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ELIZABETH CARDWELL DAVID

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TENNESSEE DEPARTMENT OF TRANSPORTATION
ADMINISTRATION BUILDING, FIRST FLOOR
300 BENCHMARK PLACE
JACKSON, TN 38301
ELIZABETH DAVID, P.E. NO. 124129

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D, 2D1
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-I-40-2(345)	ROADWAY-SIGN1

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-I-40-2(345)	
STATE PROJ. NO.	39I040-F8-007	
BRIDGE PROJ. NO.	39I040-M3-009	

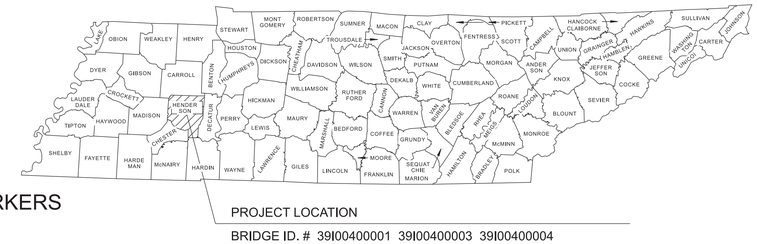
HENDERSON COUNTY

INTERSTATE 40
FROM THE MADISON COUNTY LINE
TO NEAR MM 100.4

RESURFACE

MILL, BM-2, 411D, VRAM, PAVEMENT MARKINGS, RUMBLE STRIPING, SNOWPLOWABLE MARKERS

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-40



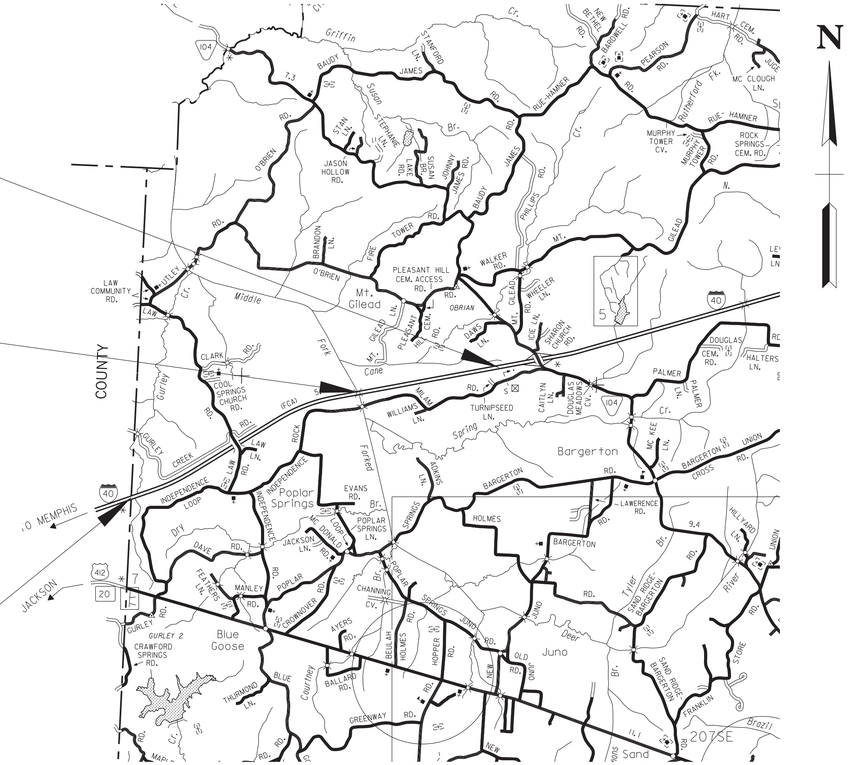
BRIDGE ID. # 39I00400001 39I00400003 39I00400004

NO EXCLUSIONS

39I040-F8-007
END PROJECT NO. NH-I-40-2(345) RESURFACE
NEAR MM 100.4 (LM 5.38)

BRIDGE REPAIR PROJECT NO. 39I040-M3-009
39I00400003 LM 3.29R
39I00400004 LM 3.29L

39I040-F8-007
BEGIN PROJECT NO. NH-I-40-2(345) RESURFACE
MADISON COUNTY LINE (LM 0.00)



SCALE: 1"= 5280'

PROJECT LENGTH	5.380 MILES
TOTAL LANE MILES RESURFACED	20.483 MILES

SEALED BY
ELIZABETH C. DAVID
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 124199
STATE OF TENNESSEE
09/02/2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TRAFFIC DATA	
ADT (2027)	33,590
POSTED SPEED L.M. 0.00 - L.M. 5.38	70 MPH

TDOT PROJECT MANAGER: ELI JONES, REG.4

DESIGNER : GINA GOLIGHTLY, REG.4 CHECKED BY : ELIZABETH DAVID, P.E., REG.4

P.E. NO. 98043-4175-04 (DESIGN)

PIN NO. 137147.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
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TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D, 2D1
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
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-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
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

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
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-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

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09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	Asbestos surveys were completed on Bridge No. 39I00400003 I-40 EB over Middle Fork of Forked Deer River LM 3.29 and Bridge No. 39I00400004 I-40 WB over Middle Fork of Forked Deer River LM 3.29. No asbestos was detected. Please see the reports for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures, and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (April 1, 2026) Sections 107.08.D and 202.03).	L.M. 3.29

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09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 39I040-F8-007
	203-06	WATER	M.G.	29
(1)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	20.89
(2)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	3879
	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	26479
	403-02.01	TRACKLESS TACK COAT	TON	203
(3)	411-01.50	VOID REDUCING ASPHALT MEMBRANE (VRAM) FULL-WIDTH	L.F.	56813
(4)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	15623
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	20.4
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	39982
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	792
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	792
(5)(6)	712-06	SIGNS (CONSTRUCTION)	S.F.	2599
	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	4
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	4
	712-08.12	QUEUE PROTECTION TRUCK	DAY	64
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	688
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	688
(7)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	72.63
(8)	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	4158
(9)(10)	716-09.94	CONTRAST PAVEMENT SHADOW MARKING 6"	L.M.	0.09
(9)(11)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	24.21
	717-01	MOBILIZATION	LS	1

THERE IS NO GUARDRAIL WORK ON THIS PROJECT.

FOOTNOTES

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

(2) INCLUDES 375 TONS FOR FOR MAINTENANCE RAMPS IN MEDIAN AT L.M. 0.36, L.M. 1.54, L.M. 1.61, L.M. 2.32 AND L.M. 3.49.

(3) THIS WILL BE USED ONLY AT THE LONGITUDINAL JOINT BETWEEN TRAVEL LANES, AND WILL BE PLACED IN 18" WIDE STRIPS ON BOTH SIDES OF THE LONGITUDINAL JOINT AS EACH LANE IS PAVED. SEE SHEET 2D1 FOR FURTHER DETAILS.

(4) INCLUDES 100 TONS FOR SPOT LEVELING.

(5) SEE TABULATED QUANTITIES, SHEET 2F, FOR DETAILS.

(6) 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).

(7) FOR TEMPORARY PAVEMENT MARKING ONLY.

(8) TO BE USED FOR REMOVAL OF PAVEMENT MARKING FROM L.M. 0.00 TO L.M. 0.35 EASTBOUND LANES ONLY.

(9) TO BE USED FOR FINAL PAVEMENT MARKING ONLY.

(10) TO BE USED FOR CONTRAST PAVEMENT MARKING FROM L.M. 0.00 TO L.M. 0.35 EASTBOUND LANES ONLY.

(11) INCLUDES 0.787 L.M. TO BE USED FOR PAVEMENT MARKING FROM L.M. 0.00 TO L.M. 0.35 EASTBOUND LANES ONLY.

SEALED BY

ELIZABETH C. ALLEN REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 124179 STATE OF TENNESSEE

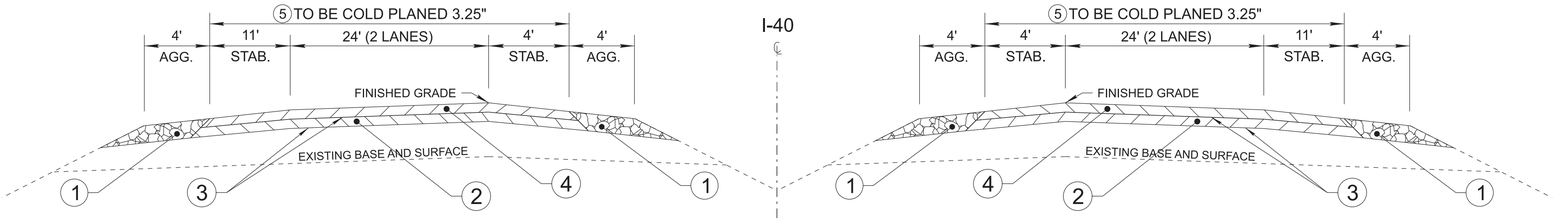
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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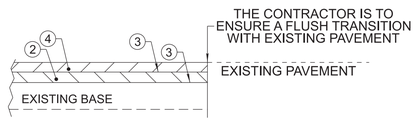
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	2B



FROM: L.M. 0.00 TO L.M. 5.38

NOTE: NO CONCRETE REPAIR WORK TO OCCUR FROM L.M. 0.00 TO L.M. 0.35 EASTBOUND LANES ONLY.

