



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 NOTE	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.
2025	NH-I-24-1(143)	ROADWAY-SIGN 1
SIGNATURE SHEET		

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

RUTHERFORD COUNTY

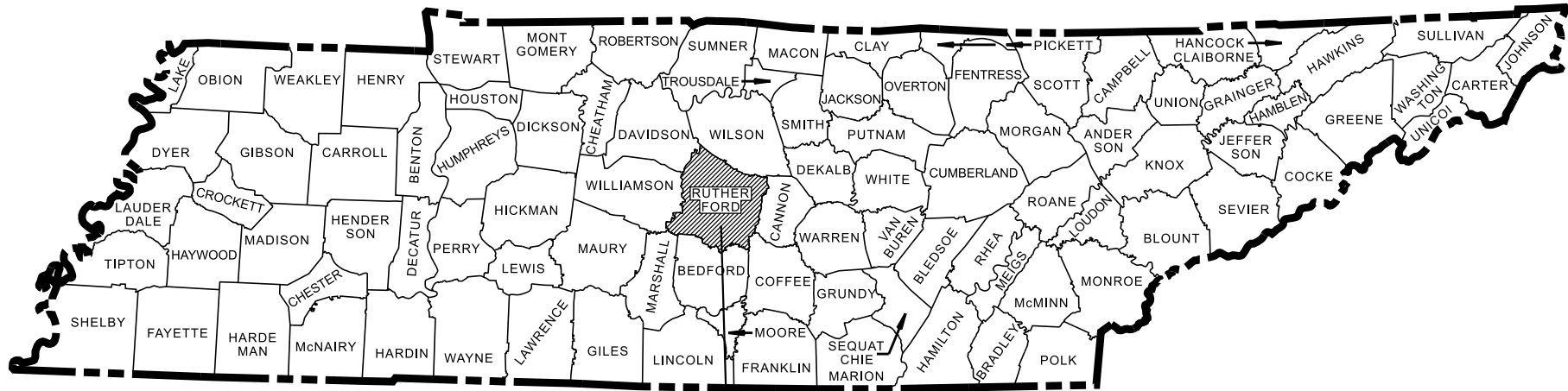
I-24
FROM DAVIDSON COUNTY LINE
TO BAKER ROAD UNDERPASS

RESURFACE
MILL, 411D AND PAVEMENT MARKING

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-24

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	NH-I-24-1(143)	
STATE PROJ. NO.	75I024-F8-014	
STATE PROJ. NO.	75I024-M3-014	



PROJECT LOCATION

BRIDGE ID. #	75I00240001	75I00240003	75I00240056
	75I00240055	75I00240005	75I00240007
	75I00240009	75I00240010	75I00240011
	75I00240012	75I00240013	

NO EXCLUSIONS

75I024-F8-014
BEGIN PROJECT NO. NH-I-24-1(143) RESURFACE
I-24 (L.M.0.00)

BRIDGE JOINT REPAIR PROJECT NO. 75I024-M3-014
I-24 (L.M.3.81)
I-24 (L.M.6.77) RT.
I-24 (L.M.7.07) RT.
I-24 (L.M.7.07) LT.

75I024-F8-014
END PROJECT NO. NH-I-24-1(143) RESURFACE
I-24 (L.M.7.75)

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 JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

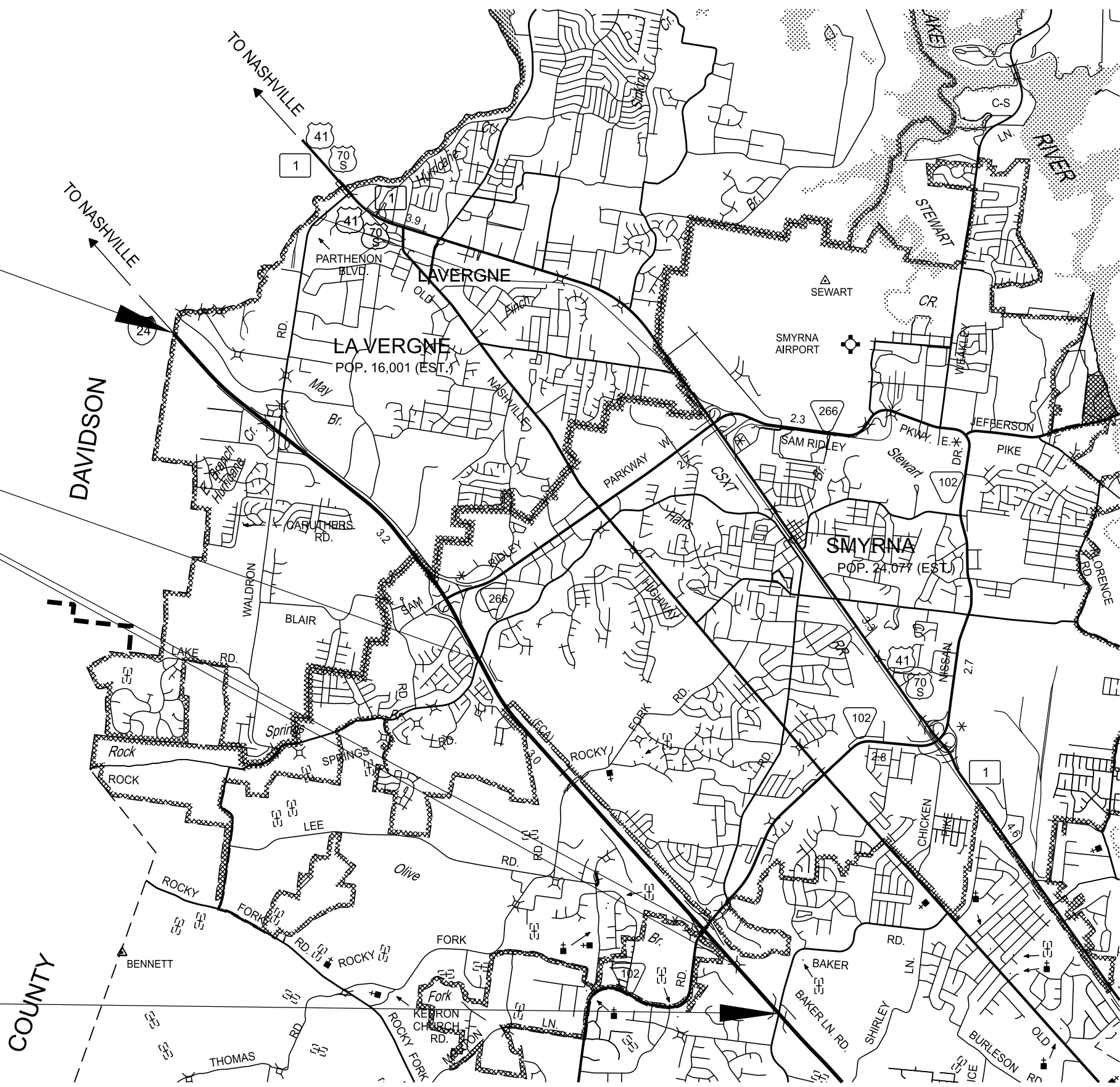
TDOT PROJECT MANAGER : KONNER SPRADLIN, P.E., REGION 3

DESIGN FIRM : HDR ENGINEERING, INC.

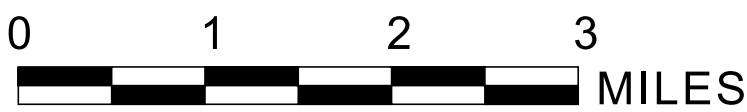
DESIGNER : DANIEL K. MCGAHA, P.E. CHECKED BY DAVID HORNE, P.E.

P.E. NO. 98034-4194-04 (DESIGN)

PIN NO. 135946.00



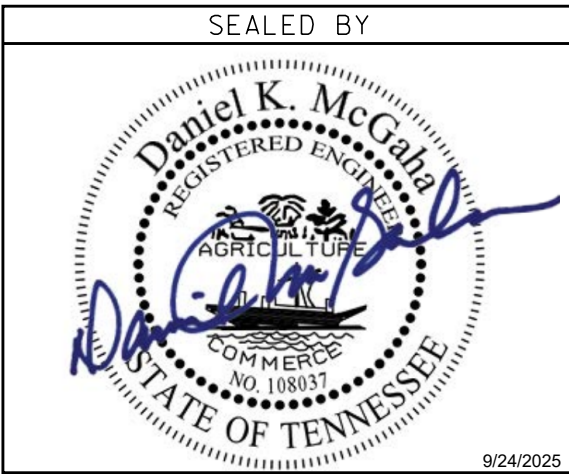
SCALE: 1"= 5280'



PROJECT LENGTH 7.75 MILES
TOTAL LANE MILES RESURFACED 62.94 MILES

TRAFFIC COUNTER,
EMBEDDED DETECTION LOOPS &
AUTOMATIC TRAFFIC READERS

STATION LOCATION	LOG MILE
TRAFFIC COUNT STATION 122	0.397
TRAFFIC COUNT STATION 104	2.900
TRAFFIC COUNT STATION 125	3.979
EMBEDDED DETECTION LOOPS [CYCLE COUNT # 125] EB	5.140
EMBEDDED DETECTION LOOPS [CYCLE COUNT # 125] WB	5.170
EMBEDDED DETECTION LOOPS [CYCLE COUNT # 265] EB & WB	7.730



APPROVED: SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED: WILL REID, CHIEF ENGINEER

TRAFFIC DATA

ADT (2025)	168767
POSTED SPEED	70 MPH

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
SIGNATURE SHEETS.....	ROADWAY-SIGN2
SIGNATURE SHEETS.....	ROADWAY-SIGN3
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
PAVEMENT MARKING IMPROVEMENTS	2G, 2G1-2G9
TRAFFIC DETECTION LOOPS DETAILS	2G10-2G11
UTILITY NOTES, AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE REPAIR PLANS	B-1
NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.	
NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	10-01-24	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	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-J-1	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-5	05-01-20	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	05-01-20	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-17	05-01-20	DOWEL ASSEMBLY DEVICES
RP-J-18	01-28-22	DOWEL ASSEMBLY DEVICES
RP-J-19	05-01-20	DOWEL ASSEMBLY DEVICES
RP-J-23	01-28-22	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-01-20	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR DETAILS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTION
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTION
T-M-9B	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTION
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-13	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR EXPRESSWAY AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	1A

REV. 10-06-25: ADDED ROADWAY-SIGN2 TO INDEX.
REV. 10-24-25: ADDED ROADWAY-SIGN3 TO INDEX;
ADDED ROADWAY, PAVEMENT APPURTENANCES,
AND FENCES; ADDED STD DWGS RP-J-1, RP-J-3, RP-J-5,
RP-J-7, RP-J-17, RP-J-18, RP-J-19, RP-J-23, RP-J-24 &
RP-J-25; EDITED DRAWING NAME FOR T-WZ-60

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10/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES, AND NO ASBESTOS WAS DETECTED; BRIDGE NO. 75I00240005 I-24 OVER ROCK SPRINGS RD LM 3.81, BRIDGE NO. 75I00240009 I-24 EB OVER SR-102 LM 6.77, BRIDGE NO. 75I00240011 I-24 EB OVER STEWARTS CREEK LM 7.07, AND BRIDGE NO. 75I00240012 I-24 WB OVER STEWARTS CREEK LM 7.07. 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 (JANUARY 1, 2021) SECTIONS 107.08 D AND 202.03).	BRIDGE NO. 75I00240005 I-24 OVER ROCK SPRINGS RD LM 3.81, BRIDGE NO. 75I00240009 I-24 EB OVER SR-102 LM 6.77, BRIDGE NO. 75I00240011 I-24 EB OVER STEWARTS CREEK LM 7.07, BRIDGE NO. 75I00240012 I-24 WB OVER STEWARTS CREEK LM 7.07

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	1B

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9/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

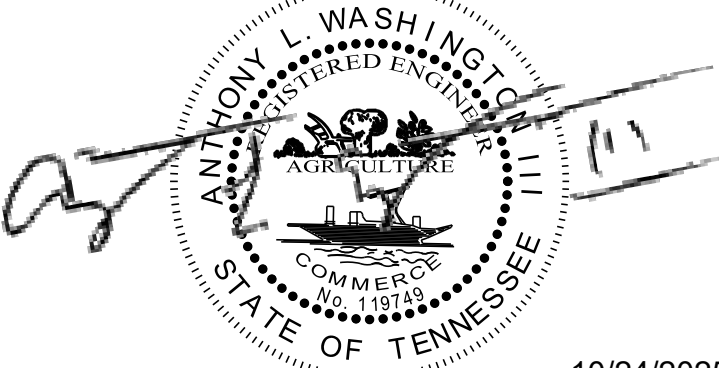
PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 751024-F8-014
(1)(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M. 31
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON 3059
(3)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON 500
(5)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 280
(4)	411-01.51	VOID REDUCING ASPHALT MEMBRANE (VRAM) HALF-WIDTH	L.F. 491040
(6)	411-03.10	ACS MIX(PG76-22) GRADING D	TON 44335
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M. 28.1
(7)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON 61437
(8)	501-01	CONCRETE PAVEMENT (REPLACEMENT)	S.Y. 394
(8)	502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F. 790
(8)	502-04.02	LOAD TRANSFER DOWELS	EACH 326
(8)	502-04.03	TRANSVERSE TIE-BARS	EACH 92
(8)	502-07	SPALL REPAIR	S.Y. 12
(8)	502-08.07	SEALING RANDOM CRACKS (SILICONE SEALANT)	L.F. 1476
(9)	712-01	TRAFFIC CONTROL	LS 1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 448
	712-05.03	WARNING LIGHTS (TYPE C)	EACH 28
(10)	712-06	SIGNS (CONSTRUCTION)	S.F. 2706
(11)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH 8
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F. 48
	712-08.03	ARROW BOARD (TYPE C)	EACH 4
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH 2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH 22
	712-08.12	QUEUE PROTECTION TRUCK	DAY 120
	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH 413
	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH 147
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH 2
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH 4878
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH 4703
(12)(13)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y. 620
(12)(13)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 138
(12)(13)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH 13
(12)(13)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F. 7350
(12)(13)	716-02.23	PLASTIC PAVEMENT MARKING (12IN BARRIER LINE)	L.F. 1052
(12)(13)	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH 10
(12)(13)	716-04.09	PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH 62
(12)(13)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F. 96
(14)	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F. 1395
(14)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M. 44
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F. 21026
	716-08.04	REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y. 620
	716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F. 138
	716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH 13
	716-09.86	CONTRAST PAVEMENT MARKING 6"	L.M. 3.6
	716-09.89	CONTRAST PAVEMENT MARKING 12"	L.F. 490
	716-09.94	CONTRAST PAVEMENT SHADOW MARKING 6"	L.M. 0.2
(12)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M. 44
(12)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F. 13081
(12)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F. 2677
(12)	716-12.09	ENHANCED FLAT LINE THERMO (12IN LINE)	L.F. 40920
	717-01	MOBILIZATION	LS 1
	730-14.02	SAW SLOT	L.F. 1932
	730-14.03	LOOP WIRE	L.F. 8141

FOOTNOTES	
(1)	TO BE USED AS DIRECTED BY THE ENGINEER.
(2)	NO DIRT OR DEBRIS TO BE LEFT ON SHOULDER INCLUDING UNDER AND AROUND GUARDRAIL THIS WORK TO BE PERFORMED BEFORE ALL OTHER OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING COLD PLANNING AND ASPHALT DEBRIS DOES NOT ENTER THE DRAINS AND WILL BE RESPONSIBLE FOR CLEAN OUTS.
(3)	TO BE USED FOR SPOT LEVELING
(4)	THIS WILL BE USED ONLY AT THE LONGTUDINAL JOINT BETWEEN TRAVEL LANES AND WILL BE PLACED IN 9" WIDE STRIPS ON BOTH SIDES OF THE LONGTUDINAL JOINT AS EACH LANE IS PAVED
(5)	INCLUDES 9 TONS FOR GORE AREA AND RAMPS.
(6)	INCLUDES 2702 TONS FOR RAMPS UP UNTIL THE CONCRETE STARTS AND GORE AREAS ALONG MAINLINE & 115 TONS FOR EMERGENCY PULL-OFFS.
(7)	INCLUDES 3748 TONS FOR RAMPS UP UNTIL THE CONCRETE STARTS AND GORE AREAS ALONG MAINLINE & 159 TONS FOR EMERGENCY PULL-OFFS.
(8)	SEE RAMP TABULATION ON SHEET 2F.
(9)	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.
(10)	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 NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION)
(11)	ITEM TO BE USED ONLY WHEN A REDUCED SPEED LIMIT IS ESTABLISHED WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS, AND TWO TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
(12)	ITEM TO BE USED AS PERMANENT MARKING ONLY.
(13)	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.
(14)	ITEM TO BE USED AS TEMPORARY PAVEMENT MARKING ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-L-24-1(143)	2
REV. 10-06-25: REVISED QUANTITY FOR PAY ITEM 716-09.89. REV. 10-24-25: REMOVED PAY ITEM 604-04.02; ADDED PAY ITEM 716-02.07; REVISED QUANTITY FOR PAY ITEMS 403-01, 411-01.51, 411-03.10, 415-01.01, 716-01.23, 716-02.04 716-04.05, 716-08.01, 716-08.04 & 716-09.94; REVISED FOOTNOTES 5, 6 & 7; ADDED FOOTNOTE 8 & RENUMBERED ACCORDINGLY.			

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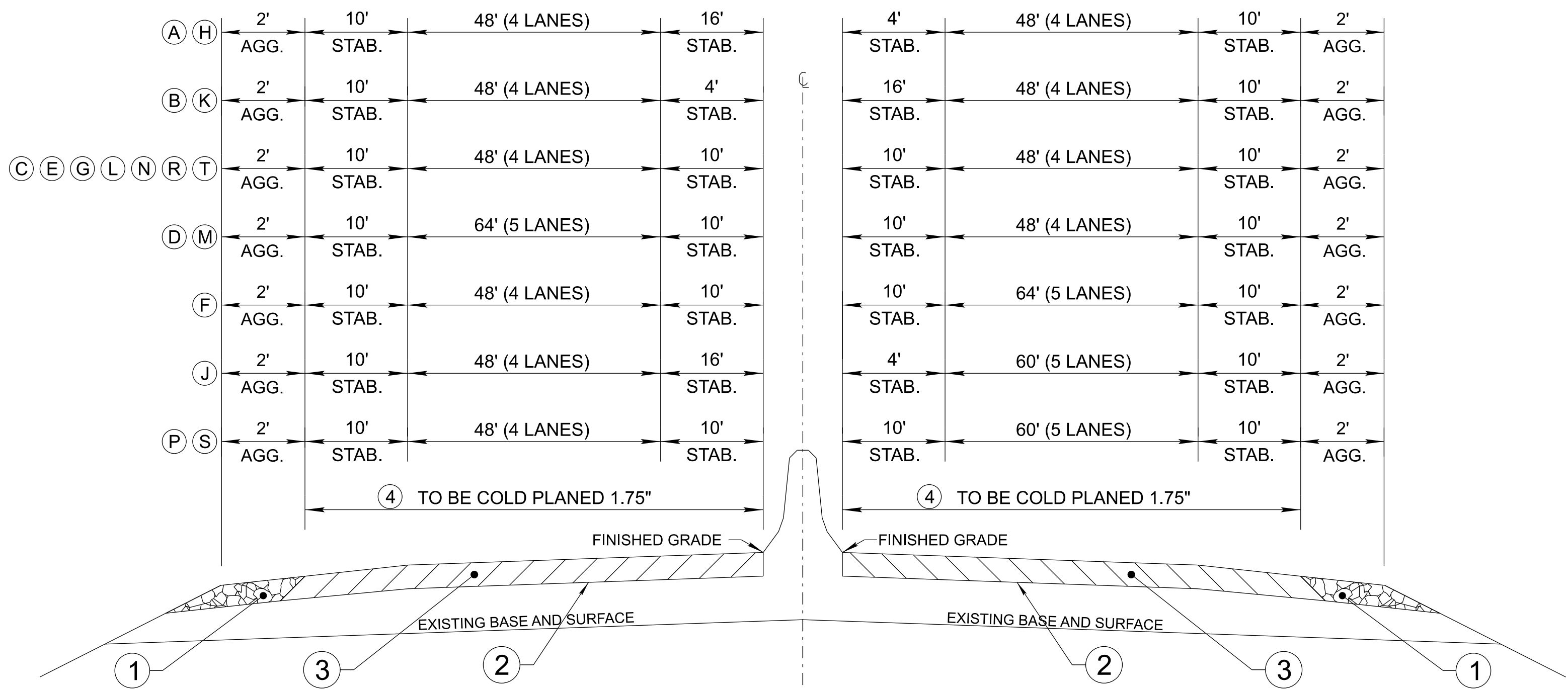
10/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

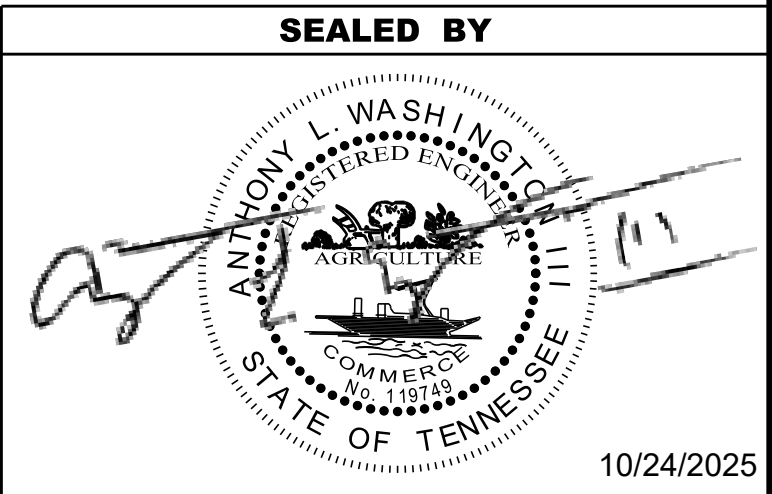
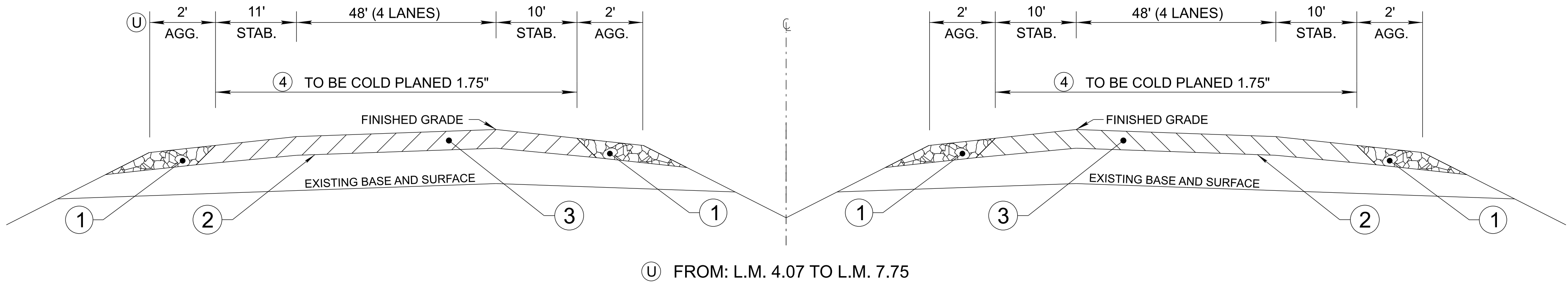
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-24-1(143)	2B

REV. 10-24-25: ADDED HEADER TO PAVEMENT SCHEDULE;
REVISED DEPTH AND RATE OF ITEM 4; REVISED DEPTH
OF AREA TO BE COLD PLANED ON BOTH SIDES OF BOTH
TYPICAL SECTIONS; REORGANIZED STATION RANGES
AND TYPICAL LANE WIDTHS FOR CLARITY



PROPOSED PAVEMENT SCHEDULE	
①	MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
②	TACK COAT ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
③	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG76-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-03.10 ACS MIX (PG76-22) GRADING "D"
④	COLD PLANING @ 1.75"± THICK (APPROX. 183.75 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

- A FROM L.M. 0.00 TO L.M. 0.08
- B FROM L.M. 0.08 TO L.M. 0.40
- C FROM L.M. 0.40 TO L.M. 0.75
- D FROM L.M. 0.75 TO L.M. 0.92
- E FROM L.M. 0.92 TO L.M. 1.21
- F FROM L.M. 1.21 TO L.M. 1.33
- G FROM L.M. 1.33 TO L.M. 1.58
- H FROM L.M. 1.58 TO L.M. 1.62
- J FROM L.M. 1.62 TO L.M. 1.83
- K FROM L.M. 1.83 TO L.M. 2.17
- L FROM L.M. 2.17 TO L.M. 2.77
- M FROM L.M. 2.77 TO L.M. 2.92
- N FROM L.M. 2.92 TO L.M. 3.10
- P FROM L.M. 3.10 TO L.M. 3.29
- R FROM L.M. 3.29 TO L.M. 3.55
- S FROM L.M. 3.55 TO L.M. 3.65
- T FROM L.M. 3.65 TO L.M. 4.07



NOT TO SCALE

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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.
- (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.
- (3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (12) 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.

