THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

STACY LYNN WEAVER

Digitally signed by STACY LYNN WEAVER
Date: 2026.09.23 16:49:26 -04'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TENNESSEE 37914
STACY L. WEAVER, P.E. NO. 111922

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-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC OPERATIONS DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS	3
PROPERTY MAP	3A
RIGHT-OF-WAY ACQUISITION TABLE	3B
PRESENT LAYOUT	4
RIGHT OF WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
DRAINAGE MAP	5
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	6 – 11
ROADWAY CROSS SECTIONS	12 – 22
TRAFFIC CONTROL PLANS	T1 – T6

YEAR	PROJECT NO.	SHEET NO.
2026	ER-STP-143(10)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEETS

9/23/2026 3:43:25 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- SIGNATURE SHEET.DGN

Index Of Sheets
SEE SHEET NO. 1A FOR INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

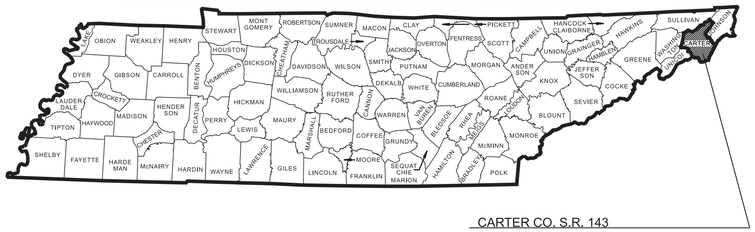
CARTER COUNTY

SR-143: Near LM 9.8

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-143(10)	
STATE PROJ. NO.	10S143-F3-005	

PLAN SHEETS DEVELOPED FROM A NO PLANS CONTRACT. APPLIES TO ALL SHEETS.



PS&E

RETAINING WALL, SLOPE REPAIR, GRADE, RESURFACE AND GUARDRAIL

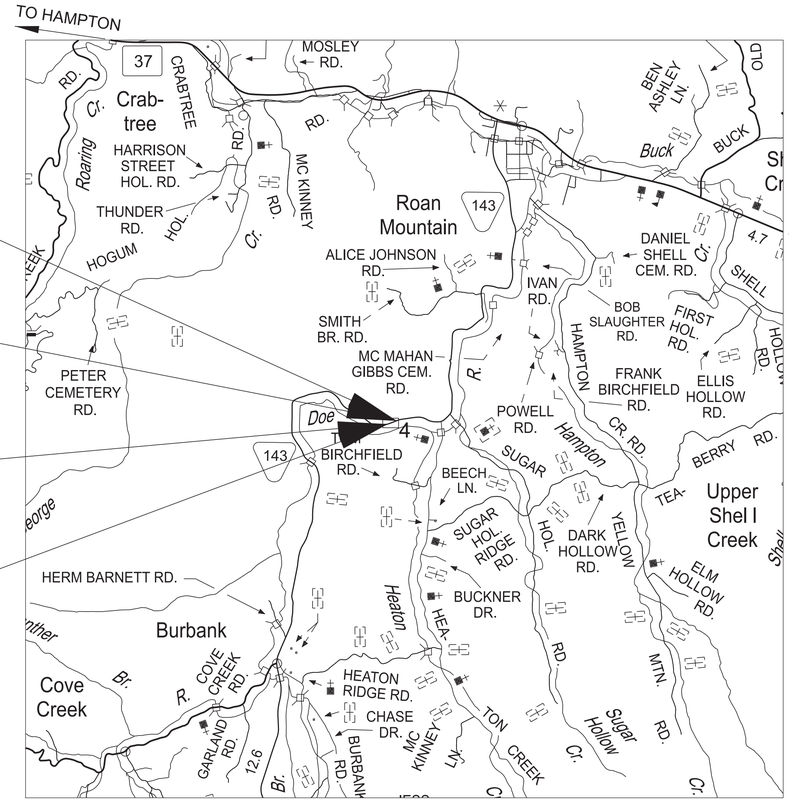
STATE HIGHWAY NO. 143 F.A.H.S. NO. N/A

10S143-F3-005
END PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 104+00.00 S.R. 143
N 692233.2685 E 3123770.8278

10S143-M2-004
END PROJECT NO. ER-STP-143(10) R.O.W.
STA. 104+00.00 S.R. 143
N 692233.2685 E 3123770.8278

10S143-M2-004
BEGIN PROJECT NO. ER-STP-143(10) R.O.W.
STA. 101+00.00 S.R. 143
N 692153.1492 E 3123483.0762

10S143-F3-005
BEGIN PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 101+00.00 S.R. 143
N 692153.1491 E 3123483.0762



SCALE: 1"= 5280'

R.O.W. LENGTH	0.056 MILES
ROADWAY LENGTH	0.056 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.056 MILES

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

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111933
STATE OF TENNESSEE
9/23/26

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.

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

DESIGNER : ALEXANDER KEELTY CHECKED BY : JAY MORGAN, PE

P.E. NO. 10S143-F1-005 (DESIGN)

PIN NO. 135866.65

TRAFFIC DATA	
ADT (2026)	2007
POSTED SPEED	40 MPH

COORDINATES ARE NAD/83(2011) , ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18 MODEL.

9/23/2026 3:43:43 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT-TITLE SHEET-SR143.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC OPERATION DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B,
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E,
TABULATED QUANTITIES	2F,
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
PROPERTY MAP	3A
RIGHT-OF-WAY ACQUISITION TABLE	3B
PRESENT LAYOUT	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
DRAINAGE MAP	5
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	6 – 11
ROADWAY CROSS SECTIONS	12– 22
TRAFFIC CONTROL PLANS	T1 – T6
RETAINING WALL PLANS	R-1

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

STANDARD ROADWAY DRAWINGS

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
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-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
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

DWG.	REV.	DESCRIPTION
RD-CTS-R1		CONTEXTUAL TYPICAL SECTIONS RURAL ARTERIAL
RD-CTS-R2		CONTEXTUAL TYPICAL SECTION RURAL COLLECTOR
RD18-TS-2A	01-30-26	RURAL LOCAL ROADS AND STREETS
RD18-TS-3A	01-30-26	RURAL MINOR COLLECTOR (2-LANE)

SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
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-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-GR31-1D	03-01-23	GUARDRAIL POST PLACEMENT IN ROCK
S-GR28-1M	06-15-21	W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL DETAILS
S-GR28-2M	06-28-19	GUARDRAIL HARDWARE DETAILS
S-GR28-3M	01-28-22	GUARDRAIL HEIGHT ADJUSTMENT

EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-1	08-01-12	DEWATERING STRUCTURE
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	06-15-21	SILT FENCE
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-31	05-04-22	TEMPORARY DIVERSION CHANNEL
EC-STR-31A	04-01-08	TEMPORARY DIVERSION CHANNEL DESIGN
EC-STR-32	08-01-12	TEMPORARY DIVERSION CULVERTS
EC-STR-36	05-04-22	TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION
EC-STR-38	08-01-12	FLOATING TURBIDITY CURTAIN

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111992
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

9/23/2026 3:43:53 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135886.35\DGN - SYLL'S COPY\10S143-03-SHT - INDEX AND STANDARD DRAWINGS.DGN

STANDARD TRAFFIC DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	1A1

DWG.	REV.	DESCRIPTION
10-204.00		**DESIGN - TRAFFIC CONTROL**
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT 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

DWG.	REV.	DESCRIPTION

DWG.	REV.	DESCRIPTION

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111925
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
OPERATIONS
DRAWINGS

9/23/2026 3:45:08 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- STANDARD TRAFFIC OPERATIONS DRAWINGS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDEC001	Environmental Division, Ecology	All necessary tree clearing within project limits will be accomplished between October 1 and March 31.	Entire project

SEALED BY



9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

9/23/2026 3:45:30 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT-COMMITMENTSHEET.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	2

REV 09-23-26: REVISED ITEMS 203-01, 209-08.02, 604-07.01, 706-01, 707-08.11, 712-02.10, 712-02.60, 712-04.01, 712-04.50, 712-06, 712-09.02, ADDED ITEMS 709-05.05, 712-09.08, 740-10.03, REMOVED ITEMS 203-02.01, 208-01.05, 209-08.08, 209-65.04, 303-10.01, 403-02, 709-05.06, 712-09.01, 740-10.04.

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY ER-STP-143(10)
(1)(3)(5)(8)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	824
(1)(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	300
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	64
	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
(2)(4)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.03
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	69
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	68
(6)	604-07.01	RETAINING WALL (WALL 1)	S.F.	1812
(3)	610-12.02	HORIZONTAL DRAINS	L.F.	400
	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	150
	706-01	GUARDRAIL REMOVED	L.F.	150
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	300
(9)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
	712-01	TRAFFIC CONTROL	LS	1
(2)	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	500
(7)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
(2)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20
	712-04.50	BARRIER RAIL DELINEATOR	EACH	25
(2)	712-06	SIGNS (CONSTRUCTION)	S.F.	363
(2)	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	810
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	22
(2)	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	2000
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	6
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	6
	717-01	MOBILIZATION	LS	1
	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.2
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1
	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	86

FOOTNOTES

(1) SEE SUBSECTION 209-07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.

(2) TO BE INCREASED OR DECREASED AS DIRECTED BY THE TDOT MANAGER.

(3) SEE RETAINING WALL PLANS R-1 SERIES SHEETS FOR MORE INFORMATION.

(4) USE APPLICATION RATE OF 0.35 GAL./S.Y.

(5) INCLUDES 7 C.Y. FOR EROSION PREVENTION AND SEDIMENT CONTROL

(6) ALL COST OF BUILDING AND INSTALLING THE RETAINING WALL, INCLUDING FOUNDATION PREPARATION, BACKFILLING, AND EXCAVATION, SHALL BE INCLUDED IN THE SQUARE FOOTAGE COST OF THE RETAINING WALL. QUANTITIES FOR FOUNDATION PREPARATION, BACKFILL, AND EXCAVATION ARE REFLECTED IN THE END AREA CALCULATIONS ON CROSS SECTIONS AND IN GRADING QUANTITY ROADWAY ITEM 203-01, ROAD AND DRAINAGE EXCAVATION (C.Y.). THE DESIGNER HAS NOTED THE PORTION OF THIS QUANTITY FOR THESE ITEMS ON THE PROFILE SHEET XX AND ON THE GRADING QUANTITY TABULATION SHEET. THE PORTION OF THIS QUANTITY HAS BEEN REMOVED FROM ROADWAY ITEM 203-01 ROAD AND DRAINAGE EXCAVATION (C.Y.). FOR FURTHER INFORMATION ON RETAINING WALLS AND QUANTITIES, SEE SHEET(S) (R, R1, R1A, R1B, R2, R2A, R2B, etc.).

(7) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 2. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.

(8) SEE GRADING SPECIAL NOTES ON SHEET 2D

(9) INCLUDED 100 TONS FOR EROSION PREVENTION AND SEDIMENT CONTROL

SEALED BY

STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE No. 111928 STATE OF TENNESSEE

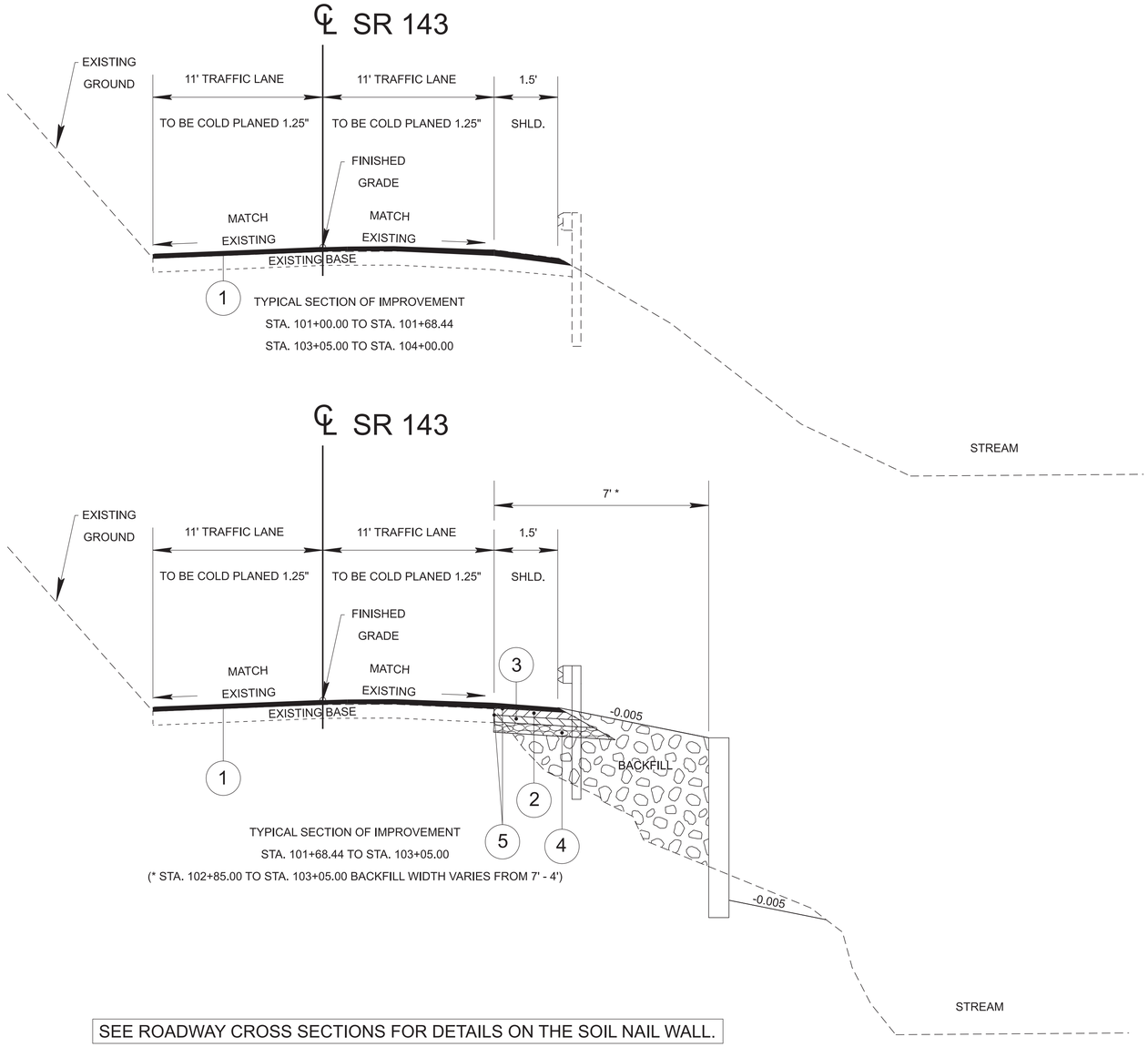
9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

9/23/2026 3:45:46 PM
L:\SURVDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- ESTIMATED ROADWAY QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	2B



SEE ROADWAY CROSS SECTIONS FOR DETAILS ON THE SOIL NAIL WALL.

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 403.05 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"	
COLD PLANING @ 1.25" THICK (APPROX. 131.25 LB./S.Y.) 415-01.01 COLD PLANING BITMINOUS PAVEMENT	

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS & PAVEMENT SCHEDULE

9/23/2026 3:46:25 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\110S143-03-SHT-TYPICAL SECTIONS2.DGN

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.

(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.

MISCELLANEOUS

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

ROAD CLOSURE

(1) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING

(10) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (4IN 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

(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. 712-09.02 PER L.F. 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

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

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

RESURFACING

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

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-143(10)	2C

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
III 1925
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

9/23/2026 3:46:29 PM L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S\143-03-SHT- GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	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.

RETAINING WALLS

(1) THE (RIGHT-OF-WAY/EASEMENT) BETWEEN STATION 101+00.00 TO STATION 104+00.00 SHALL REMAIN CLEAR FOR THE CONSTRUCTION OF THE RETAINING WALL. NO UTILITY LINES MAY BE PLACED THERE WITHOUT APPROVAL FROM STRUCTURES DIVISION.

(2) THE OPTIONS FOR RETAINING WALL TYPES SHALL BE LIMITED TO THE APPROVED ALTERNATIVES AS SPECIFIED ON THE RETAINING WALL SHEET(S).

COLD PLANING

(1) IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

(2) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

(3) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "BM2" MIX PRIOR TO PLACING PROPOSED OVERLAY.

(4) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "BM2" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "BM2" MIX MATERIAL.

GEOTECHNICAL

(1) NO BLASTING SHALL BE USED FOR ANY REASON DURING THE EXCAVATION OF THE SLIDE AREA.

(2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR WASTING THE EXCAVATED SLIDE MATERIAL IN ACCORDANCE WITH THE TDOT POLICIES AND REGULATIONS.

(3) DETAILED DESIGN FOR THE SOIL NAILS AND THE SOIL NAILS WITH VERTICAL ELEMENTS, IF UTILIZED SHALL BE FURNISHED BY THE CONTRACTOR AND APPROVED BY THE TDOT GEOTECHNICAL OFFICE.

(4) LENGTHS AND DEPTHS OF SITES HAVE BEEN ESTIMATED AND CAN BE ADJUSTED IN THE FIELD WITH APPROVAL OF THE ENGINEER.

(5) HORIZONTAL DRAINS, ITEM NO. 610-12.01, ARE ESTIMATED EVERY 10 LINEAR FEET OF WALL WITH AN ESTIMATED LENGTH OF 25 FEET EACH.

(6) A MINIMUM OF 5 FEET IS REQURED BETWEEN FACE OF THE GUARDRAIL AND THE OUTER FACE OF THE WALL EXCEPT FOR THE END OF THE WALL WHERE IT IS TYING INTO THE EXISTING SLOPE.

