

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SULLIVAN COUNTY

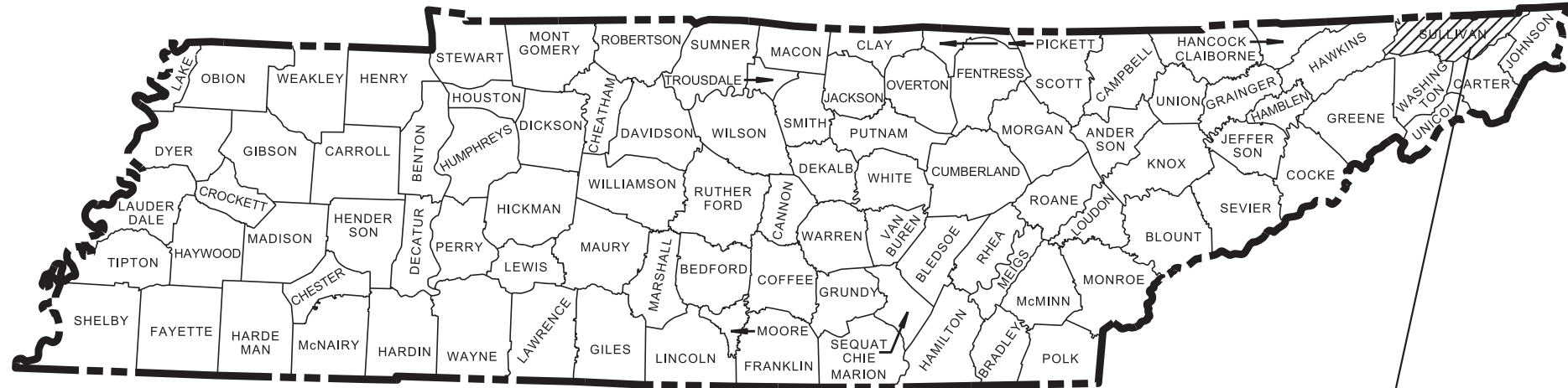
I-26; NEAR MM 1.7 (ROCKFALL MITIGATION)

PS&E
ROCKFALL MITIGATION

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-26/US 23

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES X	NO

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	NH-I-26(79)	
STATE PROJ. NO.	82I026-F3-002	



SULLIVAN COUNTY

I-26

ADJACENT PROJECT

PIN 135058.00

82I026-F2-002
BEGIN PROJECT NO. NH-I-26(79) R.O.W.

STA. 157+50.00
N 818148.0066 E 2973068.7881

82I026-F3-002
BEGIN PROJECT NO. NH-I-26(79) CONSTRUCTION

STA. 157+50.00 L.M. 1.64
N 818148.0066 E 2973068.7881

82I026-F2-002
END PROJECT NO. NH-I-26(79) R.O.W.

STA. 165+00.00
N 817427.8003 E 2973273.8818

82I026-F3-002
END PROJECT NO. NH-I-26(79) CONSTRUCTION

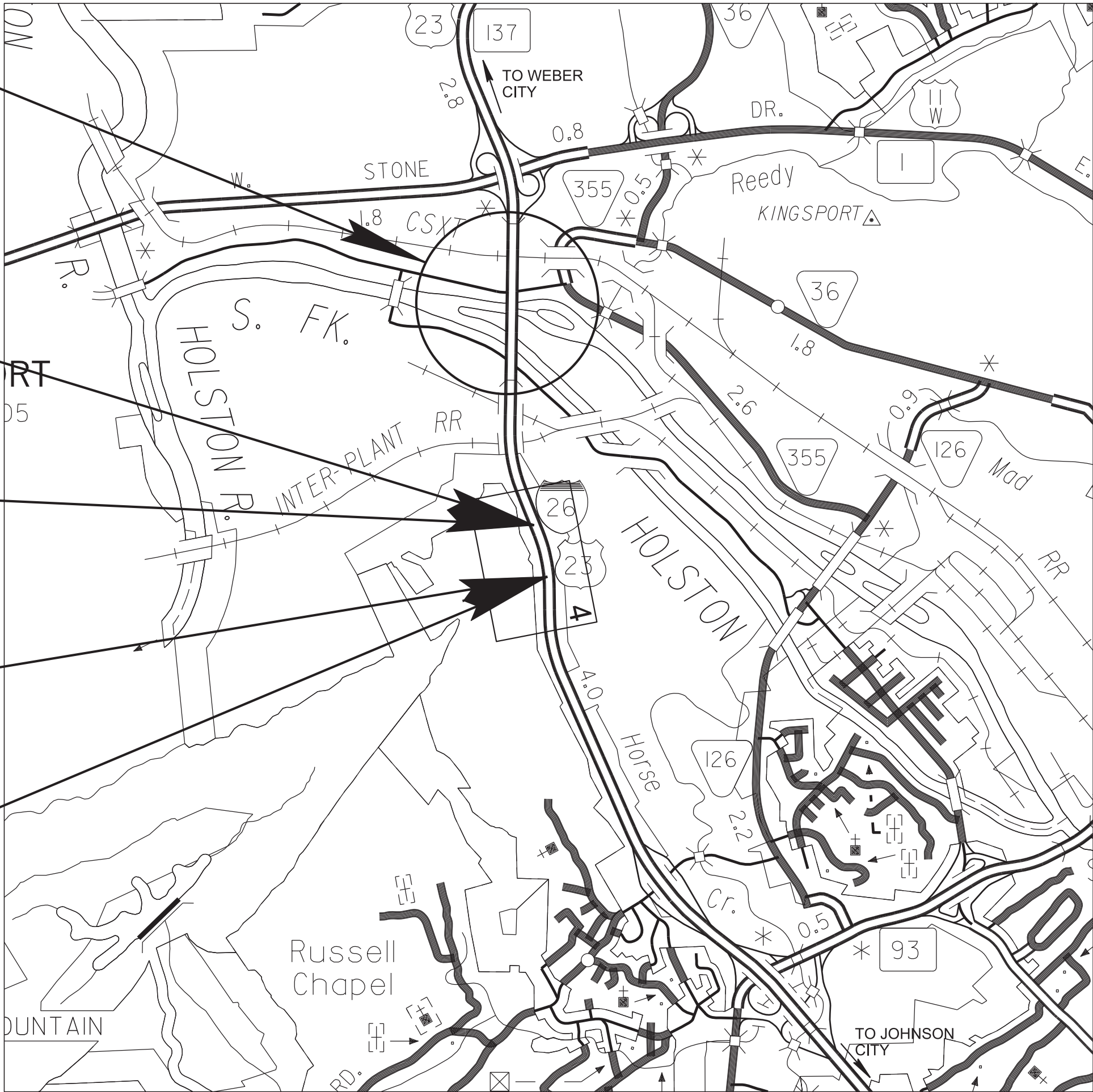
STA. 165+00.00 L.M. 1.81
N 817427.8003 E 2973273.8818

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER : TRACIE WIDNER
DESIGNER : AUBIN CANNING CHECKED BY : JAY MORGAN, P.E.
P.E. NO. 82I026-F1-002 (DESIGN)
PIN NO. 131058.00

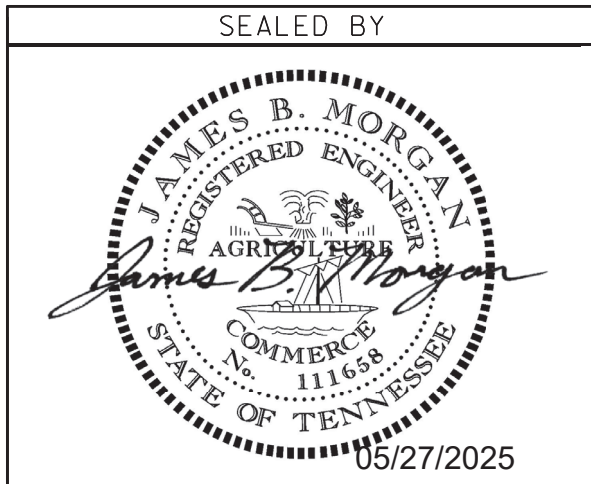


SCALE: 1"= 2640'

R.O.W. LENGTH	0.142 MILES
ROADWAY LENGTH	0.142 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.142 MILES

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

NO EXCLUSIONS



APPROVED: WILL REID, DEPUTY COMMISSIONER / CHIEF ENGINEER

DATE:

APPROVED: HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

I-26

SURVEY 06-17-21	TRAFFIC DATA	
	ADT (2025)	33950
	ADT (2045)	40060
	DHV (2045)	4406
	D	55 - 45
	T (ADT)	7 %
	T (DHV)	5 %
	V	65 MPH

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

ROADWAY INDEX

STANDARD ROADWAY DRAWINGS

SHEET NAME

SHEET NO.

DWG.

REV.

DESCRIPTION

DWG.

REV.

DESCRIPTION

SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
STANDARD TRAFFIC DESIGN DRAWINGS.....	1A1
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS.....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS.....	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP.....	3B
PRESENT LAYOUT.....	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
DRAINAGE MAP.....	5
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	6 – 10
ROADWAY CROSS SECTIONS	11 – 39
TRAFFIC CONTROL PLANS	T1, T2, T3 – T3F
GEOTECHNICAL PLANS	G-1
UTILITY PLANS	U1-1
NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.	

Footnotes:

NO PROJECT COMMITMENT SHEET INCLUDED IN PLAN SET.

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

ROADWAY DESIGN STANDARDS

RD11-TS-5	06-28-19	DESIGN STANDARDS FOR FREEWAYS WITH DEPRESSED MEDIAN (4 AND 6 LANE)
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

S-F-10	07-17-20	STANDARD RIGHT-OF-WAY STOCK FENCE
S-F-10A	06-28-19	STANDARD RIGHT-OF-WAY STOCK FENCE WITH TIMBER POSTS
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

SAFETY DESIGN AND GUARDRAILS


S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-CC-1	10-01-24	CRASH CUSHION

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	1A
PS&E	2025	NH-I-26(79)	1A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG. REV. DESCRIPTION

DESIGN - TRAFFIC CONTROL

T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-55	03-26-25	SIDEWALK TRAFFIC CONTROL
T-WZ-62	03-26-25	CONSTRUCTION ACCESS/EMERGENCY PULL-OFF ON FREEWAYS
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS


DWG. REV. DESCRIPTION

DWG. REV. DESCRIPTION

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	NH-I-26(79)	1A1



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05/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
DESIGN
DRAWINGS

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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 821026-F3-002
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	645
209-02.06	15" TEMPORARY SLOPE DRAIN	L.F.	430
209-05	SEDIMENT REMOVAL	C.Y.	27
209-08.07	ROCK CHECK DAM PER	EACH	2
209-08.08	ENHANCED ROCK CHECK DAM	EACH	1
209-09.01	SANDBAGS	BAG	100
707-02.44	ROCK ANCHOR, TYPE II	L.F.	7400
707-03.01	STOCK FENCE	L.F.	531
707-03.02	END, BRACED LINE, CORNER POST ASSEMBLY(STOCK FENCE)	EACH	4
707-06.01	REMOVAL OF FENCE (STA. 158+98.90 TO STA. 163+57.93)	L.F.	450
707-10.06	ROCKFALL DRAPE (TYPE II)	S.Y.	2425
707-11.01	PEDESTRIAN CONSTRUCTION BARRIER FENCE	L.F.	730
708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	4
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	12
712-01	TRAFFIC CONTROL	LS	1
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	790
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
712-04.50	BARRIER RAIL DELINEATOR	EACH	37
712-05.01	WARNING LIGHTS (TYPE A)	EACH	50
712-06	SIGNS (CONSTRUCTION)	S.F.	228
712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	2
712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	1
712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	1
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	6585
712-09.31	REMOVABLE BLACK-OUT TAPE (8IN)	L.F.	6600
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
717-01	MOBILIZATION	LS	1
725-21.07	PORTABLE SMART WORK ZONE SYSTEM	DAY	365
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	172
801-01	SEEDING (WITH MULCH)	UNIT	31
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	24
801-02	SEEDING (WITHOUT MULCH)	UNIT	12
801-03	WATER (SEEDING & SODDING)	M.G.	4
805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	1320

FOOTNOTES	
(1)	INCLUDES 14 C.Y. FOR TEMPORARY CONSTRUCTION EXIT, 131 CY FOR TEMPORARY BERM, AND 500 C.Y. FOR REMOVAL OF SLIDE DEBRIS. SEE GRADING SPECIAL NOTES ON SHEET 2D.
(2)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(3)	QUANTITIES MAY BE INCREASED OR DECREASED BY THE T.D.O.T. MANAGER.
(4)	SEE GEOTECHNICAL SHEETS FOR MORE INFORMATION.
(5)	TO BE USED FOR TEMPORARY CONSTRUCTION EXIT.
(6)	INCLUDES 2.5 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(7)	CLEARING AND GRUBBING SHALL ONLY OCCUR AS NEEDED WITHIN THE PROJECT LIMITS IN ORDER TO COMPLETE THE SLOPE REPAIR SAFELY AND EFFECTIVELY.
(8)	THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(9)	TO BE USED ON SLIDE AREA.
(10)	ITEM TO BE USED ONLY WHEN A REDUCED SPEED LIMIT IS ESTABLISHED WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS, AND TWO TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE. TO BE USED AS DIRECTED BY THE TDOT MANAGER.
(11)	THESE ITEMS TO BE USED ONLY WHEN THE SPEED LIMIT IS REDUCED THROUGH THE CONSTRUCTION ZONE AND TO BE USED AS DIRECTED BY TDOT MANAGER.
(12)	ITEM INCLUDES COST TO MAINTAIN AND REPLACE AS NEEDED DURING THE PROJECT.
(13)	QUANTITY FOR TEMPORARY BERM TO BE INCREASED OR DECREASED BY TDOT MANAGER.
(14)	TO BE USED FOR STABILIZING THE BASE OF PEDESTRIAN CONSTRUCTION BARRIER FENCE. QUANTITY TO BE INCREASED OR DECREASED BY THE TDOT MANAGER.
(15)	ITEM WAS INCLUDED AT THE REQUEST OF TDOT REGION 1 OPERATIONS TO PROTECT WORKERS DURING CONSTRUCTION.
(16)	THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(17)	QUANTITY FOR TEMPORARY SLOPE DRAIN TO BE INCREASED OR DECREASED BY TDOT MANAGER.
(18)	TO BE USED FOR TEMPORARY SLOPE DRAIN.
(19)	DAYS SHALL BE MEASURED AS 24 HOUR PERIODS. THE EXACT LOCATIONS OF THESE SMARTZONE COMPONENTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS.
(20)	INCLUDES COST OF ALL EQUIPMENT FOR (6) CONSTRUCTION ADVANCED WARNING SYSTEMS, (6 RADAR DETECTION TRAILERS AND 6 EDGE LIT WIG WAG TRAILERS TOTAL) 3 SYSTEMS REQUIRED ON EITHER SIDE OF I-26 EASTBOUND. QUANTITY REPRESENTS TOTAL NUMBER OF CALENDAR DAYS FOR ALL PHASES. INCLUDES ALL COST WITH DEPLOYING, PROGRAMMING, AND MAINTAINING THE CONSTRUCTION ADVANCED WARNING SYSTEM PER THE MANUFACTURERS RECOMMENDATIONS FOR THE DURATION OF THE PROJECT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	2
PS&E	2025	NH-I-26(79)	2

THE REMOVAL OF SLIDE MATERIAL, ROCKFALL DRAPE, AND ROCKFALL ANCHORS QUANTITIES AND NOTES WERE PROVIDED BY THE TDOT REGION 1 GEOTECHNICAL SECTION.

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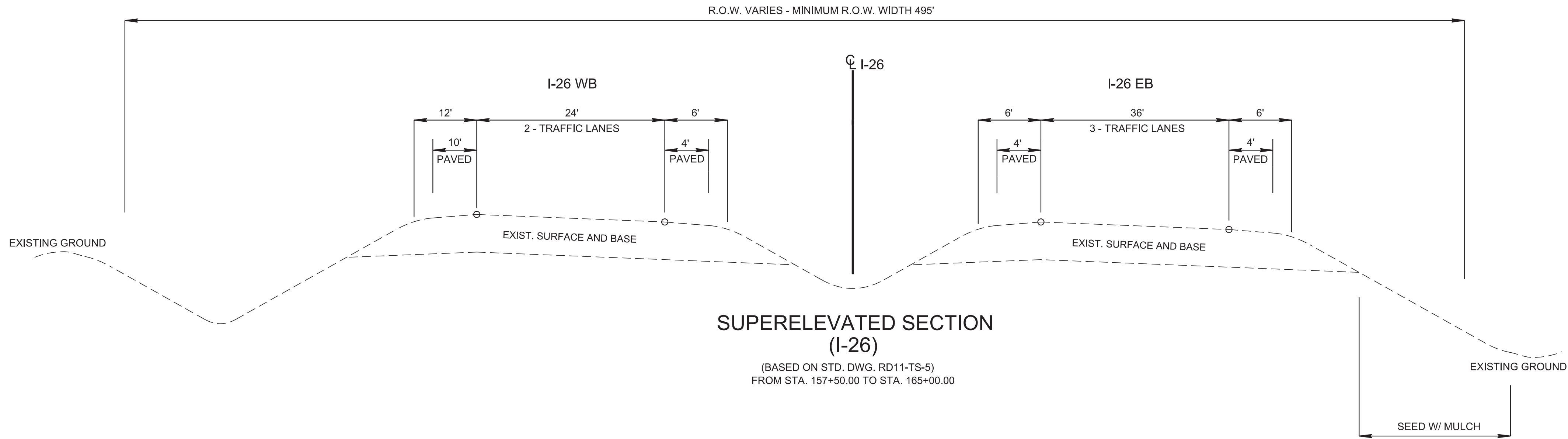


05/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	2B
PIH	2024	NH-I-26(79)	2B
PS&E	2025	NH-I-26(79)	2B



NOTE: SEE GEOTECHNICAL SHEETS FOR SLIDE REPAIR TYPICAL SECTION AND DETAILS.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

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GENERAL NOTES

GRADING

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

SEEDING AND SODDING

- (5) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

DRAINAGE

- (1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

FENCING

- (1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.
- (3) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS A TWO-WEEK NOTICE PRIOR TO CUTTING FENCES.

MISCELLANEOUS

- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

SIGNING

- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

TRAFFIC CONTROL DIRECTIONAL SIGNING

- (1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY “ADVANCE GUIDE SIGN” AND ONE NEW TEMPORARY “EXIT DIRECTIONAL SIGN” AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
- (2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, “D” UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A “B” ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

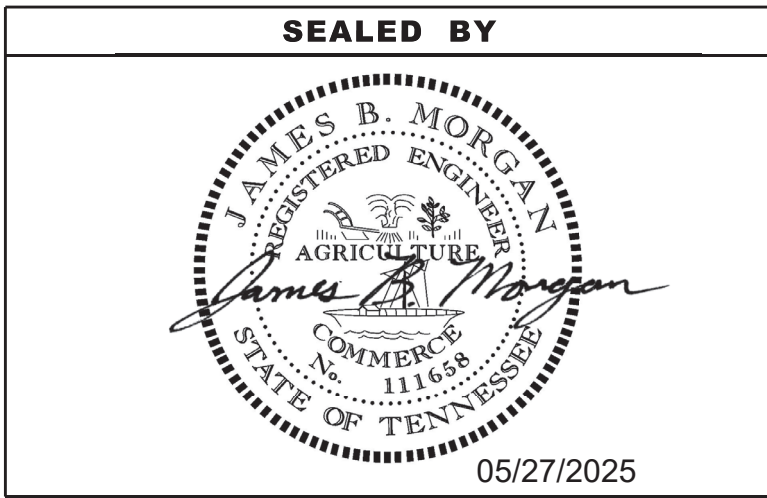
- (3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-01, AS DIRECTED BY THE ENGINEER.
- (4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.
- (5) ALL EXISTING “EMERGENCY REFERENCE MARKERS” AND “HOSPITAL SIGNS” SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.
- (6) WHEN “LOGO” SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE “LOGO” SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-01, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT’S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT’S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER’S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT’S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT’S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT’S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT’S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER’S APPROVAL TO USE THEM.

- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	2C
PS&E	2025	NH-I-26(79)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

GRADING

- (1)

THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (2)

BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.
- (3)

TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4)

THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5)

EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	2D
PS&E	2025	NH-I-26(79)	2D

THE REMOVAL OF SLIDE MATERIAL, ROCKFALL DRAPE, AND ROCKFALL ANCHORS QUANTITIES AND NOTES WERE PROVIDED BY THE TDOT REGION 1 GEOTECHNICAL SECTION.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

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

- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

- (13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

- (18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

ENVIRONMENTAL

- (20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

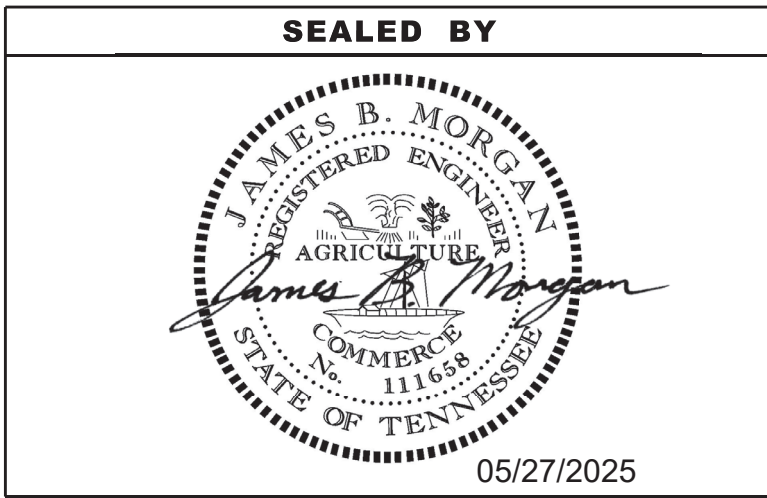
ECOLOGY

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

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES THE REMOVAL OF SLIDE MATERIAL, INSTALLATION OF ROCKFALL DRAPE, AND INSTALLATION OF ROCK ANCHORS ALONG THE SLIDE AREA AS SHOWN ON THE PLANS. THIS PROJECT INCLUDES THE APPLICATION OF TRAFFIC CONTROL DEVICES, EPSC DEVICES, AND OTHER FEATURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT MANAGER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	2E
PIH	2024	NH-I-26(79)	2E
PS&E	2025	NH-I-26(79)	2E



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL NOTES


TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	2F
PS&E	2025	NH-I-26(79)	2F

RIGHT-OF-WAY MARKERS				
	Item #: 708-02.01			
SHEET NO.	QUANTITIES (EACH)			
	"A"	"B"	"C"	TOTALS
4	3		1	4
TOTALS	3		1	4

ESTIMATED GRADING QUANTITIES						
DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY		
	EXC.	EMB.	EXC.	SHRINK = 5 % SWELL = 30 %		
MAINLINE	0	0		EXC. EMB. 489 VS. 0 AVAILABLE = 489 WASTE MATERIAL = 514		
SIDE ROADS	0	0				
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0				
INDEPENDENT DITCHES	0	0				
TEMPORARY CONSTRUCTION EXITS	14	0	14			
OTHER (REMOVAL OF SLIDE DEBRIS)	500	0	475			
TOPSOIL (EMB.)	0					
TOPSOIL (EXC.)	0					
TOPSOIL TOTALS (SEE TOPSOIL TABLE)						
ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	514	0	514	514	489

NOTE: THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SATISFACTORY DISPOSAL OF 514 C.Y. OF EXCESS MATERIAL.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

RIGHT-OF-WAY

- (1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE PROJECT MANAGER AND PRECONSTRUCTION OFFICE ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

UTILITY


- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

ELECTRIC:
AEP – APPALACHIAN POWER
420 RIVERPORT ROAD
KINGSPORT, TN 37660
CONTACT: TOM HENSLEY
OFFICE PHONE: 423 578 2249
CELL PHONE: 423 360 7497
Email: tdhensley@aep.com

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	3
PIH	2024	NH-I-26(79)	3
PS&E	2025	NH-I-26(79)	3

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05/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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


TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	3A
PIH	2024	NH-I-26(79)	3A
PS&E	2025	NH-I-26(79)	3A

R.O.W. ACQUISITION TABLE																	
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION *	AIR RIGHTS
				BOOK	PAGE												
1	CITY OF KINGSPORT, TENNESSEE	060	025.10	2264C	338		160.131	160.131					160.131				
2	CITY OF KINGSPORT, TENNESSEE	060	006.00	3316	2033		66.495	66.495		1.116	1.116		65.379			1.639	
3	HUNNINGTON HILLS DEVELOPMENT COMPANY	060	007.00	542C	562		21.757	21.757					21.757				

* TO BE USED FOR ROADWAY CONSTRUCTION WORKING ROOM.