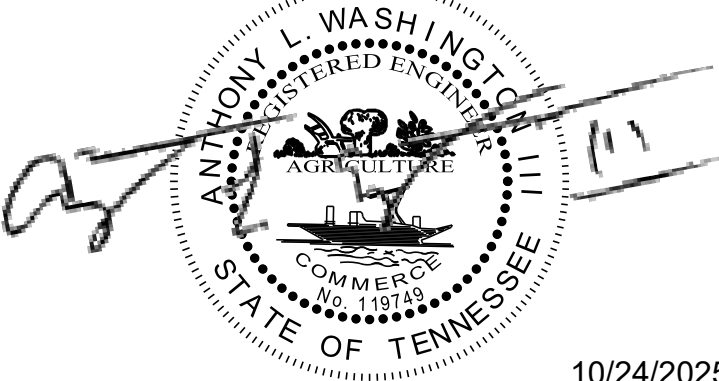
CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-L-24-1(143)	2C

REV. 10-24-25: ADDED MISCELLANEOUS SECTION WITH NOTE 3; PAVING NOTE 3, RESURFACING NOTES 4-8

SEALED BY



10/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1)

THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- (2)

ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- (3)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT

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 SWEEPED 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.
- (2)

THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A.

BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B.

ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C.

ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
- (3)

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

THE INSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.
- (7)

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.

- (10)

FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.
- (11)

TEMPORARY RAMP CLOSURES FOR MAINLINE RESURFACING SHALL BE AS FOLLOW:

A.

RAMP CLOSURES SHOULD BE LIMITED TO NO MORE THAN 3 HOURS.

B.

ALL RAMP CLOSURE REQUESTS SHALL BE MADE AT LEAST 7 WORKING DAYS PRIOR TO THE ANTICIPATED DATE OF CLOSURE.

C.

RAMPS IN THE OPPOSITE DIRECTION OF THE CLOSURES CANNOT BE CLOSED AT SAME TIME AND NO SUBSEQUENT EXIT RAMPS SHALL BE CLOSED UNLESS IT IS LESS THAN 1 MILE FROM RAMP TO RAMP.

D.

RAMPS WITH HOSPITALS OR OTHER EMERGENCY/FIRE/POLICE FACILITIES SHALL BE PASSABLE FOR EMERGENCY VEHICLES WHEN CLOSED TO REGULAR VEHICLE TRAFFIC.

PAVEMENT MARKING

- (2)

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02.

SIGNS

- (1)

IF THE CONTRACTOR ELECTS TO UTILIZE SIGNPOST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

MISCELLANEOUS

- (1)

ITEM 303-01 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.
- (2)

THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.
- (3)

MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

SPECIAL TRAFFIC COUNTER SPECIFICATIONS

- (1)

THE CONTRACTOR SHALL SUPPLY AND INST ALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE
- (2)

STATE'S LONG RANGE PLANNING DIVISION'S TRAFFIC COUNTER PERSONNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY OPERATIONAL.
- (3)

ALL LOOPS SHALL BE 5 FOOT BY 7 FOOTAND TYPICAL IN SIZE WITH THREE (3) TURNS OF LOOP WIRE.
- (4)

LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2 INCH CONDUIT FROM THE SHOULDER OF THE ROADWAY TO AN IN-GROUND PULL BOX. THE PULL BOX SHOULD BE LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LEAD-INS AND CONDUIT SHALL BE MARKED ON THE

ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THIS UNDERGROUND WORK.

- (5)

AN EXTRA 20 FEETOF LOOP WIRE FOR EACH LOOP SHALL BE STORED IN THE PULL BOX, EACH LOOP DETECTOR LEAD-IN SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ETC.).
- (6)

PLEASE CONTACT STANLEY DUNN AT 615-350-4571 WHEN THE LOOPS AND PULL BOXES ARE INSTALLED OR IF ANY QUESTIONS OCCUR DURING THE INSTALLATION OF LOOPS OR PULL BOXES.
- (7)

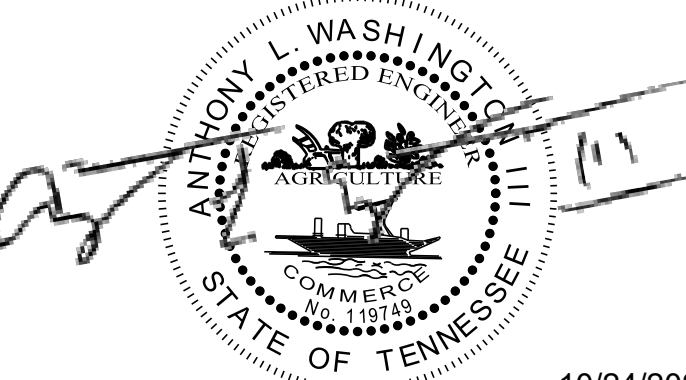
EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNAL ITEMS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- (8)

DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2D

REV. 10-24-25: ADDED DEMOLITION SECTION WITH NOTES 1-3; ADDED RESURFACING NOTES 5 & 10; ADDED PAVEMENT MARKING SECITON WITH NOTE 2; ADDED SIGNS SECTION WITH NOTE 1; ADDED MISCELLANEOUS SECTION WITH NOTE 1, REMOVED HEADER SPECIAL GENERAL NOTES REQUIRED

SEALED BY



10/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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 @ -18°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:

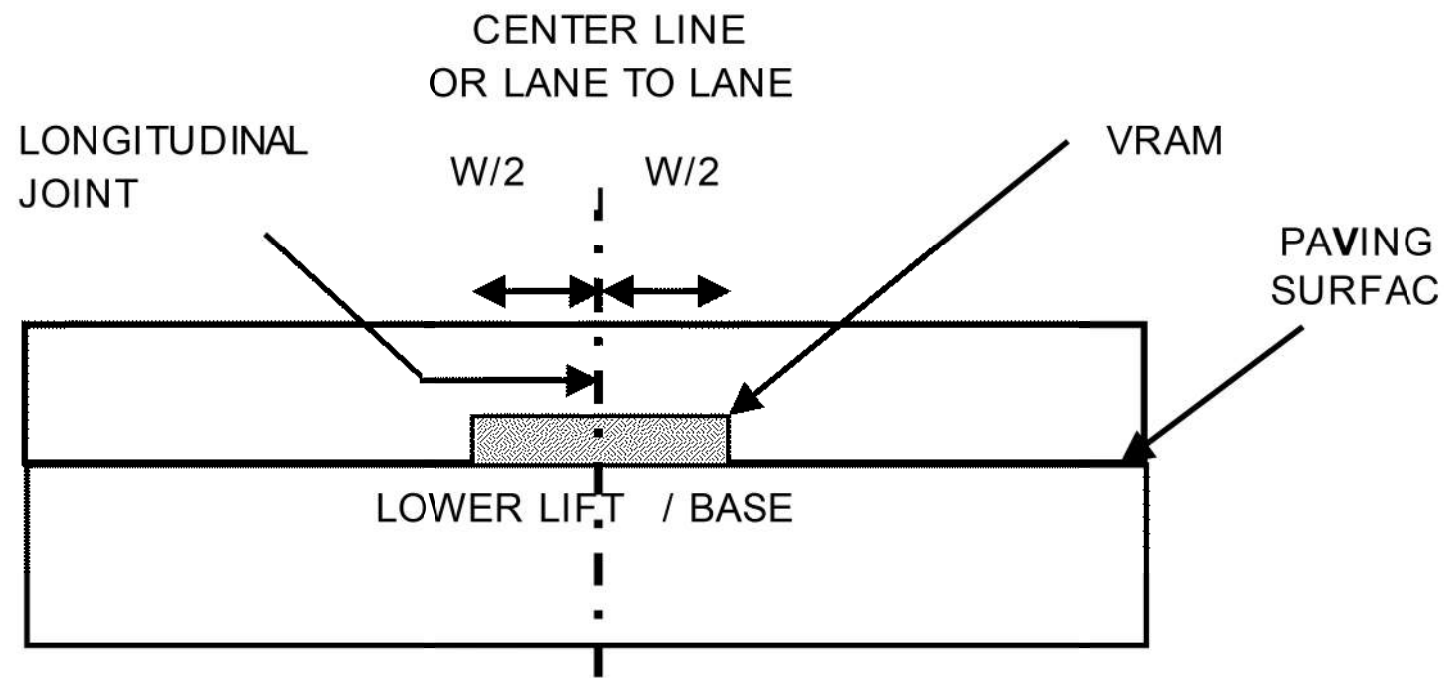
VRAM Application Table ^{1/}		
Coarse-Graded HMA Mixtures ^{2/}		
Overlay Thickness, in	VRAM Width, in.	Application Rate, lb/ft
1	18	1.15
1 ¼	18	1.31
1 ½	18	1.47
1 ¾	18	1.63
≥ 2	18	1.80
Fine-Graded HMA Mixtures ²		
Overlay Thickness, in	VRAM Width, in.	Application Rate, lb/ft
1	18	0.80
1 ¼	18	0.88
≥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

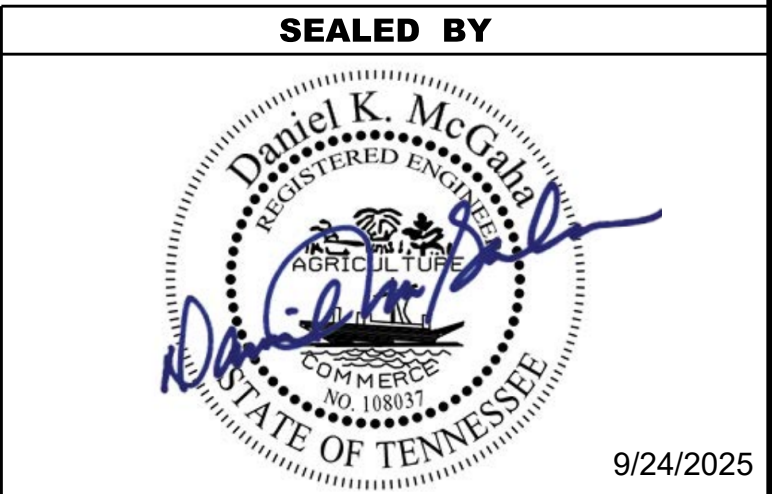
VI. MEASUREMENT:

- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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 ENGINEERING PRODUCTION SUPPORT DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

- (1)

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

ECOLOGY

- (2)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION 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, PLACING NEW ASPHALT SURFACE, PAVEMENT MARKINGS, TRAFFIC CONTROL, AND BROOMING AND DEGRASSING.

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)

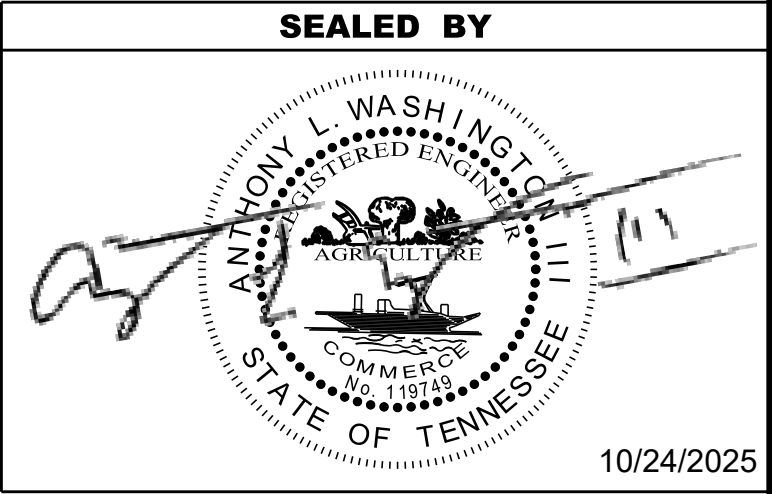
OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39)

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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REV. 10-24-25: REVISED ENVIRONMENTAL NOTE 1



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES (CONTINUOUS)

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

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RESURF	2025	NH-I-24-1(143)	2 E 1

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9/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)							
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE			S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x	W			
E5-1	EXIT	72"	x	60"	30	2	60
E5-2	EXIT OPEN	48"	x	36"	12	2	24
E5-2A	EXIT CLOSED	48"	x	36"	12	2	24
G20-1	ROAD WORK NEXT XX MILES	48"	x	24"	8	4	32
G20-2	END ROAD WORK	48"	x	24"	8	8	64
R1-2	YIELD	48"	x	48"	16	2	32
R11-2	ROAD CLOSED	48"	x	30"	10	2	20
W3-2	YIELD AHEAD	48"	x	48"	16	2	32
W4-1R	MERGING TRAFFIC	48"	x	48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48"	x	48"	16	4	64
W4-2R	RIGHT LANE ENDS SYMBOL	48"	x	48"	16	4	64
W5-4	RAMP NARROWS	48"	x	48"	16	1	16
W8-11	UNEVEN LANES	48"	x	48"	16	42	672
W8-15	GROOVED PAVEMENT	48"	x	48"	16	42	672
W8-15P	MOTORCYCLE PLAQUE	30"	x	24"	5	42	210
W8-17	SHOULDER DROP-OFF	48"	x	48"	16	1	16
W13-4P	ON RAMP (PLAQUE)	48"	x	48"	16	1	16
W20-1	ROAD WORK 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
W20-1	ROAD WORK AHEAD	48"	x	48"	16	6	96
W20-5L	LEFT LANE CLOSED 1/2 MILE	48"	x	48"	16	2	32
W20-5L	LEFT LANE CLOSED 1500 FT	48"	x	48"	16	2	32
W20-5L	LEFT TWO LANES CLOSED 1/2 MILE	48"	x	48"	16	2	32
W20-5L	LEFT TWO LANES CLOSED 1500 FT	48"	x	48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	x	48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	x	48"	16	2	32
W20-5R	RIGHT TWO LANES CLOSED 1/2 MIL	48"	x	48"	16	2	32
W20-5R	RIGHT TWO LANES CLOSED 1500 FT	48"	x	48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	x	48"	16	2	32
W21-5	SHOULDER WORK	48"	x	48"	16	1	16
W21-5aR	RIGHT SHOULDER CLOSED	48"	x	48"	16	1	16
W21-5bR	RIGHT SHOULDER CLOSED (1500 FT	48"	x	48"	16	1	16
W21-5aL	LEFT SHOULDER CLOSED	48"	x	48"	16	1	16
W21-5bL	LEFT SHOULDER CLOSED (1500 FT)	48"	x	48"	16	1	16
TOTAL						2706	

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
75I00240001	1.16	EAST BRANCH HURRICANE CREEK	54'	PAVE WITH PLANS MIX/ TREATMENT TYPE
75I00240005	3.81	ROCK SPRINGS RD	194' 9-3/4"	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)
75I00240009	6.77	ALMAVILLE ROAD & OLIVE BRANCH	195'	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)
75I00240010	6.77	ALMAVILLE ROAD & OLIVE BRANCH	195'	LEAVE AS IS (RESTRIPE EXISTING MARKINGS ONLY)
75I00240011	7.07	STEWARTS CREEK	146'-3"	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)
75I00240012	7.07	STEWARTS CREEK	146'-3"	REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)

TYPE	YEAR	PROJECT NO.	SHEET NO.
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REV. 10-24-25: ADDED RAMP REPAIR WORK TABLE.

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10/24/2025

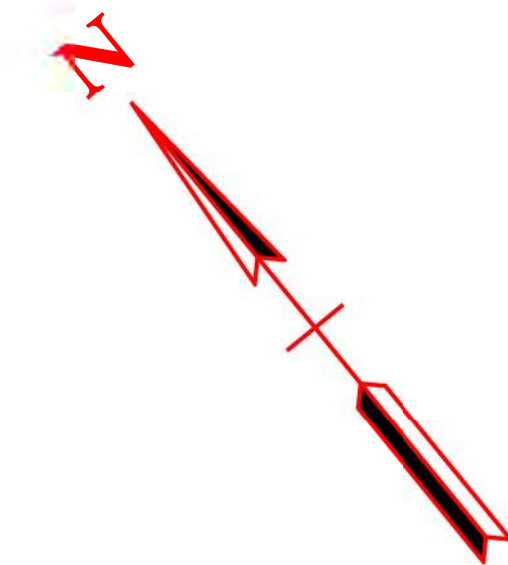
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

RAMP REPAIR WORK				Exit 64				Exit 66					Exit 70			
				NB Exit / I-24 WB Exit	NB ENT / I-24 WB On	SW EXT / I-24 EB Exit	SW ENT / I-24 EB On	EB Exit A	EB Exit B	EB ENT	WB Exit	WB Ent	WB Exit	WB Ent	EB Ext	EB Ent
Item	Description	Unit	Totals	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity
303-01	Mineral Aggregate Type A Base	Tons	34	34.00	—	—	—	—	—	—	—	—	—	—	—	—
403-01	Tack Coat	Tons	9	2.87	1.60	1.66	2.40	—	—	—	—	—	—	—	—	—
411-03.10	ACS Mix Grading D	Tons	2702	440.89	244.46	255.33	369.15	124.09	62.34	150.19	232.47	157.21	122.56	164.76	212.33	166.55
415-01.02	Cold Planing Bituminous Pavement	SY	40790	6655.00	3690.00	3854.00	5572.00	1873	941	2267	3509	2373	1850.00	2487.00	3205.00	2514.00
501-01	Concrete Pavement (Replacement)	SY	394	—	22.00	—	—	152.00	11.00	45.00	—	32.00	101.00	15.00	16.00	—
502-04.01	Sawing Concrete Pavement (Full Depth)	LF	790	—	56.00	—	—	298.00	44.00	82.00	—	—	210.00	48.00	52.00	—
502-04.02	Load Transfer Dowels	Each	326	—	10.00	—	—	112.00	28.00	28.00	—	20.00	84.00	30.00	14.00	—
502-04.03	Transverse Tie Bars	Each	92	—	10.00	—	—	—	—	28.00	—	40.00	14.00	—	—	—
502-07	Spall Repair	SY	12	—	1.00	—	—	—	3.00	1.00	—	3.00	—	—	4.00	—
502-08.07	Random Cracks (Silicone Sealant)	LF	1476	—	60.00	—	—	—	80.00	95.00	401.00	434.00	126.00	—	179.00	101.00
716-05.02	Painted Pvmr Marking (8" Barrier Line)	LF	930	195.00	206.00	328.00	201.00	—	—	—	—	—	—	—	—	—
716-05.20	Painted Pvmr Marking (6" Line)	LM	3	0.60	0.11	0.34	0.60	0.04	—	0.30	0.38	0.14	0.07	0.04	0.27	0.11
716-12.02	Enhanced Flatline Thermo (6" Line)	LM	3	0.60	0.11	0.34	0.60	0.04	—	0.30	0.38	0.14	0.07	0.04	0.27	0.11
716-12.03	Enhanced Flatline Thermo (8" Barrier line)	LF	930	195.00	206.00	328.00	201.00	—	—	—	—	—	—	—	—	—

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G



INTERSTATE 24
0.66 - 0.91 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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PROVIDED BY
TDOT REGION 3 TRAFFIC

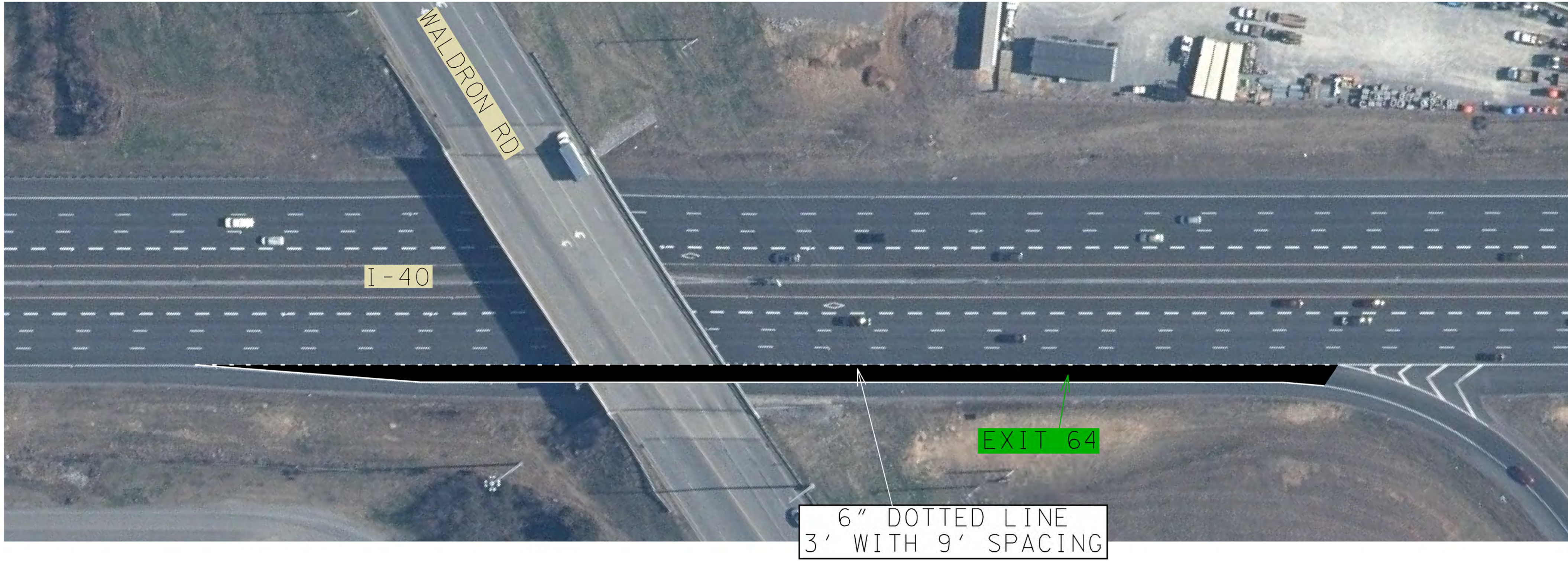
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REFERENCE
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DEPARTMENT OF TRANSPORTATION
PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G1