EMBANKMENT STABILIZATION WITH SOIL NAILS

(1) THE SOIL NAIL INSTALLER WILL BE RESPONSIBLE FOR THE ENGINEERING DESIGN AND ANALYSIS OF THE SLOPE STABILIZATION SYSTEM FOR BOTH THE SOIL NAILING AND THE EXISTING ROADWAY STABALIZATION. MATERIALS AND COMPONENTS SELECTED SHALL MEET A 75 YEAR DESIGN LIFE. DESIGN WILL INCLUDE CONSIDERATION OF APPROPRIATE LOADINGS, GEOMETRY, AND MATERIAL PROPERTIRES ASSOCIATED WITH THE NATIVE SOILS, BACKFILL IF NEEDED, REINFORCMENT CONNECTIONS, FACING, AND OTHER DESIGN ELEMENTS, THE EMBANKMENT/SLOPE REPAIR SHALL BE DESIGNED TO PROVIDE A STATIC SLOPE STABILITY OF A MINIMUM FACTOR OF SAFETY OF 1.3. IN ADDITION ANY SOIL NAIL/FACING COMPONENTS MUST BE DESIGNED AND SAFETY FACTORS APPLIED IN ACCORDANCE WITH CURRENT ENGINEERING PRACTIVES INCLUDING FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7 SOIL NAIL MANUAL (AVAILABLE ON THE FHWA GEOTECHNICAL ENGINEERING WEBSITE) EXCEPT AS PROVIDED BELOW.

(3) PLANS AND WORKING DRAWINGS SHALL BE SUBMITTED BY THE SOIL NAIL INSTALLERS 10 DAYS PRIOR TO CONSTRUCTION FOR REVIEW BY THE ENGINEER.

QUALIFICATIONS FOR SOIL NAILING

(1) THE CONTRACTOR PERFORMING THE DESIGN AND CONSTRUCTION OF THE WORK SHALL HAVE A MINIMUM OF FIVE YEARS OF EXPERIENCE IN SOIL NAIL DESIGN AND CONSTRUCTION AND SHALL SUBMIT EVIDENCE OF SUCCESSFUL COMPLETION OF AT LEAST FIVE SIMILAR PROJECTS. THE CONTRACTOR SHALL ASSIGN AN ENGINEER TO SUPERVISE THE WORK WITH AT LEAST THREE YEARS OF EXPERIENCE IN THE DESIGN AND CONSTRUCTION OF SOIL NAIL WALLS AND A SUPERINTENDENT OR FOREMEN WITH A MINIMUM OF TWO YEARS EXPERIENCE IN THE SUPERVISION OF SOIL NAIL WALL CONSTRUCTION. THE CONTRACTOR MAY NOT USE CONSULTANTS OR MANUFACTURER'S REPRESENTATIVES IN ORDER TO MEET THE REQUIREMENT OF THIS SECTION. THE CONTRACTOR SHALL SUBMIT THE FOLLOWING TO THE DEPARTMENT FOR PROOF OF MEETING THE REQUIREMENT MENTIONED ABOVE:

a. A LIST CONTAINING AT LEAST FIVE PROJECTS COMPLETED WITHIN THE LAST FIVE YEARS. FOR EACH PROJECT, THE CONTRACTOR SHALL INCLUDE WITH THE SUBMITTAL, AT A MINIMUM: (1) NAME OF CLIENT CONTACT, ADDRESS, AND TELEPHONE NUMBER; (2) LOCATION OF PROJECT; (3) CONTRACT VALUE; AND (4) SCHEDULED COMPLETION DATE AND ACTUAL COMPLETION DATE FOR THE PROJECT.

b. RESUMES OF THE CONTRACTOR'S STAFF SHALL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AS PART OF THE CONSTRACTOR'W WORKING DRAWING SUBMITTAL. ONLY THOSE INDIVIDUALS DESIGNATED AS MEETING THE QUALIFICATIONS REQUIREMENTS SHALL BE USED FOR THE PROJECT. THE CONTRACTOR CANNOT SUBSTITIUTE FOR ANY OF THESE INDIVIDUALS WITHOUT WRITTEN APPROVAL OF THE DEPARTMENT OR PROJECT ENGINEER. THE ENGINEER SHALL APPROVE OR REJECT THE CONTRACTOR'S QUALIFICATIONS AND STAFF. WORK SHALL NOT BE STARTED ON ANY WALL SYSTEM NOTE SHALL MATERIALS BE ORDERED UNTIL THE CONTRACTOR'S QUALIFICATIONS HAVE BEEN APPROVED BY THE DEPARTMENT. THE DEPARTMENT MAY SYSPENT THE WORK IF THE CONTRACTOR SUBSTITUTES UNQUALIFIED PERSONNEL FOR APPROVED PERSONNEL DURING CONSTRUCTION. IF WORK IS SUSPENDED DUE TO THE SUBSTITUTION OF UNQUALIFIED PERSONNEL, THE CONTRACTOR SHALL BE FULLY LIABLE FOR ADDITIONAL COSTS RESULTING FROM SUSPENSION OF WORK AND NO ADJUSTMENT IN CONTRACT TIME RESULTING FROM THE SUSPENSION OF WORK WILL BE ALLOWED.

SEALED BY

STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE 111 1923 STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

9/23/2026 3:48:04 PM L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- SPECIAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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 PLANS, SPECIFICATION, AND ESTIMATE (PS&E) 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.

STREAMS, WETLANDS & BUFFER ZONES

(19) ONCE WATER IS DIVERTED INTO A NEWLY CONSTRUCTED AND STABILIZED RELOCATED STREAM / CHANNEL, THE ECOLOGY SECTION SHALL BE NOTIFIED. THE STREAM NAME, STREAM NUMBER, AND DATE THE WATER WAS DIVERTED INTO THE NEWLY CONSTRUCTED STREAM / CHANNEL SHALL BE SUPPLIED WITH THE NOTIFICATION.

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 FIELD REVIEW 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.

SEALED BY

STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE 111928 STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

9/23/2026 3:48:56 PM L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105143-03-SHT- ENVIRONMENTAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	2F

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	817		817
SIDE ROADS			
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES			
INDEPENDENT DITCHES			
TEMPORARY CONSTRUCTION EXITS			
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)			
TOPSOIL (EMB.)			
TOPSOIL (EXC.)			
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = % SWELL = %

EXC.		EMB.
817	VS.	0
AVAILABLE	=	817
WASTE MATERIAL	=	817

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	817	0	817	817	817

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		METAL BEAM GUARD FENCE 705-01.04 (L.F.)	THRIE BEAM BRIDGE TRAN. MASH TL-2 (20.65') 705-06.26 EACH	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	MICHIGAN END SHOE 706-10.80 (EACH)	ROUND END ELEMENT 706-10.26 (EACH)	GUARDRAIL REOMOVED 706-01 (L.F.)	TERMINAL ANCHORS					REMARKS
		LT	RT	FROM	TO							TYPE 12 VARIES 705-04.02 (EACH)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	IN-LINE MASH TL3 705-06.11 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	
4B	SR 143		X	101+50	103+00			150.00			150						
TOTALS								**150.00**			**150**						

SEALED BY

STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE 111357 STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

9/23/2026 3:49:50 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105f143-03-SHT- ROW ACQUISITION TABLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	3

UTILITY

(1) THE LOCATION 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 EXISTANCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILIBILITY 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 REQUESTED 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 PREOVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCITON, FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASIRES TO SAFEGUARD EXISTING UTILITIES FROM DDAMAGE 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 PROCE 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 CLEARNING IS CALLED FOR THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BIG FOR THE CLEARNING 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 CONSTRACTOR 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 THE 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

10417 WALLACE ALLEY ST.

KINGSPORT, TN 37663

CONTACT: RONNIE CRAIG

OFFICE PHONE: 423 212 2367

CELL PHONE: 423 341 0494

Email: RONNIE.CRAIG@CHARTER.COM

ELECTRIC:

MOUNTAIN ELECTRIC COOPERATIVE INC.

P.O. BOX 180

604 S CHURCH STREET

MOUNTAIN CITY, TN 37683-0180

CONTACT: Steve Bishop

OFFICE PHONE: 423 727 1800

CELL PHONE: 423 727 1824

Email: SBISHOP@MOUNTIANELECTRIC.COM

TELEPHONE:

BRIGHTSPEED

101 NORTH ROAN STREET

JOHNSON CITY, TN 37601

CONTACT: DUSTIN SUTLEY

OFFICE PHONE: 423 461 7724

CELL PHONE: 423 470 5636

Email: WILLIAM.D.SUTLEY@BRIGHTSPEED.COM

SEALED BY



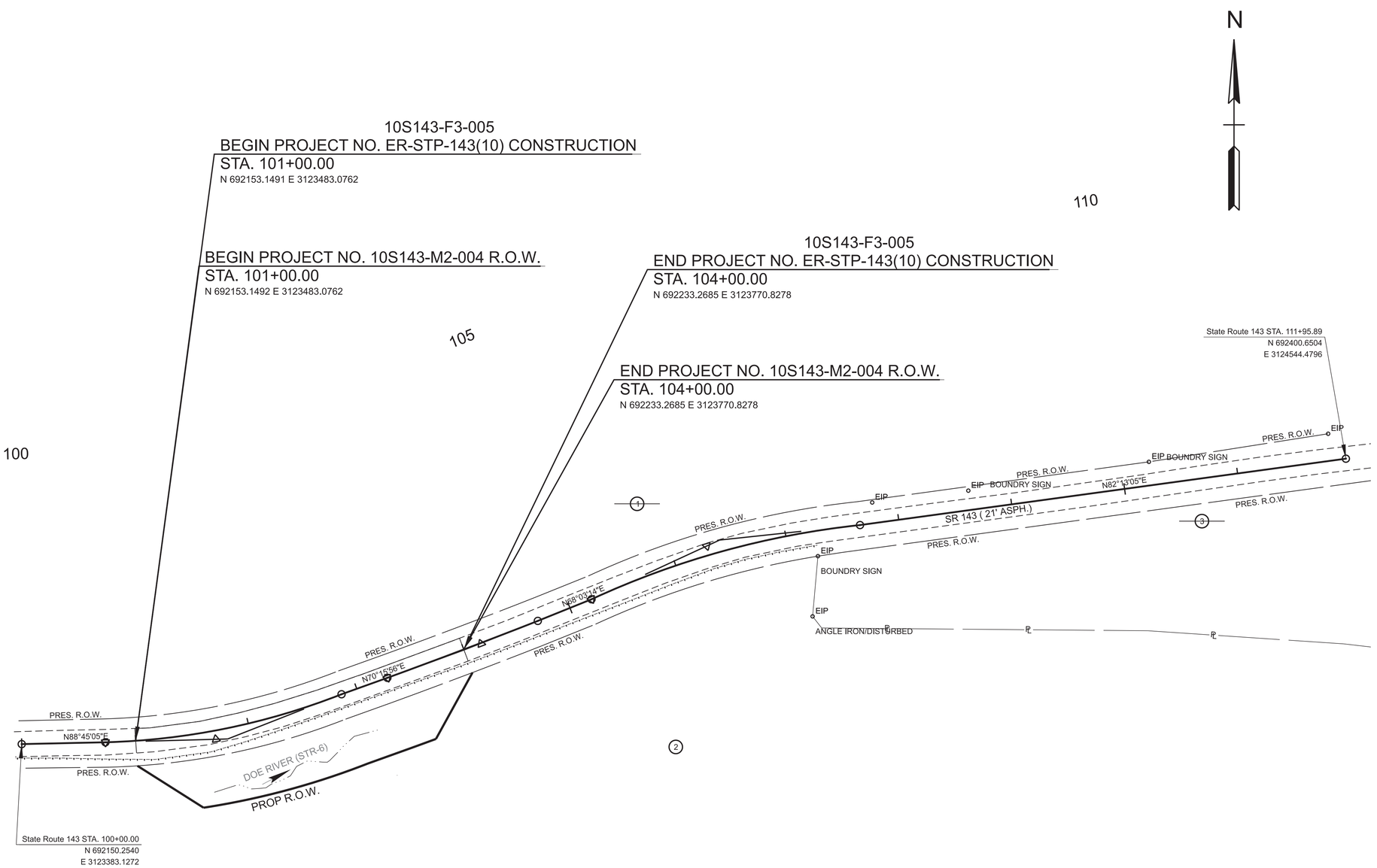
9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

9/23/2026 3:50:20 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- UTILITY NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	3B



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE
No. 111.993
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 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.100+00.00 TO STA. 112+00.00
SCALE: 1" = 50'

9/23/2026 3:51:19 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135886.35\DGN - SYLL'S COPY\10S143-03-DES-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)					SEPTIC
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	PERM SLOPE	CONST	AIR RIGHTS	PERM HIGHWAY	
				BOOK	PAGE														
1	~~Roan Mountain State Park~~																		
2	Roan Mountain State Park									0.256	0.256								
3	~~Mary Elizabeth Maddox~~	~~105~~	~~008.02~~	~~336~~	~~93~~		~~2.595~~												

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.061	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.126	(AC)
TOTAL DISTURBED AREA	0.187	(AC)
TOTAL PROJECT AREA	0.276	(AC)

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111925
STATE OF TENNESSEE

9/23/26

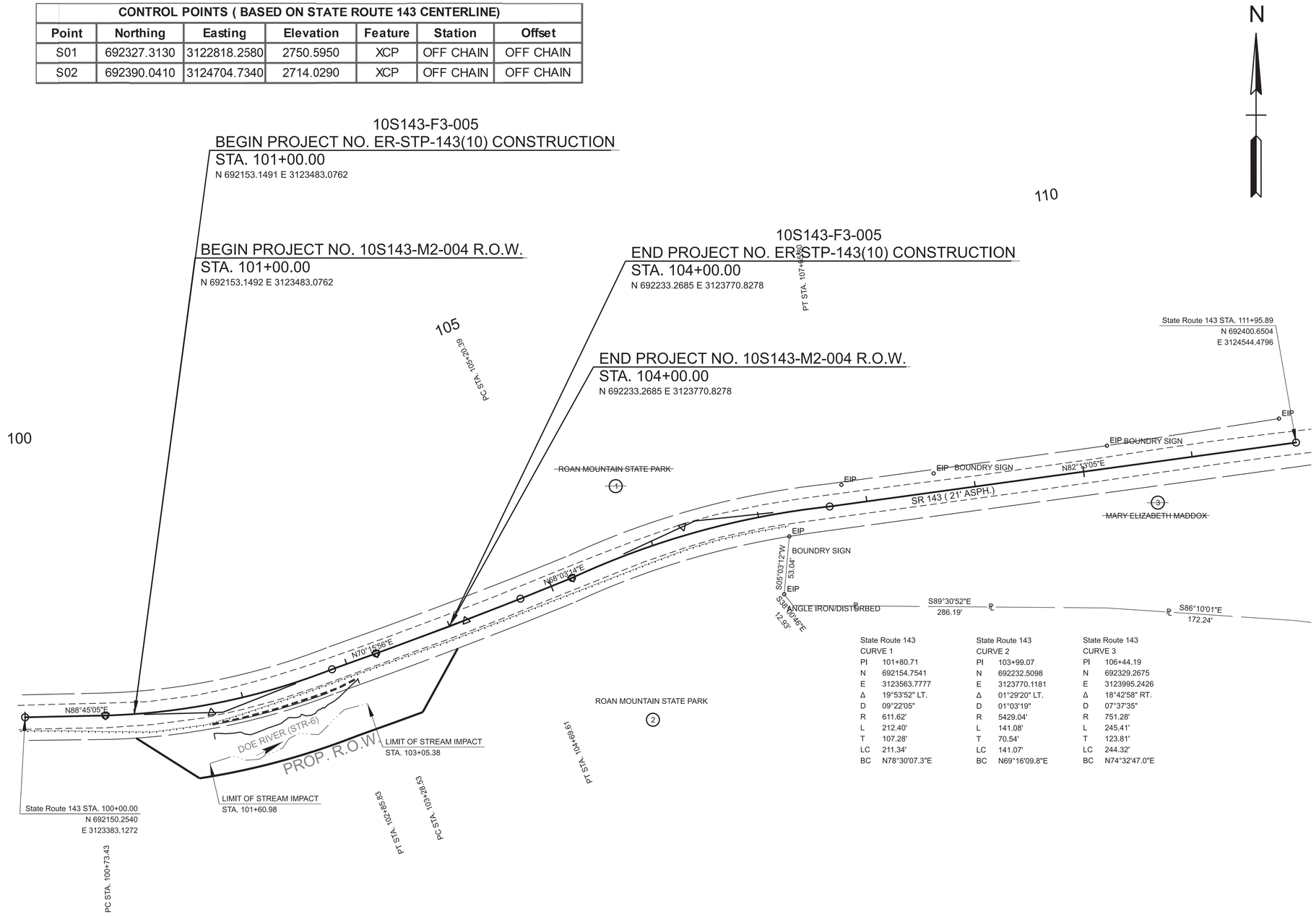
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

9/23/2026 3:51:24 PM
L:\SURVDESIDESIGN\PROJECTS_ORDICARTER - SR143 - PIN 135886.35\DGN - SYLL'S COPY\10S143-03-SHT- ROW ACQUISITION TABLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	4

CONTROL POINTS (BASED ON STATE ROUTE 143 CENTERLINE)						
Point	**Northing**	**Easting**	**Elevation**	**Feature**	**Station**	**Offset**
S01	692327.3130	3122818.2580	2750.5950	XCP	OFF CHAIN	OFF CHAIN
S02	692390.0410	3124704.7340	2714.0290	XCP	OFF CHAIN	OFF CHAIN



State Route 143 CURVE 1		State Route 143 CURVE 2		State Route 143 CURVE 3	
PI	101+80.71	PI	103+99.07	PI	106+44.19
N	692154.7541	N	692232.5098	N	692329.2675
E	3123563.7777	E	3123770.1181	E	3123995.2426
Δ	19°53'52" LT.	Δ	01°29'20" LT.	Δ	18°42'58" RT.
D	09°22'05"	D	01°03'19"	D	07°37'35"
R	611.62'	R	5429.04'	R	751.28'
L	212.40'	L	141.08'	L	245.41'
T	107.28'	T	70.54'	T	123.81'
LC	211.34'	LC	141.07'	LC	244.32'
BC	N78°30'07.3"E	BC	N69°16'09.8"E	BC	N74°32'47.0"E

