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SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WAYNE COUNTY

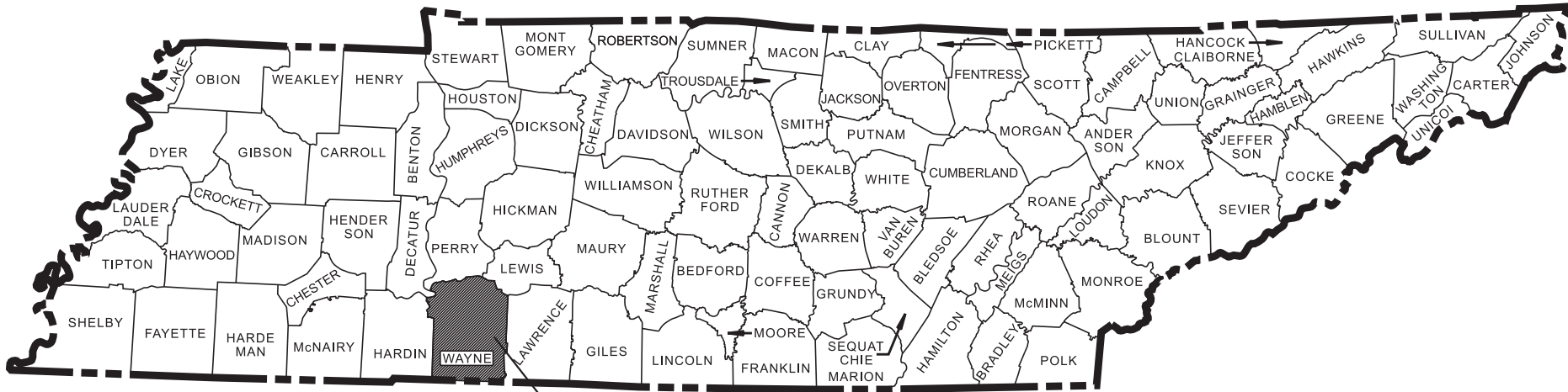
STATE ROUTE 15 (US-64)
FROM NEAR BRIDGE OVER GREEN RIVER (L.M. 14.70)
TO BRIDGE OVER FORTYEIGHT CREEK (L.M. 20.95)

RESURFACE, SAFETY, & BRIDGE REPAIR
CHIP SEAL & 411D OVERLAY AND PAVEMENT MARKING

STATE HIGHWAY NO. 15 F.A.H.S. NO. 64

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	NH-15(228)	
STATE PROJ. NO.	91S015-F8-002	
STATE PROJ. NO.	91S015-M3-003	



PROJECT LOCATION

BRIDGE ID. # 91SR0150023 91SR0150025 91SR0150029
91SR0150027 91SR0150028

NO EXCLUSIONS



91S015-F8-002
END PROJECT NO. NH-15(228) RESURFACE & SAFETY
L.M. 20.95

BRIDGE DECK REPAIR PROJECT NO. 91S015-M3-003
SR-15 @ L.M. 20.94

91S015-F8-002
BEGIN PROJECT NO. NH-15(228) RESURFACE & SAFETY
L.M. 14.70



SCALE: 1"= 1 MILE

PROJECT LENGTH 6.25 MILES
TOTAL LANE MILES RESURFACED 26.44 MILES

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : KONNER SPRADLIN, P.E.

DESIGNED BY : HDR ENGINEERING, INC.

DESIGNER : ANTHONY L. WASHINGTON, III, P.E. CHECKED BY DAVID HORNE, P.E.

P.E. NO. 98034-4299-04 (DESIGN)

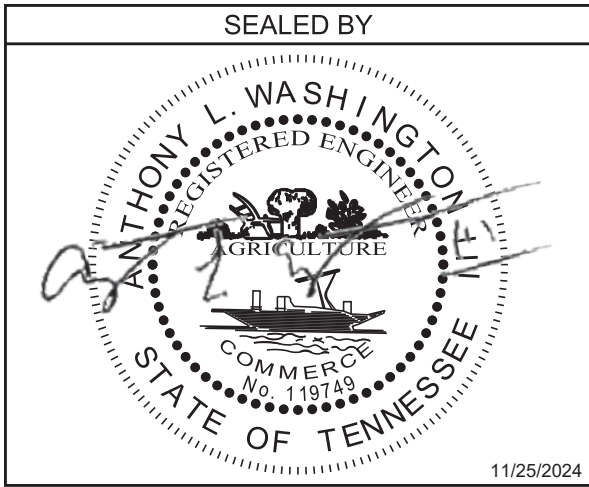
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TRAFFIC COUNTER
AND
WEATHER STATIONS

STATION	LOG MILE
TCS026	15.385
TCS080	18.382

TRAFFIC DATA

ADT (2025)	8793
POSTED SPEED LM 14.70 - 14.90	40 MPH
POSTED SPEED LM 14.90 - 15.22	30 MPH
POSTED SPEED LM 15.22 - 15.90	45 MPH
POSTED SPEED LM 15.90 - 17.18	55 MPH
POSTED SPEED LM 17.18 - 20.95	65 MPH



APPROVED: WILL REID, CHIEF ENGINEER

DATE:

APPROVED: HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: DIVISION ADMINISTRATOR DATE

ROADWAY INDEX

STANDARD ROADWAY DRAWINGS

STANDARD TRAFFIC OPERATIONS DRAWINGS

SHEET NAME

SHEET NO.

DWG.

REV.

DESCRIPTION

DWG.

REV.

DESCRIPTION

SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, RODWAY STANDARD DRAWINGS &	
STANDARD TRAFFIC OPERATIONS DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A, 2A1 – 2A3
GENERAL NOTES.....	2B
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ENVIRONMENTAL NOTES.....	2D, 2D1
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PAVEMENT MARKING IMPROVEMENTS.....	2F
BRIDGE REPAIR PLANS	B-1

NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.

THERE ARE NO UTILITY SHEETS IN THESE PLANS.

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
DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-07-23	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATES AND ACCESS CONTROLLED ROUTES
T-M-15A	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-18	10-29-21	FLEXIBLE DELINEATOR DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-04-21	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-05-17	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD

SIGNS


T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
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SIGNALS

T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT, AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	1A

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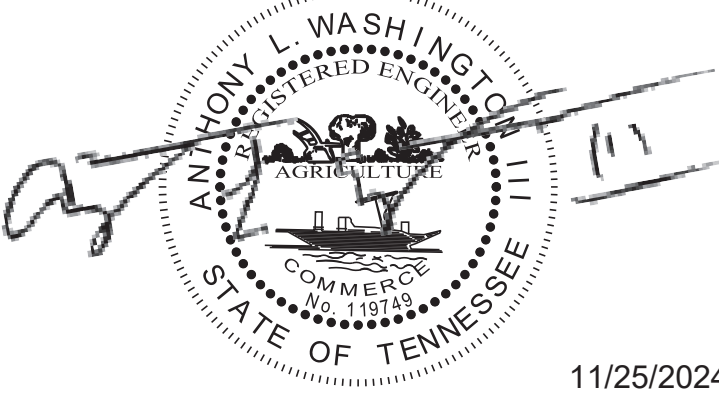
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD RODWAY
DRAWINGS &
STANDARD TRAFFIC
OPERATIONS DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	Environmental Division, Hazardous Materials	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON BRIDGE NO. 91SR0150027 SR-15 EB OVER FORTY-EIGHT CREEK LM 20.94 (91-SR015-20.94R) AND BRIDGE NO. 91SR0150028 SR-15 WB OVER FORTY-EIGHT CREEK LM 20.94 (91-SR015-20.94L). NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARDS AND SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08.D AND 202.03	91SR0150027 91-SR15-20.94 RT. & 91SR0150028 91-SR15-20.94 LT.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
91S015-F8-002				
(1)(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	23
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2889
(8)	307-02.08	ASPHALT CONCRETE MIX(PG70-22) (BPMB-HM) GRADING B-M2	TON	500
(3)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	127
(4)	405-01.01	BITUMINOUS MATERIAL (BSC)	TON	449
(5)	405-01.02	MINERAL AGGREGATE (BSC)	TON	3927
(6)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	29
(7)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	18820
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	9.9
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	12.1
(16)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	265
(9)	712-01	TRAFFIC CONTROL	L.S.	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	90
(10)	712-06	SIGNS (CONSTRUCTION)	S.F.	1822
	712-08.03	ARROW BOARD (TYPE C)	EACH	1
	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	54
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	310
	716-01.22	SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR) (1 COLOR)	EACH	660
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (2 COLOR)	EACH	290
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE PAVEMENT MARKER	EACH	1260
(11)	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	817
(11)(12)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	450
(11)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	37
(11)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	111
(11)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.3
(13)	716-05.49	PAINTED PAVEMENT MARKING (8" LINE)	L.M.	30.3
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	159984
(14)	716-09.86	CONTRAST PAVEMENT MARKING 6"	L.M.	0.3
(14)	716-09.94	CONTRAST PAVEMENT SHADOW MARKING 6"	L.M.	0.3
(14)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6 IN LINE)	L.M.	30.3
	717-01	MOBILIZATION	L.S.	1
(15)	730-14.02	SAW SLOT	L.F.	896
(15)	730-14.03	LOOP WIRE	L.F.	1792

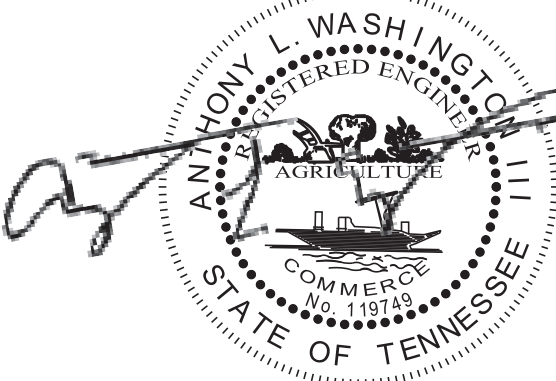
THERE IS NO GUARDRAIL WORK ON THIS PROJECT

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

FOOTNOTES			
(1)	TO BE USED AS DIRECTED BY THE ENGINEER.		
(2)	NO DIRT OR DEBRIS TO BE LEFT ON SHOULDER, THIS WORK TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.		
(3)	INCLUDES 3.9 TONS FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.		
(4)	INCLUDES 12 TONS FOR EXTRA WIDTH AREAS.		
(5)	INCLUDES 105 TONS FOR EXTRA WIDTH AREAS.		
(6)	USE CRAFCO PAVEMENT JOINT ADHESIVE #34524 OR PAVON JOINT ADHESIVE BY PAVON CORPORATION.		
(7)	INCLUDES 592 TONS FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.		
(8)	ITEM TO BE USED FOR SPOT LEVELING WHERE ROADWAY HAS SETTLED.		
(9)	THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.		
(10)	THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL 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).		
(11)	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.		
(12)	ALL STOP BARS ON SIDE STREETS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.		
(13)	ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING.		
(14)	ITEM TO BE USED AS PERMANENT MARKING FOR EDGELINES AND CENTERLINE.		
(15)	FOR REPLACEMENT OF LOOP DETECTION AT THE INTERSECTION OF VETERAN MEMEORIAL PARKWAY AND DEXTER L. WOODS MEMORIAL BOULEVARD.		
(16)	ITEM TO BE USED FOR TAPER MILL AT PROJECT LIMITS.		

