



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.
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YEAR	PROJECT NO.	SHEET NO.
2026	ER-STP-167(14)	ROADWAY-SIGN1
2026	ER-STP-167(15)	ROADWAY-SIGN1
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		



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 SHEETS	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	9A
TRAFFIC CONTROL PLANS	T2

YEAR	PROJECT NO.	SHEET NO.
2026	ER-STP-167(14)	ROADWAY-SIGN2
2026	ER-STP-167(15)	ROADWAY-SIGN2
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEETS		

Index Of Sheets
SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

JOHNSON COUNTY

S.R. 167: NEAR LM 7.3
S.R. 167: NEAR LM 16.54

PS&E
SLOPE REPAIR, GUARDRAIL
STATE HIGHWAY NO. 167 F.A.H.S. NO. N/A

46S167-F3-008
BEGIN PROJECT NO. ER-STP-167(15) CONST.

STA. 33+70.00
N 799630.1614 E 3217011.8972

46S167-F3-008
END PROJECT NO. ER-STP-167(15) CONST.

STA. 35+40.00

ER-STP-167(13)
BEGIN PROJECT NO. 46S167-M2-003 R.O.W.

STA. 4+40.00
N 771355.2369 E 3181859.6083

ER-STP-167(14)
BEGIN PROJECT NO. 46S167-F3-007 CONST.

STA. 4+40.00
N 771355.2369 E 3181859.6083

46S167-F3-007
END PROJECT NO. ER-STP-167(14) CONST.

STA. 6+00.00
N 771512.6328 E 3181887.4546

46S167-M2-003
END PROJECT NO. ER-STP-167(13) R.O.W.

STA. 6+50.00
N 771562.4532 E 3181891.6597

PROJECT OF LIMITED SCOPE

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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER : JOHN SHERK, P.E.
DESIGNER : NATHAN BARTLETT
P.E. NO. 46S167-M1-003 (DESIGN)
PIN NO. 135866.66 & 135866.67
CHECKED BY : JAY MORGAN, P.E.

R.O.W. LENGTH	0.039 MILES	R.O.W. LENGTH	0.000 MILES
ROADWAY LENGTH	0.030 MILES	ROADWAY LENGTH	0.032 MILES
BRIDGE LENGTH	0.000 MILES	BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES	BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES	BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.030 MILES	PROJECT LENGTH	0.032 MILES

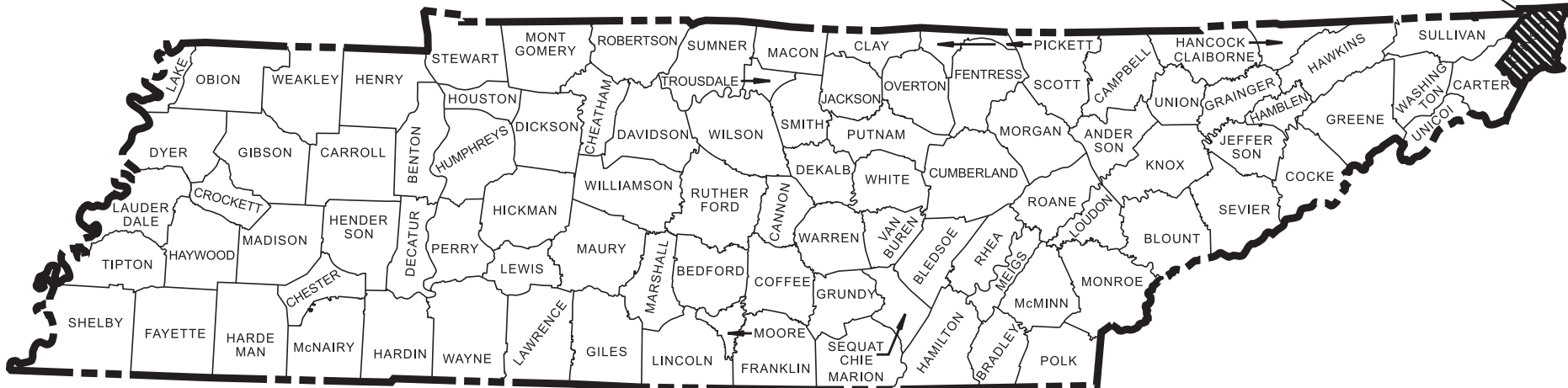
ER-STP-167(14)

ER-STP-167(15)

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	ER-STP-167(14)	
STATE PROJ. NO.	46S167-F3-007	
FED. AID PROJ. NO.	ER-STP-167(15)	
STATE PROJ. NO.	46S167-F3-008	

PROJECT LOCATION



REV. 08/21/26 : ADDED BRACKETED PROJECT NOTE.

NO EXCLUSIONS

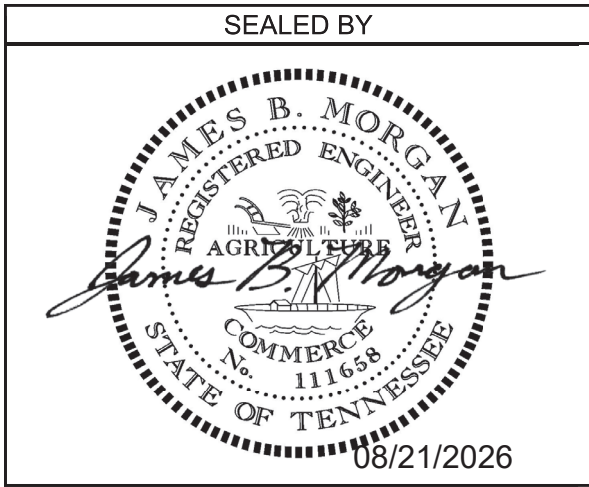
ROW WAS ACQUIRED
UNDER PIN 135866.41

THIS PROJECT TO BE
BRACKETED WITH

JOHNSON CO. SR-34
135866.64

JOHNSON CO. SR-167
135866.66

JOHNSON CO. SR-167
135866.67



APPROVED: SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED: WILL REID, COMMISSIONER

SURVEY 8-12-25	TRAFFIC DATA
	ADT (2025) 2,720
	ADT (2045) 3,540
	DHV (2045) 425
	D 65 - 35
	T (ADT) 2 %
	T (DHV) 3 %
	V 55 MPH

COORDINATES ARE NAD/83(2011) ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18 MODEL

8/21/2026 3:45:44 PM L:\SURVDESIGN\PROJECTS_ORD\JOHNSON SR 167 135866.41 V23\DGN\46S167-04-DES-SHT-INDEX AND STD DRAWINGS.DGN

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
SIGNATURE SHEETS	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
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TRAFFIC CONTROL PLANS	T1-T8
NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.	
NOTE: NO PROJECT COMMITMENTS INCLUDED WITH THIS SET OF PLANS.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
STANDARDS ROADWAY DRAWINGS		
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-TS-2	06-28-19	DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS		
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PB-4	01-09-24	PIPE COLLAR DETAILS
D-PE-4	06-28-19	STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30")
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-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	04-30-26	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-CC-1	10-01-24	CRASH CUSHION
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

DWG.	REV.	DESCRIPTION
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GR1-1D	03-01-23	GUARDRAIL POST PLACEMENT IN ROCK
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-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GR28-3M	01-28-22	GUARDRAIL HEIGHT ADJUSTMENT
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3D	03-01-23	ENHANCED SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-38	08-01-12	FLOATING TURBIDITY CURTAIN
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	1A
PS&E	2026	ER-STP-167(15)	1A

REV: 08/21/2026
ADDED ROADWAY-SIGN2 TO THE INDEX.

SEALED BY



08/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.

REV.

DESCRIPTION

DWG.

REV.

DESCRIPTION

DWG.

REV.

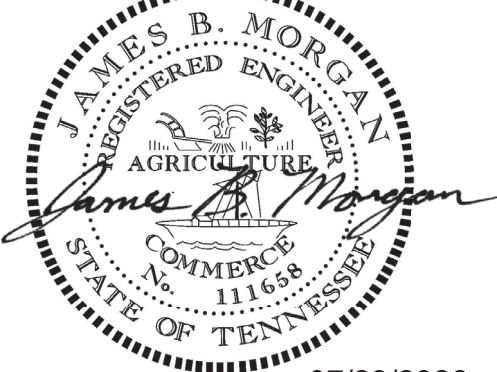
DESCRIPTION

10-204.00 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-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	1A3
PS&E	2026	ER-STP-167(15)	1A3

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07/23/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
DESIGN
DRAWINGS

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 46S167-F3-007	QUANTITY 46S167-F3-008	TOTAL QUANTITY
(5)(6)(7)	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.3	0.3
(5)(6)(7)	201-01	CLEARING AND GRUBBING	LS	0.3	0.6
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	888	1261
	203-10.16	GRADED SOLID ROCK (IN-PLACE)	C.Y.	1130	1817
(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	400	700
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2	4
(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	1	2
	209-13.04	TURBIDITY CURTAIN(IN STREAM)	L.F.	264	516
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	20	40
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	50	105
(3)	607-03.30	18" PIPE CULVERT	L.F.		9
	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	200	400
	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2	4
	706-10.73	REMOVAL OF GUARDRAIL & POST FOR REUSE	L.F.	200	400
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	400	700
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	2	2
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50	100
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	50	123
(5)(6)(7)	712-01	TRAFFIC CONTROL	LS	0.3	0.6
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	420	860
(4)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2	4
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40	80
	712-04.50	BARRIER RAIL DELINEATOR	EACH	42	84
	712-06	SIGNS (CONSTRUCTION)	S.F.	311	622
	712-08.03	ARROW BOARD (TYPE C)	EACH	2	4
	712-09.01	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	3900	7800
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	22	44
(5)(6)(7)	717-01	MOBILIZATION	LS	0.3	0.6
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1	2
(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	86	226
(2)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	100	200

FOOTNOTES	
(1)	SEE GRADING SPECIAL NOTES ON SHEET NO. 2D.
(2)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(3)	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.
(4)	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 SHOWNON THE MANUFACTURER'S DRAWING.
(5)	TO BE BRACKETED WITH JOHNSON CO. S.R. 34 PIN 135866.64
(6)	TO BE BRACKETED WITH JOHNSON CO. S.R. 167 PIN 135866.66
(7)	TO BE BRACKETED WITH JOHNSON CO. S.R. 167 PIN 135866.67

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	2
PS&E	2026	ER-STP-167(15)	2

REV. 08/21/2026
REPLACED FEDERAL WITH STATE NUMBER IN QUANTITIES TABLE.
REVISED ITEM NUMBER 105-01, 209-09.03, 712-01, AND 717-01,
ADDED ITEM NUMBER 201-01
REMOVED ITEM NUMBER 209-10.01
ADDED FOOTNOTES 5, 6, & 7.

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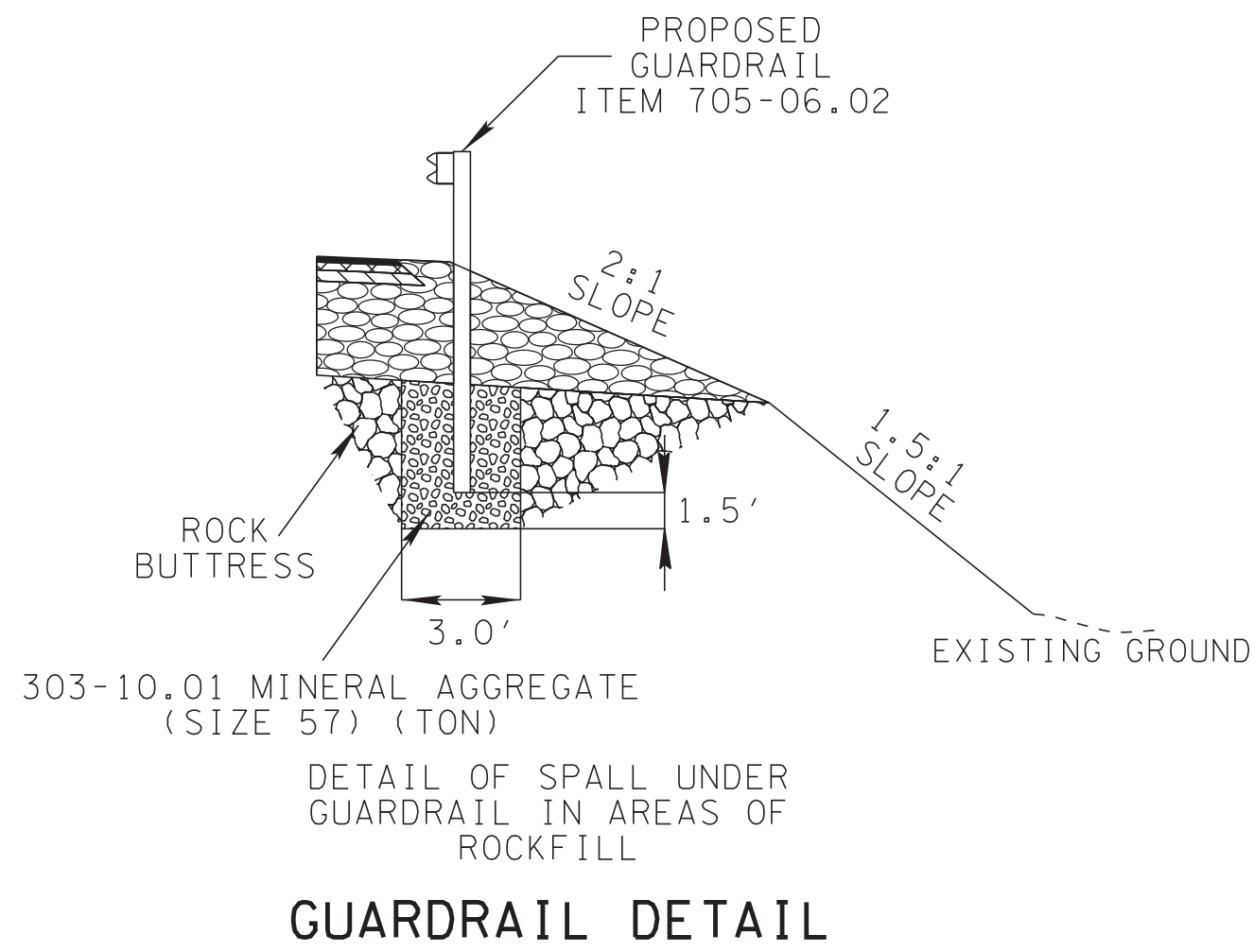
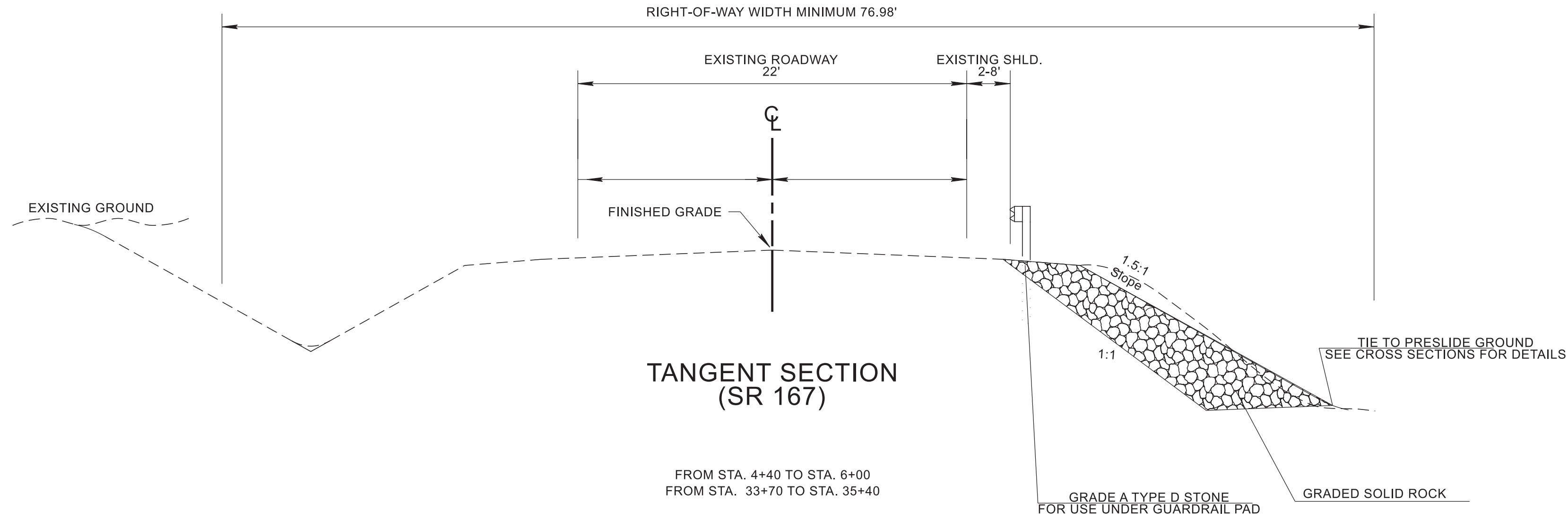


08/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	2B
PS&E	2026	ER-STP-167(14)	2B
PS&E	2026	ER-STP-167(15)	2B



SEALED BY

07/23/2026

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**TYPICAL
SECTIONS**

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

- (2) EXCAVATION FOR _____ WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (CHOOSE THE APPLICABLE ITEM(S) FROM THE FOLLOWING: PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).
- (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

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (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

- (1) 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. 716-05.01, PAINTED PAVEMENT MARKING (4” LINE), L.M.
- (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.

- (3) 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. 716-05.02, PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.
- (4) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.
- (5) 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. 716-05.49, PAINTED PAVEMENT MARKING (8” LINE), LIN.FT.

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.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	2C
PS&E	2026	ER-STP-167(15)	2C

GENERAL
NOTES



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	2D
PS&E	2026	ER-STP-167(15)	2D

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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 PROJECT MANAGER 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.

