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Jason Ingram

Digitally signed by Jason Ingram
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TENNESSEE DEPARTMENT OF TRANSPORTATION
7512 VOLKSWAGEN DRIVE

CHATTANOOGA, TN
JASON MARK INGRAM, P.E. NO. 114814

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, STANDARD ROADWAY AND TRAFFIC OPERATIONS DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TABULATED QUANTITIES	2F

YEAR	PROJECT NO.	SHEET NO.
2025	NH/HSIP-27(60)	ROADWAY-SIGN2
	58S027-F8-007	
	58S027-F3-007	

REVISION - LETTING 1-30-25: ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jason Ingram Digitally signed by Jason Ingram
Date: 2024.11.07 14:33:49 -05'00'

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7512 VOLKSWAGEN DRIVE

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JASON MARK INGRAM, P.E. NO. 114814

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SHEET NAME _____ **SHEET NO.** _____

SIGNATURE SHEET ROADWAY-SIGN1

TITLE SHEET 1

ROADWAY INDEX, STANDARD ROADWAY AND TRAFFIC
OPERATIONS DRAWINGS

OPERATIONS DRAWINGS	17
PROJECT COMMITMENTS	18

ESTIMATED ROADWAY QUANTITIES 2

TYPICAL SECTIONS AND PAVEMENT SCHEDULE 2

GENERAL NOTES 2C

SPECIAL NOTES.....2D

ENVIRONMENTAL NOTES.....2E

TABULATED QUANTITIES2F

DETAIL SHEETS2G, 2G1

UTILITY NOTES AND UTILITY OWNERS.....3

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....T1

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

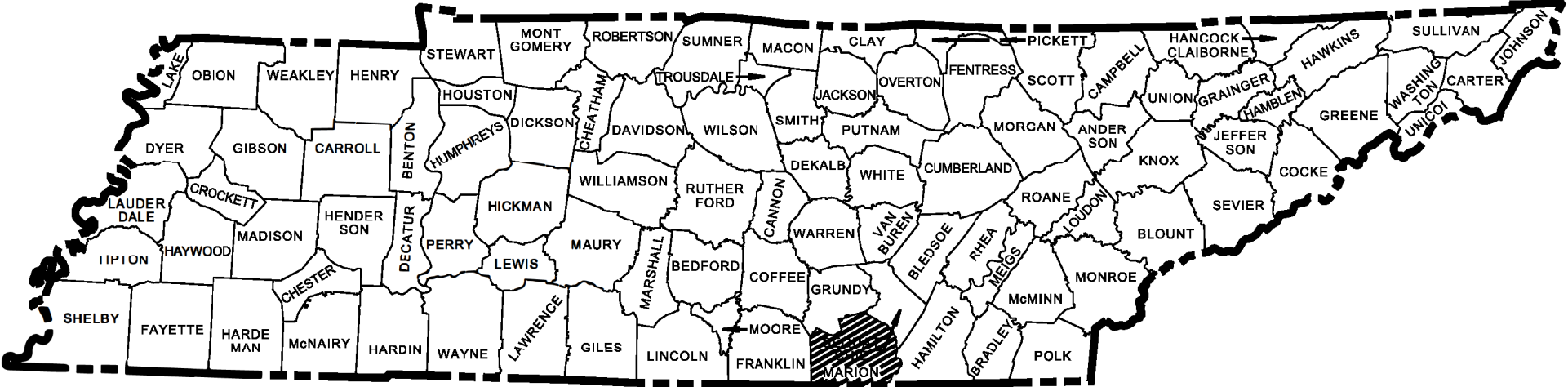
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR 2025	SHEET NO. 1
FED. AID PROJ. NO.	NH/HSIP-27(60)	
STATE PROJ. NO.	58S027-F8-007, 58S027-F3-007	
BRIDGE	58S027-M3-008	

MARION COUNTY

STATE ROUTE 27 (US-72)
FROM THE ALABAMA STATE LINE (LM 0.00)
TO NORTH OF SR-156 (LM 2.73)
RESURFACE & SAFETY
COLD IN-PLACE RECYCLE ASPHALT (CIR), RESURFACE,
BRIDGE REPAIR, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 27 F.A.H.S. NO. 72



PROJECT LOCATION
BRIDGE ID. # 58SR0270015 58SR0270023 58SR0270025
58SR0270011 58SR0270013 58SR0270004 58I00240031

58S027-F3-007
58S027-F8-007
END PROJECT NO. NH/HSIP-27(60) RESURFACE & SAFETY
LM 2.73

BRIDGE REPAIR PROJECT NO. 58S027-M3-008
LM 2.65 (SEE BRIDGE SHEETS)

RAILROAD INVOLVEMENT
SR-27 (LM 2.65) BRIDGE OVER SQSC CROSSING ID 943226R, MILE POST 5.9 LAT 35.018785, LONG -86.1683333
PREVIOUS AGREEMENTS: #0388, #0386

The property was determined as Fee-Simple based on RR Coordination
with SQSC and email confirmation dated 6/22/23.

58S027-F3-007
58S027-F8-007
BEGIN PROJECT NO. NH/HSIP-27(60) RESURFACE & SAFETY
LM 0.00

SPECIAL NOTES

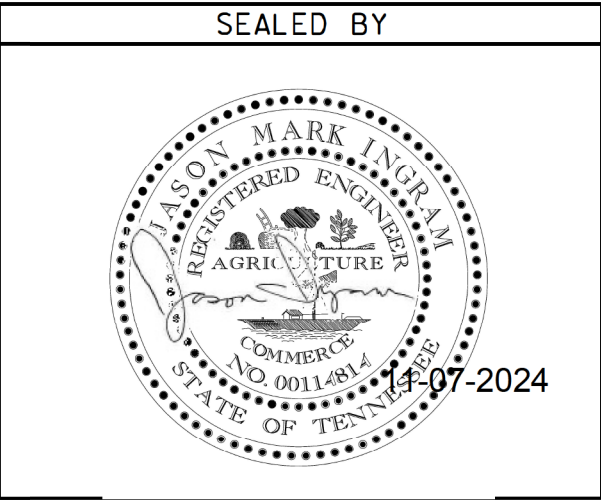
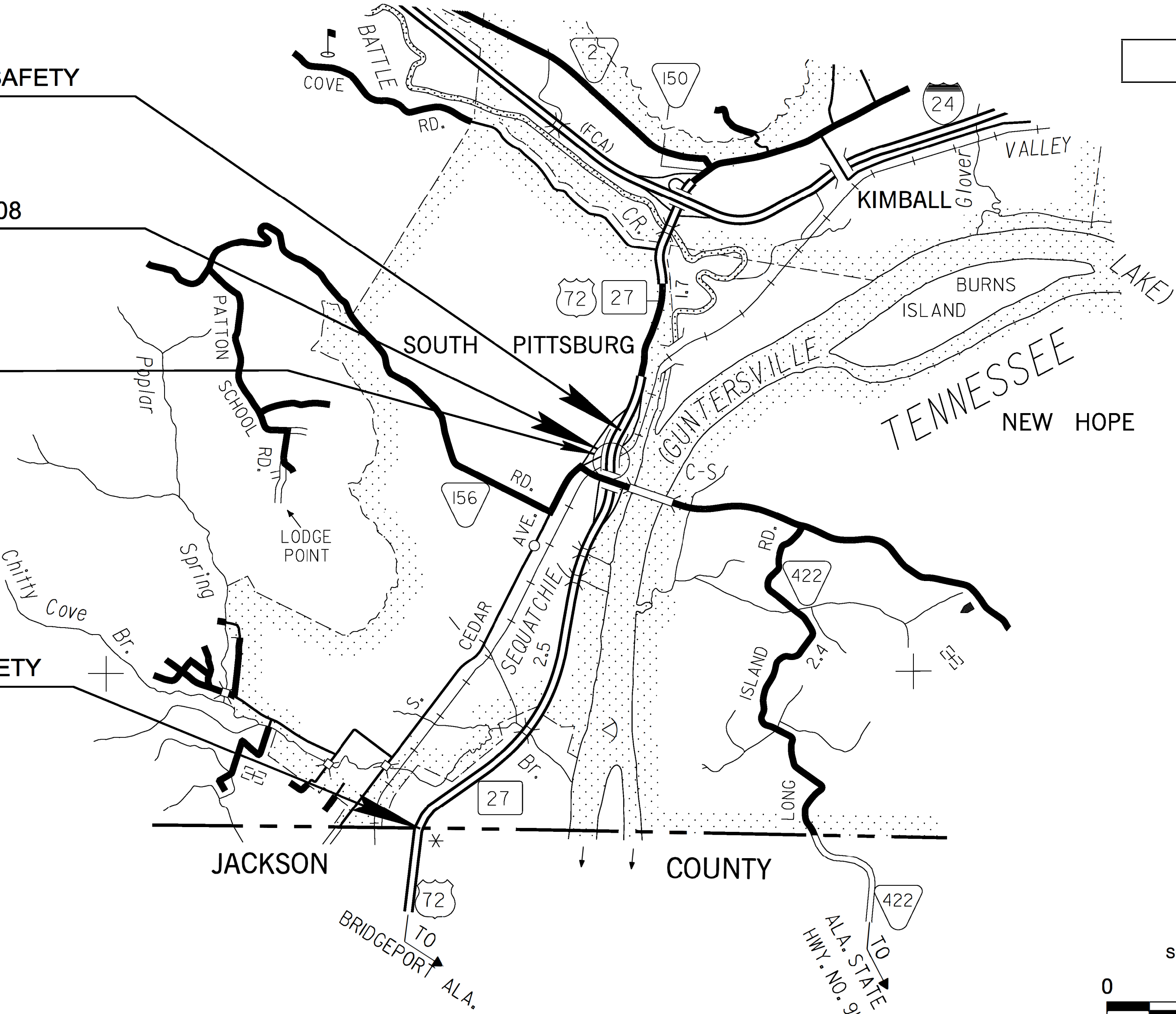
PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES
CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW
THE REASONABLE COST ANALYSIS VALUE.