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2

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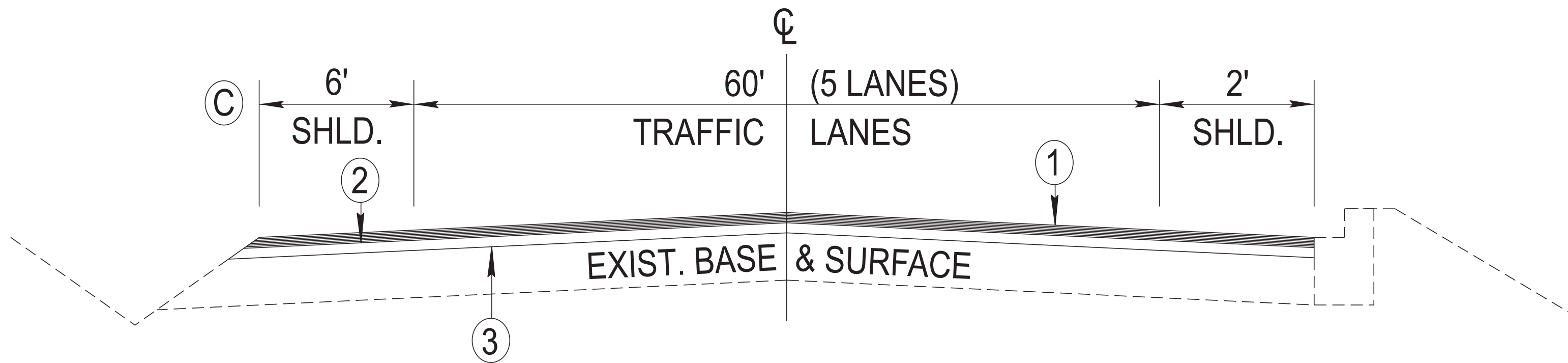
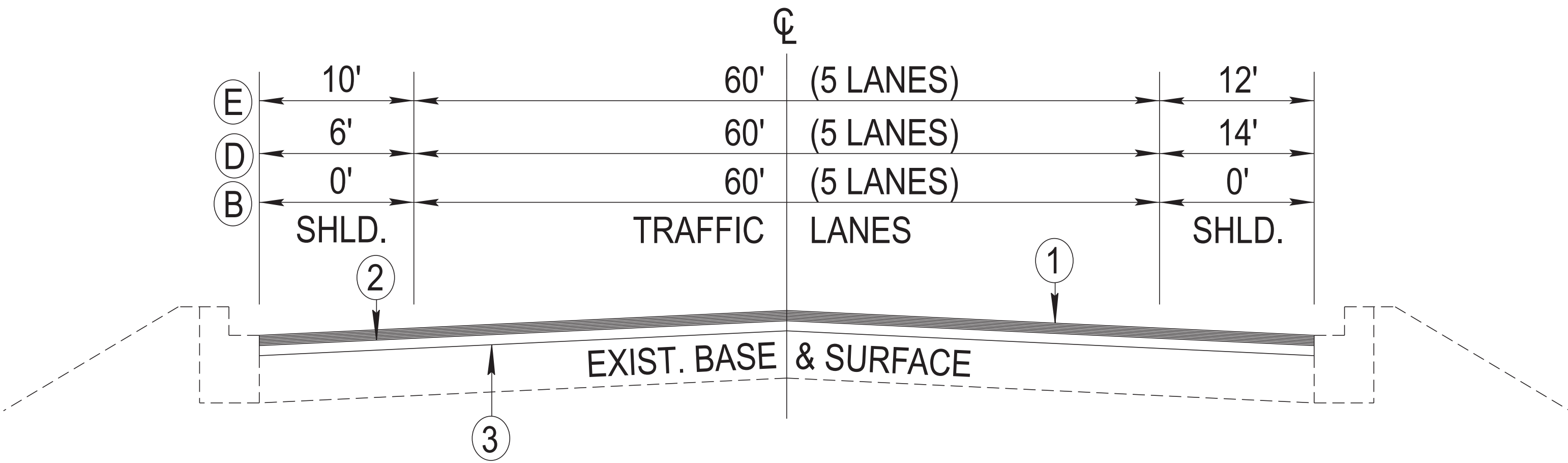
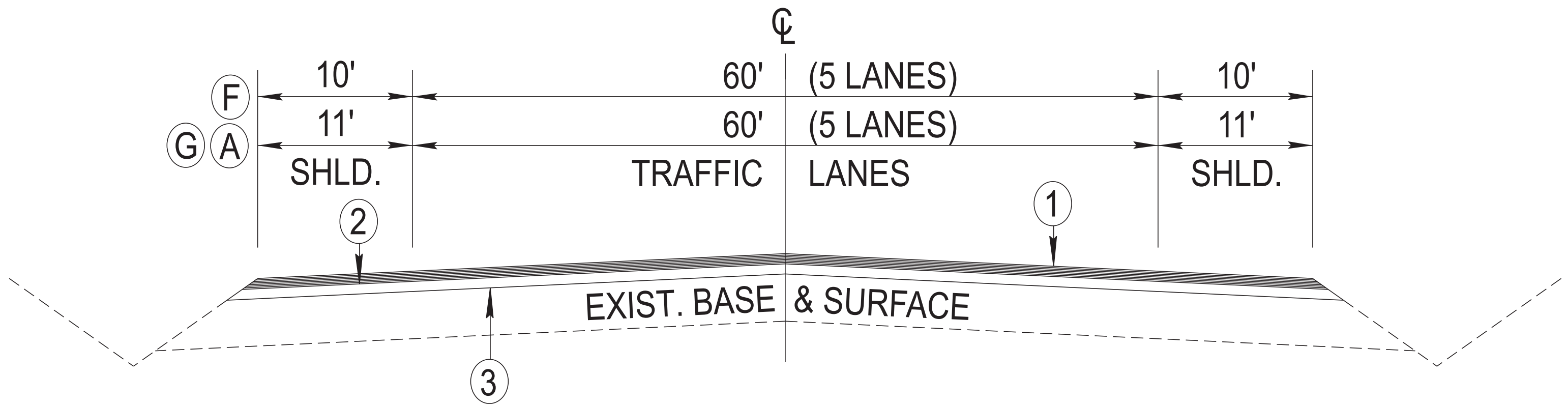
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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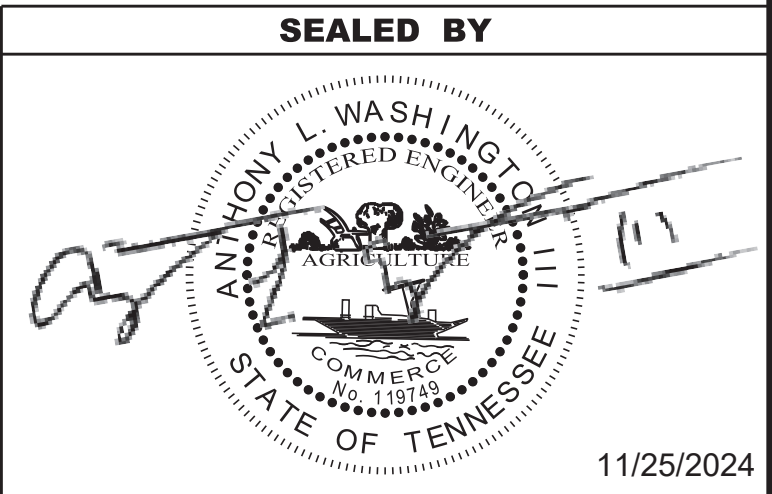
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2A



- SR 15
TYPICAL SECTION
- Ⓐ L.M. 14.64 TO L.M. 14.74
 - Ⓑ L.M. 14.74 TO L.M. 14.91
 - Ⓒ L.M. 14.91 TO L.M. 14.98
 - Ⓓ L.M. 14.98 TO L.M. 15.01
 - Ⓔ L.M. 15.01 TO L.M. 15.49
 - Ⓕ L.M. 15.49 TO L.M. 15.67
 - Ⓖ L.M. 15.67 TO L.M. 15.85

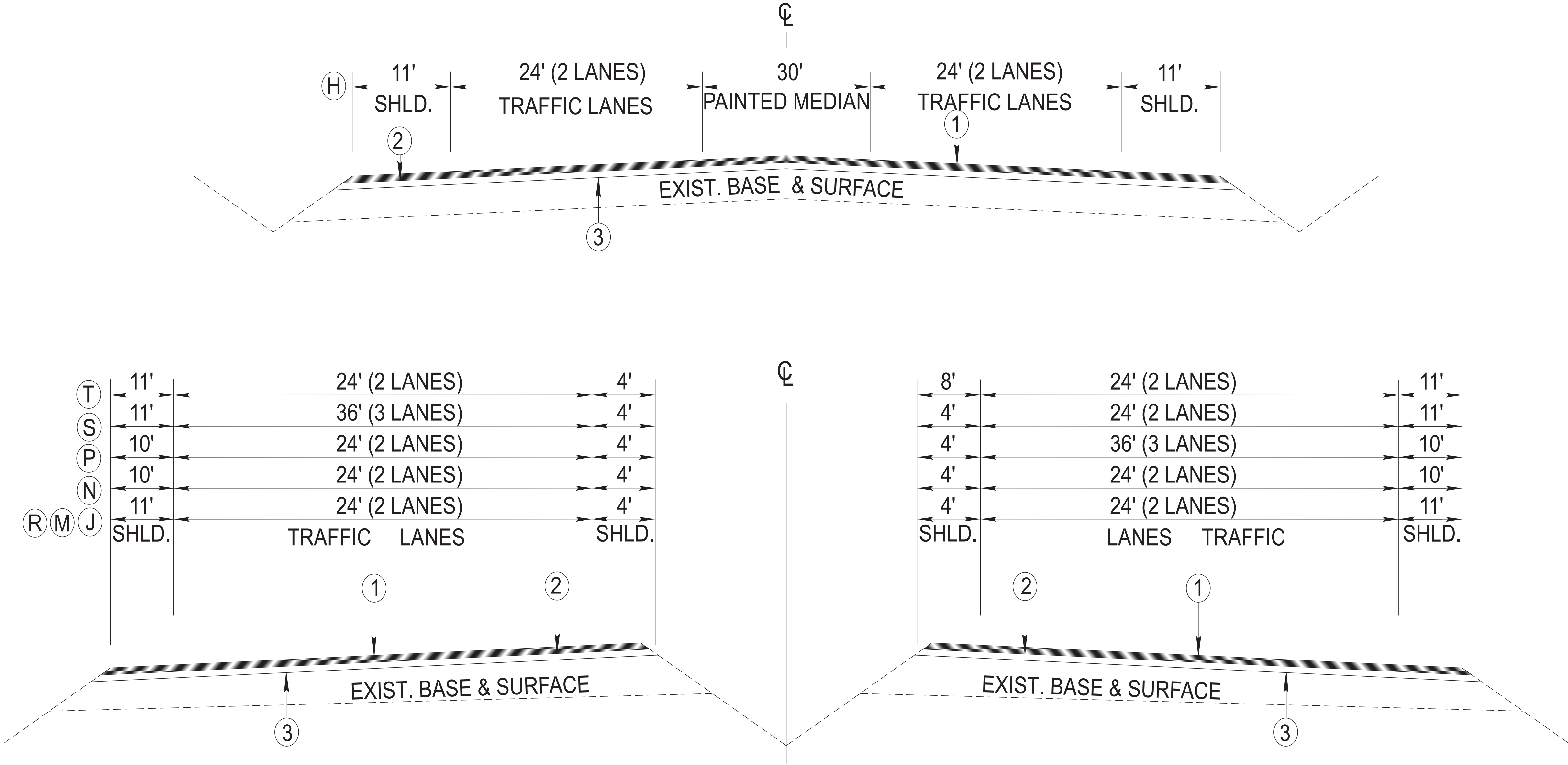
SEE SHEET 2A3 FOR PAVEMENT SCHEDULE



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DEPARTMENT OF TRANSPORTATION

