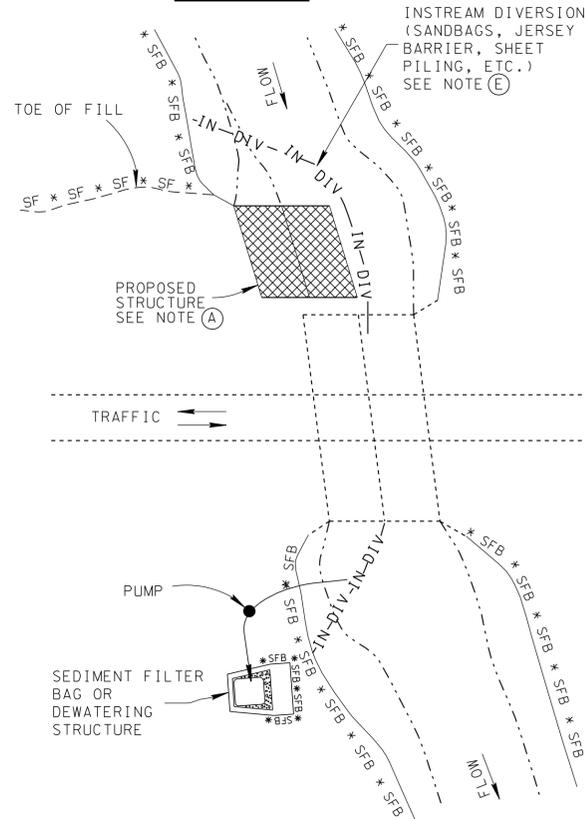
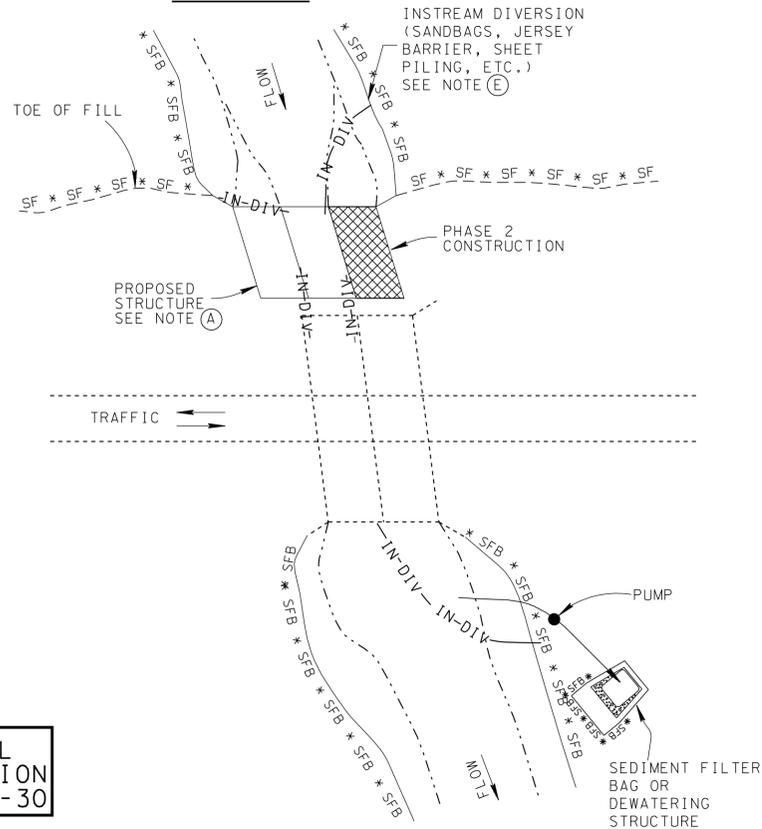


