

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
MATTHEW DOUGLAS MCKAY
2026.10.15 11:28:04 -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
6801 CENTENNIAL BLVD.
NASHVILLE,TN 37243
MATTHEW MCKAY, P.E. NO.120464

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, 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
ENVIRONMENTAL NOTES	2E – 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	STP/HSIP-174(31)	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

10/8/2026 2:24:08 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\RESURFACING PLANS\2027\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-00 SIGNATURESHEET.DGN

Index Of Sheets

SEE SHEET NO.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	NO X

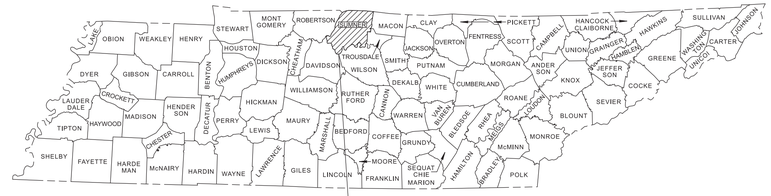
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP/HSIP-174(31)	
STATE PROJ. NO.	83S174-F8-004	
STATE PROJ. NO.	83S174-F3-004	
STATE PROJ. NO.	83S174-M3-004	

SUMNER COUNTY

STATE ROUTE 174
FROM DAVIDSON COUNTY LINE
TO BUCHANAN CIRCLE

RESURFACE & SAFETY
MILLING, 411D RESURFACING

STATE HIGHWAY NO. 174 F.A.H.S. NO.



BRIDGE ID #:
83S61260001
83S61260003
83S61260005
83S61260007
83S61260009

NO EXCLUSIONS

83S174-F3-004
83S174-F8-004
END PROJECT NO. STP/HSIP-174(31) RESURFACE & SAFETY

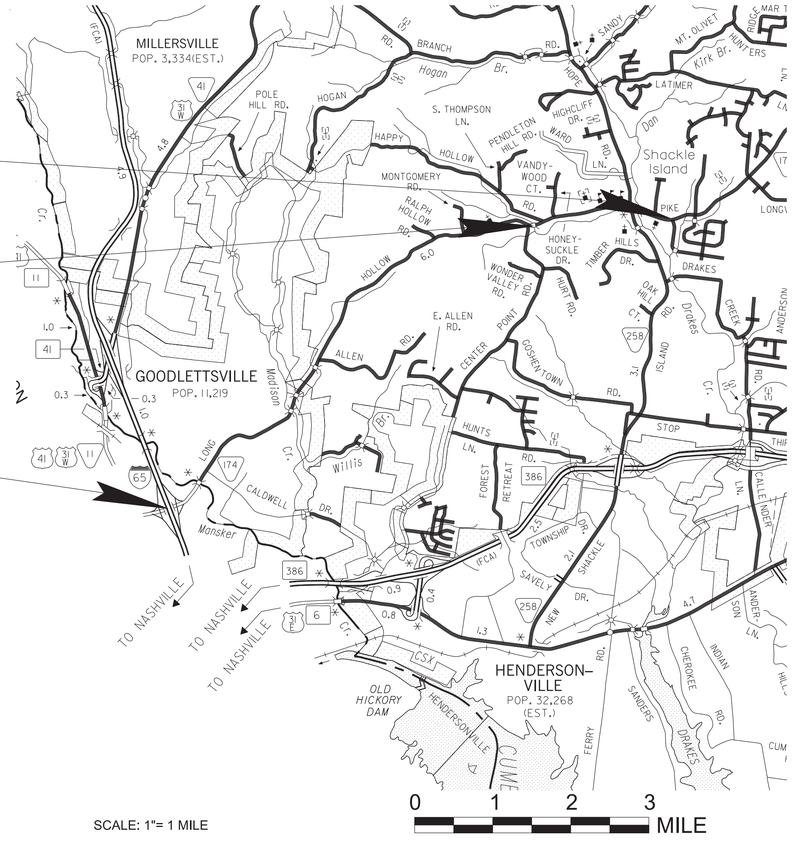
BUCHANAN CIRCLE (L.M. 6.47)

BRIDGE REPAIR PROJECT NO. 83S174-M3-004

SR-174 @ L.M. 6.030 ID #83S61260009

83S174-F3-004
83S174-F8-004
BEGIN PROJECT NO. STP/HSIP-174(31) RESURFACE & SAFETY

DAVIDSON COUNTY LINE (L.M. 0.00)

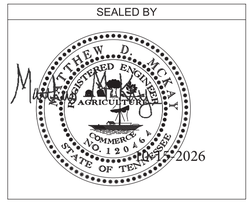


SCALE: 1"= 1 MILE

0 1 2 3 MILE

PROJECT LENGTH	6.47 MILES
TOTAL LANE MILES RESURFACED	19.43 MILES

SEALED BY



10/8/2026

APPROVED:

SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:

WILL REID, COMMISSIONER

SPECIAL NOTES

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

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.

TRAFFIC COUNT STATION	
L.M.	STATION NO.
1.593	186

TRAFFIC DATA	
ADT (2027)	21950
L.M	POSTED SPEED MPH
L.M. 0.00 TO L.M. 0.580	40 MPH
L.M. 0.580 TO L.M. 1.620	45 MPH
L.M. 1.620 TO L.M. 6.470	50 MPH

TDOT PROJECT MANAGER : LISA ROSS

DESIGNER : ARAM TORABIAN CHECKED BY : ADHAM DALLOU, P.E.

P.E. NO. 98034-4299-04 (DESIGN)

PIN NO. 135046.00

10/8/2026 7:42:33 AM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\RESURFACING PLANS\2027\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-001 TITLESHEET.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	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
ENVIRONMENTAL NOTES	2E – 2E1
TABULATED QUANTITIES	2F
DETAIL SHEET – PAVEMENT MARKING IMPROVEMENTS	2G - 2G7
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE REPAIR PLANS	B1

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
SAFETY DESIGN AND GUARDRAILS		
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-3	02-20-20	TYPE 21 GUARDRAIL END TERMINAL
S-GRS-4	07-31-26	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
PAVEMENT MARKINGS		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
WORK ZONES		
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-22		ONE LANE CLOSURE DETAIL FOR UNDIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-26-25	CENTER LANE CLOSURE AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

9/9/2026 9:24:11 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-01A INDEX AND STANDARDS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 83S61260009 SR-174 OVER DRAKES CREEK LM 6.03 (83-SR174-6.03). NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. 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 AND 202.03).	BRIDGE

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITTMENTS

9/9/2026 9:25:11 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\RESURFACING PLANS\2027\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-01B PROJECT COMMITMENTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 83S174-F8-004	QUANTITY 83S174-F3-004	TOTAL QUANTITY
(12)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	13		13
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1585		1585
(10)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	1060		1060
(2)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	100		100
(3)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	14600		14600
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	6.7		6.7
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	2.5		2.5
(4)(11)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	15581		15581
	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		4	4
(1)	705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH		4	4
(1)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		1	1
(1)	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH		4	4
(1)	706-01	GUARDRAIL REMOVED	L.F.		130	130
(5)	712-01	TRAFFIC CONTROL	LS	1		1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	95		95
(6)(9)	712-06	SIGNS (CONSTRUCTION)	S.F.	2230		2230
	712-08.03	ARROW BOARD (TYPE C)	EACH	2		2
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4		4
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	769		769
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	335		335
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1104		1104
(13)	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	170		170
(13)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	696		696
(13)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	44		44
(13)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	689		689
(13)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	920		920
(13)	716-02.11	PLASTIC PAVEMENT MARKING (6" DOTTED LINE)	L.F.	1710		1710
(13)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.6		0.6
(7)(13)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1		1
(13)	716-04.11	PLASTIC PAVEMENT MARKING (BICYCLE SYMBOL W/RIDER)	EACH	1		1
(13)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	36		36
(13)	716-04.13	PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW)	EACH	4		4
(13)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2		2
(7)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	32		32
(14)	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	980		980
(8)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	32		32
(15)	716-15.10	PREFORMED PERMANENT TAPE (6IN LINE)	L.F.	980		980
	717-01	MOBILIZATION	LS	1		1
	730-14.02	SAW SLOT	L.F.	902		3342
	730-14.03	LOOP WIRE	L.F.	2204		7284

FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER.
(2) INCLUDE 3 TONS FOR CITY STREETS, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
(3) INCLUDE 357 TONS FOR CITY STREETS, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
(4) INCLUDE 354 TONS FOR CITY STREETS, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES AND 989 ADDITIONAL TONS FOR SPOT REPAIRS.
(5) 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.
(6) THE CONTRACTOR IS RESPONSIBLE FOR STAKING OF THE CONSTRUCTION SIGNS.
(7) FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS, AND COLD PLANED SURFACE
(8) TO BE USED AS PERMANENT PAVEMENT MARKINGS FOR EDGE LINES, LANE LINES, AND CENTERLINES ON THE FINAL SURFACE.
(9) 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 FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
(10) TO BE USED FOR ADDITIONAL SPOT REPAIR AND/OR SPOT LEVELING. SEE SHEET 2F.
(11) BM2 MAY INCREASE/DECREASE AS DIRECTED BY THE CONSTRUCTION ENGINEER. LOCATIONS ARE DETERMINED BASED ON FIELD CONDITIONS.
(12) SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. NO DEBRIS SHALL BE LEFT ON SHOULDER OR UNDER/AROUND GUARDRAIL.
(13) 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
(14) TO BE USED FOR REMOVAL OF EXISTING PAVEMENT MARKINGS ON CONCRETE SURFACES.
(15) TO BE USED FOR FINAL PAVEMENT MARKINGS ON CONCRETE SURFACES.

