

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:  
 John M. Reese  
 jreese@fisherarnold.com  
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FISHER ARNOLD, INC.  
 9180 CRESTWYN HILLS DRIVE  
 MEMPHIS, TN 38125  
 JOHN M. REESE, P.E. 118371

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

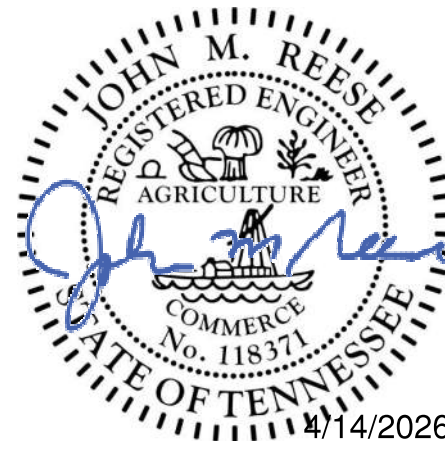
SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
TABULATED QUANTITIES .....	2F

YEAR	PROJECT NO.	SHEET NO.
2026	23S210-S8-003	ROADWAY-SIGN2

REV. 5 /22/2026: ADDED SHEET.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

SIGNATURE  
 SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

John M. Reese  
jreese@fisherarnold.com  
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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 .....	T1

YEAR	PROJECT NO.	SHEET NO.
2026	23S210-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

**DYER COUNTY**

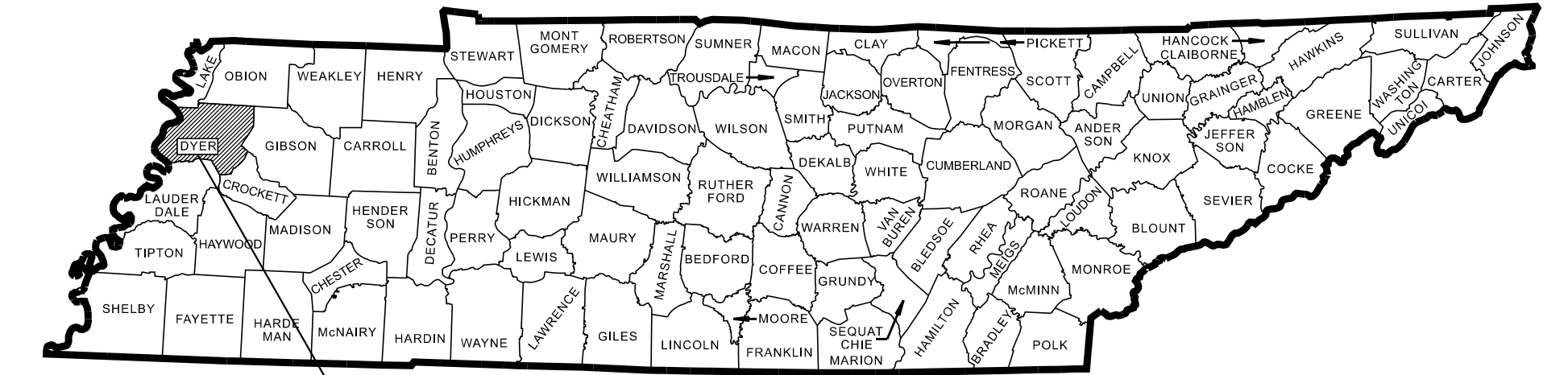
STATE ROUTE 210  
FROM NEAR THE LAUDERDALE COUNTY LINE  
TO STATE ROUTE 20 (GFT-26) (B.P.)  
RESURFACE & BRIDGE REPAIR  
MILL, B-M2, 411D, PAVEMENT MARKINGS, AND GUARDRAIL

STATE HIGHWAY NO. 210 F.A.H.S. NO. N/A

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	23S210-S8-003	
STATE PROJ. NO.	23S210-M3-003	

REV. 5 /22/2026 : REMOVED EXCLUSION FROM L.M. 3.495 TO L.M. 3.590.

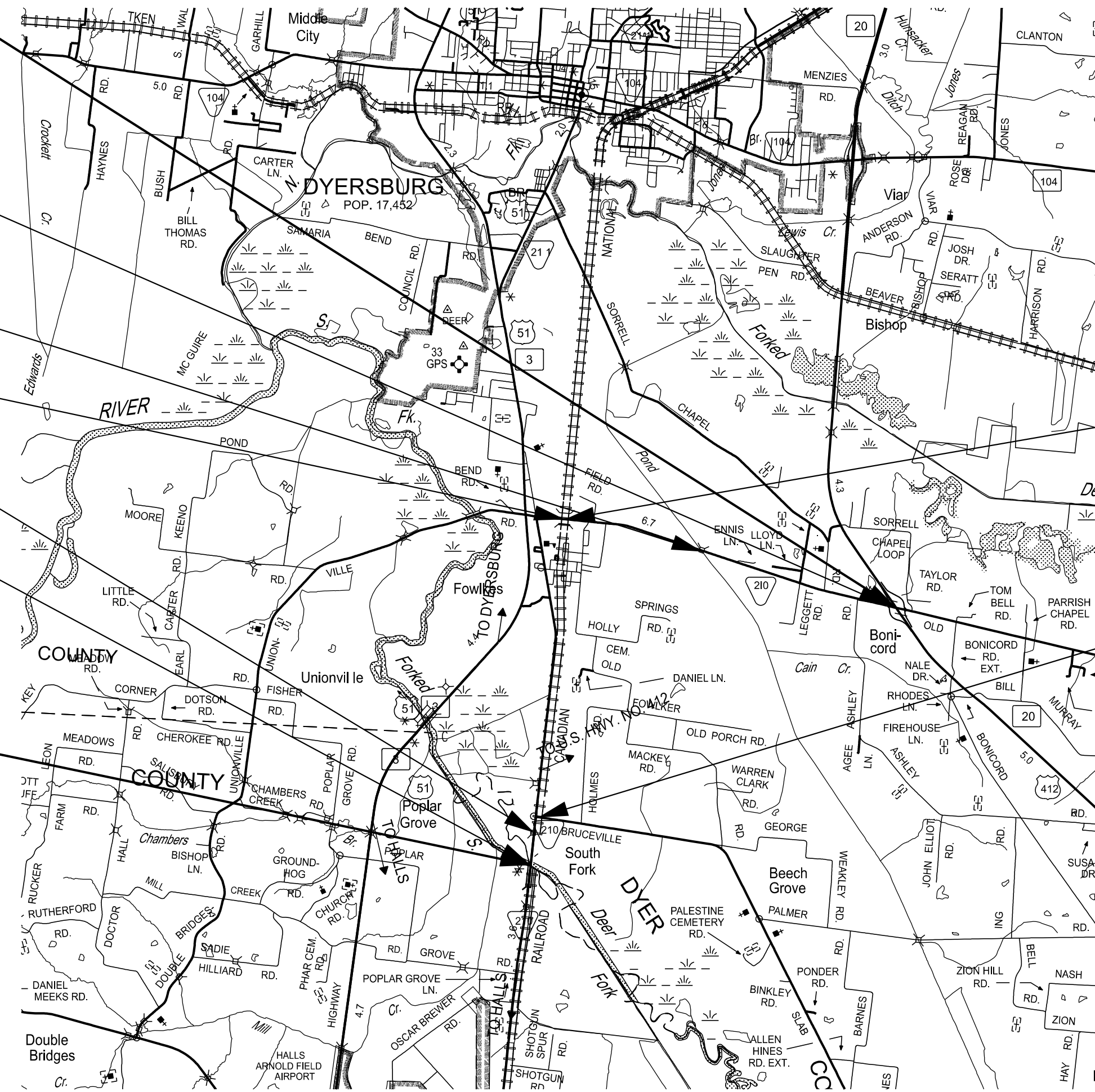


PROJECT LOCATION  
BRIDGE ID. # 23E00260001, 23E00260003, 23SR0200019, 23SR0200021, 23SR0200039

END PROJECT NO. 23S210-S8-003 RESURFACE & BRIDGE REPAIR  
SR-20 (L.M. 6.71)

BRIDGE REPAIR PROJECT NO. 23S210-M3-003  
BRIDGE ID. #23SR0200039  
L.M. 6.69 SR-20 US-412  
BRIDGE ID. #23SR0200021  
L.M. 4.75 POND CREEK  
BRIDGE ID. #23SR0200019  
L.M. 3.50 CNIC[297397]  
BRIDGE ID. #23E00260003  
L.M. 0.78 OVERFLOW  
BRIDGE ID. #23E00260001  
L.M. 0.30 OVERFLOW

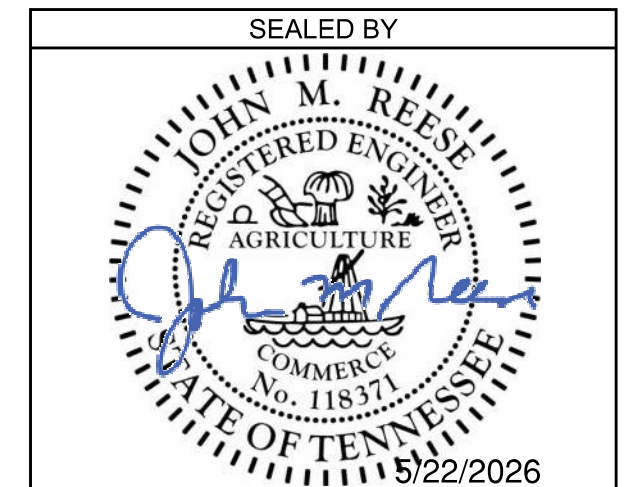
BEGIN PROJECT NO. 23S210-S8-003 RESURFACE & BRIDGE REPAIR  
NEAR THE LAUDERDALE COUNTY LINE (L.M. 0.00)



EXCLUSIONS	
L.M. TO L.M.	LENGTH (MILE)
3.251 - 3.324	0.073
TOTAL =	0.168

CNIC UNDER #297397J  
M.P. 0318.050  
L.M. 3.50; LAT. 35.975826, LONG. -89.386479

CNIC AT GRADE #297399X  
M.P. 0320.840  
L.M. 0.46; LAT. 35.935740, LONG. -89.388826



APPROVED:   
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:   
WILL REID, COMMISSIONER

**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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: ELI JONES, REGION 4

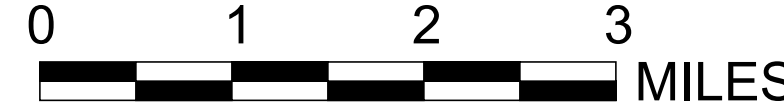
DESIGN FIRM : FISHER ARNOLD, INC

DESIGNER : TRISTEN JOHNSON CHECKED BY JOHN REESE, P.E.

P.E. NO. 98043-4283-04

PIN NO. 132501.00

SCALE: 1"= 5280'



PROJECT LENGTH 6.71 MILES  
TOTAL LANE MILES RESURFACED 12.77 MILES

**TRAFFIC COUNTER & WEATHER STATIONS**

STATION LOCATION	LOG MILE
TC STATION 75	3.500
TC STATION 91	0.805
TC STATION 92	0.063

**TRAFFIC DATA**

ADT (2026)	4,355
POSTED SPEED L.M. 0.00 - 2.00	55 MPH
POSTED SPEED L.M. 2.00 - 2.52	45 MPH
POSTED SPEED L.M. 2.52 - 3.36	35 MPH
POSTED SPEED L.M. 3.36 - 6.71	55 MPH

# ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN1
SIGNATURE SHEET .....	ROADWAY-SIGN2
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
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SPECIAL NOTES .....	2D
ENVIRONMENTAL NOTES .....	2E, 2E1
TABULATED QUANTITIES .....	2F
DETAIL SHEETS .....	2G, 2G1
UTILITY NOTES AND UTILITY OWNERS .....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL .....	T1
BRIDGE REPAIR PLANS .....	B-1

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.

# STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
<b>10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS</b>		
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
<b>10-108.00 SAFETY DESIGN AND GUARDRAILS</b>		
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL

# STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
<b>10-200.00 SIGN</b>		
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
<b>10-203.00 RAILROAD CROSSING</b>		
T-RR-2		GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS
T-RR-2A		GRADE CROSSING ADVANCE WARNING SIGNS AND RR PAVEMENT MARKINGS
<b>10-204.00 DESIGN - TRAFFIC CONTROL</b>		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	1A

REV. 05/22/2026: ADDED ROADWAY-SIGN2 TO INDEX.

SEALED BY

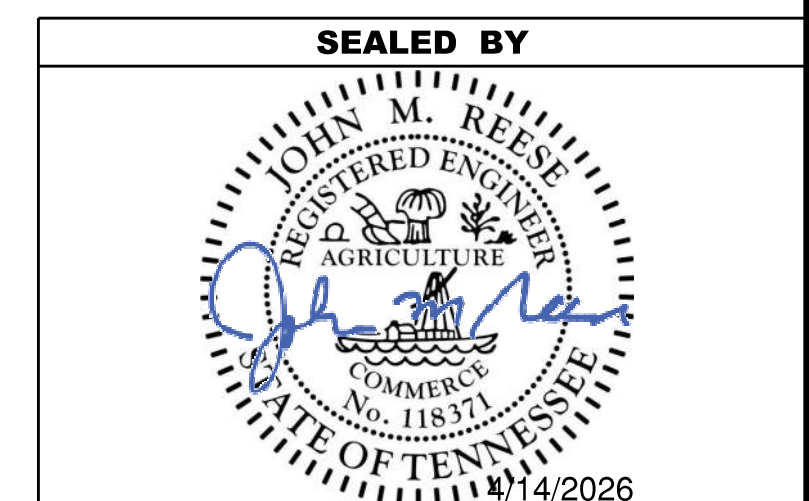


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,  
STANDARD ROADWAY  
DRAWINGS, AND  
STANDARD TRAFFIC  
DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS COTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO DEMOLITION OR REHABILITAION 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 DEMOLTION 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). BRIDGE NO. 23E00260001 SR-210 OVER BRANCH LM 0.30 (23-SR210-00.30) BRIDGE NO. 23E00260003 SR-210 OVER BRANCH LM0.78 (23-SR210-00.78) BRIDGE NO. 23SR0200019 OLD HWY 20 OVER ICRR LM 3.50 (23-SR210-03.50)	BRIDGES
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS COTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 23SR0200039 SR-210 OVER SR-20 LM 6.69 (23-SR210-06.69). NO ACM WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO DEMOLITION OR REHABILITAION 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 DEMOLTION 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).	BRIDGES



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PROJECT  
COMMITMENTS

**ESTIMATED ROADWAY QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 23S210-S8-003
(1)	202-03.01 REMOVAL OF ASPHALT PAVEMENT	S.Y.	300
	203-06 WATER	M.G.	15
(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	13
(3)	303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	1877
(4)	307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	138
(5)	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	10251
(6)	403-02.01 TRACKLESS TACK COAT	TON	77
(7)	411-01.10 ACS MIX(PG64-22) GRADING D	TON	7012
(8)(9)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	8
(10)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	16471
(11)	705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN	EACH	8
(11)	705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	8
(11)	706-01 GUARDRAIL REMOVED	L.F.	400
(12)	712-01 TRAFFIC CONTROL	LS	1
(13)	712-06 SIGNS (CONSTRUCTION)	S.F.	1510
(14)	713-02.21 SIGN POST DELINEATION ENHANCEMENT	L.F.	24
(14)	713-15 REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
(14)	713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	3
(14)	713-16.20 SIGNS (STOP SIGN)	EACH	1
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	450
(15)(16)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	35
(14)(15)(16)(17)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	256
(14)(15)(16)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	1
(15)(16)	716-03.03 PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	1
(17)(18)	716-05.05 PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	256
(18)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	48
(15)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	24
	717-01 MOBILIZATION	LS	1

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.

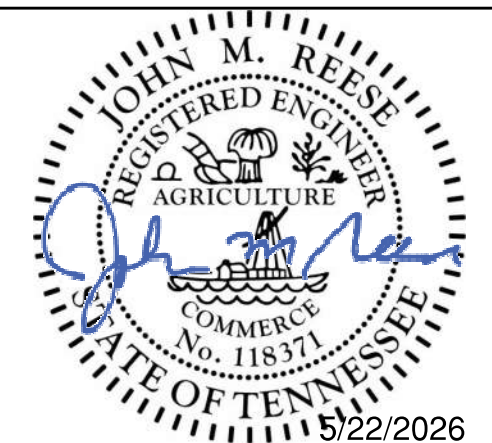
**FOOTNOTES**

- (1) TO BE USED FOR FULL DEPTH REPAIRS
- (2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, SECTION "FINAL PAVEMENT MARKING," NOTE (6) FOR MORE INFORMATION.
- (3) INCLUDES 203 TONS FOR FULL DEPTH REPAIRS.
- (4) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01.
- (5) INCLUDES 96 TONS FOR THE TURN LANE AT L.M. 6.59.
- (6) INCLUDES 8 TONS FOR EXTRA WIDTH PAVING OF WIDE SHOULDERS AND ONE TURN LANE, DRIVEWAYS, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.
- (7) INCLUDES 1058 TONS FOR EXTRA WIDTH PAVING OF WIDE SHOULDERS AND ONE TURN LANE, DRIVEWAYS, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.
- (8) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
- (9) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
- (10) INCLUDES 1137 TONS FOR EXTRA WIDTH PAVING OF WIDE SHOULDERS AND ONE TURN LANE, DRIVEWAYS, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES.
- (11) SEE PROPOSED GUARDRAIL (RESURFACING) TABULATION 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) 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).
- (14) FOR LOCATIONS OF SIGNS AND MARKINGS TO BE REMOVED, INSTALLED, OR REFRESHED, SEE DETAILS ON SHEETS 2G AND 2G1.
- (15) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
- (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) ALL STOP BARS ON SIDE STREETS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
- (18) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2

REV. 05/22/2026: REVISED QUANTITIES FOR 307-01.08, 403-02.01, 411-01.10, & 415-01.01. REVISED FOOTNOTES (7) & (10).