DISTURBED AREA	
IN BETWEEN SLOPE LINES	0.468
15- FEET WIDE STRIP (OUTSIDE OF SLOPE LINES)	0.318
TOTAL DISTURBED AREA	0.786
TOTAL PROJECT AREA	6.409

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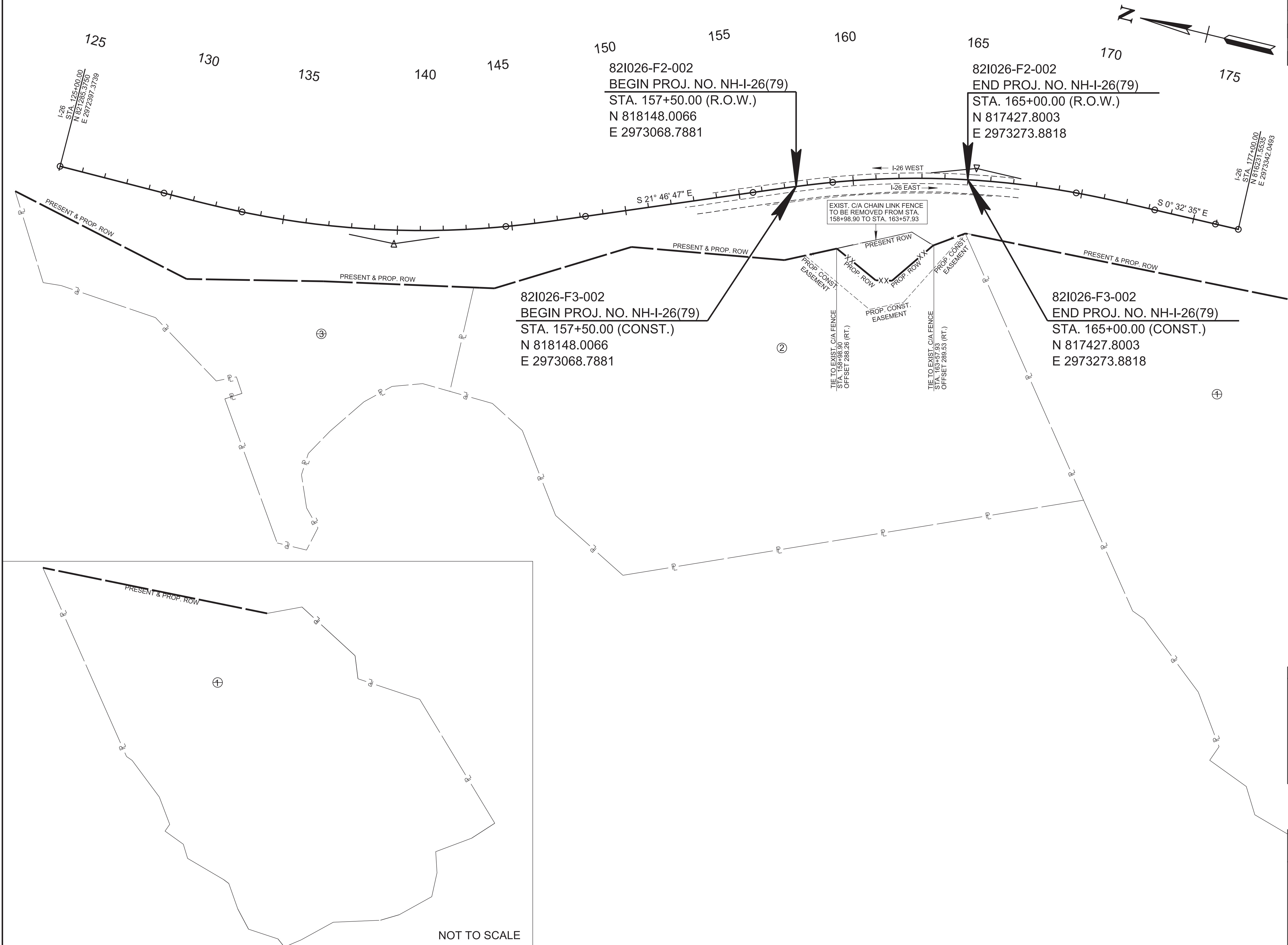
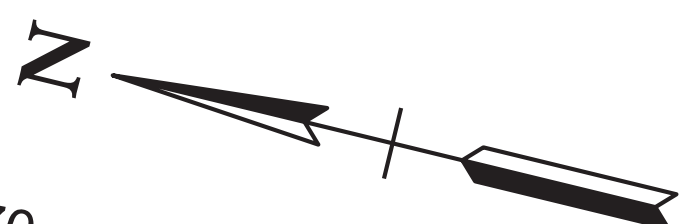


05/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	3B
PIH	2024	NH-I-26(79)	3B
PS&E	2025	NH-I-26(79)	3B



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=200'

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165

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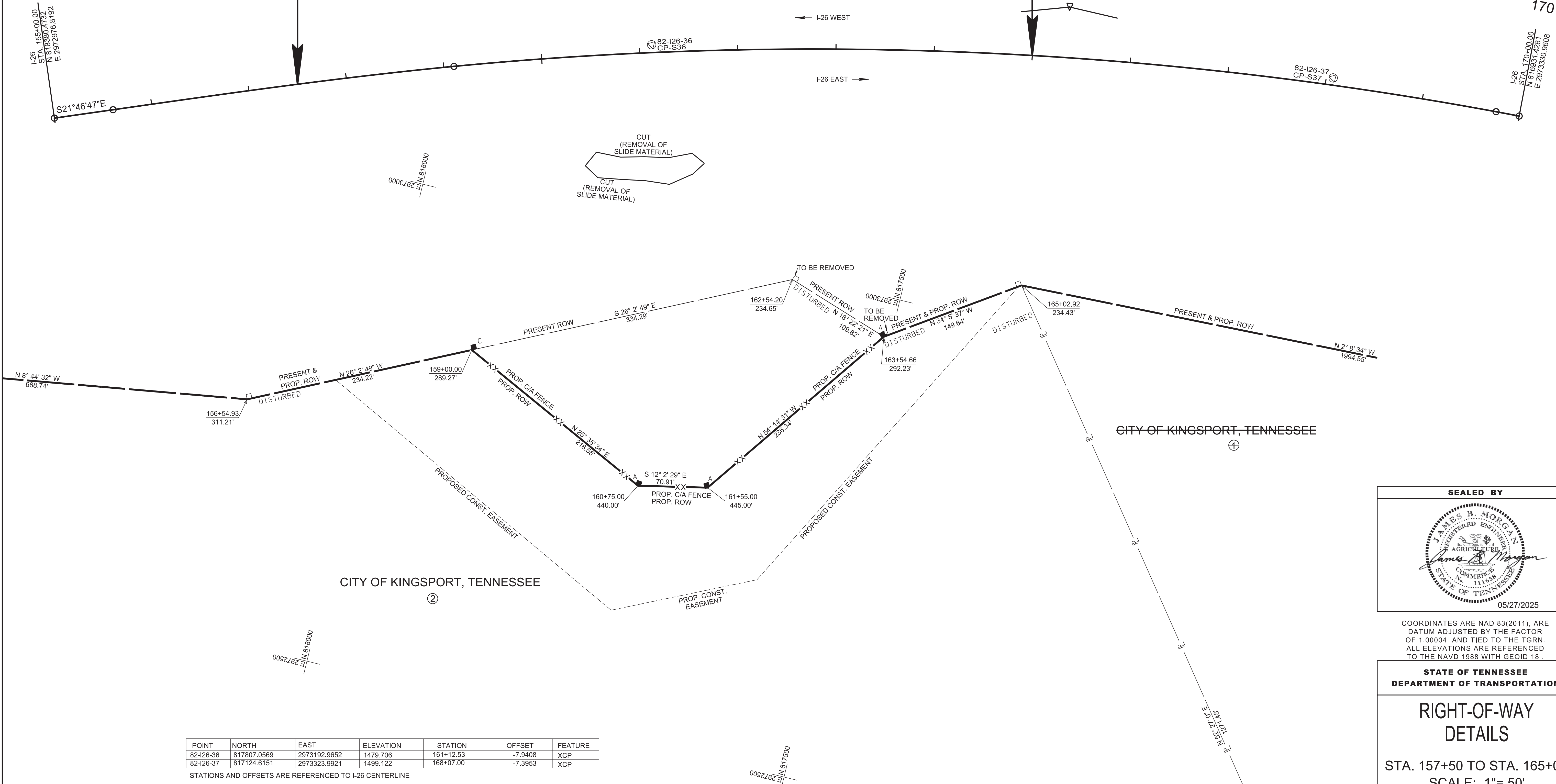
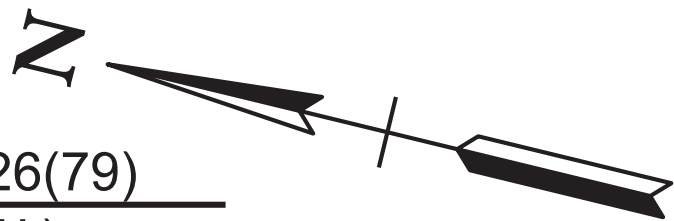
82I026-F2-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (R.O.W.)
N 818148.0066
E 2973068.7881

82I026-F3-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (CONST.)
N 818148.0066
E 2973068.7881

82I026-F2-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (R.O.W.)
N 817427.8003
E 2973273.8818

82I026-F3-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (CONST.)
N 817427.8003
E 2973273.8818

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	4A
PIH	2024	NH-I-26(79)	4A
PS&E	2025	NH-I-26(79)	4A



POINT	NORTH	EAST	ELEVATION	STATION	OFFSET	FEATURE
82-I26-36	817807.0569	2973192.9652	1479.706	161+12.53	-7.9408	XCP
82-I26-37	817124.6151	2973323.9921	1499.122	168+07.00	-7.3953	XCP

STATIONS AND OFFSETS ARE REFERENCED TO I-26 CENTERLINE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
DETAILS

STA. 157+50 TO STA. 165+00
SCALE: 1"= 50'

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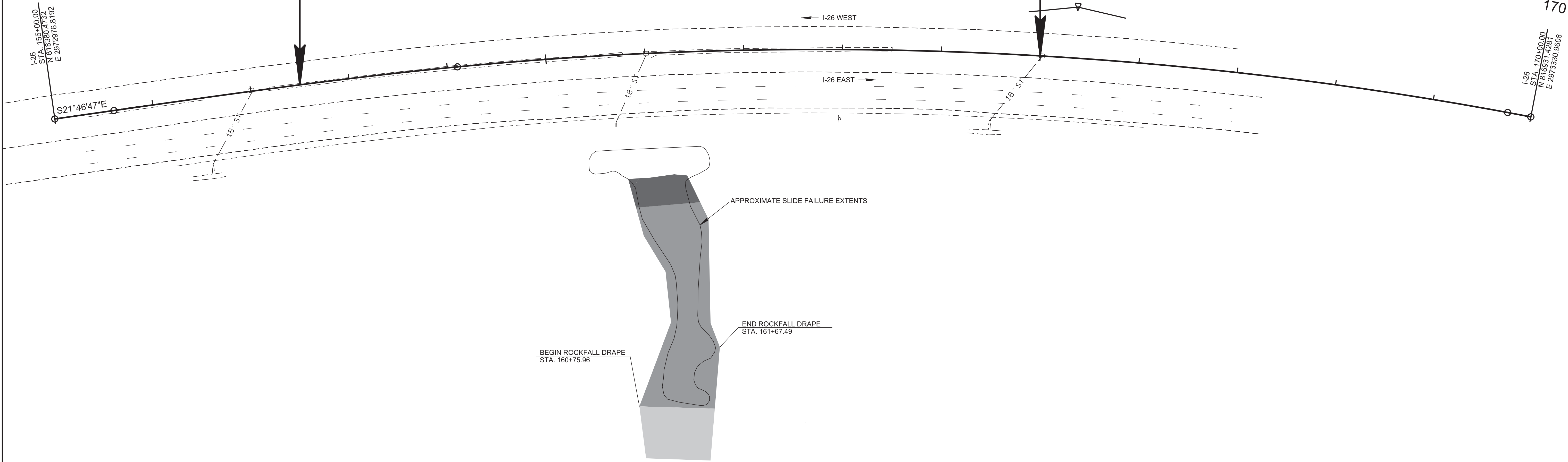
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82I026-F2-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (R.O.W.)
N 818148.0066
E 2973068.7881

82I026-F3-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (CONST.)
N 818148.0066
E 2973068.7881

82I026-F2-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (R.O.W.)
N 817427.8003
E 2973273.8818

82I026-F3-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (CONST.)
N 817427.8003
E 2973273.8818



LEGEND

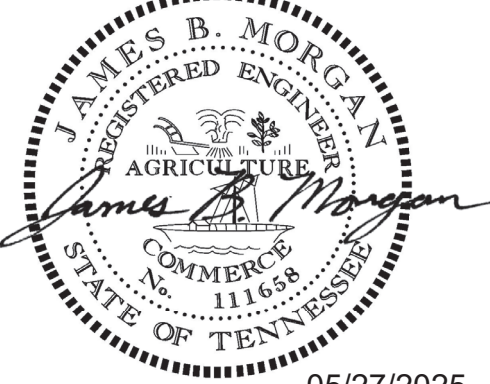
NOTE: SEE GEOTECHNICAL SHEETS FOR MORE DETAILS.

- PROPOSED ANCHORED MESH "ZONE A"
- PROPOSED ANCHORED MESH "ZONE B"
- PROPOSED ANCHORED MESH "ZONE C"

NOTE: GRADE ROADSIDE DITCH BACK IN KIND.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	4B
PIH	2024	NH-I-26(79)	4B
PS&E	2025	NH-I-26(79)	4B

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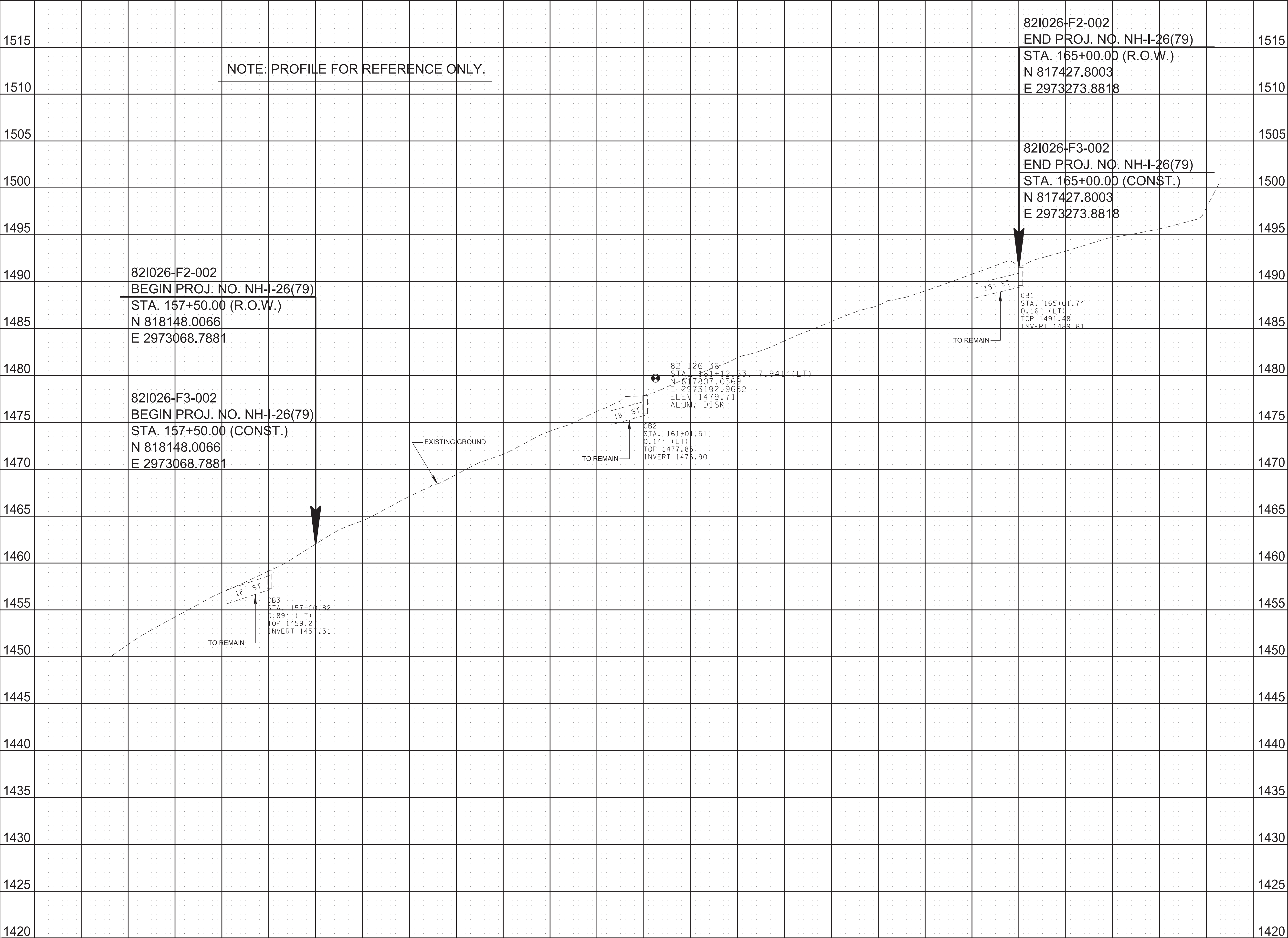
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT


STA. 157+50 TO STA. 165+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	4C
PIH	2024	NH-I-26(79)	4C
PS&E	2025	NH-I-26(79)	4C

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05/27/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
STA. 157+50 TO STA. 165+00

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

155

160

165

170

82I026-F2-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (R.O.W.)
N 818148.0066
E 2973068.7881

82I026-F3-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (CONST.)
N 818148.0066
E 2973068.7881

82I026-F2-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (R.O.W.)
N 817427.8003
E 2973273.8818

82I026-F3-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (CONST.)
N 817427.8003
E 2973273.8818

DRAINAGE DATA FOR		
STATION: 161+26.51		
EXISTING STRUCTURE: 18" RCP		
INLET	1475.75	ELEV.
OUTLET	1474.73	ELEV.
SKEW	63	DEG.
FLOW	LEFT TO RIGHT	
DRAINAGE AREA	0.77	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	46	%
DISCHARGE (Q50)	4.009	CFS
DISCHARGE (Q100)	4.387	CFS
VELOCITY (Q50)	6.17	FT/S
VELOCITY (Q100)	6.32	FT/S

DRAINAGE DATA FOR		
STATION: 165+24.36		
EXISTING STRUCTURE: 18" RCP		
INLET	1489.44	ELEV.
OUTLET	1488.24	ELEV.
SKEW	54	DEG.
FLOW	LEFT TO RIGHT	
DRAINAGE AREA	0.80	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	46	%
DISCHARGE (Q50)	4.147	CFS
DISCHARGE (Q100)	4.538	CFS
VELOCITY (Q50)	6.40	FT/S
VELOCITY (Q100)	6.56	FT/S

DRAINAGE DATA FOR		
STATION: 157+27.83		
EXISTING STRUCTURE: 18" RCP		
INLET	1457.16	ELEV.
OUTLET	1455.61	ELEV.
SKEW	53	DEG.
FLOW	LEFT TO RIGHT	
DRAINAGE AREA	0.71	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	40	%
DISCHARGE (Q50)	3.611	CFS
DISCHARGE (Q100)	3.951	CFS
VELOCITY (Q50)	6.74	FT/S
VELOCITY (Q100)	6.91	FT/S

POINT	NORTH	EAST	ELEVATION	STATION	OFFSET	FEATURE
82-I26-36	817807.0569	2973192.9652	1479.706	161+12.53	-7.9408	XCP
82-I26-37	817124.6151	2973323.9921	1499.122	168+07.00	-7.3953	XCP

STATIONS AND OFFSETS ARE REFERENCED TO I-26 CENTERLINE

EXISTING CONTOURS	----- 1500 -----
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	5
PIH	2024	NH-I-26(79)	5
PS&E	2025	NH-I-26(79)	5

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP

STA. 157+50 TO STA. 165+00
SCALE: 1"= 50'

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EROSION PREVENTION AND SEDIMENT CONTROL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER’S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR

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

INSPECTION, MAINTENANCE & REPAIR

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR’S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC “LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT “FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL” CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR’S OWN EXPENSE.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

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

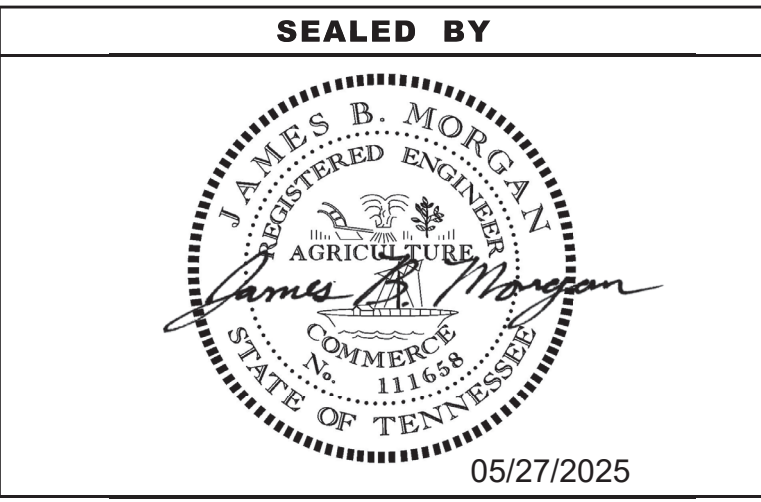
PERMITS, PLANS & RECORDS

- (28) THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR; THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	6
PIH	2024	NH-I-26(79)	6
PS&E	2025	NH-I-26(79)	6



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

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EROSION PREVENTION AND SEDIMENT CONTROL NOTES, CONT'D

- (33)

IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34)

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35)

WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36)

ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37)

ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38)

OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39)

DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SUPPORT ACTIVITIES

- (41)

IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42)

MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43)

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44)

ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45)

FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46)

APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47)

ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT

- WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48)

THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49)

IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50)

FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51)

IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53)

CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

SUBSECTION 4 – EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS & BUFFER ZONES

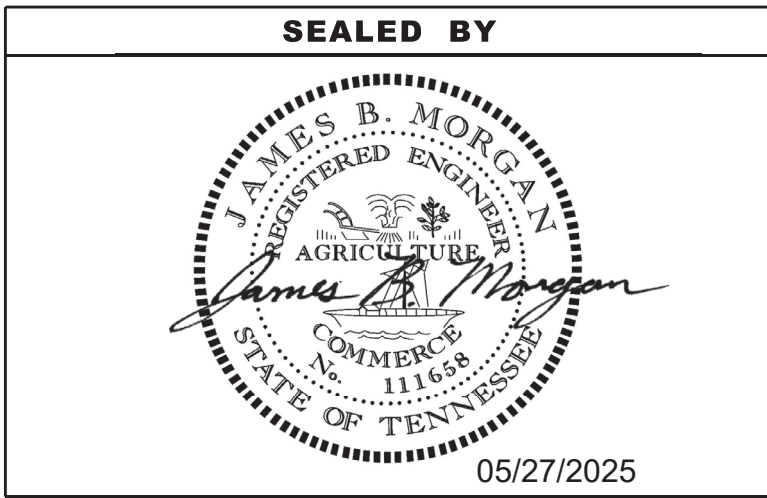
- (1)

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.
- (2)

A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (3)

BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPs) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

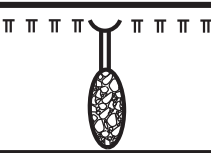



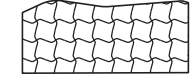
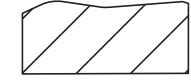
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	7
PIH	2024	NH-I-26(79)	7
PS&E	2025	NH-I-26(79)	7



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES


TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	8
PIH	2024	NH-I-26(79)	8
PS&E	2025	NH-I-26(79)	8

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	EROSION CONTROL BLANKET	EC-STR-34
	SEEDING WITH MULCH	

TABULATED EPSC QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			821026-F3-002
(1)(2)	203-01 ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	145
(2)(4)	209-02.06 15" TEMPORARY SLOPE DRAIN	L.F.	430
(2)	209-05 SEDIMENT REMOVAL	C.Y.	27
(2)	209-08.07 ROCK CHECK DAM PER	EACH	2
(2)	209-08.08 ENHANCED ROCK CHECK DAM	EACH	1
(2)(3)	709-05.05 MACHINED RIP-RAP (CLASS A-3)	TON	100
(2)(4)(5)	709-05.06 MACHINED RIP-RAP (CLASS A-1)	TON	12
(2)(3)	740-10.03 GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	172
(2)	801-01 SEEDING (WITH MULCH)	UNIT	31
(2)	801-01.07 TEMPORARY SEEDING (WITH MULCH)	UNIT	24
(2)	801-02 SEEDING (WITHOUT MULCH)	UNIT	12
(2)	801-03 WATER (SEEDING & SODDING)	M.G.	4
(2)	805-12.02 EROSION CONTROL BLANKET (TYPE II)	S.Y.	1320

FOOTNOTES	
(1)	INCLUDES 131 CY FOR TEMPORARY BERM AND 14 C.Y. FOR TEMPORARY CONSTRUCTION EXIT. QUANTITY FOR TEMPORARY BERM TO BE INCREASED OR DECREASED BY TDOT MANAGER.
(2)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(3)	TO BE USED FOR TEMPORARY CONSTRUCTION EXIT.
(4)	QUANTITY FOR TEMPORARY SLOPE DRAIN TO BE INCREASED OR DECREASED BY TDOT MANAGER.
(5)	TO BE USED FOR TEMPORARY SLOPE DRAIN.

