

Index Of Sheets

SHEET NO.	DESCRIPTION
1 TITLE SHEET
2-5 PLAN
6 TYPICAL SECTIONS

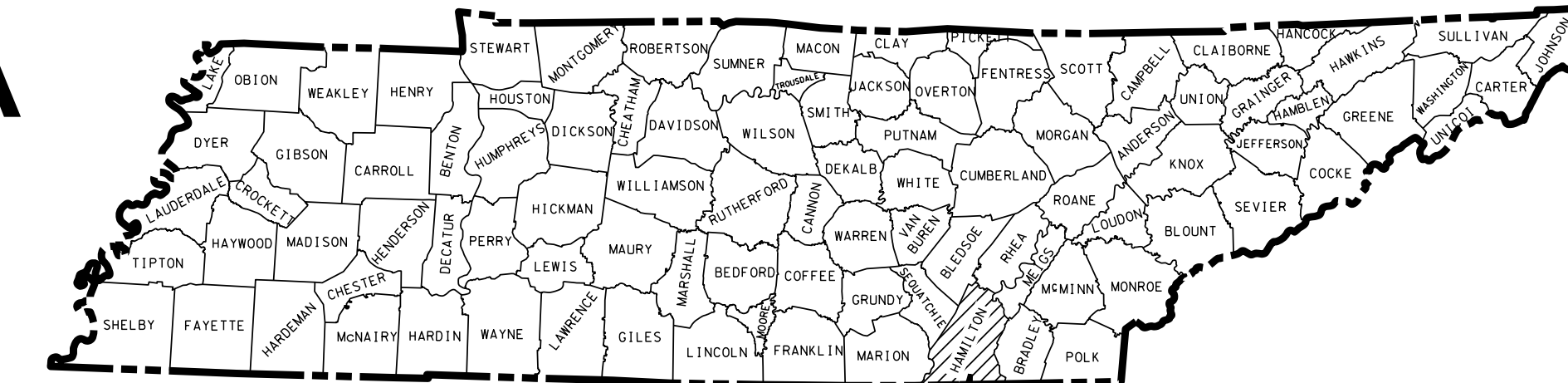
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
		1
FED. AID PROJ. NO.		
STATE PROJ. NO.		

CITY OF CHATTANOOGA

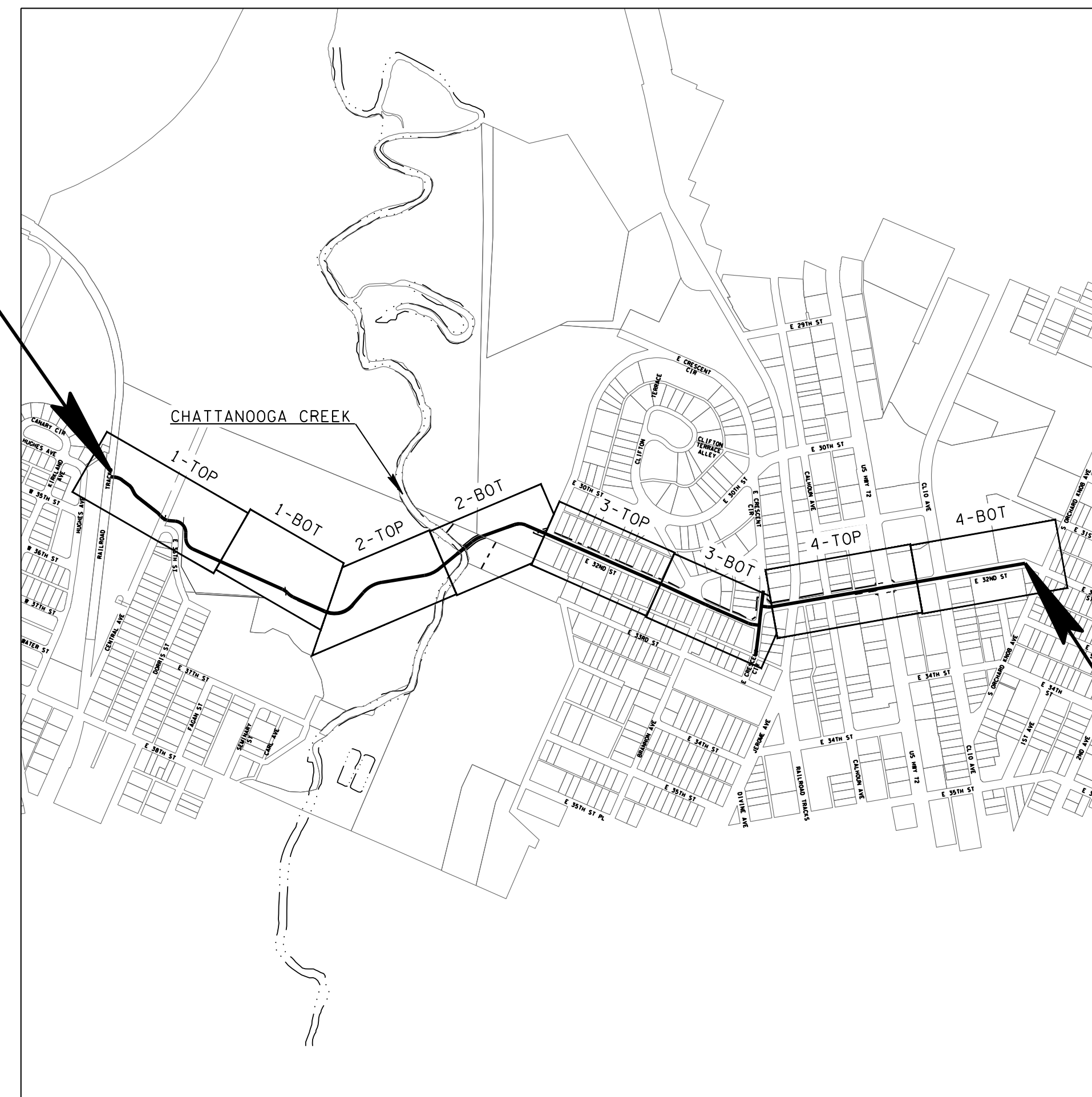
CLIFTON HILLS CONNECTOR
FROM BROAD STREET TO
SOUTH ORCHARD KNOB AVENUE

10% DESIGN



PROJECT LOCATION

BEGIN PROJECT
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E 2175173.0236



