Index Of Sheets

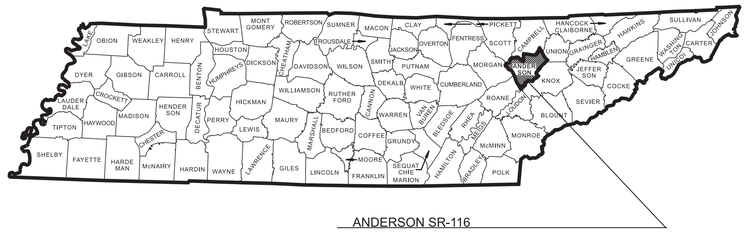
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	PROT-116(31)	
STATE PROJ. NO.	01S116-F2-002	

ANDERSON COUNTY

SR-116: FROM NEAR L.M. 0.9 TO L.M. 0.98 (MARCH 2025 SEVERE WEATHER)



RIGHT-OF-WAY

SLOPE STABILIZATION, HAUL ROAD, PAVING, TRAFFIC CONTROL

STATE HIGHWAY NO. 116 F.A.H.S. NO. N/A

NO EXCLUSIONS

01S116-F2-002
END PROJECT NO. PROT-116(31) R.O.W.
L.M. 0.97 STA. 6+30.00

01S116-F2-002
BEGIN PROJECT NO. PROT-116(31) R.O.W.
L.M. 0.86 STA. 1+60.00

PROJECT OF LIMITED SCOPE

N

SCALE: 1"= 2640'

R.O.W. LENGTH	0.089 MILES
ROADWAY LENGTH	0.089 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.089 MILES

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: STACY WEAVER

DESIGNER : STEPHANIE WALLIS CHECKED BY : JAY MORGAN P.E.

P.E. NO. 01S116-S1-002 (DESIGN)

PIN NO. 136242.03

FUNCTIONAL DESIGN PLANS

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111638
STATE OF TENNESSEE
09/22/2025

APPROVED:

SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:

WILL REID, COMMISSIONER

SURVEY 04-03-25	TRAFFIC DATA	
	ADT (2025)	267
	ADT (20)	
	DHV (20)	
	D	-
	T (ADT)	%
	T (DHV)	%
	V	45 MPH

COORDINATES ARE NAD/83 (2011 ADJUSTMENT) ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18.

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jay Morgan
2026.02.24 10:25:42 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TN
JAY MORGAN, PE 111658

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD STRUCTURE AND TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS	2B1,2B2
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(S)	3A
PROPERTY MAP	3B
PRESENT LAYOUT	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
HAUL ROAD PROFILE	5
DRAINAGE MAP	6
CULVERT SECTION	7
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	8, 8A, 9-12
ROADWAY CROSS SECTIONS	13 – 42
TRAFFIC CONTROL PLANS	T1 – T5

YEAR	PROJECT NO.	SHEET NO.
2026	PROT-116(31)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jay Morgan
2026.03.25 13:25:08 -04'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TN
JAY MORGAN, PE 111658

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2

YEAR	PROJECT NO.	SHEET NO.
2026	PROT-116(31)	ROADWAY-SIGN2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A FOR INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

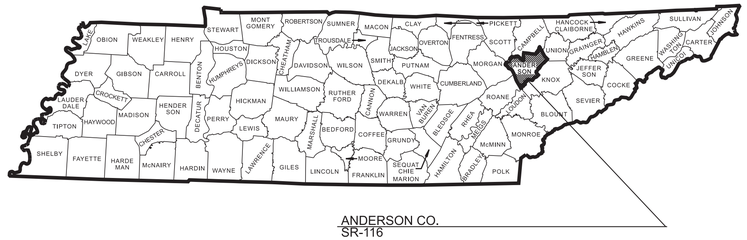
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	PROT-116(31)	
STATE PROJ. NO.	01S116-F3-002	

REV. 03/25/26: REVISED SPEC. BOOK DATE

ANDERSON COUNTY

SR-116: FROM NEAR LM 0.9 - LM 0.98 (MARCH 2025 SEVERE WEATHER)



PS&E

SLOPE STABILIZATION, HAUL ROAD, PAVING, TRAFFIC CONTROL

STATE HIGHWAY NO. 116 F.A.H.S. NO. N/A

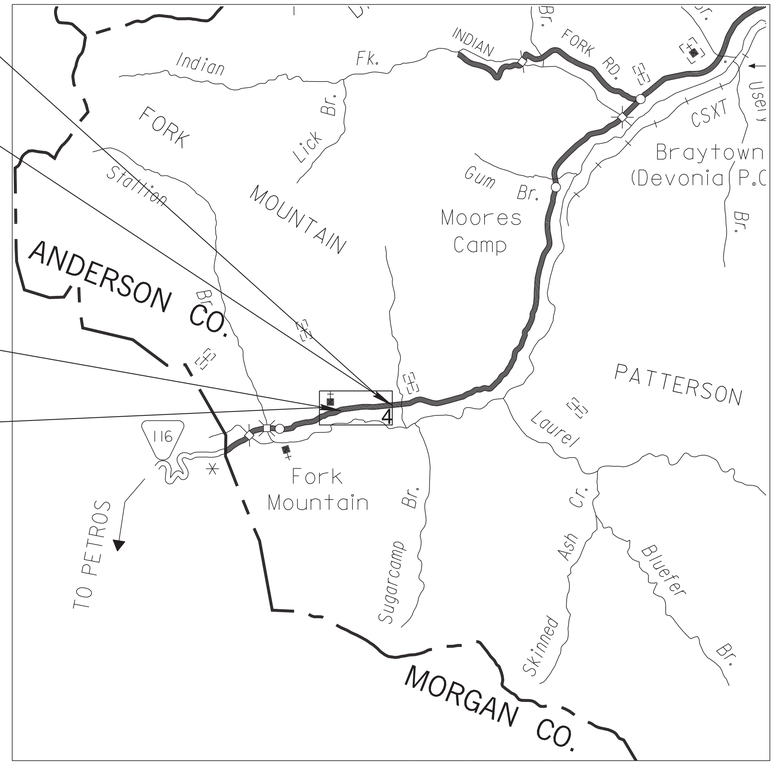
01S116-F2-002
END PROJECT NO. PROT-116(31) R.O.W.
L.M. 0.97 STA. 6+30.00
N 657038.4911 E 2438442.0117

01S116-F3-002
END PROJECT NO. PROT-116(31) CONST.
L.M. 0.97 STA. 6+30.00
N 657038.4911 E 2438442.0117

01S116-F3-002
BEGIN PROJECT NO. PROT-116(31) CONST.
L.M. 0.88 STA. 1+60.00
N 656975.1626 E 2437977.0177

01S116-F2-002
BEGIN PROJECT NO. PROT-116(31) R.O.W.
L.M. 0.88 STA. 1+60.00
N 656975.1626 E 2437977.0177

PROJECT OF LIMITED SCOPE



SCALE: 1"= 2640'

NO EXCLUSIONS

SEALED BY
JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111668
STATE OF TENNESSEE
03/25/2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

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.

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R.O.W. LENGTH	0.089 MILES
ROADWAY LENGTH	0.089 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.089 MILES

SURVEY 04-03-25	TRAFFIC DATA	
ADDITIONAL SURVEY 09-24-25	ADT (2026)	400
	ADT (2046)	440
	DHV (2046)	53
	D	65 - 35
	T (ADT)	4%
	T (DHV)	3 %
	V	45 MPH

COORDINATES ARE NAD/83 (2011 ADJUSTMENT) ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18.

TDOT PROJECT MANAGER: JOHN SHERK

DESIGNER : STEPHANIE WALLIS CHECKED BY : NATHAN BARTLETT, P.E.

P.E. NO. 01S116-S1-002 (DESIGN)

PIN NO. 136242.03

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ROADWAY INDEX

NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
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-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
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
RD-L-8	02-20-20	STANDARD LEGEND FOR NATURAL STREAM DESIGN
STANDARDS ROADWAY DRAWINGS		
RD-CTS-R2		CONTEXTUAL TYPICAL SECTION RURAL COLLECTOR
RD18-TS-3A	01-30-26	RURAL MINOR COLLECTOR (2-LANE)
AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS		
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PEW-4		PROTECTED STRAIGHT ENDWALLS (PIPE SIZES 18” TO 30” & EQU. OVAL PIPES)
CATCH BASINS AND MANHOLES		
D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE
D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	02-20-20	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-F-1	03-01-23	HIGH VISIBILITY FENCE
W-CIP-1	05-01-20	ROADWAY FEATURES AT CAST IN PLACE RETAINING WALL
W-SG-1	07-30-24	STANDARD GRAVITY-TYPE RETAINING WALLS
SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-4B		GATING TERMINAL POST & RAIL DETAILS
S-SSMB-1	01-28-22	32” SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-1A	10-29-21	36” SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-2	10-29-21	51” SINGLE SLOPE CONCRETE BARRIER WAL
S-SSMB-3	10-29-21	51” HALF SIZE SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-6A		36” CONCRETE SINGLE SLOPE BARRIER WALL FOR ATTACHING GUARDRAIL
S-SSMB-6C		SINGLE GUARDRAIL ATTACHMENT TO SINGLE SLOPE 36” BARRIER WALL
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-32	08-01-12	TEMPORARY DIVERSION CULVERTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	PROT-116(31)	1A

REV. 03/25/26: REVISED INDEX AND STANDARD DRAWINGS

SEALED BY

03/25/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	PROT-116(31)	1A1

STANDARD TRAFFIC DESIGN DRAWING

DWG.	REV.	DESCRIPTION
PAVEMENT MARKINGS		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
DESIGN - TRAFFIC CONTROL		
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

STANDARD STRUCTURE DRAWING

DWG.	REV.	DESCRIPTION
NEW STRUCTURES		
STD-1-1SS	07-09-25	BRIDGE RAILING CONCRETE PARAPET

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111658
STATE OF TENNESSEE

02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
STRUCTURE
AND TRAFFIC
DESIGN
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	1B
PS&E	2026	PROT-116(31)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDEC001	ENVIRONMENTAL DIVISION, ECOLOGY	NO INSTREAM WORK WILL BE COMPLETED FROM APRIL 1ST THROUGH JUNE 30TH TO PROTECT SPAWNING HABITAT OF THE EMERALD DARTER.	ENTIRE PROJECT

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	PROT-116(31)	2

REV. 03/25/26: REVISED ITEM 604-07.01

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 01S116-F3-002
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(7)(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	694
	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	1665
(10)(6)	203-50	CONSTRUCTION OF HAUL ROAD	LS	1
	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	0.2
(9)(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	750
(9)2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	64
(9)(3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	9
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	4
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	3
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	1
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	40
	411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	0.2
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1045
(12)	604-07.01	RETAINING WALL (WALL 1)	S.F.	585
(14)	607-06.30	30" PIPE CULVERT	L.F.	73
	611-01.03	MANHOLES, > 8' - 12' DEPTH	EACH	1
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	4.1
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	136
	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	242
	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2
	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH	2
(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	390
(9)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
(9)(3)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	45
	711-05.69	36IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.	90
	712-01	TRAFFIC CONTROL	LS	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	450
(13)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	1
(5)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	13
	712-04.50	BARRIER RAIL DELINEATOR	EACH	18
(5)	712-06	SIGNS (CONSTRUCTION)	S.F.	250
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	2000
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	785
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	22
	712-09.30	REMOVABLE BLACK-OUT TAPE (6")	L.F.	800
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	6
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	6
(8)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	0.3
(11)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.3
	717-01	MOBILIZATION	LS	1
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1
(9)(4)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	194

FOOTNOTES

(1) INCLUDES 7.2 CY FOR THE TEMPORARY CONSTRUCTION EXIT.

(2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(3) TO BE USED FOR CULVERT PROTECTION TYPE 1.

(4) INCLUDES 85.8 FOR TEMPORARY CONSTRUCTION EXIT AND 107.6 FOR CULVERT PROTECTION TYPE 1.

(5) QUANTITIES MAY BE INCREASED OR DECREASED BY THE T.D.O.T. MANAGER.

(6) ITEM NUMBER 203-50 SHALL INCLUDE GEOTEXTILE (TYPE IV), BORROW EXCAVATION (GRADED SOLID ROCK) OR MACHINED RIP-RAP (CLASS A-1, CLASS B, OR CLASS C), MINERAL AGGREGATE (SIZE 57), AND TEMPORARY DRAINAGE PIPE (IF APPLICABLE). THE MINERAL AGGREGRATE INCLUDES AN ADDITIONAL TEN (10) PERCENT FOR MAINTENANCE.

(7) SEE GRADING SPECIAL NOTES ON SHEET 2D.

(8) TO BE USED TO RESTRIPE THE EDGE LINES ON THE NORTH SIDE OF THE ROADWAY BETWEEN PROJECT LIMITS

(9) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(10) HAUL ROAD SHALL BE CONSTRUCTED WITHIN PROPOSED RIGHTS-OF-WAY AND EASEMENTS WITHIN THE PROJECT LIMITS AS DEFINED IN THE CONTRACT PLANS. PAYMENT OF THIS ITEM INCLUDES ALL REQUIREMENTS FOR INSTALLATION INCLUDING GRADING, ROCK, GEOTEXTILE, AND 57 STONE NEEDED FOR BUILDING OF THE HAUL ROAD, AND MAINTENANCE OF THE HAUL ROAD DURING THE LIFE OF THE PROJECT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR CLEARING, SURVEYING OR INCIDENTALS DUE TO THE LOCATION CHOSEN BY THE CONTRACTOR FOR ACCESS TO THE SITE. THE CONTRACTOR IS REQUIRED TO SUBMIT A PROPOSED LOCATION AND PLAN FOR REVIEW AND APPROVAL TO THE TDOT MANAGER PRIOR TO THE CONSTRUCTION OF THE HAUL ROAD.

(11) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION

(12) CONCRETE BARRIER IS LOCATED ON RETAINING WALL R1 AND IS NOT INCLUDED IN THE COST OF THE RETAININGWALL

(13) 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.

(14) BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. SEE STANDARD DRAWING NO. D-PB-1 AND D-PB-2 FOR ADDITIONAL DETAILS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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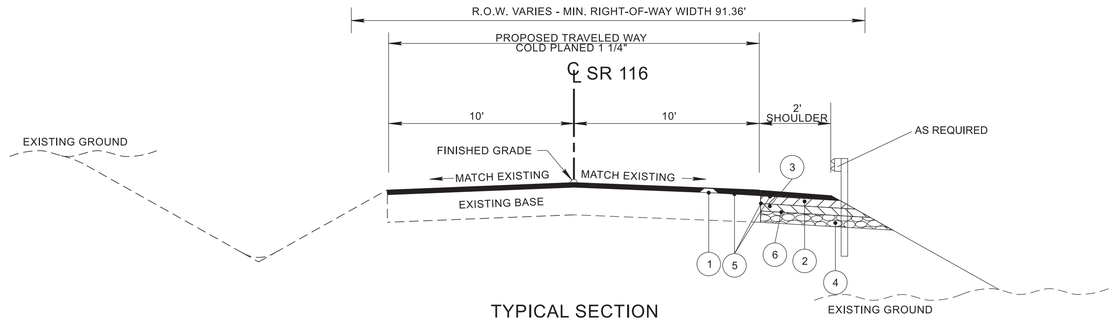
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	2B
PS&E	2026	PROT-116(31)	2B



TYPICAL SECTION
(SR 116)

(BASED ON STD. DWG. RD18-TS-3A)
FROM STA. 1+60.00 TO STA. 2+62.00
FROM STA. 3+60.00 TO STA. 5+40.00
FROM STA. 5+70.00 TO STA. 6+30.00

PROPOSED PAVEMENT SCHEDULE	
(1) **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)** 411-01.10 ACS MIX (PG64-22) GRADING "D"	(4) **MINERAL AGGREGATE 10" THICK** 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
(2) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)** 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	(5) **TACK COAT** 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD
(3) **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)** 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"	(6) **PRIME COAT** 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30-0.35 GAL./SQ.YD.)
COLD PLANING @ 1.25" THICK (APPROX. 131.25 LB./S.Y.) 415-01.01 COLD PLANING BITMINOUS PAVEMENT	

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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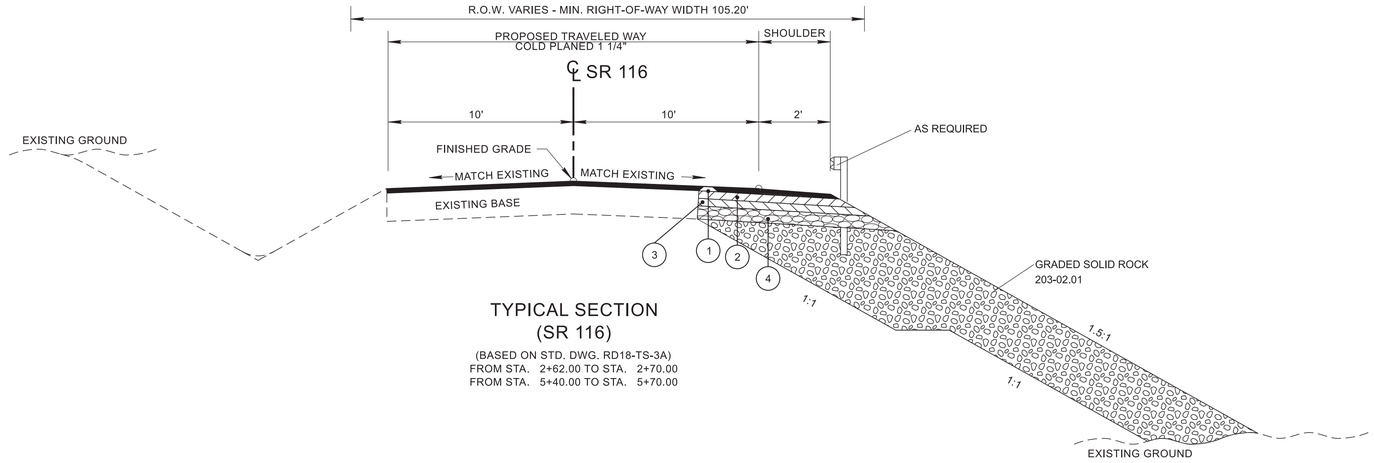
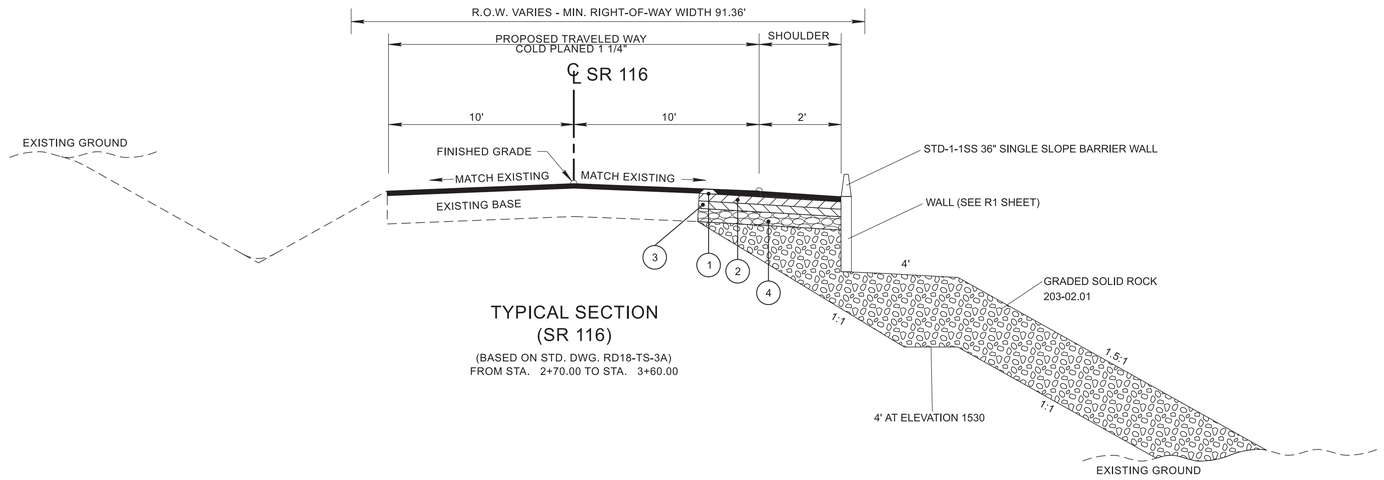
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	2B1
PS&E	2026	PROT-116(31)	2B1



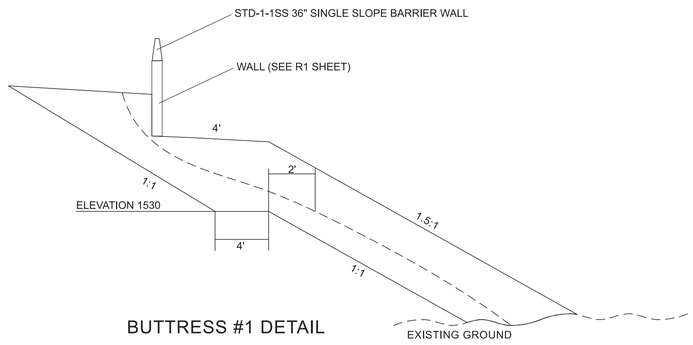
TYPICAL SECTION
(SR 116)

(BASED ON STD. DWG. RD18-TS-3A)
FROM STA. 2+62.00 TO STA. 2+70.00
FROM STA. 5+40.00 TO STA. 5+70.00

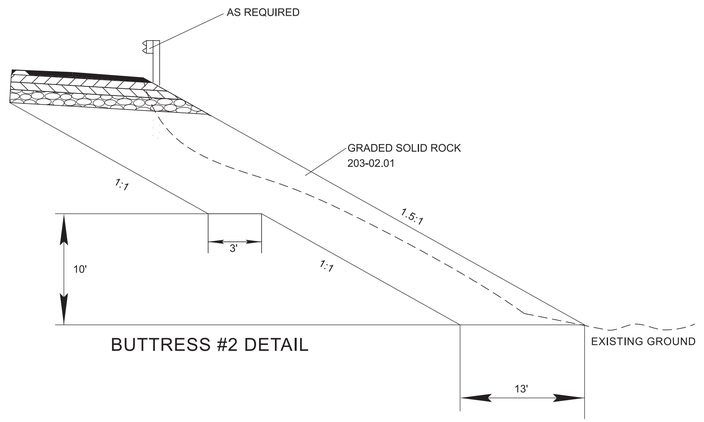


TYPICAL SECTION
(SR 116)

(BASED ON STD. DWG. RD18-TS-3A)
FROM STA. 2+70.00 TO STA. 3+60.00



BUTTRESS #1 DETAIL



BUTTRESS #2 DETAIL

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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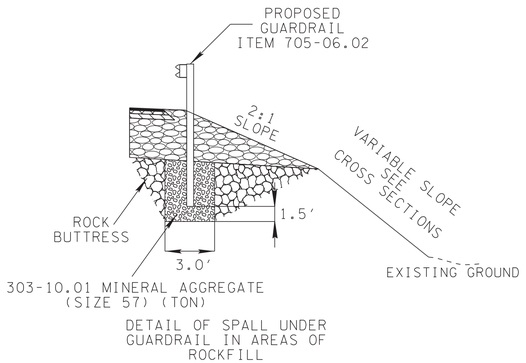
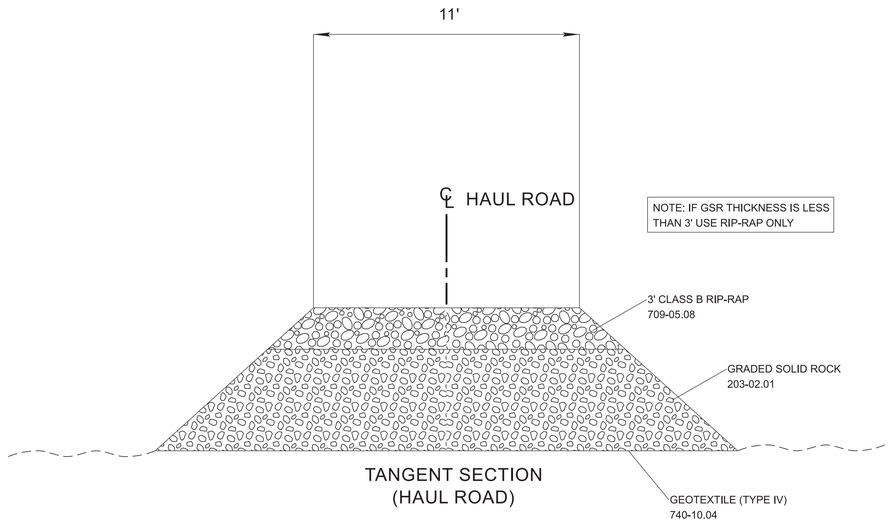
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	2B2
PS&E	2026	PROT-116(31)	2B2



GUARDRAIL DETAIL



TANGENT SECTION
(HAUL ROAD)

FROM STA. 10+00.00 TO STA. 13+05.00

NOTE: IF GSR THICKNESS IS LESS THAN 3' USE RIP-RAP ONLY

NOTE:
HAUL ROAD IS TO BE PAID FOR WITH ITEM NO. 203-50.
THE HAUL ROAD IS TO REMAIN IN PLACE AFTER CONSTRUCTION IS COMPLETE.

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02/24/2026

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.

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

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.

(2) EXCAVATION FOR PIPE CULVERT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE

(4) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

(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.

MISCELLANEOUS

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(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.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

(2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6” LINE), L.M.

FINAL PAVEMENT MARKING

(6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.

c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6” ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE LANE SHIFT FOR EDGELINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20 L.M.

(17) BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.01, 712-09.02. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

(19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

PAVEMENT

PAVING

(2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3’-0”. AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1’-0” AND 3’-0” IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2” IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

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..

(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.
PS&E	2026	PROT-116(31)	2C

SEALED BY

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	PROT-116(31)	2D

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.

(6) THE CONTRACTOR SHALL CONSTRUCT AND COMPACT ALL EMBANKMENTS AND BRIDGE APPROACHES WITHIN THE PROJECT LIMITS AS PER 205.04.C IN THE STANDARD SPECIFICATIONS FOR DEGRADABLE ROCK. STOCKPILING OF NON-DEGRADABLE MATERIAL MAY BE REQUIRED FOR USE IN CAPPING EMBANKMENT. NO SEPARATE PAYMENT WILL BE MADE FOR STOCKPILING OR ADDITIONAL HANDLING OF NON-DEGRADABLE MATERIAL.

RETAINING WALLS

(1) THE RIGHT-OF-WAY BETWEEN STATION 2+50.00 TO STATION 5+85.00 SHALL REMAIN CLEAR FOR THE CONSTRUCTION OF THE RETAINING WALL. NO UTILITY LINES MAY BE PLACED THERE WITHOUT APPROVAL FROM STRUCTURES DIVISION.

PAVEMENT

RESURFACING

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

(2) THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRIES, AND TRAFFIC SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:

A. GALLOPING – NO DESIGN NECESSARY. VIBRATION DAMPENERS SHALL BE USED ON ALL CANTILEVERED ARMS THAT ARE 50' OR LONGER.

B. VORTEX SHEDDING – NOT APPLICABLE ON TRAFFIC SIGNAL SUPPORTS WITH A TAPER OF AT LEAST 0.14 IN/FT.

C. NATURAL WIND GUSTS – THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.

(3) THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE POLES WITH CURVED CANTILEVERED ARM(S) IN ACCORDANCE WITH METRO PUBLIC WORKS. FOR POLE AND ARM DETAILS, CONTACT MIKE HIRTZER AT 615-880-3261.

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE &
No. 111648
STATE OF TENNESSEE

02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	2E
PS&E	2026	PROT-116(31)	2E

ENVIRONMENTAL 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.

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 PRECONSTRUCTION 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.

PROJECT COMMITMENTS

(5) SEE PROJECT COMMITMENTS, SHEET 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

(6) THIS PROJECT CONSISTS OF CONSTRUCTION OF A HAUL ROAD TO REPAIR TWO SLOPE FAILURE LOCATIONS. THIS HAUL ROAD WILL REMAIN IN PLACE.

(7) THIS PROJECT INCLUDES THE CONSTRUCTION OF TWO ROCK BUTTRESSES, RETAINING WALL, GRADING, DRAINAGE, BASE, AND PAVEMENT FROM LINES AND GRADES AS INDICATED ON THE PLANS. THIS INCLUDES THE INSTALLATION GUARDRAIL, DRAINAGE STRUCTURES, PAVEMENT MARKINGS, TRAFFIC CONTROL DEVICES, EPSC DEVICES, AND OTHER FEATURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT MANAGER.

