THIS DOCUMENT HAS BEGUN DIGITALLY SIGNED AND SEALED BY:

John M. Reese
jreese@fisherarnold.com
2025.11.10 12:14:11-06'00'

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

FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JOHN M. REESE, P.E. 118371

11/10/2025

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, 2B1
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/HSIP-224(18)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MCNAIRY & CHESTER COUNTIES

STATE ROUTE 224
FROM STATE ROUTE 15
TO STATE ROUTE 22A

RESURFACE & SAFETY

CIR, 411TLD, MICRO-SURFACING, PAVEMENT MARKINGS AND GUARDRAIL

STATE HIGHWAY NO. 224 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

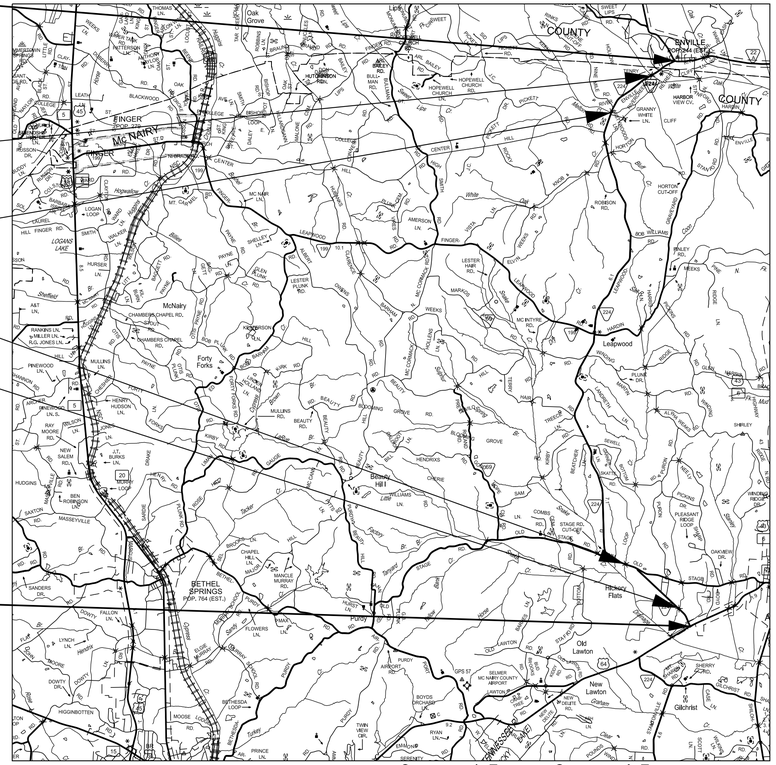
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP/HSIP-224(18)	
STATE PROJ. NO.	55S224-F3-004	
STATE PROJ. NO.	55S224-F8-004	
BRIDGE PROJ. NO.	55S224-M3-001	

BRIDGE ID. # 55S80830009 , 55S80830007 , 55S81210001 , 55S81210003 , 55S81210005

STP/HSIP-224(18)
55S224-F3-004
END PROJECT NO. 55S224-F8-004 RESURFACE & SAFETY
STATE ROUTE 22A (L.M. 0.29)

BRIDGE REPAIR PROJECT NO. 55S224-M3-001
BRIDGE ID. #55S81210005
L.M. 24.84 BRANCH
BRIDGE ID. #55S8121003
L.M. 23.74 MELTON CREEK
BRIDGE ID. #55S80830007
L.M. 13.96 LICK CREEK
BRIDGE ID. #55S80830009
L.M. 12.56 CLAREY CREEK

STP/HSIP-224(18)
55S224-F3-004
BEGIN PROJECT NO. 55S224-F8-004 RESURFACE & SAFETY
STATE ROUTE 15 (L.M. 12.15)



NO EXCLUSIONS

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.

PROJECT LENGTH	13.25 MILES
TOTAL LANE MILES RESURFACED	26.33 MILES

TDOT PROJECT MANAGER: LYNN EVANS, P.E., REGION 4
DESIGN FIRM : FISHER ARNOLD, INC.
DESIGNER : JAMES HUTCHESON DUNAVANT CHECKED BY JOHN REESE, P.E.
P.E. NO. 98043-4283-04
PIN NO. 133152.00

SEALED BY
JOHN M. REESE
REGISTERED ENGINEER
AGRICULTURE
No. 118371
STATE OF TENNESSEE
11/10/2025

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

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TC STATION 31	12.534
TC STATION 102	13.985
TC STATION 10	17.955
TC STATION 8	19.508
TC STATION 77	0.047

TRAFFIC DATA	
ADT (2026)	1928
POSTED SPEED L.M. 12.150 - 18.860	55 MPH
POSTED SPEED L.M. 18.860 - 19.410	45 MPH
POSTED SPEED L.M. 19.410 - 0.290	55 MPH

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ROADWAY INDEX

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
10-107.00 SAFETY DESIGN AND GUARDRAILS		
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	1A

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JOHN M. REESE
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COMMERCE
No. 118371
STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	1B

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. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. BRIDGE NO. 55S80830007 SR-224 OVER LICK CREEK LM 13.96 (55-SR224-13.96) BRIDGE NO. 55S80830009 SR-224 OVER CLAREY CREEK LM 12.57 (55-SR224-12.57) BRIDGE NO. 55S81210003 SR-224 OVER MELTON CREEK LM 23.73 (55-SR224-23.73) BRIDGE NO. 55S81210005 SR-224 OVER BRANCH LM 24.83 (55-SR224-24.83) 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).	BRIDGES

SEALED BY

JOHN M. REESE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 115171
STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 55S224-F8-004	QUANTITY 55S224-F3-005	TOTAL QUANTITY
(1)	203-06	WATER	M.G.	27		27
(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	0.8		0.8
	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	3488		3488
	308-01.10	COLD IN PLACE RECYCLED BITUMINOUS PAVEMENT	S.Y.	173120		173120
	308-01.15	ENGINEERED ASPHALT EMULSION	TON	1273		1273
	309-10.01	PORTLAND CEMENT	TON	425		425
(3)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	14.2		14.2
(4)	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	0.5		0.5
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	6760		6760
(5)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		41	41
(5)	705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL-3	EACH		8	8
(5)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		33	33
(5)	706-01	GUARDRAIL REMOVED	L.F.		1754	1754
(6)	712-01	TRAFFIC CONTROL	LS	1		1
(7)	712-06	SIGNS (CONSTRUCTION)	S.F.	2822		2822
(8)	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH		886	886
(9)(10)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	580		580
(11)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	42		42
(11)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	99		49.50
(9)(12)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	49.50		49.50
	717-01	MOBILIZATION	LS	1		1
		ALT. AA1				
(13)(14)(15)	403-02.01	TRACKLESS TACK COAT	TON	58		58
(13)(15)(16)	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	7256		7256
(17)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	186		186
		ALT. AA2				
(13)(14)(18)(19)	403-01.01	BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)	TON	95		95
(13)(18)(20)	414-03.01	EMULSIFIED ASPHALT FOR MICRO-SURFACING	TON	330		330
(13)(18)(21)	414-03.02	AGGREGATE FOR MICRO SURFACING	TON	2739		2739
(22)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	59		59

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.

FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER. INCLUDES 3 M.G. FOR MICRO-SURFACING AGGREGATE IF NEEDED.
(2) INCLUDES COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, SECTION "FINAL PAVEMENT MARKING" NOTE (6) REGARDING BROOMING AND DEGRASSING FOR MORE INFORMATION.
(3) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER. USE CRAFCO PAVEMENT JOINT ADHESIVE #34524 PAVON JOIN ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(4) GRIND AT A DEPTH OF 3/8" +- 1/16". LONGITUDINAL SPACING MAY BE AFFECTED BY SHALLOWER GRINDS. RUMBLE GRINDING SHOULD NOT PENETRATE COMPLETELY THE NEWLY PAVED LAYER OR CAUSE PREMATURE DAMAGE
(5) SEE PROPOSED GUARDRAIL (RESURFACING) ON SHEET 2F.
(6) 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.
(7) 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).
(8) SNOWPLOWAWBLE MARKERS SHALL NOT BE CUT INTO MICROSURFACE UNTIL AT LEAST TWO WEEKS OF DRYING.
(9) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(10) 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.
(11) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
(12) THERMOPLASTIC SHALL NOT BE APPLIED TO MICROSURFACE UNTIL AT LEAST TWO WEEKS OF DRYING.
(13) THE TREATMENT OF SIDE ROADS, BUSINESS ENTRANCES, FIELD ENTRANCES AND DRIVEWAYS WILL NOT BE INCLUDED IN THIS PROJECT.
(14) INCLUDES 2 TONS FOR EXTRA WIDTH PAVING.
(15) CONTRACTOR SHALL KEEP THE 411 TLD INSIDE OF SHOULDER SCRORING.
(16) INCLUDES 41 TONS FOR EXTRA WIDTH PAIVING.
(17) TO BE USED AT A DEPTH OF .80"+- FOR 225' TAPERS AT PROJECT ENDS AND PORTLAND CEMENT CONCRETE BRIDGES
(18) CONTRACTOR SHALL KEEP THE MICROSURFACING INSIDE OF SHOULDER SCRORING.
(19) NO PAYMENT WILL BE USED MADE DIRECTLY FOR THE WATER REQUIRED TO DILUTE THE TACK COAT.
(20) INCLUDES 2 TONS FOR EXTRA WIDTH PAVING.
(21) INCLUDES 16 TONS FOR EXTRA WIDTH PAVING
(22) TO BE USED AT A DEPTH OF .25"+- FOR 225' TAPERS AT PROJECT ENDS AND PORTLAND CEMENT CONCRETE BRIDGES

SEALED BY

JOHN M. REESE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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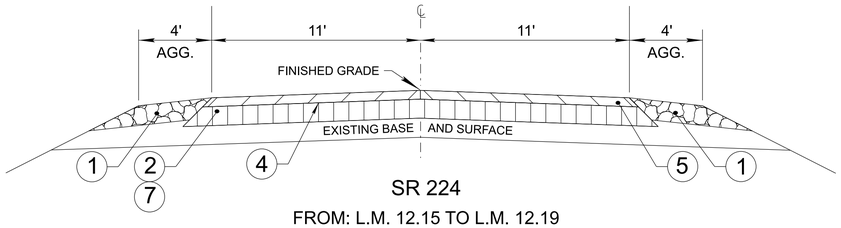
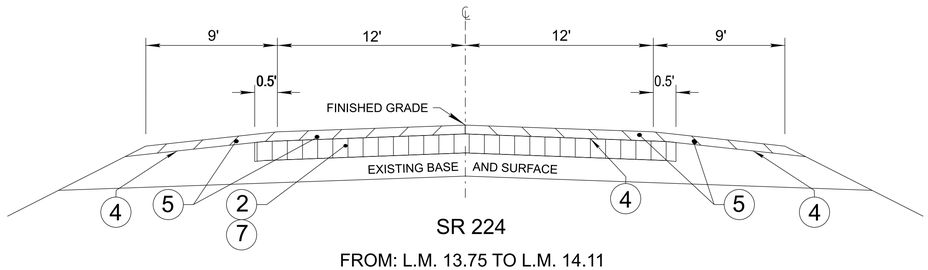
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2B

ALTERNATE AA1



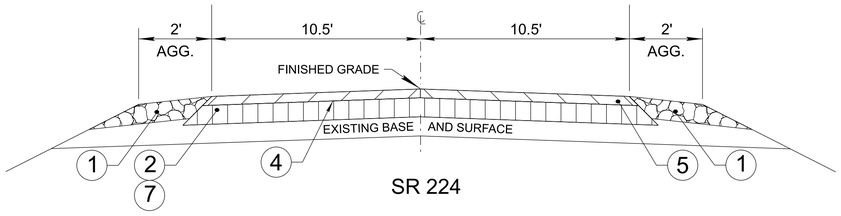
SR 224

FROM: L.M. 12.15 TO L.M. 12.19



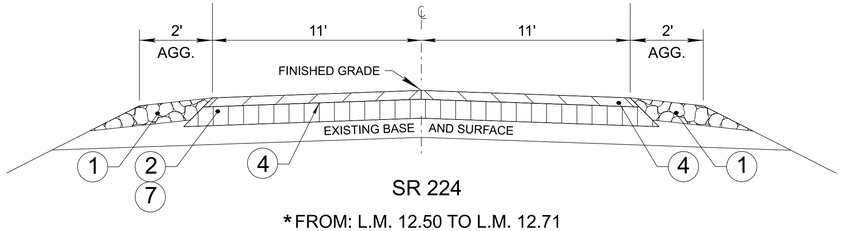
SR 224

FROM: L.M. 13.75 TO L.M. 14.11



SR 224

FROM: L.M. 0.00 TO L.M. 0.29 (CHESTER CO.)
FROM: L.M. 12.19 TO L.M. 12.50
FROM: L.M. 12.71 TO L.M. 13.75
FROM: L.M. 19.06 TO L.M. 23.62
FROM: L.M. 23.83 TO L.M. 24.81
FROM: L.M. 24.89 TO L.M. 25.11

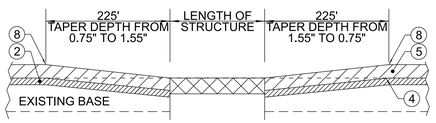


SR 224

*FROM: L.M. 12.50 TO L.M. 12.71
FROM: L.M. 14.11 TO L.M. 19.06
*FROM: L.M. 23.62 TO L.M. 23.83
*FROM: L.M. 24.81 TO L.M. 24.89

*NOTE: EXISTING SHOULDERS NOT TO BE PAVED, SHOULDERS NOT SHOWN FOR SIMPLICITY

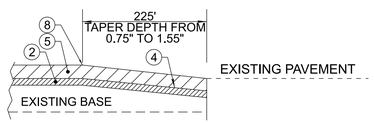
BRIDGE MILLING DETAIL



AT ALL BRIDGES

(NOT TO SCALE)

DETAIL OF TAPER MILL



AT PROJECT LIMITS L.M. 12.15 & L.M. 0.29

(NOT TO SCALE)

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JOHN M. REESE
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE
No. 118371
STATE OF TENNESSEE

11/10/2025

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

11/10/2025 9:29:24 AM
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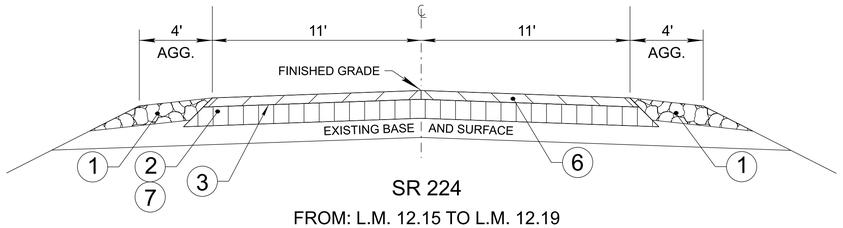
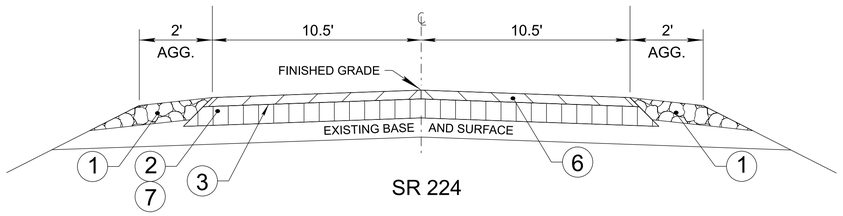
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2B1

