THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ryan Philpott
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TENNESSEE DEPARTMENT OF TRANSPORTATION
ADMINISTRATION BUILDING, FIRST FLOOR
300 BENCHMARK PLACE
JACKSON, TN 38301
RYAN PHILPOTT, P.E. NO. 117403

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 OPERATIONS 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	4

YEAR	PROJECT NO.	SHEET NO.
2025	STP/HSIP-384(15)	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

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.	STP/HSIP-384(15)	
STATE PROJ. NO.	84384-8219-14	
	84384-3219-94	
	84384-4219-04	

TIPTON COUNTY

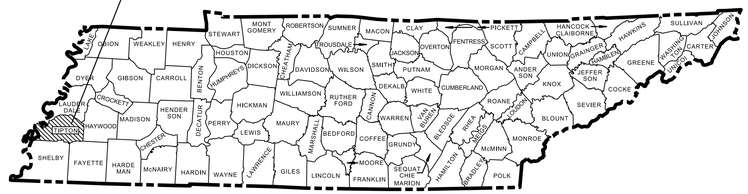
SR-384
FROM: L.M. 6.25 (SR-59)
TO: L.M. 9.73 (SR-3)

RESURFACE & SAFETY

MILL AND 411D OVERLAY, GUARDRAIL, PVT MARKING

STATE HIGHWAY NO. 384 U.S. ROUTE NO. N/A

PROJECT LOCATION
BRIDGE ID. # 84SR0590017, 84SR0590015, 84SR3840003, 84M29000001



NO EXCLUSIONS

84384-8219-14
84384-3219-94
END PROJECT NO. STP/HSIP-384(15) RESURFACE & SAFETY
L.M. 9.73 (SR-3)

BRIDGE-DECK-REPAIR PROJECT NO. 84384-4219-04
S.R. 384 @ L.M. 6.65
S.R. 384 @ L.M. 7.08
S.R. 384 @ L.M. 7.44

84384-8219-14
84384-3219-94
BEGIN PROJECT NO. STP/HSIP-384(15) RESURFACE & SAFETY
L.M. 6.25 (SR-59)

SCALE: 1"= 5280'

N

ILLINOIS CENTRAL RAILROAD COMPANY
AT-GRADE CROSSING #297450T
(N INDUSTRIAL RD)
L.M. 9.53
35.579277N, 89.638692W

TRAFFIC COUNTER AND WEATHER STATIONS	
STATION	LOG MILE
TCS51	6.988
TCS136	7.429
TCS99	8.958
TCS118	9.581

TRAFFIC DATA	
ADT (2025)	7,482
POSTED SPEED LIMITS	
L.M. 6.25 - L.M. 9.32 @ 45 MPH	
L.M. 9.32 - L.M. 9.73 @ 30 MPH	

PROJECT LENGTH 3.48 MILES
TOTAL LANE MILES RESURFACED 7.63 MILES

SEALED BY
RYAN A. PHILPOTT
REGISTERED ENGINEER
AGENCY NO. 117465
COMMERCE
STATE OF TENNESSEE
Ryan A Philpott
11/15/2024

APPROVED: _____
WILL REID, CHIEF ENGINEER

DATE: _____

APPROVED: _____
HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR _____ DATE

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 : LYNN EVANS, P.E., REG. 4
DESIGNER : ELIZABETH DAVID, P.E., REG. 4 CHECKED BY : RYAN PHILPOTT, P.E., REG. 4
P.E. NO. 98043-4283-04
PIN NO. 129305.00

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ROADWAY INDEX

NOTE: NO UTILITY SHEETS INCLUDED IN THIS PLAN SET.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
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
SAFETY DESIGN AND GUARDRAIL		
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GRC-6	07-07-23	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW SPEED ROADWAYS
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
S-GR28-7M	06-28-19	GUARDRAIL ATTACHMENT TO BRIDGE END DETAILS
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-16	07-30-24	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	02-03-20	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
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

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
RAILROAD CROSSING		
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD ACTIVE HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
T-RR-2	11-01-11	STANDARD DRAWING FOR RAILROAD AND HIGHWAY CROSSING SIGNAL WITH GATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	1A

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DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC OPERATIONS DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	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 ACM was detected. Please see the reports for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2015) Sections 107.08 D and 202.03). Bridge No. 84SR0590015 SR-384 over Drainage Ditch LM 7.08 (84-SR384-07.08) Bridge No. 84SR0590017 SR-384 over Town Creek LM 6.66 (84-SR384-06.66) Bridge No. 84SR3840003 SR-384 over Drainage Canal LM 7.44 (84-SR384-07.44)	L.M. 7.08 L.M. 6.66 L.M. 7.44

SEALED BY

RYAN A. PHILPOTT
REGISTERED ENGINEER
AGENT OF RECORD
COMMERCE
NO. 117408
STATE OF TENNESSEE

11/15/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 84384-8219-14	QUANTITY 84384-3219-94	TOTAL QUANTITY
	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	332		332
	203-06	WATER	M.G.	8		8
	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	5.6		5.6
(1)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	824		824
(2)	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	153		153
(3)	403-02.01	TRACKLESS TACK COAT	TON	32		32
(4)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	5002		5002
(5)(6)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	4.23		4.23
(7)	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	4.5		4.5
(8)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	4757		4757
(9)	705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.		162	162
(9)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		3	3
(9)	705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH		6	6
(9)	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH		9	9
(9)	706-01	GUARDRAIL REMOVED	L.F.		75	75
(9)	706-10.83	DRILL BR. PAR. WALL FOR MICHIGAN END SHOE	EACH		4	4
(10)	712-01	TRAFFIC CONTROL	LS	1		1
(11)	712-06	SIGNS (CONSTRUCTION)	S.F.	1106		1106
(12)	713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	14		14
(13)	713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	2		2
(14)	713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	2		2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH		294	294
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH		82	82
(15)(16)(17)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	184	87	271
(15)(16)(18)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	410		410
(15)(16)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	11		11
(16)(19)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		272	272
(16)(19)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.		0.16	0.16
(15)(16)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4		4
(15)(16)(20)	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2		2
(15)(16)	716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	2		2
(15)(16)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	4		4
(15)(16)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	238	429	667
(21)	716-05.20	PAINTED PAVEMENT MARKING (5" LINE)	L.M.	13		13
(16)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		13	13
	717-01	MOBILIZATION	LS	1		1
(22)	730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	50		50
(22)	730-14.01	SHIELDED DETECTOR CABLE	L.F.	50		50
(22)	730-14.02	SAW SLOT	L.F.	204		204
(22)	730-14.03	LOOP WIRE	L.F.	408		408

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER.

(2) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.

(3) INCLUDES 2 TONS FOR HASTINGS WAY INTERSECTION, 3 TONS FOR EXTRA WIDTH PAVING, AND 2 TONS FOR DRIVEWAYS, CITY STREETS AND BUSINESS ENTRANCES.

(4) INCLUDES 265 TONS FOR HASTINGS WAY INTERSECTION, 471 TONS FOR EXTRA WIDTH PAVING, 200 TONS FOR SPOT LEVELING AND 253 TONS FOR DRIVEWAYS, CITY STREETS AND BUSINESS ENTRANCES.

(5) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.

(6) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.

(7) FROM L.M. 6.25 TO L.M. 7.24 AND FROM L.M. 7.61 TO L.M. 9.66.

(8) INCLUDES 263 TONS FOR HASTINGS WAY INTERSECTION, 466 TONS FOR EXTRA WIDTH PAVING, AND 187 TONS FOR DRIVEWAYS, CITY STREETS AND BUSINESS ENTRANCES.

(9) SEE GUARDRAIL TABULATION BLOCK ON SHEET 2F.

(10) THIS ITEM INCLUDES TRAFFIC CONTROL FOR ANY BRIDGE REPAIR WORK AND ADDITIONAL PERSONNEL AT EACH SIDE STREET WITHIN THE WORK ZONE. THIS ITEM ALSO INCLUDES ADDITIONAL PERSONNEL AT THE INTERSECTION OF SR-384 / S. MAIN ST. / MILL RD. AND SOUTHBOUND TRAFFIC SHOULD RECEIVE PRIORITY TO PREVENT TRAFFIC FROM BACKING UP INTO THE INTERSECTION. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

(11) SEE TRAFFIC CONTROL SIGN TABULATION BLOCK ON SHEET 2F.

(12) INSTALL 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT OF THE NEW W10-1 SIGN POSTS.

(13) REMOVE THE EXISTING ADVANCE WARNING SIGN (W10-1) ON THE WESTBOUND APPROACH ON INDUSTRIAL RD N (SR384) LOCATED APPROXIMATELY 440 FEET IN ADVANCE OF THE CROSSING. REMOVE THE EXISTING ADVANCE WARNING SIGN (W10-1) ON THE EASTBOUND APPROACH ON INDUSTRIAL RD N (SR384) LOCATED APPROXIMATELY 350 FEET IN ADVANCE OF THE CROSSING.

(14) SIGN FACE, SUPPORT, INSTALLATION AND HARDWARE INCLUDED IN ITEM NUMBER. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE EASTBOUND APPROACH ON INDUSTRIAL RD N (SR384) ADJACENT TO THE NEW RXR PAVEMENT MARKING LOCATED APPROXIMATELY 305 FEET IN ADVANCE OF THE NEW STOP LINE AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-6 AND T-S-16 AND IN ACCORDANCE WITH MUTCD 11TH ED. SECTIONS 2C.04 AND 8B.06, TABLES 2C-3 AND 8B-1, AND FIGURES 8B-4 AND 8C-1. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE WESTBOUND APPROACH ON INDUSTRIAL RD N (SR384) ADJACENT TO THE NEW RXR PAVEMENT MARKING LOCATED APPROXIMATELY 305 FEET IN ADVANCE OF THE NEW STOP LINE AS. SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-6 AND T-S-16 AND IN ACCORDANCE WITH MUTCD 11TH ED. SECTIONS 2C.04 AND 8B.06, TABLES 2C-3 AND 8B-1, AND FIGURES 8B-4 AND 8C-1.

(15) 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.

(16) FOR FINAL MARKINGS ONLY.

(17) INCLUDES 62 SY FOR BUSINESS ENTRANCES AT L.M. 7.72 AND 25 SY FOR BUSINESS ENTRANCE L.M. 7.84.

(18) INCLUDES 24 LF FOR NEW STOP LINES ON BOTH APPROACHES AT THE CROSSING ON INDUSTRIAL RD N (SR384) LOCATED APPROXIMATELY 8 FEET IN ADVANCE OF THE EXISTING ACTIVE LIGHTS AND GATE MAST ASSEMBLIES BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-6 AND IN ACCORDANCE WITH MUTCD 11TH ED. SECTION 8C.03 AND FIGURE 8C-1.

(19) TO BE USED AT TURNING LANES ONLY.

(20) INSTALL NEW RXR PAVEMENT MARKINGS ON THE WESTBOUND AND EASTBOUND APPROACHES ON INDUSTRIAL RD N (SR384) LOCATED APPROXIMATELY 305 FEET IN ADVANCE OF THE NEW STOP LINES AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-6 AND IN ACCORDANCE WITH MUTCD 11TH ED. SECTION 8C.02 AND FIGURES 8C-1, 8C-2.

(21) FOR USE AS TEMPORARY MARKINGS ONLY.

(22) SEE SIGNAL QUANTITIES TABULATION BLOCK ON SHEET 2F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2

SEALED BY

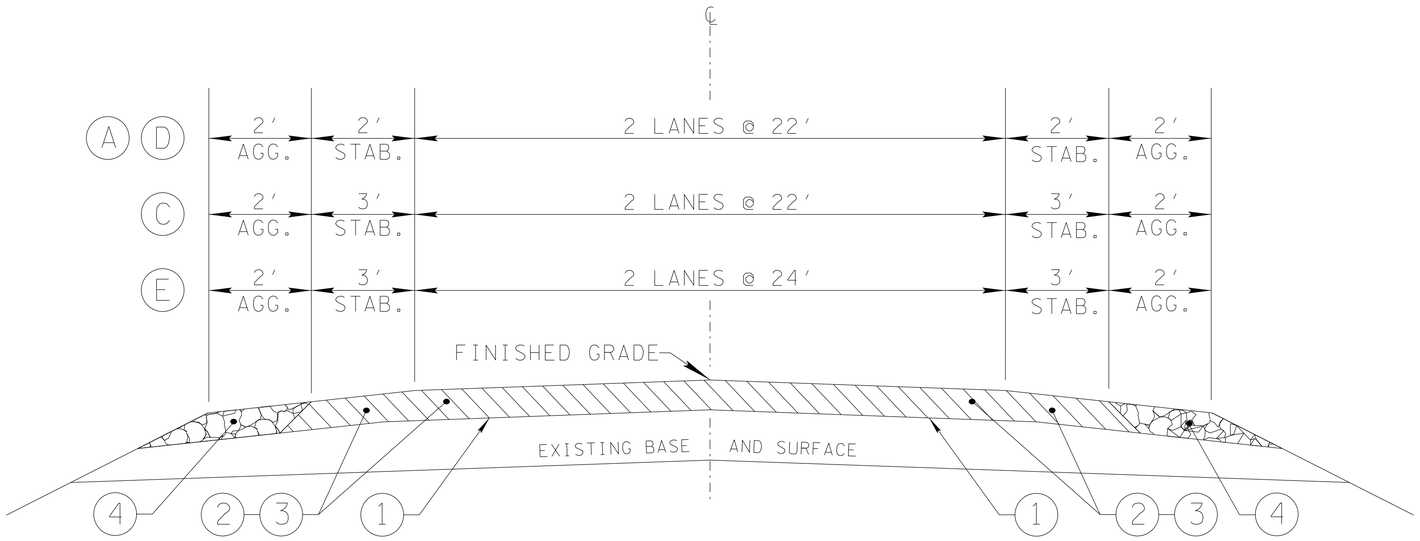
RYAN A. PHILPOTT REGISTERED ENGINEER AGENT COMMERCE NO. 117405 STATE OF TENNESSEE

Ryan A. Philpott 11/15/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2B



(A) FROM: L.M. 6.25 TO L.M. 7.24

(C) FROM: L.M. 7.54 TO L.M. 7.83

(D) FROM: L.M. 7.83 TO L.M. 8.36

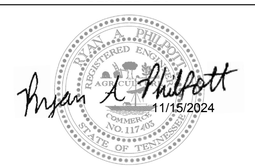
(E) FROM: L.M. 8.36 TO L.M. 9.66

BRIDGE NOTES

LOCATION	BRIDGE NO.	LENGTH (FT.)	TREATMENT
L.M. 6.65	84SR0590017	98.0	SEE BRIDGE REPAIR PLANS
L.M. 7.08	84SR0590015	68.0	SEE BRIDGE REPAIR PLANS
L.M. 7.44	84SR3840003	83.0	SEE BRIDGE REPAIR PLANS
L.M. 8.92	84M29000001	92.93	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT.

NOTE: SEE SHEET 2B1 FOR PROPOSED PAVEMENT SCHEDULE

SEALED BY

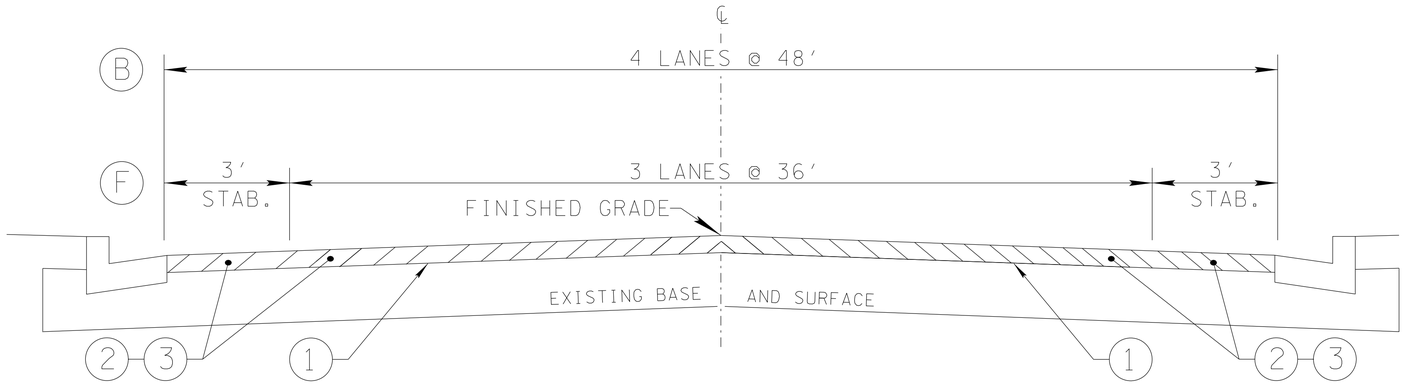


NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

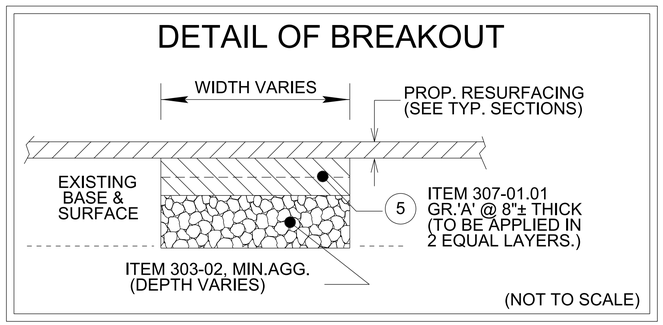
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2B1



B FROM: L.M. 7.24 TO L.M. 7.54

F FROM: L.M. 9.66 TO L.M. 9.73

DETAIL OF BREAKOUT



PROPOSED PAVEMENT SCHEDULE

1. TRACKLESS TACK COAT (TTC)
   ITEM 403-02.01 TRACKLESS TACK COAT (TTC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD)
2. COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)
   ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
3. ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25" ± THICK (APPROX. 132.5 LBS./S.Y.)
   ITEM 411-01.10 ACS MIX(PG64-22) GRADING D
4. MINERAL AGGREGATE BASE @ 2.00"± THICK FOR SHOULDERS
   ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"
5. BITUMINOUS BASE COURSE (BLACK BASE) @ 8"± THICK (APPROX. 920.0 LBS./S.Y.)
   ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A"

(THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)

SEALED BY

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2C

GENERAL NOTES

GRADING

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

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

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. 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.

