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MATTHEW DOUGLAS MCKAY
2026.09.08 16:42:04 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 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 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, 2B1
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	NH/HSIP-10(98)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

08-SEP-2026 13:45
\\tdot03nas002.tdot.state.tn.us\03shared\SURVEY\DESIGN\Resurfacing Plans\2027\Wilson Co. SR-10 L.M. 6.00 - 14.36\0-136334-00-SignatureSheet.sht

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	NO X
RAILROAD INVOLVEMENT	YES X	NO

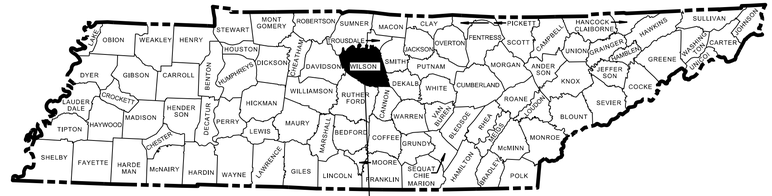
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH/HSIP-10(98)	
STATE PROJ. NO.	95S010-F3-003	
STATE PROJ. NO.	95S010-M3-003	
STATE PROJ. NO.	95S010-F8-003	

WILSON COUNTY

STATE ROUTE 10
FROM NEAR CEDAR FOREST ROAD
TO NEAR SR-24 (WEST MAIN STREET)

RESURFACE & SAFETY
COLD PLANING, 411D RESURFACING, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 10 F.A.H.S. NO. 231



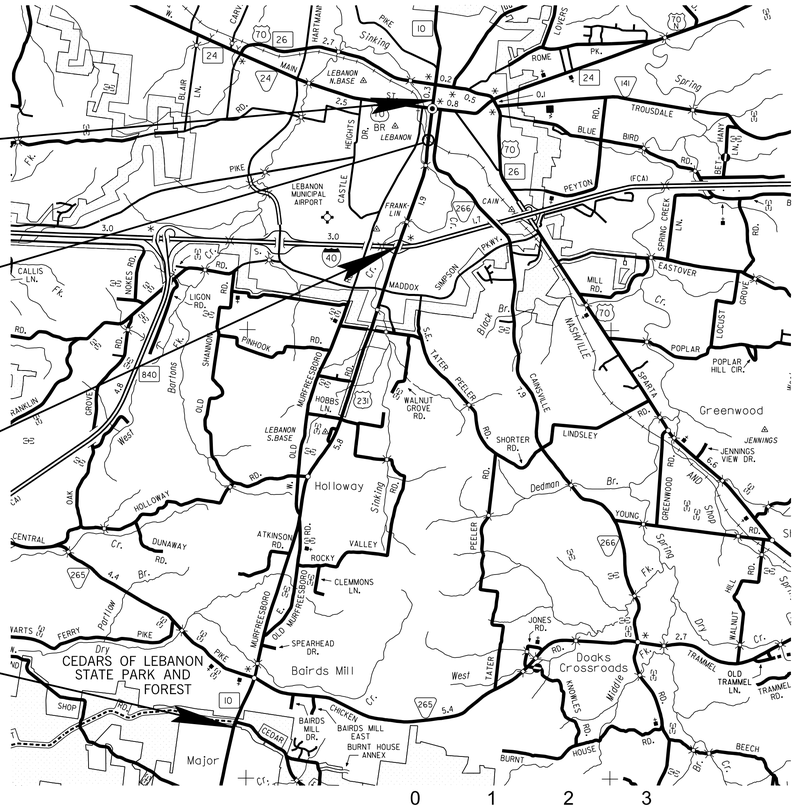
NO EXCLUSIONS

95S010-F3-003
95S010-F8-003
END PROJECT NO. NH/HSIP-10(98) RESURFACE & SAFETY
NEAR SR-24 (WEST MAIN STREET) (L.M. 14.36)

NERR AT GRADE CROSSING [348838X]
NERR M.P. 0032.24
L.M. 13.94
LAT: 36.202502 LONG:-86.291894

BRIDGE REPAIR PROJECT NO. 95S010-M3-003
SR-10 @ L.M. 12.46 ID #95I00400027

95S010-F3-003
95S010-F8-003
BEGIN PROJECT NO. NH/HSIP-10(98) RESURFACE & SAFETY
NEAR CEDAR FOREST ROAD (L.M. 6.00)



SCALE: 1"= MILE

PROJECT LENGTH 8.36 MILES
TOTAL LANE MILES RESURFACED 25.37 MILES

SEALED BY
MATTHEW D. MCATEE
REGISTERED ENGINEER
AGRICULTURE
COLUMBIA, TN
NO. 120
STATE OF TENNESSEE
09-08-2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER
DATE:

APPROVED:
WILL REID, COMMISSIONER

TRAFFIC COUNT STATION	
L.M.	STATION NO.
6.13	63
11.71	79
12.68	75
14.13	99

TRAFFIC DATA	
ADT (2027)	15,650
POSTED SPEED	
L.M. 6.00 - 6.86	45 MPH
L.M. 6.86 - 11.36	55 MPH
L.M. 11.36 - 13.60	40 MPH
L.M. 13.60 - 14.36	30 MPH

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 : CLOIE WILCOX / CAYLIE MARVEL, P.E. CHECKED BY : KONRAD BECK, P.E.
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 136334.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE PLANS	B–1

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.

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STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
10-104.00 CATCH BASINS AND MANHOLES		
D-CBB-12A	06-28-19	TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-12B	06-28-19	TYPE ‘B’ CAST IRON FRAME, GRATE & 6" SLOPING INLET DETAILS FOR NOS. 25, 26 & 27 TYPE CATCH BASINS
D-CBB-12D	07-07-23	TYPE "B" CAST IRON FRAME, GRATE & CURB HOOD DETAILS FOR NOS. 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-13	06-28-19	TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NO. 13 TYPE CATCH BASINS
D-CBB-31	02-20-20	TYPE “B” CAST IRON FRAME, GRATE & INLET DETAILS FOR NOS. 31, 41, 45, 46, & 51 TYPE CATCH BASINS
10-108.00 SAFETY DESIGN AND GUARDRAILS		
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRS-4	07-31-26	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
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 (RETROFIT)
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-201.00 SIGNALS		
T-SG-2	12-18-25	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	12-18-25	INDUCTIVE LOOPS DETECTION DETAILS
10-203.00 RAILROAD CROSSING		
T-RR-2		GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS
T-RR-2A		GRADE CROSSING ADVANCE WARNING SIGNS AND RR PAVEMENT MARKINGS
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-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-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-17	01-24-25	PAVEMENT MARKING DETAILS FOR ROUNDABOUTS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
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 CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

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09-08-2026

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/HSIP-10(98)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 95I00400027 SR-10 over I-40 LM 12.64 (95-SR010-12.46). The bridge has asbestos in insulation wrapping around utility pipes attached to the bridge. The small utility line has 270 linear feet of thermal insulation wrap at 65% chrysotile and the large utility line has 270 linear feet of mastic on the wrapping at 10% chrysotile. Please see the report for further details and photographs.	BRIDGES
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	The State of Tennessee TDEC Rules Chapter 0400-13-02 Asbestos Accreditation Requirements (May 20, 2025) mandates that ACM abatement work be performed by an accredited firm (contractor) using accredited abatement workers and supervisors. Abatement of this material shall be accomplished per SP202ACM Special Provision Regarding Removal of Asbestos-Containing Materials. ACM abatement should be completed prior to any demolition activities if possible. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (April 1, 2026) Sections 107.08.D and 202.03).	BRIDGES

