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# Anthony Lee Washington III 2025.06.04 12:39:04-05'00' PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

HDR ENGINEERING, INC. 120 BRENTWOOD COMMONS WAY SUITE 525 BRENTWOOD, TN 37027 ANTHONY L. WASHINGTON III P.E. 119749

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

SHEET NO. SHEET NAME SIGNATURE SHEET ..... ....ROADWAY-SIGN1 TITLE SHEET ..... ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS ..... PROJECT COMMITMENTS ... ESTIMATED ROADWAY QUANTITIES ...... TYPICAL SECTIONS AND PAVEMENT SCHEDULE ..... GENERAL NOTES...... .2D SPECIAL NOTES..... ENVIRONMENTAL NOTES..... ....2E, 2E1 TABULATED QUANTITIES ..... UTILITY NOTES AND UTILITY OWNERS..... PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....

YEAR	PROJECT NO.	SHEET NO.
2025	38S001-S8-003	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET Index Of Sheets SEE SHEET NO. 1A

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

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

NO EXCLUSIONS

TENN.	YEAR	SHEET NO.
I EININ.	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	38S001	-S8-003
STATE PROJ. NO.	38S001	-M3-002

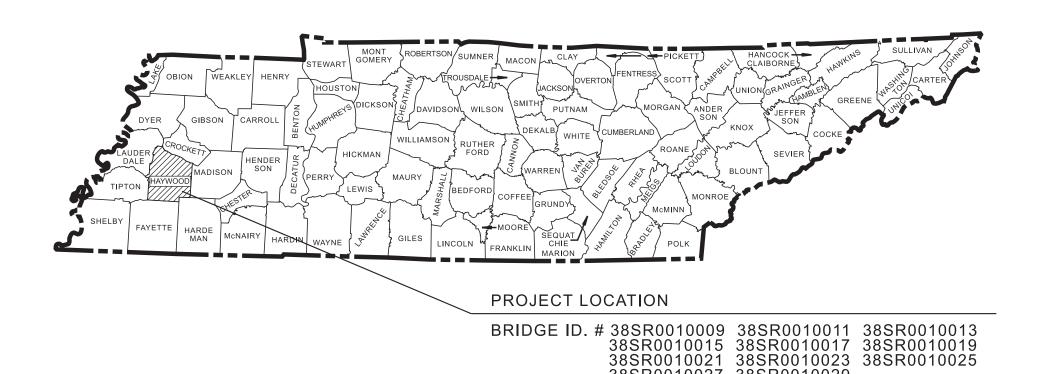
# HAYWOOD COUNTY

SR-1

FROM: L.M. 6.28 (NEAR BIG MUDDY CREEK CANAL)
TO: L.M. 14.84 (SR-19)

RESURFACE & SAFETY
MILL, 411D, GUARDRAIL AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 1 F.A.H.S. NO. 70/79



BRIDGE DECK REPAIR PROJECT NO. 38S001-M3-002

END PROJECT NO. 38S001-S8-003 RESURFACE & SAFETY

SR-1 L.M. 6.28 (38SR0010009)

SR-1 L.M. 6.38 (38SR0010011)

L.M. 14.84 (SR-19)

SR-1 L.M. 6.94 (38SR0010013)

SR-1 L.M. 7.23 (38SR0010015)

SR-1 L.M. 7.65 (38SR0010017) SR-1 L.M. 8.15 (38SR0010019)

SR-1 L.M. 8.41 (38SR0010021)

SR-1 L.M. 8.84 (38SR0010023)

SR-1 L.M. 9.11 (38SR0010025)

SR-1 L.M. 9.42 (38SR0010027)

BEGIN PROJECT NO. 38S001-S8-003 RESURFACE & SAFETY

CHECKED BY DAVID HORNE, P.E.

L.M. 6.28 (NEAR BIG MUDDY CREEK CANAL)

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: LYNN EVANS, P.E., REG. 4

DESIGNED BY: HDR ENGINEERING, INC.

DESIGNER: ANTHONY L. WASHINGTON, III, P.E.

127412.00

E. NO. <u>98043-4283-04</u>

PIN NO.

PROJECT LENGTH
TOTAL LANE MILES RESURFACED

SCALE: 1" = 5280'

8.56 MILES 16.47 MILES SEALED BY

WASH

WASH

GRICULTORE

OMMERCE

No. 119749

OF TENMINISTER

OF TEN

APPROVED:

WILL REID, DEPUTY COMMISSIONER

CHIEF ENGINEE

DATE:

TRAFFIC COUNTER, & WEATHER STATIONS

STATION LOCATION LOG MILE

N/A

N/A

TRAFFIC DATA

ADT (2025) 3,113

POSTED SPEED LIMITS

L.M. 6.28 TO L.M. 14.84 55 MPH

HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

5/20/2025 2:55:12 PM C:\PWWORKING\FAST01\D3863402\01.DGN

# **ROADWAY INDEX**

# STANDARD ROADWAY DRAWINGS

**DESCRIPTION** 

DWG.

S-GRT-2

REV.

# STANDARD TRAFFIC DESIGN DRAWINGS

**FREEWAYS** 

**DESCRIPTION** 

REV.

**DESIGN - TRAFFIC CONTROL** 

03-26-25

DWG.

T-WZ-10

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	38S001-S8-003	1A

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDA	RD
TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	4
PAVEMENT MARKING DETAILS	5
BRIDGE SHEETS	B1

NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE

NO UTILITY SHEETS INCLUDED IN THIS SET OF PLANS.

NUMBERING OF SHEETS.

STANDARI LEGENDS	D ROADW	AY TITLE SHEET, ABBREVIATIONS, AND
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
SAFETY D	ESIGN AN	D GUARDRAILS
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL

06-28-19 TYPE 38 GUARDRAIL END TERMINAL

PAVEME	PAVEMENT MARKINGS			
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS		
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS ON CONVENTIONAL ROADS		
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT		
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE		
WORK ZO	ONES			

ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND

SEALED BY

WASH

WASH

WASH

OMMERCE

No. 119749

OF TENNISHMEN

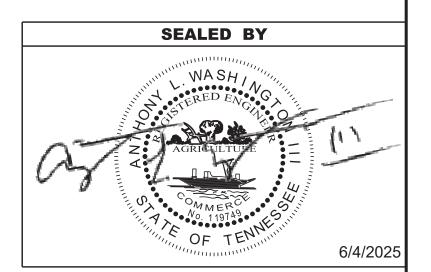
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

	PROJECT COMMITMENTS					
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION			
EDHZ001	ENVIRONMENTAL DIVISION HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. 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 DEMO-LITION 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).				
EDHZ002	ENVIRONMENTAL DIVISION HAZARDOUS MATERIALS	BRIDGE NO. 38SR0010009 SR-1 OVER OVERFLOW LM 6.27 (38-SR001-06.27) BRIDGE NO. 38SR0010011 SR-1 OVER MUDDY CREEK LM 6.37 (38-SR001-06.37) BRIDGE NO. 38SR0010013 SR-1 OVER OVERFLOW LM 6.94 (38-SR001-06.94) BRIDGE NO. 38SR0010015 SR-1 OVER OVERFLOW LM 7.23 (38-SR001-07.23) BRIDGE NO. 38SR0010017 SR-1 OVER OVERFLOW LM 7.65 (38-SR001-07.65) BRIDGE NO. 38SR0010019 SR-1 OVER OVERFLOW LM 8.15 (38-SR001-08.15) BRIDGE NO. 38SR0010021 SR-1 OVER OVERFLOW LM 8.40 (38-SR001-08.40) BRIDGE NO. 38SR0010023 SR-1 OVER OVERFLOW LM 8.84 (38-SR001-08.84) BRIDGE NO. 38SR0010025 SR-1 OVER BRADFORD LAKE LM 9.10 (38-SR001-09.10) BRIDGE NO. 38SR0010027 SR-1 OVER HATCHIE RIVER LM 9.42 (38-SR001-09.42)				

TYPE	YEAR	PROJECT NO.	SHEET NO.	
RESURF	2025	38S001-S8-003	1B	



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

		ESTIMATED ROADWAY QUANTITIES						
	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 38S001-S8-003				
(1)	202-03.01	Removal Of Asphalt Pavement	S.Y.	5494				
, ,	203-06	Water	M.G.	17				
(2)	208-01.05	Brooming & Degrassing Shoulders	L.M.	16.1				
(3)	303-02	Mineral Aggregate, Type B Base, Grading (C Or D)	TON	2256				
(4)(5)	307-01.01	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading A	TON	92				
(4)(6)	307-01.08	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading B-M2	TON	599				
(7)	403-02.01	Trackless Tack Coat	TON	62				
(8)	411-01.10	Acs Mix(Pg64-22) Grading D	TON	9569				
(9)	411-01.21	Longitudinal Joint Sealant	L.M.	9				
	411-12.04	Scoring For Rumble Stripe (Non-Continuous) (4ln Width)	L.M.	12.9				
(10)	415-01.01	Cold Planing Bituminous Pavement	TON	8984				
(11)	705-02.10	Guardrail Transition 27ln To 31ln	EACH	7				
(11)	705-06.20	Tangent Energy Absorbing Term Mash Tl-3	EACH	7				
(11)	706-01	Guardrail Removed	L.F.	350				
(12)	712-01	Traffic Control	LS	1				
(13)	712-04.01	Flexible Drums (Channelizing)	EACH	27				
(14)(15)	712-06	Signs (Construction)	S.F.	1290				
	716-01.21	Snowplowable Raised Pavement Markers (Bi-Dir) (1 Color)	EACH	565				
	716-01.22	Snowplowable Raised Pavment Markers (Mono-Dir)(1 Color)	EACH	50				
	716-01.30	Removal Of Snowplowable Reflective Marker	EACH	345				
(16)(17)	716-02.04	Plastic Pavement Marking(Channelization Striping)	S.Y.	33				
(16)(17)	716-04.04	Plastic Pavement Marking (Transverse Shoulder)	L.F.	186				
(18)	716-05.20	Painted Pavement Marking (6" Line)	L.M.	25.3				
(17)	716-12.02	Enhanced Flatline Thermo Pvmt Mrkng (6ln Line)	L.M.	25.3				
(17)	716-12.05	Enhanced Flatline Thermo Pvmt Mrkng (6ln Dotted Line)	L.F.	150				
	717-01	Mobilization	LS	1				

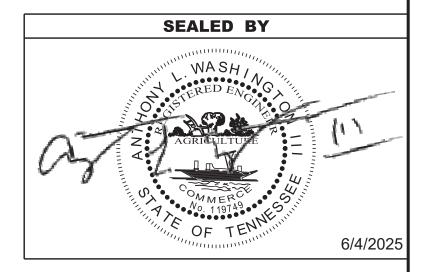
THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

### **FOOTNOTES**

(1)	TO BE USED WHERE AND AS DIRECTED BY THE ENGINEER. INCLUDES 200 S.Y. FOR BREAKOUTS
	AND 5294 S.Y. FOR PARTIAL DEPTH ASPHALT REPAIR.

- (2) TO BE USED AS DIRECTED BY THE ENGINEER. SEE SHEET 2C FINAL PAVEMENT MARKING, NOTE 6 FOR ADDITIONAL INFORMATION.
- (3) ITEM INCLUDES 136 TONS FOR BREAKOUT AREAS.
- (4) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01.
- 5) ITEM TO BE USED FOR BREAKOUT AREAS.
- (6) TO BE USED FOR PARTIAL DEPTH ASPHALT REPAIR.
- (7) INCLUDES 8 TONS FOR PRIVATE DRIVES, BUSINESS ENTRANCES, FIELD ENTRANCES, COUNTY ROADS, EXTRA WIDTH AREAS, BREAKOUTS, AND PARTIAL DEPTH REPAIR AREAS.
- (8) INCLUDES 878 TONS FOR PRIVATE DRIVES, BUSINESS ENTRANCES, FIELD ENTRANCES, COUNTY ROADS, AND EXTRA WIDTH AREAS. INCLUDES 500 TONS FOR SPOT LEVELING.
- (9) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO. TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
- (10) INCLUDES 870 TONS FOR PRIVATE DRIVES, BUSINESS ENTRANCES, FIELD ENTRANCES, COUNTY ROADS, AND EXTRA WIDTH AREAS.
- (11) SEE GUARDRAIL TABULATION BLOCK ON SHEET 2F.
- (12) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 13) TO BE USED FOR TRANSITION TAPERS.
- (14) SEE CONSTRUCTION SIGN TABULATION BLOCK ON SHEET 2F.
- (15) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (16) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC.
  PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR
  THERMOPLASTIC.
- (17) ITEM TO BE USED AS PERMANENT MARKING ONLY.
- 18) ITEM TO BE USED AS TEMPORARY PAVEMENT MARKING ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	38S001-S8-003	2

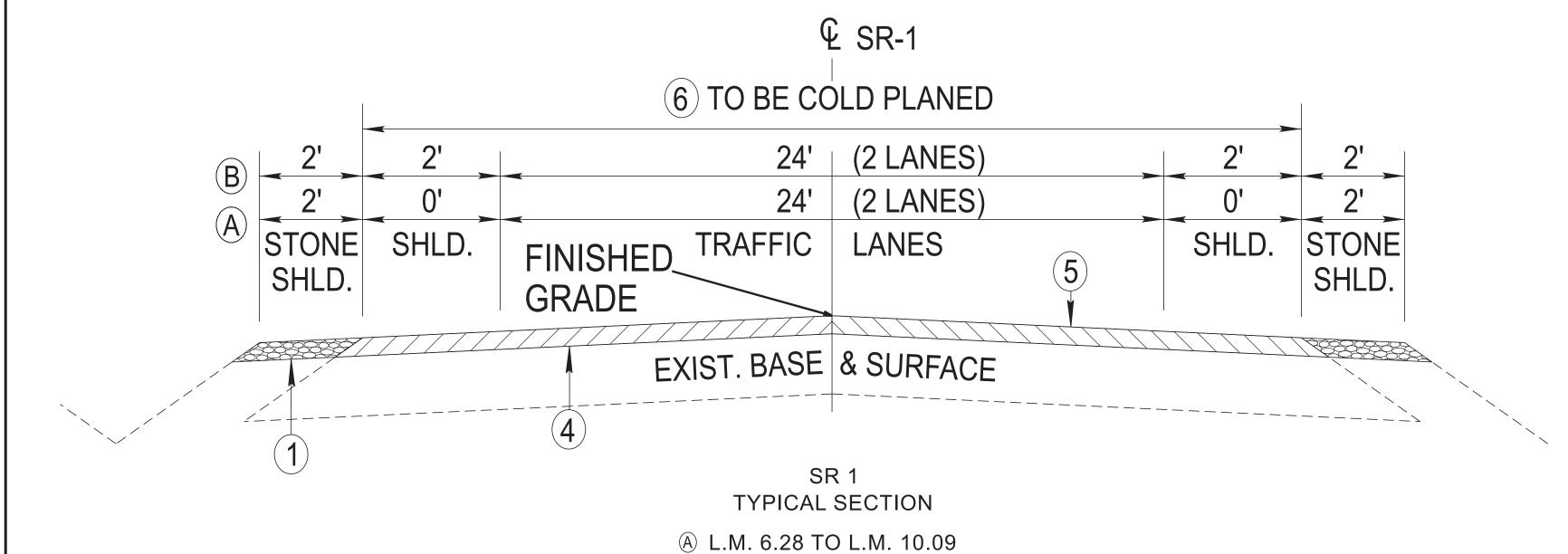


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

TYPE YEAR PROJECT NO. SHEET NO.

RESURF 2025 38S001-S8-003 2B



B L.M. 10.09 TO L.M. 14.84

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE @ 2" THICK

BITUMINOUS COURSE (BLACK BASE) @ 8.00"± THICK (APPROX. 920.0 LBS./S.Y.)

ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A"

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

BITUMINOUS BASE COURSE (BINDER) @ 2.00"± THICK (APPROX. 226.0 LBS./S.Y.)

ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "B-M2"

(TO BE USED FOR PARTIAL DEPTH ASPHALT REPAIR ONLY)

TACK COAT

ITEM 403-02.01 TRACKLESS TACK COAT (TC) (TON)

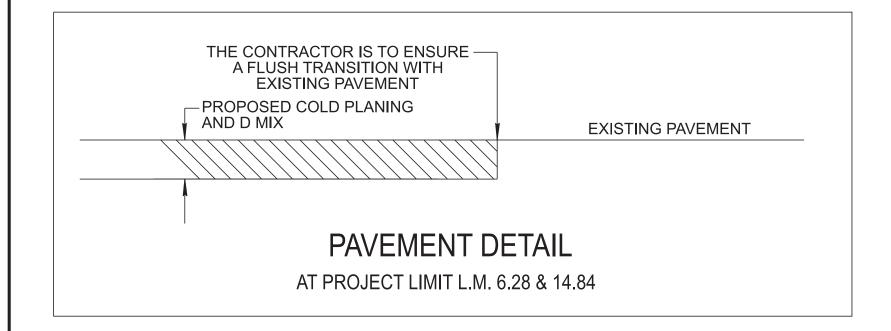
ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"

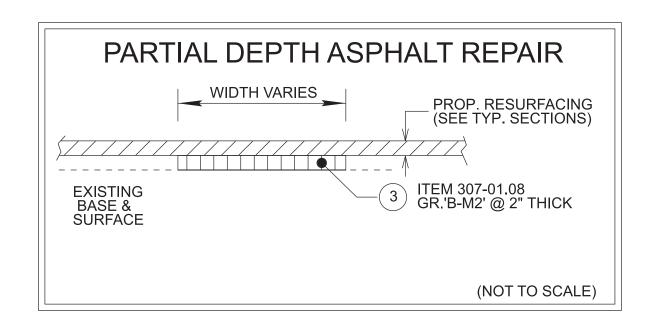
(TO BE USED FOR BREAKOUT ONLY)

(5) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)

6 COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)
ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

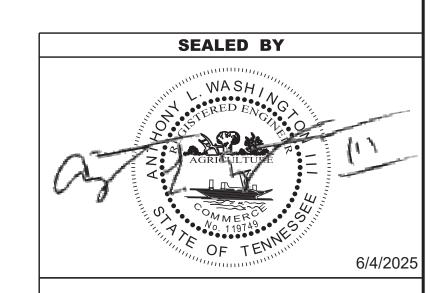
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD





DETAIL OF E	BREAKOUT
WIDTH VARIES	PROP. RESURFACING (SEE TYP. SECTIONS)
EXISTING BASE & SURFACE	ITEM 307-01.01 GR.'A' @ 8" THICK (TO BE APPLIED IN
ITEM 303-02, MIN.AGG. ——/ (DEPTH VARIES)	2 EQUAL LAYERS.)
	(NOT TO SCALE)

	BRIDGE NOTES					
BRIDGE LOCATION CROSSES BRIDGE NUMBER LOG MILE OVER/UNDER LENG				BRIDGE DECK NOTES		
38SR0010009	6.280	Muddy Creek Canal	342'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010011	6.380	Muddy Creek	342'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010013	6.940	Overflow	114'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010015	7.230	Overflow	114'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010017	7.650	Branch	114'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010019	8.150	Branch	655'-6"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010021	8.410	Overflow	171'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010023	8.840	Branch	456'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010025	9.110	Bradford Lake	342'-0"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010027	9.420	Hatchie River	210'-8"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY (SEE BRIDGE SHEETS)		
38SR0010029	10.750	Branch	23'-0"	PAVE WITH PLANS MIX/TREATMENT TYPE		



NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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

### **GUARDRAIL**

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

### **MISCELLANEOUS**

- (2) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

### **PAVEMENT MARKINGS**

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

### FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
  - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.
  - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.
  - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
  - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

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

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

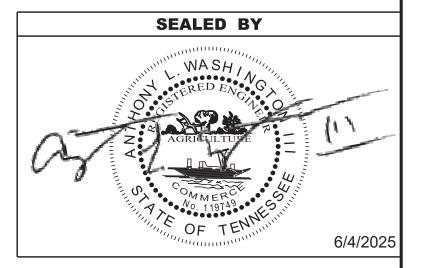
### SIGNING

(12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

### **CONSTRUCTION WORK ZONE & TRAFFIC CONTROL**

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- 2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- 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.
- 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
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GENERAL NOTES

# **SPECIAL NOTES**

### RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
  - A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE. OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.
  - B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.
  - C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
- (4) THE OUTSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE TRAFFIC LANE.
- (6) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

### PAVEMENT MARKING

- (1) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.20.
- (2) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02.

### SIGNS

(1) IF THE CONTRACTOR ELECTS TO UTILIZE SIGN POST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

### **MISCELLANEOUS**

- (1) ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.
- (4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

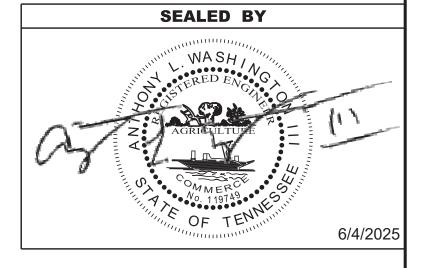
### **CONSTRUCTION WORK ZONE & TRAFFIC CONTROL**

(1) THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.

### **JOINT SEALANTS**

- (1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.
- (3) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.
- (4) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

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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 ENGINEERING PRODUCTION SUPPORT DESIGN SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

### **ENVIRONMENTAL SPECIAL NOTES**

### **ENVIRONMENTAL**

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

### **ECOLOGY**

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

### PROJECT COMMITMENTS

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

### SCOPE OF WORK

6) THIS PROJECT INCLUDES COLD PLANING, RESURFACING, PAVEMENT MARKINGS, GUARDRAIL, TEMPORARY TRAFFIC CONTROL, AND BROOMING AND DEGRASSING SHOULDERS.

# EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### **DISTURBED AREA**

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

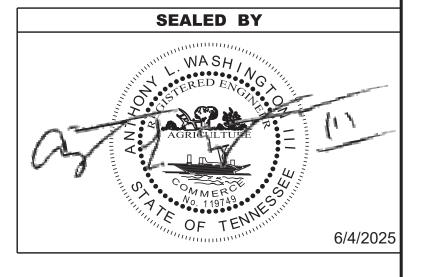
### SEDIMENT CONTROL

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

### **GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL**

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

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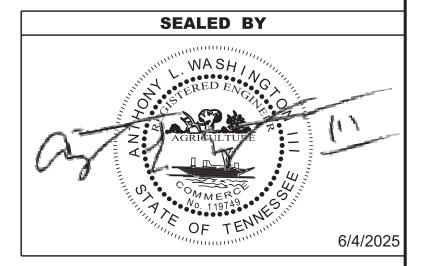
ENVIRONMENTAL NOTES

# **ENVIRONMENTAL NOTES (CONT.)**

### SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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RESURF	2025	38S001-S8-003	2E1



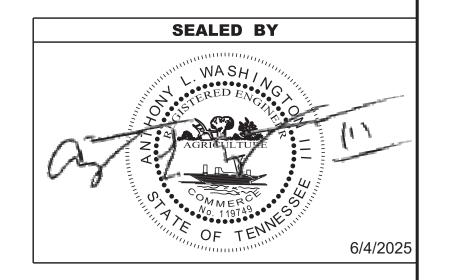
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)								
M.U.T.C.D.			SIZE			TOTAL	ITEM NO.	
SIGN	LEGEND \ DESCRIPTION	IN I	NCH	ES	S.F.	NUMBER	712-06	
NO.		L	X	W		REQUIRED	S.F.	
G20-1	ROAD WORK NEXT 9 MILES	48"	Х	24"	8	2	16	
G20-2	END ROAD WORK	48"	Х	24"	8	16	128	
W8-11	UNEVEN LANES	48"	Х	48"	16	18	288	
W8-15	GROOVED PAVEMENT	48"	Х	48"	16	18	288	
W8-15P	MOTORCYCLE PLAQUE	30"		24"	5	18	90	
W20-1	ROAD WORK 1 MILE	48''	Х	48"	16	2	32	
W20-1	ROAD WORK 1/2 MILE	48"	Х	48"	16	2	32	
W20-1	ROAD WORK 1000 FT	48"	Х	48"	16	2	32	
W20-1	ROAD WORK AHEAD	48"	Х	48"	16	14	224	
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48''	Х	48"	16	2	32	
W20-7	FLAGGER (SYMBOL) - PORTABLE	48"	Х	48"	16	2	32	
W21-2	FRESH OIL - PORTABLE	48''	Х	48"	16	2	32	
W21-5	SHOULDER WORK	48''	Х	48"	16	4	64	
						TOTAL	1290	

PROPOSED GUARDRAIL (RESURFACING)							
			GUARI	DRAIL	TERMINAL ANCHORS		
SIDE			GUARDRAIL	GUARDRAIL	TYPE 38		
			TRANSITION	REMOVED			
		LOG MILE	27 IN TO 31 IN		MASH TL3		
					(46.875')		
т.	RT		705-02.10	706-01	705-06.20		
LT	KI		(EACH)	(L.F.)	(EACH)		
	Х	7.207	1	50	1		
X		7.629	1	50	1		
	х	7.682	1	50	1		
X		7.685	1	50	1		
Х		8.130	1	50	1		
	Х	9.080	1	50	1		
Х		9.083	1	50	1		
	T	OTALS	7	350	7		

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

# **UTILITY NOTES**

### UTILITY

- 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 PROMDE 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**

### **COMMUNICATIONS:**

AT&T

315 E. COLLEGE STREET

JACKSON, TN 38301

CONTACT: DANIEL R. POTTS

OFFICE PHONE: 901 488 2359

CELL PHONE:

Email: DP7607@ATT.COM

CABLE:

CHARTER COMMUNICATIONS

24 CIRCLE DRIVE

McKENZIE, TN 38201

CONTACT: KEITH CHESSER

OFFICE PHONE: 731 352 1146

CELL PHONE: 731 621 9552

ELECTRIC/GAS/WATER/WASTEWATER:

Email: KEITH.CHESSER@CHARTER.COM

BROWNSVILLE ENERGY AUTHORITY

BROWNSVILLE, TN 38012 CONTACT: RUSS STOOTS OFFICE PHONE: 731 772 8845

**CELL PHONE:** 

P.O. BOX 424

Email: RSTOOTS@BUDUTIL.COM

**ELECTRIC:** 

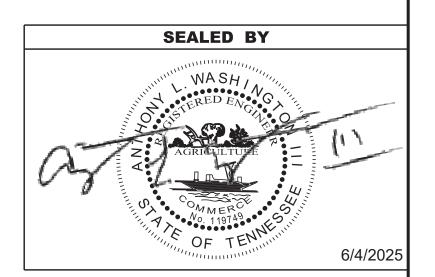
STEMC

1009 E. MAIN STREET
BROWNSVILLE, TN 38012
CONTACT: JOSHUA KENNEDY
OFFICE PHONE: 731 585 0531

CELL PHONE:

Email: JKENNEDY@STEMC.COM

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	38S001-S8-003	3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES

AND

UTILITY OWNERS

# 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 & REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

- 3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:
  - a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER

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

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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- B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:
  - IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
  - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - 2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
    - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
      - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
      - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET. WHICHEVER SPACING IS GREATER.
  - 3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
    - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
      - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
      - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
    - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

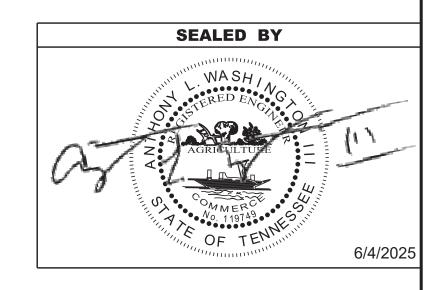
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE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

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

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

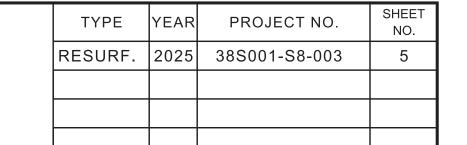
- I. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- 2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

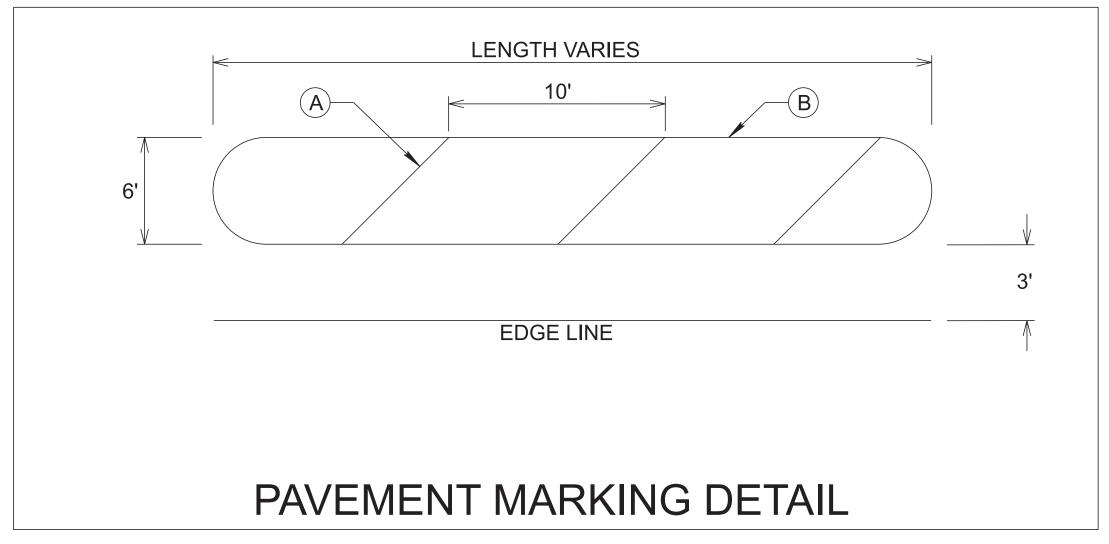


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL







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

B

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

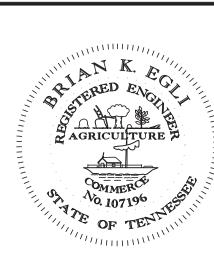
PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

INFO ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

SCALE: N.T.S.



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli

2025.03.26 17:10:45 -05'00' PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

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

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

SHEET NAME

SHEET NO.

SIGNATURE SHEET\_\_\_\_\_\_ STRUCTURE-SIGN 1 BRIDGE PLANS\_\_\_\_\_ B1 THRU B14

PROJECT NO. 2025 38S001-M3-002 STRUCTURE-SIGN 1

SHEET NO.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION** 

> SIGNATURE SHEET

PIN 127412.00

FED. PROJ. NO. NH/HSIP-1(503)

 PROJECT NO.
 YEAR
 SHEET NO.

 38S001-M3-002
 2025
 B1

REVISIONS

NO. DATE BY BRIEF DESCRIPTION

INDEX OF DRAWINGS

DWG. NO.

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 SIGNATURE SHEET
 STRUCTURE-SIGN 1

 INDEX OF DRAWINGS
 B1

 BRIDGE TABULATION AND ESTIMATED QUANTITIES
 B2

 TYPE I THIN EPOXY OVERLAY NOTES
 B3

 PLAN VIEWS (38SR0010009 \$ 38SR0010011)
 B4

 PHASE CONSTRUCTION
 B5

 PLAN VIEW (38SR0010013)
 B6

 PHASE CONSTRUCTION
 B7

 PLAN VIEWS (38SR0010015 \$ 38SR0010021)
 B8

 PLAN VIEWS (38SR0010023 \$ 38SR0010025)
 B10

 PHASE CONSTRUCTION
 B11

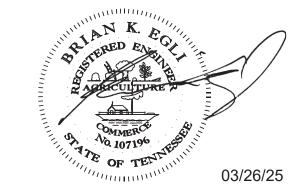
 PLAN VIEW (38SR0010027)
 B12

 PHASE CONSTRUCTION (SPANS 1, 2, \$ 4)
 B13

 PHASE CONSTRUCTION (SPAN 3)
 B14

INDEX OF REFERENCE DRAWINGS

DWG. NO.



STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION INDEX OF DRAWINGS 38-SR1-6.28 OVER MUDDY CREEK CANAL 38-SR1-6.38 OVER MUDDY CREEK 38-SR1-6.94 38-SR1-7.23 38-SR1-8.41 OVER OVERFLOW 38-SR1-7.65 38-SR1-8.15 38-SR1-8.84 OVER BRANCH 38-SR1-9.11 OVER BRADFORD LAKE 38-SR1-9.42 OVER HATCHIE RIVER BR. NOS. 38SR0010009 38SR0010011 38SR0010013 38SR0010015 38SR0010017 38SR0010019 38SR0010021 38SR0010023 38SR0010025 38SR0010027 HAYWOOD COUNTY

2025

49:12 AM

TABULATION OF	BRIDGE RELAT	TED WORK AND ESTI	MATED 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.
38-SR1-6.28 OVER MUDDY CREEK CANAL (38SROO10009)	BR-93-3 BR-93-14	TYPE I THIN EPOXY Overlay (epoxy-urethane)	1226
38-SR1-6.38 OVER MUDDY CREEK (38SR0010011)	BR-93-5 BR-93-14	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1226
38-SR1-6.94 OVER OVERFLOW (38SR0010013)	BR-13-29 BR-13-32	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	403
38-SR1-7.23 OVER OVERFLOW (38SR0010015)	BR-95-1 BR-95-12	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	371
38-SR1-7.65 OVER OVERFLOW (38SR0010017)	BR-95-2 BR-95-12	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	371
38-SR1-8.15 OVER BRANCH (38SR0010019)	BR-95-3 BR-95-12	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	2251
38-SR1-8.41 OVER OVERFLOW (38SR0010021)	BR-95-4 BR-95-12	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	569
38-SR1-8.84 OVER BRANCH (38SR0010023)	BR-95-5 BR-95-12	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1556
38-SR1-9.11 OVER BRADFORD LAKE (38SR0010025)	BR-95-6 BR-95-12	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1162
38-SR1-9.42 OVER HATCHIE RIVER (38SR0010027)	BR-13-30 BR-13-34	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	701
	TOTAL	<u>I</u>	9836

PIN 127412.00

UNIT QUANTITY

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PROJECT NO.			YEAR	SHEET NO.
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STATE OF TENNESSEE

### DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES 38-SR1-6.28 OVER MUDDY CREEK CANAL 38-SR1-6.38 OVER MUDDY CREEK 38-SR1-6.94 38-SR1-7.23 38-SR1-8.41 OVER OVERFLOW 38-SR1-7.65 38-SR1-8.15 38-SR1-8.84 OVER BRANCH 38-SR1-9.11 OVER BRADFORD LAKE 38-SR1-9.42 38-SR1-9.42 OVER HATCHIE RIVER BR. NOS. 38SR0010001 38SR0010013 38SR0010015 38SR0010017 38SR0010019 38SR0010021 38SR0010023 38SR0010025 38SR0010027 HAYWOOD COUNTY 2025

ITEM NUMBER

/12-04.01

712-05.01

712-05.03

TABULATED TRAFFIC CONTROL QUANTITIES

DESCRIPTION

FLEXIBLE DRUMS (CHANNELIZING)

WARNING LIGHTS (TYPE A) WARNING LIGHTS (TYPE C)

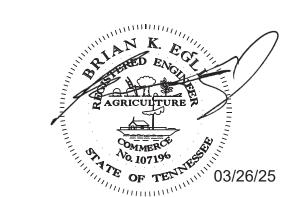
DESIGNED BY\_\_\_\_\_\_Z\_HAYNES SUPERVISED BY K. MARTINKO CHECKED BY\_\_\_

2025

38S001-M3-002 2025 B3  REVISIONS  NO. DATE BY BRIEF DESCRIPTION					
	38S001-M3-002			2025	В3
NO. DATE BY BRIEF DESCRIPTION				REVISIONS	•
	NO.	DATE	BY	BRIEF	DESCRIPTION
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SHEET NO.