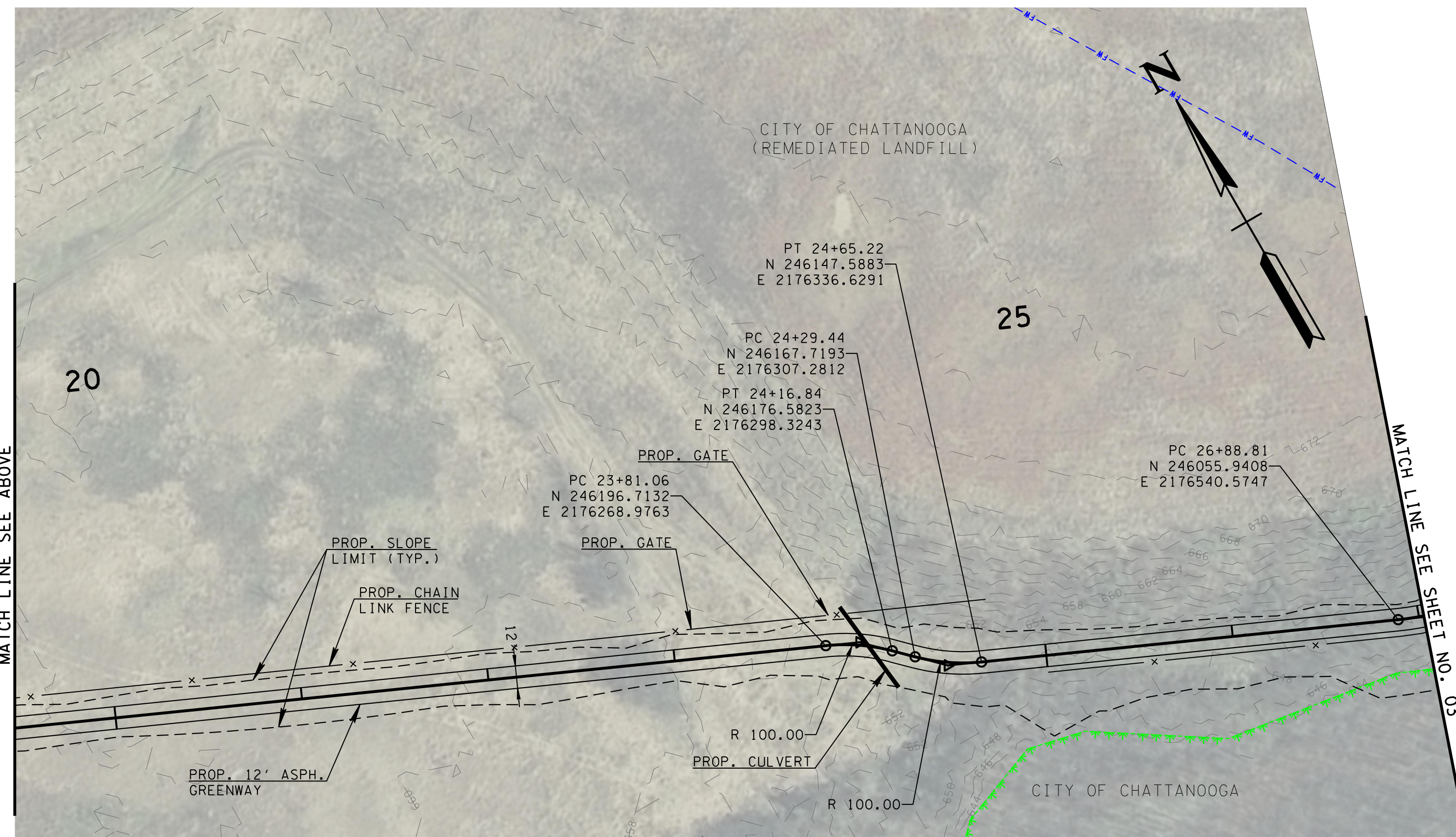
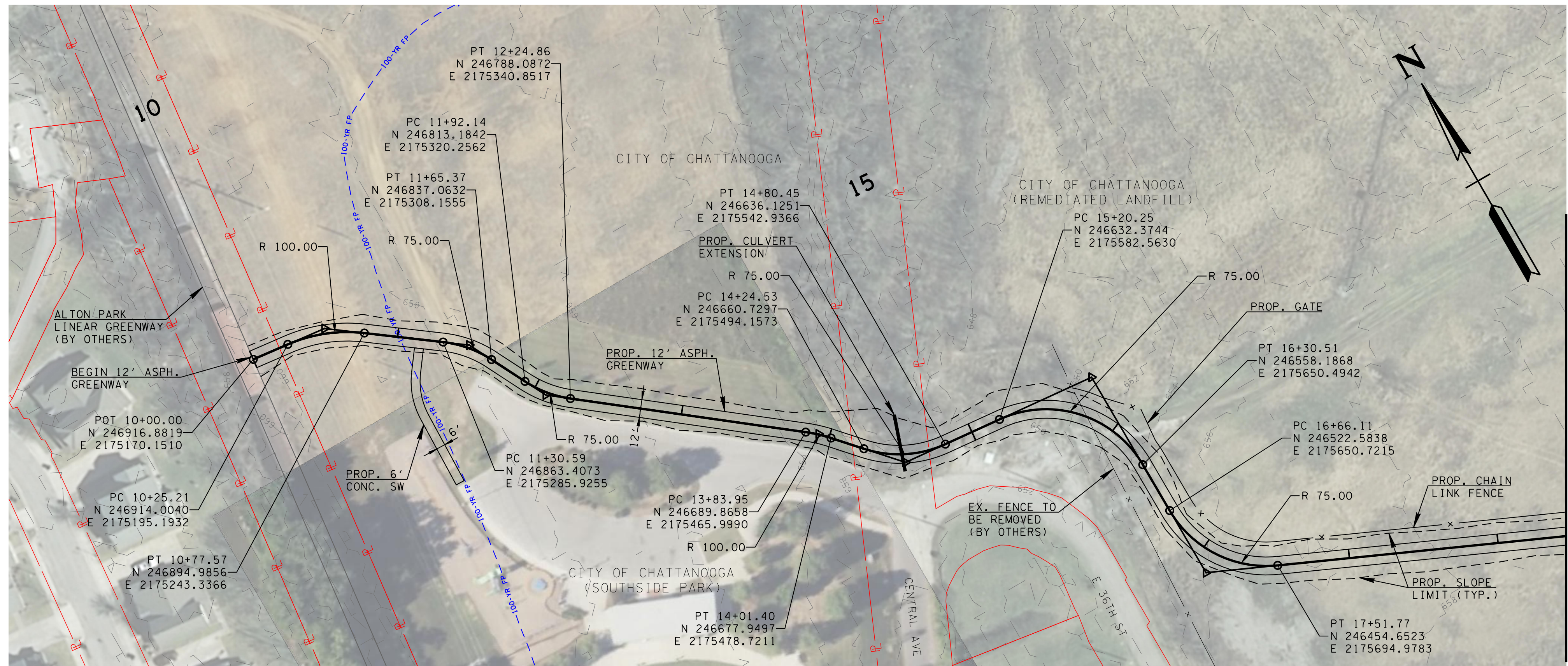
END PROJECT
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GENERAL NOTES

- 10% DESIGN IS FOR PRELIMINARY ENGINEERING PURPOSES ONLY, AND IS NOT FOR CONSTRUCTION.
- EXISTING INFORMATION SHOWN IS BASED ON PUBLIC GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. FIELD SURVEY AND BOUNDARY SURVEY HAVE NOT BEEN CONDUCTED.
- FLOODPLAIN AND FLOODWAY INFORMATION DERIVED FROM FEMA FIRM MAP 47065C0343G EFFECTIVE 2/3/2016.
- WETLANDS BOUNDARIES SHOWN ARE APPROXIMATE AND ANTICIPATED BASED ON THE US FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY MAP MODIFIED BY ALTA TO CONFORM WITH EXISTING GIS TOPOGRAPHY LOW LYING AREAS AND LIMITED FIELD OBSERVATION. AN ENVIRONMENTAL SURVEY FOR IDENTIFICATION AND FIELD DELINEATION OF WETLANDS BY A WETLAND CONSULTANT HAS NOT BEEN COMPLETED.