SCOPE OF WORK

- (6)

THIS PROJECT INCLUDES EXCAVATING FAILED MATERAIL AND REPAIRING TWO SLIDES WITH GRADED SOLID ROCK ON SR-167

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	2E
PS&E	2026	ER-STP-167(14)	2E
PS&E	2026	ER-STP-167(15)	2E

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

UTILITY

- (1)

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER “THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT”, THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2)

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3)

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4)

PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED ‘AROUND’ UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR’S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5)

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

CABLE:
CHARTER
755 GEORGE WILSON RD
BOONE, NC 28607
CONTACT: FRANKIE ISAACS
OFFICE PHONE: 828 266 2404

TELEPHONE:
SKYLINE TELEPHONE MEMBERSHIP CORP
P.O. BOX 759
WEST JEFFERSON, NC 28694
:
OFFICE PHONE: 704 246 7141

TELEPHONE:
WINDSTREAM COMMUNICATIONS
102 HILLVIEW DRIVE
LINDEN, TN 37096
CONTACT: TOMMY RAYFIELD
OFFICE PHONE: 931 994 1249

Email: Tommy.Rayfield@windstream.com

CABLE:
XFINITY
5720 ASHEVILLE HWY
Knoxville, TN 37924
CONTACT: MICHAEL BAILEY
OFFICE PHONE: 865 862 5061
Email: MICHAEL_BAILEY2@COMCAST.COM

TELEPHONE:
CENTURYLINK
101 NORTH ROAN STREET
JOHNSON CITY, TN 37601
CONTACT: ANDREW ICE
OFFICE PHONE: 423 461 7724
CELL PHONE: 423 470 5636
Email: Andrew.F.Ice@Centurylink.com

TELEPHONE:
AT&T CORP
360 GEES MILL BUSINESS PARKWAY
CONYERS, GA 30013
TRINA IVEY
OFFICE PHONE: 678 641 5522

Email: Ki2863@ATT.COM

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	3
PS&E	2026	ER-STP-167(14)	3

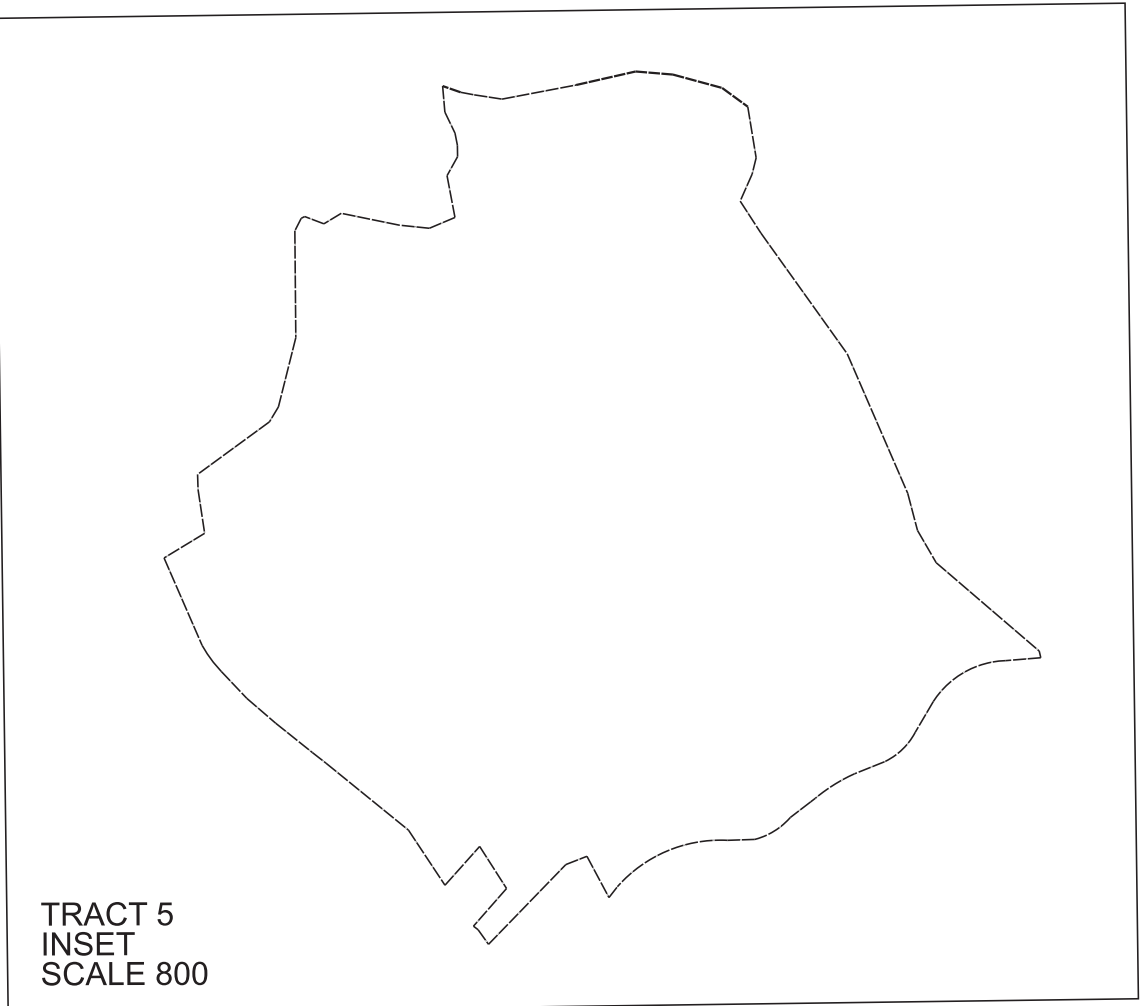
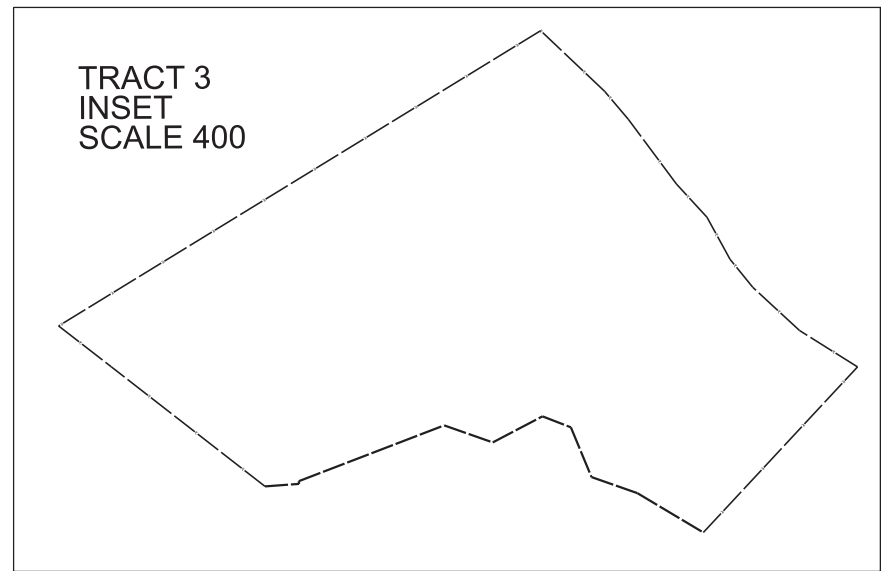
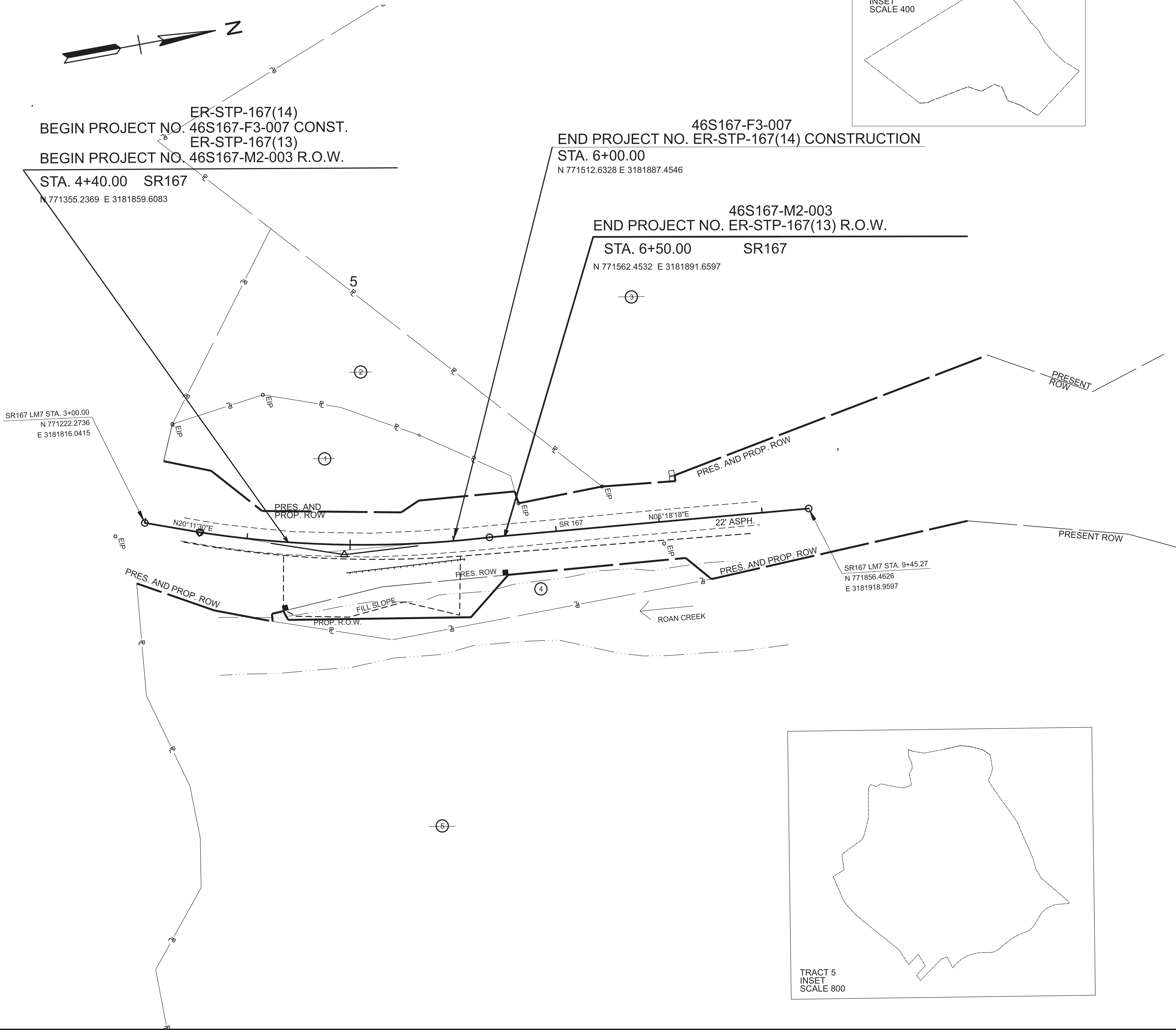
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	3B
PS&E	2026	ER-STP-167(14)	3B

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

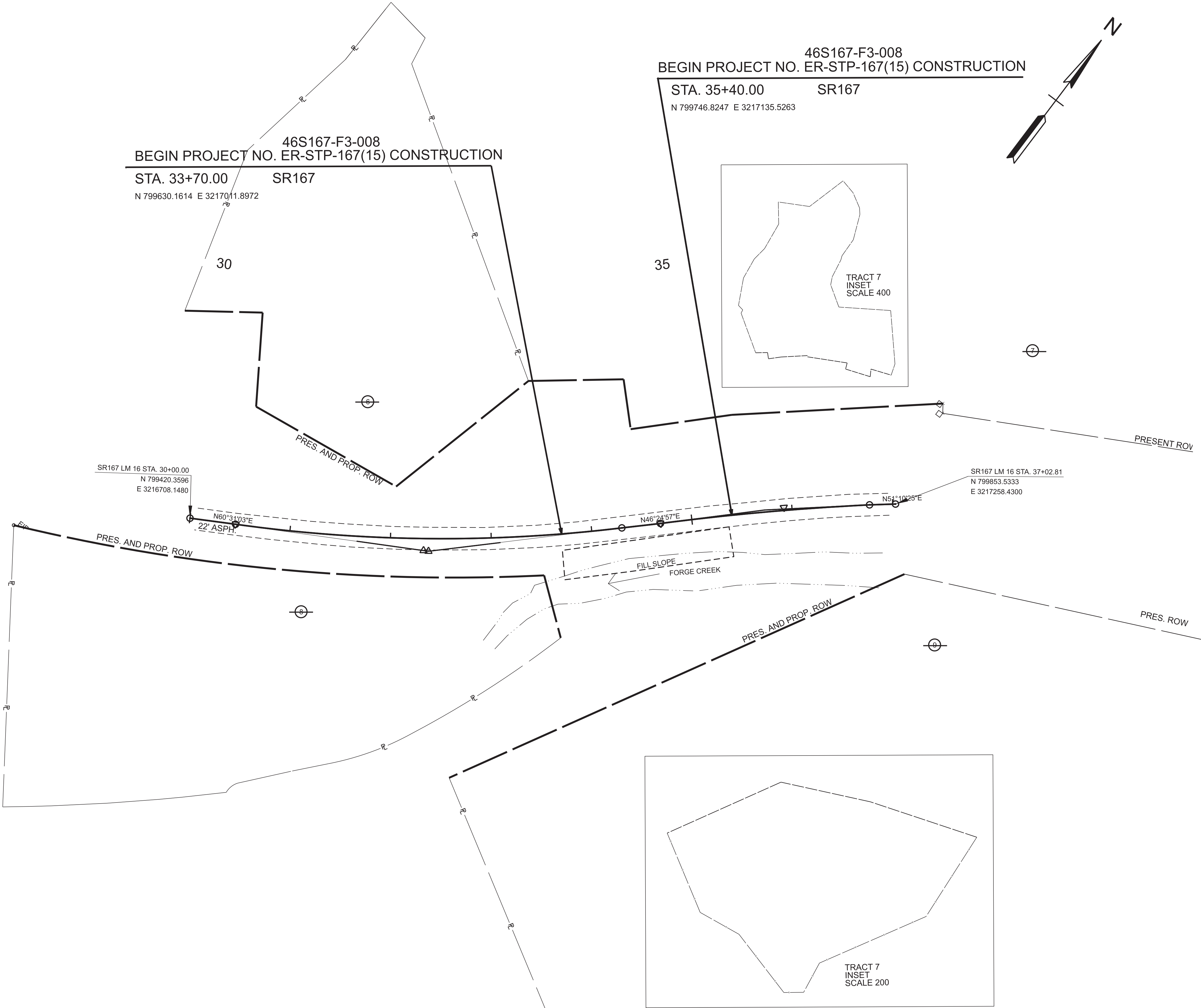
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PROPERTY
MAP**

L.M. 7.3

STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	3C
PS&E	2026	ER-STP-167(15)	3C



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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PROPERTY
MAP**

L.M. 16.5

STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	4
PS&E	2026	ER-STP-167(14)	4

ER-STP-167(14)
BEGIN PROJECT NO. 46S167-F3-007 CONST.
ER-STP-167(13)
BEGIN PROJECT NO. 46S167-M2-003 R.O.W.
STA. 4+40.00 SR167
N 771355.2369 E 3181859.6083

46S167-F3-007
END PROJECT NO. ER-STP-167(14) CONSTRUCTION
STA. 6+00.00
N 771512.6328 E 3181887.4546

46S167-M2-003
END PROJECT NO. ER-STP-167(13) R.O.W.
STA. 6+50.00 SR167
N 771562.4532 E 3181891.6597

SR167 LM7
CURVE 1
PI 4+95.46
N 771406.5123
E 3181881.2894
Δ 15°35'27" LT.
D 05°32'45"
R 1033.11'
L 281.12'
T 141.43'
LC 280.26'
BC N11°26'33.1"E

FORREST G. KINGSMAN JR. & RICKY A. KINGSMAN

STEVE OWENS

WOOD POST

CARL M. GRAYSON

VICTORIA D. WILLIAMS

PRES. AND
PROP. ROW

SR 167

PRES. AND PROP. ROW

22' ASPH.

PRESENT ROW

PRES. AND PROP. ROW

C/TIP

TEL. PED

FILL SLOPE

PROP. R.O.W.

VICTORIA D. WILLIAMS

PRES. AND PROP. ROW

ROAN CREEK

TREES

MARY LOUISE SHULL

SEALED BY

JAMES B. MORGAN

REGISTERED ENGINEER

AGRICULTURE

COMMERCIAL

STATE OF TENNESSEE

07/23/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

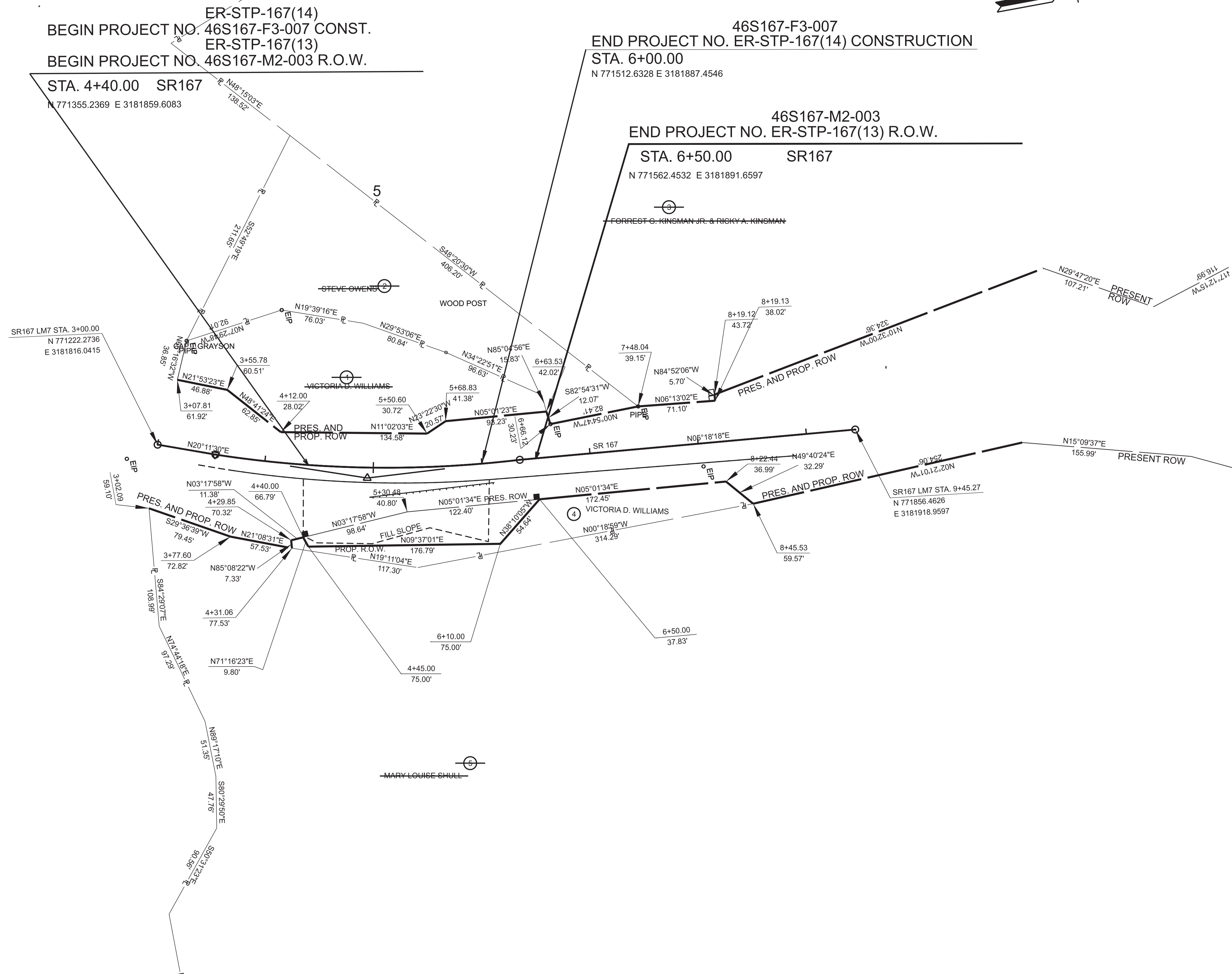
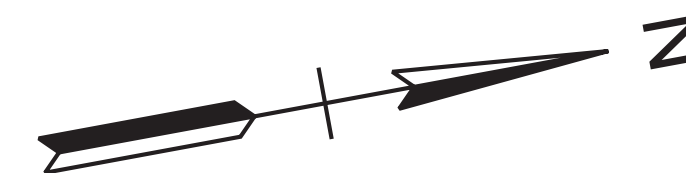
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRES
LAYOUT

L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

	TYPE	YEAR	PROJECT NO.	SHEET NO.
	FUNC.	2026	ER-STP-167(13)	4A
	PS&E	2026	ER-STP-167(14)	4A

CONTROL POINTS (BASED ON SR167 LM7 CENTERLINE)						
Point	Northing	Easting	Elevation	Feature	Station	Offset
S01	771482.1600	3181909.3780	2140.8310	XCP	5+72.48	25.17
S02	772019.8890	3181957.7180	2142.6250	XCP	OFF CHAIN	OFF CHAIN



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OBTAINED ON 5-1-2025.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

RIGHT-OF-WAY DETAILS

L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	4B
PS&E	2026	ER-STP-167(14)	4B

ER-STP-167(14)
BEGIN PROJECT NO. 46S167-F3-007 CONST.
ER-STP-167(13)
BEGIN PROJECT NO. 46S167-M2-003 R.O.W.

