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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

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-20(94)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Jill Stanko
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SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN2
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2

YEAR	PROJECT NO.	SHEET NO.
2026	NH/HSIP-20(94)	ROADWAY-SIGN2

REV. 10/30/26
ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

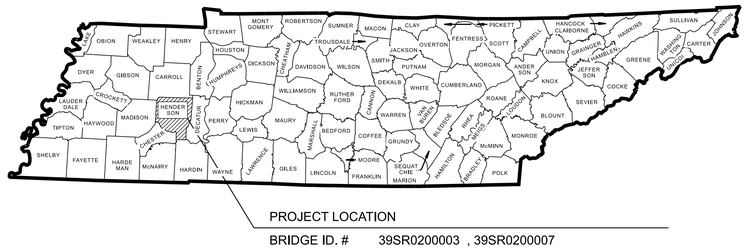
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH/HSIP-20(94)	
STATE PROJ. NO.	39S020-F3-006	
STATE PROJ. NO.	39S020-F8-006	
STATE PROJ. NO.	39S020-M3-006	

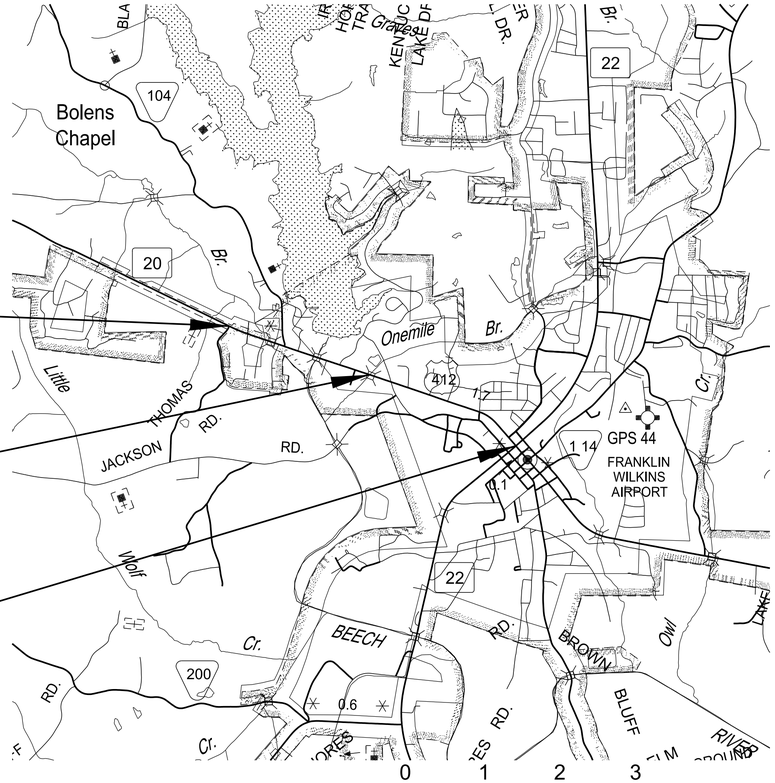
HENDERSON COUNTY

STATE ROUTE 20
FROM THOMAS ROAD
TO STATE ROUTE 22

RESURFACE, SAFETY, & BRIDGE REPAIR
MILL, 411D, CURB RAMPS, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 20 F.A.H.S. NO. 412







NO EXCLUSIONS

39S020-F3-006
39S020-F8-006
BEGIN PROJECT NO. NH/HSIP-20(94) RESURFACE & SAFETY
THOMAS ROAD (L.M. 10.72)

BRIDGE REPAIR PROJECT NO. 39S020-M3-006
SR-20 @ L.M. 11.78 ID #39SR0200007

39S020-F3-006
39S020-F8-006
END PROJECT NO. NH/HSIP-20(94) RESURFACE & SAFETY
STATE ROUTE 22 (L.M. 12.83)

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.

PROJECT LENGTH 2.11 MILES
TOTAL LANE MILES RESURFACED 10.55 MILES

TRAFFIC COUNTER & WEATHER STATIONS	
IDENTIFICATION	LOG MILE
TC STATION 21	11.763

TRAFFIC DATA	
ADT (2027)	15,350
POSTED SPEED L.M. 10.72 - L.M. 12.83	40 MPH

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121794
STATE OF TENNESSEE
09/09/2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER
DATE:
APPROVED:
WILL REID, COMMISSIONER

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. 137128.00

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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
SIGNATURE SHEET	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
DETAIL SHEETS	2G–2G7
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE REPAIR PLANS	B-1

NO UTILITY SHEETS ARE INCLUDED IN THIS PLAN SET.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
10-107.00 MULTIMODAL		
CR-GN-1	04-30-26	GENERAL NOTES CURB RAMPS
CR-GN-2	04-30-26	CURB RAMP NUMBERING
CR-DWS-1	04-30-26	DETECTABLE WARNING SURFACE DETAIL
CR-GTL-1	04-30-26	GUTTER TRANSITION LAYOUT
CR-GTL-2	04-30-26	GUTTER TRANSITION LAYOUT
CR-20	04-30-26	PARALLEL CURB RAMP 5 – FT SIDEWALK
CR-40	04-30-26	MONO-DIRECTIONAL CURB RAMP SINGLE CROSSINGS
MM-SW-1	04-30-26	DETAILS FOR CONCRETE SIDEWALKS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-201.00 SIGNALS		
T-SG-2	12-18-25	WOOD POLE DETAILS FOR SPAN MOUNTED SIGNALS
T-SG-3	12-18-25	INDUCTIVE LOOPS DETECTION DETAILS
T-SG-3A	12-18-25	INDUCTIVE LOOP DETECTION DETAILS AND NOTES
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-4A	01-24-25	STANDARD UNSIGNALIZED MID-BLOCK CROSSING
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-22		ONE LANE CLOSURE DETAIL FOR UNDIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-26-25	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	1A

REV. 10/30/26
ADDED ROADWAY-SIGN2 TO INDEX.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COMMISSIONER
No. 121754
STATE OF TENNESSEE
10/30/2026

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 39S020-F8-008	QUANTITY 39S020-F3-006	TOTAL QUANTITY
(1)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	2890		2890
(2)	202-08.15	REMOVAL OF CURB AND GUTTER (ALL TYPES)	L.F.	161		161
	203-06	WATER	M.G.	7		7
(3)	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	2.5		2.5
	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	840		840
(4)	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	857		857
(5)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	117		117
(6)	403-02.01	TRACKLESS TACK COAT	TON	37		37
(7)(8)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	5521		5521
(9)(10)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	12		12
(7)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	5357		5357
(11)(12)	611-03.04	GRAY IRON CASTINGS (CATCHBASIN)	LB.		15250	15250
(2)(13)	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	167		167
(2)(13)	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	700		700
(2)	701-02.06	DETECTABLE WARNING SURFACE (REHABILITATION)	S.F.	23		23
(2)	702-01	CONCRETE CURB	C.Y.	3		3
(2)	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	4		4
(14)	712-01	TRAFFIC CONTROL	LS	1		1
(15)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	300		300
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	25		25
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	275		275
(16)(17)	712-06	SIGNS (CONSTRUCTION)	S.F.	1010		1010
	712-08.03	ARROW BOARD (TYPE C)	EACH	2		2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	325		325
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	260	50	310
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	585		585
(18)(19)	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	675		675
(18)(19)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	25	11	36
(18)(19)(20)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	535		535
(18)(19)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	49		49
(18)(19)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		78	78
(18)(19)	716-03.06	PLASTIC WORD PAVEMENT MARKING (SIGNAL AHEAD)	EACH	17		17
	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	21		21
(20)(21)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	435		435
(21)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	12		12
(18)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	12		12
(18)(19)	716-12.06	ENHANCED FLAT LINE THERMO (8IN LINE)	L.F.	841		841
	717-01	MOBILIZATION	LS	1		1
(22)	730-12.01	CONDUIT 1" DIAMETER (PVC SCHEDULE 40)	L.F.	50		50
(22)	730-14.01	SHIELDED DETECTOR CABLE	L.F.	50		50
(22)	730-14.02	SAW SLOT	L.F.	3008		3008
(22)	730-14.03	LOOP WIRE	L.F.	7776		7776

NOTE: THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.