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

(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.

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR’S EXPENSE.

SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

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

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

(4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

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

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

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

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

SEALED BY

RYAN A. PHILPOTT
REGISTERED ENGINEER
AGENCY
COMMERCE
NO. 117495
STATE OF TENNESSEE

Ryan A. Philpott 11/15/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SPECIAL NOTES

RESURFACING

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

(5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

(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.

(2) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN ALL PAVEMENT LAYERS EXCEPT OGFC 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.

PAVING

(1) LIMIT OF PAVING FOR S.R. 384 ENDS AT THE EASTERN EDGE OF TRAVELED WAY FOR S.R. 3. ALL OTHER MAJOR SIDE ROADS SHALL BE PAVED TO THE BACK OF THE RADIUS

RAILROAD NOTES

(1) SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY THE ENGINEER.

(2) THE CONTRACTOR SHALL COLD PLANE AND RESURFACE THE ROADWAY NEAR AND UNDER THE RAILROAD'S UNDERPASS/BRIDGE STRUCTURE SO AS NOT TO DIMINISH THE EXISTING VERTICAL CLEARANCE BETWEEN THE HIGHEST POINT OF THE ROADWAY PAVEMENT AND THE LOWEST POINT OF THE RAILROAD BRIDGE SUPERSTRUCTURE.

(3) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE ILLINOIS CENTRAL RAILROAD COMPANY TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY ILLINOIS CENTRAL RAILROAD COMPANY SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

(4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.

(5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.

(6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

ILLINOIS CENTRAL RAILROAD COMPANY

MR. SCOTT VICK, P.E.

ILLINOIS CENTRAL RAILROAD COMPANY

CROUCH ENGINEERING, INC.

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BRENTWOOD, TN 37027

PHONE: (615) 791-0630

E-MAIL: SVICK@CROUCHENGINEERING.COM

ILLINOIS CENTRAL RAILROAD COMPANY

(1) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A ICRR, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.

(2) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR ICRR FLAGMAN.

(3) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY

(4) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.

(5) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).

(6) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.

(7) THE CONTRACTOR MAY NOT USE ICRR RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIP0MENT, WITHOUT PRIOR WRITTEN APPROVAL FROM ICRR.

(8) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT ICRR'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS

(9) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN ICRR RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.

(10) ANY VIOLATION OF ANY ICRR RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.

(11) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.

(12) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.

(13) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.

(14) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

(15) ALL SOILS EXCAVATED WITHIN ICRR'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON ICRR'S RIGHT-OF-WAY. TESTING OF SOILS ON ICRR ROW IS PROHIBITED WITHOUT PRIOR WRITTEN ICRR AUTHORIZATION. ANY SOILS EXCAVATED ON ICRR ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG ICRR ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM ICRR ROW, THE ICRR ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON ICRR MUST FOLLOW ICRR PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

(16) ENSURE PROPOSED SURFACING DOES NOT REDUCE CLEARANCE TO LOW CHORD OF RAILROAD BRIDGE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2D

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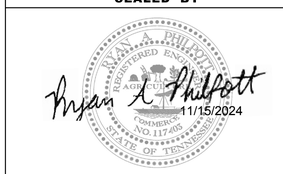

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	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 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.

PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES COLD PLANING, PAVING, STRIPING, INSTALLATION OF GUARDRAIL TERMINALS AND EARTH PADS, TRAFFIC CONTROL AND BROOMING AND DEGRASSING SHOULDERS.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

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.

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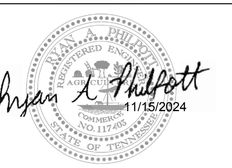

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2E1

ENVIRONMENTAL NOTES CONT.

(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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RYAN A. PHILPOTT
REGISTERED ENGINEER
AGENCY
COMMERCE
NO. 117408
STATE OF TENNESSEE

11/15/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 4 MI.	48" x 24"	8	2	16
G20-2	END ROAD WORK	48" x 24"	8	17	136
W8-11	UNEVEN LANES	48" x 48"	16	20	320
W-8-15	GROOVED PAVEMENT	48" x 48"	16	2	32
W8-15P	MOTORCYCLE (PLAQUE)	30" x 24"	5	2	10
W20-1	ROAD WORK AHEAD	48" x 48"	16	15	240
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 1000'	48" x 48"	16	2	32
W-20-4	ONE LANE ROAD AHEAD	48" x 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 500 FT.	48" x 48"	16	2	32
W20-5L	LEFT LANE CLOSED 500 FT.	48" x 48"	16	2	32
W20-7a	ADVANCE FLAGGER	48" x 48"	16	4	64
W21-2	FRESH OIL	48" x 48"	16	2	32
W21-5	SHOULDER WORK	48" x 48"	16	4	64
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	1106

PROPOSED GUARDRAIL (RESURFACING)

SIDE		LOG MILE	GUARDRAIL TRANSITION 27IN TO 31IN 705-02.10 (EACH)	EARTH PAD FOR GUARD RAIL END TREATMENT 705-04.10 (EACH)	GUARDRAIL AT BRIDGE ENDS 705-01.01 (L.F.)	DRILL BR. PAR. WALL FOR MICHIGAN END SHOE 706-10.83 (EACH)	TYPE 21 MASH TL-2 705-06.30 (EACH)	GUARDRAIL REMOVED 706-01 (LF)
LT	RT							
X		6.623	1				1	25
	X	6.687	1				1	25
X		6.687	1				1	25
X		7.438		1	27		1	
	X	7.455		1	27		1	
	X	8.910		1	27	1	1	
X		8.910		1	27	1	1	
	X	8.935		1	27	1	1	
X		8.935		1	27	1	1	
TOTAL			3	6	162	4	9	75

ESTIMATED SIGNAL QUANTITIES

Tipton Co. SR 384 (Beg. L.M. 6.25 - End L.M. 9.73)

Loop Replacement for Resurfacing Job

INTERSECTION	Shielded Cable (LF) 730-14.01	Conduit 1" Dia. (PVC) (LF) 730-12.01	Saw Slot (LF) 730-14.02	Loop Wire (LF) 730-14.03
SR 384 @ SR 3	50	50	204	408
TOTAL	**50**	**50**	**204**	**408**

SIGNAL QUANTITIES ARE FOR THE SOUTH LEG OF THE INTERSECTION ONLY.

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RYAN A. PHILPOTT REGISTERED ENGINEER AGENT COMMERCE NO. 117408 STATE OF TENNESSEE

Ryan A. Philpott 11/15/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
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UTILITY

(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

GAS, WATER, SEWER:

COVINGTON PUBLIC WORKS UTILITY DIVISION
200 WEST WASHINGTON AVE
COVINGTON, TN 38019
CONTACT: DAVID GRAY
OFFICE PHONE: 901- 476- 9531
CELL PHONE: 901- 237- 8165
Email: dgray@covingtontn.com

ELECTRIC:

COVINGTON ELECTRIC SYSTEM
11469 S. MAIN STREET
COVINGTON, TN 38019
CONTACT: BRADLY WARD / WILL WHITE
PHONE: 901- 476- 7104
Email: bward@covingtones.com

ELECTRIC:

STEMC
1009 E. MAIN STREET
BROWNSVILLE, TN 38012
CONTACT: JOSHUA KENNEDY
PHONE: 731- 585- 0531
Email: jkennedy@stemc.com

COMMUNICATIONS:

AT&T
315 E. COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL R. POTTS
PHONE: 901- 488- 2359
Email: Dp7607@att.com

COMMUNICATIONS:

COMCAST
2650 MOUNT MORIAH RD
MEMPHIS, TN 38115
CONTACT: KAREN PRICE
OFFICE PHONE: 901- 623- 7463
CELL PHONE: 901- 508- 0920
Email: Karen_price@comcast.com

SEALED BY

RYAN A. PHILPOTT REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 117495 STATE OF TENNESSEE

11/15/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES AND UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	4

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

RYAN A. PHILPOTT
REGISTERED ENGINEER
No. 117495
STATE OF TENNESSEE

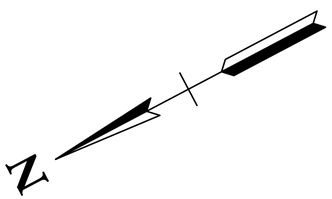
11/15/2024

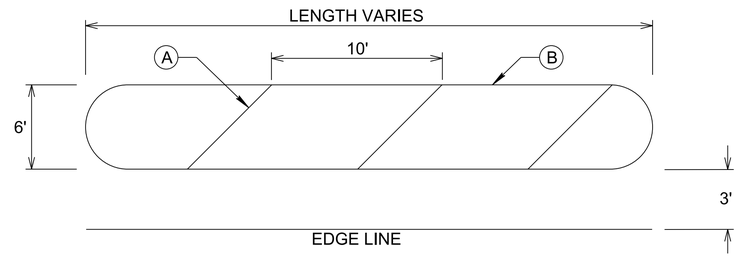
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	5

S.R. 384 @ L.M. 7.72 (RT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

(B) 8" SINGLE SOLID WHITE LINE BOUNDARY [ITEM NO. 716-02.04]

PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

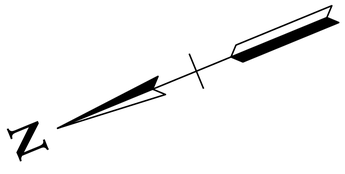
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

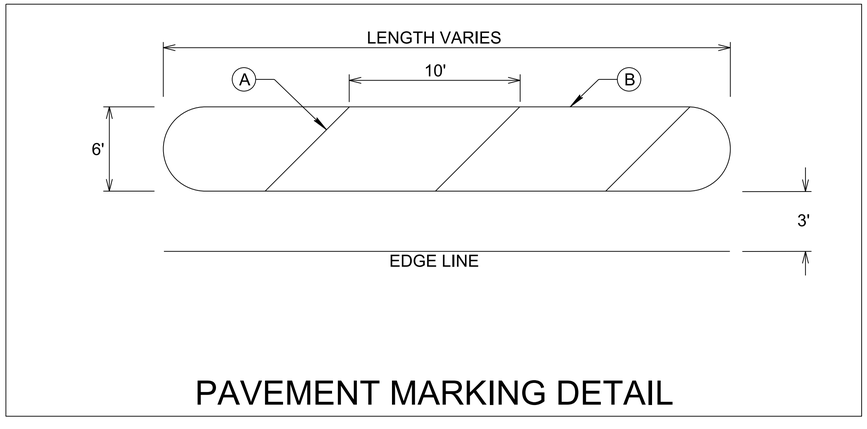
ACCESS MANAGEMENT PAVEMENT MARKING DETAILS

SCALE: N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP/HSIP-384(15)	6

S.R. 384 @ L.M. 7.84 (RT.)





PAVEMENT MARKING DETAIL

(A) 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS [ITEM NO. 716-04.04]

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PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ACCESS MANAGEMENT PAVEMENT MARKING DETAILS

SCALE: N.T.S.

14-NOV-2024 08:38
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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli
2024.11.14 07:58:27 -06'00'

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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 WITH TENN. CODE ANN. §62-2-306.

SHEET NAME	△1	**SHEET NO.**
SIGNATURE SHEET		STRUCTURE-SIGN 3
BRIDGE PLANS		B1 THRU B8

YEAR	PROJECT NO.	SHEET NO.
2025	84384-4219-04	STRUCTURE-SIGN 3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11/12/24	ZH	ADDED SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli
2023.02.10 10:49:29 -06'00'

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

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SHEET NAME △1	**SHEET NO.**
SIGNATURE SHEET	STRUCTURE-SIGN 2
BRIDGE PLANS	B1 THRU B8

YEAR	PROJECT NO.	SHEET NO.
2023	84384-4219-04	STRUCTURE-SIGN 2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	ADDED SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli
2021.10.06 11:10:49 -05'00'

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

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SHEET NAME	**SHEET NO.**
SIGNATURE SHEET	STRUCTURE-SIGN 1
BRIDGE PLANS	B1 THRU B8

YEAR	PROJECT NO.	SHEET NO.
2022	84384-4219-04	STRUCTURE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

FED. PROJ. NO. STP/HSIP-384(15)

PIN 129305.00

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	ADDED STRUCTURE-SIGN 2 & REVISION DATES, REVISED TITLE & YEAR
2	11/12/24	ZH	ADDED STRUCTURE-SIGN 3 & REVISION DATES, REVISED TITLE & YEAR

INDEX OF DRAWINGS

INDEX OF REFERENCE DRAWINGS

	DWG. NO.
LAYOUT	M-309-50
SUPERSTRUCTURE	M-309-53
LAYOUT OF BRIDGE	U-54-77
SUPERSTRUCTURE	U-54-80
LAYOUT OF BRIDGE	M-335-92
SUPERSTRUCTURE	M-335-96
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
11/14/24

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
84-SR384-6.65
OVER
TOWN CREEK
84-SR384-7.08
OVER
DRAINAGE DITCH
84-SR384-7.44
OVER
DRAINAGE CANAL
BR. NOS. 84SR0590017
84SR0590015
84SR3840003
TIPTON COUNTY
2025

B1

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY _____ DATE _____

$$$$SITIME$$$$$$
9/1/37 AM
$$$$DGNSPEC$$$$

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 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
84-SR384-6.65 OVER TOWN CREEK (84SR0590017)	M-309-50 M-309-53	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		706
84-SR384-7.08 OVER DRAINAGE DITCH (84SR0590015)	U-54-77 U-54-80	EXPANSION JOINT REPAIR TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	86	552
84-SR384-7.44 OVER DRAINAGE CANAL (84SR3840003)	M-335-92 M-335-96	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		757
TOTAL			86	2015

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	141
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	117
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	24
(1)	712-06	SIGNS (CONSTRUCTION)	S.F.	45
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	12
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	15420
(2)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKING (6IN LINE)	L.M.	2

(1) TO BE USED ON THE SOUTH APPROACH OF THE INTERSECTION AT L.M. 7.24

(2) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 716-08.01

△2

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

DESCRIPTION	TOTAL NUMBER REQUIRED	SIZE (IN X IN)	SIGN I.D. NO.	SF	UNIT
STAY IN LANE	1	48 X 60	R4-9	20	S.F.
DO NOT ENTER	1	48 X 48	R5-1	16	S.F.
WRONG WAY	1	42 X 30	R5-1A	9	S.F.
ITEM 712-06 SIGNS (CONSTRUCTION)				45	S.F.

THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY _____ DATE _____

$$$$SITIME$$$$$$
9:55 AM
$$$$DGNSPEC$$$$

△2 △1

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED TITLE & YEAR
2	11/12/24	ZH	ADDED TRAFFIC CONTROL QUANTITIES. REVISED TITLE & YEAR

PIN 129305.00

EXPANSION JOINT REPAIR NOTES

THE JOINT FILLER SHALL BE FROM QPL 7.002. THE FILLER 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 OPENING PRIOR TO ANY INSTALLATION OF THE FILLER MATERIAL. THE TOP OF THE QPL 7.002 JOINT FILLER SHALL BE A MINIMUM OF ¾ 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 FILLER, 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 FILLER, INSTALLING THE NEW FILLER, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW FILLER, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.

BRIAN K EGLI
REGISTERED ENGINEER
AGRICULTURE
No. 107196
STATE OF TENNESSEE
11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES 84-SR384-6.65 OVER TOWN CREEK 84-SR384-7.08 OVER DRAINAGE DITCH 84-SR384-7.44 OVER DRAINAGE CANAL

BR. NOS. 84SR0590017
84SR0590015
84SR3840003

△1 △2 TIPTON COUNTY
2025

B2

PIN 129305.00

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED EPOXY NOTES, TITLE & YEAR
2	11/12/24	ZH	REVISED EPOXY NOTES, TITLE & YEAR

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 APPLICATION OF THE THIN EPOXY OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSES.

