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

09/09/2026

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
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	NH/HSIP-3(185)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0126TR\TRANSPORTATION\01_DECEMBER\137097.00 - SR3 - DYER COI\ROADWAY-SIGN1_SIGNATURE SHEET.DGN

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

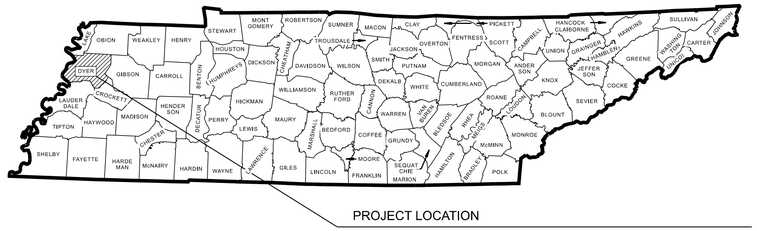
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH/HSIP-3(185)	
STATE PROJ. NO.	23S003-F3-010	
STATE PROJ. NO.	23S003-F8-010	
STATE PROJ. NO.	23S003-M3-010	

DYER COUNTY

STATE ROUTE 3
FROM SYLVAN ROAD
TO RAMP 17-C TO STATE ROUTE 77

RESURFACE, SAFETY, & BRIDGE REPAIR
MILL, B-M2, 411D, PAVEMENT MARKINGS, AND GUARDRAIL

STATE HIGHWAY NO. 3 F.A.H.S. NO. 51



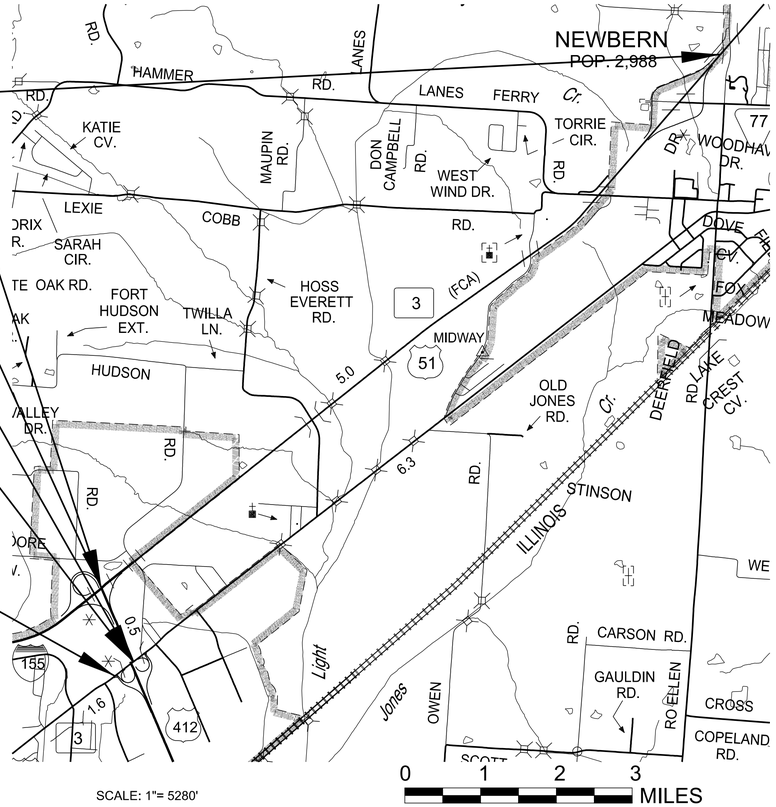
BRIDGE ID. # 23SR0030040 , 23SR0030039 , 23I01550035 , 23I01550036 , 23SR0030013 , 23SR0030015 , 23SR0030017 , 23SR0030019 , 23SR0030021 , 23SR0030023 , 23SR0030025

NO EXCLUSIONS

23S003-F3-010
23S003-F8-010
END PROJECT NO. NH/HSIP-3(185) RESURFACE & SAFETY
STATE ROUTE 77 (L.M. 17.87)

BRIDGE REPAIR PROJECT NO. 23S003-M3-010
BRIDGE ID. #23I01550036
L.M. 12.51 SR-3/ US-51/ I-155
BRIDGE ID. #23I01550035
L.M. 12.51 SR-3/ US-51/ I-155
BRIDGE ID. #23SR0030040
L.M. 11.99 SR-211
BRIDGE ID. #23SR0030039
L.M. 11.99 SR-211

23S003-F3-010
23S003-F8-010
BEGIN PROJECT NO. NH/HSIP-3(185) RESURFACE & SAFETY
SYLVAN ROAD (L.M. 11.79)



SCALE: 1"= 5280'

PROJECT LENGTH 6.08 MILES
TOTAL LANE MILES RESURFACED 24.32 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 : ELI CLARKSON CHECKED BY JILL STANKO, P.E.
P.E. NO. 98043-4283-04 (DESIGN)
PIN NO. 137097.00

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 187	12.131
TC STATION 118	17.172

TRAFFIC DATA	
ADT (2027)	11,180
POSTED SPEED L.M. 11.79 - L.M. 12.53	50 MPH
POSTED SPEED L.M. 12.53 - L.M. 17.87	70 MPH

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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE 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
10-107.00 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-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL

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-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKINGS DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	07-22-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
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-3(185)	1A

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 23S003-F8-010	QUANTITY 23S003-F3-010	TOTAL QUANTITY
(1)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	800		800
	203-06	WATER	M.G.	26		26
(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	24		24
(3)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	764		764
(4)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	3472		3472
(5)	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	368		368
(6)	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	21074		21074
(7)	403-02.01	TRACKLESS TACK COAT	TON	218		218
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	4661		4661
(8)(9)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	36		36
(10)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	16299		16299
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	25		25
(11)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	39447		39447
(12)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		5	5
(12)	705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.		25	25
(12)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		13	13
(12)	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL-2	EACH		1	1
(12)	706-01	GUARDRAIL REMOVED	L.F.		700	700
(13)	712-01	TRAFFIC CONTROL	LS	1		1
(14)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	48		48
(15)	712-06	SIGNS (CONSTRUCTION)	S.F.	3280		3280
	712-08.03	ARROW BOARD (TYPE C)	EACH	2		2
(16)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	882		882
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	882		882
(17)(18)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	54		54
16)(17)(18)(19)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	126		126
(16)(17)(18)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1813		1813
(17)(18)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	66		66
(16)(20)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	100		100
(16)(17)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	38		38
(16)(17)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	6705		6705
(16)(17)	716-12.08	ENHANCED FLAT LINE THERMO (12IN BARRIER LINE)	L.F.	415		415
	717-01	MOBILIZATION	LS	1		1

FOOTNOTES

(1) TO BE USED FOR FULL DEPTH-ASPHALT REPAIR ONLY.
(2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, NOTE (6) UNDER FINAL PAVEMENT MARKING FOR MORE INFORMATION.
(3) TO BE USED FOR RAMP REPAIR.
(4) INCLUDES 361 TONS FOR FULL DEPTH ASPHALT REPAIR.
(5) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM NO. 202-03.01.
(6) INCLUDES 2372 TONS FOR EXTRA WIDTH PAVING.
(7) INCLUDES 10 TONS FOR EXTRA WIDTH PAVING.
(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) INCLUDES 1391 TONS FOR EXTRA WIDTH PAVING AND 936 TONS FOR RAMP REPAIR.
(11) INCLUDES 3582 TONS FOR EXTRA WIDTH PAVING AND 1160 TONS FOR RAMP REPAIR.
(12) SEE PROPOSED GUARDRAIL (RESURFACING) TABULATION ON SHEET 2F.
(13) 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.
(14) TO BE USED FOR TRANSITION TAPERS.
(15) 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 TABULATION ON SHEET 2F.
(16) INCLUDES QUANTITY FROM RAMP & GORE AREA PAVEMENT MARKING TABULATION ON SHEET 2F.
(17) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(18) 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.
(19) ALL STOP BARS ON SIDE STREETS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
(20) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-3(185)	2

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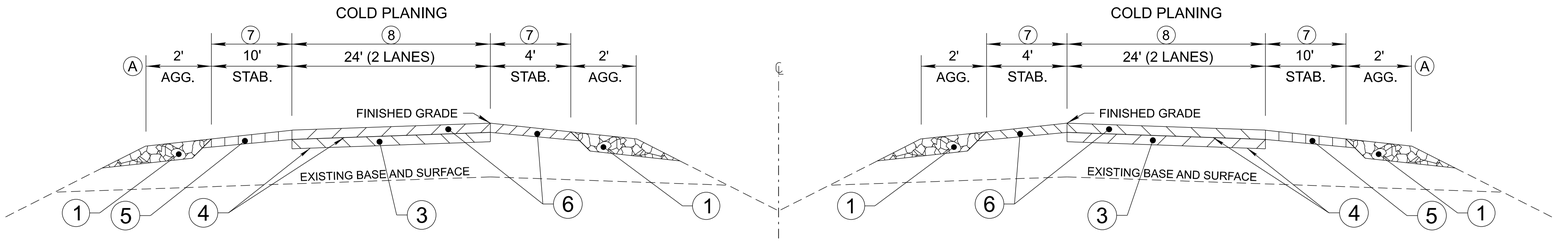
JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
SIGNATURE
No. 121754
STATE OF TENNESSEE
9/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

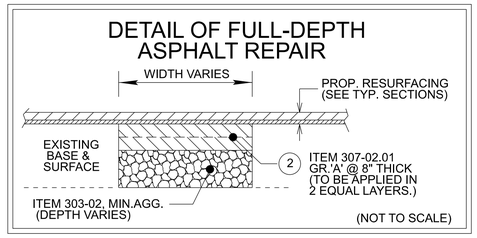
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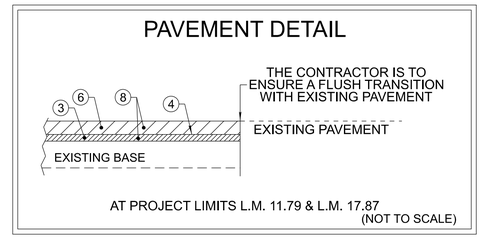
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-3(185)	2B



SR 3

Ⓐ FROM: L.M. 11.79 TO L.M. 17.87





PROPOSED PAVEMENT SCHEDULE

① **MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS** ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	⑤ **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER
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)	⑥ **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"	⑦ **COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
④ **TRACKLESS TACK COAT** ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD	⑧ **COLD PLANING @ 3.25"± THICK (APPROX. 341.25 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

SEALED BY

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

09/09/2026

NOT TO SCALE

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-3(185)	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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

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

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

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

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

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

(9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

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

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

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

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

SIGNING

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-3(185)	2D

SPECIAL NOTES

PAVEMENT

RESURFACING

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

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

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

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

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

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (W8-15 AND W8-15P) PLACED IN ADVANCE OF ANY MILLED AREAS

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

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

COLD PLANING

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

(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.

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

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.

MISCELLANEOUS

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

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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-3(185)	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

(20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES MILL, BM-2, 411D, E-MIX, SNOWPLOWABLE RAISED PAVEMENT MARKERS, RUMBLE STRIPES, 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.

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STATE OF TENNESSEE
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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-3(185)	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.

