

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-SIGN2
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2

YEAR	PROJECT NO.	SHEET NO.
2025	NH/HSIP-52(95)	ROADWAY-SIGN2
	14S052-F8-002	
	14S052-F3-002	

REVISION - LETTING 2-4-25: ADDED SHEET

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Joseph Burchfield
Digitally signed by Joseph Burchfield
Date: 2024.11.20 17:07:06 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7512 VOLKSWAGEN DRIVE

CHATTANOOGA, TN
JOSEPH H. BURCHFIELD, P.E. NO. 122745

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
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YEAR	PROJECT NO.	SHEET NO.
2025	NH/HSIP-52(95)	ROADWAY-SIGN1
	14S052-F8-002	
	14S052-F3-002	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

CLAY COUNTY

STATE ROUTE 52
FROM SOUTH OF BOYD STREET (LM 18.70)
TO NEAR SR-53 (LM 20.56)

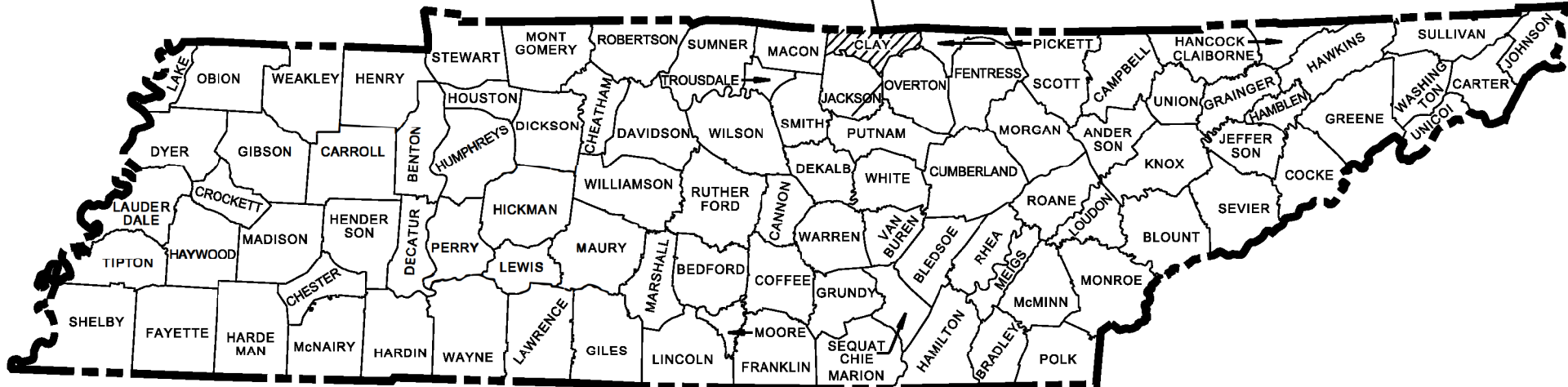
RESURFACE & SAFETY

NIGHT WORK, BRIDGE REPAIR, COLD PLANE, RESURFACE (411D), AND PAVEMENT MARKINGS)

STATE HIGHWAY NO. 52 F.A.H.S. NO. N/A

PROJECT LOCATION

BRIDGE ID. # 14SR0520011 14SR0520013



NO EXCLUSIONS

NOTE - CURB RAMP IMPROVEMENTS WITHIN PROJECT LIMITS ARE TO
BE ADDRESSED IN SEPARATE CONTRACT CNY252 (PIN 134735.04).

14S052-F3-002
14S052-F8-002
BEGIN PROJECT NO. NH/HSIP-52(95) RESURFACE & SAFETY
LM 18.70

BRIDGE REPAIR PROJECT NO. 14S052-M3-003
CUMBERLAND RIVER (LM 19.32) & KYLE ST (LM 19.63)

SPECIAL NOTES

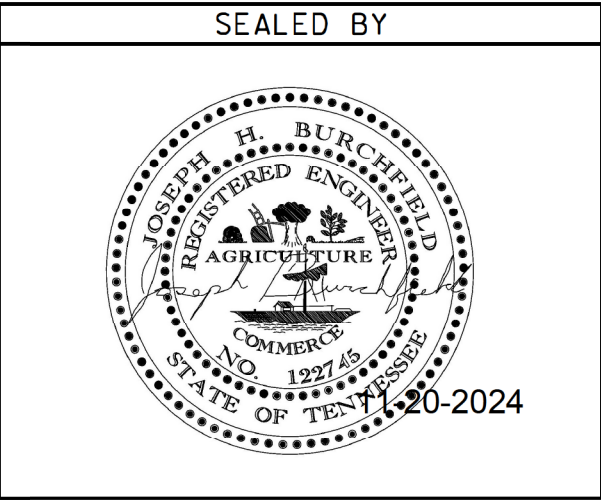
PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES
CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW
THE REASONABLE COST ANALYSIS VALUE.

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 : ANDREW ZAZZARA, P.E.
ENGINEER ON RECORD : JASON M. INGRAM, P.E.
DESIGNER : DIANE EVITT CHECKED BY : LANDO SANTOS
P.E. NO. 98023-4217-04
PIN NO. 129630.00

PROJECT LENGTH 1.86 MILES
TOTAL LANE MILES RESURFACED 3.93 MILES

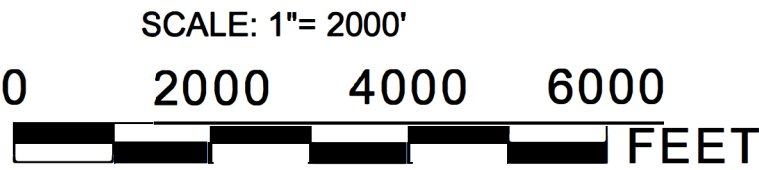
14S052-F3-002
14S052-F8-002
END PROJECT NO. NH/HSIP-52(95) RESURFACE & SAFETY
LM 20.56



APPROVED: WILL REID, CHIEF ENGINEER

DATE:

APPROVED: HOWARD M. ELEY, COMMISSIONER



TRAFFIC DATA	
ADT (2025)	5,480
POSTED SPEED	
LM 18.60 - LM 19.56	45 MPH
LM 19.56 - LM 20.56	30 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: DIVISION ADMINISTRATOR DATE

M:\Design County Folders\A-PAVEMENT PROGRAM\2025\STATE ROUTES\CNZ023 129630-00 Clay-52 (18.69-20.56)\Plan Sheets\01-01A-INDEX-LettingRev-2-4-25.dgn2/4/2025 11:19:19 AM

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	1A
		14S052-F8-002	
		14S052-F3-002	

REVISION - LETTING 2-4-25: ADDED ROADWAY-SIGN2 TO INDEX.


ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN2
.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
PROJECT COMMITMENTS	1B
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TABULATED QUANTITIES	2F
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UTILITY NOTES, AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T 1
BRIDGE PLANS	B-1
NOTES:	
THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.	
SHEET 2A SERIES NOT INCLUDED IN THIS SET OF PLANS.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
10-107.00 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-4A	03-01-23	STANDARD UNSIGNALIZED MID-BLOCK CROSSING
T-M-18A		DELINEATOR MOUNTING DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	1B
		14S052-F8-002	
		14S052-F3-002	

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENT	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON BRIDGE NO. 14SR0520011 SR-52 OVER CUMBERLAND RIVER LM 19.32 (14-SR052-19.32) AND BRIDGE NO. 14SR0520013 SR-52 OVER KYLE STREET AND OVERFLOW LM 19.63 (14-SR052-19.63). NO ACM WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08.D AND 202.03).	

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2
		14S052-F8-002	
		14S052-F3-002	

REVISION - LETTING 2-4-25: CHANGED QUANTITY OF ITEM 403-02.01.

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 14S052-F8-002	QUANTITY 14S052-F3-002	TOTAL QUANTITY
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	3.9		3.9
(2)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON		38	38
(3)	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	383		383
(4)	403-02.01 TRACKLESS TACK COAT	TON	18		18
(5)	411-01.10 ACS MIX(PG64-22) GRADING D	TON	2314		2314
(6)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	3.6		3.6
(7)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	2622		2622
(8)(9)	611-09.01 ADJUSTMENT OF EXISTING CATCHBASIN	EACH	2		2
(10)	705-04.22 GUARDRAIL DELINEATION ENHANCEMENT (BI-DIRECTIONAL)	EACH		1000	1000
(11)	711-04.23 CONCRETE BARRIER DELINEATION ENHANCEMENT (BI-DIRECTIONAL)	L.F.		1695	1695
(12)	712-01 TRAFFIC CONTROL	LS	1		1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	75		75
(9)	712-06 SIGNS (CONSTRUCTION)	S.F.	642		642
(13)	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	4		4
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH		150	150
	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH		50	50
(14)	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	23		23
(15)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	68		68
(15)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	380		380
(15)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	7		7
(15)(16)	716-02.08 PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		114	114
(15)(17)	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.		400	400
(15)(16)	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.		0.2	0.2
(15)	716-03.07 PLASTIC WORD PAVEMENT MARKING (STOP)	EACH		8	8
(15)	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	2		2
(18)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	12		12
(18)	716-05.05 PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	380		380
(19)	716-12.01 ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	0.2		0.2
(20)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	8.5		8.5
(20)(21)	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	340		340
	717-01 MOBILIZATION	LS	1		1

FOOTNOTES	
(1)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK.
(2)	TO BE USED FOR LOW SHOULDERS AS DIRECTED BY THE TDOT PROJECT ENGINEER.
	QUANTITY BASED ON 1500' LENGTH, 2' WIDTH, 2" THICKNESS.
(3)	FOR SPOT REPAIRS. SEE SHEETS 2B AND 2F FOR INFORMATION.
(4)	INCLUDES 3.4 TONS FOR SPOT REPAIRS, SIDEROADS, BUSINESS ENTRANCES., FIELD ENTRANCES, AND DRIVEWAYS.
(5)	INCLUDES 170 TONS FOR SIDEROADS, BUSINESS ENTRANCES., FIELD ENTRANCES, AND DRIVEWAYS AS DIRECTED BY THE TDOT PROJECT ENGINEER.
(6)	USE CRAFTCO PAVEMENT JOINT ADHESIVE #34524, PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO RE-INSTATEMENT TAPE.
(7)	INCLUDES 356 TONS FROM SPOT REPAIR, AND 243 TONS FROM SIDE ROADS AND BUSINESS ENTS.
(8)	UPGRADE CATCHBASINS WITH NEW GRATES AND ADJUSTMENTS. COST TO INCLUDE REMOVAL OF EXISTING GATE AND REPLACE WITH BICYCLE FRIENDLY GRATES WHERE APPLICABLE INCLUDING ALL MATERIAL, PARTS, LABOR, EQUIPMENT, MACHINERY, TOOLS OR APPARATUS NECESSARY FOR REMOVAL AND INSTALLATION.
(9)	SEE SHEET 2F FOR TABULATION.
(10)	SEE SHEET 2F FOR TABULATION AND DELINEATOR DETAILS.
(11)	TO BE USED ON CUMBERLAND RIVER BRIDGE AND KYLE ST & OVERFLOW BRIDGE. SEE SHEET 2B FOR DETAIL AND 2F FOR TABULATION.
(12)	INCLUDES ALL COST ASSOCIATED WITH NIGHT TIME WORK ZONE LIGHTING.
(13)	INCLUDES TWO MESSAGE BOARDS TO BE USED ON SR-52 AND SR-53.
(14)	TO BECOME PROPERTY OF THE CONTRACTOR. INCLUDES ALL COST ASSOCIATED WITH PROPER DISPOSAL OF REMOVED SNOWPLOWABLE MARKERS.
(15)	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)	TO BE USED FOR STRIPING LEFT TURN LANES.
(17)	SEE SHEET 2G FOR LOCATION DETAILS.
(18)	ITEM IS FOR TEMPORARY STRIPING ON COLD PLANE SURFACE AND B-M2 SURFACE.
(19)	ITEM FOR STRIPING PARKING LANES AT SQUARE. INCLUDES ALL COST ASSOCIATED WITH HAND WORK REQUIRED FOR STRIPING APPROX. 1000 LF OF PARKING LINES.
(20)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(21)	TO BE USED AT BROWN ST. (LM 19.95) AND MITCHELL ST. (LM 20.35) INTERSECTIONS.