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STATE OF TENNESSEE
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PROJECT COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 95S010-F8-003	QUANTITY 95S010-F3-003	QUANTITY	TOTAL QUANTITY
(1)(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	16.8			16.8
(3)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1755			1755
(4)	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	2721			2721
(5)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	128			128
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	5883			5883
(6)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	13541			13541
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	10.6			10.6
(7)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	21760			21760
	611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH	6			6
(8)	611-03.04	GRAY IRON CASTINGS (CATCHBASIN)	LB.	41540			41540
(9)	611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	62			62
(10)(11)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		7		7
(10)(12)	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH		1		1
(10)	705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH		7		7
(10)(11)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		1		1
(10)(11)	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH		7		7
(10)(18)	706-01	GUARDRAIL REMOVED	L.F.		25		25
(13)	712-01	TRAFFIC CONTROL	LS	1			1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100			100
(14)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	8			8
(15)(16)	712-06	SIGNS (CONSTRUCTION)	S.F.	2619			2619
(14)	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	70			70
	712-08.03	ARROW BOARD (TYPE C)	EACH	2			2
(14)(31)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4			4
(17)	713-20.30	SIGN ADJUSTMENTS	EACH	10			10
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	862			862
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	436			436
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1298			1298
(29)	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	240			240
(21)(22)(23)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	523			523
(19)(23)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	2000			2000
(23)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	60			60
(23)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	1600			1600
(23)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	1488			1488
(23)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.7			0.7
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2			2
(23)	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	4			4
(23)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	8			8
(23)	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	2			2
(23)	716-04.10	PLASTIC PAVEMENT MARKING (HANDICAP SYMBOL)	EACH	4			4
(23)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	100			100
(23)	716-04.17	PLASTIC PAVEMENT MARKING (YIELD SYMBOL)	EACH	1			1
(24)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	35			35
(27)	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	1950			1950
(27)	716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	5			5
(25)	716-09.58	CONTRAST PVT SHADOW MARKING 6" (TAPE)	L.M.	0.1			0.1
(28)(29)(30)	716-10.02	PREFORMED PLASTIC PAVEMENT MARKING (DECO PATTERN XWALK RED)	S.Y.			260	260
(20)(21)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	35			35
(26)	716-15.10	PREFORMED PERMANENT TAPE (6IN LINE)	L.F.	1800			1800
	717-01	MOBILIZATION	LS	1			1
	730-14.02	SAW SLOT	L.F.	11512			11512
	730-14.03	LOOP WIRE	L.F.	25924			25924

FOOTNOTES

(1) SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.

(2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.

(3) TO BE USED AS DIRECTED BY THE ENGINEER.

(4) TO BE USED PRIMARILY AT HIGH TRAFFIC INTERSECTIONS AND ON SHOULDER FROM L.M. 7.8 TO L.M. 8.8 TO REPAIR SUNKEN SHOULDERS. SPOT REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER. QUANTITY MAY CHANGE AS DIRECTED BY THE ENGINEER.

(5) INCLUDES 116 TONS FOR MAINLINE, 10 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES, AND 2 TONS FOR PARKING AREAS AT ROUNDABOUT.

(6) INCLUDES 11804 TONS FOR MAINLINE, 1486 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES, AND 251 TONS FOR PARKING AREAS AT ROUNDABOUT.

(7) INCLUDES 17520 TONS FOR MAINLINE, 1472 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES, 2520 TONS FOR SPOT REPAIR/LEVELING, AND 248 TONS FOR PARKING AREAS AT ROUNDABOUT.

(8) TO BE USED TO UPGRADE 55 CATCH BASIN AND 7 AREA DRAIN GRATES TO BICYCLE FRIENDLY AND ADA COMPLIANT GRATES AT THE DISCRETION OF THE ENGINEER.

(9) INCLUDES 55 CATCH BASINS AND 7 AREA DRAINS. ITEM TO INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT (EXCLUDING IRON POUNDAGE) TO ADJUST EXISTING CATCH BASINS AS DIRECTED BY THE ENGINEER.

(10) GUARDRAIL REPLACEMENTS ARE AT THE ENGINEER'S DISCRETION.

(11) INCLUDES THE REMOVAL OF EXISTING GUARDRAIL.

(12) EARTH PAD TO BE CONSTRUCTED WITH AGGREGATE.

(13) 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.

(14) TO BE USED FOR TEMPORARY RAMP CLOSURES AT I-40 / SR-10 INTERCHANGE.

(15) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARYILY 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 712-06 SIGNS (CONSTRUCTION).

(16) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS.

(17) INCLUDES 2 TO BE USED TO TURN CROSS ROAD FLASHING BEACONS FOR THE INTERSECTION OF SR-265 TO FACE TOWARDS TRAFFIC AND ENSURE THAT THEY ARE SECURE. INCLUDES 8 TO BE USED FOR REMOVAL, STORAGE, AND REINSTALLATION OF CROSSWALK SIGNS LOCATED IN THE DOWNTOWN SQUARE. ANY DAMAGED SIGNS WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

(18) ITEM INCLUDED TO BE USED IF DEEMED NECESSARY BY THE ENGINEER.

(19) ALL SIDE STREETS THAT ARE TIED IN ARE TO RECEIVE A NEW OR RETRACED STOP BAR. THIS INCLUDES THE SOUTHSIDE ELEMENTARY SCHOOL EXIT.

(20) INCLUDES INSTALLING CHICKEN TRACKS AT THE INTERSECTIONS OF I-40 EB OFF RAMPS, I-40 WB OFF RAMPS, AND TENNESSEE BLVD FOR THE DOUBLE LEFT TURN MOVEMENTS.

(21) QUANTITY INCLUDES RESTRIPING PARKING SPOTS AND CHANNELIZATION IN DOWNTOWN LEBANON SQUARE AS EXISTING.

(22) QUANTITY INCLUDES INSTALLING CHANNELIZATION IN MEDIAN WHERE TURN LANE DISOLVES. SEE STANDARD DRAWING T-M-3 FOR REFERENCE.

(23) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

(24) TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.

(25) TO BE USED FOR LANE LINES ON CONCRETE SURFACES. INCLUDES BOTH THE WHITE AND BLACK PORTIONS.

(26) TO BE USED ON CONCRETE SURFACES.

(27) TO BE USED FOR REMOVAL OF EXISTING PAVEMENT MARKINGS ON CONCRETE SURFACES.

(28) NON-PARTICIPATING ITEM.

(29) TO BE USED TO REPLACE DECORATIVE CROSSWALKS AT INTERSECTION OF E GAY STREET, SOUTH LEG OF ROUNDABOUT, AND NORTH LEG OF ROUNDABOUT.

(30) PRODUCT SHALL BE ENNIS-FLINT BY PPG TRAFFICPATTERNS INTERCONNECTED SURFACE SYSTEM, PATTERN: HERRINGBONE, COLOR: RED.

(31) INCLUDES 2 TO BE USED FOR TEMPORARY RAMP CLOSURES.

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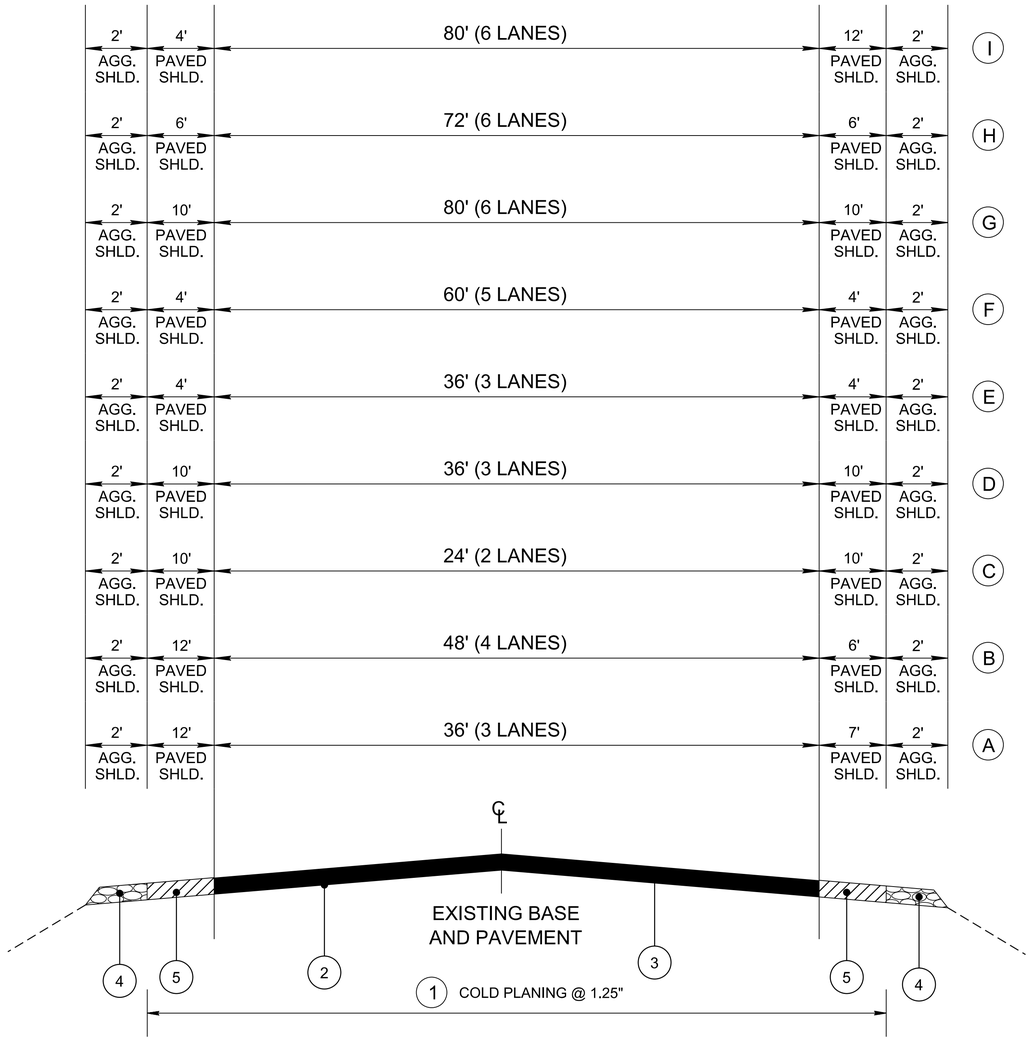
09-08-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2B



WILSON COUNTY SR-10 TYPICAL SECTION

- (A) L.M. 6.00 TO 6.11
- (B) L.M. 6.11 TO 6.20
- (C) L.M. 6.20 TO 9.56
  L.M. 10.09 TO 10.63
- (D) L.M. 9.56 TO 10.09
  L.M. 10.63 TO 11.30
- (E) L.M. 11.30 TO 12.10
- (F) L.M. 12.10 TO 12.32
- (G) L.M. 12.32 TO 12.42
- (H) L.M. 12.42 TO 12.51
- (I) L.M. 12.51 TO 12.63

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.

