

09/09/2026

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jill Stanko
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FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JILL STANKO, P.E. 121754

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F, 2F1
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	NH/HSIP-69(119)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

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Jill Stanko
Jill Stanko
2026.11.03 12:09:50-06'00'

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JILL STANKO, P.E. 121754

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SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN2
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B

YEAR	PROJECT NO.	SHEET NO.
2026	NH/HSIP-69(119)	ROADWAY-SIGN2

REV. 11/03/26
ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

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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	NO X

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH/HSIP-69(119)	
STATE PROJ. NO.	20S069-F3-006	
STATE PROJ. NO.	20S069-F8-006	
STATE PROJ. NO.	20S069-M3-008	

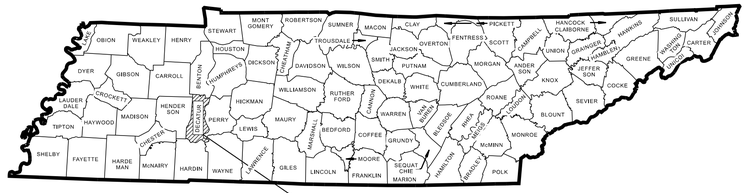
DECATUR COUNTY

STATE ROUTE 69
FROM BROOKSIE ACC.
TO OLD TENNESSEE 69

RESURFACE, SAFETY, & BRIDGE REPAIR

MILL, 411D, PAVEMENT MARKINGS, CURB RAMPS, AND GUARDRAIL

STATE HIGHWAY NO. 69 F.A.H.S. NO. 641



BRIDGE ID. # 20SR0690023 , 20SR0690015

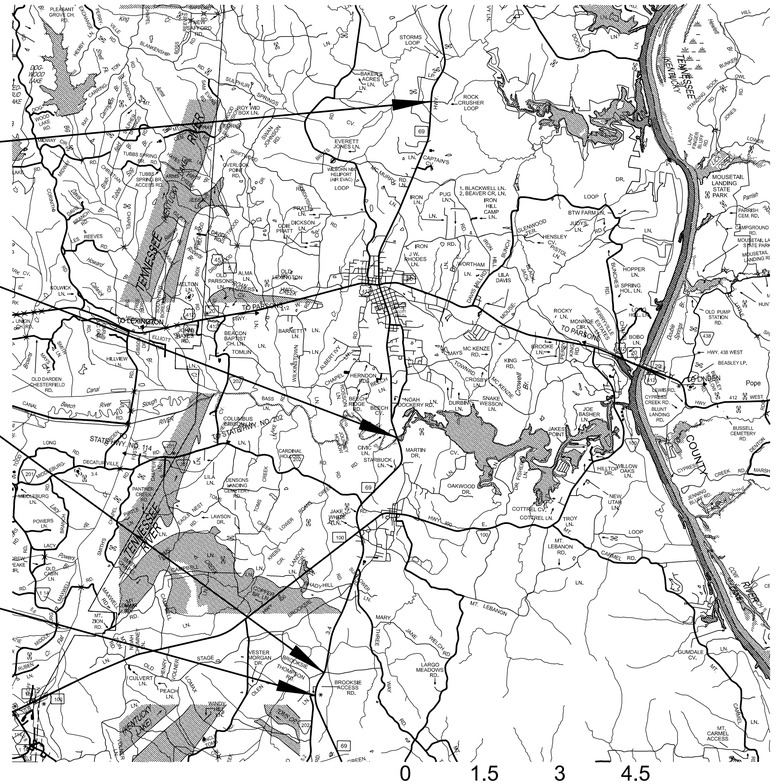
NO EXCLUSIONS

20S069-F3-006
20S069-F8-006
END PROJECT NO. NH/HSIP-69(119) RESURFACE & SAFETY
OLD TENNESSEE 69 (L.M. 31.50)

BRIDGE REPAIR PROJECT NO. 20S069-M3-008
BRIDGE ID #20SR0690015
L.M. 25.34 BEECH RIVER/A.F. TROLLEY BRIDGE

BRIDGE ID #20SR0690023
L.M. 20.63 RUSHING CREEK

20S069-F3-006
20S069-F8-006
BEGIN PROJECT NO. NH/HSIP-69(119) RESURFACE & SAFETY
BROOKSIE ACC. (L.M. 19.73)



SCALE: 1"= 7920'

PROJECT LENGTH 11.77 MILES
TOTAL LANE MILES RESURFACED 27.76 MILES

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: ELI JONES, REGION 4
DESIGN FIRM : FISHER ARNOLD, INC.
DESIGNER : CHLOE BIRDWELL CHECKED BY JILL STANKO, P.E.
P.E. NO. 98043-4283-04 (DESIGN)
PIN NO. 135894.00

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
09/09/2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER
DATE:

APPROVED:
WILL REID, COMMISSIONER

TRAFFIC COUNTER & WEATHER STATIONS	
IDENTIFICATION	LOG MILE
TC STATION 69	20.667
TC STATION 64	24.272
TC STATION 21	26.910
TC STATION 76	28.356
TC STATION 54	28.877

TRAFFIC DATA	
ADT (2027)	6,480
POSTED SPEED L.M. 19.73 - L.M. 22.71	55 MPH
POSTED SPEED L.M. 22.71 - L.M. 23.29	30 MPH
POSTED SPEED L.M. 23.29 - L.M. 27.23	55 MPH
POSTED SPEED L.M. 27.23 - L.M. 29.26	30 MPH
POSTED SPEED L.M. 29.26 - L.M. 31.5	55 MPH

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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
SIGNATURE SHEET	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
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ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEETS	2G – 2G5
PAVEMENT MARKING DETAILS	2G6 – 2G11
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE REPAIR PLANS	B-1

NO UTILITY SHEETS ARE INCLUDED IN THIS PLAN SET.

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
10-106.00 MULTIMODAL		
CR-GN-1	04-30-26	GENERAL NOTES CURB RAMP
CR-DWS-1	04-30-26	DETECTABLE WARNING SURFACE DETAIL
CR-10	04-30-26	PERPENDICULAR CURB RAMP
CR-40	04-30-26	MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
10-107.00 SAFETY DESIGN AND GUARDRAILS		
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-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR
S-GRA-4	03-01-23	IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
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-4A	01-24-25	STANDARD UNSIGNALIZED MID-BLOCK CROSSING
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-WZ-22		ONE LANE CLOSURE DETAIL FOR UNDIVIDED HIGHWAYS
T-WZ-36	03-26-25	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
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-55	03-26-25	SIDEWALK TRAFFIC CONTROL
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	1A

REV. 11/03/26
ADDED ROADWAY-SIGN2 TO INDEX.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
11/03/2026

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-69(119)	1B

REV. 11/03/26
REVISED COMMITMENT ID EDHZ002 DESCRIPTION.

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. 20SR0690015 SR-69 OVER BEECH RIVER LM 25.34 (20-SR069-25.34), NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES, AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026) SECTIONS 107.08.D AND 202.03).	BRIDGE
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE 20SR0690015 SR-69 OVER BEECH RIVER LOG MILE 25.34 (20-SR069-25.34). THIS BRIDGE HAS 120 SQUARE FEET OF END WALL/ABUTMENT PADDING ON THE OLDER PORTION OF THE BRIDGE COMPOSED OF 4% CHRYSOTILE.	BRIDGE
EDHZ003	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	THE STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TDEC RULES CHAPTER 1200-01-20) MANDATES THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS. ABATEMENT OF THIS MATERIAL SHALL BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. ACM ABATEMENT SHOULD BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES IF POSSIBLE. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08.D AND 202.03).	BRIDGE

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
11/03/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 20S069-F8-006	QUANTITY 20S069-F3-006	TOTAL QUANTITY
(1)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	3094		3094
(2)	202-08.15	REMOVAL OF CURB AND GUTTER (ALL TYPES)	L.F.	1081		1081
	203-06	WATER	M.G.	27		27
(3)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (D)	TON	3529		3529
(4)	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	484		484
(5)	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	231		231
(6)	403-02.01	TRACKLESS TACK COAT	TON	172		172
(8)(9)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	34		34
(7)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	26078		26078
(10)	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	13	5	18
(11)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	25733		25733
(12)	611-03.04	GRAY IRON CASTINGS (CATCHBASIN)	LB.		5000	5000
(2)(13)	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	1272		1272
(2)(13)	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	4703		4703
(2)(13)	701-02.06	DETECTABLE WARNING SURFACE (REHABILITATION)	S.F.	143		143
(2)	702-01	CONCRETE CURB	C.Y.	23		23
(2)	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	3		3
(14)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		14	14
(14)	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH		1	1
(14)	705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.		400	400
(14)	705-06.11	GR TERMINAL (IN-INLINE) MASH TL-3	EACH		2	2
(14)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		15	15
(14)	706-01	GUARDRAIL REMOVED	L.F.		1100	1100
(14)	706-06.03	RADIUS RAIL	L.F.		50	50
(14)	706-10.26	ROUNDED END ELEMENT	EACH		2	2
(15)	712-01	TRAFFIC CONTROL	LS	1		1
(16)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	64		64
(17)	712-06	SIGNS (CONSTRUCTION)	S.F.	3110		3110
	712-07.02	TEMPORARY BARRICADES (TYPE II)	L.F.	30		30
	712-08.03	ARROW BOARD (TYPE C)	EACH	1		1
(18)	713-16.20	SIGNS (YIELD)	EACH		2	2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	2150		2150
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	311		311
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	2461		2461
(19)(20)	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	2264		2264
(19)(20)(21)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	804	175	979
(19)(20)(22)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	1497	243	1740
(19)(20)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	90		90
(19)(20)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		779	779
(19)(20)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.8		0.8
(19)(20)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	6		6
(19)(20)	716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	2		2
(19)(20)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1		1
(19)(20)(23)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.		2314	2314
(19)(20)	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	4		4
(19)(20)(24)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.		111	111
(22)(25)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	350		350
(19)(26)	716-05.08	PAINTED PAVEMENT MARKING (PARKING LINE)	L.F.	1300		1300
(25)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	57		57
(19)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	57		57
	717-01	MOBILIZATION	LS	1		1

FOOTNOTES

(1) INCLUDES 1052 S.Y. FOR FULL-DEPTH ASPHALT REPAIR AND 2042 S.Y. FOR PARTIAL-DEPTH ASPHALT REPAIR.
(2) SEE SHEET 2G-2G5 FOR DETAILS.
(3) INCLUDES 712 TONS FOR FULL-DEPTH ASPHALT REPAIR.
(4) TO BE USED FOR FULL-DEPTH ASPHALT REPAIRS ONLY.
(5) TO BE USED FOR PARTIAL-DEPTH ASPHALT REPAIRS ONLY.
(6) INCLUDES 1 TON FOR PARTIAL-DEPTH ASPHALT REPAIR AND 19 TONS FOR CITY STREETS, COUNTY ROADS, DRIVEWAYS, BUSINESS ENTRANCES, AND FIELD ENTRANCES.
(7) INCLUDES 2768 TONS FOR CITY STREETS, COUNTY ROADS, DRIVEWAYS, BUSINESS ENTRANCES, AND FIELD ENTRANCES AND INCLUDES 100 TONS FOR SPOT LEVELING.
(8) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(9) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
(10) GRIND AT A DEPTH OF 3/8" ± 1/16". LONGITUDINAL SPACING MAY BE AFFECTED BY SHALLOWER GRINDS. RUMBLE GRINDING SHOULD NOT PENETRATE COMPLETELY THROUGH THE NEWLY PAVED LAYER OR CAUSE PREMATURE DAMAGE.
(11) INCLUDES 2742 TONS FOR CITY STREETS, COUNTY ROADS, DRIVEWAYS, BUSINESS ENTRANCES, AND FIELD ENTRANCES.
(12) COST TO INCLUDE REMOVAL OF EXISTING GRATE AND REPLACEMENT WITH BICYCLE FRIENDLY GRATES WHERE APPLICABLE, INCLUDING MATERIAL, PARTS, LABOR, EQUIPMENT, MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR REMOVAL AND INSTALLATION. THE CONTRACTOR SHALL VERIFY GRATE DIMENSIONS IN THE FIELD. SEE SHEET 2F FOR DETAILS.
(13) SEE CURB RAMP TABULATION ON SHEET 2F1.
(14) SEE PROPOSED GUARDRAIL (RESURFACING) TABULATION ON SHEET 2F.
(15) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(16) TO BE USED FOR TRANSITION TAPER.
(17) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION). SEE TRAFFIC CONTROL SIGN TABULATION ON SHEET 2F.
(18) TO BE PLACED ON STARBUCK LANE AT SR-69 L.M. 24.66 AS DIRECTED BY THE ENGINEER.
(19) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(20) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(21) INLCUDES 175 S.Y. FOR PAVEMENT MARKING DETAIL. SEE PAVEMENT MARKING DETAILS 2G6-2G11.
(22) ALL STOP BARS ON SIDE STREETS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
(23) INLCUDES 2314 L.F. FOR PAVEMENT MARKING DETAIL. SEE PAVEMENT MARKING DETAILS 2G6-2G11.
(24) YIELD BARS WILL BE MARKED AT THE FOLLWING LOCATIONS: THE INTERSECTION OF SR-100 AND SR-69 IN EACH OFFSET TURN LANE (L.M. 23.16); NORTH PLEASANT STREET (L.M. 24.85), AND BOTH RIGHT TURN LANES AT STARBUCK LANE (L.M. 24.66).
(25) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
(26) TO BE USED FOR ON STREET PARKING FROM L.M. 28.23 TO L.M. 28.44.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	2

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko CERTIFICATE No. 121754 STATE OF TENNESSEE

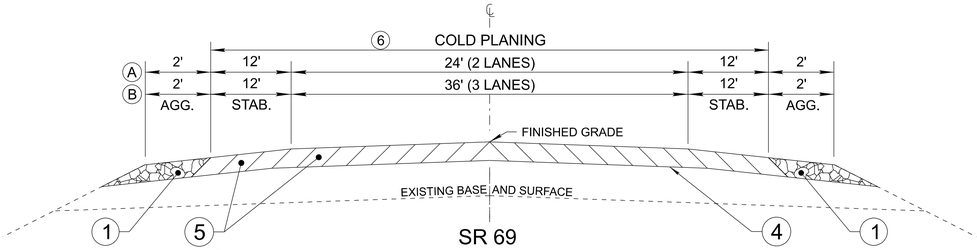
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

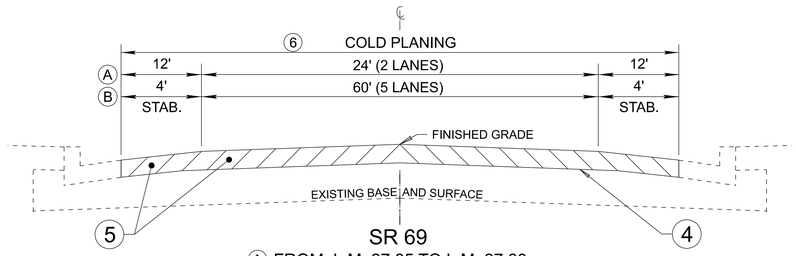
ESTIMATED ROADWAY QUANTITIES

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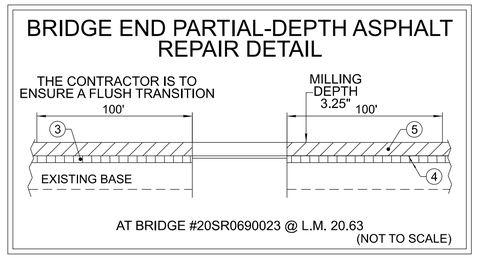
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	2B

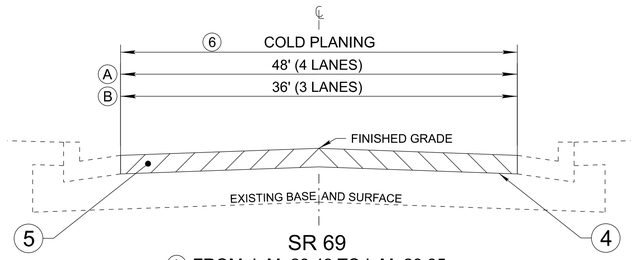


Ⓐ FROM: L.M. 19.77 TO L.M. 22.92; FROM: L.M. 23.25 TO L.M. 24.24
FROM: L.M. 25.01 TO L.M. 27.85; FROM: L.M. 29.53 TO L.M. 29.93
FROM: L.M. 30.11 TO L.M. 30.64; FROM: L.M. 30.83 TO L.M. 31.15
Ⓑ FROM: L.M. 19.73 TO L.M. 19.77; FROM: L.M. 22.92 TO L.M. 23.25
FROM: L.M. 24.24 TO L.M. 25.01; FROM: L.M. 28.88 TO L.M. 29.53
FROM: L.M. 29.93 TO L.M. 30.11; FROM: L.M. 30.64 TO L.M. 30.83
FROM: L.M. 31.15 TO L.M. 31.50

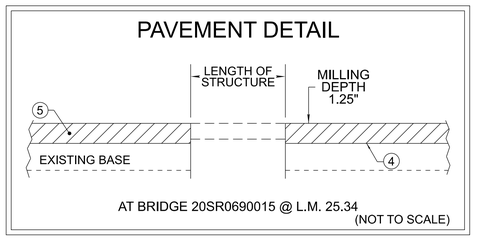


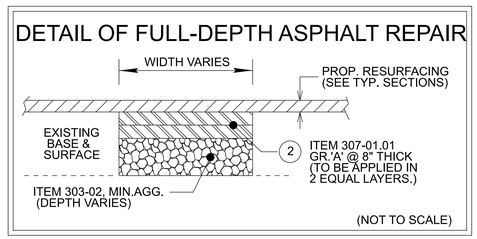
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Ⓑ FROM: L.M. 27.89 TO L.M. 28.49

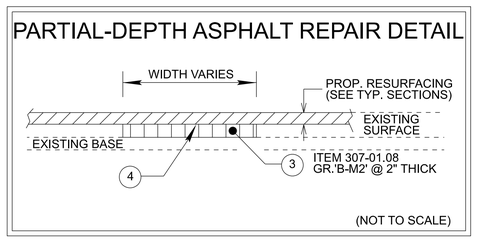


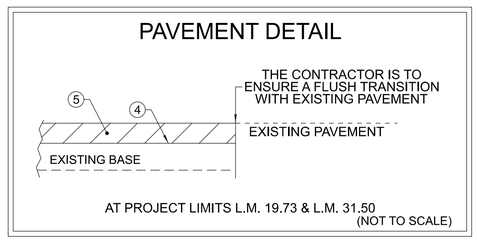


Ⓐ FROM: L.M. 28.49 TO L.M. 28.85
Ⓑ FROM: L.M. 28.85 TO L.M. 28.88









PROPOSED PAVEMENT SCHEDULE

(1) **MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS** ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	(4) **TRACKLESS TACK COAT** ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
(2) **BITUMINOUS COURSE (BLACK BASE) @ 8.00"± THICK (APPROX. 920.0 LBS./S.Y.)** ITEM 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A" (TO BE USED FOR FULL-DEPTH ASPHALT REPAIR ONLY)	(5) **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"
(3) **BITUMINOUS COURSE (BINDER) @ 2.00"± THICK (APPROX. 226.0 LBS./S.Y.)** ITEM 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2" (TO BE USED FOR PARTIAL-DEPTH ASPHALT REPAIR ONLY)	(6) **COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
ENGINEER
No. 121754
STATE OF TENNESSEE
09/09/2026

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-69(119)	2C

GENERAL NOTES

GRADING

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

(3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

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

(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.