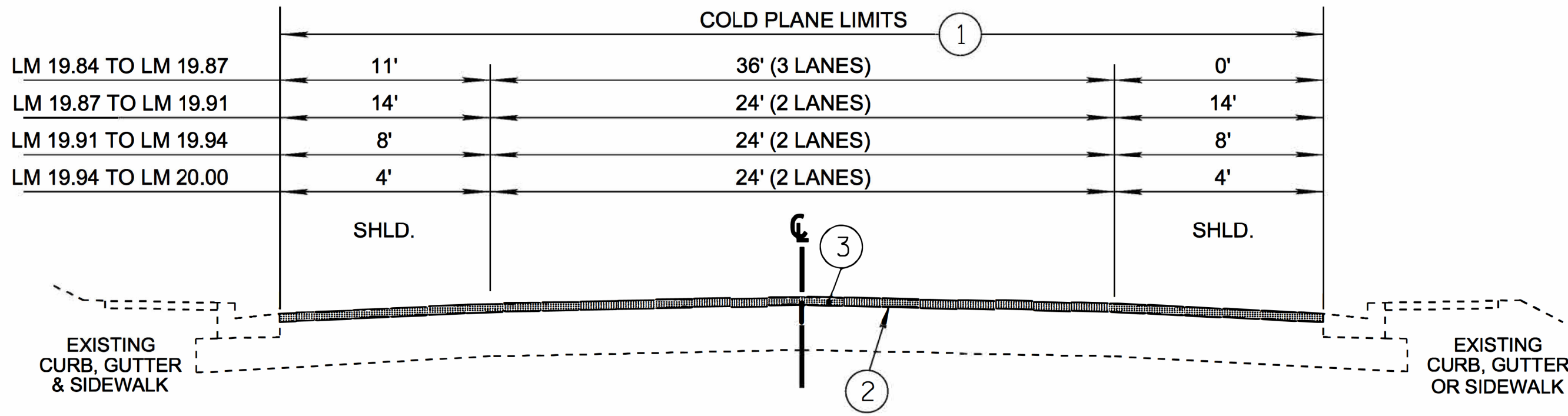
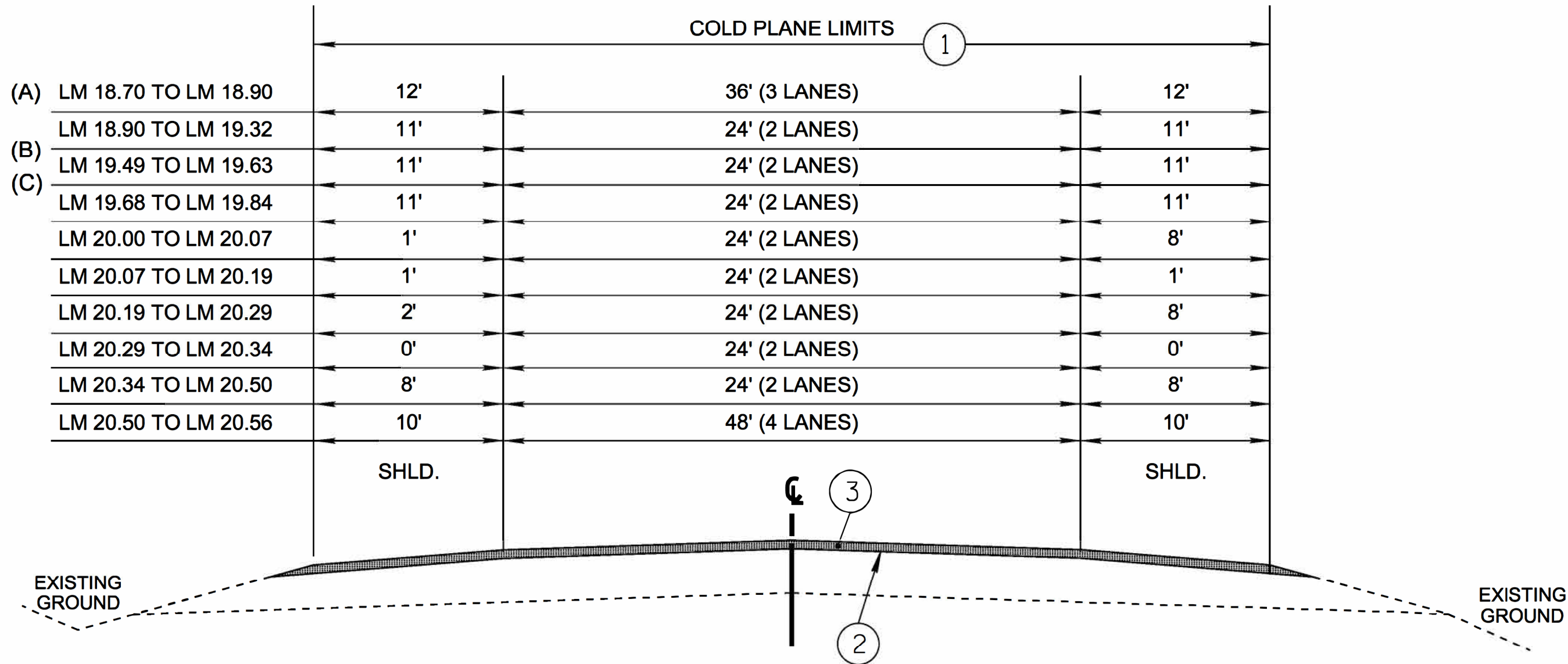
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2B
		14S052-F8-002	
		14S052-F3-002	

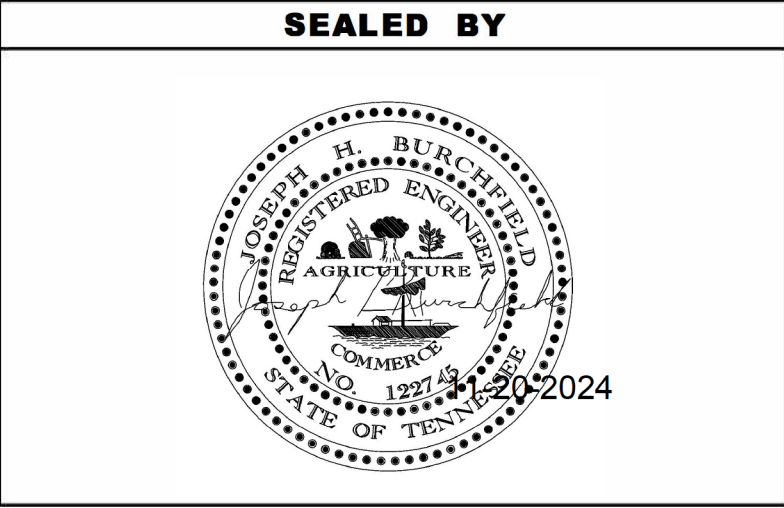
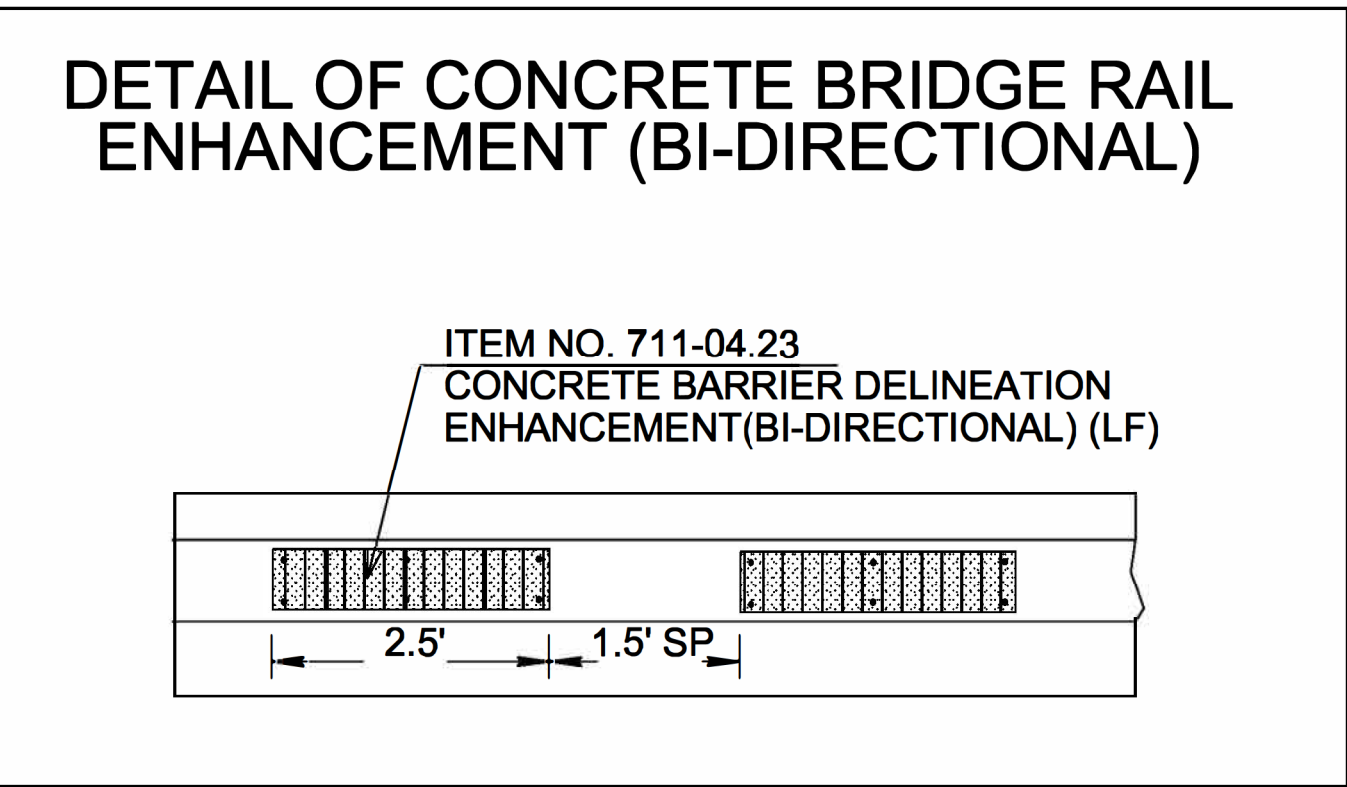
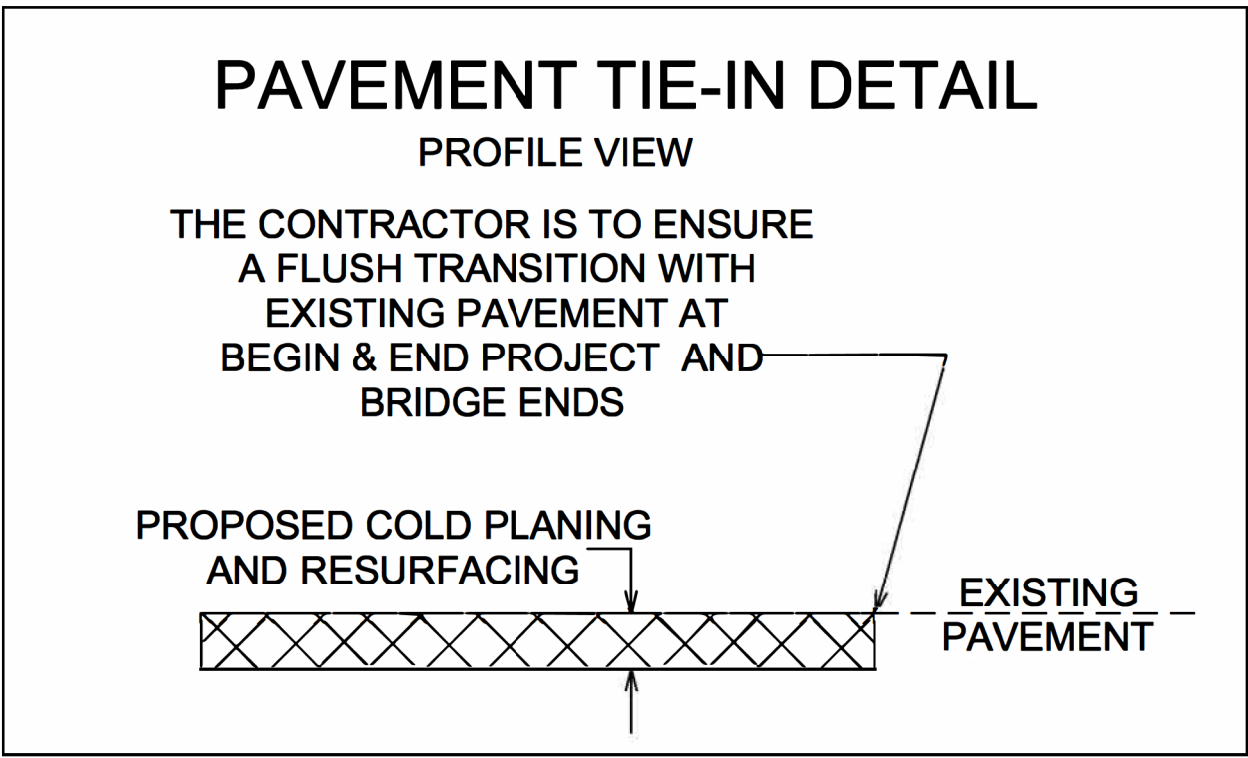
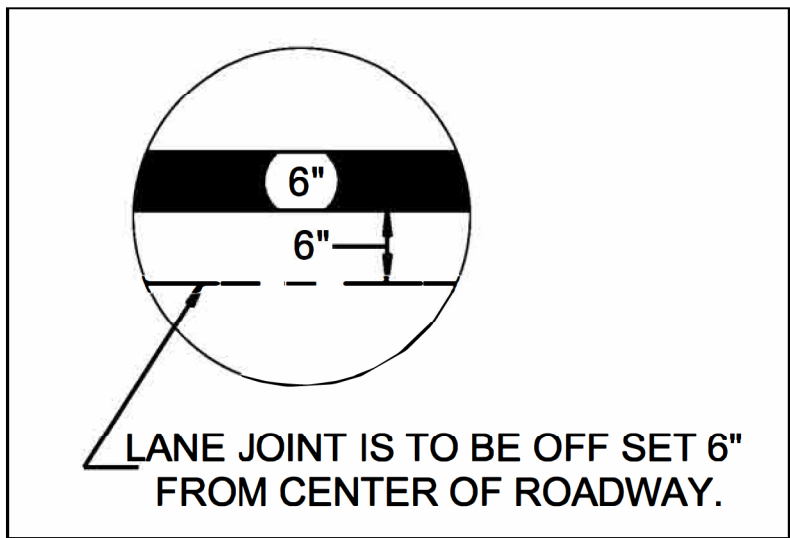


