THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Andrew Parr

Contact Info: andrew.parr@arcadis.com
Date: 2026.01.05 13:28:03-05'00'

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ARCADIS US, INC.
1210 PREMIER DRIVE SUITE 200
CHATTANOOGA, TN 37421
ANDREW PARR, P.E. NO. 121197

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
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTION AND PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS	2B1, 2B2
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D, 2D1
ENVIRONMENTAL NOTES	2E
EROSION PREVENTION AND SEDIMENT CONTROL NOTES	2E1
TABULATED QUANTITIES	2F
DETAIL SHEET	2G
UTILITY NOTES AND UTILITY OWNERS	3
RAMP DETAILS	4, 4A-4F
RAILROAD AERIAL	5
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-26(89)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH-I-26(89)	
STATE PROJ. NO.	86I026-F8-009; 86I026-M3-010	

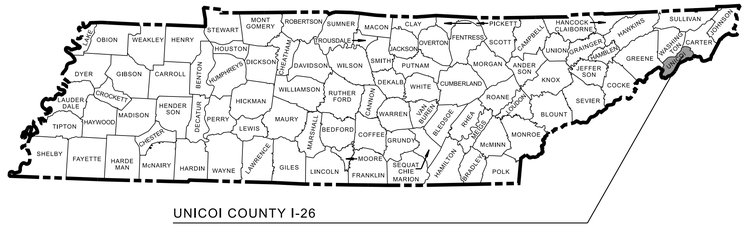
UNICOI COUNTY

I-26:
FROM CARTER COUNTY LINE
TO NEAR MAIN STREET

RESURFACE

BRIDGE REPAIR, MILL, CM, OGFC, GUARDRAIL, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-26



UNICOI COUNTY I-26

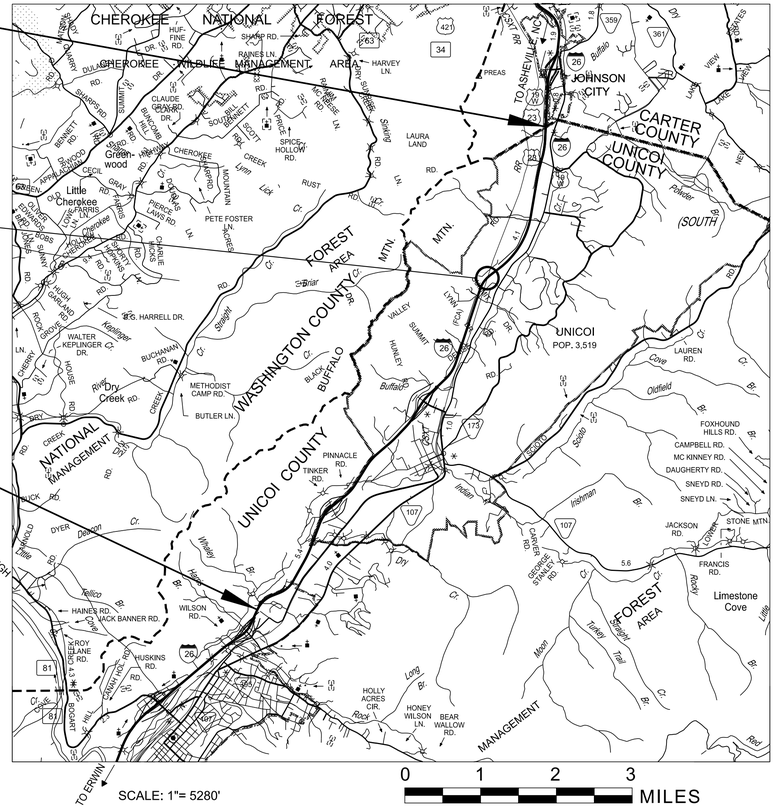
BRIDGE ID. # 86I00260001, 86I00260002, 86I00260003, 86I00260004, 86I00260005, 86I00260006, 86I00260007, 86I00260008, 86I00260009, 86I00260010, 86I00260011, 86I00260012, 86I00260013, 86I00260014, 86I00260015, 86I00260016, 86I00260017, 86I00260019, 86I00260020

NO EXCLUSIONS

86I026-F8-009
BEGIN PROJECT NO. NH-I-26(89) RESURFACE
L.M. 0.00

CSX TRANSPORTATION (CSXT)
R/R UNDER PASS CROSSING #644502R
LAT 36.2305330, LONG -82.3377360
MP Z-125.91 BRIDGE ID. #86I00260005
& #86I00260006, L.M. 2.19

86I026-F8-009
END PROJECT NO. NH-I-26(89) RESURFACE
L.M. 7.76



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SEALED BY
ANDREW PARIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE
01/05/26

APPROVED:
SHANE HESTER, P.E. CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, P.E. 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 JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	L.M. 1.18
STATION LOCATION	L.M. 5.20
STATION LOCATION	L.M. 7.28

TRAFFIC DATA	
ADT (2026)	16110
POSTED SPEED	65 MPH

PROJECT LENGTH 7.76 MILES
TOTAL LANE MILES RESURFACED 31.04 MILES

TDOT PROJECT MANAGER : ERIC WILSON, P.E.
DESIGN FIRM : ARCADIS US, INC.
DESIGNER : ADAM GRAVITT CHECKED BY JOHN REHM, P.E.
P.E. NO. 98012-4199-04 (DESIGN)
PIN NO. 134020.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	1A

ROADWAY INDEX

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS

NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN NUMBERING OF SHEETS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
ROADWAY DESIGN STANDARDS		
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS
RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS
RD11-LR-1		MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-5	06-28-19	SAFETY PLAN FOR BRIDGE ENDS IN MEDIANS
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-PL-6A	06-28-19	SAFETY PLAN SAFETY HARDWARE PLACEMENT IN MEDIAN
S-GR31-1	03-13-25	GUARDRAIL DETAILS
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	10-31-25	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
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-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	07-22-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT RAMP
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

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ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE
01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	LOCATION
EDHZ001	Environmental Division, Hazardous Materials	Asbestos Containing Material (ACM) surveys were completed on the following bridges and no asbestos was detected. Please see the reports for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of 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 within Project Limits
EDHZ002	Environmental Division, Hazardous Materials	Bridge No. 86100260001 I-26 EB over Castille Rd LM 0.46 Bridge No. 86100260002 I-26 WB over Castille Rd LM 0.46 Bridge No. 86100260003 I-26 EB over Garland Rd LM 1.25 Bridge No. 86100260004 I-26 WB over Garland Rd LM 1.25 Bridge No. 86100260005 I-26 EB over CSXRR LM 2.19 Bridge No. 86100260006 I-26 WB over CSXRR LM 2.19 Bridge No. 86100260007 I-26 EB over Buckeye Rd LM 2.50 Bridge No. 86100260008 I-26 WB over Buckeye Rd LM 2.50 Bridge No. 86100260009 I-26 EB over Laughren Rd LM 3.15 Bridge No. 86100260010 I-26 WB over Laughren Rd LM 3.15 Bridge No. 86100260011 I-26 EB over Unicoi Rd LM 4.09 Bridge No. 86100260012 I-26 WB over Unicoi Rd LM 4.09 Bridge No. 86100260013 I-26 EB over North Indian Creek LM 5.48 Bridge No. 86100260015 I-26 EB over Tinker Rd LM 5.95 Bridge No. 86100260016 I-26 WB over Tinker Rd LM 5.95 Bridge No. 86100260019 I-26 EB over Pippin Hollow Rd LM 7.57 Bridge No. 86100260020 I-26 WB over Pippin Hollow Rd LM 7.57.	

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01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 86I026-F8-009
(1)	201-01	CLEARING AND GRUBBING	LS	1
(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	32
(3)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	443
(3)	307-03.12	ASPHALT CONCRETE MIX (PG76-22) GRADING CM	TON	16612
(3)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	114
(3)(4)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	3269
(3)(5)	411-03.23	ACS MIX (PG76-22) OGFC	TON	18781
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	31
(3)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	17939
(6)	502-08.01	RESEALING JOINTS (HOT POURED ELASTIC)	L.F.	13629
(3)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH	8
(3)(7)	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	4
(3)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	8
(3)(8)	706-01	GUARDRAIL REMOVED	L.F.	376
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	261
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	131
(9)	712-06	SIGNS (CONSTRUCTION)	S.F.	3175
(10)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	4
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	4
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	10
	712-08.12	QUEUE PROTECTION TRUCK	DAY	42
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	8
(11)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	1346
(12)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1346
(13)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	206
(13)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1890
(13)	716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	4
(14)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	35
(15)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	35
(15)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	5135
(15)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	4648
	717-01	MOBILIZATION	LS	1
		ALTERNATE AA1		
(3)(16)	403-02.01	TRACKLESS TACK COAT	TON	327
		ALTERNATE AA2		
(3)(17)	403-02.02	HOT APPLIED TACK COAT	TON	246

FOOTNOTES

(1) SEE DETAIL ON SHEET 2G.