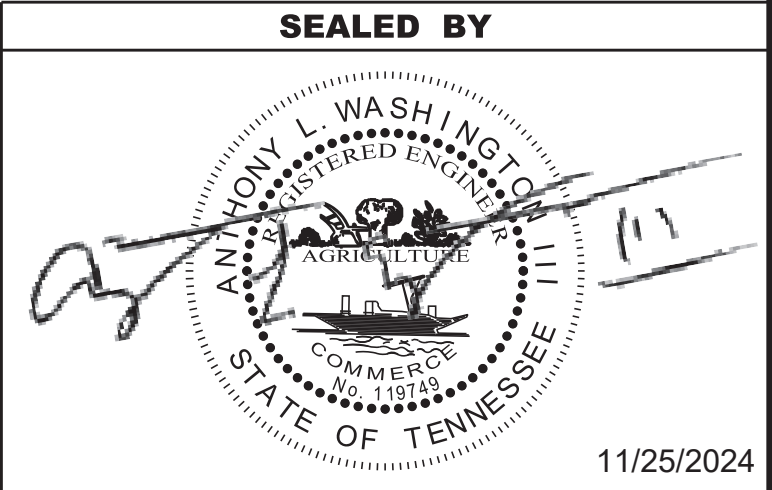
TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2A1



SR 15
TYPICAL SECTION
H L.M. 15.85 TO L.M. 15.97
J L.M. 15.97 TO L.M. 18.01
M L.M. 18.21 TO L.M. 18.81
N L.M. 18.81 TO L.M. 19.22
P L.M. 19.22 TO L.M. 19.27
R L.M. 19.27 TO L.M. 20.84
S L.M. 20.84 TO L.M. 20.88
T L.M. 20.88 TO L.M. 20.95

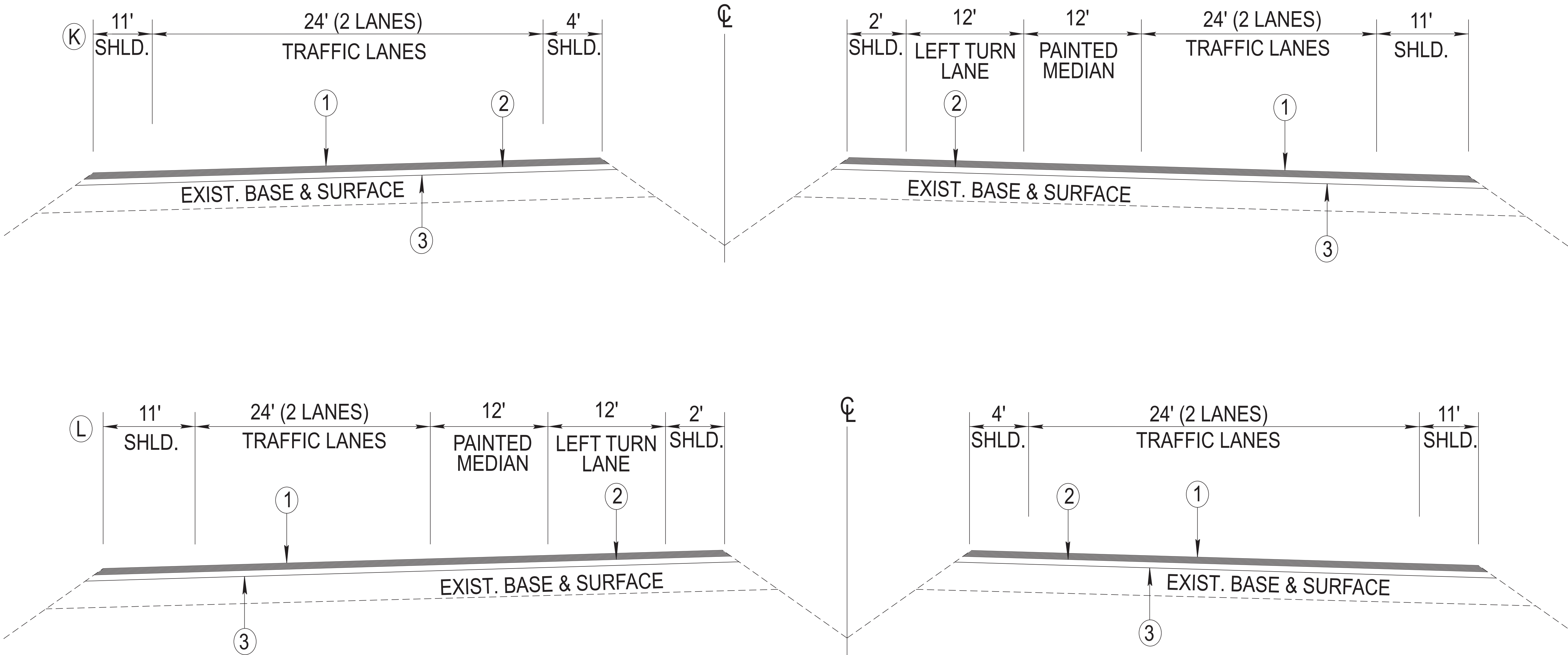
SEE SHEET 2A3 FOR PAVEMENT SCHEDULE



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DEPARTMENT OF TRANSPORTATION

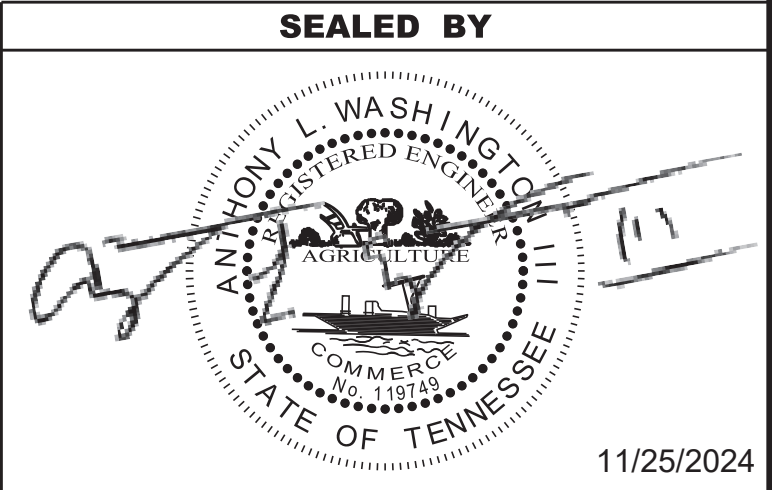
TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2A2



SR 15
TYPICAL SECTION
K L.M. 18.01 TO L.M. 18.11
L L.M. 18.11 TO L.M. 18.21

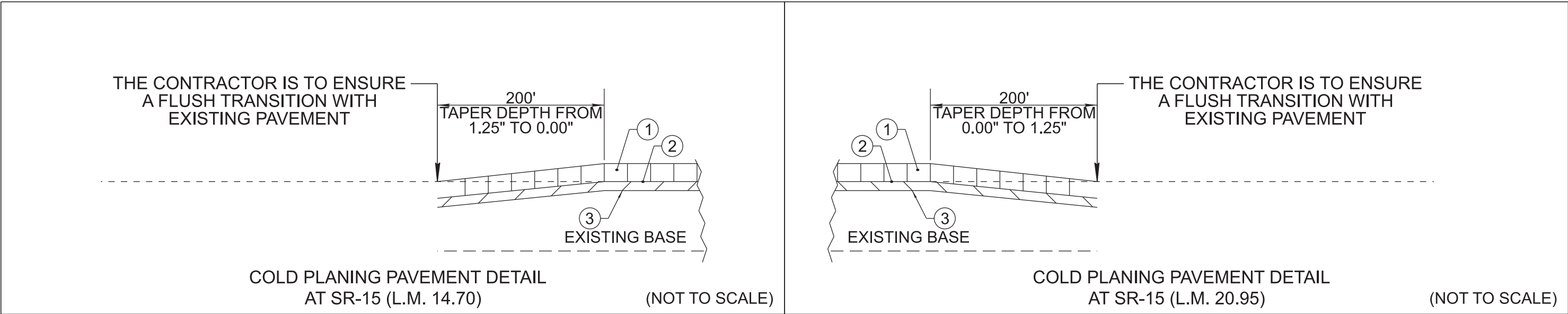
SEE SHEET 2A3 FOR PAVEMENT SCHEDULE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2A3

PROPOSED PAVEMENT SCHEDULE	
①	SURFACE @ 1.25" THICK (132.5 LB/S.Y.) 411-02.10 ACS MIX (PG70-22) GRADING D ASPHALT (TON)
②	TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (TON) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
③	CHIP SEAL 405-01.01 BITUMINOUS MATERIAL FOR BITUMINOUS SEAL COAT (BSC) RATE (0.17 - 0.45 GAL./S.Y.) 405-01.02 MINERAL AGGREGATE FOR BITUMINOUS SEAL COAT (BSC) RATE (17.0 - 30.0 LBS./S.Y.)



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

GENERAL NOTES

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

- (1) 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. 716-05.49, PAINTED PAVEMENT MARKING (8" LINE), L.M.

FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NO. 208-01.05.

b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.
- ### SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS
- (20) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.
- ## PAVEMENT
- ### PAVING
- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- ### RESURFACING
- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

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

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

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.
- ## SIGNING
- (11) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- ## SIGNALIZATION
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTANENCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINNG AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

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

(14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.
- ## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL
- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

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


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

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

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

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

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------|-----------|
| RESURF | 2025 | NH-15(228) | 2B |
| | | | |
- SEALED BY



11/25/2024
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

GRADING

- (1) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.
- (2) ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT

PAVING

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

RESURFACING

- (5) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.
- (6) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NON-PEAK HOURS (9:00 A.M. TO 3:00 P.M. OR 7:00 P.M. TO 6:00 A.M.) UNLESS OTHERWISE DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.
- (2) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (3) ONE ADVANCE ROAD CONSTRUCTION SIGN IS TO BE PLACED IN ALL LOCAL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTOR'S SUPERINTENDENT.

WORK RESTRICTIONS

- (1) CONSTRUCTION ACTIVITIES SHALL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER AM OR PM OR AS DIRECTED BY THE ENGINEER.

UTILITIES

- (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 OR 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.

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 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 EELVATION 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.