SR-52
TYPICAL SECTIONS

SPOT REPAIR LOCATIONS				
LOG MILE	LOCATION	LENGTH (FT)	WIDTH (FT)	DEPTH (IN)
18.70	LT/RT	50	24	2"
18.90	LT	70	12	2"
18.95	LT SHLD	80	12	2"
19.01	RT SHLD	50	12	2"
19.05	RT SHLD	50	12	2"
19.18	LT LN/SHLD	300	24	2"
19.69	LT/RT	50	24	2"
19.91	LT/RT LN/SHLD	400	40	2"
20.34	RT	100	12	2"

PROPOSED PAVEMENT SCHEDULE	
①	COLD PLANING, 1.25" DEPTH @ APPROX. 131.25 LBS/SY ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT, TON
②	TRACKLESS TACK COAT SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD. 403-02.01 TRACKLESS TACK COAT (TC), TON
③	SURFACE MIX 1.25" THICK @ APPROX. 132.5 LBS/SY 411-01.10 ACS MIX (PG 64-22) GRADING D, TON

- NOTES**
- (A) LM 19.32 TO LM 19.49 - CUMBERLAND RIVER BRIDGE. EXCLUDE MILLING AND PAVING. EPOXY OVERLAY ONLY. SEE BRIDGE SHEETS FOR DETAILS. RESTRIPE EXISTING MARKINGS.
- (B) LM 19.63 TO LM 19.68 - BRIDGE OVER KYLE STREET. EXCLUDE MILLING AND PAVING. EPOXY OVERLAY AND REPLACE BRIDGE JOINTS. SEE BRIDGE SHEETS FOR DETAILS. RESTRIPE EXISTING MARKINGS.
- (C) A VACUUM TRUCK MAY BE REQUIRED DURING SPOT REPAIRS. ALL COST ASSOCIATED WITH USING VACUUM TRUCK (INCLUDING PROPER DISPOSAL OF VACUUMED DEBRIS) TO BE INCLUDED IN OTHER ITEMS.
- (D) INTELLIGENT COMPACTION SHALL BE USED.
- (E) LONGITUDINAL JOINT SEALANT, 411-01.21 SHALL BE USED ON ALL JOINTS.
- (F) PAVEMENT MARKING CHANGES / COMMENTS:
LM 18.83 - DO NOT REPLACE THE STOP BAR FOR THE LEFT TURN LANE INTO THE SCHOOL.
LM 19.95 - 90 DEGREE TURN AT BROWN STREET: REPLACE DOUBLE DOTTED YELLOW CENTERLINE IN TURN.
LM 20.35 - 90 DEGREE TURN AT MITCHELL STREET REPLACE DOUBLE DOTTED YELLOW CENTERLINE AND DOTTED WHITE LINE IN TURN.
PARKING LINES AROUND SQUARE - STRIPE WITH ITEM 716-12.01 APPROX. 1000 LF OF 4" ENHANCED FLATLINE THERMO.



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2C
		14S052-F8-002	
		14S052-F3-002	

GENERAL NOTES

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

FINAL PAVEMENT MARKING

- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

PAVEMENT

PAVING

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

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.

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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

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SPECIAL NOTES

TRAFFIC CONTROL

- (1)

THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE TDOT PROJECT ENGINEER, ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (2)

EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT ENGINEER. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- (3)

THE CONTRACTOR SHALL GIVE THE TDOT PROJECT ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- (4)

IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.
- (5)

CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.
- (6)

MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- (7)

PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- (8)

INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATED TO REFLECT CURRENT CONSTRUCTION CONDITIONS ACTIVITIES AT ALL TIMES.

NIGHT WORK

- (1)

ALL COST ASSOCIATED WITH NIGHT WORK ZONE LIGHTING SHALL BE INCLUDED IN ITEM 712-01.
- (2)

THE CONTRACTOR SHALL COMPLY WITH SECTION 712.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING NIGHT WORK LIGHTING.
- (3)

LIGHTS FOR NIGHT WORK TO BE APPROVED BY THE TDOT PROJECT ENGINEER.
- (4)

BRIDGE REPAIR WORK SHALL BE CONTINUOUS WEEK-END WORK AS DIRECTED BY THE TDOT PROJECT ENGINEER
- (5)

NIGHT WORK SHALL BE DONE BETWEEN THE HOURS OF 7:00 PM AND 6:00 AM CST. EXCEPT FOR BRIDGE REPAIR, ALL WORK TO BE DONE AT NIGHT SHALL BE DURING THESE HOURS. THIS INCLUDES CONSTRUCTION, MOBILIZATION OF EQUIPMENT AND PLACEMENT AND REMOVAL OF TRAFFIC CONTROL DEVICES.
- (6)

ALL CONSTRUCTION SIGNS THAT ARE TO REMAIN IN PLACE DURING CONSTRUCTION MAY BE INSTALLED DURING DAYTIME HOURS AS DIRECTED BY THE TDOT PROJECT ENGINEER.

LANE CLOSURES

- (1)

THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (2)

EXCEPT DURING CONTINUOUS WEEKEND BRIDGE REPAIR, DAYTIME LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (3)

THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:

A.

OFFICIAL STATE HOLIDAYS.

B.

SATURDAY AT 6:00 AM UNTIL TUESDAY AT 7:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.

C.

THURSDAY AT 6:00 AM UNTIL SUNDAY AT 7:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.

D.

DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT ENGINEER.

PAVING

- (1)

THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

•

BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY AND SHOULDERS AS DIRECTED BY THE TDOT PROJECT ENGINEER.

•

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

•

ALL COSTS ASSOCIATED PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
- (2)

THE CONTRACTOR WILL BE REQUIRED TO REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (3)

INTELLIGENT COMPLACTION SHALL BE USED.
- (4)

ALL CATCHBASINS ARE TO BE CHECKED AND CLEANED AFTER PAVING HAS BEEN COMPLETED. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK. COST IS TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
- (5)

ALL DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.
- (6)

ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

JOINT SEALANTS

- (1)

THE CONTACT SURFACE OF LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY SPRAYING THE JOINT 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)

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

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

THE TIMING OF APPLICATION OF JOINT SEALANT SHALL BE AS DIRECTED BY THE TDOT PROJECT ENGINEER.

COLD PLANING

- (1)

THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 96 HOURS.
- (2)

PROVIDED THAT THE CONTRACTOR USES A COLD PLANING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM.) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES), THE CONTRACTOR MAY GET PERMISSION FROM THE REGION 2 PROJECT ENGINEER TO MILL ALL SURFACES AS NEEDED BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (3)

IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
- (4)

IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH “B-M2” MIX PRIOR TO PLACING PROPOSED OVERLAY.
- (5)

AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH “D” MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR “D” MIX MATERIAL.
- (6)

EXISTING CONCRETE POURED AROUND CATCH BASINS AT THE GUTTER SHALL NOT BE DAMAGED. THIS CONCRETE MUST REMAIN IN PLACE WITH ASPHALT TYING TO THE EXISTING CONCRETE. ANY DAMAGE WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE DEPARTMENT.

PAVEMENT MARKING

- (1)

THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL PAVEMENT MARKING. ANY CHANGE FROM THE EXISTING PAVEMENT MARKINGS MUST BE APPROVED BY THE REGION 2 TRAFFIC ENGINEER.
- (2)

EXISTING PAVEMENT MARKINGS IN THE SIDE ROAD RADII SHALL BE RE-TRACED AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING FINAL STRIPING.

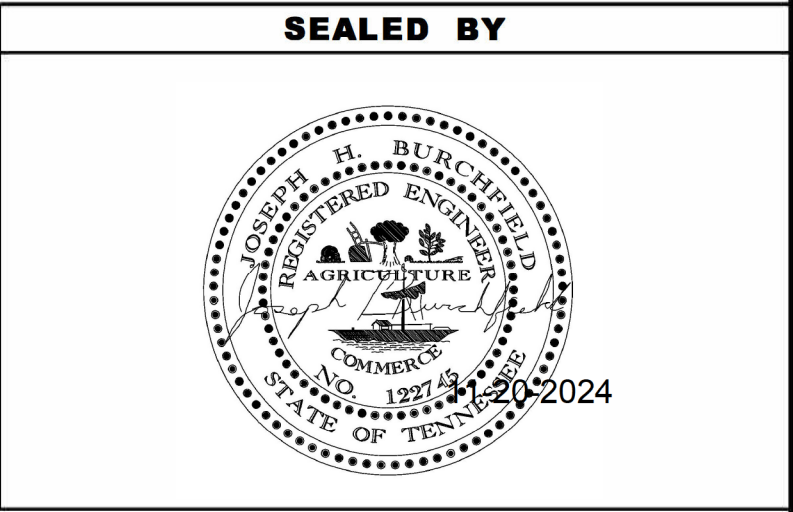
MISCELLANEOUS

- (1)

CURB RAMP IMPROVEMENTS WITHIN PROJECT LIMITS ARE TO BE ADDRESSED IN SEPARATE CONTRACT (PIN 134735.04).
- (2)

ALL SAFETY IMPROVEMENTS TO BE PAID FOR UNDER PROJECT NUMBER: NH/HSIP-52(95), 14S052-F3-002.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2D
		14S052-F8-002	
		14S052-F3-002	



STATE OF TENNESSEE
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SPECIAL
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ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6) COLD PLANE, BRIDGE REPAIR, RESURFACING AND PAVEMENT MARKINGS.