NOTE: PUBLIC ROAD INTERSECTIONS WILL BE RESURFACED TO THE END OF THE RADIUS OR AS DIRECTED BY THE TDOT ENGINEER.

PROPOSED PAVEMENT SCHEDULE

1. COLD PLANING @ 1.25" THICK (131.25 LB./S.Y.)
   415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)
2. TACK COAT
   403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
   SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
3. GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)
   411-02.10 ACS MIX (PG70-22) GRADING D SURFACE
4. MINERAL AGGREGATE (2" THICK)
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
5. GRADING "E" SHOULDERS @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)
   411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER

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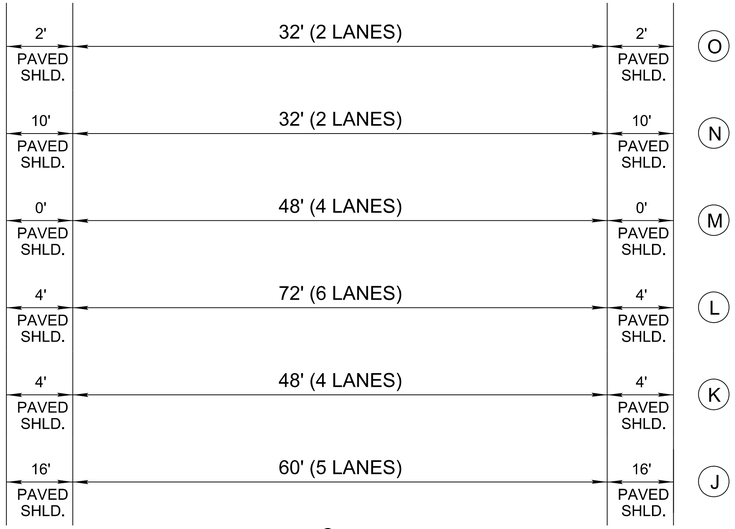
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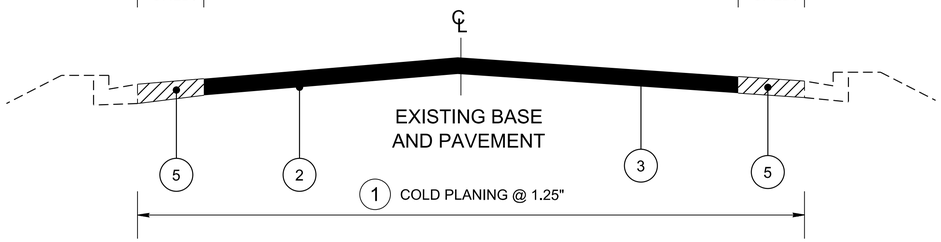
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2B1



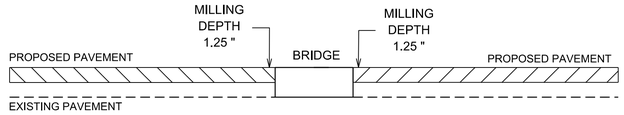


WILSON COUNTY SR-10 TYPICAL SECTIONS

(J) L.M. 12.63 TO 13.55	(M) L.M. 13.84 TO 14.24
(K) L.M. 13.55 TO 13.68	(N) L.M. 14.24 TO 14.29
(L) L.M. 13.68 TO 13.84	(O) L.M. 14.29 TO 14.36

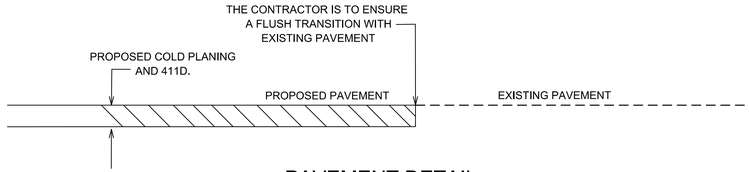
NOTE: SHOULDER HAS TO BE CLIPPED BACK TO A DISTANCE THAT WILL ALLOW SHEET FLOW FROM THE EDGE OF PAVEMENT TO THE DITCH. THIS COST SHOULD BE INCLUDED IN OTHER ITEMS.

NOTE: PUBLIC ROAD INTERSECTIONS WILL BE RESURFACED TO THE END OF THE RADIUS OR AS DIRECTED BY THE TDOT ENGINEER.



BRIDGE DETAIL

L.M. 12.46



PAVEMENT DETAIL

AT PROJECT LIMITS L.M. 6.00 AND L.M. 14.36

PROPOSED PAVEMENT SCHEDULE

(1) COLD PLANING @ 1.25" THICK (131.25 LB./S.Y.)
415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)

(2) TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD

(3) GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)
411-02.10 ACS MIX (PG70-22) GRADING D SURFACE

(4) MINERAL AGGREGATE (2" THICK)
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

(5) GRADING "E" SHOULDERS @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)
411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	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

(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.

SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

(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.

(12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

(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.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2D

SPECIAL NOTES

MISCELLANEOUS

(1) HILLTOP AUTO SERVICE WILL NEED TO BE CONTACTED TO REMOVE CARS FROM THE SR-10 SHOULDER. CONTRACTOR, CITY, AND TDOT ARE TO WORK TOGETHER TO MAKE CONTACT WITH THE PROPERTY OWNER TO GET THE CARS MOVED.

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

PAVEMENT MARKINGS

(3) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORADANCE 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.

(4) 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

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

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

RESURFACING

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

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

COLD PLANING

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

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

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

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(13) 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.

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

WORK RESTRICTIONS

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

NASHVILLE & EASTERN COMPANY RAILROAD CROSSING NOTES

(16) ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/OR RAILROAD WARNING SIGN INSTALLATION WITHIN 25-FEET OF THE NEAREST NERR TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.

(17) SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C FOR WORK UP TO AND NEAR THE NERR CROSSING REGARDING FLAGGING RULES AND INSURANCE REQUIREMENTS.

(18) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT NERR’S TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY NERR RAILROAD SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT-OF-WAY. THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

MR. JIMMY HORTON
TRACK SUPERVISOR
R.J. CORMAN RAILROAD COMPANY/NASHVILLE & EASTERN
PO BOX 788, 101 RJ CORMAN DRIVE
PHONE: 615-445-5357
E-MAIL: JIMMY.HORTON@RJCORMAN.COM

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL 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.

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES PAVING, STRIPING, TRAFFIC CONTROL, AND OTHER TASKS AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

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.

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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2E1

ENVIRONMENTAL NOTES (CONT.)

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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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	2F

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.
E5-2a	EXIT CLOSED	48"	X	36"	12	4	48
G20-1	ROAD WORK NEXT 9 MILES	64"	X	24"	11	2	21
G20-2	END ROAD WORK	48"	X	48"	16	46	736
W4-2R	RIGHT LANE ENDS SYMBOL	48"	X	48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48"	X	48"	16	2	32
W8-11	UNEVEN LANES	48"	X	48"	16	18	288
W8-15	GROOVED PAVEMENT	48"	X	48"	16	18	288
W8-15P	MOTORCYCLE PLAQUE	30"	X	24"	5	18	90
W9-3a	CENTER LANE CLOSED AHEAD SYMBOL	48"	X	48"	16	4	64
W12-1	DOUBLE ARROW	48"	X	48"	16	2	32
W16-2P	1000 FT	24"	X	18"	3	2	6
W16-2P	500 FT	24"	X	18"	3	2	6
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	1	16
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
W20-1	ROAD WORK 500 FT	48"	X	48"	16	1	16
W20-1	ROAD WORK AHEAD	48"	X	48"	16	44	704
W20-4	ONE LANE ROAD 500 FT - PORTABLE	48"	X	48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	X	48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	X	48"	16	2	32
W20-2L	LEFT LANE CLOSED 1/2 MILE	48"	X	48"	16	2	32
W20-2L	LEFT LANE CLOSED 1500 FT	48"	X	48"	16	2	32
W20-7a	FLAGGER SYMBOL - PORTABLE	48"	X	48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	X	48"	16	2	32
						TOTAL	2619

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
95I00400027	12.460	OVER I-40	250.15'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED).