SEALED BY



9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

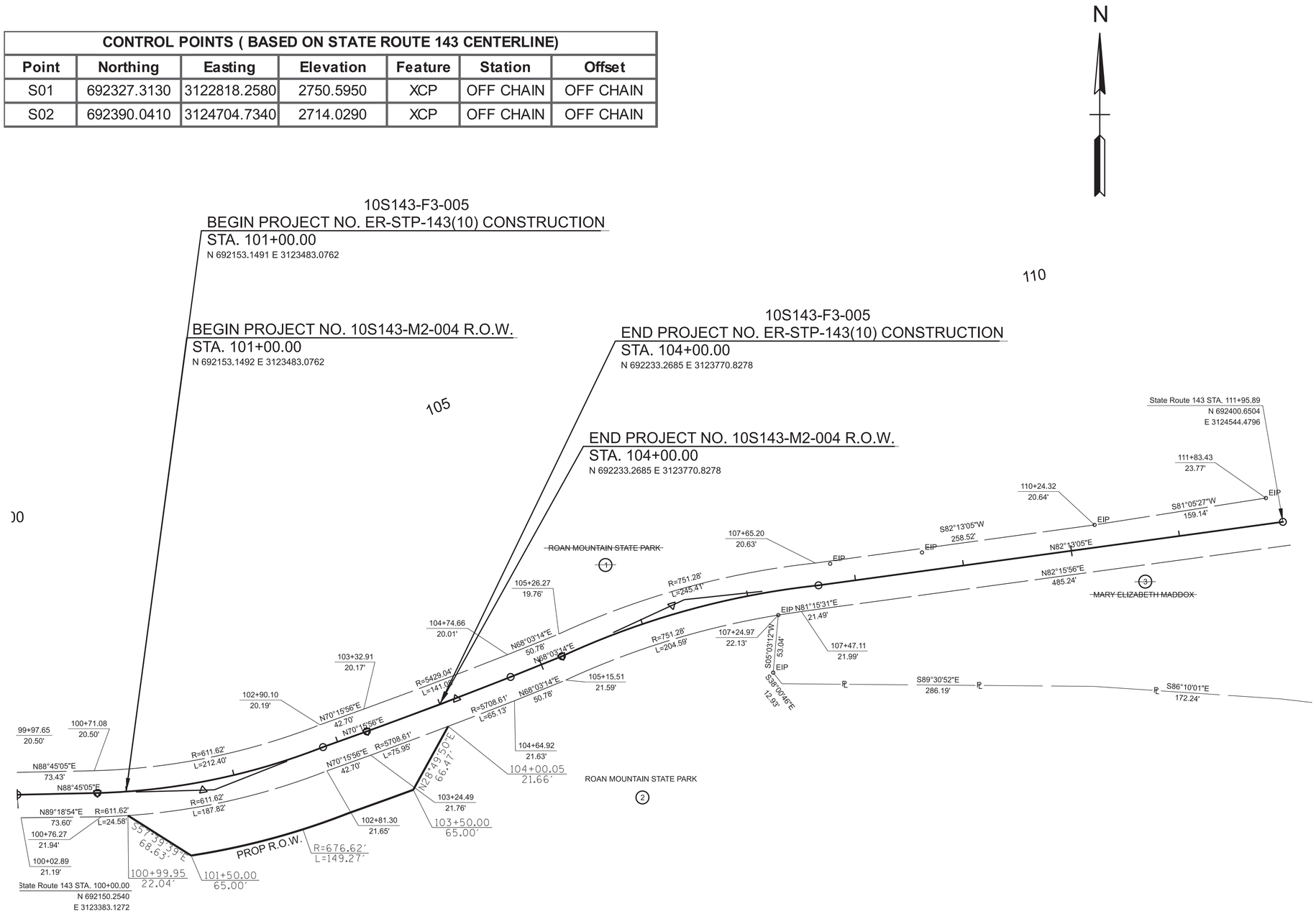
PRESENT LAYOUT

STA. 101+00.00 TO STA. 104+00.00
SCALE: 1" = 50'

9/23/2026 4:28:17 PM
L:\SURVDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	4A

CONTROL POINTS (BASED ON STATE ROUTE 143 CENTERLINE)						
Point	**Northing**	**Easting**	**Elevation**	**Feature**	**Station**	**Offset**
S01	692327.3130	3122818.2580	2750.5950	XCP	OFF CHAIN	OFF CHAIN
S02	692390.0410	3124704.7340	2714.0290	XCP	OFF CHAIN	OFF CHAIN



SEALED BY



9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

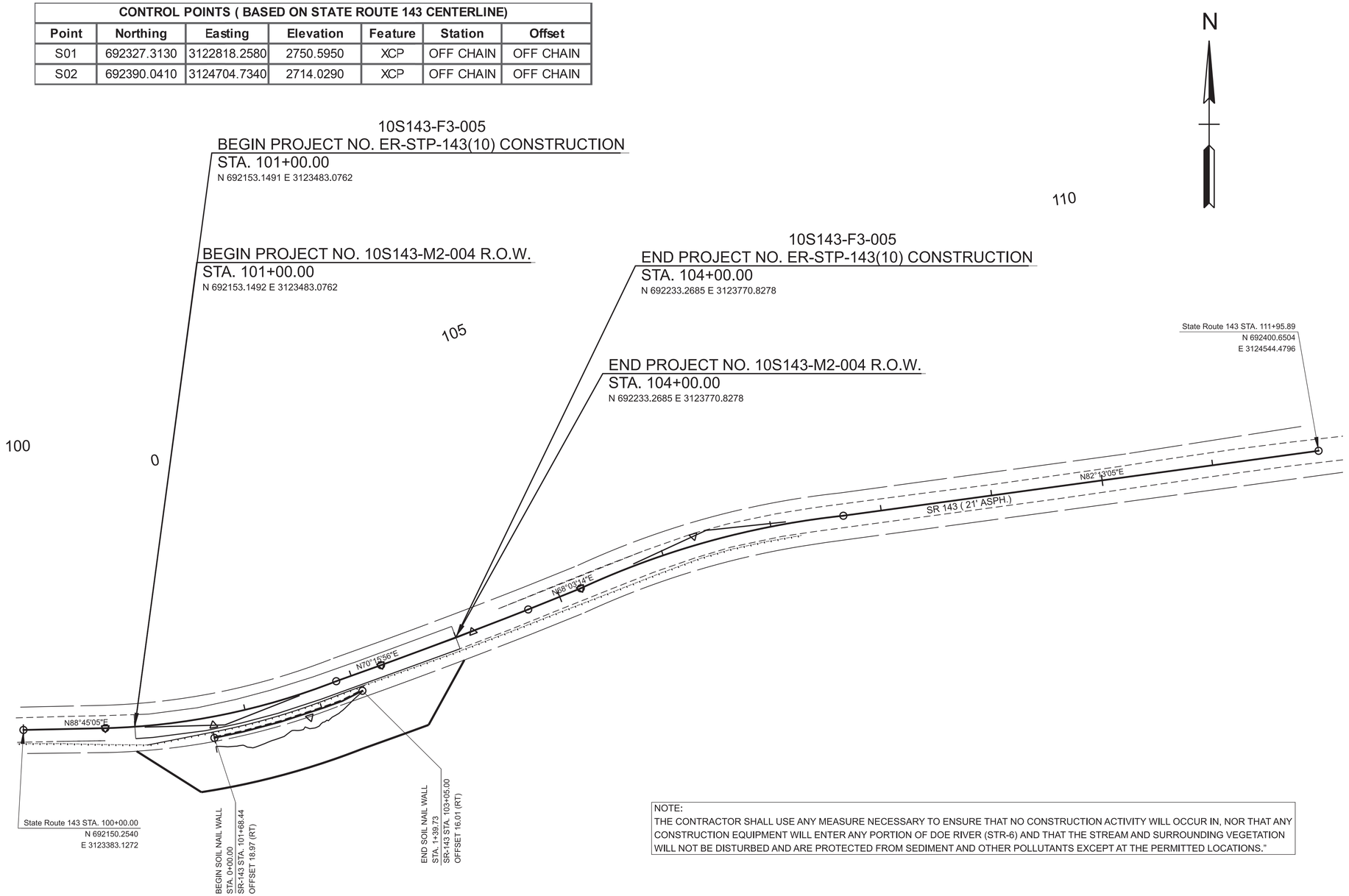
RIGHT OF WAY DETAILS

STA. 100+00.00 TO STA. 112+00.00
SCALE: 1" = 50'

9/23/2026 3:51:49 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	4B

CONTROL POINTS (BASED ON STATE ROUTE 143 CENTERLINE)						
Point	**Northing**	**Easting**	**Elevation**	**Feature**	**Station**	**Offset**
S01	692327.3130	3122818.2580	2750.5950	XCP	OFF CHAIN	OFF CHAIN
S02	692390.0410	3124704.7340	2714.0290	XCP	OFF CHAIN	OFF CHAIN



NOTE:
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 DOE RIVER (STR-6) AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS."

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

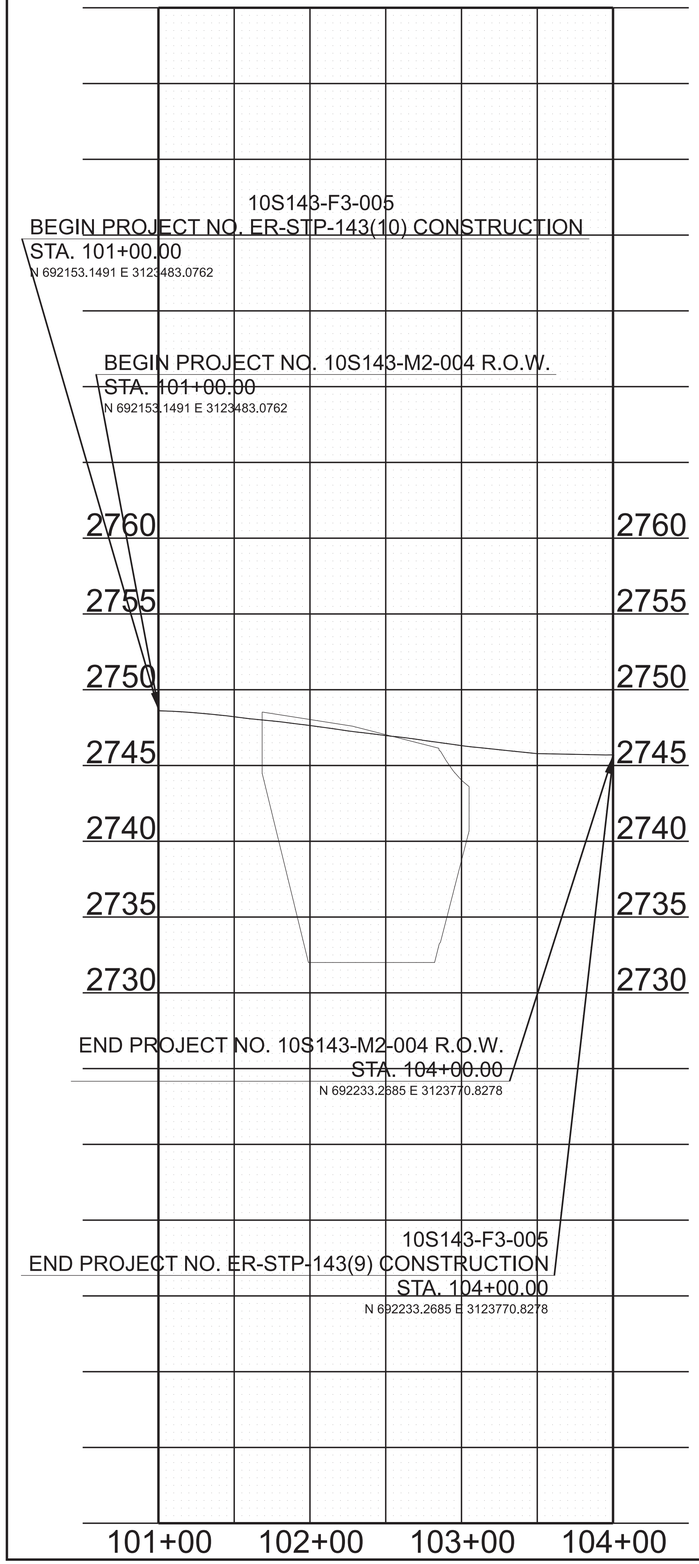
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 101+00.00 TO STA. 104+00.00
SCALE: 1" = 50'

9/23/2026 4:28:46 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-PROPOSED.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	4C



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
STATE OF TENNESSEE
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE
No. 111935

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 101+00.00 TO STA. 104+00.00

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

9/23/2026 3:52:01 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SUR-ALIGNMENT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	5

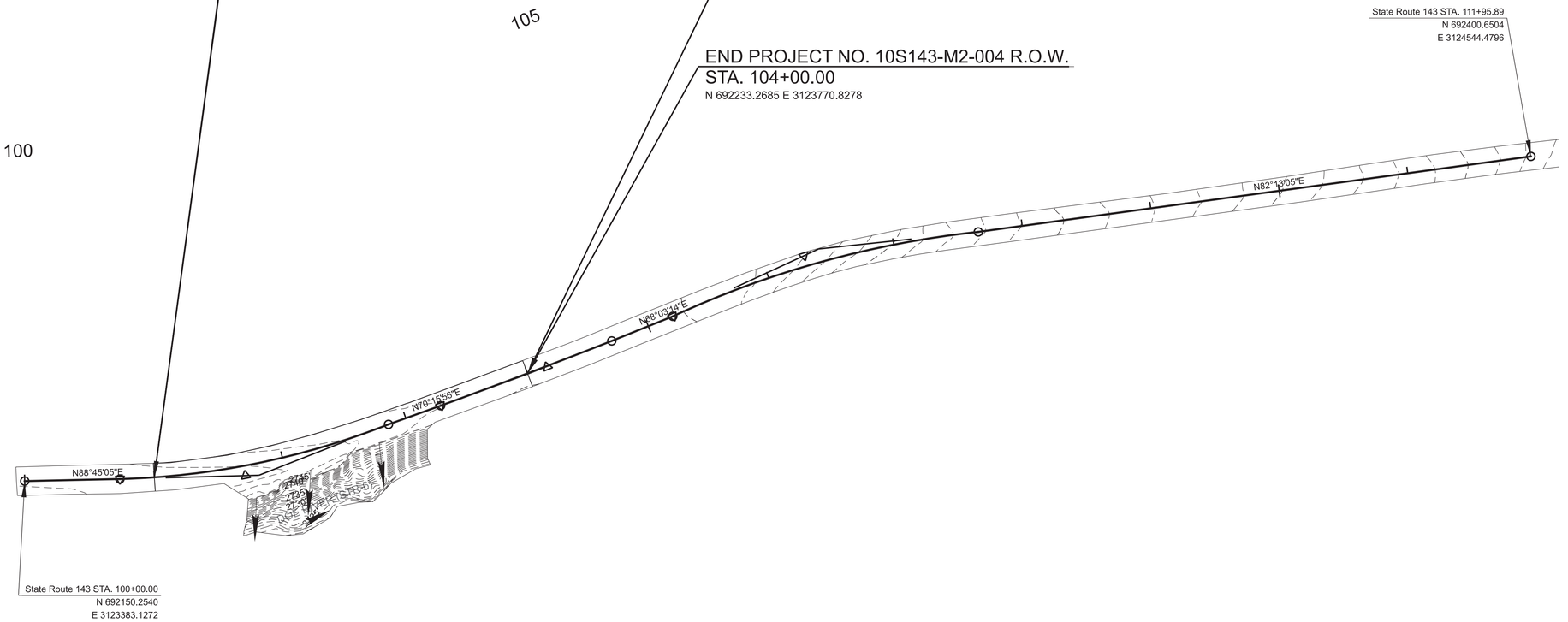
N

10S143-F3-005
BEGIN PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 101+00.00
N 692153.1491 E 3123483.0762

BEGIN PROJECT NO. 10S143-M2-004 R.O.W.
STA. 101+00.00
N 692153.1492 E 3123483.0762

10S143-F3-005
END PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 104+00.00
N 692233.2685 E 3123770.8278

END PROJECT NO. 10S143-M2-004 R.O.W.
STA. 104+00.00
N 692233.2685 E 3123770.8278



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111932
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 100+00 TO STA. 112+00
SCALE: 1" = 50'

9/23/2026 3:52:05 PM
L:\SURVDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-DRAINAGE MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	6

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 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.

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

9/23/2026 3:52:09 PM L:\SURVDES\DESIGNPROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105\143-03-SHT- EPSC NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	7

(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.

STREAMS, WETLANDS & BUFFER ZONES

(54) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., PIER FOOTING, RIP-RAP PLACEMENT, CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS (EC-STR-31) AND TEMPORARY DIVERSION CULVERTS (EC STR-32) FOR SINGLE BARREL CULVERT CONSTRUCTION.