SEALED BY



05/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) LEGEND &
TABULATION

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STA. 157+50.00 (R.O.W.)
N 818148.0066
E 2973068.7881

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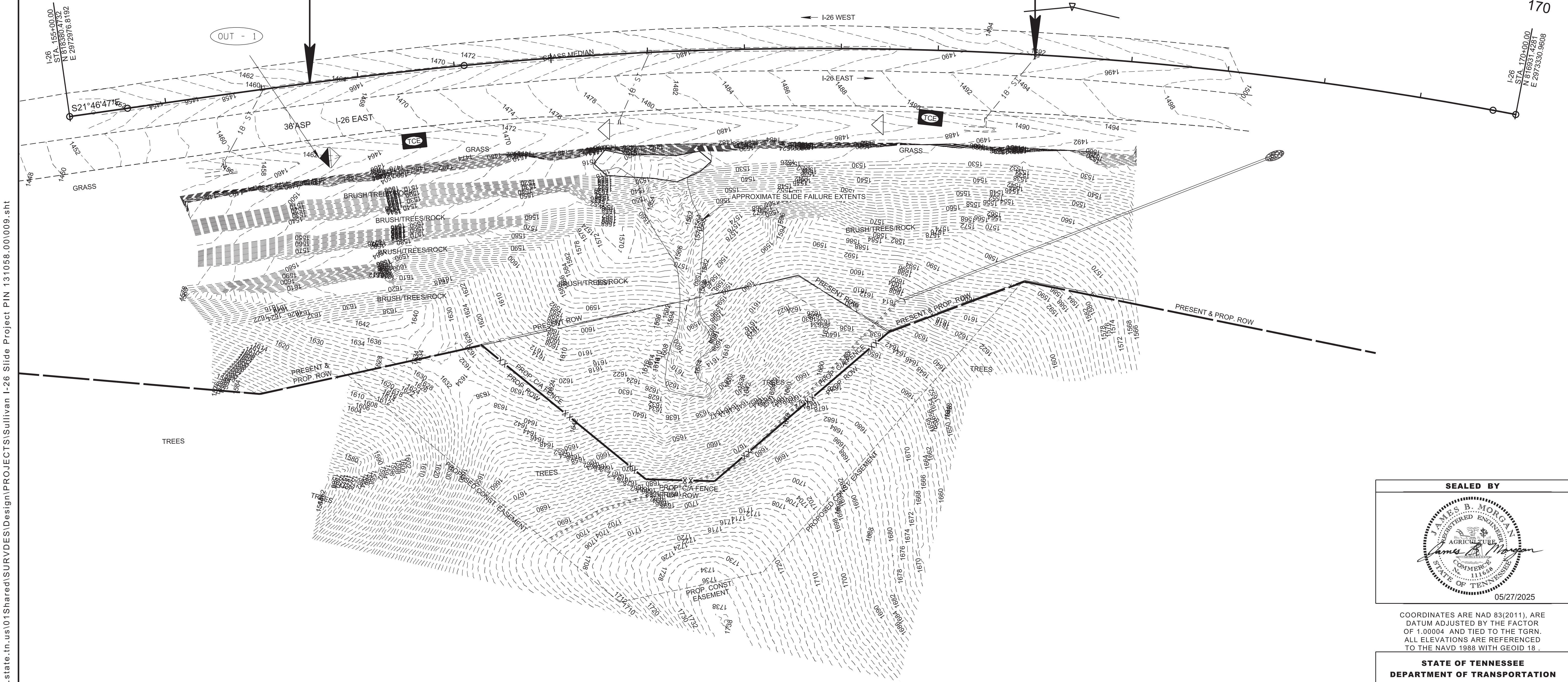
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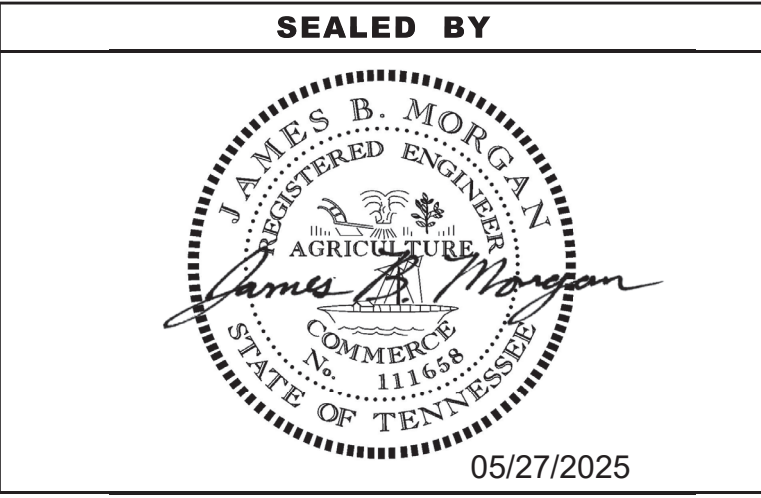
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E 2973273.8818

170



OUTFALLS		
Outfall No.	Drainage Area	Average Slope
1	23.197 AC	25.000 %

EXISTING CONTOURS	1500
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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA. 157+50 TO STA. 165+00
SCALE: 1"= 50'

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E 2973068.7881

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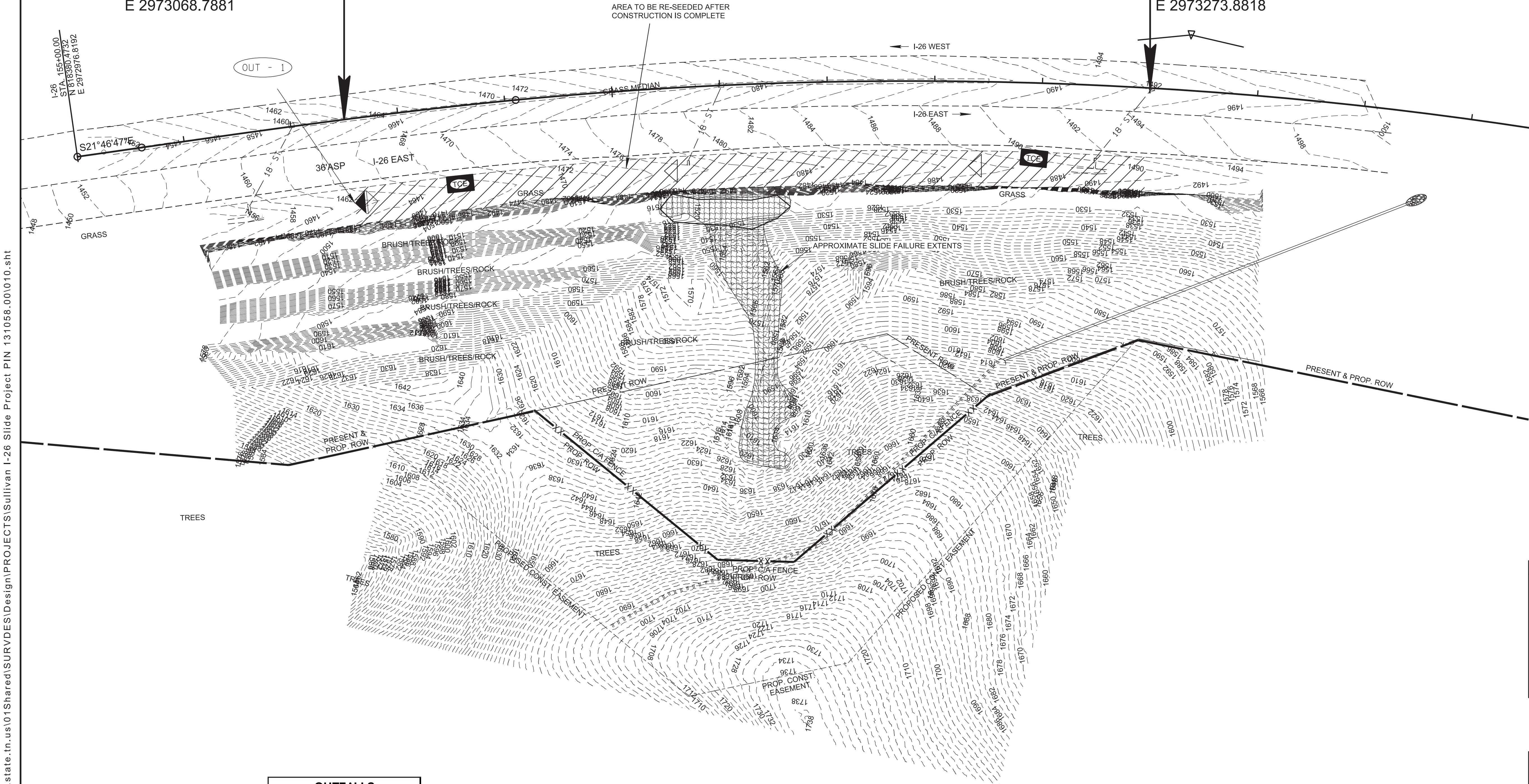
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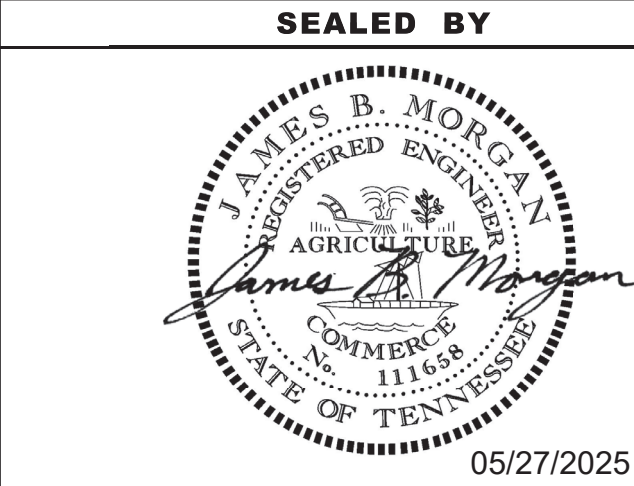
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OUTFALLS		
Outfall No.	Drainage Area	Average Slope
1	23.197 AC	25.000 %

PROPOSED CONTOURS	1500
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EXISTING CONTOURS	1500
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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

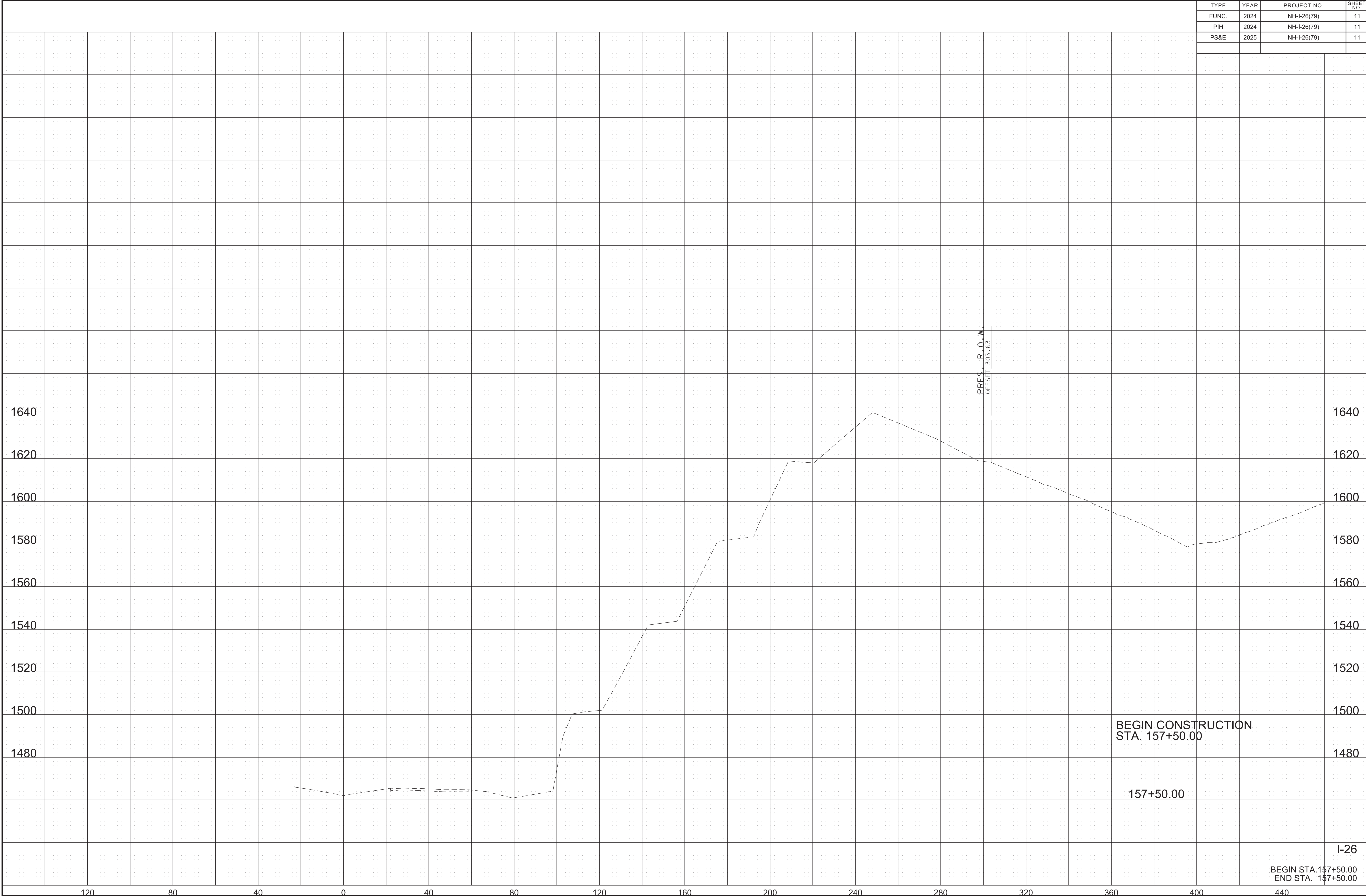
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA. 157+50 TO STA. 165+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	11
PIH	2024	NH-I-26(79)	11
PS&E	2025	NH-I-26(79)	11



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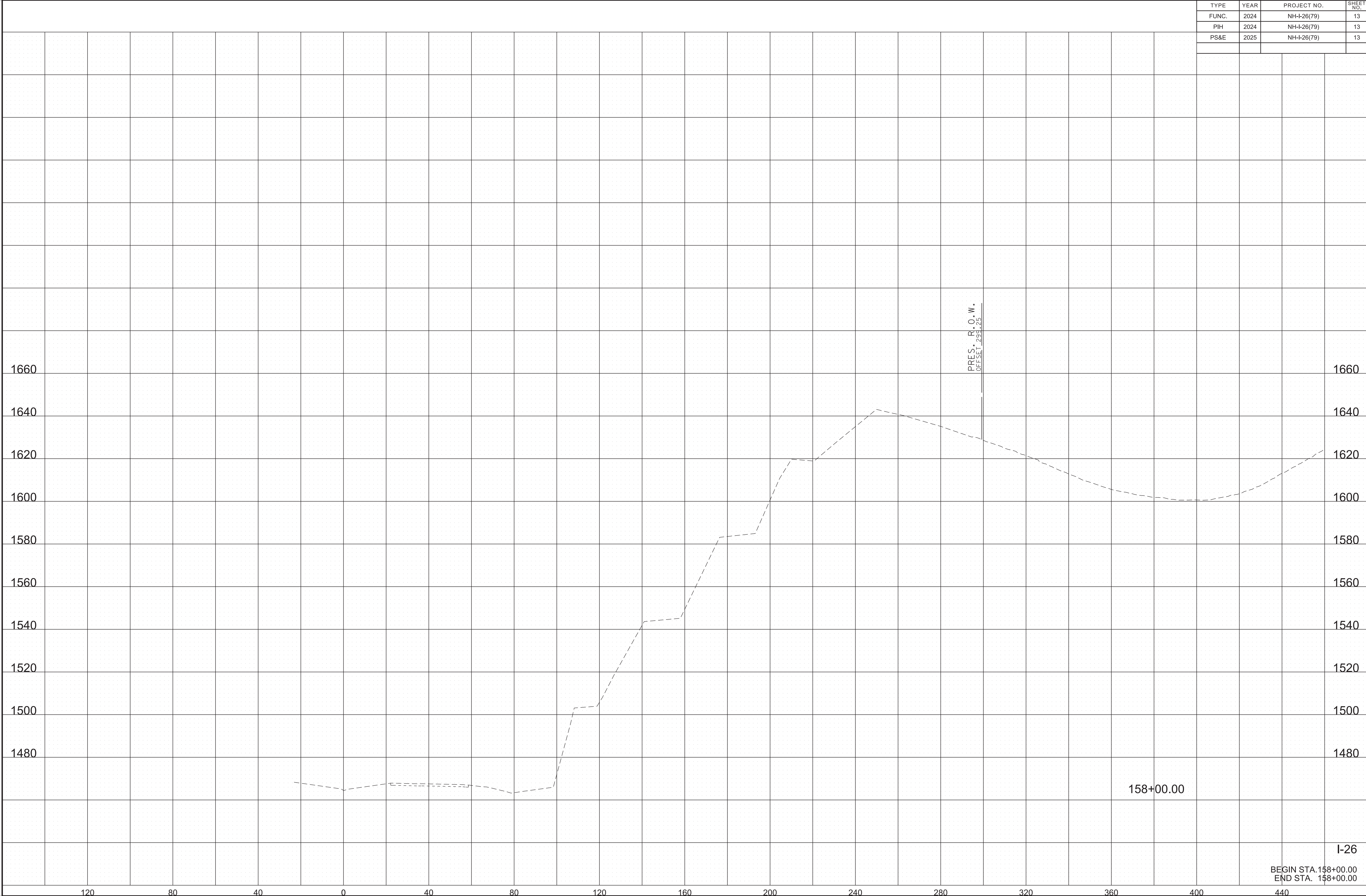


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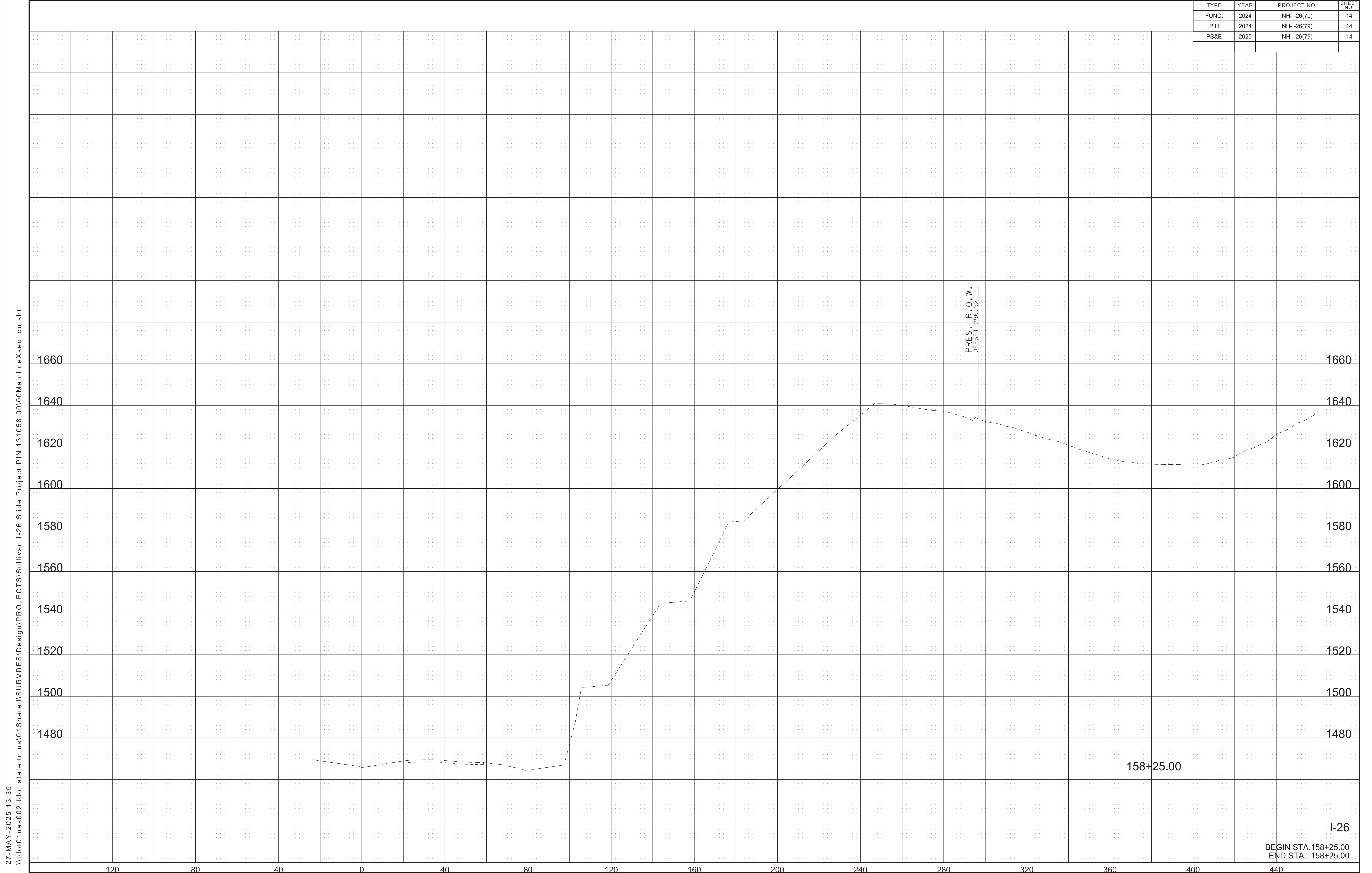
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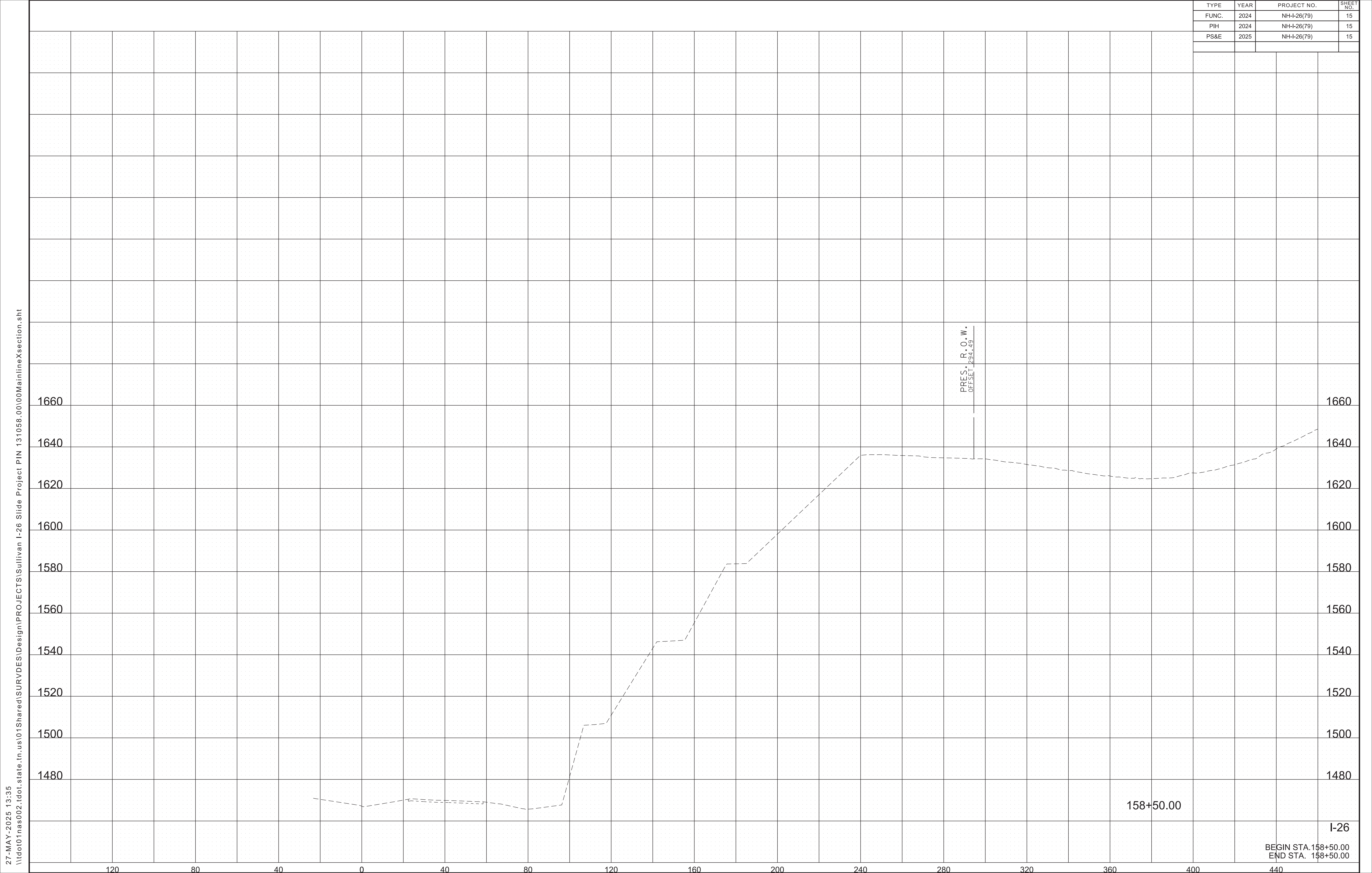
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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PS&E	2025	NH-I-26(79)	13