NOTE: NEW ASPHALT NEEDS TO TIE INTO SIDE ROADS AT LEAST 1 PAVER WIDTH (AT ENGINEER'S DISCRETION FOR LONGER)

NOTE: WHITE AND YELLOW CHICKEN TRACKS ARE TO BE PAINTED THROUGH THE INTERSECTION OF CENTER POINT ROAD AND HAPPY HOLLOW ROAD.

NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK, SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

SEALED BY



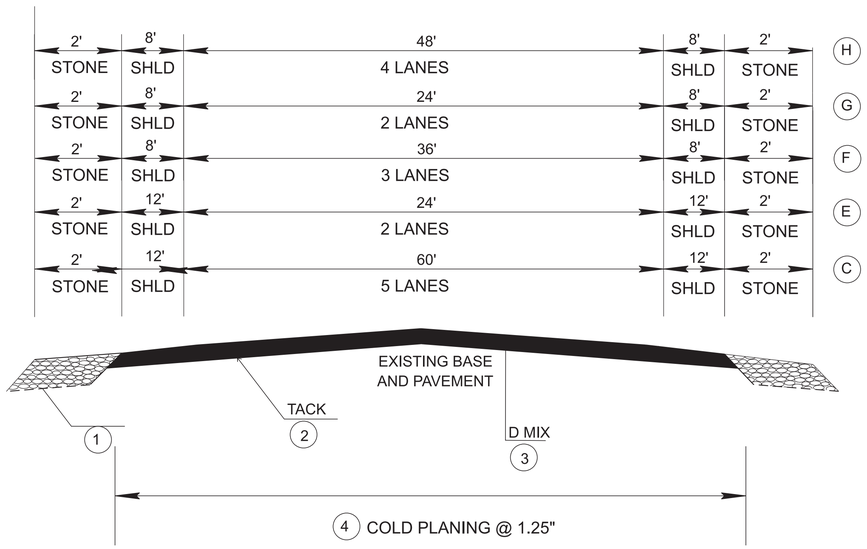
09-09-2026

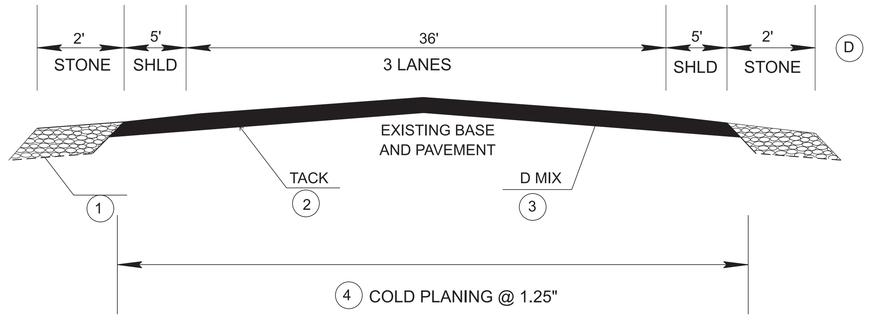
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

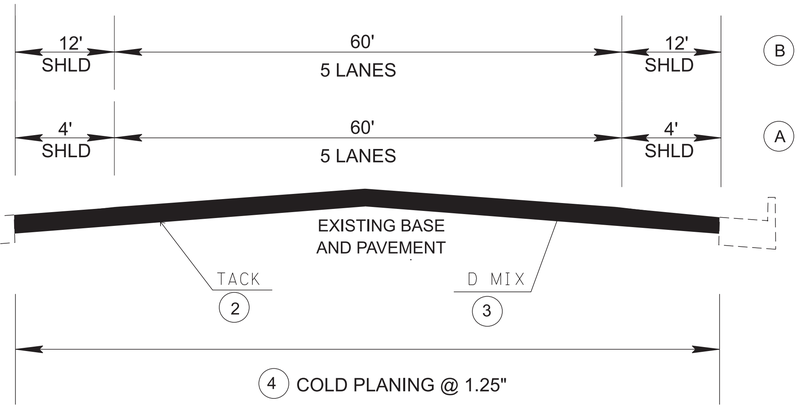
ESTIMATED ROADWAY QUANTITIES

9/9/2026 9:25:35 AM N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-002 ESTIMATED QUANTITY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	2B



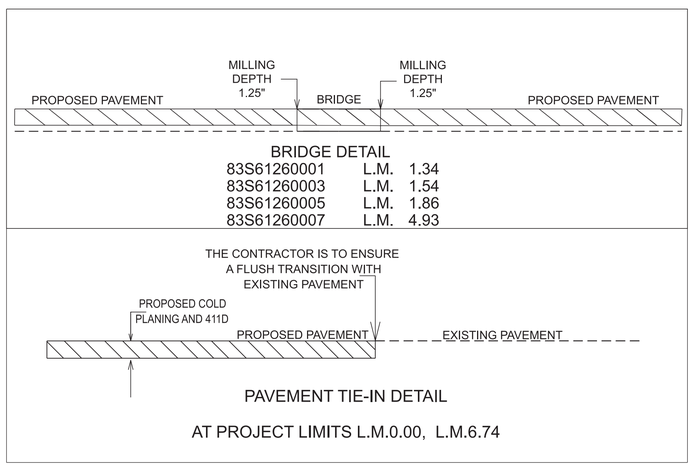




SR-174

TYPICAL SECTION

A	L.M. 0.00	TO	L.M. 0.50	E	L.M. 2.00	TO	L.M. 5.28	G	L.M. 5.45	TO	L.M. 5.59
B	L.M. 0.50	TO	L.M. 0.96	F	L.M. 5.28	TO	L.M. 5.45	H	L.M. 5.94	TO	L.M. 6.02
C	L.M. 0.96	TO	L.M. 1.68	F	L.M. 5.59	TO	L.M. 5.94				
D	L.M. 1.68	TO	L.M. 2.00	F	L.M. 6.02	TO	L.M. 6.47				



NOTE: WHITE AND YELLOW CHICKEN TRACKS ARE TO BE STRIPED FOR THE DOUBLE LEFT TURN AT CALDWELL DRIVE AND THE DOUBLE RIGHT TURN AT LORETTA DRIVE"

PROPOSED PAVEMENT SCHEDULE

1. MINERAL AGGREGATE (2" THICK)
   303-01 MINERAL AGGREFATE, TYPE "A" BASE, GRADING D
2. TACK COAT
   403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
   SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
3. SURFACE @ 1.25" THICK (APPROX. 132.5 LB/SY)
   411-02.10 ACS MIX(PG70-22) GRADING "D"
4. COLD PLANING BITUMINOUS PAVEMENT @ 1.25" THICK (APPROX. 131.25 LB/SY)
   415-01.01 COLD PLANING BITUMINOUS PAVEMENT

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

9/9/2026 9:26:02 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-002.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	2C

GENERAL NOTES

GUARDRAIL

(2) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

MISCELLANEOUS

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

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

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

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

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

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

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.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(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

(12) 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.

SIGNALIZATION

(11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

(13) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.

(14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

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.

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

9/9/2026 9:26:11 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	2D

SPECIAL NOTES

MISCELLANEOUS

(1) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

PAVEMENT MARKINGS

(2) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.

(3) 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.

PAVEMENT

PAVING

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

(5) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

RESURFACING

(6) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(8) 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.

(9) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

WORK RESTRICTIONS

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

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

9/9/2026 9:27:06 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\SPECIAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	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 ROADWAY DESIGN DIVISION 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 PRE-CONSTRUCTION MEETINGS.

ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

(3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.

(4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

PROJECT COMMITMENTS

(5) SEE PROJECT COMMITMENTS, SHEET _1B_, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

(6) THIS PROJECT INCLUDES COLD PLANING, PAVEMENT, GUARDRAIL AND PAVEMENT MARKINGS, AND OTHER ITEMS AS SHOWN IN THE PLANS.