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

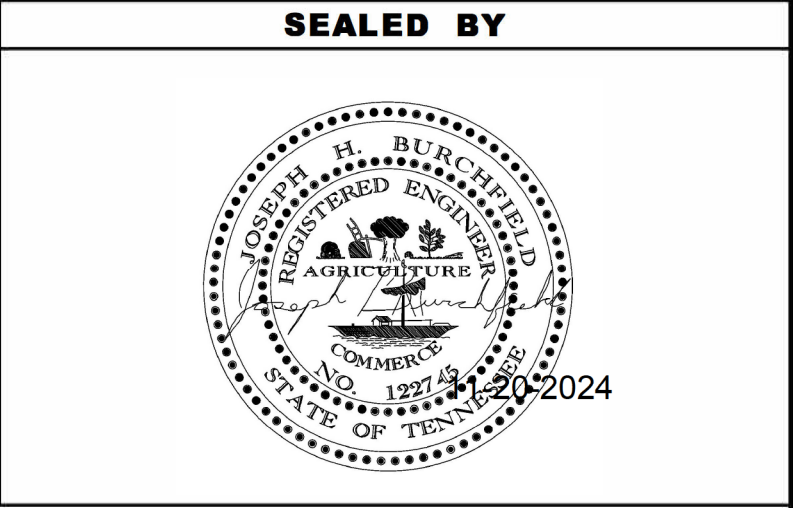
- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED 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.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2E
		14S052-F8-002	
		14S052-F3-002	



STATE OF TENNESSEE
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ENVIRONMENTAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2F
		14S052-F8-002	
		14S052-F3-002	

SPOT REPAIR							
LOG MILE	LOCATION	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	415-01.01 COLD PLANING (TON)	403-02.01 TRACKLESS TC (TON)	307-01.08 B-M2 MIX (TON)
18.67	RT	50	12	2"	7	0.1	8
18.69	LT/RT	50	24	2"	14	0.1	15
18.90	LT	70	12	2"	10	0.1	11
18.95	LT SHLD	80	12	2"	12	0.1	12
19.01	RT SHLD	50	12	2"	7	0.1	8
19.05	RT SHLD	50	12	2"	7	0.1	8
19.18	LT LN/SHLD	300	24	2"	84	0.4	90
19.69	LT/RT	50	24	2"	14	0.1	15
19.91	LT/RT LN/SHLD	400	40	2"	187	0.8	201
20.34	RT	100	12	2"	14	0.1	15
TOTALS					356	2.0	383

UTILITY ADJUSTMENTS (RESURFACING)

NO UTILITY ADJUSTMENTS TO BE INCLUDED IN THIS PROJECT.

STORM DRAIN ADJUSTMENTS (RESURFACING)

CATCH BASINS

2

REPLACE GRATE WITH BICYCLE FRIENDLY GRATES.
THE CONTRACTOR SHALL VERIFY SIZES PRIOR TO ORDERING MATERIALS.

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.
G20-2	END ROAD WORK	48" 24"	8	25	200
W3-4	BE PREPARED TO STOP	36" 36"	9	2	18
W8-11(MOD)	UNEVEN LANES (W/SYMBOL)	36" 36"	9	6	54
W8-15	GROOVED PAVEMENT	36" 36"	9	6	54
W8-15P	MOTORCYCLE (PLAQUE)	24" 18"	3	6	18
* W16-18P	"ON SR-52" PLAQUE	30" 24"	5	2	10
W20-1	ROAD WORK AHEAD	36" 36"	9	23	207
W20-1	ROAD WORK 1 MILE	36" 36"	9	1	9
W20-1	ROAD WORK 1/2 MILE	36" 36"	9	1	9
W20-1	ROAD WORK 1000 FT	36" 36"	9	1	9
W20-4	ONE LANE ROAD AHEAD	36" 36"	9	2	18
W20-7	FLAGGER	36" 36"	9	2	18
W21-2	FRESH OIL	36" 36"	9	2	18
* TO BE MOUNTED WITH ROAD WORK AHEAD SIGNS ON SR-53.				TOTAL	642

SEE FIGURE 6F-1 OF FIGURES SHOWN IN CURRENT M.U.T.C.D. THIS CONSTRUCTION SIGNING IS TO BE CONSTRUCTED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

PROPOSED GUARDRAIL DELINEATION (RESURFACING)

GR DELINEATION ENHANCEMENT (BI-DIRECTIONAL) 705-04.22 (EACH)	COMMENTS
100	TDOT PROJECT ENGINEER WILL PROVIDE LOCATIONS. DELINEATORS SHALL BE: <ul style="list-style-type: none">BI-DIRECTIONAL "HINGED-TYPE" DELINEATORS FROM TDOT'S CURRENT QPL.MOUNTED TO ALL GUARDRAIL POSTS EXCEPT END TERMINAL SECTIONS.ATTACHED TO GUARDRAIL POST AS PER MANUFACTURER'S SPECIFICATION AND ATTACHMENT METHOD.

PROPOSED BRIDGE RAIL DELINEATION (RESURFACING)

LOCATION	CONCRETE BARRIER DELINEATION ENHANCEMENT (BI-DIRECTIONAL) 711-04.23 (L.F.)	COMMENTS
CUMBERLAND RIVER BRIDGE	1250	SEE SHEET 2B FOR DETAIL.
BRIDGE	445	
TOTAL	1695	

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
14SR0520011 14-SR52-19.32 M-172-138 M-172-141	19.320	CUMBERLAND RIVER	958'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
14SR0520013 14-SR52-19.63 M-172-155 M-172-157	19.630	KYLE STREET	306'-3"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS. (BRIDGE SHEETS INCLUDED)

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DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	2G
		14S052-F8-002	
		14S052-F3-002	

SR-52/ WILLIAMSON STREET (LM 19.84)
3 LONGITUDINAL CROSSWALKS
NORTHEAST TO SOUTHEAST : 50 LF
SOUTHWEST TO SOUTHEAST: 52 LF
NORTHWEST TO NORTHEAST: 30 LF

SR-52/ GREEN STREET (LM 19.88)
4 LONGITUDINAL CROSSWALKS
NORTHEAST TO SOUTHEAST : 48 LF
SOUTHWEST TO SOUTHEAST: 61 LF
NORTHWEST TO NORTHEAST: 55 LF
NORTHWEST TO SOUTHWEST: 54 LF

-NOTE-
ADA UPGRADES, CROSSWALKS, SIGNAGE, CURB AND GUTER,
PAVEMENT MARKINGS AND DRAINAGE IMPROVEMENTS TO BE
ADDRESSED IN FUTURE PROJECT:

CLAY CO. PIN 130260.00
FROM THE CLAY COUNTY COURTHOUSE ON GREEN STREET (LM 19.879)
TO COLLEGE AVE (LM 20.277)

421 BROWN STREET (SR-52 LM 20.1)
REPLACE EXISTING CROSSWALK WITH
26 LF OF LONGITUDINAL CROSSWALK

521 BROWN STREET (SR-52 LM 20.3)
REPLACE EXISTING CROSSWALK WITH
24 LF OF LONGITUDINAL CROSSWALK

CELINA
SCALE 1"=250'

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DEPARTMENT OF TRANSPORTATION

DETAIL
SHEET

132 LF - WILLIAM STREET
218 LF - GREEN STREET
26 LF - 421 BROWN STREET
24 LF - 521 BROWN STREET
400 LF - TOTAL LONGITUDINAL CROSS-WALKS

11/20/2024 3:23:02 PM
M:\Design County Folders\A-PAVEMENT PROGRAM\2025\STATE ROUTES\129630-00 Clay-52 (18.69-20.56)\Plan Sheets\01-003-UtilityNotes-Owners.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	3
		14S052-F8-002	
		14S052-F3-002	

UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER “THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT”, THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (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

ELECTRIC & FIBER OPTICS:
Tri-County Electric Membership Corp.
PO Box 40
Lafayette TN 370830040
CONTACT: Dewayne Sloan
OFFICE PHONE: 615 688 2119
Email: dsloan@tcemc.org

GAS:
Middle Tennessee Natural Gas
PO Box 670
Smithville TN 37166
CONTACT: Matt Stennett
OFFICE PHONE: 931 754 3515
Email: mstennett@mtng.com

TELEPHONE:
CenturyLink/Lumen
2530 Perimeter Place Drive
Nashville TN 37214
CONTACT: Plans Distribution
OFFICE PHONE: 615 263 1128
Email: relocations@centurylink.com

TELEPHONE:
Twin Lakes
PO Box 67
Gainesboro TN 38562
CONTACT: James Dobbs
OFFICE PHONE: 931 268 2151
Email: jdobbs@twinlakes.net


FIBER OPTICS:
AT&T
360 Gees Mill Business Parkway,
Conyers GA 30013
CONTACT: Trina Ivey
OFFICE PHONE: 678 641 5522
Email: ki2863@att.com

SEWER & WATER:
Celina, City of
PO Box 449
Celina TN 38551
CONTACT: Tonya Spears
OFFICE PHONE: 931 243 2115
Email: celinamayor@twlakes.net

TELEPHONE:
North Central Telephone Cooperative
PO Box 70
Lafayette TN 37083
CONTACT: Troy Davis
OFFICE PHONE: 615 666 2151
Email: troy.davis@nctc.com

WATER:
Northwest Clay Utility District
PO Box 7
Moss TN 38575
CONTACT: David Craighead
OFFICE PHONE: 931 258 3489
Email: nwcud@twlakes.net

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-52(95)	T1
		14S052-F8-002	
		14S052-F3-002	

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.

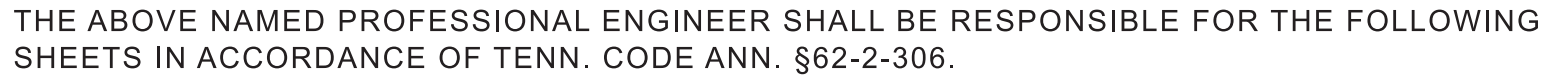
IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION


PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL



Brian Egli
2024.11.07 11:10:13 -06'00'

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AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE
ELECTRONIC DOCUMENTS.