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 WITH THE ENGINEER, MAY SUSPEND AN 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 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 SHALL CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1"½" DIAMETER, THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

** 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.

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY _____ DATE _____

$$$$SYTIME$$$$$$
9:18:14 AM
$$$$DONSPEC$$$$

BRIAN K EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPE 1 THIN EPOXY OVERLAY NOTES
84-SR384-6.65
OVER
TOWN CREEK
84-SR384-7.08
OVER
DRAINAGE DITCH
84-SR384-7.44
OVER
DRAINAGE CANAL
BR. NOS. 84SR0590017
84SR0590015
84SR3840003
TIPTON COUNTY
2025

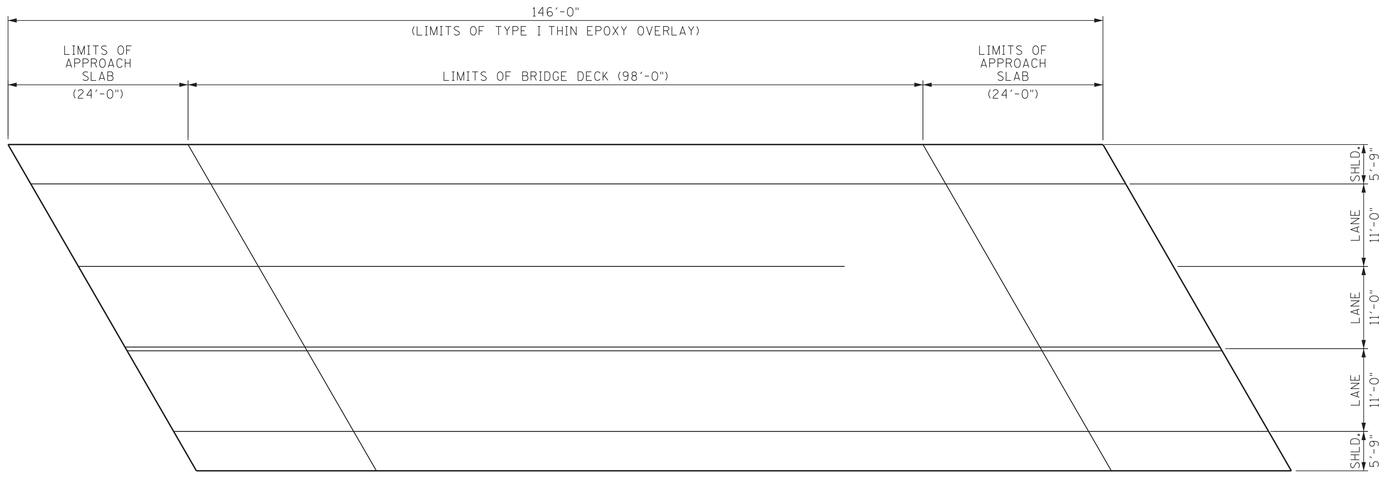
B3

PIN 129305.00

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B4

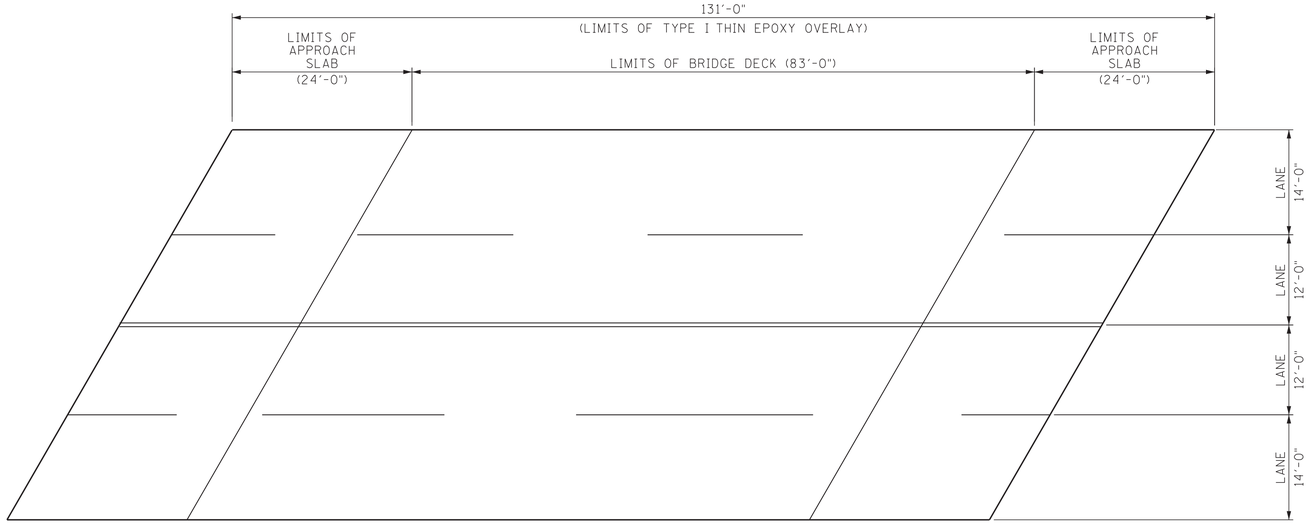
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED TITLE & YEAR
2	11/12/24	ZH	REVISED TITLE & YEAR



PLAN VIEW

BRIDGE ID. NO. 84SR0590017



PLAN VIEW

BRIDGE ID. NO. 84SR3840003

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY _____ DATE _____

$$$$SYSTIME$$$$$$
9:45:32 AM
$$$$DONSPEC$$$$

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

11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

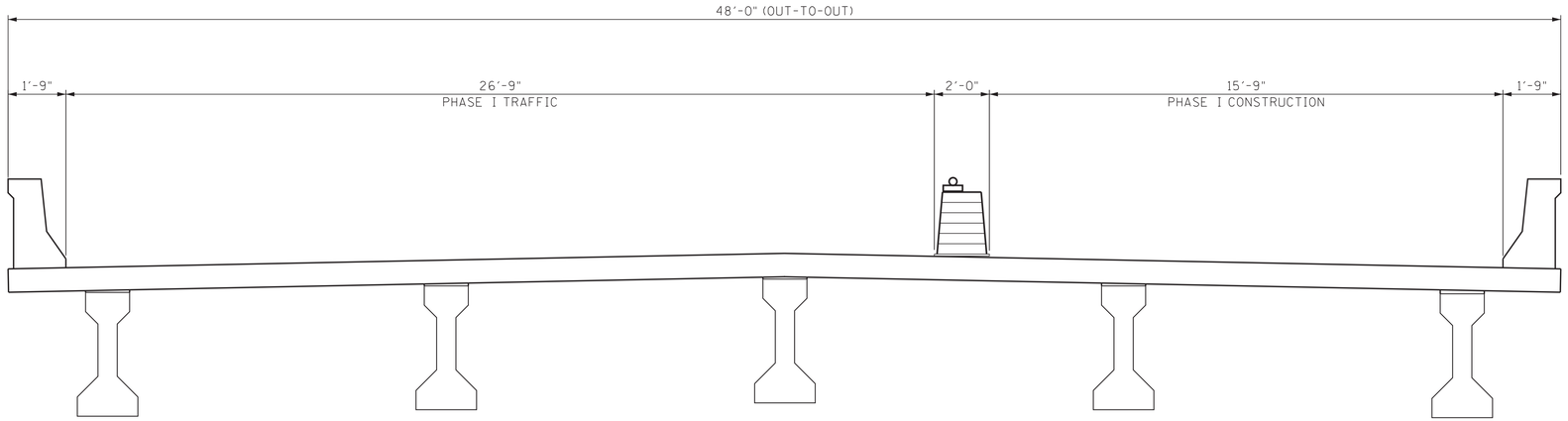
PLAN VIEWS
84-SR384-6.65 OVER TOWN CREEK
84-SR384-7.44 OVER DRAINAGE CANAL
BR. NOS. 84SR0590017 84SR3840003
TIPTON COUNTY
2025

PIN 129305.00

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED TITLE & YEAR
2	11/12/24	ZH	REVISED TITLE & YEAR

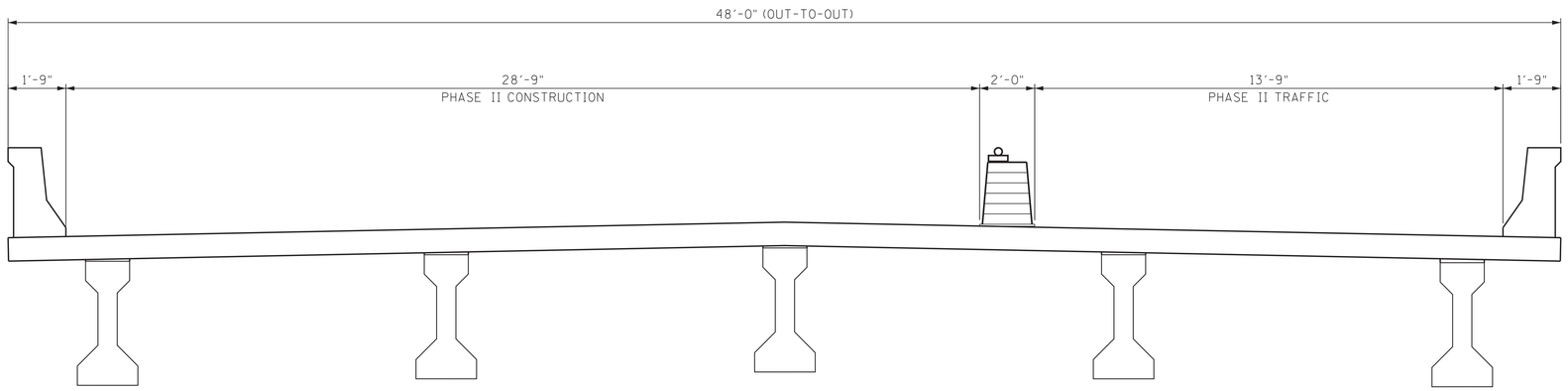


NORTHBOUND BRIDGE

(84-SR384-6.65)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



NORTHBOUND BRIDGE

(84-SR384-6.65)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
Certificate of Commerce No. 107196
STATE OF TENNESSEE

11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
84-SR384-6.65
OVER
TOWN CREEK
BR. NOS. 84SR0590017
TIPTON COUNTY
2025

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY _____ DATE _____

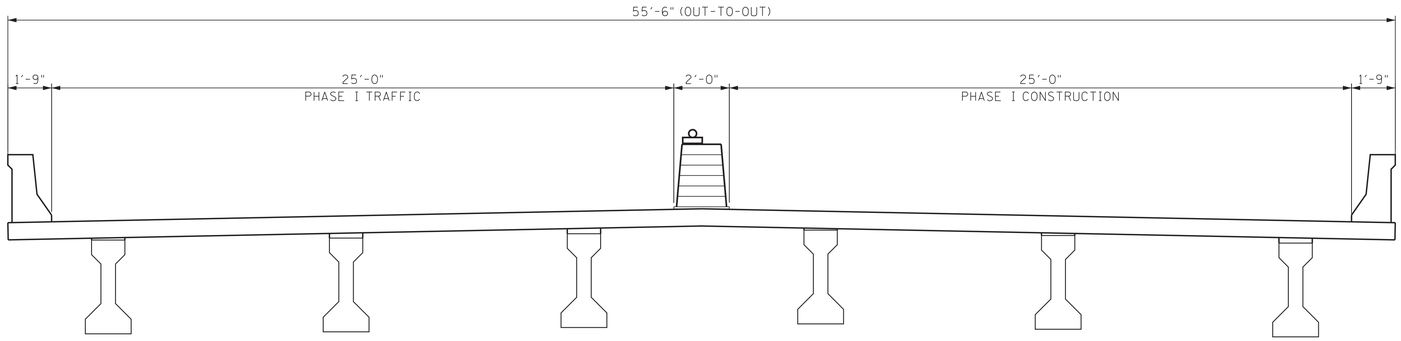
$$$$SYSTIME$$$$$$
9:40:53 AM
$$$$DONSPEC$$$$

PIN 129305.00

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B6

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED TITLE & YEAR
2	11/12/24	ZH	REVISED TITLE & YEAR

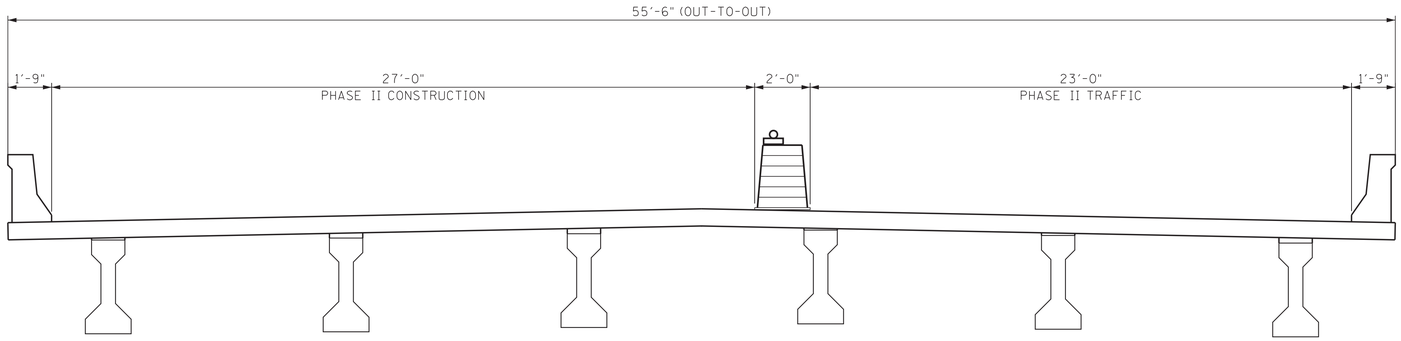


NORTHBOUND BRIDGE

(84-SR384-7.44)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



NORTHBOUND BRIDGE

(84-SR384-7.44)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

BRIAN K EGLI
REGISTERED ENGINEER
AGRICULTURE
CERTIFICATE
NO. 107196
STATE OF TENNESSEE

11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
84-SR384-7.44
OVER
DRAINAGE CANAL
BR. NO. 84SR3840003
TIPTON COUNTY
2025

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY _____ DATE _____

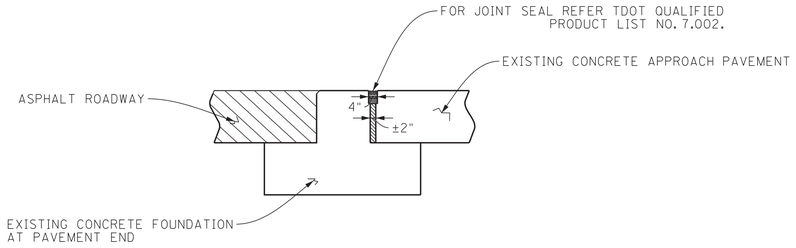
$$$$SYTIME$$$$$$
9:09:17 AM
$$$$DONSPEC$$$$

PIN 129305.00

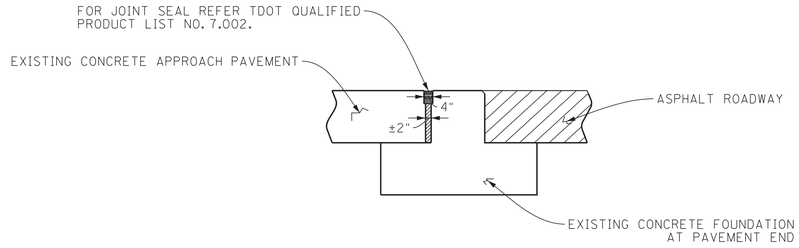
PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B7

REVISIONS

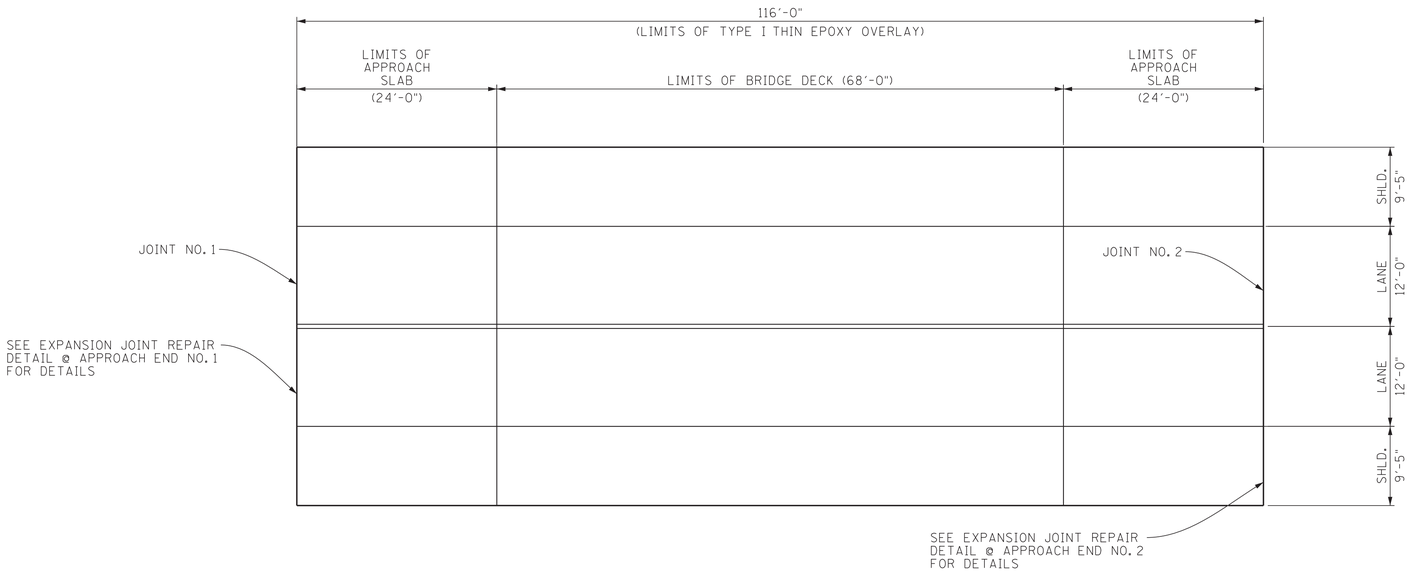
NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED TITLE & YEAR
2	11/12/24	ZH	REVISED TITLE & YEAR