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. 129609.00

PROJECT LENGTH 2.73 MILES
TOTAL LANE MILES RESURFACED 10.92 MILES

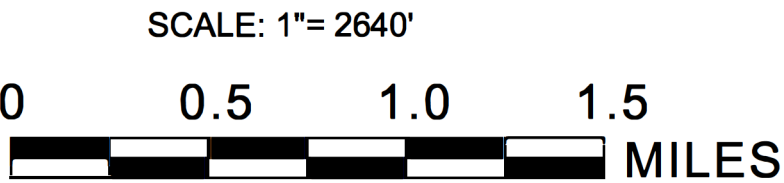
NO EXCLUSIONS



APPROVED: WILL REID, CHIEF ENGINEER

DATE:

APPROVED: HOWARD M. ELEY, COMMISSIONER



TRAFFIC DATA	
ADT (2025)	12,430
POSTED SPEED	
LM 0.00 - LM 2.57	55 MPH
LM 2.57 - LM 2.73	45 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: DIVISION ADMINISTRATOR DATE

1/30/2025 5:21:19 AM
M:\Design County Folders\A-PAVEMENT PROGRAM\2025\STATE ROUTES\CNZ036 129609-00-Marion 27-RxR-Fee-PA- see RxR prjs\SHEETS\01-01A-Index-StandardDwgs.dgn

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN2
.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY AND TRAFFIC OPERATIONS DRAWINGS.....	1A
PROJECT COMMITMENTS.....	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C
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TABULATED QUANTITIES	2F
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BRIDGE PLANS.....	B1

NOTES:

THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN 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	10-01-24	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
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	02-20-20	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
10-101.00 STANDARDS ROADWAY DRAWINGS		
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-6	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 1:1 & 2:1 SLOPES
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-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	03-01-23	MARKING DETAIL FOR FREEWAYS
T-M-6	03-01-23	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	06-28-19	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	06-28-19	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-15	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-15A	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-04-21	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-21	05-01-20	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-WZ-60		FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-63	01-09-24	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64		WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD

STANDARD TRAFFIC OPERATIONS DRAWINGS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	1A
		58S027-F8-007	
		58S027-F3-007	

REVISION - LETTING 1-30-25:
ADDED ROADWAY-SIGN2 TO INDEX.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD ROADWAY
AND
TRAFFIC OPERATIONS
DRAWINGS

1/30/2025 5:21:35 AM
M:\Design County Folders\A-PAVEMENT PROGRAM\2025\STATE ROUTES\CNZ036 129609-00-Marion 27-RxR-Fee-PA- see RxR prjs\SHEETS\01-02-0-EstimatedQuantities.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	2
		58S027-F8-007	
		58S027-F3-007	

REVISION - LETTING 1-30-25;
CHANGED QUANTITY OF ITEM 204-08.01

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 58S027-F8-007	QUANTITY 58S027-F3-007	TOTAL QUANTITY
(1)	204-08.01 BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	6.1		6.1
(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	10.9		10.9
(3)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON		1425	1425
(4)	307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	1130		1130
	308-01.10 COLD IN-PLACE RECYCLED BITUMINOUS PAVEMENT	S.Y.	80538		80538
	308-01.12 ASPHALT CEMENT (PG64-22) COLD IN-PLACE RECYCLED	TON	395		395
	309-10.01 PORTLAND CEMENT	TON	168		168
(5)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	56		56
(6)	403-01.10 HIGH PERFORMANCE FOG SEALS	S.Y.	4694		4694
	411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER	TON	1970		1970
(7)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	11		11
(8)	411-03.13 ACS MIX(PG70-22) THIN LIFT D ASPHALT	TON	6905		6905
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	5.3		5.3
	411-12.02 SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	4.2		4.2
(9)(10)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	1695		1695
(11)	705-04.20 GUARDRAIL DELINEATION ENHANCEMENT	EACH		900	900
(1)	710-05 LATERAL UNDERDRAIN	L.F.	132		132
(1)	710-06.11 LATERAL UNDERDRAIN ENDWALL (2:1)	EACH	11		11
	712-01 TRAFFIC CONTROL	LS	1		1
(12)	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	132		132
(12)	712-06 SIGNS (CONSTRUCTION)	S.F.	1680		1680
	712-08.03 ARROW BOARD (TYPE C)	EACH	2		2
	712-09.09 REMOVABLE PAVEMENT MARKING (4" line)	L.F.	5280		5280
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	4		4
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	104		104
	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	593		593
(13)	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	697		697
(14)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		692	692
(14)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		365	365
(14)(15)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		39	39
(14)(15)	716-03.06 PLASTIC WORD PAVEMENT MARKING (SIGNAL AHEAD)	EACH		4	4
(14)	716-04.12 PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.		144	144
(16)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	19		19
(16)	716-05.05 PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	365		365
(17)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	12.4		12.4
(15)(17)	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.		1417	1417
(15)(17)	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.		400	400
	717-01 MOBILIZATION	LS	1		1
	730-14.02 SAW SLOT	L.F.		780	780
	730-14.03 LOOP WIRE	L.F.		3120	3120