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

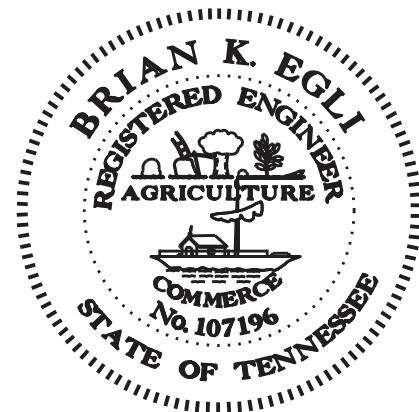
SHEET NAME  **SHEET NO.**

SIGNATURE SHEET _____ STRUCTURE-SIGN 2
 BRIDGE PLANS _____ B1 THRU B7

[illegible]

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET



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Brian Egli
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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 OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET _____	STRUCTURE-SIGN 1
BRIDGE PLANS _____	B1 THRU B7

YEAR	PROJECT NO.	SHEET NO.
2022	14S052-M3-003	STRUCTURE-SIGN 1


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

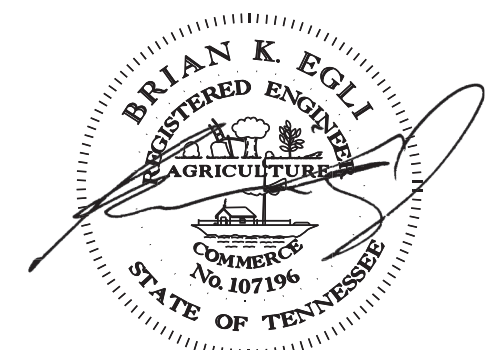
\$\$\$\$SYTIME\$\$\$\$\$\$\$\$\$
\$\$\$\$SIGNSPEC\$\$\$\$\$\$\$\$\$

PIN 129630.00

[illegible]

<u>INDEX OF DRAWINGS</u>		<u>DWG. NO.</u>	<u>LAST REV. DATE</u>
	SIGNATURE SHEET	STRUCTURE-SIGN 2	11-7-2024
	SIGNATURE SHEET	STRUCTURE-SIGN 1	
	INDEX OF DRAWINGS	B1	11-7-2024
	BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR NOTES	B2	11-7-2024
	TYPE 1 THIN EPOXY OVERLAY NOTES	B3	11-7-2024
	PLAN VIEW (14SR0520011)	B4	11-7-2024
	PHASE CONSTRUCTION	B5	11-7-2024
	PLAN VIEW AND EXPANSION JOINT REPAIR DETAILS (14SR0520013)	B6	11-7-2024
	PHASE CONSTRUCTION	B7	11-7-2024

DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 11/21
 SUPERVISED BY K. MARTINKO DATE 11/21
 CHECKED BY _____ DATE _____



11/07/24

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
14-SR52-19.32
OVER
CUMBERLAND RIVER
14-SR52-19.63
OVER
KYLE ST. & OVERFLOW
BR. NOS. 14SR0520011
14SR0520013
CLAY COUNTY
2025

PIN 129630.00

THE JOINT FILLER SHALL BE A PRECOMRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJFS) FROM OPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING. 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 LOCATIONS PRIOR TO ADDITION OF THE FILLER MATERIAL. PRODUCTS FROM OPL 7.001 ON A "ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE OPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF $\frac{3}{4}$ OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

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

11/07/24

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR NOTES

14-SR52-19.32
OVER

CUMBERLAND RIVER

14-SR52-19.63
OVER

OVER
KYLE ST. & OVERBLOW

KYLE ST. & OVERFLOW
BR. NOS. 14SR0520011

14SR0520013

CLAY COUNTY

2025

B2

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 11/21
SUPERVISED BY K. MARTINKO DATE 11/21
CHECKED BY _____ DATE _____

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** 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.

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.

APPLICATION EQUIPMENT SHOULD :

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

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

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

<u>SIEVE SIZE</u>	<u>% PASSING</u>
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

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.

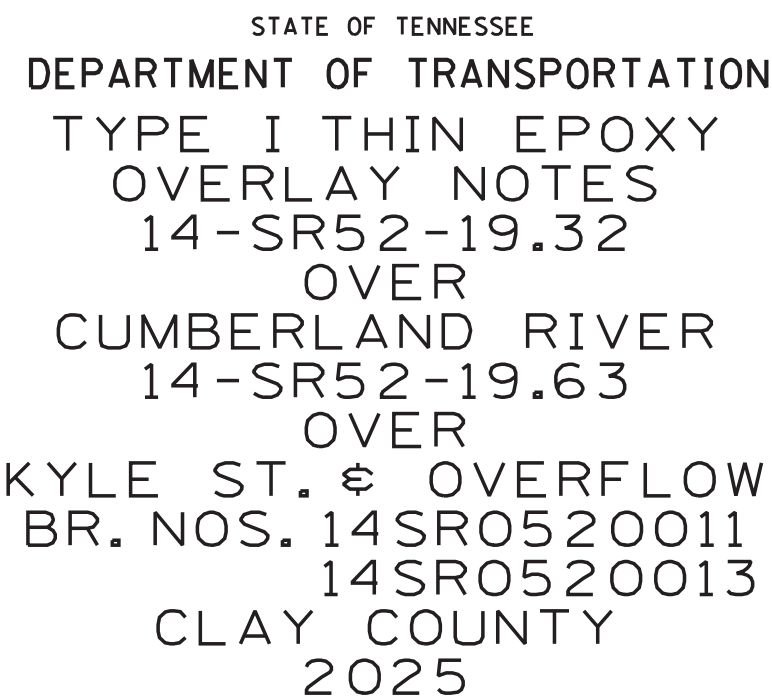
BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE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



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, SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

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DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 11/21
SUPERVISED BY K. MARTINKO DATE 11/21
CHECKED BY _____ DATE _____

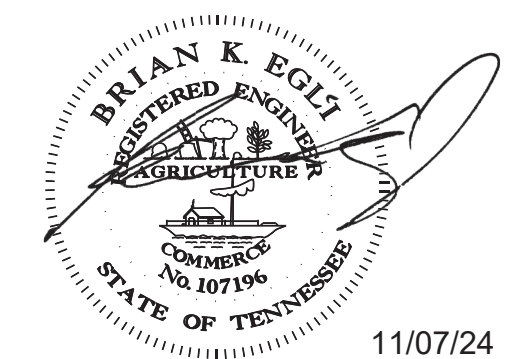
PLAN VIEW
14-SR52-19.32
OVER
CUMBERLAND RIVER
BR. NO. 14SR0520011
CLAY COUNTY
2025

1



PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



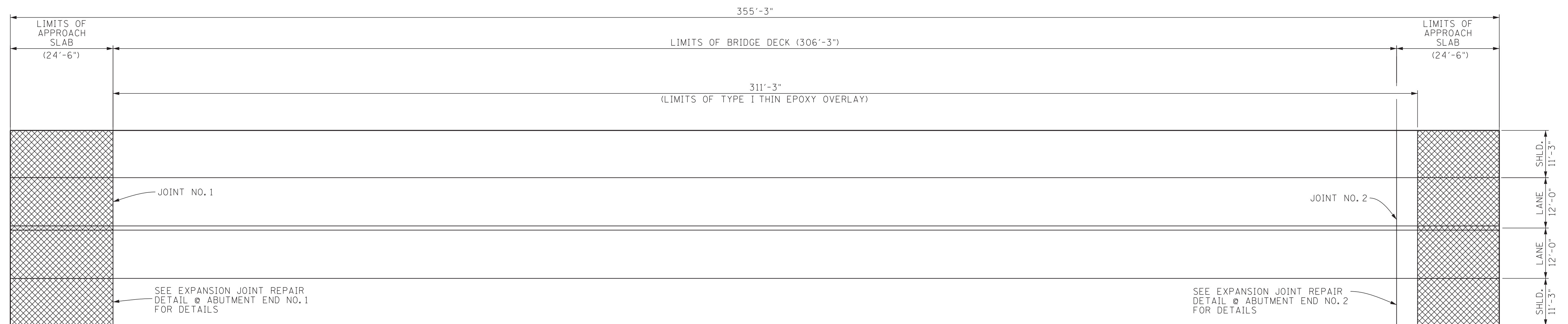
PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
14-SR52-19.32
OVER
CUMBERLAND RIVER
BR. NO. 14SR0520011
CLAY COUNTY
2025



①

[illegible]

BRIDGE ID. NO. 14SR0520013



DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 11/21
 SUPERVISED BY K. MARTINKO DATE 11/21
 CHECKED BY _____ DATE _____



PLAN VIEW AND
EXPANSION JOINT
REPAIR DETAILS
14-SR52-19.63

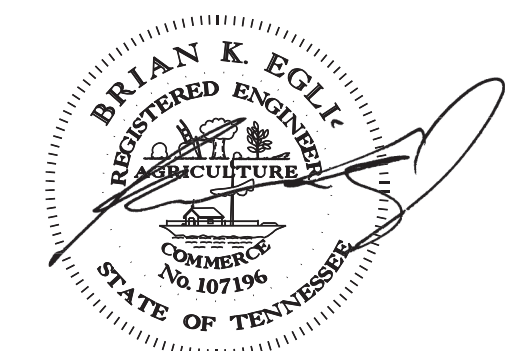
①

[illegible]

(14-SR52-19.63)

■ DENOTES: INTERCONNECTED PORTABLE BARRIER RAIL

(LOOKING AHEAD ON SURVEY)



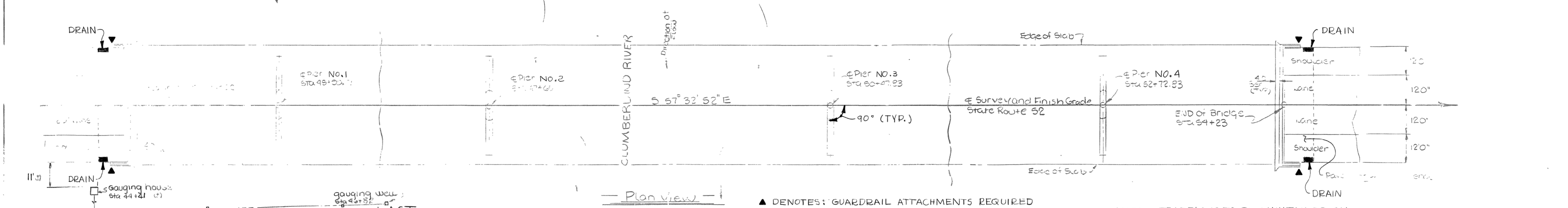
(14-SR52-19.63)

(LOOKING AHEAD ON SURVEY)

DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 11/21
 SUPERVISED BY K. MARTINKO DATE 11/21
 CHECKED BY _____ DATE _____

11/07/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
14-SR52-19.63
OVER
KYLE ST. AND OVERFLOW
BR. NO. 14SR0520013
CLAY COUNTY
2025

[illegible]

LIST OF STANDARD DRAWINGS		DWG. NO.	LAST REV. DATE
STD. PILE DETAILS		H-5-111	11-12-82
MISC. ABUTMENT & DRAINAGE DETAILS		K-85-150	1-9-75
REINFORCED BAR SUPPORT DETAILS FOR CONCRETE SLAB		K-80-14	8-27-76
BRIDGE RAILING CONCRETE PARAPET		M-28-1	4-11-85
PRECAST PRESTRESSED BRIDGE DECK PANELS		M-164-24	2-4-86
		M-164-25	2-4-86
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS		K-86-144	7-17-81
STD. NAVIGATION LIGHT		K-86-3	6-1-70

HYDRAULIC DATA

DRAINAGE AREA	7307 SQ.MI
DISCHARGE (100 YR REG)	73,500 CFS
100 YR. H.W. ELEV.	525.6 FT
CHANNEL AREA	17,000 SQ.FT
AVG. VELOCITY	4.5 FPS

48'0" Roadway with M. 23-1 Porap.

