

PUBLIC HEARING

JANUARY 7, 1974

Be it remembered that the Quarterly County Court of Loudon, Tennessee, on January 7, 1974, at 9:00 A. M., pursuant to public notice duly published in the two newspapers of Loudon County, held a public hearing with the following Squires present:

Roy Bledsoe	James M. Hartsook
Curtis A. Williams	R. P. Hamilton
J. G. Hudson	

Absent:

Boyd Duckworth	J. J. Blair
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The proposed rezonings were as follows:

(1) The rezoning from R-1 Residential to C-2 Commercial of the land at the corner of Highland Street and Highway U. S. 11 near the Lenoir City municipal limits, more specifically described as parcel numbers 12, 13, and 14 on block K, tax map 23-G.

(2) The rezoning from M-1 Industrial to C-1 Rural Center of property located on the north side of U. S. 411 near Schultz Lane, more specifically described as parcel numbers 8, 9, and a portion of parcel number 7, tax map 93.

Each item was called to the attention of the citizens present in the Courtroom, but there appearing to be no one to speak in opposition, or requesting information, the hearing was duly closed.

Harvey L. Sproul  
County Judge

BE IT REMEMBERED that the Quarterly County Court of Loudon County met on January 7, 1974, at 9:10 A. M. with the Honorable Harvey L. Sproul, County Judge, presiding and with Mrs. Addie Ruth Clarke and Mr. Edward Alexander, Clerk of said Court present; whereupon Sheriff Russell led the Pledge of Allegiance and opened Court.

Squires present were:

J. G. Hudson	James M. Hartsook
R. P. Hamilton	Roy Bledsoe
I. D. Conner	Henry C. Foster
Curtis A. Williams	J. J. Blair (tardy)

ROLL CALL

Absent:

Boyd Duckworth

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The minutes of the December 3, 1973, meeting of the Quarterly Court were read and upon motion by Squire Conner, seconded by Squire Hudson, were unanimously approved by all Squires present with an amendment to be written in indicating that the motion approving the notary publics was duly adopted by the Quarterly Court.

DECEMBER MINUTES  
APPROVED

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During the open discussion session of the meeting Spencer Watkins was present and again requested that the Quarterly Court approve a request that the Legislature pass a Private Act to come back for ratification by public referendum which Act would provide among other things that the County School Board would be elected by popular vote; and stated further that this was the primary thing and that if in the proposed Private Act there were objections to any other specific part, that that part be taken out so that the general Act could go on to the Legislature for consideration.

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COUNTY JUDGE'S REPORT

The County Judge reported that the Veterans' Memorial Committee had not met in sometime, but that he had discussed the matter with the Chairman, Miss Sarah Simpson, who stated that she had been doing some personal work and investigation concerning the memorial and hoped to call a meeting soon after the first of the year.

VETERANS' MEMORIAL  
COMMITTEE

TASS REPORT

Judge Sproul reported that a grant from the Appalachian Regional Commission (supplemental to the \$500,000 HUD grant) in the amount of \$ 385,000, after much work and contacts, had been awarded tentatively to Loudon County and Monroe County for the TASS water project. He stated that there are some questions that have been raised by the Farmers Home Administration as to possible amendments that will be needed in the original contract between Monroe County and Loudon County forming TASS.

AIR NATIONAL GUARD  
CAMP AS POSSIBLE  
COUNTY PARK

Judge Sproul further reported concerning the opportunity available through TVA as to the operation of the old National Guard Camp on the lake in Loudon County near the Blount County line. The Quarterly Court members indicated some interest in this Park . It was moved by Squire Conner, seconded by Squire Williams, and unanimously approved that the matter be placed on the Agenda for the next Court meeting and that the necessary arrangements be made for inspection of the camp for any Squires who so requested.

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Squire Blair came in at 9:55 A. M.

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NEWTON BOGART TRUST

Concerning the Newton Bogart Trust Fund in the principal amount of \$2500, it was explained by Judge Sproul that after investigation he had found that the trust fund was originally set up in 1890, that Mr. Ben Roberson had been appointed as Trustee some years later, and that apparently it had been the practice for many years to take the interest from the money and apply it in the County budget toward the relief of indigent persons in one of the several programs in the County budget for the assistance of the indigent. Upon the question of whetehr to appoint a new trustee or to appropriate the money all in one lump sum for the indigent, it was moved by Squire Conner, seconded by Squire Williams, and unanimously approved that the question of a recommendation as to the use of the funds be referred to the budget committee.

REFERRED TO BUDGET  
COMMITTEE

NEW TRUSTEE APPOINTED

It was moved by Squire Blair, seconded by Squire Hamilton, and unanimously approved that the County Trustee J. V. Schrimsher, at the request of the retiring Trustee Ben Roberson, be appointed Trustee of the Newton Bogart trust money, and to take charge of it immediately pending further instructions from the Quarterly Court after recommendation from the Budget Committee.

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AGRICULTURAL ADVISORY  
COMMITTEE APPOINTMENTS

It was moved by Squire Bledsoe, seconded by Squire Blair , and unanimously approved, that the following persons be appointed or elected to the County Agricultural Advisory Committee:

Bob Shell to be re-elected as the farm man; Squire J. G. Hudson to replace Squire R. P. Hamilton as Justice of the Peace on the Committee; and Mary Shinpaugh to replace Mrs. Smith as the farm lady.

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CHAIRMAN PRO TEM--  
SQUIRE JAMES M. HARTSOOK  
ELECTED FOR 1974

The Chair opened the floor for nominations for Chairman Pro Tem for the coming year and the name of Squire James M. Hartsook was placed in nomination by Squire Williams. There being no further nominations, it was moved by Squire Williams, seconded by Squire Blair, and unanimously approved that Squire Hartsook be elected Chairman Pro Tem by acclamation.

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REZONING  
A. W. CARPENTER PROP.  
U. S. HWY. 411

It being pointed out that the Loudon County Planning Commission was recommending the requested rezoning, and that no persons had appeared at the Public Hearing to object, it was moved by Squire Hudson, seconded by Squire Conner, and unanimously approved that Resolution No. 1-74 attached to these minutes as Exhibit A, be adopted, the heading of said Resolution being as follows:

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ROBERSON SPRINGS BRIDGE  
AND ROAD CLOSED

Dave Booher, Staff Planner for the County Planning Commission, reported that an additional investigation had been made concerning neighborhood feeling as to the closing of the old Roberson Springs Road wooden bridge near Roberson Springs, and that additional persons regularly using the road but not on the original petition, had been contacted, all of whom were in favor of the closing of the bridge, including the Loudon Lions Club, sponsor of the Lions Club Park in that area. It was accordingly moved by Squire Williams, seconded by Squire Hartsook, and unanimously approved by all Squires present that the Old Roberson Springs Bridge which was damaged during the construction of New State Highway 72, and the portion of the road leading up to the bridge, as shown on Exhibit B, be closed, and that the new access road being built by the State to New Highway 72 be improved with the insurance money coming from the damage to the bridge, which motion passed unanimously by all Squires present on a roll-call vote

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Mr. Booher reported that the Loudon Regional Planning Commission had authorized a study and which study had just been completed and which study would be beneficial to the Loudon County Planning Commission of the Matlock Bend area and that it is contemplated that this study will be of some benefit to the City as to how and when to extend what services in the general area, and will also be beneficial to the County in attempting to make plans for the proper development of this area in the future.