SEALED BY



9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

9/23/2026 3:53:06 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135886.35\DGN - SYLL'S COPY\10S143-03-SHT- EPSC NOTES 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	8

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	STAGE I QUANTITY 10S143-F3-005	STAGE II QUANTITY	STAGE III QUANTITY	TOTAL QUANTITY
(1)(3)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	7			7
(1)(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	150	150		300
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	150	150		300
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50	50		100
(2)	740-10.03	GEOTEXTILE (TYPE III) (EROSION Control)	S.Y.	86			86

FOOTNOTES

(1) SEE SUBSECTION 209-07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.
(2) TO BE INCREASED OR DECREASED AS DIRECTED BY THE TDOT MANAGER.
(3) SEE GEOTECHNICAL PLANS G-1 SERIES SHEETS FOR MORE INFORMATION.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
* SFB* SFB*	SILT FENCE WITH WIRE BACKING	EC-STR-3C EC-STR-4 & 4A
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

SEALED BY

STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE 111923 STATE OF TENNESSEE

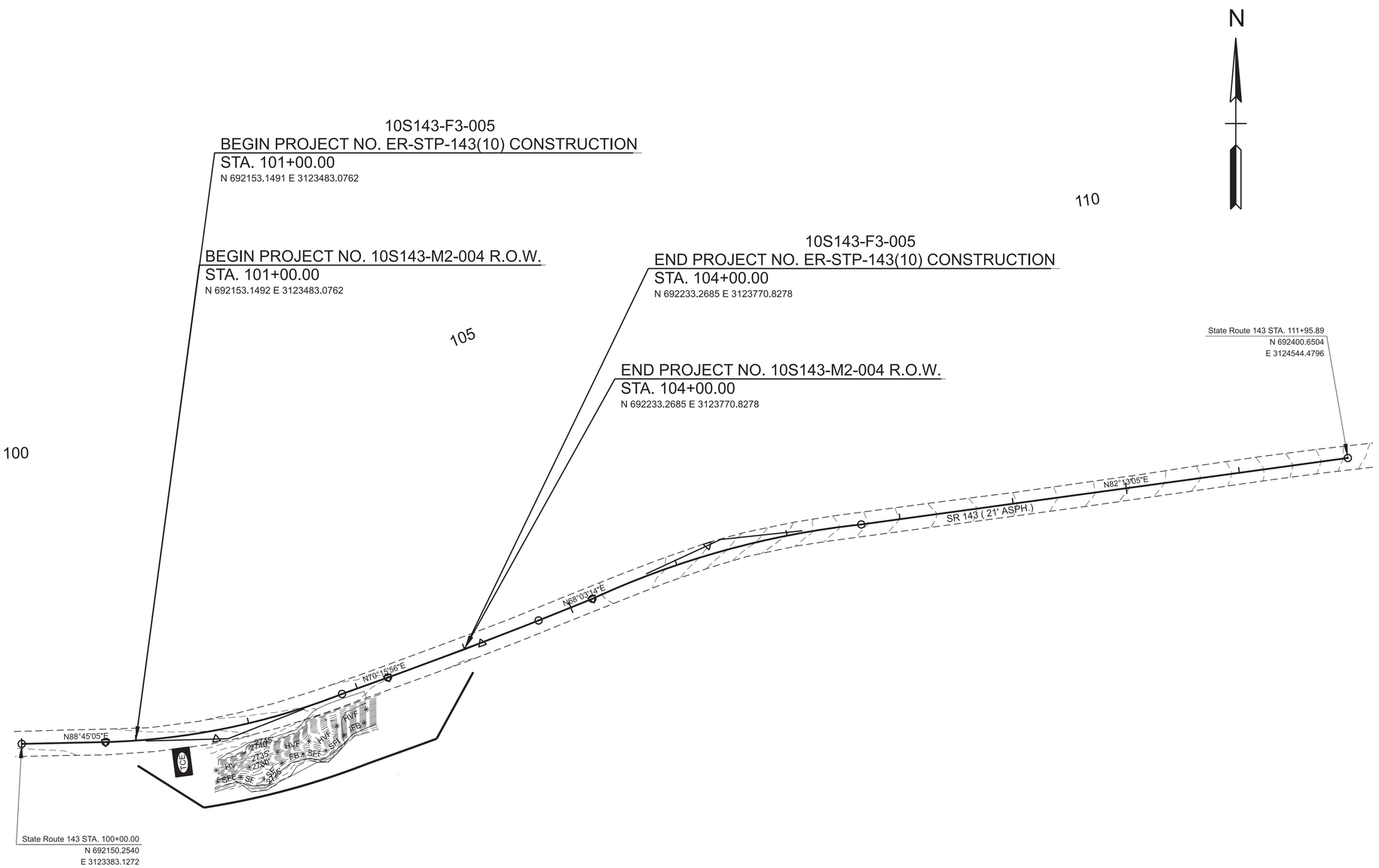
9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

9/23/2026 3:54:32 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- EPSC LEGEND & TABULATION.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	9



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111928
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 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. 100+00 TO STA. 112+00
SCALE: 1" = 50'

STAGE I

9/23/2026 3:54:52 PM
L:\SURVDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-EPSC PHASE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	10

N

10S143-F3-005
BEGIN PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 101+00.00
N 692153.1491 E 3123483.0762

BEGIN PROJECT NO. 10S143-M2-004 R.O.W.
STA. 101+00.00
N 692153.1492 E 3123483.0762

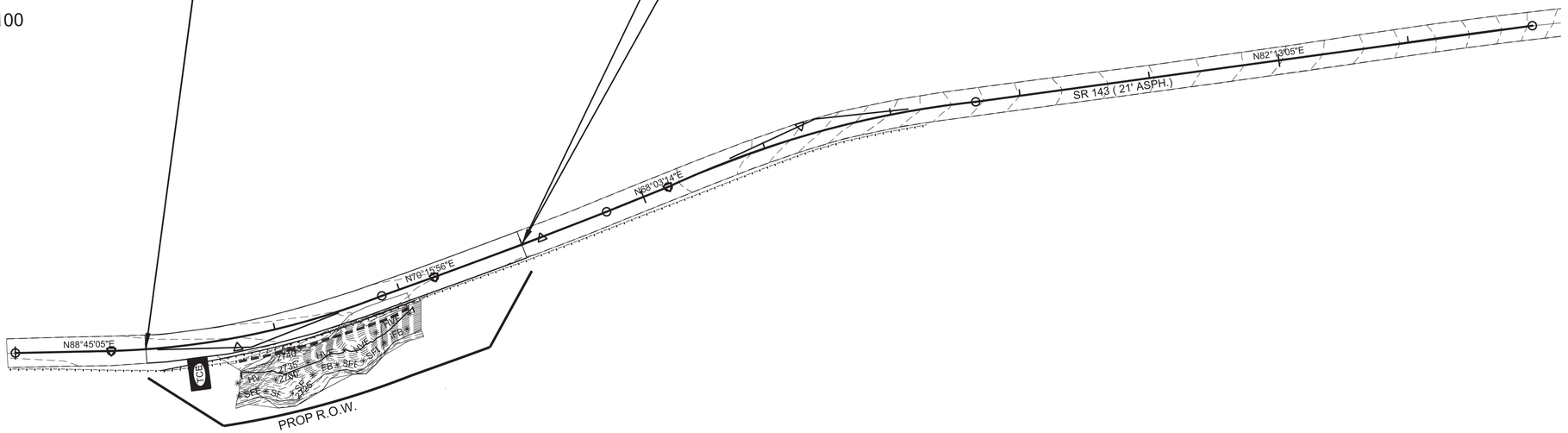
10S143-F3-005
END PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 104+00.00
N 692233.2685 E 3123770.8278

END PROJECT NO. 10S143-M2-004 R.O.W.
STA. 104+00.00
N 692233.2685 E 3123770.8278

100

105

110



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111928
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(ER-STP-143(10)), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

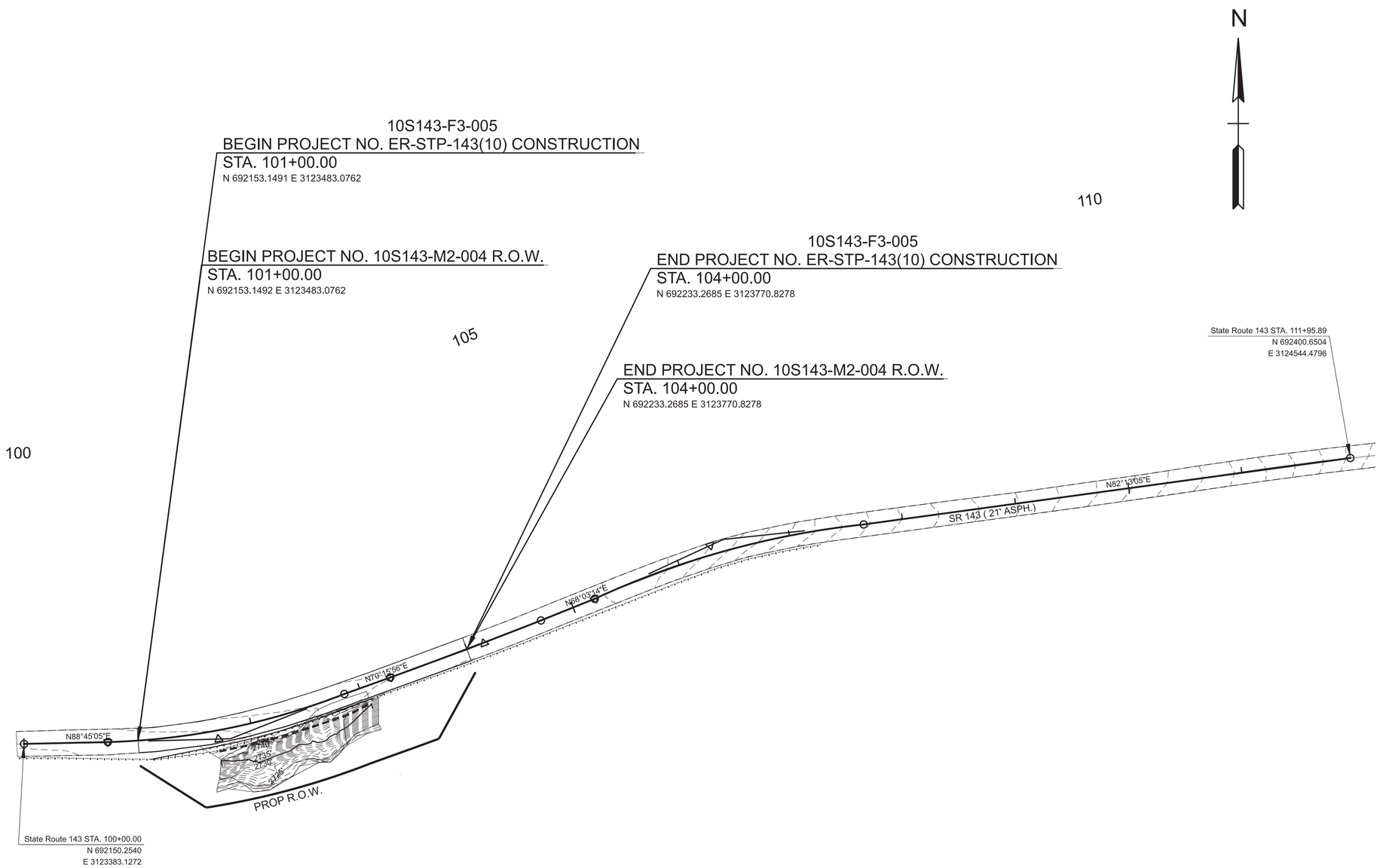
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+00 TO STA. 112+00
SCALE: 1" = 50'

STAGE II

9/23/2026 3:54:58 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-EPSC PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	11



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111928
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00016 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

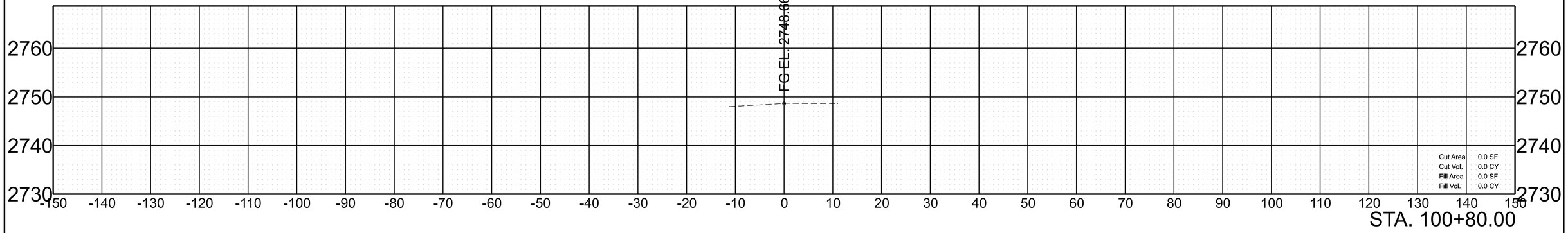
STA. 100+00 TO STA. 112+00
SCALE: 1" = 50'

STAGE III

9/23/2026 3:55:02 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\110S143-03-DES-EPSC PHASE 3.DGN

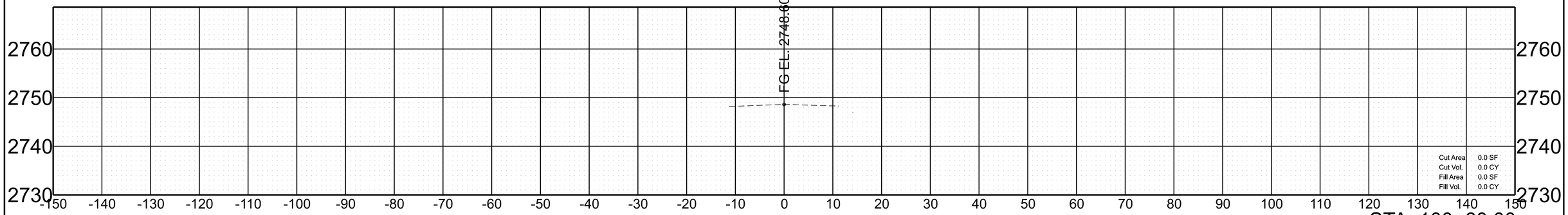
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	12

SR 143



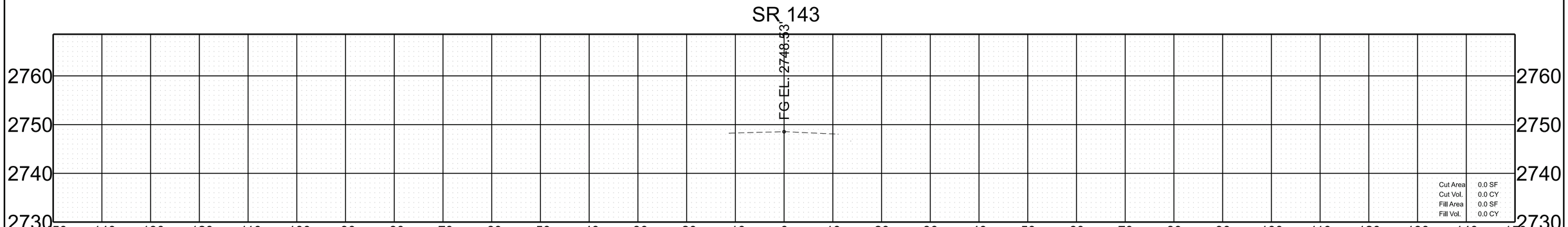
STA. 100+80.00

SR 143



STA. 100+60.00

SR 143



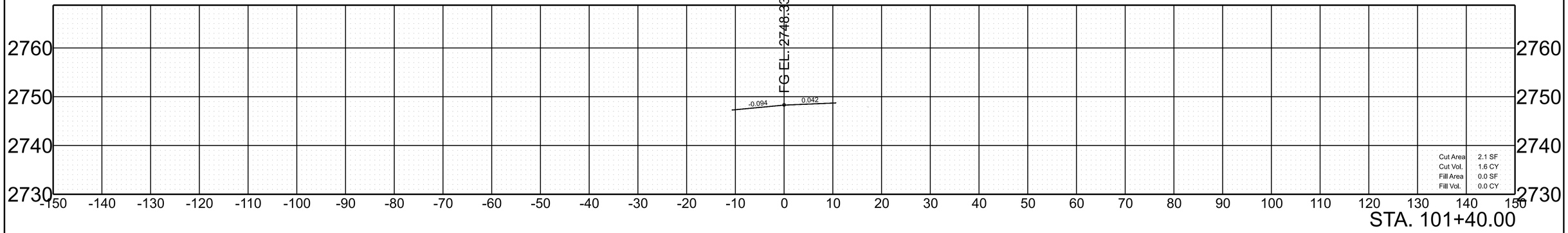
STA. 100+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 100+50.00 END STA. 100+80.00

9/23/2026 3:55:10 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- XS.DGN

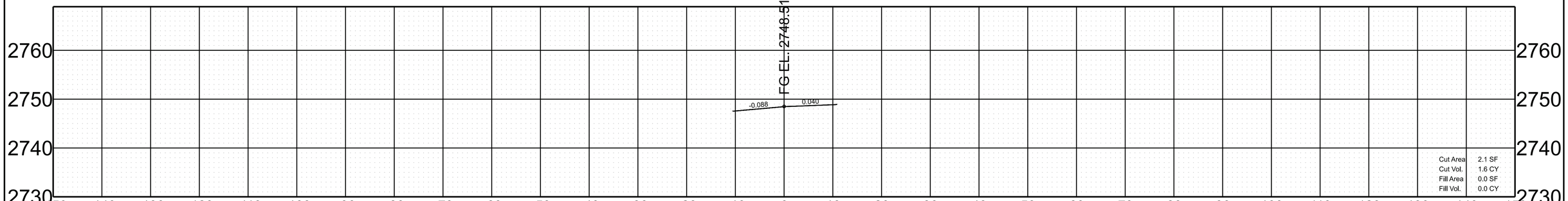
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	13