STA. 4+40.00 SR167
N 771355.2369 E 3181859.6083

46S167-F3-007
END PROJECT NO. ER-STP-167(14) CONSTRUCTION
STA. 6+00.00
N 771512.6328 E 3181887.4546

46S167-M2-003
END PROJECT NO. ER-STP-167(13) R.O.W.
STA. 6+50.00 SR167
N 771562.4532 E 3181891.6597

SR167 LM7 STA. 3+00.00
N 771222.2736
E 3181816.0415

CAPI GRAYSON
PIPE

WOOD POST

PIPE

SR 167

N06°18'18"E

22' ASPH.

CP-S02

SR167 LM7 STA. 9+45.27
N 771856.4626
E 3181918.9597

EIP

N20°11'30"E

EIP

EIP

EIP

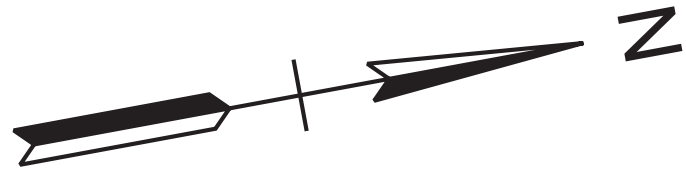
ROAN CREEK

BEGIN GRADED SOLID ROCK
STA 4+40

END GRADED SOLID ROCK
STA 6+00

GRADED ROCK FOR BANK STABILIZATION				
STATION RANGE		LENGTH*	AREA**	VOLUME**
BEGIN	END	(LF)	(SF)	(CY)
4+40	6+00	160	1241	65

*LENGTH IS MEASURED ALONG THE OHWM FOR ALL IMPACT LOCATIONS.
** AREA AND VOLUME ARE THE PORTION OF IMPACT UNDER WATER BELOW THE OHWM.



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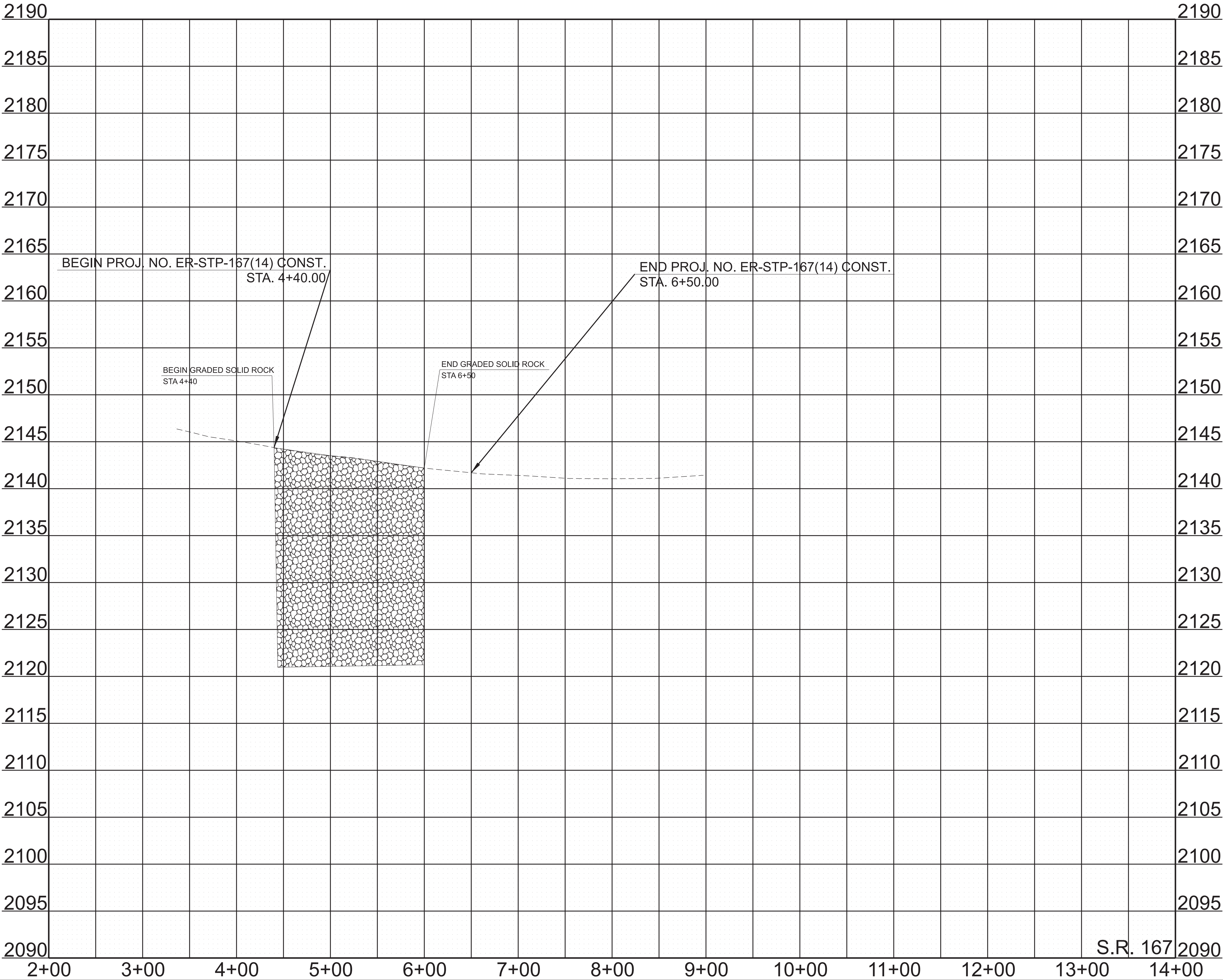
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

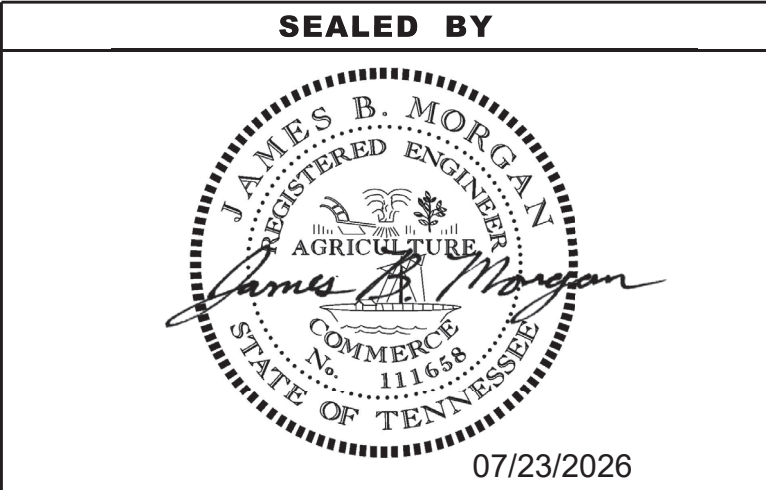
L.M. 7.3

STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	4C
PS&E	2026	ER-STP-167(14)	4C



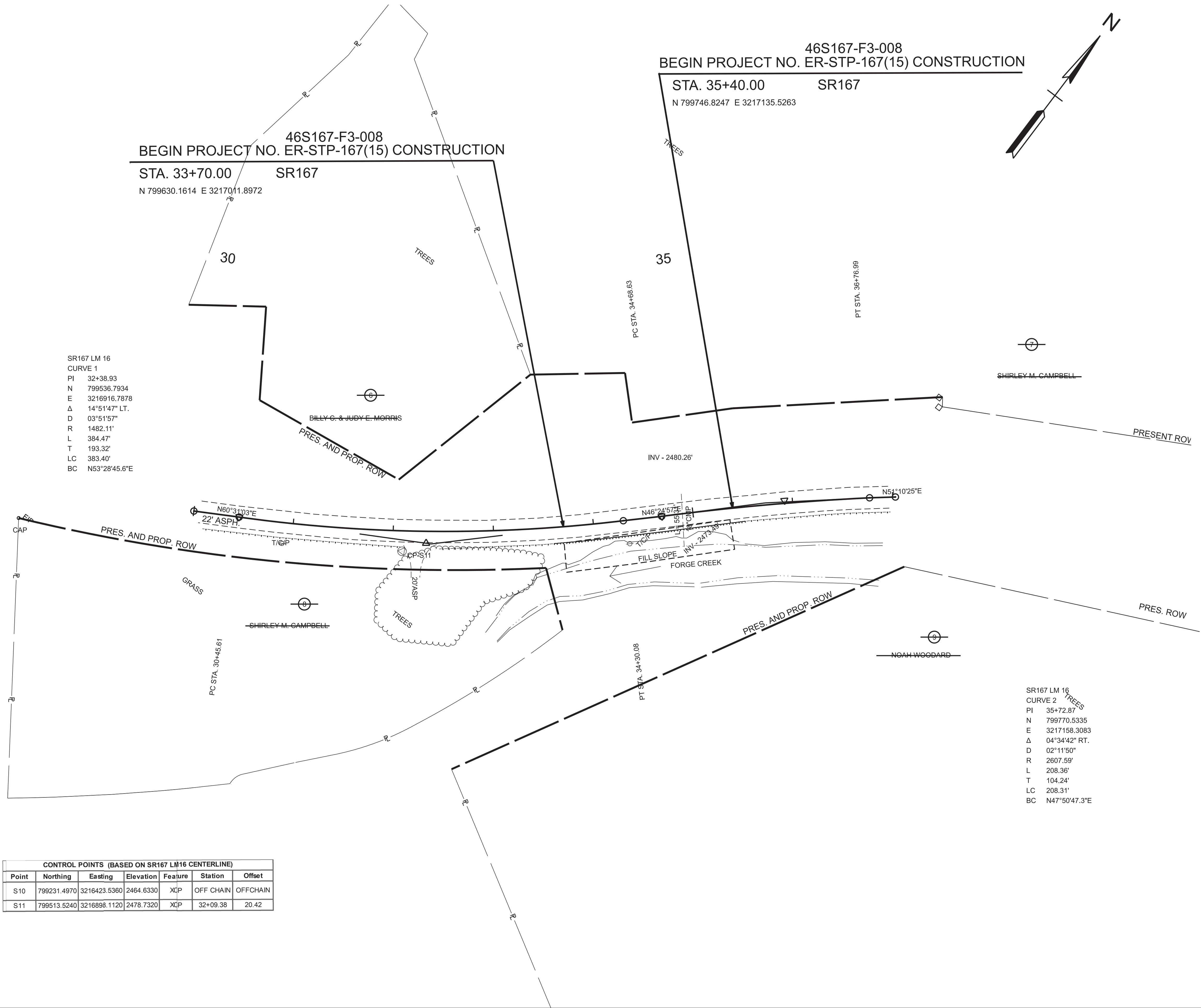
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

L.M. 7.3
STA. 2+00.00 TO STA. 14+00.00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	5



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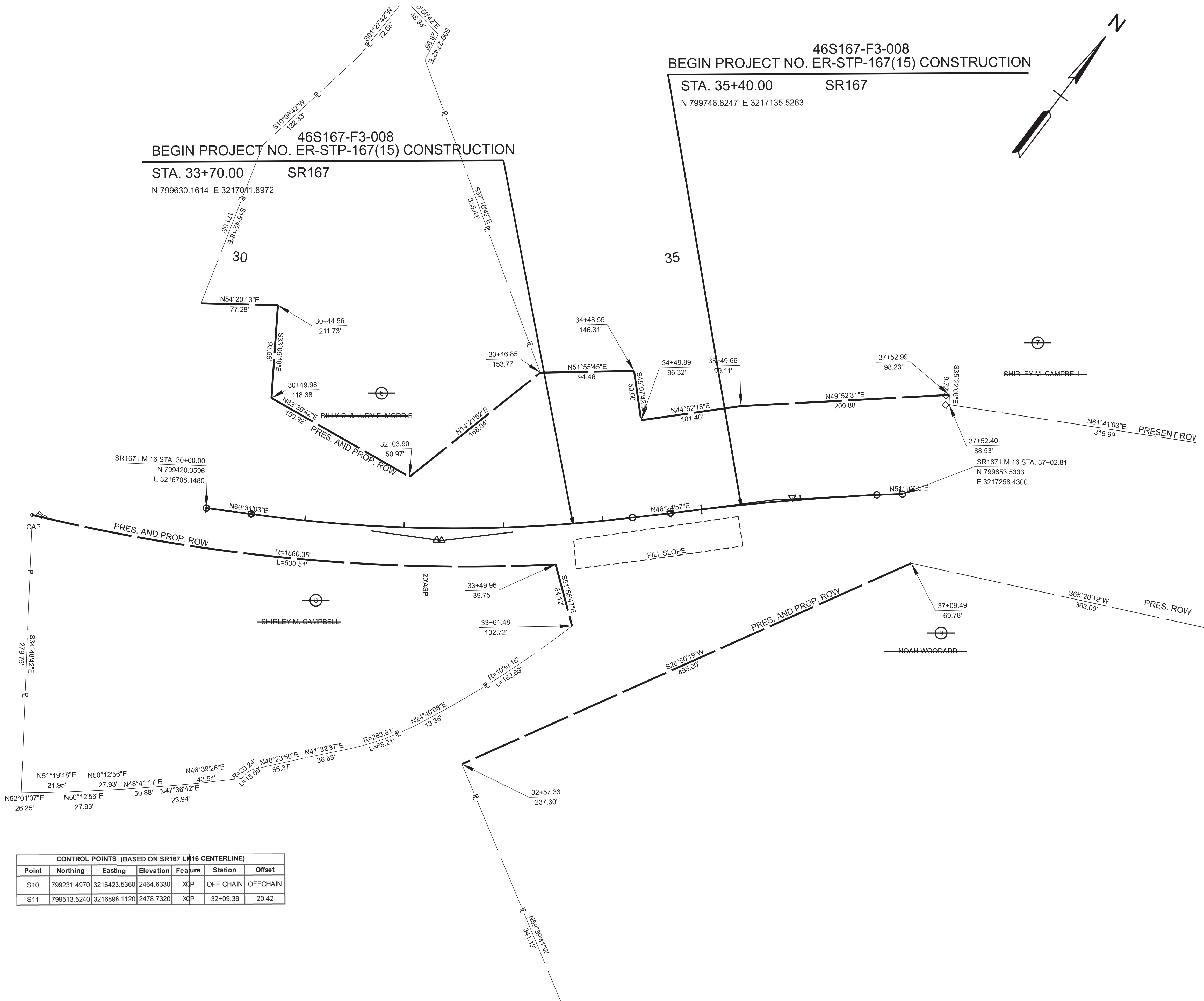
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

L.M. 16.5
STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	5A



CONTROL POINTS (BASED ON SR167 LM16 CENTERLINE)						
Point	Northing	Easting	Elevation	Feature	Station	Offset
S10	799231.4970	3216423.5360	2464.6330	XCP	OFF CHAIN	OFFCHAIN
S11	799513.5240	3216898.1120	2478.7320	XCP	32+09.38	20.42

