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TENESSEE DEPARTMENT OF TRANSPORTATION 6601 CENTENNIAL BLVD. NASHVILLE, TN 37243 MATT MCKAY, P.E. NO.120464

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 AND STANDARD DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY AND TABULATED QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A
GENERAL NOTES	2B
SPECIAL NOTES	2C
ENVIRONMENTAL NOTES	2D,2D1

YEAR	PROJECT NO.	SHEET NO.
2025	NH-99(76)	ROADWAY-SIGN1

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEETS



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Matthew McKay

Digitally signed by Matthew McKay

Date: 2025.05.22 14:38:16-05'00'

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TENESSEE DEPARTMENT OF TRANSPORTATION 6601 CENTENNIAL BLVD. NASHVILLE, TN 37243 MATT MCKAY, P.E. NO.120464

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SHEET NAME	
------------	--

SHEET NO.

YEAR	PROJECT NO.	SHEET NO.
2025	NH-99(76)	ROADWAY-SIGN2

REV. 5-22-25: ADDED SHEET TO THE PLAN.

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEETS

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

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

	TENN.	YEAR	SHEET NO.
$\frac{1}{2}$	I CININ.	2025	1
+	FED. AID PROJ. NO.	NH-99(76)	
	STATE PROJ. NO.	51S099-M3-005	
	STATE PROJ. NO.	51S099-F8-004	

LEWIS COUNTY

SR-99

(COLUMBIA HIGHWAY), FROM WEST OF NATCHEZ TRACE PARKWAY (L.M. 22.02) TO MAURY COUNTY LINE (L.M. 29.33)

RESURFACE

411D, COLD PLANING, PAVEMENT MARKING AND BRIDGE REPAIR

STATE HIGHWAY NO. 99 F.A.H.S. NO. N/A

PROJECT LOCATION

51S099-F8-004 51S099-M3-005 END PROJECT NO. NH-99(76) RESURFACE

L.M. 29.33

51S099-F8-004 51S099-M3-005 BEGIN PROJECT NO. NH-99(76) RESURFACE

L.M. 22.02

SPECIAL NOTES

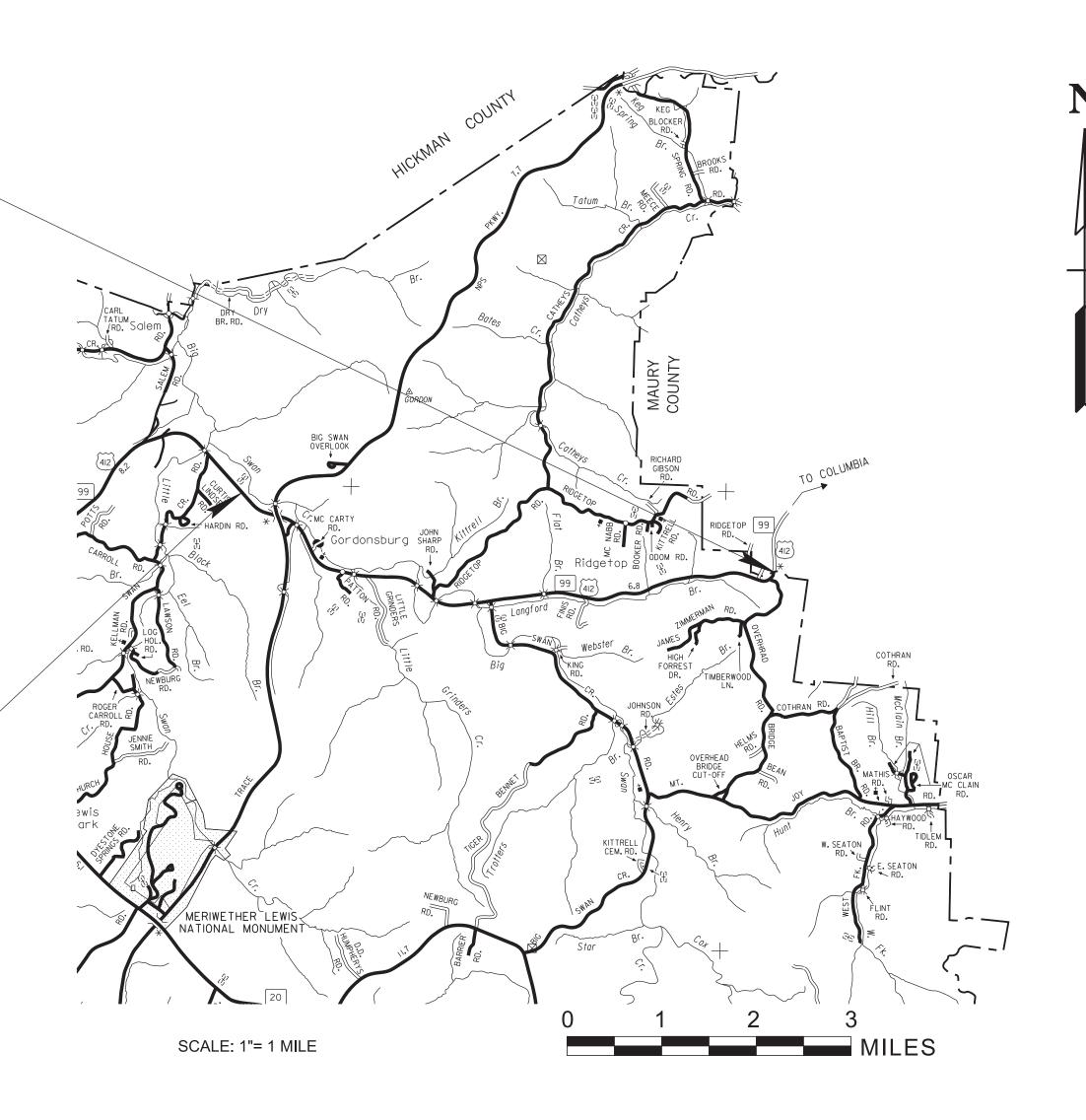
PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF AND IN THE PROPOSAL CONTRACT

TDOT PROJECT MANAGER: KONNER SPRADLIN, P.E.

PIN NO. 135976.00

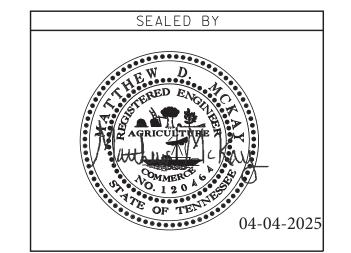
DESIGNER: ARAM TORABIAN CHECKED BY: ADHAM DALLOU, P.E. 98034-4299-04 (DESIGN)



PROJECT LENGTH TOTAL LANE MILES RESURFACED 35.35 MILES

7.31 MILES

NO EXCLUSIONS



DATE

APPROVED:

U.S. DEPARTMENT OF TRANSPORTATION

TRAFFIC DATA 3874 ADT (2025) POSTED SPEED LOG MILE L.M. 22.02 - L.M. 29.14 60 MPH 55 MPH L.M. 29.14 - L.M. 29.33

FEDERAL HIGHWAY ADMINISTRATION APPROVED: **DIVISION ADMINISTRATOR** DATE

NOTE:

SHEETS.

STANDARD ROADWAY DRAWINGS

RD-L-1

RD-L-1A

02-20-20

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1,2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY AND TABULATED QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A
GENERAL NOTES	2B
SPECIAL NOTES	2C
ENVIRONMENTAL NOTES	2D, 2D1
PAVEMENT MARKING IMPROVEMENTS	3 – 3B
BRIDGE PLANS	B-1

THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF

ROADWAY INDEX

NO UTILITY SHEETS INCLUDED IN THIS PLAN SET

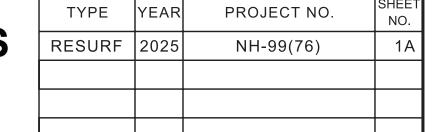
DWG.	REV.	DESCRIPTION
STANDAR LEGENDS		AY TITLE SHEET, ABBREVIATIONS, AND
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z

STANDARD LEGEND

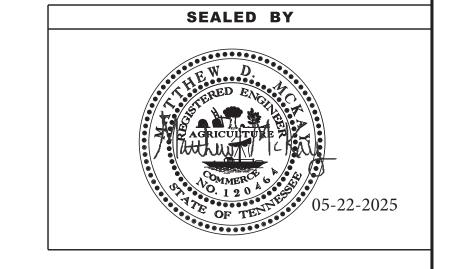
STANDARD LEGEND

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - T	RAFFIC C	ONTROL
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-07-23	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15A	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-04-21	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-04-21	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD



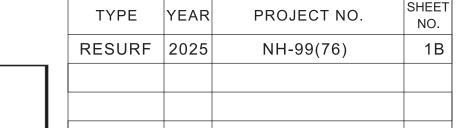
REV. 5-22-25: ADDED ROADWAY-SIGN2 TO THE ROADWAY

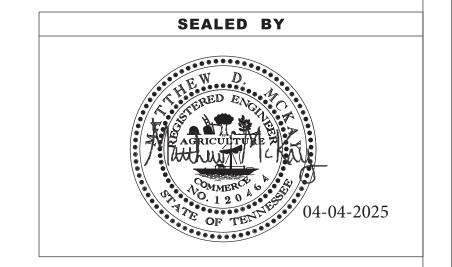


STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD DRAWINGS

PROJECT COMMITMENTS					
COMMITMENT ID SOURCE DIVISON DESCRIPTION STATION / LOCATIO					
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	BRIDGE NO. 51SR0990007 SR-99 OVER LITTLE GRINDERS CREEK LM 23.86 (51-SR099-23.86) BRIDGE NO. 51SR0990009 SR-99 OVER LITTLE SWAN CREEK LM 24.65 (51-SR099-24.65) BRIDGE NO. 51SR0990011 SR-99 OVER SWAN CREEK LM 24.95 (51-SR099-24.95) BRIDGE NO. 51SR0990013 SR-99 OVER SWAN CREEK LM 25.44 (51-SR099-25.44)	BRIDGES		
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08.D AND 202.03).	BRIDGES		





STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

		ESTIMATED ROADWAY QUANTITIE	S		
	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 51S099-F8-004	
(3)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	14.7	
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1935	
(2)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	175	
12)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	153	
14)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	23222	
(4)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	42	
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	11.4	
l1)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	23003	
(6)	712-01	TRAFFIC CONTROL	LS	1	
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	150	
	712-05.01	EACH	4		
(8)	712-06	SIGNS (CONSTRUCTION)	S.F.	2104	
	712-08.03	ARROW BOARD (TYPE C)	EACH	2	
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	1055	
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	965	
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	2020	
(9)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	70	
(9)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	200	
(9)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	32	
(9)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	540	
(9)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2	
0)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	36	
(5)	716-09.57	CONTRAST PAVEMENT SHADOW MARKING 6" (TAPE)	L.F.	450	
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	36	
	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	3084	
3)	716-15.10	PREFORMED PERMANENT TAPE (6IN LINE)	L.F.	1922	
	717-01	MOBILIZATION	LS	1	

BRIDGE DECK RECOMMENDATIONS (RESURFACING)					
BRIDGE	LOCATION	CROSSES	BRIDGE	BRIDGE DECK	
NUMBER	LOG MILE	OVER/UNDER	LENGTH	RECOMMENDATIONS	
51SR0990005	22.800	FAUCETT BRANCH	26'	PAVE WITH PLANS MIX/TREATMENT TYPE	
51SR0990007	23.860	LITTLE GRINDERS CREEK	156'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY	
51SR0990009	24.650	BIG SWAN CREEK	245'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY	
51SR0990011	24.950	BIG SWAN CREEK	300'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY	
51SR0990013	25.440	BIG SWAN CREEK	260'	SEAL WITH TYPE 1 THIN EPOXY OVERLAY	
51SR0990015	26.380	FLAT BRANCH	26'	PAVE WITH PLANS MIX/TREATMENT TYPE	
5400000047	NATCHEZ TRACE PARKWAY	18'	VERTICLE CLEARANCE EBL = 18.3'		
51SR0990017	22.570	UNDERPASS	17'	VERTICLE CLEARANCE WBL = 16.5'	

NO GUARDRAIL INCLUDED ON THIS PROJECT

NO UTILITY ADJUSTMENTS ON THIS PROJECT.