JOINT SEALANTS

- (1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOIN SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PALCED MATERIAL. MANUFACTURE'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT. 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 SWEEPED OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER. TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

UTILITY OWNERS

WATER, SEWER & GAS:
City of Waynesboro
922 Public Square East P.O. Box 471
Waynesboro, TN 38485
John Hickman
jhickman@cityofwaynesboro.org
O: 931-722-5458

POWER:
Tennessee Valley Electric Co-Op
590 Florence Road P.O. Box 400
Savannah, TN 38372
Gerald L. Taylor
jshelby@tvec.com
O: 901-925-4916

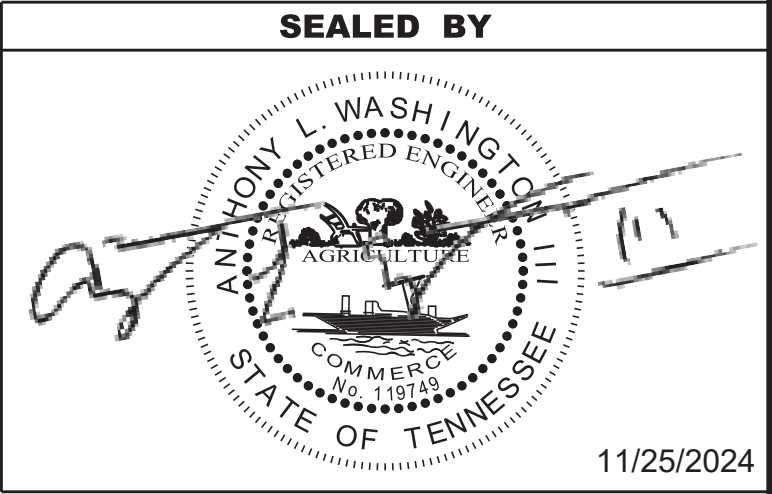
CABLE TV:
Charter Communications
1850 Business Park Dr.
Clarksville, TN 37040
David Robinson
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C: 347-804-4063

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
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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 ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

- (1)

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

ECOLOGY

- (2)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4)

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

SCOPE OF WORK

- (6)

THIS PROJECT INCLUDES COLD PLANING, PAVING, STRIPING, TRAFFIC CONTROL, CRACK SEALING, AND BROOMING AND DEGRASSING SHOULDERS.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1)

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

SEDIMENT CONTROL

- (6)

EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8)

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29)

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31)

CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED. NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32)

WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33)

IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34)

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35)

WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36)

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

- (37)

ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38)


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

DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40)

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

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STATE OF TENNESSEE
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ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES (CONT.)


EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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ENVIRONMENTAL
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TRAFFIC CONTROL SIGN TABULATION							
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.
		L	X	W			
G20-1	ROAD WORK NEXT 6 MILES	48"	X	24"	8	3	24.00
G20-2	END ROAD WORK	48"	X	24"	8	25	200.00
R3-8M	INTERSECTION LANE CONTROL LEFT TURN AND STRAIGHT	30"	X	30"	6	1	6.25
W4-2R	RIGHT LANE ENDS	48"	X	48"	16	2	32.00
W4-2L	LEFT LANE ENDS	48"	X	48"	16	2	32.00
W8-11	UNEVEN LANES	48"	X	48"	16	24	384.00
W8-15	GROOVED PAVEMENT	48"	X	48"	16	24	384.00
W8-15P	MOTORCYCLE PLAQUE	30"	X	24"	5	24	120.00
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	3	48.00
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	3	48.00
W20-1	ROAD WORK 1000 FT	48"	X	48"	16	3	48.00
W20-1	ROAD WORK 500 FT	48"	X	48"	16	1	16.00
W20-1	ROAD WORK AHEAD	48"	X	48"	16	22	352.00
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	X	48"	16	2	32.00
W20-5L	LEFT LANE CLOSED 1/2 MILE	48"	X	48"	16	2	32.00
W20-5R	RIGHT LANE CLOSED 1000 FT	48"	X	48"	16	2	32.00
W20-5L	LEFT LANE CLOSED 1000 FT	48"	X	48"	16	2	32.00
TOTAL							1822

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2E

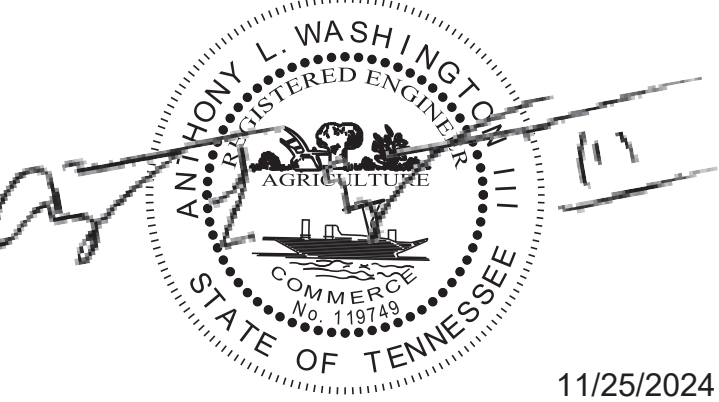
BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
91SR0150023	15.460	OVER HURRICANE CREEK	185'-9"	COLD PLANE 1-1/4" OF THE EXISTING ASPHALT AND REPLACE WITH 1-1/4" OF NEW ASPHALT.
91SR0150025	19.600	OVER FURNACE BRANCH	76'	PAVE WITH PLANS MIX/TREATMENT TYPE
91SR0150029	19.660	OVER BRANCH	160'	PAVE WITH PLANS MIX/TREATMENT TYPE
91SR0150027	20.940	OVER FORTYEIGHT CREEK	271'-11"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
91SR0150027	20.940	OVER FORTYEIGHT CREEK	294'-00"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)

UTILITY ADJUSTMENTS (RESURFACING)

TYPE	OWNER	NUMBER
SEWER MANHOLE	CITY OF WAYNESBORO	1

SEALED BY



11/25/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

\$\$\$\$\$TIME\$\$\$\$\$
\$\$\$\$\$DGN\$PEC\$\$\$\$\$



UPGRADE TURN LANE STRIPING
STATE ROUTE 15
WAYNE COUNTY

LOG MILE	DIRECTION	CROSSROAD	Turn(s)	ITEM 716-02.12 8" WHITE LINE	ITEM 716-02.08 8" DOTTED WHITE LINE- INTERSECTION*	MEDIAN HATCHING ITEM 716-02.04
14.730	EAST	INDUSTRIAL DRIVE	LEFT	X		
14.905	EAST	DEXTER L WOODS MEMORIAL BLVD	LEFT (2)	X	X	
14.905	EAST	DEXTER L WOODS MEMORIAL BLVD	RIGHT	X		
14.905	WEST	DEXTER L WOODS MEMORIAL BLVD				X
16.360	EAST	DYAMITE HILL ROAD	LEFT	X		
19.270	EAST	OLD HIGHWAY 64	LEFT	x		
20.765	EAST	CHURCH	LEFT	X		
20.840	EAST	YORK ROAD	LEFT	X		
20.840	WEST	YORK ROAD	RIGHT	X		

* FIELD CHECK INTERSECTIONS REQUIRING DOTTED INTERSECTION LINES FOR SOME TURNING MOVEMENTS



STATE ROUTE 15
14.70 LOG MILE TO 20.95 LOG MILE
WAYNE COUNTY

REFERENCE STANDARD DRAWINGS
T-M-3 AND T-M-4

FOR REFERENCE ONLY
PROVIDED BY TDOT REGION 3 TRAFFIC

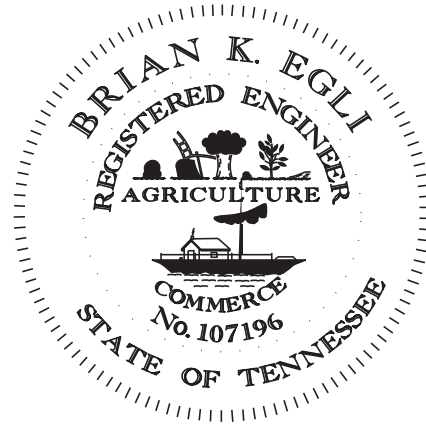
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-15(228)	2F



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli

2024.11.14 07:18:14 -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.

SIGNATURE SHEET _____ STRUCTURE-SIGN 1
BRIDGE PLANS _____ B1 THRU B6

STRUCTURE-SIGN 1
B1 THRU B6

B1 THRU B6

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

SHEET

PROJECT NO.		YEAR	SHEET NO.
91S015-M3-003		2025	B-1
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
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INDEX OF DRAWINGS

DWG. NO.

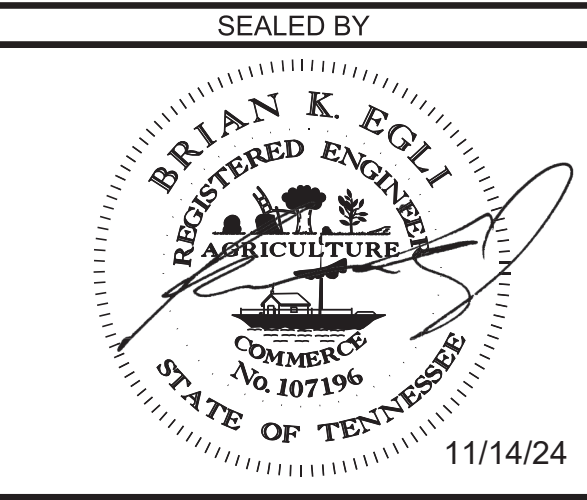
LAST
REV. DATE

SIGNATURE SHEET	STRUCTURE-SIGN 1
INDEX OF DRAWINGS	B1
BRIDGE TABULATION, ESTIMATED QUANTITIES	B2
AND PLANS VIEW REPAIRS LOCATIONS	B3
PHASE CONSTRUCTION	B4
PHASE CONSTRUCTION	B5
TYPE 1 THIN EPOXY OVERLAY NOTES	B6

INDEX OF REFERENCE DRAWINGS

DWG. NO.

FOUNDATION DATA	U-10-51
SUPERSTRUCTURE	U-10-54A
LAYOUT OF THE BRIDGE	U-10-49
SUPERSTRUCTURE	U-10-52
REINFORCED CONCRETE PAVEMENT	
AT THE BRIDGE ENDS	STD-1-5



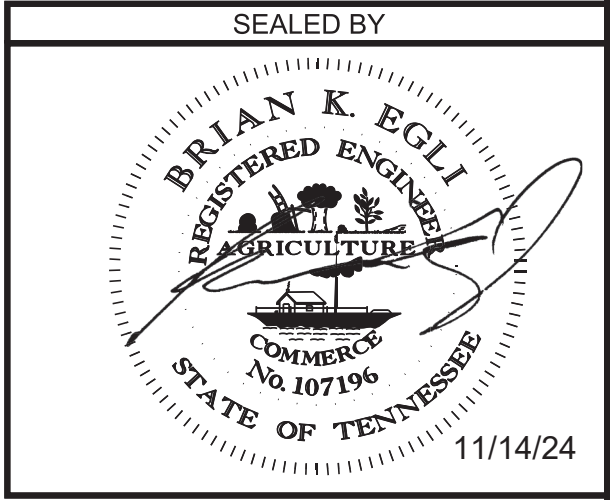
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
91-SR15-20.94 RT. & LT.
OVER
FORTYEIGHT CREEK
WAYNE COUNTY
2025

PROJECT NO.		YEAR		SHEET NO.	
91S015-M3-003		2025		B-2	
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
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	- -				
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	- -				
	- -				

