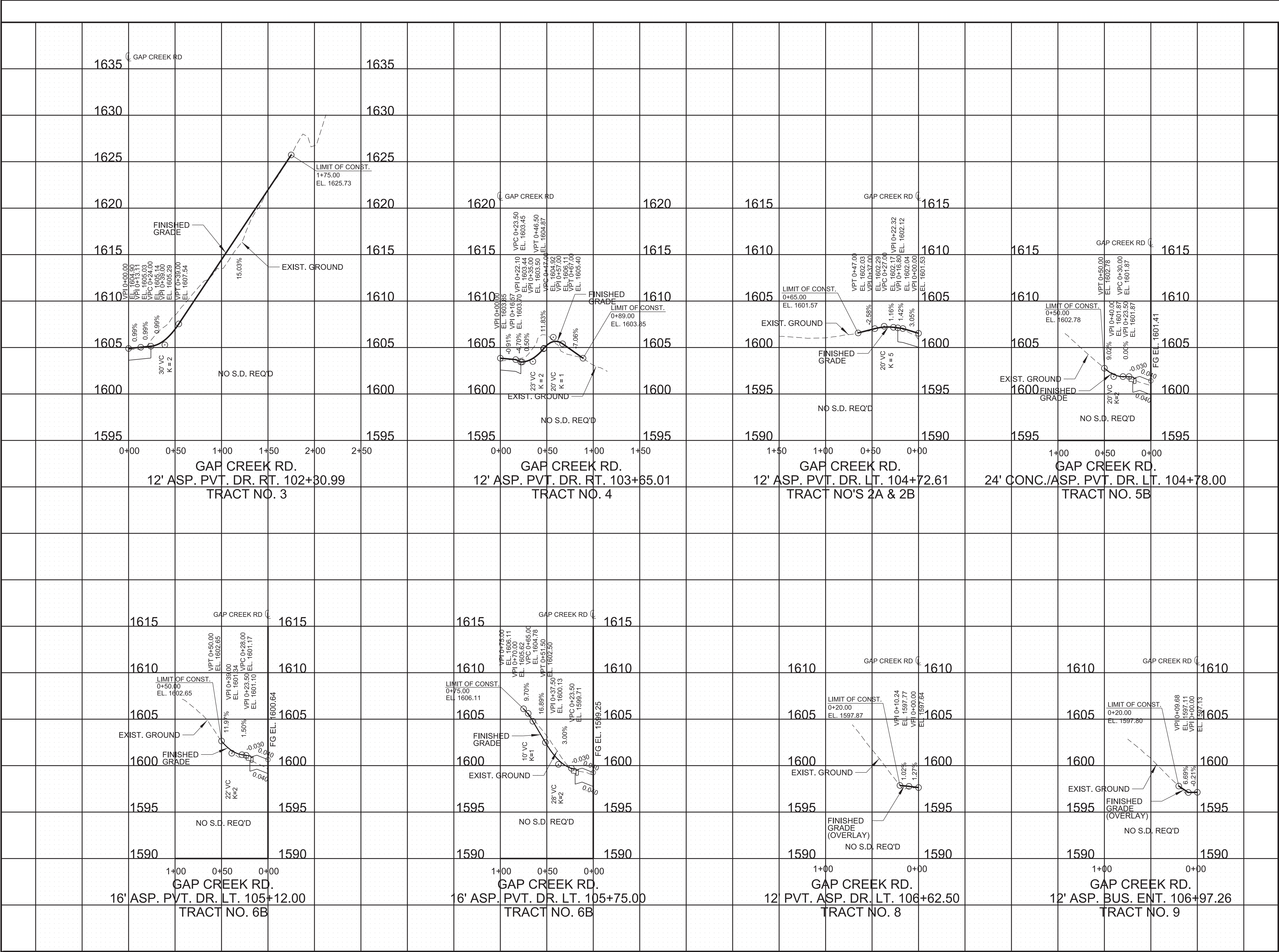
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA.101+53.85 TO STA.107+43.14

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	5
PIH	2024	10455-3408-04	5
PS&E	2025	10455-3408-04	5

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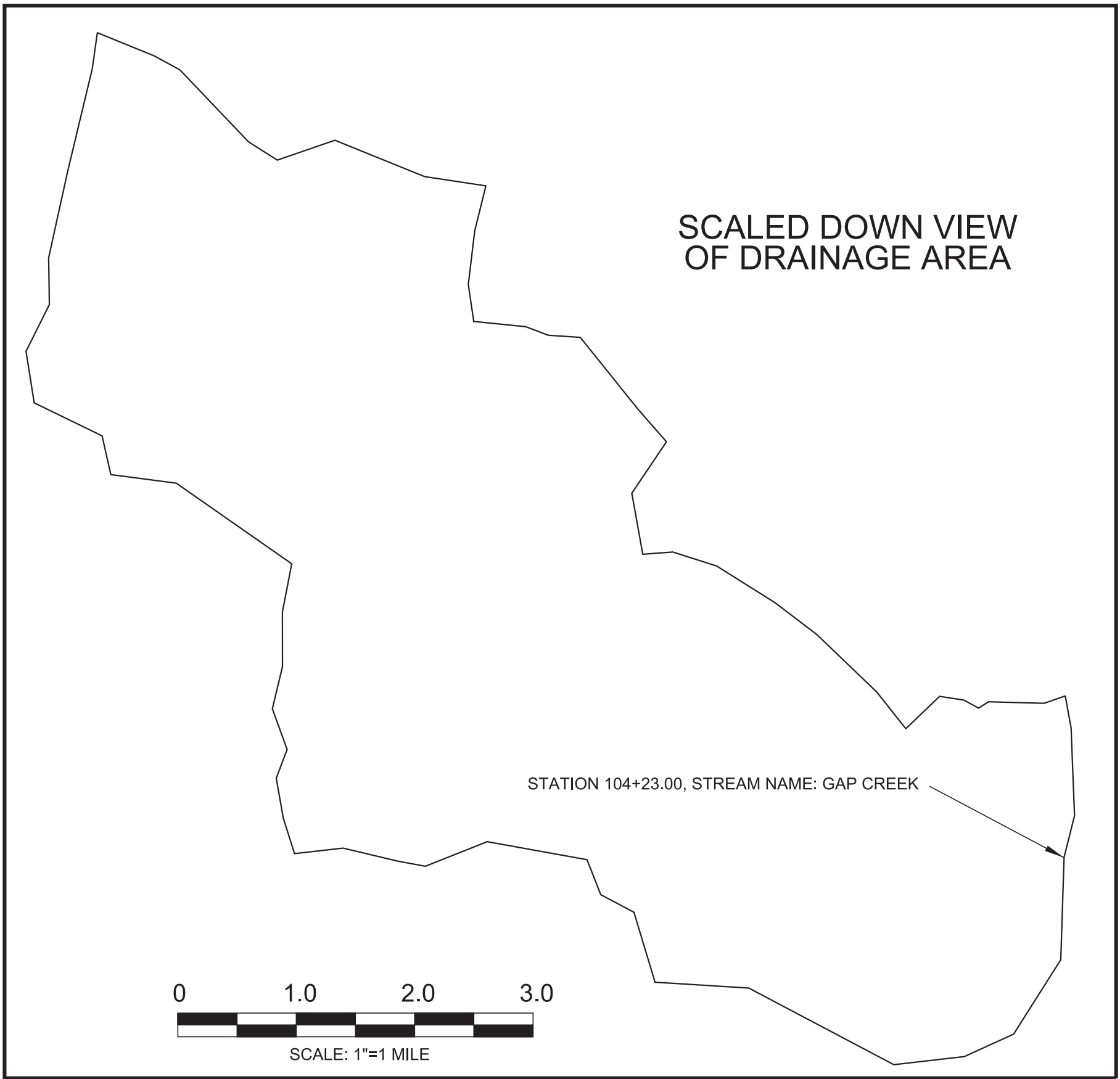
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE,
BUSINESS, AND
FIELD ENTRANCE
PROFILES
SCALE: 1"=50' HORIZ.
1"=5' VERT.

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DRAINAGE DATA FOR PIPE				DRAINAGE DATA FOR BOX			
STATION: 106+42.00				STATION: 104+19.83			
PROPOSED STRUCTURE:				PROPOSED STRUCTURE:			
#12-LP C.B. @ 16.70' LT. 38° OF 18" RCP				2 @ 16" X 6', 40° SKEW, RCBB, 45° SKEW TO CENTERLINE			
INLET	1594.12	ELEV.		INLET INVERT ELEVATION	1595.09	ELEV.	
OUTLET	1593.94	ELEV.		OUTLET INVERT ELEVATION	1593.93	ELEV.	
SKEW	90°	DEG.		SKEW	40°00'00" RT.	DEG.	
FLOW	LEFT TO RIGHT			FLOW	LEFT TO RIGHT		
DRAINAGE AREA	2.52	AC.		DRAINAGE AREA	8.2	SQ.MI.	
TERRAIN	HILLY			TERRAIN	HILLY		
IMPERVIOUS AREA	48	%		IMPERVIOUS AREA	10	%	
DISCHARGE (Q50)	5.83	CFS		DESIGN DISCHARGE (10 YR)	1090	CFS	
DISCHARGE (Q100)	7.18	CFS		100 YR DISCHARGE	2030	CFS at el. 1601.16	
VELOCITY (Q50)	5.05	FT/S		10 YR VELOCITY	8.26	FPS	
VELOCITY (Q100)	5.51	FT/S					



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	6
PIH	2024	10455-3408-04	6
PS&E	2025	10455-3408-04	6

DRAINAGE / HYDRAULIC DATA FOR BRIDGE
STATION 104+23.00, STREAM NAME: GAP CREEK

STREAM BED LINING: ROCK/MUD

DIRECTION OF FLOW: RIGHT

DRAINAGE AREA 5359 ACRES; () FLAT; () ROLLING; (X) HILLY; () MTNS.

PRESENT STRUCTURE: SPAN 2@12', HEIGHT 4' TO 6', STRUCTURE 2@12'X6' CONC, SUPERSTRUCTURE : 8"CONC

BEGIN STATION - OFFSET , END STATION - OFFSET

LOW BEAM ELEV. 1601.4', LOCATION: CENTER SPAN

INLET INVERT ELEV. 1596.02', OUTLET INVERT ELEV. 1595.5

NORMAL WATER ELEV. 1596.8, EXTREME HIGHWATER ELEV. 1601.00', DATE:

HOW OBTAINED: PAROL EVIDENCE

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

EXISTING STRUCTURE CONDITION:

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER

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

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

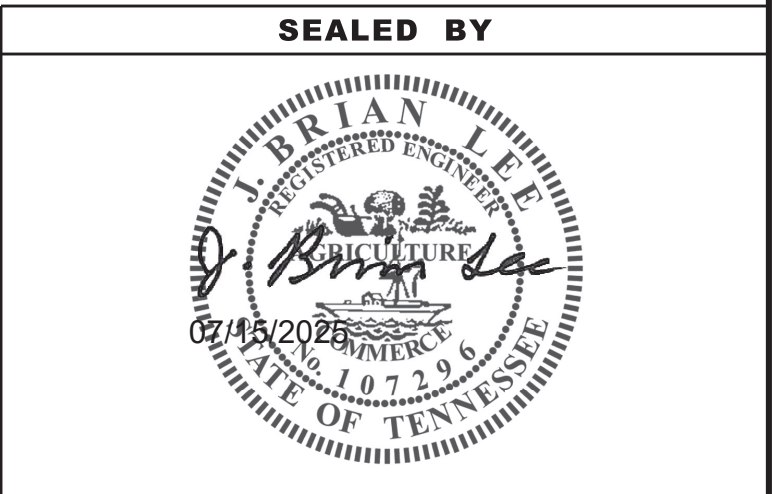
REMARKS: Q50=1620CFS

BEGIN PROJ. NO. 10455-3408-04 CONST.
STA. 101+53.85
N 742016.9426
E 3076417.7936

END PROJ. NO. 10455-3408-04 CONST.
STA. 107+43.14
N 742431.3022
E 3076007.2067

END PROJ. NO. 10455-2408-04 R.O.W.
STA. 106+87.99
N 742384.1058
E 3076035.7282

EXISTING CONTOURS
SHOWN



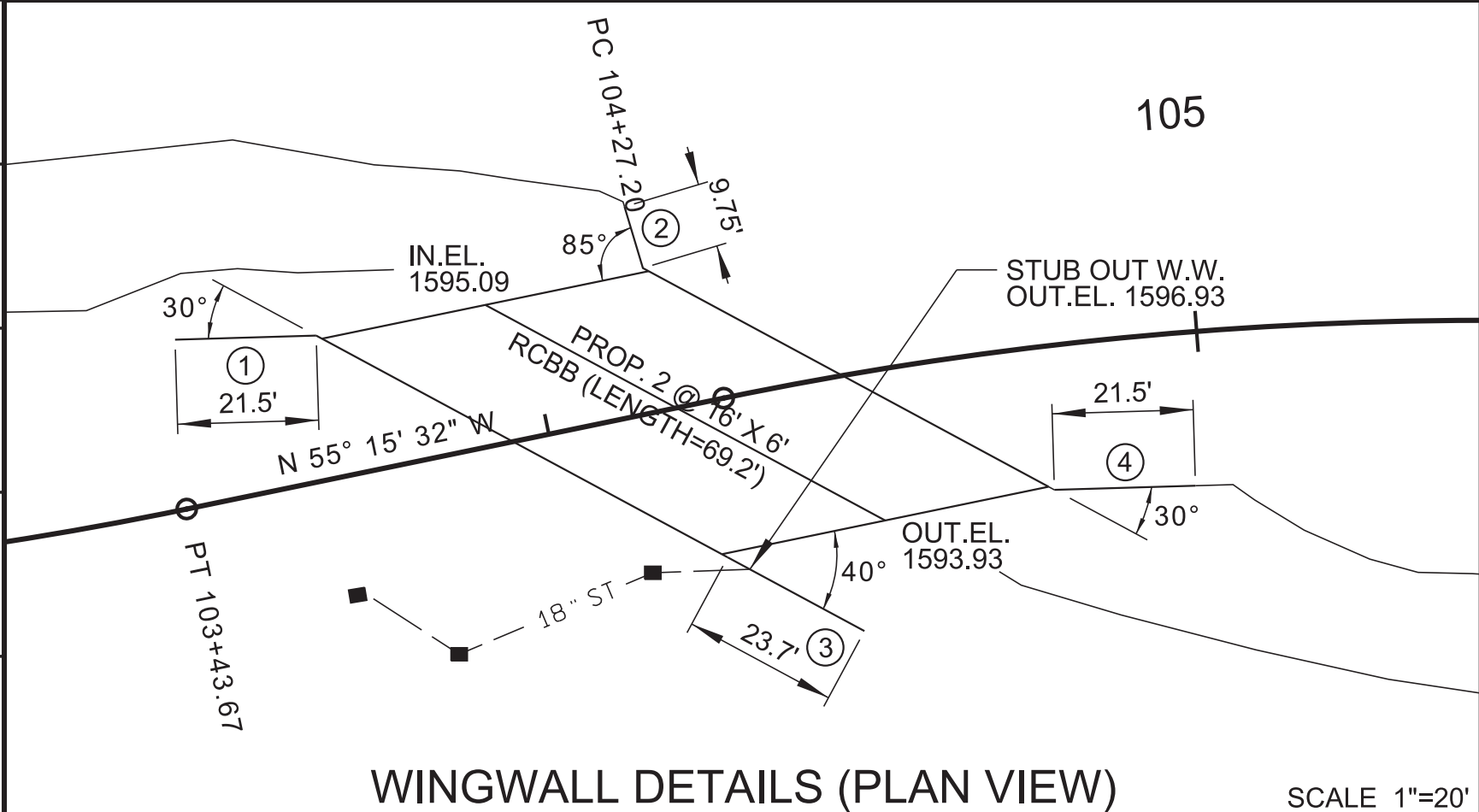
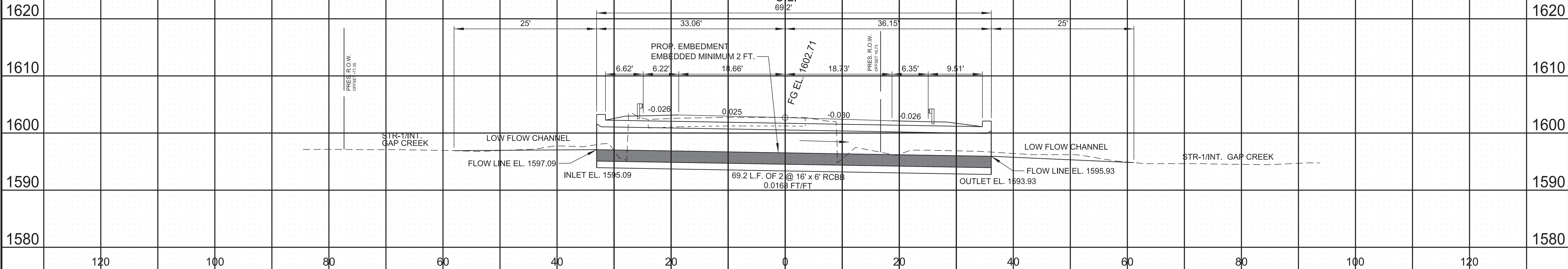
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP
STA.101+53.85 TO STA.107+43.14
SCALE: 1"=100'

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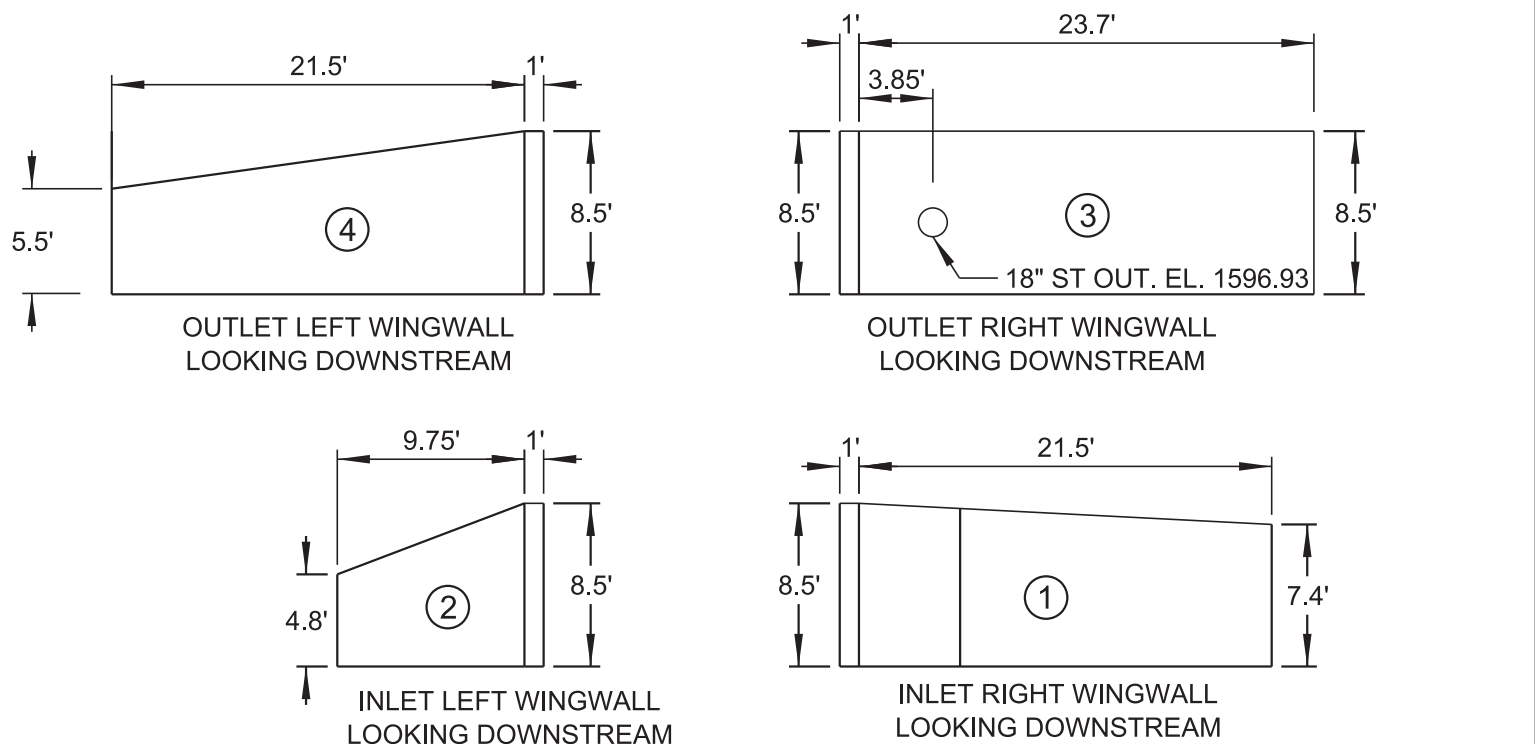
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	7
PIH	2024	10455-3408-04	7
PS&E	2025	10455-3408-04	7



BOX CULVERT	
STATION: 104+19.83	
STRUCTURE: 2 @ 16' X 6', 40° SKEW, RCBB, 45° SKEW TO CENTERLINE	
SKEW	40°00'00" RT. DEG.
DRAINAGE AREA	8.2 SQ. MI.
DESIGN DISCHARGE (10 YR)	1090 CFS
10 YR BACKWATER	1.38 FT. AT EL. 1599.52
10 YR VELOCITY	8.26 FPS
100 YR DISCHARGE	2030 CFS AT EL. 1601.16
INLET INVERT ELEVATION	1595.09 ELEV.
OUTLET INVERT ELEVATION	1593.93 ELEV.
APPROACH OVERTOPPING ELEV.	1602.126 ELEV.
STANDARD DRAWING NOS.: STD-17-82, STD-17-20, & D-NSD-30	

QUANTITIES:	
CLASS "A" CONCRETE	268.4 C.Y.
STEEL BAR REINFORCING	53471.0 LB.
BACKFILL	227.0 TONS
FOUNDATION FILL MATERIAL	49.0 C.Y.

BOX \ SLAB TABULATION					
STATION	STD. DWG.	NO. BARRELS	WIDTH	HEIGHT	LENGTH
104+19.83	STD-17-82	2	16'	6'	69.2
FILL HEIGHT	CALCULATION FACTORS		SECTION LENGTH FT.	QUANTITY	
	CONCRETE. CY/FT	REINF. STEEL LB/FT		CONCRETE. C.Y.	REINF. STEEL LB.
4.99' TO 3.00'	3.43	730	69.2	237.4	50516
SUB TOTALS			69.2	237.4	50516
WINGWALL TABULATION					
STD. DWG.	BOX/SLAB HEIGHT FT.	ST HEIGHT FT.	CURB HEIGHT FT.	TOTAL HEIGHT FT.	DESIGN HEIGHT FT.
STD-17-1 THRU STD-17-10 & STD-17-16 THRU STD-17-18	6	1.17	1	8.17	8.5
	WINGWALL STD. DWG.	SKEW	FILL SLOPE	CONCRETE. C.Y.	REINF. STEEL LB.
	STD-17-14 & 15	45°	2:1	31.0	2955
TOTAL QUANTITY				268.4	53471



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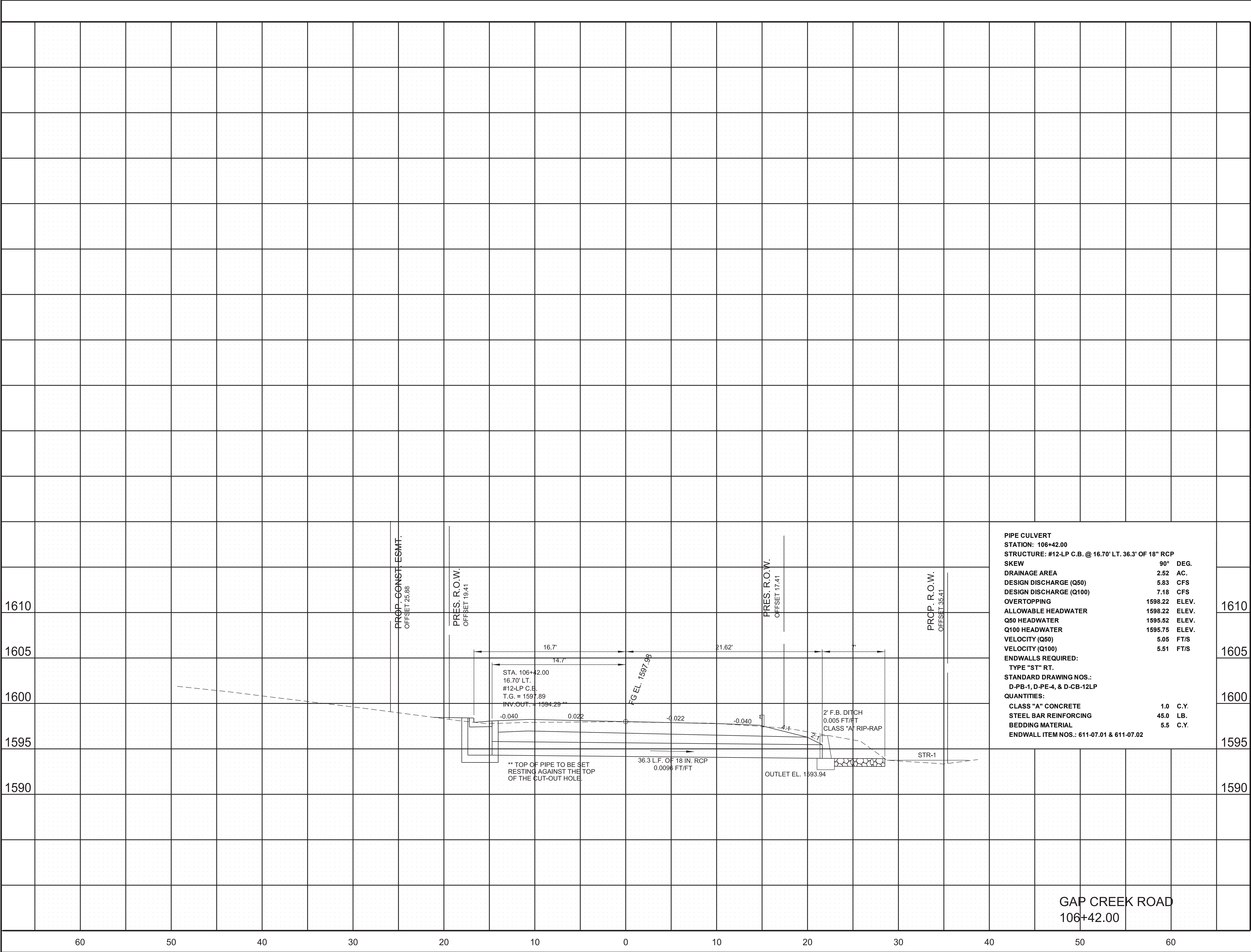
COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	8
PIH	2024	10455-3408-04	8
PS&E	2025	10455-3408-04	8

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**CULVERT
SECTION**

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

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ENVIRONMENTAL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE 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 GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE 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 NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9) 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.
- (10) 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 PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER’S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO 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. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR

IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

INSPECTION, MAINTENANCE & REPAIR

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC “LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT “FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL” CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS 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.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING 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 OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) 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 SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). 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.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL 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 STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE 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.

