



Logan Colbert
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PALMER ENGINEERING COMPANY
2817 ERICA PLACE
NASHVILLE, TN 37204
LOGAN COLBERT, P.E. NO. 117913

SHEET NAME	SHEET NO.
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YEAR	PROJECT NO.	SHEET NO.
2026	82I026-M3-005	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET



Logan Colbert
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PALMER ENGINEERING COMPANY
2817 ERICA PLACE
NASHVILLE, TN 37204
LOGAN COLBERT, P.E. NO. 117913

SHEET NAME	SHEET NO.
SIGNATURE SHEET	STRUCTURE-SIGN2
ROADWAY INDEX AND STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TRAFFIC CONTROL PLANS AND NOTES	T3
BRIDGE INDEX & LAYOUT OF BRIDGES TO BE REPAIRED	B-1 (BR-133-350)
ESTIMATED BRIDGE QUANTITIES AND NOTES	B-2 (BR-133-351)
SUPERSTRUCTURE REPAIRS	B-3 (BR-133-352)
BEAM REPAIR DETAILS	B-4 (BR-133-353)

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET

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SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SULLIVAN COUNTY

BRIDGES OVER FORDTOWN RD, LM 8.93

PS&E

BRIDGE REPAIR

INTERSTATE 26

BRIDGE NO: 82-126-8.93 L&R



SCALE: 1"= 1 MILE

PROJECT TO BE BUNDLED WITH:
SULLIVAN COUNTY I-81
PIN: 135265.00

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 REPAIR OFFICE PROJECT MANAGER : STEPHEN WILSON

DESIGNED BY: PALMER ENGINEERING COMPANY

DESIGNER : LOGAN COLBERT, P.E. CHECKED BY : SCOTT WILSON, P.E.

P.E. NO. 821026-M3-005

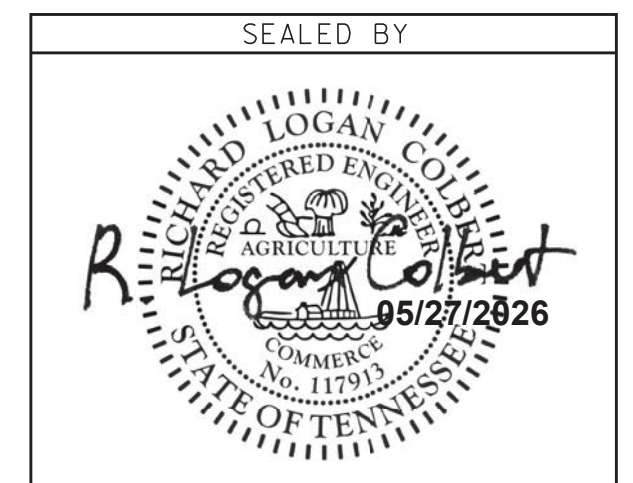
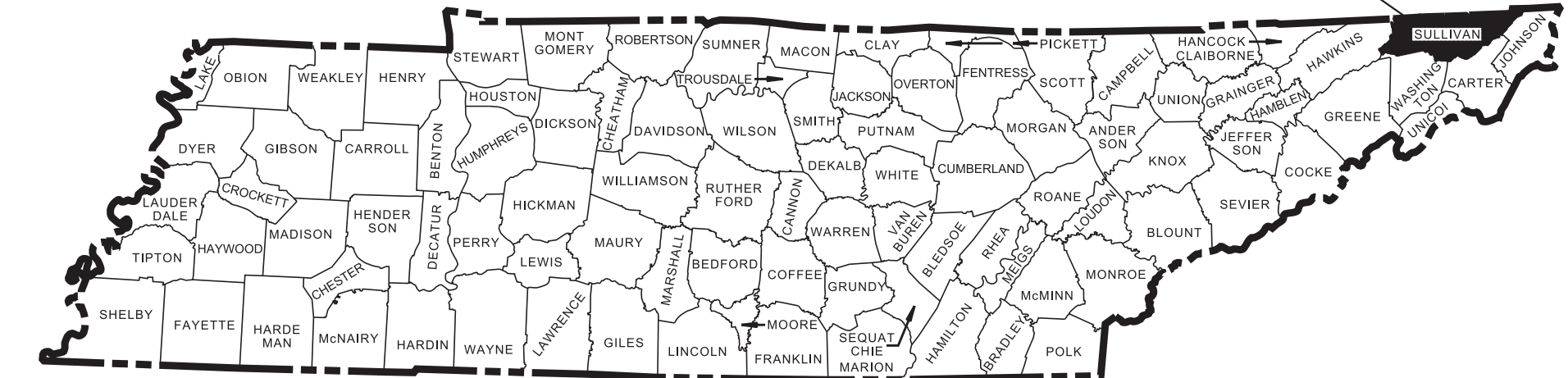
PIN NO. 135264.00

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	821026-M3-005	
FED. BRIDGE ID NO.	82100260003 & 82100260004	

PROJECT LOCATION

BRIDGE ID. # 82I00260003 & 82I00260004



APPROVED:

James M. Miller

SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:

Will R.

WILL REID, COMMISSIONER

I-26	
AADT (2023)	56,563
POSTED SPEED	65 MPH

TOTAL DISTURBED AREA < 0.95 ACRE

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ROADWAY INDEX

SHEET NAME	SHEET NO.
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SIGNATURE SHEET	STRUCTURE-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS.....	1A
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ESTIMATED ROADWAY QUANTITIES.....	2
GENERAL AND SPECIAL NOTES	2C
ENVIRONMENTAL NOTES.....	2E
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	T1
PORTABLE QUEUE WARNING SYSTEM LAYOUT	T2
TRAFFIC CONTROL PLANS AND NOTES	T3-T12
BRIDGE PLANS.....	B-1

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
DESIGN – TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	03-26-25	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-62	08-20-25	CONSTRUCTION ACCESS/EMERGENCY PULL-OFF ON FREEWAYS
T-WZ-65	03-26-25	LANE CLOSURE WITH LATE MERGE
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

STANDARD STRUCTURE DRAWINGS

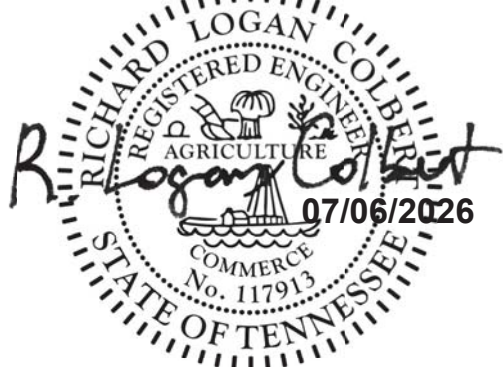
DWG.	REV.	DESCRIPTION
NEW STRUCTURES		
STD-1-1SS	07-09-25	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	82I026-M3-005	1A
PS&E	2026	82I026-M3-005	1A

REV. 17-6-26
ROADWAY INDEX

MEL UPDATED

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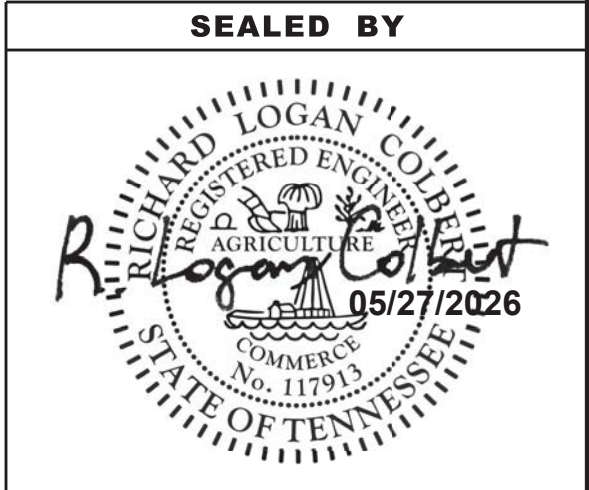
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND
STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	82I026-M3-005	1B
PS&E	2026	82I026-M3-005	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIORNMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. SEE NOTE EDHZ002. BRIDGE NO. 82I0026003 I-26 EB OVER FORDTOWN ROAD LM 8.93 (82-I0026-08.93R) HAS 10,000 SQUARE FEET OF TEXTURE COATINGS WITH < 1-2% CHRYSOTILE. BRIDGE NO. 82I0026004 I-26 WB OVER FORDTOWN ROAD LM 8.93 (82-I0026-08.93L) HAS 10,000 SQUARE FEET OF TEXTURE COATINGS WITH < 1-2% CHRYSOTILE.	PORTIONS OF BRIDGES AS NOTED
EDHZ002	ENVIORNMENTAL DIVISION, HAZARDOUS MATERIALS	THE STATE OF TENNESSEE ASBESTOR ACCREDITATION REQUIREMENTS (TDEC RULES CHAPTER 1200-01-20) MANDATES THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS. ABATEMENT OF THIS MATERIAL SHALL BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. ACM ABATEMENT SHOULD BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES IF POSSIBLE. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026) SECTIONS 107.08.D AND 202.03)	PORTIONS OF BRIDGES AS NOTED



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

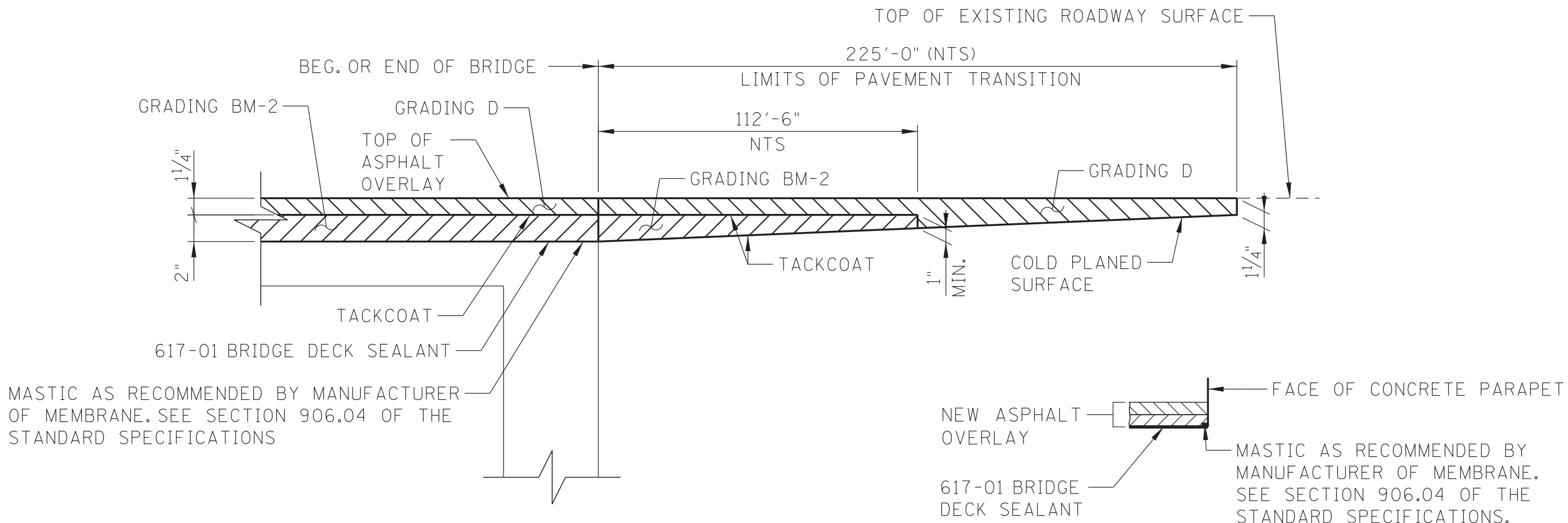
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ESTIMATED ROADWAY QUANTITIES 			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	314
(1) 403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	4.4
(1) 411-03.10	ACS MIX(PG76-22) GRADING D	TON	588
411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	1.3
(1) 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	6757
709-01.01	RUBBLE STONE RIP-RAP	C.Y.	7
(2) 712-01	TRAFFIC CONTROL	LS	0.5
(3) 712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	360
(3) 712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	520
(4) 712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	247
712-04.50	BARRIER RAIL DELINEATOR	EACH	27
(5) 712-06	SIGNS (CONSTRUCTION)	S.F.	1855
712-08.03	ARROW BOARD (TYPE C)	EACH	2
(6) 712-08.12	QUEUE PROTECTION TRUCK	DAY	240
(7) 712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	12
(8) 712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	36360
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	48
(8) 712-09.31	REMOVABLE BLACK-OUT TAPE (8IN)	L.F.	13080
(9) 713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	7
713-16.20	SIGNS (VERTICAL CLEARANCE)	EACH	4
(10) 716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	18
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.7
(11) 717-01	MOBILIZATION	LS	0.5
(12) 730-40.02	TEMPORARY TRAFFIC SIGNAL SYSTEM	LS	0.5

FOOTNOTES	
(1)	INCLUDES QUANTITIES REQUIRED FOR ASPHALT PAVEMENT TRANSITIONS AND RUMBLE STRIP REPAIRS FOR TRAFFIC CONTROL AS DETAILED IN THE PLANS.
(2)	ALL COSTS ASSOCIATED WITH INSTALLING, STORING, AND RE-INSTALLING ALL TRAFFIC CONTROL DEVICES DURING AND BETWEEN THE DIFFERENT TRAFFIC CONTROL PHASES SHALL BE INCLUDED IN THE PRICE BID FOR EACH ITEM. DURING THE TIME BETWEEN DIFFERENT TRAFFIC CONTROL PHASES, THE CONTRACTOR SHALL STORE ALL TRAFFIC CONTROL DEVICES IN A PROPER LOCATION THAT WILL NOT INTERFERE WITH THE TRAFFIC FLOW. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER. QUANTITY SHARED WITH BUNDLED PROJECT NO. 82I081-M3-004.
(3)	ITEM INCLUDES COST OF INSTALLING AND RELOCATING PORTABLE BARRIER RAIL BETWEEN TRAFFIC CONTROL PHASES. REDUCED DEFLECTION PORTABLE CONCRETE BARRIER RAIL (ITEM 712-02.12) TO BE USED THROUGH THE WORK ZONE. FREE STANDING PCB (ITEM 712-02.10) TO BE USED IN TAPERS.
(4)	THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE UNIT BID ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWINGS.
(5)	ANY LOSS OR DAMAGE TO THE SIGNS SHALL BE PAID FOR BY THE CONTRACTOR.
(6)	SEE SPECIAL PROVISION SP712PTQ. QUANTITY ASSUMES 4 TRUCKS (2 PRIMARY + 2 RESERVES) IN EACH DIRECTION ALONG I-26 AND 2 TRUCKS (1 PRIMARY + 1 RESERVE) IN EACH DIRECTION ALONG I-81, WITH WORK OCCURING ON BOTH BRIDGES AT THE SAME TIME.
(7)	SEE SPECIAL NOTES ON SHEET T2. QUANTITY ASSUMES CONSTRUCTION WILL BE COMPLETED IN TWO PHASES, WITH WORK OCCURING IN BOTH DIRECTIONS ON I-26 AT THE SAME TIME.
(8)	QUANTITY ASSUMES TAPE TO BE APPLIED AND REMOVED 2 TIMES FOR EACH PHASE IN EACH DIRECTION.
(9)	THESE ARE SEPARATE FROM THOSE REQUIRED FOR THE PORTABLE QUEUE WARNING SYSTEM. TWO (2) CHANGEABLE MESSAGE SIGN UNITS TO BE USED AT THE ENGINEERS DISCRETION, AND FIVE (5) OTHERS TO BE UTILIZED FOR RAMP CLOSURE ALERTS AS SHOWN ON SHEET T12.
(10)	ITEM INCLUDES ALL COSTS ASSOCIATED WITH REMOVAL OF EXISTING PAVEMENT MARKERS.
(11)	QUANTITY SHARED WITH BUNDLED PROJECT NO. 82I081-M3-004.
(12)	ITEM INCLUDES TEMPORARY SIGNALS AND RESIDENTIAL DRIVEWAY TEMPORARY SIGNALS, 2, AT LOCATIONS SHOWN ALONG FORDTOWN RD. COORDINATION BETWEEN TEMPORARY TRAFFIC SIGNALS IS REQUIRED TO ENSURE PROPER TRAFFIC FLOW. QUANTITY SHARED WITH BUNDLED PROJECT NO. 82I081-M3-004.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	82I026-M3-005	2
PS&E	2026	82I026-M3-005	2

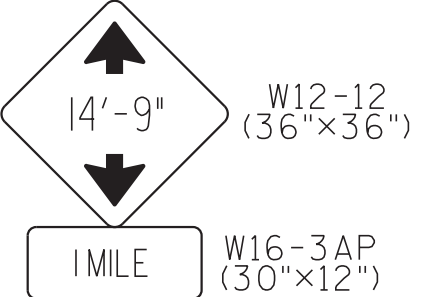
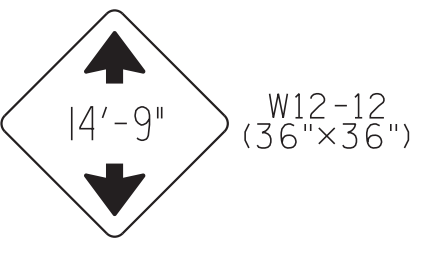
REV. 1 7-6-26 MEL UPDATED
QUANTITIES FOR ITEMS 307-03.08
403-01, 411-03.10, 415-01.02, 716-01.22,
AND 716-12.02, AND UPDATED LENGTH
OF PAVEMENT TRANSITION



ASPHALT PAVEMENT TRANSITION DETAIL 
(TYP. EACH END OF EACH BRIDGE)

SEE SEC. 617 AND 906.04 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

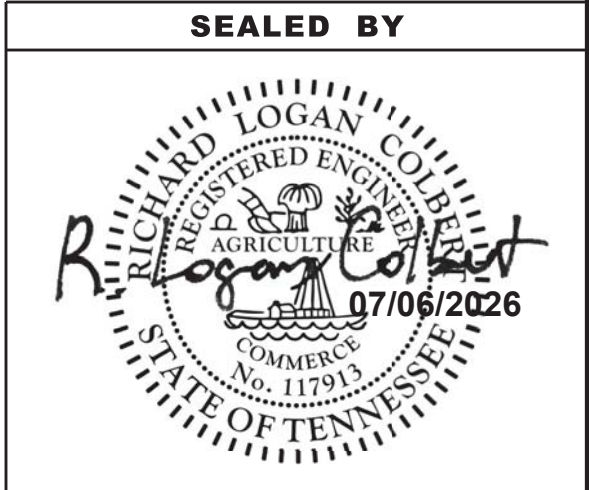
PRIOR TO PLACING MEMBRANE, THE DECK SURFACE SHALL BE DRY AND COMPLETELY CLEANED OF ALL LOOSE DEBRIS AND PETROLEUM PRODUCTS. THE MEMBRANE SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

NEW VERTICAL CLEARANCE SIGNS	
	ITEM NO. 713-16.20, SIGNS (VERTICAL CLEARANCE), EACH YELLOW FLORESCENT BACKGROUND; BLACK (REF.) COPY 0.100" SHEET ALUMINUM SUPPORT TYPE U3, LENGTH = 13'-0" MINIMUM VERTICAL CLEARANCE = 5'-0" LOCATION = INTERSECTION W/ TRI-CITIES CROSSING QUANTITY = 1
	ITEM NO. 713-16.20, SIGNS (VERTICAL CLEARANCE), EACH YELLOW FLORESCENT BACKGROUND; BLACK (REF.) COPY 0.100" SHEET ALUMINUM SUPPORT TYPE U3, LENGTH = 13'-0" MINIMUM VERTICAL CLEARANCE = 5'-0" LOCATION = EAST AND WEST OF BRIDGES AND AT INTERSECTION W/ EASTERN STAR RD. QUANTITY = 3

NEW PERMANENT VERTICAL CLEARANCE WARNING SIGNS SHALL BE PLACED ON FORDTOWN ROAD NEAR INTERSECTIONS WITH EASTERN STAR ROAD AND TRI CITIES CROSSING, AS WELL AS THE EASTERN AND WESTERN SIDES OF THE BRIDGES.

THE NEW SIGNS SHALL BE FABRICATED AS DETAILED IN THE "MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION). SIGN POSTS SHALL COMPLY WITH TDOT STANDARD DRAWING T-S-19. ALSO SEE STANDARD DRAWINGS T-S-10 AND T-S-20 FOR MOUNTING AND PLACEMENT DETAILS.

COST OF ALL LABOR, MATERIAL, AND EQUIPMENT TO FABRICATE AND INSTALL NEW SIGNS AND POSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 713-16.20 SIGNS (VERTICAL CLEARANCE), EACH.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

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GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (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.

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

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (17) BEFORE OPENING THE LANE SHIFTS 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 REMOVABLE PAVEMENT MARKING (8” BARRIER LINE) 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.

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.

SPECIAL NOTES

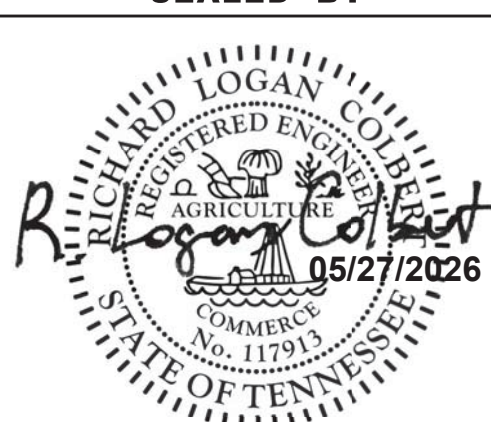
DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- (2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- (3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	2C
PS&E	2026	821026-M3-005	2C

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL AND
SPECIAL NOTES

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ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

- (10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

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

PERMITS, PLANS & RECORDS

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

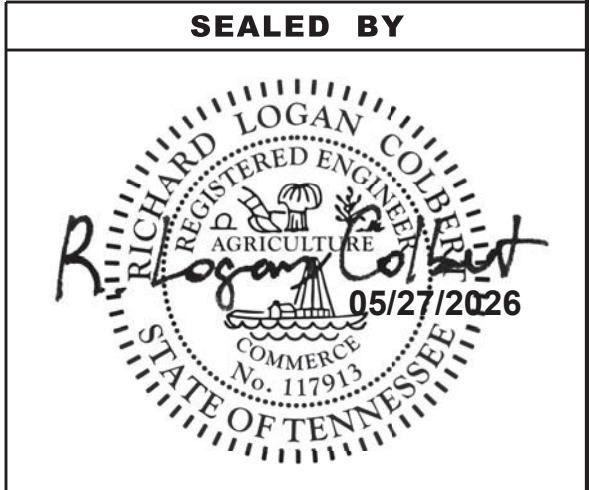
PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6) SEE SHEET BR-133-350 FOR PROJECT SCOPE OF WORK.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	82I026-M3-005	2E
PS&E	2026	82I026-M3-005	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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UTILITY NOTES

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

UTILITY OWNERS

ELECTRIC: APPALACHIAN ELECTRIC
420 RIVERPORT ROAD
KINGSPORT, TN 37660
CONTACT: TOM HENSLEY
OFFICE PHONE: 423 578 2249
CELL PHONE: 423 360 7497
Email: TDHENSLEY@AEP.COM

WATER/SEWER: KINGSPORT WATER AND SEWER
1213 KONNAROCK ROAD
KINGSPORT, TN 37664
CONTACT: CHAD AUSTIN
OFFICE PHONE: 423 224 2546
CELL PHONE: 423 224 2509
Email: CHADAUSTIN@KINGSPORTTN.GOV

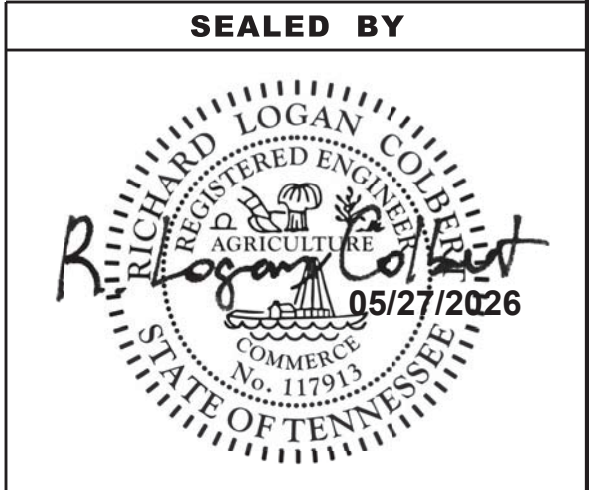
GAS: ATMOS ENERGY
2833 WEST MARKET STREET
JOHNSON CITY, TN 37604
CONTACT: SETH BRADBURN
OFFICE PHONE: 423 440 4521
Email: SETH.BRADBURN@ATMOSENERGY.COM

GAS: ENBRIDGE
555 MARIOTT DRIVE
STE 600
NASHVILLE, TN 37214
1277 FORDTOWN ROAD, KINGSPORT, TN 37663
CONTACT:
Email: CROSSINGSUS@ENBRIDGE.COM

FIBER: XFINITY (COMCAST)
1794 OLD GRAY STATION ROAD
JOHNSON CITY, TN 37615
CONTACT: KEVIN WALDROP
OFFICE PHONE: 865 862 5061
CELL PHONE: 423 791 4128
Email: KEVIN_WALDROP2@CABLE.COMCAST.COM

PHONE: BRIGHTSPEED
101 NORTH ROAD STREEN
JOHNSON CITY, TN 37601
CONTACT: ANDREW ICE
OFFICE PHONE: 423 461 7724
CELL PHONE: 423 470 5636
Email: ANDREW.F.ICE@BRIGHTSPEED.COM

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	82I026-M3-005	3
PS&E	2026	82I026-M3-005	3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
- a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
- a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

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

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

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

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

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

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

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

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

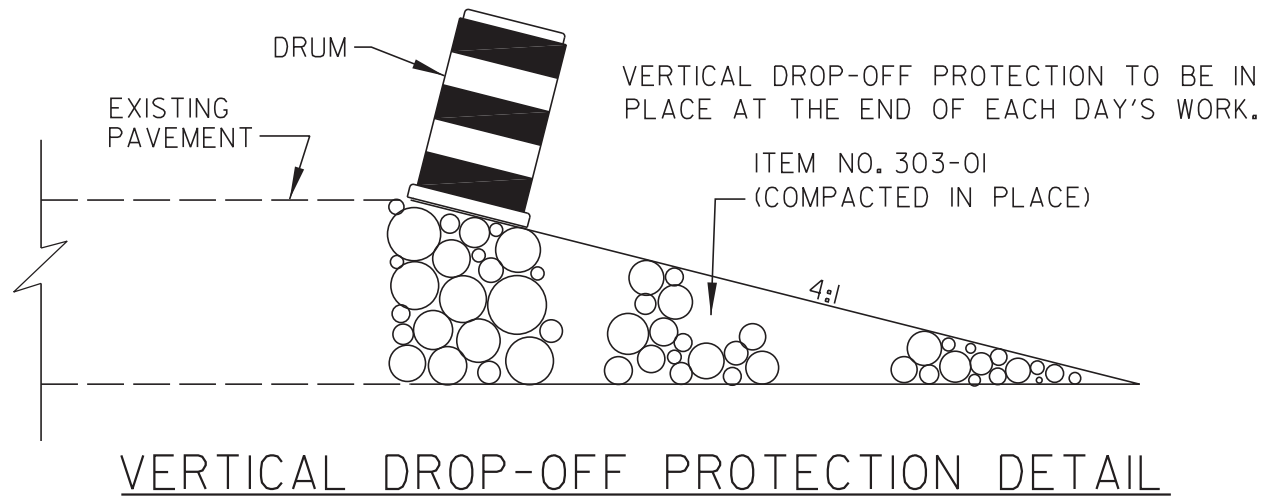
- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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



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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
- a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:
- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- | | | | |
|------|------|---------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| L&G | 2026 | 821026-M3-005 | T1 |
| PS&E | 2026 | 821026-M3-005 | T1 |
| | | | |

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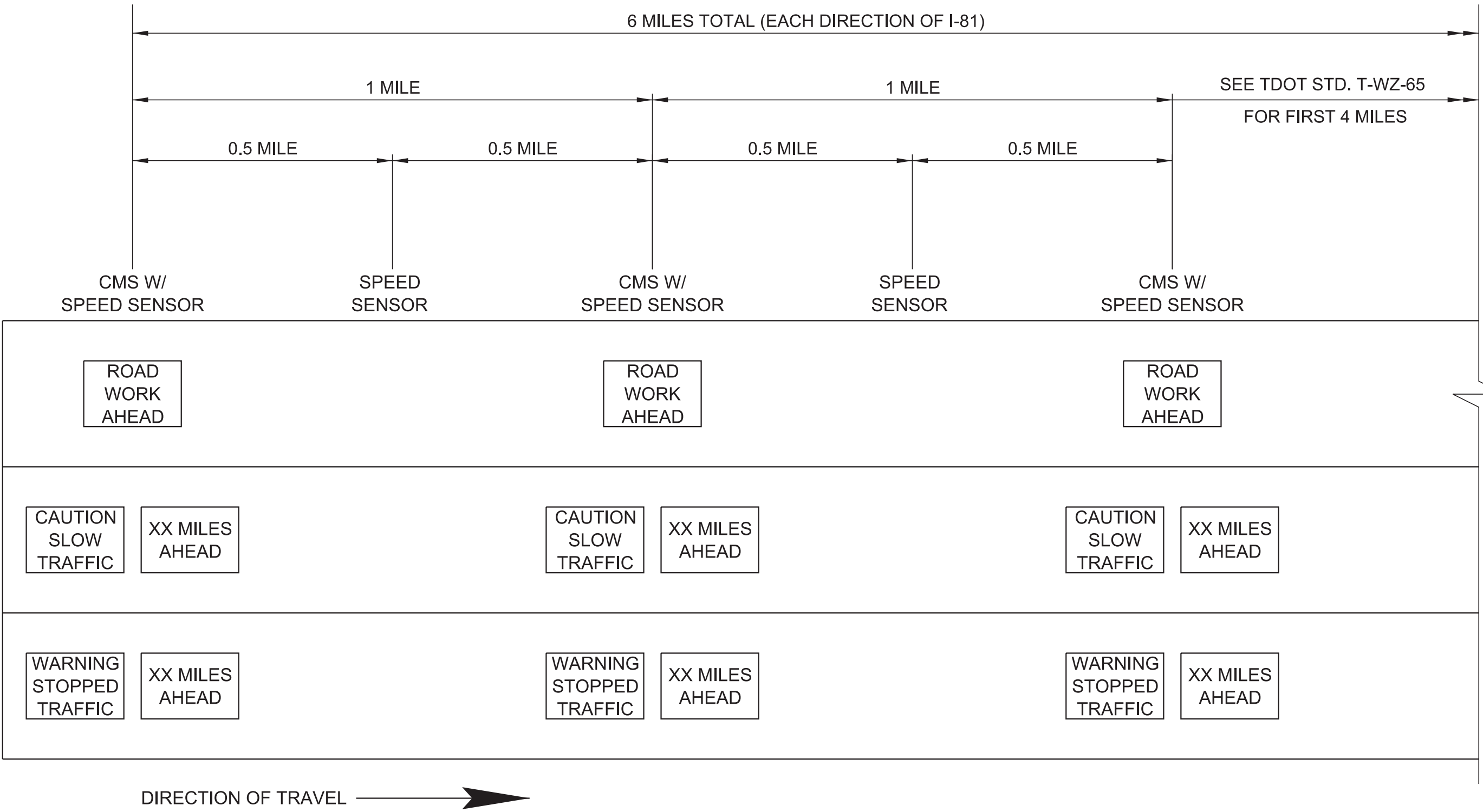
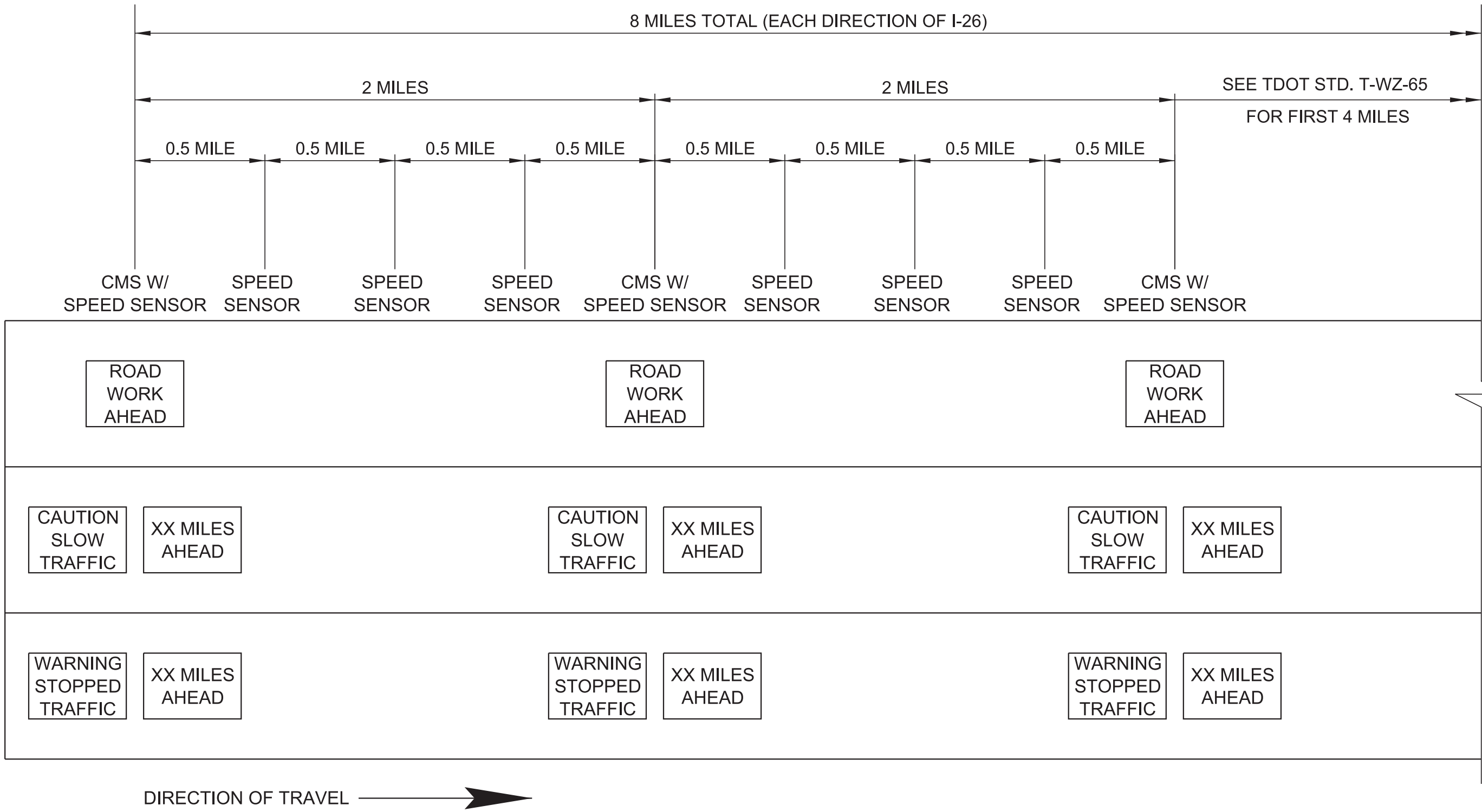
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	82I026-M3-005	T2
PS&E	2026	82I026-M3-005	T2



PORTABLE QUEUE WARNING SYSTEM LAYOUT

NTS

SEE TDOT SPECIAL PROVISION SP712PQWS FOR ADDITIONAL INFORMATION.

IF TRAFFIC BACKS UP BEYOND THE LAST CHANGEABLE MESSAGE SIGN UNIT, TDOT PERSONNEL SHOULD BE NOTIFIED SO ADJUSTMENTS CAN BE MADE TO RELOCATE THE LAST CMS WITH SPEED SENSOR TO THE NEW END OF THE QUEUE AND ADJUST SPACING OF THE INTERMITTENT SPEED SENSORS.

PQWS CHANGEABLE MESSAGE SIGN UNITS ARE TO BE PROGRAMMED WITH "ZIPPER" MERGE SYSTEM MESSAGES. MESSAGES AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER. ANY COSTS ASSOCIATED WITH INTEGRATING ADDITIONAL "ZIPPER" MERGE MESSAGES OR DEVICES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-08.14, PORTABLE QUEUE WARNING SYSTEM, DAY.

IF THE PQWS IS AT ANY POINT INOPERABLE WHILE A LANE CLOSURE IS IN EFFECT, THE CONTRACTOR SHALL IMMEDIATELY ALERT THE DISTRICT ENGINEER. ADDITIONALLY, THE CONTRACTOR SHALL DISPATCH PTQ TRUCKS IN ACCORDANCE WITH TDOT SPECIAL PROVISION SP712PTQ WITHIN 4 HOURS OF THE SYSTEM BEING INOPERABLE AND SHALL REMAIN ON-SITE UNTIL THE SYSTEM IS AGAIN FULLY FUNCTIONING. THE COST OF THESE VEHICLES WILL BE INCIDENTAL TO THE PQWS PAY ITEM.