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES			
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
91-SR15-20.94 RT. OVER FORTYEIGHT CREEK (91SR0150027)	U-10-51 U-10-54A STD-1-5	TYPE 1 THIN EPOXY OVERLAY	1549
91-SR15-20.94 LT. OVER FORTYEIGHT CREEK (91SR0150028)	U-10-49 U-10-52 STD-1-5	TYPE 1 THIN EPOXY OVERLAY	1808
TOTAL			3357

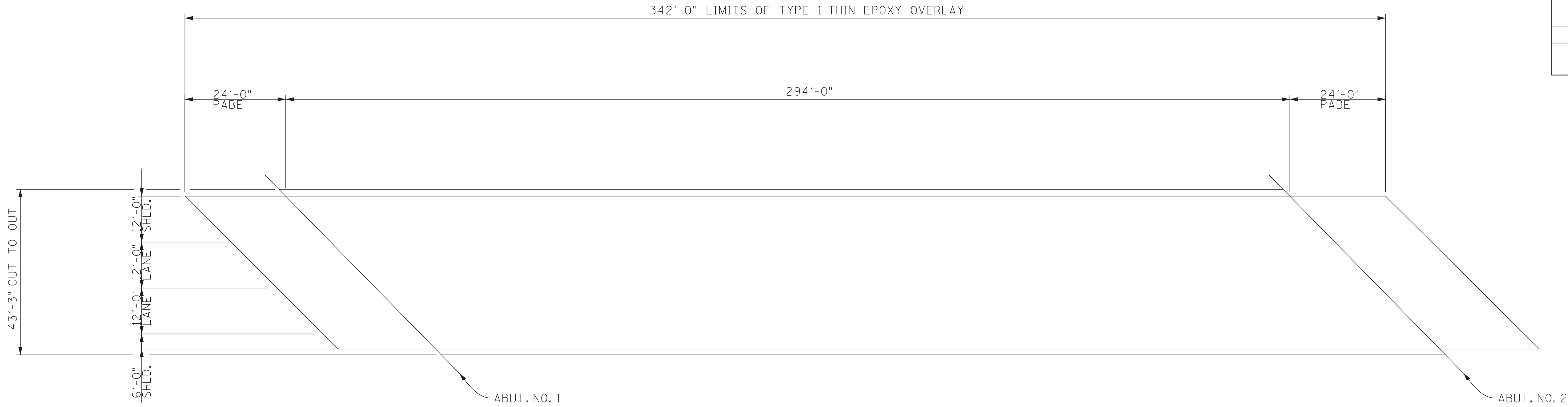
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PIN NO.:	133993.00	
DESIGN BY:		DATE: / /
DRAWN BY:	SILESHI ERGICHO	DATE: 9/24
SUPERVISED BY:	KEVIN MARTINKO	DATE: 9/24
CHECKED BY:		DATE: / /



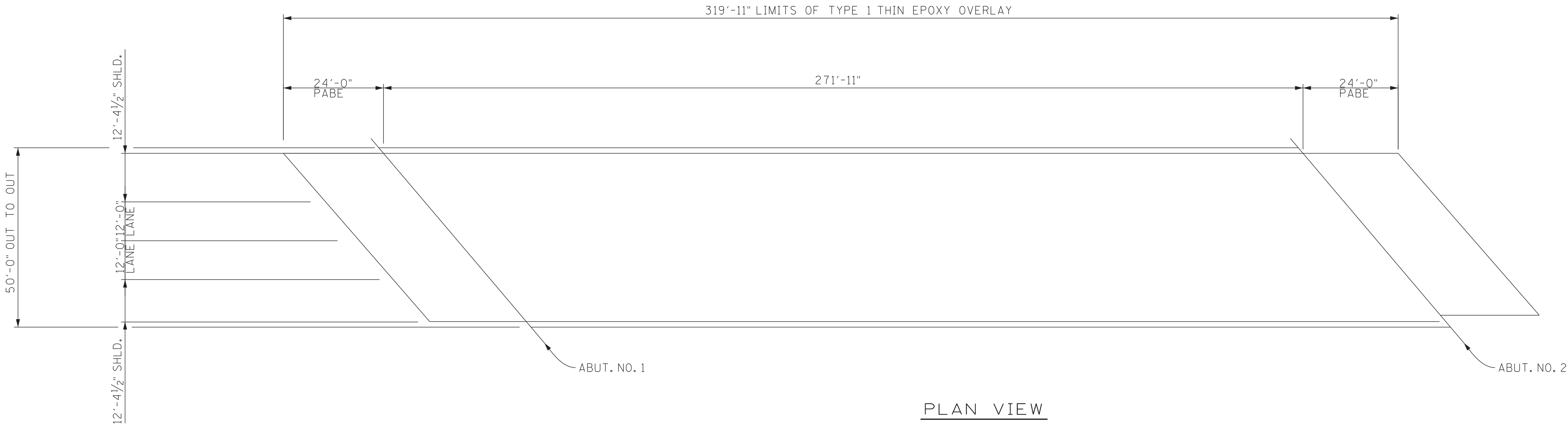
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION &
ESTIMATED QUANTITIES
91-SR15-20.94 RT. & LT.
OVER
FORTYEIGHT CREEK
WAYNE COUNTY
2025

PROJECT NO.		YEAR	SHEET NO.
91S015-M3-003		2025	B-3
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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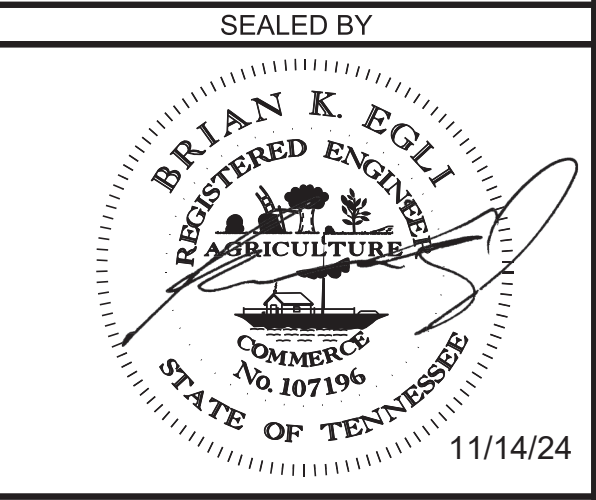
PLAN VIEW

91-SR15-20.94 LT



PLAN VIEW

91-SR15-20.94 RT

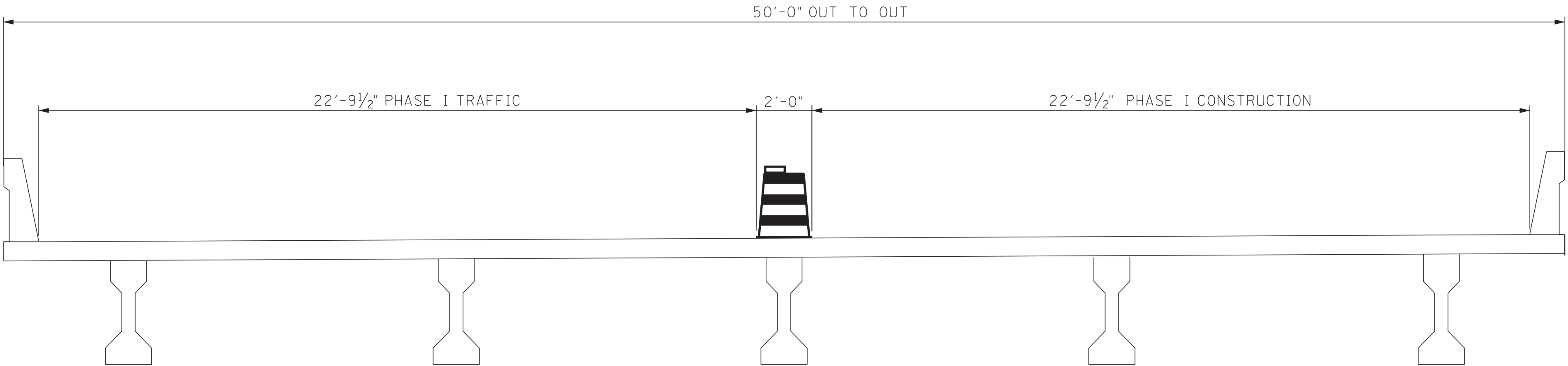


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIRS LOCATIONS
91-SR15-20.94 RT. & LT.
OVER
FORTYEIGHT CREEK
WAYNE COUNTY
2025

NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF EXSITING CONCRETE FOUNDATION AT PAVEMENTS ENDS, SO AS NOT TO DAMAGE THE EXISTING ELASTOMERIC JOINTS. IF DAMEGE OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

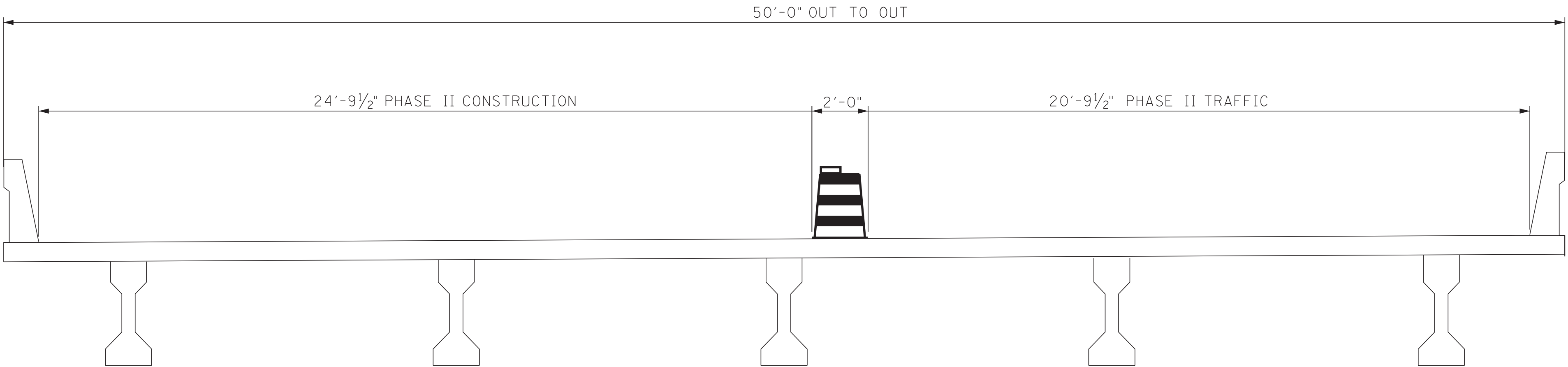
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DESIGN BY:		DATE:	9/24
DRAWN BY:	SILESHI ERGICHO	DATE:	9/24
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

PROJECT NO.		YEAR		SHEET NO.	
91S015-M3-003		2025		B-4	
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		
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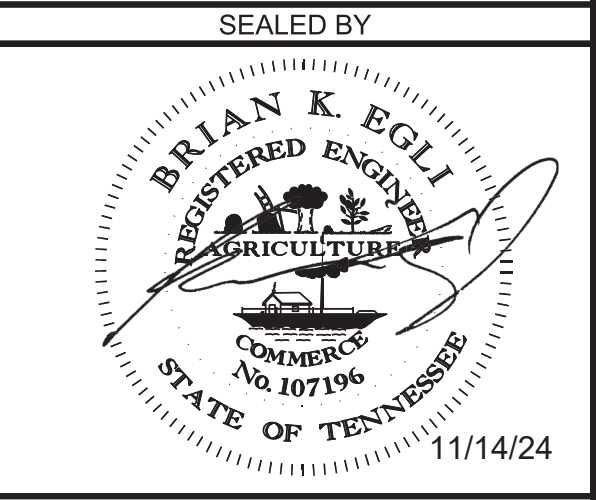
TYPICAL SECTION
(LOOKING AHEAD ON THE SURVEY)

