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HDR ENGINEERING, INC.
120 BRENTWOOD COMMONS WAY
SUITE 525
BRENTWOOD, TN 37027
ANTHONY L. WASHINGTON, III, P.E. 119749

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

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

YEAR	PROJECT NO.	SHEET NO.
2026	STP-242(197)	ROADWAY-SIGN 1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

LAWRENCE COUNTY

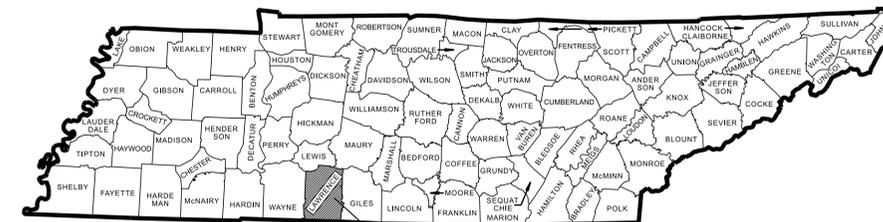
STATE ROUTE 242
FROM: WEST GAINES STREET
TO: NEAR FLATWOODS ROAD

**RESURFACE
MILL, 411TLD, AND PAVEMENT MARKINGS**

STATE HIGHWAY NO. 242 F.A.H.S. NO. N/A

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP-242(197)	
STATE PROJ. NO.	50S242-F8-002	
STATE PROJ. NO.	50S242-M3-003	



PROJECT LOCATION

BRIDGE ID. # 50SR0150001 50SR0150003 50SR0150005
50S62310001

NO EXCLUSIONS



50S242-F8-002
END PROJECT NO. STP-242(197) RESURFACE
NEAR FLATWOODS ROAD (L.M. 28.20)

BRIDGE DECK REPAIR PROJECT NO. 50S242-M3-003
SR-242 @ L.M. 23.37, 23.62, & 24.00

50S242-F8-002
BEGIN PROJECT NO. STP-242(197) RESURFACE
WEST GAINES STREET (L.M. 22.90)

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.

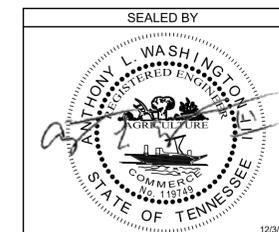
THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: KONNER SPRADLIN, P.E., REGION 3
DESIGN FIRM : HDR ENGINEERING, INC.
DESIGNER : ANTHONY L. WASHINGTON, III, P.E. CHECKED BY DAVID HORNE, P.E.
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 135015.00

PROJECT LENGTH 5.30 MILES
TOTAL LANE MILES RESURFACED 11.39 MILES

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TC STATION 31	23.680
TC STATION 118	24.635
TC STATION 32	25.740

TRAFFIC DATA	
ADT (2026)	10,916
POSTED SPEED LIMITS	
FROM L.M. 22.90 TO L.M. 22.91	35 MPH
FROM L.M. 22.91 TO L.M. 24.38	45 MPH
FROM L.M. 24.38 TO L.M. 26.55	35 MPH
FROM L.M. 26.55 TO L.M. 28.20	50 MPH



APPROVED:
SHANE HESTER, P.E., CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, P.E., COMMISSIONER

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E, 2E1
TABULATED QUANTITIES	2F
PAVEMENT MARKING IMPROVEMENTS	2G, 2G1 – 2G3
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

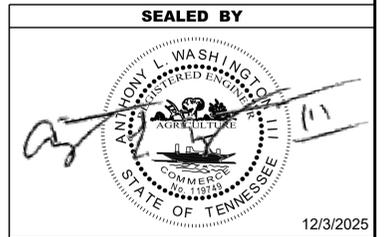
STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-201.00 SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	1A



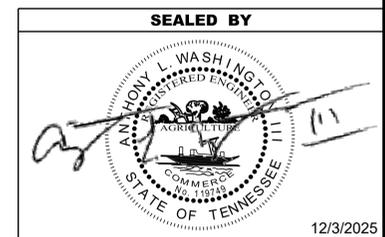
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. BRIDGE NO. 50SR0150001 SR-242 OVER CROWSON CREEK LM 23.38 (50-SR242-23.38), BRIDGE NO. 50SR0150003 SR-242 OVER SHOAL CREEK LM 23.62 (50-SR242-23.62) AND BRIDGE NO. 50SR0150005 SR-242 OVER SHOAL CREEK LM 24.01 (50-SR242-24.01). 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. 50SR0150001 SR-242 OVER CROWSON CREEK LM 23.38 (50-SR242-23.38), BRIDGE NO. 50SR0150003 SR-242 OVER SHOAL CREEK LM 23.62 (50-SR242-23.62) AND BRIDGE NO. 50SR0150005 SR-242 OVER SHOAL CREEK LM 24.01 (50-SR242-24.01)



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 50S242-F8-002
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	10.6
	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	666
(2)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	89
(3)	411-03.13 ACS MIX(PG70-22) THIN LIFT D ASPHALT	TON	6018
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	6.5
(4)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	1582
(5)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
(6)	712-06 SIGNS (CONSTRUCTION)	S.F.	2040
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	465
	716-01.22 SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	85
(7)	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	550
(8)(9)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	190
(8)(9)(10)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	1120
(8)(9)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	7
(8)(9)	716-04.01 PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	3
(8)(9)	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	166
(11)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	4.1
(12)	716-09.83 CONTRAST PAVEMENT MARKING 6"	L.F.	1682
(13)	716-09.97 CONTRAST PAVEMENT SHADOW MARKING 6"	L.F.	184
(8)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	19.9
(8)	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	550
	717-01 MOBILIZATION	LS	1
(14)	730-14.02 SAW SLOT	L.F.	802
(14)	730-14.03 LOOP WIRE	L.F.	1804

THERE ARE NO GUARDRAIL ADJUSTMENTS ON THIS PROJECT

FOOTNOTES

- (1) NO DIRT OR DEBRIS WILL BE LEFT ON SHOULDERS INCLUDING UNDER AND AROUND GUARDRAIL. SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK TO BE PERFORMED BEFORE ALL OTHER OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING COLD PLANING AND ASPHALT DEBRIS DOES NOT ENTER THE DRAINS AND WILL BE RESPONSIBLE FOR CLEAN OUTS. SEE SHEET 2C, PAVEMENT MARKINGS, FINAL PAVEMENT MARKING, NOTE 6 FOR MORE INFORMATION.
- (2) INCLUDES 2 TON FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.
- (3) INCLUDES 312 TONS FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.
- (4) FOR BEGIN AND END PROJECT LIMITS, BRIDGE ENDS AT L.M. 23.37, L.M. 23.62 AND L.M 24.00, INTERSECTIONS, AND CURB AND GUTTER AREAS FROM L.M. 22.90 TO L.M 22.97, FROM L.M. 23.88 TO L.M. 24.98.
- (5) 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.
- (6) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION). SEE TRAFFIC CONTROL SIGN TABULATION (RESURFACING), SHEET 2F.
- (7) THE CONTRACTOR SHALL REMOVE EXISTING SPM BY A METHOD THAT DOES NOT DAMAGE THE EXISTING ASPHALT. IF DAMAGE OCCURS DURING REMOVAL THE CONTRACTOR SHALL MAKE REPAIRS AT THEIR OWN EXPENSE BEFORE PAVING.
- (8) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
- (9) 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.
- (10) ALL STOP BARS ON SIDE ROADS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.
- (11) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
- (12) FOR PERMANENT EDGE LINE ON CONCRETE SURFACES.
- (13) FOR PERMANENT LANE LINE MARKING ON CONCRETE SURFACES. ITEM COST INCLUDES 92 LF WHITE MARKING AND 92 LF BLACK MARKING.
- (14) TO BE USED FOR TRAFFIC SIGNALS AT SR-242 @ WEST POINT ROAD INTERSECTION, LOCATED AT L.M. 22.91, AT SR-242 @ WEST GAINES STREET INTERSECTION, LOCATED AT L.M. 24.38 AND AT SR-242 @ BUFFALO ROAD INTERSECTION. SEE TABULATED QUANTITIES SHEET 2F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2

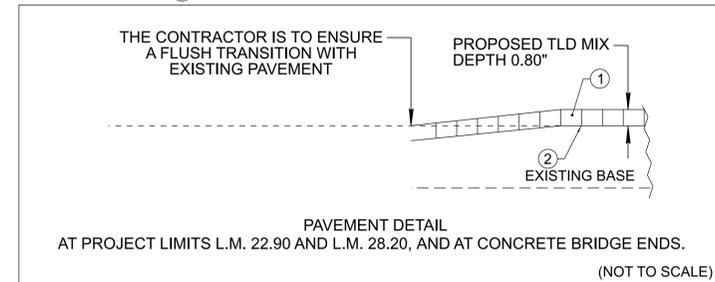
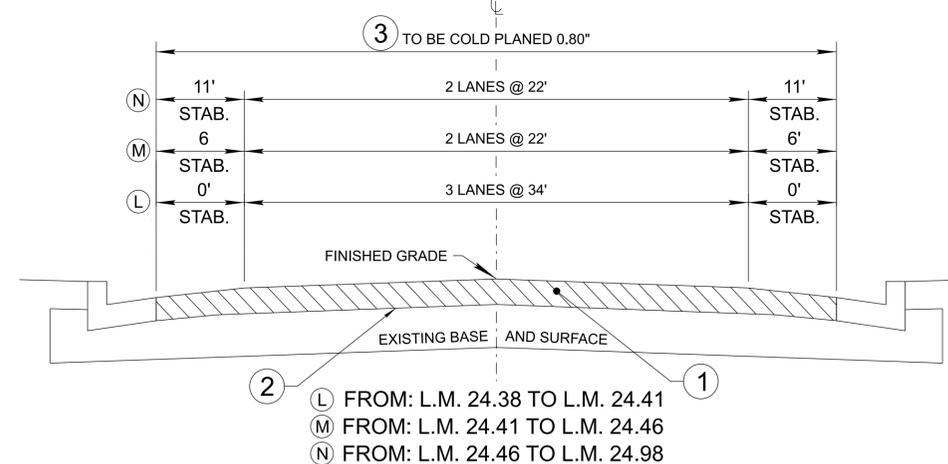
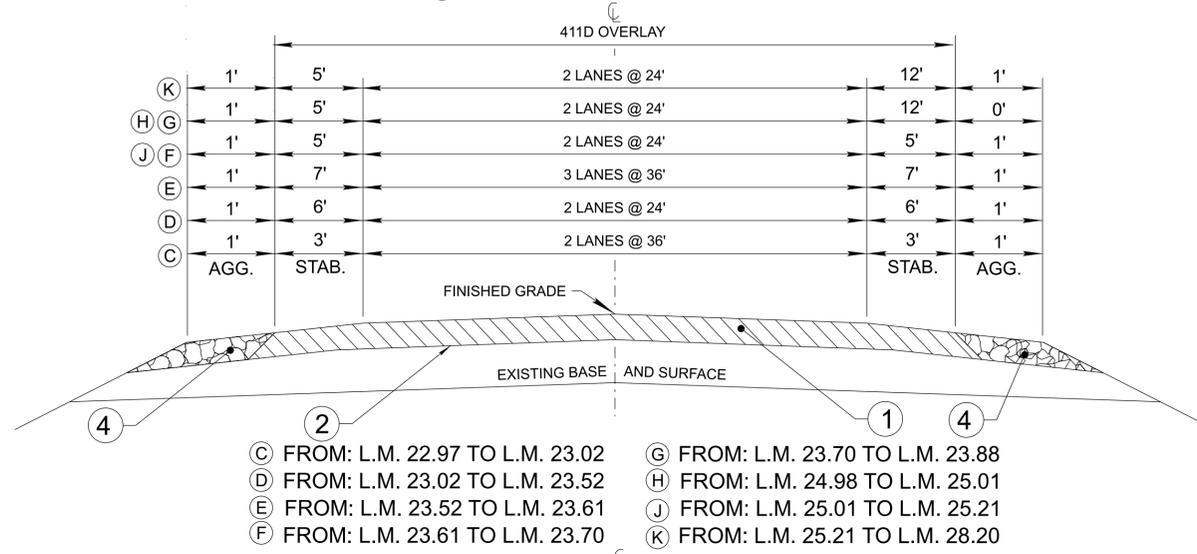
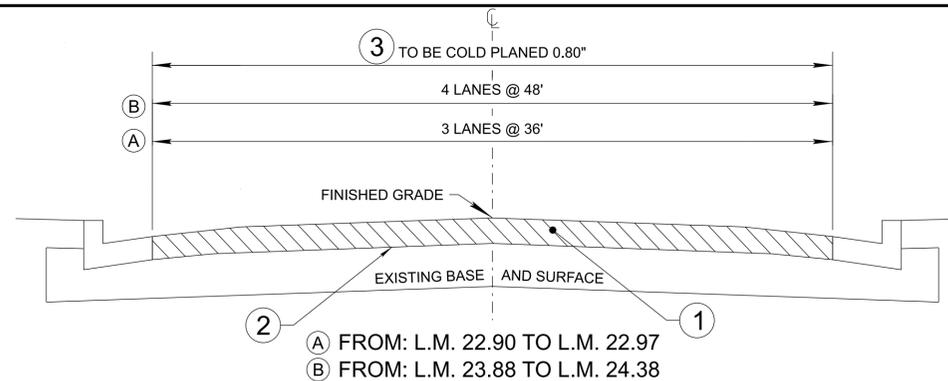
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

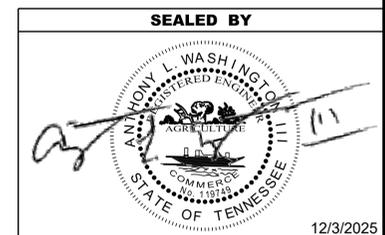
ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2B



PROPOSED PAVEMENT SCHEDULE

①	THIN LIFT ASPHALT (HM) 0.80" (APPROX. 85 LBS/SY) ITEM NO. 411-03.13 ACS MIX (PG70-22) THIN LIFT D ASPHALT	③	COLD PLANING @ 0.80"+ THICK (APPROX. 84.00 LBS/S.Y.) ITEM NO. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
②	TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	④	MINERAL AGGREGATE BASE ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D



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

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

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (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.