ALTERNATE AA2



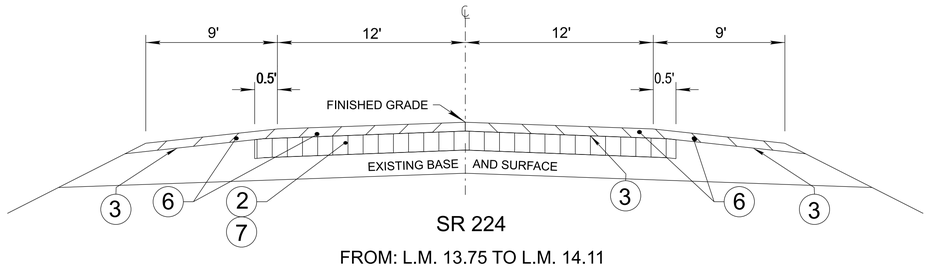
SR 224

FROM: L.M. 12.15 TO L.M. 12.19



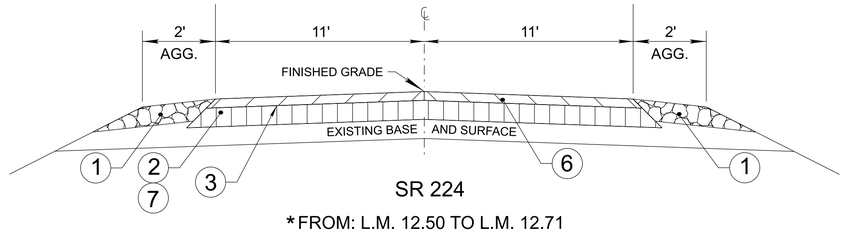
SR 224

FROM: L.M. 0.00 TO L.M. 0.29 (CHESTER CO.)
FROM: L.M. 12.19 TO L.M. 12.50
FROM: L.M. 12.71 TO L.M. 13.75
FROM: L.M. 19.06 TO L.M. 23.62
FROM: L.M. 23.83 TO L.M. 24.81
FROM: L.M. 24.89 TO L.M. 25.11



SR 224

FROM: L.M. 13.75 TO L.M. 14.11

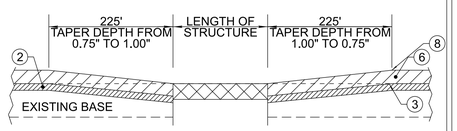


SR 224

*FROM: L.M. 12.50 TO L.M. 12.71
FROM: L.M. 14.11 TO L.M. 19.06
*FROM: L.M. 23.62 TO L.M. 23.83
*FROM: L.M. 24.81 TO L.M. 24.89

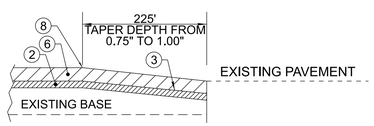
NOTE: EXISTING SHOULDERS NOT TO BE PAVED,
SHOULDERS NOT SHOWN FOR SIMPLICITY

BRIDGE MILLING DETAIL



AT ALL BRIDGES
(NOT TO SCALE)

DETAIL OF TAPER MILL



AT PROJECT LIMITS L.M. 12.15 & L.M. 0.29
(NOT TO SCALE)

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS

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

(2) COLD-IN-PLACE RECYCLED BITUMINOUS PAVEMENT @ 5" DEPTH

ITEM 308-01.10 COLD-IN-PLACE RECYCLED BITUMINOUS PAVEMENT (S.Y.)
ITEM 308-01.15 ENGINEERED ASPHALT EMULSION (RATE ESTIMATED 3% / TON)
ITEM 309-01.02 PORTLAND CEMENT (RATE ESTIMATED 1% / TON)

(3) TACK COAT (TC) FOR MICRO-SURFACING

ITEM 403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD

(4) TRACKLESS TACK COAT

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

(5) ASPHALTIC CONCRETE SURFACE (HM) @ 0.80"± THICK (APPROX. 85 LBS./S.Y.)

ITEM 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT

(6) MICRO-SURFACING

ITEM 414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING
EMULSIFIED ASPHALT (AT 12% OF THE DRY WEIGHT OF AGGREGATE)

ITEM 414-03.02 AGGREGATE FOR MICRO-SURFACING
AGGREGATE (AT 32 LBS./S.Y.)

(7) COLD PLANING @ 0.75"+ THICK (APPROX. 78.75 LB/SY)

415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)
PRE-MILL DEPTH ESTIMATED BASED ON 15% BULKING FACTOR OF CIR, ADJUST DEPTH
AS NECESSARY BASED ON ACTUAL BULKING FACTOR DETERMINED DURING THE MIX DESIGN

(8) COLD PLANING

415-01.01 COLD PLANING BITUMINOUS PAVEMENT
(THIS ITEM IS TO BE USED AT PROJECT ENDS AND BRIDGES)

SEALED BY

JOHN M. REESE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 118371
STATE OF TENNESSEE

11/10/2025

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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GENERAL NOTES

GRADING

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

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

GUARDRAIL

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

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

MISCELLANEOUS

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

(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.

PAVEMENT

PAVING

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

RESURFACING

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

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

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

SIGNING

(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	2026	STP/HSIP-224(18)	2C

SEALED BY

JOHN M. REESE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2D

SPECIAL NOTES

RESURFACING

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

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

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

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 SIGN POST 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 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

(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.

JOINT SEALANTS

(1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.

(3) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.

(4) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

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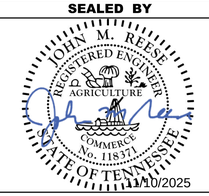

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

SPECIES

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

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

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 MILL, 411TLD, MICRO-SURFACING, PAVEMENT MARKINGS, SNOWPLOWABLE MARKER, BROOMING AND DEGRASSING, RUMBLE STRIPS, AND GUARDRAIL.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

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11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2E1

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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

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

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

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

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

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

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

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

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

SEALED BY

JOHN M. REESE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 118371
STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	2F

PROPOSED GUARDRAIL (RESURFACING)

SIDE		LOG MILE	GUARDRAIL		TERMINAL ANCHORS	
			GUARDRAIL TRANSITION 27 IN TO 31 IN	GUARDRAIL REMOVED	TYPE 13 MASH TL3 (9.375')	TYPE 38 MASH TL3 (46.875')
LT	RT		705-02.10 EACH	706-01 (L.F.)	705-06.10 (EACH)	705-06.20 (EACH)
X		12.217	1	50		1
	X	12.221	1	50		1
X		12.250	1	50		1
	X	12.257	1	50		1
X		12.547	1	50		1
	X	12.551	1	50		1
X		12.597	1	50		1
	X	12.600	1	50		1
X		12.640	1	13	1	
	X	12.643	1	50		1
X		12.657	1	50		1
	X	12.659	1	13	1	
X		12.662	1	13	1	
	X	12.665	1	50		1
X		12.693	1	50		1
	X	12.696	1	50		1
X		13.409	1	50		1
	X	13.414	1	50		1
X		13.456	1	50		1
	X	13.462	1	50		1
X		13.937	1	50		1
	X	13.948	1	50		1
X		13.990	1	50		1
	X	14.001	1	50		1
X		14.175	1	50		1
	X	14.192	1	50		1
X		14.209	1	50		1
	X	14.218	1	50		1
X		18.192	1	50		1
	X	18.201	1	13	1	
	X	19.849	1	13	1	
	X	19.946	1	50		1
X		23.107	1	13	1	
	X	23.107	1	50		1
X		23.147	1	50		1
	X	23.715	1	50		1
X		23.717	1	13	1	
	X	23.766	1	50		1
	X	24.820	1	50		1
	X	24.881	1	13	1	
X		24.883	1	50		1
TOTALS			41	1754	8	33

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 14 MILES	48" x 24"	8	2	16
G20-2	END ROAD WORK	48" x 24"	8	32	256
W8-11	UNEVEN LANES	48" x 48"	16	70	1120
W8-15	GROOVED PAVEMENT	48" x 48"	16	30	480
W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	30	150
W20-1	ROAD WORK 1 MILE	48" x 48"	16	2	32
W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	2	32
W20-1	ROAD WORK 1500 FT	48" x 48"	16	2	32
W20-1	ROAD WORK AHEAD	48" x 48"	16	32	512
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48" x 48"	16	2	32
W20-7A	FLAGGER SYMBOL - PORTABLE	48" x 48"	16	4	64
W21-2	FRESH OIL - PORTABLE	48" x 48"	16	2	32
W21-5A	SHOULDER CLOSED	48" x 48"	16	4	64
NOTE: THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	2822

BRIDGE NOTES

BRIDGE NUMBER	LOCATION LOG MILE	BRIDGE LENGTH	BRIDGE DECK NOTES
55S80830009	12.56	57'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
55S80830007	13.96	100'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIADGE JOINTS.
55S81210001	23.12	85.5'	LEAVE AS IS.
55S81210003	23.74	92'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
55S81210005	24.84	127.82'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIADGE JOINTS.

SEALED BY

JOHN M. REESE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

11/10/2025 9:32:57 AM \\EGNYTEDRIVE\PROJECTS\HDRINCOR\0009TR\TRANSPORTATION\FEBRUARY 2026\133152.00 - SR224 - MCNAIRY AND CHESTER CO\2F_TABULATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	3

UTILITY NOTES

(2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

CABLE:

CHARTER COMMUNICATIONS
24 CIRCLE DRIVE
MCKENZIE, TN 38201
CONTACT: KEITH CHESSER
OFFICE PHONE: 731 352 1146
CELL PHONE: 731 434 9552
Email: KEITH.CHESSER@CHARTER.COM

ELECTRIC:

PITWICK ELECTRIC CO.
672 HWY 142
SELMER, TN 38375
CONTACT: JOHN HUGHES
OFFICE PHONE: 731 645 3411
CELL PHONE: 731 434 0619
Email: JHUGHES@PICKWICK-ELECTRIC.COM

SEWER / WATER / GAS:

CITY OF ADAMSVILLE
231 E. MAIN ST.
ADAMSVILLE, TN 38310
CONTACT: LANNIE HUTTON
OFFICE PHONE: 731 439 5863
CELL PHONE:
Email:

ELECTRIC / FIBER:

STEMC
1009 E. MAIN STREET
BROWNSVILLE, TN 38012
CONTACT: JOSHUA KENNEDY
OFFICE PHONE: 731 585 0531
CELL PHONE:
Email: PROJECTS@STEMC.COM
JKENNEDY@STEMC.COM

SEALED BY

JOHN M. REESE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

11/10/2025 9:33:22 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-224(18)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

   a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

   FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

   IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

   a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

SEALED BY

JOHN M. REESE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

11/10/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2025.11.04 14:57:01 -06'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
505 DEADERICK STREET, SUITE 1200
NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

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

SHEET NAME	SHEET NO.

YEAR	PROJECT NO.	SHEET NO.
2026	55S224-M3-001	STRUCTURE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
55S224-M3-001	2026	B-1

REVISIONS

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

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LAYOUT OF BRIDGE	M-362-111
SUPERSTRUCTURE	M-362-114
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

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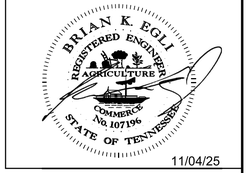

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SUPERVISED BY: K. MARTINKO DATE: 10/25

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
55-SR224-12.56 OVER CLAREY CREEK
55-SR223-13.6 OVER LICK CREEK
55-SR224-23.74 OVER MELTON CREEK
55-SR224-24.84 OVER BRANCH
BR. NOS. 55S80830009, 55S80830007, 55S81210003, 55S81210005
MCNAIRY COUNTY/ CHESTER COUNTY
2026

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.44 EXPANSION JOINT REPAIR L.F.	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
55-SR224-12.56 OVER CLAREY CREEK (55S80830009)	U-009-92 U-009-95	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		250
55-SR224-13.96 OVER LICK CREEK (55S80830007)	U-19-71 U-19-74 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) EXPANSION JOINT REPAIR	77	639
55-SR224-23.74 OVER MELTON CREEK (55S81210003)	U-26-115 U-26-118	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		275
55-SR224-24.84 OVER BRANCH (55S81210005)	M-362-111 M-362-114 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) EXPANSION JOINT REPAIR	93	808
		TOTAL	170	1972

PROJECT NO.	YEAR	SHEET NO.
55S224-M3-001	2026	B-2

REVISIONS

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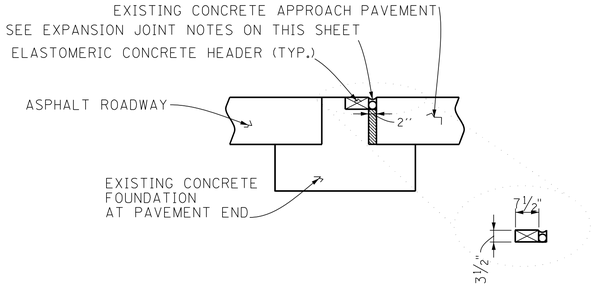
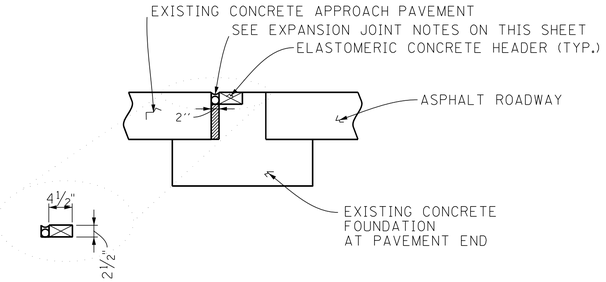


EXPANSION JOINT REPAIR DETAIL
@ APPROACH END NO. 1
(55S81210005)



EXPANSION JOINT REPAIR DETAIL
@ APPROACH END NO. 1
(55S81210005)

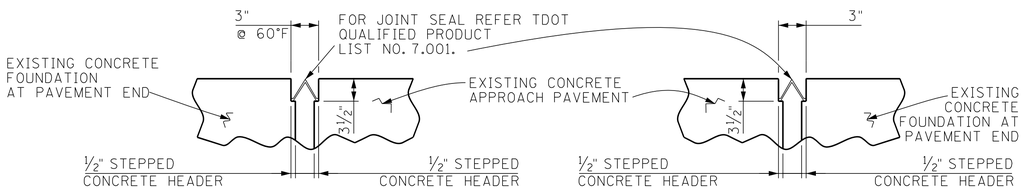
EXPANSION JOINT REPAIR NOTES

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 ¾ OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REUIRES 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.



PREFORMED GLAND JOINT DETAIL
(55S80830007)

EXPANSION JOINT REPAIRS NOTES

THE JOINT OPENING SHALL BE SEALED PER MANUFACTURE RECOMMENDATIONS, WITH TWO-PART COLD POUR SILICONE SEALANT FROM QPL 5.001, OR 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. THE JOINT SEAL 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 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

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

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

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

PIN NO.: 133152.00
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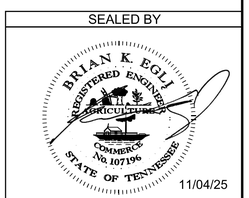

11/04/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES & EXPANSION JOINT REPAIR NOTES
55-SR224-12.56 OVER CLAREY CREEK
55-SR223-13.6 OVER LICK CREEK
55-SR224-23.74 OVER MELTON CREEK
55-SR224-24.84 OVER BRANCH
BR. NOS. 55S80830009, 55S80830007, 55S81210003, 55S81210005
MCNAIRY COUNTY/
CHESTER COUNTY
2026

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PROJECT NO.	YEAR	SHEET NO.
55S224-M3-001	2026	B-3

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TYPE 1 THIN EPOXY OVERLAY NOTES :

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

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

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

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

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

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

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IN NOT ACHIEVED, A RETEST SHAL BE PERFORMED IN ADJOINING AREAS. SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

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

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

APPLICATION EQUIPMENT SHOULD :

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

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

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

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

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

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

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

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

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

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

** SPECIAL NOTE:

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

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

REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

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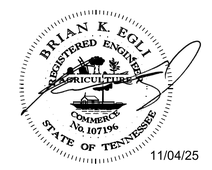

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPE I THIN EPOXY OVERLAY NOTES
55-SR224-12.56 OVER CLAREY CREEK
55-SR223-13.6 OVER LICK CREEK
55-SR224-23.74 OVER MELTON CREEK
55-SR224-24.84 OVER BRANCH
BR. NOS. 55S80830009, 55S80830007, 55S81210003, 55S81210005
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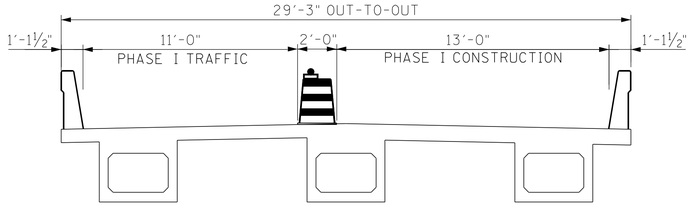