PHASE I CONSTRUCTION



TYPICAL SECTION
(LOOKING AHEAD ON THE SURVEY)

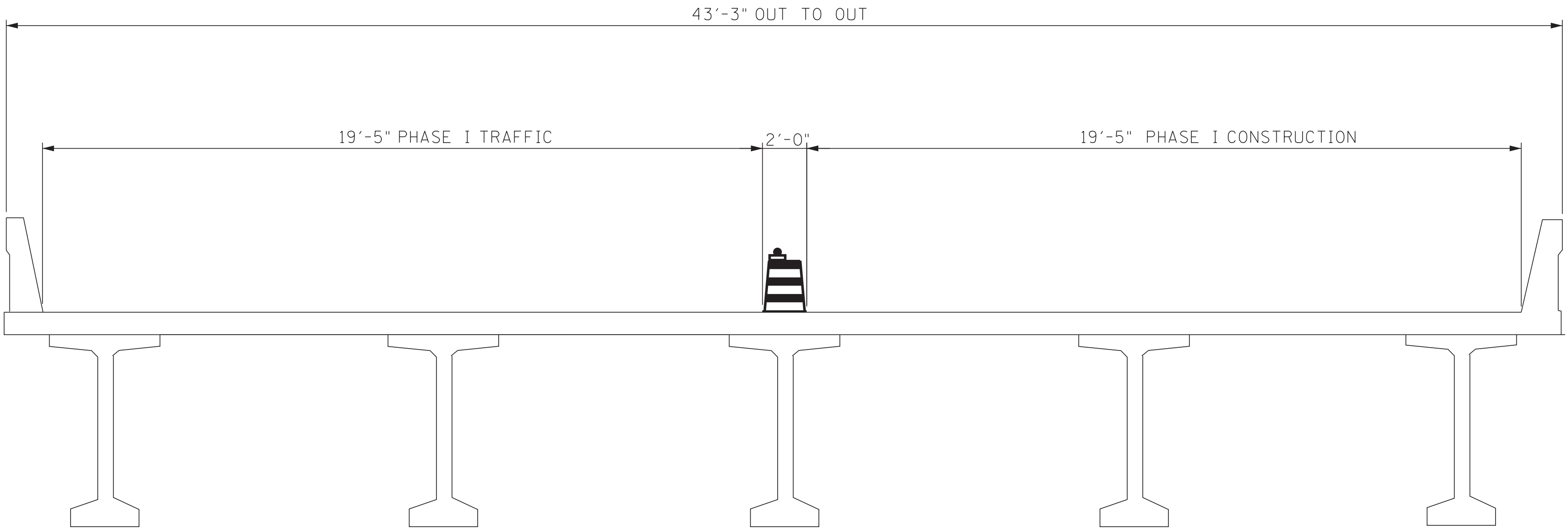
PHASE II CONSTRUCTION



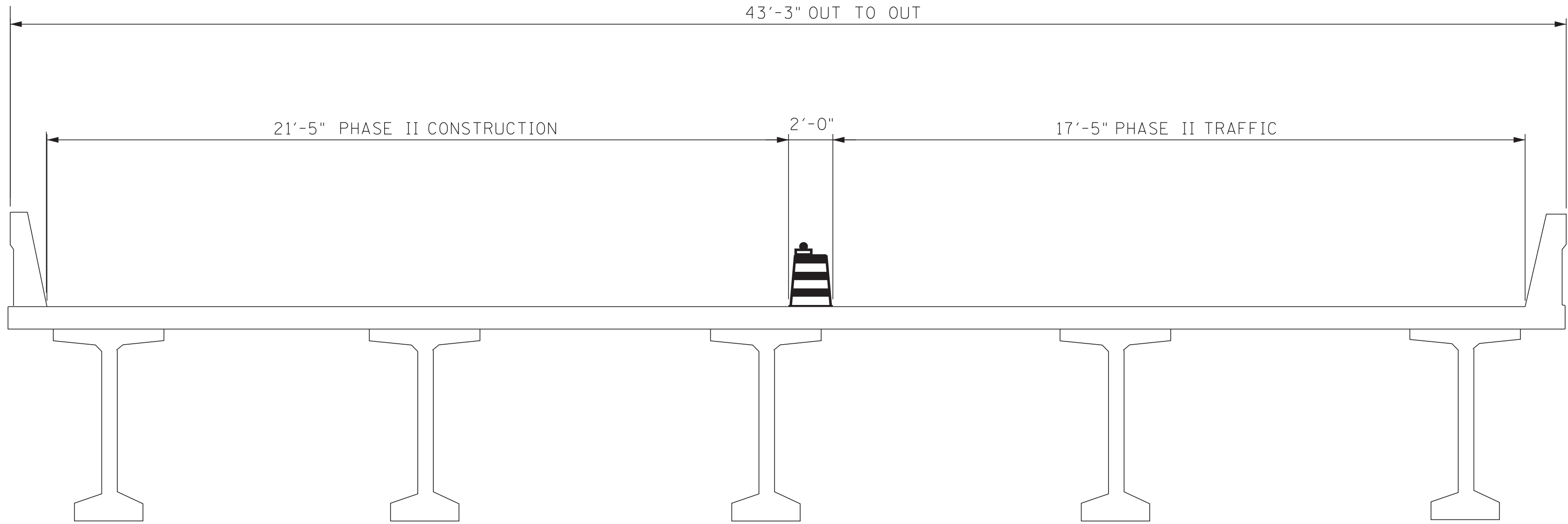
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
91-SR15-20.94 RT.
OVER
FORTYEIGHT CREEK
WAYNE COUNTY
2025

PIN NO.:	133993.00	DATE:	/ /
DESIGN BY:	SILESHI ERGICHO	DATE:	9/24
DRAWN BY:	KEVIN MARTINKO	DATE:	9/24
CHECKED BY:		DATE:	/ /

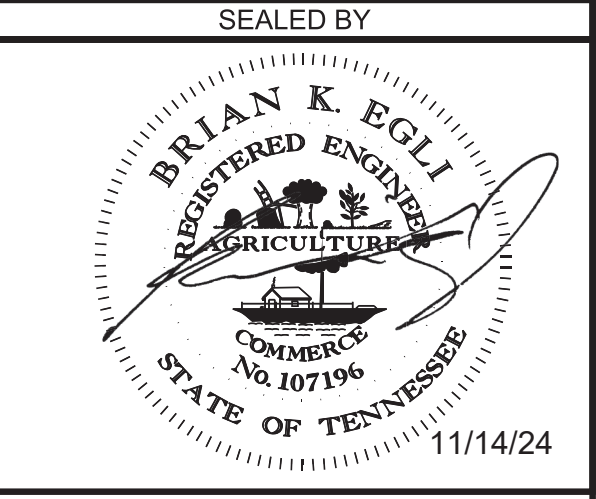
PROJECT NO.		YEAR	SHEET NO.
91S015-M3-003		2025	B-5
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
91-SR15-20.94 LT.
OVER
FORTYEIGHT CREEK
WAYNE COUNTY
2025

PIN NO.:	133993.00	DATE:	/ /
DESIGN BY:		DATE:	9/24
DRAWN BY:	SILESHI ERGICHO	DATE:	9/24
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

\$\$\$\$SYTIME\$\$\$\$\$\$\$\$
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PIN NO.:	133993.00	DATE:	/ /
DESIGN BY:		DATE:	9/24
DRAWN BY:	SILESHI ERGICHO	DATE:	9/24
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

TYPE 1 THIN EPOXY OVERLAY NOTES :

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

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

APPLICATION EQUIPMENT SHOULD :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

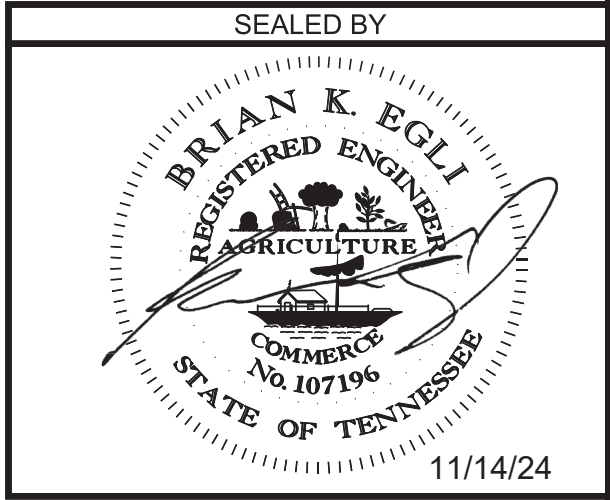
THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE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

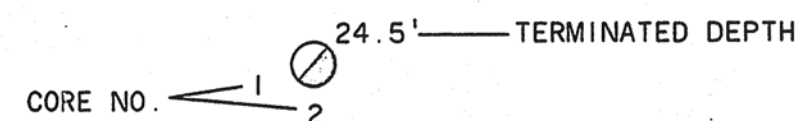
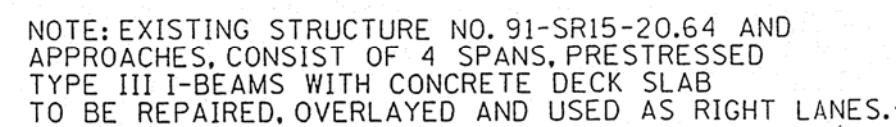
ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), S.Y.







THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1½" DIAMETER. THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

PROJECT NO.		YEAR	SHEET NO.
91S015-M3-003		2025	B-6
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		
	- -		

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE 1 THIN EPOXY
OVERLAY NOTES
91-SR15-20.94 RT. & LT.
OVER
FORTYEIGHT CREEK
WAYNE COUNTY
2025





 TOPSOIL
 GRAVEL
 CLAY WITH GRAVEL
 LIMESTONE (WEATHERED AND FRACTURED)
 SHALE
 LIMESTONE

$$\begin{array}{r} 1. \overline{) \text{G. } 701.0} \\ \text{R. } 687.0 \\ \hline \\ 2. \overline{) \text{G. } 693.0} \\ \text{R. } 686.0 \\ \hline \\ 3. \overline{) \text{G. } 692.5} \\ \text{R. } 683.0 \\ \hline \\ 4. \overline{) \text{G. } 693.5} \\ \text{R. } 691.0 \\ \hline \end{array}$$

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

TABLE OF POINT LOCATIONS					
POINT	STATION	OFFSET	N	E	GROUND ELEV.
1	113+35.74	67.00' LT.	N=371846.511	E=1473011.863	
2	113+77.69	17.00' LT.	N=371801.637	E=1473059.261	
3	114+06.07	63.33' LT.	N=371850.911	E=1473082.149	
4	114+23.97	42.00' LT.	N=371831.765	E=1473102.372	
5	114+41.87	20.67' LT.	N=371812.619	E=1473122.596	
6	114+72.82	63.33' LT.	N=371858.545	E=1473148.461	
7	114+90.72	42.00' LT.	N=371839.398	E=1473168.685	
8	115+08.62	20.67' LT.	N=371820.252	E=1473188.908	
9	115+39.57	63.33' LT.	N=371866.178	E=1473214.773	
10	115+57.47	42.00' LT.	N=371847.032	E=1473234.996	
11	115+75.37	20.67' LT.	N=371827.886	E=1473255.220	
12	116+03.75	67.00' LT.	N=371877.161	E=1473278.135	
13	116+45.72	17.00' LT.	N=371832.239	E=1473325.583	

U-10-51.