SCALE: 1" = 700'

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LEGEND

RIGHT-OF-WAY/PROPERTY LINE	
FLOODWAY	
100-YEAR FLOODPLAIN	
EXISTING POTENTIAL WETLAND LIMIT	
EXISTING STREAM WATER EDGE	
EXISTING CONTOURS	
PROPOSED TEMP. CONST. ESMT.	
PROPOSED TRAIL ESMT.	
PROPOSED SLOPE LIMIT	

PROJECT NO:	2024-006
DESIGNED BY:	####
DRAWN BY:	####
REVIEWED BY:	####
DATE:	2.14.2024
SCALE:	1" = 50'



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CHATTANOOGA, TN
CLIFTON HILLS
CONNECTOR 10% DESIGN

TRUST FOR PUBLIC LAND
P.O. BOX 3240
CHATTANOOGA, TN, 37404

SHEET TITLE: CITY OF CHATTANOOGA SHEET NO. 02

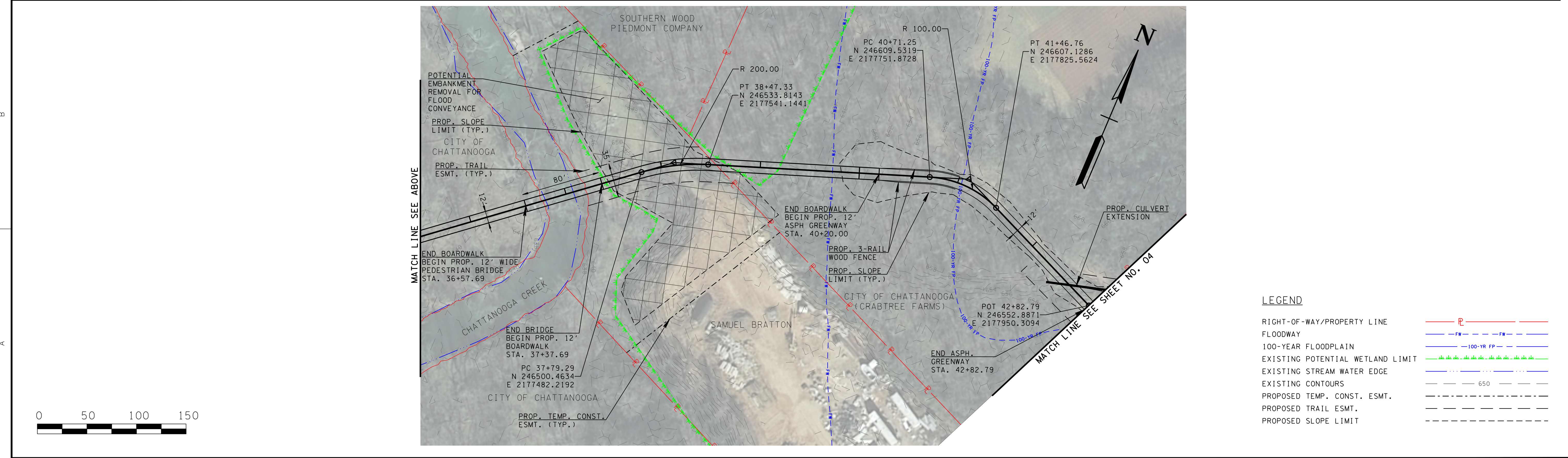
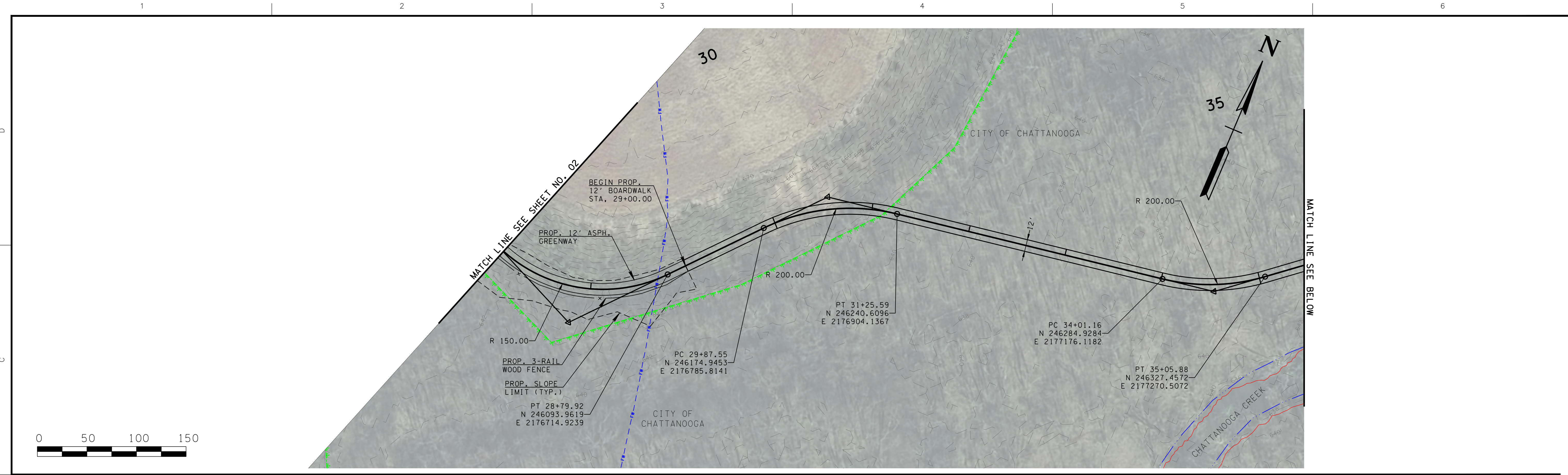
PLAN

02

SHEET 02 OF ###

DRAFT SUBMITTAL

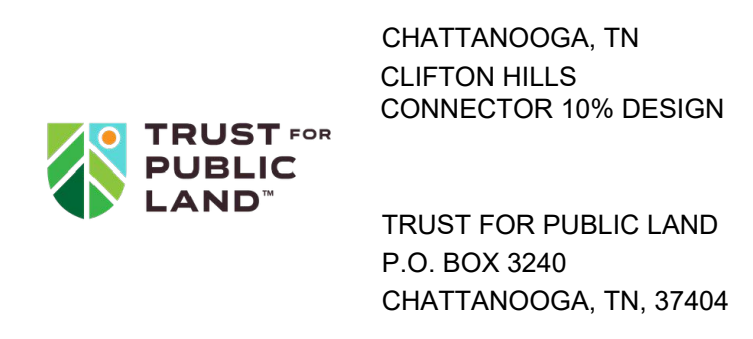
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LEGEND

RIGHT-OF-WAY/PROPERTY LINE	
FLOODWAY	
100-YEAR FLOODPLAIN	
EXISTING POTENTIAL WETLAND LIMIT	
EXISTING STREAM WATER EDGE	
EXISTING CONTOURS	
PROPOSED TEMP. CONST. ESMT.	
PROPOSED TRAIL ESMT.	
PROPOSED SLOPE LIMIT	