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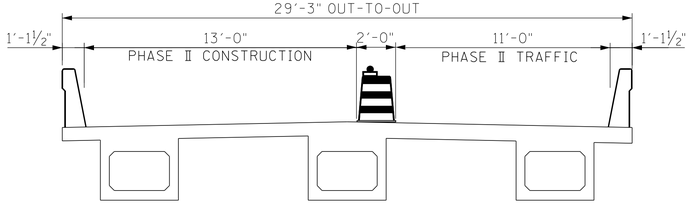

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE

11/04/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW & PHASE CONSTRUCTION
55-SR224-12.56
OVER CLAREY CREEK
BR. NO. 55S80830009
MCNAIRY COUNTY/
CHESTER COUNTY
2026

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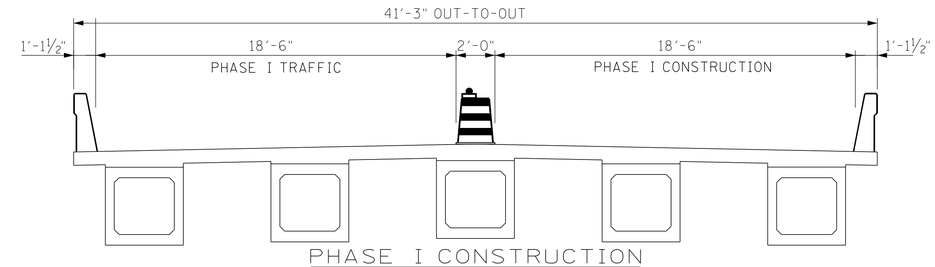

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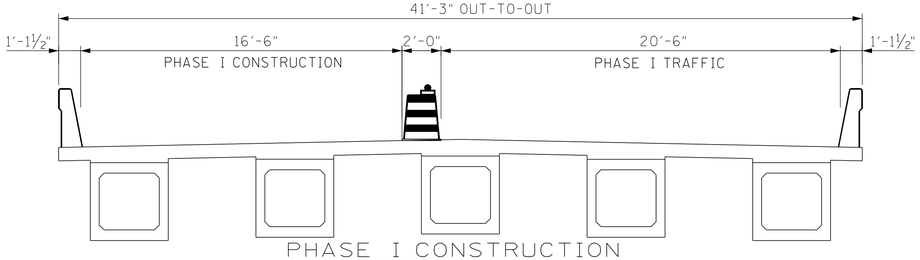

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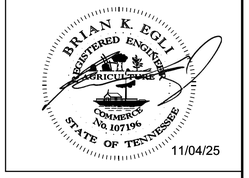

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW & PHASE CONSTRUCTION
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OVER LICK CREEK
BR. NO. 55S80830007
MCNAIRY COUNTY/
CHESTER COUNTY
2026

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PROJECT NO.	YEAR	SHEET NO.
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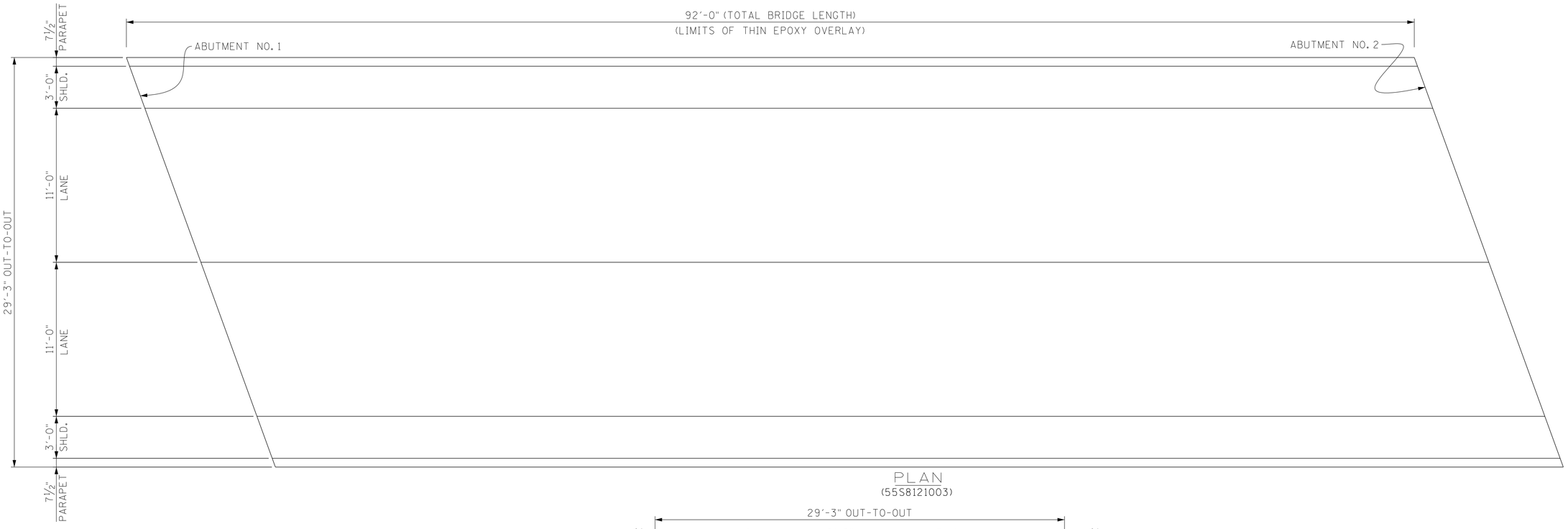

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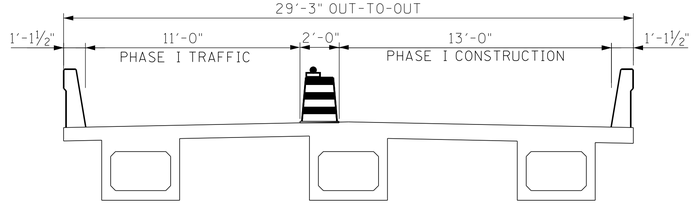

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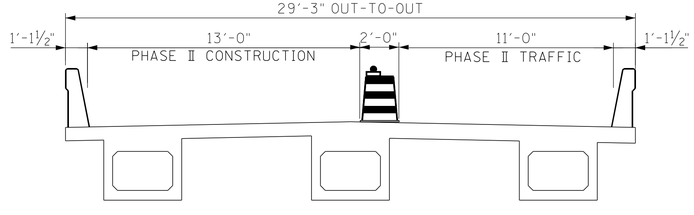

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PLAN VIEW & PHASE CONSTRUCTION
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OVER MELTON CREEK
BR. NO. 55S81210003
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CHESTER COUNTY
2026

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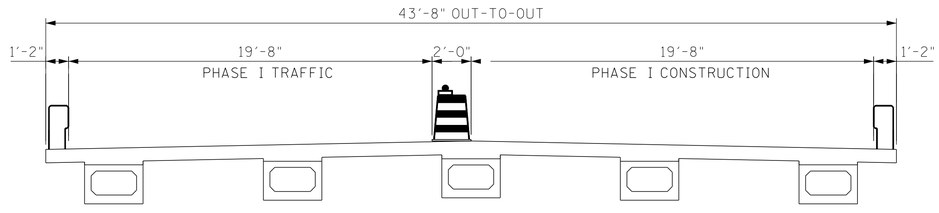

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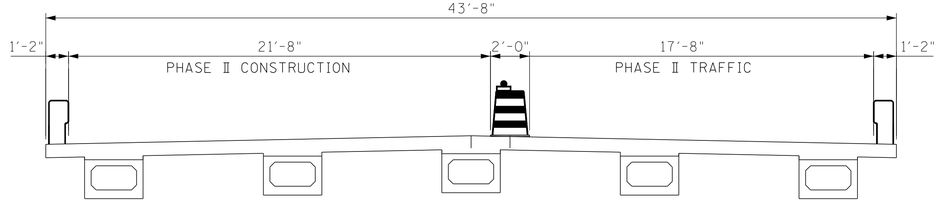

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REGISTERED ENGINEER
AGRICULTURE & RESOURCES
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No. 107196
STATE OF TENNESSEE
11/04/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW & PHASE CONSTRUCTION
55-SR224-24.84
OVER BRANCH CREEK
BR. NO. 55S81210005
MCNAIRY COUNTY/
CHESTER COUNTY
2026

PIN NO.: 133152.00
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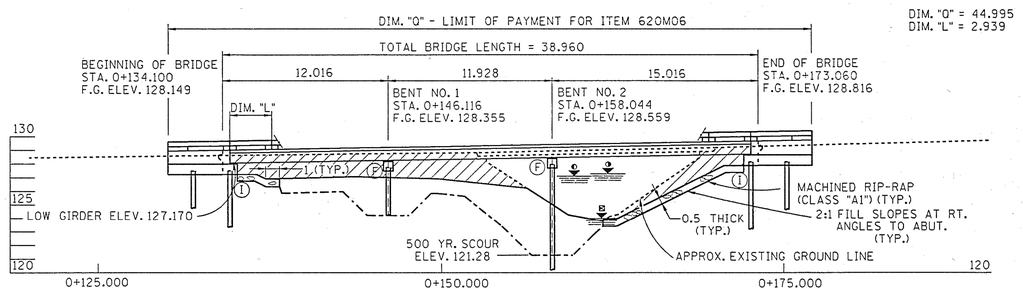

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DIM. "L" = 2.939

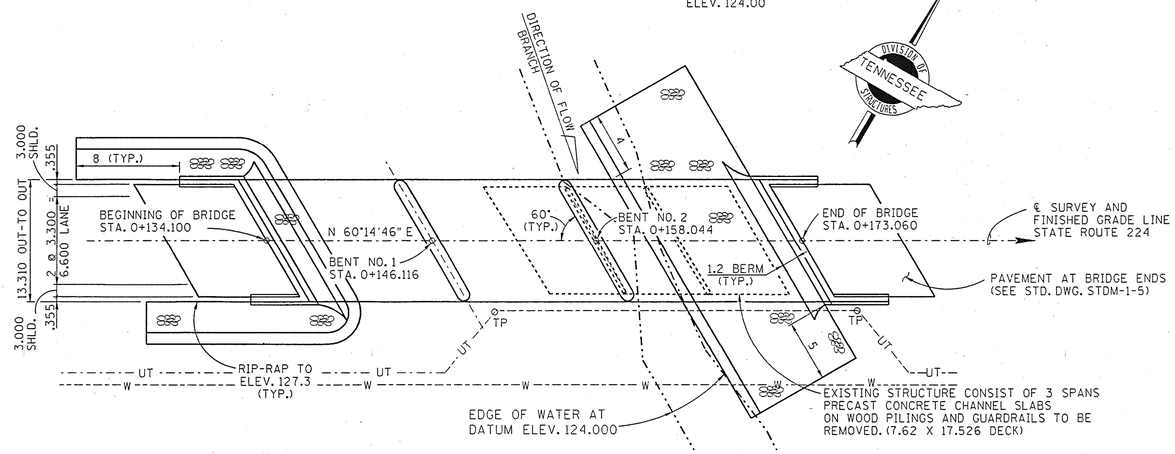
Ⓘ DENOTES INTEGRAL

Ⓕ DENOTES FIXED

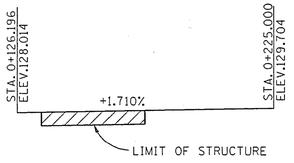
CROSS HATCHED AREA TO BE EXCAVATED AND PAID FOR UNDER ROADWAY ITEM 203M01. (TYP.)

ELEVATION

- 500 YR BRIDGE BACKWATER ELEV. 127.29
- 100 YR BRIDGE BACKWATER ELEV. 127.10
- DATUM ELEV. 124.00



PLAN



FINISHED GRADE SKETCH S.R. 224

HYDRAULIC DATA

DRAINAGE AREA = 1432.3 HECTARES
DESIGN DISCHARGE (100 YR.) = 70.9 m^3/s
WATER AREA PROVIDED BELOW EL. 127.10 = 48.1 m^2
100 YEAR VELOCITY = 1.48 m/s
100 YEAR BRIDGE BACKWATER = 0.36 m @ EL. 127.10
ROADWAY OVERTOPPING EL. = 127.50
500 YEAR DISCHARGE = 85.7 m^3/s @ EL. 127.29

CONST. NO. 55021-3209-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(4)	1998	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	M-362-111	
GENERAL NOTES & ESTIMATED QUANTITIES	M-362-112	
FOUNDATION DATA	M-362-113	
SUPERSTRUCTURE	M-362-114	
SUPERSTRUCTURE DETAILS	M-362-115	
SUPERSTRUCTURE DETAILS	M-362-116	
PRESTRESSED BOX BEAM (SPAN NO. 1 & 2)	M-362-117	
PRESTRESSED BOX BEAM (SPAN NO. 3)	M-362-118	
ABUTMENT NO. 1	M-362-119	
ABUTMENT NO. 1 DETAILS	M-362-120	
ABUTMENT NO. 2	M-362-121	
ABUTMENT NO. 2 DETAILS	M-362-122	
BENT NO. 1	M-362-123	
BENT NO. 2	M-362-124	
FINAL FOUNDATION DATA	M-362-125	
BILL OF STEEL	M-362-126	

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
PAVEMENT AT BRIDGE ENDS	STDM-1-5	04-28-97
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STDM-4-1	04-28-97
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STDM-4-2	06-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STDM-4-3	06-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STDM-4-4	06-10-96
STANDARD PILE DETAILS	STDM-5-1	06-10-96
STANDARD PILE DETAILS	STDM-5-2	06-10-96
STANDARD SEISMIC DETAILS	STDM-6-1	06-10-96
STANDARD SEISMIC DETAILS	STDM-6-2	06-10-96
STANDARD CONCRETE BRIDGE RAIL	STDM-7-1	06-10-96
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STDM-9-1	06-10-96
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STDM-10-1	06-10-96
STD. DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BOX BEAMS	STDM-14-3	06-10-96

LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST REV. DATE
REG. APPROVAL OF SHOP DRAWINGS	105A	3-06-95

HARDIE M. BROOKS, JR. REGISTERED ENGINEER STATE OF TENNESSEE
5-18-98

2016 ADT = 1350
12.6 ROADWAY WITH STDM-7-1 BRIDGERAIL
DESIGN SPEED = 70 km/h

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 224
OVER
BRANCH
BRIDGE I.D. NO. 55S81210005
STATION 0+153.60 L.M. 24.86
McNAIRY COUNTY
1998

DIVISION OF STRUCTURES METRIC

NOTE: ALL DIMENSIONS SHOWN IN METERS UNLESS OTHERWISE NOTED.

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-362-111

DESIGNED BY S. HASTINGS / JKZ DATE 01-98
DRAWN BY FRANK F. FROST DATE 03-98
SUPERVISED BY R.L.H./H.M.B. DATE 03-98
CHECKED BY S. HASTINGS DATE 03-98

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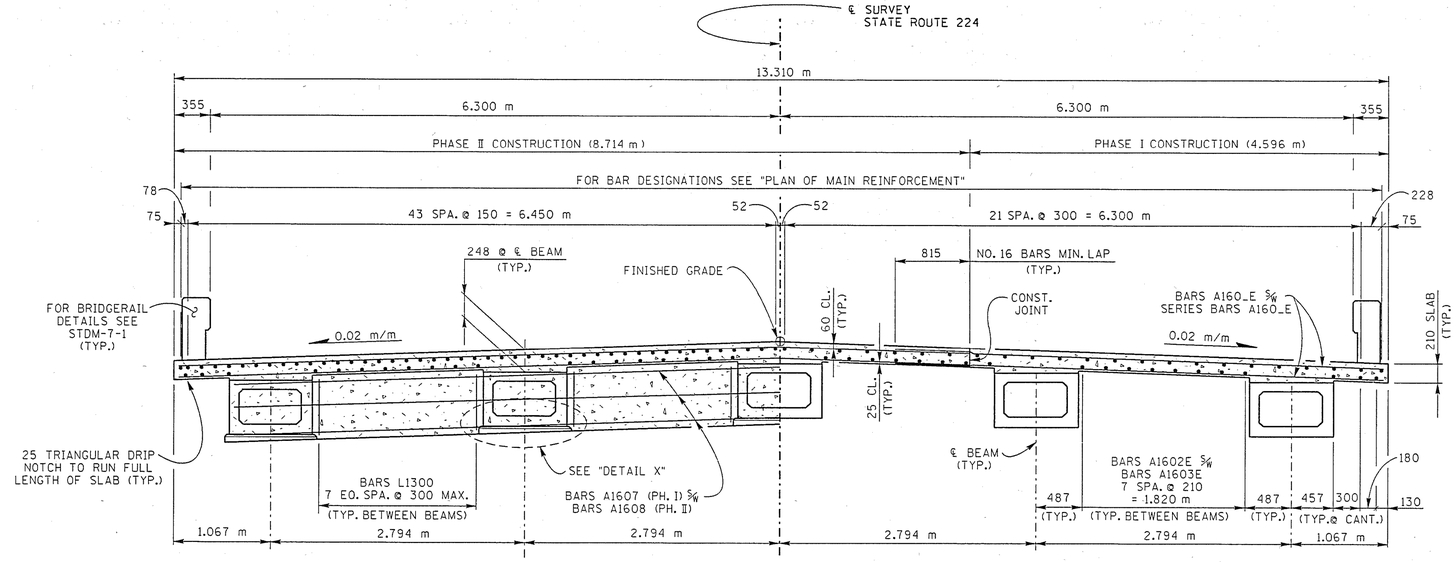
SUP108M.DGN

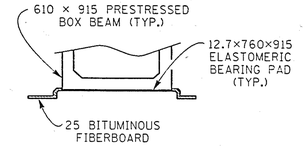


TYPICAL AT SUPPORT

TYPICAL AT MID-SPAN

TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)



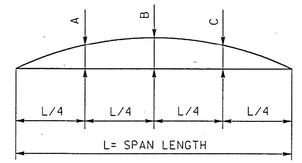
DETAIL X

CONST. NO. 55021-3209-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(4)	1998	

REVISIONS

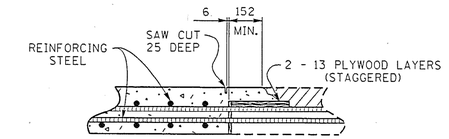
NO.	DATE	BY	BRIEF DESCRIPTION



DEAD LOAD CORRECTION CURVE

	A	B	C
SPANS 1 & 2	7	13	7
SPANS 3	13	19	13

NOTE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE. IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.