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.

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

9/9/2026 9:27:44 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\ENVIRONMENTAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	2E1

ENVIRONMENTAL NOTES (CONTINUED)

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.

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

9/9/2026 9:28:33 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\SPECIAL NOTES 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	2F

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
83S61260001	1.340	MADISON CREEK	97'	PAVE WITH PLANS MIX/TREATMENT TYPE
83S61260003	1.540	BRANCH	48'	PAVE WITH PLANS MIX/TREATMENT TYPE
83S61260005	1.860	BRANCH	55'	PAVE WITH PLANS MIX/TREATMENT TYPE
83S61260007	4.930	BRANCH	48'	PAVE WITH PLANS MIX/TREATMENT TYPE
83S61260009	6.030	DRAKES CREEK	139'	. PROVIDE DECK REPAIR ITEM-SEAL WITH TYPE 1 THIN EPOXY OVERLAY . REPLACE BRIDGE JOINTS

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
W20-1	ROAD WORK AHEAD	48" X 48"	16	23	368
G20-2	END ROAD WORK	48" X 24"	8	25	200
W21-1	GROOVED PAVEMENT - PORTABLE	48" X 48"	16	32	512
W20-1	ROAD WORK NEXT 7 MILES	48" X 48"	16	2	32
W20-1	ROAD WORK 1 MILE	48" X 48"	16	2	32
W20-1	ROAD WORK 1/2 MILE	48" X 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48" X 48"	16	2	32
W8-11	UNEVEN LANES - PORTABLE	48" X 48"	16	32	512
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" X 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" X 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1500 FEET	48" X 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1500 FEET	48" X 48"	16	2	32
W20-7A	FLAGGER SYMBOL - PORTLE	48" X 48"	16	2	32
W4-2R	RIGHT LANE ENDS SYMBOL	48" X 48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48" X 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48" X 48"	16	2	32
W12-1	DOUBLE ARROW	36" X 36"	9	2	18
W9-3A	CENTER LANE CLOSED AHEAD SYMBOL	48" X 48"	16	4	64
W16-2P	1000 FEET	24" X 18"	3	2	6
W16-2P	500 FEET	24" X 18"	3	2	6
W8-15P	MOTORCYCLE PLAQUE	30" X 24"	5	32	160
				TOTAL	2230

ADDITIONAL COLD PLANING FOR SPOT REPAIR

LOCATION	LENGTH	WIDTH	DEPTH	REPLACEMENT MIX (BM2,D,ETC)	COMMENTS
L.M. 2.9	530'	12'	2"	BM2	WB
L.M. 3.0	1000'	12'	2"	BM2	EB
L.M. 3.5	530'	12'	2"	BM2	EB
L.M. 3.65	1800'	12'	2"	BM2	WB
L.M. 3.7	1050'	12'	2"	BM2	EB
L.M. 4.1	530'	12'	2"	BM2	EB
L.M. 4.6	530'	12'	2"	BM2	EB
L.M. 4.8	530'	12'	2"	BM2	EB
L.M. 4.9	530'	12'	2"	BM2	WB

PROPOSED GUARDRAIL (RESURFACING)

SIDE LT	SIDE RT	LOG MILE		GUARDRAIL REMOVED 706-01 (L.F.)	TYPE 21 EARTHPAD 705-4.10 (EACH)	TYPE 38 MASH TL3 (26.896') 705-06.20 (EACH)	TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)
	x	4.1		50		1	
x		4.4		25	1		1
	x	4.5		25	1		1
x		4.6		25	1		1
	x	4.7		25	1		1
TOTALS				150	4	1	4

UTILITIES ADJUSTMENT

TYPE	NUMBER	COMMENTS
Sewer Manhole	1	
Telephone Manhole		
Gas Valves		
Water Valves		

STORM DRAIN ADJUSTMENTS

ITEM	COUNT	COMMENTS
CATCH BASINS	0	
AREA BASINS	0	
OTHER	1	

SEALED BY

MATTHEW D. MACKAY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 120416
STATE OF TENNESSEE

09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

9/9/2026 9:29:19 AM N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\135046-00-002 ESTIMATED QUANTITY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G



N

NOT TO SCALE

STATE ROUTE 174
LOG MILE 0.04-0.28
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY
TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3, T-M-4

FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

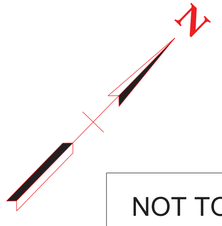
DETAIL SHEET
PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:26:12 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G1





NOT TO SCALE

STATE ROUTE 174
LOG MILE 0.49-0.53
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY
TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3

FOR REFERENCE ONLY

SEALED BY

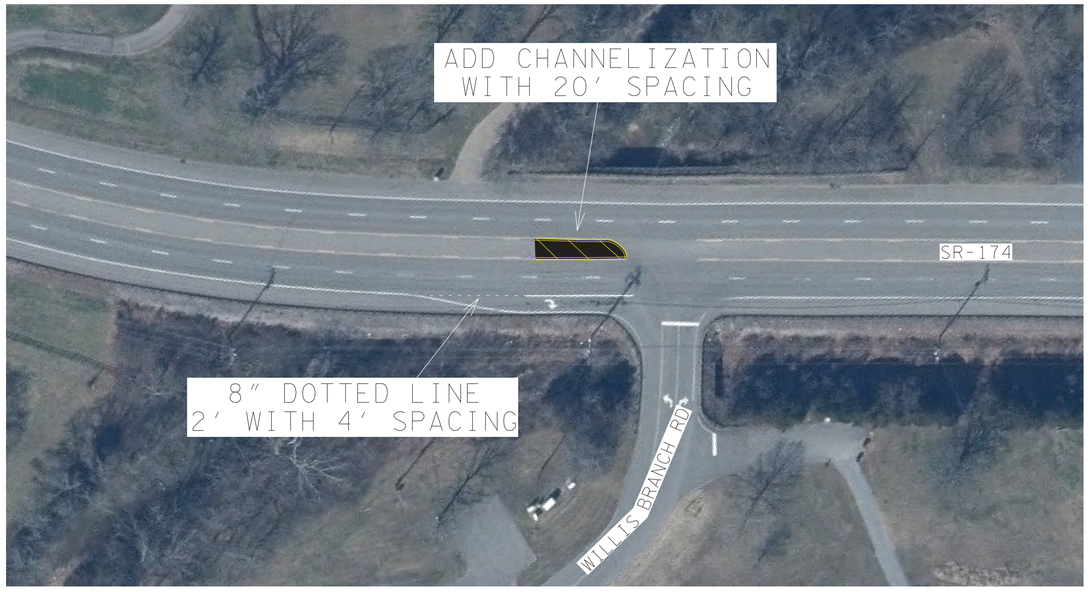
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:32:04 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G2



N

NOT TO SCALE

STATE ROUTE 174
LOG MILE 1.32-1.40
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY
TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3, T-M-4

FOR REFERENCE ONLY

SEALED BY

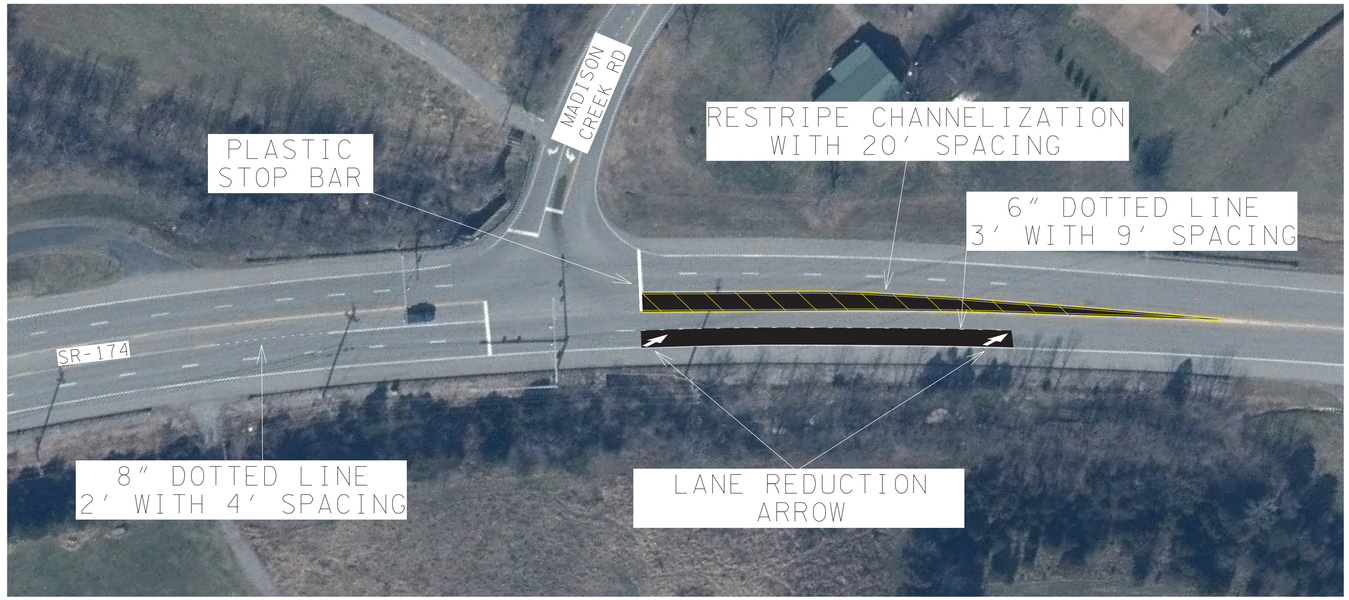
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