SR 143



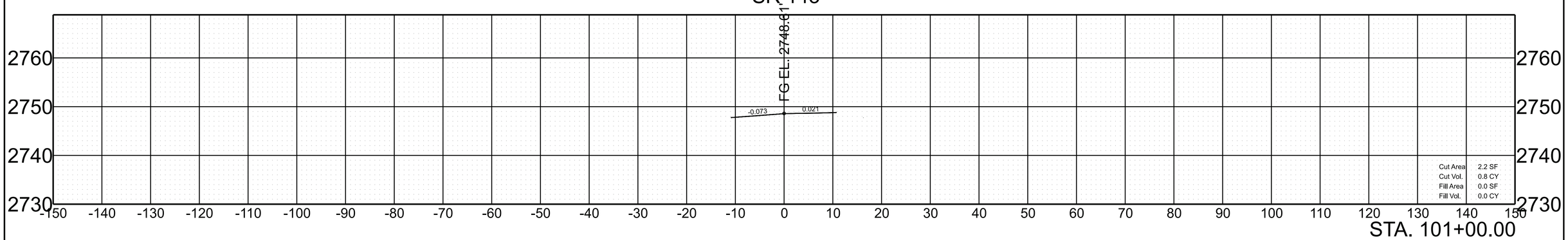
STA. 101+40.00

SR 143



STA. 101+20.00

SR 143

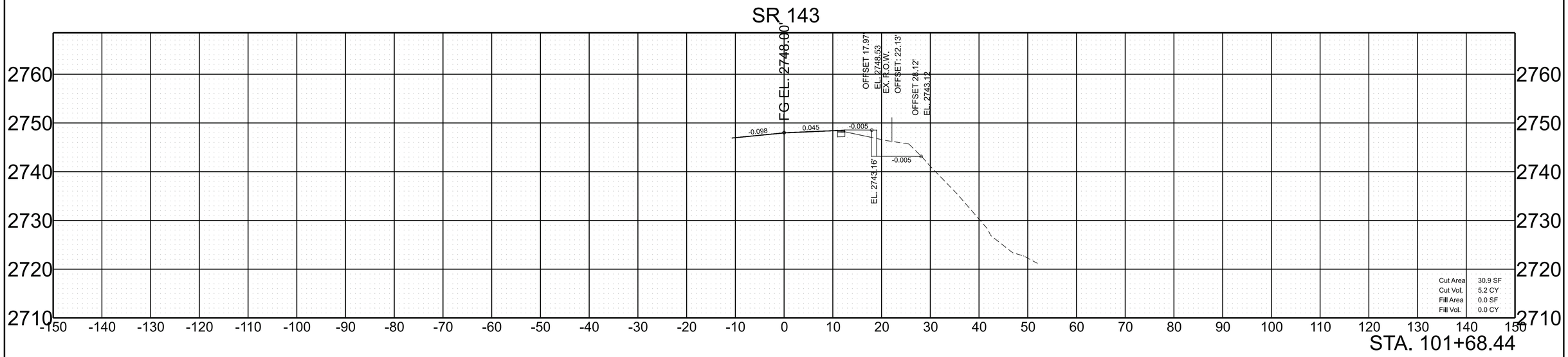


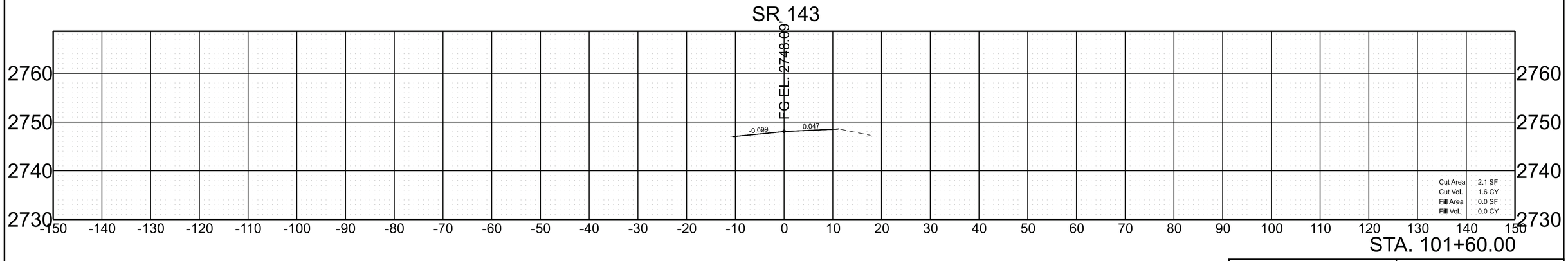
STA. 101+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 101+00.00 END STA. 101+40.00

9/23/2026 3:55:13 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT - XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	14

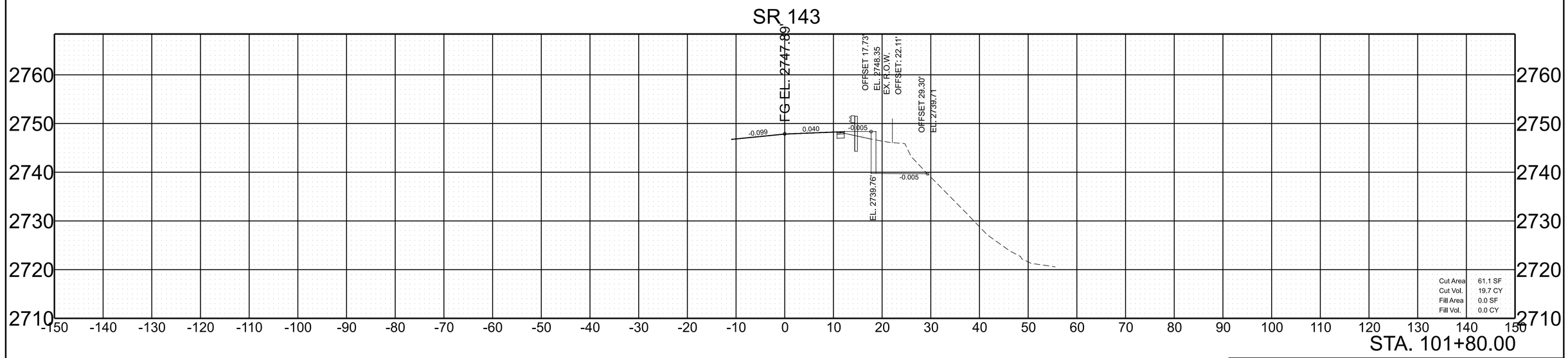




SCALE:		
	1"=10' HORIZ.	BEGIN STA. 101+60.00
	1"=10' VERT.	END STA. 101+68.44

9/23/2026 3:55:16 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105\143-03-SHT- XS.DGN

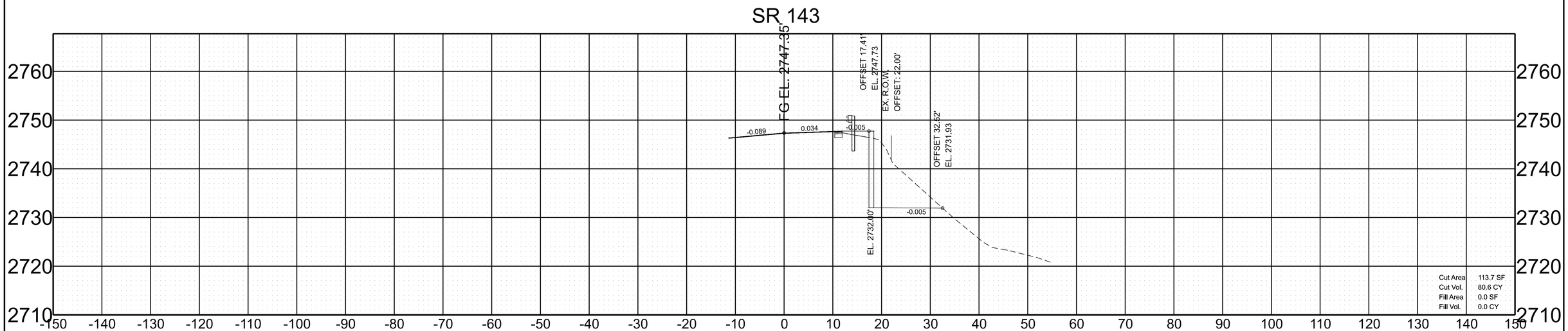
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	15

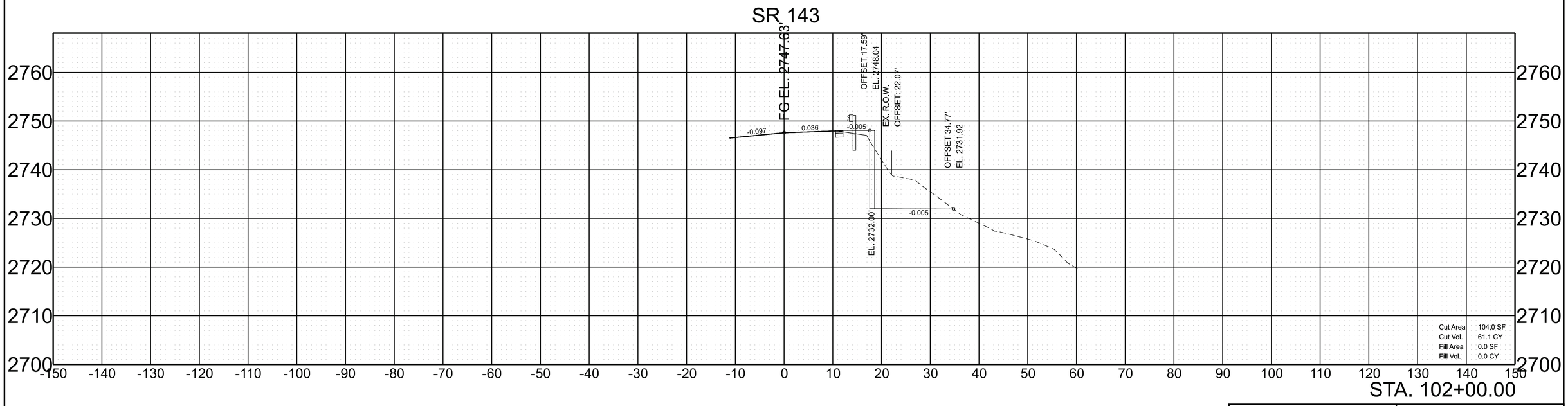


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 101+80.00 END STA. 101+80.00

9/23/2026 3:55:16 PM
L:\SURV\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	16

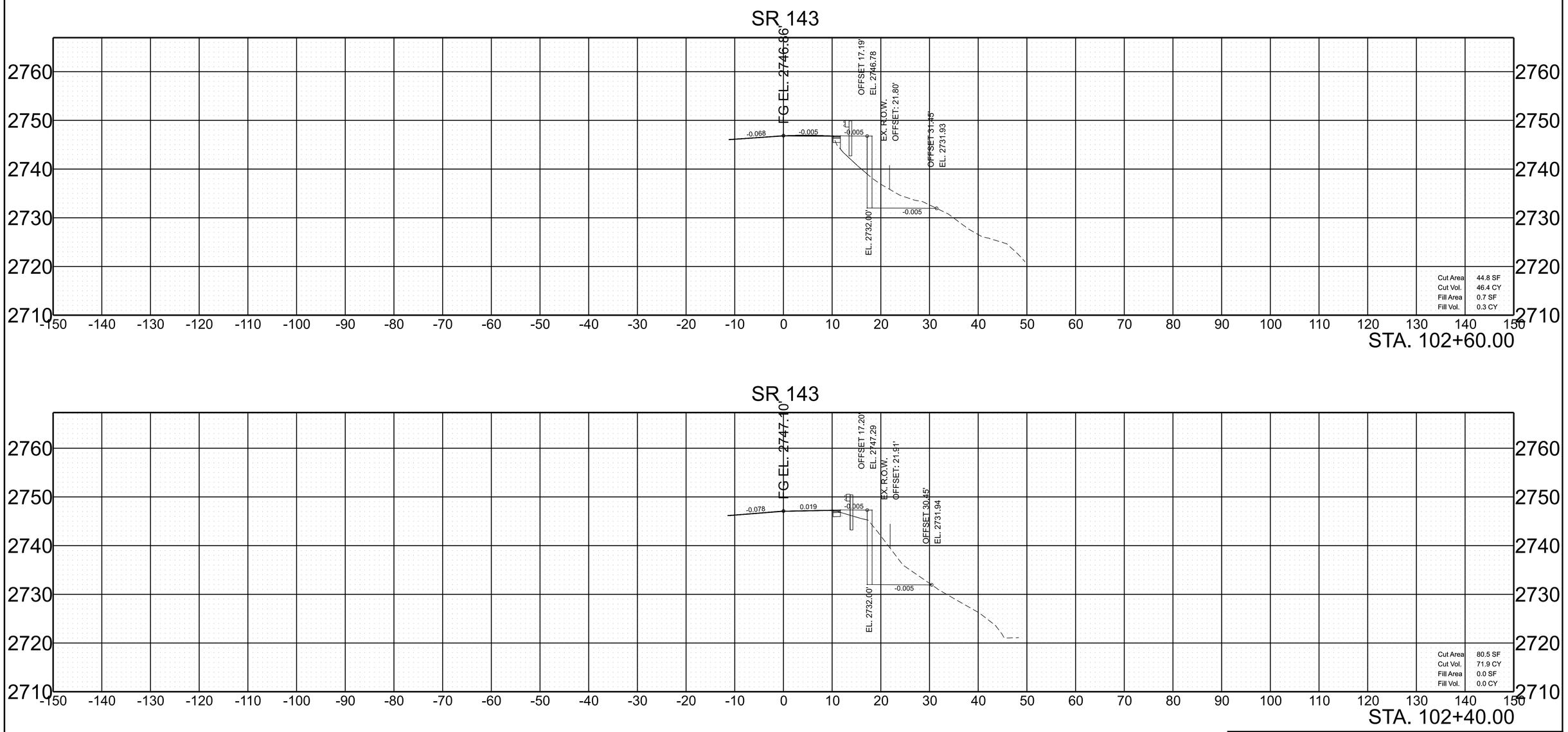




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 102+00.00 END STA. 102+20.00

9/23/2026 3:55:17 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105f143-03-SHT- XS.DGN

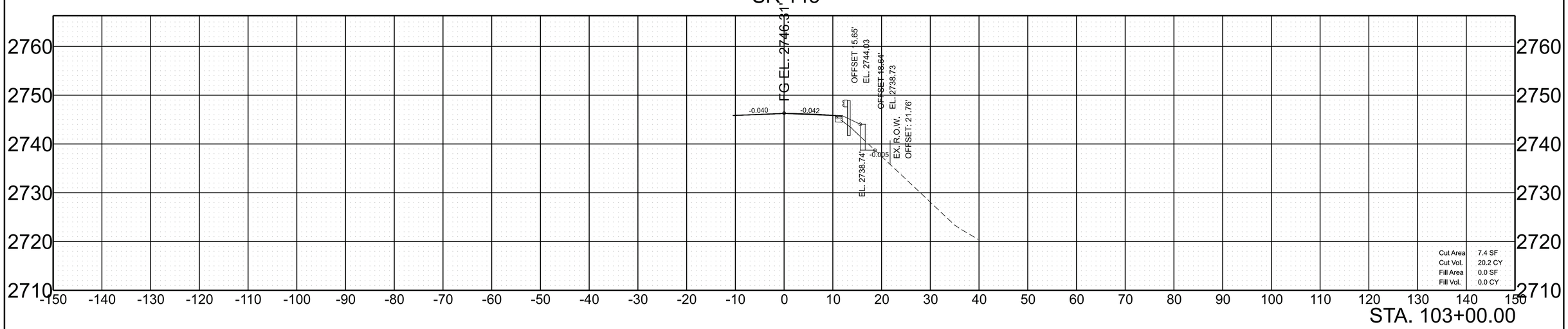
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	17

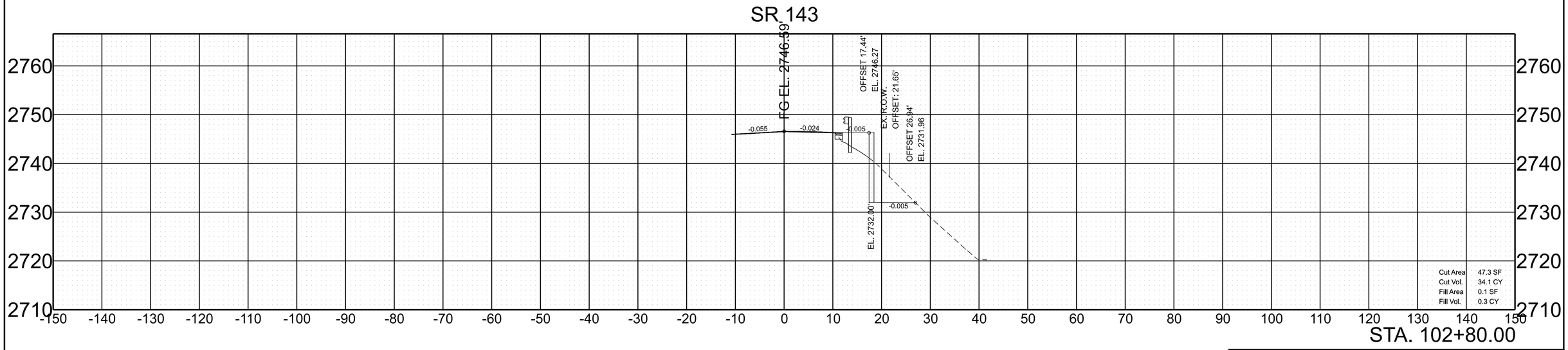


SCALE:	1"=10' HORIZ.	BEGIN STA. 102+40.00
	1"=10' VERT.	END STA. 102+60.00

9/23/2026 3:55:18 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	18

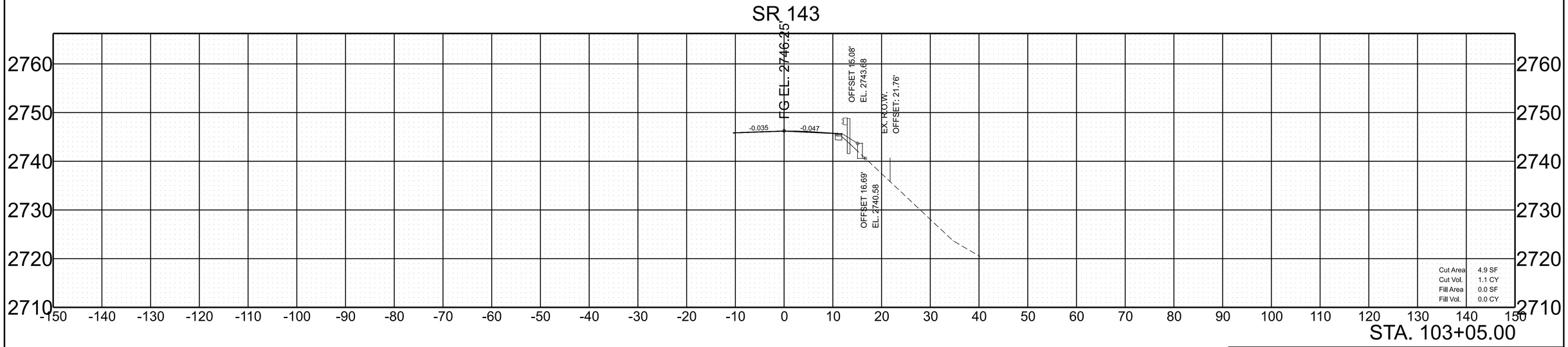




SCALE:	1"=10' HORIZ.	BEGIN STA. 102+80.00
	1"=10' VERT.	END STA. 103+00.00

9/23/2026 3:55:19 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT - XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	19

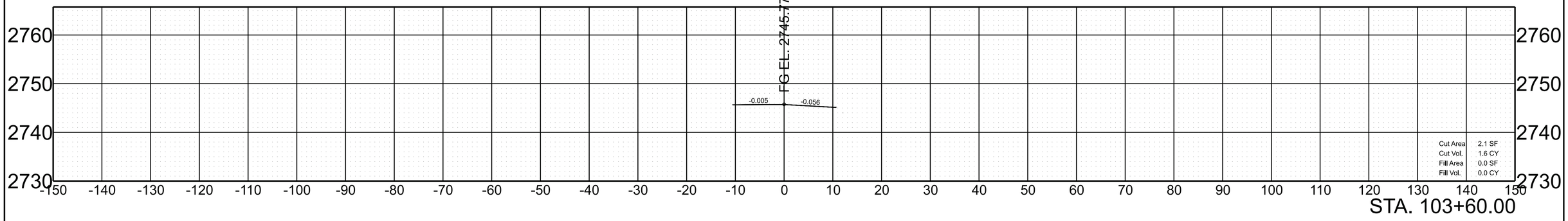


SCALE:		BEGIN STA.	103+05.00
	1"=10' HORIZ.	END STA.	103+05.00
	1"=10' VERT.		