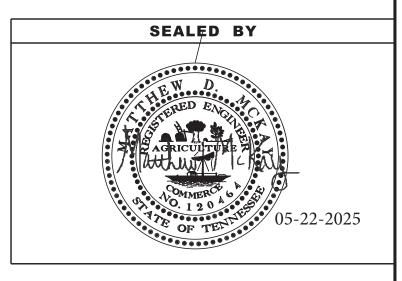
FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- (3) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2B, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.
- (4) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524 OR PAVON JOINT ADHESIVE BY PAVON CORPORATION.
- (5) FOR PERMANENT LANE LINE MARKING ON CONCRETE SURFACES. ITEM INCLUDES 10 LF WHITE MARKING AND 10 LF BLACK MARKING FOR EACH LANE LINE.
- (6) 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.
- (7) THE CONTRACTOR IS RESPONSIBLE FOR STAKING OF THE CONSTRUCTION SIGNS.
- (8) 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 METHOD 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).
- (9) 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.
- (10) TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON COLD PLANED AND INTERMEDIATE SURFACES
- (11) INCLUDES 161 TONS FOR DRIVEWAYS, SIDE ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
- (12) INCLUDES 2 TONS FOR DRIVEWAYS, SIDE ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
- (13) TO BE USED FOR EDGE LINES ON CONCRETE SURFACES
- (14) INCLUDES 162 TONS FOR DRIVEWAYS, SIDE ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)									
M.U.T.C.D.		,	SIZE			TOTAL	ITEM NO.		
SIGN	LEGEND \ DESCRIPTION	INI	NCH	ES	S.F.	NUMBER	712-06		
NO.		L	X	W		REQUIRED	S.F.		
G20-1	ROAD WORK NEXT 8 MILES	48"	Х	24"	8	2	16		
G20-2	END ROAD WORK	48"	Х	24"	8	12	96		
W4-2L	LEFT LANE ENDS	48"	Χ	48"	16	2	32		
W4-2R	RIGHT LANE ENDS	48"	Χ	48"	16	2	32		
W8-11	UNEVEN LANES	48"	Χ	48"	16	40	640		
W8-15	GROOVED PAVEMENT	48"	Χ	48"	16	40	640		
W8-15P	MOTORCYCLE PLAQUE	30"	Χ	24"	5	40	200		
W20-1	ROAD WORK AHEAD	48"	Χ	48"	16	10	160		
W20-1	ROAD WORK 1000 FT	48"	Χ	48"	16	2	32		
W20-1	ROAD WORK 1/2 MILE	48"	Χ	48"	16	2	32		
W20-1	ROAD WORK 1 MILE	48"	Χ	48"	16	2	32		
W20-5L	LEFT LANE CLOSED 1/2 MILE	48"	Х	48"	16	2	32		
W20-5L	LEFT LANE CLOSED 1500 FEET	48"	Χ	48"	16	2	32		
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	Χ	48"	16	2	32		
W20-5R	RIGHT LANE CLOSED 1500 FEET	48"	Χ	48"	16	2	32		
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	Χ	48"	16	2	32		
W21-2	FRESH OIL - PORTABLE	48"	Χ	48"	16	2	32		
						TOTAL	2104		

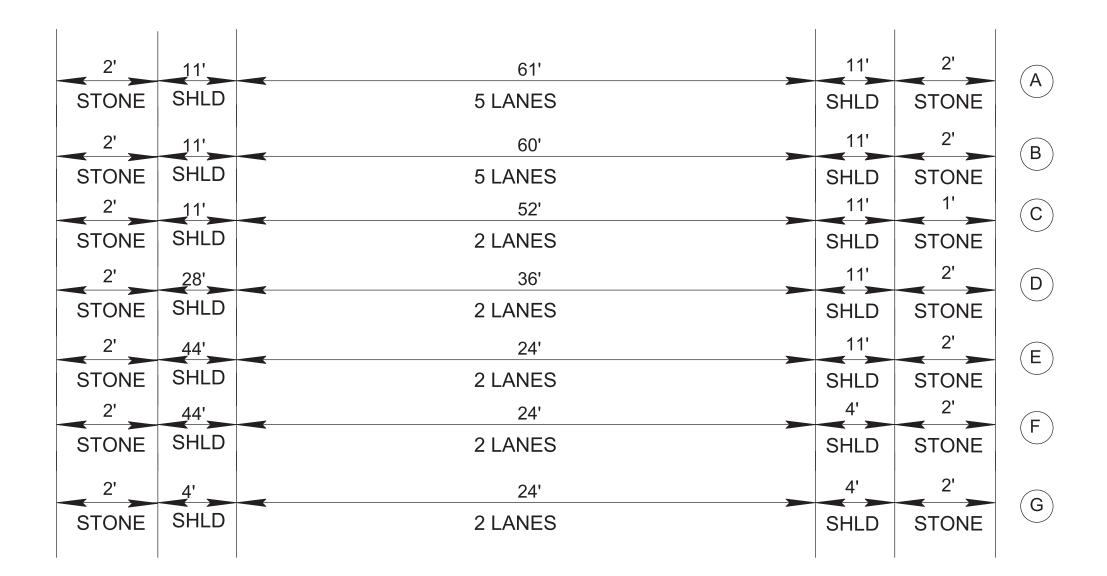
YEAR TYPE PROJECT NO. RESURF 2025 NH-99(76)

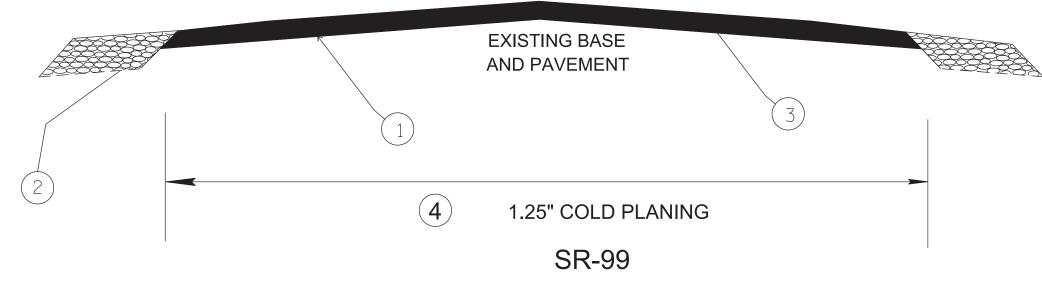
REV.5-22-25: REMOVED ITEM NO. 716-08.01 AND UPDATED FOOTNOTE NO. 13. ADDED ITEM NO. 716-15.10.



STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

> ESTIMATED ROADWAY AND TABULATED QUANTITIES





TYPICAL SECTION

- (A) L.M. 22.02 TO L.M. 22.40
- (B) L.M. 22.40 TO L.M. 28.93
- © L.M. 28.93 TO L.M. 29.01
- D L.M. 29.01 TO L.M. 29.06
- (E) L.M. 29.06 TO L.M. 29.14
- F L.M. 29.14 TO L.M. 29.21
- © L.M. 29.21 TO L.M. 29.33

PROPOSED PAVEMENT SCHEDULE

(1) TACK COAT

403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.

(2) MINERAL AGGREGATE @ 2.0" THICK

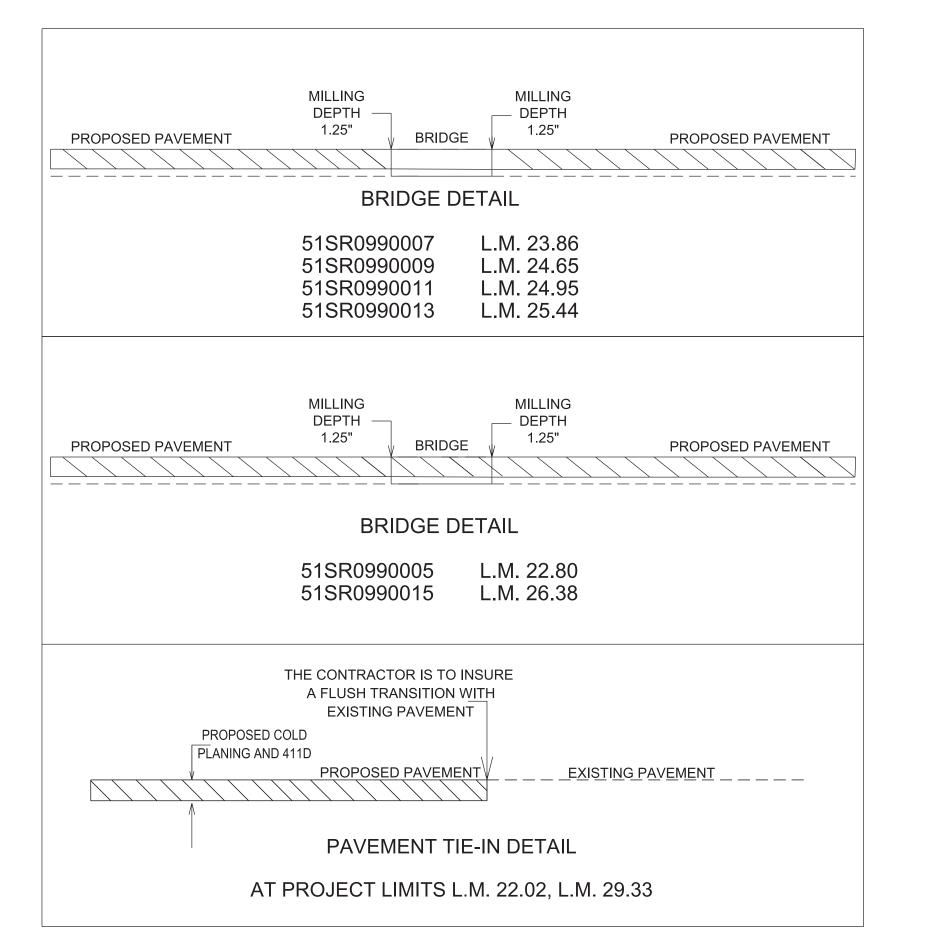
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

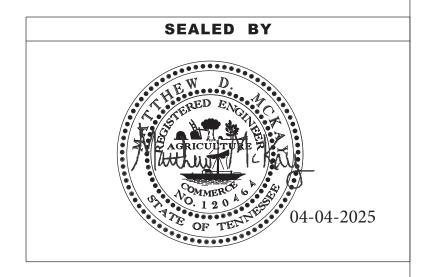
- 3 ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 131.25 LB./S.Y.)
 - 411-01.10 ACS MIX (PG64-22) GRADING "D"
- 4 COLD PLANING BITUMINOUS PAVEMENT @ 1.25" THICK (APPROX. 131.25 LB./S.Y.)

415-01.01 COLD PLANING BITUMINOUS PAVEMENT

NOTE: SHOULDER HAS TO BE CLIPPED BACK TO A DISTANCE THAT WILL ALLOW SHEET FLOW FROM THE EDGE OF PAVEMENT TO THE DITCH. THIS COST SHOULD BE INCLUDED IN OTHER ITEMS.

NOTE: PUBLIC ROAD INTERSECTIONS WILL BE RESURFACED TO THE END OF THE RADIUS OR AS DIRECTED BY THE TDOT ENGINEER.





TYPE YEAR PROJECT NO.

NH-99(76)

2A

RESURF 2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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.
- 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:
 - BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

- ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- USE OF BARRICADES. PORTABLE BARRIER RAILS. AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL. BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

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

TYPE YEAR PROJECT NO. SHEET NO. RESURF 2025 NH-99(76) 2B

AGRICULTURE TO AGRICU

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

MISCELLANEOUS

(1) THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

PAVEMENT MARKINGS

- (2) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORADANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.
- (3) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVEMENT

PAVING

- (4) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- 5) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (6) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (7) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO MERGING WITH THE MAINLINE. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

WORK RESTRICTIONS

(8) CONSTRUCTION ACTIVITIES SHALL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER AM OR PM OR AS DIRECTED BY THE ENGINEER.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (9) 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.

JOINT SEALANTS

(10) 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. MANUFACTURE'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT. PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER. TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

UTILITY

- (11) 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
- (12) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (13) 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.
- (14) 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 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

UTILITY OWNERS

(UPDATED 09-25-2024)

TELEPHONE/FIBER:

AT&T

116 SOUTH CANNON AVE
MURFREESBORO, TN 37129
KENNETH LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082

WATER:

UTILITIES

MAURY COUNTY BOARD OF PUBLIC

765 NEW LEWISBURG HWY

TSCHULTZ@MYMCWS.COM

COLUMBIA. TN 38462

TODD SHULTZ

O: 931-381-8900

C: 931-375-7761

O: 615-848-2082 C: 615-631-7221

3. 3 7 3 3 7 7 2 2 7

WATER/SEWER/GAS:

CITY OF HOHENWALD

118 WEST LINDEN AVE

HOHENWALD, TN 38462

RANDY HINSON

RHINSON@HOHENWALD.COM

O: 931-796-2231

CABLE:

CHARTER COMMUNICATIONS
1850 BUSINESS PARK DR
CLARKSVILLE, TN 37040
DAVID ROBINSON

DAVID.G.ROBINSON@CHARTER.COM
O: 931-538-1716

GAS:

C: 347-804-4063

TRANSCANADA (FORMERLY COLUMBIA GULF)
4715 TRADERS WAY, SUITE 100
THOMPSON STATION, TN 37179
DAVID MICHAEL

DAVID MICHAEL@TCENERGY.COM
US_CROSSINGS@TCENERGY.COM
O: 615-465-5109

ELECTRIC/FIBER:

C: 701-204-8270

MERIWETHER LEWIS ELECTRIC
1625 HIGHWAY 100
CENTERVILLE, TN 37033
TOMMY EDMONDS
TOMMY.EDMONDS@MLEC.COM
O: 931-729-3558
C: 931-994-1663

ELECTRIC:

DUCK ROVER ELECTRIC MEM. CORP.
1411 MADISON ST
SHELBYVILLE, TN 37160
SCOTT DAHLSTORM
SDAHLSTROM@DREMC.COM
O: 931-680-5840
C: 631-703-0248

TENNESSEE VALLEY AUTHORITY

1101 MARKET ST MR-4G
CHATTANOOGA, TN 37402
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
O: 662-255-6272

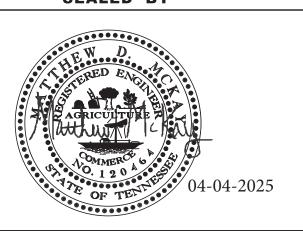
RESURF 2025 NH-99(76) 2C

PROJECT NO.

