

Kingsport Historic Zoning Commission

Project Number: HISTRC25-0067

Property Information			
Address	2016 Netherland Inn Road		
Tax Map, Group, Parcel	045K C 030.00		
Civil District	12 th		
Overlay District	Historic- Boatyard		
Land Use Plan Designation	Single Family		
Acres	+/- 0.78		
Existing Use	Vacant House	Existing Zoning	PVD
Proposed Use	Townhomes	Proposed Zoning	No change
Owner Information			
Name: Michael Bare Address: 550 New Beason Well Road City: Kingsport State: TN Zip Code: 37660 Email: mike@bdm-construction.com Phone Number: 423-930-3150 Representative: Michael Bare		Request: Demolish the existing structure on the property and build an 8-unit townhome structure.	
Points for Consideration			
<p>Request: The property owner is proposing to demolish the existing structure on the property and build an 8-unit townhome structure</p> <p>When considering this request: <u>Demolition:</u> If the building has lost its architectural and historical integrity and its removal will not adversely affect a district's historic character. If the public safety and welfare requires the removal of a structure of building. <u>New Construction:</u> The new construction of a primary dwelling should maintain the existing historic pattern of a neighborhood in terms of characteristics such as setbacks, distance between homes, scale, materials, window size and placement, and colors. New dwellings must be oriented towards the major street fronting the parcel. New dwellings constructed in the historic district should not exceed two stories, not including the space within the roof. Brick, stucco, and concrete are appropriate materials for materials for the foundation, foundation piers, chimneys, and column piers.</p> <p>Board of Zoning Appeals: Applicant did apply for a front yard variance with the Board of Zoning Appeals. This meeting will be held on April 3rd 2025</p> <p>Planning Commission: Applicant has also submitted a preliminary zoning development plan to the Planning Commission for approval. This meeting for approval will be held on April 17th 2025</p> <p>Dilapidation hearing: Scheduled for April 22nd, 2025</p> <p>Staff recommends: approval based upon conformance with the design standards</p>			
Planning Technician:	Lori Pyatte	Date:	03/19/2025
Historic Zoning Commission Action		Meeting Date:	04/14/2025
Approval:			
Denial:		Reason for Denial:	
Deferred:		Reason for Deferral:	

Kingsport Historic Zoning Commission
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Historic Guidelines: Relocation and Demolition

CHAPTER 10 - GUIDELINES FOR RELOCATION AND DEMOLITION

Policy:

Relocation of a historic building is a last-resort alternative to demolition or a means of placing the building in a more compatible environment. Relocation is time-consuming, expensive, and difficult to accomplish. If relocation is approved, every effort should be made to move the building as a single, intact unit. When reviewing requests for demolition, the Commission will consider the proposed demolition's effect on adjacent historic properties and the overall character of the district. The Commission will also consider: the building's contribution to the historic character of the district, whether the property could be adapted to meet the owner's needs; whether the property could be sold to someone whose needs it would meet; whether the building could be relocated; and what use is being proposed for the site that will compensate for the loss of the structure. The property owner must submit a proposed site plan at the same time demolition is requested.

1.0 Relocate a building within a historic district only if the building is determined to be architecturally compatible with adjacent buildings based on design guidelines for new construction and if the relocation will not diminish the overall character of the historic district.

2.0 A proposed site plan for the new site must be submitted to the Commission showing all site changes, including landscaping, driveways, parking areas and site lighting.

3.0 Prior to the relocation, document the historic structure on its original site through photographs and site plan drawings.



Relocation of historic buildings should only be undertaken as an alternative to demolition or if moving the building is part of a broader development plan. This dwelling was moved to make way for new development and relocated to an appropriate historic district.

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Kingsport Design Review Guidelines

Guidelines for Signage

GUIDELINES FOR RELOCATION AND DEMOLITION, continued...

In most cases the Commission will allow demolition only under the following circumstances:

4.0 If a building has lost its architectural and historical integrity and its removal will not adversely affect a district's historic character.

5.0 If the denial of the demolition will result in an unreasonable economic hardship on the applicant as determined by the Commission.

6.0 If the public safety and welfare requires the removal of a structure or building.

7.0 If the structural stability or deterioration of a property is demonstrated through a report by a structural engineer or architect.

Such a report must clearly detail the property's physical condition, reasons why rehabilitation is not feasible, and cost estimates for future rehabilitation versus demolition. In addition to this report there should be a separate report which details future action on the site.

8.0 Property owners are encouraged to work with the Commission and other interested parties to salvage usable architectural features and materials.

Kingsport Design Review Guidelines

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Historic Guidelines: New Construction of Primary Dwellings

New Residential Construction

2.0 NEW CONSTRUCTION OF PRIMARY DWELLINGS

Policy:

New construction of primary dwellings should maintain the existing historic pattern of a neighborhood in terms of characteristics such as setback, distance between homes, scale, materials, window size and placement, and colors. New dwellings buildings should also follow the residential guidelines for fencing and site features.

DESIGN GUIDELINES FOR NEW CONSTRUCTION

2.1 Maintain existing historic patterns.

Historic patterns of setback, materials, height, width, scale, and proportions of dwellings in the historic district should inform these characteristics of infill projects. The roof shape of new dwellings should also match.

2.2 Orientation towards the street.

New dwellings must be oriented towards the major street fronting the parcel or lot.

2.3 Maintain existing patterns of building height

New dwellings should be compatible with adjacent dwellings in terms of height. New dwellings constructed in the historic district should not exceed two stories, not including the space within the roof.



New construction should be compatible with dwellings along the block in height and width.

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Kingsport Design Review Guidelines

New Residential Construction

2.0 NEW CONSTRUCTION OF PRIMARY DWELLINGS, continued...

2.4 Maintain existing scale along the street.

New dwellings should be compatible with adjacent dwellings in terms of scale and proportions.

2.5 Maintain existing patterns of roof form.

New dwellings should be compatible with adjacent dwellings in terms of roof form.

2.6 Match materials of surrounding dwellings.

New dwellings should be compatible with other dwellings in the district in terms of materials. Appropriate materials for the historic district include the following:

Brick, stucco, and concrete: Within the historic districts brick, stucco, or concrete are appropriate materials for the foundation, foundation piers, chimneys, and column piers.

Siding: Siding materials should be of wood or simulate the appearance of wood. Vinyl siding is discouraged but allowed with appropriate trim and fascia details (to simulate wood) in the historic districts. Siding shall not protrude beyond the face of door and window frames and frieze boards.



New construction should be compatible with dwellings along the block in setbacks from the street.

Kingsport Design Review Guidelines

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Kingsport Historic Zoning Commission
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Historic Guidelines: New Construction of Primary Dwellings cont.

New Residential Construction

2.0 NEW CONSTRUCTION OF PRIMARY DWELLINGS, continued...

Windows and Doors: Materials for windows and doors should be wood or simulate the appearance of wood. Window types should be hung windows (double, single, etc.) with a 2:1 height to width ratio minimum.

Porches: New dwellings (except garages and accessory buildings) should have front porches. Porches should be at least two-thirds the total width of the primary façade. The front porch should be at least 6'0" in depth. Any side/back porches may have a minimum depth of 4'0".

Porch Columns: Porch columns shall be wood or simulate the appearance of wood. Column types may include turned or rounded, rectangular, or square and may have chamfered (beveled) corners and be fluted, and should be in the character of the main structure.

Chimneys: Building materials should be masonry (brick, stucco, etc.) or the same material as the dwelling exterior. Chimneys that are not masonry should be finished with the same material as the house exterior, up to, but not beyond the point of roof penetration.

Roofs: Appropriate materials shall be metal (low-profile strong back, corrugated, V-crimp), slate, or asphalt composition shingles. Roof pitch shall be 8:12 minimum. Roof types should be Gable, or Hip with a dormer at the front façade if desired.



New construction should maintain roof forms predominant in the historic districts such as hipped and gable.

Kingsport Historic Zoning Commission

Project Number: HISTRC25-0067

Aerial View:



Google Earth:



Kingsport Historic Zoning Commission

Project Number: HISTRC25-0067

Application



HISTORIC ZONING COMMISSION APPLICATION

APPLICANT INFORMATION:

Last Name Bare	First Michael	M.I. D	Date 1/30/2025
Street Address 550 New Beason Well Rd	Apartment/Unit #		
City Kingsport	State TN	ZIP 37660	
Phone 423-930-3150	E-mail Address Mike@bdm-construction.com		

PROPERTY INFORMATION:

Tax Map Information	Tax map: 045K	Group: C	Parcel: 030.00	Lot:
Street Address 2016 Netherland Inn Rd	Apartment/Unit #			
Name of Historic Zone Boatyard District				
Current Use	Residential Multi-Family			

REPRESENTATIVE INFORMATION:

Last Name Bare	First Michael	M.I. D	Date 1/30/2025
Street Address 550 New Beason Well Rd	Apartment/Unit #		
City Kingsport	State TN	ZIP 37660	
Phone 423-930-3150	E-mail Address Mike@bdm-construction.com		

REQUESTED ACTION:

Review for New Construction Design

DISCLAIMER AND SIGNATURE

By signing below I state that I have read and understand the conditions of this application and have been notified as to the location, date and time of the meeting in which my application will be reviewed by the Commission. I further state that I am/we are the sole and legal owner(s) of the property described herein or have been appointed by the property owner to serve as a representative for this application and that I am/we are appealing to the Historic Commission.

Signature:

Date:

1-30-25

Signed before me on this 30 day of Jan., 2025

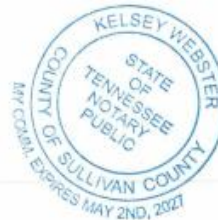
a notary public for the State of TN.

County of Sullivan

Notary

My Commission Expires

Kelsey Webster
May 2nd, 2027



Kingsport Historic Zoning Commission
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Concept Idea 1 (main idea at this time)



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Concept Idea 2



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Concept Idea 3



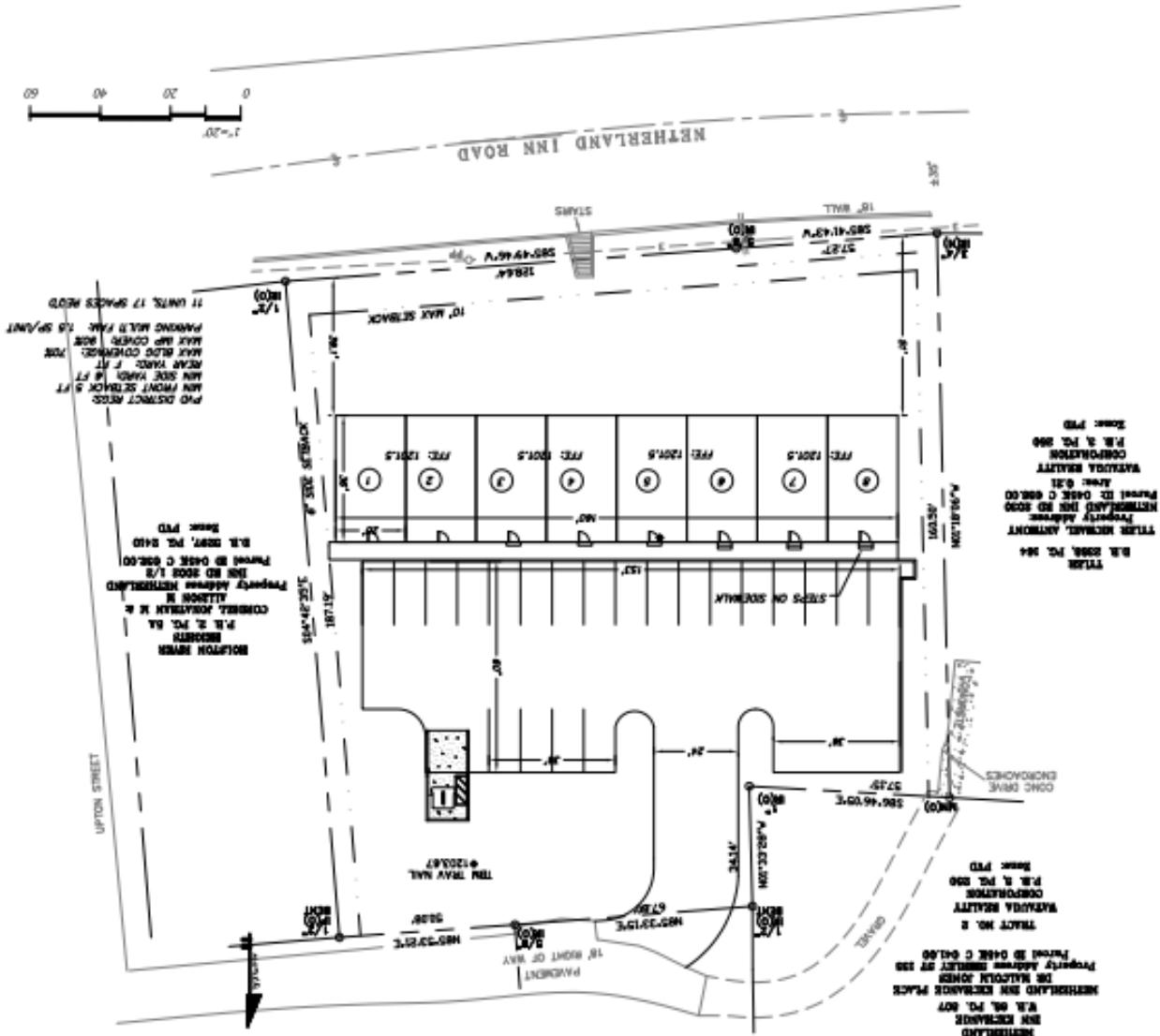
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Concept Idea 4



Survey of property with the concept idea:

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SHEET INDEX

- C 1.1 HARDSCAPE PLAN
- C 2.1 EXISTING AND INITIAL PHASE E&S CONTROL PLAN
- C 2.2 INTERMEDIATE PHASE E&S CONTROL PLAN
- C 2.3 FINAL PHASE E&S CONTROL PLAN
- C 3.1 UTILITIES PLANS
- C 4.1 E&S DETAILS
- C 4.2 UTILITY DETAILS
- C 4.3 UTILITY DETAILS
- C 4.4 CONSTRUCTION DETAILS

SURVEYOR:
Alley & Associates Inc
422 E Market St, Kingsport, TN 37660
423-392-8896

OWNER:

NOTES:
-ANY GRADE WORK PERFORMED IN THE FLOOD PLAIN MUST BE BALANCED. IF ANY CUT IS TAKEN FROM THIS ZONE THEN THE SAME FILL VOLUME MUST BE USED WITHIN THE DELINEATED AREA.
-THE BASINS WILL STAY ABOVE THE 100 YEAR FLOOD LEVEL OF THE CREEK. IF THE BASINS FINAL ELEVATIONS FALL BELOW THE 100 YEAR FLOOD LEVEL A BACKFLOW PREVENTION DEVICE ON THE BASIN OUTLETS WILL BE ADDED.
-ALL DOWNSPOUTS WILL BE DIRECTED TOWARDS PROPOSED STREETS.