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 3 METERS OR FURTHER THAN 5 METERS FROM AN INTERIOR SUPPORT.
2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 5 METERS OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

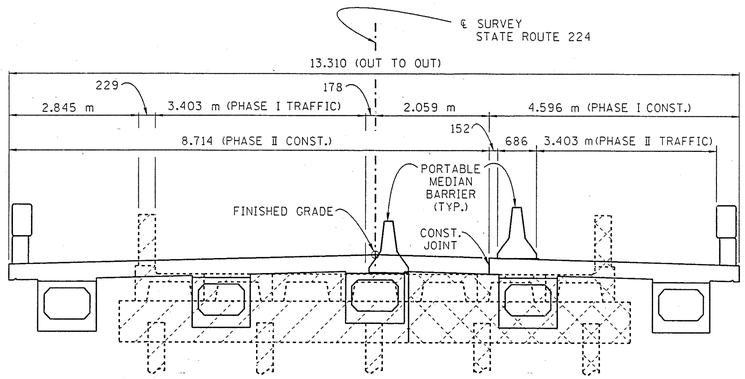
ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE "SLAB CONSTRUCTION JOINT DETAIL" SHOWN ABOVE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE RAIL. THE BRIDGE RAIL SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STDM-7-1

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

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVER-TURNING DURING ALL PHASES OF CONSTRUCTION.

NOTE: THE CONTRACTOR SHALL OFFSET ANY REINFORCEMENT NECESSARY TO MAINTAIN 50 CLEARANCE TO PHASE CONSTRUCTION JOINT.



PHASE REMOVAL SKETCH

(LOOKING FORWARD ON SURVEY)

NOTE: DASHED LINES DENOTE EXISTING STRUCTURE.

[0000] DENOTES REMOVAL DURING PHASE I CONSTRUCTION.

[0000] DENOTES REMOVAL DURING PHASE II CONSTRUCTION.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECKS) (m^3)	STEEL BAR REINFORCEMENT (kg)	EPOXY COATED REINFORCING STEEL (kg)
122	443	15812

NOTE: ALL DIMENSIONS SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

HAROLD M. BROOKS, JR. REGISTERED ENGINEER AGRICULTURE STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE STATE ROUTE 224 OVER BRANCH STATION 0+153.600 LOG MILE 24.86 McNAIRY COUNTY 1998

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-362-114

DESIGNED BY S. HASTINGS DATE 01/98
DRAWN BY DIANE BUSH DATE 02/98
SUPERVISED BY RLH / HMB DATE 03/98
CHECKED BY S. HASTINGS DATE 03/98

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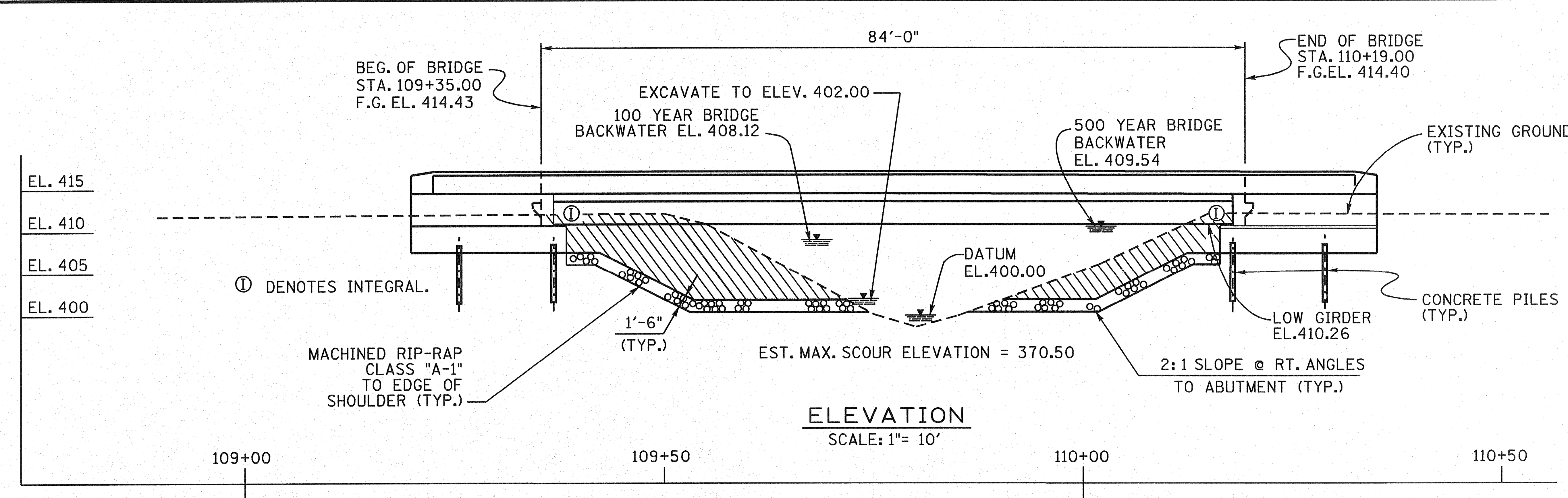
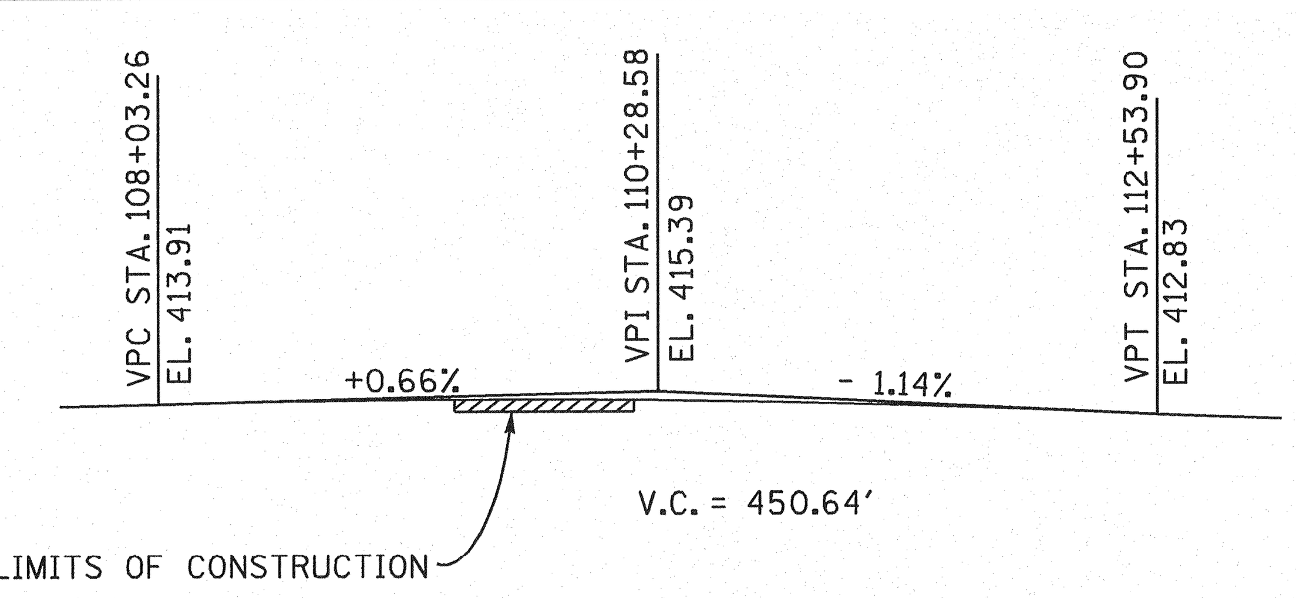


ELEVATION
SCALE: 1"= 10'

DENOTES: AREA TO BE EXCAVATED AND PAID FOR UNDER ROADWAY ITEMS.



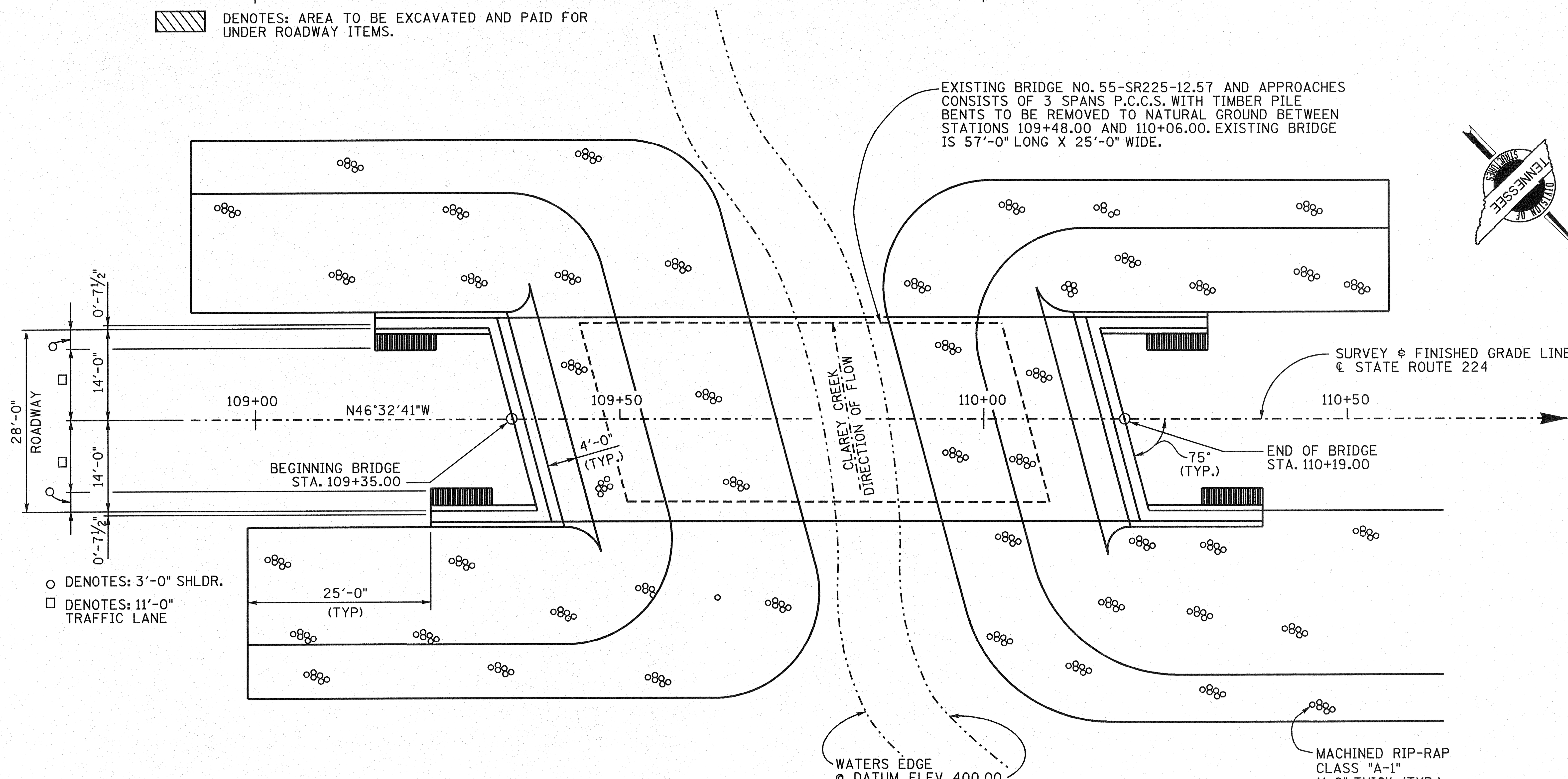
FINISH GRADE SKETCH
STATE ROUTE 224

CONST. NO. 55014-3210-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(12)	2009	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



○ DENOTES: 3'-0" SHLDR.
□ DENOTES: 11'-0" TRAFFIC LANE

DENOTES: 2'-0" x 8'-7" END OF BRIDGE DRAINS SEE STD-1-10, 11, AND 12.

PLAN
SCALE: 1"= 10'

LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	U-009-92	
GENERAL NOTES AND ESTIMATED QUANTITIES	U-009-93	
FOUNDATION DATA	U-009-94	
SUPERSTRUCTURE	U-009-95	
SUPERSTRUCTURE DETAILS	U-009-96	
SUPERSTRUCTURE DETAILS	U-009-97	
PRESTRESSED BOX BEAM DETAILS	U-009-98	
ABUTMENT NO. 1	U-009-99	
ABUTMENT NO. 1 DETAILS	U-009-100	
ABUTMENT NO. 2	U-009-101	
ABUTMENT NO. 2 DETAILS	U-009-102	
FINAL FOUNDATION DATA	U-009-103	
BILL OF STEEL	U-009-104	

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
SINGLE SLOPE BRIDGE RAILING	STD-1-1SS	10-15-08
BRIDGE END DRAIN W/O PABE	STD-1-10	03-28-94
BRIDGE END DRAIN W/O PABE	STD-1-11	05-21-99
BRIDGE END DRAIN 2' x 8' - 7" W/O PABE	STD-1-12	03-28-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-08-05
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	04-08-05
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD PILE DETAILS	STD-5-2	04-08-05
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	04-08-05
STD. DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	10-15-08

HYDRAULIC DATA

DRAINAGE AREA	2.34 mi²
DESIGN DISCHARGE (100 YR.)	1430 c.f.s.
WATER AREA PROVIDED BELOW ELEVATION 408.12	534.00 ft²
100 YEAR VELOCITY	3.94 f.p.s.
100 YEAR BRIDGE BACKWATER	1.37 ft.@ 408.12 ft.
500 YEAR DISCHARGE	1910 c.f.s. @.ELEV. 409.54 FT.
ROADWAY OVERTOPPING ELEVATION	411.11

NOTE:
ALL PRECAST CHANNEL SLAB UNITS FROM THE EXISTING BRIDGE SHALL REMAIN THE PROPERTY OF TDOT. THE CONTRACTOR SHALL NOTIFY REGION 4 BRIDGE REPAIR (MR. JIM AKIN 731-935-0243) WHEN THE BRIDGE IS TO BE REMOVED. THE CONTRACTOR SHALL REMOVE AND STOCKPILE THE UNITS ON SITE UNTIL REGIONAL FORCES PICK THEM UP. COST TO LOAD THE UNITS ONTO THE TDOT TRUCK TO BE INCLUDED IN THE PRICE BID FOR REMOVAL OF STRUCTURE AT EACH BRIDGE SITE.