IYEAR

TYPE

SEALED BY



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.
- THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES PAVING, STRIPING, TRAFFIC CONTROL, PAVEMENT MARKING, BRIDGE REPAIR AND OTHER TASKS INDICATED IN THE PLANS OR AS DIRECTED BY TDOT ENGINEER.

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.
- 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.
- 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.
- 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 2025 NH-99(76) 2D

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AGRICULTURE 7

OF TENT 04-04-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

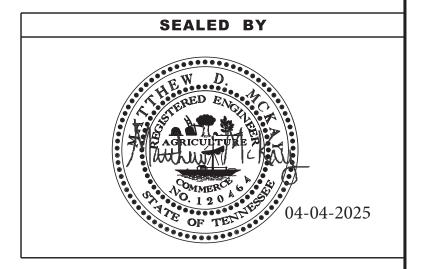
ENVIRONMENTAL NOTES

ENVIRONMENTAL NOTES (CONTINUED)

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH-99(76)	2D1



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES



MATCH LINE A

STATE ROUTE 99 LOG MILE 28.46 - 28.70 LEWIS COUNTY

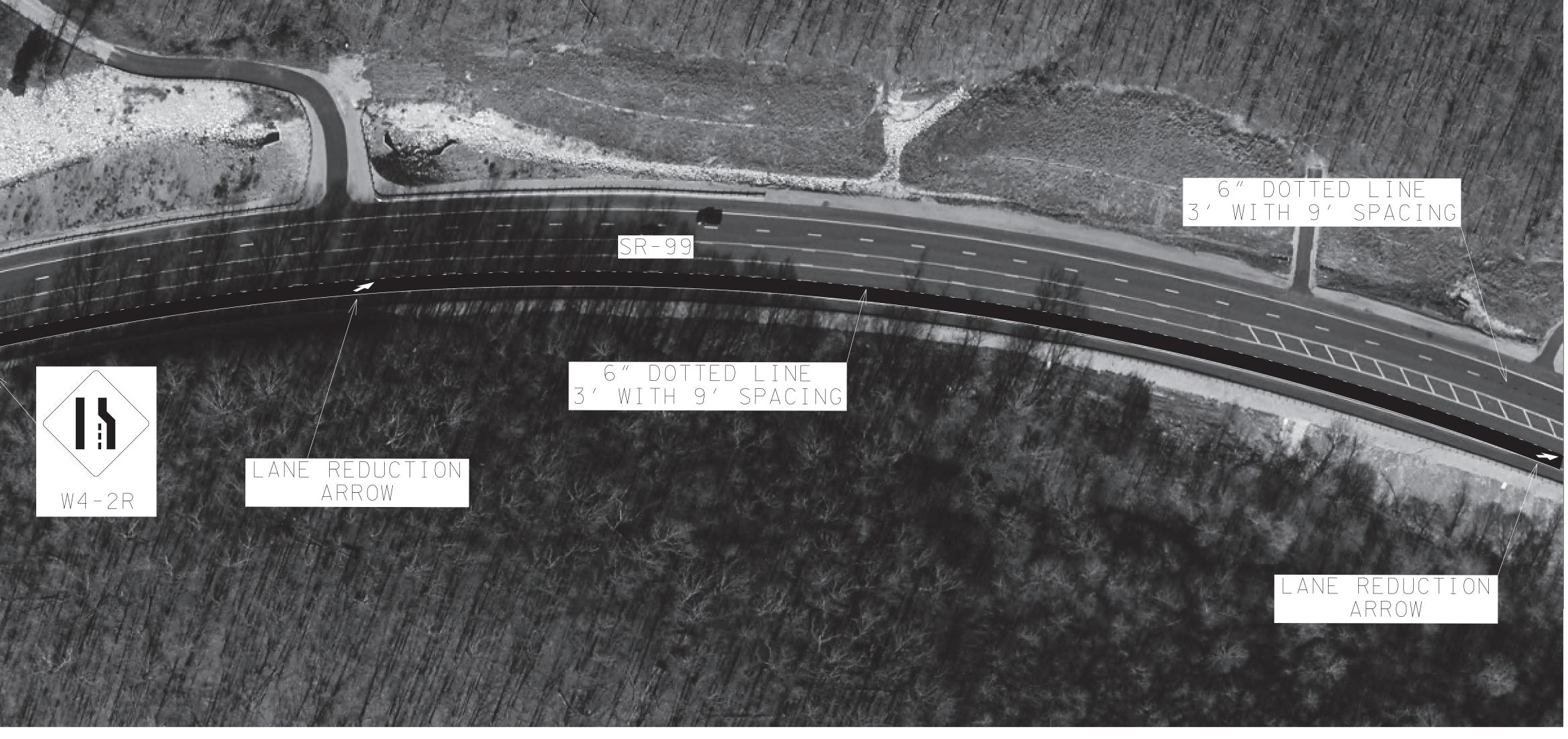
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DEPARTMENT OF TRANSPORTATION

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PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	<u>2025</u>	<u>NH-99(76)</u>	3A



STATE ROUTE 99 LOG MILE 28.70 - 28.94 LEWIS COUNTY

REFERENCE STANDARD DRAWING T-M-5

FOR REFERENCE ONLY PROVIDED TDOT REGION 3 TRAFFIC

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

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PAVEMENT MARKING **IMPROVEMENTS** NOT TO SCALE



STATE ROUTE 99 LOG MILE 28.94 - 29.10 LEWIS COUNTY

REFERENCE STANDARD DRAWING T-M-5

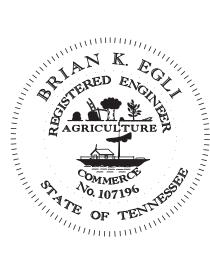
FOR REFERENCE ONLY PROVIDED TDOT REGION 3 TRAFFIC SEALED BY

RESURF 2025 NH-99(76)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING IMPROVEMENTS

NOT TO SCALE



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli 2025.03.26 16:58:45 -05'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

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

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

SHEET NAME

SHEET NO.

SIGNATURE SHEET	
INDEX OF DRAWINGS	B1
BRIDGE TABULATION, ESTIMATED QUANTITIES,	
REPAIRS NOTES AND DETAILS	B2
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS	. B3
PHASE CONSTRUCTION	. B4
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS	- 20
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS	
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS	_ B7
PHASE CONSTRUCTION	_ B8
TYPE 1 THIN EPOXY OVERLAY NOTES	. B9

	YEAR	PROJECT NO.	SHEET NO.
FEDERAL PROJECT # NH/HSIP-99(76)	2025	51S099-M3-005	STRUCTURE-SIGN 1

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

> SIGNATURE SHEET

PIN NO.: 135976.00

DESIGN BY: DATE: / /

DRAWN BY: SILESHI ERGICHO DATE: 1/25

SUPERVISED BY: KEVIN MARTINKO DATE: 1/25

CHECKED BY: DATE: / /

INDEX OF DRAWINGS

SIGNATURE SHEET. STRUCTURE-SIGN 1
INDEX OF DRAWINGS_B1
BRIDGE TABULATION, ESTIMATED QUANTITIES,
REPAIRS NOTES AND DETAILS_B2
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS_B4
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS_B5
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS_B6
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS_B6
PLANS VIEW APPROXIMATE REPAIRS LOCATIONS_B7
PHASE CONSTRUCTION_B7
PHASE CONSTRUCTION_B8
TYPE 1 THIN EPOXY OVERLAY NOTES_B9

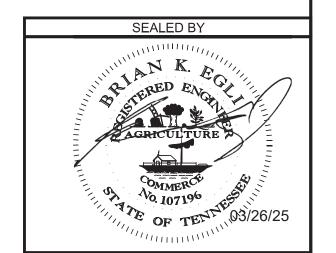
INDEX OF REFERENCE DRAWINGS DWG. NO.

LAYOUT OF THE BRIDGE_M-495-35
LAYOUT OF THE BRIDGE M-495-51
SUPERSTRUCTURE M-495-69
SUPERSTRUCTURE M-495-91
REINFORCED CONCRETE PAVEMENT
AT THE BRIDGE ENDS_STD-1-5

LAST REV.DATE



1 EBEN (ET 100E31 # 1011/11311 33(13)							
F	PROJECT	NO.	YEAR	SHEET NO.			
5 ⁻	51S099-M3-005		2024	B-1			
REVISIONS							
NO.	DATE	BY	BRIEF	DESCRIPTION			



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
51-SR99-23.86 OVER
LITTLE GRINDERS CREEK,
51-SR99-24.65 OVER
SWAN CREEK,
51-SR99-24.95 OVER
SWAN CREEK &
51-SR99-25.44 OVER
SWAN CREEK
LEWIS COUNTY
2025

B - 1

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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	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) S.Y.	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.	
51-SR99-23.86 OVER LITTLE GRINDERS CREEK (51SR0990007)	M-495-32 M-495-35 STD-1-5	BRIDGE DECK REPAIRS CONCRETE REPAIR TYPE 1 THIN EPOXY OVERLAY	20	5	2119	
51-SR99-24.65 OVER SWAN CREEK (51SR0990009)	M-495-51 M-495-55 STD-1-5	BRIDGE DECK REPAIRS TYPE 1 THIN EPOXY OVERLAY	5		2721	
51-SR99-24.95 OVER SWAN CREEK (51SR0990011)	M-495-69 M-495-73 STD-1-5	BRIDGE DECK REPAIRS TYPE 1 THIN EPOXY OVERLAY	5		3232	
51-SR99-25.44 OVER SWAN CREEK (51SR0990013)	M-495-87 M-495-91 STD-1-5	BRIDGE DECK REPAIRS TYPE 1 THIN EPOXY OVERLAY	5		2860	
	TOTAL		35	5	10932	



PROJECT NO.	YEAR	SHEET NO.
51S099-M3-005	2025	B-2

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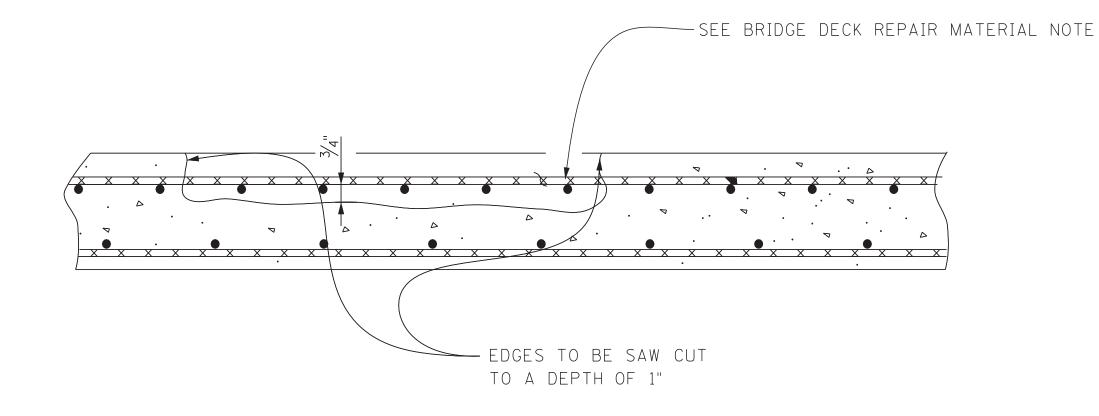
POWER DRIVEN HAND TOOLS:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS: (1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LB. CLASS SHALL NOT BE USED. ALSO TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC. (2) FULL DEPTH REPAIRS: PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 LB. CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 LB. PNEUMATIC HAMMERS. (3) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE ONLY THE NON-MAGNESIUM PHOSPHATE QUICK SET PATCHING MATERIAL FROM THE TDOT QUALIFIED PRODUCTS LIST: 13.004-RAPID SET CEMENTITIUOS PATCHING MATERIALS. SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

PATCHING MATERIAL SHOULD BE ABLE TO ACHIEVE A MINIMUM 3000PSI AT 18 HOURS. PATCHING MATERIAL SHALL REACH 3000PSI BEFORE OPENING TO THE TRAFFIC.



SKETCH SHOWING DECK REPAIR

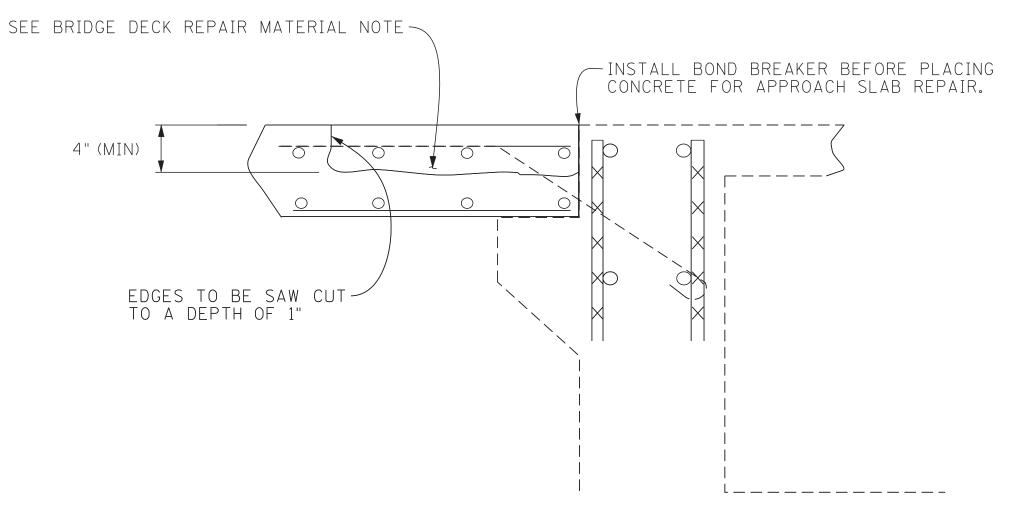
NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF $\frac{3}{4}$ " BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL.