(2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.

(3) SEE SHEET 2F FOR MORE INFO.

(4) TO BE USED ON TRANSITIONS FOR ALL BRIDGES WITHIN PROJECT LIMITS. SEE DETAIL ON SHEET 2B FOR MORE INFO.

(5) 328 TONS TO BE USED FOR PLANT STARTUP AND HEATING UP EQUIPMENT AT BEGINNING OF EACH SHIFT, 15 TONS WASTE MATERIAL PER DAY.

(6) TO BE USED TO SEAL SHOULDER JOINTS ON CONCRETE RAMPS.

(7) INCLUDES ALL MATERIAL NECESSARY FOR THE CONSTRUCTION OF THE PAD AND ANY NECESSARY EPSC MATERIALS.

(8) GUARDRAIL SHALL BE REMOVED SUCH THAT NEW COMBINED GUARDRAIL AND END TERMINAL LENGTH IS EQUAL TO OR GREATER THAN EXISTING.

(9) SEE SHEET 2F FOR SIGN TABULATED QUANTITIES. THE CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT MANAGER.

(10) ITEM TO BE USED ONLY WHEN A REDUCED SPEED LIMIT IS ESTABLISHED WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS AND TWO (2) TYPE "B" FLASHERS PER STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.

(11) INCLUDES 52 (EA) FOR WRONG-WAY ARROWS.

(12) ANY DAMAGE THAT OCCURS DURING REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE TDOT MANAGER.

(13) 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.

(14) TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.

(15) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

(16) USE AN APPROVED TRACKLESS TACK FROM QPL 40-F APPLIED WITH A DISTRIBUTOR AT A MINIMUM RATE OF 0.25 GAL/SY (APPROXIMATE RESIDUAL RATE 0.13-0.15 GAL/SY). PAVING SHALL NOT BEGIN UNTIL THE DEPARTMENT IS SATISFIED THE APPLICATION RATE IS ACHIEVED AND THE EMULSION HAS FULLY BROKEN. MULTIPLE PASSES MAY BE REQUIRED. OR, EMULSION TYPE CQS-1HP MAY BE APPLIED WITH A SPRAY PAVER AT AN APPLICATION RATE BETWEEN 0.18 TO 0.23 GAL/SY. THE SPRAY PAVER SHALL BE A SINGLE PIECE OF EQUIPMENT THAT APPLIES THE TACK COAT AND SPREADS THE BITUMINOUS PAVEMENT. AT A MINIMUM THE SPRAY PAVER SHALL MEET THE PAVER REQUIREMENTS OF 407.06 AND THE DISTRIBUTOR REQUIREMENTS IN 402.03.

(17) HOT APPLIED TRACKLESS TACK MAY BE EITHER HOT APPLIED ASPHALT BINDER OR AN APPROVED HOT APPLIED TRACKLESS TACK COAT FROM QPL 40, SECTION F. IF USING ASPHALT BINDER THE MINIMUM GRADE SHALL BE PG64-22 BUT A HIGHER GRADE MAY BE USED.

NOTE: THERE ARE NO UTILITY ADJUSTMENTS WITHIN PROJECT LIMITS

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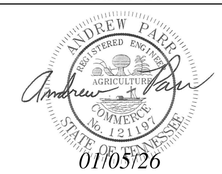

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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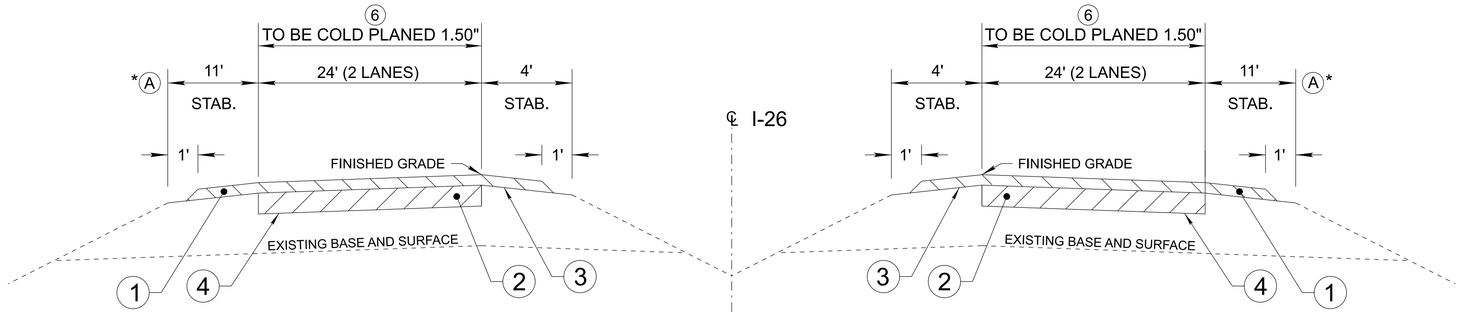
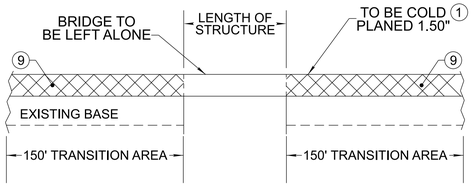
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2B



*Ⓐ FROM: L.M. 0.00 TO L.M. 7.76

*EXCEPT FOR BRIDGES AND TRANSITIONS

MILLING OVER BRIDGES DETAIL



(NOT TO SCALE)

FOR ALL BRIDGES EXCEPT BRIDGE OVER DRY CREEK AT L.M. 6.53

PROPOSED PAVEMENT SCHEDULE

① **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 117.5 LBS./S.Y.)** ITEM 411-03.23 ACS MIX (PG76-22) OGFC	⑥ **COLD PLANING @ 1.50"± THICK (APPROX. 157.5 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
② **BITUMINOUS COURSE @ 1.50"± THICK (APPROX. 165.0 LBS./S.Y.)** ITEM 307-03.12 ASPHALT CONCRETE MIX (PG76-22) GRADING "CM"	⑦ **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
④ **TACK COAT** ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD	⑧ **COLD PLANING @ 2.75"± THICK (APPROX. 288.75 LBS./S.Y.)** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
⑤ **MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS** ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	⑨ **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
ALTERNATE AA1	ALTERNATE AA2
③ **TRACKLESS TACK COAT** ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD	③ **TACK COAT (TC) (APPROX. 0.15 GAL./S.Y.)** ITEM 403-02.02 HOT APPLIED TACK COAT

SEALED BY

ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE
01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION AND PAVEMENT SCHEDULE

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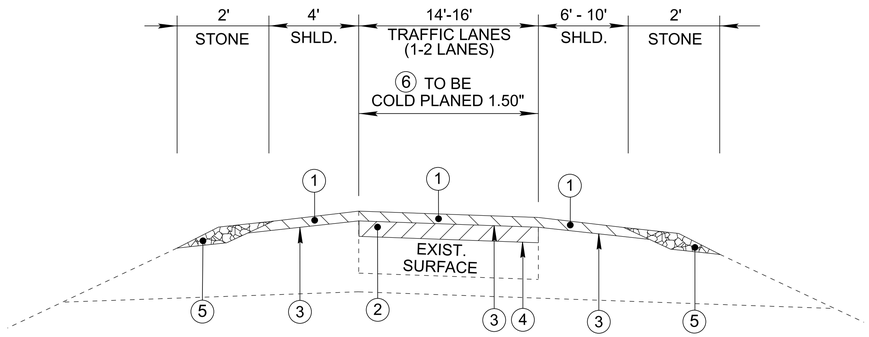
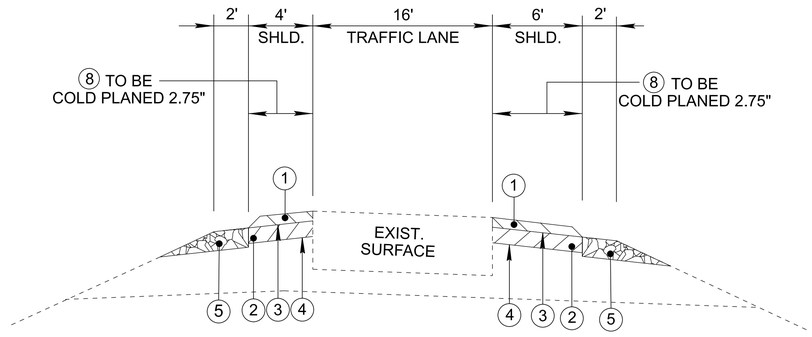
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2B1