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STATE OF TENNESSEE
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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-3(185)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
E5-1	EXIT	72" x 60"	30	2	60
E5-2	EXIT OPEN	48" x 36"	12	2	24
G20-1	ROAD WORK NEXT 6 MILES	48" x 24"	8	6	48
G20-2	END ROAD WORK	48" x 24"	8	12	96
R1-2	YIELD	48" x 48"	16	2	32
W3-2	YIELD AHEAD	48" x 48"	16	2	32
W4-1R	MERGING TRAFFIC	48" x 48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48" x 48"	16	4	64
W4-2R	RIGHT LANE ENDS SYMBOL	48" x 48"	16	4	64
W7-3ap	NEXT 6 MILES	36" x 30"	8	4	32
W8-9	SHOULDER DROP OFF	48" x 48"	16	24	384
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
W20-1	ROAD WORK 1 MILE	48" x 48"	16	6	96
W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	6	96
W20-1	ROAD WORK 1000 FT	48" x 48"	16	6	96
W20-1	ROAD WORK AHEAD	48" x 48"	16	6	96
W20-5L	LEFT LANE CLOSED AHEAD	48" x 48"	16	4	64
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64
W20-5L	LEFT LANE CLOSED 1500 FT	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED AHEAD	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED 1500 FT	48" x 48"	16	4	64
W21-2	FRESH OIL - PORTABLE	48" x 48"	16	4	64
* W21-5	SHOULDER WORK	48" x 48"	16	24	384
W21-5aL	LEFT SHOULDER CLOSED	48" x 48"	16	2	32
W21-5bL	LEFT SHOULDER CLOSED 1500FT	48" x 48"	16	2	32
W21-5aR	RIGHT SHOULDER CLOSED	48" x 48"	16	2	32
W21-5bR	RIGHT SHOULDER CLOSED 1500FT	48" x 48"	16	2	32
R2-1	SPEED LIMIT	36" x 48"	12	4	48
TN-44	WORKERS PRESENT WHEN FLASHING	78" x 60"	33	4	132
NOTE:THIS REPRESENTS THE MINIMUM CONSTRUCTION SIGNING NEEDED, ADDITIONAL SIGNING DURING DIFFERENT PHASES MAY BE REQUIRED UNDER THE DIRECTION OF THE ENGINEER.			TOTAL		3280

*TO BE USED AS DIRECTED BY THE ENGINEER

PROPOSED GUARDRAIL (RESURFACING)

SIDE LT	SIDE M	SIDE RT	DIRECTION	LOG MILE	GUARDRAIL: GUARDRAIL GR TRANSITION 27 IN TO 31 IN 705-02.10 (EACH)	GUARDRAIL: W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	GUARDRAIL: GUARDRAIL REMOVED 706-01 (L.F.)	TERMINAL ANCHORS: TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	TERMINAL ANCHORS: TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)
	X		SB	11.830	1		25		1
	X		NB	11.953	1	25	75	1	
	X	X	NB	11.996			100	2	
	X		SB	12.068	1		50	1	
X			SB	12.385			50	1	
	X	X	NB	12.487			100	2	
		X	NB	13.265			50	1	
X			SB	13.315	1		50	1	
		X	NB	14.442			50	1	
X			SB	14.530			50	1	
		X	NB	14.899	1		50	1	
X			SB	14.965			50	1	
TOTALS					5	25	700	13	1

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	UNDERPASS VERTICAL CLEARANCE	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
23SR0030040	11.970	UNDER SR-20 / US-412	NBL - 17' 7" SBL - 16' 11"		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
23SR0030039	11.990	OVER SR-211		313' 6"	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED).
23SR0030040	11.990	OVER SR-211		313' 6"	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED).
23I01550035	12.510	OVER SR-3 / US-51 / I-155		221' 7"	COLD PLANE 1.75" OF THE EXISTING ASPHALT AND REPLACE WITH 1.75" OF NEW ASPHALT. REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED). **
23I01550036	12.510	OVER SR-3 / US-51 / I-155		221' 7"	COLD PLANE 1.75" OF THE EXISTING ASPHALT AND REPLACE WITH 1.75" OF NEW ASPHALT. REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED). **
23I01550036	12.540	UNDER SR-3 / US-51 / I-155	EBL - 16' 10" WBL - 17' 3"		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
23SR0030013	12.820	UNDER HUDSON RD	EBL - 16' 4" WBL - 16' 9"		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
23SR0030015	14.310	UNDER HOSS EVERETT RD	EBL - 16' 5" WBL - 16' 10"		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
23SR0030017	14.470	OVER BRANCH		34'	PAVE WITH PLANS MIX / TREATMENT TYPE.
23SR0030017	14.470	OVER BRANCH		34'	PAVE WITH PLANS MIX / TREATMENT TYPE.
23SR0030019	14.930	OVER LIGHT CREEK		26'	PAVE WITH PLANS MIX / TREATMENT TYPE.
23SR0030019	14.930	OVER LIGHT CREEK		26'	PAVE WITH PLANS MIX / TREATMENT TYPE.
23SR0030021	16.110	UNDER CHURCH GROVE RD	EBL - 17' WBL - 16' 3"		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
23SR0030023	16.720	UNDER LANES FERRY RD	EBL - 16' 7" WBL - 17'		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
26SR0030025	17.530	UNDER SR-77	EBL - 16' WBL - 16'		TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.

** SEE SPECIAL NOTE (5) UNDER "RESURFACING" ON SHEET 2D.

RAMP & GORE PAVEMENT MARKING TABULATION

EXIT #	INTERCHANGE ROUTE #	ROADWAY DIRECTION (N S E W)	ENT/EXIT	ITEM NO. SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (2 COLOR) 716-01.23 (EACH)	PLASTIC PAVEMENT MARKING (CHANNELIZTION STRIPING) 716-02.04 (S.Y.)	PLASTIC PAVEMENT MARKING (STOP LINE) 716-02.05 (L.F.)	PLASTIC PAVEMENT MARKING (24" BARRIER LINE) 716-02.07 (L.F.)	PLASTIC PAVEMENT MARKING (6" LINE) 716-05.20 (L.M.)	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) 716-12.02 (L.M.)	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN LINE) 716-12.03 (L.F.)	ENHANCED FLATLINE THERMO (12IN BARRIER LINE) 716-12.08 (L.F.)
N/A	US 51/US 412	NE	ENT	23	20		210	0.44	0.44	448	415
N/A	US 51/US 412	SE	EXIT	19	34	15	155	0.40	0.40	742	
N/A	US 51/US 412/I-155	NE	EXIT	48			455	0.71	0.71	1308	
N/A	US 51/US 412/I-155	SB	EXIT	19			97	0.88	0.88	309	
N/A	US 51/US 412/I-155	SB	ENT	33			103	1.09	1.09	642	
15	US 51/US 412/I-155	NB	ENT	74			313	0.58	0.58	1477	
N/A	US 51/SR 77	SW	ENT	22		55	132	0.96	0.96	440	
N/A	US 51/SR 77	NW	EXIT	21			90	0.53	0.53	409	
N/A	US 51/SR 77	NE	ENT	25		56	164	0.93	0.93	498	
N/A	US 51/SR 77	SE	EXIT	22			94	0.56	0.56	432	
NOTE: THESE QUANTITIES INCLUDE MARKINGS FOR THE RAMPS ONLY			TOTAL	306	54	126	1813	7.08	7.08	6705	415

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
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-3(185)	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:
AT&T
315 EAST COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL R. POTTS
OFFICE PHONE: 901 488 2359
Email: DP7607@ATT.COM

COMMUNICATIONS:
RITTER COMMUNICATIONS / MILING. TELE
900 SOUTH SHACKLEFORD ROAD, SUITE 200
LITTLE ROCK, AR 72211
CONTACT: STACY LIGHT
OFFICE PHONE: 501 580 9068
Email: OSPENGINEERING@RITTERCOMMUNICATIONS.COM

ELECTRIC:
DYERSBURG ELECTRIC SYSTEM
211 EAST COURT STREET
DYERSBURG, TN 38024
CONTACT: JAKE WEATHERLY
OFFICE PHONE: 731 287 4600
CELL PHONE: 731 287 4625
Email: JRWEATHERLY@DESPOWER.COM

GAS, WATER, SEWER:
CITY OF DYERSBURG
425 WEST COURT STREET
DYERSBURG, TN 38024
CONTACT: TIFFANY HEARD (SSR) / SCOTT BALL
OFFICE PHONE: 901 683 3900
CELL PHONE: 901 390 6245
Email: THEARD@SSR-INC.COM

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COMMERCE
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Jill Claudine Stanko
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-3(185)	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 SIX 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 3/4 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.

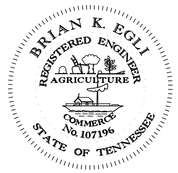
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JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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BRIAN KENNETH EGLI 2026.11.02 11:22:06 -06'00'

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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, ESTIMATED QUANTITIES ---------- B-2

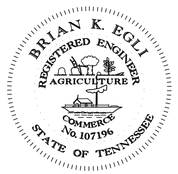
YEAR	PROJECT NO.	SHEET NO.
2026	23S003-M3-010	BRIDGE-SIGN 1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-2-26	BE	ADDED SHEET
	- -		
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.09.16 09:20:15 -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

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SHEET NAME	SHEET NO.
SIGNATURE SHEET	BRIDGE-SIGN 1
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BRIDGE TABULATION, ESTIMATED QUANTITIES	B-2
EPOXY OVERLAY NOTES	B-3
PLAN VIEW	B-4
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YEAR	PROJECT NO.	SHEET NO.
2026	23S003-M3-010	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
23S003-M3-010	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-2-26	BE	ADDED SHEET AND REVISION DATES
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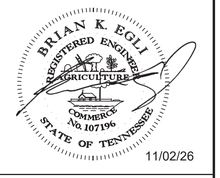
INDEX OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 2	11-2-26
SIGNATURE SHEET	BRIDGE-SIGN 1	
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	DWG. NO.
LAYOUT OF BRIDGE	M-31-74
SUPERSTRUCTURE	M-31-78
LAYOUT OF BRIDGE TO BE REPAIRED	BR-30-86A
LAYOUT OF BRIDGE	M-117-108
SUPERSTRUCTURE DETAILS	M-117-111
BRIDGE REPAIR DETAILS	BR-10-9

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11/02/26

PIN NO.: 137097.00

DESIGN BY:	BRIAN EGLI	DATE:	7/24/ 26
DRAWN BY:	MARTINKO	DATE:	7/24/26
SUPERVISED BY:	BRIAN EGLI	DATE:	7/24/26
CHECKED BY:		DATE:	7/24/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
23-SR3-12.51 R & L
OVER SR-3/US-51/I-155
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BR. NO. 23I01550036
23-SR3-11.99 R&L
OVER SR 211
BR. NO. 23SR0030039
BR. NO. 23SR0030040
DYER COUNTY
2026

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PROJECT NO.	YEAR	SHEET NO.
23S003-M3-010	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-2-26	BE	REVISED ITEM NO. AND QUANTITY
	- -		
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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	604-10.44 EXPANSION JOINT REPAIR L.F.	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
23-SR3-12.51 R & L OVER SR-3/US-51/I-155 BR. NO. 23I01550035 BR. NO. 23I01550036	M-31-74 M-31-78 BR-30-86A	EXPANSION JOINT REPAIR TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	68	788
23-SR3-11.99 R&L OVER SR 211 BR. NO. 23SR0030039 BR. NO. 23SR0030040	M-17-108 M-17-111 BR-10-9	EXPANSION JOINT REPAIR	104	
TOTAL			172	788

BRIDGE REPAIR TRAFFIC CONTROL QUANTITIES

Item #	Description	Unit	Quantity
712-04.01	Flexible Drums (Channelizing)	Each	236
712-05.01	Warning Lights (Type A)	Each	44
712-05.03	Warning Lights (Type C)	Each	192
712-08.03	Arrow Board (Type C)	Each	4

1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES
23-SR3-12.51 R & L
OVER SR-3/US-51/I-155
BR. NO. 23I01550035
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B-2

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PROJECT NO.	YEAR	SHEET NO.
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REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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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.