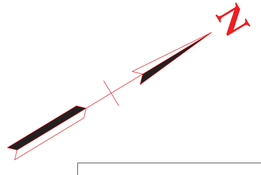
DETAIL SHEET
PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:33:44 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G3





NOT TO SCALE

STATE ROUTE 174
LOG MILE 1.50-1.64
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-2, T-M-3, T-M-4

FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

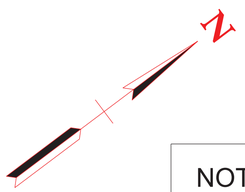
DETAIL SHEET PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:35:33 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G4





NOT TO SCALE

STATE ROUTE 174
LOG MILE 1.68-1.86
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY
TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3

FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:45:32 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G5



N

NOT TO SCALE

STATE ROUTE 174
LOG MILE 5.58-5.69
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY
TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3

FOR REFERENCE ONLY

SEALED BY

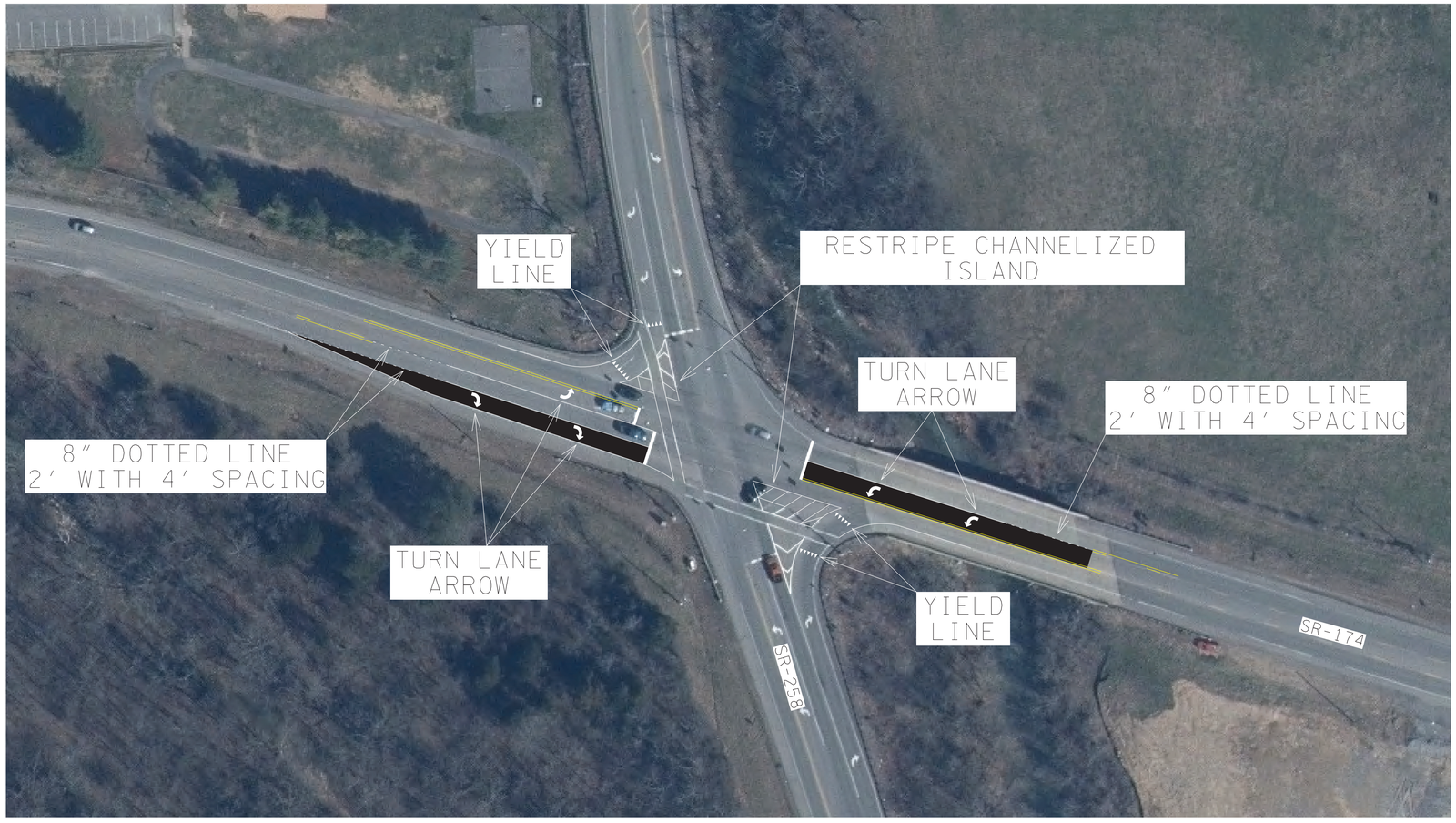
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:53:04 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G6



N

NOT TO SCALE

STATE ROUTE 174
LOG MILE 5.92-6.07
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3, T-M-4

FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 9:58:30 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-174(31)	2G7



N

NOT TO SCALE

STATE ROUTE 174
LOG MILE 6.31-6.47
SUMNER COUNTY

FOR REFERENCE ONLY PROVIDED BY TDOT REGION 3 TRAFFIC

REFERENCE STANDARD DRAWING
T-M-3, T-M-4

FOR REFERENCE ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE

8/18/2026 10:24:28 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2027\Sumner Co. SR-174 L.M. 0.00 - 6.47\Pavement Marking Improvements\Sumner (135046.00), SR-174, 0-6.47.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	3

UTILITY NOTES

UTILITIES

(11) 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

(12) 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.

(13) 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.

(14) 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 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

UTILITY OWNERS
(6-03-2026)

TELEPHONE:
AT&T
116 S. CANNON AVE
MURFREESBORO, TN 37129
KENNETH LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082
C: 615-631-7221

POWER:
CUMBERLAND ELECTRIC MEM. CORP.
1940 MADISON ST
CLARKSVILLE, TN 37043
JONATHAN FIELDER
JFIELDER@CEMC.ORG
O: 931-645-2481 (EXT. 1169)

NASHVILLE ELECTRIC SERVICE
1214 CHURCH STREET, ROOM 363
NASHVILLE, TN 37246
JON SIPES
JSIPES@NESPOWER.COM
O: 615-747-3529

CHAD LACY
CLACY@NESPOWER.COM
O: 615-747-3452

TVA
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
O: 662-255-6272

SEWER:
CITY OF GOODLETTSVILLE
215 CARTWRIGHT ST
GOODLETTSVILLE, TN 37072
JEFF MCCORMICK
JMCCORMICK@GOODLETTSVILLE.GOV
O: 615-851-2204

STEVE DIVINEY
SDIVINEY@GOODLETTSVILLE.GOV
O: 615-851-2204

WATER & SEWER:
WHITE HOUSE U.D.
PO BOX 608
3303 HWY 31 W
WHITE HOUSE, TN 37188
DANNY MILLER
DMILLER@WHUD.ORG
O: 615-672-4110 (EXT. 261)

PAT HARRELL
PHARRELL@WHUD.ORG
O: 615-672-4110 (EXT. 232)

WATER:
MADISON SUBURBAN U.D.
721 MYATT DR
MADISON, TN 37115
JIM WADE
JWWADE@MSUD.NET
C: 615-795-4652

GAS:
SPIRE (PIEDMONT)
83 CENTURY BLVD
NASHVILLE, TN 37214
CHASE FLEWALLEN
CHASE.FLEWALLEN@SPIREENERGY.COM
C: 931-797-8857