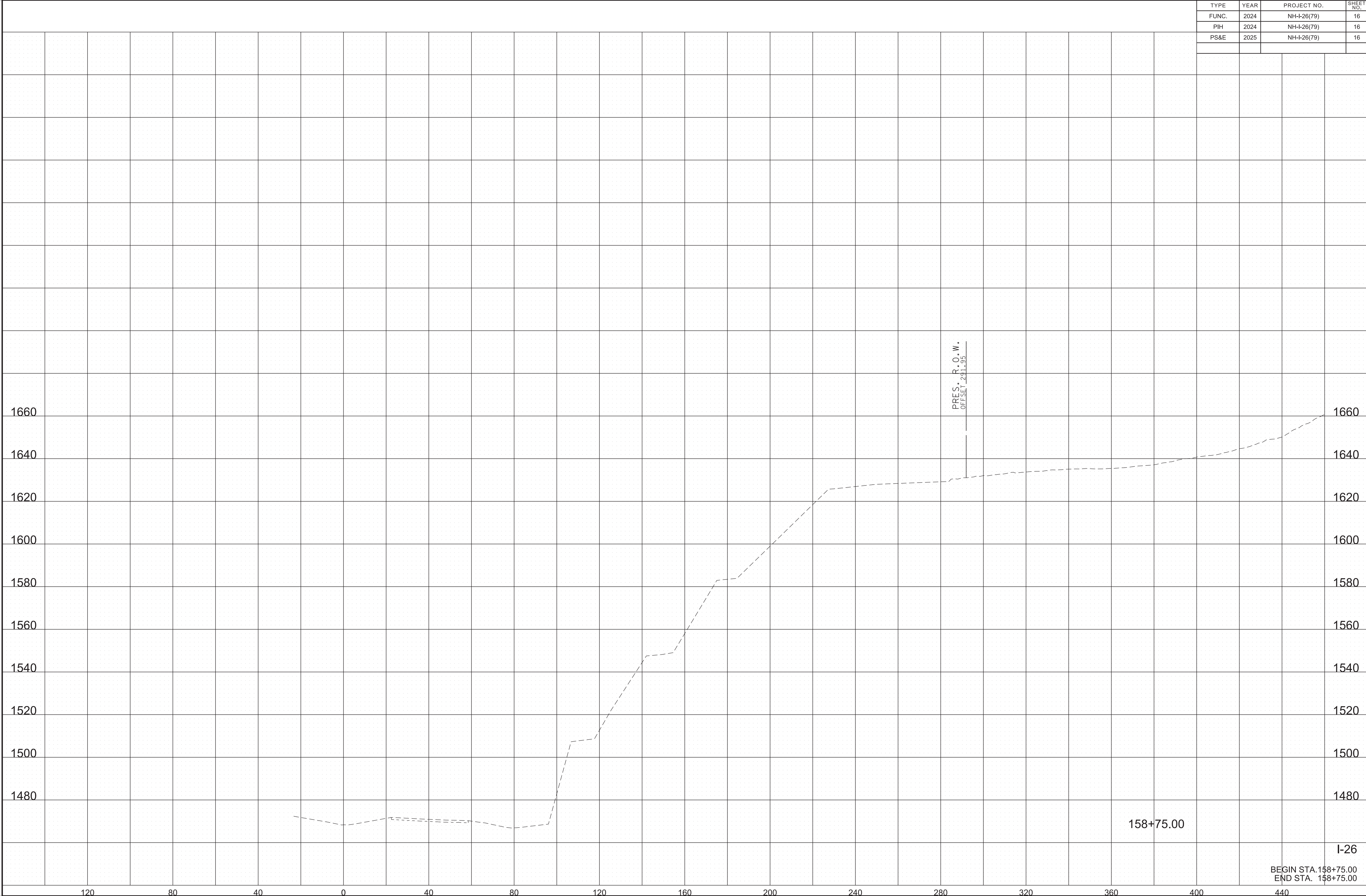
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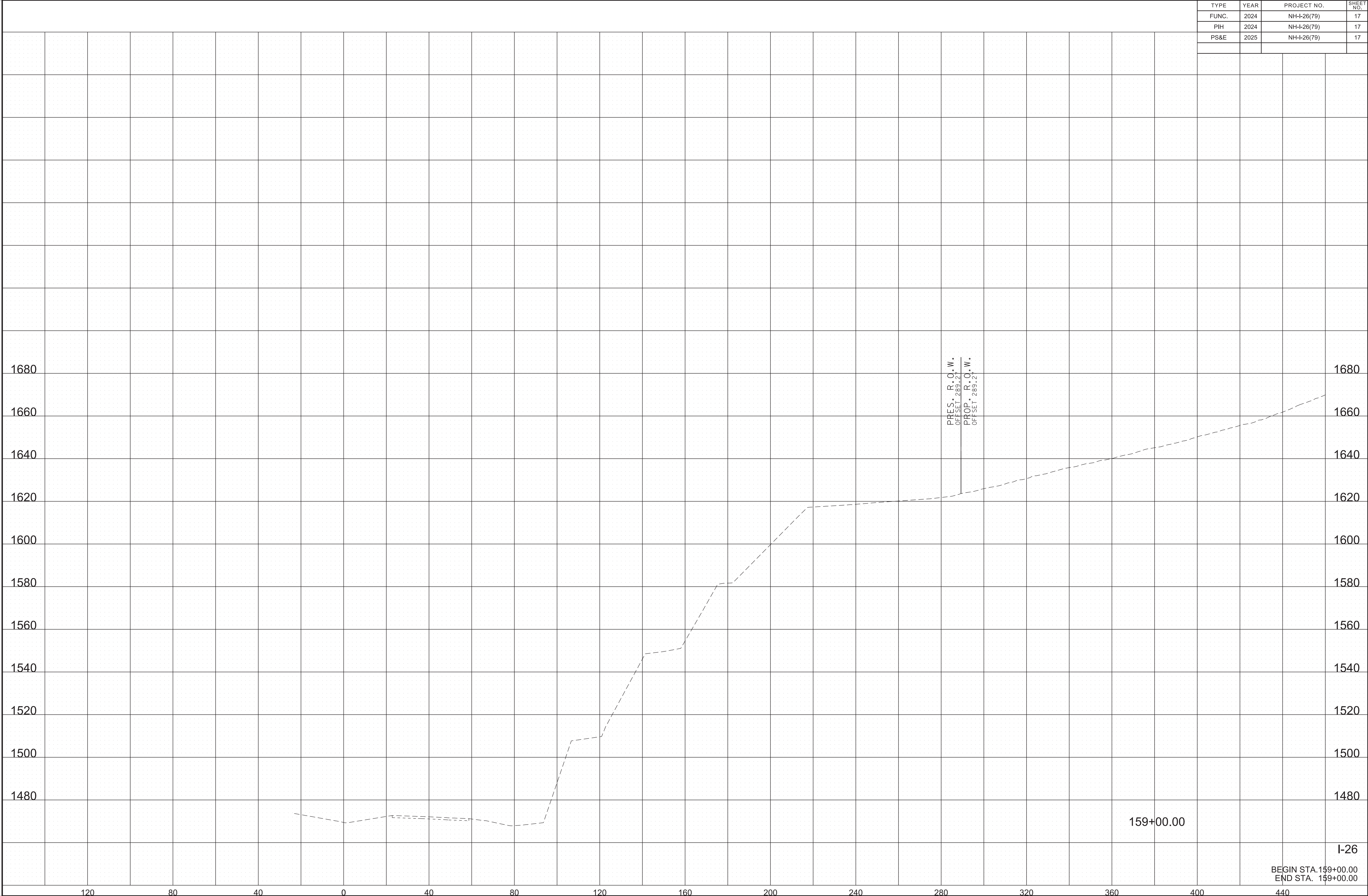
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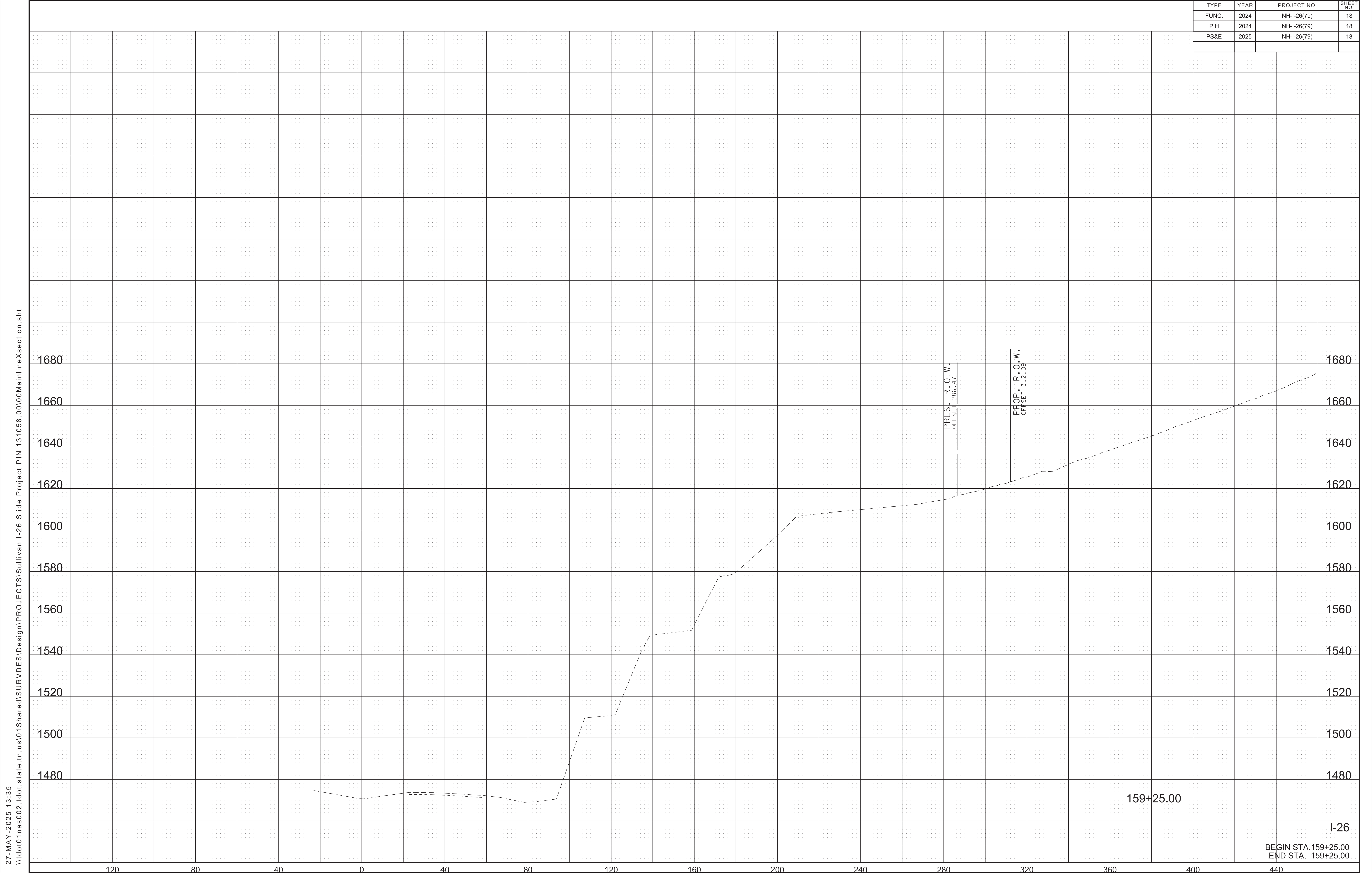
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PS&E	2025	NH-I-26(79)	16



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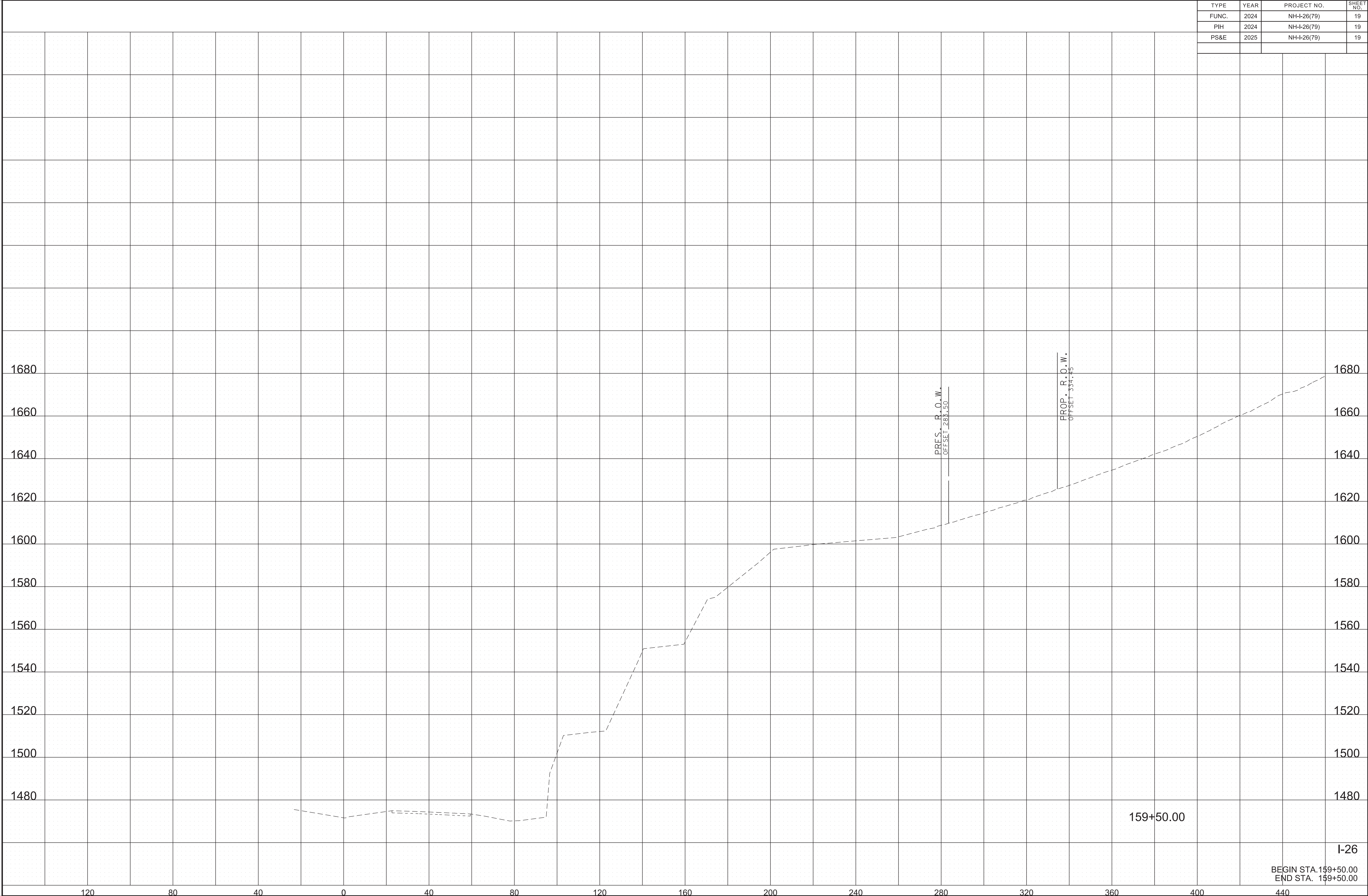
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PS&E	2025	NH-I-26(79)	17





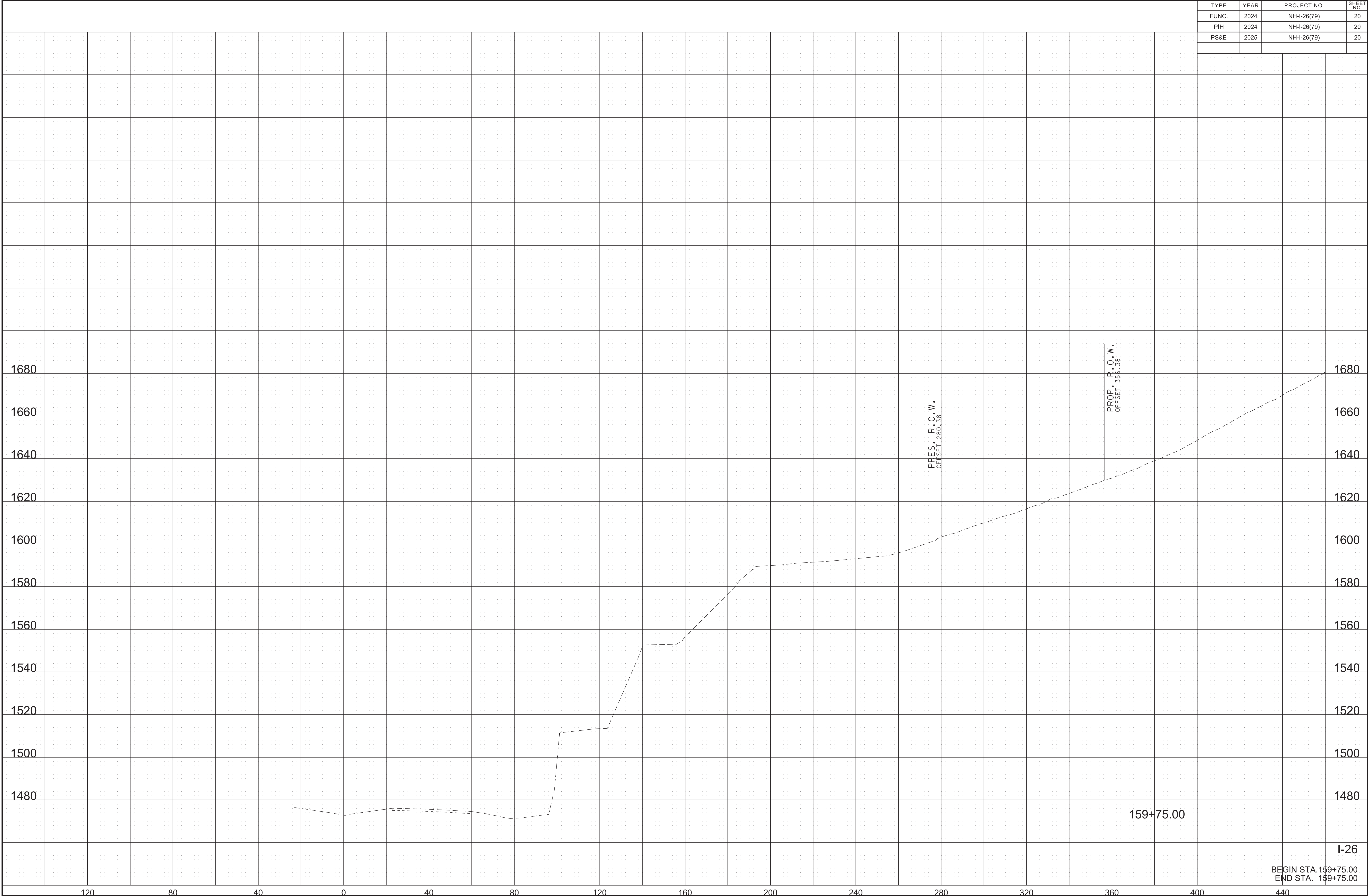
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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PIH	2024	NH-I-26(79)	19
PS&E	2025	NH-I-26(79)	19



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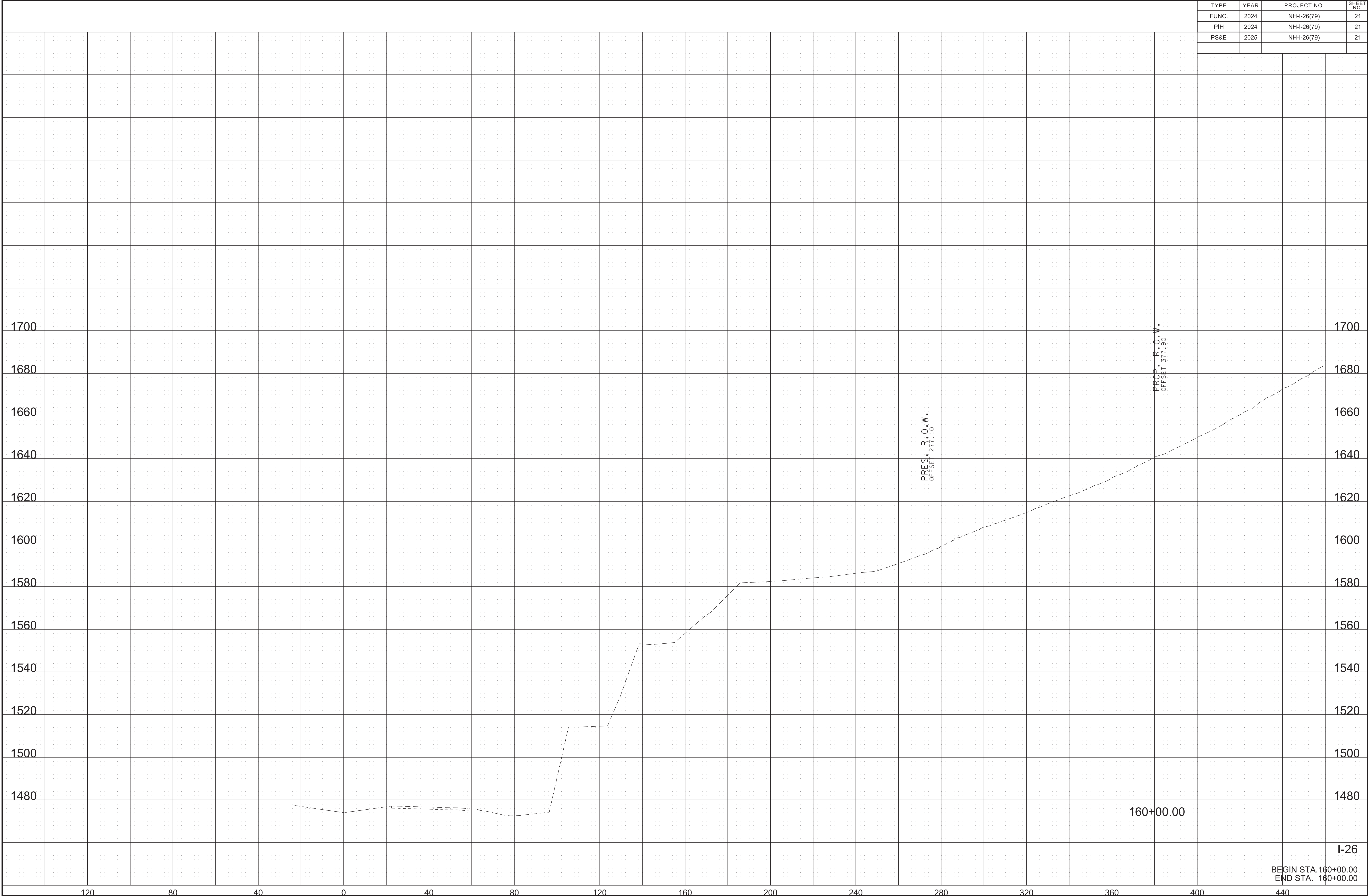
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PIH	2024	NH-I-26(79)	20
PS&E	2025	NH-I-26(79)	20



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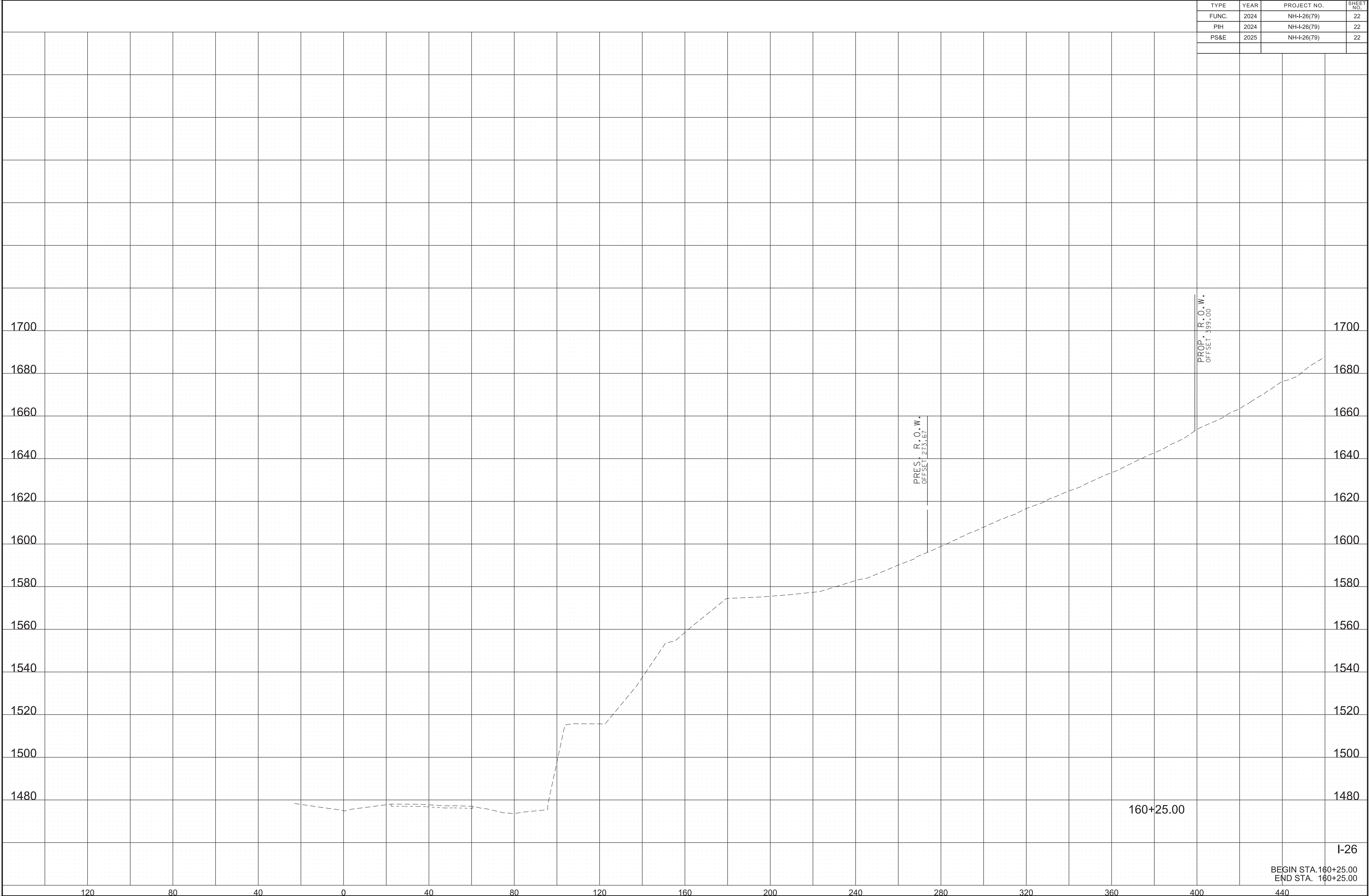
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PS&E	2025	NH-I-26(79)	21



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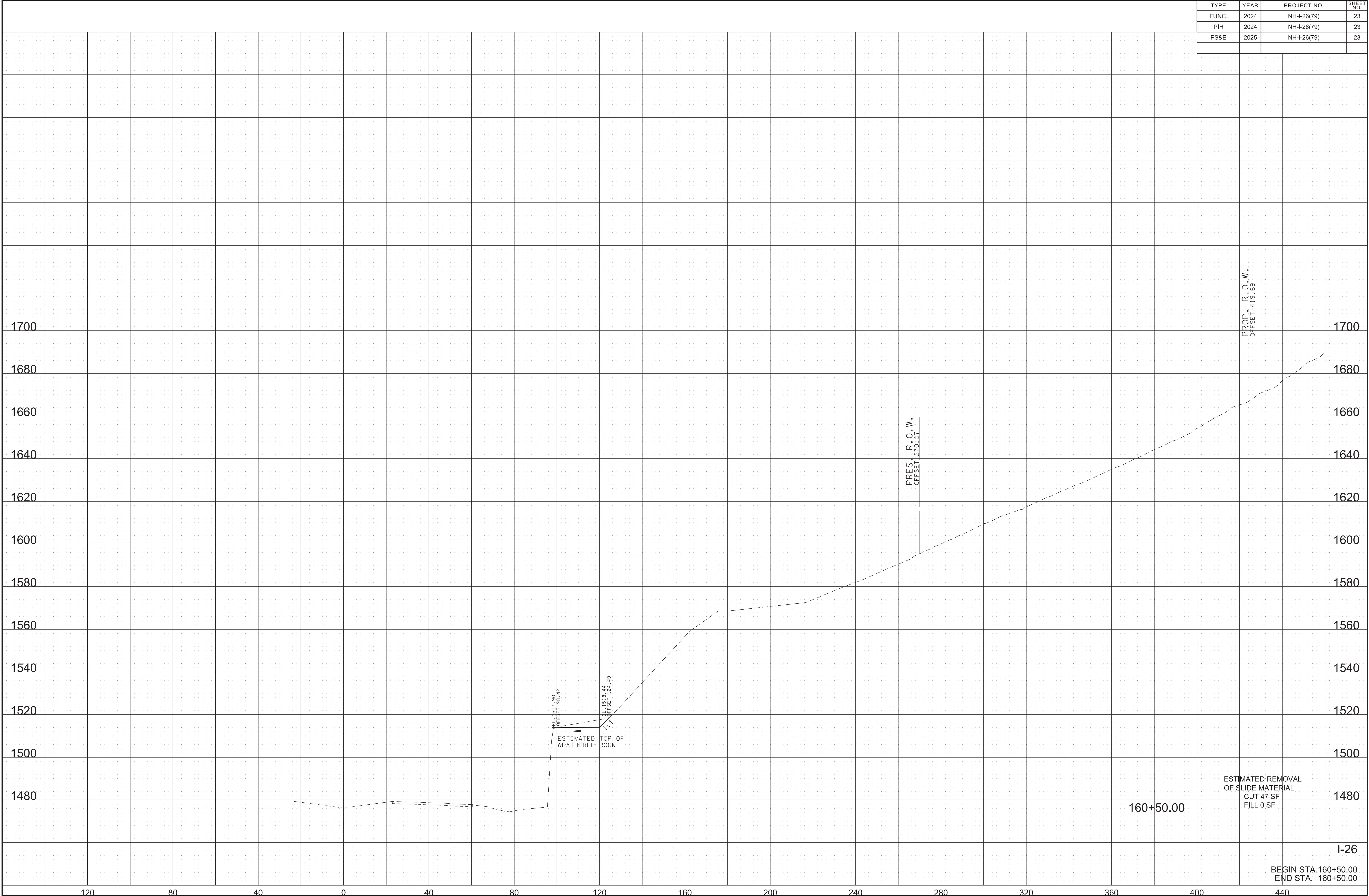
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PS&E	2025	NH-I-26(79)	23