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), SY.

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 IN NOT ACHIEVED, A RETEST SHAL BE PERFORMED IN ADJOINING 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, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

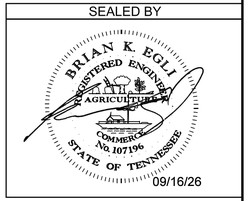
** SPECIAL NOTE:

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

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

REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

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DEPARTMENT OF TRANSPORTATION

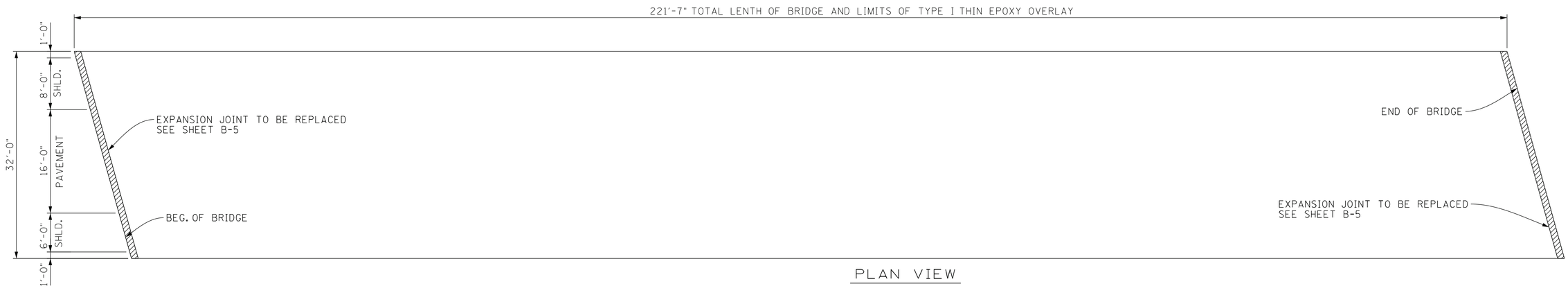
EPOXY OVERLAY NOTES
23-SR3-12.51 R & L
OVER SR-3/US-51/I-155
BR. NO. 23I01550035
BR. NO. 23I01550036
DYER COUNTY
2026

PIN NO.: 137097.00
DESIGN BY: BRIAN EGLI DATE: 7/24/ 26
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PROJECT NO.	YEAR	SHEET NO.
23S003-M3-010	2026	B-4

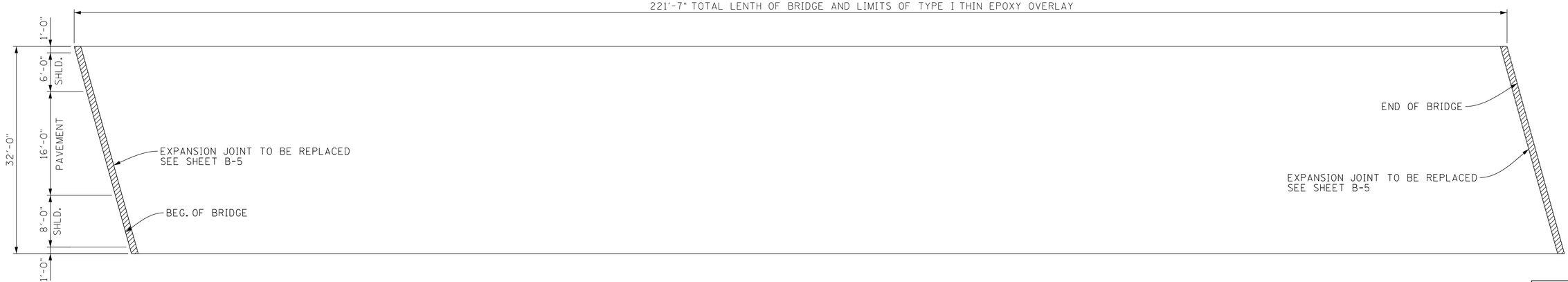
REVISIONS

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PLAN VIEW

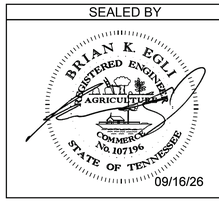
BR. NO. 23I01550035



PLAN VIEW

BR. NO. 23I01550036

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DEPARTMENT OF TRANSPORTATION

PLAN VIEW
23-SR3-12.51 R & L
OVER SR-3/US-51/I-155
BR. NO. 23I01550035
BR. NO. 23I01550036
DYER COUNTY
2026

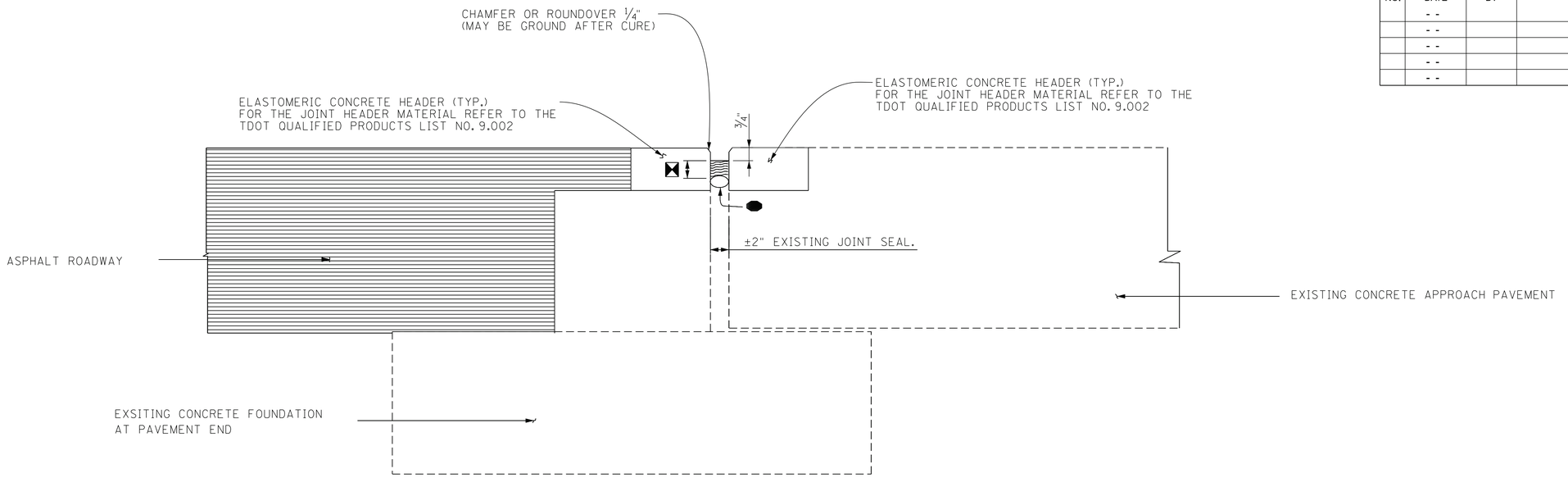
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REVISIONS

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● NOTE: THE EXISTING JOINT OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER, THE ROD SHALL BE PLACED AT A DEPTH TO INSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL, BACKER ROD SHALL BE AS PER JOINT MANUFACTURERS RECOMMENDATIONS.

▣ NOTE: FULL DEPTH OF ALL EXISTING JOINTS SHALL SHALL BE RESEALED WITH NEW JOINT SEALER. THE NEW JOINT SEALER SHALL BE A COLD PUOR TWO PART SILICONE SEALER FROM QPL 5.001.

EXPANSION JOINT REPAIR NOTES:

THE JOINT HEADER SYSTEM SHALL BE FROM QPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM QPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING, AND AN ELASTOMERIC CONCRETE FROM QPL 9.001. THE SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SYSTEM MATERIALS. PRODUCTS FROM QPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE QPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

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

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

THE COST FOR REMOVING THE OLD JOINT SYSTEM, INSTALLING THE NEW JOINT SYSTEM, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.

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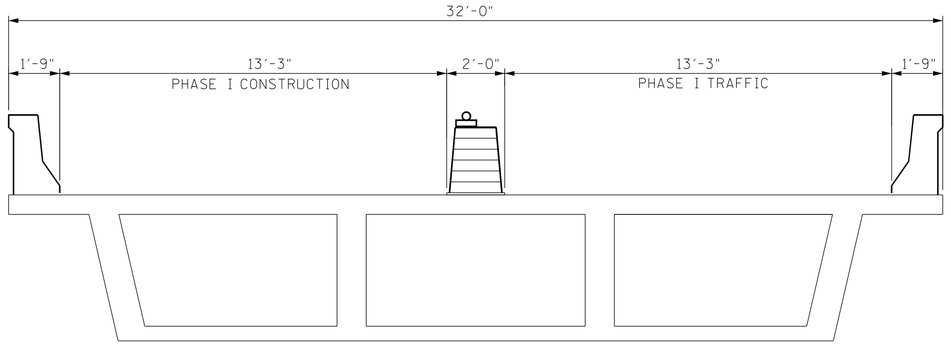
JOINT REPAIR DETAILS AND NOTES
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REVISIONS

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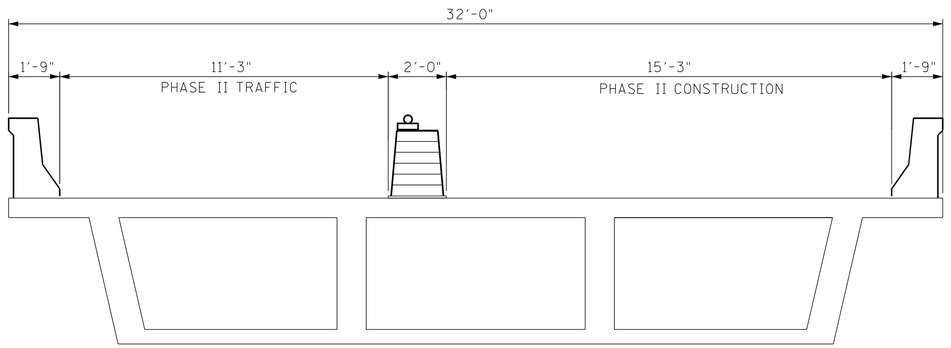


PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

BR. NO. 23SR0030035

BR. NO. 23SR0030036



PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

BR. NO. 23SR0030035

BR. NO. 23SR0030036

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION DETAILS
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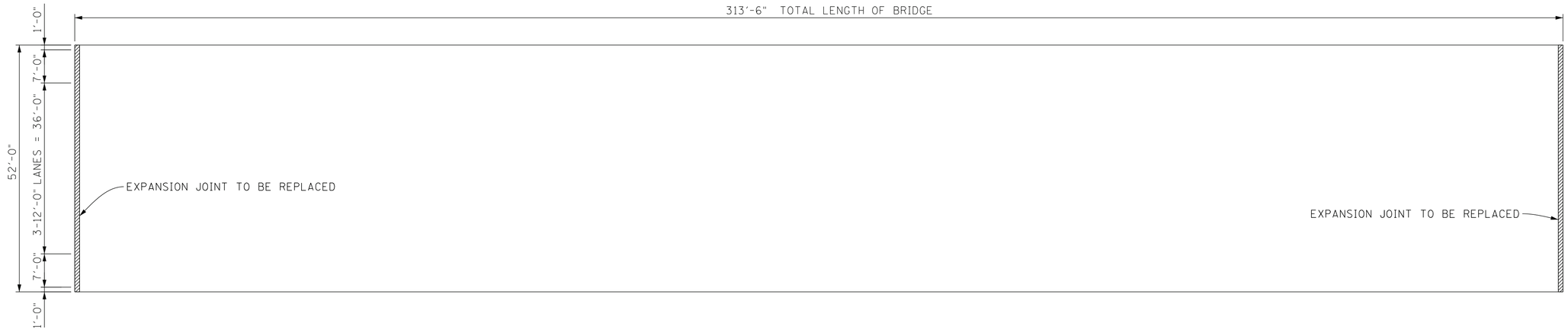
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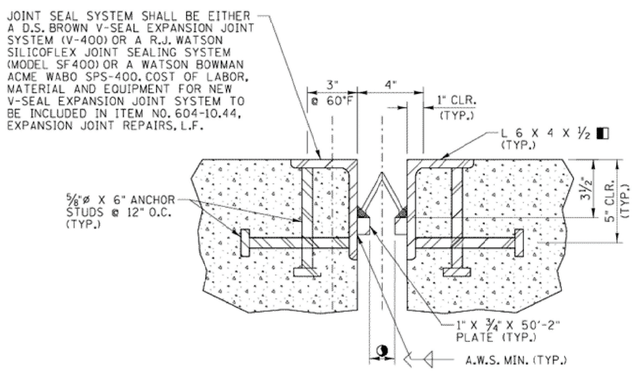
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PLAN VIEW

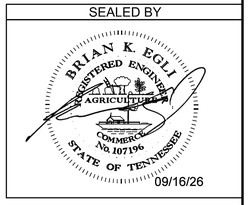
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BR. NO. 23SR0030040



JOINT REPAIR DETAIL

BR. NO. 23SR0030039
BR. NO. 23SR0030040

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09/16/26

STATE OF TENNESSEE
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PLAN VIEW AND
JOINT REPAIR DETAILS
23-SR3-11.99 R&L
OVER SR 211
BR. NO. 23SR0030039
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DYER COUNTY
2026

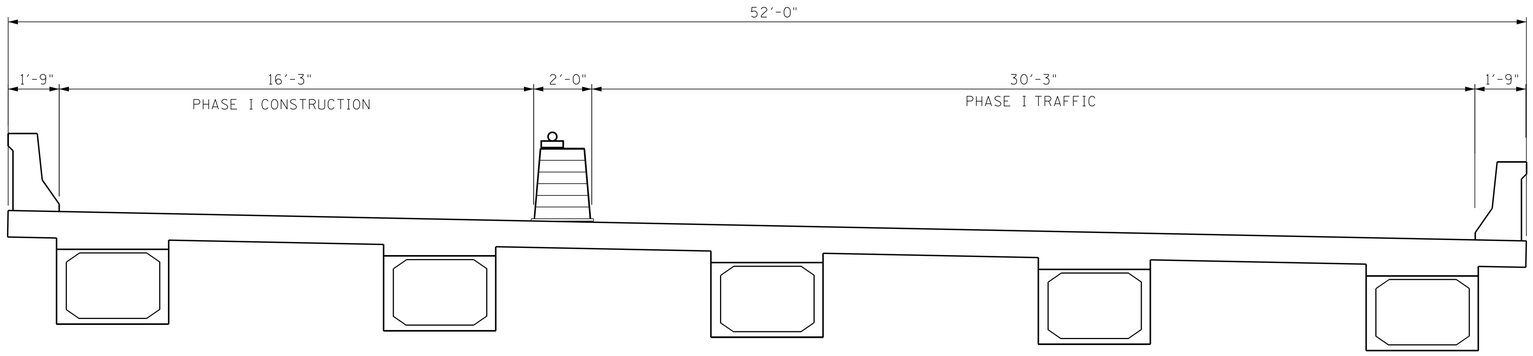
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REVISIONS

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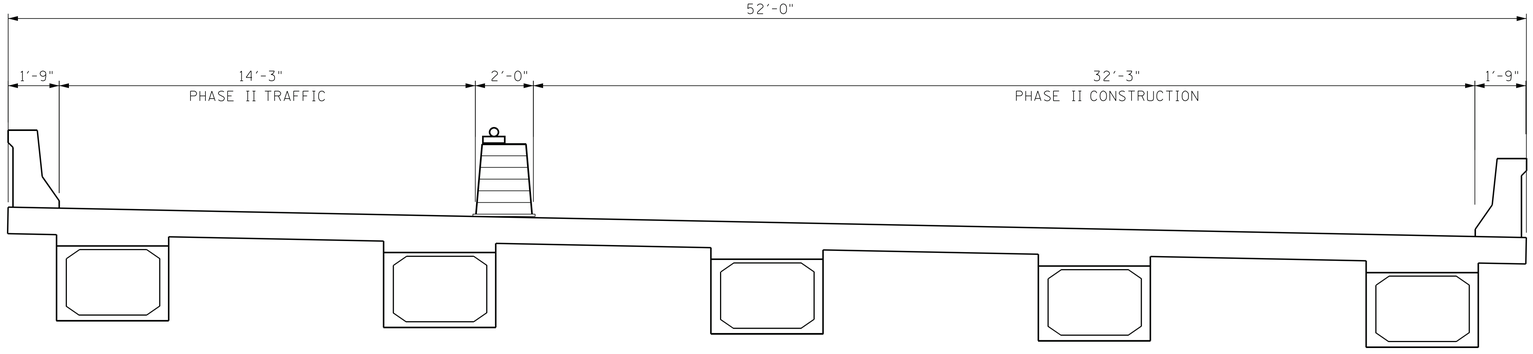


PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

BR. NO. 23SR0030039

BR. NO. 23SR0030040



PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

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2026

PIN NO.: 137097.00

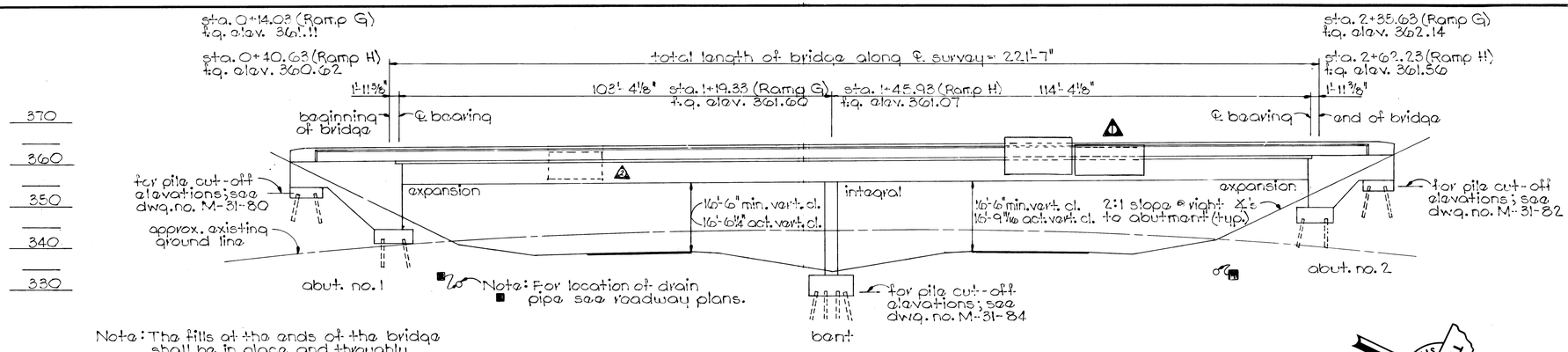
DESIGN BY:	BRIAN EGLI	DATE:	7/24/ 26
DRAWN BY:	MARTINKO	DATE:	7/24/26
SUPERVISED BY:	BRIAN EGLI	DATE:	7/24/26
CHECKED BY:		DATE:	7/24/26

Construction No. 23001-3119-44

PROJECT NO.	YEAR	SHEET NO.
EB I-155-2(10)12	1975	

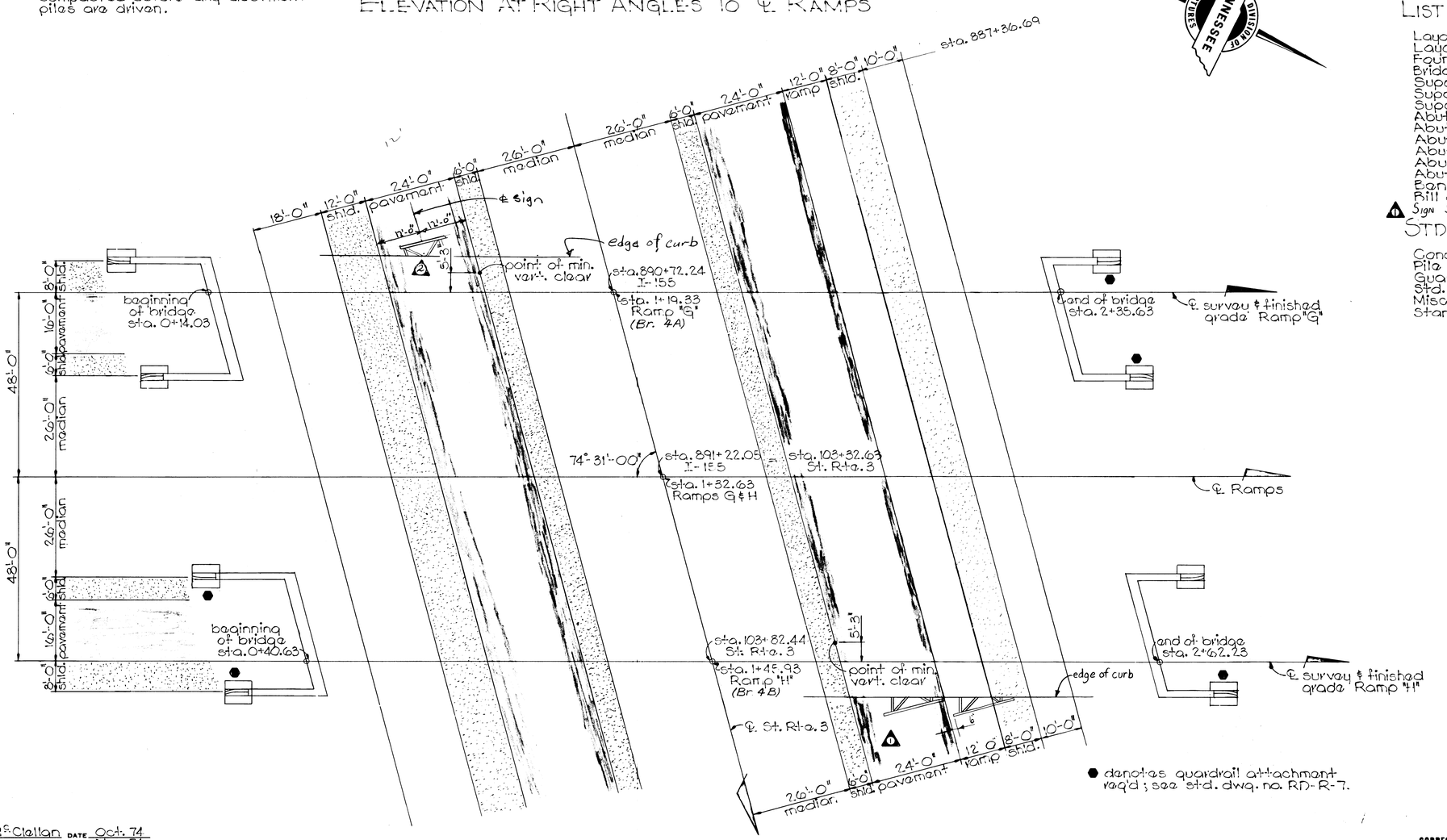
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	7-23-76	MB	Add Signs
2	2-17-78	ELO	Showed Sign locations



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

ELEVATION AT RIGHT ANGLES TO ℄ RAMPS



● denotes guardrail attachment req'd; see std. dwg. no. RD-R-7.