INTERSTATE 24
1.16 - 1.34 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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FOR
REFERENCE
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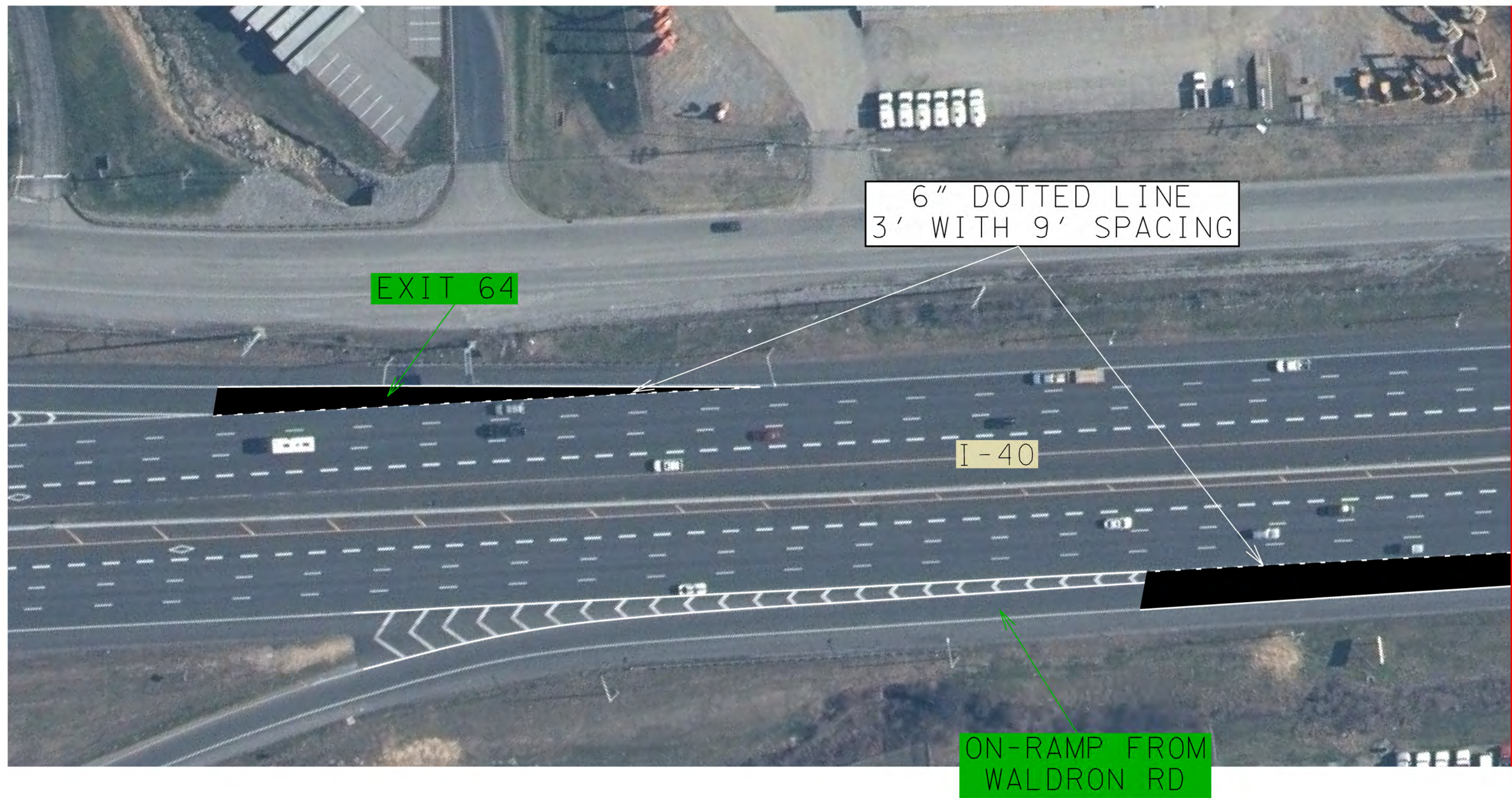
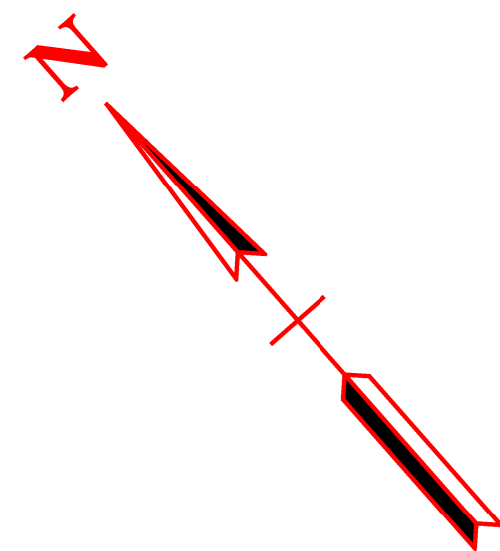
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INTERSTATE 24
1.51 - 1.65 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G2

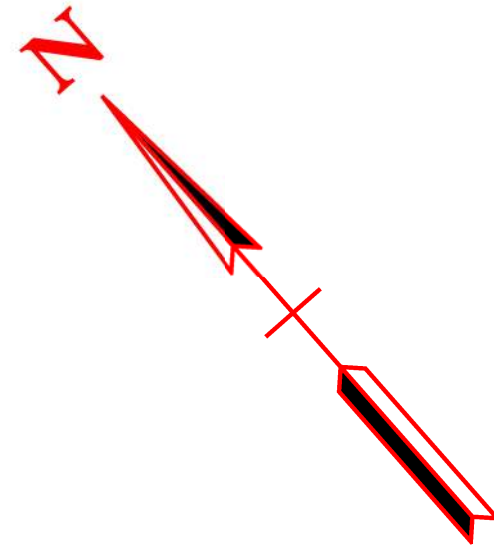
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PAVEMENT
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MATCH LINE A



INTERSTATE 24
1.65 - 1.85 LM
RUTHERFORD COUNTY

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T-M-6

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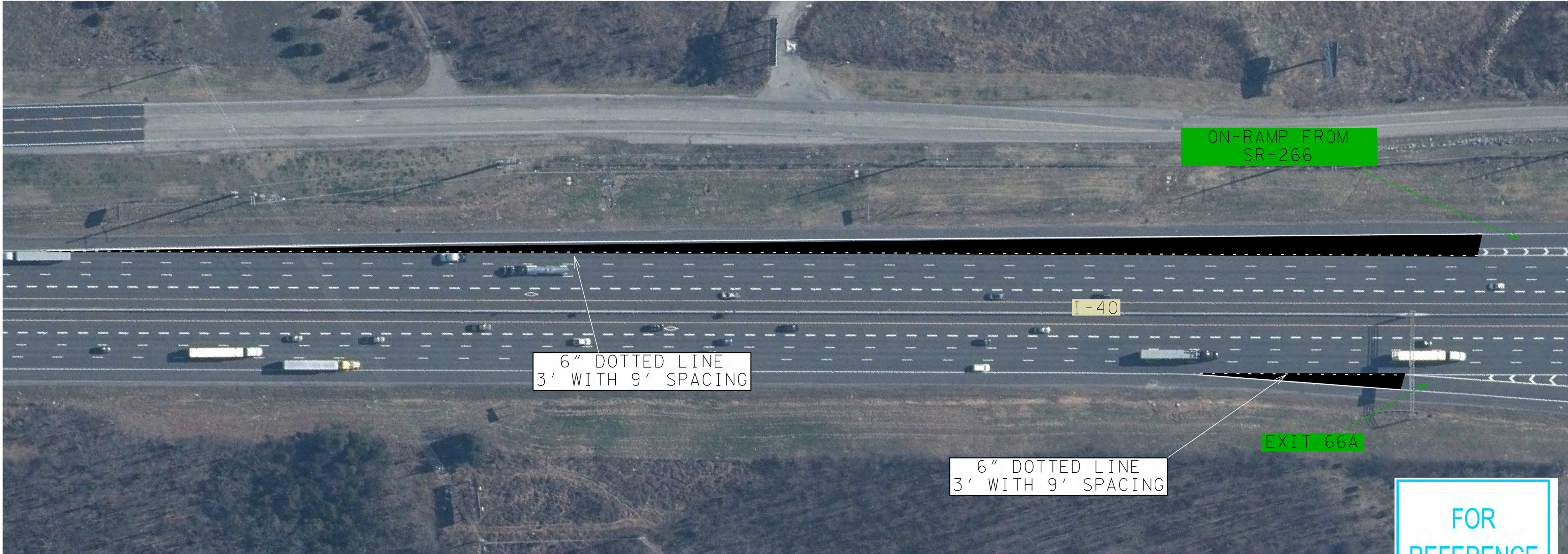
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G3

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G4



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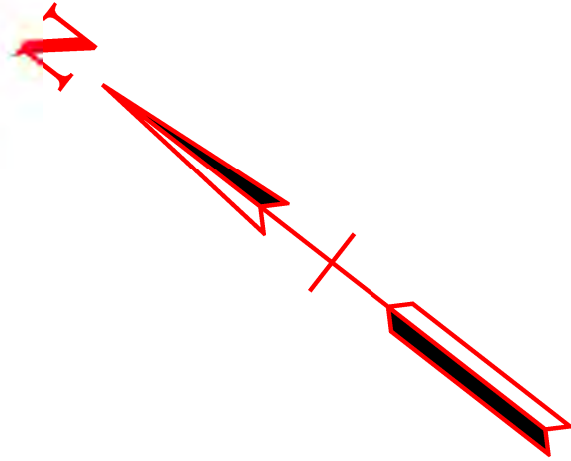
INTERSTATE 24
2.64 - 2.93 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

FOR REFERENCE ONLY
PROVIDED BY
TDOT REGION 3 TRAFFIC

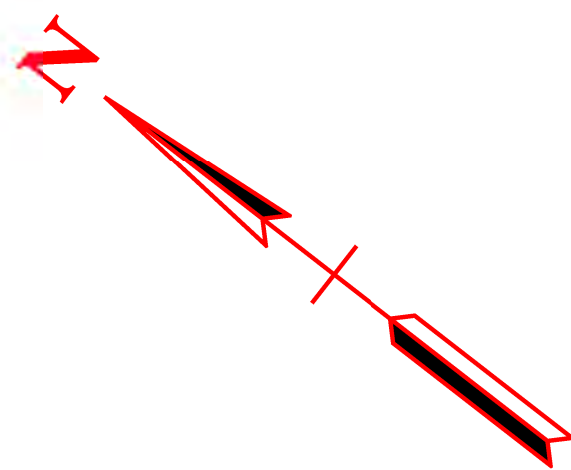
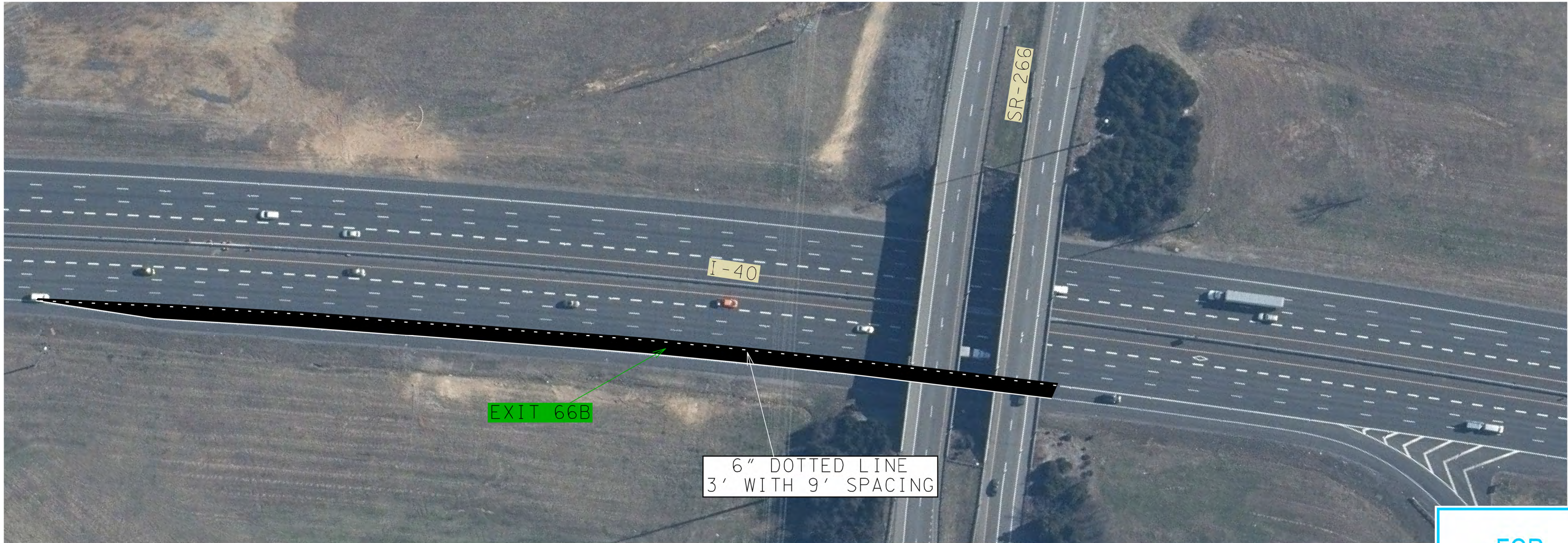
STATE OF TENNESSEE
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G5



INTERSTATE 24
3.06 - 3.32 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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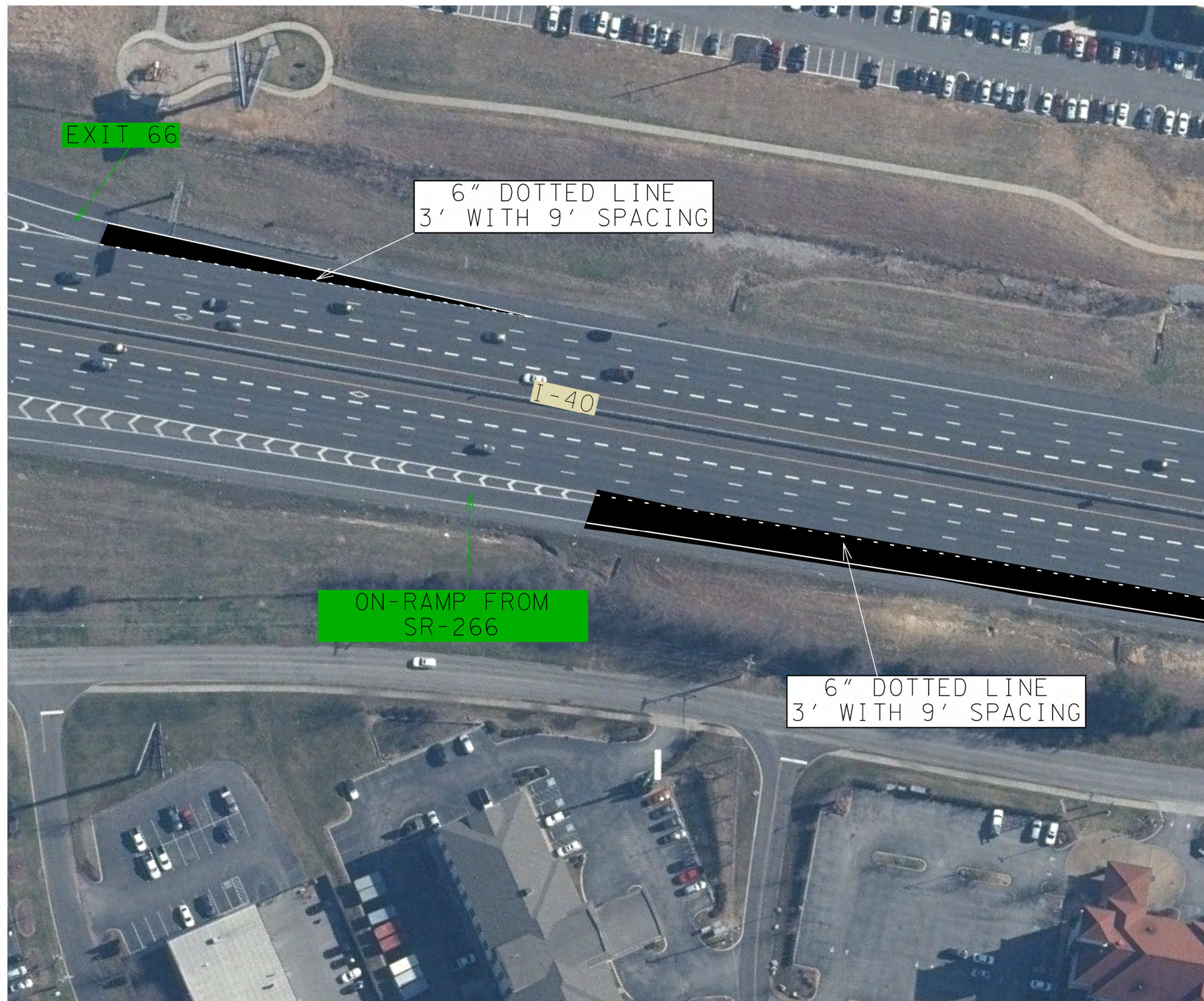
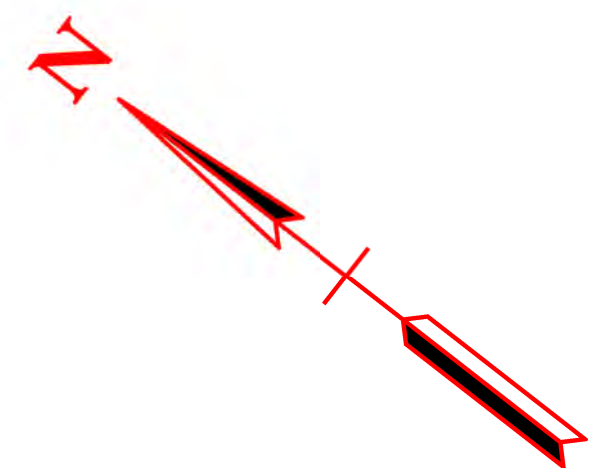
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IMPROVEMENTS

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MATCH LINE B

INTERSTATE 24
3.46 - 3.646 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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TDOT REGION 3 TRAFFIC

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G6

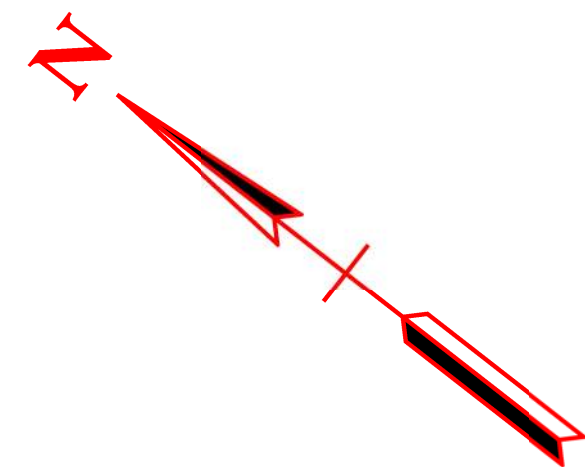
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DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS

NOT TO SCALE



MATCH LINE B



INTERSTATE 24
3.646 - 3.79 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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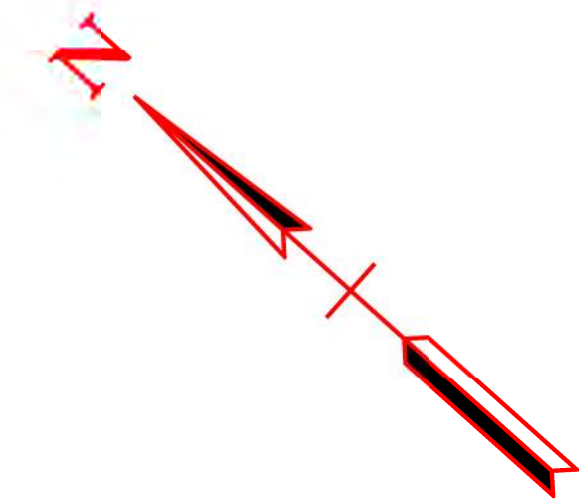
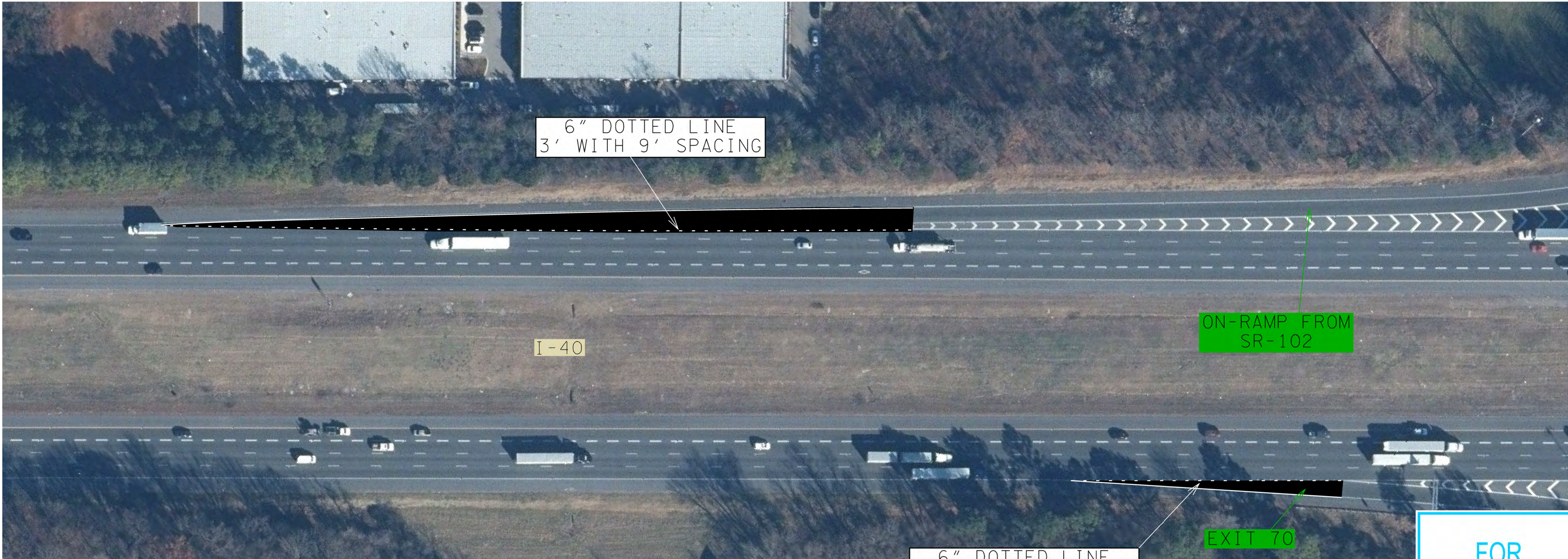
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G7