PAVEMENT DETAIL



AT PROJECT LIMITS L.M. 0.00 & L.M. 5.38 (WESTBOUND)
L.M. 0.35 & L.M. 5.38 (EASTBOUND)
(NOT TO SCALE)

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE @ 1.25"± THICK FOR SHOULDERS

ITEM 303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)

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

ITEM 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2

(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. 132.5 LBS./S.Y.)

ITEM 411-03.10 ACS MIX (PG76-22) GRADING D

(5) COLD PLANING @ 3.25"± THICK (APPROX. 341.25 LBS./S.Y.)

ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

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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-I-40-2(345)	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.

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.

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

(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.

SEALED BY

ELIZABETH C. DAVID
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO 124109
STATE OF TENNESSEE

09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	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 (TN-64) 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

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

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

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

MISCELLANEOUS

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

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09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	2D1

VOID REDUCING ASPHALT MEMBRANE SPECIAL NOTES

I. DESCRIPTION:

(1) THIS SPECIFICATION COVERS THE REQUIREMENTS AND PRACTICES FOR APPLYING A VOID REDUCING ASPHALT MEMBRANE (VRAM) UNDERNEATH THE LONGITUDINAL CONSTRUCTION JOINT OF A COURSE OF A HOT-MIX ASPHALT (HMA) PAVEMENT. THE VRAM SHALL BE APPLIED BENEATH THE INTENDED AREA OF THE HMA PAVEMENT LONGITUDINAL CONSTRUCTION JOINT PRIOR TO THE INSTALLATION OF THE HMA COURSE. THIS WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED HEREIN.

II. MATERIALS:

(1) THE BITUMINOUS MATERIAL USED FOR THE VRAM SHALL MEET THE REQUIREMENTS OF THE FOLLOWING TABLE. ELASTOMERS SHALL BE ADDED TO A BASE ASPHALT AND SHALL BE EITHER A STYRENE-BUTADIENE (SB), STYRENE-BUTADIENE-STYRENE (SBS), OR STYRENE-BUTADIENE RUBBER (SBR) COPOLYMER. IN ADDITION TO THE FOLLOWING TABLE, THE VRAM SHALL BE SUITABLE FOR CONSTRUCTION TRAFFIC TO DRIVE ON WITHIN 30 MINUTES OF PLACEMENT WITHOUT PICKUP OR TRACKING.

TEST	TEST REQUIREMENT	TEST METHOD
DYNAMIC SHEAR @ 88°C (UNAGED), G*/SIN Δ, KPA	1.00 MIN.	AASHTO T 315
CREEP STIFFNESS @ -16°C (UNAGED) STIFFNESS (S), MPA M-VALUE	 300 MAX. 0.300 MIN.	AASHTO T 313
ASH, %	1.0 - 4.0	AASHTO T 111
ELASTIC RECOVERY, 100 MM ELONGATION, CUT TRIMMED., 25°C, %	70 MIN.	ASTM D6084 METHOD A
SEPARATION OF POLYMER, DIFFERENCE IN RING AND BALL, °C	3 MAX.	ASTM D7173

III. EQUIPMENT:

(1) A PRESSURE DISTRIBUTOR SHALL BE PROVIDED THAT IS CAPABLE OF APPLYING THE VRAM AT THE DESIRED APPLICATION RATE. THE DISTRIBUTOR SHALL BE EQUIPPED WITH A HEATING AND RECIRCULATING SYSTEM ALONG WITH A FUNCTIONING AUGER AGITATING SYSTEM OR VERTICAL SHAFT MIXER IN THE HAULING TANK TO PREVENT LOCALIZED OVERHEATING.

(2) THE CONTRACTOR MAY USE A MELTER KETTLE FOR TRANSPORTING AND/OR APPLICATION OF THE MATERIAL THAT IS CAPABLE OF APPLYING THE VRAM AT THE DESIRED APPLICATION RATE. THE MELTER KETTLE SHALL BE OF AN OIL JACKETED DOUBLE-BOILER TYPE WITH AGITATING AND RECIRCULATING SYSTEMS. MATERIAL FROM THE KETTLE MAY BE DISPENSED THROUGH A PRESSURE FEED WAND WITH AN APPLICATOR SHOE OR SPRAY BAR.

IV. CONSTRUCTION:

(1) PRIOR TO THE APPLICATION OF THE VRAM, ENSURE THE AREA OF THE INTENDED LONGITUDINAL ASPHALT PAVEMENT JOINT IS THOROUGHLY CLEANED AND FREE OF DEBRIS. THE AREA MAY BE CLEANED BY SWEEPER/VACUUM TRUCK, POWER BROOM, AIR COMPRESSOR OR HAND TO THE SATISFACTION OF THE ENGINEER. ENSURE THE EXISTING SURFACE IS DRY AND FREE OF MOISTURE.

(2) MILLED SURFACES MAY REQUIRE THE USE OF COMPRESSED AIR TO REMOVE DUST AND FINE MATERIALS FROM THE AREA WHERE VRAM WILL BE APPLIED. FINAL CLEANING WILL BE WITHIN 24 HOURS OF THE PLACEMENT OF VRAM AND PERFORMED TO THE ENGINEER'S APPROVAL.

(3) THE CENTER OF THE VRAM APPLICATION WIDTH SHALL BE WITHIN 2" OF THE PROJECT ESTABLISHED CENTERLINE OR ESTABLISHED LANE EDGE. A STRINGLINE OR PAINT MARK SHALL BE USED AS A GUIDE FOR APPLICATION IN ORDER TO MAINTAIN A UNIFORM EDGE ALIGNMENT; IF ANY OTHER METHOD IS PROPOSED; IT SHALL MEET THE APPROVAL OF THE ENGINEER BEFORE BEING USED. WHEN ONLY ONE-HALF OF THE JOINT IS EXPOSED, SUCH AS A MILL AND INLAY PROJECT, THE APPLICATION SHALL BE APPLIED AT ONE-HALF THE PRESCRIBED WIDTH AND RATE AND SHALL BE ADJACENT TO THE CENTER OF THE JOINT, AND THE VERTICAL FACE OF THE COLD JOINT LEFT IN PLACE SHALL ALSO BE COATED.

(4) THE VRAM SHALL BE APPLIED TO THE EXISTING SURFACE PRIOR TO OR FOLLOWING ANY OR ALL TACK COAT APPLICATIONS. TACK COAT MAY BE PLACED OVER THE VRAM AT THE ENGINEER'S DISCRETION. SHOULD THE TACK COAT APPLICATION SUPERSEDE PLACEMENT OF THE VRAM, THE TACK COAT SHALL BE FULLY CURED.

(5) THE APPLICATION RATE OF VRAM SHALL BE DETERMINED FROM THE JOB MIX FORMULA (JMF) FOR THE PAVING PROJECT. FROM THE JMF, DETERMINE THE NOMINAL MAXIMUM AGGREGATE SIZE (NMAS) FOR THE MIXTURE. NMAS IS DEFINED AS ONE SIEVE SIZE LARGER THAN THE FIRST SIEVE TO RETAIN MORE THAN 10%. FROM THE FOLLOWING TABLE, DETERMINE IF THE MIXTURE IS DEFINED AS FINE-GRADED OR COARSE-GRADED. AFTER DETERMINING THE MIXTURE TYPE, THE APPLICATION RATE TABLE MAY BE REFERENCED.

DEFINITION OF FINE AND COARSE-GRADED MIXTURES*

MIXTURE NMAS	COARSE-GRADED	FINE-GRADED
19MM (3/4")	< 35% PASSING 2.36MM (#8)	≥ 35% PASSING 2.36MM (#8)
12.5MM (1/2")	< 40% PASSING 2.36MM (#8)	≥ 40% PASSING 2.36MM (#8)
9.5MM (3/8")	< 45% PASSING 2.36MM (#8)	≥ 45% PASSING 2.36MM (#8)

* HMA PAVEMENT MIX TYPE SELECTION GUIDE

(6) THE VRAM, MEETING THE REQUIREMENTS SPECIFIED HEREIN, SHALL BE APPLIED TO THE EXISTING SURFACE AT THE WIDTH AND TARGET APPLICATION RATE AS SPECIFIED IN THE FOLLOWING TABLE:

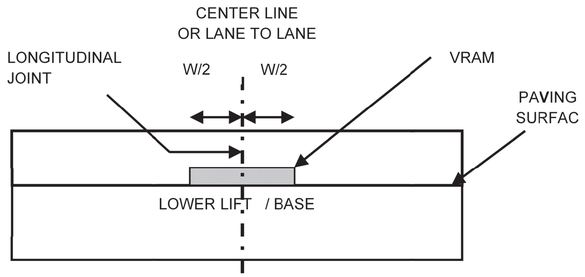
VRAM Application Table[1/]		
Coarse-Graded HMA Mixtures[2/]		
Overlay Thickness, in	**VRAM Width, in.**	**Application Rate, lb/ft**
1	18	1.15
1 ¼	18	1.31
1 ½	18	1.47
1 ¾	18	1.63
≥ 2	18	1.80
Fine-Graded HMA Mixtures[2]		
Overlay Thickness, in	**VRAM Width, in.**	**Application Rate, lb/ft**
1	18	0.80
1 ¼	18	0.88
≥ 1 ½	18	0.95

NOTES.