PROJECT NO. YEAR



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

TYPE I THIN EPOXY OVERLAY NOTES 38-SR1-6.28 OVER MUDDY CREEK CANAL 38-SR1-6.38 OVER MUDDY CREEK 38-SR1-6.94 38-SR1-7.23 38-SR1-8.41 OVER OVERFLOW 38-SR1-7.65 38-SR1-8.15 38-SR1-8.84 OVER BRANCH 38-SR1-9.11 OVER BRADFORD LAKE 38-SR1-9.42 OVER HATCHIE RIVER

> 38SR0010013 38SR0010015 38SR0010017 38SR0010019

38SR0010021

38SR0010011

38SR0010023 38SR0010025 38SR0010027

HAYWOOD COUNTY 2025

BR. NOS. 38SR0010009

### TYPE 1 THIN EPOXY OVERLAY NOTES :

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

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

APPLICATION EQUIPMENT SHOULD:

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

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

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

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

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

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

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

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

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

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

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 SHAL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

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

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

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

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

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

\*\* SPECIAL NOTE:

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

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

REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

DESIGNED BY\_\_\_\_\_\_Z.HAYNES SUPERVISED BY K. MARTINKO CHECKED BY\_

DATE \_\_\_\_\_10/24 DATE \_\_\_

HAYWOOD CO SR1 LM 6.28 TO LM 14.84 SHEET NO. PIN 127412.00 38S001-M3-002 2025 В4 REVISIONS BRIEF DESCRIPTION LIMITS OF BRIDGE DECK (342'-0) (LIMITS OF TYPE I THIN EPOXY OVERLAY) PLAN VIEW BRIDGE ID.NO.38SR0010009 LIMITS OF BRIDGE DECK (342'-0) (LIMITS OF TYPE I THIN EPOXY OVERLAY) PLAN VIEW BRIDGE ID.NO.38SR0010011 STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION PLAN VIEWS 38-SR1-6.28 OVER MUDDY CREEK CANAL 38-SR1-6.38 OVER

MUDDY CREEK

BR. NOS. 38SR0010009 38SRO010011 HAYWOOD COUNTY 2025 DESIGNED BY\_\_\_\_\_\_\_Z\_HAYNES
SUPERVISED BY\_\_\_\_\_\_K\_MARTINKO CHECKED BY\_\_\_ В4

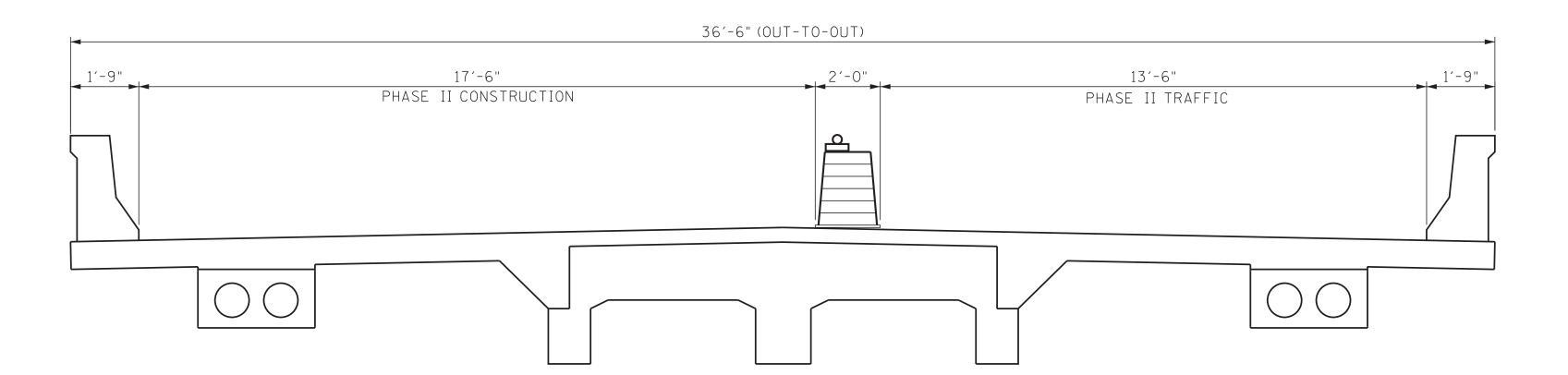
36'-6" (OUT-TO-OUT) 15′-6" 1'-9" 15′-6" PHASE I TRAFFIC PHASE I CONSTRUCTION

EASTBOUND BRIDGE

(38-SR1-6.28) (38-SR1-6.38)

### PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



### EASTBOUND BRIDGE

(38-SR1-6.28) (38-SR1-6.38)

### PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

PIN 127412.00	Ρ	ROJECT	NO.	YEAR	SHEET NO.
	38	S001-M3	3-002	2025	B5
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	NO.	DATE	BY	BRIEF	DESCRIPTION
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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

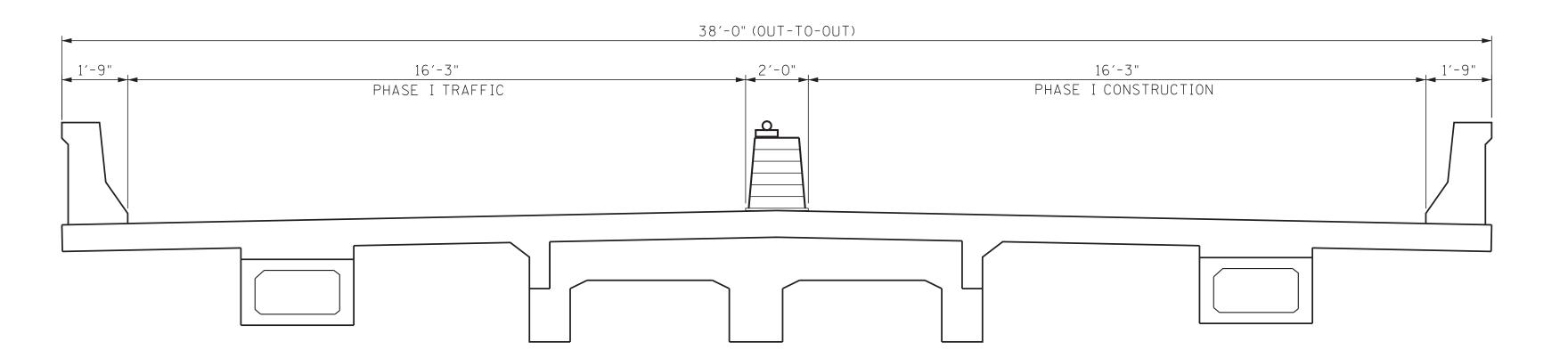
PHASE CONSTRUCTION 38-SR1-6.28 OVER MUDDY CREEK CANAL 38-SR1-6.38

OVER MUDDY CREEK BR. NOS. 38SRO010009 38SR0010011 HAYWOOD COUNTY 2025

B5

CHECKED BY\_\_\_

DESIGNED BY\_\_\_\_\_\_\_Z.HAYNES
DRAWN BY\_\_\_\_\_\_\_Z.HAYNES
SUPERVISED BY\_\_\_\_\_\_K. MARTINKO
CHECKED BY\_\_\_\_\_\_



PIN 127412.00 PROJECT NO. YEAR SHEET NO.

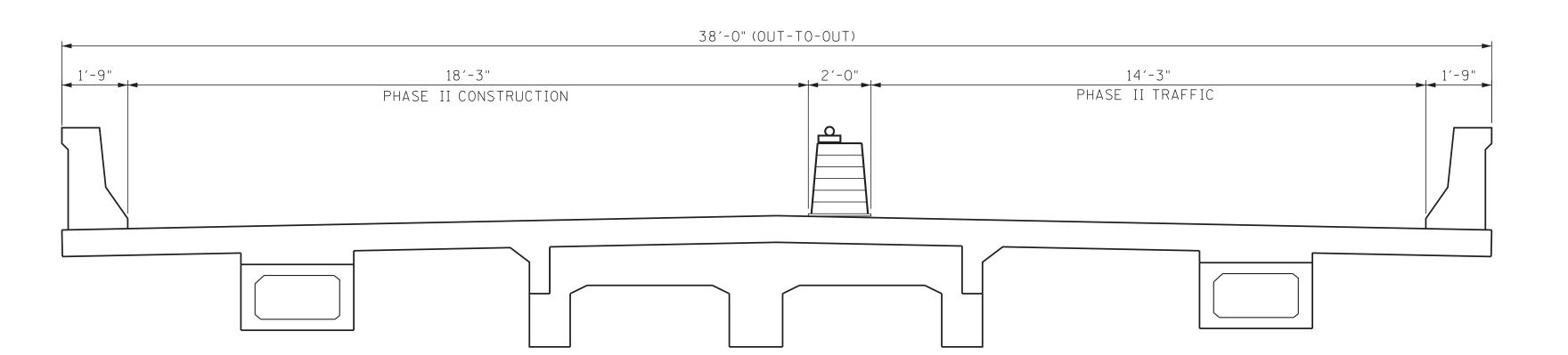
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38	S001-M3	3-002	2025	B7	]
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NO.	DATE	BY	BRIEF	DESCRIPTION	
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EASTBOUND BRIDGE

(38-SR1-6.94)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

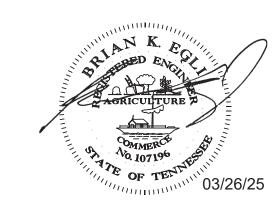


EASTBOUND BRIDGE

(38-SR1-6.94)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION

38-SR1-6.94

OVER

OVER

OVERFLOW

BR. NO. 38SRO010013

HAYWOOD COUNTY

2025

DESIGNED BY DATE

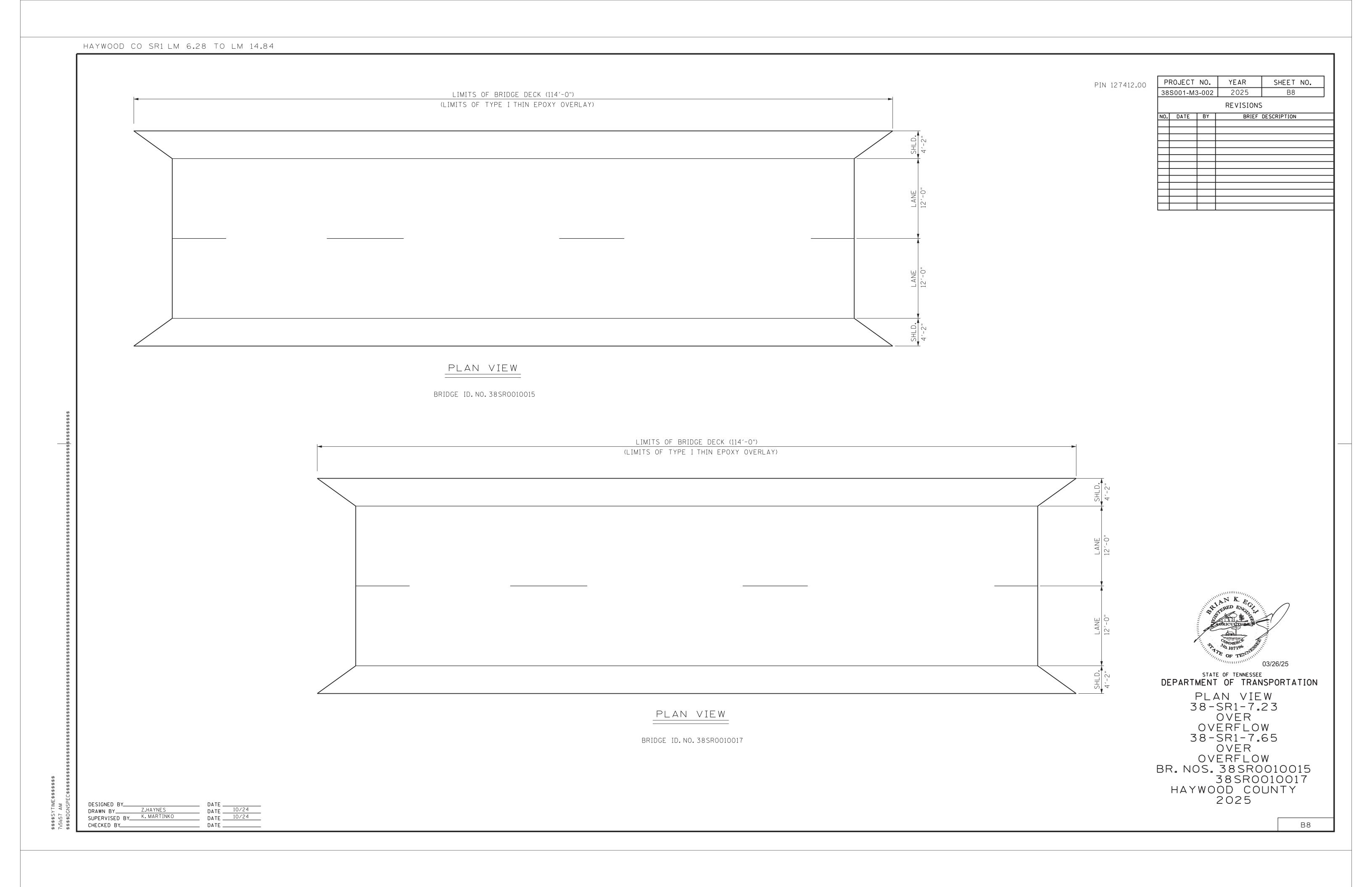
DRAWN BY Z.HAYNES DATE

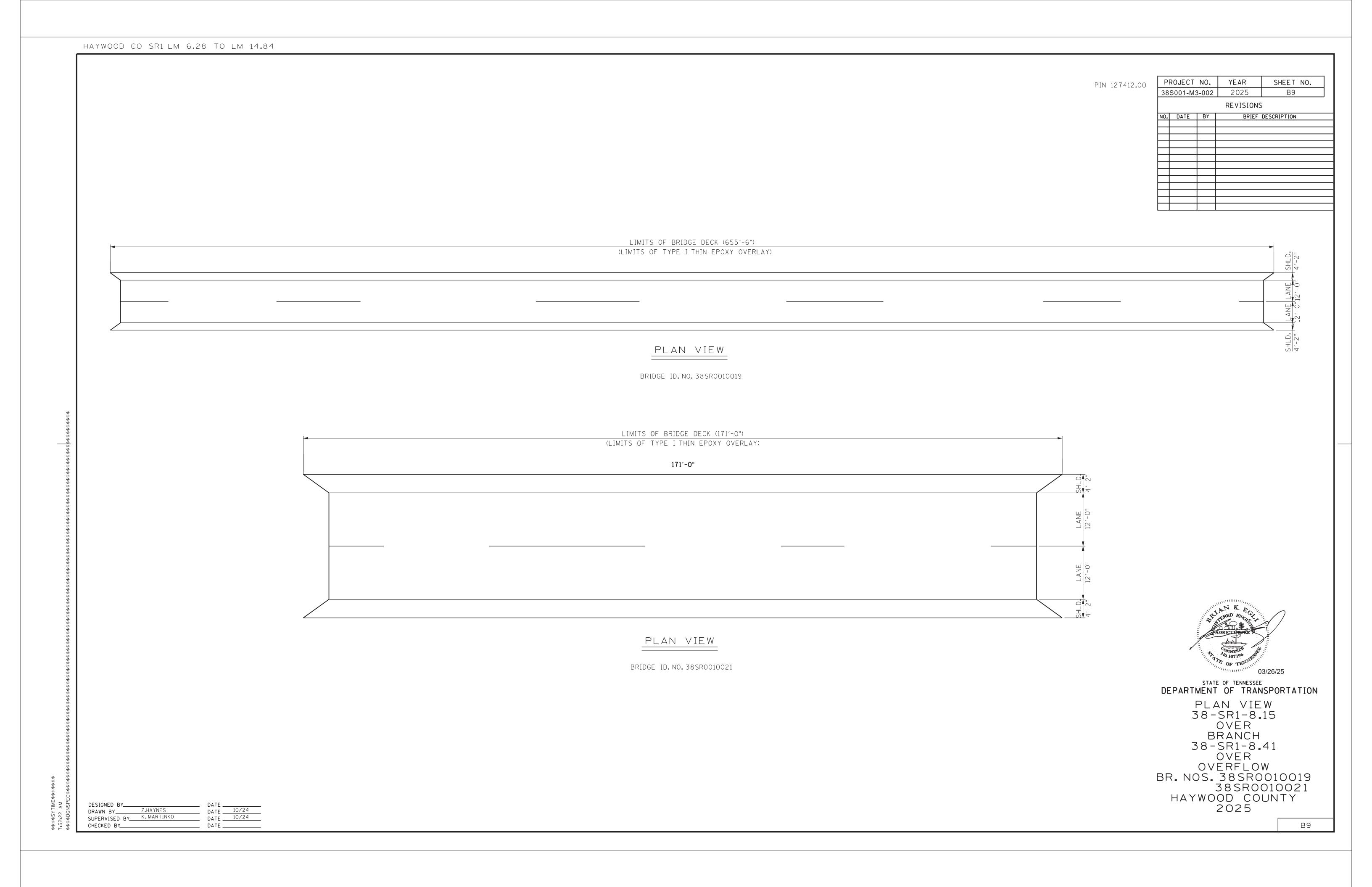
DRAWN BY K. MARTINKO

SUPERVISED BY K. MARTINKO

DATE

CHECKED BY DATE





	HAYWOOD CO SR1 LM 6.28 TO LM 14.84	
	PIN 127412.0	PROJECT NO. YEAR SHEET NO.  38S001-M3-002 2025 B10  REVISIONS  NO. DATE BY BRIEF DESCRIPTION
	LIMITS OF BRIDGE DECK (456'-0")	<b>&gt;</b> -I
*****	PLAN VIEW  BIDGE ID. NO. 39570010023	SHLD.  4'-2"  12'-0"  12'-0"  4'-2"
\$	LIMITS OF BRIDGE BLOK (342' 0')  SUMITS OF TYPE I THIN EPOXY OVERLAY:  DISTRICT  AVAILABLE  PLAN VIEW	AGRICULTURE
\$\$\$\$\$\$\$\$\$\$\$\$\$\$	BRIDGE ID.NO.38SR0010025	OMMERCE NO 107196  OF TEXAS 103/26/25
\$\$\$\$SYTIME\$\$\$\$\$\$ 7:52:44 AM \$\$\$\$DGNSPEC\$	DESIGNED BY DATE   DATE   DESIGNED BY	DEPARTMENT OF TRANSPORTATION  PLAN VIEW  38-SR1-8.84  OVER  BRANCH  38-SR1-9.11  OVER  BRADFORD LAKE  BR. NOS. 38SR0010023  38SR0010025  HAYWOOD COUNTY  2025