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LYNNWOOD ROAD (IN  
RYAN SUB-DIVISION) --  
INTENTION TO ACCEPT

Concerning the Lynnwood Road in the Ryan Sub-division, which is an unapproved sub-division and unrecorded, and which had not been accepted several years by the Loudon County Planning Commission because it did not meet the new Sub-division Regulations that had just gone into effect, but because it was felt the Sub-division had been actually started before the Sub-division Regulations went into effect, it was moved by Squire Hudson, seconded by Squire Bledsoe,



and unanimously approved by all Squires present that it be the intent of the Loudon County Quarterly Court to accept the Lynnwood Road after the proper tile had been installed, and after the County Engineer and the Road Commissioner had certified to the Quarterly Court that this had been properly done, with the residents on the Road to be responsible for installing any necessary tile for personal driveways and that the road be named Lynnwood Road.

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"ROAD ACCEPTANCE  
STANDARDS MANUAL"  
ADOPTED

It was moved by Squire Hamilton, seconded by Squire Hartsook, that the "Road Acceptance Standards Manual" as prepared and recommended by the Loudon County Quarterly Court, consolidating several other regulations and resolutions established by the Court previously, be adopted by the Quarterly Court as the official standards and regulations for the building and acceptance of roads in Loudon County, with all previous resolutions and motions that are in conflict therewith being rescinded, which motion passed unanimously by all Squires present on a roll-call vote, a copy of the "Road Acceptance Standards Manual" to be placed on file in the County Court Clerk's office, and a copy to be exhibited to these minutes as Exhibit C.

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DENDER DRIVE

Concerning a request of Mrs. Elizabeth Clevenger to name and recognize a certain road located in the Dixie-Lee Junction area of Loudon County near the Knox County line, it was moved by Squire Blair, seconded by Squire Hamilton, that this road be left exactly as it is right now and that the Quarterly Court take no action one way or the other concerning the request, which motion passed unanimously with the exception of Squire Conner who voted no on the basis that he would prefer the matter be referred to the Planning Commission for their recommendation.

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STEEKEE RD.  
R-O-W

Concerning the question of an encroachment on the right-of-way on the Steekee Road, Judge Sproul explained to Road Commissioner Bledsoe that the matter had been turned over to an attorney and that he was free to contact this attorney directly as to the present status and as to any further proceedings in the matter.

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It was explained by Judge Sproul that the proposed Contract with TVA for the replacement of the Tellico Project County Roads to be flooded, had been pending for some time and that several months ago the County had approved a proposed contract which the County understood was going to be approved by TVA, but that TVA subsequently withheld approval apparently pending the outcome of the Environmental Lawsuit which had halted construction on the Tellico Project. Now that the Project had been started again, the matter had been referred back to the Planning Commission and the County Court special committee which had met and were recommending several changes to the Contract in accordance with

written comments made by the State Planning Office. It was moved by Squire Conner, seconded by Squire Hudson, and unanimously approved by all Squires present that the recommendations for amendments to the proposed Tellico Project County Road Contract, attached to these minutes as Exhibit 10, be approved and that the County Judge be authorized to negotiate on the basis of the proposed recommendations, to include that a certain road have an 8-inch base instead of a 6-inch base of stone.

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Upon request, consideration of the requesting of private legislation for the reorganization of the Loudon County Highway Department was postponed until later in the meeting.

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SCHOOL DEPARTMENT  
REPORT

Concerning the School Department Department of Education, Superintendent Dukes reported that because of the fuel crisis and the increase in gasoline prices that a recommendation was being made for increasing the school bus drivers' expense compensation for gas. In addition, he stated that the School Board after some consideration had decided not to change the opening and closing hours of schools because of going to Daylight Saving Time.

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Squire Blair requested that consideration of the Private Act for the changing of the election of School Board members to popular vote (among other things) be put on the agenda for the next Quarterly Court meeting.

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Judge Sproul reported that the County had received three construction bids for the County Justice Center, as follows:

COUNTY JUSTICE CENTER  
CONSTRUCTION CONTRACT  
APPROVED

Chambers Builders	\$723,000
Construction Management	\$665,950
Vickers Const. Co.	\$614,800

There were several alternates involved in the proposal which could be used to reduce the price to a certain extent, but an additional problem had cropped up in that the Emergency Operating Center grant expected from the Defense Civil Preparedness Agency which it had been thought to have been assured at the last moment had been determined would not be available. Architect Tom Woodard and Lee Kribbs representing Barge, Waggoner, Sumner and Cannon were present to discuss the various aspects of the construction contract. Judge Sproul reminded the Court that the County did have a \$200,000 grant from the Law Enforcement Assistance Administration, that another substantial grant from LEAA was going to be available to put records and communications equipment in the building, that the County was obligated to the Criminal Judge to build a new jail in some fashion, that construction

costs apparently were not going to get any cheaper in the future, and that if possible it would be desirable under any circumstances to have the building built to Civil Defense EOC specifications. The general discussion was that it would be desirable to construct a building as close to the original plans as possible but cutting costs where necessary, which the Architect said could be done for a construction price of \$572,200. It was then moved by Squire Hartsook, seconded by Squire Blair, that the Quarterly Court authorize the County Judge to sign the Construction Contract with the Vickers Construction Company of Knoxville, Tennessee, for the total amount not to exceed \$572,200, but that the portion concerning the Civil Defense Emergency Operating Center be separated so that the County could get the benefit of the DCPA grant after July 1 if money should become available, with the general intention being to pay for the construction (plus the additional expenses for the Architect, the sanitation system, the land, etc.) from the LEAA Grant, special TVA money (that had been recovered by the County through the lawsuit against the State Board of Equalization on TVA In-Lieu-of-Tax payments), Civil Defense Grant if it should become available, and general Revenue Sharing money for the excess over the money matching Federal grants obtained, the total price of construction and additional expenses conceived to be \$572,200 plus \$60,000 or a total of \$632,000. The motion passed unanimously by all Squires present on a roll call vote. Squires Duckworth and Bledsoe were absent.

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LOUDON COUNTY MEMORIAL  
HOSPITAL REPORT

Squire Conner reported that efforts were continuing by the Hospital Board in co-ordination with the Hospital-Physician Coordinating Committee toward the possibility of recruitment of new physicians and that the Board was continuing to look into the possibility of working out a system on emergency room coverage. He reported that the Ambulance Service had total cash disbursements for November in the amount of \$7,110.07 of which the loss was \$5423.30 and that the total deficit on November 30 was \$38,930.23, with the collection rate at 44.1%.

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BUDGET AMENDMENTS  
APPROVED

It was moved by Squire Hamilton, seconded by Squire Williams, and unanimously approved by all Squires present on a roll-call vote that the Budget Amendments for the January 7 agenda, attached to these minutes as Exhibit E, be adopted.

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WILLIAM JAMES COX  
TAX REFUND

The Property Assessor explained that property owner William James Cox had paid taxes in the total amount of \$144.03 for the years 1969-71-72 on property which in fact belonged to the South Central Bell Telephone Company. It was moved by Squire Hamilton, seconded by Squire Conner, and unanimously approved by all Squires present on a roll-call vote that the Loudon County Trustee be requested to refund \$144.03 to William James Cox.

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MID-EAST CAA

It was moved by Squire Foster, and seconded by Squire Conner, that the same resolution requested to be adopted at the last meeting of Quarterly Court be adopted calling for the providing of certain information by the Mid-East Community Action Agency which included delivering to the Loudon County Court Clerk's office before 12 noon on January 11, 1974: (1) A list of all Boards and Committees of the Mid-East Community Action Agency and the name of each member on each committee. (2) A copy of the bonds covering the Chairman, Vice-Chairman, Secretary and Treasurer. (3) The minutes of all meetings since the Charter took effect on May 5, 1972, and a copy of the agenda and the published notice in the newspaper prior to each of those meetings. (4) A list of all employees and their duties and salaries. After considerable discussion Squire Foster and Squire Conner agreed to requested that the resolution be amended to omit the second paragraph or request. Upon roll-call:

Voting Aye:

Conner, Foster, Williams, Hudson

Voting No:

Blair, Bledsoe, Hartsook

Not Voting:

Hamilton

Absent:

Duckworth.