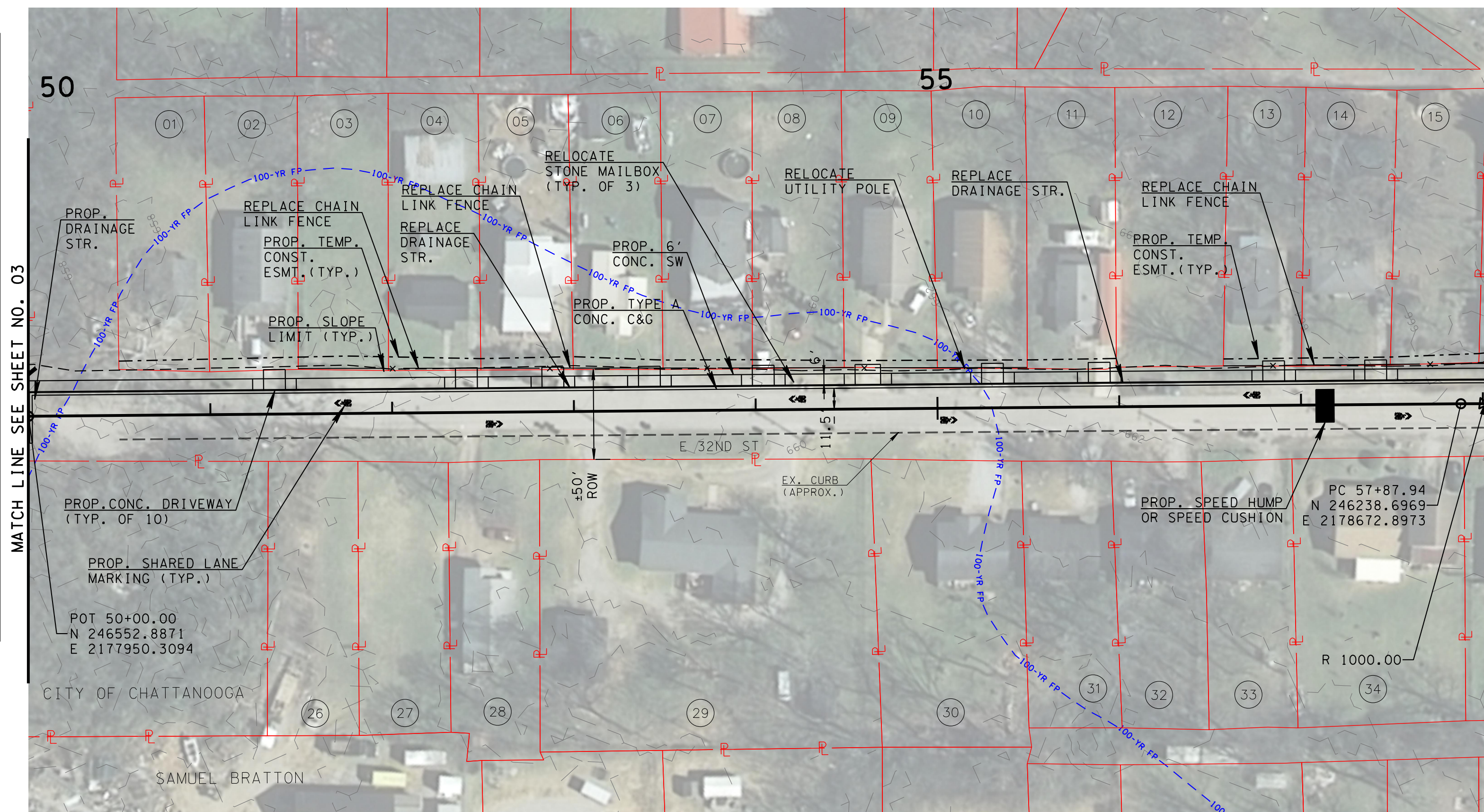
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DRAWN BY:	####
REVIEWED BY:	####
DATE:	2.14.2024
SCALE:	1" = 50'



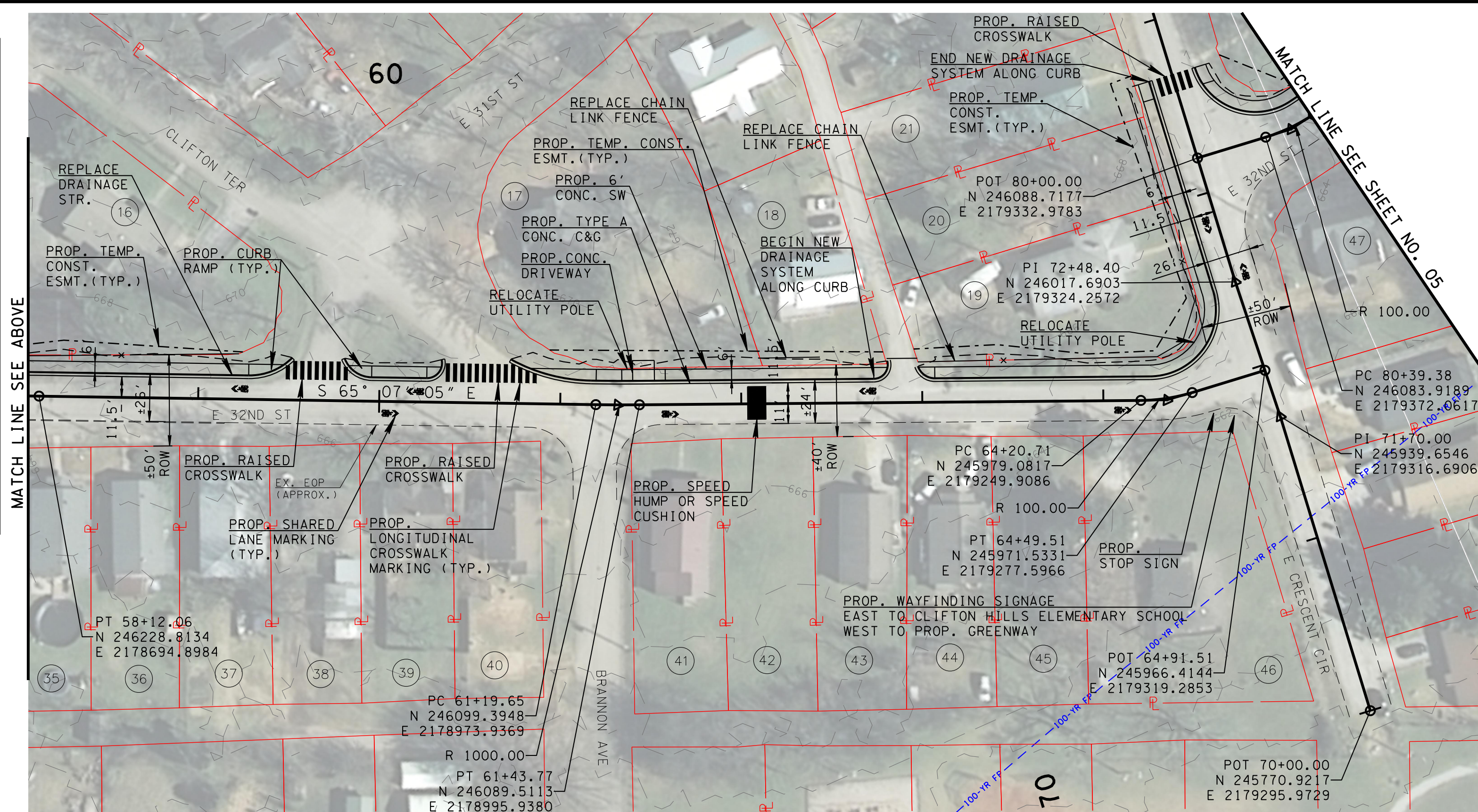
SHEET TITLE	CITY OF CHATTANOOGA	SHEET NO.	03
PLAN		SHEET 03 OF ###	