34′-9" (OUT-TO-OUT)

-2½"

15′-2"

PHASE I TRAFFIC

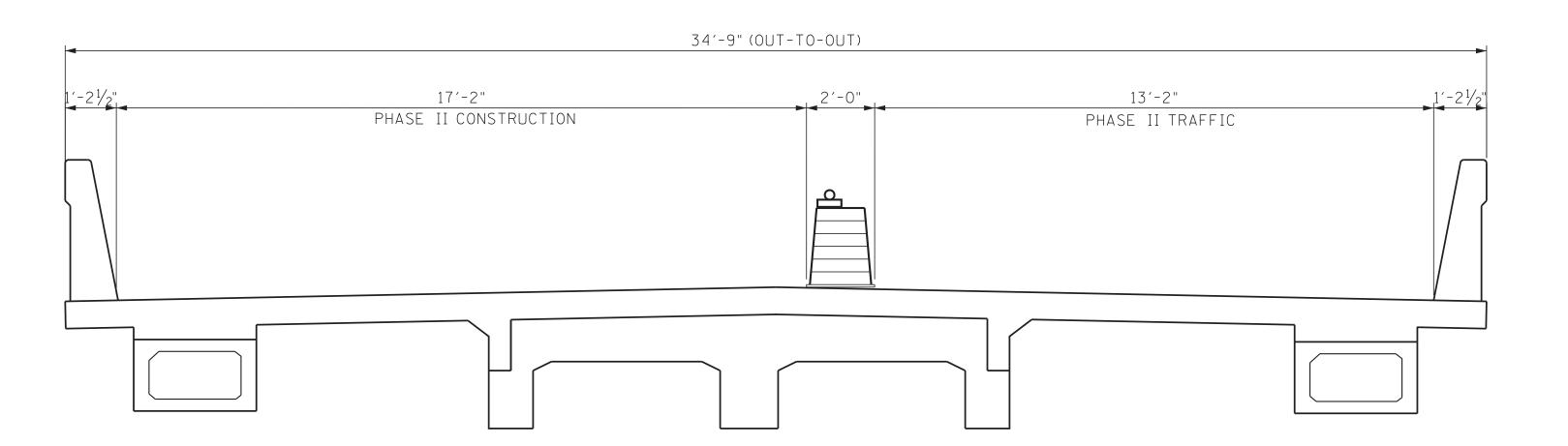
PHASE I CONSTRUCTION

### EASTBOUND BRIDGE

(38-SR1-7.23) (38-SR1-7.65) (38-SR1-8.15) (38-SR1-8.41) (38-SR1-8.84) (38-SR1-9.11)

### PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



### EASTBOUND BRIDGE

(38-SR1-7.23) (38-SR1-7.65) (38-SR1-8.15) (38-SR1-8.41) (38-SR1-8.84) (38-SR1-9.11)

### PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



PF	ROJECT	NO.	YEAR	SHEET	NO.
38	S001-M3	3-002	2025	B11	
			REVISIONS		
NO.	DATE	BY	BRIEF	DESCRIPTION	
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# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION

38-SR1-7.23

38-SR1-8.41

OVER

OVERFLOW

38-SR1-7.65

38-SR1-8.15

38-SR1-8.84

OVER

BRANCH

38-SR1-9.11

OVER

BRADFORD LAKE

BR. NOS. 38SRO010015

38SR0010017

38SR0010021

38SR0010023

38SR0010025

HAYWOOD COUNTY

2025

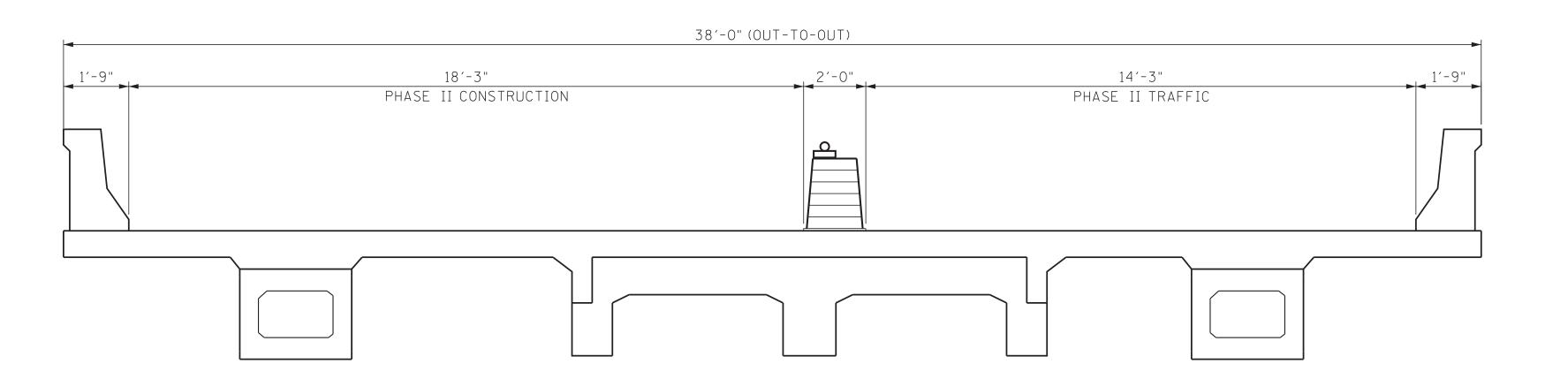
B11

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B12

### PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

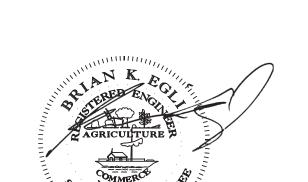


EASTBOUND BRIDGE

(38-SR1-9.42)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
(SPANS 1, 2, \$ 4)
38-SR1-9.42
OVER
HATCHIE RIVER
BR. NO. 38SRO010027
HAYWOOD COUNTY
2025

B13

SHEET NO.

B13

PROJECT NO.

38S001-M3-002

2025

REVISIONS

BRIEF DESCRIPTION

PIN 127412.00

38'-0" (OUT-TO-OUT)

16'-3"
PHASE I TRAFFIC
PHASE I CONSTRUCTION

11'-9"
PHASE I CONSTRUCTION

PIN 127412.00

388	S001-M3	3-002	2025	B14
			REVISIONS	•
NO.	DATE	BY	BRIEF	DESCRIPTION
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SHEET NO.

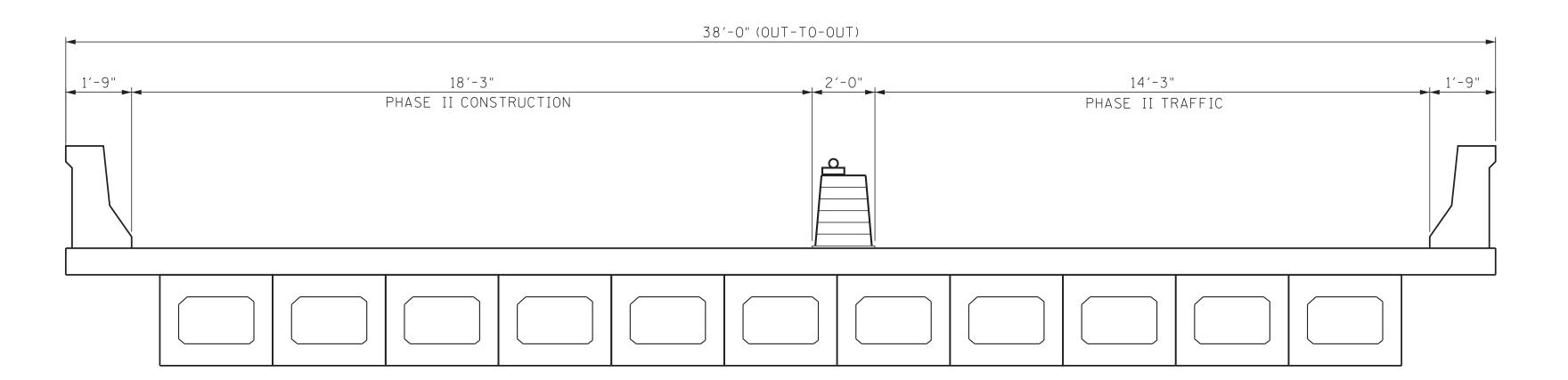
PROJECT NO. YEAR

### EASTBOUND BRIDGE

(38-SR1-9.42)

### PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

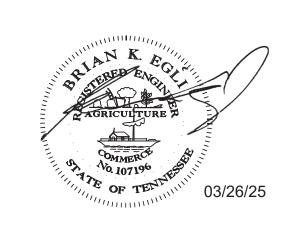


### EASTBOUND BRIDGE

(38-SR1-9.42)

### PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



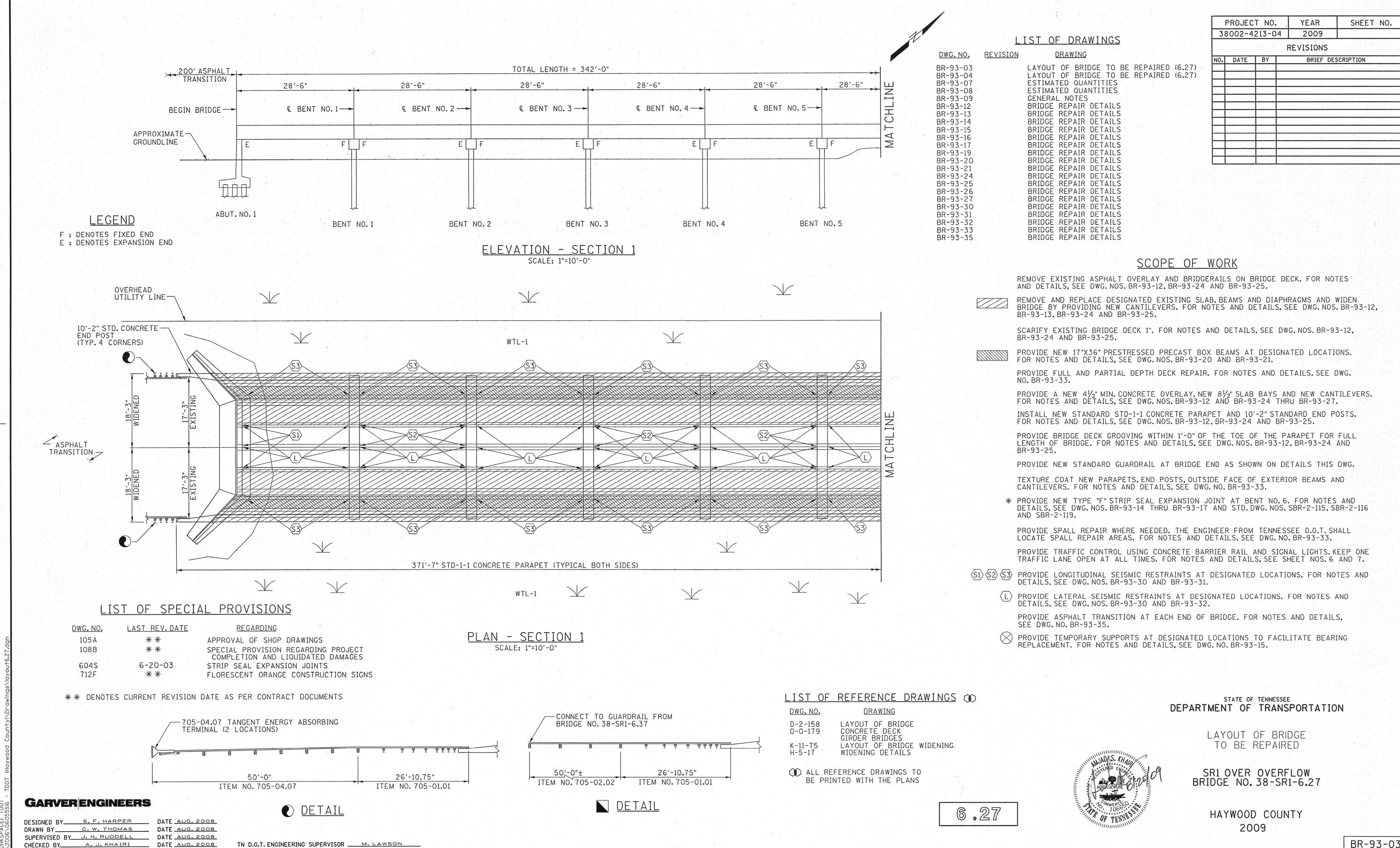
STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
(SPAN 3)
38-SR1-9.42
OVER
HATCHIE RIVER
BR. NO. 38SR0010027
HAYWOOD COUNTY
2025

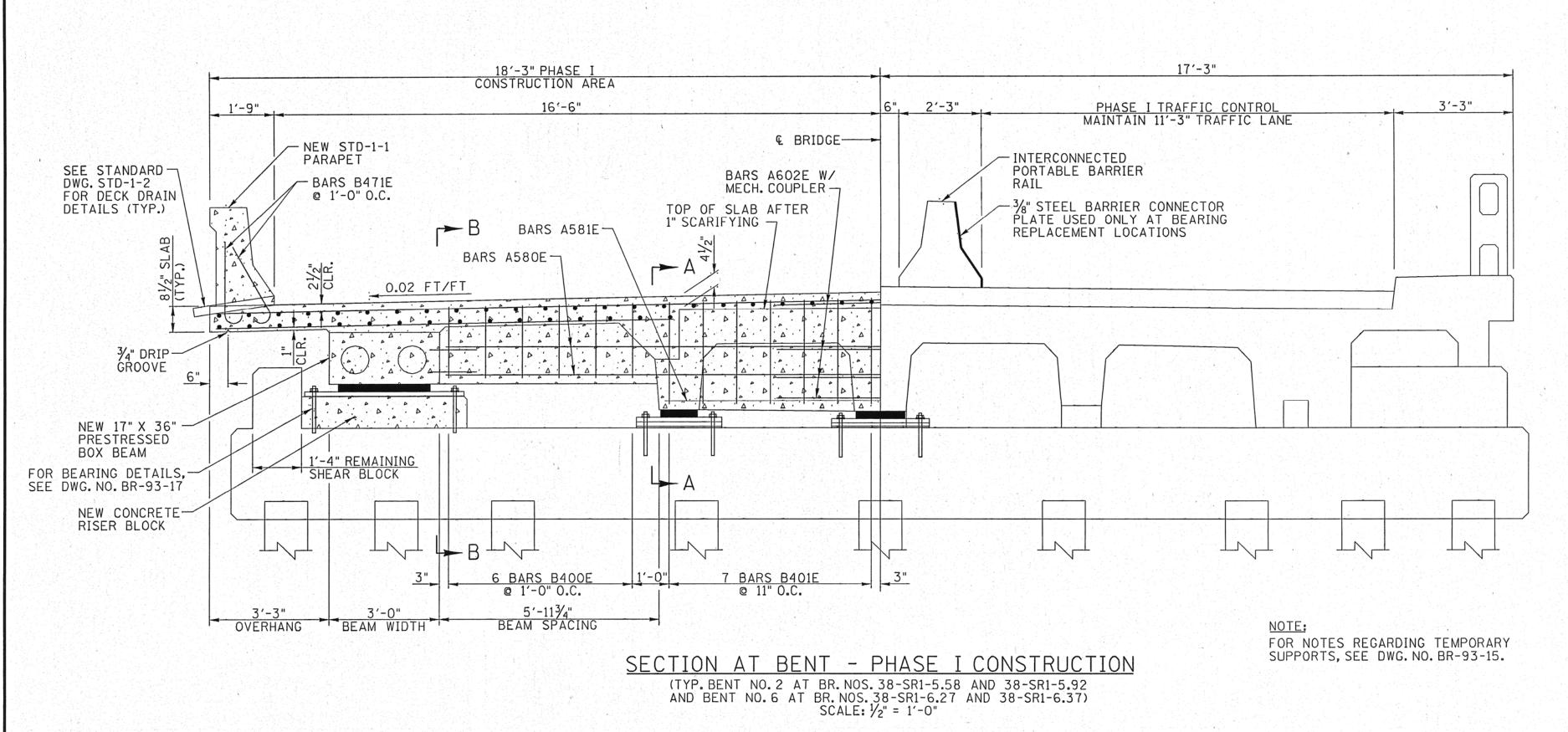
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B14



TN D.O.T. ENGINEERING SUPERVISOR \_\_\_\_\_M. LAWSON

BR-93-03



A SEE CROSS SECTION FOR EXACT DISTANCE SECOND POUR FIRST POUR PARAPET PARAPE TOP OF NEW OVERLAY A . A . A . A . . . . . . . . . . . TRANSVERSE REINF. (TYP.) TOP OF SLAB AFTER 4'-4" MIN. THREADED COUPLER SCARIFYING 1" BARS A602E LAP NO. 6 BARS - MECHANICAL THREADED CONNECTORS (TYP.)