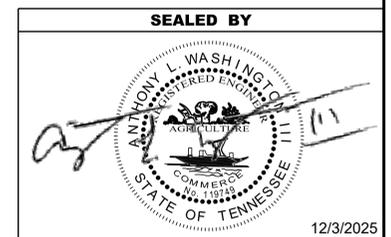
SIGNALIZATION

- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

PAVEMENT

RESURFACING

- (3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (8) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 72 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

PAVEMENT MARKING

- (1) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.20.
- (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

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

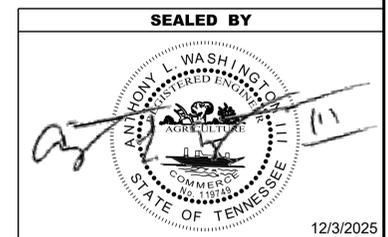
CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

BRIDGE

- (1) THE CONTRACTOR SHOULD 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 ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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**STATE OF TENNESSEE
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SPECIAL
NOTES

ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2E

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).
- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE 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.

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES PAVING, STRIPING, TRAFFIC CONTROL, AND BROOMING AND DEGRASSING SHOULDERS..

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.

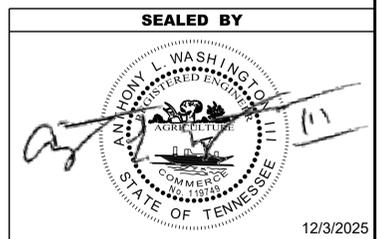
SEDIMENT CONTROL

- (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.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

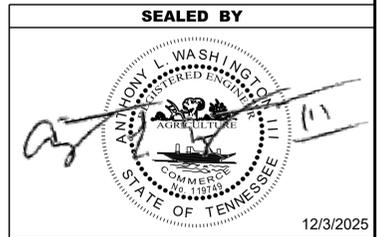
ENVIRONMENTAL NOTES (CONT.)

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2E1



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL
NOTES**

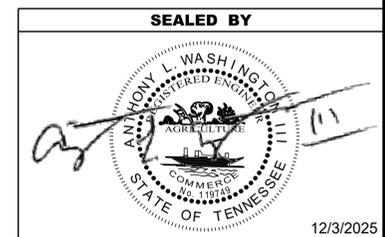
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)						
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
G20-1	ROAD WORK NEXT 6 MILES	48"	x 24"	8	4	32
G20-2	END ROAD WORK	48"	x 24"	8	54	432
W8-11	UNEVEN LANES	48"	x 48"	16	20	320
W8-15	GROOVED PAVEMENT	48"	x 48"	16	8	128
W8-15P	MOTORCYCLE PLAQUE	30"	x 24"	5	8	40
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 FEET	48"	x 48"	16	4	64
W20-1	ROAD WORK AHEAD	48"	x 48"	16	50	800
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	x 48"	16	2	32
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	x 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	x 48"	16	2	32
THIS CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.					TOTAL	2040

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
50SR0150001	23.370	CROWSON CREEK	142' 6"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)
50SR0150003	23.620	SHOAL CREEK	185' 6"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED)
50SR0150005	24.000	SHOAL CREEK	183' 0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
50S62310001	26.260	LITTLE SHOAL CREEK	126' 11.75"	COLD PLANE 1-1/4" OF THE EXISTING ASPHALT AND REPLACE WITH 1-1/4" OF NEW ASPHALT

SIGNALIZATION TABULATION (RESURFACING)		
INTERSECTION	SAW SLOT (L.F.)	LOOP WIRE (L.F.)
	730-14.02	730-14.03
SR-242 @ WEST POINT ROAD	284	668
SR-242 @ WEST GAINES STREET	234	468
SR-242 @ BUFFALO ROAD	284	668
TOTALS	802	1804

UTILITY ADJUSTMENTS (RESURFACING)		
TYPE	OWNER	NUMBER
SEWER MANHOLE	LAWRENCEBURG UTILITY SYSTEMS	20
GAS VALVES	LAWRENCEBURG UTILITY SYSTEMS	1
WATER VALVES	LAWRENCEBURG UTILITY SYSTEMS	10



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2G



STATE ROUTE 242
22.90-23.40
LAWRENCE COUNTY

REFERENCE STANDARD DRAWING
T-M-4

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

FOR
REFERENCE
ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

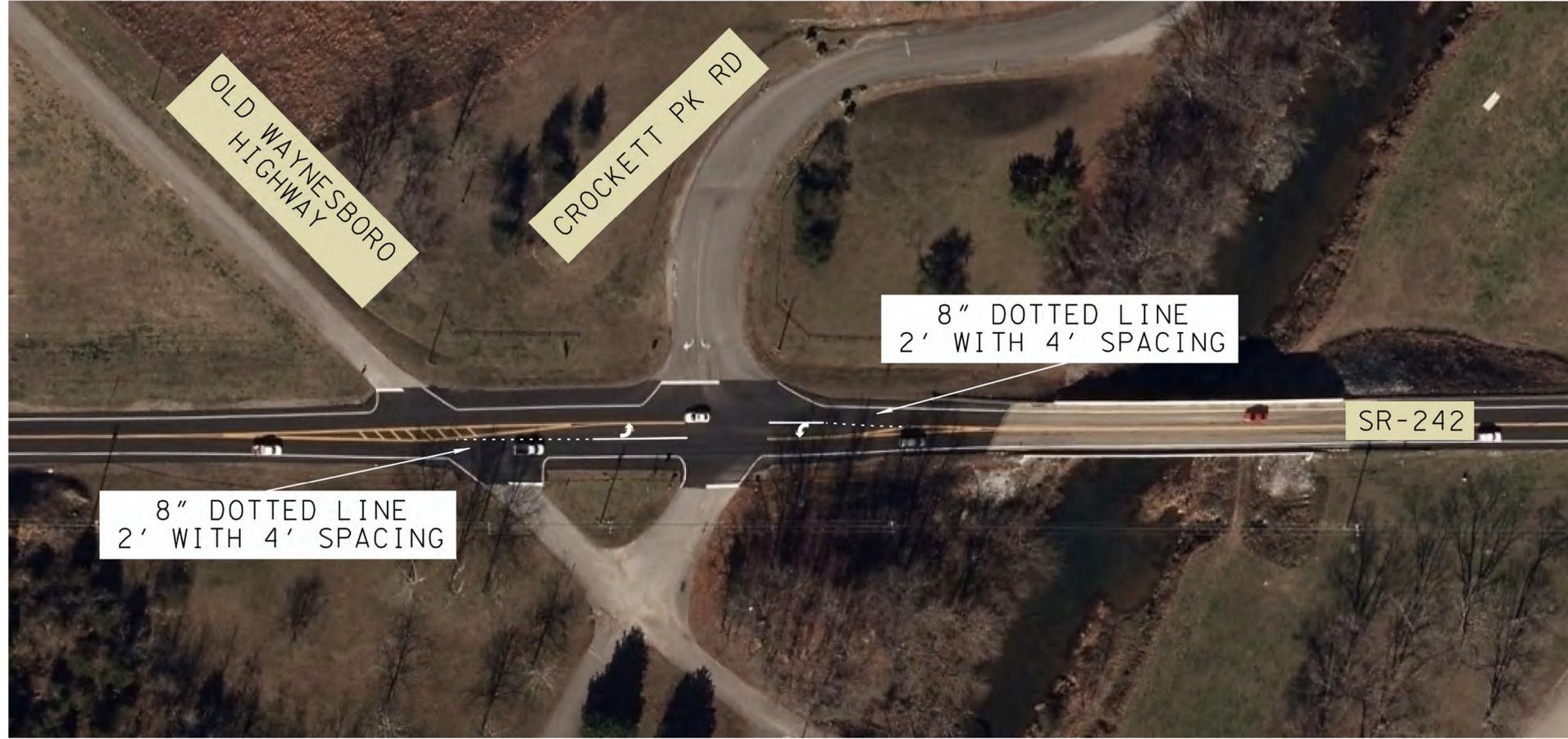
PAVEMENT
MARKING
IMPROVEMENT

NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2G1



STATE ROUTE 242
23.505-23.680
LAWRENCE COUNTY

REFERENCE STANDARD DRAWING
T-M-4

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

FOR
REFERENCE
ONLY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PAVEMENT
MARKING
IMPROVEMENT
NOT TO SCALE

9/23/2025 9:31:38 AM
C:\Users\jj10223\Downloads\2-26 Completed Pavement Markings File\Completed Pavement Markings File\ID39\Lawrence (135015.00), SR-242, 22.9-28.2\Lawrence (135015.00), SR-242, 22.9-28.2.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2G2



STATE ROUTE 242
23.825-24.005
LAWRENCE COUNTY

REFERENCE STANDARD DRAWING
T-M-2

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DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENT
NOT TO SCALE



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	2G3



STATE ROUTE 242
24.290-24.467
LAWRENCE COUNTY

REFERENCE STANDARD DRAWING
T-M-4

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REFERENCE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENT

NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	3

UTILITY NOTES

- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

CABLE:
CHARTER COMMUNICATIONS
 1757 NORTH POINT RD
 COLUMBIA, TN 38401
 CONTACT: WILL JAGGERS
 OFFICE PHONE:
 CELL PHONE: 931 371 0711
 Email: WILL.JAGGERS@CHARTER.COM

ELECTRIC:
LAWRENCEBURG UTILITY SYSTEMS
 1607 N. LOCUST AVENUE
 LAWRENCEBURG, TN 38464
 CONTACT: BOBBY STEPHENSON
 OFFICE PHONE: 931 766 4670
 CELL PHONE: 931 629 6065
 Email: BSTEPHENSON@LMBURGUS.COM

CONTACT: KINLEY JONES
 OFFICE PHONE: 931 766 4694
 CELL PHONE: 931 279 1679
 Email: KJONES@LMBURGUS.COM

TELEPHONE/ FIBER:
AT&T
 116 SOUTH CANNON AVENUE

 MURFREESBORO, TN 37129
 CONTACT: KENNETH LEE KORNEGAY
 OFFICE PHONE: 615 848 2082
 CELL PHONE: 615 631 7221
 Email: KK4096@ATT.COM

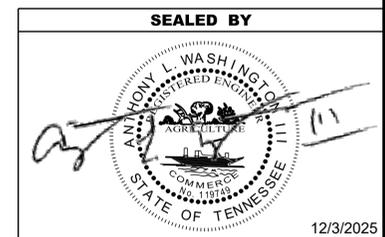
ELECTRIC:
TVA
 1101 MARKET STREET MR-4G
 CHATTANOOGA, TN 37402-2801
 CONTACT: STEPHEN WILLIAMS
 OFFICE PHONE:
 CELL PHONE: 662 255 6272
 Email: SEWILLIAMS@TVA.GOV

WATER/ SEWER/ GAS:
LAWRENCEBURG UTILITY SYSTEMS
 403 OAK STREET
 LAWRENCEBURG, TN 38464
 CONTACT: JERRY BREWER
 OFFICE PHONE: 931 766 4678
 CELL PHONE: 931 201 1140
 Email: JBREWER@LMBURGUS.COM

1607 N. LOCUST AVENUE
 LAWRENCEBURG, TN 38464
 CONTACT: VICTOR PUSSE
 OFFICE PHONE: 931 766 4750
 CELL PHONE:
 Email: VPUSSE@LMBURGUS.COM

TELEPHONE/ FIBER:
LORETTO TELECOM
 136 SOUTH MAIN STREET
 P.O. BOX 130
 LORETTO, TN 38469
 CONTACT: ERIC CORBIN
 OFFICE PHONE: 931 853 7905
 CELL PHONE:
 Email: ERIC.CORBIN@LORETTOTEL.COM

CONTACT: BRIDGET HOLDEN
 OFFICE PHONE: 931 853 4444
 Email: BRIDGET.HOLDEN@LORETTOTEL.COM



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
 AND
 UTILITY OWNERS

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-242(197)	T1

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.