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
HAUL	1	0	0
BUTTRESS	694	0	660
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0	
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	7	0	7
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	0		
TOPSOIL (EXC.)	0		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = 5 % SWELL = 5 %

EXC.		EMB.
667	VS.	0
AVAILABLE	=	667
WASTE MATERIAL	=	701

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	702	0	702	702	667

NOTE: THE CONTRACTOR SHALL MAKE PROVISION FOR THE SATISFACTORY DISPOSAL OF 701 C.Y. OF WASTE MATERIAL.

CROSS DRAIN TABULATION

STATION	SKEW	RCP CLASS III OR CMP 12 GA OR PVC OR SRTRP OR HDPE OR PP FILL HEIGHT ≤ 16 FT. (L.F.)						END TREATMENT				REMARKS
								INLET		OUTLET		
		18"	24"	30"	36"	42"	48"	TYPE	DRAWING NO.	TYPE	DRAWING NO.	
				16				EW		MH	D-MH-2	
2+80.00	90°			57				MH	D-MH-2	EW	D-PEW-4	
TOTALS				73								

Pipe Tabulation For Collector Roadways

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	2F
PS&E	2026	PROT-116(31)	2F

MANHOLE TOTALS

NO.	PAY ITEMS: TYPE 3, 611-01-03, 8' - 12'
#2	1
TOTALS	1

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL		TERMINAL ANCHORS	REMARKS
						THRIE BEAM BRIDGE TRAN. MASH TL-3 (20.65') 705-06.25 EACH	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	
		LT	RT	FROM	TO				
4B	SR 116		X	1+60	2+70	1	43	1	
4B	SR 116		X	3+60	6+26	1	199	1	
TOTALS						2	242	2	

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	PROT-116(31)	3
PS&E	2026	PROT-116(31)	3

RIGHT-OF-WAY

(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 ROADWAY 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.

(9) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

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.

UTLITITY OWNERS

TELEPHONE:

HIGHLAND TELEPHONE COOPERATIVE
7840 MORGAN COUNTY HWY P.O. BOX 119
SUNBRIGHT, TN, 37872
CONTACT: STEVE GARRETT
OFFICE PHONE: 423 628 2121
CELL PHONE: 423 539 3158
Email: STEVEG@HIGHLANDTEL.NET
CONTACT: TANNER BURKE
Email: TANNER.BURKE@HIGHLANDTEL.NET

GAS:

DIVERSIFIED GAS & OIL PLC
6917 KNOXVILLE HWY
OLIVER SPRINGS, TN, 37840
CONTACT: ADRIAN MASH
OFFICE PHONE: 865 457 6844 EXT112
CELL PHONE: 865 414 6997
Email: AMASH@DGOC.COM

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	3
PS&E	2026	PROT-116(31)	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	JIMMY D. BYRGE	59	012.00	1777	2402		13.740	13.740		0.549	0.549		13.191				
2	THE STATE OF TENNESSEE	50	001.00			21681.500		21681.500	0.131		0.131	21681.369					
ACQUISITION TOTALS (ACRES)									0.680								

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.430	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.400	(AC)
TOTAL DISTURBED AREA	0.830	(AC)
TOTAL PROJECT AREA	1.090	(AC)

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

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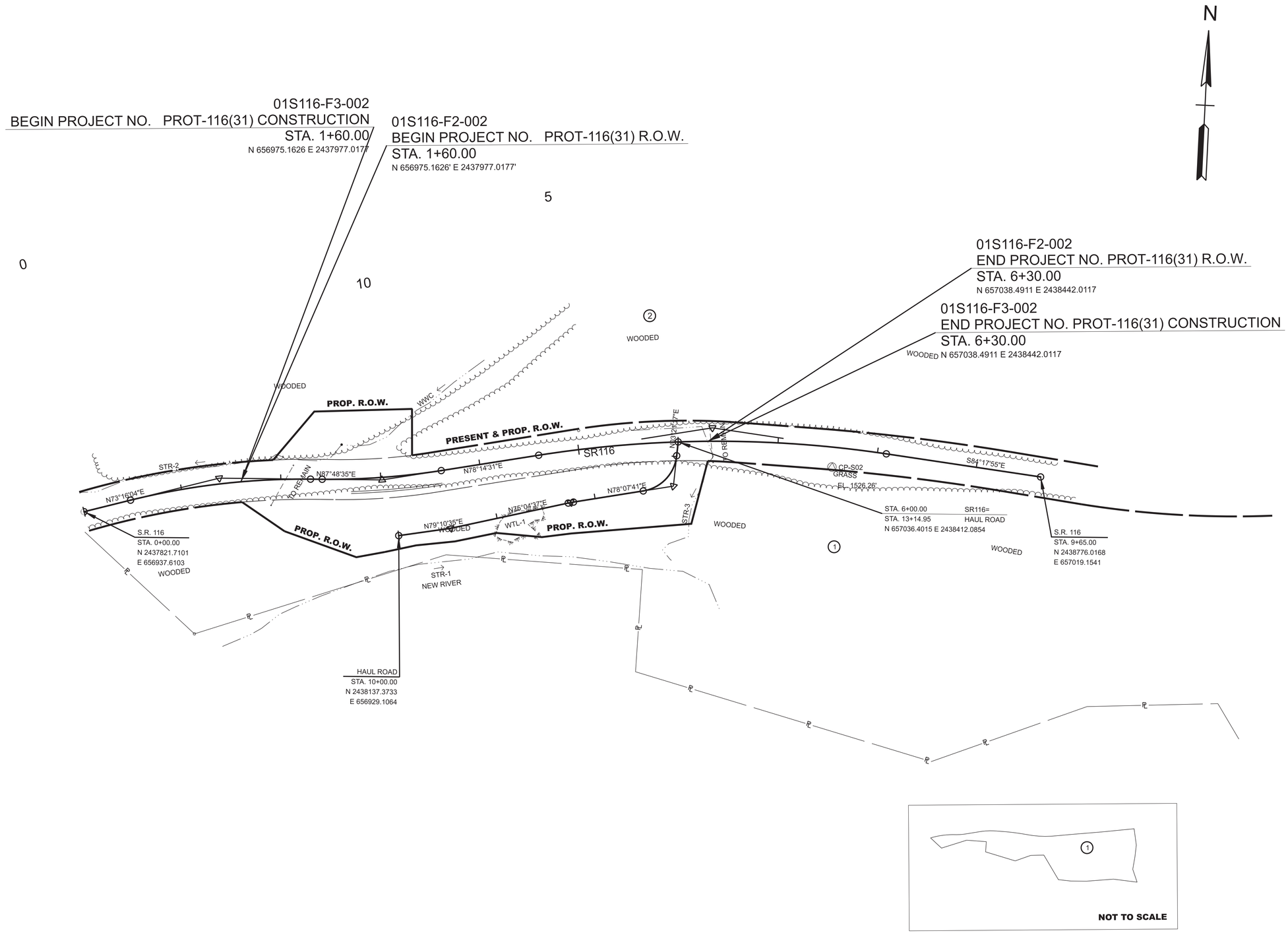
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	3A
PS&E	2026	PROT-116(31)	3B



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02/24/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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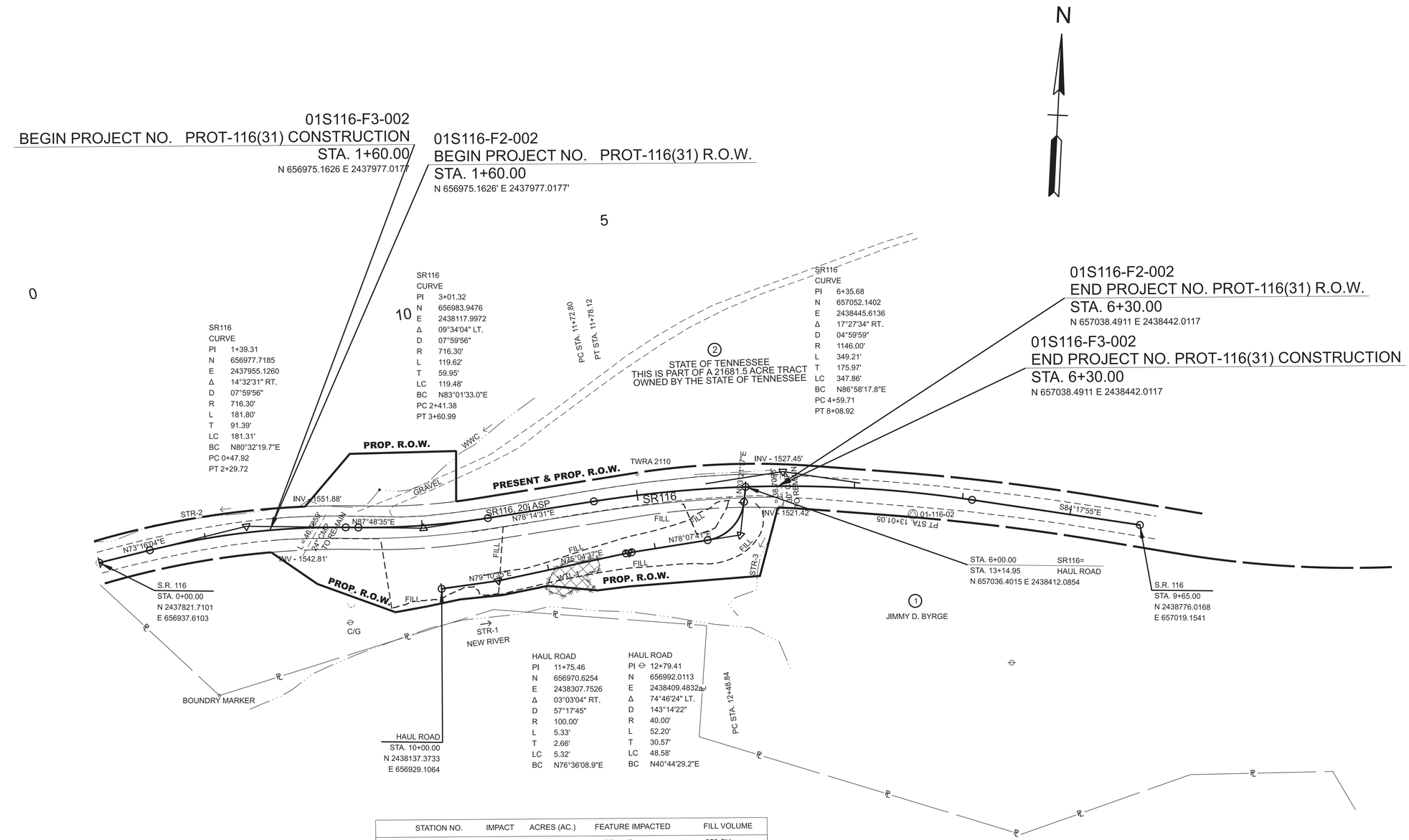
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	4
PS&E	2026	PROT-116(31)	4

REV. 10/02/2025
UPDATED WETLAND IMPACT TABLE AND UTILITY POLES



	STATION NO.	IMPACT	ACRES (AC.)	FEATURE IMPACTED	FILL VOLUME
⊠	4+24	PERMANENT	0.02	WETLAND	250 CY

SR116 CONTROL POINTS

POINT	NORTHING	EASTING	ELEVATION	FEATURE	GPS POINT	STATION	STATION
01-116-02	657018.8161	2438566.9839	1526.255	XCP	S02	7+56.10	19.91

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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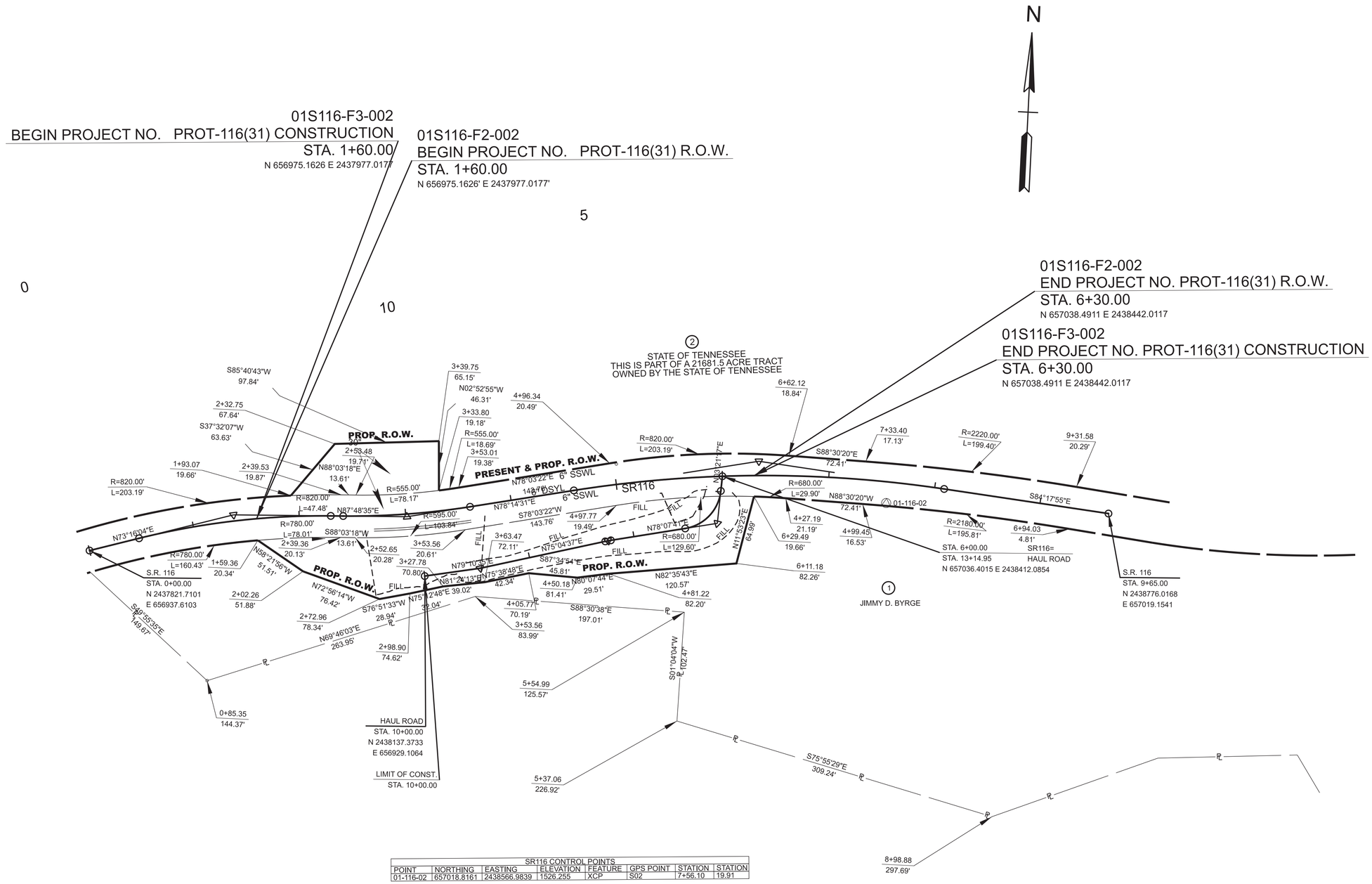
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	4A
PS&E	2026	PROT-116(31)	4A

REV. 10/02/25
REVISED ROW LABELS



SR116 CONTROL POINTS

POINT	NORTHING	EASTING	ELEVATION	FEATURE	GPS POINT	STATION	STATION
01-116-02	657018.8161	2438566.9839	1526.255	XCP	S02	7+56.10	19.91

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JAMES B. MORGAN
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COMMERCE
No. 111658
STATE OF TENNESSEE

02/24/2026

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00009 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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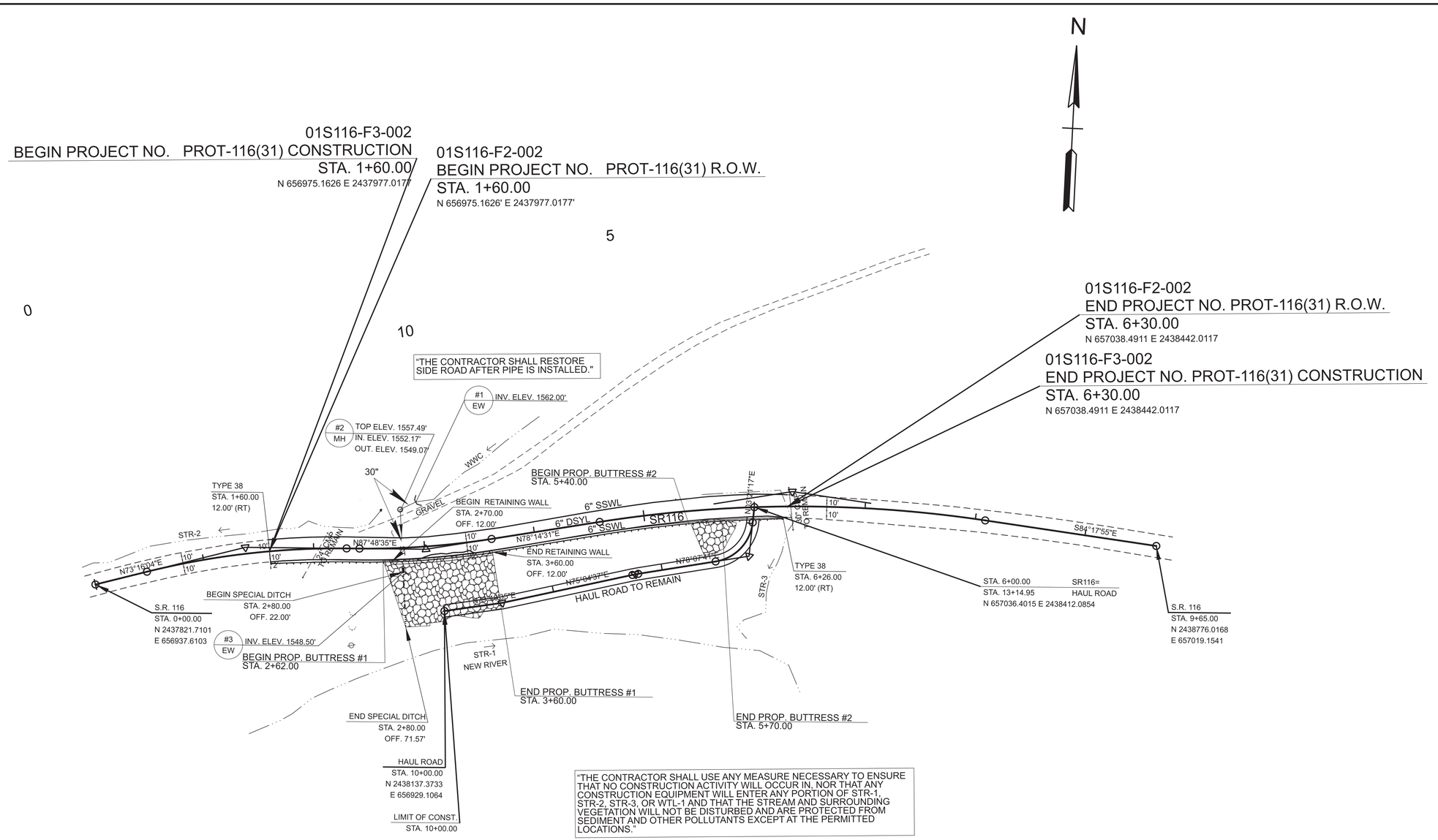
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	4B
PS&E	2026	PROT-116(31)	4B



"THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, STR-3, OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."

SEE SHEET 4C FOR SR116 PROFILE

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STATE OF TENNESSEE
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PROPOSED LAYOUT

STA. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	4C
PS&E	2026	PROT-116(31)	4C

01S116-F2-002
BEGIN PROJECT NO. PROT-116(31) R.O.W.
STA. 1+60.00
N 656975.1626 E 2437977.0177

01S116-F3-002
BEGIN PROJECT NO. PROT-116(31) CONST.
STA. 1+60.00
N 656975.1626 E 2437977.0177

EXSR116=
HAUL ROAD
STA. 6+00.00
STA. 13+14.95
EL. 1533.32
N 657036.4015 E 2438412.0854

BEGIN SPEC. DITCH (RT.)
STA. 2+80.00
EL. 1552.67

STA. 2+04.79
EXISTING 24" CMP
SKEW 60°08'34.8" RT
FLOWS RIGHT
INLET 1551.88
OUTLET 1542.81

"V" DITCH
67%

VERT. CONTROL # 01-116-02
N 657018.8161
E 2438566.9839
EL. 1526.255

EXISTING GRADE

STA. 6+32.83
EXISTING 30" CMP
SKEW 84°31'38.2" RT
FLOWS RIGHT
INLET 1527.45
OUTLET 1521.42

END SPEC. DITCH (RT.)
STA. 2+80.00
EL. 1515.42

01S116-F2-002
END PROJECT NO. PROT-116(31) R.O.W.
STA. 6+30.00
N 657038.4911 E 2438442.0117

01S116-F3-002
END PROJECT NO. PROT-116(31) CONST.
STA. 6+30.00
N 657038.4911 E 2438442.0117

1585 1580 1575 1570 1565 1560 1555 1550 1545 1540 1535 1530 1525 1520 1515 1510 1505 1500 1495 1490 1485

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 1+60.00 TO STA. 6+30.00

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

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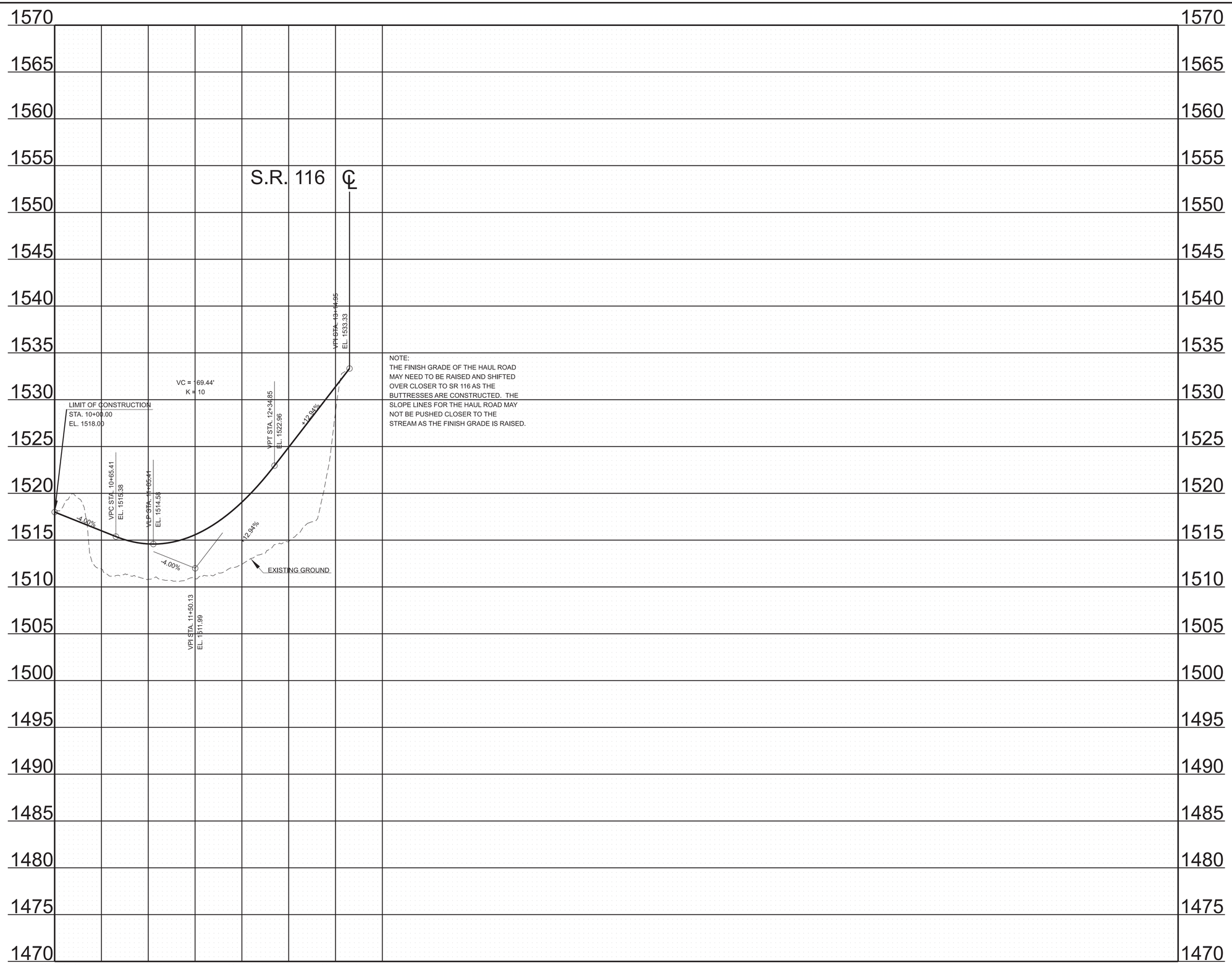
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	5
PS&E	2026	PROT-116(31)	5



NOTE:
THE FINISH GRADE OF THE HAUL ROAD MAY NEED TO BE RAISED AND SHIFTED OVER CLOSER TO SR 116 AS THE BUTTRESSES ARE CONSTRUCTED. THE SLOPE LINES FOR THE HAUL ROAD MAY NOT BE PUSHED CLOSER TO THE STREAM AS THE FINISH GRADE IS RAISED.