- (22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.
- (23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.
- (24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

PERMITS, PLANS & RECORDS

- (28) 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 A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES 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 PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR; THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	9
PIH	2024	10455-3408-04	9
PS&E	2025	10455-3408-04	9

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) NOTES

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ENVIRONMENTAL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

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

SUPPORT ACTIVITIES

- (41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE 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.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL 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.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL 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.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) 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.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

STREAMS, WETLANDS & BUFFER ZONES

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

SUBSECTION 4 – EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

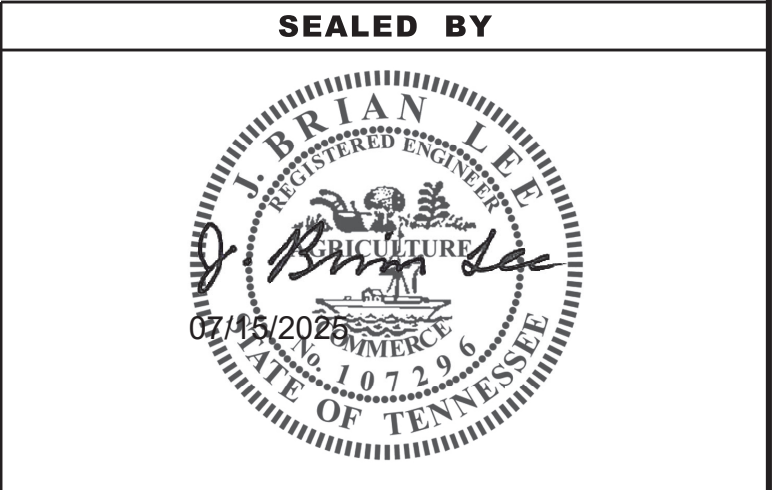
STREAMS, WETLANDS & BUFFER ZONES

- (1) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING 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.
- (2) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING 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. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (3) BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	10








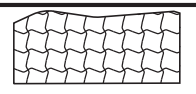

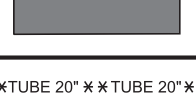
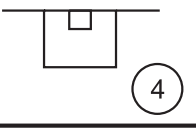
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	11

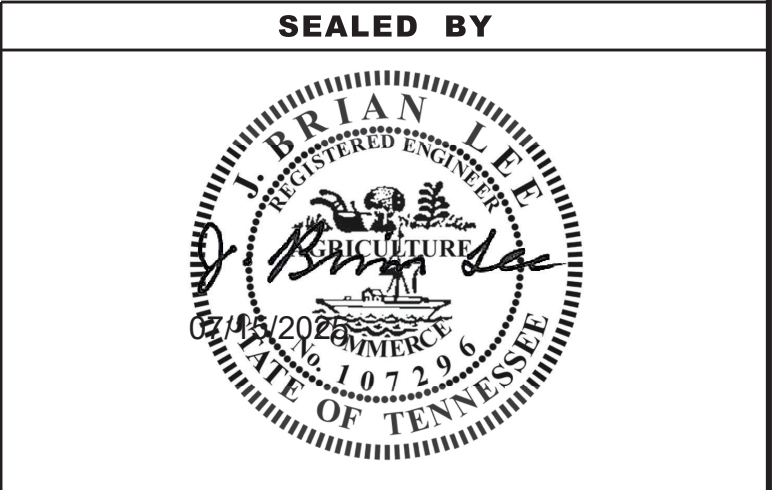
TABULATED EPSC QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 10455-3408-04
(3)(4) 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	15
(3) 209-05	SEDIMENT REMOVAL	C.Y.	18
(3) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1593
(3) 209-08.08	ENHANCED ROCK CHECK DAM	EACH	1
(3) 209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	4
(3) 209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	2
(3) 209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	5
(3) 209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	191
(3) 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	30
(3) 707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	1347
(3)(4) 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(3) 709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	68
(3)(4) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	438
(3) 740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	1277
(3)(17) 801-01.38	NATVE SEED MX FINAL STABILIZATN OF SLOPES	UNIT	4
(3) 803-01	SODDING (NEW SOD)	S.Y.	390
(3) 805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	615
(9)(14) 805-12.03	EROSION CONTROL BLANKET (TYPE III)	S.Y.	437

- (3) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- (4) ITEMS TO BE USED FOR TEMPORARY CONSTRUCTION ENTRANCES / EXITS. TO BE INSTALLED AT LOCATIONS DIRECTED BY ENGINEER IN FIELD.
- (9) SEE LOW FLOW CHANNEL STD. DWG. STD-17-20 FOR DETAILS.
- (14) TO BE USED WITHIN STREAM BUFFER AREA. SHALL BE 100% BIODEGRADABLE HAVING A MINIMUM SHEAR STRENGTH OF 5 LBS/SF WITH LONGEVITY UPTO OR EXCEEDING 12 MONTHS.
- (17) 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 (PERMENENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
— IN — DIV —	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
	EROSION CONTROL BLANKET (TYPE 2)	EC-STR-34
	EROSION CONTROL BLANKET (TYPE 3)	EC-STR-34
	SOD	
*KTUBE 20" *KTUBE 20"*	20 INCH SEDIMENT TUBE	EC-STR-37
	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
* HVF * HVF *	HIGH VISIBILITY FENCE	S-F-1

NOTE:
SF / SFB NOT ON CONTOUR SHOULD HAVE J-HOOKS ADDED.

TEMP. CONST. EXIT TO BE PLACED AS DIRECTED BY THE ENGINEER.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) LEGEND &
TABULATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	10
PIH	2024	10455-3408-04	10
PS&E	2025	10455-3408-04	12

BEGIN PROJ. NO. 10455-2408-04 R.O.W.
STA. 101+25.00
N 741996.2311
E 3076437.8739

NOTE:
ALL EPSC MEASURES ARE TEMPORARY
AND SHALL BE REMOVED AFTER CONSTRUCTION.

NOTE:
INSTALL TEMP. IN-STREAM DIVERSION TO DIVERT WATER DURING
THE REMOVAL OF THE EXIST. 2 @ 12' X 6' RCBB.

BEGIN PROJ. NO. 10455-3408-04 CONST.
STA. 101+53.85
N 742016.9426
E 3076417.7936

DRAINAGE / HYDRAULIC DATA FOR BRIDGE
STATION 104+23.00 , STREAM NAME: GAP CREEK

STREAM BED LINING: ROCK/MUD

DIRECTION OF FLOW: RIGHT

DRAINAGE AREA 5359 ACRES; () FLAT; () ROLLING; (X) HILLY; () MTNS.

PRESENT STRUCTURE: SPAN 2@12', HEIGHT 4' TO 6', STRUCTURE 2@12'X6' CONC, SUPERSTRUCTURE : 8"CONC

BEGIN STATION - OFFSET , END STATION - OFFSET

LOW BEAM ELEV. 1601.4', LOCATION: CENTER SPAN

INLET INVERT ELEV. 1596.02', OUTLET INVERT ELEV. 1595.5

NORMAL WATER ELEV. 1596.8, EXTREME HIGHWATER ELEV. 1601.00', DATE:

HOW OBTAINED: PAROL EVIDENCE

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

EXISTING STRUCTURE CONDITION:

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER

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

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

REMARKS: Q50=1620CFS

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
OUT-1	1.37	6.26
OUT-2	0.11	9.60

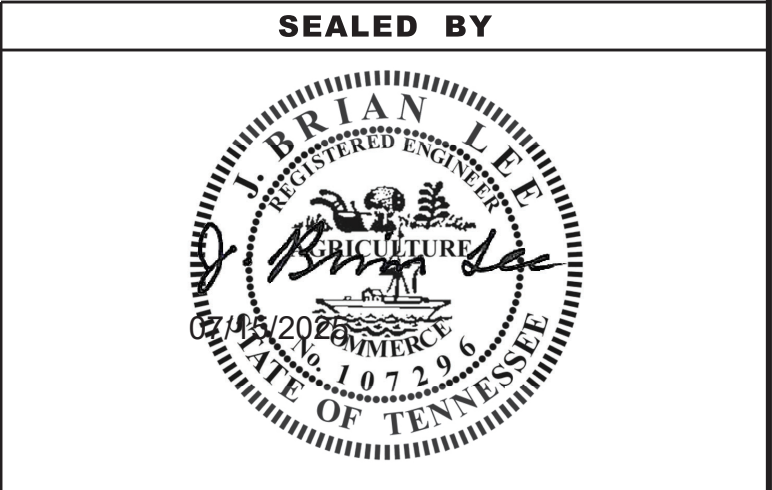


STAGE I
CLEARING & GRUBBING

EXISTING
CONTOURS

END PROJ. NO. 10455-3408-04 CONST.
STA. 107+43.14
N 742431.3022
E 3076007.2067

END PROJ. NO. 10455-2408-04 R.O.W.
STA. 106+87.99
N 742384.1058
E 3076035.7282



COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000088 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.101+53.85 TO STA.107+43.14
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-2408-04	11
PIH	2024	10455-3408-04	11
PS&E	2025	10455-3408-04	13

BEGIN PROJ. NO. 10455-2408-04 R.O.W.
STA. 101+25.00
N 741996.2311
E 3076437.8739

NOTE:
ALL EPSC MEASURES ARE TEMPORARY
AND SHALL BE REMOVED AFTER CONSTRUCTION.

NOTE:
STAGE 2A:
INSTALL TEMP. IN-STREAM DIVERSION SO THAT THE EASTERN
BARREL OF THE BOX BRIDGE CAN BE CONSTRUCTED IN THE DRY.

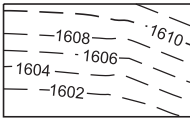
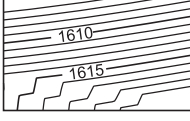

STAGE 2B:
ADJUST IN-STREAM DIVERSION TO DIVERT FLOW INTO NEW
EASTERN BARREL BUILT IN STAGE 2A. CONSTRUCT REMAINING
PORTION OF BOX BRIDGE IN THE DRY.

BEGIN PROJ. NO. 10455-3408-04 CONST.
STA. 101+53.85
N 742016.9426
E 3076417.7936

END PROJ. NO. 10455-3408-04 CONST.
STA. 107+43.14
N 742431.3022
E 3076007.2067

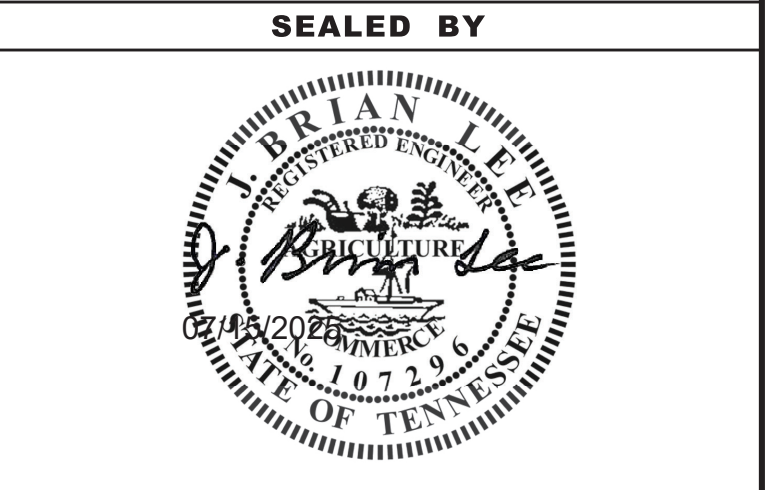
END PROJ. NO. 10455-2408-04 R.O.W.
STA. 106+87.99
N 742384.1058
E 3076035.7282

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
OUT-1	1.37	6.26
OUT-2	0.24	2.56
OUT-2A	0.13	2.18
OUT-2B	0.07	4.58
OUT-2C	0.04	1.54
OUT-3	2.52	3.64

	EXISTING CONTOURS
	PROPOSED CONTOURS
	DISTURBED AREA

STAGE II
INTERMEDIATE CONST.

EXISTING & PROPOSED
CONTOURS



COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000088 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.101+53.85 TO STA.107+43.14
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	10455-3408-04	12
PS&E	2025	10455-3408-04	14

BEGIN PROJ. NO. 10455-2408-04 R.O.W.
STA. 101+25.00
N 741996.2311
E 3076437.8739

NOTE:
ALL EPSC MEASURES ARE TEMPORARY
AND SHALL BE REMOVED AFTER CONSTRUCTION.

