

9/23/26

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

JESSE CHARLES HOOVER

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TENNESSE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.
BUILDING A, 2ND FLOOR
NASHVILLE, TN, 37243
JESSE HOOVER, P.E. NO, 120378

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D - 2D2
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-65-2(117)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

9/9/2026 10:51:26 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2027\INTERSTATE\DAVIDSON CO. I-65 L.M. 0.00 - 4.50\136265-00-I-65-RESURFACING\DGN\136265-00-RESURFACING-000-SIGNATURE SHEET.DGN



10/30/26

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

JESSE CHARLES HOOVER

Digitally signed by JESSE CHARLES HOOVER
Date: 2026.10.30 14:29:23 -05'00'

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TENNESSE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.
BUILDING A, 2ND FLOOR
NASHVILLE, TN, 37243
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THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

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

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-65-2(117)	ROADWAY-SIGN2

REV. 10-29-2026: ADDED SHEET TO PLANS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

10/29/2026 11:48:52 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2027\INTERSTATE\DAVIDSON CO. I-65 L.M. 0.00 - 4.50\136265-00-I-65-RESURFACING\DGN\136265-00-RESURFACING-001-SIGNATURE SHEET-2.DGN

Index Of Sheets

SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

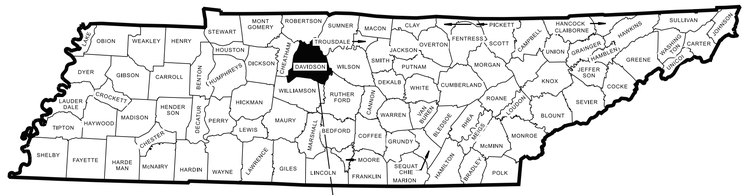
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH-I-65-2(117)	
STATE PROJ. NO.	19I065-F8-016	
STATE PROJ. NO.	19I065-M3-016	

DAVIDSON COUNTY

INTERSTATE 65
FROM WILLIAMSON COUNTY LINE
TO ARMORY DRIVE

RESURFACE
MILL, BM2 & 411D

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-65



BRIDGE ID. # 19I00650001 19I00650313 19I00650003
19I00650004 19I00650005 19I00650007
19I00650008 19I00650009

19I065-F8-016
END PROJECT NO. NH-I-65-2(117) RESURFACE
ARMORY DRIVE (L.M. 4.50)

BRIDGE REPAIR PROJECT NO. 191065-M3-016
I-65 @ L.M. 2.32 ID #19I00650005

BRIDGE REPAIR PROJECT NO. 191065-M3-016
I-65 @ L.M. 0.42 ID #19I00650313

CSXT AT UNDERPASS # 350215N

CSXT M.P. 0195.320
I-65 L.M. 0.460
LAT: 36.0419860, LONG: -86.7822170

19I065-F8-016
BEGIN PROJECT NO. NH-I-65-2(117) RESURFACE
WILLIAMSON COUNTY LINE (L.M. 0.00)



SCALE: 1"= 1 MILE

0 1 2 3 MILES

PROJECT LENGTH 4.50 MILES
TOTAL LANE MILES RESURFACED 35.85 MILES

NO EXCLUSIONS

SEALED BY

JESSE C. HOOVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 120578
STATE OF TENNESSEE
9/23/26

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: LISA ROSS

DESIGNER : SAMAL AMINASHAIRI CHECKED BY : CAYLIE MARVEL, P.E.

P.E. NO. 98034-4194-04 (DESIGN)

PIN NO. 136265.00

TRAFFIC COUNTER & WEATHER STATIONS

IDENTIFICATION	LOG MILE
TCS 214	1.390
TCS 297	4.509

TRAFFIC DATA

ADT (2027)	174,680
POSTED SPEED L.M. 0.00 - L.M. 2.74	70 MPH
POSTED SPEED L.M. 2.74 - L.M. 4.50	65 MPH

9/8/2026 3:13:33 PM
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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1,2
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D - 2D2
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DETAIL SHEET - RAILROAD DETAILS	2G
DETAIL SHEET - PAVEMENT MARKING IMPROVEMENTS	2G1 - 2G12
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE PLANS	B-1

NOTE:

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00		**STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS**
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-204.00		**DESIGN - TRAFFIC CONTROL**
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	07-22-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-14	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR INTERSTATES AND EXPRESSWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	1A

REV, 10-29-2026: ADDED ROADWAY-SIGN2 TO THE ROADWAY INDEX.

SEALED BY

JESSE C. HOOVER REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 120178 STATE OF TENNESSEE

10/30/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENTAL DAVIDSON, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. BRIDGE NO. 19I00650005 I-65 OVER HOGAN RD LM 2.32 (19-I0065-02.32) BRIDGE NO. 19I00650007 I-65 NB RAMP OVER FARRELL PKWY LM 2.91 (19-I0065-02.19R) BRIDGE NO. 19I00650008 I-65 SB OVER FARRELL PKWY LM 2.91 (19-I0065-02.91L) BRIDGE NO. 19I00650313 I-65 NB RAMP OVER CSX RR LM 0.42 (19-I0065-00.42) NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES, AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. 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 202.03).	BRIDGE

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2

REV. 10-29-2026:
REMOVED ITEM 411-01.51

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 191065-F8-016
(15)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	18
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1970
	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	31601
(2)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	190
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	11568
(3)	411-01.50	VOID REDUCING ASPHALT MEMBRANE (VRAM) FULL-WIDTH (18")	L.F.	143587
(4)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	16753
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	18
(5)(16)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	70835
(6)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	422
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	12
(7)(8)	712-06	SIGNS (CONSTRUCTION)	S.F.	2834
(9)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	4
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	105
	712-08.03	ARROW BOARD (TYPE C)	EACH	6
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	9
(17)	712-08.12	QUEUE PROTECTION TRUCK	DAY	240
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	10
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	98
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	6000
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	3428
(10)(11)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	190
(10)(11)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	103
(10)(11)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	27
(10)(11)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	4625
(10)(11)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	278
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	6
(10)(11)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	8
(10)(11)	716-04.07	PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	6
(10)(11)	716-04.09	PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	34
(10)(11)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	162
(10)(11)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	8
(10)(11)	716-04.25	PLASTIC PAVEMENT MARKING (FISH-HOOK WITH 3 ARROWS)	EACH	2
(12)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	47
(20)	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	31210
(18)	716-09.58	CONTRAST PVT SHADOW MARKING 6" (TAPE)	L.M.	1
(13)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	23
	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	11825
	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	2998
	716-12.08	ENHANCED FLAT LINE THERMO (12IN BARRIER LINE)	L.F.	5769
	716-12.09	ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	23760
	716-12.10	ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	866
(19)	716-15.10	PREFORMED PERMANENT TAPE (6IN LINE)	L.F.	29055
(19)	716-15.11	PREFORMED PERMANENT TAPE (8IN LINE)	L.F.	1010
(19)	716-15.12	PREFORMED PERMANENT TAPE (12IN LINE)	L.F.	775
(19)	716-15.20	PREFORMED PERMANENT TAPE (24IN BARRIER LINE)	L.F.	370
	717-01	MOBILIZATION	LS	1
	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	2
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	40
	730-14.02	SAW SLOT	L.F.	800
(14)	730-14.03	LOOP WIRE	L.F.	3200

FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER.
(2) INCLUDES 26 TONS FOR RAMP AREAS AND 159 TONS FOR MAINLINE AND SHOULDERS.
(3) THIS WILL BE USED ONLY AT THE LONGITUDINAL JOINT BETWEEN TRAVEL LANES.
(4) INCLUDES 16753 ONLY FOR THE MAINLINE.
(5) THE CONTRACTOR SHALL USE A FINE TOOTH MILLING HEAD WITH TEETH SPACING LESS THAN 1/2" AS DESCRIBED IN 415.03 OF TDOT STANDARD SPECIFICATIONS.
(6) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(7) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS.
(8) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID ITEM 712-06 SIGNS (CONSTRUCTION).
(9) ITEM TO BE USED ONLY WHEN THE CONTRACTOR ESTABLISHES A REDUCED SPEED LIMIT WITHIN THE PROJECT CONSTRUCTION ZONE LIMITS. ITEM INCLUDES A SIGN FACE, SUPPORTS, AND TWO TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE"B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
(10) SEE SHEETS 2G-2G11 FOR LOCATION AND DETAILS.
(11) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(12) FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS, AND COLD PLANED SURFACE.
(13) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(14) ITEM INCLUDES AN EXTRA 320 FEET (20 FEET PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC COUNTER PERSONNEL.
(15) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2B, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.
(16) INCLUDES 4064 TONS FOR RAMP AREAS AND 62409 FOR MAINLINE AND SHOULDERS.
(17) 2 PTQ TRUCKS IN EACH DIRECTION ARE REQUIRED TO BE ACTIVE IF DAYTIME CLOSURES ARE NECESSARY FOR BRIDGE REPAIR WORK. 2 PTQ TRUCK ARE REQUIRED ALSO IF QUEUES OBSERVED OR ESTIMATED GREATER THAN 1 MILE IN LENGTH PER SPCIAL PROVISION.
(18) TO BE USED FOR LANE LINES ON CONCRETE SURFACES. INCLUDES BOTH THE WHITE AND BLACK PORTIONS.
(19) TO BE USED ON CONCRETE SURFACES.
(20) TO BE USED FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS ON CONCRETE SURFACES.

SEALED BY

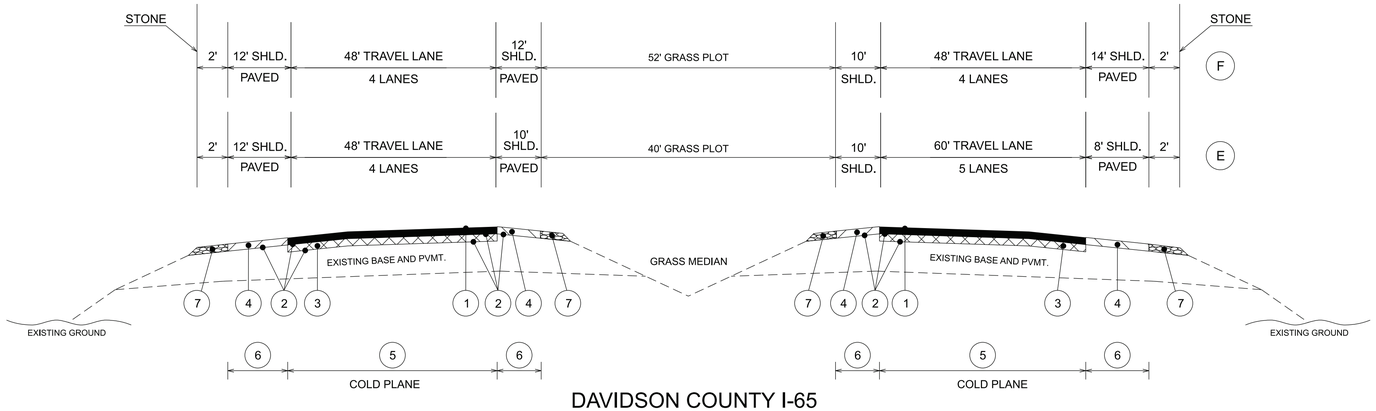
JESSE C. HOOVER REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 120576 STATE OF TENNESSEE
10/30/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

10/29/2026 11:37:10 AM
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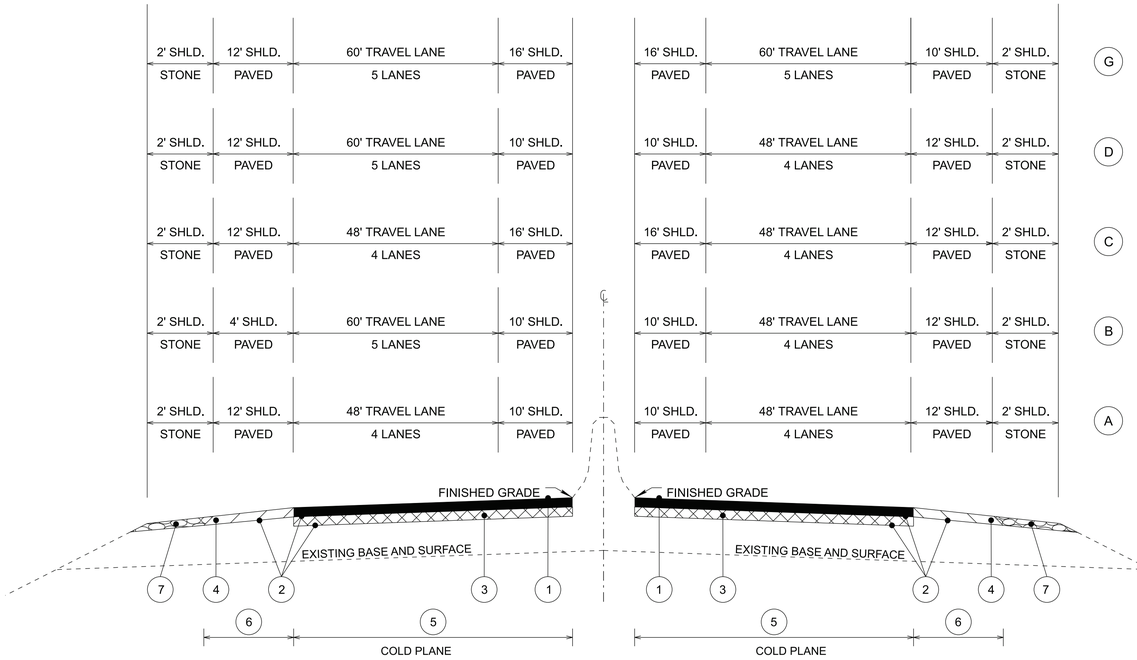
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2B



DAVIDSON COUNTY I-65
TYPICAL SECTIONS

(E) L.M. 0.72 TO 1.02

(F) L.M. 1.02 TO 1.43



DAVIDSON COUNTY I-65
TYPICAL SECTIONS

(A) L.M. 0.00 TO 0.14
L.M. 3.23 TO 3.48

(B) L.M. 0.14 TO 0.30

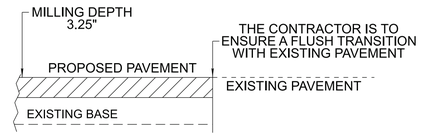
(C) L.M. 0.30 TO 0.44
L.M. 1.43 TO 3.08
L.M. 3.48 TO 4.14

(D) L.M. 0.44 TO 0.72
L.M. 3.08 TO 3.23

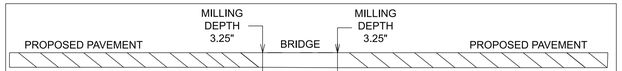
(G) L.M. 4.14 TO 4.50

SPECIAL NOTE:
SHOULDER HAS TO BE CLIPPED BACK TO A DISTANCE THAT WILL ALLOW SHEET FLOW FROM THE EDGE OF PAVEMENT TO THE DITCH. THIS COST SHOULD BE INCLUDED IN OTHER ITEMS.

PAVEMENT DETAIL



AT PROJECT LIMITS L.M. 0.00 & L.M. 4.50



BRIDGE DETAIL
19I00650313, 19I00650003, 19I00650004,
19I00650005, 19I00650007, 19I00650009
L.M. 0.42, 0.46, 2.32, 2.91, 3.54

PROPOSED PAVEMENT SCHEDULE

1	**ASPHALTIC CONCRETE SURFACE (HM) @ 1.25" THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
2	**TACK COAT** ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
3	**ASPHALTIC CONCRETE BASE (BPMB-HM) @ 2.00" THICK (APPROX. 226 LBS./S.Y.)** ITEM 307-03.08 ASPHALT CONCRETE MIX (PG76-22)
4	**ASPHALTIC CONCRETE SURFACE @ 1.25" THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-01.07 ASPHALTIC CONCRETE MIX (PG64-22) GRADING E SHOULDER
5	**COLD PLANING @ 3.25" THICK (APPROX. 341.25 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
6	**COLD PLANING @ 1.25" THICK (APPROX. 131.25 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
7	**MINERAL AGGREGATE @ 2.00" THICK** ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

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9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2C

GENERAL NOTES

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.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

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

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

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

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

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

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

SIGNING

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

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.

(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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2D

SPECIAL NOTES

PAVEMENT

RESURFACING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

D. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS

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

G. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

(3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

(4) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

(5) TEMPORARY RAMP CLOSURES FOR MAINLINE RESURFACING SHALL BE AS FOLLOW:

A. RAMP CLOSURES SHOULD BE LIMITED TO NO MORE THAN 3 HOURS.

B. ALL RAMP CLOSURE REQUESTS SHALL BE MADE AT LEAST 7 WORKING DAYS PRIOR TO THE ANTICIPATED DATE OF CLOSURE.

C. RAMPS IN THE OPPOSITE DIRECTION OF THE CLOSURES CANNOT BE CLOSED AT SAME TIME AND NO SUBSEQUENT EXIT RAMPS SHALL BE CLOSED UNLESS IT IS LESS THAN 1 MILE FROM RAMP TO RAMP.

D. RAMPS WITH HOSPITALS OR OTHER EMERGENCY/FIRE/POLICE FACILITIES SHALL BE PASSABLE FOR EMERGENCY VEHICLES WHEN CLOSED TO REGULAR VEHICLE TRAFFIC.

(6) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNIN TRAFFIC ONTO EXCAVATED ROADWAY.

SIGNS

(7) IF THE CONTRACTOR ELECTS TO UTILIZE SIGNPOST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(8) THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.

(9) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.

(10) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISIOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

(11) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(12) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL RAMPS PRIOR TO MERING WITH THE MAINLINE. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

WORK RESTRICTIONS

(13) CONSTRUCTION ACTIVITY SHALL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER AM OR PM OR AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

(14) EXISTING AREA DRAINS LOCATED IN THE MEDIAN NEED TO BE CLEANED OUT AND DEGRASSED. REMOVE ALL TRASH AND DEBRIS. THIS WORK IS TO BE DONE UNDER THIS CONTRACT. ALL COST TO BE IN OTHER ITEMS OF WORK. THIS WORK WILL ALSO INCLUDE ALL END WALL GRATES IN MEDIAN AS DIRECTED BY THE ENGINEER.

(15) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COUSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

PAVEMENT MARKINGS

(16) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

JOINT SEALANTS

(17) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.

(18) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.

(19) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

SPECIAL TRAFFIC COUNTER SPECIFICATIONS

(20) THE CONTRACTOR SHALL SUPPLY AND INSTALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE STATE'S PROJECT PLANNING DIVISION'S TRAFFIC COUNTER PERSONNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY OPERATIONAL.

(21) ALL LOOPS SHALL BE 5 FOOT BY 7 FOOT AND TYPICAL IN SIZE WITH THREE (3) TURNS OF LOOP WIRE.

(22) LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2 INCH CONDUIT FROM THE SHOULDER OF THE ROADWAY TO AN IN-GROUND PULL BOX. THE PULL BOX SHOULD BE LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LEAD-INS AND CONDUIT SHALL BE MARKED ON THE ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THIS UNDERGROUND WORK.

(22) AN EXTRA 20 FEET OF LOOP WIRE FOR EACH LOOP SHALL BE STORED IN THE PULL BOX, IN ADDITION THERE WILL ANOTHER 2" INCH CONDUIT STUBBED UP FROM INSIDE TO OUTSIDE THE BOX EXTENDING APPROX 3 FOOT ABOVE THE GROUND FOR THE INSTALLATION OF AN ELECTRICAL BOX INSTALLED BY TDOT PESONNEL. EACH LOOP DETECTOR LEAD-IN SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ETC.).

(23) PLEASE CONTACT STANLEY DUNN AT 615-350-4571 WHEN THE LOOPS AND PULL BOXES ARE INSTALLED OR IF ANY QUESTIONS OCCUR DURING THE INSTALLATION OF LOOPS OR PULL BOXES.

(24) THE CONTRACTOR SHALL SUPPLY STANLEY DUNN WITH THE X/Y COORDINATES (BASED ON WGS COORDINATES) OF EACH PULL BOX.

(25) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNAL ITEMS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 720.

(26) DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2D1

SPECIAL NOTES (CONT.)

CSXT SAFETY NOTES

(11) COMPLY WITH THE CONSTRUCTION SUBMISSION CRITERIA OF THE CSXT PUBLIC INFORMATION DOCUMENT AND CONSTRUCTION REQUIREMENTS OF THE PUBLIC PROJECTS MANUAL, WHICH IS AVAILABLE AT THE FOLLOWING URL: https://www.csx.com/index.cfm/about-us/property/

(12) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE DONE ONLY WITH A CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.

(13) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CSXT FLAGMAN.

(14) ALL ACTIVITIES WITHING 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK ARE CONSIDERED FOULDING THE TRACK. DURING CONSTRUCTION, CLEAR THE FOUL AREA BY REMOVING ALL PERSONNEL AND EQUIPMENTA MINIMUM OF 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK DURING TRAIN OPERATIONS. NOTICE FOR CLEARING THE OULD AREA DURING TRAIN OPERATIONS WILL BE GIVEN BE AN ONSITE RAILROAD PROTECTION FLAGMAN. CLEAR THE FOUL AREA AND REMAIN CLEAR OF THE FOULD AREA UNTIL ALLOWED TO RETURNB AS INSTRUCTED BY THE FLAGMAN. THIS REQUIREMENT TO CLEAR AND REMAIN CLEAR OF THE FOULE AREA MAY OCCUR AT AN TIME DRUING THE CONSTRUCTION.

(15) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY.

(16) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.

(17) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).

(18) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.

(19) THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIP0MENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.

(20) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CSXT'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS.

(21) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CSXT RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.

(22) ANY VIOLATION OF ANY CSXT RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.

(23) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.

(24) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORK DAY OR WHENEVER UNATTENDED BY AN OPERATOR.

(25) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.