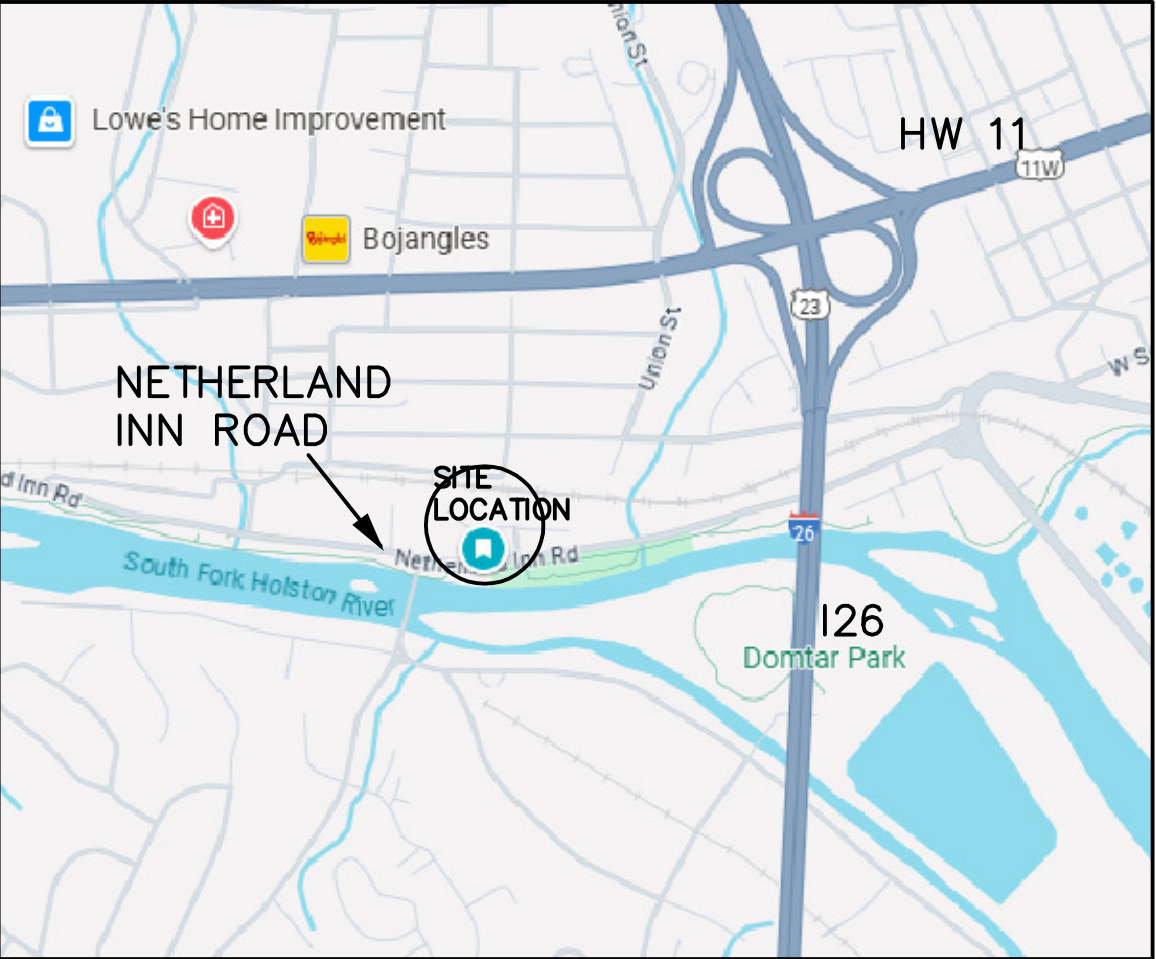
OVERALL CONSTRUCTION SEQUENCE:

1. INSTALL CONSTRUCTION ENTRANCE, AND SILT FENCE
2. BEGIN EARTHWORK BY PILING ALL TOPSOIL TO ONE LOCATION. OPERATIONS DIRECTION DISTURBED AREA RUNOFF TO STORMWATER DEVICES.
3. INTALL STORMWATER PIPES AND STRUCTURES, PROVIDE ALL INLETS AND OUTLETS WITH PROTECTION WHICH DESCRIBED IN THE DETAIL SHEETS
4. INSTALL UTILITIES, CONSTRUCT BUILDINGS, APPLY PAVEMENT TO PARKING LOT
5. ONCE FINAL GRADES ARE ESTABLISHED FINISH THE AREAS STABILIZATION BY ADDING 2"-4" OF TOPSIOL TO ALL AREAS TO BE SEEDED.
6. ONCE THE SITE HAS STABILIZED AND APPROVED, BEGIN REMOVE SILT FENCE

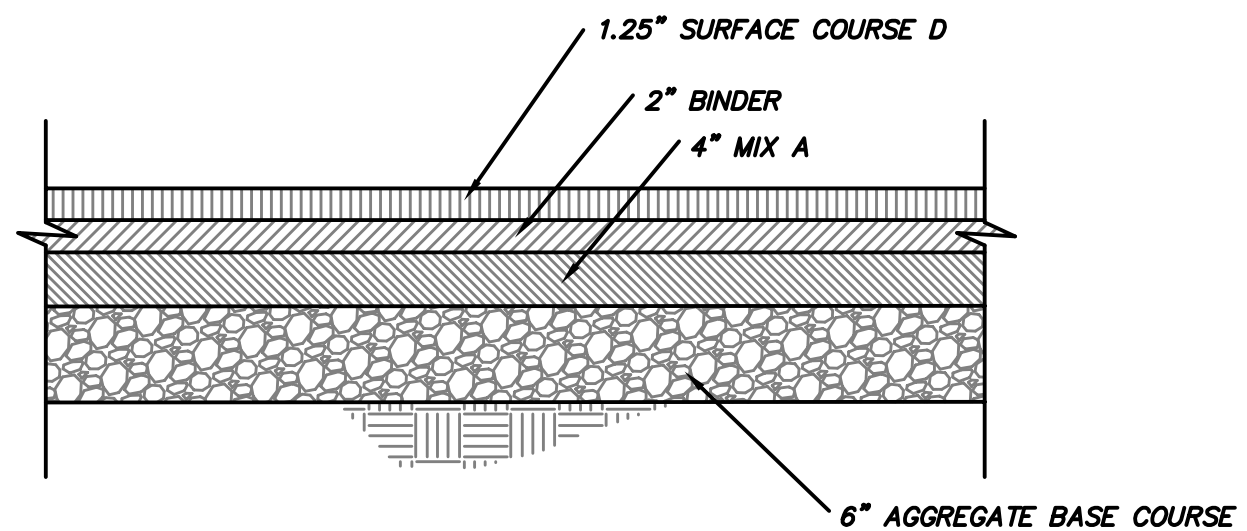
TOWNHOUSE DEVELOPMENT
CONSTRUCTION PLAN SUBMITAL FOR
**NETHERLAND INN ROAD
TOWNHOUSES**
KINGSPORT TN
SUBMITTAL 3/5/25



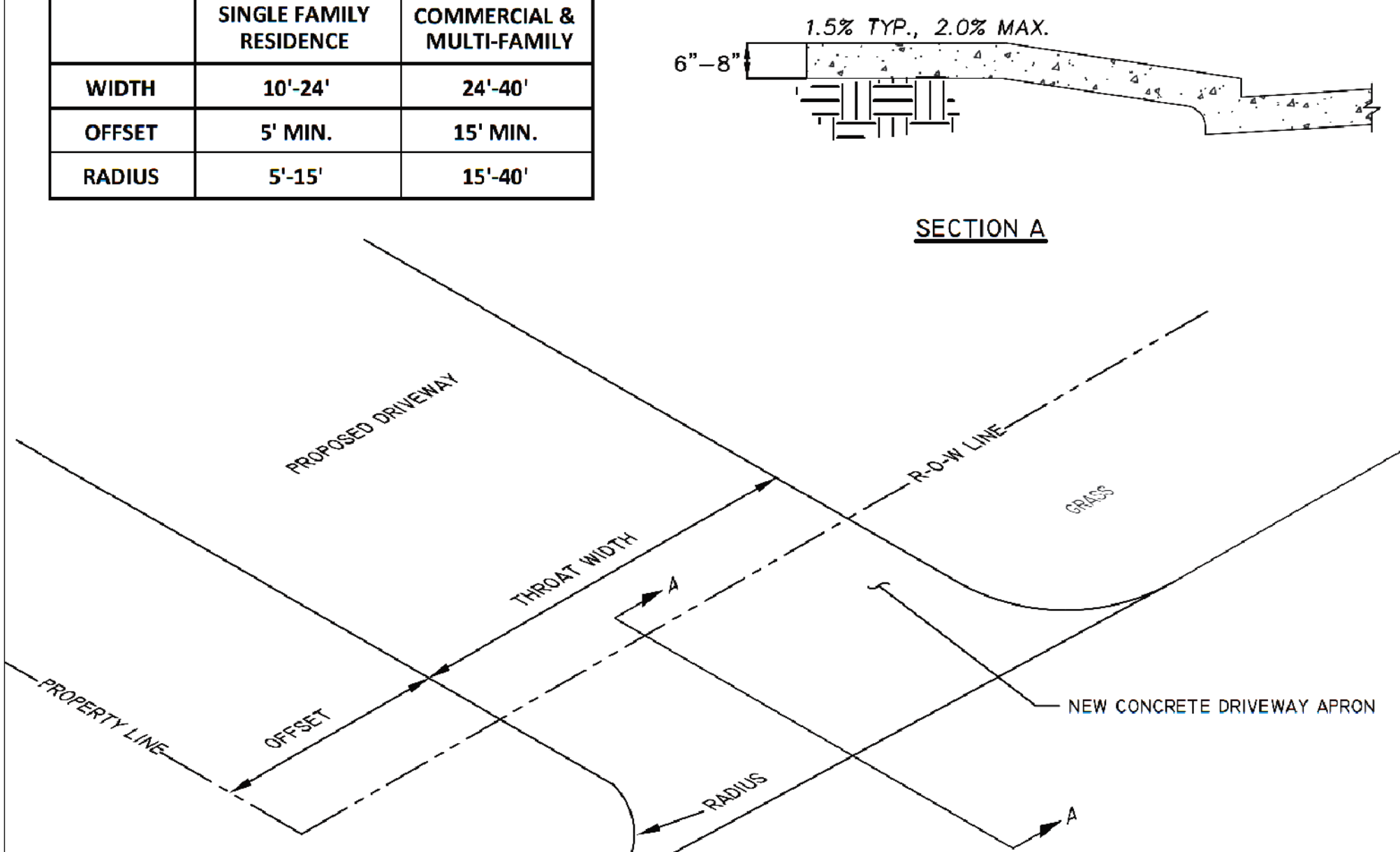
BUNDY
ARCHITECTURE AND ENGINEERING
190 E. MAIN STREET ABINGDON, VIRGINIA 24210
276-628-1067 FAX 276-628-2475



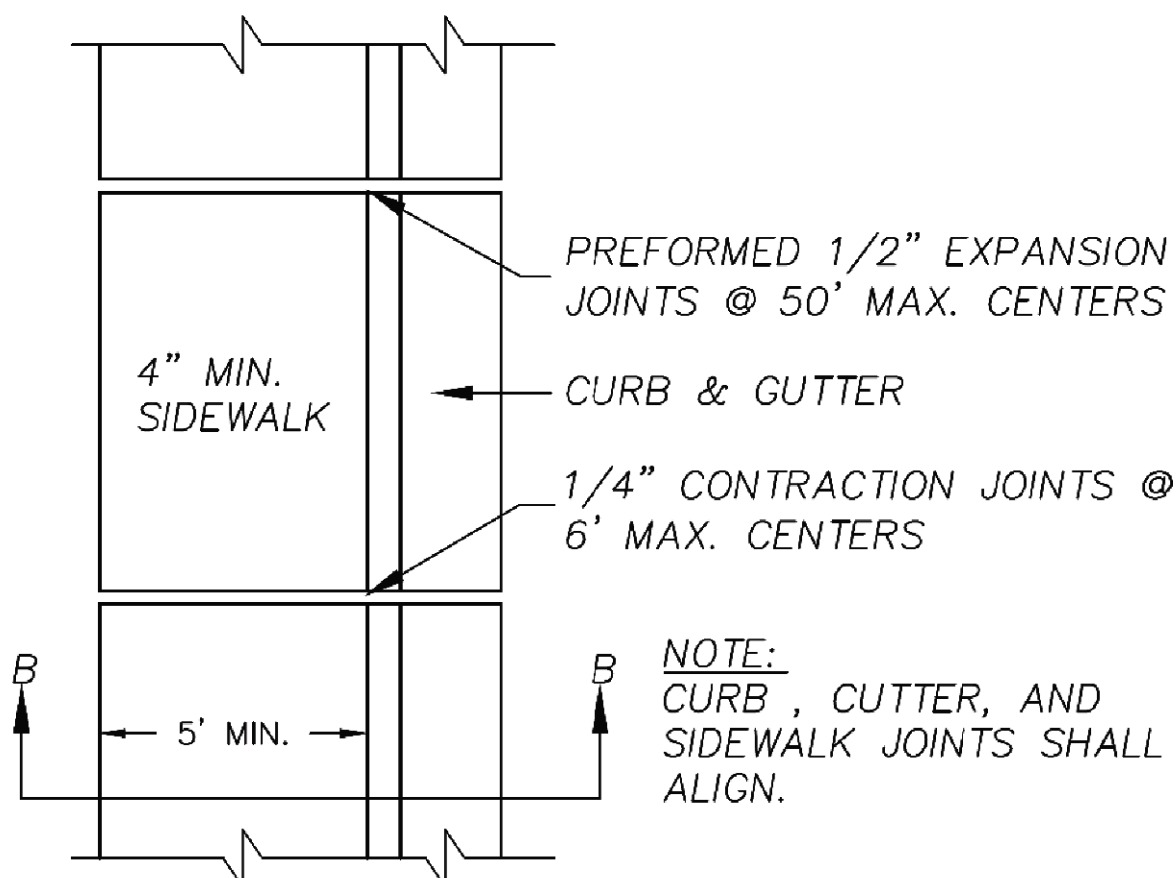
VICINITY MAP
NTS



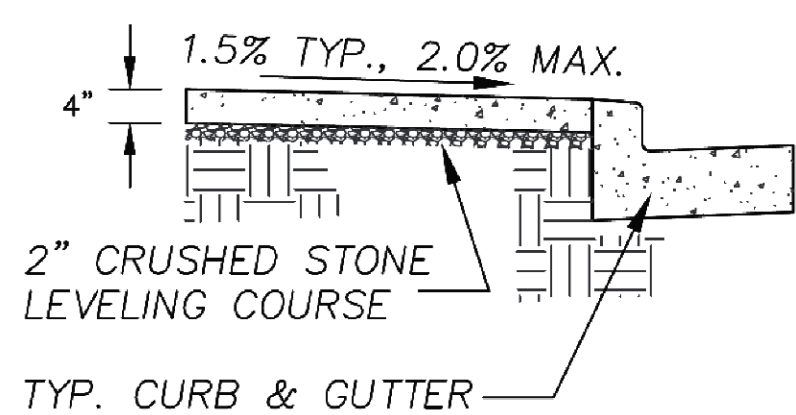
DIMENSION KEY		
	SINGLE FAMILY RESIDENCE	COMMERCIAL & MULTI-FAMILY
WIDTH	10'-24'	24'-40'
OFFSET	5' MIN.	15' MIN.
RADIUS	5'-15'	15'-40'



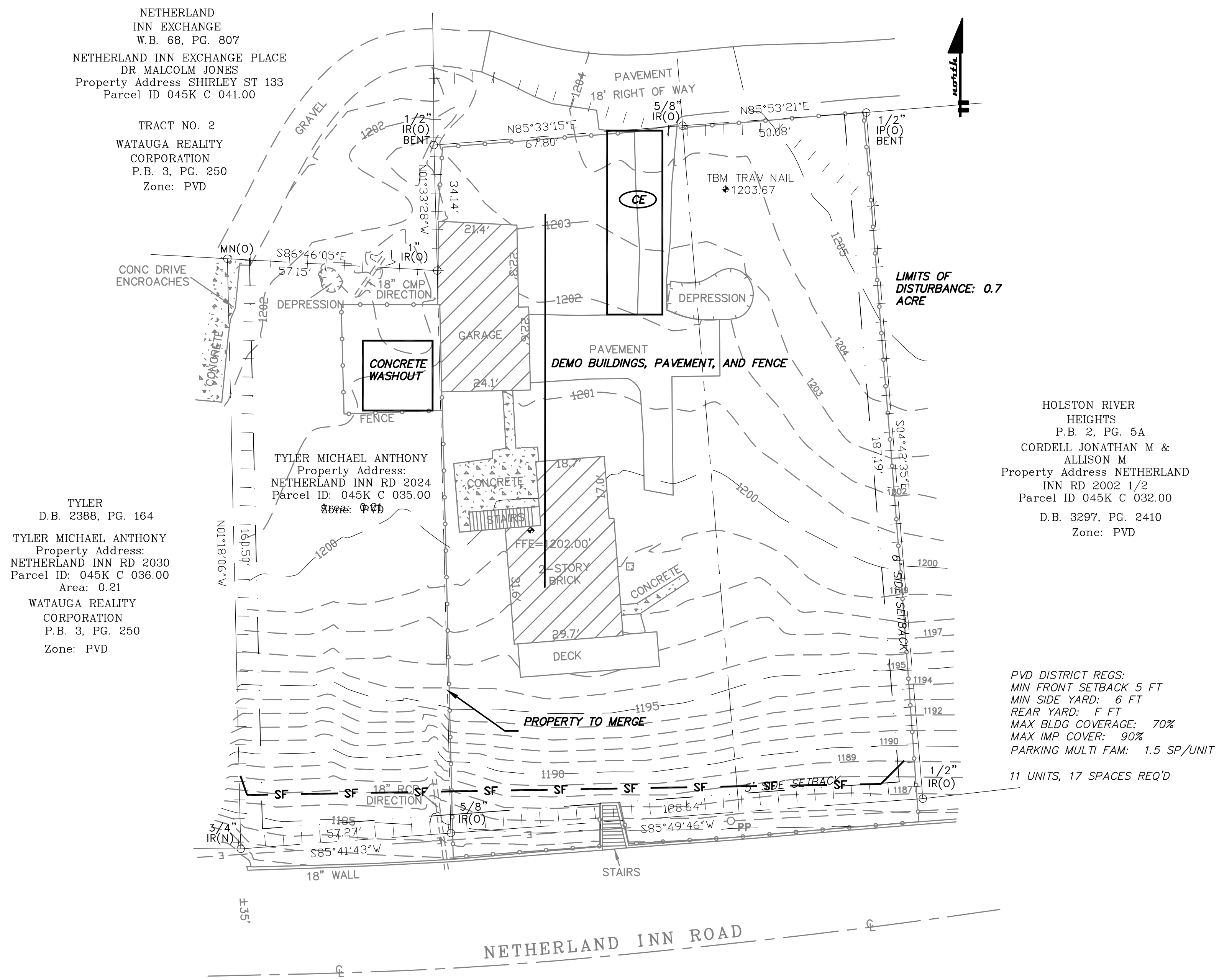
NOTE:
SEE TDOT STANDARD DRAWINGS
RP-D-15 AND RP-D-16 FOR ALL
DRIVEWAYS THAT INCLUDE SIDEWALKS



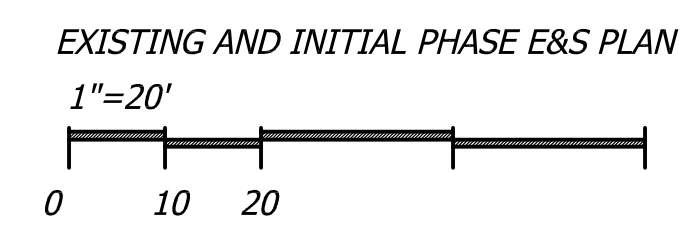
NOTE:
CURB , CUTTER, AND
SIDEWALK JOINTS SHALL
ALIGN.