SIGNING

(2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.

(4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL OPERATIONS OFFICE.

(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.

(11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

(4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
ENGINEER
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	2D

SPECIAL NOTES

PAVEMENT

RESURFACING

(3) TAPER AROUND ALL CATCH BASINS, AREA DRAINS, AND MANHOLES AS DIRECTED BY THE ENGINEER.

COLD PLANING

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

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

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

JOINT SEALANT

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

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

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

MULTIMODAL

(1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

MISCELLANEOUS

(1) ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

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

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STATE OF TENNESSEE
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SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

(9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES MILL, 411D, SNOWPLOWABLE RAISED PAVEMENT MARKERS, CATCHBASIN ADJUSTMENT, CURB RAMPS, RUMBLE STRIPS, PAVEMENT MARKINGS, AND GUARDRAIL.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	2E1

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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

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

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

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

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

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

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

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

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

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
SIGNATURE
COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	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.
	G20-1	ROAD WORK NEXT 12 MILES	48" x 24"	8	2	16
	G20-2	END ROAD WORK	48" x 24"	8	65	520
	R3-7L	LEFT LANE MUST TURN LEFT	48" x 48"	16	2	32
	R9-9	SIDEWALK CLOSED	24" x 12"	2	2	4
	R9-10	SIDEWALK CLOSED, USE OTHER SIDE	24" x 12"	2	2	4
	R9-11	SIDEWALK CLOSED AHEAD, CROSS HERE	24" x 18"	3	2	6
	W4-2L	LEFT LANE ENDS	48" x 48"	16	2	32
	W4-2R	RIGHT LANE ENDS	48" x 48"	16	2	32
	W8-11	UNEVEN LANES	48" x 48"	16	24	384
	W8-15	GROOVED PAVEMENT	48" x 48"	16	24	384
	W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	24	120
	W9-3a	INTERIOR LANE SHIFT	48" x 48"	16	2	32
	W11-2	PEDESTRIAN CROSSING	36" x 36"	9	4	36
	W12-1	DOUBLE ARROW	48" x 48"	16	2	32
	W16-2P	500 FT	24" x 18"	3	2	6
	W16-2P	1000 FT	24" x 18"	3	2	6
	W16-7P	DIAGONAL DOWNWARD-POINTING ARROW	21" x 15"	2	2	4
	W16-9P	AHEAD	24" x 12"	2	2	4
	W20-1	ROAD WORK 1 MILE	48" x 48"	16	2	32
	W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	2	32
	W20-1	ROAD WORK 1000 FT	48" x 48"	16	2	32
	W20-1	ROAD WORK AHEAD	48" x 48"	16	63	1008
	W20-5L	LEFT LANE CLOSED 1000 FT	48" x 48"	16	2	32
	W20-5R	RIGHT LANE CLOSED 1000FT	48" x 48"	16	2	32
*	W21-5	SHOULDER WORK	48" x 48"	16	18	288
	THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	3110

* TO BE USED AS DIRECTED BY THE ENGINEER

CATCH BASINS

LOG MILE	DIR	LEFT	RIGHT	GRAY IRON CASTINGS (CATCH BASIN) 611-03.04
27.848	NB		X	250
28.115	NB		X	250
28.23	NB		X	250
28.236	NB		X	250
28.354	NB		X	250
28.447	NB		X	250
28.45	NB		X	250
28.533	NB		X	250
28.62	NB		X	250
28.685	NB		X	250
28.707	NB		X	250
28.708	SB		X	250
28.689	SB		X	250
28.62	SB		X	250
28.574	SB		X	250
28.533	SB		X	250
28.448	SB		X	250
28.386	SB		X	250
28.116	SB		X	250
27.849	SB		X	250
TOTAL				5000

NOTE: Estimated grate weights in this table are based on standard 24" by 38.5" TDOT grate.

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
20SR0690023	20.63	RUSHING CREEK	155' 5 1/4"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)
20SR0690015	25.34	BEECH RIVER/ A.F. TROLLEY BRIDGE	368' 7"	REMOVE ASPHALT (IF PRESENT)- PROVIDE DECK REPAIR ITEMS- SEAL WITH MEMBRANE (SEE BRIDGE SHEETS)

PROPOSED GUARDRAIL (RESURFACING)

SIDE LT	SIDE RT	LOG MILE	EARTH PAD: EARTH PAD FOR TYPE 38 GR END TREAMENT 705-04.09 (EACH)	GUARDRAIL: GUARDRAIL GR TRANSITION 27 IN TO 31 IN 705-02.10 (EACH)	GUARDRAIL: GUARDRAIL REMOVED 706-01 (L.F.)	GUARDRAIL: W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	GUARDRAIL: RADIUS RAIL 706-06.03 (L.F.)	TERMINAL ANCHOR: TANGENT ENERGY ABSORBING TERM MASH TL3 (46.875') 705-06.20 (EACH)	TERMINAL ANCHOR: ROUNDED END ELEMENT 706-10.26 (EACH)	TERMINAL ANCHOR: GR TERMINAL (IN-INLINE) MASH TL-3 705-06.11 (EACH)
x		20.607		1	75	25		1		
	x	20.665		1	75	25		1		
x		20.669		1	75	25		1		
	x	23.490		1	75	25		1		
	x	23.830		1	75	25		1		
	x	24.054		1	75	25		1		
	x	24.400		1	75	25		1		
x		24.610		1	75	25		1		
	x	24.625		1	75	25		1		
	x	24.939		1	75	25		1		
x		25.136		1	75	50	25	1	1	1
	x	25.257		1	75	25		1		
x		26.930		1	75	50	25	1	1	1
x		27.406	1							
	x	31.108		1	75	25		1		
	x	31.179			50			1		
TOTALS			1	14	1100	400	50	15	2	2

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER No. 121754 STATE OF TENNESSEE

09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	2F1

CURB RAMP TABULATION

ROADWAY		LOCATION		SIGNALIZED YES / NO	STANDARD DRAWING NO.	CURB RAMP (RETROFIT) ITEM NO. 701-02.01 S.F.	DETECTABLE WARNING SURFACE (REHABILITATION) ITEM NO. 701-02.06 S.F.	CONCRETE SIDEWALK (4") ITEM NO. 701-01.01 S.F.	REMARKS
MAINLINE	INTERSECTING	LOG MILE (L.M.)	QUADRANT						
SR-69 (S TENNESSEE AVE.)	W 9TH ST.	27.85	NW		CR-40	100		18	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 9TH ST.	27.85	NE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 8TH ST.	27.92	SW		CR-40	100		26	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 8TH ST.	27.92	NW		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	MUNICIPAL BUILDING ENTRANCE	27.92	SE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	MUNICIPAL BUILDING ENTRANCE	27.92	NE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	MUNICIPAL BUILDING ENTRANCE	28.00	SE		CR-40		10		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	MUNICIPAL BUILDING ENTRANCE	28.00	NE		CR-40	100		24	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 7TH ST.	28.00	SW		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 7TH ST.	28.00	NW		CR-40	100		33	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 7TH ST.	28.00	SE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 7TH ST.	28.00	NE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	FIRST BANK ENT.	28.04	NW		CR-10	103		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 6TH ST.	28.08	SW		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 6TH ST.	28.08	NW		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 6TH ST.	28.08	NW		CR-10	100		25	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 6TH ST.	28.08	SE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 6TH ST.	28.08	NE		CR-40	100		38	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 6TH ST.	28.08	NE		CR-10	100		25	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 5TH ST.	28.16	SW		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 5TH ST.	28.16	NW		CR-40	100		22	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 5TH ST.	28.16	SE		CR-40	100		20	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 5TH ST.	28.16	NE		CR-40	100		18	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 4TH ST.	28.24	SW	X	CR-10	100		28	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 4TH ST.	28.24	SW	X	CR-40	100		12	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 4TH ST.	28.24	NW	X	CR-10	100		25	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 4TH ST.	28.24	NW	X	CR-40	100			RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 4TH ST.	28.24	SE	X	CR-10	100		26	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 4TH ST.	28.24	SE	X	CR-40	100			RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 4TH ST.	28.24	NE	X	CR-40	100		25	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 4TH ST.	28.24	NE	X	CR-10	100			RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 3RD ST.	28.32	SW		CR-10	100		54	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 3RD ST.	28.32	NW		CR-10	100		55	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 3RD ST.	28.32	SE		CR-10	100		62	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 3RD ST.	28.32	NE		CR-10	100		55	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 2ND ST.	28.40	SW		CR-10	100		49	RETROFIT.
SR-69 (S TENNESSEE AVE.)	W 2ND ST.	28.40	NW		CR-10	100		43	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 2ND ST.	28.40	SE		CR-10	100		78	RETROFIT.
SR-69 (S TENNESSEE AVE.)	E 2ND ST.	28.40	NE		CR-10	100		81	RETROFIT.
SR-69 (S TENNESSEE AVE.)	BUCKNER ST.	28.59	SW		CR-40		10		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	BUCKNER ST.	28.59	NW		CR-40		22		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	W. GOFF ST.	28.64	SW		CR-40		11		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	W. GOFF ST.	28.64	NW		CR-40		13		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	W. GOFF ST.	28.64	SE		CR-40		11		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	W. GOFF ST.	28.64	NE		CR-40		15		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	DODD ST.	28.71	SE		CR-40		8		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	DODD ST.	28.71	NE		CR-40		11		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	N KENTUCKY AVE.	28.78	SE		CR-40	100		21	RETROFIT.
SR-69 (S TENNESSEE AVE.)	N KENTUCKY AVE.	28.78	NE		CR-40		10		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	McDONALDS ENT.	28.84	SE		CR-40	100		19	RETROFIT.
SR-69 (S TENNESSEE AVE.)	McDONALDS ENT.	28.84	NE		CR-40	100		16	RETROFIT.
SR-69 (S TENNESSEE AVE.)	McDONALDS EXIT	28.84	SE		CR-40	100		16	RETROFIT.
SR-69 (S TENNESSEE AVE.)	McDONALDS EXIT	28.84	NE		CR-40	100		21	RETROFIT.
SR-69 (S TENNESSEE AVE.)	TENNESSEE ST.	28.84	SW		CR-40		11		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	TENNESSEE ST.	28.84	NW		CR-40		11		RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-69 (S TENNESSEE AVE.)	MAXWELL ST.	29.03	SW		CR-40	100		25	RETROFIT.
SR-69 (S TENNESSEE AVE.)	MAXWELL ST.	29.03	NW		CR-40	100		23	RETROFIT.
SR-69 (S TENNESSEE AVE.)	KENSINGTON PL.	29.18	SW		CR-40	100		28	RETROFIT.
SR-69 (S TENNESSEE AVE.)	KENSINGTON PL.	29.18	NW		CR-40	100		21	RETROFIT.
					TOTAL	4703	143	1272	

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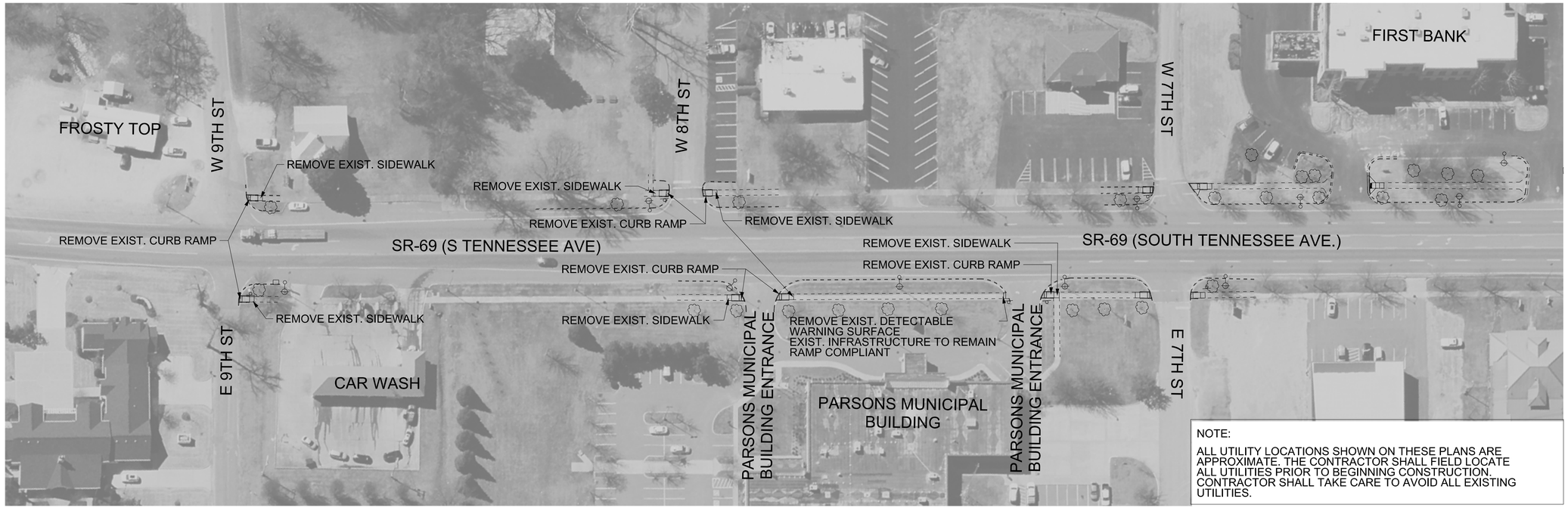


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

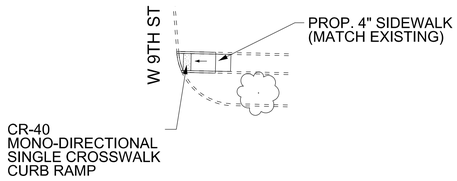
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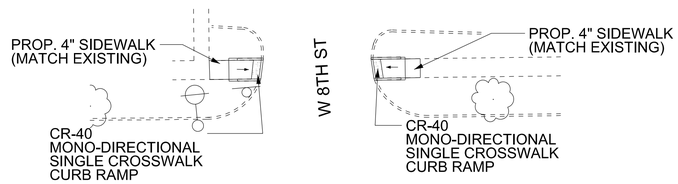
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G



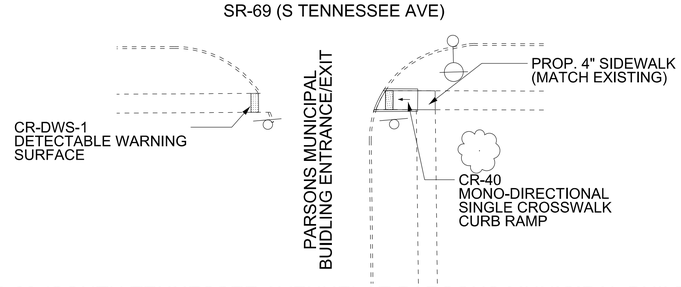
NOTE:

ALL UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID ALL EXISTING UTILITIES.

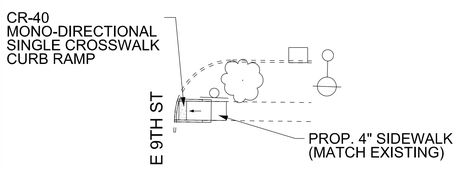




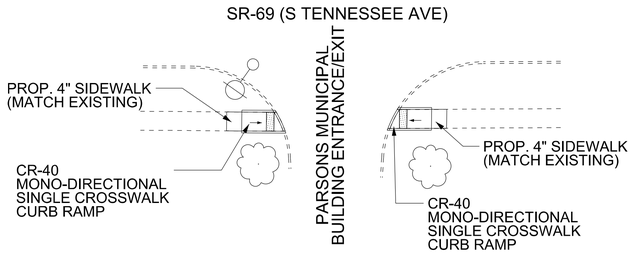
SR-69 (SOUTH TENNESSEE AVENUE) AT WEST 8TH STREET
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT PARSONS MUNICIPAL BUILDING
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT 9TH STREET
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT PARSONS MUNICIPAL BUILDING
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-69
LOG MILE 19.73 TO LOG MILE 31.50
DECATUR COUNTY

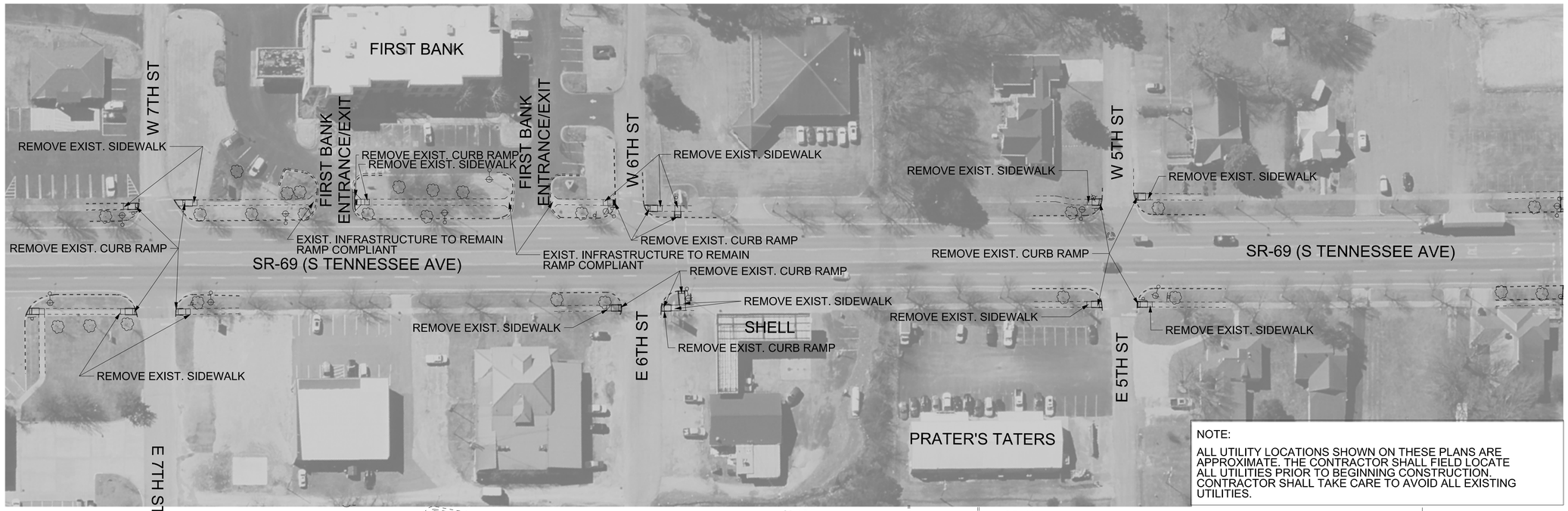
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 27.81 TO L.M. 28.06