EXPANSION JOINT REPAIR DETAIL @ APPROACH END NO. 1



EXPANSION JOINT REPAIR DETAIL @ APPROACH END NO. 2



PLAN VIEW

BRIDGE ID. NO. 84SR0590015

BRIAN K. EGLI
NO. 107196
11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW AND EXPANSION
JOINT REPAIR DETAILS
84-SR384-7.08
OVER
DRAINAGE DITCH
BR. NO. 84SR0590015
TIPTON COUNTY
2025

DESIGNED BY________ DATE ______
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY________ DATE ______

$$$$SYTIME$$$$$$$$
9:19:36 AM
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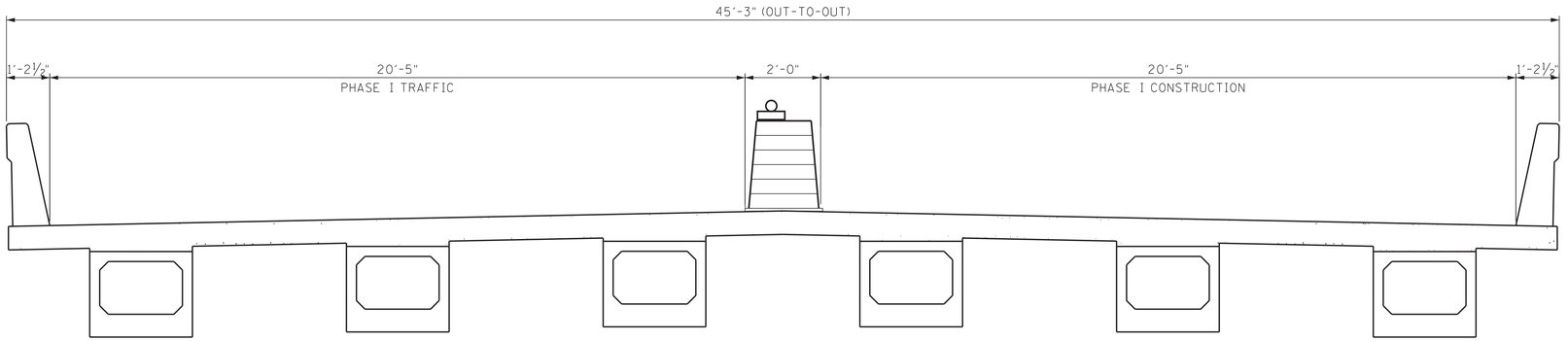
PIN 129305.00

PROJECT NO.	YEAR	SHEET NO.
84384-4219-04	2025	B8

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2/10/23	ZH	REVISED TITLE & YEAR
2	11/12/24	ZH	ADDED BARRELS, REVISED TITLE & YEAR

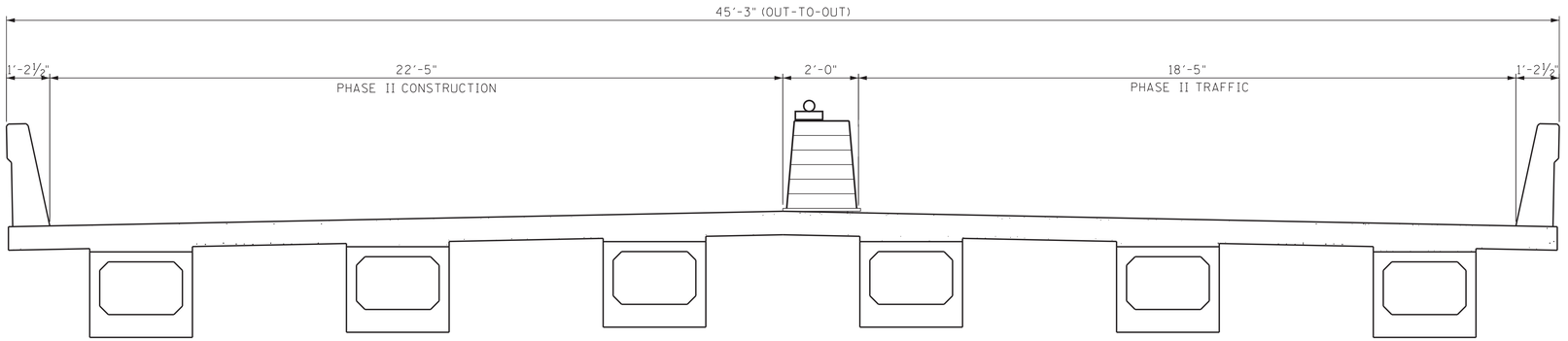


NORTHBOUND BRIDGE

(84-SR384-7.08)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



NORTHBOUND BRIDGE

(84-SR384-7.08)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

BRIAN K. EGLI
No. 107196
11/14/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
84-SR384-7.08
OVER
DRAINAGE DITCH
BR. NO. 84SR0590015
TIPTON COUNTY
2025

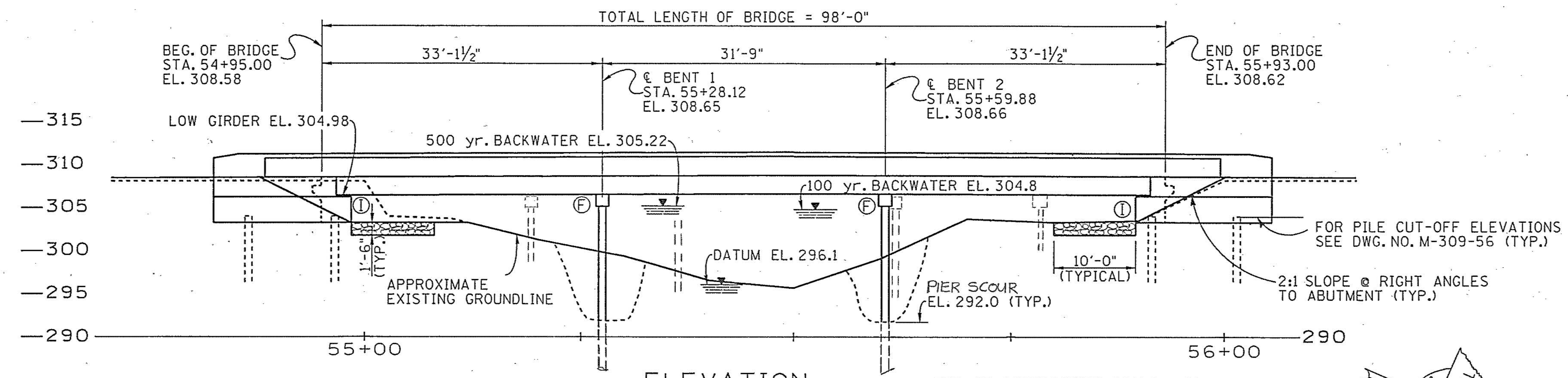
DESIGNED BY________ DATE ______
DRAWN BY Z.HAYNES DATE 9/21
SUPERVISED BY K. MARTINKO DATE 9/21
CHECKED BY________ DATE ______

$$$$SYTIME$$$$$$$
11:08:28 AM
$$$$DGNSPEC$$$

CONST. NO. 84384-3208-94		
PROJECT NO.	YEAR	SHEET NO.
BR-STP-384(5)	1995	

REVISIONS

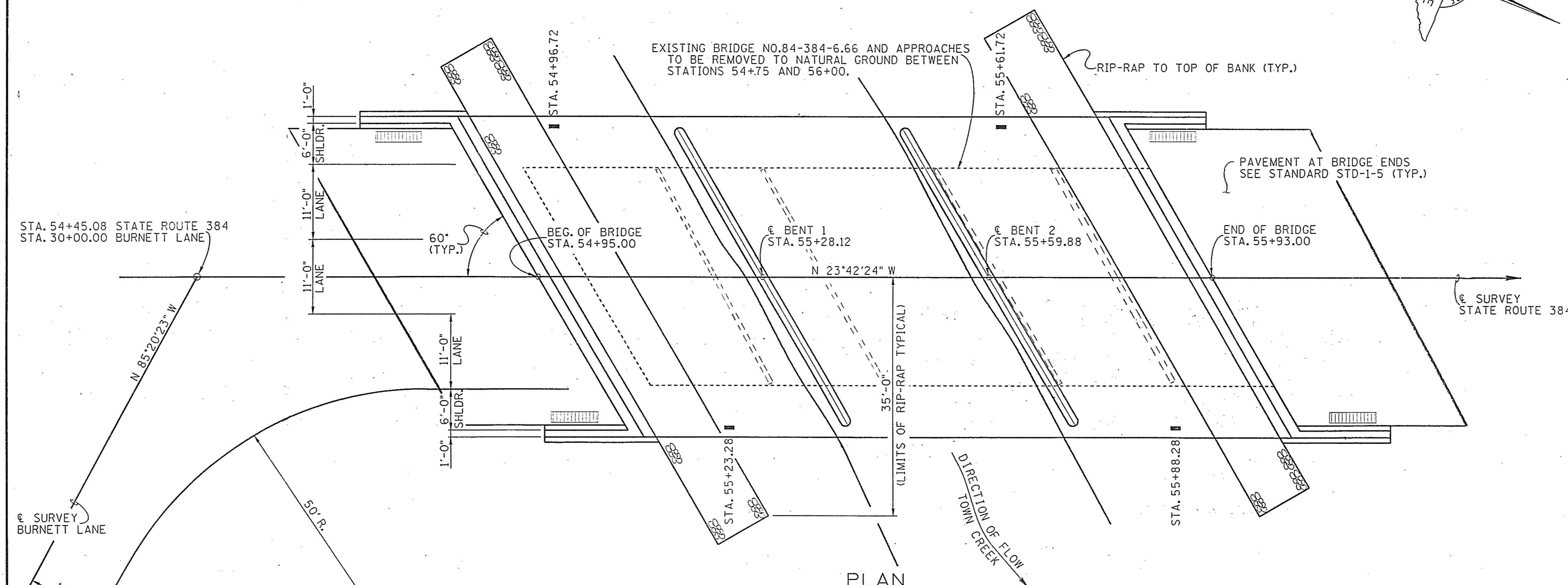
NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION

Ⓘ DENOTES INTEGRAL.
Ⓕ DENOTES FIXED.

500 YR. CONTRACTION SCOUR = 0'
500 YR. PIER SCOUR = 3.5' (EL. 292.0 TYP.)



PLAN

END OF BRIDGE DRAINS ARE REQUIRED. SEE STANDARD DRAWINGS STD-1-6, STD-1-7 & STD-1-8.
BRIDGE DECK DRAINS (PARAPET OPENING TYPE) ARE REQUIRED AT STATIONS SHOWN. SEE STANDARD DRAWING STD-1-2.

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT	M-309-50	
GENERAL NOTES & ESTIMATED QUANTITIES	M-309-51	
FOUNDATION DATA	M-309-52	
SUPERSTRUCTURE	M-309-53	
SUPERSTRUCTURE DETAILS	M-309-54	
PRESTRESSED I-BEAM	M-309-55	
ABUTMENT NO. 1 & 2	M-309-56	
ABUTMENT NO. 1 & 2 DETAILS	M-309-57	
BENTS NO. 1 & 2	M-309-58	
FINAL FOUNDATION DATA	M-309-59	
BILL OF STEEL	M-309-60	

LIST OF SPECIAL PROVISIONS

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

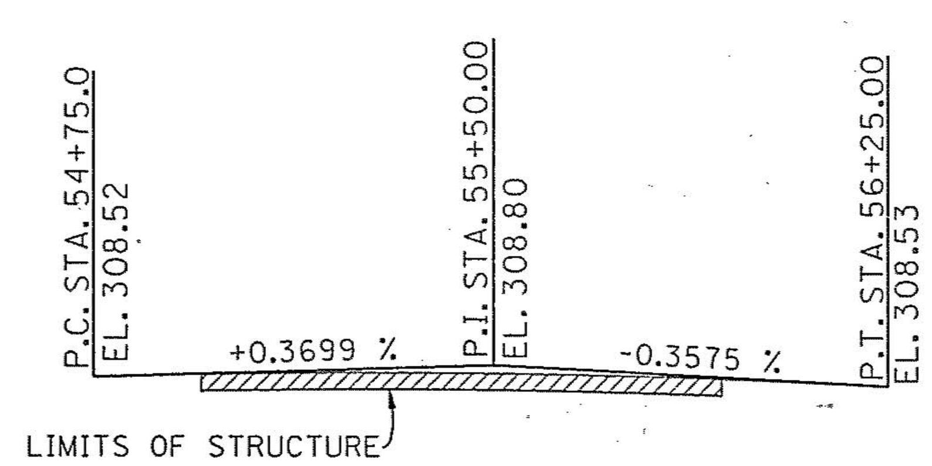
LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1	3-28-94
* STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2	9-11-95
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	5-1-95
BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-6	5-1-95
BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-7	5-1-95
BRIDGE END DRAIN DETAILS 2'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-8	5-1-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	5-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	5-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	11-07-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	11-07-94
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD PILE DETAILS	STD-5-2	10-26-92
STANDARD SEISMIC DETAILS	STD-6-1	5-1-95
STANDARD SEISMIC DETAILS	STD-6-2	11-07-94
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92
STD. DETAILS & INT. DIAPHRAGMS DETAILS FOR I-BEAMS	STD-14-2	

* THESE STANDARDS TO BE PRINTED WITH PLANS.

HYDRAULIC DATA

DRAINAGE AREA = 1.58 MI.²
DESIGN DISCHARGE (100 YR.) = 1190 CFS
WATER AREA PROVIDED BELOW EL. 304.8 = 290 FT²
100 YR. VELOCITY = 4.11 FPS
100 YR. BRIDGE BACKWATER = 0.0 FT. @ EL. 304.8
ROADWAY OVERTOPPING EL. = 306.75
100 YR. DISCHARGE 1190 @ EL. 304.80
500 YR DISCHARGE 1410 @ EL. 305.22



GRADE SKETCH

2015 ADT = 9,900
45'-0" ROADWAY WITH STD-1-1 PARAPET
DESIGN SPEED = 50 mph

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT
STATE ROUTE 384
OVER TOWN CREEK
STATION 55+44.00 LM 6.66
TIPTON COUNTY
BR. ID. NO. 84SR0590017
1995

MARK A. HOLLORAN — STATE OF TENNESSEE (seal)

DESIGNED BY E. NEELY DATE 1-95
DRAWN BY MARTINKO & FRANKENFIELD DATE 2-95
SUPERVISED BY FIELDS & WALKER DATE 2-94
CHECKED BY E. NEELY DATE 3-94

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

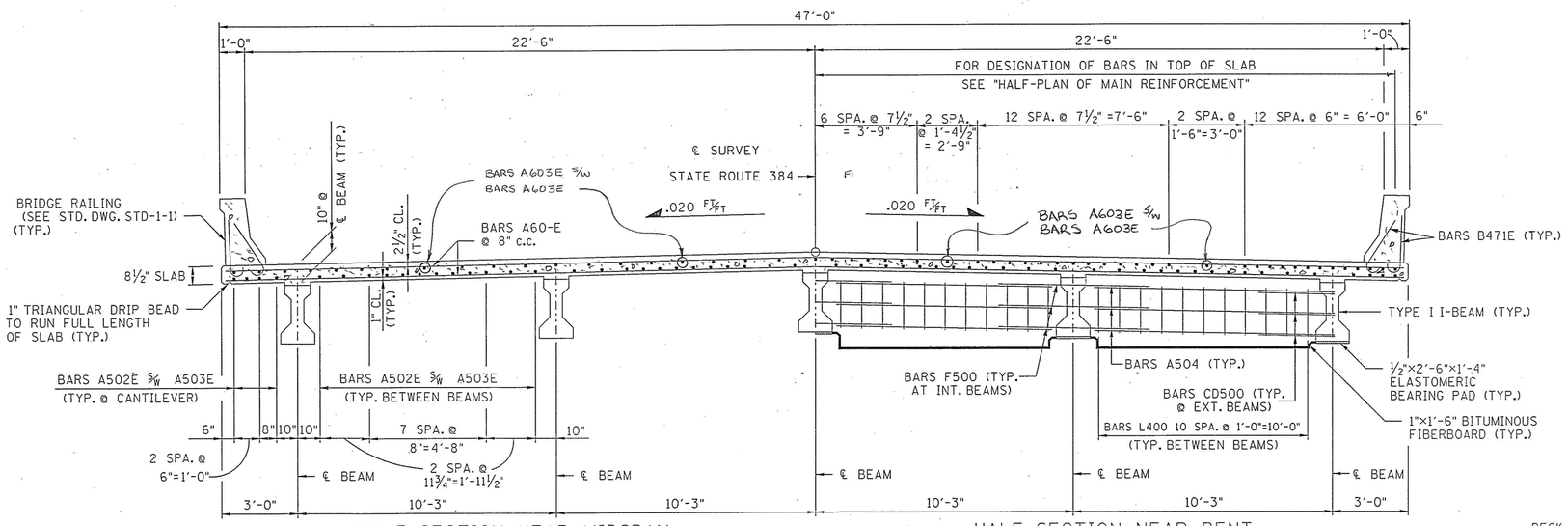
SP054.DGN, VI=BORD

CONST. NO. 84384-3208-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-384(5)	1995	