FOOTNOTES

(1) TO BE USED FOR ASPHALT REPAIR ONLY. INCLUDES 1862 S.Y. FOR FULL-DEPTH ASPHALT REPAIR AND 1028 S.Y. FOR PARTIAL-DEPTH ASPHALT REPAIR.
(2) SEE SHEETS 2G THROUGH 2G7 FOR DETAILS.
(3) TO BE USED ON AN AS NEEDED BASIS FOR CATCH BASIN MAINTENANCE.
(4) TO BE USED FOR FULL-DEPTH ASPHALT REPAIR ONLY.
(5) TO BE USED FOR PARTIAL-DEPTH ASPHALT REPAIR ONLY.
(6) INCLUDES 7 TONS FOR EXTRA WIDTH PAVING.
(7) INCLUDES 500 TONS FOR EXTRA WIDTH PAVING.
(8) INCLUDES 100 TONS FOR SPOT LEVELING.
(9) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(10) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
(11) SEE CATCH BASIN TABULATION ON SHEET 2F.
(12) COST TO INCLUDE REMOVAL OF EXISTING GRATE AND REPLACEMENT WITH BICYCLE FRIENDLY GRATES WHERE APPLICABLE, INCLUDING MATERIAL, PARTS, LABOR EQUIPMENT, MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR REMOVAL AND INSTALLATION. THE CONTRACTOR SHALL VERIFY GRATE DIMENSIONS IN THE FIELD. SEE CATCHBASIN LOCATIONS ON SHEET 2F.
(13) SEE SHEET 2F FOR CURB RAMP TABULATION.
(14) 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.
(15) TO BE USED FOR TRANSITION TAPERS.
(16) 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).
(17) SEE TRAFFIC CONTROL TABULATION ON SHEET 2F.
(18) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(19) 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.
(20) ALL STOP BARS ON SIDE STREETS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
(21) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
(22) SEE SIGNALIZATION TABULATION ON SHEET 2F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	2

REV. 10/30/26
REVISED ITEM NUMBER 611-03.04

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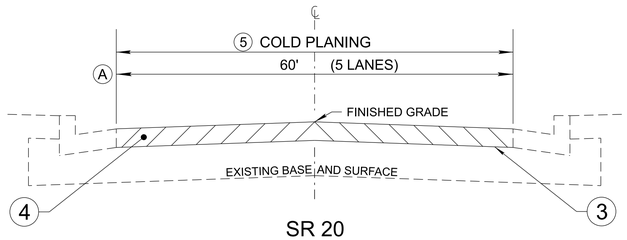
JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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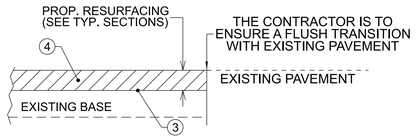
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	2B



SR 20

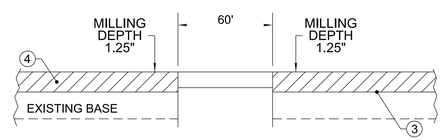
(A) FROM: L.M. 10.72 TO L.M. 12.83

PAVEMENT DETAIL



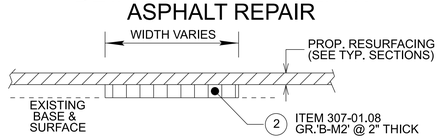
AT PROJECT LIMITS L.M. 10.72 & L.M. 12.83
(NOT TO SCALE)

BRIDGE END PAVEMENT DETAIL



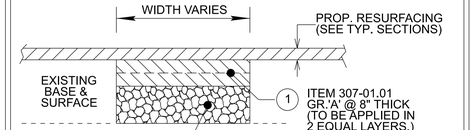
AT BOTH ENDS OF BRIDGE # 39SR0200007
(NOT TO SCALE)

DETAIL OF PARTIAL-DEPTH ASPHALT REPAIR



(NOT TO SCALE)

FULL-DEPTH REPAIR DETAIL



(NOT TO SCALE)

PROPOSED PAVEMENT SCHEDULE

(1) BITUMINOUS COURSE (BLACK BASE) @ 8.00"± THICK (APPROX. 920.0 LBS./S.Y.)

ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"
(TO BE USED FOR FULL-DEPTH ASPHALT REPAIR ONLY)

(2) BITUMINOUS COURSE (BINDER) @ 2.00"± THICK (APPROX. 226.0 LBS./S.Y.)

ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"
(TO BE USED FOR PARTIAL-DEPTH ASPHALT REPAIR ONLY)

(3) TRACKLESS TACK COAT

ITEM 403-02.01 TRACKLESS TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD

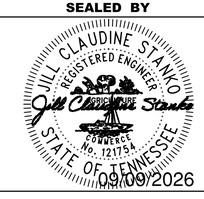
(4) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132 LBS./S.Y.)

ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"

(5) COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)

ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

SEALED BY



NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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GENERAL NOTES

GRADING

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

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

GUARDRAIL

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

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

MISCELLANEOUS

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

(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.

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

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

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

SIGNING

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

SIGNALIZATION

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

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

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

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

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

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	2C

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	2D

SPECIAL NOTES

PAVEMENT

RESURFACING

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

COLD PLANING

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

(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.

(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.

MULTIMODAL

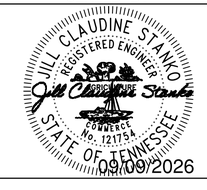
(1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL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

MISCELLANEOUS

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	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, 411D, SNOWPLOWABLE RAISED PAVEMENT MARKERS, CURB RAMPS, CATCH BASINS, AND PAVEMENT MARKINGS.

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.

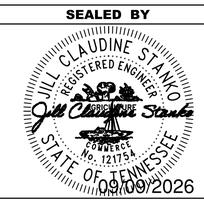
(37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. 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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09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	2E1

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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

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

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

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

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

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

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

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

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

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 3 MILES	48" x 24"	8	2	16
G20-2	END ROAD WORK	48" x 24"	8	17	136
R3-7L	LEFT LANE MUST TURN LEFT	48" x 48"	16	2	32
R9-9	SIDEWALK CLOSED	24" x 12"	16	2	32
R9-10	SIDEWALK CLOSED, USE OTHER SIDE	24" x 12"	16	2	32
R9-11	SIDEWALK CLOSED AHEAD, CROSS HERE	24" x 18"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48" x 48"	16	2	32
W4-2R	RIGHT LANE ENDS SYMBOL	48" x 48"	16	2	32
W8-11	UNEVEN LANES	48" x 48"	16	6	96
W8-15	GROOVED PAVEMENT	48" x 48"	16	6	96
W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	6	30
W11-2	PEDESTRIAN CROSSING	36" x 36"	9	4	36
W16-7P	DIAGONAL DOWNWARD-POINTING ARROW	21" x 15"	2	2	4
W16-9P	AHEAD	24" x 12"	2	2	4
W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48" x 48"	16	2	32
W20-1	ROAD WORK 500 FT	48" x 48"	16	2	32
W20-1	ROAD WORK AHEAD	48" x 48"	16	15	240
W20-5L	LEFT LANE CLOSED 1000 FT	48" x 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1000 FT	48" x 48"	16	2	32
NOTE: THIS REPRESENTS THE MINIMUM CONSTRUCTION SIGNING NEEDED, ADDITIONAL SIGNING DURING DIFFERENT PHASES MAY BE REQUIRED UNDER THE DIRECTION OF THE ENGINEER.				TOTAL	1010

CATCH BASINS TABULATION

LOG MILE	DIR	LEFT	RIGHT	GRAY IRON CASTINGS (CATCH BASIN) 611-03.04
10.945	EB		X	250
10.950	EB	X		250
11.016	EB		X	250
11.022	EB	X		250
11.086	EB		X	250
11.092	EB	X		250
11.106	EB		X	250
11.136	EB		X	250
11.162	EB	X		250
11.360	EB	X	X	500
11.367	EB	X	X	500
11.400	EB	X	X	500
11.405	EB	X	X	500
11.461	EB	X	X	500
11.510	EB	X	X	500
11.839	EB	X	X	500
11.847	EB	X	X	500
11.896	EB	X	X	500
11.898	EB	X	X	500
11.964	EB	X	X	500
			TOTAL	SEE CONT.

CATCH BASINS TABULATION (CONT.)

LOG MILE	DIR	LEFT	RIGHT	GRAY IRON CASTINGS (CATCH BASIN) 611-03.04
11.966	EB	X	X	500
12.024	EB	X	X	500
12.028	EB	X	X	500
12.134	EB	X	X	500
12.149	EB	X	X	500
12.234	EB	X	X	500
12.283	EB	X	X	500
12.459	EB		X	250
12.464	EB	X		250
12.489	EB	X		250
12.494	EB	X		250
12.503	EB	X		250
12.506	EB	X		250
12.572	EB		X	250
12.577	EB	X		250
12.632	EB		X	250
12.638	EB	X		250
12.696	EB	X	X	500
12.700	EB	X	X	500
12.749	EB		X	250
12.756	EB	X		250
			TOTAL	15250

SIGNALIZATION TABULATION (RESURFACING)

INTERSECTION	LOOP WIRE (L.F.) 730-14.03	SAW SLOT (L.F.) 730-14.02	SHIELDED CABLE (L.F.) 730-14.01	1" CONDUIT (PVC) (L.F.) 730-12.01
SR-20 @ SR-104	1536	548	50	50
SR-20 @ RICHARD CROOK	1944	752		
SR-20 @ N. MAIN	1944	752		
SR-20 @ HOSPITAL	2352	956		
TOTAL	7776	3008	50	50

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
39SR0200003	11.100	OVER BRAZIL BRANCH	54'	PAVE WITH PLANS MIX/TREATMENT TYPE
39SR0200007	11.780	OVER ONE MILE BRANCH	60'	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)

CURB RAMP TABULATION

ROADWAY		LOCATION			RAMP TYPE	STANDARD DRAWING NUMBER	CONCRETE (RETROFIT) ITEM NO. 701-02.01 S.F.	DETECTABLE WARNING SURFACE (REHABILITATION) ITEM NO. 701-02.06 S.F.	CONCRETE SIDEWALK (4") ITEM NO. 701-01.01 S.F.	REMARKS
MAINLINE	INTERSECTING	LOG MILE (L.M.)	SIGNALIZED	QUADRANT						
SR-20 (W CHURCH ST)	THOMAS ROAD	10.80		SW	PARALLEL	CR-20	100		37	RETROFIT.
SR-20 (W CHURCH ST)	THOMAS ROAD	10.81		SE	PARALLEL	CR-20	100		38	RETROFIT.
SR-20 (W CHURCH ST)	SEAHORSE DRIVE	11.04		SW	MONO-DIRECTIONAL	CR-40	100		18	RETROFIT.
SR-20 (W CHURCH ST)	SEAHORSE DRIVE	11.05		SE	MONO-DIRECTIONAL	CR-40	100		16	RETROFIT.
SR-20 (W CHURCH ST)	NORTH MAIN STREET	11.93	X	NE	MONO-DIRECTIONAL	CR-40	100		20	RETROFIT.
SR-20 (W CHURCH ST)	SANDY DRIVE	12.05		NW	MONO-DIRECTIONAL	CR-40		10		EXISTING INFRASTRUCTURE TO REMAIN, RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
SR-20 (W CHURCH ST)	WILLOW COURT	12.20		NE	MONO-DIRECTIONAL	CR-40	100		20	RETROFIT.
SR-20 (W CHURCH ST)	FAMILY DOLLAR ENTRANCE	12.65		SW	MONO-DIRECTIONAL	CR-40	100		18	RETROFIT.
SR-20 (W CHURCH ST)	FAMILY DOLLAR ENTRANCE	12.66		SE	MONO-DIRECTIONAL	CR-40		13		EXISTING INFRASTRUCTURE TO REMAIN, RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE.
						TOTAL	700	23	167	