The Chair declared the motion failed for lack of a statutory majority of five votes.

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Executive Director of the Mid-East Community Action Agency, Jack Smith, reported that the Mainstream and NYC Programs had begun as of this time, that a "committee" composed of the Mayors, School Superintendents, and the County Judge had made recommendations as to the allocations of the slots available in the various programs. Mr. Smith further reported that the Agency had been working on a proposal for a grant under the Older Americans Act for several months, that the application had been received and it looked like it was going to be funded for above \$50,000 to go to the relief of senior citizens in Loudon County. He also reported that the Agency was co-operating with higher agencies in attempting to find ways to help the poor and disabled who were affected by the Energy Crisis.

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Judge Sproul reported that because of a problem about terminology as to the interpretation of flood control data and flood plain data by TVA, in reference to the possibility of industrial sites along the shore lines of the various TVA lakes in Loudon County, a conference had been held with TVA Board Chairman Aubrey Wagner, General Manager Lynn Seeber and other officials, and that it was felt that a significant concession had been made in the refining of interpretations concerning a "500 year" Flood Level which should help in future in respect to discussion with industrial prospects.

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FLOOD CONTROL  
TERMINOLOGY



ENERGY ADVISORY  
COMMITTEE REPORT

Ted Randolph was present and gave the report concerning the Energy Advisory Committee which is in written form, and it was agreed for the Court members to study the recommendations and to bring this up for further consideration at the next meeting.

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HIGHWAY DEPARTMENT  
REORGANIZATION  
REQUESTED

Discussion was again taken up concerning the proposed Private Act for the reorganization of the Loudon County Highway Department. Judge Sproul explained that at the request of some of the Squires he had taken the previous proposed Bill which had been passed by the Legislature and slightly defeated in a County referendum and had made some obvious necessary changes in dates and auxiliary wording but that the main features remained the same as the previous Act. This Act provided for the election of a Board of Commissioners with the members to be apportioned in direct proportion to the membership on the Quarterly Court, that the Board of Commissioners would be required to have public meetings regularly, to make a written plan of action for the improvement of County roads on annual and five-year basis, and that the Board would hire a qualified Superintendent to be in charge of the roads. It was explained that there should be enough time to have the Private Act passed in the Legislature and back for a referendum and still give time for qualification in the expected Republican Primary on May 2, 1974, if it could be done right away, and if our Legislators would co-operate. It was also explained that it was understood that the Legislators representing Loudon County were in general agreement that any Bill that was requested by the Quarterly Court would be passed in the Legislature particularly in those situations where it was to come back for approval and ratification by referendum of the people which this Bill provided for rather than by ratification of the Quarterly Court. It was then moved by Squire Blair, and seconded by Squire Williams, that the proposed Private Act for the reorganization of the Loudon County Highway Department be requested to be passed by the Tennessee Legislature to come back for ratification in Loudon County by a referendum of the people to be held on the last Saturday in March with the best alternate date to be recommended by the County Judge if a problem or question arises for which there is not sufficient time to have a meeting of the Quarterly Court, provided further that the Private Act should provide in general terms that it is the intention of the Quarterly Court that the County Highway monies be utilized and spent in the various districts and sections of the County in reasonable proportion to the County road mileage. After additional discussion all Squires present voted aye with the exception of Squire Hudson who voted no and Squire Bledsoe who was out of the Courtroom.

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It was moved by Squire Foster, seconded by Squire Blair, and unanimously approved by all Squires present that the following persons be elected Notary Publics:

NOTARY PUBLICS  
ELECTED


Mary Sue Collins  
Elizabeth Terry  
Marie H. Pennington  
Idus Littleton  
Steve Hurst  
John O. Gibson  
Robert H. Hudson  
Lucy S. White

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ADJOURN

Upon motion by Squire Blair, seconded by Squire Foster, the meeting was adjourned at 3:50 P. M.

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\_\_\_\_\_  
APPROVED

RESOLUTION NO. 1-74

A RESOLUTION AMENDING THE ZONING MAP OF LOUDON COUNTY, TENNESSEE PURSUANT TO CHAPTER FOUR, SECTION 13-405 OF THE TENNESSEE CODE ANNOTATED, TO REZONE FROM M-1 INDUSTRIAL TO C-1 RURAL CENTER THE PROPERTY LOCATED ON THE NORTH SIDE OF U. S. 411 NEAR SCHULTZ LANE, MORE SPECIFICALLY DESCRIBED AS PARCEL NUMBERS 8, 9, AND A PORTION OF PARCEL 7, TAX MAP 93.

WHEREAS, the Loudon County Quarterly Court, in accordance with Chapter Four, Section 13-405 of the Tennessee Code Annotated, may amend any provision of any zoning resolution, and

WHEREAS, the Loudon County Regional Planning Commission has forwarded its recommendations regarding the amendment of the Zoning Map of Loudon County, Tennessee and the necessary public hearing called for and held;

NOW, THEREFORE, BE IT RESOLVED by the Loudon County Quarterly Court that the Zoning Map of Loudon County, Tennessee be amended as follows:

- I. That the land on the north side of U. S. 411 near Schultz Lane, more specifically described as parcel numbers 8, 9, and a portion of parcel 7, Tax Map 93, be rezoned from M-1 Industrial to C-1 Rural Center.

BE IT FINALLY RESOLVED, that this resolution shall take effect immediately, the public welfare requiring it.