DRAFT SUBMITTAL

PARCEL NO. ##	PROPERTY OWNER
01	TERRY DANE BEARD JR
02	RYAN KASSEL & KARINE ARDITI
03	LINDA JOYCE DOBBINS HEIRS & JUNIOR RAY DOBBINS HEIRS
04	LINDA JOYCE DOBBINS HEIRS & JUNIOR RAY DOBBINS HEIRS
05	FLORENTINO VAZQUEZ & AMANDA RAMIREZ & ISMAEL VAZQUEZ MENDEZ
06	PAMELA L YARBROUGH C/O PAMELA JOHNSTON
07	ALBERTO NAJERA VASQUEZ & CARMAN ARACELI RODRIGUEZ
08	ALBERTO NAJERA VASQUEZ & CARMAN ARACELI RODRIGUEZ
09	SULI MAGDALENA VELASQUEZ & CARLOS ABEL SOLIS PEREZ
10	RAY FORTNER TR & MAD DOG REVOCABLE TRUST
11	SYBIL C HOWARD
12	CITY OF CHATTANOOGA
13	QUISQUEYA PROPERTIES LLC
14	DELIA ANABELA ABREGO RODRIGUEZ & RUDY NECTALI VASQUEZ SALAS
15	DELIA ANABELA ABREGO RODRIGUEZ & RUDY NECTALI VASQUEZ SALAS
26	SAMUEL BRATTON
27	TOWER CONSTRUCTION CO
28	ALBERT L BARBER
29	LINDA F REAMS
30	ANDRES JUAN FRANCISCO
31	SANSBURY MELLON LTD CO
32	SANSBURY MELLON LTD CO
33	FRANCISCO MENDEZ
34	MARIA JOSEFA & FRANCISCO PEDRO



PARCEL NO. ##	PROPERTY OWNER
16	STEVEN L & TAMARA L GREEN
17	JANN BROYLES
18	CHARLES WILSON
19	DAVID RAYMUNDO & SANTA VICENTE LOPEZ
20	DAVID RAYMUNDO & SANTA VICENTE LOPEZ
21	ANDRES MARCOS MENDEZ & DALINA EMPERATRIZ DIA GONZALEZ
35	CAREY LEE YERDEN
36	CAREY L YERDEN
37	EVELYN DOUGLAS
38	WILLIAM E FARRIS
39	S & N HOLDINGS LLC & C/O STEPHEN J STARK
40	S & N HOLDINGS LLC & C/O STEPHEN J STARK
41	A J ATCHLEY SR
42	BREVANTE R KING ET AL C/O LARRY KING JR
43	CALEB & ALYSSA IDLETT
44	ANGELINA MARTIN FRANCISCO TR
45	JAMES E DOWNER JR
46	SANSBURY MELLON LTD CO
47	ISRAEL SANDOVAL LOPEZ & ESTHELA CHILEL FLORINDA



LEGEND

RIGHT-OF-WAY/PROPERTY LINE	
FLOODWAY	
100-YEAR FLOODPLAIN	
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PROPOSED TEMP. CONST. ESMT.	
PROPOSED TRAIL ESMT.	
PROPOSED SLOPE LIMIT	

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PROJECT NO:	MARK	DESCRIPTION	ISSUE	DATE	INITIAL
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DESIGNED BY: #####					
DRAWN BY: #####					
REVIEWED BY: #####					
DATE: 2.14.2024					
SCALE: 1" = 50'					



CHATTANOOGA, TN
CLIFTON HILLS
CONNECTOR 10% DESIGN

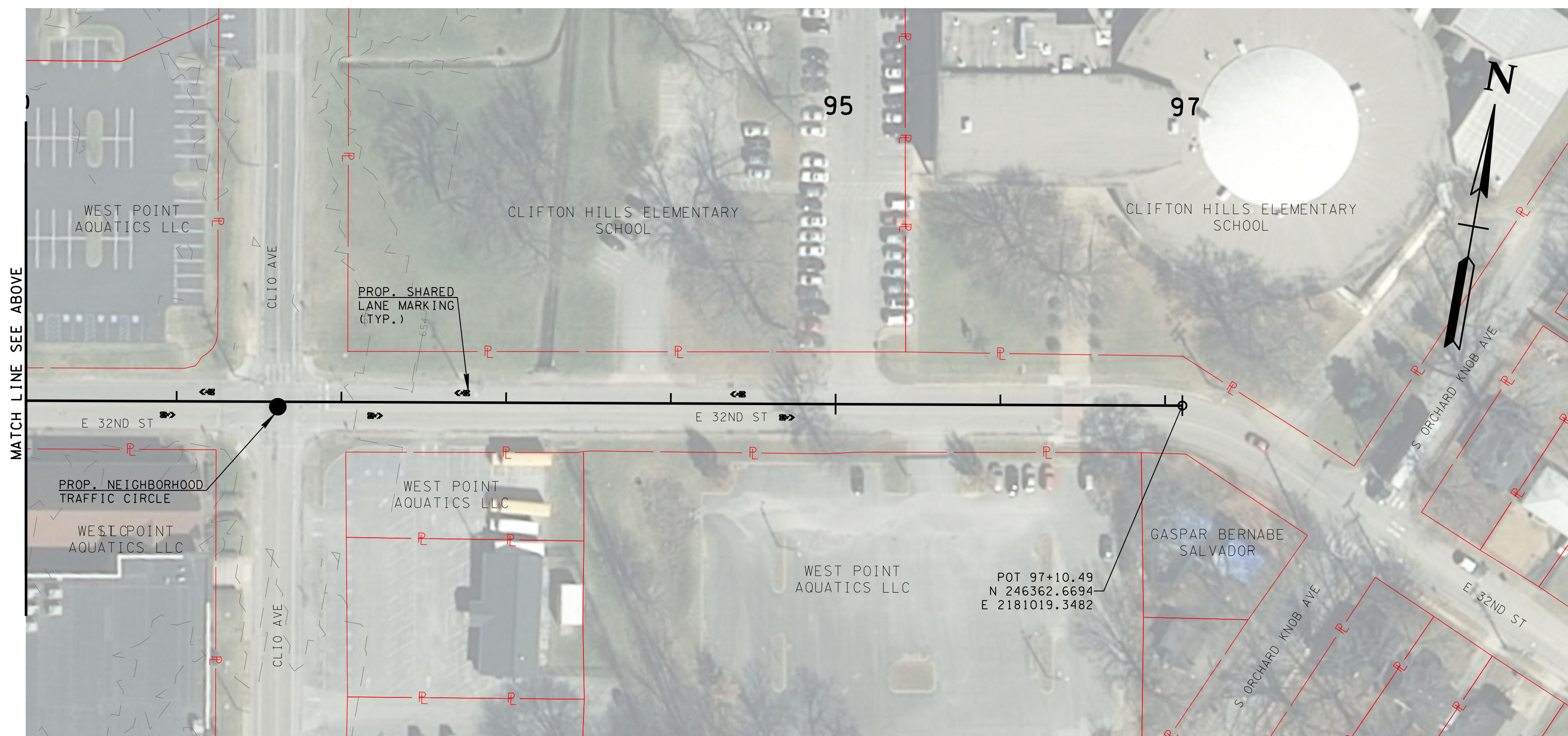
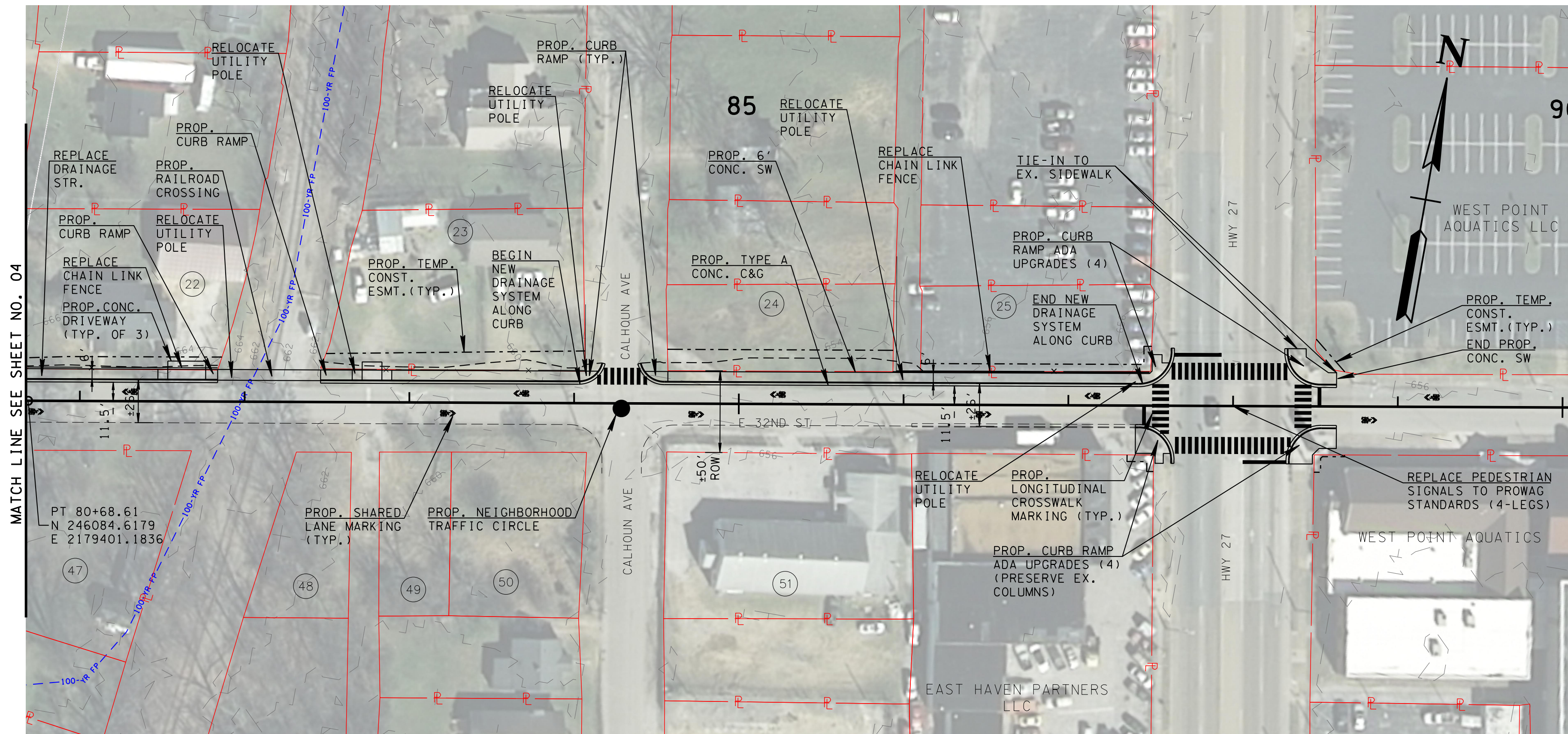
TRUST FOR PUBLIC LAND
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CHATTANOOGA, TN, 37404