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REFERENCE
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G8



INTERSTATE 24
6.35 - 6.62 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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TDOT REGION 3 TRAFFIC

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REFERENCE
ONLY

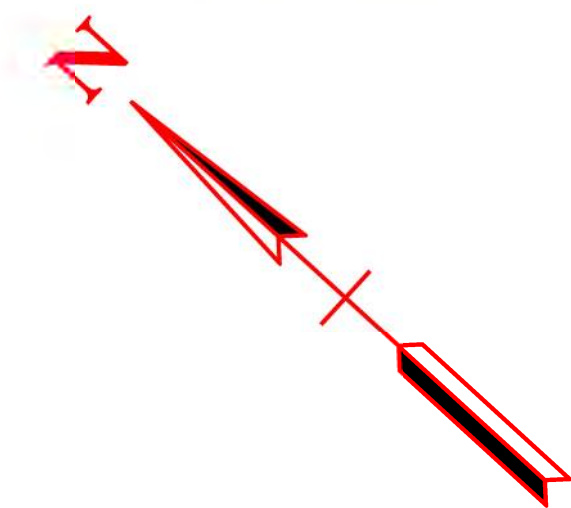
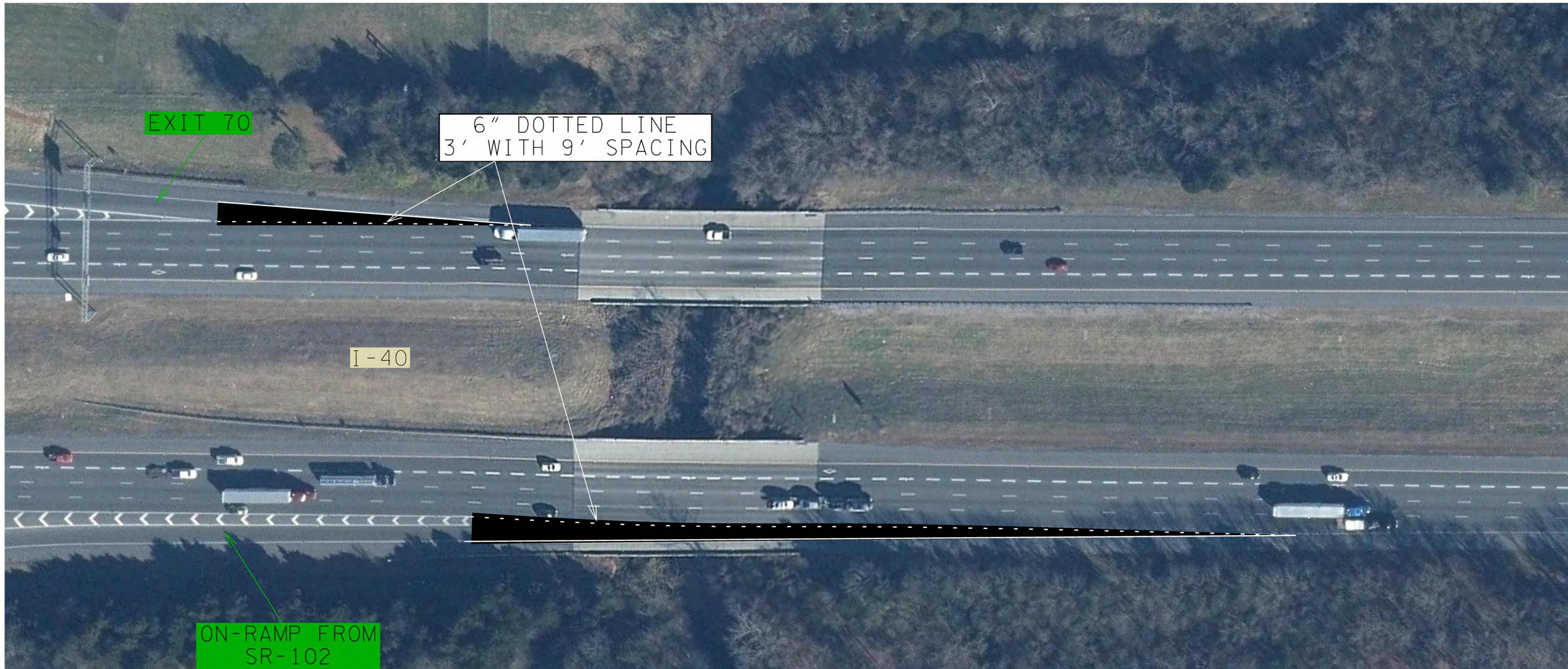
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IMPROVEMENTS

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INTERSTATE 24
6.99 - 7.20 LM
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-6

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-I-24-1(143)	2G9

FOR
REFERENCE
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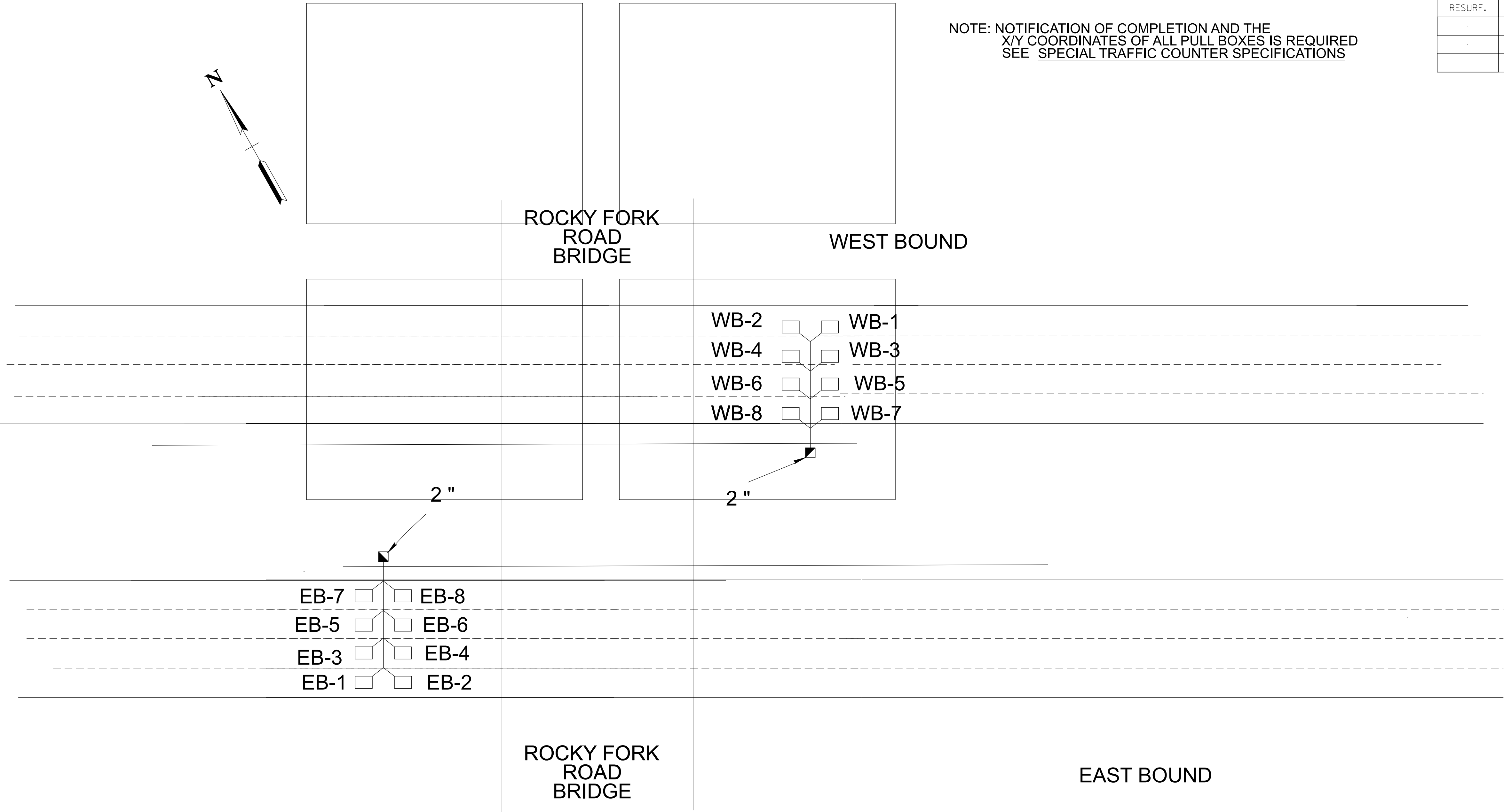
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS

NOT TO SCALE

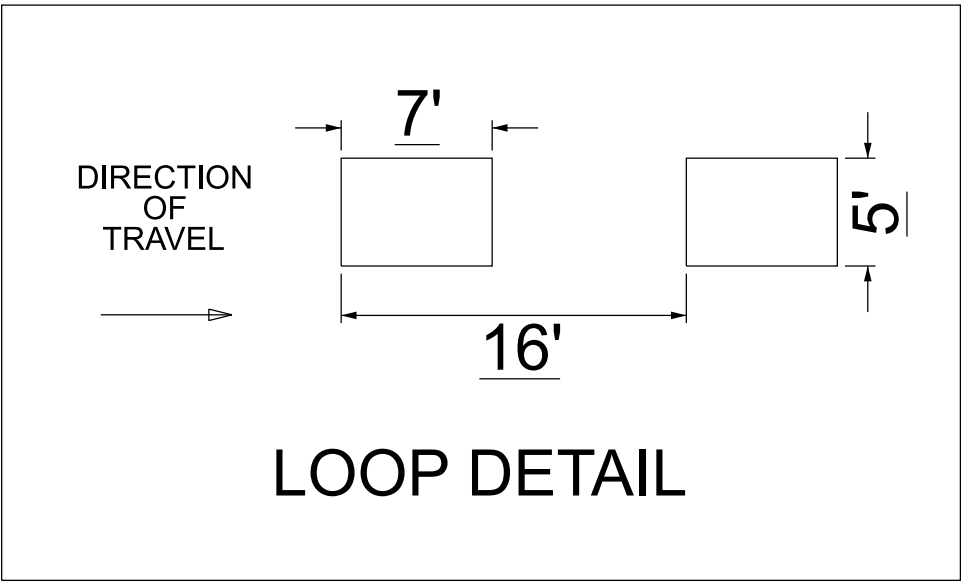
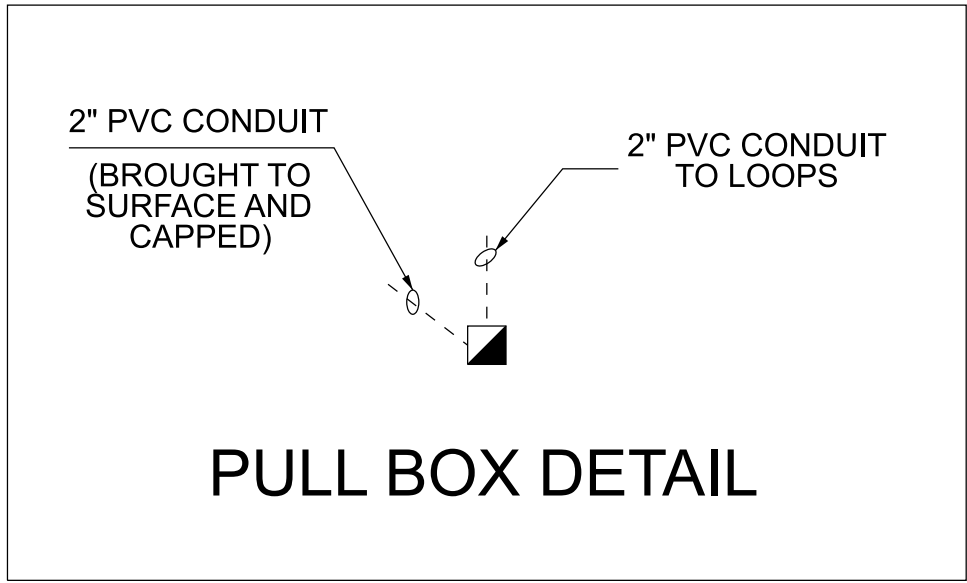
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-24-1 (1.43)	2610

NOTE: NOTIFICATION OF COMPLETION AND THE X/Y COORDINATES OF ALL PULL BOXES IS REQUIRED
SEE SPECIAL TRAFFIC COUNTER SPECIFICATIONS



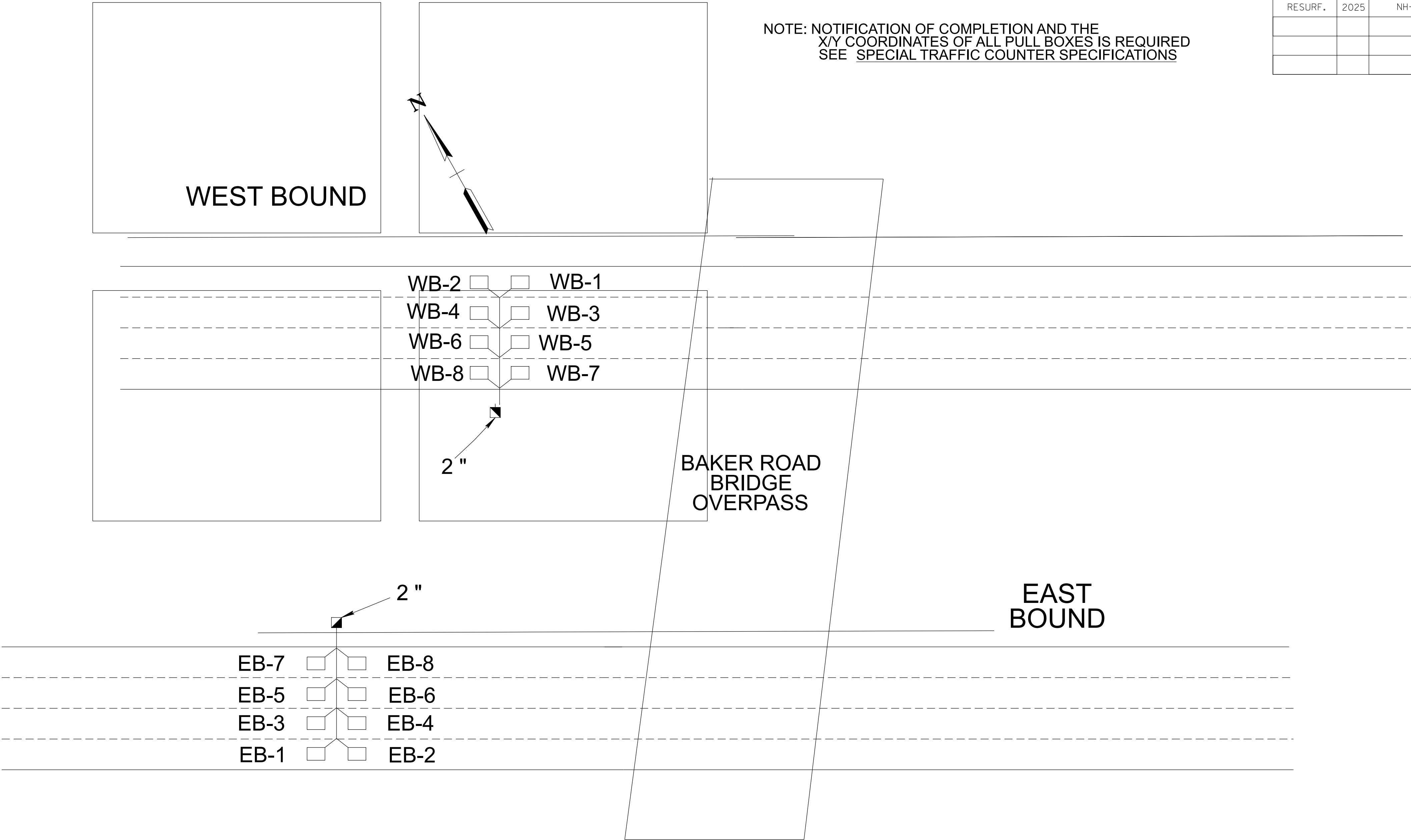
I-24 RUTHERPFORD Davidson County
Cycle Count Station # 125
East Bound Log Mile 5.16
West Bound Log Mile 5.20

NOT TO SCALE



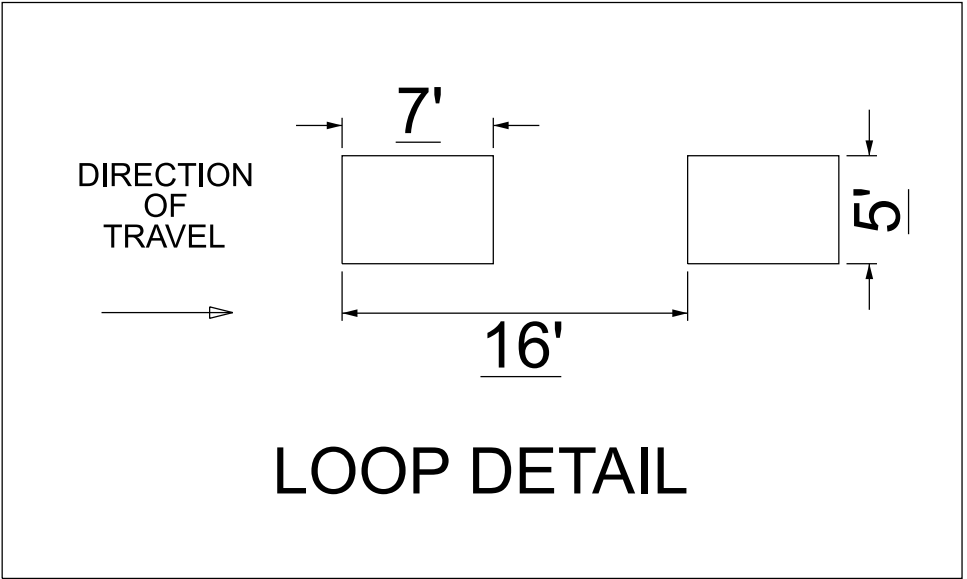
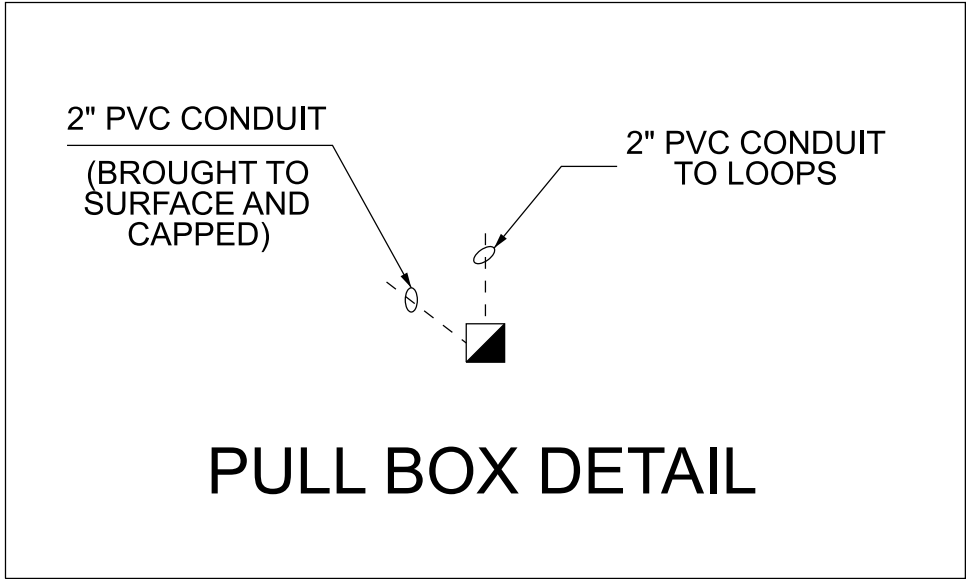
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-1-24-1(1 43)	2011



I-24 - Rutherford County
Cycle Count Station # 255
East Bound Log Mile 7.72
West Bound Log Mile 7.73

NOT TO SCALE



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:
COMCAST
660 Mainstream Dr
Nashville, TN 37228
CONTACT: Katelyn Gross
OFFICE PHONE: ___ ___ ___
CELL PHONE: 615 961 2453
Email: Katelyn_gross@comcast.com
Nas-nashvilleconstructionbetterments@comcast.com

FIBER/OPTIC:
GOOGLE NETWORK
1101 McGavock St, Suite 200
Nashville, TN 37203
CONTACT: Rick Bolton
OFFICE PHONE: 629 888 2258
CELL PHONE: ___ ___ ___
Email: boltonr@google.com

CONTACT: Joshua Day
OFFICE PHONE: 615 962 4402
CELL PHONE: ___ ___ ___
Email: joshuaday@google.com

GAS:
COLONIAL PIPELINE
1185 Sanctuary Parkway, Suite 100
Alpharetta, GA 30009
CONTACT: Robert Jack
OFFICE PHONE: 678 492 3492
CELL PHONE: 678 223 5020
Email: RJack@colpipe.com

CONTACT: Ashley Harris
OFFICE PHONE: 678 762 2857
CELL PHONE: 770 363 6350
Email: AHarris@colpipe.com

WATER, SEWER, AND GAS:
TOWN OF SMYRNA
315 South Lowry St
Smyrna, TN 37167
CONTACT: Mike Strange
OFFICE PHONE: 615 355 5711
CELL PHONE: ___ ___ ___
Email: Michael.Strange@townofsmyrna.org

WATER & SEWER:
METRO WATER & SEWER
1600 Second Ave North
Nashville, TN 37208
CONTACT: Paisley Marotta-Mathews
OFFICE PHONE: 615 862 4142
CELL PHONE: ___ ___ ___
Email: Paisley.marotta@nashville.gov
CONTACT: Kecia Cain
OFFICE PHONE: 615 862 4801
CELL PHONE: ___ ___ ___
Email: Kecia.cain@nashville.gov

FIBER/OPTIC:
TDS TELECOM
11646 Lebanon Rd
Mt. Juliet, TN 37122
CONTACT: Sean Harkins
OFFICE PHONE: 615 793 1092
CELL PHONE: ___ ___ ___
Email: Sean.harkins@tdstelecom.com

FIBER/OPTIC:
XO COMMUNICATIONS (VERIZON)
575 Hickory Hills Blvd
Whites Creek, TN 37189
CONTACT: Derek Dee
OFFICE PHONE: 615 777 7727
CELL PHONE: 615 207 1297
Email: Derek.r.dee@verizon.com

CONTACT: Michael Weaver
OFFICE PHONE: ___ ___ ___
CELL PHONE: 615 218 0656
Email: Michael.weaver@verizon.com

GAS
PIEDMONT GAS
83 Century Boulevard
Nashville, TN 37214
CONTACT: Scott Hazzard
OFFICE PHONE: ___ ___ ___
CELL PHONE: 615 714 2389
Email: Scotty.Hazzard@duke-energy.com
NGBU.TN.relocations@duke-energy.com

CONTACT: Nate Miller
OFFICE PHONE: 615 872 2457
CELL PHONE: ___ ___ ___
Email: nathaniel.miller2@duke-energy.com

WATER & SEWER
CITY OF LA VERGNE
1500 E. Nir Shreibman Blvd
La Vergne, TN 37086
CONTACT: Michael Dietz
OFFICE PHONE: 615 793 9891
CELL PHONE: ___ ___ ___
Email: mdietz@laverngetn.gov