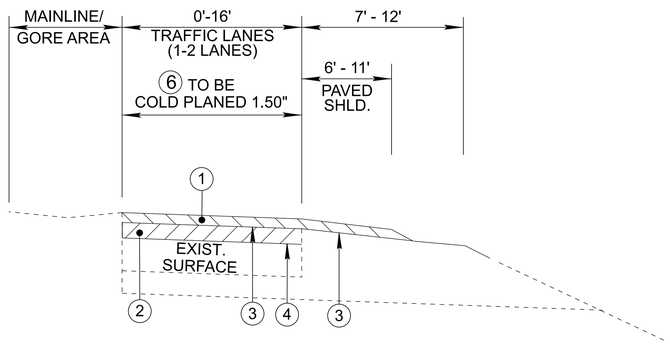
ASPHALT TYPICAL 1



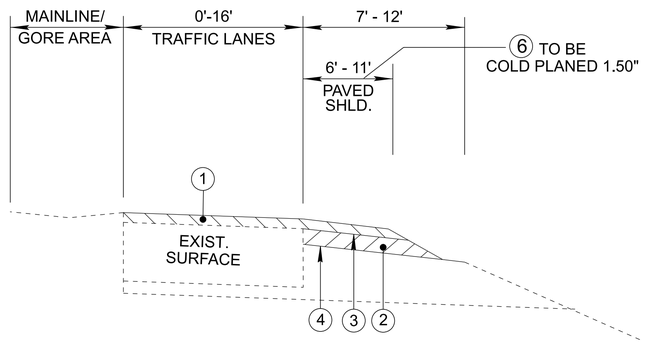
CONCRETE TYPICAL 1



ASPHALT TYPICAL 2



CONCRETE TYPICAL 2



SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

SEE SHEET NO. 2B2 FOR RAMP INFORMATION

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No. 121197
STATE OF TENNESSEE

01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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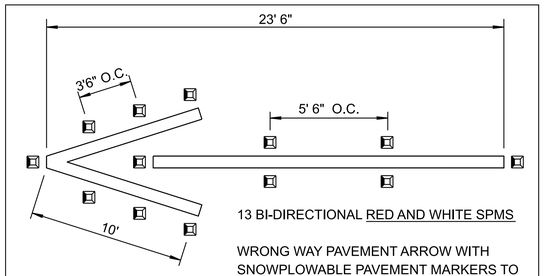
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2B2

I-26 INTERCHANGE	Sheet #	Length (ft)	Lane Width(s) (ft)	Outside Shoulder	Inside shoulder	Type of Typical
Unicoi Rd. - Exit 32						
EB Ext. Ramp - Deceleration Lane (Lane Taper)	4	336'	0' - 16'	6'	N/A	Concrete Typical 2
EB Ext. Ramp - Concrete Ramp (Adjacent to Gore Area)	4/4A	446'	16'	6'	N/A	Concrete Typical 2
EB Ext. Ramp - Overlay Transition	4A	125'	16'	6'	4'	Detail #1 on Sht. 2G
EB Ext. Ramp - Concrete Ramp (Asphalt Shoulders)	4A	854'	N/A	6'	4'	Concrete Typical 1
EB Ent. Ramp - Concrete Ramp (Asphalt Shoulders)	4A/4B	805'	N/A	6'	4'	Concrete Typical 1
EB Ent. Ramp - Overlay Transition	4B	125'	16'	6'	4'	Detail #1 on Sht. 2G
EB Ent. Ramp - Concrete Ramp (Adjacent to Gore Area)	4B	445'	16'	6'	N/A	Concrete Typical 2
EB Ent. Ramp - Acceleration Lane (Lane Taper)	4B	394'	11' - 16'	6'	N/A	Concrete Typical 2
EB Ent. Ramp - Lane Taper	4B/4C	538'	0' - 11'	6' - 11'	N/A	Concrete Typical 2
WB Ent. Ramp - Lane Taper	4	562'	0' - 11'	6' - 11'	N/A	Concrete Typical 2
WB Ent. Ramp - Acceleration Lane (Lane Taper)	4	348'	11' - 16'	6'	N/A	Concrete Typical 2
WB Ent. Ramp - Concrete Ramp (Adjacent to Gore Area)	4/4A	490'	16'	6'	N/A	Concrete Typical 2
WB Ent. Ramp - Overlay Transition	4A	125'	16'	6'	4'	Detail #1 on Sht. 2G
WB Ent. Ramp - Concrete Ramp (Asphalt Shoulders)	4A	766'	N/A	6'	4'	Concrete Typical 1
WB Ext. Ramp - Concrete Ramp (Asphalt Shoulders)	4A/4B	1018'	N/A	6'	4'	Concrete Typical 1
WB Ext. Ramp - Overlay Transition	4B	125'	16'	6'	4'	Detail #1 on Sht. 2G
WB Ext. Ramp - Concrete Ramp (Adjacent to Gore Area)	4B	462'	16'	6'	N/A	Concrete Typical 2
WB Ext. Ramp - Deceleration Lane (Lane Taper)	4B/4C	368'	0' - 16'	6' - 11'	N/A	Concrete Typical 2



13 BI-DIRECTIONAL RED AND WHITE SPMS

WRONG WAY PAVEMENT ARROW WITH SNOWPLOWABLE PAVEMENT MARKERS TO BE USED ON SINGLE-LANE RAMPS ONLY

REFER TO STANDARD DRAWING T-M-9B FOR WRONG WAY ARROW DETAIL.

1 FOR E.B. EXIT RAMP NO. 32 TO UNICOI RD. (L.M. 4.05)
1 FOR W.B. EXIT RAMP NO. 32 TO UNICOI RD. (L.M. 4.14)
1 FOR E.B. EXIT RAMP NO. 34 TO TINKER RD. (L.M. 5.93)
1 FOR W.B. EXIT RAMP NO. 34 TO TINKER RD.(L.M. 6.02)

I-26 INTERCHANGE	Sheet #	Length (ft)	Lane Width(s) (ft)	Outside Shoulder	Inside shoulder	Type of Typical
Tinker Rd. - Exit 34						
EB Ext. Ramp - Deceleration Lane (Lane Taper)	4D	604'	0' - 16'	6'	N/A	Asphalt Typical 2
EB Ext. Ramp - Deceleration Lane (Adjacent to Gore Area)	4D/4E	326'	16'	6'	N/A	Asphalt Typical 2
EB Ext. Ramp - Overlay Transition	4E	125	16'	6'	4'	Detail #2 on Sht. 2G
EB Ext. Ramp - Asphalt Ramp (Traffic Lane & Shoulders)	4E	470'	16'	6'	4'	Asphalt Typical 1
EB Ent. Ramp - Asphalt Ramp (Traffic Lane & Shoulders)	4E/4F	792'	16'	6'	4'	Asphalt Typical 1
EB Ent. Ramp - Overlay Transition	4F	125'	16'	6'	4'	Detail #2 on Sht. 2G
EB Ent. Ramp - Acceleration Lane (Adjacent to Gore Area)	4F	194'	16'	6'	N/A	Asphalt Typical 2
EB Ent. Ramp - Acceleration Lane	4F	136'	14' - 16'	6'	N/A	Asphalt Typical 2
EB Ent. Ramp - Acceleration Lane (Lane Taper)	4F	740'	0' - 14'	6' - 11'	N/A	Asphalt Typical 2
WB Ent. Ramp - Acceleration Lane (Lane Taper)	4D	810'	0' - 12'	6' - 11'	N/A	Asphalt Typical 2
WB Ent. Ramp - Acceleration Lane	4D	200'	12' - 16'	6'	N/A	Asphalt Typical 2
WB Ent. Ramp - Acceleration Lane (Adjacent to Gore Area)	4D	94'	16'	6'	N/A	Asphalt Typical 2
WB Ent. Ramp - Overlay Transition	4D	125'	16'	6'	4'	Detail #2 on Sht. 2G
WB Ent. Ramp - Asphalt Ramp (Traffic Lane & Shoulders)	4E	765'	16'	6'	4'	Asphalt Typical 1
WB Ext. Ramp - Asphalt Ramp (Traffic Lane & Shoulders)	4E	320'	16'	6'	4'	Asphalt Typical 1
WB Ext. Ramp - Overlay Transition	4E	125'	16'	6'	4'	Detail #2 on Sht. 2G
WB Ext. Ramp - Deceleration Lane (Adjacent to Gore Area)	4E/4F	222'	14' - 16'	6'	N/A	Asphalt Typical 2
WB Ext. Ramp - Deceleration Lane (Lane Taper)	4F	595'	0' - 14'	6' - 11'	N/A	Asphalt Typical 2

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2C

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

(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 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.