SHEET TITLE	CITY OF CHATTANOOGA	SHEET NO.
PLAN		04
		SHEET 04 OF ###

DRAFT SUBMITTAL

PARCEL NO. ##	PROPERTY OWNER
22	DAVID SHELLVIN PEREZ & CARLOS PEREZ
23	TOMAS TERCERO LOPEZ
24	CMK HOLDINGS LLC
25	EDDIE F WRIGHT JESSIE & LOUISE WRIGHT
47	ISRAEL SANDOVAL LOPEZ & ESTHELA CHILEL FLORINDA
48	CITY OF CHATT & HAMILTON CO
49	BREVANTE R KING ET AL C/O LARRY KING JR
50	ELISEO NAVARRO
51	JACKSON WINGFIELD III

RAILROAD CROSSING AT E 32ND ST AND NORFOLK SOUTHERN LINE ANTICIPATED TO INCLUDE NEW PAVEMENT CROSSING OF RAILROAD AND REPLACEMENT OF RAILROAD FLASHING RED SIGNAL CONFORMING TO NORFOLK SOUTHERN RAILROAD STANDARDS

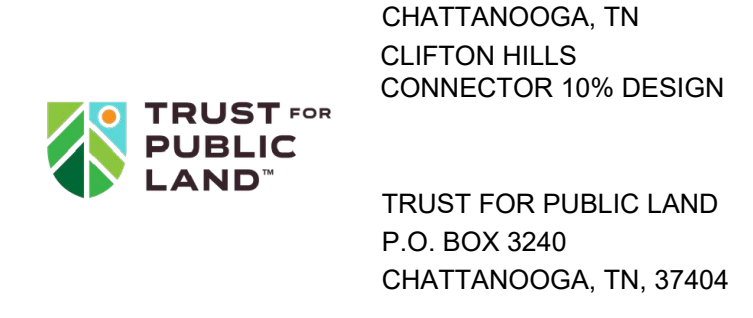


LEGEND

RIGHT-OF-WAY/PROPERTY LINE	
FLOODWAY	
100-YEAR FLOODPLAIN	
EXISTING POTENTIAL WETLAND LIMIT	
EXISTING STREAM WATER EDGE	
EXISTING CONTOURS	
PROPOSED TEMP. CONST. ESMT.	
PROPOSED TRAIL ESMT.	
PROPOSED SLOPE LIMIT	

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PROJECT NO:	MARK	DESCRIPTION	ISSUE	DATE	INITIAL
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REVIEWED BY: #####					
DATE: 2.14.2024					
SCALE: 1" = 50'					