UTILITY ADJUSTMENTS (BY OWNER)

TYPE	OWNER	NUMBER
SEWER MANHOLE	CITY OF LEBANON	10

STORM DRAIN ADJUSTMENTS (RESURFACING)

CATCH BASINS	MANHOLES	AREA DRAINS
55	6	7

PROPOSED GUARDRAIL (RESURFACING)

SIDE LT	SIDE RT	LOCATION L.M.	GUARDRAIL GUARDRAIL TRANSITION 27 IN TO 31 IN 705-02.10 (EACH)	TERMINAL ANCHORS TYPE 38 MASH TL3 (26.896') 705-06.20 (EACH)	TERMINAL ANCHORS TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	EARTH PAD TYPE 38 EARTH PAD 705-04.09 (EACH)	EARTH PAD TYPE 21 EARTH PAD 705-04.10 (EACH)
	X	6.30			1		1
X	X	6.78	4				
X		11.10		1		1	
	X	11.64			1		1
X		11.70			1		1
	X	11.84			1		1
X		12.40			1		1
	X	12.51			1		1
	X	12.59			1		1
	X	12.82	2				
	X	13.60	1				
TOTALS			7	1	7	1	7

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TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	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 06-03-2026)

POWER:
MIDDLE TN ELECTRIC
555 NEW SALEM RD
MURFREESBORO, TN 37129
CHRIS WEAVER
CHRISWEAVER@MTE.COM
O: 615-494-1068
C: 615-566-8035

MATT BEAN
MATHUEBEAN@MTE.COM
O: 615-494-1548

TVA
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402-2801
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
O: 662-255-6272

PUBLIC WORKS:
CITY OF LEBANON
200 N. CASTLE HEIGHTS AVE, SUITE 300
LEBANON, TN 37087
KRISTEN RICE
KRISTEN.RICE@LEBANONTN.ORG
O: 615-444-3647 (EXT. 2334)

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

SEWER:
ADENUS (TN WASTEWATER)
849 AVIATION PKWY
SMYRNA, TN 37167
BRYAN BELLAR
BRYAN.BELLAR@ADENUS.COM
O: 615-220-7160
C: 615-477-8451

JEFF RISDEN
JEFF.RISDEN@ADENUS.COM
O: 615-220-7171
C: 615-691-2018

WATER:
GLADEVILLE U.D.
3826 VESTA RD
LEBANON, TN 37090
ERIC BROOMFIELD
EBROOMFIELD@GLADEVILLEUTILITY.COM
O: 615-449-0301

WATER, SEWER, & GAS:
CITY OF LEBANON
200 CARVER LN
LEBANON, TN 37087
REGINA SANTANA
REGINA.SANTANA@LEBANONTN.ORG
O: 615-444-3647 (EXT. 2302)
C: 615-707-9617

WATER & SEWER:
WATER & WASTEWATER AUTH. OF WILSON CO.
680 MADDOX-SIMPSON PKWY, BOX 545
LEBANON, TN 37090
CHRIS LEAUBER
CLEAUBER@WWAWC.COM
O: 615-449-2951

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

MIDDLE TN NATURAL GAS
1030 W. BROAD ST
PO BOX 670
SMITHVILLE, TN 37166
MATT STENNETT
MSTENNETT@MTNG.COM
O: 615-597-0515
C: 931-239-9111

HELEN MORSE
HMORSE@MTNG.COM
O: 931-754-3516

FIBER:
UNITED COMMUNICATIONS
120 TAYLOR ST
CHAPEL HILL, TN 37034
TIM THOMPSON
TIM.THOMPSON@GOUNITED.NET
CONSTRUCTION@GOUNITED.NET
C: 931-993-3871

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

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

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

DTC COMMUNICATIONS
111 HIGH ST
ALEXANDRIA, TN 37012
KENT GREENWELL
KGREENWELL@STAFF-DTC.COM
O: 615-464-2266
C: 615-684-2202

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

CABLE:
CHARTER COMMUNICATIONS
1757 NORTH POINT RD
COLUMBIA, TN 38401
ERIC HOLMAN
ERIC.HOLMAN@CHARTER.COM
O: 252-431-5397

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UTILITY NOTES AND UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-10(98)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.

   a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

   THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

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

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

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

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

SEALED BY

MATTHEW D. MCKAY REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 150404 STATE OF TENNESSEE

09-08-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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\\tdot03nas002.tdot.state.tn.us\03shared\SURVEY\DESIGN\Resurfacing Plans\2027\Wilson Co. SR-10 L.M. 6.00 - 14.36\4T1-136334-00-PavementDropOffNotes.sht



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.09.02 09:31:34 -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
REPAIR NOTES AND DETAILS	B-3
TYPE I THIN EPOXY OVERLAY NOTES	B-4
PLAN VIEW APPROXIMATE REPAIR LOCATIONS AND PHASE CONSTRUCTION	B-5

YEAR	PROJECT NO.	SHEET NO.
2026	95S010-M3-003	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
95S010-M3-003	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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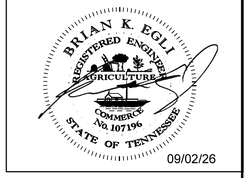
INDEX OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 1	
INDEX OF DRAWINGS	B-1	
BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR DETAILS	B-2	
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INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE	M-457-1
SUPERSTRUCTURE	M-457-3
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

SEALED BY



09/02/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
95-SR10-12.46
OVER I-40
FEDERAL BRIDGE NO.
95I00400027
WILSON COUNTY
2026

PIN NO.: 136334.00
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.
95S010-M3-003	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

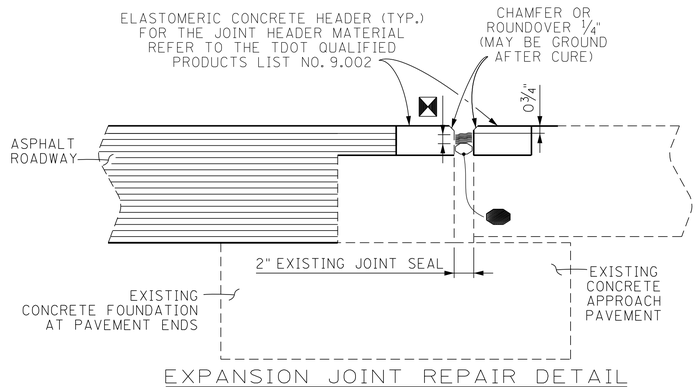
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.44 EXPANSION JOINT REPAIRS L.F.	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) S.Y.	604-10.53 CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
95-SR10-12.46 OVER I-40 BR. NO. 95100400027	M-457-1 M-457-3 STD-1-5	TYPE I THIN EPOXY OVERLAY EXPANSION JOINT REPAIRS BRIDGE DECK REPAIRS CONCRETE REPAIRS	2750	174	10	10
		TOTAL	2750	174	10	10

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.



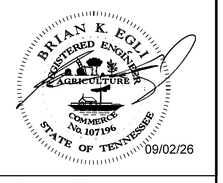
EXPANSION JOINT REPAIR DETAIL

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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR NOTES 95-SR10-12.46 OVER I-40 FEDERAL BRIDGE NO. 95100400027 WILSON COUNTY 2026

PIN NO.: 136334.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 04-26
SUPERVISED BY: BRIAN EGLI DATE: 04-26
CHECKED BY: DATE:

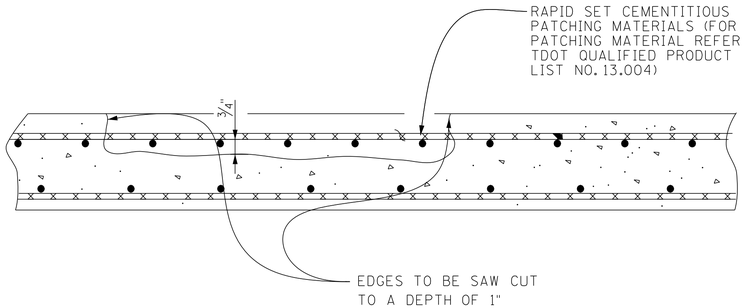
PROJECT NO.	YEAR	SHEET NO.
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REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

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.



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.