9100401



TYPICAL AT MID-SPAN



PLAN OF MAIN REINFORCEMENT

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-ISS.

NOTE: WHEN REMOVING DECK, CARE SHOULD BE TAKEN TO PRESERVE PROJECTING BEAM STIRUPS.

NOTE: WHEN REMOVING BRIDGERAIL, CARE SHOULD BE TAKEN TO PRESERVE VERTICAL PROJECTING REBAR IN WINGWALLS.

NOTE: WHEN REMOVING DECK, CARE SHOULD BE TAKEN TO PRESERVE PROJECTING C400E BARS IN ABUTMENT BACKWALLS. (SEE SECTION "B-B" ON SHEET BR-13-50)

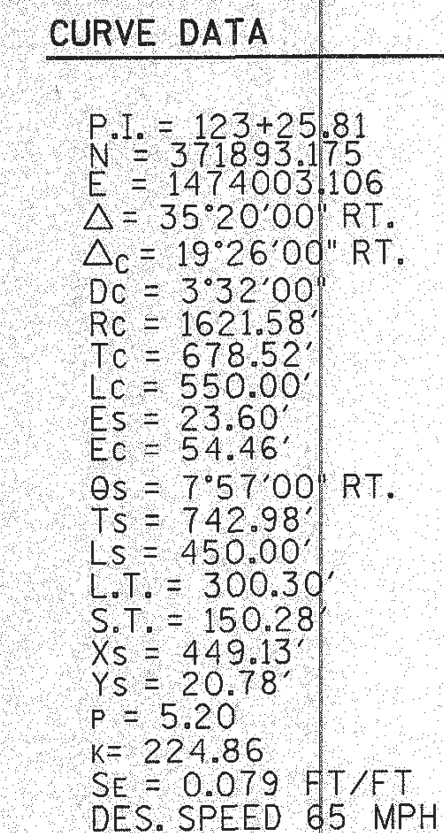
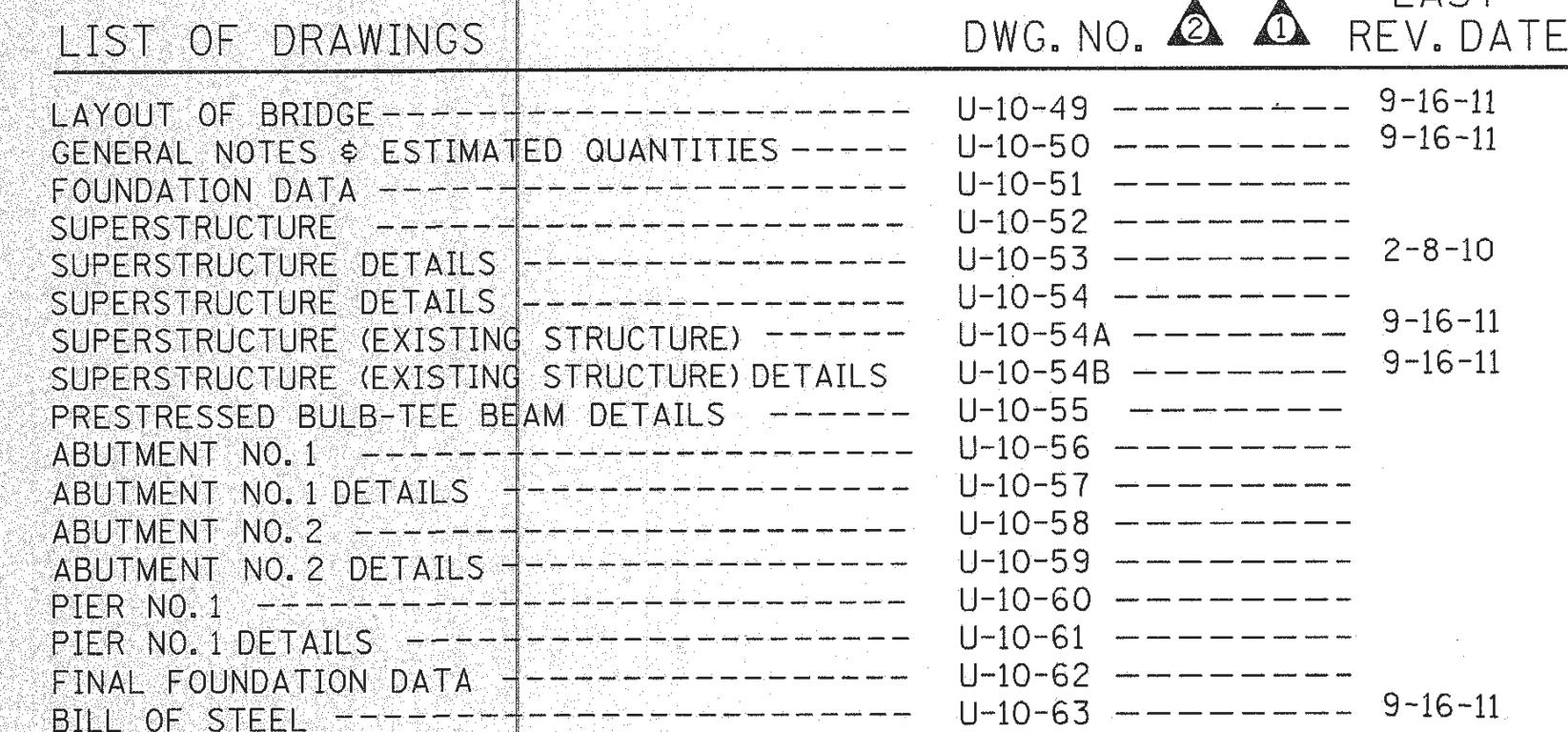
NOTE: TO REATTACH EXISTING GUARDRAIL TO NEW PARAPET, SOME FIELD MODIFICATIONS OF STD-1-ISS GUARDRAIL ATTACHMENT BRACKET AND/OR EXISTING GUARDRAIL MAY BE REQUIRED.

NOTE: PROPOSED DECK SURFACE ELEVATIONS TO CONFORM TO EXISTING DECK SURFACE ELEVATIONS.

NOTE: BOTTOM LONGITUDINAL BARS IN SLAB SHALL EMBED 1'-6" INTO PAVEMENT AT BRIDGE ENDS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
(EXISTING STRUCTURE
NO. 91-SR15-20.94)
STATE ROUTE 15
OVER
FORTYEIGHT CREEK
STATION 115+05.86
LOG MILE 20.94
WAYNE COUNTY
2011



[illegible]

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
*BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET	STD-1-1SS	10-15-01
SLIDER PLATES AND DECK DRAINS	STD-1-2	3-28-08
*PAVEMENT AT BRIDGE ENDS	STD-1-5	8-8-08
STD. PRECAST PRESTRESSED BRIDGE		
DECK PANELS GENERAL DETAILS	STD-4-1	4-08-05
STD. PRECAST PRESTRESSED BRIDGE		
DECK PANELS DESIGN CRITERIA	STD-4-2	4-08-05
STD. PRECAST PRESTRESSED BRIDGE		
DECK PANELS GENERAL DETAILS	STD-4-3	3-02-02
STD. PRECAST PRESTRESSED BRIDGE		
DECK PANELS CONSTRUCTION DETAILS	STD-4-4	6-10-96
STD. PILE DETAILS	STD-5-1	10-25-93
STD. PILE DETAILS	STD-5-2	4-08-01
STD. SEISMIC DETAILS	STD-6-1	05-21-93
REINFORCING BAR SUPPORT DETAILS		
FOR CONCRETE SLABS	STD-9-1	12-19-93
MISCELLANEOUS ABUTMENT AND		
DRAINAGE DETAILS	STD-10-1	4-08-05
*STD. DETAILS AND INTERMEDIATE DIAPHRAGM		
DETAILS FOR BULB-TEE BEAMS	STD-14-1	10-15-01
SAFETY APPROACH TO UNDERPASSES GRADING		
DESIGN AND SLOPE PROTECTION	RD01-SA-1	10-15-01

* DENOTES DRAWING TO BE PRINTED WITH PLANS.

* LIST OF REFERENCE DRAWINGS

K-83-15 THRU	K-83-21-----	EXISTING BRIDGE DRAWINGS
K-38-154	-----	EXISTING BRIDGE RAILING
BR-13-48 THRU	BR-13-52 -----	BRIDGE REPAIR DRAWINGS

2021 ADT = 5760
42'-0" ROADWAY WITH STD-1-1SS PARAPET
DESIGN SPEED = 65 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 15

STATE ROUTE 15
OVER
FORTYEIGHT CREEK
BRIDGE I.D. NO. 91SR0150028
STATION 115+05.86 L.M. 20.94
WAYNE COUNTY
2009

U-10-49

DESIGNED BY ERIC SLAYTON (G.Y.) DATE 10-07
DRAWN BY BILL EASTON DATE 05-08
SUPERVISED BY M.B.C./H.M.B. DATE 05-08
CHECKED BY E. SLAYTON DATE 8-08

FINISHED GRADE SKETCH

(STATE ROUTE 15)

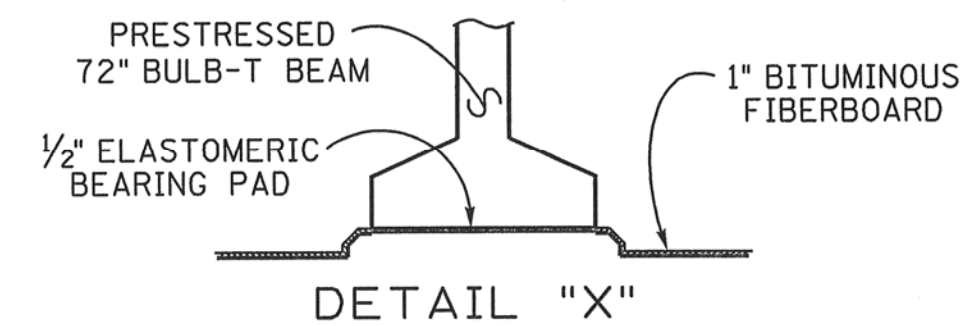
- LIMITS OF STRUCTURE

HYDRAULIC DATA

DRAINAGE AREA = 15.0 SQ. MILES.
DESIGN DISCHARGE (100 YR.) = 6077 cfs.
WATER AREA PROVIDED BELOW EL. 707.30 = 1256.67 SQ. FT.
100 YEAR VELOCITY = 4.84 FT./SEC.
100 YR. BRIDGE BACKWATER = 0.29 FT. @ ELEV. 707.30
500 YEAR DISCHARGE = 8128 cfs AT ELEV. 709.42

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

RIP-RAP CLASS "A-3" 177 TON, RIP-RAP CLASS "B" 553 TON



(LOOKING FORWARD ON SURVEY)



U-10-52

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

NOTE: OUTSIDE EDGE OF SLAB AND BRIDGERAIL TO CONFORM TO HORIZONTAL CURVE.