A. 1/ EACH APPLICATION RATE HAS A SURFACE DEMAND FOR LIQUID INCLUDED IN IT. THEREFORE, TAKING A GIVEN RATE AND TRYING TO FACTOR IT UP TO A DIFFERENT THICKNESS WILL OVER PREDICT THE REQUIRED AMOUNT OF VRAM.

B. 2/ IN THE EVENT OF A JOINT BETWEEN A COARSE-GRADED MIX AND A FINE-GRADED MIX, USE THE LOWER RATE.

(7) THE VRAM APPLICATION RATE MAY BE ADJUSTED IN THE FIELD AT THE DISCRETION OF THE ENGINEER BASED ON OBSERVATIONS AND PERFORMANCE.



(8) THE VRAM SHALL BE APPLIED IN A SINGLE PASS PLACED BY ANY APPLICATION METHOD LISTED IN THE EQUIPMENT SECTION. VRAM APPLICATION TEMPERATURE SHALL NOT EXCEED 330°F.

(9) THE VRAM SHALL BE APPLIED AT A WIDTH OF NOT LESS OR GREATER THAN 1.5" OF THE WIDTH SPECIFIED IN THE PLANS. IF THE VRAM IS OUTSIDE OF THAT TOLERANCE, STOP AND REMEDIAL ACTION SHALL BE TAKEN SUBJECT TO THE ENGINEER'S APPROVAL.

(10) THE VRAM SHALL BE SUITABLE FOR CONSTRUCTION TRAFFIC TO DRIVE ON WITHOUT PICK UP OR TRACKING OF THE VRAM WITHIN 30 MINUTES OF PLACEMENT. IF PICK UP OR TRACKING OCCURS; PLACEMENT OF THE VRAM WILL STOP AND REMEDIAL ACTION SHALL BE TAKEN SUBJECT TO THE ENGINEER'S APPROVAL.

(11) PRIOR TO THE START OF PAVING OF A PAVEMENT COURSE, ENSURE THE PAVER END PLATE AND GRADE CONTROL DEVICE IS ADEQUATELY RAISED ABOVE THE FINISHED HEIGHT OF THE VRAM.

(12) THE DEPARTMENT WILL REQUIRE A RANDOM SAMPLE OF VRAM. SAMPLES SHALL BE TAKEN AT THE BEGINNING OF THE PROJECT AND EVERY WEEK THEREAFTER. THE SAMPLE SHALL CONSIST OF ONE (1) 1-QUART METAL CONTAINER AND WILL BE TAKEN FROM A RANDOM HAUL TANKER, DISTRIBUTOR OR MELTING KETTLE. SAMPLES SHALL BE TAKEN BY THE CONTRACTOR IN THE PRESENCE OF THE PROJECT INSPECTOR.

(13) THE CONTRACTOR SHALL SUBMIT EXAMPLES OF PREVIOUS PROJECTS THAT HAVE BEEN SUCCESSFULLY COMPLETED WITH THIS MATERIAL AND APPLICATION EQUIPMENT. IF NO PREVIOUS PROJECTS ARE AVAILABLE FOR REVIEW, THEN A DEMONSTRATION OF THE MATERIAL AND APPLICATION PROCESS SHALL BE SCHEDULED AT THE PRE-CONSTRUCTION CONFERENCE AND COMPLETED PRIOR TO THE START OF THE PROJECT.

V. ACCEPTANCE:

(1) PROVIDE A BILL OF LADING TO THE ENGINEER FOR EVERY TANKER SUPPLYING MATERIAL TO THE PROJECT.

(2) THE APPLICATION RATE OF VRAM WILL BE CHECKED BY THE VRAM CONTRACTOR WITHIN THE FIRST 1,000 LINEAR FEET OF THE PROJECT'S APPLICATION LENGTH DURING THE TEST STRIP AND EVERY DAY THEREAFTER. THE RATE WILL BE CHECKED BY WEIGHT PER FOOT. A SUITABLE PAPER OR PAN SHALL BE PLACED AT A RANDOM LOCATION IN THE PATH OF THE PLACEMENT FOR THE VRAM. AFTER APPLICATION OF THE VRAM, THE PAPER OR PAN SHALL BE PICKED UP AND WEIGHED. THE WEIGHT PER FOOT WILL BE CALCULATED. THE TOLERANCE FOR THE PLAN TARGET WEIGHT PER FOOT FROM THE VRAM APPLICATION RATE TABLE SHALL BE ± 10%. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING THE VRAM IN THE AREA WHERE THE APPLICATION RATE WAS CHECKED.

VI. MEASUREMENT:

(1) THE AGENCY WILL MEASURE THE QUANTITY OF VRAM IN LINEAR FEET.

VII. BASIS OF PAYMENT:

(1) VOID REDUCING ASPHALT MEMBRANE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR FULL WIDTH APPLICATIONS AS:

A. 411-01.50 VOID REDUCING ASPHALT MEMBRANE (VRAM) FULL-WIDTH L.F.

(2) VOID REDUCING ASPHALT MEMBRANE PLACED HALF WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR HALF WIDTH APPLICATIONS AS:

B. 411-01.51 VOID REDUCING ASPHALT MEMBRANE (VRAM) HALF-WIDTH L.F.

SEALED BY

ELIZABETH C. CLAIR REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 124139 STATE OF TENNESSEE

09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

SPECIES

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

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

PERMITS, PLANS & RECORDS

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES COLD PLANING, PAVING OF TRAVEL LANES AND SHOULDERS WITH BM2 AND D MIX,BRIDGE REPAIR, INSTALLATION OF PAVEMENT MARKINGS, RUMBLES, VRAM AND SNOWPLOWABLE PAVEMENT MARKERS. NO CONCRETE REPAIR WORK TO OCCUR FROM L.M. 0.00 TO L.M. 0.35 EASTBOUND LANES ONLY.

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	2E1

ENVIRONMENTAL 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
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	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 7 MI.	48"	X	24"	8	4	32
G20-2	END ROAD WORK	48"	X	24"	8	6	48
R2-1	SPEED LIMIT	36"	X	18"	5	14	63
W4-2L	MERGE LEFT	48"	X	48"	16	4	64
W4-2R	MERGE RIGHT	48"	X	48"	16	4	64
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 AHEAD	48"	X	48"	16	6	96
W20-1	ROAD 1 MILE	48"	X	48"	16	4	64
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	4	64
W20-1	ROAD WORK 1000 FT.	48"	X	48"	16	4	64
W20-5L	LEFT LANE CLOSED 1 MILE	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 1 MILE	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	48"	X	48"	16	24	384
W21-5	SHOULDER WORK	48"	X	48"	16	24	384
THE CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.						TOTAL	2599

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	VERTICAL CLEARANCE	BRIDGE DECK RECOMMENDATIONS
39I00400001	1.56 EBL	A011 LAW RD		16'	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
39I00400001	1.56 WBL	A011 LAW RD		16'-3"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
39I00400003	3.29 R	MIDDLE FORK FORKED DEER RIVER	445.3'		SEE BRIDGE REPAIR PLANS FOR FURTHER DETAILS
39I00400004	3.29 L	MIDDLE FORK FORKED DEER RIVER	445.3'		SEE BRIDGE REPAIR PLANS FOR FURTHER DETAILS

SEALED BY

ELIZABETH C. BAIRD REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 124139 STATE OF TENNESSEE

09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	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

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

ELECTRIC:
LEXINGTON ELECTRIC SYSTEM
92 S. MAIN ST.
LEXINGTON, TN 38351
CONTACT: BRAD JONES
OFFICE PHONE: 731 967 7319
CELL PHONE: ___ ___ ____
Email: bjones@lexingtonelectric.com

ELECTRIC:
STEMC
1009 E. MAIN STREET
BROWNSVILLE, TN 38012
CONTACT: JOSHUA KENNEDY
OFFICE PHONE: 731 585 0531
CELL PHONE: ___ ___ ____
Email: projects@stemc.com

ELECTRIC:
TVA
1101 MARKET ST. Mr 4G
CHATTANOOGA, TN 37402
CONTACT: STEPHEN WILLIAMS
OFFICE PHONE: 662 255 6272
CELL PHONE: ___ ___ ____
Email: rowcustomer@tva.gov