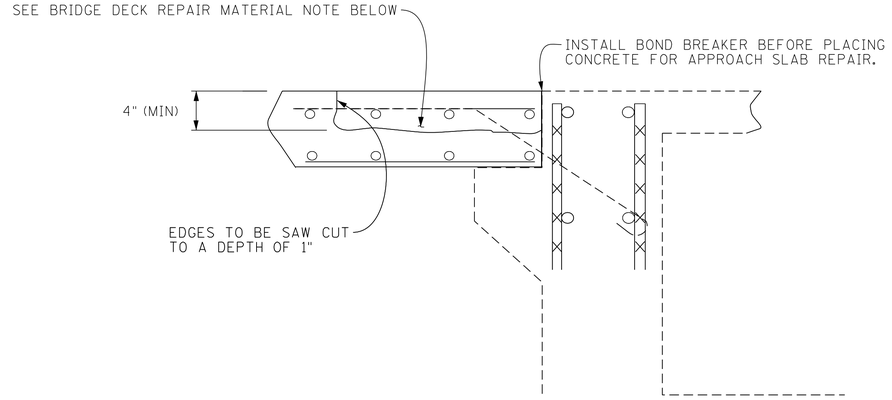
THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBAR AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB), S.Y.

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.



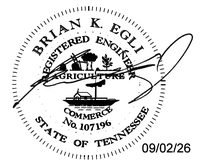
CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REPAIR NOTES AND DETAILS
95-SR10-12.46 OVER I-40
FEDERAL BRIDGE NO. 95I00400027
WILSON COUNTY
2026

PIN NO.: 136334.00
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.
95S010-M3-003	2026	B-4

REVISIONS

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	- -		
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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.

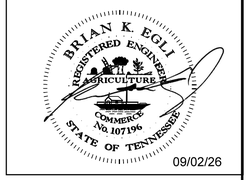
ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), S.Y.

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.

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



09/02/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

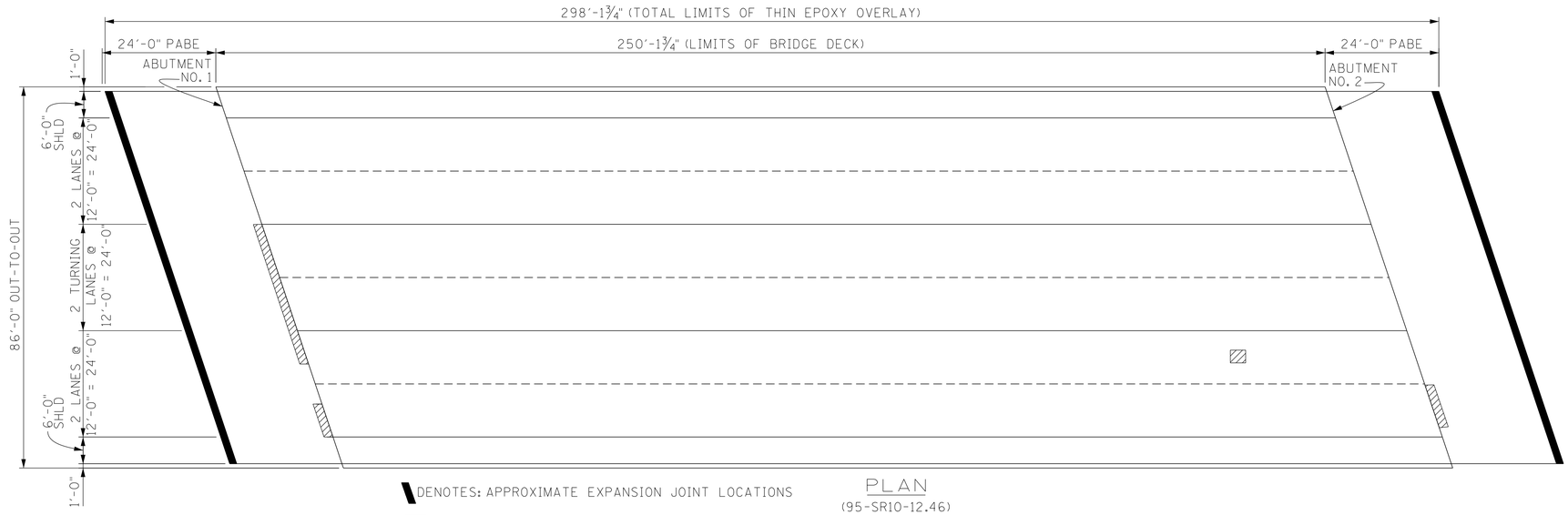
TYPE 1 THIN EPOXY OVERLAY NOTES
95-SR10-12.46
OVER I-40
FEDERAL BRIDGE NO.
95100400027
WILSON COUNTY
2026

PIN NO.: 136334.00
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.
95S010-M3-003	2026	B-5

REVISIONS

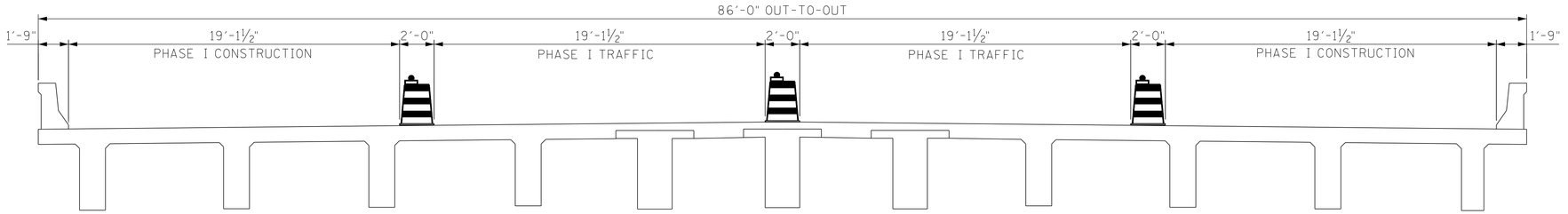
NO.	DATE	BY	BRIEF DESCRIPTION



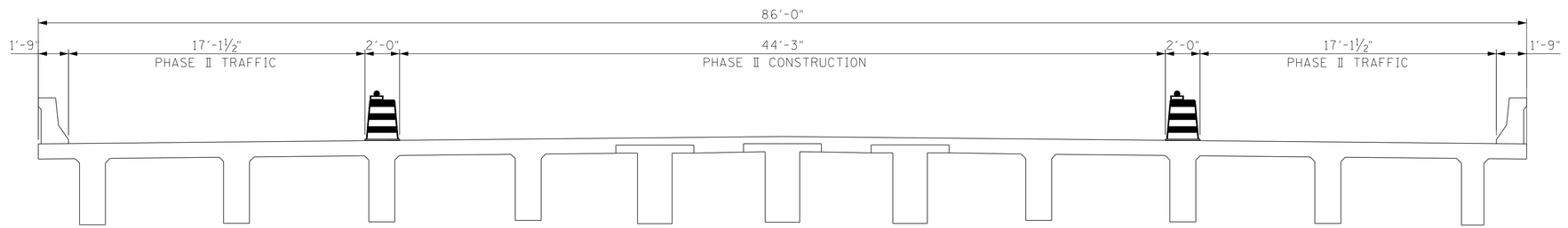
DENOTES: APPROXIMATE EXPANSION JOINT LOCATIONS

DENOTES: APROXIMATE PARTIAL REPAIR LOCATIONS

PLAN
(95-SR10-12.46)



PHASE I CONSTRUCTION
LOOKING AHEAD ON SURVEY



PHASE II CONSTRUCTION
LOOKING AHEAD ON SURVEY

SEALED BY

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

09/02/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW APPROXIMATE REPAIR LOCATIONS AND PHASE CONSTRUCTION 95-SR10-12.46 OVER I-40 FEDERAL BRIDGE NO. 95100400027 WILSON COUNTY 2026

PIN NO.: 136334.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 04-26
SUPERVISED BY: BRIAN EGLI DATE: 04-26
CHECKED BY: DATE:

LAY584.DGN REG III

PIN NO. 101436.00

TOTAL LENGTH = 250'-1¾"

54'-0⅞" | 71'-0" | 71'-0" | 54'-0⅞"

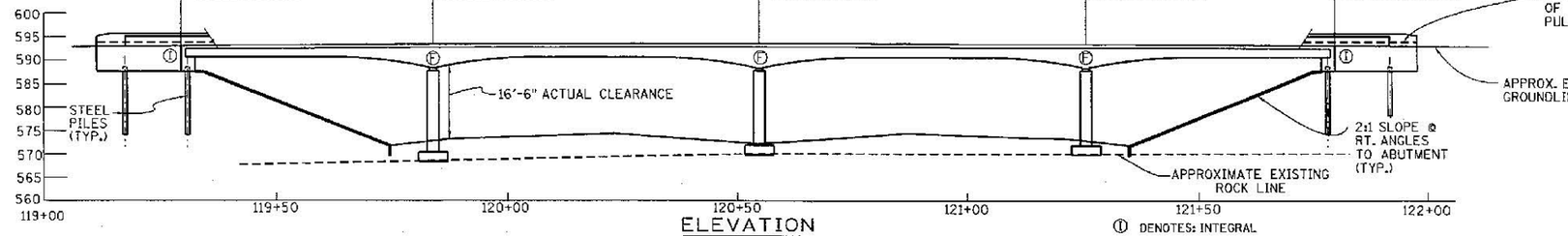
BEGIN. BRIDGE STA. 119+29.61 F.G. ELEV. 593.61