SHEET TITLE	CITY OF CHATTANOOGA	SHEET NO.
PLAN		05
		SHEET 05 OF ###

DRAFT SUBMITTAL

1

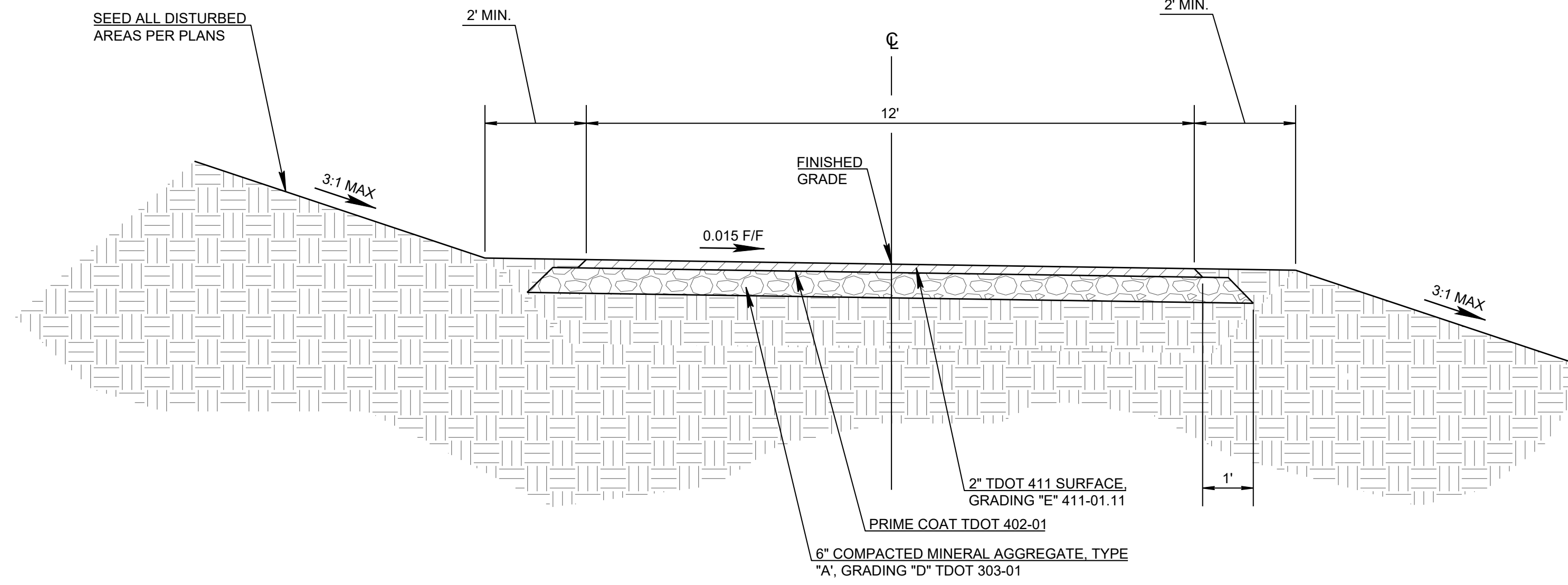
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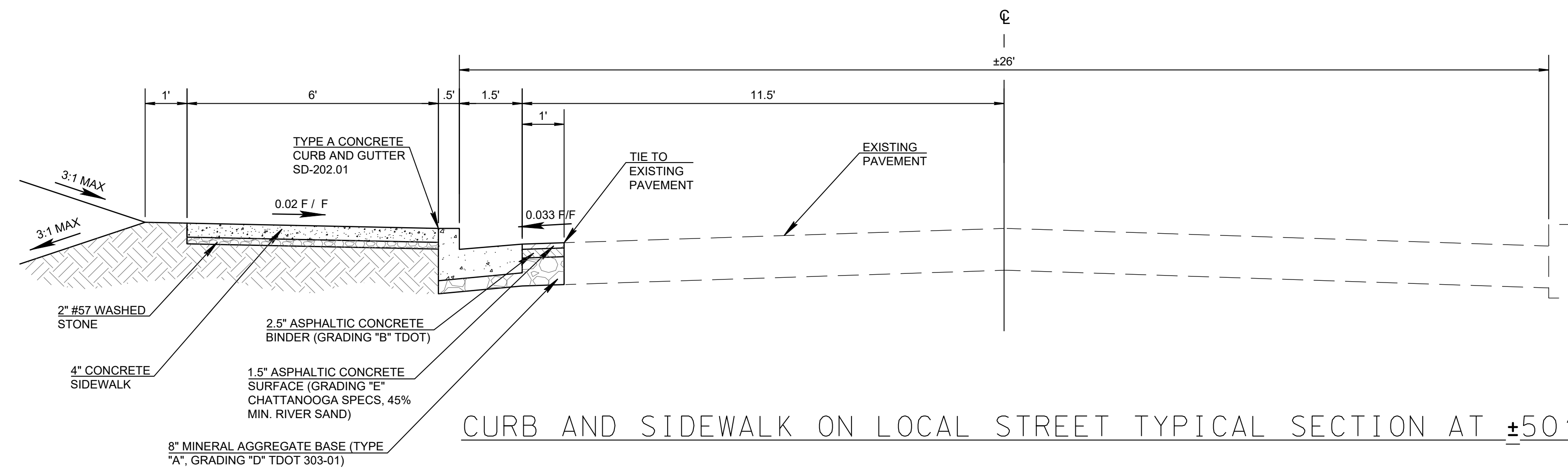
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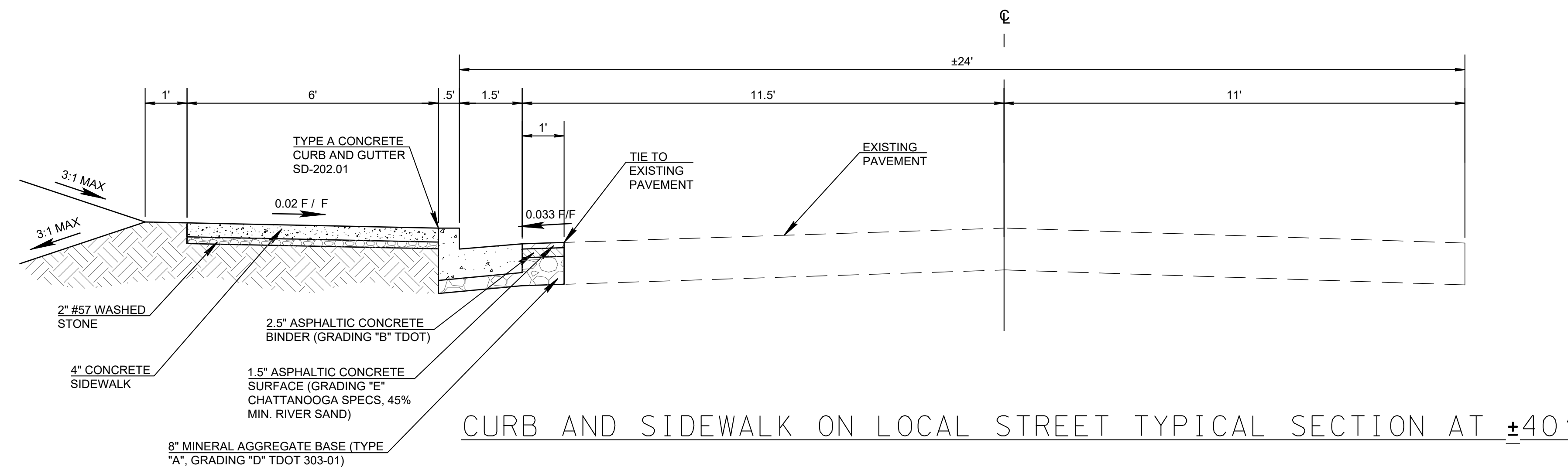
6



ASPHALT GREENWAY TYPICAL SECTION



CURB AND SIDEWALK ON LOCAL STREET TYPICAL SECTION AT ±50' ROW



CURB AND SIDEWALK ON LOCAL STREET TYPICAL SECTION AT ±40' ROW

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PROJECT NO:	2024-006
DESIGNED BY:	####
DRAWN BY:	####
REVIEWED BY:	####
DATE:	1.31.2024
SCALE:	1" = 50'

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CLIFTON HILLS
CONNECTOR 10% DESIGN

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P.O. BOX 3240
CHATTANOOGA, TN, 37404

MARK	DESCRIPTION	ISSUE	DATE	INITIAL

SHEET TITLE: CITY OF CHATTANOOGA

TYPICAL SECTIONS

SHEET NO. 06

SHEET 06 OF ###

DRAFT SUBMITTAL

To: Noel Durant and David Johnson, Trust for Public Land (TPL)
 From: Kim Williams, Alta Planning & Design (Alta)
 CC: Wes Mattingly, HMB and Blythe Bailey with the City of Chattanooga
 Date: 1/22/2024
 Re: Field Visit Summary and Basis of Design Recommendations