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAUL ROAD PROFILE

STA. 10+00.00 TO STA.13+14.95

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

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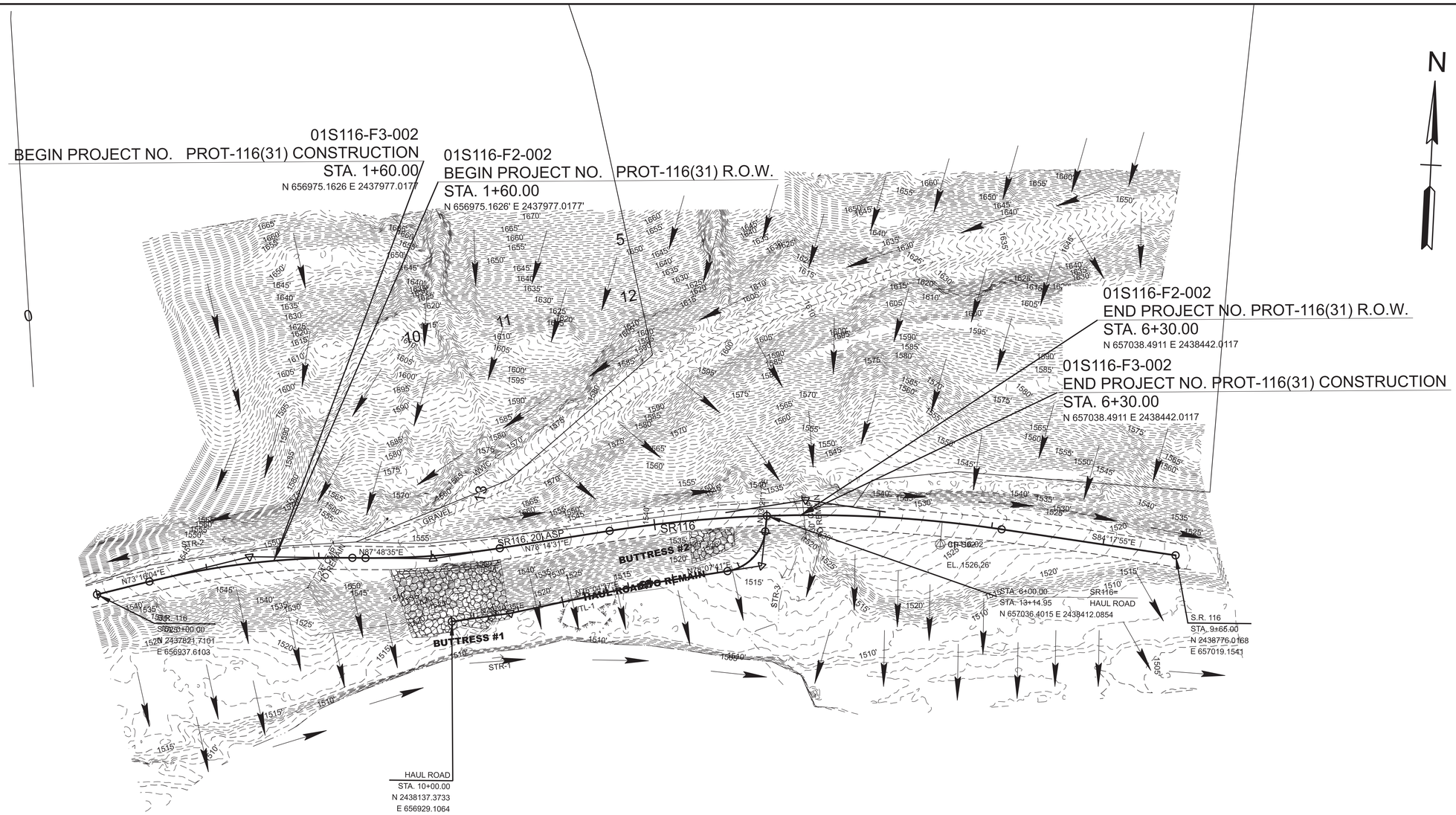
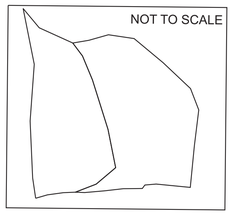
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	6
PS&E	2026	PROT-116(31)	6



DRAINAGE DATA FOR PIPE
STATION 2+04.79

DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 10.6 AC., ( ) FLAT; ( ) ROLLING; ( ) HILLY; (X)MTNS.
PRESENT STRUCTURE: 24" CMP
EXISTING STRUCTURE CONDITION: UNKNOWN
REMARKS: Q50=6.6CFS



DRAINAGE DATA FOR PIPE
STATION 6+32.83

DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 12.6AC., ( ) FLAT; ( ) ROLLING; ( ) HILLY; (X)MTNS.
PRESENT STRUCTURE: 30" CMP
EXISTING STRUCTURE CONDITION: UNKNOWN
REMARKS: Q50=7.8CFS

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STATE OF TENNESSEE

02/24/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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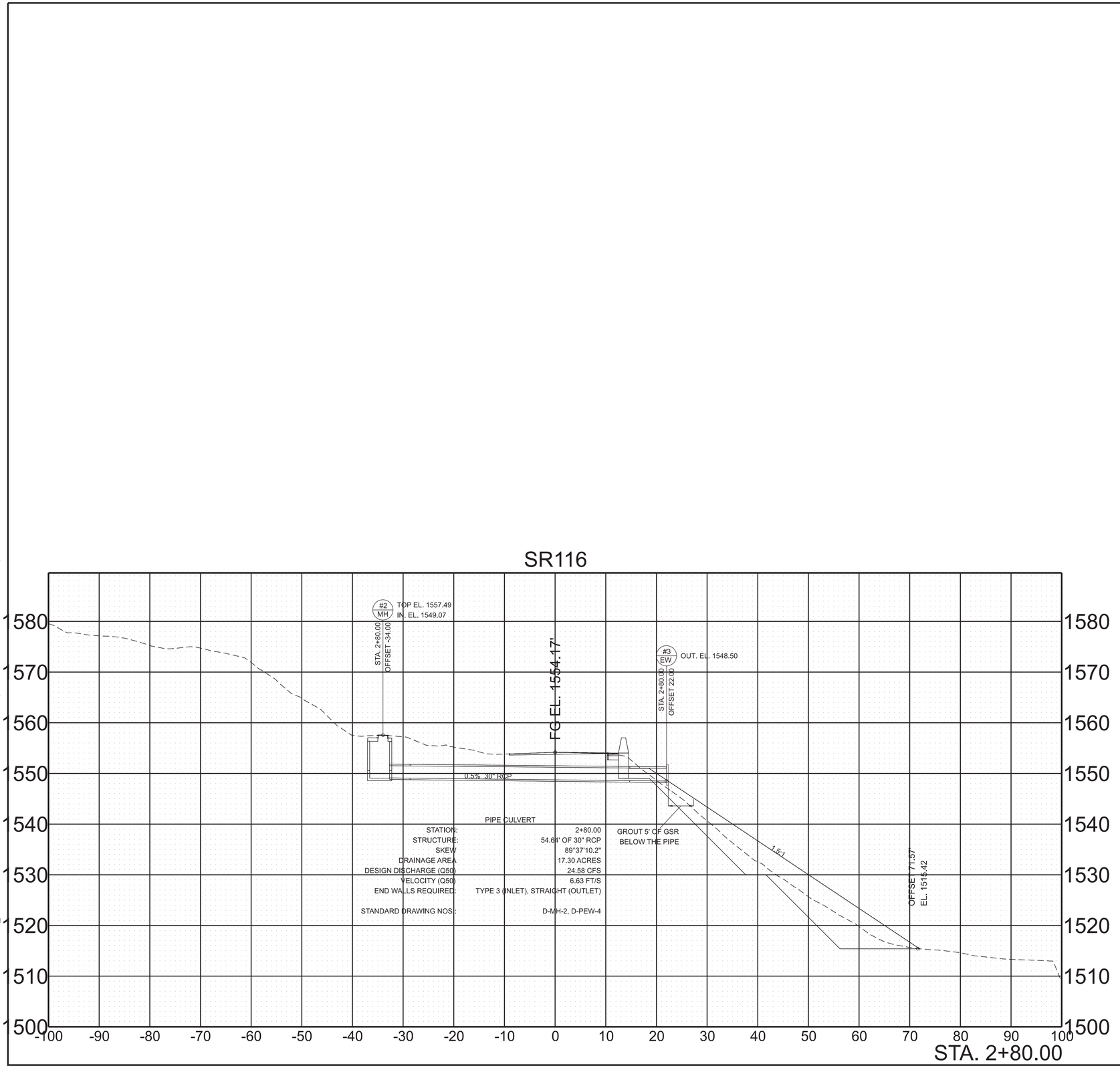
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	7
PS&E	2026	PROT-116(31)	7



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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTION

SCALE: 1" = 10' HORIZ.
1" = 10' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	8
PS&E	2026	PROT-116(31)	8

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.

(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.

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

2/23/2026 4:57:14 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	8A
PS&E	2026	PROT-116(31)	8A

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL (CONT.)

(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.

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.

SEALED BY

02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 01S116-F3-002
(5)(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	7.2
(5)(4)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	750
(5)(4)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
(5)(2)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	9
(5)(4)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	390
(5)(1)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
(5)(2)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	45
(5)(3)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	194

NOTE: ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

FOOTNOTES

(1) TO BE USED FOR TEMPORARY CONSTRUCTION EXIT.

(2) TO BE USED FOR CULVERT PROTECTION TYPE 1.

(3) INCLUDES 85.8 FOR TEMPORARY CONSTRUCTION EXIT AND 107.6 FOR CULVERT PROTECTION TYPE 1.

(4) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	9
PS&E	2026	PROT-116(31)	9

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
✳ SFB ✳ SFB ✳	SILT FENCE WITH WIRE BACKING	EC-STR-3C EC-STR-4 & 4A
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
✳ HVF ✳ HVF	HIGH VISIBILITY FENCE	S-F-1

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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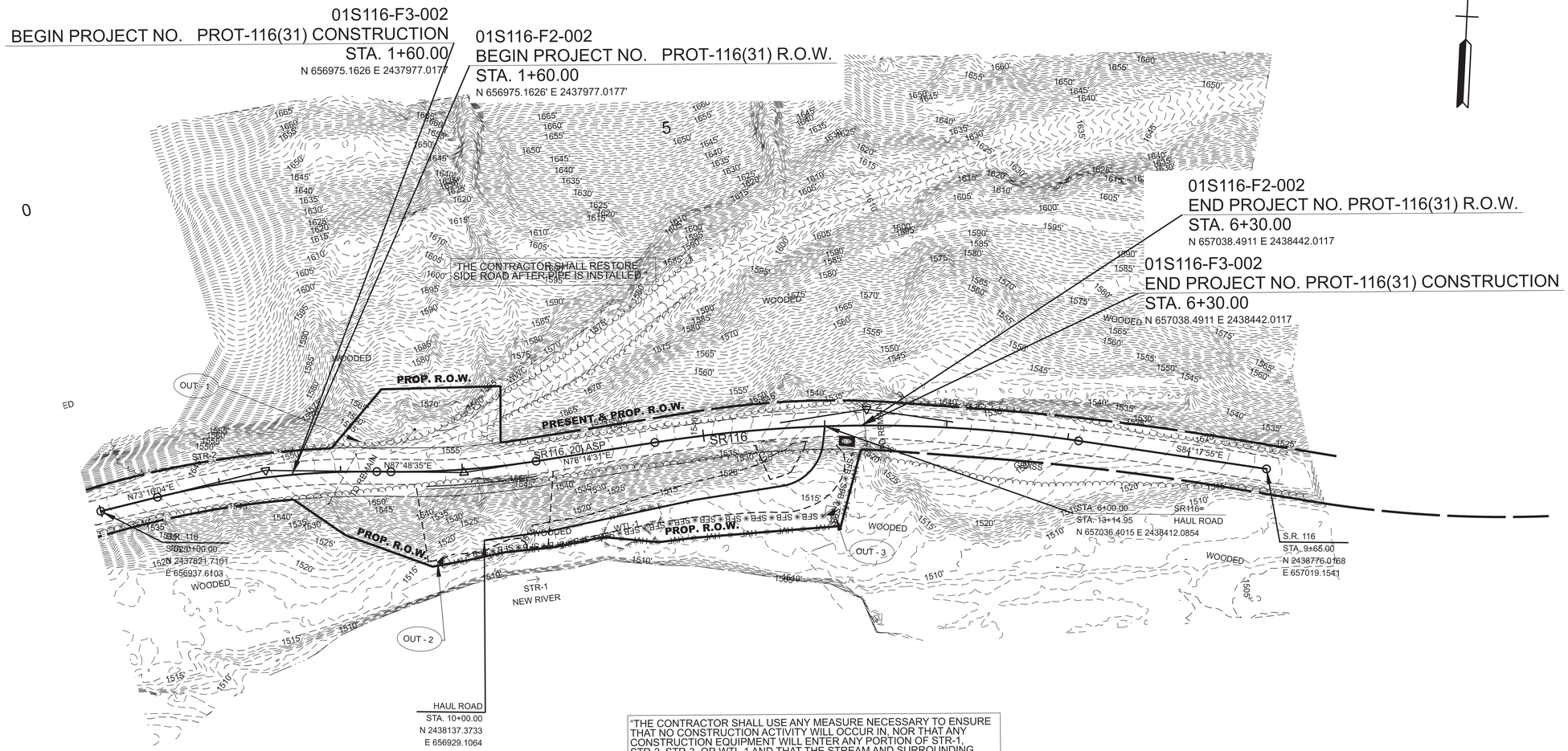
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	10
PS&E	2026	PROT-116(31)	10



"THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, STR-3, OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."

OUTFALL	DRAINAGE AREA	SLOPE
1	0.11 AC	48%
2	0.40 AC	21%
3	0.23 AC	54%

NOTE: EXISTING CONTOURS SHOWN

STAGE I

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

02/24/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 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. 1+60 TO STA. 6+30

SCALE: 1" = 50'

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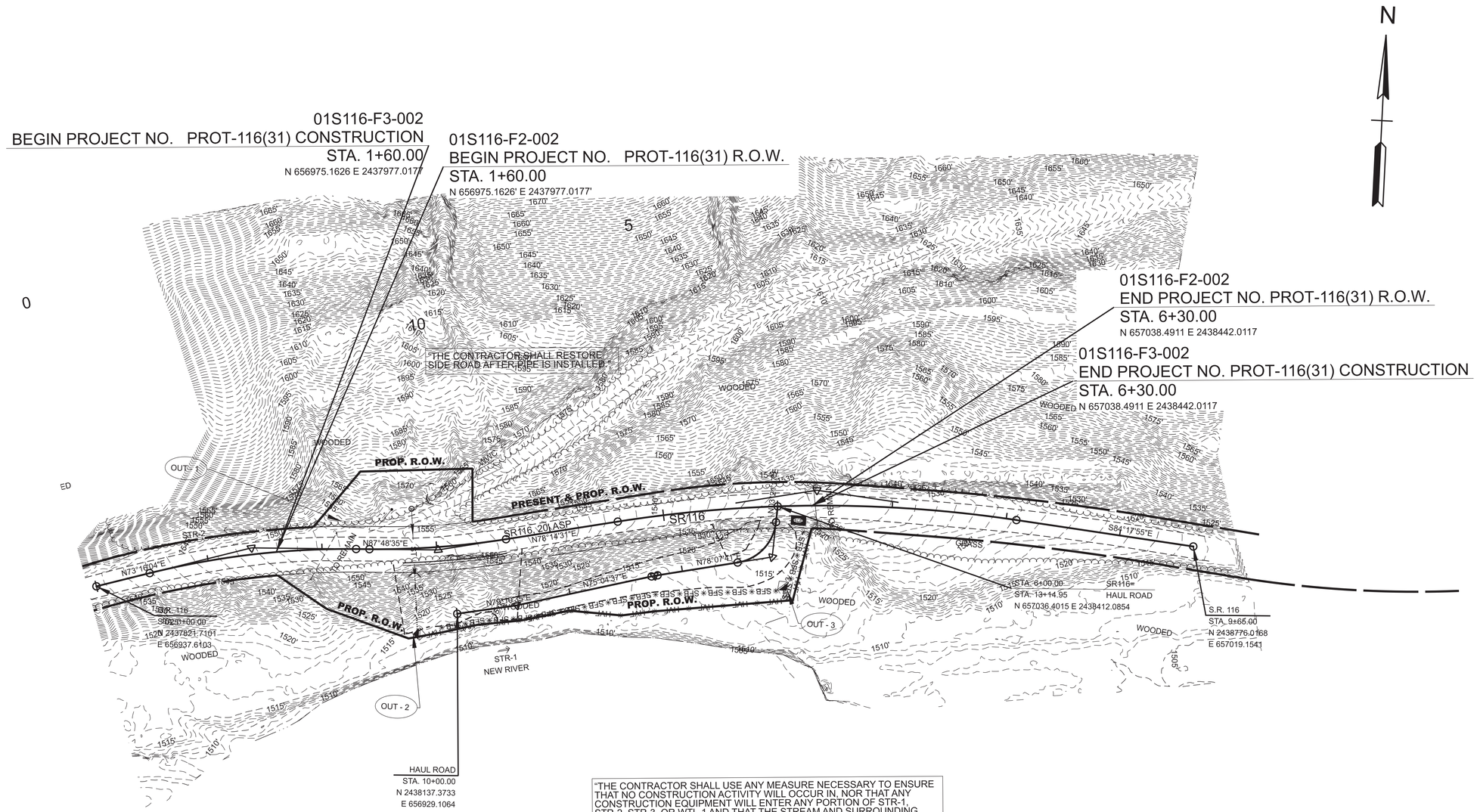
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	11
PS&E	2026	PROT-116(31)	11



"THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, STR-3, OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."

OUTFALL	DRAINAGE AREA	SLOPE
1	0.11 AC	48%
2	0.40 AC	21%
3	0.23 AC	54%

NOTE: EXISTING CONTOURS SHOWN

STAGE II

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

02/24/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 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. 1+60 TO STA. 6+30

SCALE: 1" = 50'

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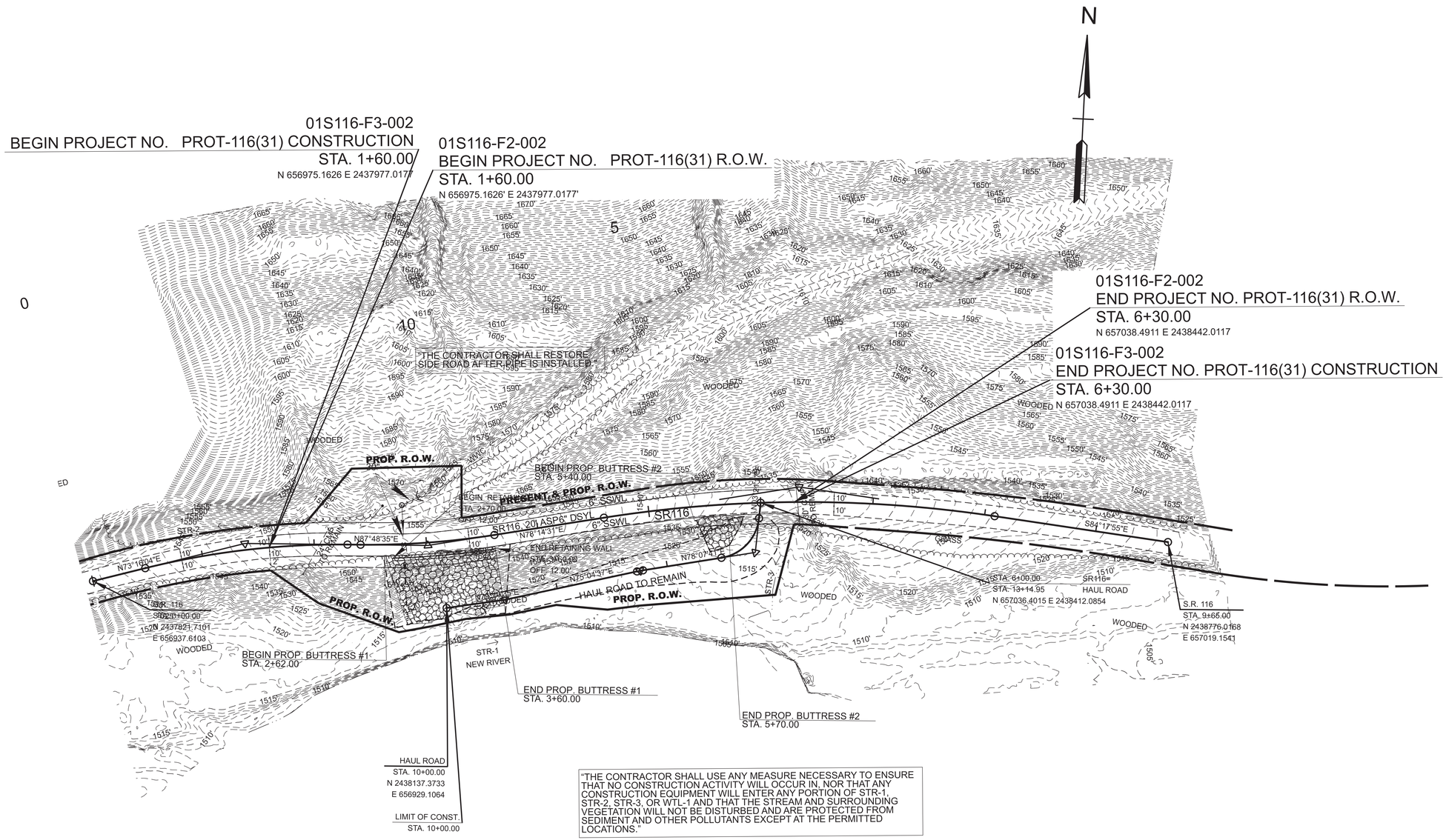
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	12
PS&E	2026	PROT-116(31)	12



"THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, STR-3, OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."

OUTFALL	DRAINAGE AREA	SLOPE
1	0.11 AC	48%
2	0.40 AC	21%
3	0.23 AC	54%

NOTE: EXISTING CONTOURS SHOWN

STAGE III

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

02/24/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 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. 1+60 TO STA. 6+30

SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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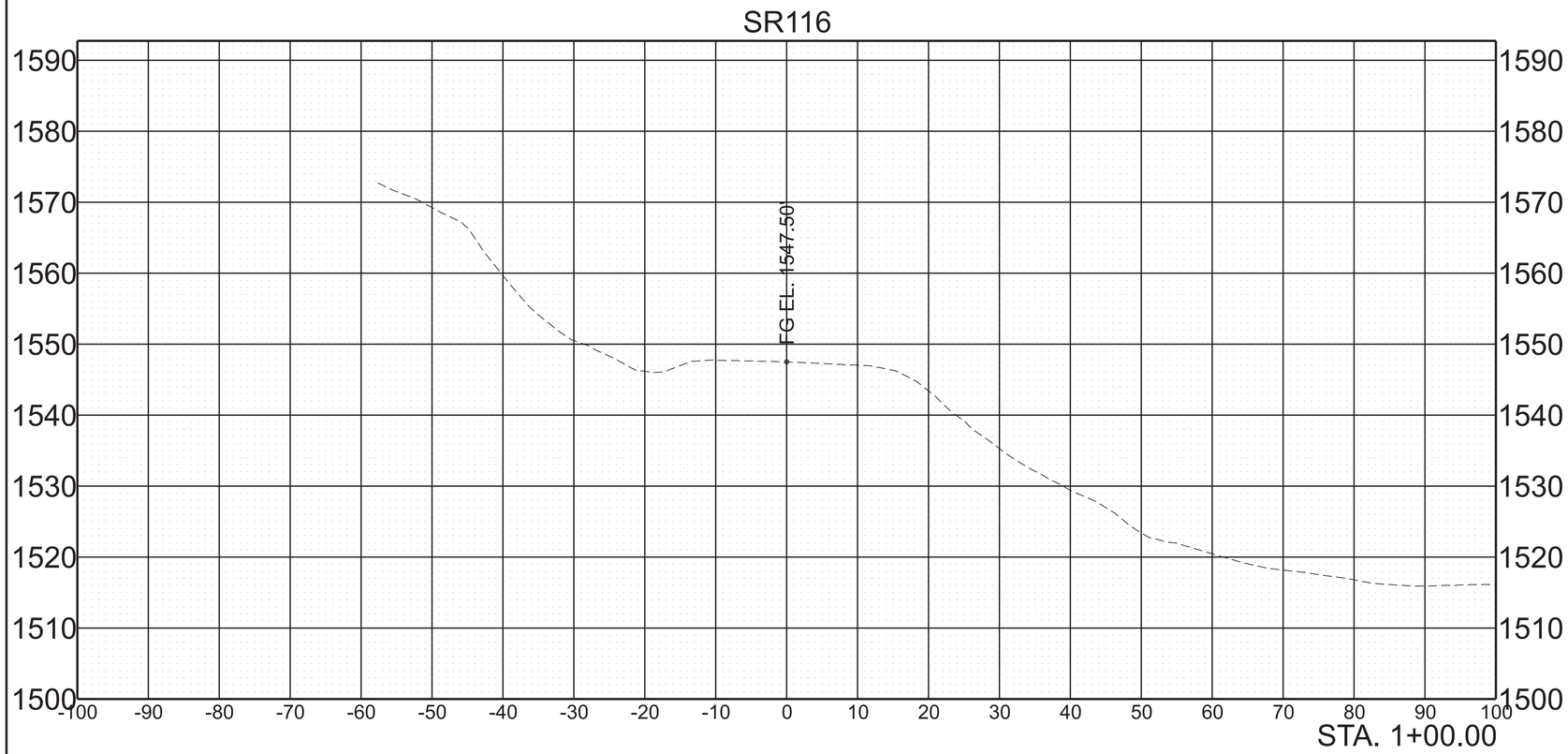
PS&E	2026	PROT-116(31)	13



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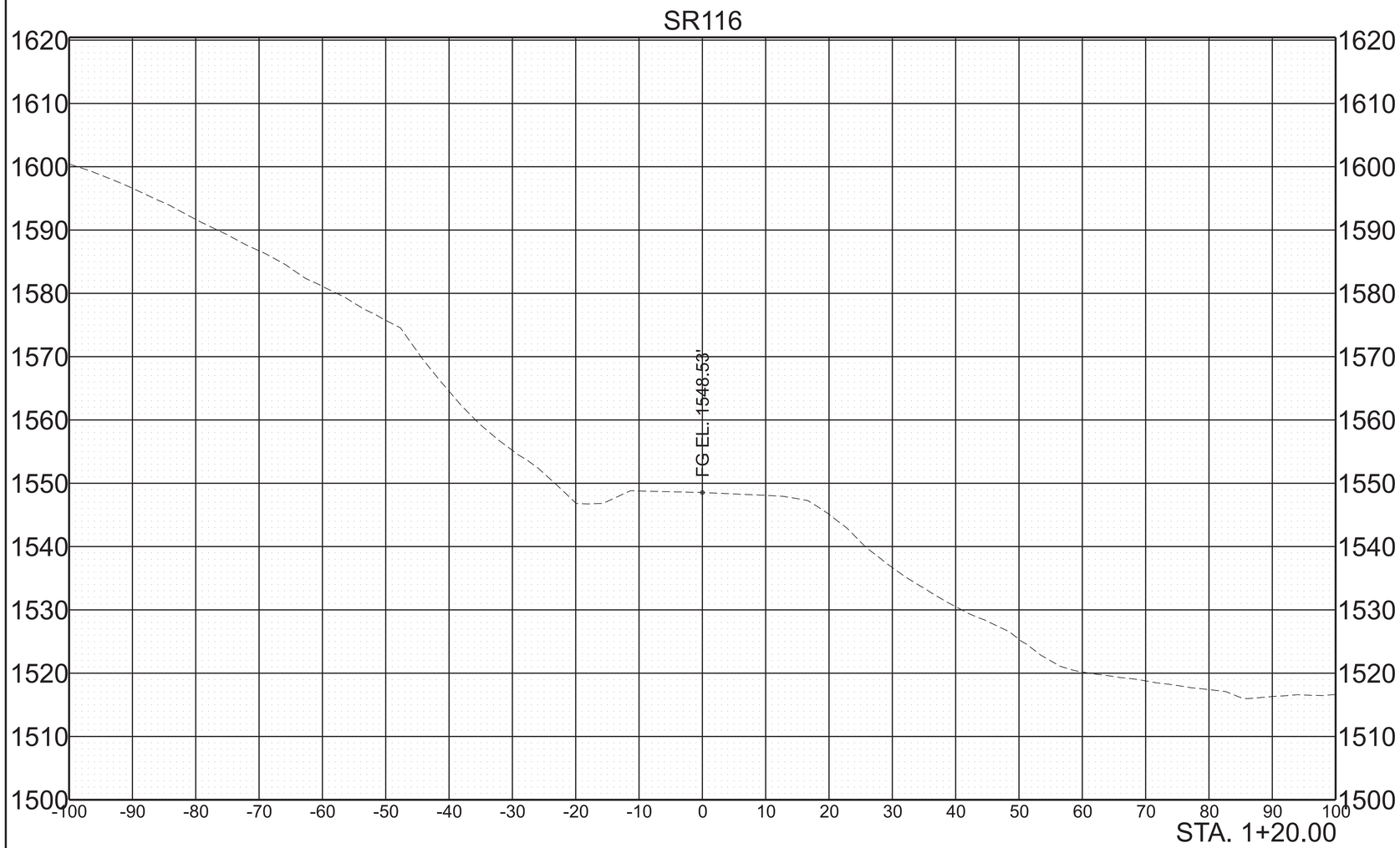
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	14
PS&E	2026	PROT-116(31)	14



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TYPE	YEAR	PROJECT NO.	SHEET NO.
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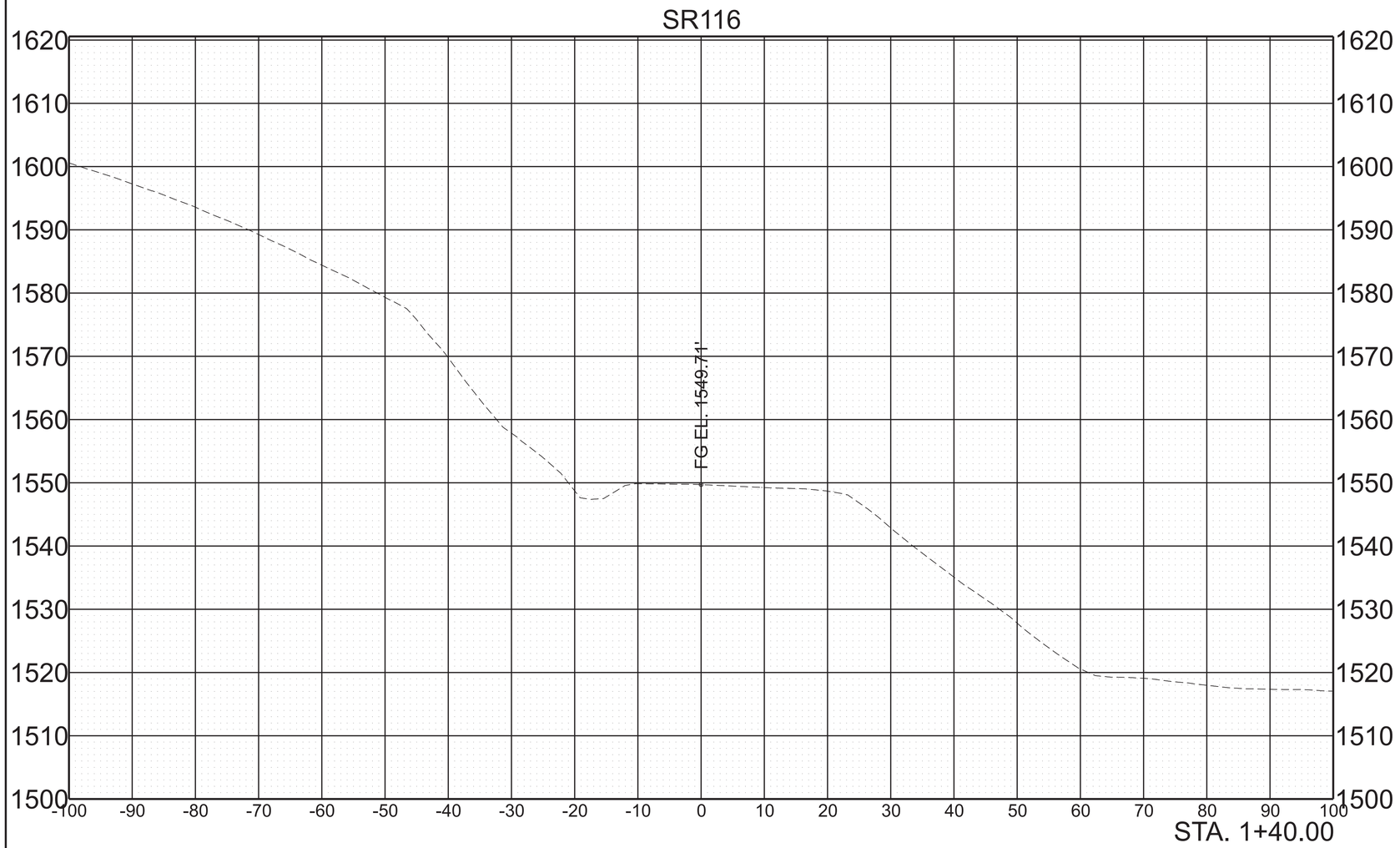
PS&E	2026	PROT-116(31)	15