BENT NO. 1 STA. 119+83.68 F.G. ELEV. 593.96

BENT NO. 2 STA. 120+54.68 F.G. ELEV. 594.13

BENT NO. 3 STA. 121+25.68 F.G. ELEV. 593.99

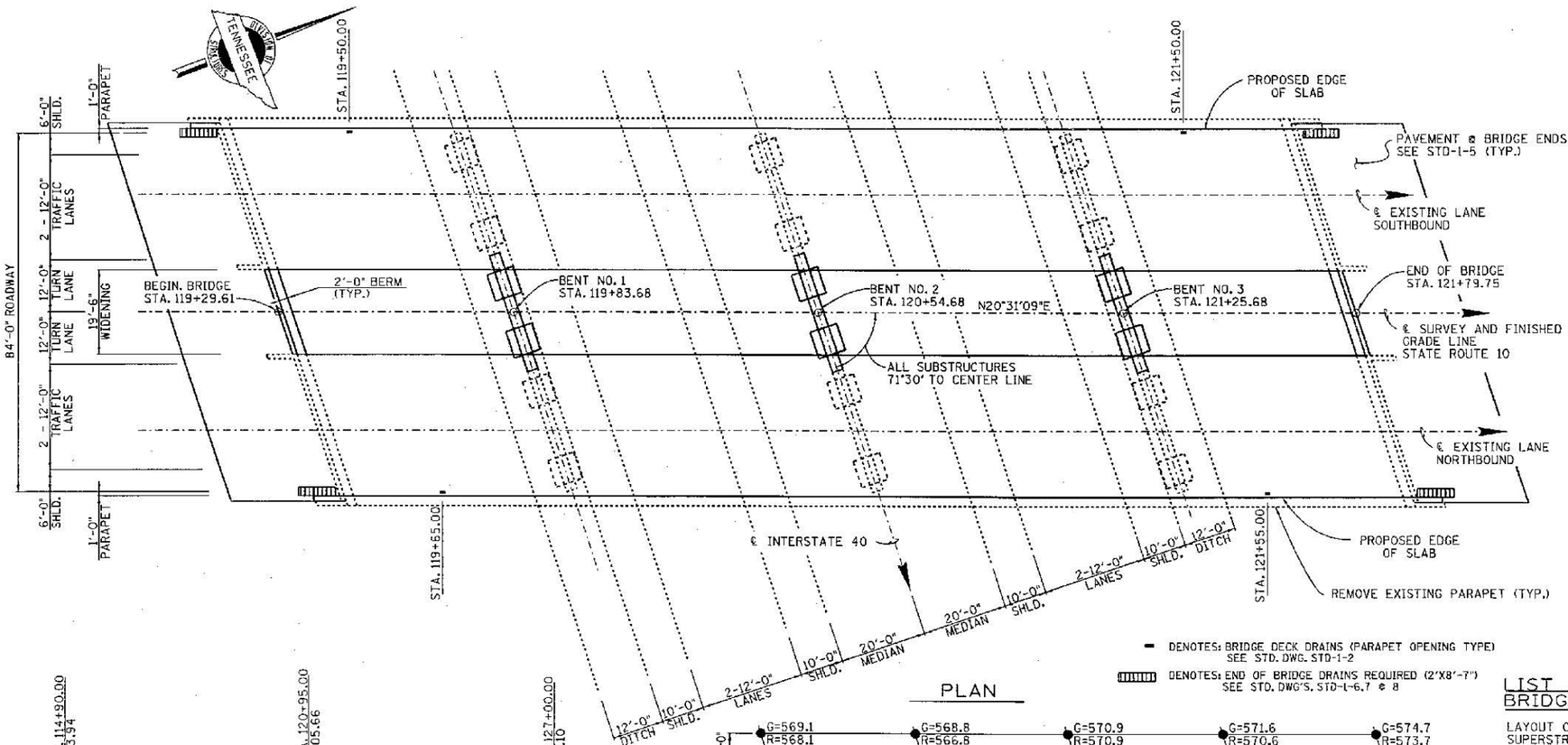
END OF BRIDGE STA. 121+79.75 F.G. ELEV. 593.66



ELEVATION

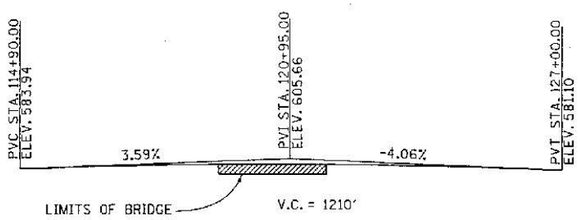
Ⓘ DENOTES: INTEGRAL

Ⓕ DENOTES: FIXED

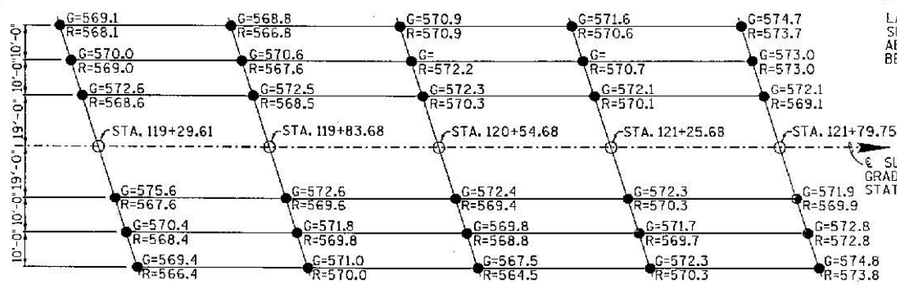


PLAN

- DENOTES: BRIDGE DECK DRAINS (PARAPET OPENING TYPE) SEE STD. DWG. STD-1-2
- DENOTES: END OF BRIDGE DRAINS REQUIRED (2'X8'-7") SEE STD. DWG'S. STD-1-6,7 & 8



FINISHED GRADE SKETCH
(STATE ROUTE 10)



SOUNDING SKETCH

NOTE: G= GROUND; R=ROCK

CONST. NO. 95001-3192-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-5(126)238	2004	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-457-1	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-457-2	
SUPERSTRUCTURE	M-457-3	
SUPERSTRUCTURE DETAILS	M-457-4	
SUPERSTRUCTURE DETAILS	M-457-5	
SUPERSTRUCTURE DETAILS	M-457-6	
SUPERSTRUCTURE DETAILS	M-457-7	
PRECAST T-BEAM DETAILS SPANS 1 & 4	M-457-8	
PRECAST T-BEAM DETAILS SPANS 1 & 4	M-457-9	
PRECAST T-BEAM DETAILS SPANS 2 & 3	M-457-10	
PRECAST T-BEAM DETAILS SPANS 2 & 3	M-457-11	
ABUTMENT NO. 1	M-457-12	
ABUTMENT NO. 1 DETAILS	M-457-13	
ABUTMENT NO. 1 DETAILS	M-457-14	
ABUTMENT NO. 2	M-457-15	
ABUTMENT NO. 2 DETAILS	M-457-16	
ABUTMENT NO. 2 DETAILS	M-457-16A	
BENT NO. 1, 2 & 3	M-457-17	
FINAL FOUNDATION DATA	M-457-18	
BILL OF STEEL	M-457-19	

LIST OF STANDARD DRAWINGS

	DWG. NO.	LATEST 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	05-01-95
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	03-02-02
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
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	05-11-92

LIST OF SPECIAL PROVISIONS

	DWG. NO.	LATEST REV. DATE
REGARDING APPROVAL OF SHOP DRAWINGS	105A	12-15-97
REGARDING RETAINING WALLS	604RW	04-07-04

LIST OF EXISTING BRIDGE DRAWINGS

LAYOUT OF BRIDGE	K-29-121
SUPERSTRUCTURE DETAILS	K-29-122
ABUTMENT DETAILS	K-29-123
BENT DETAIL	K-29-124

2024 ADT = 41,780
84'-0" ROADWAY WITH STD-1-1 PARAPET
DESIGN SPEED = 40 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
WIDENING OF STATE ROUTE 10 OVER INTERSTATE 40
BRIDGE I.D. NO. 95100400027
STATION 120+54.68 L.M. 12.46
WILSON COUNTY
2004

HARDIE M. BROOKS — STATE OF TENNESSEE

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY T. HUFF DATE 10-03
DRAWN BY J. POPSON DATE 10-03
SUPERVISED BY HARBISON/BROOKS DATE 10-03
CHECKED BY DATE

M-457-1

C:\Gantt\Workspace\dgn\LLAY\LAY584.DGN
12-APR-2004
09:45

PORTABLE MEDIAN BARRIER 1192 L.F.