BAR CONNECTOR DETAIL N.T.S.

SHOWING TRANSVERSE REINFORCING STEEL SPLICING WITH MECHANICAL THREADED CONNECTORS. COST OF MECHANICAL THREADED CONNECTORS TO BE INCLUDED UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LB.

PROJECT NO. YEAR SHEET NO. 38002-4213-04 2009 REVISIONS NO. DATE BY BRIEF DESCRIPTION

THE FINISHED GRADE OF THE CONCRETE ROADWAY CENTERLINE SHALL BE PARALLEL TO THE GRADE OF THE EXISTING BRIDGE. THE NEW SLAB SURFACE SHALL HAVE CROSS SLOPE OF 0.02 FT/FT. THE LONGITUDINAL GRADE AND CROSS SLOPE SHALL BE PROFILED USING METHODS SUITABLE FOR NEW CONSTRUCTION.

COST OF EPOXY COATED REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM NO. 604-10.45, EXPANSION JOINT REPAIR (TYPE "F"), L.F.

SLAB AND CANTILEVER REPLACEMENT SHALL BE POURED MONOLITHICALLY WITH THE CONCRETE BRIDGE DECK OVERLAY. THE CONTRACTOR IS NOT ALLOWED TO POUR THE CONCRETE FOR THE SLAB AND CANTILEVER UNTIL THE CONCRETE FOR THE DIAPHRAGMS HAS BEEN POURED AND REACHED A COMPRESSIVE STRENGTH OF 3000 PSI. ALL EXPOSED REINFORCEMENT TO REMAIN SHALL BE CAREFULLY PRESERVED AND COMPLETELY CLEANED TO REMOVE ALL RUST.

THE COST OF FORMING AND POURING NEW HIGH EARLY STRENGTH CONCRETE FOR DIAPHRAGMS SHALL BE INCLUDED UNDER ITEM NO. 604-10.45, EXPANSION JOINT REPAIR (TYPE "F"), L.F.

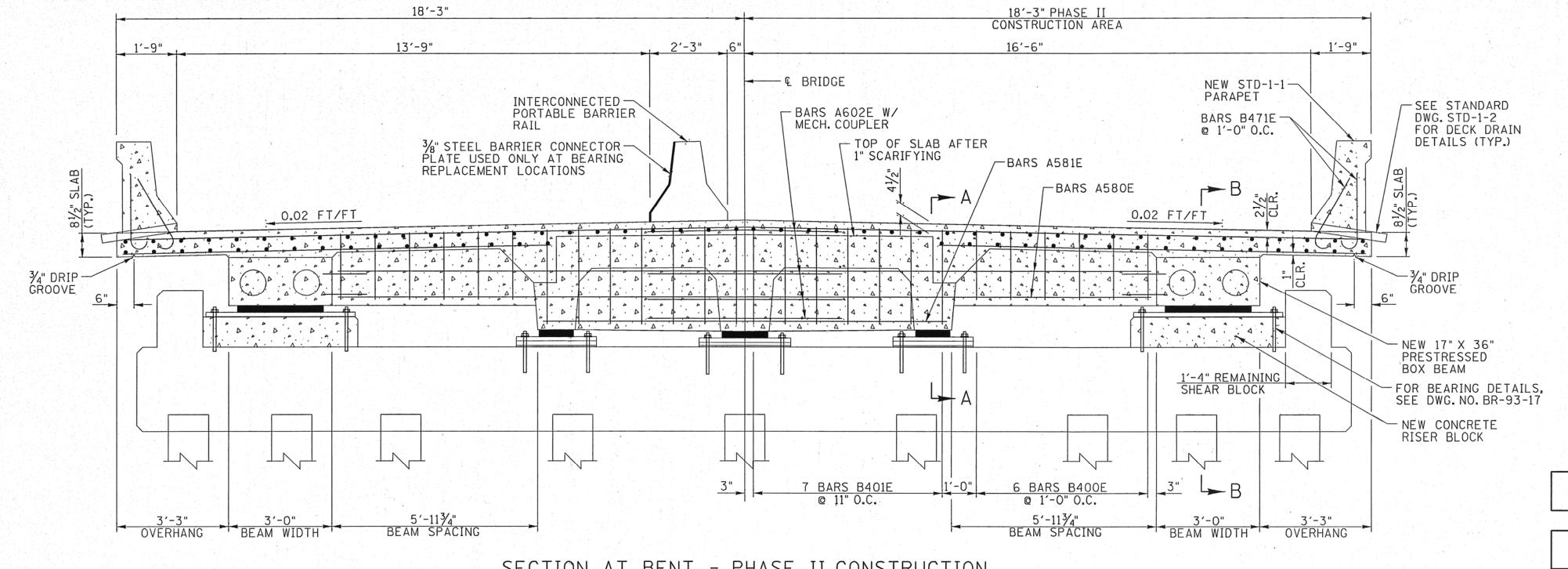
ALL COSTS ASSOCIATED WITH SCARIFYING EXISTING BRIDGE DECK 1" SHALL BE INCLUDED IN ITEM NO. 604-10.51, SCARIFYING, S.Y.

COST OF REMOVING EXISTING DIAPHRAGMS SHALL BE INCLUDED IN ITEM NO. 604-10.45, EXPANSION JOINT REPAIR (TYPE "F"), L.F.

FOR MORE DETAILS OF TRAFFIC CONTROL, SEE SHEET NOS. 5-7.

ASPHALT REMOVAL FROM BRIDGE END TO BRIDGE END SHALL BE PAID FOR UNDER ITEM NO. 604-10.14, REMOVE EXISTING WEARING SURFACE, LS.

COST OF NEW BEARING ASSEMBLIES SHALL BE INCLUDED IN ITEM NO. 602-10.60, BEARING DEVICE, EACH



SECTION AT BENT - PHASE II CONSTRUCTION (TYP. BENT NO. 2 AT BR. NOS. 38-SR1-5.58 AND 38-SR1-5.92 AND BENT NO. 6 AT BR. NOS. 38-SR1-6.27 AND 38-SR1-6.37) SCALE:  $\frac{1}{2}$ " = 1'-0"

FOR SECTIONS A-A AND B-B, SEE DWG. NO. BR-93-15.

5.58

5.92



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS SR1 OVER OVERFLOW BRIDGE NO. 38-SR1-5.58 SR1 OVER OVERFLOW BRIDGE NO. 38-SR1-5.92 SR1 OVER OVERFLOW BRIDGE NO. 38-SR1-6.27 SR1 OVER MUDDY CREEK BRIDGE NO. 38-SR1-6.37

HAYWOOD COUNTY 2009

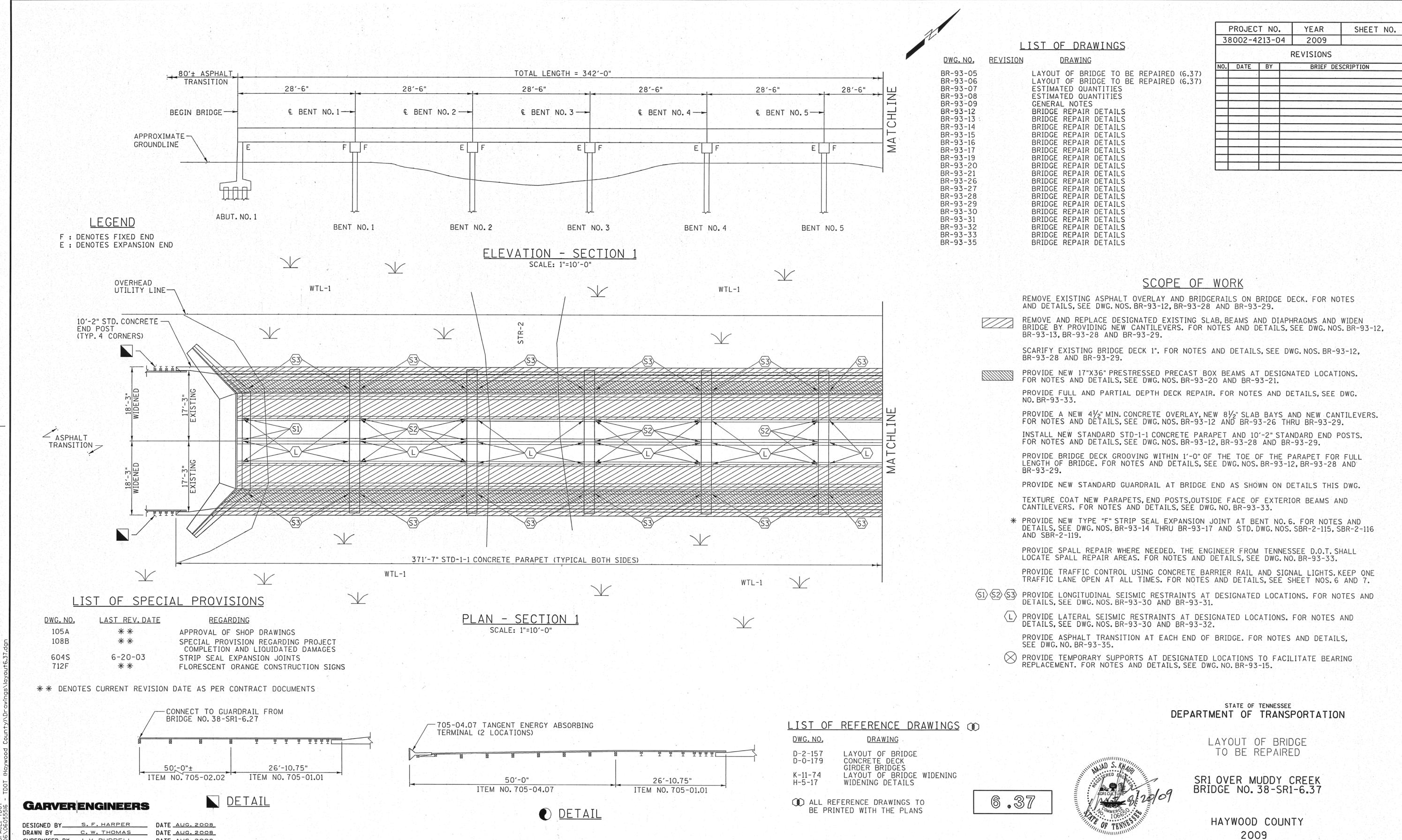
**GARVER ENGINEERS** 

CHECKED BY A. J. KHAIRI DATE AUG. 2008

DESIGNED BY S. F. HARPER DATE AUG. 2008 DRAWN BY C. W. THOMAS DATE AUG. 2008 SUPERVISED BY J. H. RUDDELL DATE AUG. 2008

TN D.O.T. ENGINEERING SUPERVISOR \_\_\_\_\_M. LAWSON

BR-93-14

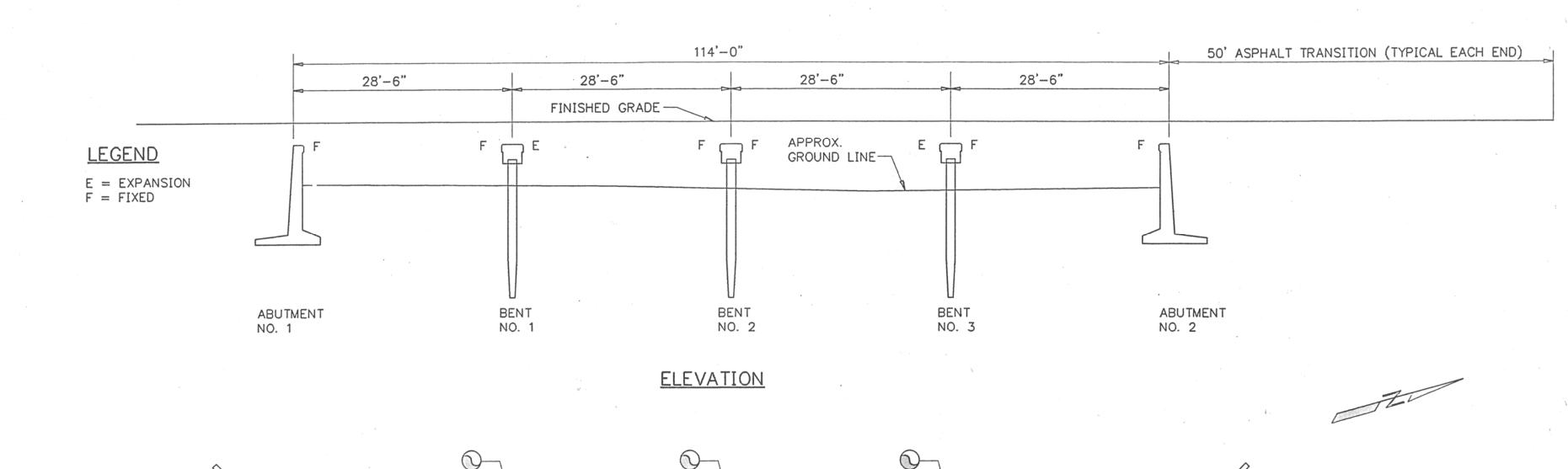


Jpdelk 8/20/2009 3:45:02 PM WORKSPACE, TOOT

SUPERVISED BY J. H. RUDDELL DATE AUG. 2008
CHECKED BY A. J. KHAIRI DATE AUG. 2008

TN D.O.T. ENGINEERING SUPERVISOR \_\_\_\_\_M. LAWSON

BR-93-05



— ASPHALT --- ASPHALT TRANSITION AREA -TRANSITION AREA -REMOVE ALL EXISTING ASPHALT OVERLAY (9"±) FROM BRIDGE DECK, AND ADD NEW CONCRETE OVERLAY ADD EMBANKMENT TO PROVIDE FOR GUARDRAIL FLARE AS REQUIRED. TRANSITION FROM 9' OFF SHOULDER BACK TO SHOULDER IN 50' (TYP. 4 CORNERS) -T++++ + + + + > ± ± ± ± ± + + 1 \_\_\_\_\_NO. 2 NO. 1 NO. 3 NO. 4 10'-2" STANDARD CONC. END POST TYP. @ 4 CORNERS 25'-0" 705-04.01 (TYP.) ----OF BRIDGE 705-01.04 705-02.02 151'-10 11/16" STD-1-1 CONCRETE PARAPET (TYP. BOTH SIDES)

> PLAN SCALE: 1" = 10

\* SEE STD. DWG. NO. S-GR-18A SHOWING DETAILS OF (TYPE 11) GUARDRAIL TERMINAL ANCHOR.

YEAR

1994

REVISIONS

SHEET NO.

BRIEF DESCRIPTION

### REPAIR LEGEND

PROJECT NO.