9/23/2026 3:55:20 PM
L:\SURV\DESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- XS.DGN

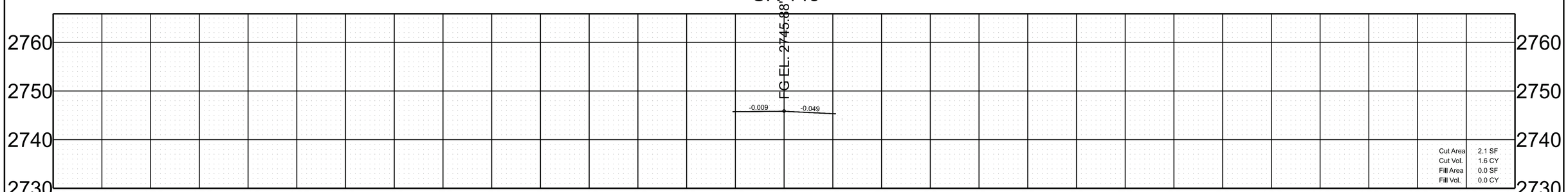
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	20

SR 143



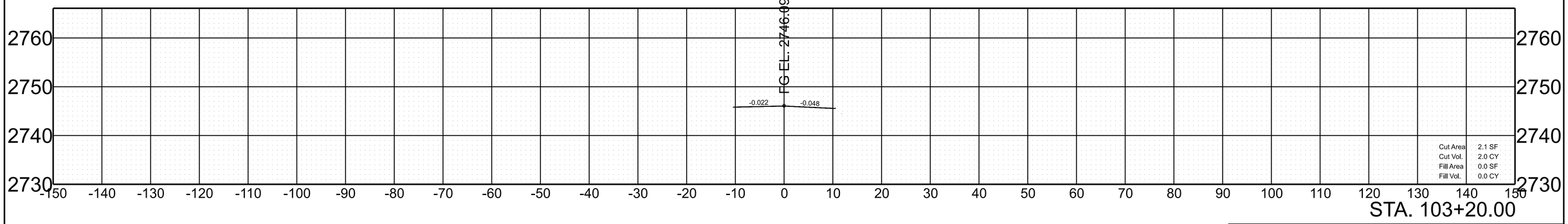
STA. 103+60.00

SR 143



STA. 103+40.00

SR 143



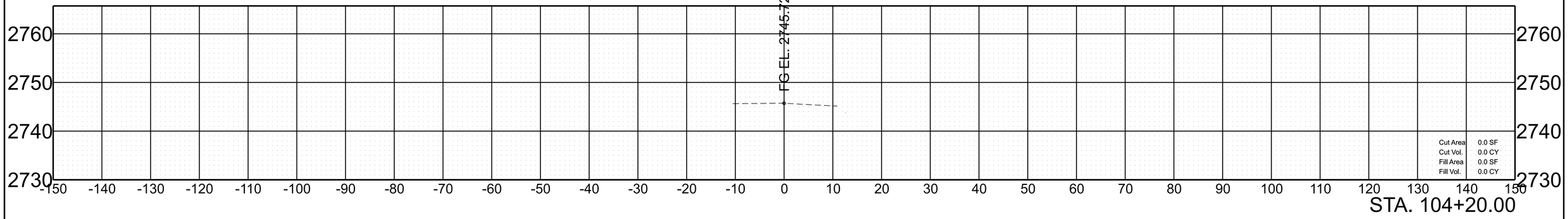
STA. 103+20.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 103+20.00 END STA. 103+60.00

9/23/2026 3:55:21 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105f143-03-SHT- XS.DGN

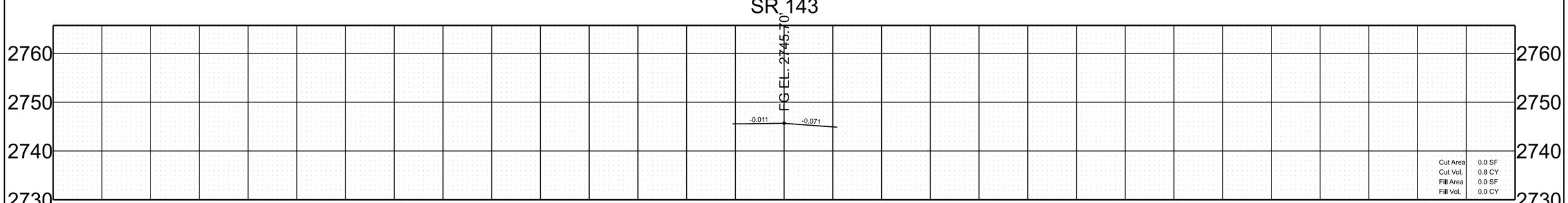
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	21

SR 143



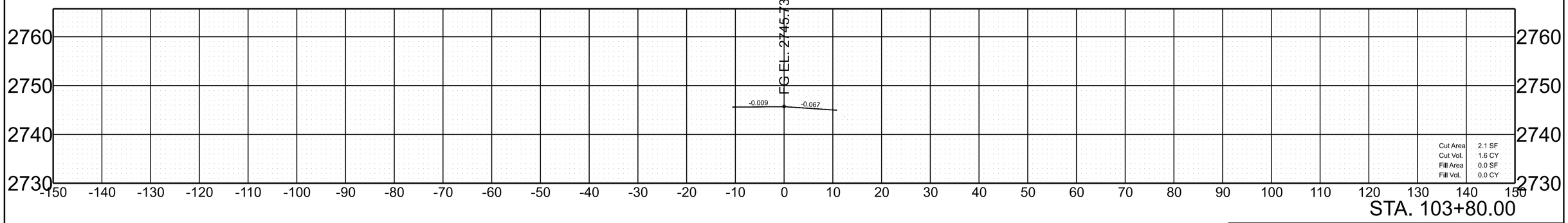
STA. 104+20.00

SR 143



STA. 104+00.00

SR 143

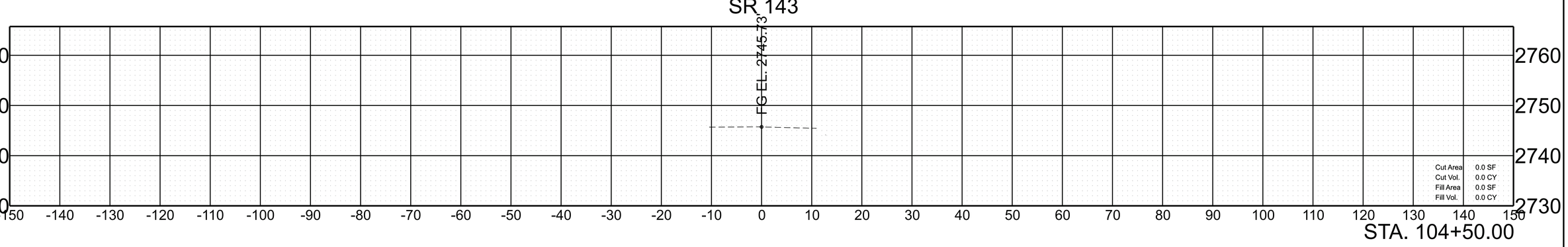


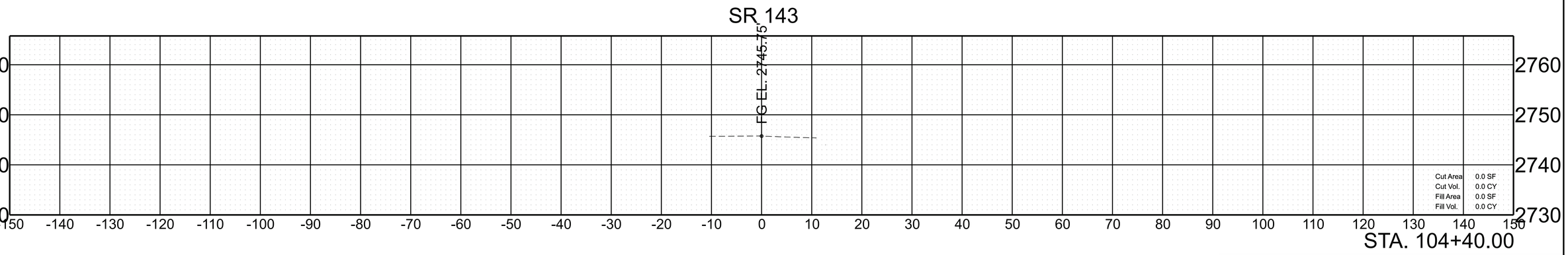
STA. 103+80.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 103+80.00 END STA. 104+20.00

9/23/2026 3:55:21 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT - XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	22





SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 104+40.00 END STA. 104+50.00

9/23/2026 3:55:22 PM
L:\SURV\DES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT - XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	T1

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 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.

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

9/23/2026 3:55:25 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT-TRAFFIC CONTROL PHASING NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	T2

TRAFFIC CONTROL PHASING NOTES

(PHASES BASED ON STD. DWG. NOS. T-WZ-32)

PHASE I & II

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING WORK ZONE SIGNS, CHANNELIZING DRUMS, PORTABLE BARRIER RAILS, DELINEATORS, CRASH CUSHIONS, AND THE TEMPORARY TRAFFIC SIGNAL SYSTEM AS SHOWN ON SHEETS T4 AND T5, OR AS DIRECTED BY THE ENGINEER.
2. MAINTAIN A SINGLE 11-FOOT TRAVEL LANE ON SR 143 UTILIZING A TEMPORARY TRAFFIC SIGNAL SYSTEM TO CONTROL ALTERNATING TRAFFIC.
3. CONSTRUCT THE SOIL NAIL WALL WITHIN THE DESIGNATED WORK ZONE.
4. CONSTRUCT THE SHOULDER AND REPLACE THE GUARDRAIL ALONG THE SOUTHBOUND LANE.

PHASE III

5. RESURFACE THE SOUTHBOUND LANE FROM STA. 101+00.00 TO STA. 104+00.00.
6. APPLY FINAL PAVEMENT MARKINGS ACROSS THE FINAL ROADWAY SURFACE.
7. REMOVE TEMPORARY TRAFFIC CONTROL DEVICES AND SHIFT TRAFFIC BACK TO THE PERMANENT TWO 11-FOOT TRAVEL LANE CONFIGURATION ON SR 143.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	WORK ZONE
	TEMPORARY ATTENUATOR
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)

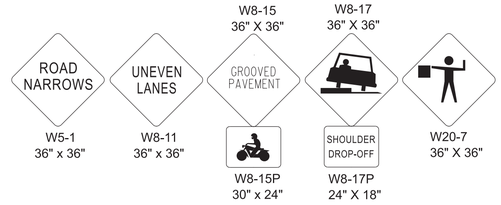
TRAFFIC CONTROL NOTES

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

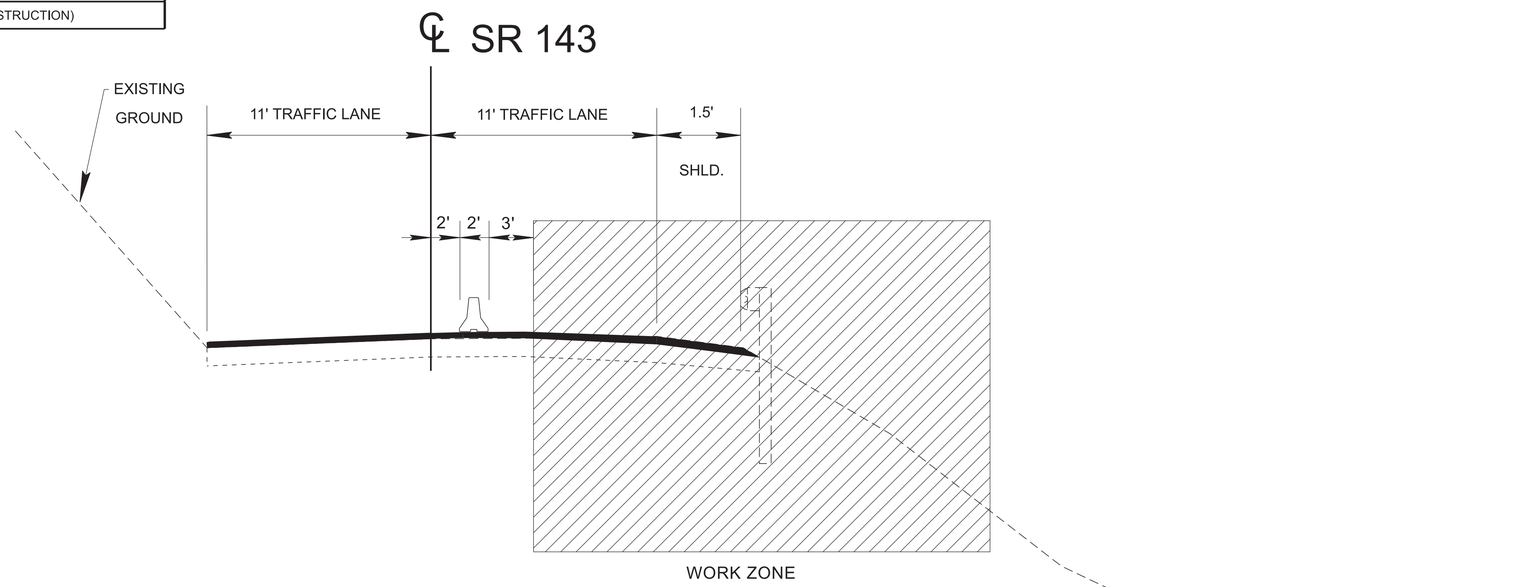
THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

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

ALL TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY TDOT OPERATIONS DISTRICT ENGINEER.



NOTES:
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.



PHASE I & II

SEALED BY



9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES AND LEGEND

9/23/2026 3:56:15 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT-TRAFFIC CONTROL PHASING NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	T3

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	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
W20-1	ROAD WORK 1/2 MILE	48"	x	48"	16	2	2	2	2	32	T-WZ-32	
W20-1	ROAD WORK 1500 FT	48"	x	48"	16	2	2	2	2	32	T-WZ-32	
W20-1	ROAD WORK 1000 FT	48"	x	48"	16	2	2	2	2	32	T-WZ-32	
W20-1	ROAD WORK 500 FT	48"	x	48"	16	2	2	2	2	32	T-WZ-32	
G20-2	END ROAD WORK	48"	x	24"	8	2	2	2	2	16	T-WZ-32	
W20-4	ONE LANE ROAD 1500 FT	48"	x	48"	16	2	2		2	32	T-WZ-32	
W20-7	FLAGGER SYMBOL	48"	x	48"	16	1	1		1	16	T-WZ-32	
W1-4	LANE SHIFT (SYMBOL)	48"	x	48"	16	1	1		1	16	T-WZ-32	
W3-3	SIGNAL AHEAD (SYMBOL)	48"	x	48"	16	2	2		2	32	T-WZ-32	
W3-4	BE PREPARED TO STOP	48"	x	48"	16	2	2		2	32	T-WZ-32	
R10-6	STOP HERE ON RED	36"	x	48"	12	2	2		2	24	T-WZ-32	
R10-6 (MOD.)	STAY IN LANE TO EXT. GREEN	30"	x	42"	9	2	2		2	18	T-WZ-32	
SPECIAL	MAXIMUM X MINUTES RED	42"	x	48"	14	2	2		2	28	T-WZ-32	
SPECIAL	MAINTAIN XX MPH SPEED	42"	x	36"	11	2	2		2	21	T-WZ-32	
									TOTAL	363	S.F.	