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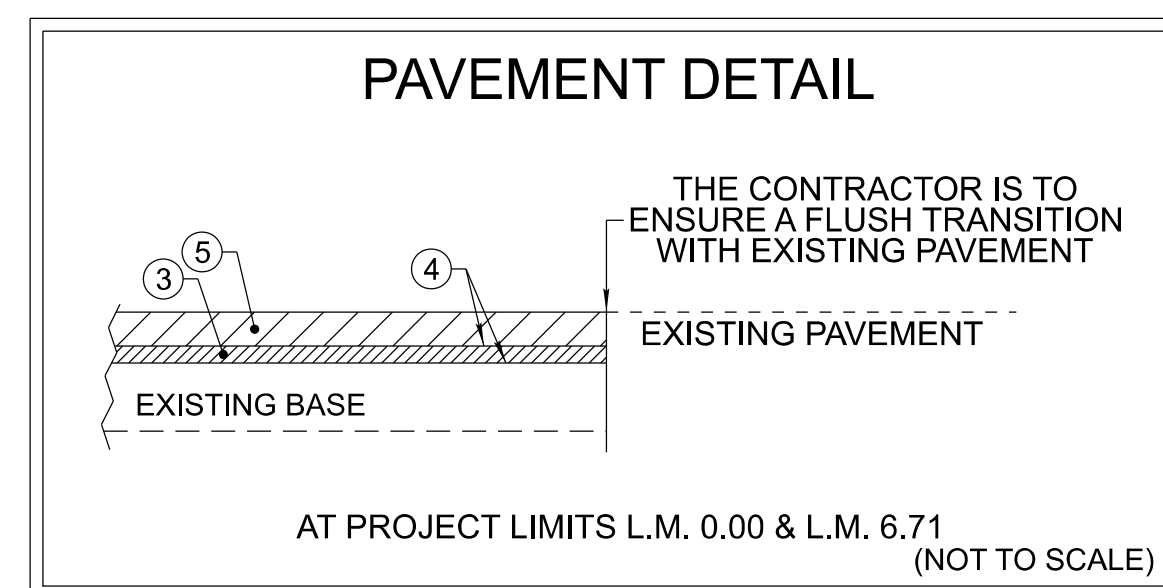
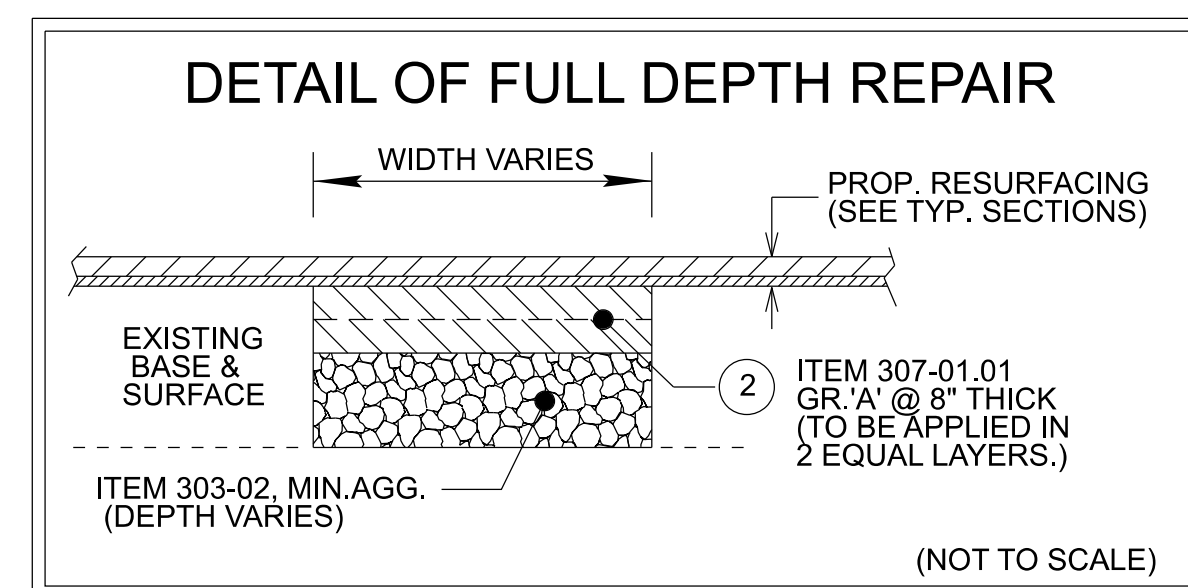
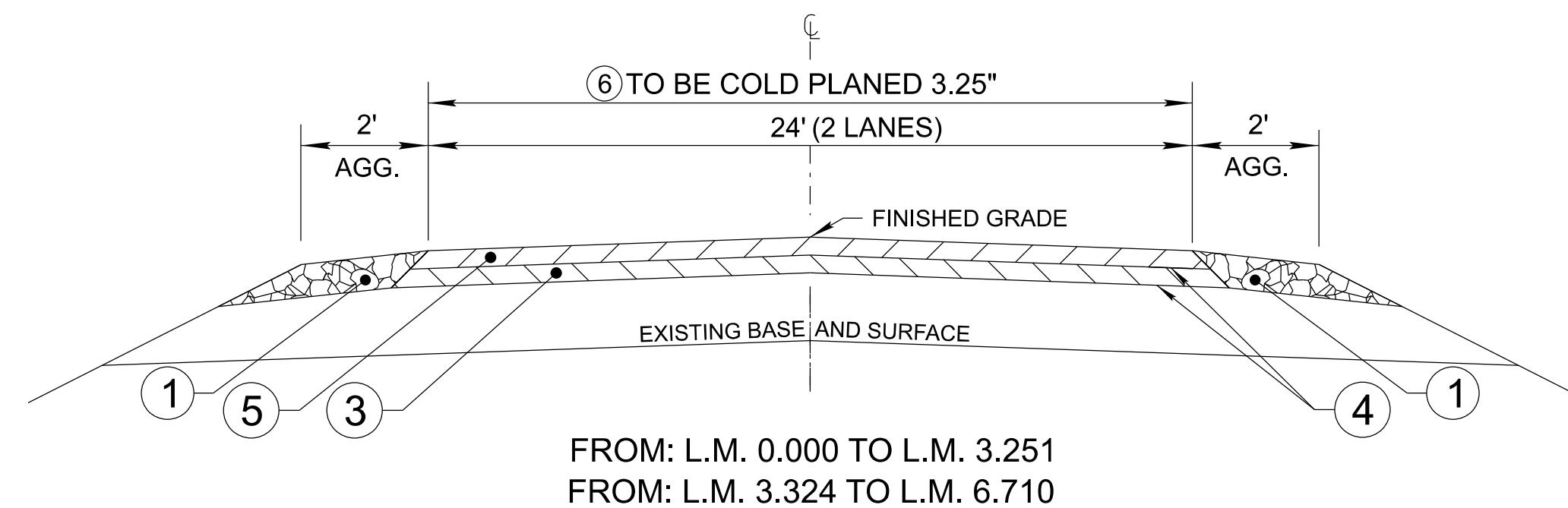
5/22/2026

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
ROADWAY  
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2B

REV. 05/22/2026: REMOVED EXCLUSION FROM L.M. 3.495 TO L.M. 3.590.



PROPOSED PAVEMENT SCHEDULE			
①	<b>MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS</b>	④	<b>TRACKLESS TACK COAT</b>
ITEM 303-02	MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	ITEM 403-02.01	TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
②	<b>BITUMINOUS COURSE (BLACK BASE) @ 8.00"± THICK (APPROX. 920.0 LBS./S.Y.)</b>	⑤	<b>ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)</b>
ITEM 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A" (TO BE USED FOR BREAKOUT ONLY)	ITEM 411-01.10	ACS MIX (PG64-22) GRADING "D"
③	<b>BITUMINOUS COURSE (BINDER) @ 2.00"± THICK (APPROX. 226.0 LBS./S.Y.)</b>	⑥	<b>COLD PLANING @ 3.25"± THICK (APPROX. 341.25 LBS./S.Y.)</b>
ITEM 307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	ITEM 415-01.01	COLD PLANING BITUMINOUS PAVEMENT

**SEALED BY**

NOT TO SCALE

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE

5/21/2026 1:14:47 PM \\EGNVTEDRIVE\PROJECTS\HDIR\COR\0009\TR\TRANSPORTATION\JUNE 2026\132501.00 - SR210 - DYER CO\2B\\_ROADWAY TYPICAL SECTIONS.DGN

# GENERAL NOTES

## GRADING

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

## GUARDRAIL

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

## MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

## PAVEMENT MARKINGS

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

### FINAL PAVEMENT MARKING

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

## 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

## SIGNING

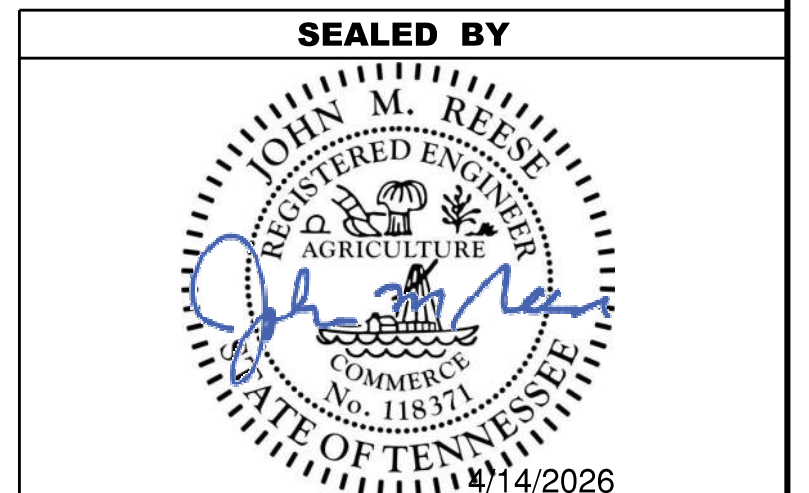
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2C



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

GENERAL  
NOTES

# SPECIAL NOTES

## RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.
- (6) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

## PAVEMENT MARKING

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

## SIGNS

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

## MISCELLANEOUS

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

## 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 SWEEPED 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.

## RAILROAD NOTES

- (1) SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY THE ENGINEER.
- (2) THE CONTRACTOR SHALL COLD PLANE AND RESURFACE THE ROADWAY NEAR AND UNDER THE RAILROAD'S UNDERPASS/BRIDGE STRUCTURE SO AS NOT TO DIMINISH THE EXISTING VERTICAL CLEARANCE BETWEEN THE HIGHEST POINT OF THE ROADWAY PAVEMENT AND THE LOWEST POINT OF THE RAILROAD BRIDGE SUPERSTRUCTURE.

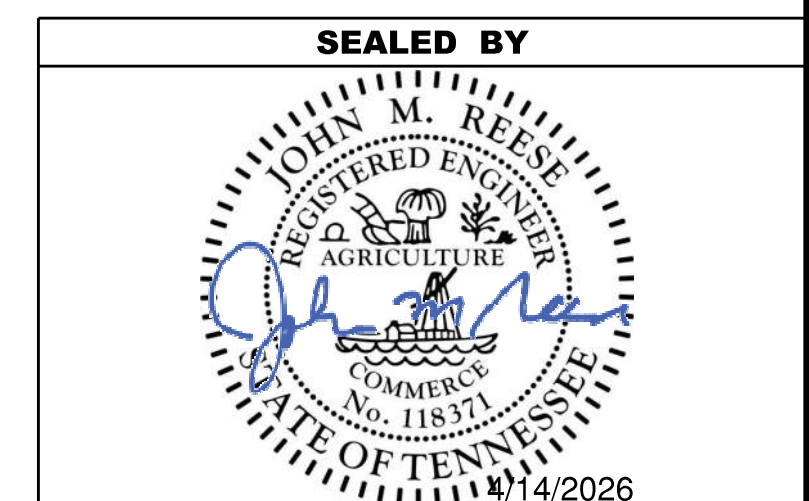
- (3) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE ILLINOIS CENTRAL RAILROAD COMPANY TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY ILLINOIS CENTRAL RAILROAD COMPANY SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- (5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:  
**ILLINOIS CENTRAL RAILROAD COMPANY**  
MR. SCOTT VICK, P.E.  
ILLINOIS CENTRAL RAILROAD COMPANY  
CROUCH ENGINEERING, INC.  
5115 MARYLAND WAY, SUITE 225  
BRENTWOOD, TN 37027  
PHONE: (615) 791-0630  
E-MAIL: SVICK@CROUCHENGINEERING.COM

## ILLINOIS CENTRAL RAILROAD COMPANY

- (1) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A ICRR, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (2) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR ICRR FLAGMAN.
- (3) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY
- (4) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (5) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (6) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (7) THE CONTRACTOR MAY NOT USE ICRR RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM ICRR. MATERIAL STORAGE WILL NOT BE ALLOWED WITHIN 25' OF ICRR NEAREST TRACK.
- (8) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT ICRR'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS
- (9) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN ICRR RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S SIGNALS AND COMMUNICATIONS REPRESENTATIVE, (618) 457-3433 FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (10) THE CONTRACTOR SHALL REPLACE ALL RR ADVANCE WARNING SIGNS, RXR PAVEMENT MARKINGS AND STOP LINES AT APPROACHES TO AT GRADE CROSSINGS, IN ACCORDANCE WITH MUTCD GUIDELINES.

- (11) THE FINISHED ROADWAY SURFACE SHALL BE AT THE SAME ELEVATION AS THE RAILROAD CROSSING SURFACE, FOR A DISTANCE OF 30' ON EACH SIDE OF TRACK(S).
- (12) ANY VIOLATION OF ANY ICRR RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (13) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (14) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (15) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (16) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
- (17) ALL SOILS EXCAVATED WITHIN ICRR'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON ICRR'S RIGHT-OF-WAY. TESTING OF SOILS ON ICRR ROW IS PROHIBITED WITHOUT PRIOR WRITTEN ICRR AUTHORIZATION. ANY SOILS EXCAVATED ON ICRR ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG ICRR ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM ICRR ROW, THE ICRR ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON ICRR MUST FOLLOW ICRR PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2D



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SPECIAL  
NOTES

# ENVIRONMENTAL NOTES

## ENVIRONMENTAL GENERAL NOTES

### NATURAL RESOURCES

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

### SPECIES

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

### PERMITS, PLANS & RECORDS

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

### ENVIRONMENTAL

- (20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

### 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 MILL, B-M2, 411D, PAVEMENT MARKINGS, SNOW PLOWABLE MARKERS, BROOMING AND DEGRASSING, RAILROAD IMPROVEMENTS, AND GUARDRAIL.

## 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.

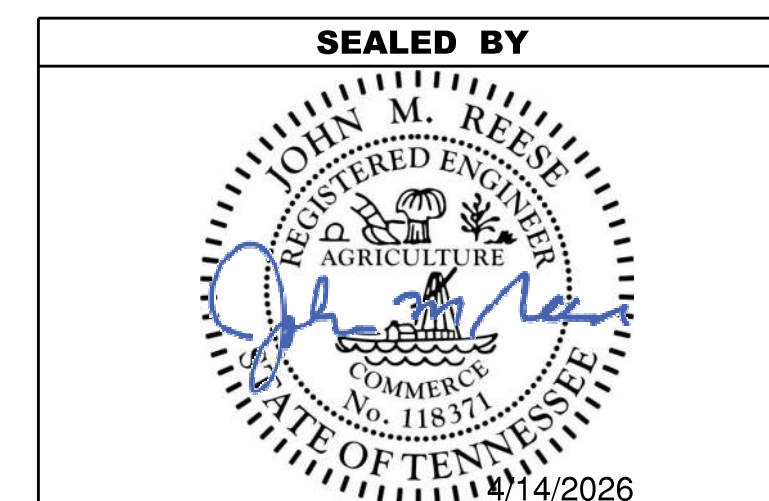
### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2E



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL  
NOTES

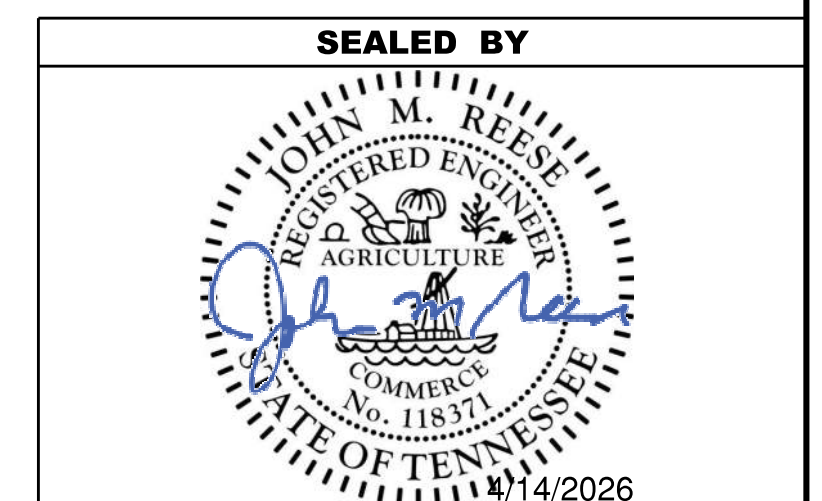
# ENVIRONMENTAL NOTES

## EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2E1



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL  
NOTES

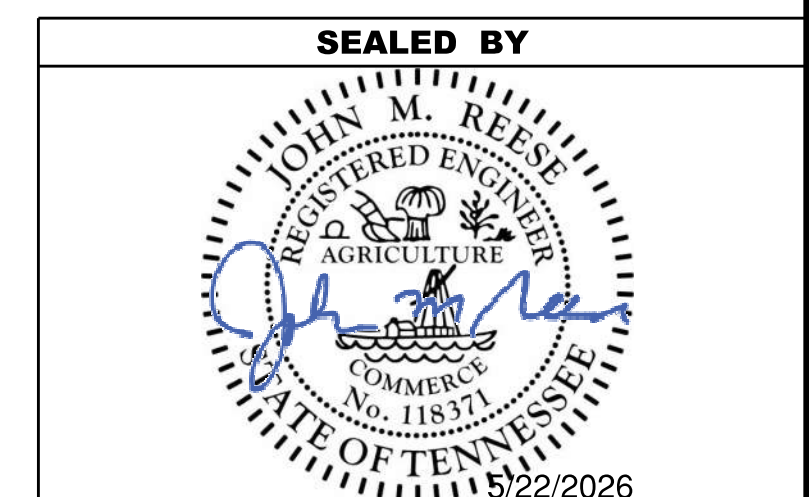
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2F

REV. 05/22/2026: REVISED BRIDGE NOTES AT L.M. 3.50.

BRIDGE NOTES			
BRIDGE NUMBER	LOCATION LOG MILE	BRIDGE LENGTH	BRIDGE DECK NOTES
23E00260001	0.30	171'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
23E00260003	0.78	95'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
23SR0200019	3.50	182'-3 3/4"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS.
23SR0200021	4.75	579'-7 5/16"	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT. (SEE SPECIAL NOTES ON SHEET 2D). REPLACE BRIDGE JOINTS.
23SR0200039	6.69	309'-6 3/8"	SEAL WITH TYPE 1 THIN EPOXY OVERLAY.

PROPOSED GUARDRAIL (RESURFACING)					
SIDE	LOG MILE	GUARDRAIL		TERMINAL ANCHORS	
		GUARDRAIL GR TRANSITION 27IN TO 31IN 705-02.10 EACH	GUARDRAIL REMOVED 706-01 (L.F.)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	
LT	RT				
X		0.116	1	50	1
	X	0.116	1	50	1
X		3.443	1	50	1
X		3.586	1	50	1
	X	3.624	1	50	1
X		4.970	1	50	1
	X	6.599	1	50	1
X		6.622	1	50	1
TOTALS			8	400	8

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)						
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
G20-1	ROAD WORK NEXT 7 MILES	48"	x 24"	8	2	16
G20-2	END ROAD WORK	48"	x 24"	8	18	144
W8-11	UNEVEN LANES	48"	x 48"	16	36	576
W8-15	GROOVED PAVEMENT	48"	x 48"	16	14	224
W8-15P	MOTORCYCLE PLAQUE	30"	x 24"	5	14	70
W20-1	ROAD WORK 1/2 MILE	48"	x 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48"	x 48"	16	2	32
W20-1	ROAD WORK 500 FT	48"	x 48"	16	2	32
W20-1	ROAD WORK AHEAD	48"	x 48"	16	18	288
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	x 48"	16	2	32
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	x 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	x 48"	16	2	32
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.					TOTAL	1510



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TABULATED  
QUANTITIES

**RAILROAD CROSSING #297399X AT BRUCEVILLE SLAB RD (00821), LM 6.01, NEAR DYERSBURG LAT: 35.935718 LONG: -89.38876**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2G

1. Remove the existing Highway-Rail Grade Crossing Advance Warning sign (W10-3) on the northbound approach on State Route 210 (SR210) located approximately 500 feet in advance of the intersection with Bruceville Slab Rd (00821). Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-3) on the northbound approach on State Route 210 (SR210) located approximately 500 feet in advance of the intersection with Bruceville Slab Rd (00821) as specified by TDOT Standard Drawing T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
2. Remove the existing Highway-Rail Grade Crossing Advance Warning sign (W10-3) on the southbound approach on State Route 210 (SR210) located approximately 875 feet in advance of the intersection with Bruceville Slab Rd (00821). Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-3) on the southbound approach on State Route 210 (SR210) located approximately 500 feet in advance of the intersection with Bruceville Slab Rd (00821) as specified by TDOT Standard Drawing T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
3. Remove the existing STOP sign (R1-1) on the westbound approach on Bruceville Slab Rd (00821) at the intersection with State Route 210 (SR210). Install one (1) new STOP sign (R1-1) on the westbound approach on Bruceville Slab Rd (00821) at the intersection with State Route 210 (SR210) in accordance with 11th Ed. MUTCD Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2B.03, 2B.04, 2B.18; and Tables 2A-4 and 2B-1. Install a 2-inch wide RED retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
4. Install a Stop Line on the westbound approach on Bruceville Slab Rd (00821) at the intersection with State Route 210 (SR210) adjacent to the new STOP sign in accordance with 11th Ed. MUTCD Section 3B.19.
5. Install a new 24" wide Stop Line on the eastbound approach on Bruceville Slab Rd (00821) located approximately 8 feet in advance of the automatic gate but no closer than 15 feet in advance of the nearest rail and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
6. Install a new 24" wide Stop Line on the westbound approach on Bruceville Slab Rd (00821) located approximately 8 feet in advance of the automatic gate but no closer than 15 feet in advance of the nearest rail and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
7. Refresh the existing R&R pavement marking on the westbound approach on Bruceville Slab Rd (00821) located approximately 300 feet in advance of the crossing and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.02 and Figures 8C-1 and 8C-2.
8. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the westbound approach on Bruceville Slab Rd (00821) located approximately 300 feet in advance of the crossing and adjacent to the new R&R pavement marking as specified by TDOT Standard Drawings T-RR-1 and T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