(26) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

(27) ALL SOILS EXCAVATED WITHIN CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. TESTING OF SOILS ON CSXT ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CSXT AUTHORIZATION. ANY SOILS EXCAVATED ON CSXT ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CSXT ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CSXT ROW, THE CSXT ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CSXT MUST FOLLOW CSXT PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE. PROJECTS THAT GENERATE SOILS FROM CSX PROPERTY MUST ADHERE TO CSX'S SOIL MANAGEMENT POLICIES. CSX REQUIRES SOILS GENERATED FROM ITS PROPERTY TO EITHER BE PROPERLY DISPOSED IN A CSX APPROVED DISPOSAL FACILITY OR REUSED ON CSX PROPERTY. THE MANAGEMENT OF SOILS GENERATED FROM CSX PROPERTY SHOULD BE PLANNED FOR AND PROPERLY PERMITTED (IF APPLICABLE) PRIOR TO INITIATING ANY WORK ON CCSX PROPERTY

SOIL REUSE: CSX ENVIRONMENTAL DEPARTMENT MUST REVIEW AND APPROVED REUSE OF SOIL ON CSX PROPERTY

SOIL DISPOSAL: IF THE SOIL CANNOT BE REUSED ON CSX PROPERTY, IT MUST BE PROPERLY DISPOSED AT A CSX APPROVED DISPOSAL FACILITY. CSX PROHIBITS ANY CONTRACTOR FROM TAKING SOILS FOR OFF PROPERTY REUSE. CSX ENVIRONMENTAL DEPARTMENT WILL HANDLE WASTE CHARACTERIZATION AND PROFILING INTO AN APPROVED DISPOSAL FACILITY. CSX PROHIBITS ANY ENVIRONMENTAL SAMPLING ON ITS PROPERTY.

CONFORM TO CSX GUIDELINES FOR TEMPORARY SHORING.

THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:

CROUCH ENGINEERING, INC.
5115 MARYLAND WAY, SUITE 225
BRENTWOOD, TN 37027
ATTN: MR. SCOTT VICK, P.E.
PHONE: 615-430-2511
EMAIL: SVICK@CROUCHENGINEERING.COM

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STATE OF TENNESSEE
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SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2D2

VOID REDUCING ASPHALT MEMBRANE SPECIAL NOTES

I. DESCRIPTION:

(1) THIS SPECIFICATION COVERS THE REQUIREMENTS AND PRACTICES FOR APPLYING A VOID REDUCING ASPHALT MEMBRANE (VRAM) UNDERNEATH THE LONGITUDINAL CONSTRUCTION JOINT OF A COURSE OF A HOT-MIX ASPHALT (HMA) PAVEMENT. THE VRAM SHALL BE APPLIED BENEATH THE INTENDED AREA OF THE HMA PAVEMENT LONGITUDINAL CONSTRUCTION JOINT PRIOR TO THE INSTALLATION OF THE HMA COURSE. THIS WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED HEREIN.

II. MATERIALS:

(1) THE BITUMINOUS MATERIAL USED FOR THE VRAM SHALL MEET THE REQUIREMENTS OF THE FOLLOWING TABLE. ELASTOMERS SHALL BE ADDED TO A BASE ASPHALT AND SHALL BE EITHER A STYRENE-BUTADIENE (SB), STYRENE-BUTADIENE-STYRENE (SBS), OR STYRENE-BUTADIENE RUBBER (SBR) COPOLYMER. IN ADDITION TO THE FOLLOWING TABLE, THE VRAM SHALL BE SUITABLE FOR CONSTRUCTION TRAFFIC TO DRIVE ON WITHIN 30 MINUTES OF PLACEMENT WITHOUT PICKUP OR TRACKING.

TEST	TEST REQUIREMENT	TEST METHOD
DYNAMIC SHEAR @ 88°C (UNAGED), G*/SIN Δ, KPA	1.00 MIN.	AASHTO T 315
CREEP STIFFNESS @ -16°C (UNAGED) STIFFNESS (S), MPA M-VALUE	 300 MAX. 0.300 MIN.	AASHTO T 313
ASH, %	1.0 - 4.0	AASHTO T 111
ELASTIC RECOVERY, 100 MM ELONGATION, CUT TRIMMED., 25°C, %	70 MIN.	ASTM D6084 METHOD A
SEPARATION OF POLYMER, DIFFERENCE IN RING AND BALL, °C	3 MAX.	ASTM D7173

III. EQUIPMENT:

(1) A PRESSURE DISTRIBUTOR SHALL BE PROVIDED THAT IS CAPABLE OF APPLYING THE VRAM AT THE DESIRED APPLICATION RATE. THE DISTRIBUTOR SHALL BE EQUIPPED WITH A HEATING AND RECIRCULATING SYSTEM ALONG WITH A FUNCTIONING AUGER AGITATING SYSTEM OR VERTICAL SHAFT MIXER IN THE HAULING TANK TO PREVENT LOCALIZED OVERHEATING.

(2) THE CONTRACTOR MAY USE A MELTER KETTLE FOR TRANSPORTING AND/OR APPLICATION OF THE MATERIAL THAT IS CAPABLE OF APPLYING THE VRAM AT THE DESIRED APPLICATION RATE. THE MELTER KETTLE SHALL BE OF AN OIL JACKETED DOUBLE-BOILER TYPE WITH AGITATING AND RECIRCULATING SYSTEMS. MATERIAL FROM THE KETTLE MAY BE DISPENSED THROUGH A PRESSURE FEED WAND WITH AN APPLICATOR SHOE OR SPRAY BAR.

IV. CONSTRUCTION:

(1) PRIOR TO THE APPLICATION OF THE VRAM, ENSURE THE AREA OF THE INTENDED LONGITUDINAL ASPHALT PAVEMENT JOINT IS THOROUGHLY CLEANED AND FREE OF DEBRIS. THE AREA MAY BE CLEANED BY SWEEPER/VACUUM TRUCK, POWER BROOM, AIR COMPRESSOR OR HAND TO THE SATISFACTION OF THE ENGINEER. ENSURE THE EXISTING SURFACE IS DRY AND FREE OF MOISTURE.

(2) MILLED SURFACES MAY REQUIRE THE USE OF COMPRESSED AIR TO REMOVE DUST AND FINE MATERIALS FROM THE AREA WHERE VRAM WILL BE APPLIED. FINAL CLEANING WILL BE WITHIN 24 HOURS OF THE PLACEMENT OF VRAM AND PERFORMED TO THE ENGINEER'S APPROVAL.

(3) THE CENTER OF THE VRAM APPLICATION WIDTH SHALL BE WITHIN 2" OF THE PROJECT ESTABLISHED CENTERLINE OR ESTABLISHED LANE EDGE. A STRINGLINE OR PAINT MARK SHALL BE USED AS A GUIDE FOR APPLICATION IN ORDER TO MAINTAIN A UNIFORM EDGE ALIGNMENT; IF ANY OTHER METHOD IS PROPOSED; IT SHALL MEET THE APPROVAL OF THE ENGINEER BEFORE BEING USED. WHEN ONLY ONE-HALF OF THE JOINT IS EXPOSED, SUCH AS A MILL AND INLAY PROJECT, THE APPLICATION SHALL BE APPLIED AT ONE-HALF THE PRESCRIBED WIDTH AND RATE AND SHALL BE ADJACENT TO THE CENTER OF THE JOINT, AND THE VERTICAL FACE OF THE COLD JOINT LEFT IN PLACE SHALL ALSO BE COATED.

(4) THE VRAM SHALL BE APPLIED TO THE EXISTING SURFACE PRIOR TO OR FOLLOWING ANY OR ALL TACK COAT APPLICATIONS. TACK COAT MAY BE PLACED OVER THE VRAM AT THE ENGINEER'S DISCRETION. SHOULD THE TACK COAT APPLICATION SUPERSEDE PLACEMENT OF THE VRAM, THE TACK COAT SHALL BE FULLY CURED.

(5) THE APPLICATION RATE OF VRAM SHALL BE DETERMINED FROM THE JOB MIX FORMULA (JMF) FOR THE PAVING PROJECT. FROM THE JMF, DETERMINE THE NOMINAL MAXIMUM AGGREGATE SIZE (NMAS) FOR THE MIXTURE. NMAS IS DEFINED AS ONE SIEVE SIZE LARGER THAN THE FIRST SIEVE TO RETAIN MORE THAN 10%. FROM THE FOLLOWING TABLE, DETERMINE IF THE MIXTURE IS DEFINED AS FINE-GRADED OR COARSE-GRADED. AFTER DETERMINING THE MIXTURE TYPE, THE APPLICATION RATE TABLE MAY BE REFERENCED.

DEFINITION OF FINE AND COARSE-GRADED MIXTURES*

MIXTURE NMAS	COARSE-GRADED	FINE-GRADED
19MM (3/4")	< 35% PASSING 2.36MM (#8)	≥ 35% PASSING 2.36MM (#8)
12.5MM (1/2")	< 40% PASSING 2.36MM (#8)	≥ 40% PASSING 2.36MM (#8)
9.5MM (3/8")	< 45% PASSING 2.36MM (#8)	≥ 45% PASSING 2.36MM (#8)

* HMA PAVEMENT MIX TYPE SELECTION GUIDE

(6) THE VRAM, MEETING THE REQUIREMENTS SPECIFIED HEREIN, SHALL BE APPLIED TO THE EXISTING SURFACE AT THE WIDTH AND TARGET APPLICATION RATE AS SPECIFIED IN THE FOLLOWING TABLE:

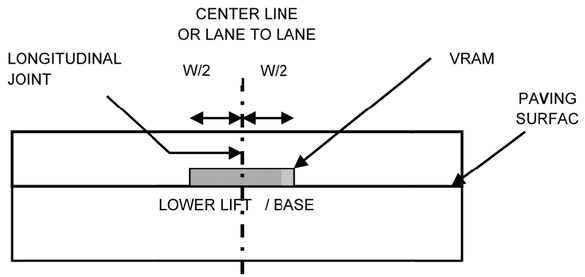
VRAM Application Table[1/]		
Coarse-Graded HMA Mixtures[2/]		
Overlay Thickness, in	**VRAM Width, in.**	**Application Rate, lb/ft**
1	18	1.15
1 ¼	18	1.31
1 ½	18	1.47
1 ¾	18	1.63
≥ 2	18	1.80
Fine-Graded HMA Mixtures[2]		
Overlay Thickness, in	**VRAM Width, in.**	**Application Rate, lb/ft**
1	18	0.80
1 ¼	18	0.88
≥ 1 ½	18	0.95

NOTES.

A. 1/ EACH APPLICATION RATE HAS A SURFACE DEMAND FOR LIQUID INCLUDED IN IT. THEREFORE, TAKING A GIVEN RATE AND TRYING TO FACTOR IT UP TO A DIFFERENT THICKNESS WILL OVER PREDICT THE REQUIRED AMOUNT OF VRAM.

B. 2/ IN THE EVENT OF A JOINT BETWEEN A COARSE-GRADED MIX AND A FINE-GRADED MIX, USE THE LOWER RATE.

(7) THE VRAM APPLICATION RATE MAY BE ADJUSTED IN THE FIELD AT THE DISCRETION OF THE ENGINEER BASED ON OBSERVATIONS AND PERFORMANCE.



(8) THE VRAM SHALL BE APPLIED IN A SINGLE PASS PLACED BY ANY APPLICATION METHOD LISTED IN THE EQUIPMENT SECTION. VRAM APPLICATION TEMPERATURE SHALL NOT EXCEED 330°F.

(9) THE VRAM SHALL BE APPLIED AT A WIDTH OF NOT LESS OR GREATER THAN 1.5" OF THE WIDTH SPECIFIED IN THE PLANS. IF THE VRAM IS OUTSIDE OF THAT TOLERANCE, STOP AND REMEDIAL ACTION SHALL BE TAKEN SUBJECT TO THE ENGINEER'S APPROVAL.

(10) THE VRAM SHALL BE SUITABLE FOR CONSTRUCTION TRAFFIC TO DRIVE ON WITHOUT PICK UP OR TRACKING OF THE VRAM WITHIN 30 MINUTES OF PLACEMENT. IF PICK UP OR TRACKING OCCURS; PLACEMENT OF THE VRAM WILL STOP AND REMEDIAL ACTION SHALL BE TAKEN SUBJECT TO THE ENGINEER'S APPROVAL.

(11) PRIOR TO THE START OF PAVING OF A PAVEMENT COURSE, ENSURE THE PAVER END PLATE AND GRADE CONTROL DEVICE IS ADEQUATELY RAISED ABOVE THE FINISHED HEIGHT OF THE VRAM.

(12) THE DEPARTMENT WILL REQUIRE A RANDOM SAMPLE OF VRAM. SAMPLES SHALL BE TAKEN AT THE BEGINNING OF THE PROJECT AND EVERY WEEK THEREAFTER. THE SAMPLE SHALL CONSIST OF ONE (1) 1-QUART METAL CONTAINER AND WILL BE TAKEN FROM A RANDOM HAUL TANKER, DISTRIBUTOR OR MELTING KETTLE. SAMPLES SHALL BE TAKEN BY THE CONTRACTOR IN THE PRESENCE OF THE PROJECT INSPECTOR.

(13) THE CONTRACTOR SHALL SUBMIT EXAMPLES OF PREVIOUS PROJECTS THAT HAVE BEEN SUCCESSFULLY COMPLETED WITH THIS MATERIAL AND APPLICATION EQUIPMENT. IF NO PREVIOUS PROJECTS ARE AVAILABLE FOR REVIEW, THEN A DEMONSTRATION OF THE MATERIAL AND APPLICATION PROCESS SHALL BE SCHEDULED AT THE PRE-CONSTRUCTION CONFERENCE AND COMPLETED PRIOR TO THE START OF THE PROJECT.

V. ACCEPTANCE:

(1) PROVIDE A BILL OF LADING TO THE ENGINEER FOR EVERY TANKER SUPPLYING MATERIAL TO THE PROJECT.

(2) THE APPLICATION RATE OF VRAM WILL BE CHECKED BY THE VRAM CONTRACTOR WITHIN THE FIRST 1,000 LINEAR FEET OF THE PROJECT'S APPLICATION LENGTH DURING THE TEST STRIP AND EVERY DAY THEREAFTER. THE RATE WILL BE CHECKED BY WEIGHT PER FOOT. A SUITABLE PAPER OR PAN SHALL BE PLACED AT A RANDOM LOCATION IN THE PATH OF THE PLACEMENT FOR THE VRAM. AFTER APPLICATION OF THE VRAM, THE PAPER OR PAN SHALL BE PICKED UP AND WEIGHED. THE WEIGHT PER FOOT WILL BE CALCULATED. THE TOLERANCE FOR THE PLAN TARGET WEIGHT PER FOOT FROM THE VRAM APPLICATION RATE TABLE SHALL BE ± 10%. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING THE VRAM IN THE AREA WHERE THE APPLICATION RATE WAS CHECKED.

VI. MEASUREMENT:

(1) THE AGENCY WILL MEASURE THE QUANTITY OF VRAM IN LINEAR FEET.

VII. BASIS OF PAYMENT:

(1) VOID REDUCING ASPHALT MEMBRANE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR FULL WIDTH APPLICATIONS AS:

A. 411-01.50 VOID REDUCING ASPHALT MEMBRANE (VRAM) FULL-WIDTH L.F.

(2) VOID REDUCING ASPHALT MEMBRANE PLACED HALF WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR HALF WIDTH APPLICATIONS AS:

B. 411-01.51 VOID REDUCING ASPHALT MEMBRANE (VRAM) HALF-WIDTH L.F.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

(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

(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

(15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE PROJECT MANAGER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

PROJECT COMMITMENTS

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

SCOPE OF WORK.

(6) THIS PROJECT INCLUDES COLD PLANING, PLACING NEW ASPHALT SURFACE, PAVEMENT MARKINGS, TRAFFIC CONTROL, BROOMING AND DEGRASSING.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

(1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

SEDIMENT CONTROL

(6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.

(30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

(31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

(32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

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

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

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

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

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

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

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

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

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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

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

(47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

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

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

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

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

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

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

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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2F

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
19I00650001	0.260	UNDER OLD HICKORY BLVD.	N/A	VERTICAL CLEARANCE NBL 16'-3", SBL 16'-3"
19I00650313	0.420	OVER CSXT	654'	PROVIDE DECK REPAIR ITEM-SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEET INCLUDED)
19I00650003	0.460	OVER CSXT	309'-4 1/16"	LEAVE AS IS. RE-STRIPE EXISTING MARKING ONLY
19I00650004	0.460	OVER CSXT	309'-4 1/16"	LEAVE AS IS. RE-STRIPE EXISTING MARKING ONLY
19I00650005	2.320	OVER HOGAN RD.	112'-6 5/16"	PROVIDE DECK REPAIR ITEM-SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS
19I00650007	2.910	OVER FARRELL PKWY.	118'-4"	PROVIDE DECK REPAIR ITEM-SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS
19I00650008	2.910	OVER FARRELL PKWY.	118'-4"	PROVIDE DECK REPAIR ITEM-SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS
19I00650009	3.540	UNDER SR-255 HARDING PLACE	N/A	VERTICAL CLEARANCE NBL 16'-8", SBL 16'-10"

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.
W8-11	UNEVEN LANES	48"	X	48"	16	25	400.00
W8-15	GROOVED PAVEMENT	48"	X	48"	16	25	400.00
W8-15P	MOTORCYCLE SYMBOL	30"	X	24"	5	25	125.00
W3-2	YIELD AHEAD (SYMBOL)	48"	X	48"	16	6	96.00
W4-1L	LEFT LANE MERGE	48"	X	48"	16	6	96.00
W4-1R	RIGHT LANE MERGE	48"	X	48"	16	6	96.00
W20-1	ROAD WORK AHEAD	48"	X	48"	16	8	128.00
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	4	64.00
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	4	64.00
W20-1	ROAD WORK 1000 FEET	48"	X	48"	16	4	64.00
W4-2L	LEFT LANE END SYMBOL	48"	X	48"	16	4	64.00
W4-2L	LEFT LANE CLOSED 1/2 MILE	48"	X	48"	16	4	64.00
W20-5L	LEFT LANE CLOSED 1500 FEET	48"	X	48"	16	4	64.00
W20-5L	LEFT 2 LANES CLOSED 1/2 MILE	48"	X	48"	16	4	64.00
W20-5L	LEFT 2 LANES CLOSED 1500 FEET	48"	X	48"	16	4	64.00
W4-2R	RIGHT LANE END SYMBOL	48"	X	48"	16	4	64.00
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	X	48"	16	4	64.00
W20-5R	RIGHT LANE CLOSED 1500 FEET	48"	X	48"	16	4	64.00
W20-5R	RIGHT 2 LANES CLOSED 1/2 MILE	48"	X	48"	16	4	64.00
W20-5R	RIGHT 2 LANES CLOSED 1500 FEET	48"	X	48"	16	4	64.00
W21-2	FRESH OIL - PORTABLE	48"	X	48"	16	4	64.00
G20-1	ROAD WORK NEXT 5 MILES	48"	X	24"	8	4	32.00
G20-2	END ROAD WORK	48"	X	24"	8	10	80.00
R1-2	YIELD	36" X 36" X 36"			5	6	27.00
E5-1	EXIT GORE	72"	X	60"	30	6	180.00
E5-2	EXIT OPEN	48"	X	38"	13	6	76.00
E5-2a	EXIT CLOSED	48"	X	36"	12	6	72.00
TN-44	WORKERS PRESENT WHEN FLASHING	78"	X	60"	33	4	130.00
						TOTAL	2834

THERE IS NO GUARDRAIL WORK ON THIS PROJECT

THERE IS NO UTILITY ADJUSTMENTS ON THIS PROJECT

SEALED BY

JESSE C. HOOVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
120178
STATE OF TENNESSEE

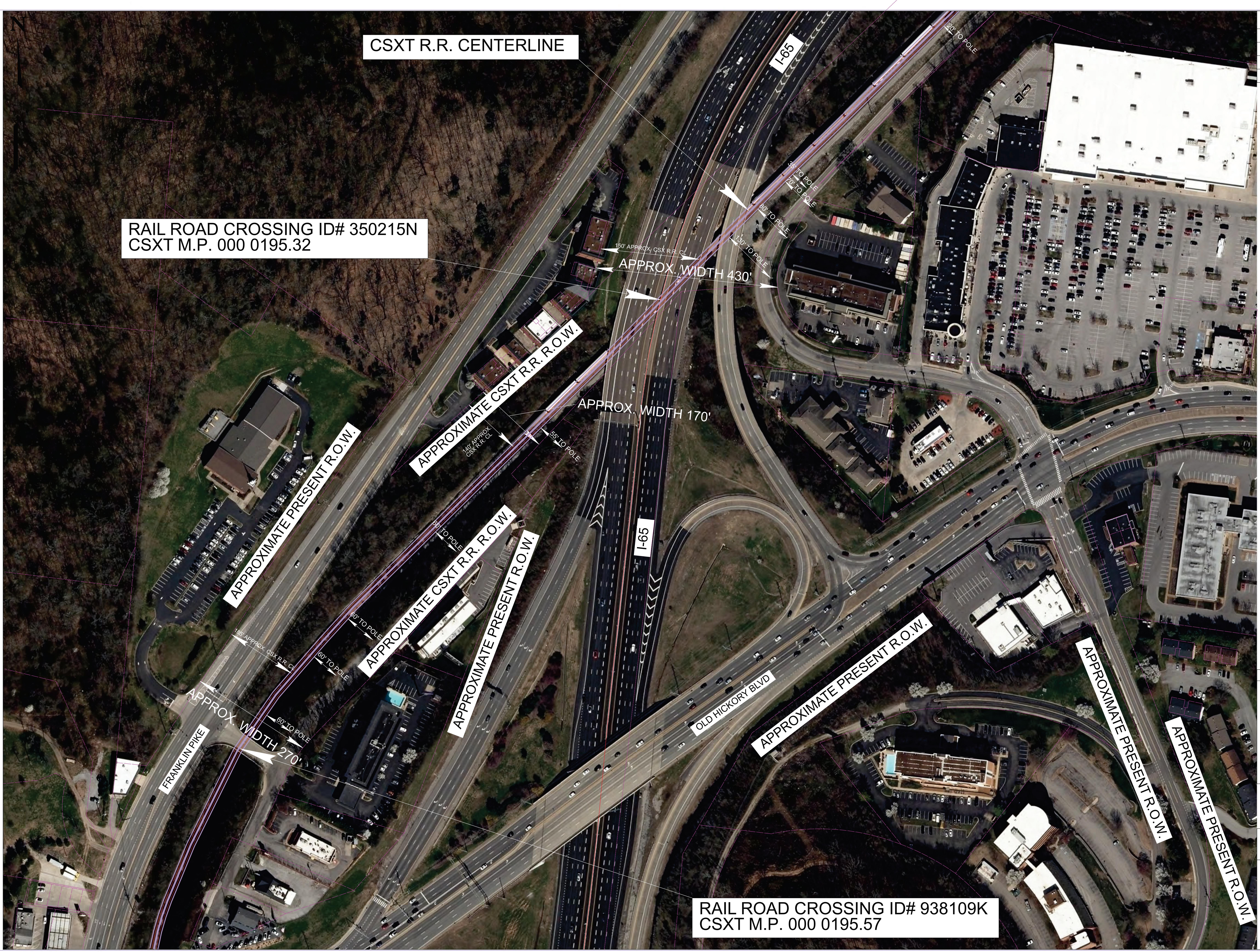
9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	2G