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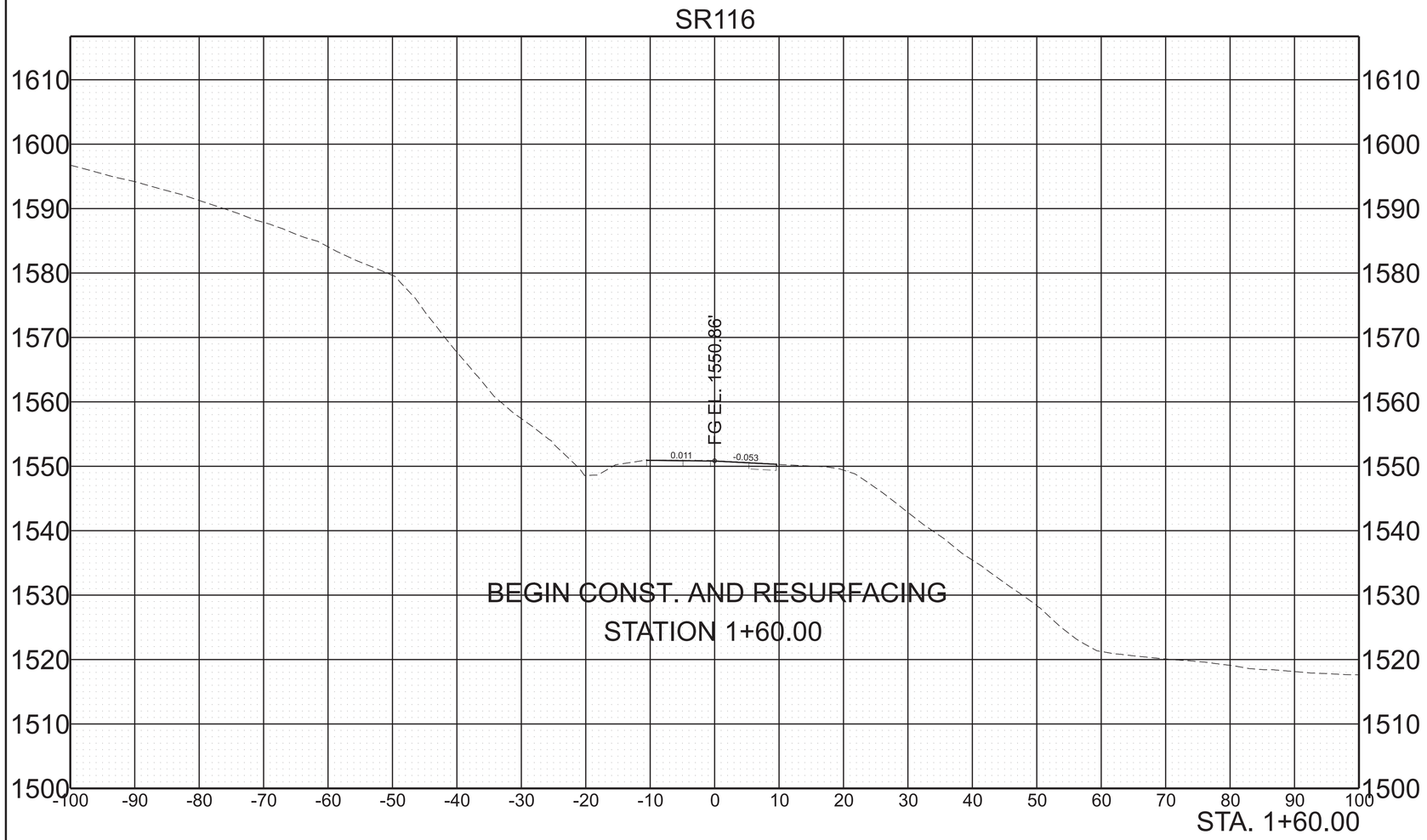
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	16
PS&E	2026	PROT-116(31)	16



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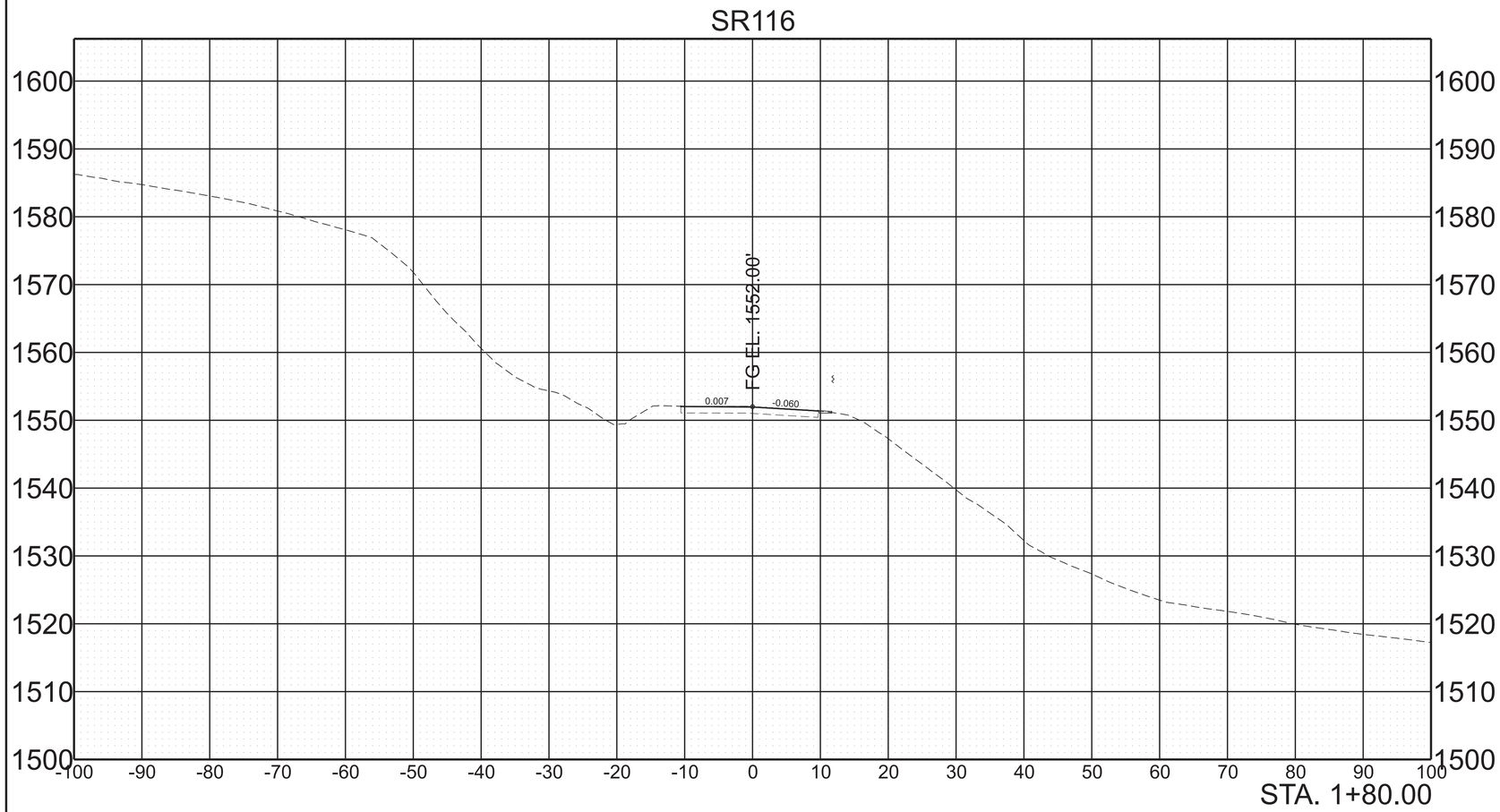
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	17
PS&E	2026	PROT-116(31)	17



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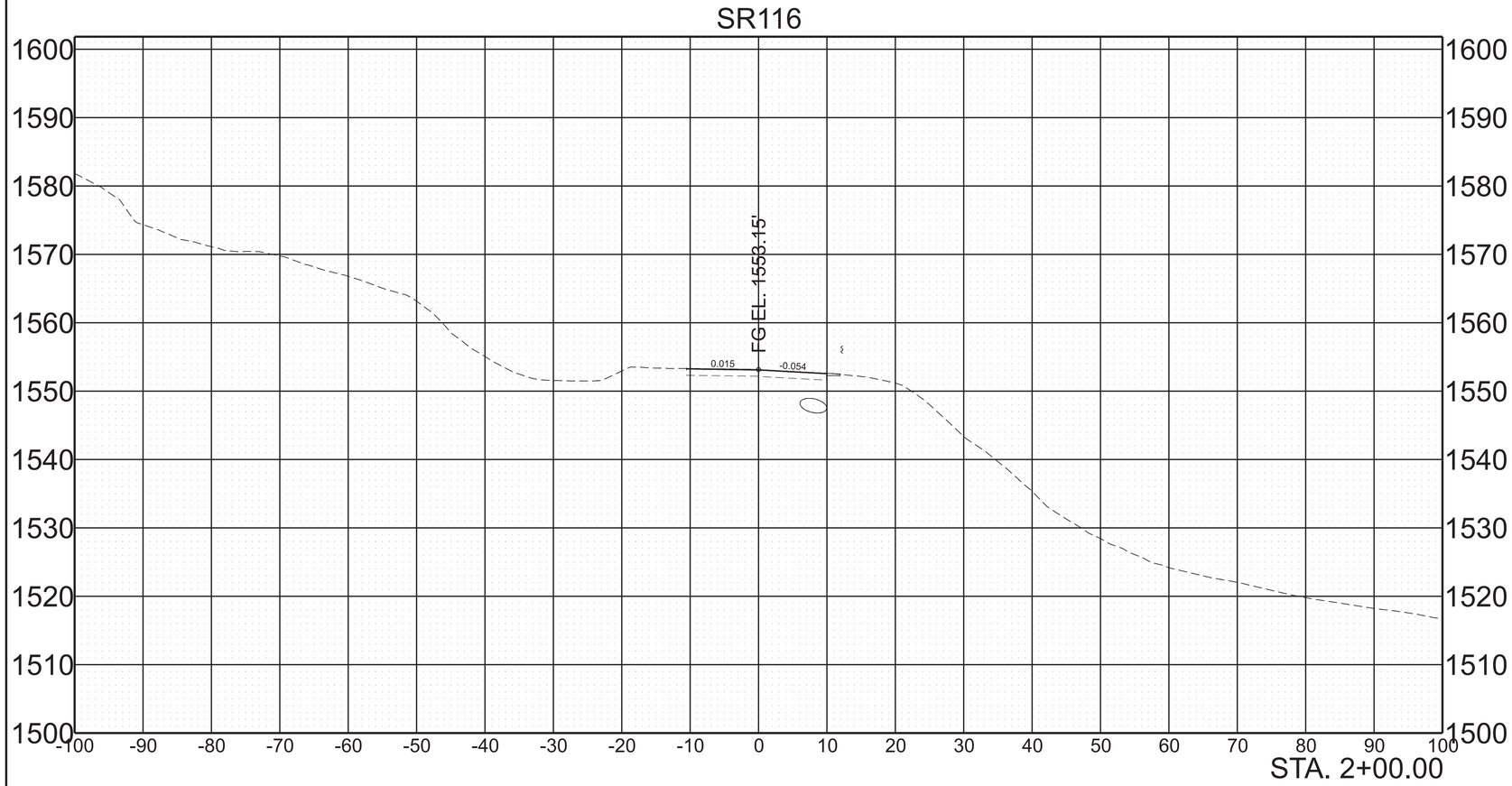
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	18
PS&E	2026	PROT-116(31)	18



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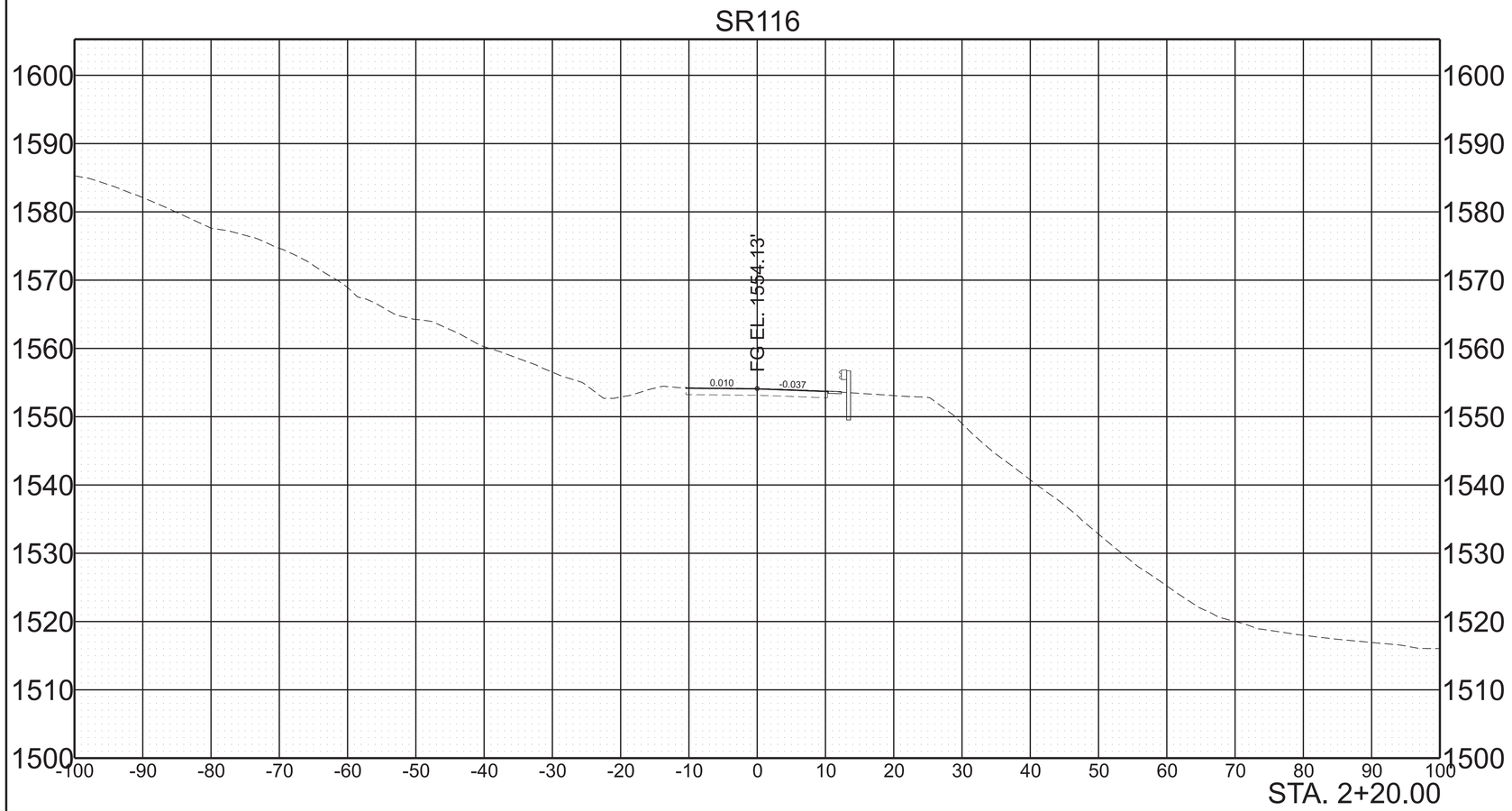
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	19
PS&E	2026	PROT-116(31)	19



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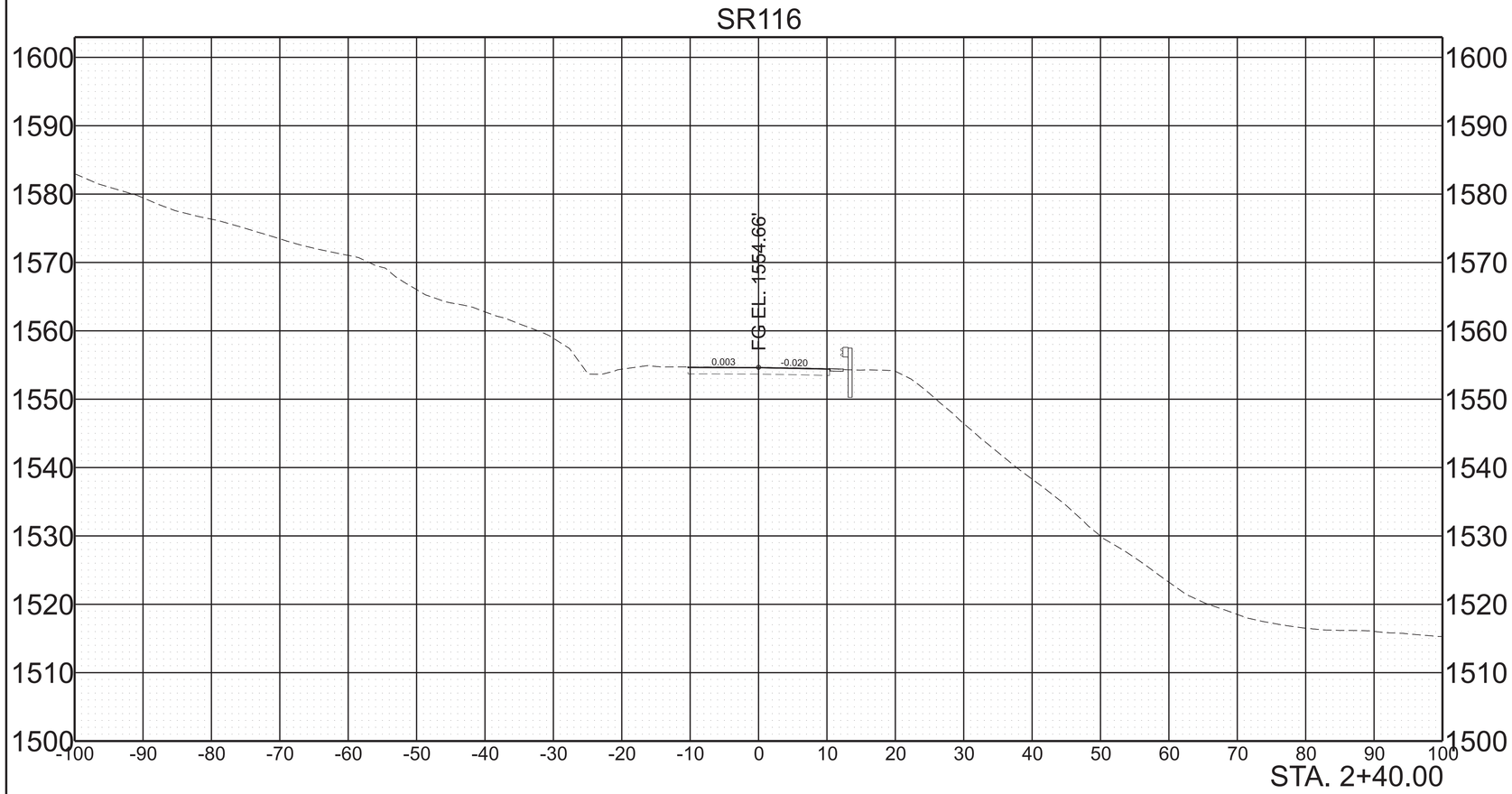
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	20
PS&E	2026	PROT-116(31)	20



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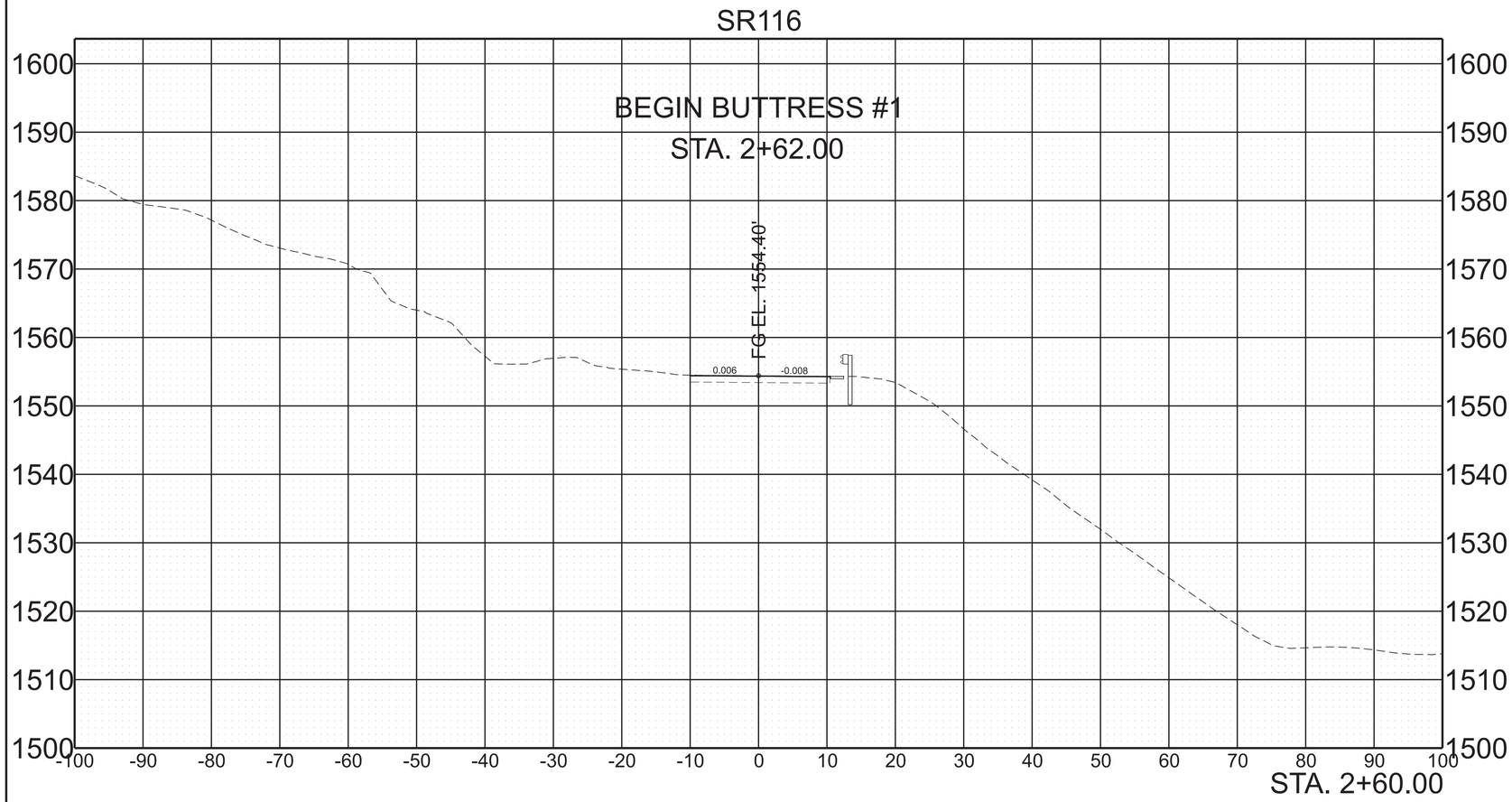
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	21
PS&E	2026	PROT-116(31)	21



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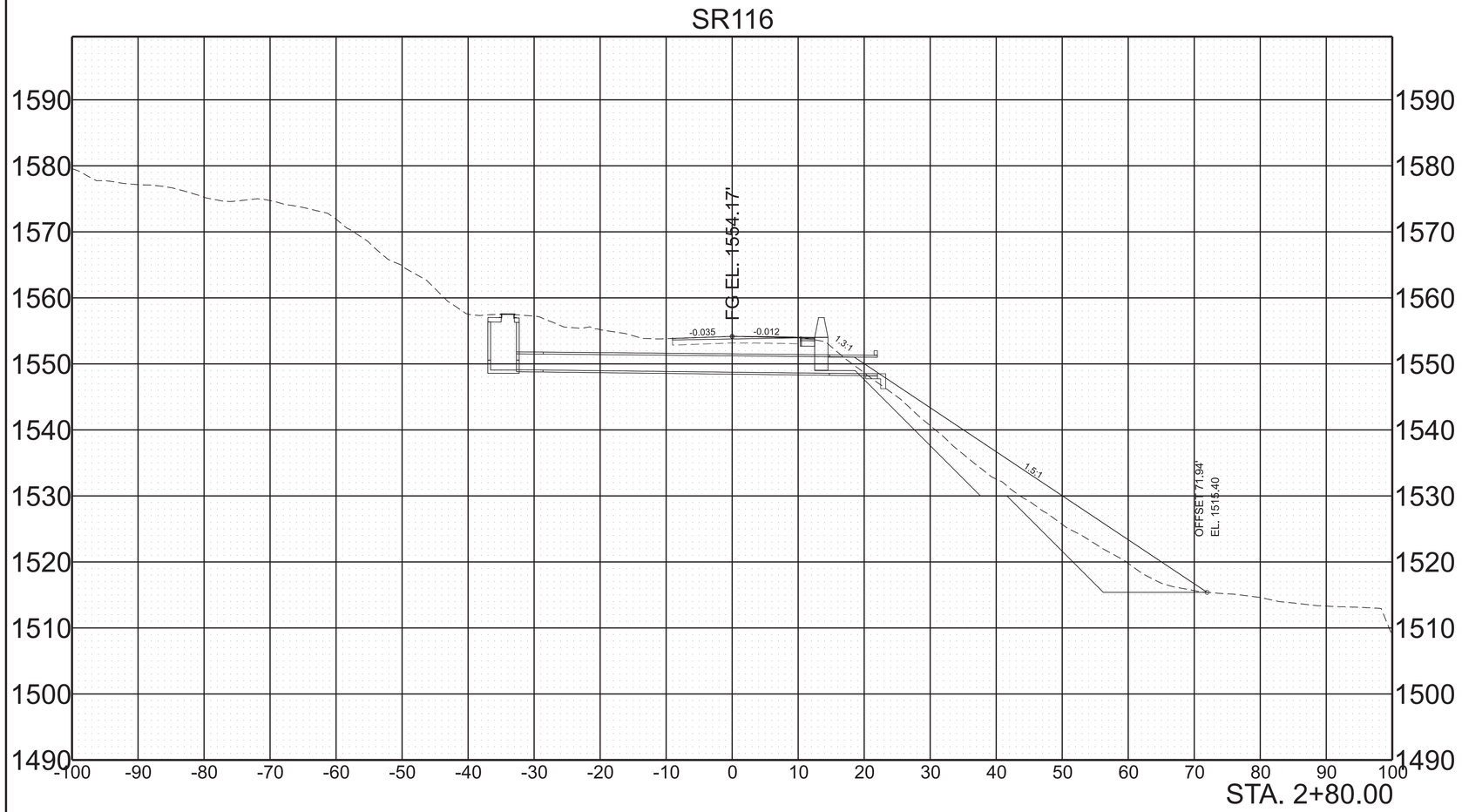
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	22
PS&E	2026	PROT-116(31)	22