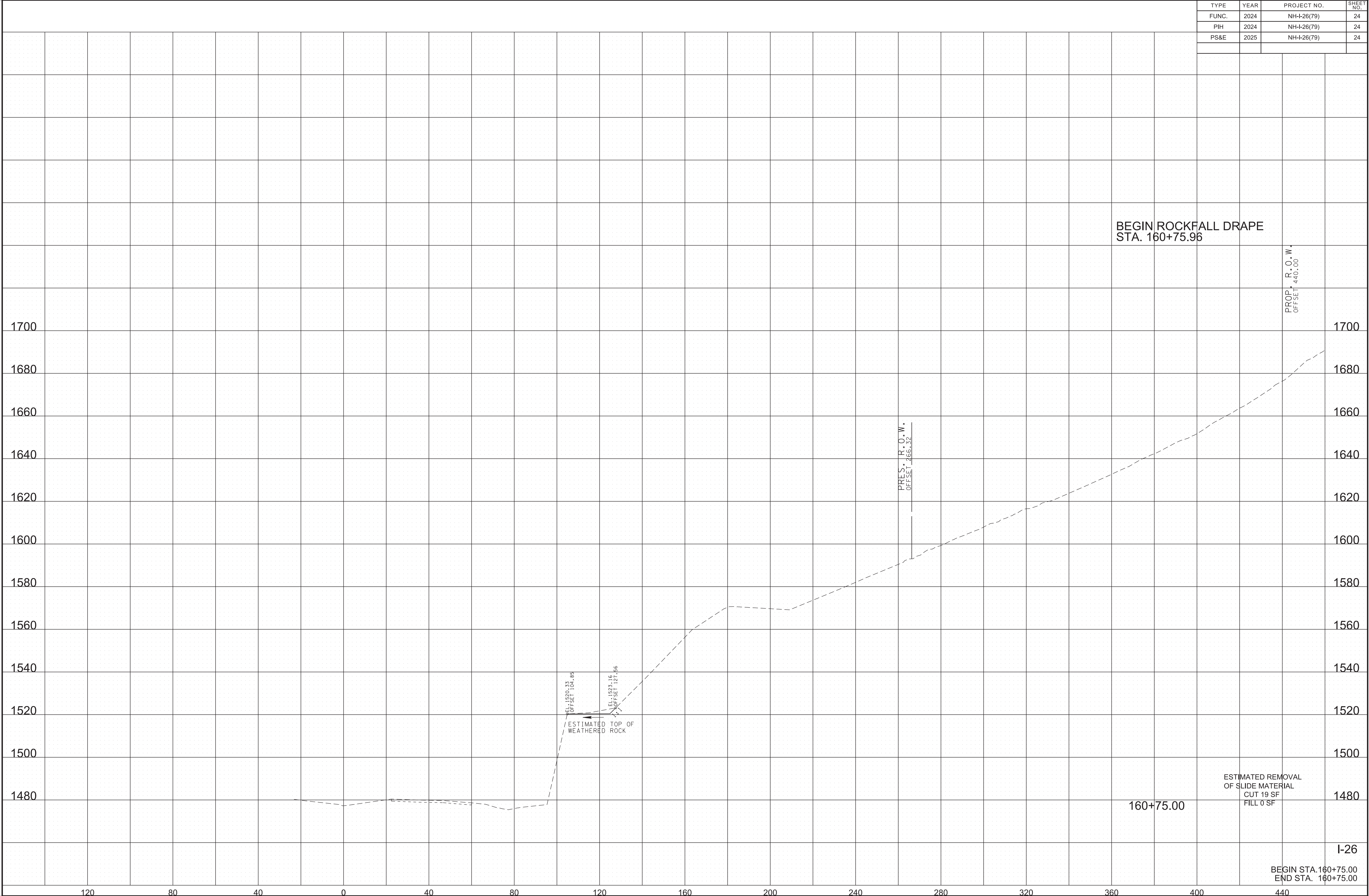


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TYPE	YEAR	PROJECT NO.	SHEET NO.
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PIH	2024	NH-I-26(79)	24
PS&E	2025	NH-I-26(79)	24

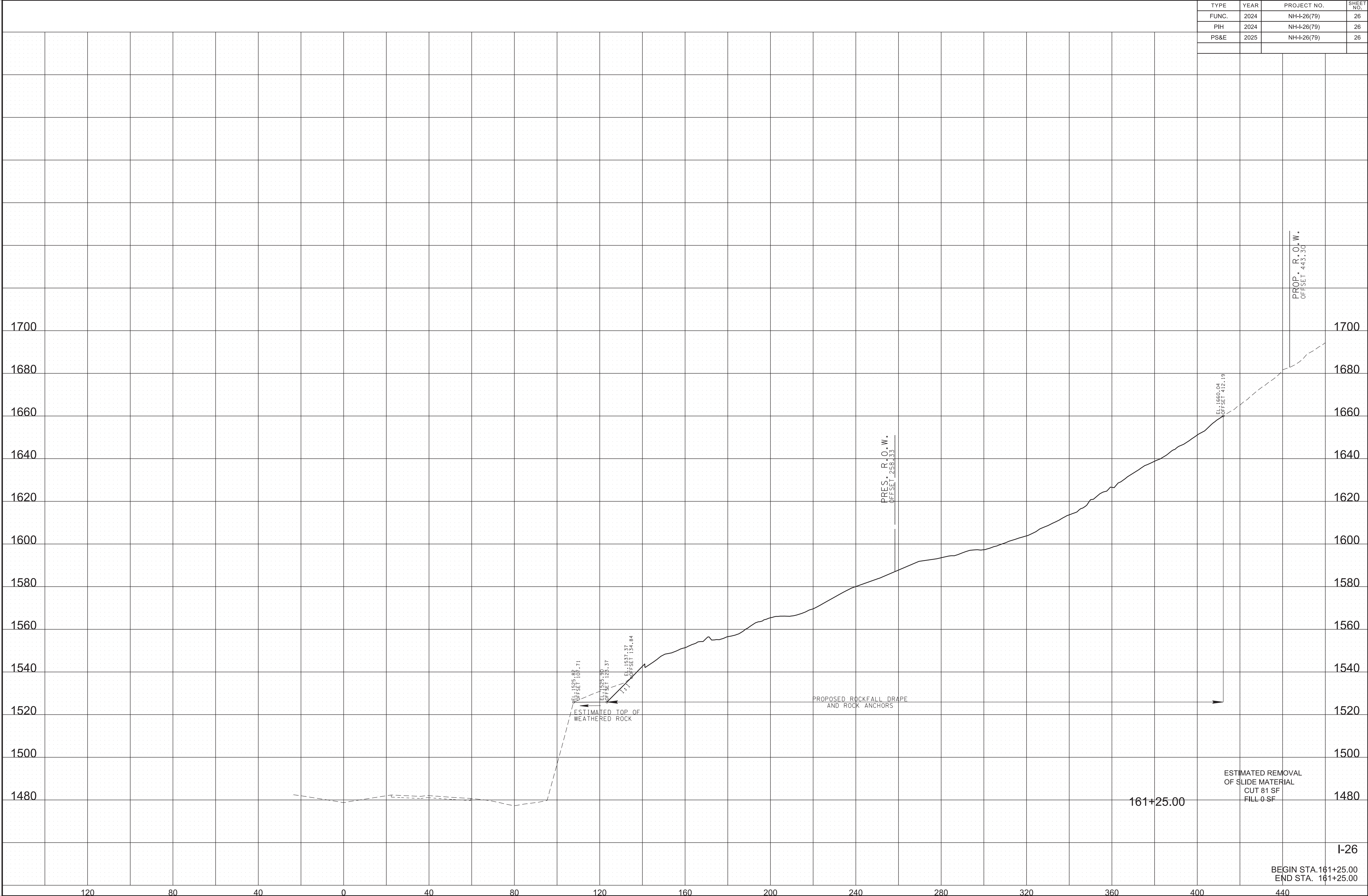


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FUNC.	2024	NH-I-26(79)	25
PIH	2024	NH-I-26(79)	25
PS&E	2025	NH-I-26(79)	25



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	26
PIH	2024	NH-I-26(79)	26
PS&E	2025	NH-I-26(79)	26

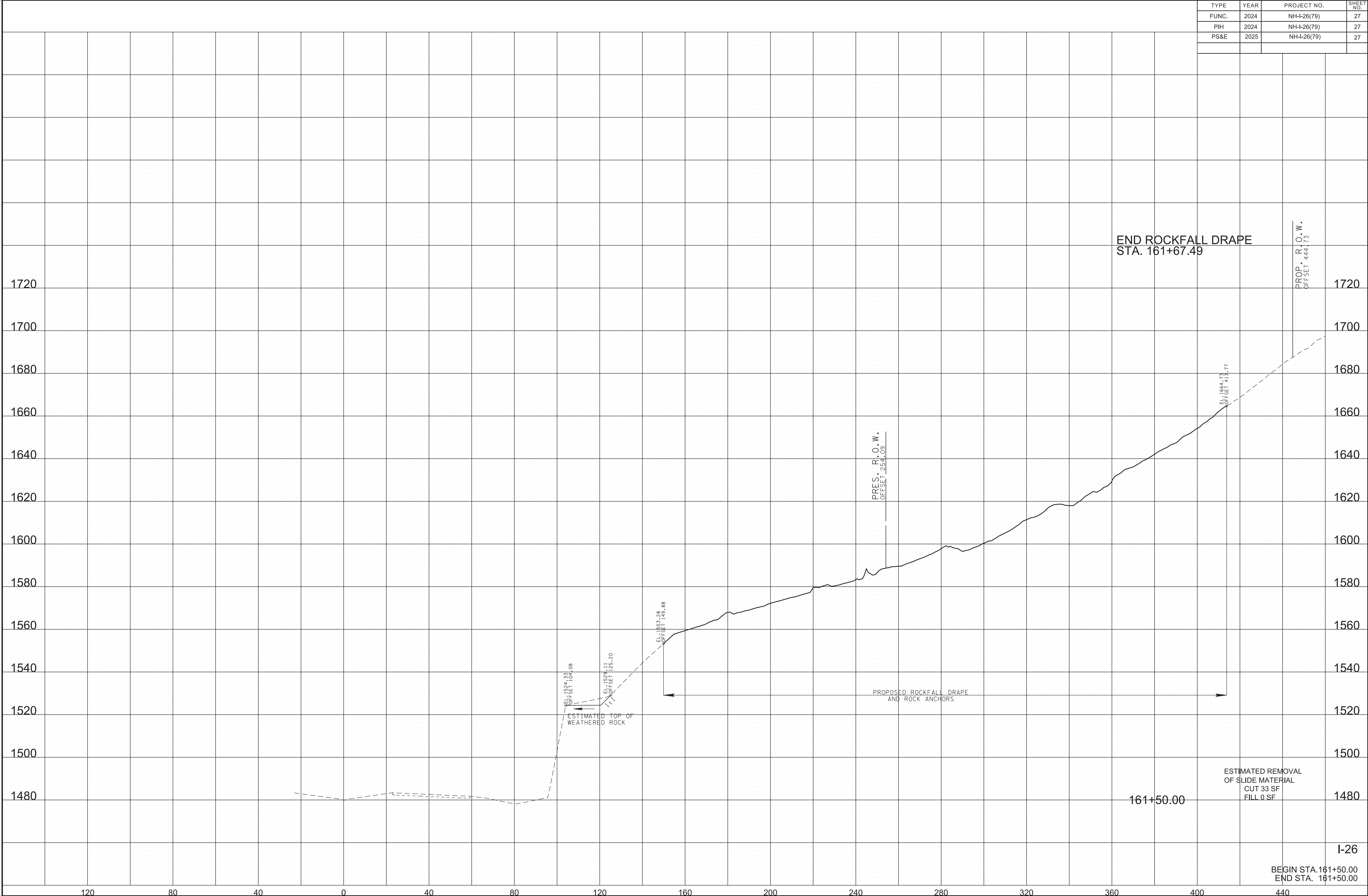


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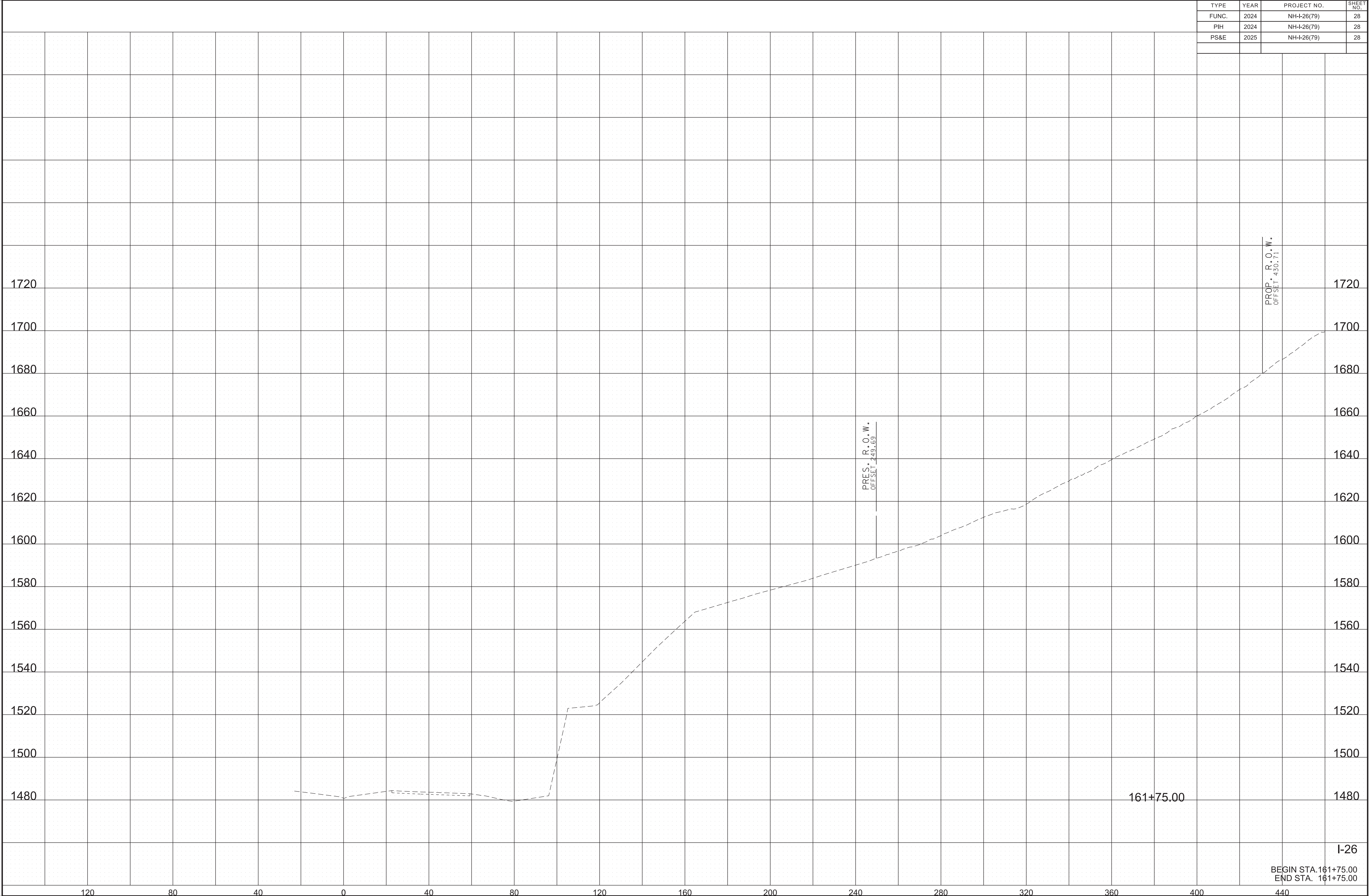
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PIH	2024	NH-I-26(79)	27
PS&E	2025	NH-I-26(79)	27



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TYPE	YEAR	PROJECT NO.	SHEET NO.
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PIH	2024	NH-I-26(79)	28
PS&E	2025	NH-I-26(79)	28

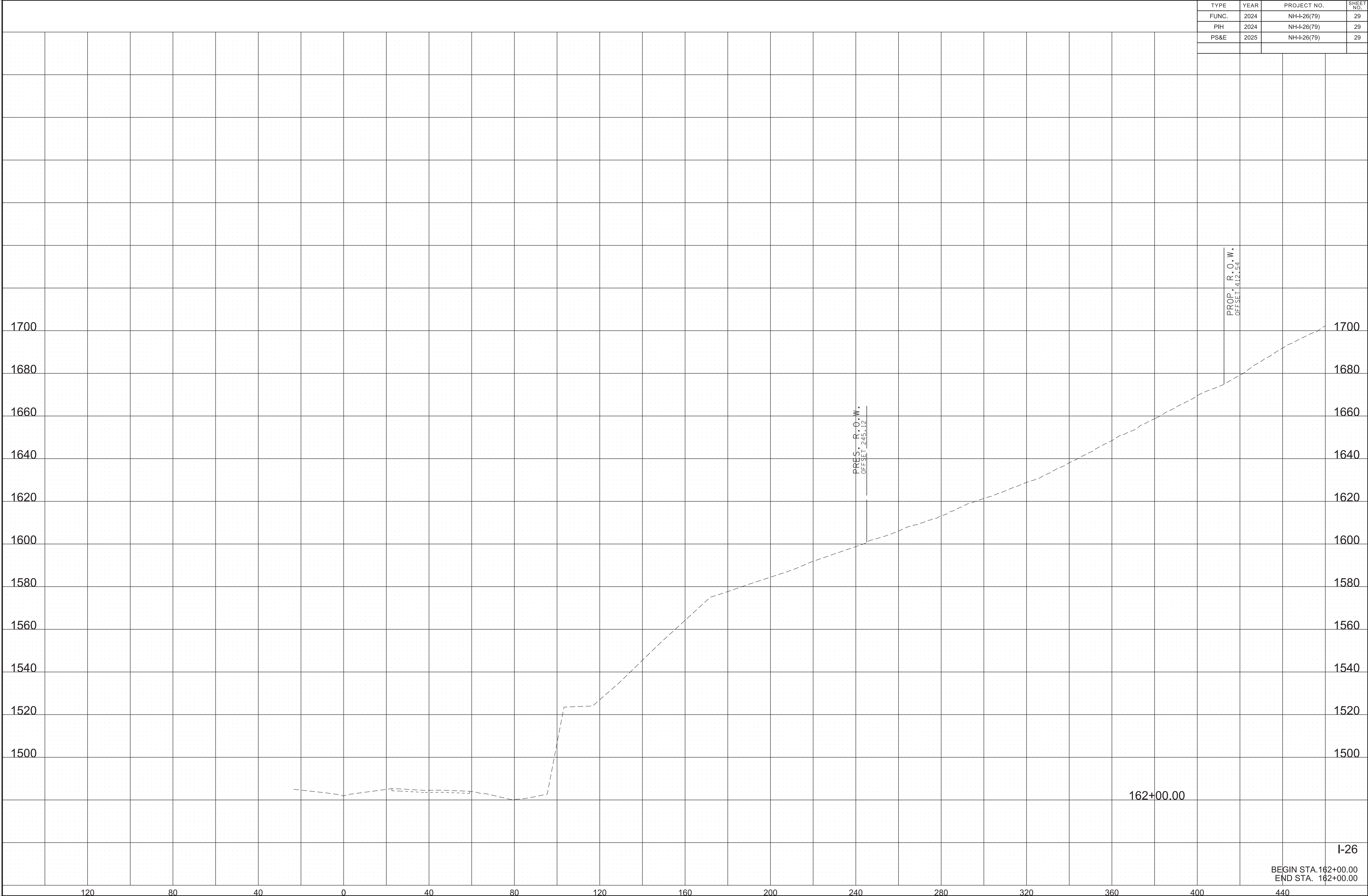


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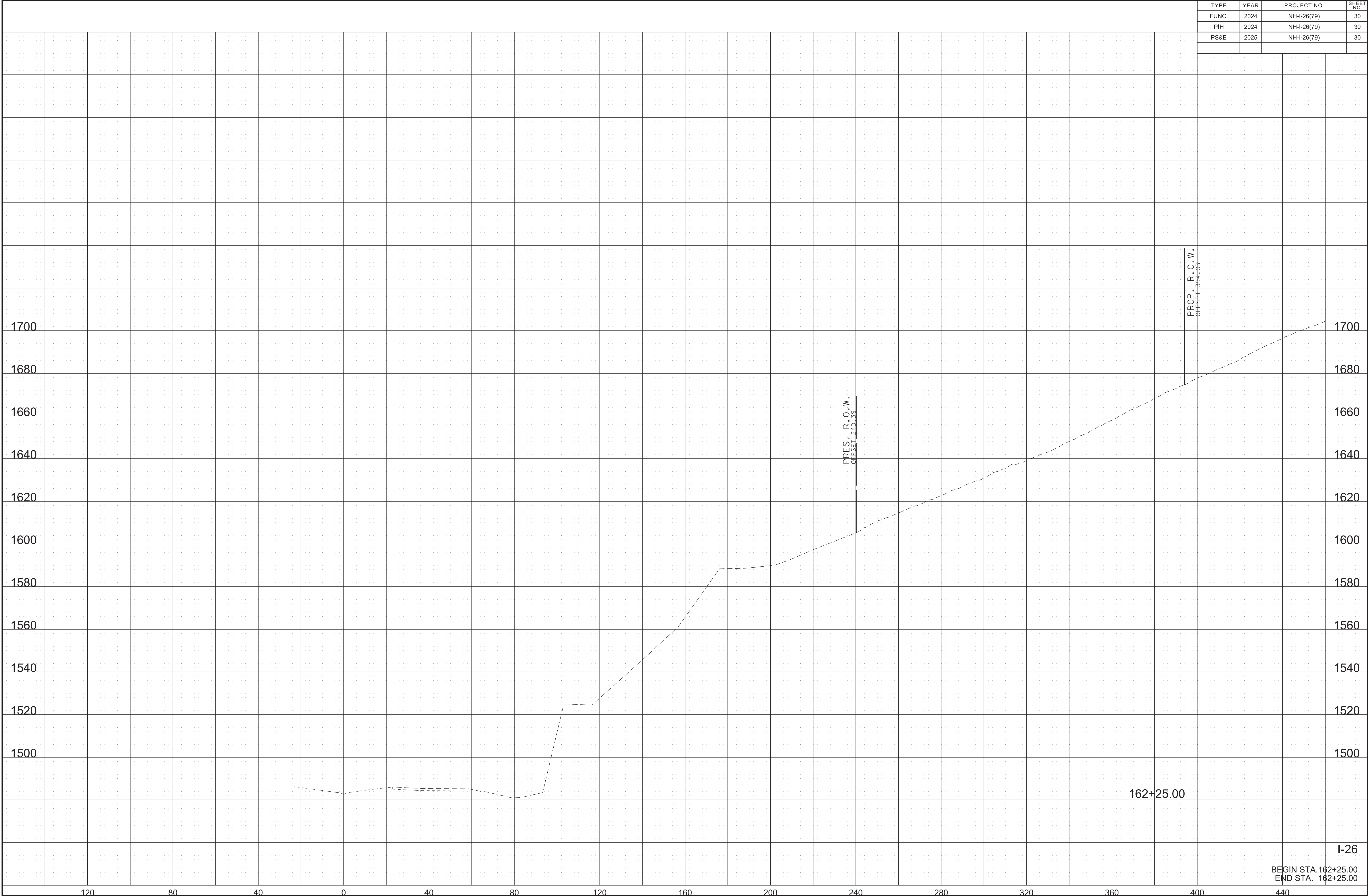
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	29
PIH	2024	NH-I-26(79)	29
PS&E	2025	NH-I-26(79)	29



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TYPE	YEAR	PROJECT NO.	SHEET NO.
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PIH	2024	NH-I-26(79)	30
PS&E	2025	NH-I-26(79)	30