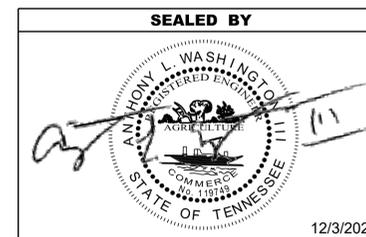
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE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



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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INDEX OF DRAWINGS

DWG. NO.

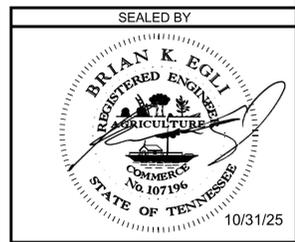
LAST
REV. DATE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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50-SR242-23.62 OVER
SHOAL CREEK AND
50-SR242-24.00 OVER
SHOAL CREEK
LAWRENCE COUNTY
2026

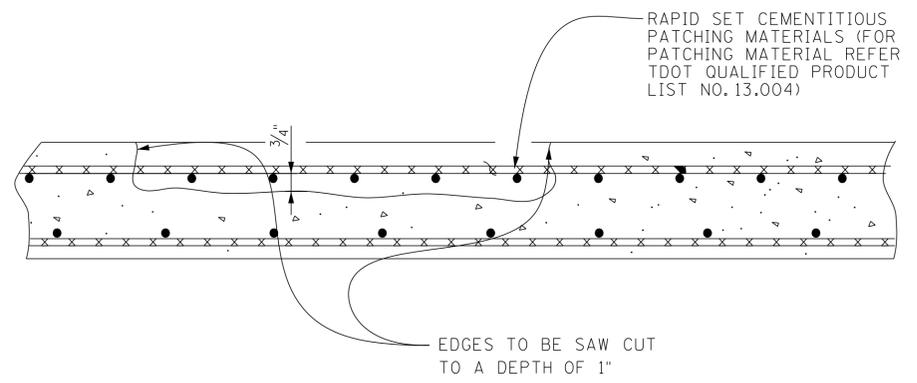
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DESIGN BY: SILESHI ERGICHO DATE: 09/25
SUPERVISED BY: KEVIN MARTINKO DATE: 09/25
CHECKED BY: DATE: / /

PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES						
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.44 EXPANSION JOINT REPAIRS L.F.	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) S.Y.	604-10.53 CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
50-SR242-23.37 OVER CROWSON CREEK (50SR0150001)	BR-96-96 BR-96-99 STD-1-5	TYPE 1 THIN EPOXY OVERLAY EXPANSION JOINT REPAIRS BRIDGE DECK REPAIRS CONCRETE REPAIRS	695	68	5	5
50-SR242-23.62 OVER SHOAL CREEK (50SR0150003)	BR-96-112 BR-96-113 STD-1-5	TYPE 1 THIN EPOXY OVERLAY EXPANSION JOINT REPAIRS BRIDGE DECK REPAIRS CONCRETE REPAIRS	852	76	5	5
50-SR242-24.00 OVER SHOAL CREEK (50SR0150005)	M-314-19 M-314-22 STD-1-5	TYPE 1 THIN EPOXY OVERLAY EXPANSION JOINT REPAIRS	1335	109		
TOTAL			2882	253	10	10

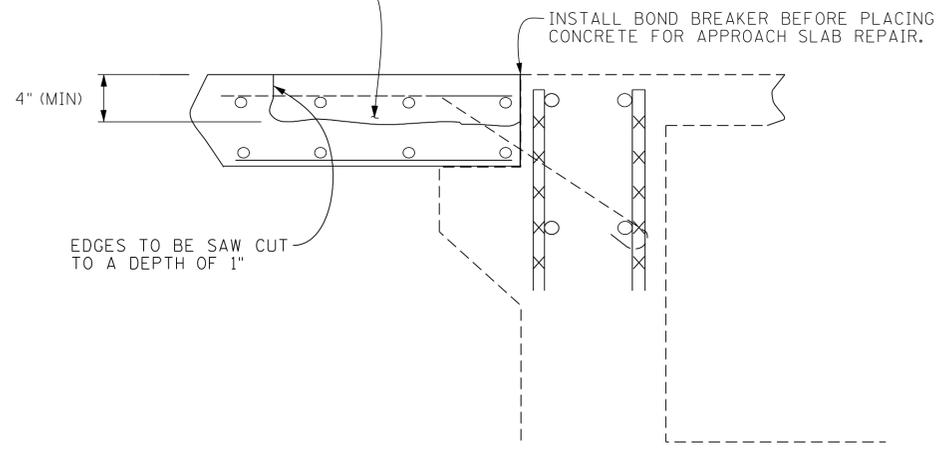
BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE AN EXTENDED QUICK SET PATCHING MATERIAL FROM THE TDOT QUALIFIED PRODUCTS LIST:
13.004-RAPID SET CEMENTITIOUS PATCHING MATERIALS.
PATCHING MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
MIX MUST MEET 3000 P.S.I. BEFORE OPENING TO TRAFFIC.



SKETCH SHOWING DECK REPAIR

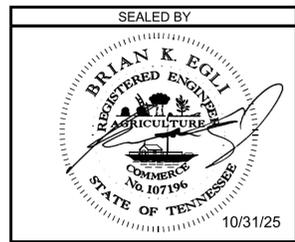
SEE BRIDGE DECK REPAIR MATERIAL NOTE BELOW



CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

- NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 3/4" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL.
- NOTE: PARTIAL DEPTH REPAIRS
ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST (3) DAYS IN ADVANCE.
- THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBAR AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), S.Y.
- NOTE: ITEM NOS. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB) SHALL BE BID THIS MAY BE INCREASED, DECREASED OR ELIMINATED AS APPROVED BY THE ENGINEER.

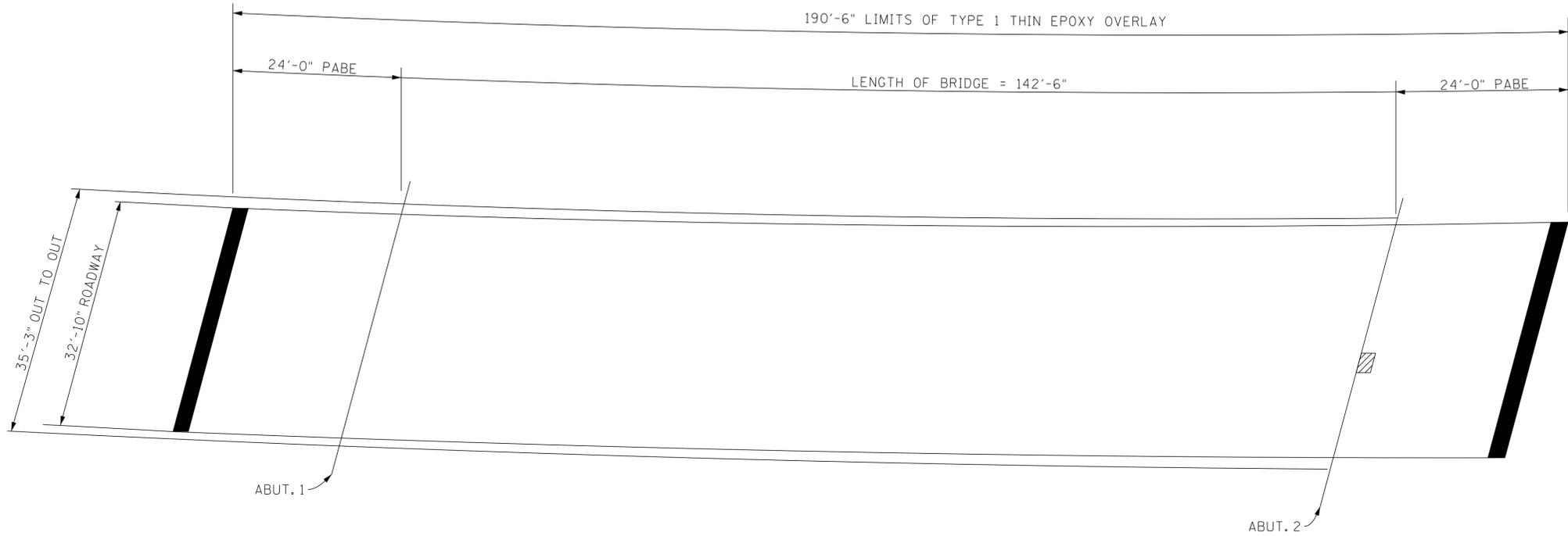
- NOTE: REMOVE CONCRETE TO A DEPTH OF 3/4" MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".
- NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR S.Y.
- NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PVMT.) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION AND
ESTIMATED QUANTITIES,
REPAIRS NOTES AND DETAILS
50-SR242-23.37 OVER CROWSON CREEK,
50-SR242-23.62 OVER SHOAL CREEK AND
50-SR242-24.00 OVER SHOAL CREEK
LAWRENCE COUNTY
2026

PIN NO.: 135015.00
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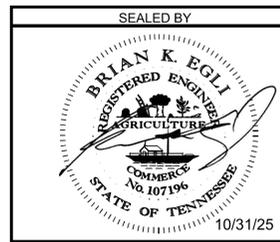
PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



PLAN VIEW
50-SR242-23.37

 DENOTES: APPROXIMATE BRIDGE DECK REPAIRS OR CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT)

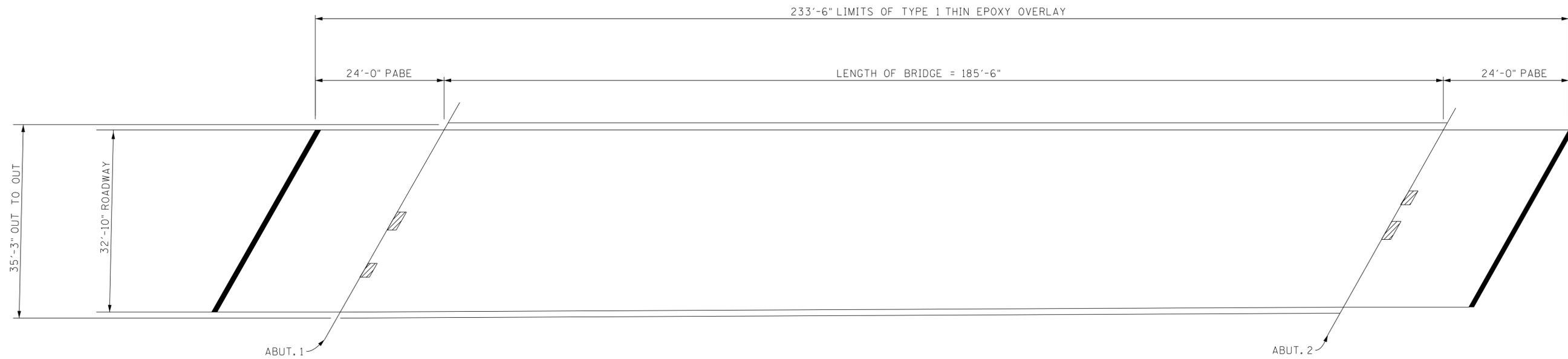
 DENOTES: APPROXIMATE EXPANSION JOINT REPAIRS LOCATIONS



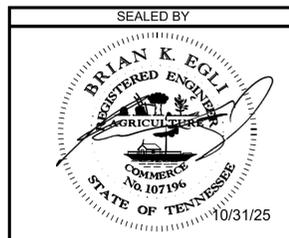
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIRS LOCATIONS
50-SR242-23.37 OVER
CROWSON CREEK
LAWRENCE COUNTY
2026

PIN NO.: 135015.00
DESIGN BY: SILESHI ERGICHO DATE: 09/25
SUPERVISED BY: KEVIN MARTINKO DATE: 09/25
CHECKED BY: DATE: / /

PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



PLAN VIEW
50-SR242-23.62



 DENOTES: APPROXIMATE BRIDGE DECK REPAIRS OR CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT)

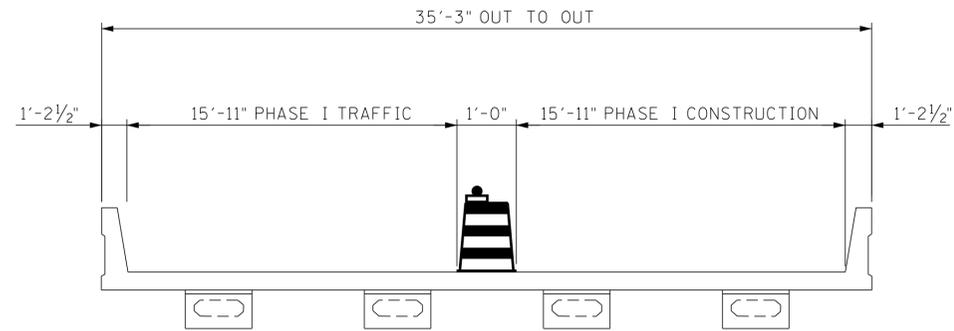
 DENOTES: APPROXIMATE EXPANSION JOINT REPAIRS LOCATIONS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

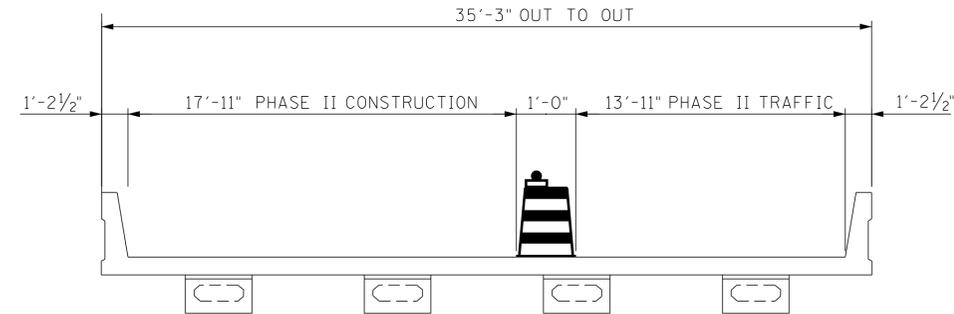
PLAN VIEW
REPAIRS LOCATIONS
50-SR242-23.62 OVER
SHOAL CREEK
LAWRENCE COUNTY
2026

PIN NO.: 135015.00
DESIGN BY: SILESHI ERGICHO DATE: 09/25
DRAWN BY: KEVIN MARTINKO DATE: 09/25
SUPERVISED BY: DATE: 09/25
CHECKED BY: DATE: 11

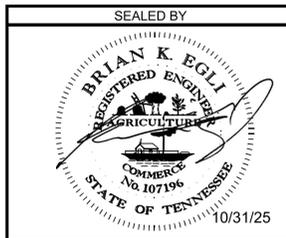
PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-5	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)

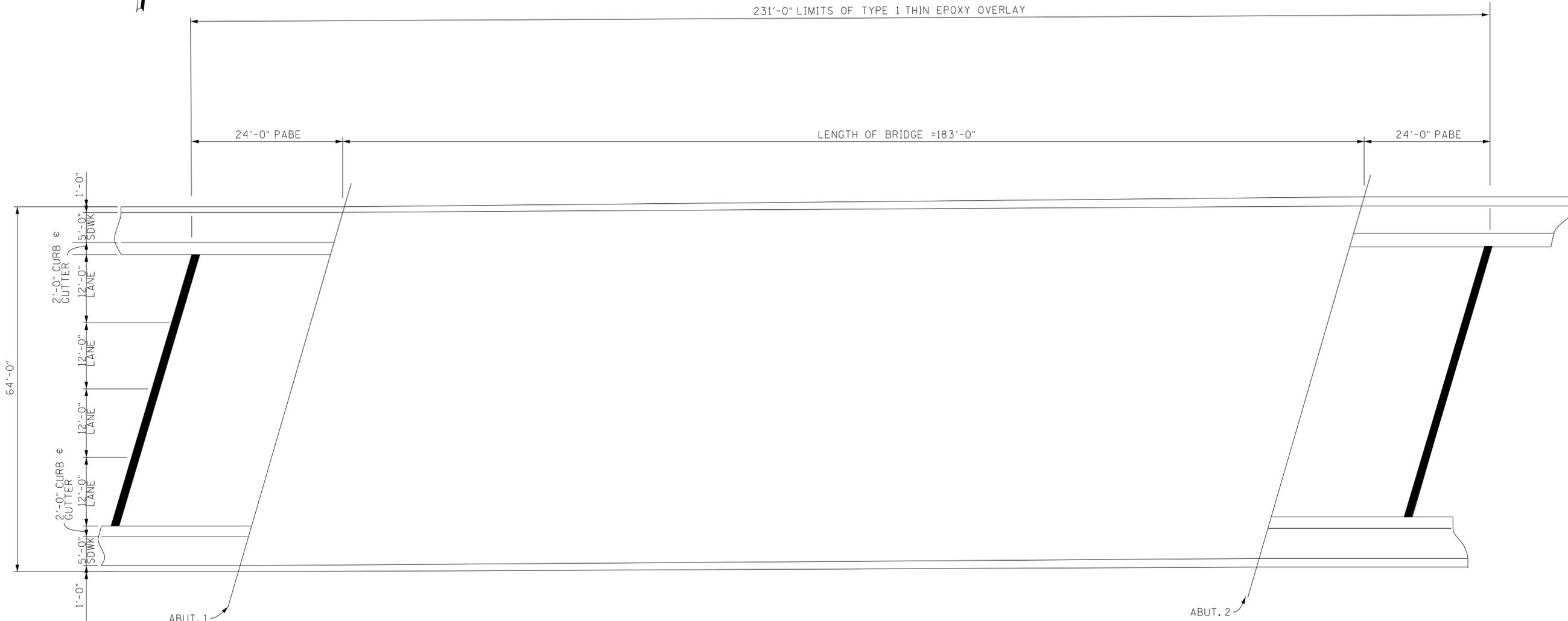


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
50-SR242-23.37 OVER
CROWSON CREEK &
50-SR242-23.62 OVER
SHOAL CREEK
LAWRENCE COUNTY
2026

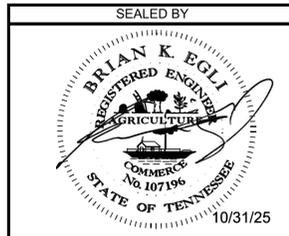
PIN NO.: 135015.00
DESIGN BY: SILESHI ERGICHO DATE: 09/25
DRAWN BY: KEVIN MARTINKO DATE: 09/25
SUPERVISED BY: DATE: 09/25
CHECKED BY: DATE: 11

PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-6	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



PLAN VIEW
50-SR242-24.00

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

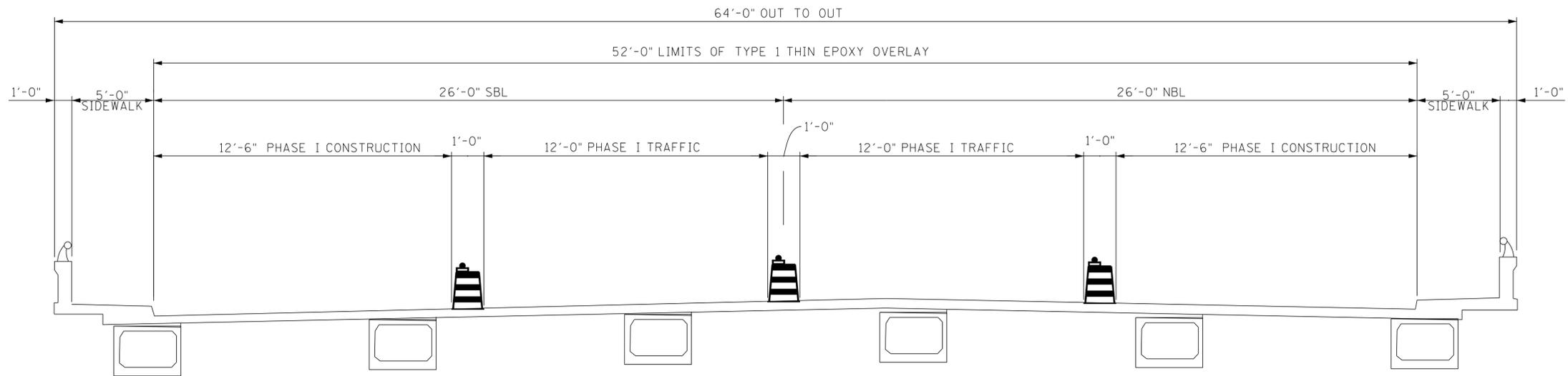


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

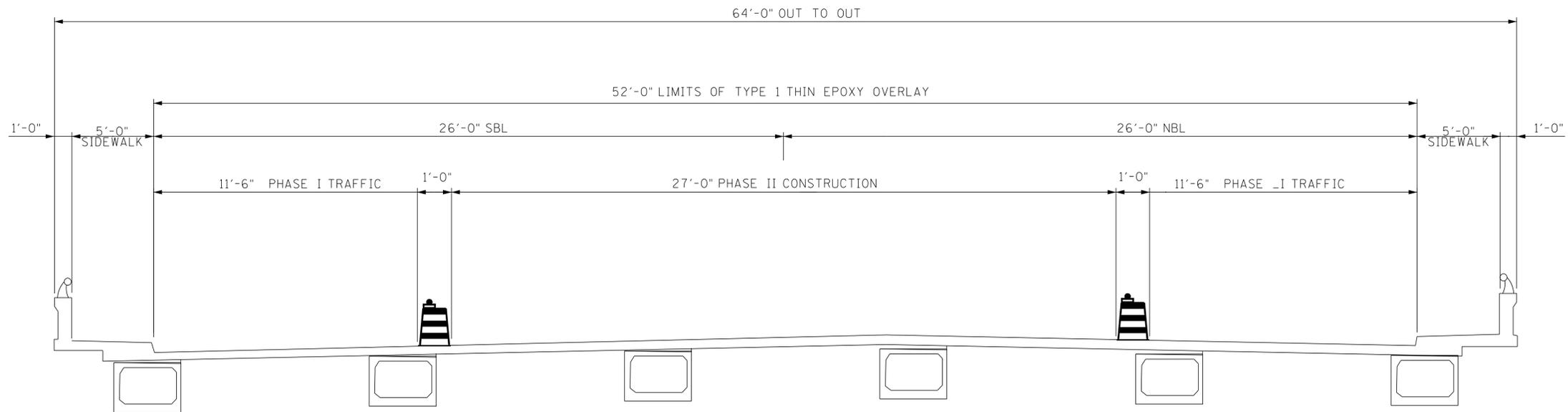
PLAN VIEW
REPAIRS LOCATIONS
50-SR242-24.00 OVER
SHOAL CREEK
LAWRENCE COUNTY
2026

PIN NO.: 135015.00
DESIGN BY: SILESHI ERGICHO DATE: 09/25
DRAWN BY: KEVIN MARTINKO DATE: 09/25
SUPERVISED BY: DATE: 09/25
CHECKED BY: DATE: 11

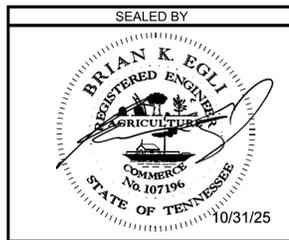
PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-7	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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-	-	-	-
-	-	-	-