NOTE: PARTIAL DEPTH DECK REPAIRS ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST (3) DAYS IN ADVANCE.

THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBAR AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO.604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB), S.Y.

NOTE: ITEM NO. 604-10.50, BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

PIN NO.:	135976.00	_		
DESIGN BY:		DATE:	11	
DRAWN BY:	SILESHI ERGICHO	DATE:	1/25	
SUPERVISED BY:	KEVIN MARTINKO	DATE:	1/25	
CHECKED BY:		DATE:	/ /	

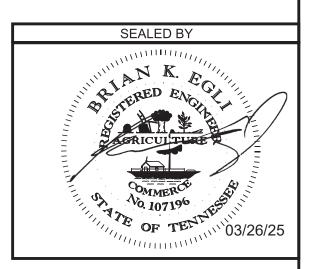


CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

NOTE: REMOVE CONCRETE TO A DEPTH OF $\frac{3}{4}$ " MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE.CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4".DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".

NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR S.Y.

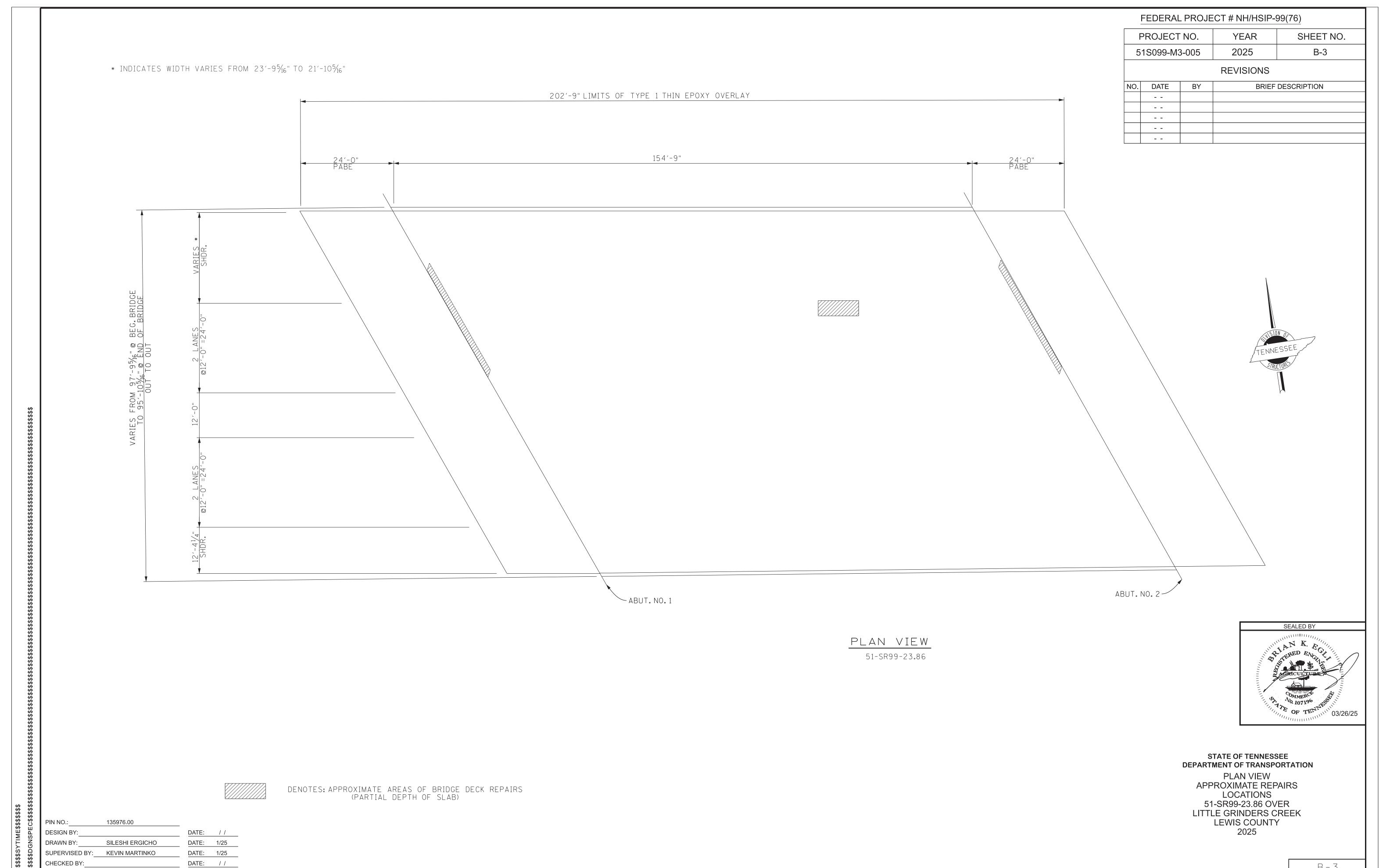
NOTE: ITEM NO.604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PVMT.) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.



STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION** BRIDGE TABULATION, **ESTIMATED QUANTITIES** REPAIRS NOTES AND DETAILS 51-SR99-23.86 OVER LITTLE GRINDERS CREEK, 51-SR99-24.65 OVER SWAN CREEK, 51-SR99-24.95 OVER SWAN CREEK & 51-SR99-25.44 OVER SWAN CREEK

2025

LEWIS COUNTY B - 2

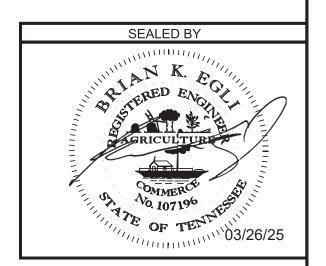


B - 3

VARIES FROM 97'-95/16" @ BEG.BRIDGE TO 95'-105/16" @ END OF BRIDGE OUT TO OUT VARIES FROM 52'-0 $\frac{5}{16}$ " TO 50'-1 $\frac{5}{16}$ " PHASE I CONSTRUCTION $46'-9\frac{1}{2}$ " PHASE I TRAFFIC PHASE I CONSTRUCTION (LOOKING AHEAD ON THE SURVEY) VARIES FROM 97'-95/16" © BEG.BRIDGE TO 95'-105/16" © END OF BRIDGE OUT TO OUT VARIES FROM 50'-0 $\frac{1}{16}$ " TO 48'-1 $\frac{1}{16}$ " PHASE II TRAFFIC $48'-9\frac{1}{2}$ " Phase Phase II construction PHASE II CONSTRUCTION (LOOKING AHEAD ON THE SURVEY)

	FEDERAL PROJECT # NH/HSIP-99(76)						
I	PROJECT	NO.	YEAR	SHEET NO.			
5	1S099-M3	3-005	2025	B-4			
	REVISIONS						
NO.	DATE	BY	BRIEF	DESCRIPTION			

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B-4

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION PHASE CONSTRUCTION 51-SR99-23.86 OVER LITTLE GRINDERS CREEK

LEWIS COUNTY 2025

DATE: / /

DATE: 1/25

DATE: 1/25

135976.00

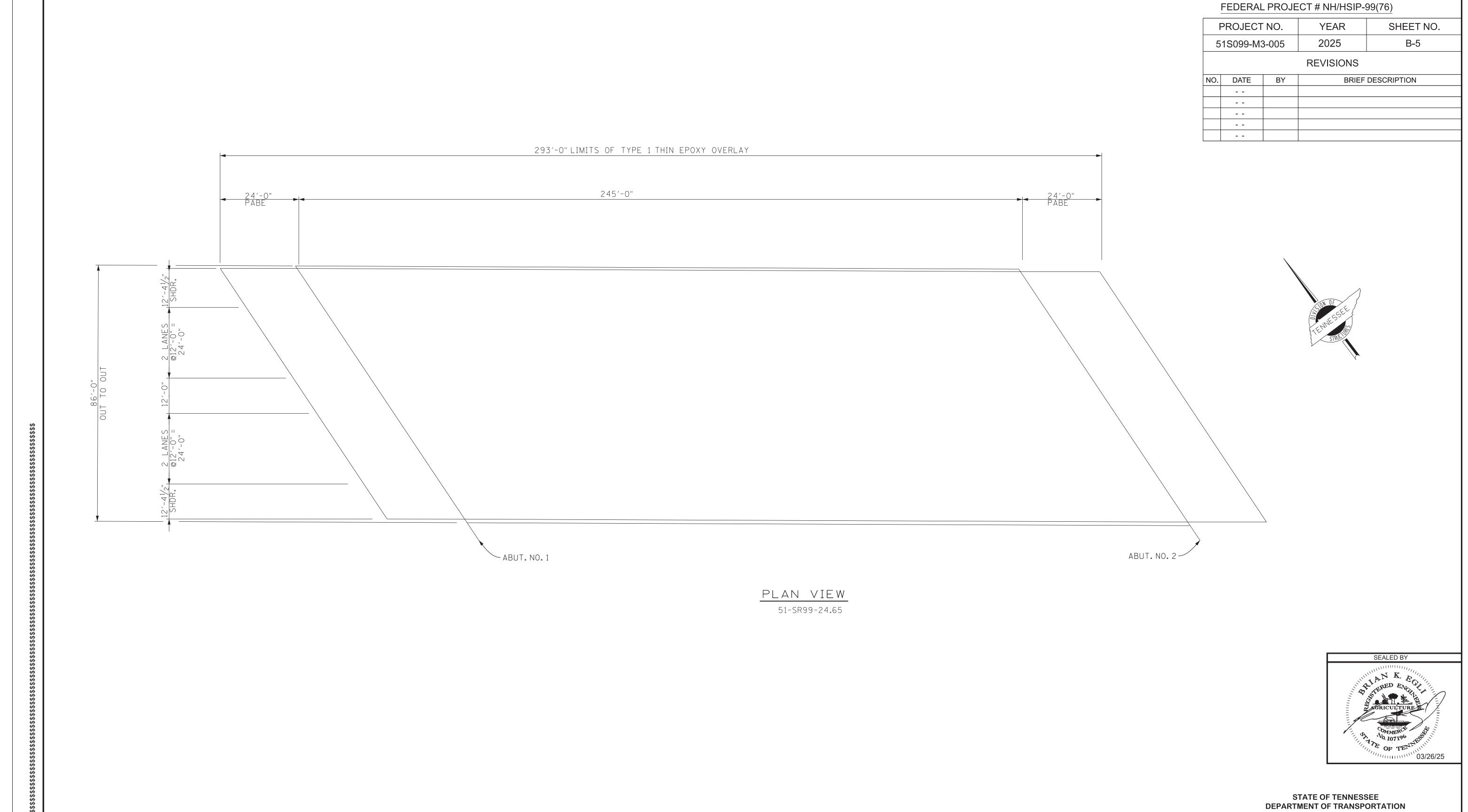
SUPERVISED BY: KEVIN MARTINKO

SILESHI ERGICHO

PIN NO.:

DESIGN BY:

DRAWN BY:



PLAN VIEW
APPROXIMATE REPAIRS
LOCATIONS
51-SR99-24.65 OVER
SWAN CREEK
LEWIS COUNTY
2025

DATE: 1/25 SUPERVISED BY: KEVIN MARTINKO DATE: / /

DATE: / / DATE: 1/25

135976.00

SILESHI ERGICHO

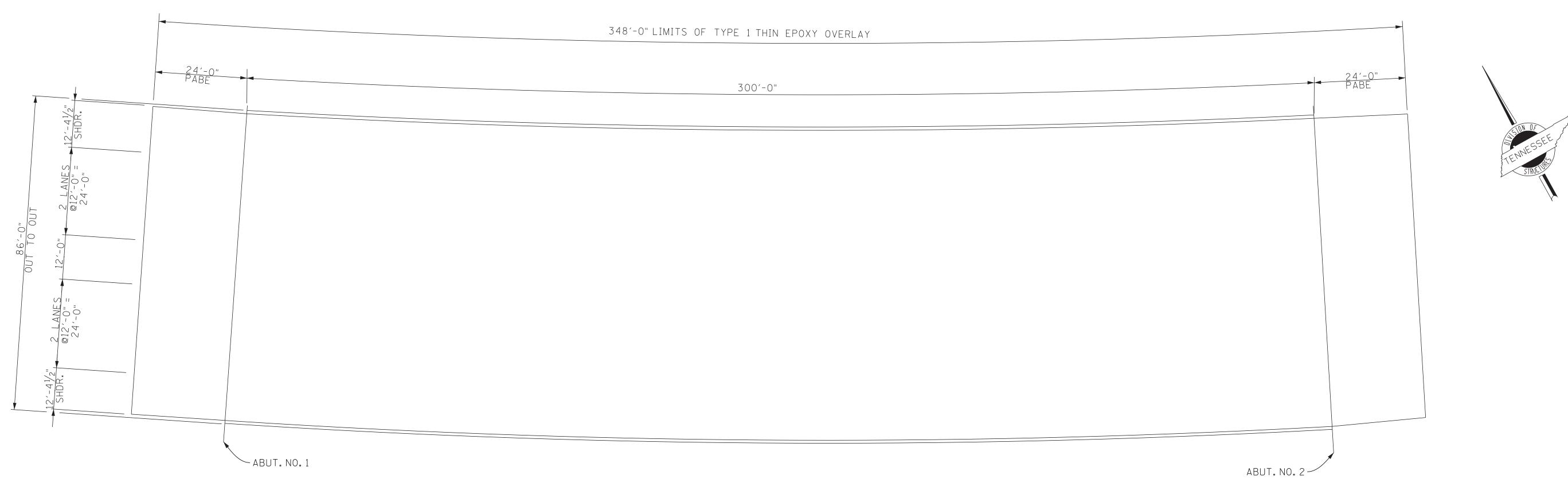
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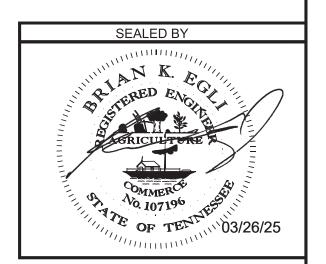
B - 5