NO. DATE BY

38002-4211-04

LOCATION OF SLAB AND CANTILEVER REPLACEMENT

LOCATION OF BENT CAP PEDESTAL REMOVAL



LOCATION OF NEW PRESTRESSED CONCRETE BOX BEAMS



LOCATION OF DIAPHRAGM REMOVAL AND REPLACEMENT

GENERAL SCOPE OF WORK

- 1. REMOVE EXISTING ASPHALT OVERLAY, SCARIFY CONRETE 1", AND INSTALL NEW CONCRETE OVERLAY. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-32 AND BR-13-33.
- 2. REPLACE PORTIONS OF DECK GIRDER SLAB. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-32 AND BR-13-33.
- 3. REPLACE AND WIDEN CANTILEVER SLAB. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-32 AND BR-13-33.
- 4. REPAIR DETERIORATED BRIDGE DECK (FULL OR PARTIAL DEPTH). FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-42.
- 5. REPLACE EXISTING BRIDGERAIL WITH NEW STANDARD CONCRETE PARAPET. SEE DETAILS AND NOTES ON STANDARD DWG. STD-1-1 AND STANDARD DWG. STD-1-2.
- 6. REPLACE EXTERIOR PEDESTALS AND PORTION OF DIAPHRAGMS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-40
- 7. REPLACE PORTION OF ABUTMENTS AND WINGWALLS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-41
- 8. REPLACE TWENTY-FOUR (24) BEAMS WITH EIGHT (8) NEW PRESTRESSED CONCRETE BOX BEAMS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-32, BR-13-36, AND BR-13-39.
- 9. REPAIR CONCRETE SPALLS AT DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-42
- 10. PROVIDE SEISMIC RESTRAINTS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-38.
- 11. RESURFACE 50' ASPHALT TRANSITIONS AT EACH END OF BRIDGE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-12-42

### LIST OF DRAWINGS

DATE APRIL 1994
DATE APRIL 1994
DATE APRIL 1994

DATE APRIL 1994

BR-13-42

DESIGNED BY R.C. HAMMONS

DRAWN BY \_\_\_\_\_ R.C. HAMMONS SUPERVISED BY T. JOHNSON

CHECKED BY \_\_\_\_\_T. JOHNSON

### DWG. NO. DRAWING LAYOUT OF BRIDGE TO BE REPAIRED BR-13-29 BR-13-30 LAYOUT OF BRIDGE TO BE REPAIRED ESTIMATED QUANTITIES AND GENERAL NOTES BR-13-31 BR-13-32 BRIDGE REPAIR DETAILS BRIDGE REPAIR DETAILS BR-13-33 BR-13-34 BRIDGE REPAIR DETAILS BR-13-35 BRIDGE REPAIR DETAILS BR-13-36 PRESTRESSED BEAM DETAILS BR-13-37 PRESTRESSED BEAM DETAILS BR-13-38 BRIDGE REPAIR DETAILS BR-13-39 BRIDGE REPAIR DETAILS BR-13-40 BRIDGE REPAIR DETAILS BRIDGE REPAIR DETAILS BR-13-41

BRIDGE REPAIR DETAILS

### LIST OF REFERENCE DRAWINGS @

DWG. NO.	LAST REV. DATE		DRAWING
D-2-156 D-0-179 D-0-66 D-0-193 K-11-73 K-14-104 H-5-17			LAYOUT OF BRIDGE CONCRETE DECK GIRDER BRIDGES CONCRETE ABUTMENTS CONCRETE PILE BENTS LAYOUT OF BRIDGE WIDENING DETAILS OF BRIDGE WIDENING STANDARD WIDENING DETAILS STANDARD WIDENING DETAILS
OD ALL RE	FERENCE DRAWINGS	TO BE	PRINTED WITH THE PLANS

### LIST OF SPECIAL PROVISIONS

LIST C	F SPECIA	L PROVISIONS
NO. LAS	T REV. DATE	REGARDING
100	<b>卒</b> 幸	REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS
105A	**	APPROVAL OF SHOP DRAWINGS
209	**	PROJECT EROSION AND SILTATION CONTROL
604	**	CONCRETE STRUCTURES
604CX	**	CONTRACTOR - MIX DESIGN AND TESTING STRUCTURAL CONCRETE
604R	**	RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES
615	**	PRECAST-PRESTRESSED CONCRETE BRIDGE MEMBER
907A	**	EPOXY COATED REINFORCING STEEL

\*\* DENOTES CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

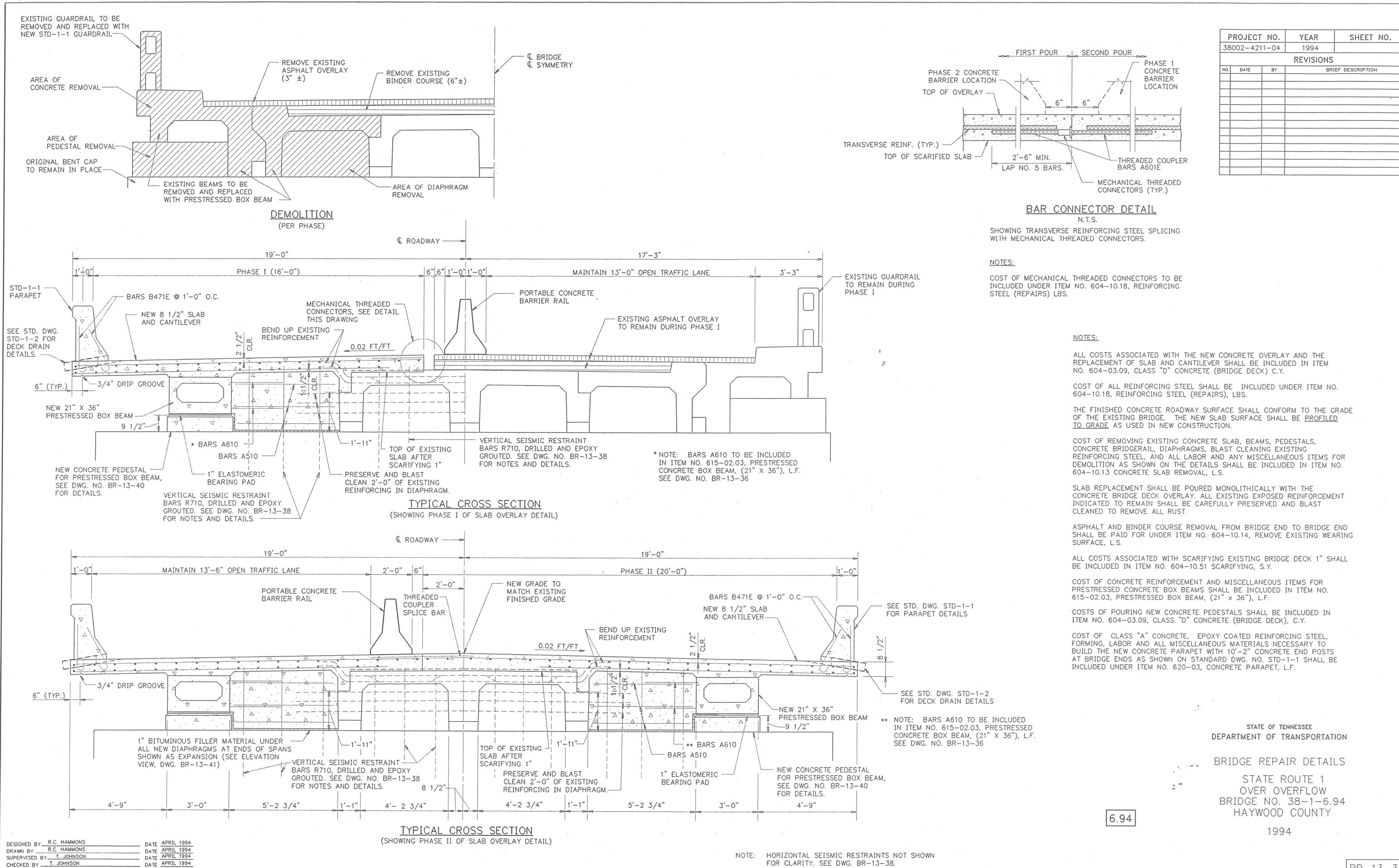
LAYOUT OF BRIDGE TO BE REPAIRED



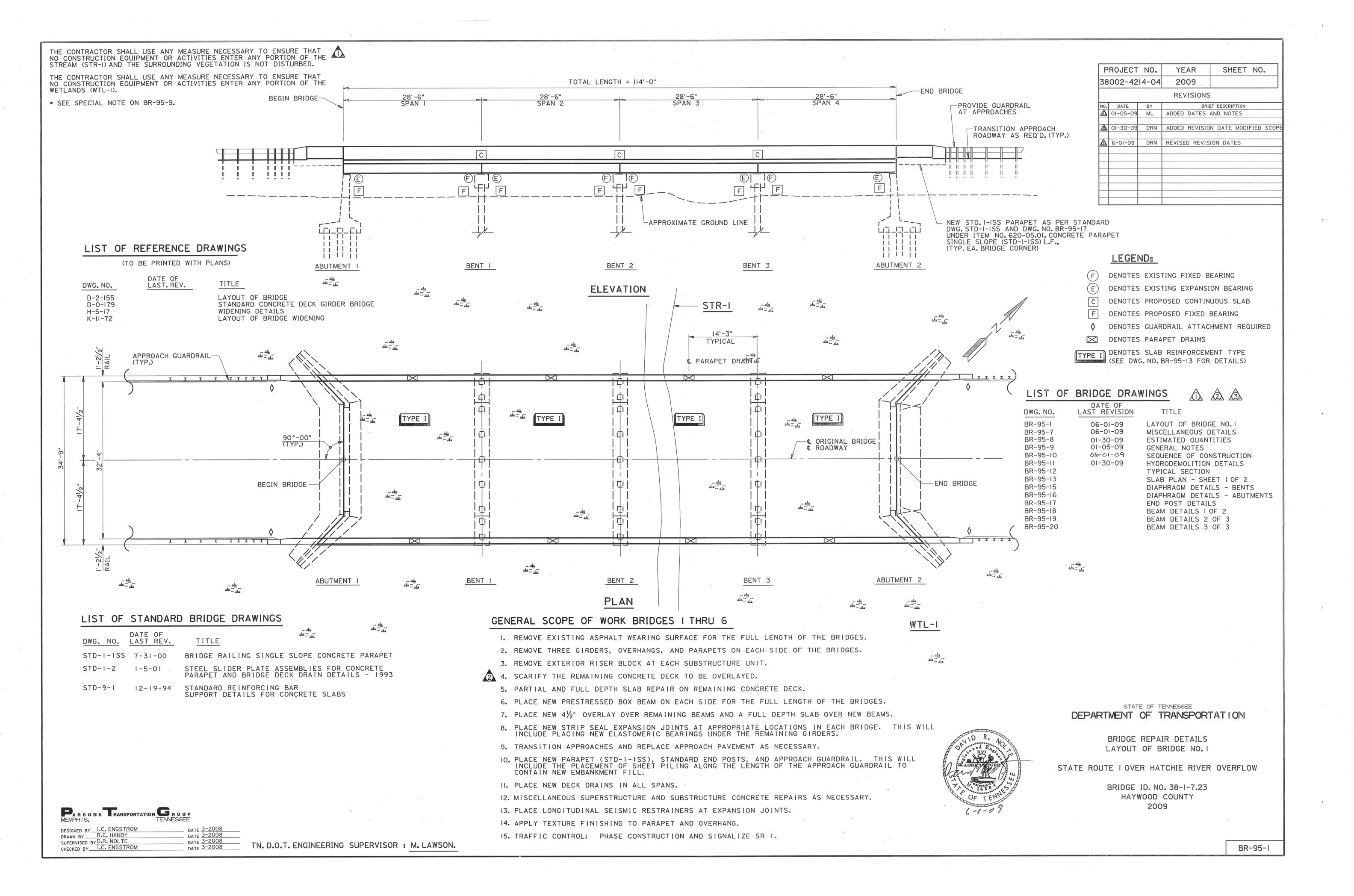
STATE ROUTE 1 OVER OVERFLOW BRIDGE NO. 38-1-6.94 HAYWOOD COUNTY

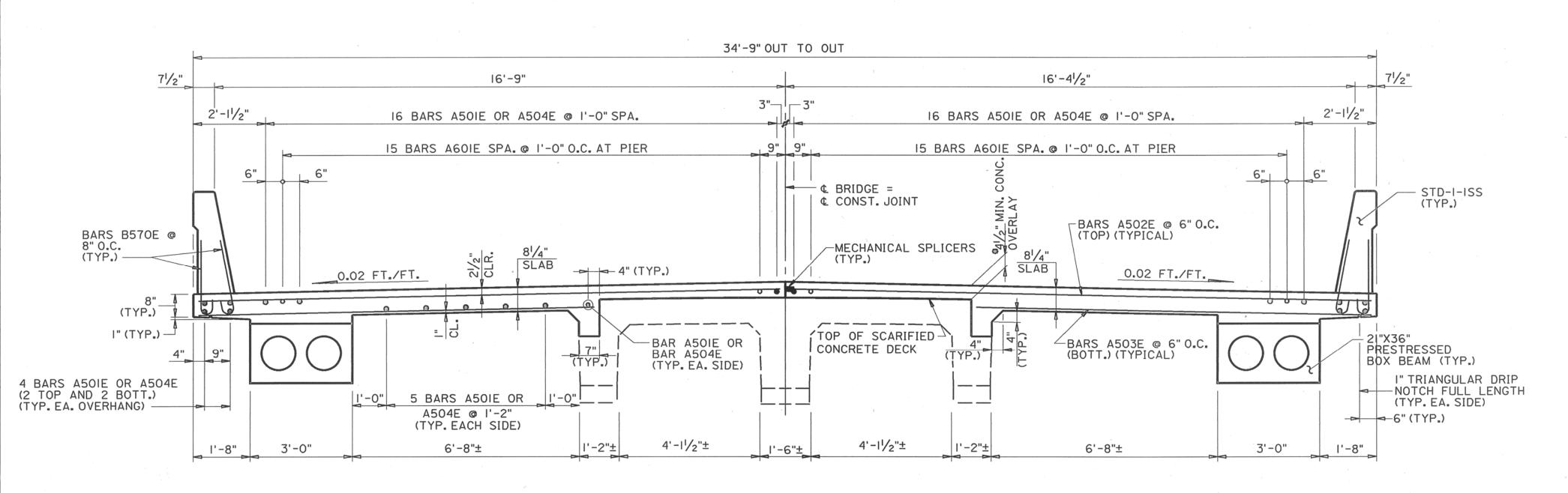
1994

BR-13-29



BR-13-32



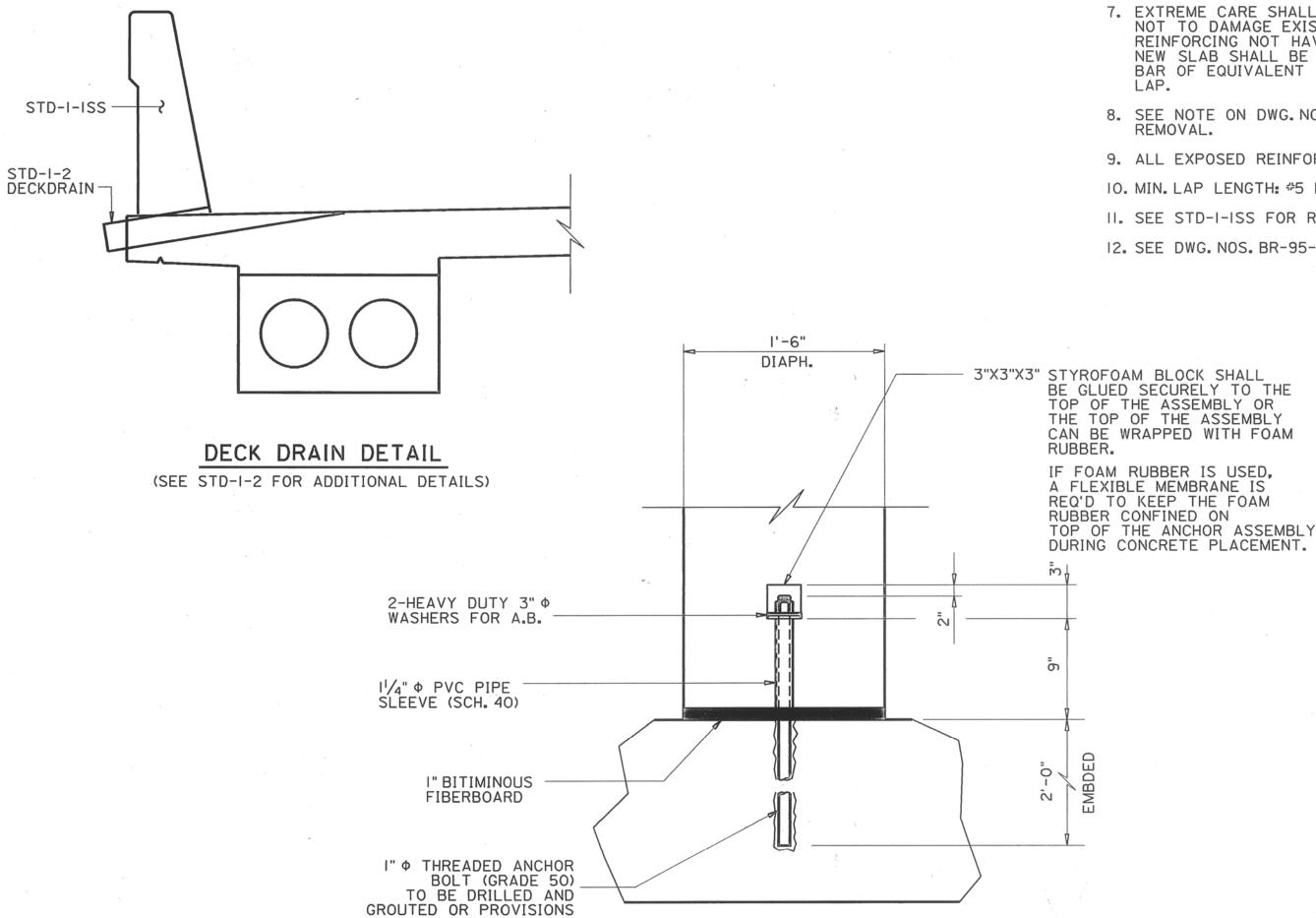


TYPICAL SECTION

THICKNESS VARIES

SHALL BE MADE FOR SETTING ANCHOR BOLTS IN NEW CAP

IN ACCORDANCE WITH STD-6-1.



ANCHOR BOLT DETAIL

(TYP.)

ANCHOR BOLT BURRED.

NOTE: THE ANCHOR BOLT NUT AND WASHER SHALL BE SNUG AGAINST THE PVC PIPE AND THE THREADS ON THE

PARSONS TRANSPORTATION OF ROUP

MECHANICAL THREADED -

COUPLER BARS (TYP.)

CONNECTOR (TYP.)

TRANSVERSE BAR

TO BE SPLICED

DESIGNED BY M.A. TAYLOR

DRAWN BY D. RANDALL

SUPERVISED BY D.R. NOLTE

CHECKED BY I.C. ENGSTROM DATE 3-20

PHASE II CONSTR. PHASE I CONSTR.

CONSTRUCTION

MECHANICAL SPLICE DETAIL

BARS LISTED ABOVE TO BE INCLUDED UNDER ITEM NO.

604-10.18, REINFORCING STEEL (REPAIRS), LB.

SHOWING TRANSVERSE REINFORCING STEEL SPLICING WITH MECHANICAL THREADED CONNECTORS AT CONSTRUCTION

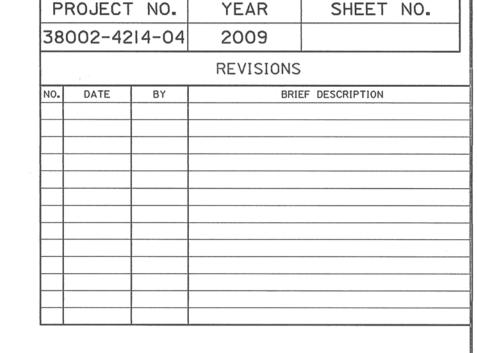
THE COST OF MECHANICAL THREADED CONNECTORS AND SPLICE

2'-2" MIN. LAP NO. 5 BARS (TYP. U.N.O.)