REVISIONS

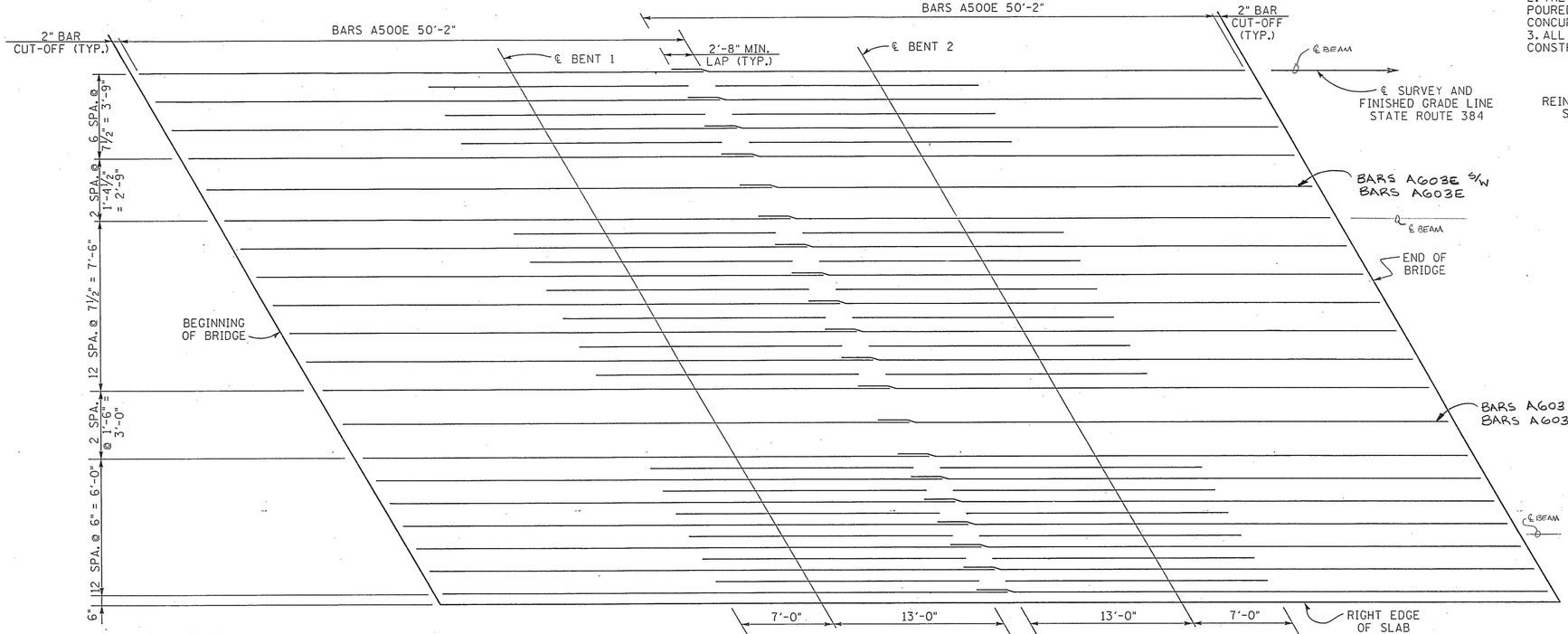
NO.	DATE	BY	BRIEF DESCRIPTION



HALF-SECTION NEAR MIDSPAN

HALF-SECTION NEAR BENT

TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)



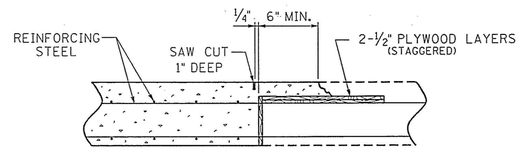
HALF PLAN OF MAIN REINFORCEMENT

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.

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 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.

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:
1. NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.
3. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW.



SLAB CONSTRUCTION JOINT DETAIL

ESTIMATED QUANTITIES		
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.	REINFORCING STEEL L.B.
134	32,991	1,288

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 384
OVER TOWN CREEK
STATION 55+44.00 LM 6.66
TIPTON COUNTY
1995

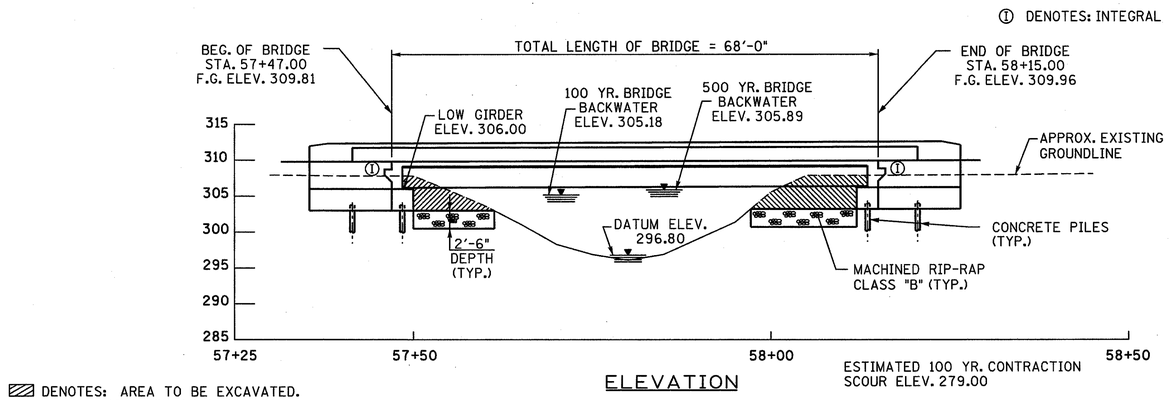
MARK A. HOLLOMAN — REGISTERED ENGINEER — STATE OF TENNESSEE — 6/30/95

DESIGNED BY E. NEELY DATE 12-94
DRAWN BY KEVIN MARTINKO DATE 2-95
SUPERVISED BY FIELDS & WALKER DATE 2-95
CHECKED BY E. NEELY DATE 3-95

CORRECT Edward A. Wasserman
ENGINEER OF STRUCTURES

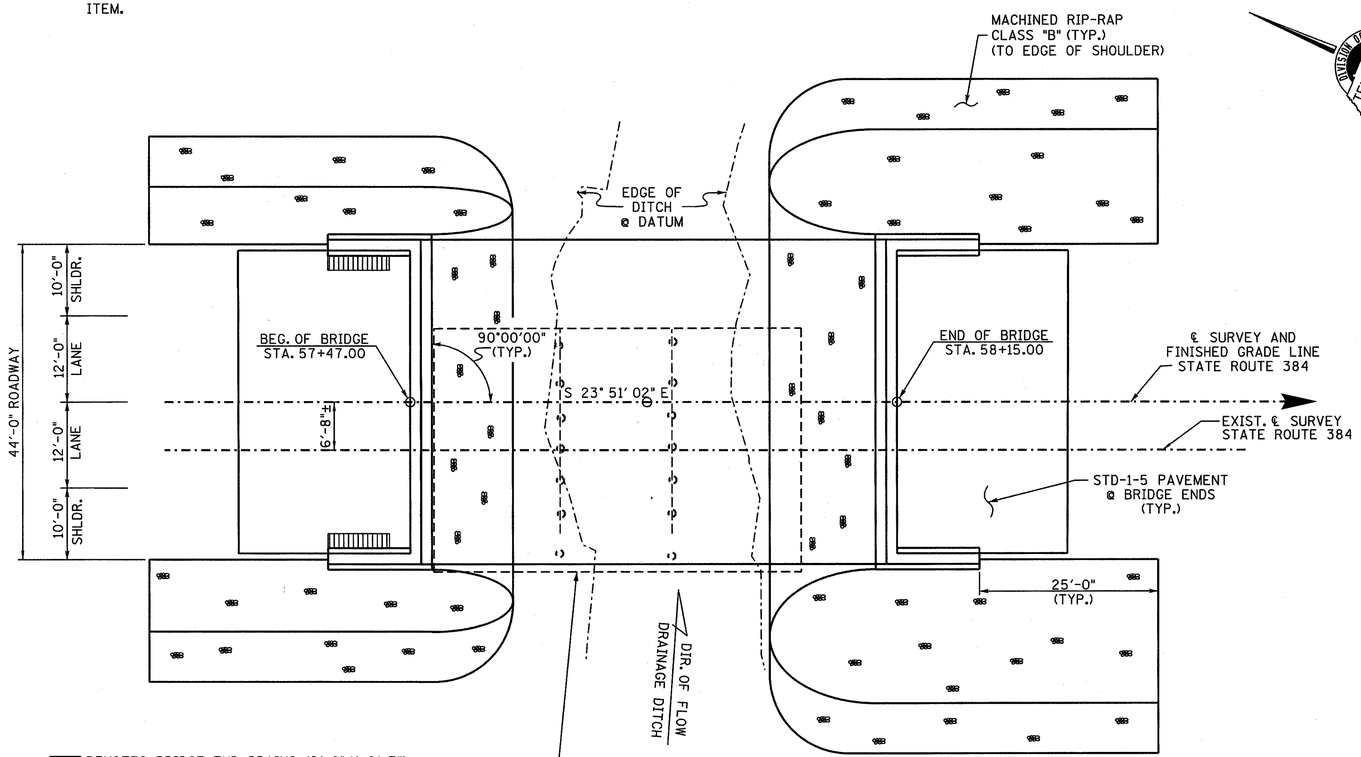
M-309-53

LAY957.DGN



ELEVATION

▨ DENOTES: AREA TO BE EXCAVATED. AND PAID FOR AS A ROADWAY ITEM.



▦ DENOTES: BRIDGE END DRAINS (2'-0" X 8'-7") SEE STD. DWG. STD-1-6, 7 & 8.

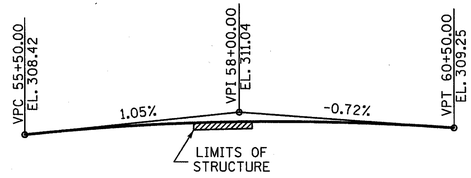
PLAN
(SCALE 1" = 10')

HYDRAULIC DATA

DRAINAGE AREA = 1.00 mi^2
DESIGN DISCHARGE (100 YR.) = 1,080 cfs
WATER AREA PROVIDED BELOW EL. 304.13 = 134.62 ft^2
100 YEAR VELOCITY = 8.02 fps
100 YEAR BRIDGE BACKWATER = 2.36 ft. @ EL. 305.18 ft.
ROADWAY OVERTOPPING EL. = 306.13 ft.
500 YEAR DISCHARGE = 1,310 cfs @ 305.09 ft.

NOTE: EXISTING BRIDGE NO. 84-SR384-7.08 AND APPROACHES TO BE REMOVED TO NATURAL GROUND BETWEEN STATIONS 57+47.00 AND 58+15.00. EXISTING BRIDGE CONSISTS OF 3 19' SPANS WITH PRECAST CONCRETE CHANNEL SECTIONS AND TIMBER SUBSTRUCTURES.

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.



FINISHED GRADE SKETCH
VC = 500'

CONST. NO. 84384-3214-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-384(8)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	U-54-77	------
GENERAL NOTES & ESTIMATED QUANTITIES	U-54-78	------
FOUNDATION DATA	U-54-79	------
SUPERSTRUCTURE	U-54-80	------
SUPERSTRUCTURE DETAILS	U-54-81	------
SUPERSTRUCTURE DETAILS	U-54-82	------
PRESTRESSED BOX BEAM DETAILS	U-54-83	------
ABUTMENT NO. 1	U-54-84	------
ABUTMENT NO. 1 DETAILS	U-54-85	------
ABUTMENT NO. 2	U-54-86	------
ABUTMENT NO. 2 DETAILS	U-54-87	------
FINAL FOUNDATION DATA	U-54-88	------
BILL OF STEEL	U-54-89	------

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING (SINGLE SLOPED CONCRETE PARAPET)	STD-1-1SS	6-01-11
PAVEMENT AT BRIDGE ENDS	STD-1-5	6-01-11
BRIDGE END DRAIN DETAILS W/PAVEMENT @ BRIDGE ENDS	STD-1-6	4-28-97
BRIDGE END DRAIN W/ PAVEMENT @ BRIDGE ENDS	STD-1-7	8-24-11
BRIDGE END DRAIN DETAILS W/PAVEMENT @ BRIDGE ENDS	STD-1-8	5-01-95
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
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD SEISMIC DETAILS	STD-6-1	11-01-10
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	10-07-08
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	4-08-05
STD. DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	10-15-08

LIST OF SPECIAL PROV.

	SPECIAL PROV. NO.	LAST REV. DATE
REGARDING BRIDGE DECK CRACK SEALING	604CR	2-19-96

2030 ADT = 10940
44'-0" ROADWAY WITH STD-1-1SS PARAPET
DESIGN SPEED = 60 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 384
OVER
DRAINAGE DITCH
BRIDGE I.D. #84SR0590015
STATION 57+81.00
LOG MILE 7.08
TIPTON COUNTY
2012

KATHLEEN D. McLAUGHLIN — REGISTERED — No. 101564 — STATE OF TENNESSEE — 2/2/12

CORRECT Wayne J. Sizer — ENGINEER OF STRUCTURES

U-54-77

DESIGNED BY DES. KDM — DATE 11-09
DRAWN BY GAB(KDM) — DATE 11-09/7-10
SUPERVISED BY KDM/MBC — DATE 7-10
CHECKED BY ____ — DATE ____

D:\New Folder\DGN\LAY\LAY957.DGN
13:28 JAN-2012

TEMPORARY MEDIAN BARRIER = 232 FT. CLASS "B" RIP-RAP = 836 TONS

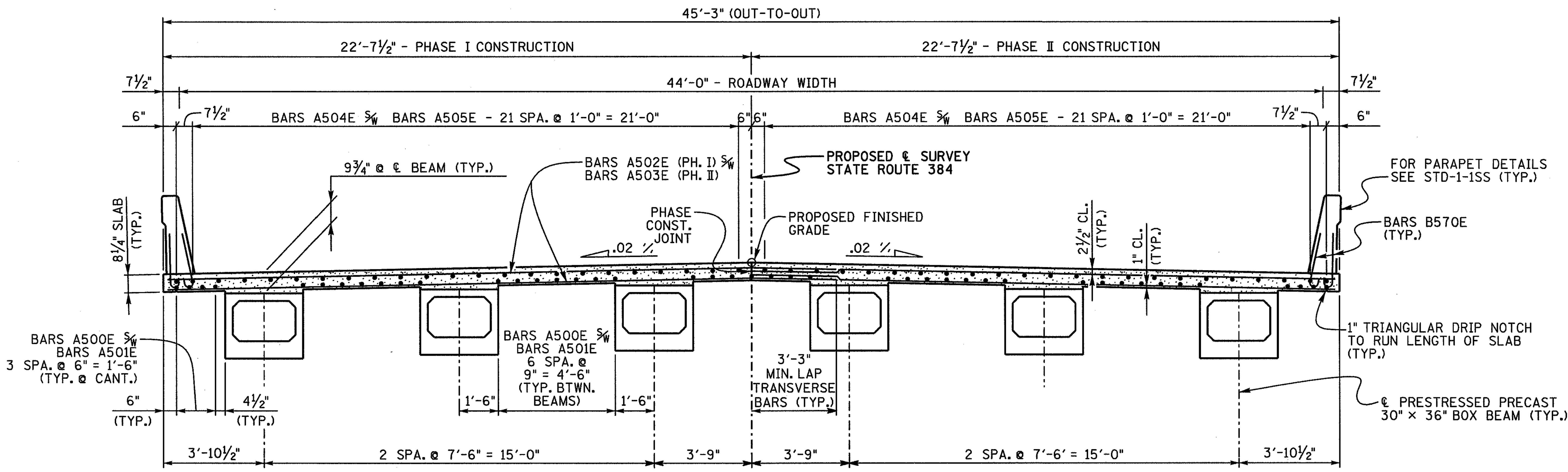
SUP957.DGN

CONST. NO. 84384-3214-94

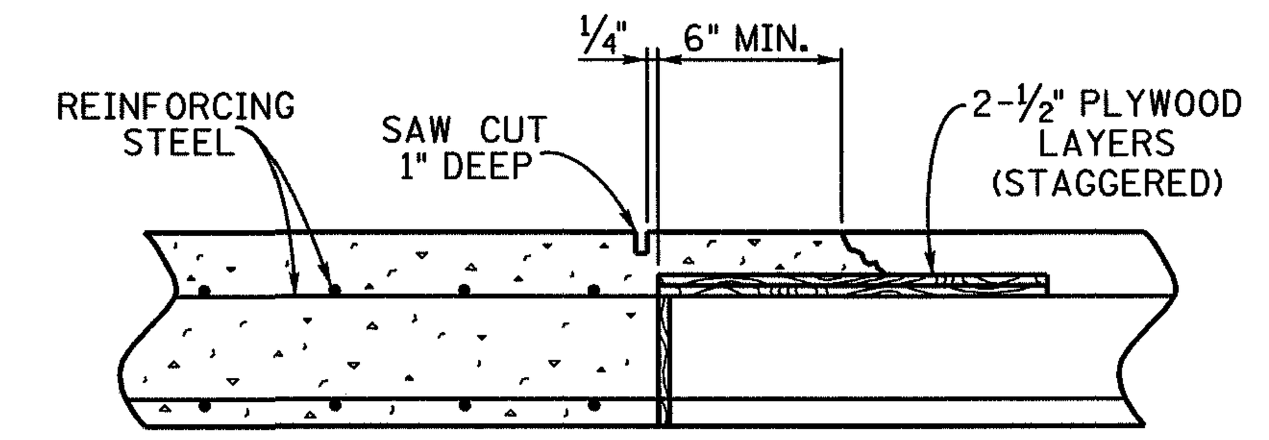
PROJECT NO.	YEAR	SHEET NO.
BR-STP-384(8)	2011	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