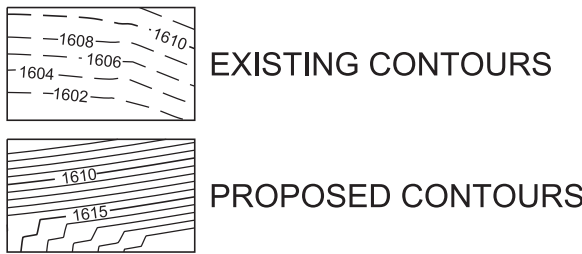
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STA. 101+53.85
N 742016.9426
E 3076417.7936

END PROJ. NO. 10455-3408-04 CONST.
STA. 107+43.14
N 742431.3022
E 3076007.2067

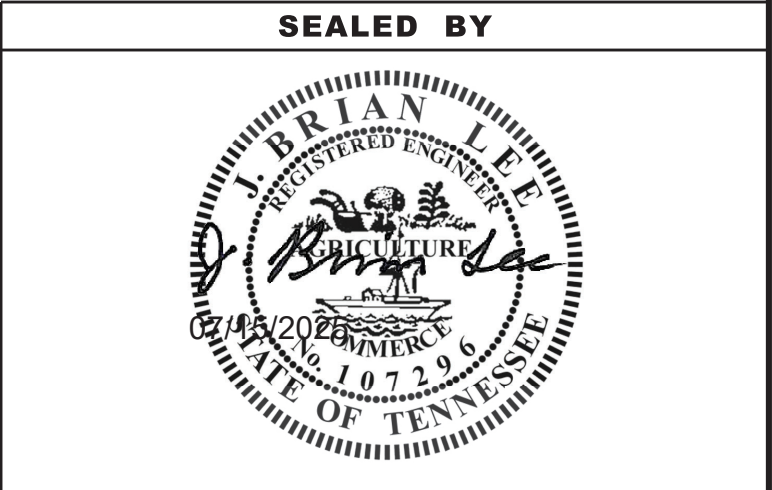
END PROJ. NO. 10455-2408-04 R.O.W.
STA. 106+87.99
N 742384.1058
E 3076035.7282

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
OUT-1	1.37	6.26
OUT-2	0.24	2.56
OUT-2A	0.13	2.18
OUT-2B	0.07	4.58
OUT-2C	0.04	1.54
OUT-3	2.52	3.64

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	EROSION CONTROL BLANKET (TYPE 2)	EC-STR-34
	EROSION CONTROL BLANKET (TYPE 3)	EC-STR-34
	SOD	



STAGE III
FINAL STABILIZATION
EXISTING & PROPOSED
CONTOURS



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000088 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.101+53.85 TO STA.107+43.14
SCALE: 1"= 50'

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)														SEE STD. DWG. NO. T-S-19										THE FOLLOWING STANDARD DRAWINGS ARE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21); MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)									
SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)						MINIMUM VERTICAL CLEARANCE	REMARKS										
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.													
1		W1-5	4B	30"	30"								WHITE	YELLOW (FLOR.)	0.080" SHEET ALUM.	U6	h1=14'-5" h2=14'-5"				7'-0"	USE YELLOW REFLECTIVE STRIP SIGN POST DELINEATION											
2		W13-1P	4B	18"	18"								WHITE	YELLOW (FLOR.)	0.080" SHEET ALUM.							MOUNTED ON SAME POST WITH NO. 1											

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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	10455-3408-04	13
PS&E	2025	10455-3408-04	15

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

* PAID AT A RATE OF 2.5'/FT.

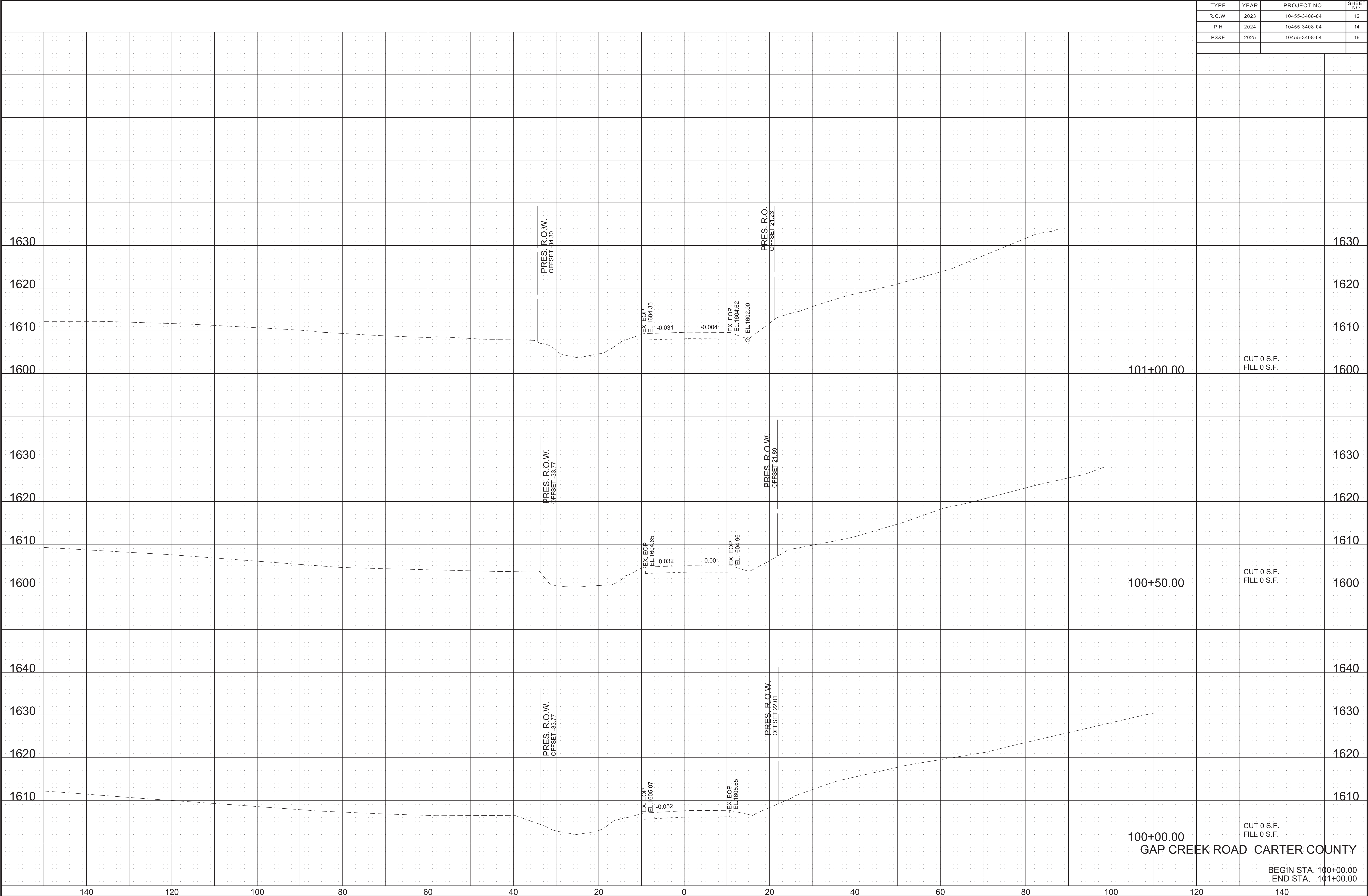
SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN
SCHEDULE

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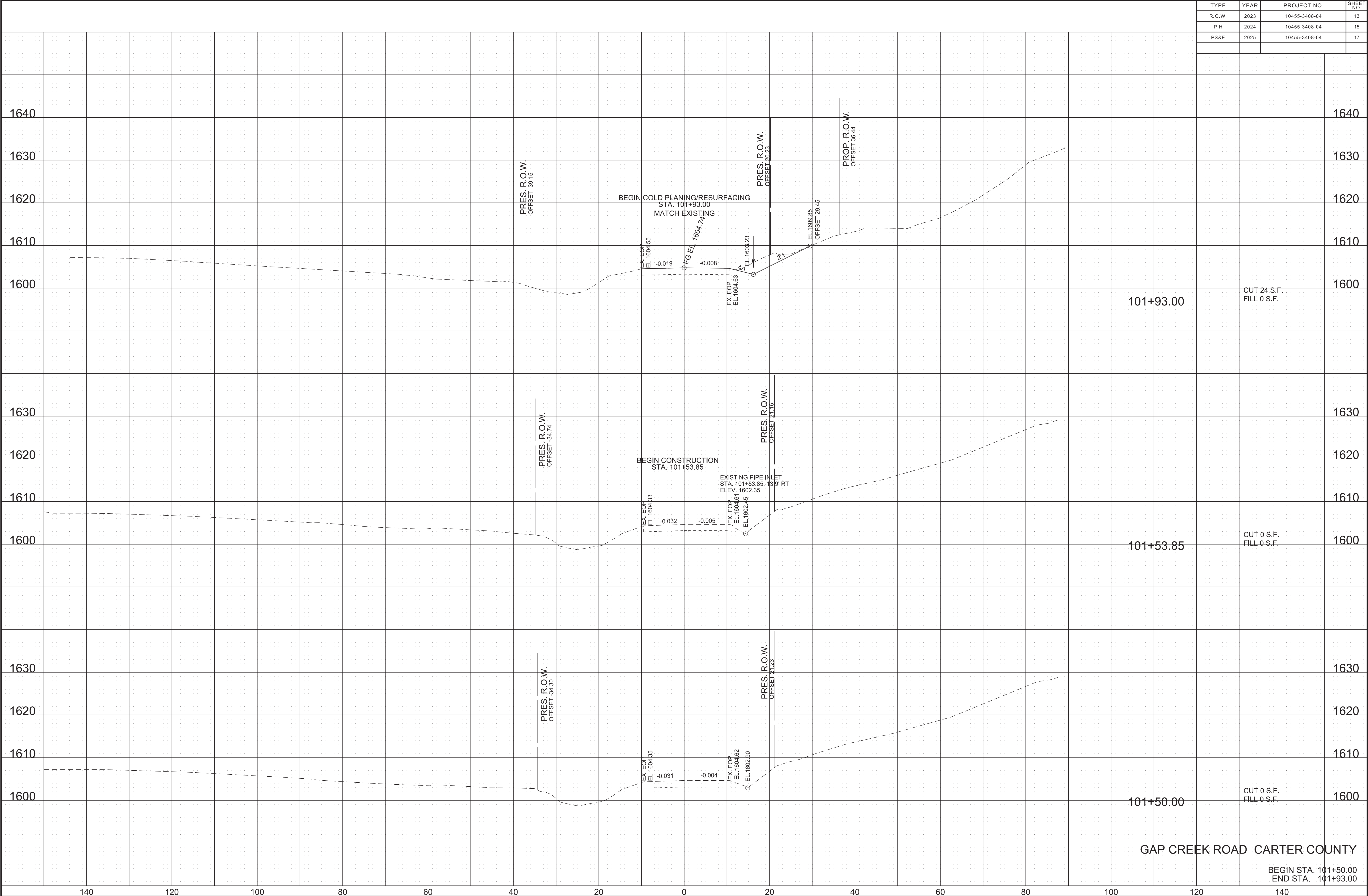
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-3408-04	12
PIH	2024	10455-3408-04	14
PS&E	2025	10455-3408-04	16