GAS/WATER/SEWER
LEXINGTON UTILITIES
54 MONROE ST.
LEXINGTON, TN 38351
CONTACT: MICHAEL HARPER
OFFICE PHONE: 731 968 5213
CELL PHONE: ___ ___ ____
Email: Michael.harper@lexingtontn.gov

COMMUNICATIONS:
AT&T
315 E. COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL R. POTTS
OFFICE PHONE: 901 488 2359
CELL PHONE: ___ ___ ____
Email: dp7607@att.com

COMMUNICATIONS:
VERIZON / XO COMMUNICATIONS
5127 TRUSE RD
MEMPHIS, TN 38117
CONTACT: ROBERT STAFFORD
OFFICE PHONE: 901 239 2912
CELL PHONE: ___ ___ ____
Email: robert.stafford@verizon.com

INTERNET & TELEPHONE
AENEAS
300 NORTH CUMBERLAND ST.
JACKSON, TN 38301
CONTACT: JASON WARREN
OFFICE PHONE: 731 554 9234
CELL PHONE: 731 431 4331
Email: jwarren@corp.aeneas.com

SEALED BY

ELIZABETH C. DAVID
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO 124109
STATE OF TENNESSEE

09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-2(345)	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 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.

   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

ELIZABETH C. DAVIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 124125
STATE OF TENNESSEE

09/02/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

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THIS DOCUMENT HAS BEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.09.04 13:57:12 -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, 2ˢᵗ 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	B-2
TYPE I THIN EPOXY OVERLAY NOTES	B-3
PLAN VIEW	B-4
PHASE CONSTRUCTION	B-5
EXPANSION JOINT REPAIR NOTES AND DETAILS @ P.A.B.E. NO. 1 AND P.A.B.E. NO. 2	B-6

YEAR	PROJECT NO.	SHEET NO.
2026	39I040-M3-009	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
39I040-M3-009	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

INDEX OF DRAWINGS

	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 1	
INDEX OF DRAWINGS	B-1	
BRIDGE TABULATION AND ESTIMATED QUANTITIES	B-2	
TYPE I THIN EPOXY OVERLAY NOTES	B-3	
PLAN VIEW	B-4	
PHASE CONSTRUCTION	B-5	
EXPANSION JOINT REPAIR NOTES AND DETAILS @ P.A.B.E. NO. 1 AND P.A.B.E. NO. 2	B-6	

INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE	M-215-77
SUPERSTRUCTURE DETAILS	M-215-79
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
39-I40-3.29
OVER
MIDDLE FORK
FORKED DEER RIVER
FED. BRIDGE ID NO.
39I00400003R
39I00400004L
HENDERSON COUNTY
2026

PIN NO.: 137147.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 07-26
SUPERVISED BY: BRIAN EGLI DATE: 07-26
CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.
39I040-M3-009	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.44 EXPANSION JOINT REPAIRS L.F.
39-I40-3.29 OVER MIDDLE FORK FORKED DEER RIVER FED. BRIDGE NUMBER 39I00400003	M-215-77 M-215-79 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPAIR EXPANSION JOINTS	2219	87
39-I40-3.29 OVER MIDDLE FORK FORKED DEER RIVER FED. BRIDGE NUMBER 39I00400004	M-215-77 M-215-79 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPAIR EXPANSION JOINTS	2219	87
		TOTAL	4438	174

BRIDGE REPAIR TRAFFIC CONTROL QUANTITIES

Item #	Description	Unit	Quantity
712-04.01	Flexible Drums (Channelizing)	Each	122
712-08.03	Arrow Board (Type C)	Each	2
712-05.03	Warning Lights (Type C)	Each	122

SEALED BY

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

09/04/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES
39-I40-3.29
OVER
MIDDLE FORK
FORKED DEER RIVER
FED. BRIDGE ID NO.
39I00400003R
39I00400004L
HENDERSON COUNTY
2026

PIN NO.: 137147.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 07-26
SUPERVISED BY: BRIAN EGLI DATE: 07-26
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.
39I040-M3-009	2026	B-3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

TYPE 1 THIN EPOXY OVERLAY NOTES :

TYPE 1 THIN EPOXY OVERLAY SYSTEM - USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE. TYPE 1 OVERLAY SHALL BE APPLIED MECHANICALLY USING METERED EQUIPMENT; HAND MIXING OF MATERIAL IS NOT PERMITTED.

THIN OVERLAY SYSTEM SHALL BE FROM THE QUALIFIED PRODUCTS LIST 23.005 TYPE 1 THIN OVERLAY (EPOXY URETHANE). MINIMUM OVERLAY THICKNESS SHALL BE 3/8 INCH.

APPLICATION EQUIPMENT SHOULD :

A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.

B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.

C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.

D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.

E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.

F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

AGGREGATE SHALL BE ANGULAR, HAVING LESS THAN 0.2% MOISTURE AND FREE OF DIRT, CLAY, ASPHALT AND OTHER FOREIGN OR ORGANIC MATERIALS. AGGREGATE FOR ALL LAYERS SHALL BE BAUXITE OR FLINT ROCK PRODUCTS FLINT AND MEETS THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

FULL AND PARTIAL DEPTH DECK REPAIR SHALL CURE A MINIMUM OF 28 DAYS BEFORE THE OVERLAY IS PLACED. THE 28 DAYS MAY BE WAIVED IF THE OVERLAY MANUFACTURER PROVIDES A METHOD OF TESTING THE REPAIRED AREAS AND APPROVES THE PLACEMENT BY LETTER. TRAFFIC SHALL BE ALLOWED TO USE THE BRIDGE DURING THE CURING PERIOD OF THE PATCHES BUT NOT AFTER SHOTBLASTING. MAGNESIUM PHOSPHATE BASED MATERIALS WILL NOT BE ALLOWED.

THE CONCRETE DECK SURFACE SHALL BE CLEANED BY SHOTBLASTING TO REMOVE ANY OIL, DIRT, RUBBER, TRAFFIC STRIPING, OR ANY OTHER POTENTIAL DETRIMENTAL MATERIAL SUCH AS CURING COMPOUND AND LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO THE APPLICATION OF THE THIN OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

ALL SURFACES THAT ARE TREATED SHALL BE DRY AT THE TIME OF APPLICATION. THE OVERLAY SHALL NOT BE APPLIED WHEN IT HAS RAINED 24 HOURS PRIOR TO, OR RAIN IS FORECAST WITHIN 8 HOURS AFTER, APPLICATION. THE MOISTURE CONTENT IN THE DECK SUBSTRATE SHALL BE TESTED. MOISTURE IS NOT TO EXCEED 4.5 PERCENT WHEN MEASURED BY ELECTRONIC METER. IF THE TEST SHOWS EXCESS MOISTURE, THE DECK SHALL CONTINUE TO DRY BEFORE APPLICATION PROCEEDS.

BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REPRESENTATIVE ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

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

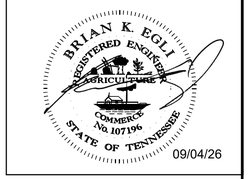
THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1-½" DIAMETER, THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINNER.

THE MANUFACTURER SHALL HAVE A REP ON THE JOB SITE AT ALL TIME DURING APPLICATION AND CURE TIME. THE REP WITH THE ENGINEER, MAY SUSPEND AN ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REP ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

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.

PIN NO.: 137147.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 07-26
SUPERVISED BY: BRIAN EGLI DATE: 07-26
CHECKED BY: _____ DATE: _____

SEALED BY



09/04/26

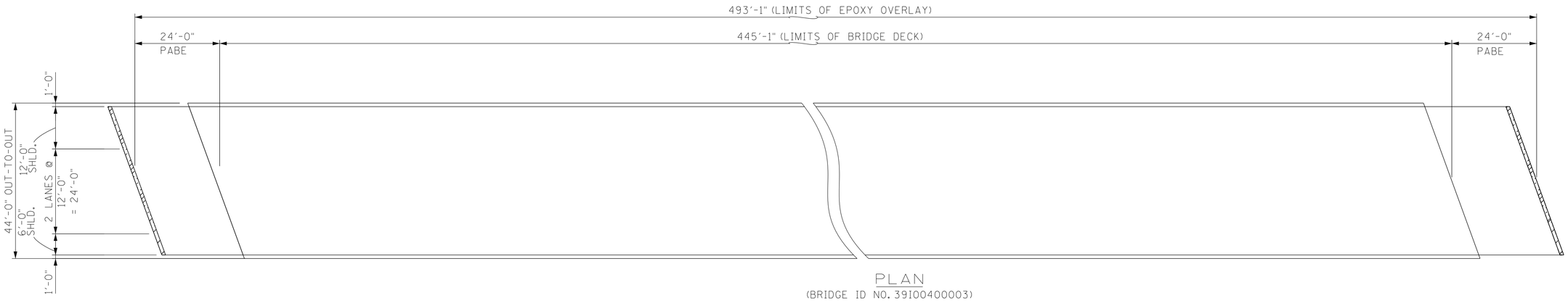
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPE 1 THIN EPOXY OVERLAY NOTES
39-I40-3.29
OVER
MIDDLE FORK
FORKED DEER RIVER
FED. BRIDGE ID NO.
39I00400003R
39I00400004L
HENDERSON COUNTY
2026