TRANSVERSE BAR

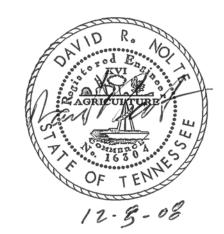
TO BE SPLICED

TN. D.O.T. ENGINEERING SUPERVISOR : M. LAWSON.



### NOTES:

- I. ENTIRE CONCRETE DECK, DIAPHRAGMS AND OVERLAY SHALL BE POURED IN ONE CONTINUOUS POUR WITHIN THE LIMITS OF THAT PHASE.
- 2. DEAD LOAD DEFLECTIONS PLUS PRESTRESS BEAM CAMBER IS EXPECTED TO BE APPROXIMATELY 1/8" NO CORRECTION IS REQUIRED FOR VERTICAL CURVE OR DEAD LOAD DEFLECTION.
- 3. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING THE REINFORCING STEEL FOR THE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED FOR THAT PHASE. ALSO SEE STANDARD DRAWING NO. STD-I-ISS.
- 4. WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND PARAPETS. FOR DETAILS OF WINGPOST AND PARAPET, SEE STANDARD DRAWING NOS. STD-I-ISS AND BR-95-I7.
- 5. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED.
- 6. SUPPORT DIAPHRAGMS AT BENT AND ABUTMENTS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB, IN ACCORDANCE TO PHASED CONSTRUCTION, AND INCLUDED IN THE QUANTITY FOR ITEM 604-10.85, CLASS "D" CONCRETE (OVERLAY), C.Y.
- 7. EXTREME CARE SHALL BE TAKEN WHEN REMOVING EXISTING CONCRETE SO AS NOT TO DAMAGE EXISTING REINFORCING STEEL TO REMAIN. ANY TRANSVERSE REINFORCING NOT HAVING A MINIMUM LAP LENGTH OF EMBEDMENT INTO THE NEW SLAB SHALL BE REPLACED AT THE CONTRACTORS EXPENSE WITH A DOWEL BAR OF EQUIVALENT AREA AND SUFFICIENT LENGTH TO PROVIDE THE REQUIRED
- 8. SEE NOTE ON DWG.NO.BR-95-9 FOR LIMITS OF HAMMER SIZE FOR STRUCTURAL REMOVAL.
- 9. ALL EXPOSED REINFORCING TO REMAIN SHALL BE BLAST CLEANED.
- 10. MIN. LAP LENGTH: #5 BAR 2'-2"
- II. SEE STD-I-ISS FOR RAIL REINFORCEMENT NOT SHOWN.
- 12. SEE DWG. NOS. BR-95-13 AND BR-95-14 FOR BAR BENDS.



### STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

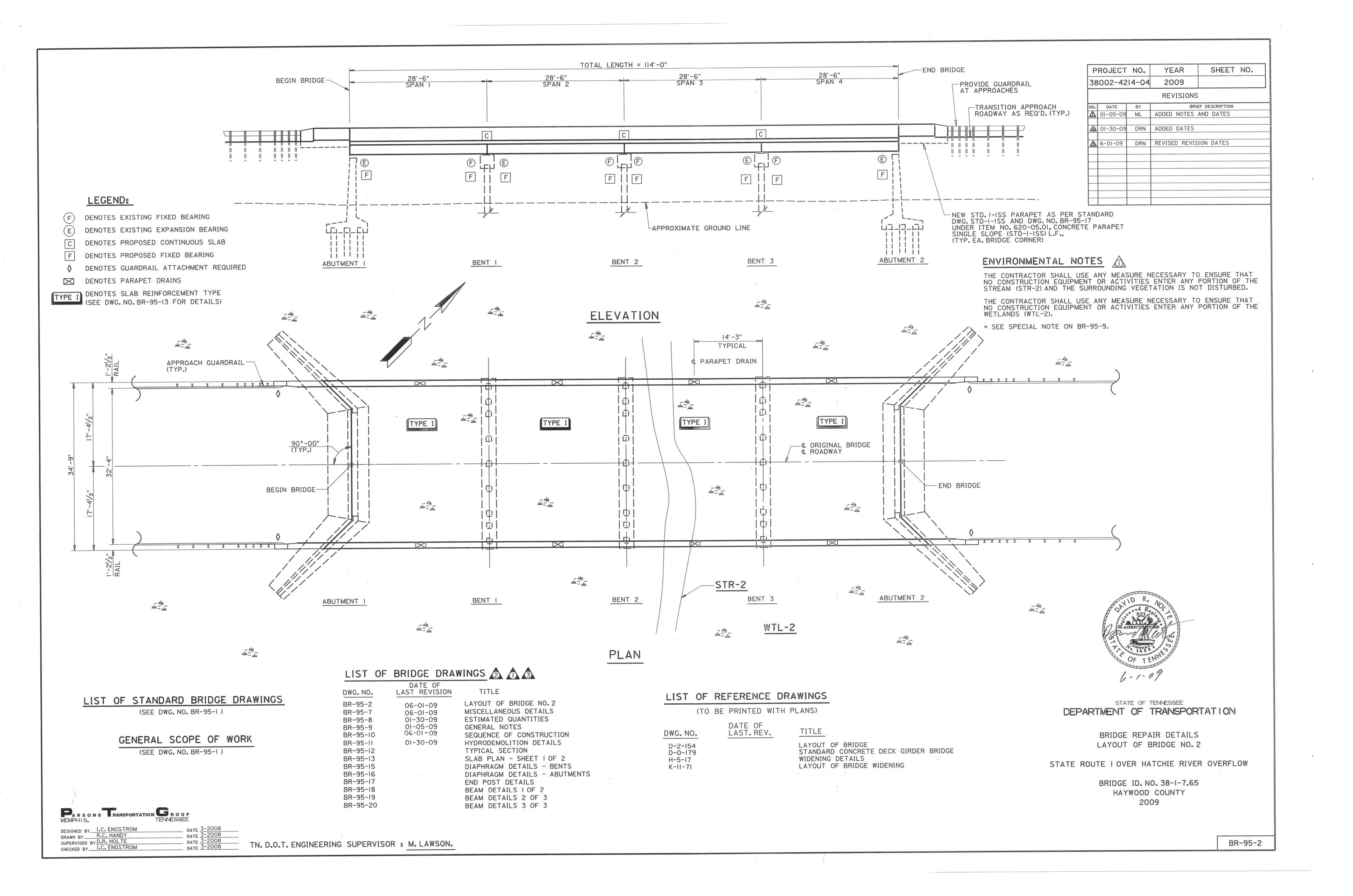
BRIDGE REPAIR DETAILS TYPICAL SECTION

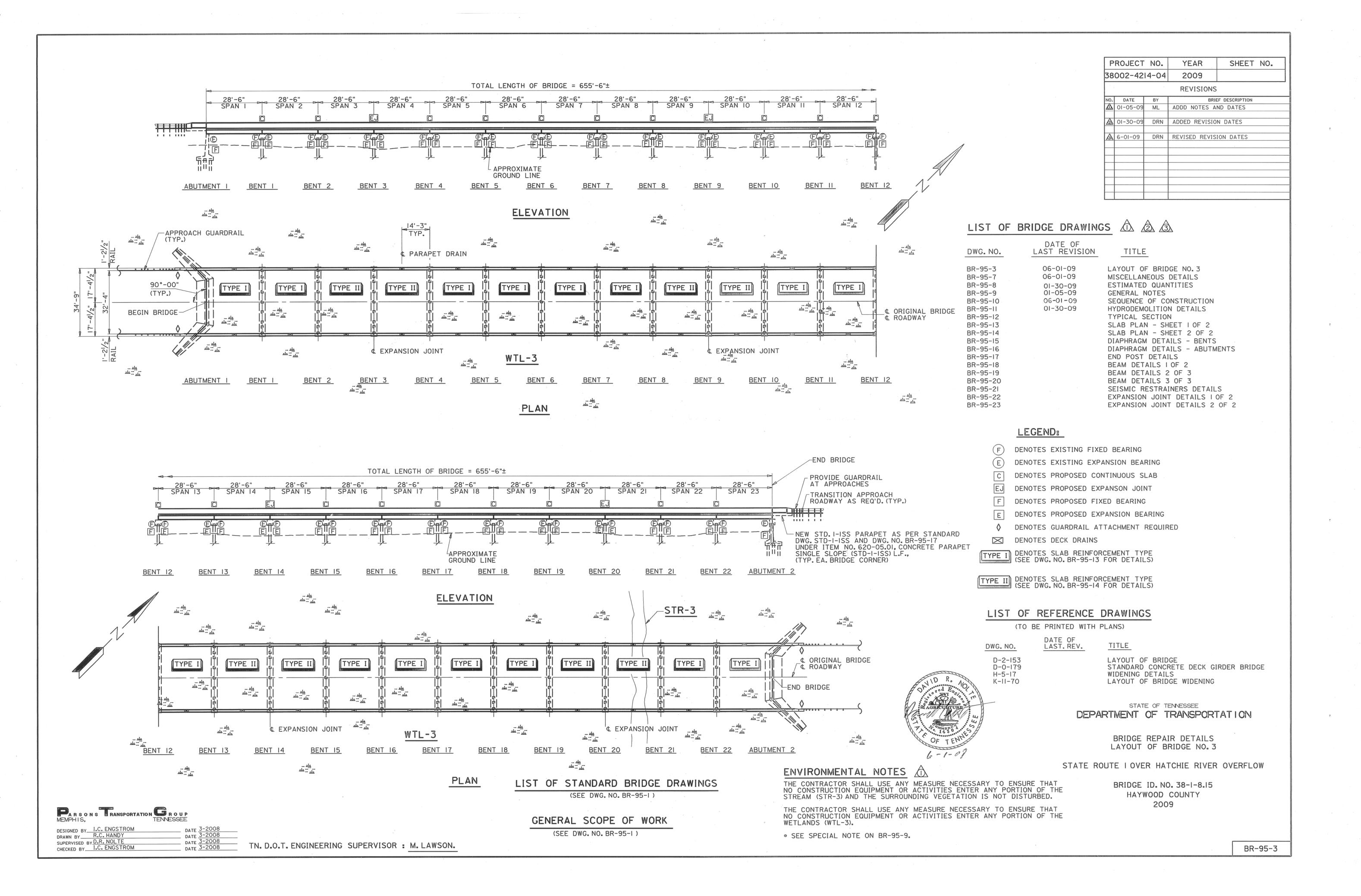
STATE ROUTE I OVER HATCHIE RIVER OVERFLOW

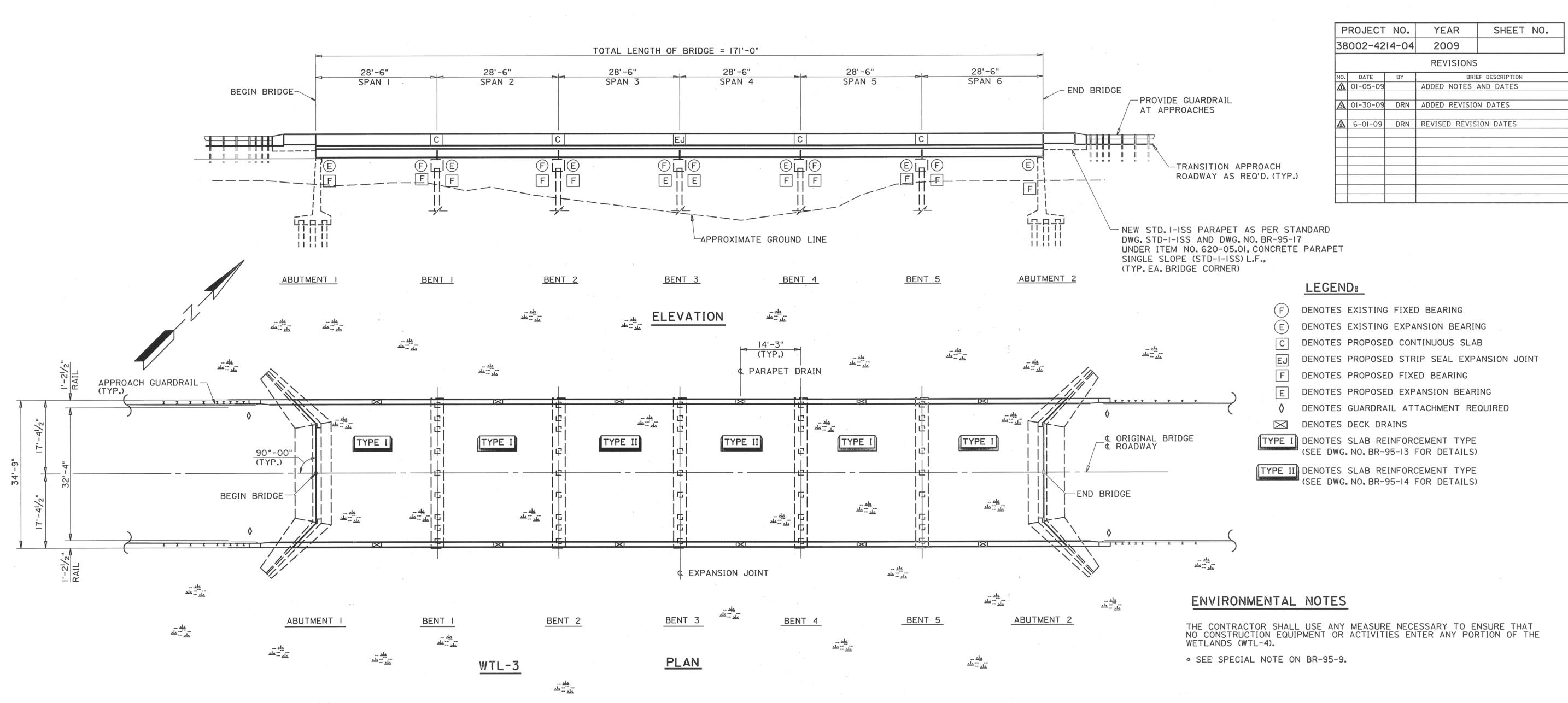
BRIDGE ID. NOS. 38-SRI-7.23, 38-SRI-7.65 38-SRI-8.15, 38-SRI-8.40 38-SRI-8.84, 38-SRI-9.10

> HAYWOOD COUNTY 2009

> > BR-95-12







### LIST OF STANDARD BRIDGE DRAWINGS

(SEE DWG. NO. BR-95-I)

### GENERAL SCOPE OF WORK

(SEE DWG. NO. BR-95-I)

### 06-01-09 MISCELLANEOUS DETAILS BR-95-7 01-30-09 BR-95-8 ESTIMATED QUANTITIES 01-05-09 BR-95-9 GENERAL NOTES BR-95-10 06-01-09 SEQUENCE OF CONSTRUCTION 01-30-09 BR-95-11 HYDRODEMOLITION DETAILS BR-95-12 TYPICAL SECTION BR-95-13 SLAB PLAN - SHEET I OF 2 BR-95-14 SLAB PLAN - SHEET 2 OF 2 BR-95-15 DIAPHRAGM DETAILS - BENTS DIAPHRAGM DETAILS - ABUTMENTS BR-95-16 END POST DETAILS BR-95-17

TITLE

LAYOUT OF BRIDGE NO. 4

BEAM DETAILS | OF 2

BEAM DETAILS 2 OF 3

BEAM DETAILS 3 OF 3

SEISMIC RESTRAINERS DETAILS

EXPANSION JOINT DETAILS | OF 2

EXPANSION JOINT DETAILS 2 OF 2

LIST OF BRIDGE DRAWINGS 1 1

DATE OF

LAST REVISION

06-01-09

PARSONS TRANSPORTATION GROUP

TN. D.O.T. ENGINEERING SUPERVISOR : M. LAWSON.

DWG. NO.

BR-95-4

BR-95-18

BR-95-19

BR-95-20

BR-95-21

BR-95-22

BR-95-23

### LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

DWG. NO.	DATE OF LAST. REV.	TITLE
D-2-152 D-0-179 H-5-17 K-11-69		LAYOUT OF BRIDGE STANDARD CONCRETE DECK GIRDER BRIDGE WIDENING DETAILS LAYOUT OF BRIDGE WIDENING

# ENVIRONMENTAL NOTES

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION EQUIPMENT OR ACTIVITIES ENTER ANY PORTION OF THE STREAM (STR-4) AND THE SURROUNDING VEGETATION IS NOT DISTURBED.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION EQUIPMENT OR ACTIVITIES ENTER ANY PORTION OF THE WETLANDS (WTL-3).

\* SEE SPECIAL NOTE ON BR-95-9.