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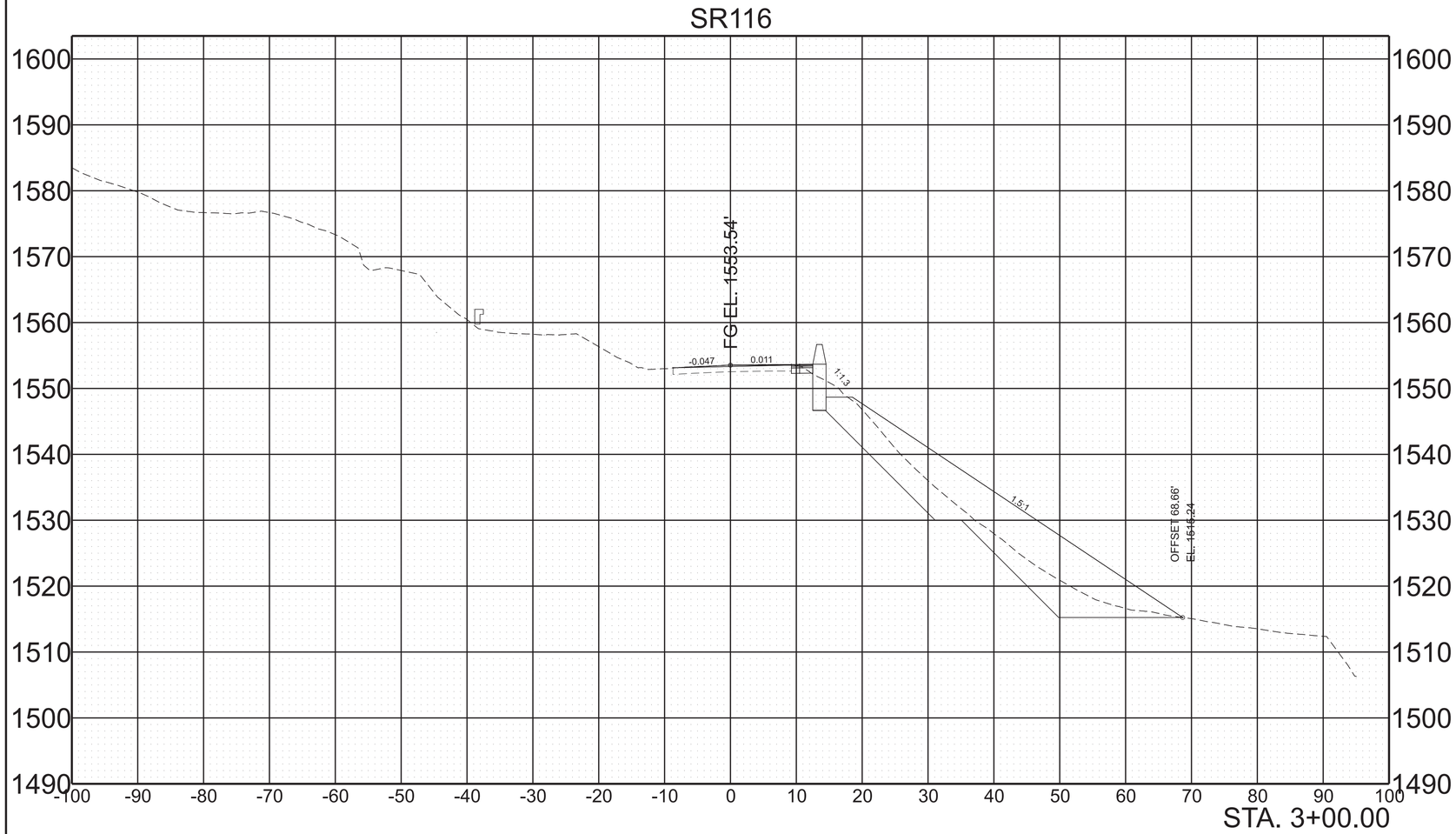
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	23
PS&E	2026	PROT-116(31)	23



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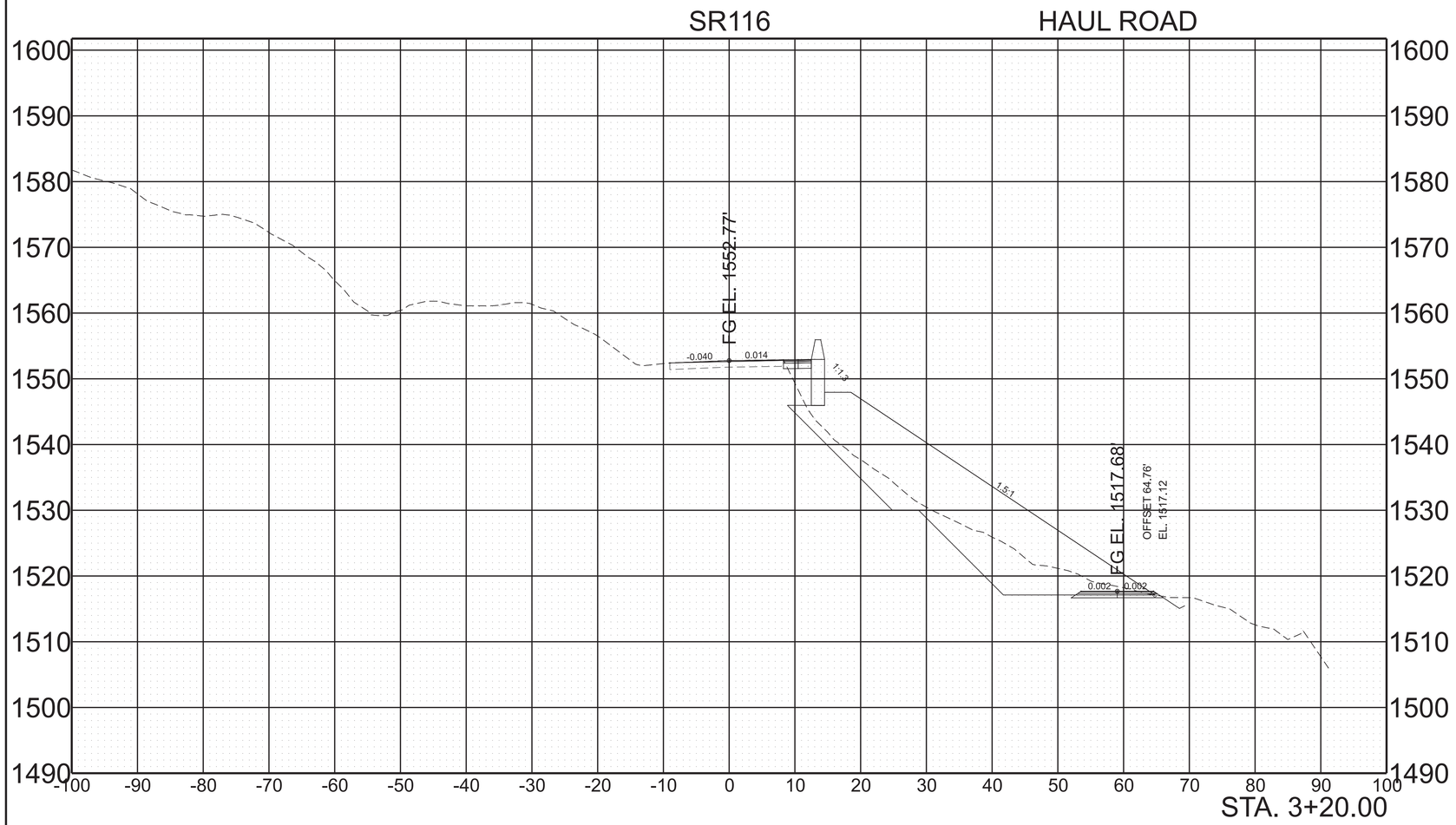
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	24
PS&E	2026	PROT-116(31)	24



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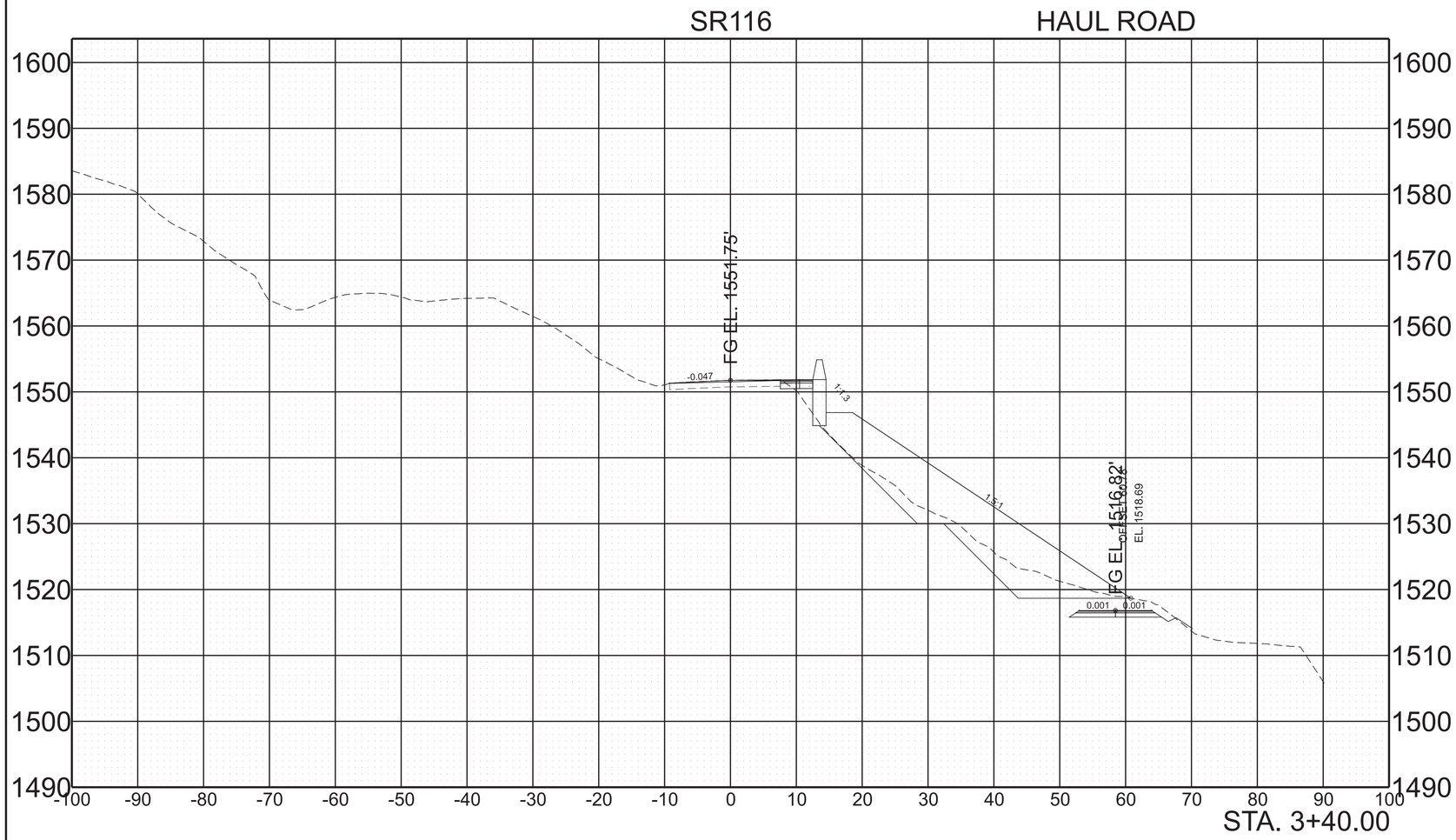
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	25
PS&E	2026	PROT-116(31)	25



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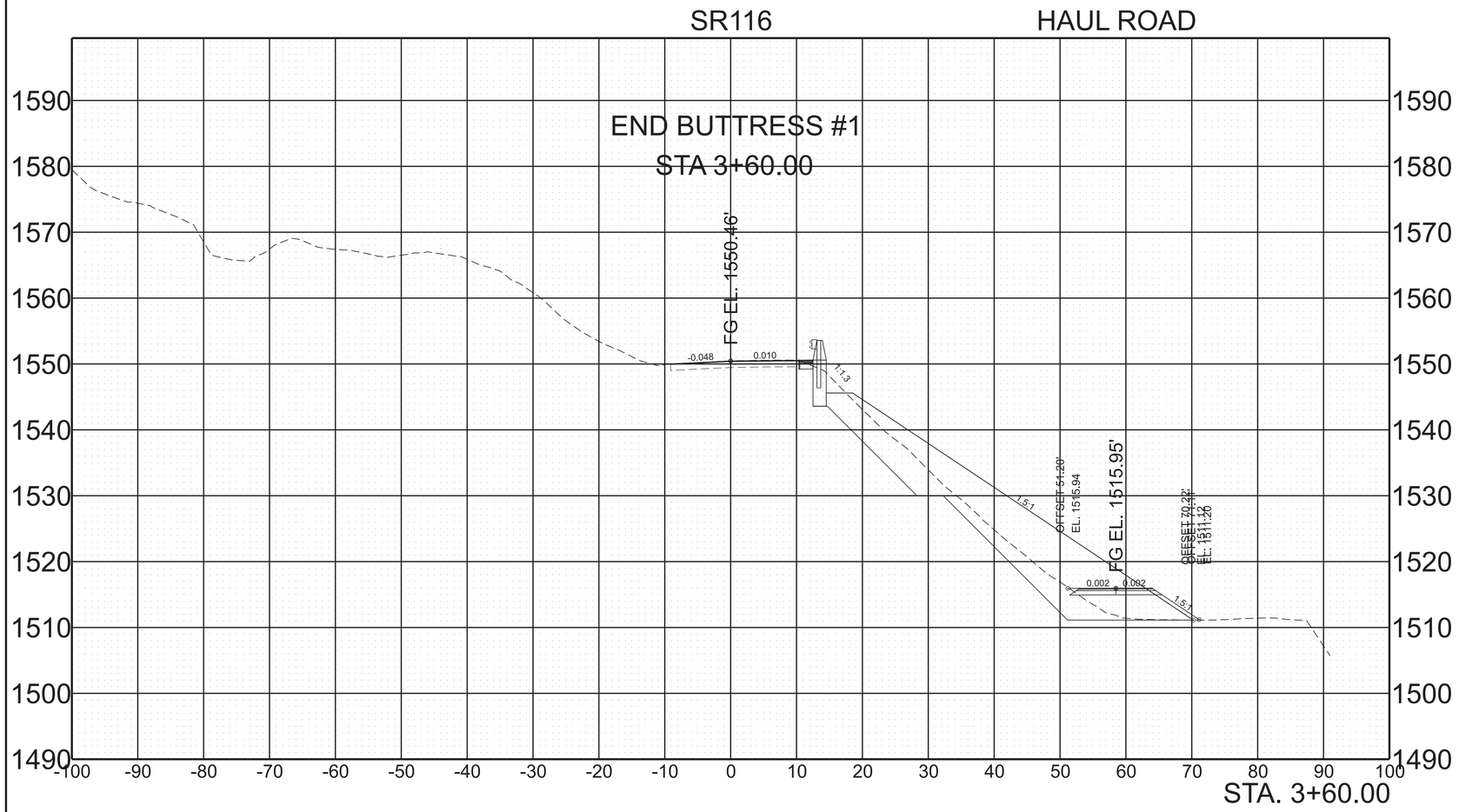
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	26
PS&E	2026	PROT-116(31)	26



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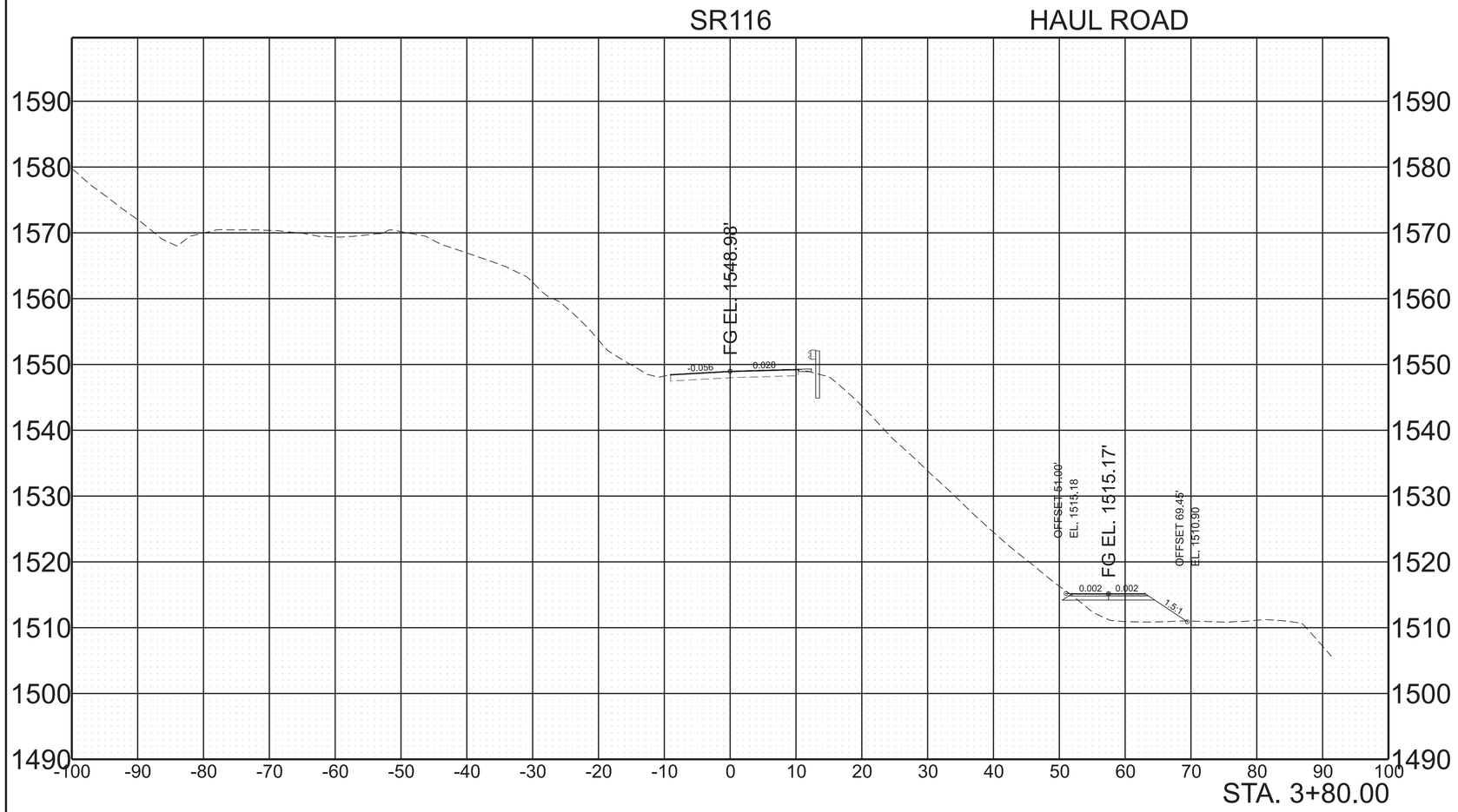
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	27
PS&E	2026	PROT-116(31)	27



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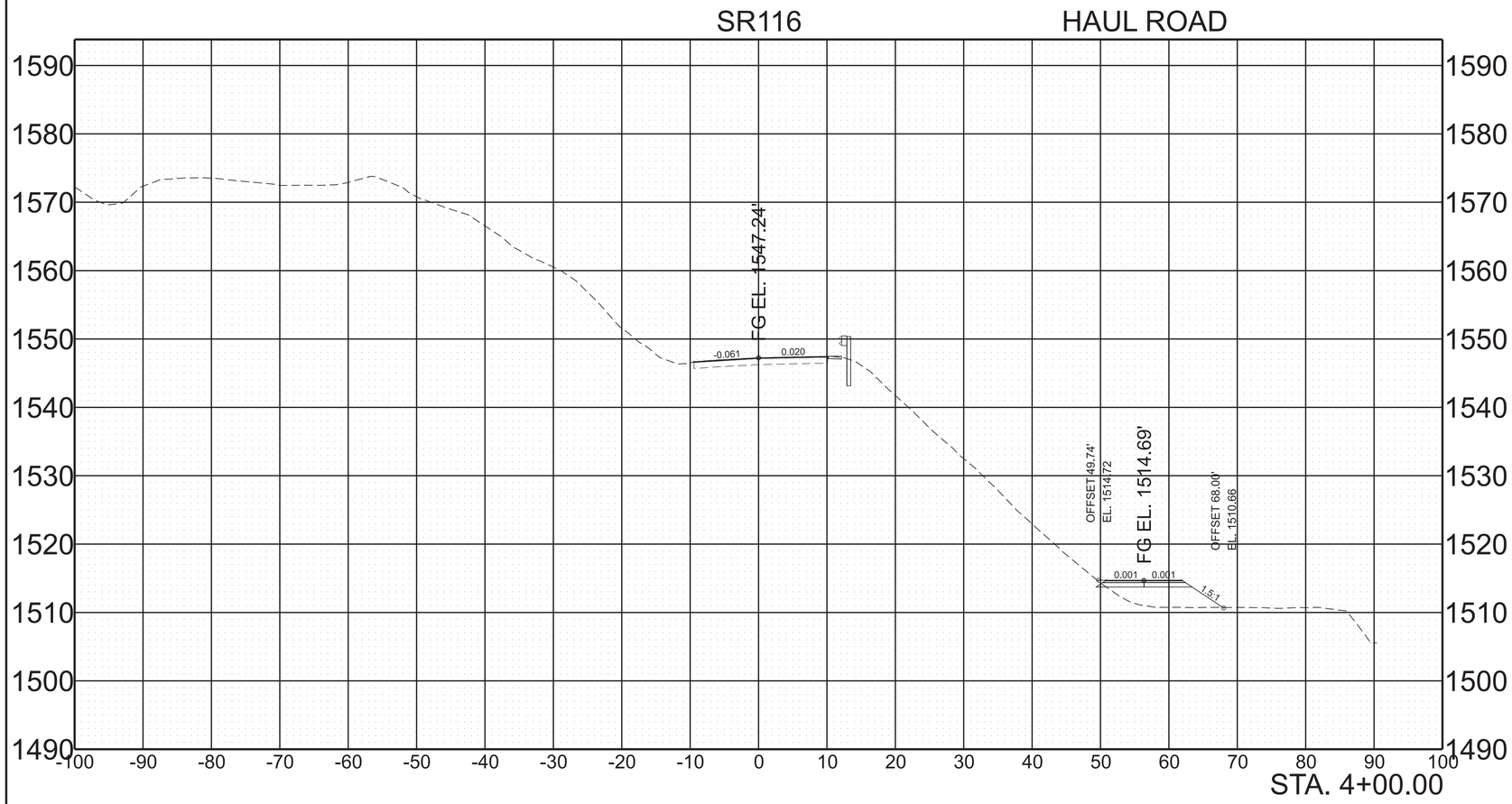
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	28
PS&E	2026	PROT-116(31)	28



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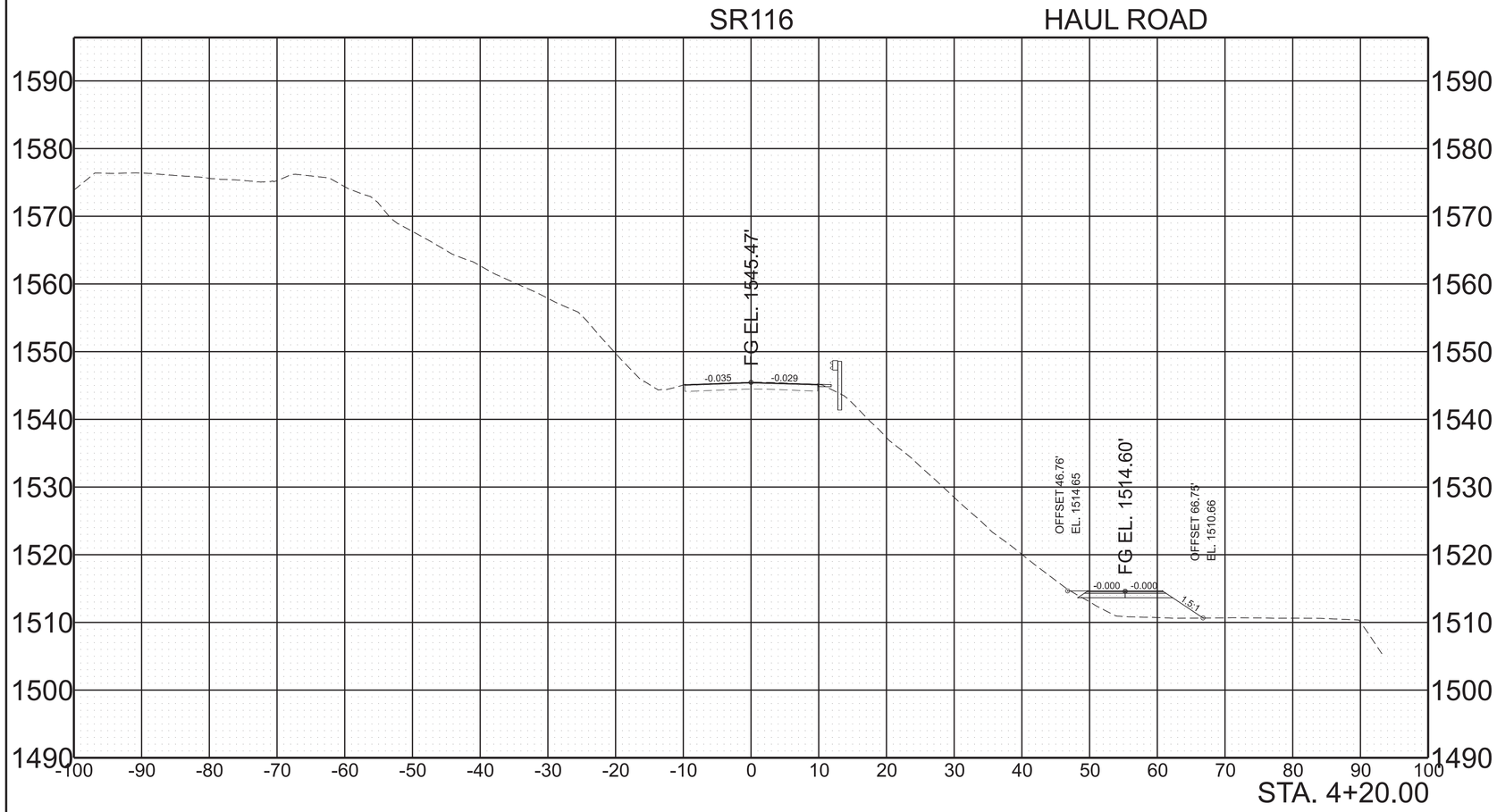
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	29
PS&E	2026	PROT-116(31)	29



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2/20/2026 10:20:28 AM
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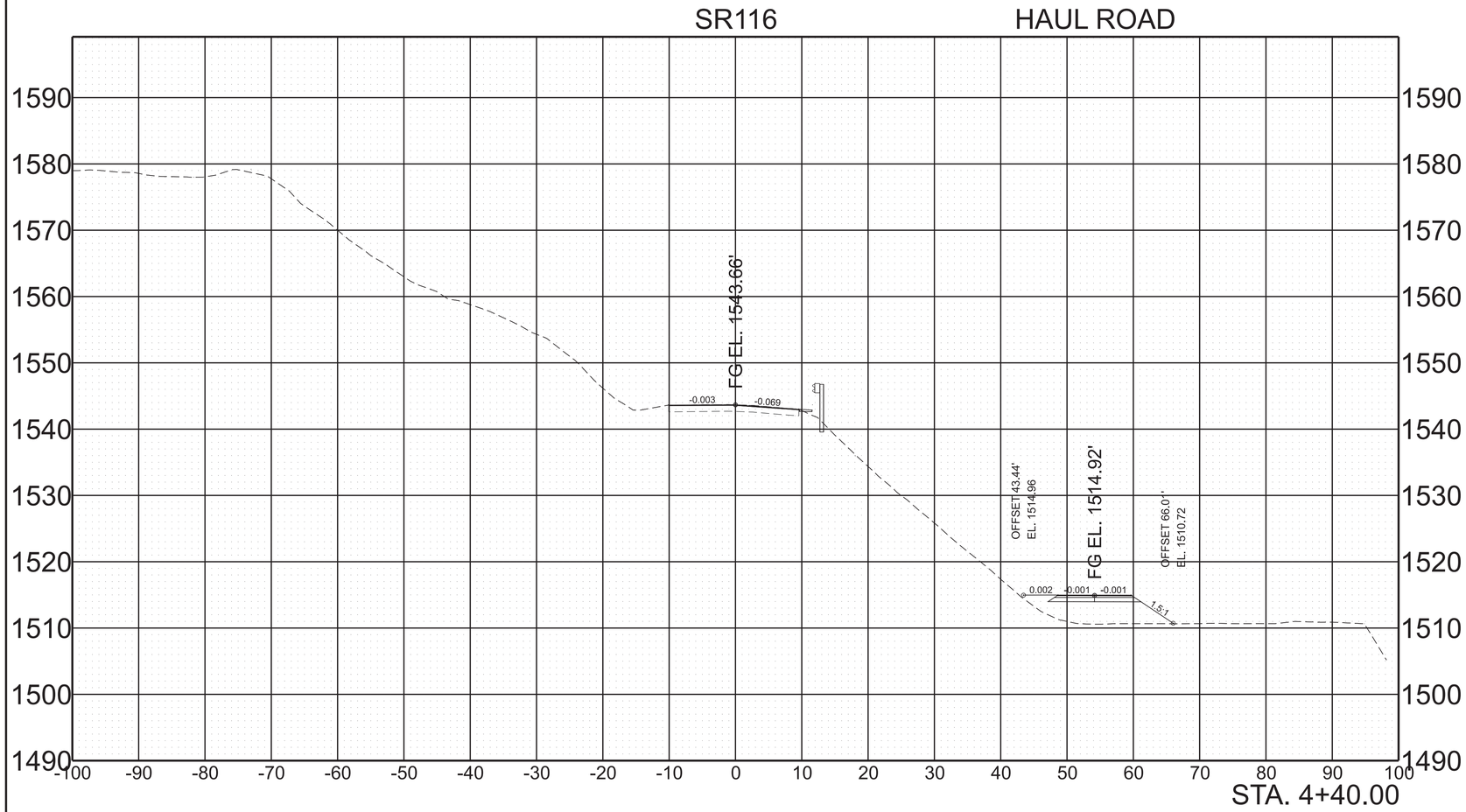
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	30
PS&E	2026	PROT-116(31)	30