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko 120911 ENGINEER STATE OF TENNESSEE

09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

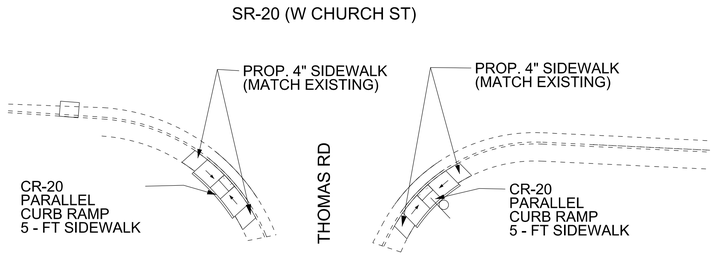
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G



NOTE:

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



SR-20 (WEST CHURCH STREET) AT THOMAS ROAD
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

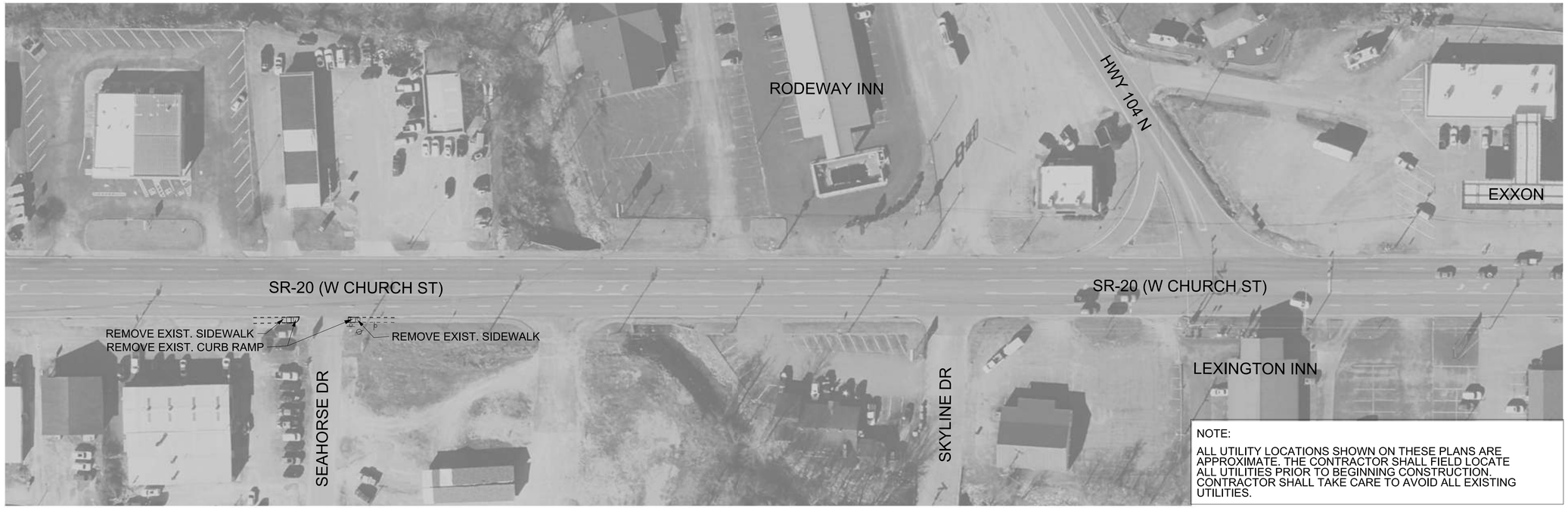
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 10.73 TO L.M. 10.99

SCALE: 1"= 50'

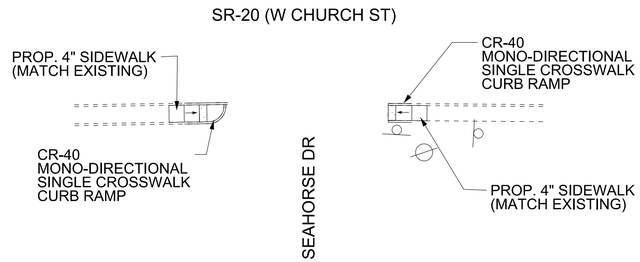
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G1



NOTE:

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SR-20 (WEST CHURCH STREET) AT SEAHORSE DRIVE
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 10.99 TO L.M. 11.25

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G2



NOTE:

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

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

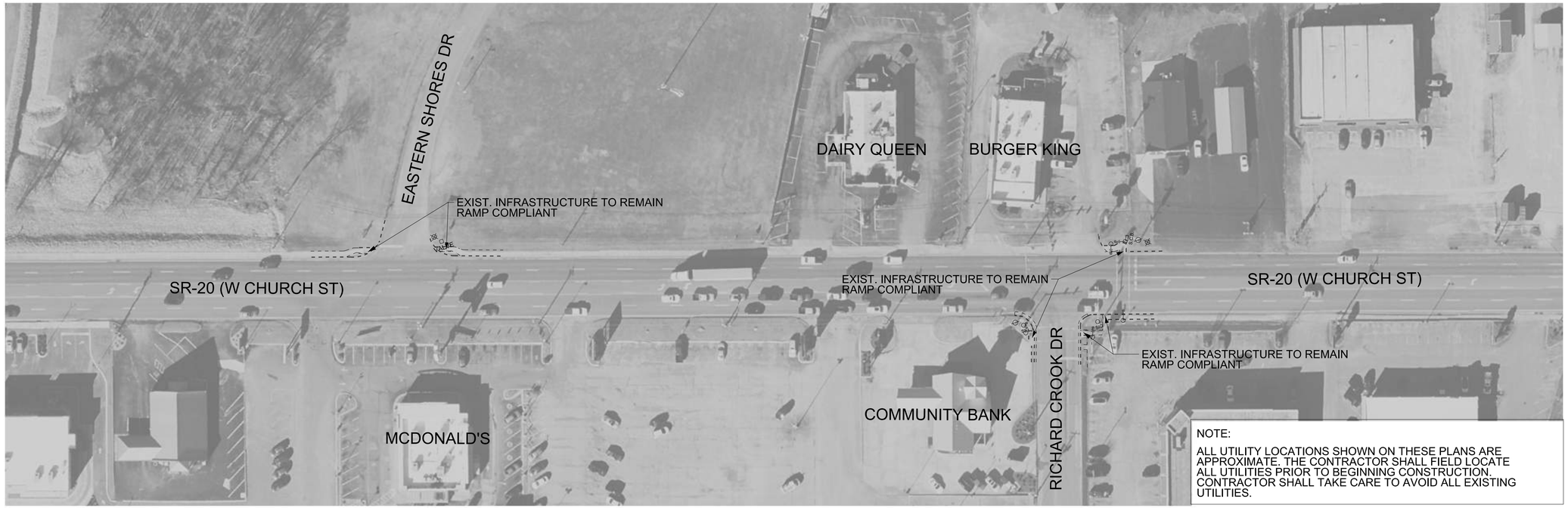
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 11.25 TO L.M. 11.51

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G3



NOTE:

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

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FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

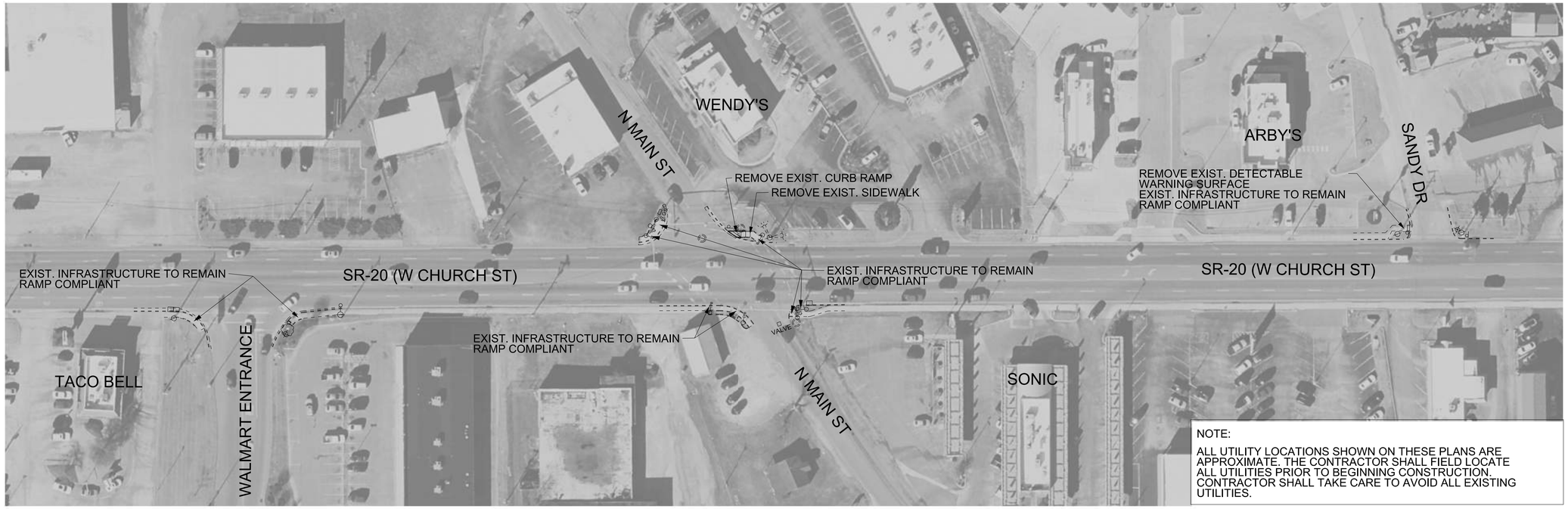
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 11.51 TO L.M. 11.76