DRAWING TITLE	SCALE	DRAWING NO.	REV.
TYPICAL SIDEWALK PLAN 'B'	N. T. S.	A7.2	2



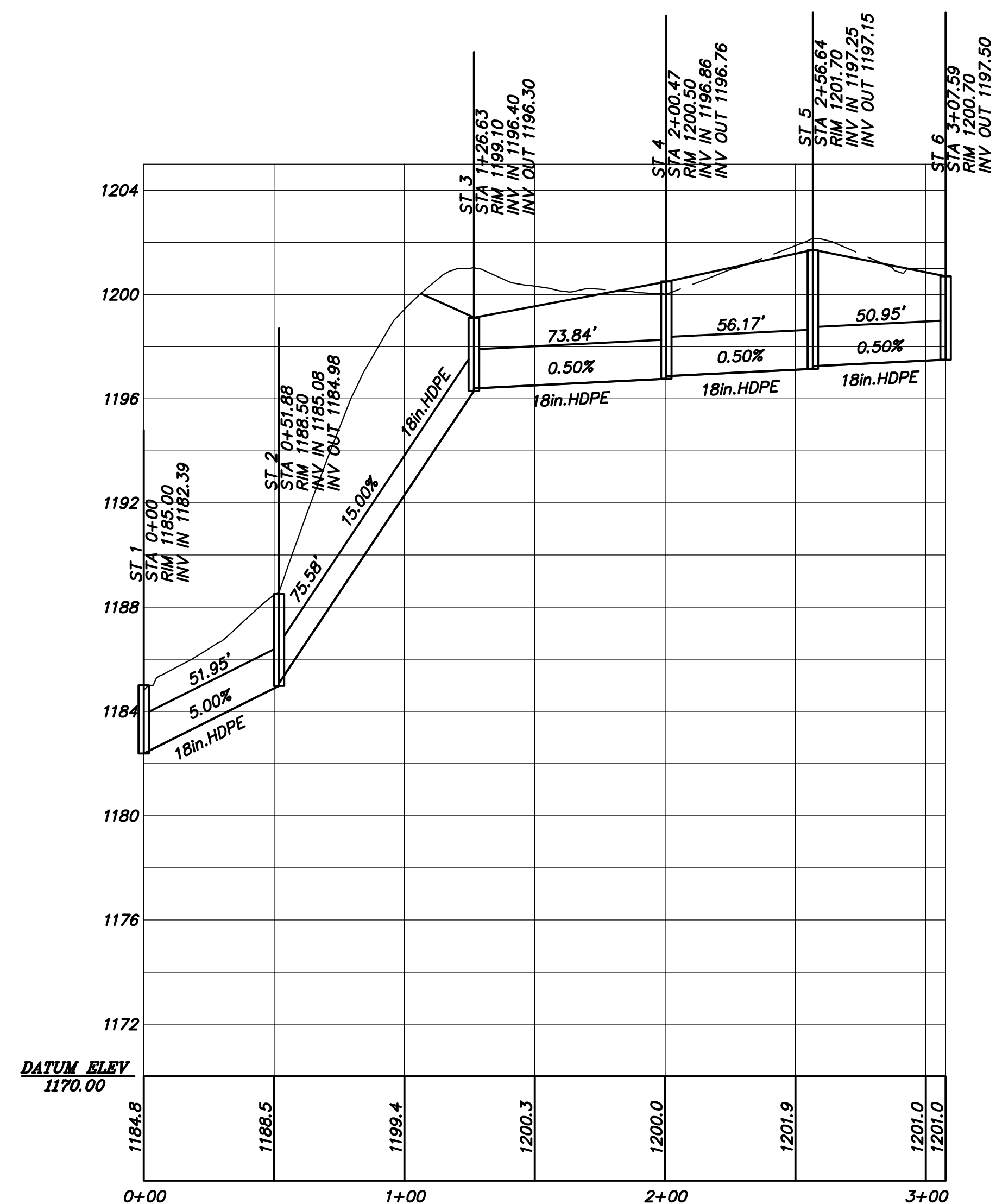
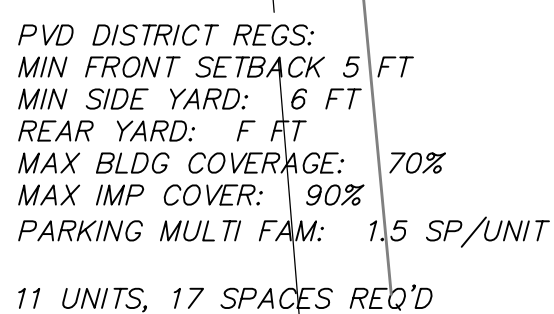
- E AND S LEGEND
- | | | | |
|-------|-----------------------|----|-------------------------|
| | LIMITS OF DISTURBANCE | OP | OUTLET PROTECTION |
| CE | CONSTRUCTION ENTRANCE | PS | PERMANENT SEEDING |
| --- | EXISTING CONTOURS | MU | MULCHING |
| SF-SF | SILT FENCE | BM | SLOPE STABILITY BLANKET |
| IP | INLET PROTECTION | | |



Date:	Description
3/5/25	SITE PLANS

**NETHERLAND INN ROAD
TOWNHOUSES
KINGSPORT, TN**

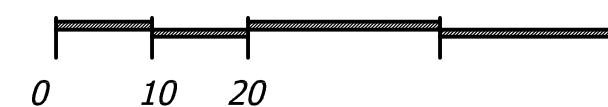
C2.2

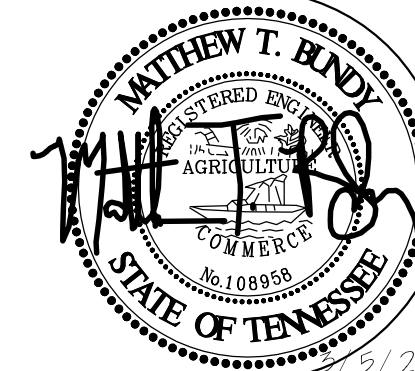


E AND S LEGEND

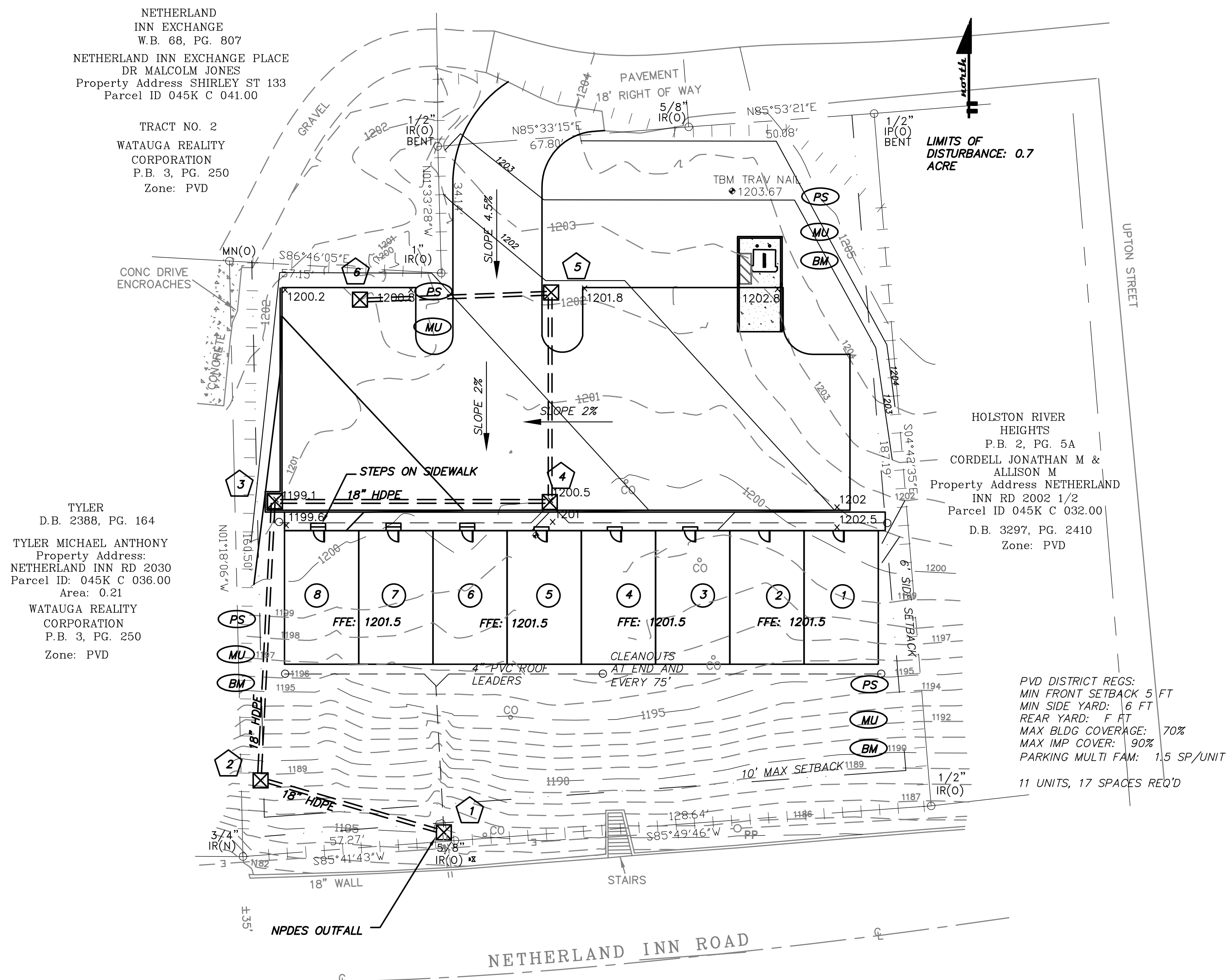
					LIMITS OF DISTURBANCE	(QP)	OUTLET PROTECTION
						(CE)	CONSTRUCTION ENTRANCE
						(PS)	PERMANENT SEEDING
- - - -					EXISTING CONTOURS	(MU)	MULCHING
-SF-	SF-				SILT FENCE	(BM)	SLOPE STABILITY BLANKET
						(IP)	INLET PROTECTION

INTERMEDIATE PHASE E&S PLAN

$$1''=20$$


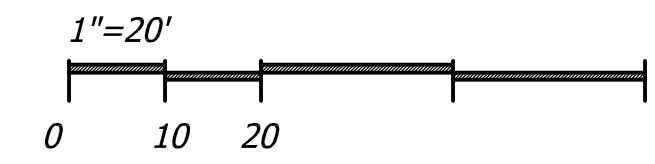


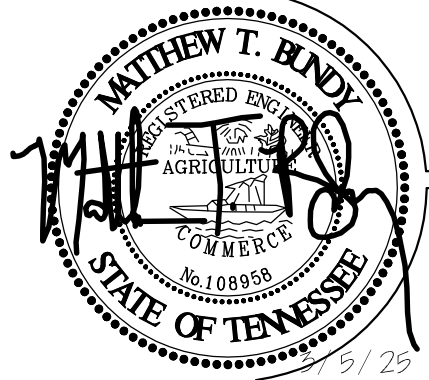
**NETHERLAND INN ROAD
TOWNHOUSES
KINGSFORT, TN**



- E AND S LEGEND
- | | | | |
|-------|-----------------------|----|-------------------------|
| | LIMITS OF DISTURBANCE | OP | OUTLET PROTECTION |
| CE | CONSTRUCTION ENTRANCE | PS | PERMANENT SEEDING |
| --- | EXISTING CONTOURS | MU | MULCHING |
| SF-SF | SILT FENCE | BM | SLOPE STABILITY BLANKET |
| IP | INLET PROTECTION | | |

FINAL PHASE E&S PLAN
1"=20'





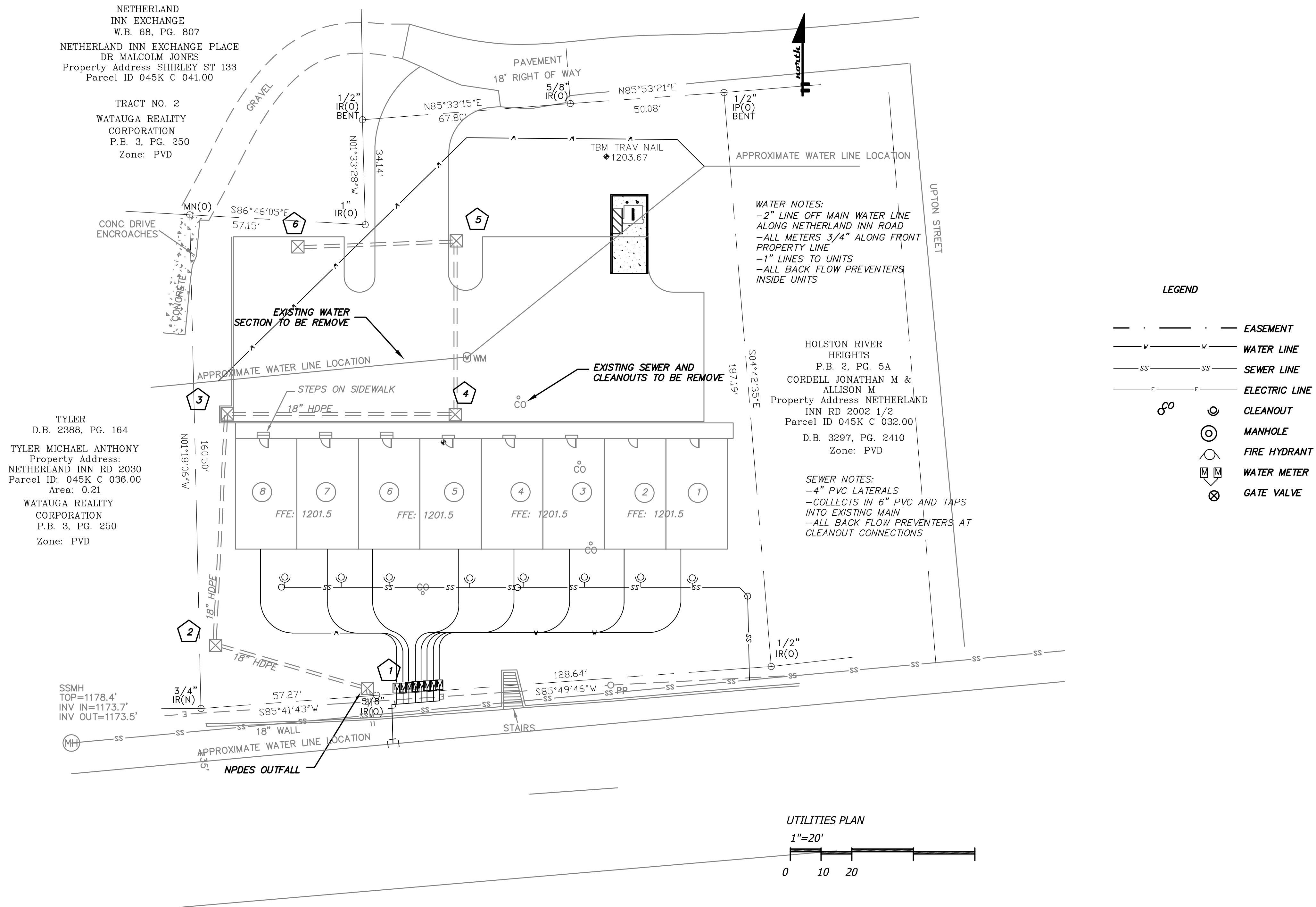
Project # 22073
Drawn by MTH
Approved by MTH

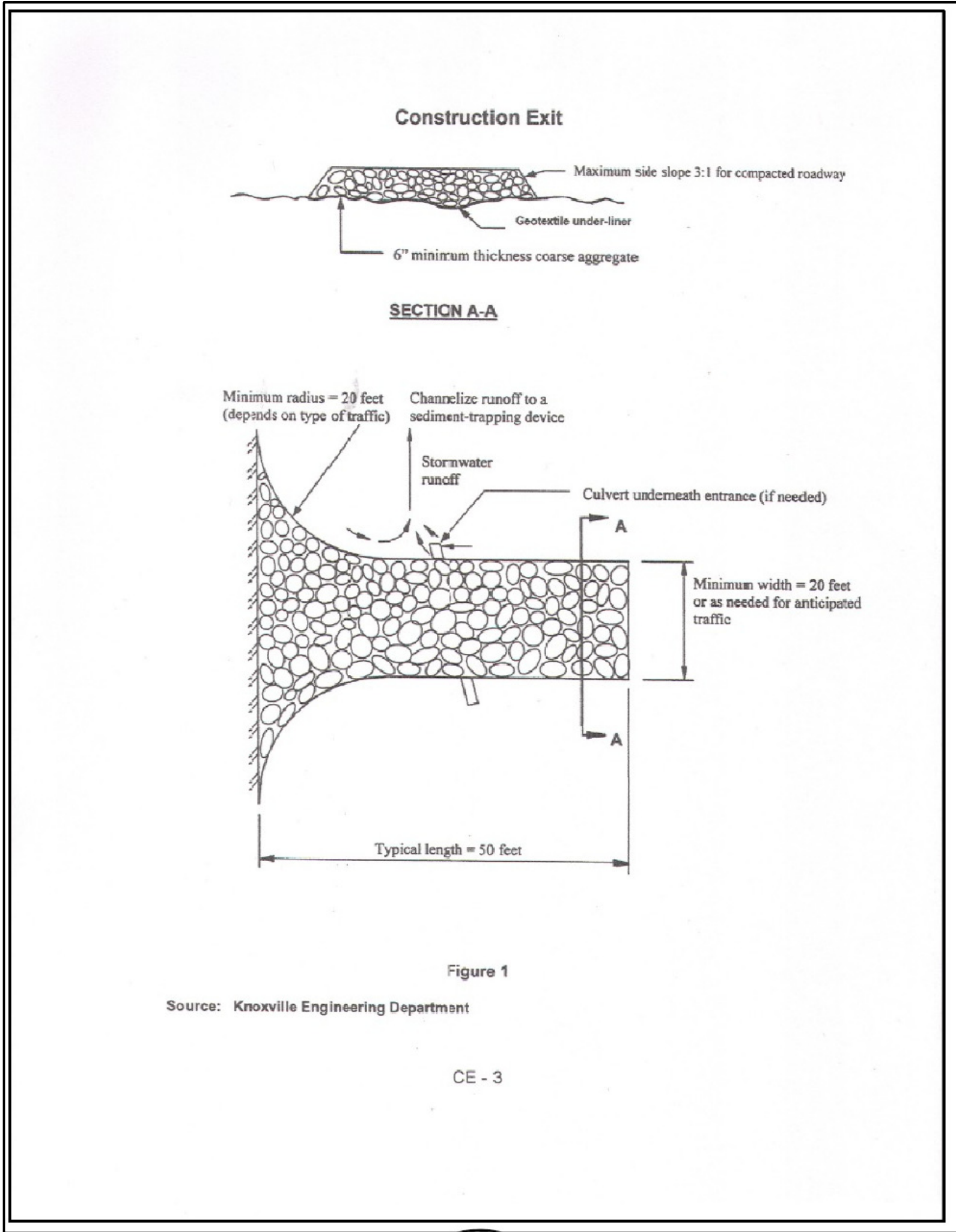
bundy
ARCHITECTURE & ENGINEERING
150 E MAIN ST ARLINGTON, VA 22206-5218 1067