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2/20/2026 10:20:29 AM
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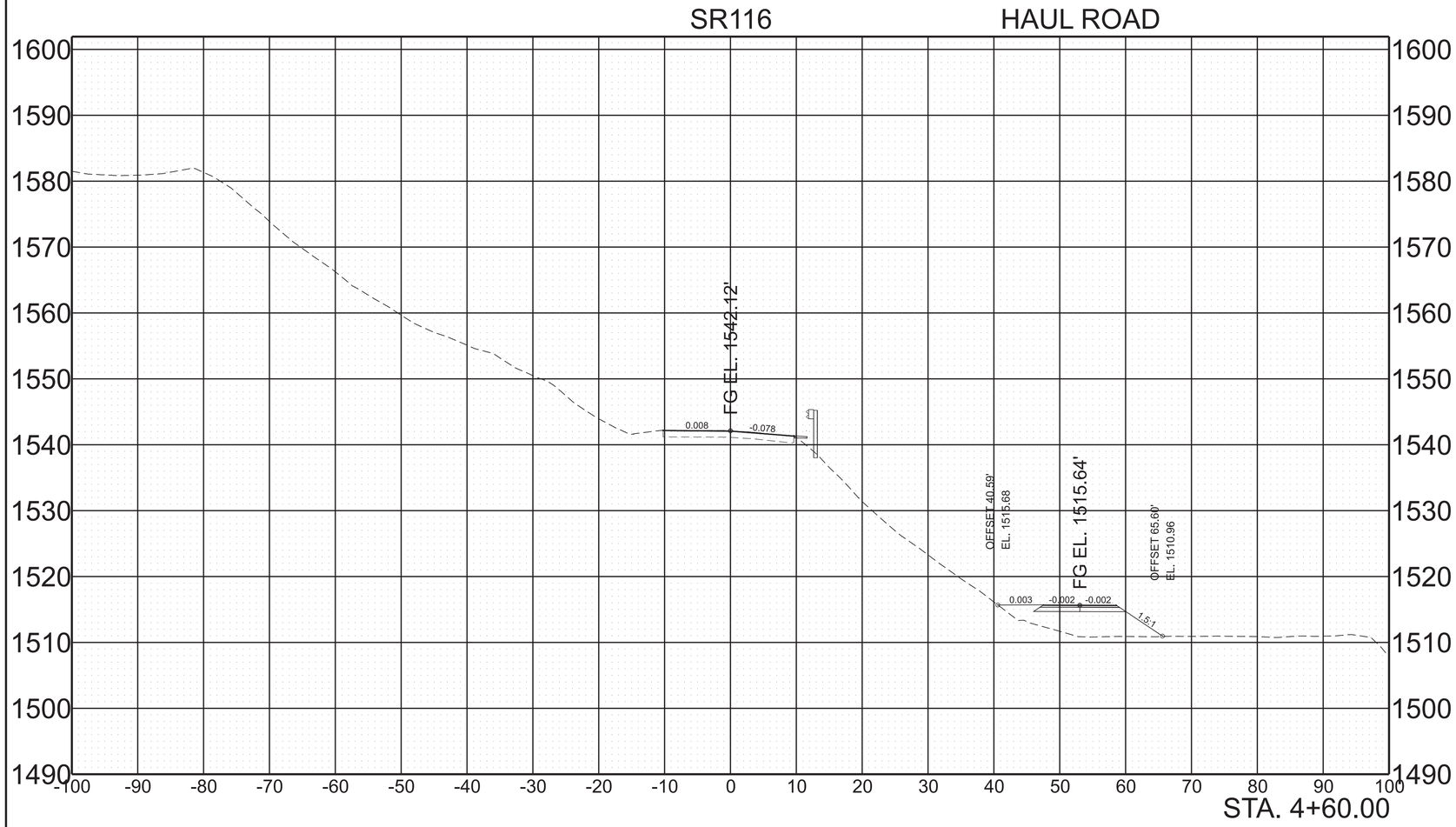
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	31
PS&E	2026	PROT-116(31)	31



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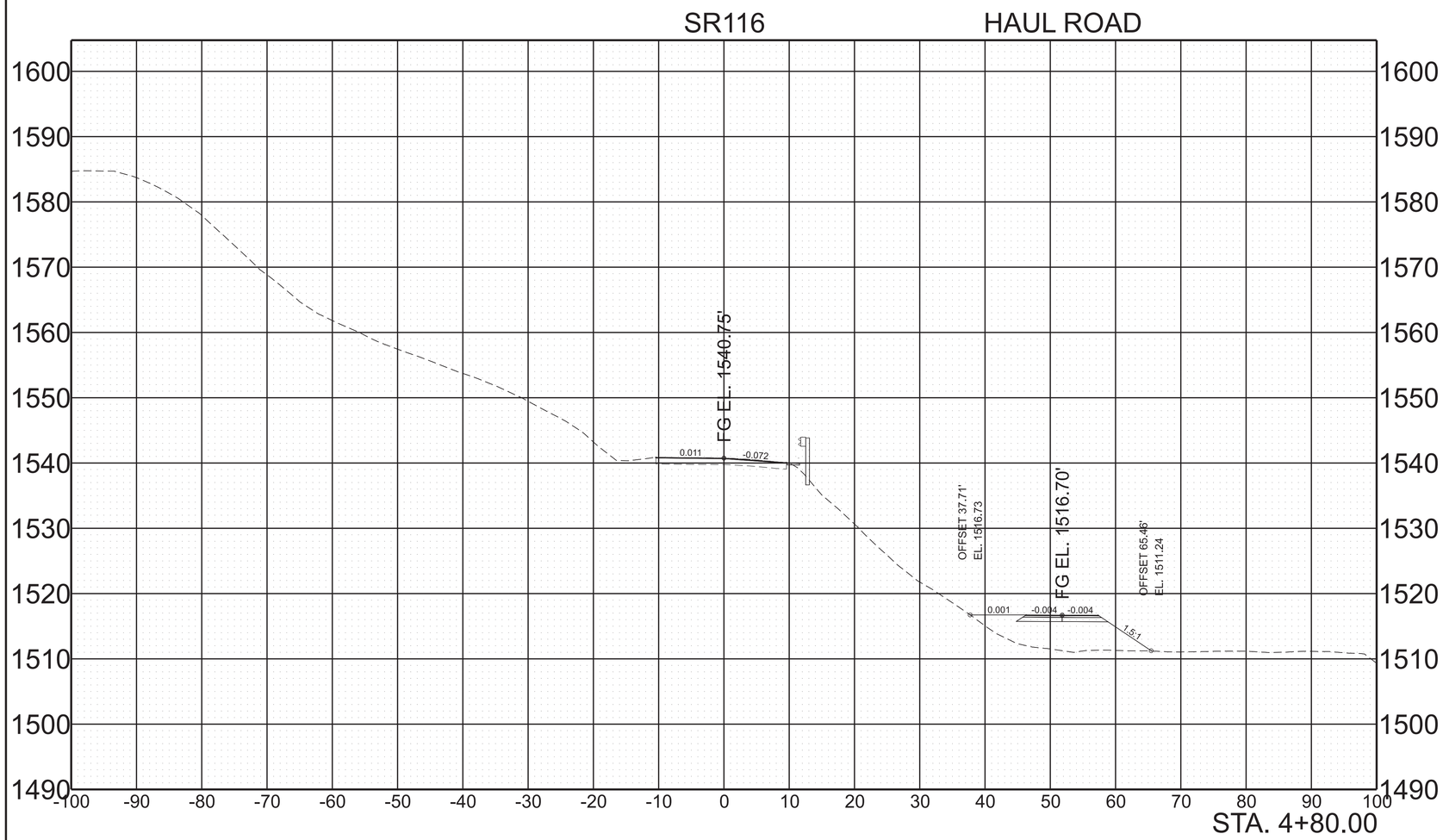
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	32
PS&E	2026	PROT-116(31)	32



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2/20/2026 10:20:32 AM
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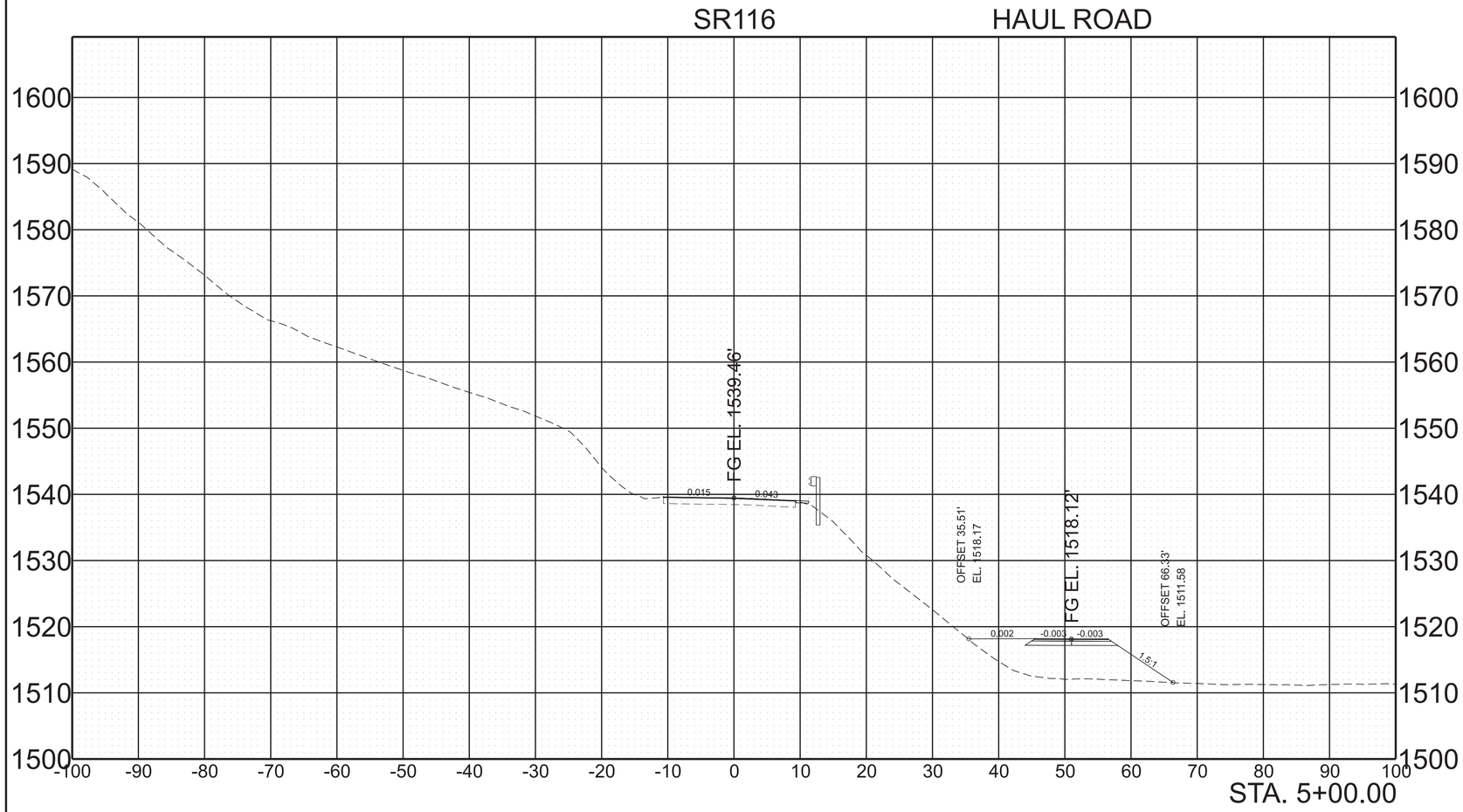
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	33
PS&E	2026	PROT-116(31)	33



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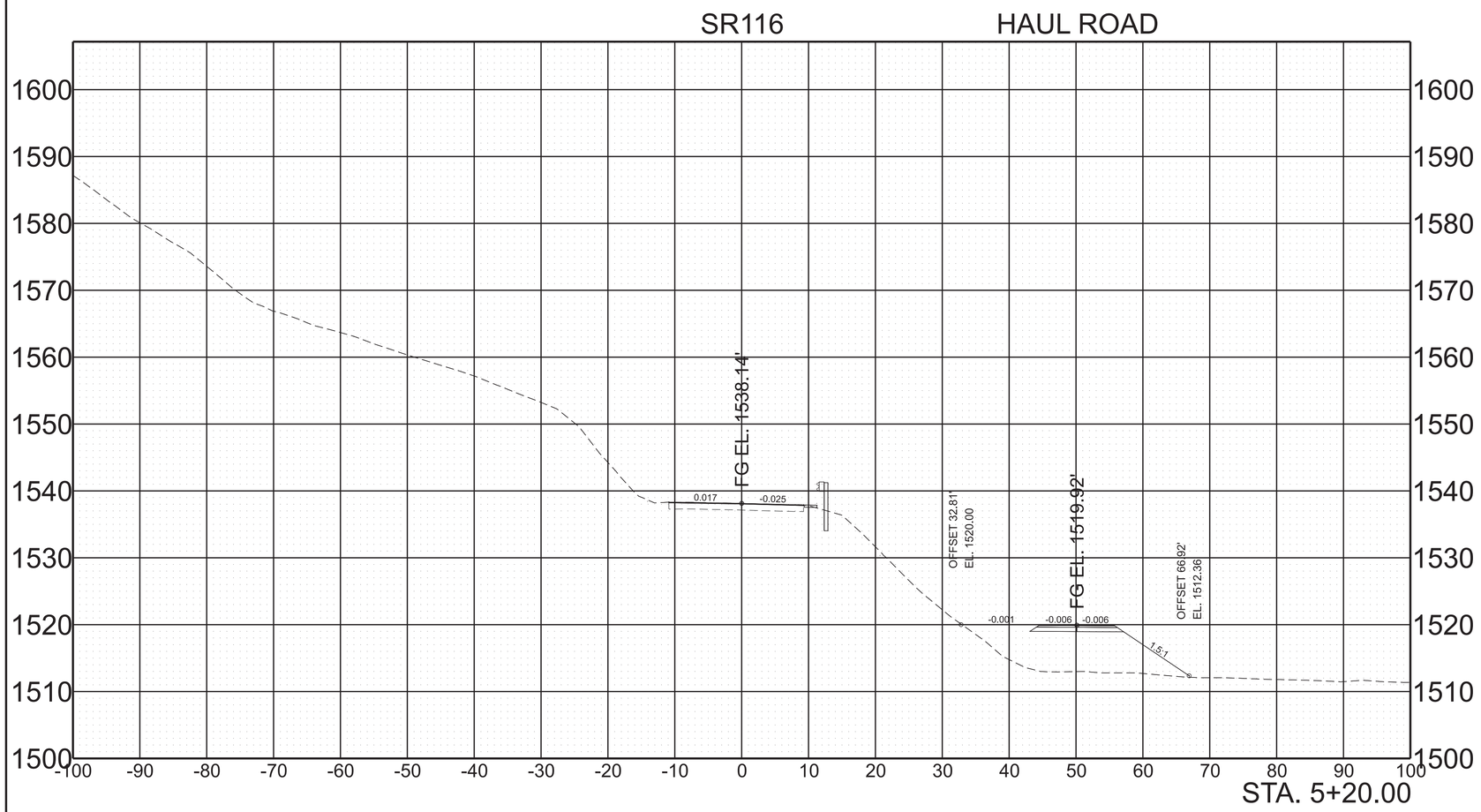
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	34
PS&E	2026	PROT-116(31)	34



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2/20/2026 10:20:35 AM
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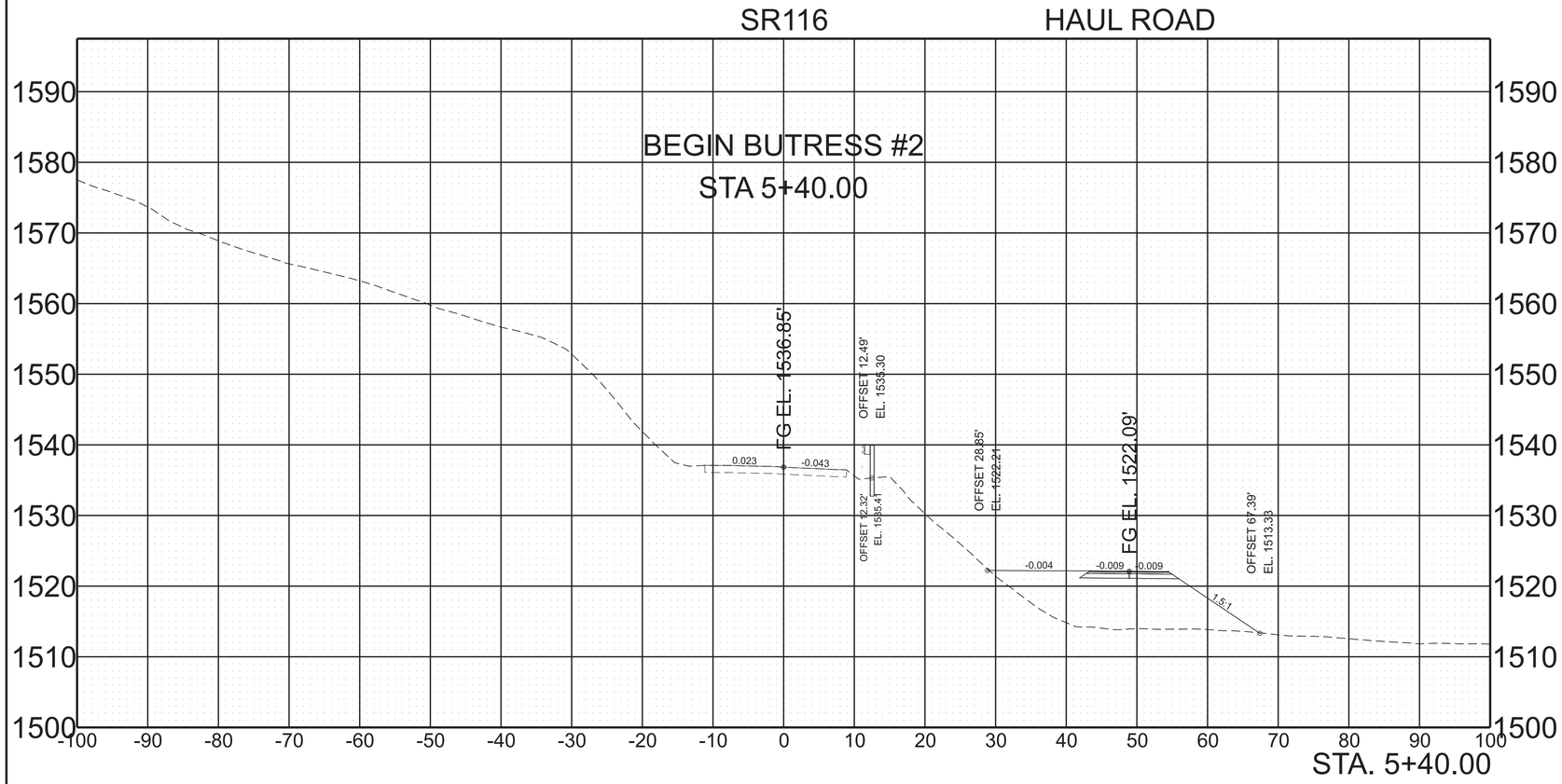
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	35
PS&E	2026	PROT-116(31)	35



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2/20/2026 10:20:37 AM
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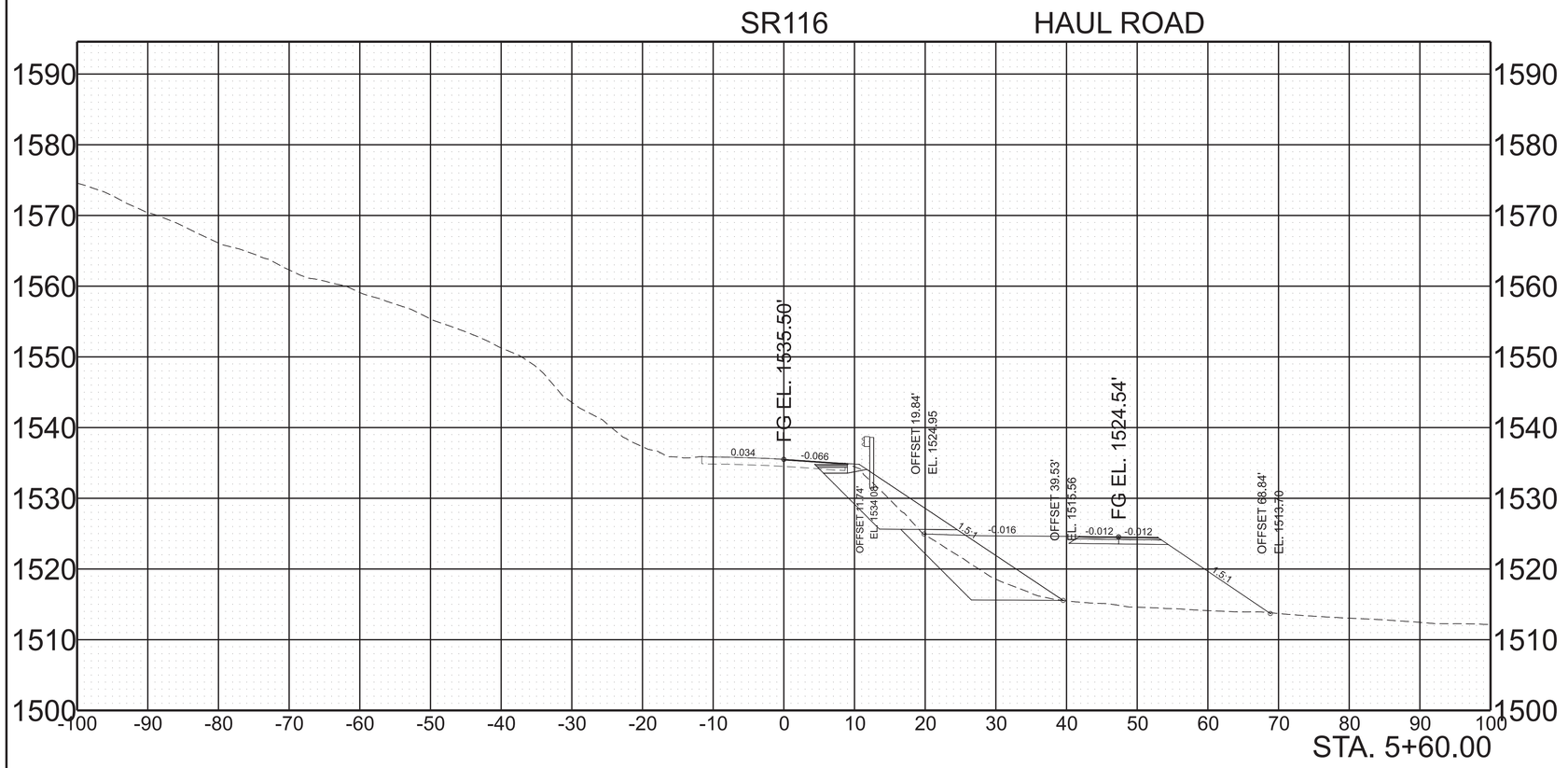
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	36
PS&E	2026	PROT-116(31)	36



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2/20/2026 10:20:38 AM
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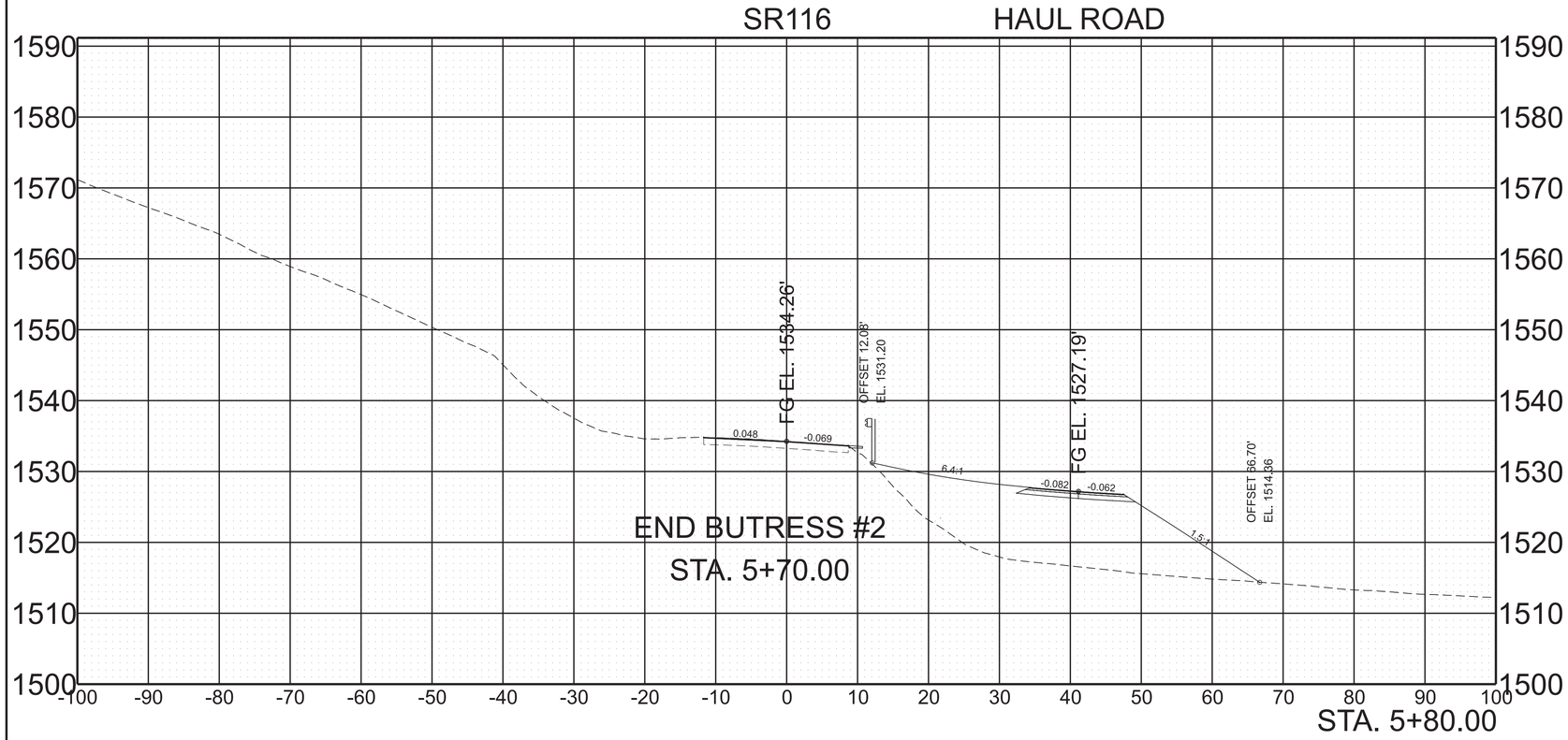
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	37
PS&E	2026	PROT-116(31)	37