NOTE:
ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPERATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

2029 ADT = 1412
28' ROADWAY W/ STD-1-1SS PARAPET
DESIGN SPEED = 55 MPH

KATHLEEN D. McLAUGHLIN — STATE OF TENNESSEE — 3/30/09

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 224
OVER
CLAREY CREEK
BRIDGE ID. NO. 55S80830009
STATION 109+77.00
LOG MILE 12.57
McNAIRY COUNTY
2009

DESIGNED BY	L. FITTRO (KE)	DATE	2-05
DRAWN BY	W.L. EASTON (D.W.F.)	DATE	12-07
SUPERVISED BY	MBC / KDM	DATE	09-07
CHECKED BY	BNC	DATE	07-08

U-009-92

TEMPORARY MEDIAN BARRIER = 264 L.F. CLASS "A-1" RIP-RAP = 1200 TONS

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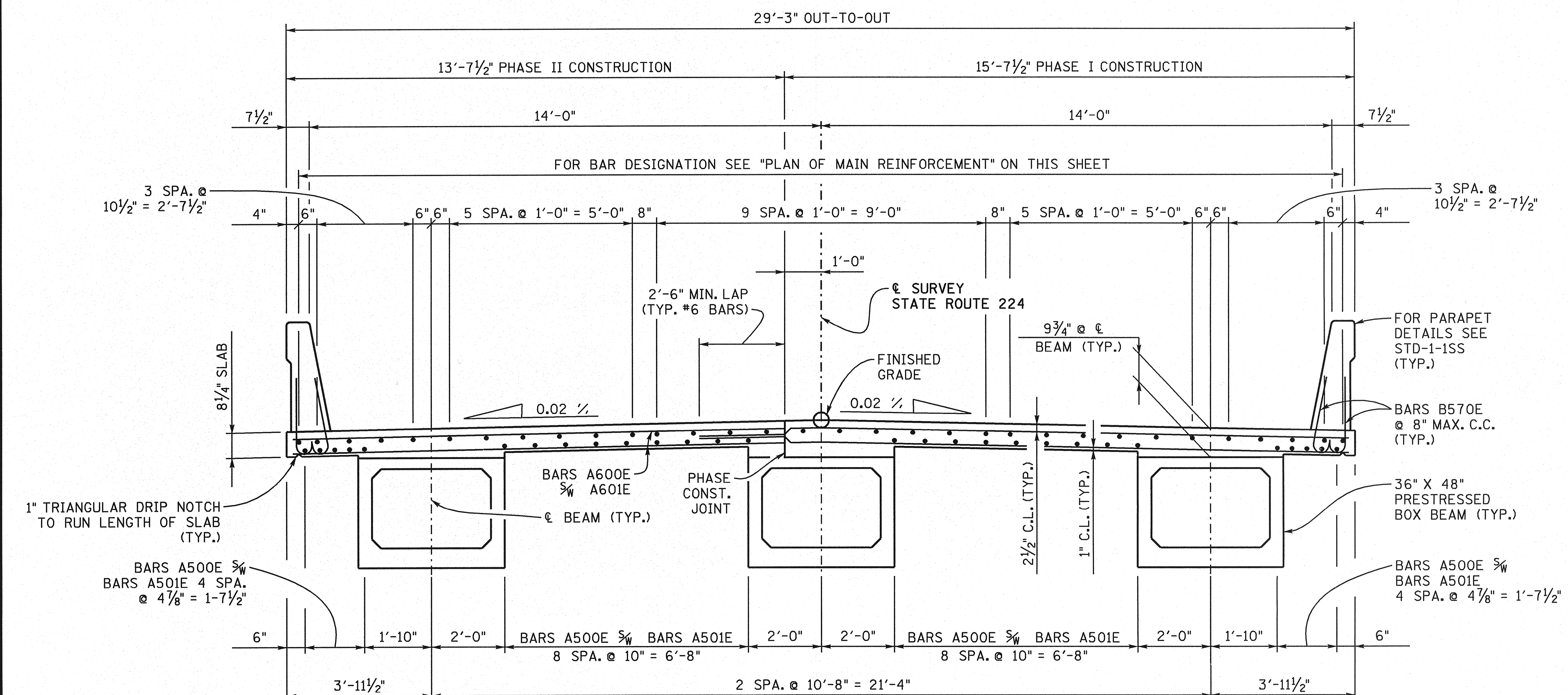
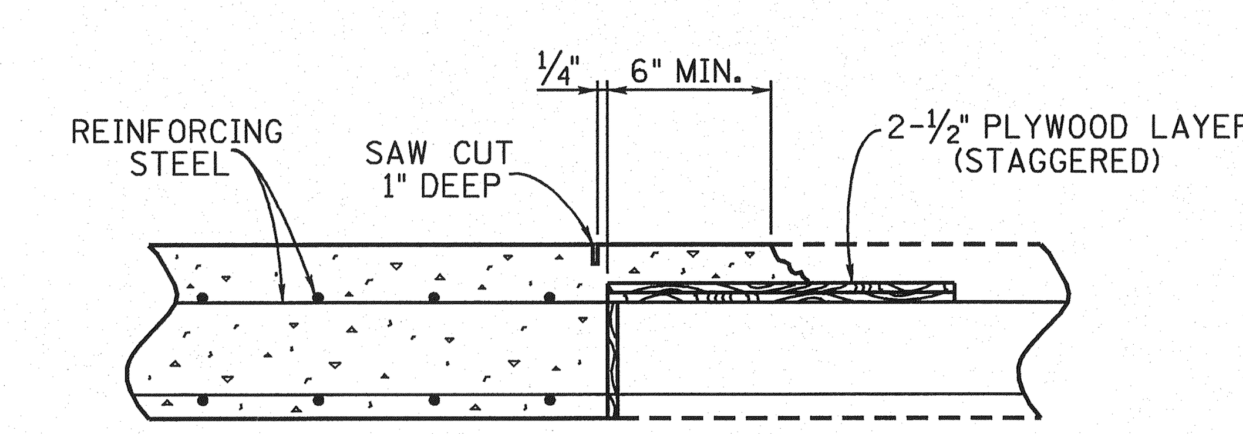


TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)



SLAB CONSTRUCTION JOINT DETAIL

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

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

CONST. NO. 55014-3210-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(12)	2009	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

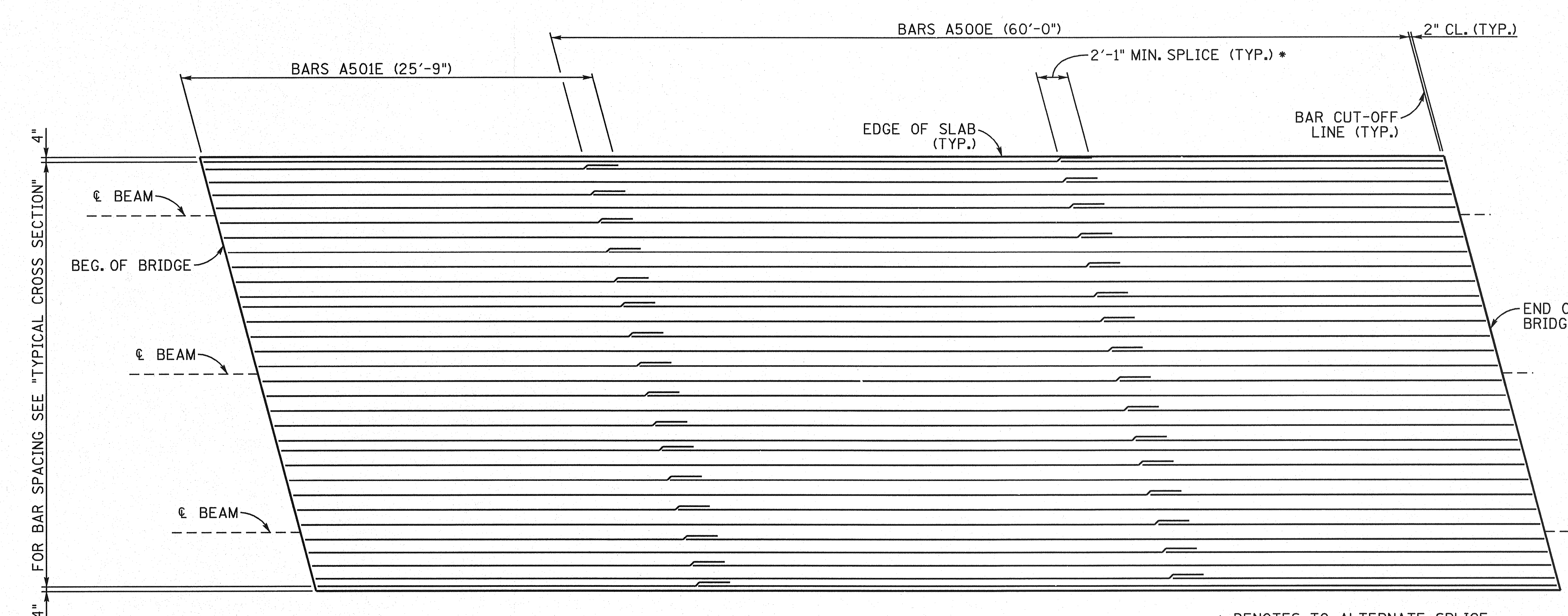
NOTE: THE CONTRACTOR SHALL OFFSET ANY REINFORCEMENT NECESSARY TO MAINTAIN 2" CLEARANCE TO PHASE CONSTRUCTION JOINT.

NOTE: SEE DWG. NO. U-009-97 FOR "PHASE REMOVAL & CONSTRUCTION SEQUENCE".

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 PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1SS.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.



* DENOTES TO ALTERNATE SPLICE EVERY OTHER BAR LINE AS SHOWN.

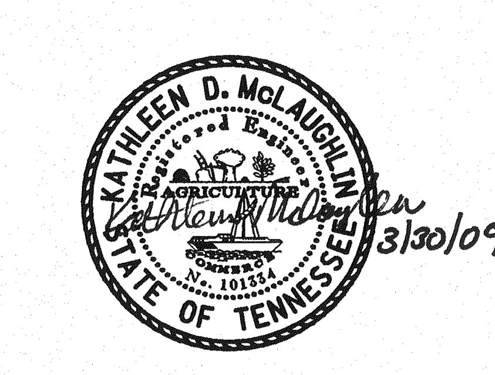
PLAN OF MAIN REINFORCEMENT

ESTIMATED QUANTITIES

CLASS 'D' CONCRETE (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LBS.
65	16,225

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 224
OVER
CLAREY CREEK
STATION 109+77.00
LOG MILE 12.57
McNAIRY COUNTY
2009



CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

U-009-95

DESIGNED BY	L. FITTRO	DATE	02-05
DRAWN BY	J. THOMPSON	DATE	10-07
SUPERVISED BY	MBC / KDM	DATE	09-07
CHECKED BY	BNC	DATE	07-08

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30-MAR-2009

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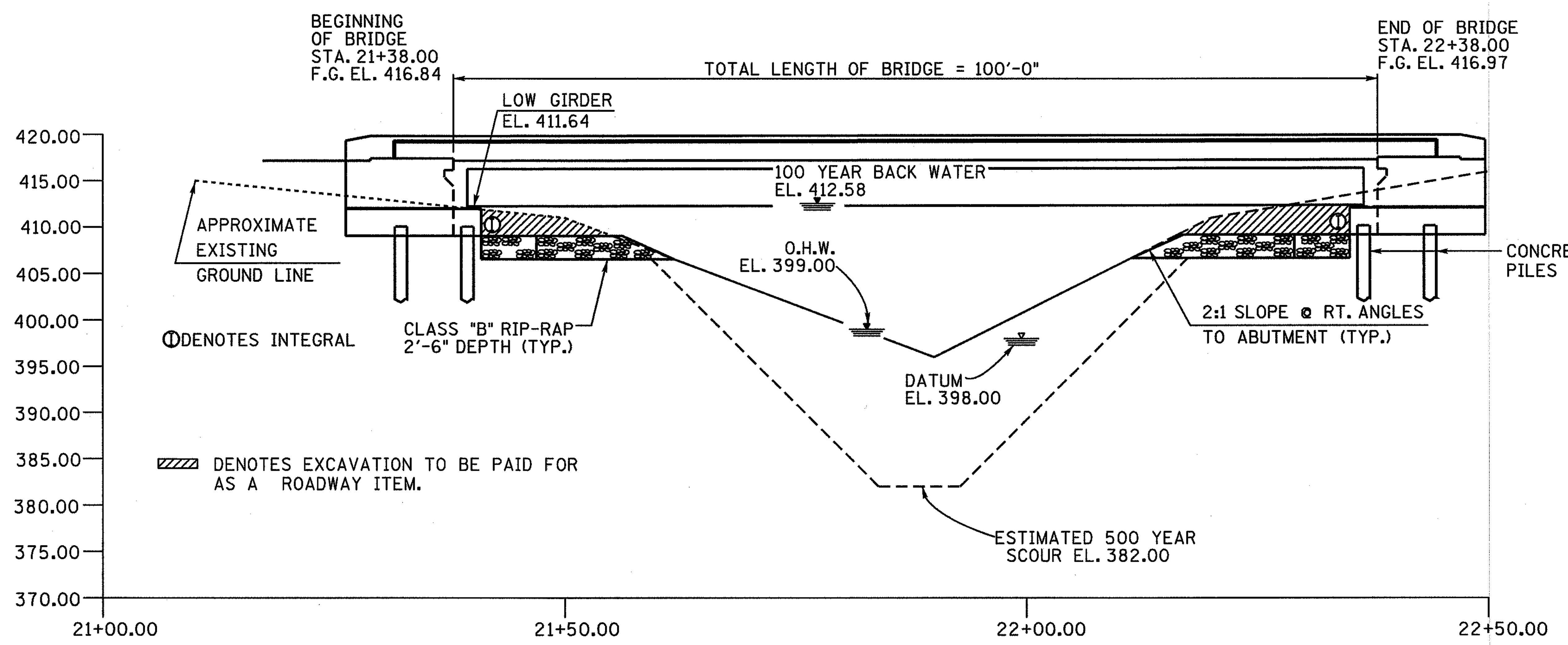
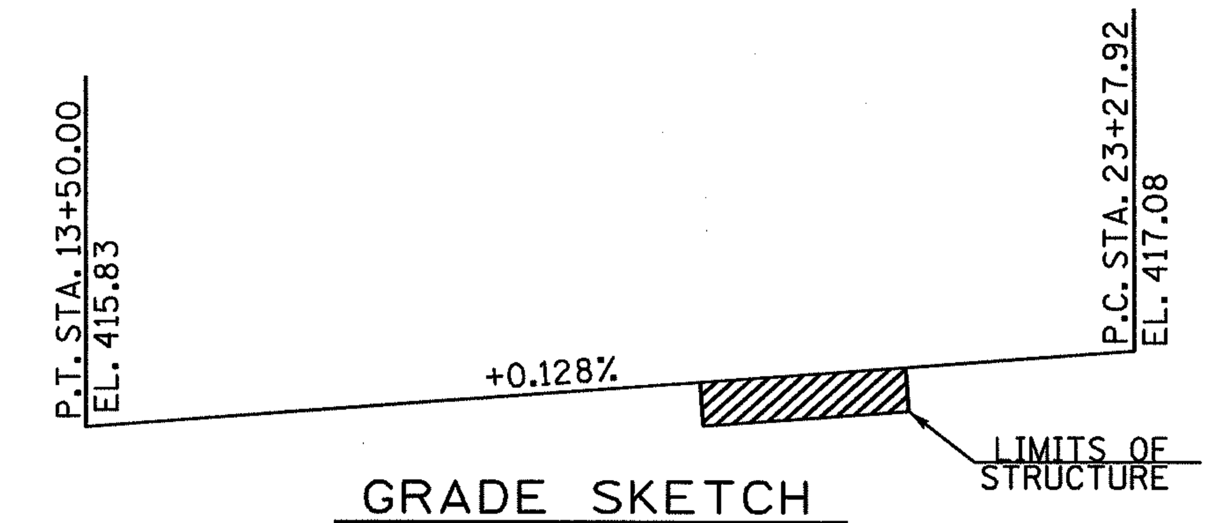
CONST. NO.	55014-3209-94	
PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(10)	2009	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	01/25/12	KDT	REVISED DRAWING