FOOTNOTES	
(1)	FOR LATERAL DRAIN REPLACEMENT. SEE SHEET 2F FOR INFORMATION AND TABULATION.
(2)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK.
(3)	TO BE USED ON LOW SHOULDERS AS DIRECTED BY THE TDOT PROJECT ENGINEER.
(4)	SEE B-M2 MIX TABULATION BLOCK ON SHEET 2F FOR LOCATIONS.
(5)	INCLUDES 6.8 TONS FOR TURN LANES, CROSS-OVERS, ENT./ EXIT RAMPS, STREETS, AND B-M2 MIX AT BRIDGE ENDS.
(6)	TO BE APPLIED TO ENT/EXIT RAMP PAVED SHOULDERS.
(7)	USE CRAFCO PAVEMENT JOINT ADHESIVE #34524, PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO RE-INSTATEMENT TAPE.
(8)	INCLUDES 421 TONS FOR STREETS, 524 TONS FOR ENT/ EXIT RAMPS AND 624 TONS FOR TURN LANES, CROSS-OVERS AND INTERSECTIONS.
(9)	INCLUDES 107 TONS FOR BRIDGE APPROACHES, 104 TONS FOR SPOT MILLING AT CONCRETE RAMPS, AND 1484 TONS FROM TURN LANES, CROSS-OVERS AND INTERSECTIONS.
(10)	MILLED MATERIAL TO BECOME PROPERTY OF THE CONTRACTOR.
(11)	SEE TABULATION ON SHEET 2F FOR INFORMATION AND INSTALLATION INSTRUCTIONS.
(12)	SEE SHEET 2F FOR TABULATION.
(13)	TO BECOME PROPERTY OF THE CONTRACTOR. INCLUDES ALL COST ASSOCIATED WITH REMOVAL FROM PROJECT SITE AND PROPER DISPOSAL.
(14)	CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(15)	SEE SHEET 2G1 FOR LOCATION AND DETAILS OF STRIPING CHANGE DETAILS.
(16)	ITEM FOR TEMPORARY PAVEMENT MARKINGS ON CIR AND MILLED SURFACE.
(17)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

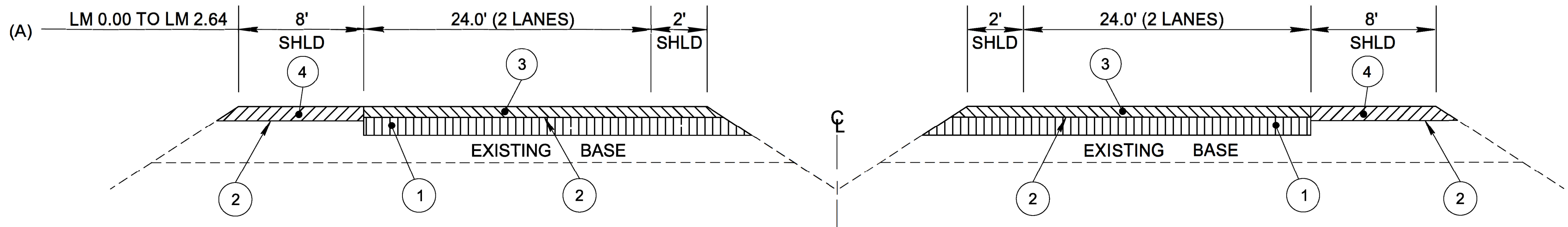
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	2B
		58S027-F8-007	
		58S027-F3-007	



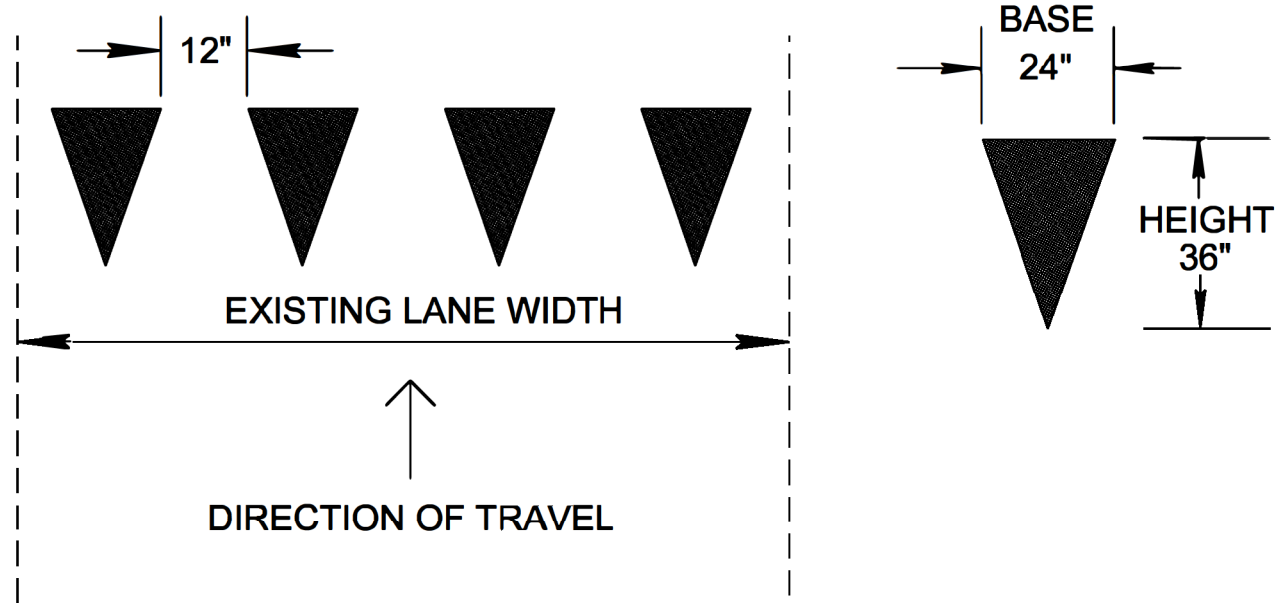
TYPICAL SECTION
COLD IN-PLACE RECYCLE

PROPOSED PAVEMENT SCHEDULE	
① COLD IN-PLACE RECYCLED ASPHALT (5" DEPTH) SEE SPECIAL PROVISION "SP308CIR" 308-01.10 COLD IN-PLACE RECYCLED BITUMINOUS PAVEMENT, S.Y. 308-01.12 ASPHALT CEMENT (PG64-22) COLD IN-PLACE RECYCLED, TON 309-10.01 PORTLAND CEMENT	③ SURFACE MIX 1.25" @ APPROX 132.5 LBS/SY ITEM 411-03.13 ACS MIX (PG70-22) THIN LIFT D ASPHALT (TON) ④ OUTSIDE SHOULDERS 1.75" @ APPROX 185.5 LB/SY ITEM 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER (TON)
② TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD. ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC), TON	

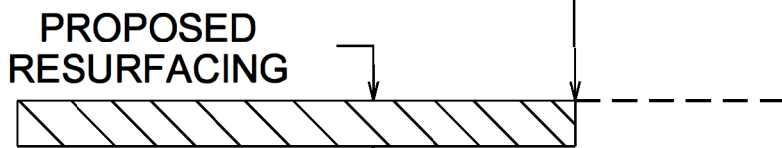
NOTES

- (A) LM 2.64 TO LM 2.73 - EXCLUDE CIR AND TLD MIX ON BRIDGE. (SEAL BRIDGE. SEE BRIDGE SHEETS FOR INFORMATION).
- (B) MILL 3.0" AND PAVE BACK WITH 2" B-M2 (PG70-22) MIX AND 1.25" THIN LIFT D MIX AT BRIDGE ENDS.
- SOUTH SIDES (EAST AND WEST) 50' x 38' (EA) = TOTAL 423 SY.
- NORTH SIDES (EAST AND WEST) 30' x 38' (EA) = TOTAL 254 SY.
- (C) SR-156 NORTHBOUND EXIT & SOUTHBOUND ENTRANCE RAMP:
- SPOT MILLING WILL BE REQUIRED AROUND CONCRETE RAMPs FOR SMOOTH PAVING TRANSITION.
- PAVE WITH 1.25" THIN LIFT D (PG 70-22): NORTHBOUND EXIT RAMP (800' x 32') & SOUTHBOUND ENTRANCE RAMP (1425' x 32')
- RAMP SHOULDERS TO BE RECEIVE HIGH PERFORMANCE FOG SEAL, 4,694 SY ITEM 403-01.10.
- (D) THIS PROJECT INCLUDES UNDERDRAIN REPAIR AT VARIOUS LOCATIONS. SEE SHEET 2F FOR INFORMATION AND QUANTITIES.
- (E) TURN LANES, CROSS-OVERS, STREETS AND INTERSECTIONS TO BE MILLED 3.0" AND PAVED WITH 2" B-M2 (PG70-22) MIX & 1.25" THIN LIFT D MIX.
- (F) INTELLIGENT COMPACTION SHALL BE USED.
- (G) LONGITUDINAL JOINT SEALANT, 411-01.21 SHALL BE USED ON ALL JOINTS.
- (HI) SEE SHEET 2G1 FOR PERMANENT PAVEMENT MARKING CHANGES.