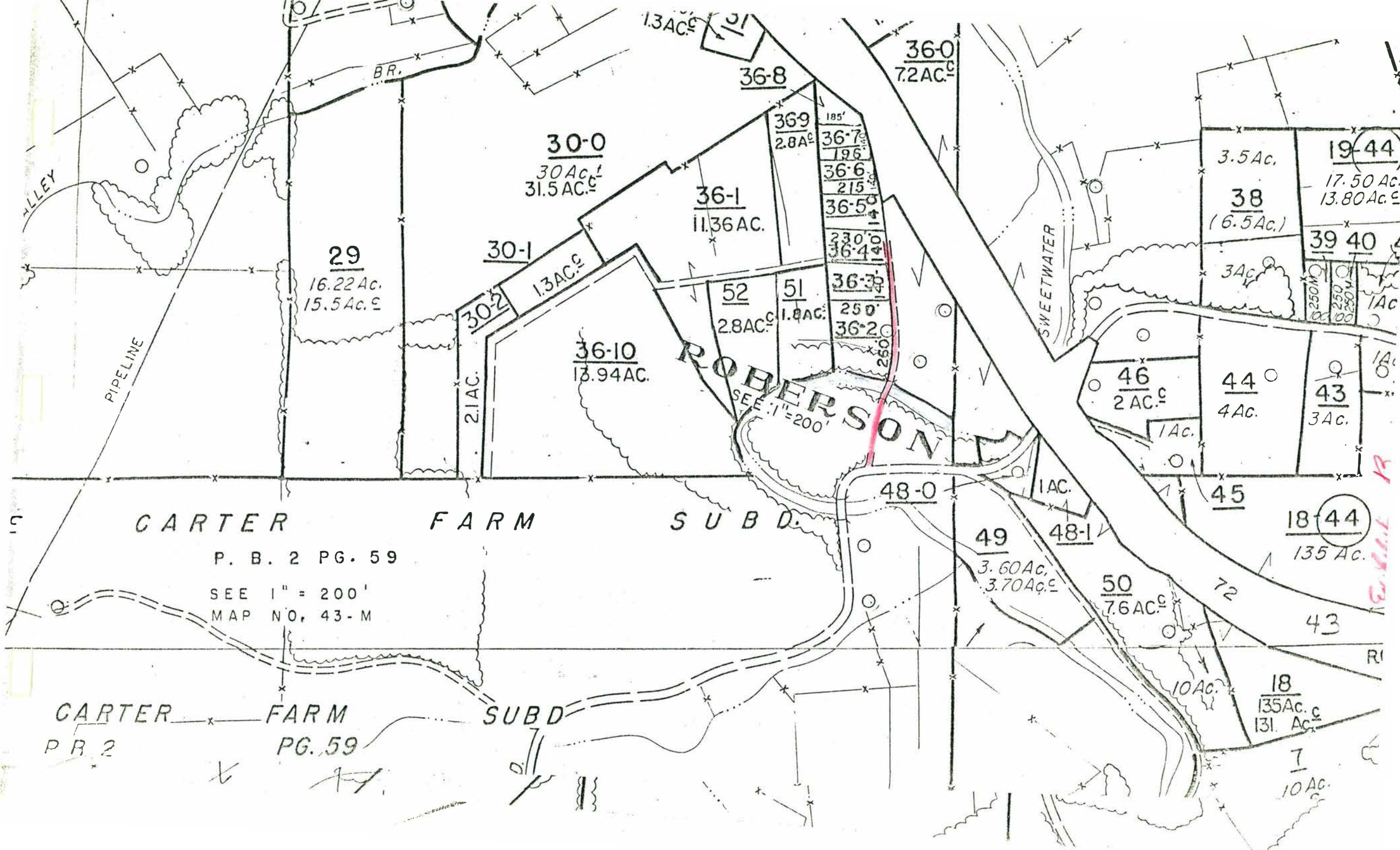
Date: January 7, 1974

Attested by: Edward Alexander  
Loudon County Court Clerk

Harvey L. Seinfeld  
Loudon County Judge

Copy to Clerk A





CARTER

FARM

SUBD.

P. B. 2 PG. 59

SEE 1" = 200'

MAP NO. 43-M

CARTER

FARM

SUBD.

P. B. 2

PG. 59

ROAD ACCEPTANCE STANDARDS  
LOUDON COUNTY, TENNESSEE

PREPARED FOR THE  
COUNTY JUDGE AND COUNTY QUARTERLY COURT

BY THE  
LOUDON COUNTY REGIONAL PLANNING COMMISSION  
BEN GALYON, CHAIRMAN

WITH THE ASSISTANCE OF THE  
TENNESSEE STATE PLANNING OFFICE

NOVEMBER, 1973

*Exhibit C*

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## SECTION I

### PURPOSE, AUTHORITY, AND JURISDICTION

#### A. PURPOSE

A transportation system is the circulation network of a region. It brings people and goods into the county and provides the means by which people and goods move about from activity to activity both within the county and from county to county. The circulation system determines the shape of land use and acts to fix boundaries of residential communities and other major land uses. The impact of the transportation system upon land development and use cannot be overemphasized as it is this facility that largely determines the shape of the county. It is the major structural element of the county.

Roads and streets are of special importance because their design, condition, and location determine the location and extent of future growth. A good road system is the most important single element in determining the ease, convenience, and safety of people who travel about Loudon County. No other element of the physical layout of a region is quite so permanent as its roads. Once the roads have been constructed, and adjacent land uses developed, the closing, widening, or relocating of them becomes extremely difficult and expensive. Too often the costs are so great that counties continue to live with inadequate roads rather than undertake the changes which may be necessary.

From the financial perspective alone, the planning and acceptance of new roads and the improvement of those already in existence merit careful study and evaluation. A road which is well-planned, well-constructed, and well-drained can serve as an important community asset for many years without significant cost. A poorly designed road, however, represents a constant frustration to those who must use it and a continual drain on the taxpayers' dollars. Planning now will prevent a repetition of errors similar to those made in the past.

The purpose of this Manual is to define the procedures and improvements which are required before Loudon County,

Tennessee will accept maintenance responsibility for a proposed public road. The procedures and minimum standards are necessary in order to provide fair and equitable treatment to all persons seeking to have a road accepted by the county, in order to insure that all roads accepted are suitable for public use, and in order to help protect Loudon County taxpayers from excessive and unnecessary expenditures for roads and road maintenance.

B. AUTHORITY

These procedures and minimum standards are adopted under the authority granted by Section 5-521 of the Tennessee Code Annotated which intrusts the establishment and general supervision of roads, ferries, watercourses and local improvements to the Loudon County Quarterly Court; and by Section 13-306 of the Tennessee Code Annotated which provides that the county court shall receive the recommendation of the relevant regional planning commission before accepting or laying out any road not shown on a subdivision plat which has received final approval from the planning commission. The Manual has been prepared by the Loudon County Regional Planning Commission and adopted by the Loudon County Quarterly Court after an exhaustive study of all existing county roads and after careful planning of future county transportation needs.

C. JURISDICTION

This Manual shall govern the acceptance of all roads for county maintenance in the unincorporated portions of Loudon County, Tennessee.

SECTION II

PROCEDURE FOR ROAD ACCEPTANCE

A. GENERAL

The procedure for evaluation and acceptance of a road for public use and maintenance is a two-step process which involves the Loudon County Regional Planning Commission and the Loudon County Quarterly Court. In those

cases when a road proposed for acceptance is located within the planning regions of Loudon or Lenoir City but outside the municipal boundaries, the process will also involve the respective planning commissions of these municipal regions.

For the purposes of these procedures there are two circumstances which may lead to a request for the acceptance of a road for public use and maintenance. First, the owner of land which is proposed for subdivision may request that the county accept any roads which are constructed during the subdivision process. In this case, the final plat constitutes a formal application for acceptance of the roads shown, and the owner and/or developer need not take any further action. In addition, a resident or residents of Loudon County may petition for the acceptance of an existing private road considered to be of public importance by following the procedures outlined in Section II-C below.

**B. ACCEPTANCE OF A ROAD THROUGH THE PLATTING PROCESS**

Upon receipt of a preliminary plat for the subdivision of land which lies outside the incorporated areas of Loudon County, the planning commission charged with review shall immediately submit a copy of the preliminary plat along with a profile of road grades and a cross section drawing of the pavement, to be provided by the developer, to the Loudon County Road Engineer. The County Road Engineer shall work with the county's Staff Planner and with the developer in determining that the roads proposed for construction will comply with minimum standards of design.

During construction of roads, the developer and/or his contractor shall be required to keep the County Road Engineer advised as to the progress being made. New roads must comply with the standards required by this Manual and the subdivision regulations of the planning commission having jurisdiction.

The following inspections by the Loudon County Road Engineer will be required:

- (1) After clearing and stripping,
- (2) Approval of the drainage plan,
- (3) After grading and drainage are completed,



- (4) After the stone base is in place, and
- (5) During and after application of all asphaltic materials.

The developer or his representative will be responsible for notifying the County Road Engineer for each inspection.

When the plat for the proposed subdivision is submitted for final review, the County Road Engineer shall inform the planning commission having jurisdiction of any deficiencies in the proposed roads. Upon completion of construction, the County Road Engineer shall make a final inspection. His findings and recommendations as to acceptance or refusal of the roads shall be reported in writing to the Loudon County Regional Planning Commission and to the Loudon or Lenoir City Regional Planning Commission, if appropriate. The Loudon County Regional Planning Commission shall forward the report of the County Road Engineer together with its own recommendations and those of the planning commission having jurisdiction, if appropriate, to the Loudon County Quarterly Court. The Quarterly Court will then act through resolution to accept or reject the road or roads for public use and maintenance.