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2/20/2026 10:20:40 AM
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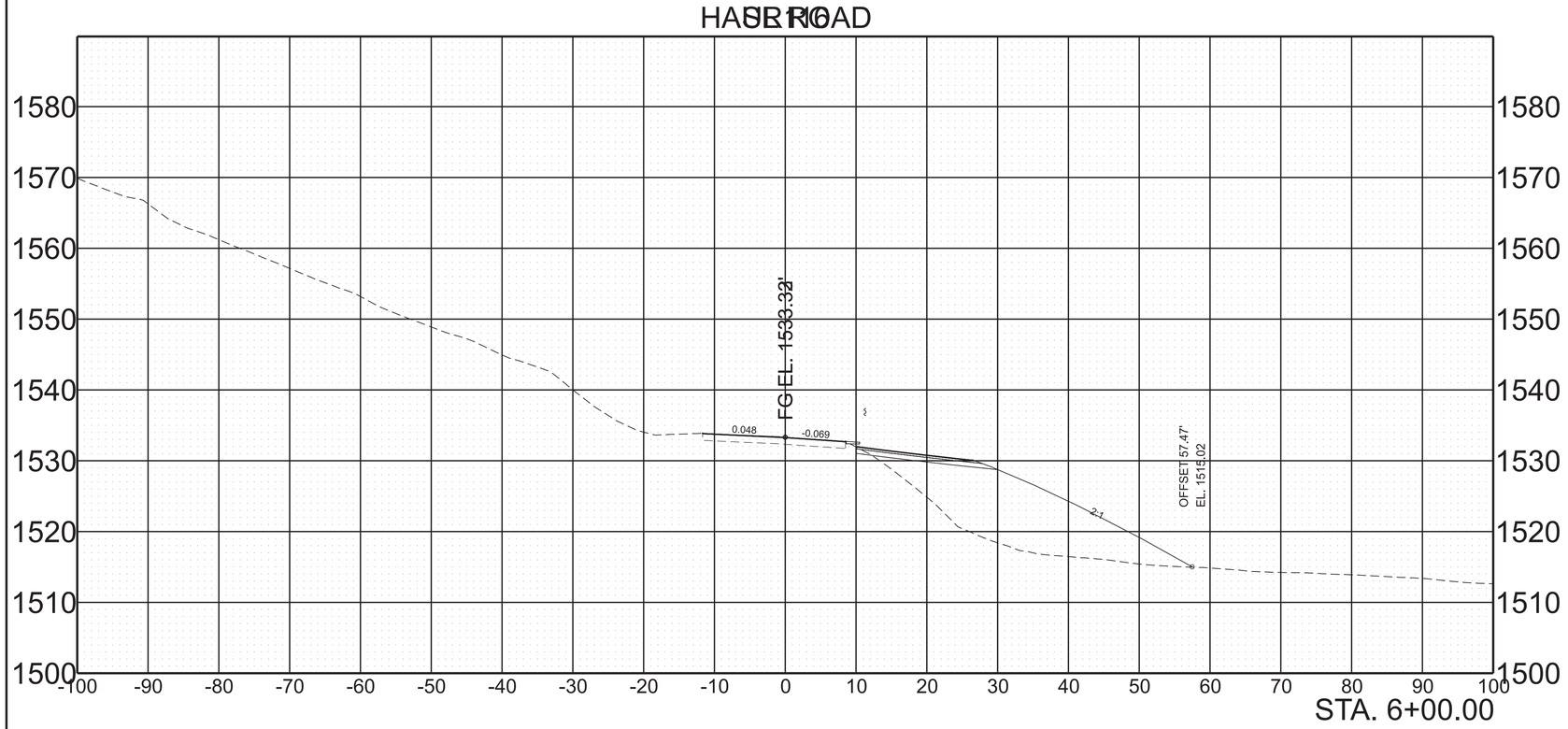
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	38
PS&E	2026	PROT-116(31)	38



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 6+00.00 END STA. 6+00.00

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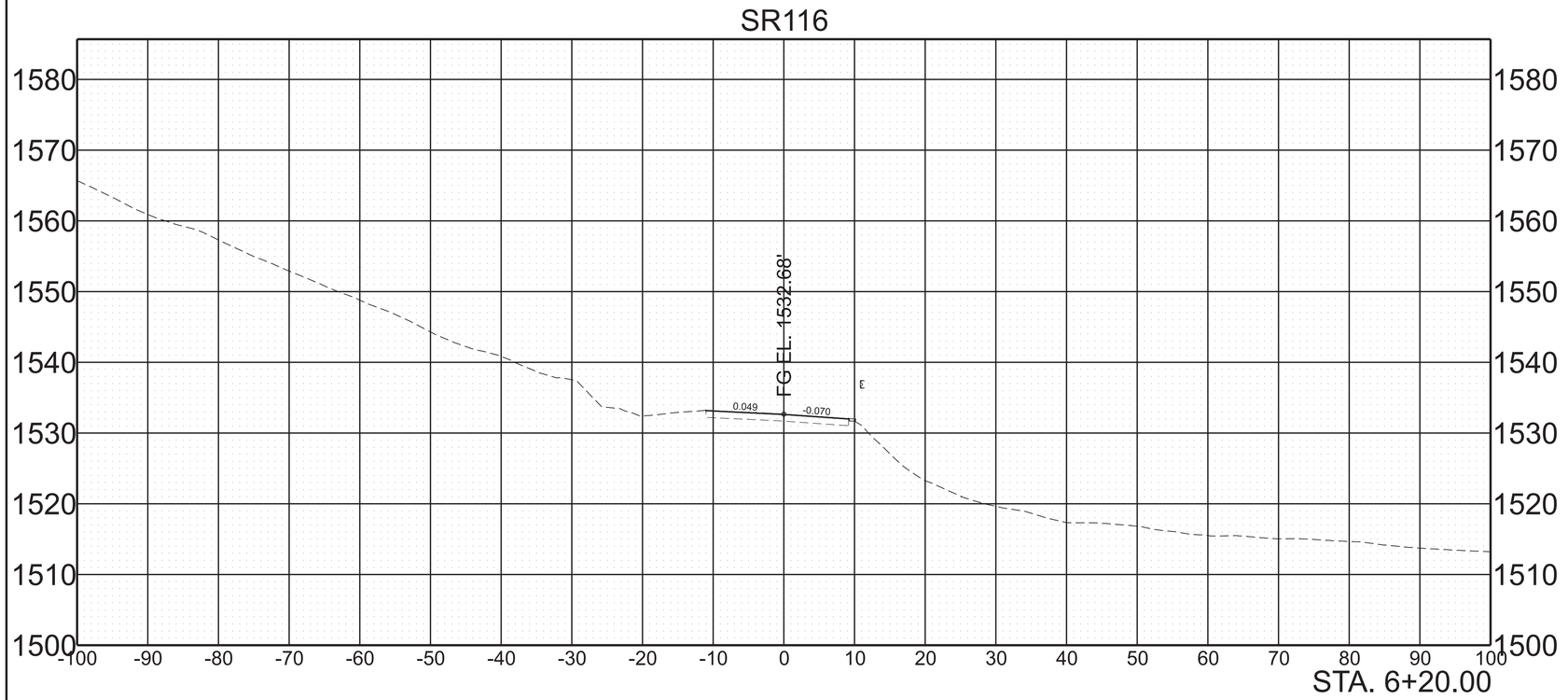
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	39
PS&E	2026	PROT-116(31)	39



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 6+20.00 END STA. 6+20.00

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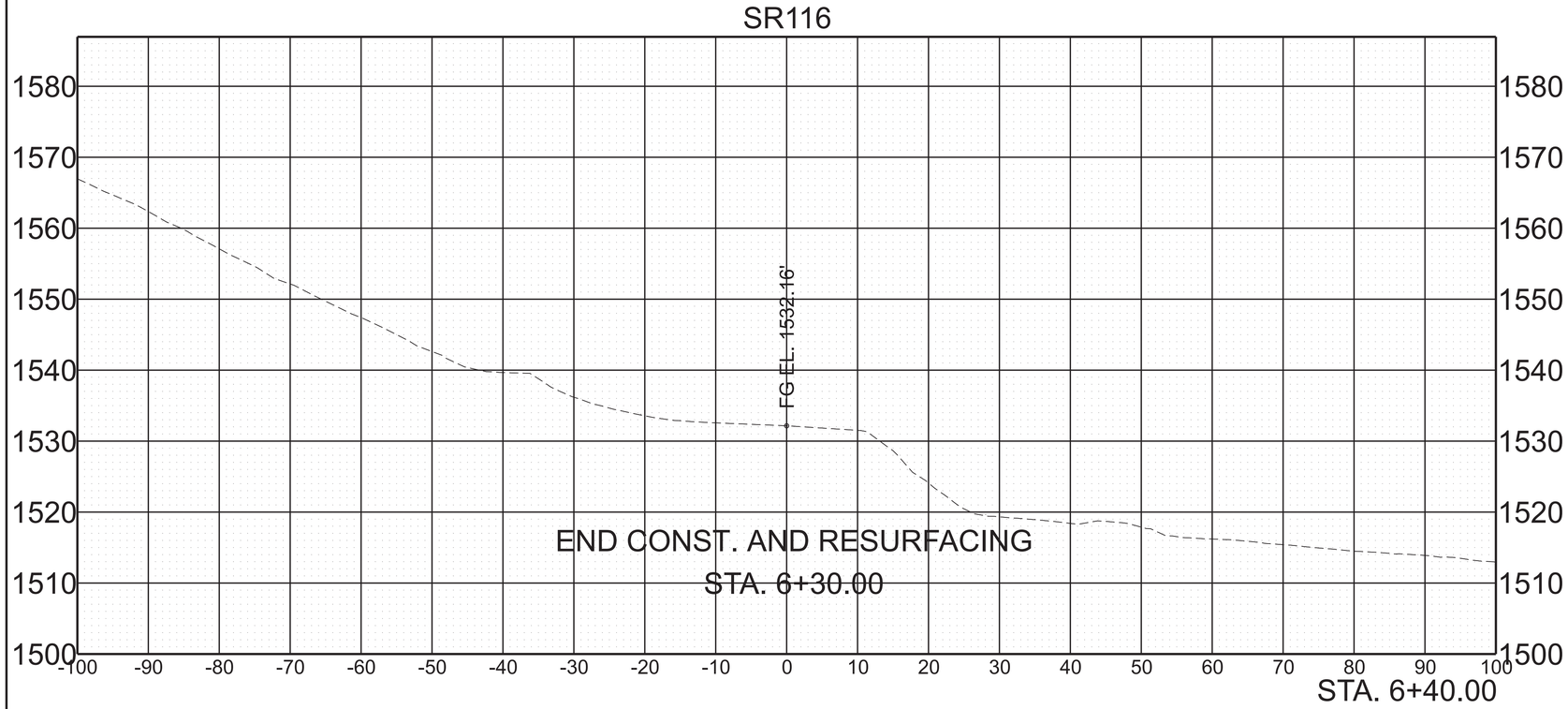
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	40
PS&E	2026	PROT-116(31)	40



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 6+40.00 END STA. 6+40.00

2/20/2026 10:20:44 AM
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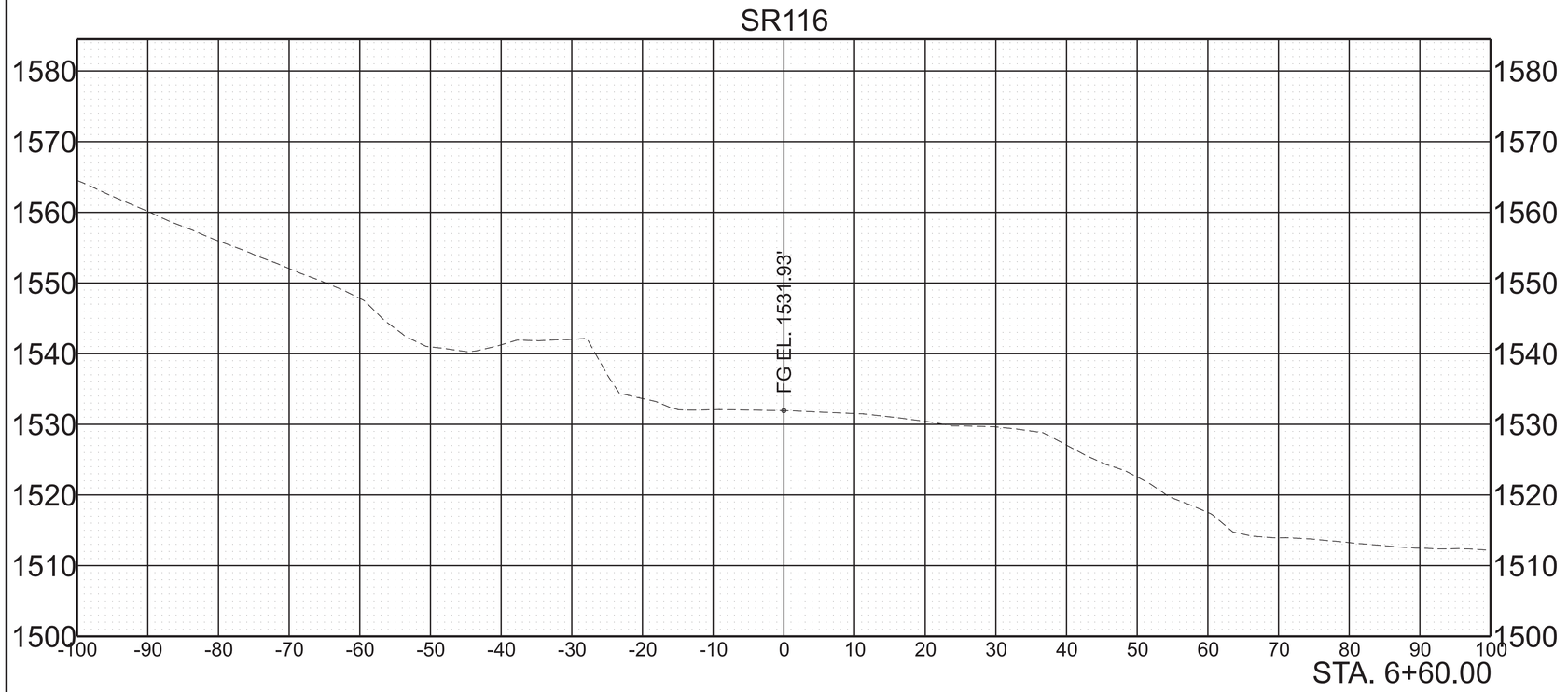
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	41
PS&E	2026	PROT-116(31)	41



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 6+60.00 END STA. 6+60.00

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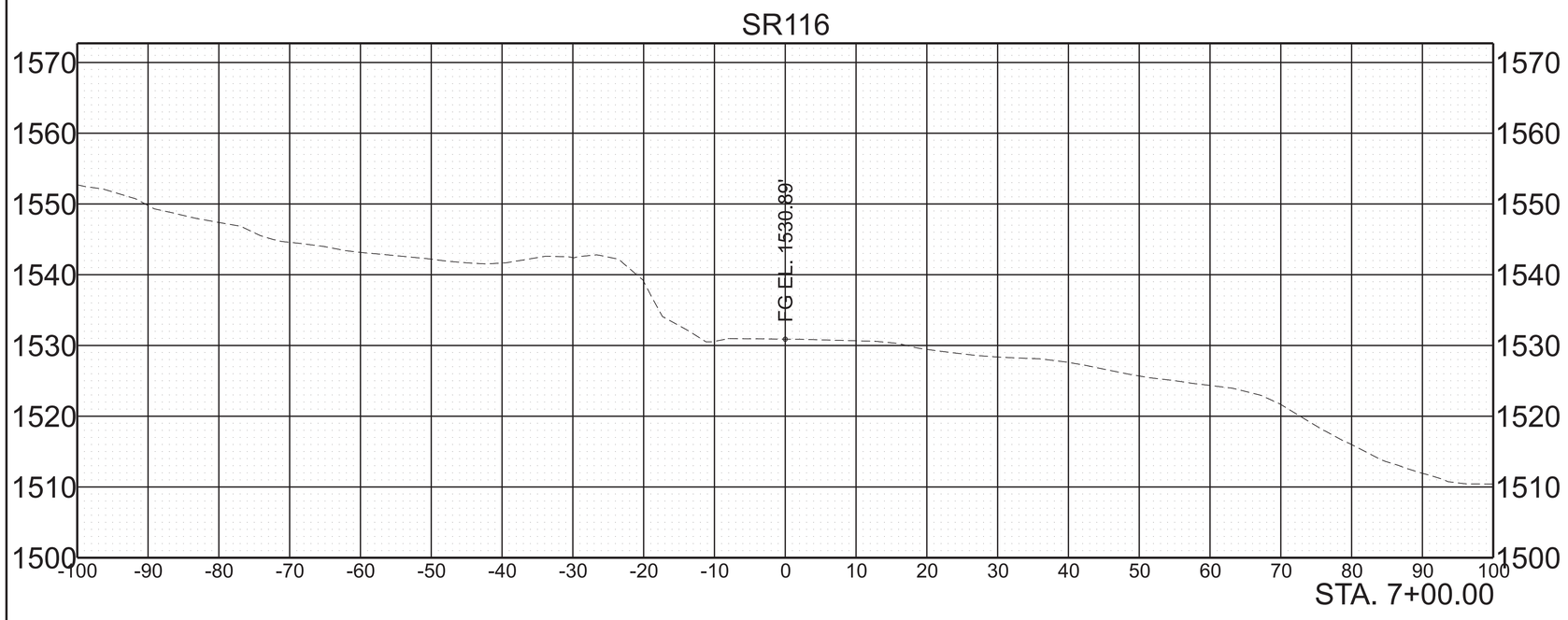
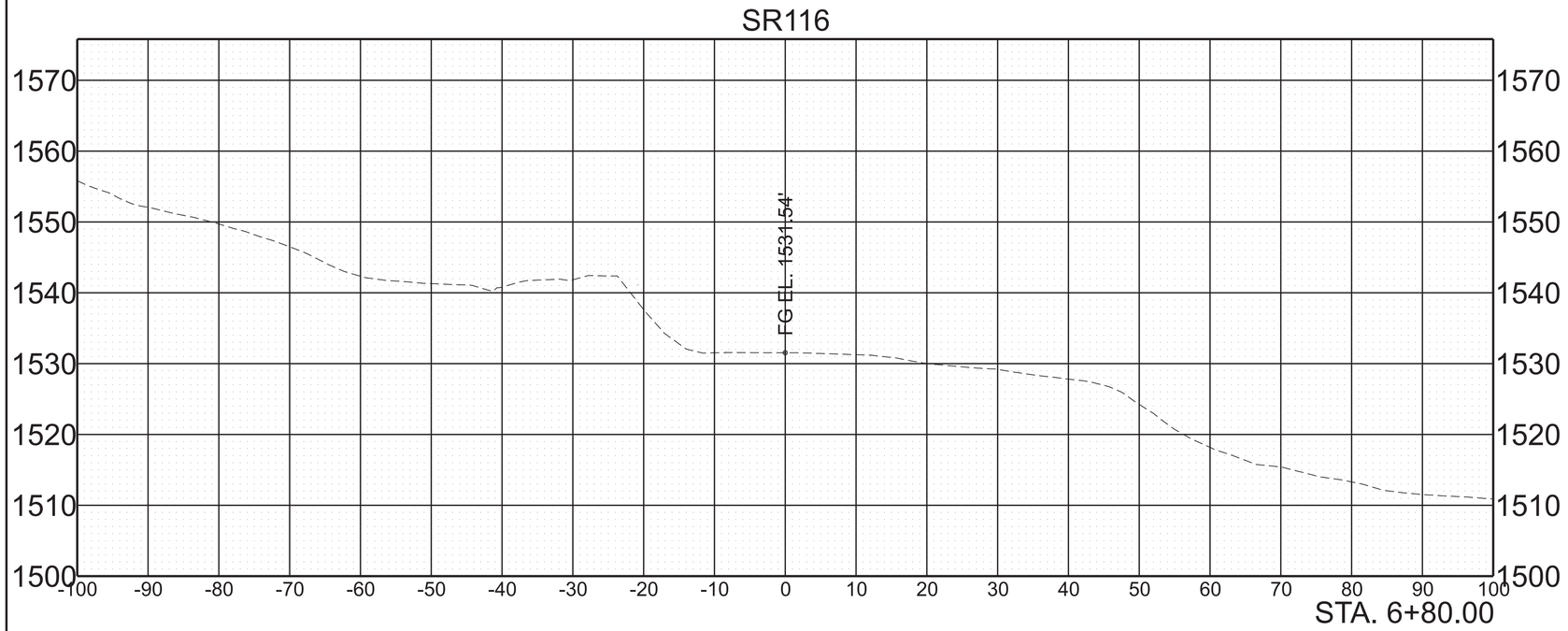
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	42
PS&E	2026	PROT-116(31)	42





SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 6+80.00 END STA. 7+00.00

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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 6 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 0.75 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.
FUNCT.	2025	PROT-116(31)	T1
PS&E	2026	PROT-116(31)	T1

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	T2
PS&E	2026	PROT-116(31)	T2

TRAFFIC CONTROL PHASING NOTES

PHASE 1:
1) PLACE WORK ZONE CONSTRUCTION SIGNS, BARRELS, PORTABLE BARRIER RAIL, DELINEATORS, CRASH CUSHIONS AND TEMPORARY TRAFFIIC SIGNAL AS SHOWN ON SHEET T-3 OR AS DIRECTED BY THE ENGINEER.
2) SHIFT TRAFFIC ON S.R. 116 TO THE NORTH LANE AND MAINTAIN 1 LANE OF TRAFFIC.

PHASE 2:
1) PLACE WORK ZONE CONSTRUCTION SIGNS, BARRELS, PORTABLE BARRIER RAIL, DELINEATORS, CRASH CUSHIONS AND TEMPORARY TRAFFIC SIGNAL AS SHOWN ON SHEET T-4 OR AS DIRECTED BY THE ENGINEER.
2) JACK AND BORE THE CROSS DRAIN AT STA. 2+80.00 TO MAINTAIN 1 LANE OF TRAFFIC.

PHASE 3:
1) REMOVE TEMPORARY TRAFFIC CONTROL DEVICES AND MAINTAIN 2 LANES OF TRAFFIC AS SHOWN ON T-5.

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."

THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

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 TDOT MANAGER.

W5-1
48" x 48"

NOTE:
CONTRACTOR SHALL REPLACE ALL TEMPORARY TRAFFIC CONTROL DEVICES WITHIN THE PROJECT LIMITS.

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

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
▬▬▬	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
◁	TEMPORARY WORK ZONE CRASH CUSHION
▸	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 01S116-002
	712-01	TRAFFIC CONTROL	LS	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	450
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	1
(1)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	13
	712-04.50	BARRIER RAIL DELINEATOR	EACH	18
(1)	712-06	SIGNS (CONSTRUCTION)	S.F.	250
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	2000
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	785
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	22
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1

FOOTNOTES

(1) QUANTITIES MAY BE INCREASED OR DECREASED BY THE T.D.O.T. MANAGER.

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
W20-1	ROAD WORK 1/2 MILE	48"	x	48"	16	2	2	32.00	T-WZ-32	
W20-1	ROAD WORK 1000 FT	48"	x	48"	16	2	2	32.00	T-WZ-32	
G20-2	END ROAD WORK	48"	x	24"	8	2	2	16.00	T-WZ-32	
W20-4	ONE LANE ROAD 1500 FT	48"	x	48"	16	2	2	32.00	T-WZ-32	
W1-4AR	LANE SHIFT (SYMBOL)	48"	x	48"	16	1	1	16.00	T-WZ-32	
W1-4AL	LANE SHIFT (SYMBOL)	48"	x	48"	16	1	1	16.00	T-WZ-32	
W3-3	SIGNAL AHEAD (SYMBOL)	48"	x	48"	16	2	2	32.00	T-WZ-32	
W3-4	BE PREPARED TO STOP	48"	x	48"	16	2	2	32.00	T-WZ-32	
R10-6	STOP HERE ON RED	36"	x	48"	12	2	2	24.00	T-WZ-32	
R10-6 (MOD.)	STAY IN LANE TO EXT. GREEN	30"	x	42"	9	2	2	17.50	T-WZ-32	
	MAXIMUM X MINUTES RED					2	2		T-WZ-32	
	MAINTAIN XX MPH SPEED					2	2		T-WZ-32	
							TOTAL	250	S.F.	