Date: 3/15/25 SITE PLANS

**NETHERLAND INN ROAD
TOWNHOUSES
KINGSFORT, TN**

C3.1





CONSTRUCTION ENTRANCE

IF A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTING QUANTITY ESTABLISHED UNDER EITHER 40 CFR 114 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, THE CONTRACTOR WILL IMMEDIATELY NOTIFY TO THE PERMITTEE WHO SHALL THEN DO THE FOLLOWING: NOTIFY THE NATIONAL RESPONSE CENTER (NRC) (800-424-8802) AND THE TENNESSEE EMERGENCY MANAGEMENT AGENCY (TEMA) (EMERGENCIES: 800-262- 3300, NON-EMERGENCIES: 800-262-3400); AS WELL AS THE LOCAL ENVIRONMENTAL ASSISTANCE CENTER. THE RESPONSIBLE LAND DISTURBER SHALL PREPARE AN ADDENDUM TO THIS DOCUMENT IDENTIFYING MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES.

1. CONSTRUCTION VEHICLES SHALL CLEAN MUD FROM THEIR TIRES AND BODY ON-SITE SO THAT THE SEDIMENT WILL FLOW TO THE SEDIMENT CONTROL DEVICES. ANY SEDIMENT THAT ENDS UP IN THE STREET OR OTHER PLACES OFFSITE SHALL BE CLEANED UP WITH A SHOVEL AND BROOM OR OTHER MEANS BUT SHALL NOT BE WASHED AWAY USING WATER. THE CLEANED UP SEDIMENT SHALL BE PLACED BACK ONSITE OR TAKEN TO ANOTHER SITE WITH AN APPROVED AND FUNCTIONING SEDIMENT CONTROL PLAN.
2. VEHICLES AND EQUIPMENT SHALL BE FUELED ONSITE NEAR THE CONSTRUCTION EXIT IN A DESIGNATED CONTAINMENT AREA. CLEAN UP ANY FUEL SPILL IMMEDIATELY. CONTAMINATED SOILS WILL BE PLACED ON HEAVY PLASTIC AND COVERED OR PLACED IN APPROVED CONTAINERS TO PREVENT CONTACT WITH STORMWATER. ALL FUEL TANKS SHALL BE STORED IN THE CONTAINMENT AREA. ALL OIL, OTHER VEHICLE FLUIDS, SOLVENTS, PAINT, ETC. SHALL BE STORED IN A CONSTRUCTION TRAILER OR OTHER APPROVED CONTAINER.
3. CONCRETE TRUCKS SHALL WASH OUT THEIR EQUIPMENT IN A DESIGNATED AREA NEAR THE CONSTRUCTION EXIT WHERE THE RUNOFF FROM THE CLEANING WILL DRAIN TO THE SEDIMENT CONTROL DEVICES. NO RUNOFF FROM THE CLEANUP SHALL BE ALLOWED TO BE DISCHARGED DIRECTLY TO A SEDIMENT BASIN, TRAP, POND, STORM DRAIN, DITCH, STREAM, OR OTHER STORMWATER CONVEYANCE.
4. ALL HAZARDOUS MATERIALS SUCH AS EMPTY OR PARTIALLY EMPTY PAINT CANS, OIL CANS, FILTERS, CLEANING FLUID, ETC. SHALL BE DISPOSED OF BY TAKING THEM TO A HAZARDOUS MATERIAL DISPOSAL SITE IN ACCORDANCE WITH STATE LAWS. ALL WATER RUNOFF FROM WASHING OF PAINT TOOLS OR OTHER HAZARDOUS EQUIPMENT SHALL NOT BE DISCHARGED TO A SEDIMENT BASIN, TRAP, POND, STORM DRAIN, DITCH, STREAM, OR OTHER STORMWATER CONVEYANCE AND SHALL BE DISPOSED OF IN ACCORDANCE WITH STATE LAWS.
5. CONTRACTOR IS RESPONSIBLE FOR LITTER CONTROL AND CLEANUP. NO LITTER OR CONSTRUCTION DEBRIS SHALL BE ALLOWED TO LEAVE THE CONSTRUCTION SITE AND SHALL NOT BE ALLOWED TO ENTER A SEDIMENT BASIN, TRAP, POND, STORM DRAIN, DITCH, STEAM, OR OTHER STORMWATER CONVEYANCE.

EROSION AND SEDIMENT CONTROL NOTES

EC-1 UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL ESC PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE TN ESC HANDBOOK, LATEST EDITION.

EC-2 THE CITY MUST BE CONTACTED ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY AND ONE WEEK PRIOR TO FINAL INSPECTION.

EC-3 ALL ESC MEASURES MUST BE IN PLACE PRIOR TO OR AS THE FIRST STEP IN CLEARING.

EC-4 A COPY OF THE APPROVED ESC PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

EC-5 PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY ESC PLAN TO THE OWNER FOR REVIEW AND TO THE CITY FOR APPROVAL.

EC-6 THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL ESC MEASURES NECESSARY TO PREVENT EROSION SEDIMENTATION AS WARRANTED BY SITE CONDITIONS AND AS DETERMINED BY THE CITY.

EC-7 THE CONTRACTOR SHALL INSPECT ALL ESC MEASURES 2x PER WEEK, SEPARATED BY 72 HOURS AS MINIMUM INSPECTIONS AND AFTER EACH RUNOFF PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.

EC-8 ANY MATERIAL TRACKED BY VEHICLES FROM THE SITE ON TO PUBLIC STREETS, SHALL BE THOROUGHLY REMOVED BY SHOVELING AND/OR SWEEPING AT THE END OF THE WORKDAY.

EC-9 THE ESC NARRATIVE AND CALCULATIONS ARE AN INTEGRAL PART OF THIS PLAN.

EC-10 THE CITY MUST APPROVE ANY SIGNIFICANT ALTERATIONS, MODIFICATIONS, OR DELETIONS TO THE APPROVED PLAN PRIOR TO IMPLEMENTATION (UNLESS EMERGENCY SITUATIONS ARISE).

EC-11 ALL ESC MEASURES MUST BE IN PLACE BEFORE GRADING, ROADWAY, AND UTILITY INSTALLATION BEGIN.

EC-12 ALL AREAS OF THE SITE WHICH ARE NOT TO BE PAVED SHALL BE SEEDED WITHIN 14 DAYS OF FINAL GRADING. ANY AREAS PARTIALLY COMPLETE AND WHICH ARE TO BE LEFT IDLE GREATER THAN 14 DAYS SHALL BE SEEDED WITH TEMPORARY SEEDING. ALL DITCHES AND POND EMBANKMENTS SHALL BE SEEDED OR STABILIZED IMMEDIATELY AFTER INSTALLATION. SEEDING MIXTURES ARE PROVIDED IN THE DRAWINGS. ALL SLOPES GREATER THAN 35% TO REMAIN IDLE GREATER THAN 7 DAYS SHALL BE SEEDED WITH TEMPORARY OR PERMANENT SEEDING AND BLANKET WHERE REQUIRED.

EC-13 REMOVE TRAPPED SEDIMENT FROM SILT FENCE, CHECK DAMS, OTHER EROSION CONTROL MEASURES WHEN ACCUMULATION HAS REACHED 50% CAPACITY.

TEMPORARY SEEDING STD. 3.31		
DATES	SPECIES	RATES LB/AC
SEPT. 1-FEB. 14	50/50 ANNUAL RYEGRASS AND CEREAL (WINTER) RYE	50-100
FEB. 16-APR. 30	ANNUAL RYEGRASS	60-100
MAY 1-AUG. 31	GERMAN MILLET	50

PERMANENT SEEDING STD. 3.32

SPECIES	200-250 LBS/AC
KENTUCKY 31 FESCUE	90-100%
IMPROVED PERENIAL RYEGRASS	0-10%
KENTUCKY BLUEGRASS	0-10%

STEEP SLOPE SEEDING STD. 3.32

SPECIES	108 LBS/AC
KENTUCKY 31 FESCUE	2 LBS/AC
RED TOP GRASS	2 LBS/AC
SEASONAL NURSE CROP*	20 LBS/AC
CROWN VETCH	150 LBS/AC

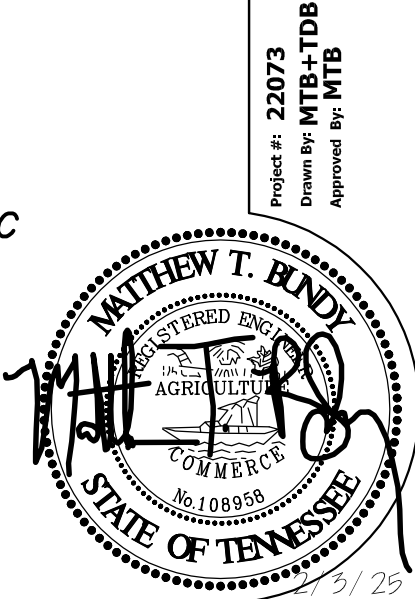
* SEASONAL NURSE CROPS
MAR. APR. THROUGH MAY 15
MAY 16 THROUGH AUG. 15
AUG. 16 THROUGH SEPT. OCT.
NOV. THROUGH FEB.

ANNUAL RYE
FOXTAIL MILLET
ANNUAL RYE
WINTER RYE

SOIL AMENDMENTS
Apply lime and fertilizer according to soil tests or apply 4,000 lb/acre ground agricultural limestone and 1,000 lb/acre 10-20-10 fertilizer.

MULCH
Apply 4,000-5,000 lb/acre grain straw or equivalent cover of another suitable mulching material.Anchor mulch by tacking with asphalt,roving, or netting.Netting is the perfered anchoring method on steep slopes

MAINTENANCE
Grass shall not be mowed until it has been established shuch that moving operations will not have a detrimental effect on the performance of the vegetative cover. Reseed ,fertilize, and mulch bare areas immediately.



bundy
ARCHITECTURE & ENGINEERING
190 E MAIN ST ARLINGTON, VA 22206-0210

Date: 2/3/25 SITE PLANS

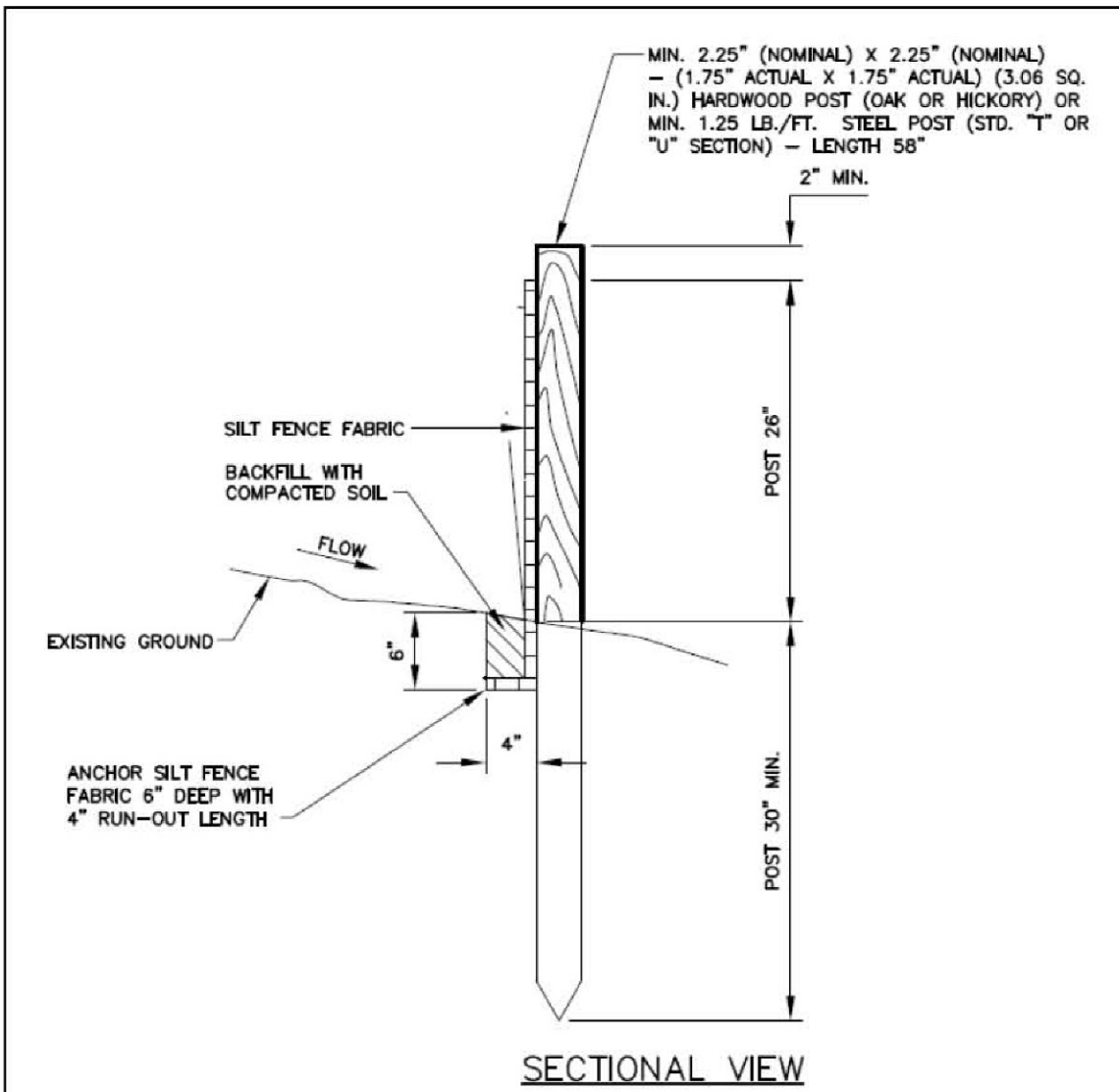
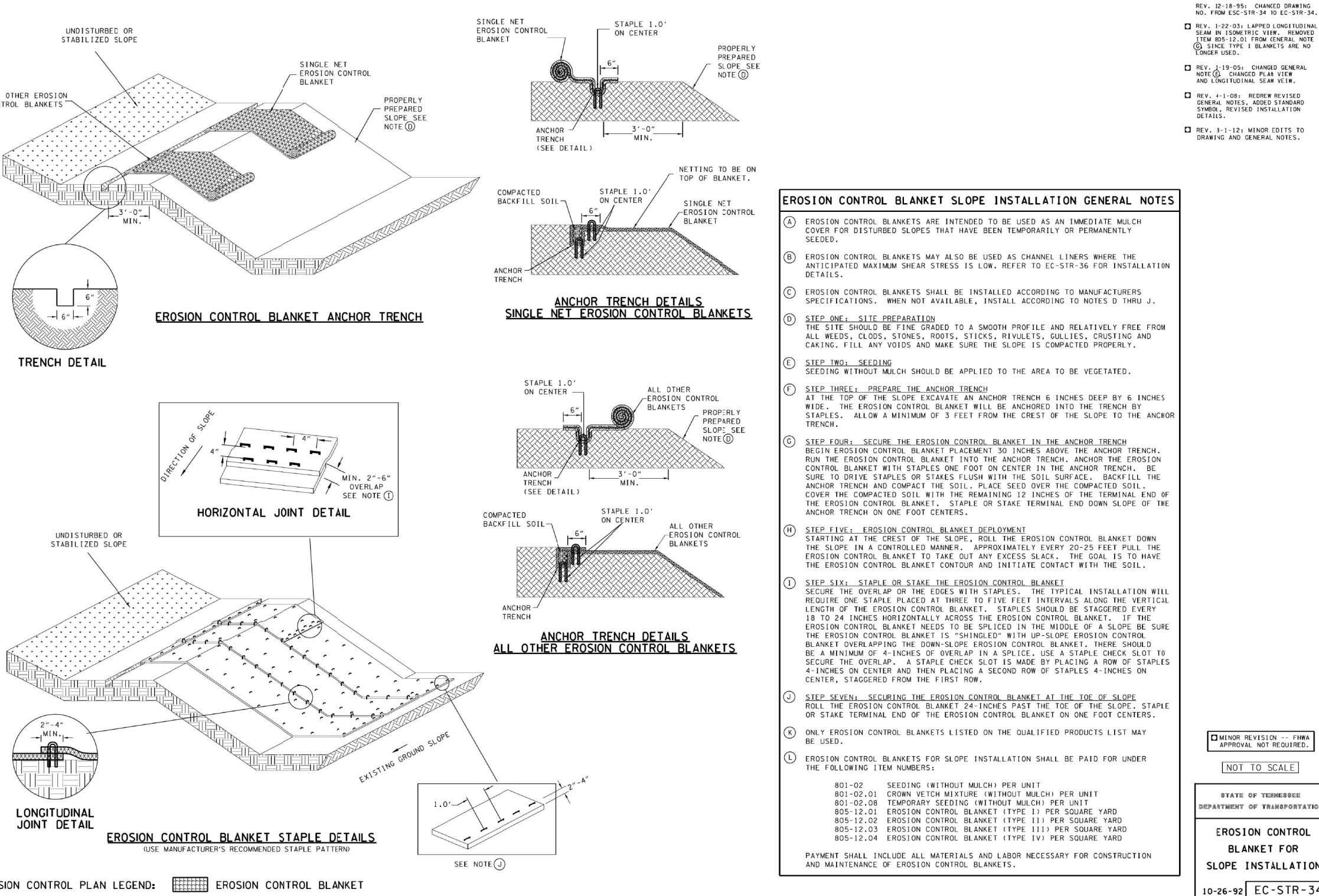
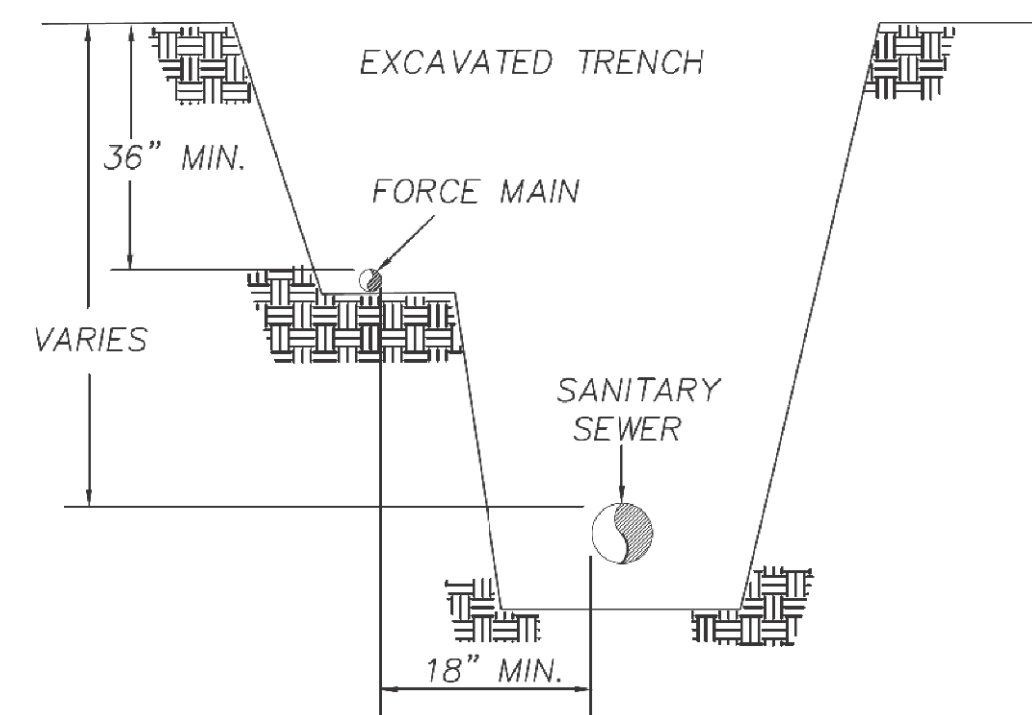