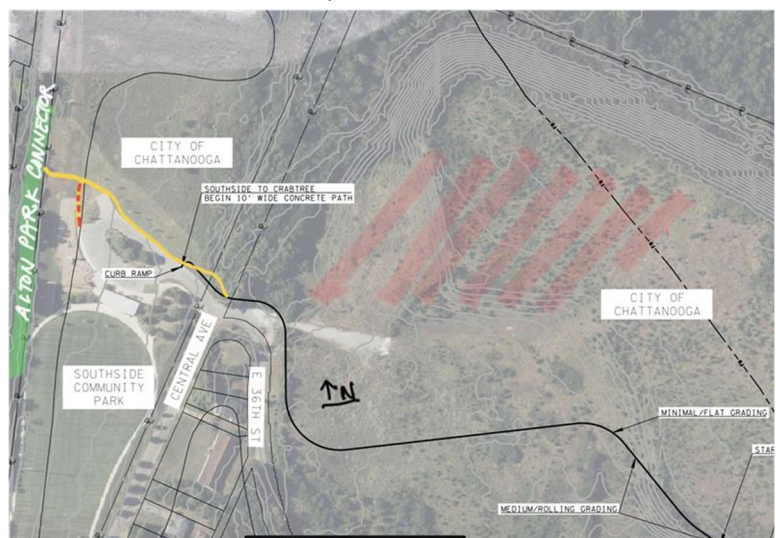
Field Visit Summary and Basis of Design Recommendations

The following is a memo summarizing what was found and discussed in the field when Alta, HMB, TPL, and the City met on January 17th, 2024. Since Alta’s 10% Schematic Design has a very fast-paced schedule, we want to document the conversation had with TPL and City staff in the field.

Off-Road Greenway Section

The western terminus begins at the Alton Park Connector, connecting into what is currently an inactive rail-line, soon to be rail-trail. The eastern part of the off-road section ends at 32nd Street. Design considerations in this area include:

- Connection to the Park:** Originally the group discussed crossing near the entrance of Southside Community Park to connect the greenway users to the park. Our engineers assessed and felt it is best to tie in closer to the playground (see exhibit below) to maximize ADA accessibility and eliminate conflicts between trail and driveway users.
- Avoidance of Potential Solar Array Site:** Chattanooga’s Sustainability Director sent a study showing that the area where the trail is currently proposed and to the south, is open for use and would not be used by the solar array due to geotechnical issues. The potential area for the solar array is shown in the red diagonal lines in the exhibit below.
- Greenway considerations through the landfill and brownfield:** While TPL and the City believe a typical greenway is considered an adequate cap/remediation through the brownfield at the Southside Community Park and the landfill, any major grading or land disturbance outside of the paved trail footprint



may still require remediation. The area passing through the brownfield is shown in yellow on the exhibit below. There currently is a fence surrounding the landfill. It is the City's interpretation that the fence removal will not need to be part of the cost of the greenway project.

- **Easements on Samuel Bratton's Property:** TPL is in discussions with Mr. Bratton to either purchase a recreation easement or purchase a larger or the complete parcel. For purposes of the 10% design, we will show temporary construction access/easements and a permanent greenway easement on the plans. We feel that use of some of Mr. Bratton's property to eliminate some of the fill may help with the no-rise study and also could provide a potential area for restored wetlands if wetland mitigation is required.

Floodplain modeling of Chattanooga Creek:

Based on review of all currently available existing data, studies and communications, the project team concludes the existing FEMA Base Flood Elev. (BFE) currently established, elev. 656 ft., was based on a hydraulic model that did not account for the existing landfill embankment located within the 100-yr floodplain and partially within the established regulatory floodway. When that embankment is accounted for, the project team anticipates the regulatory floodway horizontal width to decrease excluding the existing landfill but raising the accurate BFE to be approximately elev. 662 ft. for the 100-yr storm.

It is anticipated this project will require a LOMR or CLOMR to establish an accurate existing BFE that would then be used to determine if a no-rise certification can be proven or to show that encroachment on the 100-yr floodplain will result in allowable changes to the regulatory floodway water surface elevation (WSE) per the provided schematic drawing. The project team anticipates the regulatory floodway to be reduced from 1200' width at crossing location to approx. 600'-700' width. The project team investigated setting the proposed boardwalk and bridge low chord elev. to pass the 10-year design storm WSE of 655.94. This caused a rise in the 100-yr WSE of 2.88 inches. With additional model calibration and future analysis, the project team would try to achieve this proposed elevation allowing the greenway structures to pass the 10-yr design storm while showing a hydraulic output meeting the 100-yr BFE no-rise condition or an allowable change to the regulatory floodway WSE of 0.1 feet, per City of Chattanooga. Future client and stakeholder coordination may result in lowering the bridge further in conjunction with the following tasks:

- Initial LOMR (Advising FEMA of the existing BFE discrepancy): No FEMA Fee, Professional Services Fee for Hydraulic Analysis and Coordination: Approx. \$25,000
- CLOMR (Performed after FEMA acceptance of discrepancy): FEMA Fee: \$8500, Professional Services Fee: Approx. \$35,000, Schedule for this process: 6-12 months (Schedule includes 2 – 90-day review/comment periods by FEMA, Fish & Wildlife Endangered Species Coordination, Public Involvement and Advisory Notice)
- Final LOMR (As-Built Flood Map): FEMA Fee: \$8000

Structural crossing of wetlands and Chattanooga Creek:

One of the challenges with this structure extending across the limits of the floodway is determining an optimal span length for cost efficiency in superstructure while minimizing obstructions in the floodway by limiting the number of substructures. A proposed 80-foot span prefabricated bridge is recommended. Weathering steel is

desirable for spanning a freshwater floodway where the structure is anticipated to experience typical wet/dry cycles and be able to develop a protective patina. Reinforced concrete decking increases the expected life span to 30-50 years and may be preferred for the smooth riding surface. Railing can include steel or timber elements.

Boardwalk

A wood boardwalk with wood and steel wire railings at 12’ clear width is proposed. It would have 20’ pile spans and would be around 20’ in height.

On-Road Greenway Section

Starting from the western end of 32nd Street, this greenway connection will include new 6-foot-wide sidewalk on the north side of 32nd Street and extend to Rossville Boulevard. Feature include:

- Sidewalks, Sharrows, and Parking Formalization:** Sidewalks will extend along the north side of the street to avoid most stormwater and electric utilities. However, residents on the western end of 32nd Street use the City’s Street right-of-way for parking (see top picture). To accommodate a 6-foot sidewalk, parking should be demarcated as parallel parking. See image (right side of photo) for current parking of residents and location of proposed sidewalk. Sharrows would mark the roadway.



- Norfolk Southern Railroad Crossing:** The railroad crossing near Crescent Circle is confirmed to be Norfolk Southern’s rail line, based on one of their maintained [freight maps available here](#). Crossing the railroad will require coordination, permits, and fees. This is something we can account for in our cost estimates and should be something to consider in schedule.
- Eastern Terminus Options:** Clifton Hills Elementary School is proposed as the eastern terminus, but sidewalks will end at Rossville Boulevard where they connect into existing sidewalks. Crossing improvements, including high visibility crosswalks and ADA improvements are proposed for all four crossings of the intersection and 32nd Street (see bottom picture). Sharrow markers would continue to the school.