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02/24/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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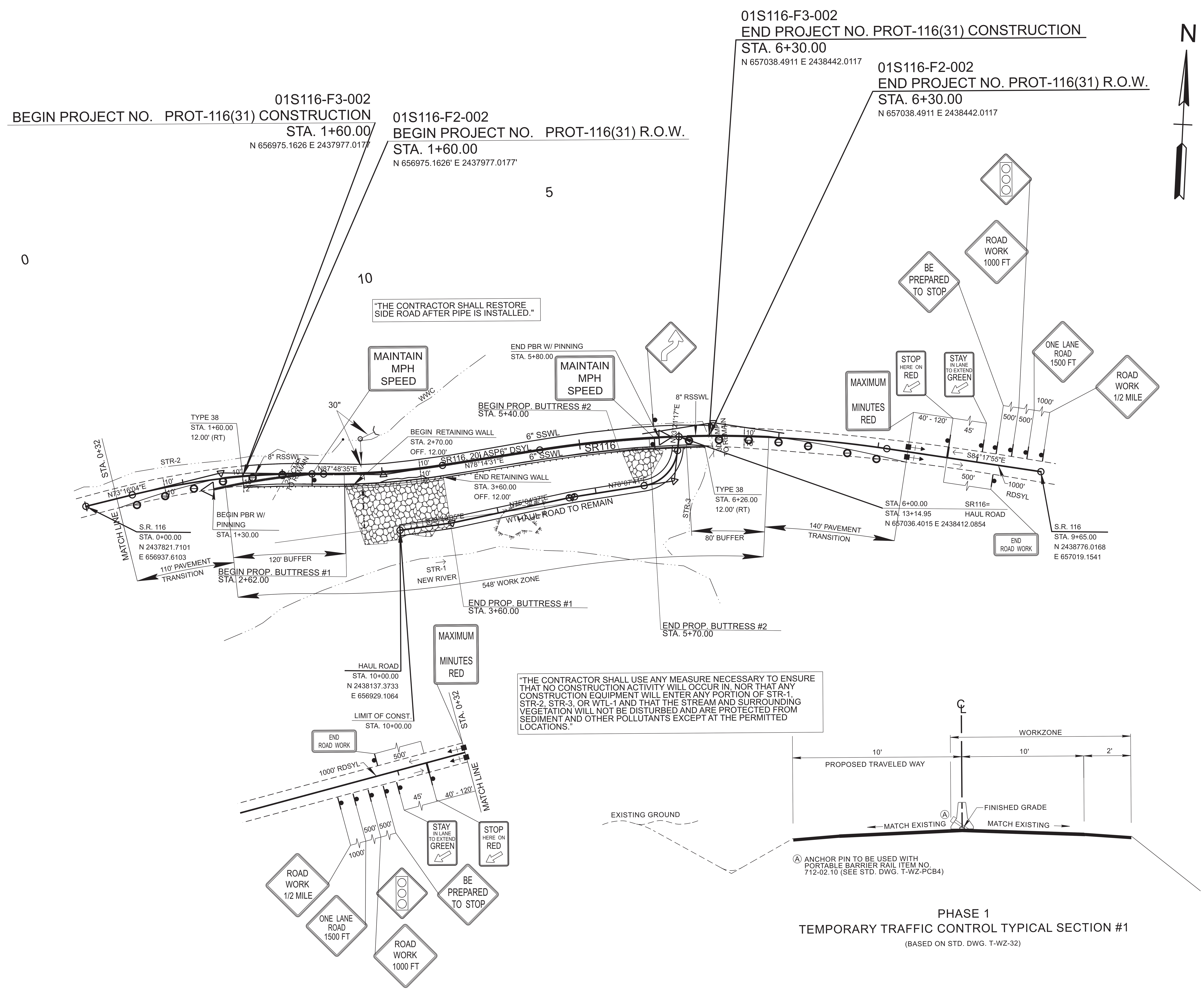
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	T3
PS&E	2026	PROT-116(31)	T3



01S116-F3-002
END PROJECT NO. PROT-116(31) CONSTRUCTION
STA. 6+30.00
N 657038.4911 E 2438442.0117
01S116-F2-002
END PROJECT NO. PROT-116(31) R.O.W.
STA. 6+30.00
N 657038.4911 E 2438442.0117
N
01S116-F3-002
BEGIN PROJECT NO. PROT-116(31) CONSTRUCTION
STA. 1+60.00
N 656975.1626 E 2437977.0177
01S116-F2-002
BEGIN PROJECT NO. PROT-116(31) R.O.W.
STA. 1+60.00
N 656975.1626' E 2437977.0177'
0
5
10
"THE CONTRACTOR SHALL RESTORE SIDE ROAD AFTER PIPE IS INSTALLED."
MAINTAIN MPH SPEED
END PBR W/ PINNING
STA. 5+80.00
BEGIN PROP. BUTTRESS #2
STA. 5+40.00
ROAD WORK 1000 FT
BE PREPARED TO STOP
ONE LANE ROAD 1500 FT
ROAD WORK 1/2 MILE
STOP HERE ON RED
STAY IN LANE TO EXTEND GREEN
MAXIMUM MINUTES RED
8" RSSWL
TYPE 38
STA. 1+60.00
12.00' (RT)
30"
WWC
BEGIN RETAINING WALL
STA. 2+70.00
OFF. 12.00'
6" SSWL
SR116
STR-2
8" RSSWL
N87°48'35"E
N73°16'04"E
N78°14'31"E
END RETAINING WALL
STA. 3+60.00
OFF. 12.00'
HAUL ROAD TO REMAIN
WTL-1
N78°07'
TYPE 38
STA. 6+26.00
12.00' (RT)
STR-3
40' - 120'
45'
500'
1000'
S84°17'55"E
RDSYL
STA. 6+00.00
STA. 13+14.95
N 657036.4015 E 2438412.0854
SR116=
HAUL ROAD
END ROAD WORK
S.R. 116
STA. 9+65.00
N 2438776.0168
E 657019.1541
STA. 0+32
MATCH LINE
BEGIN PBR W/ PINNING
STA. 1+30.00
S.R. 116
STA. 0+00.00
N 2437821.7101
E 656937.6103
120' BUFFER
110' PAVEMENT TRANSITION
BEGIN PROP. BUTTRESS #1
STA. 2+62.00
STR-1
NEW RIVER
548' WORK ZONE
80' BUFFER
140' PAVEMENT TRANSITION
END PROP. BUTTRESS #1
STA. 3+60.00
END PROP. BUTTRESS #2
STA. 5+70.00
HAUL ROAD
STA. 10+00.00
N 2438137.3733
E 656929.1064
LIMIT OF CONST.
STA. 10+00.00
MAXIMUM MINUTES RED
STA. 0+32
MATCH LINE
END ROAD WORK
1000' RDSYL
500'
45'
40' - 120'
1000'
STAY IN LANE TO EXTEND GREEN
STOP HERE ON RED
ROAD WORK 1/2 MILE
ONE LANE ROAD 1500 FT
BE PREPARED TO STOP
ROAD WORK 1000 FT
"THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, STR-3, OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."
EXISTING GROUND
WORKZONE
10'
10'
2'
PROPOSED TRAVELED WAY
FINISHED GRADE
MATCH EXISTING
MATCH EXISTING
A ANCHOR PIN TO BE USED WITH PORTABLE BARRIER RAIL ITEM NO. 712-02.10 (SEE STD. DWG. T-WZ-PCB4)

PHASE 1
TEMPORARY TRAFFIC CONTROL TYPICAL SECTION #1
(BASED ON STD. DWG. T-WZ-32)

PHASE I

SEALED BY

JAMES B. MORGAN, REGISTERED ENGINEER, STATE OF TENNESSEE, No. 111658

02/24/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 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. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	T4
PS&E	2026	PROT-116(31)	T4

01S116-F3-002
BEGIN PROJECT NO. PROT-116(31) CONSTRUCTION
STA. 1+60.00
N 656975.1626 E 2437977.0177

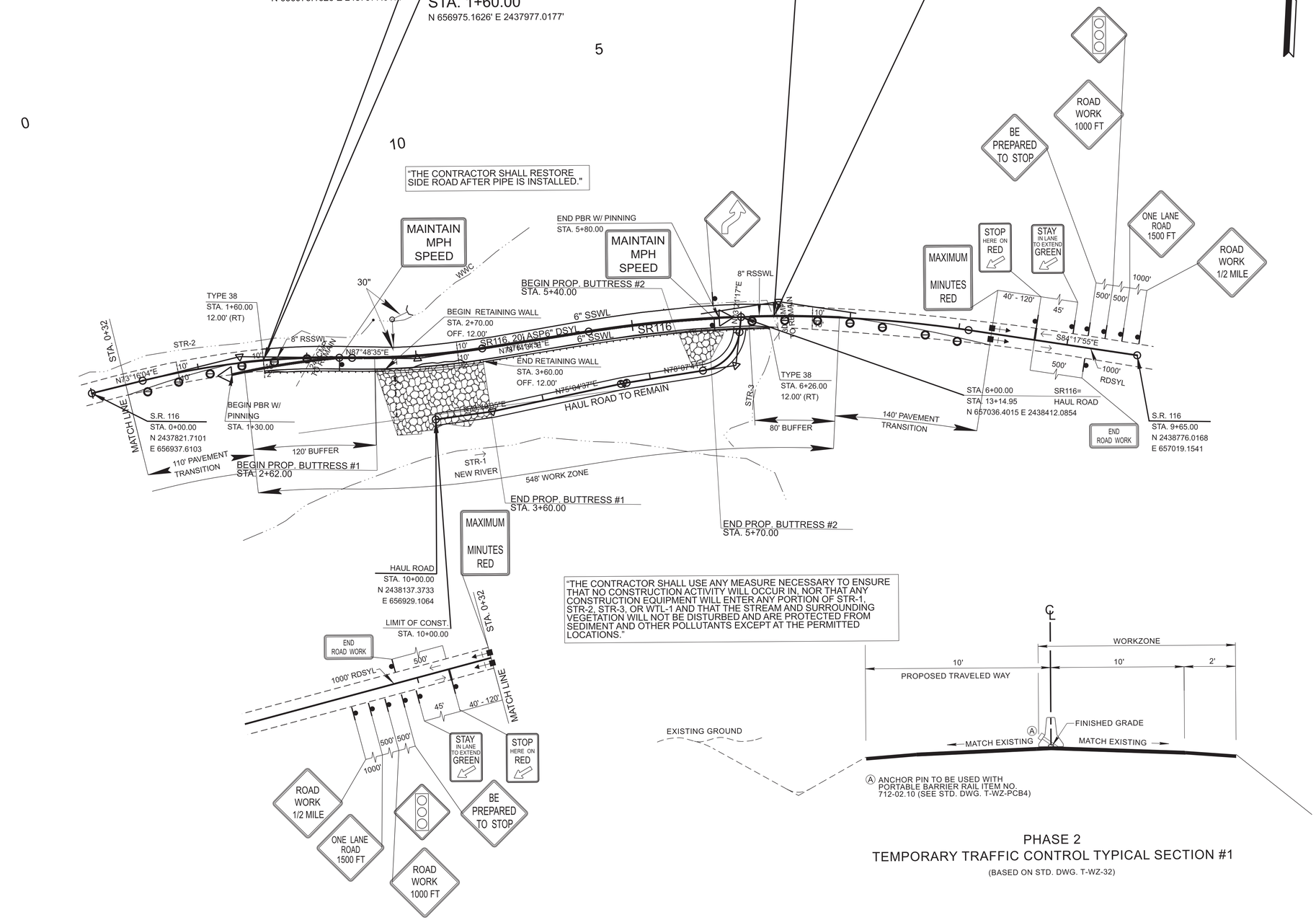
01S116-F2-002
BEGIN PROJECT NO. PROT-116(31) R.O.W.
STA. 1+60.00
N 656975.1626' E 2437977.0177'

01S116-F3-002
END PROJECT NO. PROT-116(31) CONSTRUCTION
STA. 6+30.00
N 657038.4911 E 2438442.0117

01S116-F2-002
END PROJECT NO. PROT-116(31) R.O.W.
STA. 6+30.00
N 657038.4911 E 2438442.0117

N

"THE CONTRACTOR SHALL RESTORE SIDE ROAD AFTER PIPE IS INSTALLED."



"THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2, STR-3, OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."

PHASE 2
TEMPORARY TRAFFIC CONTROL TYPICAL SECTION #1
(BASED ON STD. DWG. T-WZ-32)

PHASE II

SEALED BY

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AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

02/24/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 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. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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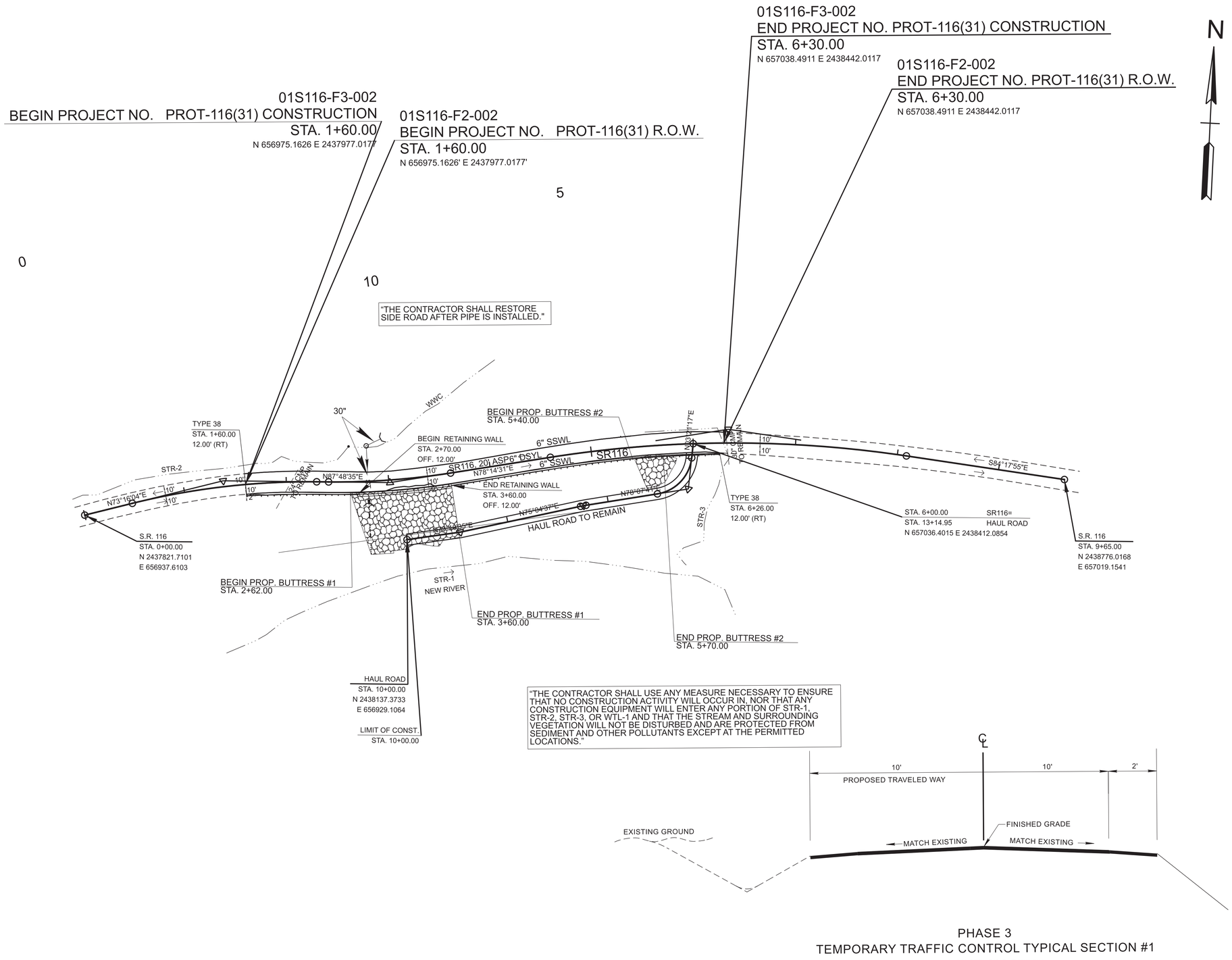
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	PROT-116(31)	T5
PS&E	2026	PROT-116(31)	T5



PHASE 3
TEMPORARY TRAFFIC CONTROL TYPICAL SECTION #1
(BASED ON STD. DWG. T-WZ-32)

PHASE III

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 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. 1+60.00 TO STA. 6+30.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	PROT-116(31)	R1

REV.	DATE	DESCRIPTION
1	3/23/2026	ADDED SHEET

ACCEPTABLE WALL TYPES

CAST-IN-PLACE CONCRETE GRAVITY WALL
CAST-IN-PLACE CONCRETE CANTILEVER WALL

THE RETAINING WALL(S) SHALL BE ONE OF THE WALL TYPE(S) AS LISTED ABOVE OR ON FORTHCOMING "RETAINING WALL DETAIL-GEOMETRIC LAYOUT" SHEET(S). ANY PROPRIETARY RETAINING WALL SYSTEM SHALL BE LISTED AS PRE-APPROVED IN QPL 38.

RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN:

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2024
- SEISMIC DESIGN GOVERNED BY: AASHTO LRFD SEISMIC BRIDGE DESIGN GUIDE, 2ND EDITION

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN QPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT, IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE "RETAINING WALL DETAIL" SHEET(S) TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2024 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS

- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.

- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION BEARING IMPROVEMENTS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER PROVIDES CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS, PLANS, AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".

- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II SHALL BE EVALUATED AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2017 AND INTERIMS.

NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION IN ACCORDANCE WITH OSHA AND OTHER APPLICABLE STATE AND LOCAL REGULATIONS REGARDING CONSTRUCTION SLOPES AND TRENCHES. IN ADDITION TO FOLLOWING APPLICABLE REGULATORY REQUIREMENTS, AS A MINIMUM REQUIREMENT, ALL TEMPORARY CONSTRUCTION SLOPES SHALL BE PLACED AT A MAXIMUM OF A 1:1 SLOPE IN SOIL AND SHALL NOT BE LEFT OPEN WITHOUT SHORING FOR ANY LONGER THAN ABSOLUTELY NECESSARY. THE CONTRACTOR BUILDING THE WALL SHALL ENSURE THAT THESE TEMPORARY BACK SLOPES ARE NOT AND DO NOT BECOME UNSTABLE. IF SLOPE IS UNSTABLE, BECOMES UNSTABLE, IS CUT STEEPER THAN A 1:1 SLOPE OR IS UNACCEPTABLE FOR ANOTHER REASON, THEN TEMPORARY SHORING SHALL BE USED. ANY UNUSUAL SOIL CONDITIONS OTHER THAN THOSE ASSUMED SHOULD BE REPORTED TO THE PROJECT ENGINEER.

GES No. 0100323
VERSION 02/25/2026

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

DESCRIPTION	CIP WALLS	NOTE
DESIGN LIFE	75 YEARS	
SEISMIC ACCELERATION COEFFICIENTS		
As	0.198	
S_{DS}	0.388	
S_{D1}	0.161	
EFFECTIVE (DRAINED) FRICTION ANGLE		
RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL	24°	
RETAINED BACKFILL-SELECT BACKFILL	34° TO MAX 40°	1
REINFORCED BACKFILL	34° TO MAX 40°	1
UNIT WEIGHT		
UNCLASSIFIED SITE OR BORROW SOIL	120 POUNDS PER CUBIC FOOT	
SELECT BACKFILL MATERIAL	VARIES	1A
DESIGN BASIS		
COEFFICIENT OF SLIDING FRICTION	SEE TABLE 2	2
NOMINAL BEARING RESISTANCE	SEE TABLE 2	2
MINIMUM LENGTH OF SOIL REINFORCEMENT, L	NOT APPLICABLE	
LIMITING ECCENTRICITY	B/3 (SOIL), 9B/20 (ROCK)	
RESISTANCE FACTORS		
SLIDING-STATIC	1.0	4
SLIDING-COMBINED STATIC+EARTHQUAKE	1.0	4
BEARING-STATIC	0.55	5
BEARING-COMBINED STATIC+EARTHQUAKE	0.8	5
PULLOUT RESISTANCE		
STATIC	NOT APPLICABLE	
COMBINED STATIC/EARTHQUAKE	NOT APPLICABLE	
TENSILE RESISTANCE OF METALLIC REINFORCEMENTS AND CONNECTORS		
STATIC -STRIP REINFORCEMENT -GRID REINFORCEMENT	NOT APPLICABLE	
COMBINED STATIC/EARTHQUAKE -STRIP REINFORCEMENT -GRID REINFORCEMENT	NOT APPLICABLE	
TENSILE RESISTANCE OF GEOSYNTHETIC REINFORCEMENTS AND CONNECTORS		
STATIC	NOT APPLICABLE	
COMBINED STATIC/EARTHQUAKE	NOT APPLICABLE	

NOTES FOR TABLE 1

NO.	NOTE
1	A MAXIMUM FRICTION ANGLE OF 34 DEGREES CAN BE ASSUMED FOR MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. A HIGHER FRICTION ANGLE THAN 34 DEGREES CAN BE UTILIZED IF THE CONTRACTOR SUBMITS INDEPENDENT TESTING AND IT IS VERIFIED BY TDOT. HOWEVER, IN NO CASE SHALL THE FRICTION ANGLE FOR ANALYSIS EXCEED 40-DEGREES. INDEPENDENT TESTING MUST BE VERIFIED ANNUALLY.
1A	SELECT BACKFILL UNIT WEIGHT TO BE DETERMINED BY CONTRACTOR/DESIGNER DEPENDING ON ACTUAL BACKFILL MATERIAL USED. SELECT BACKFILL IS DEFINED AS MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1. MATERIALS OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. IN ORDER TO UTILIZE ϕ FOR SELECT BACKFILL DESIGN, SELECT BACKFILL MUST BE PLACED FOR A MINIMUM ZONE FORMED BY A 1:1 SLOPE FROM 2 FEET BEHIND THE BOTTOM OF BACK OF WALL FOOTING OR REINFORCED SOIL ZONE FOR MSE WALLS UP TO FINISHED GRADE.
2	THESE VALUES WILL BE PROVIDED IN TABLE 2
3	PASSIVE RESISTANCE SHALL NOT BE CONSIDERED IN EVALUATION OF SLIDING RESISTANCE. NO SHEAR KEYS NOR DOWELS WILL BE PERMITTED. FOR CAST-IN-PLACE CONCRETE CANTILEVER WALLS, THE FOOTING SHALL BE UNIFORM IN THICKNESS THROUGHOUT THE DESIGN SECTION.
4	FOR ALL LIMIT STATES, THE DESIGN LOADING FOR THE RETAINING WALL SYSTEM SHALL NOT EXCEED THE ALLOWABLE BEARING RESISTANCE, WHICH IS THE PRODUCT OF THE NOMINAL BEARING RESISTANCE SPECIFIED IN TABLES 2 AND/OR 3 AND THE APPROPRIATE RESISTANCE FACTOR.

GRAVITY WALL DESIGN REQUIREMENTS

SEE W-SG-1

ALL NOTES BELOWS SUPERSEDE W-SG-1

GRAVITY WALL PAY AREA TAKEN TO WHAT WOULD BE THE BASE OF THE ROADWAY BARRIER. ROADWAY BARRIER TO BE INCLUDED IN UNIT BID PRICE FOR THE WALL.

GRAVITY WALL ROADWAY BARRIER SHAPE MUST HAVE A SLOPE OF 21 RISE TO 4 RUN.

GRAVTIY WALL ROADWAY BARRIER MUST AT A MINIMUM CONFORM TO THE STEEL REQUIREMENTS OF SIMILAR SHAPED ROADWAY BARRIER. SEE STD S-SSMB-1 THRU S-SSMB-3.

ANY NOTES FROM THE STANDARD USED AS THE ROADWAY CONCRETE BARRIER SHOULD APPLY TO THE WALL AS WELL.

DESIGNER IS TO ENSURE DRAINAGE IS ADEQUATE FOR THE WALL PROPOSED. DRAINAGE FROM THE STANDARD MAY NOT BE ADEQUATE FOR THIS CONCEPTUAL.

WALL TO BE DESIGNED FOR IMPACT.

CANTILEVER WALL DESIGN REQUIREMENTS

SEE W-CIP-1

ALL NOTES BELOWS SUPERSEDE W-CIP-1

UNTIL A ROADWAY ITEM NUMBER IS CREATED FOR STRUCTURAL PARAPET, COST OF PARAPET IS TO BE INCLUDED IN THE SQUARE FOOT COST OF THE WALL.

WALL TO BE DESIGNED FOR IMPACT.

DESIGNER CANNOT MODIFY THE SHAPE OF STD-1-1SS RAILING.

TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR GRAVITY OR SEMI-GRAVITY WALLS

STATION LIMITS	FOUNDATION BEARING CONDITION REQUIREMENT	NOMINAL BEARING RESISTANCE (psf)	COEFFICIENT OF SLIDING FRICTION
SR116 2+70 TO 3+60	GRADED SOLID ROCK (GSR)	5,000	0.70

OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALLS. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS AND COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WALL.

IF A CONCRETE CANTILEVER WALL IS USED, THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

ALL WALL ELEMENTS SHALL BE WITHIN TDOT ROW.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW, SLOPE EASEMENT, AND CONSTRUCTION EASEMENT.

THE HEEL LENGTH, MEASURED FROM THE FRONT OF THE STEM TO THE BACK OF THE BASE, SHOULD EQUAL OR BE GREATER THAN 0.80 TIMES THE WALL HEIGHT.

IF A STEEPER THAN 1:1 BACKSLOPE IS REQUIRED BEHIND RETAINING WALL OR TEMPORARY SHORING, THE EFFECTIVE FRICTION ANGLE FOR SELECT BACKFILL WILL NOT BE ALLOWABLE FOR DESIGN AND THE EFFECTIVE FRICTION ANGLE FOR UNCLASSIFIED SITE OR BORROW SITE SHALL BE REQUIRED.

THE CONTACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATION SO THAT IT DOES NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

FOR FOUNDATION IMPROVEMENT AND EXCAVATION ZONE DETAILS, SEE TYPICAL DETAIL FOR UNDERCUTTING AND BACKFILLING DETAIL ON ACCOMPANYING SHEET.

FOR CONVENTIONAL WALLS (MSE, GRAVITY, OR SEMI-GRAVITY), A MINIMUM HORIZONTAL BENCH 4 FEET WIDE AS MEASURED FROM THE FACE SHALL BE PROVIDED IN FRONT OF WALLS FOUNDED ON SLOPES. THE BENCH MAY BE FORMED OR THE SLOPE CONTINUED ABOVE THAT LEVEL. SEE ARTICLE 11.10.2.2, AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2024 AND INTERIMS. ALTERNATIVELY, THE EMBEDMENT DEPTH MAY BE INCREASED TO SATISFY THE REQUIREMENTS.

ALL EXPOSED SURFACES OF THE RETAINING WALL SHALL BE STAINED SO THAT THEY APPEAR UNIFORM IN COLOR. THE COLOR SHALL BE MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595B. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE RETAINING WALL.

PAYMENT FOR ANY ITEMS REQUIRED FOR ACCESS TO AND CONSTRUCTION OF THE WALL (INCLUDING TEMPORARY SHORING, EXCAVATION, AND BACKFILLING) SHALL BE INCLUDED WITH THE SQUARE FOOT RETAINING WALL PAY QUANTITY.

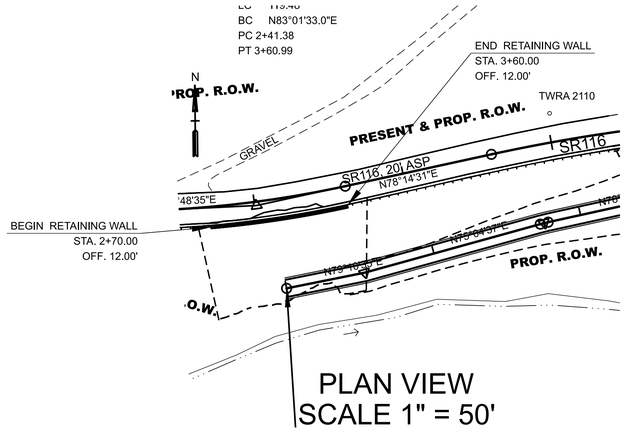
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

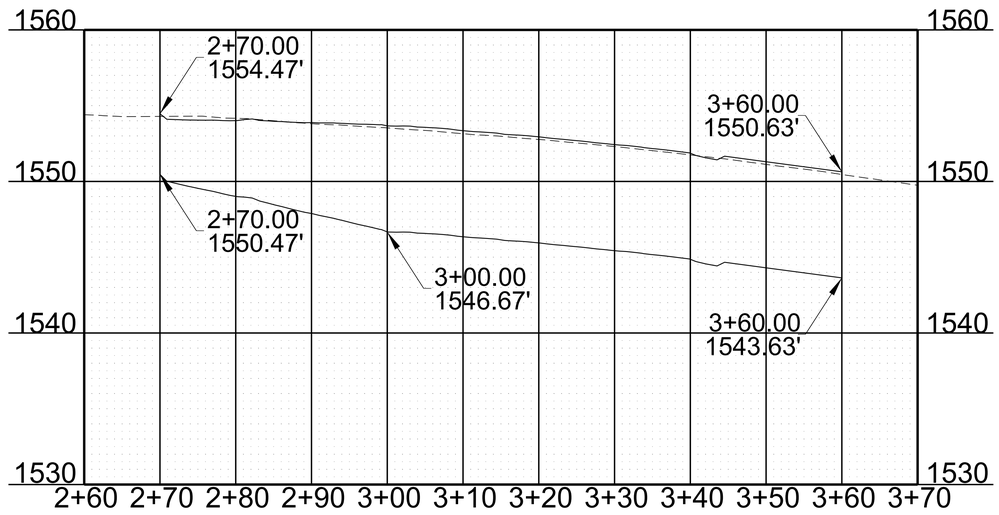
$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	PROT-116(31)	R1A

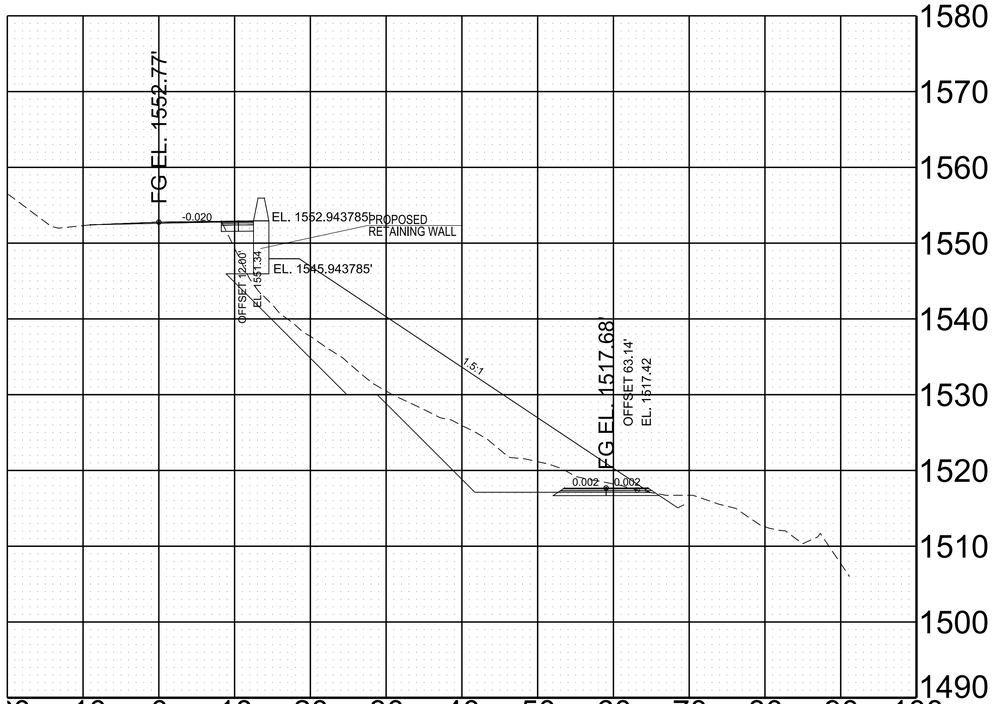
REV.	DATE	DESCRIPTION
1	3/23/2026	ADDED SHEET



PLAN VIEW
SCALE 1" = 50'



PROFILE VIEW
STA 2+70 TO STA 3+60
SCALE NTS



TYPICAL RETAINING WALL SECTION
STA 2+70 TO STA 3+60
SCALE 1" = 50'

ITEM NO.	604-07.01
DESCRIPTION	RETAINING WALL (WALL NO. 1) S.F.
QUANTITY	585

90 L.F. OF BARRIER

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL GEOMETRIC LAYOUT

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