(9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8” 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. 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.

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

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

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

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

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.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY “ADVANCE GUIDE SIGN” AND ONE NEW TEMPORARY “EXIT DIRECTIONAL SIGN” AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, “D” UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A “B” ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-06, AS DIRECTED BY THE ENGINEER.

(4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(5) ALL EXISTING “EMERGENCY REFERENCE MARKERS” AND “HOSPITAL SIGNS” SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-06.

(6) WHEN “LOGO” SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE “LOGO” SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-06, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2C1

GENERAL NOTES (CONT'D)

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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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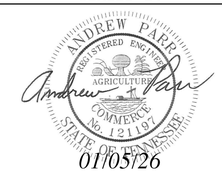

01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2D

SPECIAL NOTES

PAVEMENT

RESURFACING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

D. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (W8-15 AND W8-15P) PLACED IN ADVANCE OF ANY MILLED AREAS.

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

G. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

(3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

(5) THE INSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.

(7) 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.

(10) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

(11) TEMPORARY RAMP CLOSURES FOR MAINLINE RESURFACING SHALL BE AS FOLLOW:

A. RAMP CLOSURES SHOULD BE LIMITED TO NO MORE THAN 3 HOURS.

B. ALL RAMP CLOSURE REQUESTS SHALL BE MADE AT LEAST 7 WORKING DAYS PRIOR TO THE ANTICIPATED DATE OF CLOSURE.

C. RAMPS IN THE OPPOSITE DIRECTION OF THE CLOSURES CANNOT BE CLOSED AT SAME TIME AND NO SUBSEQUENT EXIT RAMPS SHALL BE CLOSED UNLESS IT IS LESS THAN 1 MILE FROM RAMP TO RAMP.

D. RAMPS WITH HOSPITALS OR OTHER EMERGENCY/FIRE/POLICE FACILITIES SHALL BE PASSABLE FOR EMERGENCY VEHICLES WHEN CLOSED TO REGULAR VEHICLE TRAFFIC.

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 SIGNPOST 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 303-01 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

(2) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.

(3) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

OGFC

(1) AT THE START OF EACH NIGHT'S PAVING PRODUCE APPROXIMATELY 15 TONS OF THE BITUMINOUS PAVEMENT FOR THE PURPOSE OF PLANT START UP AND HEATING UP THE MATERIAL TRANSFER DEVICE (MTD). THIS MATERIAL SHALL BE UNLOADED INTO THE MTD AT A MINIMUM TEMPERATURE 280F AND THE ENTIRE LOAD DISCHARGED THROUGH THE MTD AND WASTED OFF THE PROJECT SITE IMMEDIATELY PRIOR TO THE COMMENCING PAVING OPERATIONS.

LANE CLOSURES NOTES

(2) ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NIGHT BETWEEN THE HOURS OF 7PM AND 6AM (SUNDAY THRU THURSDAY) AND 10PM AND 8AM (FRIDAY – SATURDAY) UNLESS OTHERWISE DIRECTED BY THE T.D.O.T. OPERATIONS DISTRICT ENGINEER.

(4) NO LANE CLOSURES WILL BE ALLOWED ON WEEKENDS (FRIDAY – SUNDAY) WHEN THERE IS A SCHEDULED NASCAR RACE IN BRISTOL UNLESS OTHERWISE APPROVED BY THE T.D.O.T. OPERATIONS DISTRICT ENGINEER AND THE REGIONAL TRAFFIC INCIDENT MANAGEMENT COORDINATOR.

SEALED BY

ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
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No. 121197
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01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2D1

SPECIAL NOTES, CONT'D

RAILROAD

CSXT SAFETY NOTES:

(1) COMPLY WITH THE CONSTRUCTION SUBMISSION CRITERIA OF THE CSXT PUBLIC INFORMATION DOCUMENT AND CONSTRUCTION REQUIREMENTS OF THE PUBLIC PROJECTS MANUAL, WHICH IS AVAILABLE AT THE FOLLOWING URL: https://www.csx.com/index.cfm/about-us/property/

(2) 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 CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.

(3) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CSXT FLAGMAN.

(4) ALL ACTIVITIES WITHIN 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK ARE CONSIDERED FOULING THE TRACK. DURING CONSTRUCTION, CLEAR THE FOUL AREA BY REMOVING ALL PERSONNEL AND EQUIPMENT A MINIMUM OF 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK DURING TRAIN OPERATIONS. NOTICE FOR CLEARING THE FOULED AREA DURING TRAIN OPERATIONS WILL BE GIVEN BY AN ONSITE RAILROAD PROTECTION FLAGMAN. CLEAR THE FOUL AREA AND REMAIN CLEAR OF THE FOULED AREA UNTIL ALLOWED TO RETURN AS INSTRUCTED BY THE FLAGMAN. THIS REQUIREMENT TO CLEAR AND REMAIN CLEAR OF THE FOULED AREA MAY OCCUR AT ANY TIME DURING THE CONSTRUCTION.

(5) 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

(6) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.

(7) 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).

(8) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.

(9) THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.

(10) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CSXT'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS

(11) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CSXT RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.

(12) ANY VIOLATION OF ANY CSXT 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 CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. TESTING OF SOILS ON CSXT ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CSXT AUTHORIZATION. ANY SOILS EXCAVATED ON CSXT ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CSXT ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CSXT ROW, THE CSXT ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CSXT MUST FOLLOW CSXT PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

(18) CONFORM TO CSX GUIDELINES FOR TEMPORARY SHORING.

(19) THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:

CROUCH ENGINEERING, INC.
5115 MARYLAND WAY, SUITE 225
BRENTWOOD, TN 37027
ATTN: MR. SCOTT VICK, P.E.
PHONE: 615-791-0630
EMAIL: SVICK@CROUCHENGINEERING.COM

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01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

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

SPECIES

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

(12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

SCOPE OF WORK

(6) BRIDGE REPAIR, MILL, CM, OGFC, GUARDRAIL, AND PAVEMENT MARKINGS.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2E1

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

(6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.

(30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

(31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

(32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

(33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

(34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

(36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

(37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

(38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.

(39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

(40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

(44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.

(45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

(46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

(50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

(52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.

(53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

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DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2F

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
86I00260001	0.46 RT.	MARBLETON ROAD	137'-7"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260002	0.46 LT.	MARBLETON ROAD	137'-7"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260003	1.25 RT.	GARLAND RD.	155'-0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260004	1.25 LT.	GARLAND RD.	155'-0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260005	2.19 RT.	CSX RAILROAD	365'-10"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260006	2.19 LT.	CSX RAILROAD	331'-11"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260007	2.50 RT.	BUCKEYE RD.	150'-0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260008	2.50 LT.	BUCKEYE RD.	150'-0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260009	3.15 RT.	LAUGHREN RD.	138'-6"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260010	3.15 LT.	LAUGHREN RD.	138'-6"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260011	4.09 RT.	SR-137	110'-0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260012	4.09 LT.	SR-137	110'-0"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260013	5.48 RT.	NORTH INDIAN CREEK	217'-6"	PROVIDE DECK REPAIR ITEMS.
86I00260014	5.48 LT.	NORTH INDIAN CREEK	217'-6"	LEAVE AS IS.
86I00260015	5.95 RT.	TINKER RD.	136'-6"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260016	5.95 LT.	TINKER RD.	134'-9"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260017	6.530	DRY CREEK	25'-0"	PAVE WITH 1.25" OF OGFC MIX.
86I00260019	7.57 RT.	PIPPIN HOLLOW RD.	167'-3"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
86I00260020	7.57 LT.	PIPPIN HOLLOW RD.	167'-3"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.