FIBER
AT&T FIBER OPTIC CABLE
1535 TWILIGHT TR
FRANKFORT, KY 40601
KEVIN MEFOORD
KM5258@ATT.COM
O: 502-226-0907

ZAYO
820 FESSLERS PKWY, SUITE 240
NASHVILLE, TN 37210
RICKY WIMBERLEY
RICKY.WIMBERLEY@ZAYO.COM
C: 731-571-2600

TIMOTHY WRIGHT
TIMOTHY.WRIGHT@ZAYO.COM
C: 585-490-4793

LUMEN
2530 PERIMETER PLACE DR
NASHVILLE, TN 37214
MIKE SCHRYER
MICHAEL.SCHRYER@LUMEN.COM
C: 931-580-4648

VERO NETWORKS
PO BOX 1110
BOULDER, CO 80306
CHRIS ROGERS
CROGERS@VERONETWORKS.COM
O: 918-218-9100

VERIZON (XO)
575 HICKORY HILLS BLVD
WHITES CREEK, TN 37189
MICHAEL WEAVER
MICHAEL.WEAVER@VERIZON.COM
O: 615-777-7727
C: 615-218-0656

UNITI (WINDSTREAM)
658 TREE FARM RD
LINDEN, TN 37096
TOMMY RAYFIELD
TOMMY.RAYFIELD@UNITI.COM
O: 812-253-1587
C: 931-994-1249

BRIGHTSPEED
XAN MARIE RYPKEMA
XAN.RYPKEMA@BRIGHTSPEED.COM
RELOCATIONS@BRIGHTSPEED.COM
O:303-525-2994
C: 704-314-2659

CABLE:
COMCAST
660 MAINSTREAM DR
NASHVILLE, TN 37228
PAUL JOHNSON
NAS-NASHVILLECONSTRUCTIONBETTERMENTS@COMCAST.COM
O: 615-626-3138

SEALED BY



09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

9/9/2026 9:29:39 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\UTILITYS NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP/HSIP-174(31)	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

MATTHEW D. HAGAR REGISTERED ENGINEER AGRICULTURE COMMERCE & NO. 120444 STATE OF TENNESSEE

09-09-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROPP-OFF NOTES FOR TRAFFIC CONTROL

9/9/2026 9:54:43 AM
N:\SURVEY\DESIGN\RESURFACING PLANS\2026\SUMNER CO. SR-174 L.M. 0.00 - 6.47\ORD\ENVIRONMENTAL NOTES.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
BRIAN KENNETH EGLI
2026.09.17 13:18:28 -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 REPAIR DETAILS	B-2
TYPE I THIN EPOXY OVERLAY NOTES	B-3
PLAN VIEW, APPROXIMATE REPAIR LOCATIONS AND PHASE CONSTRUCTION	B-4

YEAR	PROJECT NO.	SHEET NO.
2026	83S174-M3-004	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
83S174-M3-004	2026	B-1

REVISIONS

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

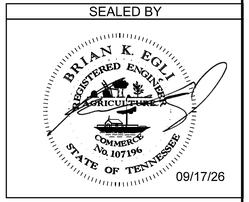
INDEX OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 1	
INDEX OF DRAWINGS	B-1	
BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR DETAILS	B-2	
TYPE I THIN EPOXY OVERLAY NOTES	B-3	
PLAN VIEW, APPROXIMATE REPAIR LOCATIONS AND PHASE CONSTRUCTION	B-4	

INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT	M-407-58
SUPERSTRUCTURE	M-407-60
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

SEALED BY



09/17/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
83-SR174-6.03
OVER
DRAKES CREEK
FEDERAL BRIDGE ID NO.
83S61260009
SUMNER COUNTY
2026

PIN NO.: 135046.00

DESIGN BY: _____ DATE: _____

DRAWN BY: TRENT JOHNSTON DATE: 04-26

SUPERVISED BY: BRIAN EGLI DATE: 04-26

CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.
83S174-M3-004	2026	B-2

REVISIONS

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

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

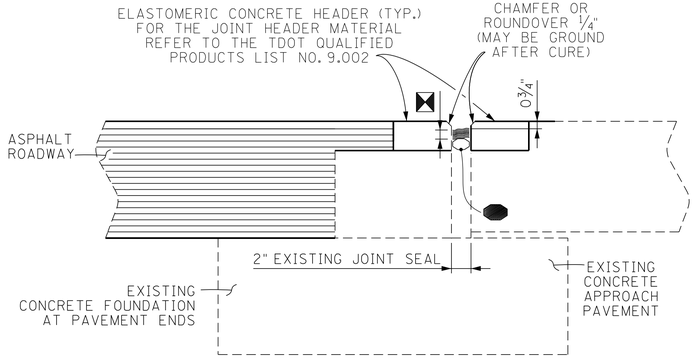
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.44 EXPANSION JOINT REPAIRS L.F.
82-SR174-6.03 OVER DRAKES CREEK BR. NO. 83S61260009	M-407-58 M-407-60 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) EXPANSION JOINT REPAIRS	1091	123
		TOTAL	1091	123

EXPANSION JOINT REPAIR NOTES

THE JOINT HEADER SYSTEM SHALL BE FROM QPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING 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, AND AN ELASTOMERIC CONCRETE FROM QPL 9.001. THE SYSTEM 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 SYSTEM MATERIALS PRODUCTS FROM QPL.7 001 ON A ROLL AND COMPRESSION ONLY WILL NOT BE ALLOWED. THE TOP OF THE QPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 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, THE EXISTING JOINT OPENING SHALL BE CLEANED OF ALL DIRT, DEBRIS, AND PRIOR CONSTRUCTION MATERIAL, ETC., THE FULL DEPTH OF THE OPENING. THE SURFACES WHERE THE NEW MATERIAL BONDS TO STAY IN PLACE, SHALL BE CLEANED PER MANUFACTURERS RECOMMENDATION, TO REMOVE ANY SUBSTANCES THAT WOULD INHIBIT BONDING. THE COST FOR REMOVING THE OLD JOINT SYSTEM, INSTALLING THE NEW JOINT SYSTEM, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L. F.



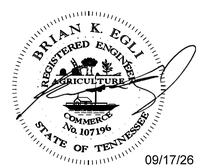
EXPANSION JOINT REPAIR DETAIL

NOTE: (DETAIL SHOWN @ APPROACH PAVEMENT NO. 1)
(FOR APPROACH PAVEMENT NO. 2 IS OPPOSITE HAND, OPPOSITE SIDE)

DENOTES: FULL DEPTH OF EXISTING JOINTS SHALL BE RESEALED WITH NEW JOINT FILLER. THE NEW JOINT SEALER SHALL BE A COLD POUR TWO PART SILICONE SEALER FROM QPL 5.001.

DENOTES: THE EXISTING OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER. THE ROD SHALL BE PLACED AT A DEPTH TO ENSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL. BACKER ROD SHALL BE AS PER JOINT MANUFACTURES RECOMMENDATIONS.

SEALED BY



09/17/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR DETAILS 83-SR174-6.03 OVER DRAKES CREEK FEDERAL BRIDGE ID NO. 83S61260009 SUMNER COUNTY 2026

PIN NO.: 135046.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 04-26
SUPERVISED BY: BRIAN EGLI DATE: 04-26
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.
83S174-M3-004	2026	B-3

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.

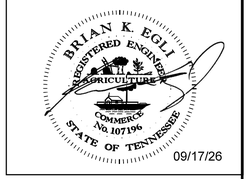
THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS 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



09/17/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPE 1 THIN EPOXY OVERLAY NOTES
83-SR174-6.03
OVER
DRAKES CREEK
FEDERAL BRIDGE ID NO.
83S61260009
SUMNER COUNTY
2026

PIN NO.: 135046.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 4-26
SUPERVISED BY: BRIAN EGLI DATE: 4-26
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.
83S174-M3-004	2026	B-4