(LOOKING AHEAD ON THE SURVEY)
PHASE I CONSTRUCTION



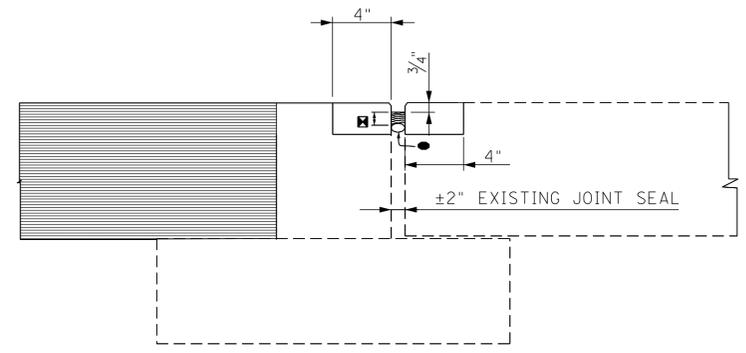
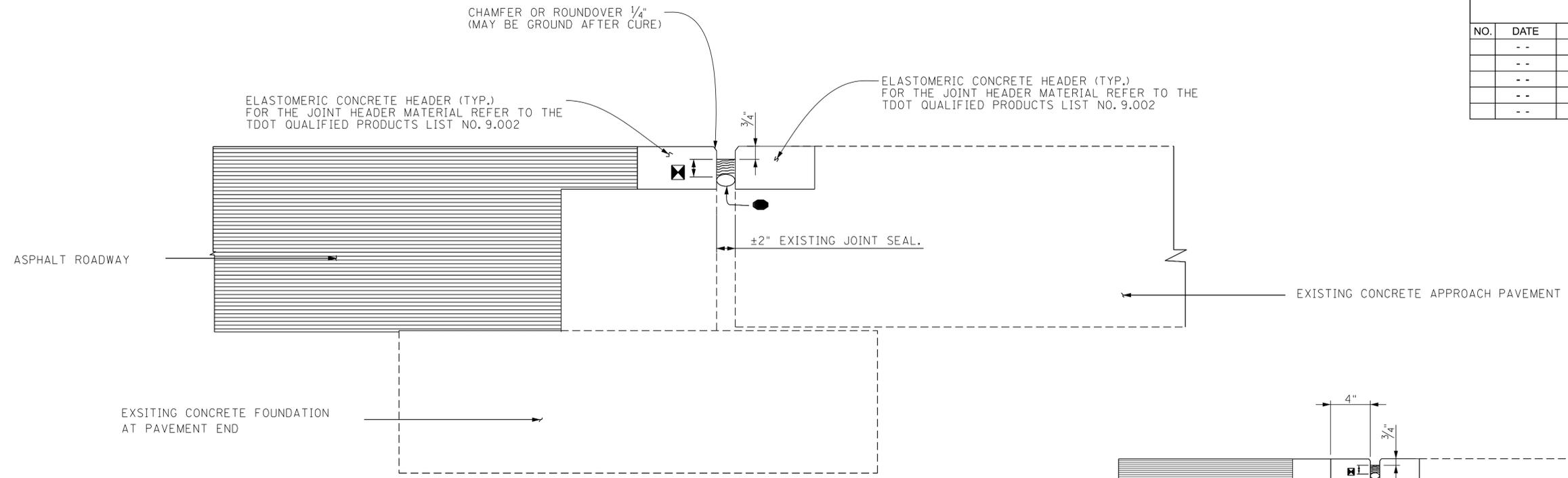
(LOOKING AHEAD ON THE SURVEY)
PHASE II CONSTRUCTION



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PHASE CONSTRUCTION
 50-SR242-24.00 OVER
 SHOAL CREEK
 LAWRENCE COUNTY
 2026

PIN NO.: 135015.00
 DESIGN BY: SILESHI ERGICHO DATE: 09/25
 DRAWN BY: KEVIN MARTINKO DATE: 09/25
 SUPERVISED BY: DATE: 09/25
 CHECKED BY: DATE: 11

PROJECT NO.	YEAR	SHEET NO.	
50S242-M3-003	2026	B-8	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



- NOTE: THE EXISTING JOINT OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER, THE ROD SHALL BE PLACED AT A DEPTH TO INSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL, BACKER ROD SHALL BE AS PER JOINT MANUFACTURERS RECOMMENDATIONS.
- ☒ NOTE: FULL DEPTH OF ALL EXISTING JOINTS SHALL BE RESEALED WITH NEW JOINT SEALER. THE NEW JOINT SEALER SHALL BE A COLD POUR TWO PART SILICONE SEALER FROM QPL 5.001.

50-SR242-23.37
&
50-SR242-23.62

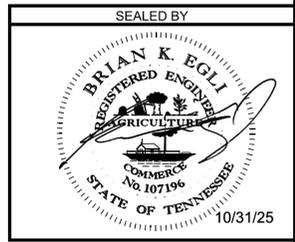
EXPANSION JOINT REPAIR NOTES:

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
50-SR242-23.37 OVER
CROWSON CREEK,
50-SR242-23.62 OVER
SHOAL CREEK AND
50-SR242-24.00 OVER
SHOAL CREEK
LAWRENCE COUNTY
2026

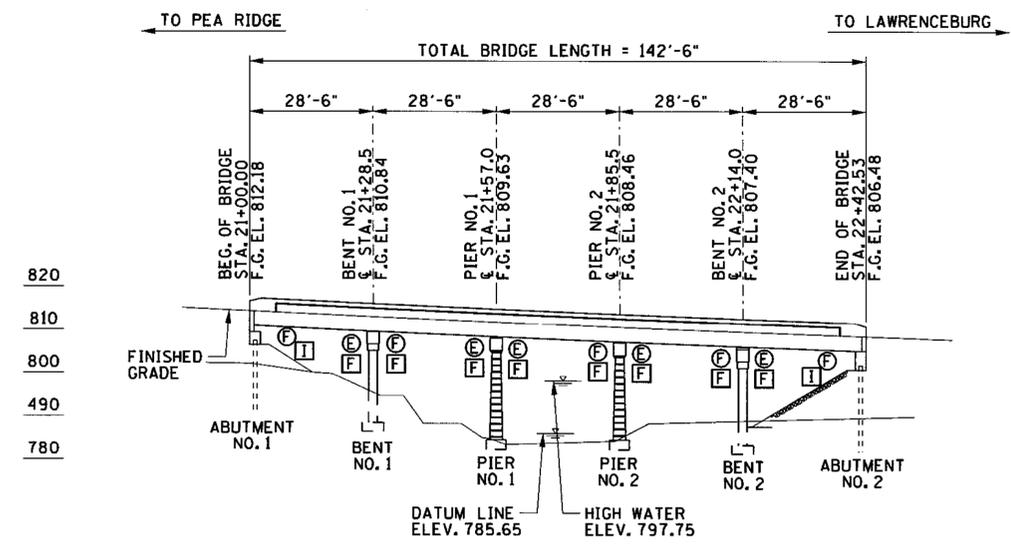
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PIN NO.: 135015.00
DESIGN BY: SILESHI ERGICHO DATE: 09/25
DRAWN BY: KEVIN MARTINKO DATE: 08/25
SUPERVISED BY: DATE: //
CHECKED BY: DATE: //

R.O.W./UTILITY NO. 50002-2249-94
 CONST. NO. 50002-3249-94

PROJECT NO.	YEAR	SHEET NO.
BH-NHE-15(162)	2010	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	3-24-10	LB	ADDED REVISION DATES
			REVISED CONSTR. NO.



BENCHMARK LOCATION

ELEVATION 798.00
 1.3 MILES WEST ALONG OLD HIGHWAY 64 FROM LAWRENCEBURG, TN, LAWRENCE COUNTY. IT IS AN OLD TRUSS BRIDGE OVER SHOAL CREEK, ON THE SOUTHSIDE OF THE WEST END, IN THE TOP OF THE RETAINING WALL, AND 6 INCHES SOUTH OF THE BALUSTRADE. A STANDARD DISK STAMPED B 37 1934. THE TRUSS BRIDGE IS ON OLD WAYNESBORO HWY., TRAVELING WEST ALONG STATE ROUTE 242 CROSSING OVER SHOAL CREEK, TAKE FIRST LEFT TURNING ON TO OLD WAYNESBORO HWY, STRAIGHT SOUTH OF DAVY CROCKETT PARK ENTRANCE, TRAVELING 0.05 MILES YOU WILL ARRIVE AT THE BRIDGE. THE BM WILL BE TO YOUR RIGHT.

ELEVATION

- F DENOTES: FIXED
- E DENOTES: EXPANSION
- I DENOTES: INTEGRAL
- DENOTES: EXISTING SUPPORT CONDITION
- DENOTES: PROPOSED SUPPORT CONDITION

NOTE: THE ELEVATIONS SHOWN ON THESE PLANS ARE CLOSE BUT DIFFERENT FROM THOSE SHOWN ON THE EXISTING BRIDGE PLANS. FOR ALL CONSTRUCTION ACTIVITIES, USE THE ELEVATIONS SHOWN ON THESE PLANS. DO NOT USE ELEVATIONS AS SHOWN ON THE EXISTING BRIDGE PLANS.

SCOPE OF WORK

- INSTALL TRAFFIC CONTROL TO PROVIDE ONE LANE OF TRAFFIC ON STATE ROUTE 15 DURING CONSTRUCTION PHASES USING TEMPORARY SIGNALIZATION.
- REPLACE SUPERSTRUCTURE, NEW CONCRETE DECK TO BE 8 1/2".
- REPAIR CONCRETE SPALLS ON BENTS, PIERS AND ABUTMENTS.
- CONSTRUCT NEW SUBFOOTINGS TO REPAIR SETTLEMENT AT FRONT FACE OF ABUTMENTS.
- PROVIDE NEW BRIDGE RAIL PER STD-1-1SS WITH PARAPET DRAINS.
- INSTALL PAVEMENT AT BRIDGE ENDS AND EXPANSION JOINT FOR MOVEMENT OFF THE BRIDGE.
- PROVIDE BRIDGE END DRAINS (LOW SIDE, END OF BRIDGE).
- REMOVE ANY VEGETATION ATTACHED TO, AFFECTING, OR WHICH WILL AFFECT THE SUBSTRUCTURE IN THE FUTURE.
- TEXTURE COAT EXPOSED CONCRETE SURFACES.
- TRANSITION ASPHALT PAVEMENT AS REQUIRED.
- PROVIDE NEW GUARDRAIL AT BRIDGE ENDS.

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE TO BE REPAIRED	BR-96-96	03-24-10
ESTIMATED BRIDGE QUANTITIES AND MISC. DETAILS	BR-96-97	03-24-10
BRIDGE GENERAL NOTES	BR-96-98	03-24-10
PHASING	BR-96-99	03-24-10
DEMOLITION DETAILS	BR-96-100	03-24-10
SUPERSTRUCTURE	BR-96-101	03-24-10
SUPERSTRUCTURE DETAILS	BR-96-102	03-24-10
BRIDGE SCREED	BR-96-103	03-24-10
ABUTMENT NOS. 1 AND 2	BR-96-104	03-24-10
BENT NOS. 1 AND 2	BR-96-105	03-24-10
PIER NOS. 1 AND 2	BR-96-106	03-24-10
PRESTRESSED CONCRETE BOX BEAM	BR-96-107	03-24-10
CONCRETE REPAIR	BR-96-108	03-24-10
CONCRETE REPAIR DETAILS	BR-96-109	03-24-10
BILL OF STEEL (PHASE I)	BR-96-110	03-24-10
BILL OF STEEL (PHASE II)	BR-96-111	03-24-10

LIST OF REFERENCE DRAWINGS

	DWG. NO.
EXISTING BRIDGE PLANS	E-15-97 THRU E-15-101, A-0-10

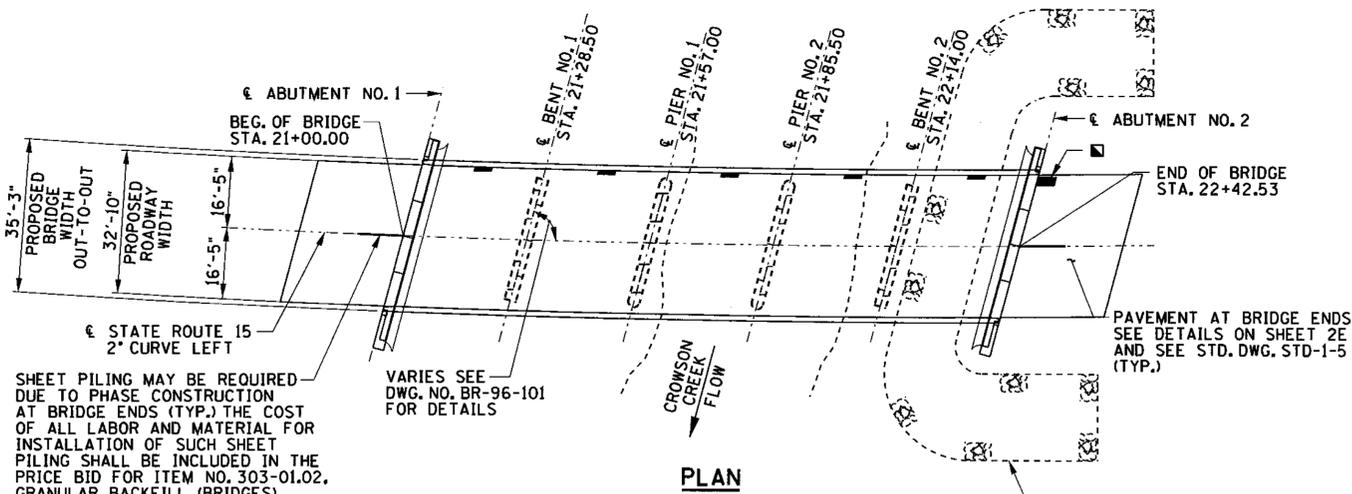
LIST OF BRIDGE APPURTENANCES

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET - 2006	STD-1-1SS	
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE	STD-1-2SS	
CONCRETE AND BRIDGE DECK DRAIN DETAILS - 2007		
PAVEMENT AT BRIDGE ENDS	STD-1-5	08-08-08
BRIDGE END DRAIN W/PABE - 1993	STD-1-6	04-28-97
BRIDGE END DRAIN W/PABE - 1993	STD-1-7	07-31-00
BRIDGE END DRAIN 2' X 8'-7" W/PABE - 1993	STD-1-8	05-01-95
BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL - 2005	STD-2-1	10-15-08
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-1	04-08-05
PANELS GENERAL DETAILS		
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-2	04-08-05
PANELS DESIGN CRITERIA		
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-3	03-02-02
PANELS GENERAL DETAILS		
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-4	06-10-96
PANELS CONSTRUCTION DETAILS		
STANDARD SEISMIC DETAILS	STD-6-1	05-21-99
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-08
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS - 1971	STD-10-1	04-08-05
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	10-15-08