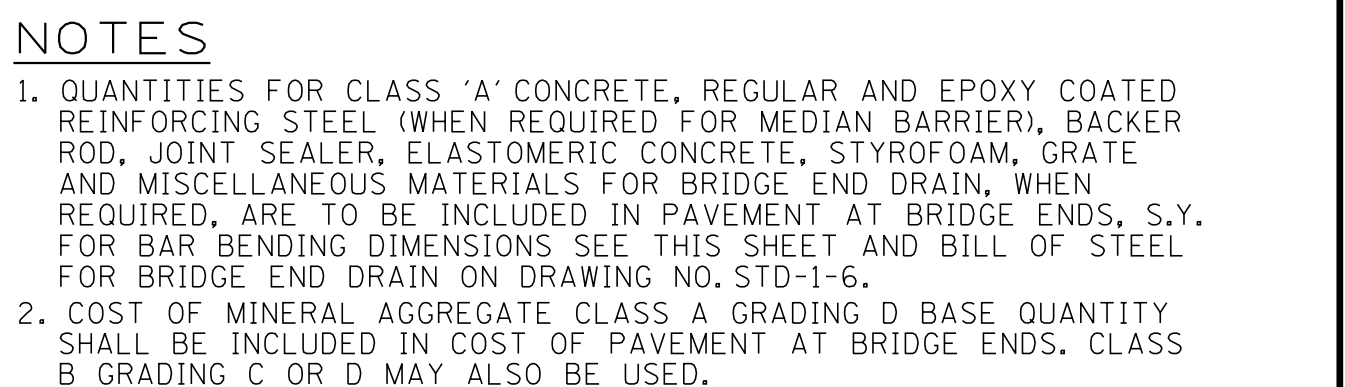
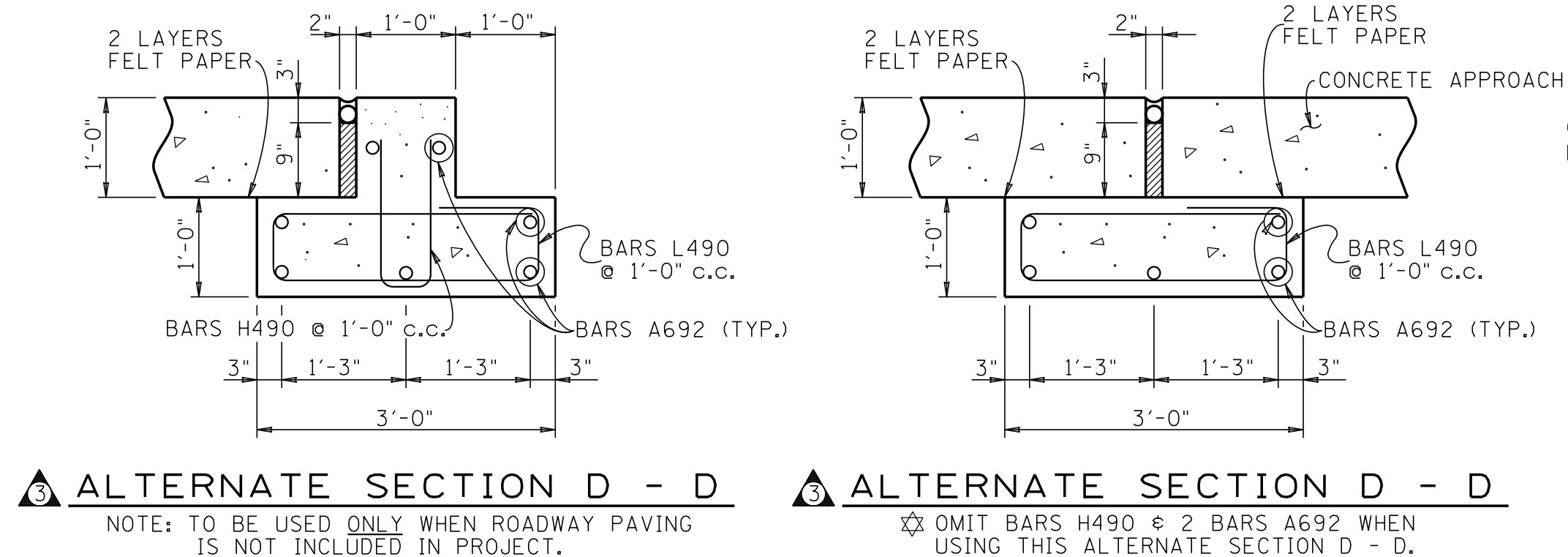
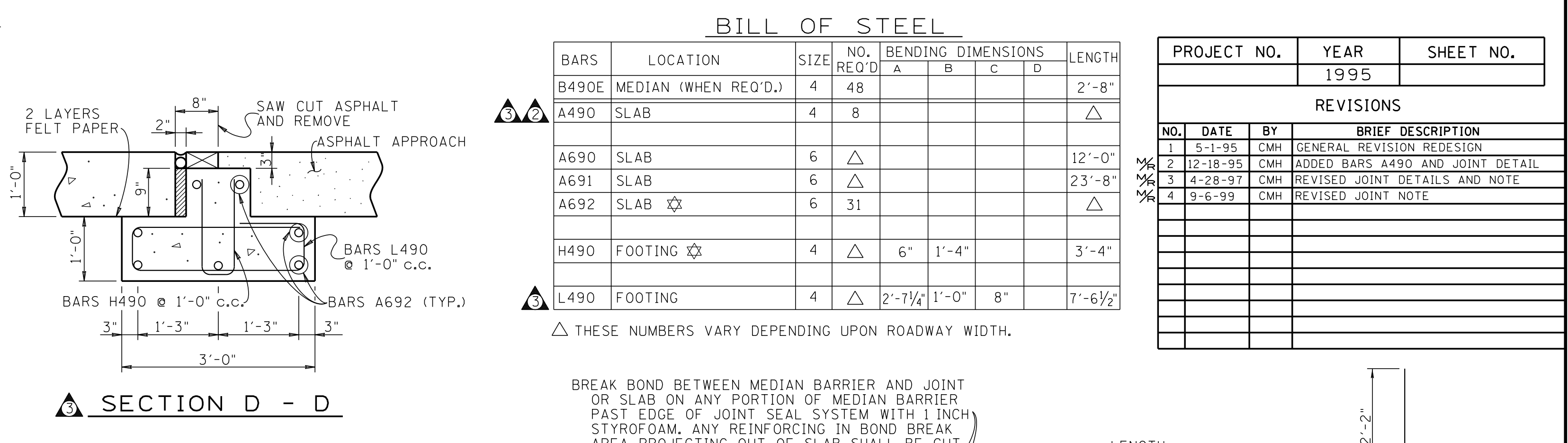
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR THE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-ISS.

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 AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE POURED AND CURED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS AND PERMANENT INTERMEDIATE DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT THE PIER SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. ALL DIAPHRAGMS CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM NUMBER 604-03.09.

CLASS 'D' CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.	EPOXY COATED REINFORCING STEEL LBS.
360	1,437	120,015

STATE OF TENNESSEE
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2009

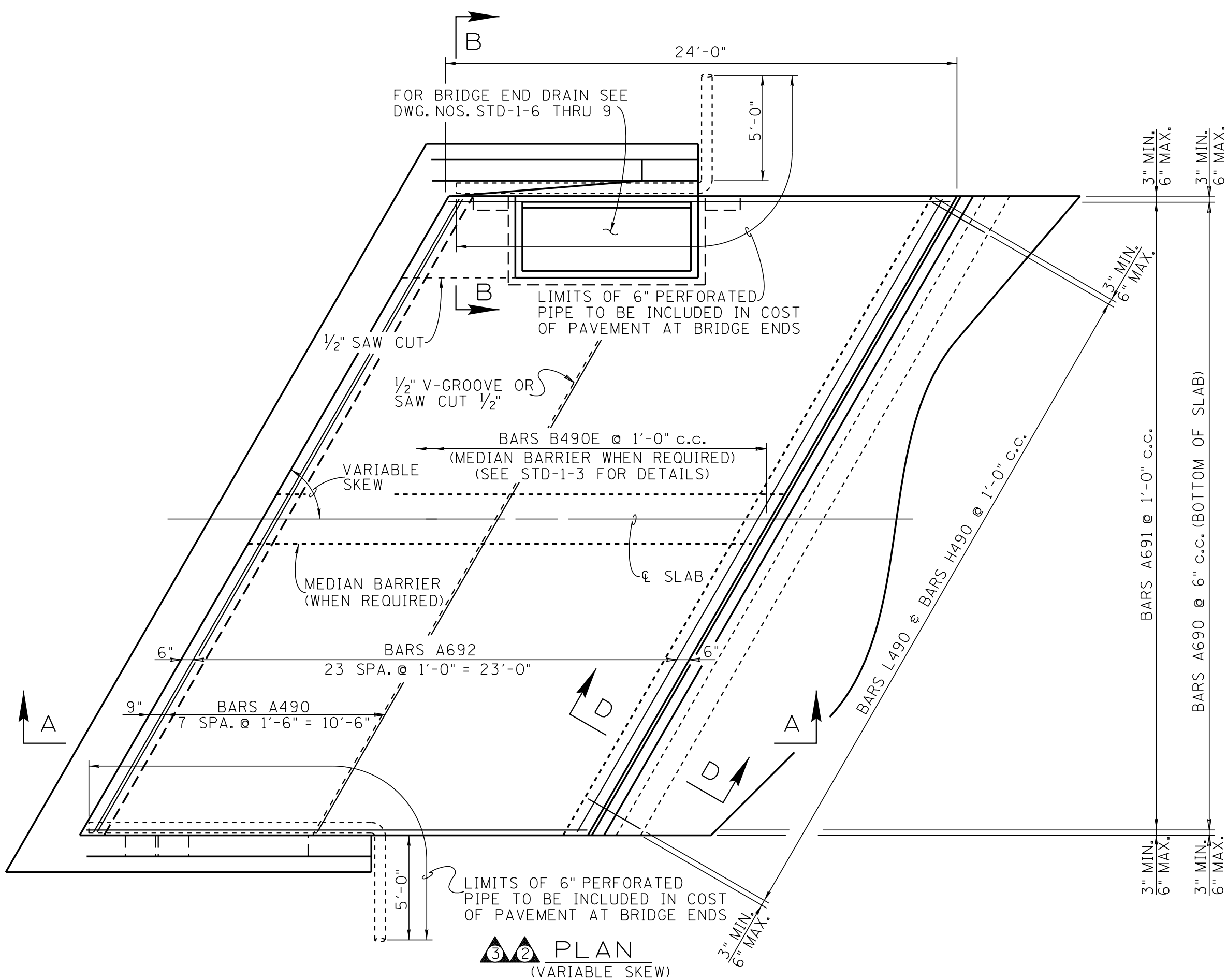


CONCRETE: TO BE CLASS 'A' ($f'c = 3,000$ psi)
REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED
OTHERWISE, SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE
TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).
NOTE: THE 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), SO AS TO MATCH THE IN PLACE DECK SLAB IN BOTH
TRANSVERSE AND LONGITUDINAL DIRECTIONS.

② (A) JOINT SEAL SYSSTEM:
 ③ THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT
 ④ 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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE
PAVEMENT AT BRIDGE ENDS
1995



PLAN
(90° SKEW)

SHEET 5 OF 13

STD-1-5