SEALED BY

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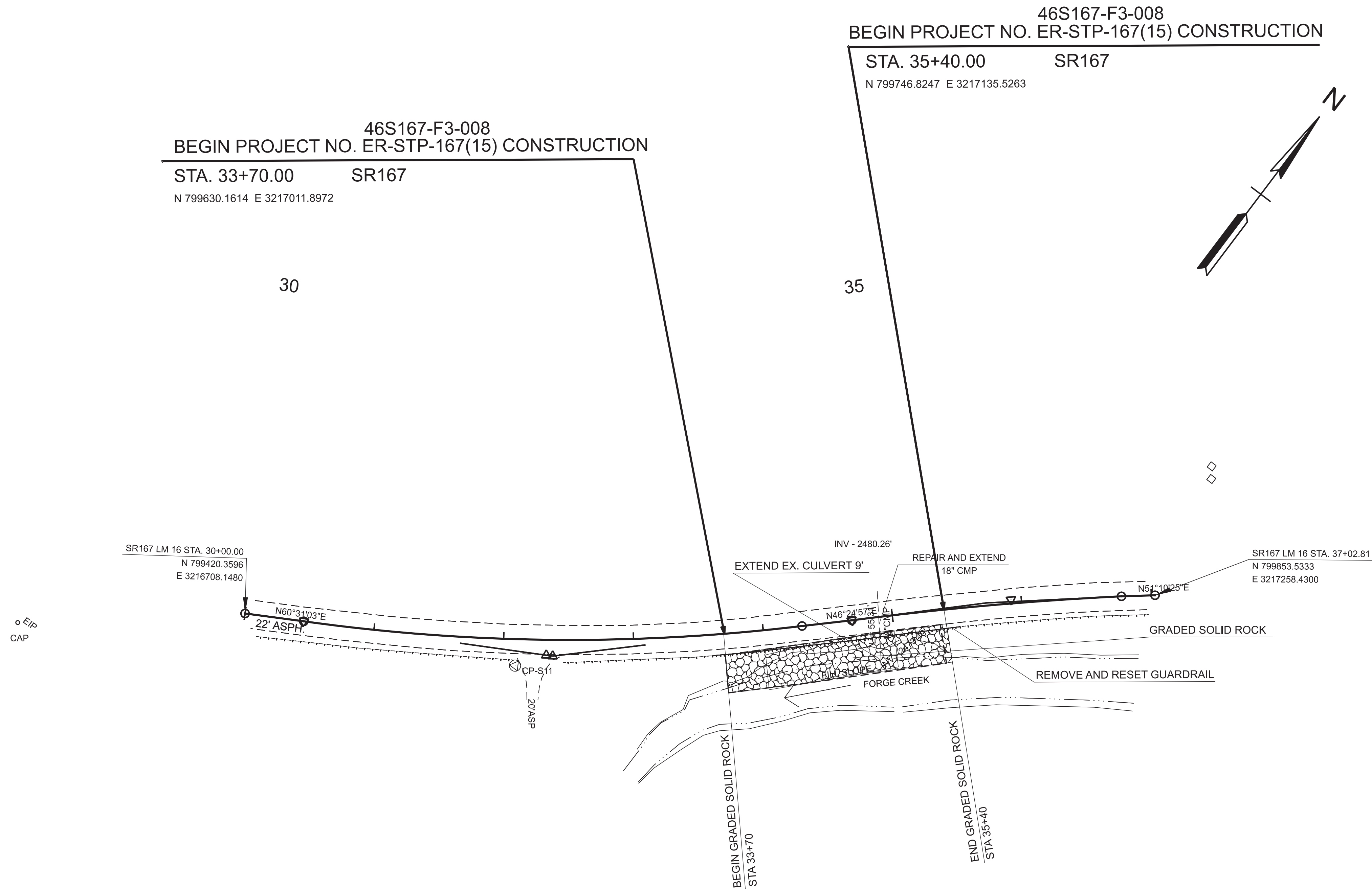
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
DETAILS

L.M. 16.5
STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	5B



GRADED ROCK FOR BANK STABILIZATION				
STATION RANGE		LENGTH*	AREA**	VOLUME**
BEGIN	END	(LF)	(SF)	(CY)
33+70	34+40	170	1544	126

*LENGTH IS MEASURED ALONG THE OHWM FOR ALL IMPACT LOCATIONS.
** AREA AND VOLUME ARE THE PORTION OF IMPACT UNDER WATER BELOW THE OHWM.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

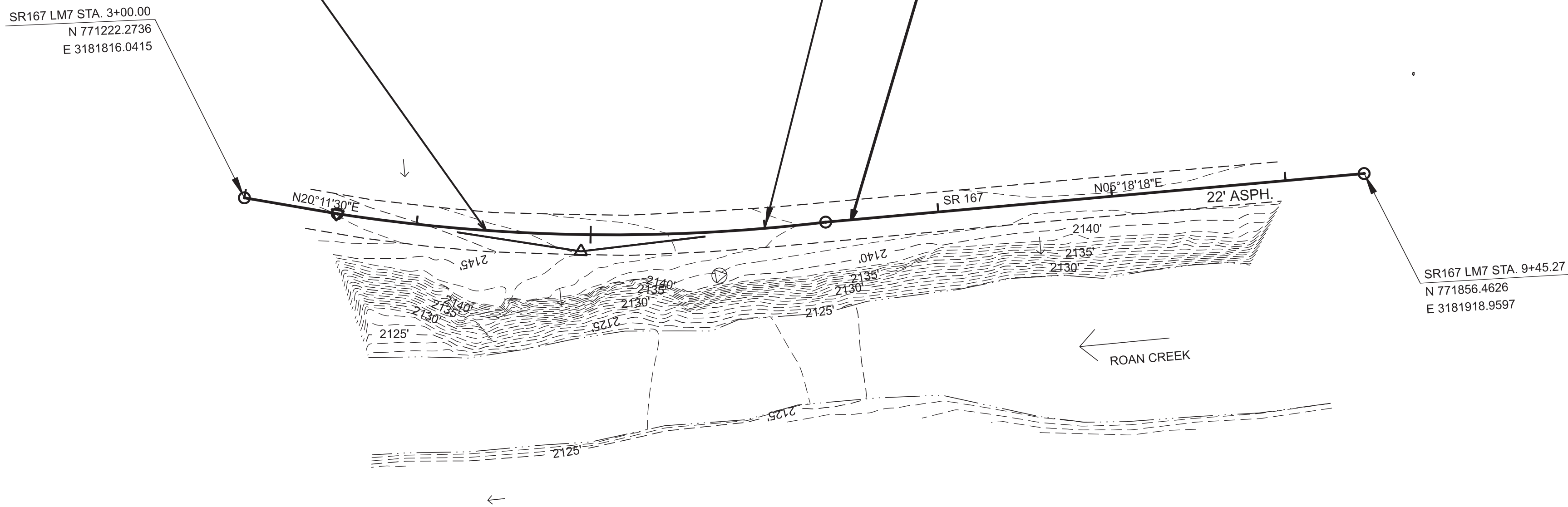
L.M 16.5
STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	6

ER-STP-167(14)
BEGIN PROJECT NO. 46S167-F3-007 CONST.
ER-STP-167(13)
BEGIN PROJECT NO. 46S167-M2-003 R.O.W.
STA. 4+40.00 SR167
N 771355.2369 E 3181859.6083

46S167-F3-007
END PROJECT NO. ER-STP-167(14) CONSTRUCTION
STA. 6+00.00
N 771512.6328 E 3181887.4546

46S167-M2-003
END PROJECT NO. ER-STP-167(13) R.O.W.
STA. 6+50.00 SR167
N 771562.4532 E 3181891.6597



NOTE: EXISTING CONTOURS SHOWN

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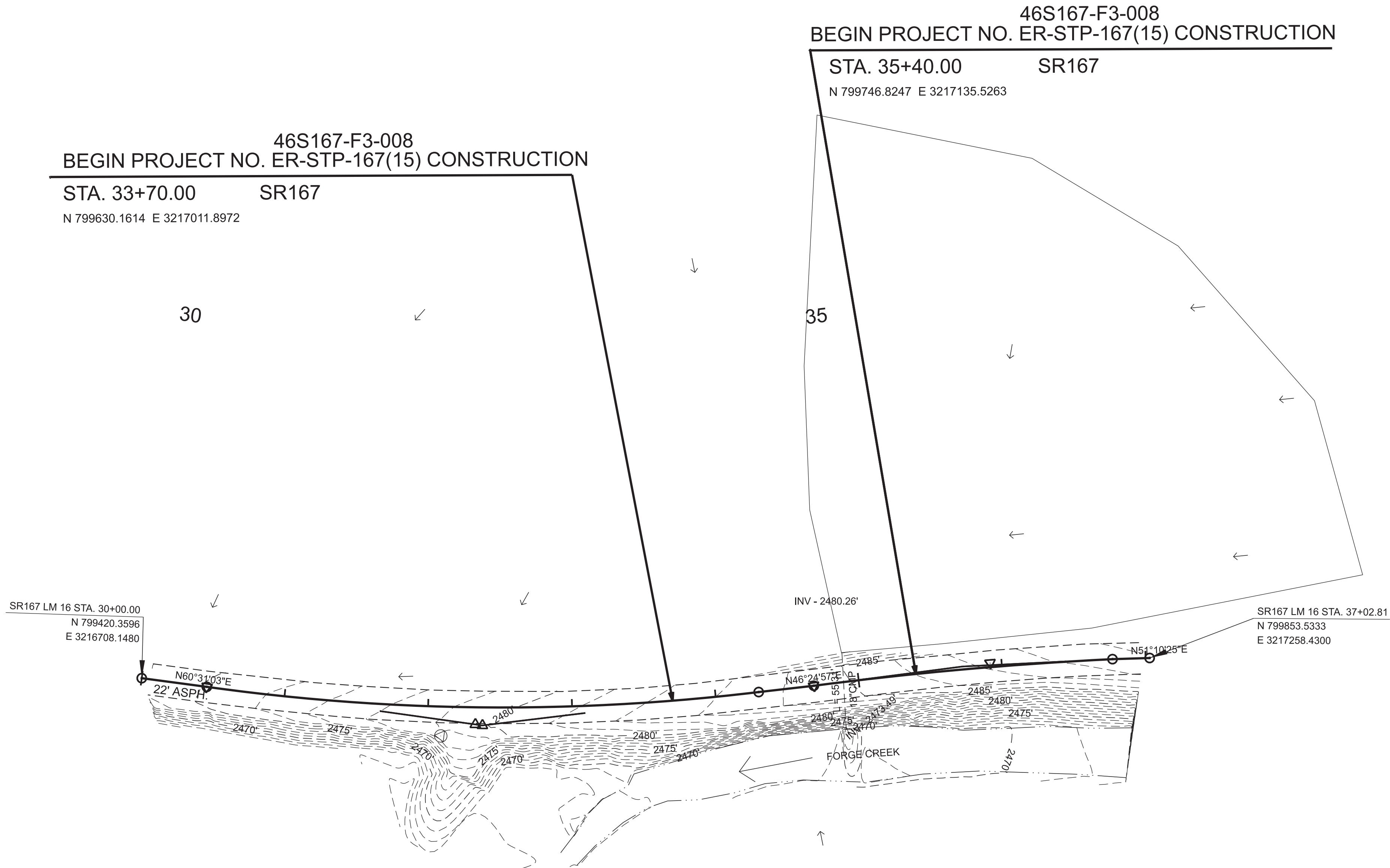
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP

L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	7



DRAINAGE DATA FOR 18" CMP
STATION 34+89.45
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 2.4 ac. () FLAT; () ROLLING; (X) HILLY; () MTNS.
PRESENT STRUCTURE: LEFT
EXISTING STRUCTURE CONDITION:
REMARKS:

NOTE: EXISTING CONTOURS SHOWN

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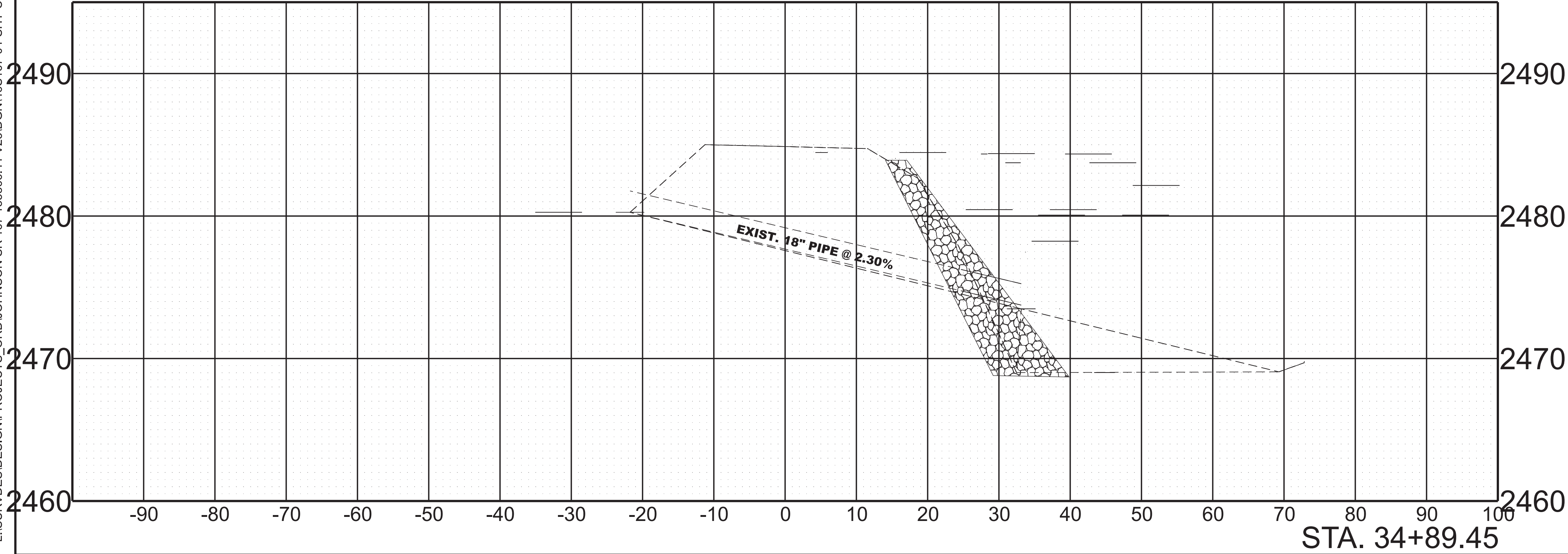
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE
MAP**

L.M. 16.5
STA. 33+40.00 TO STA. 35+40.00
SCALE: 1" = 50'

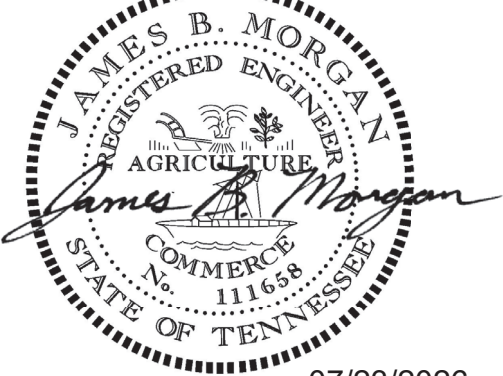
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	8



PIPE CULVERT
STATION 34 + 89.45
STRUCTURE: EX 55' OF 18" RCP 9' OF NEW 18" RCP
SKEW 87 DEG
DRAINAGE AREA 2.38 AC.
DESIGN DISCHARGE (Q50) 0.64 CFS
DESIGN DISCHARGE (Q100) 0.84 CFS
OVERTOPPING 2484.00 ELEV.
ALLOWABLE HEADWATER 2483.00 ELEV.
Q50 HEADWATER 2481.03 ELEV.
Q100 HEADWATER 2481.17 ELEV.
VELOCITY (Q50) 4.45 FT/S
VELOCITY (Q100) 5.67 FT/S
ENDWALLS REQUIRED: 1TYPE "U"
STANDARD DRAWING NOS.: D-PB-1, D-PB-3,
D-PE-24A, D-PB-24B, D-PE-99

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTION

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

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SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

INSPECTION, MAINTENANCE & REPAIR

- (11) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEET SERIES (S-1) FOR SWPPP, PERMITS, AND RECORDS NOTES.
- (12) THE TDOT CONSTRUCTION SUPERV/SOR (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 DAYS (2 WEEKS) WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 DAYS (2 WEEKS). PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 DAYS (2 WEEKS) 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

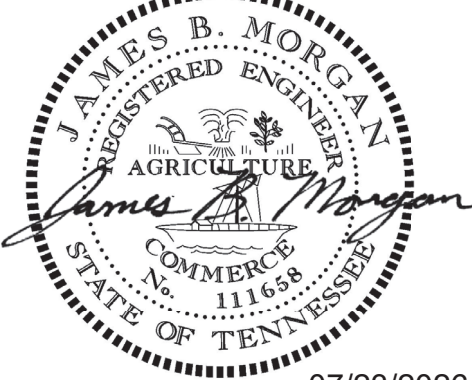
- (28) THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	9
PS&E	2026	ER-STP-167(15)	9

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07/23/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

- (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)

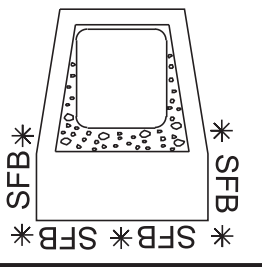
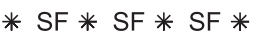
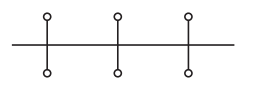
IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED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

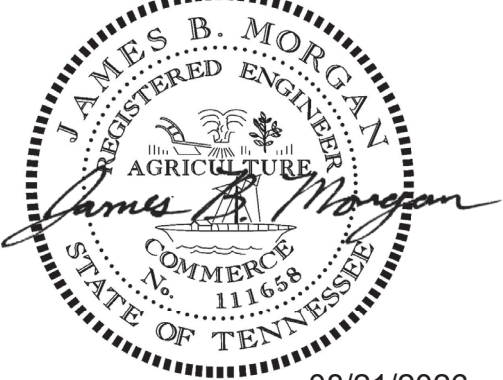
CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) 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 LEGEND		
SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
	SILT FENCE	EC-STR-3B
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	HIGH VISIBILITY FENCE	S-F-1
	FLOATING TURBIDITY CURTAIN	EC-STR-38

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	9A
PS&E	2026	ER-STP-167(15)	9A

REV. 08/21/2026
REPLACED FEDERAL WITH STATE NUMBER IN QUANTITIES TABLE.
UPDATED QUANTITIES TABLE TO MATCH SHEET 2.