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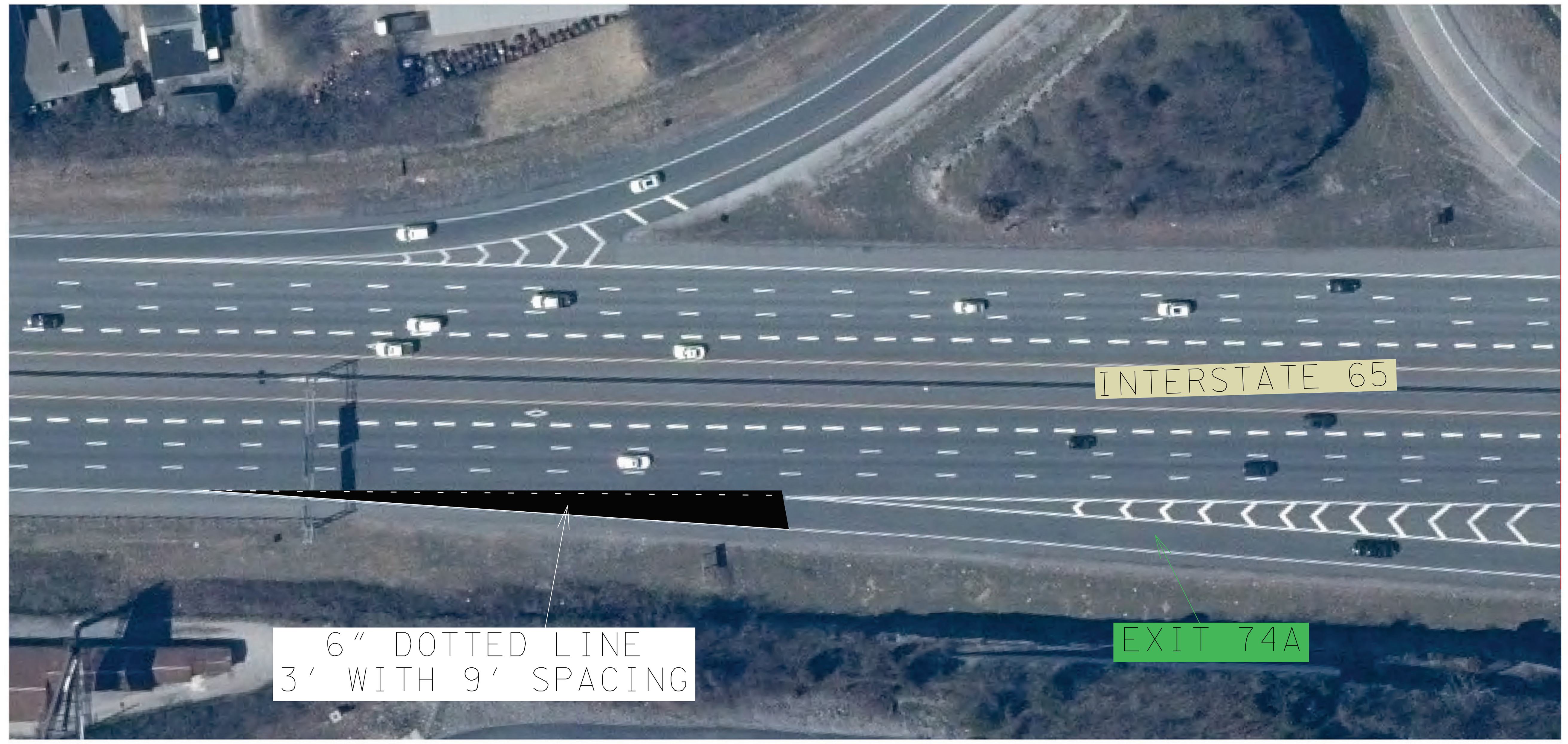
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
RAILROAD DETAILS
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G1





INTERSTATE 65
0 - 0.33 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-6

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

N

FOR
REFERENCE
ONLY

SEALED BY

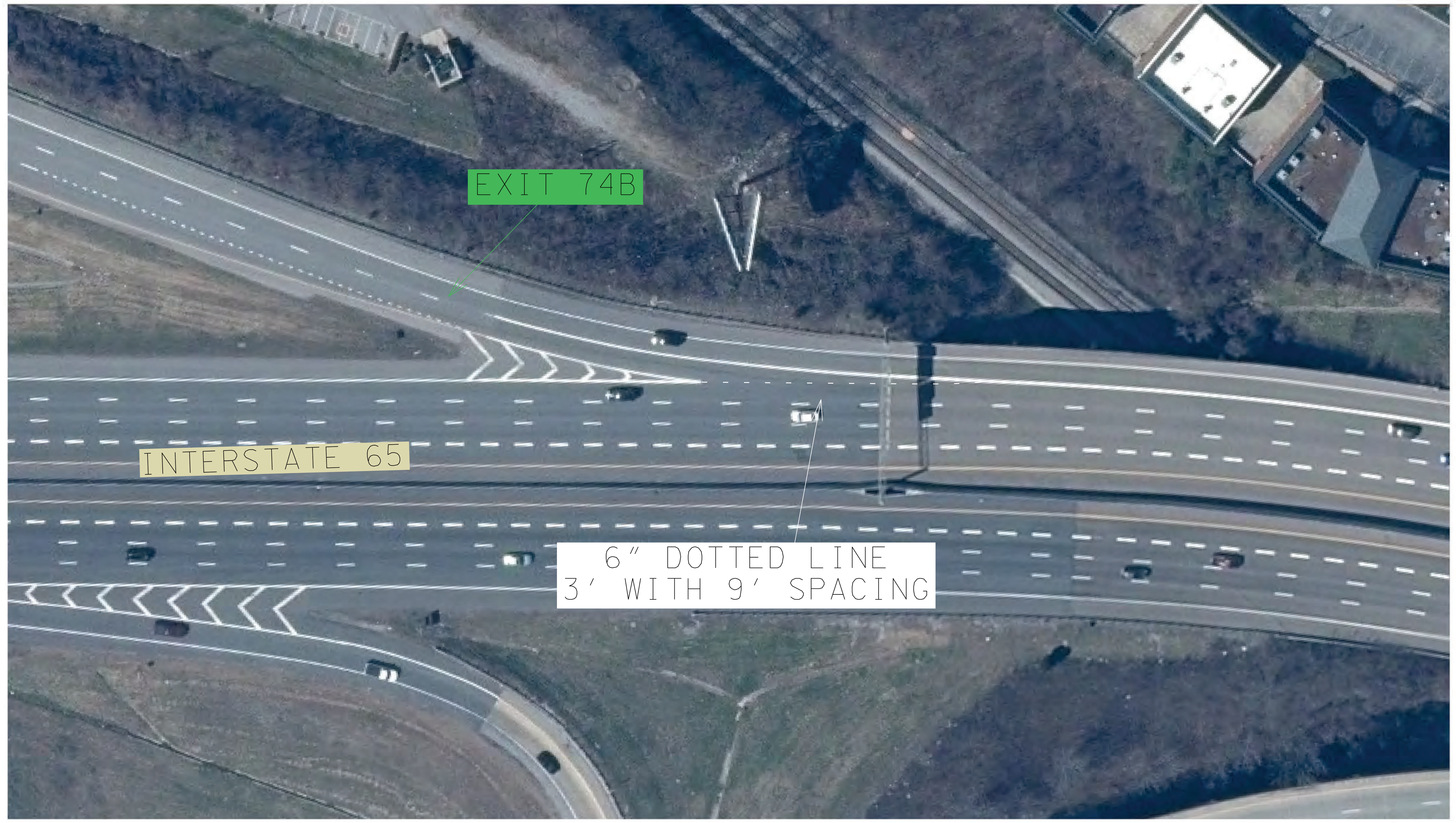
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

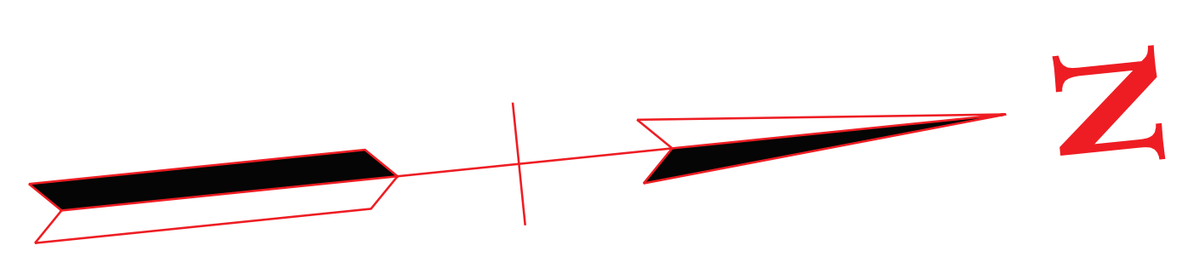
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G2



INTERSTATE 65
0.39 - 0.46 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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REFERENCE
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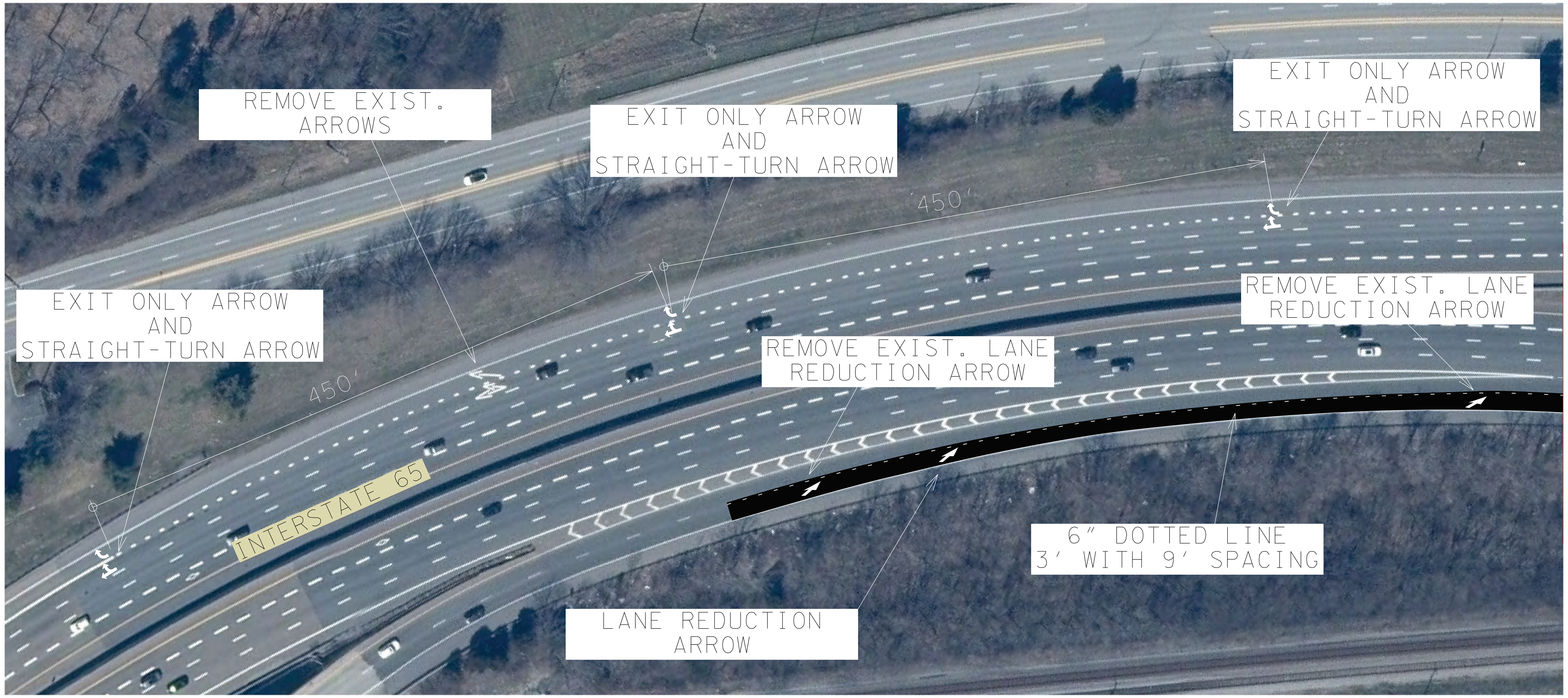
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G3



MATCH LINE B

N

INTERSTATE 65
0.51 - 0.72 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-5, T-M-6

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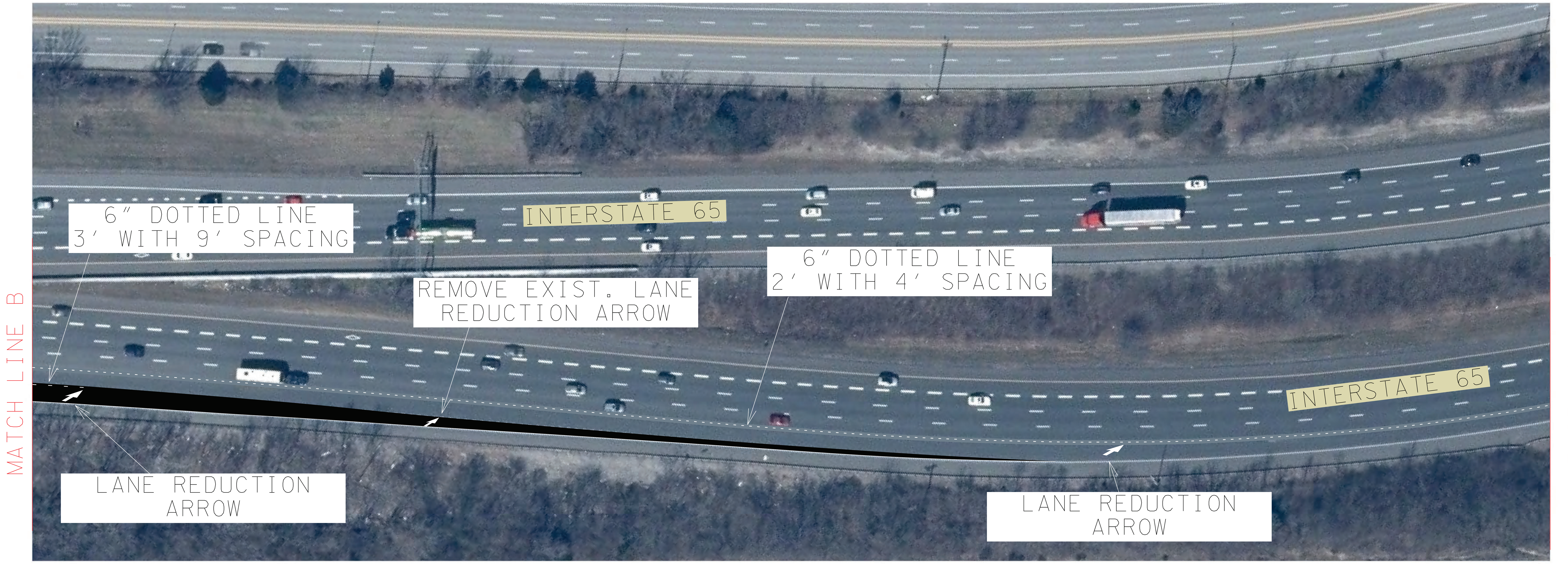
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

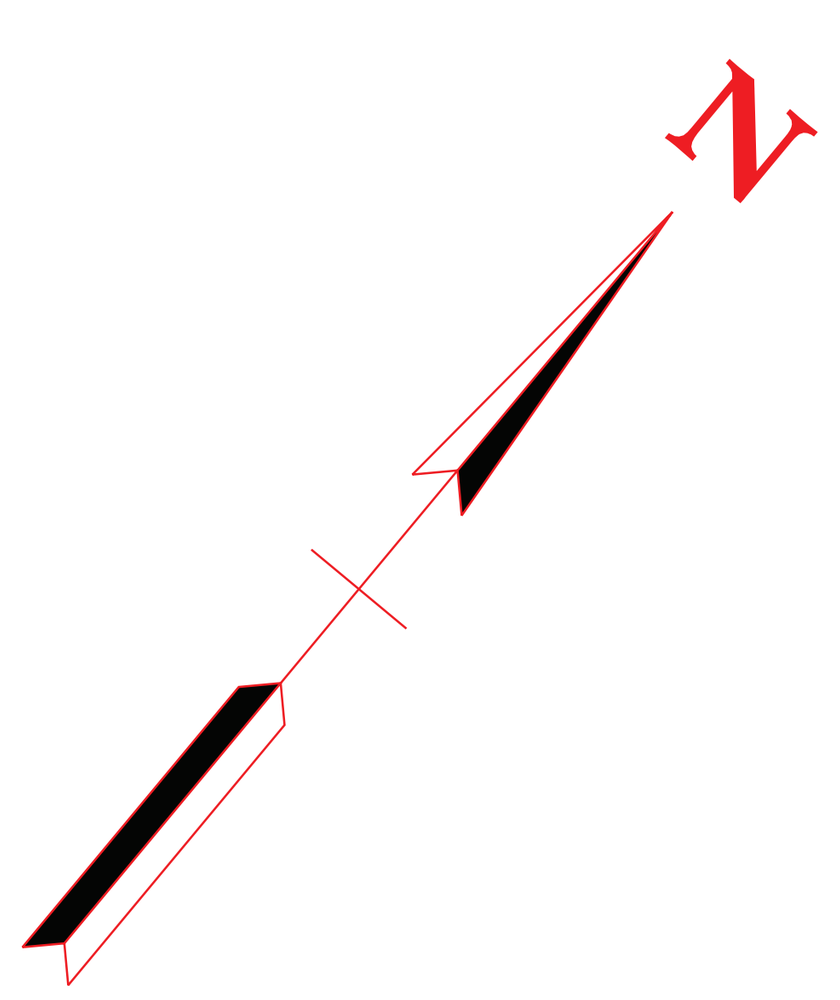
DETAIL SHEET
PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G4





INTERSTATE 65
0.72 - 0.918 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-5, T-M-6

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DEPARTMENT OF TRANSPORTATION

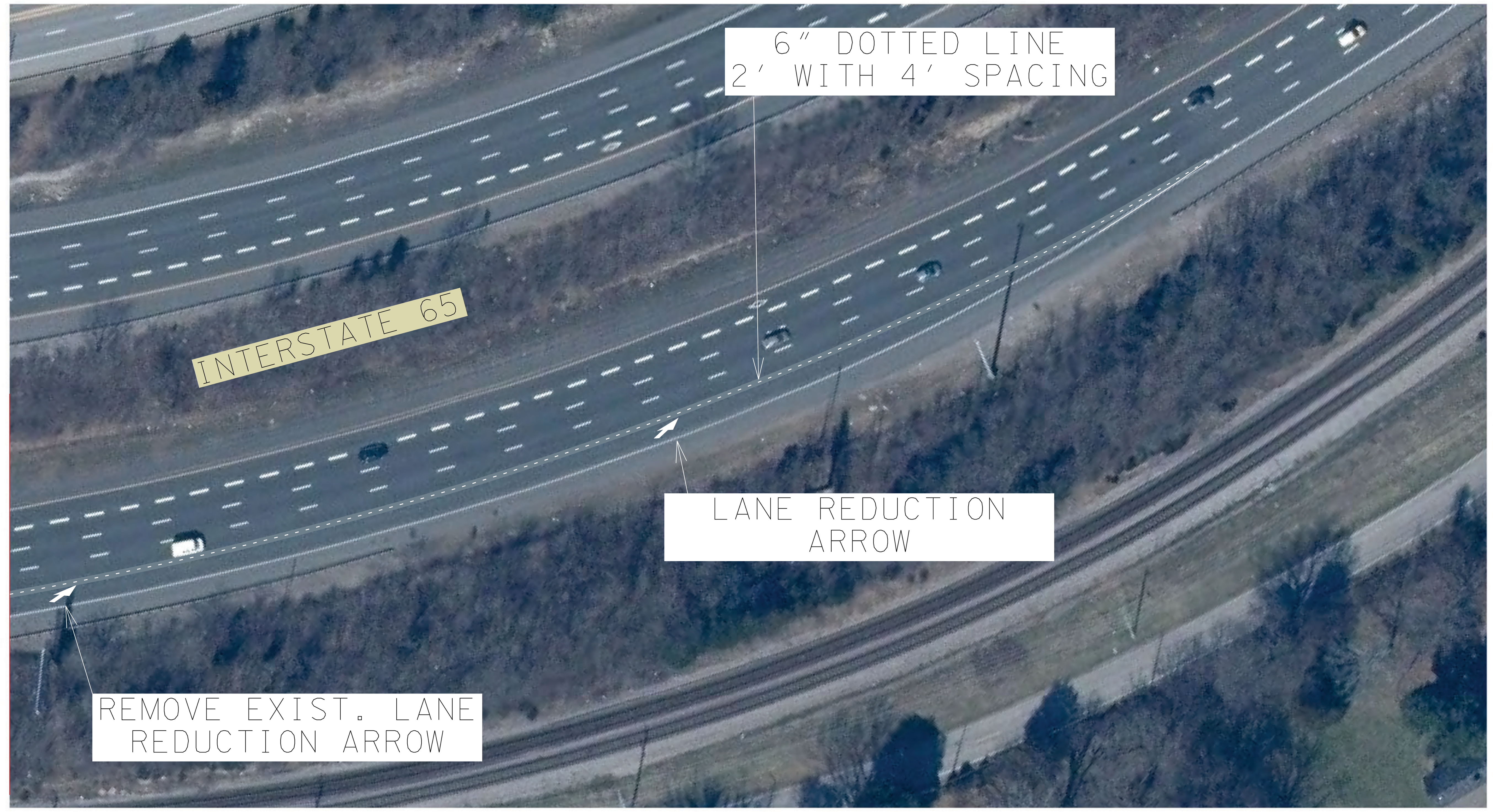
DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G5

MATCH LINE C



N

INTERSTATE 65
0.918 - 1.09 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-5, T-M-6

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

FOR
REFERENCE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G6



INTERSTATE 65
2.61 - 2.90 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-6

FOR REFERENCE ONLY
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DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G7



INTERSTATE 65
2.95 - 3.24 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-6

FOR REFERENCE ONLY
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FOR REFERENCE ONLY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G8