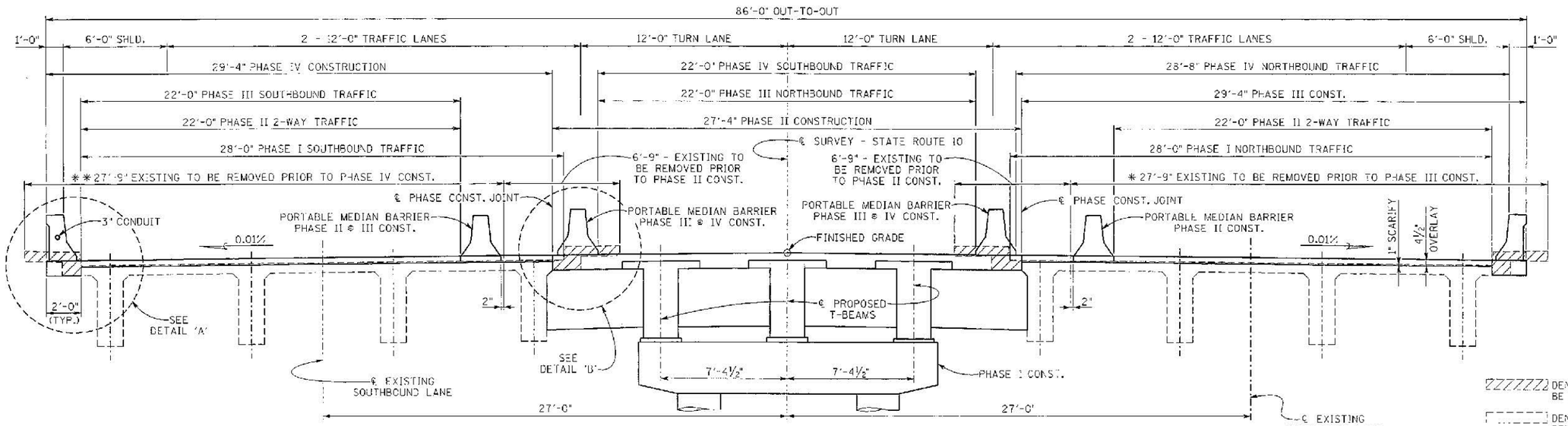
SUP584.DGN

CONST. NO. 95001-3192-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-5(126)238	2004	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

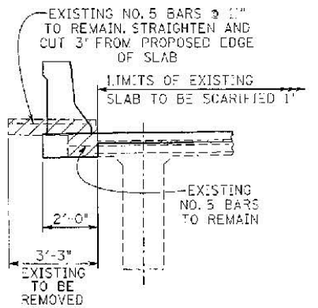


TYPICAL CROSS SECTION ℄ BENTS

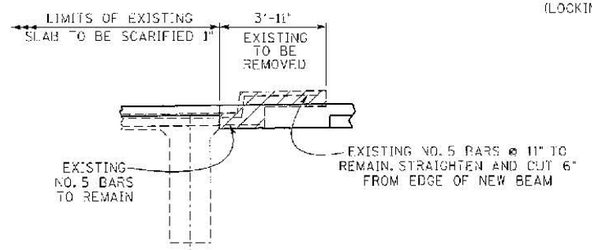
(SHOWING PHASE CONSTRUCTION SEQUENCE)
(LOOKING FORWARD ON SURVEY)

ZZZZZZ DENOTES PORTIONS OF EXISTING STRUCTURE TO BE REMOVED PRIOR TO PROPOSED CONSTRUCTION.

DENOTES PORTIONS OF EXISTING STRUCTURE TO REMAIN.



DETAIL 'A'
(SYMMETRICAL @ ℄ SURVEY)



DETAIL 'B'
(SYMMETRICAL @ ℄ SURVEY)

*DENOTES EXISTING CANTILEVER AND BRIDGERAIL AT RIGHT SIDE OF NORTHBOUND LANE TO BE REMOVED AS SHOWN IN DETAIL 'A' THIS SHEET. ALSO SCARIFY 1" OF EXISTING SLAB TO DIMENSIONS SHOWN IN TYPICAL CROSS SECTION @ BENTS.

**DENOTES EXISTING CANTILEVER AND BRIDGERAIL AT RIGHT SIDE OF SOUTHBOUND LANE TO BE REMOVED AS SHOWN IN DETAIL 'A' THIS SHEET. ALSO SCARIFY 1" OF EXISTING SLAB TO DIMENSIONS SHOWN IN TYPICAL CROSS SECTION @ BENTS.

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 AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE POURED AND CURED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS AND PERMANENT INTERMEDIATE DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

PHASE CONSTRUCTION SEQUENCE GENERAL NOTES

PHASE I: CONSTRUCT BENTS AND ABUTMENTS, MAINTAINING 2 LANES ON EACH BRIDGE, NORTHBOUND AND SOUTHBOUND.

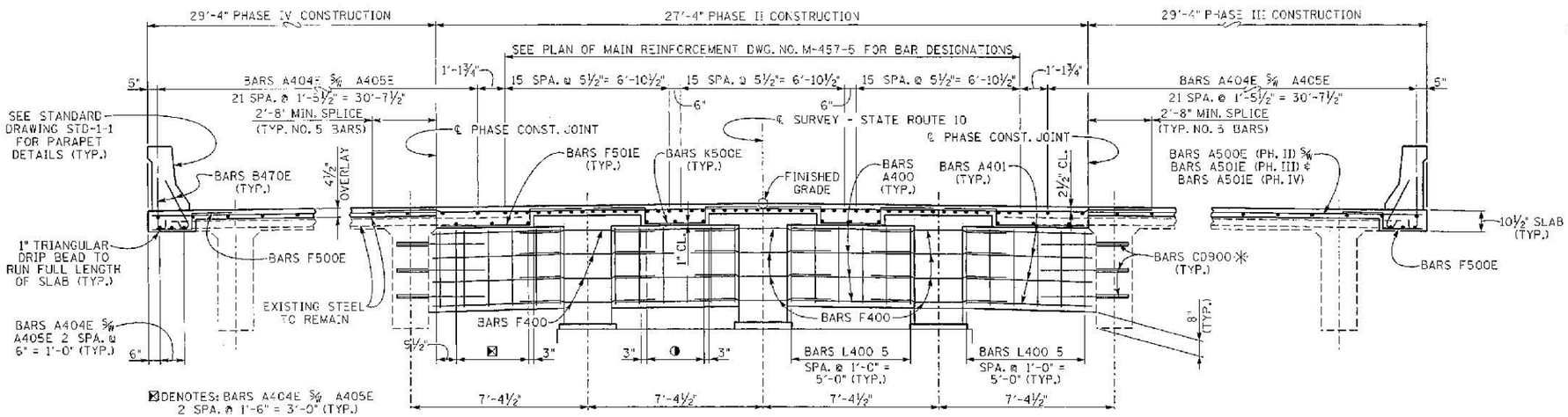
PHASE II: CONSTRUCT TEMPORARY CROSS-OVERS, MAINTAIN 2 LANES EACH ON NORTHBOUND AND SOUTHBOUND BRIDGES, EXCEPT FOR BRIEF PERIODS, NOT TO EXCEED FOUR HOURS FROM 10:00 A.M. TO 2:00 P.M., WHILE SETTING BEAMS OR POURING SLAB IN MEDIAN. DURING THIS PERIOD, MAINTAIN ONE LANE IN EACH DIRECTION ON EITHER NORTHBOUND BRIDGE OR SOUTHBOUND BRIDGE VIA CROSS-OVERS.

PHASE III: SHIFT THE TWO LANES FROM NORTHBOUND BRIDGE ONTO NEWLY CONSTRUCTED DECK, WHILE MAKING REPAIRS, SCARIFING AND INSTALLING OVERLAY ON NORTHBOUND BRIDGE.

PHASE IV: SHIFT THE TWO LANES ONTO REFURBISHED NORTHBOUND LANES AND SHIFT SOUTHBOUND TRAFFIC INTO NEWLY CLOSED MEDIAN. REPAIR, SCARIFY AND OVERLAY ON SOUTHBOUND BRIDGE.

PHASE V: OPEN ALL LANES TO TRAFFIC.