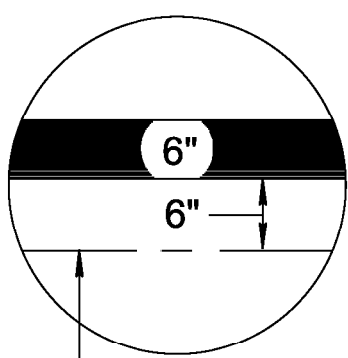
PROPOSED YIELD LINE LAYOUT DETAIL
(BASED ON 2009 MUTCD, FIGURE 3B-16)



THE CONTRACTOR IS TO ENSURE
A FLUSH TRANSITION WITH
EXISTING PAVEMENT



PAVEMENT TIE-IN DETAIL



LANE JOINT IS TO BE OFF SET 6"
FROM CENTER OF ROADWAY.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

11/7/2024 12:29:49 PM
M:\Design County Folders\A-PAVEMENT PROGRAM\2025\STATE ROUTES\129609-00-Marion 27-RxR-Fee-PA- see RxR prjs\SHEETS\01-02C-General\Notes.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	2C
		58S027-F8-007	
		58S027-F3-007	

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.

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.
- (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.
- (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.

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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)

THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION.
- (6)

A MINIMUM OF TWO (2) TYPE “C” ARROW BOARDS WILL BE REQUIRED. IF THE CONTRACTOR SCHEDULES HIS OPERATIONS SUCH THAT MORE THAN TWO (2) ARROW BOARDS ARE REQUIRED, THE COST OF ALL ADDITIONAL ARROW BOARDS WILL BE AT THE CONTRACTOR'S EXPENSE.
- (7)

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.
- (8)

MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- (9)

PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- (10)

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

LANE CLOSURES

- (1)

THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED A TWO (2) MILE PAVING OPERATION OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (2)

LANE CLOSURE WITH LEFT LANE MERGE AND LANE SHIFT TRAFFIC CONTROL IS TO BE USED ON ALL LANE CLOSURES.
- (3)

THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (4)

OVERNIGHT LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (5)

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.

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

C.

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

D.

THURSDAY AT 6:00 PM UNTIL MONDAY AT 6:00 AM, FOR THE 2024 NATIONAL CORNBREAD FESTIVAL.

E.

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 DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.
- (5)

THE INSIDE SHOULDER SHALL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.
- (6)

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

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,) THEN THE CONTRACTOR MAY GET PERMISSION FROM THE REGION 2 PROJECT ENGINEER TO MILL ALL SURFACES 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 THIN LIFT D MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE THIN LIFT D MIX.

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.
- (3)

RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY.

FOG SEALING SHOULDERS

- (1)

THE CONTRACTOR SHALL USE HIGH PERFORMANCE (HP) FOG SEAL FROM QUALIFIED PRODUCTS LIST QPL.40.001.
- (2)

FINAL EDGE LINE STRIPING SHALL NOT BE APPLIED UNTIL HP FOG SEAL APPLICATION HAS BEEN COMPLETED.

MISCELLANEOUS

- (3)

ALL SAFETY IMPROVEMENTS TO BE PAID FOR UNDER PROJECT NUMBER: NH/HSIP-27(60), 58S027-F3-007.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	2D
		58S027-F8-007	
		58S027-F3-007	

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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, RESURFACE 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-27(60)	2E
		58S027-F8-007	
		58S027-F3-007	



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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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 3 MILES	48" 24"	8.0	4	32.0	
G20-2	END ROAD WORK	48" 24"	8.0	10	80.0	
W1-4AR	REVERSE CURVE (RT)	48" 48"	16	2	32.0	
W4-2R	LANE ENDS (RT)	48" 48"	16.0	2	32.0	
W8-7	LOOSE GRAVEL	48" 48"	16.0	16	256.0	
W8-11	UNEVEN LANES	48" 48"	16.0	16	256.0	
W8-15	GROOVED PAVEMENT	48" 48"	16.0	16	256.0	
W8-15P	MOTORCYCLE PLAQUE	48" 48"	16.0	16	256.0	
W20-1	ROAD WORK AHEAD	48" 48"	16.0	6	96.0	
W20-1	ROAD WORK 1 MILE	48" 48"	16.0	4	64.0	
W20-1	ROAD WORK 1/2 MILE	48" 48"	16.0	4	64.0	
W20-1	ROAD WORK 1000 FT	48" 48"	16.0	4	64.0	
W20-5R	RIGHT LANE CLOSED 1 MILE	48" 48"	16.0	2	32.0	
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" 48"	16.0	2	32.0	
W20-5R	RIGHT LANE CLOSED 1500 FT	48" 48"	16.0	2	32.0	
W20-7	FLAGGER	48" 48"	16.0	4	64.0	
W21-2	FRESH OIL	48" 48"	16.0	2	32.0	
				TOTAL	1680.0	

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.

FLEXIBLE DRUMS (CHANNELIZING)				
SPEED (S) MPH		POSTED		ADJ.
		55		65
WIDTH (W) LF		INSIDE SHLD		4
		OUTSIDE SHLD		12
		LANE		12
DISTANCE (L) LF		INSIDE SHLD		260
		OUTSIDE SHLD		780
		LANE		780
CALCUALTIONS BASED ON T-WZ-21				
	FORMULA	LENGTH	SPACING	QUANTITY
OUTSIDE SHOULDER	(L/3)	260	40	7
SHIFT LEFT	(L)	780	40	20
LEFT LANE BAY	(2L)	1560	80	20
INSIDE SHOULDER	(L/3)	87	40	3
SHIFT RIGHT (DRUMS LT & RT OF LANE)		500	40	26
APPROACH TO WORK ZONE		1000	80	26
NUMBER OF DRUMS PER LANE CLOSURE				102
QUANTITY FOR MISCELANEOUS TRAFFIC CONTROL				30
TOTAL QUANTITY				132

STORM DRAIN ADJUSTMENTS (RESURFACING)
THERE ARE NO STORM DRAIN ADJUSTMENTS WITHIN PROJECT LIMITS.

UTILITY ADJUSTMENTS (RESURFACING)		
TYPE	OWNER	NUMBER
THERE ARE NO UTILITY ADJUSTMENTS WITHIN PROJECT LIMITS.		

LATERAL UNDERDRAIN REPLACEMENT						
LOG MILES		LOCATION	204-08.01 C.Y. BACKFILL MATERIAL (FLOWABLE FILL)	710-05 L.F LATERAL UNDERDRAIN	710-06.11 EACH LATERAL UNDERDRAIN ENDWALL (2:1)	REMARKS
FROM	TO					
0.00	0.087 RT	NB	2.76	60	5	SPACED EVERY 100', AVG 12' LENGTH, 2:1 SLOPE
0.37 RT		NB	0.552	12	1	
2.5 RT		NB	0.552	12	1	
2.57 RT		NB	0.552	12	1	
2.599 RT		NB	0.552	12	1	
2.61 RT		NB	0.552	12	1	
1.76 RT		SB	0.552	12	1	
TOTAL			6.072	132	11	

SR-156 ENTRANCE / EXIT RAMPS PAVEMENT MARKING							
DESCRIPTION		712-09.09	716-01.23	716-01.30	716-12.02	716-12.03	716-12.05
EXIT #	LOCATION	REMOVABLE PVMT MRK 4" LINE	SPM (BI-DIR) (2 COLOR)	REMOVAL OF EXIST SPM	ENHANCED THERMO 6" LINE	ENHANCED THERMO 8" BARRIER LINE	ENH. THERMO 6" DOTTED LINE LF
		LF	EACH	EACH	LM	LF	3'9' SP 2'4'SP
156	NORTHBOUND EXIT	2640	50	50	0.5	740.0	100
	SOUTHBOUND ENTRANCE	2640	24	24	0.5	240.0	160
TOTALS		5280	74	74	1	980.0	260