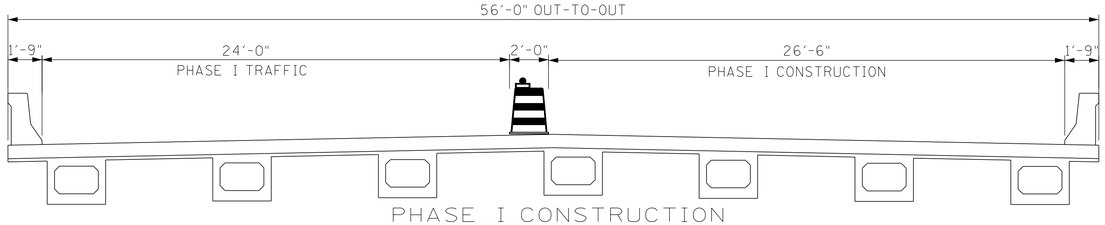
REVISIONS

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

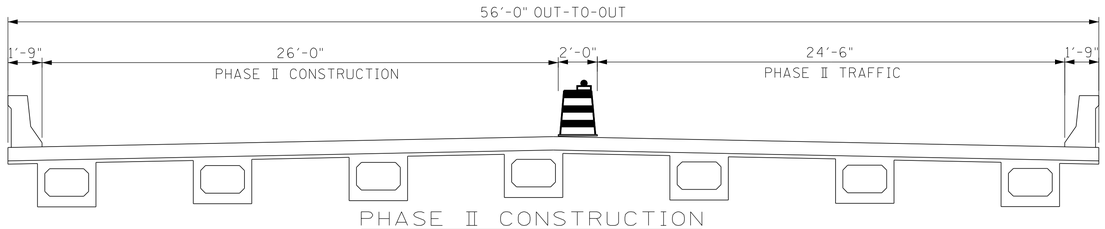


PLAN
(83-SR174-6.03)

DENOTES: APPROXIMATE EXPANSION JOINT REPAIR LOCATIONS

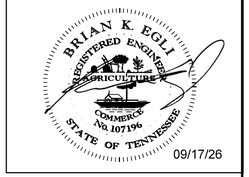


PHASE I CONSTRUCTION
LOOKING AHEAD ON SURVEY



PHASE II CONSTRUCTION
LOOKING AHEAD ON SURVEY

SEALED BY



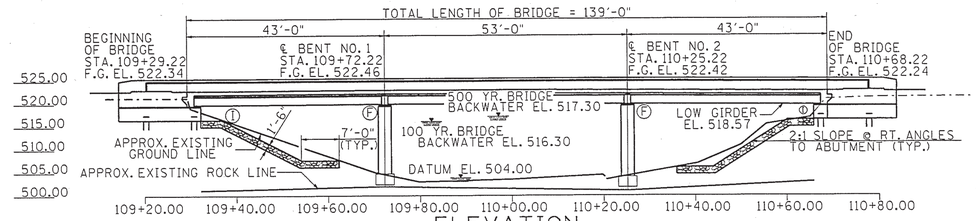
09/17/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW, APROXIMATE REPAIR LOCATIONS AND PHASE CONSTRUCTION 83-SR174-6.03 OVER DRAKES CREEK FEDERAL BRIDGE ID NO. 83S61260009 SUMNER COUNTY 2026

PIN NO.: 135046.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 04-26
SUPERVISED BY: BRIAN EGLI DATE: 04-26
CHECKED BY: DATE:

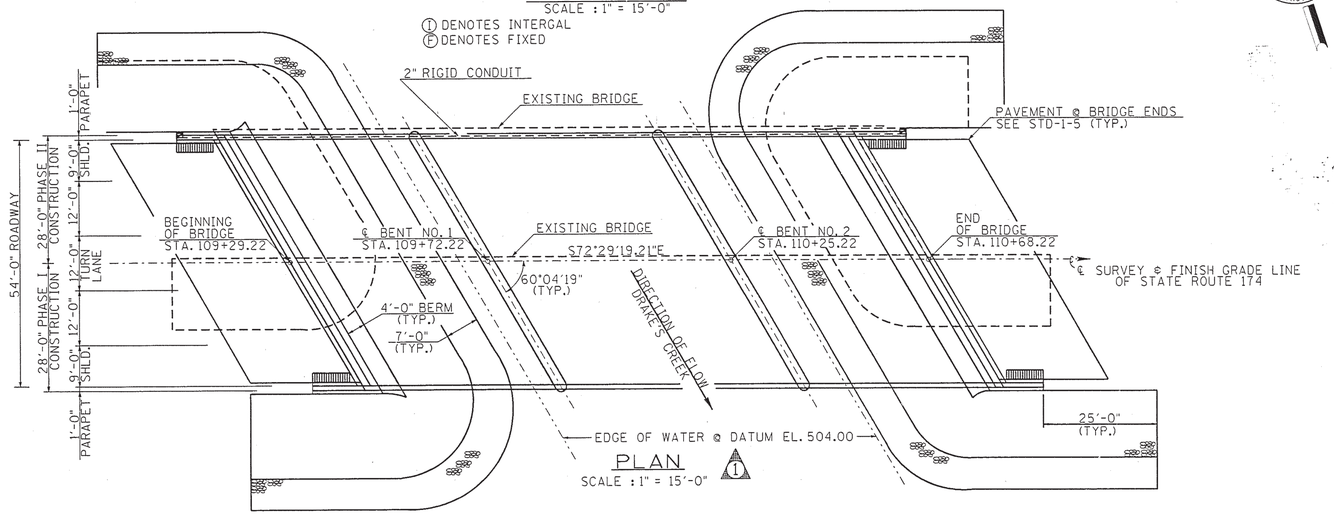
LAY305R2.DGN



ELEVATION

SCALE : 1" = 15'-0"

Ⓘ DENOTES INTERGAL
Ⓕ DENOTES FIXED



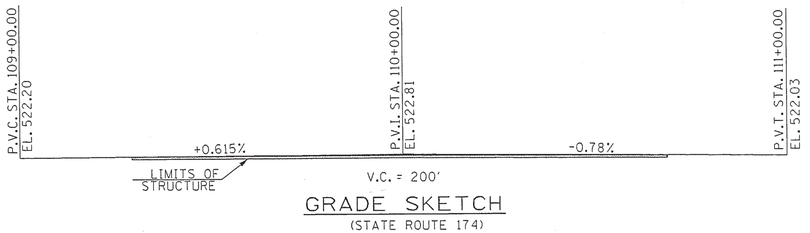
PLAN

SCALE : 1" = 15'-0"

NOTE : DASHED LINES INDICATE EXISTING STRUCTURE

▨ DENOTES END OF BRIDGE DRAIN SEE STANDARD DRAWINGS STD-1-6,7℄8.

☒ DENOTES PULL BOX



GRADE SKETCH

(STATE ROUTE 174)

DESIGNED BY Q. ABUGHAZLEH DATE 7-00
DRAWN BY FARRAR DATE 7-00
SUPERVISED BY DATE 0-00
CHECKED BY Q. ABUGHAZLEH DATE 8-00

DESIGN 2001
LAY305R2.DGN
11:47

CONST. NO. 83018-3215-54

PROJECT NO.	YEAR	SHEET NO.
CM-STP-258 (4)	2000	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-12-01	Q.A.	ADDED PULL BOX AND 2" RIGID CONDUIT
2	1-23-01	HMB	REVISE DATES

DIVISION OF TENNESSEE STRUCTURES

Ⓘ

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	M-407-58	01-23-01
GENERAL NOTES AND ESTIMATED QUANTITIES	M-407-59	01-12-01
SUPERSTRUCTURE	M-407-60	-----
SUPERSTRUCTURE DETAILS	M-407-61	-----
PRESTRESSED BOX BEAMS (SPAN NO.1 AND 3)	M-407-62	-----
PRESTRESSED BOX BEAMS (SPAN NO.2)	M-407-63	-----
ABUTMENT NO. 1	M-407-64	-----
ABUTMENT NO. 1 DETAILS	M-407-65	-----
ABUTMENT NO. 2	M-407-66	-----
ABUTMENT NO. 2 DETAILS	M-407-67	-----
BENT NO. 1	M-407-68	-----
BENT NO. 1 DETAILS	M-407-69	-----
BENT NO. 2	M-407-70	-----
BENT NO. 2 DETAILS	M-407-71	-----
FINAL FOUNDATION DATA	M-407-72	-----
BILL OF STEEL	M-407-73	-----

LIST OF EXISTING DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE	G-4-89
ABUTMENT NO. 1 AND 2 DETAILS	G-4-90
CONCRETE PIERS DUMBELL TYPE	F-10-92
SLAB DETAILS	F-10-126
CONCRETE HANDRAILS	E-12-104
CONCRETE BRIDGE MISC.	F-10-8

Ⓘ Ⓙ

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
* BRIDGE RAILING CONCRETE PARAPET	STD-1-1	07-31-00
* PAVEMENT AT BRIDGE ENDS	STD-1-5	07-31-00
BRIDGE END DRAIN W/PABE	STD-1-6	04-28-97
* BRIDGE END DRAIN W/PABE	STD-1-7	07-31-00
BRIDGE END DRAIN 2' x 8'-7" W/PABE	STD-1-8	05-1-95
* STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	05-21-99
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	06-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	06-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	10-25-93
* STANDARD PILE DETAILS	STD-5-2	05-21-99
* STANDARD SEISMIC DETAILS	STD-6-1	05-21-99
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT ℄ DRAINAGE DETAILS	STD-10-1	05-11-92
STD. DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	07-31-00