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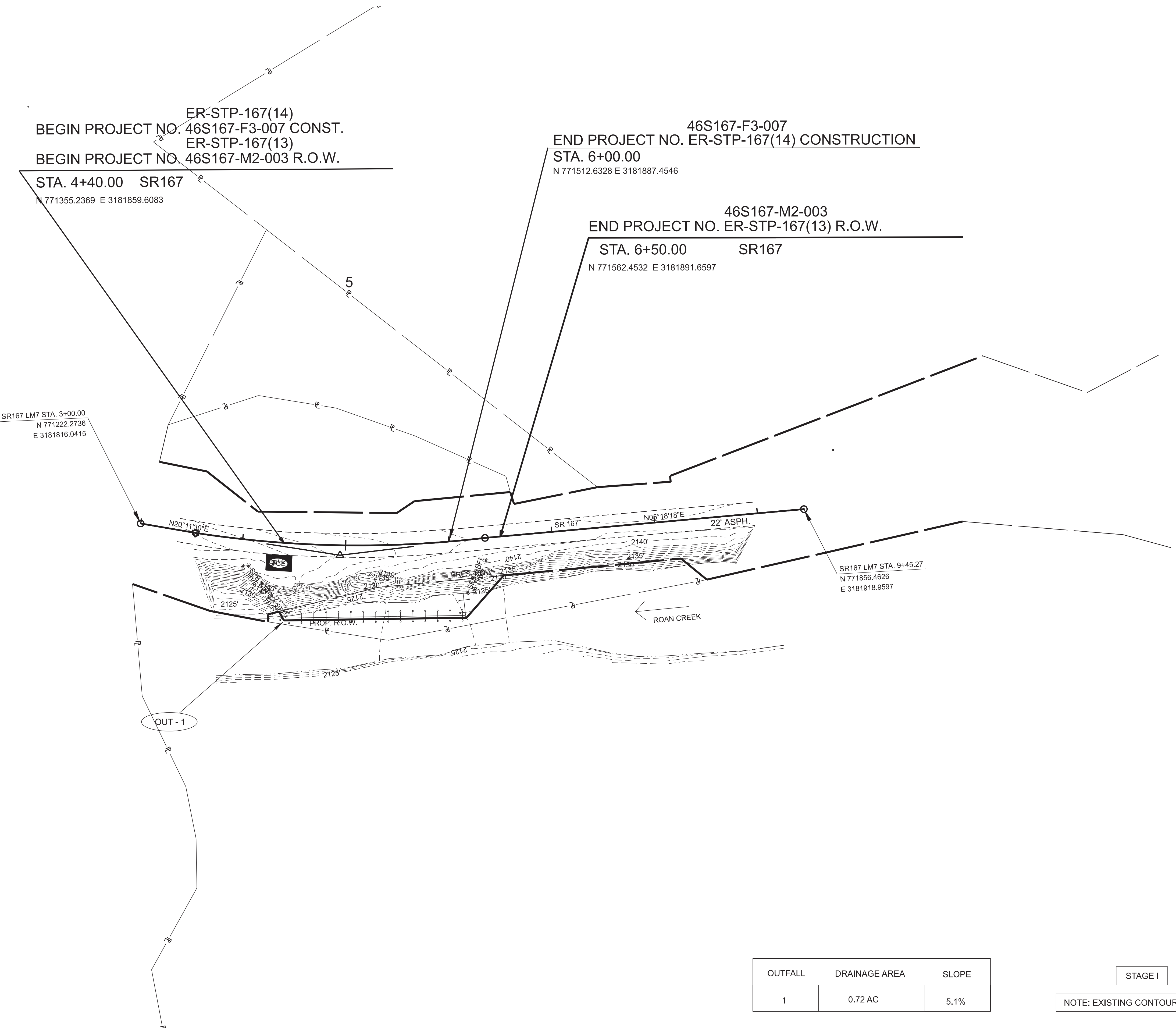


08/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) NOTES, LEGEND &
TABULATION

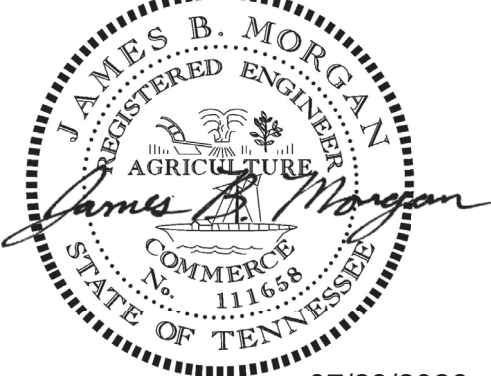
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	10



OUTFALL	DRAINAGE AREA	SLOPE
1	0.72 AC	5.1%

STAGE I

NOTE: EXISTING CONTOURS SHOWN



07/23/2026

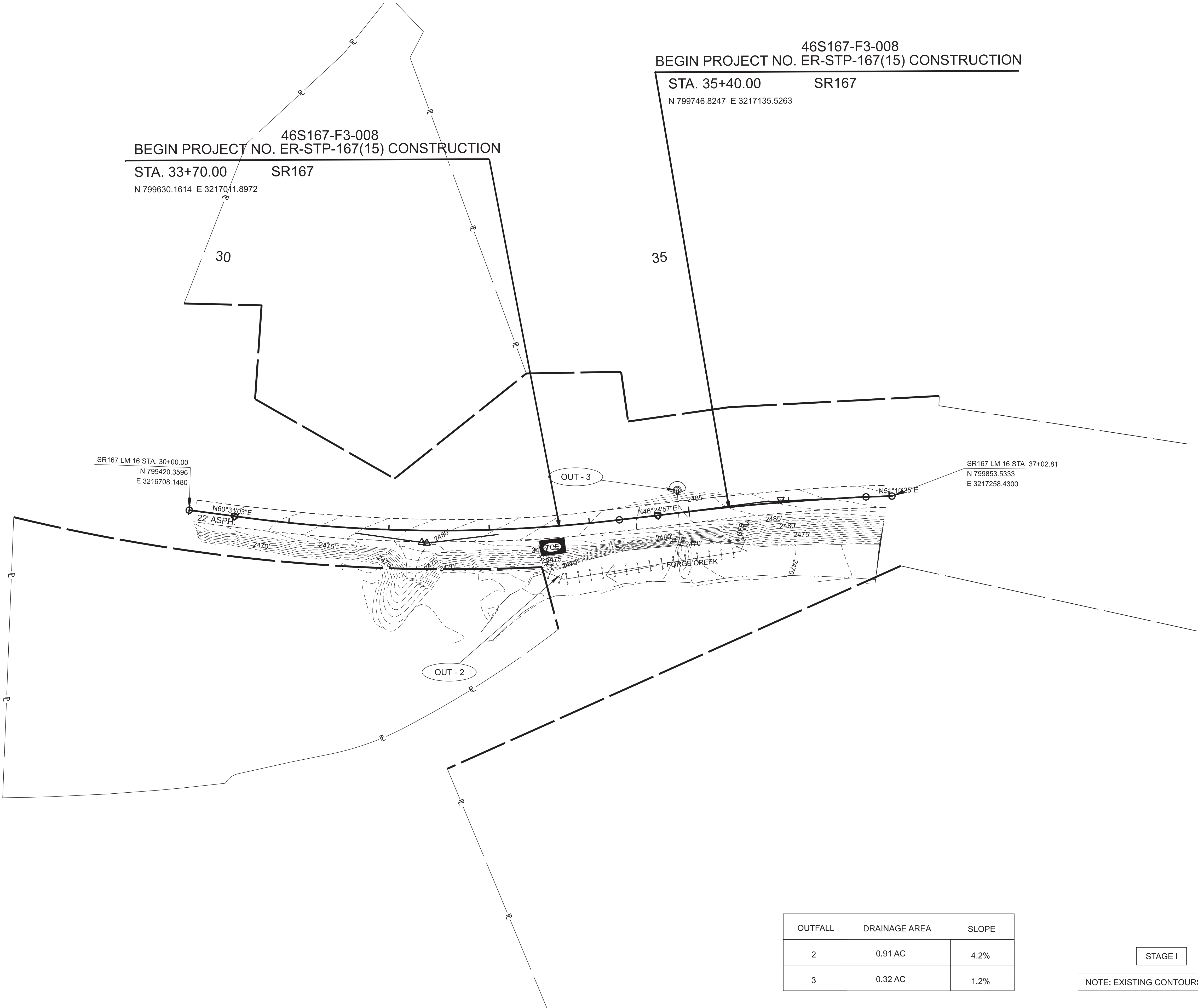
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL PLAN
L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

7/22/2026 11:41:24 PM L:\SURVDESIGN\PROJECTS_ORD\JOHNSON SR 167 135866.41 V23\DWG\46S167-04-DES-SHT-EPSC-1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	11



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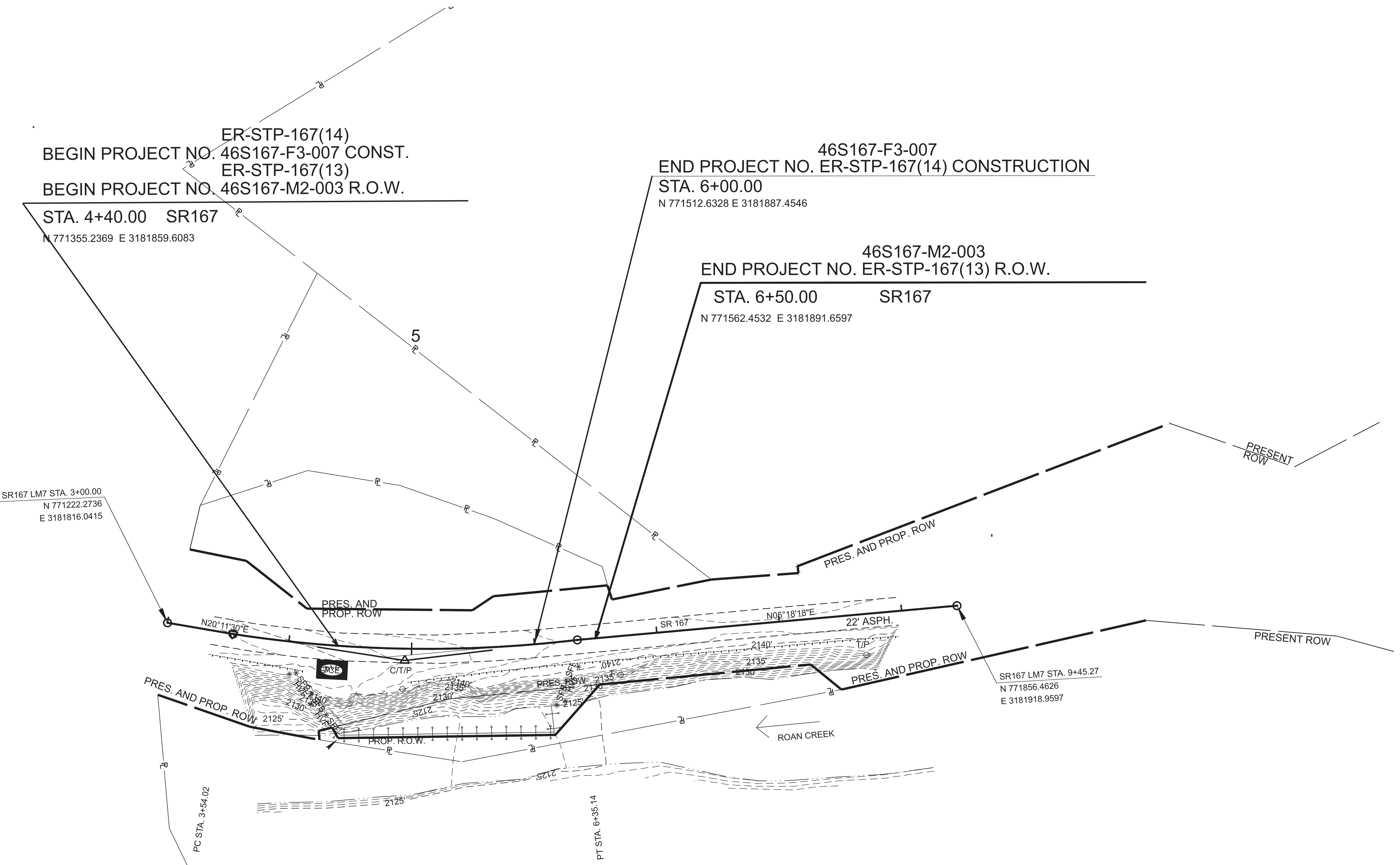
07/23/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL PLAN
L.M. 16.5
STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	12



OUTFALL	DRAINAGE AREA	SLOPE
1	0.72 AC	5.1%

STAGE II

NOTE: EXISTING CONTOURS SHOWN

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07/23/2026

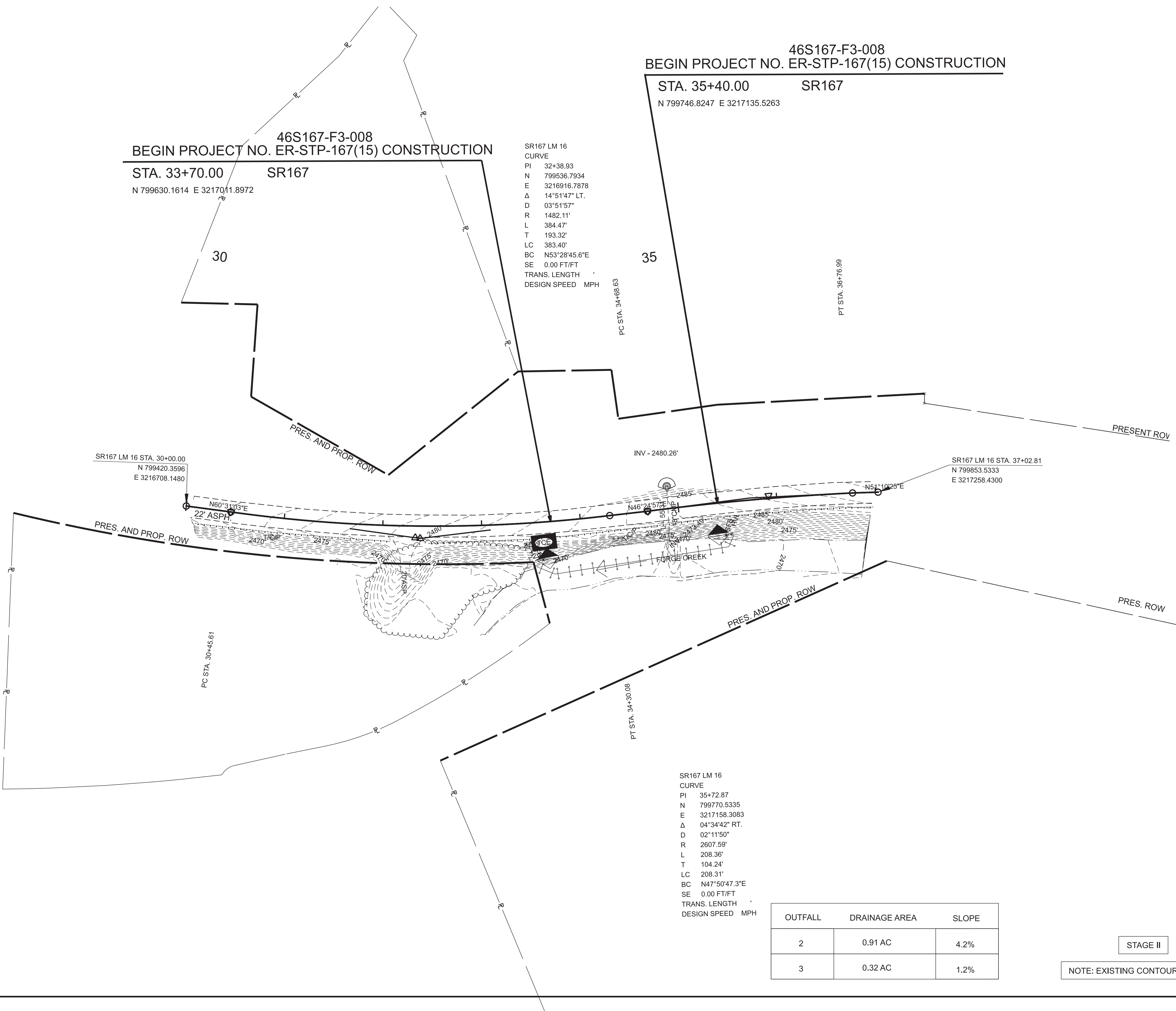
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL PLAN

L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	13



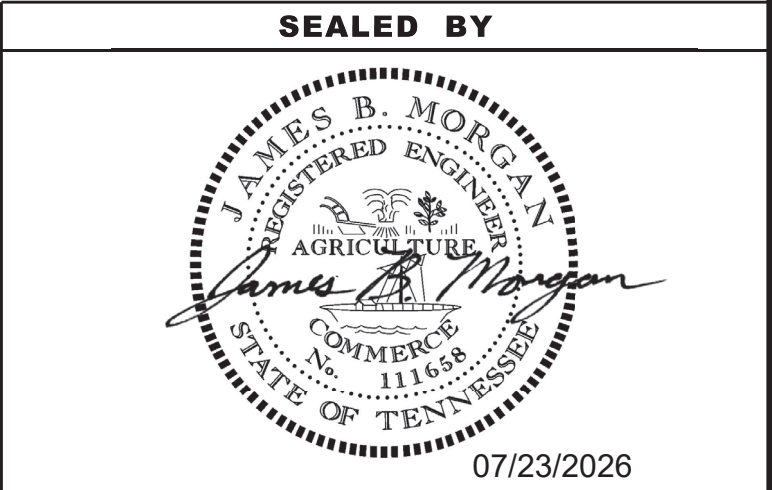
SR167 LM 16
CURVE
PI 32+38.93
N 799536.7934
E 3216916.7878
Δ 14°51'47" LT.
D 03°51'57"
R 1482.11'
L 384.47'
T 193.32'
LC 383.40'
BC N53°28'45.6"E
SE 0.00 FT/FT
TRANS. LENGTH
DESIGN SPEED MPH

SR167 LM 16
CURVE
PI 35+72.87
N 799770.5335
E 3217158.3083
Δ 04°34'42" RT.
D 02°11'50"
R 2607.59'
L 208.36'
T 104.24'
LC 208.31'
BC N47°50'47.3"E
SE 0.00 FT/FT
TRANS. LENGTH
DESIGN SPEED MPH