INTERSTATE 65
3.41 - 3.55 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-9A, T-M-9B

FOR REFERENCE ONLY
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REFERENCE
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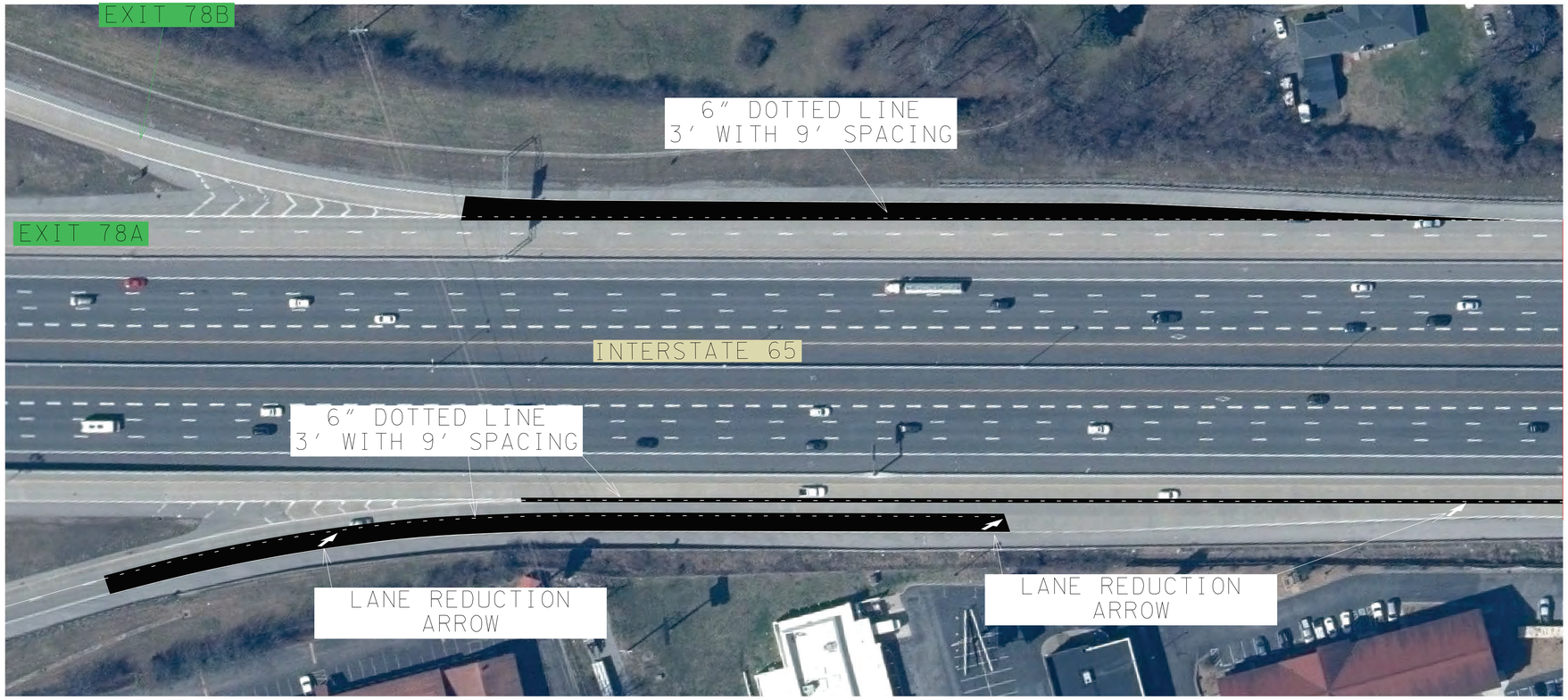
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G9



MATCH LINE D

INTERSTATE 65
3.63 - 3.846 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-5, T-M-6

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

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FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G10



MATCH LINE D

MATCH LINE E

INTERSTATE 65
3.846 - 4.08 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-5, T-M-6

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REFERENCE
ONLY

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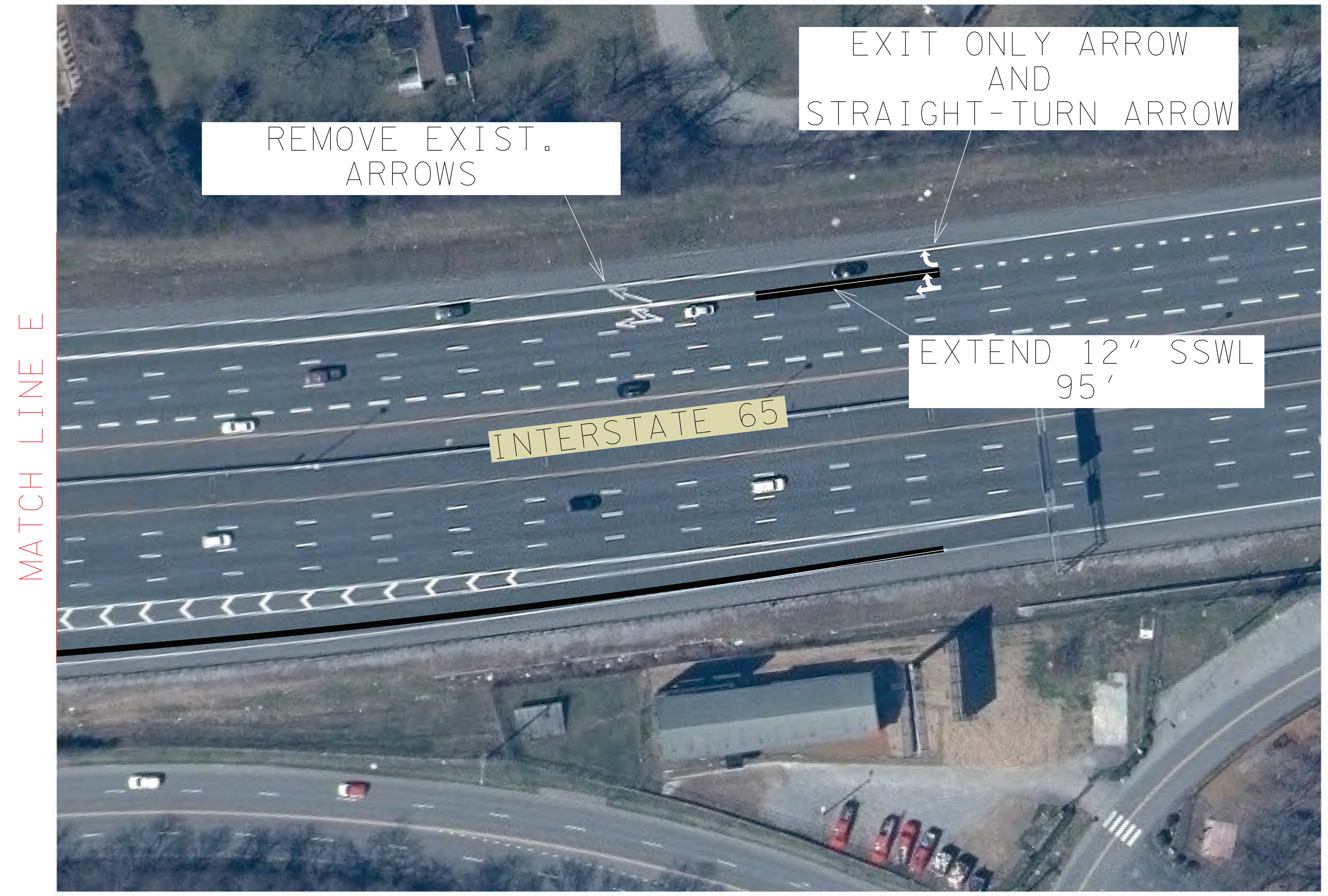
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G11



INTERSTATE 65
4.08 - 4.20 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-5, T-M-6

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

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FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-65-2(117)	2G12



INTERSTATE 65
4.35 - 4.45 LM
DAVIDSON COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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PROVIDED BY REGION 3 TRAFFIC

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING
IMPROVEMENTS

NOT TO SCALE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	3

UTILITY NOTES

(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 (UPDATED 6-3-26)

TELEPHONE

AT&T
16 South Cannon Ave
Murfreesboro, TN 37129
Lee Kornegay
Kk4096@att.com
O: 615-848-2082
C: 615-631-7221

CABLE:

COMCAST
660 Mainstream Dr
Nashville, TN 37228
Paul Johnson
NAS-NashvilleConstructionBetterments@comcast.com
O: 615-626-3138

WATER & SEWER:

METRO WATER & SEWER
1600 Second Ave North
Nashville, TN 37208
Paisley Marotta-Mathews
paisley.marotta@nashville.gov
O: 615-862-4142

Kecia Cain
Kecia.Cain@nashville.gov
O: 615-862-4801
C: 615-796-9595

CITY OF BRENTWOOD
1750 General George Patton Dr
Brentwood, TN 37027
Drew Muirhead
drew.muirhead@brentwoodtn.gov
O: 615-371-0080 (Ext. 5100)
C: 615-830-5447

STREETLIGHTS:

NDOT
720 South Fifth St
Nashville, TN 37206
Mike Hirtzer
michael.hirtzer@nashville.gov
O: 615-880-3261

ELECTRIC:

NASHVILLE ELECTRIC SERVICE
1214 Church St, Room 363
Nashville, TN 37246
Jon Sipes
jsipes@nespower.com
utilityrelocations@nespower.com
O: 615-747-3529

Chad Lacy
clacy@nespower.com
O: 615-747-3452

TVA
1101 Market Street MR-4G
Chattanooga, TN 37402-2801
Stephen Williams
sewilliams@tva.gov
O: 662-255-6272

GAS:

SPIRE (PIEDMONT)
83 Century Blvd
Nashville, TN 37214
Chase Flewallen
Chase.Flewallen@spireenergy.com
C: 931-797-8857

FIBER:

LUMEN
2530 Perimeter Place Dr
Nashville, TN 37214
Mike Schryer
Michael.Schryer@lumen.com
relocations@lumen.com
C: 931-580-4648

BRIGHTSPEED
Xan Marie Rypkema
xan.rypkema@brightspeed.com
relocations@brightspeed.com
O: 303 525 2994
C: 704-314-2659

AT&T FOC
1535 Twilight Tr
Frankfort, KY 40601
Kevin Mefford
Km5258@att.com
P: 502-226-0907

VERIZON (XO)
575 Hickory Hills Blvd
Whites Creek, TN 37189
Michael Weaver
Michael.Weaver@verizon.com
O: 615-777-7727
C: 615-218-0656

GOOGLE FIBER
1101 McGavock St, Suite 200
Nashville, TN 37203
Rick Bolton
boltonr@google.com
O: 629-888-2258
C: 512-949-7428

Nick Krizman
NKrizman@gfiber.com
O: 219-765-9144

ZAYO
820 Fesslers Pkwy, Suite 240
Nashville, TN 37210
Ricky Wimberley
Ricky.wimberley@zayo.com
C: 731-571-2600

CROWN CASTLE
6325 Ardrey Kell Rd, Suite 600
Charlotte, NC 28277
Emily Cates
Emily.Cates@crowncastle.com
O: 443-297-6220

UNITI (WINDSTREAM)
658 Tree Farm Rd
Linden, TN 37096
Tommy Rayfield
tommy.rayfield@uniti.com
O: 812-253-1587
C: 931-994-1249

EXTENET SYSTEMS
3030 Warrenville Rd, Suite 340
Lisle, IL 60532
Joe LaGanga
jlaganga@extenetsystems.com

NASHVILLE ELECTRIC SERVICE
1214 Church St, Room 260
Nashville, TN 37246
Josh Castellaw
jcastellaw@nespower.com
O: 615-747-3429

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JESSE C. HOOTER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 120378
STATE OF TENNESSEE
9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-65-2(117)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH 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.

SEALED BY

JESSE C. HOOVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
120178
STATE OF TENNESSEE

9/23/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

7/24/2026 9:01:12 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2027INTERSTATE\DAVIDSON CO. I-65 L.M. 0.00 - 4.50\136265-00-RESURFACING-010- PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROLSHEET.DGN
N:\SURVEY\DESIGN\RESURFACING\DGN\136265-00-RESURFACING-010- PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROLSHEET.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.08.27 12:45:35 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
505 DEADERICK STREET, SUITE 1200
NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	BRIDGE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION ESTIMATED QUANTITIES AND EXPANSION JOINT DETAILS AT ABUTMENTS	B-2
REPAIRS NOTES AND DETAILS	B-3
PLAN VIEW REPAIRS LOCATIONS	B-4
PHASE CONSTRUCTION	B-5
PLAN VIEW REPAIRS LOCATIONS	B-6
PLAN VIEW REPAIRS LOCATIONS	B-7
PHASE CONSTRUCTION	B-8
TYPE 1 THIN EPOXY OVERLAY NOTES	B-9

YEAR	PROJECT NO.	SHEET NO.
2026	19I065-M3-016	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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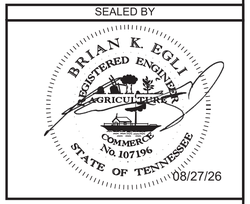
INDEX OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 1	
INDEX OF DRAWINGS	B-1	
BRIDGE TABULATION ESTIMATED QUANTITIES AND EXPANSION JOINT DETAILS AT ABUTMENTS	B-2	
REPAIRS NOTES AND DETAILS	B-3	
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PLAN VIEW REPAIRS LOCATIONS	B-7	
PHASE CONSTRUCTION	B-8	
TYPE 1 THIN EPOXY OVERLAY NOTES	B-9	

INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE NO. 2	M-184-91
SUPERSTRUCTURE	M-184-94
LAYOUT OF BRIDGE NO. 4	M-265-79
SUPERSTRUCTURE	M-265-83
LAYOUT OF BRIDGE NO. 5	M-265-99
SUPERSTRUCTURE	M-265-103
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
19-I65-0.42 OVER
CSXT RAILROAD,
19-I65-2.32 OVER
HOGAN ROAD,
19-I65-2.91 RT. & LT. OVER
FARRELL PARKKWAY.
FED. BRIDGE ID. NOS.
19I00650313, 19I00650005,
19I00650007 & 19I00650008
DAVIDSON COUNTY
2026

PIN NO.: 136265.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 3/26
SUPERVISED BY: KEVIN MARTINKO DATE: 3/26
CHECKED BY: DATE: / /

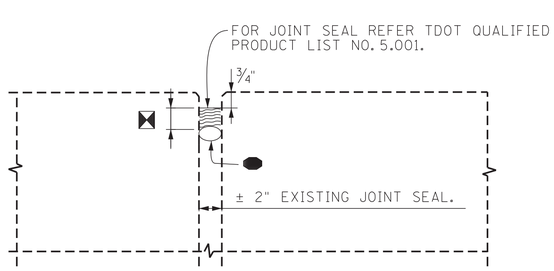
PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) S.Y.	604-10.53 CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.44 EXPANSION JOINT REPAIRS L.F.
19-I65-0.42 OVER CSXT RAILROAD (19I00650313)	M-184-91 M-184-94 K-86-144	TYPE 1 THIN EPOXY OVERLAY			2943	
19-I65-2.32 OVER HOGAN ROAD (19I00650005)	M-265-79 M-265-83 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY EXPANSION JOINT REPAIRS	10	10	2480	281
19-I65-2.91 RT. & LT. OVER FARRELL PARKWAY (19I00650007 & 19I00650008)	M-265-99 M-265-103 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY EXPANSION JOINT REPAIRS	10	10	2563	284
		TOTAL	20	20	7986	565



EXPANSION JOINT SYSTEM AT THE ABUTMENTS

(@ ABUTS. 19-I65-2.32, 2.91 RT. & LT.)

EXPANSION JOINT REPAIR NOTES:

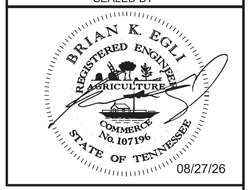
THE JOINT OPENING SHALL BE SEALED PER MANUFACTURER'S RECOMMENDATIONS, WITH A TWO-PART COLD POUR SILICONE SEALANT FROM QPL 5.001, OR A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM QPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING. THE JOINT SEAL SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SEAL MATERIALS. PRODUCTS FROM QPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE JOINT FILLER SHALL BE A MINIMUM OF ¾ OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

MANUFACTURERS SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE JOINT REPLACEMENT/REPAIR WORK. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP OF THE JOINT INSTALLATION.

PRIOR TO THE INSTALLATION OF THE NEW JOINT SEALANT, THE EXISTING JOINT OPENING SHALL BE CLEANED OF ALL DIRT, DEBRIS, AND PRIOR CONSTRUCTION MATERIAL, ETC., THE FULL DEPTH OF OPENING. THE SURFACES WHERE THE NEW MATERIAL BONDS TO STAY IN PLACE SHALL BE CLEANED PER MANUFACTURERS RECOMMENDATION, REMOVING ANY SUBSTANCES THAT WOULD INHIBIT BONDING.

THE COST OF REMOVING THE EXISTING FILLER, INSTALLING THE NEW JOINT SEAL, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.

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08/27/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION, ESTIMATED QUANTITIES AND EXPANSION JOINT DETAILS AT ABUTMENTS
19-I65-0.42 OVER CSXT RAILROAD,
19-I65-2.32 OVER HOGAN ROAD,
19-I65-2.91 RT. & LT. OVER FARRELL PKWY.
FED. BRIDGE ID. NOS.
19I00650313, 19I00650005, 19I00650007 & 19I00650008
DAVIDSON COUNTY
2026

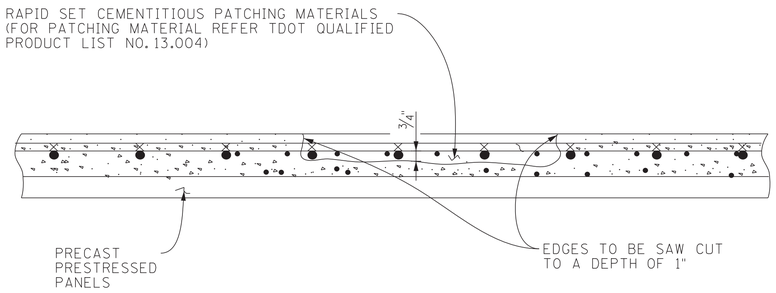
B-2

PIN NO.: 136265.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 3/26
SUPERVISED BY: KEVIN MARTINKO DATE: 3/26
CHECKED BY: DATE: / /

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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SKETCH SHOWING DECK REPAIR

NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF ¾" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL.

NOTE: PARTIAL DEPTH DECK REPAIRS
ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST (3) DAYS IN ADVANCE.

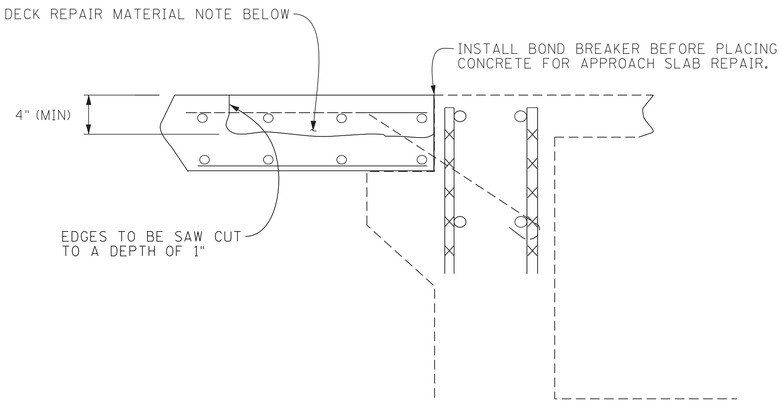
THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBAR AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB), S.Y.

NOTE: ITEM NO. 604-10.50, BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN REMOVING THE CONCRETE FOR PARTIAL DEPTH OF DECK REPAIR, SO AS NOT DAMAGE THE EXISTING PRECAST PRESTRESSED PANELS. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMGED PANNELS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

NOTE: AREAS OF PARTIAL DEPTH REPAIR SURFACE OF AGGREGATE OR CONCRETE MUST BE SATURATED WITH CLEAN WATER, GIVE IT TIME TO BECOME DAMP (NOT WET) BLAST ANY EXCESSIVE WATER.

AREAS OF PARTIAL DEPTH AREA TO BE SATURATED SURFACE DRY UNLESS OTHERWISE NOTED IN MANUFACTURER'S SPECIFICATIONS.



CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

NOTE: REMOVE CONCRETE TO A DEPTH OF ¾" MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".

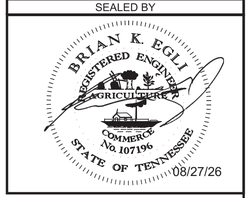
NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR S.Y.

NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PVMT.) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE AN EXTENDED NON-MAGNESIUM PHOSPHET QUICK SET PATCHING MATERIAL FROM THE TDOT QUALIFIED PRODUCTS LIST: 13.004-RAPID SET CEMENTITIUOS PATCHING MATERIALS. PATCHING MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS. MIX MUST MEET 3000 P.S.I. BEFORE OPENING TO TRAFFIC.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REPAIRS NOTES
AND DETAILS
19-I65-2.32 OVER
HOGAN ROAD,
19-I65-2.91 RT. & LT. OVER
FARRELL PKWY.
FED. BRIDGE ID. NOS.
19I00650005,
19I00650007 & 19I00650008
DAVIDSON COUNTY
2026

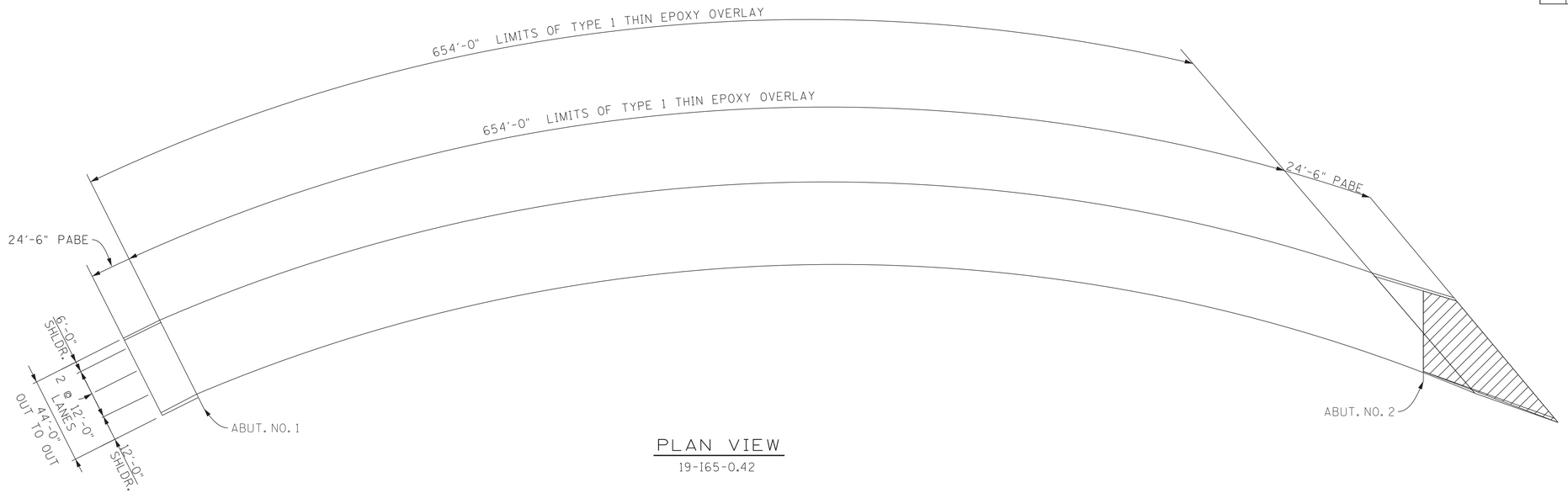
PIN NO.: 136265.00

DESIGN BY:		DATE: / /
DRAWN BY:	SILESHI ERGICHO	DATE: 3/26
SUPERVISED BY:	KEVIN MARTINKO	DATE: 3/26
CHECKED BY:		DATE: / /

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-4

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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PLAN VIEW
19-I65-0.42

DENOTES: APPROXIMATE AREAS THAT HAVE EXISTING ASPHALT OVER APPROACH PAVEMENT SHALL BE PAVED.