POWER:
MIDDLE TN ELECTRIC
555 New Salem Road
Murfreesboro, TN 37129
CONTACT: Christopher Weaver
OFFICE PHONE: 615 494 1068
CELL PHONE: ___ ___ ___
Email: ChrisWeaver@mte.com

FIBER/OPTIC:
LUMEN (FORMERLY CENTURYLINK & LEVEL 3 COMMUNICATIONS)
520 Whaley St
Columbia, SC 29201
CONTACT: John Boedeker
OFFICE PHONE: ___ ___ ___
CELL PHONE: 512 334 8351
Email: John.boedeker@lumen.com

2530 Perimeter Place Dr
Nashville, TN 37214
CONTACT: Jeffrey Cannon
OFFICE PHONE: 615 263 1128
CELL PHONE: ___ ___ ___
Email: jeffrey.cannon@lumen.com

GAS:
ATMOS ENERGY
810 Crescent Centre Dr, Suite 600
Franklin, TN 37067
CONTACT: Taylor Sanders
OFFICE PHONE: 615 927 1596
CELL PHONE: ___ ___ ___
Email: Taylor.Sanders@atmosenergy.com

GAS:
HORTON HIGHWAY UTILITY DISTRICT
102 S. Main Street, P.O. Box 85
Chapel Hill, TN 37034
CONTACT: Justin Russell
OFFICE PHONE: 931 364 2283
CELL PHONE: ___ ___ ___
Email: utilityco@united.net

TELEPHONE:
AT&T
116 South Cannon Ave
Murfreesboro, TN 37129
CONTACT: Lee Kornegay
OFFICE PHONE: 615 848 2082
CELL PHONE: ___ ___ ___
Email: Kk4096@att.com

POWER:
NASHVILLE ELECTRIC SERVICE
1214 Church Street, Room 363
Nashville, TN 37246
CONTACT: Jon Sipes
OFFICE PHONE: 615 747 3529
CELL PHONE: ___ ___ ___
Email: jsipes@nespower.com
utilityrelocations@nespower.com

FIBER/OPTIC:
ZAYO GROUP
4701 W Hillsborough Ave
Tampa, FL 33614
CONTACT: Jake Sansom
OFFICE PHONE: ___ ___ ___
CELL PHONE: 813 763 5999
Email: jake.sansom@zayo.com
zayo.relo.tennessee@zayo.com

2030 Powers Ferry Rd SE, Suite 306
Atlanta, GA 30339
CONTACT: Jamye Debardeleben
OFFICE PHONE: ___ ___ ___
CELL PHONE: 678 755 7281
Email: jamye.debardeleben@zayo.com

GAS:
ENBRIDGE
565 Marriott Drive, Suite 400
Nashville, TN 37214
CONTACT: Kelly Daly
OFFICE PHONE: 701 857 0813
CELL PHONE: ___ ___ ___
Email: kelly.daly@enbridge.com

WATER:
CONSOLIDATED UTILITY DISTRICT
709 New Salem Hwy
Murfreesboro, TN 37129
CONTACT: Carter Brewer
OFFICE PHONE: 615 225 3327
CELL PHONE: ___ ___ ___
Email: cbrewer@cudrc.com

TELEPHONE:
UNITED COMMUNICATIONS
120 Taylor St
Chapel Hill, TN 37034
CONTACT: Jonathan Knight
OFFICE PHONE: ___ ___ ___
CELL PHONE: 704 242 4172
Email: Jon.Knight@gounited.net

POWER:
TN VALLEY AUTHORITY (TVA)
1101 Market Street MR-4G
Chattanooga, TN 37402
CONTACT: Stephen Williams
OFFICE PHONE: 662 255 6272
CELL PHONE: ___ ___ ___
Email: sewilliams@tva.gov

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-L24-1(143)	3

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9/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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.
- | | | | |
|---------|------|---------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF. | 2025 | NH-L24-1(143) | T 1 |
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| | | | |

SEALED BY



9/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL
- 9/23/2025 10:57:53 AM C:\PWORKING\EA\ST02\DM\507204\T1_PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES.DGN



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	STRUCTURE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION AND ESTIMATED QUANTITIES	B-2
PLAN VIEW REPAIRS LOCATIONS	B-3
PHASE CONSTRUCTION	B-4
PLAN VIEW REPAIRS LOCATIONS	B-5
PLAN VIEW REPAIRS LOCATIONS	B-6
PHASE CONSTRUCTION	B-7
PHASE CONSTRUCTION	B-8
EXPANSION JOINT DETAILS	
AT APPROACHES PAVEMENTS ENDS	B-9

YEAR	PROJECT NO.	SHEET NO.
2025	751024-M3-014	STRUCTURE-SIGN 1

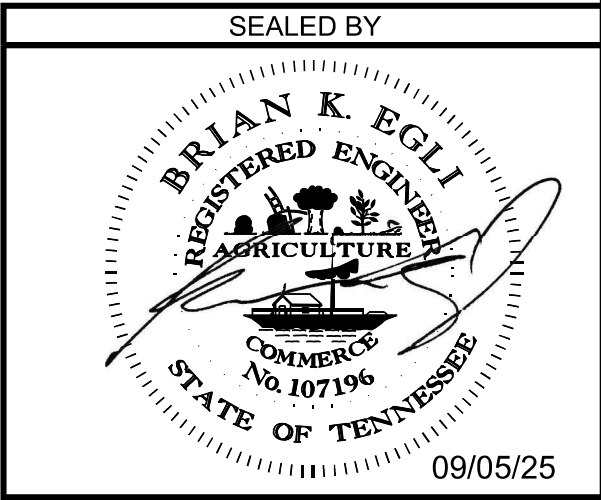
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET

PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-1
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
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	- -		
	- -		
	- -		

INDEX OF DRAWINGS	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET_____	STRUCTURE-SIGN 1	
INDEX OF DRAWINGS_____	B-1	
BRIDGE TABULATION AND ESTIMATED QUANTITIES_____	B-2	
PLAN VIEW REPAIRS LOCATIONS_____	B-3	
PHASE CONSTRUCTION_____	B-4	
PLAN VIEW REPAIRS LOCATIONS_____	B-5	
PLAN VIEW REPAIRS LOCATIONS_____	B-6	
PHASE CONSTRUCTION_____	B-7	
PHASE CONSTRUCTION_____	B-8	
EXPANSION JOINT DETAILS_____		
AT APPROACHES PAVEMENTS ENDS_____	B-9	

INDEX OF REFERENCE DRAWINGS	DWG. NO.
LAYOUT OF THE BRIDGE_____	M-367-2
SUPERSTRUCTURE_____	M-367-6
SUPERSTRUCTURE_____	M-367-7
LAYOUT OF THE BRIDGE_____	M-367-36
SUPERSTRUCTURE_____	M-367-40
LAYOUT OF THE BRIDGE_____	M-367-70
SUPERSTRUCTURE_____	M-367-76
SUPERSTRUCTURE_____	M-367-73
REINFORCED CONCRETE PAVEMENT_____	
AT THE BRIDGE ENDS_____	STD-1-5



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
75-I24-3.81 OVER
ROCK SPRINGS ROAD,
75-I24-6.77 RT. OVER
ALMAVILLE & OLIVE BRANCH
AND 75-I24-7.07 RT. & LT.
OVER STEWARTS CREEK
RUTHERFORD COUNTY
2025

PROJECT NO.		YEAR		SHEET NO.	
75I024-M3-014		2025		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	604-10.44 EXPANSION JOINT REPAIRS L.F.
75-124-3.81 OVER ROCK SPRINGS ROAD (75100240005)	M-367-2 M-367-6 M-367-7 STD-1-5	EXPANSION JOINT REPAIRS	164
75-124-6.77 RT. OVER ALMAVILLE ROAD & OLIVE BRANCH (75100240009)	M-367-36 M-367-40 STD-1-5	EXPANSION JOINT REPAIRS	144
75-124-7.07 RT. OVER STEWARTS CREEK (75100240011)	M-367-70 M-367-76 STD-1-5	EXPANSION JOINT REPAIRS	178
75-124-7.07 LT. OVER STEWARTS CREEK (75100240012)	M-367-70 M-367-73 STD-1-5	EXPANSION JOINT REPAIRS	72
TOTAL			558

SEAL BY



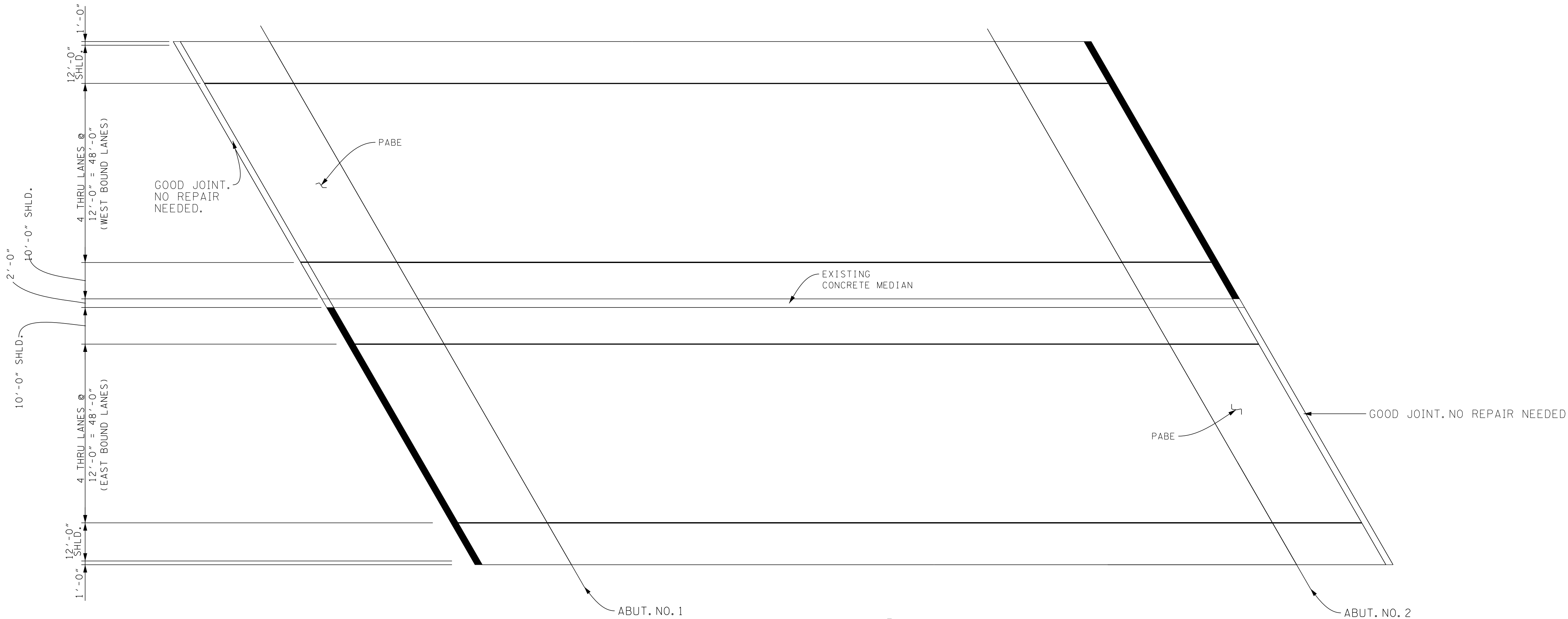
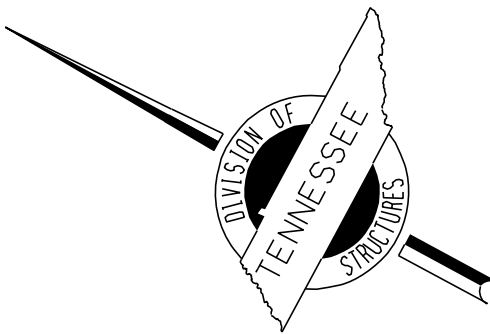
09/05/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION AND
ESTIMATED QUANTITIES
75-I24-3.81 OVER
ROCK SPRINGS ROAD,
75-I24-6.77 RT. OVER
ALMAVILLE & OLIVE BRANCH
AND 75-I24-7.07 RT. & LT.
OVER STEWARTS CREEK
RUTHERFORD COUNTY
2025

B-2

PIN NO.:	135946.00	
DESIGN BY:		DATE: / /
DRAWN BY:	SILESHI ERGICHO	DATE: 07/25
SUPERVISED BY:	KEVIN MARTINKO	DATE: 07/25
CHECKED BY:		DATE: / /

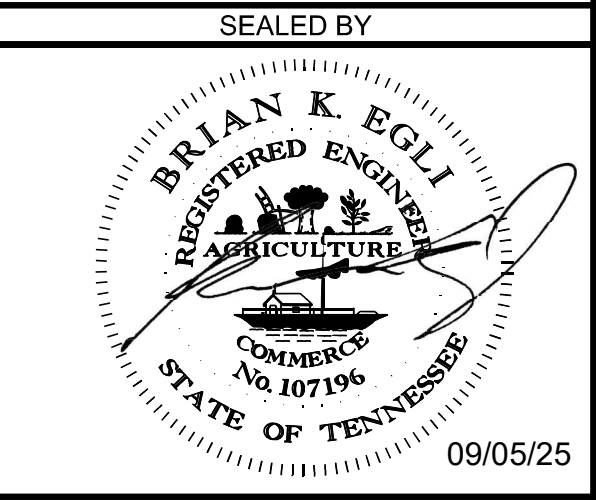
PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-3
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PLAN VIEW
75-I24-3.81

██████████ DENOTES: EXPANSION JOINT REPAIRS LOCATIONS

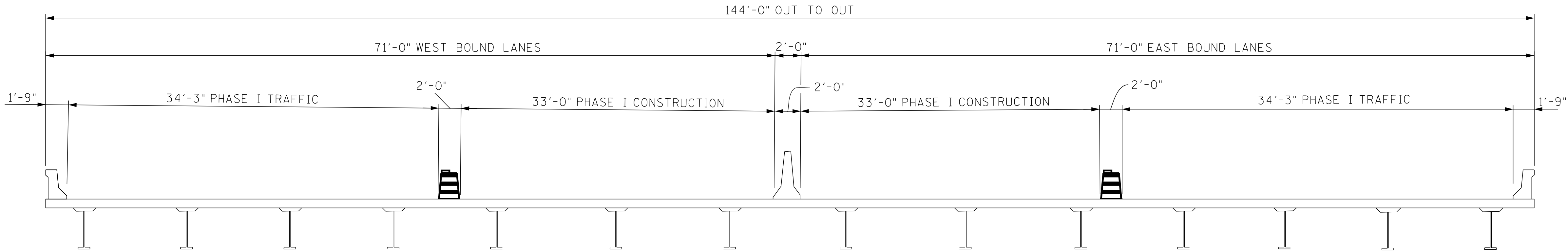
NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF EXSITING CONCRETE FOUNDATION AT PAVEMENT ENDS WHERE NO JOINTS REPAIRS REQUIRED,CARE SHOULD BE TAKEN TO AVOID DAMAGING THE EXISTING ELASTOMERIC JOINTS,IF ANY DAMEGE OCCUR,THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL NECESSARY REPAIRS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.



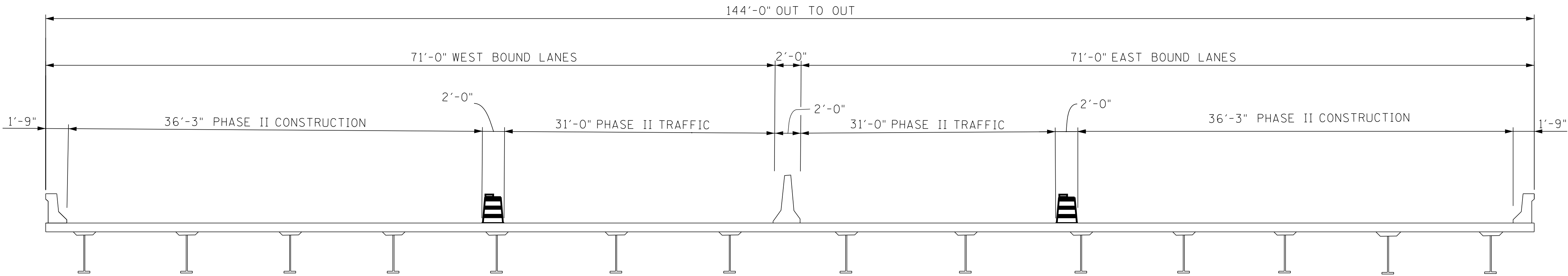
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIRS LOCATIONS
75-I24-3.81 OVER
ROCK SPRINGS ROAD
RUTHERFORD COUNTY
2025

PIN NO.:	135946.00	DATE:	/ /
DESIGN BY:		DATE:	07/25
DRAWN BY:	SILESHI ERGICHO	DATE:	07/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

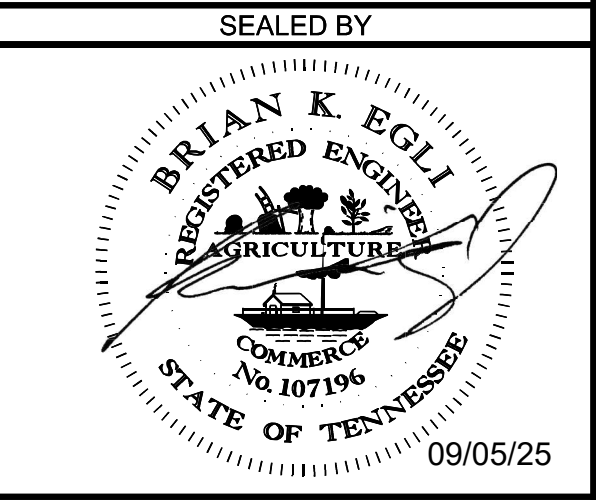
PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-4
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



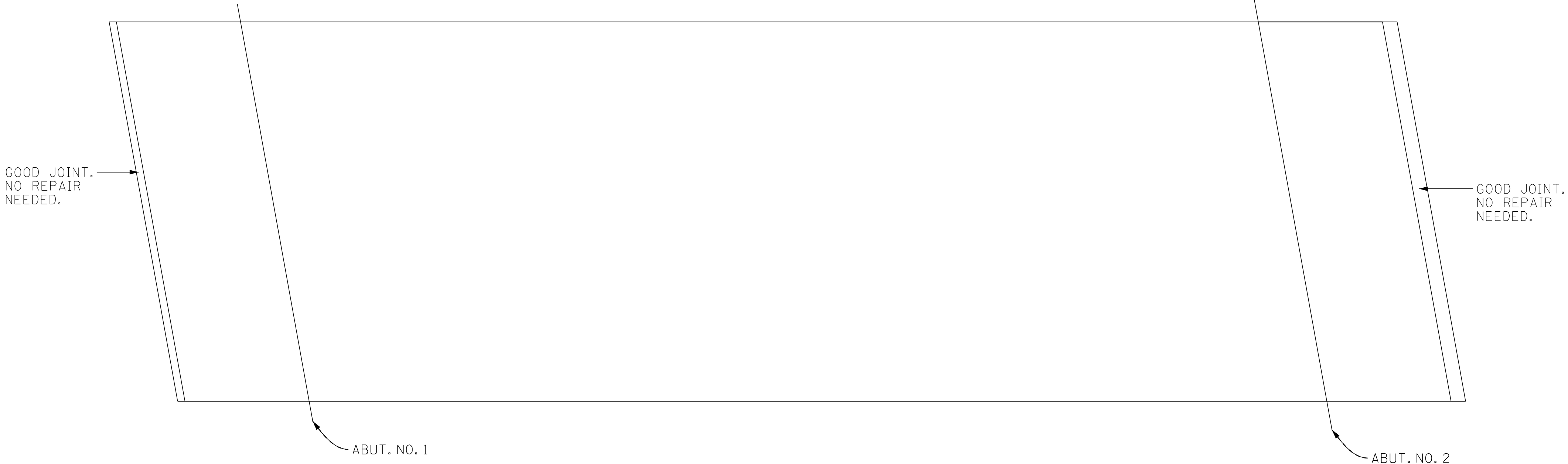
PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



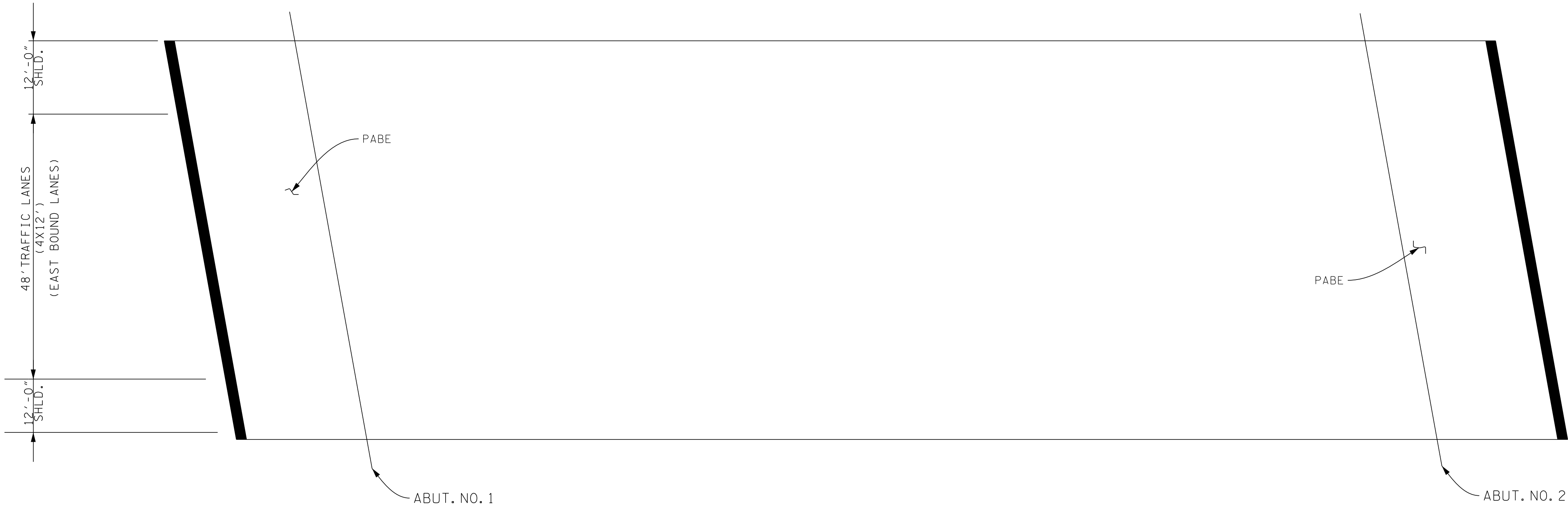
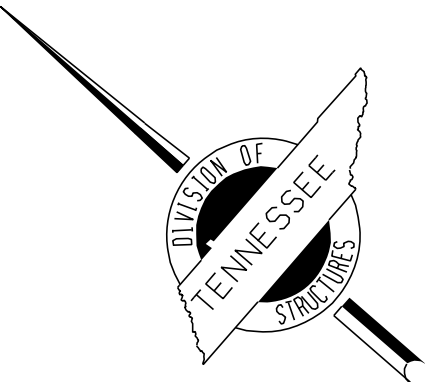
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
75-I24-3.81 OVER
ROCK SPRINGS ROAD
& ROCK SPRINGS CREEK
RUTHERFORD COUNTY
2025

PIN NO.: 135946.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: SILESHI ERGICHO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:
DATE: / /
DATE: 07/25
DATE: 07/25
DATE: / /

PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-5
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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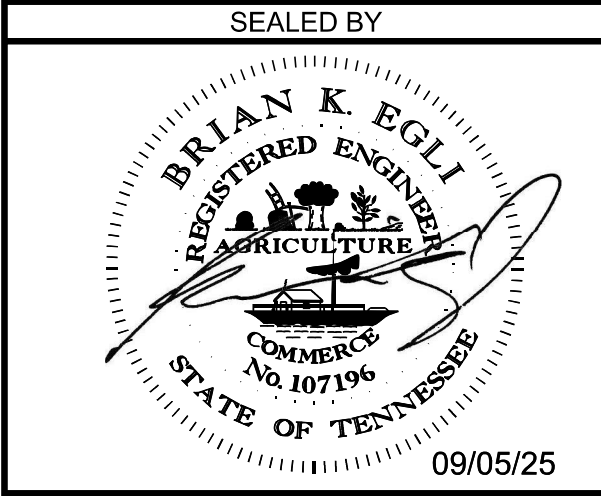
PLAN VIEW
75-I24-6.77 LT.
(NO REPAIR NEEDED)



PLAN VIEW
75-I24-6.77 RT.