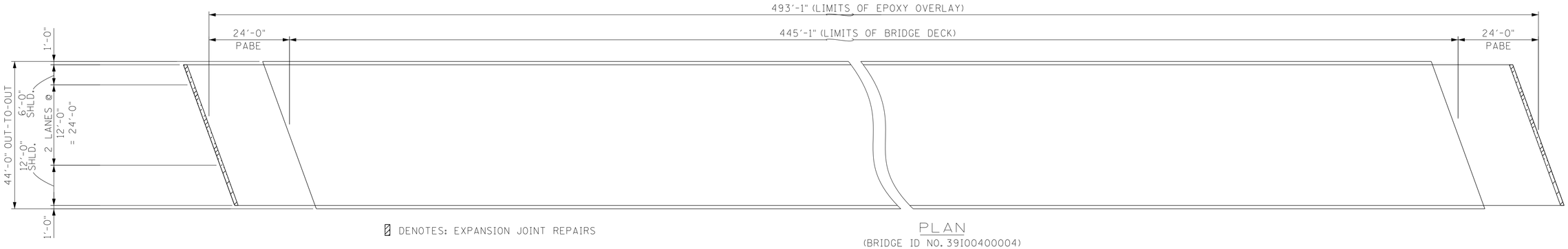
B-3

PROJECT NO.	YEAR	SHEET NO.
39I040-M3-009	2026	B-4

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



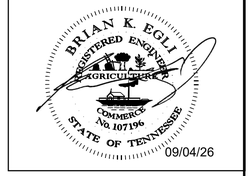
PLAN
(BRIDGE ID NO. 39I00400003)



▨ DENOTES: EXPANSION JOINT REPAIRS

PLAN
(BRIDGE ID NO. 39I00400004)

SEALED BY



09/04/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

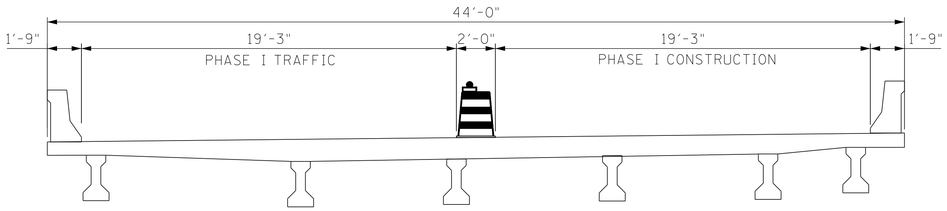
PLAN VIEW
39-I40-3.29
OVER
MIDDLE FORK
FORKED DEER RIVER
FED. BRIDGE ID NO.
39I00400003R
39I00400004L
HENDERSON COUNTY
2026

PIN NO.: 137147.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 07-26
SUPERVISED BY: BRIAN EGLI DATE: 07-26
CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.
39I040-M3-009	2026	B-5

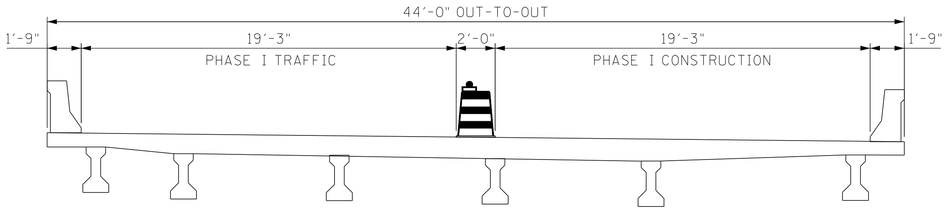
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



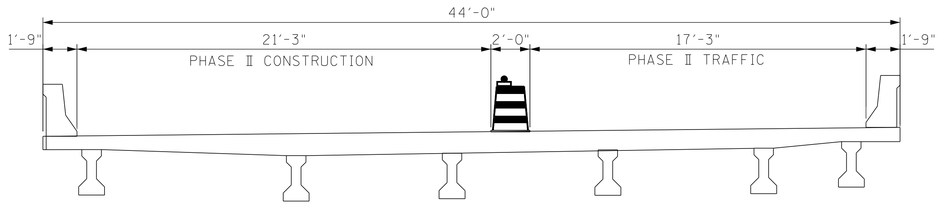
PHASE I CONSTRUCTION

LOOKING AHEAD ON SURVEY
BRIDGE ID NO. 39I00400003



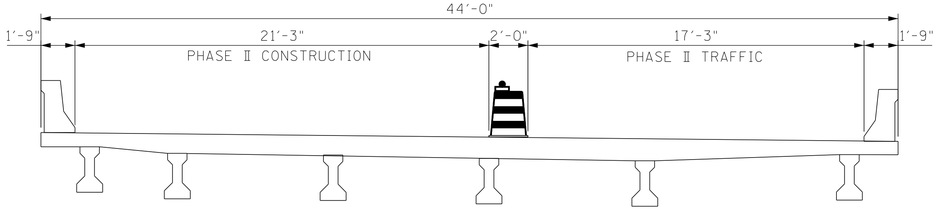
PHASE I CONSTRUCTION

LOOKING AHEAD ON SURVEY
BRIDGE ID NO. 39I00400004



PHASE II CONSTRUCTION

LOOKING AHEAD ON SURVEY
BRIDGE ID NO. 39I00400003



PHASE II CONSTRUCTION

LOOKING AHEAD ON SURVEY
BRIDGE ID NO. 39I00400004

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

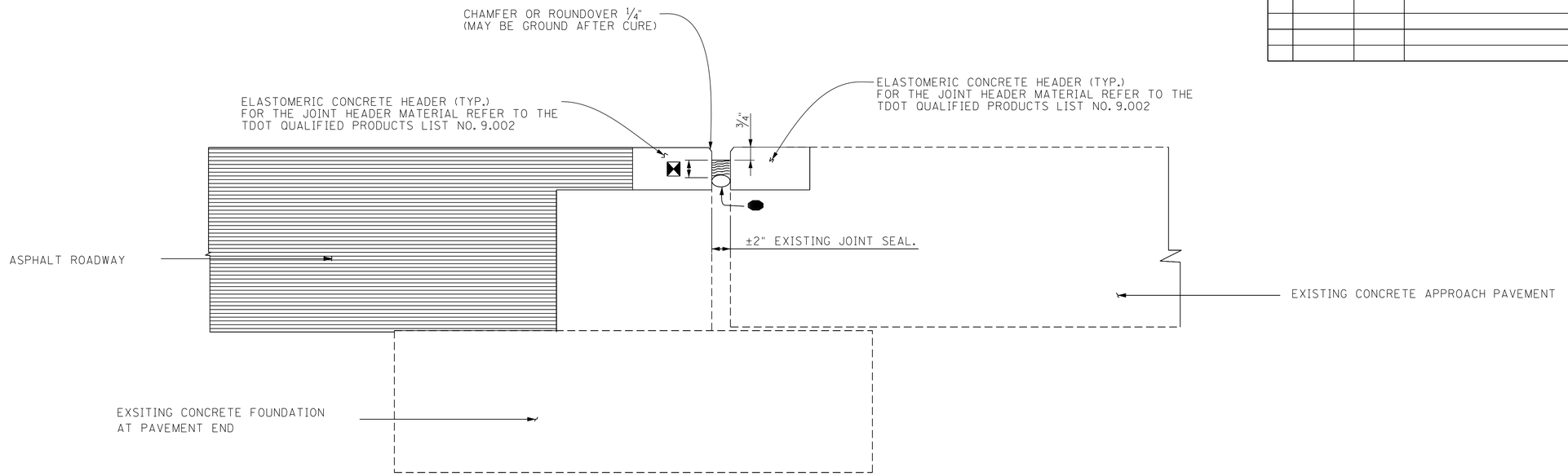
PHASE CONSTRUCTION
39-I40-3.29
OVER
MIDDLE FORK
FORKED DEER RIVER
FED. BRIDGE ID NO.
39I00400003
39I00400004
HENDERSON COUNTY
2026

PIN NO.: 137147.00
DESIGN BY: DATE:
DRAWN BY: TRENT JOHNSTON DATE: 07-26
SUPERVISED BY: BRIAN EGLI DATE: 07-26
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.
39I040-M3-009	2026	B-6

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.

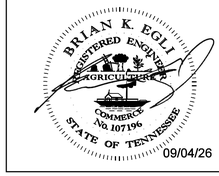
MANUFACTURERS SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE JOINT REPLACEMENT/REPAIR WORK. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP OF THE JOINT INSTALLATION.