SEE BRIDGE PLANS, B-1, FOR MORE INFORMATION.

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
E5-1	EXIT	18" x 24"	3	2	6
G20-1	ROAD WORK NEXT 8 MILES	48" x 24"	8	4	32
G20-2	END ROAD WORK	48" x 24"	8	6	48
R1-2	YIELD	60" x 60" x 60"	11	2	22
R2-1	SPEED LIMIT	48" x 60"	20	2	40
R4-1(MOD)	DO NOT PASS IN RIGHT LANE	120" x 42"	35	2	70
TN-44	WORKERS PRESENT REDUCE SPEED	78" x 60"	33	4	130
TN-64	MOTORCYCLE WARNING SIGN	24" x 18"	3	4	12
W1-4CR	RIGHT SHIFT ARROWS	48" x 48"	16	4	64
W1-4CL	LEFT SHIFT ARROWS	48" x 48"	16	4	64
W1-4AR	RIGHT SHIFT ARROW	48" x 48"	16	4	64
W3-2	YIELD AHEAD	36" x 36"	9	2	18
W3-4	BE PREPARED TO STOP	36" x 36"	9	4	36
W4-2L	LANE REDUCTION	48" x 48"	16	4	64
W4-2R	LANE REDUCTION	48" x 48"	16	4	64
W8-9A	SHOULDER DROP OFF	48" x 48"	16	40	640
W8-11	UNEVEN LANES	48" x 48"	16	40	640
W8-15	GROOVED PAVEMENT	48" x 48"	16	40	640
W20-1	ADVANCE ROAD WORK	48" x 48"	16	14	224
W20-5L	LEFT LANE CLOSED AHEAD	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED AHEAD	48" x 48"	16	4	64
W21-5L	LEFT SHOULDER CLOSED AHEAD	48" x 48"	16	4	64
W21-5R	RIGHT SHOULDER CLOSED AHEAD	48" x 48"	16	4	64
SPECIAL	MERGE NOW	48" x 48"	16	2	32
SUPP.	SUPP. SIGN NEXT 8 MILES	36" x 18"	5	2	9
				TOTAL	3175

NOTE: THE CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT MANAGER

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)							COLD PLANING BITUMINOUS PAVEMENT (TON)
	MINERAL AGG. D	BITUMINOUS PLANT MIX BASE (HOT MIX) CM	TACK COAT			ASPHALTIC CONCRETE SURFACE (HOT MIX) D	ASPHALTIC CONCRETE SURFACE (HOT MIX) OGFC	
	303-01	307-03.12	403-02.01	403-02.02	403-01	411-03.10	411-03.23	415-01.01
MAINLINE		14674.0	291.0	219.0	95.0		16110.0	15897.0
RAMPS	443.0	1290.0	29.0	22.0	15.0		1931.0	1490.0
GORE AREAS		648.0	7.0	5.0	4.0		412.0	552.0
BRIDGES						3269.0		
PLANT START UP							328.0	
TOTALS	443.0	16612.0	327.0	246.0	114.0	3269.0	18781.0	17939.0

GUARDRAIL TABULATION

LOG MILE	GUARDRAIL: GUARDRAIL TRANSITION 27IN TO 31IN 705-02.10 EACH	GUARDRAIL: GUARDRAIL REMOVED 706-01 (L.F.)	GUARDRAIL: EARTH PAD TYPE 38 GR END TREATMENT 705-04.09 EACH	GUARDRAIL: TYPE 38 MASH TL3 705-06.20 EACH
EB 1.739 RT.	1	47	1	1
EB 2.396 RT.	1	47	1	1
EB 3.114 RT.	1	47	1	1
EB 3.117 LT.	1	47	1	1
EB 3.610 RT.	1	47		1
WB 0.537 RT.	1	47		1
WB 3.748 RT.	1	47		1
WB 6.063 RT.	1	47		1
TOTALS	8	376	4	8

* GUARDRAIL SHALL BE REMOVED SUCH THAT NEW COMBINED GUARDRAIL AND END TERMINAL LENGTH IS EQUAL TO OR GREATER THAN EXISTING.

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TABULATED QUANTITIES

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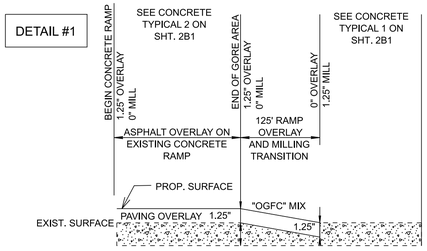
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	2G

NOTE: MILLING ON CONCRETE RAMP TO BE PAID FOR UNDER ITEM 415-01.01.

DETAIL #1



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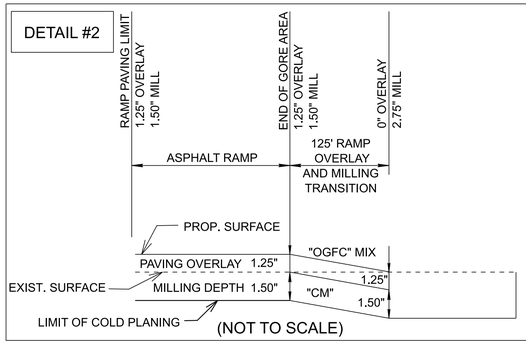
DETAIL #2



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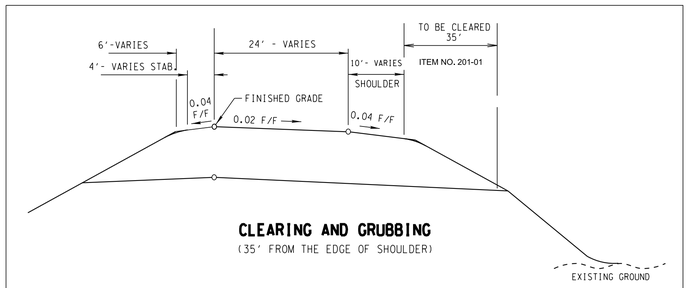
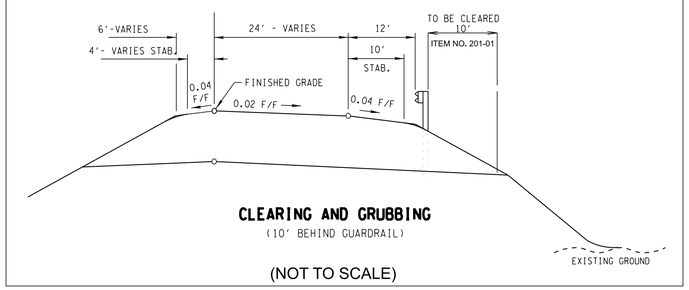


CLEARING AND GRUBBING
(35' FROM THE EDGE OF SHOULDER)



CLEARING AND GRUBBING
(10' BEHIND GUARDRAIL)

(NOT TO SCALE)

THE CONTRACTOR WILL BE REQUIRED TO CUT TREES AND VEGETATION FLUSH WITH THE GROUND WITHIN 35' OF EDGE OF PAVEMENT OR WITHIN 10' IF PROTECTED BEHIND GUARDRAIL. NO ORNAMENTAL AND/OR DECORATIVE TREES SHALL BE CUT OUTSIDE OF THE CLEAR ZONE OR AS DIRECTED BY THE TDOT MANAGER. ALL TREES AND VEGETATION THAT ARE CUT WILL BE DISPOSED OF AT A SITE APPROVED BY THE TDOT MANAGER. COST TO BE INCLUDED IN THE UNIT BID PRICE FOR CLEARING AND GRUBBING, ITEM NO. 201-01.