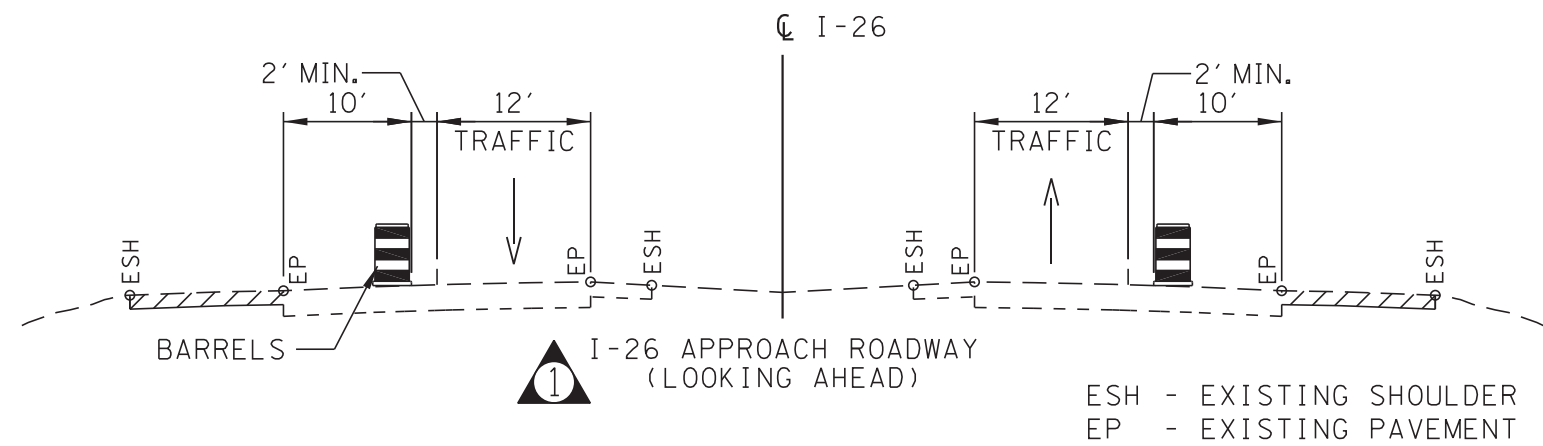
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

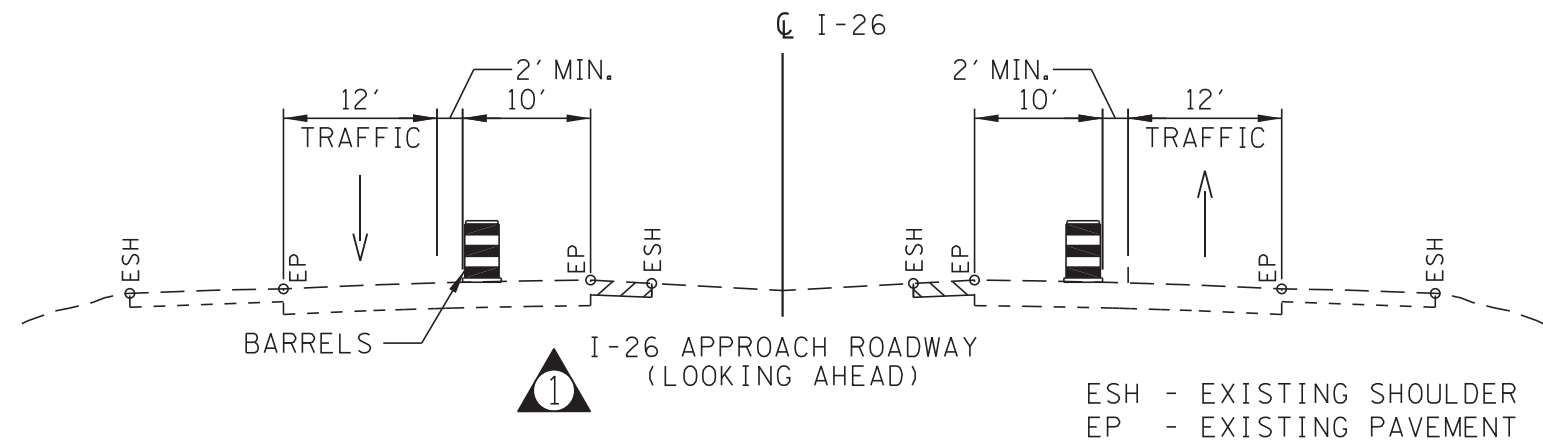
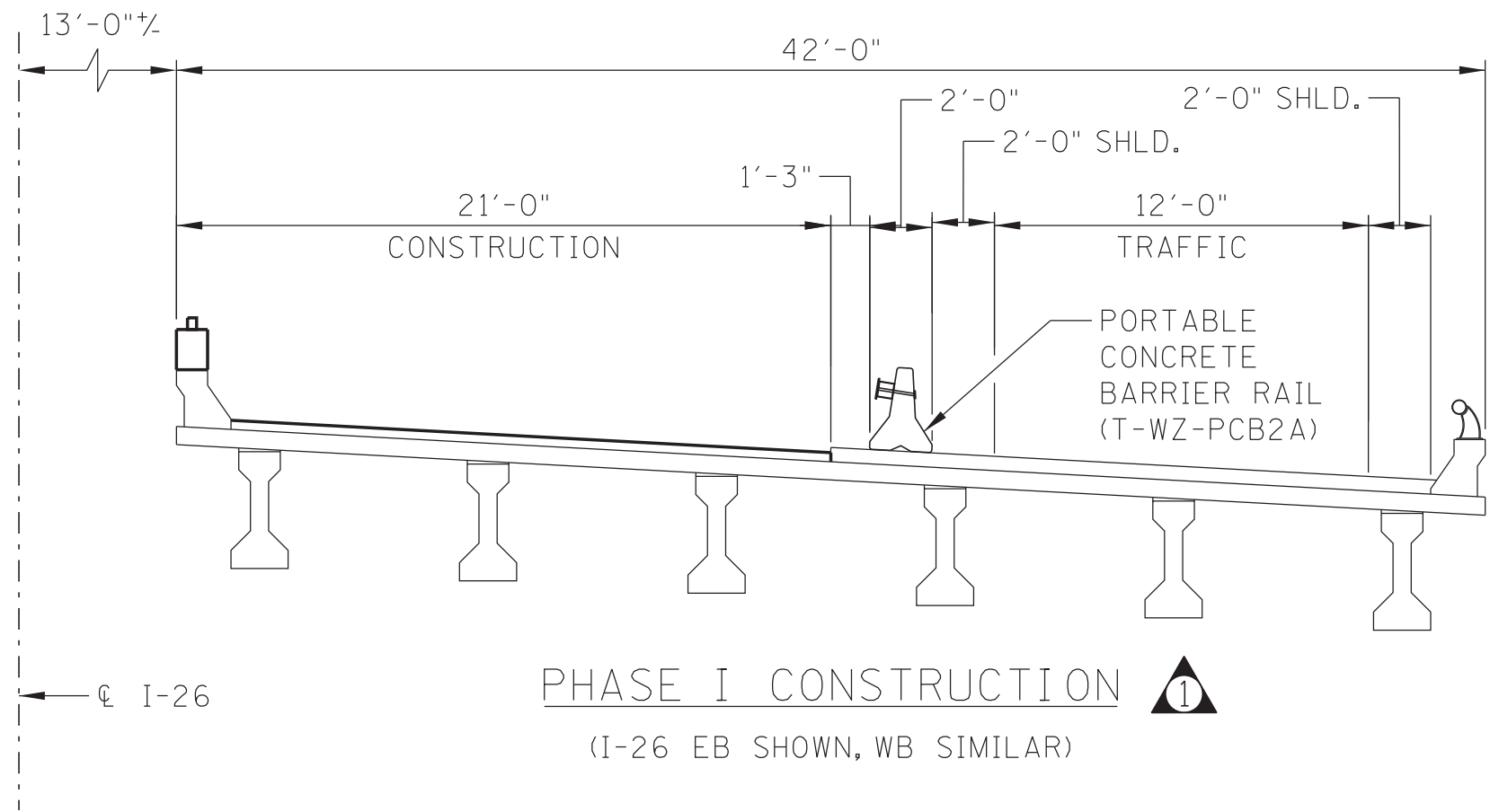
PORTABLE QUEUE
WARNING SYSTEM
LAYOUT

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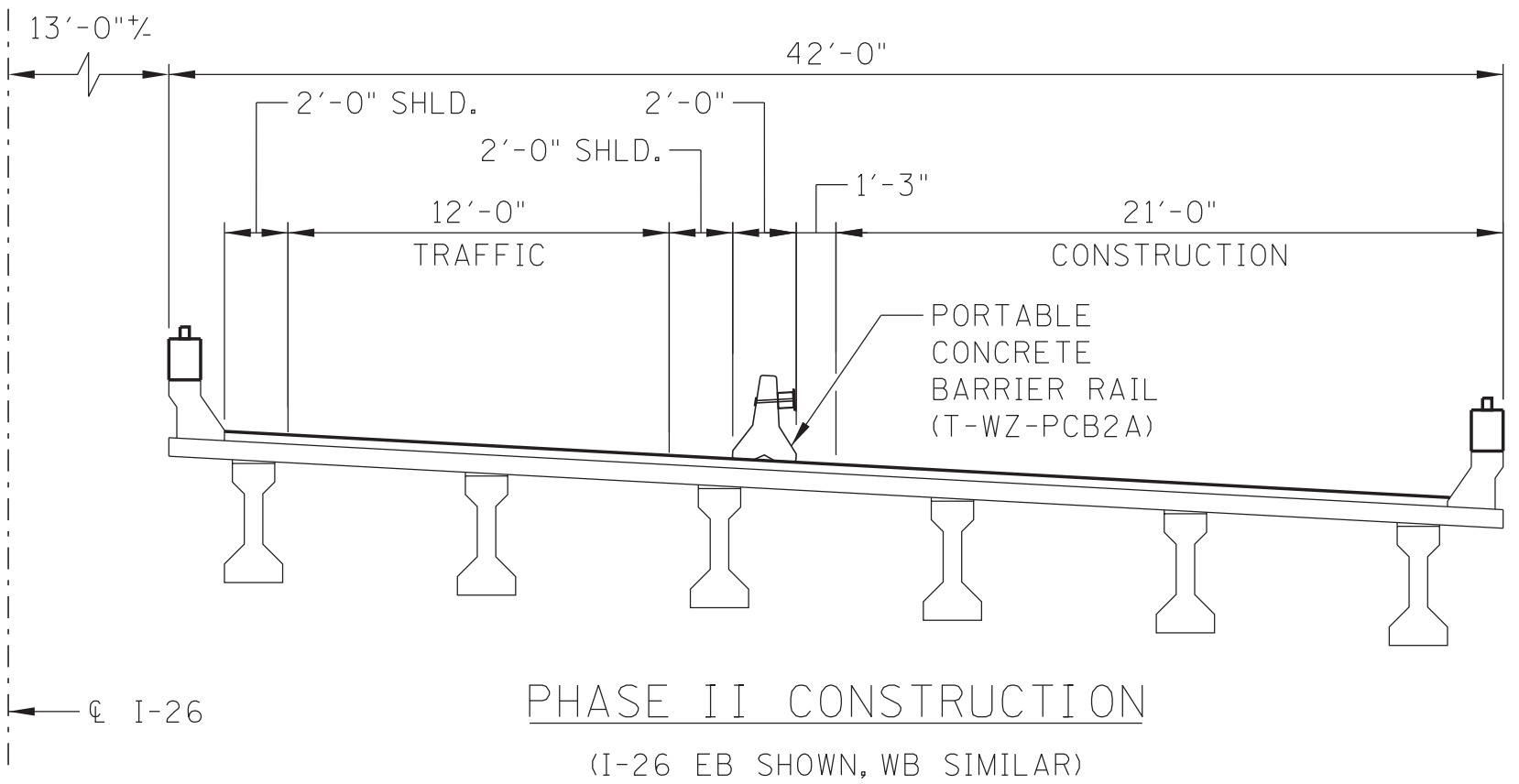
PHASE I-A (RUMBLE STRIP / SHOULDER WORK)

1. INSTALL APPROPRIATE MEASURES TO CLOSE OUTSIDE SHOULDERS TO ALLOW FOR MOBILE MILLING OPERATION TO REMOVE EXISTING RUMBLE STRIPS.
2. MILL 1.5" TO REMOVE RUMBLE STRIPS AND PLACE BACK 1.5" OF "D" MIX TO BRING MILLED AREA ON OUTSIDE SHOULDERS BACK UP TO EXISTING GRADE. MILLING OF RUMBLE STRIPS SHALL BE LIMITED TO 4'-0" WIDE MAXIMUM.
3. REMOVE TEMPORARY PAVEMENT MARKINGS AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR PHASE I TRAFFIC.



PHASE II-A (RUMBLE STRIP / SHOULDER WORK)

1. INSTALL APPROPRIATE MEASURES TO CLOSE INSIDE SHOULDERS TO ALLOW FOR MOBILE MILLING OPERATION TO REMOVE EXISTING RUMBLE STRIPS.
2. MILL 1.5" TO REMOVE RUMBLE STRIPS AND PLACE BACK 1.5" OF "D" MIX TO BRING MILLED AREA ON INSIDE SHOULDERS BACK UP TO EXISTING GRADE. MILLING OF RUMBLE STRIPS SHALL BE LIMITED TO 4'-0" WIDE MAXIMUM.
3. REMOVE TEMPORARY PAVEMENT MARKINGS AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR PHASE II TRAFFIC.



TRAFFIC CONTROL SPECIAL NOTES

1. THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."
2. CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.
3. THE CONTRACTOR IS REQUIRED TO PROVIDE LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.
4. NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
5. ADVANCE WARNING SIGNS ARE TO BE PLACED PRIOR TO BEGINNING OF CONSTRUCTION AND REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT.
6. PERMANENT SIGNS AND PERMANENT MARKINGS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPEN TO TRAFFIC.
7. SEE THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" FOR TRAFFIC DETAILS NOT SHOWN, GENERAL TRAFFIC CONTROL NOTES, AND SIGN DETAILS.
8. CONTRACTOR TO COVER ALL CONFLICTING SIGNS DURING CONSTRUCTION. COVERINGS SHALL BE REMOVED AT COMPLETION OF CONSTRUCTION. COST ASSOCIATED WITH COVERING AND UNCOVERING SIGNS TO BE INCLUDED IN ITEM 712-06, SIGNS (CONSTRUCTION).
9. THE CONTRACTOR IS TO COORDINATE ALL LANE CLOSURES WITH THE TDOT REGIONAL OFFICE AND THE COUNTY ENGINEER.
10. MINIMUM TRAVEL LANE WIDTH TO BE 12 FEET (STRIPED).
11. CONFLICTING RUMBLE STRIPS SHALL BE REMOVED IN PHASE I-A AND II-A, AND REPLACED BACK IN-KIND DURING CONSTRUCTION PHASES I AND II. ALL COSTS ASSOCIATED WITH SCORING NEW RUMBLE STRIPS TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 411-12.01.
12. ALL PORTABLE CONCRETE BARRIERS (PCB) DEFLECT DURING AN IMPACT. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IMMEDIATELY BEHIND THE PCB.
13. I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH IN EACH DIRECTION DURING CONSTRUCTION FOR TEMPORARY TRAFFIC CONTROL.

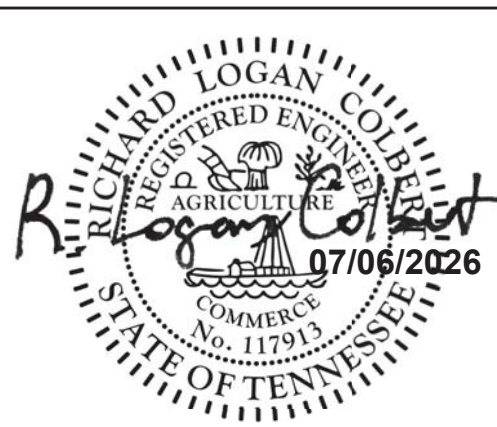
TRAFFIC CONTROL SIGN QUANTITIES

TYPE	DESCRIPTION	SIZE (INCHES)		S.F.	I-26	FORDTOWN RD.	SIGNS (CONST.) 712-06, S.F.
		L	x W				
G20-2	END ROAD WORK	48	x 24	8.00	4		32.00
G20-2	END ROAD WORK	36	x 18	4.50		4	18.00
G20-5AP	WORK ZONE	36	x 24	6.00	4		24.00
M1-1	INTERSTATE ROUTE SIGN (26)	36	x 36	9.00	13		117.00
M3-2	CARDINAL DIRECTION (EAST)	36	x 18	4.50	13		58.50
M4-8	DETOUR	30	x 15	3.13	13		40.63
M4-8A	END DETOUR	24	x 18	3.00	1		3.00
M5-1R	ADVANCE TURN ARROW (RIGHT)	30	x 21	4.38	1		4.38
M6-1L	ARROW (LEFT)	30	x 21	4.38	1		4.38
M6-1R	ARROW (RIGHT)	30	x 21	4.38	2		8.75
M6-2R	ARROW (RIGHT)	30	x 21	4.38	2		8.75
M6-3	ARROW (UP)	30	x 21	4.38	7		30.63
R2-1	SPEED LIMIT 55	36	x 48	12.00	4		48.00
R10-6	STOP HERE ON RED	24	x 36	6.00		4	24.00
R10-6(MOD)	STAY IN LANE TO EXTEND GREEN	30	x 42	8.75		4	35.00
R10-11A	NO TURN ON RED	24	x 30	5.00		2	10.00
R11-2	ROAD CLOSED	48	x 30	10.00	2		20.00
SPECIAL	I-26 EB EXIT CLOSED	60	x 30	12.50	2		25.00
SPECIAL	MAXIMUM XX MINUTE RED	30	x 30	6.25		4	25.00
SPECIAL	MAINTAIN XX MPH SPEED	42	x 36	10.50		2	21.00
SPECIAL	TRUCKS ENTERING/EXITING	48	x 48	16.00	8		128.00
SPECIAL	TRUCKS ENTERING HIGHWAY	48	x 48	16.00	4		64.00
SPECIAL	WAIT TURN ONLY IN DIRECTION OF ARROW	24	x 36	6.00		2	12.00
TN-44	WORKER PRESENT WHEN FLASHING - REDUCE SPEED \$500 FINE MAX	78	x 60	32.50	4		130.00
W1-4L	REVERSE CURVE (LEFT)	48	x 48	16.00	4		64.00
W1-4L	REVERSE CURVE (LEFT)	36	x 36	9.00		1	9.00
W1-4R	REVERSE CURVE (RIGHT)	48	x 48	16.00	4		64.00
W1-4R	REVERSE CURVE (RIGHT)	36	x 36	9.00		1	9.00
W3-3	SIGNAL AHEAD (STOP)	36	x 36	9.00		4	36.00
W3-4	BE PREPARED TO STOP	36	x 36	9.00		4	36.00
W3-5	REDUCE SPEED LIMIT AHEAD (55MPH)	48	x 48	16.00	4		64.00
W4-2L	LEFT LANE ENDS	48	x 48	16.00	4		64.00
W4-2R	RIGHT LANE ENDS	48	x 48	16.00	4		64.00
W13-1P	ADVISORY SPEED (PLAQUE) (55 MPH)	30	x 30	6.25	4		25.00
W16-2P	500 FEET PLAQUE	30	x 24	5.00	4		20.00
W16-3P	1/2 MILE PLAQUE	30	x 24	5.00	4		20.00
W20-1	ROAD WORK 1/2 MILE	36	x 36	9.00		4	36.00
W20-1	ROAD WORK 1500 FT	36	x 36	9.00		4	36.00
W20-2	DETOUR AHEAD	48	x 48	16.00	2		32.00
W20-5L	LEFT LANE CLOSED 1 MILE	48	x 48	16.00	4		64.00
W20-5L	LEFT LANE CLOSED 1/2 MILE	48	x 48	16.00	4		64.00
W20-5L	LEFT LANE CLOSED 1500 FT	48	x 48	16.00	4		64.00
W20-5R	RIGHT LANE CLOSED 1 MILE	48	x 48	16.00	4		64.00
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48	x 48	16.00	4		64.00
W20-5R	RIGHT LANE CLOSED 1500 FT	48	x 48	16.00	4		64.00
TOTAL							1855.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T3
PS&E	2026	821026-M3-005	T3

REV. 1 7-6-26 MEL UPDATED
EXISTING ASPHALT THICKNESS IN
PHASE I SECTION AND INTERSTATE
REFERENCES IN PHASE I-A & II-A

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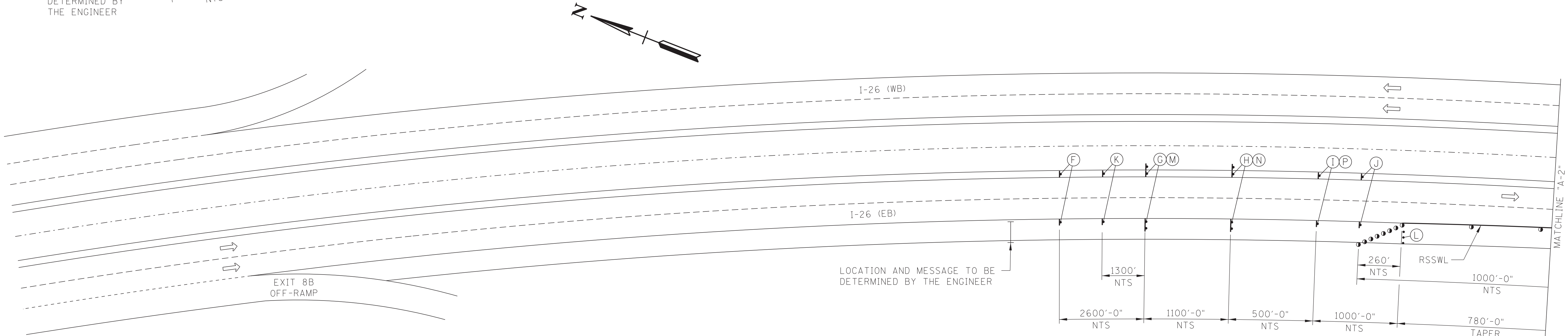
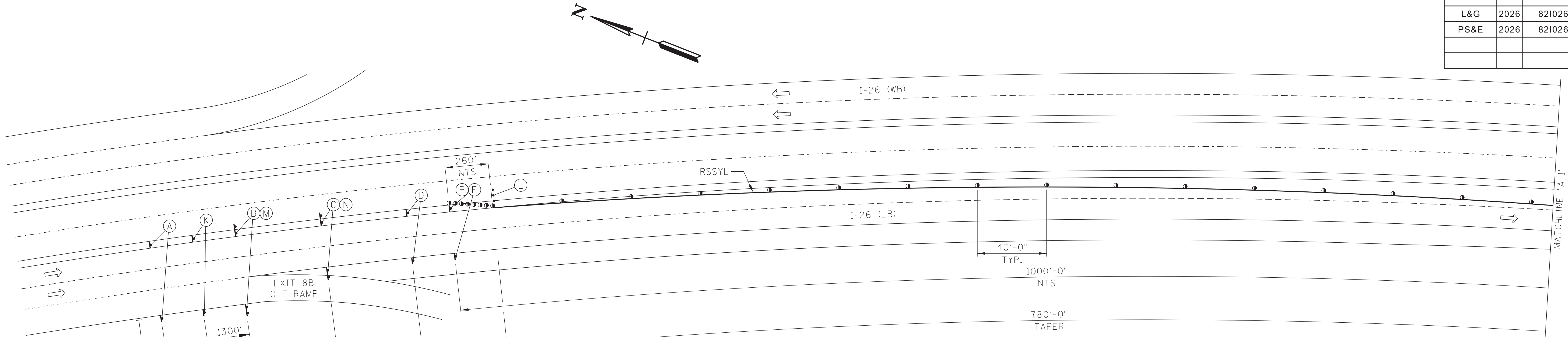


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T4
PS&E	2026	821026-M3-005	T4



TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
•	FLEXIBLE DRUMS	...	FLASHING YELLOW ARROW BOARD
+	SIGN	⇒	FLOW OF TRAFFIC
—	CHANGEABLE MESSAGE SIGN	NTS	NOT TO SCALE
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE



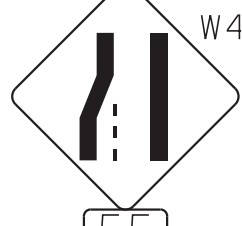
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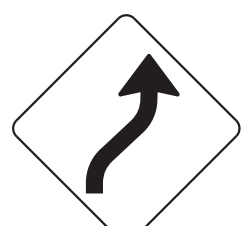
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(C)



(D)



(E)



(F)



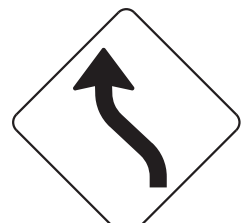
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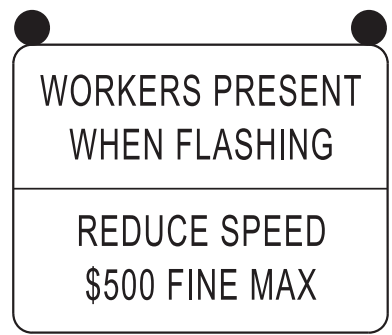
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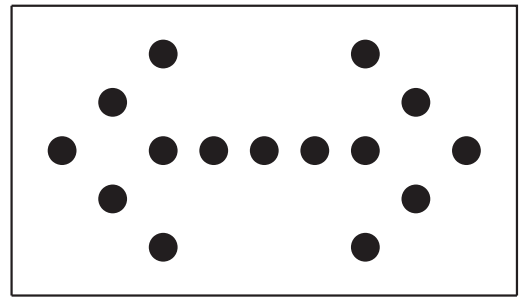
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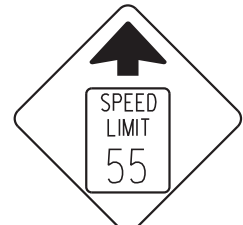
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(K)



(L)



(M)

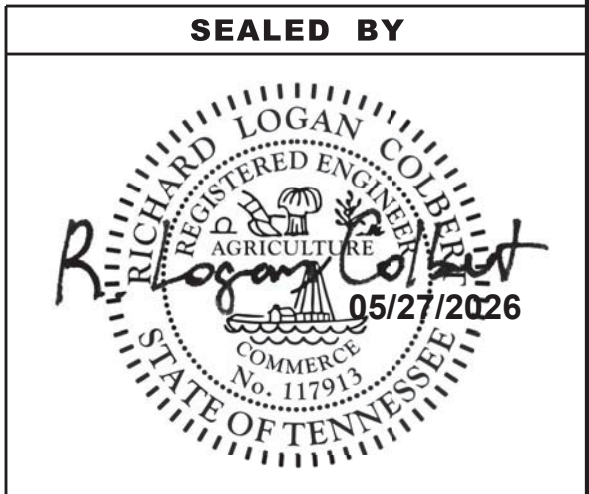


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I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING CONSTRUCTION



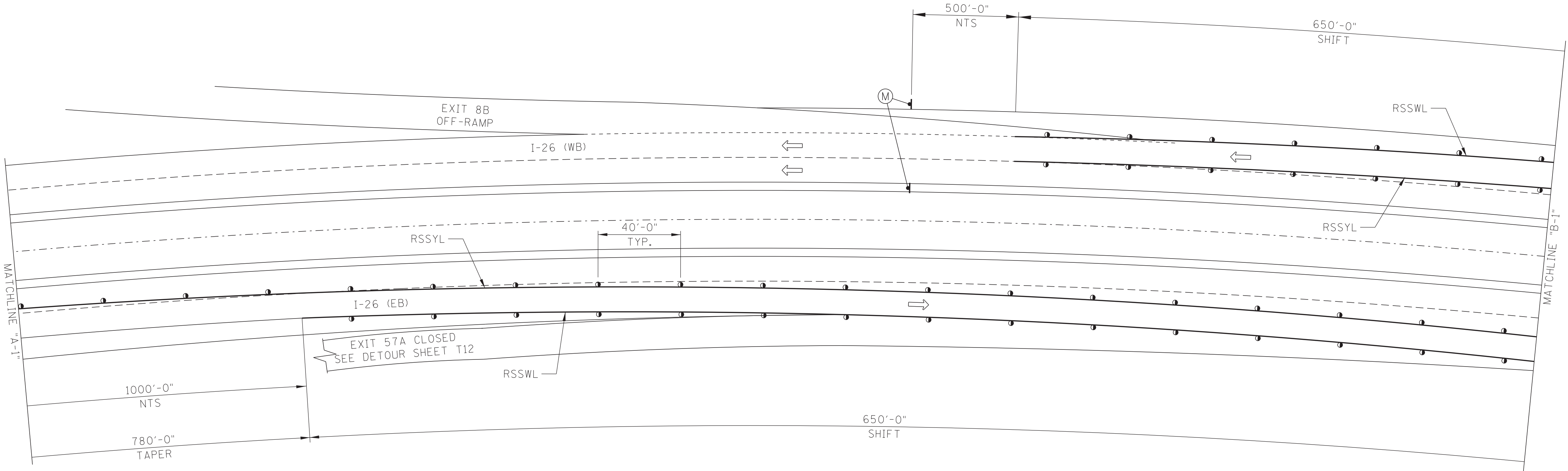
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

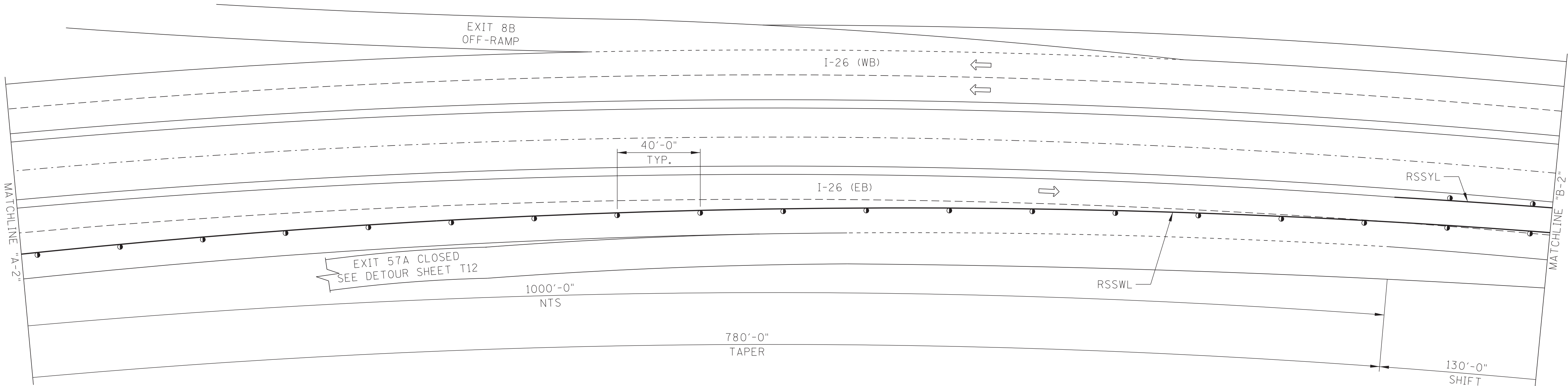
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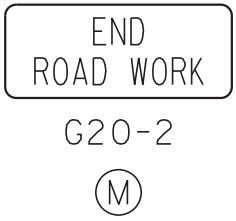
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L&G	2026	821026-M3-005	T5
PS&E	2026	821026-M3-005	T5



PHASE I

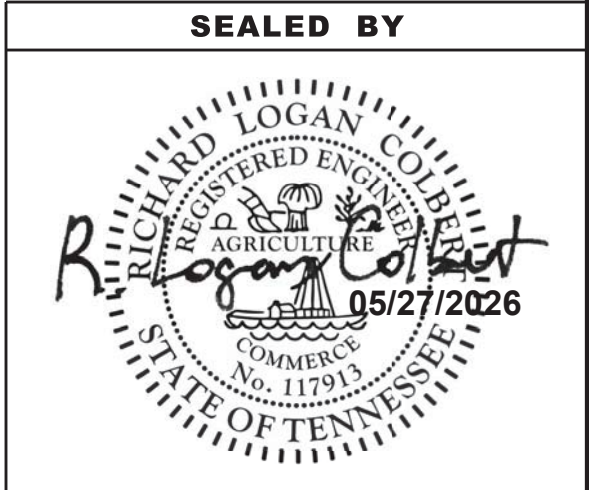


PHASE II



TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
●	FLEXIBLE DRUMS	⇒	FLOW OF TRAFFIC
+	SIGN	NTS	NOT TO SCALE
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE

I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING CONSTRUCTION



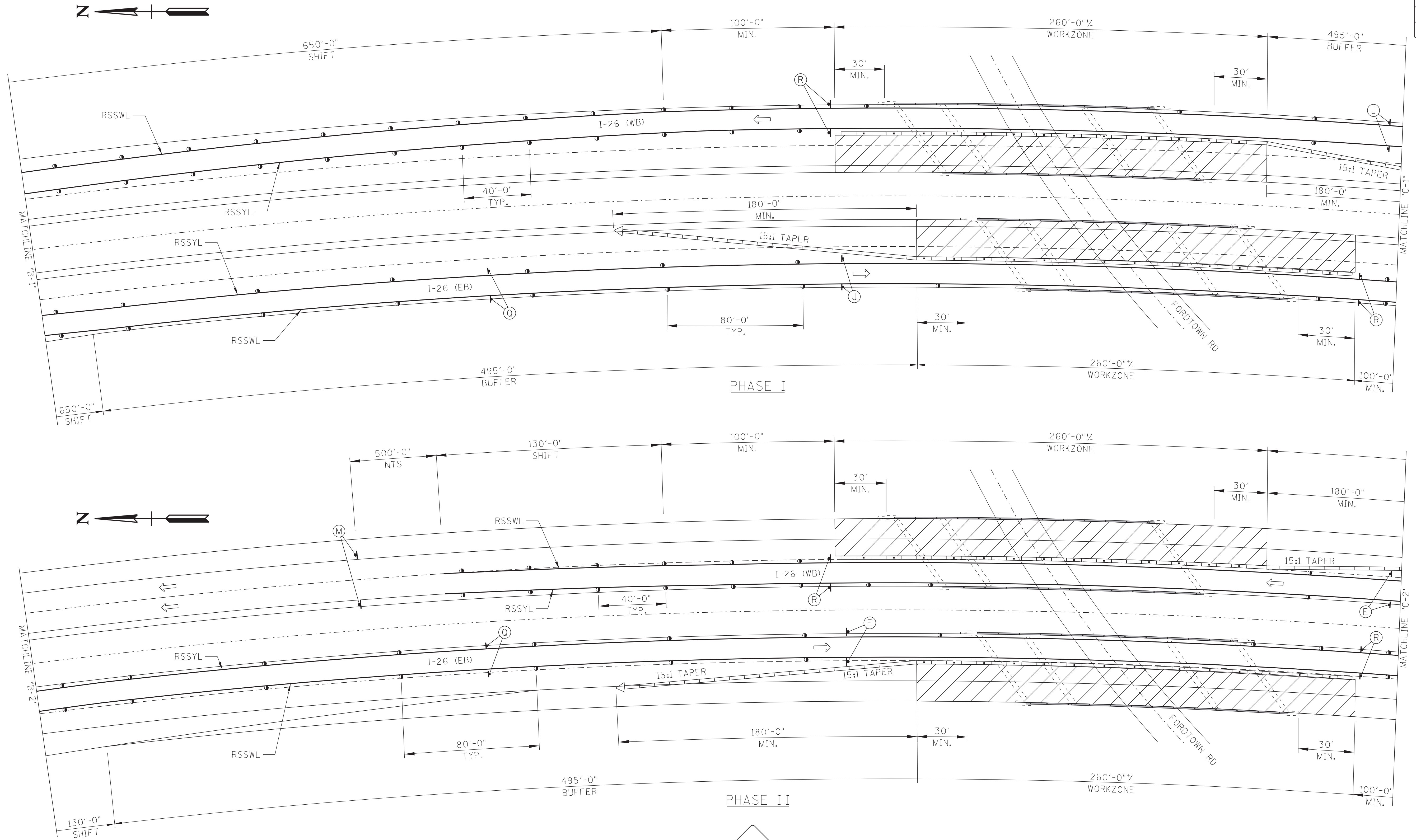
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

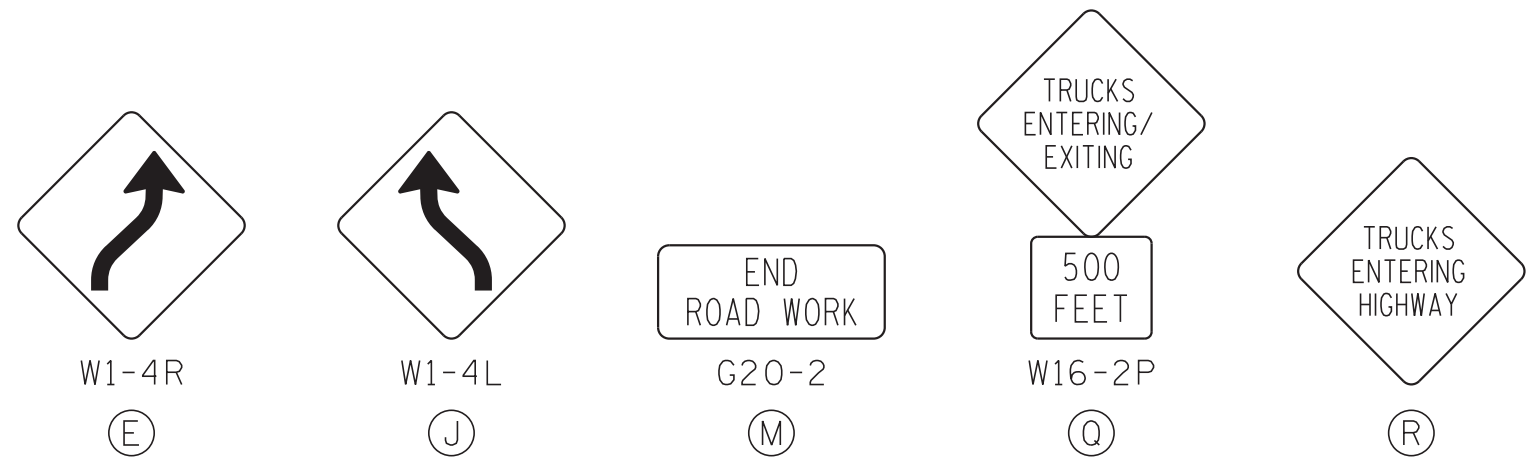
INTERSTATE 26

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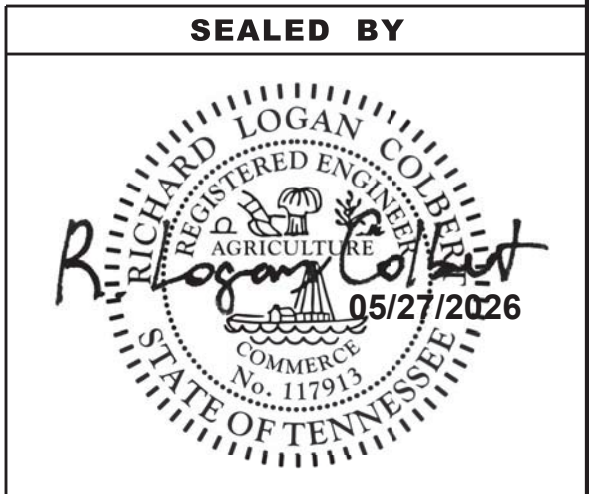
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T6
PS&E	2026	821026-M3-005	T6



TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
•	FLEXIBLE DRUMS	⇒	FLOW OF TRAFFIC
▨	WORK ZONE	◁	ATTENUATOR
—	PORTABLE BARRIER RAIL (WITH DELINEATORS)	NTS	NOT TO SCALE
+	SIGN	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE		



I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING CONSTRUCTION



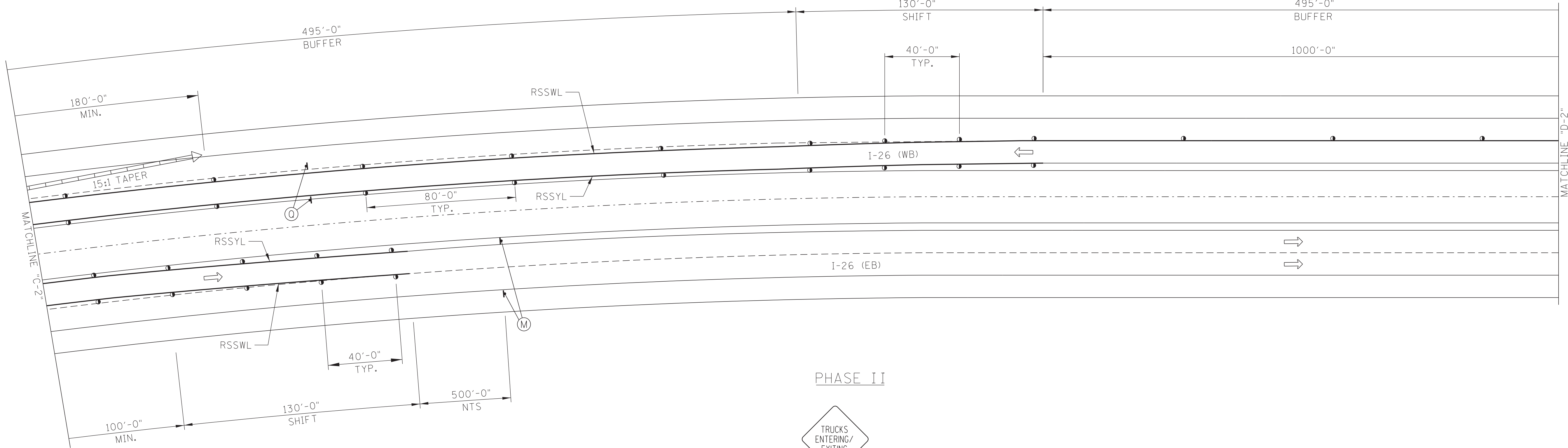
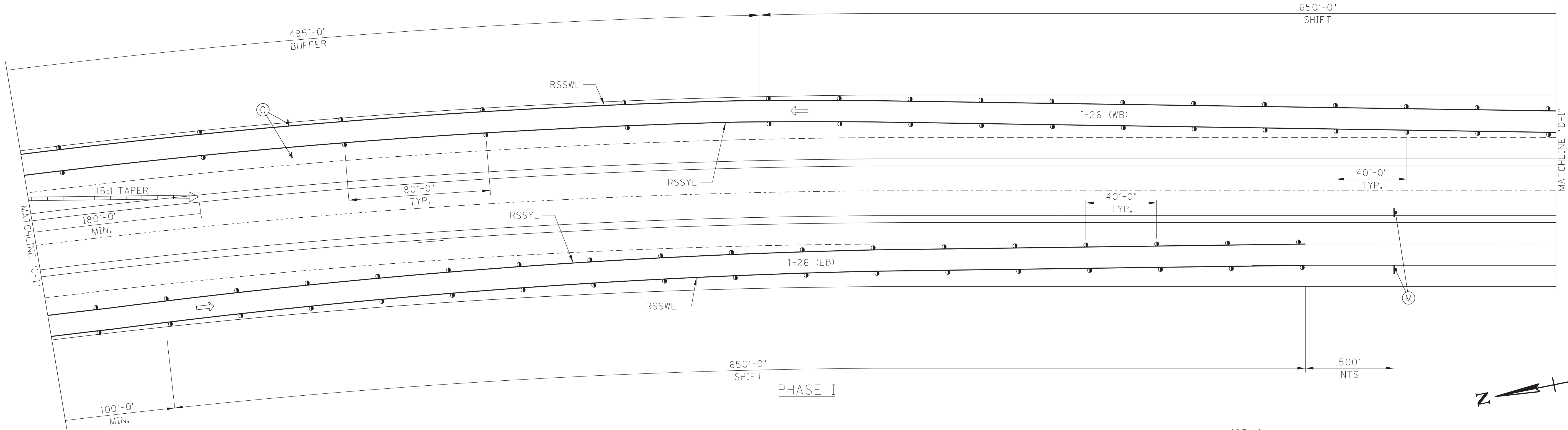
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

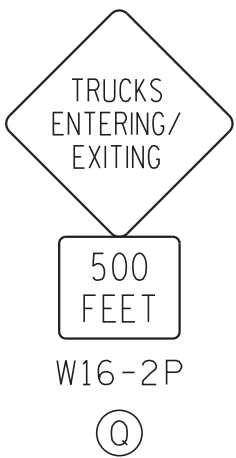
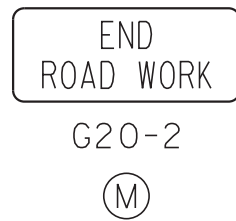
INTERSTATE 26

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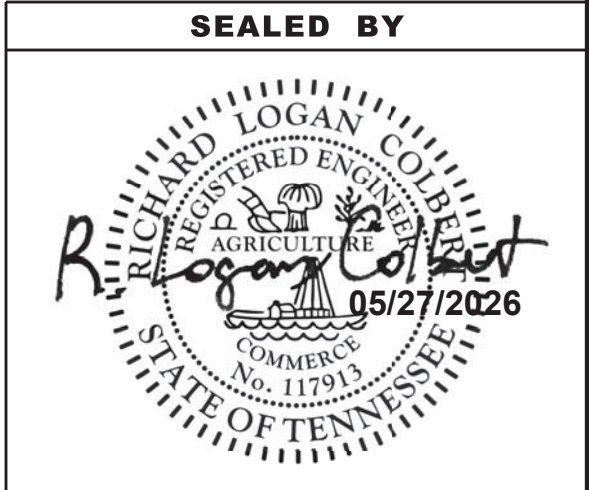
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T7
PS&E	2026	821026-M3-005	T7



TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
●	FLEXIBLE DRUMS	⇒	FLOW OF TRAFFIC
▬▬▬	PORTABLE BARRIER RAIL (WITH DELINEATORS)	◁	ATTENUATOR
⚡	SIGN	NTS	NOT TO SCALE
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE



I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING CONSTRUCTION



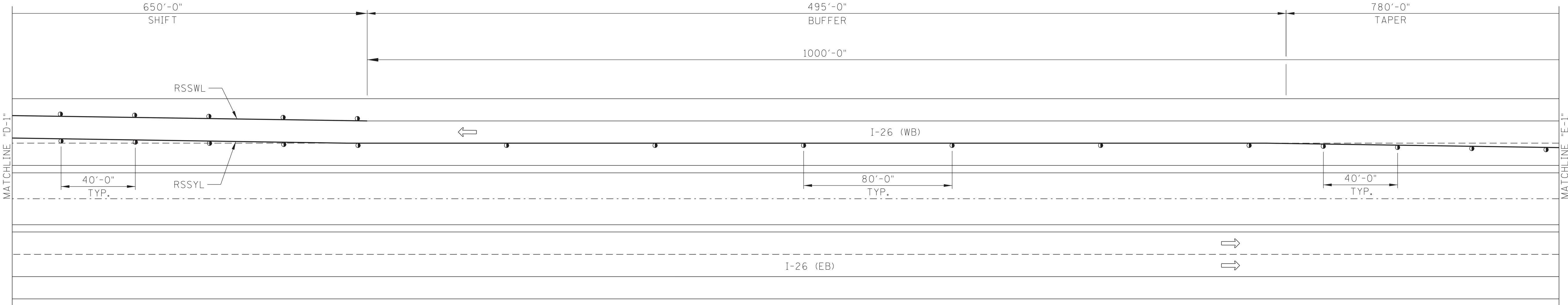
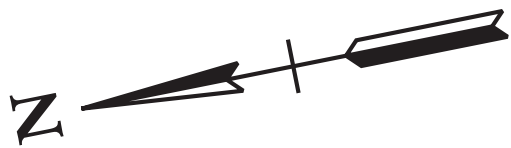
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

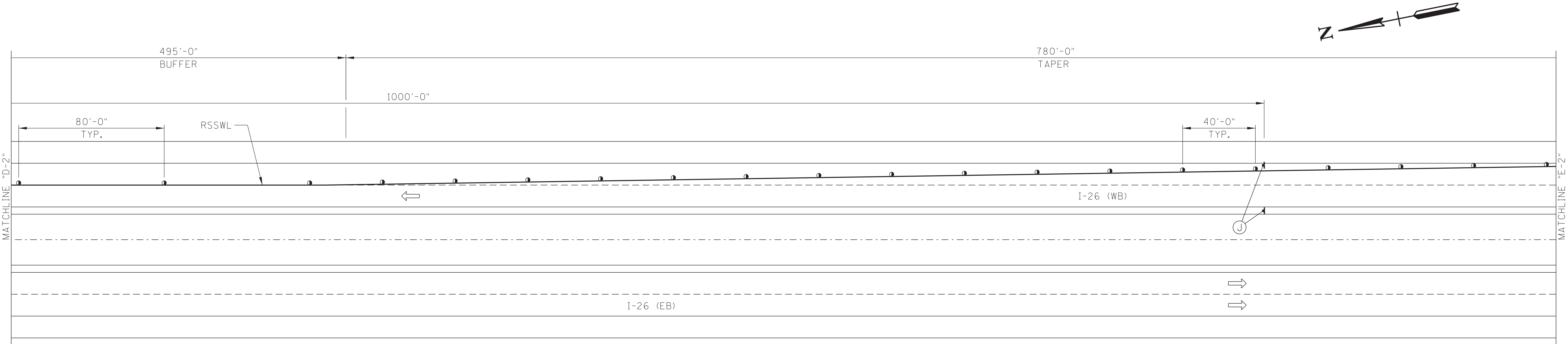
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T8
PS&E	2026	821026-M3-005	T8

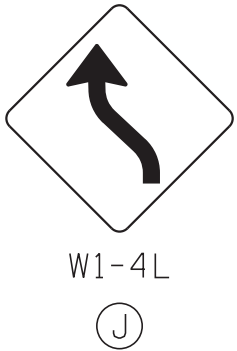


PHASE I



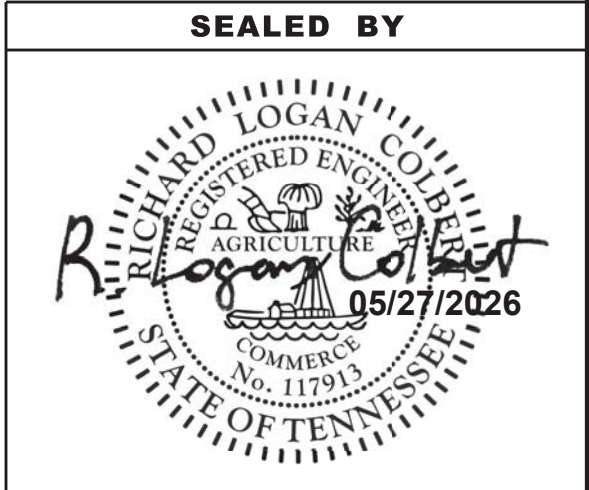
PHASE II

TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
●	FLEXIBLE DRUMS	⇒	FLOW OF TRAFFIC
⌋	SIGN	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE		



W1-4L

I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING CONSTRUCTION



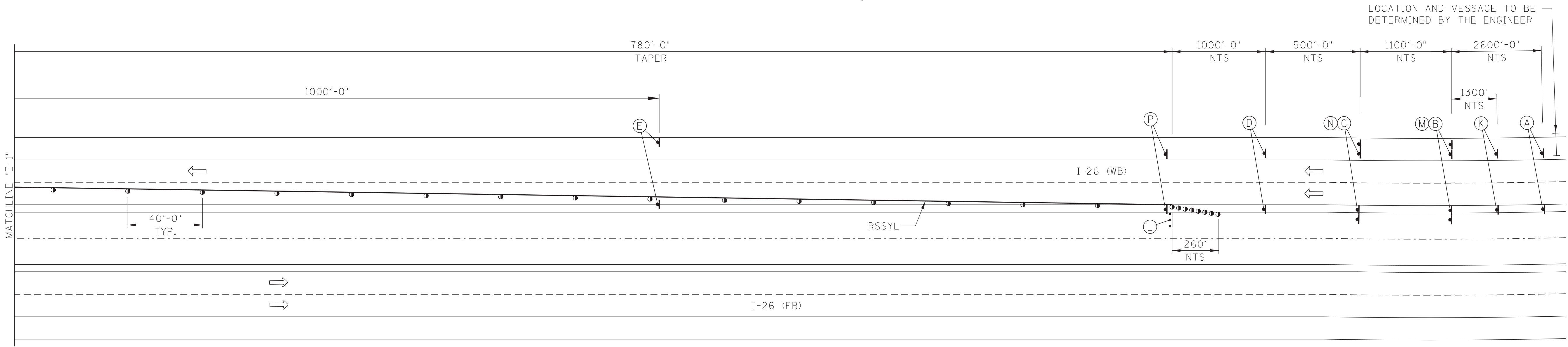
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

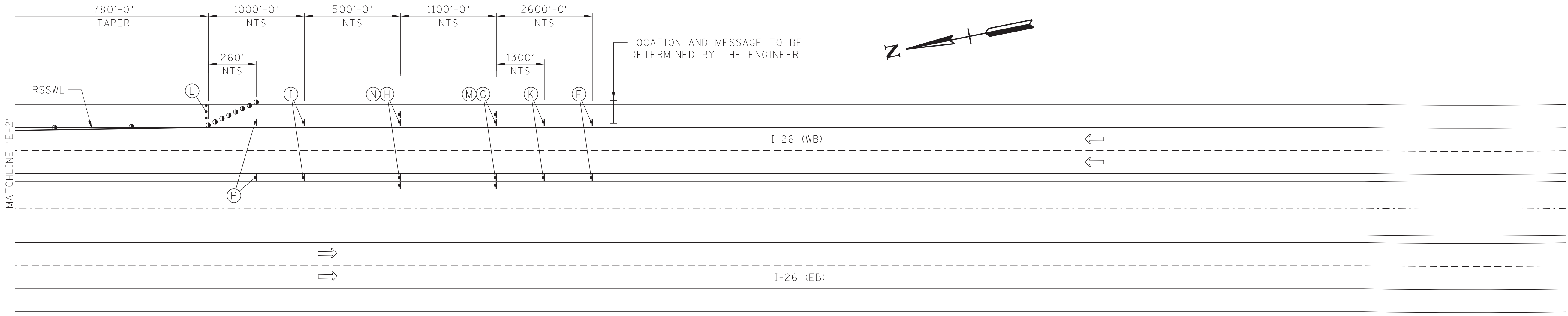
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T9
PS&E	2026	821026-M3-005	T9



PHASE I



PHASE II

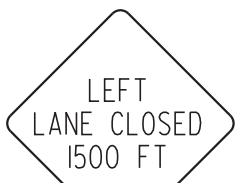
TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLASHING YELLOW ARROW BOARD
	SIGN		FLOW OF TRAFFIC
	CHANGEABLE MESSAGE SIGN	NTS	NOT TO SCALE
	REMOVABLE SINGLE SOLID YELLOW LINE		REMOVABLE SINGLE SOLID WHITE LINE



(A)



(B)



(C)



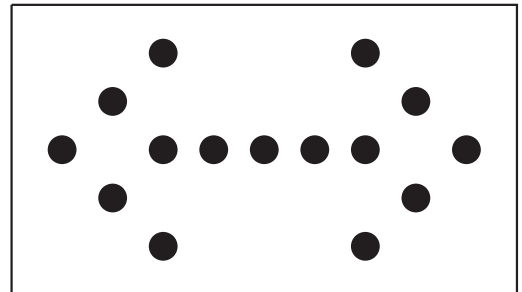
(D)



(E)



(K)



(L)



(M)

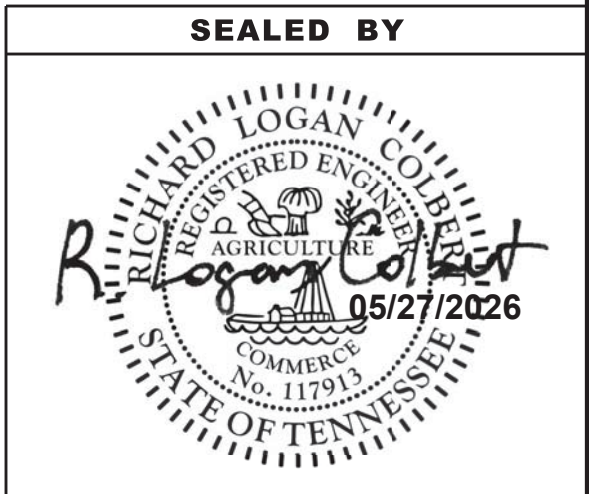


(N)



(P)

I-26 SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING CONSTRUCTION



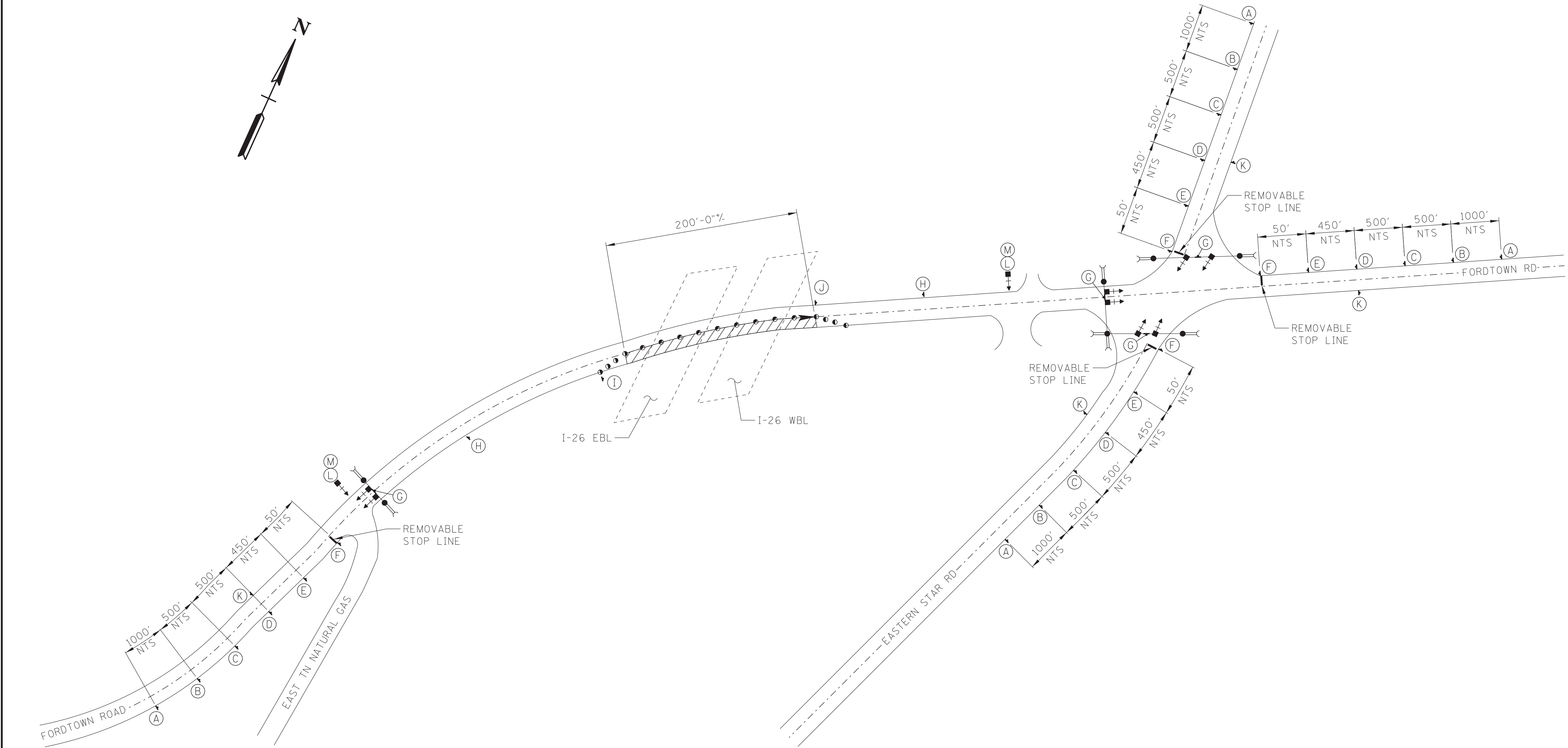
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

INTERSTATE 26

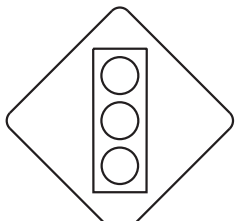
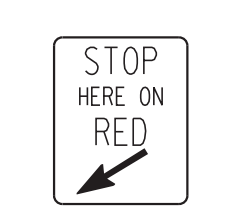
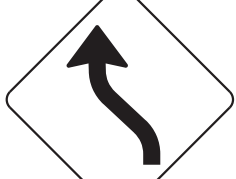
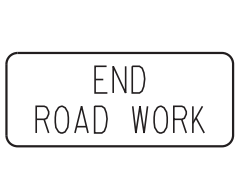
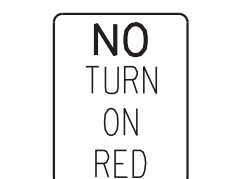
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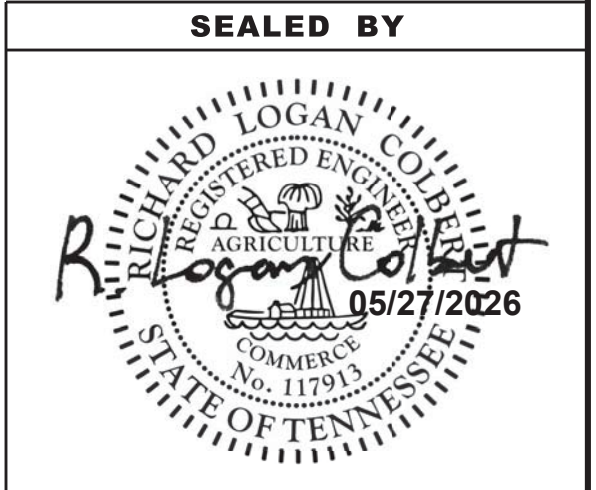
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T10
PS&E	2026	821026-M3-005	T10



PHASE I CONSTRUCTION
FORDTOWN RD BELOW BRIDGE

TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
•	FLEXIBLE DRUMS	⇒	FLOW OF TRAFFIC
▨	WORK ZONE	≡	GUYING DEVICE VERTICAL ANCHOR (7/16" DIAMETER)
⬮	SIGN	●	WOOD POLE
NTS	NOT TO SCALE	⬮➔	TEMPORARY TRAFFIC SIGNAL LIGHT

 W20-1 (A)	 W20-1 (B)	 W3-3 (C)	 W3-4 (D)	 R10-6 (MOD) (E)	 R10-6 (F)
 SPECIAL (G)	 SPECIAL (H)	 W1-4L (I)	 W1-4R (J)	 G20-2 (K)	 R10-11A (L)
					 SPECIAL (M)

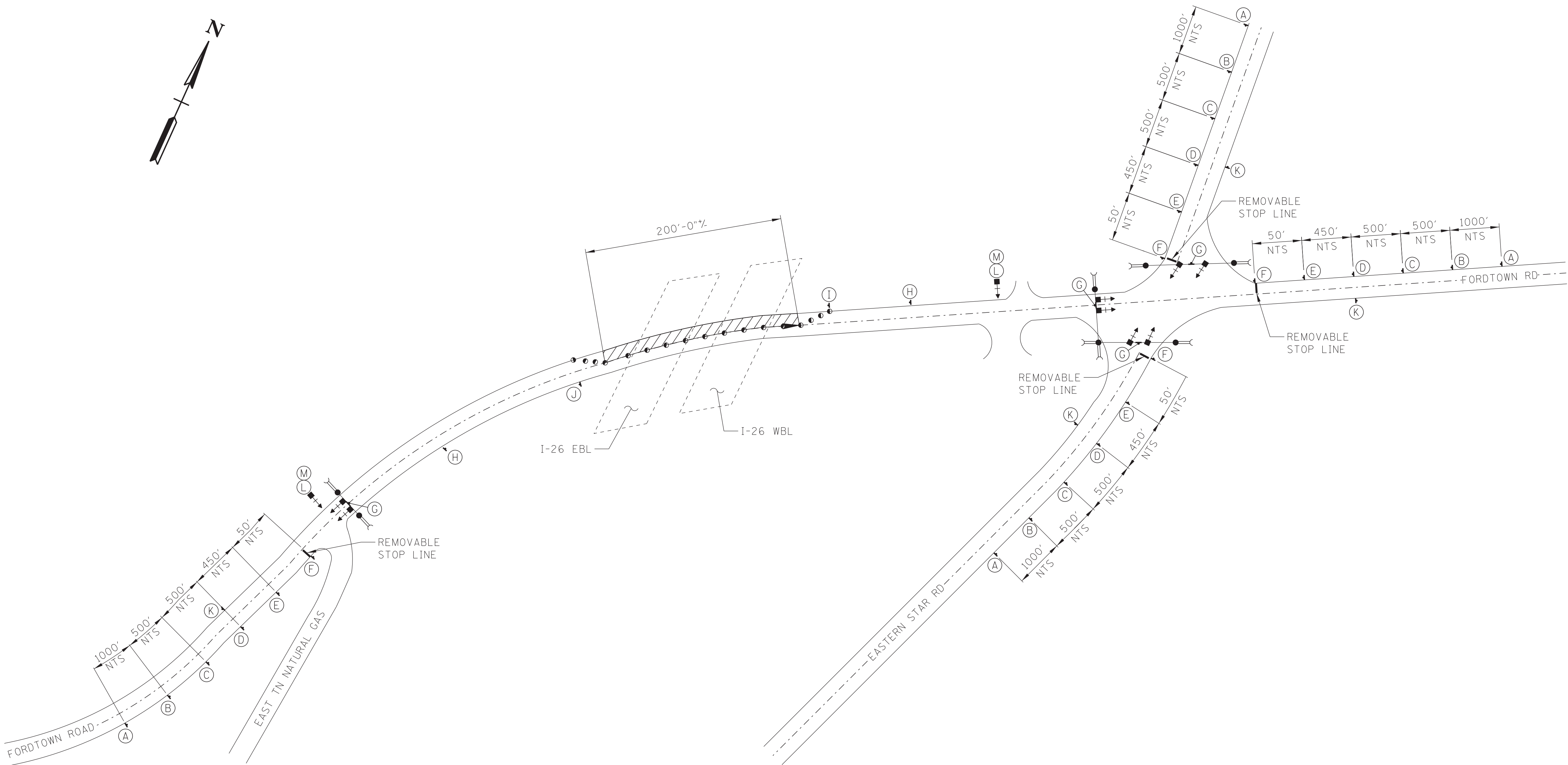
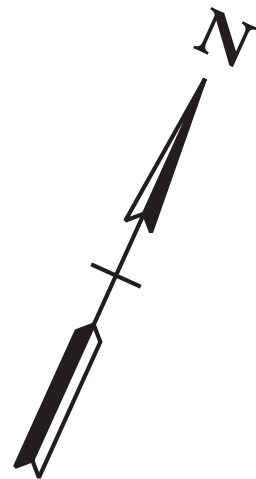


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

FORDTOWN RD.

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PHASE II CONSTRUCTION
FORDTOWN RD BELOW BRIDGE

TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLOW OF TRAFFIC
	WORK ZONE		GUYING DEVICE VERTICAL ANCHOR (7/16" DIAMETER)
	SIGN		WOOD POLE
NTS	NOT TO SCALE		TEMPORARY TRAFFIC SIGNAL LIGHT

W20-1
(A)

W20-1
(B)

W3-3
(C)

W3-4
(D)

R10-6 (MOD)
(E)

R10-6
(F)

SPECIAL
(G)

SPECIAL
(H)

W1-4L
(I)

W1-4R
(J)

G20-2
(K)

R10-11A
(L)

SPECIAL
(M)

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	821026-M3-005	T11
PS&E	2026	821026-M3-005	T11

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

FORDTOWN RD.

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CONTRACTOR SHALL COORDINATE WITH TDOT REGION 1 TRAFFIC MANAGEMENT CENTER (TMC) IN KNOXVILLE FOR USE OF ADDITIONAL OVERHEAD MESSAGE SIGNS AT I-81 MILEMARKERS 53(NB) AND 61.6(SB) DURING WORK PERIODS ON I-26.



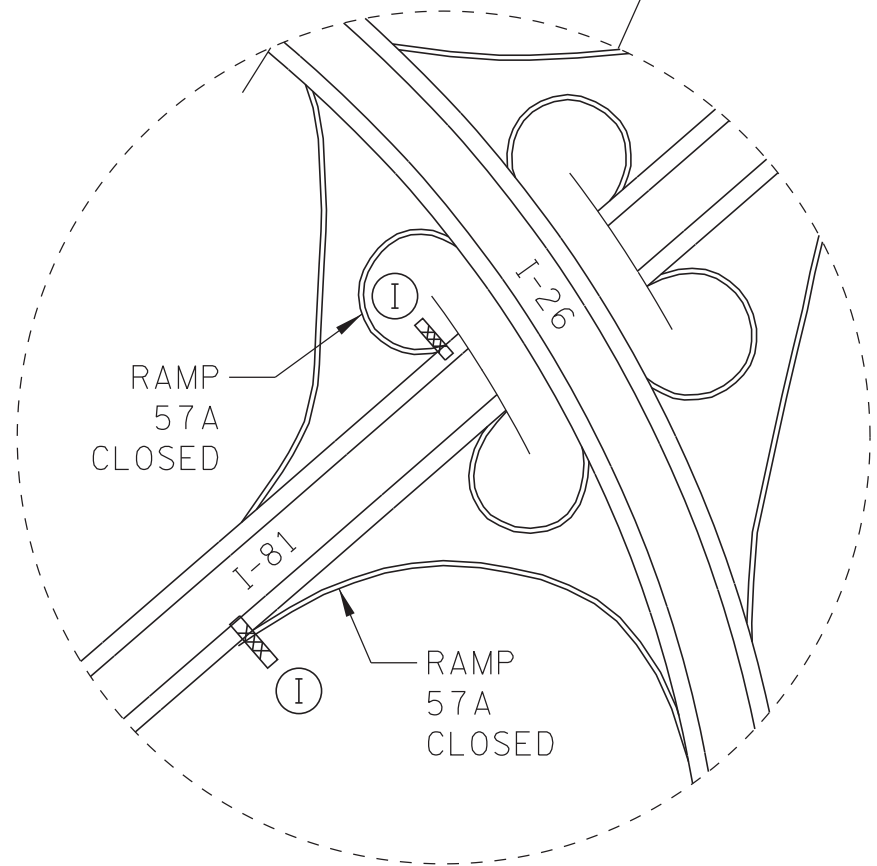
PCMS 3&4
MESSAGE AND LOCATION
TO BE DETERMINED BY
THE ENGINEER

PCMS 2
LOCATION TO BE
DETERMINED BY
THE ENGINEER

PCMS 1
LOCATION TO BE
DETERMINED BY
THE ENGINEER

I-26 BRIDGE
REPAIR SITE

PCMS 1
LOCATION TO BE
DETERMINED BY
THE ENGINEER



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN
	DETOUR ROUTE
	SIGN LAYOUT
	TYPE III BARRICADE
	CHANGEABLE MESSAGE SIGN UNIT

	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	M4-8	M4-8	M4-8	M4-8	M4-8
	M1-1	M1-1	M1-1	M1-1	M1-1
	EAST	EAST	EAST	EAST	EAST
	M3-2	M3-2	M3-2	M3-2	M3-2
(A)	(B)	(C)	(D)	(E)	(F)

I-26 EB
EXIT CLOSED

SPECIAL

DETOUR

M4-8



M6-3

(G)

END
DETOUR

M4-8A

(H)

PCMS 1

EXIT 57A
RAMP
CLOSED AHEAD

USE EXIT 63
DETOUR
AHEAD

PCMS 2

EXIT 57A
RAMP
CLOSED AHEAD

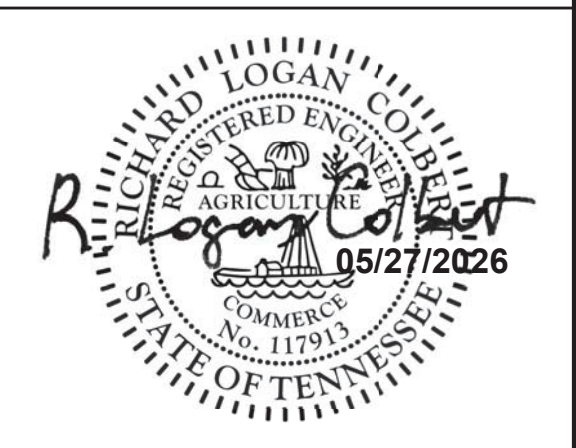


TYPE III BARRICADE ROAD CLOSURE

w/ TYPE A
WARNING LIGHTS

(I)

SEALED BY



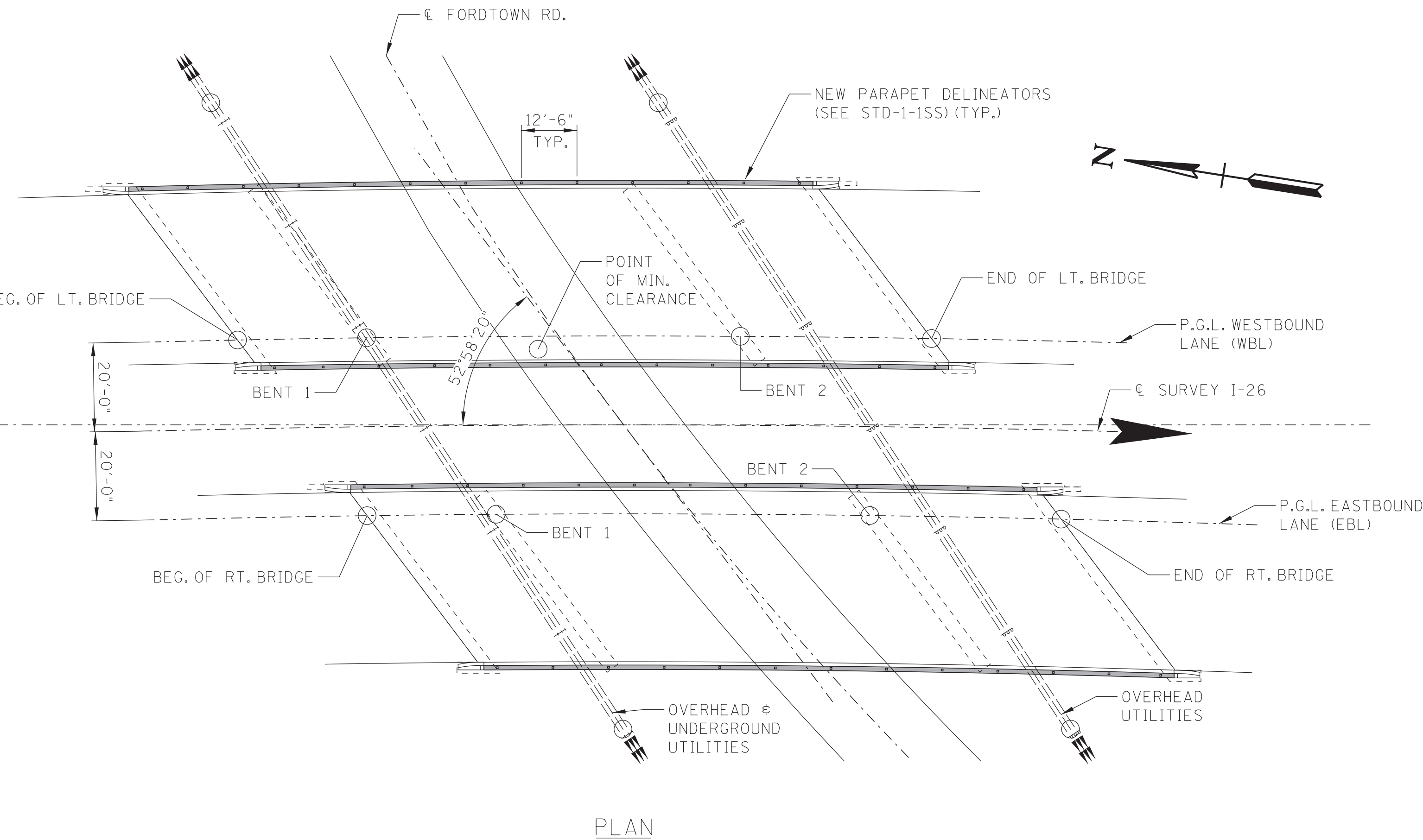
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

DETOUR

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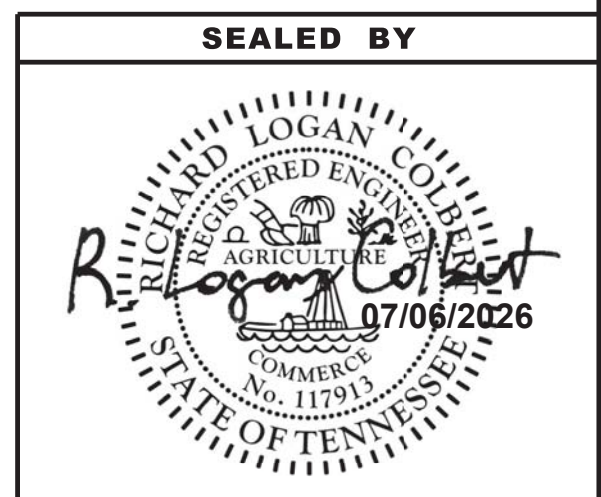
PROJECT NO.		YEAR		SHEET NO.	
821026-M3-005		2026		B-1	
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
1	7-6-26	MEL	UPDATED LAST REV. DATES		



1. PROVIDE TRAFFIC CONTROL AND PHASED CONSTRUCTION MAINTAINING ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES ON I-26. MAINTAIN A MINIMUM OF 16 FT. TRAVEL WAY TO ACCOMMODATE WIDE LOADS.
2. PROVIDE TRAFFIC CONTROL FOR FORDTOWN ROAD (BELOW).
3. REMOVE EXISTING ASPHALT WEARING SURFACE.
4. RECONSTRUCT THE CONCRETE BRIDGE DECKS IN AREAS OF FULL AND PARTIAL DEPTH DECK REPAIR (UTILIZE 18 HOUR CONCRETE).
5. PLACE NEW 3 1/4" ASPHALT SEAL WITH MEMBRANE APPLIED DIRECTLY ON BRIDGE DECKS. ASPHALT SHALL BE PLACED IN TWO (2) LIFTS CONSISTING OF 2" OF B-MODIFIED AND 1 1/4" OF GRADING "D".
6. CONSTRUCT ASPHALT PAVEMENT TRANSITIONS AT ENDS OF BRIDGES.
7. PLACE REFLECTIVE MARKERS IN NEW PAVEMENT ON I-26.
8. REMOVE EXISTING METAL RAILING ON PARAPETS AND PLACE NEW CONCRETE TO THE HEIGHT OF THE EXISTING END POSTS. RAILING TO BE STOCK PILED BY CONTRACTOR AND PICKED UP BY TDOT.
9. ADD DELINEATORS TO TOP OF PARAPETS.
10. REPAIR DETERIORATED AREAS OF CONCRETE ON PARAPETS.
11. REPAIR DAMAGED PRESTRESSED CONCRETE BEAMS (MULTIPLE LOCATIONS).
12. HIGH PRESSURE WATER WASH AND TEXTURE COAT PARAPETS, DECK OVERHANGS, BOTTOM AND OUTSIDE FACE OF FASCIA BEAMS, AND EXPOSED AREAS OF SUBSTRUCTURES. EXISTING TEXTURE COATING CONTAINS ASBESTOS. SEE PROJECT COMMITMENTS FOR ABATEMENT REQUIREMENTS.
13. REPAIR DETERIORATED AREAS OF CONCRETE ON DIAPHRAGMS AND SUBSTRUCTURE UNITS.
14. REPAIR CRACKS IN DIAPHRAGMS AND SUBSTRUCTURE UNITS.
15. REPAIR AREAS OF EROSION NEAR ABUTMENTS (LEFT BRIDGE ABUTMENT 1 AND RIGHT BRIDGE ABUTMENT 1).
16. REMOVE ALL TRASH AND DEBRIS FROM SUBSTRUCTURE AND BELOW BRIDGES.
17. REMOVE VEGETATION INCLUDING TREES AND TREE DEBRIS FROM UNDER THE BRIDGES AND FOR A DISTANCE OF TEN FEET ALONG EACH SIDE OF THE BRIDGES AS DIRECTED BY THE ENGINEER.
18. ADD VERTICAL CLEARANCE SIGNS ALONG FORDTOWN ROAD.