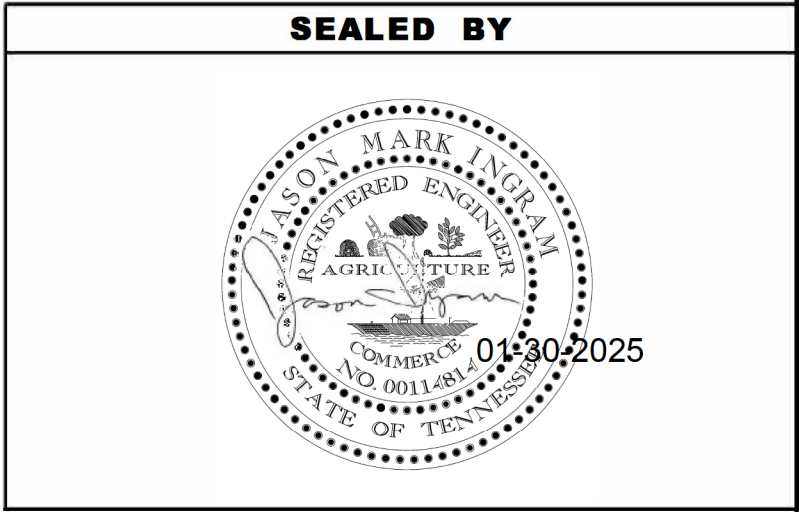
LOOP WIRE / SAW SLOTS			
LOCATION	730-14.02 SAW SLOT L.F.	730-14.03 LOOP WIRE L.F.	COMMENTS
12TH STREET	460	1840	ALL 4 TURN LANES
THIRD ST	190	760	LEFT TURN LANES ON SR-27
LM 1.20	65	260	RT & LT LANES SOUTH BOUND
LM 1.95	65	260	RT & LT LANES NORTH BOUND
TOTALS	780	3120	

GRADING B-M2 MIX TABULATION		
LOCATION	307-02.08 GR B-M2 (PG70-22) TON	COMMENTS
SOUTH SIDE OF EB & WB BRIDGE ENDS (50'x38' EACH)	48	MILL 3", PAVE 2" B-M2 AND 1.25" THIN LIFT D MIX
NORTH SIDE OF EB & WB BRIDGE ENDS (30'x38' EACH)	29	
TURN LANES	348	
INTERSECTION @ LM 1.00	404	
INTERSECTION @ LM 2.102	301	
TOTALS	1130	

PROPOSED GUARDRAIL DELINEATION (RESURF)
ITEM 705-04.20, GUARDRAIL DELINEATION ENHANCEMENT 900 (EACH)
INCLUDES 876 WHITE AND 24 YELLOW "HINGED" TYPE DELINEATORS TO BE INSTALLED WHERE DIRECTED BY THE TDOT PROJECT ENGINEER.

- DELINEATORS SHALL BE:
- 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 INSTRUCTION.
 - ATTACHED USING MANUFACTURERS RECOMMENDED ADHESIVE.

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
58S0270015 58-SR27-0.92 R&L	0.920	POPLAR SPRING BRANCH 2 @ 18' x 18' CONCRETE CULVERT	36.8'	PAVE WITH PLANS MIX / TREATMENT TYPE
58S0270023 58-SR27-1.87 R&L	1.870	BRANCH 2 @ 10' x 5' CONCRETE CULVERT	20.8'	PAVE WITH PLANS MIX / TREATMENT TYPE
58S0270025 58-SR27-2.04 R&L	2.040	BRANCH 2 @ 10' x 6' CONCRETE CULVERT	20.7'	PAVE WITH PLANS MIX / TREATMENT TYPE
58S0270011 58-SR27-2.49	2.490	UNDERPASS UNDER SR-156 NBL CLEARANCE 18.3' SBL CLEARANCE 17.2'		TO MAINTAIN MINIMUM VRTICAL CLEARANCE OF THE UNDERPASS, COLD PLANE TO MATCH THE THICKNESS OF TREATMENT
58S0270013 58-SR27-2.65 M-274-107 M-274-110	2.650	N. CEDAR AVE. & SVSC RAILROAD		SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	2G
		58S027-F8-007	
		58S027-F3-007	

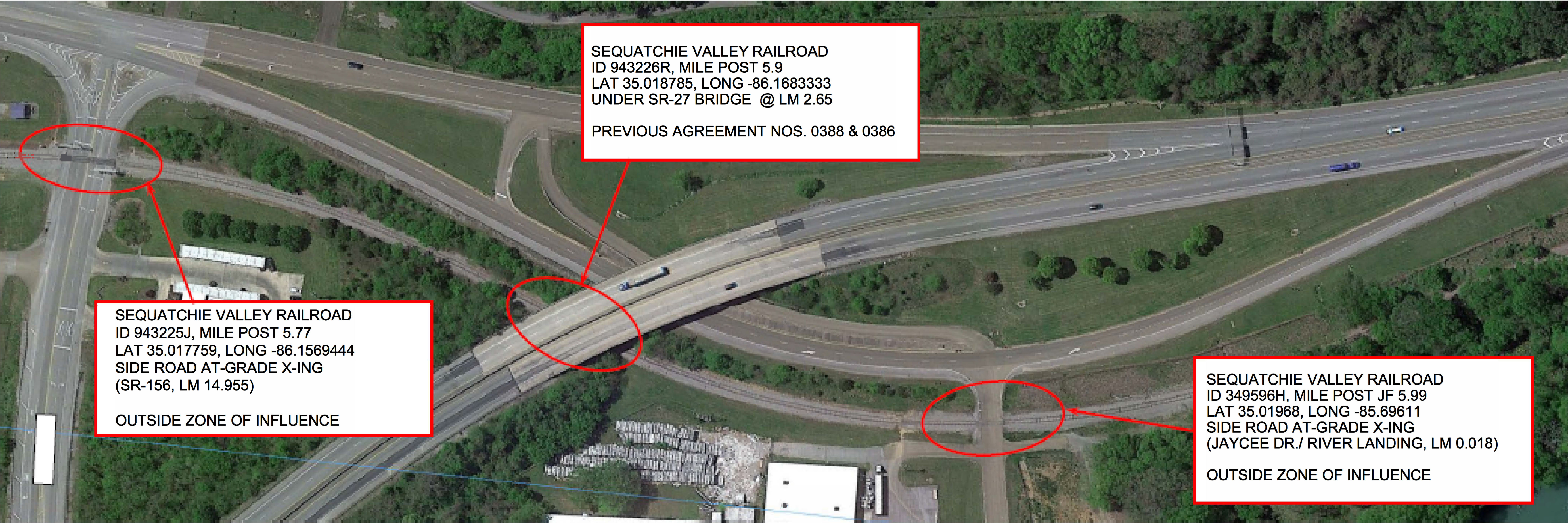
SEQUATCHIE VALLEY SWITCHING COMPANY RAILROAD NOTES

- (1) ANY PAVEMENT PREPARATION, INSTALLATION AND PAVEMENT MARKINGS WITHIN 50 FEET OF THE NEAREST SEQUATCHIE VALLEY SWITCHING COMPANY RAILROAD TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE RAILROAD FLAGGING AND/OR WATCHMAN SERVICES AS DETERMINED BY THE RAILROAD'S GENERAL MANAGER.
- (2) THE CONTRACTOR SHALL COORDINATE HIS WORK AT THE SEQUATCHIE VALLEY SWITCHING COMPANY RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVES OF THE RAILROAD:

BYRON CLINTON
DIRECTOR OF EAST OPERATIONS
IRONHORSE RESOURCES, INC.
931-580-7375
clinton@ironhorsesources.com

AND

KEVIN WALKER, P.E.
PRINCIPAL ENGINEER
CSR ENGINEERING, INC.
1116 MAIN ST.
PLEASANT VIEW, TN 37146
615.247.5384 DIRECT
kevin.walker@csrengineers.com



SEQUATCHIE VALLEY RAILROAD
ID 943226R, MILE POST 5.9
LAT 35.018785, LONG -86.1683333
UNDER SR-27 BRIDGE @ LM 2.65

PREVIOUS AGREEMENT NOS. 0388 & 0386

SEQUATCHIE VALLEY RAILROAD
ID 943225J, MILE POST 5.77
LAT 35.017759, LONG -86.1569444
SIDE ROAD AT-GRADE X-ING
(SR-156, LM 14.955)

OUTSIDE ZONE OF INFLUENCE

SEQUATCHIE VALLEY RAILROAD
ID 349596H, MILE POST JF 5.99
LAT 35.01968, LONG -85.69611
SIDE ROAD AT-GRADE X-ING
(JAYCEE DR./ RIVER LANDING, LM 0.018)

OUTSIDE ZONE OF INFLUENCE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEETS

11/7/2024 12:32:18 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-27(60)	3
		58S027-F8-007	
		58S027-F3-007	

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

CABLE:

Comcast (Xfinity)

2030 East Polymer Drive
Chattanooga TN 37421
CONTACT: Tim Gregory
OFFICE PHONE: 706 252 4185
Email: tim_gregory@comcast.com

ELECTRIC:

Duck River Electric Membership Corp.