Security bonds held in lieu of completed improvements shall not be released until all roads have met required standards.

C. ACCEPTANCE OF EXISTING PRIVATE ROADS AND PROPOSED NEW ROADS WHERE SUBDIVISION OF LAND IS NOT CONTEMPLATED

Residents or officials of Loudon County or officials of other agencies who believe that an existing private road or a proposed new road is an important link in the county's public transportation system may petition the Loudon County Quarterly Court for acceptance of the road for public maintenance. The petition shall be first referred to the Loudon County Regional Planning Commission and shall show the following information:

- (1) Name or names of all persons joining in the petition;
- (2) Name, location, and length to the nearest tenth of a mile of the road proposed for public acceptance;
- (3) Name and address of all adjoining property owners; and
- (4) Width of existing right-of-way and width of right-of-way available through dedication by adjoining property owners, if any.

Upon receipt of the petition, the Loudon County Regional Planning Commission shall direct its staff to initiate a review of all facts relevant to the petition and to report these facts together with any recommendations to the commission. In the case of roads located within the Loudon or Lenoir City planning regions, the staff shall also seek the recommendations of the appropriate regional planning commission and also report these to the commission.

As soon as possible, but within ninety (90) days of receipt of the petition, the commission shall make a report to the Loudon County Quarterly Court. This report shall include the following information:

- (1) Name or names of all persons joining in the petition;
- (2) Name, location, and length to the nearest tenth of a mile of the road proposed for public acceptance;
- (3) Names of all adjoining property owners;
- (4) Width of existing right-of-way, width of right-of-way offered for dedication along the full length of the road, width of base, width of pavement, if any, condition of road, conformance to standards, and estimated average daily traffic;
- (5) Estimated cost required to improve the road so that it meets minimum county standards and proposed means of financing this cost, if any; and
- (6) The recommendations of the commission, the County Road Engineer, the appropriate road commission, and other regional planning commissions, if appropriate, relative to disposition of the petition.

### SECTION III

#### STANDARDS FOR ACCEPTANCE OF SUBDIVISION ROADS

##### A. GENERAL

The standards provided for in this Manual are not meant to replace those established by the subdivision regulations

of Loudon County, Loudon, and Lenoir City. They are meant to establish minimum standards for roads which are meant for public dedication. For the most part, these standards duplicate those established by the subdivision regulations of the respective planning commission. Whenever there is a discrepancy between minimum standards or dimensions noted here and those contained in zoning regulations, subdivision regulations, or other official regulations, the highest standard shall apply.

B. RIGHT-OF-WAY

The minimum width of right-of-way from lot line to lot line shall be as shown on the Loudon County Major Road Plan, or if not shown on this plan, shall be not less than as follows:

1. Arterial Streets and Highways . . . . . 80 feet

Arterial streets are those to be used primarily for fast or heavy traffic and will be located on the major thoroughfare plan.

2. Major Collector Roads . . . . . 60 feet

3. Minor Collector Roads . . . . . 50 feet

Minor collector roads are those which carry traffic from minor roads to the major system of arterial roads and include the principal entrance roads of a residential development and roads for major circulation within such a development.

4. Minor Roads . . . . . 50 feet

Minor roads are those which are used primarily for access to the abutting properties and designed to discourage their use by through traffic.

5. Dead-end Streets (cul-de-sacs). . . . . 50 feet

Cul-de-sacs are permanent dead-end streets or courts designed so that they cannot be extended in the future.

///



6. Marginal Access Roads. . . . . 50 feet
7. Alleys . . . . . 20 feet

Alleys are minor public ways used primarily for service access to the back or side of properties otherwise abutting on a street.

In cases where topography or other physical conditions make a street of the required minimum width impractical, the planning commission may modify the above requirements. Through business areas the street widths shall be increased ten (10) feet on each side to provide parking without interference of normal passing traffic.

#### C. ROAD GRADES AND ELEVATIONS

Grades on major roads shall not exceed seven (7) percent. Grades on other streets may not exceed ten (10) percent.

No road shall be approved if its surface is more than two (2) feet below the elevation subject to flood. Fill may be used for roads in areas subject to flood provided such fill does not unduly increase flood heights. Drainage openings shall be so designed as not to restrict the flow of water and unduly increase flood heights.

#### D. INTERSECTIONS

Street intersections shall be as nearly at right angles as is possible, and no intersection shall be at an angle of less than sixty (60) degrees.

Property line radii at street and road intersections shall not be less than twenty (20) feet, and where the angle of street intersection is less than seventy-five (75) degrees, a greater curb radius may be required.

Whenever necessary to permit the construction of a curb having a desirable radius without curtailing the sidewalk at a street corner to less than normal width, the property line at such street corner shall be rounded or otherwise set back sufficiently to permit such construction.

#### E. HORIZONTAL AND VERTICAL CURVES

Where a deflection angle of more than ten (10) degrees in the alignment of a street occurs, a curve of reasonably

long radius shall be introduced. On streets and roads sixty (60) feet or more in width, the centerline radius of curvature shall be not less than three hundred (300) feet; on other streets, not less than one hundred (100) feet.

Every change in grade shall be connected by vertical curve constructed so as to afford a minimum sight distance of two hundred (200) feet, said distance being measured from the driver's eyes, which are assumed to be four and one-half (4-1/2) feet above the pavement surface, to an object four (4) inches high on the pavement. Profiles of all roads showing natural and finished grades drawn to a scale of not less than one (1) inch equals one hundred (100) feet horizontal, and one (1) inch equals twenty (20) feet vertical, shall be required.

A tangent of at least one hundred (100) feet in length shall be introduced between reverse curves on arterial and collector sheets and roads.

#### F. REQUIRED IMPROVEMENTS

##### 1. Grading

All streets, roads, and alleys shall be graded by the subdividers so that pavements and sidewalks can be constructed to the required cross section. Deviation from the above due to special topographical conditions will be allowed only with special approval of the planning commission. Where streets are constructed under or adjacent to existing electric transmission lines or over gas transmission lines, the nearest edge of the pavement shall be a minimum of fifteen (15) feet from any transmission line structure and all grading for the street shall be done in a manner which will not disturb the structure or result in erosion endangering the structure. In the case of electric transmission lines, the clearance from the pavement to the nearest conductor shall meet the requirements of the National Electrical Safety Code.

- a. Preparation: Before grading is started the entire right-of-way area shall be first cleared



of all stumps, roots, brush, and other objectionable materials and all trees not intended for preservation.

- b. Cuts: All tree stumps, boulders, and other obstructions shall be removed to a depth of two (2) feet below the subgrade. Rock, when encountered, shall be scarified to a depth of twelve (12) inches below the subgrade.
- c. Fill: All suitable material from roadway cuts may be used in the construction of fills, approaches, or at other places as needed. Excess materials, including organic materials, soft clays, etc., shall be removed from the development site. The fill shall be spread in layers not to exceed twelve (12) inches loose and compacted by a sheep's foot roller. The filling of utility trenches and other places not accessible to a roller shall be mechanically tamped, but where water is used to assist compaction, the water content shall not exceed the optimum of moisture.

## 2. Storm Drainage

An adequate drainage system, including necessary open ditches, pipes, culverts, intersectional drains, drop inlets, bridges, etc., shall be provided for the proper drainage of all surface water.

Cross drains shall be provided to accommodate all natural water flow, and shall be of sufficient length to permit full width roadway and the required slopes. The size openings to be provided shall be determined by Talbot's formula, but in no case shall the pipe be less than twelve (12) inches. Cross drains shall be built on straight line and grade, and shall be laid on a firm base but not on rock. Pipes shall be laid with the spigot end pointing in the direction of the flow and with the ends fitted and matched to provide tight joints and a smooth uniform invert. They shall be placed at a sufficient depth below the roadbed to avoid dangerous pressure of impact, and in no case shall the top of the pipe be less than one (1) foot below the roadbed.