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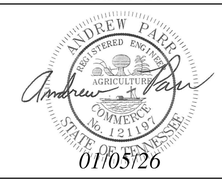

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DETAIL SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	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

CABLE:
XFINITY
5720 ASHEVILLE HWY.
KNOXVILLE, TN 37924
CONTACT: DREW MCCAWLEY
OFFICE PHONE: (865) 862-5061
Email: james_mccawley@cable.comcast.com

ELECTRIC:
TENNESSEE VALLEY AUTHORITY
1101 MARKET STREET, MR-4G
CHATTANOOGA, TN 37402
CONTACT: STEPHEN WILLIAMS
OFFICE PHONE: (423) 751-0011
Email: sewilliams@tva.gov

GAS:
UNICOI COUNTY GAS UTILITY DISTRICT
1414 N MAIN AVENUE P.O. BOX 599
ERWIN, TN 37650-0599
CONTACT: TIM WHITSON
OFFICE PHONE: (423) 743-6793
Email: twhitson@ucgud.com

TELEPHONE:
BRIGHTSPEED
101 NORTH ROAN STREET
JOHNSON CITY, TN 37601
CONTACT: ANDREW ICE
OFFICE PHONE: (423) 461-7724
Email: andrew.f.ice@brightspeed.com

WATER:
UNICOI WATER UTILITY DISTRICT
304 TENNESSEE STREET P.O. BOX 8
UNICOI, TN 37692
CONTACT: TOM BRYANT
OFFICE PHONE: (423) 743-6202
Email: tom.bryant@unicoiwater.com

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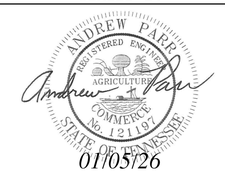

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UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4

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STATE OF TENNESSEE
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RAMP
DETAILS

SCALE: 1" = 50'

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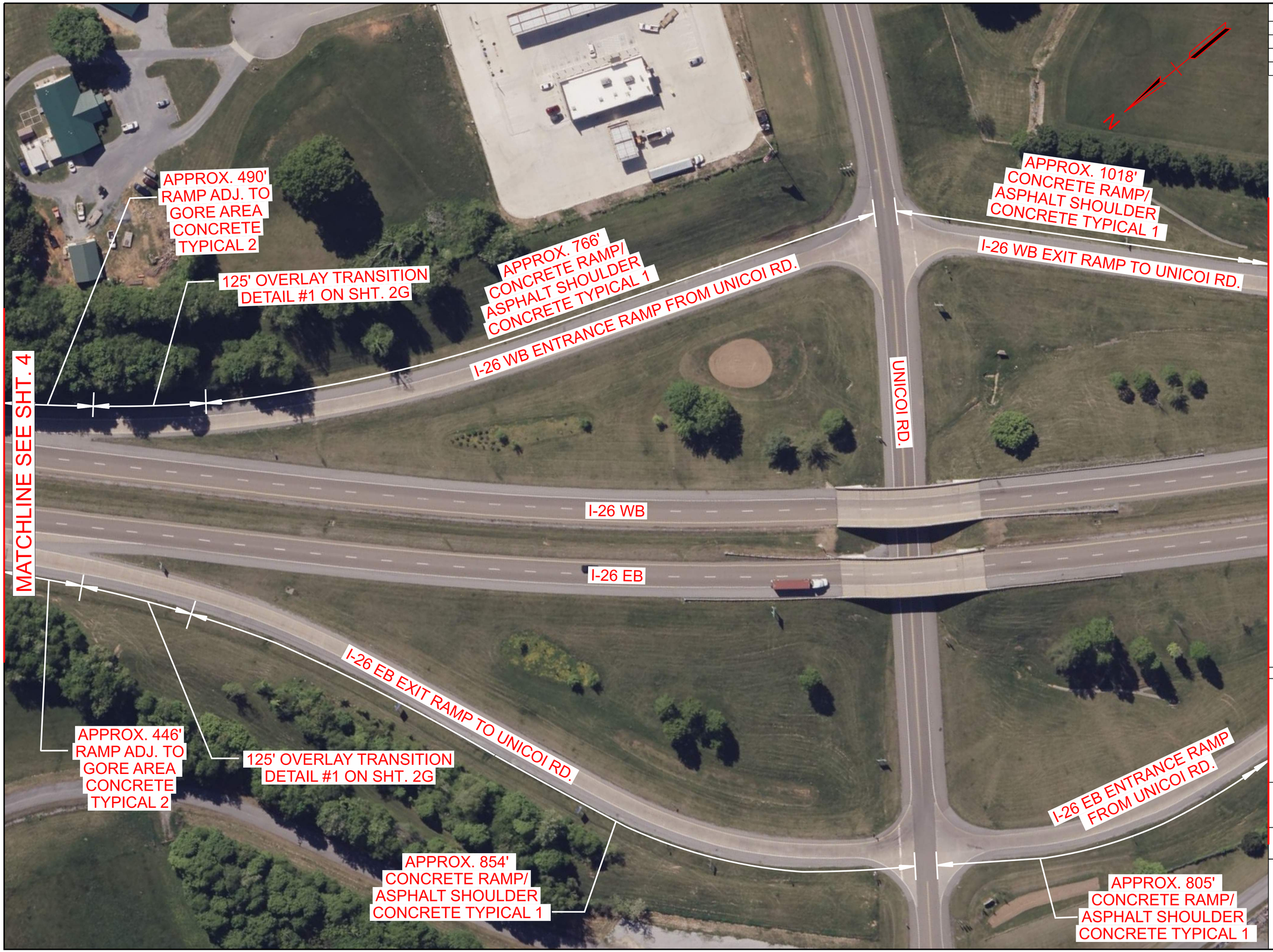
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4A



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RAMP
DETAILS

SCALE: 1" = 50'

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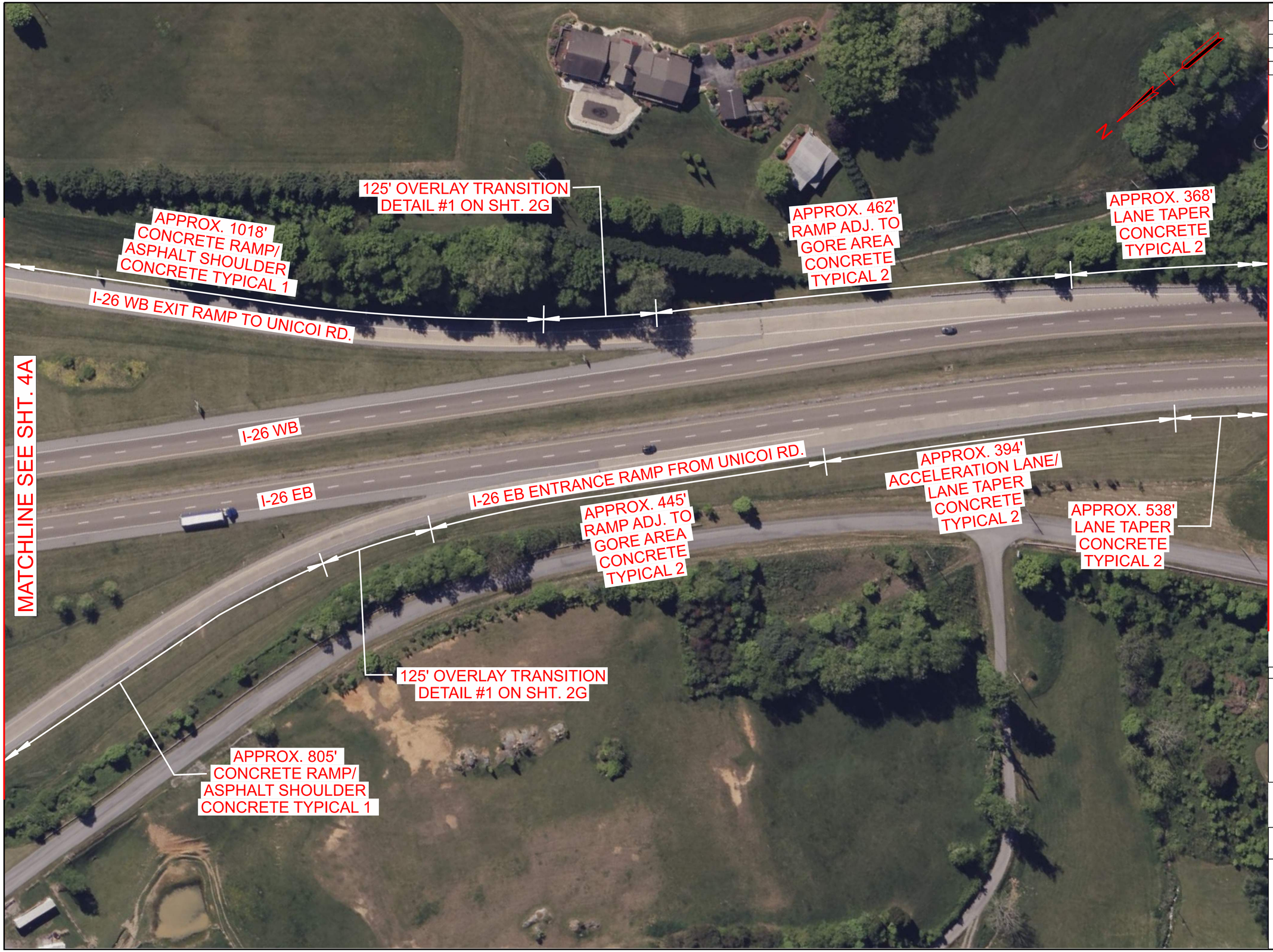