PO Box 89
Shelbyville TN 37160
CONTACT: Chris Wade
OFFICE PHONE: 931 680 5845
Email: cwade@drenc.com

FIBER OPTICS:

Electric Power Board of Chattanooga

PO Box 182255
Chattanooga TN 37422
CONTACT: Adam Norwood
OFFICE PHONE: 426 483 3305
Email: norwoodaw@epb.net

GAS:

Marion Natural Gas System & Board of Water Work

PO Box 408
South Pittsburg TN 37380
CONTACT: Keith Garth
OFFICE PHONE: 423 837 7164
Email: mngkeith@mariongas.com

SEWER:

Kimball, Town of

675 Main Street
Jasper TN 37347
CONTACT: Rex Pesnell
OFFICE PHONE: 423 837 7040
Email: rpesnell@townofkimball.com

WATER:

South Pittsburg, City of

PO Box 705
South Pittsburg TN 37380
CONTACT: Gene Vess
OFFICE PHONE: 423 837 5012
Email: GVess@SouthPittsburg-tn.gov

CATV/FIBER:

Charter Communications

1103 S Hamilton Street
Dalton GA 30720
CONTACT: Eric Chadwick
OFFICE PHONE: 706 483 4925
Email: eric.chadwick@charter.com

ELECTRIC:

Sequachee Valley Electric Cooperative

512 S. Cedar Avenue
South Pittsburg TN 37380
CONTACT: Lucas Marsh
OFFICE PHONE: 423 837 8605
Email: lmarsh@svalleyec.com

FIBER:

Sequachee Valley Electric Cooperative

PO Box 31
South Pittsburg TN 37380
CONTACT: Mike Birdwell
OFFICE PHONE: 423 837 5076
Email: mbirdwell@svalleyec.com

GAS:

USG Pipeline Company, LLC

550 West Adams Street
Chicago IL 60661
CONTACT: Joseph Lucca
OFFICE PHONE: 312 436 4057
Email: jlucca@usg.com

GAS:

Enbridge (Spectra/East TN Nat Gas)

555 Marriott Drive, Suite 600
Nashville TN 37214
CONTACT: Ashley Clemons
OFFICE PHONE: 615 872 5140
Email: Ashley.Clemons@enbridge.com

TELEPHONE:

Bellsouth dba AT&T

300 E Martin Luther King Boulevard, 5th Floor
Chattanooga TN 37403
CONTACT: Joe Perrel
OFFICE PHONE: 423 266 1566
Email: jp1389@att.com

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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-27(60)	T1
		58S027-F8-007	
		58S027-F3-007	

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.

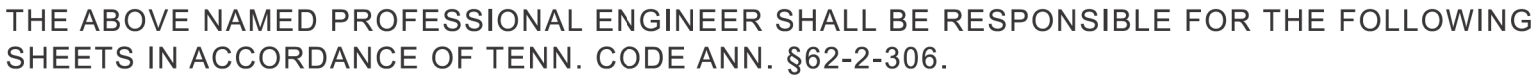
IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION 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 11:53:29 -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

SHEET NAME _____ **SHEET NO.** _____

SIGNATURE SHEET _____ STRUCTURE-SIGN 1
BRIDGE PLANS _____ B1 THRU B5

YEAR	PROJECT NO.	SHEET NO.
2025	58S027-M3-008	STRUCTURE-SIGN 1
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		

PIN 129609.00

[illegible]

DWG. NO.

INDEX OF DRAWINGS	B1
BRIDGE TABULATION AND ESTIMATED QUANTITIES	B2
TYPE 1 THIN EPOXY OVERLAY NOTES	B3
PLAN VIEW (58SR0270013)	B4
PHASE CONSTRUCTION	B5

DWG. NO.

LAYOUT OF BRIDGE _____ M-274-107
SUPERSTRUCTURE _____ M-274-110

11/07/24

STATE OF TENNESSEE

INDEX OF DRAWINGS
58-SR27-2.65

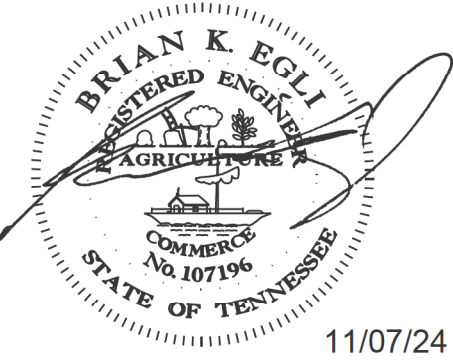
OVER
N. CEDAR AVE. & SVRR
BR. NO. 58SR0270013
MARION COUNTY
2025

DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 7/24
 SUPERVISED BY K. MARTINKO DATE 7/24
 CHECKED BY _____ DATE _____

PIN 129609.00

PROJECT NO.		YEAR	SHEET NO.
58S027-M3-008		2025	B2
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES			
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
58-SR27-2.65 OVER N. CEDAR AVE. & SVRR (58SR0270013)	M-274-107 M-274-110	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	4101
TOTAL			4101



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND
ESTIMATED QUANTITIES
58-SR27-2.65
OVER
N. CEDAR AVE. & SVRR
BR. NO. 58SR0270013
MARION COUNTY
2025

DESIGNED BY	_____	DATE	_____
DRAWN BY	Z.HAYNES	DATE	7/24
SUPERVISED BY	K. MARTINKO	DATE	7/24
CHECKED BY	_____	DATE	_____

[illegible]

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 :

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:

<u>SIEVE SIZE</u>	<u>% PASSING</u>
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 EXPENSE.

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

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

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

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

THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE 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 1-1/2" DIAMETER. THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

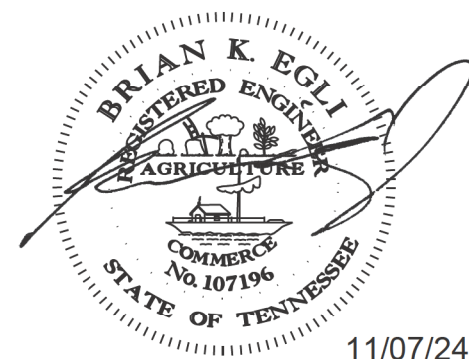
DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 7/24
 SUPERVISED BY K. MARTINKO DATE 7/24
 CHECKED BY _____ DATE _____