3. Pavement Base

After preparation of the subgrade, the roadbed shall be surfaced with material required by local standards, but of no lower classification than crushed rock, stone, or gravel. The size of the crushed rock or stone shall be that generally known as "crusher run stone" from two and one-half (2-1/2) inches down including dust. The moisture content shall be five (5) percent. Spreading of the stone shall be done uniformly over the area to be covered by means of appropriate spreading devices and shall not be dumped in piles. After spreading, the stone shall be rolled until thoroughly compacted. The compacted thickness of the stone roadway shall be no less than six (6) inches.

4. Prime Coat

After a thoroughly compacted base has been established, a prime coat shall be applied as specified in Appendix III of these regulations.

5. Wearing Surface

The wearing surface shall meet the specifications as provided in Appendix II of these regulations.

6. Minimum Pavement Widths and Cross Sections

Minimum pavement widths between curbs shall be as follows:

- a. Minor Residential Streets . . . . . 24 feet
- b. Marginal Access Streets . . . . . 24 feet
- c. Dead-end Streets (cul-de-sac). . . . . 24 feet
- d. Collector Streets . . . . . 39 feet
- 3. Arterial Streets and Highways . . . . . As may be required; not usually by developer

Greater minimum pavement widths may be required in the Loudon and Lenoir City planning regions.

7. Curbs and Gutters

The subdivider shall provide permanent six (6) inch concrete curbs with twenty-four (24) inch integral concrete gutters; standard rolled curb and gutters; or other construction approved by the appropriate planning commission.

8. Sidewalks

For the safety of pedestrians and of children at play, installation of sidewalks on both sides of streets may be required of the developer.

Sidewalks, if required, shall be located not less than one (1) foot from the property line to prevent interference of encroachment by fencing, walls, hedges, or other planting or structures placed on the property line at a later date. In single-family residential areas, concrete sidewalks shall be four (4) feet wide and four (4) inches thick. In multi-family or group housing developments, sidewalks shall be five (5) feet wide and four (4) inches thick. In commercial areas, sidewalks shall be ten (10) feet wide and four (4) inches thick.

9. Installation of Utilities and Driveways

After grading is completed and approved and before any base is applied, all of the underground work--water mains, gas mains, etc.--and all service connections shall be installed completely and approved throughout the length of the road and across the flat section. All driveways for houses to be built by the developer shall be cut and drained.

SECTION IV

STANDARDS FOR ACCEPTANCE OF EXISTING PRIVATE ROADS  
AND PROPOSED NEW ROADS WHERE SUBDIVISION OF LAND IS  
NOT CONTEMPLATED

A. GENERAL

The minimum improvements required for acceptance of existing private roads shall be recommended by the Loudon



County Regional Planning Commission based upon the location and function of the specific road. In making this determination, the following information shall be considered by the commission:

- (1) Recommendations of the County Road Engineer and the appropriate Road Commissioner;
- (2) Estimated average daily traffic;
- (3) Zoning district within which the road is located; .
- (4) Major traffic generators located on the road or which the road serves or is expected to serve; and
- (5) Anticipated maintenance costs to the county during the next three (3) years if the road is accepted.

B. RIGHT-OF-WAY

The minimum width of right-of-way from lot line to lot line shall be as shown on the Loudon County Major Road Plan, or if not shown on this plan, shall be not less than as follows:

1. Arterial Roads and Highways. . . . . 80 feet
2. Collector Streets and Roads. . . . . 60 feet
3. Minor Residential Roads . . . . . 50 feet
4. Marginal Access Roads and all other roads. . . . . 50 feet

The above right-of-ways must be deeded to the county or dedicated for public use.

C. MINIMUM IMPROVEMENTS

The same improvements required for the acceptance of subdivision roads shall normally be required for the acceptance of existing private roads or proposed new roads where the subdivision of land is not contemplated. However, the Loudon County Regional Planning Commission



may recommend that improvements of a lower standard be accepted where exceptional circumstances warrant such a deviation. In reviewing a request for acceptance of a private road or a proposed new road where subdivision is not contemplated, the Commission shall use the factors listed in paragraph A above in determining whether a deviation from the minimum standards is warranted. In no case will a road be accepted for public use, unless it meets the following standards:

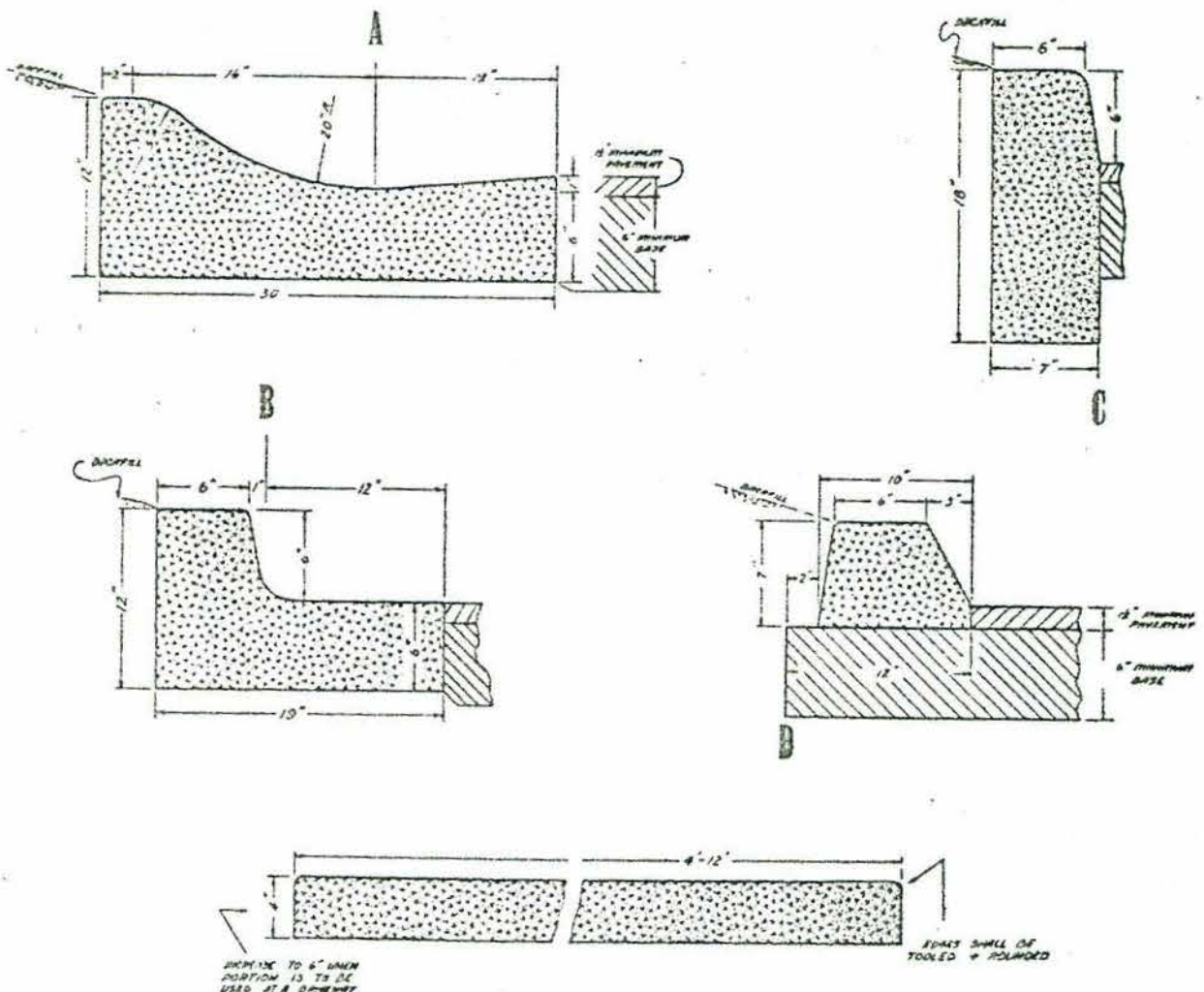
- (1) The road shall be properly graded and adequately drained with ditches and tiles sufficient to carry the normal flow of rain water; and
- (2) The road shall be surfaced at least nineteen (19) feet wide with four (4) inches of compacted gravel which shall be smoothed evenly over the surface area, and be at least twenty-four (24) feet from ditch line to ditch line.