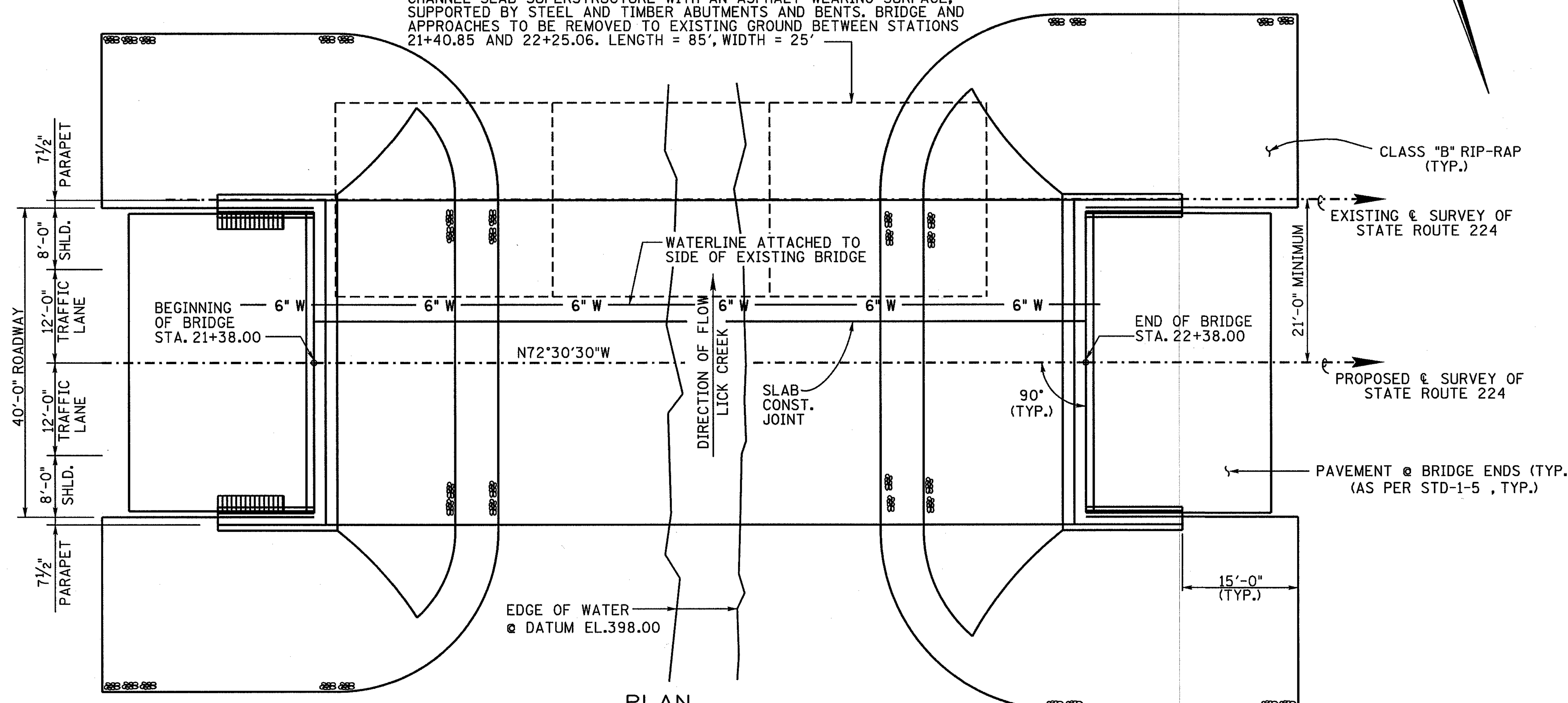


ELEVATION
SCALE : 1" = 10'-0"



GRADE SKETCH
(STATE ROUTE 224)

EXISTING BRIDGE# 55-SR224-13.93 CONSISTS OF 3 SPANS OF PRECAST CONCRETE CHANNEL SLAB SUPERSTRUCTURE WITH AN ASPHALT WEARING SURFACE, SUPPORTED BY STEEL AND TIMBER ABUTMENTS AND BENTS. BRIDGE AND APPROACHES TO BE REMOVED TO EXISTING GROUND BETWEEN STATIONS 21+40.85 AND 22+25.06. LENGTH = 85', WIDTH = 25'



PLAN
SCALE : 1" = 10'-0"

DENOTES 2'-0" X 8'-7" END OF BRIDGE DRAINS (STD-1-6, 7, AND 8).

LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	U-19-71	01/25/12
GENERAL NOTES AND ESTIMATED QUANTITIES	U-19-72	01/25/12
FOUNDATION DATA	U-19-73	
SUPERSTRUCTURE	U-19-74	
SUPERSTRUCTURE DETAILS	U-19-75	
PRESTRESSED BOX BEAM DETAILS	U-19-76	
ABUTMENT NO. 1	U-19-77	
ABUTMENT NO. 1 DETAILS	U-19-78	
ABUTMENT NO. 2	U-19-79	
ABUTMENT NO. 2 DETAILS	U-19-80	
FINAL FOUNDATION DATA	U-19-81	
BILL OF STEEL	U-19-82	

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
SINGLE SLOPE BRIDGE RAILING	STD-1-1SS	11-01-10
PAVEMENT AT BRIDGE ENDS	STD-1-5	08-08-08
BRIDGE END DRAIN WITH PABE	STD-1-6	04-28-97
BRIDGE END DRAIN WITH PABE	STD-1-7	07-31-00
BRIDGE END DRAIN 2'X8'-7" WITH PABE	STD-1-8	05-01-95
BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	STD-2-1	11-01-10
VERTICAL PANEL DETAILS	STD-2-2	
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-08-05
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	04-08-05
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD PILE DETAILS	STD-5-2	04-08-05
STANDARD SEISMIC DETAILS	STD-6-1	11-01-10
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	10-7-08
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	04-08-05
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	10-15-08

LIST OF SPECIAL PROVISIONS	PROV. NO.	LAST REV. DATE
REGARDING BRIDGE DECK CRACK SEALING	604CR	03-01-06

2025 ADT = 4160
40'-0" ROADWAY W/ STD-1-1SS PARAPET
DESIGN SPEED = 50 MPH

HYDRAULIC DATA

DRAINAGE AREA = 10.30 sq. mi.
DESIGN DISCHARGE (100 YR.) = 4,070 cfs
WATER AREA PROVIDED BELOW EL. 412.66 = 766.58 sq. ft
100 YR. VELOCITY = 5.49 fps
100 YR. BRIDGE BACKWATER = 0.43 ft. @ EL.412.58
ROADWAY OVERTOPPING EL. = 414.90
500 YR. DISCHARGE = 5,400 cfs @ EL. 413.90

NOTE: ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G. FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW-FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

DESIGNED BY K.E./J.P.C. DATE 1-04/5-04
DRAWN BY (B. EASTON) D. FAULKNER DATE 12-07
SUPERVISED BY MBC / KDM DATE 09-07
CHECKED BY C. DIETERS DATE 05-09

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

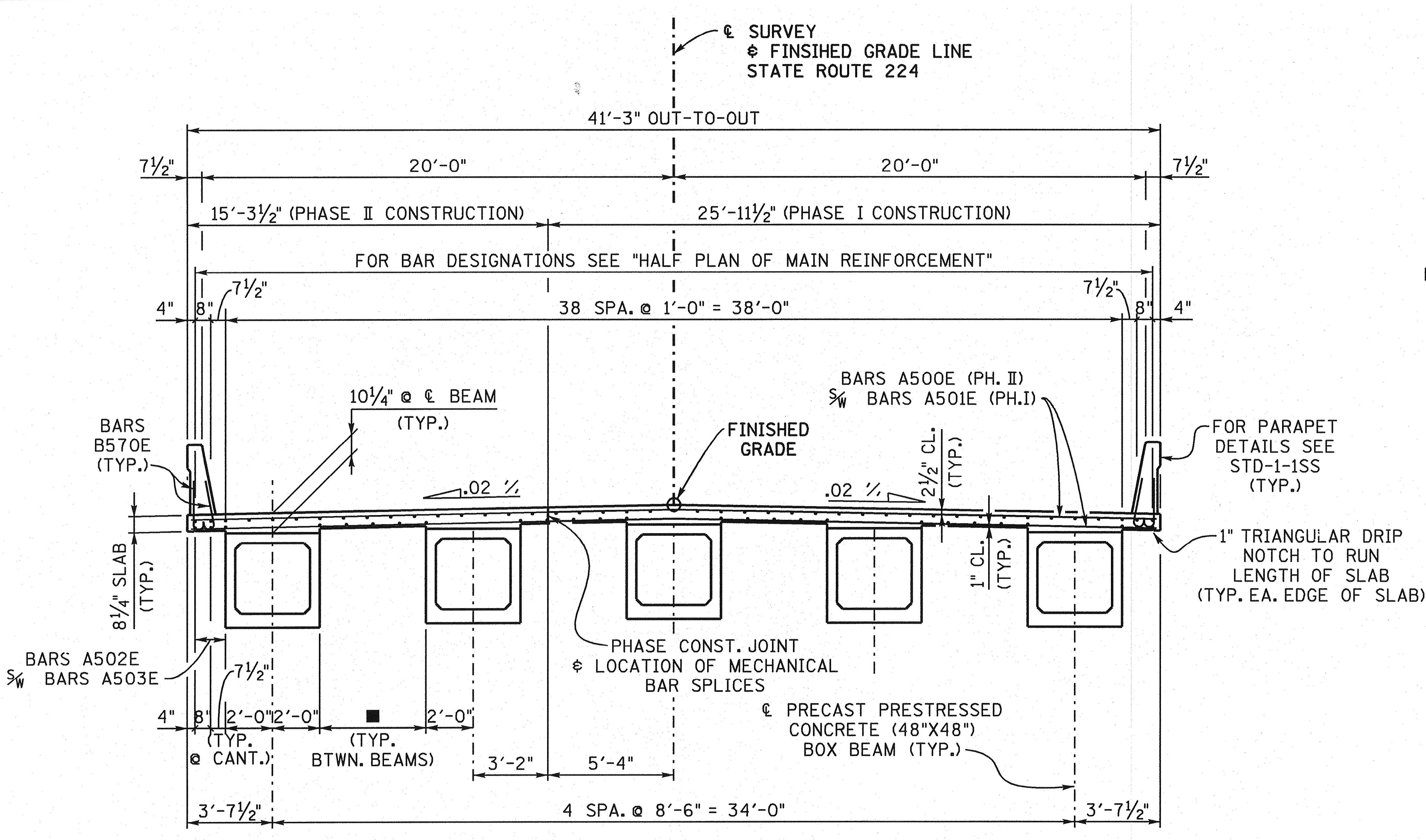
BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 224
OVER LICK CREEK
BRIDGE I.D. NO. 55S80830007
STATION 21+88.00
LOG MILE 13.93
MCNAIRY COUNTY
2009

U-19-71

MACHINED RIP-RAP CLASS 'B' 895 TON

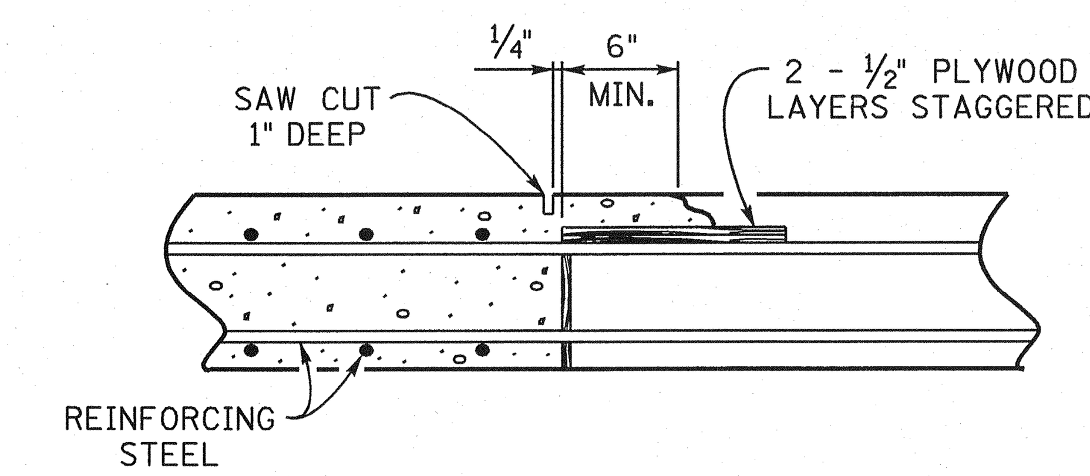
SUP672.DGN



TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)

■ DENOTES BARS A502E ⅝ BARS A503E
4 SPA. @ 1'-1½" = 4'-6"



SLAB CONSTRUCTION JOINT DETAIL

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

NOTE: THE CONTRACTOR SHALL OFFSET ANY REINFORCEMENT NECESSARY TO MAINTAIN 2" CLEARANCE TO PHASE CONSTRUCTION JOINT.

NOTE: SEE SHEET U-19-75 FOR "PHASE REMOVAL ℄ CONSTRUCTION SEQUENCE" DRAWING.

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 PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1SS.

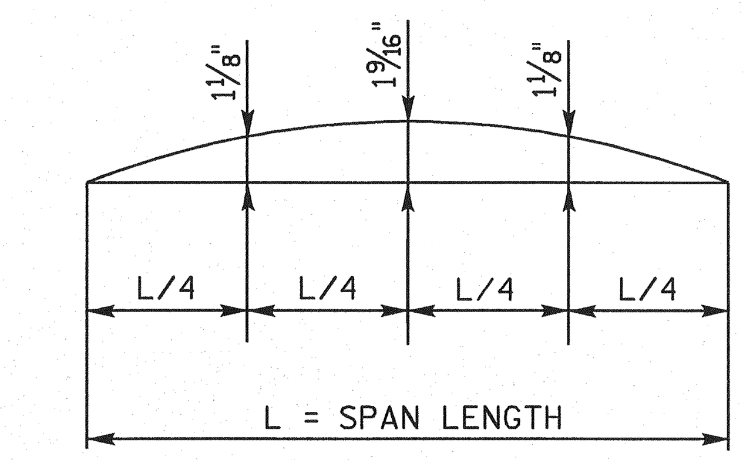
NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION.