LIST OF SPECIAL PROVISIONS

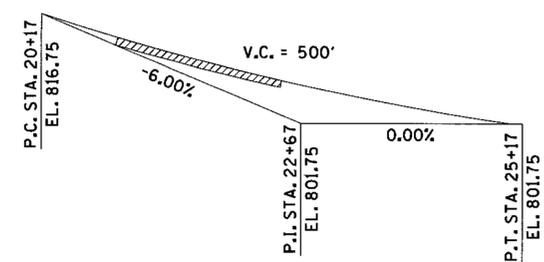
DWG. NO.	LAST REVISION DATE	DESCRIPTION
108B	**	PROJECT COMPLETION AND DISINCENTIVE

** DENOTES: CURRENT REVISION DATE AS PER CONTRACT DRAWINGS.

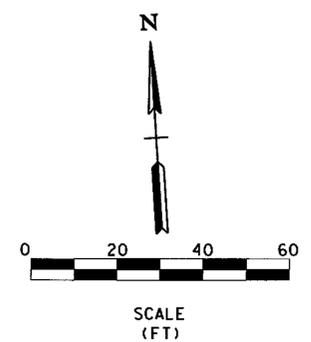


SHEET PILING MAY BE REQUIRED DUE TO PHASE CONSTRUCTION AT BRIDGE ENDS (TYP.) THE COST OF ALL LABOR AND MATERIAL FOR INSTALLATION OF SUCH SHEET PILING SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 303-01.02, GRANULAR BACKFILL (BRIDGES)

- DENOTES: END OF BRIDGE DRAIN
- DENOTES: PARAPET DRAINS FOR DETAILS SEE STD. DWG. STD-1-2.



GRADE SKETCH
(BASED ON EXISTING PLANS)



DESIGNED BY LANDEL BILBREY
 DRAWN BY A. STARNES AND J. JUDSON
 SUPERVISED BY DARRELL JAMES
 CHECKED BY JAMIE GILLESPIE



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
 TO BE REPAIRED

BRIDGE NO. 50-SR15-14.63
 STATE ROUTE 15 OVER CROWSON CREEK
 LAWRENCE COUNTY
 2010

R.O.W./UTILITY NO. 50009-2219-94			
CONST. NO. 50002-3249-94			
PROJECT NO. BH-NHE-15(162)	YEAR 2010		
SHEET NO.			
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	03-24-10	LB	REVISED PROJECT NO.
			ADDED REVISION DATES
2	04-22-10	LB	ADDED LATEST REVISION DATE

SCOPE OF WORK

1. INSTALL TRAFFIC CONTROL TO PROVIDE ONE LANE OF TRAFFIC IN EACH DIRECTION ON STATE ROUTE 15 DURING CONSTRUCTION PHASES.
2. REPLACE SUPERSTRUCTURE, NEW CONCRETE DECK TO BE 8 1/4".
3. REPAIR CONCRETE SPALLS ON BENTS, PIERS AND ABUTMENTS.
4. CONSTRUCT NEW SUBFOOTINGS TO REPAIR SETTLEMENT AT FRONT FACE OF ABUTMENTS.
5. PROVIDE NEW BRIDGE RAIL PER STD-1-ISS WITH PARAPET DRAINS.
6. INSTALL PAVEMENT AT BRIDGE ENDS AND EXPANSION JOINT FOR MOVEMENT OFF THE BRIDGE.
7. REPAIR OR REPLACE CAP BEAMS WITH INSITU DETAILS.
8. REMOVE ANY VEGETATION ATTACHED TO, AFFECTING, OR WHICH WILL AFFECT THE SUBSTRUCTURE IN THE FUTURE.
9. TEXTURE COAT EXPOSED CONCRETE SURFACES.
10. TRANSITION ASPHALT PAVEMENT AS REQUIRED.
11. REMOVE EXISTING DEBRIS.
12. PROVIDE BRIDGE END DRAINS (BEGINNING OF BRIDGE, BOTH SIDES).
13. ADD RIP-RAP TO ABUTMENT NO.1 BERM.
14. PROVIDE NEW GUARDRAIL AT BRIDGE ENDS.

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE TO BE REPAIRED	BR-96-112	04-22-10
ESTIMATED BRIDGE QUANTITIES AND MISC. DETAILS	BR-96-97	03-24-10
BRIDGE GENERAL NOTES	BR-96-98	03-24-10
PHASING	BR-96-113	03-24-10
DEMOLITION DETAILS	BR-96-114	03-24-10
SUPERSTRUCTURE	BR-96-115	03-24-10
SUPERSTRUCTURE DETAILS	BR-96-116	03-24-10
ABUTMENT NO. 1	BR-96-117	03-24-10
ABUTMENT NO. 2	BR-96-118	03-24-10
BENT NOS. 1, 2, AND 3	BR-96-119	03-24-10
PIER NOS. 1 AND 2	BR-96-120	03-24-10
PRESTRESSED CONCRETE BOX BEAM	BR-96-121	04-22-10
CONCRETE REPAIR	BR-96-122	03-24-10
CONCRETE REPAIR DETAILS	BR-96-123	03-24-10
BILL OF STEEL	BR-96-124	03-24-10

LIST OF REFERENCE DRAWINGS

	DWG. NO.
EXISTING BRIDGE PLANS	E-15-102 THRU E-15-105

LIST OF BRIDGE APPURTENANCES

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET - 2006	STD-1-ISS	
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE	STD-1-2SS	
CONCRETE AND BRIDGE DECK DRAIN DETAILS - 2007		
PAVEMENT AT BRIDGE ENDS	STD-1-5	08-08-08
BRIDGE END DRAIN W/PABE - 1993	STD-1-6	04-28-97
BRIDGE END DRAIN W/PABE - 1993	STD-1-7	07-31-00
BRIDGE END DRAIN 2' X 8'-7" W/PABE - 1993	STD-1-8	05-01-95
BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL - 2005	STD-2-1	10-15-08
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-1	04-08-05
PANELS GENERAL DETAILS		
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-2	04-08-05
PANELS DESIGN CRITERIA		
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-3	03-02-02
PANELS GENERAL DETAILS		
STANDARD PRECAST PRESTRESSED BRIDGE DECK	STD-4-4	06-10-96
PANELS CONSTRUCTION DETAILS		
STANDARD SEISMIC DETAILS	STD-6-1	05-21-99
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-08
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS - 1971	STD-10-1	04-08-05
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	10-15-08

LIST OF SPECIAL PROVISIONS

DWG. NO.	LAST REVISION DATE	DESCRIPTION
108B	**	PROJECT COMPLETION AND DISINCENTIVE

** DENOTES: CURRENT REVISION DATE AS PER CONTRACT DRAWINGS.

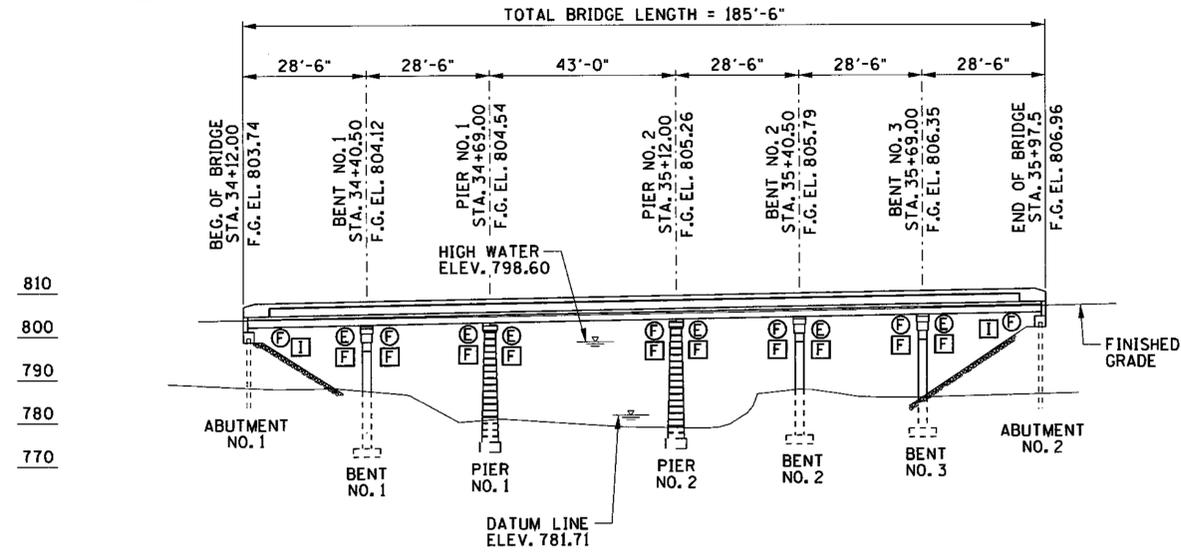


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED
BRIDGE NO. 50-SR15-14.87
STATE ROUTE 15 OVER SHOAL CREEK
LAWRENCE COUNTY
2010

BR-96-112

TO PEA RIDGE TO LAWRENCEBURG



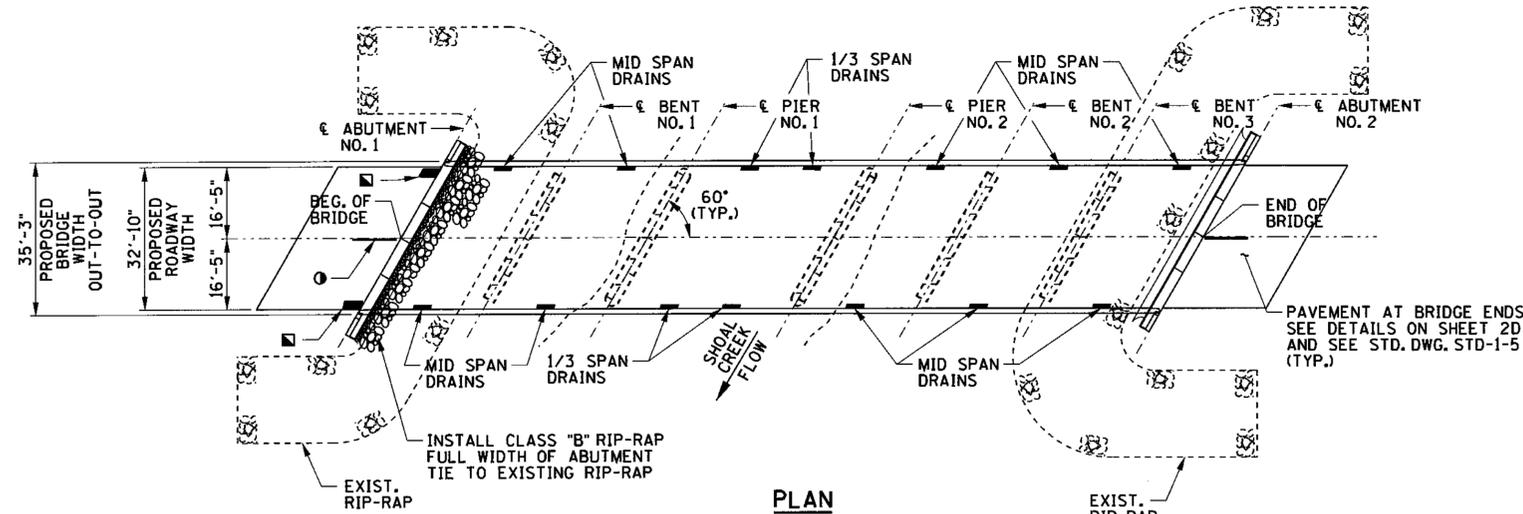
ELEVATION

- F DENOTES: FIXED
- E DENOTES: EXPANSION
- I DENOTES: INTEGRAL
- DENOTES: EXISTING SUPPORT CONDITION
- DENOTES: PROPOSED SUPPORT CONDITION

NOTE: THE ELEVATIONS SHOWN ON THESE PLANS ARE CLOSE BUT DIFFERENT FROM THOSE SHOWN ON THE EXISTING BRIDGE PLANS. FOR ALL CONSTRUCTION ACTIVITIES, USE THE ELEVATIONS SHOWN ON THESE PLANS. DO NOT USE ELEVATIONS AS SHOWN ON THE EXISTING BRIDGE PLANS.