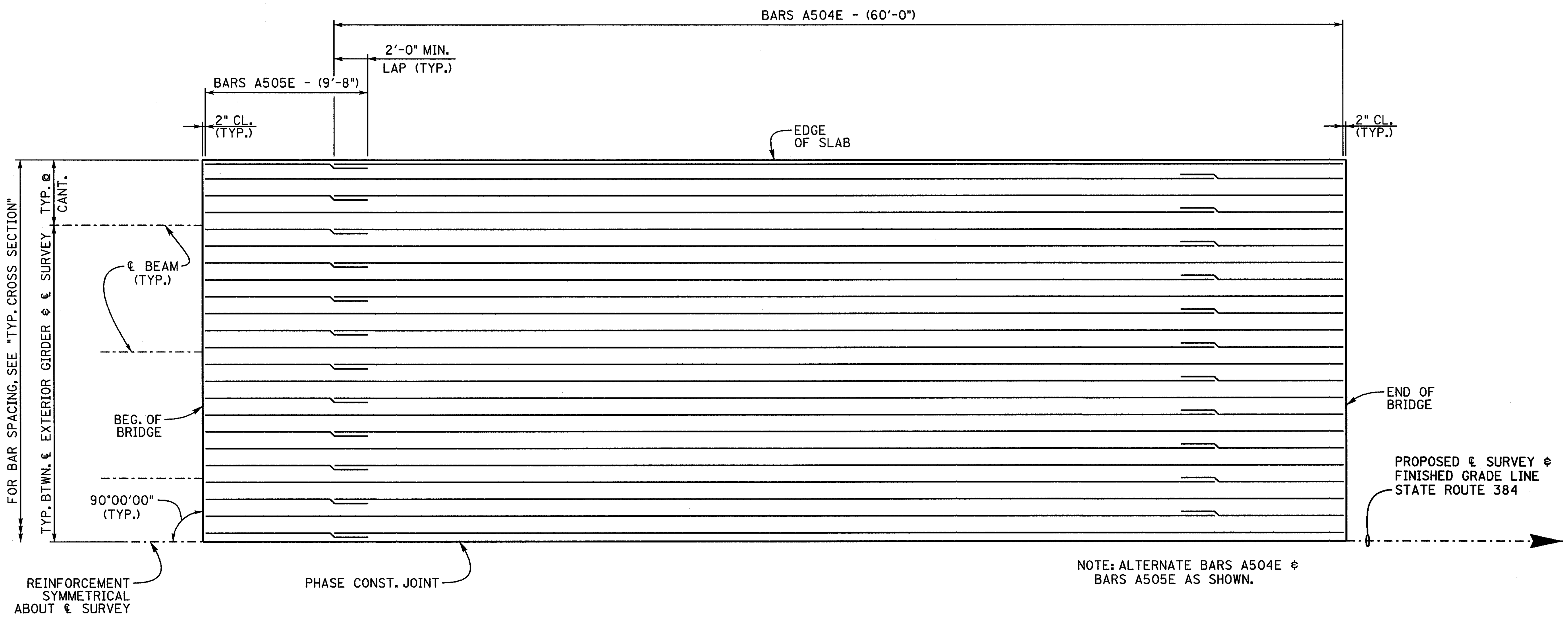
TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)



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.



HALF PLAN OF MAIN REINFORCEMENT

SUPERSTRUCTURE NOTES:

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

NOTE: SEE DWG. NO. U-54-82 FOR "PHASE CONSTRUCTION SEQUENCE SKETCH".

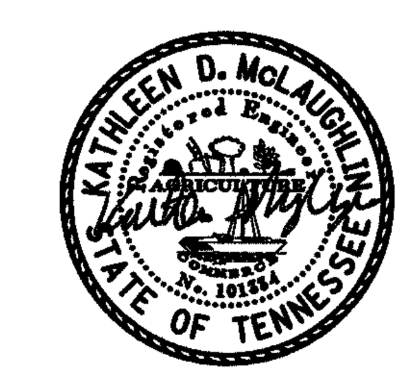
NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR THE 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.

ESTIMATED QUANTITIES

CLASS 'D' CONCRETE (BRIDGE DECK)	EPOXY COATED REINFORCING STEEL
C.Y.	LBS.
81	20,705



2/2/12

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

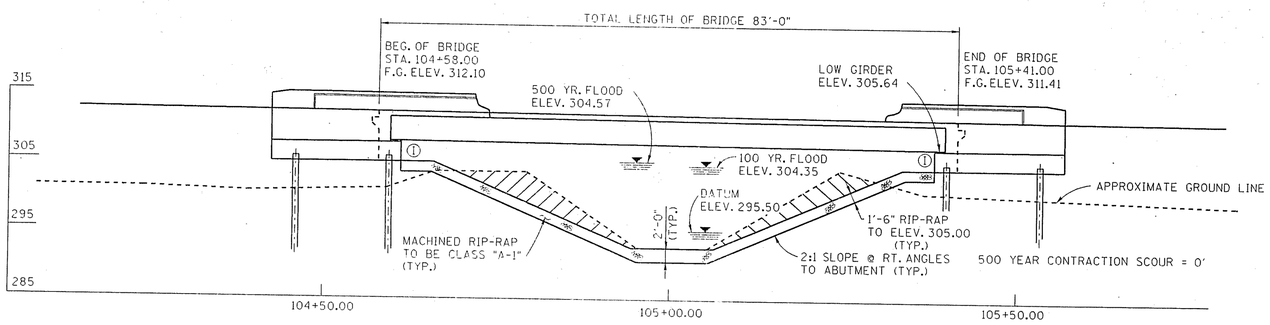
SUPERSTRUCTURE
STATE ROUTE 384
OVER
DRAINAGE DITCH
STATION 57+81.00
LOG MILE 7.08
TIPTON COUNTY
2011

CORRECT ________ ENGINEER OF STRUCTURES

DESIGNED BY	K. McLAUGHLIN	DATE	11-09
DRAWN BY	(J. THOMPSON) B. EASTON	DATE	05-10
SUPERVISED BY	MBC / KDM	DATE	05-10
CHECKED BY	------	DATE	---

U-54-80

LAY013.DGN



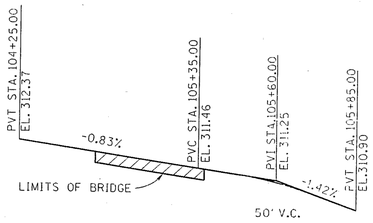
NOTE: CROSSED-HATCHED AREA TO BE REMOVED WITHIN LIMITS OF RIP-RAP AND PAID FOR UNDER ROADWAY ITEM NO. 203-01.

ELEVATION

Ⓘ DENOTES: INTEGRAL

HYDRAULIC DATA

DRAINAGE AREA = 0.97 sq. mi.
DESIGN DISCHARGE (100 YR.) = 890 cfs.
WATER AREA PROVIDED BELOW EL. 304.35 = 386 sq. ft.
100 YEAR VELOCITY = 2.31 ft./sec.
100 YEAR BRIDGE BACKWATER = 0.00 ft. AT EL. 304.35
100 YEAR DISCHARGE = 890 cfs AT EL. 304.35
500 YEAR DISCHARGE = 1040 cfs AT EL. 304.57



GRADE SKETCH

CURVE DATA

P.I. = STA. 110+67.52
N = 464457.4254
E = 885456.8270
Δ = 51°25'14"
D = 05°43'46"
T = 481.49'
L = 897.46'
R = 1000.00'
E = 109.88'
TRANS. LGTH. 175'-0"
SE = 0.034%

CONST. NO. 84384-3208-04

PROJECT NO.	YEAR	SHEET NO.
SP	1998	

REVISIONS

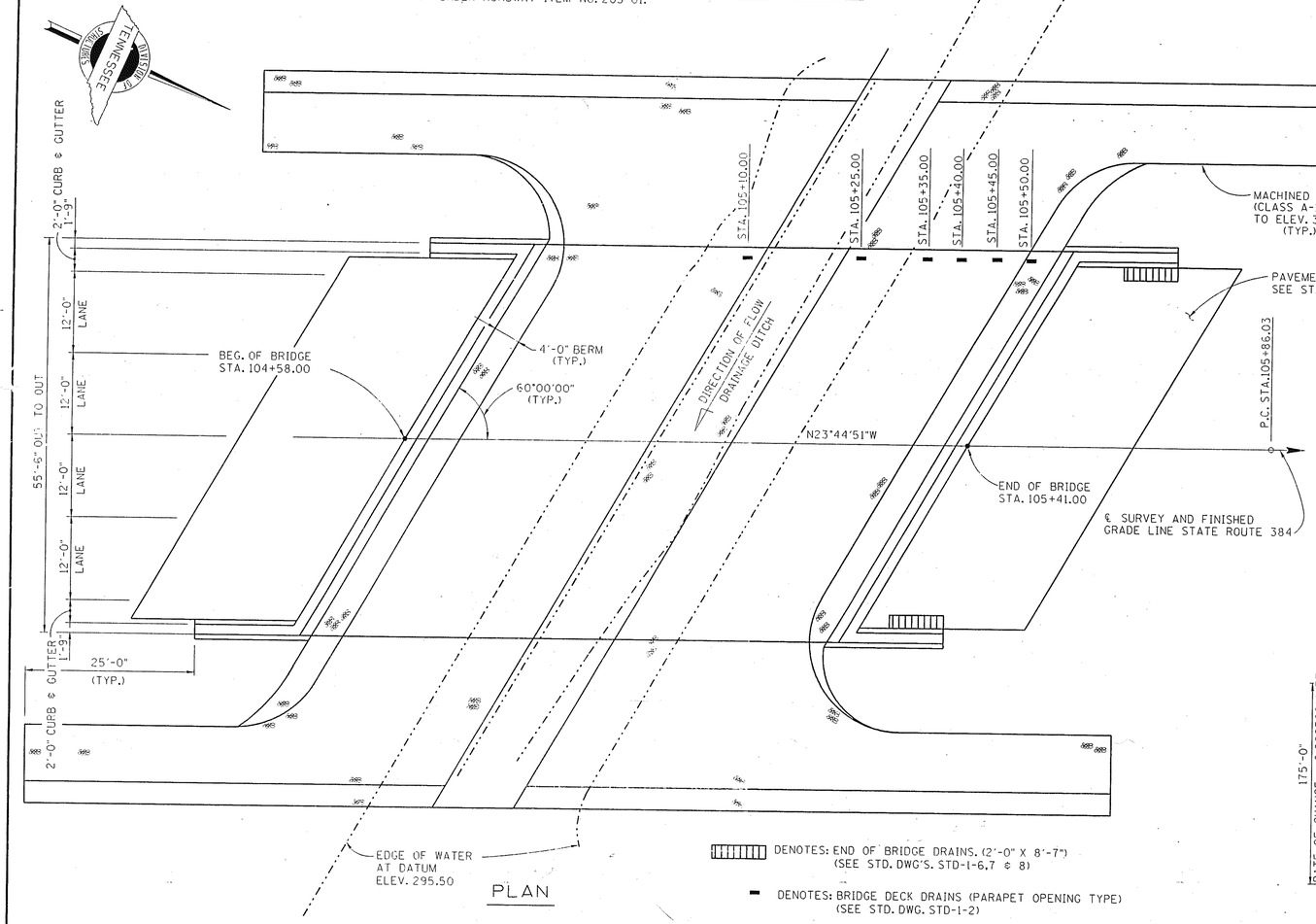
NO.	DATE	BY	BRIEF DESCRIPTION
1	4-16-99	RAB	REVISED QUANTITIES

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
Δ LAYOUT OF BRIDGE NO. 1	M-335-92	4-16-99
Δ GENERAL NOTES & ESTIMATED QUANTITIES ALT. 'A'	M-335-93	4-16-99
GENERAL NOTES & ESTIMATED QUANTITIES ALT. 'B'	M-335-94	
FOUNDATION DATA	M-335-95	
Δ SUPERSTRUCTURE-ALT. 'A'	M-335-96	4-16-99
SUPERSTRUCTURE DETAILS-ALT. 'A'	M-335-97	
SUPERSTRUCTURE ALT.-'B'	M-335-98	
SUPERSTRUCTURE DETAILS-ALT. 'B'	M-335-99	
PRESTRESSED I-BEAM-ALT. 'A'	M-335-100	
PRESTRESSED BULB-TEE BEAM-ALT. 'B'	M-335-101	
ABUTMENT NO. 1-ALT. 'A'	M-335-102	
ABUTMENT NO. 2-ALT. 'A'	M-335-103	
ABUTMENT NO. 1 & 2 DETAILS-ALT. 'A'	M-335-104	
ABUTMENT NO. 1-ALT. 'B'	M-335-105	
ABUTMENT NO. 2-ALT 'B'	M-335-106	
ABUTMENT NO. 1 & 2 DETAILS-ALT. 'B'	M-335-107	
FINAL FOUNDATION DATA	M-335-108	
Δ BILL OF STEEL	M-335-109	4-16-99

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1	04-28-97
STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2	09-11-95
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	04-28-97
BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-6	04-28-97
BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-7	04-28-97
BRIDGE END DRAIN DETAILS 2'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-8	05-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-28-97
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	06-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	06-10-96
STD. 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	05-01-95
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	05-11-92
STD. DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB-TEE BEAMS	STD-14-1	02-14-95
STD. DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR I-BEAMS	STD-14-2	NO DATE

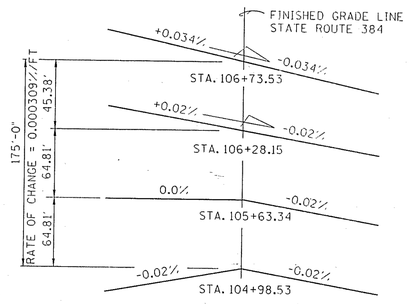


PLAN

▭ DENOTES: END OF BRIDGE DRAINS. (2'-0" X 8'-7") (SEE STD. DWG'S. STD-1-6,7 & 8)

▬ DENOTES: BRIDGE DECK DRAINS (PARAPET OPENING TYPE) (SEE STD. DWG. STD-1-2)

NOTE: EXISTING LEVEES ARE TO BE IN PRE-CONSTRUCTION CONDITION UPON COMPLETION OF PROJECT.