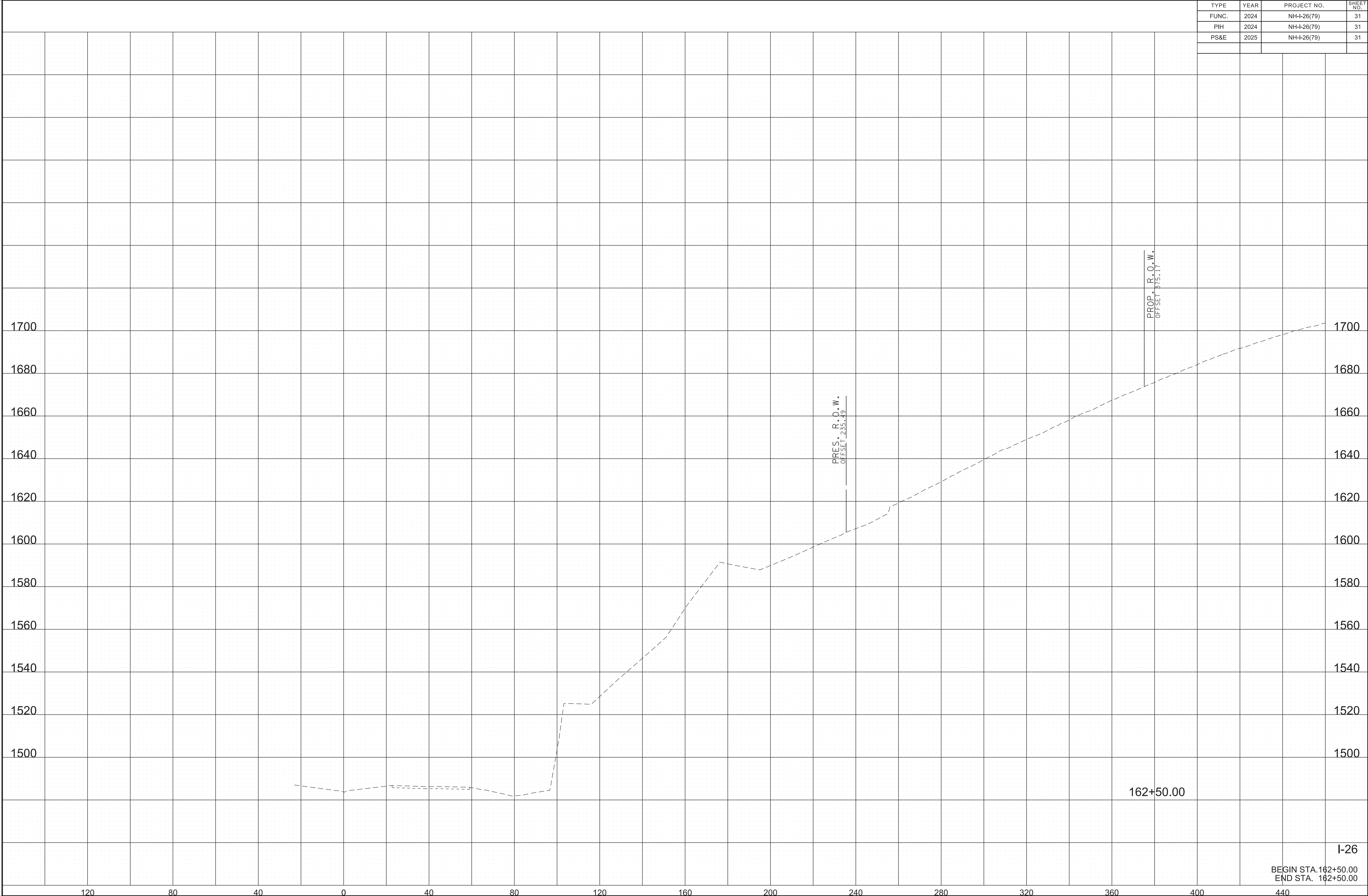


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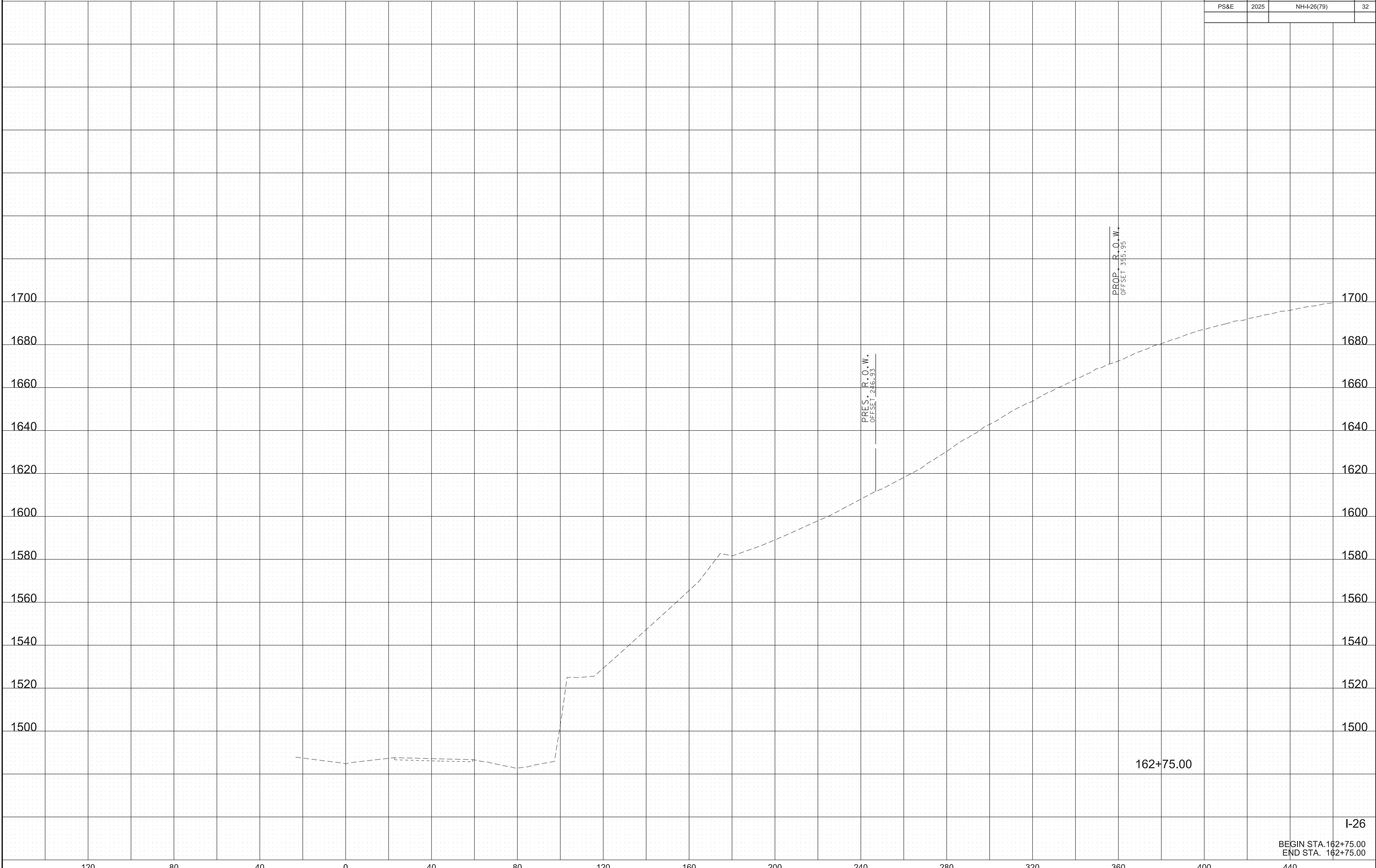
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FUNC.	2024	NH-I-26(79)	31
PIH	2024	NH-I-26(79)	31
PS&E	2025	NH-I-26(79)	31



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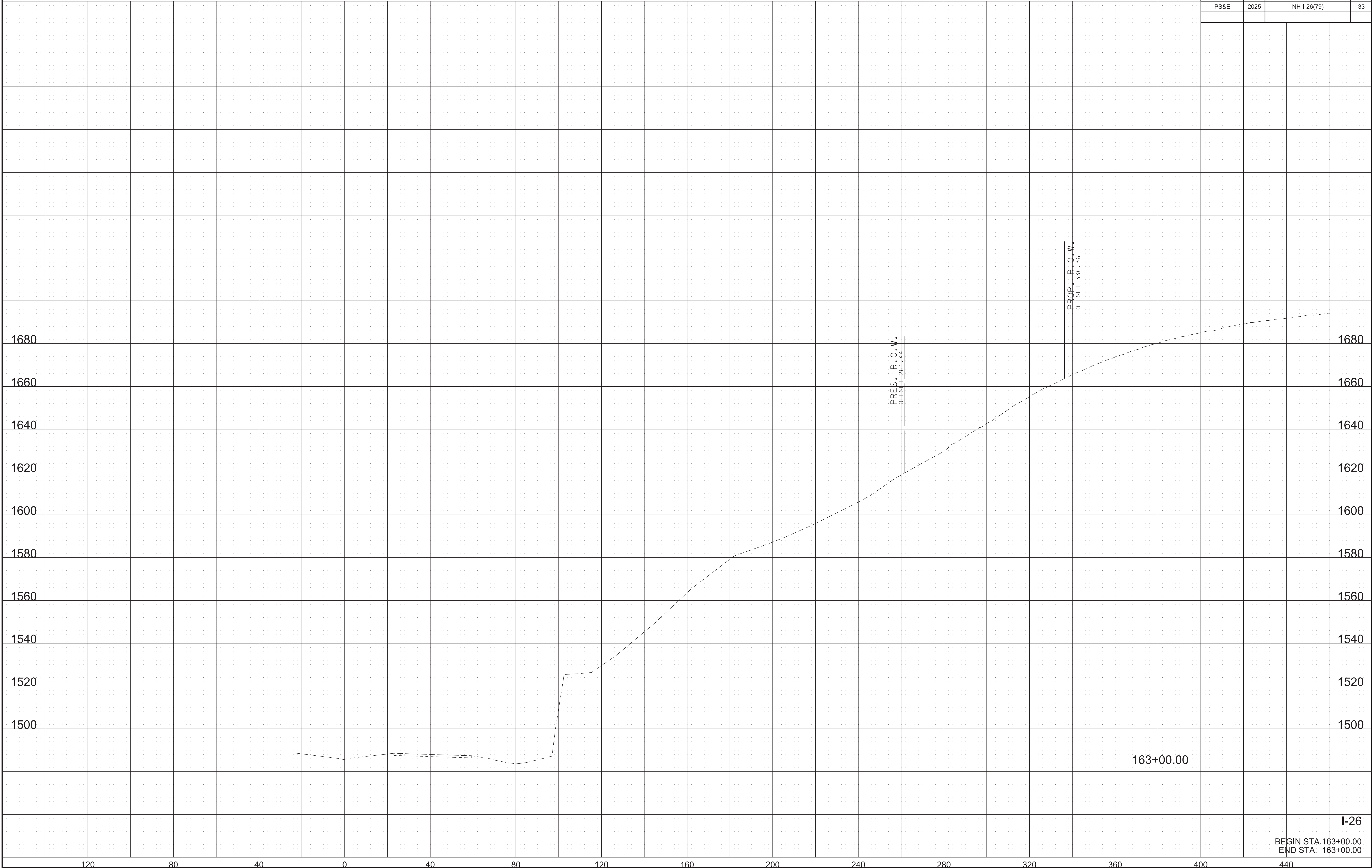
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	32
PIH	2024	NH-I-26(79)	32
PS&E	2025	NH-I-26(79)	32



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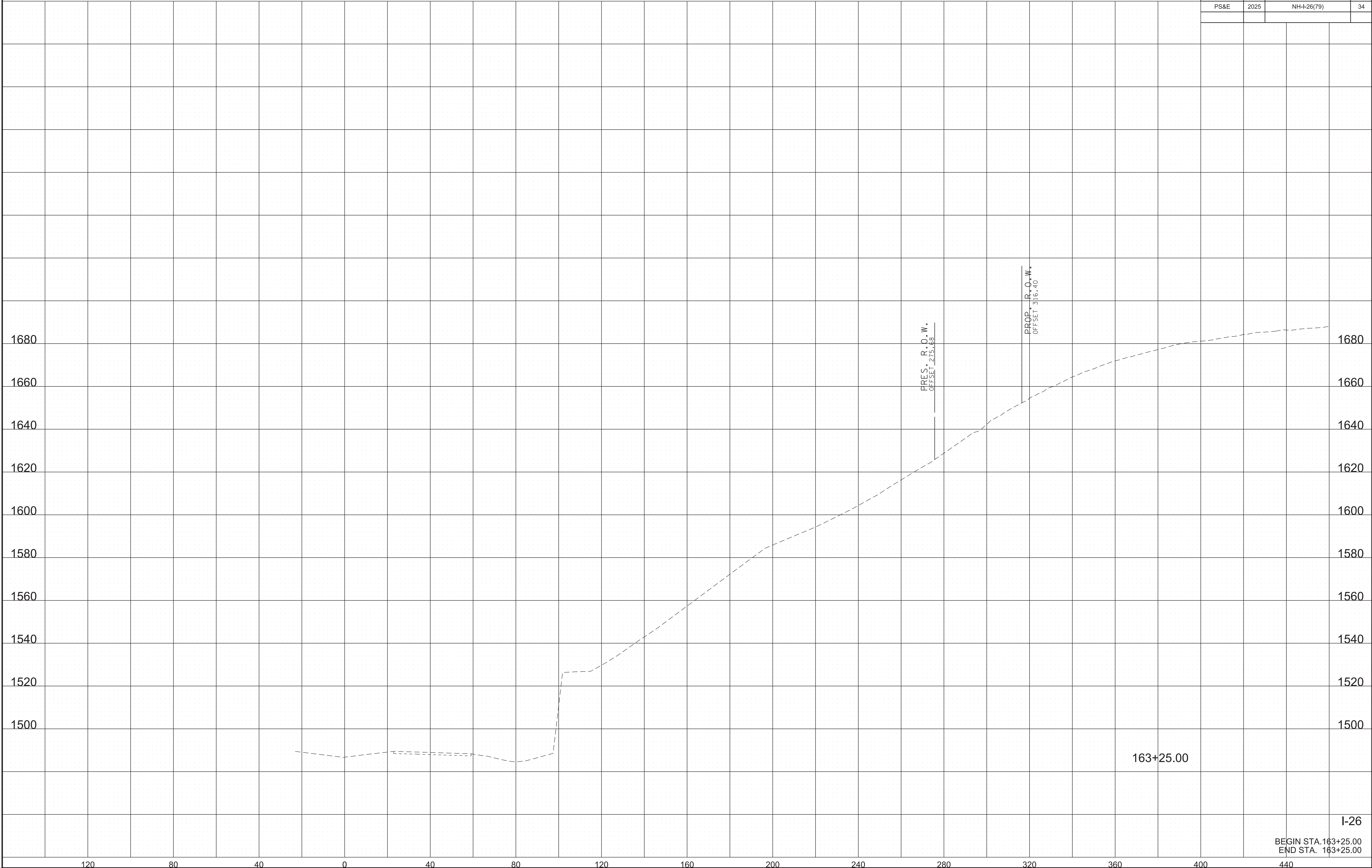
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	33
PIH	2024	NH-I-26(79)	33
PS&E	2025	NH-I-26(79)	33



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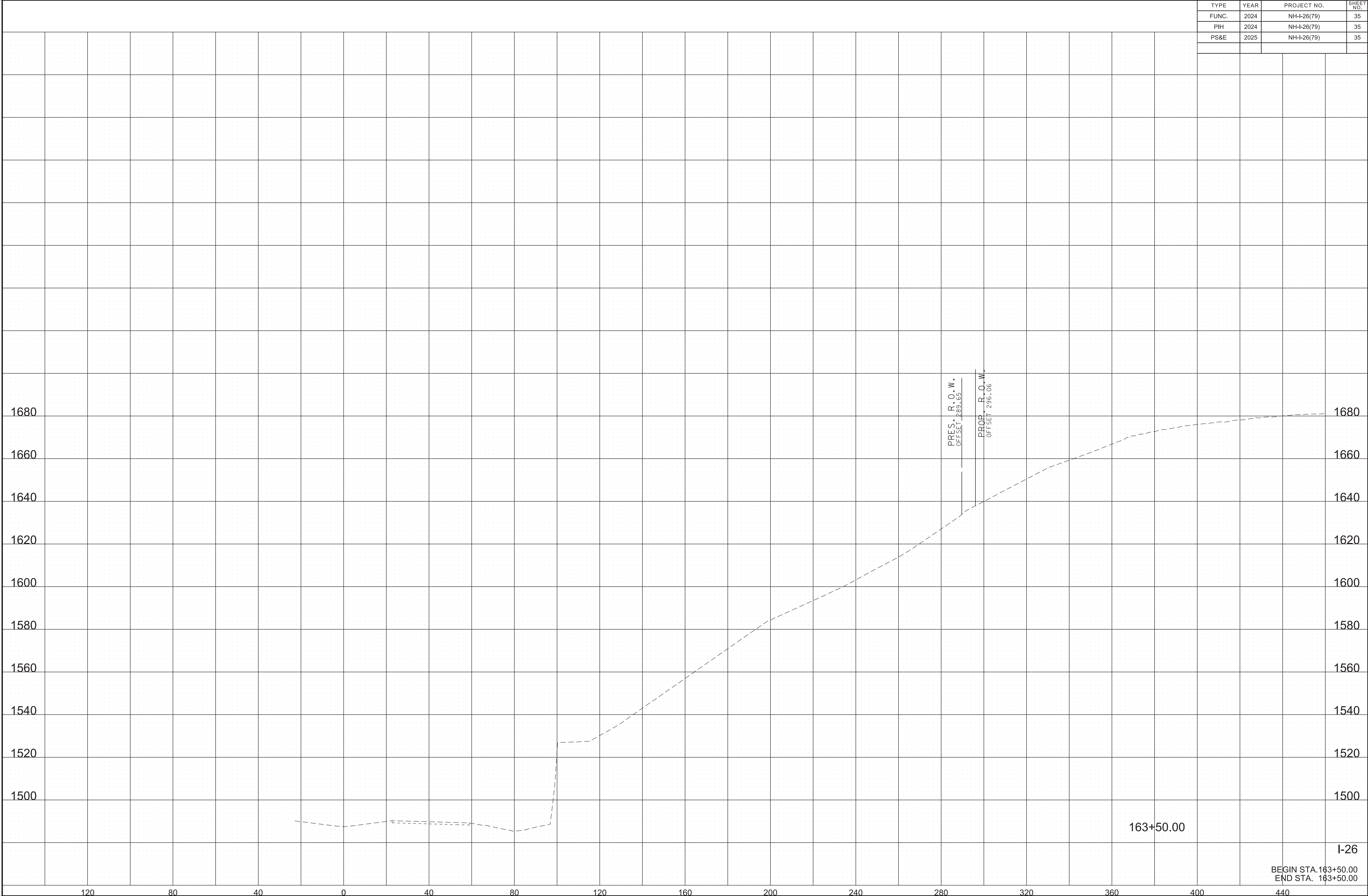
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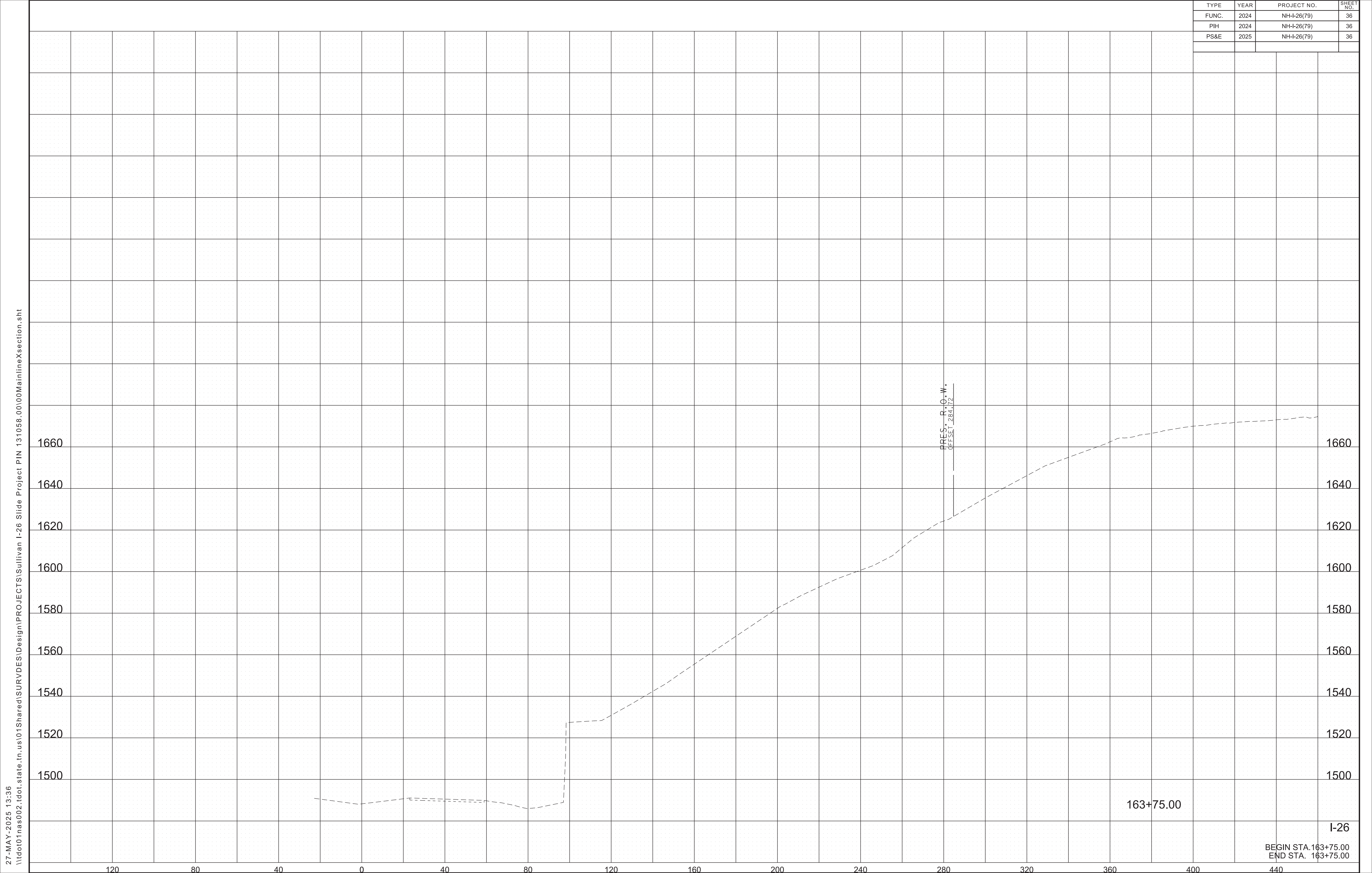
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	34
PIH	2024	NH-I-26(79)	34
PS&E	2025	NH-I-26(79)	34



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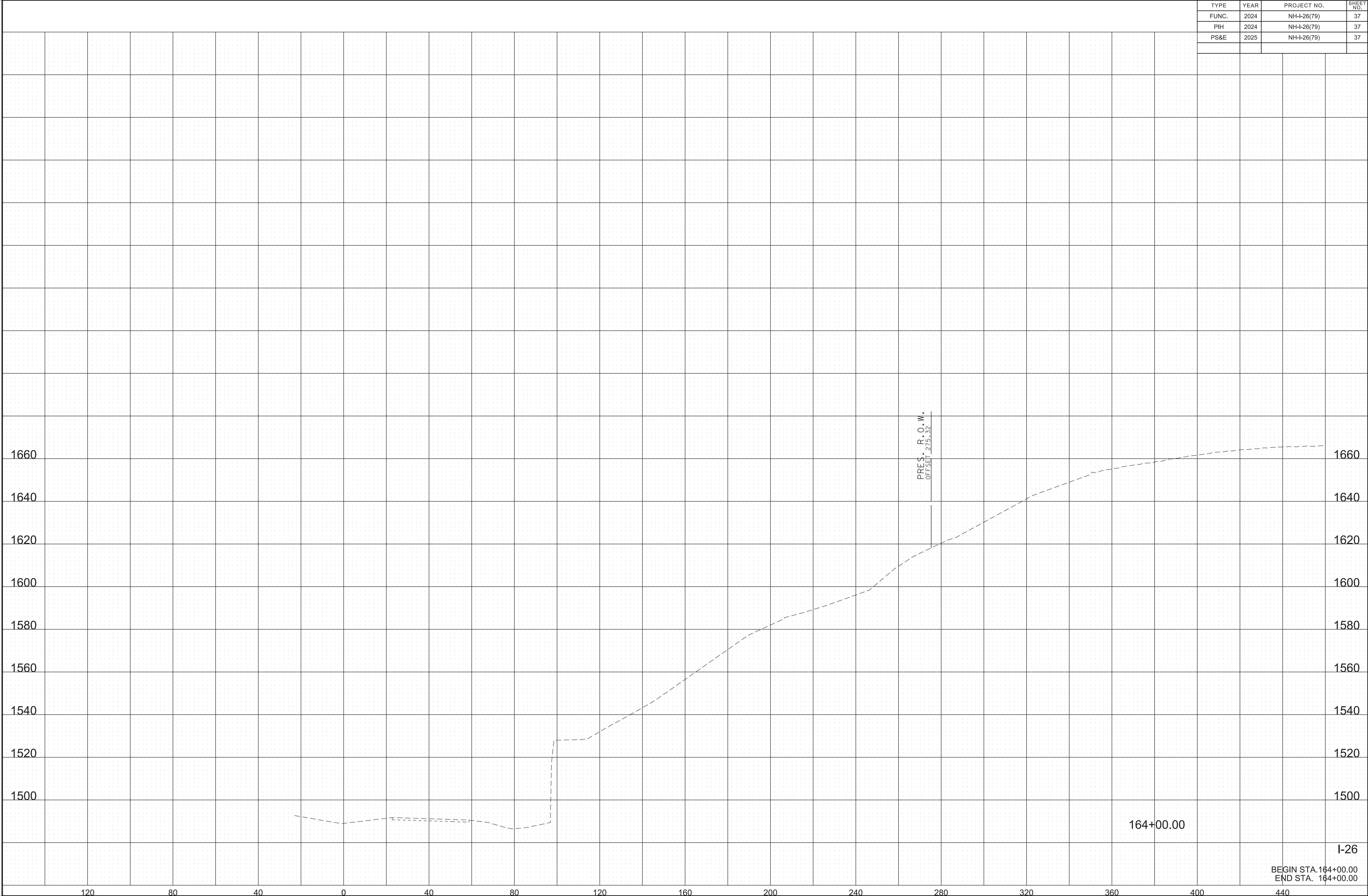
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	35
PIH	2024	NH-I-26(79)	35
PS&E	2025	NH-I-26(79)	35





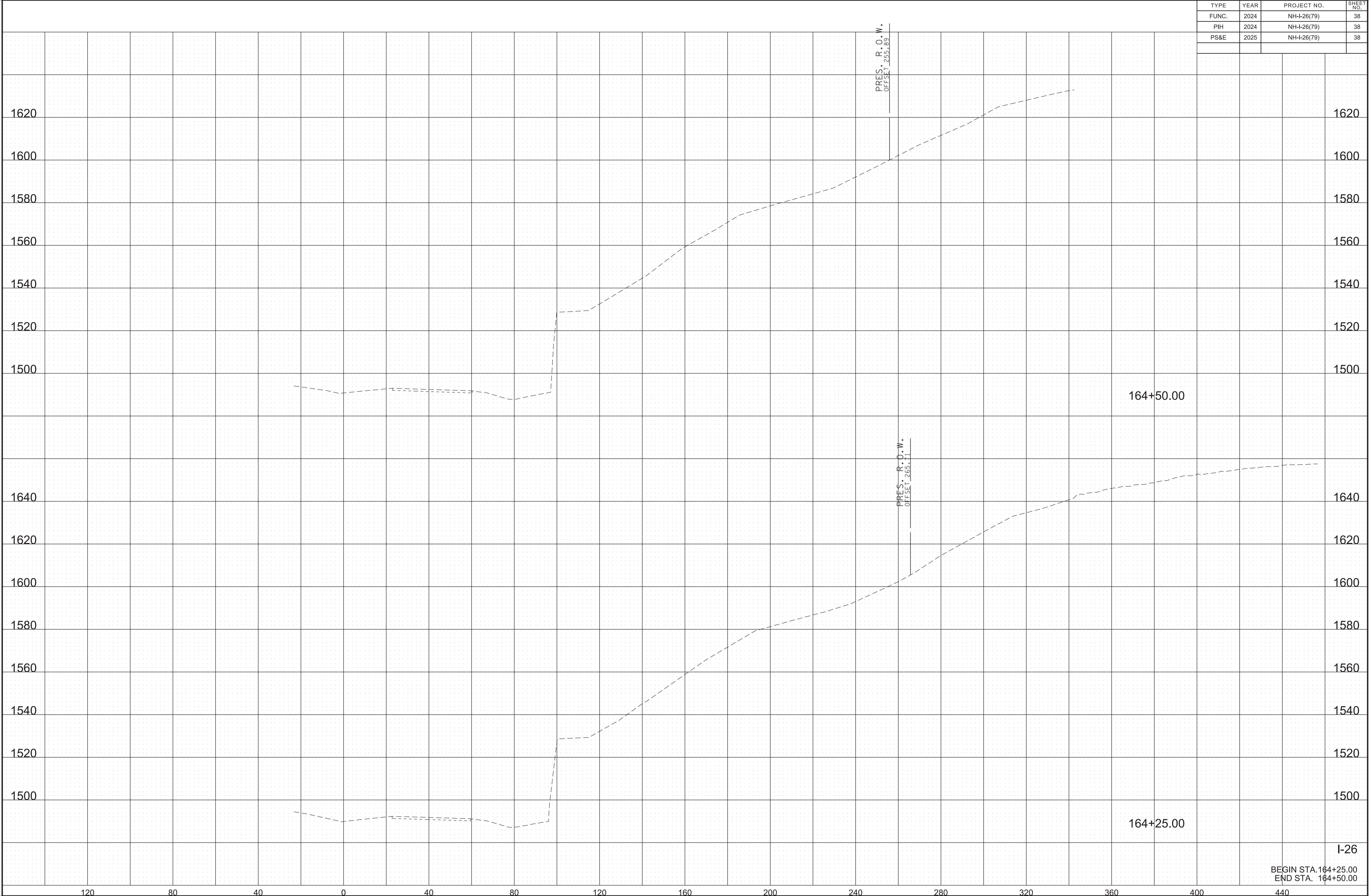
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	37
PIH	2024	NH-I-26(79)	37
PS&E	2025	NH-I-26(79)	37