SCALE: 1"= 50'

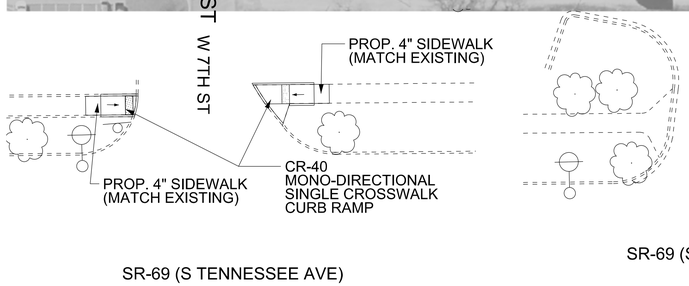
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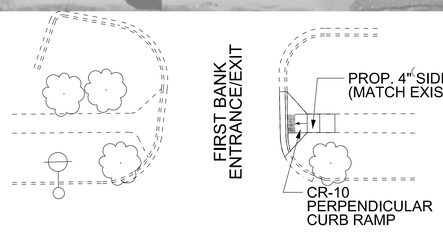
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G1

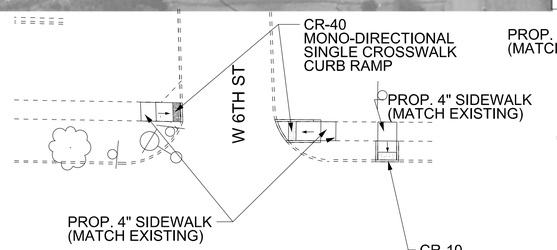


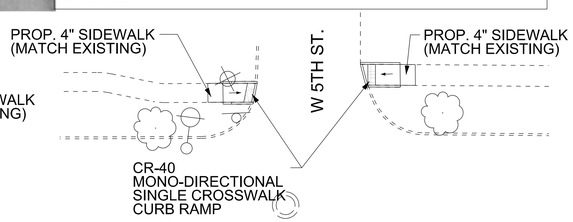
NOTE:

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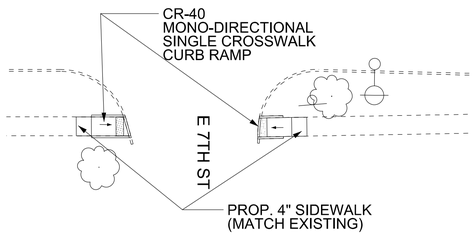




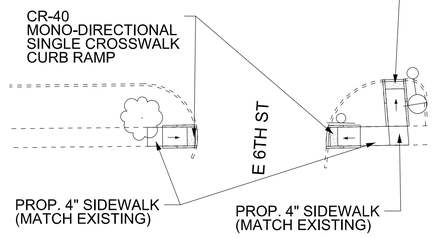




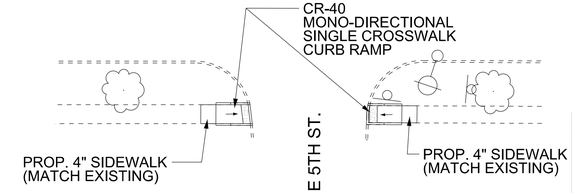
SR-69 (SOUTH TENNESSEE AVENUE) AT FIRST BANK
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT 7TH STREET
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVE) AT 6TH STREET
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT 5TH STREET
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-69
LOG MILE 19.73 TO LOG MILE 31.50
DECATUR COUNTY

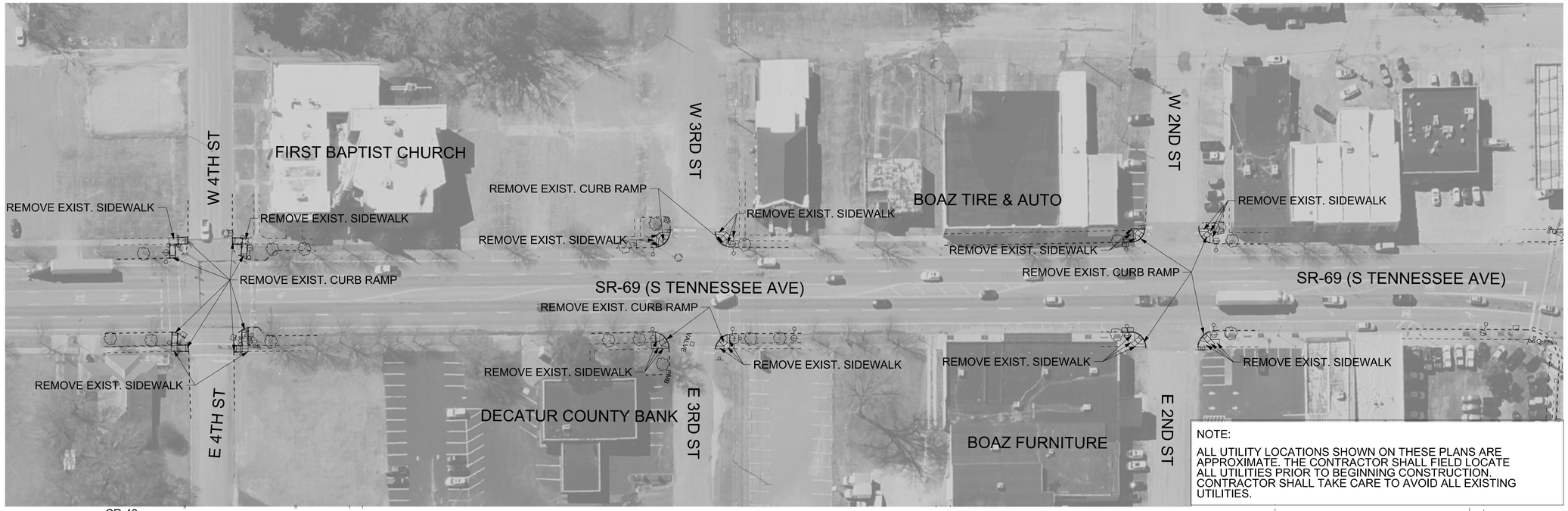
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 27.97 TO L.M. 28.23

SCALE: 1"= 50'

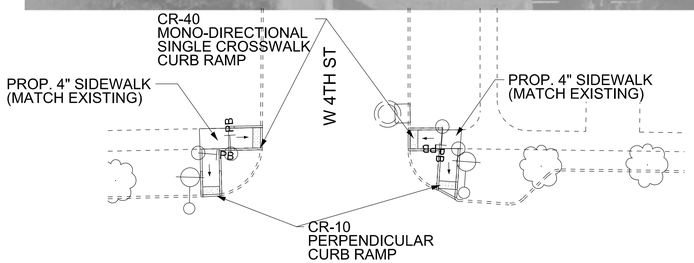
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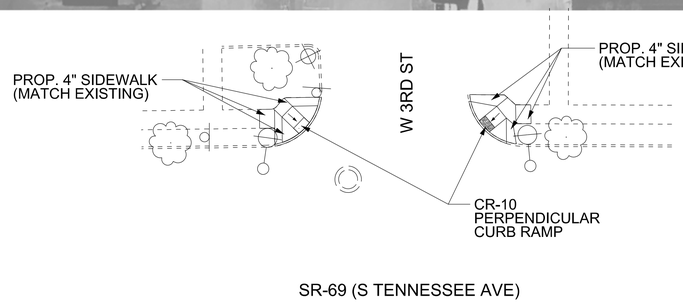
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G2

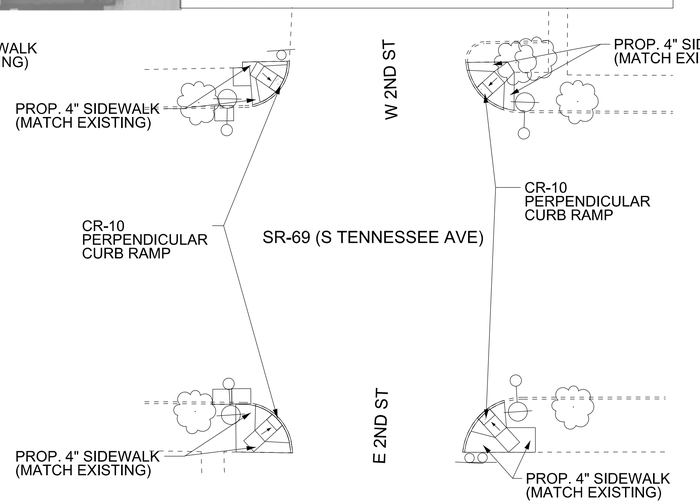


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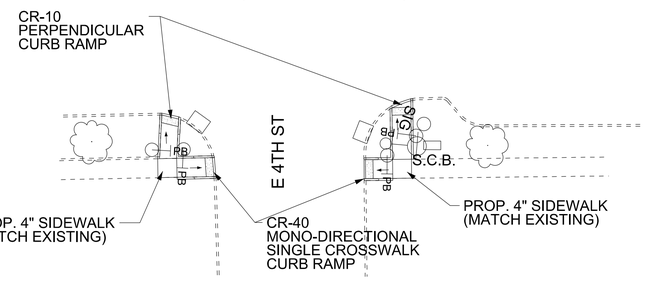
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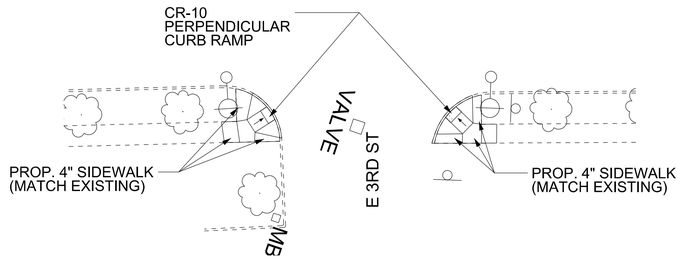




SR-69 (SOUTH TENNESSEE AVENUE) AT 2ND STREET
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT 4TH STREET
SCALE: 1"=20'



SR-69 (SOUTH TENNESSEE AVENUE) AT 3RD STREET
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-69
LOG MILE 19.73 TO LOG MILE 31.50
DECATUR COUNTY

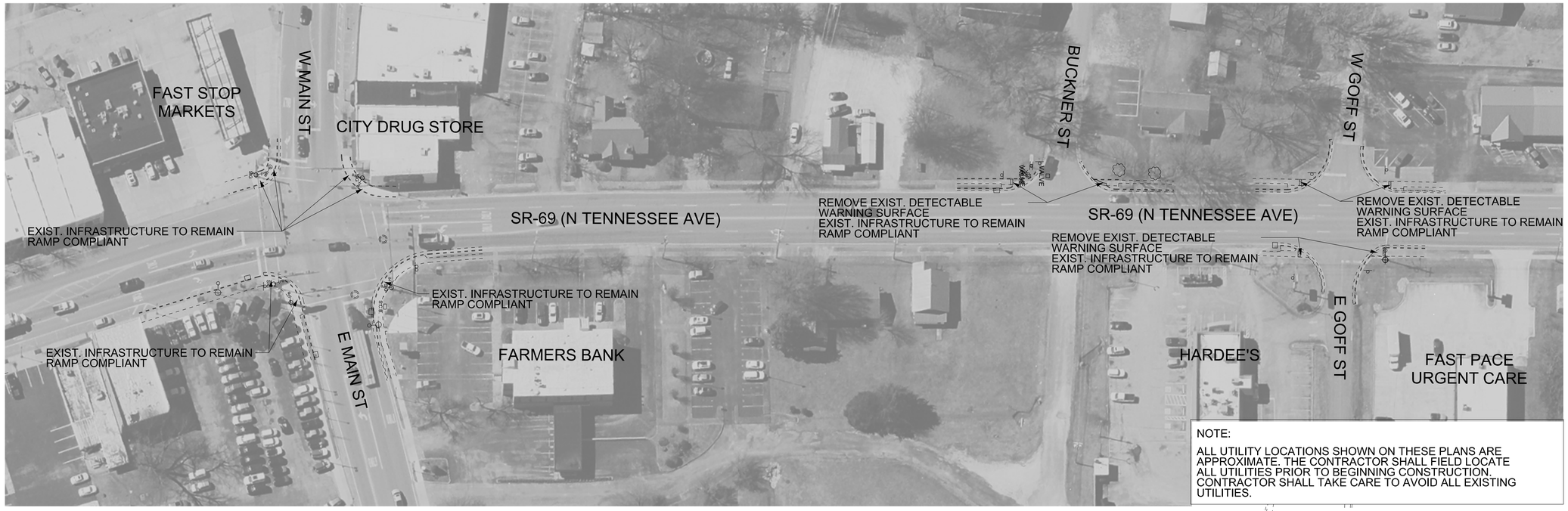
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 28.22 TO L.M. 28.46

SCALE: 1"= 50'

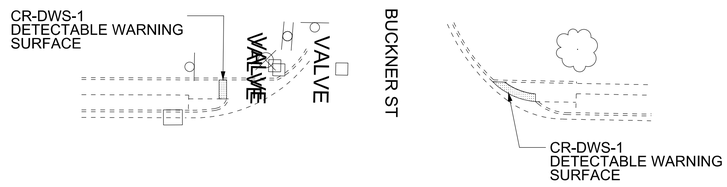
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G3

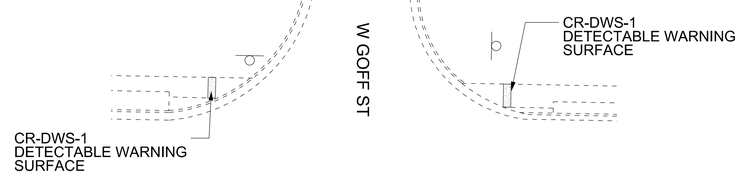


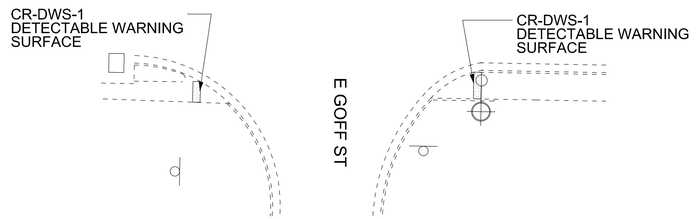
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SR-69 (NORTH TENNESSEE AVENUE) AT BUCKNER STREET
SCALE: 1"=20'





SR-69 (NORTH TENNESSEE AVENUE) AT GOFF STREET
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-69
LOG MILE 19.73 TO LOG MILE 31.50
DECATUR COUNTY

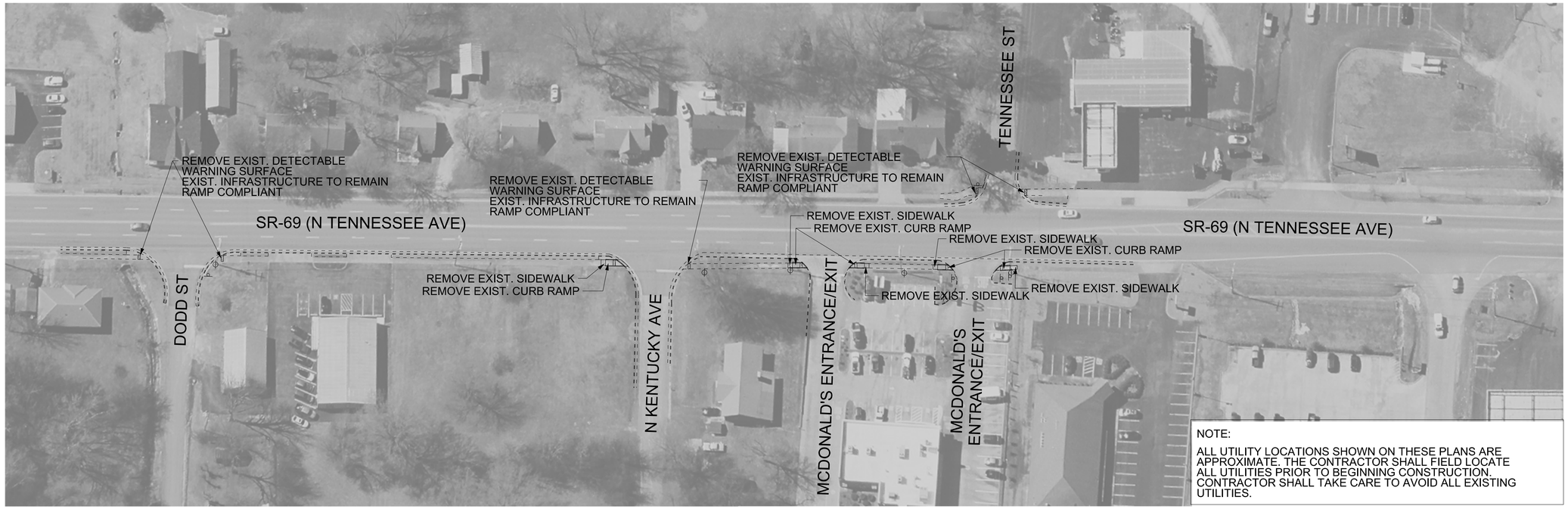
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 28.42 TO L.M. 28.66

SCALE: 1"= 50'

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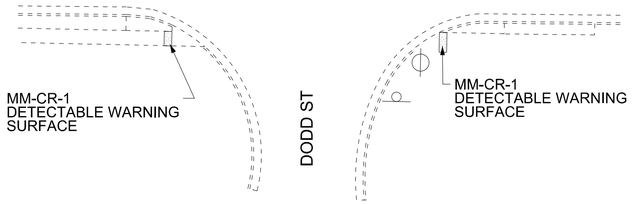
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G4



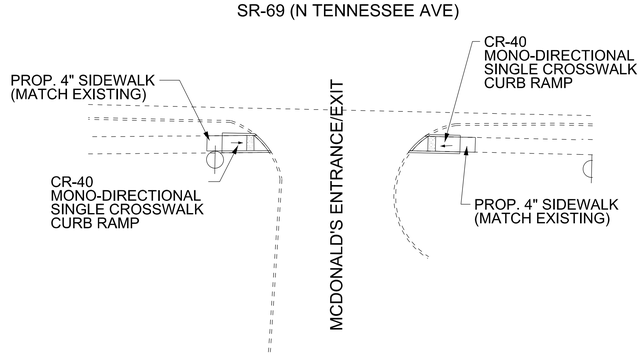
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NOTE:

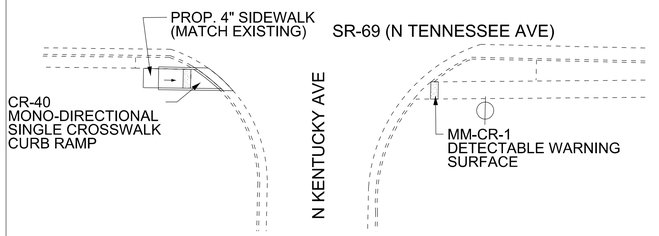
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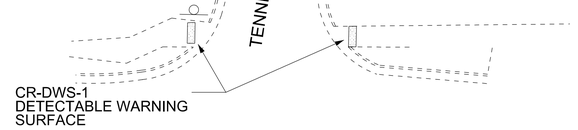
SR-69 (NORTH TENNESSEE AVENUE) AT DODD STREET
SCALE: 1"=20'



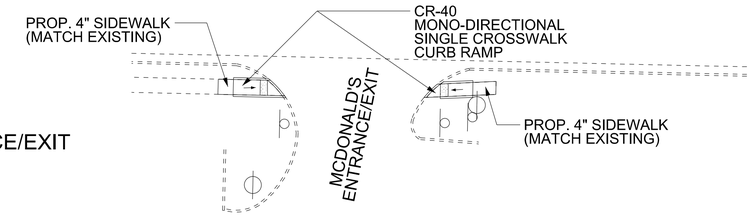
SR-69 (NORTH TENNESSEE AVENUE) AT MCDONALD'S ENTRANCE/EXIT
SCALE: 1"=20'



SR-69 (NORTH TENNESSEE AVENUE) AT NORTH KENTUCKY AVENUE
SCALE: 1"=20'



SR-69 (N TENNESSEE AVE)



SR-69 (NORTH TENNESSEE AVENUE) AT TENNESSEE STREET
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE (VALVE)
- EXISTING MAIL BOX (MB)
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL (S.C.B.)
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE (SIG)
- EXISTING PED PUSHBUTTON (PB)
- EXISTING FENCE

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-69
LOG MILE 19.73 TO LOG MILE 31.50
DECATUR COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 28.66 TO L.M. 28.93

SCALE: 1"= 50'

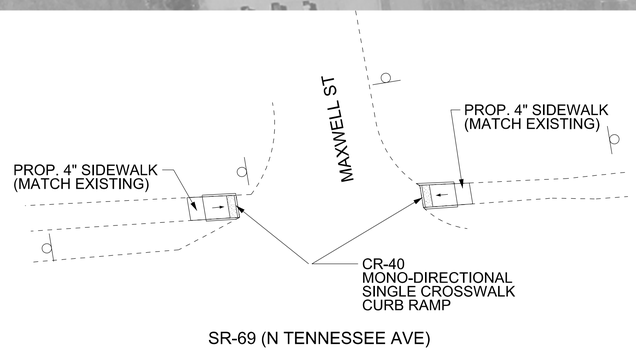
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G5

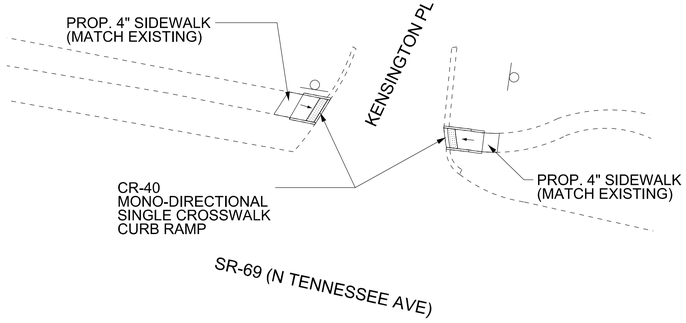


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SR-69 (NORTH TENNESSEE AVENUE) AT MAXWELL STREET
SCALE: 1"=20'



SR-69 (NORTH TENNESSEE AVENUE) AT KENSINGTON PLACE
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
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- EXISTING GUY WIRE
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- EXISTING UTILITY BOX
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- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-69
LOG MILE 19.73 TO LOG MILE 31.50
DECATUR COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 28.96 TO L.M. 29.22

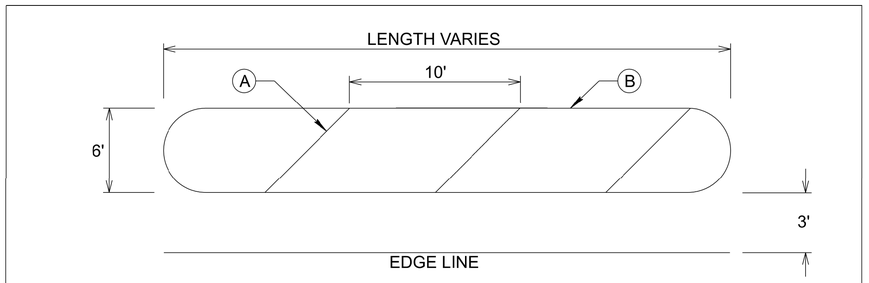
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G6

S.R. 69 @ L.M. 26.28 (LT./RT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

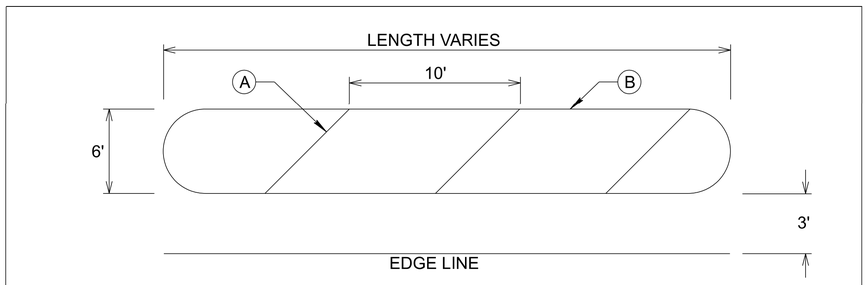
SCALE: N.T.S.

$$$$DATE$$$$$$$$$$$TIME$$$$$$
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G7

S.R. 69 @ L.M. 26.36 (RT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

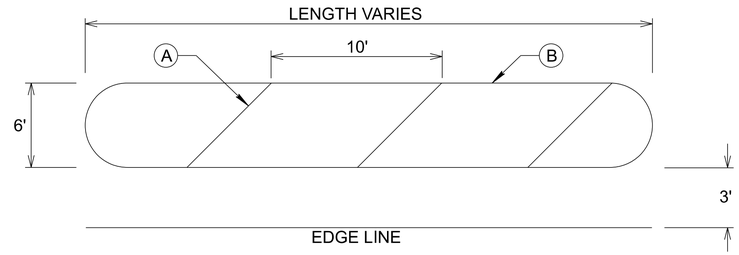
SCALE: N.T.S.

$$$$DATE$$$$$$$$$$$TIME$$$$$$
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G8

S.R. 69 @ L.M. 26.64 (LT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

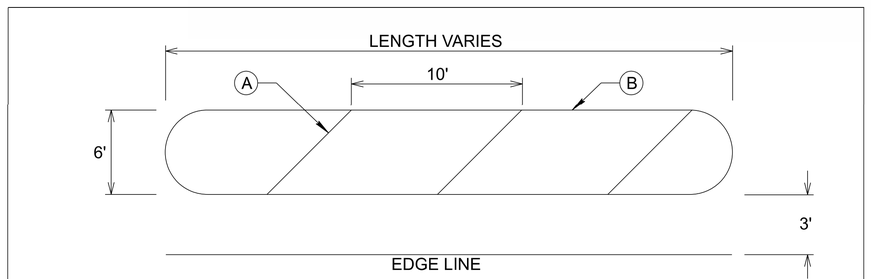
SCALE: N.T.S.

$$$$DATE$$$$$$$$$$TIME$$$$$$
Z:\HDRINCOR\0009TR\FY27\Transportation\01_December\135894.00 - SR69 - Decatur Co\Pavement Marking Sheets\Decatur SR-69 LM 19.73-31.50

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G9

S.R. 69 @ L.M. 27.54 (RT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

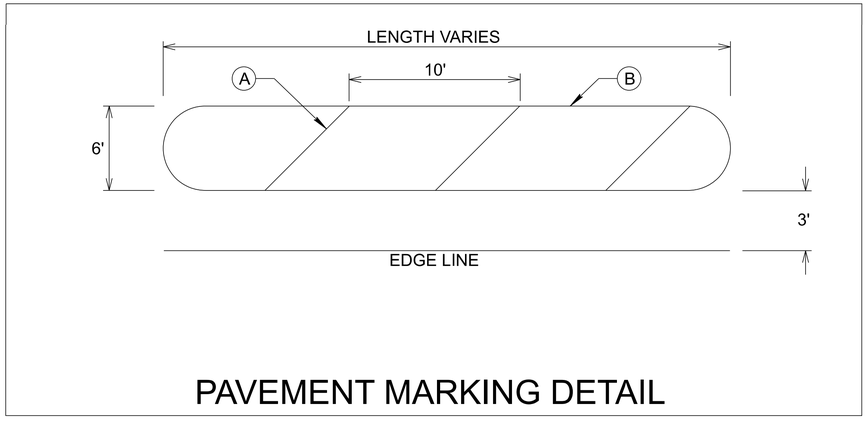
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G10

S.R. 69 @ L.M. 27.67 (LT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

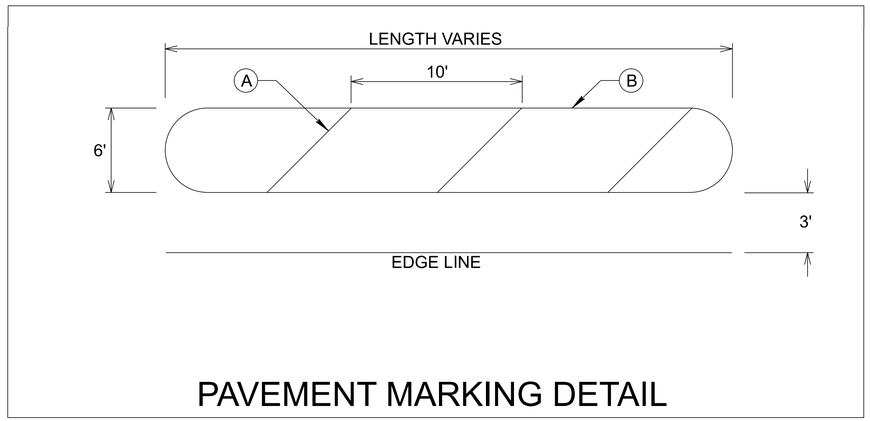
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-69(119)	2G11

S.R. 69 @ L.M. 27.82 (LT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

SCALE: N.T.S.

$$$$DATE$$$$$$$$$$TIME$$$$$$
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	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

COMMUNICATIONS:
TDS TELECOM
525 JUNCTION ROAD
MADISON, WI. 53717
CONTACT: BRADLEY MOORE
CELL PHONE: 731 549 4191
Email: BRADLEY.MOORE@TDSTELECOM.COM

ELECTRIC:
LEXINGTON ELECTRIC SYSTEM
92 S. MAIN ST.
LEXINGTON, TN. 38351
CONTACT: BRAD JONES
OFFICE PHONE: 731 967 7319
Email: BJONES@LEXINGTONELECTRIC.COM

WATER & SEWER:
CITY OF DECATURVILLE
29 E. MAIN STREET
DECATRUVILLE, TN. 38329
CONTACT: LINDSEY MONTGOMERY
OFFICE PHONE: 731 852 2034
Email: LMDCITY@YAHOO.COM

GAS/WATER/SEWER:
CITY OF PARSONS
535 TENN. AVE. SOUTH
PARSONS, TN. 38363
CONTACT: LEE VILLAFLOR
OFFICE PHONE: 731 847 6358
Email: RECORDER@CITYOFPARSONS.COM

FIBER OPTICS:
VERO NETWORKS
P.O. BOX 1110
BOULDER, CO. 80302
CONTACT: ALEX ARISTIZABAL/ KEN KORTE
OFFICE PHONE: 407 670 4161
Email: AARISTIZABAL@VERONETWORK.COM

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-69(119)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

9/8/2026 3:18:19 PM
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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI 2026.10.22 08:28:55 -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
STRUCTURES DIVISION-BRIDGE PRESERVATION MANGER
W.R.S.TENNESSEE TOWER, 2ND FLOOR
312 ROSA L. PARKS AVE,
NASHVILLE,TN37243.
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 2
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION AND ESTIMATED QUANTITIES,	
REPAIRS NOTES AND DETAILS	B-2
REPAIRS NOTES AND DETAILS	B-3
TYPE 1 THIN EPOXY OVERLAY NOTES	B-4

1

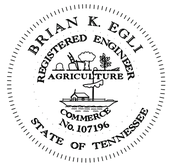
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-22-26	BE	ADDED SHEET
	- -		
	- -		
	- -		
	- -		

YEAR	PROJECT NO.	SHEET NO.
2026	20S069-M3-008	BRIDGE-SIGN 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.09.03 14:44:48 -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
STRUCTURES DIVISION-BRIDGE PRESERVATION MANGER
W.R.S.TENNESSEE TOWER, 2ND FLOOR
312 ROSA L. PARKS AVE,
NASHVILLE,TN37243.
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 AND ESTIMATED QUANTITIES,	
REPAIRS NOTES AND DETAILS	B-2
REPAIRS NOTES AND DETAILS	B-3
TYPE 1 THIN EPOXY OVERLAY NOTES	B-4
PLAN VIEW REPAIR LOCATIONS	B-5
PHASE CONSTRUCTION DETAILS	B-6
PLAN VIEW REPAIR LOCATIONS	B-7
PHASE CONSTRUCTION DETAILS	B-8

YEAR	PROJECT NO.	SHEET NO.
2026	20S069-M3-008	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-22-26	BE	REVISED DWG. REV. DATES & REVISED REFERENCE DRAWING NUMBER. RESPELLED DECATUR IN TITLE BLOCK.
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	- -		
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INDEX OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 2	10-22-26
SIGNATURE SHEET	BRIDGE-SIGN 1	
INDEX OF DRAWINGS	B-1	10-22-26
BRIDGE TABULATION AND ESTIMATED QUANTITIES,		
REPAIRS NOTES AND DETAILS	B-2	10-22-26
REPAIRS NOTES AND DETAILS	B-3	10-22-26
TYPE 1 THIN EPOXY OVERLAY NOTES	B-4	10-22-26
PLAN VIEW REPAIR LOCATIONS	B-5	
PHASE CONSTRUCTION DETAILS	B-6	
PLAN VIEW REPAIR LOCATIONS	B-7	
PHASE CONSTRUCTION DETAILS	B-8	

INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE	M-206-86
SUPERSTRUCTURE	M-206-89
LAYOUT OF BRIDGE	M-8-74
SUPERSTRUCTURE	M-8-76
REINFORCED CONCRETE PAVEMENT AT THE BRIDGE ENDS	K-86-144

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
10/22/26

PIN NO.: 135894.00

DESIGN BY:		DATE:	
DRAWN BY:	ASHRAF.ARMANIOS	DATE:	07/25/2026
SUPERVISED BY:	DARRELL.PALMORE	DATE:	07/25/2026
CHECKED BY:	KEVIN.MARTINKO	DATE:	07/25/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
BR.20-SR069-20.63
OVER
RUSHING CREEK
AND
BR.20-SR069-25.34
OVER
BEECH RIVER
DECATUR CO.
2026

B-1

PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-2

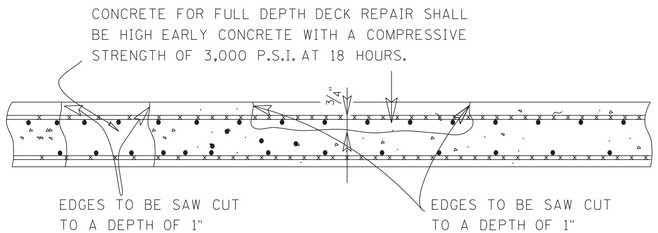
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-22-26	BE	RESPELLED DECATUR IN TITLE BLOCK.
	- -		
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	- -		
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TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-01 BRIDGE DECK SEALANT S.Y.	307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "B-M2" TON	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) S.Y.	604-10.30 BRIDGE DECK REPAIRS (FULL DEPTH OF SLAB) S.Y.	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.53 CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y. ✳
20-SR069-20.63 (20SR0690023) OVER RUSHING CREEK	M-206-89 M-206-86 K-86-144	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) CONCRETE REPAIR TYPE 1 THIN EPOXY OVERLAY	-	-	80	-	805	50
20-SR069-25.34 (20SR0690015) OVER BEECH RIVER	M-8-74 M-8-76 K-86-144	BRIDGE DECK REPAIRS (FULL AND PARTIAL DEPTH OF SLAB) CONCRETE REPAIRS GRADING "BM-2" BRIDGE DECK SEALANT	1925	215	300	150	-	25
TOTAL			1925	215	380	150	805	75

✳ DENOTES: PARTIAL DEPTH DECK REPAIRS AREAS WILL BE LOCATED AFTER THE EXISTING ASPHALT IS REMOVED.



SKETCH SHOWING FULL AND PARTIAL DECK REPAIRS

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.

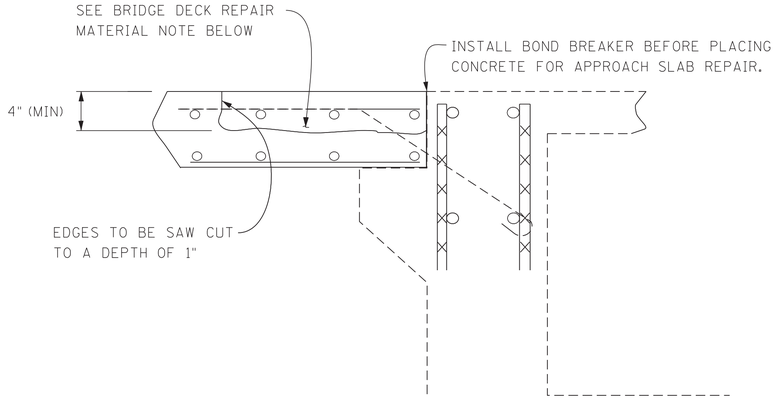
NOTE: PARTIAL AND FULL DEPTH DECK REPAIRS
ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE . AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS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

THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBARS AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), S.Y. AND ITEM NO. 604-10.30 BRIDGE DECK REPAIR (FULL DEPTH OF SLAB) S.Y.