## APPENDIX I

### CEMENT CONCRETE CURBING AND SIDEWALKS

#### A. Description

This item shall consist of Portland cement concrete curbs, curbs and gutters, or sidewalks constructed on a prepared subgrade in accordance with these specifications and either of the cross-sections shown. The required width of the base varies with the type of curbing selected:



Type A. Base two (2) feet narrower than required pavement width.

Type B. Base two (2) feet narrower than required pavement width.

Type C. Base equal to required pavement width.

Type D. Base two (2) feet wider than required pavement width.

B. Materials

1. Aggregates: Coarse aggregate shall consist of crushed gravel. It shall be clean, hard, tough, durable pieces free from injurious amounts of soft friable, thin, elongated or laminated pieces, soluble salts, organic or other deleterious matter.

Fine aggregate shall consist of either a natural sand or a stone sand composed of sound particles of approved stone. All sand shall be free of clay or other adherent coatings and injurious amounts of deleterious matter.

2. Cement: Standard Portland cement and high early strength Portland cement shall meet the requirements of current federal specifications SS-C-192 or equal.
3. Water: Water shall be free from oil, acids, alkali and vegetable matter and shall be clean.
4. Gradation: The aggregate when tested by means of laboratory sieves shall meet the following requirements:

<u>SIEVE DESIGNATION</u>	<u>PERCENT BY WEIGHT PASSING SQUARE MESH SIEVE</u>	
	<u>Coarse Aggregate</u>	<u>Fine Aggregate</u>
1-1/2 inch	100	---
1 inch	95 - 100	---
1/2 inch	35 - 70	---
3/8 inch	---	100
No. 4	0 - 10	95 - 100
No. 16	---	45 - 80
No. 50	---	10 - 30
No. 100	---	2 - 10

5. Proportions: Concrete shall contain six (6) bags of cement per cubic yard and shall be proportioned in an approximate 1:2:4 mix as follows: Mix with each bag of cement 188 pounds of fine aggregate and 345 pounds of coarse aggregate, using six (6) gallons of water.



Weight of aggregates is based on a specific gravity of 2.65. Compressive strength shall be 3,000 pounds per square inch at 28 days.

C. Construction Methods

1. Preparation of Subgrade: All boulders, organic material, soft clay, spongy material, and any other objectionable material shall be removed and replaced with approved material. The subgrade shall be properly shaped, rolled and uniformly compacted to conform with the accepted cross-sections and grades.
2. Forms for Concrete: The forms for the concrete shall be of wood or metal, straight, free from warps or kinks and of sufficient strength. They shall be staked securely enough to resist the pressure of the concrete without spring. When ready for the concrete to be deposited they shall not vary from the approved line and grade and shall be kept so until the concrete has set. Where a face form for a curb is used it shall be so designed as to permit it to be securely fastened to the other forms.
3. Placing and Finishing Concrete: Just prior to placing the concrete the subgrade (or base) shall be moistened. The concrete mixed to the proper consistency shall be placed in the forms and thoroughly tamped in place so that all honeycombs will be eliminated and sufficient mortar will be brought to the surface. After this the surface shall be brought to the smooth even finish by means of a wooden float. All faces adjacent to the forms shall be spaced so that after the forms are stripped the surface of the faces will be smooth, even and free of honeycomb. All edges shall be tool rounded. Slope sidewalks one quarter ( $1/4$ ) inch per foot toward the pavement surface.
4. Expansion and Contraction Joints for Concrete: Half-inch ( $1/2$ ) expansion joints shall be placed at intervals not exceeding sixty (60) feet. At intervals not greater than ten (10) feet nor less than five (5) feet the concrete curb shall be scored for a depth equal to one-third ( $1/3$ ) the total depth of the concrete. Sidewalks shall be scored to a depth of one (1) inch every four (4) to six (6) feet and at all intersections with curbs or other structures.

5. Curing Concrete: When completed the concrete shall be kept moist for a period of not less than seven (7) days and longer, if necessary, and shall be protected from the elements in a satisfactory manner.
6. Backfilling: Backfill shall be of suitable selected material and shall be placed and tamped in layers of not over six (6) inches in depth until firm and solid. Backfilling shall follow immediately after the concrete forms have been removed, and shall be higher than and sloped toward the top of the curb to insure surface drainage on the paved surface of the roadway. Paved and "V" type ditches for drainage behind the curb will not be permitted. Slope sidewalk planting strips shall be placed one quarter (1/4) inch per foot toward the pavement surface.

D. Seasonal Limits

No concrete shall be poured on a frozen or thawing subgrade, or during unfavorable weather conditions, or when the temperature is 38°F. and falling.



## APPENDIX II

### ONE COURSE ASPHALTIC CONCRETE WEARING SURFACE (PLANT MIXED)

#### Description:

This wearing surface shall consist of aggregate and bituminous material mixed in a central plant, constructed in the prepared base in accordance with these specifications and in conformity with the lines, grades, and typical cross sections as shown on the accepted drawings.

#### Materials:

1. Liquid asphalt for the tack coat shall be grade RC-2.
2. Asphalt cement to be used in the asphaltic concrete shall be uniform in character, free from water and shall not foam when heated to 350° F., and shall meet the following requirements for penetration:

Penetration at 77°F., 100 grams, 5 seconds - 100 to 120

No mineral matter other than that naturally contained in the asphalt shall be present.

3. Aggregate shall consist of fine gravel and sand, disintegrated granite, or other similar granular materials. The portion of the material retained on a No. 4 sieve shall be known as coarse aggregate, and that portion passing a No. 4 sieve shall be known as filler.
4. The materials shall be graded and proportioned as follows:

<u>SIEVE DESIGNATION</u>	<u>PERCENT BY WEIGHT PASSING SQUARE MESH SIEVE</u>
1 inch	100
3/4 inch	85 - 100
No. 4	60 - 95
No. 10	45 - 80
No. 200	5 - 15
Asphalt by weight	4 - 8

#### Construction Methods:

1. Apply Tack Coat: Immediately before placing the bituminous mixture, the existing surface shall be



cleaned of loose or deleterious material by sweeping with a power broom or hand broom. The surface shall be thoroughly dry before applying the tack coat. When the existing surface has been put in proper condition, a tack coat shall be applied to the surface at the rate of 0.1 gallon per square yard by a power distributor of approved type, having a pressure of not less than forty (40) pounds per square inch. The bituminous mixture shall be spread and finished immediately after the tack coat has been applied.

The finished thickness shall not be less than two (2) inches and shall not weigh less than two hundred twenty (220) pounds per inch of compacted thickness.

2. Spreading and Finishing: Where cement, concrete, or masonry edging is not specified on the accepted plans, suitable side forms of wood or steel shall be firmly fastened in place and shall be true to line and grade as shown on the accepted plans. These forms shall remain in place until initial compaction has been obtained.