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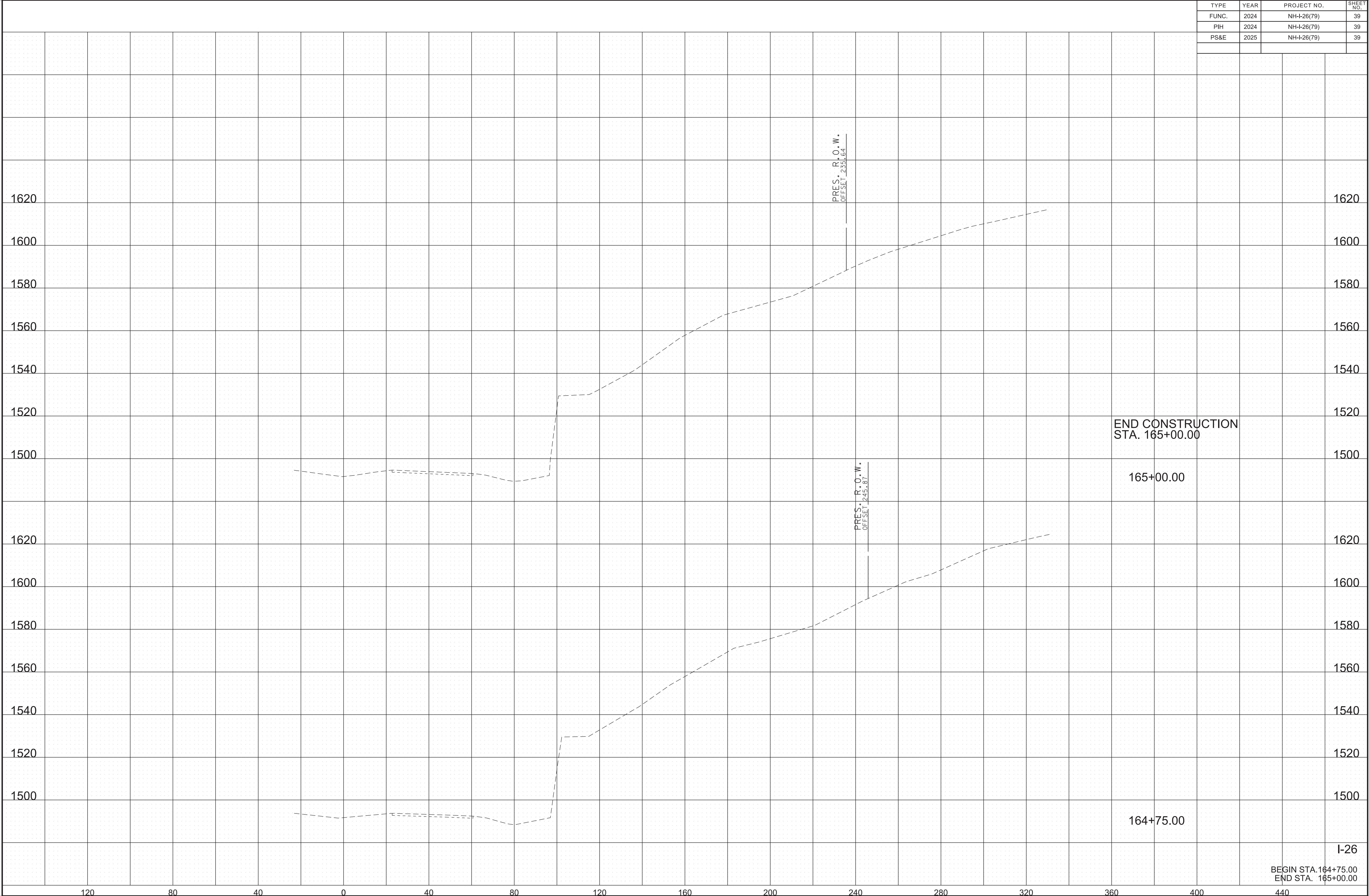
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	38
PIH	2024	NH-I-26(79)	38
PS&E	2025	NH-I-26(79)	38



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	39
PIH	2024	NH-I-26(79)	39
PS&E	2025	NH-I-26(79)	39



PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

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

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

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

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

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

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

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- (2)

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

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

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

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

3.

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

THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- (2)

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

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

- b.

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

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

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

4.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1.

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

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

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

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- (2)

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

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

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- (2)

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

ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

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

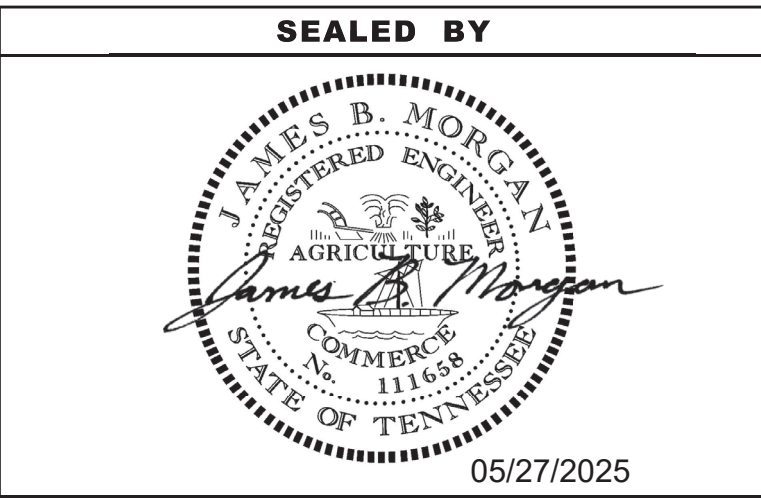
1.

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2.

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

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T1
PS&E	2025	NH-I-26(79)	T1



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T2
PS&E	2025	NH-I-26(79)	T2

TRAFFIC CONTROL PHASING NOTES

(PHASES BASED ON STD. DWG. NOS. T-WZ-10, T-WZ-11, T-WZ-18 & T-WZ-62)

PHASE I

- (1) CLOSE THE EASTBOUND TRUCK CLIMBING LANE BEGINNING AT APPROXIMATELY STATION 116+15.00 AND ENDING AT APPROXIMATELY STATION 181+90.00 BY UTILIZING WORK ZONE SIGNS, BARRELS, AND DELINEATORS. MAINTAIN 2 EXISTING EASTBOUND TRAVEL LANES WITH 2' SHOULDERS.
- (2) INSTALL PORTABLE BARRIER RAIL WITH CRASH CUSHION TO PROTECT THE WORK ZONE AREA WITHIN PROJECT LIMITS. MAINTAIN A 2' BUFFER BETWEEN PORTABLE BARRIER RAIL AND EASTBOUND TRAVEL LANES.
- (3) COMPLETE THE SLOPE STABILIZATION PROCESS AS SPECIFIED IN THE PLANS.
- (4) REMOVE ALL TRAFFIC CONTROL MEASURES WHEN CONSTRUCTION IS COMPLETE.

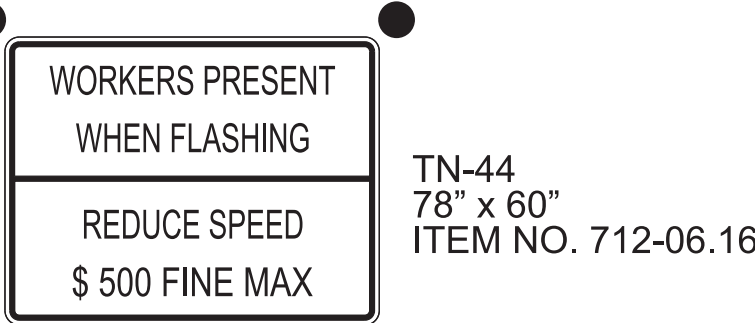
TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

ALL CONSTRUCTION SIGNS ON THE PROJECT SHALL BE COVERED WHEN WORK WILL NOT BE AFFECTING TRAFFIC. COST OF COVERING/UNCOVERING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COST SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

ALL TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE TDOT MANAGER.



SIGNS SHOWN ABOVE ARE TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT. TO BE USED AS DIRECTED BY THE TDOT MANAGER.

NOTE:

CONTRACTOR SHALL REPLACE ALL TEMPORARY TRAFFIC CONTROL DEVICES WITHIN THE PROJECTS LIMITS.

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 821026-F3-002
(1) 209-09.01	SANDBAGS	BAG	100
707-11.01	PEDESTRIAN CONSTRUCTION BARRIER FENCE	L.F.	730
712-01	TRAFFIC CONTROL	LS	1
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	790
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
712-04.50	BARRIER RAIL DELINEATOR	EACH	37
712-05.01	WARNING LIGHTS (TYPE A)	EACH	50
712-06	SIGNS (CONSTRUCTION)	S.F.	228
(2)(3) 712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	2
(3) 712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	1
(3) 712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	1
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	6585
712-09.31	REMOVABLE BLACK-OUT TAPE (8IN)	L.F.	6600
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
(4)(5) 725-21.07	PORTABLE SMART WORK ZONE SYSTEM	DAY	365

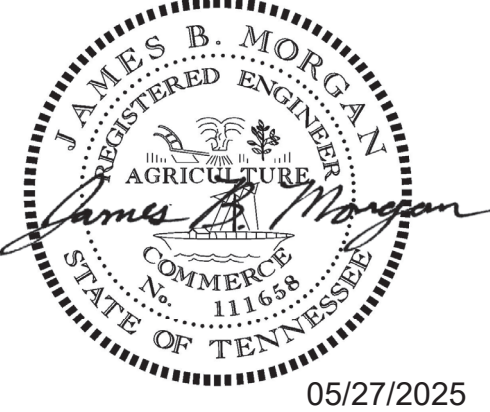
FOOTNOTES

- (1) TO BE USED FOR STABILIZING THE BASE OF PEDESTRIAN CONSTRUCTION BARRIER FENCE. QUANTITY TO BE INCREASED OR DECREASED BY THE TDOT MANAGER.
- (2) ITEM TO BE USED ONLY WHEN A REDUCED SPEED LIMIT IS ESTABLISHED WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS, AND TWO TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE. TO BE USED AS DIRECTED BY THE TDOT MANAGER.
- (3) THESE ITEMS TO BE USED ONLY WHEN THE SPEED LIMIT IS REDUCED THROUGH THE CONSTRUCTION ZONE AND TO BE USED AS DIRECTED BY TDOT MANAGER.
- (4) DAYS SHALL BE MEASURED AS 24 HOUR PERIODS. THE EXACT LOCATIONS OF THE SMARTZONE COMPONENTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS.
- (5) INCLUDES COST OF ALL EQUIPMENT FOR (6) CONSTRUCTION ADVANCED WARNING SYSTEMS, (6 RADAR DETECTION TRAILERS AND 6 EDGE LIT WIG WAG TRAILERS TOTAL) 3 SYSTEMS REQUIRED ON EITHER SIDE OF I-26 EASTBOUND. QUANTITY REPRESENTS TOTAL NUMBER OF CALENDAR DAYS FOR ALL PHASES. INCLUDES ALL COST WITH DEPLOYING, PROGRAMMING, AND MAINTAINING THE CONSTRUCTION ADVANCED WARNING SYSTEM PER THE MANUFACTURERS RECOMMENDATIONS FOR THE DURATION OF THE PROJECT.

TRAFFIC CONTROL SIGN TABULATION										
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W						
G20-2	END ROAD WORK	48"	X	24"	8	2	2	16.00		
W20-1M	ROAD WORK XX MILE	48"	X	48"	16	2	2	32.00		
W20-5RM(MOD.)	TRUCK LANE CLOSED XX MILE	48"	X	48"	16	2	2	32.00		
W20-5RF(MOD.)	TRUCK LANE CLOSED XX FT	48"	X	48"	16	2	2	32.00		
SPECIAL	TRUCKS ENTERING/EXITING	48"	X	48"	16	4	4	64.00		
SPECIAL	TRUCKS ENTERING HIGHWAY	48"	X	48"	16	2	2	32.00		
W16-2P	DISTANCE AHEAD PLAQUE, FEET (2 LINES)	30"	X	24"	5	2	2	10.00		
W16-3P	DISTANCE PLAQUE, MILES (2 LINES)	30"	X	24"	5	2	2	10.00		
TOTAL							228	S.F.		

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	CRASH CUSHION
	PEDESTRIAN CONSTRUCTION BARRIER FENCE
	CHANGEABLE MESSAGE SIGN

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05/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES,
LEGEND AND
TABULATION

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MATCH LINE STA. 118+00.00 SEE SHT. T3

MATCH LINE STA. 131+00.00 SEE SHT. T3B

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T3A
PS&E	2025	NH-I-26(79)	T3A

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA. 118+00 TO STA. 131+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T3B
PS&E	2025	NH-I-26(79)	T3B



PHASE I

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA. 131+00 TO STA. 142+00
SCALE: 1"= 50'

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MATCH LINE STA. 142+00.00 SEE SHT. T3B

MATCH LINE STA. 155+00.00 SEE SHT. T3D

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T3C
PS&E	2025	NH-I-26(79)	T3C

CS 144+78.15

145

ST 148+22.15

150

I-26 WEST

S 21° 48' 47" E

I-26 EAST

8" RSSWL

STA. 151+05.00

BUFFER SPACE = 645'

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

STA. 142+00 TO STA. 155+00
SCALE: 1"= 50'

PHASE I

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MATCH LINE STA. 155+00.00 SEE SHT. T3C

82I026-F2-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (R.O.W.)
N 818148.0066
E 2973068.7881

82I026-F3-002
BEGIN PROJ. NO. NH-I-26(79)
STA. 157+50.00 (CONST.)
N 818148.0066
E 2973068.7881

I-26
PI 164+51.67
N 817,496.7382
E 2,973,329.3271
Δs 21° 14' 13" (RT)
θs 2° 37' 30"
Δc 15° 59' 13" (RT)
Dc 1° 30' 00"
Rc 3,819.72
Lc 1,065.79
Ts 891.35
Ls 350.00

165
82I026-F2-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (R.O.W.)
N 817427.8003
E 2973273.8818

82I026-F3-002
END PROJ. NO. NH-I-26(79)
STA. 165+00.00 (CONST.)
N 817427.8003
E 2973273.8818

MATCH LINE STA. 168+00.00 SEE SHT. T3E

SPECIAL
SEE STD.
DWG. T-WZ-62
48" x 48"
W16-2P
30" x 24"

TRUCKS
ENTERING/
EXITING
500
FEET

BUFFER SPACE - 6'±

PEDESTRIAN CONSTRUCTION BARRIER FENCE

PEDESTRIAN CONSTRUCTION BARRIER FENCE

I-26 EAST
8" RSSWL

I-26 WEST

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T3D
PS&E	2025	NH-I-26(79)	T3D

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TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

STA. 155+00 TO STA. 168+00
SCALE: 1"= 50'


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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T3E
PS&E	2025	NH-I-26(79)	T3E

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA. 168+00 TO STA. 180+00
SCALE: 1"= 50'

PHASE I

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I-26
PI 185+40.44
N 815.372.1015
E 2470.350.0000
Δs 23° 16' 14" (L-T)
Δs 2° 31' 26"
Δs 18° 01' 04" (L-T)
St 1° 30' 00"
Rc 3,410.12
Ls 1,200.15
Ts 86.69
Ls 350.00
ST 194+98.33
TANGENT AHEAD S 23° 48' 38" E

I-26
192+00.00
STA 194.767.1146
E 29736.520.6661

CS 191+3.99

G20-2
48" x 24"
END
ROAD WORK

END TRUCK CLIMBING LANE CLOSURE
STA 181+50.00

MATCH LINE STA. 180+00.00 SEE SHT. T3E

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	NH-I-26(79)	T3F
PS&E	2025	NH-I-26(79)	T3F

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05/27/2025

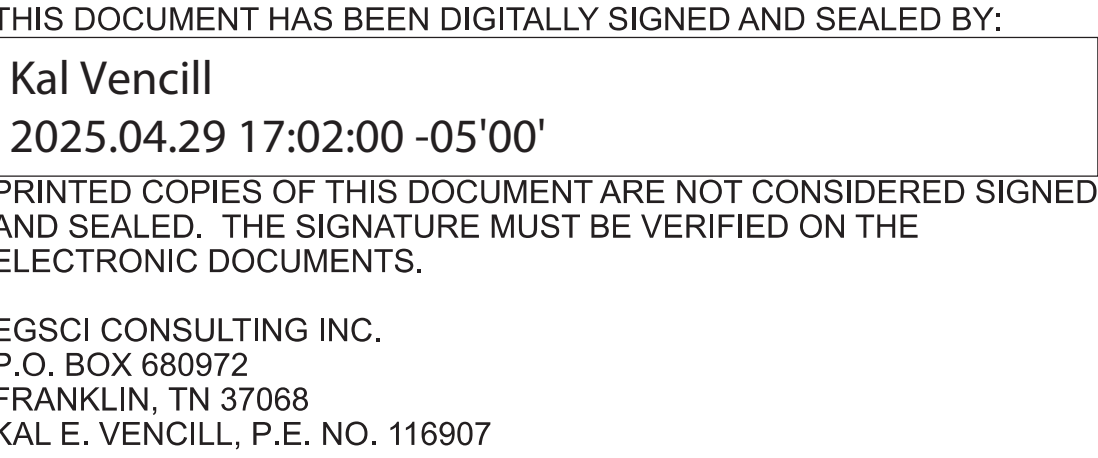
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 180+00 TO STA. 192+00
SCALE: 1"= 50'

PHASE I



SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX.....	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES	G-1A, G-1B
GEOTECHNICAL SITE LAYOUT	G-2
GEOTECHNICAL TYPICAL SECTIONS.....	G-3, G-4, G-5

\$\$\$\$\$\$SYTIME\$\$\$\$\$\$
 \$\$\$\$\$\$DGN\$PE\$\$\$\$\$
 \$\$\$\$\$\$SYTIME\$\$\$\$\$\$

\$\$\$\$SYTIME\$\$\$\$\$\$\$\$\$\$\$\$\$
\$\$\$\$DGN\$PE\$\$\$\$\$\$\$\$\$\$\$\$\$

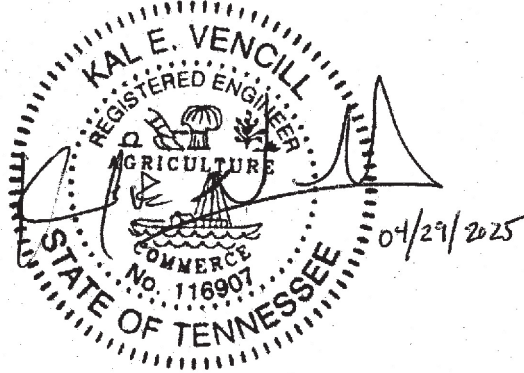
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	G-1
PIH	2024	NH-I-26(79)	G-1
PS&E	2025	NH-I-26(79)	G-1

GEOTECHNICAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX.....	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES	G-1A, G-1B
GEOTECHNICAL SITE LAYOUT	G-2
GEOTECHNICAL TYPICAL SECTIONS.....	G-3, G-4, G-5

PS&E
PLANS

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
INDEX

\$\$\$\$\$\$SYTIME\$\$\$\$\$\$
 \$\$\$\$\$\$DGN\$PE\$\$\$\$\$\$
 \$\$\$\$\$\$SYTIME\$\$\$\$\$\$

THE TERMS AND DEFINITIONS BELOW SHALL CHARACTERIZE THE MATERIAL TYPE THAT WILL BE ENCOUNTERED DURING EXCAVATION AND GRADING. SEE MATERIAL TYPE REFERENCES IN REPRESENTATIVE CROSS-SECTIONS.

RESIDUAL SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, WATER OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS IN THE RESIDUAL SOIL MATRIX OR MORE ABUNDANTLY NEAR THE TRANSITION TO WEATHERED ROCK. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME), ERRATIC LOCALIZED CHANGES OF MATERIAL TYPES BOTH Laterally AND WITH DEPTH (SUCH AS A GEOLOGIC FORMATION RESULTING IN PINNACLED ROCK COLUMNS, FLOATING BOULDERS OR LENSES INTERCALATED WITH CLAY SOIL, A COMMON OCCURRENCE IN CERTAIN REGIONS OF TENNESSEE), OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH TRACK HOES OR FRONT END EXCAVATORS/LOADERS.

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

ROCK MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES SO FIRMLY BONDED TOGETHER THAT RELATIVELY GREAT EFFORT IS REQUIRED TO SEPARATE THE PARTICLES (I.E., BLASTING OR HEAVY CRUSHING FORCES). FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY HAVE TO BE BLASTED TO SEPARATE INTO PIECES SMALL ENOUGH TO LOAD AND TRANSPORT ON EARTH MOVING TRUCKS.

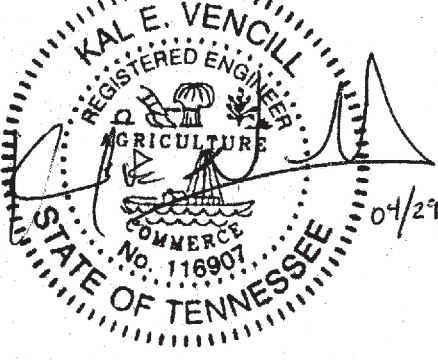
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS I, II AND III) AND VEGETATION (GRASSES, SHRUBS, TREES, AND OTHER ORGANIC MATERIAL) THAT HAS PREVIOUSLY DETACHED FROM THE SLOPE IN A LANDSLIDE OR EARTH FLOW FAILURE AND MOBILIZED DOWNSLOPE TO ITS CURRENT LOCATION. THE COMBINATION OF VARIOUS MATERIALS IS TYPICALLY ERRATIC AND INCONSISTENT WITHIN THIS MATERIAL TYPE. THE IN SITU CONSISTENCY OF MATERIAL OF THIS TYPE IS ALSO HIGHLY ERRATIC DUE TO THE DIFFERENT AGES OF SLIDE DEBRIS DEPOSITS ON THE SLOPE. FOR CONSTRUCTION PURPOSES, THESE MATERIALS MAY BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS TRACK HOES OR FRONT END EXCAVATORS/LOADERS, BUT WOULD LIKELY NOT BE SUITABLE FOR THE USE OF EXCAVATING PAN TYPE EQUIPMENT.

THE PROJECT WILL CONSIST OF BUT IS NOT LIMITED TO THE FOLLOWING

- | ESTIMATED GEOTECHNICAL QUANTITIES | | | | |
|-----------------------------------|-----------|---|------|----------|
| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
| ① | 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | C.Y. | 500 |
| | 707-02.44 | ROCK ANCHOR, TYPE II | L.F. | 7,400 |
| ② | 707-10.06 | ROCKFALL DRAPE, TYPE II | S.Y. | 2,425 |

- ### GEOTECHNICAL NOTES:

- GENERAL NOTES:

- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|-------|------|-------------|-----------|
| FUNC. | 2024 | NH-I-26(79) | G-1A |
| PIH | 2024 | NH-I-26(79) | G-1A |
| PS&E | 2025 | NH-I-26(79) | G-1A |
| | | | |
-
- # PS&E PLANS
- SEALED BY**
- 
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**
- ## GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES

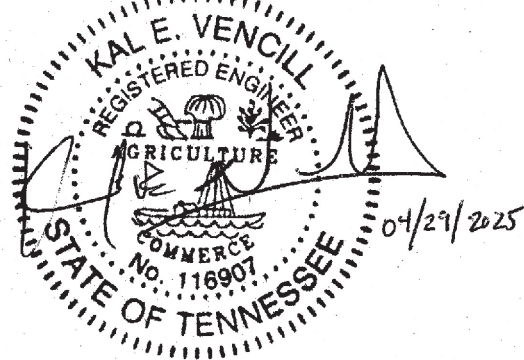
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\$\$\$\$DONSPEC\$\$\$\$\$\$\$\$

ANCHORED MESH NOTES:

1. DETAILED SHOP DRAWINGS OF THE GROUTED ANCHORS, UNDERLAYMENT, STEEL MESH FACING, AND THEIR COMPONENTS SHALL BE PREPARED IN ACCORDANCE WITH TDOT SECTION 105.02 AND SPECIAL PROVISION 707E AND SUBMITTED TO TDOT FOR REVIEW AND APPROVAL PRIOR TO STARTING FABRICATION.
2. THE CONTRACTOR SHALL ASSUME DRILLING THROUGH HIGHLY VARIABLE SUBSURFACE CONDITIONS – INCLUDING RESIDUAL SOIL, TRANSITIONAL MATERIAL, WEATHERED ROCK, ROCK, AND SLIDE DEBRIS – WILL BE REQUIRED FOR INSTALLATION OF GROUND ANCHORS (ROCK ANCHOR, TYPE II).
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING GROUND ANCHORS (ROCK ANCHOR, TYPE II) AT THE SPACING INDICATED ON THE PLAN SHEETS THAT WILL DEVELOP A MINIMUM LOAD-CARRYING CAPACITY OF 20 KIPS.
4. THE CONTRACTOR SHALL SELECT THE DRILLING METHOD AS NECESSARY TO INSTALL THE GROUND ANCHORS (ROCK ANCHOR, TYPE II) SPECIFIED. HOWEVER, THE METHOD OF DRILLING SELECTED BY THE CONTRACTOR SHALL MAINTAIN A STABLE HOLE AND ACHIEVE THE REQUIRED DIAMETER TO ACHIEVE THE MINIMUM LOAD-CARRYING CAPACITY.
5. THE CONTRACTOR SHALL SELECT THE GROUND ANCHOR (ROCK ANCHOR, TYPE II) MATERIALS, GROUTING METHOD, GROUT PRESSURES, ANCHOR DIAMETER BEYOND THE MINIMUM DIAMETER OF 4 INCHES (IF REQUIRED), AND ANCHOR LENGTH BEYOND THE MINIMUM EMBEDMENT LENGTHS SHOWN ON THE PLAN SHEETS (IF REQUIRED).
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MONITOR GROUTING OPERATIONS AND INSTALLED ANCHOR LENGTHS. IN NO CASE SHALL GROUTING OPERATIONS CEASE DURING ANCHOR INSTALLATION OTHER THAN ALLOWING FOR AN UNBONDED LENGTH OF ANCHORS TO BE PROOF-TESTED. IN NO CASE SHALL ANCHORS BE TERMINATED AT AN INSTALLED LENGTH LESS THAN THE MINIMUM LENGTHS REQUIRED IN THE PLAN SHEETS OR IN THE CONTRACTOR'S FINAL ANCHOR DESIGN, WHICHEVER IS GREATER.
7. LOAD TESTING OF THE GROUND ANCHORS (ROCK ANCHOR, TYPE II) IS REQUIRED. SEE SPECIAL PROVISION 707E. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW CALIBRATION DATA FOR EACH TEST JACK, LOAD CELL, AND PRESSURE GAUGE TO BE USED. TESTING CANNOT COMMENCE UNTIL THE ENGINEER HAS APPROVED THESE CALIBRATIONS. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE TO THE ENGINEER PRIOR TO PERFORMING LOAD TESTING. NO ADDITIONAL PAYMENT WILL BE MADE FOR INSTALLING REPLACEMENT ANCHORS IN THE EVENT AN ANCHOR FAILS TO SATISFY TESTING REQUIREMENTS.
8. THE CONTRACTOR SHALL SUBMIT ANCHOR LOAD TEST REPORTS TO THE ENGINEER WITHIN 10 CALENDAR DAYS OF COMPLETION OF THE TEST.
9. THE CONTRACTOR SHALL USE A NEAT CEMENT GROUT. THE CEMENT SHALL NOT CONTAIN LUMPS OR OTHER INDICATIONS OF HYDRATION. ADMIXTURES, IF USED, SHALL BE MIXED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHOULD SUBMIT A GROUTING PLAN WITH THE SHOP DRAWINGS THAT INCLUDES GROUT MIX DESIGN, GROUT COMPRESSIVE STRENGTH RESULTS FROM A RECENT PROJECT THAT DEMONSTRATE THE PROPOSED GROUT MIX MEETS PROJECT REQUIREMENTS, AND TYPE AND FREQUENCY OF QUALITY CONTROL TESTING TO BE PERFORMED DURING CONSTRUCTION TO DEMONSTRATE THAT THE GROUTING MEETS PROJECT REQUIREMENTS, FOR REVIEW AND APPROVAL BY THE ENGINEER.
10. THE GROUTING EQUIPMENT SHALL PRODUCE A GROUT FREE OF LUMPS AND UNDISPERSED CEMENT. THE GROUTING EQUIPMENT SHALL BE SIZED TO ENABLE THE GROUT TO BE PUMPED UNDER PRESSURE SUFFICIENT TO MEET THE CONTRACTOR'S APPROVED CONSTRUCTION PLAN, IN ONE CONTINUOUS OPERATION FOR EACH ANCHOR. THE MIXER SHOULD BE CAPABLE OF CONTINUOUSLY AGITATING THE GROUT.
11. THE UNDERLAYMENT AND WIRE MESH SHALL BE INSTALLED PER THE MANUFACTURER'S REQUIREMENTS. THIS INCLUDES REQUIREMENTS FOR SEQUENCING, VERTICAL AND HORIZONTAL SEAMS, OVERLAPS AND CONNECTIONS, AND ANY PERIMETER CABLES AND PERIMETER CABLE ANCHORS. ANY PERIMETER CABLE ANCHORS ARE INCIDENTAL TO PAY ITEM 707-10.06 AND ARE NOT TO BE INCLUDED IN THE QUANTITY FOR PAY ITEM 707-02.44.
12. THE ANCHOR BEARING PLATE AND ANCHOR HEAD OR NUT SHALL BE INSTALLED PER THE MANUFACTURER'S REQUIREMENTS. THE ANCHOR SHOULD BE POST-TENSIONED TO THE MANUFACTURER'S REQUIREMENTS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	G-1B
PIH	2024	NH-I-26(79)	G-1B
PS&E	2025	NH-I-26(79)	G-1B

PS&E
PLANS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
NOTES AND
ESTIMATED
QUANTITIES

NOTES:

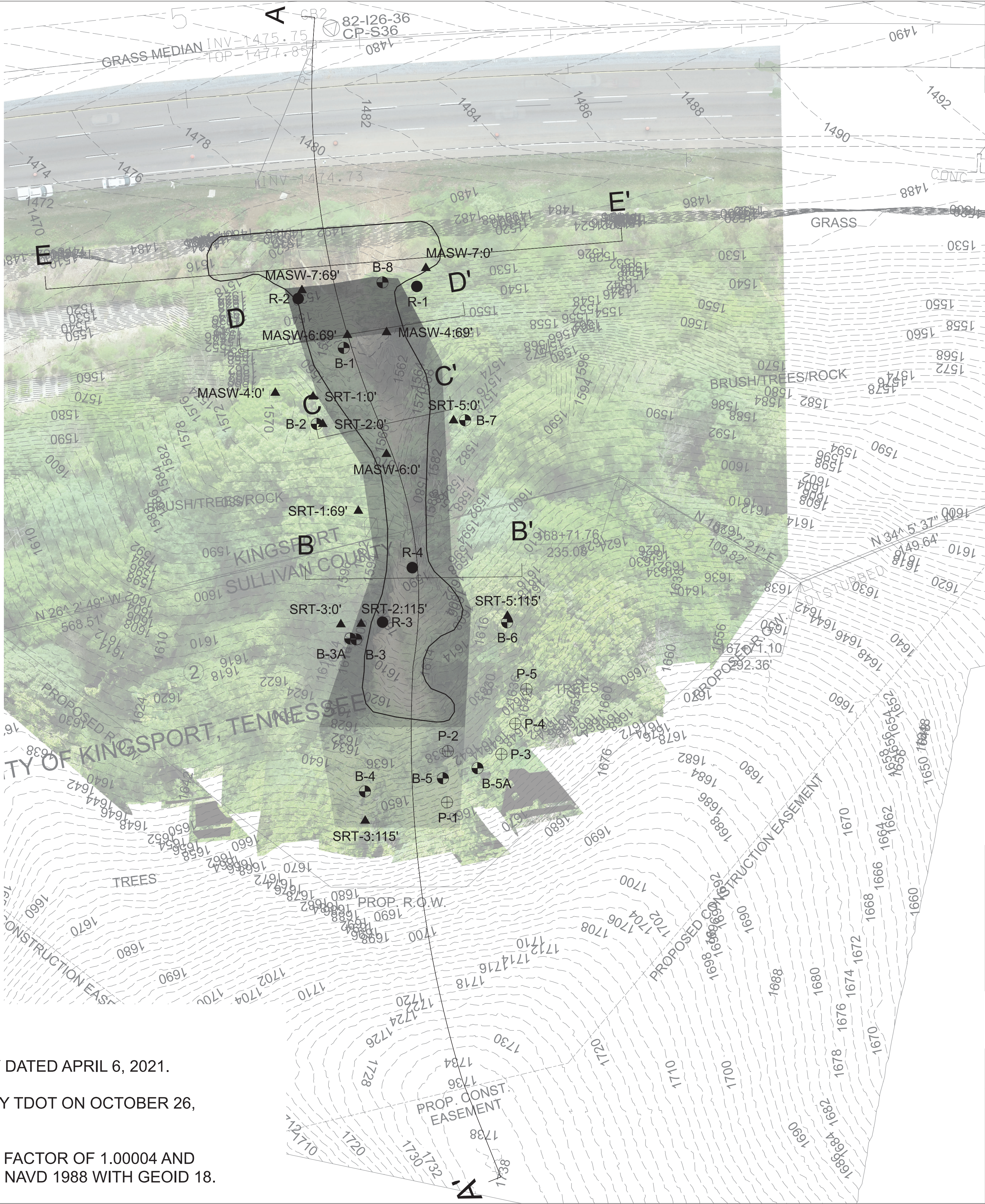
- EXTENTS OF PROPOSED ANCHORED MESH ARE APPROXIMATE. FINAL EXTENTS TO BE APPROVED BY THE ENGINEER DURING CONSTRUCTION.
- GROUND ANCHOR MAXIMUM SPACING AND MINIMUM LENGTH VARIES BY ZONE. SEE TYPICAL SECTIONS.
 - ZONE A: MINIMUM ANCHOR EMBEDMENT LENGTH 19 FEET, MAXIMUM SPACING 6 FEET.
 - ZONE B: MINIMUM ANCHOR EMBEDMENT LENGTH 19 FEET WITHIN FAILURE EXTENTS, 24 FEET OUTSIDE OF FAILURE EXTENTS. MAXIMUM SPACING 12 FEET.
 - ZONE C: MINIMUM ANCHOR EMBEDMENT LENGTH 19 FEET, MAXIMUM SPACING 8 FEET.
- EXTENTS OF ANCHORED MESH AND LOCATIONS OF GROUND ANCHORS ARE APPROXIMATE AND TO BE APPROVED BY THE ENGINEER DURING CONSTRUCTION.
- GROUND ANCHOR LENGTHS SHOWN ARE MINIMUM REQUIREMENTS. ACTUAL ANCHOR LENGTHS MAY BE LONGER IF REQUIRED BY THE CONTRACTOR TO PROVIDE THE REQUIRED ANCHOR CAPACITY.

LEGEND:

- B-4
● HAND AUGER BORING LOCATION
- P-1
⊕ PROBING LOCATION
- R-3
● ROCK SAMPLING LOCATION
- MASW/SRT
▲ GEOPHYSICAL TRANSECT LOCATION (MASW OR SRT)
- APPROXIMATE FAILURE EXTENTS
- PROPOSED ANCHORED MESH "ZONE A"
- PROPOSED ANCHORED MESH "ZONE B"
- PROPOSED ANCHORED MESH "ZONE C"
- A A'
— PROFILE LOCATIONS

REFERENCES:

- BASE TOPOGRAPHY FROM TDOT PRELIMINARY PLANS, SURVEY DATED APRIL 6, 2021.
- EXPLORATION LOCATIONS STAKED BY EGSCI AND SURVEYED BY TDOT ON OCTOBER 26, 2021.
- COORDINATES ARE NAD83(2011), ALL DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN, ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	G-2
PIH	2024	NH-I-26(79)	G-2
PS&E	2025	NH-I-26(79)	G-2

PS&E
PLANS

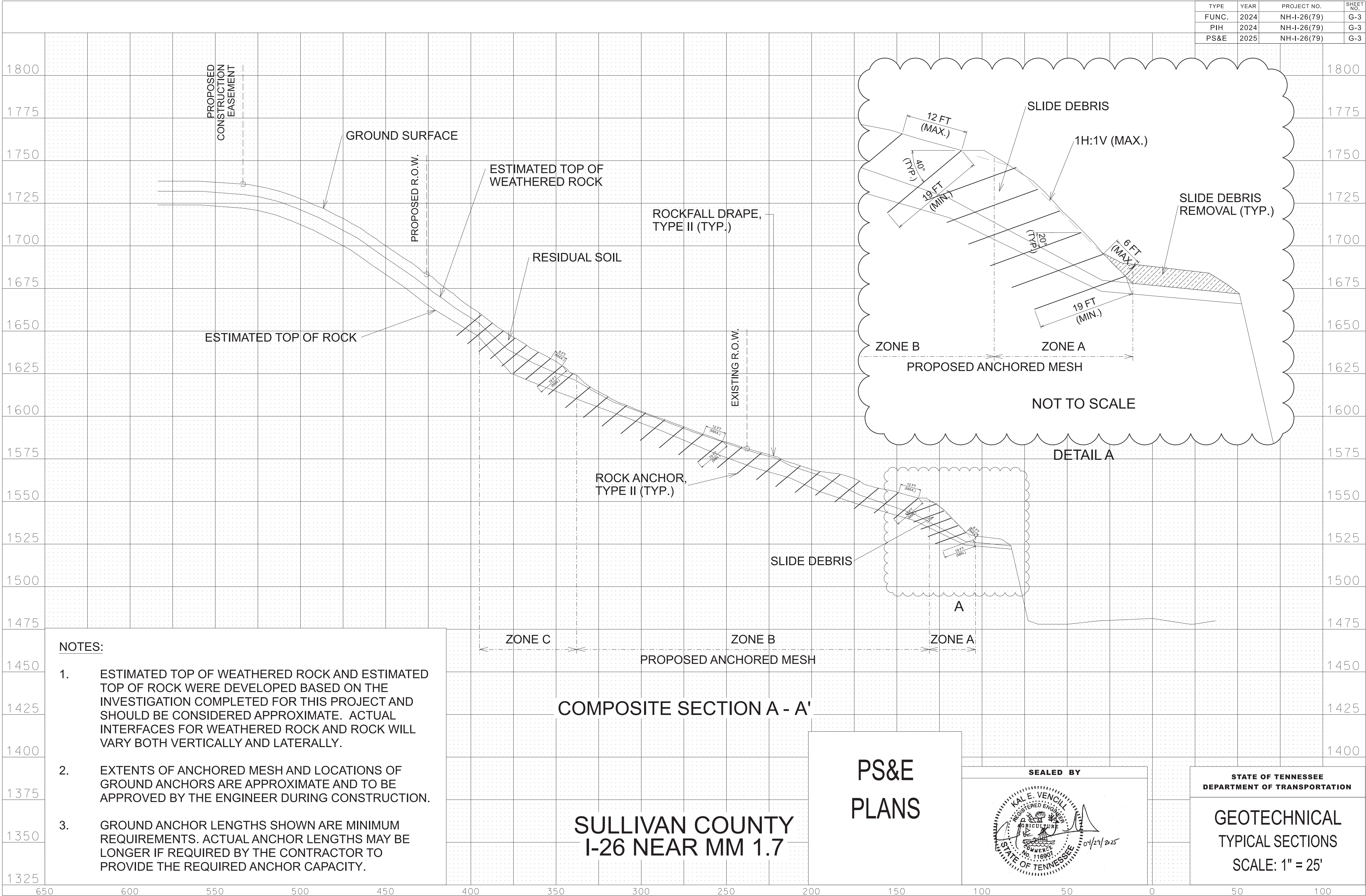
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KAL E. VENCILL
REGISTERED ENGINEER
NO. 11890
STATE OF TENNESSEE
10/21/2025

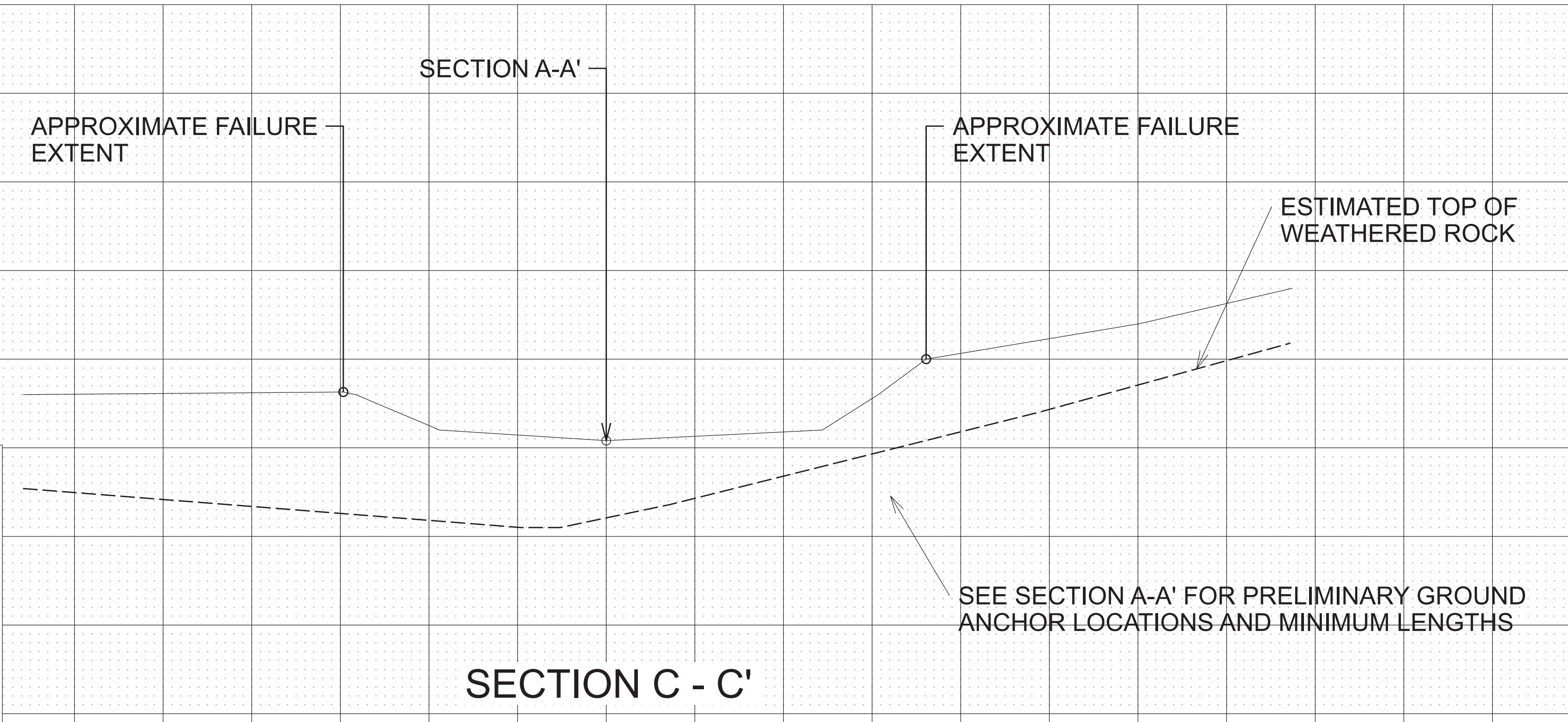
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
SITE LAYOUT
SCALE: 1" = 30'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	G-3
PIH	2024	NH-I-26(79)	G-3
PS&E	2025	NH-I-26(79)	G-3

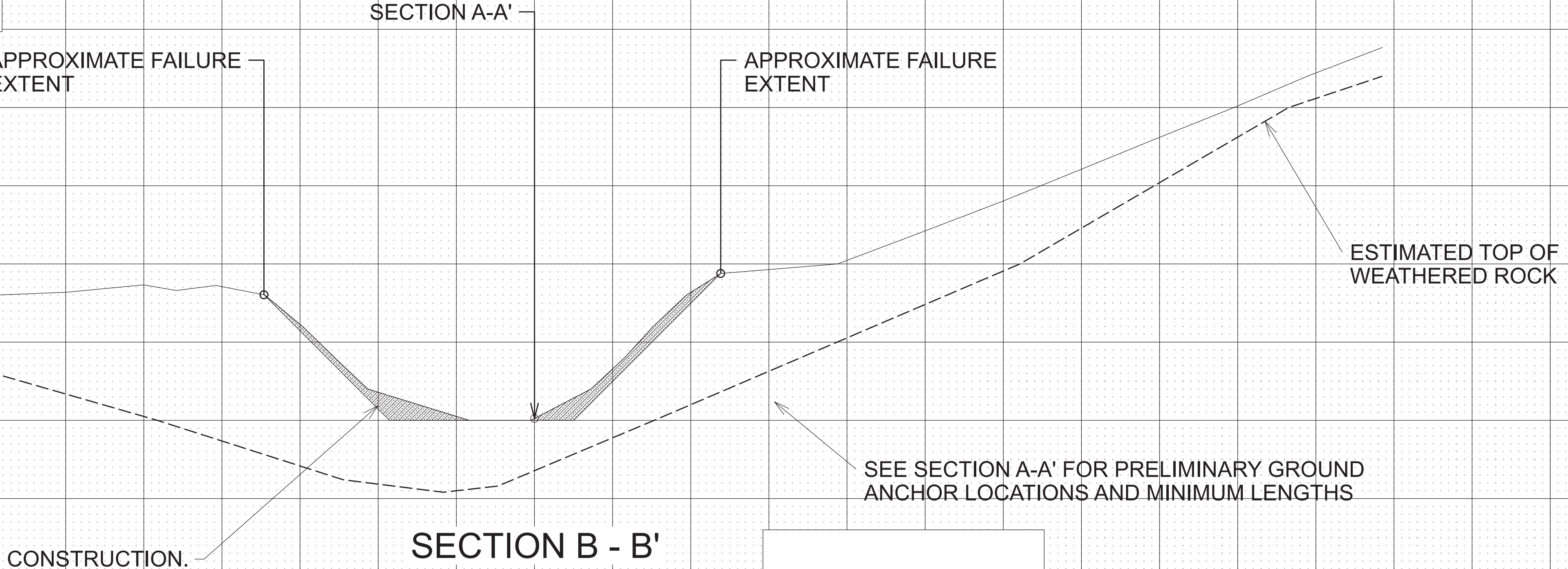


TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	G-4
PIH	2024	NH-I-26(79)	G-4
PS&E	2025	NH-I-26(79)	G-4



NOTES:

1. ESTIMATED TOP OF WEATHERED ROCK AND ESTIMATED TOP OF ROCK WERE DEVELOPED BASED ON THE INVESTIGATION COMPLETED FOR THIS PROJECT AND SHOULD BE CONSIDERED APPROXIMATE. ACTUAL INTERFACES FOR WEATHERED ROCK AND ROCK WILL VARY BOTH VERTICALLY AND Laterally.
2. EXTENTS OF ANCHORED MESH AND LOCATIONS OF GROUND ANCHORS ARE APPROXIMATE AND TO BE APPROVED BY THE ENGINEER DURING CONSTRUCTION.



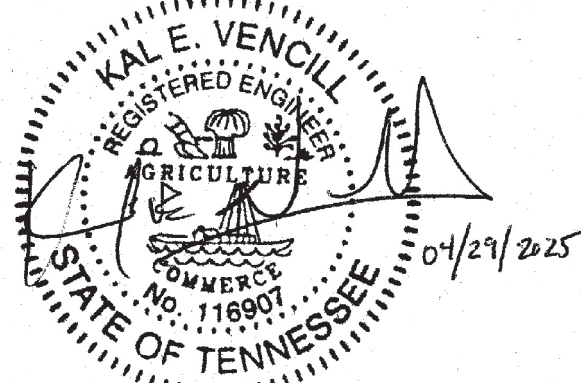
INCIDENTAL EXCAVATION MAY BE REQUIRED FOR MESH CONSTRUCTION. MAXIMUM SLOPE ANGLE 1H:1V. ENSURE GOOD CONTACT BETWEEN MESH AND GROUND SURFACE. FINAL ANCHOR LOCATIONS TO BE APPROVED BY THE ENGINEER.

SECTION B - B'

**SULLIVAN COUNTY
I-26 NEAR MM 1.7**

**PS&E
PLANS**

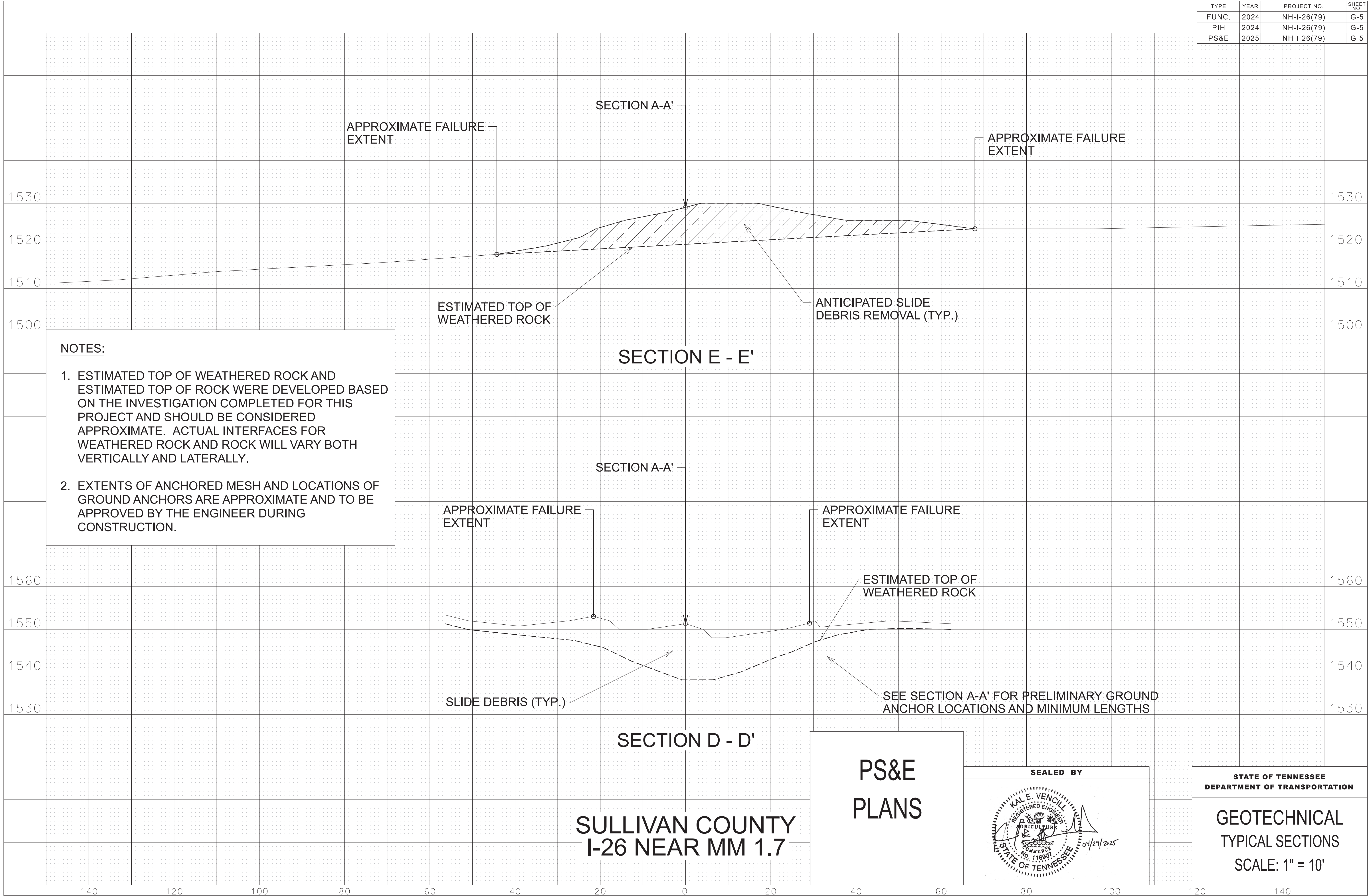
SEALED BY



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**GEOTECHNICAL
TYPICAL SECTIONS
SCALE: 1" = 5'**

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	NH-I-26(79)	G-5
PIH	2024	NH-I-26(79)	G-5
PS&E	2025	NH-I-26(79)	G-5



UTILITIES INDEX	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF ENGINEERING

SULLIVAN COUNTY

I-26; NEAR MM 1.7 (ROCKFALL MITIGATION)

UTILITIES

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-26/US 23

UTILITIES NOT IN ROADWAY CONTRACT	
ELECTRIC: AEP - APPALACHIAN POWER 420 RIVERPORT ROAD KINGSPORT, TN 37660 TOM HENSLEY 423-578-2249 (NO CONFLICT)	

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	NH-I-26(79)	
STATE PROJ. NO.	821026-F3-002	

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
UTILITY INDEX, UTILITY OWNERS

SYTIME\$\$\$\$\$
DGN\$PEC\$\$\$\$\$