PLAN VIEW 51-SR99-24.95

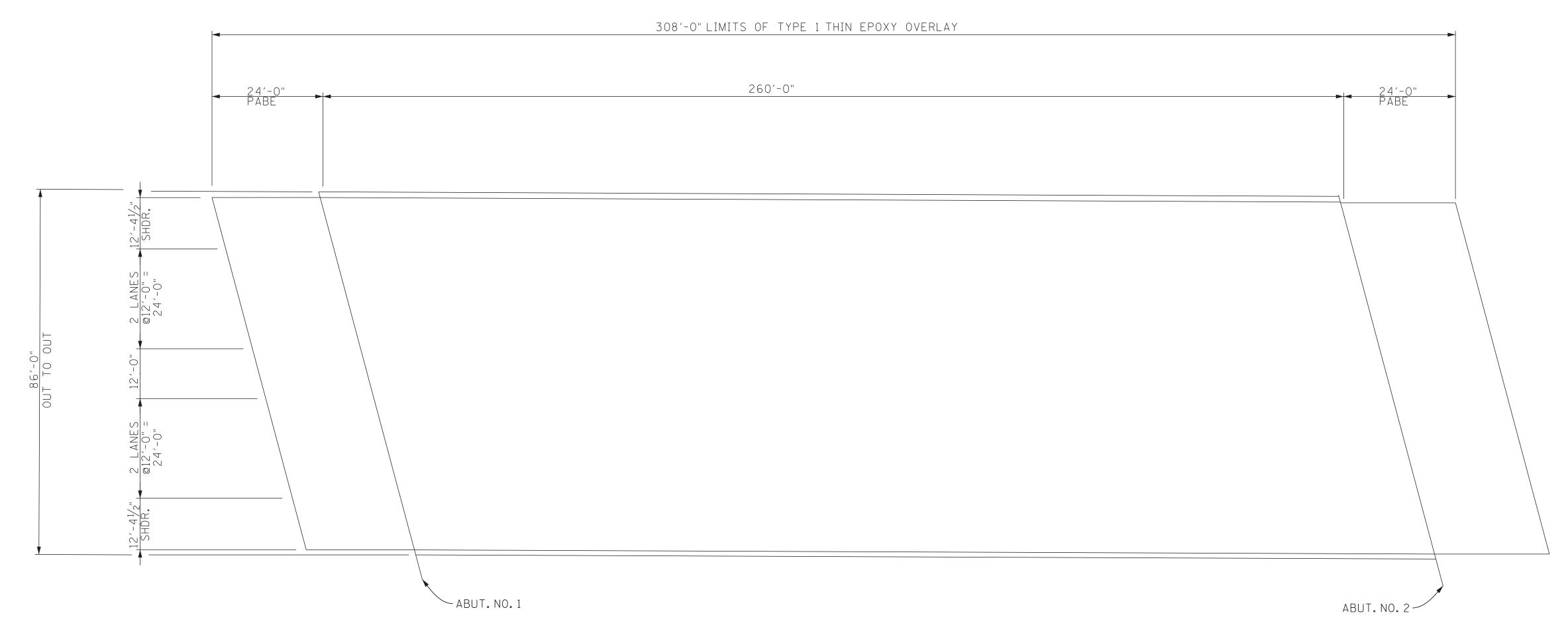


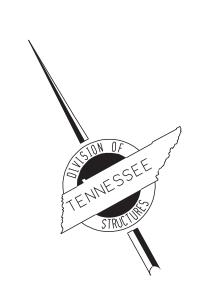
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION PLAN VIEW
APPROXIMATE REPAIRS
LOCATIONS
51-SR99-24.95 OVER
SWAN CREEK
LEWIS COUNTY
2025

135976.00 PIN NO.: DESIGN BY: DATE: // DRAWN BY: SILESHI ERGICHO DATE: 1/25 DATE: 1/25 SUPERVISED BY: KEVIN MARTINKO DATE: //

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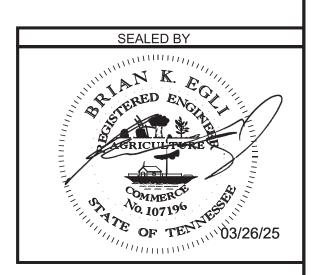
<u> </u>	FEDERA	RAL PROJECT # NH/HSIP-99(76)			
F	PROJEC	T NO.	YEAR	SHEET NO	
5	1S099-M	3-005	2025	B-7	
			REVISIONS		
NO.	DATE	BY	BRIEF	DESCRIPTION	





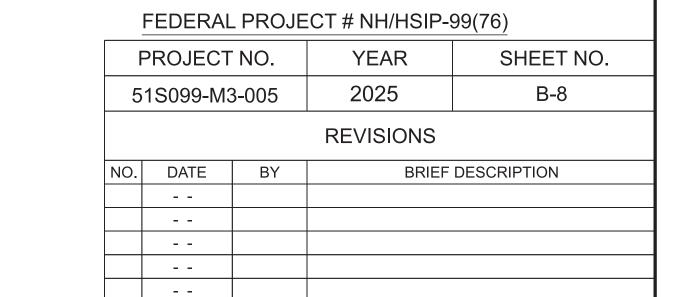
SHEET NO.

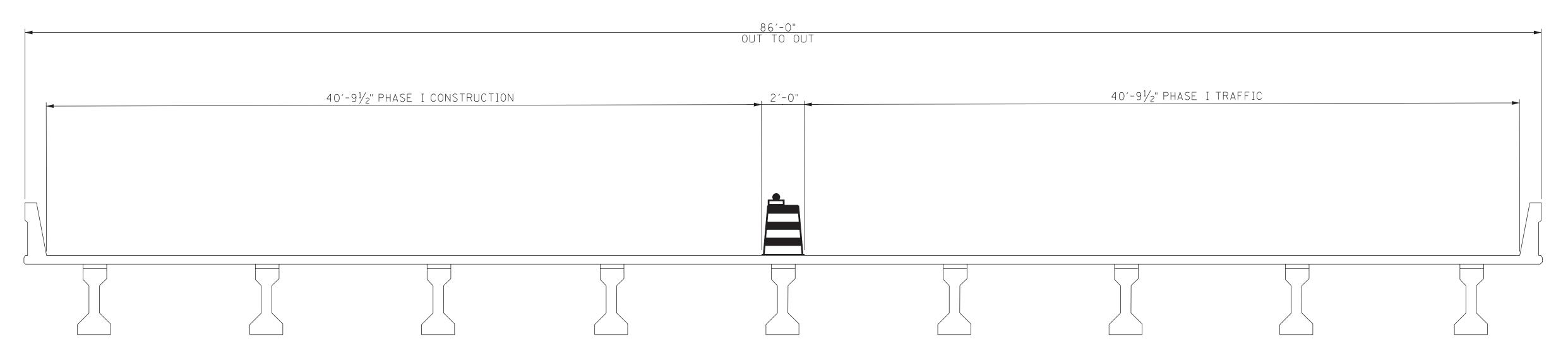
PLAN VIEW 51-SR99-25.44



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION PLAN VIEW
APPROXIMATE REPAIRS
LOCATIONS
51-SR99-25.44 OVER
SWAN CREEK
LEWIS COUNTY
2025

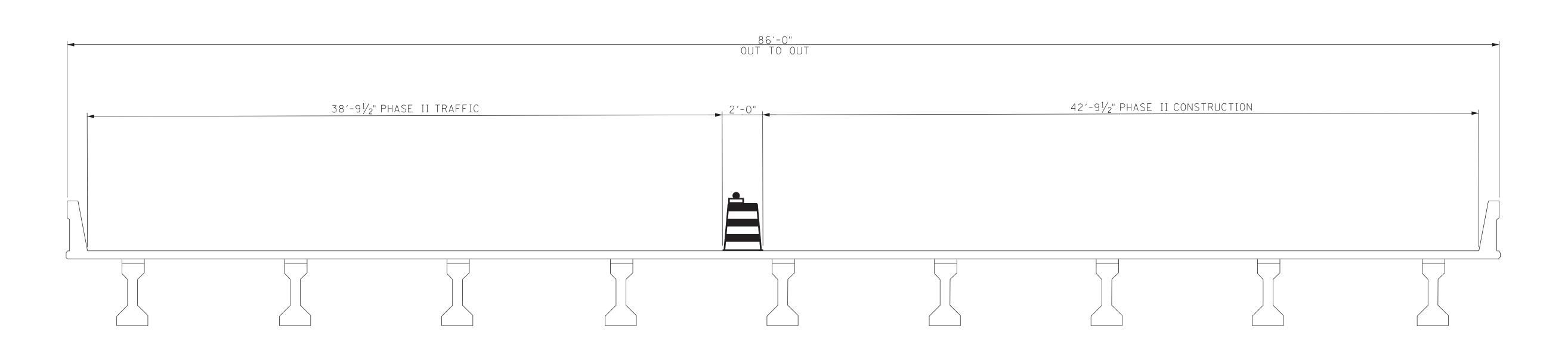
135976.00 PIN NO.: DESIGN BY: DATE: / / DATE: 1/25 SILESHI ERGICHO DRAWN BY: SUPERVISED BY: KEVIN MARTINKO DATE: 1/25 DATE: // CHECKED BY:

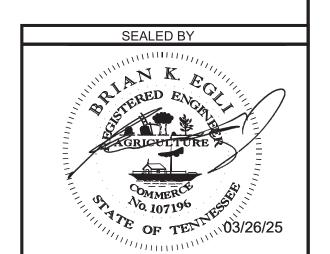




PHASE I CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)





PHASE II CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)

PIN NO.:	135976.00		
DESIGN BY:		DATE:	11
DRAWN BY:	SILESHI ERGICHO	DATE:	1/25
SUPERVISED BY:_	KEVIN MARTINKO	DATE:	1/25
CHECKED BY:		DATE:	11

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
51-SR99-24.65 OVER
SWAN CREEK
51-SR99-24.95 OVER
SWAN CREEK &
51-SR99-25.44 OVER
SWAN CREEK
LEWIS COUNTY
2025

TYPE 1 THIN EPOXY OVERLAY SYSTEM - <u>USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE.</u> 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 <u>ITEM NO.</u>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 <u>AVERAGE</u> OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE 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 1-½" DIAMETER, THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINNER.

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.