<u>DRAWING</u>	<u>DRAWING NO.</u>	<u>LAST REV. DATE</u>	
BRIDGE INDEX & LAYOUT OF BRIDGES TO BE REPAIRED	B-1 (BR-133-350)	7-6-2026	
ESTIMATED BRIDGE QUANTITIES AND NOTES	B-2 (BR-133-351)	7-6-2026	
SUPERSTRUCTURE REPAIRS	B-3 (BR-133-352)	7-6-2026	
BEAM REPAIR DETAILS	B-4 (BR-133-353)	7-6-2026	
SUBSTRUCTURE REPAIRS (WBL)	B-5 (BR-133-354)		
SUBSTRUCTURE REPAIRS (EBL)	B-6 (BR-133-355)		
CONCRETE REPAIR DETAILS	B-7 (BR-133-356)		

(TO BE PRINTED WITH PLANS)
K-68-102 THRU K-68-108



BRIDGE INDEX &
LAYOUT OF BRIDGES TO BE REPAIRED
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-126-8.93 L&R
FED. I.D. NO. 82I00260003 & 82I00260004
SULLIVAN COUNTY
2026

BR-133-350

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ESTIMATED BRIDGE QUANTITIES 					
ITEM NO.	DESCRIPTION	UNIT	82100260004 (WBL)	82100260003 (EBL)	TOTAL FOR BOTH BRIDGES
(1)	201-05.31 VEGETATION REMOVAL	LS	0.25	0.25	0.5
(2)	202-01.05 REMOVAL OF ASBESTOS (BR 82-126-8.93 L&R)	LS	0.5	0.5	1
(3)	604-04.02 APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	876	878	1754
(4)	604-10.05 CONCRETE	S.F.	30	34	64
(5)	604-10.14 REMOVE EXISTING WEARING SURFACE	LS	0.5	0.5	1
	604-10.22 CONCRETE PARAPET REPAIR	L.F.	307	307	614
	604-10.30 BRIDGE DECK REPAIRS (FULL DEPTH OF SLAB)	S.Y.	10	10	20
(6)	604-10.42 CONCRETE REPAIRS	C.F.	20	3	23
	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	200	200	400
(7)	604-10.54 CONCRETE REPAIRS	S.F.	30	34	64
	604-10.63 CONCRETE REPAIRS (CRACKS)	L.F.	28	23	51
	604-10.69 PRESTRESSING STRAND SPLICE	EACH	6	0	6
(8)	617-01 BRIDGE DECK SEALANT	S.Y.	668	668	1336

FOOTNOTES 	
(1)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR THE REMOVAL AND DISPOSAL OF VEGETATION WITHIN 10 FEET OF THE STRUCTURE, AND ANY OTHER LOCATIONS NECESSARY TO COMPLETE THE WORK, AS DIRECTED BY THE ENGINEER. WHERE POSSIBLE, STUMPS AND ROOTS ARE TO REMAIN TO PREVENT GROUND DISTURBANCE. ITEM ALSO INCLUDES ALL COSTS ASSOCIATED WITH REMOVING TRASH AND DEBRIS FROM THE SUBSTRUCTURES AND BELOW THE BRIDGES. QUANTITY SHARED WITH BUNDLED PROJECT NO. 821081-M3-004.
(2)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR COMPLETE ABATEMENT OF ASBESTOS CONTAINING MATERIALS, INCLUDING CONTAINMENT AND DISPOSAL, AS NOTED IN THE PROJECT COMMITMENTS. ALSO SEE SPECIAL PROVISION 202ACM.
(3)	INCLUDES ALL COSTS ASSOCIATED WITH APPLYING TEXTURE FINISH TO INDICATED AREAS. SEE DETAILS IN PLANS.
(4)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE HIGH EARLY STRENGTH CONCRETE FOR REPAIR AREAS AT LOCATIONS INDICATED IN PLANS. QUANTITY ALSO INCLUDES AREAS OF REPAIR ON PARAPETS (11 S.F. FOR WBL, 9 S.F. FOR EBL).
(5)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR THE REMOVAL AND DISPOSAL OF EXISTING ASPHALT WEARING SURFACE ON BRIDGES (APPROX. 5.5" THICK).
(6)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR REPAIRING SPALLED OR DELAMINATED AREAS OF CONCRETE ON BEAMS AT LOCATIONS SHOWN IN THE PLANS.
(7)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL FOR REPAIR AREAS AT LOCATIONS INDICATED IN PLANS. QUANTITY INCLUDES AREAS OF REPAIR ON PARAPETS (11 S.F. FOR WBL, 9 S.F. FOR EBL).
(8)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE SEALANT ON BRIDGE DECKS.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
82I026-M3-005		2026	B-2
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	7-6-26	MEL	UPDATED QUANTITIES FOR ITEMS 604-10.30, 604-10.42, AND 604-10.50, AND FOOTNOTE (5)

GENERAL NOTES

SPECIFICATIONS & LOADING

- (1)

CONSTRUCTION SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (APRIL 1, 2026 EDITION), AND THE 4TH EDITION (2017) AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS WITH INTERIMS.
- (2)

DESIGN SPECIFICATIONS: 10TH EDITION (2024) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH INTERIMS, AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

STEEL, CONCRETE, REINFORCING, AND FORMING

- (3)

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
- (4)

CONCRETE: TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.
- (5)

CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

MISCELLANEOUS GENERAL NOTES

- (6)

DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED.

- (7)

THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM), MINI EXCAVATOR, OR OTHER EQUIPMENT FOR ANY CONCRETE REMOVAL.
- (8)

QUICK-SET PATCHING MATERIAL: QUICK-SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13.009 POLY MOD CEMENT STRUCT PATCH VERT & OVER FOR ACCEPTABLE PATCHING MATERIALS.
- (9)

FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.02.
- (10)

TEXTURE COAT CONTAINING ASBESTOS: TEXTURE COAT REMOVAL WILL BE REQUIRED IN AREAS WHERE NEW CONCRETE WILL BE CAST AGAINST THE EXISTING CONCRETE SURFACE OR WHERE EPOXY INJECTION WILL BE PLACED. OTHER AREAS BEING TEXTURE-COATED ARE TO RECEIVE A WATER WASH AND BE OVERCOATED. TEXTURE-COAT DEBRIS IS TO BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH SPECIAL PROVISION 202ACM.

SPECIAL NOTES

- (1)

FORMS AND FALSEWORK: ALL CONCRETE FORMS AND FALSEWORK SHALL BE REMOVED AFTER REPAIRS ARE COMPLETED. COST OF REMOVAL SHALL BE INCLUDED IN ITEMS BID ON. THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.
- (2)

HIGH EARLY STRENGTH CONCRETE: THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS X. THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH ±2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE 3±1 INCHES. IF USING A TYPE A, F, OR G WATER REDUCER, THE SLUMP SHALL BE MAXIMUM OF 8 INCHES. NO FLY ASH REPLACEMENT WILL BE PERMITTED. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 5,000 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF EIGHTEEN (18) HOURS.
- (3)

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS AND CONSTRUCTION
- (4)

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING REMOVABLE FORMS. FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. SEE ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.
- (5)

ANY DAMAGE TO VEGETATED AREAS NOT SPECIFICALLY MENTIONED WITHIN THE PROJECT SCOPE SHALL BE PREPARED AT THE CONTRACTOR'S EXPENSE. THESE AREAS ARE TO BE RETURNED TO THEIR PRE-CONSTRUCTION STATE AND SHALL BE DETERMINED BY THE ENGINEER. ALL COSTS (LABOR AND MATERIALS) ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN ITEMS BID ON.

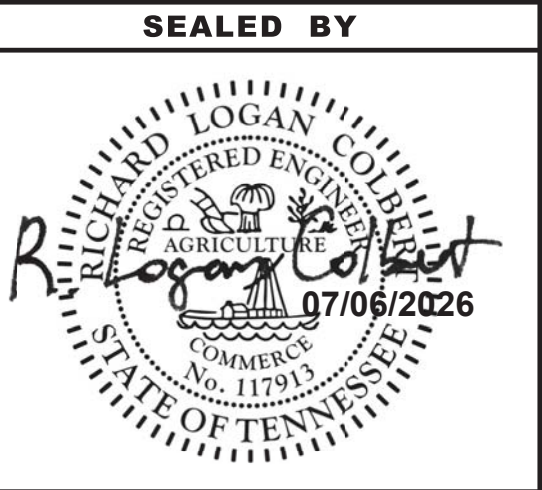
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED BRIDGE QUANTITIES AND NOTES
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-126-8.93 L&R
FED. I.D. NO. 82100260003 & 82100260004
SULLIVAN COUNTY
2026

BR-133-351



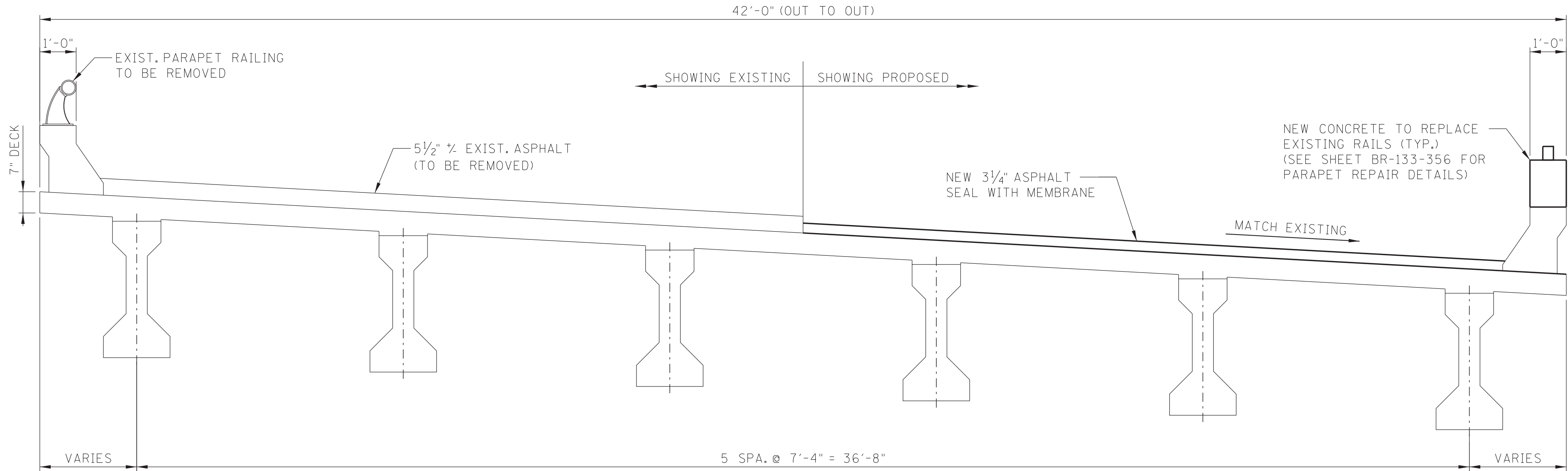
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SUPERVISED BY:	G.S. WILSON	DATE:	05/2026
CHECKED BY:	R.L. COLBERT	DATE:	05/2026



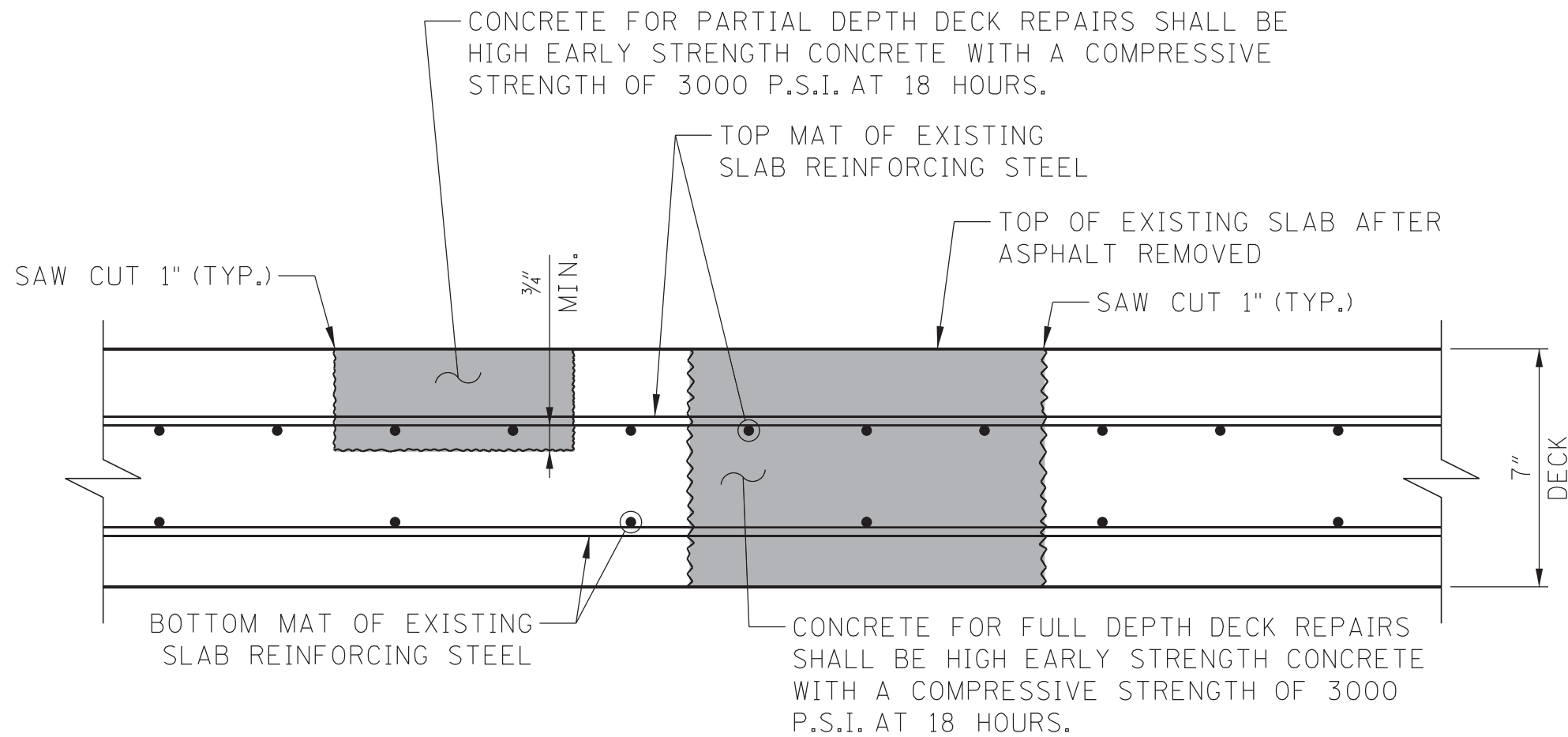
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DRAWN BY:	M.E. LOUCKS	DATE: 05/2026
SUPERVISED BY:	G.S. WILSON	DATE: 05/2026
CHECKED BY:	R.L. COLBERT	DATE: 05/2026



TYPICAL SECTION
LOOKING AHEAD AT EASTBOUND BRIDGE
(WESTBOUND BRIDGE SIMILAR)



DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF $\frac{3}{4}$ " BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF REPAIR SHALL BE COMPLETELY CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST THREE (3) DAYS IN ADVANCE. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), OR ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB). DURING PARTIAL DEPTH REPAIRS, SHOULD DETERIORATED CONCRETE BE ENCOUNTERED WHICH APPEARS TO RUN FULL DEPTH IN THE SLAB, THE ENGINEER MAY DESIGNATE THESE AREAS TO BE REPAIRED UNDER ITEM NO. 604-10.30. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING FULL AND PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

- PARTIAL DEPTH REPAIRS AND ANY WORK OVER BEAMS - PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60-POUND CLASS SHALL NOT BE USED.
- FULL DEPTH REPAIRS, EXCEPT OVER BEAMS - PNEUMATIC HAMMERS HEAVIER THAN A 90-POUND CLASS SHALL NOT BE USED.
- CHIPPING HAMMERS OF THE 15-POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

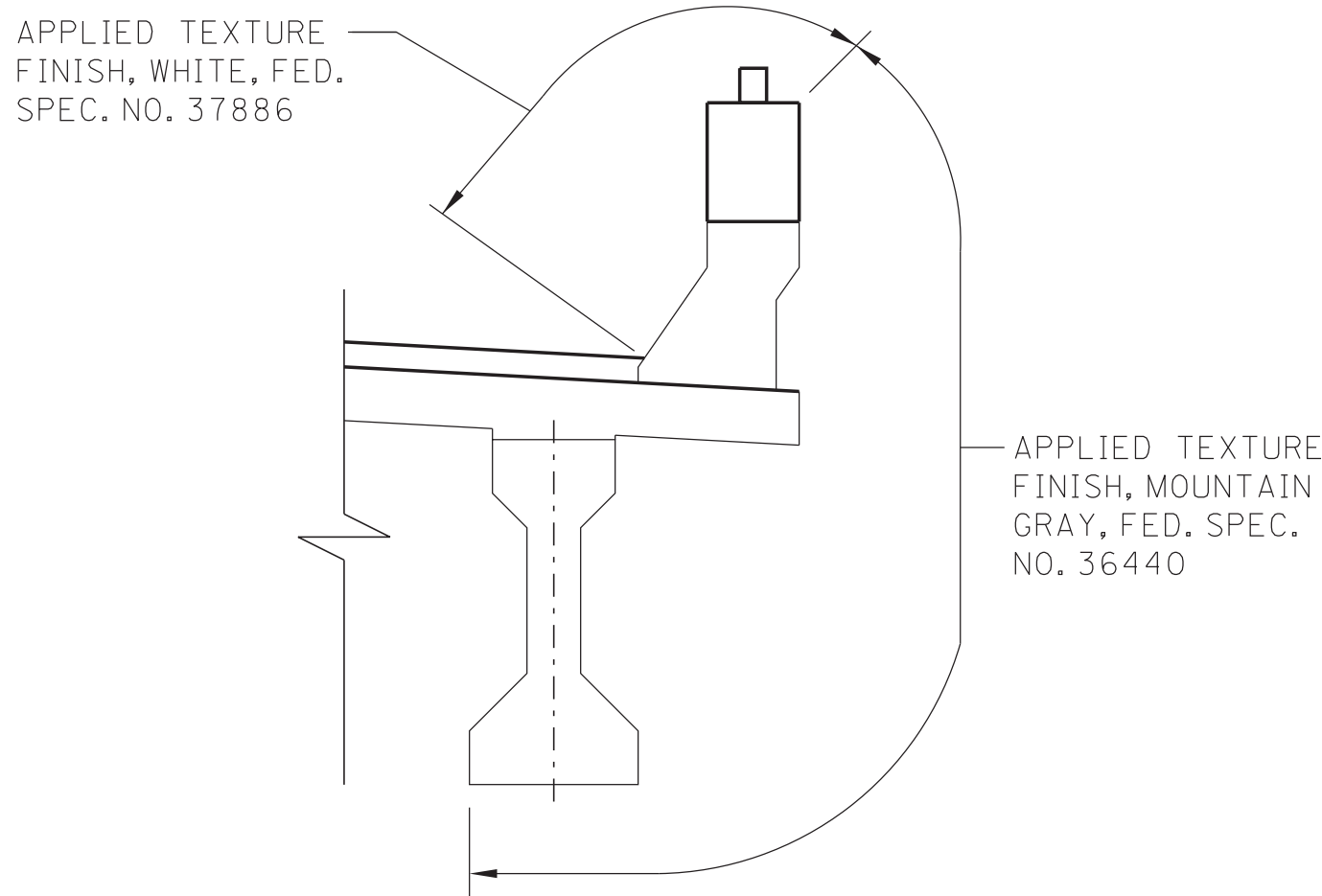
WHEN REMOVING DECK CONCRETE, CARE SHALL BE TAKEN TO AVOID DAMAGING ANY REINFORCING STEEL. REINFORCING STEEL EXPOSED DURING CONCRETE REMOVAL SHALL BE CLEANED AND MAINTAINED, AND THE COST IS TO BE INCLUDED IN OTHER ITEMS BID ON. ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONCRETE REMOVAL SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

DURING DECK REPAIRS, ANY EXISTING REINFORCING STEEL EXHIBITING MORE THAN 20 PERCENT SECTION LOSS SHALL BE REPAIRED, EITHER NEW IN-KIND REINFORCING STEEL SHALL BE SPLICED TO THE EXISTING BARS OR THE BARS SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. THE COST OF ANY NEW REINFORCING STEEL REQUIRED TO COMPLETE THE DECK REPAIRS SHALL BE INCLUDED IN ITEM NO. 604-10.50 OR 604-10.30.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
82I026-M3-005		2026	B-3
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	7-6-26	MEL	UPDATED EXISTING ASPHALT THICKNESS IN TYPICAL SECTION



APPLIED TEXTURE FINISH SKETCH
TYP. EACH SIDE, BOTH BRIDGES

IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXPOSED SURFACES OF THE SUBSTRUCTURES SHALL RECEIVE AN APPLIED TEXTURE FINISH, MOUNTAIN GRAY, FED. SPEC. NO. 36440.

COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.02, APPLIED TEXTURE FINISH (EXISTING STRUCTURES), S.Y.

EXISTING TEXTURE COATING MAY CONTAIN ASBESTOS. SEE PROJECT COMMITMENTS AND SEE SPECIAL PROVISION 202ACM.

THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER, AND COST SHALL BE INCLUDED IN ITEM NO. 202-01.05.

ALL EXISTING TEXTURE COATING IS NOT REQUIRED TO BE REMOVED. THE EXISTING SURFACES THAT ARE TO RECEIVE A TEXTURE FINISH SHALL BE FREE OF ALL FLAKING TEXTURE COATING, RUST, DIRT, OIL, AND OTHER FOREIGN SUBSTANCES PRIOR TO THE APPLICATION OF THE TEXTURE FINISH. THE SURFACE SHALL BE CLEANED TO THE COMPLETE SATISFACTION OF THE ENGINEER USING A HIGH PRESSURE WATER WASH. COST TO BE INCLUDED IN ITEM NO. 202-01.05.

THE WASH WATER IS TO BE FILTERED, AND PAINT CHIPS AND DEBRIS SHALL BE COLLECTED PRIOR TO RELEASE OF WATER.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE REPAIRS
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-126-8.93 L&R
FED. I.D. NO. 82100260003 & 82100260004
SULLIVAN COUNTY
2026

BR-133-352

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PIN NO:

135264.00

DESIGN BY:

R.L. COLBERT

DRAWN BY:

M.E. LOUCKS

SUPERVISED BY:

G.S. WILSON

CHECKED BY:

R.L. COLBERT

DATE:

05/2026

DATE:

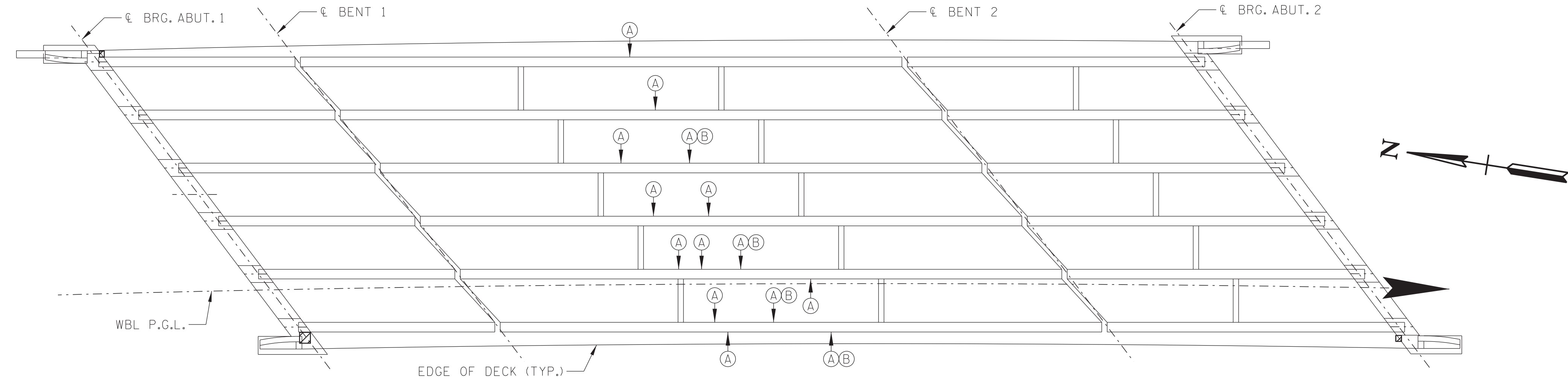
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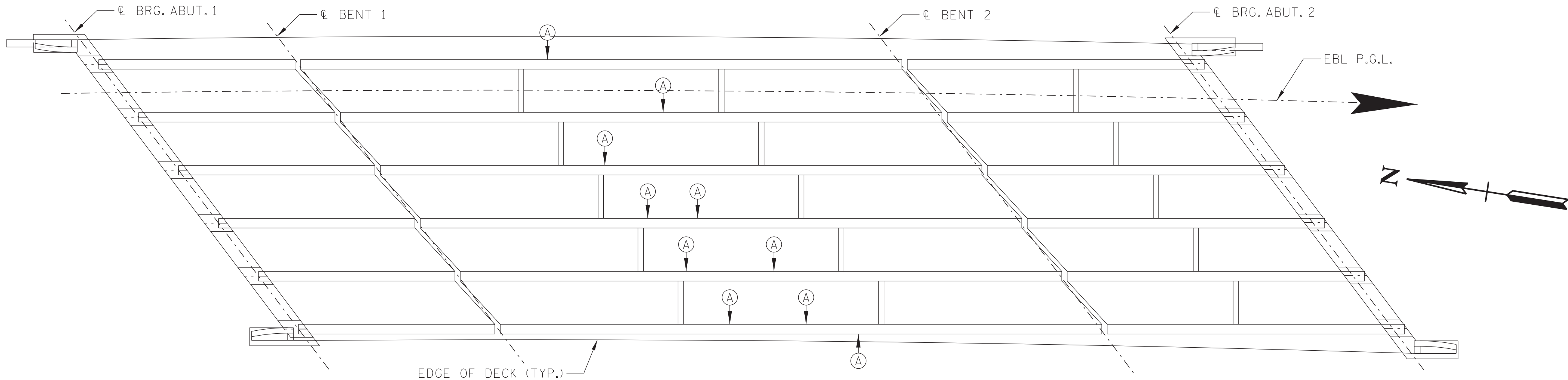
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DATE:

05/2026



FRAMING PLAN (I-26 WBL)



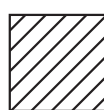
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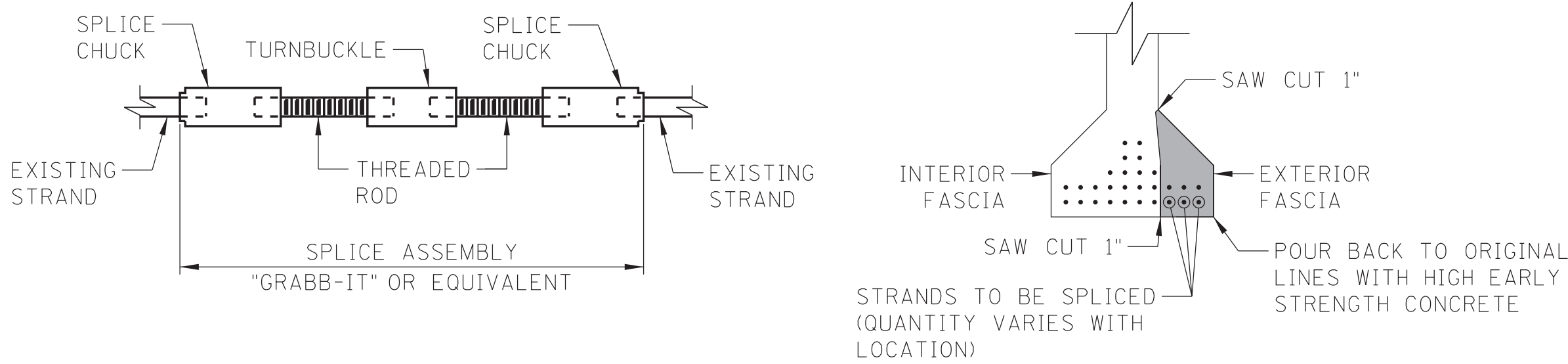
ESTIMATED QUANTITIES

LOCATION OF REPAIR	ITEM 604-10.42 APPROX. REPAIR AREAS (C.F.)	ITEM 604-10.05 AND/OR 604-10.54 APPROX. REPAIR AREAS (S.F.)
SPAN 1 (WBL)	-	3
SPAN 2 (WBL)	20	-
SPAN 3 (WBL)	-	1
SPAN 1 (EBL)	-	-
SPAN 2 (EBL)	3	-
SPAN 3 (EBL)	-	-
TOTAL	23	4

(A) DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.42. SEE BEAM CONCRETE REPAIR DETAILS ON THIS SHEET.

(B) DENOTES LOCATIONS OF PRESTRESSING STAND REPAIRS. SEE STRAND SPLICE DETAILS THIS SHEET.

 DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 AND/OR 604-10.54, FOR DETAILS SHOWING AREAS OF EXISTING SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED, SEE SHEET BR-133-356.



STRAND SPLICE DETAIL
(6 ASSEMBLIES REQUIRED)

STRAND SPLICE ASSEMBLIES SHALL BE INSTALLED AND TORQUED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND DETAILS ON THIS SHEET. THE STRAND SPLICE ASSEMBLY SHALL BE A GRABB-IT CABLE SPLICE OR APPROVED EQUIVALENT. GRABB-IT CAN BE OBTAINED FROM PRESTRESSED SUPPLY, INC. AT 1-800-328-3086. TORQUE LUBRICATED SPLICE SLEEVES TO ACHIEVE A STRAND FORCE OF APPROXIMATELY 23,550 POUNDS. THE STRAND GRIPS MUST BE PREVENTED FROM ROTATING DURING TORQUEING.

WHERE ADJACENT STRAND REPAIRS ARE REQUIRED, SPLICE ASSEMBLIES SHALL BE STAGGERED SO THEY ARE NOT SIDE-BY-SIDE. THE CONTRACTOR SHALL REMOVE ONLY ENOUGH CONCRETE TO INSTALL STAGGERED SPLICES AND POUR BACK WITH HIGH EARLY STRENGTH CONCRETE AS SHOWN. COSTS TO REMOVE ADDITIONAL CONCRETE AND REPAIR WITH HIGH EARLY CONCRETE TO BE INCLUDED IN ITEM 604-10.42, CONCRETE REPAIRS, C.F.

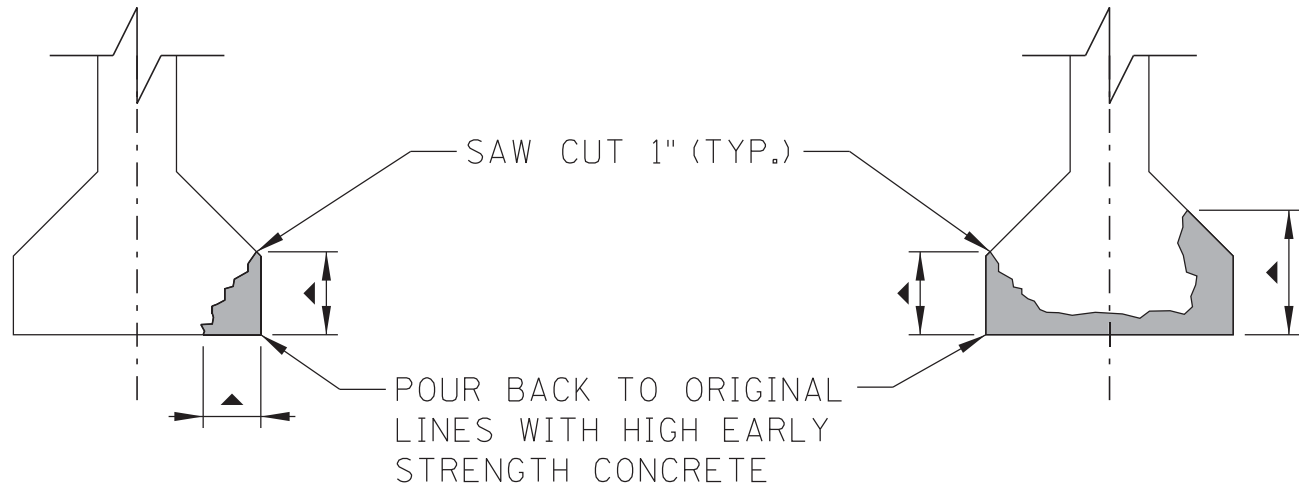
CUTTING/SPLICING OF STRANDS SHALL BE AVOIDED WHEN THE RESPECTIVE BEAMS ARE UNDER LIVE LOAD.

THE COST OF SPLICE ASSEMBLY, INCLUDING TURN BUCKLES, SPLICE CHUCKS, AND INSTALLATION SHALL BE INCLUDED UNDER ITEM NO. 604-10.69, PRESTRESSING STRAND SPLICE, EACH.

THE COSTS OF ALL OTHER LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO REPAIR THE BEAM AS DETAILED ON THIS SHEET SHALL BE INCLUDED IN ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
82I026-M3-005		2026	B-4
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	7-6-26	MEL	UPDATED QUANTITIES FOR ITEM 604-10.42 & STAND SPLICE DETAIL NOTES



BEAM CONCRETE REPAIR DETAILS

▲ REMOVE CONCRETE TO A DEPTH OF 3/4" BEHIND ANY EXPOSED PRESTRESSING STRAND OR REINFORCING STEEL. SEE SKETCHES THIS SHEET FOR APPROX. LIMITS AND LOCATIONS. FINAL LIMITS AND LOCATIONS OF REPAIRS TO BE DESIGNATED BY THE ENGINEER.