OUTFALL	DRAINAGE AREA	SLOPE
2	0.91 AC	4.2%
3	0.32 AC	1.2%

STAGE II

NOTE: EXISTING CONTOURS SHOWN

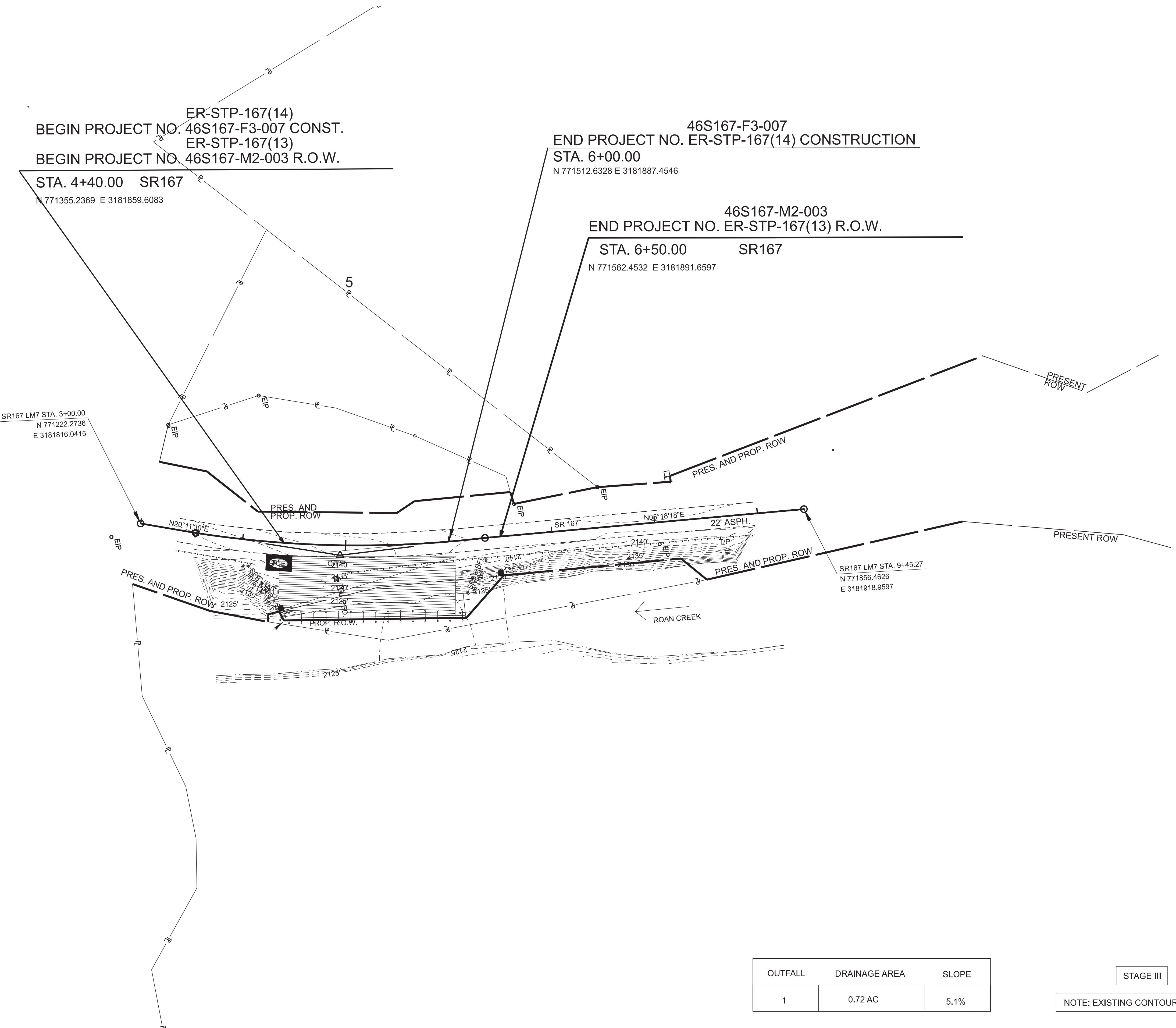


COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00011 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODE,
OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL PLAN
L.M. 16.5
STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	14



OUTFALL	DRAINAGE AREA	SLOPE
1	0.72 AC	5.1%

STAGE III

NOTE: EXISTING CONTOURS SHOWN

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07/23/2026

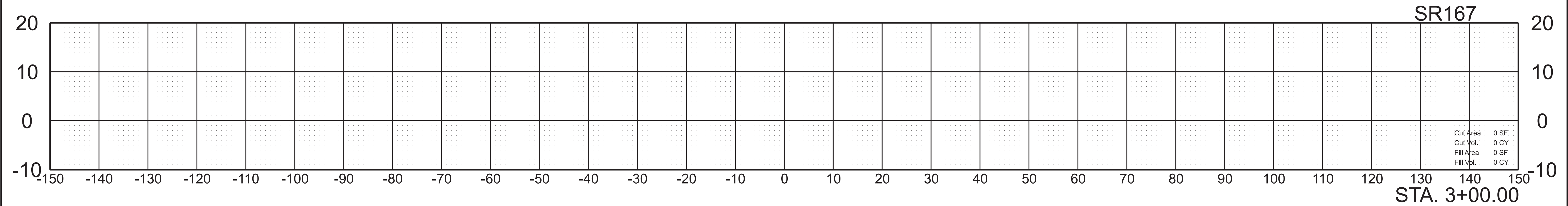
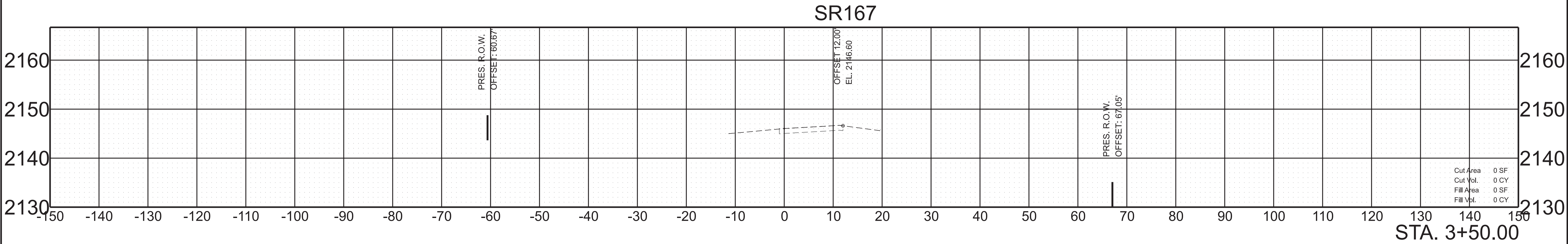
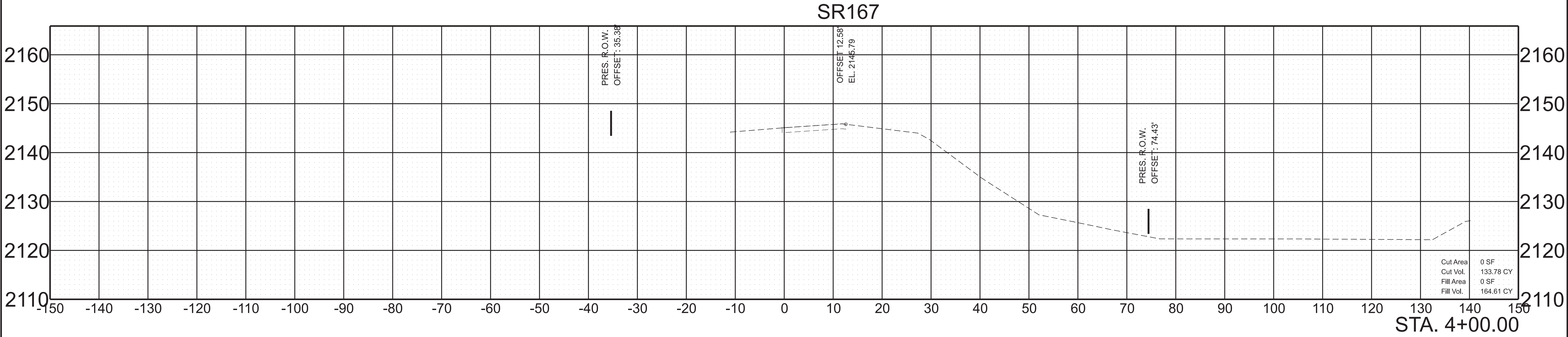
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL PLAN

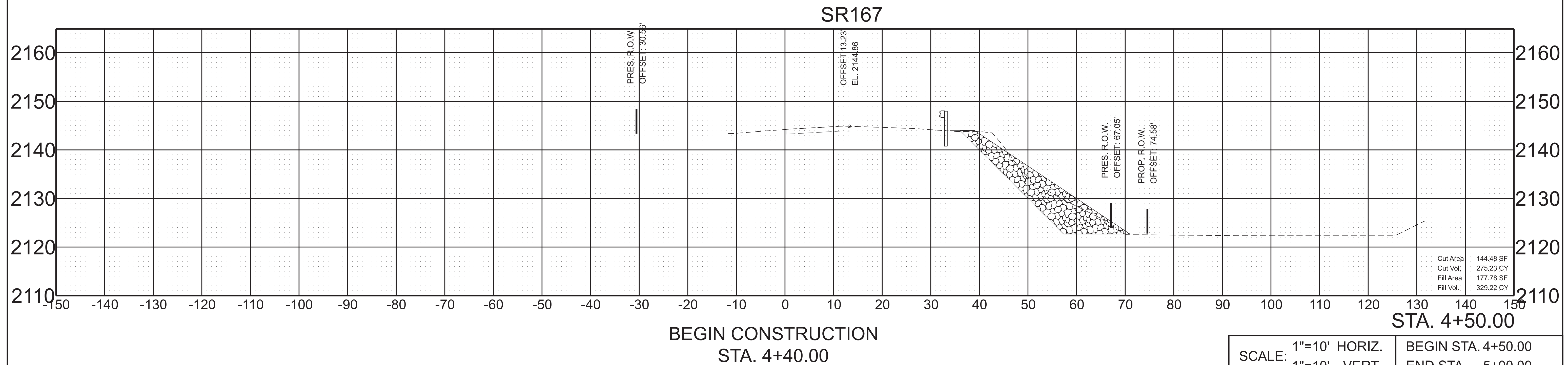
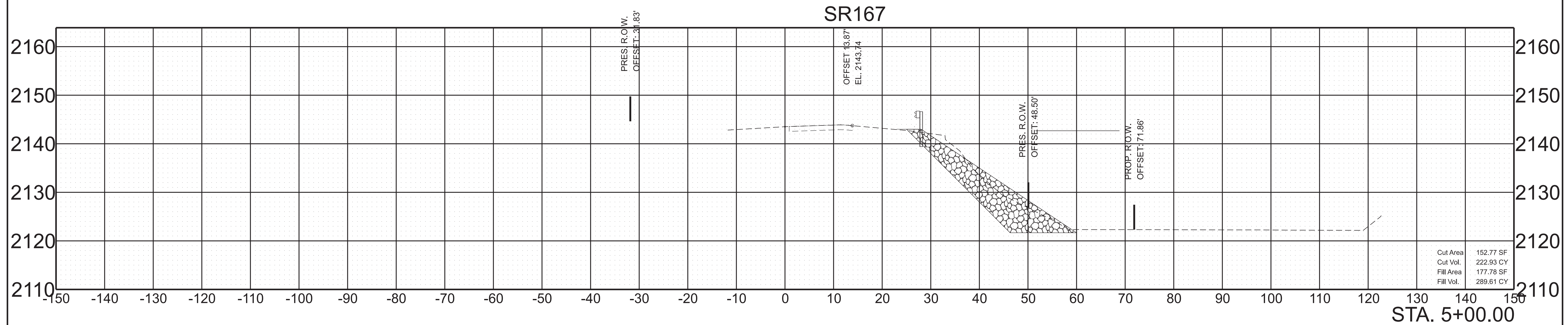
L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	7
PS&E	2026	ER-STP-167(14)	16

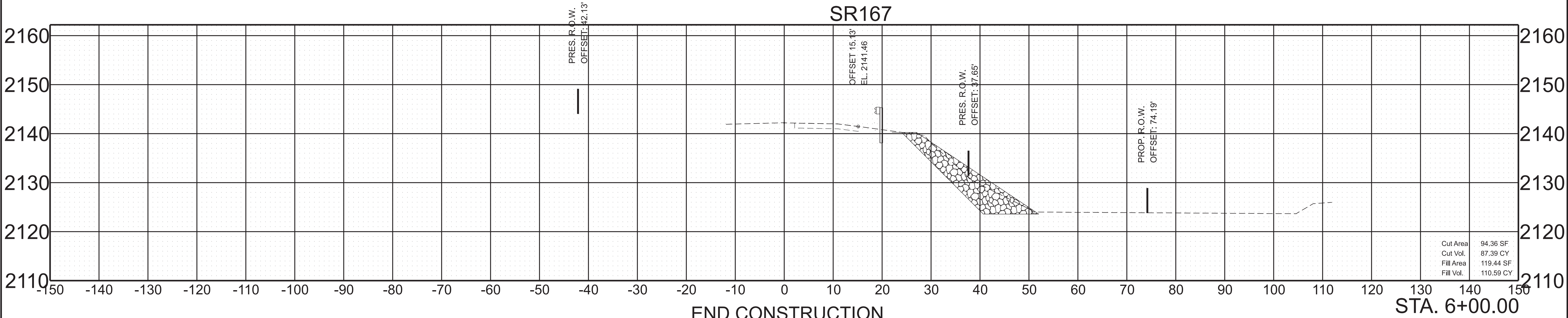
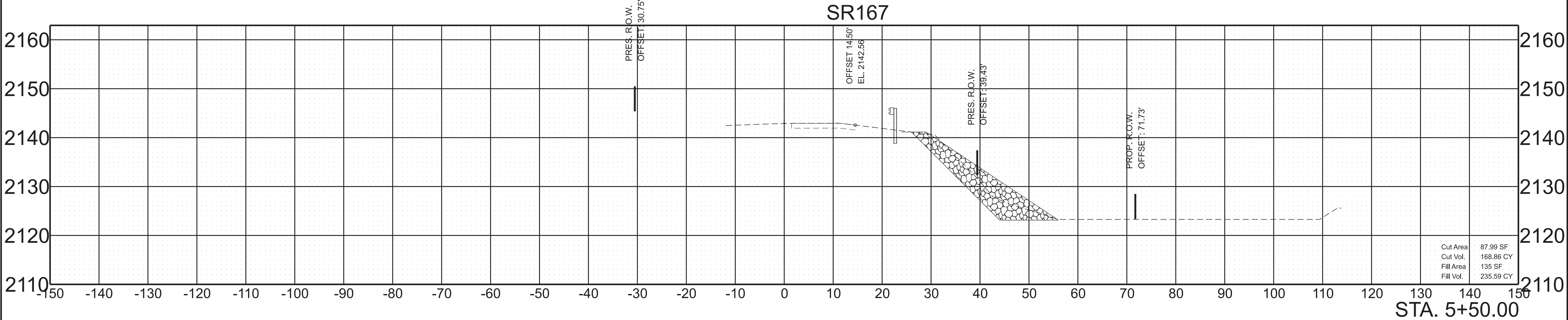


SCALE:	1"=10' HORIZ.	BEGIN STA. 3+00.00
	1"=10' VERT.	END STA. 4+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	7
PS&E	2026	ER-STP-167(14)	17



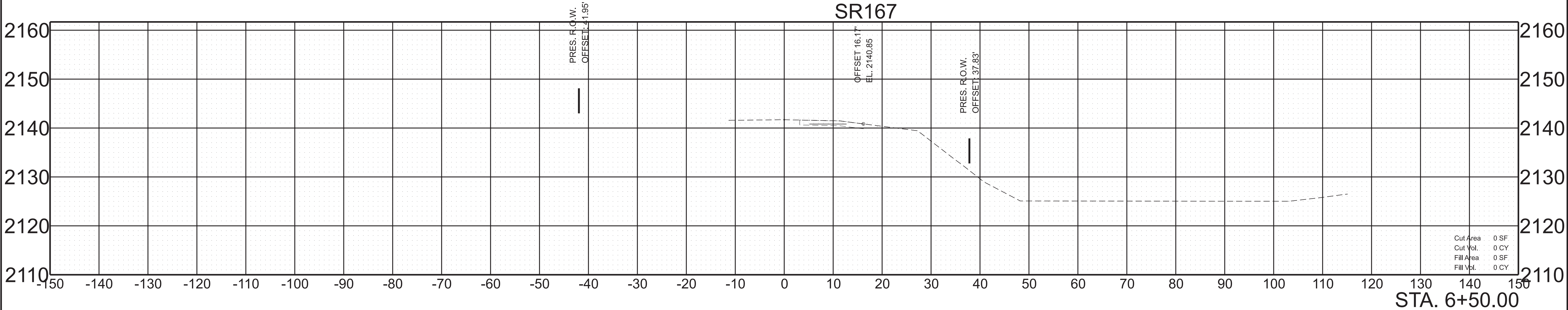
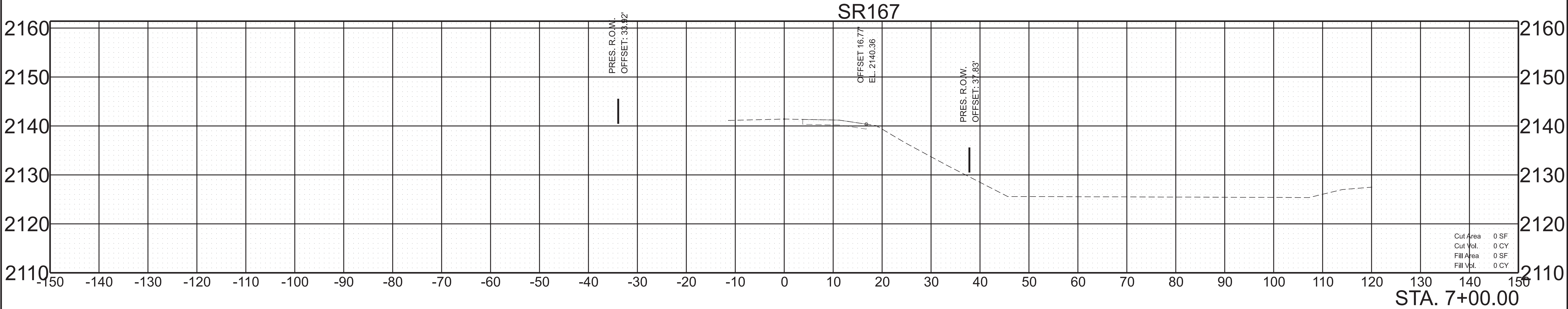
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	8
PS&E	2026	ER-STP-167(14)	18