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.

PIN NO.: 137147.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 07-26
SUPERVISED BY: BRIAN EGLI DATE: 07-26
CHECKED BY: _____ DATE: _____

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPAIR NOTES AND DETAIL @ P.A.B.E. NO. 1 AND P.A.B.E. NO. 2

39-I40-3.29
OVER
MIDDLE FORK
FORKED DEER RIVER
FED. BRIDGE ID NO.
39I00400003
39I00400004
HENDERSON COUNTY
2026

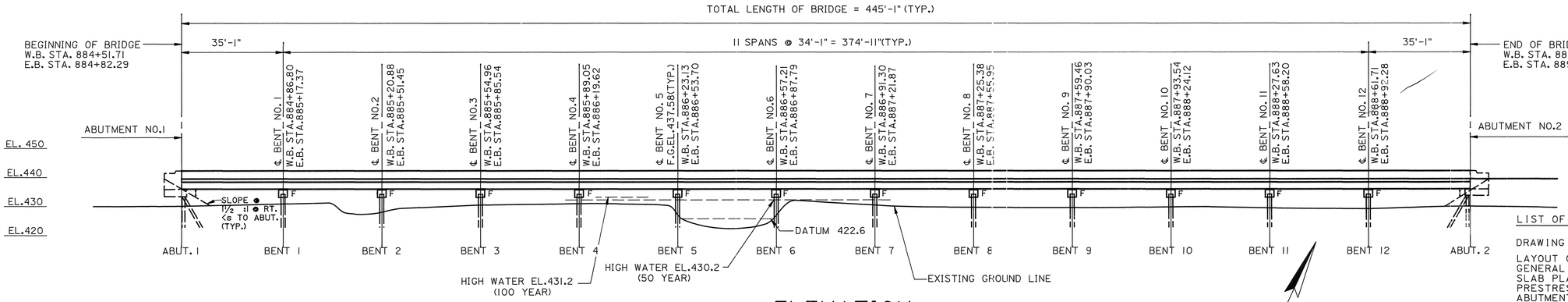
B-6

CONSTR. NO. 39001-3148-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-2(64)98	1989	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION

SCALE: 1"=20'

LIST OF REFERENCE DRAWINGS

LAYOUT.....K-9-53
thru thru
BILL OF STEEL.....K-9-58

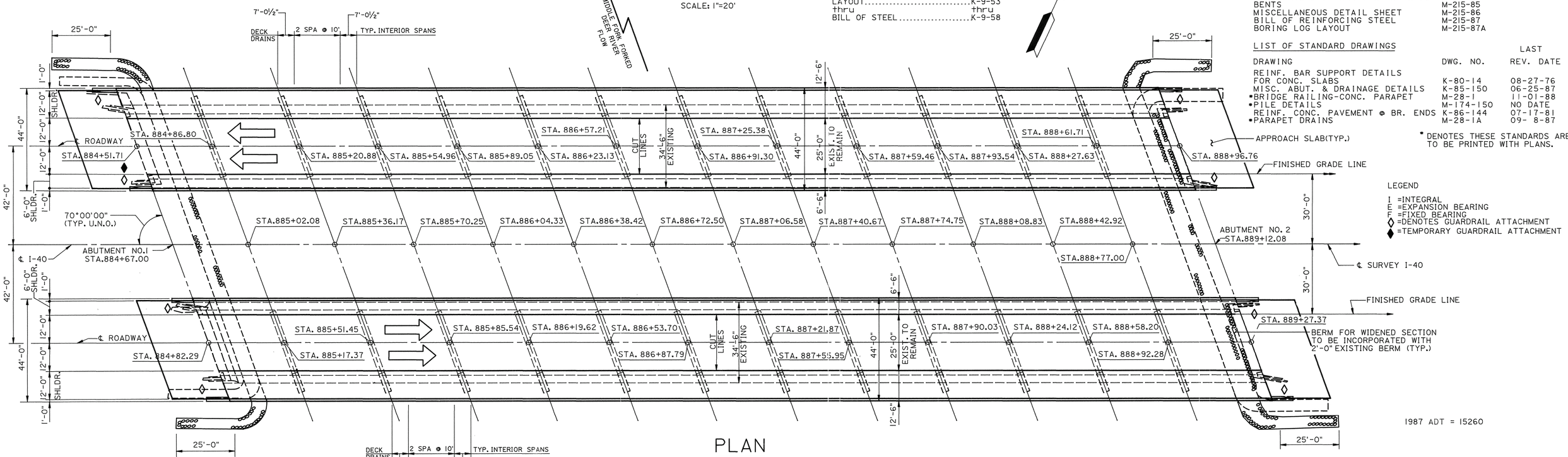
LIST OF DRAWINGS

DRAWING	DWG. NO.
LAYOUT OF BRIDGE NO. 2	M-215-77
GENERAL NOTES	M-215-78
SLAB PLAN	M-215-79
PRESTRESSED I-BEAMS	M-215-80
ABUTMENTS 1-LT AND 2-RT	M-215-81
ABUTMENTS 1-LT AND 2-RT DETAILS	M-215-82
ABUTMENTS 2-LT AND 1-RT	M-215-83
ABUTMENTS 2-LT AND 1-RT DETAILS	M-215-84
BENTS	M-215-85
MISCELLANEOUS DETAIL SHEET	M-215-86
BILL OF REINFORCING STEEL	M-215-87
BORING LOG LAYOUT	M-215-87A

LIST OF STANDARD DRAWINGS

DRAWING	DWG. NO.	LAST REV. DATE
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	K-80-14	08-27-76
MISC. ABUT. & DRAINAGE DETAILS	K-85-150	06-25-87
*BRIDGE RAILING-CONC. PARAPET	M-28-1	11-01-88
*PILE DETAILS	M-174-150	NO DATE
REINF. CONC. PAVEMENT @ BR. ENDS	K-86-144	07-17-81
*PARAPET DRAINS	M-28-1A	09- 8-87

* DENOTES THESE STANDARDS ARE TO BE PRINTED WITH PLANS.



PLAN

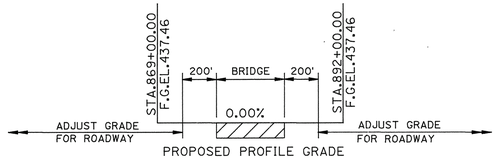
SCALE: 1"=20'

LEGEND

I =INTEGRAL
E =EXPANSION BEARING
F =FIXED BEARING
◊ =DENOTES GUARDRAIL ATTACHMENT
♦ =TEMPORARY GUARDRAIL ATTACHMENT

1987 ADT = 15260

BENCH MARK: TOP EX DOT DISK TOP CONC. CURB
S.W. CORNER W.B. BRIDGE EL. 438.03



PROPOSED PROFILE GRADE

SKETCH SHOWING GRADES

NOTE: ELEVATION BASED ON FINISHED GRADE
NEW GRADE IS PARALLEL TO EXISTING GRADE
ELEVATIONS SHOWN ARE BASED ON SCARIFYING 1" OF EXISTING DECK AND ADDING 4½" OVERLAY.

HYDRAULIC DESIGN DATA

VELOCITY: (100 YEAR).....5.2 FT/SEC
DRAINAGE AREA:.....39.9 SQ. MI.
50 YEAR DISCHARGE:.....7200 C.F.S.
100 YEAR DISCHARGE:.....8150 C.F.S.
AREA PROVIDED (100 YR.):.....1554 S.F.
AREA REQUIRED (100 YR.):.....1358 S.F.

♦ NOTE: GUARDRAIL ATTACHMENT TO BRIDGE RAIL POST SHALL BE INSTALLED PRIOR TO TRAFFIC BEING DETOURED ON WBL. ALL EQUIPMENT, MATERIALS, LABOR, ETC. REQUIRED FOR COMPLETE INSTALLATION OF THE GUARDRAIL ATTACHMENT TO BE INCLUDED IN ITEM 705-10.23.