**** 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.

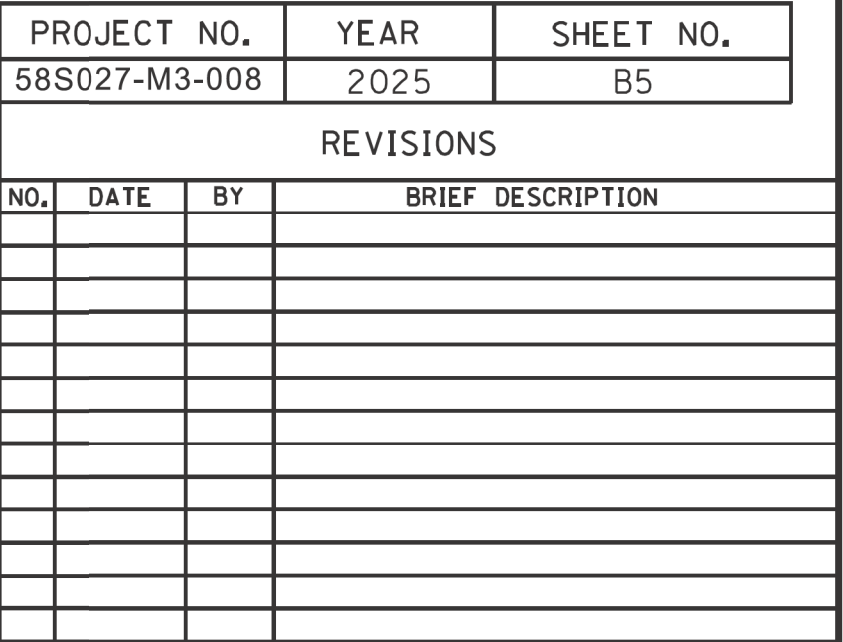


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE I THIN EPOXY
OVERLAY NOTES
58-SR27-2.65
OVER
N. CEDAR AVE. & SVRR
BR. NO. 58SR0270013
MARION COUNTY
2025

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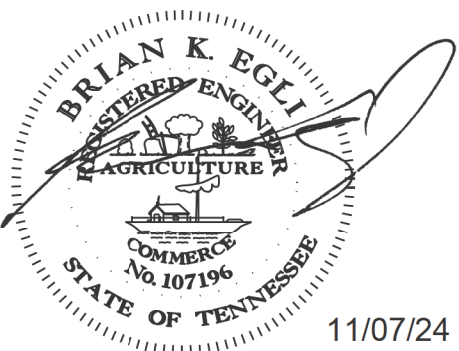
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
58-SR27-2.65
OVER
N. CEDAR AVE. & SVRR
BR. NO. 58SR0270013
MARION COUNTY
2025

DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 7/24
 SUPERVISED BY K. MARTINKO DATE 7/24
 CHECKED BY _____ DATE _____



PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
58-SR27-2.65
OVER
N. CEDAR AVE. & SVRR
BR. NO. 58SR0270013
MARION COUNTY
2025

CONSTR. No. 58061-3206-64

PROJECT NO.	YEAR	SHEET NO.
APD-NH-27(34)	1993	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-9-92	RSC	LATEST REVISION DATES
2	12-9-92	PM	LATEST REVISION DATES
3	2-5-93	TH	LATEST REVISION DATES

LIST OF DWG'S

DWG. No.	REV. DATE
LAYOUT OF BRIDGE	M-274-107
GEN. NOTES & EST. QUANT.	M-274-108
FOUNDATION DATA	M-274-109
SUPERSTRUCTURE	M-274-110
SUPERSTRUCTURE DET.	M-274-111
SUPERSTRUCTURE DET.	M-274-112
SUPERSTRUCTURE DET.	M-274-113
PREST. I-BEAM DET.	M-274-114
PREST. I-BEAM DET.	M-274-115
PREST. I-BEAM DET.	M-274-116
PREST. I-BEAM DET.	M-274-117
PREST. I-BEAM DET.	M-274-118
ABUTMENT No. 1	M-274-119
ABUTMENT No. 1 DET.	M-274-120
ABUTMENT No. 2	M-274-121
ABUTMENT No. 2 DET.	M-274-122
ABUTMENT No. 2 DET.	M-274-123
BENT No. 1	M-274-124
BENT No. 2 THRU 4	M-274-125
FINAL FOUNDATION DATA	M-274-125A
FINAL FOUNDATION DATA	M-274-125B
BILL OF STEEL	M-274-126
BILL OF STEEL	M-274-127

LIST OF STANDARD DWG'S

DWG. No.	REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1
REINFORCED CONCRETE PAVEMENT	
AT BRIDGE ENDS	STD-1-3
BRIDGE END DRAIN DETAILS	STD-1-4
BRIDGE END DRAIN DETAILS	STD-1-5
BRIDGE END DRAIN DETAILS	STD-1-6
STD. CONC. MEDIAN BARRIER	STD-2-2
STD. PRECAST, PREST. BRIDGE DECK	
PANELS GENERAL DETAILS	STD-4-1
STD. PRECAST, PREST. BRIDGE DECK	STD-4-2
PANELS DESIGN CRITERIA	STD-4-3
STD. PRECAST, PREST. BR. DECK PANELS GEN.	STD-4-4
TH. STD. PRECAST, PREST. DECK PANELS CONCRETE	STD-5-1
STD. FILE DETAILS	STD-5-2
STD. FILE DETAILS	
REIN. BAR SUPPORT DETAIL FOR	
CONC. SLABS	STD-9-1
MISC. ABUT. & DRAINAGE DETAILS	STD-10-1
GUARDRAIL ATTACHMENT	
TRANSITION DETAILS	STD-12-1
SLOPE PROTECTION	RD-SA-1
STANDARD SEISMIC DETAILS	STD-6-1

LIST OF SPECIAL PROVISIONS

PROV. No.	REV. DATE
REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION	
MARCH 1, 1981	100
APPROVAL OF SHOP DRAWINGS	105A
CONCRETE STRUCTURES	604
CONTRACTOR - MIX DESIGN AND TESTING STRUCTURAL CONCRETE	604CX
PRECAST PRESTRESSED DECK PANELS	604P
RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604R
PRECAST PRESTR. CONCRETE BRIDGE MEMBERS	615
EPOXY COATED REINF. STEEL	907A

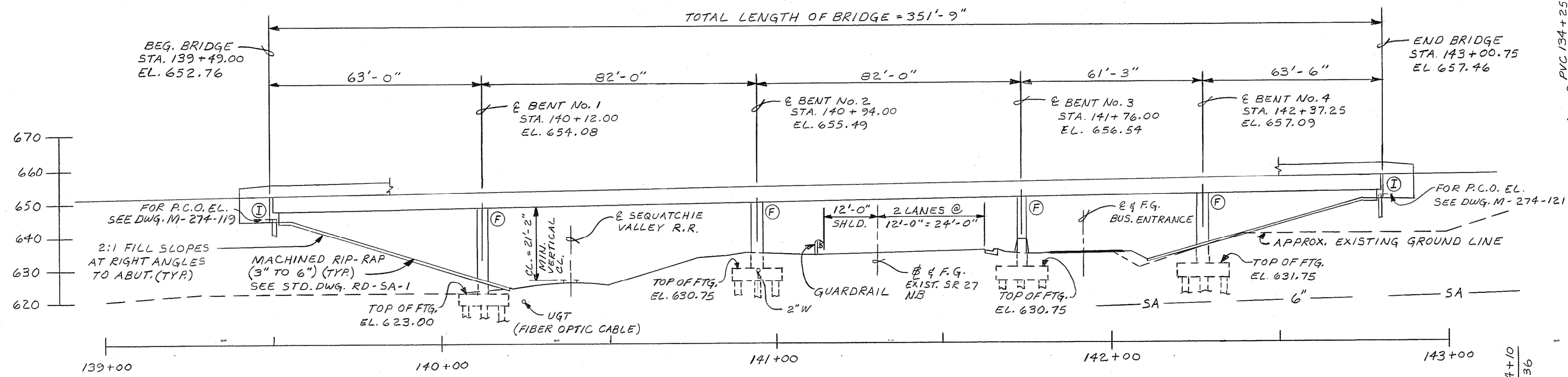
DESIGN SPEED = 60 MPH
2012 AOT = 14,020
STD-1-1 BRIDGERAIL
RDWY. WIDTH = 2 @ 42'-0"
W/STD-2-2 MEDIAN BARRIER