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111931
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TABULATION

9/23/2026 3:56:50 PM
L:\SURV\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\105143-03-SHT-TRAFFIC CONTROL PHASING NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	T4

N

10S143-F3-005
BEGIN PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 101+00.00
N 692153.1491 E 3123483.0762

BEGIN PROJECT NO. 10S143-M2-004 R.O.W.
STA. 101+00.00
N 692153.1492 E 3123483.0762

105

110

10S143-F3-005
END PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 104+00.00
N 692233.2685 E 3123770.8278

END PROJECT NO. 10S143-M2-004 R.O.W.
STA. 104+00.00
N 692233.2685 E 3123770.8278

SPECIAL,SEE STD. DWG. T-WZ-35
42" X 36"
MAINTAIN MPH SPEED

W1-4
48" x 48"

45'
500'
500'
1000'
N82°13'05"E
1000' RDSYL
500'
FOR SIGNING TYPICAL
SEE OPPOSITE APPROACH

SPECIAL,SEE STD. DWG. T-WZ-35
42" X 36"
MAINTAIN MPH SPEED

N68°03'14"E
8" RSSWL
60'
500'
120'
120'
N70°15'56"E
STA. 100+80.00
MATCH LINE

WORK ZONE
495'

SPECIAL,SEE STD. DWG. T-WZ-35
42" X 48" (SPAN MOUNTED)
NOTE: MAX RED TIME IS TO BE
DETERMINED BY FIELD TEST RUNS

G20-2
48" x 24"
END ROAD WORK

MAXIMUM MINUTES RED

1000'
500'
500'
500'
455'
45'
1000' RDSYL
8" RSSWL
60'
120
120'
STA. 100+80.00
MATCH LINE

ROAD WORK 1/2 MILE

W20-4
48" x 48"
ONE LANE ROAD 1500 FT

W20-1F
48" x 48"
ROAD WORK 1500 FT

W3-3
48" X 48"

W20-7
48" x 48"

ROAD WORK 1000 FT
W20-1F
48" x 48"

BE PREPARED TO STOP
W3-4
48" X 48"

ROAD WORK 500 FT
W20-1F
48" x 48"

STAY
IN LANE
TO EXTEND
GREEN

STOP
HERE ON
RED
R10-6
24" X 36"

R10-6(MOD.)
SEE STD. DWG. T-WZ-35
30" X 42"

PHASE I

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111152
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00016 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. 101+00.00 TO STA. 104+00.00
SCALE: 1" = 50'

9/23/2026 3:57:03 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-TRAFFIC CONTROL.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	T5

N

10S143-F3-005
BEGIN PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 101+00.00
N 692153.1491 E 3123483.0762

BEGIN PROJECT NO. 10S143-M2-004 R.O.W.
STA. 101+00.00
N 692153.1492 E 3123483.0762

105

110

10S143-F3-005
END PROJECT NO. ER-STP-143(10) CONSTRUCTION
STA. 104+00.00
N 692233.2685 E 3123770.8278

END PROJECT NO. 10S143-M2-004 R.O.W.
STA. 104+00.00
N 692233.2685 E 3123770.8278

SPECIAL,SEE STD. DWG. T-WZ-35
42" X 36"
MAINTAIN MPH SPEED

W1-4
48" x 48"

SPECIAL,SEE STD. DWG. T-WZ-35
42" X 36"
MAINTAIN MPH SPEED

45'
500'
500'
1000'
N82°13'05"E
1000' RDSYL
500'
N68°03'14"E
8" RSSWL
60'
500'
120'
120'
N70°15'56"E
STA. 100+80.00
MATCH LINE

FOR SIGNING TYPICAL
SEE OPPOSITE APPROACH

WORK ZONE
495'

SPECIAL,SEE STD. DWG. T-WZ-35
42" X 48" (SPAN MOUNTED)
NOTE: MAX RED TIME IS TO BE
DETERMINED BY FIELD TEST RUNS

G20-2
48" x 24"
END ROAD WORK

MAXIMUM
MINUTES
RED

1000'
500'
500'
500'
455'
45'
60'
120
120'
1000' RDSYL
8" RSSWL
STA. 100+80.00
MATCH LINE

ROAD WORK 1/2 MILE

W20-4
48" x 48"
ONE LANE ROAD 1500 FT

W20-1F
48" x 48"
ROAD WORK 1500 FT

W3-3
48" X 48"

W20-7
48" x 48"

ROAD WORK 1000 FT
W20-1F
48" x 48"

BE PREPARED TO STOP
W3-4
48" X 48"

ROAD WORK 500 FT
W20-1F
48" x 48"

STAY
IN LANE
TO EXTEND
GREEN

STOP
HERE ON
RED
R10-6
24" X 36"

R10-6(MOD.)
SEE STD. DWG. T-WZ-35
30" X 42"

PHASE II

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111352
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00016 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

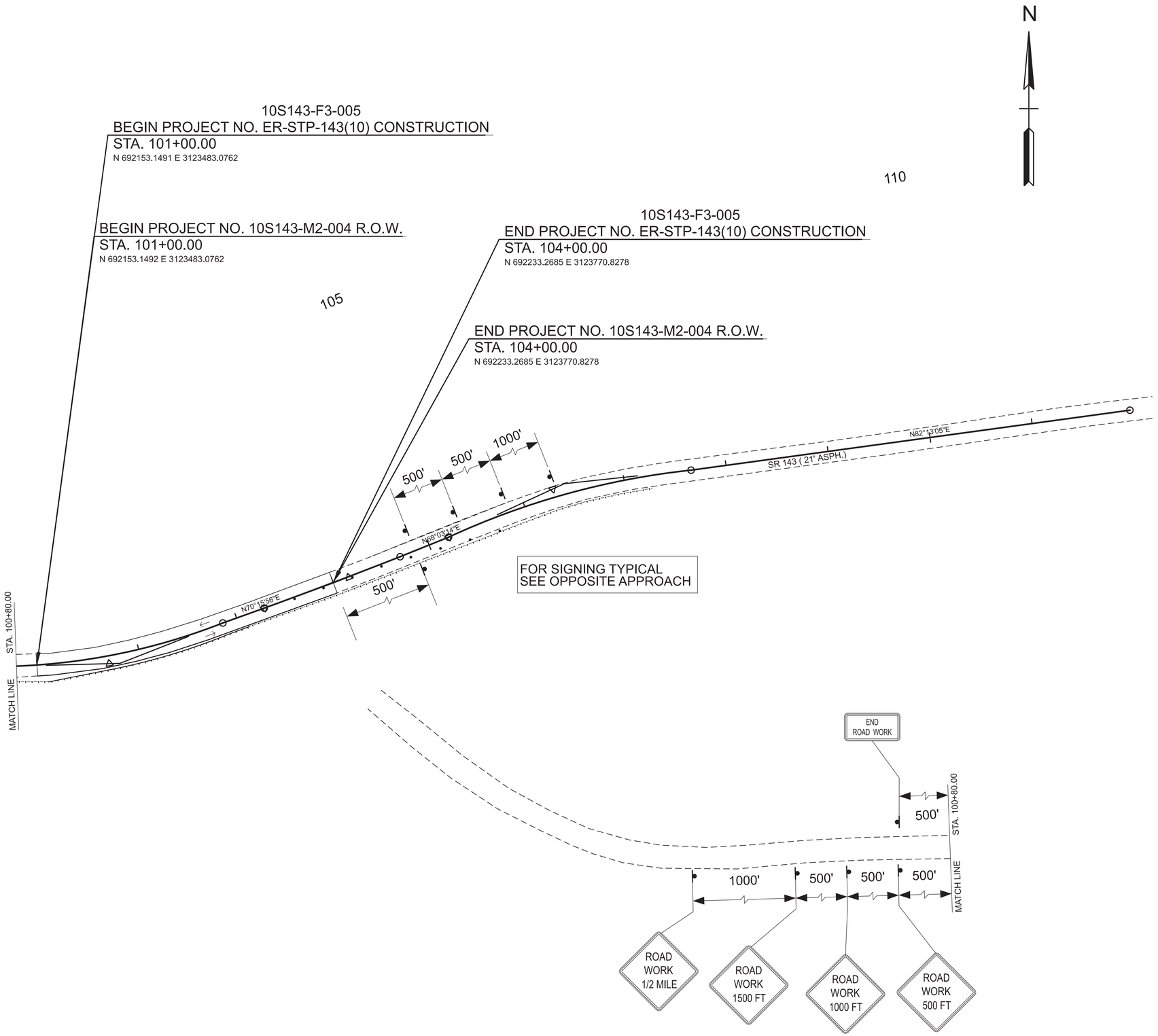
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 101+00.00 TO STA. 104+00.00
SCALE: 1" = 50'

9/23/2026 3:57:06 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-DES-TRAFFIC CONTROL PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	T6



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111938
STATE OF TENNESSEE

9/23/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00016 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

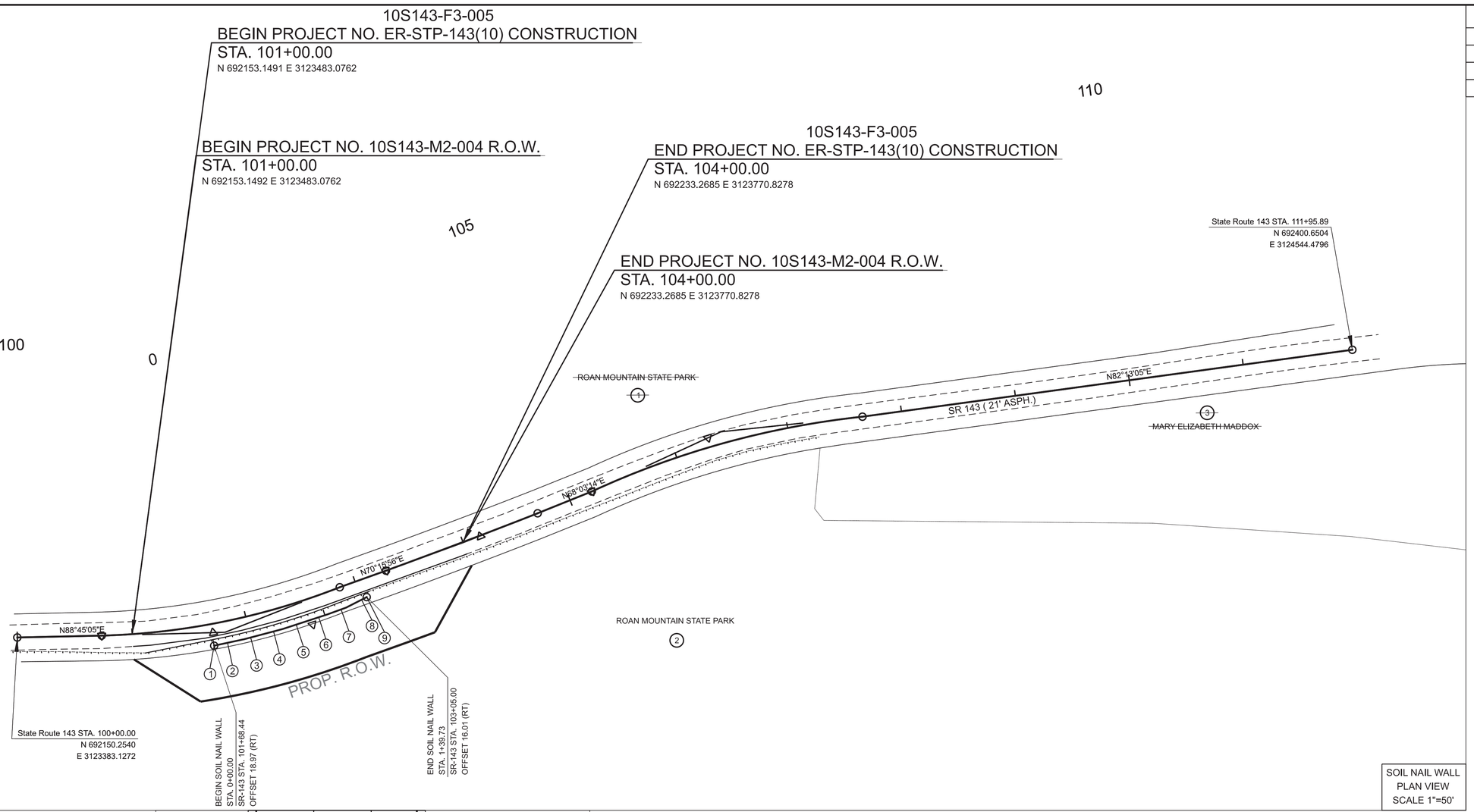
TRAFFIC CONTROL PLANS

STA. 101+00.00 TO STA. 104+00.00
SCALE: 1" = 50'

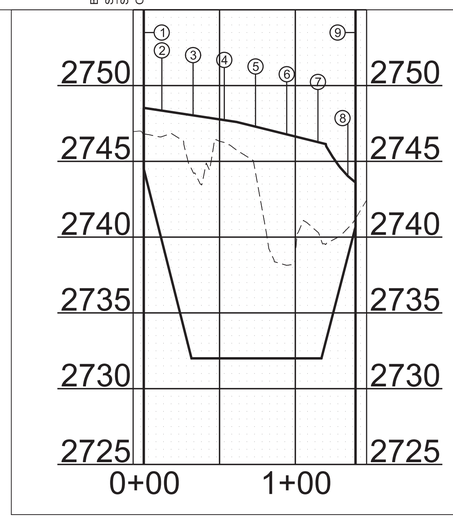
PHASE III

9/23/2026 3:57:10 PM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\110S143-03-DES-TRAFFIC CONTROL PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	R-1A



SOIL NAIL WALL
PLAN VIEW
SCALE 1"=50'



SCALE:
1" = 50' HORIZ.
1" = 5' VERT.
SOIL NAIL
WALL PROFILE

POINT	CHAIN: SOIL NAIL WALL STATION		CHAIN: S.R. 134 STATION	OFFSET	NORTHING	EASTING	GROUND EL.	BOTTOM WALL EL.	TOP WALL EL.
1	0+00.00	=	101+68.44	18.97	692143.1178	3123554.3786	2746.81	2744.49	2748.53
2	0+11.92	=	101+80.00	18.73	692145.6247	3123566.0273	2746.63	2739.76	2748.35
3	0+32.53	=	102+00.00	18.59	692150.2182	3123586.1186	2744.28	2732.00	2748.04
4	0+53.13	=	102+20.00	18.41	692155.4944	3123606.0363	2746.25	2732.00	2747.72
5	0+73.74	=	102+40.00	18.20	692161.4494	3123625.7554	2744.25	2732.00	2747.29
6	0+94.33	=	102+60.00	18.19	692167.8511	3123645.3292	2738.14	2732.00	2746.78
7	1+14.94	=	102+80.00	18.44	692174.6458	3123664.7759	2740.32	2732.00	2746.27
8	1+34.69	=	103+00.00	16.65	692183.0962	3123682.5916	2740.59	2738.74	2744.03
9	1+39.73	=	103+05.00	16.01	692185.3868	3123687.0816	2741.22	2740.58	2743.67

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111993
STATE OF TENNESSEE

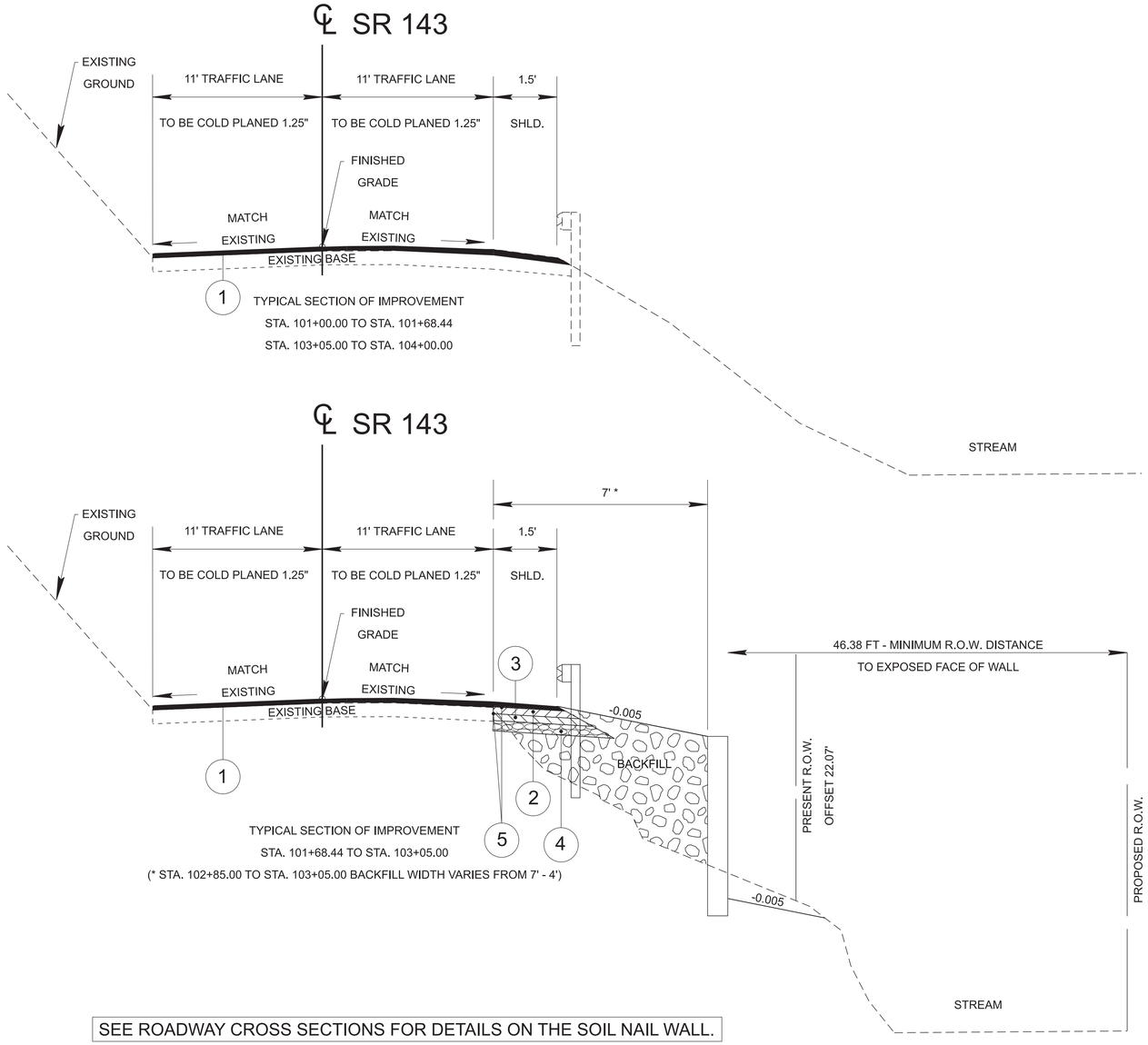
9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL (R1) GEOMETRIC LAYOUT

9/23/2026 3:57:14 PM
L:\SURVDES\DESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- RETAINING WALL GEOMETRIC LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	R-2A



SEE ROADWAY CROSS SECTIONS FOR DETAILS ON THE SOIL NAIL WALL.