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
08/27/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

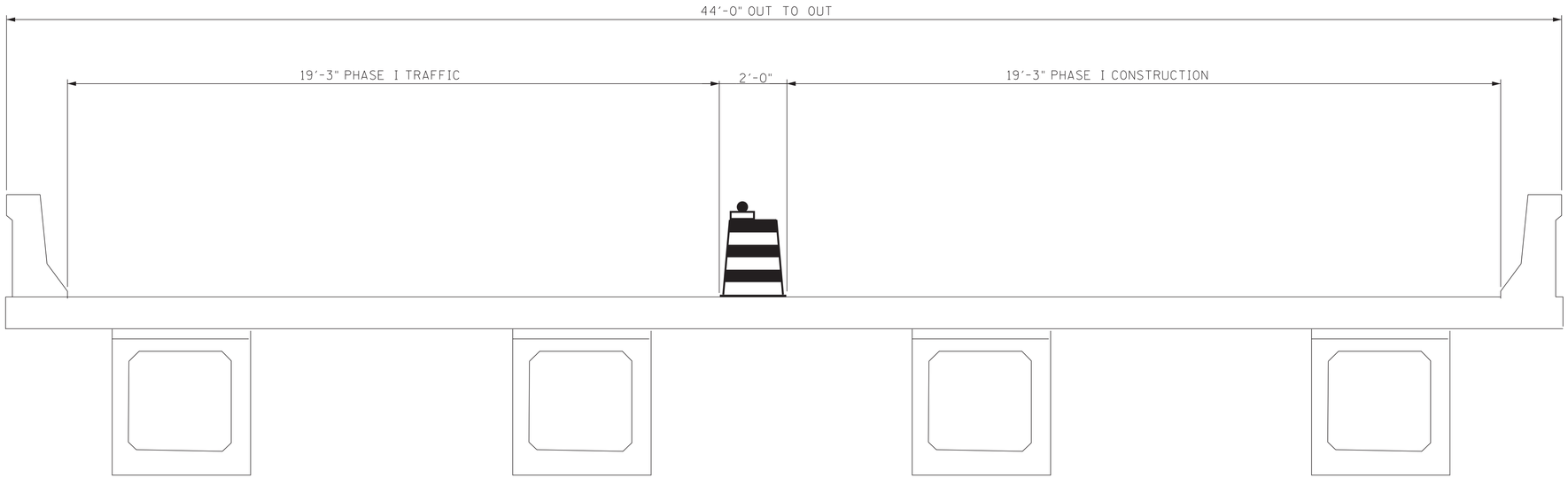
PLAN VIEW
REPAIRS LOCATIONS
19-I65-0.42 OVER
CSX RAILROAD
FED. BRIDGE ID. NO.
19I00650313
DAVIDSON COUNTY
2026

PIN NO.: 136265.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 3/26
SUPERVISED BY: KEVIN MARTINKO DATE: 3/26
CHECKED BY: DATE: / /

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-5

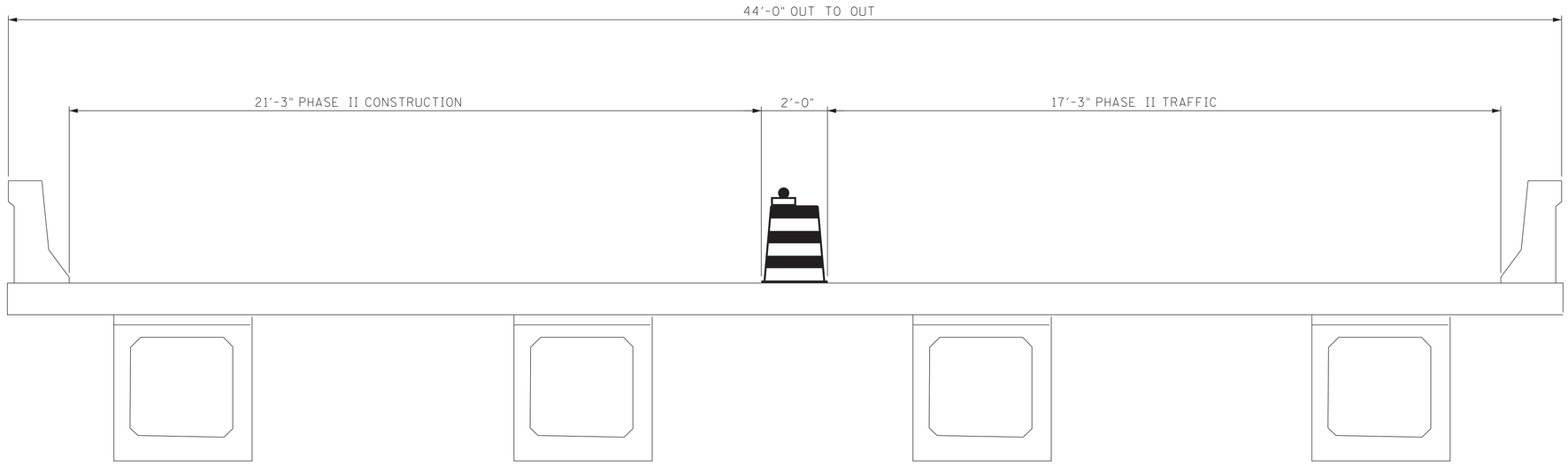
REVISIONS

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PHASE I CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)

PIN NO.: 136265.00

DESIGN BY: _____ DATE: / /

DRAWN BY: SILESHI ERGICHO DATE: 3/26

SUPERVISED BY: KEVIN MARTINKO DATE: 3/26

CHECKED BY: _____ DATE: / /

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
08/27/26

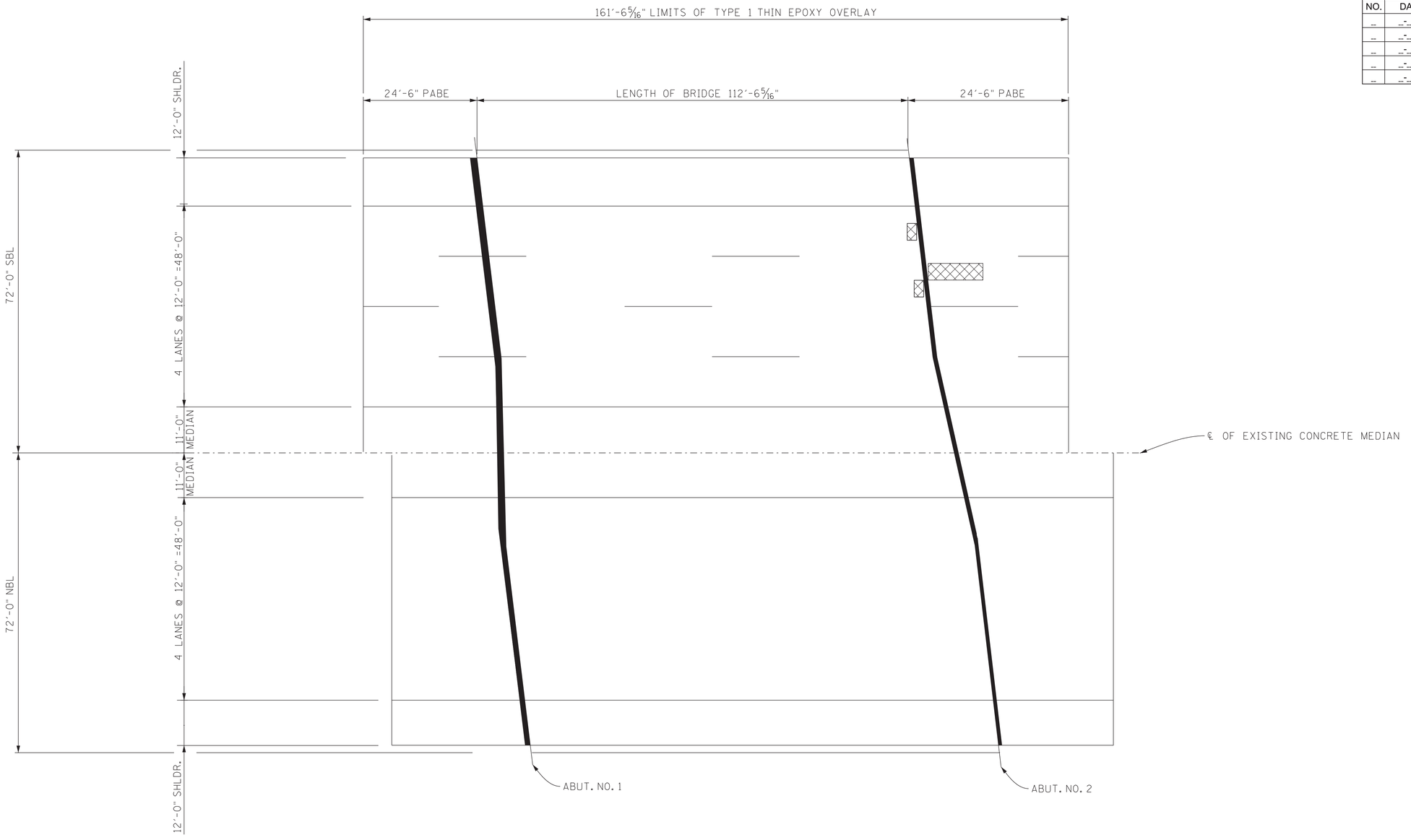
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
19-I65-0.42 OVER
CSX RAILROAD
FED. BRIDGE ID. NO.
19I00650313
DAVIDSON COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-6

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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PLAN VIEW

19-I65-2.32

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

DENOTES: APPROXIMATE EXPANSION JOINT REPAIRS LOCATIONS.

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE

08/27/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
19-I65-2.32 OVER
HOGAN ROAD
FED. BRIDGE ID. NO.
19I00650005
DAVIDSON COUNTY
2026

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PIN NO.: 136265.00

DESIGN BY: _____ DATE: __/__/__

DRAWN BY: SILESHI ERGICHO DATE: 3/26

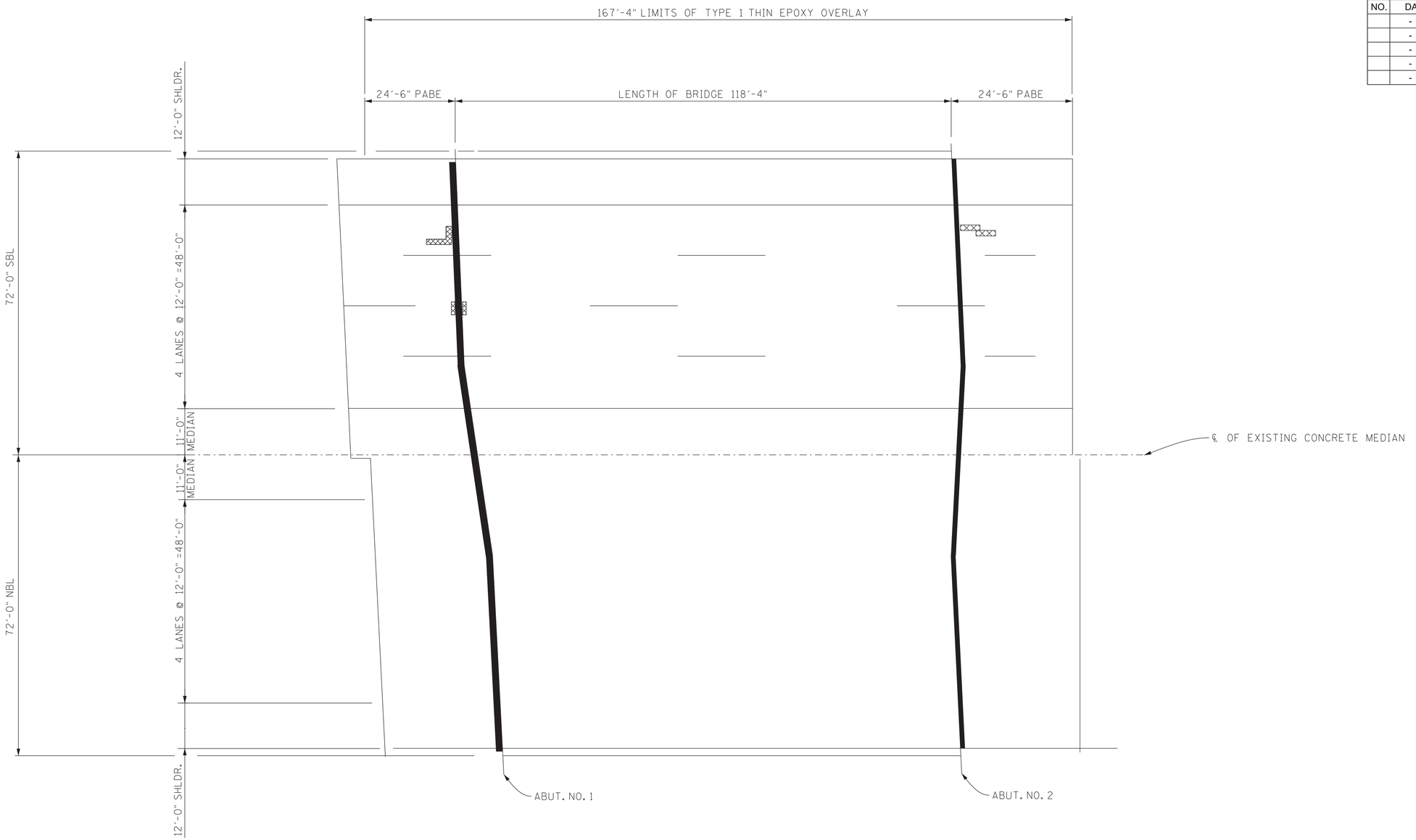
SUPERVISED BY: KEVIN MARTINKO DATE: 3/26

CHECKED BY: _____ DATE: __/__/__

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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PLAN VIEW

19-I65-2.91 RT. & LT.

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

DENOTES: APPROXIMATE EXPANSION JOINT REPAIRS LOCATIONS.

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
08/27/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

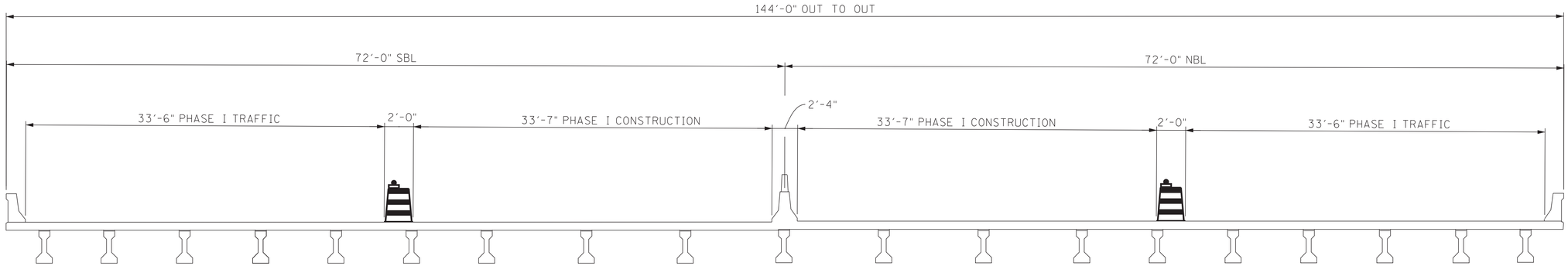
PLAN VIEW
REPAIRS LOCATIONS
19-I65-2.91 RT. & LT. OVER
FARRELL PARKWAY.
FED. BRIDGE ID. NO.
19I00650007 & 19I00650008
DAVIDSON COUNTY
2026

PIN NO.: 136265.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 3/26
SUPERVISED BY: KEVIN MARTINKO DATE: 3/26
CHECKED BY: DATE: / /

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-8

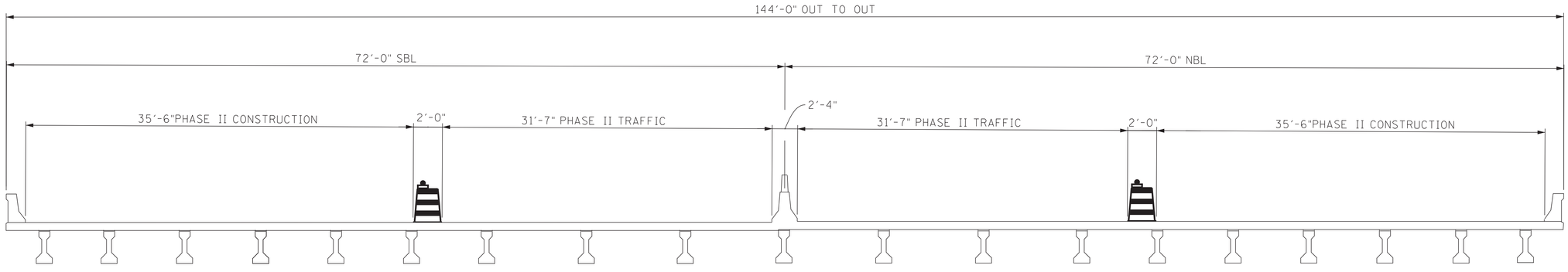
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



PHASE I CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)

SEALED BY

BRIAN K. EGLI
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COMMERCE
No. 107196
STATE OF TENNESSEE

08/27/26

PIN NO.: 136265.00

DESIGN BY: DATE: / /

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SUPERVISED BY: KEVIN MARTINKO DATE: 3/26

CHECKED BY: DATE: / /

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
19-I65-2.32 OVER
HOGAN ROAD,
19-I65-2.91 RT. & LT. OVER
FARRELL PARKWAY.
FED. BRIDGE ID. NOS.
19I00650005,
19I00650007 & 19I00650008
DAVIDSON COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
19I065-M3-016	2026	B-9

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

TYPE 1 THIN EPOXY OVERLAY NOTES :

TYPE 1 THIN EPOXY OVERLAY SYSTEM - USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE. TYPE 1 OVERLAY SHALL BE APPLIED MECHANICALLY USING METERED EQUIPMENT; HAND MIXING OF MATERIAL IS NOT PERMITTED.

THIN OVERLAY SYSTEM SHALL BE FROM THE QUALIFIED PRODUCTS LIST 23.005 TYPE 1 THIN OVERLAY (EPOXY URETHANE). MINIMUM OVERLAY THICKNESS SHALL BE 3/8 INCH.

APPLICATION EQUIPMENT SHOULD :

A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.

B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.

C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.

D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.

E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.

F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

AGGREGATE SHALL BE ANGULAR, HAVING LESS THAN 0.2% MOISTURE AND FREE OF DIRT, CLAY, ASPHALT AND OTHER FOREIGN OR ORGANIC MATERIALS. AGGREGATE FOR ALL LAYERS SHALL BE BAUXITE OR FLINT ROCK PRODUCTS FLINT AND MEETS THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

FULL AND PARTIAL DEPTH DECK REPAIR SHALL CURE A MINIMUM OF 28 DAYS BEFORE THE OVERLAY IS PLACED. THE 28 DAYS MAY BE WAIVED IF THE OVERLAY MANUFACTURER PROVIDES A METHOD OF TESTING THE REPAIRED AREAS AND APPROVES THE PLACEMENT BY LETTER. TRAFFIC SHALL BE ALLOWED TO USE THE BRIDGE DURING THE CURING PERIOD OF THE PATCHES BUT NOT AFTER SHOTBLASTING. MAGNESIUM PHOSPHATE BASED MATERIALS WILL NOT BE ALLOWED.

THE CONCRETE DECK SURFACE SHALL BE CLEANED BY SHOTBLASTING TO REMOVE ANY OIL, DIRT, RUBBER, TRAFFIC STRIPING, OR ANY OTHER POTENTIAL DETRIMENTAL MATERIAL SUCH AS CURING COMPOUND AND LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO THE APPLICATION OF THE THIN OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

ALL SURFACES THAT ARE TREATED SHALL BE DRY AT THE TIME OF APPLICATION. THE OVERLAY SHALL NOT BE APPLIED WHEN IT HAS RAINED 24 HOURS PRIOR TO, OR RAIN IS FORECAST WITHIN 8 HOURS AFTER, APPLICATION. THE MOISTURE CONTENT IN THE DECK SUBSTRATE SHALL BE TESTED. MOISTURE IS NOT TO EXCEED 4.5 PERCENT WHEN MEASURED BY ELECTRONIC METER. IF THE TEST SHOWS EXCESS MOISTURE, THE DECK SHALL CONTINUE TO DRY BEFORE APPLICATION PROCEEDS.

BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REPRESENTATIVE ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), S.Y.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1-½" DIAMETER, THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINNER.