SCALE: 1"= 50'

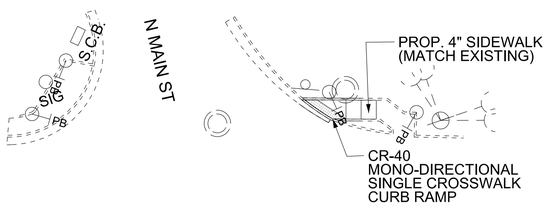
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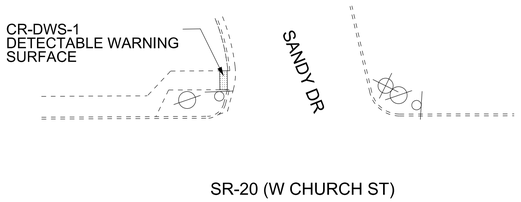
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RESURF.	2026	NH/HSIP-20(94)	2G4



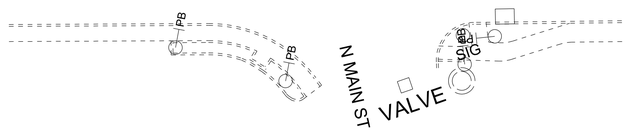
NOTE:

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





SR-20 (WEST CHURCH STREET) AT SANDY DRIVE
SCALE: 1"=20'



SR-20 (WEST CHURCH STREET) AT NORTH MAIN STREET
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

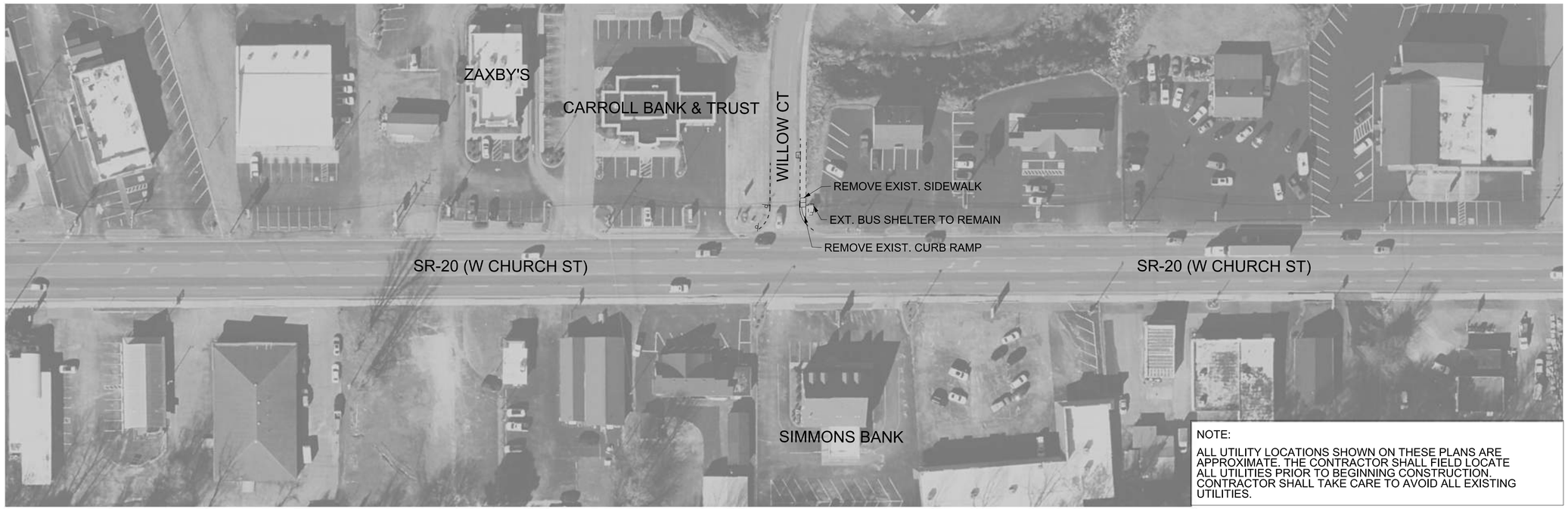
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 11.81 TO L.M. 12.07

SCALE: 1"= 50'

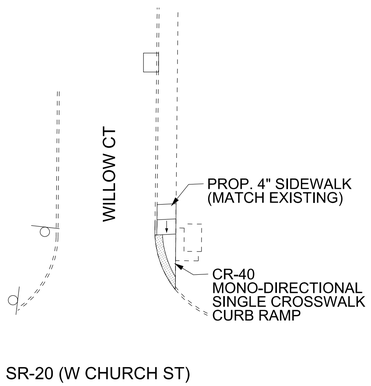
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G5



NOTE:

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SR-20 (WEST CHURCH STREET) AT WILLOW COURT
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

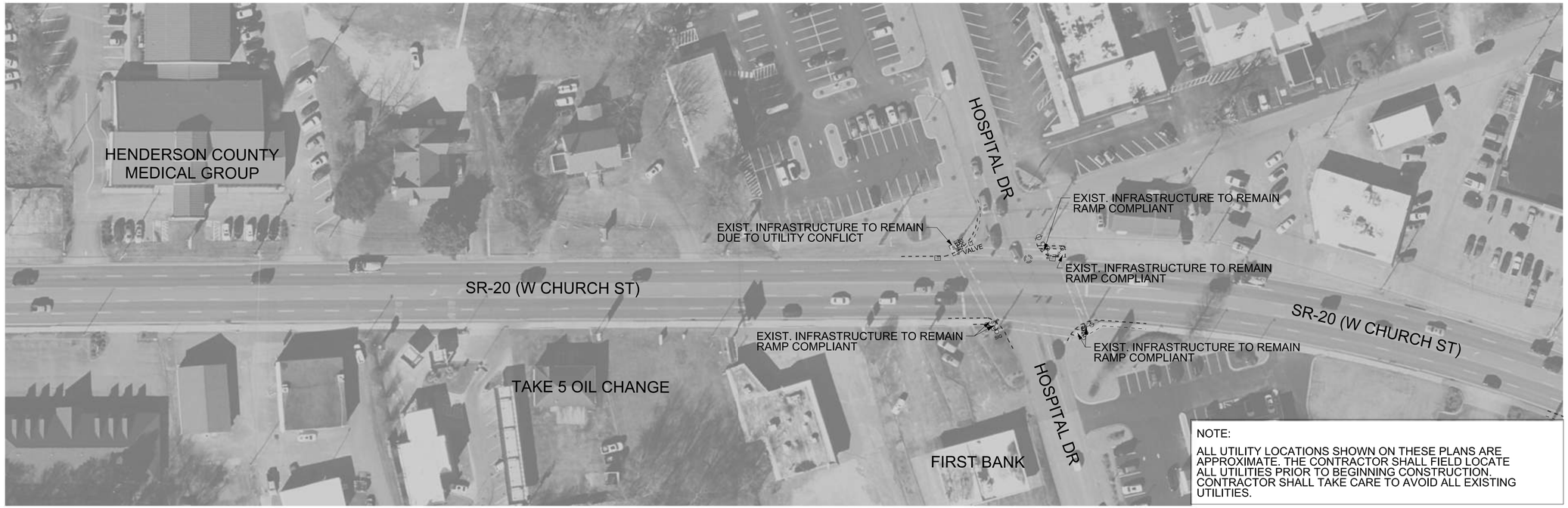
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 12.07 TO L.M. 12.33

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G6



N

NOTE:

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

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 12.38 TO L.M. 12.64

SCALE: 1"= 50'

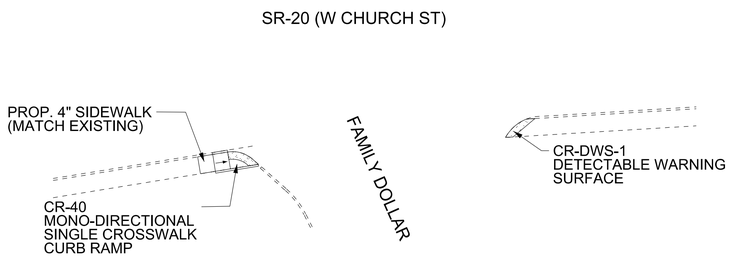
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH/HSIP-20(94)	2G7



NOTE:

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SR-20 (WEST CHURCH STREET) AT FAMILY DOLLAR
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

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

TDOT REGION 4 DISTRICT 48 CURB RAMP IMPROVEMENTS

SR-20
LOG MILE 10.72 TO LOG MILE 12.83
HENDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
L.M. 12.57 TO L.M. 12.83

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	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

ELECTRIC:

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

GAS / WATER / SEWER:

LEXINGTON UTILITIES
54 MONROE STREET
LEXINGTON, TN 38351
CONTACT: MICHAEL HARPER
OFFICE PHONE: 731 968 5213
Email: MICHAEL.HARPER@LEXINGTONTN.GOV

CABLE:

CHARTER COMMUNICATIONS
24 CIRCLE DRIVE
MCKENZIE, TN 38201
CONTACT: KEITH CHESSER
OFFICE PHONE: 731 352 1146
CELL PHONE: 731 621 9552
Email: KEITH.CHESSER@CHARTER.COM

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

9/9/2026 3:55:18 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH/HSIP-20(94)	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. MAXIMUM SPACING BETWEEN SIGNS 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.