DETAIL  
SHEETS

12/3/2025 10:58:14 AM \\EGNVTEDRIVE\PROJECTS\HDR\INCOR\0009\TR\TRANSPORTATION\MARCH 2026\132501.00 - SR210 - DYER CO\2G1\_RAILROAD DETAIL SHEET2.DGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	2G1

SEALED BY

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DETAIL SHEETS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	3

**UTILITY NOTES**

- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

**UTILITY OWNERS**

**COMMUNICATIONS:**

**AT&T**

315 E. COLLEGE STREET  
 JACKSON, TN, 38301  
 CONTACT: DANIEL R. POTTS  
 OFFICE PHONE: 901 488 2359  
 Email: DP7607@ATT.COM

**ELECTRIC:**

**TVA**

1101 MARKET ST. MR 4G  
 CHATTANOOGA, TN 37402  
 CONTACT: STEPHEN WILLIAMS  
 OFFICE PHONE: 662 255 6272  
 Email: ROWCUSTOMER@TVA.GOV

**GAS:**

**DYERSBURG GAS**

425 WEST COURT  
 DYERSBURG, TN 38024  
 CONTACT: MIKE HUNTER  
 OFFICE PHONE: 731 288 2591  
 Email: MHUNTER@DYERSBURGTN.GOV

**ELECTRIC:**

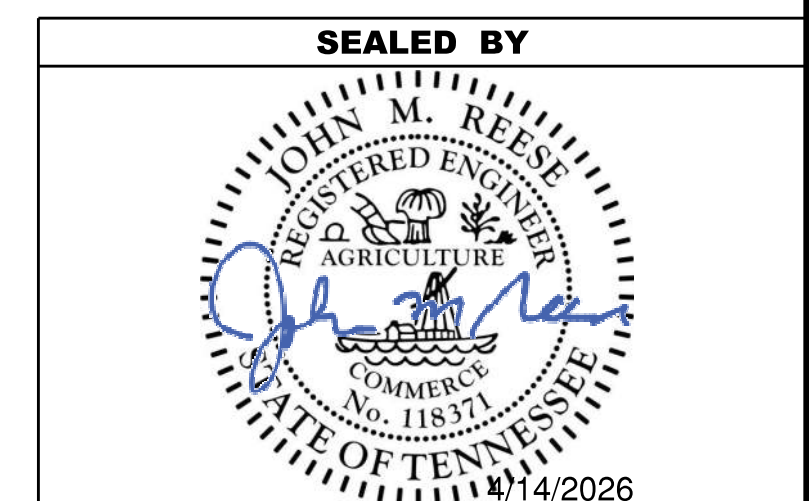
**FORKED DEER ELETRIC**

1135 N. CHURCH ST.  
 HALLS, TN. 38040  
 CONTACT: JEFF NEWMAN  
 OFFICE PHONE: 731 836 7508  
 Email: JEFF@FORKEDDEER.COM

**WATER AND SEWER:**

**DYERSBURG WATER AND SEWER**

425 WEST COURT  
 DYERSBURG, TN 38024  
 CONTACT: MIKE MCCULLOCH  
 OFFICE PHONE: 731 288 2583  
 CELL PHONE: 731 445 3921  
 Email: JMCCULLOCH@DYERSBURGTN.GOV



**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

UTILITY NOTES  
 AND  
 UTILITY OWNERS

# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	23S210-S8-003	T1

## A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
  - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

## 3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

## B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

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

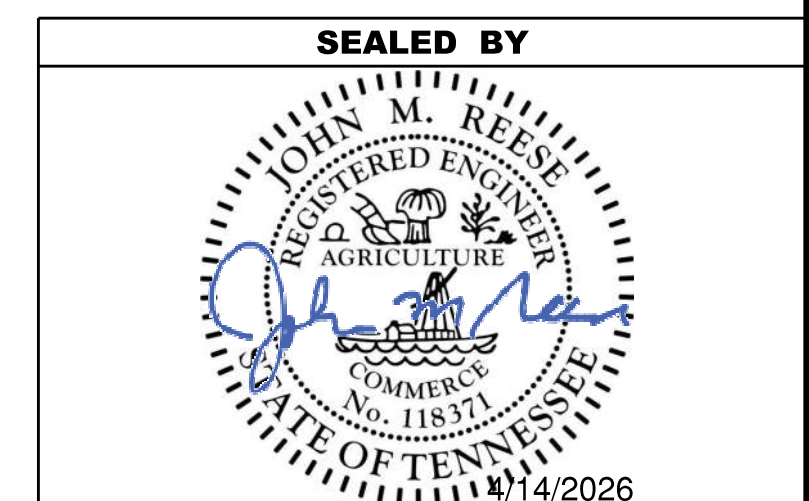
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE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

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

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

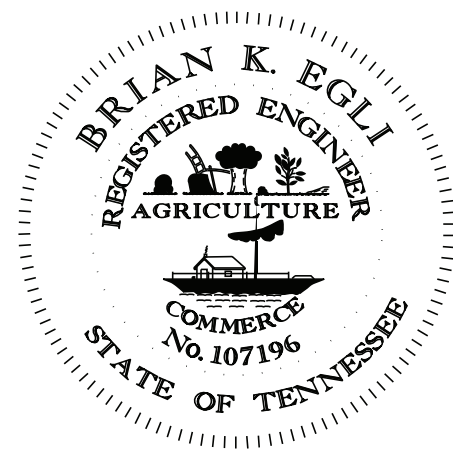
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**BRIAN KENNETH EGLI**

2026.05.22 07:16:42 -05'00'

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

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

**SHEET NAME**

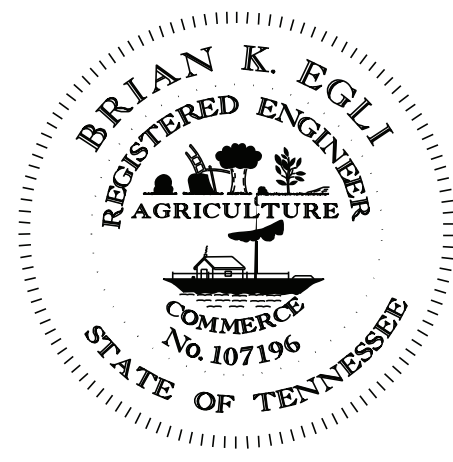
**SHEET NO.**

SIGNATURE SHEET	-----	BRIDGE-SIGN 2
INDEX OF DRAWINGS	-----	B-1
BRIDGE TABULATION, ESTIMATED QUANTITIES	-----	B-2
PLAN VIEW & PHASE CONSTRUCTION (23SR0200021)	-----	B-7

YEAR	PROJECT NO.	SHEET NO.
2026	23S210-M3-003	BRIDGE-SIGN 2

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE  
SHEET**



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**BRIAN KENNETH EGLI**

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**SHEET NAME**

**SHEET NO.**

SIGNATURE SHEET	BRIDGE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION, ESTIMATED QUANTITIES	B-2
TYPE I THIN EPOXY OVERLAY NOTES	B-3
PLAN VIEW e PHASE CONSTRUCTION (23E00260001)	B-4
PLAN VIEW e PHASE CONSTRUCTION (23E00260003)	B-5
PLAN VIEW e PHASE CONSTRUCTION (23SR0200019)	B-6
PLAN VIEW e PHASE CONSTRUCTION (23SR0200021)	B-7
PLAN VIEW e PHASE CONSTRUCTION (23SR0200039)	B-8

YEAR	PROJECT NO.	SHEET NO.
2026	23S210-M3-003	BRIDGE-SIGN 1

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET

PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	05-22-26	BE	REVISION DATES
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INDEX OF DRAWINGS



DWG. NO.                      LAST REV. DATE

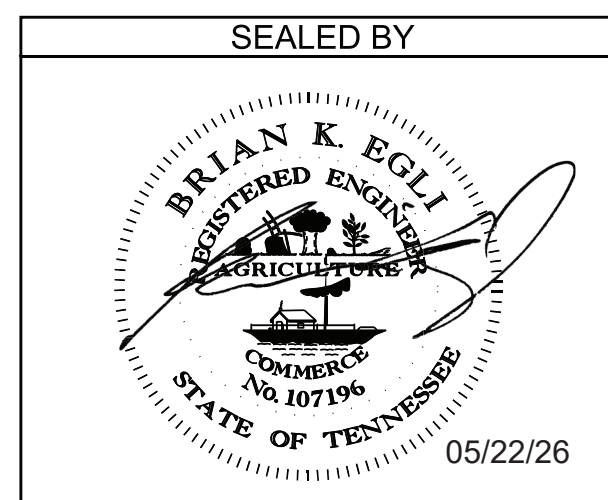
SIGNATURE SHEET 2-----	BRIDGE-SIGN 2-----	05-22-2026
SIGNATURE SHEET 1-----	BRIDGE-SIGN 1-----	
INDEX OF DRAWINGS-----	B-1-----	05-22-2026
BRIDGE TABULATION, ESTIMATED QUANTITIES-----	B-2-----	05-22-2026
TYPE I THIN EPOXY OVERLAY NOTES-----	B-3-----	
PLAN VIEW & PHASE CONSTRUCTION (23E00260001)-----	B-4-----	
PLAN VIEW & PHASE CONSTRUCTION (23E00260003)-----	B-5-----	
PLAN VIEW & PHASE CONSTRUCTION (23SR0200019)-----	B-6-----	
PLAN VIEW & PHASE CONSTRUCTION (23SR0200021)-----	B-7-----	05-22-2026
PLAN VIEW & PHASE CONSTRUCTION (23SR0200039)-----	B-8-----	

INDEX OF REFERENCE DRAWINGS

DWG. NO.

LAYOUT OF BRIDGE-----	BR-90-52
BRIDGE REPAIR DETAILS-----	BR-90-56
LAYOUT OF BRIDGE-----	M-476-1
SUPERSTRUCTURE-----	M-476-4
LAYOUT-----	M-407-101
SUPERSTRUCTURE-----	M-407-104
LAYOUT OF BRIDGE-----	M-442-21
SUPERSTRUCTURE-----	M-442-25
LAYOUT-----	M-267-82
SUPERSTRUCTURE-----	M-267-85
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS-----	STD-1-5

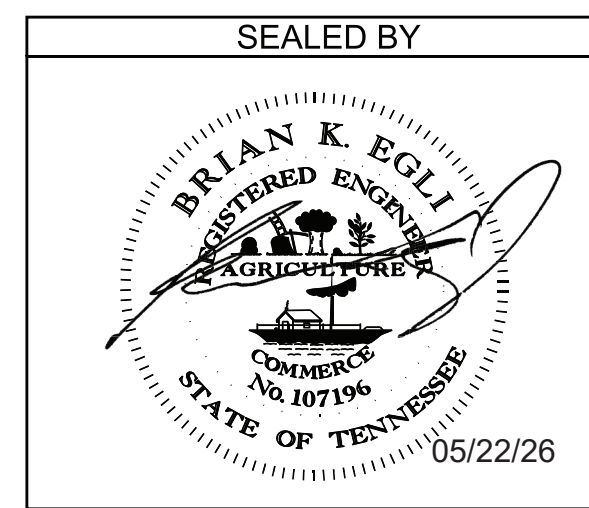
PIN NO.: 132501.00  
DESIGN BY: TRENT JOHNSTON      DATE: \_\_\_\_\_  
DRAWN BY: TRENT JOHNSTON      DATE: 10/25  
SUPERVISED BY: K. MARTINKO      DATE: 10/25  
CHECKED BY: \_\_\_\_\_      DATE: \_\_\_\_\_



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
INDEX OF DRAWINGS  
23-SR10-0.30 OVER OVERFLOW  
23-SR10-0.78 OVER OVERFLOW  
23-SR210-3.50 OVER CNIC  
23-SR210-4.75 OVER POND CREEK  
23-SR210-6.69 OVER SR-20  
BR. NOS. 23E00260001, 23E00260003,  
23SR0200019, 23SR0200021,  
23SR0200039  
DYER COUNTY  
2026

PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	05-22-2026	BE	REVISED OVERLAY QUANTITIES
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TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES					
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.44 EXPANSION JOINT REPAIR L.F.	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
23-SR210-0.30 OVER BRANCH (23E00260001)	BR-90-52 BR-90-56	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		722	
23-SR210-0.78 OVER BRANCH (23E00260003)	M-476-1 M-476-4	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		612	
23-SR210-3.50 OVER CNIC (23SR0200019)	M-407-101 M-407-104 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) EXPANSION JOINT REPAIR CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)	40	986	2
23-SR210-4.75 OVER POND CREEK (23SR0200021)	M-442-21 M-442-25 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) EXPANSION JOINT REPAIR	134	▲	
23-SR210-6.69 OVER SR-20 (23SR0200039)	M-267-82 M-267-85 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)		1974	
TOTAL			174	4294	2



**EXPANSION JOINT REPAIR NOTES**

THE JOINT HEADER SYSTEM SHALL BE FROM QPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM QPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING, AND AN ELASTOMERIC CONCRETE FROM QPL 9.001. THE SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SYSTEM MATERIALS. PRODUCTS FROM QPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE QPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**BRIDGE TABULATION,  
ESTIMATED QUANTITIES,  
EXPANSION JOINT  
REPAIR NOTES**  
23-SR210-0.30 OVER BRANCH  
23-SR210-0.78 OVER BRANCH  
23-SR210-3.50 OVER CNIC  
23-SR210-4.75 OVER POND CREEK  
23-SR210-6.69 OVER SR-20  
BR. NOS. 23E00260001, 23E00260003,  
23SR0200019, 23SR0200021,  
23SR0200039  
DYER COUNTY  
2026

PIN NO.: 132501.00  
DESIGN BY: TRENT JOHNSTON DATE: 10/25  
DRAWN BY: K. MARTINKO DATE: 10/25  
SUPERVISED BY: DATE: 10/25  
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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**TYPE 1 THIN EPOXY OVERLAY NOTES :**

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

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

APPLICATION EQUIPMENT SHOULD :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

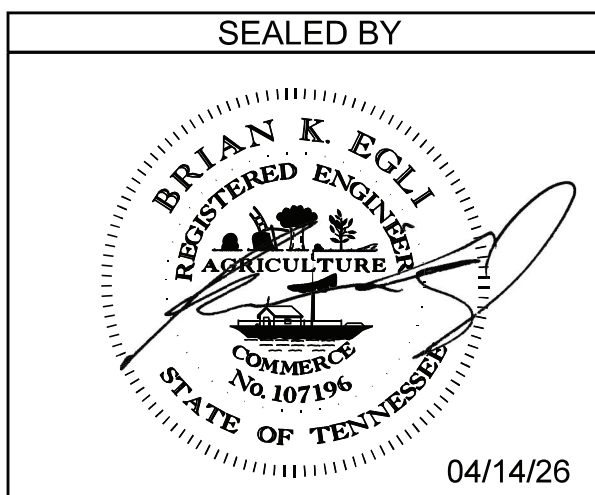
THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE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

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

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1 1/2" DIAMETER. THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

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

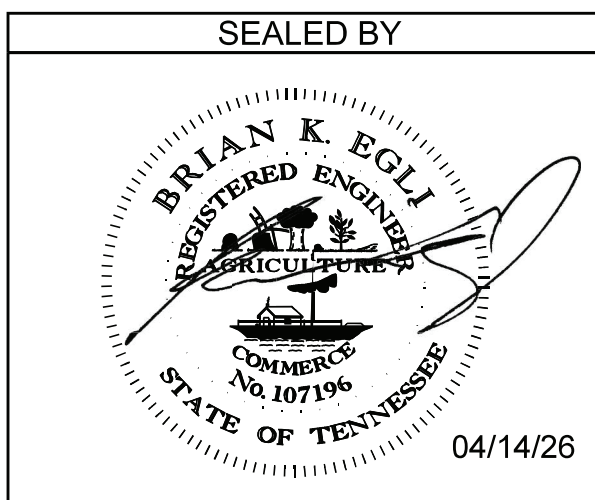
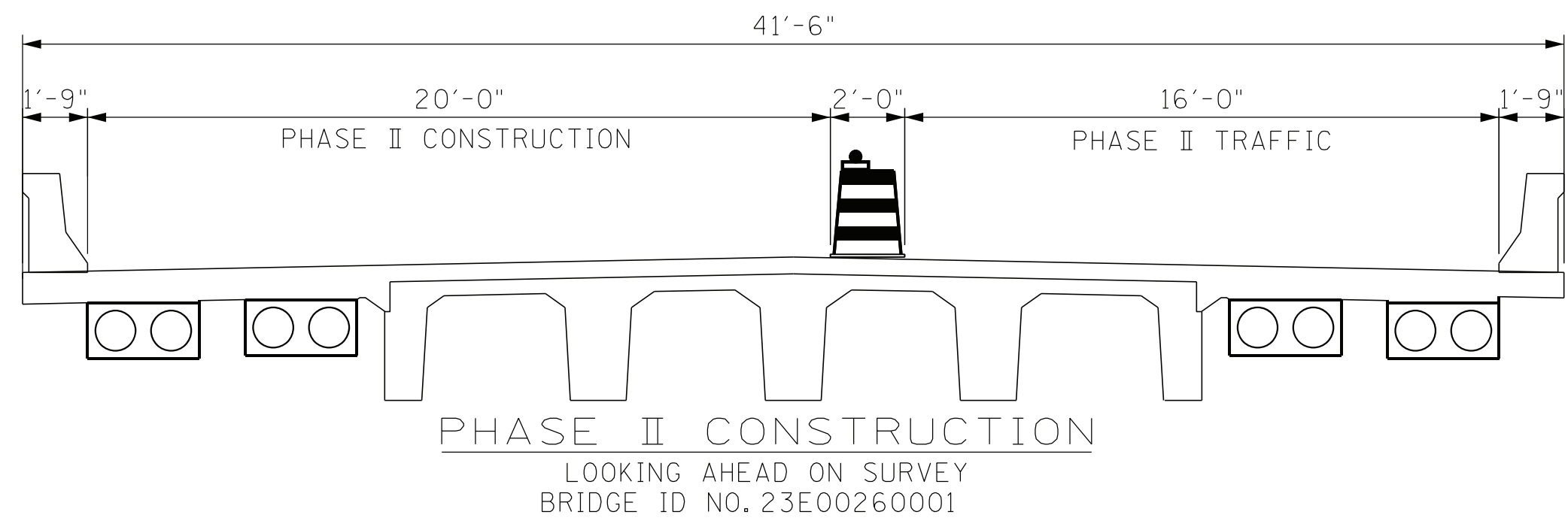
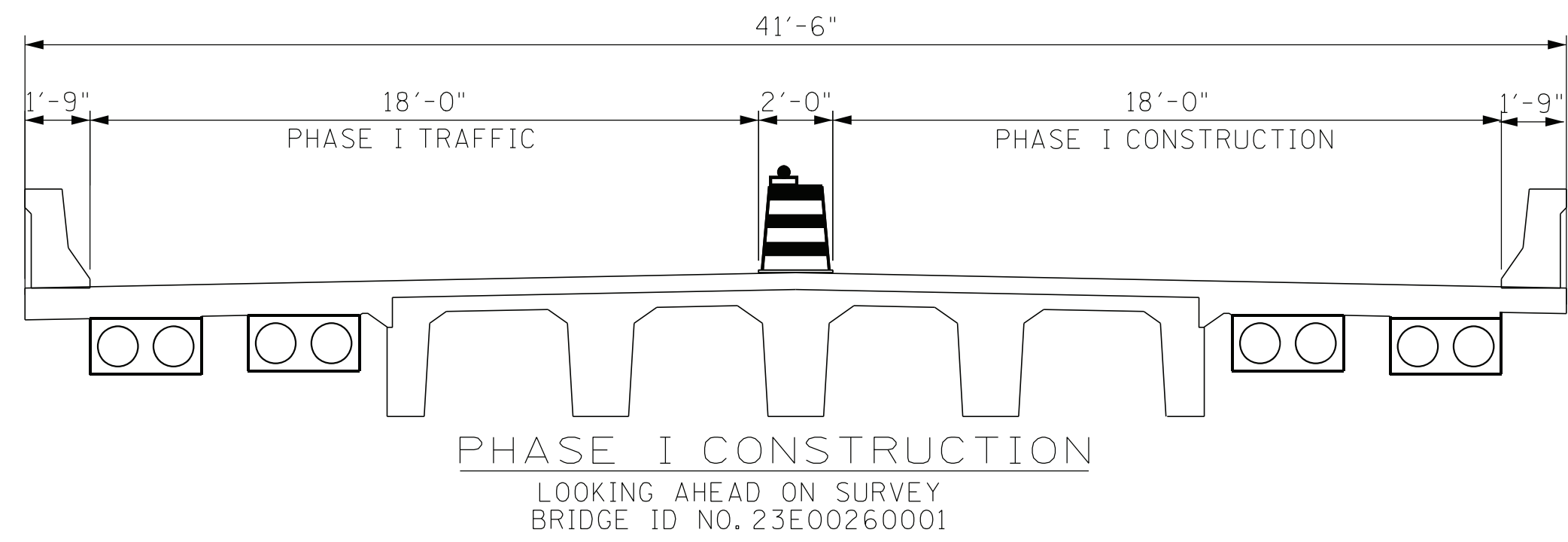
**\*\* SPECIAL NOTE:**  
THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACKCOAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE THIN EPOXY OVERLAY.  
MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACKCOAT OR DEBRIS REMOVAL.  
REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**TYPE 1 THIN EPOXY  
OVERLAY NOTES**  
23-SR210-0.30 OVER BRANCH  
23-SR210-0.78 OVER BRANCH  
23-SR210-3.50 OVER CNIC  
23-SR210-4.75 OVER POND CREEK  
23-SR210-6.69 OVER SR-20  
BR. NOS. 23E00260001, 23E00260003,  
23SR0200019, 23SR0200021,  
23SR0200039  
DYER COUNTY  
2026