CONST. NO. 55014-3209-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(10)	2009	

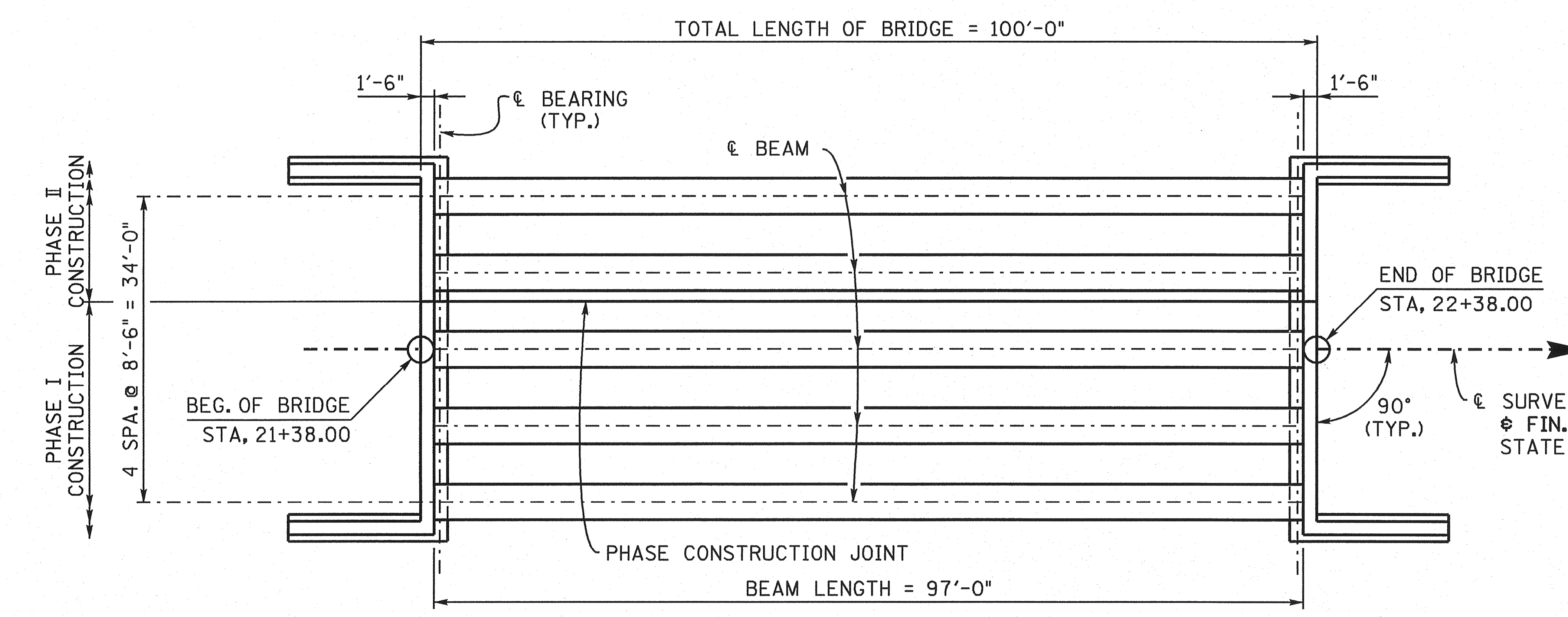
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

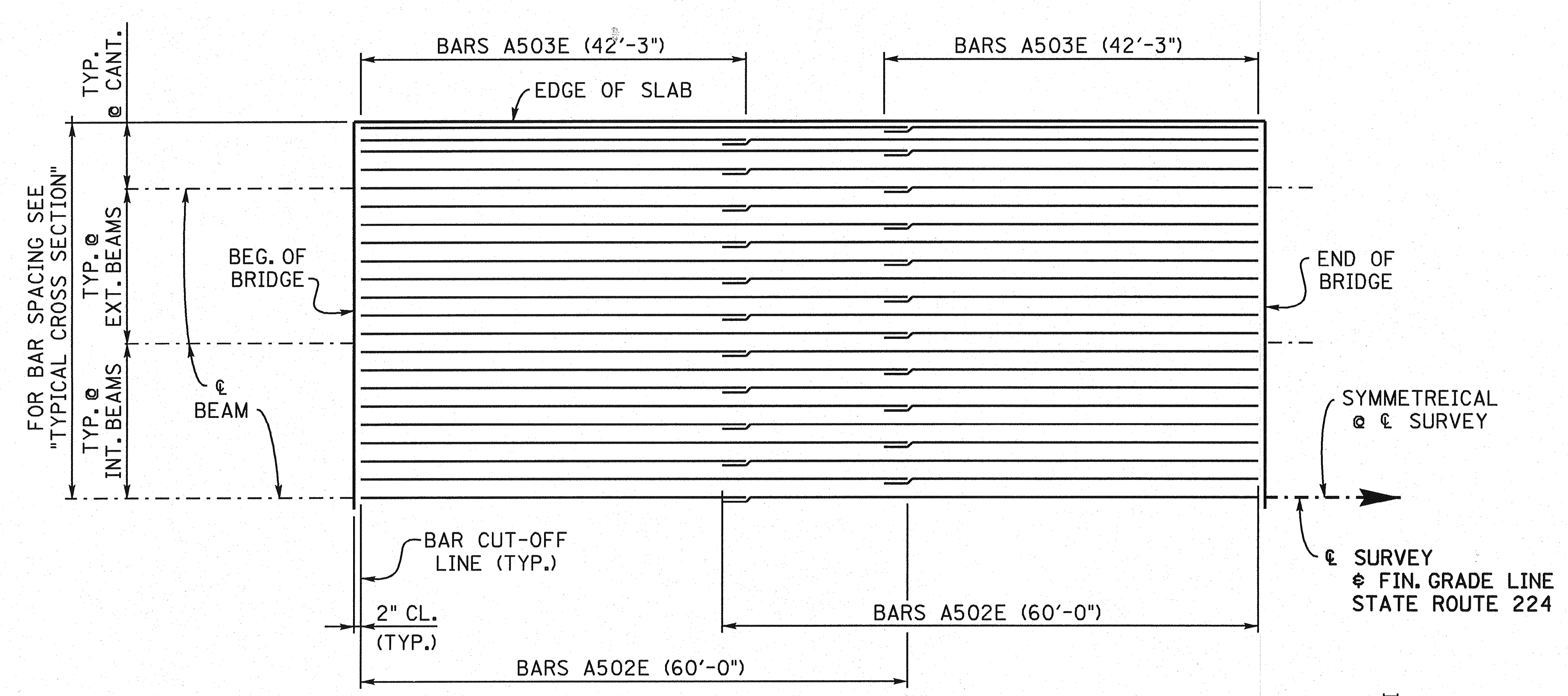


DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE. IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

DEAD LOAD CORRECTION CURVE

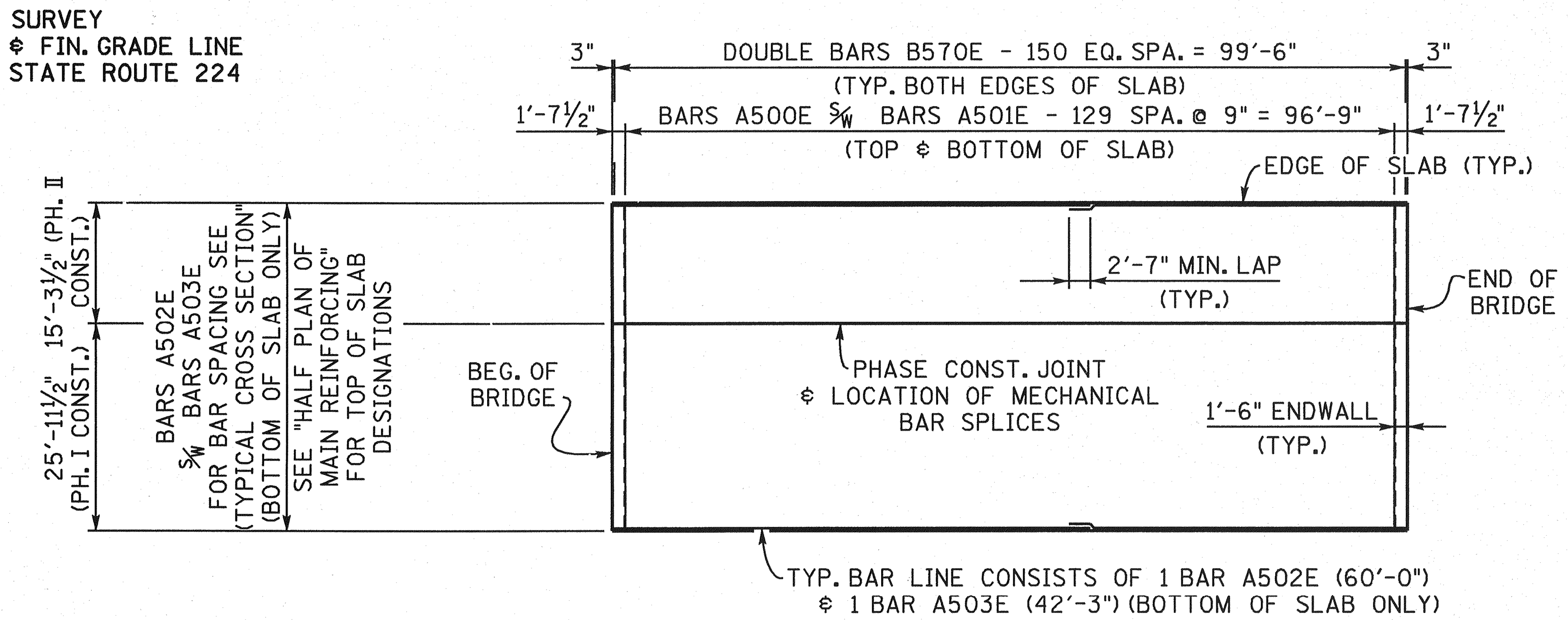


FRAMING PLAN



HALF PLAN OF MAIN REINFORCEMENT

NOTE: MINIMUM BAR SPLICE LENGTH = 2'-7" (TYP.)



SLAB PLAN

ESTIMATED QUANTITIES

CLASS 'D' CONCRETE (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.
114	20,112

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

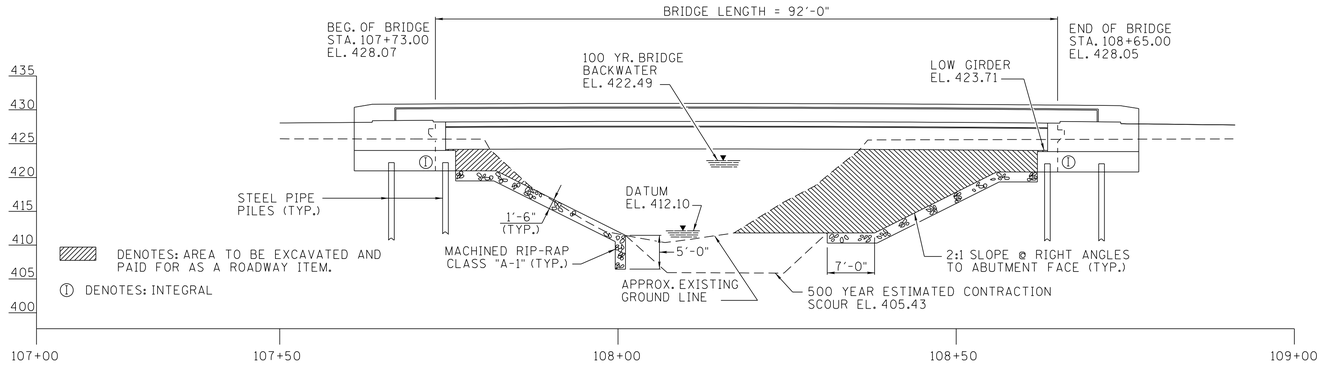
SUPERSTRUCTURE
STATE ROUTE 224
OVER
LICK CREEK
STATION 21+88.00
LOG MILE 13.93
MCNAIRY COUNTY
2009

KATHLEEN D. MCLAUGHLIN — STATE OF TENNESSEE — AGRICULTURE COMMERCE — REGISTERED ENGINEER (seal) 4/21/09

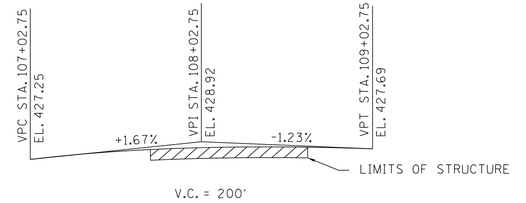
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY	J.P.C./J. COYNE	DATE	09-05
DRAWN BY	TERESA WISEMAN	DATE	09-05
SUPERVISED BY	MBC/KDM	DATE	09-05
CHECKED BY	C. DIETERS	DATE	05-09

LAY707R2.DGN

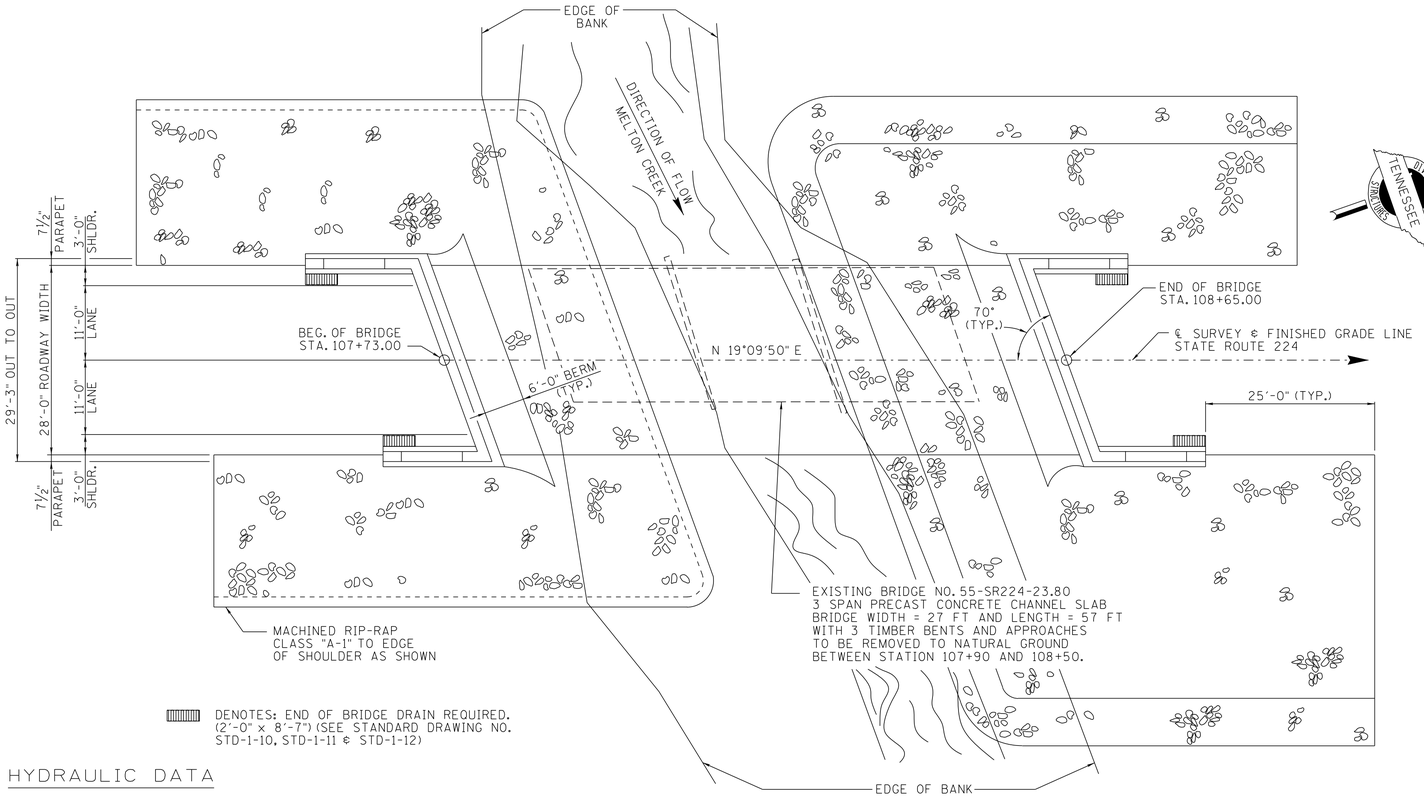


ELEVATION VIEW



GRADE SKETCH

STATE ROUTE 224



PLAN VIEW

HYDRAULIC DATA

DRAINAGE AREA = 5.4 MI.²
DESIGN DISCHARGE (100 YR.) = 2580 CFS
WATER AREA PROVIDED BELOW EL. 421.97 = 550.29 FT²
100 YR. VELOCITY = 4.83 FPS
100 YR. BRIDGE BACKWATER = 0.61 FT. @ EL. 422.49
ROADWAY OVERTOPPING EL. = 423.40

NOTE: ANY WORK WITHIN THE STREAM CHANNEL AREA(EG. FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW OR EXPECTED FLOW, UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

DESIGNED BY	K. ELROD / M. HAYNES	DATE 3/05
DRAWN BY	C.A. BERNATEK (MRM)	DATE 10/09
SUPERVISED BY	MBC/KDM	DATE 10/09
CHECKED BY	C. BERES	DATE 2/11

CONST. NO. 55021-3216-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(13)	2011	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	8-5-2011	C.M.B.	REVISED LATEST REV. DATE
2	5-1-12	C.M.B.	REVISED LATEST REV. DATE

① LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE ②
LAYOUT OF BRIDGE	U-26-115	5-1-12
GENERAL NOTES AND ESTIMATED QUANTITIES	U-26-116	5-1-12
FOUNDATION DATA	U-26-117	
SUPERSTRUCTURE	U-26-118	
SUPERSTRUCTURE DETAILS	U-26-119	
PRESTRESSED BOX BEAM DETAILS	U-26-120	
ABUTMENT NO. 1	U-26-121	
ABUTMENT NO. 1 DETAILS	U-26-122	
ABUTMENT NO. 2	U-26-123	
ABUTMENT NO. 2 DETAILS	U-26-124	
FINAL FOUNDATION DATA	U-26-125	
BILL OF STEEL	U-26-126	