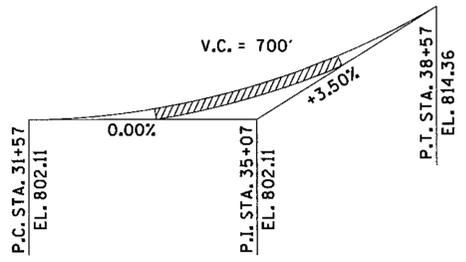
BENCHMARK LOCATION

ELEVATION 798.00
1.3 MILES WEST ALONG OLD HIGHWAY 64 FROM LAWRENCEBURG, TN, LAWRENCE COUNTY. IT IS AN OLD TRUSS BRIDGE OVER SHOAL CREEK, ON THE SOUTHSIDE OF THE WEST END, IN THE TOP OF THE RETAINING WALL, AND 6 INCHES SOUTH OF THE BALUSTRADE. A STANDARD DISK STAMPED B 37 1934. THE TRUSS BRIDGE IS ON OLD WAYNESBORO HWY., TRAVELING WEST ALONG STATE ROUTE 242 CROSSING OVER SHOAL CREEK, TAKE FIRST LEFT TURNING ON TO OLD WAYNESBORO HWY, STRAIGHT SOUTH OF DAVY CROCKETT PARK ENTRANCE, TRAVELING 0.05 MILES YOU WILL ARRIVE AT THE BRIDGE. THE BM WILL BE TO YOUR RIGHT.



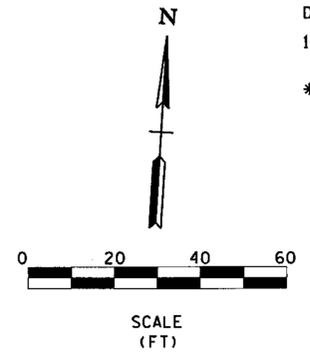
PLAN

- DENOTES: SHEET PILING MAY BE REQUIRED DUE TO PHASE CONSTRUCTION AT BRIDGE ENDS (TYP.). THE COST OF ALL LABOR AND MATERIALS FOR INSTALLATION OF SUCH SHEET PILING SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 303-01.02, GRANULAR BACKFILL (BRIDGES), TON.
- DENOTES: END OF BRIDGE DRAIN
- DENOTES: PARAPET DRAINS FOR DETAILS SEE STD. DWG. STD-1-2.



GRADE SKETCH

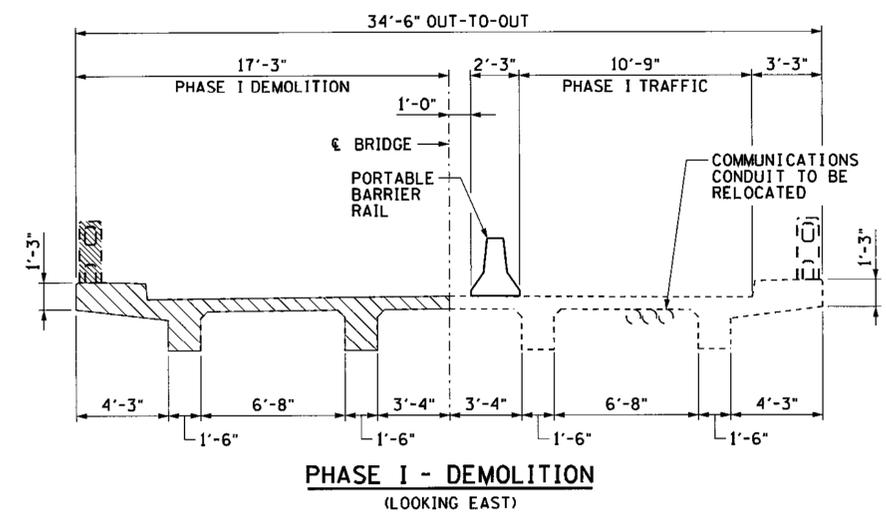
(BASED ON EXISTING PLANS)



DESIGNED BY LANDEL BILBREY
DRAWN BY ANGELA STARNES
SUPERVISED BY DARRELL JAMES
CHECKED BY JAMIE GILLESPIE

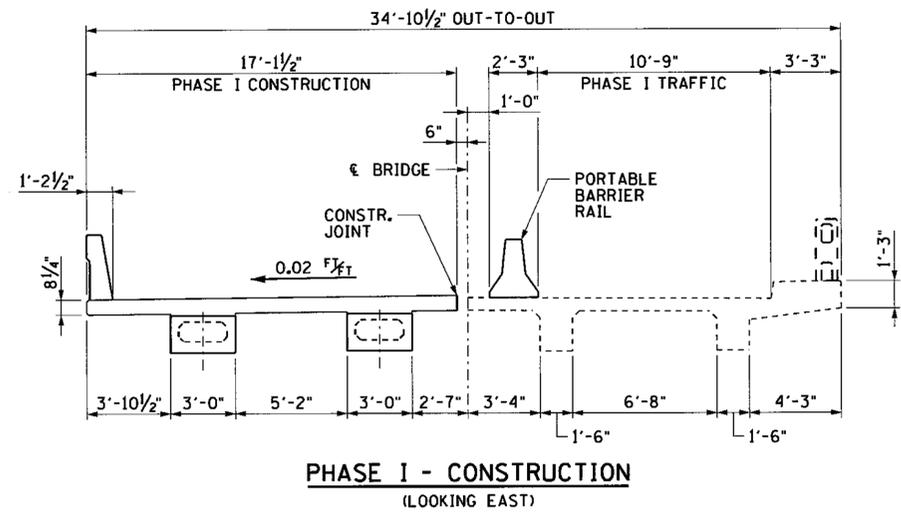


REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	3/24/10	LB	REV. CONSTR. NO.

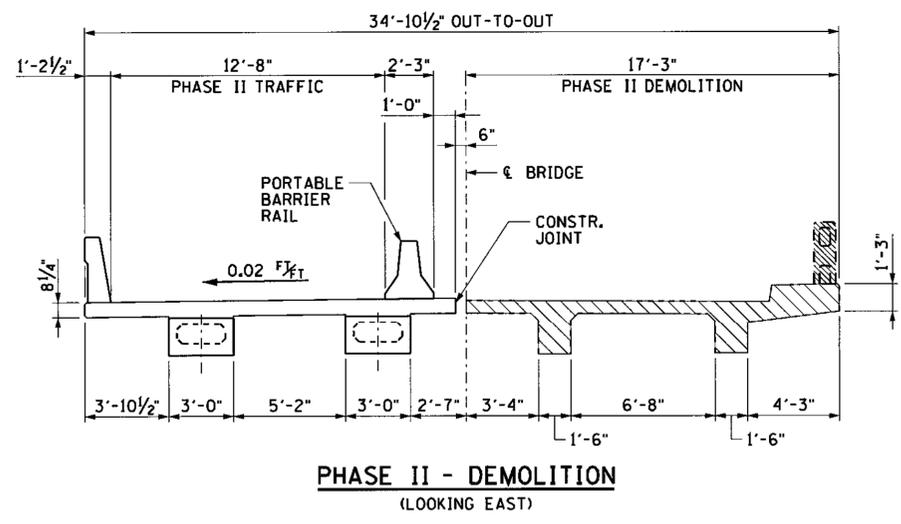


PHASE I - DEMOLITION
(LOOKING EAST)

▨ DENOTES: EXISTING CONCRETE TO BE REMOVED.

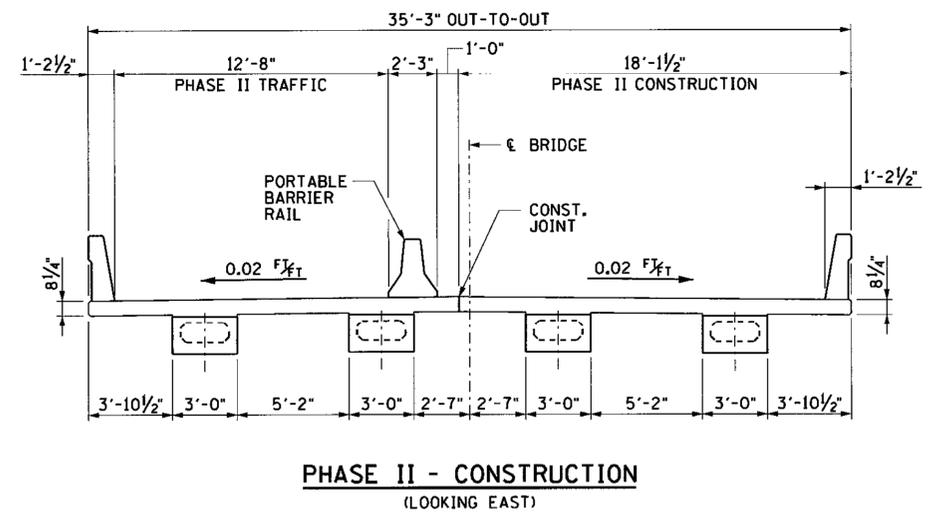


PHASE I - CONSTRUCTION
(LOOKING EAST)



PHASE II - DEMOLITION
(LOOKING EAST)

▨ DENOTES: EXISTING CONCRETE TO BE REMOVED.



PHASE II - CONSTRUCTION
(LOOKING EAST)



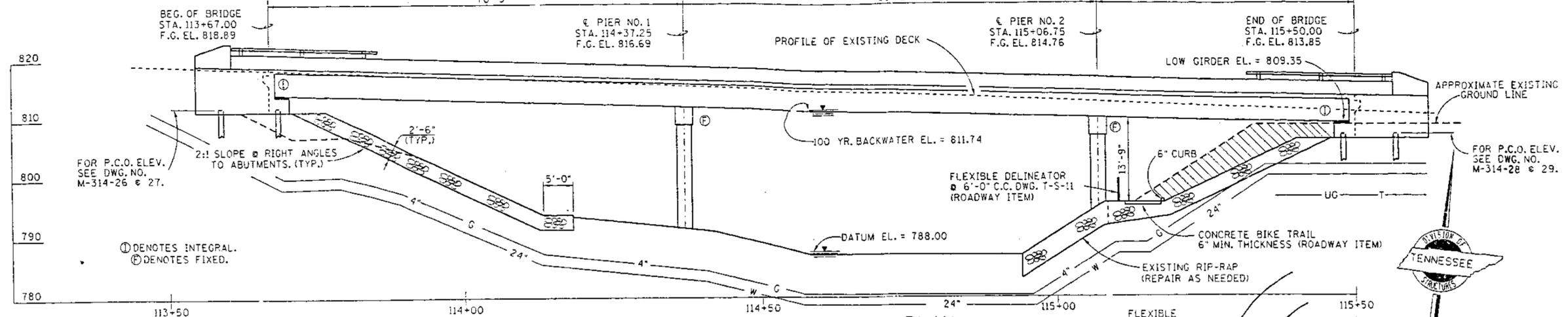
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PHASING

BRIDGE NO. 50-SR15-14.87
 STATE ROUTE 15 OVER SHOAL CREEK
 LAWRENCE COUNTY
 2010

DESIGNED BY LANDEL BILBREY
 DRAWN BY ANGELA STARNES
 SUPERVISED BY DARRELL JAMES
 CHECKED BY JAMIE GILLESPIE



TOTAL BRIDGE LENGTH = 183'-0"
69'-6"