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

9/9/2026 3:55:44 PM Z:\HDRINCOR\0009TRTRANSPORTATION\DECEMBER 2025\133806.00 MADISON\T1_PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES.DGN

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.08.07 09:42:04 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
STRUCTURES DIVISION-BRIDGE PRESERVATION MANGER
W.R.S.TENNESSEE TOWER, 2ND FLOOR
312 ROSA L. PARKS AVE,
NASHVILLE,TN37243.
BRIAN K. EGLI, P.E. NO. 107196

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	BRIDGE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION AND ESTIMATED QUANTITIES, ROADWAY EXPANSION JOINT REPAIRS NOTES AND DETAILS	B-2
PLAN VIEW REPAIR LOCATIONS	B-3
PHASE CONSTRUCTION DETAILS	B-4

YEAR	PROJECT NO.	SHEET NO.
2026	39S020-M3-006	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
39S020-M3-006	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
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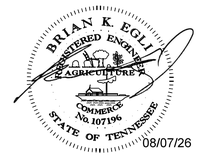
INDEX OF DRAWINGS

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

INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE	M-366-62
SUPERSTRUCTURE	M-366-64
REINFORCED CONCRETE PAVEMENT AT THE BRIDGE ENDS	STD-1-5

SEALED BY



PIN NO.: 137128.00

DESIGN BY: _____ DATE: _____

DRAWN BY: ASHRAF.ARMANIOS DATE: 07/27/2026

SUPERVISED BY: DARRELL.PALMORE DATE: 07/27/2026

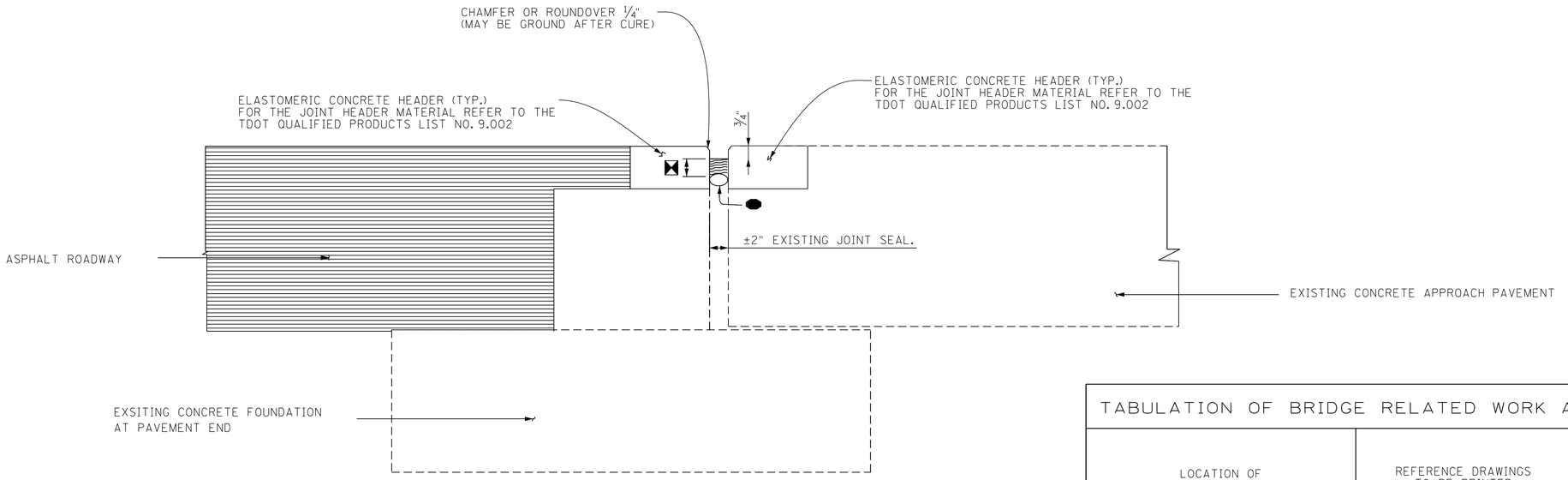
CHECKED BY: KEVIN.MARTINKO DATE: 07/27/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
BR.39-SR020-11.73
(39SR0200007)
OVER
ONE MILE BRANCH
HENDERSON CO.
2026

PROJECT NO.	YEAR	SHEET NO.
39S020-M3-006	2026	B-2

REVISIONS

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



● 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.

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 REPAIRS L.F.
39-SR020-11.73 OVER ONE MILE BRANCH (39SR0200007)	M-366-62 M-366-64 STD-1-5	EXPANSION JOINT REPAIRS	124
		TOTAL	124

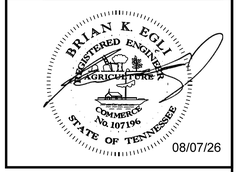
POWER DRIVEN HAND TOOLS:

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

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

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

SEALED BY



08/07/26

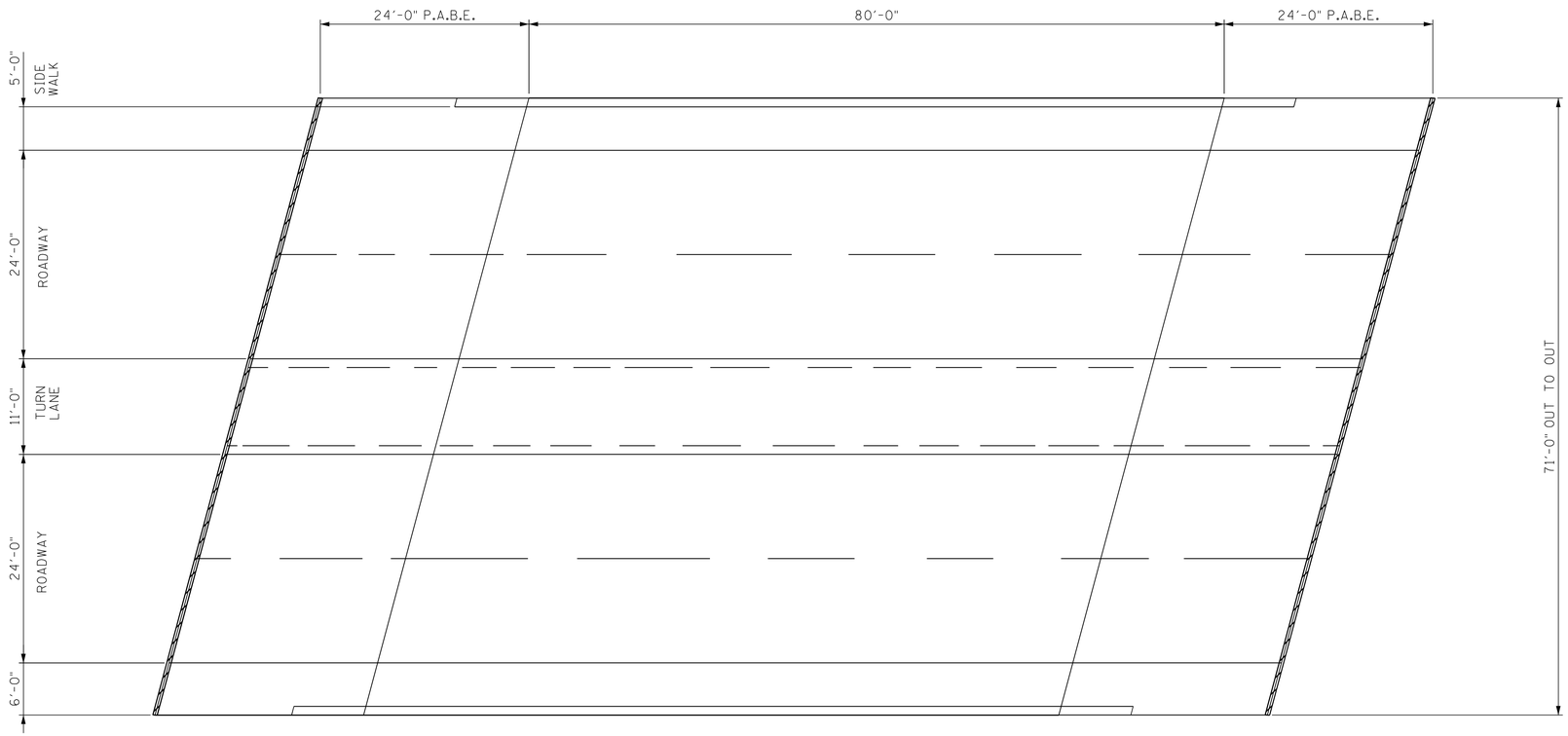
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION AND ESTIMATED QUANTITIES, ROADWAY EXPANSION JOINT REPAIRS NOTES AND DETAILS
BR.39-SR020-11.73
(39SR0200007)
OVER
ONE MILE BRANCH
HENDERSON CO.
2026

PIN NO.: 137128.00
DESIGN BY: DATE:
DRAWN BY: ASHRAF.ARMANIOS DATE: 07/26/2026
SUPERVISED BY: DARRELL.PALMORE DATE: 07/27/2026
CHECKED BY: KEVIN.MARTINKO DATE: 07/27/2026

PROJECT NO.	YEAR	SHEET NO.
39S020-M3-006	2026	B-3

REVISIONS

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



PLAN VIEW

BR.39-SR020-11.73
(39SR02000007)

DENOTES: APPROXIMATE EXPANSION JOINT REPAIR LOCATIONS.