PHASE 1



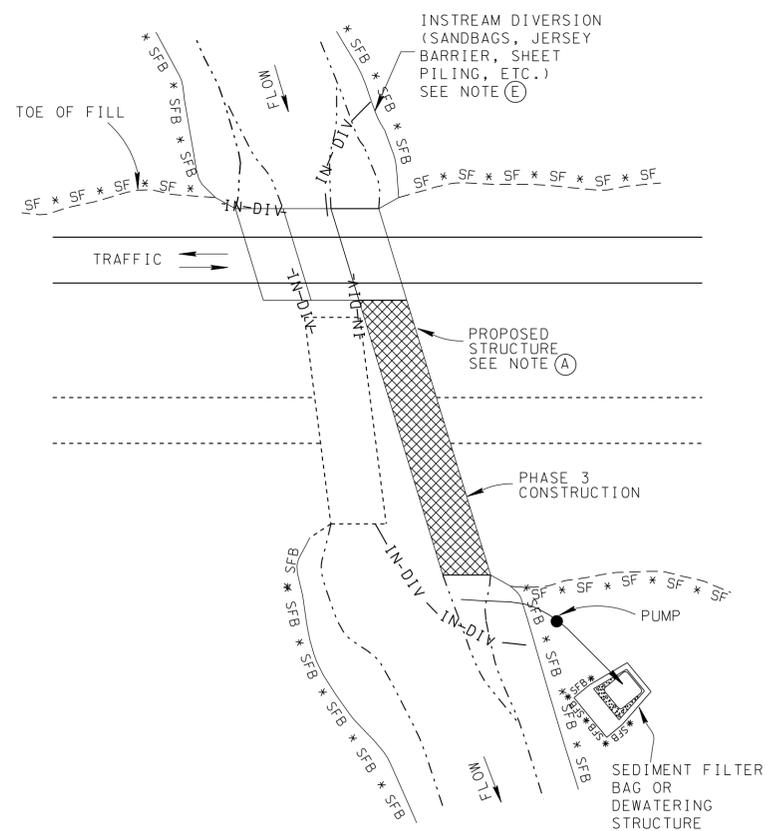
PHASE 2



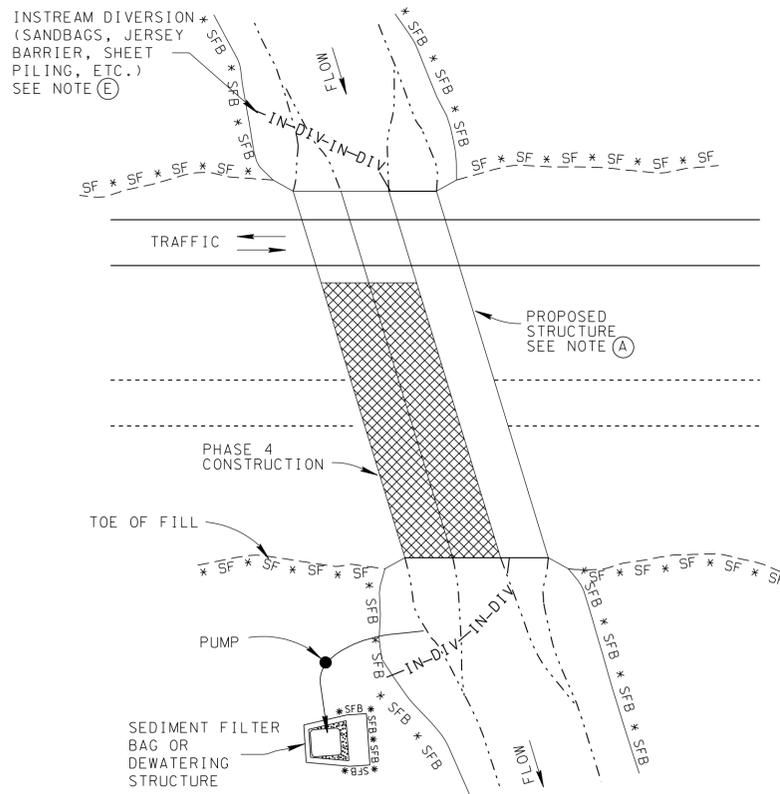
NOTE: FOR TYPICAL CROSS-SECTION SEE EC-STR-30