TRANSITION SLOPE DETAIL
(LOOKING FOWARD ON SURVEY)

LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST REV. DATE
APPROVAL OF SHOP DRAWINGS	105A	3-6-95

2016 ADT = 5047
53'-6" ROADWAY W/STD-1-1 BRIDGERAIL
DESIGN SPEED = 40 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE STATE ROUTE 384 OVER DRAINAGE DITCH BRIDGE I.D. NO. 84SR3840001 STATION 104+99.50 LOG MILE 7.46 TIPTON COUNTY 1998

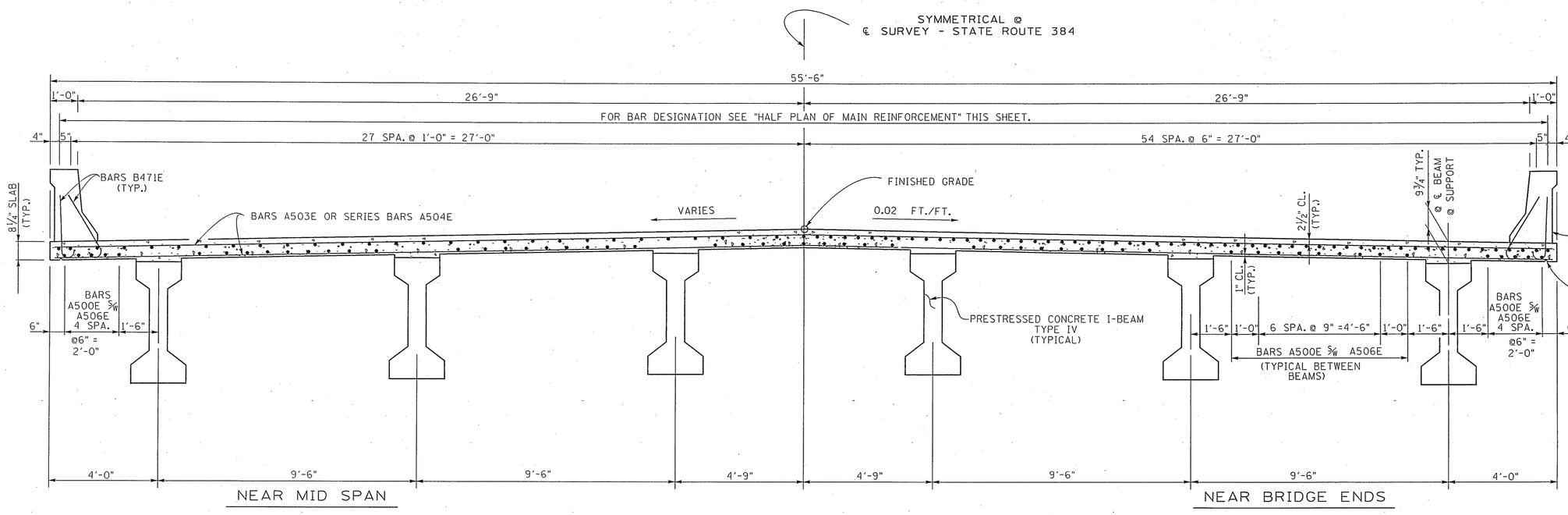
MARK A. HOLLOWAY — REGISTERED ENGINEER — STATE OF TENNESSEE

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY J. PHILLIPS (J.C.M.) DATE 11-94
DRAWN BY BUTCH LOWERY DATE 11-95
SUPERVISED BY RLH/RAP DATE 11-95
CHECKED BY J.M.P./K.D.M. DATE 8-96

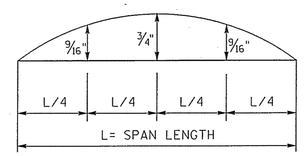
M-335-92

SUP014



— TYPICAL CROSS SECTION —

(LOOKING FORWARD ON SURVEY)



— 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 PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER THE PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

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

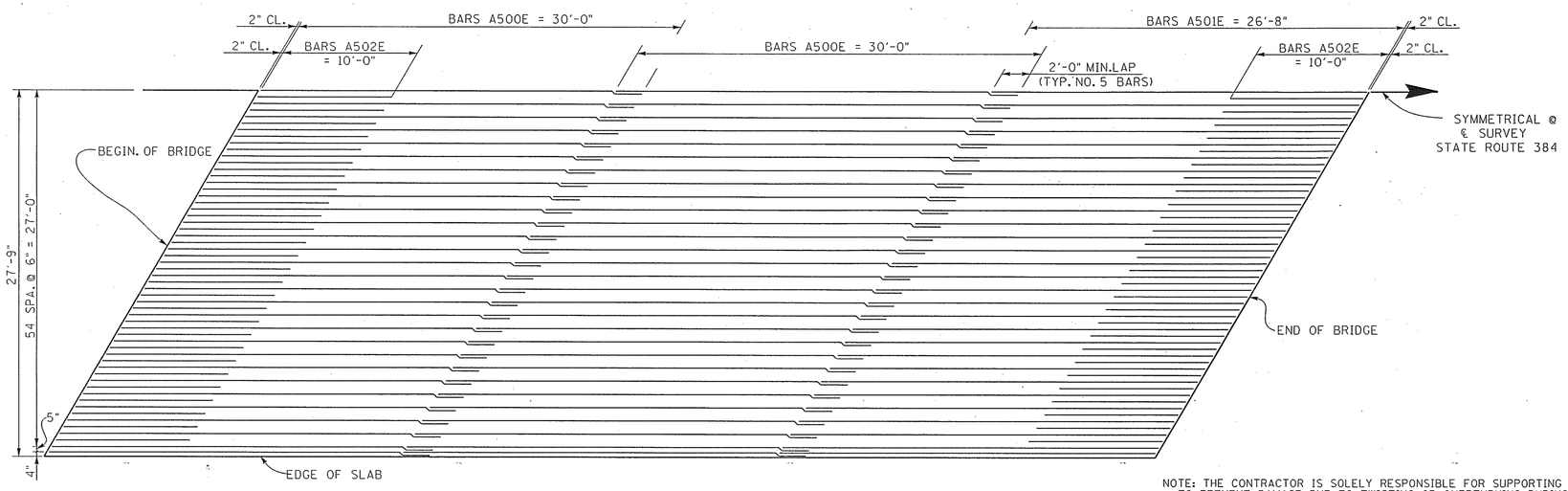
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1.

CONST. NO. 84384-3208-04

PROJECT NO.	YEAR	SHEET NO.
SP	1998	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	4-16-99	RAB	REVISED QUANTITIES



— HALF PLAN OF MAIN REINFORCEMENT —

—ESTIMATED QUANTITIES—

	CLASS "A" CONCRETE C.Y.	STEEL BAR REINFORCEMENT L.B.	CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.
⚠1	6	705	121	30,270

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.

DESIGNED BY J. PHILLIPS DATE -95
DRAWN BY FARRAR DATE 9-95
SUPERVISED BY R.A.P. & R.L.H. DATE 9-95
CHECKED BY J.M.P. & K.D.M. DATE 8-96

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

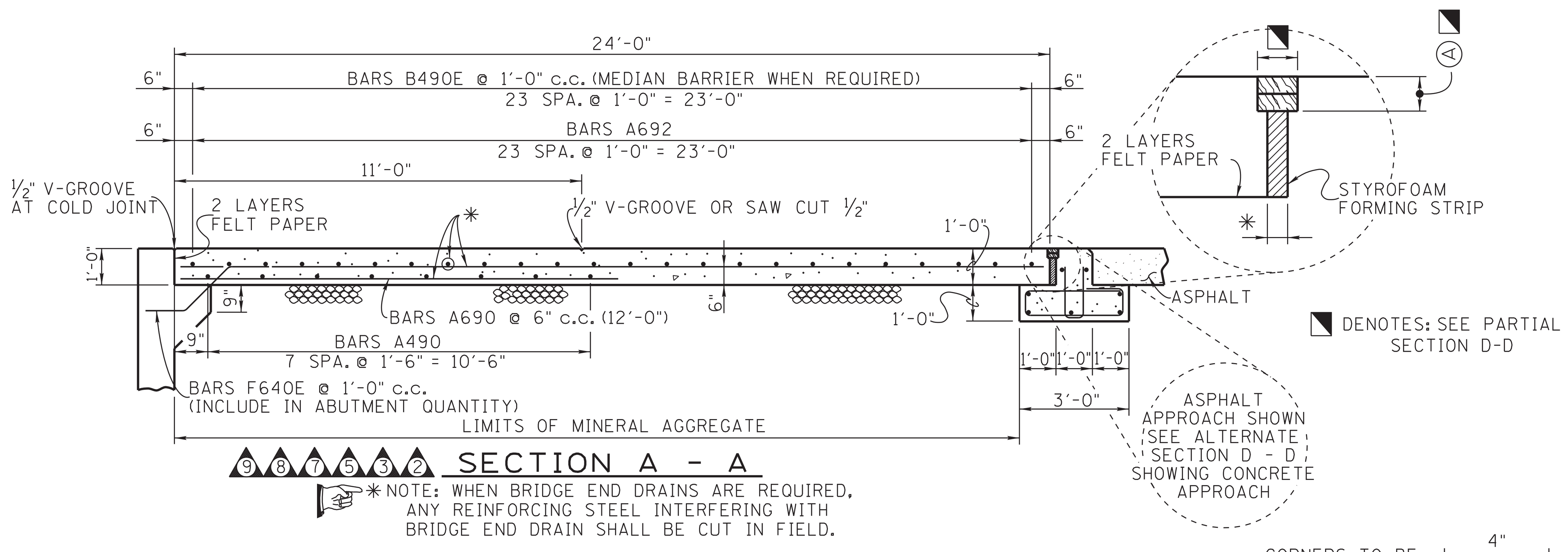
SUPERSTRUCTURE ALTERNATE "A" STATE ROUTE 384 OVER DRAINAGE DITCH STATION 104+99.50 LOG MILE 7.46 TIPTON COUNTY

CORRECT Edward P. Wasserman ENGINEER OF STRUCTURES 1998

MARK A. HOLLORAN Registered Engineer AGRICULTURE ACHIEVES 1778 STATE OF TENNESSEE

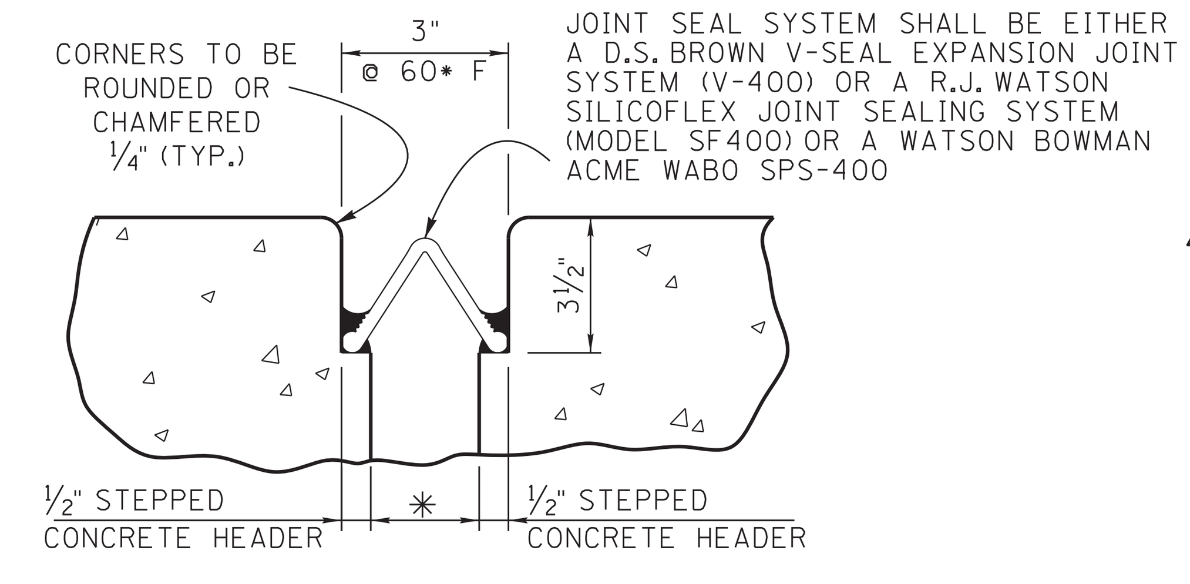
M-335-96

STD15.DGN



SECTION A - A

*NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD.



PARTIAL SECTION D - D
(COMPLETED DETAIL)

* 4-in. @ 20° F, 2-in. @ 60° F, 0-in. @ 100° F
TDOT INSPECTOR TO VERIFY FORMED OPENING GAP IS CORRECT AT THE TIME OF CONCRETE POUR FOR APPROACH SLAB

BILL OF STEEL

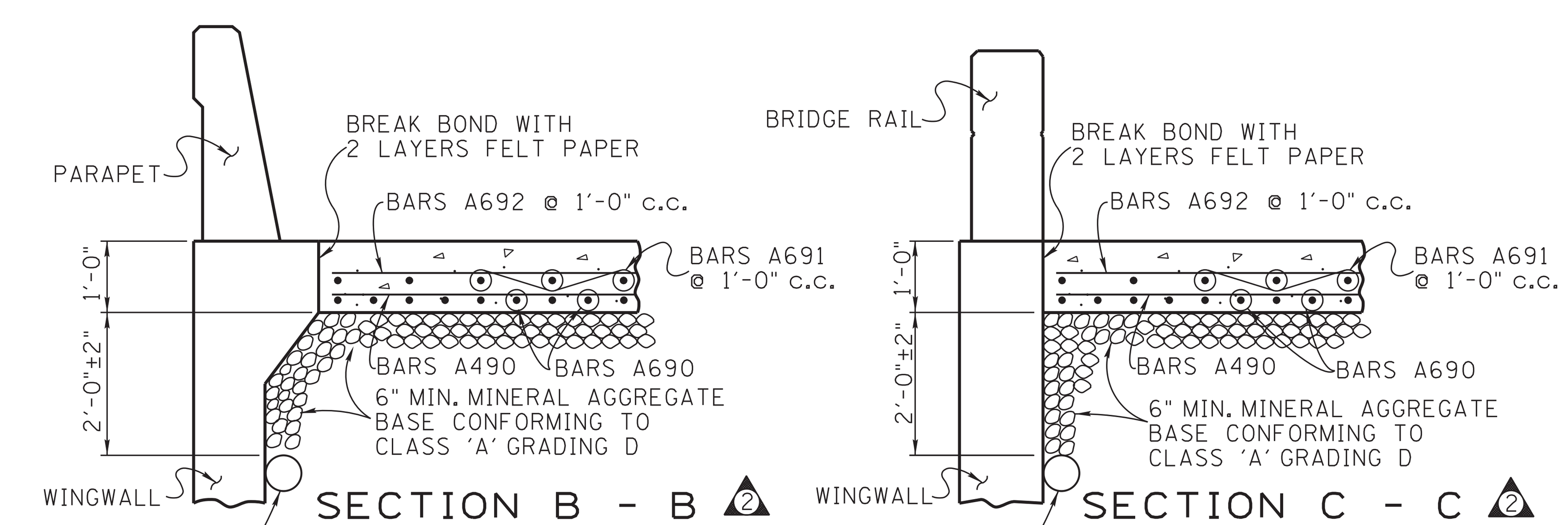
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB ✡	6	31					▲
H490	FOOTING ✡	4	▲	6"	1'-4"			3'-4"
L490	FOOTING	4	▲	2'-7 1/4"	1'-0"	8"		7'-6 1/2"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

REVISIONS

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



SECTION B - B

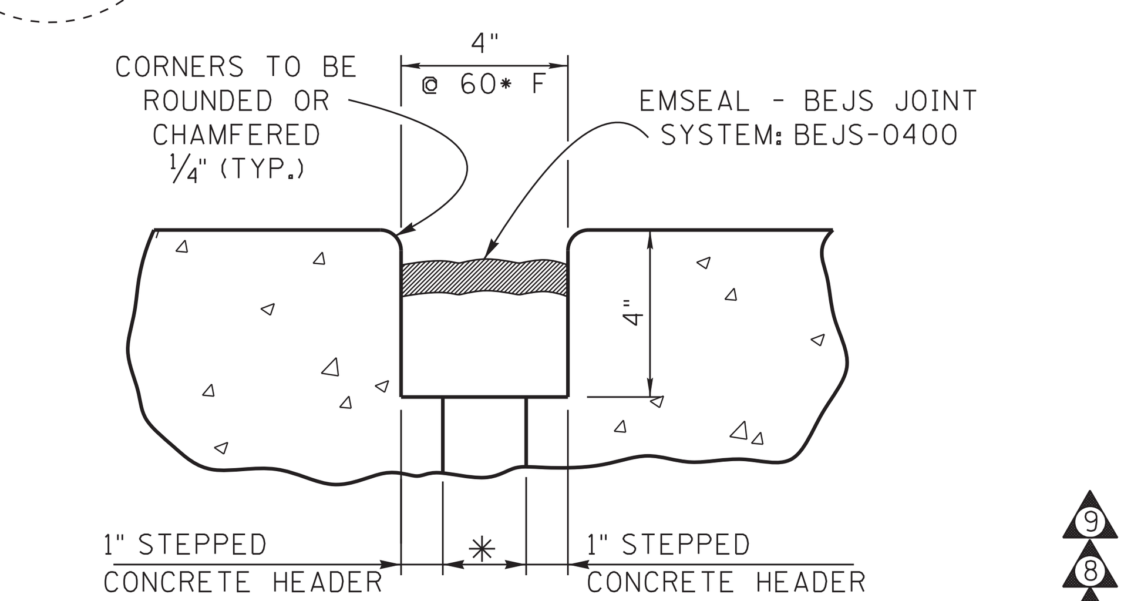
NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.