SEALED BY

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

08/07/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIR LOCATIONS
BR.39-SR020-11.73
(39SR0200007)
OVER
ONE MILE BRANCH
HENDERSON CO.
2026

PIN NO.: 137128.00

DESIGN BY: _____ DATE: _____

DRAWN BY: ASHRAF.ARMANIOS DATE: 07/27/2026

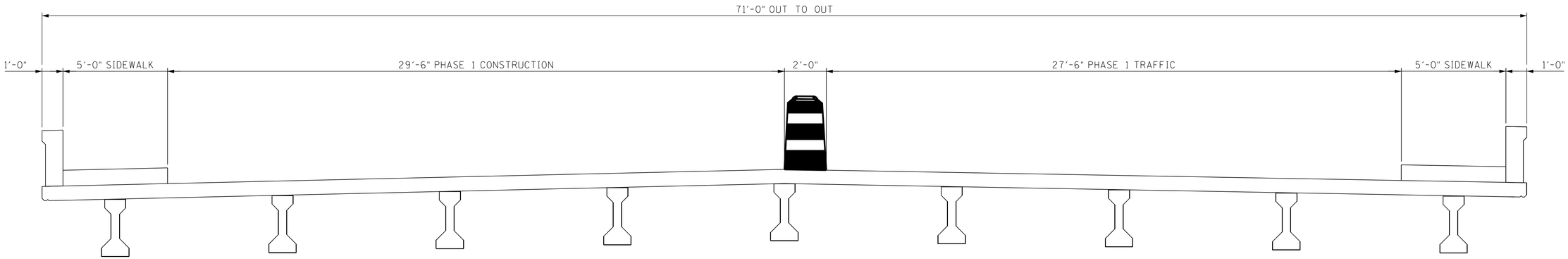
SUPERVISED BY: DARRELL.PALMORE DATE: 07/27/2026

CHECKED BY: KEVIN.MARTINKO DATE: 07/27/2026

PROJECT NO.	YEAR	SHEET NO.
39S020-M3-006	2026	B-4

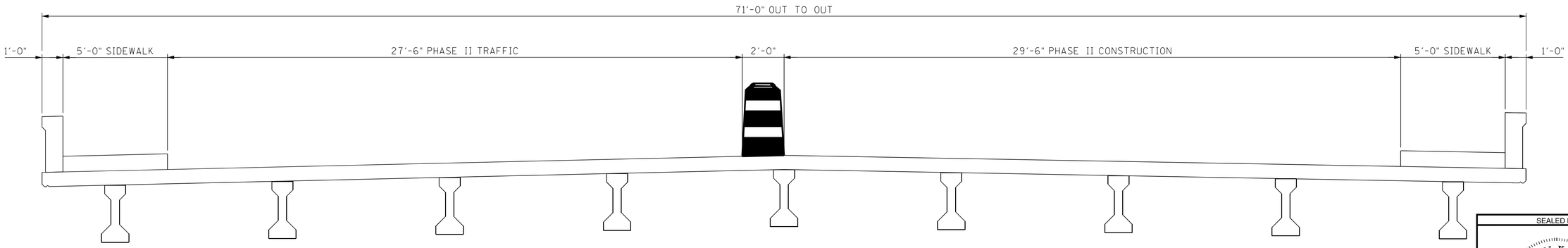
REVISIONS

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



PHASE I CONSTRUCTION

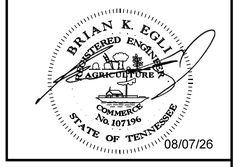
BR.39-SR020-11.73
(39SR0200007)
(LOOKING FORWARD ON SURVEY)



PHASE II CONSTRUCTION

BR.39-SR020-11.73
(39SR0200007)
(LOOKING FORWARD ON SURVEY)

SEALED BY

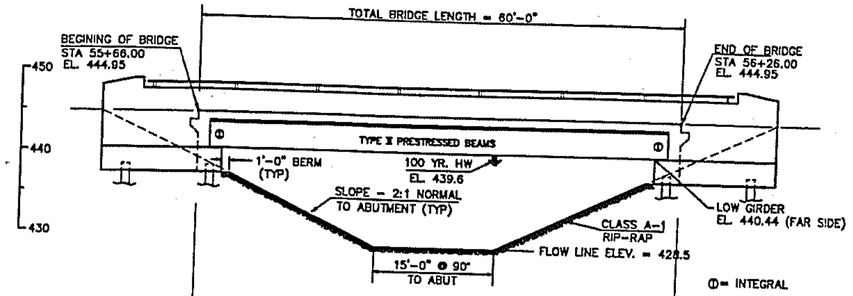


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION DETAILS
BR.39-SR020-11.73
(39SR0200007)
OVER
ONE MILE BRANCH
HENDERSON CO.
2026

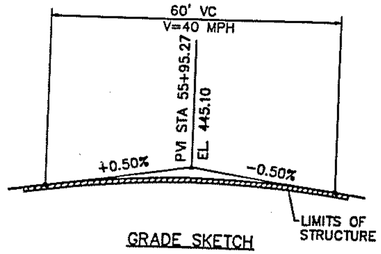
PIN NO.: 137128.00
DESIGN BY: DATE:
DRAWN BY: ASHRAF.ARMANIOS DATE: 07/27/2026
SUPERVISED BY: DARRELL.PALMORE DATE: 07/27/2026
CHECKED BY: KEVIN.MARTINKO DATE: 07/27/2026

All Sheets

CONST. NO. 39003-3258-94			
TYPE	PROJECT NO.	YEAR	SHEET NO.
CONST.	BR-STP-20(11)	1996	



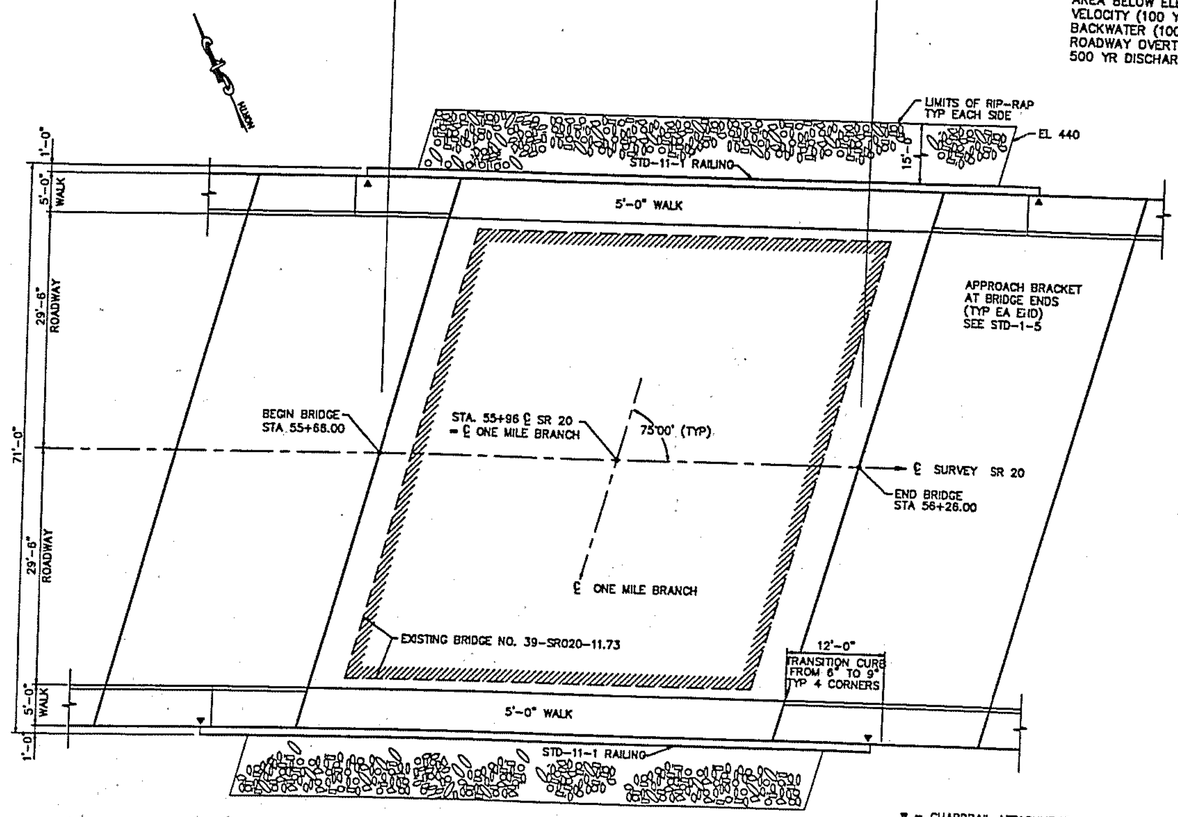
ELEVATION



GRADE SKETCH

HYDRAULIC DRAINAGE DATA

DRAINAGE AREA	2.62 SQ. MI.
DESIGN DISCHARGE (100 YR)	1,820 CFS
AREA BELOW ELEV. 439.57	347.8 SQ. FT.
VELOCITY (100 YR)	5.23 FT/SEC
BACKWATER (100 YR)	0.0 FT.
ROADWAY OVERTOPPING ELEV.	444.95
500 YR DISCHARGE	2,470 CFS (AT ELEV. 444.95)