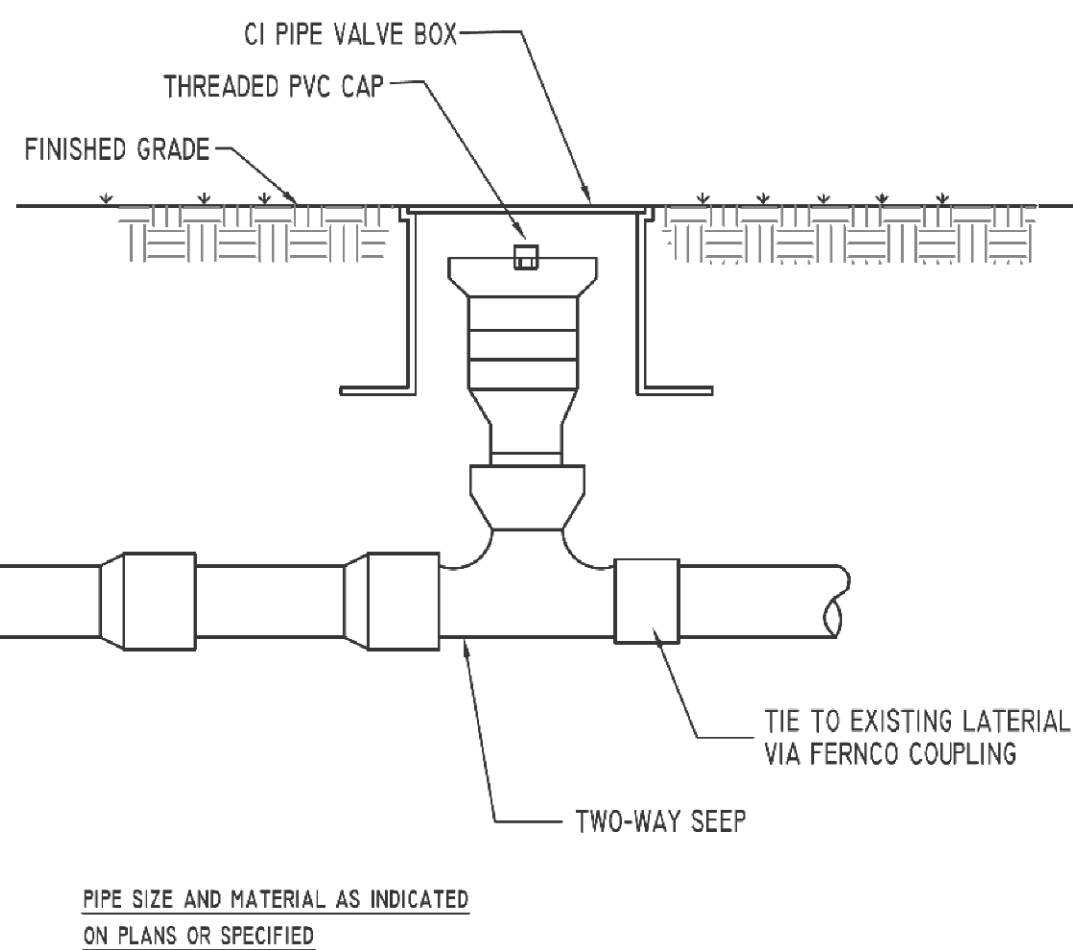
Figure 7.34-2 Silt fence details





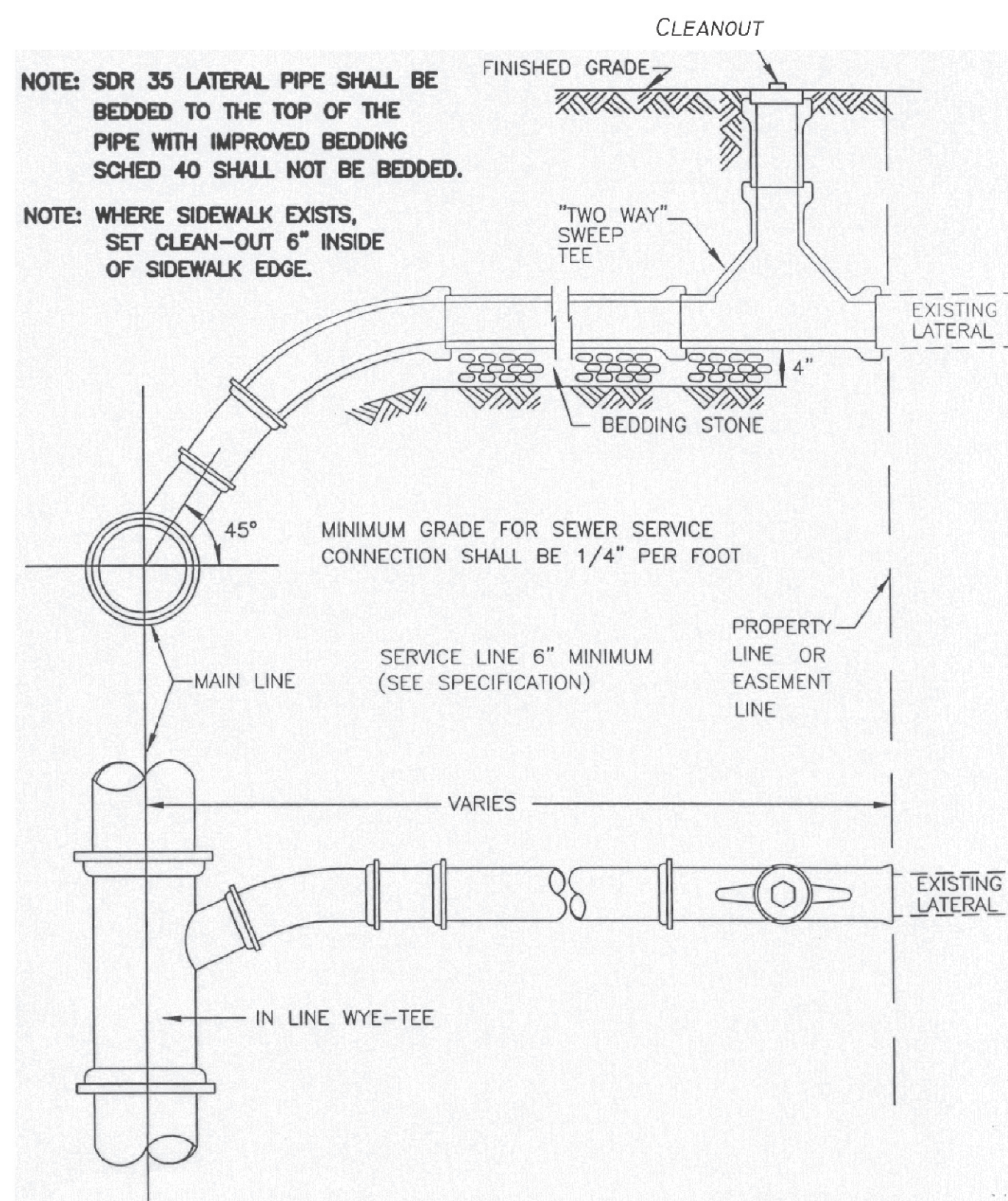
LOCATION OF FORCE MAIN AND GRAVITY SEWER IN EXCAVATED TRENCH

DRAWING TITLE	SCALE	DRAWING NO.	REV.
TRENCH DETAIL	N.T.S.	A2.9	



NOTE: TRANSITION FROM EXISTING 4" SERVICE LINE TO 6" SHALL BE MADE WITH ECCENTRIC REDUCER AND SHALL PROVIDE SMOOTH INVERT.

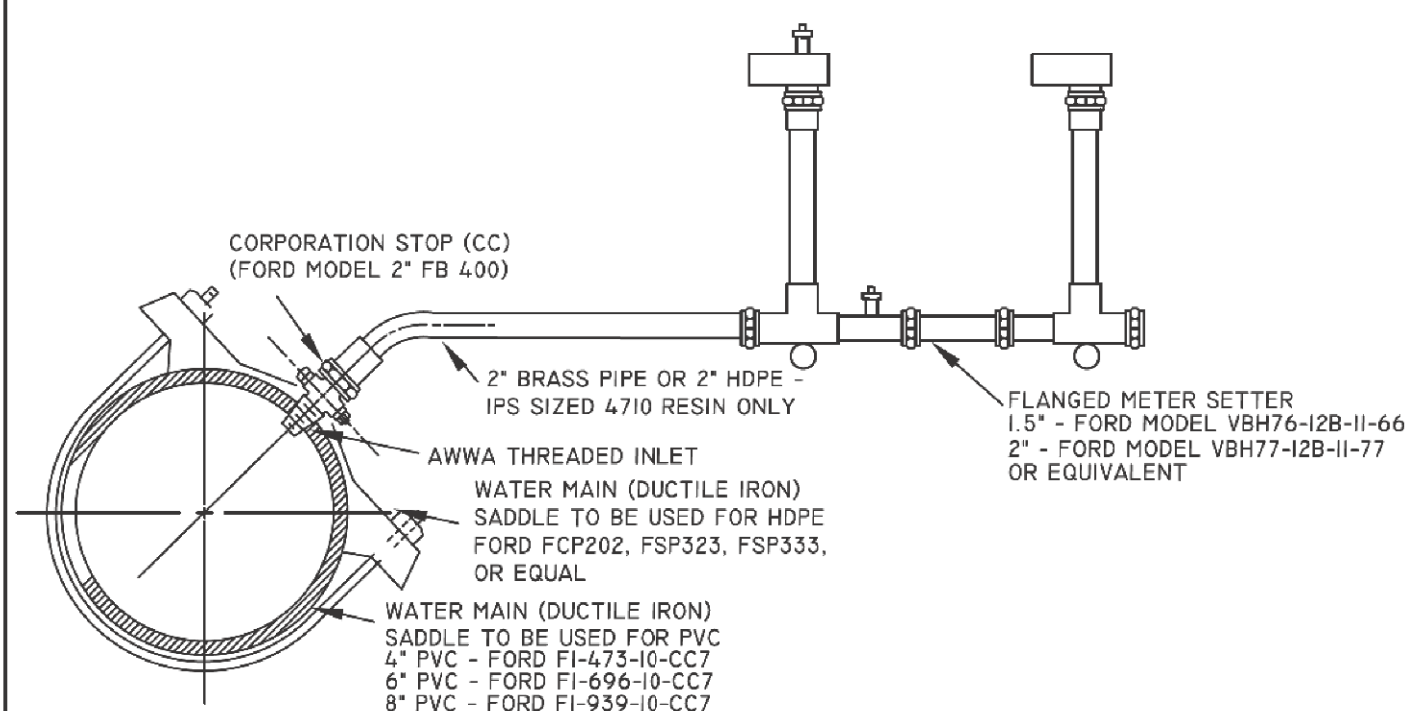
DRAWING TITLE	SCALE	DRAWING NO.	REV.
STANDARD CLEANOUT DETAIL	N.T.S.	A3.4	2



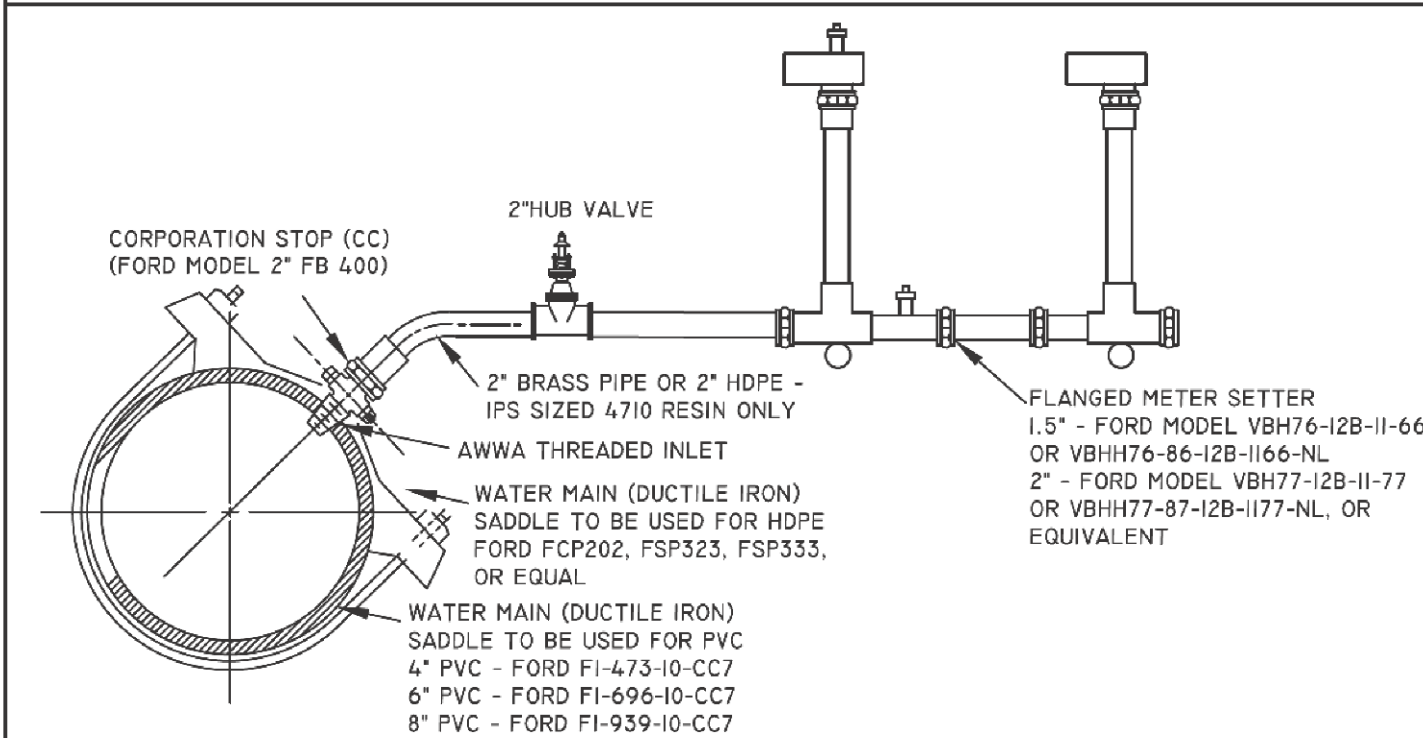
NOTE: SDR 35 LATERAL PIPE SHALL BE BEDDED TO THE TOP OF THE PIPE WITH IMPROVED BEDDING SCHED 40 SHALL NOT BE BEDDED.