PLAN

LIST OF DRAWINGS

	Dwg. No.
Layout of Bridge	M-31-74
Layout of Bridge Con't.	M-31-75
Foundation Data	M-31-76
Bridge Grid Elevations	M-31-77
Superstructure	M-31-78
Superstructure Details	M-31-79
Superstructure Details	M-31-79A
Abutment No. 1	M-31-80
Abutment No. 1 Details	M-31-81
Abutment No. 1 Details	M-31-81A
Abutment No. 2	M-31-82
Abutment No. 2 Details	M-31-83
Abutment No. 2 Details	M-31-83A
Bent Details	M-31-84
Bill of Steel	M-31-85
① Sign Support Details	M-55-30

STD. DRAWINGS

	Dwg. No.
Concrete Parapet	M-28-1
Pile Splice Detail	H-5-11
Guardrail Attachment Details	RD-R-7
Std. Reinf. & Bar Support Details	K-80-14
Misc. Abutment & Drainage Details	K-80-150
Standard Preformed Elastic Joint Sealer	K-80-120

2-30'-0" Roadways w/ Parapet
1995 ADT = 7410 (Ramp G), 4940 (Ramp H)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NO. 4A & 4B RAMPS "G" & "H" OVER INTERSTATE 155 & STATE ROUTE 3 STATION 891+22.05 (I-155) DYER COUNTY 1975

DESIGNED BY Gordon McClellan DATE Oct. 74
DRAWN BY T. Wilson DATE Nov. 74
SUPERVISED BY McIntyre, Hunter DATE Nov. 74
CHECKED BY Morris, McClellan DATE Nov. 74

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

M-31-74

Class "A" Grading "D" 6300 C.Y.

Bridge Deck Sealant: 1404 S.Y.

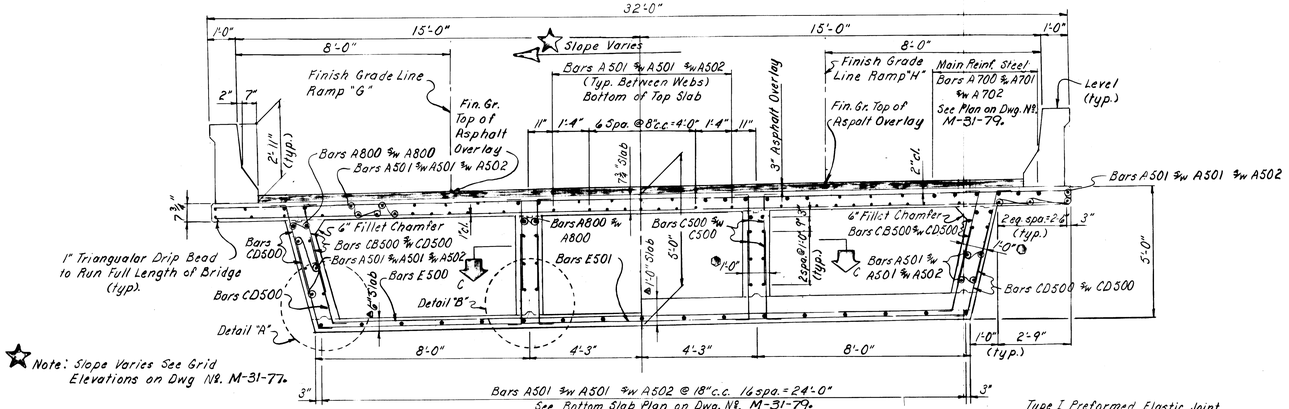
MICROFILMED

Con No. 23001-3119-44

PROJECT NO.	YEAR	SHEET NO.
EB-I-155 2(10)12	1975	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	9-4-75	GJM	GEN. REVISIONS



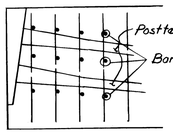
HALF SECTION AT INTERMEDIATE DIAPHRAGM | HALF SECTION AT SUPPORT DIAPHRAGM

TYPICAL CROSS SECTION
(Looking Forward on Survey)

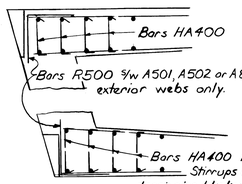
Note: Bars E500 @ 18" c.c. (Top of Bottom Slab alternates with Bars E501 (Bottom of Bottom Slab.) For Details, See Dwg. No. M-31-79.

○ Note: See Web Tappers at Beginning and End of Bridge as Shown on Framing Plan on Dwg. No. M-31-79A. Interior Webs to be formed vertical.

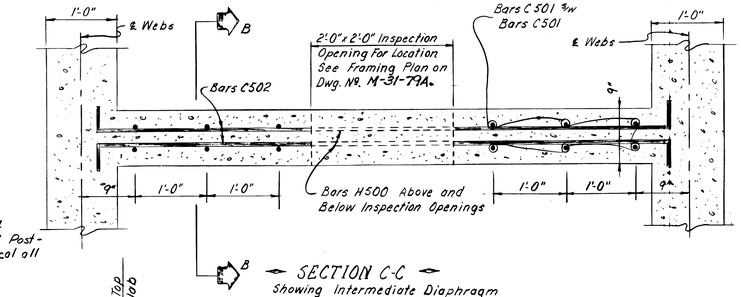
▲ Note: See Detail "Z" on Dwg. No. M-31-79 For Bottom Slab Thickness



— Elevation —

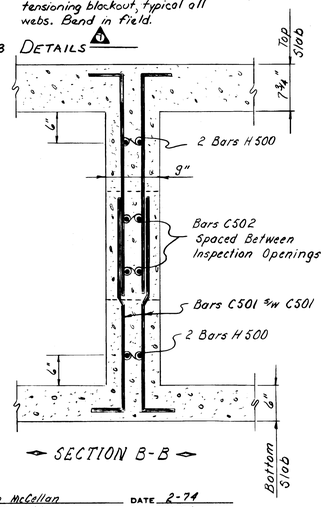


— Plan —

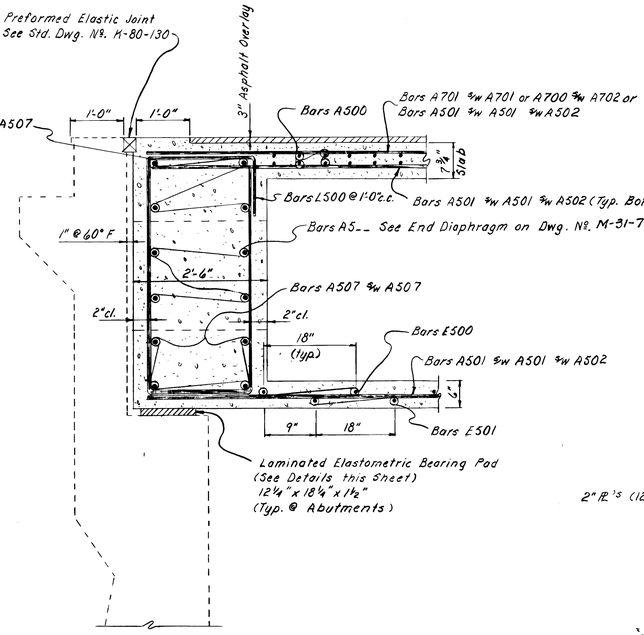


SECTION C-C
Showing Intermediate Diaphragm

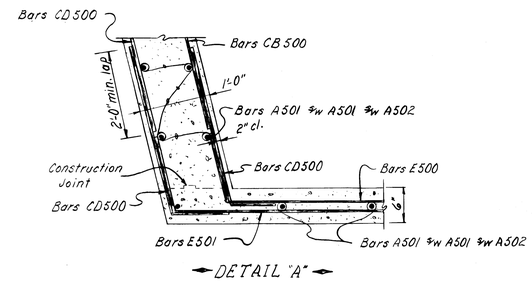
END OF WEB DETAILS ▲



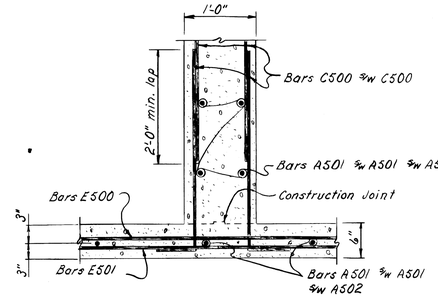
SECTION B-B



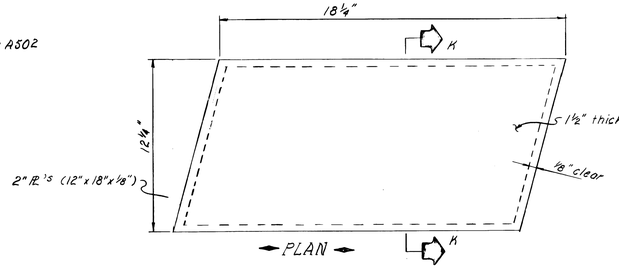
SECTION A-A
For Location of Section See Dwg. No. M-31-79A.



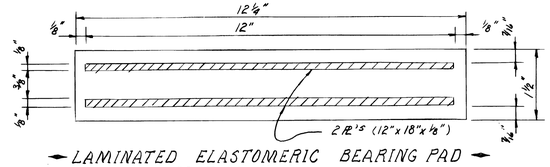
DETAIL "A"



DETAIL "B"



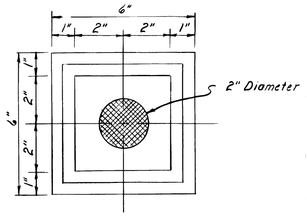
PLAN



LAMINATED ELASTOMERIC BEARING PAD
SECTION K-K
(Typical At Abutments)

ESTIMATED QUANTITIES ▲

Item	Concrete Class "A" C.Y.	Reinf. Steel Lbs.
Superstructure	432.4	86,164



WEEP HOLE DETAIL
Showing 2" ϕ Weep Hole with Screen Wire Cover

Note: For location see Framing Plan on Dwg. No. M-31-79A.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
RAMPS "G" & "H" OVER
INTERSTATE 155 & STATE ROUTE # 5
STATION 891+22.05 (I-155)
DYER COUNTY
1975

DESIGNED BY Gordon McClellan DATE 2-74
DRAWN BY Claiborne Glenn DATE 11-74
SUPERVISED BY McInturff & Hunter DATE 11-74
CHECKED BY Norris DATE 11-74