1986

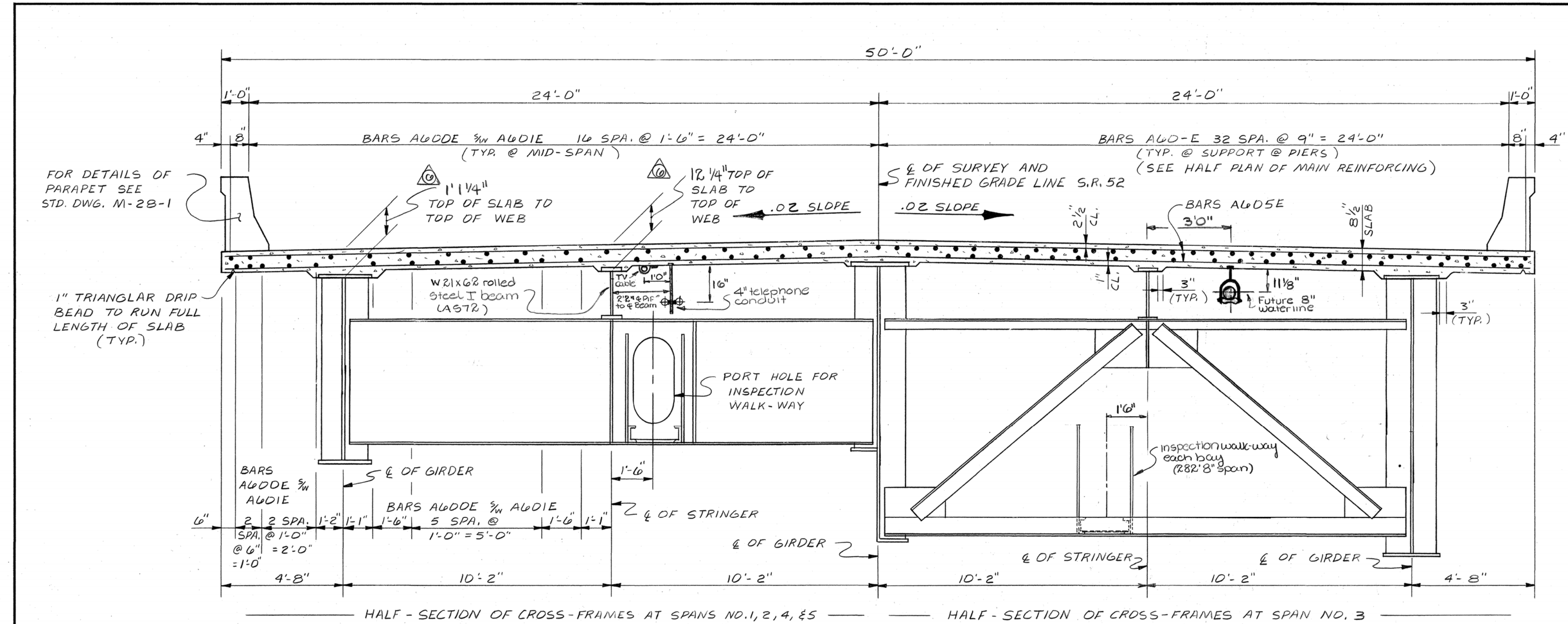
CORRECT Golden L. Fowell
ENGINEER OF STRUCTURES

APPROVED Lewis Evans DT-1390V
DIRECTOR OF HIGHWAYS

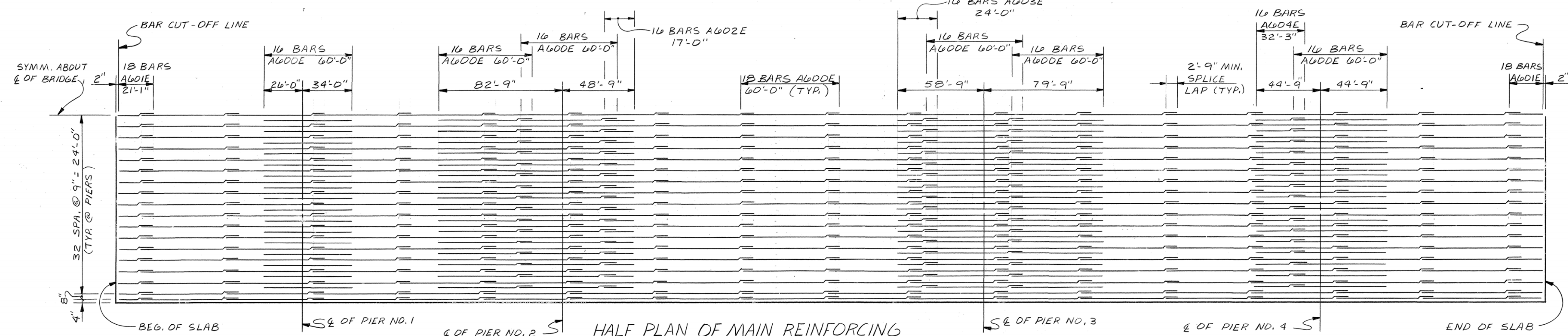
CLASS "A" GRADING "D" 14.00 C.Y.

DT-1390V

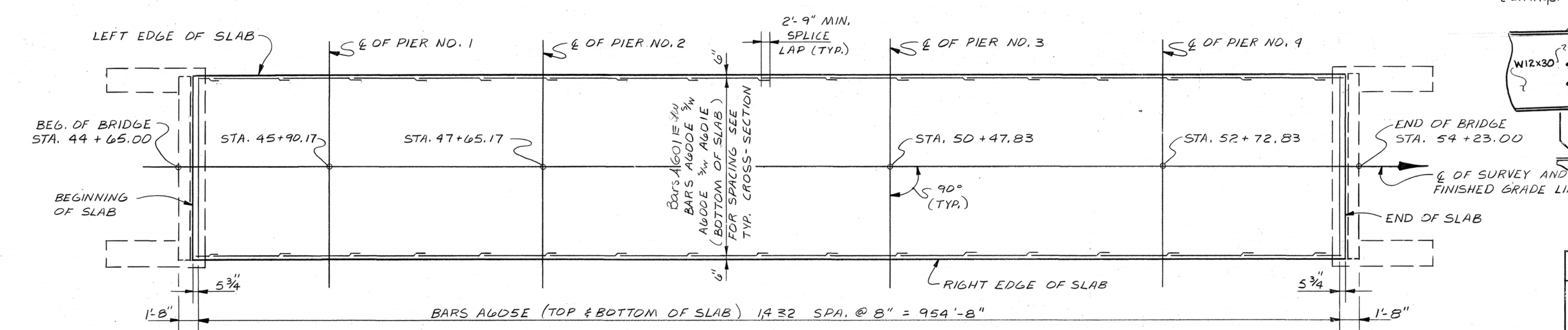
ORDINANCE 44 141 01310



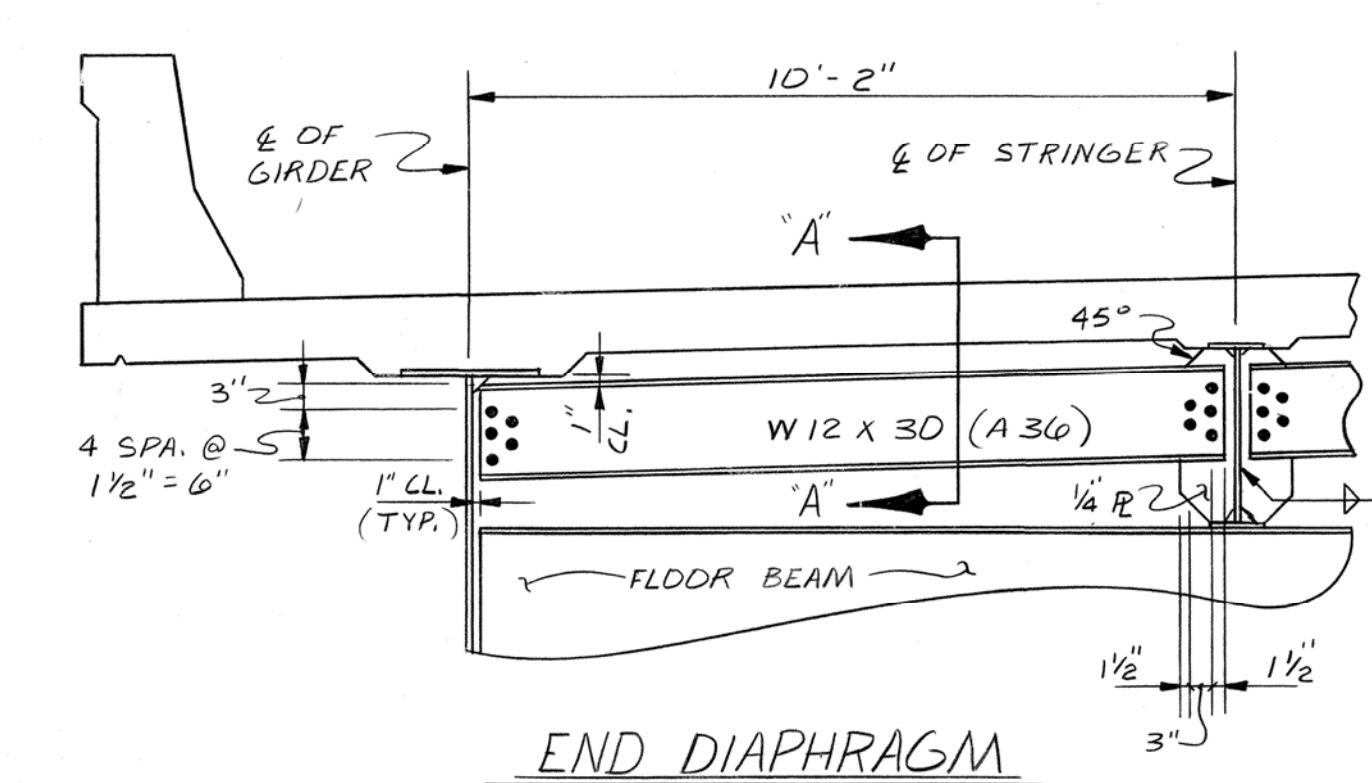
TYPICAL CROSS-SECTION ① ② ③ ④ ⑤
(Looking forward on survey)



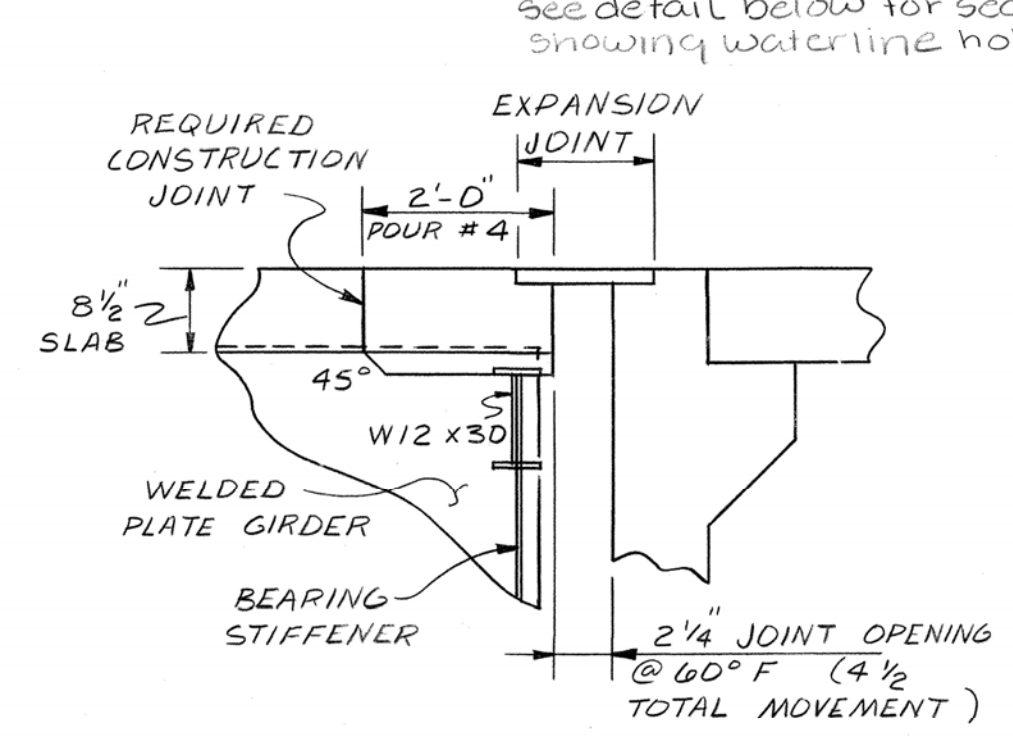
HALF PLAN OF MAIN REINFORCING



SLAB PLAN



END DIAPHRAGM



SECTION "A"-A"

CONST. NO. 14002-3228-54			
PROJECT NO.	YEAR	SHEET NO.	
BRF - 52 (15)	1986		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	2-5-86	WHP	Added waterline
2	2-10-86	WHP	Removed 2" A inspection hole
3	10-14-86	WHP	Added 4" telephone conduit
4	11-6-86	WHP	Added TV Cable
5	2-18-87	WHP	Added 4" telephone conduit
6	7-17-87	WHP	Revised filler depth and dry fill quantities

STRUCTURAL STEEL GENERAL NOTES

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

THE CONCRETE DECK SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND BOLTING COMPLETE.