PIN NO.: 132501.00  
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23S210-M3-003	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW,  
PHASE CONSTRUCTION,  
23-SR210-0.30  
OVER BRANCH  
BR. NO. 23E00260001  
DYER COUNTY  
2026

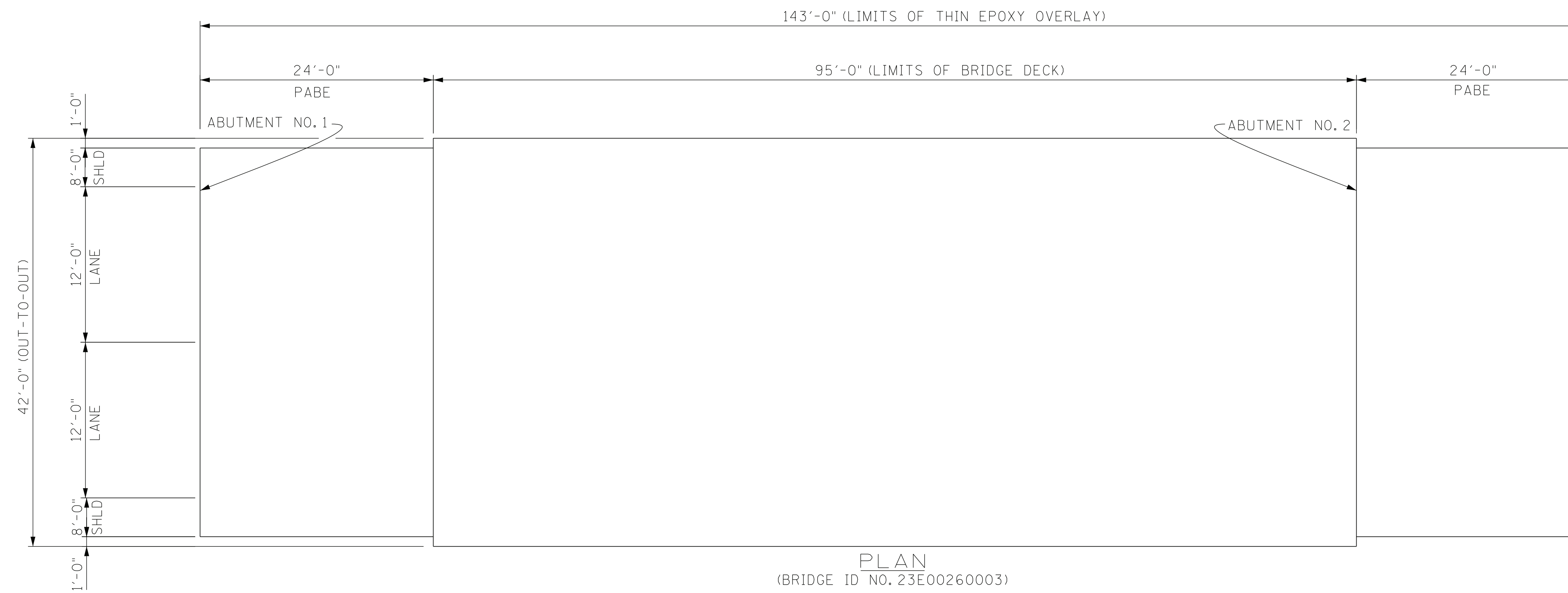
PIN NO.: 132501.00

DESIGN BY: TRENT JOHNSTON DATE: 10/25

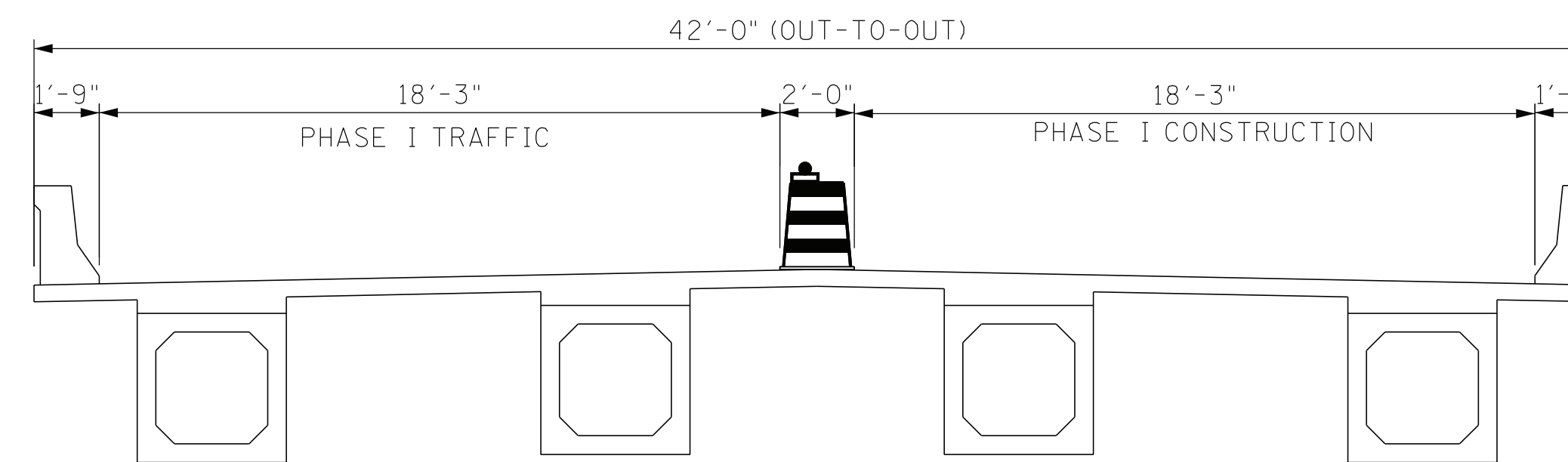
DRAWN BY: K. MARTINKO DATE: 10/25

SUPERVISED BY: DATE: 10/25

CHECKED BY: DATE:

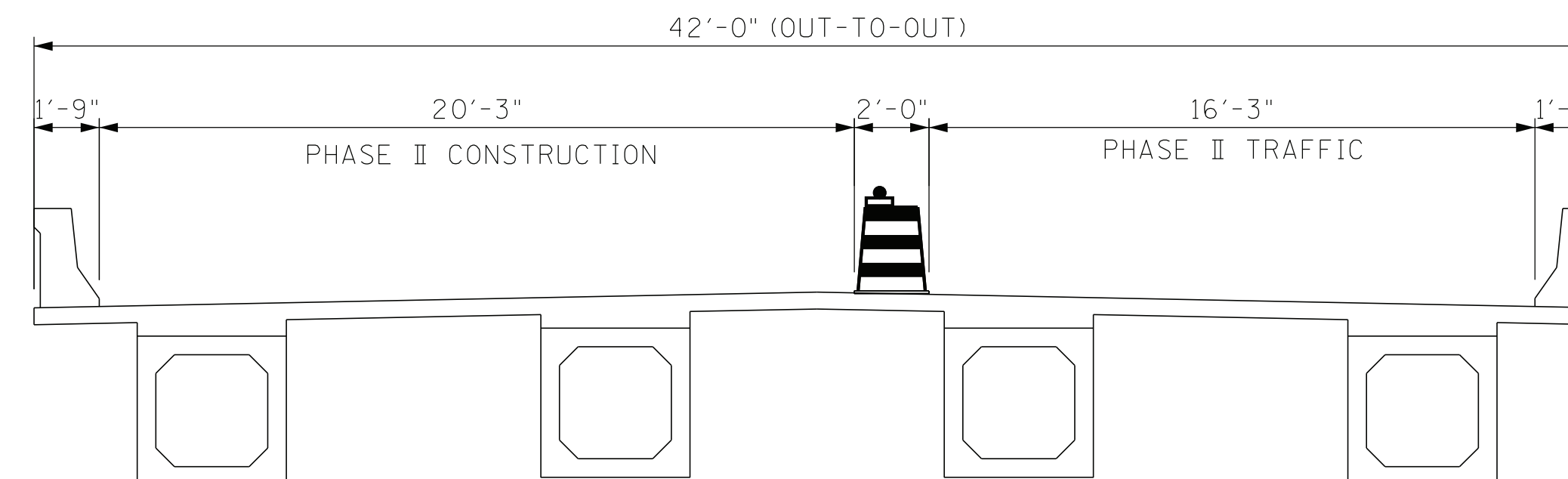


PLAN  
(BRIDGE ID NO. 23E00260003)



PHASE I CONSTRUCTION

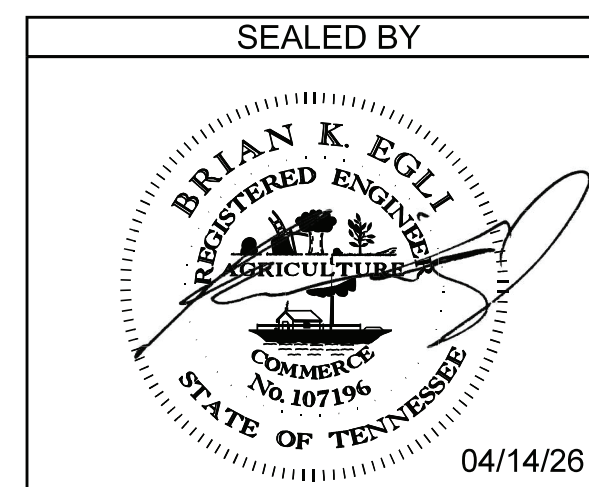
LOOKING AHEAD ON SURVEY  
BRIDGE ID NO. 23E00260003



PHASE II CONSTRUCTION

LOOKING AHEAD ON SURVEY  
BRIDGE ID NO. 23E00260003

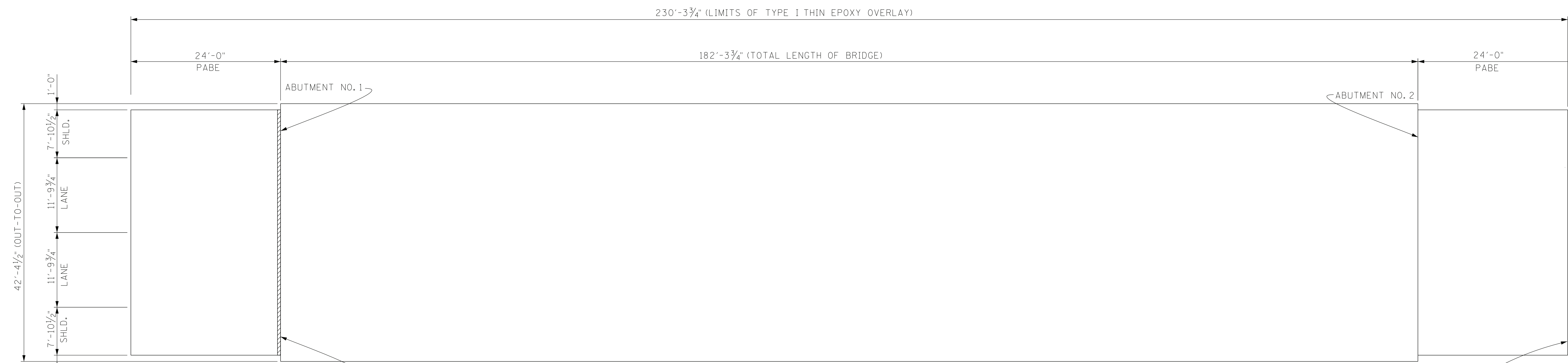
PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-5	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW,  
PHASE CONSTRUCTION,  
23-SR210-.078  
OVER BRANCH  
BR. NO. 23E00260003  
DYER COUNTY  
2026

PIN NO.: 132501.00  
DESIGN BY: TRENT JOHNSTON DATE: 10/25  
DRAWN BY: K. MARTINKO DATE: 10/25  
SUPERVISED BY: DATE: 10/25  
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-6	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

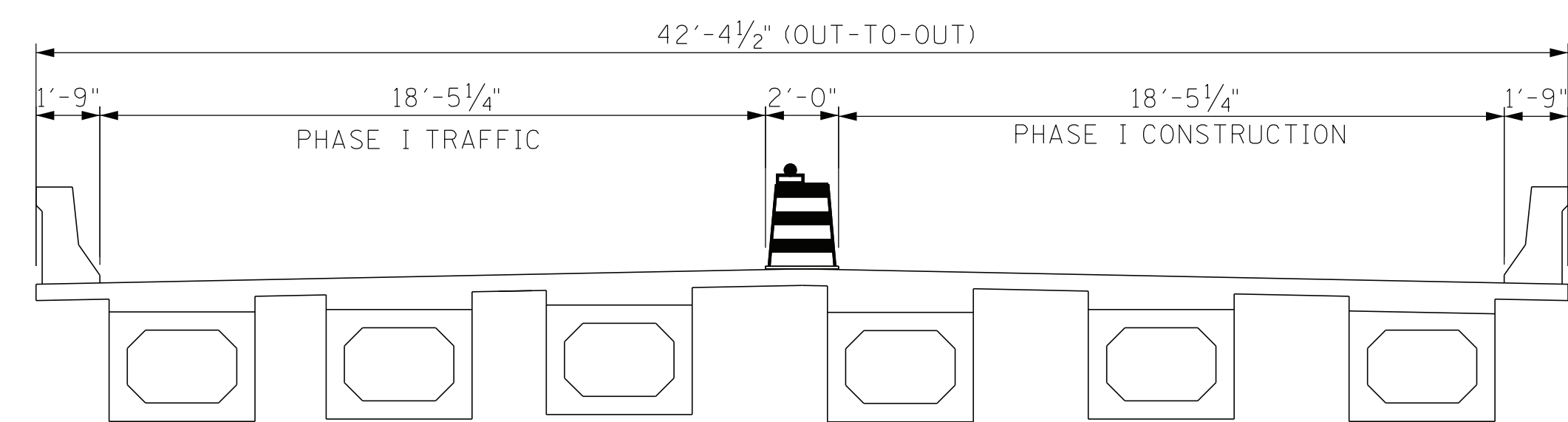


CONCRETE REPAIR  
PARTIAL DEPTH  
OF APPROACH PAVEMENT  
@ ABUTMENT NO. 1

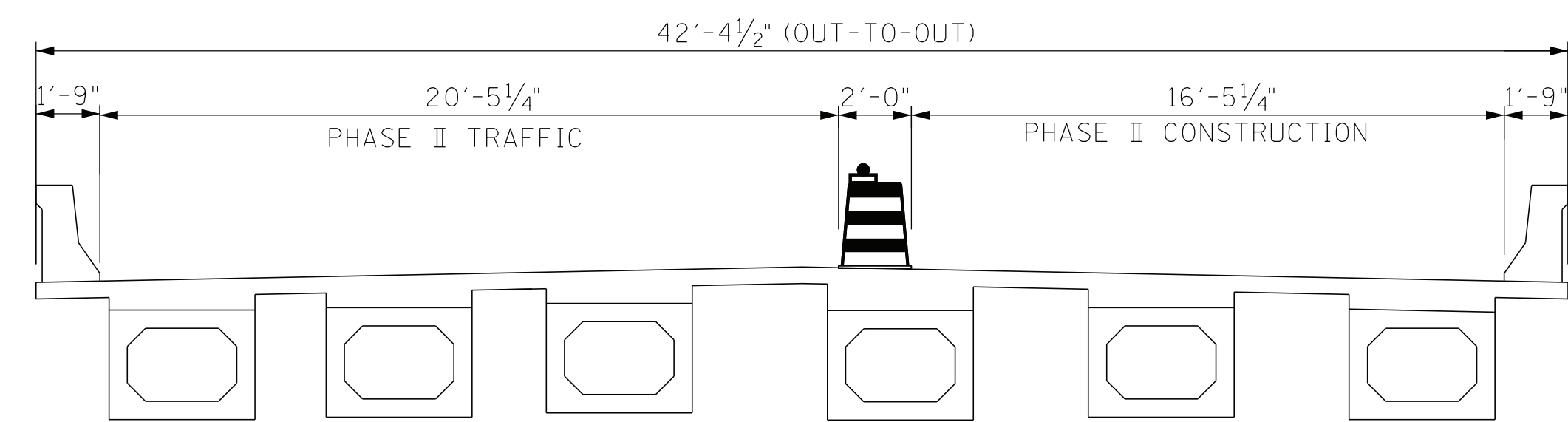
PLAN  
(BRIDGE ID NO. 23R20200019)