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

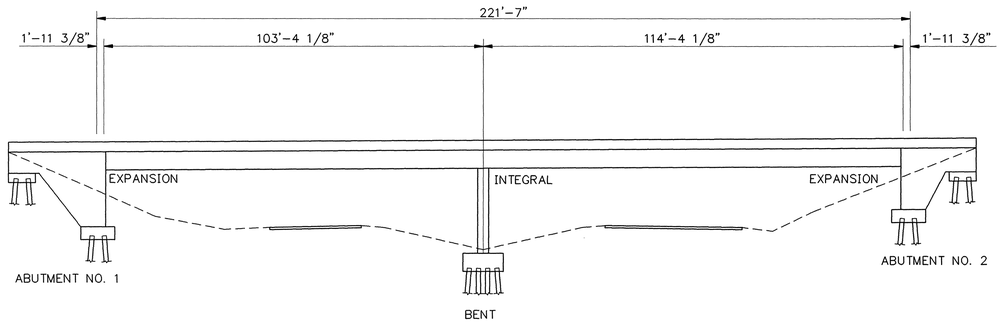
M-31-78

MICROFILMED

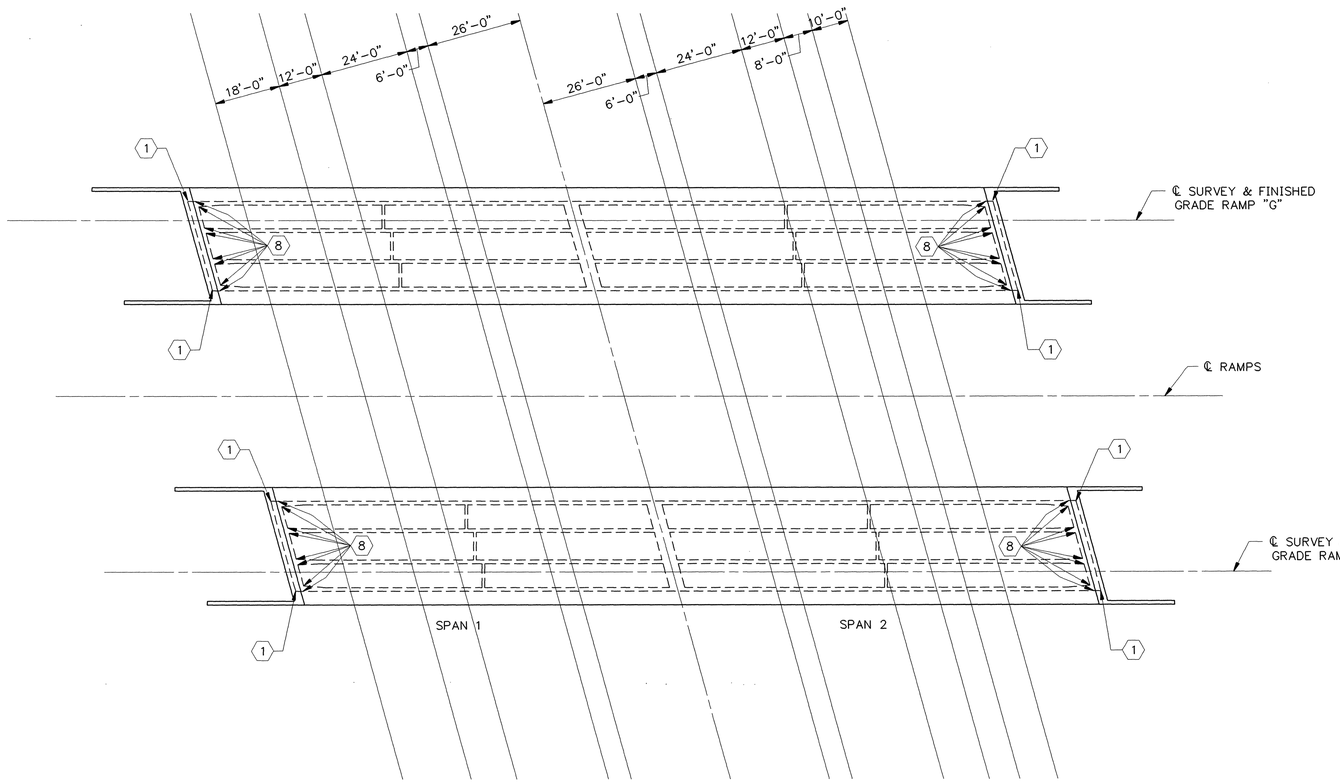
PROJECT NO.	YEAR	SHEET NO.
23002-4522-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION
SCALE: 1" = 20'



PLAN
SCALE: 1" = 20'

LIST OF REFERENCE DRAWINGS ⓓ

DWG. NO.	LAST REV. DATE	DRAWING
M-31-78	9-4-75	SUPERSTRUCTURE
M-31-79	1-29-76	SUPERSTRUCTURE DETAILS
M-31-79A	1975	SUPERSTRUCTURE DETAILS
M-31-80	1975	ABUTMENT NO. 1
M-31-81	1975	ABUTMENT NO. 1 DETAILS
M-31-81A	1975	ABUTMENT NO. 1 DETAILS
M-31-82	1975	ABUTMENT NO. 2
M-31-83	1975	ABUTMENT NO. 2 DETAILS
M-31-83A	1975	ABUTMENT NO. 2 DETAILS

ⓓ ALL REFERENCE DRAWINGS TO BE PRINTED WITH THE PLANS

LIST OF SPECIAL PROVISIONS

DWG. NO.	LAST REV. DATE	DRAWING
105A	**	APPROVAL OF SHOP DRAWINGS

** DENOTES CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS

LIST OF DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
BR-30-80		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-81		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-82		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-83		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-84		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-85		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-86		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-86A		LAYOUT OF BRIDGE TO BE REPAIRED
BR-30-87		ESTIMATED QUANTITIES AND GENERAL NOTES
BR-30-88		BRIDGE REPAIR DETAILS
BR-30-89		BRIDGE REPAIR DETAILS
BR-30-90		BRIDGE REPAIR DETAILS
BR-30-91		BRIDGE REPAIR DETAILS
BR-30-92		BRIDGE REPAIR DETAILS
BR-30-93		BRIDGE REPAIR DETAILS
BR-30-94		BRIDGE REPAIR DETAILS
BR-30-95		BRIDGE REPAIR DETAILS

SCOPE OF WORK

PROVIDE WIRE ROPE SEISMIC RESTRAINTS AT ABUTMENTS (TYPE 8). REFER TO LEGEND AND PLAN VIEW FOR DESCRIPTION AND LOCATION.

PROVIDE LATERAL SEISMIC RESTRAINTS AT ABUTMENTS. REFER TO LEGEND AND PLAN VIEW FOR DESCRIPTION AND LOCATION.

PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION. FOR NOTES AND DETAILS, SEE SHEET NO. 4.

LEGEND

(1) DESIGNATES THE LOCATION OF LATERAL SEISMIC RESTRAINTS (TYPE 1). FOR NOTES AND DETAILS, SEE DWG. NO. BR-30-92.

(8) DESIGNATES THE LOCATIONS OF WIRE ROPE SEISMIC RESTRAINTS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-30-90 & BR-30-91.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED

RAMPS "G" & "H" OVER
INTERSTATE 155 & STATE ROUTE 3
BRIDGE NO. 23-3-12.49 L & R
DYER COUNTY

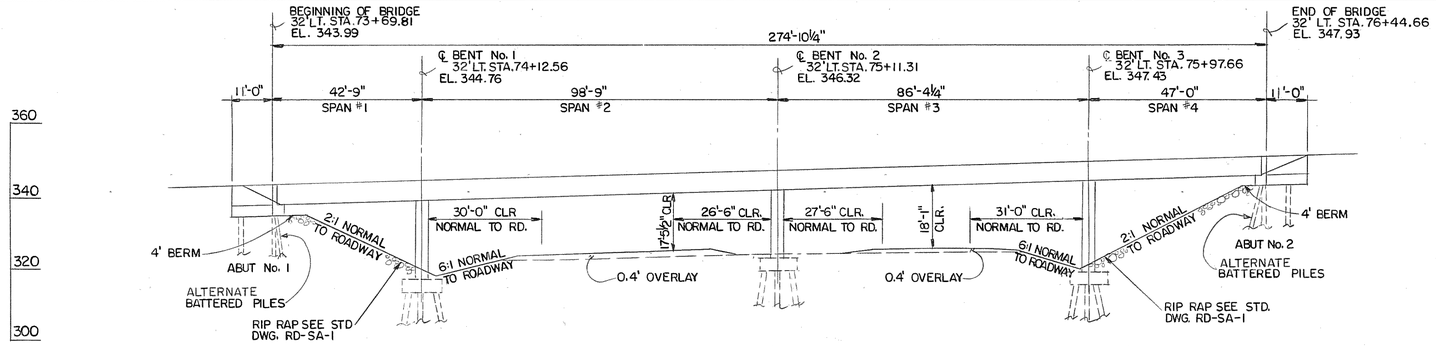
1997

TERRY L. JOHNSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 23114
STATE OF TENNESSEE
10/29/97

DESIGNED BY A.J. KHAIRI DATE NOVEMBER 1997
DRAWN BY A.J. KHAIRI DATE NOVEMBER 1997
SUPERVISED BY T. JOHNSON DATE NOVEMBER 1997
CHECKED BY T. JOHNSON DATE NOVEMBER 1997

WRF DY-11A K:\1993\931961 36x22 1=1 10/24/97 11:02 a.m.

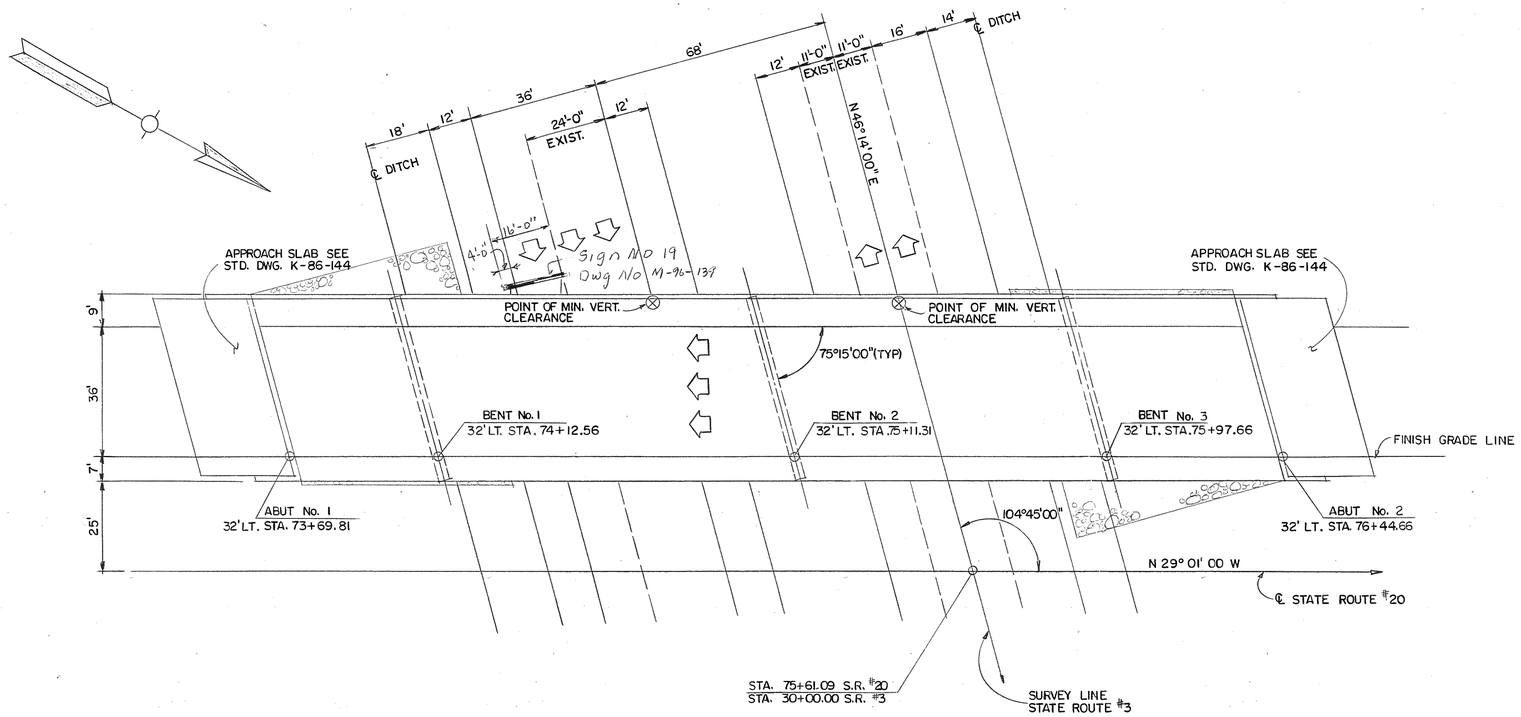
BR-30-86A



ELEVATION

1"= 20'