PLAN VIEW

PHASE 3



PHASE 4



EROSION CONTROL PLAN LEGEND: —IN—DIV— INSTREAM DIVERSION

INSTREAM DIVERSION GENERAL NOTES

- (A) INSTREAM DIVERSIONS ARE GENERALLY USED WHERE IT IS NECESSARY TO MAINTAIN THE STREAM FLOW WITHIN THE EXISTING CHANNEL DURING THE CONSTRUCTION OF A MULTI-BARREL CULVERT, BOX BRIDGE, OR SLAB BRIDGE. THIS ALLOWS INSTREAM WORK TO BE COMPLETED IN THE DRY, SEPARATED FROM FLOWING WATER.
- (B) EXAMPLE SHOWN IS FOR THE REPLACEMENT OF A STRUCTURE WHEN TRAFFIC IS MAINTAINED ON THE ROADWAY. FOR AN EXAMPLE WHEN THE ROADWAY IS CLOSED TO TRAFFIC, OR A RUNAROUND IS USED, DURING CONSTRUCTION SEE EC-STR-30. TRAFFIC CONTROL SHOULD BE BASED ON THE SPECIFIC PROJECT, NOT ON THE EXAMPLE SHOWN.
- (C) EXAMPLE SHOWN IS FOR REPLACEMENT OF A MULTI-BARREL STRUCTURE. ADJUSTMENTS SHOULD BE MADE TO THE INSTREAM DIVERSION FOR WHEN A BRIDGE IS REPLACED WITH A MULTI-BARREL STRUCTURE.
- (D) THE CONSTRUCTION PHASING SHOWN IS AN EXAMPLE. THE CONSTRUCTION PHASING USED SHOULD BE BASED UPON FIELD CONDITIONS OF THE SPECIFIC PROJECT AT THE TIME OF CONSTRUCTION. THE INSTREAM DIVERSION SHOULD BE ADJUSTED ACCORDINGLY.
- (E) THE HEIGHT OF THE INSTREAM DIVERSION SHOULD BE A MINIMUM OF 1 FOOT HIGHER THAN THE ORDINARY FLOW IN THE REDUCED CHANNEL WIDTH.
- (F) DURING CONSTRUCTION OF THE INSTREAM DIVERSION, DAMAGE TO THE EXISTING STREAM AND CANOPY SHALL BE MINIMIZED. ALL EXISTING VEGETATION OUTSIDE THE CUT AND FILL LINES BUT INSIDE THE RIGHT-OF-WAY SHALL NOT BE DISTURBED UNLESS IT INTERFERES WITH SAFETY STANDARDS.
- (G) CONSTRUCTION SHALL PROCEED AS FOLLOWS:
 1. USE INSTREAM DIVERSION TO DIVERT FLOW TO ONE SIDE OF THE EXISTING CHANNEL AND INTO BARREL(S) OF THE EXISTING CULVERT OR ONE SPAN OF EXISTING BRIDGE.
 2. REMOVE PORTION OF EXISTING STRUCTURE, IF APPLICABLE, AND CONSTRUCT ONE OR MORE BARRELS OF THE PROPOSED CULVERT TO A LENGTH SUFFICIENT FOR TEMPORARY TRAFFIC LANES. PLACE INLET/OUTLET PROTECTION.
 3. USE INSTREAM DIVERSION TO DIVERT FLOW TO OTHER SIDE OF THE EXISTING CHANNEL AND INTO BARREL(S) OF THE NEWLY CONSTRUCTED PROPOSED STRUCTURE AND BARREL(S) OR SPAN (S) OF THE EXISTING STRUCTURE.
 4. REMOVE PORTION OF EXISTING STRUCTURE, IF APPLICABLE, AND CONSTRUCT REMAINING BARRELS OF THE PROPOSED STRUCTURE TO A LENGTH SUFFICIENT FOR TEMPORARY TRAFFIC LANES. PLACE INLET/OUTLET PROTECTION.
 5. MOVE TRAFFIC, REMOVE PORTION OF EXISTING STRUCTURE, AND CONSTRUCT REMAINING LENGTH OF ONE OR MORE BARRELS OF THE PROPOSED STRUCTURE. PLACE INLET/OUTLET PROTECTION.
 6. USE INSTREAM DIVERSION TO DIVERT FLOW TO OTHER SIDE OF THE EXISTING CHANNEL AND INTO BARREL(S) OF THE NEWLY CONSTRUCTED PROPOSED STRUCTURE.
 7. REMOVE REMAINING PORTION OF EXISTING STRUCTURE AND CONSTRUCT REMAINING BARREL(S) OF THE PROPOSED STRUCTURE. PLACE INLET/OUTLET PROTECTION.
 8. REMOVE INSTREAM DIVERSION.
- (H) INSTREAM DIVERSION SHALL BE INSPECTED WEEKLY OR AFTER EVERY RAIN EVENT. ANY NEEDED REPAIRS SHALL BE DONE IMMEDIATELY.
- (I) INSTREAM DIVERSION MAY BE CONSTRUCTED OF SANDBAGS, JERSEY BARRIER, RIPRAP, SHEET PILING, OR OTHER MATERIALS USED TO SEPERATE THE FLOWING WATER FROM THE WORK AREA.
- (J) ONLY GEOTEXTILE FABRIC (TYPE III) LISTED ON THE QUALIFIED PRODUCTS LIST SHALL BE USED.
- (K) FOR INSTALLATION DETAILS AND ITEM NUMBERS FOR DEWATERING STRUCTURES (EC-STR-1), SEDIMENT FILTER BAGS (EC-STR-2), SILT FENCE (EC-STR-3B) AND SILT FENCE WITH WIRE BACKING (EC-STR-3C), SEE THEIR RESPECTIVE STANDARD DRAWINGS.
- (L) INSTREAM DIVERSIONS SHALL BE PAID FOR UNDER THE FOLLOWING ITEM NUMBERS:

209-65.04 TEMPORARY IN STREAM DIVERSION PER LINEAR FOOT

DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SILT FENCE, AND SILT FENCE WITH WIRE BACKING SHALL BE PAID FOR ACCORDING TO THEIR RESPECTIVE STANDARD DRAWINGS.

PAYMENT SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF INSTREAM DIVERSION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INSTREAM DIVERSION (WITH TRAFFIC)