SEE EXPANSION JOINT REPAIR  
DETAIL @ APPROACH END NO. 2  
ON THIS PAGE

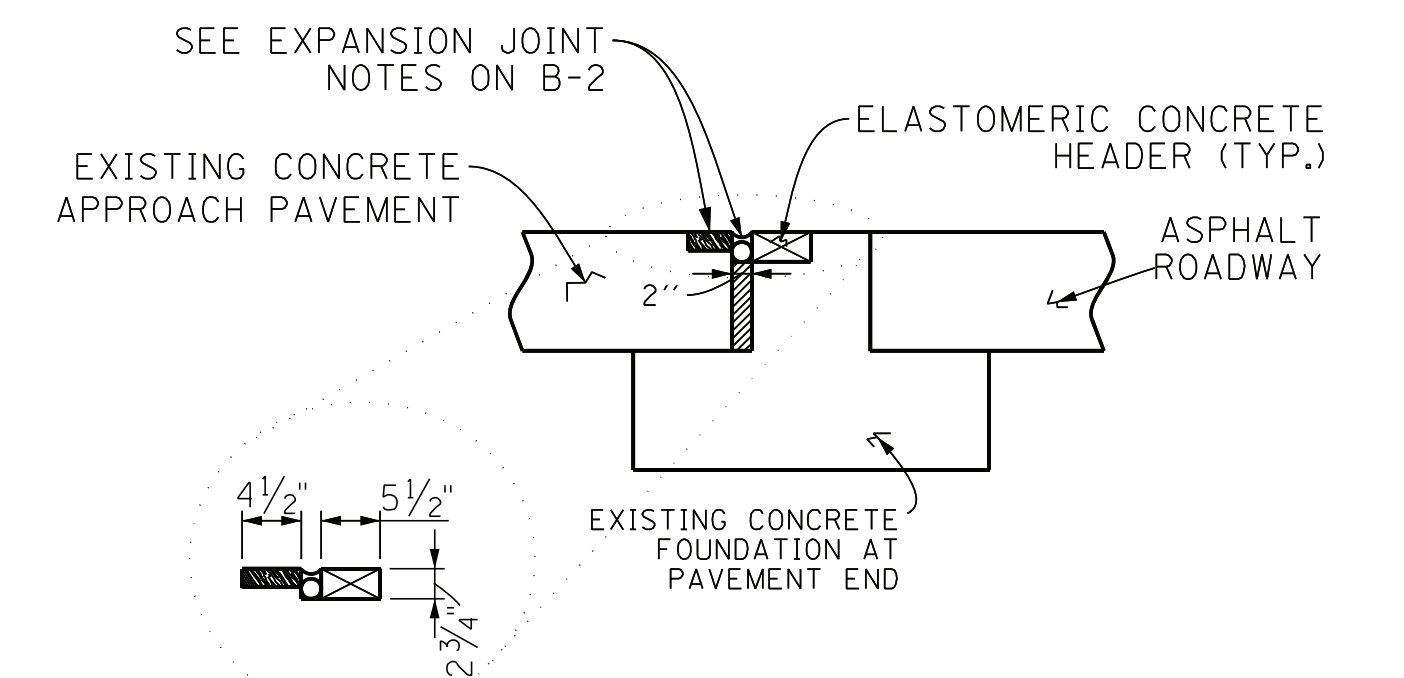
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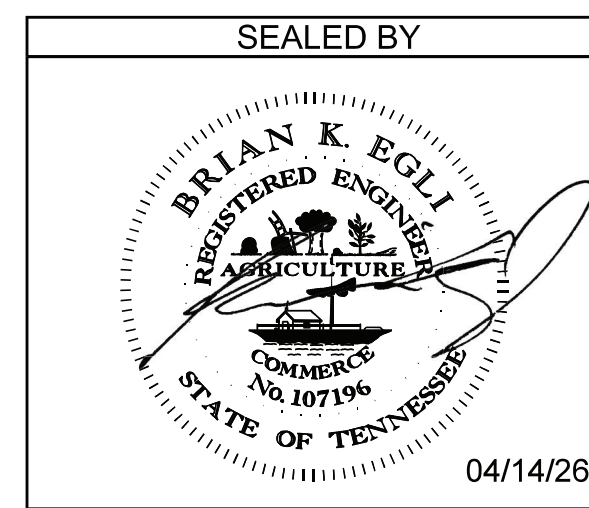
PHASE I CONSTRUCTION  
LOOKING AHEAD ON SURVEY  
BRIDGE ID NO. 23SR0200019



PHASE II CONSTRUCTION  
LOOKING AHEAD ON SURVEY  
BRIDGE ID NO. 23SR0200019



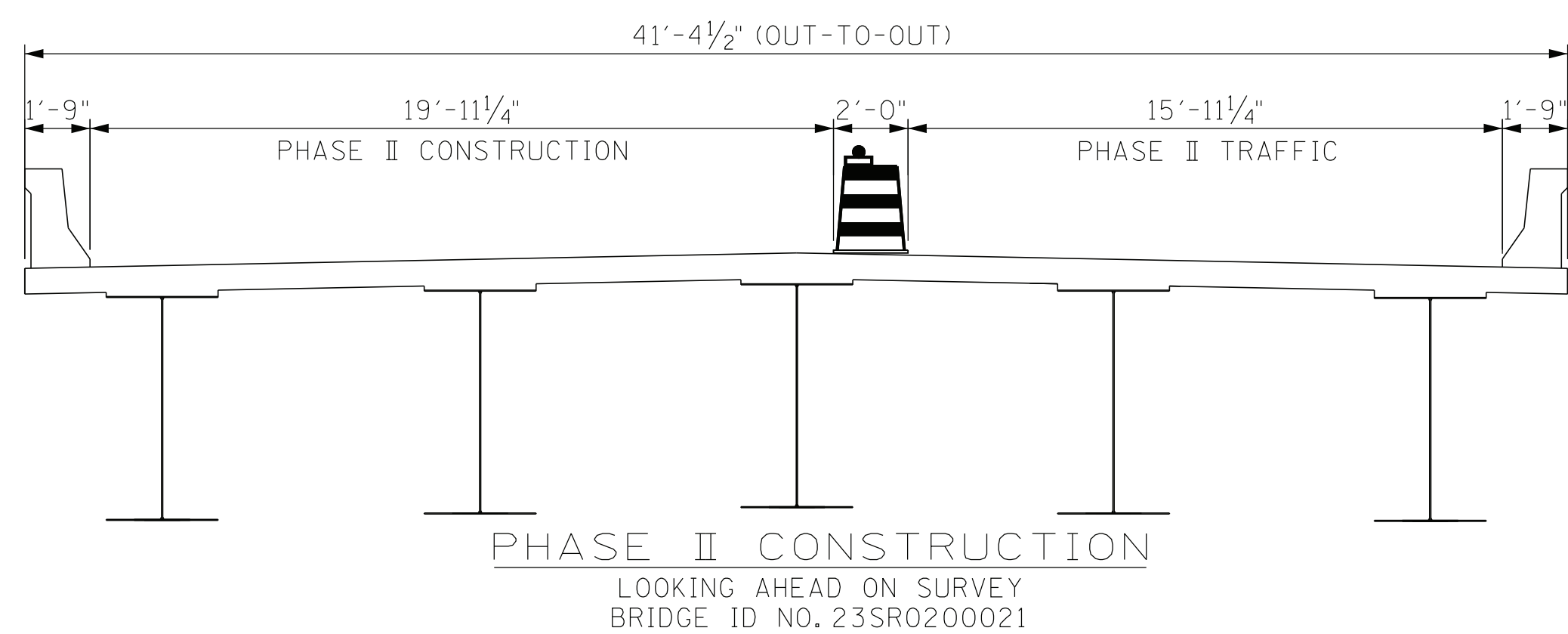
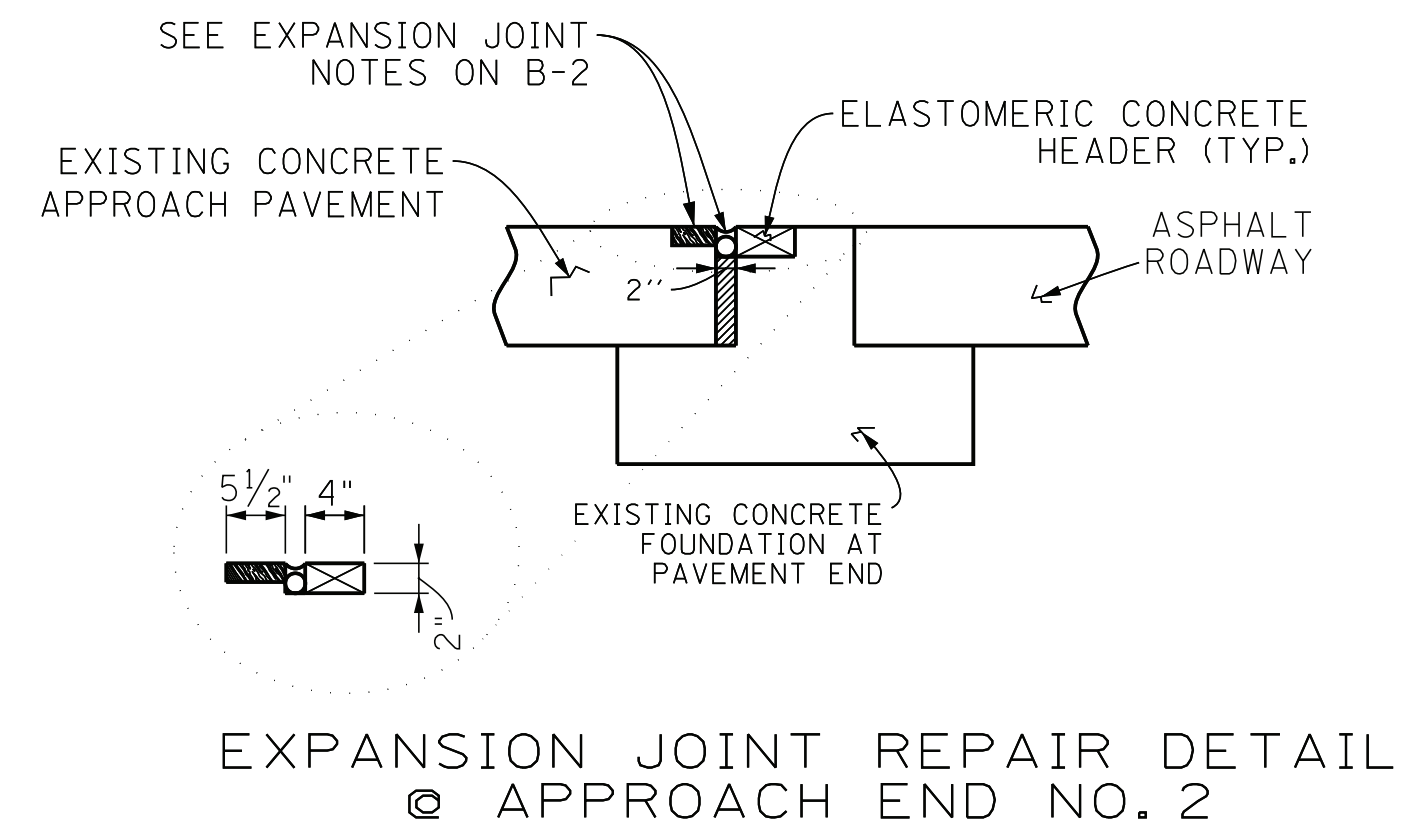
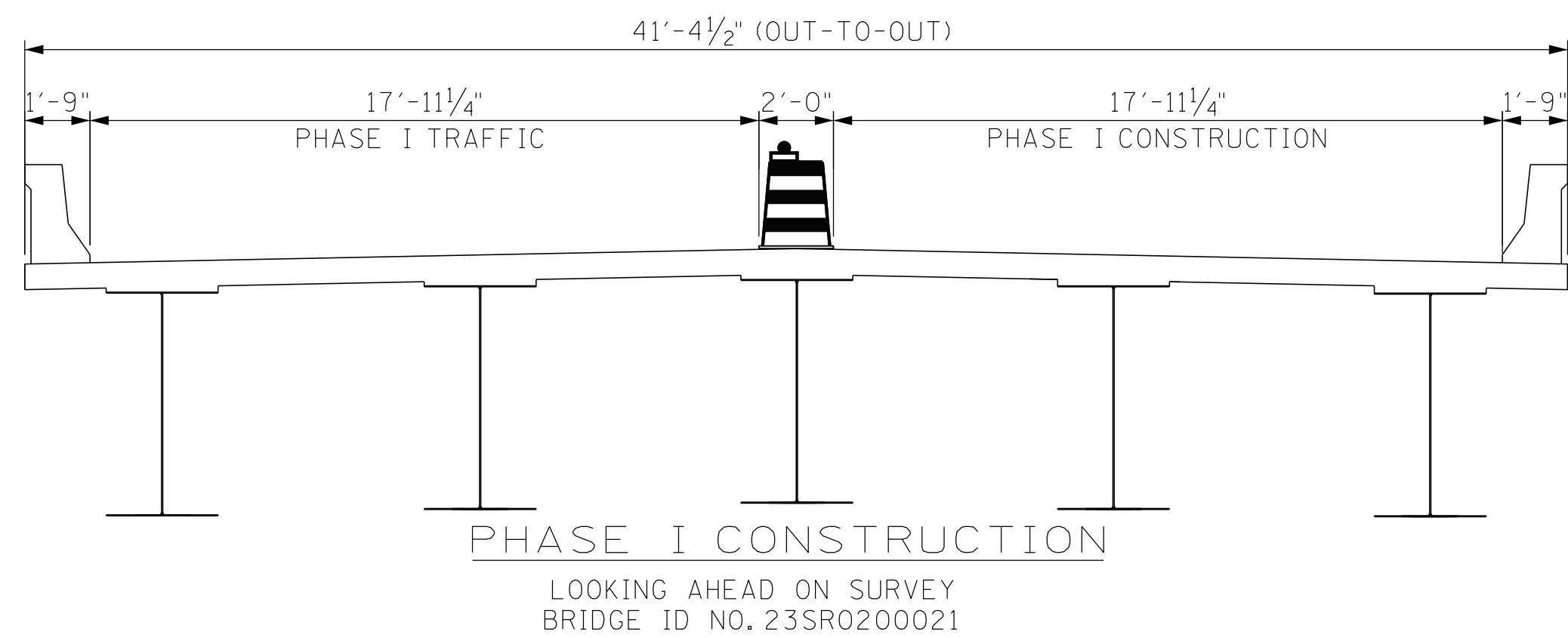
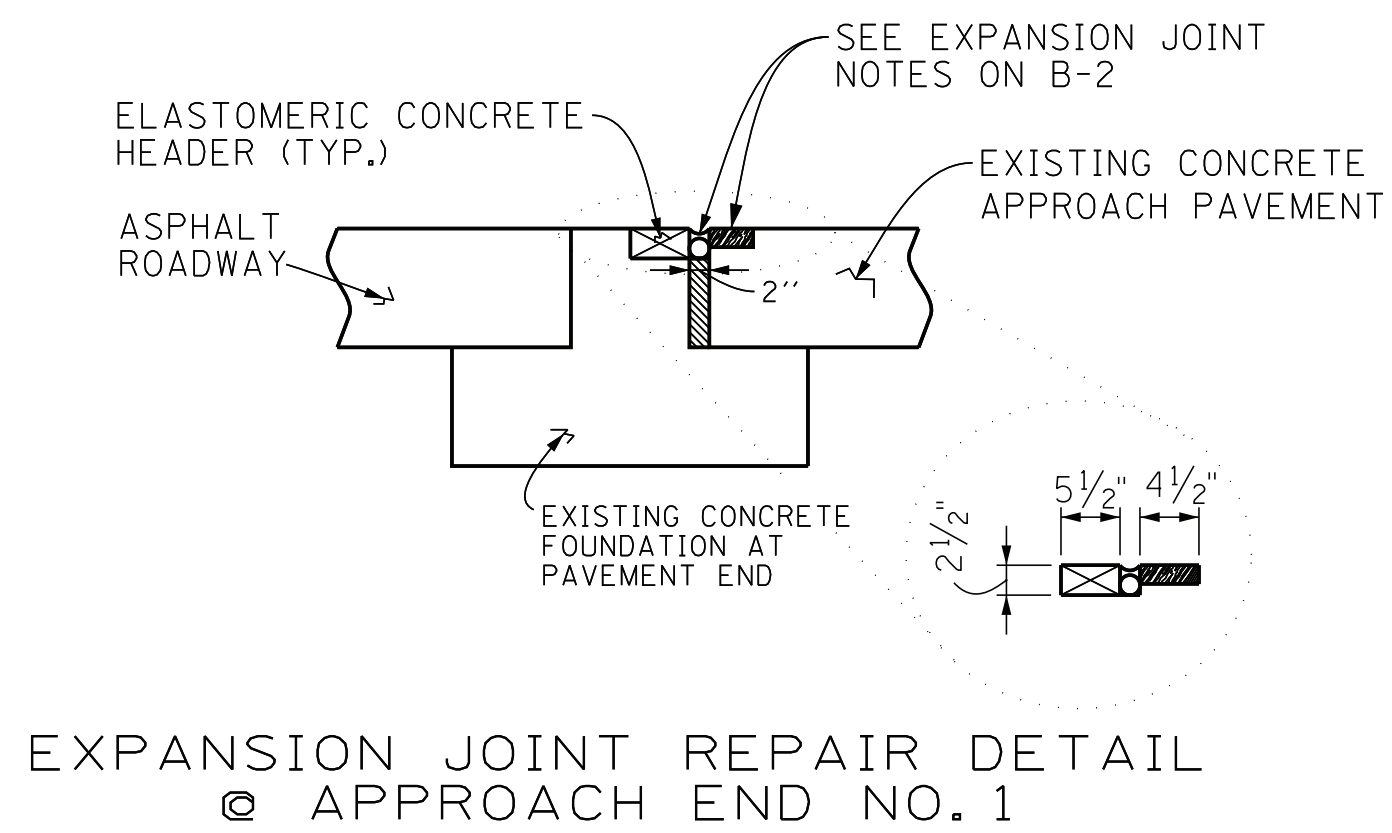
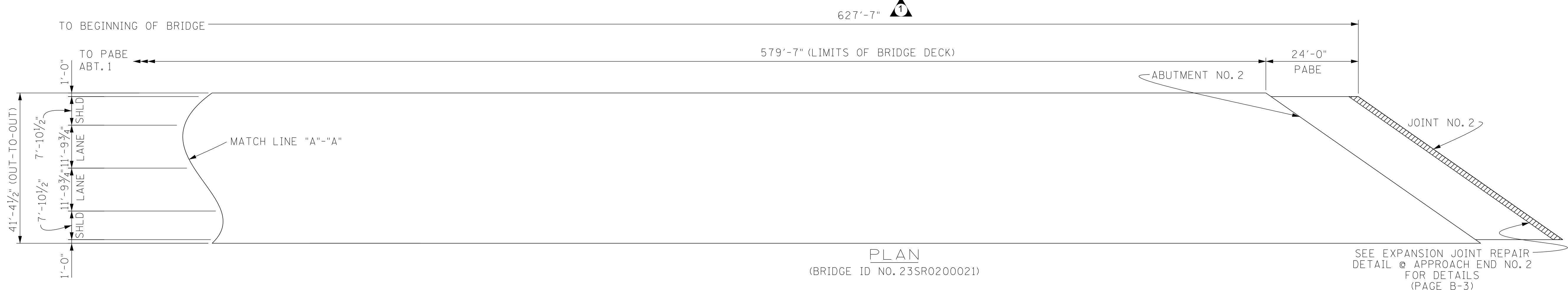
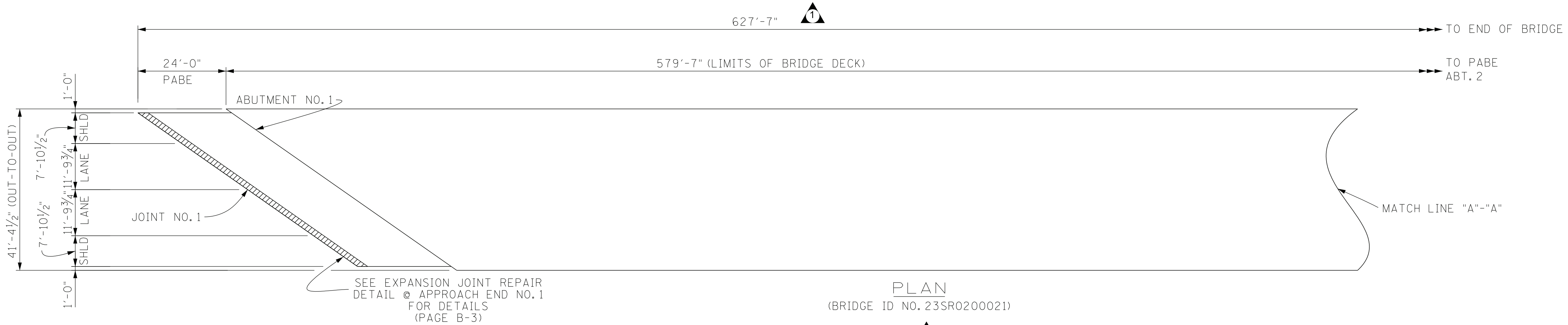
EXPANSION JOINT REPAIR DETAIL  
@ APPROACH END NO. 2



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW,  
PHASE CONSTRUCTION,  
23-SR210-3.50  
OVER CNIC  
BR. NO. 23SR0200019  
DYER COUNTY  
2026

PIN NO.: 132501.00  
DESIGN BY: TRENT JOHNSTON DATE: 10/25  
DRAWN BY: K. MARTINKO DATE: 10/25  
SUPERVISED BY: K. MARTINKO DATE: 10/25  
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-7	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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-	-	-	-
-	-	-	-
-	-	-	-