2 @ 42'-0" ROADWAYS W/M-28-1 RAIL

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NO.2
LEFT AND RIGHT LANES
I-40 OVER MIDDLE FORK FORKED DEER RIVER
BR. NO. 39I00400003 (R L)
BR. NO. 39I00400004 (L L)
STA. 884+67.00
HENDERSON COUNTY

1989

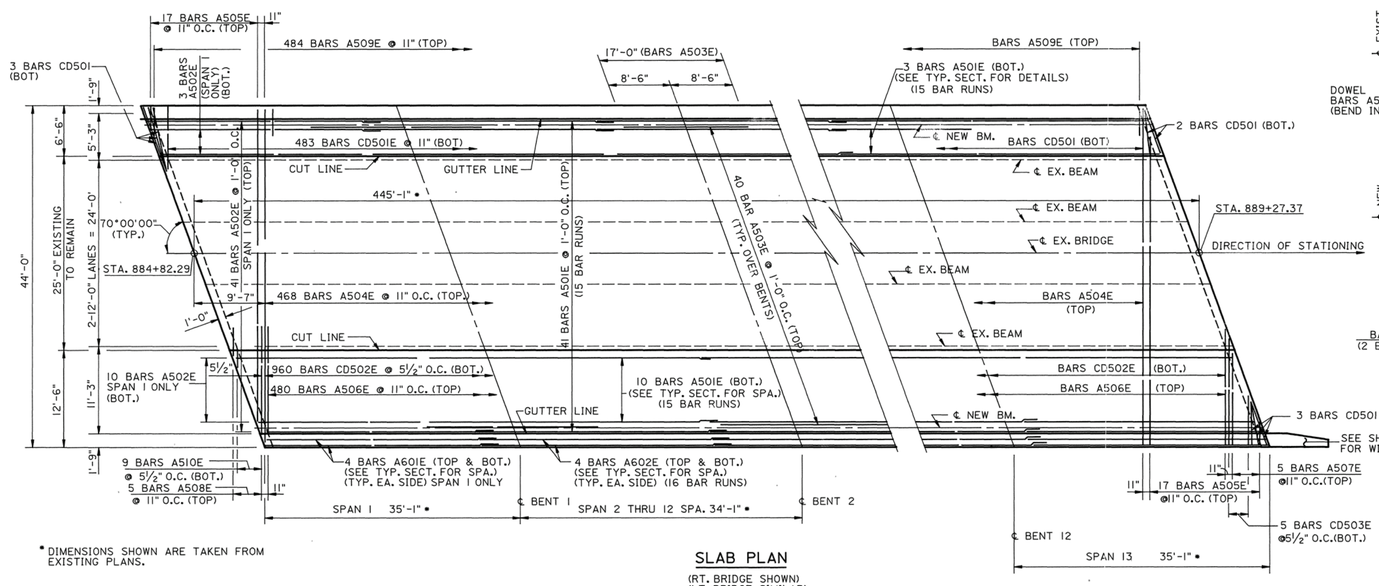
CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

M-215-77

HARLAND BARTHOLOMEW & ASSOCIATES, INC.
MEMPHIS, TENNESSEE

DESIGNED BY T. L. DAWSON DATE 1-89
DRAWN BY D. RANDALL DATE 1-89
SUPERVISED BY C. H. BRYANT DATE 1-89
CHECKED BY M. E. McGUIRE DATE 1-89

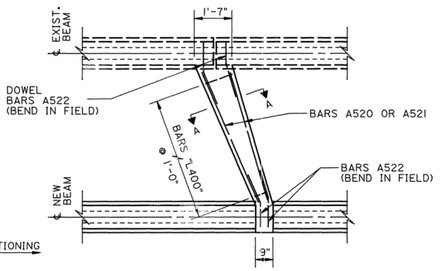
CLASS "A" GRADING D = 8.8 C.Y.



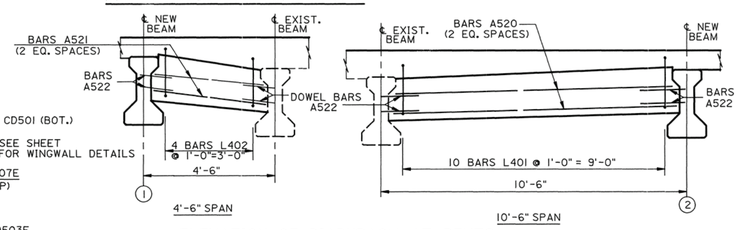
* DIMENSIONS SHOWN ARE TAKEN FROM EXISTING PLANS.

SLAB PLAN

(RT. BRIDGE SHOWN)
(LT. BRIDGE SIMILAR)

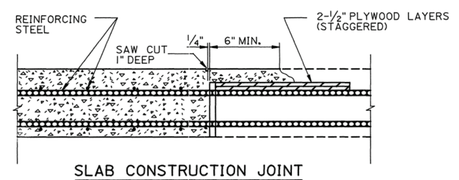


PARTIAL PLAN OF DIAPHRAGMS

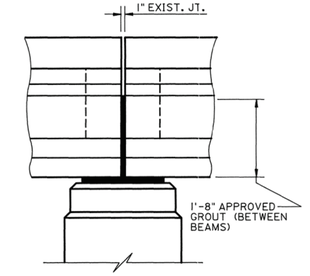


ELEVATION OF DIAPHRAGM AT BENTS

(FOR DETAILS OF DIAPHRAGM @ ABUTMENTS SEE SHEET).



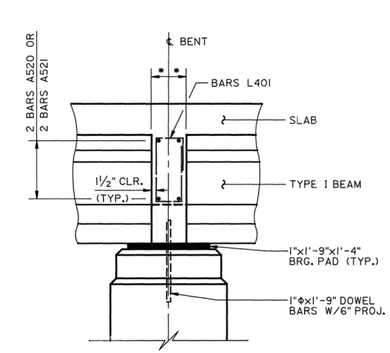
SLAB CONSTRUCTION JOINT



GROUTING DETAIL

(AT ENDS OF EXIST. BEAMS)

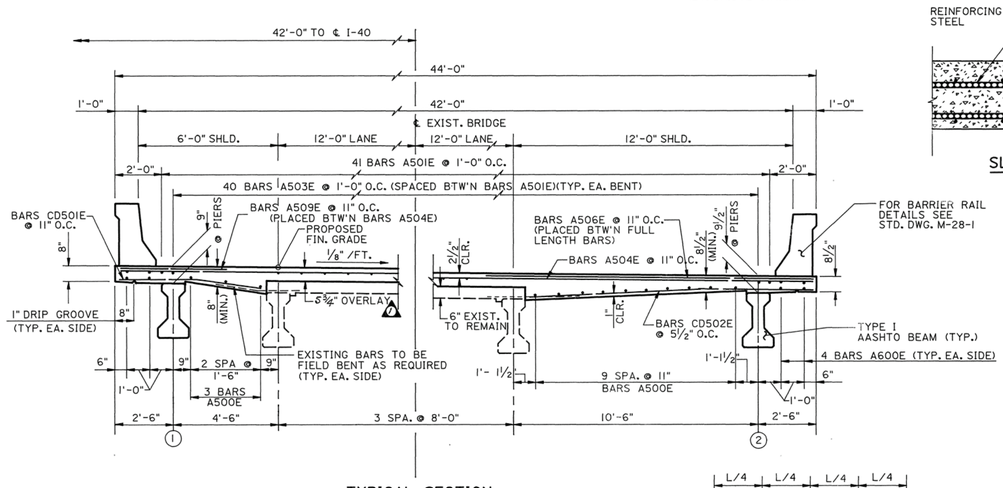
NOTE: GROUT TO BE NON-SHRINK, NON-METALLIC AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5,000 P.S.I. ALL GROUTING MATERIAL SHALL BE APPROVED BY T.D.O.T. MATERIALS AND TESTS.



SECTION A-A

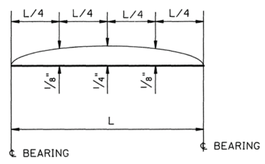
(TYP. @ BENTS)

* = DENOTES: DIAPHRAGM VARIES FROM 9" AT NEW BEAM TO 1'-7" AT WEB OF EXISTING BEAM.



TYPICAL SECTION

RIGHT LANE LOOKING FORWARD ON SURVEY
LEFT LANE LOOKING BACK ON SURVEY



DEAD LOAD DEFLECTION CURVE

THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE.

ESTIMATED QUANTITIES (PER LANE)		
CLASS "A" CONCRETE (BRIDGE DECK) C.Y. ④	REINFORCING STEEL LBS.	EPOXY-COATED REINFORCING STEEL LBS
503	3424	88501

NOTES:

1. NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.
2. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. &
3. WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. FOR DETAILS OF PARAPET SEE STANDARD DRAWING NO. M-28-1.
4. ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.
5. END DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN QUANTITY FOR ITEM 604-01.12.
6. MINIMUM LAP SPLICE LENGTH U.N.O.: #4 BARS, 1'-8"
   #5 BARS, 2'-2"
   #6 BARS, 2'-9"
7. SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION EXCEPT NO JOINT MAY BE LOCATED CLOSER THAN 1/5 SPAN LENGTH FROM AN INTERIOR SUPPORT. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED.
8. SPECIAL NOTE FOR DOWEL BARS AT BENTS: TOP OF DOWELS TO BE COVERED WITH ½" OF COMPRESSIBILE MATERIAL AND THE 6" PROJECTION WRAPPED WITH TWO LAYERS OF WATER PROOF PAPER.