NOTE: ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB) AND ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

NOTE: TRAFFIC CONTROL SHALL BE PROVIDED ON ROADWAY UNDERPASS DURING PARTIAL AND FULL DEPTH DECK REPAIR OF OVERHEAD BRIDGE.

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. PATCHED AREA TO BE SATURATED SURFACE DRY UNLESS OTHERWISE NOTES 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.

DECATUR CO.SR-69 BRIDGE REPAIR TRAFFIC CONTROL.

BRIDGE REPAIR TRAFFIC CONTROL QUANTITIES

Item #	Description	Unit	Quantity
712-04.01	Flexible Drums (Channelizing)	Each	148
712-05.01	Warning Lights (Type A) Each		68
712-05.03	Warning Lights (Type C) Each		80
712-08.03	Arrow Board (Type C) Each		2

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10/22/26

PIN NO.: 135894.00
DESIGN BY: DATE:
DRAWN BY: ASHRAF.ARMANIOS DATE: 07/25/2026
SUPERVISED BY: DARRELL.PALMORE DATE: 07/25/2026
CHECKED BY: KEVIN.MARTINKO DATE: 07/25/2026

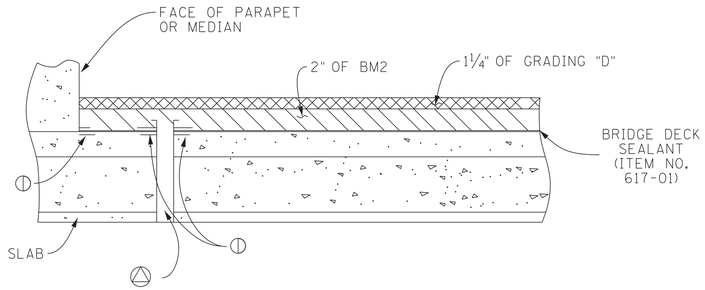
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION AND ESTIMATED QUANTITIES, REPAIRS NOTES AND DETAILS
BR.20-SR069-20.63
OVER
RUSHING CREEK
AND
BR.20-SR069-25.34
OVER
BEECH RIVER
DECATUR CO.
2026

1

PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-3

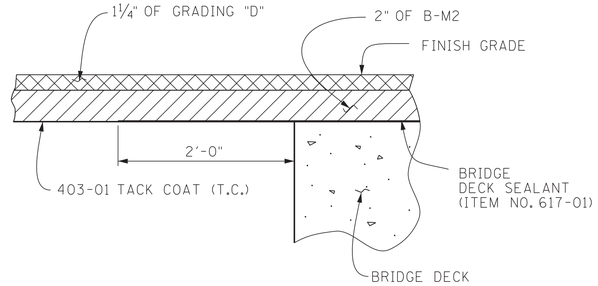
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-22-26	BE	RESPELLED DECATUR IN TITLE BLOCK.
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Ⓘ MASTIC AS RECOMMENDED BY MANFACTURER OF MEMBRANE. SEE STD. SPEC. ART. 906.04

Ⓐ 1½" DIAMETER HOLE TO BE DRILLED BY THE CONTRACTOR NEAR FACE OF EXISTING CONCRETE PARAPETS OR MEDIAN AT LOW POINTS, COST TO BE INCLUDED IN ITEM NO. 617-01



BRIDGE DECK SEALANT DETAIL

NOTE: ON BRIDGE DECK WHERE THERE IS A BITUMINOUS JOINT OR WITH NO EXPANSION JOINT, MEMBRANE SHALL EXTEND 2'-0" OVER THE END OF THE BRIDGE DECK. IF THE DECK HAS A STEEL EXPANSION JOINT, THE MEMBRANE SHALL STOP AT THE STEEL EXPANSION JOINT.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE QUICK SET PATCHING MATERIAL
FROM THE TDOT QUALIFIED PRODUCTS LIST:
13.004-RAPID SET CEMENTITIUOS PATCHING MATERIALS.
SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

PATCHING MATERIAL SHOULD BE ABLE TO ACHIEVE A MINIMUM
3000PSI AT 18 HOURS.
PATCHING MATERIAL SHALL REACH 3000PSI BEFORE OPENING TO THE TRAFFIC.

OPTIONAL BRIDGE DECK REPAIR MATERIAL

IF OVERNIGHT LANE CLOSURES ARE PROVIDED FOR THIS PROJECT AND THE LANE CLOSURES ARE SUCH THAT TRAFFIC WILL BE KEPT OFF THE BRIDGE DECK WHERE DECK REPAIRS WILL BE MADE. THEN HIGH EARLY STRENGTH CONCRETE SHALL BE USED WITH A COMPRESSIVE STRENGTH OF 3,000 P.S.I. AT 18 HOURS. THE CONTRACTOR SHALL PROVIDE PROOF PRIOR TO BEGINNING WORK THAT PROPOSED CONCRETE MIX WILL OBTAIN REQUIRED PROPERTIES. PROOF SHALL BE PROVIDED BY AN INDEPENDENT TESTING COMPANY AND SUBMITTED TO THE MATERIALS AND TESTS DIVISION OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR APPROVAL. TRAFFIC SHALL NOT BE ALLOWED ON REPAIRED AREAS UNTIL THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF 18 HOURS.

POWER DRIVEN HAND TOOLS:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

(1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LB. CLASS SHALL NOT BE USED. ALSO TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.

(2) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

NOTE: THE CONTRACTOR SHALL EXERCISE EXTREME CARE WHILE PERFORMING PARTIAL DECK REPAIRS, USING PROPER SIZE OF POWER TOOLS NOT TO BREAK OR DAMAGE BRIDGE DECK PANELS, ANY DAMAGE MUST BE REPAIRED COMPLETELY AT THE CONTRACTOR'S OWN EXPENSE AND THE EXACT SATISFACTION OF THE PROJECT ENGINEER.

SEALED BY



10/22/26

PIN NO.: 135894.00

DESIGN BY: DATE:

DRAWN BY: ASHRAF.ARMANIOS DATE: 07/25/2026

SUPERVISED BY: DARRELL.PALMORE DATE: 07/25/2026

CHECKED BY: KEVIN.MARTINKO DATE: 07/25/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REPAIRS NOTES AND DETAILS
BR.20-SR069-20.63
OVER
RUSHING CREEK
AND
BR.20-SR069-25.34
OVER
BEECH RIVER
DECATUR CO.
2026

Ⓘ

PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-4

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-22-26	BE	RESPELLED DECATUR IN TITLE BLOCK.
	- -		
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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.

NOTE: THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACKCOAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE 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

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
10/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE 1 THIN EPOXY OVERLAY NOTES
BR.20-SR069-20.63
OVER
RUSHING CREEK
DECATUR CO.
2026

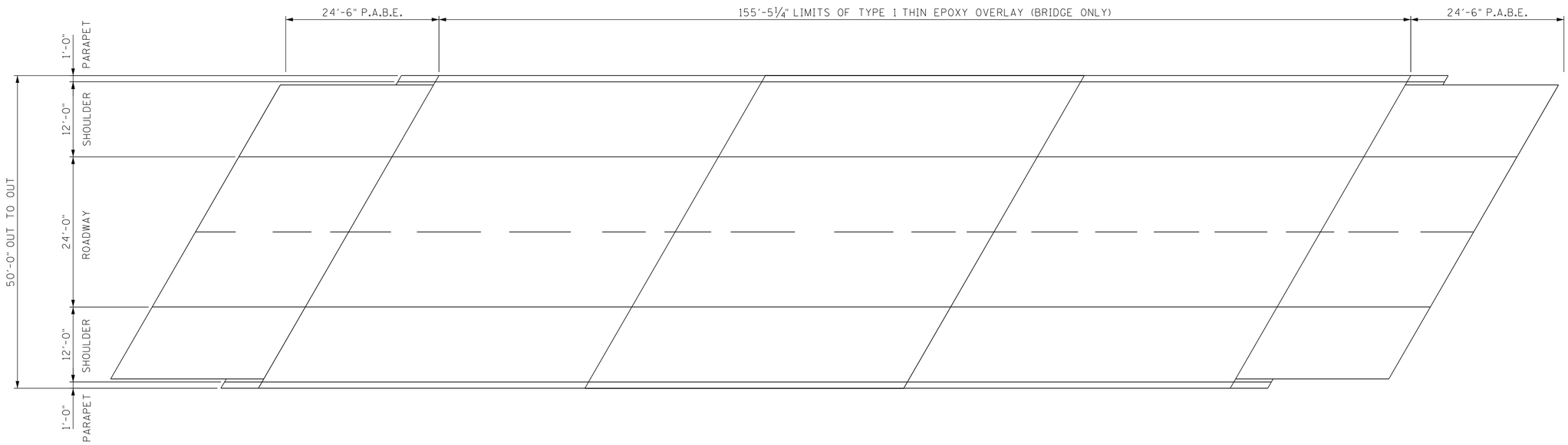
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PIN NO.: 135894.00
DESIGN BY: DATE:
DRAWN BY: ASHRAF.ARMANIOS DATE: 07/25/2026
SUPERVISED BY: DARRELL.PALMORE DATE: 07/25/2026
CHECKED BY: KEVIN.MARTINKO DATE: 07/25/2026

PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-5

REVISIONS

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



PLAN VIEW

BR.20-SR069-20.63
(20SR0690023)

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
09/03/26

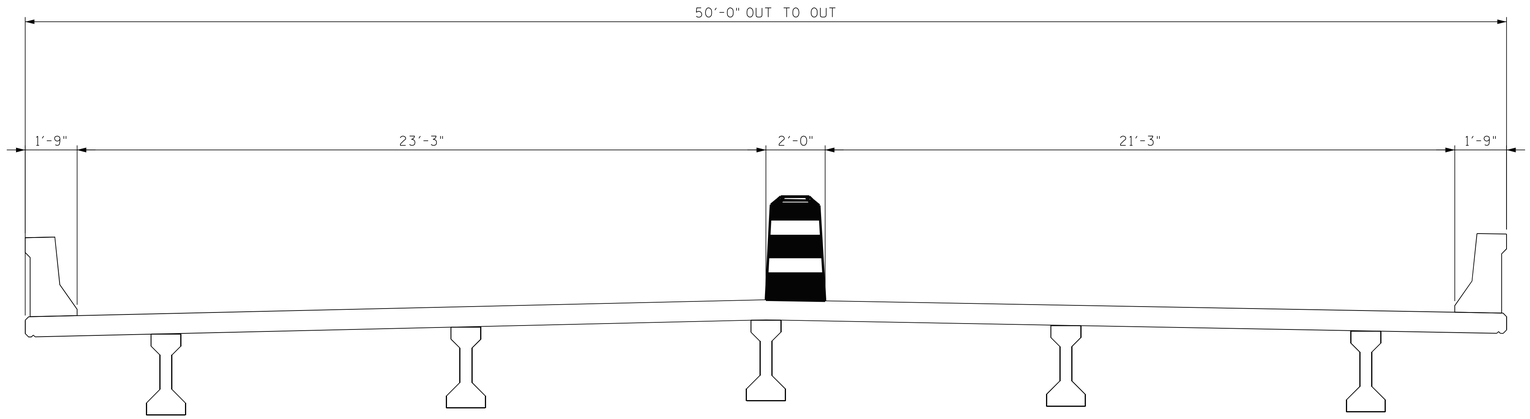
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIR LOCATIONS
BR.20-SR069-20.63
(20SR0690023)
OVER
RUSHING CREEK
DECATUR COUNTY
2026

PIN NO.: 135894.00
DESIGN BY: DATE:
DRAWN BY: ASHRAF.ARMANIOS DATE: 07/25/2026
SUPERVISED BY: DARRELL.PALMORE DATE: 07/25/2026
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PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-6

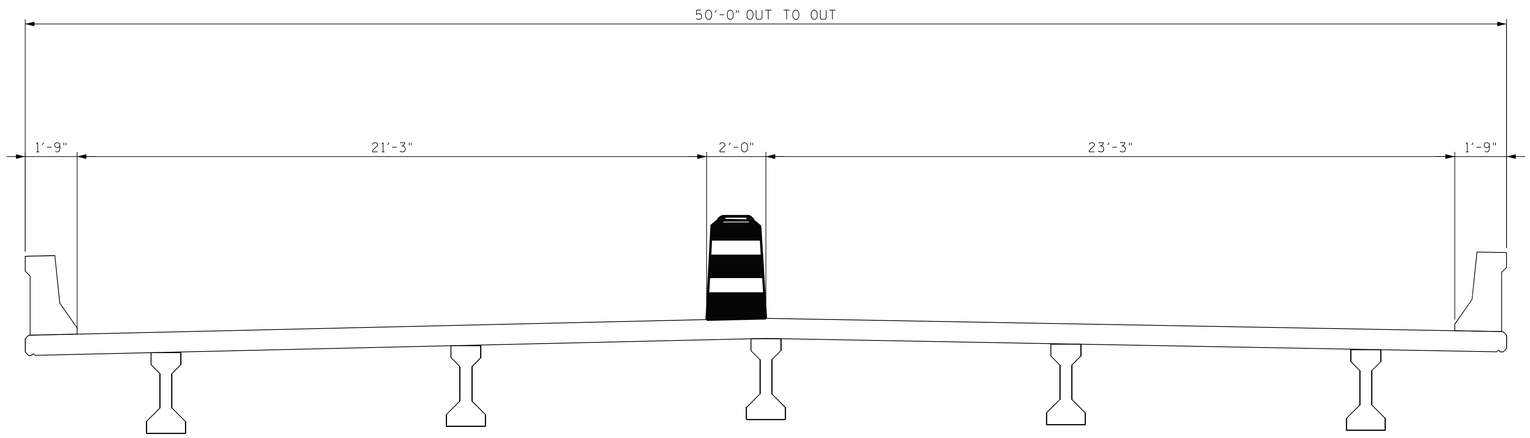
REVISIONS

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PHASE I CONSTRUCTION

BR.20-SR069-20.63
(20SR0690023)
(LOOKING FORWARD ON SURVEY)



PHASE II CONSTRUCTION

BR.20-SR069-20.63
(20SR0690023)
(LOOKING FORWARD ON SURVEY)

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
09/03/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION DETAILS
BR.20-SR069-20.63
(20SR0690023)
OVER
RUSHING CREEK
DECATUR COUNTY
2026

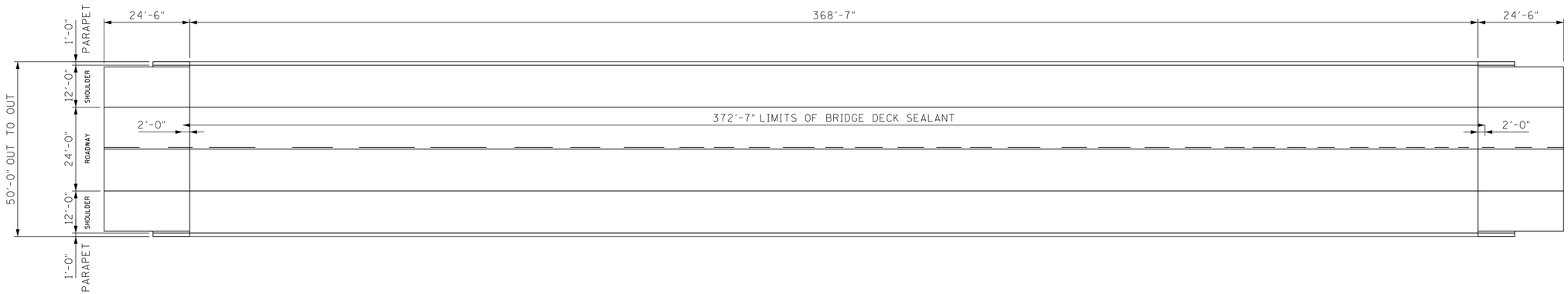
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CHECKED BY:	KEVIN.MARTINKO	DATE:	07/25/2026

PROJECT NO.	YEAR	SHEET NO.
20S069-M3-008	2026	B-7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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PLAN VIEW

BR.20-SR069-25.34
(20SR0690015)

SEALED BY

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

09/03/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIR LOCATIONS
BR.20-SR089-25.34
(20SR0690015)
OVER
BEECH RIVER/A.F.TOLLEY
DECATUR COUNTY
2026

PIN NO.: 135894.00

DESIGN BY: _____ DATE: _____

DRAWN BY: ASHRAF.ARMANIOS DATE: 07/25/2026

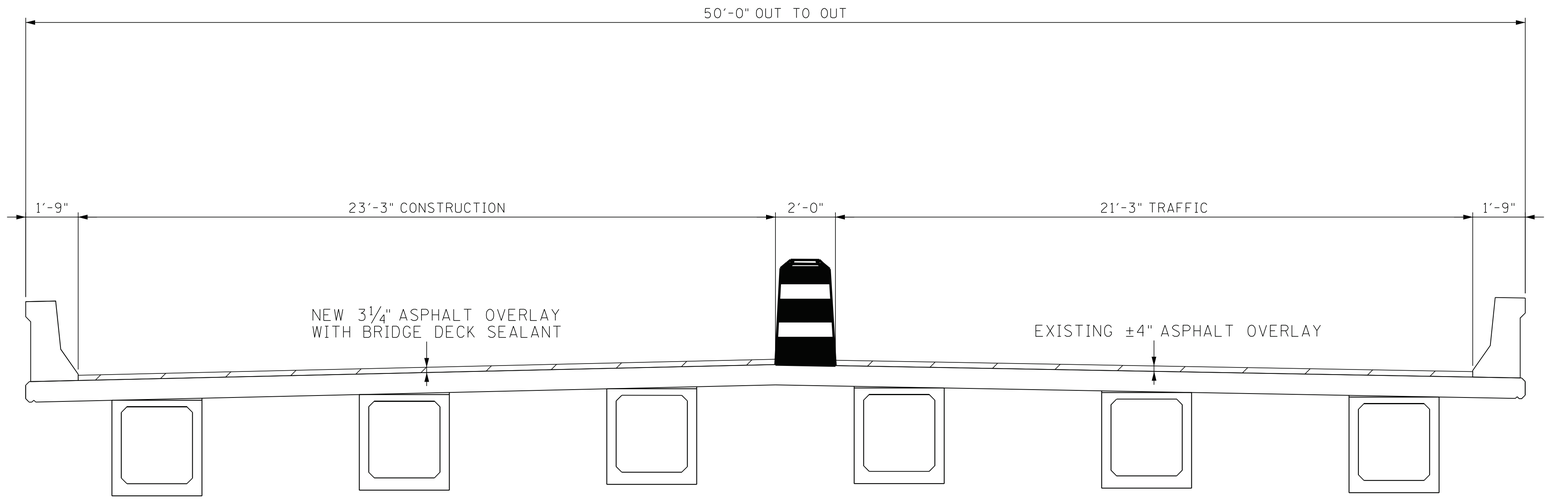
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CHECKED BY: KEVIN.MARTINKO DATE: 07/25/2026