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4B

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RAMP
DETAILS

SCALE: 1" = 50'

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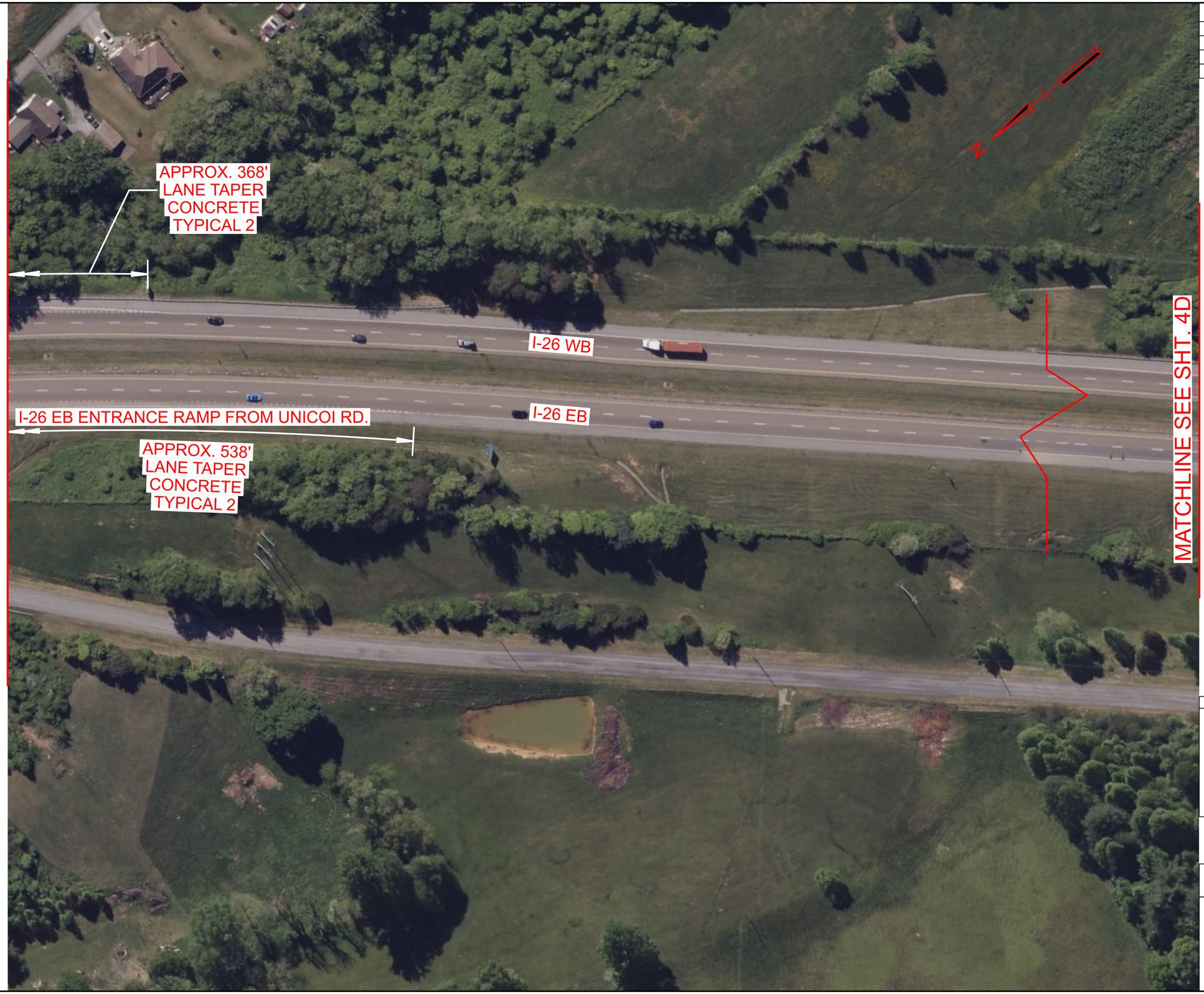
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4C



MATCHLINE SEE SHT. 4B

MATCHLINE SEE SHT. 4D

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RAMP DETAILS

SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4D

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RAMP
DETAILS

SCALE: 1" = 50'

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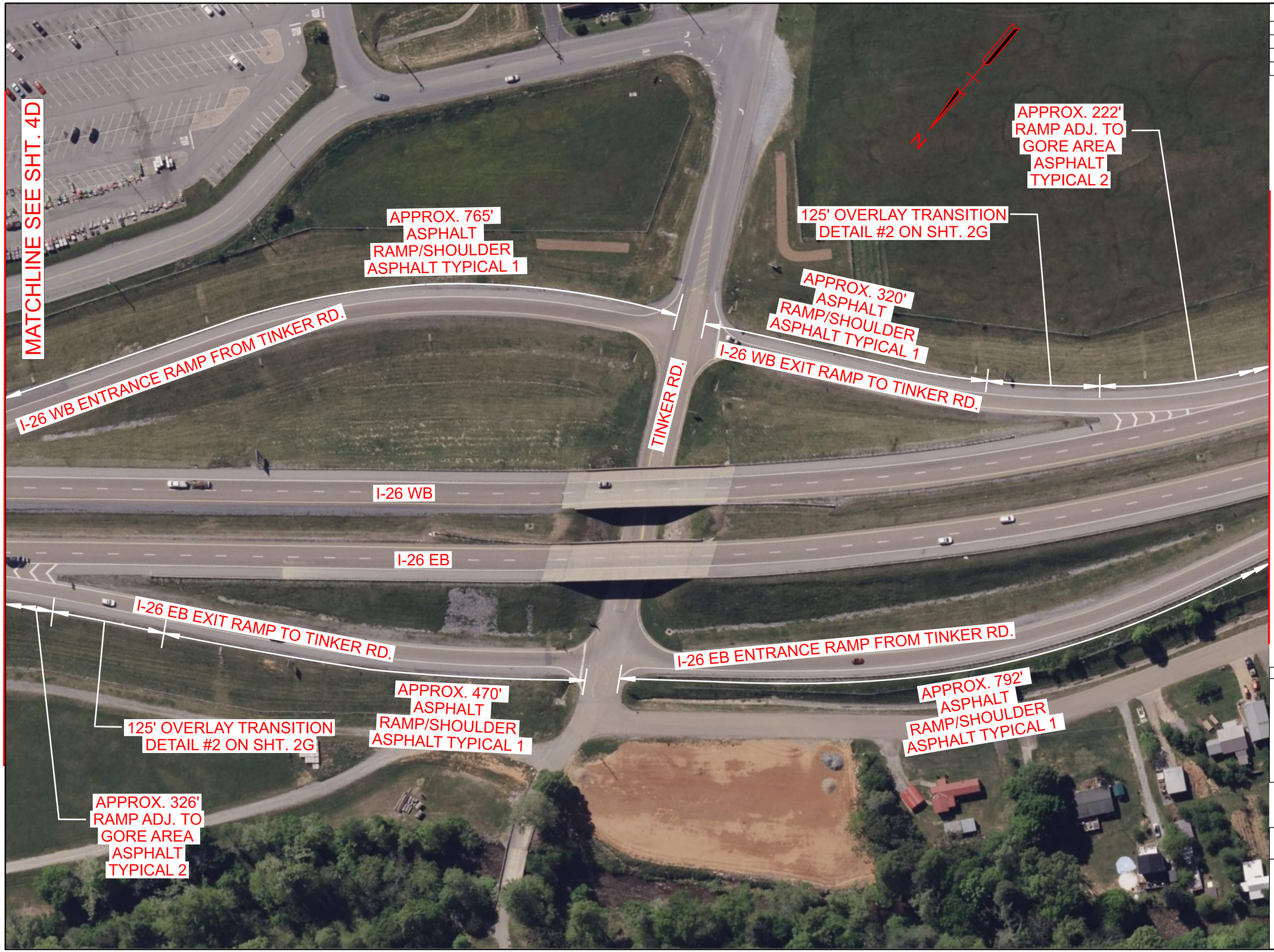
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4E