THE COST OF REMOVING PORTIONS OF THE EXISTING CONCRETE WITHIN THE LIMITS SHOWN, SAW CUTTING, COMPLETELY CLEANING EXISTING REINFORCING STEEL, HIGH EARLY STRENGTH CONCRETE, FORMING, LABOR, AND ALL MISCELLANEOUS MATERIAL NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

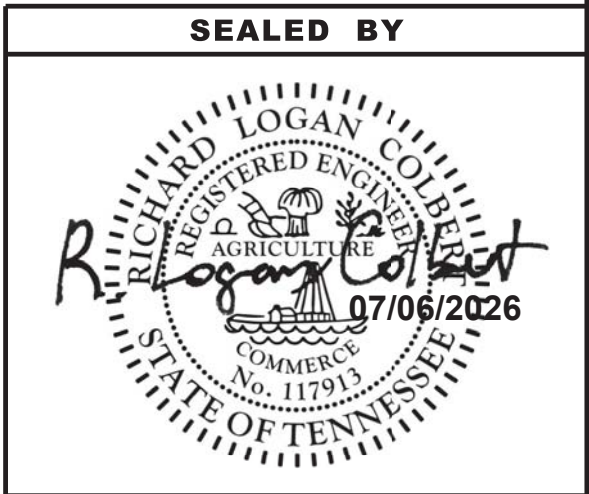
CONTRACTOR TO TAKE EXTREME CARE WHEN REMOVING DELAMINATED CONCRETE SO AS NOT TO DAMAGE EXISTING REINFORCING STEEL OR PRESTRESSING STRANDS. ANY DAMAGE INCURRED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL EXISTING REINFORCING STEEL AND PRESTRESSING STRAND SHALL BE COMPLETELY CLEANED TO THE SATISFACTION OF THE ENGINEER BEFORE REPAIRING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS TO THE BEAMS. DETAILS OF ANY TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE THE BEGINNING OF ANY BEAM REPAIR. COST TO BE INCLUDED IN ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BEAM REPAIR DETAILS
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-126-8.93 L&R
FED. I.D. NO. 82100260003 & 82100260004
SULLIVAN COUNTY
2026

BR-133-353

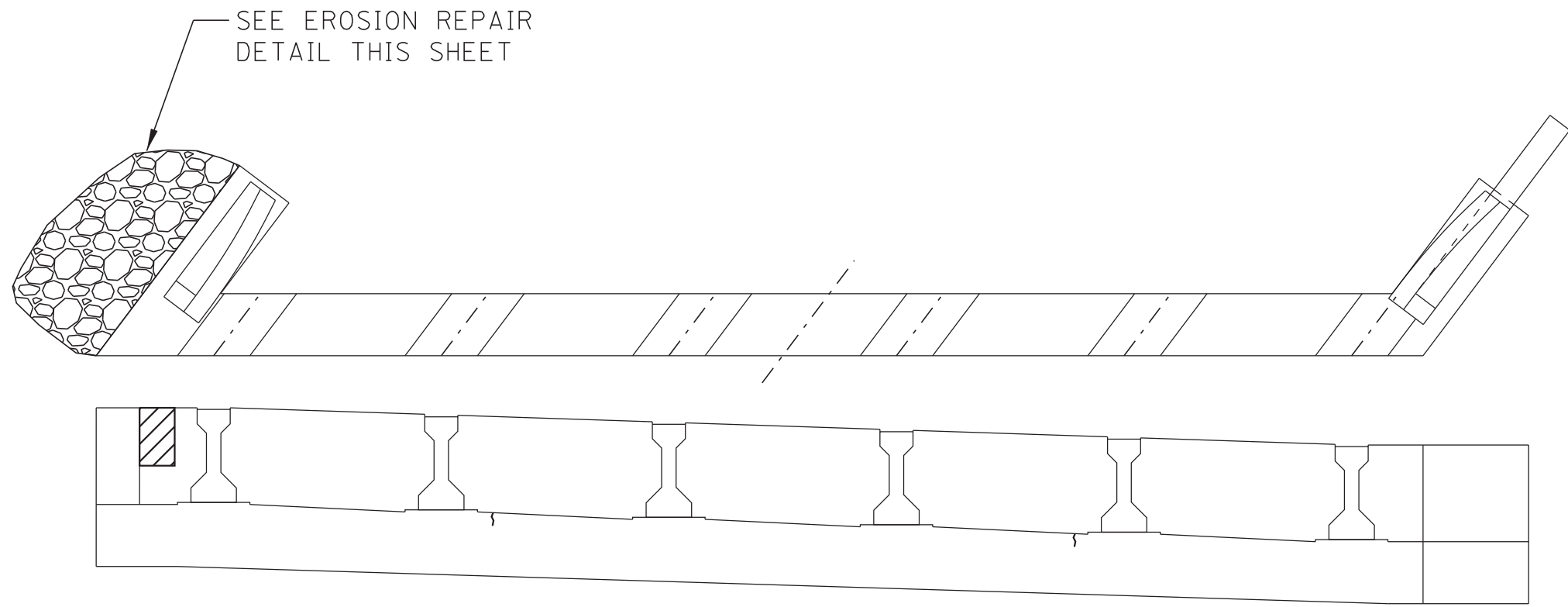


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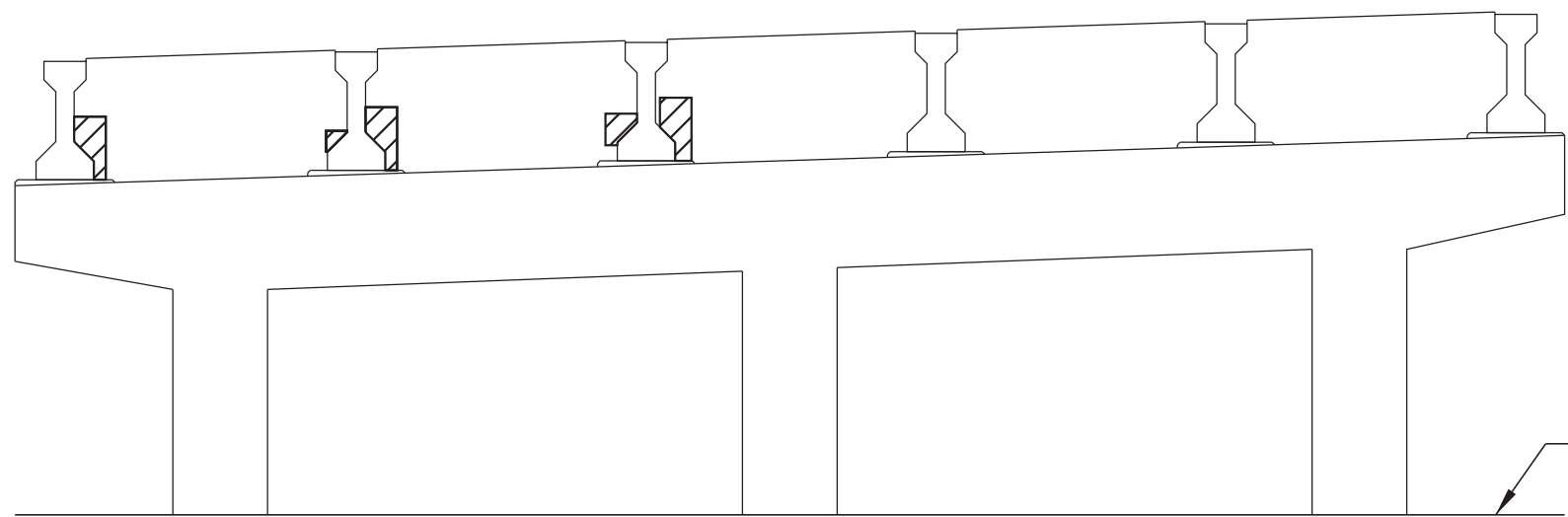
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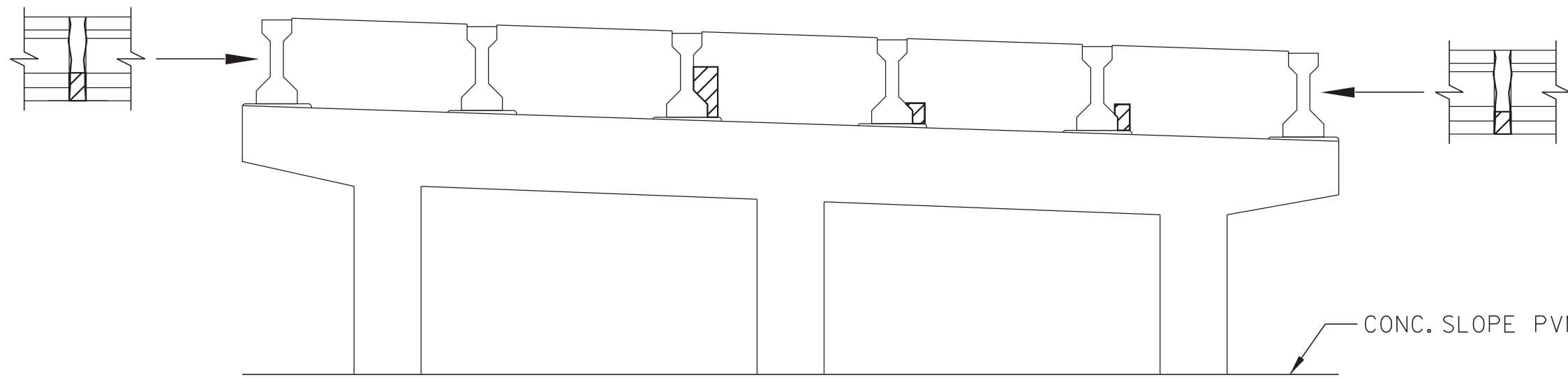
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DRAWN BY:	M.E. LOUCKS	DATE: 05/2026
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CHECKED BY:	R.L. COLBERT	DATE: 05/2026



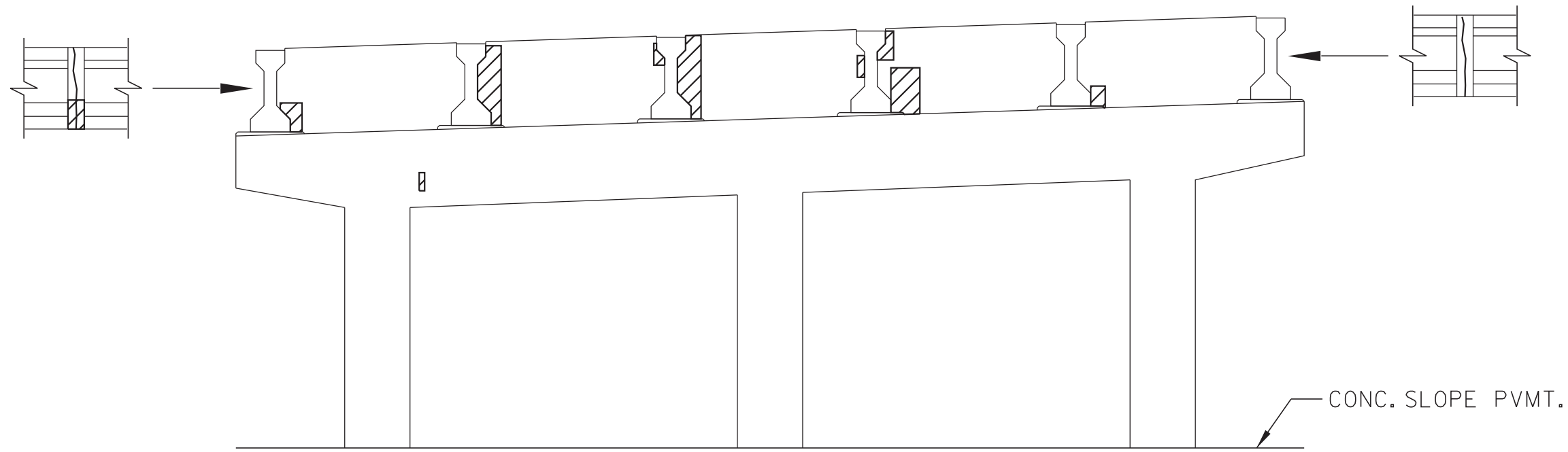
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LOOKING BACK



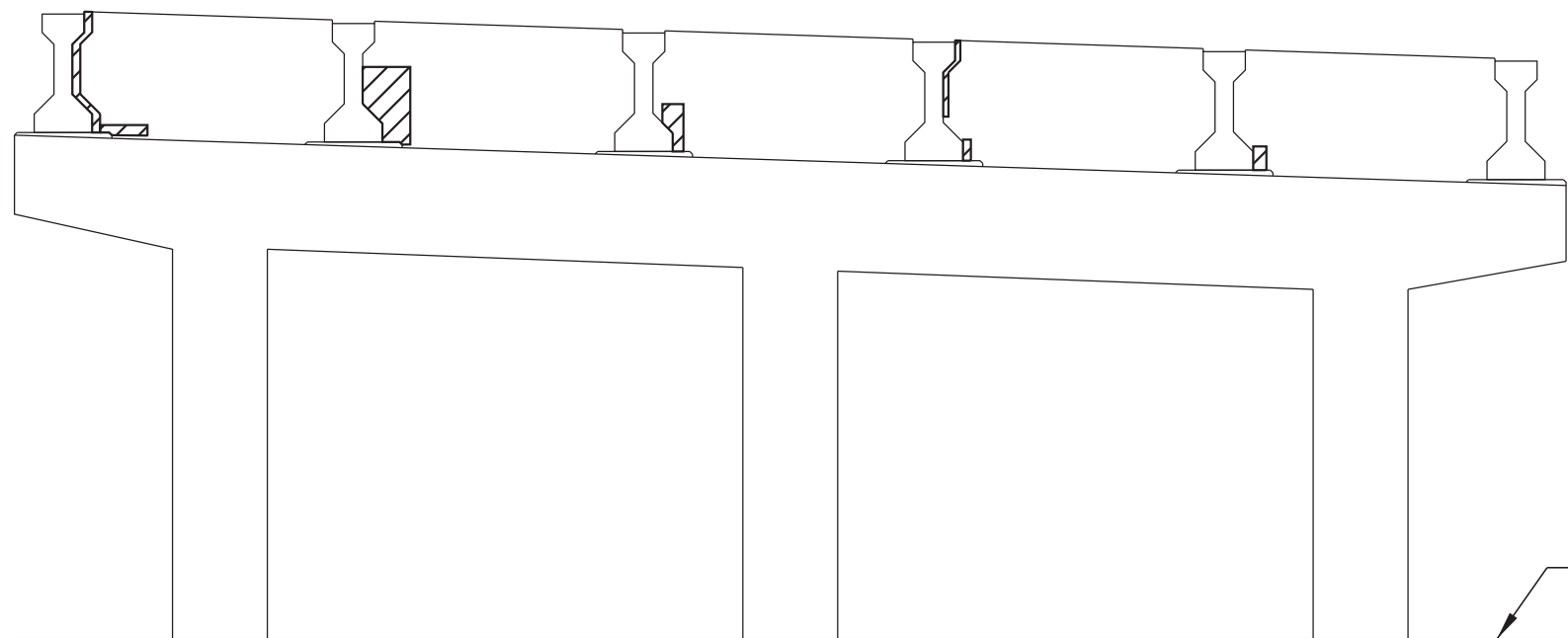
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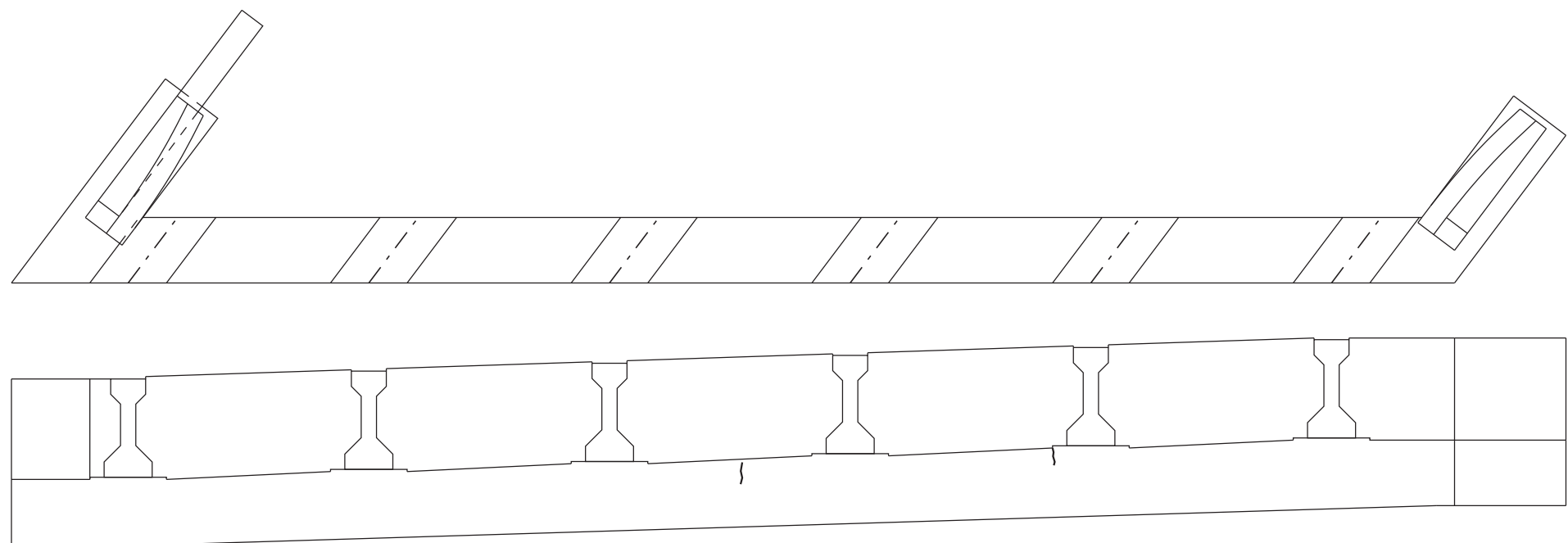
BENT 1
LOOKING BACK



BENT 2
LOOKING AHEAD



BENT 2
LOOKING BACK



ABUTMENT 2
LOOKING AHEAD

CONST. NO.:

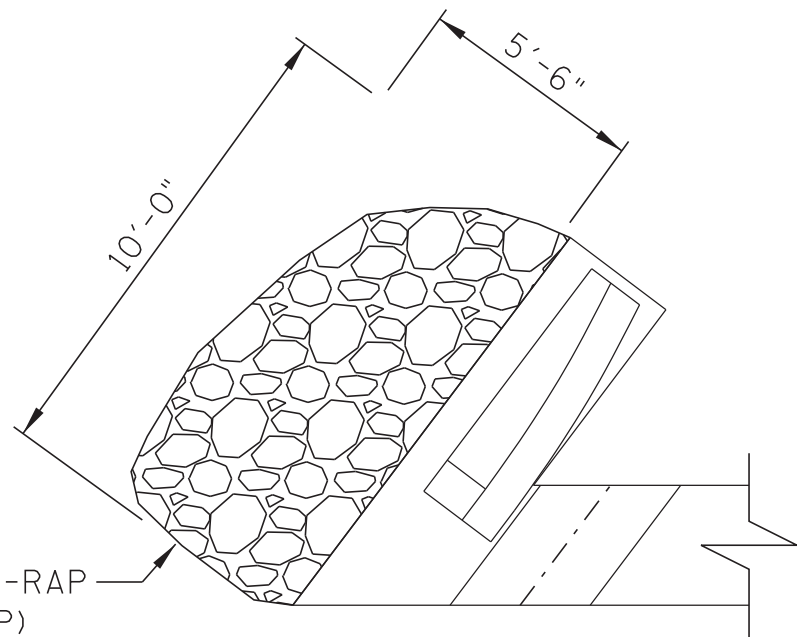
PROJECT NO.		YEAR	SHEET NO.
821026-M3-005		2026	B-5
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

ESTIMATED QUANTITIES

LOCATION OF REPAIR	ITEM 604-10.05 AND/OR 604-10.54 APPROX. REPAIR AREAS (S.F.)	ITEM 604-10.63 APPROX. REPAIR AREAS (L.F.)
ABUT. 1	4	3
BENT 1	10	15
BENT 2	20	8
ABUT. 2	0	2
TOTAL	34	28

DIAGONAL HATCHING DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 AND/OR 604-10.54. FOR DETAILS SHOWING AREAS OF EXISTING SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED, SEE SHEET BR-133-356.

CRAACK DENOTES CRACK TO BE REPAIRED UNDER ITEM NO. 604-10.63. FOR CRACK REPAIR DETAILS, SEE SHEET BR-133-356.



EROSION REPAIR DETAIL

(4 C.Y. REQUIRED)

EROSION REPAIR TO BE MADE AT ABUTMENT 1 RIGHT WING WALL.

REPAIR ERODED AREAS. ALL COSTS ASSOCIATED WITH THIS REPAIR TO BE INCLUDED IN ITEM 709-01.01, RUBBLE STONE RIP-RAP, C.Y.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIRS (WBL)
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-126-8.93 L&R
FED. I.D. NO. 82100260003 & 82100260004
SULLIVAN COUNTY
2026

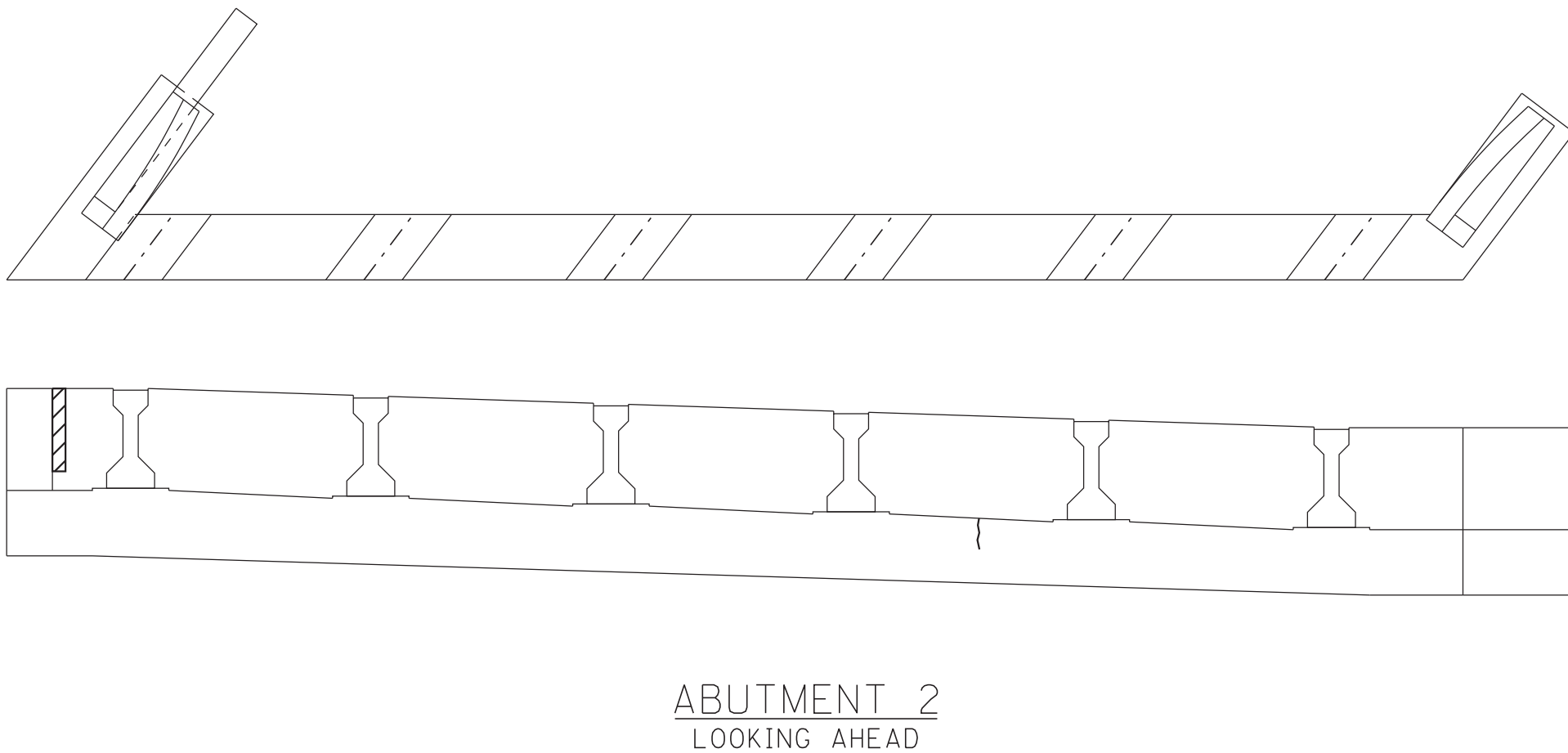
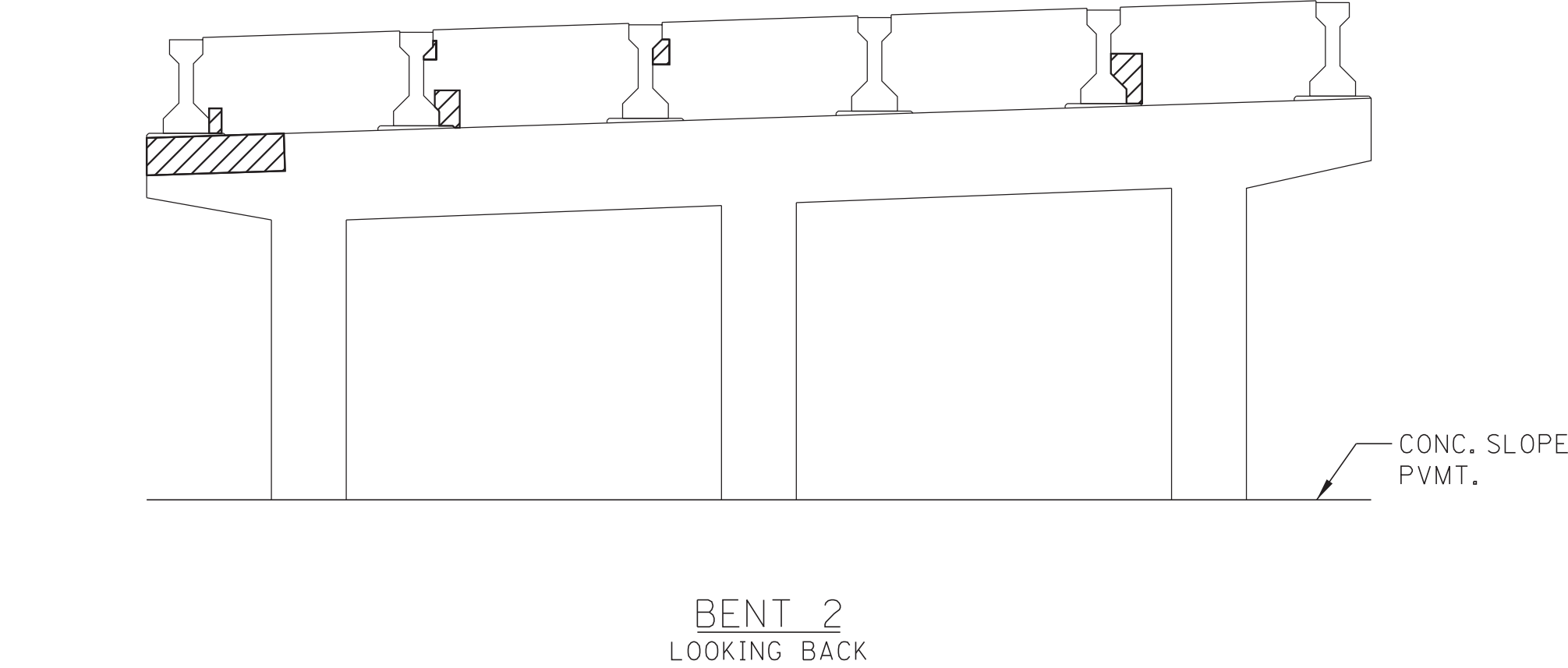
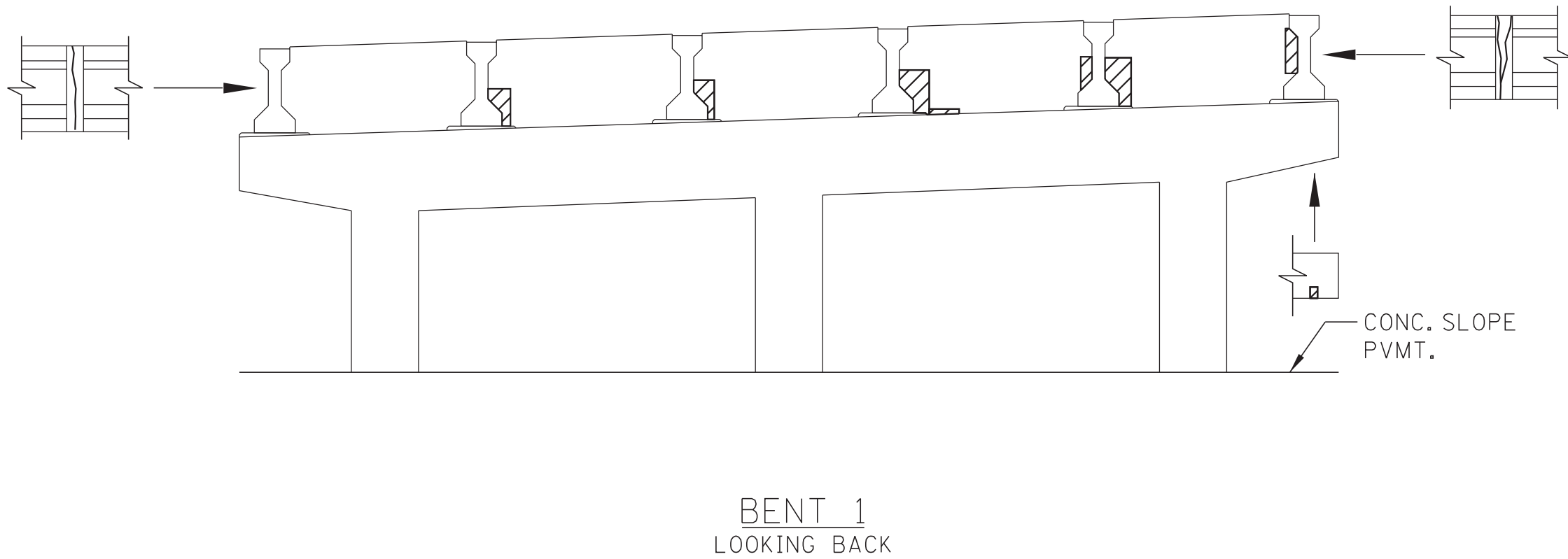
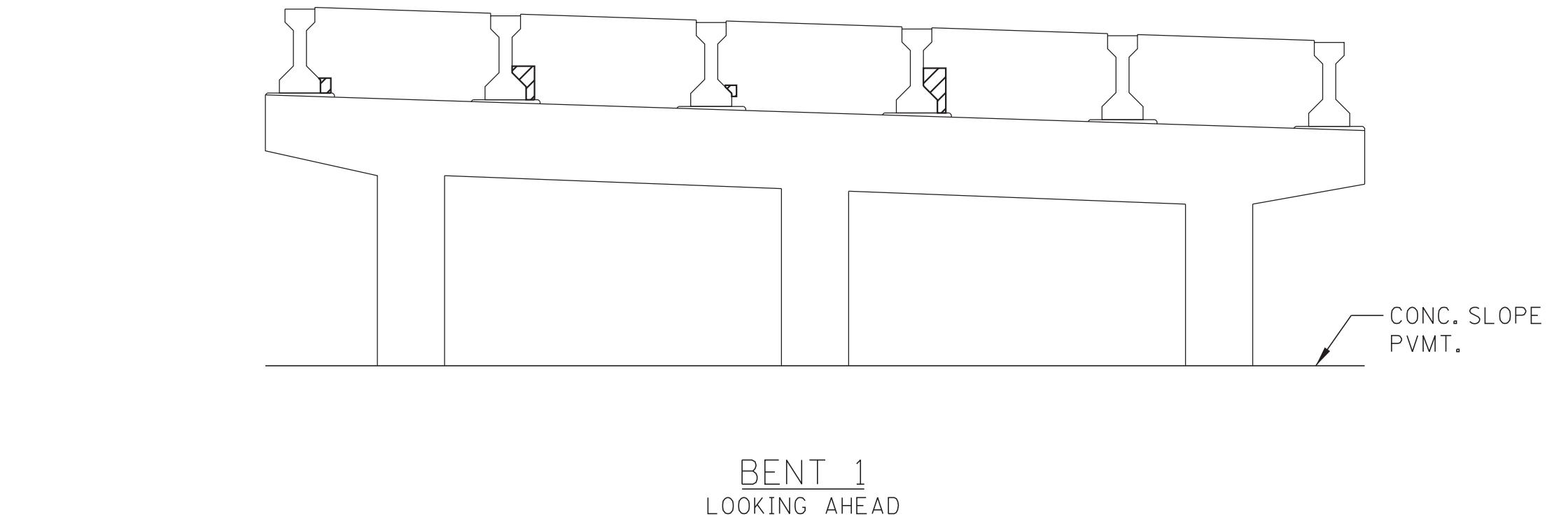
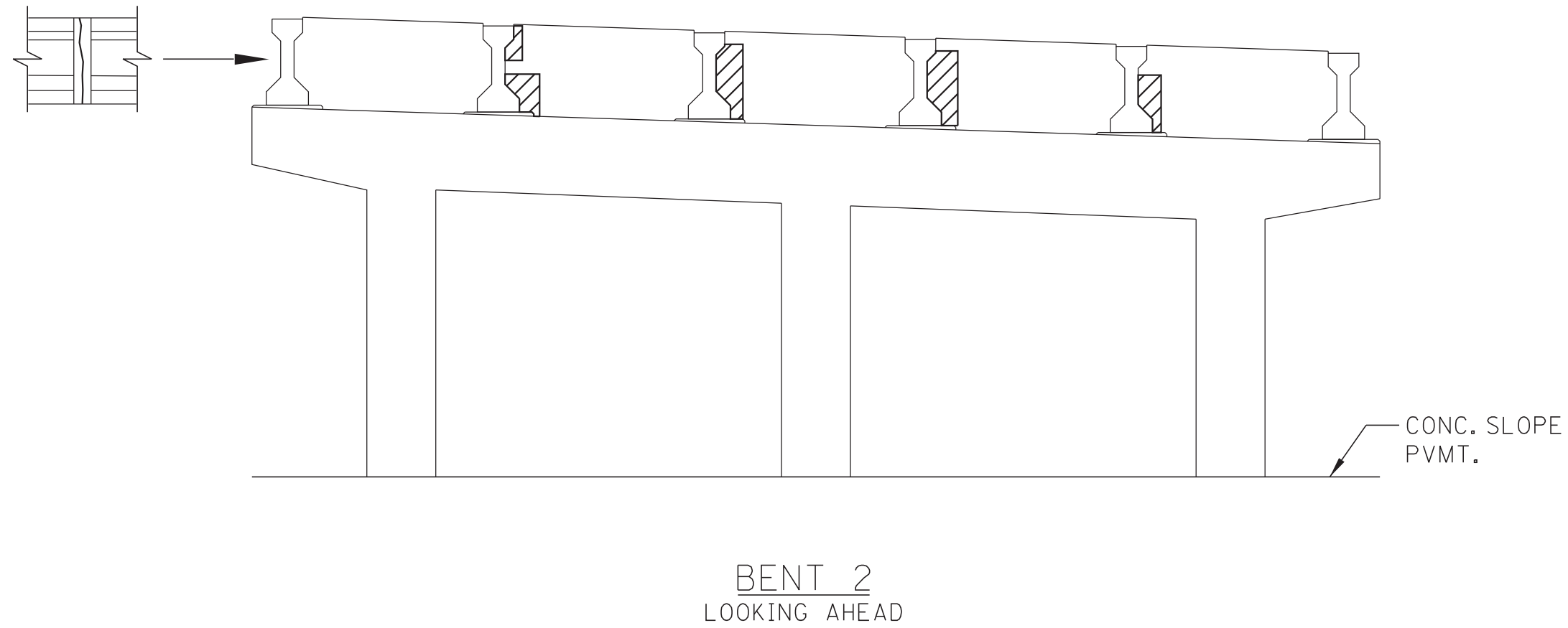
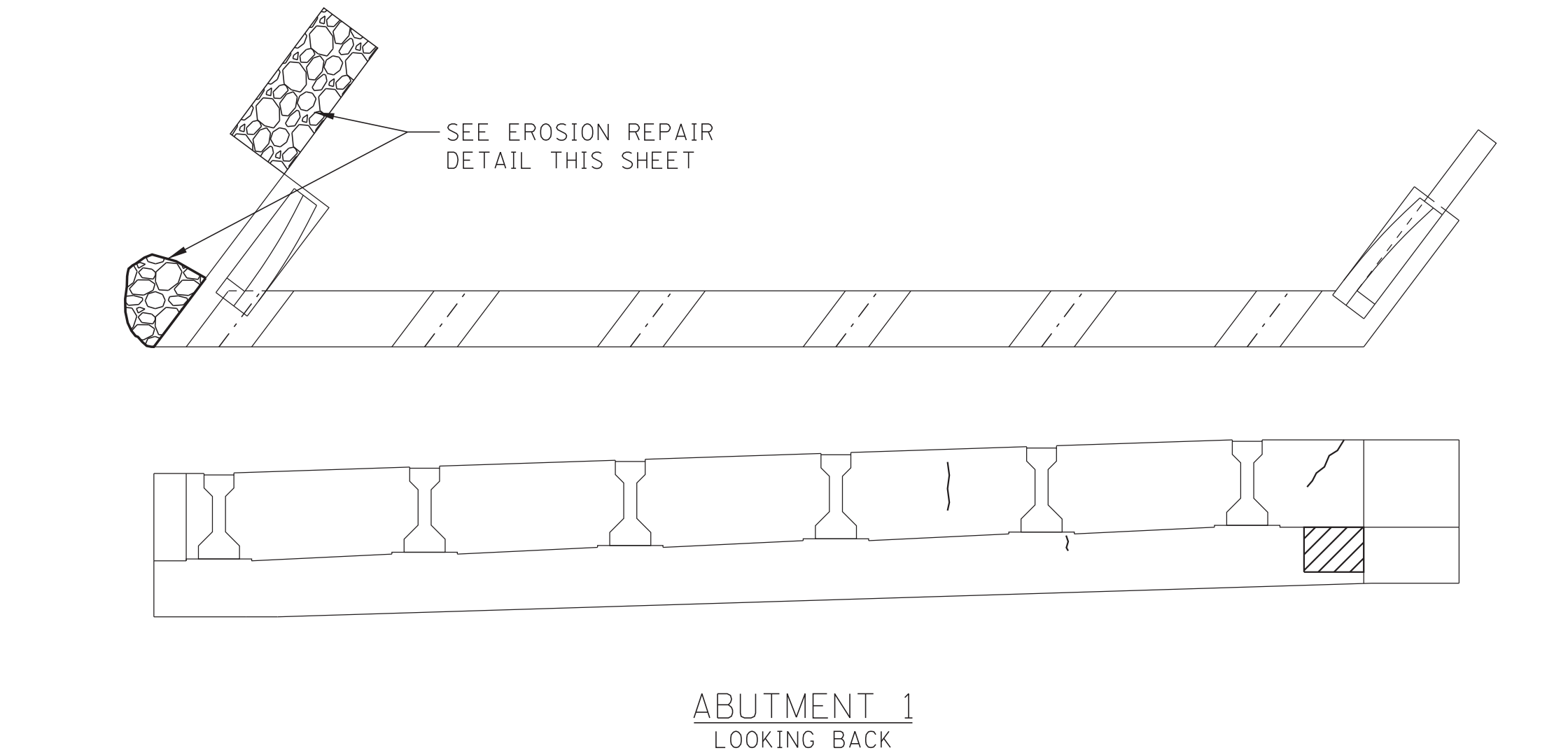
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PIN NO.:	135264.00	DATE:	05/2026
DESIGN BY:	R.L. COLBERT	DATE:	05/2026
DRAWN BY:	M.E. LOUCKS	DATE:	05/2026
SUPERVISED BY:	G.S. WILSON	DATE:	05/2026
CHECKED BY:	R.L. COLBERT	DATE:	05/2026

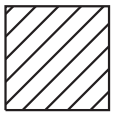


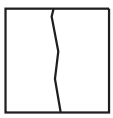
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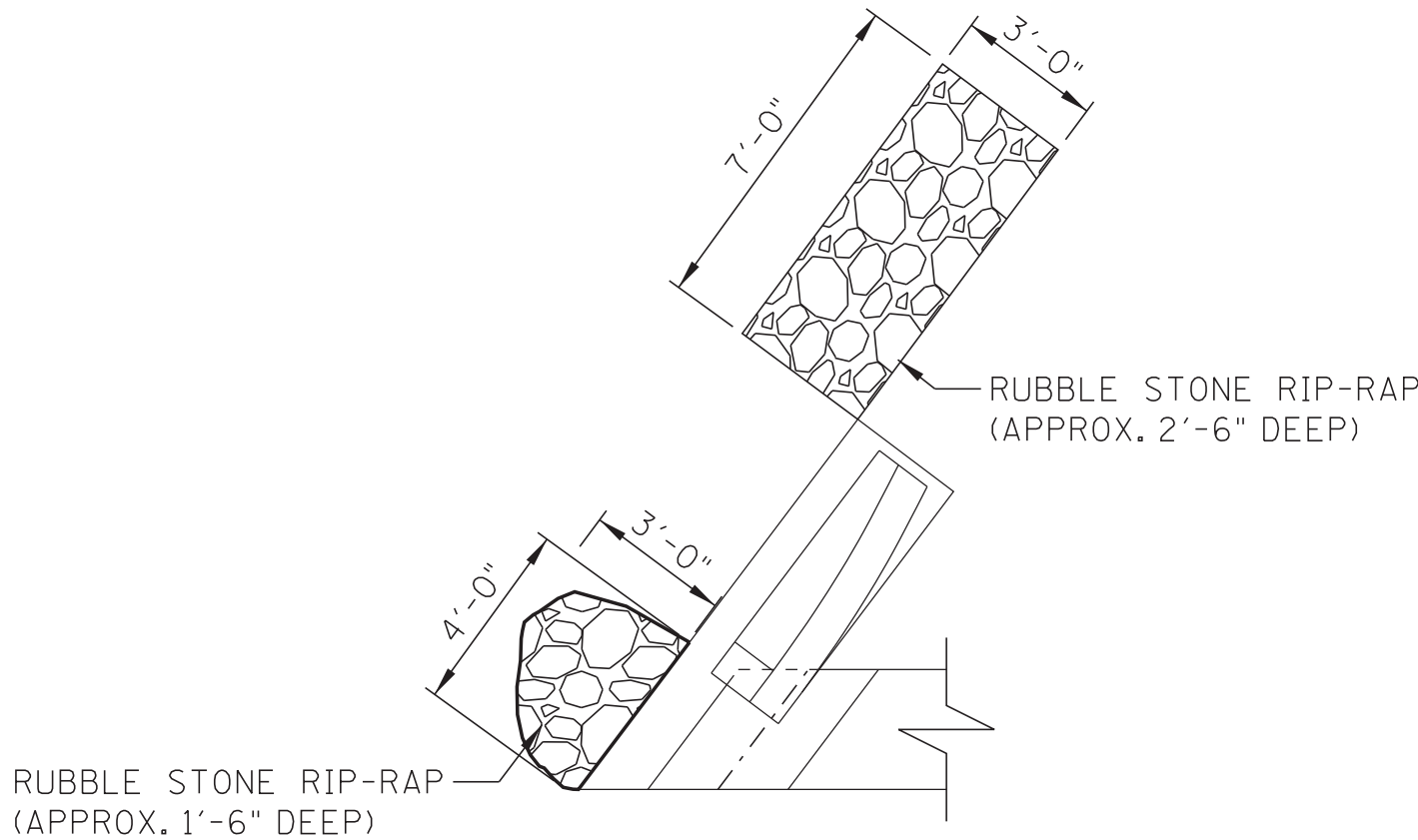
PROJECT NO.		YEAR	SHEET NO.
82I026-M3-005		2026	B-6
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

ESTIMATED QUANTITIES

LOCATION OF REPAIR	ITEM 604-10.05 AND/OR 604-10.54 APPROX. REPAIR AREAS (S.F.)	ITEM 604-10.63 APPROX. REPAIR AREAS (L.F.)
ABUT. 1	6	6
BENT 1	12	11
BENT 2	24	4
ABUT. 2	8	2
TOTAL	50	23


 DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 AND/OR 604-10.54. FOR DETAILS SHOWING AREAS OF EXISTING SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED, SEE SHEET BR-133-356.