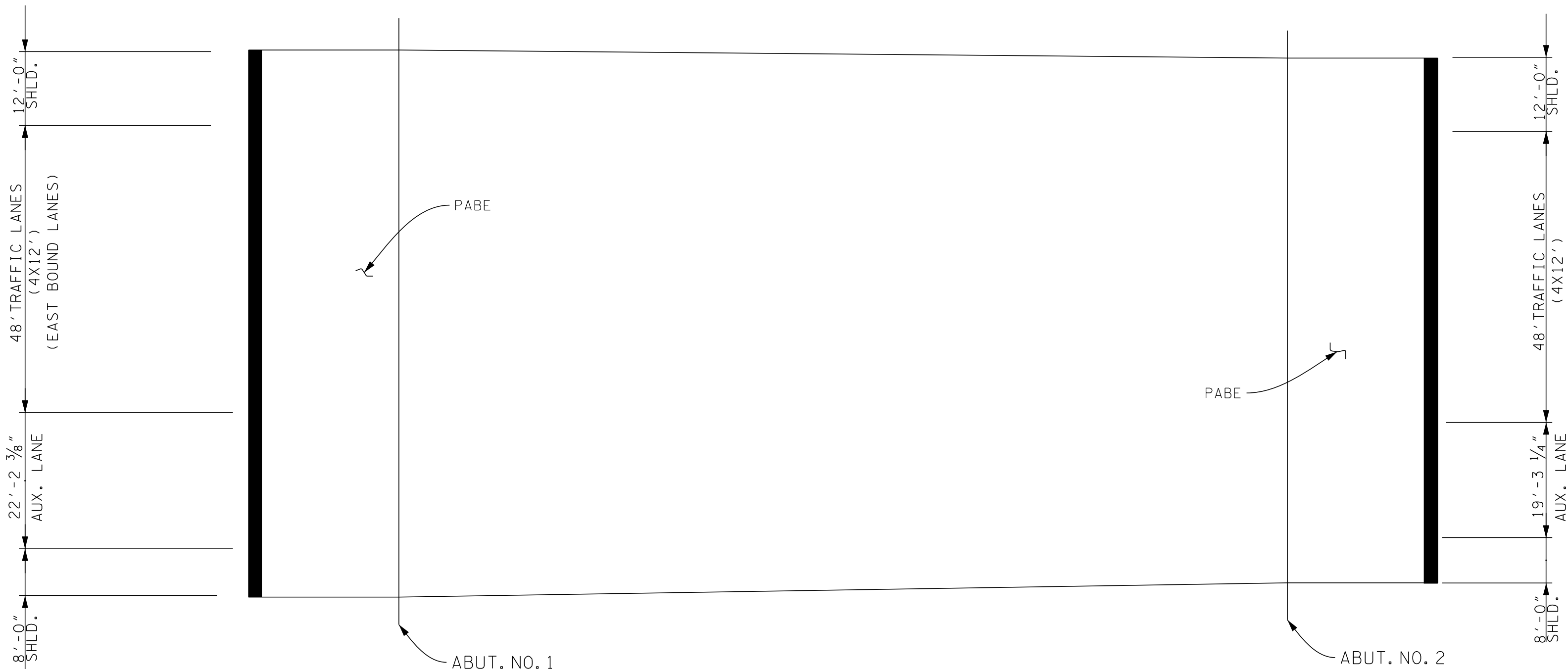
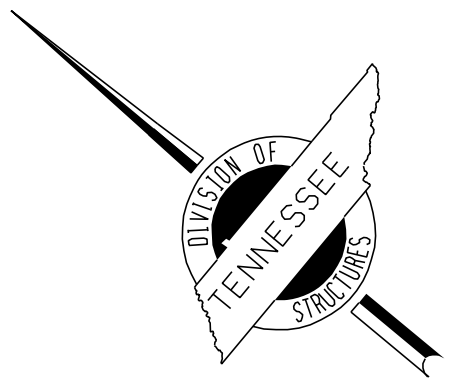
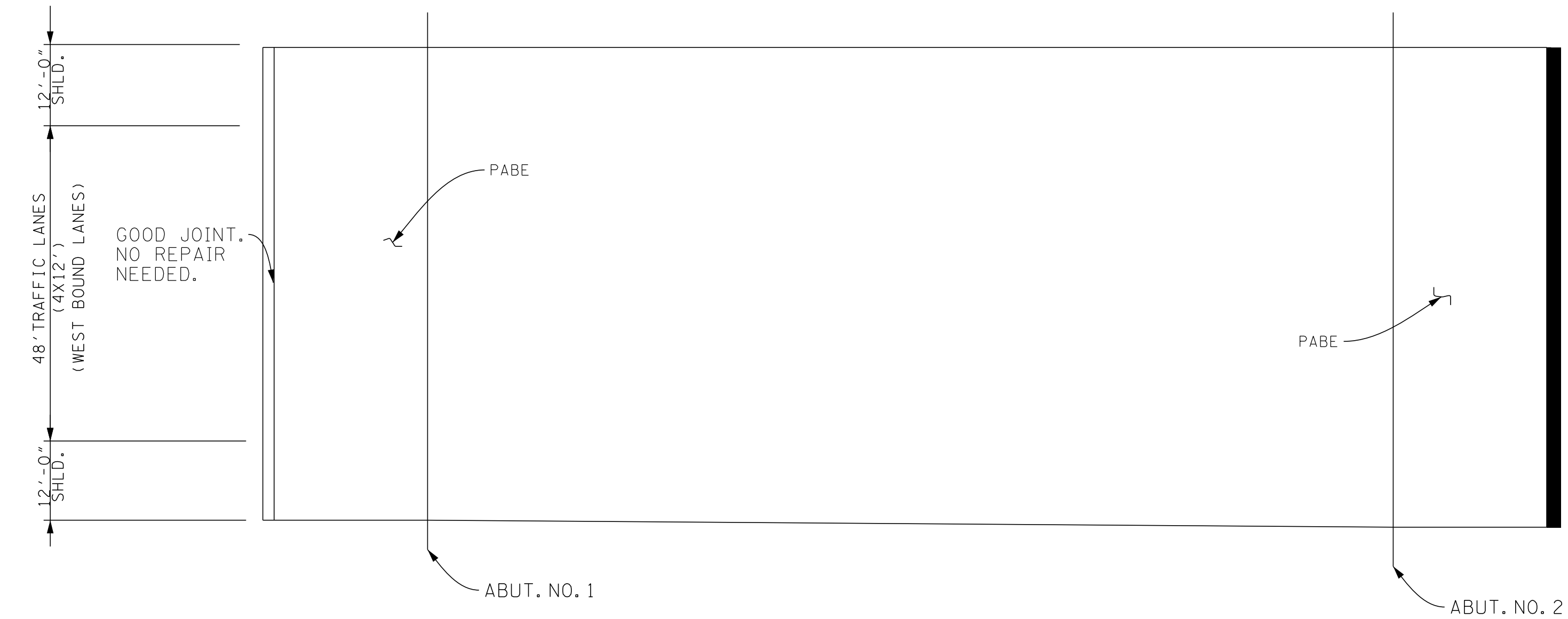
██████ DENOTES: EXPANSION JOINT REPAIRS LOCATIONS

PIN NO.: 135946.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: KEVIN MARTINKO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:
DATE: 07/25
DATE: 07/25
DATE: / /



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIRS LOCATIONS
75-I24-6.77 RT. OVER
ALMAVILLE ROAD
AND OLIVE BRANCH
RUTHERFORD COUNTY
2025

PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-6
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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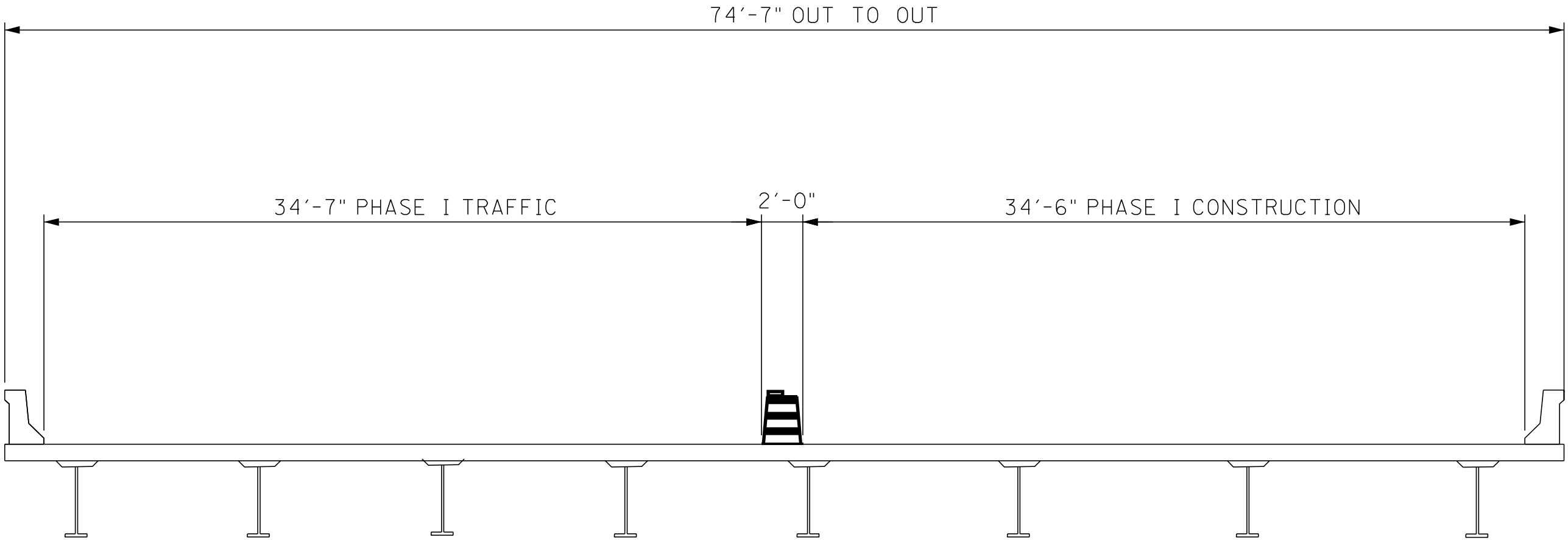
BRIAN K. EGLI
REGISTERED ENGINEER
STATE OF TENNESSEE
NO. 107196
09/05/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIRS LOCATIONS
75-124-7.07 RT. & LT.
OVER STEWARTS CREEK
RUTHERFORD COUNTY
2025

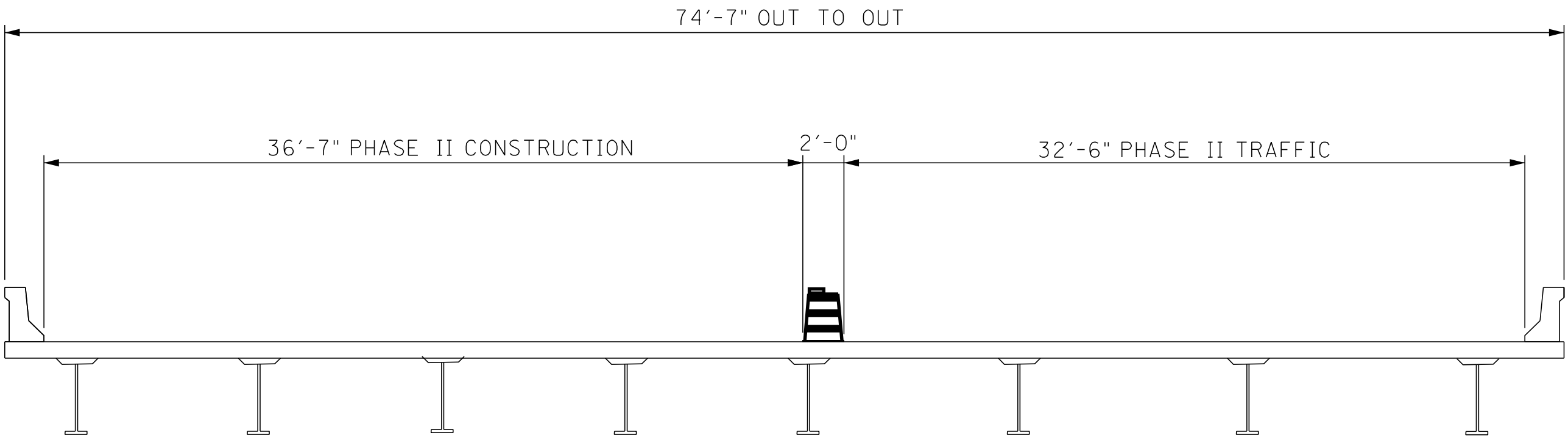
DENOTES: EXPANSION JOINT REPAIRS LOCATIONS

PIN NO.:	135946.00	DATE:	/ /
DESIGN BY:	SILESHI ERGICHO	DATE:	07/25
DRAWN BY:	KEVIN MARTINKO	DATE:	07/25
SUPERVISED BY:		DATE:	/ /
CHECKED BY:		DATE:	/ /

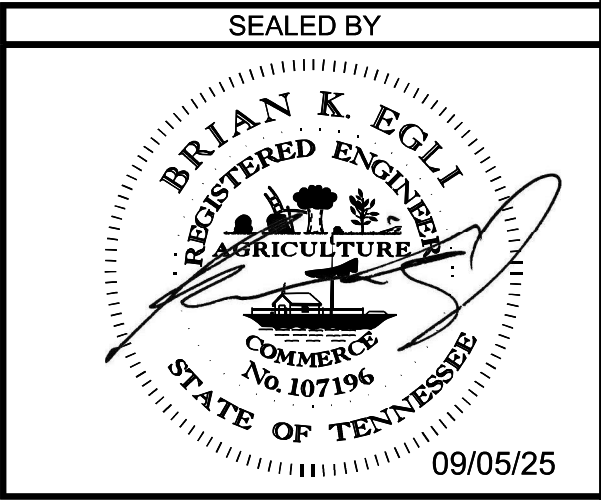
PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-7
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



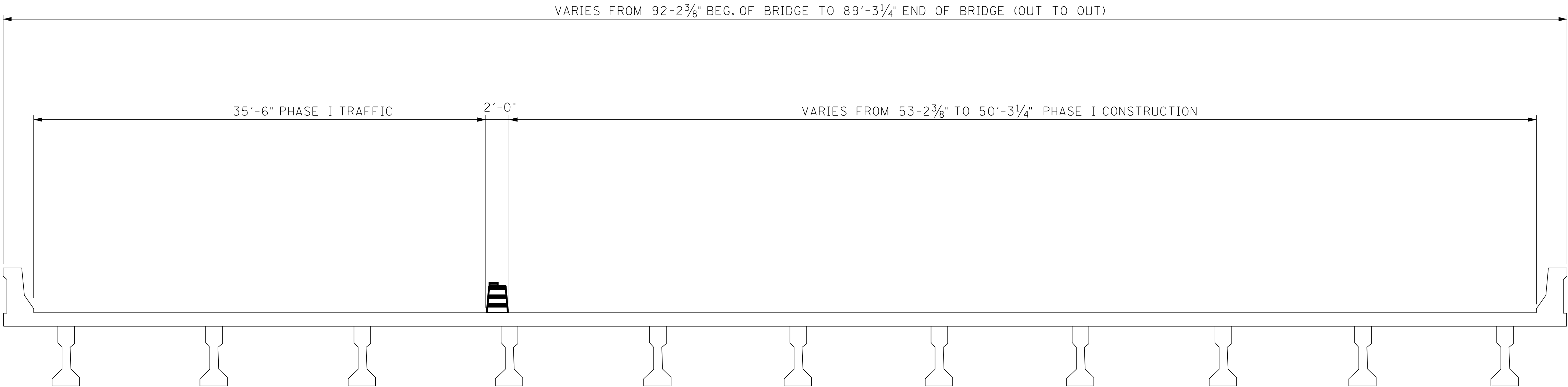
PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



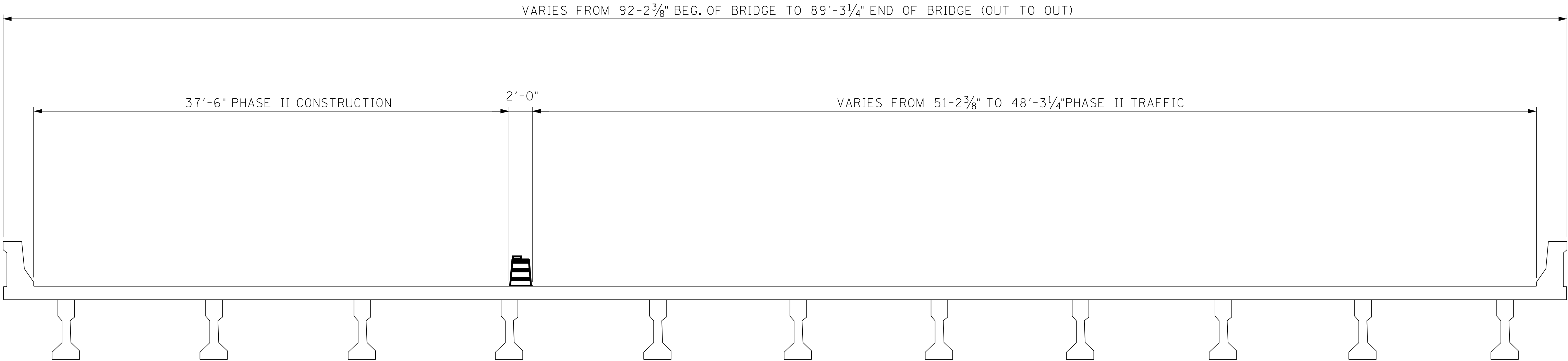
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
75-124-6.77 RT. OVER
ALMAVILLE ROAD
AND OLIVE BRANCH
75-124-7.07 LT.
OVER STEWARTS CREEK
RUTHERFORD COUNTY
2025

PIN NO.: 135946.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: KEVIN MARTINKO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:
DATE: / /
DATE: 07/25
DATE: 07/25
DATE: / /

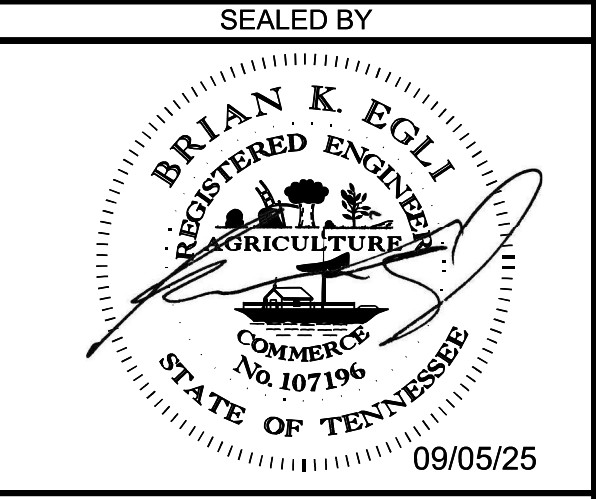
PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-8
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



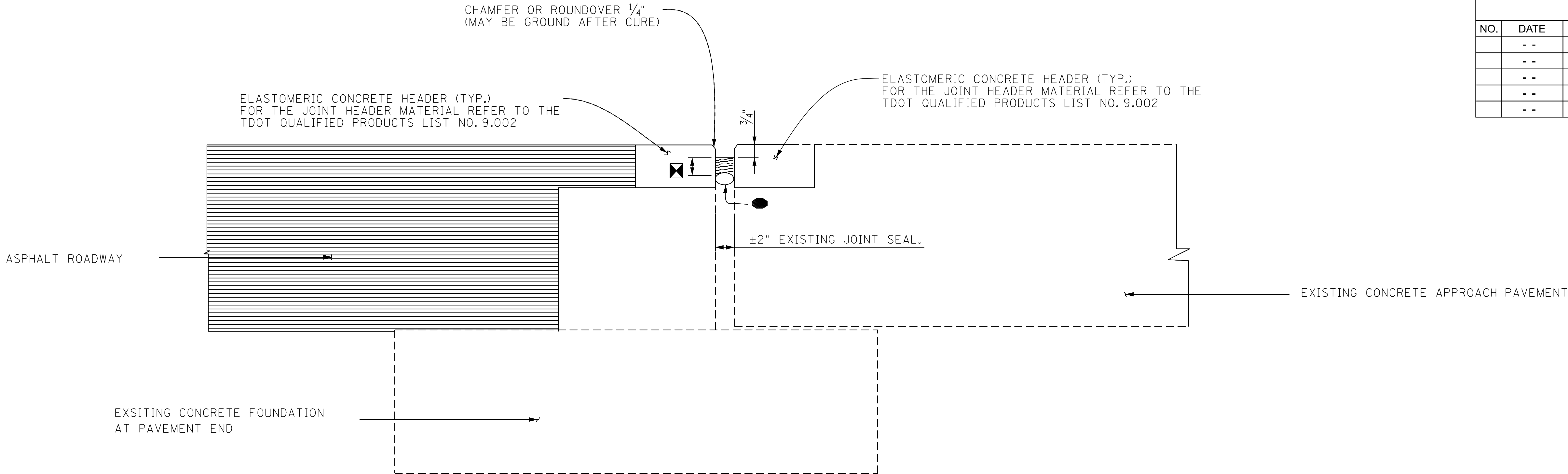
PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
75-I24-7.07 RT.
OVER STEWARTS CREEK
RUTHERFORD COUNTY
2025

PIN NO.:	135946.00	DATE:	/ /
DESIGN BY:		DATE:	07/25
DRAWN BY:	SILESHI ERGICHO	DATE:	07/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

PROJECT NO.		YEAR	SHEET NO.
75I024-M3-014		2025	B-9
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
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- NOTE: THE EXISTING JOINT OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER,THE ROD SHALL BE PLACED AT A DEPTH TO INSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL,BACKER ROD SHALL BE AS PER JOINT MANUFACTURERS RECOMMENDATIONS.
- ☒ NOTE: FULL DEPTH OF ALL EXISTING JOINTS SHALL SHALL BE RESEALED WITH NEW JOINT SEALER. THE NEW JOINT SEALER SHALL BE A COLD PUOR TWO PART SILICONE SEALER FROM QPL 5.001.