THE MANUFACTURER SHALL HAVE A REP ON THE JOB SITE AT ALL TIME DURING APPLICATION AND CURE TIME. THE REP WITH THE ENGINEER, MAY SUSPEND AN ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REP ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

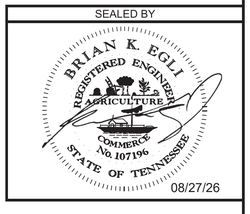
** SPECIAL NOTE:

THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACKCOAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE THIN EPOXY OVERLAY.

MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACKCOAT OR DEBRIS REMOVAL.

REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

SEALED BY



08/27/26

PIN NO.: 136265.00

DESIGN BY: DATE: / /

DRAWN BY: SILESHI ERGICHO DATE: 3/26

SUPERVISED BY: KEVIN MARTINKO DATE: 3/26

CHECKED BY: DATE: / /

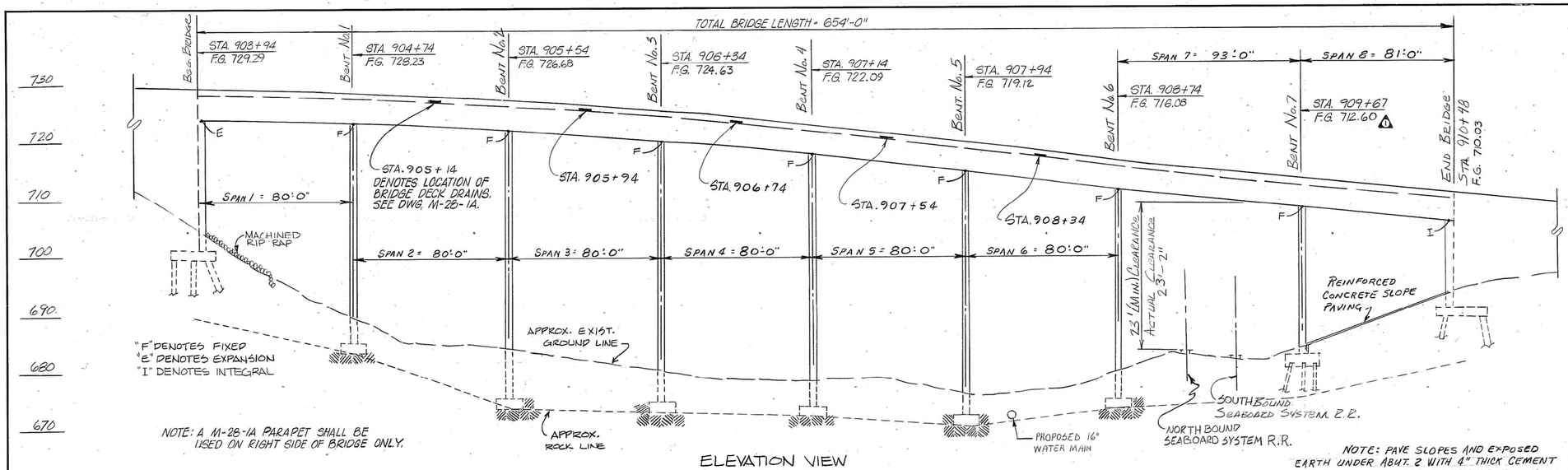
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE 1 THIN EPOXY
OVERLAY NOTES
19-I65-0.42 OVER
CSXT RAILROAD,
19-I65-2.32 OVER
HOGAN ROAD,
19-I65-2.91 RT. & LT. OVER
FARRELL PARKKWAY.
FED. BRIDGE ID. NOS.
19I00650313, 19I00650005,
19I00650007 & 19I00650008
DAVIDSON COUNTY
2026

Const. No. 19009-3149-44

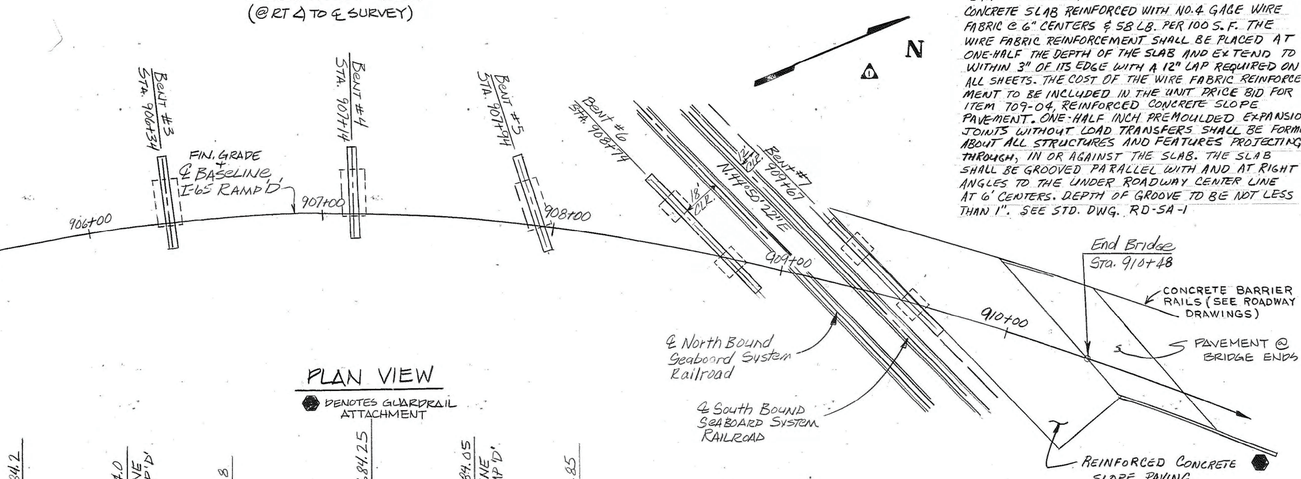
PROJECT NO.	YEAR	SHEET NO.
IR-65-2(102)75	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-26-87	RT	ADD DWG., EL., GRADE SKETCH EL. NORTH ORIENTATION



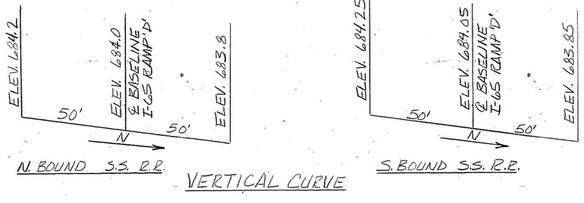
ELEVATION VIEW
(@ RT & TO & SURVEY)



PLAN VIEW

● DENOTES GUARDRAIL ATTACHMENT

GRADE SKETCH
I-65 RAMP "D" ⚠1



VERTICAL CURVE

CURVE DATA – RAMP 'D'

CURVE NO. 1		CURVE NO. 2		CURVE NO. 2	
P.I.	905+66.852	TTB	408.539'	P.I.	911+81.45
N.	601,329.021	TTA	292.729	N	601,967.408
E	1,768,965.177	LS	250'	E	1,769,062.967
Δ	44° 57' 56"	θs	10° 18' 45"	Δ	31° 00'
Δc	34° 39' 11"	K	124.865	D	4° 30'
D	8° 15'	P	3.794'	R	1,273.24'
R	694.494'	XC	247.191'	L	688.889'
Lc	420.036'	YC	14.968'	T	353.100'

NOTE: PAVE SLOPES AND EXPOSED EARTH UNDER ABUT. 2 WITH 4" THICK CEMENT CONCRETE SLAB REINFORCED WITH NO.4 GAGE WIRE FABRIC @ 6" CENTERS & 58 LB. PER 100 S.F. THE WIRE FABRIC REINFORCEMENT SHALL BE PLACED AT ONE-HALF THE DEPTH OF THE SLAB AND EXTEND TO WITHIN 3" OF ITS EDGE WITH A 12" LAP REQUIRED ON ALL SHEETS. THE COST OF THE WIRE FABRIC REINFORCEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 709-04, REINFORCED CONCRETE SLOPE PAVEMENT. ONE-HALF INCH PREMOULDED EXPANSION JOINTS WITHOUT LOAD TRANSFERS SHALL BE FORMED ABOUT ALL STRUCTURES AND FEATURES PROTECTING THROUGH, IN OR AGAINST THE SLAB. THE SLAB SHALL BE GROOVED PARALLEL WITH AND AT RIGHT ANGLES TO THE UNDER ROADWAY CENTER LINE AT 6' CENTERS. DEPTH OF GROOVE TO BE NOT LESS THAN 1". SEE STD. DWG. RD-SA-1

LIST OF DRAWINGS

	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-184-91	5-26-87
GENERAL NOTES & EST. QUANTITIES	M-184-92	5-26-87
FOUNDATION DATA	M-184-93	5-26-87
SUPERSTRUCTURE	M-184-94	
SLAB PLAN	M-184-95	
MAIN STEEL REINFORCING	M-184-96	
FRAMING PLAN & GEOMETRIC LAYOUT	M-184-97	5-26-87
⚠1 STAKING PLAN	M-184-97A	
GRID ELEVATIONS	M-184-98	5-26-87
PRESTRESSED BOX BEAM	M-184-99	4-20-87
PRESTRESSED BOX BEAM DETAILS	M-184-100	
PRESTRESSED BOX BEAM STEEL	M-184-101	
SUPERSTRUCTURE DTL'S. @ ABUT. 2	M-184-102	
ABUTMENT NO. 1	M-184-103	5-26-87
ABUTMENT NO. 1 DETAILS	M-184-104	5-26-87
ABUTMENT NO. 2	M-184-105	5-26-87
ABUTMENT NO. 2 DETAILS	M-184-106	5-26-87
BENTS 1-4	M-184-107	5-26-87
BENT 5	M-184-108	5-26-87
BENTS 6+7	M-184-109	5-26-87
BENT 7 FOOTING	M-184-109A	
BILL OF STEEL I	M-184-110	
BILL OF STEEL II	M-184-111	
BILL OF STEEL III	M-184-111A	
STRIPSEAL EXPANSION JOINT	M-156-108	8-25-86
STANDARD PILE DETAILS	M-174-150	
MISC. ABUTMENT & DRAINAGE DETAILS	K-85-150	2-9-87

LIST OF STANDARD DRAWINGS

DRAWING	DWG. NO.	LATEST REV. DATE
SLOPE PROTECTION	RD-SA-1	1-31-84
BRIDGE RAILING-CONCRETE PARAPET	M-28-1	10-22-86
STD. REINF. BAR SUPPORT	K-80-14	8-27-76
STD. CONCRETE MEDIAN BARRIER & PARAPET DRAINS	M-28-1A	10-17-86
TN. STD. PRECAST PRESTRESSED BRIDGE DECK PANELS	M-164-24 / M-164-25	10-22-86 / 8-04-86
REINFORCED CONCRETE PAVEMENT @ BRIDGE ENDS	K-86-144	7-17-81

LIST OF SPECIAL PROVISIONS

NO.	TITLE	LATEST REV. DATE
105A	REGARDING APPROVAL OF SHOP DRAWINGS	3-25-85
604	REGARDING CONCRETE STRUCTURES	11-3-86
604C	REGARDING STRUCTURAL CONCRETE	9-22-86
604P	REGARDING PRECAST PRESTRESSED DECK PANEL	11-11-85
604S	REGARDING STIP SEAL EXPANSION JOINTS	1-1-85
907A	REGARDING EPOXY COATED REINFORCING STEEL	3-25-85

DESIGN SPEED= 50 MPH

EST. 2006 ADT= 13400

ROADWAY WIDTH = 42'-0", M-28-1 & M-28-1A PARAPETS

GRESHAM, SMITH AND PARTNERS
3310 West End Avenue
Nashville, Tennessee 37203

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NO. 2
F-65 RAMP 'D' OVER
SEABOARD SYSTEMS RAILROAD
BRIDGE NO. 19I0065013
STA. 909+41.24
DAVIDSON COUNTY
1986

CLASS "A" GRADING "D" 560 CU.YD.

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

M-184-91

DT-1550W

DESIGNED BY WLD DATE 6-86
DRAWN BY CTW DATE 7-86
SUPERVISED BY WLD DATE 7-86
CHECKED BY WLD DATE 8-86

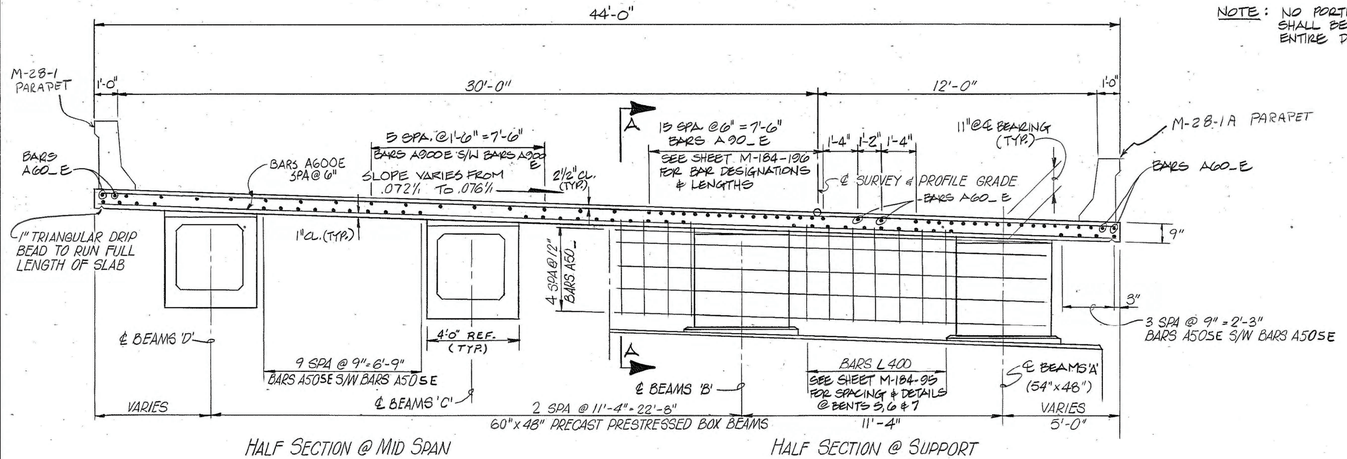
BRUNING 44-141 61318

CONST. NO. 19009-3149-44

PROJECT NO.	YEAR	SHEET NO.
IR-65-2(62)75	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



HALF SECTION @ MID SPAN

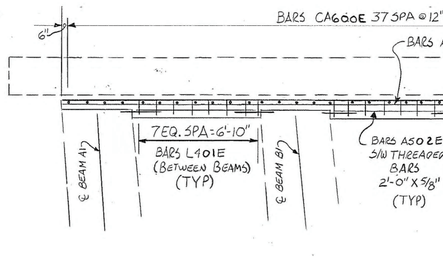
HALF SECTION @ SUPPORT

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

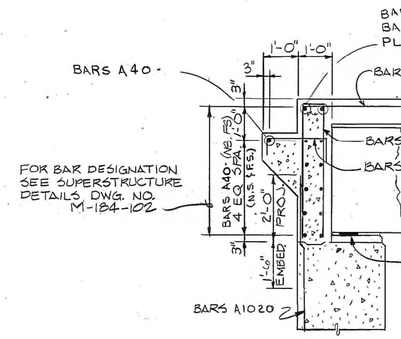
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STD. DWG. NO. M-28-1.

TYPICAL CROSS SECTION
LOOKING FOWARD ON SURVEY

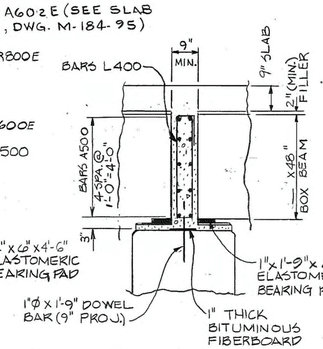
NOTE: THE BACKWALL SHALL NOT BE POURED UNTIL THE GIRDERS ARE IN PLACE. THE TOP 12" OF THE BACKWALL SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB. SEE STANDARD DRAWING NO. M-130-105 FOR ANCHOR BOLT AND EMBEDDED STEEL PLATES REQUIRED



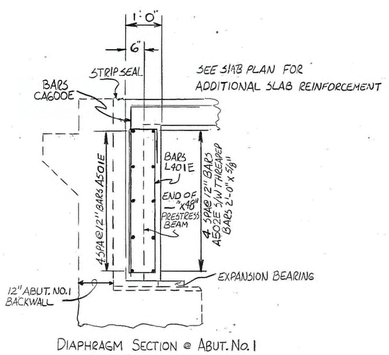
DIAPHRAGM @ ABUT. No. 1



TYPICAL @ ENDWALL
ABUTMENT NO. 2



TYPICAL @ SUPPORT DIAPHRAGM
BENTS 1-4
SECTION "A-A"



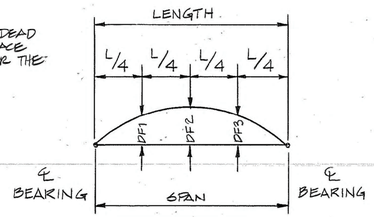
DIAPHRAGM SECTION @ ABUT. No. 1

B - B

BEAM	A(1-4)	A5	A6	A7	A8	B(1-4)	B5	B6	B7	B8	C(1-4)	C5	C6	C7	C8	D(1-4)	D5	D6	D7	D8
LENGTH																				
DF1	5/8"	7/8"	1"	1 5/8"	1/2"	7/8"	1/2"	5/16"	1 5/8"	1/2"	3/4"	1/2"	5/16"	1 1/2"	1/2"	7/8"	3/8"	3/16"	1 1/2"	1/2"
DF2	7/8"	1"	1 1/8"	1 3/4"	11/16"	1"	5/8"	7/16"	1 3/4"	11/16"	1"	5/8"	7/16"	1 7/8"	11/16"	1"	1/2"	1/4"	1 5/8"	5/8"
DF3	3/8"	7/8"	1"	1 3/8"	1/2"	7/8"	1/2"	5/16"	1 5/8"	1/2"	3/4"	1/2"	5/16"	1 1/2"	1/2"	7/8"	3/8"	3/16"	1 1/2"	1/2"

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST & PARAPET. FOR DETAILS OF WINGPOST AND PARAPET, SEE STANDARD DRAWING NO. M-128-1.

DEAD LOAD CORRECTION CURVE:
THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.



DEAD LOAD CORRECTION CURVE

ITEM	CLASS "A" CONCRETE C.Y.	CLASS 'A' SLAB CONCRETE C.Y.	REINFORCING STEEL LBS.	EPOXY REIN. STEEL LBS.
SUPERSTRUCTURE	—	945	6314	253,034

NOTE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION EXCEPT NO JOINT MAY BE LOCATED CLOSER THAN 1/5 SPAN LENGTH FROM AN INTERIOR SUPPORT. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED.

NOTE: OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.

SPECIAL NOTE FOR DOWEL BARS @ BENTS:
TOP OF DOWELS TO BE COVERED WITH ½" OF COMPRESSIBLE MATERIAL AND THE 9" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.

DESIGNED BY WLD DATE 9-86
DRAWN BY KW DATE 9-86
SUPERVISED BY WLD DATE 9-86
CHECKED BY WLD DATE 9-86

BRUNING 44-141 6/318

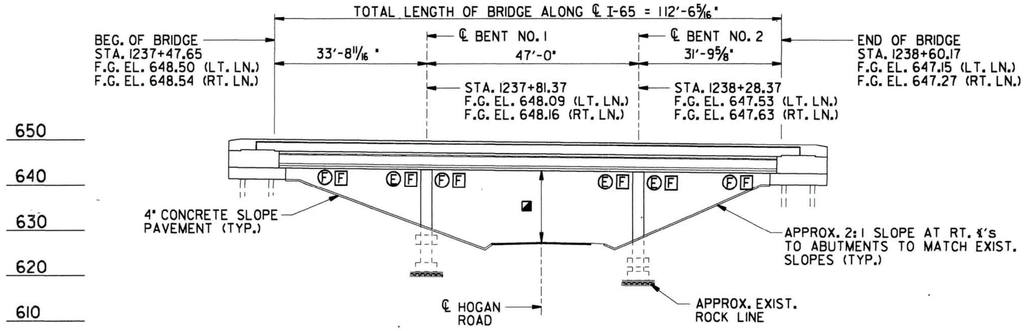
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
RAMP "D" OVER
SEABOARD SYSTEMS RAILROAD
STA 909+41.24
BR. # 19I 00650113

DAVIDSON COUNTY
1986

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

M-184-94

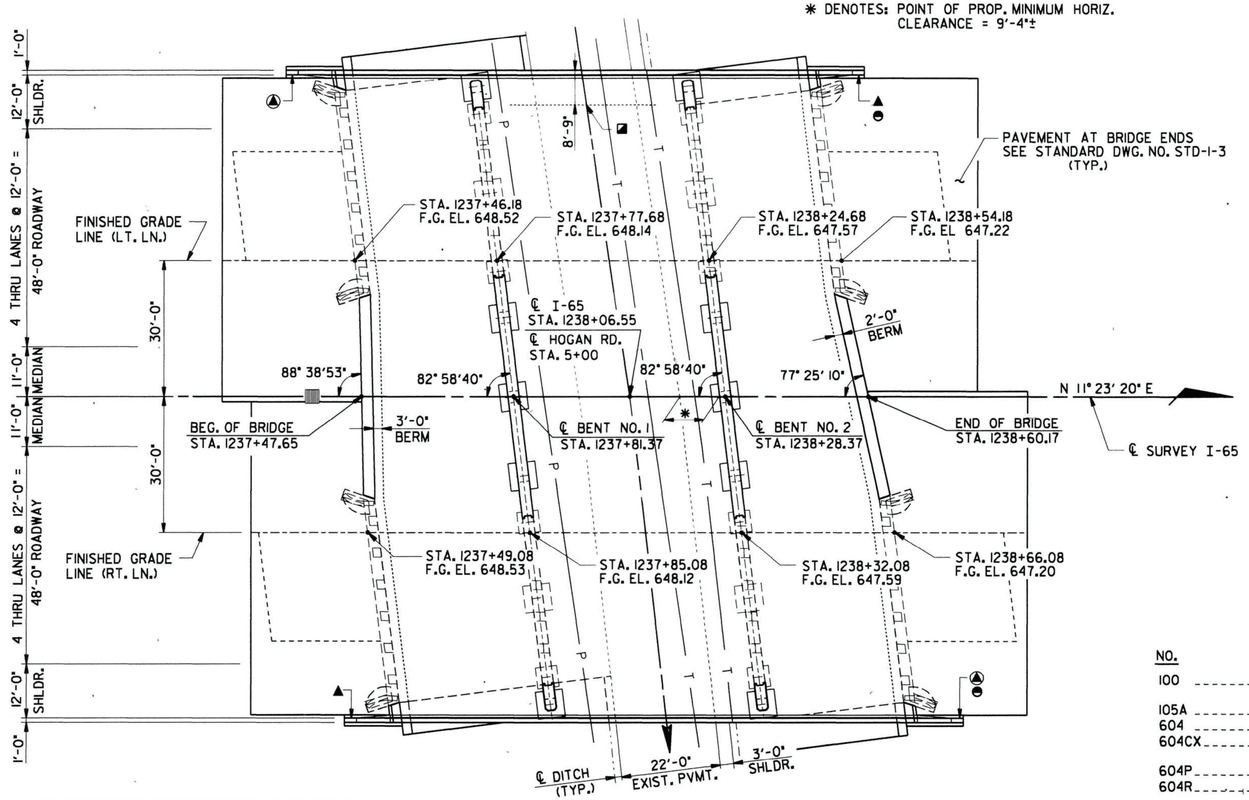


ELEVATION
(AT RT. 4's TO ℄ I-65)
SCALE: 1" = 16'

NOTES: ○ DENOTES: EXISTING SUPPORT CONDITION
□ DENOTES: PROPOSED SUPPORT CONDITION
E DENOTES: EXPANSION
F DENOTES: FIXED

◪ DENOTES: POINT OF MINIMUM VERT. CLEARANCE (EXIST. AND PROP.) = 14'-6" AT EXISTING EXTERIOR GIRDER

✱ DENOTES: POINT OF PROP. MINIMUM HORIZ. CLEARANCE = 9'-4"±



PLAN
SCALE: 1" = 16'

▲ DENOTES: GUARDRAIL ATTACHMENTS, SEE S-GR SERIES. (DOUBLE ASSEMBLY)
Ⓐ DENOTES: GUARDRAIL ATTACHMENTS, SEE S-GR SERIES. (SINGLE ASSEMBLY)
⊖ DENOTES: END OF BRIDGE DRAIN, SEE STANDARD DWG. NOS. STD-1-4, STD-1-5 AND STD-1-6.
P DENOTES: POWER LINE
T DENOTES: TELEPHONE LINE

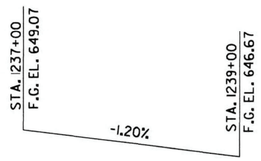
▩ DENOTES: PROPOSED MEDIAN CATCH BASIN STA. 1237+37 SEE SHEET 16A OF ROADWAY PLANS.