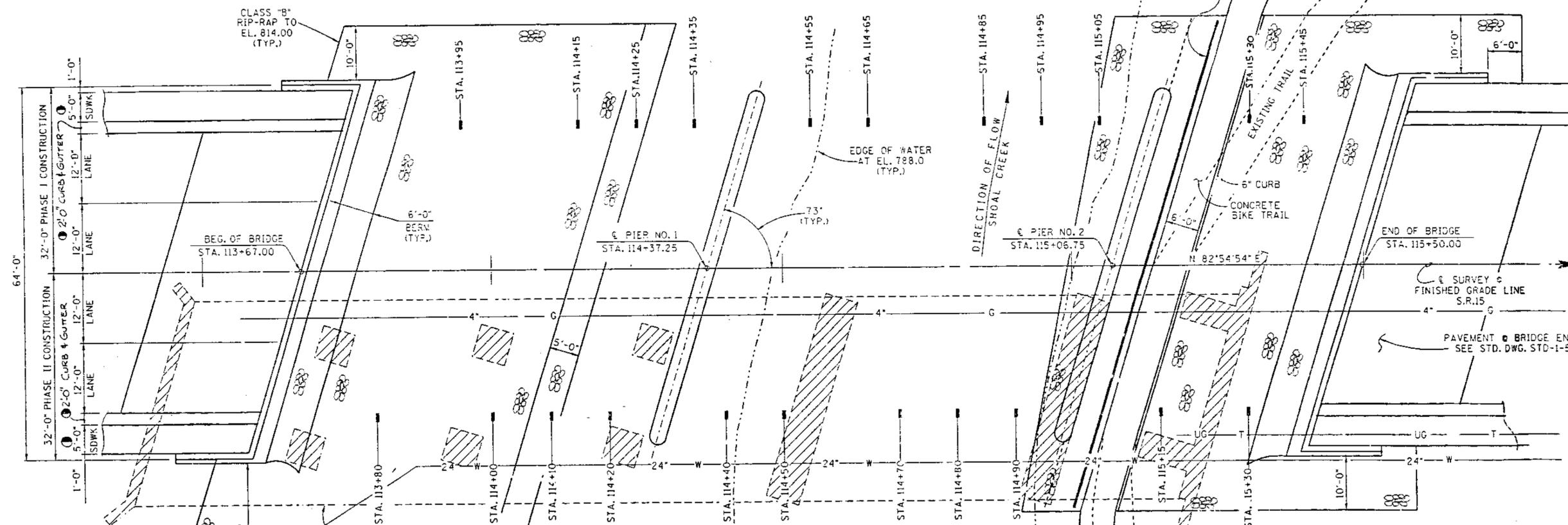
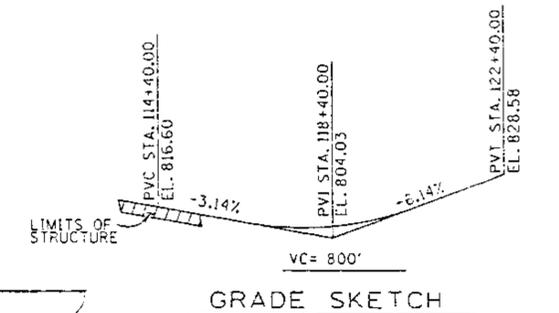


CONST. NO. 50002-3221-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-15(51)	1995	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



HYDRAULIC DATA
 DRAINAGE AREA = 28.4 sq. mi.
 DESIGN DISCHARGE (100 YR.) = 17,630 cfs.
 WATER AREA PROVIDED BELOW EL. 811.38 = 2,550 sq. ft.
 100 YEAR VELOCITY = 7.0 ft./sec.
 100 YEAR BRIDGE BACKWATER = .36 ft. AT EL. 811.74
 ROADWAY OVERTOPPING EL. = 812.5

- REFERENCE DRAWINGS**
- * E-15-106
 - * E-15-107
 - * E-15-108
 - * E-15-109
 - * E-15-110
 - * E-15-111
- * DENOTES: THESE DRAWINGS TO BE PRINTED WITH PLANS



LIST OF STANDARD DRAWINGS DWG. NO. REV. DATE

* STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2	5-1-95
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	5-1-95
* STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	5-1-95
* STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	5-1-95
* STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	11-7-94
* STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	11-7-94
* STANDARD PILE DETAILS	STD-5-1	10-25-93
* STANDARD PILE DETAILS	STD-5-2	10-26-92
* STANDARD SEISMIC DETAILS	STD-6-1	5-1-95
* REINFORCING BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
* MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92
* BRIDGE RAILING WITH STRUCTURAL TUBING	STD-11-1	3-28-94
* STD. DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	

LIST OF DRAWINGS DWG. NO. REV. DATE

LAYOUT	M-314-19
GENERAL NOTES & ESTIMATED QUANTITIES	M-314-20
FOUNDATION DATA	M-314-21
SUPERSTRUCTURE	M-314-22
SUPERSTRUCTURE DETAILS	M-314-23
PRESTRESSED BOX BEAM SPANS NO. 1 & NO. 2	M-314-24
PRESTRESSED BOX BEAM SPAN NO. 3	M-314-25
ABUTMENT NO. 1	M-314-26
ABUTMENT NO. 1 DETAILS	M-314-27
ABUTMENT NO. 2	M-314-28
ABUTMENT NO. 2 DETAILS	M-314-29
PIER NO. 1	M-314-30
PIER NO. 2	M-314-31
FINAL FOUNDATION DATA	M-314-32
BILL OF STEEL	M-314-33
BILL OF STEEL	M-314-34

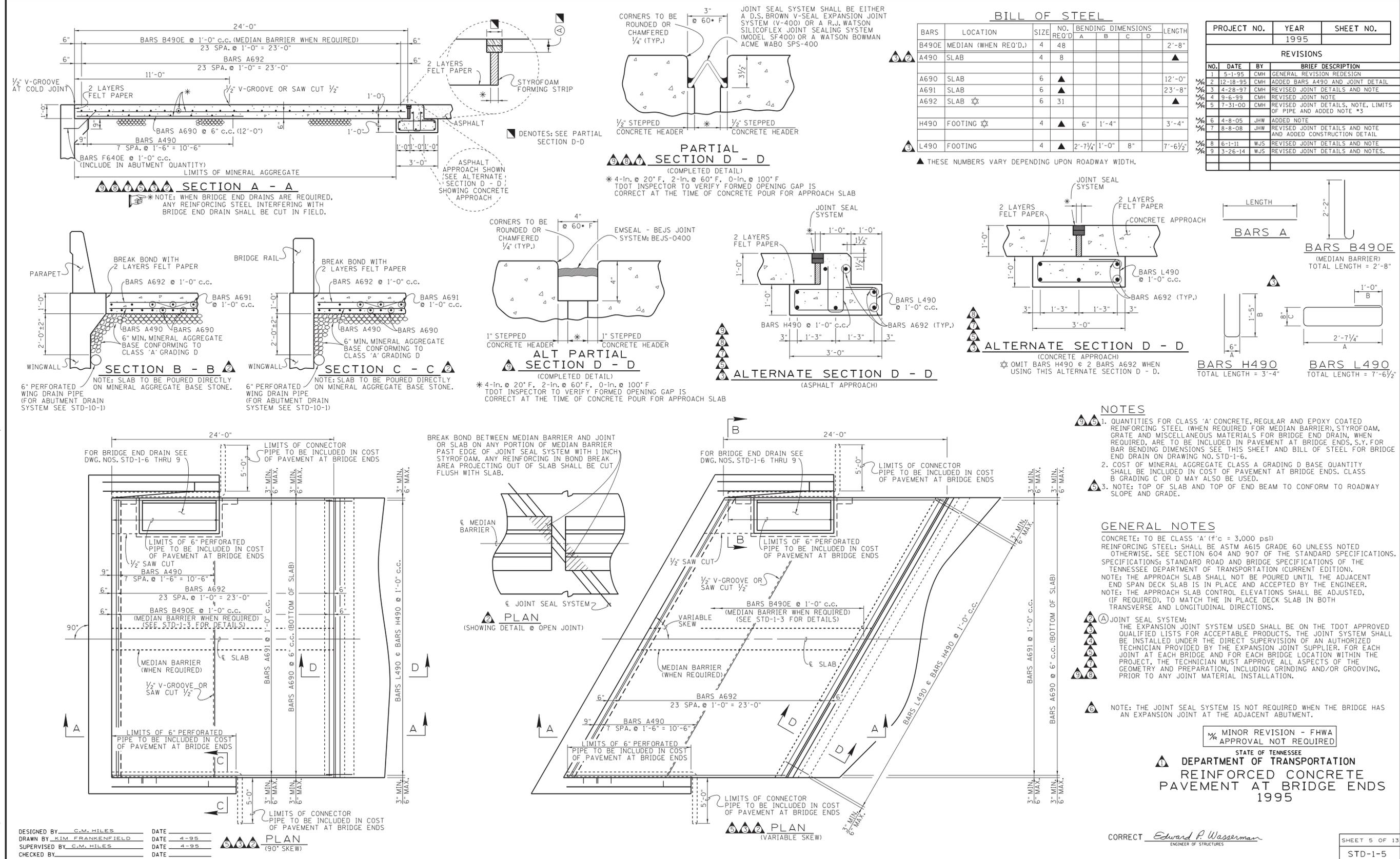
LIST OF SPECIAL PROVISIONS PROV. NO. REV. DATE

APPROVAL OF SHOP DRAWINGS	105A	3-6-95
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DESIGNED BY ROBERT LEFEVRE (CBP) DATE 01-95
 DRAWN BY BUTCH MCGLOTHLIN DATE 01-95
 SUPERVISED BY S. HALL DATE 01-95
 CHECKED BY ROBERT LEFEVRE DATE 03-95

CORRECT Edward P. Wasserman
 ENGINEER IN STRUCTURES

PORTABLE BARRIER RAIL = 233 LF.



BILL OF STEEL

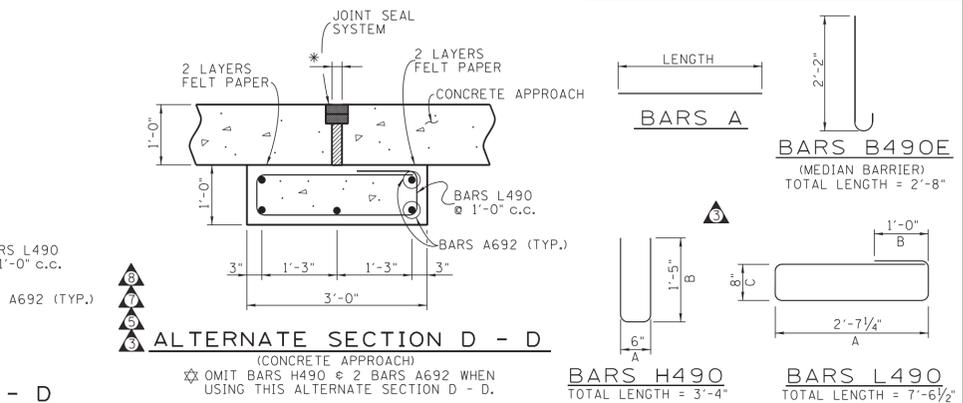
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB	6	31					▲
H490	FOOTING	4	▲	6"	1'-4"			3'-4"
L490	FOOTING	4	▲	2'-7 1/4"	1'-0"	8"		7'-6 1/2"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-1-95	CMH	GENERAL REVISION REDESIGN
2	12-18-95	CMH	ADDED BARS A490 AND JOINT DETAIL
3	4-28-97	CMH	REVISED JOINT DETAILS AND NOTE
4	9-6-99	CMH	REVISED JOINT NOTE
5	7-31-00	CMH	REVISED JOINT DETAILS, NOTE, LIMITS OF PIPE AND ADDED NOTE *3
6	4-8-05	JHW	ADDED NOTE
7	8-8-08	JHW	REVISED JOINT DETAILS AND NOTE AND ADDED CONSTRUCTION DETAIL
8	6-1-11	WJS	REVISED JOINT DETAILS AND NOTE
9	3-26-14	WJS	REVISED JOINT DETAILS AND NOTES.



- NOTES**
- 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-1-6.
 - 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.
 - NOTE: TOP OF SLAB AND TOP OF END BEAM TO CONFORM TO ROADWAY SLOPE AND GRADE.

- GENERAL NOTES**
- CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)
 REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS. SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).
 NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.
 NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.
- JOINT SEAL SYSTEM:**
 THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER. FOR EACH JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION WITHIN THE PROJECT, THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING, PRIOR TO ANY JOINT MATERIAL INSTALLATION.
- NOTE: THE JOINT SEAL SYSTEM IS NOT REQUIRED WHEN THE BRIDGE HAS AN EXPANSION JOINT AT THE ADJACENT ABUTMENT.

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

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

PLAN
 (90° SKEW)

PLAN
 (VARIABLE SKEW)