The bituminous mixture shall be delivered on the job at a temperature of not less than 250° F. Whenever practical, the mixture shall be spread by means of an approved mechanical self-powered paver, capable of spreading the mixture true to the line and grade and crown as shown on the accepted plans and cross sections.

When the mixture is to be spread by hand, it shall be deposited outside the area on which it is to be spread. Immediately thereafter it shall be distributed into place by means of hot shovels and spread with hot rakes in a loose layer of uniform density and correct depth. Loads shall not be dumped and distributed any faster than they can be properly handled by the shovelers and rakers. The raking shall be carefully and skillfully done in such a manner that after the first passage of the roller over the raked mixture a minimum amount of back patching will be required.

Placing of the mixture shall be as continuous as possible, and the roller shall pass over the unprotected edge of the freshly laid mixture only when the laying of the course is to be discontinued for such length of time as to permit the mixture to become chioled.

Longitudinal and transverse joints shall be well-bonded and sealed. If necessary to obtain this result, the

joints shall be cut back to the full depth of the previously laid course, painted with hot asphalt, and heated. Before placing the mixture against them, all contact surfaces of curbs, gutters, headers, manholes, etc., shall be painted with a thin uniform coating of hot asphalt cement or asphalt cement dissolved in naptha.

After spreading, the mixture shall be thoroughly compacted by a 3-wheel power driven roller, weighing not less than ten (10) tons, as soon after being spread as it will bear the roller without undue displacement.

Rolling shall start longitudinally at the sides and proceed toward the center width of the rear wheel. The pavement shall then be rolled diagonally in two directions with a tandem roller, weighing not less than ten (10) tons, the second diagonal rolling shall cross the lines of the first. Along curbs, headers, manholes, and similar structures and at all places not accessible to the roller, thorough compaction must be secured by means of hot tampers and at all contacts of this character the joints between these structures and the surface mixture must be effectively sealed.

3. Seasonal Limits: No asphalt material shall be laid when the temperature of the air is 50°F. and falling nor during unfavorable weather conditions.

### APPENDIX III

#### PRIME COAT REQUIREMENTS

After a thoroughly compacted and broomed base has been established, a prime coat shall be applied as follows:

Between April and November 15 at a temperature of 35 degrees or above, tar grade RT-2 or RT-1 inclusive, or MC-1 or MC-2, shall be applied at the rate of four-tenths (4/10) gallon per square yard of base surface. The stone chips graded from one-half (1/2) inch down to number eight (8) with no dust shall be applied at the rate of ten (10) to fifteen (15) pounds per square yard, rolled until thoroughly compacted and left to cure for such time as the county road engineer may direct but not less than seventy-two (72) hours.



APPENDIX IV

Illustration showing planning region boundaries in Loudon County.

## TENNESSEE STATE PLANNING OFFICE

TO: Loudon County Judge and Loudon County Quarterly Court  
FROM: John Mayes, Staff Planner  
DATE: January 7, 1974  
SUBJECT: CONTRACT BETWEEN TVA AND LOUDON COUNTY RELATING  
TO HIGHWAY ADJUSTMENTS - TELLICO RESERVOIR

Upon your request for technical assistance concerning the review of the TVA contract in light of any changes in regulations and requirements that have been adopted in Loudon County since the original contract was negotiated together with the changing impact and plans for the Tellico Project, the Loudon County Planning Commission has these comments to offer:

Page 2, last sentence - As TVA plans and specifications are brought to the county for approval, it would be helpful if the plans and specifications go through a sequence of examination by the Loudon County Road Engineer, Planning Commission, and Road Commissioners for their recommendations to the Court. (This would not require a change in the contract).

Page 3, paragraph 2 - The improvements to projects 3321 (Poplar Springs Road) and 3322 (Davis School Road) are primarily needed to improve access to Timberlake and the Tellico area. These improvements should be made by TVA, not the county.

Page 4, paragraph 1 - The county should be shown the location of all roads that are to become a part of its road system.

Page 4, paragraph 2 - The county should be able to legally vacate roads within a reasonable period of time instead of immediately upon TVA's request.

Page 6, paragraph 1 - It should be agreed that if projects 1001 and 1101 (Tellico Parkway and access road to dam) are ever offered to the county, TVA will agree to bring the projects completely up to county standards existing at that time. (There may be some chance of this happening if the Timberlake project proved to be unsuccessful).

*Exhibit D*

Page #2

Page 6, paragraph 1 - Because projects 1001 and 1101 will be retained as TVA roads, there should be a guarantee of access for county residents since the projects will be replacing existing sections of the county road system.

COMMENTS ON EXHIBIT A

Page 1, paragraphs 1 and 2 - Projects 1001 and 1101 (access road to dam and Tellico Parkway) should have a minimum pavement width of 24 feet.

Pages 1, 2, 3, and 4 - Projects 3203, 3292, and 339D are proposed to have roadway widths of 26 feet and surfaces of crushed stone 20 feet wide. Similar projects have a roadway width of 28 feet with surfaces 20 feet wide (projects 3216, 3305 and 3318). The 28 feet roadway width is preferable in order to protect the road shoulders.

Page 2, paragraphs 3 and 4 - Projects 3221 (River Road) and 3222 (Gap Road) should have an asphalt surface instead of the proposed bituminous surface in order to provide the adequate pavement required to handle the traffic expected after completion of the Tellico and Timberlake projects.

Page 3, paragraph 3 - Project 3318 (Watkins Lane Road) should have a base with a minimum thickness of 8 inches.

Page 4, last paragraph - "Slopes in rock cuts may be such as in the judgement of TVA (and the county) will stand satisfactorily."

Page 6, paragraph 2 - Turnarounds should have a 40-foot radius instead of 40-foot diameter.

Page 6, paragraph 3 - It should be agreed that earth cuts and fill slopes and other disturbed areas will be reseeded by TVA in a reasonable period of time if the original cover does not grow or hold.

Page 6, last sentence - The Loudon County Road Engineer should be given a copy of the TVA specifications for highway construction for his review. In addition, the county should be reimbursed for the time required by the Loudon County Road Engineer to inspect construction related to this contract.

JBM:djs

cc: Planning Commission Members



Budget Amendments for Agenda

January 7th, 1974

Highway Fund

Transfer \$8,000.00 from Acct. 97 (unappropriated Surplus-3rd Dist.) to Acct. 1243.3 (Road Machinery & Trucks-3rd Dist.) and also increase Acct. 81-Appropriations.

General Purpose School Fund

Transfer \$2,443.53 from Acct. 97 (Unappropriated Surplus) to Acct. 2520.1 (Contracts with Bus Drivers) and also increase Acct. 81-Appropriations.

On Dec. 6th the Loudon County Board of Education voted to grant the school bus drivers 8¢ per gal. increase for 83 school days. This represents 368 gals per day for 29 vehicles-25 buses and 4 station wagons and carry-all for a total amount of \$2,443.53 from Aug. 20, 1973 to Jan. 1, 1974. This was granted for the increase in cost of gas.

Change Acct. No. 114 (Revenue from Local Sources) to Acct. No. 3753 (Cafe Emp. Insurance Contributions.)

<u>Acct. No.</u>	<u>Dr.</u>	<u>Cr.</u>
41 Estimated Revenue (3752) Retirement Contributions Cafe Employees	\$5,000.00	
81 Appropriations (3752) Retirement Contributions Cafe Employees		\$5,000.00

To set up revenue and appropriations for retirement contributions for cafe employees (Clearing Accounts)

General Fund

Approve payment of \$176.40 from Acct. 1109-01 (Unallocated-Primary) to Gene Crawley for highlift work, grading etc.-Mize Property

Exp. Subst. E

130