END CONSTRUCTION
STA. 6+00.00

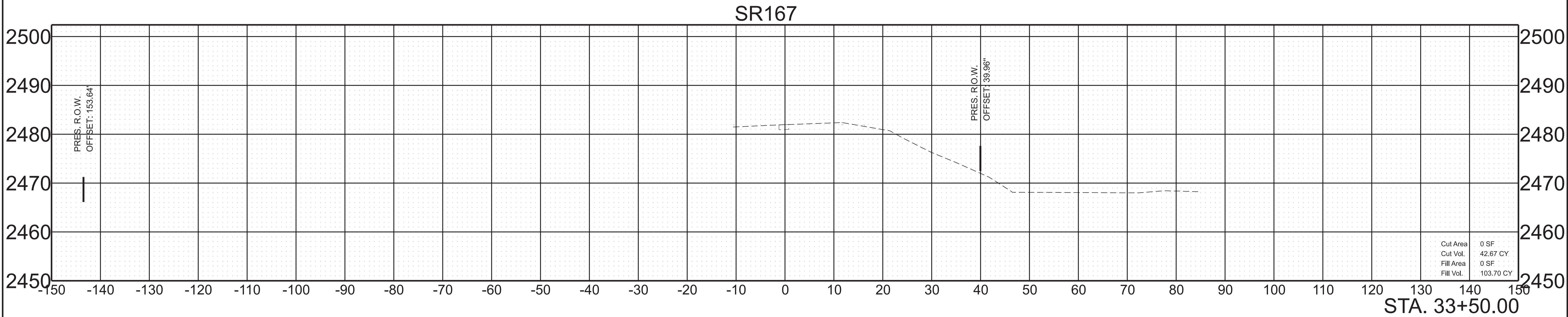
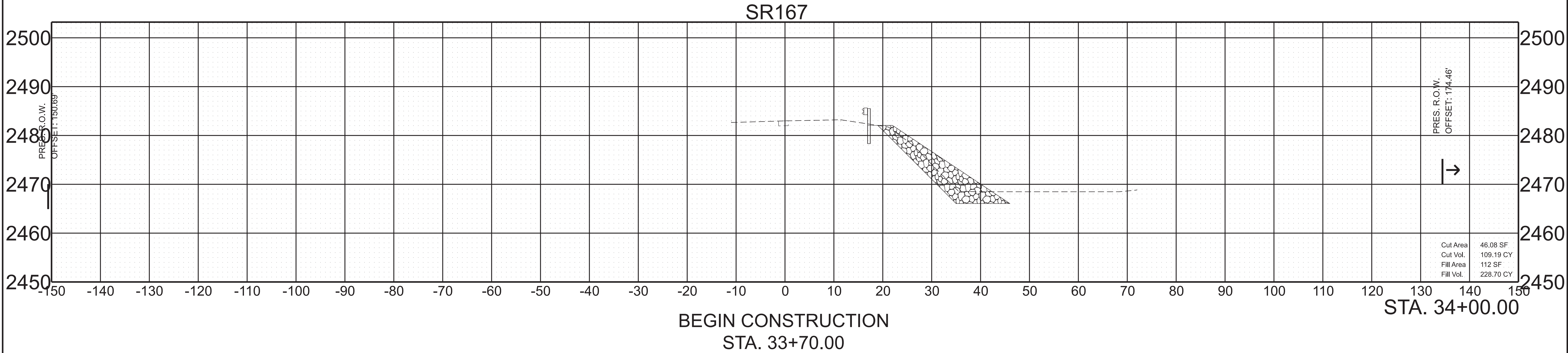
SCALE: 1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 5+50.00 END STA. 6+00.00
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	ER-STP-167(13)	9
PS&E	2026	ER-STP-167(14)	19



SCALE:	1"=10' HORIZ.	BEGIN STA. 6+50.00
	1"=10' VERT.	END STA. 7+00.00

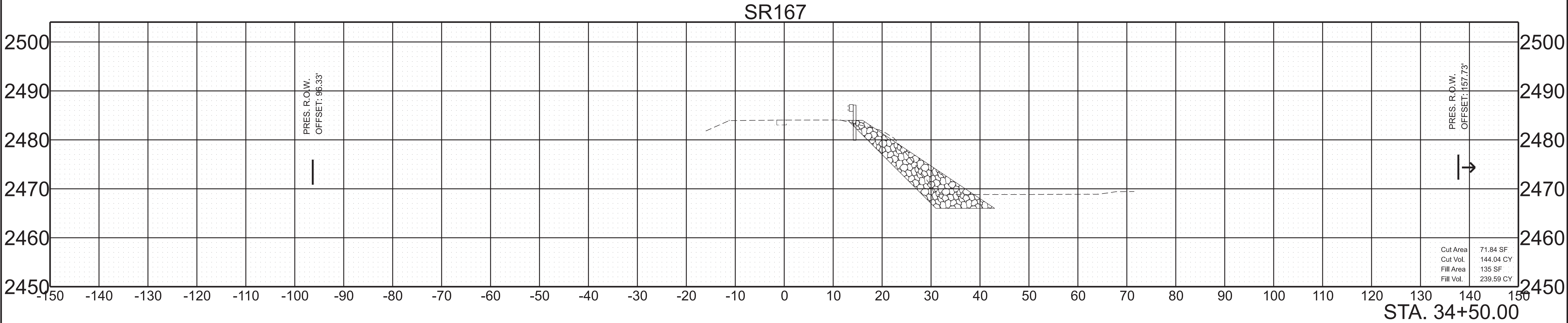
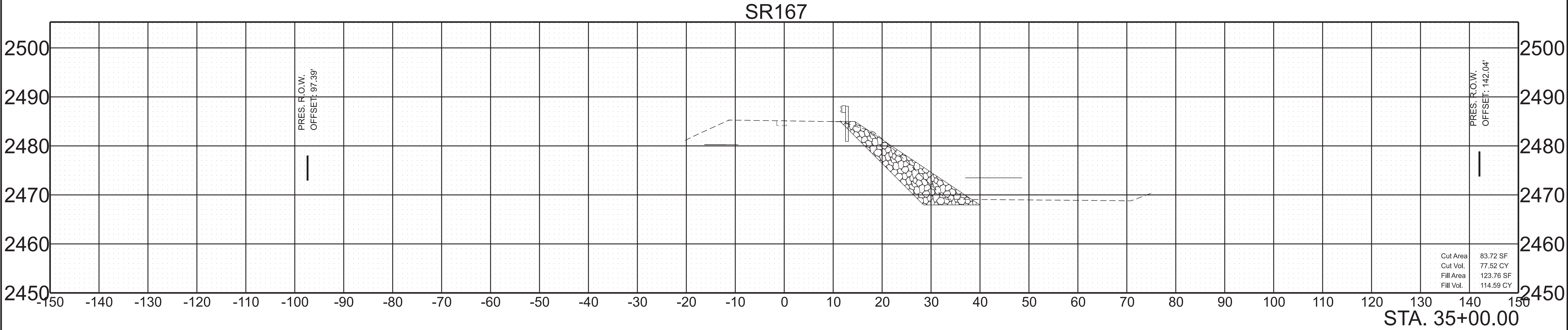
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	20



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

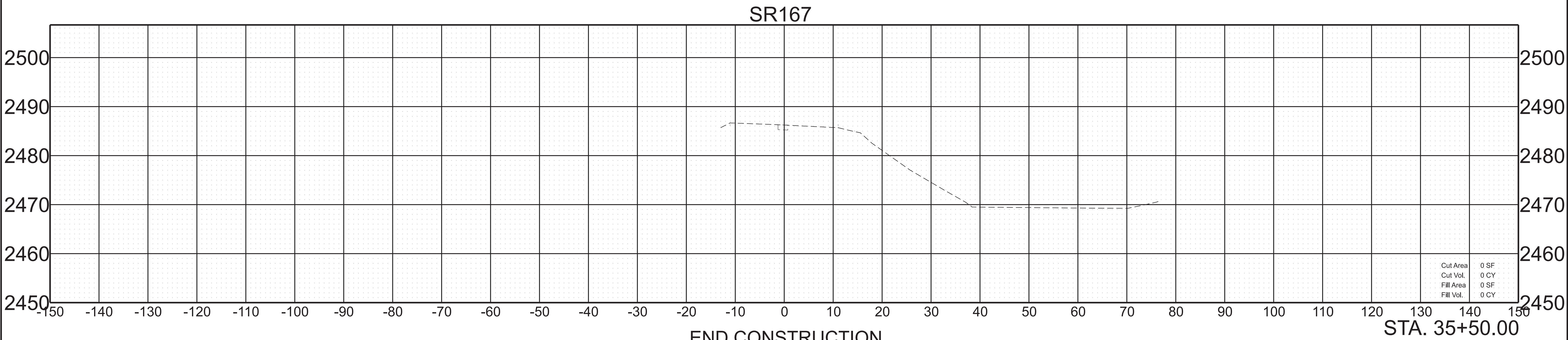
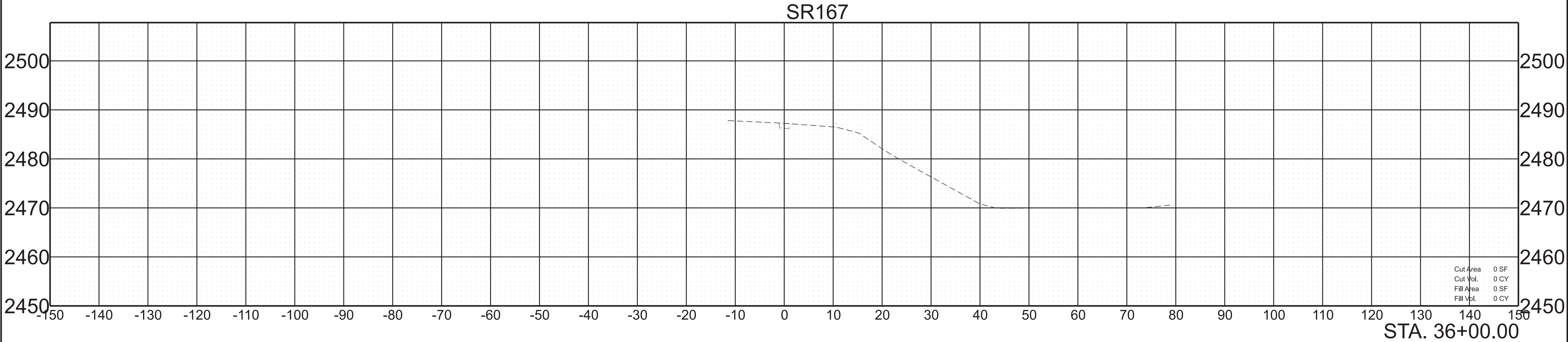
BEGIN STA. 33+50.00
END STA. 34+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	21



SCALE: 1"=10' HORIZ.	BEGIN STA. 34+50.00
1"=10' VERT.	END STA. 35+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	22



END CONSTRUCTION
STA. 34+40.00

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

BEGIN STA. 35+50.00
END STA. 36+00.00

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. 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.
PS&E	2026	ER-STP-167(14)	T1
PS&E	2026	ER-STP-167(15)	T1

SEALED BY



07/23/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

TABULATED TRAFFIC CONTROL QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	TOTAL
			46S167-F3-007	46S167-F3-008	QUANTITY
712-01	TRAFFIC CONTROL	LS	0.3	0.3	0.6
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	420	440	860
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2	2	4
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40	40	80
712-04.50	BARRIER RAIL DELINEATOR	EACH	42	42	84
712-06	SIGNS (CONSTRUCTION)	S.F.	311	311	622
712-08.03	ARROW BOARD (TYPE C)	EACH	2	2	4
712-09-01	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	3900	3900	7800
712-09-04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	22	22	44
730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1	1	2

TRAFFIC PHASING NOTES FOR BOTH LM 7.3 AND LM 16.5

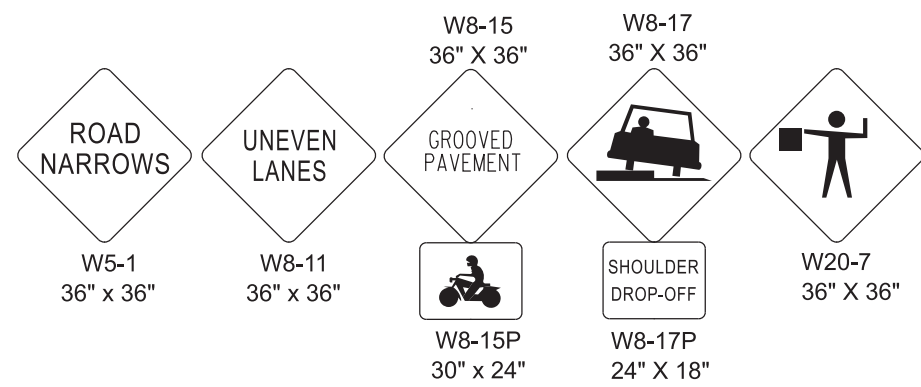
PHASE 1: CLOSE THE NORTH BOUND TRAVEL LANE, USING PORTABLE CONCRETE BARRIER RAIL AND A TEMPORARY TRAFFIC SIGNAL SYSTEM. ADDITIONAL SIGNAL HEADS WILL BE REQUIRED FOR ANY DRIVEWAYS BETWEEN THE STOP BARS.

PHASE 2: TEMPORARY TRAFFIC SIGNAL WILL REMAIN IN PLACE. EXISTING GUARDRAIL SHALL NOT BE REMOVED UNTIL THE PORTABLE CONCRETE BARRIER IS IN PLACE.

PHASE 3: TEMPORARY TRAFFIC SIGNAL WILL REMAIN IN PLACE UNTIL ANY SHOULDER REPAIRS ARE COMPLETED AND THE PROPOSED GUARDRAIL IS IN PLACE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	T2
PS&E	2026	ER-STP-167(15)	T2

REV. 08/21/2026
REPLACED FEDERAL WITH STATE NUMBER IN
QUANTITIES TABLE.
ADJUSTED LUMP SUM VALUES.



NOTES:

30" x 24"	16"	24" X 18"
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SIGNS SHOWN ABOVE ARE TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT.

TO BE USED AS DIRECTED BY THE ENGINEER.

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

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	PORTABLE BARRIER RAIL
	SIGN (CONSTRUCTION)
	WORK ZONE
	TEMPORARY ATTENUATOR
	TRAFFIC FLOW
	FLEXIBLE DRUMS (CHANNELIZING)
	FLEXIBLE DELINEATOR (SURFACE MOUNTED)
	TEMPORARY BARRICADE (TYPE III)

TRAFFIC CONTROL SIGN TABULATION												
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W								
W20-1	ROAD WORK	36"		36"	9	8			8	72.00	T-WZ-18	
W21-5aR	RIGHT SHOULDER CLOSED	36"		36"	9	4	8		8	72.00		
W21-5bR	RIGHT SHOULDER CLOSED	36"		36"	9	4			4	36.00		
G20-2	END ROAD WORK	48"		24"	8	4			4	32.00		
W20-4	ONE LANE ROAD (WITH DISTANCE)	36"		36"	9		2		2	18.00		
W20-7	FLAGGER (SYMBOL)	36"		36"	9		2		2	18.00		
W3-3	SIGNAL AHEAD	36"		36"	9		2		2	18.00		
W16-2P	XX FEET (2-LINE PLAQUE)	24"		18"	3		2		2	6.00		
W3-4	BE PREPARED TO STOP	36"		36"	9		2		2	18.00		
R10-6	STOP HERE ON RED	24"		36"	6		2		2	12.00		
W1-4	TURN AND CURVE SIGN	36"		36"	9		1		1	9.00		
TOTAL									311	S.F.		

SEALED BY



08/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES,
LEGEND AND
TABULATION

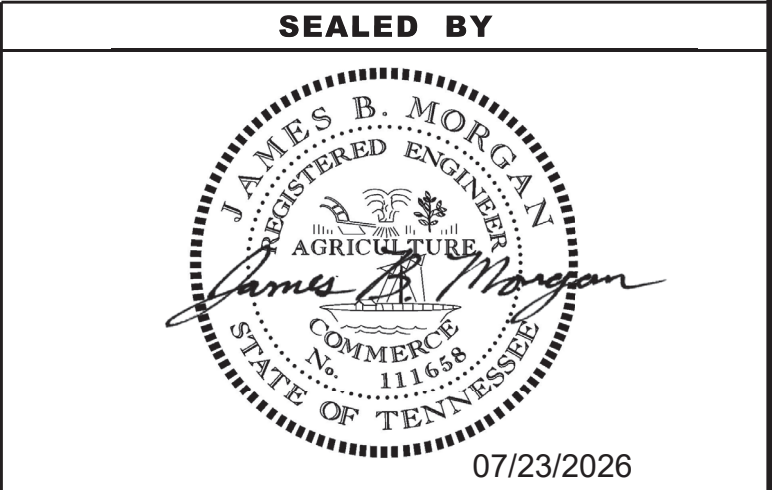
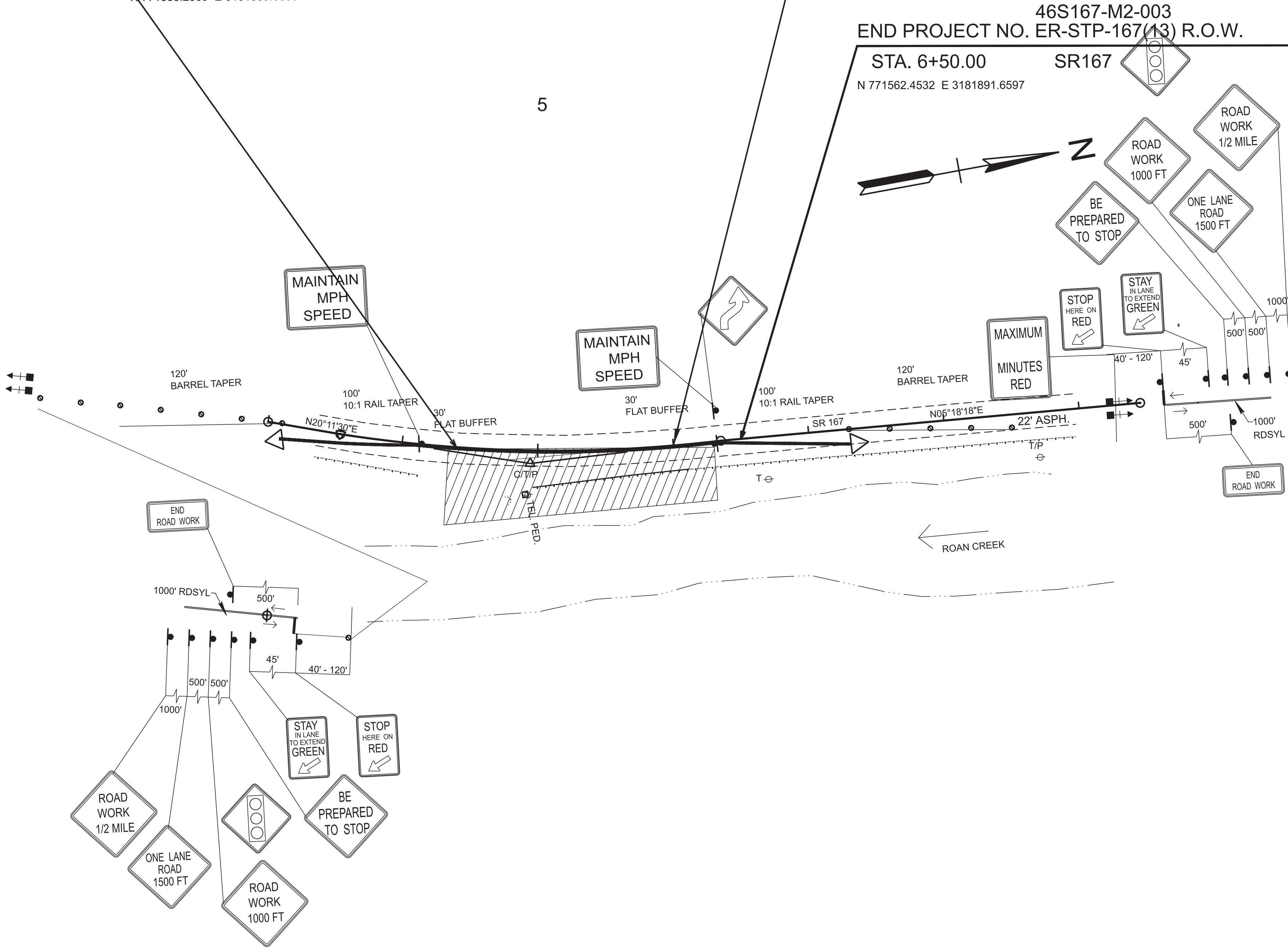
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	T3

ER-STP-167(14)
BEGIN PROJECT NO. 46S167-F3-007 CONST.
ER-STP-167(13)
BEGIN PROJECT NO. 46S167-M2-003 R.O.W.