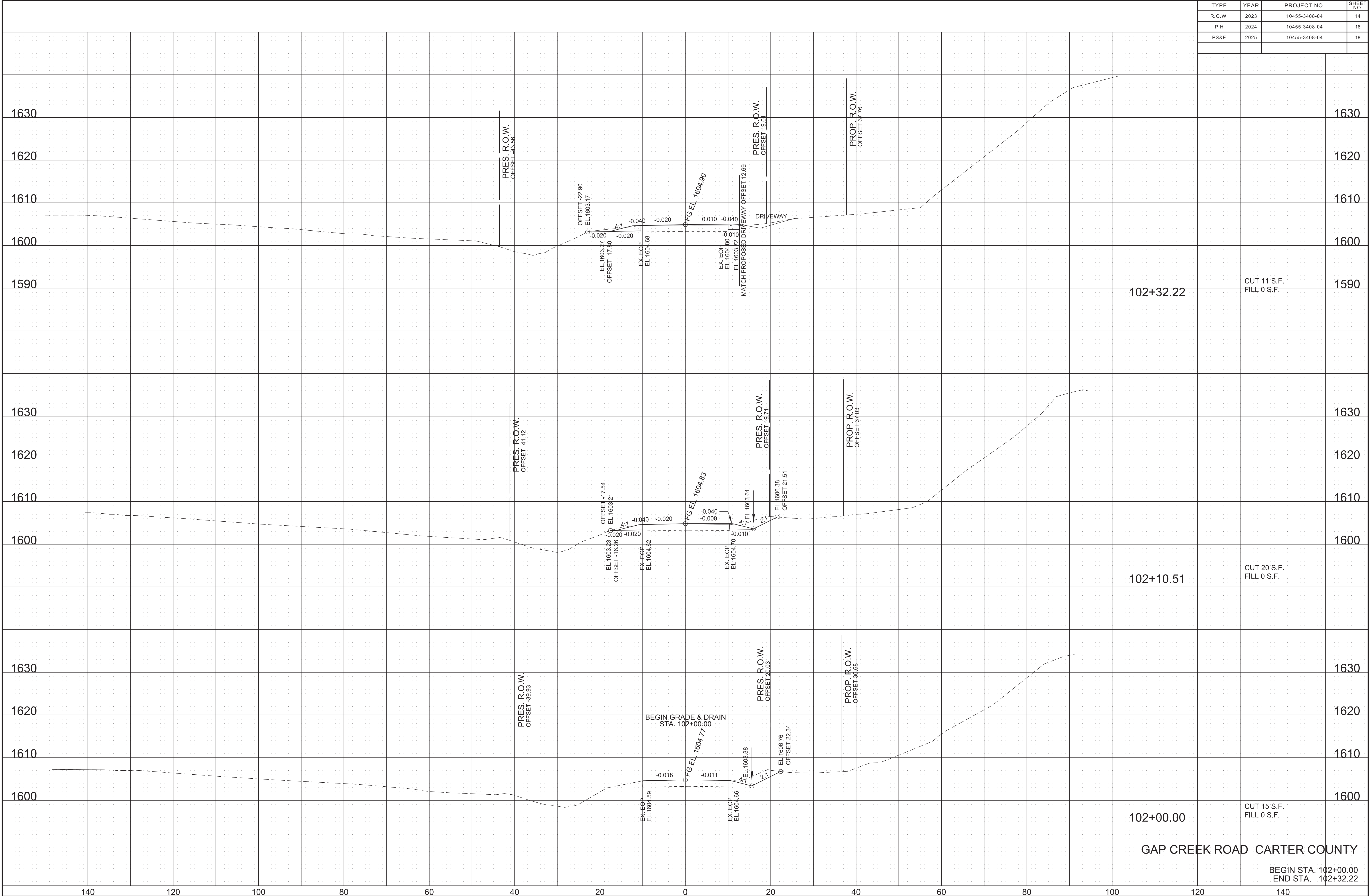
GAP CREEK ROAD CARTER COUNTY

BEGIN STA. 100+00.00
END STA. 101+00.00

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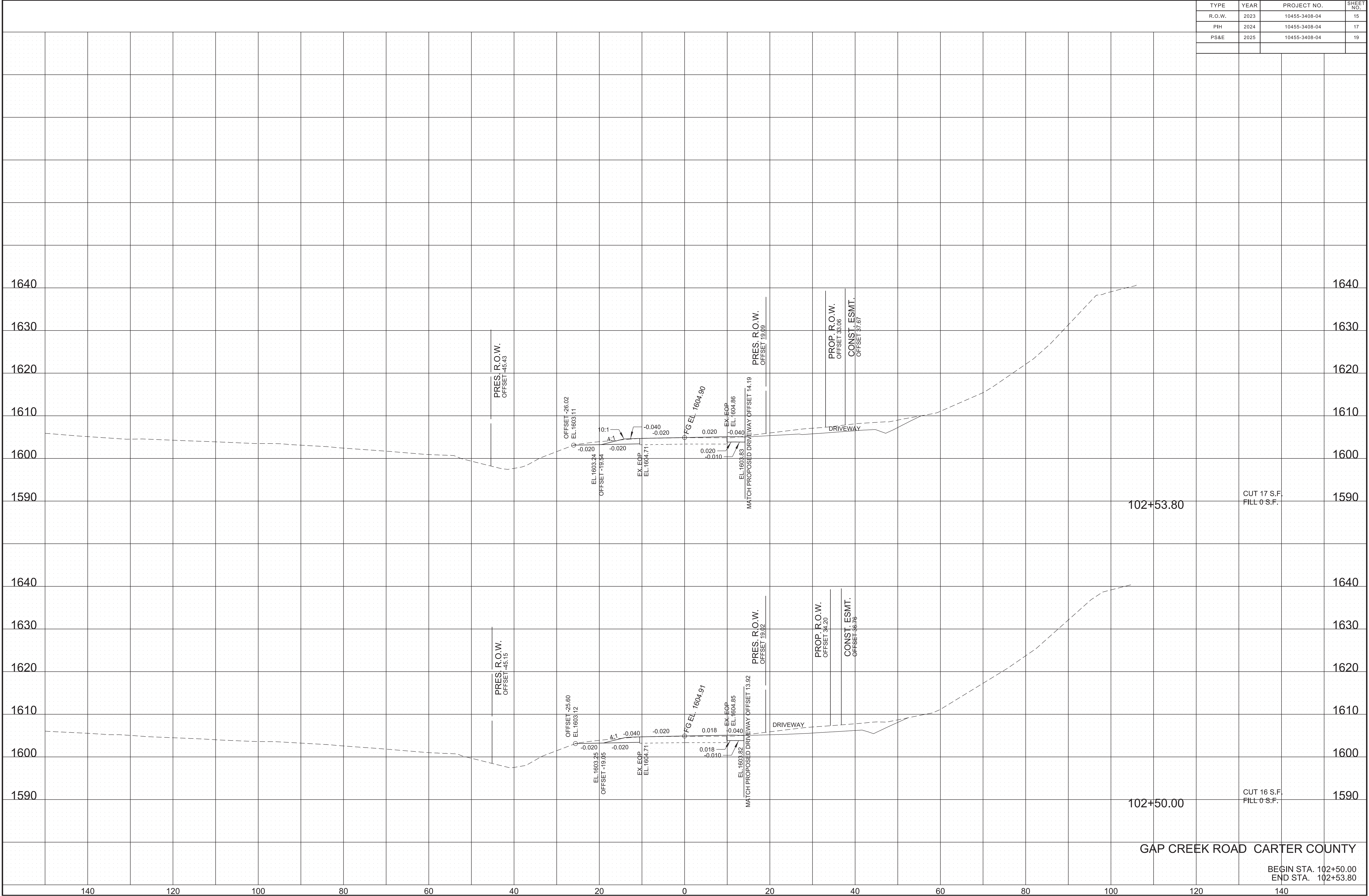


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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-3408-04	15
PIH	2024	10455-3408-04	17
PS&E	2025	10455-3408-04	19

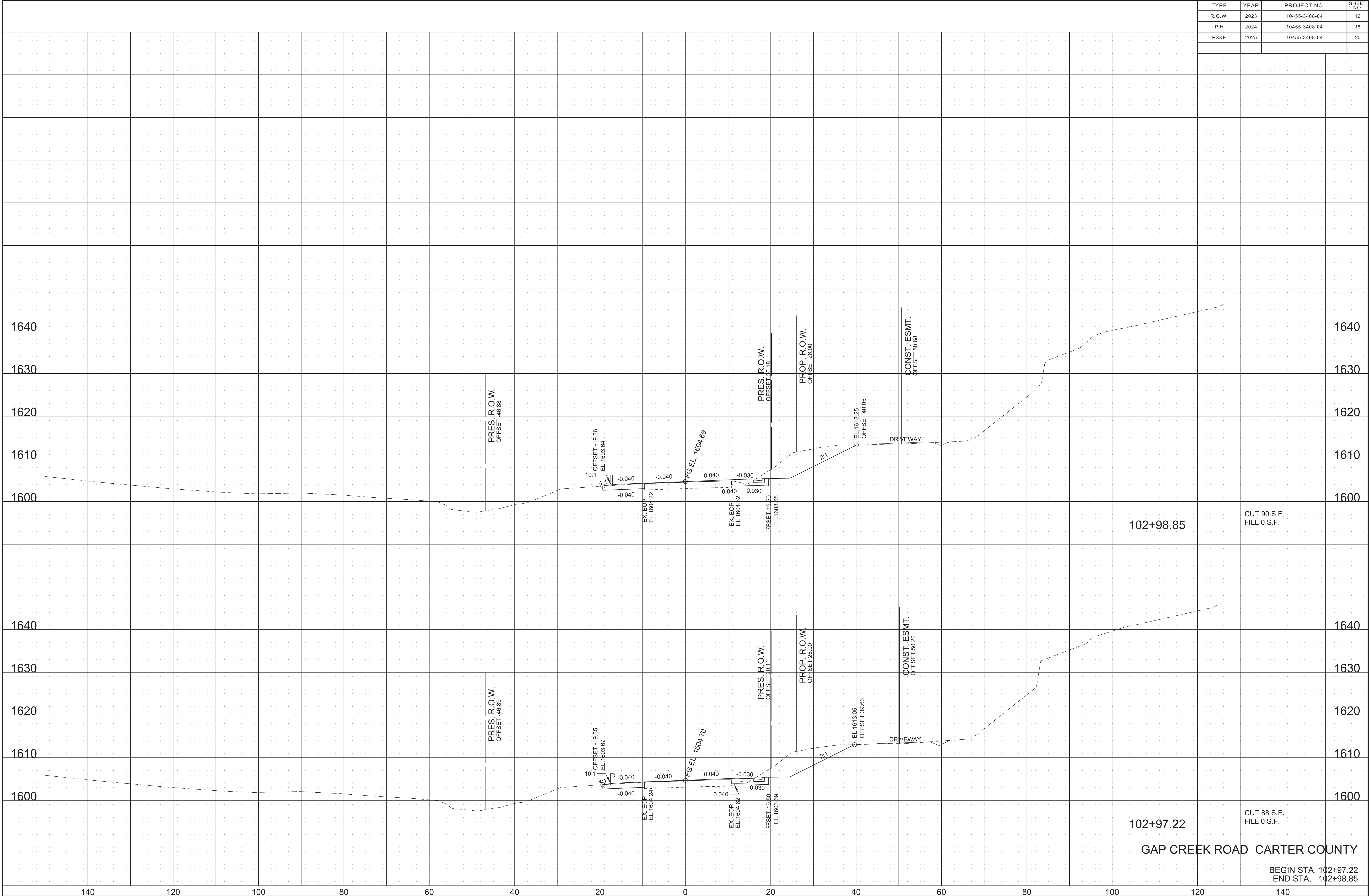


GAP CREEK ROAD CARTER COUNTY

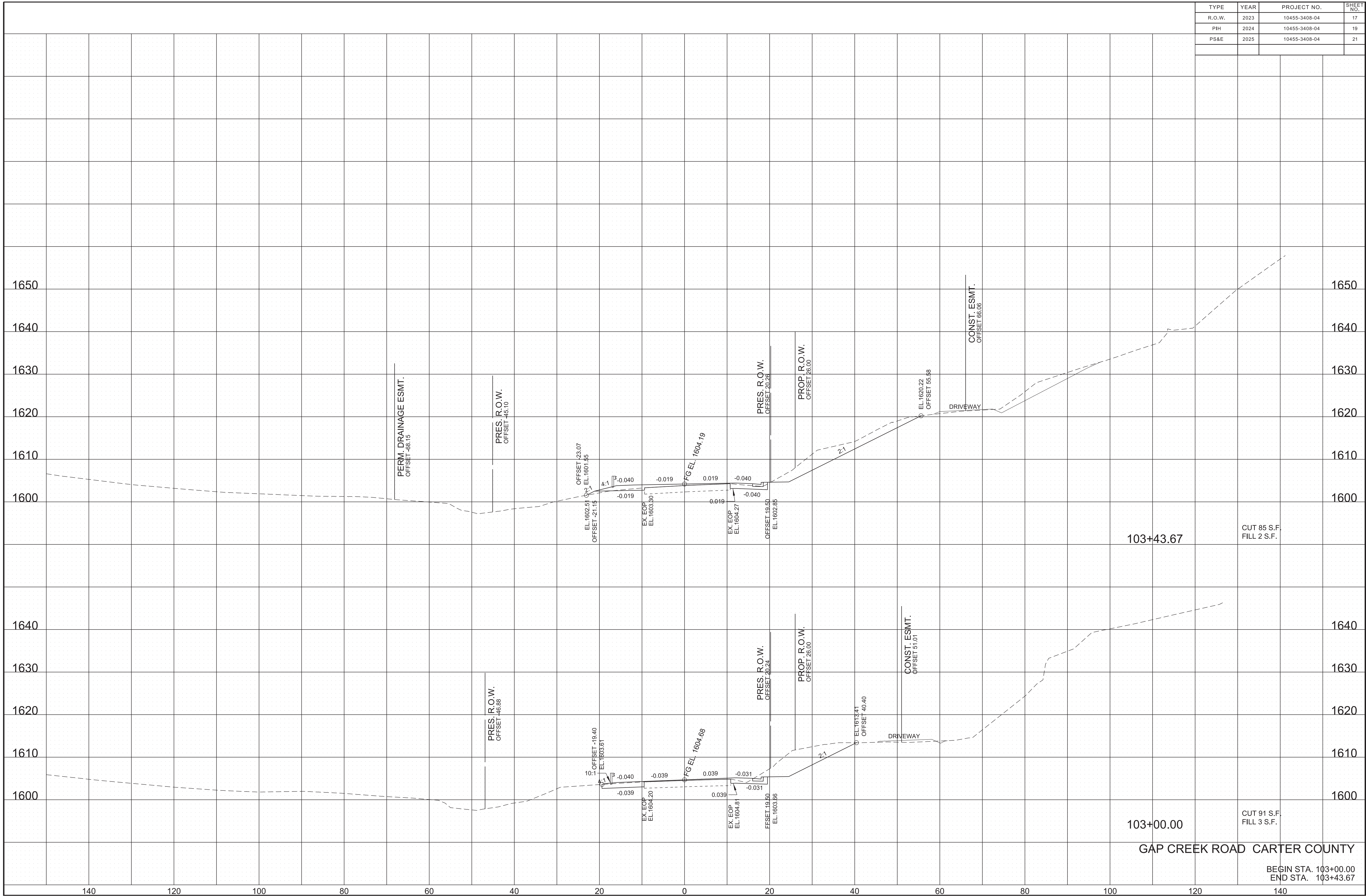
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-3408-04	16
PIH	2024	10455-3408-04	18
PS&E	2025	10455-3408-04	20



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-3408-04	17
PIH	2024	10455-3408-04	19
PS&E	2025	10455-3408-04	21



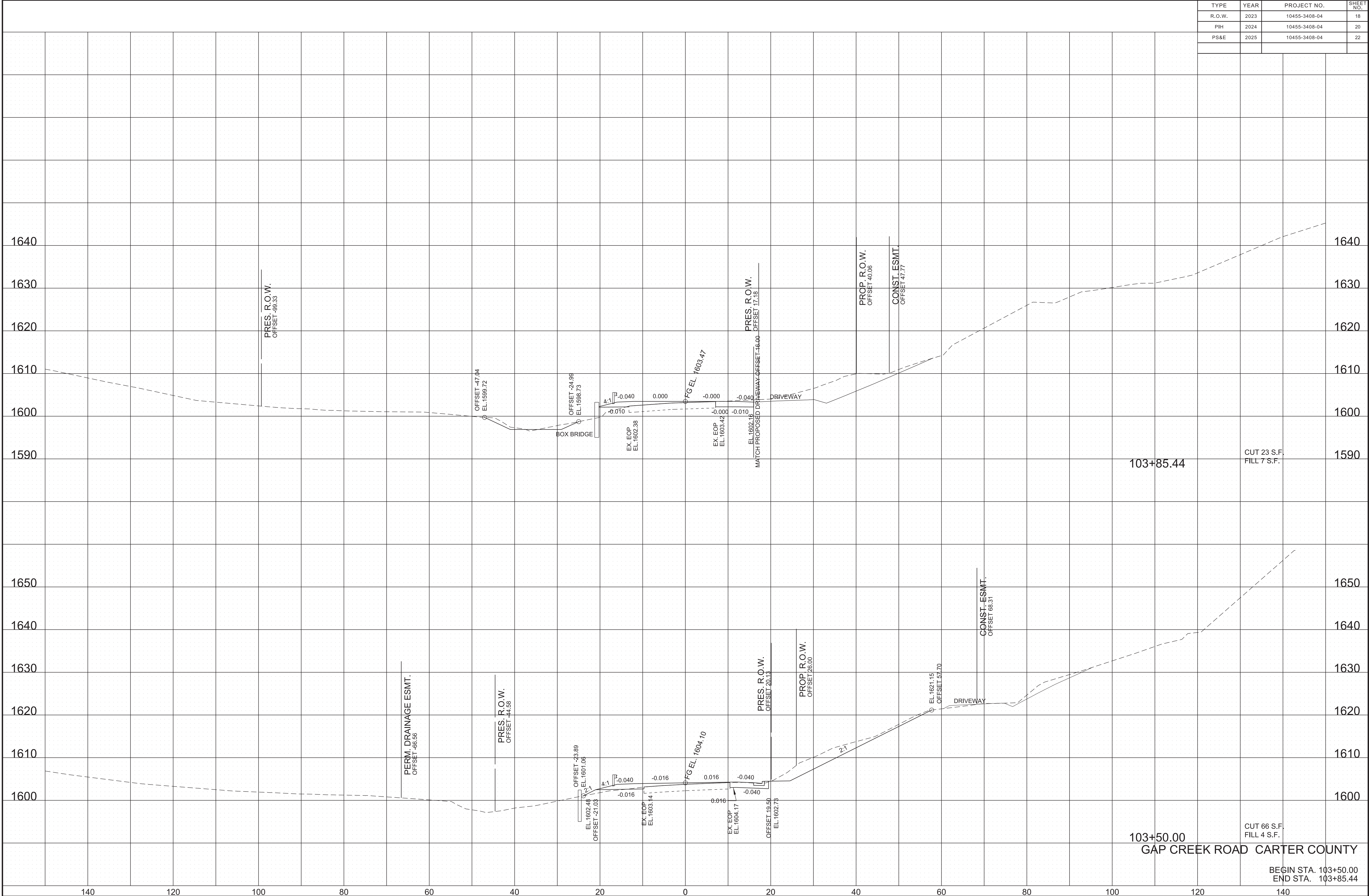
5/19/2025 2:36:43 PM
T:\TDOT\Carter Co Gap Creek Rd\GapCreekRoadXSections.sht