 DENOTES CRACK TO BE REPAIRED UNDER ITEM NO. 604-10.63. FOR CRACK REPAIR DETAILS, SEE SHEET BR-133-356.



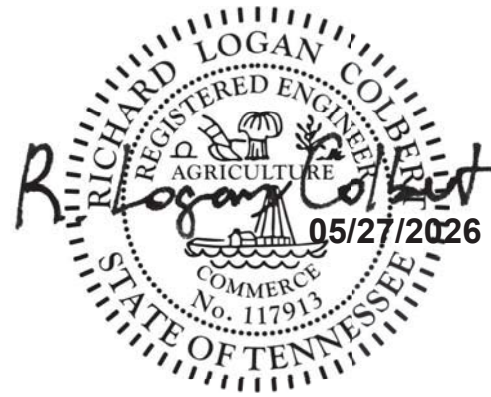
EROSION REPAIR DETAIL

(3 C.Y. REQUIRED)

EROSION REPAIR TO BE MADE AT ABUTMENT 1 RIGHT WING WALL.

REPAIR ERODED AREAS. ALL COSTS ASSOCIATED WITH THIS REPAIR TO BE INCLUDED IN ITEM 709-01.01, RUBBLE STONE RIP-RAP, C.Y.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIRS (EBL)
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-I26-8.93 L&R
FED. I.D. NO. 82I00260003 & 82I00260004
SULLIVAN COUNTY
2026

BR-133-355

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PIN NO:

135264.00

DESIGN BY:

R.L. COLBERT

DRAWN BY:

M.E. LOUCKS

SUPERVISED BY:

G.S. WILSON

CHECKED BY:

R.L. COLBERT

DATE:

05/2026

DATE:

05/2026

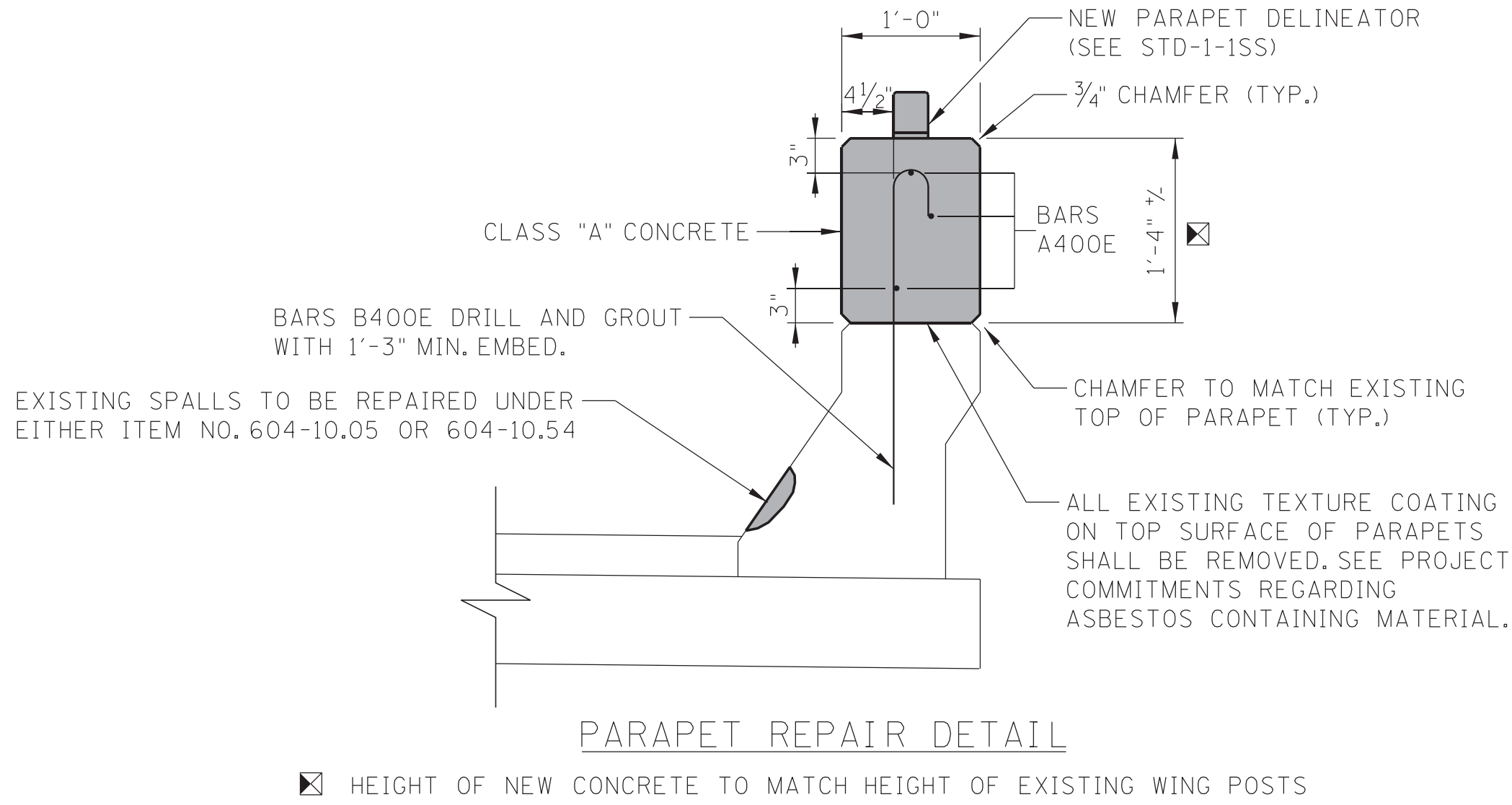
DATE:

05/2026

DATE:

05/2026

LIMITS SHOWN ARE TYPICAL FOR EACH PARAPET OF BOTH BRIDGES.
① TYPICAL LINE OF BARS CONSISTS OF 3 BARS A400E (3'-0" MIN. SPLICE)



CONTRACTOR SHALL FIELD MEASURE DIMENSIONS OF BRIDGE RAIL PRIOR TO BEGINNING WORK AND ORDERING MATERIALS.

EXISTING STEEL RAILINGS SHALL BE REMOVED AND STOCKPILED FOR TDOT TO RETRIEVE. ONCE REMOVED, THE REMAINING TOP SURFACE OF THE PARAPETS SHALL BE CLEANED FREE OF ALL LAITANCES, TEXTURE COATING, AND DEBRIS.

NEW CONCRETE SHALL BE CLASS A, AND REINFORCING STEEL SHALL BE EPOXY COATED.

COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO BUILD UP THE EXISTING PARAPETS AS SHOWN, INCLUDING REMOVAL OF STEEL RAILINGS, CLASS A CONCRETE, EPOXY COATED REINFORCING STEEL, DRILLING AND GROUTING OF NEW BARS, FORMWORK, AND NEW DELINEATORS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-10.22, CONCRETE PARAPET REPAIR, L.F.

ANY EXISTING PARAPET SPALLS SHALL BE REPAIRED UNDER EITHER ITEM NO. 604-10.05 OR 604-10.54. SEE THIS SHEET FOR CONCRETE SPALL REPAIR DETAILS.

BAR	LOCATION	SIZE	NO. REQ.	BENDING DIMENSION					LENGTH
				A	B	C	D		
A400E	PARAPET	4	9						53'-0"
B400E	PARAPET	4	154	2'-5"					2'-11"

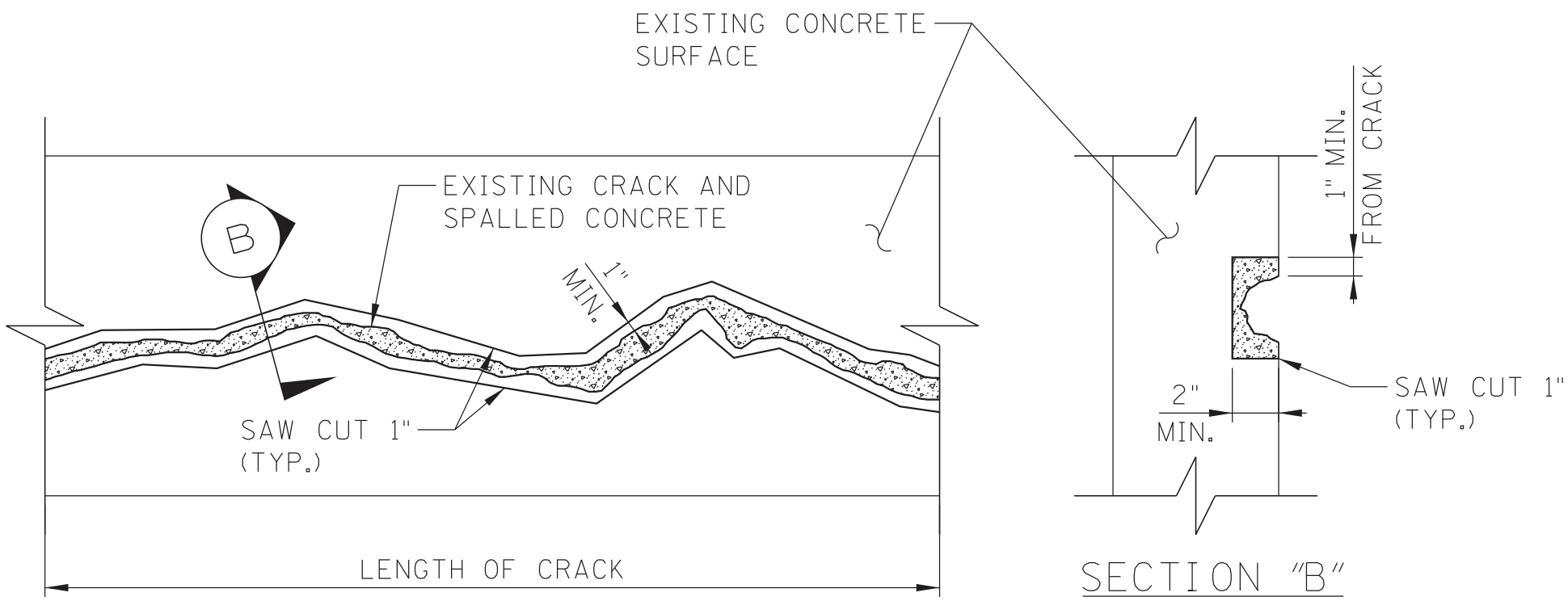
QUANTITIES SHOWN FOR ONE PARAPET OF ONE BRIDGE

A

BARS B

LENGTH

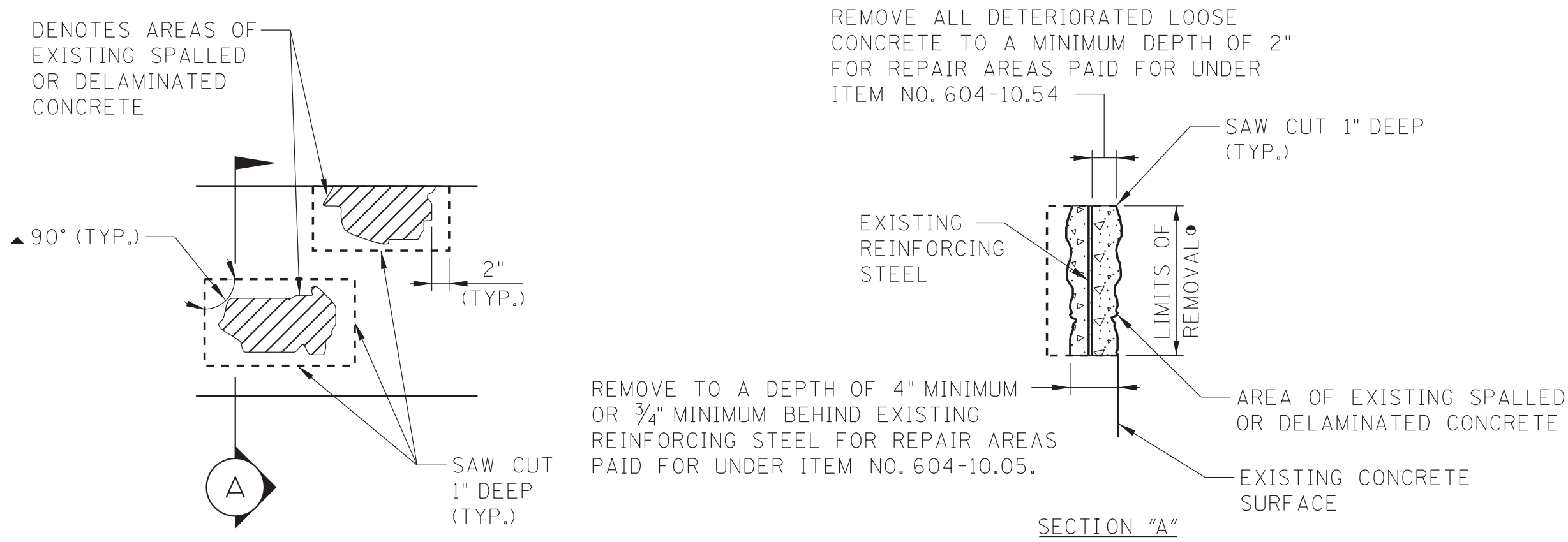
BARS A



DETAIL SHOWING CRACKED CONCRETE SURFACE TO BE REPAIRED

THE CONTRACTOR MAY OBTAIN A LIST OF ACCEPTABLE BRANDS OF POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TEST.

COST OF SAW CUTTING, REMOVING SPALLED CONCRETE, NEW POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN TO BE INCLUDED IN ITEM NO. 604-10.63, CONCRETE REPAIRS (CRACKS), L.F.



DETAILS SHOWING AREAS OF EXIST. SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED

- DENOTES: LIMITS AND LOCATION OF REPAIRS TO BE DESIGNATED BY THE ENGINEER.
- ▲ DENOTES: SAW CUT EXISTING CONCRETE SURFACES SO AS TO OBTAIN SQUARED CORNERS.

EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING SPALLED OR DELAMINATED CONCRETE SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXPOSED EXISTING REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL EXISTING REINFORCEMENT SHALL REMAIN IN PLACE. ALL WORK MUST MEET WITH THE FULL APPROVAL OF THE ENGINEER.

THE ENGINEER SHALL HAVE THE OPTION OF DESIGNATING A SPALLED OR DELAMINATED AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 OR 604-10.54. PATCHING MATERIAL FOR ITEM NO. 604-10.05 SHALL BE HIGH EARLY STRENGTH CONCRETE. PATCHING MATERIAL FOR ITEM NO. 604-10.54 SHALL BE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL. SEE QUALIFIED PRODUCTS LIST (SECTION B, QPL 13.009).

COST OF SAW CUTTING, REMOVING SPALLED OR DELAMINATED CONCRETE, CLEANING, PATCHING MATERIAL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN TO BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F. OR ITEM NO. 604-10.05, CONCRETE, S.F.

DURING SUBSTRUCTURE REPAIRS, ANY EXISTING REINFORCING STEEL EXHIBITING MORE THAN 20 PERCENT SECTION LOSS SHALL BE REPAIRED. EITHER NEW IN-KIND REINFORCING SHALL BE SPLICED TO THE EXISTING BARS OR THE BARS SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. THE COST OF ANY NEW REINFORCING STEEL REQUIRED TO COMPLETE THESE REPAIRS SHALL BE INCLUDED IN ITEM NO. 604-10.05, CONCRETE, S.F. ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONCRETE REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE ENGINEER SHALL DESIGNATE ALL SPALLED OR DELAMINATED CONCRETE REPAIR AREAS IN THE FIELD. QUANTITIES GIVEN ARE APPROXIMATE.

POWER DRIVEN HAND TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

1. PNEUMATIC HAMMERS HEAVIER THAN THE 35 LB. CLASS SHALL NOT BE USED.
2. CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL.

PNEUMATICALLY PLACED CONCRETE IS NOT ALLOWED.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
82I026-M3-005		2026	B-7
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONCRETE REPAIR DETAILS
I-26 OVER FORDTOWN ROAD
BRIDGE NO. 82-126-8.93 L&R
FED. I.D. NO. 82100260003 & 82100260004
SULLIVAN COUNTY
2026

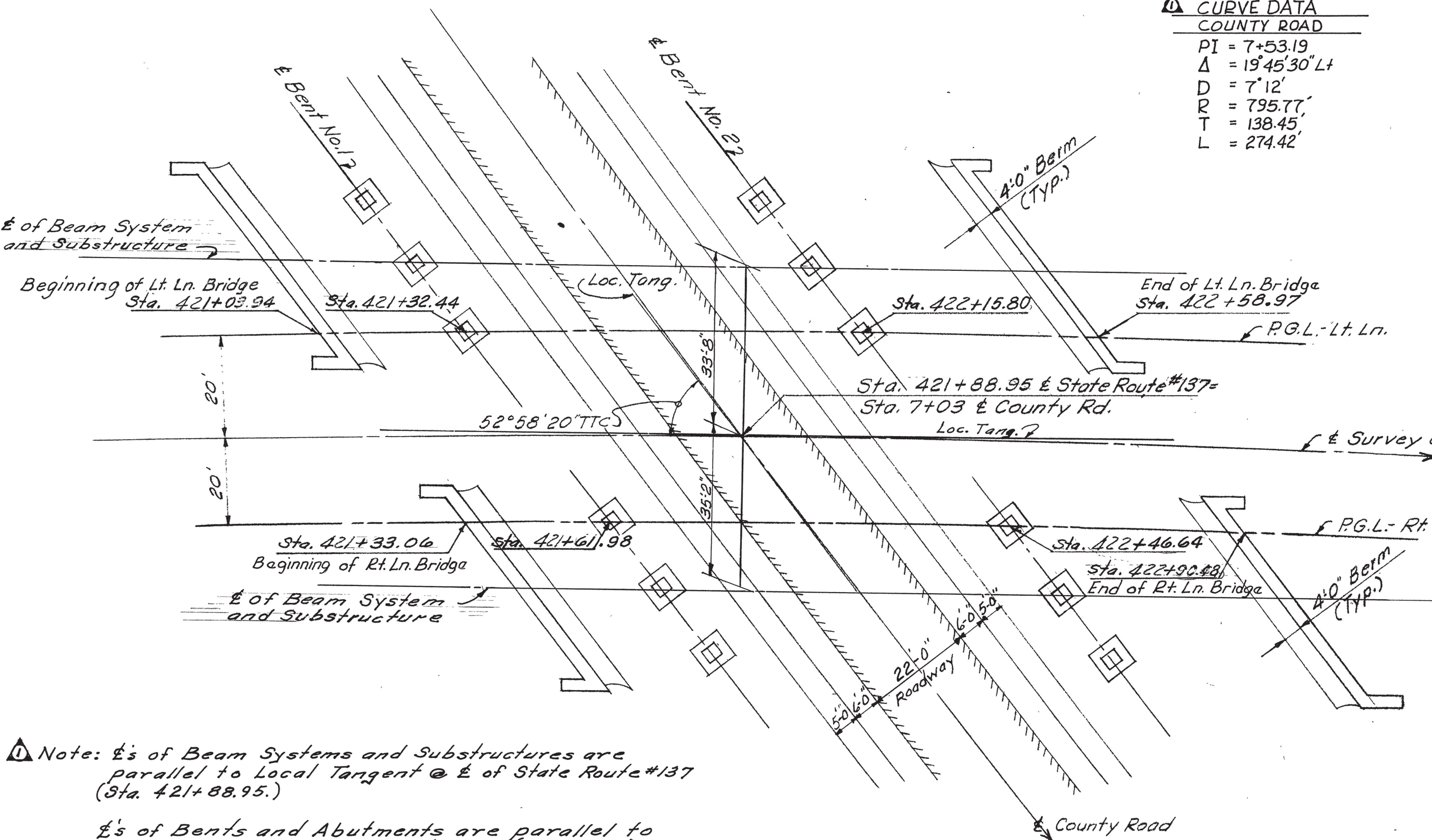
BR-133-356

CURVE DATA
State Route 137
 R1 = 406 + 12.78
 Δ = 99°16'50" RT
 D = 1°24'
 T = 4815.60'
 L = 7091.47'
 R = 4092.56'
 SE = 0.0541%

GRADE DATA
STATE ROUTE #137

GRADE DATA
COUNTY ROAD

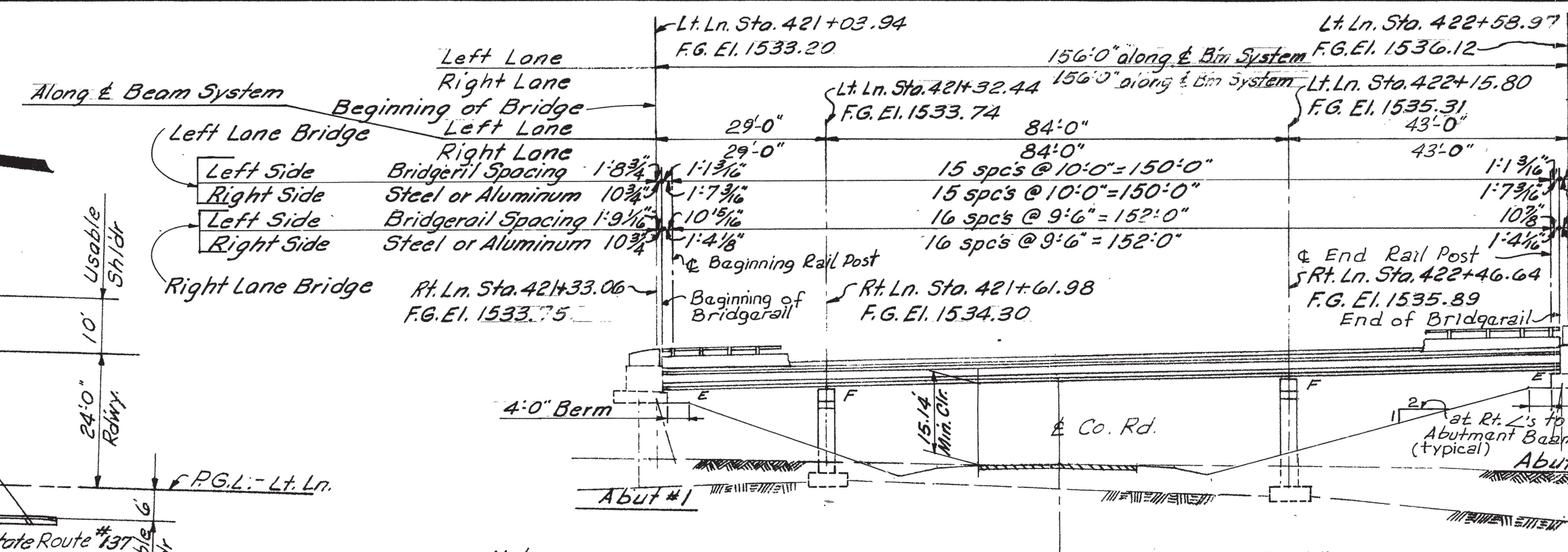
CURVE DATA
COUNTY ROAD
 PI = 7+53.19
 Δ = 19°45'30" LT
 D = 7'12"
 T = 795.77'
 L = 138.45'
 R = 274.42'



FOUNDATION PLAN
 Scale: 1"=20'-0"

Note: E's of Beam Systems and Substructures are parallel to Local Tangent @ E of State Route #137 (Sta. 421+88.95).

E's of Bents and Abutments are parallel to Local Tangent @ E of County Road (Sta. 7+03.)



ELEVATION - LEFT LANE BRIDGE
RIGHT LANE BRIDGE SIMILAR
 Scale: 1"=20'-0"

Note: E = Expansion
 F = Fixed

GENERAL NOTES:
 Note: Finish Grades Shown are at P.G.L.

Note: Vertical Clearance shown, based on provisions for future reworking of County Road.

SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways, (1968 edition)
LOADING: HS20-44
CONCRETE: To be Class "A" (Cast in place) (fc = 1200 psi; ft = 3000 psi)
REINFORCING STEEL: To be ASTM A615, (fy = 40,000 psi)
DESIGN SPECIFICATIONS: See Tennessee Standard Spec., Section 908.13.
NEOPRENE BEARING PADS: See Special Provisions, Type II, Class "A" or "B".
JOINT SEALER: See Standard Dwg. K-38-154 for details.
BRIDGERAIL NOTES: For railpost spacing see Elevation view, this sheet.
FOUNDATION NOTE FOR ABUTMENTS: Piles to be 10BP42" Driven to refusal on rock or a minimum bearing of 55 tons at Abutments.

SPECIAL FOUNDATION NOTE FOR BENTS: After excavation to rock for f'tgs. has been completed, holes 6'-0" deep shall be drilled at points designated by the Engineer. From the results obtained, the Engineer shall determine the final f'tg. elevations. No reinforcing steel for Bent Cols. shall be ordered until final footings LIST OF DRAWINGS DWG. NO.

LAYOUT OF BRIDGES K-68-102
ABUT. NOS. 1 & 2 LT. OR RT. LN. K-68-103
BENTS NOS. 1 & 2 LT. OR RT. LN. K-68-104
SLAB REINF. LAYOUT LT. OR RT. LN. K-68-105
SUPERSTRUCTURE DETAILS K-68-106
PRESTRESSED GIRDER DETAILS K-68-107
REINFORCING STEEL SCHEDULE K-68-108
BRIDGERAIL K-38-154A
PILE SPLICE DETAIL K-56-34

Note: Cost of 48" threaded steel inserts & 1/6" x 4" hex head bolts (A307) to be included in price of items bid on.
 Note: Cost of all joint material to be included in cost of items bid on.
 Note: Cost of Neoprene Bearing Pads to be included in cost of Prestressed beams.
 Excavation is based on lower road profile.

SOUNDING LAYOUT
 No Scale

ESTIMATED QUANTITIES

Item No.	204-02.01	204-04.01	204-05	604-03.01	604-03.02	606-02.03	616-06	615-01.03	604-03.03
ITEM	EXCAV. Cu. Yds.	DRY ROCK	Rock Drilling Lin. Ft.	Concrete Class "A" Cu. Yds.	Reinf. Steel Lbs.	10BP42" Piles Lin. Ft.	Bridgerail Lin. Ft.	Prestressed Beams, Type III Lin. Ft.	Linseed Oil Treatment Sq. Yds.
Superstructure				166.2	58,074			910	788
Abutment No. 1				20.2	3331	112			28
Bent No. 1	105	6	13	45.6	8551				
Bent No. 2	86	6	13	50.7	9540				
Abutment No. 2				20.1	3327	202			28
TOTALS	191	12	36	302.8	82,823	314	305	910	844

Item No.	204-02.01	204-04.01	204-05	604-03.01	604-03.02	606-02.03	616-06	615-01.03	604-03.03
ITEM	EXCAV. Cu. Yds.	DRY ROCK	Rock Drilling Lin. Ft.	Concrete Class "A" Cu. Yds.	Reinf. Steel Lbs.	10BP42" Piles Lin. Ft.	Bridgerail Lin. Ft.	Prestressed Beams Type III Lin. Ft.	Linseed Oil Treatment Sq. Yds.
Superstructure				166.2	58,074			910	788
Abutment No. 1				20.2	3331	138			28
Bent No. 1	156	6	13	48.5	9073				
Bent No. 2	69	6	13	50.3	9401				
Abutment No. 2				20.1	3327	179			28
TOTALS	225	12	36	305.3	83,206	317	309	910	844
TOTAL BOTH LANES	416	24	72	608.1	166,029	631	614	1820	1688

Cost of 6" corrugated perforated Metal pipe (18 gauge) underdrain and porous backfill material to be included in cost of items bid on.

1975 A.D.T. 17,480
 2-40'-0" Roadways with Parapets

STATE OF TENNESSEE
 DEPARTMENT OF HIGHWAYS
 NASHVILLE

STATE HWY. NO. 137
 STATE HWY. NO. 137 OVER COUNTY ROAD
 AT STA. 421+88.95
 SULLIVAN COUNTY
 LAYOUT OF BRIDGES

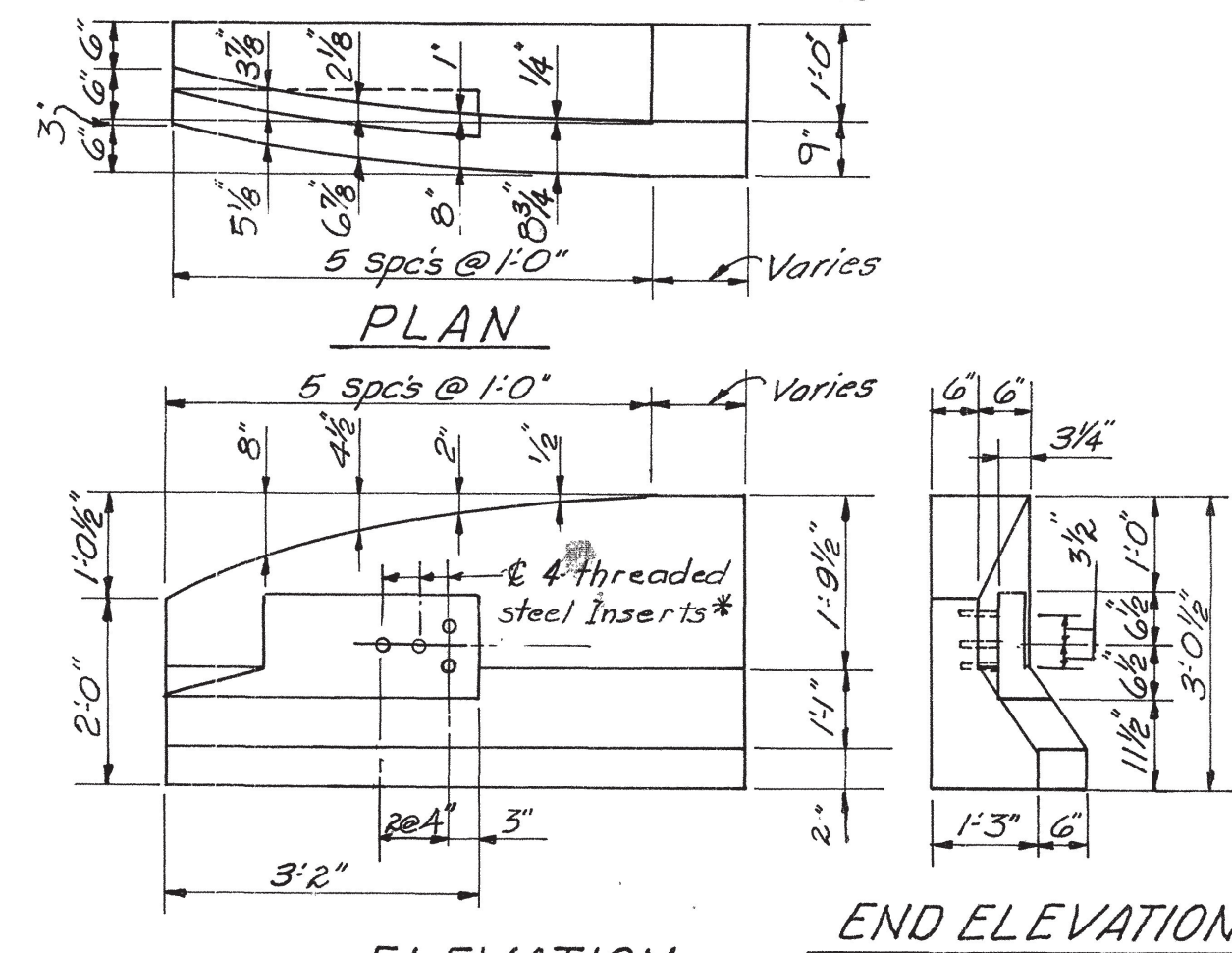
MID-SOUTH ENGINEERING CO., INC.
 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE

SCALE: As Noted
 DESIGNED: S.K.S.
 DRAWN: R.E.G.
 TRACED:
 CHECKED: S.K.S.