PROJECT NO.	YEAR	SHEET NO.
	2026	B-8

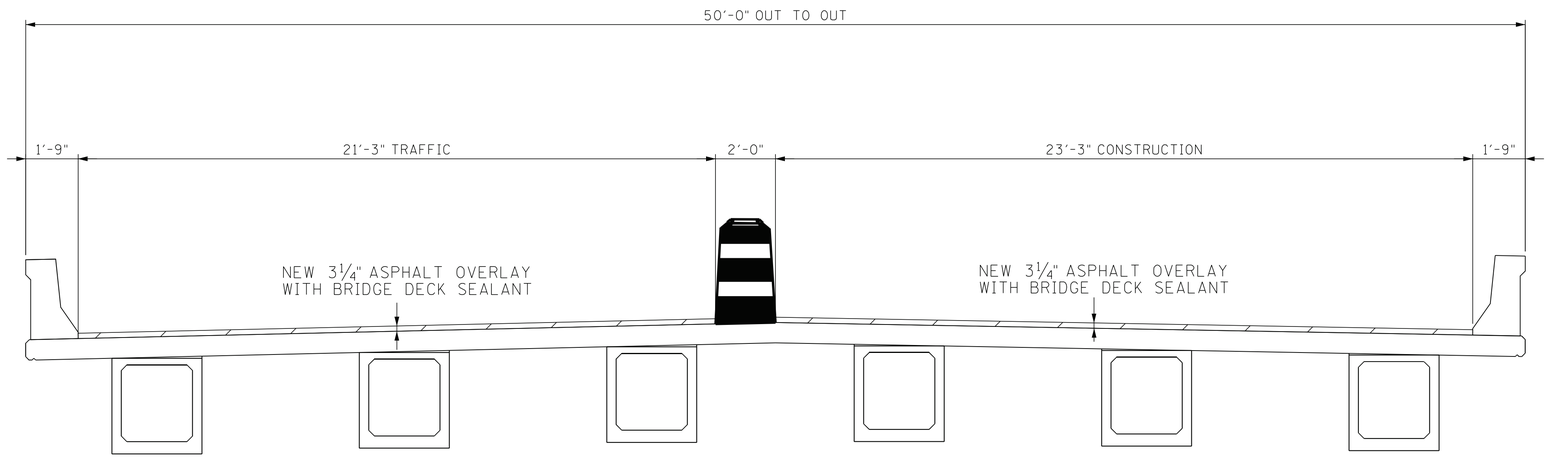
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION

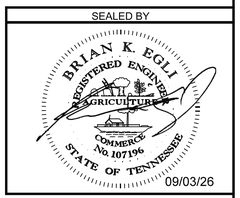
BR.20-SR069-25.34
(20SR0690015)
(LOOKING FORWARD ON SURVEY)



PHASE II CONSTRUCTION

BR.20-SR069-25.34
(20SR0690015)
(LOOKING FORWARD ON SURVEY)

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION DETAILS
BR.20-SR089-25.34
(20SR0690015)
OVER
BEECH RIVER/A.F.TOLLEY
DECATUR COUNTY
2026

PIN NO.: 135894.00
DESIGN BY: DATE:
DRAWN BY: ASHRAF.ARMANIOS DATE: 07/25/2026
SUPERVISED BY: DARRELL.PALMORE DATE: 07/25/2026
CHECKED BY: KEVIN.MARTINKO DATE: 07/25/2026

Construction No. 20009-3212-04

PROJECT NO.	YEAR	SHEET NO.
SP	1988	

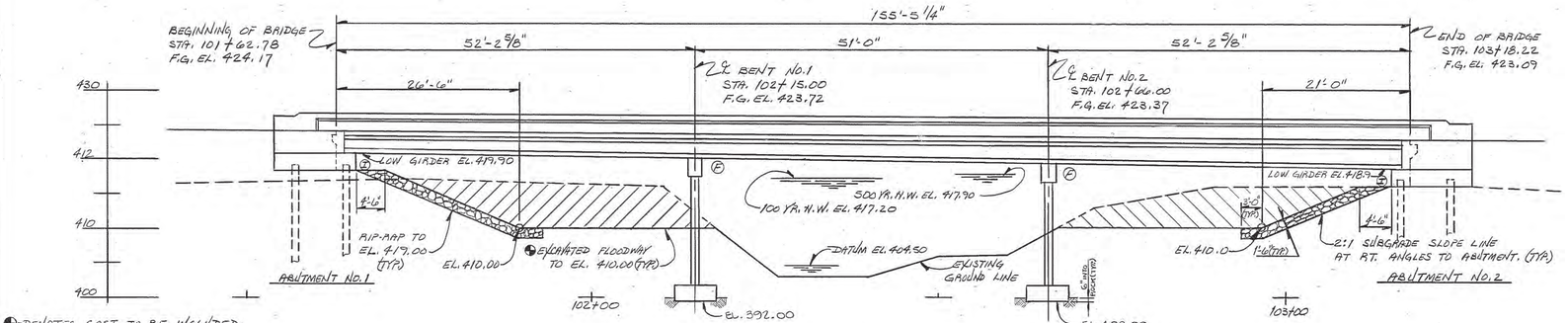
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-26-89	RAP	REV. DWG. DATES
2	5-24-89	RAP	REV DWG. DATES

HYDRAULIC DATA

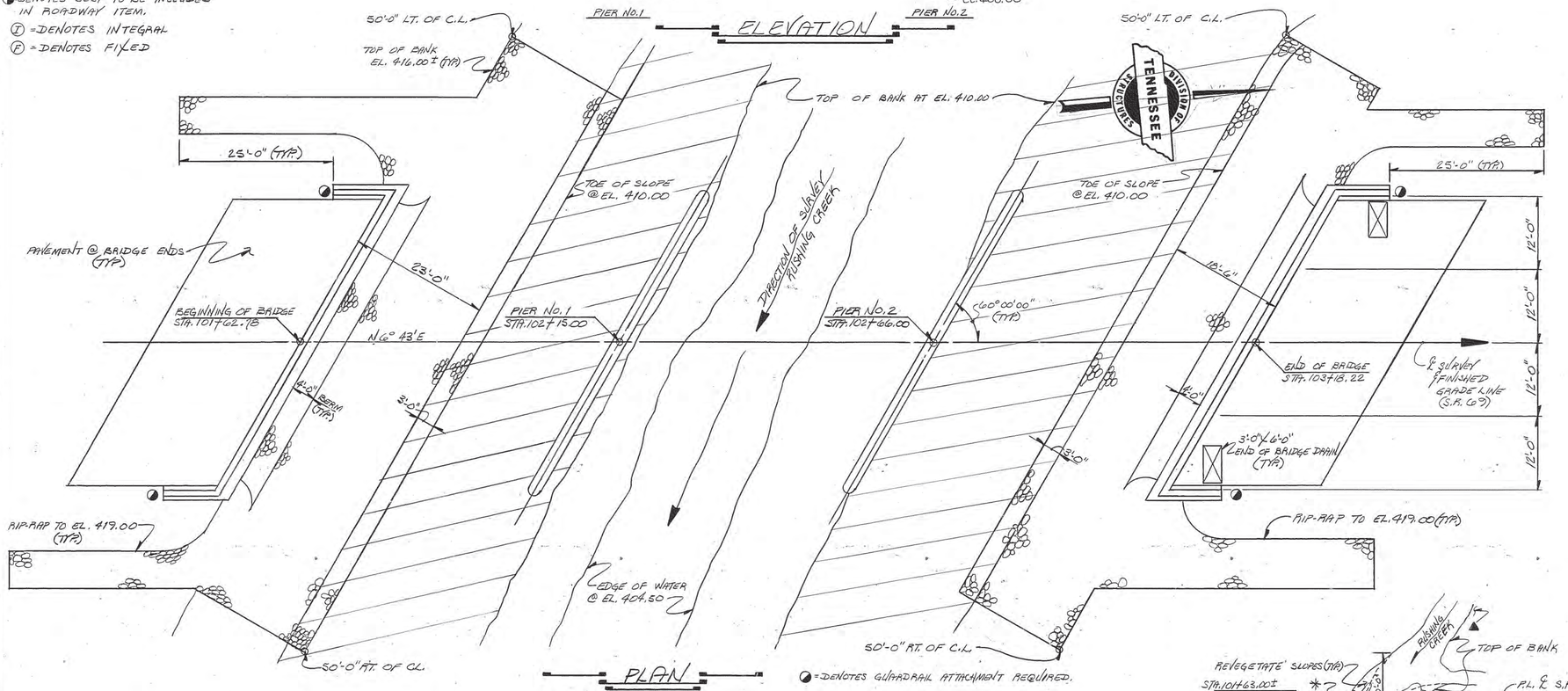
DRAINAGE AREA	13.7 SQ.MI.
DESIGN DISCHARGE (100 YR.)	5,900 C.F.S.
WATER AREA PROVIDED BELOW EL. 417.20	960 SQ.FT.
100 YR. VELOCITY	6.1 FT/SEC.
100 YR. BRIDGE BACKWATER	0.5 FT.
100 YR. NORMAL WATER SURFACE EL. AT THE UPSTREAM SECTION	417.5
ROADWAY OVERTOPPING EL.	423.0
500 YR. DISCHARGE	8,100 C.F.S.

ELEVATION



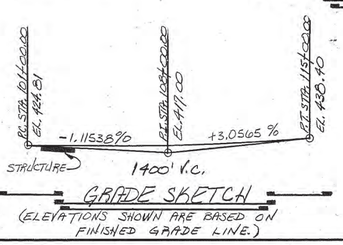
Ⓓ=DENOTES COST TO BE INCLUDED IN ROADWAY ITEM.
Ⓘ=DENOTES INTEGRAL
Ⓕ=DENOTES FIXED

PLAN



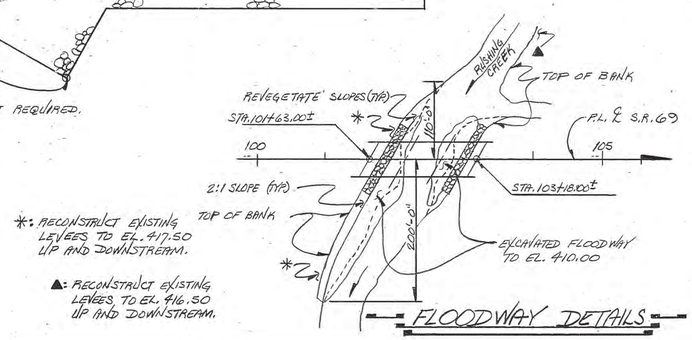
Ⓓ=DENOTES GUARDRAIL ATTACHMENT REQUIRED.

GRADE SKETCH



(ELEVATIONS SHOWN ARE BASED ON FINISHED GRADE LINE.)

FLOODWAY DETAILS



*: RECONSTRUCT EXISTING LEVEES TO EL. 417.50 UP AND DOWNSTREAM.

▲: RECONSTRUCT EXISTING LEVEES TO EL. 416.50 UP AND DOWNSTREAM.

LIST OF DRAWINGS

	TITLE	DWG. NO.	LAST REV. DATE
2 1	LAYOUT	M-206-06	5-24-89
	GEN. NOTES AND ESTIMATED QUANTITIES	M-206-07	5-24-89
	FOUNDATION DATA	M-206-08	
	SUPER STRUCTURE	M-206-09	
	BRIDGE SCREED	M-206-90	
	BRIDGE APPROACH ELEVATIONS	M-206-91	
	PRESTRESSED I-BEAMS - SPANS 1,2 AND 3	M-206-92	
	ABUTMENTS NO. 1 & NO. 2	M-206-93	
	ABUTMENTS NO. 1 & NO. 2 DETAILS	M-206-94	
	PIERS NO. 1 AND 2	M-206-95	5-24-89
2	BILL OF STEEL	M-206-96	5-24-89

LIST OF SPECIAL PROVISIONS

TITLE	SPECIAL PROVISION NO.	LAST REV. DATE
REGARDING APPROVAL OF SHOP DRAWINGS	105A	7-21-87
REGARDING CONCRETE STRUCTURES	604	11-6-87
REGARDING STRUCTURAL CONCRETE	604C	1-26-88
REGARDING PRECAST PRESTRESSED BRIDGE DECK PANELS	604P	11-11-85
REGARDING RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604R	7-8-87
REGARDING PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615	5-18-88
REGARDING MACHINED RIP-RAP	709	5-4-87
REGARDING EPOXY COATED REINFORCING STEEL	907A	5-25-88

LIST OF STANDARD DRAWING

TITLE	DWG. NO.	LAST REV. DATE
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	6-25-87
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	7-17-81
*BRIDGE RAILING CONCRETE PARAPET	M-28-1	5-18-88
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	M-164-24	1-11-88
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	M-164-25	1-11-88
SLOPE PROTECTION	RD-SA-1	1-31-84
*STD. PILE DETAILS	M-174-150	

* THESE STANDARDS ARE TO BE PRINTED WITH PLANS.

V. = 60 M.P.H.
2008 A.D.T. = 2,101
48'-0" ROADWAY WITH M-28-1 RAIL

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE
RELOCATED STATE ROUTE 69 Over RUSHING CREEK
BRIDGE No. 20SR0690023
STATION 102+40.00
DECATUR COUNTY
1988

DESIGNED BY Jim Pulley DATE 5-88
DRAWN BY Grant L. Lloyd DATE 5-88
SUPERVISED BY R.L.W. & R.A.P. DATE 5-88
CHECKED BY R.A.P., M.A.H. DATE -88

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

M-206-86

CLASS "A" GRADING "D" = 14.0 C.Y.

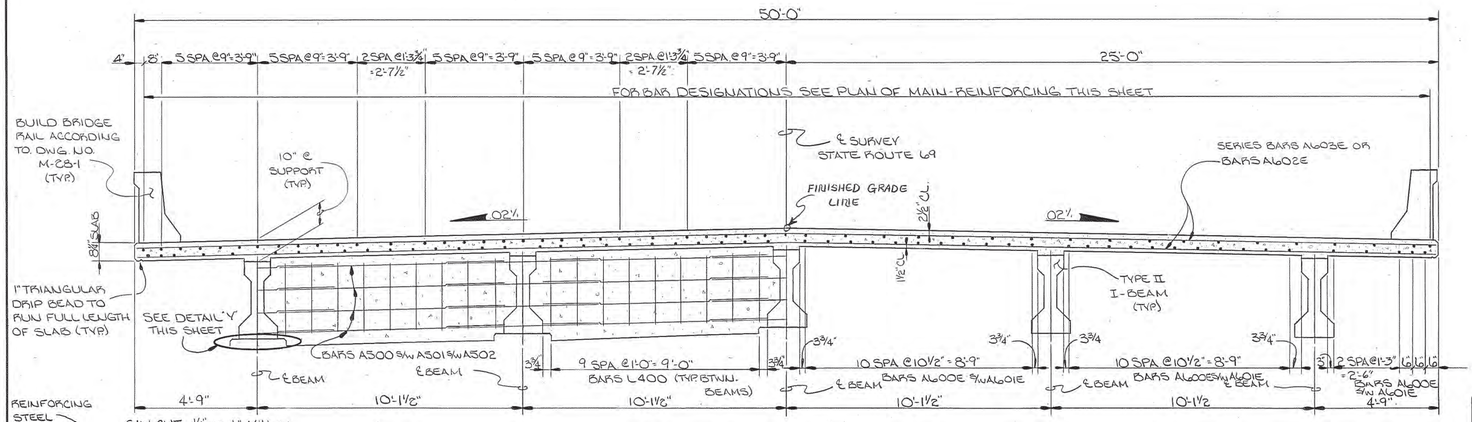
BRUNING 44-141 61318

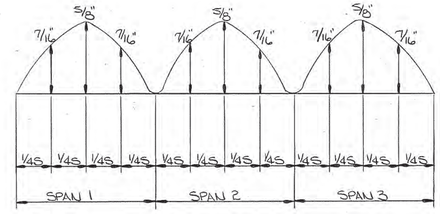
Const No. 20009-3212-04

PROJECT NO.	YEAR	SHEET NO.
SP	1988	

REVISIONS

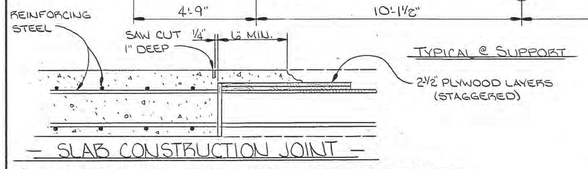
NO.	DATE	BY	BRIEF DESCRIPTION





DEAD LOAD CORRECTION CURVE

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



— SLAB CONSTRUCTION JOINT —

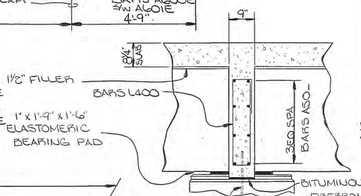
PLANS NOTE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION EXCEPT NO JOINT MAY BE LOCATED CLOSER THAN 1/8 SPAN LENGTH FROM AN INTERIOR SUPPORT. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL.

— TYPICAL CROSS SECTION —

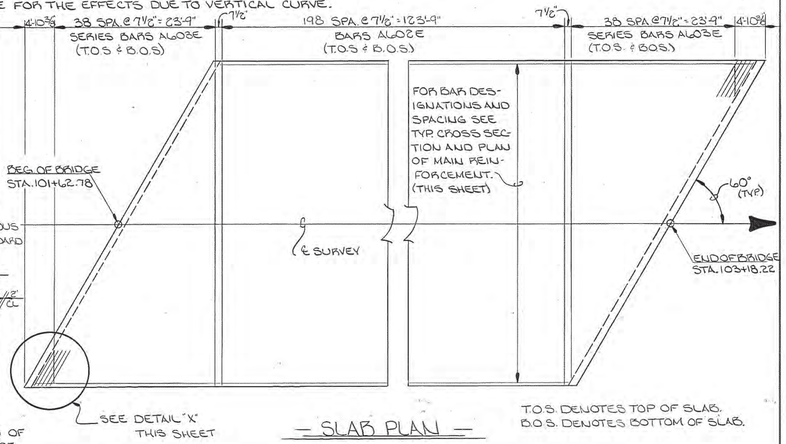
LOOKING FORWARD ON SURVEY

TYPICAL @ MID-SPAN

NOTE: SUPPORT DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH SLAB AND INCLUDED IN THE QUAUTITY FOR ITEM NO. 604-01.12.