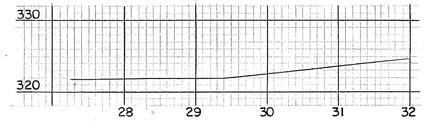
NOTE: MACHINED RIP-RAP FOR SLOPE PROTECTION SHALL BE 3" TO 6" IN SIZE AND MEET THE QUALITY REQUIREMENTS OF SUBSECTION 918-10 AND BE PAID FOR UNDER ITEM 709-05.04 SEE STANDARD DRAWING RD-SA-1.

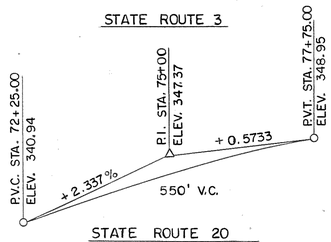


PLAN

1"= 20'

NOTE: ALL SUBSTRUCTURES ARE PARALLEL TO SURVEY ℄ OF STATE ROUTE #3.





FINISHED GRADE SKETCHES

CONST. No. 23083-3210-14

PROJECT NO.	YEAR	SHEET NO.
F-115-(12)	1983	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

	DWG. No	LAST REV. DATE
LAYOUT OF BRIDGE	M-117-108	
FOUNDATION DATA	M-117-109	
GENERAL NOTES & ESTIMATED QUANTITIES	M-117-110	
SUPERSTRUCTURE DETAILS	M-117-111	
SUPERSTRUCTURE DETAILS	M-117-112	
PRESTRESSED BEAM DETAILS	M-117-113	
PRESTRESSED BEAM DETAILS	M-117-114	
SUPERSTRUCTURE DETAILS AT ABUTMENTS	M-117-115	
ABUTMENT DETAILS	M-117-116	
BENT DETAILS	M-117-117	
BENT DETAILS	M-117-118	
BILL OF STEEL	M-117-119	

LIST OF STANDARD DRAWINGS

STANDARD PILE DETAILS	H-5-111	11-12-82
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	K-80-14	8-27-76
TENN. STD. PRECAST PRESTRESSED BRIDGE DECK PANELS	M-103-149 & M-103-150	7-7-82 7-7-82
MISC. ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	7-17-81
BRIDGE RAILING CONCRETE PARAPET	M-28-1	7-17-81
SAFETY APPROACH TO UNDERPASSES, GRADING DESIGN & SLOPE PROTECTION	RD-SA-1	1-11-82

LIST OF SPECIAL PROVISIONS

	S.P. No.	
REGARDING EPOXY COATED REINFORCING STEEL	907A	9-8-81
REGARDING APPROVAL OF SHOP DWGS	105A	9-8-81

J. DOUGLAS MOORE
REGISTERED ENGINEER
No. 11012
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE
BRIDGE NO. 4A
STATE ROUTE 20 (NL) OVER
STATE ROUTE 3 AT STA. 75+61.09
DYER COUNTY
1983

DESIGNED BY DSB DATE
DRAWN BY TAP DATE
SUPERVISED BY JDM DATE
CHECKED BY ALE DATE

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

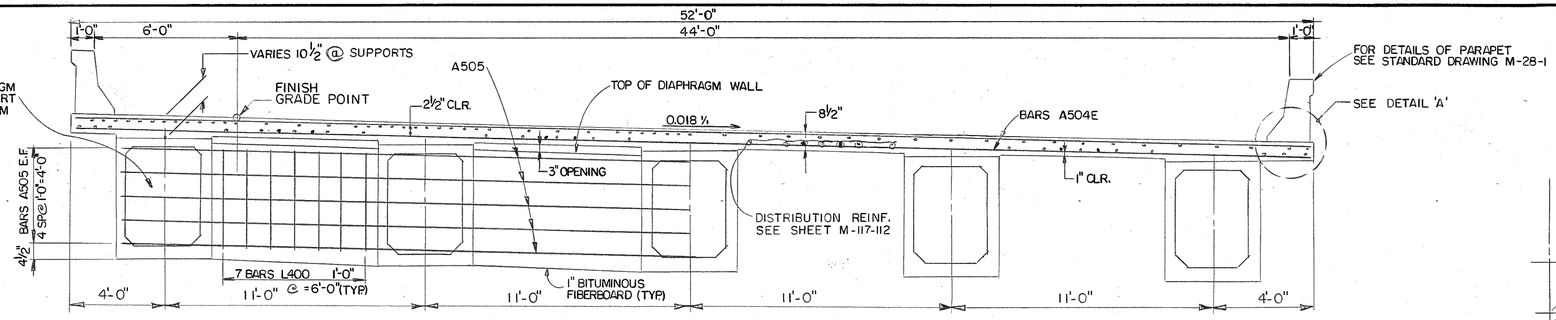
M-117-108

CONST. No. 23083-3210-14

PROJECT NO.	YEAR	SHEET NO.
F-115-(12)	1983	

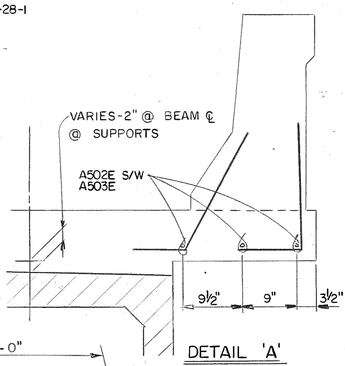
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

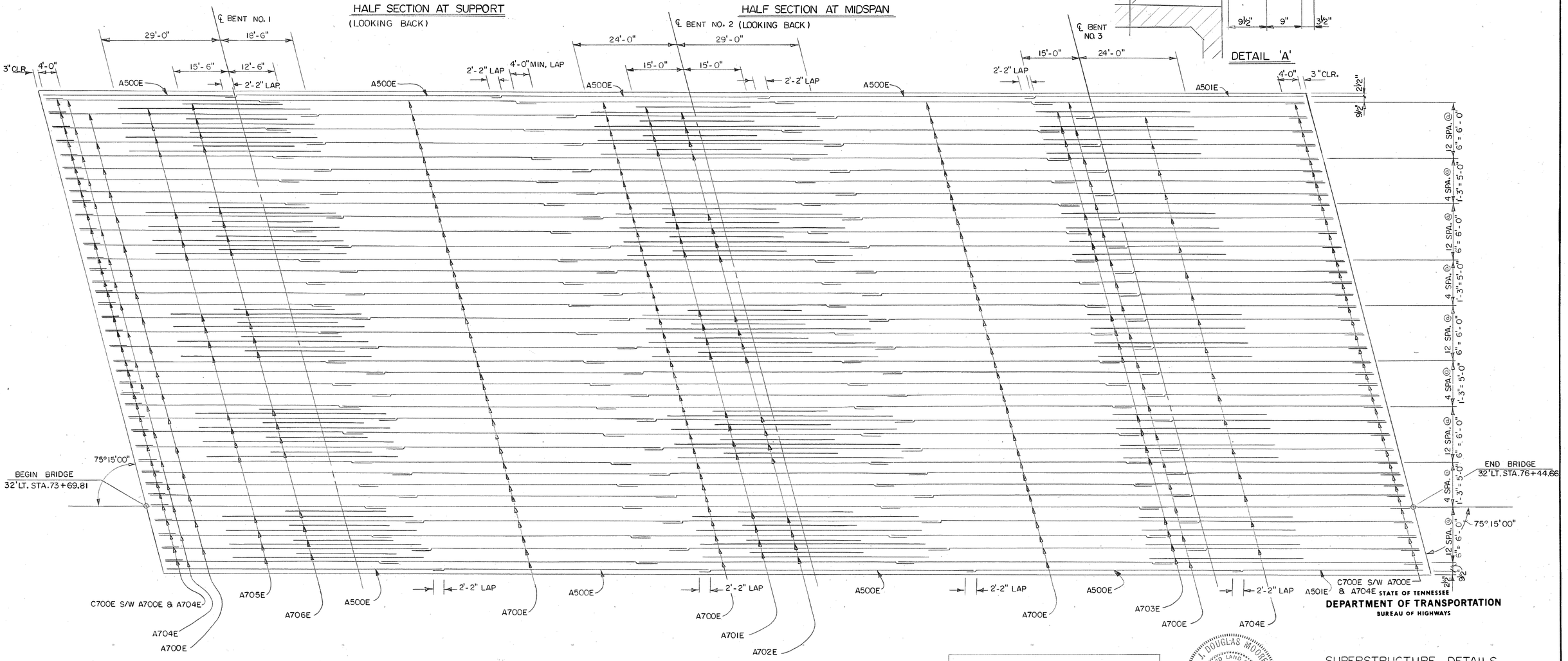


HALF SECTION AT SUPPORT
(LOOKING BACK)

HALF SECTION AT MIDSPAN



DETAIL 'A'



PLAN MAIN REINFORCEMENT
TOP OF SLAB

ESTIMATED QUANTITIES		
CLASS 'A' CONCRETE C.Y.	REINFORCING STEEL LBS.	EPOXY COATED REINFORCING STEEL LBS.
428.2	4,501	93,286

DESIGNED BY RSB DATE
DRAWN BY SLN ITAR DATE
SUPERVISED BY JDM DATE
CHECKED BY PLE DATE

J. DOUGLAS MOORE
REGISTERED LAND SURVEYOR
TENNESSEE NO. 707

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

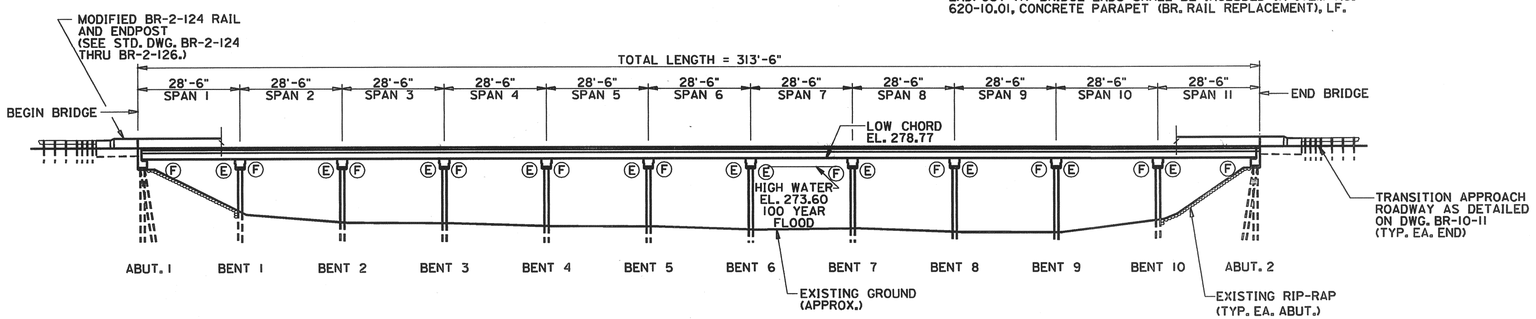
SUPERSTRUCTURE DETAILS
BRIDGE NO. 4A
STATE ROUTE 20 (M) OVER
STATE ROUTE 3 AT STA. 75+61.09
DYER COUNTY
1983

M-117-111

NOTE: THE COST OF REMOVING AND DISPOSING OF DEBRIS BENEATH BRIDGE SHALL BE INCLUDED UNDER ITEMS BID ON.