STA. 4+40.00 SR167
N 771355.2369 E 3181859.6083

46S167-F3-007
END PROJECT NO. ER-STP-167(14) CONSTRUCTION
STA. 6+00.00
N 771512.6328 E 3181887.4546

46S167-M2-003
END PROJECT NO. ER-STP-167(13) R.O.W.
STA. 6+50.00 SR167
N 771562.4532 E 3181891.6597



COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00011 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODE,
OBTAINED ON 5-1-2025.

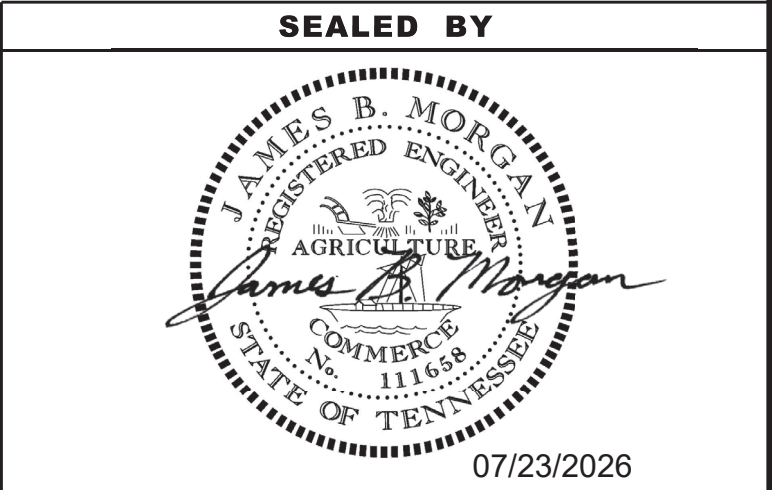
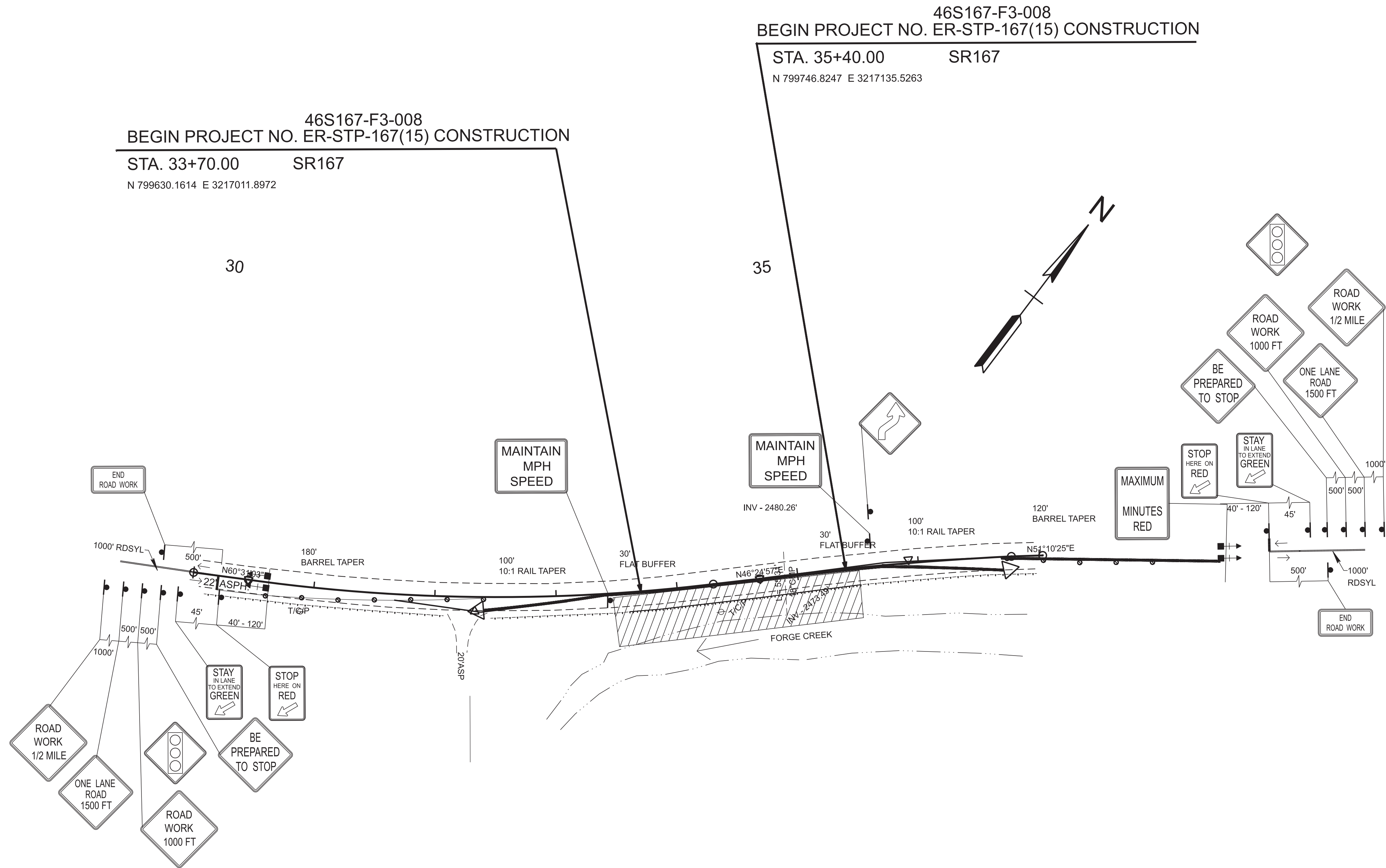
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

L.M. 7.3
STA. 4+40.00 TO STA. Plan 6+50.00
SCALE: 1" = 50'

PHASE I

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	T4



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00011 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODE, OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

L.M. 16.5
STA. 33+70.00 TO STA. 35+40.00
SCALE: 1" = 50'

PHASE I

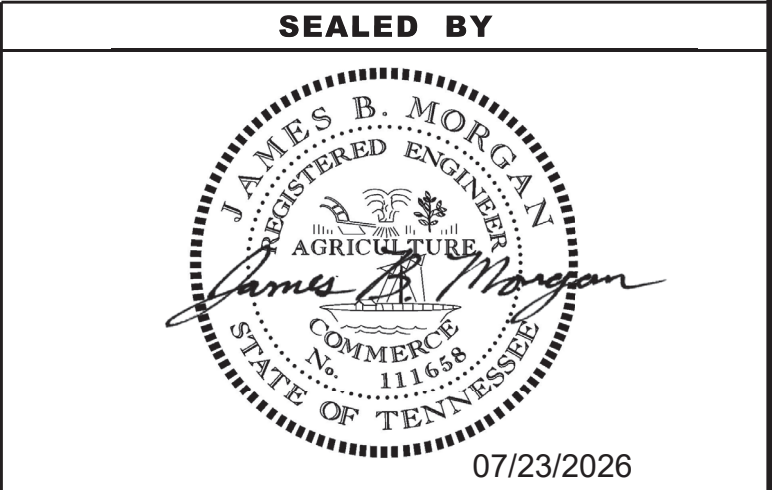
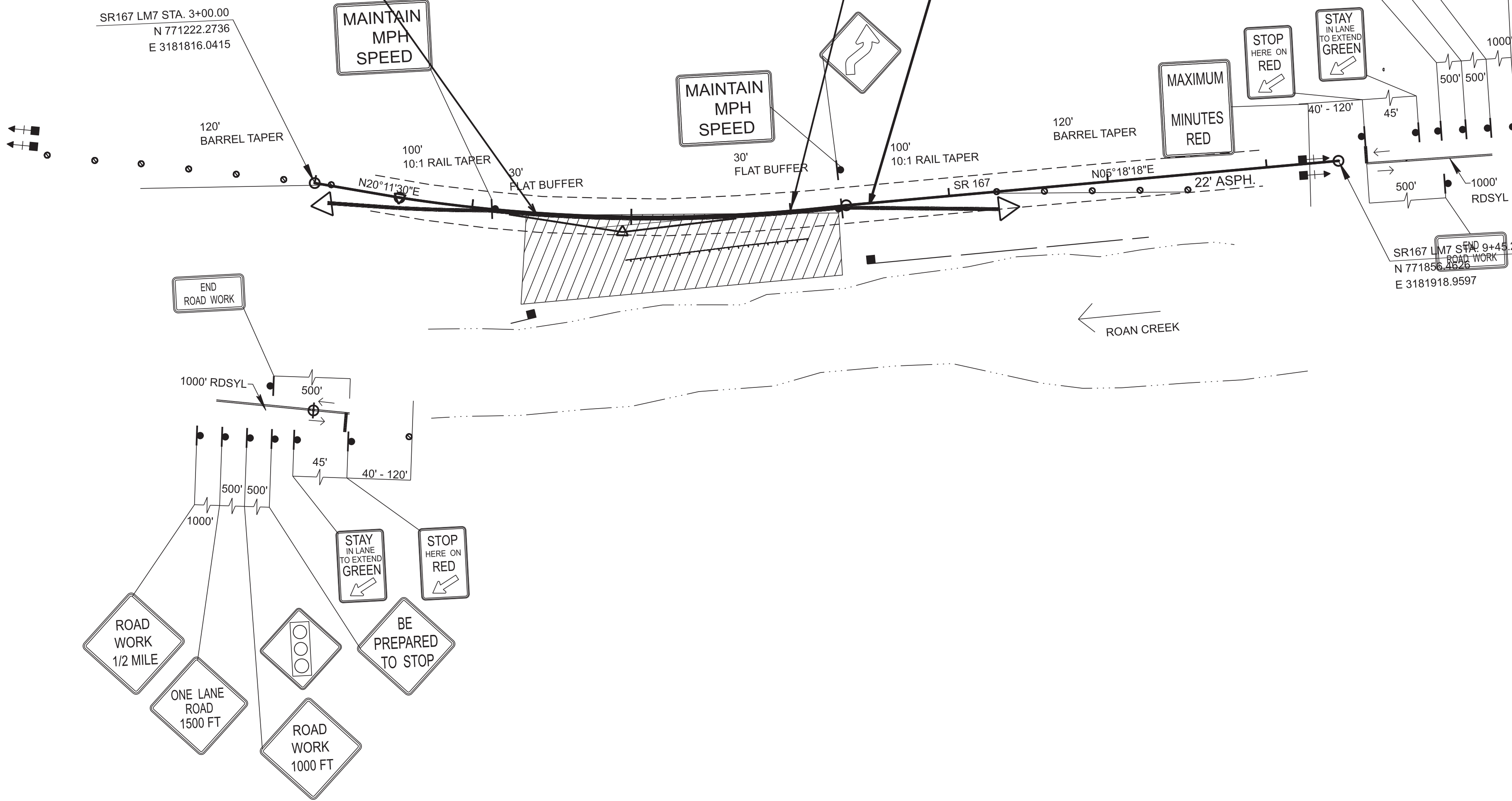
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(14)	T5

ER-STP-167(14)
BEGIN PROJECT NO. 46S167-F3-007 CONST.
ER-STP-167(13)
BEGIN PROJECT NO. 46S167-M2-003 R.O.W.

STA. 4+40.00 SR167
N 771355.2369 E 3181859.6083

46S167-F3-007
END PROJECT NO. ER-STP-167(14) CONSTRUCTION
STA. 6+00.00
N 771512.6328 E 3181887.4546

46S167-M2-003
END PROJECT NO. ER-STP-167(13) R.O.W.
STA. 6+50.00 SR167
N 771562.4532 E 3181891.6597



COORDINATES ARE NAD 83(2011), ARE
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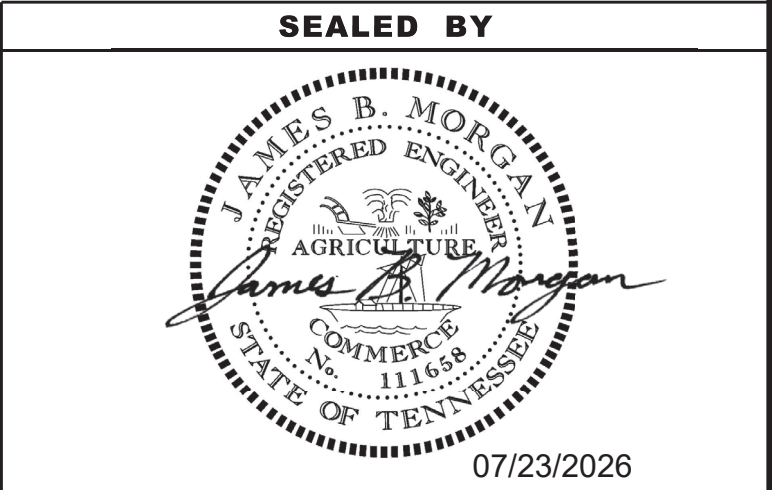
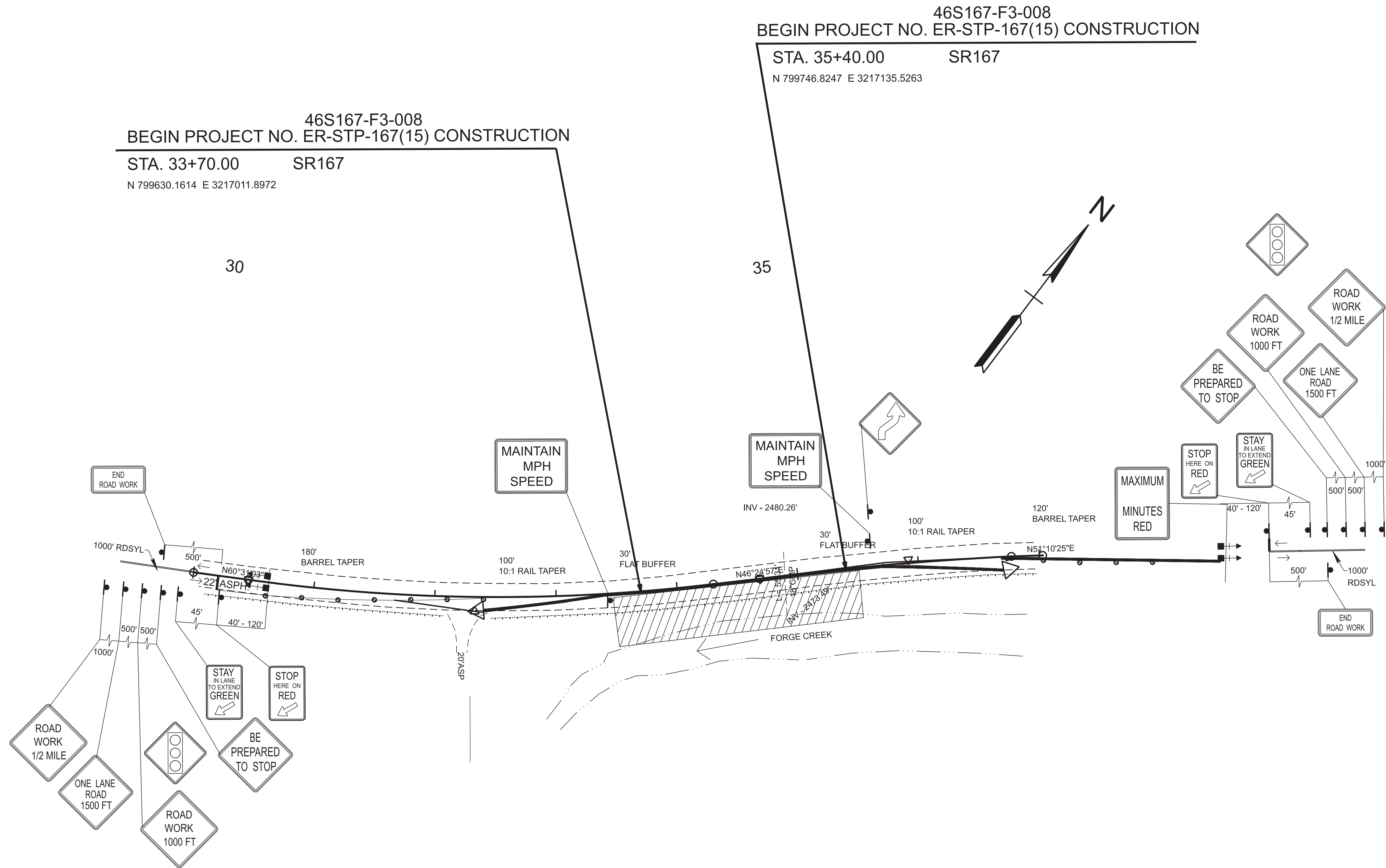
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

L.M. 7.3
STA. 4+40.00 TO STA. 6+50.00
SCALE: 1" = 50'

PHASE II

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-167(15)	T8



COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00011 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODE,
OBTAINED ON 5-1-2025.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

L.M. 16.5
STA. 33+70.00 TO STA. 35+46.00
SCALE: 1" = 50'

PHASE III