— SECTION "A-A" —



— SLAB PLAN —

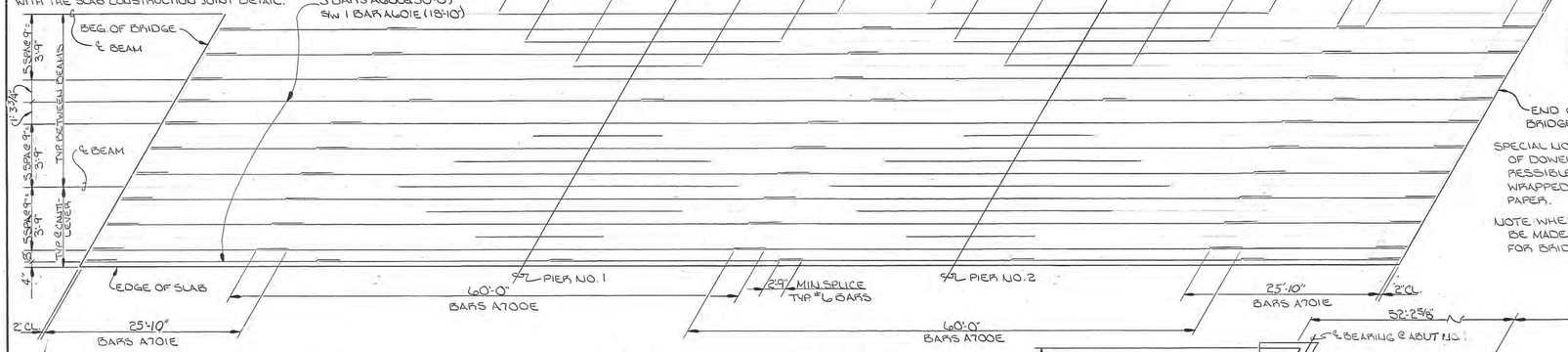
T.O.S. DENOTES TOP OF SLAB.
B.O.S. DENOTES BOTTOM OF SLAB.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGERAIL. FOR DETAILS OF BRIDGERAIL SEE STD. DWG. NO. M-28-1.

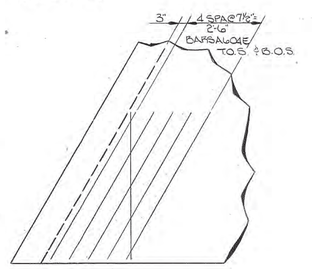
NOTE: ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.

SPECIAL NOTE FOR DOWEL BARS AT BENTS: TOP OF DOWELS TO BE COVERED WITH 1/8" OF COMPRESSIBLE MATERIAL AND 9" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.

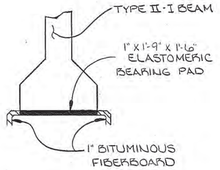
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGERAIL.



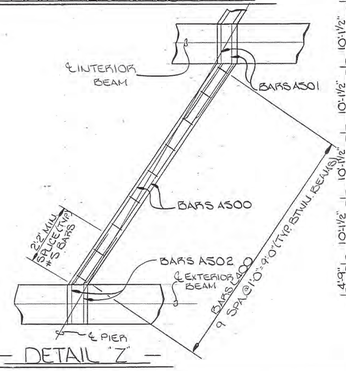
— PLAN OF MAIN-REINFORCEMENT —



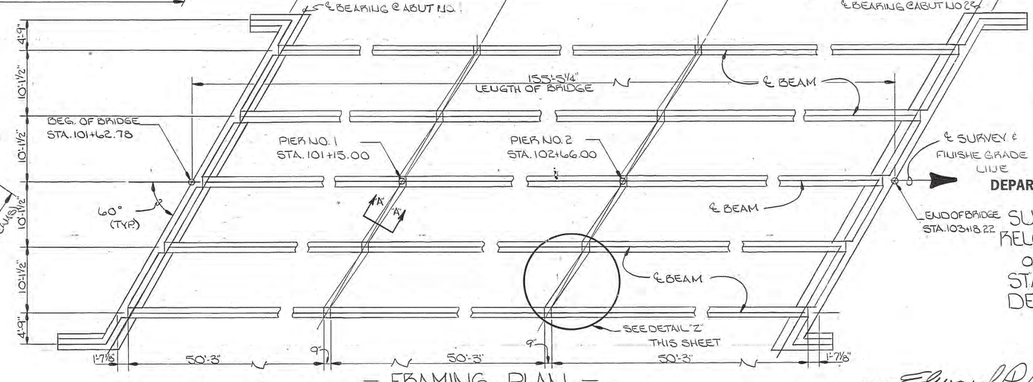
— DETAIL "X" —



— DETAIL "Y" —



— DETAIL "Z" —



— FRAMING PLAN —

— ESTIMATED QUANTITIES —

SUPERSTRUCTURE	
CLASS "A" CONCRETE (BRIDGE DECK) C.Y.	CLASS "A" CONCRETE (BRIDGES) C.Y.
211	28
STEEL BAR REINFORCEMENT LBS.	EPOXY BAR REINFORCEMENT LBS.
3,086	67,599

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
RELOCATED STATE ROUTE 69
over RUSHING CREEK
STATION 102+40.00
DECATUR COUNTY
1988

DESIGNED BY J. Pulley DATE 5-88
DRAWN BY Donna Douglas DATE 5-88
SUPERVISED BY B.L. Harbison DATE 5-88
CHECKED BY R.A.P., M.A.H. DATE -88

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

M-206-89

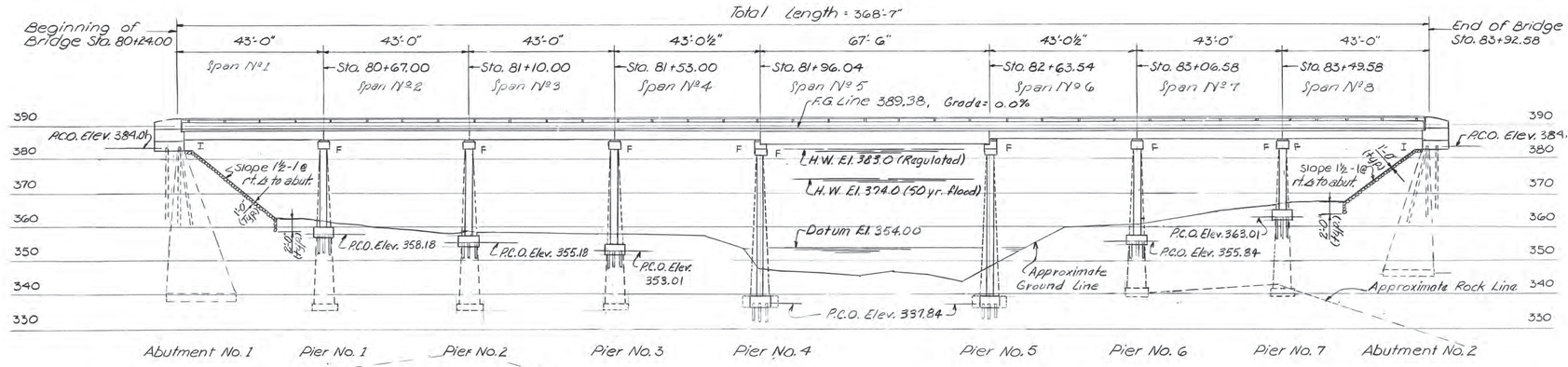
TELEDYNE POST N9351

Const. No. 20011-3206-04

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	SP	19 71		

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-31-72	Fields	Mischellaneous Revisions
2	2-4-72	Fields	Deleted Quantity For Item 204-05
3	2-23-72	Fields	Reinforcing Steel Quantities
4	5-2-72	ERG	" " "



Note : F = Fixed, I = Integral

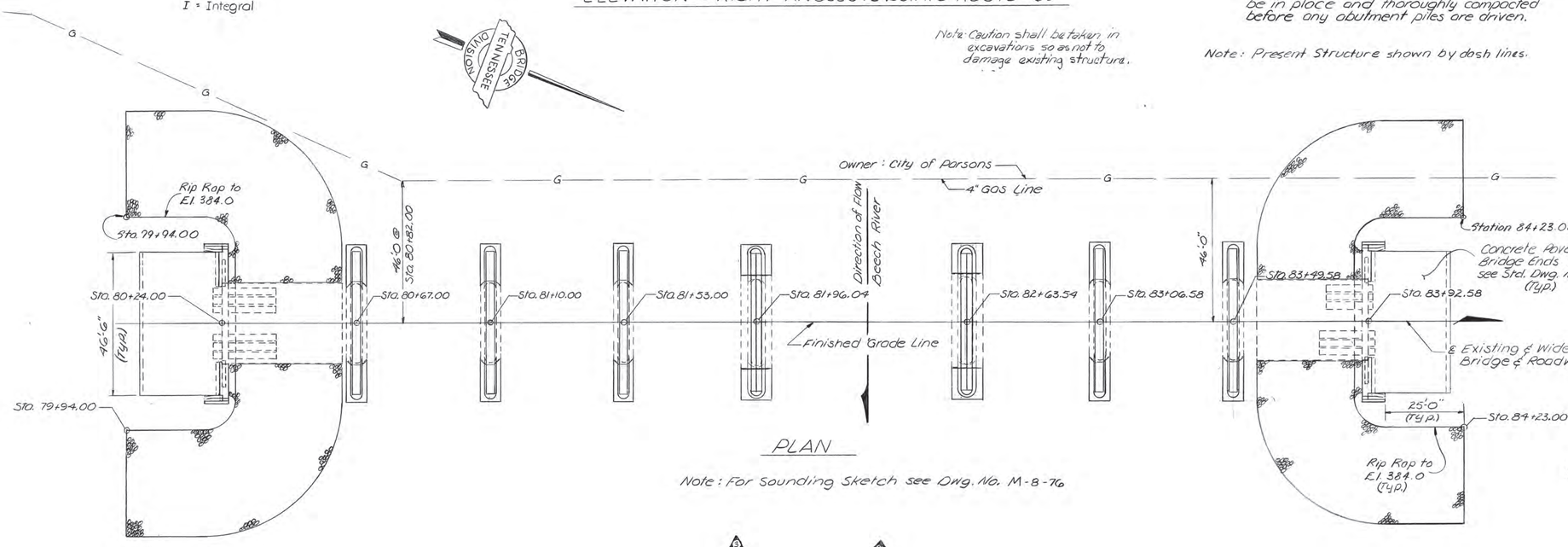
Approximate rock line

ELEVATION @ RIGHT ANGLES TO & STATE ROUTE 69

Note: Caution shall be taken in excavations so as not to damage existing structure.

Note: The fills at the ends of the bridge shall be in place and thoroughly compacted before any abutment piles are driven.

Note: Present Structure shown by dash lines.



PLAN

Note: For Sounding Sketch see Dwg. No. M-8-76

1991 A.D.T. 9040

DESIGN DATA:

Drainage Area = 251 sq. mi.
Design Flood (50 yr.) 22,800 c.f.s.
Effective Opening @ El. 374 = 4,770 sq. ft.
Average Velocity = 4.8 f.p.s.

GENERAL NOTES

BRIDGE DECK SEALANT: See Special Provision Regarding Coal Tar Interlayers Protective coat.

SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways. (1968 Edition)

LOADING: HS20-44

DESIGN SPECIFICATIONS: AASHO 1969 EDITION (with addenda)

CONCRETE: To be Class "A" f'c = 3,000 psi. See Special Provision Regarding Sec. 604, Concrete Structures.

REINFORCING STEEL: To be ASTM A615, Grade 60. Standard CRSI hook details apply unless otherwise noted on Bill of Steel. Bending dimensions shown are based on Grade 60. Spacing dimensions are center to center unless otherwise noted on detail drawings.

PILES: To be HP10 x 42 driven to refusal on rock or a minimum bearing of 47 tons Piers 1, 2, 3 & 6, 7, 53 tons Piers 4 & 5 and 38 tons for Abutments.

SPECIAL NOTE: Foundations for piers 1-7 shall be excavated to pile cut-off elevations shown; rod soundings shall then be made as directed by the Engineer. From the results obtained the Bridge Engineer will decide if piles will be used or the footings carried to rock. Cost of rod Soundings to be included in items bid on.

LINSEED OIL PROTECTIVE TREATMENT: Surfaces receiving a textured Coated finish shall not receive a linseed oil treatment. See Special Provisions regarding section 604 - concrete structures and Linseed Quantity note this sheet.

ELASTOMERIC BEARING PAD: See Tennessee Standard Specifications Section 908.13.

BRIDGERAIL NOTE: Build parapet and rail according to standard Dwg. No. K-38-154A, Total Length = 368'-1" X = 1'-0½" N = 36 L = 10'-2"

LIST OF DRAWINGS

	DWG. NOS.
LAYOUT OF BRIDGE WIDENING	M-8-74
CONSTRUCTION SEQUENCE, Span No. 5	M-8-75
SUPERSTRUCTURE	M-8-76
SUPERSTRUCTURE DETAILS	M-8-77
PRESTRESSED BOX BEAMS	M-8-78
ABUTMENT NO. 1 & 2	M-8-79
PIERS NO. 1, 2, 3, 6 & 7	M-8-80
PIERS NO. 4 & 5	M-8-81
BILL OF STEEL	M-8-82
STD. BRIDGERAIL	K-38-154A
STD. REINF. BAR SUPPORT DETAILS FOR CONCRETE SLABS	K-80-14
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	K-85-150
PILE SPLICE DETAIL	H-5-111
STD. PAVEMENT @ BRIDGE ENDS	K-86-144

Item No.	204-02.01	204-03.01	204-04.01	604-03.01	609-03.02 ③	616-06	204-05 ②	709-01	606-02.03	615-02.05	615-02.06	710-10	710-11	604-03.03	202-04.01
ITEM	Excavation C.Y.			Concrete Class "A" C.Y. (9)	Reinforcing Steel Lbs. (9)	Parapet Bridge rail Lin. Ft.	Rock Drilling Lin. Ft.	Rip Rap C.Y.	Steel Piles HP 10 x 42 Lin. Ft. (9)	Prestressed Concrete Box Beam 33"x36" Lin. ft.	Prestressed Concrete Box Beam 42"x36" Lin. ft.	6"ϕ Perforated C.M. pipe (18ga.) with granular backfill Lin. Ft.	6"ϕ C.M. pipe (18 ga.) Lin. Ft.	Linseed oil Treatment S.Y. (9)	Removal of (10) Structure
	Dry	Wet	Rock												
Superstructure	—	—	—	292.6	95,170		—								
Abutment No. 1	4	—	—	60.8	14,272		—	95	480			27'-0"	24'-0"		
Pier No. 1	25	—	—	41.4	5,873		—		400						
Pier No. 2	27	—	—	44.5	6,384		—		324						
Pier No. 3	32	12	—	46.8	6,623		—		388						
Pier No. 4	—	53	—	75.1	9,467		—		480						
Pier No. 5	—	52	—	75.1	9,467		—		480						
Pier No. 6	43	—	—	43.7	6,226		—		150						
Pier No. 7	29	—	—	35.7	5,221		—		209						
Abutment No. 2	4	—	—	60.8	14,272		—	114	480			27'-0"	24'-0"		
(9) Total	164	117	—	776.5	172,975	736'-2"	—	209	3,391	1,189'-4"	396'-0"	54'-0"	48'-0"	1,736	Lump Sum

9. Approach Slab Quantities are included in Abutment Quantities, Includes 93.1 C.Y. Class "A" Concrete, 26,892 lbs. Reinforcing Steel, 120 Lin. Ft. (HP10 x 42) and 242.3 S.Y. Linseed Oil Treatment.
10. Lump Sum: For shifting of 67'-6" Steel truss as noted and complete removal of said truss (See construction schedule Span No. 5, Dwg. No. M-8-75). All salvageable material to remain the property of the Contractor.
11. Cost of temporary barrier rails to be included in the unit price of items bid on.
12. Cost of removal of bituminous felt, Epoxy Filler, all related items and labor to accomplish installation, to be included in items bid on. (See details on dwg. M-8-77)

1. The cost of all dowel bars, drilling of dowels, grouting, expansion bolts, bituminous-fiberboard and all miscellaneous joint material to be included in the bridge items bid on.
2. Linseed Oil Treatment: If the contractor elects to use a Textured Coated finish subtract 355 S.Y. from this quantity.
3. Cost of Rubber Bonding Cement and Elastomeric Bearing Pads to be included in unit price bid for Class "A" Concrete.
4. Cost of 6 Deck drains (720 Lbs. Structural Steel) to be included in the unit price bid for Class "A" Concrete.
5. Excavation based on existing ground.
6. The cost of 16 threaded steel inserts and 16 ⅞"ϕ x 4" hex head bolts, (A307), to be included in bridge items bid on.
7. The cost of polyethylene sheeting and all miscellaneous items necessary for installation to be included in cost of perforated C.M. Pipe
8. Bridge Deck Sealant to be included in paving contract and shall be in accordance with Special Provision regarding Coal Tar Inter layer Protective Coat.