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE No. 2
LAYOUT OF BRIDGE
STATE ROUTE 27 OVER
SEQUATCHIE VALLEY RAILROAD AND
EXISTING STATE ROUTE 27 NORTHBOUND
BRIDGE ID No. 583R0270013
STATION 141+16.50
MARION Co.
1993

CORRECT *Edward D. Wasserman*
ENGINEER OF STRUCTURES
APPROVED *Edward D. Wasserman*
DIRECTOR OF HIGHWAYS

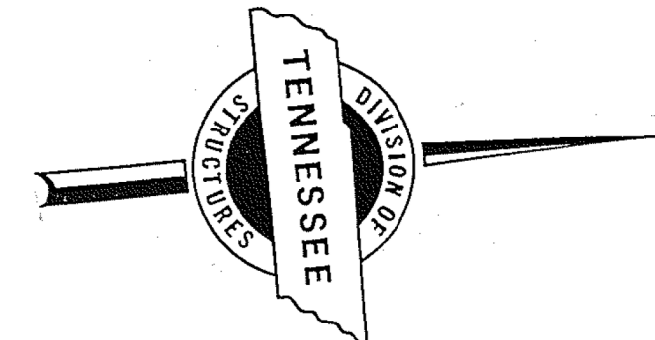
M-274-107



FIN. GRADE SKETCH SR 27

FIN. GRADE SKETCH
EXIST'G SR 27 NB

GRADE SKETCH
BUSINESS ENTRANCE



SR 27 CURVE DATA

PI 140+98.42
N 228349.3243
E 2090490.7257
 $\Delta = 29^\circ 14' 25''$ RT
D = 3°00'00"
T = 498.20'
L = 974.67'
E = 63.91'
R = 1909.86'
SE = 0.046% ON BR, 0.068% OFF BR.
TRANS. LGTH. = 355' (60 MPH)

EXIST. SR 27 NB

PI 2144+94.50
N 228545.9054
E 2090947.1209
 $\Delta = 53^\circ 01' 15''$ LT
D = 6°30'
T = 739.69'
L = 815.71'
E = 103.57'
R = 881.47'
SE = 0.07%
TRANS. LGTH. = 160' (45 MPH)

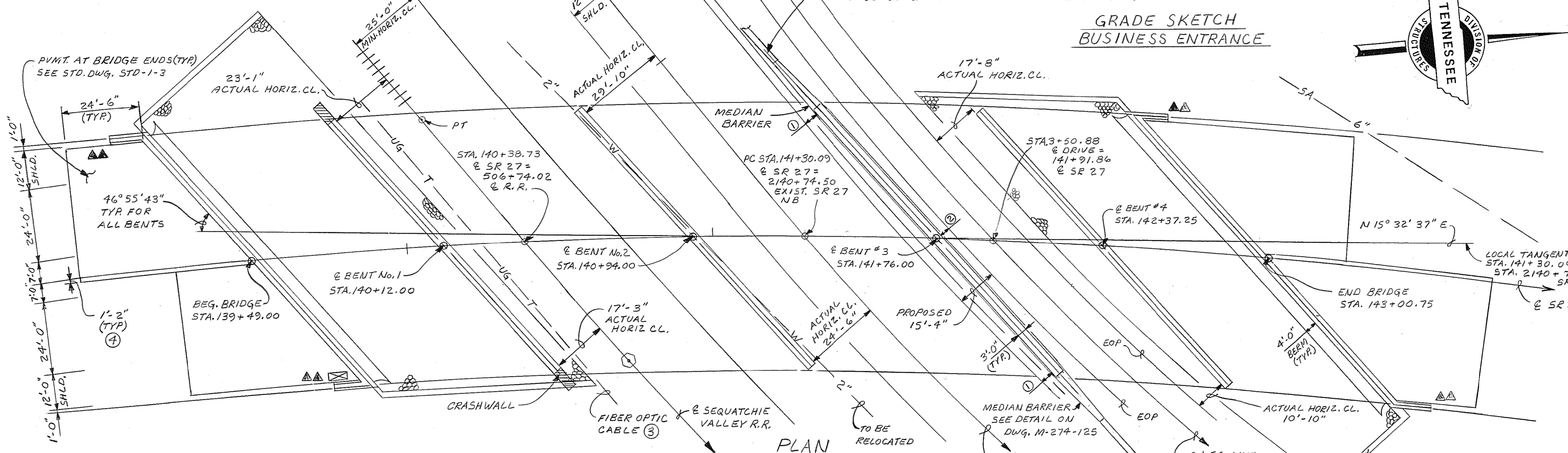
SEQ. VAL. R.R. (CURVE #2)

PI 511+02.57
N 228468.0662
E 2090929.2414
 $\Delta = 40^\circ 02' 44''$ LT
D = 5°06'02"
T = 409.35'
L = 785.10'
E = 72.26'
R = 1123.30'

ELEVATION

(@ RT. & S TO E SURVEY)

① DENOTES: INTEGRAL
② DENOTES: FIXED
NB DENOTES: NORTHBOUND

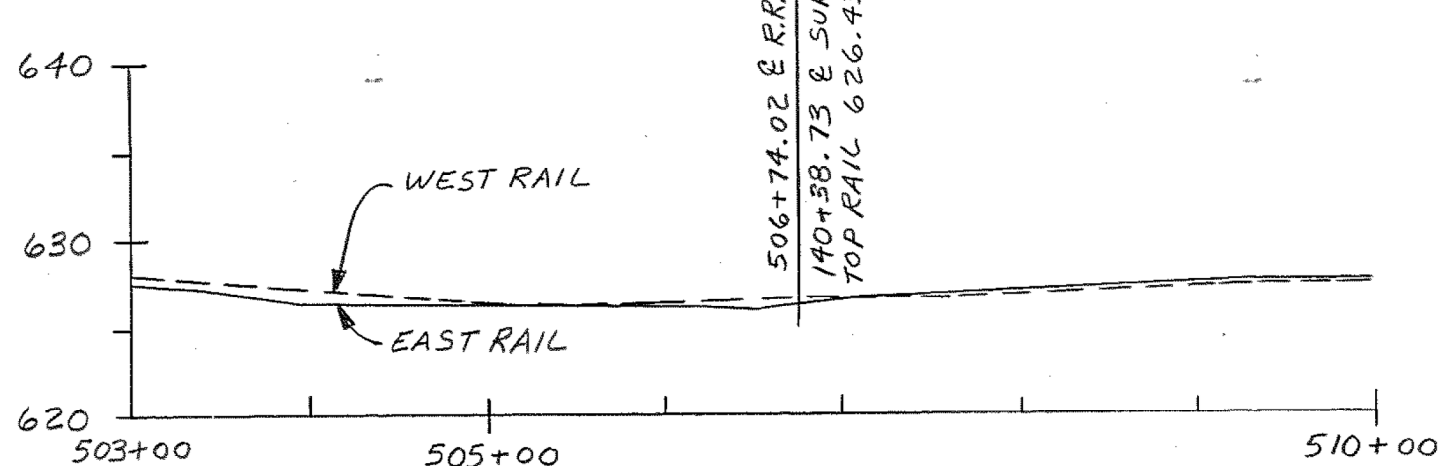


BUSINESS ENTRANCE
DRIVE CURVE DATA

PI 4+37.52
N 228438.6781
E 2090672.8405
 $\Delta = 37^\circ 02' 44''$ LT
D = 6°52'13"
T = 279.41'
L = 539.22'
E = 45.56'
R = 833.97'
PC 1+58.11
PT 6+97.33

SEQ. VAL. R.R. (CURVE #1)

PI 500+57.60
N 228016.3229
E 2089944.6546
 $\Delta = 38^\circ 37' 53''$ RT
D = 4°00'
T = 502.06'
L = 965.79'
E = 85.44'
R = 1432.40'



RAILROAD PROFILE

NOTE: MILE 6 MILE MARKER @ STA. 514+30.01, 14.12' LT

DESIGNED BY P. MILLER
DRAWN BY P. MILLER
SUPERVISED BY E. HALL
CHECKED BY PAUL MILLER
DATE 4-92
DATE 7-92
DATE 8-92
DATE 8-92