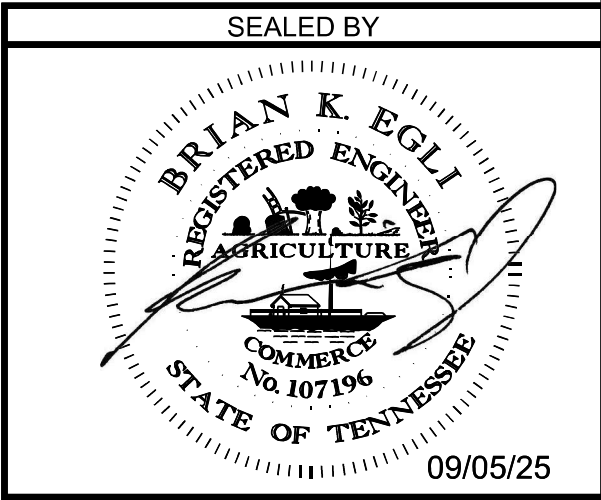
EXPANSION JOINT REPAIR NOTES:

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

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

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

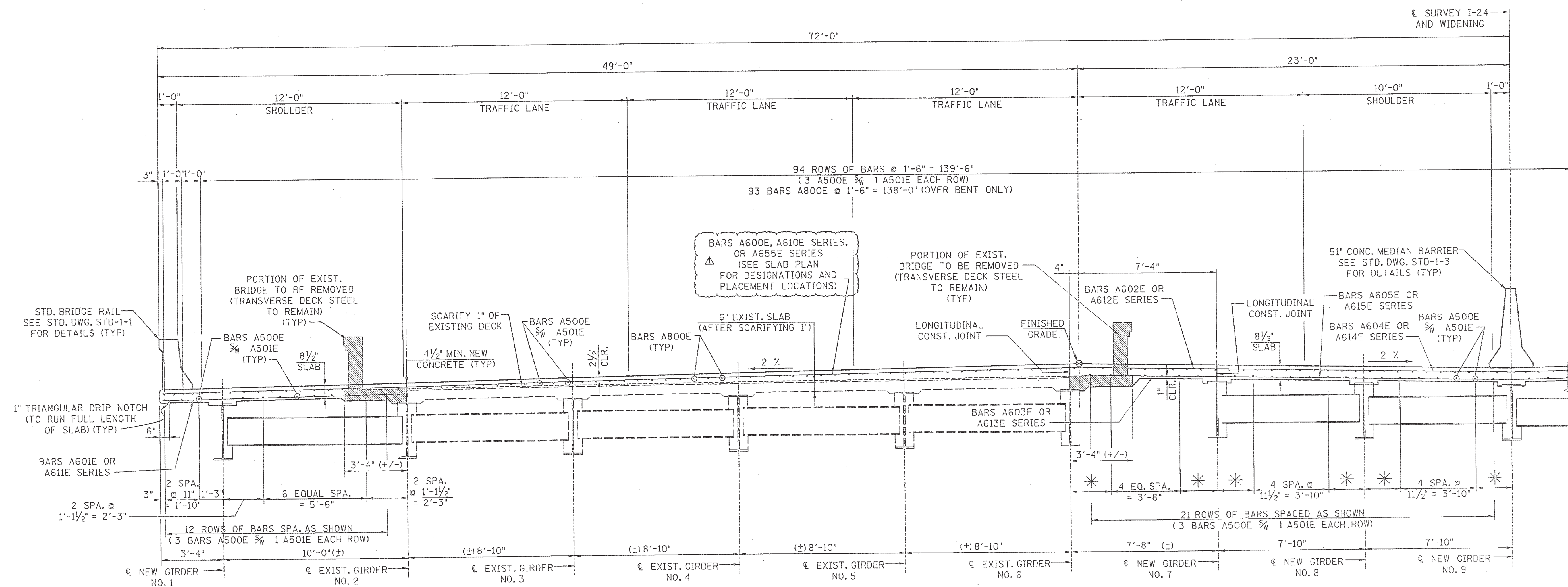
THE COST FOR REMOVING THE OLD JOINT SYSTEM,INSTALLING THE NEW JOINT SYSTEM,LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT,IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT DETAILS
AT APPROACHES
PAVEMENTS ENDS
75-I24-3.81 OVER
ROCK SPRINGS ROAD,
75-I24-6.77 RT. OVER
ALMAVILLE & OLIVE BRANCH
AND 75-I24-7.07 RT. & LT.
OVER STEWARTS CREEK
RUTHERFORD COUNTY
2025

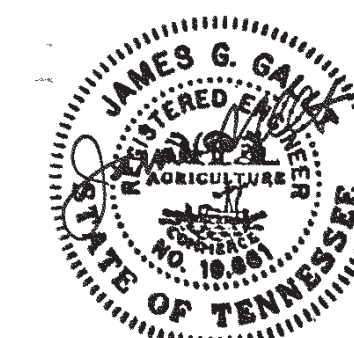
PIN NO.:	135946.00
DESIGN BY:	DATE: / /
DRAWN BY:	DATE: 07/25
SUPERVISED BY:	DATE: 07/25
CHECKED BY:	DATE: / /

CONST. NO. 75001-3175-44			
PROJECT NO.		YEAR	SHEET NO.
IM-24-1 (80)65		1998	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-99	PEC	REVISED NOTE



—TYPICAL SECTION - LEFT BRIDGE—
(LOOKING AHEAD ON SURVEY)
SEE SHEET M-367-7 FOR GENERAL SLAB NOTES

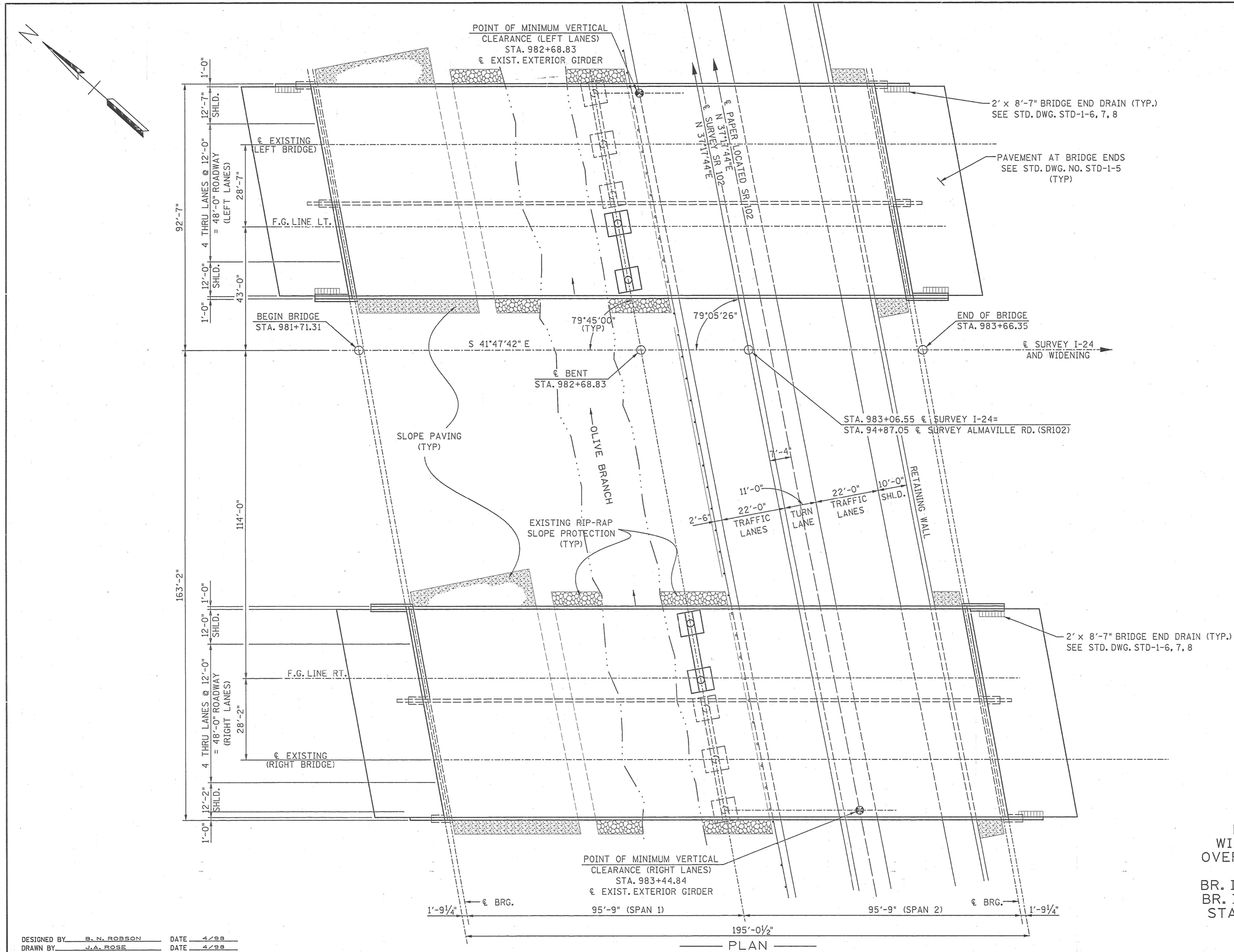
* 2 SPA. @ 1'-0" = 2'-0"



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
LEFT LANES
WIDENING OF INTERSTATE 24
OVER ROCK SPRINGS ROAD
& ROCK SPRINGS CREEK
BR. I.D. NO. 75I0240005
STATION 826+48.26 (L.M. 3.81)
RUTHERFORD COUNTY
1998

DESIGNED BY R.S. PALMER DATE 4/98
DRAWN BY J.A. ROSE DATE 4/98
SUPERVISED BY J.G. GALLT DATE 4/98
CHECKED BY B.N. ROBSON DATE 4/98

ROCKTYPL.DGN



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE NO. 2
WIDENING OF INTERSTATE 24
OVER ALMAVILLE ROAD (S.R. 102)
@ OLIVE BRANCH
BR. ID. NO. 75I00240009 (LT. LN.)
BR. ID. NO. 75I00240010 (RT. LN.)
STATION 982+68.83 (L.M. 6.77)
RUTHERFORD COUNTY
1998

DESIGNED BY B. N. ROBSON DATE 4/98
DRAWN BY J.A. ROSE DATE 4/98
SUPERVISED BY J.G. GALLT DATE 4/98
CHECKED BY R. S. PALMER DATE 4/98

ALMA-GN4.DGN

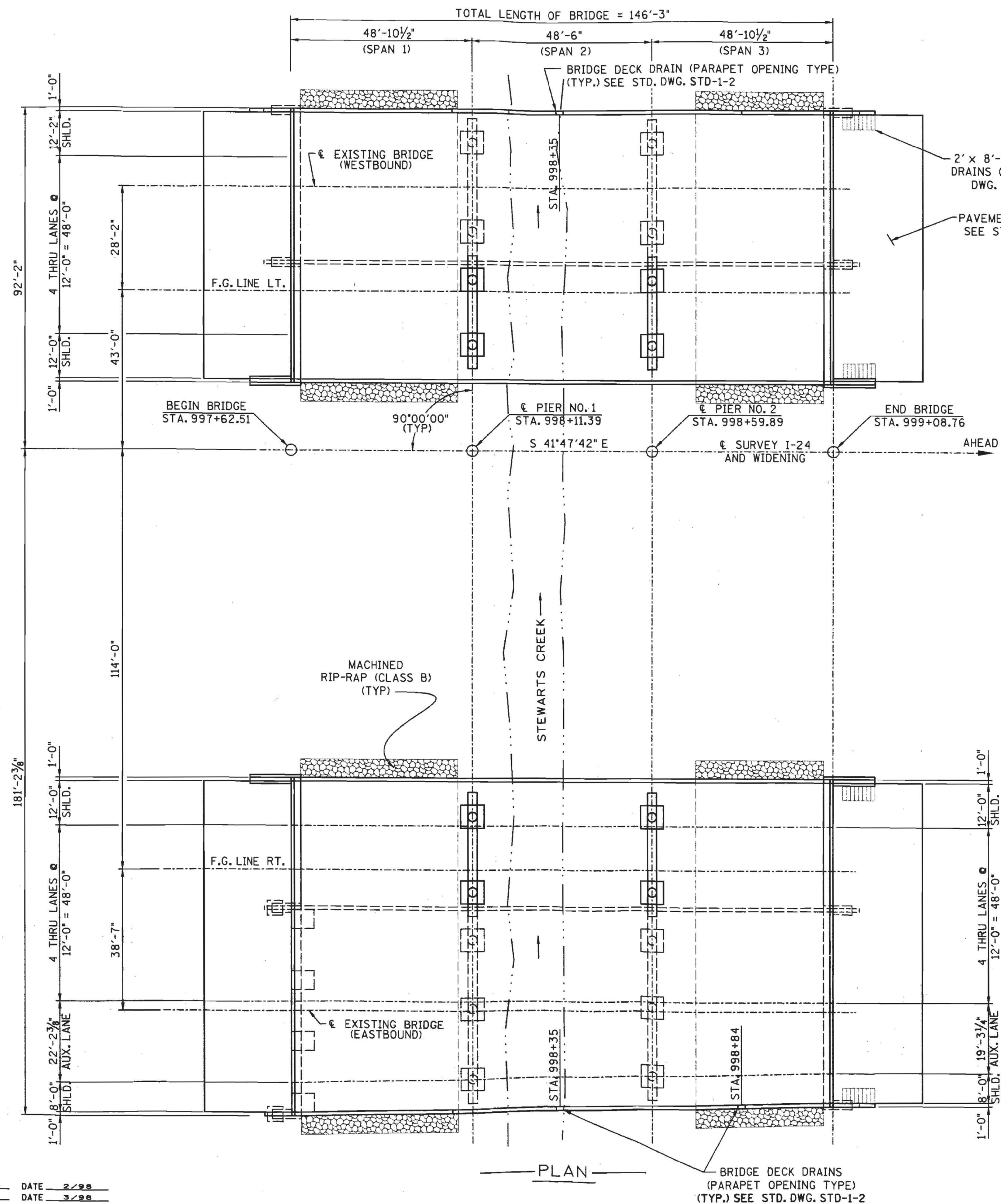
M-367-36

CONST. NO. 75001-3175-44

PROJECT NO.	YEAR	SHEET NO.
IM-24-1(80)65	1998	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



- REQUIREMENTS AND RESTRICTIONS FOR PHASE CONSTRUCTION
1. THE STAGE CONSTRUCTION SEQUENCE MAY PROHIBIT THE EXTRACTION OF SOME COFFERDAM SHEET PILING. ALL COSTS ASSOCIATED WITH SHEET PILING SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR FOUNDATION PREPARATION.
 2. THE LOCATION OF LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE CHANGED TO ACCOMMODATE REMAIN IN PLACE DECK FORMS.
 3. NO SHEET PILES OR BEARING PILES MAY BE DRIVEN FROM THE EXISTING BRIDGE OR PROPOSED STRUCTURE.
 4. TWO 11 FOOT TRAFFIC LANES EASTBOUND AND WESTBOUND SHALL BE MAINTAINED AT ALL TIMES.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN OF BRIDGE NO. 3
WIDENING OF INTERSTATE 24
OVER STEWARTS CREEK
BR. ID. NO. 75I00240011 (LT. LN.)
BR. ID. NO. 75I00240012 (RT. LN.)
STATION 998+35.64 (L.M. 7.06)
RUTHERFORD COUNTY
1998

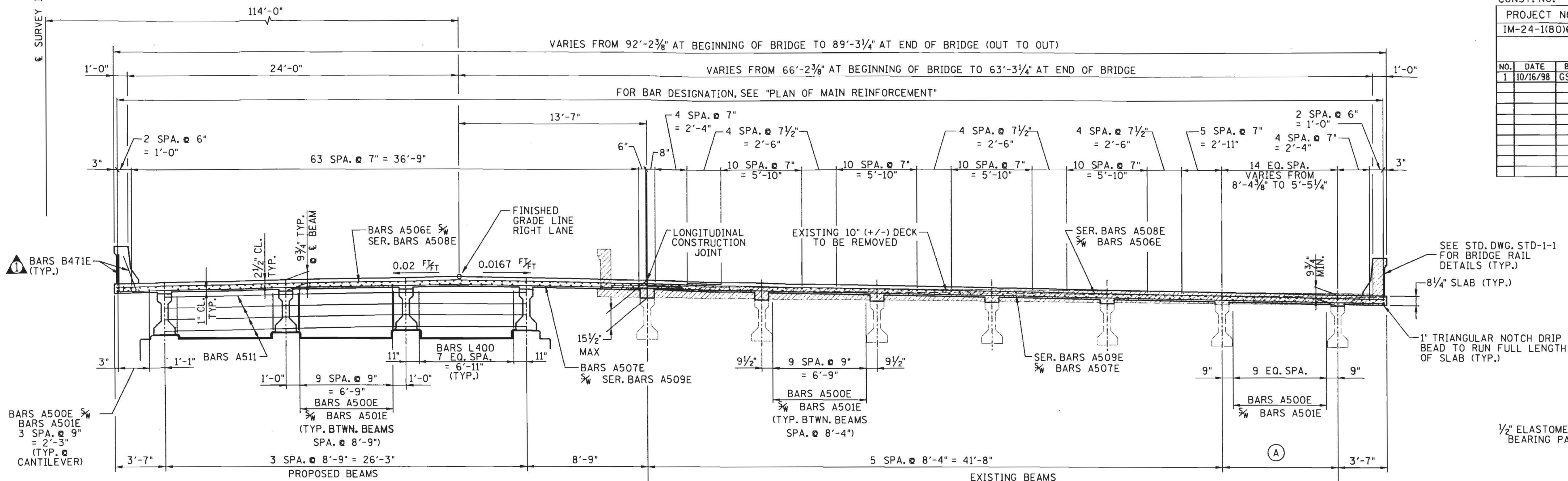
DESIGNED BY G.S. HENDERSON DATE 2/98
DRAWN BY J.A. ROSE DATE 3/98
SUPERVISED BY J.G. GALLT DATE 3/98
CHECKED BY R.S. PALMER DATE 3/98

CONST. NO. 75001-3175-44

PROJECT NO.	YEAR	SHEET NO.
IM-24-1(80)65	1998	

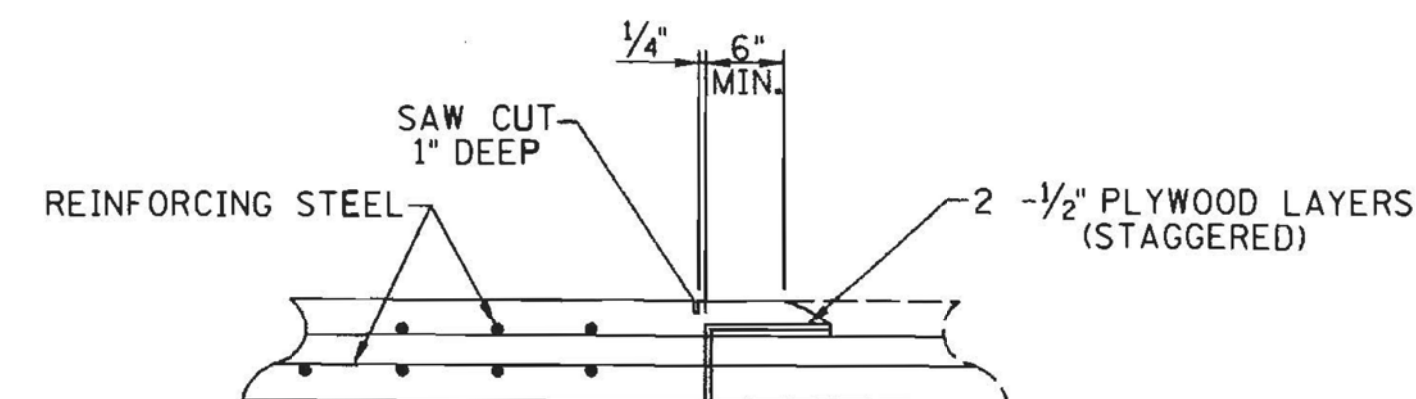
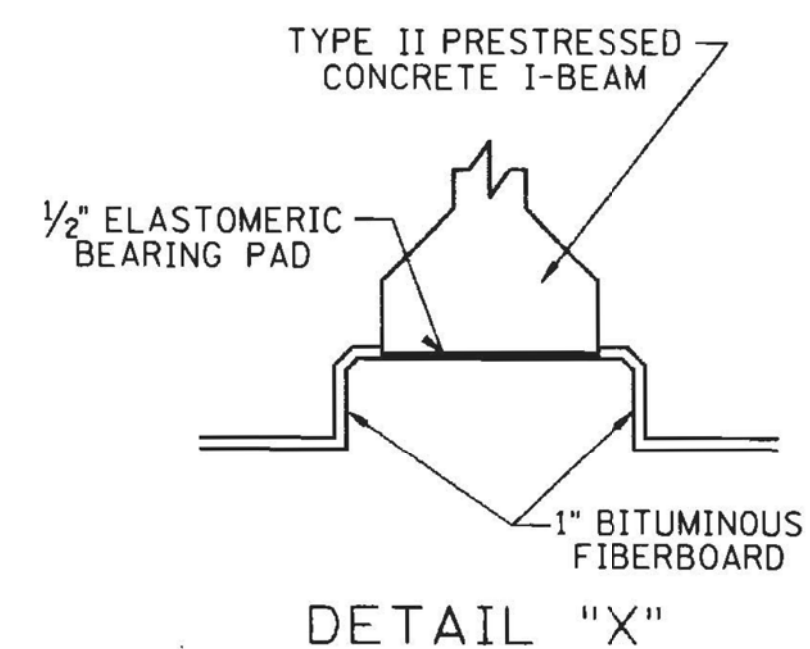
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10/16/98	GSH	REVISED REINF. QUANTITIES AND ADDED PARAPET BARS B471E



TYPICAL CROSS SECTION
(LOOKING AHEAD ON SURVEY)

(A) VARIES FROM 8'-4 3/8" AT CL. BRG. ABUT. 1 TO 5'-5 1/4" AT CL. BRG. ABUT. 2



SLAB CONSTRUCTION JOINT DETAIL

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

- 1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
- 2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE "SLAB CONSTRUCTION JOINT DETAIL" SHOWN ABOVE.