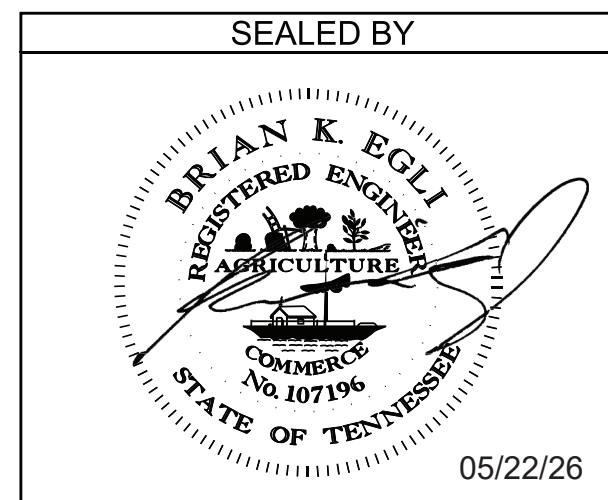
PIN NO.: 132501.00

DESIGN BY: TRENT JOHNSTON DATE: 10/25

DRAWN BY: TRENT JOHNSTON DATE: 10/25

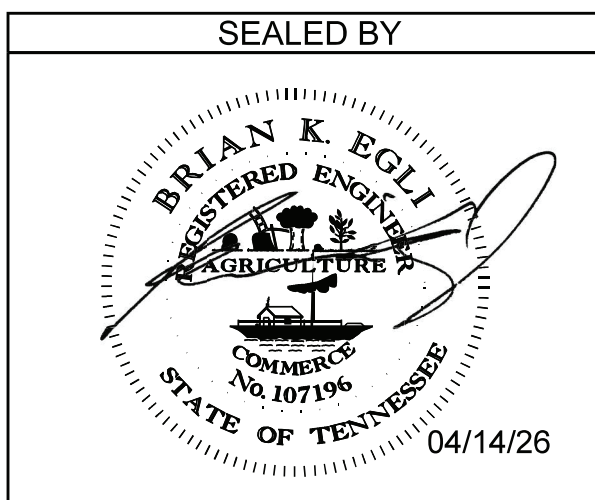
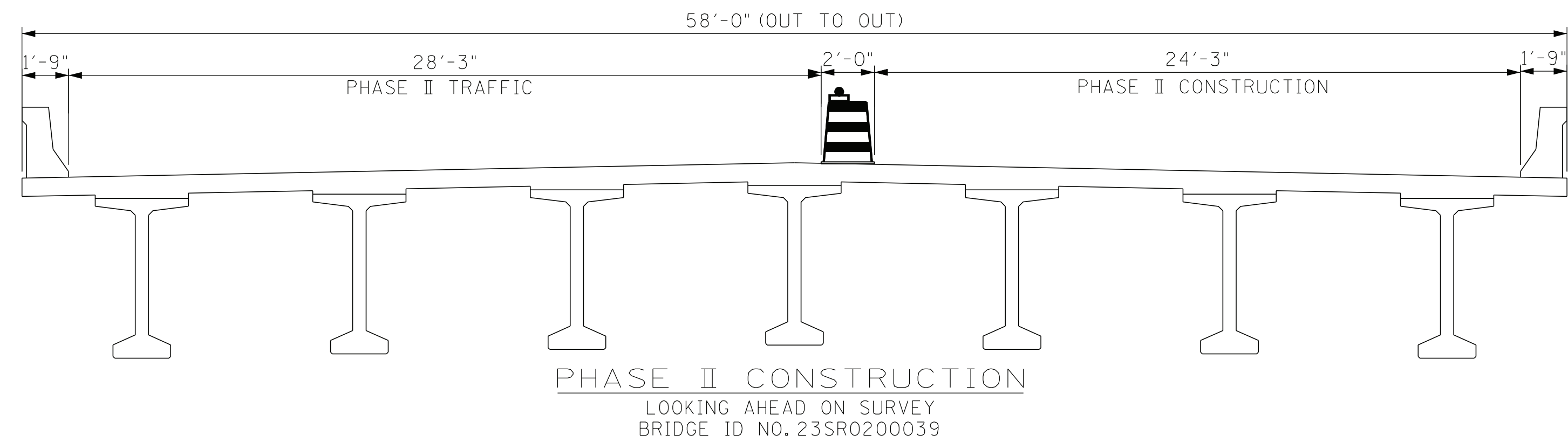
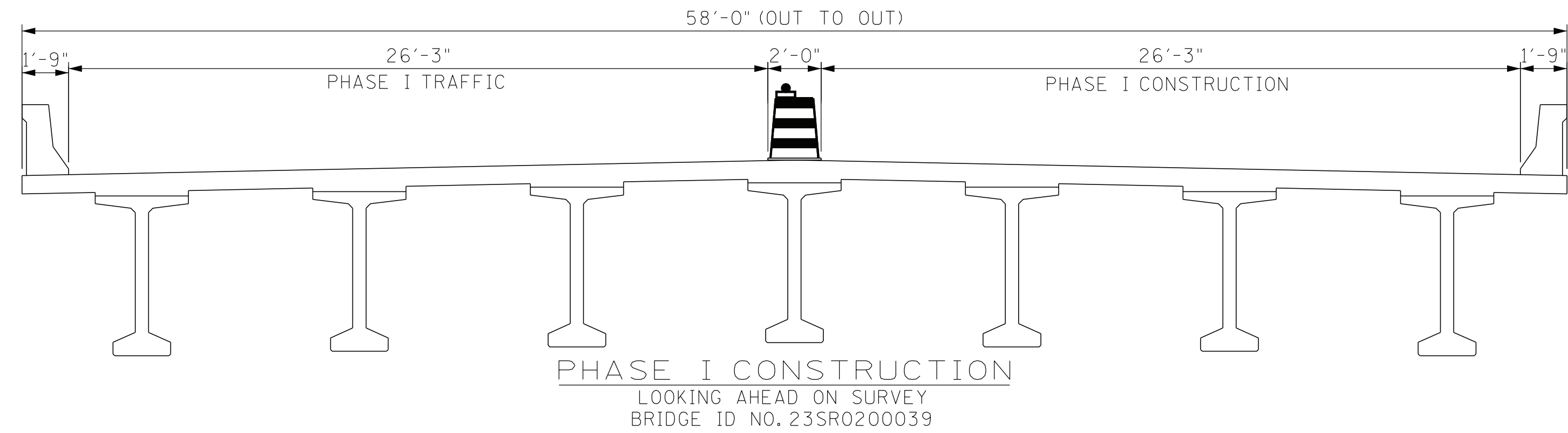
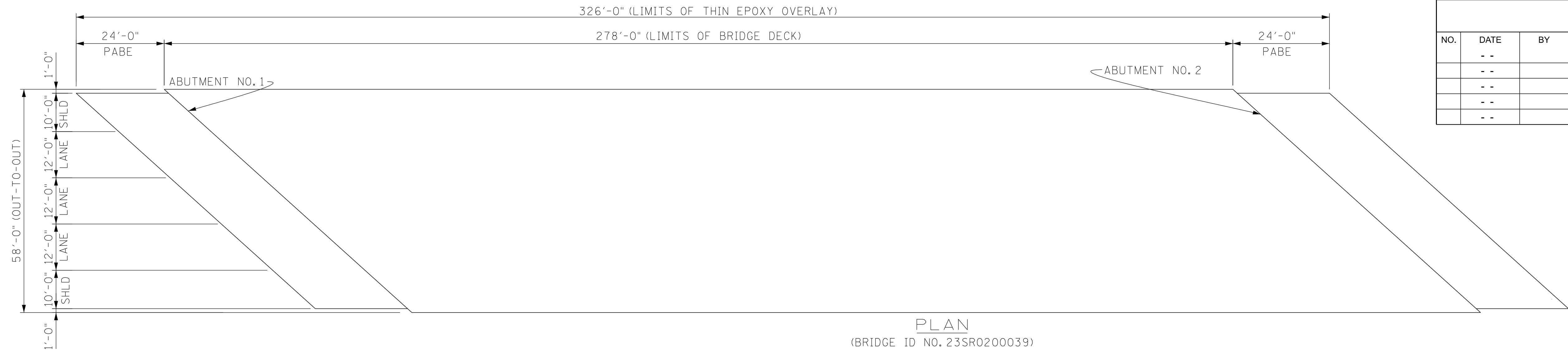
SUPERVISED BY: K. MARTINKO DATE: 10/25

CHECKED BY: DATE:



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW,  
PHASE CONSTRUCTION,  
23-SR210-4.75  
OVER POND CREEK  
BR. NO. 23SR0200021  
DYER COUNTY  
2026

PROJECT NO.	YEAR	SHEET NO.	
23S210-M3-003	2026	B-8	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 PLAN VIEW,  
 PHASE CONSTRUCTION,  
 23-SR210-6.69  
 OVER SR-20  
 BR. NO. 23SR0200039  
 DYER COUNTY  
 2026

PIN NO.: 132501.00  
 DESIGN BY: TRENT JOHNSTON DATE: 10/25  
 DRAWN BY: K. MARTINKO DATE: 10/25  
 SUPERVISED BY: DATE: 10/25  
 CHECKED BY: DATE:



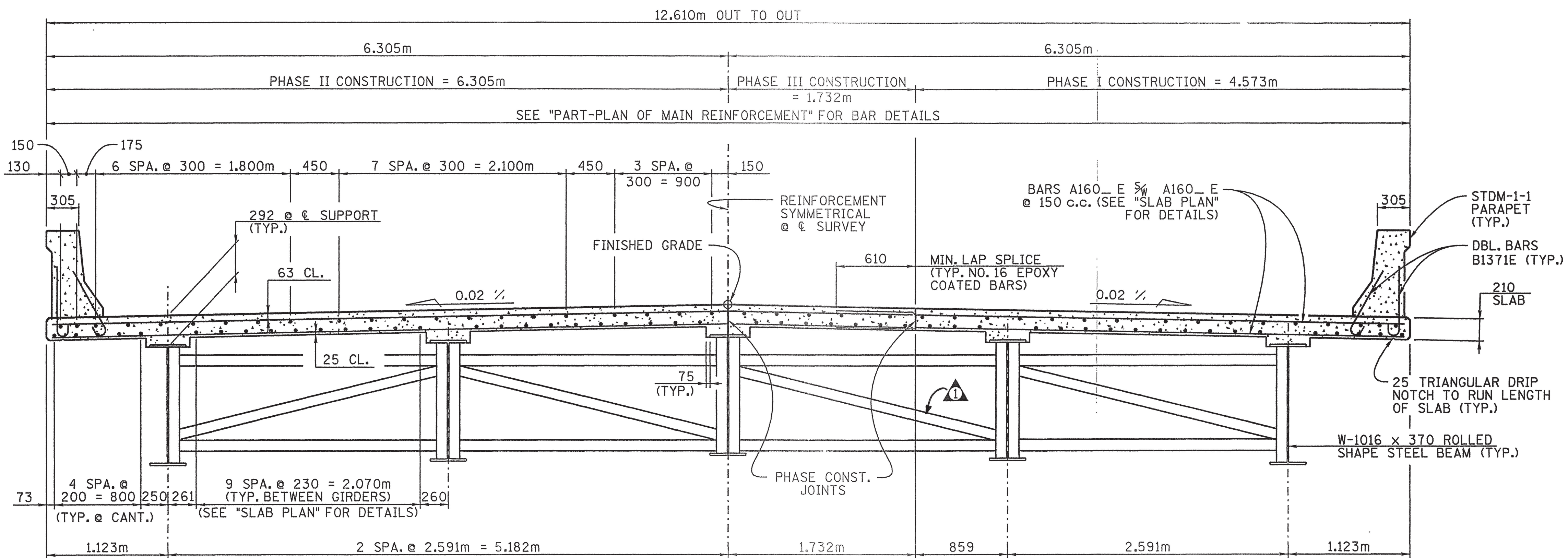




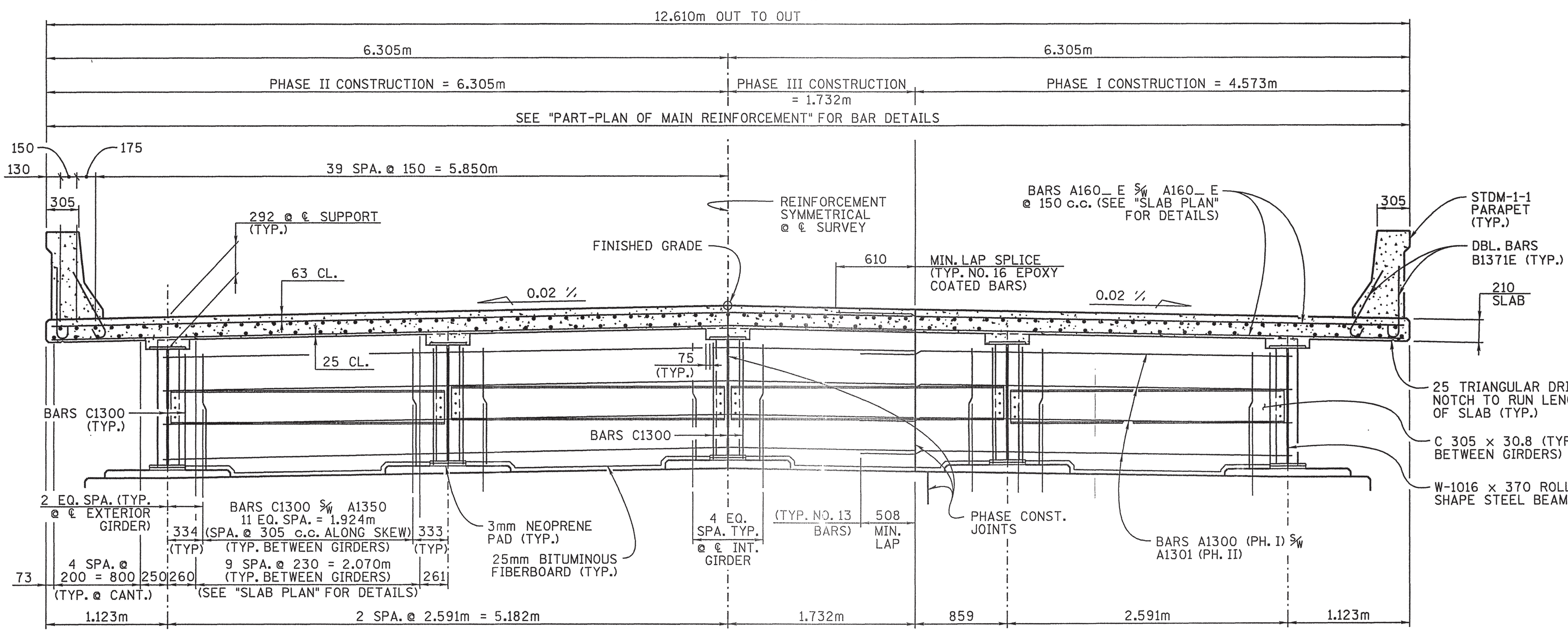




CONST. NO. 23210-3209-94			
PROJECT NO.	YEAR	SHEET NO.	
BR-STP-210(6)	2003		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	04-16-04	DWW	ADDED L 76 x 76 x 8.



TYPICAL CROSS SECTION AT MID-SPAN  
(LOOKING FORWARD ON SURVEY)



TYPICAL CROSS SECTION AT BENT  
(LOOKING FORWARD ON SURVEY)  
(ALSO SEE DWG. NO. M-442-28 FOR DIAPHRAGM DETAILS)

NOTE: THE CONTRACTOR SHALL OFFSET ANY REINFORCEMENT NECESSARY TO MAINTAIN A 50mm MINIMUM CLEARANCE FROM THE PHASE CONSTRUCTION JOINT.

THE CONCRETE DECK SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING COMPLETE. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR GIRDER FROM TWISTING. NO PORTION OF THE CURB OR PARAPET SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE, UNLESS REQUIRED BY STAGE CONSTRUCTION.

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

APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

IDENTITY OF MAIN MATERIALS: SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.

STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M270 (ASTM A709) GRADE 345 UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS. ZONE 2 OF ON-FRACTURE CRITICAL CRITERIA SHALL APPLY.

WELDING: ANSI/AASHTO/AWS D1.5-95 BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.

FIELD CONNECTIONS: SHALL BE 22mm Ø HIGH TENSILE STRENGTH BOLTS ASTM-A325 UNLESS OTHERWISE SHOWN. SEE AASHTO SPECIFICATIONS ART.11.3.2 DIVISION II AND SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE BOLTED FIELD SPLICE MAY BE REPLACED WITH A FULL PENETRATION BUTT WELDED SHOP SPLICE IN ACCORDANCE WITH ANSI/AASHTO/AWS D 1.5. ALSO, THE BOLTED FIELD SPLICE MAY BE REPLACED WITH SHOP WELDED FLANGE SPLICES AND A SHOP BOLTED WEB SPLICE, AT NO ADDITIONAL COST TO THE PROJECT.

THE FIELD SPLICES AS DETAILED ON THE CONTRACT PLANS OR THE SHOP SPLICES MAY BE RELOCATED SUBJECT TO THE APPROVAL OF THE ENGINEER AT NO ADDITIONAL COST TO THE PROJECT. FIELD WELDED SPLICES WILL NOT BE ALLOWED.

THE CONTRACTOR MAY SUBSTITUTE A WELDED PLATE GIRDER HAVING THE SAME OR GREATER FLANGE AND WEB DIMENSIONS, AND THE SAME DEPTH AND MINIMUM MOMENT OF INERTIA AS THE ROLLED BEAM, INCLUDING COVER PLATES, AT NO ADDITIONAL COST TO THE PROJECT.

ROLLED SHAPE BEAMS SHALL BE ERECTED SO THAT THE NATURAL CAMBER IS UPWARD. THE CONCRETE HAUNCH DIMENSION WILL VARY DEPENDING ON THE DEAD LOAD DEFLECTION OF THE BEAM, HOWEVER, A MINIMUM FILLER OF 38mm MUST BE MAINTAINED THROUGHOUT THE BEAM.