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1SS	10-15-08
BRIDGE END DRAIN W/O PAVEMENT AT BRIDGE ENDS	STD-1-10	03-24-98
BRIDGE END DRAIN W/O PAVEMENT AT BRIDGE ENDS	STD-1-11	05-21-99
BRIDGE END DRAIN DETAILS 2' X 8'-7" W/O PAVEMENT AT BRIDGE ENDS	STD-1-12	03-28-94
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-08-05
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	04-08-05
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD SEISMIC DETAILS	STD-6-1	05-21-99
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	10-07-08
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	04-08-05
STANDARD DETAILS AND INT. DETAILS FOR BOX BEAMS	STD-14-3	10-15-08

LIST OF STANDARD PROVISIONS

	PROV. NO.	LAST REV. DATE
REGARDING BRIDGE DECK CRACK SEALING	604CR	02-19-96

2026 ADT = 1107
28'-0" ROADWAY WITH STD-1-1SS PARAPET
DESIGN SPEED = 40 mph

KATHLEEN D. McLAUGHLIN
STATE OF TENNESSEE
DEPARTMENT OF AGRICULTURE
COMMISSIONER
REGISTERED ENGINEER

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 224
OVER
MELTON CREEK
BRIDGE ID. NO. 55S81210003
STATION 108+19.00
LOG MILE 23.80
McNAIRY COUNTY
2011

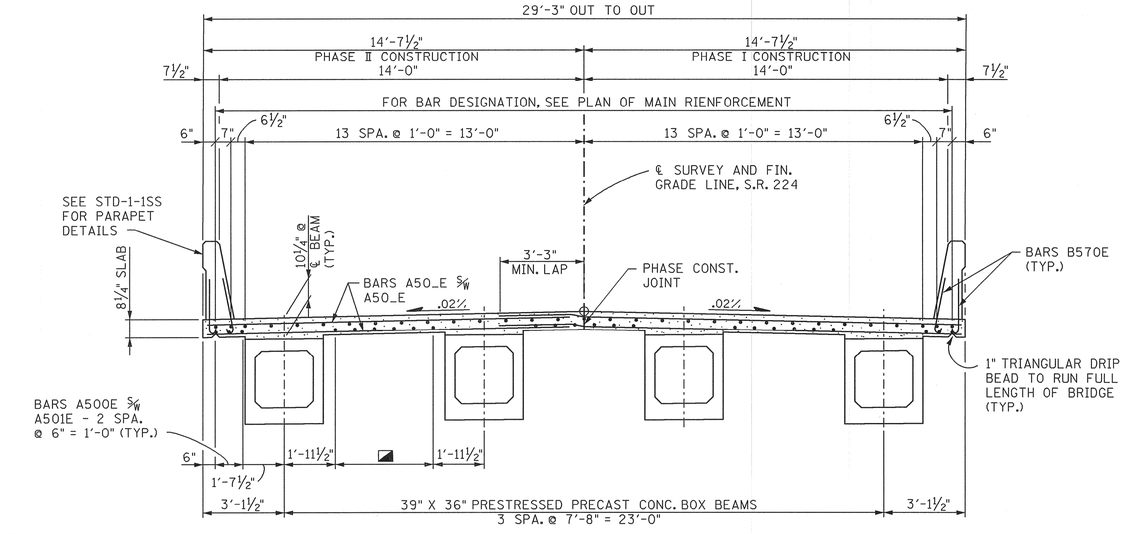
CORRECT Edward A Wasserman
ENGINEER OF STRUCTURES

U-26-115

INTERCONNECTED PORTABLE BARRIER RAIL = 280 L.F.

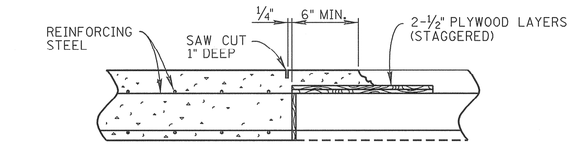
MACHINED RIP-RAP CLASS "A-1" = 1012 TONS

SUP707.DGN



◪ BARS A500E S/W A501E 5 SPA. @ 9" = 3'-9" (TYP. BTWN. BEAMS)

TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)



SLAB CONSTRUCTION JOINT DETAIL

SLAB POURING SEQUENCE NOTE: ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

CONST. NO. 55021-3216-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-224(13)	2011	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

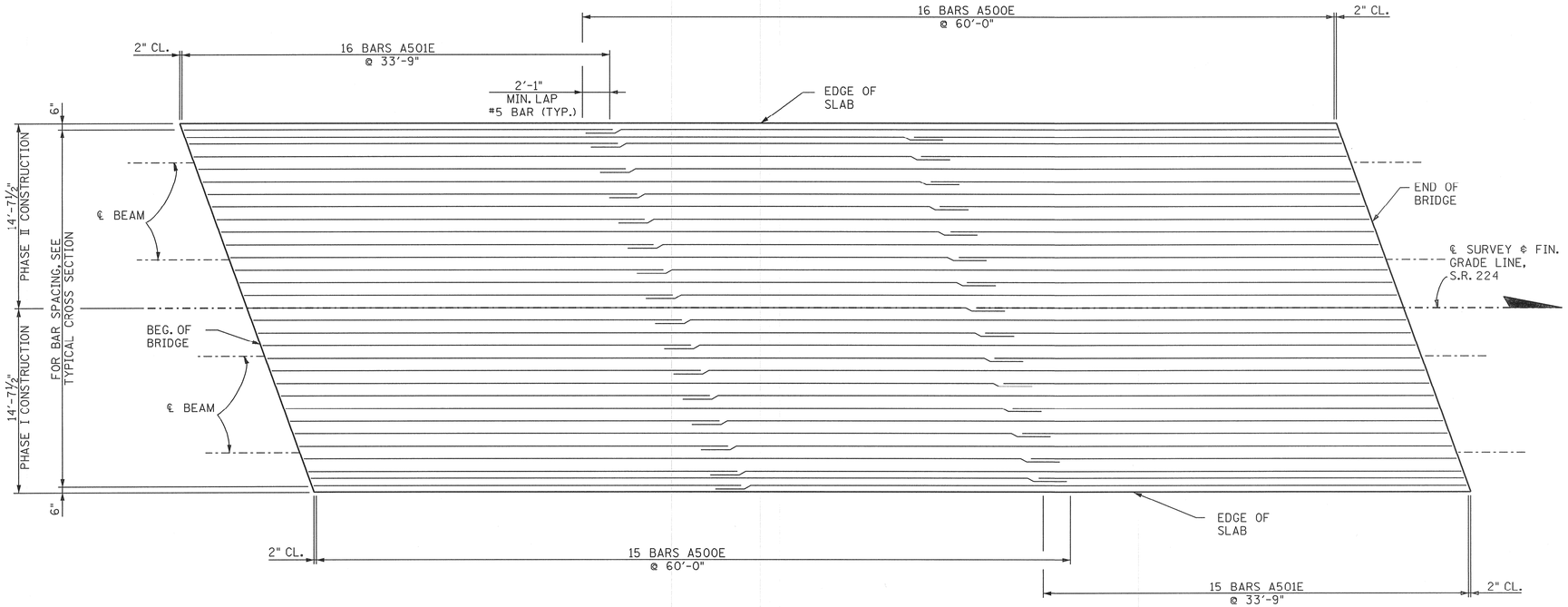
SUPERSTRUCTURE NOTES

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

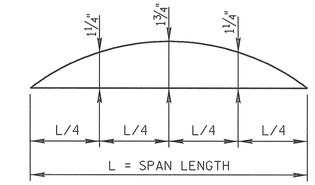
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1SS.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION.

NOTE: CONTRACTOR MAY ADJUST SPACING OF REINFORCING STEEL 2"+/- DUE TO PHASE CONSTRUCTION JOINT.



PLAN OF MAIN REINFORCEMENT



DEAD LOAD CORRECTION CURVE

NOTE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE. IF PRE-STRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER THE PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE C.Y.	EPOXY COATED STEEL REINFORCING LB.
66	18,825

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 224
OVER
MELTON CREEK
STATION 108+19.00
LOG MILE 23.80
MCNAIRY COUNTY
2011

KATHLEEN D. McLAUGHLIN — STATE OF TENNESSEE — 101111 — REGISTERED — 5/24/11

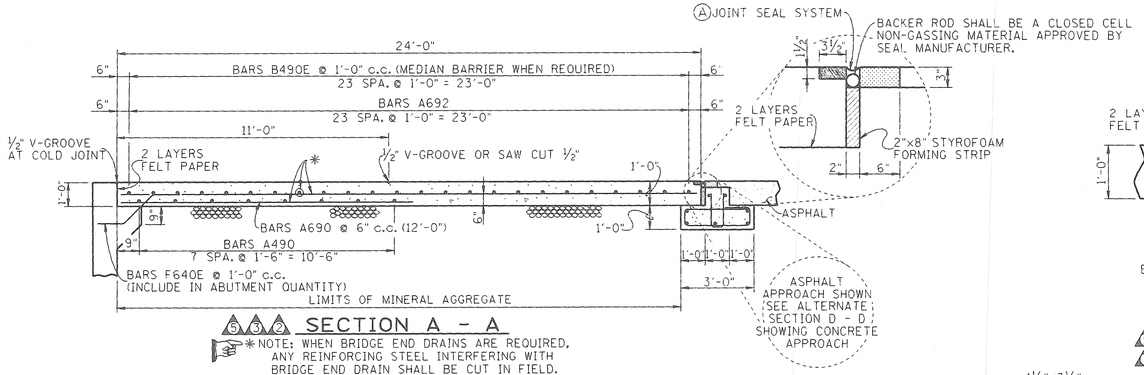
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

U-26-118

DESIGNED BY HAYES DATE 3-05
DRAWN BY O. BONDS DATE 9-09
SUPERVISED BY MBC/KDM DATE 9-09
CHECKED BY DATE

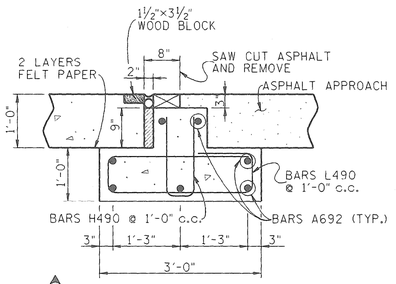
P:\Structures\Drop\701 thru 750\707\SUP707.DGN
16-MAR-2011

STD15.DGN



SECTION A - A

(5)(3)(2) NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD.



SECTION D - D

(ASPHALT APPROACH)

BILL OF STEEL

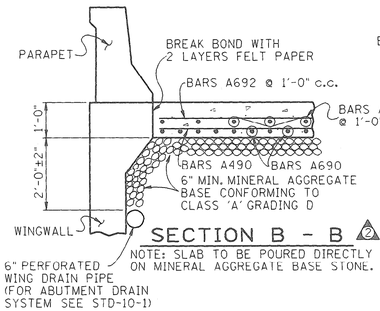
	BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
	B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
(3)(2)	A490	SLAB	4	8					▲
	A690	SLAB	6	▲					12'-0"
	A691	SLAB	6	▲					23'-8"
	A692	SLAB ✡	6	31					▲
	H490	FOOTING ✡	4	▲	6"	1'-4"			3'-4"
(3)	L490	FOOTING	4	▲	2'-7¼"	1'-0"	8"		7'-6½"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

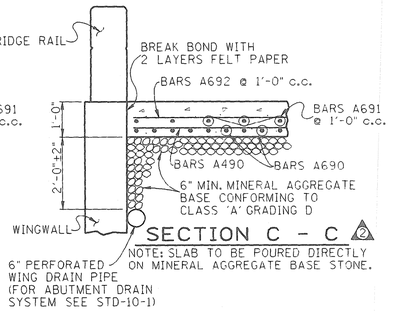
REVISIONS

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



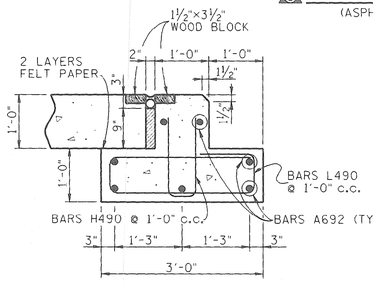
SECTION B - B

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



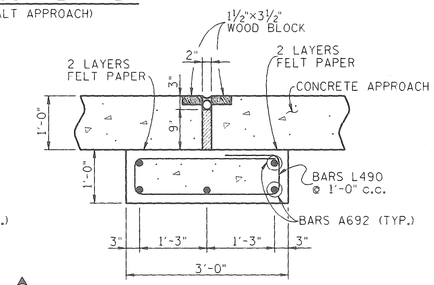
SECTION C - C

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



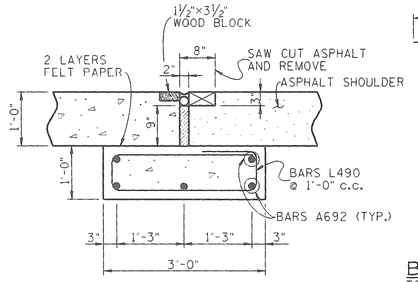
(5)(3) ALTERNATE SECTION D - D

(NO CLASSIFIED APPROACH)
NOTE: TO BE USED ONLY WHEN ROADWAY PAVING IS NOT INCLUDED IN PROJECT.



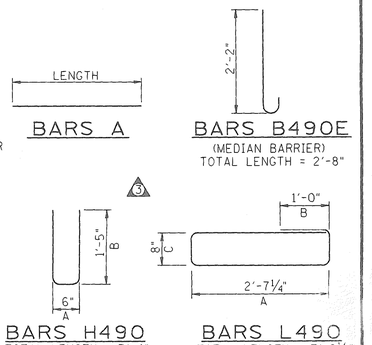
(5)(3) ALTERNATE SECTION D - D

(CONCRETE APPROACH)
✡ OMIT BARS H490 & 2 BARS A692 WHEN USING THIS ALTERNATE SECTION D - D.



(5)(3) ALTERNATE SECTION D - D

(ASPHALT SHOULDER)



NOTES

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

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

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

GENERAL NOTES

CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)
REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).
NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.
NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

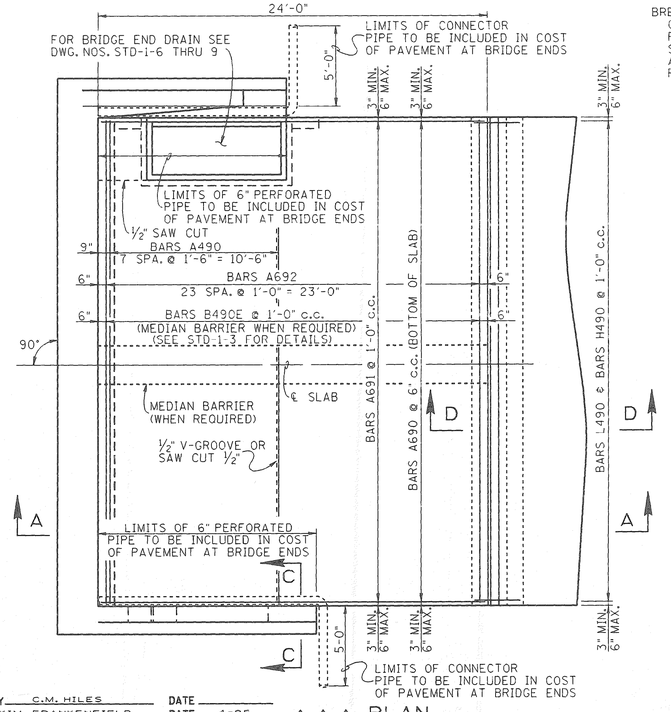
(2)(A)(3)(4)(5) JOINT SEAL SYSTEM:
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER. FOR EACH JOINT AT EACH BRIDGE 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.

MR MINOR REVISION - FHWA APPROVAL NOT REQUIRED

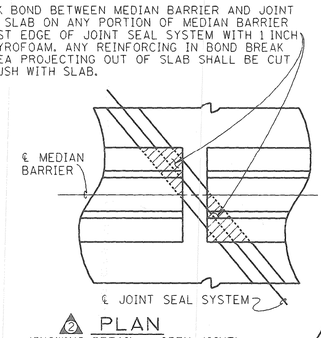
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

(1)

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995



(5)(3)(2) PLAN
(90° SKEW)



(2) PLAN
(SHOWING DETAIL @ OPEN JOINT)

(5)(3)(2) PLAN
(VARIABLE SKEW)

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

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13
STD-1-5