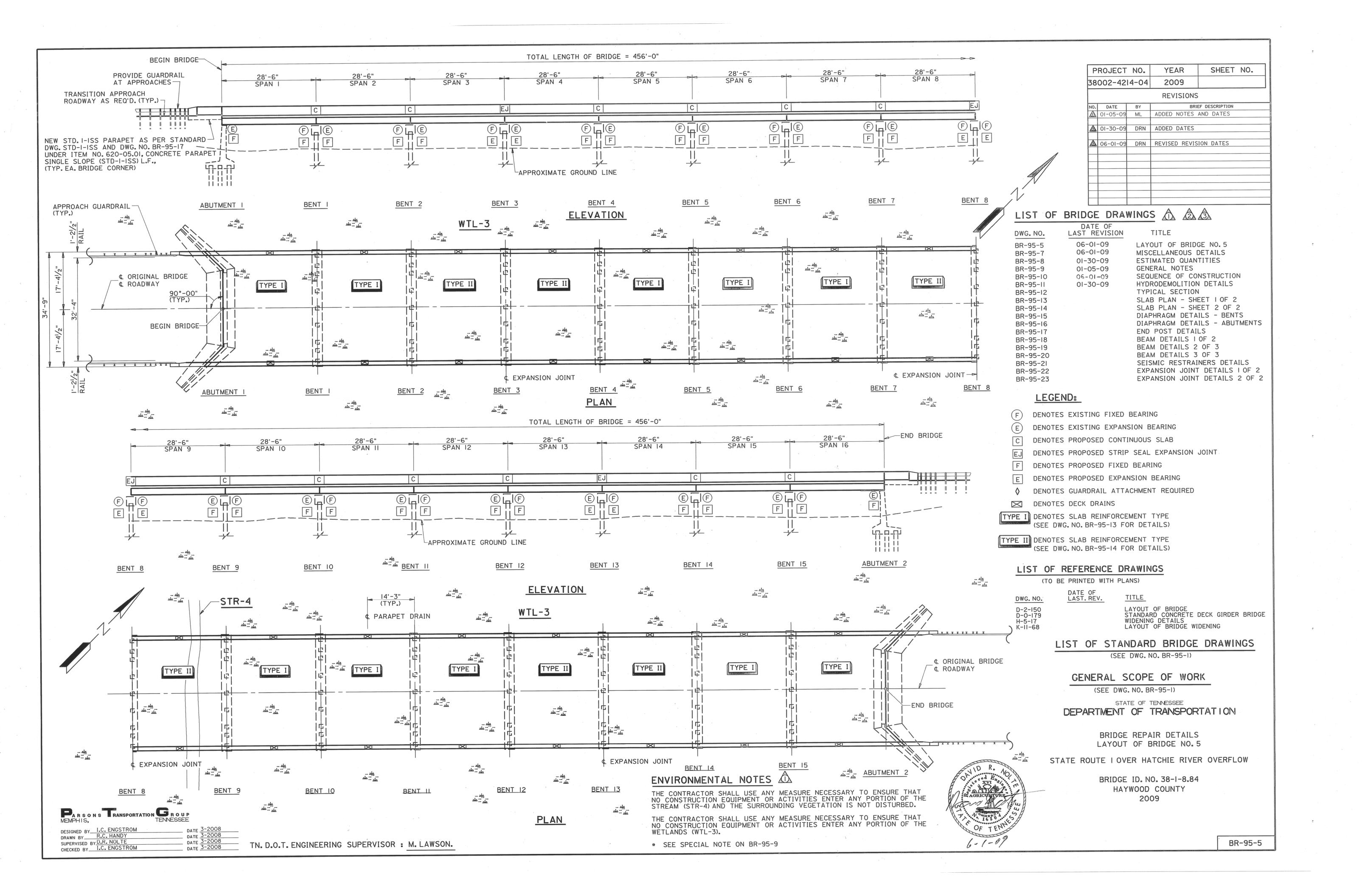


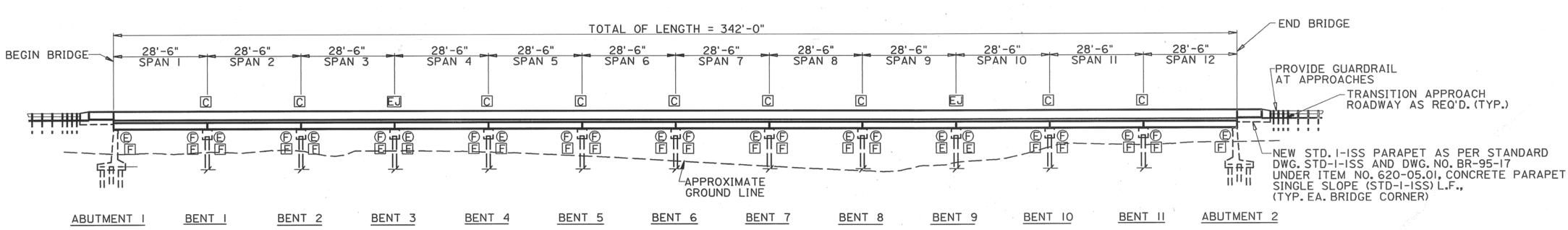
# DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS LAYOUT OF BRIDGE NO. 4

STATE ROUTE I OVER HATCHIE RIVER OVERFLOW

BRIDGE ID. NO. 38-1-8.40 HAYWOOD COUNTY 2009





-421			SHEET	140.
	4-04	2009		
		REVISIONS		
TE	BY	BRIE	F DESCRIPTION	
5-09	ML	ADDED DATES	AND NOTES	
0-09	DRN	ADDED DATES		
01-09	DRN	REVISED REVIS	ION DATES	
(	5-09 0-09	5-09 ML 0-09 DRN	TE BY BRIE 5-09 ML ADDED DATES 0-09 DRN ADDED DATES	5-09 ML ADDED DATES AND NOTES  0-09 DRN ADDED DATES

# ELEVATION - APPROACH GUARDRAIL L PARAPET DRAIN C ORIGINAL BRIDGE TYPE I TYPE I TYPE II TYPE II TYPE I TYPE I TYPE II TYPE I TYPE I TYPE II / € ROADWAY END BRIDGE & EXPANSION JOINT & EXPANSION JOINT 과요 -- 과요 -- 과종 -- 기종 PLAN STR5

### LEGEND:

- F DENOTES EXISTING FIXED BEARING
- (E) DENOTES EXISTING EXPANSION BEARING
- C DENOTES PROPOSED CONTINUOUS SLAB
- EJ DENOTES PROPOSED EXPANSON JOINT
- F DENOTES PROPOSED FIXED BEARING
- E DENOTES PROPOSED EXPANSION BEARING
- ♦ DENOTES GUARDRAIL ATTACHMENT REQUIRED
- DENOTES DECK DRAINS

TYPE I DENOTES SLAB REINFORCEMENT TYPE (SEE DWG. NO. BR-95-13 FOR DETAILS)

TYPE II DENOTES SLAB REINFORCEMENT TYPE (SEE DWG. NO. BR-95-14 FOR DETAILS)

### ENVIRONMENTAL NOTES

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION EQUIPMENT OR ACTIVITIES ENTER ANY PORTION OF THE STREAM (STR-5) AND THE SURROUNDING VEGETATION IS NOT DISTURBED.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION EQUIPMENT OR ACTIVITIES ENTER ANY PORTION OF THE WETLANDS (WTL-1,AND WTL-3).

\* SEE SPECIAL NOTE ON BR-95-9.

# LIST OF STANDARD BRIDGE DRAWINGS (SEE DWG. NO. BR-95-I)

# GENERAL SCOPE OF WORK (SEE DWG. NO. BR-95-I)

# LIST OF BRIDGE DRAWINGS A &

DWG. NO.	DATE OF LAST REVISION	TITLE
BR-95-6 BR-95-7 BR-95-8 BR-95-9 BR-95-10 BR-95-12 BR-95-13 BR-95-14 BR-95-15 BR-95-16 BR-95-16 BR-95-17 BR-95-19 BR-95-20 BR-95-21 BR-95-22 BR-95-23	06-01-09 06-01-09 01-30-09 06-01-09 01-30-09	LAYOUT OF BRIDGE NO. 6 MISCELLANEOUS DETAILS ESTIMATED QUANTITIES GENERAL NOTES SEQUENCE OF CONSTRUCTION HYDRODEMOLITION DETAILS TYPICAL SECTION SLAB PLAN - SHEET 1 OF 2 SLAB PLAN - SHEET 2 OF 2 DIAPHRAGM DETAILS - BENTS DIAPHRAGM DETAILS - ABUTMENTS END POST DETAILS BEAM DETAILS 1 OF 2 BEAM DETAILS 2 OF 3 BEAM DETAILS 3 OF 3 SEISMIC RESTRAINERS DETAILS EXPANSION JOINT DETAILS 2 OF 2

### LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

DWG. NO.	DATE OF LAST. REV.	TITLE
D-2-149 D-0-179 H-5-17 K-11-67		LAYOUT OF BRIDGE STANDARD CONCRETE DECK GIRDER BRIDGE WIDENING DETAILS LAYOUT OF BRIDGE WIDENING

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS LAYOUT OF BRIDGE NO. 6

STATE ROUTE | OVER HATCHIE RIVER OVERFLOW

BRIDGE ID. NO. 38-1-9.10 HAYWOOD COUNTY 2009

# PARSONS TRANSPORTATION GROUP MEMPHIS.

 DESIGNED BY
 I.C. ENGSTROM
 DATE
 3-2008

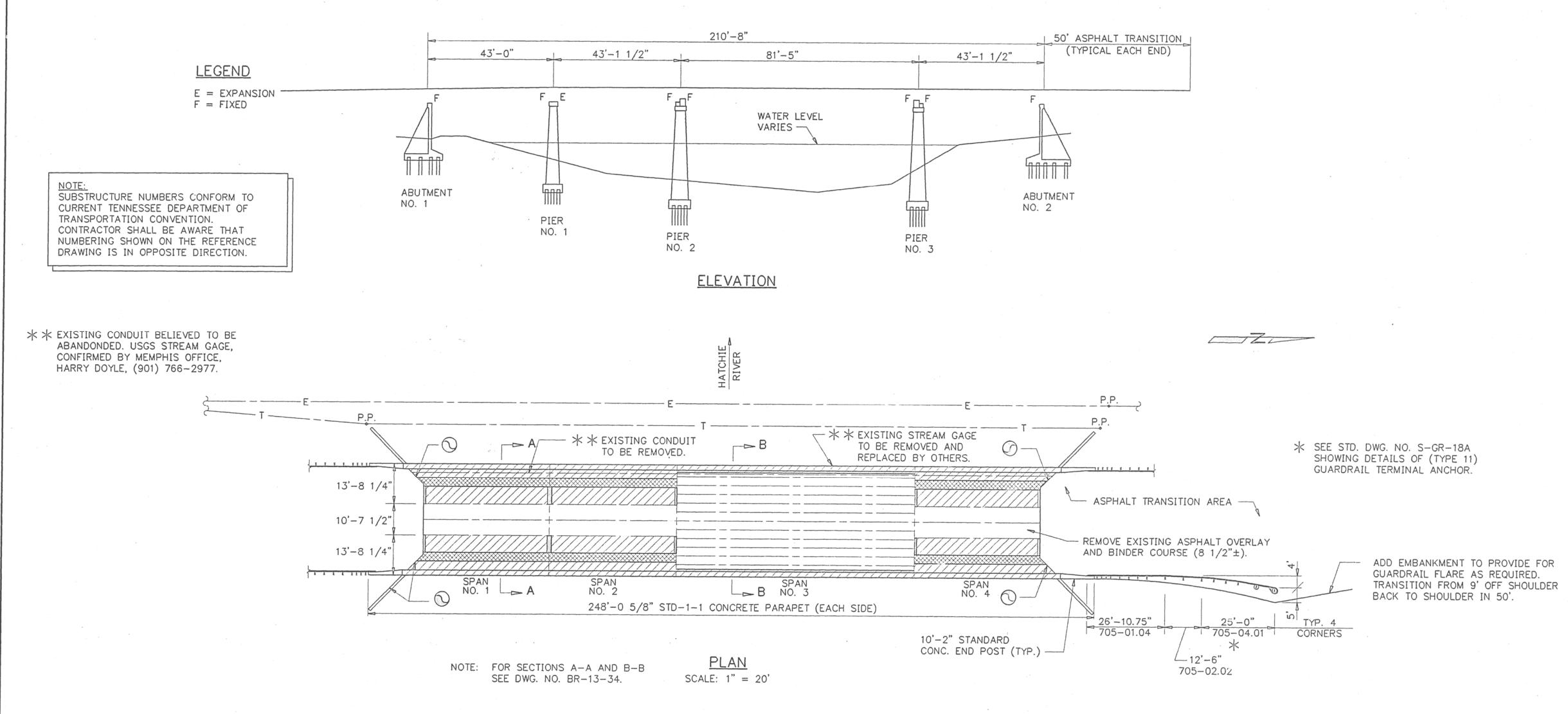
 DRAWN BY
 R.C. HANDY
 DATE
 3-2008

 SUPERVISED BY
 D.R. NOLTE
 DATE
 3-2008

 CHECKED BY
 I.C. ENGSTROM
 DATE
 3-2008

TN. D.O.T. ENGINEERING SUPERVISOR : M. LAWSON.

BR-95-6



	LIS	ST C	)F	DR	AWI	NGS
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DWG. NO.	LAST REV. DATE	DRAWING	DWG. NO.	LAST REV. DATE	DRAWING
BR-13-29 BR-13-30 BR-13-31 BR-13-32 BR-13-33 BR-13-35 BR-13-35 BR-13-36 BR-13-37 BR-13-38 BR-13-39 BR-13-40 BR-13-41 BR-13-41	⚠ 05/23/94 05/23/94	LAYOUT OF BRIDGE TO BE REPAIRED LAYOUT OF BRIDGE TO BE REPAIRED ESTIMATED QUANTITIES AND GENERAL NOTES BRIDGE REPAIR DETAILS BRIDGE REPAIR DETAILS BRIDGE REPAIR DETAILS BRIDGE REPAIR DETAILS PRESTRESSED BEAM DETAILS PRESTRESSED BEAM DETAILS BRIDGE REPAIR DETAILS	D-2-148 D-0-180 D-0-227 D-0-125 D-0-135 D-0-132 K-11-61 K-11-62 K-11-63 K-11-64 K-11-65 F-10-84 F-10-85		LAYOUT OF BRIDGE CONCRETE DECK GIRDER BRIDGES CONCRETE ABUTMENT CONCRETE WINGWALLS CONCRETE WINGWALLS CONCRETE WINGWALLS LAYOUT OF BRIDGE WIDENING DETAILS OF BRIDGE WIDENING DETAILS OF BRIDGE WIDENING DETAILS OF BRIDGE WIDENING DETAILS OF BRIDGE WIDENING PRESTRESSED CONCRETE BRIDGE PRESTRESSED CONCRETE BRIDGE
DI(-13-42		BRIDGE REPAIR DETAILS			

ALL REFERENCE DRAWINGS TO BE PRINTED WITH THE PLANS

LIST OF REFERENCE DRAWINGS @

### LIST OF SPECIAL PROVISIONS

NO. LAS	ST REV. DATE	REGARDING
100	<b>*</b> *	REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS
105A	<b>本</b> 本	APPROVAL OF SHOP DRAWINGS
209	<b>*</b> *	PROJECT EROSION AND SILTATION CONTROL
604	<b>*</b>	CONCRETE STRUCTURES
604CX	**	CONTRACTOR - MIX DESIGN AND TESTING STRUCTURAL CONCRETE
604R	**	RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES
615	<b>华</b>	PRECAST-PRESTRESSED CONCRETE BRIDGE MEMBER
907A	**	EPOXY COATED REINFORCING STEEL

\*\* DENOTES CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS

PROJECT NO. YEAR SHEET NO.

38002-4211-04 1994

REVISIONS

NO. DATE BY BRIEF DESCRIPTION

O5/23/94 NDT CHANGED NOTE 11

### REPAIR LEGEND

LOCATION OF SLAB AND CANTILEVER REPLACEMENT

LO

LOCATION OF NEW PRESTRESSED CONCRETE BOX BEAMS

 $\bigcirc$ 

LOCATION OF WINGWALL REMOVAL AND REPLACEMENT

LOCATION OF DIAPHRAGM REMOVAL AND REPLACEMENT

### GENERAL SCOPE OF WORK

- 1. REMOVE EXISTING ASPHALT OVERLAY, CLEAN AND SEAL JOINTS, SCARIFY CONCRETE 1" (WHERE APPLICABLE), AND INSTALL NEW CONCRETE OVERLAY. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-34 AND BR-13-35.
- 2. REPLACE PORTIONS OF DECK GIRDER SLAB. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-34 AND BR-13-35.
- 3. REPLACE AND WIDEN CANTILEVER SLAB. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-34 AND BR-13-35.
- 4. REPAIR DETERIORATED BRIDGE DECK (FULL OR PARTIAL DEPTH). FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-42.
- 5. REPLACE EXISTING BRIDGERAIL WITH NEW STANDARD CONCRETE PARAPET. SEE DETAILS AND NOTES ON STANDARD DWG. STD-1-1 AND STANDARD DWG. STD-1-2.
- 6. REPLACE EXTERIOR PEDESTALS AND PORTION OF DIAPHRAGMS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-40
- 7. REPLACE PORTION OF ABUTMENTS AND WINGWALLS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-41.
- 8. REPLACE EIGHTEEN (18) BEAMS WITH SIX (6) NEW PRESTRESSED CONCRETE BOX BEAMS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-13-34, AND BR-13-37.
- 9. PROVIDE SEISMIC RESTRAINTS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-38.
- 10. RESURFACE 50' ASPHALT TRANSITIONS AT EACH END OF BRIDGE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-13-42
- 11. CLEAN AND PAINT EXISTING ANGLES ON PIERS. FOR PAINT NOTES, SEE DWG. NO. BR-13-31. FOR DETAILS OF ANGLES, SEE REF. DWG. NO. K-11-64. COST OF CLEANING AND PAINTING EXISTING ANGLES TO BE INCLUDED IN ITEMS BID ON.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED



STATE ROUTE 1
OVER HATCHIE RIVER
BRIDGE NO. 38-1-9.42
HAYWOOD COUNTY

1994

 DESIGNED BY
 R.C. HAMMONS
 DATE
 APRIL 1994

 DRAWN BY
 R.C. HAMMONS
 DATE
 APRIL 1994

 SUPERVISED BY
 T. JOHNSON
 DATE
 APRIL 1994

 CHECKED BY
 T. JOHNSON
 DATE
 APRIL 1994

BR-13-30