GAP CREEK ROAD CARTER COUNTY

BEGIN STA. 103+00.00
END STA. 103+43.67

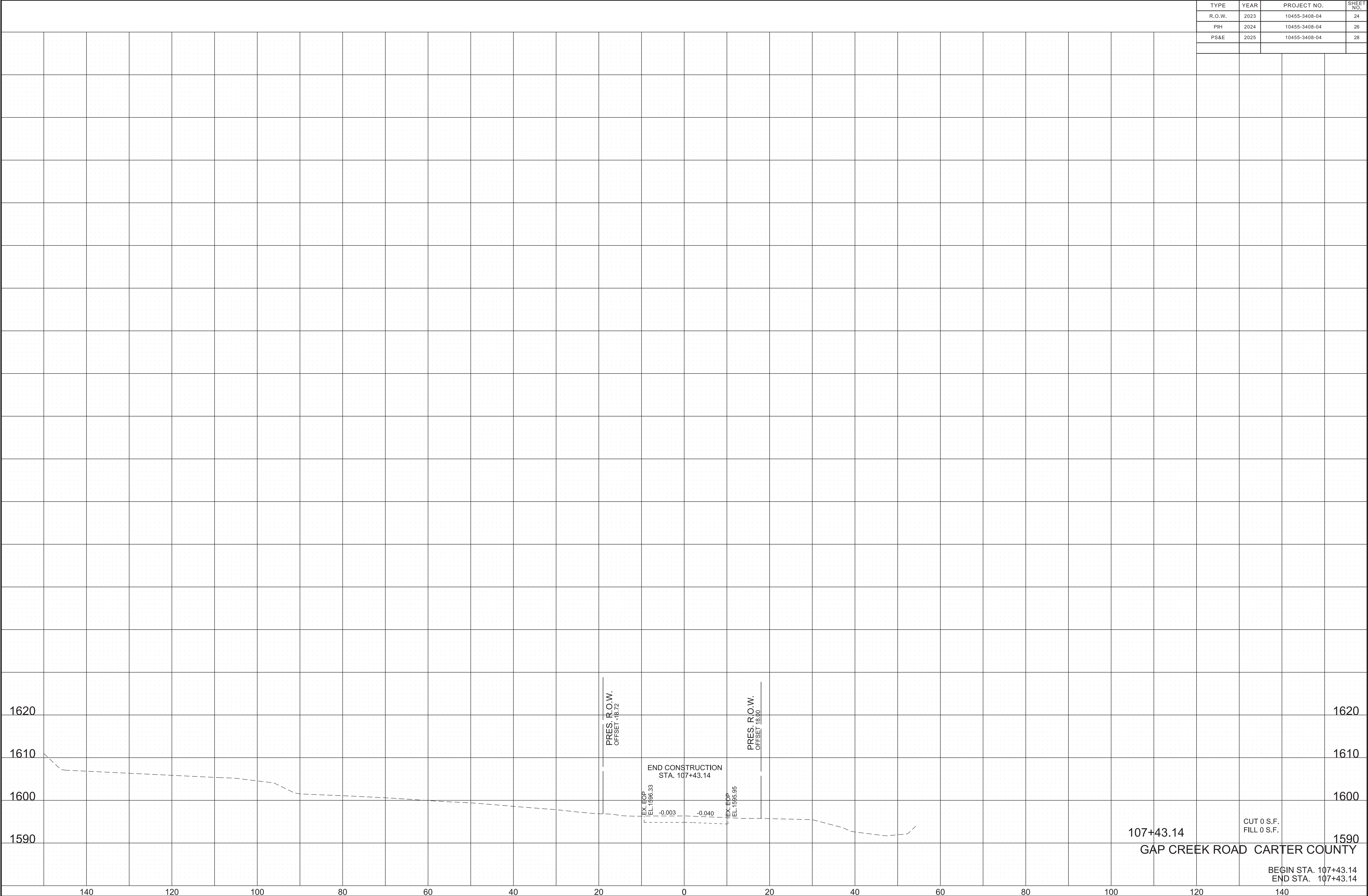
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	10455-3408-04	18
PIH	2024	10455-3408-04	20
PS&E	2025	10455-3408-04	22



103+50.00
GAP CREEK ROAD CARTER COUNTY
BEGIN STA. 103+50.00
END STA. 103+85.44

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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

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

a.

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

b.

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

c.

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

d.

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

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

a.

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

(1)

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

(2)

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

b.

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

c.

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

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

3.

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

- a.

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

(1)

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

(2)

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

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

- b.

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

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

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

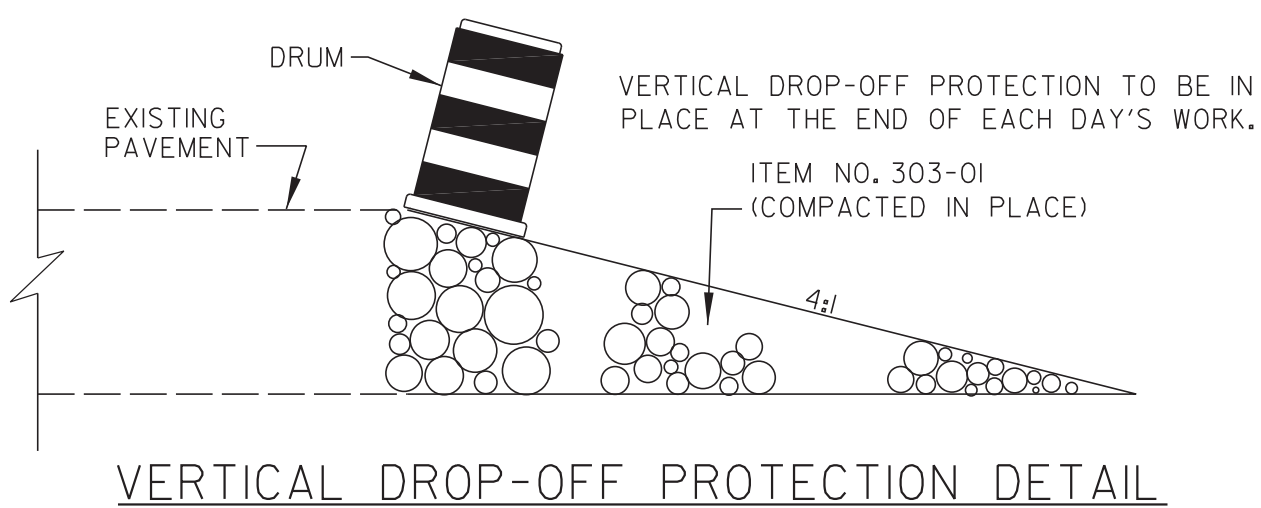
FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE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

4.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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



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

1.

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

a.

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

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

a.

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

(1)

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

(2)

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

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

a.

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

(1)

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

(2)

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

b.

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

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

2.

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|------|------|---------------|-----------|
| PIH | 2024 | 10455-3408-04 | T1 |
| PS&E | 2025 | 10455-3408-04 | T1 |
| | | | |
-
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL
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5/19/2025 2:37:36 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	10455-3408-04	T2
PS&E	2025	10455-3408-04	T2

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 10455-3408-04
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	50
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	42
712-05.01	WARNING LIGHTS (TYPE A)	EACH	14
712-06	SIGNS (CONSTRUCTION)	S.F.	506
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	144
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
717-01	MOBILIZATION	LS	1

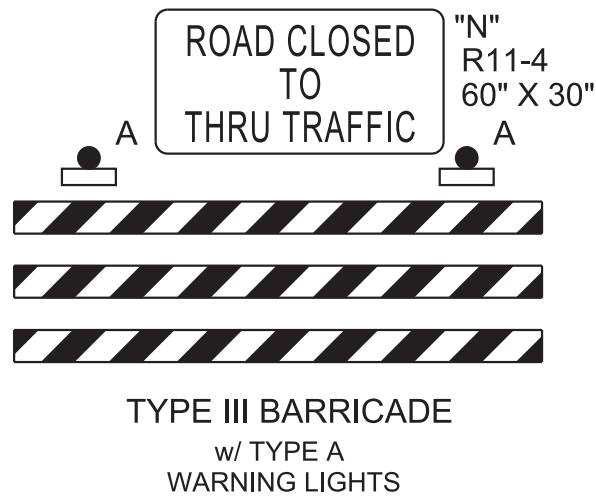
(1) ITEM TO BE USED AS DIRECTED BY THE TDOT MANAGER.

PHASE 1

1. INSTALL TRAFFIC CONTROL SIGNAGE AND MEASURES WHILE CLOSING ROADWAY DURING CONSTRUCTION.

TRAFFIC CONTROL SIGN TABULATION										
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W						
M4-8	DETOUR	24"	X	12"	2	34	34	68.00		
M4-10R	DETOUR	48"	X	18"	6	1	1	6.00		
M4-10L	DETOUR	48"	X	18"	6	2	2	12.00		
M5-1L	ADVANCE TURN ARROW	21"	X	15"	2.19	2	2	4.38		
M5-1R	ADVANCE TURN ARROW	21"	X	15"	2.19	2	2	4.38		
M6-1L	DIRECTIONAL ARROW	21"	X	15"	2.19	10	10	21.88		
M6-1R	DIRECTIONAL ARROW	21"	X	15"	2.19	12	12	26.25		
M6-3	DIRECTIONAL ARROW	21"	X	15"	2.19	8	8	17.50		
R11-2	ROAD CLOSED	48"	X	30"	10	2	2	20.00		
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"	X	30"	12.5	1	1	12.50		2.7 MILES AHEAD (A)
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"	X	30"	12.5	1	1	12.50		2 MILES AHEAD (H)
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"	X	30"	12.5	2	2	25.00		1 MILE AHEAD (K)
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"	X	30"	12.5	2	2	25.00		1/2 MILE AHEAD (L)
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"	X	30"	12.5	2	2	25.00		1 1/2 MILES AHEAD (M)
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"	X	30"	12.5	3	3	37.50		0.2 MILE AHEAD (T)
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"	X	30"	12.5	2	2	25.00		
SP-1	GAP CREEK ROAD	30"	X	18"	3.8	34	34	127.50		
W20-3	ROAD CLOSED 500 FT	36"	X	36"	9	2	2	18.00		
W20-3	ROAD CLOSED 1000 FT	36"	X	36"	9	2	2	18.00		
TOTAL							506.38	S.F.		