ASSUMED EQUATION AT ℄ HOGAN ROAD
℄ I-65 STA. 122+63.87 (EXIST.) = ℄ I-65 STA. 1238+06.55 (PROP.)

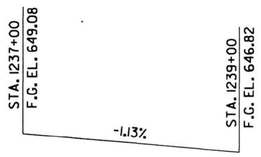
DESIGNED BY R. LOVETT DATE
DRAWN BY CAD/D DATE
SUPERVISED BY W. A. PETRONE DATE
CHECKED BY WILSON, LOVETT DATE



GRAPHICAL GRADE SKETCH
(℄ HOGAN ROAD)



(LEFT LANE)



(RIGHT LANE)

SKETCH SHOWING GRADE I-65
(LEFT AND RIGHT LANE)

REFERENCE DRAWINGS
DWG. NO'S. K-24-1 THRU K-24-10

LIST OF SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
100	12-16-91	REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS
105A	7-21-87	APPROVAL OF SHOP DRAWINGS
604	12-16-91	CONCRETE STRUCTURES
604CX	12-16-91	CONTRACTOR - MIX DESIGN AND TESTING STRUCTURAL CONCRETE
604P	12-16-91	PRECAST PRESTRESSED DECK PANELS
604R	5-14-90	RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES
615	12-16-91	PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS
907A	3-25-85	EPOXY COATED REINFORCING STEEL

NOTE: THE FILLS AT ENDS OF THE BRIDGE SHALL BE IN PLACE AND THOROUGHLY COMPACTED BEFORE ANY ABUTMENT PILES ARE DRIVEN.

NOTE: ALL SUBSTRUCTURES AND SUPERSTRUCTURES TO BE CONSTRUCTED TO THE MAXIMUM EXTENT POSSIBLE AS DETERMINED BY THE ENGINEER PRIOR TO PLACEMENT OF TRAFFIC CONTROL BARRIER FOR PHASED CONSTRUCTION.

NOTE: SHEETPILING AND/OR SHORING SHALL BE PROVIDED AS NECESSARY ON EXCAVATIONS ADJACENT TO ROADWAY TO PREVENT SLOPE FAILURE. DETAILS AND SUPPORTING COMPUTATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO EXCAVATING FOR BENT FOOTINGS.

CONST. NO. 19009-3159-44

PROJECT NO.	YEAR	SHEET NO.
IM-65-2(67)72	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-16-92	WAP	GENERAL REVISIONS
2	1-30-92	WAP	GENERAL REVISIONS
3	3-10-92	REL	ADDED 3-10-92 REVISIONS
4	5-18-92	REL	ADDED 5-13-92 REVISIONS

LIST OF DRAWINGS (3)

DWG. NO.	LAST REV. DATE	DRAWING
M-265-79	5-18-92	LAYOUT OF BRIDGE NO. 4
M-265-80	5-18-92	GENERAL NOTES
M-265-81	5-18-92	ESTIMATED QUANTITIES
M-265-82	1-16-92	FOUNDATION DATA
M-265-83	5-18-92	SUPERSTRUCTURE
M-265-84	5-18-92	PHASE CONSTRUCTION DETAILS
M-265-85	1-16-92	SUPERSTRUCTURE DETAILS
M-265-86	5-18-92	SUPERSTRUCTURE DETAILS
M-265-87	5-18-92	SUPERSTRUCTURE DETAILS
M-265-88	5-18-92	SUPERSTRUCTURE DETAILS
M-265-89	5-18-92	SUPERSTRUCTURE DETAILS
M-265-90	5-18-92	BRIDGE SCREED
M-265-91	1-16-92	PRESTRESSED BEAM DETAILS
M-265-92	1-16-92	PRESTRESSED BEAM DETAILS
M-265-93	1-16-92	ABUTMENT NO. 1
M-265-94	1-16-92	ABUTMENT NO. 2
M-265-95	1-16-92	ABUTMENT NO. 1 AND NO. 2 DETAILS
M-265-96	1-16-92	BENT NO. 1 AND NO. 2 DETAILS
M-265-97	5-18-92	BILL OF STEEL
M-265-98	3-10-92	BILL OF STEEL

LIST OF STANDARD DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
✱ STD-1-1	11-05-91	BRIDGE RAILING CONCRETE PARAPET
✱ STD-1-3	12-16-91	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
✱ STD-1-4	12-16-91	BRIDGE END DRAIN DETAILS
✱ STD-1-5	12-16-91	BRIDGE END DRAIN DETAILS
✱ STD-1-6	12-16-91	BRIDGE END DRAIN DETAILS
✱ STD-2-2	11-05-91	CONCRETE MEDIAN BARRIER
STD-4-1	9-01-91	PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-2	9-01-91	PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-3	9-01-91	PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-5-1	9-01-91	STANDARD PILE DETAILS
STD-5-2	9-01-91	STANDARD PILE DETAILS
STD-6-1	9-01-91	STANDARD SEISMIC DETAILS
STD-9-1	9-01-91	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	9-18-91	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS

✱ DENOTES: THESE DRAWINGS ARE TO BE PRINTED WITH PLANS.

ESTIMATED ADT (2010) = 103,680

DESIGN SPEED = 60 M.P.H.

139'-8" ROADWAY WITH MEDIAN BARRIER RAIL AND TYPE STD-1-1 CONCRETE PARAPET

(2) (3) (4)
(1)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NO. 4
LEFT AND RIGHT LANES
WIDENING OF INTERSTATE 65
OVER
HOGAN ROAD
STATION 1238+06.55 (LOG MI. 2.32)
BR. ID. NO. 19I00650005 (RT. LN.)
BR. ID. NO. 19I00650006 (LT. LN.)
DAVIDSON COUNTY
1992

ROBIN LOVETT REGISTERED ENGINEER AGRICULTURE CIVIL COMPUTER No. 102225 STATE OF TENNESSEE

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-265-79

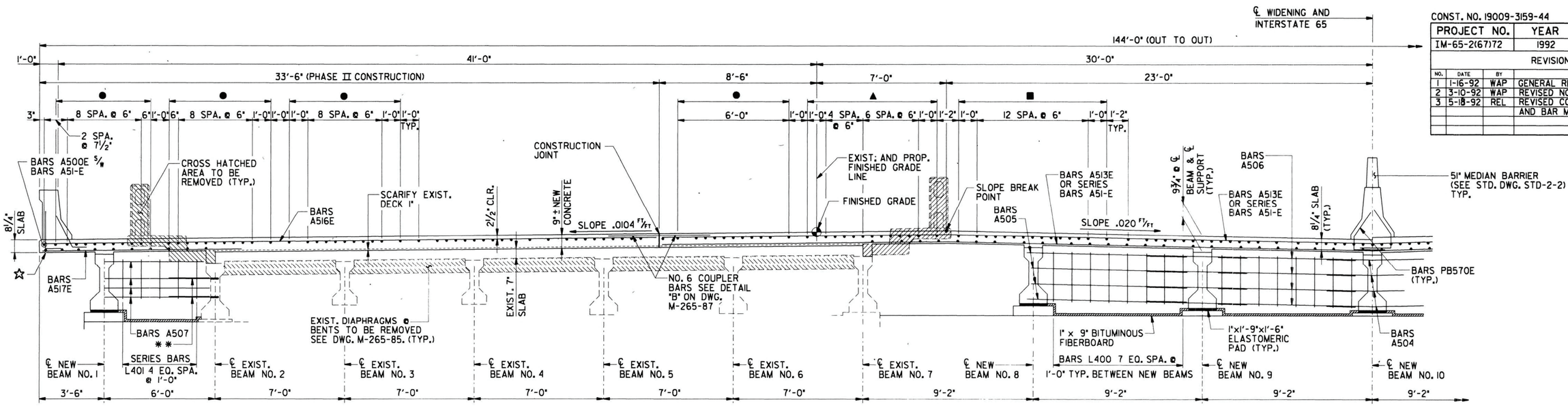
PORTABLE MEDIAN BARRIER 340 L.F.

CONST. NO. 19009-3159-44

PROJECT NO.	YEAR	SHEET NO.
IM-65-2(67)72	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-16-92	WAP	GENERAL REVISIONS
2	3-10-92	WAP	REVISED NOTE
3	5-18-92	REL	REVISED CONST. PHASE LIMITS AND BAR MARKS

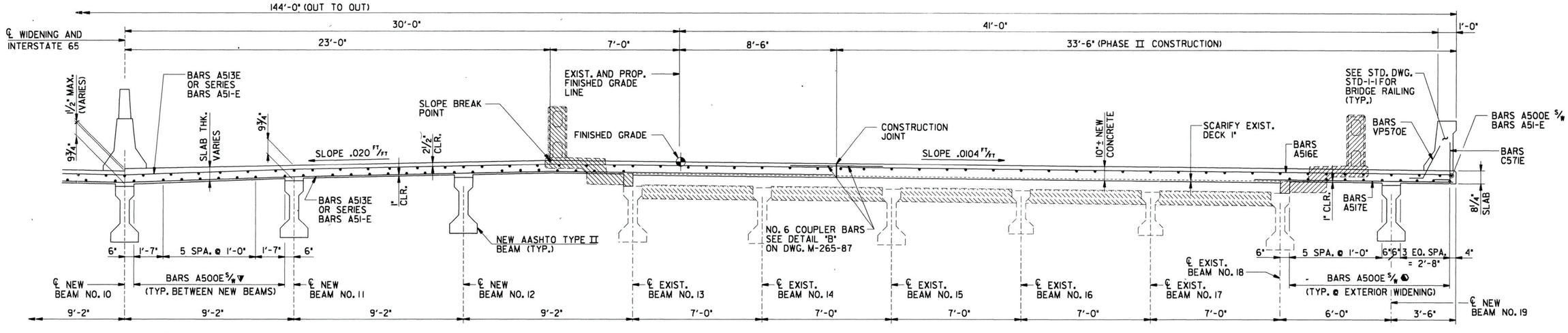


☆: 1" TRIANGULAR NOTCH DRIP BEAD TO RUN FULL LENGTH OF SLAB (TYP.)

**: DENOTES BARS A508 @ 1'-0" (MAX.) DRILLED AND GROUTED INTO EXISTING BEAM WITH 4" MIN. EMBEDMENT. BARS A508 TO BE DRILLED 5½" FROM END OF BEAM.

HALF-SECTION NEAR BENT

'●','■','▲', DENOTES: MAIN REINFORCEMENT. FOR PLAN SEE DWG. M-265-86.



▼ DENOTES: BARS A501E (LT. LANE) 3 BAYS OR BARS A502E (RT. LANE) 3 BAYS

HALF-SECTION NEAR MID-SPAN

◕ DENOTES: BARS A503E (LT. LANE) OR BARS A504E (RT. LANE)

TYPICAL CROSS SECTION ③

(LOOKING FORWARD ON SURVEY)

NOTE: NO PORTION OF THE PARAPET OR MEDIAN BARRIER SHALL BE POURED UNTIL DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPETS AND MEDIAN BARRIER. THE PARAPETS AND MEDIAN BARRIER SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DWGS. STD-1-1 AND STD-2-2.

NOTE: ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.

② NOTE: NO PRECAST CONCRETE DECK FORMS ARE TO BE USED IN BAYS ADJACENT TO EXISTING STRUCTURES OR BENEATH MEDIAN BARRIER.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT LBS.	EPOXY COATED REINFORCING STEEL LBS.
473	14	3746	97,778

DESIGNED BY R. LOVETT DATE
DRAWN BY CAD/D DATE
SUPERVISED BY W. A. PETRONE DATE
CHECKED BY R. LOVETT DATE

STATE OF TENNESSEE
① DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

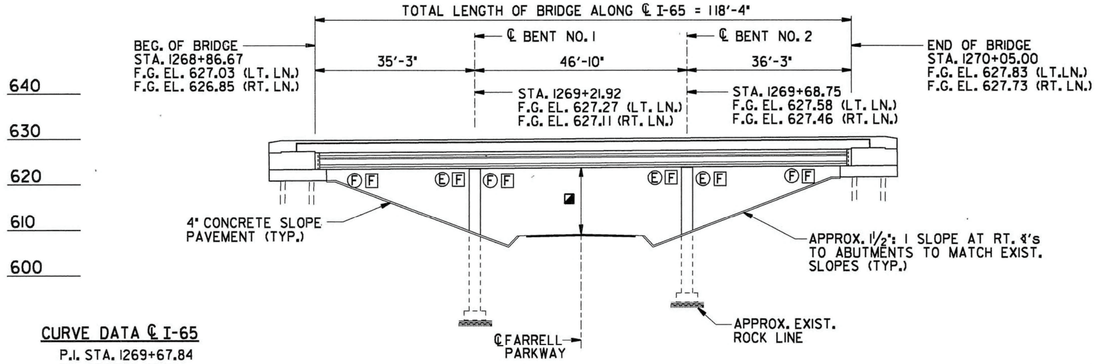
SUPERSTRUCTURE LEFT AND RIGHT LANES WIDENING OF INTERSTATE 65 OVER HOGAN ROAD

STATION 1238+06.55 (LOG MI. 2.32)
BR. ID. NO. 19I00650005 (RT. LN.)
BR. ID. NO. 19I00650006 (LT. LN.)
DAVIDSON COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-265-83

18-MAY-1992 13:10
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ELEVATION

(AT RT. ℄'s TO ℄ I-65)
SCALE : 1" = 16'

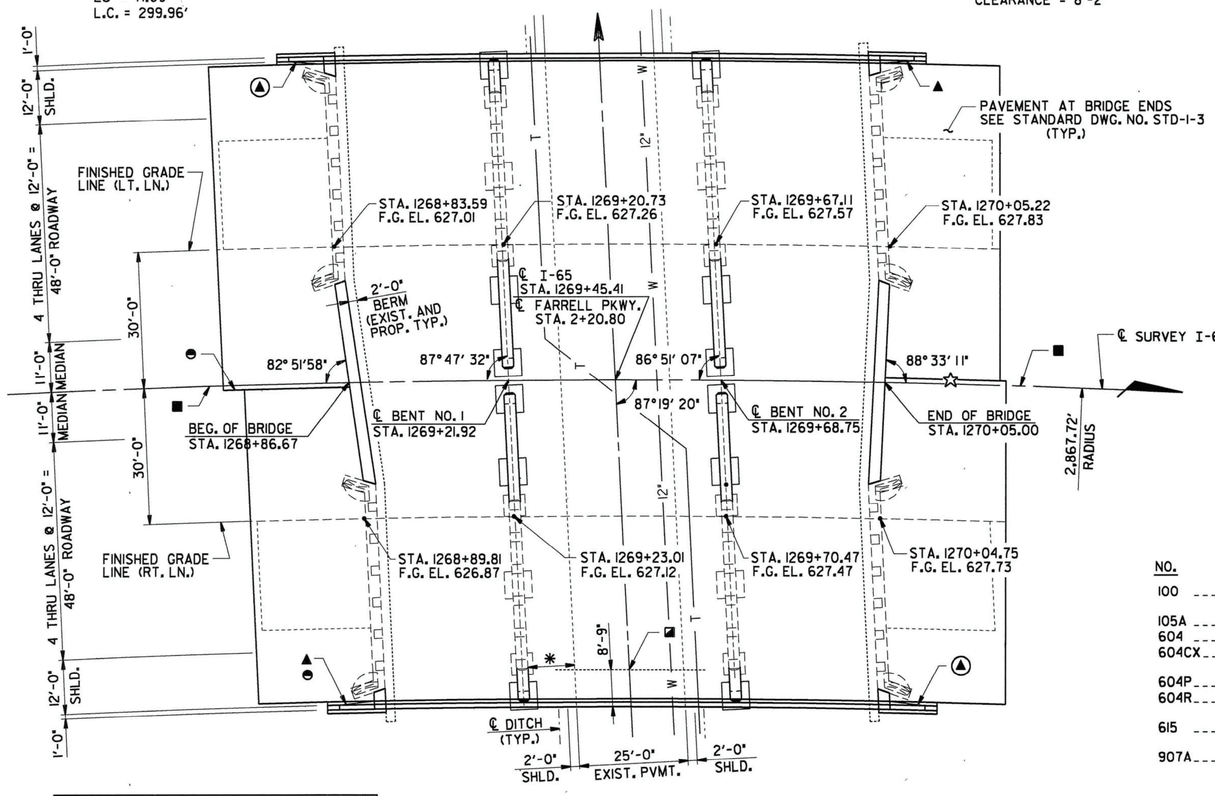
NOTES: ○ DENOTES: EXISTING SUPPORT CONDITION
□ DENOTES: PROPOSED SUPPORT CONDITION
E DENOTES: EXPANSION
F DENOTES: FIXED

◪ DENOTES: POINT OF MINIMUM VERT. CLEARANCE (EXIST. AND PROP.) = 14'-7"± AT EXISTING EXTERIOR GIRDER

✱ DENOTES: EXIST. AND PROP. MINIMUM HORIZ. CLEARANCE = 8'-2"

CURVE DATA ℄ I-65

P.I. STA. 1269+67.84
N 634,776.484
E 1,741,377.915
Δ = 25° 01' 18"
Δc = 19° 01' 41"
Dc = 1° 59' 53"
R = 2867.72'
Lc = 952.37'
Ls = 300.00'
Ts = 786.61'
Os = 2° 59' 49"
Xc = 299.92'
Yc = 5.23'
Es = 71.09'
L.C. = 299.96'



PLAN

SCALE : 1" = 16'

▲ DENOTES: GUARDRAIL ATTACHMENTS, SEE S-GR SERIES. (DOUBLE ASSEMBLY)
Ⓐ DENOTES: GUARDRAIL ATTACHMENTS, SEE S-GR SERIES. (SINGLE ASSEMBLY)
⊖ DENOTES: END OF BRIDGE DRAIN, SEE STANDARD DWG. NOS. STD-1-4, STD-1-5 AND STD-1-6.

NOTE: ALL STATIONS ARE ℄ I-65 STATIONS. ANGLES ARE FROM LOCAL TANGENTS.

W DENOTES: 12" WATER LINE
T DENOTES: TELEPHONE LINE
■ DENOTES: APPROACH RETAINING WALL REQUIRED.
☆ DENOTES: PROPOSED MEDIAN CATCH BASIN STA. 1270+20 SEE SHEET 17A OF ROADWAY PLANS.

ASSUMED EQUATION AT ℄ FARRELL PKWY.

℄ I-65 STA. 154+02.35 (EXIST.) = ℄ I-65 STA. 1269+45.41 (PROP.)

DESIGNED BY W. A. PETRONE DATE
DRAWN BY CAD/D DATE
SUPERVISED BY W. A. PETRONE DATE
CHECKED BY WILSON, PETRONE DATE

NOTE: THE FILLS AT ENDS OF THE BRIDGE SHALL BE IN PLACE AND THROUGHLY COMPACTED BEFORE ANY ABUTMENT PILES ARE DRIVEN.

NOTE: ALL SUBSTRUCTURES AND SUPERSTRUCTURES TO BE CONSTRUCTED TO THE MAXIMUM EXTENT POSSIBLE AS DETERMINED BY THE ENGINEER PRIOR TO PLACEMENT OF TRAFFIC CONTROL BARRIER FOR PHASED CONSTRUCTION.

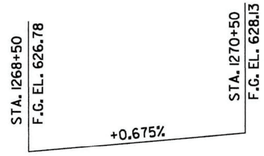
NOTE: SHEETPILING AND/OR SHORING SHALL BE PROVIDED AS NECESSARY ON EXCAVATIONS ADJACENT TO ROADWAY TO PREVENT SLOPE FAILURE. DETAILS AND SUPPORTING COMPUTATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO EXCAVATING FOR BENT FOOTINGS.