PIN NO.:	135976.00	_		
DESIGN BY:		DATE:	1 1	_
DRAWN BY:	SILESHI ERGICHO	DATE:	1/25	_
SUPERVISED BY:	KEVIN MARTINKO	DATE:	1/25	

DATE: //

CHECKED BY:

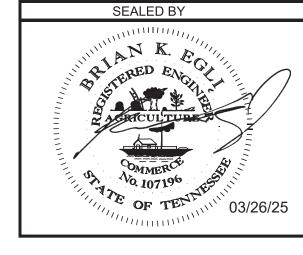
FEDERAL PROJECT # NH/HSIP-99(76)

PROJECT NO.	YEAR	SHEET NO.
51S099-M3-005	2025	B-9

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION			
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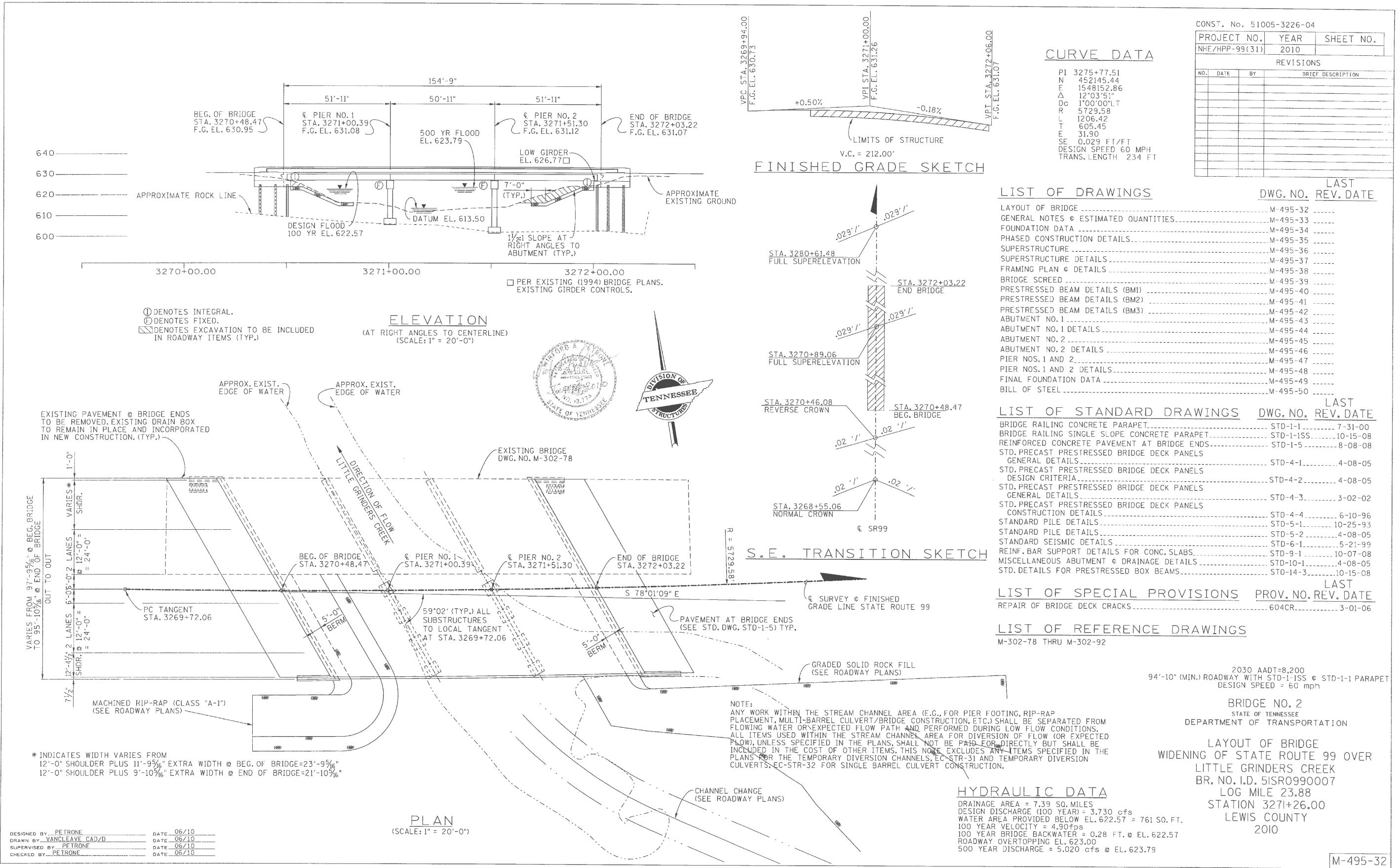
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

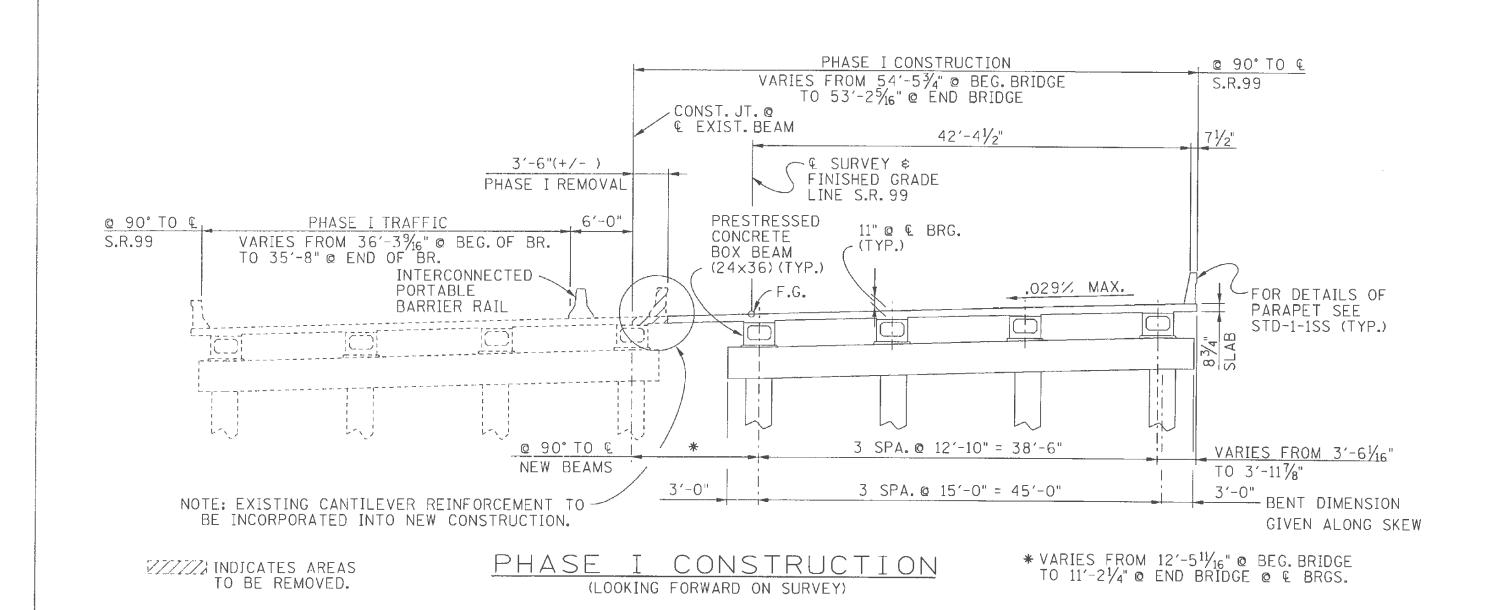
TYPE 1 THIN EPOXY
OVERLAY NOTES
51-SR99-23.86 OVER
LITTLE GRINDERS CREEK,
51-SR99-24.65 OVER
SWAN CREEK,
51-SR99-24.95 OVER
SWAN CREEK &
51-SR99-25.44 OVER
SWAN CREEK

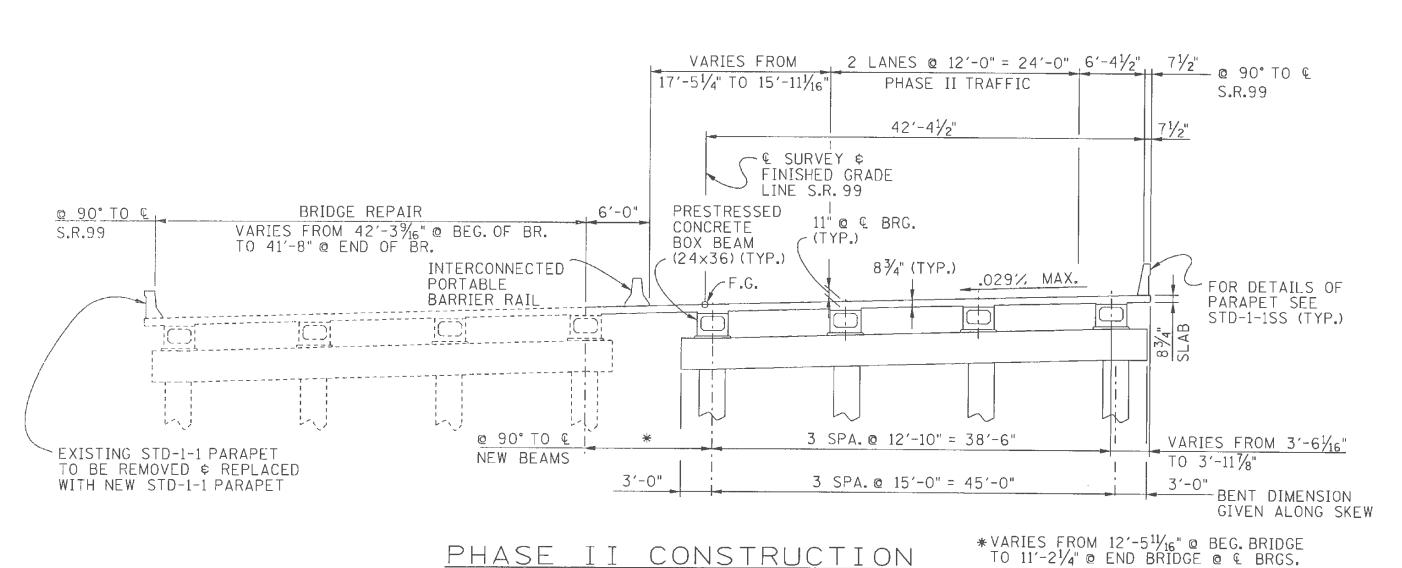
LEWIS COUNTY

2025

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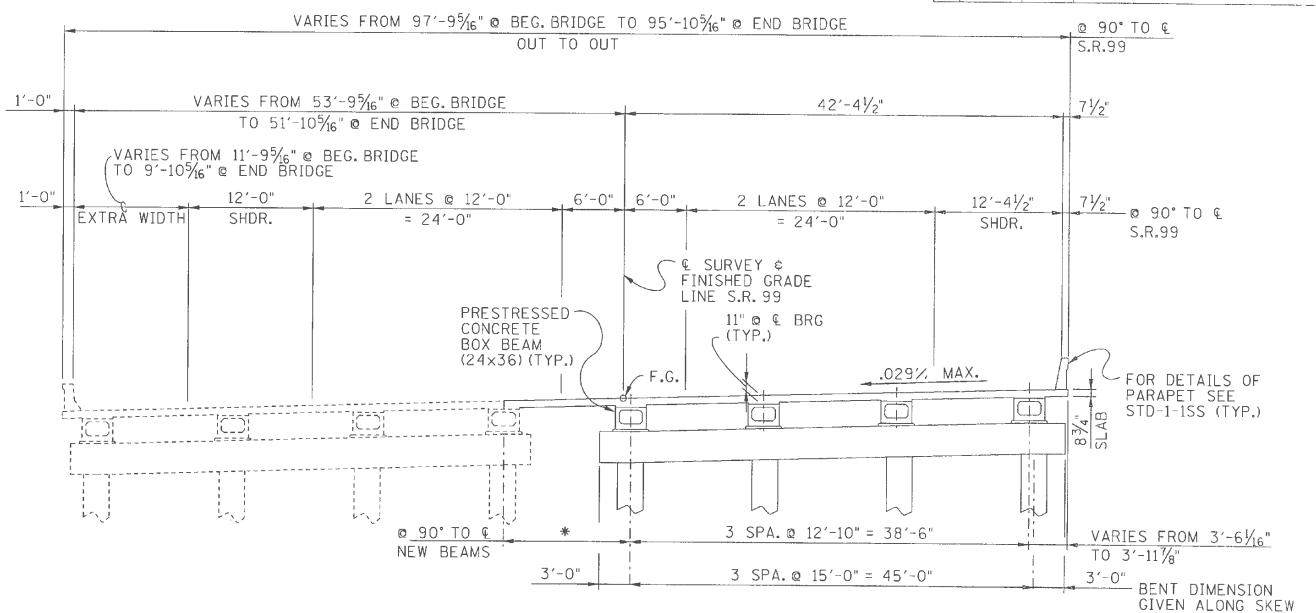
(LOOKING FORWARD ON SURVEY)

PROJECT NO. YEAR SHEET NO.

NHE/HPP-99(31) 2010

REVISIONS

NO. DATE BY BRIEF DESCRIPTION



TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)

* VARIES FROM 12'-5¹¹/₁₆" @ BEG. BRIDGE TO 11'-2¹/₄" @ END BRIDGE @ @ BRGS.

PHASE CONSTRUCTION NOTES REQUIREMENTS AND RESTRICTIONS FOR PHASE CONSTRUCTION:

- I. SHEET PILING MAY BE REQUIRED TO SUPPORT BENT OR ABUTMENT FOOTING EXCAVATION AS DIRECTED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH SHEET PILING SHALL BE INCLUDED IN BRIDGE ITEMS BID ON.
- 2. THE LOCATION OF LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE CHANGED TO ACCOMODATE STAY IN PLACE DECK FORMS.
- 3, NO SHEET PILES OR BEARING PILES MAY BE DRIVEN FROM THE EXISTING OR PROPOSED STRUCTURE.
- 4. TWO 12 FOOT TRAFFIC LANES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

PROPOSED CONSTRUCTION SEQUENCE

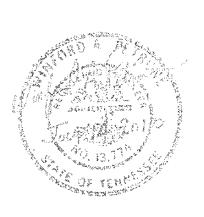
PHASE I

- 1. MAINTAIN TRAFFIC ON EXISTING BRIDGE AS SHOWN.
- 2. CONSTRUCT NEW SUBSTRUCTURES AND ERECT NEW GIRDERS PER PLANS.

3. POUR PHASE I CONCRETE DECK AND CONCRETE PARAPET.

PHASE II

- 1. PLACE TEMPORARY BARRIER RAIL AND SHIFT TRAFFIC AS SHOWN.
- 2. REPAIR EXISTING BRIDGE DECK.
- 3. REBUILD EXISTING STD 1-1 PARAPET. SEE DETAILS ON DWG. M-495-36.