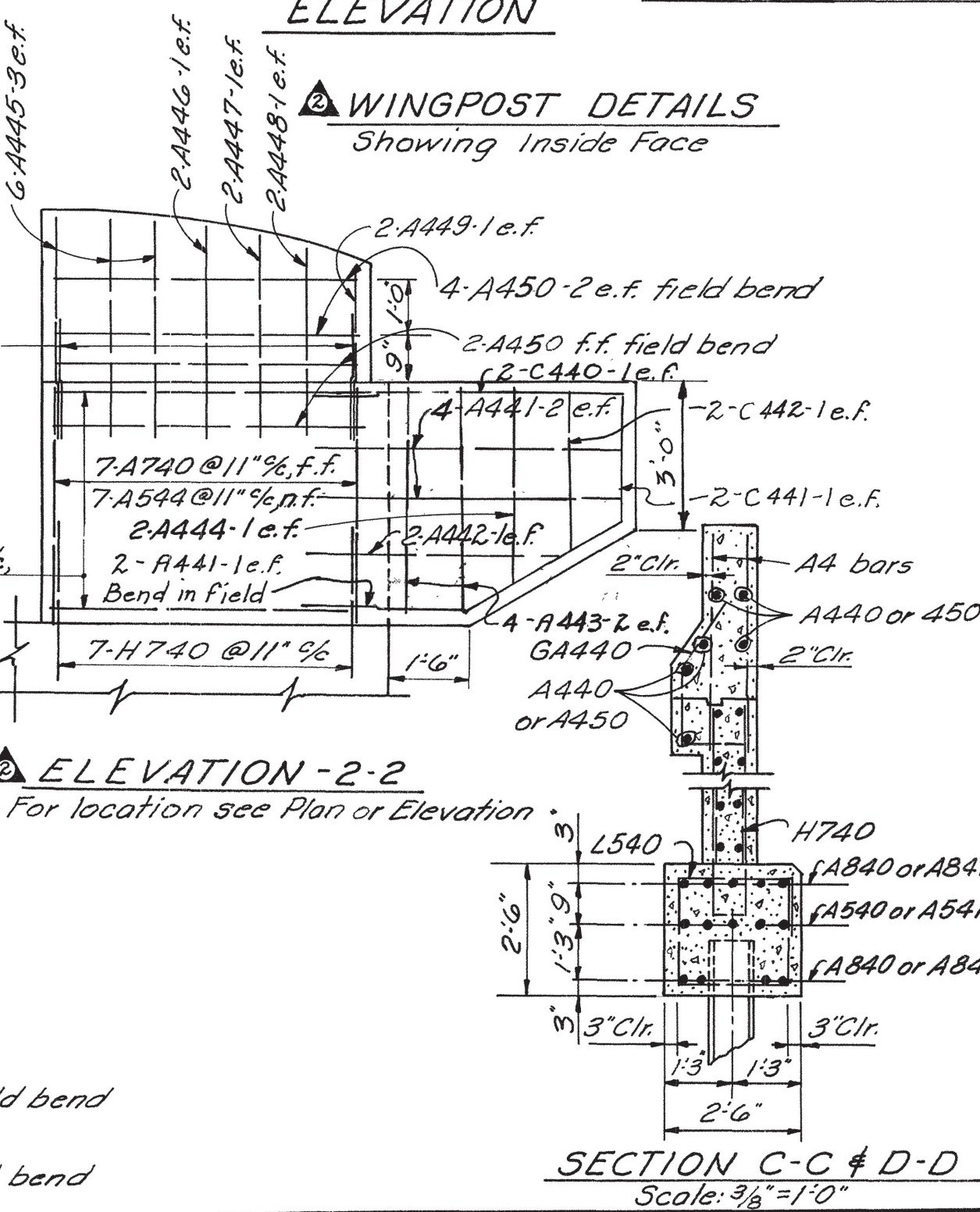
QUANTITIES
 COMP.:
 CK'D.:

DATE
 May 15, 1968

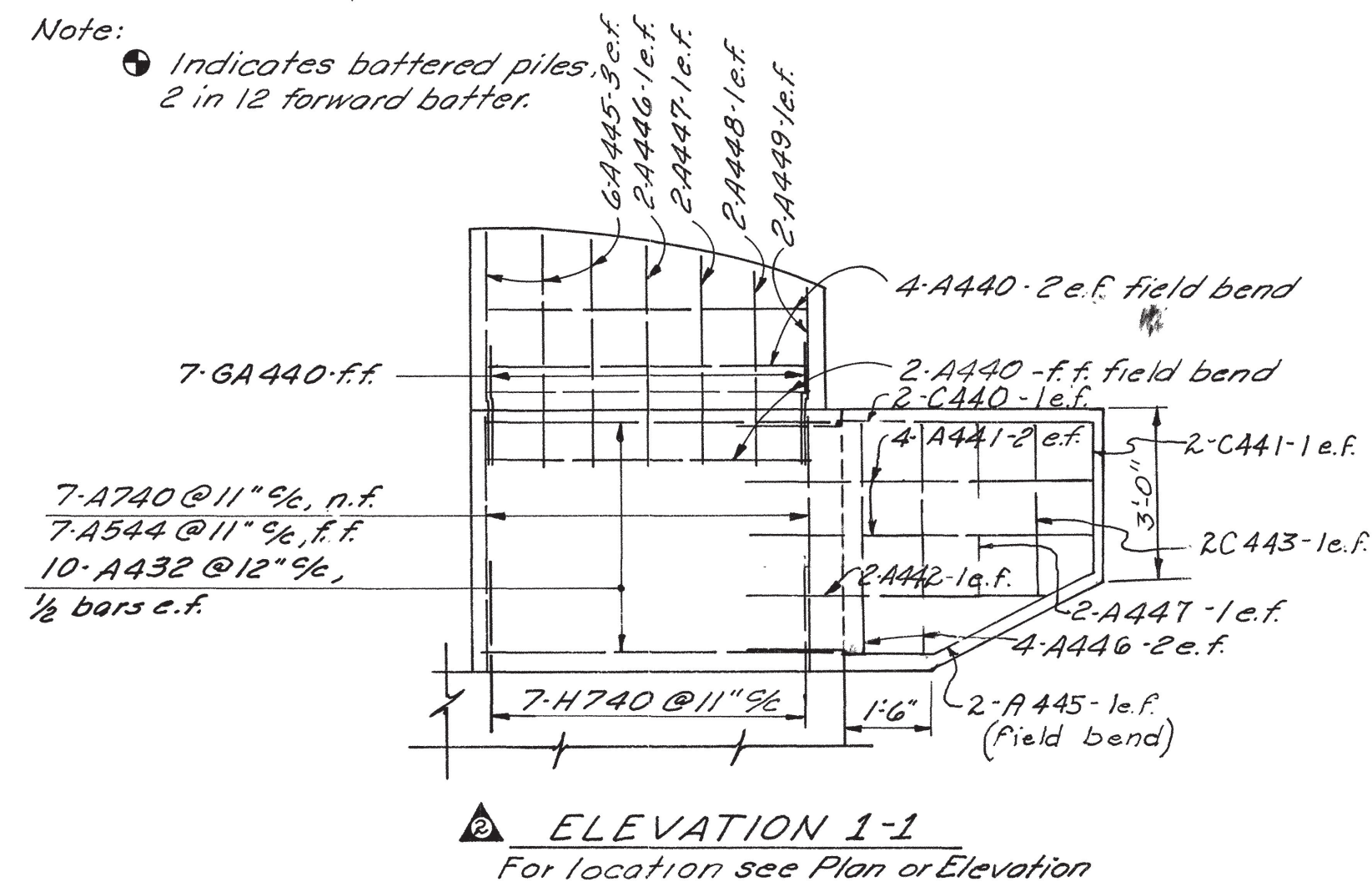
- ① Revised 12-4-68 Changed Quantities:
Added Wingwall extension and
Anchor Bolt detail. Elev. Wing Wall
& Stations
- ② Revised 6-2-69 D.W.F. Wing wall
Details & Guardrail Attachment.
- ③ Added Dimensions: Abut. Plan
Revised 7-21-69



Note: 4-threaded steel inserts required @ each Abutment Wall
4-threaded steel inserts with 4- $\frac{7}{8}$ " ϕ x 4" Hex. Head Bolts
required @ each Wingwall/Exit with Guardrail Post on W
Costs to be included in bid items



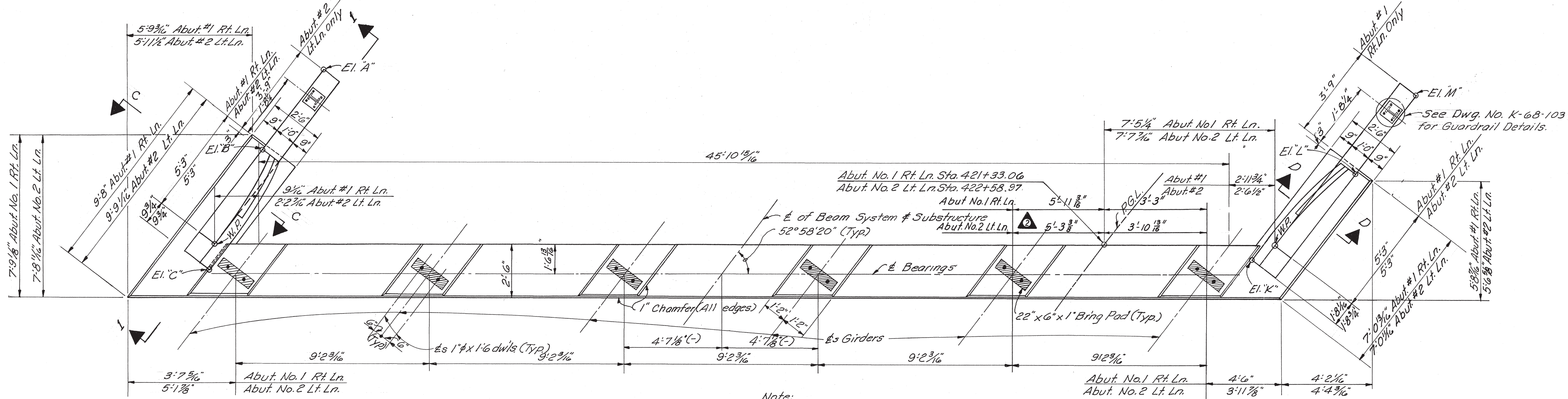
ELEVATION-ABUTMENT NO.1 LT.LN. & NO.2 RT.LN.
 LOOKING BACK ON SURVEY-ABUT NO.1
 LOOKING FORWARD ON SURVEY-ABUT.NO.2
 Scale: $\frac{1}{8}"=1'-0"$



K-68-103

FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	N		51-A	161
FED. AID PROJ. NO.		APD-F-099-1 (10)		
STATE PROJ. NO.		82084-3208-64		

- Revised 6-2-69 D.W.F. Wingwall Details & Guardrail Attachment.
- Revised 7-21-69 Added Dimensions to Abut. Plans.



Note: Riser Blocks to be poured monolithically with Abutment Beam.

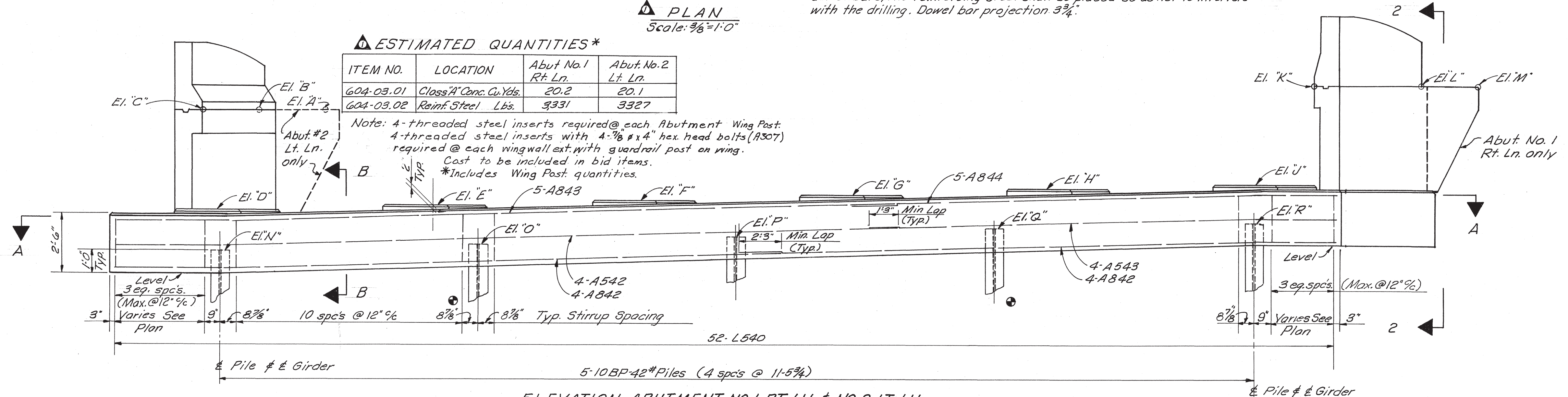
Note: When pouring abutment beam, provisions shall be made for setting 1" x 1-6" dowel bars. If the contractor elects to drill the holes for the dowel bars, the reinforcing steel shall be placed so as not to interfere with the drilling. Dowel bar projection 3 3/4".

PLAN
Scale: 3/8" = 1'-0"

ESTIMATED QUANTITIES*

ITEM NO.	LOCATION	Abut No. 1 Rt. Ln.	Abut No. 2 Lt. Ln.
604-03.01	Class "A" Conc. Cu. Yds.	20.2	20.1
604-03.02	Reinf. Steel Lbs.	3331	3327

Note: 4-threaded steel inserts required @ each Abutment Wing Post.
4-threaded steel inserts with 4-3/8" x 4" hex head bolts (A307) required @ each wingwall ext. with guardrail post on wing.
Cost to be included in bid items.
*Includes Wing Post quantities.



ELEVATION-ABUTMENT NO. 1 RT. LN. & NO. 2 LT. LN.
LOOKING BACK ON SURVEY ABUT. NO. 1
LOOKING FORWARD ON SURVEY ABUT. NO. 2
Scale: 3/8" = 1'-0"

Note: Indicates battered piles, 2 in 12 forward batter.

SCHEDULE OF ELEVATIONS

LOCATION	Abut. No. 1 Rt. Ln.	Abut. No. 2 Lt. Ln.
Point "A"	1532.34	1537.62
"B"	1532.45	1537.53
"C"	1532.45	1537.42
"D"	1527.96	1532.86
"E"	1528.25	1532.57
"F"	1528.55	1532.28
"G"	1528.84	1532.00
"H"	1529.14	1531.71
"J"	1529.43	1531.42
"K"	1533.99	1535.87
"L"	1533.86	1536.00
"M"	1533.79	
"N"	1526.29	1531.19
"O"	1526.66	1530.83
"P"	1527.03	1530.47
"Q"	1527.40	1530.11
"R"	1527.77	1529.75

Note: For Sections Cut thru Abutments and details not shown, see Dwg. No. K-68-103.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STATE ROUTE NO. 137
STATE ROUTE NO. 137 OVER COUNTY RD.
AT STA. 421+88.95
SULLIVAN COUNTY, TENN.
ABUT. NO. 1 RT. LN. & NO. 2 LT. LN.

MID-SOUTH ENGINEERING CO., INC.
820 BROADWAY, N.E. KNOXVILLE, TENNESSEE

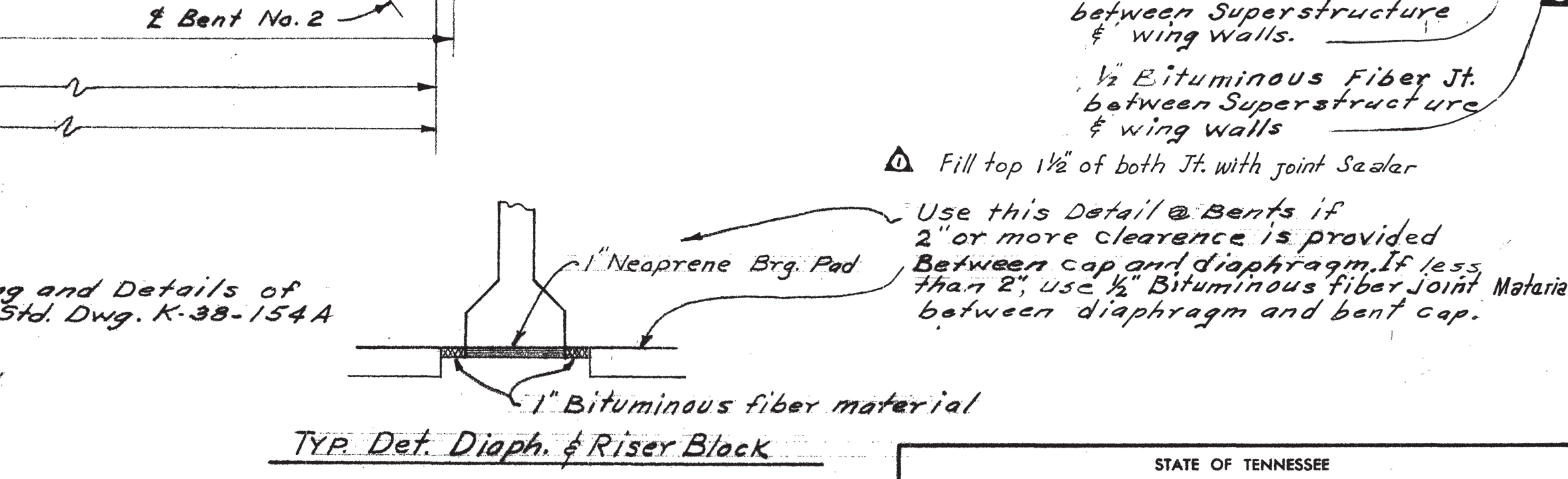
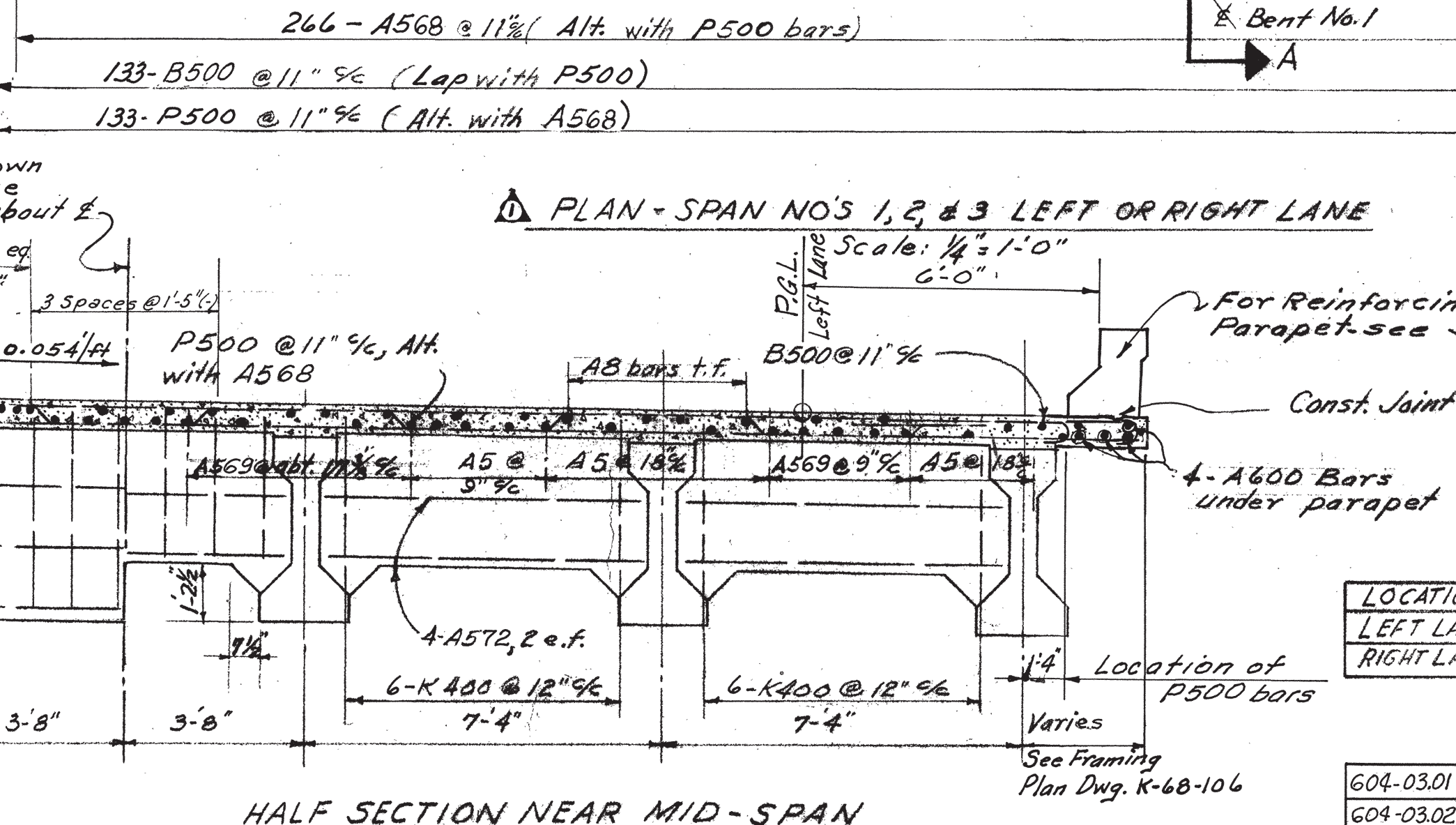
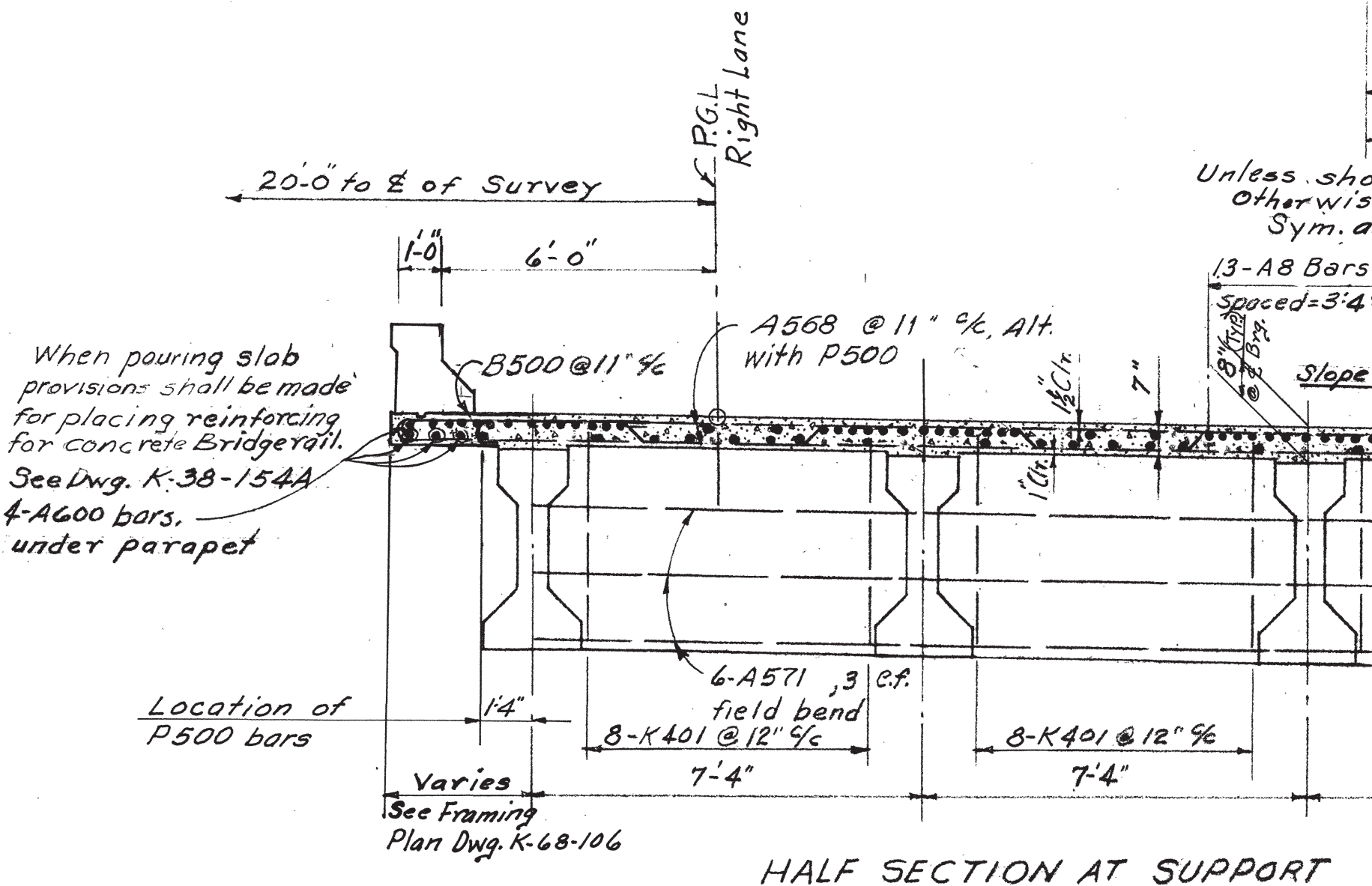
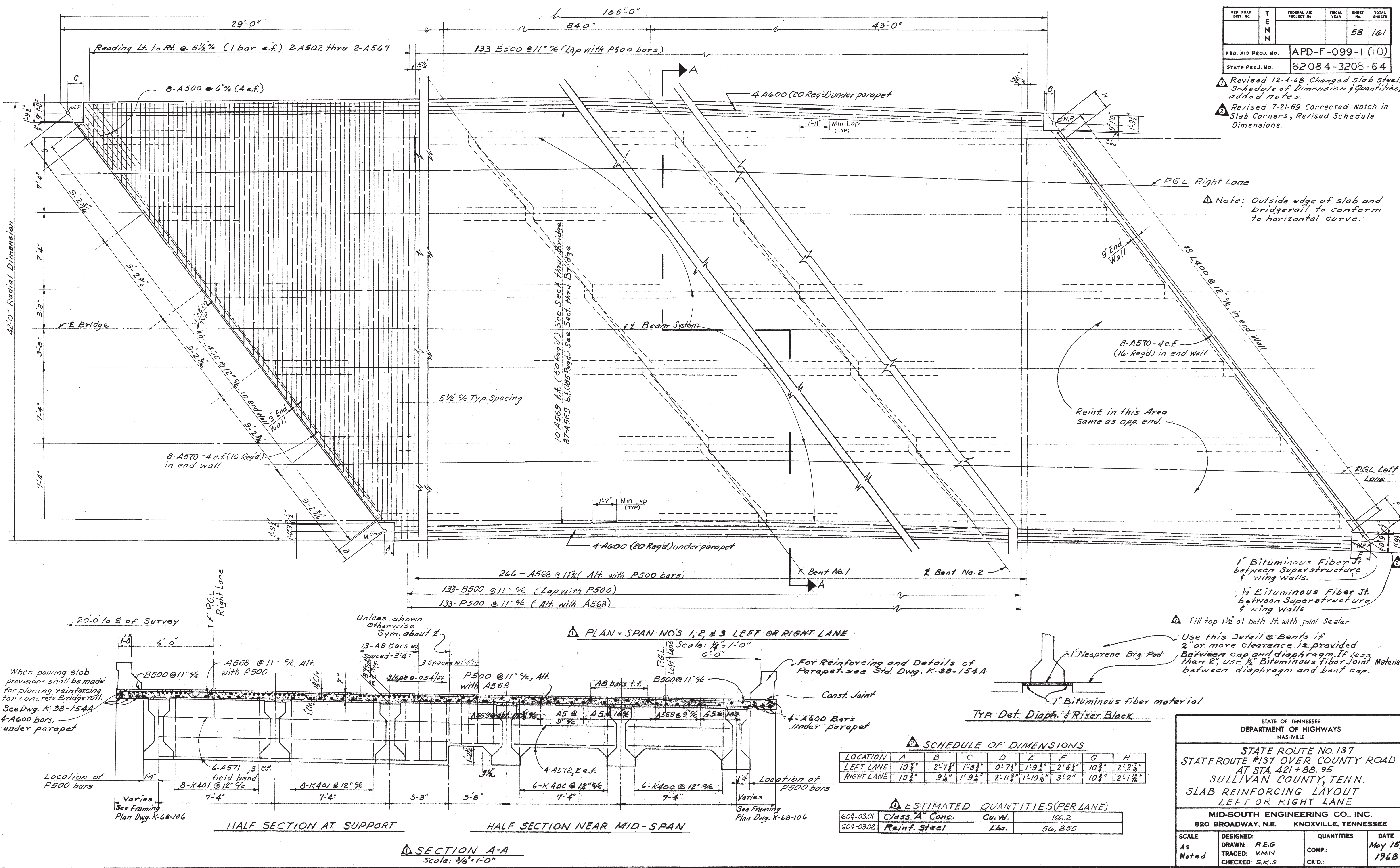
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K-68-103-A

MICROFILMED

FED. ROAD DIST. NO.	TENN	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				53	161
FED. AID PROJ. NO.	APD-F-099-1 (10)				
STATE PROJ. NO.	82084-3208-64				

- Revised 12-4-68, Changed Slab Steel, Schedule of Dimension & Quantities, added notes.
- Revised 7-21-69 Corrected Notch in Slab Corners, Revised Schedule Dimensions.



SCHEDULE OF DIMENSIONS

LOCATION	A	B	C	D	E	F	G	H
LEFT LANE	10 3/8"	2'-7 3/8"	1'-9 3/8"	0'-7 1/8"	1'-9 3/8"	2'-6 1/2"	10 3/8"	2'-2 7/8"
RIGHT LANE	10 3/8"	9 1/8"	1'-9 1/8"	2'-11 3/8"	1'-10 1/8"	3'-2"	10 3/8"	2'-1 7/8"

ESTIMATED QUANTITIES (PER LANE)

604-03.01	Class "A" Conc.	Cu. Yd.	166.2
604-03.02	Reinf. Steel	Lbs.	56,855

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

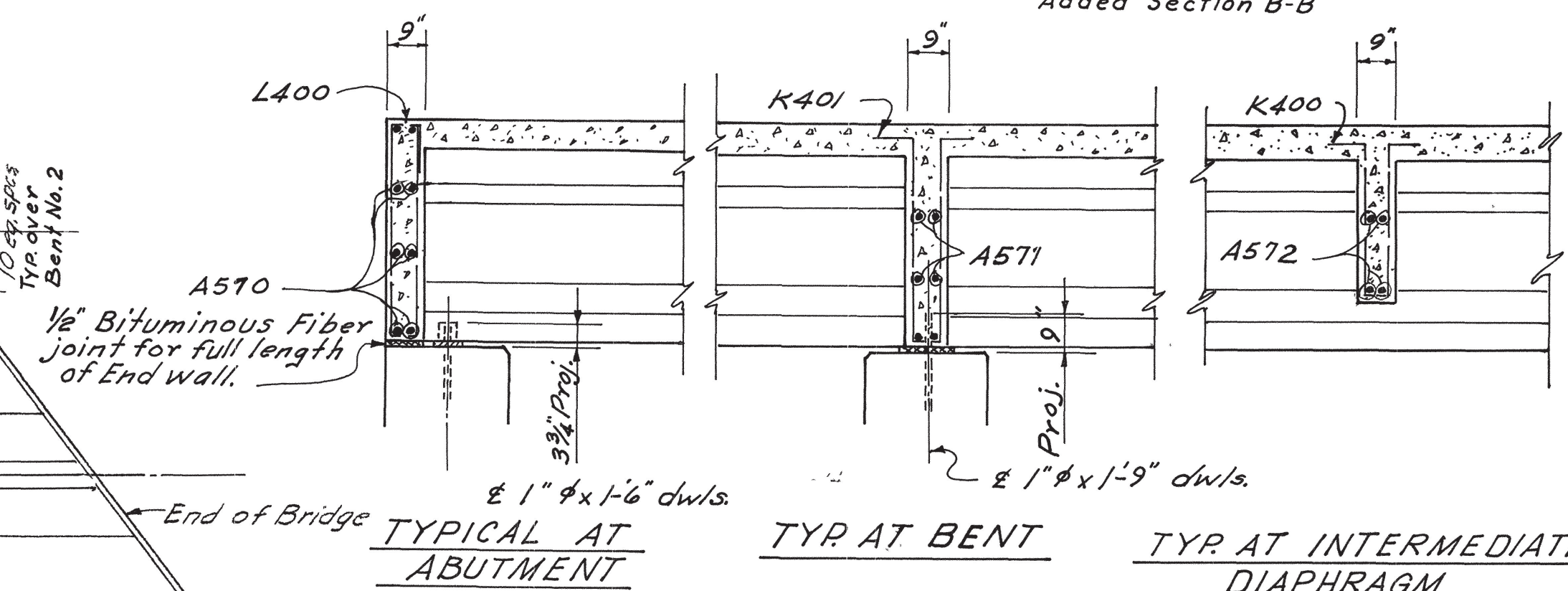
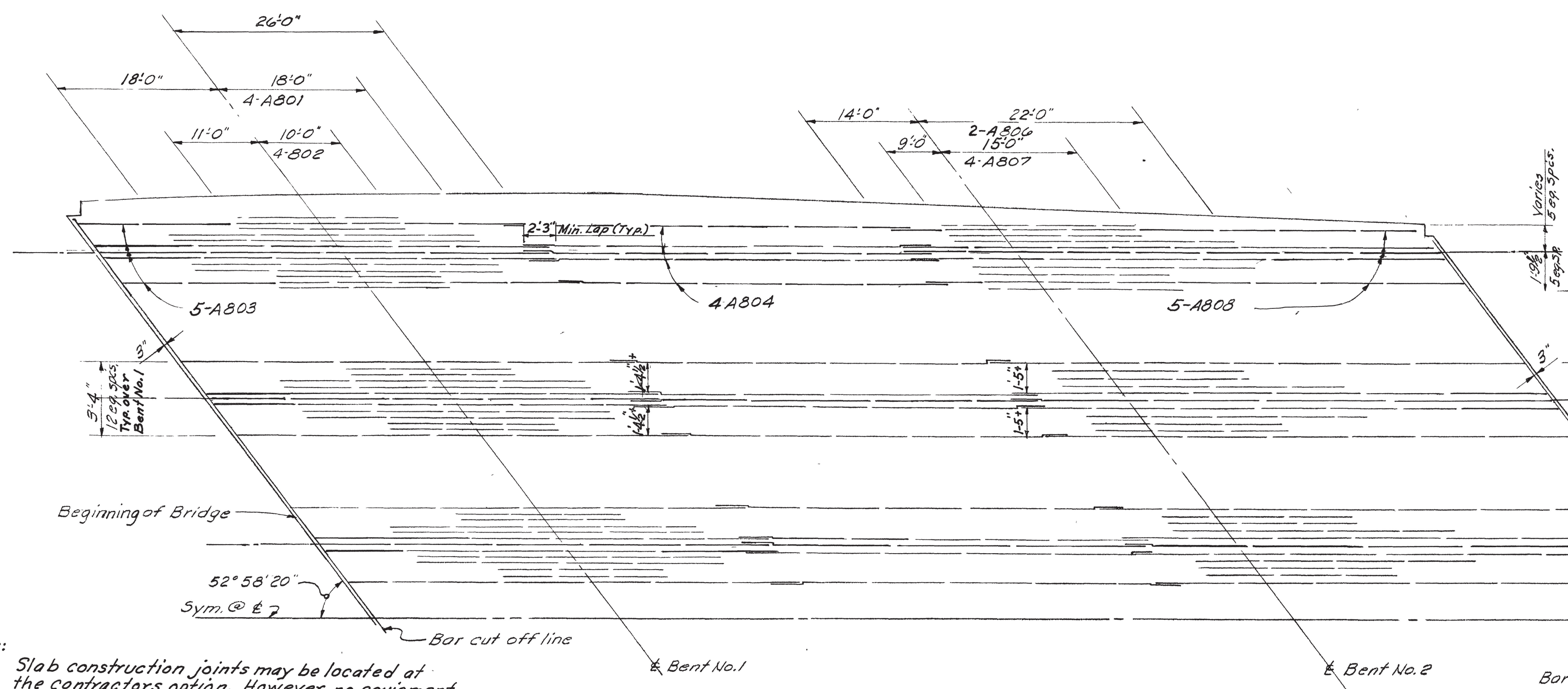
STATE ROUTE NO. 137
STATE ROUTE #137 OVER COUNTY ROAD
AT STA. 421+88.95
SULLIVAN COUNTY, TENN.
SLAB REINFORCING LAYOUT
LEFT OR RIGHT LANE

MID-SOUTH ENGINEERING CO., INC.
820 BROADWAY, N.E. KNOXVILLE, TENNESSEE

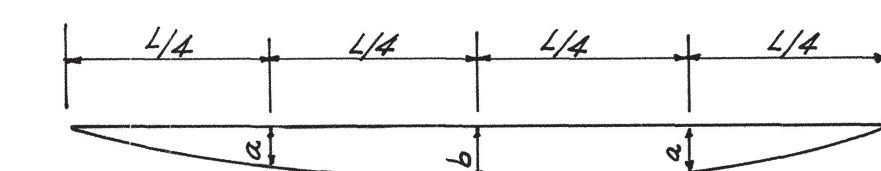
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FED. ROAD DIST. NO.	T E N N	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				54	161
FED. AID PROJ. NO.		APD-F-099-1 (10)			
STATE PROJ. NO.		82084-3208-64			

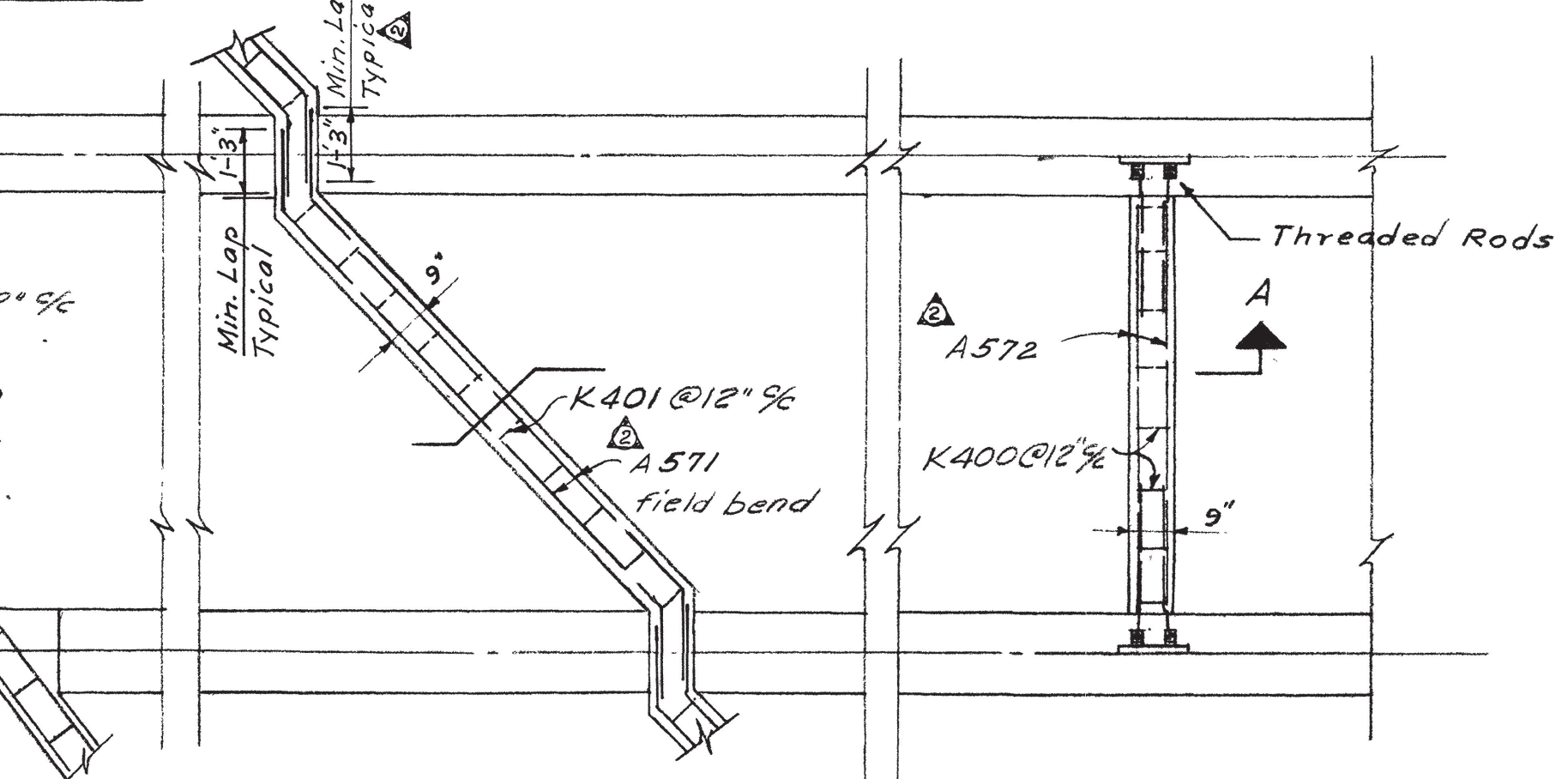
- Revised: 12-4-68 Added offsets to framing plan, Changed dimensions in end spans.
- Revised 7-21-69 Add Main Reinf top of slab, Changed mark on end wall steel & diaphragm steel, Changed A571 bar in diaphragm. Add Endwall. Added Section B-B



SPAN	DIMENSION	
	a	b
I	0	0
II	1 1/8	1 9/16
III	1/8	3/16

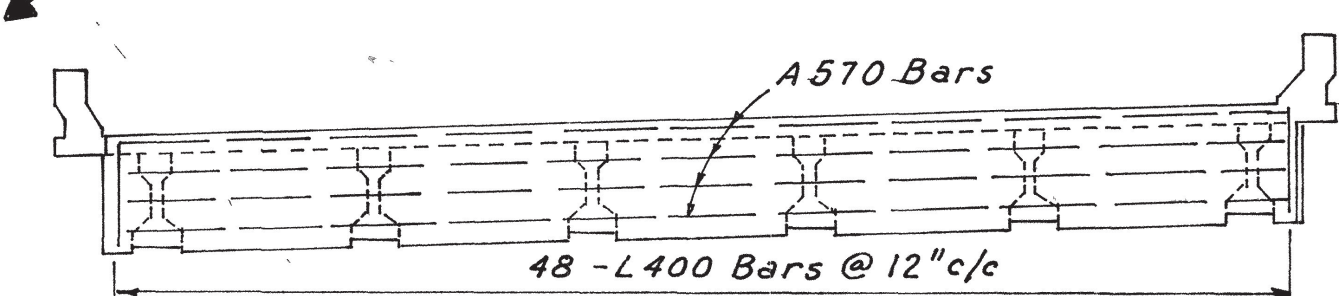
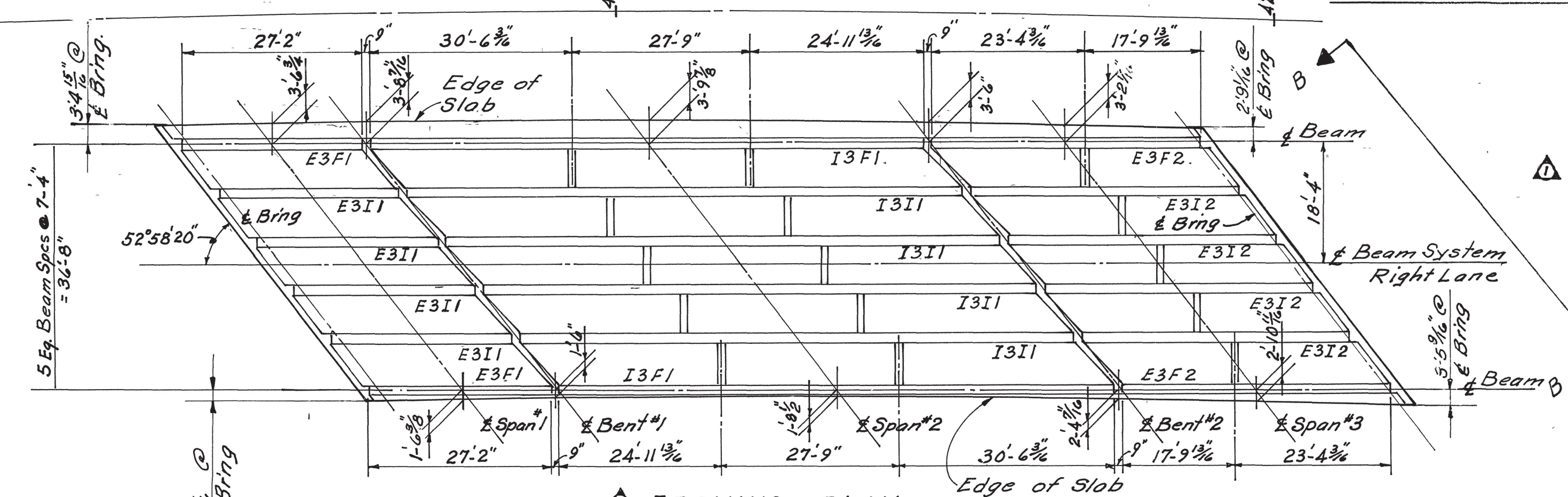


PART PLAN - END WALL, SUPPORT AND INTERMEDIATE DIAPH.