DIRECTION OF ROUTE

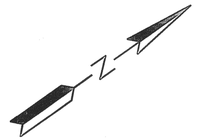
NOTE: THE COST OF EXISTING CONCRETE CURB REMOVAL, NEW CLASS "A" CONCRETE, NEW EPOXY COATED REINFORCING STEEL, FORMING, EXISTING BRIDGE RAIL REMOVAL, BLASTCLEANING, DRILLING, CONCRETE GROUTS, TEXTURE COATING, EXCAVATION, BACKFILLING, LABOR AND ALL MISCELLANEOUS MATERIALS NECESSARY TO BUILD THE NEW CONCRETE PARAPET WITH NEW 10'-2" CONCRETE ENDPOST AT BRIDGE ENDS SHALL BE INCLUDED IN ITEM NO. 620-10.01, CONCRETE PARAPET (BR. RAIL REPLACEMENT), LF.

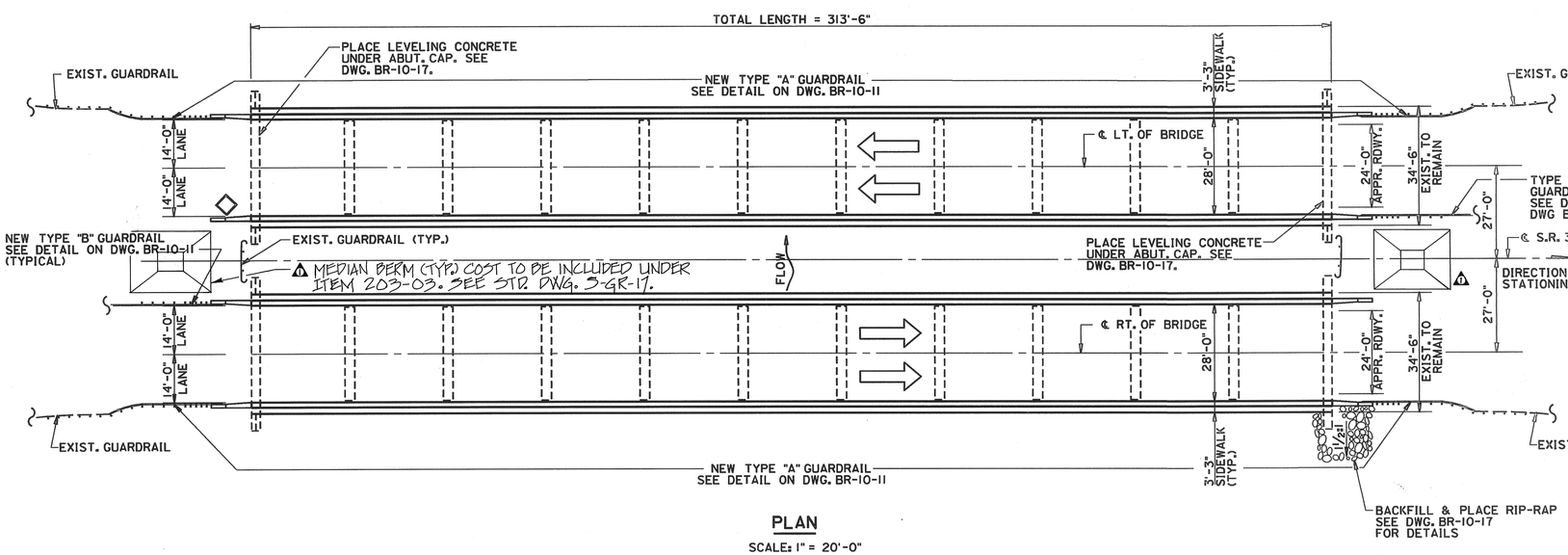


ELEVATION

SCALE: 1" = 20'-0"

◇ NOTE: GUARDRAIL ATTACHMENT TO EXISTING BRIDGE RAIL SHALL BE INSTALLED PRIOR TO TRAFFIC BEING DETOURED ON SOUTH BOUND LANES. ALL EQUIPMENT, MATERIALS & LABOR REQUIRED FOR COMPLETE INSTALLATION OF THE GUARDRAIL ATTACHMENT AND COMPLETE REMOVAL OF GUARDRAIL WHEN TRAFFIC IS DIVERTED TO NORTH BOUND LANES TO BE INCLUDED UNDER ITEM 705-10.23, GUARDRAIL ATTACHMENT TO BRIDGERAIL POST, LF. SEE DWG. BR-10-11 FOR DETAILS.





PLAN

SCALE: 1" = 20'-0"

LEGEND:

Ⓔ DENOTES EXPANSION END

Ⓕ DENOTES FIXED END

◇ TEMPORARY GUARDRAIL ATTACHMENT

PROJECT NO.	YEAR	SHEET NO.
23002-4518-04	1993	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
⚠	10-11-93	rch	ADDED MEDIAN BERMS & REVISION DATES

GENERAL SCOPE OF WORK

BUILD MEDIAN CROSSOVER NORTH OF BRIDGE. PLACE TEMPORARY GUARDRAIL ATTACHMENTS.

SHIFT TRAFFIC ONTO ONE BRIDGE AND PROVIDE TRAFFIC CONTROL AS SHOWN ON SHEETS 4 AND 5.

REPAIR THE SURFACE OF BEAMS AS DETAILED ON DWG. BR-10-13 (SEE DWG. BR-10-13 FOR LOCATIONS)

REMOVE AND REPOUR BEAM ENDS AS DETAILED ON DWG. BR-10-14 (SEE DWG. BR-10-13 FOR LOCATIONS).

PLACE STEEL BEAM SUPPORTS ON BEAMS AS DETAILED ON DWG. BR-10-14 (SEE DWG. BR-10-13 FOR LOCATIONS)

REPAIR SURFACE OF DIAPHRAGMS AS DETAILED ON DWG. BR-10-13.

REPAIR THE OVERHANGS AS DETAILED ON DWG. BR-10-14.

REPAIR THE SURFACE OF BENTS IN ACCORDANCE WITH DETAILS ON DWG. BR-10-16.

REPAIR THE SURFACE OF PILES IN ACCORDANCE WITH DETAILS ON DWG. BR-10-16.

REMOVE AND REPOUR THE ENDS OF BENT CAPS AS DETAILED ON DWG. BR-10-16.

INSTALL SEISMIC RESTRAINING BARS AS DETAILED ON DWG. BR-10-17A.

PLACE FOUNDATION LEVELING CONCRETE ABUTMENTS 1 AND 2 ON LEFT AND RIGHT BRIDGES AS DETAILED ON DWG. BR-10-17.

PERFORM FULL AND PARTIAL DEPTH DECK REPAIRS AS REQUIRED. SEE DETAIL ON DWG. BR-10-12.

PLACE ENDPOSTS AND NEW BARRIER RAIL FULL LENGTH OF BRIDGE IN ACCORDANCE WITH STD. DWG. BR-2-124 THRU BR-2-126.

CLEAN AND SEAL ALL TRANSVERSE JOINTS AS SHOWN IN DETAIL ON DWG. BR-10-17.

REMOVE ASPHALT OVERLAY AND PLACE A MEMBRANE SEALANT SYSTEM AS DETAILED ON DWG. BR-10-11.

PLACE A PAVEMENT TRANSITION AT BRIDGE ENDS AS DETAILED ON DWG. BR-10-11.

PLACE APPROACH GUARDRAILS AT EACH CORNER OF BRIDGE IN ACCORDANCE WITH DETAILS ON DWG. BR-10-11.

REMOVE ALL DRIFT.

AFTER ALL BRIDGE WORK IS COMPLETED, REMOVE MATERIALS PLACED IN MEDIAN FOR CROSSOVERS. MATERIALS SHALL BE DISPOSED OF OFF SITE.

⚠ PLACE MEDIAN BERMS IN ACCORDANCE WITH STD. DWG. S-GR-17.

⚠ LIST OF BRIDGE DRAWINGS

DWG. NO.	DATE OF LAST REV.	TITLE
BR-10- 9	10-11-93	LAYOUT OF BRIDGE NO. 2
BR-10-10	10-11-93	ESTIMATED QUANTITIES
BR-10-11	10-11-93	GENERAL NOTES
BR-10-12	10-11-93	TYPICAL SECTION
BR-10-13		SUPERSTRUCTURE REPAIR DETAILS - SHEET 1 OF 2
BR-10-14		SUPERSTRUCTURE REPAIR DETAILS - SHEET 2 OF 2
BR-10-15		SUBSTRUCTURE REPAIR DETAILS - SHEET 1 OF 2
BR-10-16		SUBSTRUCTURE REPAIR DETAILS - SHEET 2 OF 2
BR-10-17		MISCELLANEOUS REPAIR DETAILS
BR-10-17A		SEISMIC RETROFIT DETAILS

FOR HYDRAULIC DATA SEE LAYOUT OF BRIDGE NO. 1

LIST OF STANDARD DRAWINGS

DWG. NO.	DATE OF LAST REV.	TITLE
BR-2-124 THRU BR-2-126	11-16-92	DETAILS SHOWING REPLACEMENT OF EXISTING BRIDGERAIL SYSTEM WITH NEW JERSEY SHAPE CONCRETE PARAPET AND NEW 10'-2" ENDPOST - 1988
STD-9-1	9-01-91	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-12-1	9-01-91	GUARDRAIL ATTACHMENT AND TRANSITION DETAILS - 1987

LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

DWG. NO.	DATE OF LAST REV.	TITLE
H-3-114		LAYOUT OF BRIDGES FOR OVERFLOW - 1959
F-10-112		BENT AND ABUTMENT PILE BENT TYPE
F-10-113		CONCRETE BRIDGE DECK GIRDER TYPE
E-12-105	7-20-62	CONCRETE HANDRAIL - RAIL TYPE

HARLAND BARTHOLOMEW & ASSOCIATES, INC.
MEMPHIS, TENNESSEE

DESIGNED BY T.L. DAWSON DATE 8-93
DRAWN BY R. C. HANDY DATE 8-93
SUPERVISED BY C.H. BRYANT DATE 8-93
CHECKED BY M.E. MCGUIRE DATE 8-93

DGN FILE NAME = 6104277



21 SEP 93

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE REPAIR DETAILS
LAYOUT OF BRIDGE NO. 2

S.R. 3 OVER
S. FORK FORKED DEER RIVER OVERFLOW

BRIDGE ID. NO. 23-SR3-0.44 L & R

DYER COUNTY
1993

BR-10-9