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. M-28-1.

APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS WITH A COPY OF THE TEST REPORTS ALSO GOING TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

IDENTITY OF MAIN MATERIALS: SEE SPECIAL PROVISION NO. 602.

STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M 183 (ASTM A36) UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS AND FLOOR BEAM FLANGES IN TENSION SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARTY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS. ZONE 2 OF TABLE S1 SHALL APPLY. AASHTO M223 (ASTM -572) IN THICKNESS GREATER THAN 2 INCHES SHALL MEET THE LONGITUDINAL CHARTY IMPACT VALUES SPECIFIED FOR M222 (ASTM-588) OF EQUIVALENT THICKNESS.

WELDING: AWS D1.1-80 STRUCTURAL WELDING CODE, AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, THIRD EDITION, 1981, AND SPECIAL PROVISION NO. 602.

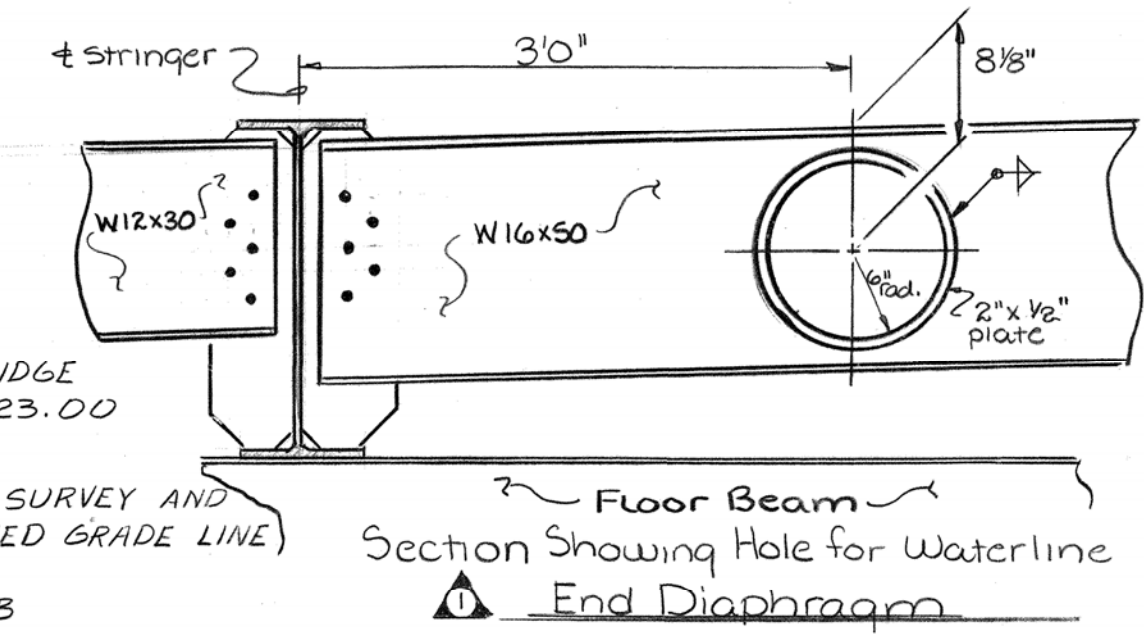
FIELD CONNECTIONS: SHALL BE 7/8" Ø HIGH TENSILE STRENGTH BOLTS ASTM-A325 (OR ASTM A490) UNLESS OTHERWISE SHOWN. SEE AASHTO SPECIFICATIONS ART. 10.17 DIVISION II. ALL HIGH STRENGTH BOLTED CONNECTIONS ARE FRICTION TYPE.

ADDITIONAL SHOP SPlice NOTE: SHOP SPICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE LOCATED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER.

ADDITIONAL FIELD SPlice NOTE: FIELD SPICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE LOCATED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER.



SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, ART. 10.14.9.2 DIVISION II. UNLESS OTHERWISE NOTED, SEE AASHTO SPECIFICATIONS ART. 10.23 FOR MINIMUM SIZE OF FILLET WELD.



ESTIMATED QUANTITIES	
CONCRETE CLASS "A" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.
1330	360,967

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BRIDGE NO. 1
SUPERSTRUCTURE
STATE ROUTE 52 OVER
CUMBERLAND RIVER
STATION 49+06.50
CLAY COUNTY
1986

CORRECT *William L. Lora*
ENGINEER OF STRUCTURES
APPROVED *Louis A. Lora*
DIRECTOR OF HIGHWAYS
M-172-141

DESIGNED BY H. PATE
DRAWN BY T. LEWIS
SUPERVISED BY J. FIELDS
CHECKED BY H. PATE
DATE 2-86
DATE 3-86
DATE 3-86
DATE 5-86

<u>LIST OF DRAWINGS</u>	<u>DWG. NO.</u>	<u>LAST REV. DATE</u>
LAYOUT OF BRIDGE	— — — — M-172-155	
GENERAL NOTES AND ESTIMATED QUANTITIES	— — — — M-172-156	
FOUNDATION DATA	— — — — M-172-190	
SUPERSTRUCTURE	— — — — M-172-157	
PRESTRESSED I-BEAM DETAILS	— — — — M-172-158	
ABUTMENT NO. 1 AND 2	— — — — M-172-159	
PIER NO. 1, 2, 3, AND 4	— — — — M-172-160	
BILL OF STEEL	— — — — M-172-161	
BILL OF STEEL	— — — — M-172-162	

48'0" Roadway with
M-281 parapet

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 2
LAYOUT OF BRIDGE
TE 52 OVER CUMBERLAND RIVER
CRFWD AND KYLE STREET
STATION 62 + 46.88
CLAY COUNTY
1986

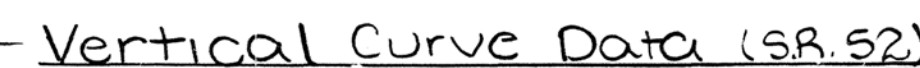
L. Loveall
STRUCTURES

Louis Evans
DIRECTOR OF HIGHWAYS

M-172-155



1" = 20'-0" HORIZONTAL
1" = 10'-0" VERTICAL



NOTE: ELEVATIONS SHOWN ARE BASED
ON FINISHED GRADE.

DESIGNED BY H. PATE DATE 2/18/86
DRAWN BY H. Pate & T. LEWIS DATE 2/20/86
SUPERVISED BY J. FIELDS DATE 3/1/86
CHECKED BY J. SUMMERS DATE 5/1/86

CORRECT

Kellon 2

ENGINEER OF STRUCTURES

APPROVED Lewis H.
DIRECTOR OF HIGHWAY

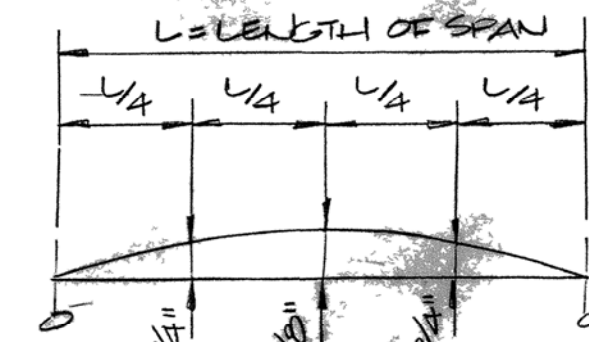
M-172-155

CONTRACT NO. 14002-3228-34

PROJECT NO.		YEAR	SHEET NO.
BRT-52 (15)		1986	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR (WINGPOST AND) PARAPET. FOR DETAILS OF (WINGPOST AND) PARAPET SEE STD. DWG. NO. M-28-1.

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 DWG. NO. M-28-1.



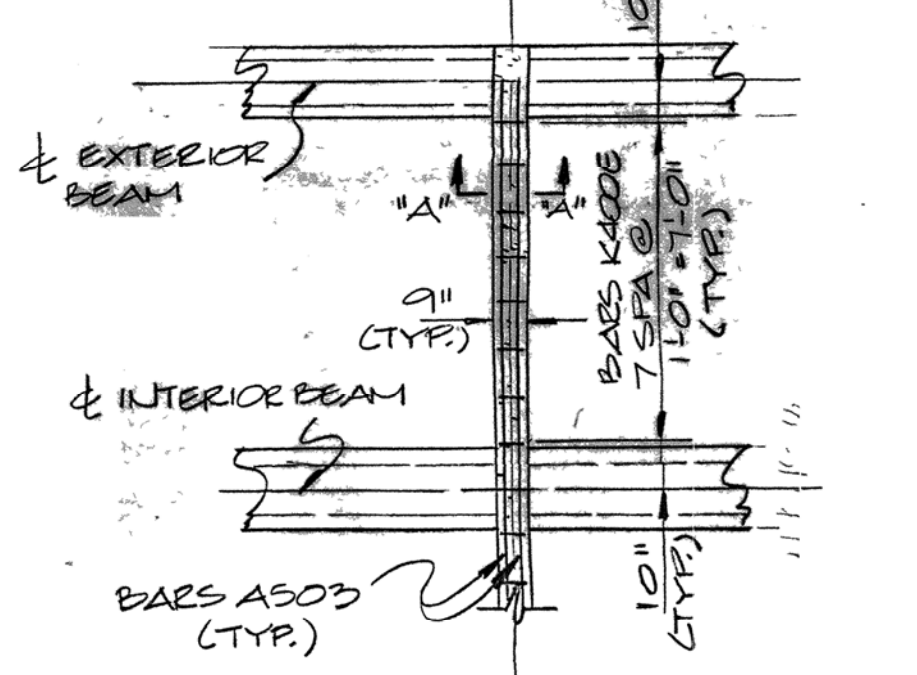
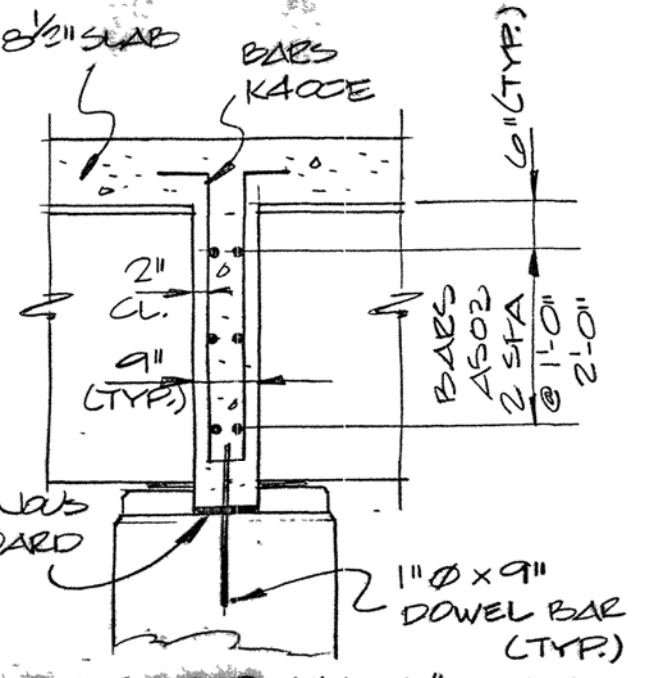
DEAD LOAD CORRECTION CURVE
NOTE: THIS CURVE IS FOR DEAD LOAD AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

SEE STD. DWG. NO. M-28-1 (TYP.)

BARS ASO0E @ 6" C.C.

NOTE: ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.

SPECIAL NOTE: DOWEL BARS AT PIERS: TOPS OF DOWELS TO BE COVERED WITH 1/2" OF COMPRESSIBLE MATERIAL AND THE 9" SECTION WRAPPED WITH TWO LAYERS OF WATER-PROOF PAPER.