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	CLASS "A" CONCRETE C.Y.	EPOXY COATED REINFORCING STEEL LBS.	STEEL BAR REINFORCEMENT LBS.
355	73	109,049	4,308

SUPERSTRUCTURE - RIGHT LANE
WIDENING OF INTERSTATE 24
OVER STEWARTS CREEK
STATION 998+35.64 (L.M. 7.06)
RUTHERFORD COUNTY
1998



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DESIGNED BY G. S. HENDERSON
DRAWN BY D. A. HUNT
SUPERVISED BY J. G. GALLT
CHECKED BY R. S. PALMER

DATE 2/98
DATE 2/98
DATE 3/98
DATE 3/98

TYPICAL LINE OF BARS CONSISTS OF:
2-BARS A500E (60'-0")
1-BAR A501E (30'-9")
(BOTTOM OF SLAB ONLY)

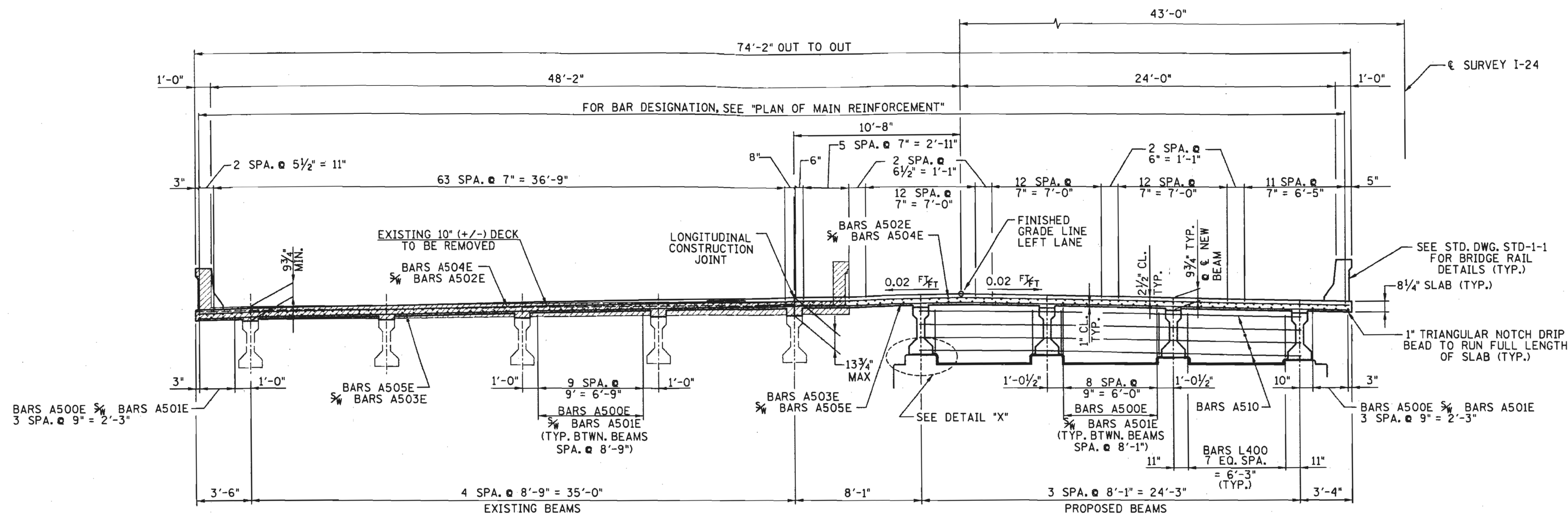
SLAB PLAN

CONST. NO. 75001-3175-44

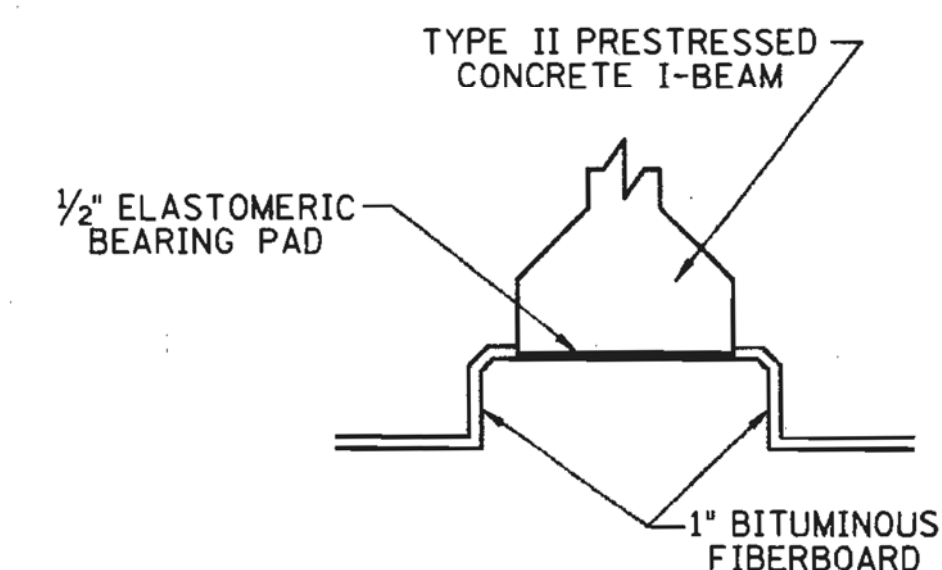
PROJECT NO.	YEAR	SHEET NO.
IM-24-1(80)65	1998	

REVISIONS

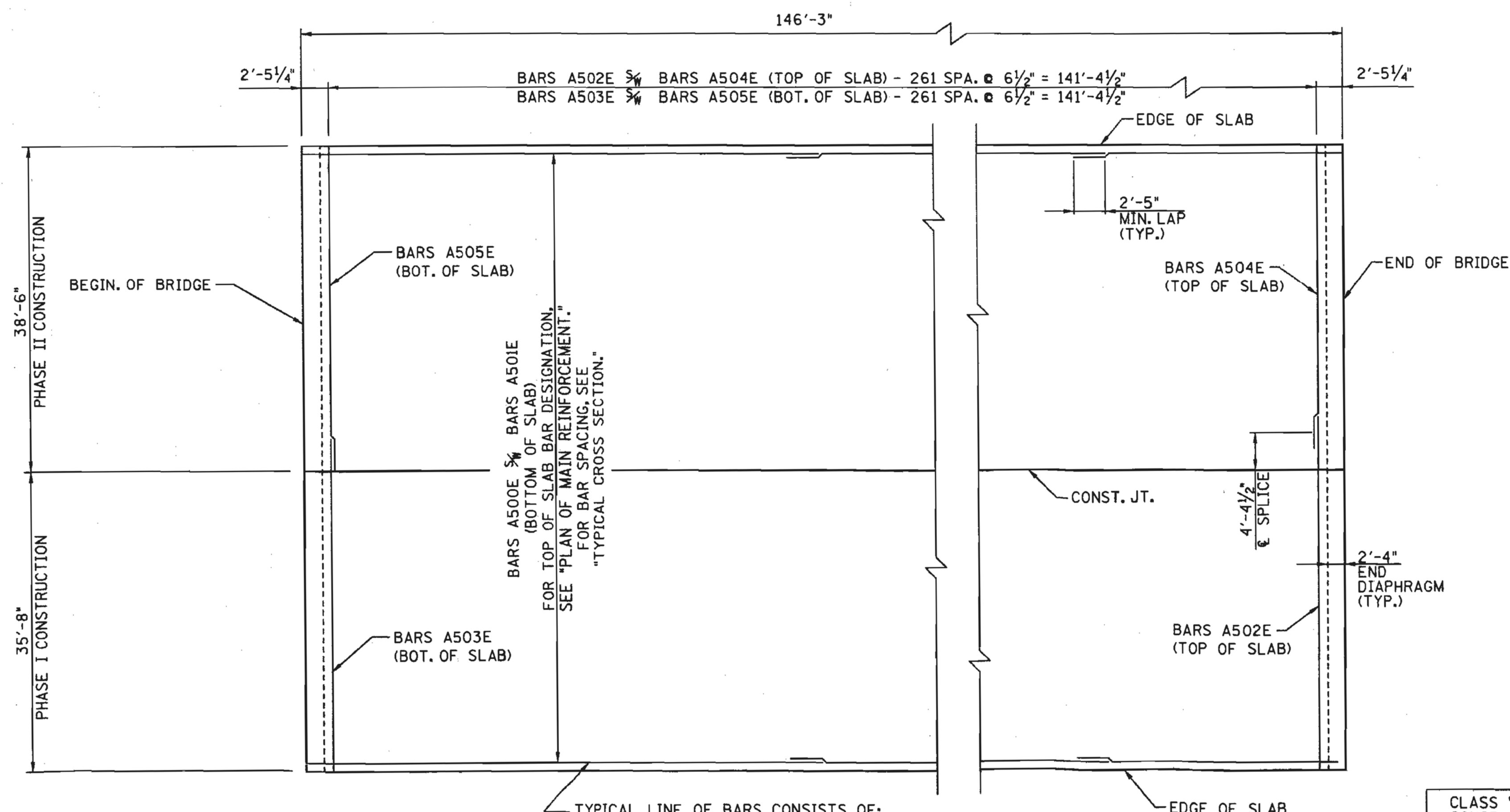
NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL CROSS SECTION
(LOOKING AHEAD ON SURVEY)

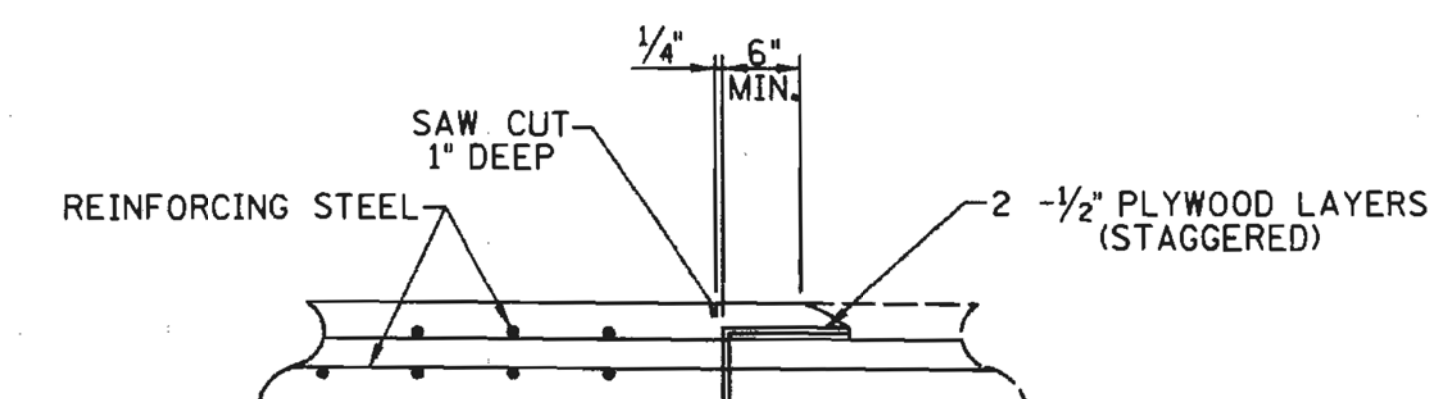


DETAIL "X"



TYPICAL LINE OF BARS CONSISTS OF:
2-BARS A500E (60'-0")
1-BAR A501E (30'-9")
(BOTTOM OF SLAB ONLY)

SLAB PLAN



SLAB CONSTRUCTION JOINT DETAIL

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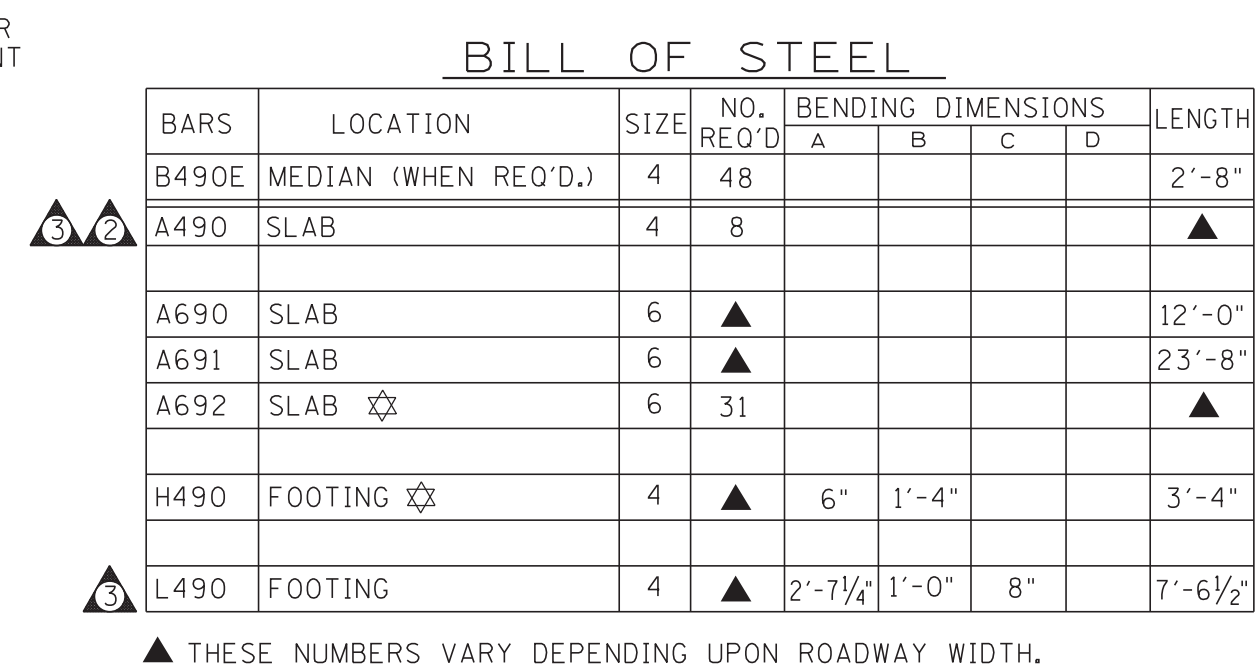
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

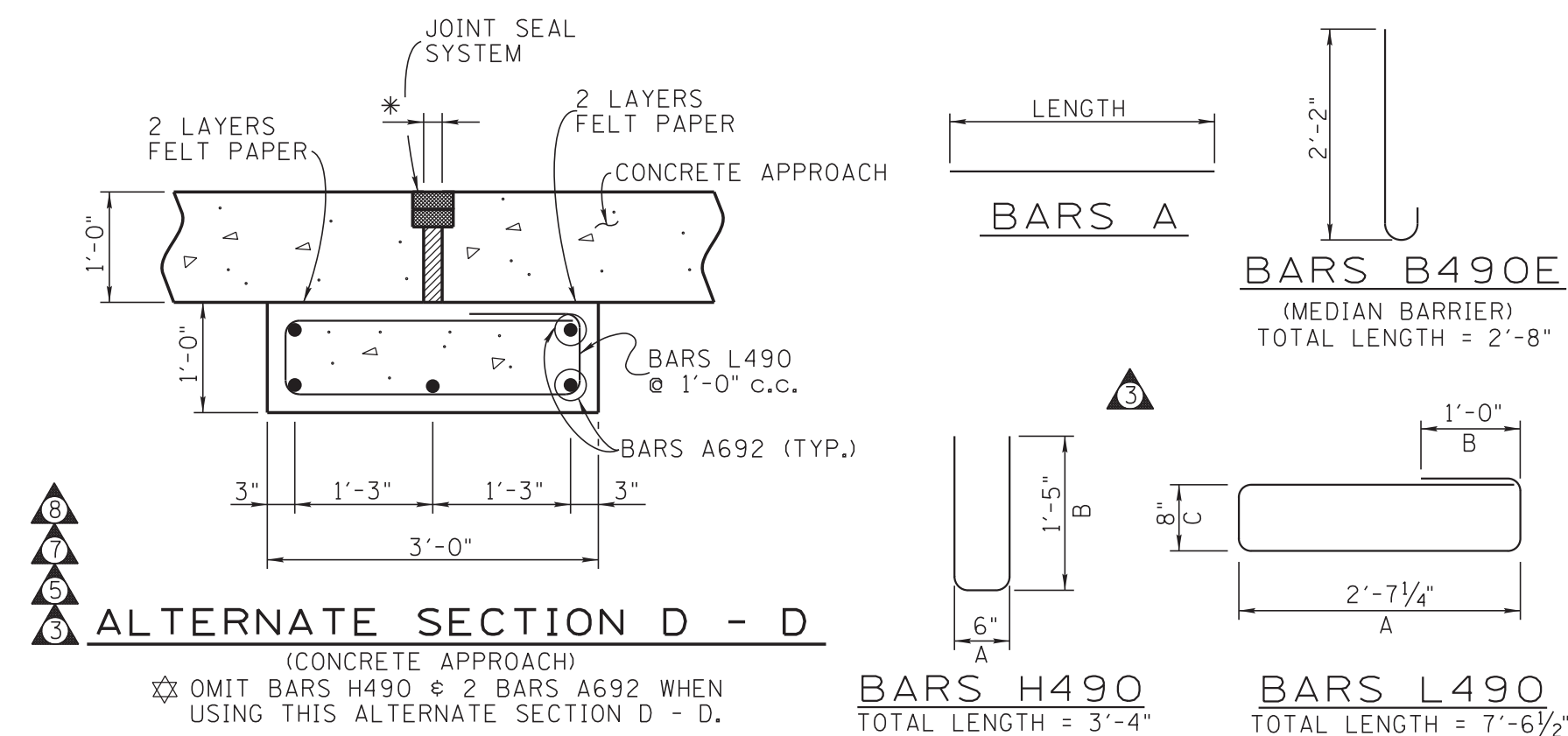
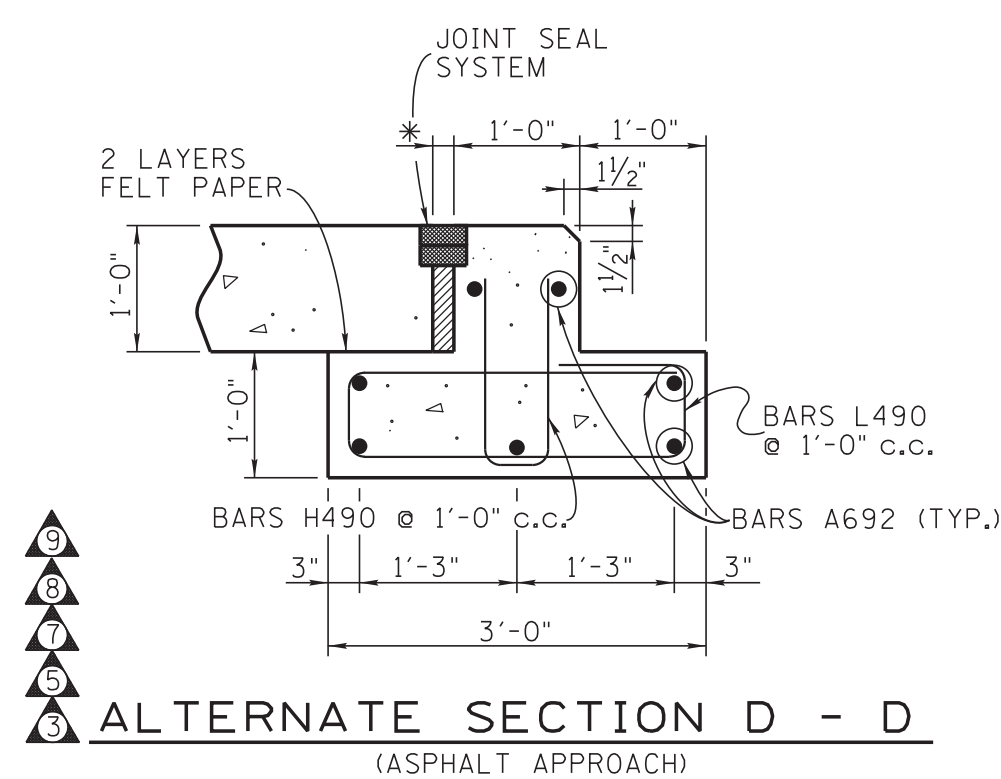
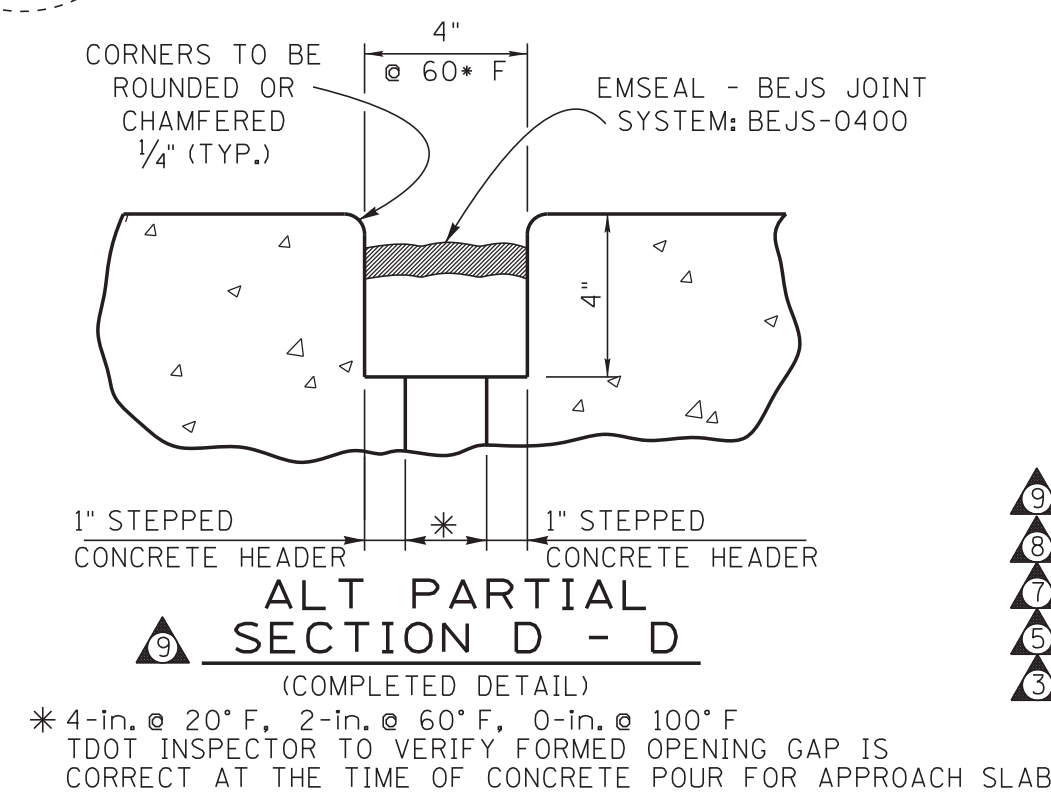
CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	CLASS "A" CONCRETE C.Y.	EPOXY COATED REINFORCING STEEL LBS.	STEEL BAR REINFORCEMENT LBS.
289	61	87,711	2,987

SUPERSTRUCTURE - LEFT LANE
WIDENING OF INTERSTATE 24
OVER STEWARTS CREEK
STATION 998+35.64 (L.M. 7.06)
RUTHERFORD COUNTY
1998

DESIGNED BY G. S. HENDERSON DATE 2/98
DRAWN BY D.A. HUNT DATE 2/98
SUPERVISED BY J.G. GALLT DATE 3/98
CHECKED BY R.S. PALMER DATE 3/98



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, LIMIT OF PIPE AND ADDED NOTE #3
6	4-8-05	JHW	ADDED NOTE
7	8-8-08	JHW	REVISED JOINT DETAILS AND NOTE
8	6-1-11	WJS	REVISED CONSTRUCTION DETAIL
9	3-26-14	WJS	REVISED JOINT DETAILS AND NOTES.



- ## NOTES
1. 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 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-16.
 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.
 3. NOTE: TOP OF SLAB AND TOP OF END BEAM TO CONFORM TO ROADWAY SLOPE AND GRADE.

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 607 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.

- ⑤ ④ JOINT SEAL SYSTEM:
THE JOINT SEAL SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS OR 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.

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

M/R MINOR REVISION - FHWA
APPROVAL NOT REQUIRED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REINFORCED CONCRETE
PAVEMENT AT BRIDGE ENDS
1995

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13
STD-1-5