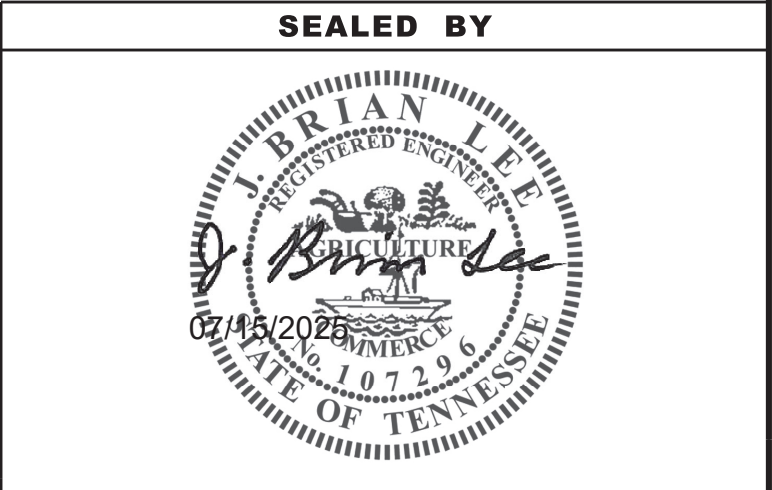
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL
	CHANGEABLE MESSAGE SIGN
	WORK ZONE



TYPE III BARRICADE
w/ TYPE A
WARNING LIGHTS

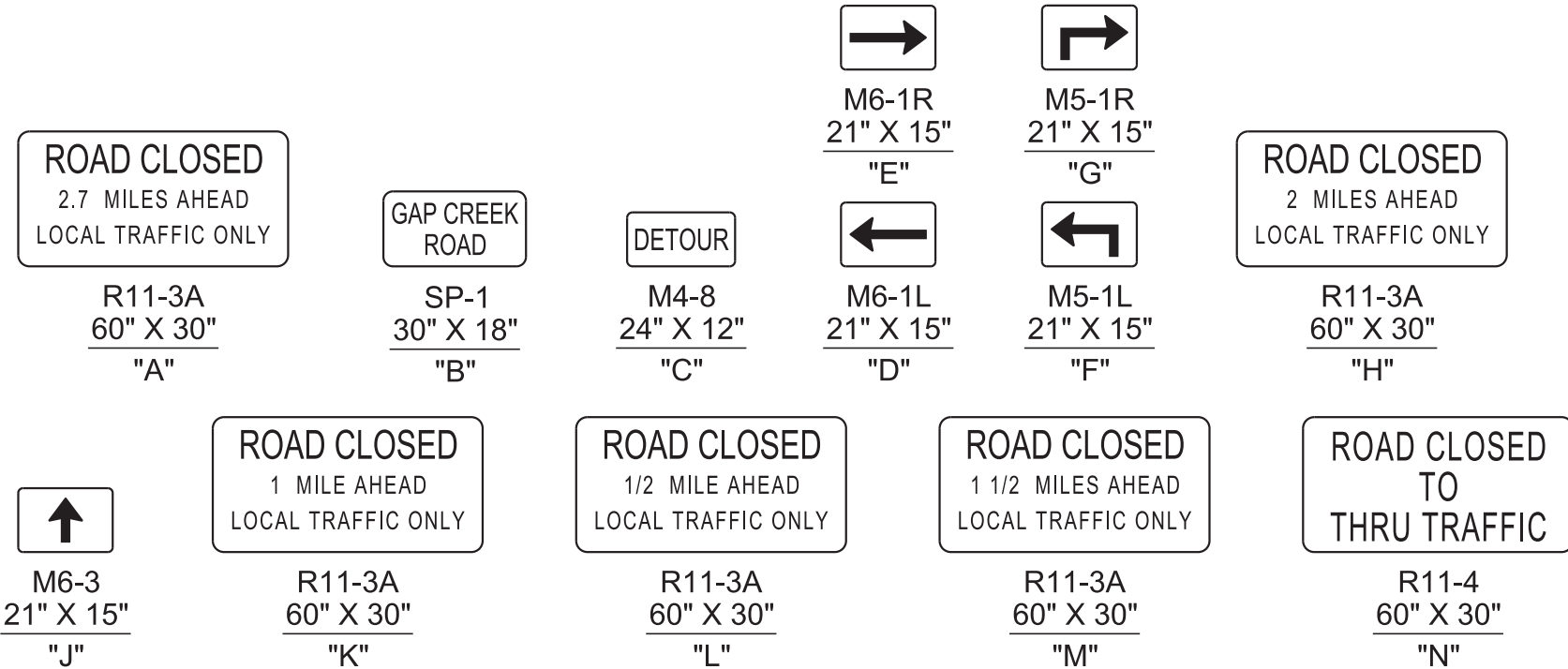


TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
TABULATION
QUANTITIES



TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	10455-3408-04	T4
PS&E	2025	10455-3408-04	T4

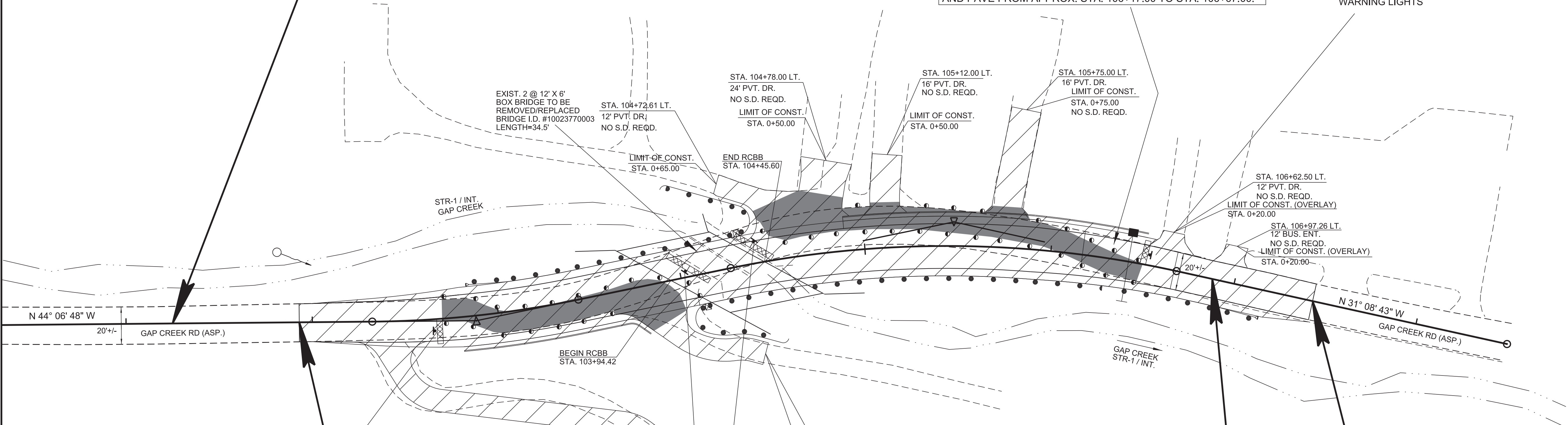
105

NOTE:
SEE DETOUR MAP FOR ADDITIONAL SIGNING

BEGIN PROJ. NO. 10455-2408-04 R.O.W.
STA. 101+25.00
N 741996.2311
E 3076437.8739

UTILIZE FLAGGERS TO DIVERT LOCAL TRAFFIC WHILE OPEN
CUTTING EXISTING ROADWAY TO INSTALL CATCHBASIN, PIPE,
AND PAVE FROM APPROX. STA. 106+17.00 TO STA. 106+67.00.

ROAD CLOSED
TO
THRU TRAFFIC
"N"
TYPE III BARRICADE
w/ TYPE A
WARNING LIGHTS



BEGIN PROJ. NO. 10455-3408-04 CONST.
STA. 101+93.00
N 742045.0526
E 3076390.5404

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60" X 30"
"N"

ROAD CLOSED
R11-2
48" X 30"
"P"

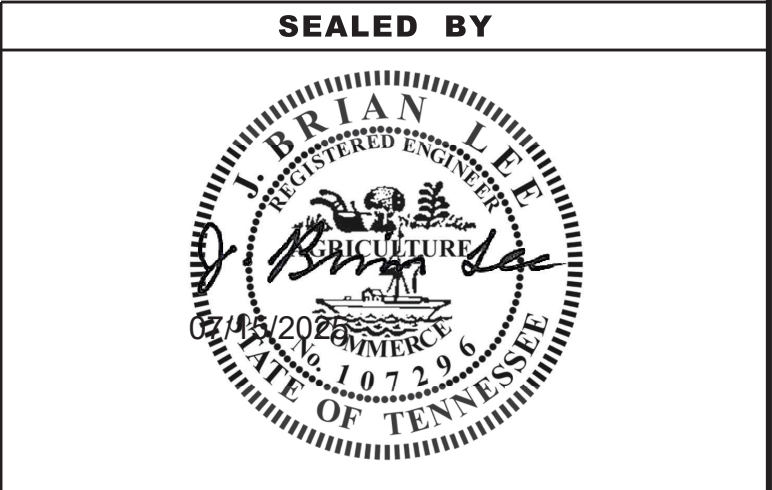
END PROJ. NO. 10455-2408-04 R.O.W.
STA. 106+87.99
N 742384.1058
E 3076035.7282

END PROJ. NO. 10455-3408-04 CONST.
STA. 107+43.14
N 742431.3022
E 3076007.2067

ROAD CLOSED
TO
THRU TRAFFIC
"N"
TYPE III BARRICADE
w/ TYPE A
WARNING LIGHTS

ROAD CLOSED
"P"
R11-2
48" X 30"
TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

TEMPORARY ENTRANCE ACCESS
THROUGH CONSTRUCTION
WORK ZONE
WORK ZONE



COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000088 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.101+93 TO STA.107+43.14
SCALE: 1"=30'



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Lori Fiorentino
Digitally signed by Lori Fiorentino
Date: 2025.05.07 10:55:19 -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.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX.....	G-1
GEOTECHNICAL NOTES	G-2
GEOTECHNICAL BORING LAYOUT.....	G-3
GEOTECHNICAL BORING PROFILE.....	G-4

YEAR	PROJECT NO.	SHEET NO.
2025	10455-3408-04	GEOTECH-SIGN1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**


SIGNATURE SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	G-1

GEOTECHNICAL INDEX

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

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL INDEX

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	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, SHEET G-4.

A. SOIL MATERIAL

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

B. SOLID ROCK MATERIAL

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


C. SOFT ROCK OR DEGRADABLE ROCK

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

D. TRANSITIONAL MATERIALS

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

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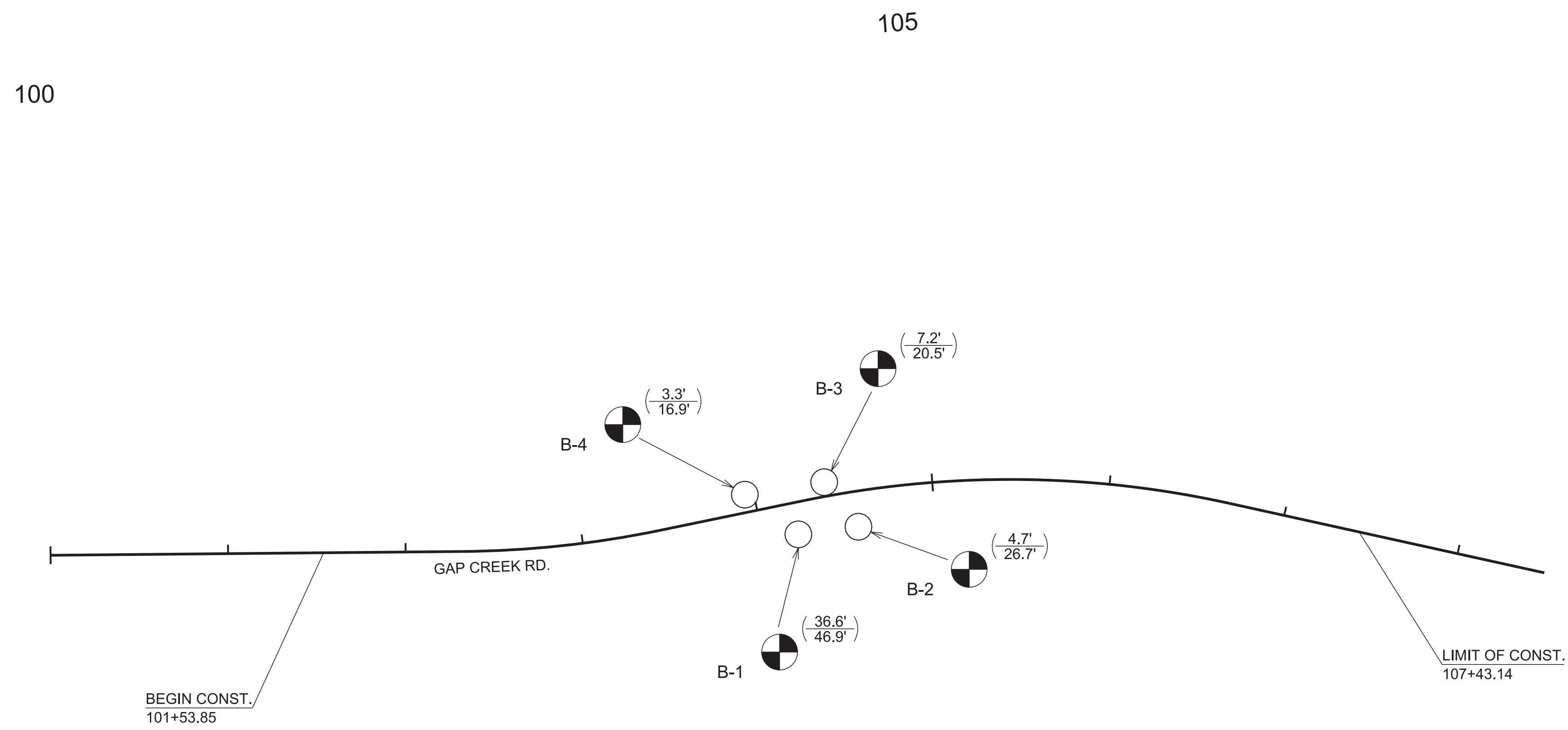
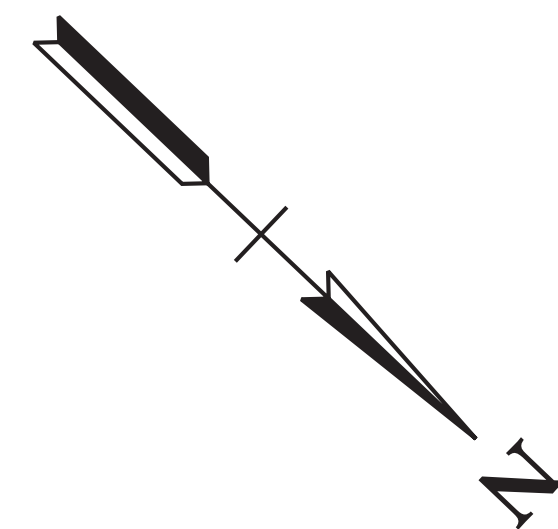


Lori Ann Fiorentino
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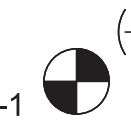
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
NOTES


TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	G-3



LEGEND

 B-1 $\left(\begin{matrix} 24.5' \\ 70.3' \end{matrix} \right)$ BORING LOCATION. DEPTH TO REFUSAL (ABOVE LINE),
BOTTOM OF HOLE (BELOW LINE)