6" PERFORATED WING DRAIN PIPE (FOR ABUTMENT DRAIN SYSTEM SEE STD-10-1)

SECTION C - C

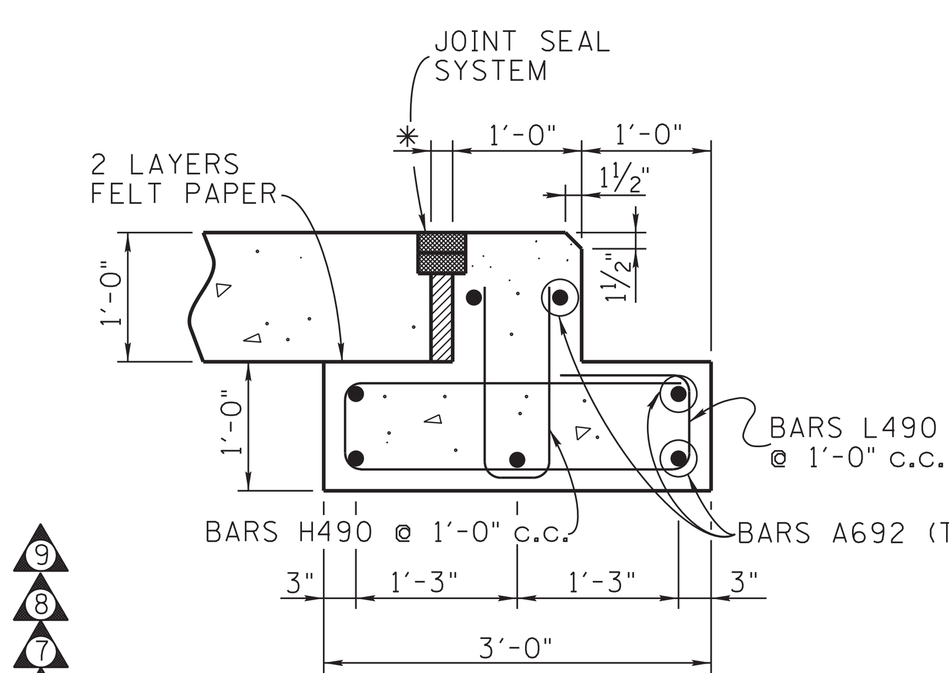
NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.

6" PERFORATED WING DRAIN PIPE (FOR ABUTMENT DRAIN SYSTEM SEE STD-10-1)

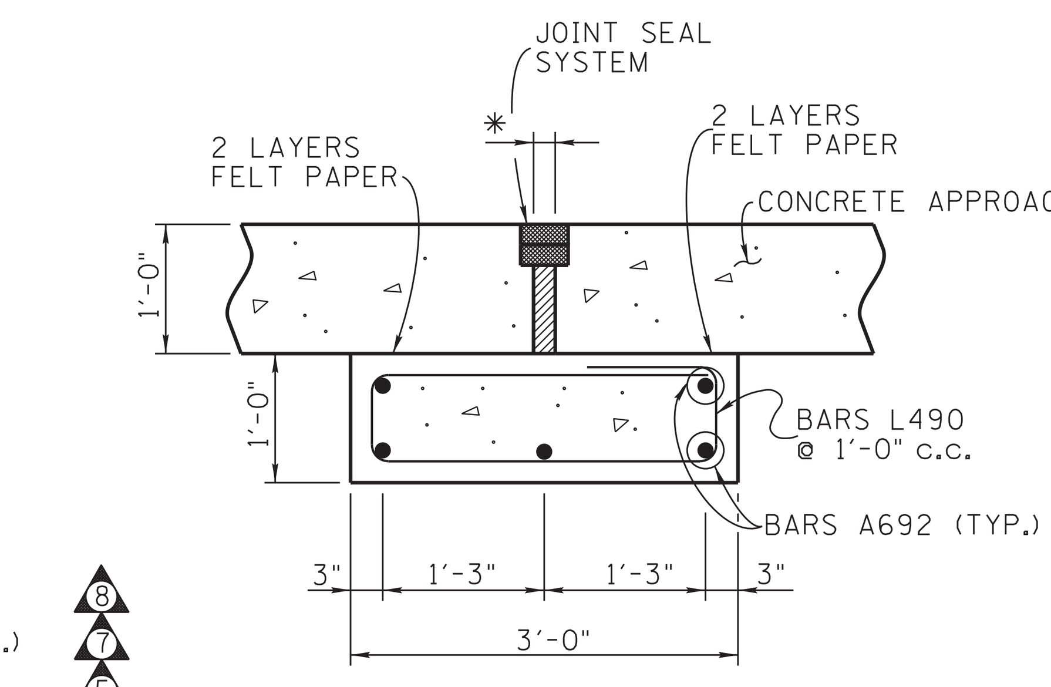


ALT PARTIAL SECTION D - D
(COMPLETED DETAIL)

* 4-in. @ 20° F, 2-in. @ 60° F, 0-in. @ 100° F
TDOT INSPECTOR TO VERIFY FORMED OPENING GAP IS CORRECT AT THE TIME OF CONCRETE POUR FOR APPROACH SLAB

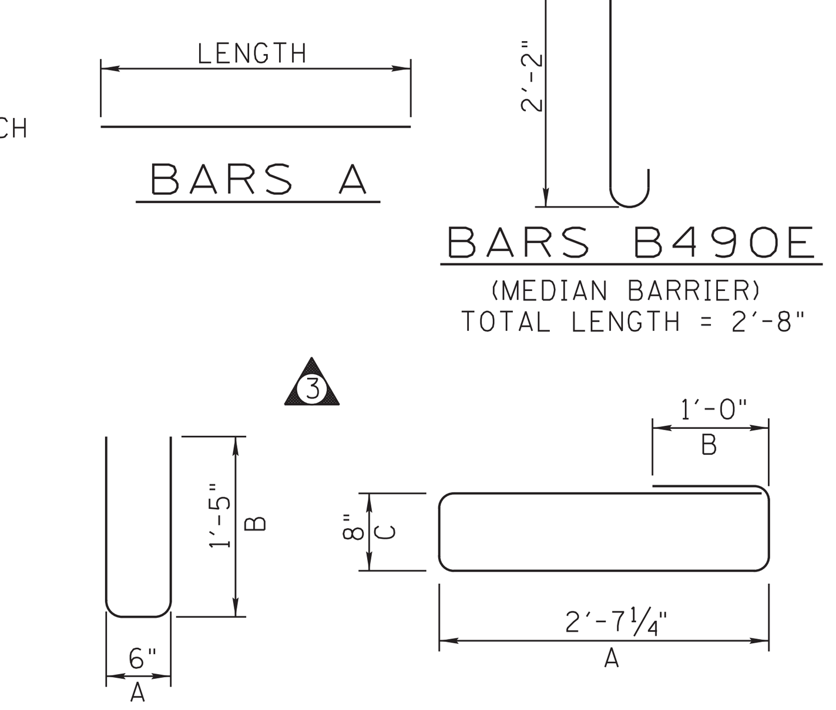


ALTERNATE SECTION D - D
(ASPHALT APPROACH)



ALTERNATE SECTION D - D
(CONCRETE APPROACH)

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

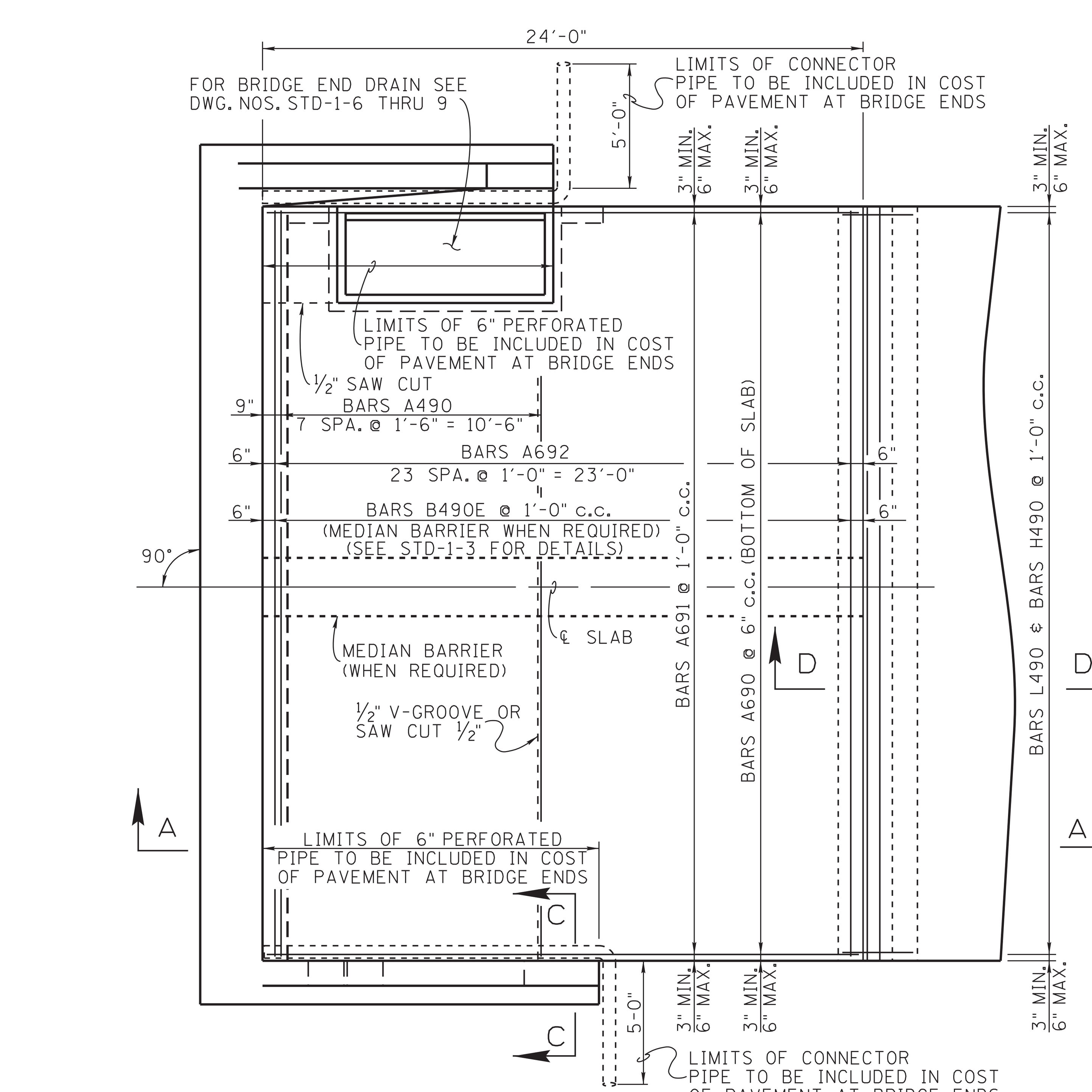


BARS A

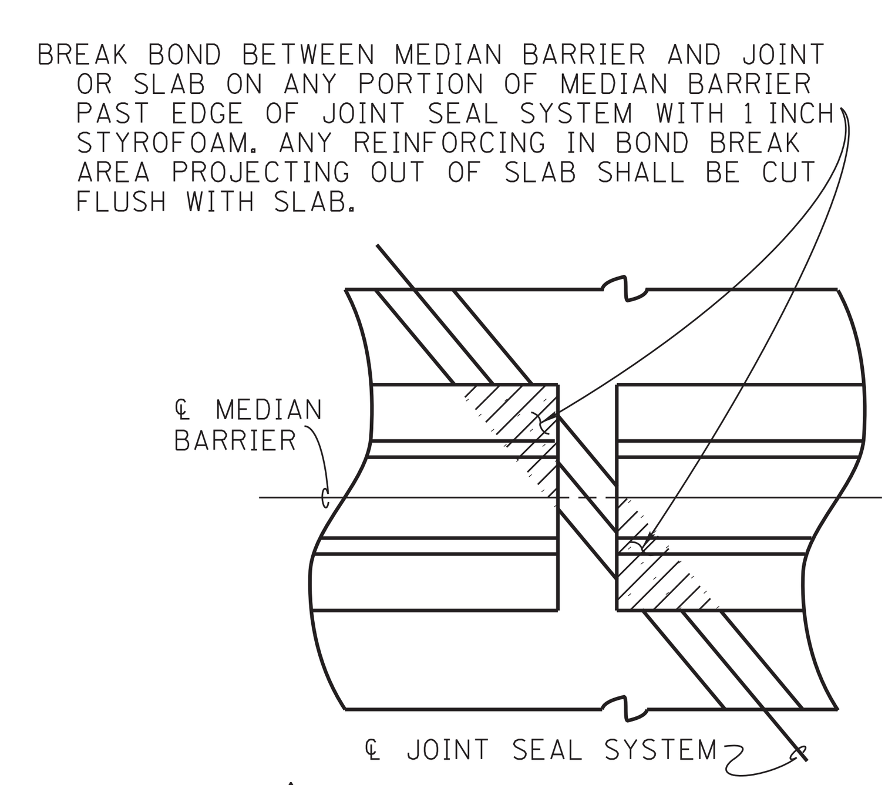
BARS B490E
(MEDIAN BARRIER)
TOTAL LENGTH = 2'-8"

BARS H490
TOTAL LENGTH = 3'-4"

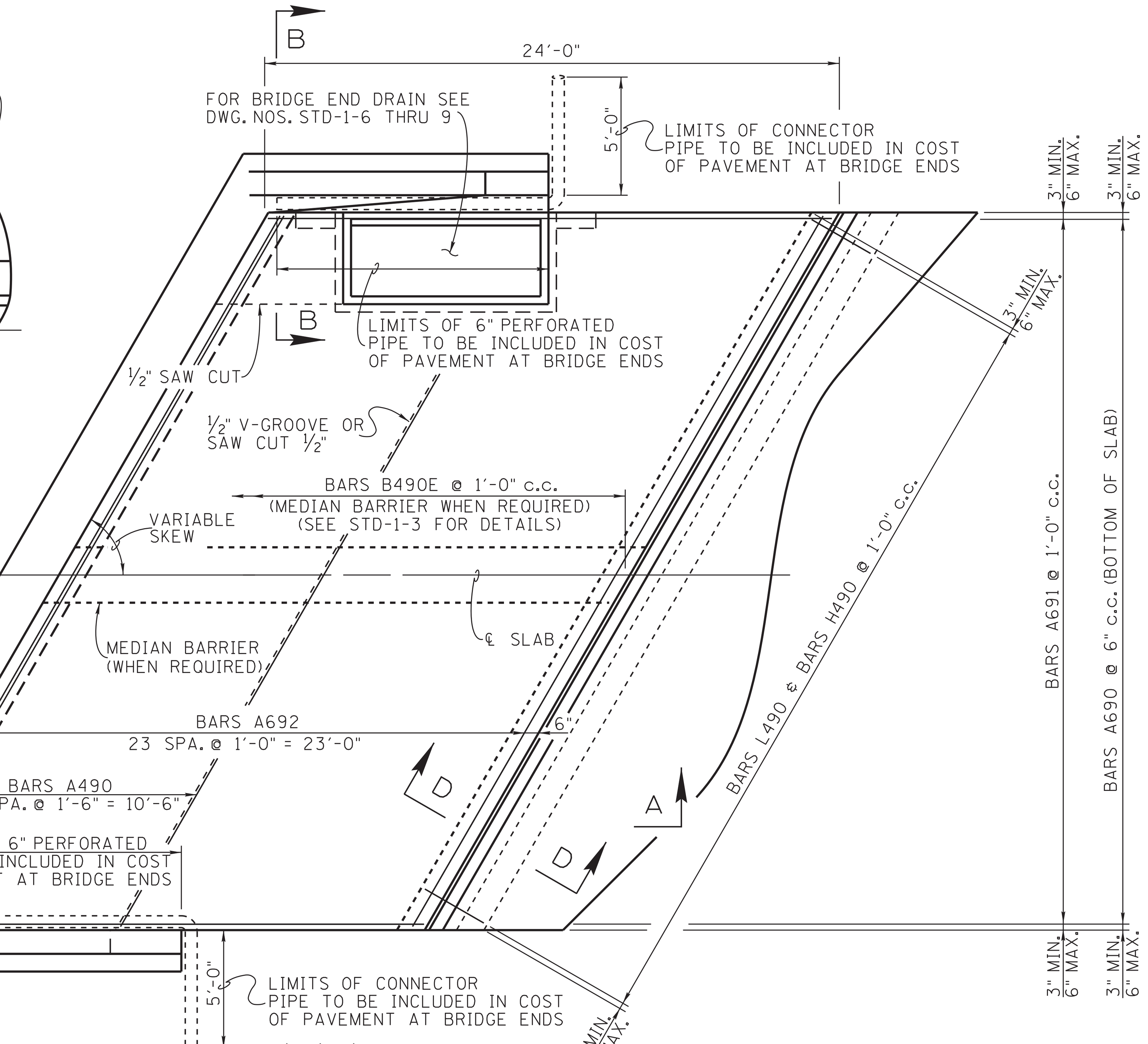
BARS L490
TOTAL LENGTH = 7'-6 1/2"



PLAN
(90° SKEW)



PLAN
(SHOWING DETAIL @ OPEN JOINT)



PLAN
(VARIABLE SKEW)

NOTES

1. QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-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.
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.

(A) JOINT SEAL SYSTEM:
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER. FOR EACH JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION WITHIN THE PROJECT, THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING, PRIOR TO ANY JOINT MATERIAL INSTALLATION.

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

M/R MINOR REVISION - FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995

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