*DENOTES STANDARD DRAWINGS TO BE PRINTED WITH PLANS

LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST REV. DATE
APPROVAL OF SHOP DRAWINGS	105A	12-15-97

HYDRAULIC DATA

DRAINAGE AREA = 14.7MI.²
DESIGN DISCHARGE (100 YR.) = 7587 FT³/SEC
WATER AREA PROVIDED BELOW EL. 515.30 = 1016.0 FT²
100 YR. VELOCITY = 7.47 FPS
100 YR. BRIDGE BACKWATER = 0.23 FT. @ EL. 516.3
ROADWAY OVERTOPPING EL. = 520
500 YR. DISCHARGE 9920 FT³/SEC @ EL. 517.3

2020 ADT = 13430
54'-0" ROADWAY W/ STD-1-1 PARAPET
DESIGN SPEED = 50 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT
STATE ROUTE 174
(LONG HOLLOW PIKE)
OVER DRAKES CREEK
BRIDGE I.D. NO.83S61260009
STATION 110+00.00
LOG MILE 6.03
SUMNER COUNTY
2000

HARDIE M. BROOKS, JR. REGISTERED ENGINEER AGRICULTURE STATE OF TENNESSEE

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-407-58

RIP RAP = 399 TONS

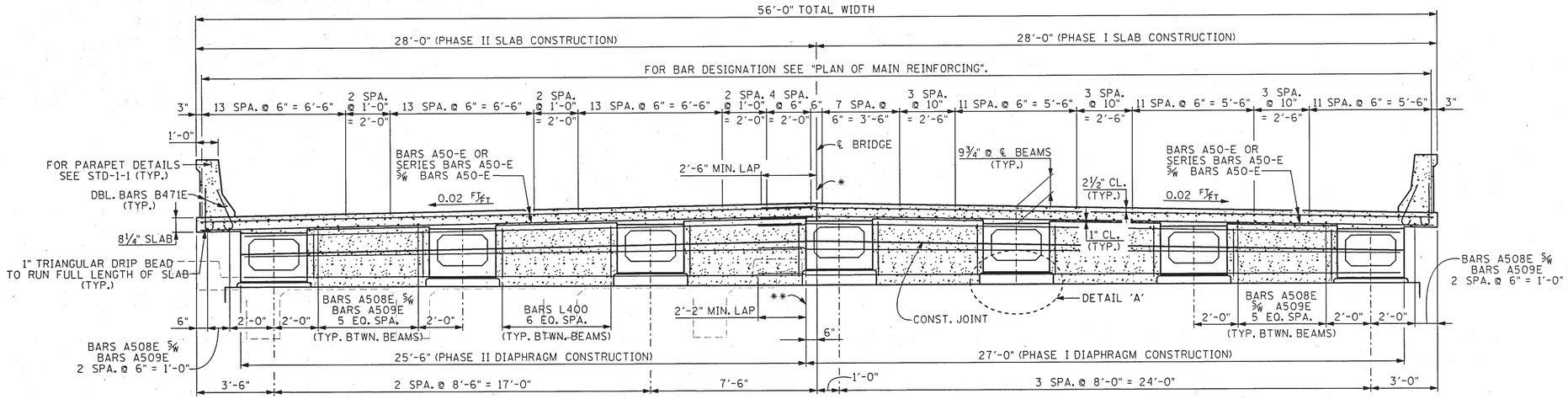
PORTABLE MEDIAN BARRIER = 188'-0"

SUP173.DGN

CONST. NO. 83018-3215-54		
PROJECT NO.	YEAR	SHEET NO.
CM-STP-258(4)	2000	

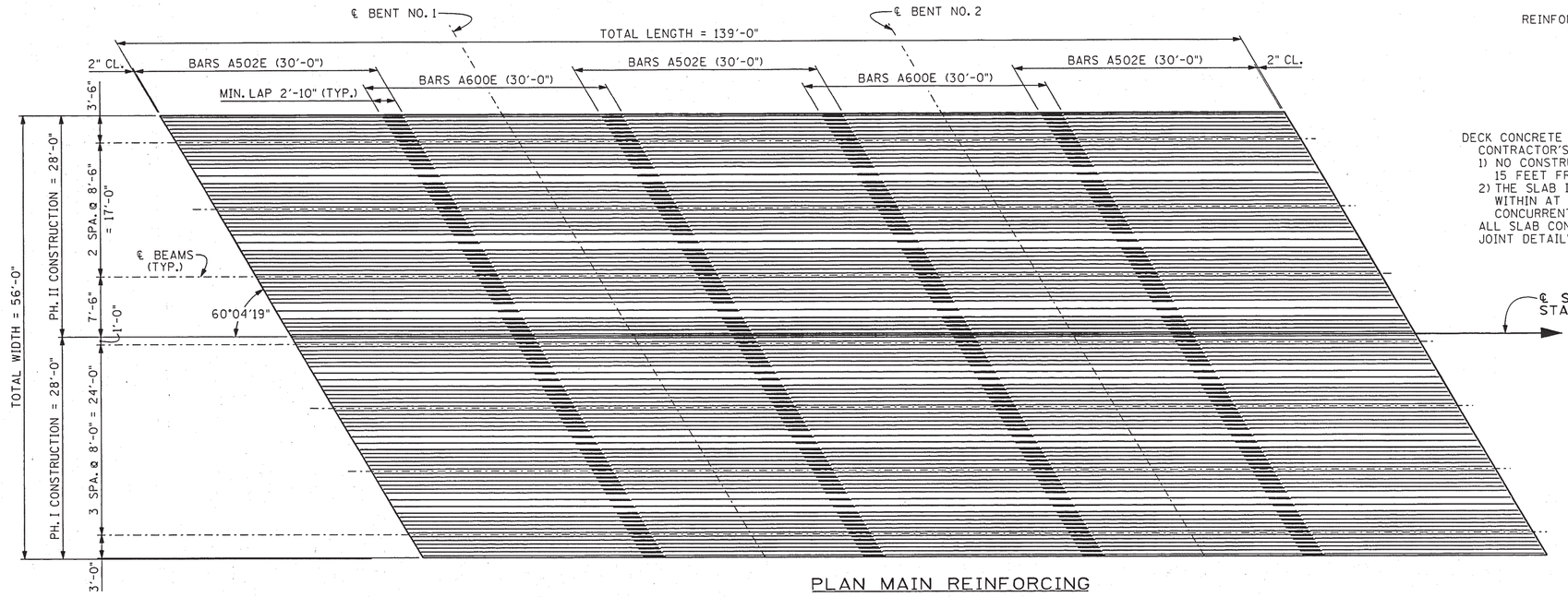
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

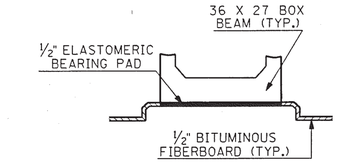


* DENOTES SLAB PHASE CONSTRUCTION JOINT.
** DENOTES DIAPHRAGM PHASE CONSTRUCTION JOINT.

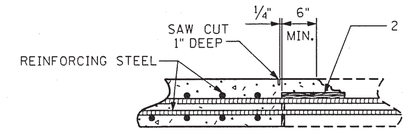
TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)



PLAN MAIN REINFORCING



DETAIL "A"



SLAB CONSTRUCTION JOINT DETAIL

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:
1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE "SLAB CONSTRUCTION JOINT DETAIL" SHOWN ABOVE.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	STEEL BAR REIN. EPOXY (BRIDGES) LB.
224	1,197	47,680

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 DRAWING NO. STD-1-1.