CONSTR. NO. 39001-3148-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-2(64)98	1989	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3-10-89	HMB	OVERLAY THICKNESS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
SUPERSTRUCTURE DETAILS
LEFT AND RIGHT LANES
I-40 OVER MIDDLE FORK FORKED DEER RIVER
BR. NO. 39100400003 (RL)
BR. NO. 39100400004 (LL)
STATION 884+67.00
HENDERSON COUNTY

1989

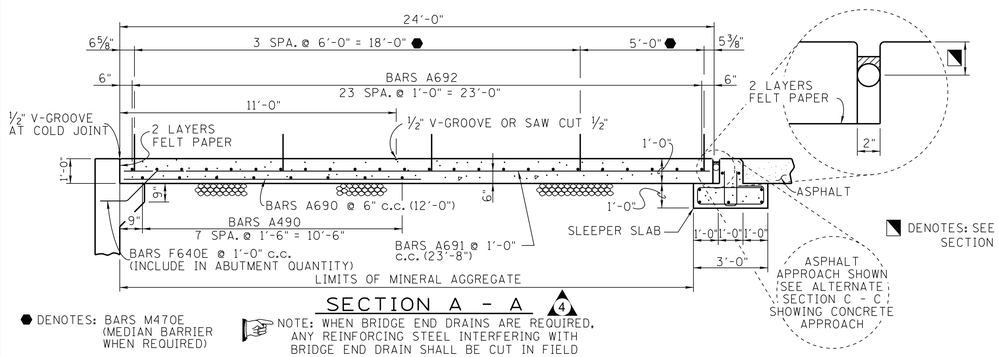
HARLAND BARTHOLOMEW & ASSOCIATES, INC.
MEMPHIS, TENNESSEE

DESIGNED BY	T. DAWSON	DATE 1-89
DRAWN BY	D. RANDALL	DATE 1-89
SUPERVISED BY	C. BRYANT	DATE 1-89
CHECKED BY	M. MCGUIRE	DATE 1-89

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

M-215-79



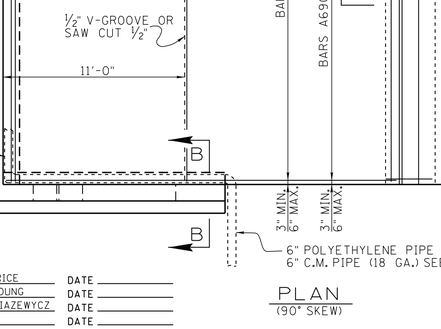
● DENOTES: BARS M470E (MEDIAN BARRIER WHEN REQUIRED)

◥ DENOTES: SEE PARTIAL SECTION C-C

SECTION A - A

4

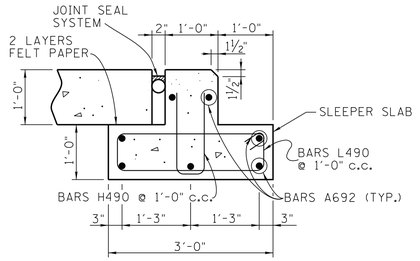
NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD TO PROVIDE 2" CLEARANCE.



SECTION B - B

2

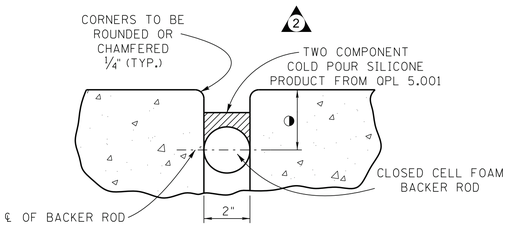
NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



ALTERNATE SECTION C - C

4

(ASPHALT APPROACH)



PARTIAL SECTION C - C

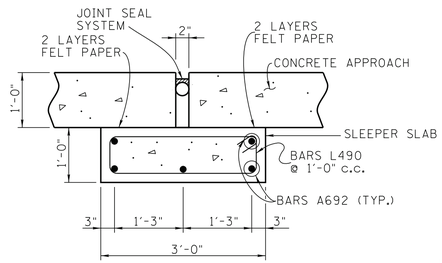
4

(COMPLETED DETAIL)

NOTE: SEE JOINT SEAL SYSTEM PLACEMEMT DETAIL.

NOTE: TDOT INSPECTOR TO VERIFY FORMED OPENING GAP IS CORRECT AT THE TIME OF CONCRETE POUR FOR APPROACH SLAB.

◑ DENOTES: REQUIRED DEPTH OF CLEANING.



ALTERNATE SECTION C - C

4

(CONCRETE APPROACH)

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

BILL OF STEEL

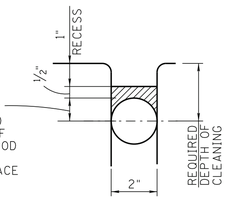
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
M470E	STD-1-3SS MED. BARRIER	4	5					4'-2"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB ✡	6	31					▲
H490	FOOTING ✡	4	▲	6"	1'-5"			3'-4"
L490	FOOTING	4	▲	2'-7¾"	8"			7'-4½"

▲ DENOTES: THESE NUMBERS VARY DEPENDING ON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	2021	

REVISIONS

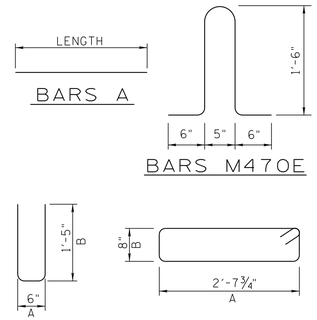
NO.	DATE	BY	BRIEF DESCRIPTION
1	5/10/21	TAK	RE-ISSUED DRAWING
2	3/01/22	TAK	REVISED SECTIONS AND NOTES
3	6/05/23	ALP	GENERAL REVISIONS
4	5/28/26	ALP	REVISED JOINT SEAL SYSTEM AND NOTES



NOTE: VERTICAL SURFACES OF JOINT TO BE CLEANED USING SAND-BLASTING TO THE SATISFACTION OF THE ENGINEER PRIOR TO JOINT INSTALLATION.

JOINT SEAL SYSTEM PLACEMENT DETAIL

4



GENERAL NOTES

2

QUANTITIES FOR CLASS "A" CONCRETE, REGULAR AND EPOXY-COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), STYROFOAM, GRATE, AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN (WHEN REQUIRED) ARE TO BE INCLUDED IN THE UNIT PRICE BID FOR PAVEMENT AT BRIDGE ENDS.

COST OF MINERAL AGGREGATE (TYPE "A" GRADING "D" OR TYPE "B" GRADING "C" OR "D") SHALL BE PAID IN ACCORDANCE WITH STD-10-1.

TOP OF SLAB AND TOP OF SLEEPER SLAB TO CONFORM TO ROADWAY SLOPE AND GRADE.

4 CONCRETE: APPROACH SLAB CONCRETE TO BE THE SAME CLASS AS USED FOR THE BRIDGE DECK PER THE BRIDGE PLANS (CLASS "D", "DS" OR "L"). SLEEPER SLAB CONCRETE TO BE CLASS "A".

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

CONSTRUCTIONS SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (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 THE TRANSVERSE AND LONGITUDINAL DIRECTIONS.

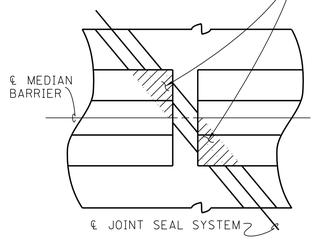
JOINT SEAL SYSTEM:
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT QUALIFIED PRODUCTS LIST. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER FOR ALL JOINTS ON ALL BRIDGES WITHIN THE PROJECT. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING, PRIOR TO ANY JOINT MATERIAL INSTALLATION.

NOTE: COST OF EXPANSION JOINT SYSTEM, INCLUDING ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 604-03.04, PAVEMENT AT BRIDGE ENDS.

NOTE: THE JOINT SEAL SYSTEM IS NOT REQUIRED WHEN THE BRIDGE HAS AN EXPANSION JOINT AT THE ADJACENT ABUTMENT.

PLAN
(90° SKEW)

BREAK BOND BETWEEN MEDIAN BARRIER AND JOINT OR SLAB ON ANY PORTION OF MEDIAN BARRIER PAST EDGE OF JOINT SEAL SYSTEM WITH 1 INCH STYROFOAM. ANY REINFORCING IN BOND BREAK AREA PROJECTING OUT OF SLAB SHALL BE CUT FLUSH WITH SLAB.



PLAN
(SHOWING DETAIL @ OPEN JOINT)

PLAN
(VARIABLE SKEW)

1 DENOTES: FOR STD-1-3 MEDIAN BARRIER, USE BARS B490E AT 1'-0" AND SEE STD-1-3 FOR DETAILS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS (APPROACH SLAB) 2021

3 1

DESIGNED BY C.M. HILES/A. PRICE DATE
DRAWN BY FRANKENFIELD/G. YOUNG DATE
SUPERVISED BY WASSERMAN/KNIAZEWYCZ DATE
CHECKED BY T. KNIAZEWYCZ DATE

CORRECT Ted A Kniazewycz
ENGINEER OF STRUCTURES

STD-1-5