ESTIMATED QUANTITIES		
CLASS "D" CONCRETE (BRIDGE DECK)	STEEL BAR REINFORCEMENT (BRIDGES) (KGS.)	EPOXY COATED REINFORCING STEEL (KGS.)
M <sup>3</sup>		
516	1346	88163

DESIGNED BY D. WILHITE DATE 05-01  
 DRAWN BY (DWW) / J. O'REE DATE 09-02  
 SUPERVISED BY R.L.H. / T.E.T. DATE 09-02  
 CHECKED BY D. WILHITE DATE 10-02

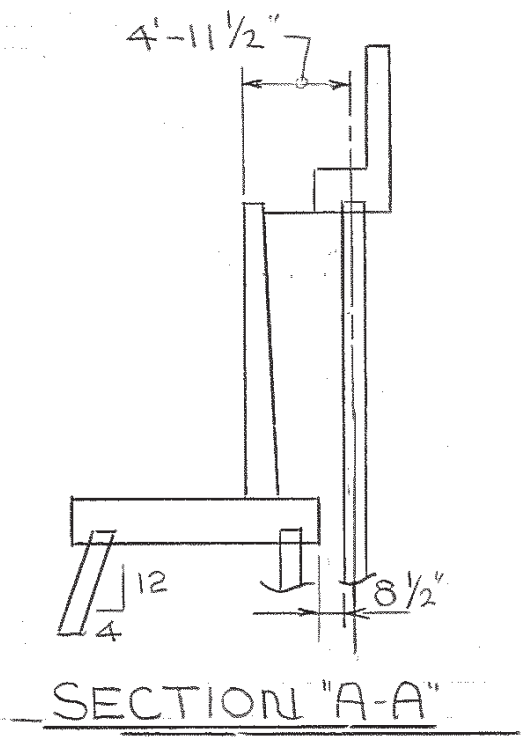
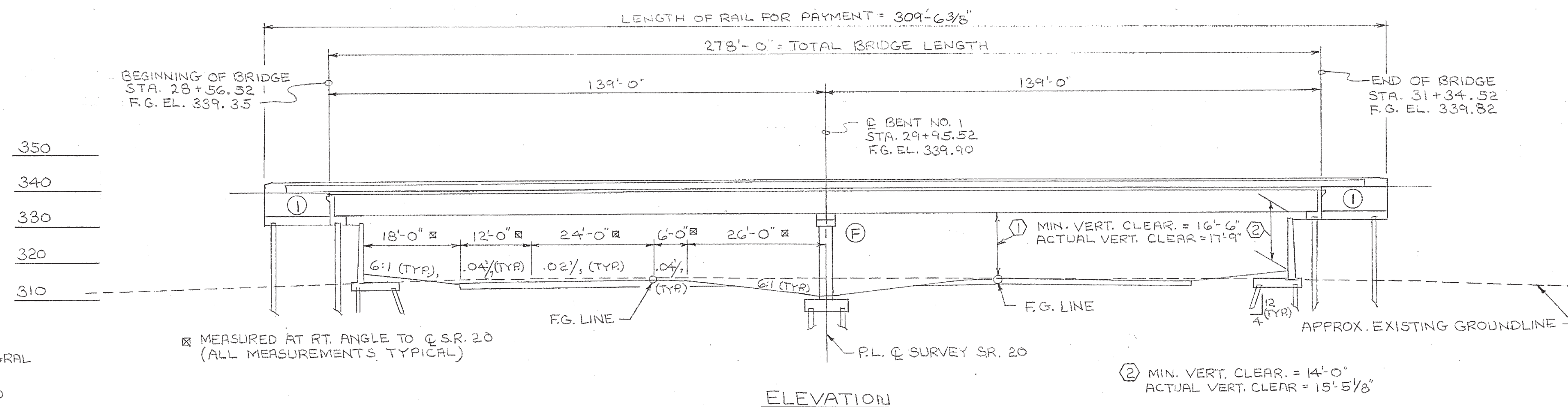
THOMAS E. TOLLEY  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF TENNESSEE  
 7-20-04  
 CORRECT Edward P. Wasserman  
 ENGINEER OF STRUCTURES

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 SUPERSTRUCTURE  
 STATE ROUTE 210  
 OVER  
 POND CREEK  
 STA. 3+022.250  
 LOG MILE 4.81  
 DYER COUNTY  
 2003

PROJECT NO.	YEAR	SHEET NO.
SP	1992	

REVISIONS				
NO.	DATE	BY	REV. DATES	BRIEF DESCRIPTION
1	4-28-92	JEP	REV. DATES	
2	4-30-93	JHW	REV. DATES	
3	8-4-93	AEP	REV. DATES	

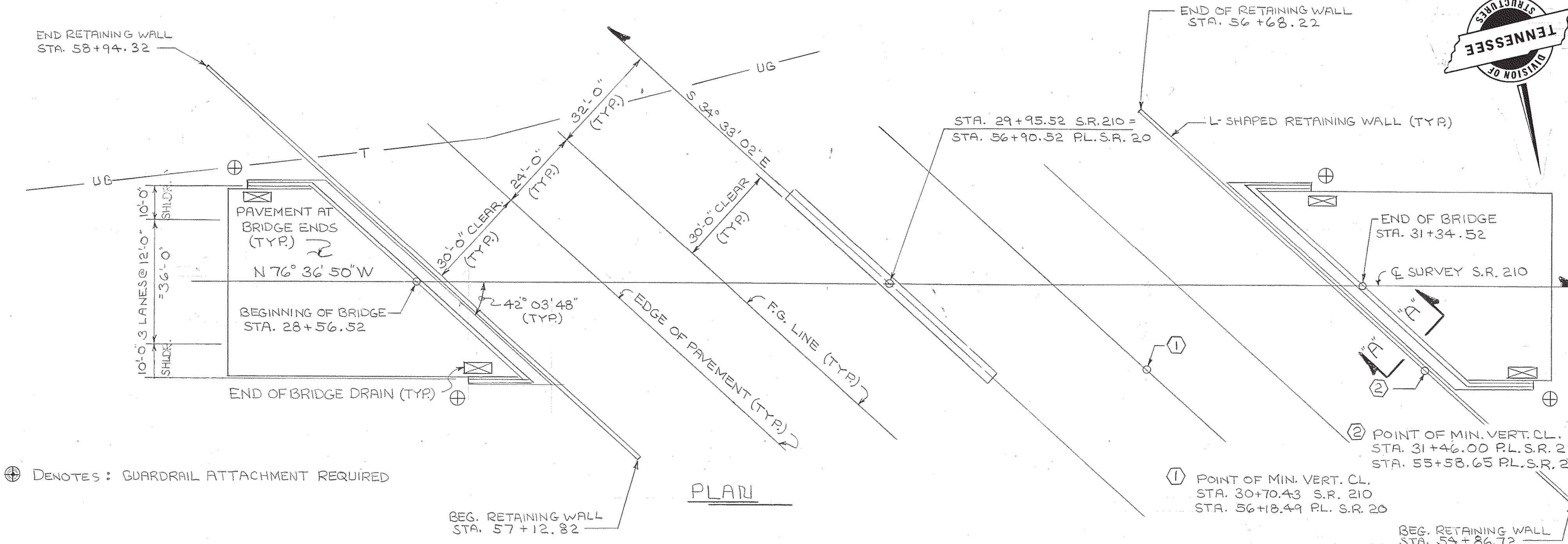


① = INTEGRAL  
 ② = FIXED

① MEASURED AT RT. ANGLE TO C.S.R. 20  
 (ALL MEASUREMENTS TYPICAL)

ELEVATION

TITLE	DRAWING No.	LATEST REV. DATE
LAYOUT	M-267-82	8-04-93
GENERAL NOTES AND ESTIMATED QUANTITIES	M-267-83	8-04-93
FOUNDATION DATA	M-267-84	4-30-93
SUPERSTRUCTURE	M-267-85	8-04-93
SUPERSTRUCTURE DETAILS	M-267-86	
PRESTRESSED BULB-TEE BEAMS	M-267-87	
ABUTMENTS 1 AND 2	M-267-88	
ABUTMENTS 1 AND 2 (DETAILS)	M-267-89	
BENT No. 1	M-267-90	
BILL OF STEEL	M-267-91	8-04-93
RETAINING WALLS AT ABUTMENTS	M-260-84	4-30-93
RETAINING WALLS AT ABUTMENTS	M-260-85	



⊕ DENOTES: GUARDRAIL ATTACHMENT REQUIRED

PLAN

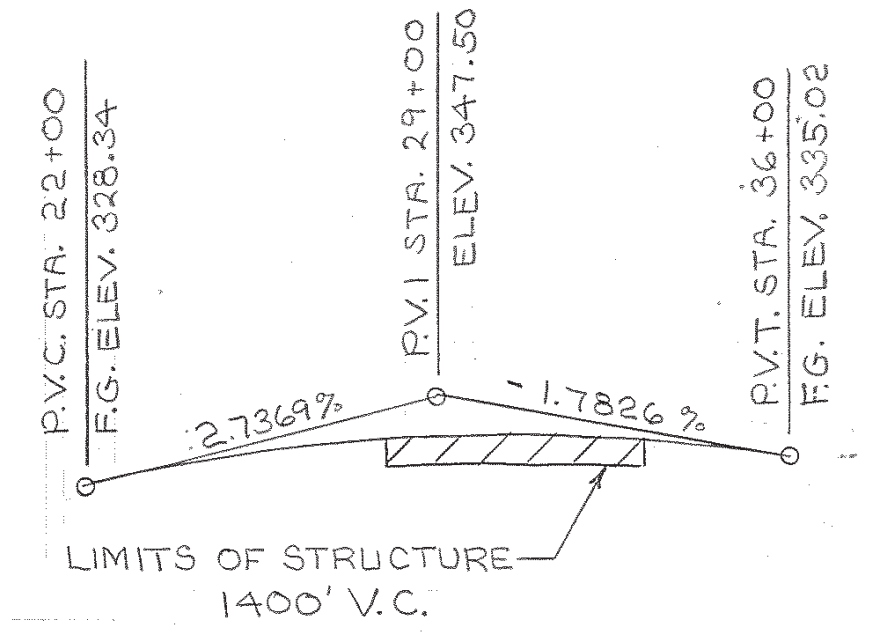
TITLE	DRAWING No.	LATEST REV. DATE
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	9-01-91
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-3	12-16-91
* BRIDGE RAILING CONCRETE PARAPET	STD-1-1	11-05-91
* STANDARD PILE DETAILS	STD-5-1	9-01-91
MISC. ABUTMENT AND DRAINAGE DETAILS	STD-10-1	9-18-91
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS, DESIGN CRITERIA	STD-4-1	9-01-91
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS, GENERAL DETAILS	STD-4-2	9-01-91
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-3	9-01-91
STD. SEISMIC DETAILS	STD-6-1	9-01-91
BRIDGE END DRAIN DETAILS	STD-1-4	12-16-91
* BRIDGE END DRAIN DETAILS	STD-1-5	12-16-91
* BRIDGE END DRAIN DETAILS	STD-1-6	12-16-91

LIST OF SPECIAL PROVISIONS

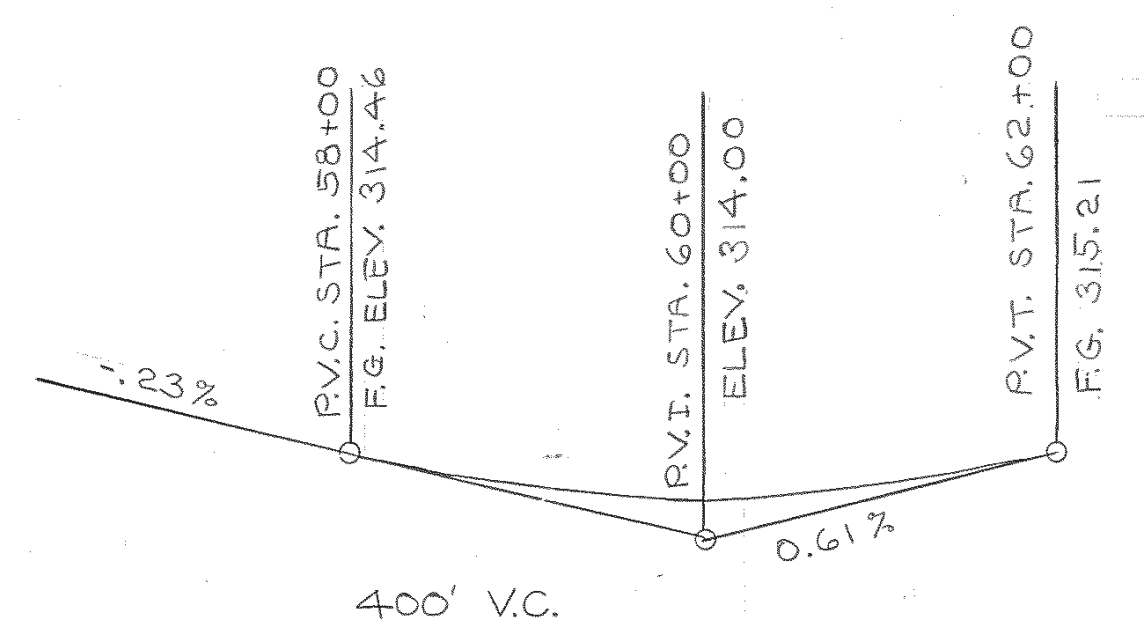
TITLE	DRAWING No.	LATEST REV. DATE
APPROVAL OF SHOP DRAWINGS	105A	7-21-87
CONCRETE STRUCTURES	604	12-16-91
CONTRACTOR MIX, DESIGN AND TESTING STRUCTURAL CONCRETE	604CX	12-16-91
PRECAST, PRESTRESSED BRIDGE DECK PANELS	604P	12-16-91
RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604R	3-20-92
EPOXY COATED REINFORCING STEEL	907A	3-25-85
REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION MARCH 1, 1981	100	3-20-92
PRECAST, PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-16-91

\* DENOTES - DRAWING TO BE PRINTED WITH PLANS.

2012 ADT = 10,630 V = 60 M.P.H.  
 (1) 56'-0" ROADWAY WITH STD-1-1 BRIDGE RAIL



GRADE SKETCH - S.R. 210



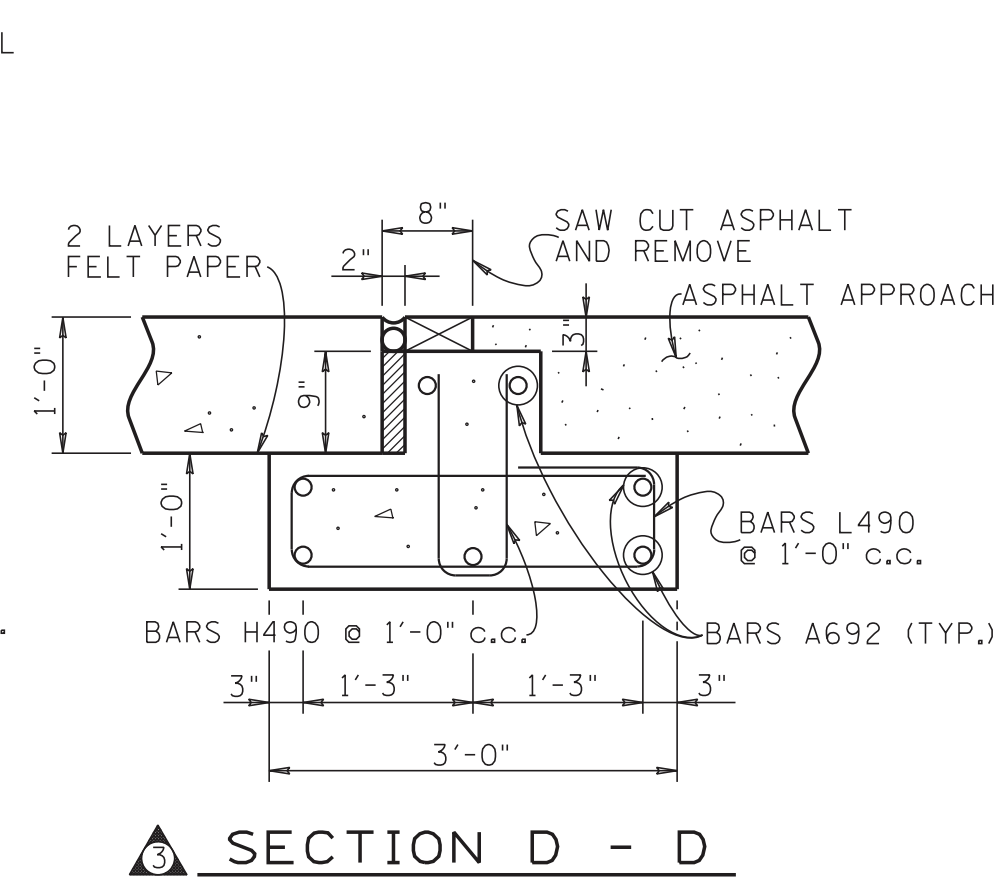
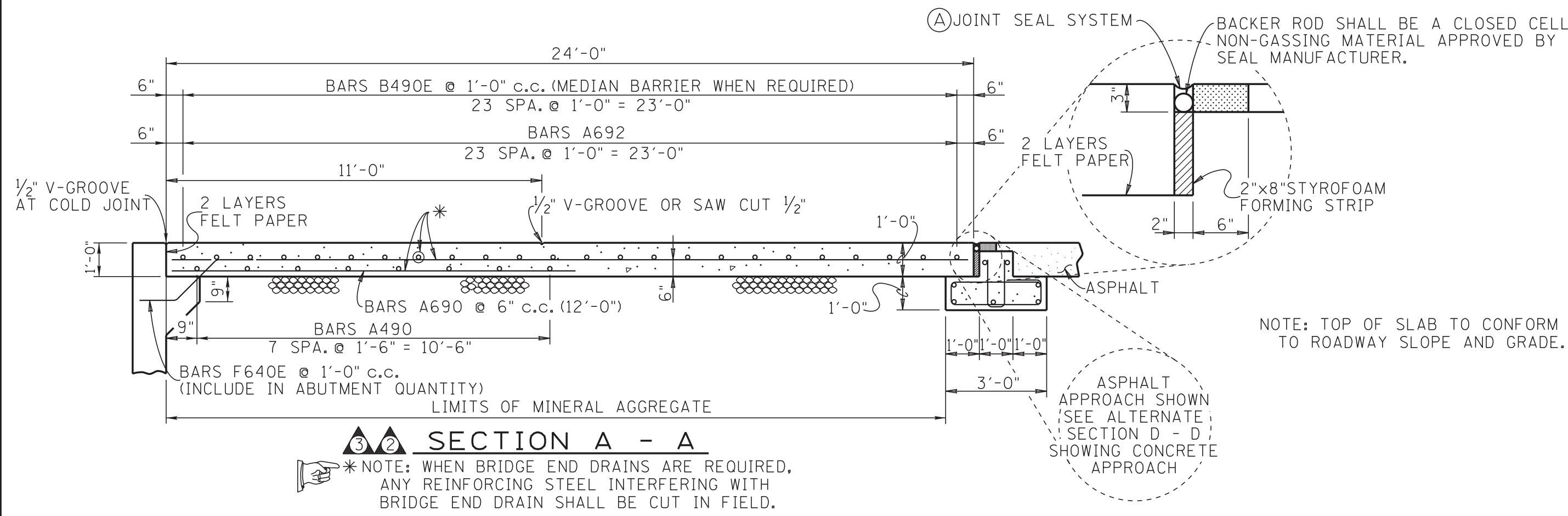
GRADE SKETCH S.R. 20

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

LAYOUT  
 STATE ROUTE 210 OVER  
 STATE ROUTE 20  
 BRIDGE I.D. NO. 23SR0200039  
 STATION 29+95.52  
 DYER COUNTY  
 1992