BRIDGE NO. 2

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PHASED CONSTRUCTION DETAILS
WIDENING OF STATE ROUTE 99 OVER
LITTLE GRINDERS CREEK
LOG MILE 23.88
STATION 3271+26.00
LEWIS COUNTY
2010

DESIGNED BY PETRONE

DATE 06/10

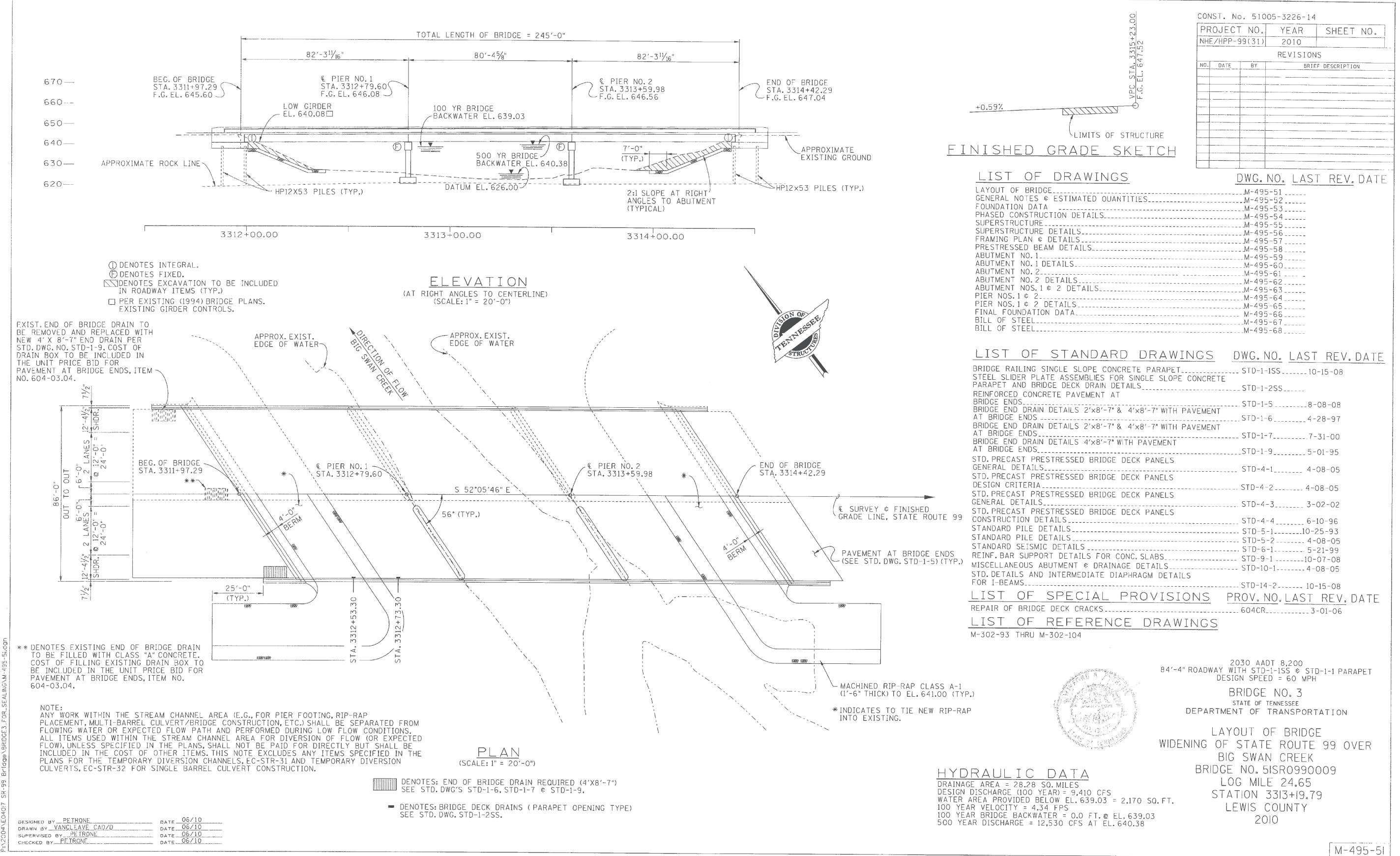
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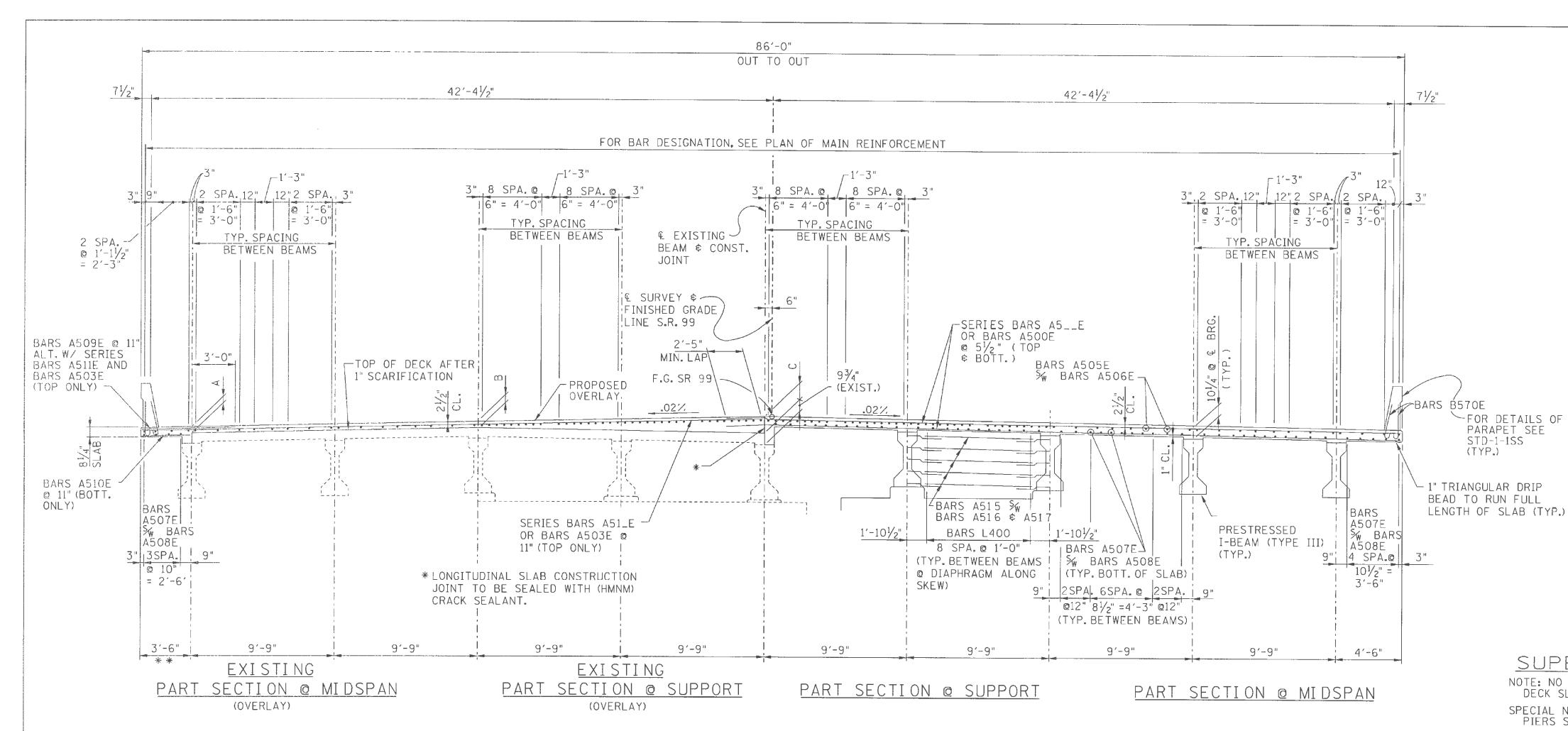
SUPERVISED BY PETRONE

CHECKED BY PETRONE

DATE 06/10

DATE 06/10





NO. DATE BY BRIEF DESCRIPTION

YEAR

REVISIONS

2010

SHEET NO.

CONST. No. 51005-3226-14

NHE/HPP-99(31)

SUPERSTRUCTURE GENERAL NOTES:

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE

DECK SLAB IS IN PLACE.

SPECIAL NOTE FOR ANCHOR BOLTS AT PIERS: ANCHOR BOLT ASSEMBLIES AT PIERS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.

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

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE POURED AND CURED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS AND PERMANENT INTERMEDIATE DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT PIERS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. ALL SUPPORT DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITIY FOR ITEM 604-03.09, CLASS "D" CONCRETE (BRIDGE DECK), C.Y.



BRIDGE NO. 3

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE

WIDENING OF STATE ROUTE 99 OVER

BIG SWAN CREEK

BRIDGE NO. 5ISRO990009

LOG MILE 24.65

STATION 3313+19.79

LEWIS COUNTY

2010

ESTIMATED QUANTITIES CLASS "D"米 CLASS "L"米 STEEL BAR EPOXY COATED REINFORCEMENT CONCRETE CONCRETE ' REINFORCING STEEL BRIDGE DECK)(BRIDGE DECK) (BRIDGES) (BRIDGES) C.Y. LB. LB. C.Y. 312 238 2,066 113,993

*: INDICATES USE CLASS "D" CONCRETE (BRIDGE DECK), ITEM NO. 604-03.09 FOR PHASE I SLAB CONSTRUCTION.

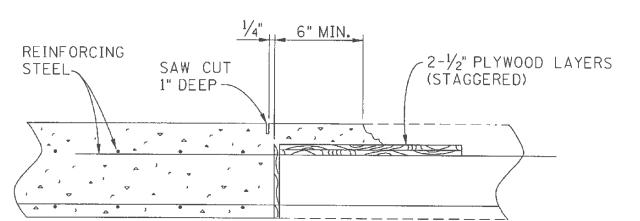
USE CLASS "L" CONCRETE (BRIDGE DECK), ITEM NO. 604-03.35 FOR PHASE II SLAB OVERLAY CONSTRUCTION.

PROPOSED CONCRETE OVERLAY THICKNESS

 $A = 4\frac{1}{2}$ " $B = 4\frac{1}{2}$ " $C = 1'-1\frac{1}{8}$ "

TYPICAL CROSS SECTION

* * SEE PHASE CONSTRUCTION DETAILS FOR REMOVAL OF PORTIONS OF EXISTING SLAB.



SLAB CONSTRUCTION JOINT DETAIL

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTORS OPTION SUBJECT TO THE FOLLOWING:

1. NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN

1. NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 1Q FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.

2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

DESIGNED BY PETRONE

DATE 06/10

DRAWN BY VANCLEAVE CAD/D

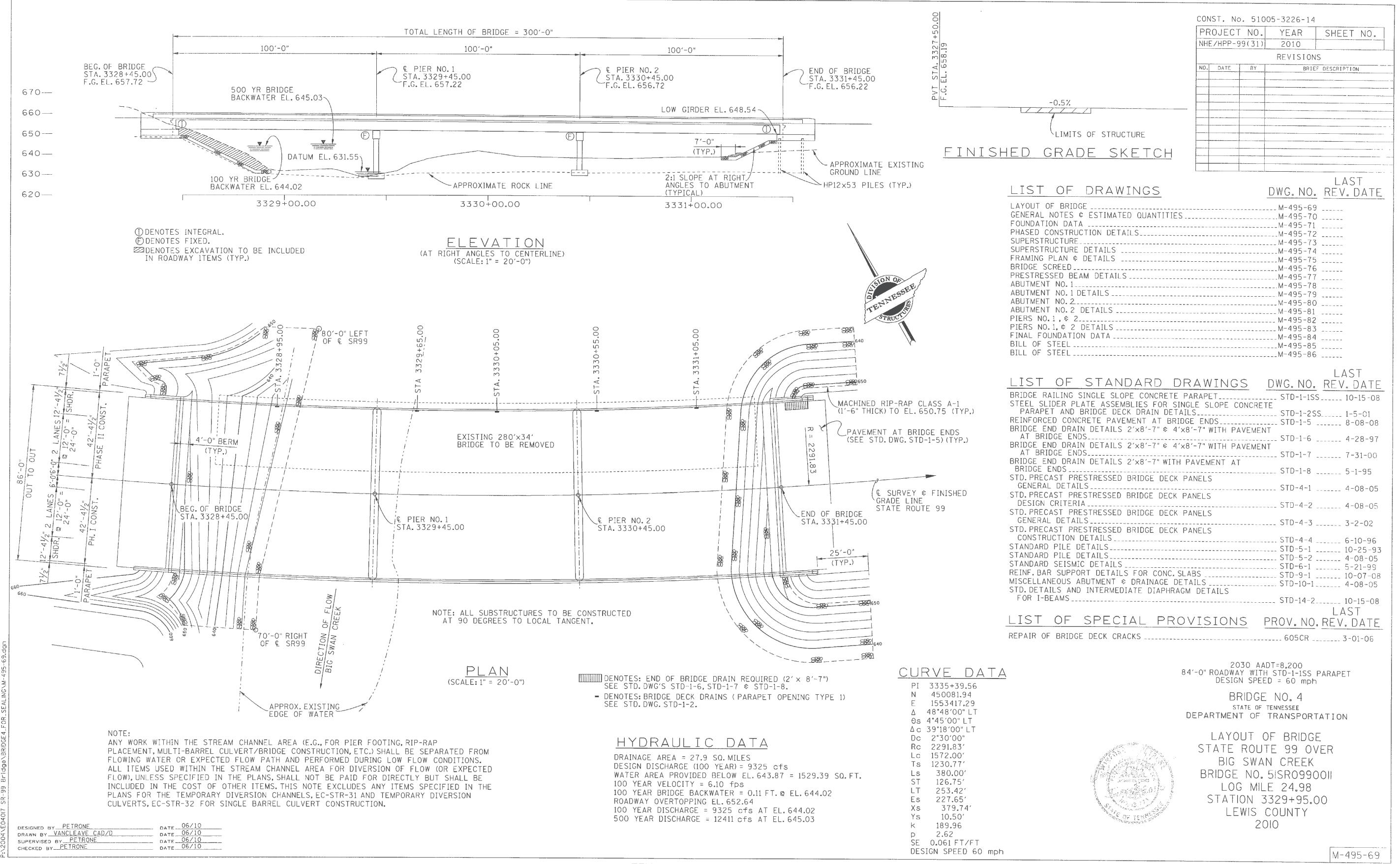
SUPERVISED BY PETRONE

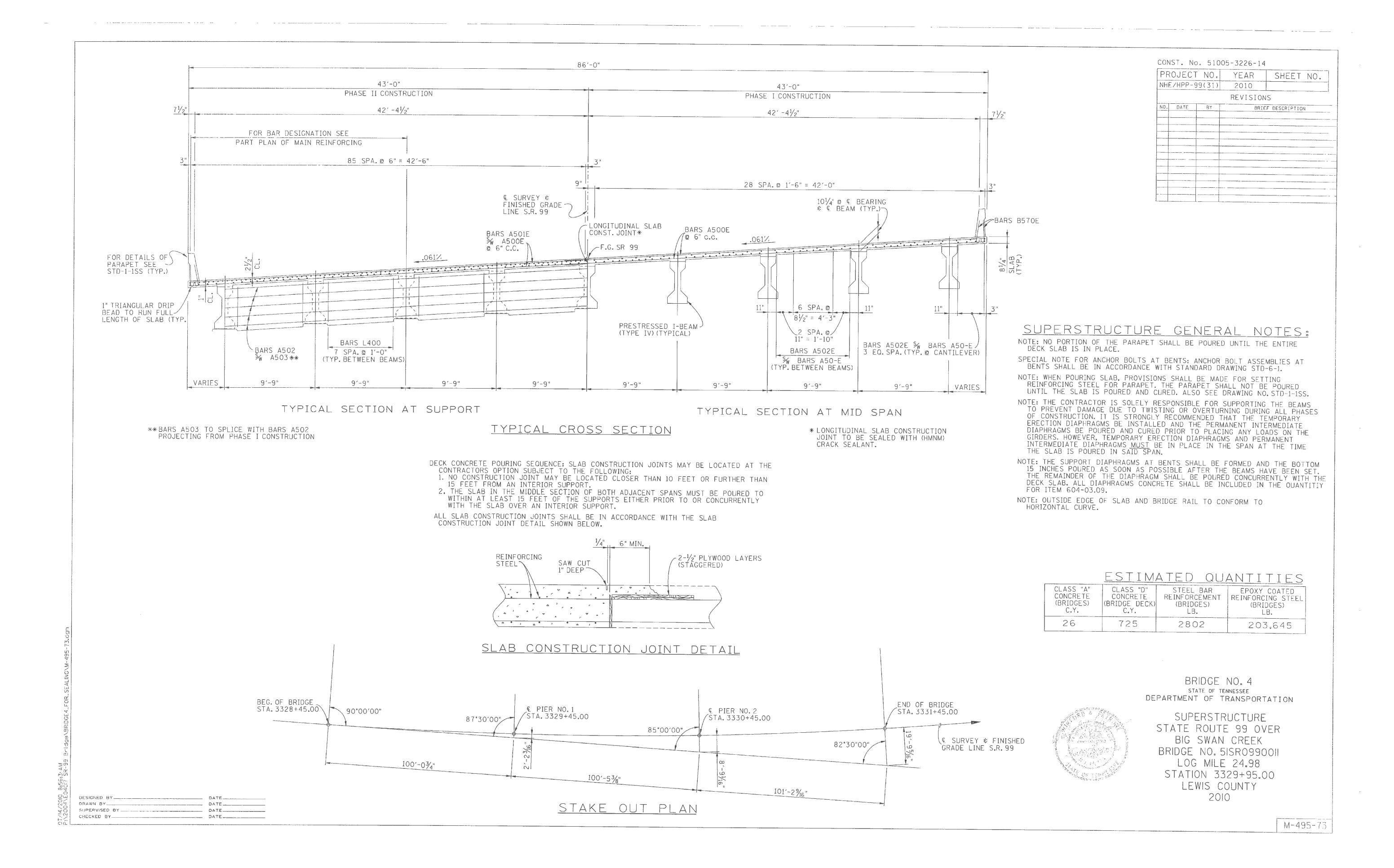
CHECKED BY PETRONE

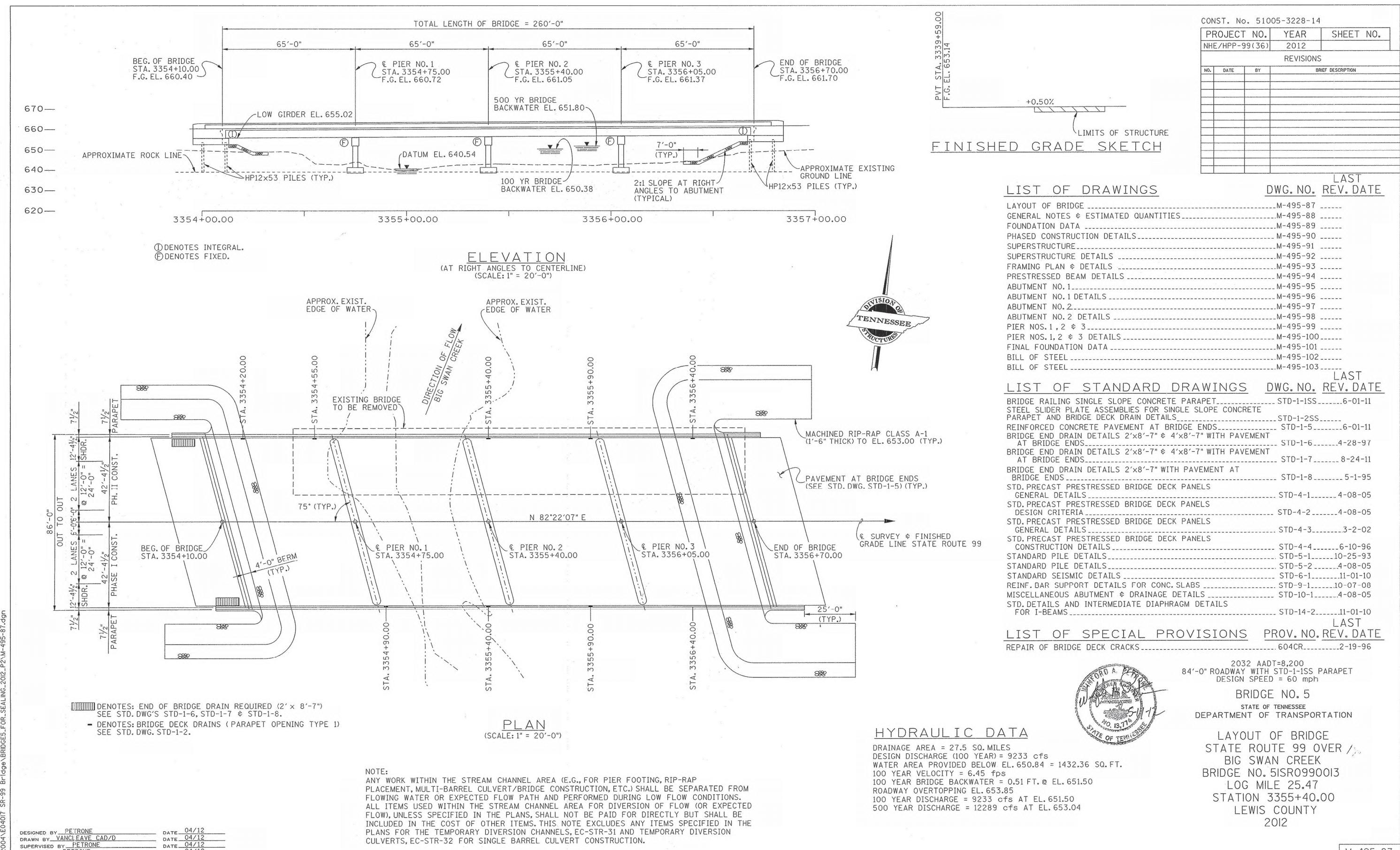
DATE 06/10

DATE 06/10

DATE 06/10



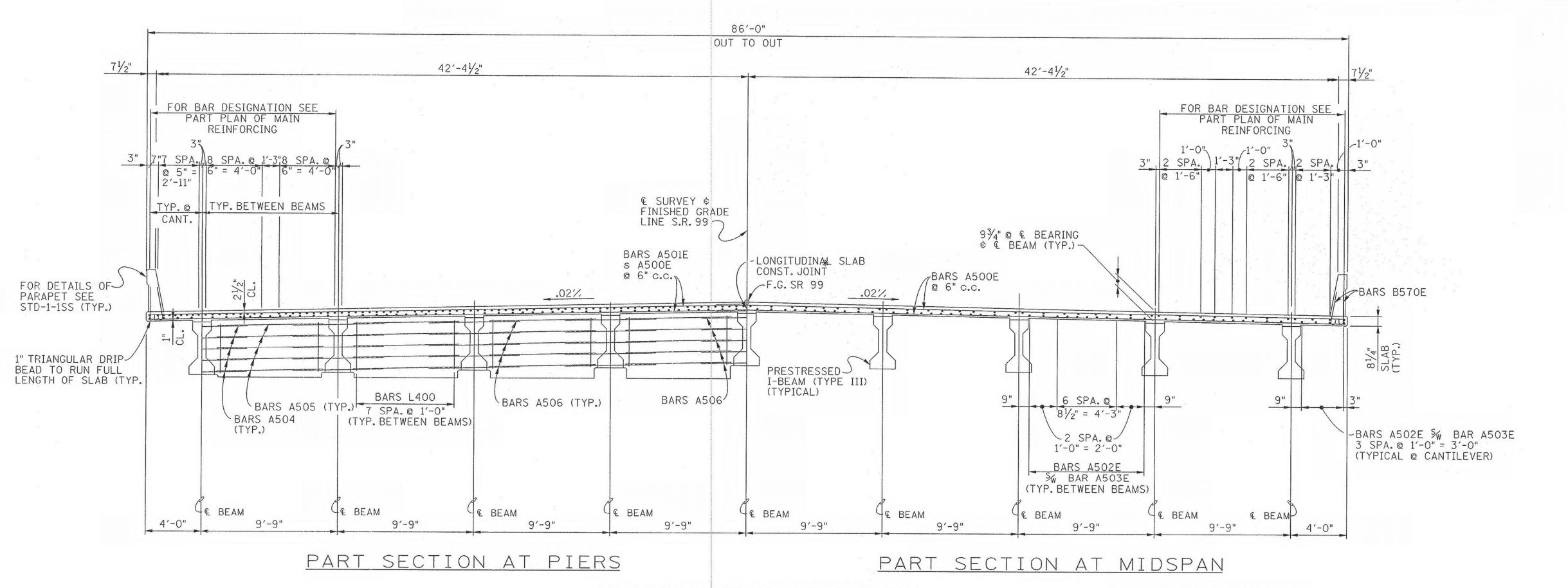




TEMPORARY BARRIER RAIL = 308'-0"

CHECKED BY PETRONE

MACHINED RIP-RAP (CLASS A-I) 1230 TON



NHE/HPP-99(36) 2012
REVISIONS

NO. DATE BY BRIEF DESCRIPTION

YEAR

SHEET NO.

CONST. No. 51005-3228-14

PROJECT NO.

TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)

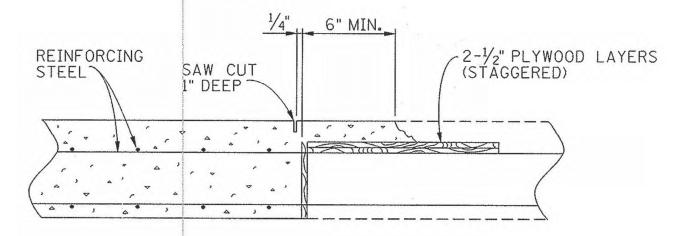
*LONGITUDINAL SLAB CONSTRUCTION JOINT TO BE SEALED WITH (HMWM) CRACK SEALANT.

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTORS OPTION SUBJECT TO THE FOLLOWING:

1. NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.

2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW.



SLAB CONSTRUCTION JOINT DETAIL

ESTIMATED QUANTITIES

CLASS "D"	STEEL BAR	EPOXY COATED
CONCRETE	REINFORCEMENT	REINFORCING STEEL
(BRIDGE DECK)	(BRIDGES)	(BRIDGES)
C.Y.	LB.	LB.
628	5035	139,205



BRIDGE NO. 5

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 99 OVER
BIG SWAN CREEK
BRIDGE NO. 5ISR09900I3
LOG MILE 25.47
STATION 3355+40.00
LEWIS COUNTY
2012

DESIGNED BY PETRONE

DATE 04/12