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111932
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

9/23/2026 3:57:22 PM
L:\SURVDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\10S143-03-SHT- RETAINING WALL GEOMETRIC LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	R1

ACCEPTABLE WALL TYPES

SOIL NAIL 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

- PUBLICATION FHWA-NHI-14-007/FHWA GEC 007. SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015

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 AND PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL, FEBRUARY 2015 SHALL BE USED FOR SOIL NAIL 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, 2024 AND INTERIMS.

  FOR SOIL NAIL WALLS, LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND SERVICE I AS GIVEN IN TABLE 5.2 OF PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL, FEBRUARY 2015, SHALL BE EVALUATED.

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.

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

DESCRIPTION	SOIL NAIL WALLS
DESIGN LIFE	75 YEARS

SEISMIC ACCELERATION COEFFICIENTS

As	0.125
S_{DS}	0.251
S_{D1}	0.104

DESIGN BASIS

SOIL NAIL WALL DESIGN PARAMETERS	SEE TABLE 5A & 5B
SOIL NAIL WALL RESISTANCE PARAMETERS	SEE TABLE 5A & 5B

RESISTANCE FACTORS

BASAL HEAVE: PERMANENT WALL, SHORT TERM Φ_{BH}	0.65	
BASAL HEAVE: PERMANENT WALL, LONG TERM Φ_{BH}	0.50	
	STATIC	SEISMIC
PULLOUT RESISTANCE Φ_{PO}	0.65	0.65
TENSILE RESISTANCE OF TENDON: GRADES 60/75 Φ_T	0.75	0.75
TENSILE RESISTANCE OF TENDON: GRADES 95/150 Φ_T	0.65	0.65
FLEXURE RESISTANCE FACING INITIAL AND FINAL	0.90	0.90
PUNCHING SHEAR AT FACING INITIAL AND FINAL	0.90	0.90
LATERAL SLIDING Φ_{LS}	1.00	0.90
HEADED STUD IN TENSION: A307 STEEL BOLT	0.70	0.65
HEADED STUD IN TENSION: A325 STEEL BOLT	0.80	0.75

TABLE 5A-DESIGN PARAMETERS FOR SOIL NAIL WALL

STATION LIMITS	ELEVATION INTERVAL	MATERIAL	FRICTION ANGLE (DEGREES)	COHESION	UNIT WEIGHT
0+00 TO 1+39.73	TOP OF WALL TO BASE OF WALL	EMBANKMENT FILL	25 DEGREES	100 PSF	115 PCF

TABLE 5B-RESISTANCE PARAMETERS FOR SOIL NAIL WALL

STATION LIMITS	ELEVATION INTERVAL	MATERIAL	NOMINAL SOIL/GROUT BOND STRENGTH	UNCONFINED COMPRESSIVE STRENGTH	UNIT WEIGHT
0+00 TO 1+39.73	TOP OF WALL TO BASE OF WALL	EMBANKMENT FILL	750 PSF	1500 PSF	115 PCF

IN ORDER TO STAY WITHIN THE PERMANENT UNDERGROUND EASEMENT, MAXIMUM NAIL LENGTH SHALL NOT EXCEED 40 FEET, AND TO SATISFY GLOBAL STABILITY REQUIREMENTS, A MINIMUM NAIL LENGTH OF 10 FEET IS REQUIRED. IN ADDITION, HORIZONTAL AND VERTICAL NAIL SPACING SHALL NOT EXCEED 5 FEET. THE NAILS ARE TO BE DESIGNED WITH A MINIMUM BAR DIAMETER OF 1.0 INCH.

SOIL NAIL WALL ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
604-07.01	RETAINING WALL (SOIL NAIL)	S.F.	1812

OTHER DESIGN REQUIREMENTS

HORIZONTAL AND VERTICAL NAIL SPACING NOT TO EXCEED 5 FEET.

VERTICAL ELEMENTS (SOIL NAILS, MICROPILE, ETC.) SHALL BE REQUIRED TO SUPPORT THE WALL AND STABILIZE THE LANDSLIDE.

SHOP DRAWING DESIGN SUBMITTAL SHALL ACHIEVE A MINIMUM FACTOR OF SAFETY OF 1.3.

IF COMPETENT ROCK IS ENCOUNTERED, EARLY TERMINATION OF THE SOIL NAIL AFTER EXTENDING FIVE FEET INTO COMPETENT ROCK IS PERMISSIBLE.

ALL CONSTRUCTION MUST STAY WITHIN TDOT ROW, SLOPE EASMENT, AND/OR CONSTRUCTION EASMENT.

THE CONTRACTOR SHALL COORDINATE AND PERFORM ALL UTILITY RELOCATIONS SO THAT THEY DO NOT INTERFERE WITH THE RETAINING WALL INSTALLATION.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND PRESERVING A MINIMUM OF ONE LANE OF TRAFFIC DURING CONSTRUCTION.

THE SOIL NAIL WALL SHALL HAVE A PERMANENT STRUCTURAL CONCRETE WALL FACING CAPABLE OF RESISTING ALL DESIGN LOADS EXERTED ON THE WALL COMPONENTS BY THE RETAINED MATERIAL. THE MECHANISM CONNECTING THE SOIL NAILS TO THE STRUCTURAL CONCRETE FACING SHALL HAVE ADEQUATE CAPACITY TO TRANSMIT ALL LOADS FROM THE FACING, INCLUDING SELF WEIGHT, TO THE SOILS.

VERIFICATION TESTING SHALL BE PERFORMED ON A MINIMUM OF 1 "SACRIFICIAL" NAILS, IN ACCORDANCE WITH PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015. THE LOCATION OF THE VERIFICATION TESTS SHALL BE SHOWN ON THE CONTRACTOR'S WALL DESIGN SHOP DRAWING SUBMITTAL.

THE APPROVED DESIGN SHALL INCORPORATE THE DESIGN VALUES AND METHODOLOGY CONTAINED HEREIN. VERIFICATION TEST RESULTS HIGHER THAN THE VALUES PROVIDED SHALL NOT BE USED TO REVISE THE APPROVED WALL DESIGN. VERIFICATION TEST RESULTS THAT INDICATE A BOND STRENGTH LOWER THAN THE VALUES PROVIDED SHALL BE TAKEN INTO CONSIDERATION DURING CONSTRUCTION.

PROOF TESTING SHALL BE PERFORMED ON A MINIMUM OF 5 PERCENT OF THE TOTAL PRODUCTION NAILS INSTALLED, IN ACCORDANCE WITH PUBLICATION FHWA-NHI-14-007/FHWA GEC 007 SOIL NAIL WALLS REFERENCE MANUAL FEBRUARY 2015. PROOF TEST LOCATIONS SHALL BE CHOSEN AT THE DISCRETION OF THE ENGINEER.

PROOF TEST RESULTS THAT ARE LOWER THAN THE DESIGN VALUES SHALL RESULT IN A REVIEW OF THE CONTRACTOR'S INSTALLATION METHODS AND/OR SOIL CONDITIONS. THE ENGINEER MAY REQUIRE THE INSTALLATION AND TESTING OF ADDITIONAL PROOF TEST NAILS TO VERIFY THAT ADJACENT PREVIOUSLY INSTALLED PRODUCTION NAILS HAVE SUFFICIENT NOMINAL PULLOUT RESISTANCE. INSTALLATION AND TESTING OF ADDITIONAL PROOF TEST NAILS AS A RESULT OF PROOF TEST NAIL FAILURE(S) SHALL BE AT NO ADDITIONAL COST. THE TEMPORARY UNBONDED TEST LENGTH IN PROOF TEST NAILS SHALL BE GROUTED IMMEDIATELY AFTER THE COMPLETION OF THE PROOF TEST.

ALL PROOF AND TESTING COSTS SHALL BE INCLUDED IN THE SQUARE FOOTAGE PAY ITEM OF THE SOIL NAIL.

THE RETAINING WALL SHALL BE CONSTRUCTED USING "TOP-DOWN" CONSTRUCTION METHODS ONLY. DUE TO ADJACENT FEATURES, NO CONSTRUCTION EXCAVATION BEHIND THE WALL WILL BE PERMITTED, REGARDLESS OF AVAILABLE ROW, SLOPE EASEMENT, OR CONSTRUCTION EASEMENT.

ALLOWABLE DEFLECTION: MAXIMUM DEFLECTION SHALL BE LIMITED TO 1/8 IN. PER FT. ABOVE THE POINT OF FIXITY. THE DEFLECTED ANGLE OF THE SYSTEM SHALL BE NO GREATER THAN 90 DEGREES. THE DESIGNER OF THE WALL SYSTEM IS ULTIMATELY RESPONSIBLE FOR LIMITING CONSTRUCTABILITY CONCERNS ARISING FROM DEFLECTION. THE DESIGNER OF THE WALL SYSTEM SHALL SUBMIT DEFLECTION CALCULATIONS WITH THE WALL SUBMITTAL.

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

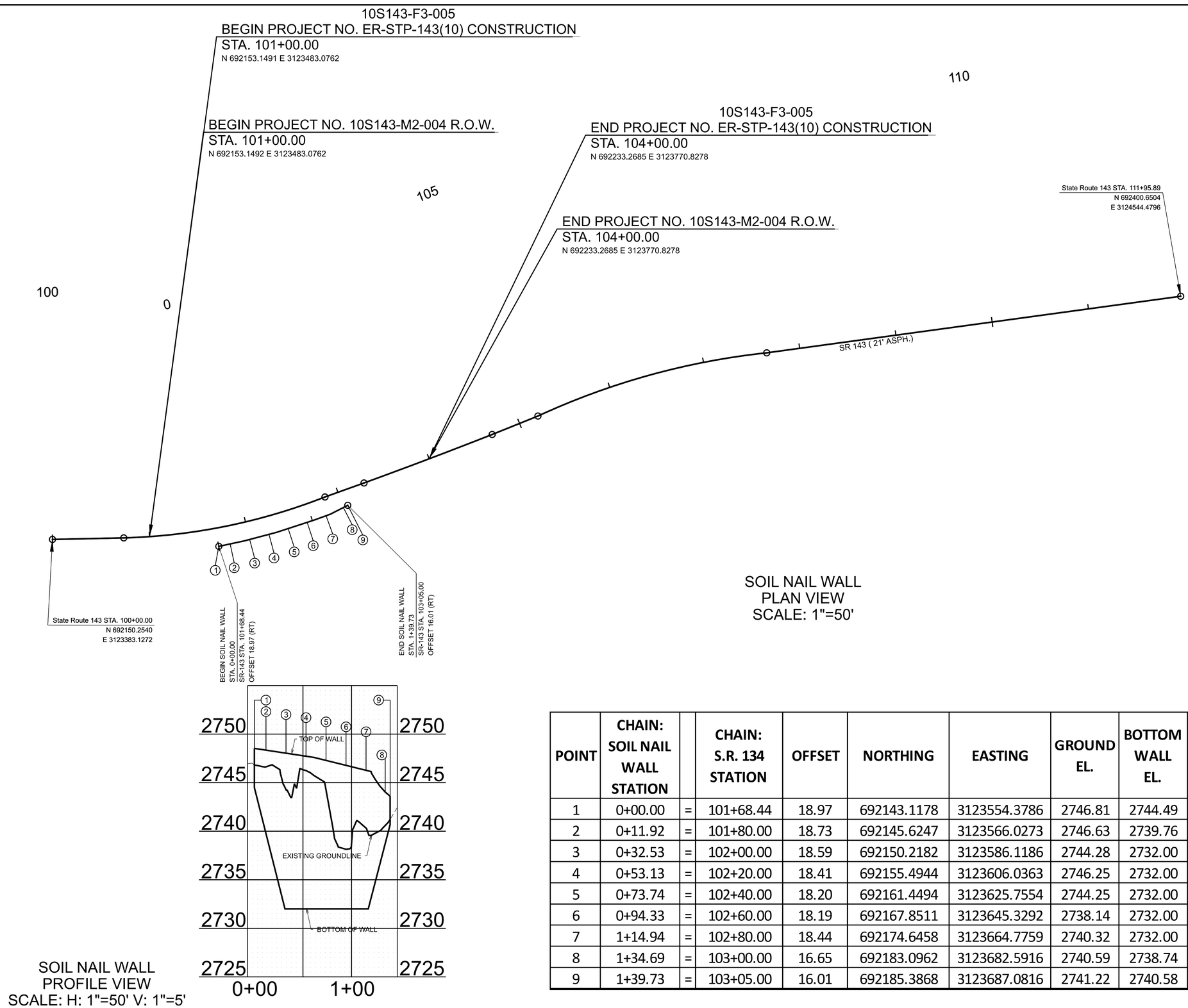
RETAINING WALL GEOTECHNICAL DESIGN NOTES & REQUIREMENTS

GES No. 1009425

VERSION 9/23/2026

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	R1A



SOIL NAIL WALL
PLAN VIEW
SCALE: 1"=50'

SOIL NAIL WALL
PROFILE VIEW
SCALE: H: 1"=50' V: 1"=5'

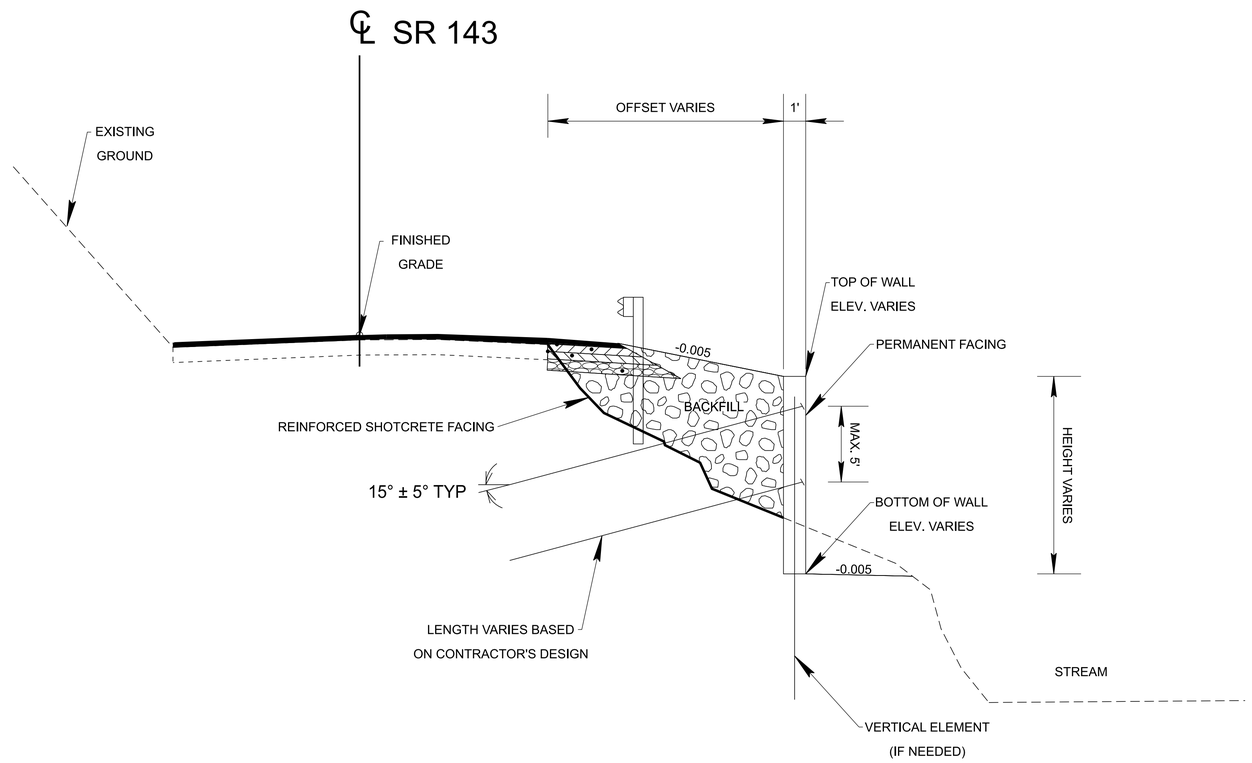
POINT	CHAIN: SOIL NAIL WALL STATION		CHAIN: S.R. 134 STATION	OFFSET	NORTHING	EASTING	GROUND EL.	BOTTOM WALL EL.	TOP WALL EL.
1	0+00.00	=	101+68.44	18.97	692143.1178	3123554.3786	2746.81	2744.49	2748.53
2	0+11.92	=	101+80.00	18.73	692145.6247	3123566.0273	2746.63	2739.76	2748.35
3	0+32.53	=	102+00.00	18.59	692150.2182	3123586.1186	2744.28	2732.00	2748.04
4	0+53.13	=	102+20.00	18.41	692155.4944	3123606.0363	2746.25	2732.00	2747.72
5	0+73.74	=	102+40.00	18.20	692161.4494	3123625.7554	2744.25	2732.00	2747.29
6	0+94.33	=	102+60.00	18.19	692167.8511	3123645.3292	2738.14	2732.00	2746.78
7	1+14.94	=	102+80.00	18.44	692174.6458	3123664.7759	2740.32	2732.00	2746.27
8	1+34.69	=	103+00.00	16.65	692183.0962	3123682.5916	2740.59	2738.74	2744.03
9	1+39.73	=	103+05.00	16.01	692185.3868	3123687.0816	2741.22	2740.58	2743.67

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL PLAN & PROFILE VIEW

9/23/2026 10:58:29 AM
C:\USERS\JJ07491\DOCUMENTS\JOE\WALLS\135866.35\DGNS\10S143-03-SHT- RETAINING WALL GEOMETRIC LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	ER-STP-143(10)	R1B



SOIL NAIL WALL
TYPICAL CROSS SECTION
N.T.S.
STATION 0+00 TO STATION 1+39.73

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL TYPICAL SECTION

9/23/2026 10:52:13 AM
L:\SURVDESIDESIGN\PROJECTS_ORD\CARTER - SR143 - PIN 135866.35\DGN - SYLL'S COPY\110S143-03-SHT-TYPICAL SECTIONS2.DGN