CONST. NO. 19009-3159-44

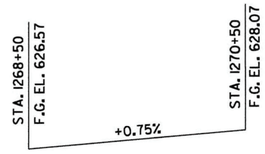
PROJECT NO.	YEAR	SHEET NO.
IM-65-2(67)72	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-16-92	WAP	GENERAL REVISIONS
2	1-30-92	WAP	GENERAL REVISIONS
3	5-18-92	WAP	REVISED REVISION DATES
4	6-10-92	WAP	REVISED REVISION DATES
5	10-27-92	WAP	REVISED REVISION DATES



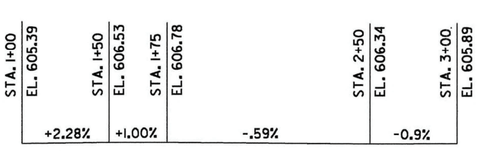
LEFT LANE



RIGHT LANE

SKETCH SHOWING GRADES I-65

(LEFT AND RIGHT LANES)



GRAPHICAL GRADE SKETCH

(℄ FARRELL PARKWAY)

REFERENCE DRAWINGS

DWG. NOS. K-24-11 THRU K-24-23

LIST OF SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
100	12-16-91	REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS
105A	7-21-87	APPROVAL OF SHOP DRAWINGS
604	12-16-91	CONCRETE STRUCTURES
604CX	12-16-91	CONTRACTOR - MIX DESIGN AND TESTING STRUCTURAL CONCRETE
604P	12-16-91	PRECAST PRESTRESSED DECK PANELS
604R	5-14-90	RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES
615	12-16-91	PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS
907A	3-25-85	EPOXY COATED REINFORCING STEEL

LIST OF DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
M-265-99	~~6-10-92~~ 10-27-92	LAYOUT OF BRIDGE NO. 5
M-265-100	5-18-92	GENERAL NOTES
M-265-101	~~6-10-92~~ 10-27-92	ESTIMATED QUANTITIES
M-265-102	1-16-92	FOUNDATION DATA
M-265-103	~~6-10-92~~ 10-27-92	SUPERSTRUCTURE
M-265-104	5-18-92	PHASE CONSTRUCTION DETAILS
M-265-105	1-16-92	SUPERSTRUCTURE DETAILS
M-265-106	5-18-92	SUPERSTRUCTURE DETAILS
M-265-107	~~5-18-92~~ 10-27-92	SUPERSTRUCTURE DETAILS
M-265-108	5-18-92	SUPERSTRUCTURE DETAILS
M-265-109	~~6-01-92~~ 10-27-92	SUPERSTRUCTURE DETAILS
M-265-110	6-01-92	SUPERSTRUCTURE DETAILS
M-265-111	5-18-92	BRIDGE SCREED
M-265-112	1-16-92	PRESTRESSED BEAM DETAILS
M-265-113	5-18-92	PRESTRESSED BEAM DETAILS
M-265-114	1-16-92	ABUTMENT NO. 1
M-265-115	1-16-92	ABUTMENT NO. 2
M-265-116	1-16-92	ABUTMENT NO. 1 AND NO. 2 DETAILS
M-265-117	1-16-92	BENT NO. 1 AND NO. 2 DETAILS
M-265-118	~~6-01-92~~ 10-27-92	BILL OF STEEL
M-265-119	1-16-92	BILL OF STEEL

LIST OF STANDARD DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
* STD-1-1	11-05-91	BRIDGE RAILING CONCRETE PARAPET
* STD-1-3	12-16-91	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
* STD-1-4	12-16-91	BRIDGE END DRAIN DETAILS
* STD-1-5	12-16-91	BRIDGE END DRAIN DETAILS
* STD-1-6	12-16-91	BRIDGE END DRAIN DETAILS
STD-4-1	9-01-91	PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-2	9-01-91	PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-3	9-01-91	PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-5-1	9-01-91	STANDARD PILE DETAILS
STD-5-2	9-01-91	STANDARD PILE DETAILS
STD-6-1	9-01-91	STANDARD SEISMIC DETAILS
STD-9-1	9-01-91	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	9-18-91	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS

* DENOTES: THESE DRAWINGS ARE TO BE PRINTED WITH PLANS.

ESTIMATED ADT (2010) = 108,680

DESIGN SPEED = 60 M.P.H.

139'-8" ROADWAY WITH MEDIAN BARRIER RAIL AND TYPE STD-1-1 CONCRETE PARAPET

PORTABLE MEDIAN BARRIER 175 L.F.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NO. 5
LEFT AND RIGHT LANES
WIDENING OF INTERSTATE 65
OVER
FARRELL PARKWAY
STATION 1269+45.41 (LOG MI. 2.91)
BR. ID. NO. 19I00650007(RT. LN.)
BR. ID. NO. 19I00650008(LT. LN.)
DAVIDSON COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-265-99

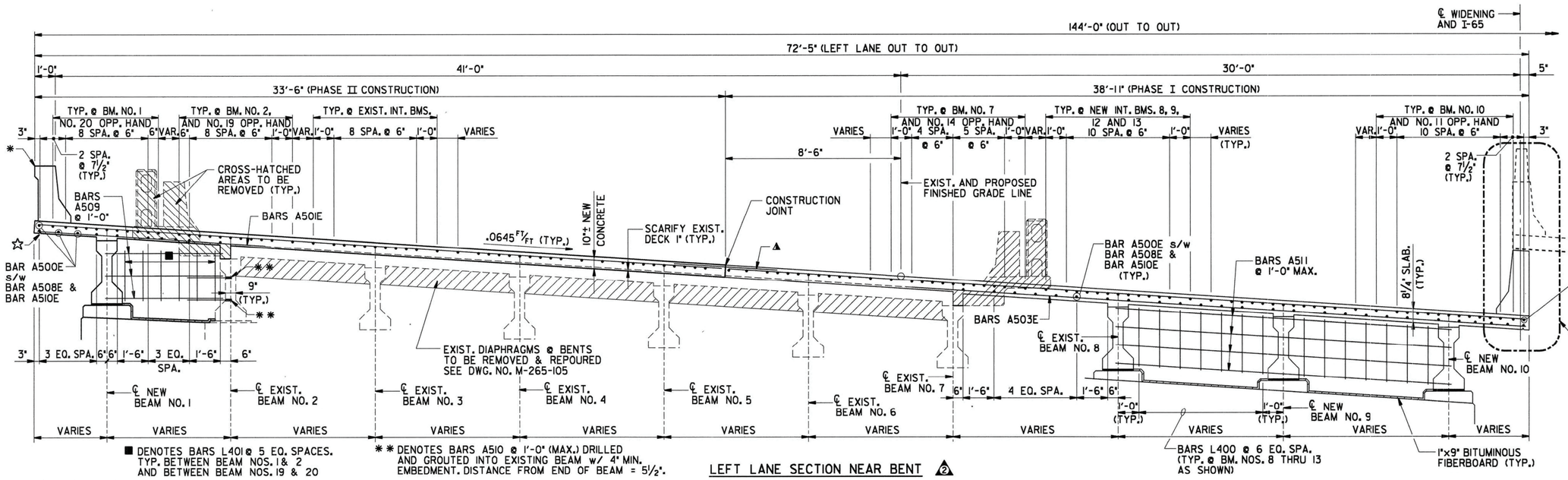
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CONST. NO. 19009-3159-44

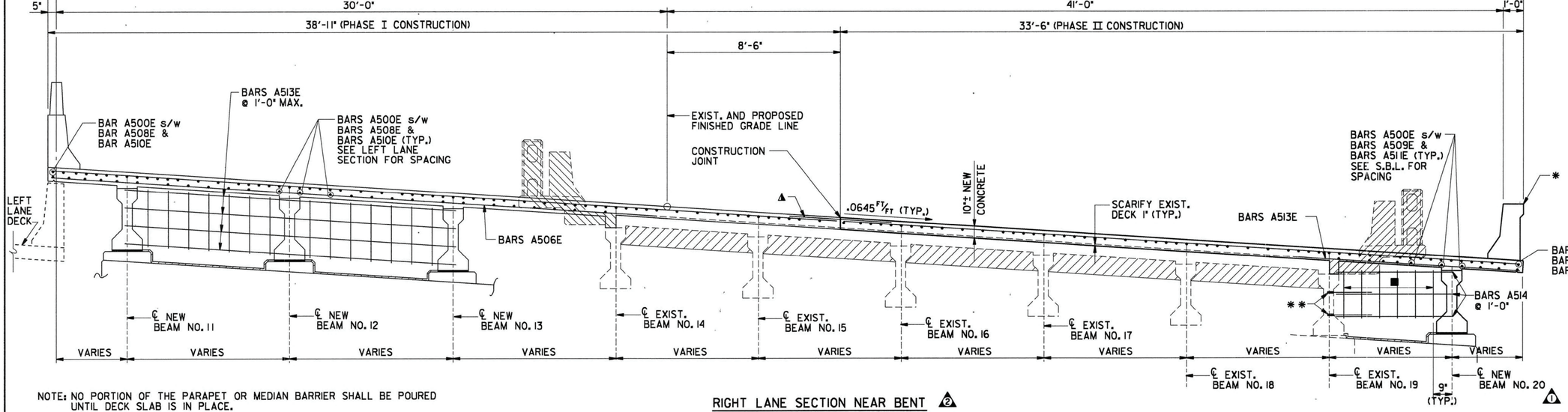
PROJECT NO.	YEAR	SHEET NO.
IM-65-2(67)72	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-16-92	WAP	GENERAL REVISIONS
2	5-18-92	WAP	REVISED CONST. JOINT LOCATION
			PER T.D.O.T. DIRECTIONS AND
			ADDED BAR MARKS
3	6-10-92	WAP	REV. EPOXY REINF. STEEL QUANTITY
4	10-26-92	JHP	REV. EPOXY REINF. STEEL QUANTITY



LEFT LANE SECTION NEAR BENT (2)



RIGHT LANE SECTION NEAR BENT (2)

▲ : NO. 6 COUPLER BAR, SEE DETAIL "B" ON DWG. NO. M-265-107.

☆ : 1" TRIANGULAR NOTCH DRIP BEAD TO RUN FULL LENGTH OF SLAB (TYP.)

✱ : SEE STD. DWG. STD-1-1 FOR EXTERIOR BRIDGE RAILING DETAILS.

NOTE: NO PORTION OF THE PARAPET OR MEDIAN BARRIER SHALL BE POURED UNTIL DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPETS AND MEDIAN BARRIER. THE PARAPETS AND MEDIAN BARRIER SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DWGS. STD-1-1 AND STD-2-2.

NOTE: ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.

(2)

TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)

ESTIMATED QUANTITIES (3) (4)

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT LBS.	EPOXY COATED REINFORCING STEEL LBS.
517	17	3,367	93,124

DESIGNED BY W. A. PETRONE DATE
DRAWN BY CAD/D DATE
SUPERVISED BY W. A. PETRONE DATE
CHECKED BY WILSON, PETRONE DATE

(1)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE LEFT AND RIGHT LANES WIDENING OF INTERSTATE 65 OVER FARRELL PARKWAY

STATION 1269+45.41 (LOG MI. 2.91)
BR. ID. NO. 19I00650007 (RT. LN.)
BR. ID. NO. 19I00650008 (LT. LN.)
DAVIDSON COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-265-103

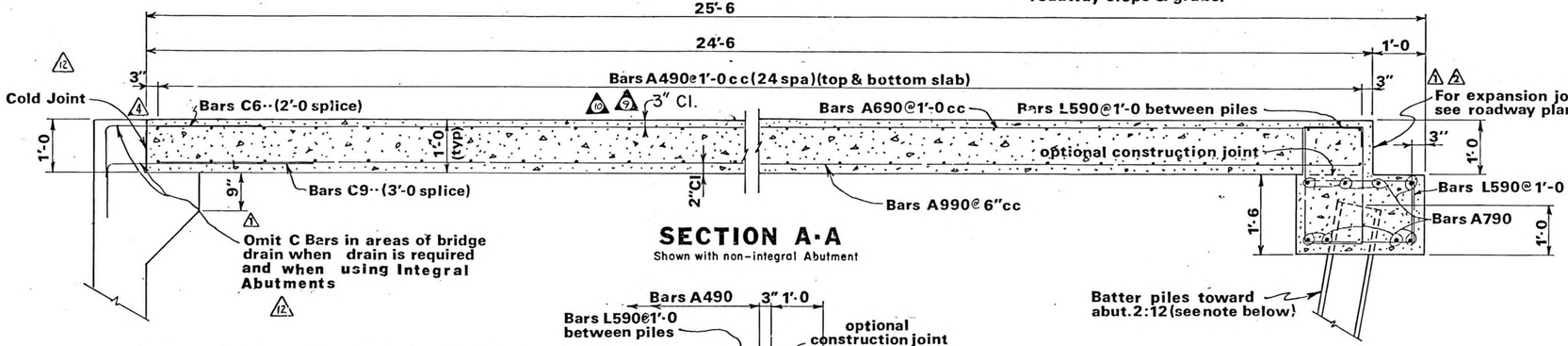
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PROJECT NO.	YEAR	SHEET NO.

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-16-70	CMH	Compression seal added, aggregate size changed. General notes revised & bridge drain details.
2	12-18-70	CMH	Section D-D & notes added, compression seal note removed & Expansion joint note added
3	8-12-71	RMD	Clarified spacing & no. of L590 bars
4	3 12 74	RMD	Removed V Notch
5	7-18-75	RMD	Added Detail X & Revised Note 3
6	8-18-75	RMD	Revised Roadway Drain
7	3-2-76	CPR	Changed Dwg. No. on Detail "A"
8	6-17-76	CMH	Revised aggregate designation
9	8-30-76	RMD	Revised minimum clearances
10	5-Dec-77	EPW	Rev. Note 2 & Min. Cl. on top Re-bar
11	8-Nov-79	LGH	Change Note 3 to 4, Added New Note 3
12	7-17-81	RMD	deleted Detail 'X' Add PART PLAN

NOTE: Top of slab to conform to roadway slope & grade.

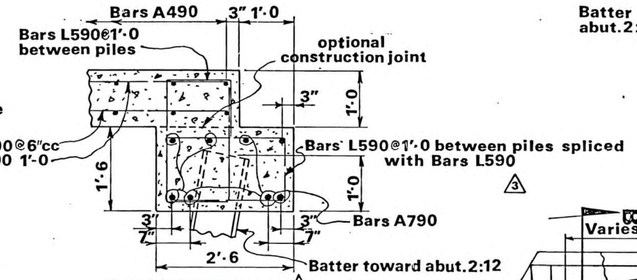


SECTION A-A

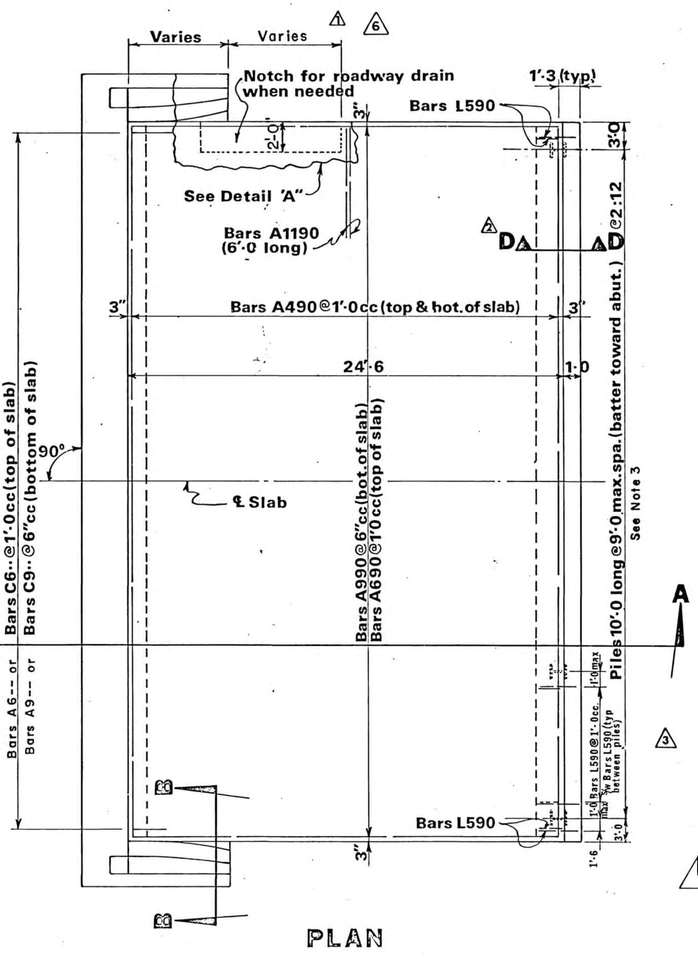
Shown with non-integral Abutment

Batter piles toward abut. 2:12 (see note below)

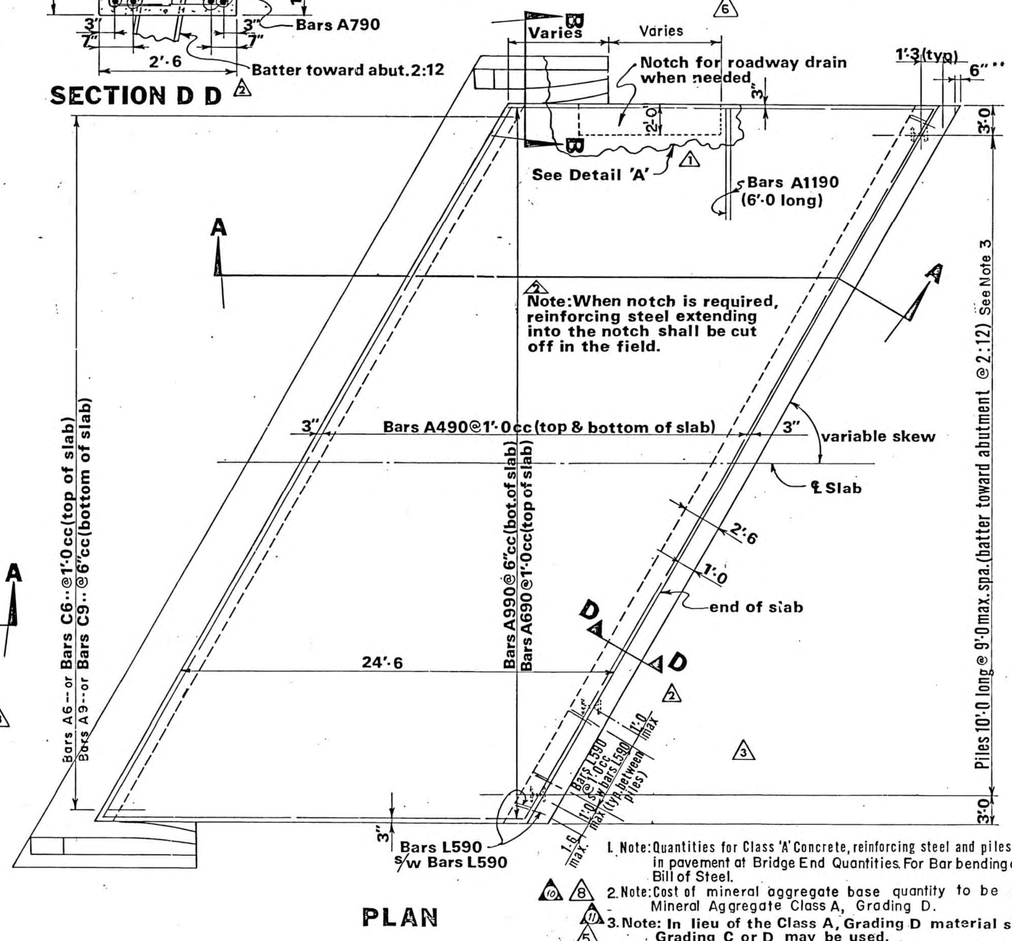
Note: Location of notch for bridge drain shall be as shown on the Roadway Plans and/or Bridge Plans and shall be constructed in accordance with the fit-up requirements of Standard Drawing D-CB-9 or as directed by the Engineer



SECTION D-D

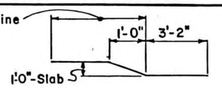


PLAN

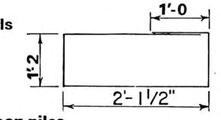


PLAN

1. Note: Quantities for Class 'A' Concrete, reinforcing steel and piles are included in pavement at Bridge End Quantities. For Bar bending dimensions, see Bill of Steel.
2. Note: Cost of mineral aggregate base quantity to be paid as Item 303-01 Mineral Aggregate Class A, Grading D.
3. Note: In lieu of the Class A, Grading D material shown, Class B, Grading C or D may be used.
4. Note: Piles shall be HP10@42# or Precast Concrete Size I as shown in Estimated Quantities. Piles shall have a maximum length of 10'-0 regardless of bearing and shall be spaced at 9'-0 maximum. Piles shall be omitted if beam is supported on rock or rock fill or if the Abutment is integral.

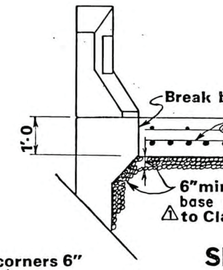


BARS F9--



BARS L (7)

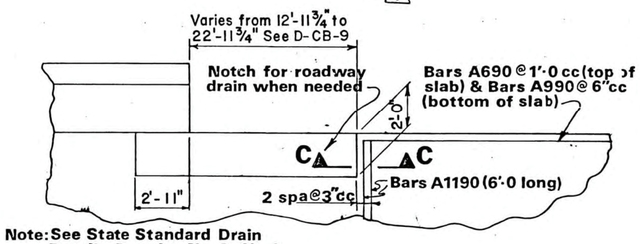
Total Length: 7'-5"



Note: Slab to be poured directly on mineral aggregate base stone.

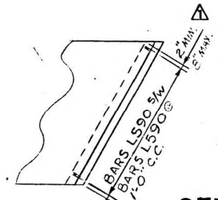
SECTION B-B

"Clip corners 6" for 60° or less

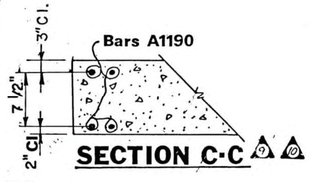


Note: See State Standard Drain Details Drawing No. D CB-9

DETAIL 'A'



PART PLAN (SHOWING L BAR SPA. WITH PILES OMITTED)



SECTION C-C

GENERAL NOTES

CONCRETE: To be Class 'A' (F'c = 3,000 psi)
REINFORCING STEEL: To be ASTM A615. Bending dimensions shown are based on Grade 40. Spacing dimensions are center to center unless otherwise noted.
SPECIFICATIONS: Standard Road & Bridge Specifications of the Tennessee Department of Highways (Current Edition)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

STANDARD DRAWING
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS

DESIGNED BY C.M. Hiles DATE 8-70
DRAWN BY GPM DATE
SUPERVISED BY C.M. Hiles DATE
CHECKED BY D.W. Fortner DATE 10-8-70

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

K-86-144

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