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

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

DESIGNED BY Q. ABUGHAZLEH DATE 7-00
DRAWN BY ANDREW L. CHESSER DATE 7-00
SUPERVISED BY RLH & HMB DATE 7-00
CHECKED BY Q. ABUGHAZLEH DATE 8-00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE STATE ROUTE 174 (LONG HOLLOW PIKE) OVER DRAKE'S CREEK STATION 110+00.00 SUMNER COUNTY 2000

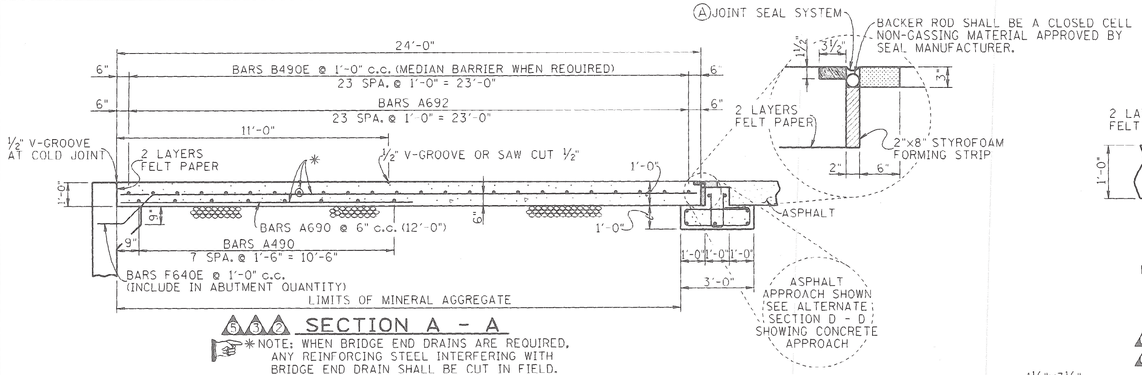
HARDIE M. BROOKS — STATE OF TENNESSEE — REGISTERED ENGINEER — 10/12/00

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-407-60

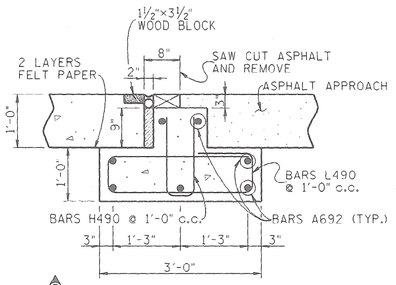
ON SEP 12, 2000
I:\Projects\Workspace\DGN\SUP\
11:24

STD15.DGN



SECTION A - A

(5)(3)(2) NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD.



SECTION D - D

(5)(3) (ASPHALT APPROACH)

BILL OF STEEL

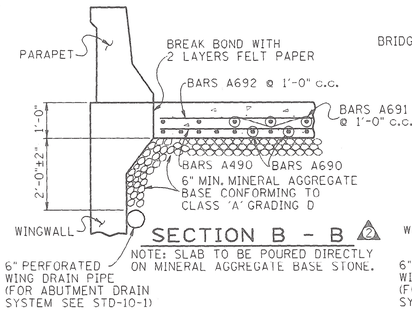
	BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
(3)(2)	B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
	A490	SLAB	4	8					▲
	A690	SLAB	6	▲					12'-0"
	A691	SLAB	6	▲					23'-8"
	A692	SLAB ✡	6	31					▲
	H490	FOOTING ✡	4	▲	6"	1'-4"			3'-4"
(3)	L490	FOOTING	4	▲	2'-7¼"	1'-0"	8"		7'-6½"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

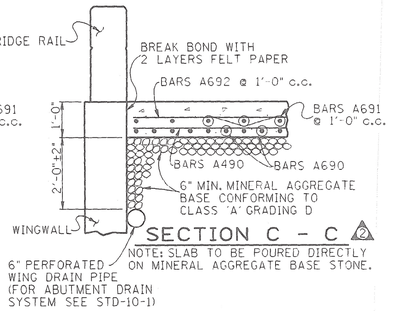
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-1-95	CMH	GENERAL REVISION REDESIGN
2	12-18-95	CMH	ADDED BARS A490 AND JOINT DETAIL
3	4-28-97	CMH	REVISED JOINT DETAILS AND NOTE
4	9-6-99	CMH	REVISED JOINT NOTE
5	7-31-00	CMH	REVISED JOINT DETAILS, NOTE, LIMITS OF PIPE AND ADDED NOTE #3



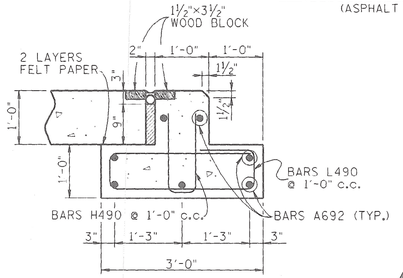
SECTION B - B

(2) NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



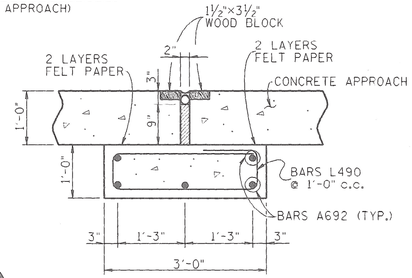
SECTION C - C

(2) NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



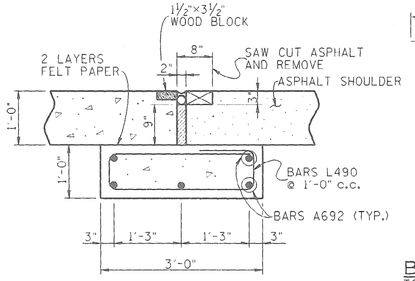
ALTERNATE SECTION D - D

(5)(3) (NO CLASSIFIED APPROACH)
NOTE: TO BE USED ONLY WHEN ROADWAY PAVING IS NOT INCLUDED IN PROJECT.



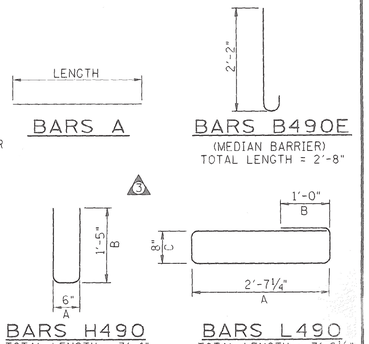
ALTERNATE SECTION D - D

(5)(3) (CONCRETE APPROACH)
✡ OMIT BARS H490 & 2 BARS A692 WHEN USING THIS ALTERNATE SECTION D - D.



ALTERNATE SECTION D - D

(5) (ASPHALT SHOULDER)



NOTES

(5) 1. QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), 1½"×3½" WOOD BLOCK, BACKER ROD, JOINT SEALER, ELASTOMERIC CONCRETE, STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-1-6.

2. COST OF MINERAL AGGREGATE CLASS A GRADING D BASE QUANTITY SHALL BE INCLUDED IN COST OF PAVEMENT AT BRIDGE ENDS. CLASS B GRADING C OR D MAY ALSO BE USED.

(5) 3. NOTE: TOP OF SLAB AND TOP OF END BEAM TO CONFORM TO ROADWAY SLOPE AND GRADE.

GENERAL NOTES

CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)
REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).
NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.
NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

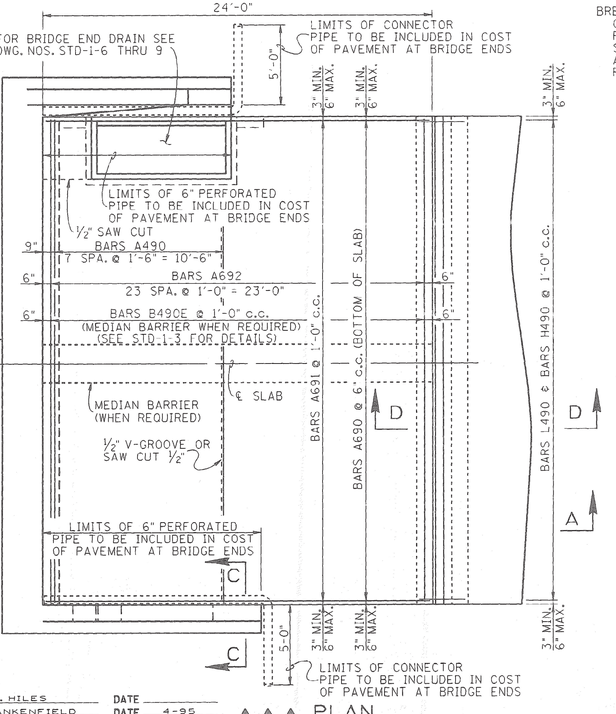
(2)(Ⓐ)(3)(4)(5) JOINT SEAL SYSTEM:
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER. FOR EACH JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION WITHIN THE PROJECT, THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING, PRIOR TO ANY JOINT MATERIAL INSTALLATION.

MR MINOR REVISION - FHWA APPROVAL NOT REQUIRED

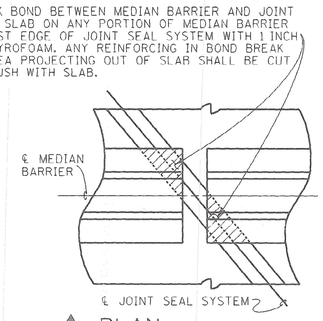
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

(1)

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
1995



(5)(3)(2) PLAN
(90° SKEW)



(2) PLAN
(SHOWING DETAIL @ OPEN JOINT)

(5)(3)(2) PLAN
(VARIABLE SKEW)

DESIGNED BY C.M. HILES DATE
DRAWN BY KIM FRANKENFIELD DATE 4-95
SUPERVISED BY C.M. HILES DATE 4-95
CHECKED BY DATE

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13

STD-1-5