MAINTAIN FOUR 11-FOOT LANES MINIMUM AT ALL TIMES, EXCEPT WHEN SETTING BEAMS AND POURING DECK IN MEDIAN DURING PHASE II.



⊠DENOTES: BARS A404E ⅝" A405E 2 SPA. @ 1'-6" = 3'-0" (TYP.)

◑DENOTES: BARS A404E ⅝" A405E 2 SPA. @ 1'-2¼" = 2'-4½" (TYP.)

TYPICAL CROSS SECTION @ BENTS

(LOOKING FORWARD ON SURVEY)

*DENOTES: SEE GROUTED BARS IN DRILLED HOLES NOTE DWG. NO. M-457-2.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY COATED REINFORCING STEEL LB.
390	1,891	81,816

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE WIDENING OF STATE ROUTE 10 OVER INTERSTATE 40 STATION 120+54.68 LOG MILE 12.46 WILSON COUNTY 2004

MAUDIE M. BROOKS — STATE OF TENNESSEE

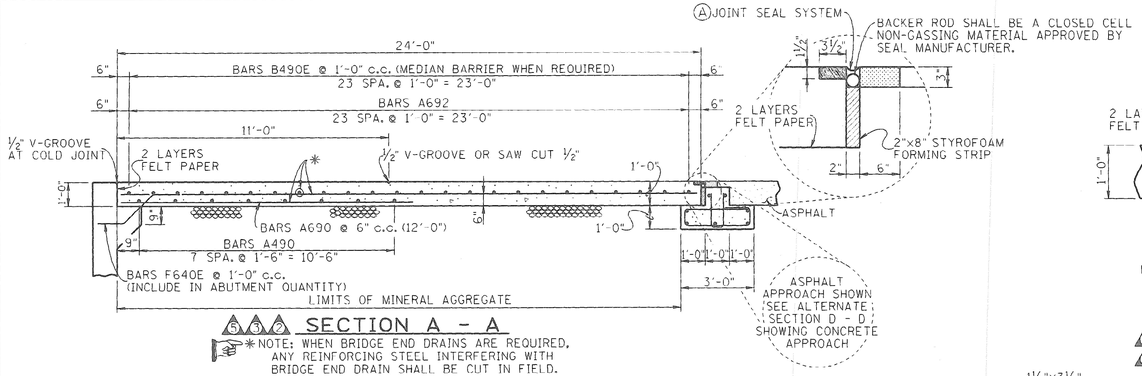
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY T. HUFF	DATE 10-03
DRAWN BY M. DYE	DATE 11-03
SUPERVISED BY H.M.B. & R.L.H.	DATE 11-03
CHECKED BY T. HUFF	DATE 12-03

M-457-3

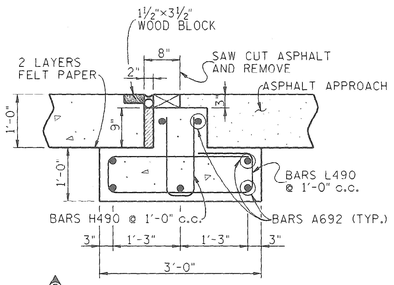
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16-JAN-2004
13:21

STD15.DGN



SECTION A - A

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



SECTION D - D

(ASPHALT APPROACH)

BILL OF STEEL

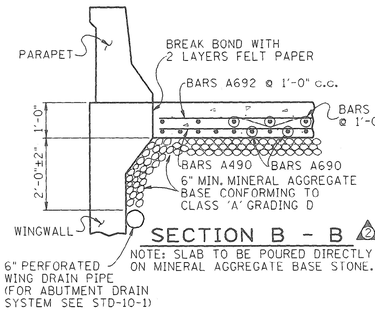
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB ✡	6	31					▲
H490	FOOTING ✡	4	▲	6"	1'-4"			3'-4"
L490	FOOTING	4	▲	2'-7¼"	1'-0"	8"		7'-6½"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

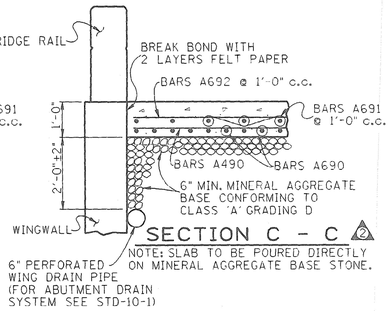
REVISIONS

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



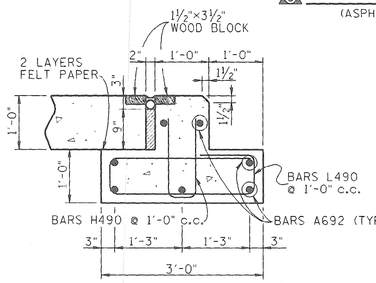
SECTION B - B

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



SECTION C - C

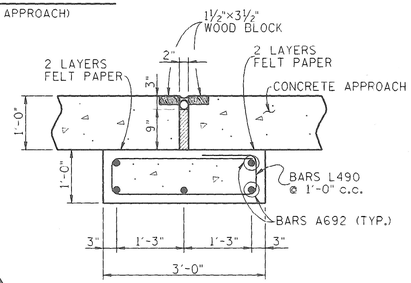
NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



ALTERNATE SECTION D - D

(NO CLASSIFIED APPROACH)

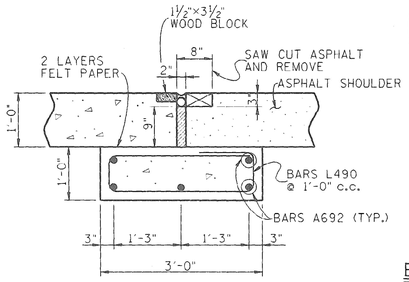
NOTE: TO BE USED ONLY WHEN ROADWAY PAVING IS NOT INCLUDED IN PROJECT.



ALTERNATE SECTION D - D

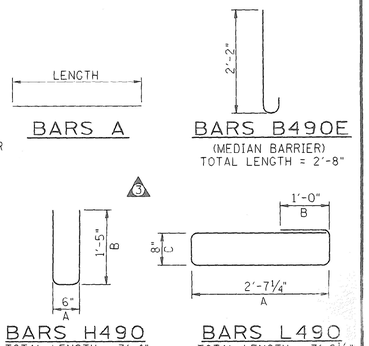
(CONCRETE APPROACH)

✡ OMIT BARS H490 & 2 BARS A692 WHEN USING THIS ALTERNATE SECTION D - D.



ALTERNATE SECTION D - D

(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.

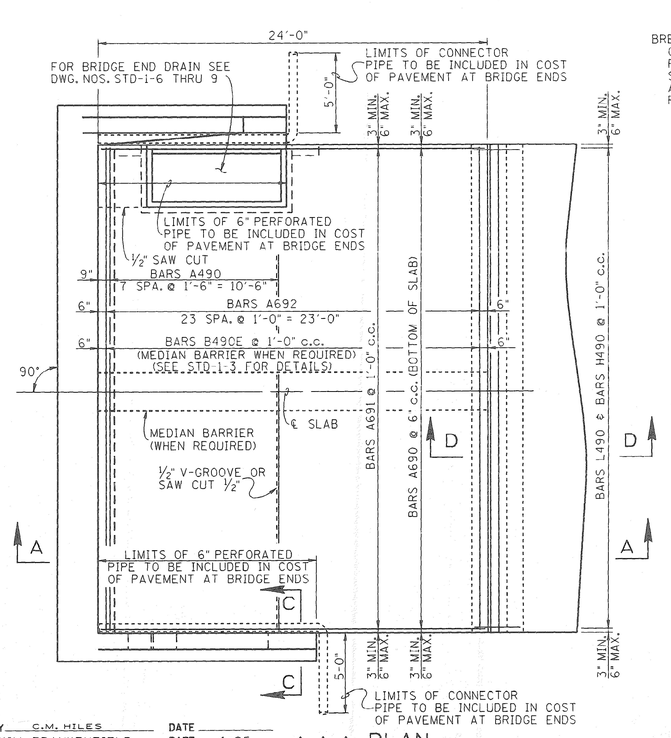
NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

2 (A) JOINT SEAL SYSTEM:
3 4 5 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

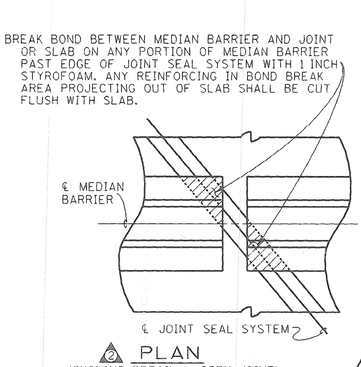
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

1 REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995



PLAN

(90° SKEW)



PLAN

(SHOWING DETAIL @ OPEN JOINT)

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