CORRECT *Edward P. W...*  
 ENGINEER OF STRUCTURES





**BILL OF STEEL**

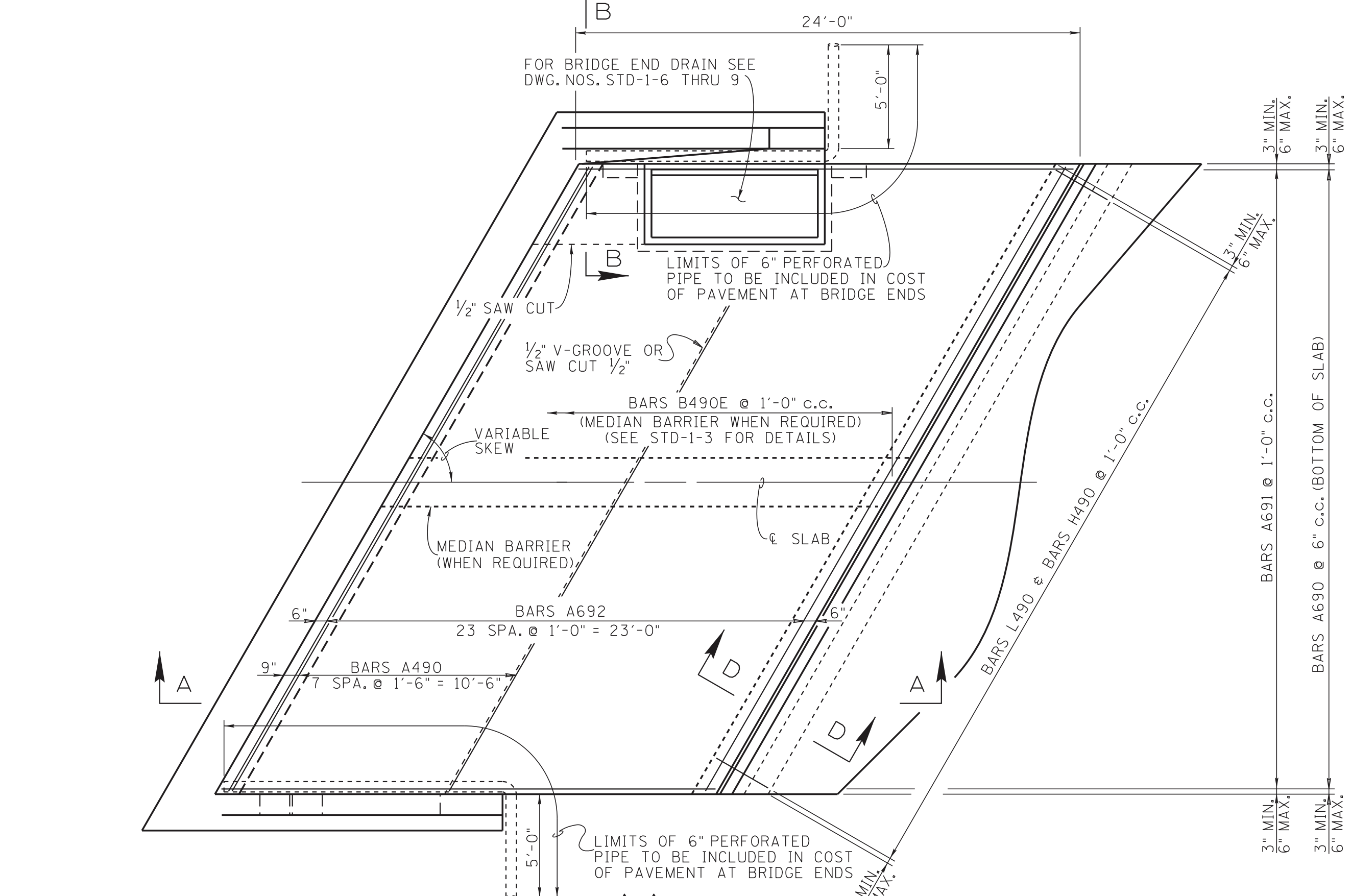
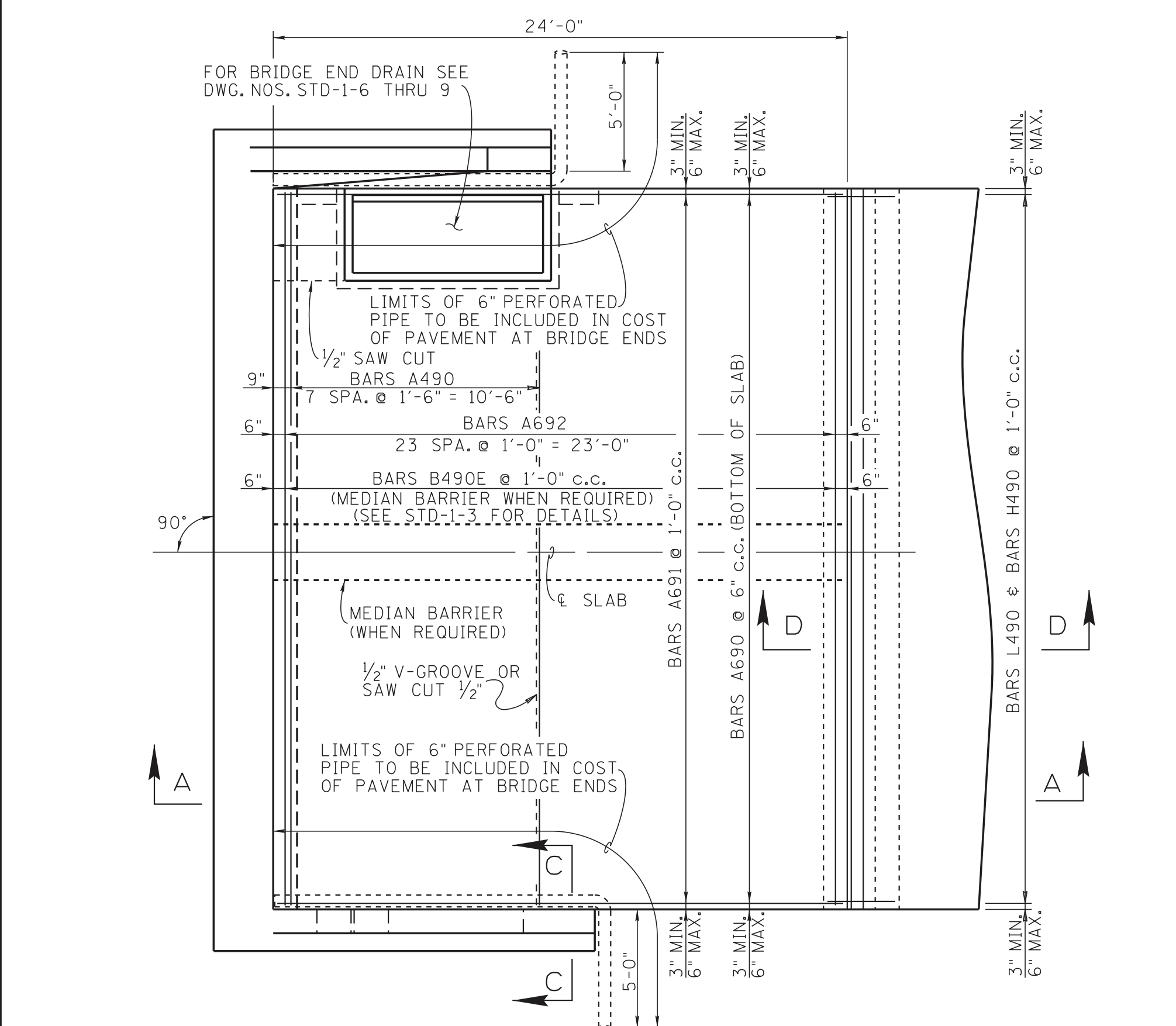
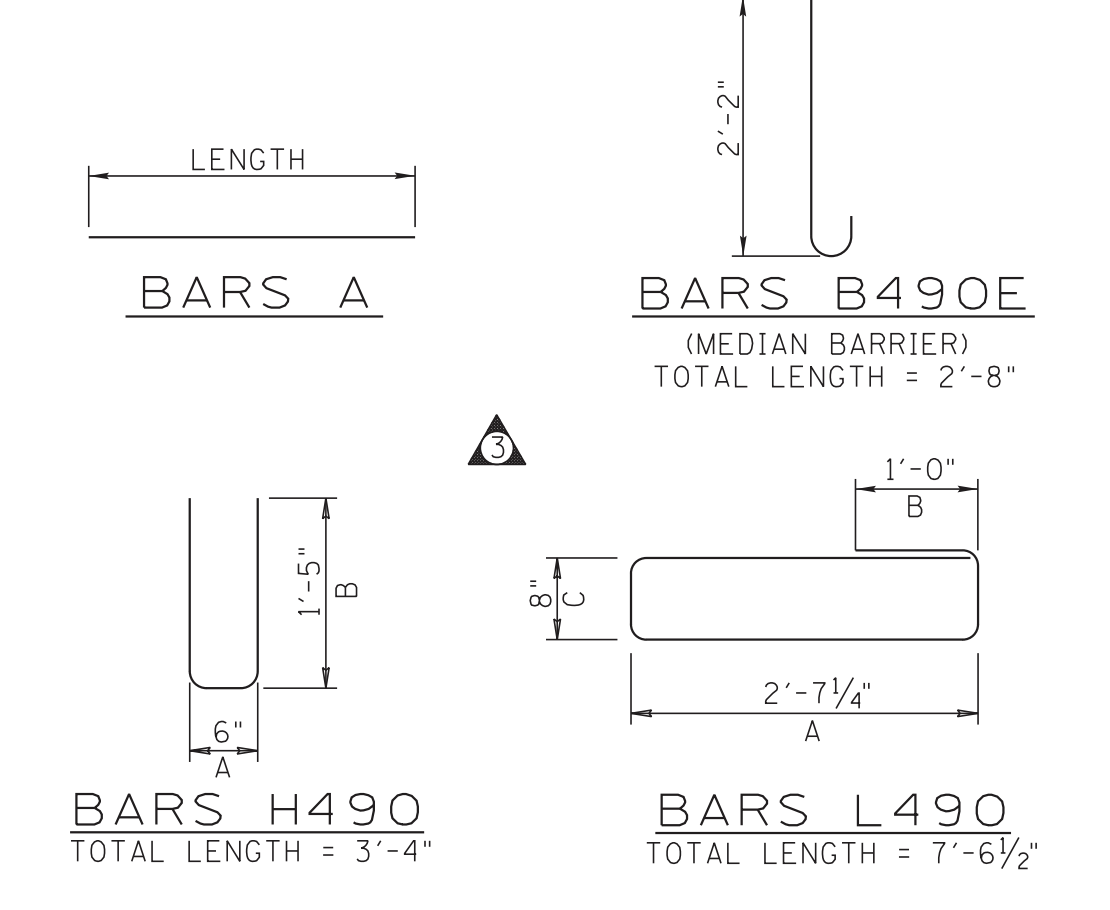
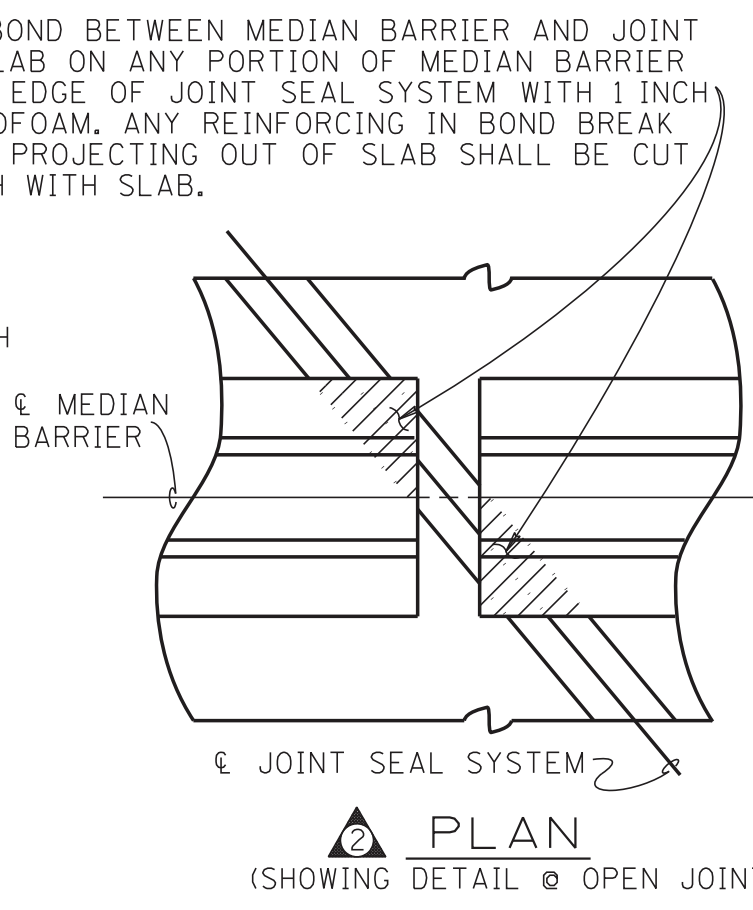
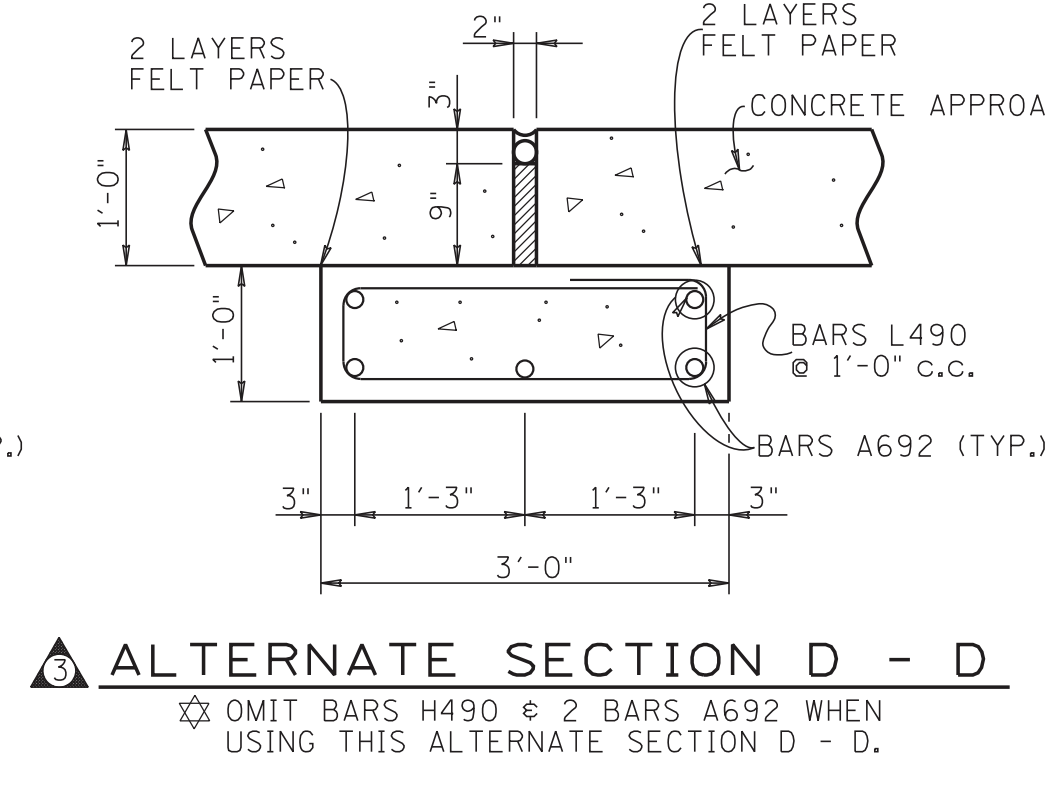
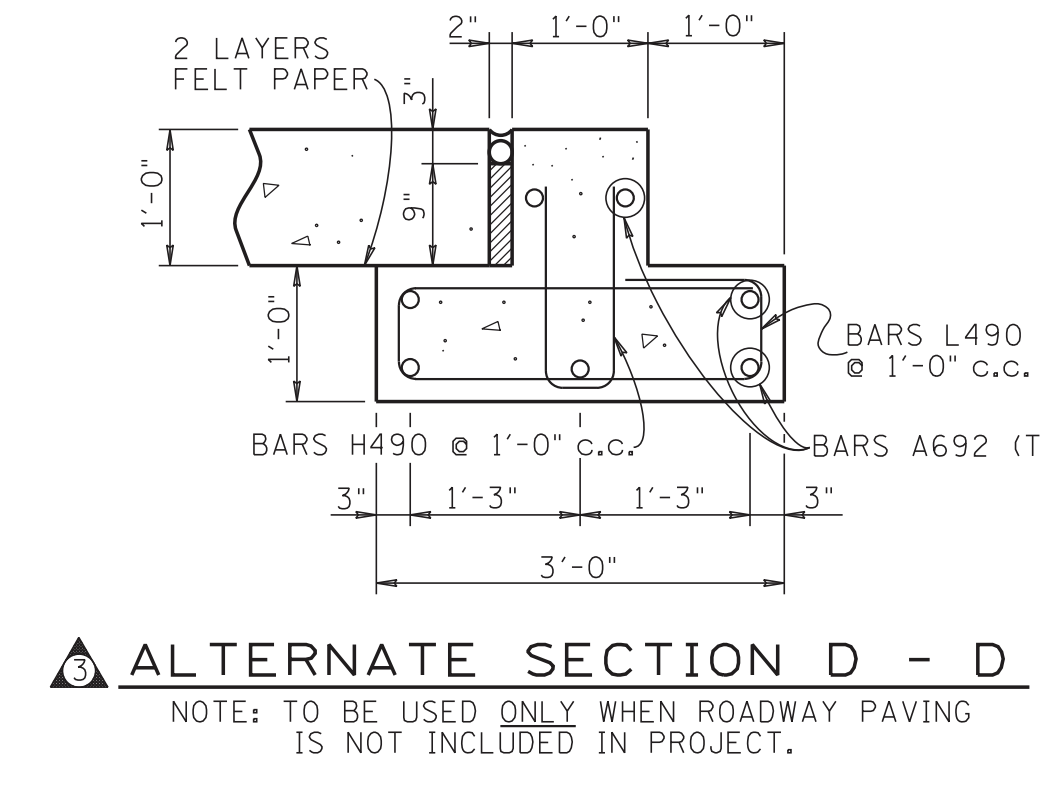
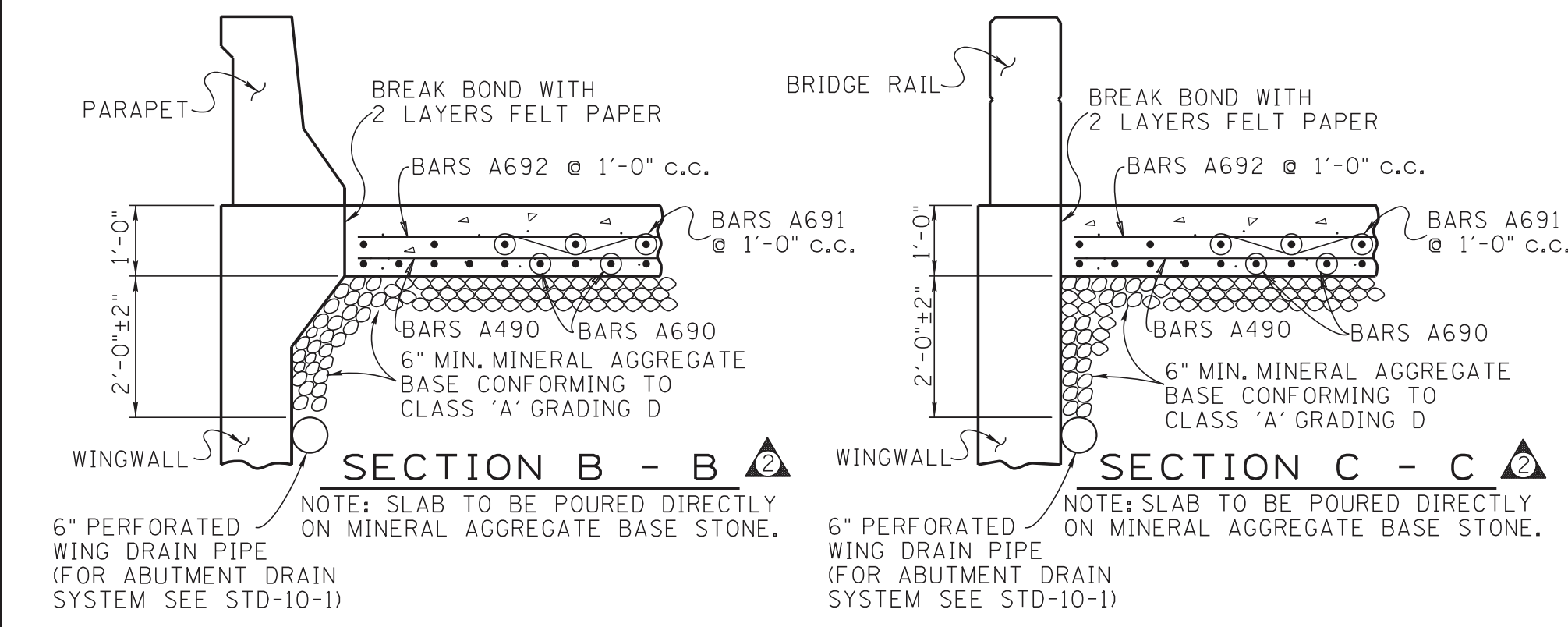
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					△
A690	SLAB	6	△					12'-0"
A691	SLAB	6	△					23'-8"
A692	SLAB	6	31					△
H490	FOOTING	4	△	6"	1'-4"			3'-4"
L490	FOOTING	4	△	2'-7 1/4"	1'-0"	8"		7'-6 1/2"

△ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-1-95	CMH	GENERAL REVISION REDESIGN
2	12-18-95	CMH	ADDED BARS A490 AND JOINT DETAIL
3	4-28-97	CMH	REVISED JOINT DETAILS AND NOTE
4	9-6-99	CMH	REVISED JOINT NOTE



**NOTES**

- QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), BACKER ROD, JOINT SEALER, ELASTOMERIC CONCRETE, STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-1-6.
- COST OF MINERAL AGGREGATE CLASS A GRADING D BASE QUANTITY SHALL BE INCLUDED IN COST OF PAVEMENT AT BRIDGE ENDS. CLASS B GRADING C OR D MAY ALSO BE USED.

**GENERAL NOTES**

CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).

NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.

NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), SO AS TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

**JOINT SEAL SYSTEM:** THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER.

DESIGNED BY: C.M. HILES  
 DRAWN BY: KIM FRANKENFIELD  
 SUPERVISED BY: C.M. HILES  
 CHECKED BY: \_\_\_\_\_

DATE: 4-95  
 DATE: 4-95  
 DATE: \_\_\_\_\_

CORRECT *Edward P. Wasserman*  
 ENGINEER OF STRUCTURES

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE  
 PAVEMENT AT BRIDGE ENDS  
 1995

SHEET 5 OF 13  
 STD-1-5