NOTE: WHERE SIDEWALK EXISTS, SET CLEAN-OUT 6" INSIDE OF SIDEWALK EDGE.

DRAWING TITLE	SCALE	DRAWING NO.	REV.
SEWER LATERAL CONNECTIONS	N.T.S.	A3.9	

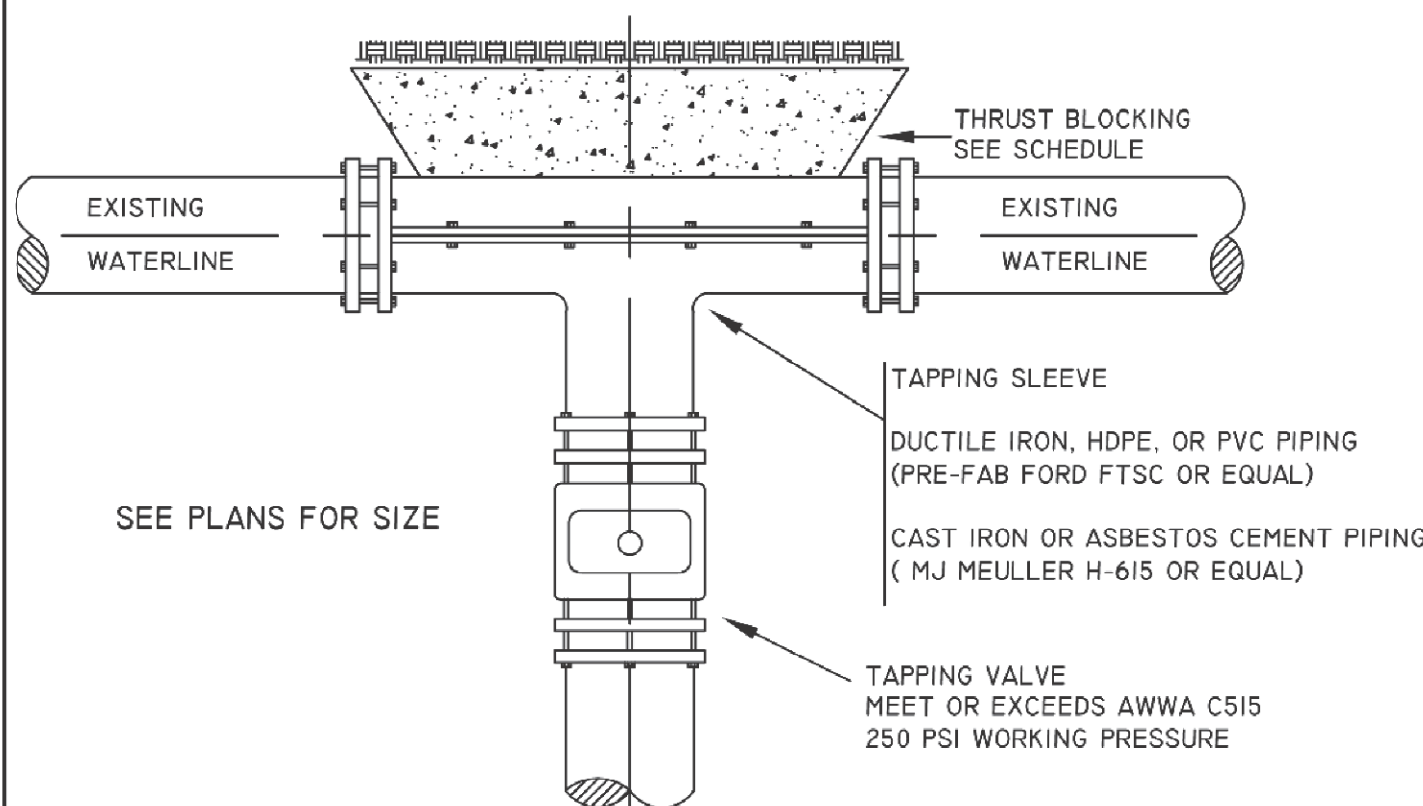


SHORT SIDE METER CONNECT



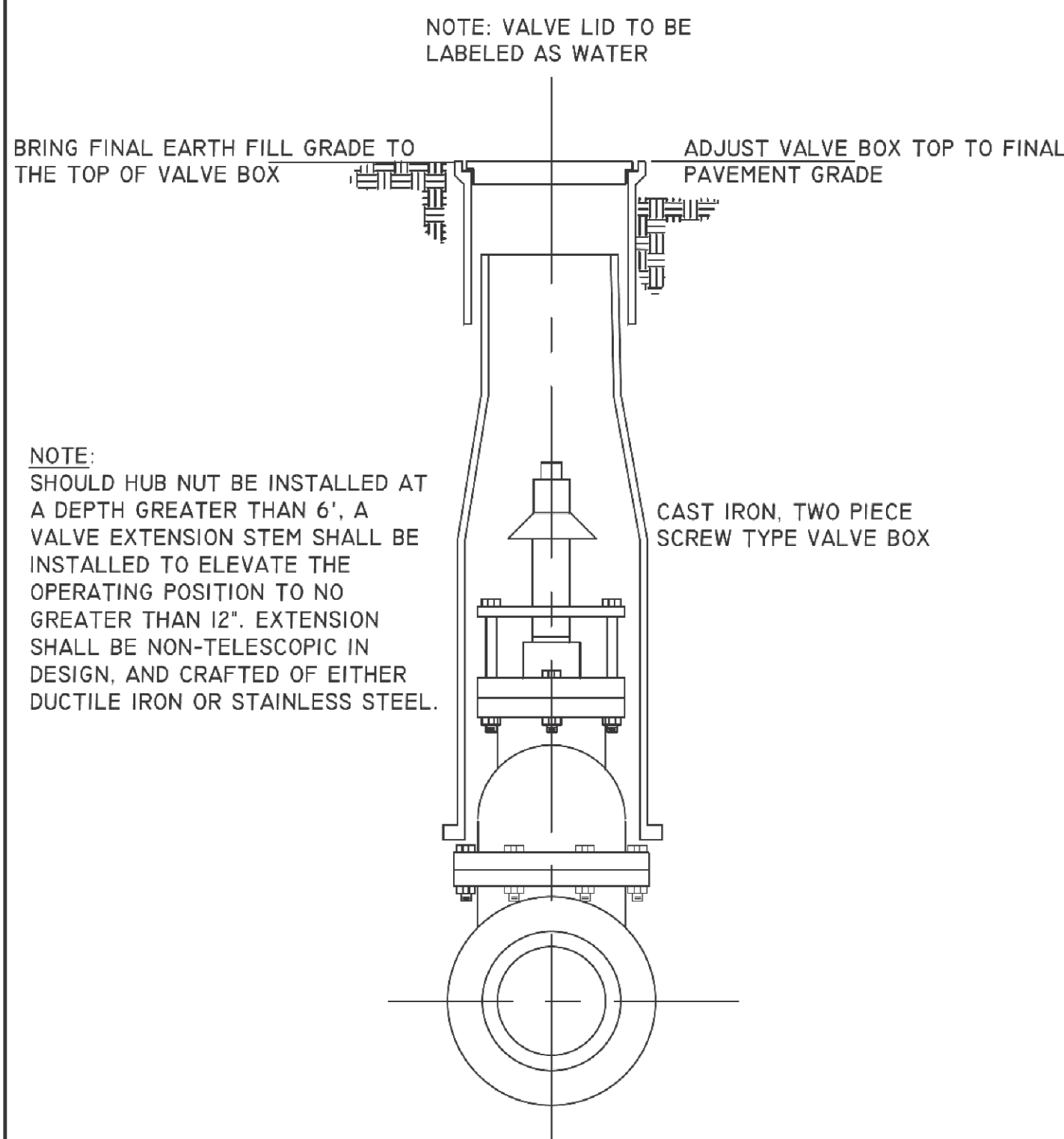
LONG SIDE METER CONNECT

DRAWING TITLE	SCALE	DRAWING NO.	REV.
SERVICE LINES, 2" METERS	N.T.S.	A4.10	3



SEE PLANS FOR SIZE

DRAWING TITLE	SCALE	DRAWING NO.	REV.
TYPICAL TAPPING VALVE AND SLEEVE	N.T.S.	A4.13	1



NOTE: SHOULD HUB NUT BE INSTALLED AT A DEPTH GREATER THAN 6". A VALVE EXTENSION STEM SHALL BE INSTALLED TO ELEVATE THE OPERATING POSITION TO NO GREATER THAN 12". EXTENSION SHALL BE NON-TELESCOPIC IN DESIGN, AND CRAFTED OF EITHER DUCTILE IRON OR STAINLESS STEEL.

DRAWING TITLE	SCALE	DRAWING NO.	REV.
TYPICAL VALVE BOX SETTING	N.T.S.	A4.15	1

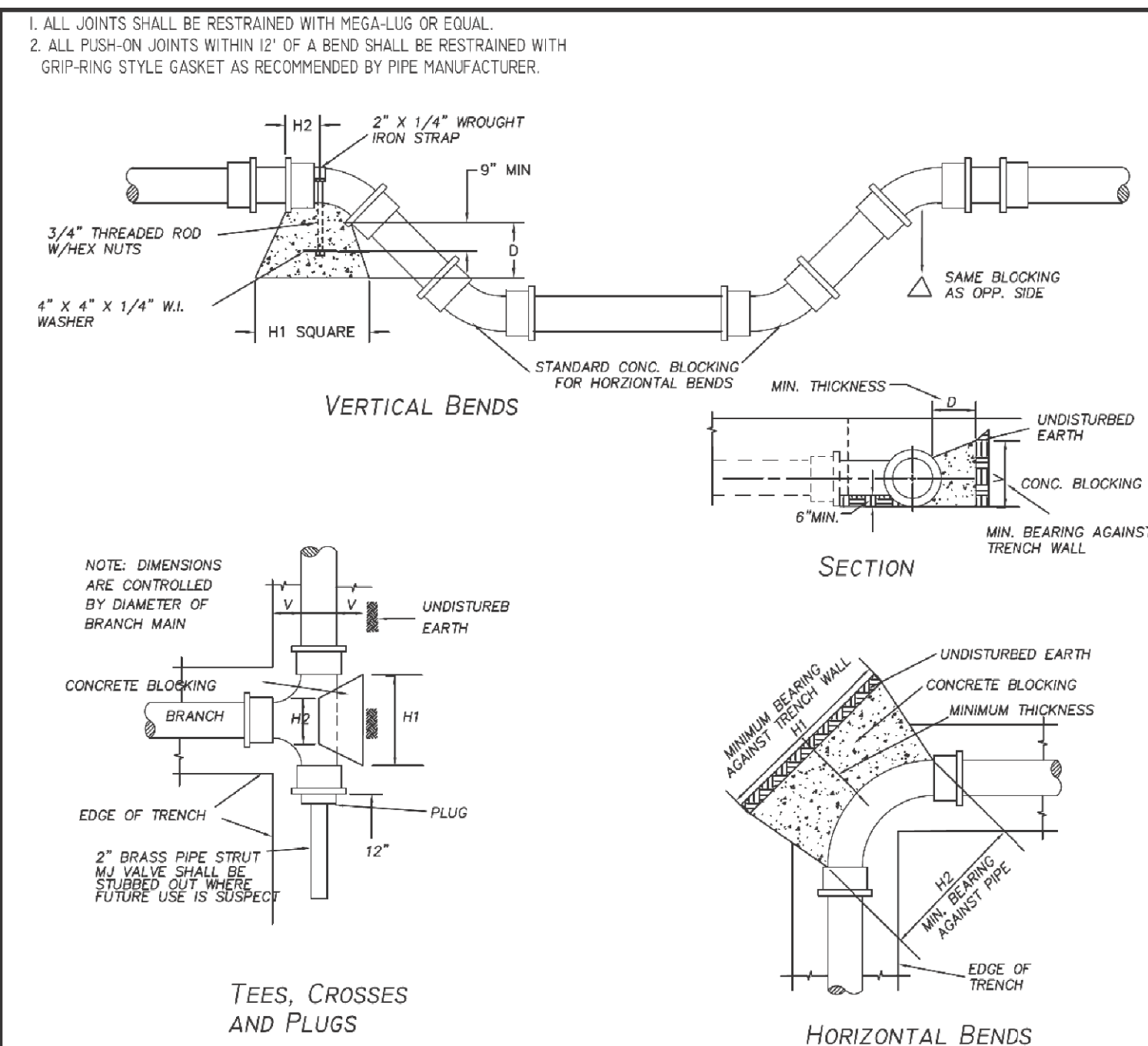


TABLE OF DIMENSIONS FOR CONCRETE BLOCKING																												
SIZE		TEE/CROSS										90° BENDS				45° BENDS				22 1/2° BENDS				11 1/4° BENDS				SIZE
PIPE	H1	H2	V	D	CU	HT	H1	H2	V	D	CU	HT	H1	H2	V	D	CU	HT	H1	H2	V	D	CU	HT	PIPE			
28-3 1/4"	18"	10"	12"	18"	1.50	18"	10"	12"	18"	1.50	18"	10"	12"	18"	1.50	18"	10"	12"	18"	1.50	18"	10"	12"	18"	28-3 1/4"			
3 1/4"	12"	10"	12"	18"	1.50	18"	10"	12"	18"	1.50	18"	10"	12"	18"	1.50	18"	10"	12"	18"	1.50	18"	10"	12"	18"	3 1/4"			
6"	24"	10"	18"	18"	3.50	30"	16"	18"	18"	6.05	26"	10"	16"	18"	3.20	26"	10"	16"	18"	3.20	26"	10"	16"	18"	6"			
8"	36"	18"	18"	18"	5.05	35"	24"	24"	24"	8.30	30"	18"	18"	18"	4.95	26"	11"	18"	18"	4.65	26"	11"	18"	18"	8"			
10"	48"	24"	18"	24"	7.15	44"	30"	24"	18"	10.35	36"	24"	18"	24"	6.60	30"	18"	18"	18"	6.30	30"	24"	18"	24"	10"			
12"	60"	30"	24"	24"	9.6	54"	36"	36"	24"	13.8	48"	30"	24"	30"	9.60	36"	18"	24"	24"	9.60	36"	30"	24"	30"	12"			
14"	72"	36"	30"	30"	12.0	64"	42"	42"	30"	16.8	54"	36"	30"	36"	12.0	42"	24"	30"	30"	12.0	42"	36"	30"	36"	14"			
16"	84"	42"	36"	36"	14.4	74"	48"	48"	36"	19.8	60"	42"	36"	42"	14.4	48"	30"	36"	36"	14.4	48"	42"	36"	42"	16"			
18"	96"	48"	42"	42"	16.8	84"	54"	54"	42"	22.8	66"	48"	42"	48"	16.8	54"	36"	42"	42"	16.8	54"	48"	42"	48"	18"			
20"	108"	54"	48"	48"	19.2	94"	60"	60"	48"	25.8	72"	54"	48"	54"	19.2	60"	42"	48"	48"	19.2	60"	54"	48"	54"	20"			
24"	132"	66"	60"	60"	23.0	114"	72"	72"	60"	30.6	84"	60"	60"	66"	23.0	72"	54"	60"	60"	23.0	72"	66"	60"	66"	24"			
30"	156"	84"	72"	72"	27.0	134"	84"	84"	72"	36.0	102"	72"	72"	84"	27.0	84"	60"	72"	72"	27.0	84"	84"	72"	84"	30"			
36"	180"	96"	84"	84"	30.6	154"	96"	96"	84"	39.6	120"	84"	84"	96"	30.6	96"	72"	84"	84"	30.6	96"	96"	84"	96"	36"			

DRAWING TITLE	SCALE	DRAWING NO.	REV.
CONCRETE THRUST BLOCKING FOR WATER LINES	N.T.S.	A4.17	1

NOTES:

1. PRIVATE PROPERTY WILL NOT BE LEFT IN A DISTURBED MANNER FOR A PERIOD LONGER THAN 30 CALENDAR DAYS. THERE WILL BE A CHARGE OF \$100.00 PER DAY PER OCCURANCE FOR DAMAGES.
2. ALL EXISTING UTILITY LOCATIONS ARE TO BE VERIFIED BY THE CONTRACTOR WITH THE APPROPRIATE AGENCY AND PROTECTED UNLESS OTHERWISE NOTED OR SHOWN ON THE PLANS.
3. ALL SURPLUS ITEMS (SUCH AS PUMP STATIONS) THAT ARE REMOVED/REPLACED AS A RESULT OF CONSTRUCTION ARE TO BE DELIVERED TO AND BECOME THE PROPERTY OF THE CITY OF KINGSPORT.
4. ALL SIGNING FOR TRAFFIC CONTROL SHALL BE DONE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - LATEST EDITION.
5. ALL UTILITY CUTS IN A ROADWAY SHALL BE SAW CUT AND BACKFILLED WITH MINERAL AGGREGATE BASE COMMONLY REFERRED TO AS PUG MILL. THE BACKFILLING SHALL BE IN LIFTS WITH SUFFICIENT COMPACTION TO PASS 85% OF SOLID ROCK AS DETERMINED BY AASHTO-T85 (APPROXIMATELY 140 P.C.F.). IN A TIMELY MANNER, 4" OF ASPHALTIC BINDER SHALL BE PLACED IN THE TRENCH BRINGING THE TOP FLUSH WITH THE EXISTING PAVEMENT.
6. REPAIR OF WATERLINE BREAKS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
7. TO COMBAT DUST PROBLEMS, THE CONTRACTOR SHALL INTRODUCE EITHER 1.54 LBS. OF CALCIUM CHLORIDE IN THE FLAKE FORM OR 1.32 LBS. OF CALCIUM CHLORIDE IN THE PELLET FORM TO EACH SQUARE YARD OF ROADWAY WHERE THE ASPHALT HAS BEEN REMOVED. THE CALCIUM CHLORIDE WILL BE THOROUGHLY MIXED WITH THE FINAL 3" OF PUG MILL IN THE TRENCH PRIOR TO COMPACTION. THIS CAN BE SPREAD AS A SOLID OR LIQUID. IF IN THE EVENT THE TRENCH HAS NOT BEEN PATCHED IN 45 CALENDAR DAYS, THE ABOVE PROCESS MUST BE REPEATED. IN ADDITION TO THE CALCIUM CHLORIDE, THE ROADWAY SHOULD BE WATERED TWICE DAILY.
8. UTILITY POLE RELOCATION TO BE DONE BY OTHERS UNLESS SPECIFIED OTHERWISE IN THE CONTRACT.
9. THE ENDS OF ALL LATERALS ARE TO BE MARKED WITH A 2"X2" CREOSOTE OR SALT TREATED STAKE EXTENDING 6" ABOVE THE GROUND AN A MINIMUM OF 4' IN LENGTH, WITH ALSO AN 18" #4 REBAR DRIVEN FLUSH WITH THE GROUND.
10. TYPICALLY, EASEMENT WIDTHS ARE 15' PERMANENT EASEMENTS LOCATED 7.5' EACH SIDE OF THE SEWER CENTERLINE WITH AN ADDITIONAL 10' TEMPORARY CONSTRUCTION EASEMENT LOCATED ADJACENT TO EACH SIDE OF THE PERMANENT EASEMENT. CONTRACTOR IS RESPONSIBLE FOR WORKING WITHIN THE CONSTRAINTS OF THESE EASEMENTS UNLESS SHOWN DIFFERENTLY ON PLANS.
11. DUCTILE IRON PIPE TO BE USED FOR FIRST 10' OF FORCE MAIN OUT OF DUPLEX PUMP STATIONS.
12. MAGNETIC MARKING WIRE IS TO BE USED ON ALL FORCE MAIN PIPE AND IS TO BE INCLUDED IN THE PRICE OF THE PIPE. (SEE NOTE #26)
13. ALL EXCESS ELECTRICAL WIRE IN PUMP STATIONS IS TO BE TRIMMED.
14. PRICE FOR RESIDENTIAL PUMP STATIONS ARE TO INCLUDE ALL NECESSARY ELECTRICAL CONNECTIONS.
15. NO PLUMBING IS TO BE PLACED SO THAT RESIDENTIAL PUMP STATIONS CANNOT BE REMOVED.
16. THE CITY WILL NO LONGER PURCHASE UNUSED MATERIALS AT THE END OF THE JOB, UNLESS IT IS THE RESULT OF A DEVIATION FROM THE PLAN. THE RESTOCKING COST IS NOT A PAY ITEM.
17. ALL CHECK VALVES 4" OR LARGER SHALL HAVE STAINLESS STEEL HINGE PINS.
18. STONE BACKFILL AROUND MANHOLES WILL BE PAID FOR AT 2.64 TONS PER VERTICAL FOOT OF DEPTH.
19. 6" LATERAL PIPE WILL BE PAID FOR BY LINEAL FEET MEASURED FROM THE CENTERLINE OF THE MAIN SEWER TO THE CENTERLINE OF THE CLEANOUT CAP. TEES, WYES, FITTINGS, RISER PIPE, AND CAPS AT THE END OF THE LATERAL PIPE WILL BE PAID AS ONE UNIT (CLEANOUT ASSEMBLY).
20. TRANSDUCERS WILL BE USED IN ALL PUMPING STATIONS INSTEAD OF FLOATS.
21. ANY DAMAGE TO ROADWAY CAUSED BY BLASTING WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
22. NO FLAT TOP MANHOLES ARE TO BE INSTALLED IN STREETS.
23. IN CONCRETE FORMING, EXPANSION PAPER IS TO BE USED AROUND ALL EXISTING STRUCTURES. THIS COST IS NOT A SEPARATE PAY ITEM, AND WILL BE INCLUDED IN THE COST OF THE CONCRETE.
24. ON SEWERLINES WITH STEEP SLOPES, A MECHANICAL JOINT BEND WILL BE REQUIRED TO CONNECT THE SEWER WITH THE MANHOLE. PAYMENT FOR THIS BEND WILL BE INCLUDED WITH THE MANHOLE, AND IS NOT A SEPARATE PAY ITEM.
25. IT IS THE CONTRACTORS RESPONSIBILITY TO CLEAR ALL TREES INSIDE THE PERMANENT EASEMENT AND TO PROTECT ALL TREES POSSIBLE INSIDE THE TEMPORARY CONSTRUCTION EASEMENT.
26. COATED 14 GAUGE WIRE IS TO BE INSTALLED WITH THE FORCE MAIN PIPE. THE CONTRACTOR SHALL TEST CONTINUITY OF THE 14 GAUGE WIRE. THIS WILL BE PAID FOR AS PART OF THE FORCE MAIN AND IS NOT A SEPARATE PAY ITEM.
27. ALL TRENCHES IN ROADWAY ARE TO BE PAVED WITHIN 3 DAYS.
28. PROVIDE EROSION CONTROL AS NECESSARY TO MEET REQUIREMENTS OF THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION. THIS HANDBOOK IS AVAILABLE AT LOCAL T.D.E.C. OFFICE.
29. KEEP CLEARING AND GRUBBING TO NECESSARY MINIMUM FOR GRADING AND PIPELINE INSTALLATION.
30. STAGE CONSTRUCTION IN PHASES AS NECESSARY TO MINIMIZE CLEARED SURFACE AREA EXPOSURE TIME.
31. EROSION CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE CLEARING AND GRUBBING OPERATIONS BEGIN. PROPERLY CONSTRUCT AND MAINTAIN THROUGHOUT CONSTRUCTION PERIOD. EROSION AND SEDIMENT CONTROL DEVICES SHOWN ON DRAWINGS ARE MINIMUM REQUIRED. PROVIDE ADDITIONAL EROSION CONTROL APPURTENANCES AS REQUIRED BY LOCAL, STATE, AND FEDERAL REGULATIONS.
32. CHECK EROSION CONTROL MEASURES WEEKLY. CHECK DAILY DURING PROLONGED RAINFALL. REPAIR OR REPLACE AS REQUIRED.
33. PRESERVE VEGETATIVE GROUND COVER UNLESS GRADE WORK IS TO BEGIN WITHIN 15 DAYS.
34. APPLY TEMPORARY SOIL STABILIZATION WITH APPROPRIATE ANNUAL VEGETATION ON AREAS REMAINING UNFINISHED MORE THAN 7 CALENDAR DAYS.
35. INSTALL STAKED AND ENTRENCHED SEDIMENTATION BARRIER ON CONTOUR, AT BASE OF ALL FILLS, CUTS AND STOCKPILES TO MINIMIZE SEDIMENT TRANSPORTATION. TURN ENDS OF SILT FENCING UP HILL TO POND SURFACE. WATER. REPLACE OR REPAIR SILT FENCE AT END OF WORK DAY OR PRIOR TO RAIN EVENT.
36. DIVERT ALL SURFACE WATER AWAY FROM CONSTRUCTION USING DIVERSION DITCHES OR OTHER MEANS TO REDUCE EROSION POTENTIAL.
37. PLACE INITIAL EROSION CONTROL MEASURES TO MINIMIZE EROSION POTENTIAL AND TRANSPORT. INSTALL CHECK DAMS AS NECESSARY.
38. USE ONLY CLEAN, HARD ROCK CONTAINING NO SAND, DUST OR ORGANIC MATERIAL.
39. INSTALL AND MAINTAIN EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH TENNESSEE EROSION CONTROL HANDBOOK, LATEST EDITION.
40. WATER AREAS SUBJECT TO DUST FORMATION TO RETARD DUST AND PREVENT WIND EROSION. INCLUDE COST FOR DUST CONTROL WITHIN BID PRICE FOR EROSION AND SEDIMENT CONTROL.
41. TOPSOIL, SEED, FERTILIZE, AND MULCH ALL NEWLY GRADED AREAS WITHIN 14 DAYS AFTER GRADING ENDS. INSTALL TDOT TYPE II EXCELSIOR EROSION CONTROL MATTING AFTER FINAL SEEDING ON SLOPES 3:1 OR GREATER.
42. DO NOT SEED DURING RAINFALL EVENTS OR WHEN HEAVY RAIN IS EXPECTED. DO NOT SEED DURING WINDY WEATHER OR WHEN GROUND SURFACE IS FROZEN, WET, OR OTHERWISE UNSUITABLE. DO NOT PERFORM PERMANENT SEEDING DURING DECEMBER AND JANUARY. TEMPORARY SEEDING MAY BE PERFORMED DURING WINTER MONTHS WITH EXPECTATIONS THAT ADDITIONAL SEEDING IS REQUIRED IN SPRING.
43. PLACE MINIMUM OF 4" OF TOPSOIL AND SEED ON ALL NEWLY GRADED EARTHEN AREAS. MACHINE TRACK AND HYDROSEED ALL AREAS. AT A MINIMUM, APPLY KENTUCKY 31 FESQUE AT A RATE OF 7 LBS. PER 1,000 S.F. AND ANNUAL RYE AT A RATE OF 3 LBS. PER 1,000 S.F.
44. PLACE A MINIMUM OF 2" OF AGGREGATE BASE COURSE TO STABILIZE ROADWAY SECTIONS.
45. ALL STORM SEWER STRUCTURES SHALL BE NPDES II COMPLIANT AND MARKED "DUMP NO WASTE! DRAINS TO WATERWAY".
46. SILT FENCING AND OTHER SEDIMENT AND EROSION CONTROL MEASURES SHALL BE PLACED WHERE NECESSARY AND AS REQUIRED BY THE PROJECT MANAGER TO CONTROL SEDIMENTS. THIS IS INCIDENTAL TO THE WORK AND IS NOT A PAY ITEM.
47. PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL IMPACT 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.
48. MANHOLE, VALVE, & METER RISER RINGS SHALL BE MADE FROM A HIGH PERFORMANCE COPOLYMER POLYPROPYLENE AS MANUFACTURED BY TURNER COMPANY.
49. THE MINIMUM HEIGHT OF RISER RINGS SHALL BE 2" RINGS AND THEY SHALL NOT BE STACKED HIGHER THAN 10". THERE SHALL BE NO MORE THAN 2 RINGS PER MANHOLE.
50. SIDEWALK REPLACEMENT: WHEN EXISTING SIDEWALKS ARE ALTERED, ADA REQUIREMENTS SHALL BE MET. ANY EXISTING SIDEWALK THAT TOUCHES THE ROADWAY AND IS ALTERED SHALL BE REPLACED BY AN ADA COMPLIANT RAMP. DETAILS ARE INCLUDED IN THE CITY OF KINGSPORT CONSTRUCTION SPECIFICATIONS. ANY SUCH RAMPS WILL BE PAID AT THE SAME UNIT PRICE AS ALL OTHER SIDEWALKS.
51. A GREEN COATED #14 SOLID CONDUCTOR COPPER TRACER WIRE SHALL BE PLACED OVER ALL NON-METALLIC PIPING IN THE TRENCH TO PROVIDE A MEANS OF DETECTION. THE DETECTION DEVICE SHALL BE OF SUFFICIENT SIZE AND TYPE TO BE LOCATED BY ANY STANDARD METAL DETECTOR OR PIPE FINDER. CONNECTIONS, SUCH AS SEWER LATERALS, SHALL HAVE THE TRACER WIRE CONNECT TO THE MAIN LINE TRACER WIRE (STRIPPED INSULATION COPPER TO COPPER) AND FOLLOW THE LATERAL AND TERMINATE IN THE CLEANOUT BOX FOR FUTURE LOCATING ABILITY. TERMINATION AT THE MANHOLES SHALL BE UNDER THE MANHOLE LID AND RUN BETWEEN THE MH CASTING AND CONE. THE WARNING TAPE SHALL BE BURIED ONE FOOT ABOVE THE UTILITY PIPE, AND THE TRACER WIRE BELOW THE WARNING TAPE - CLOSER TO THE UTILITY PIPE. THE PURPOSE OF THE WARNING TAPE IS TO WARN OF THE UTILITY PIPE BELOW BEFORE THE PIPE IS DAMAGED. THE COSTS FOR THE INSTALLATION OF THESE DETECTION MATERIALS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE ASSOCIATED UTILITY PIPE. NO SEPARATE PAYMENT WILL BE MADE.

SPECIFICATIONS, PROJECT MANAGEMENT AND INSPECTION

1. THE CONTRACTOR SHALL COMPLETE ALL CONSTRUCTION IN ACCORDANCE WITH THE CITY OF KINGSPORT ENGINEERING SPECIFICATIONS. THE PROJECT MANAGEMENT AND INSPECTION WILL BE DONE BY THE CITY OF KINGSPORT ENGINEERING DEPARTMENT.

WATER LINE CONSTRUCTION

1. LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES SHOWN ARE APPROXIMATE AND ARE NOT NECESSARILY ALL OF THE EXISTING UTILITIES AND UNDERGROUND STRUCTURES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATION AND EXISTENCE OF ALL UTILITIES AND UNDERGROUND STRUCTURES.
2. THE CONTRACTOR SHALL DIG AND LOCATE ALL UTILITIES AND STRUCTURES IN ADVANCE OF THE PIPE LAYING TO ALLOW FOR ADJUSTMENTS DUE TO CONFLICTS WITH UTILITIES AND UNDERGROUND STRUCTURES IN THE VERTICAL AND HORIZONTAL LOCATION OF THE PIPELINE.
3. THE CONTRACTOR SHALL CONTACT TENNESSEE ONE CALL 1-800-351-1111 AT LEAST THREE (3) WORKING DAYS PRIOR TO ANY EXCAVATION WORK. IT IS THE CONTRACTORS RESPONSIBILITY TO PAY FOR ANY DAMAGE TO AND FOR MAINTENANCE AND PROTECTION OF EXISTING UTILITIES AND STRUCTURES.
4. ALL EXISTING VALVES ON EXISTING WATERLINES SHOWN OR NOT SHOWN TO BE ABANDONED SHALL BE ABANDONED BY CLOSING VALVE AND REMOVING VALVE BOX. IF CONNECTION IS ON OPPOSITE SIDE CUT & PLUG AT MAIN. REMOVE ALL VALVE BOXES ON ABANDONED LINES.
5. TEMPORARY BLOW - OFF ASSEMBLIES AND AIR RELEASE VALVES FOR TESTING ARE THE CONTRACTORS RESPONSIBILITY AND ARE NOT SEPARATE PAY ITEMS.
6. ALL LONG SERVICES FOR CONNECTIONS UNDER ROADS CAN BE MOLED (PIG). HOWEVER NONE SHALL BE UNDER ANY CIRCUMSTANCE BE OPEN CUT. IF CONTRACTOR CHOSES TO MOLE AND IS UNABLE TO CROSS WITHOUT DAMAGING ROADWAY, THE CONTRACTOR SHALL USE DIRECTIONAL BORE FOR CROSSING AT NO ADDITIONAL COST TO THE CITY OF KINGSPORT.
7. ALL VALVES SHALL BE RESILIENT WEDGE GATE VALVES.
8. ON ALL PVC INSTALLATION, 14 GAUGE WIRE SHALL BE INSTALLED WITH THE PIPE FOR TRACING PURPOSES.
9. ALL FIRE HYDRANTS SHALL BE SILVER COLORED.
10. TEMPORARY WATERLINE CONNECTIONS SHALL BE USED WHERE SHOWN ON THE PLANS, AND WHERE NECESSARY. TEMPORARY CONNECTIONS ARE NOT A PAY ITEM.
11. CONTRACTOR SHALL CONNECT ALL APPLICABLE SERVICES TO THE NEW WATERLINE(S).
12. ALL EXISTING & ABANDONED FIRE HYDRANTS SHALL BE REMOVED AND DISPOSED OF.
13. ALL EXISTING WATER METERS INSIDE FENCES TO BE RELOCATED OUTSIDE THE FENCES TO FACILITATE METER READING.
14. TEMPORARY FIRE HYDRANT CONNECTIONS FOR FLUSHING: LINE ITEM FOR THIS CONNECTION WILL INCLUDE INSTALLATION OF HYDRANT, TEE AND VALVE FOR CONNECTION. ALSO HYDRANT WILL BE REMOVED AFTER FLUSHING USAGE AND GATE VALVE TO BE CLOSED AND A 6" CAP INSTALLED WITH CONCRETE THRUST BLOCKING. VALVE WILL BE PAID UNDER ITEM FOR 6" GATE VALVES.
15. ALL DISINFECTION, FLUSHING, AND TESTING SHALL BE IN STRICT ACCORDANCE WITH ALL CITY AND TDEC RULES, REGULATIONS, STANDARDS, AND SPECIFICATIONS, AND STANDARD OPERATING PROCEDURES (DSOPs).
16. A BLUE COATED #14 SOLID CONDUCTOR COPPER TRACER WIRE SHALL BE PLACED OVER ALL NON-METALLIC PIPING IN THE TRENCH TO PROVIDE A MEANS OF DETECTION. THE DETECTION DEVICE SHALL BE OF SUFFICIENT SIZE AND TYPE TO BE LOCATED BY ANY STANDARD METAL DETECTOR OR PIPE FINDER. CONNECTIONS, SUCH AS VALVES AND SERVICES, SHALL HAVE THE TRACER WIRE CONNECT TO THE MAIN LINE TRACER WIRE (STRIPPED INSULATION COPPER TO COPPER) AND FOLLOW THE LATERAL AND TERMINATE IN THE VALVE BOX FOR FUTURE LOCATING ABILITY. THE WARNING TAPE SHALL BE BURIED ONE FOOT ABOVE THE UTILITY PIPE, AND THE TRACER WIRE BELOW THE WARNING TAPE - CLOSER TO THE UTILITY PIPE. THE PURPOSE OF THE WARNING TAPE IS TO WARN OF THE UTILITY PIPE BELOW - BEFORE THE PIPE IS DAMAGED. THE COSTS FOR THE INSTALLATION OF THESE DETECTION MATERIALS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE ASSOCIATED UTILITY PIPE. NO SEPARATE PAYMENT WILL BE MADE.