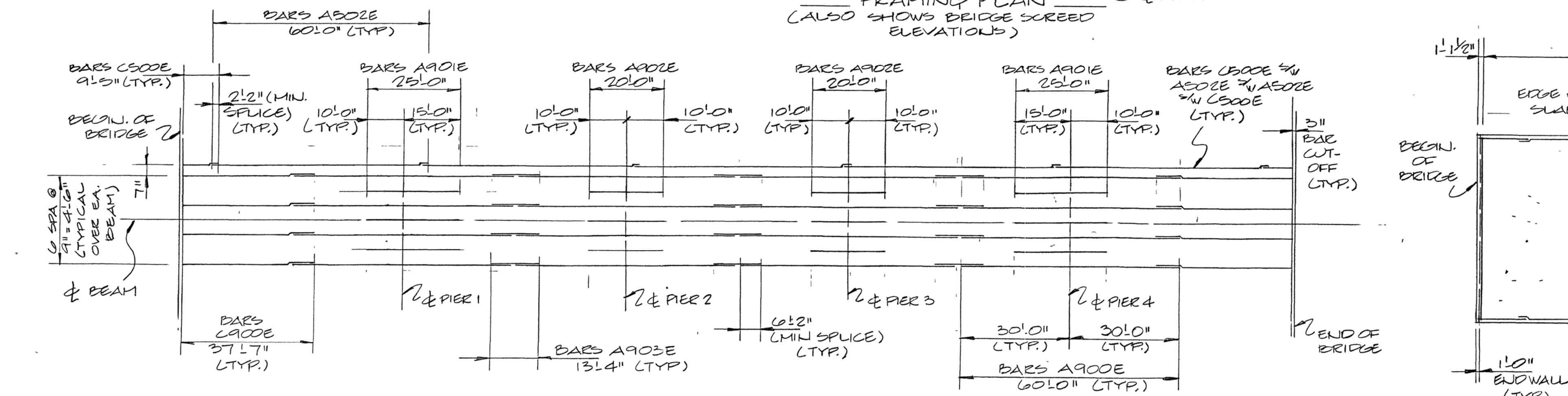
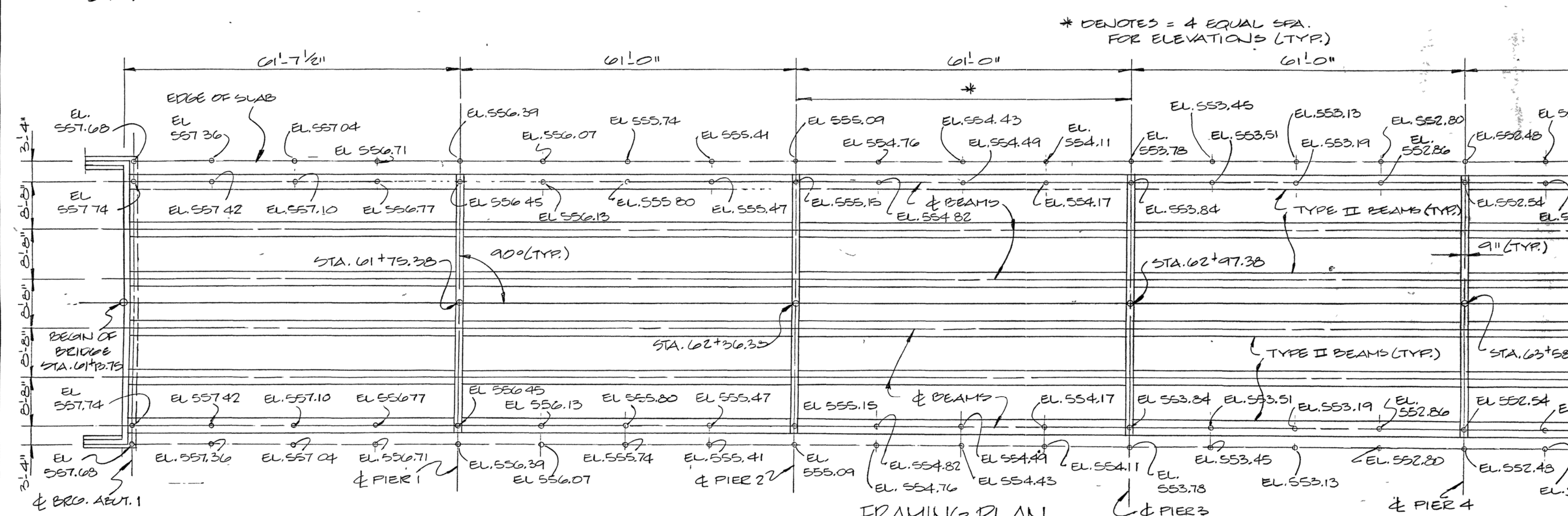
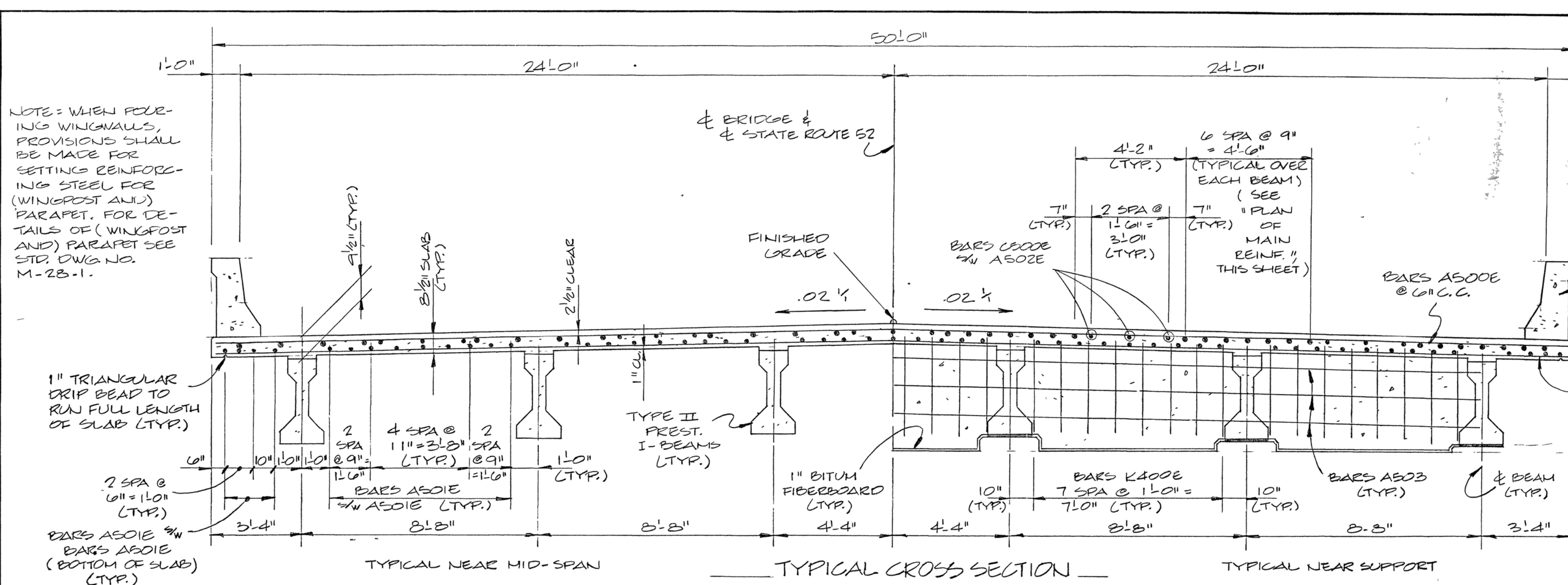


"ESTIMATED QUANTITIES"

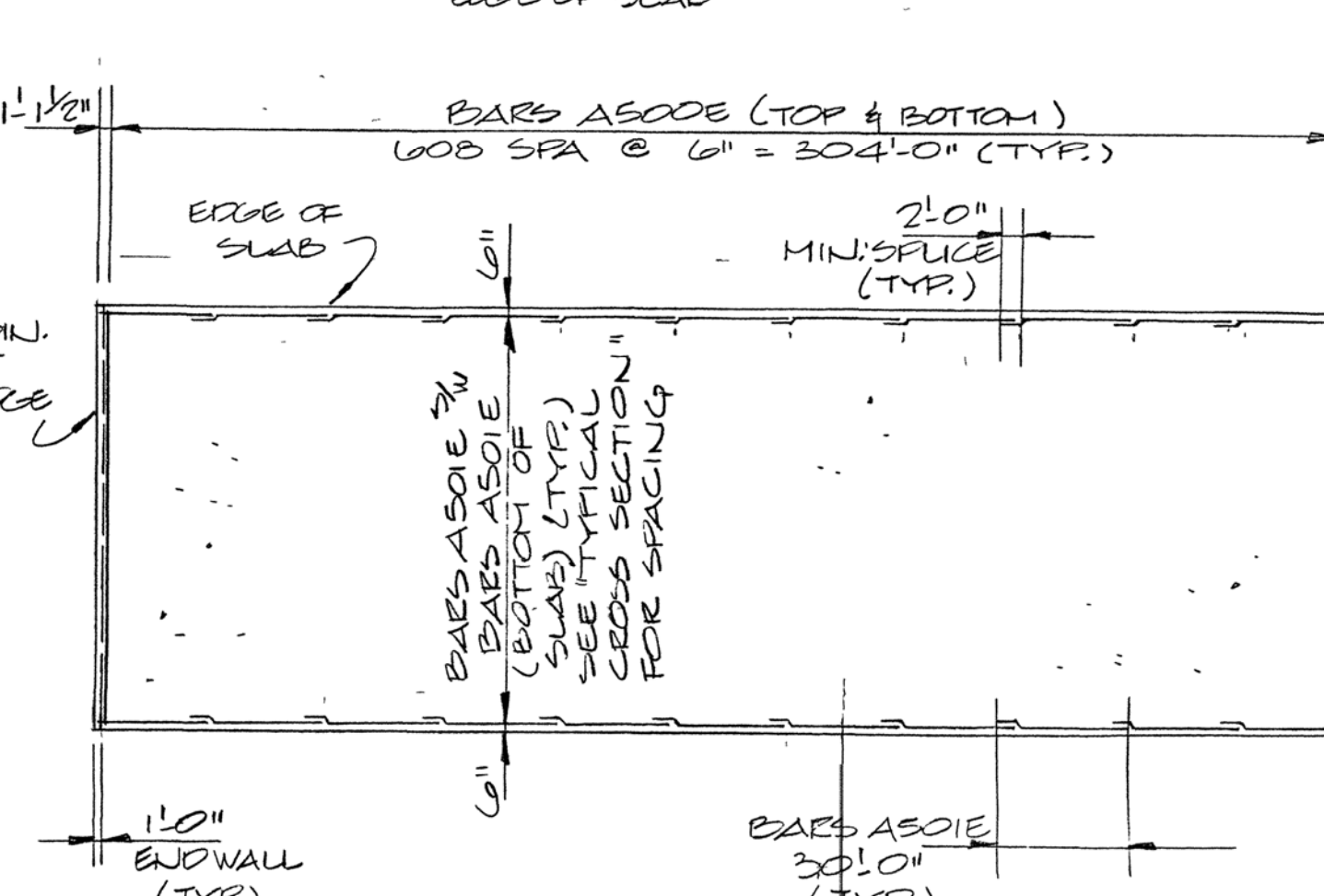
CLASS 'A' CONC. (BRIDGE DECK, C.Y.)	CLASS 'A' CONCRETE C.Y.
407	38
EPDXY-COATED REINFORCING STEEL LBS.	REINFORCING STEEL LBS.
124,428	2,432

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
SUPERSTRUCTURE
STATE ROUTE 52 OVER CUMBERLAND RIVER
OVERFLOW & KYLE STREET
STATION 62+66.88
CLAY COUNTY
1986

CORRECT: *William J. Lamm*
ENGINEER OF STRUCTURES
APPROVED: *Kevin J. Lamm*
DIRECTOR OF HIGHWAYS
M-172-157



DESIGNED BY: H. DATE
DRAWN BY: J. ALLEN
SUPERVISED BY: J. WOODS
CHECKED BY: J. SUMMERS
DATE: 7-86
DATE: 5/86
DATE: 5/86
DATE: 5/86



BRUNING 44-141 61318