PLAN

THESE PLANS PREPARED BY:
PERRY ENGINEERS, INCORPORATED
816 CLARENCE NORFLEET ROAD, RR5
HUMBOLDT, TN. 38343
DESIGN: HGP /DETAIL: RV / CHECK: HGP

LIST OF DRAWINGS

TITLE	DWG. NO.	LATEST REVISION DATE
LAYOUT OF BRIDGE	M-366-62	(1)
GENERAL NOTES AND ESTIMATED QUANTITIES	M-366-63	(2)
SUPERSTRUCTURE	M-366-64	(3)
PRESTRESSED I-BEAM DETAILS (SPAN 1)	M-366-65	(4)
ABUTMENT NO. 1	M-366-66	(5)
ABUTMENT NO. 2	M-366-67	(6)
ABUTMENT DETAILS	M-366-68	(7)
FINAL FOUNDATION DATA	M-366-69	(8)
BILL OF STEEL	M-366-70	(9)

LIST OF STANDARD DRAWINGS

TITLE	DWG. NO.	LATEST REVISION DATE
BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING	STD-11-1	4-28-97
PAVEMENT AT BRIDGE ENDS	STD-1-5	4-28-97
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	4-28-97
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	6-10-96
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	6-10-96
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	6-10-96
STD. PILE DETAILS	STD-5-1	10-25-93
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	5-11-92
STANDARD DETAILS AND INTERIOR DIAPHRAGM DETAILS FOR I-BEAMS	STD-14-2	

LIST OF SPECIAL PROVISIONS

TITLE	DWG. NO.	LATEST REVISION DATE
APPROVAL OF SHOP DRAWINGS	105A	3-6-95

2016 ADT 29,640
59'-0" ROADWAY WITH 5'-0" WALKS
AND STD-11-1 BRIDGE RAILING
DESIGN SPEED 40 MPH

HAL G. PERRY REGISTERED ENGINEER STATE OF TENNESSEE
7 MAY 97

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

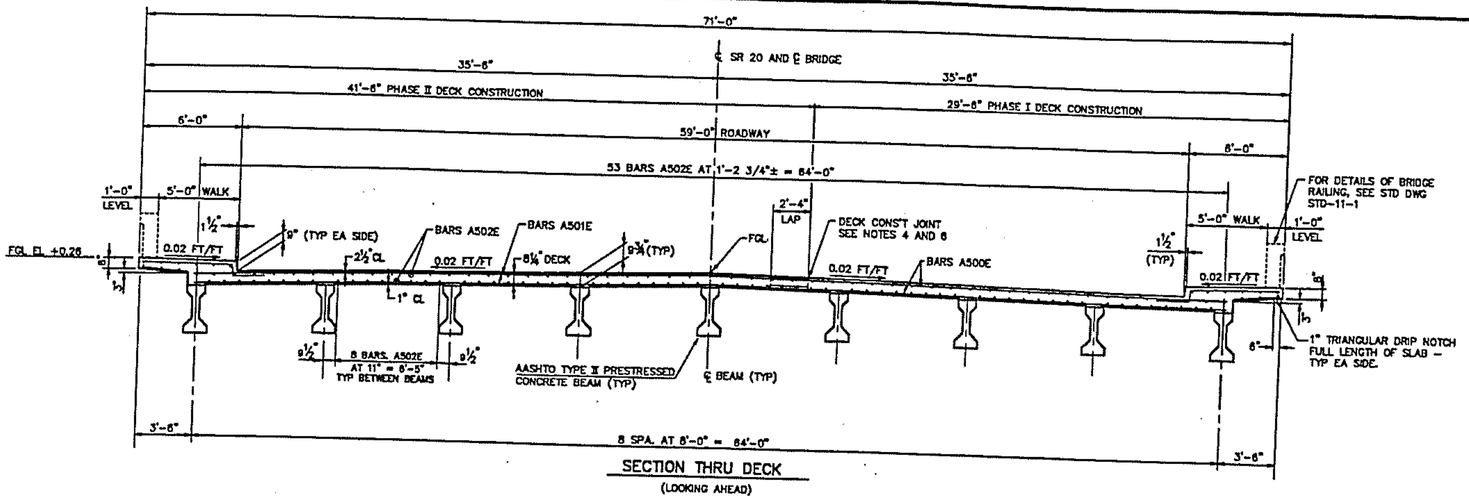
LAYOUT OF BRIDGE

STATE ROUTE 20
OVER
ONE MILE BRANCH
BRIDGE I.D. NUMBER 39SR0200007
STATION 55+96
HENDERSON COUNTY
1998

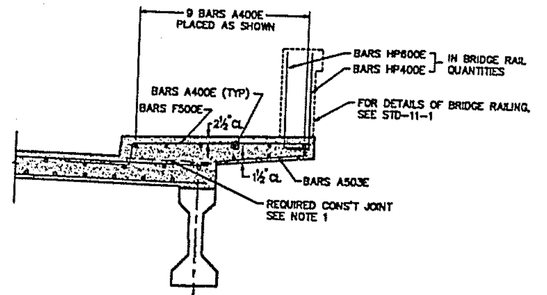
CORRECT: _____ ENGINEER OF STRUCTURES

M-366-62

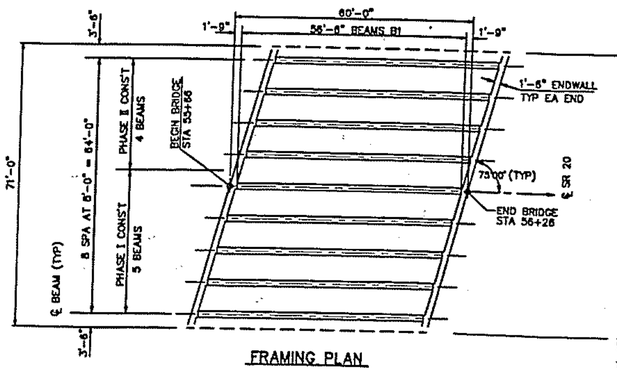
CONST. NO.			
TYPE	PROJECT NO.	YEAR	SHEET NO.
CONST.	BR-STP-20(11)	1996	



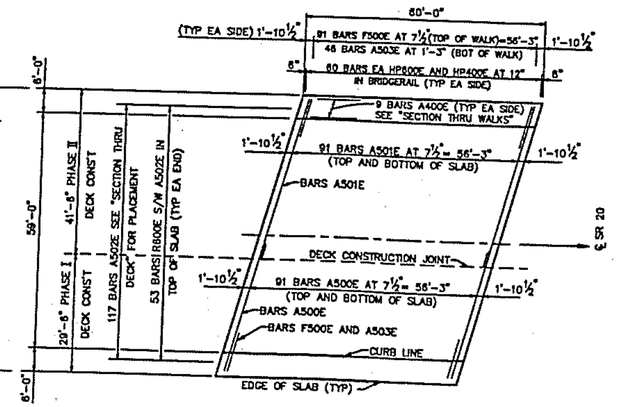
SECTION THRU DECK
(LOOKING AHEAD)



SECTION THRU WALKS
(SHOWING REINFORCEMENT)



FRAMING PLAN

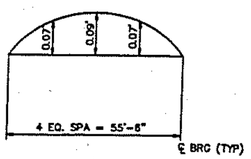


SLAB PLAN

SUPERSTRUCTURE NOTES:

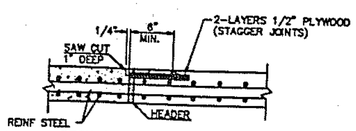
1. THE WALK MAY NOT BE POURED UNTIL THE ENTIRE DECK (PHASE I OR PHASE II) HAS BEEN POURED AND CURED, AND THE BRIDGE RAIL PARAPET MAY NOT BE POURED UNTIL THE WALK IS CURED.
2. BEFORE POURING WALKS AND ENDWALLS, REINFORCEMENT FOR PARAPET AND ENDPOSTS WHICH IS EMBEDDED IN THE WALKS AND WALLS SHALL BE PLACED. SEE STANDARD DRAWING STD-11-1. BARS HP400E AND HP800E ARE PAID FOR UNDER ITEM 620.05.
3. SEE BRIDGE DRAWINGS 5, 6 AND 7 FOR DETAILS OF ABUTMENT ENDWALLS AND WINGWALLS.
4. NO TRANSVERSE CONSTRUCTION JOINTS ALLOWED IN DECK. LONGITUDINAL CONSTRUCTION JOINT SHALL BE IN ACCORDANCE WITH "DECK CONSTRUCTION JOINT" DETAIL ON THIS SHEET.
5. ALL BEAMS SHALL BE BRACED DURING ALL PHASES OF CONSTRUCTION TO PREVENT DAMAGE DUE TO ROTATION OR OVERTURNING. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THIS.
6. IF STAY-IN-PLACE FORMS, EITHER STEEL OR PRESTRESSED CONCRETE, ARE USED, THIS CONSTRUCTION JOINT REMAINS IN THE LOCATION SHOWN FOR THE CAST IN PLACE PORTION OF THE DECK, WITH THE STAY-IN-PLACE FORM SPANNING THE FULL WIDTH OF THIS BAY.