CONSTRUCTION WORK ZONES AND TRAFFIC CONTROL

1. CONSTRUCTION SIGNING AND TRAFFIC CONTROL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES MILLENNIUM EDITION. THE CONTRACTOR THAT IS AWARDED BID SHALL DEVELOP AND SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE PROJECT MANAGER ON THE DAY OF THE PRECONSTRUCTION MEETING. A COPY OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CAN BE OBTAINED FROM THE PROJECT MANAGER PRIOR TO THE PRECONSTRUCTION MEETING.
2. THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIALS ON PRIVATE PROPERTY WITHOUT WRITTEN APPROVAL.
3. ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FOURTY- EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
4. IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE PROJECT MANAGER. COSTS ASSOCIATED WITH THE REMOVAL, COVERING OR REINSTALLING SIGNS SHALL BE THE CONTRACTORS RESPONSIBILITY.
5. USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT.
6. ACCESS TO DRIVEWAYS AND SIDESTREETS SHALL BE MAINTAINED AT ALL TIMES.

DRIVEWAYS AND STREETS

1. CONTRACTOR SHALL ASSUME THAT STREETS ARE ASPHALT UNLESS OTHERWISE SHOWN ON THE PLANS. STREET CROSSINGS AND STREET TRENCHES CONSTRUCTED OF ASPHALT SHALL BE REPLACED WITH THE SPECIFIED DEPTH OF BINDER AND/OR TOPPING. THOSE AREAS OF CONCRETE STREET OR DRIVEWAYS SHALL BE REPAIRED WITH CONCRETE MATCHING EXISTING DEPTH AND WIDTH.
2. ALL UTILITY CUTS IN DRIVEWAYS AND STREETS SHALL BE SAW CUT AND BACKFILLED WITH MINERAL AGGREGATE BASE COMMONLY REFERRED TO AS PUG MILL. THE BACKFILLING SHALL BE IN LIFTS WITH SUFFICIENT COMPACTION TO PASS 85% OF SOLID ROCK AS DETERMINED BY AASHTO-T85 (APPROXIMATELY 140 P.C.F.). MAKE TEMPORARY PAVEMENT RESTORATION WHEN IT IS NOT FEASIBLE TO IMMEDIATELY REPLACE PAVEMENT AFTER THE PLACEMENT AND COMPACTION OF BACKFILL. A TEMPORARY ASPHALT PATCH SHALL BE REQUIRED WITHIN 3 DAYS AFTER FINAL BACKFILL. AFTER SUCCESSFUL PRESSURE TESTING OF INSTALLED LINES CONTRACTOR SHALL INSTALL FINAL CONCRETE AND OR ASPHALT FLUSH WITH EXITING SURFACE. FOR EXISTING ASPHALT SURFACES THE CONTRACTOR IS TO INSTALL 4" OF ASPHALT BINDER FLUSH AND SMOOTH WITH THE EXISTING SURFACE. FOR CONCRETE SURFACES THE CONTRACTOR SHALL INSTALL CONCRETE EQUAL TO THE EXISTING DEPTH FLUSH WITH THE EXISTING SURFACE.
3. ANY DRIVEWAY OR STREET CROSSING THAT HAS SETTLEMENT OF CONCRETE AFTER INSTALLATION BY CONTRACTOR WILL BE REQUIRED TO HAVE CONCRETE REMOVED AND STONE COMPACTED AND NEW CONCRETE INSTALLED AT THE CONTRACTORS EXPENSE.
4. TO COMBAT DUST PROBLEMS, THE CONTRACTOR SHALL INTRODUCE EITHER 1.54 POUNDS OF CALCIUM CHLORIDE IN THE FLAKE FORM OR 1.32 POUNDS OF CALCIUM CHLORIDE IN THE PELLET FORM TO EACH SQUARE YARD OF ROADWAY WHERE ASPHALT HAS BEEN REMOVED. THE CALCIUM CHLORIDE WILL BE THOROUGHLY MIXED WITH THE FINAL 3" OF PUG MILL IN THE TRENCH PRIOR TO COMPACTION. THIS CAN BE SPREAD AS A SOLID OR LIQUID. IF IN THE EVENT THE TRENCH HAS NOT BEEN PATCHED IN 45 CALENDAR DAYS, THE ABOVE PROCESS MUST BE REPEATED. IN ADDITION TO THE CALCIUM CHLORIDE, THE ROADWAY SHALL BE WATERED TWICE DAILY.
5. ANY DAMAGE CAUSED TO ANY ROADWAY BY BLASTING OR OTHERWISE SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. CONTRACTORS EXPENSE SHALL INCLUDE, BUT NOT BE LIMITED TO BACKFILL STONE, CONCRETE AND TOPPING.
6. OVERLAY OF 3/4" ASPHALT TOPPING ON ALL ROAD CROSSINGS, 5' EACH SIDE OF TRENCH.

SIDEWALKS

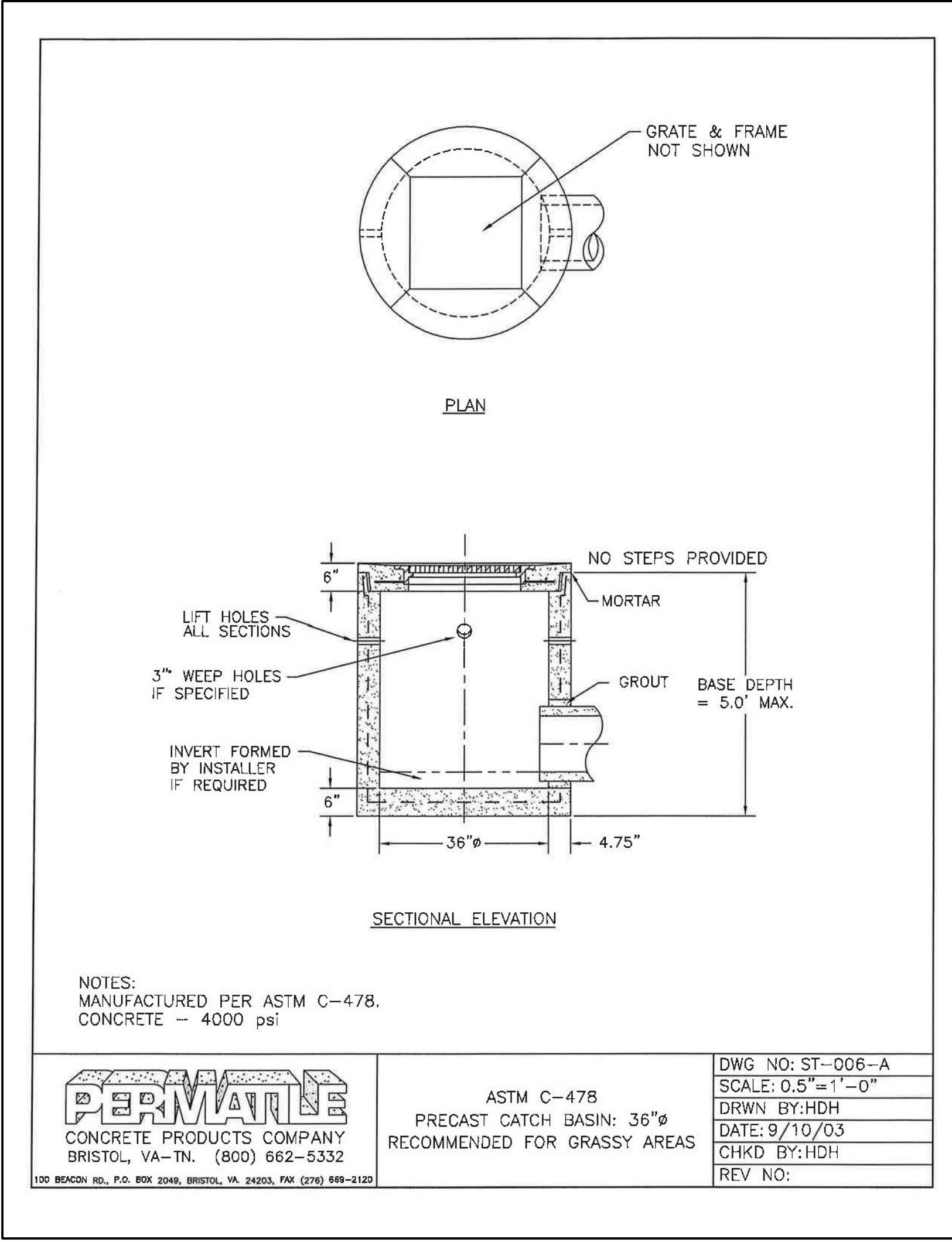
1. ALL SIDEWALK REPLACEMENT SHALL BE 4" THICK CONCRETE AND 2" LEVELING COURSE STONE INCLUDED IN PRICE OF SIDEWALK REPLACEMENT. SIDEWALK REPLACEMENT SHALL MATCH EXISTING WIDTH. SIDEWALK TRENCHING THROUGH DRIVEWAYS SHALL BE BACKFILLED WITH STONE AND COMPACTED. ALL TRENCHING UNDER SIDEWALKS SHALL BE COMPACTED.
2. SIDEWALK REPLACEMENT: WHEN EXISTING SIDEWALKS ARE ALTERED, ADA REQUIREMENTS MUST BE MET. ANY EXISTING SIDEWALK THAT TOUCHES THE ROADWAY AND IS ALTERED MUST BE REPLACED BY AN ADA COMPLIANT RAMP. DETAILS ARE INCLUDED IN THE CITY OF KINGSPORT CONSTRUCTION SPECIFICATIONS. ANY SUCH RAMPS WILL BE PAID AT THE SAME UNIT PRICE AS ALL OTHER SIDEWALKS.

CITY OF KINGSPORT SOP HIGHLIGHTS

1. 1" AIR RELEASE VALVES - TO BE A R.I. S-050 ONE-WAY-OUT ONLY.
2. ANY METER BOX/VAULT 17"X30" OR LARGER IS TO BE TIER IS RATED, AT MINIMUM, BUT AT ALL TIMES APPROPRIATELY RATED FOR ANTICIPATED TRAFFIC.
3. ALL METER/VALVE VAULTS ARE TO BE PRE-CAST, WITH A 30" DOOR, MINIMUM. OTHER ITEMS TO CONSIDER ARE, AGAIN, TIER RATING, NO MASONRY (BLOCK/BRICK).
4. ALL PRESSURE REDUCING VALVES/FLOW-CONTROL VALVES/PRESSURE SUSTAINING VALVES ARE TO BE "CLA-VAL".
5. SEWER IS, I BELIEVE, WORKING ON A NEW "TRANSFER FORM" THAT WILL REFLECT THE, NOW REQUIRED, CONTRACTOR CCTV TESTING.
6. WHERE PREFERRED, CONTRACTORS MAY NOW USE FORD 70-80/EQUAL LINE SETTERS (VERTICAL INLET - DUAL CHECK EQUIPPED) (3/4"-2").
7. RISERS (SEWER) LARGER THAN 32" MAY BE USED, EVEN ON MATERIAL AGREEMENTS, THOUGH WE WILL NOT ACCEPT THE LARGER ONES BACK INTO STOCK IF THEY ARE NOT USED.
8. REDUCED PRESSURE BACKFLOW ASSEMBLIES ARE THE ONLY ASSEMBLIES APPROVED FOR MAIN LINE TESTING.
9. NO PRESSURE TESTING AFTER THE BACTS HAVE BEEN COLLECTED.
10. ANYTIME A MAIN LINE IS TURNED OFF FOR 30 DAYS+, NEW LINE DISINFECTION/TESTING MUST BE PERFORMED IN ORDER TO PLACE THE LINE BACK INTO SERVICE.

MISCELLANEOUS

1. WHILE WORKING IN THE LIMITS OF EASEMENTS THE CONTRACTOR SHALL CLEAR ANY TREES INSIDE THE PERMANENT EASEMENTS AND PROTECT ALL TREES POSSIBLE INSIDE TEMPORARY CONSTRUCTION EASEMENTS. CONTRACTOR SHALL NOT HAVE EQUIPMENT OR MATERIALS OUTSIDE EASEMENT LIMITS.
2. THE CITY WILL NOT PURCHASE ANY UNUSED MATERIALS AT THE END OF THE JOB. THE RESTOCKING COST IS NOT A PAY ITEM.
3. THE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER IMMEDIATELY UPON CONFLICTING FIELD SITUATIONS RESULTING IN DELAYS.
4. 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.
5. THE CONTRACTOR SHALL BE REQUIRED TO RESET IN CONCRETE MAILBOXES AND SIGNS THAT HAVE BEEN REMOVED.
6. ALL EXISTING FENCES REQUIRED TO BE REMOVED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RECONSTRUCTED AT R.O.W.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND FOLLOWING ANY AND ALL APPLICABLE PERMITS.
8. THE CONTRACTOR SHALL USE ONLY RUBBER Tired OR RUBBER TRACK EXCAVATION EQUIPMENT ON THIS PROJECT.
9. SEEDING WITH MULCH SHALL BE PLACED IN ALL DISTURBED GRASSSED AREAS AND IS NOT A PAY ITEM ON THIS PROJECT.
10. SOIL & EROSION CONTROL MEASURES SHALL BE UNDERTAKEN AS DEEMED NECESSARY BY THE PROJECT MANAGER AND ARE NOT A PAY ITEM.
11. ANY PROPERTY PINS REMOVED BY CONTRACTOR SHALL BE SET AND REPLACED TO ORIGINAL POSITION BY REGISTERED LAND SURVEYOR.
12. VARIOUS METER SERVICE LOCATIONS HAVE EXISTING M LOGGERS (LEAK DETECTION DEVICES). THE CONTRACTOR SHALL REINSTALL / RECONNECT THESE DEVICES AT EXISTING LOCATIONS WHERE FOUND. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK.
13. CONTRACTOR SHALL FOLLOW ALL CITY OF KINGSPORT DISTRIBUTION & COLLECTION DIVISION STANDARD OPERATING PROCEDURES (DSOPs).



Kingsport Historic Zoning Commission

Project Number: HISTRC25-0067

Site Visit Photos

Front of House:



Side of the house facing west:



Kingsport Historic Zoning Commission

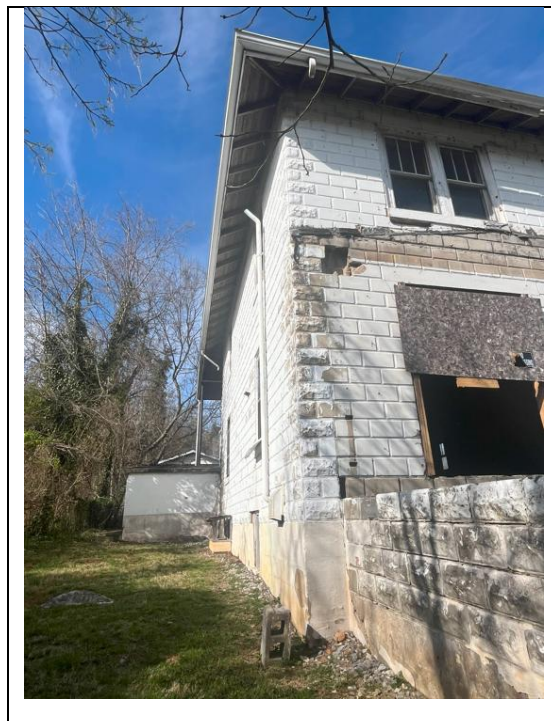
Project Number: HISTRC25-0067

Site Visit Photos

Back entrance area:



Side of house facing eastward:



Kingsport Historic Zoning Commission

Project Number: HISTRC25-0067

Current Garage on property:



Backyard area on property:



Kingsport Historic Zoning Commission

Project Number: HISTRC25-0067

Property next to 2016 Netherland Inn Road

Mr. Bare has proposed a walkable rooftop design. While this is not commonly seen, the neighboring property features a similar rooftop where people can sit. Additionally, the proposed roof pitch does not appear to be 8:12.