Note: Top of dowels at Bents to be covered with 1/2" compressible material and the projection wrapped with two layers of waterproof paper.

Note: Offsets shown are the distances from the E of Beam to the edge of Slab.

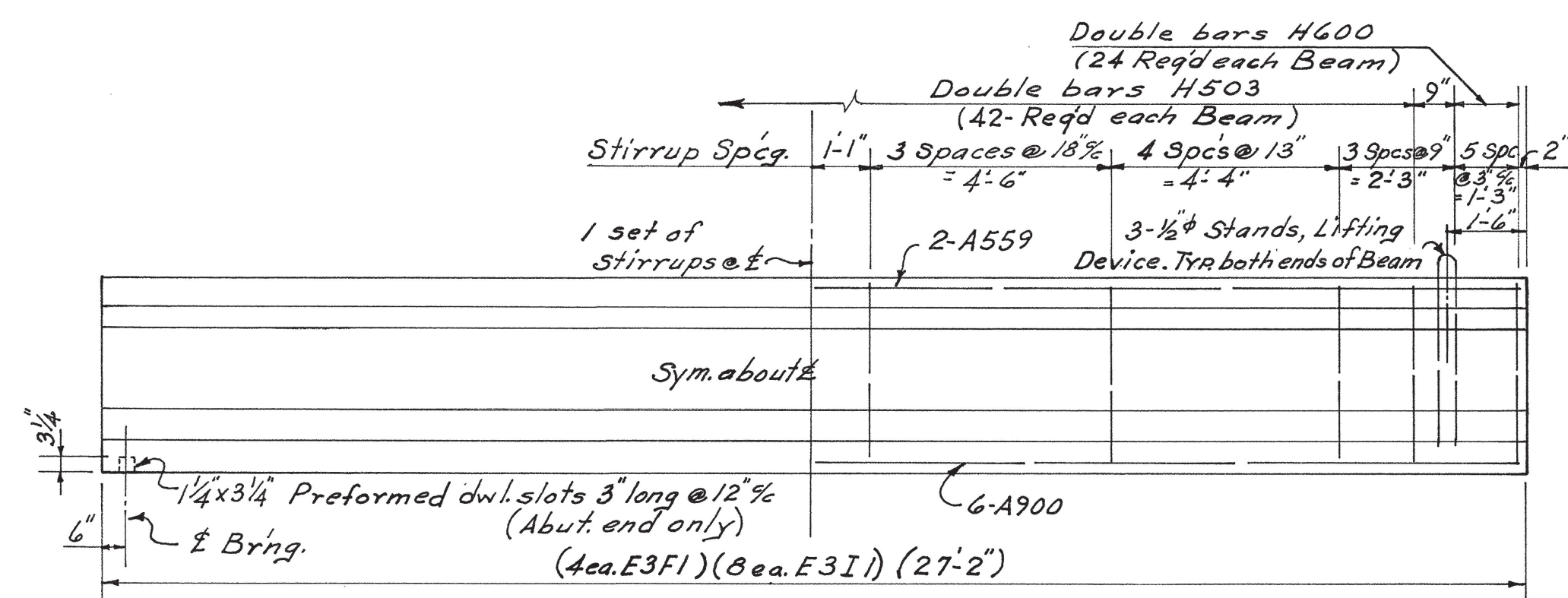


STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

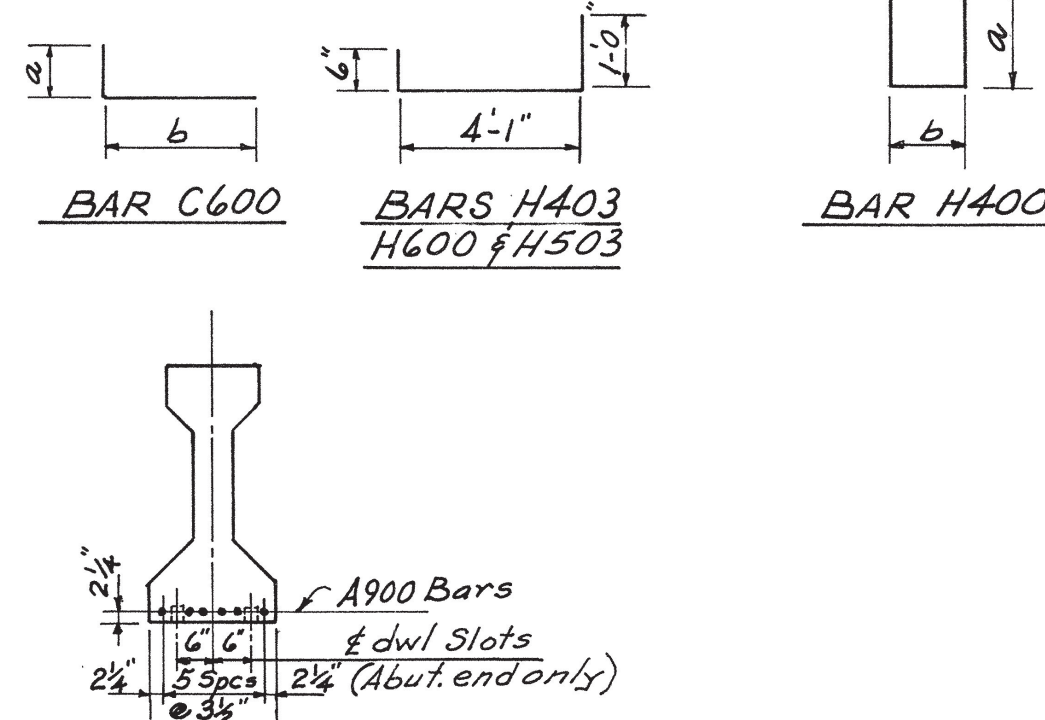
STATE ROUTE NO. 137
STATE ROUTE NO. 137 OVER COUNTY RD.
AT STA. 421+88.95
SULLIVAN COUNTY, TENN.
SUPERSTRUCTURE DETAILS

MID-SOUTH ENGINEERING CO., INC.
820 BROADWAY, N.E. KNOXVILLE, TENNESSEE

SCALE No Scale	DESIGNED: S.K.S. DRAWN: R.E.G. TRACED: CHECKED: S.K.S.	QUANTITIES COMP:	DATE May 15, 1968
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ELEVATION-BEAMS E3F1 & E3I1

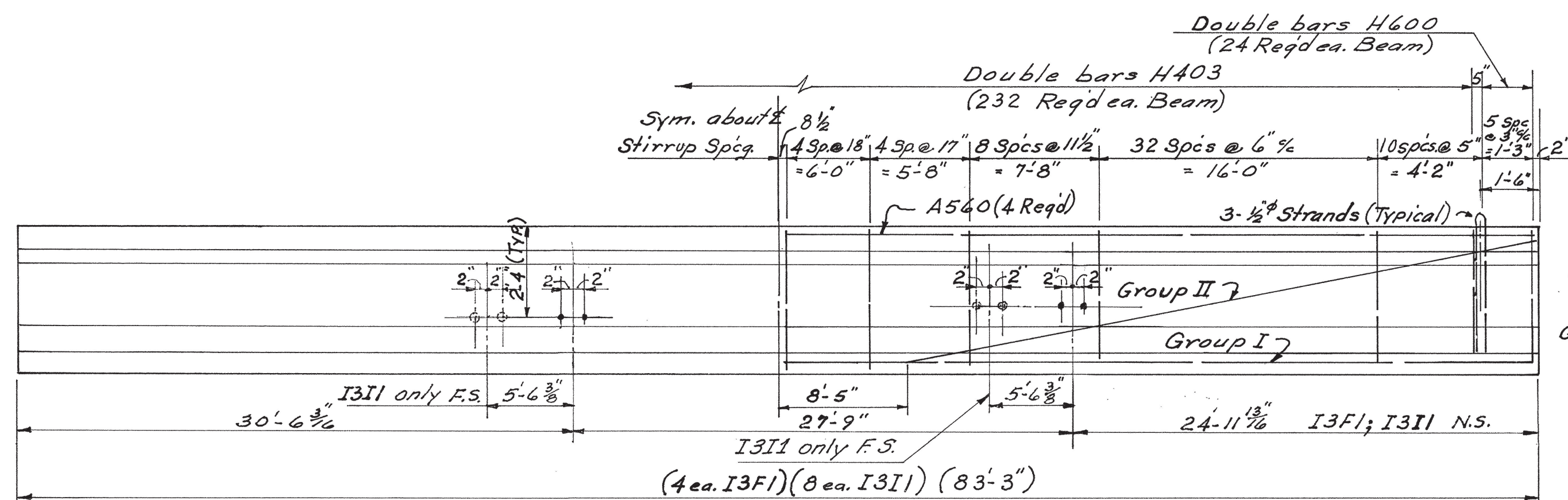


SECTION @ ABUT. END
BEAMS E3F1 & E3I1

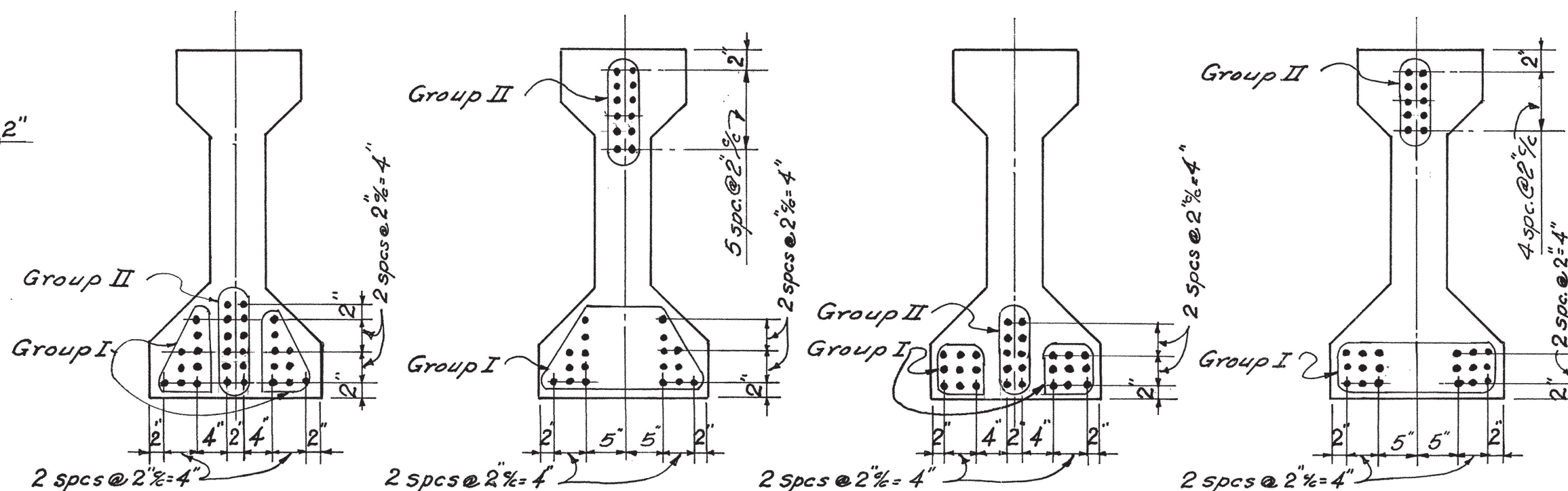
BILL OF STEEL (EACH BEAM)									
BARS	SIZE	Number Required						Bending Dim.	Length
		E3F1	E3I1	I3F1	I3I1	E3F2	E3I2	a	b
A900	9	6	6	-	-	-	-	-	26'-10
A559	5	2	2	-	-	-	-	-	26'-10
A560	5	-	-	4	4	-	-	-	42'-10
A561	5	-	-	-	-	2	2	-	40'-10
C600	6	4	4	8	8	4	4	0'-6	2'-6
H400	4	5	5	-	-	5	5	3'-0	0'-4
H403	4	-	-	232	232	92	92	-	5'-7
H503	5	42	42	-	-	-	-	-	5'-7
H600	6	24	24	24	24	24	24	-	5'-7

FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3				
FED. AID PROJ. NO.				
STATE PROJ. NO.				

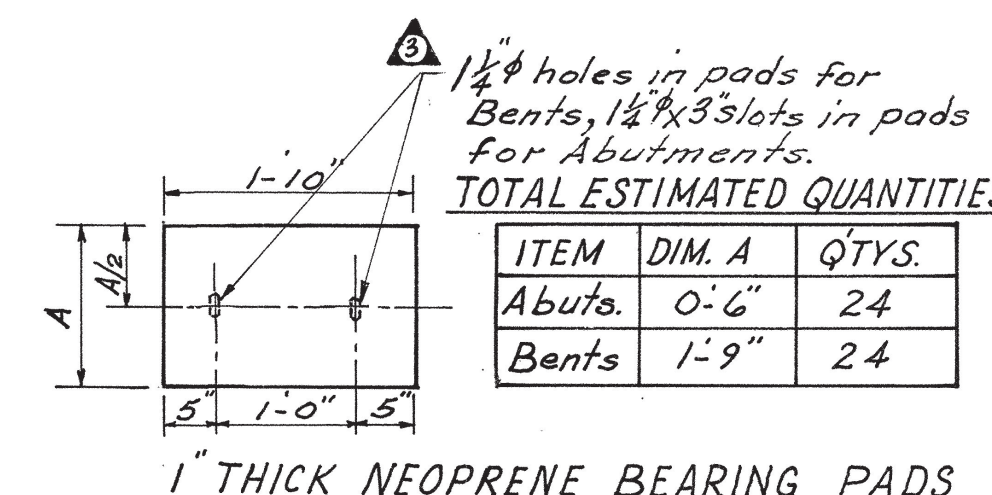
1. Revised 12-4-68 Sheet Re-drawn, Changed design of Spans #1 & 3, Bill of Steel & Quantities.
2. Revised 3-19-69 General Notes and strength of concrete.
3. Revised 7-21-69 Located Inserts, Holes for Bearing pads, Insert Note added.



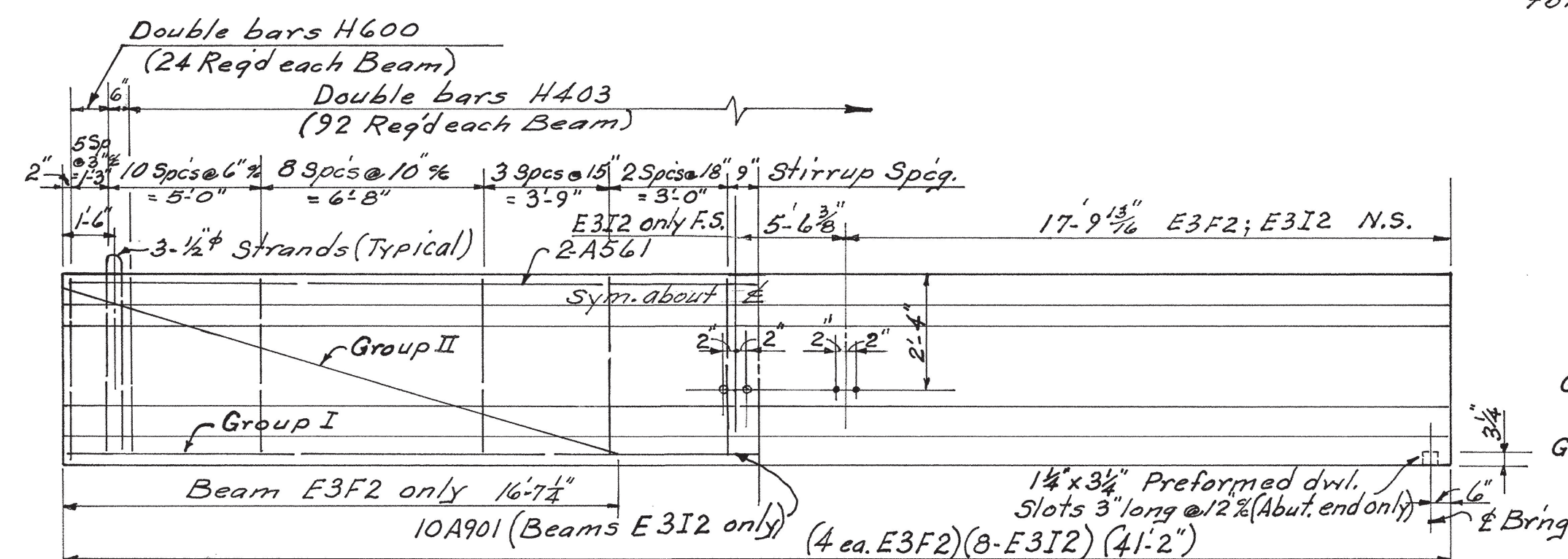
ELEVATION-BEAMS I3F1 & I3I1



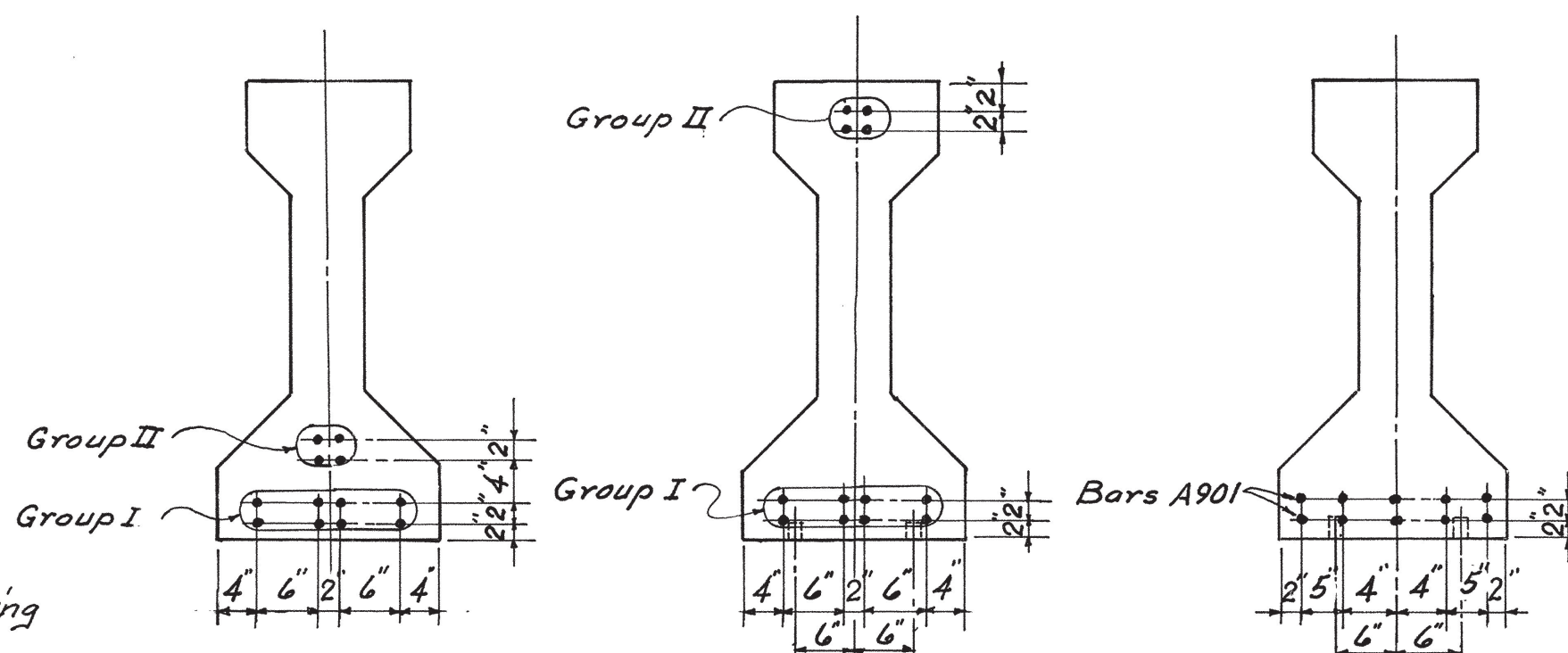
SECTION @ BEAM END
BEAMS I3F1 I3I1



1" THICK NEOPRENE BEARING PADS

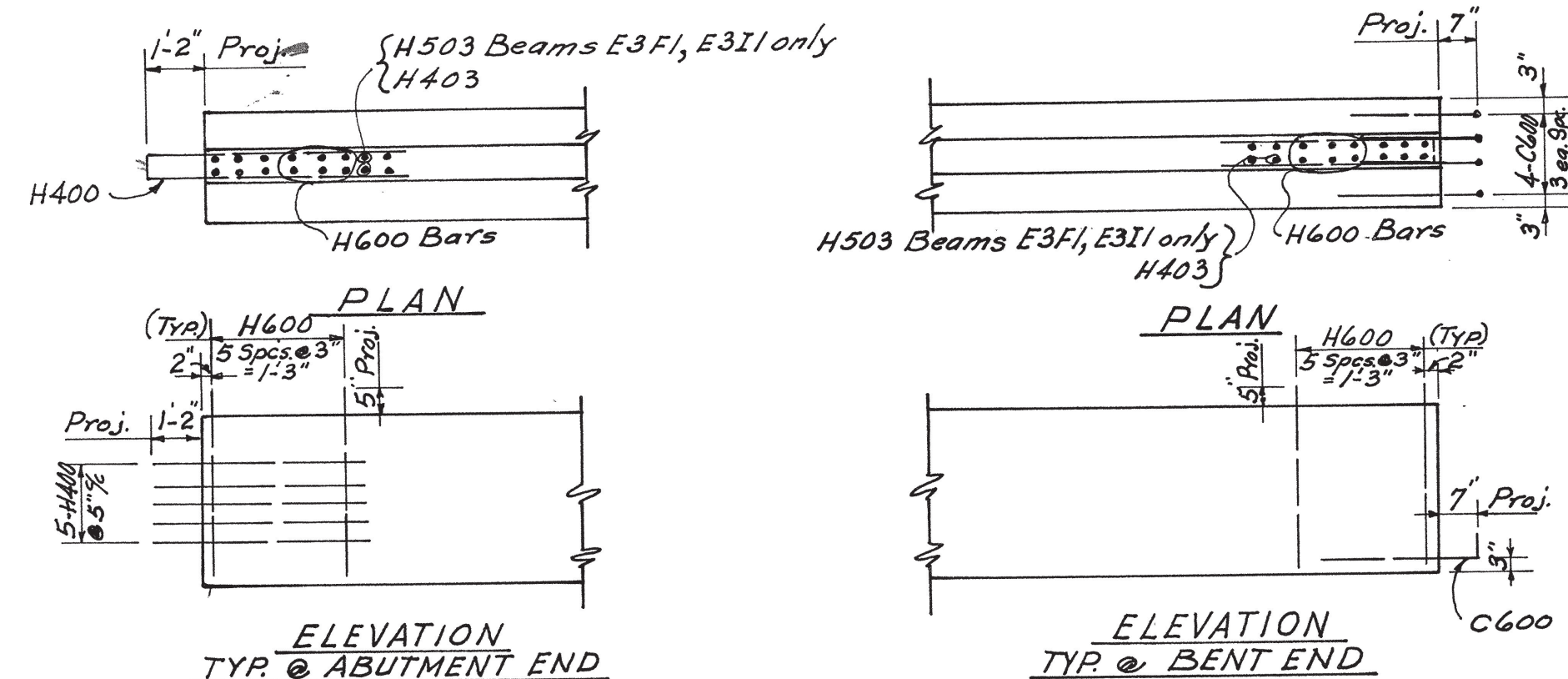


ELEVATION-BEAMS E3F2 & E3I2

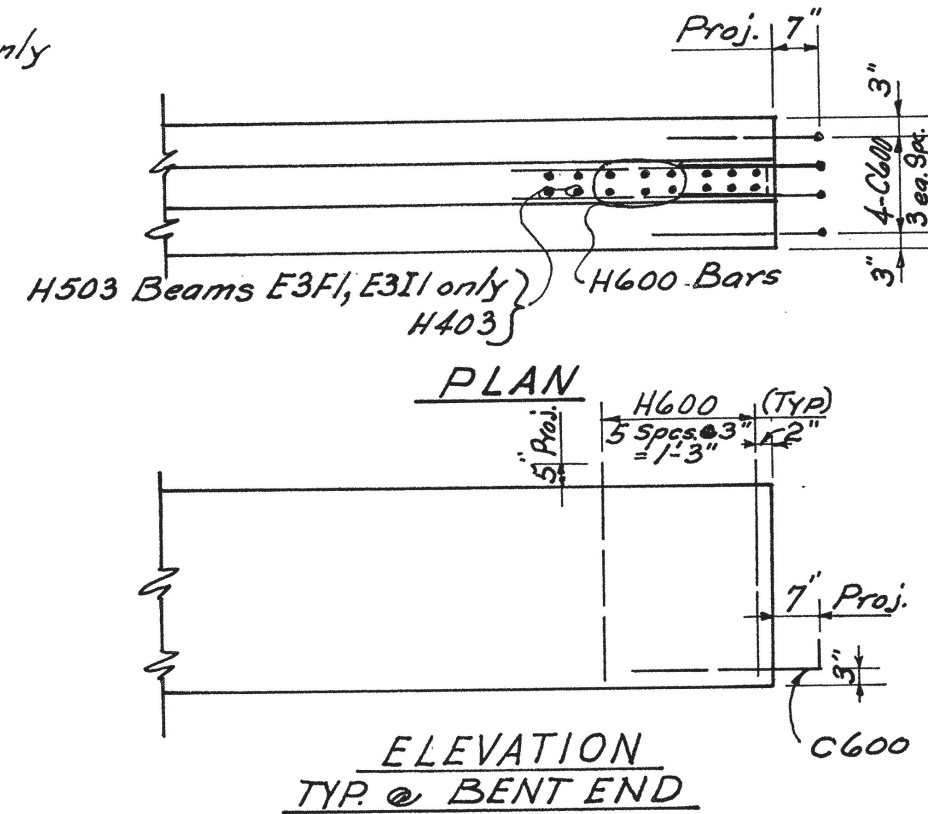


SECTION @ BEAM END
BEAMS E3F2 E3I2

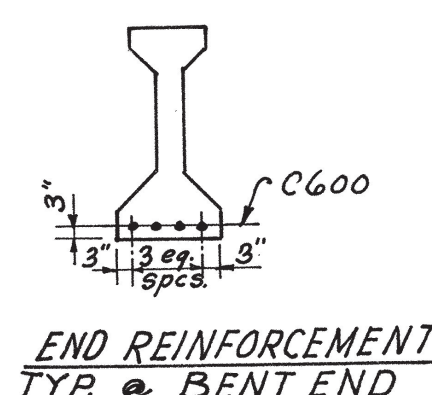
- All prestressing strands shall be 1/2" - 7 wire uncoated stress-relieved Prestressed Steel Strands (270K), High strength type.
- An initial force of 28,910 lbs. shall be applied to each strand in all beams, with a residual force of 23,550 lbs. required.
- Top of all beams to be rough floated. At approximately the time of initial set, the top of the beams will be scrubbed transversely with a coarse wire brush to remove all laitance and produce a rough surface.
- All beams shall be A.A.S.H.O. - R.C.I. standard, type III.
- 5 Threaded inserts for diaphragm connectors are to be Double threaded type (cast in place). Threaded rods for inserts are to provide a 2'-0" splice with diaphragm reinforcing.
- Mild reinforcing to be ASTM A615.
- Anchorage of expansion end of beam accomplished by dowels 1" x 1'-6" Anchorage of fixed ends to be accomplished by dowels 1" x 1'-9".
- After the beam is removed from the prestressing bed, bars C600 shall be bent horizontally a sufficient amount so as to permit bars C600 of adjoining beams to mesh when in erected position.
- The strands shall be left projecting 3"± from the ends of the beams.
- There shall not be any protective coating placed on the ends of the beam or on the projecting strands.
- Size 17 coarse aggregate will be permitted in the concrete.



ELEVATION
TYP. @ ABUTMENT END



ELEVATION
TYP. @ BENT END



TYPE III
BEAM WEB REINFORCING

ESTIMATED QUANTITIES EACH BEAM

BEAM	INSERT THRD. RODS	*5500 PSI Conc. Cu. Yds.	*5000 PSI Conc. Cu. Yds.	Prestressing Steel Lbs.	Reinforcing Steel Lbs.
E3F1	-	-	3.9	-	1089
E3I1	-	-	3.9	-	1089
*I3F1	2	4	12.0	1302	1283
*I3I1	4	8	12.0	1245	1283
E3F2	1	2	5.9	258	669
E3I2	2	4	5.9	-	2058

STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
STATE ROUTE NO. 137 STATE ROUTE #137 OVER COUNTY ROAD AT STA. 421+88.95 SULLIVAN COUNTY, TENN. PRESTRESSED BEAM DETAILS LEFT OR RIGHT LANE			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE No Scale	DESIGNED: S.K.S. DRAWN: A.M. TRACED: V.N. CHECKED: S.K.S.	QUANTITIES COMP.: CK'D:	DATE

FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			56	161
FED. AID PROJ. NO.		APD-F-099-1(10)		
STATE PROJ. NO.		82084-3208-64		

- ① Revised 12-4-68 Changed Slab Steel; Added Steel to Abutment
- ② Revised 6-2-69 D.W.F. Wingwall Ext. Reinforcement.
- ③ Revised 7-21-69 Superstructure Bars (A571, A803)

BARS A

Length

BARS B

See Detail "A"

BARS C

BARS D

BARS E

39'-4"

5'-0"

39'-2"

4'-11"

BARS F

4d or 2 1/2" min.

D = 6d for No.2 to No.7

D = 8d for No.8 to No.11

h

Detailing Dimension

BARS G

BARS H

4 1/2" Typical

See Detail "A"

BARS I

BARS J

BARS K

BARS L

BARS M

BARS N

BARS O

BARS P

BARS Q

BARS R

BARS S

BARS T

BARS U

BARS V

3 Equal Spaces

BARS W

BARS X

BARS Y

BARS Z

BARS AA

BARS AB

BARS AC

BARS AD

BARS AE

BARS AF

BARS AG

BARS AH

BARS AI

BARS AJ

BARS AK

BARS AL

BARS AM

BARS AN

BARS AO

BARS AP

BARS AQ

BARS AR

BARS AS

BARS AT

BARS AU

BARS AV

BARS AW

BARS AX

BARS AY

BARS AZ

BARS BA

BARS BB

BARS BC

BARS BD

BARS BE

BARS BF

BARS BG

BARS BH

BARS BI

BARS BJ

BARS BK

BARS BL

BARS BM

BARS BN

BARS BO

BARS BP

BARS BQ

BARS BR

BARS BS

BARS BT

BARS BU

BARS BV

BARS BW

BARS BX

BARS BY

BARS BZ

BARS CA

BARS CB

BARS CC

BARS CD

BARS CE

BARS CF

BARS CG

BARS CH

BARS CI

BARS CJ

BARS CK

BARS CL

BARS CM

BARS CN

BARS CO

BARS CP

BARS CQ

BARS CR

BARS CS

BARS CT

BARS CU

BARS CV

BARS CW

BARS CX

BARS CY

BARS CZ

BARS DA

BARS DB

BARS DC

BARS DD

BARS DE

BARS DF

BARS DG

BARS DH

BARS DI

BARS DJ

BARS DK

BARS DL

BARS DM

BARS DN

BARS DO

BARS DP

BARS DQ

BARS DR

BARS DS

BARS DT

BARS DU

BARS DV

BARS DW

BARS DX

BARS DY

BARS DZ

BARS EA

BARS EB

BARS EC

BARS ED

BARS EE

BARS EF

BARS EG

BARS EH

BARS EI

BARS EJ

BARS EK

BARS EL

BARS EM

BARS EN

BARS EO

BARS EP

BARS EQ

BARS ER

BARS ES

BARS ET

BARS EU

BARS EV

BARS EW

BARS EX

BARS EY

BARS EZ

BARS FA

BARS FB

BARS FC

BARS FD

BARS FE

BARS FG

BARS FH

BARS FI

BARS FJ

BARS FK

BARS FL

BARS FM

BARS FN

BARS FO

BARS FP

BARS FQ

BARS FR

BARS FS

BARS FT

BARS FU

BARS FV

BARS FW

BARS FX

BARS FY

BARS FZ

BARS GA

BARS GB

BARS GC

BARS GD

BARS GE

BARS GF

BARS GH

BARS GI

BARS GJ

BARS GK

BARS GL

BARS GM

BARS GN

TYPE	SIZE	SERIES
A	5	06

NOTE-Dimensions shown on this sheet
are outside to outside of bar.

The beginning numbers for the "series" in the bar designation shall be as follows:

Superstructure: 00-
Abutments : 40-
Bents : 50-

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STATE ROUTE NO. 137
STATE ROUTE NO. 137 OVER COUNTY ROAD
AT STA. 421+88.95
LEFT & RIGHT LANE
REINFORCING STEEL SCHEDULE

MID-SOUTH ENGINEERING CO., INC.
820 BROADWAY, N.E. KNOXVILLE, TENNESSEE

SCALE NONE	DESIGNED: SK.S DRAWN: V.M.N TRACED: CHECKED:	QUANTITIES COMP.: CK'D.:	DATE May 15, 1968
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K-68-108