ESTIMATED QUANTITIES			
CLASS "D" CONCRETE C.Y.	CLASS "A" CONCRETE C.Y.	STEEL BAR REINFORCEMENT LB.	EPOXY COATED REINFORCEMENT LB.
126	98	3,772	27,149

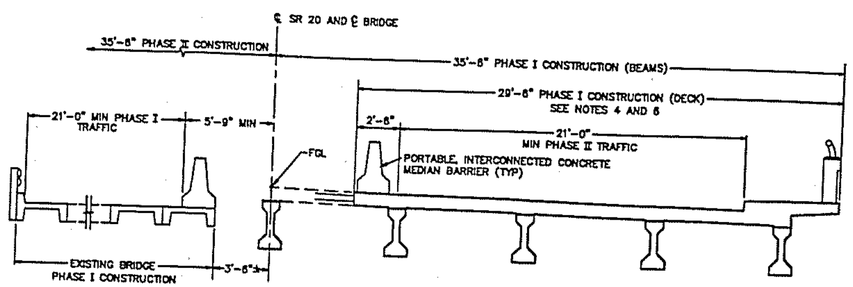


DEAD LOAD CORRECTION CURVE

THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE. IF PRESTRESSED DECK PANELS ARE USED AND BEAMS ARE PROFILED AFTER PANELS ARE SET, REDUCE ABOVE CORRECTIONS BY 25%. IF METAL DECK FORMS ARE USED, INCREASE ABOVE CORRECTIONS BY 5%.



DECK CONSTRUCTION JOINT
(SEE NOTE 4)



PHASED CONSTRUCTION
(LOOKING AHEAD)

HAL G. PERRY REGISTERED ENGINEER STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE

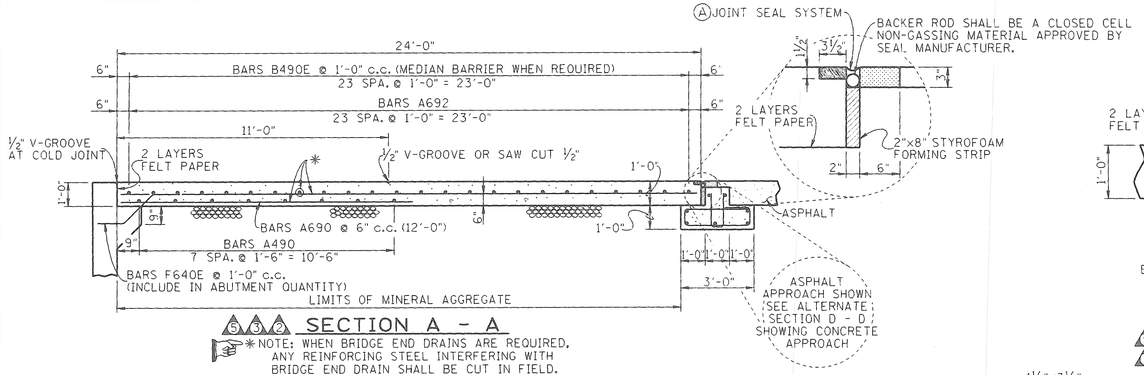
STATE ROUTE 20
OVER
ONE MILE BRANCH
BRIDGE I.D. NUMBER 39SR0200007
STATION 55+96
HENDERSON COUNTY
1998

CORRECT: _____ ENGINEER OF STRUCTURES

M-366-64

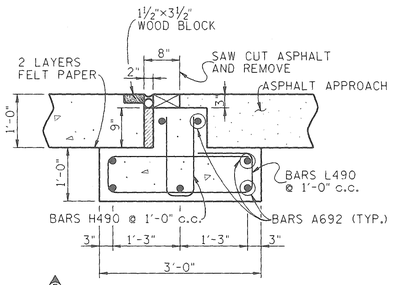
BRIDGE DWG 3 OF 9

STD15.DGN



SECTION A - A

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



SECTION D - D

(ASPHALT APPROACH)

BILL OF STEEL

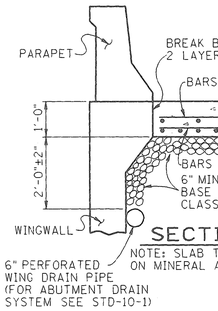
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB ✡	6	31					▲
H490	FOOTING ✡	4	▲	6"	1'-4"			3'-4"
L490	FOOTING	4	▲	2'-7¼"	1'-0"	8"		7'-6½"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

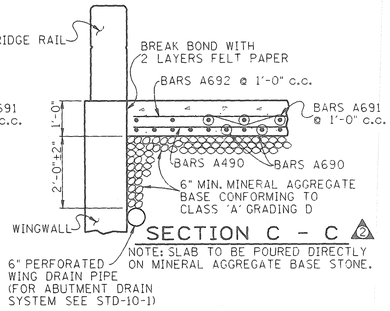
REVISIONS

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



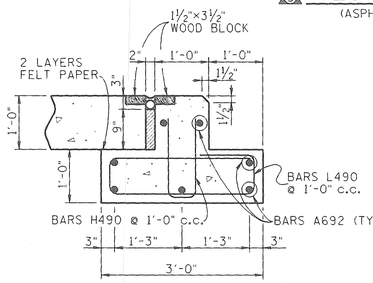
SECTION B - B

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



SECTION C - C

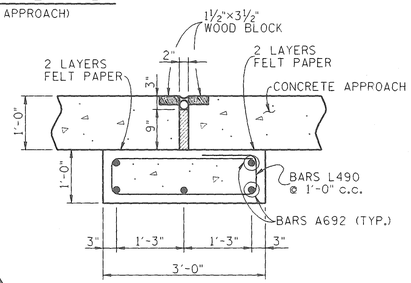
NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



ALTERNATE SECTION D - D

(NO CLASSIFIED APPROACH)

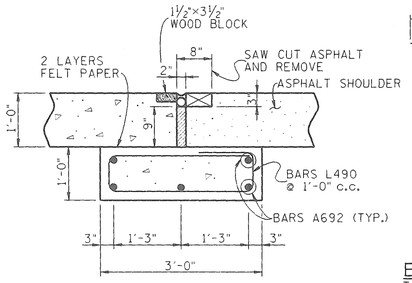
NOTE: TO BE USED ONLY WHEN ROADWAY PAVING IS NOT INCLUDED IN PROJECT.



ALTERNATE SECTION D - D

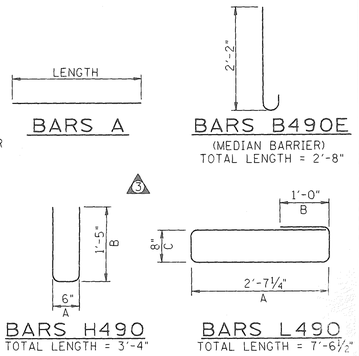
(CONCRETE APPROACH)

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



ALTERNATE SECTION D - D

(ASPHALT SHOULDER)



NOTES

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

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

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

GENERAL NOTES

CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).

NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.

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

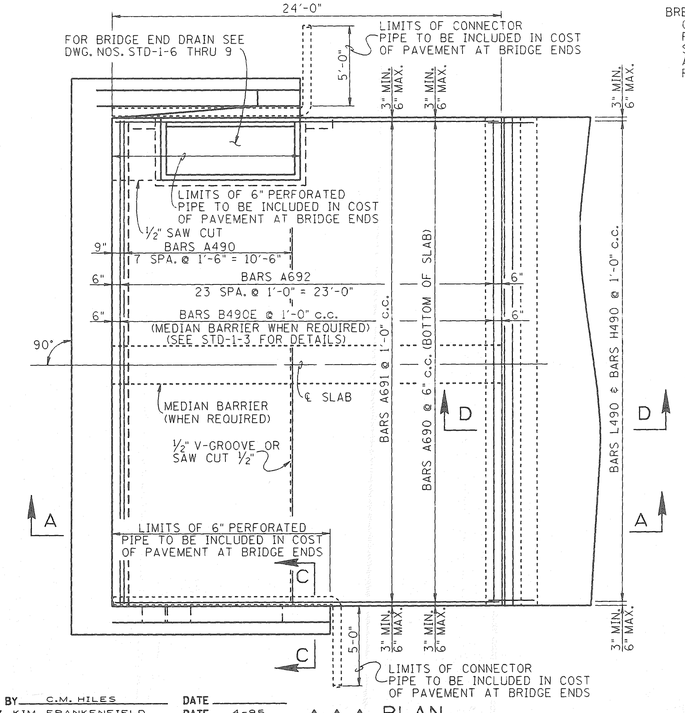
2 Ⓐ JOINT SEAL SYSTEM:
3 4 5 THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER. FOR EACH JOINT AT EACH BRIDGE AND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

MINOR REVISION - FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

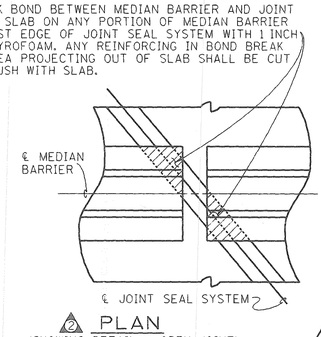
1

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995



PLAN

(90° SKEW)



PLAN

(SHOWING DETAIL @ OPEN JOINT)

PLAN

(VARIABLE SKEW)

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

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13

STD-1-5