Coal Tar Treatment 2,158 S.Y. Class "A" Grading D 5.8 C.Y.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

LAYOUT OF BRIDGE WIDENING
STATE ROUTE 69 OVER BEECH RIVER
STATION 80+24.00
DECATUR COUNTY
1971

DESIGNED BY Jimmy Fields DATE 10-71
DRAWN BY Don Harbison DATE 11-71
SUPERVISED BY C. Hinds & E. Beatty DATE 11-71
CHECKED BY J. Fields & R. Harbison DATE 11-71

CORRECT _____ BRIDGE ENGINEER
APPROVED _____ STATE HIGHWAY ENGINEER

M-8-74

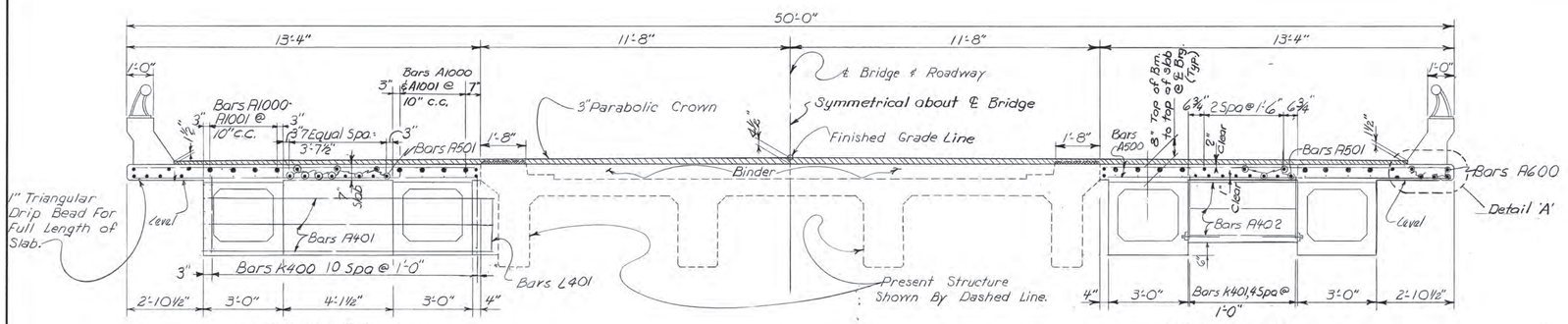
MICROFILMED
DRAFTING MEDIA GRAPHIC CONTROLS CORPORATION Buffalo, New York Printed in U.S.A. ASTROFILM® N885.4

Const. No. 20011-3206-04

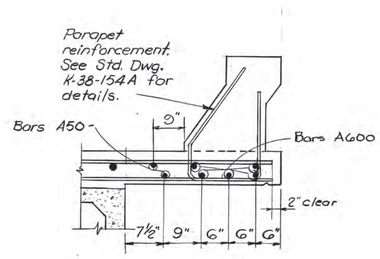
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	SP	19 71		

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-31-72	Fields	Miscellaneous Revisions

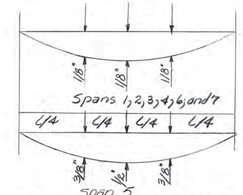


TYPICAL CROSS SECTION SPANS 1,2,3,4,6,7, & 8



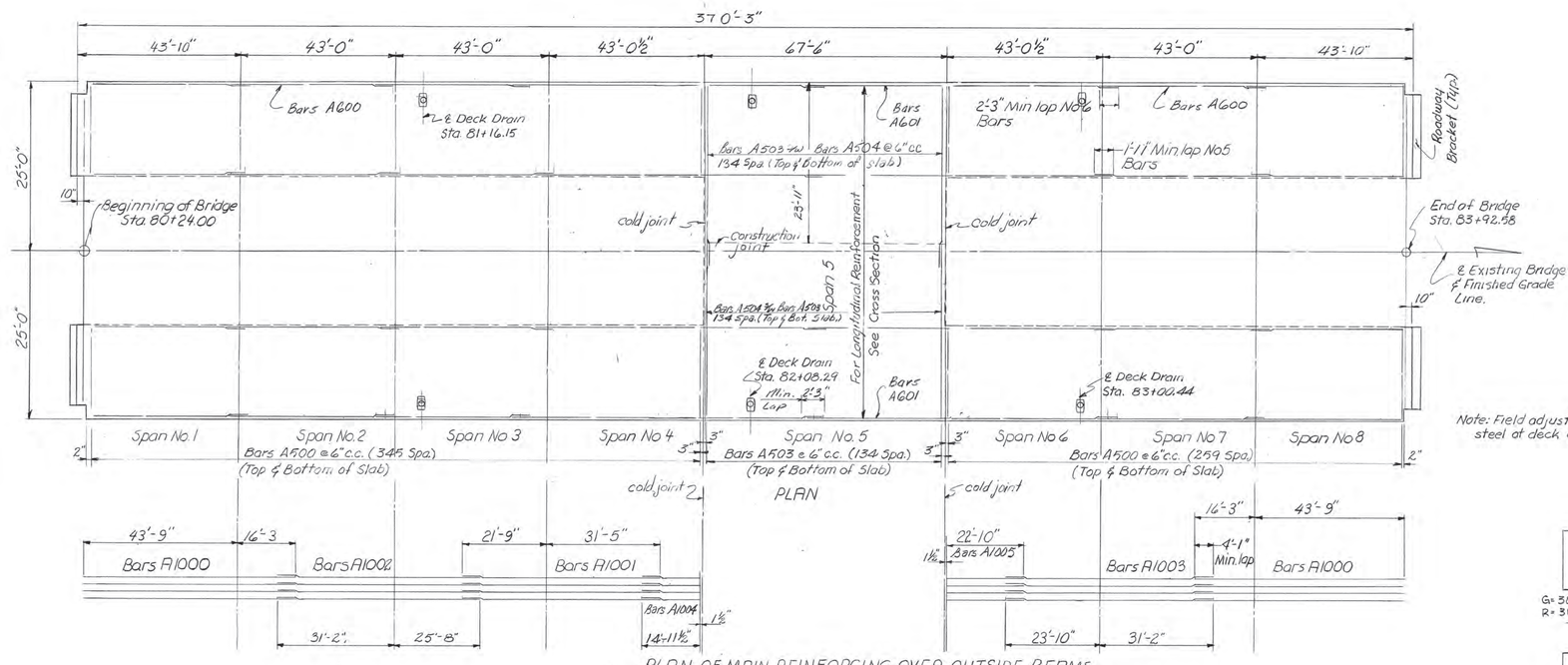
DETAIL 'A'

Note: When pouring slab, provisions shall be made for setting reinforcing steel for parapet. The parapet shall not be poured until slab is poured and cured. When pouring parapet, provisions shall be made for setting Anchor Bolts for parapet rails.

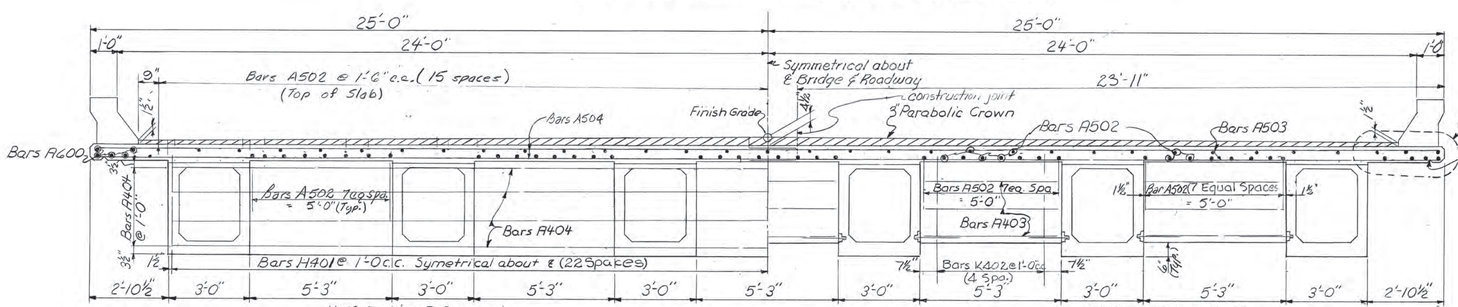


DEAD LOAD CORRECTION CURVE

This curve is for dead load slab and all dead loads that are applied after slab is in place.

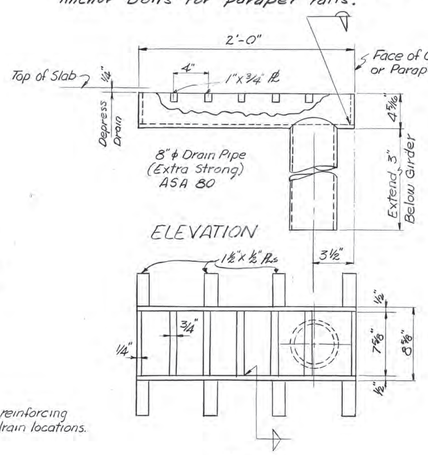


PLAN OF MAIN REINFORCING OVER OUTSIDE BEAMS

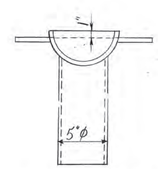


Half Section @ Supports — TYPICAL CROSS SECTION SPAN 5 — Half Section @ Mid Span

Looking Back on Survey



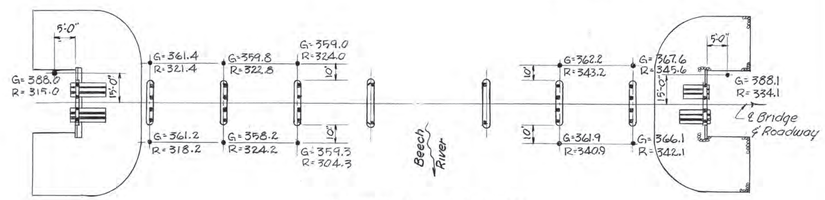
Note: Field adjust reinforcing steel at deck drain locations.



END ELEVATION

DECK DRAIN DETAILS

Note: Steel used for deck drains shall be 4 to 6 times corrosion resisant as corbon steel.



SOUNDING SKETCH

Note: G= Ground
R= Rock

ESTIMATED QUANTITIES	
Concrete Class 'A' C.Y.	Reinforcing Steel Lbs.
292.6	

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

SUPERSTRUCTURE
STATE ROUTE 69 OVER BEECH RIVER
STATION 80+24.00
DECATUR COUNTY
1971

DESIGNED BY J. Fields DATE Oct. 1971
DRAWN BY H.W. Pitworth DATE Nov. 1971
SUPERVISED BY L. Hinds & R. Gentry DATE
CHECKED BY J. Fields & R. Harbison DATE Dec. 10, 1971

CORRECT _____ BRIDGE ENGINEER

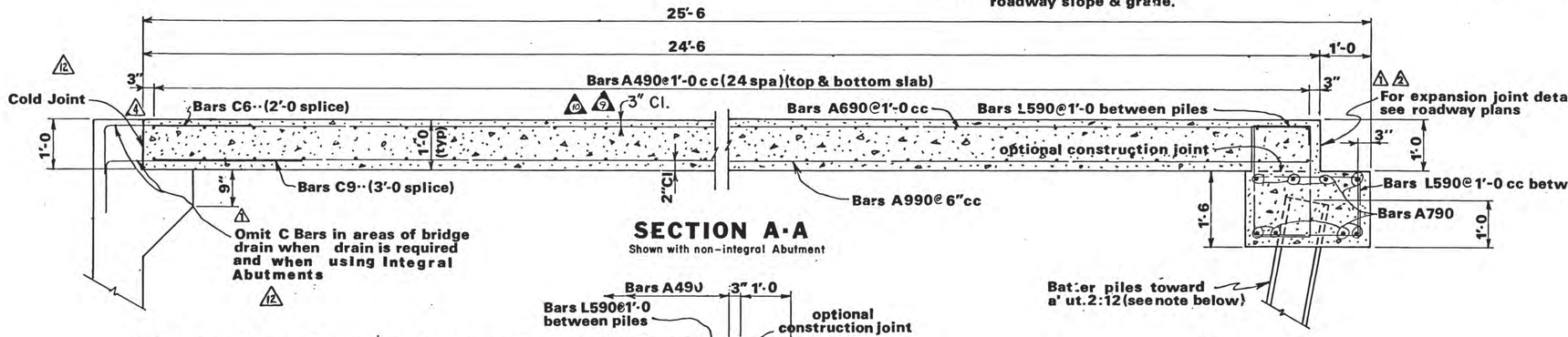
APPROVED Lewis Evans STATE HIGHWAY ENGINEER

M-8-76

MICROFILMED

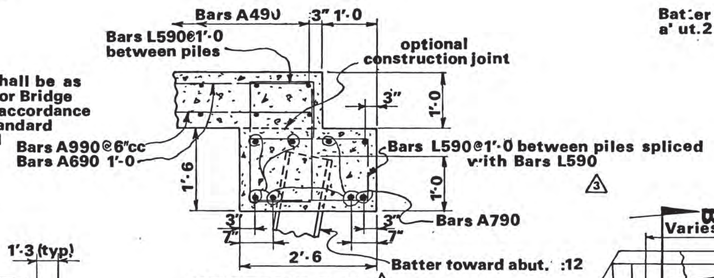
DRAFTING MEDIA GRAPHIC CONTROLS CORPORATION Buffalo, New York Printed in U.S.A. ASTROFILM® N68S.4

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



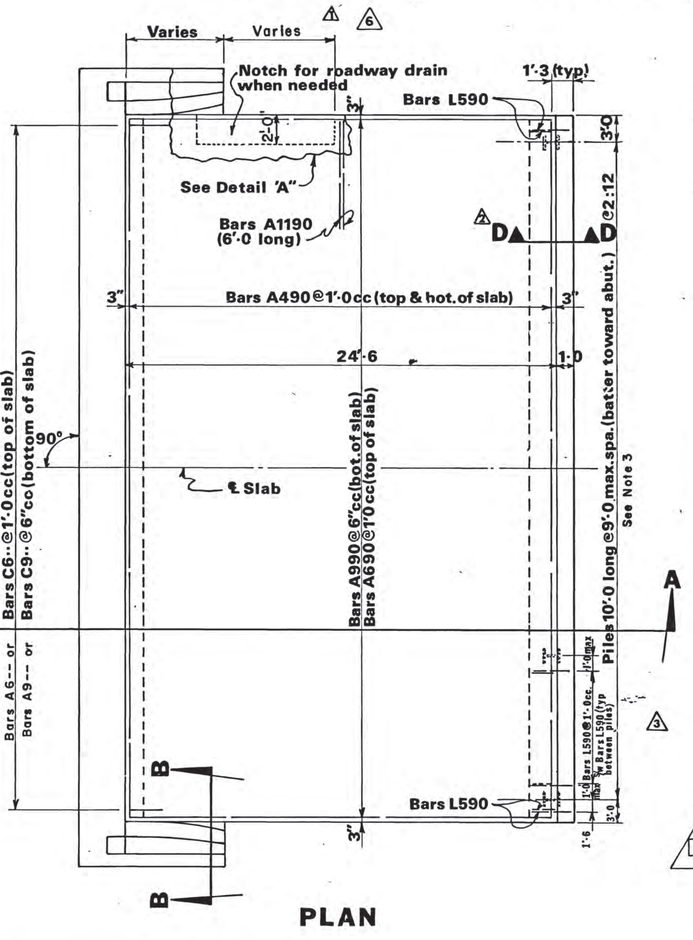
SECTION A-A

Shown with non-integral Abutment

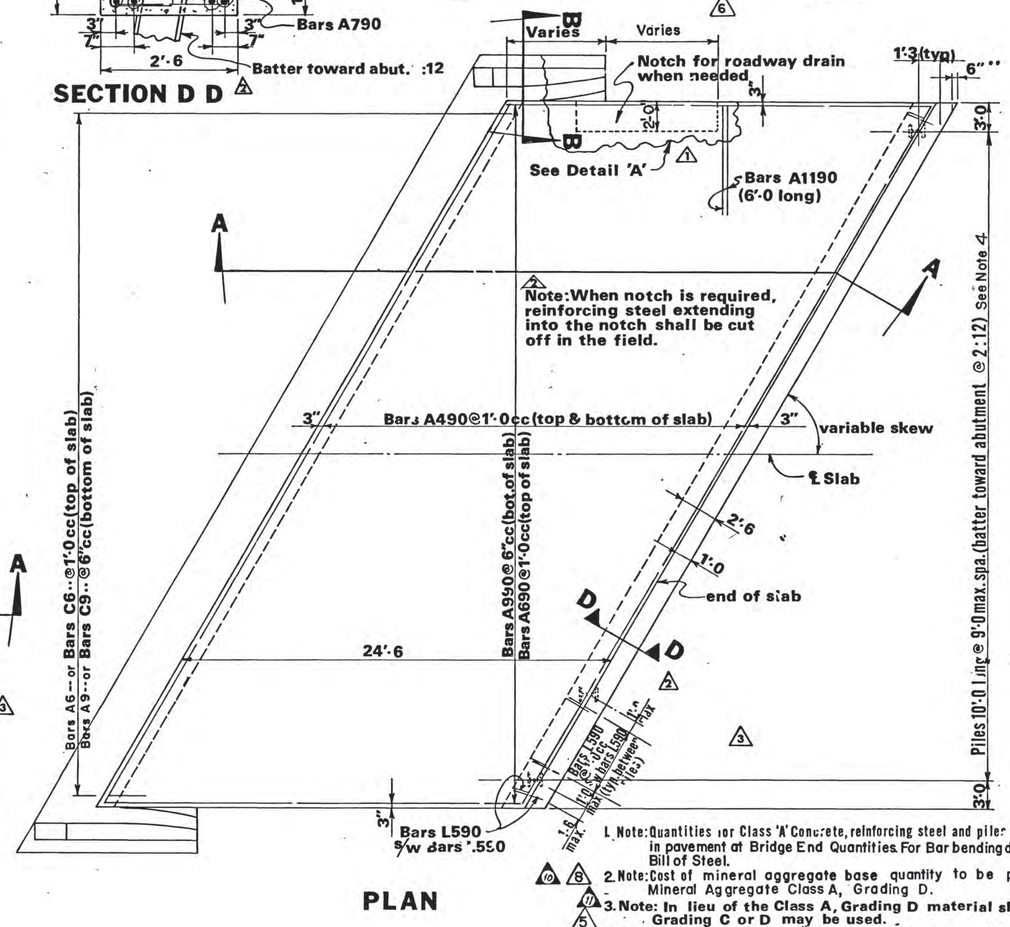


SECTION D D

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

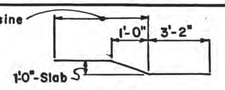


PLAN

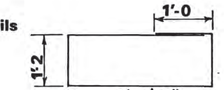


PLAN

"Clip corners 6" for 60° or less

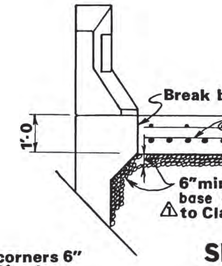


BARS F9--



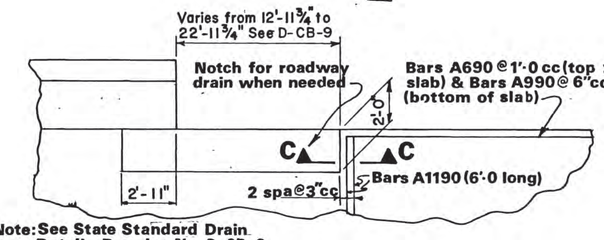
BARS L

Total Length: 7'-5"



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

SECTION B-B

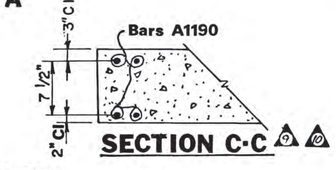


Note: See State Standard Drain Details Drawing No. D CB-9

DETAIL 'A'



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



SECTION C-C

GENERAL NOTES

CONCRETE: To be Class 'A' (F'c=3,000 psi)

REINFORCING STEEL: To be ASTM A615. Bending dimensions shown are based on Grade 40. Spacing dimensions are center to center unless otherwise noted.

SPECIFICATIONS: Standard Road & Bridge Specifications of the Tennessee Department of Highways (Current Edition)

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

PROJECT NO.	YEAR	SHEET NO.

REVISIONS

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

STANDARD DRAWING
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

K-86-144

1 OF 4