SEALED BY

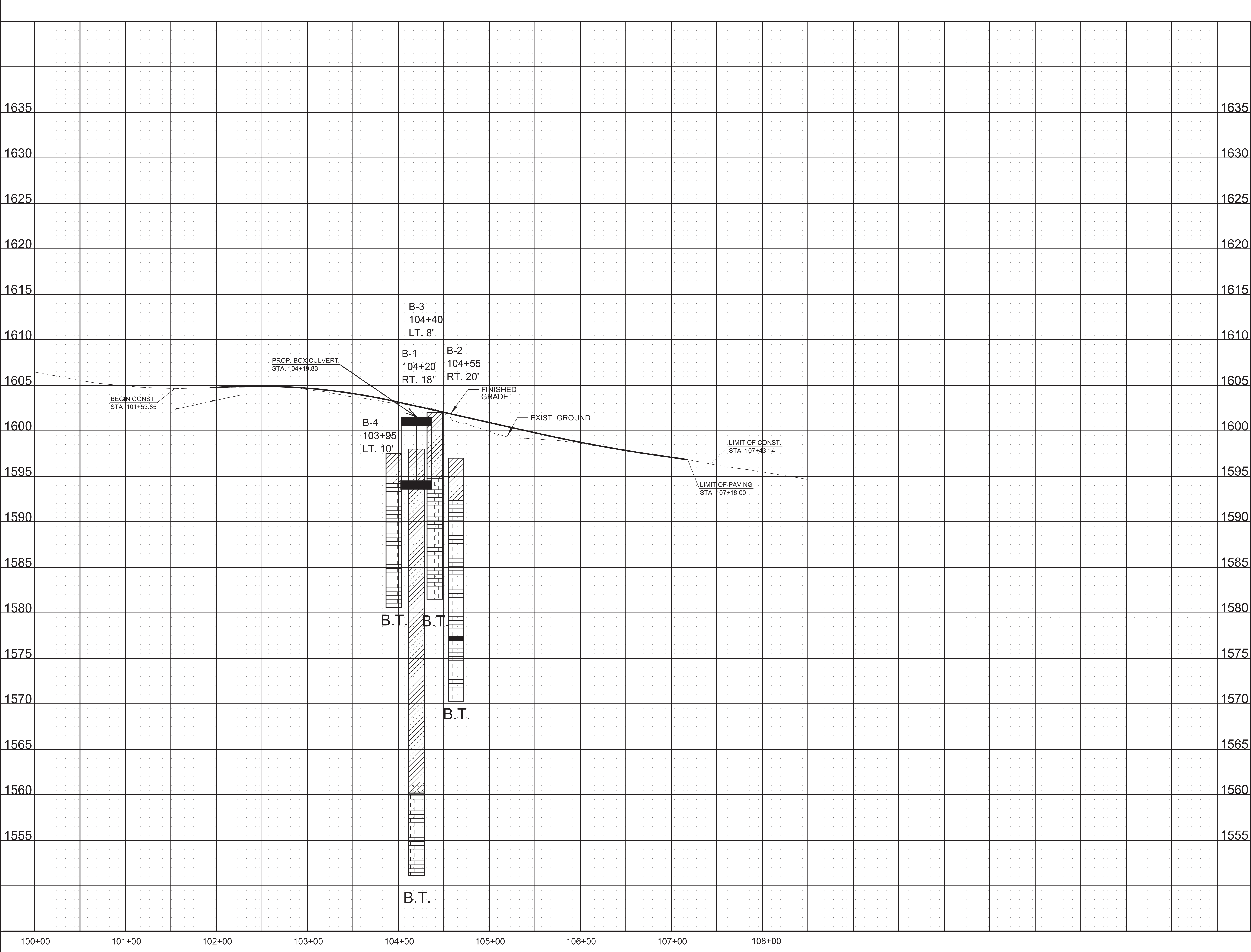


05/07/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
LAYOUT

5/5/2025 3:22:55 PM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\Geotech\Region 1\110-Carter\FY2010-2019\FY2019\1013019102-CADD\02-Geo Drawing Sheets\124227-00-ROW\124227-00-GeoSht-04.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	G-4

LEGEND

- VOID
- CLAY (TYPE A MATERIAL)
- LIMESTONE (TYPE B MATERIAL)
- WEATHERED LIMESTONE (TYPE B MATERIAL)
- TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET. SEE SHEET G-2.
- B.T.= BORING TERMINATED

SEALED BY

Lori Ann Fiorentino
05/07/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE

UTILITIES INDEX	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES
SOUTH ELIZABETHTON UTILITY (WATER)	U2 SERIES

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF ENGINEERING

CARTER COUNTY

GAP CREEK ROAD, BRIDGE OVER GAP CREEK ROAD

LM 2.73 (IA)

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	BR-STP-362(11)	
STATE PROJ. NO.	10455-3408-04	

UTILITIES

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

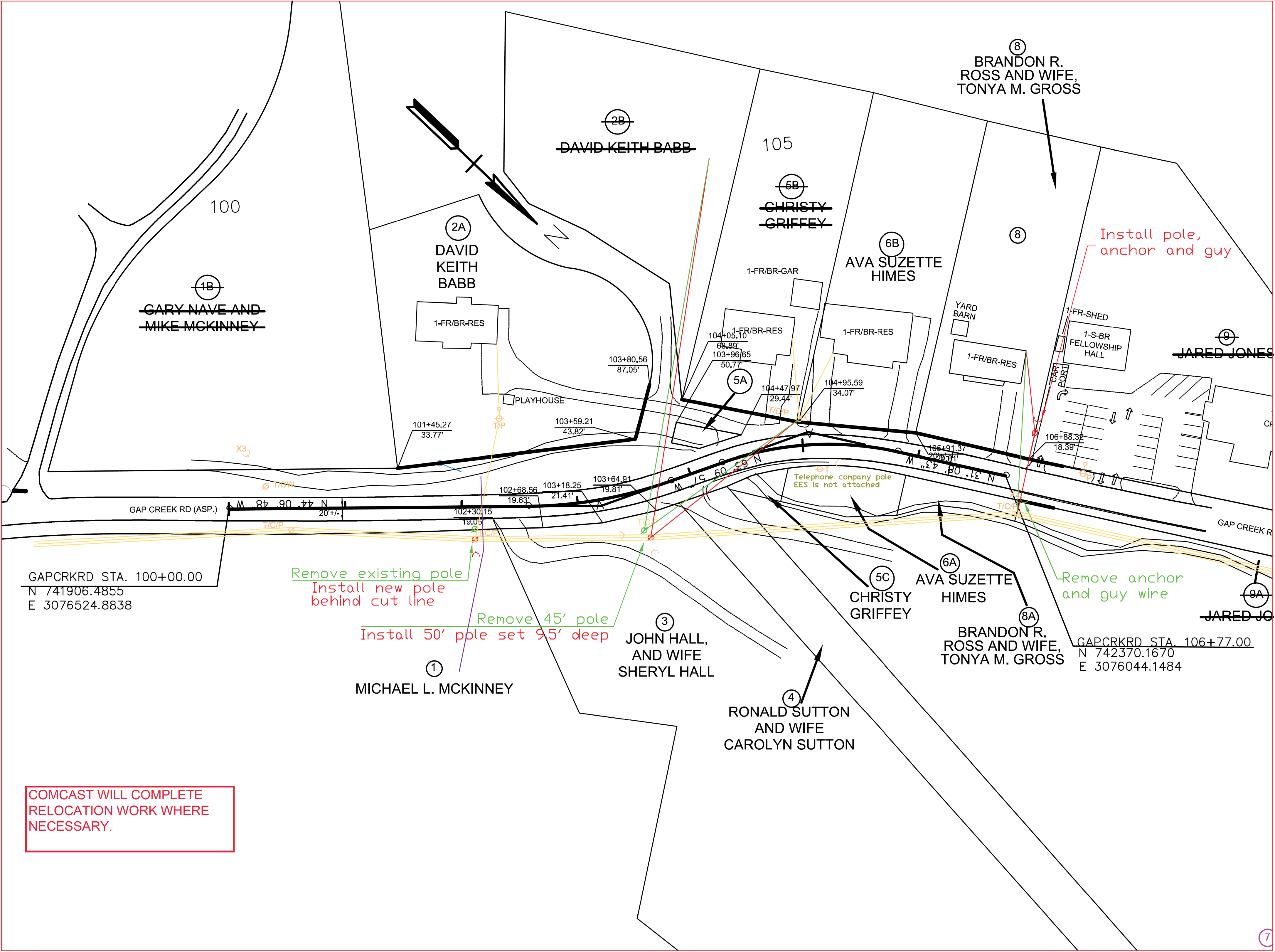
UTILITIES IN ROADWAY CONTRACT	
WATER:	SOUTH ELIZABETHTON UTILITY 1520 GAP CREEK ROAD ELIZABETHTON, TN 37643 JAKE TURBYFILL (423) 542-8588 (PUBLIC-PRIVATE MOVE IN STATE)

UTILITIES NOT IN ROADWAY CONTRACT	
ELECTRIC:	ELEIZABETHTON ELECTRIC SYSTEM 400 HATCHER LANE ELIZABETHTON, TN 37644-0790 BRANDON SHELL (423) 547-8605 (NO COST)
COMM:	COMCAST 5720 ASHEVILLE HWY KNOXVILLE, TN 37924 KEVIN WALDROP (423) 791-4128 (NO COST)
WATER:	SOUTH ELIZABETHTON UTILITY 1520 GAP CREEK ROAD ELIZABETHTON, TN 37643 JAKE TURBYFILL (423) 542-8588 (NO COST)
COMM:	BRIGHTSPEED 101 NORTH ROAN STREET JOHNSON CITY, TN 37601 ANDREW ICE (423) 461-7724 (NO COST)

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
UTILITY INDEX, UTILITY OWNERS

\$SYT ME\$\$\$\$\$
\$\$\$\$\$DGN\$PEC\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	U1-4



UTILITY REFERENCE - COMCAST - CATV
(NO COST - MOVE PRIOR; NOT TO SCALE)

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
UTILITIES REFERENCE

CONSTRUCTION DRAWINGS

FOR

GAP CREEK ROAD- WATERLINE REMOVAL

TDOT PROJECT NO. 10455-3408-04

SOUTH ELIZABETHTON UTILITY DISTRICT

CARTER COUNTY, TENNESSEE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	U2-1

CARTER COUNTY
124227.00

ESTIMATED UTILITY QUANTITIES			
ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY
795-12.11	ASBESTOS REMOVAL	L.F.	40

DRAWING INDEX	
U2-1	- TITLE SHEET
U2-2	- WATER LINE PLAN VIEW

W&W Engineering,LLC

130 West Summer Street

Suite 3

Greeneville, TN 37743

Phone No. 423-638-2770

Fax No. 423-638-8615



BOARD

RAY LYONS

ELIZABETH WHITSON

JEFF CHAMBERS

JAKE TURBYFILL

CHAIRMAN

TREASURER

SECRETARY

MANAGER

LEGEND

PROPOSED WATERLINE	_____
EXISTING WATERLINE	_____
PROPOSED ELECTRIC	_____
PROPOSED WATER METER	WM □
EXISTING WATER METER	WM □
PROPOSED GATE VALVE	⊗
EXISTING GATE VALVE	WV □
PROPOSED REDUCER	▽
PROPOSED FH	⊗-○
PROPOSED BLOW-OFF	⊗
PROPOSED AIR RELEASE	⊗

I, DAVID L. WYKLE, A TENNESSEE REGISTERED ENGINEER HAVE STAMPED THE WATERLINE DESIGN PORTION OF THE DRAWINGS INCLUDED IN THIS SET (U2-2). THE WATERLINE DESIGN IS BASED UPON THE TDOT PLANS ISSUED FOR THIS PROJECT ON 05/10/2022.



FACTOR 1.000087 & TIED TO THE TGRN.



SOUTH ELIZABETHTON
UTILITY DISTRICT

WATER LINE REMOVAL
TITLE SHEET & GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	10455-3408-04	U2-2

BEGIN PROJ. NO. BR-STP-362(11) R.O.W.
STA. 101+25.00
N741996.2311
E3076437.8739

BEGIN PROJ. NO. BR-STP-362(11) CONST.
STA. 101+53.85
N742016.9426
E3076417.7936

END PROJ. NO. BR-STP-362(11) CONST.
STA. 107+43.14
N742431.3022
E3076007.2067

CONTRACTOR SHALL REMOVE EXISTING 6" ASBESTOS CEMENT WATER LINE IN THE TWO LOCATIONS AS NOTED ABOVE. APPROXIMATELY 20 LINEAR FEET SHALL BE REMOVED AT EACH LOCATION. THE WATER LINE IS ABANDONED AND INOPERABLE AND SHALL ONLY BE REMOVED IF IN CONFLICT WITH A PROPOSED STRUCTURE OR SHALL BE EXPOSED DUE TO CUTS NEEDED FOR FINAL GRADES. THE ASBESTOS CEMENT WATER LINE SHALL BE EXCAVATED BY OPEN TRENCH AND THEN WET-CUT IN SECTIONS USING A SNAP CUTTER OR SIMILAR TOOL. THE PIPE SHALL THEN BE WRAPPED FOR CONTAINMENT, THEN REMOVED & DISPOSED OF PROPERLY. REMOVAL SHALL BE PAID FOR AT A PRICE PER LINEAR FOOT.

I, DAVID L. WYKLE, A TENNESSEE REGISTERED ENGINEER HAVE STAMPED THE WATERLINE DESIGN PORTION OF THE DRAWING SHOWN ON THIS SHEET. THE WATERLINE DESIGN IS BASED UPON THE TDOT PLANS ISSUED FOR THIS PROJECT ON 05/10/2022.

FACTOR 1.000087 & TIED TO THE TGRN.



W&W Engineering, LLC
210 West Tennessee Street
Suite 3
Cookeville, TN 37743
Phone No. 423-658-9770
Fax No. 423-658-9815

SOUTH ELIZABETHTON
UTILITY DISTRICT
WATER LINE REMOVAL

SCALE: 1"=50'