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RAMP
DETAILS

SCALE: 1" = 50'

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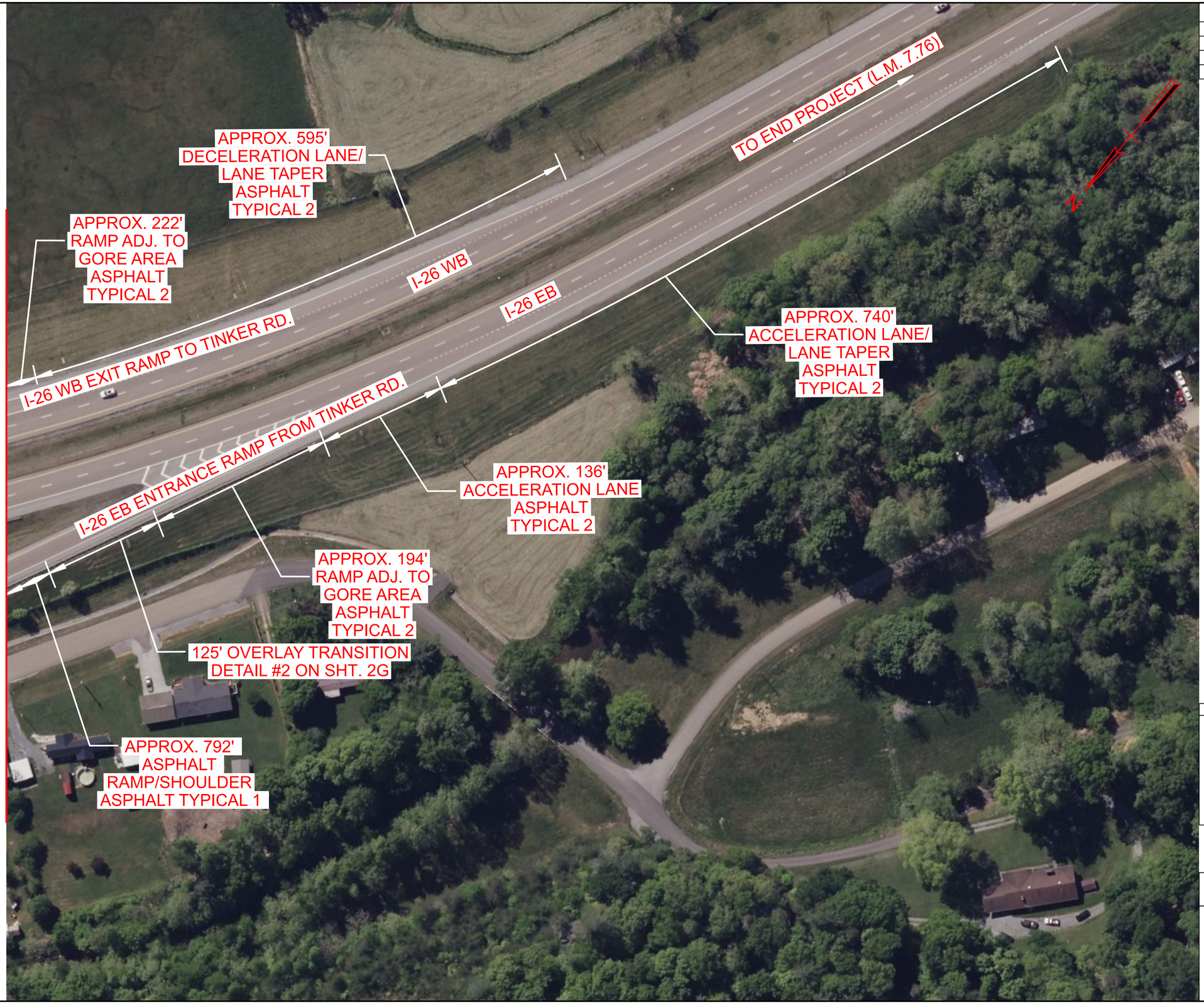
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	4F



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Andrew Pare

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RAMP DETAILS

SCALE: 1" = 50'

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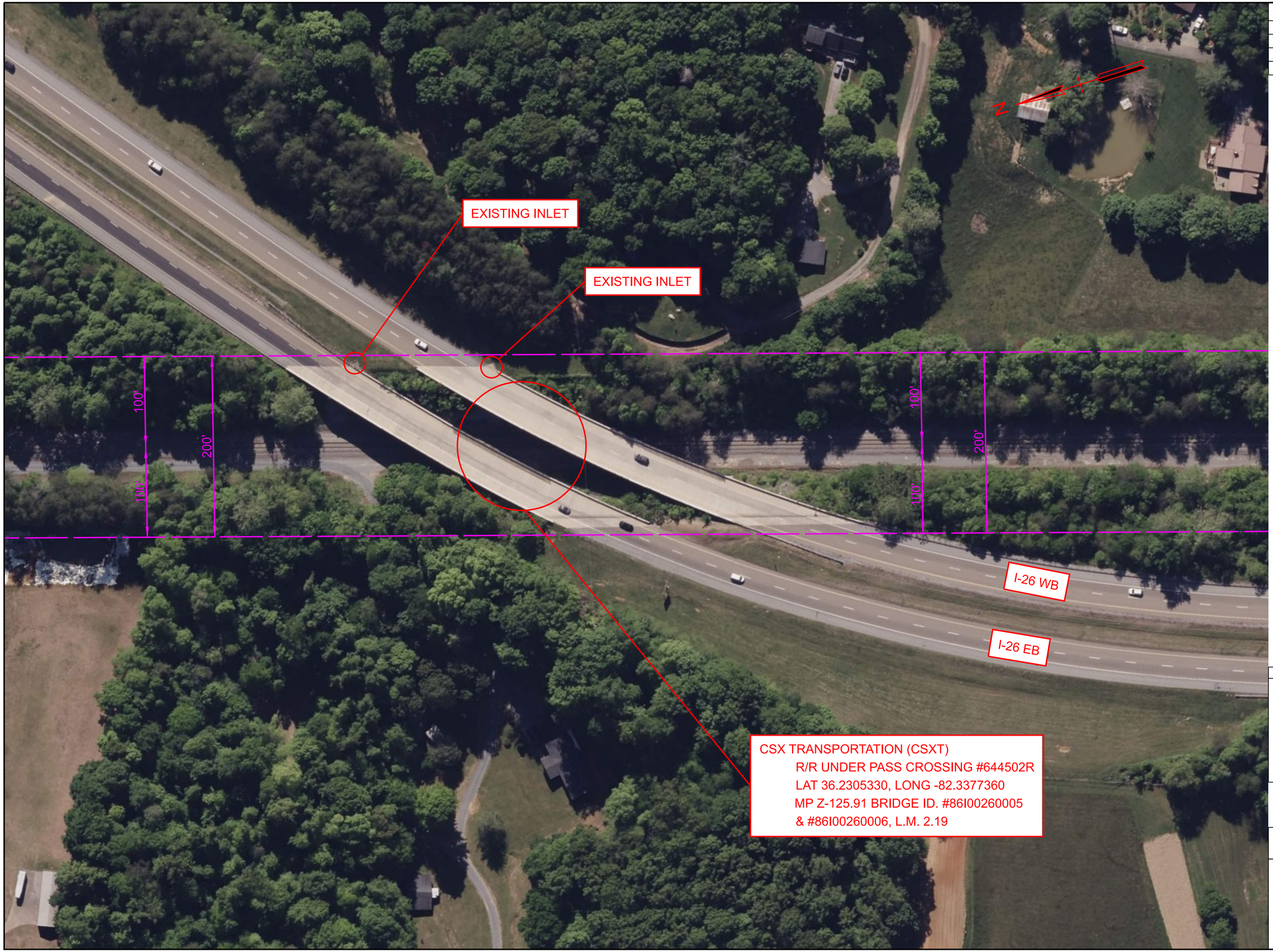
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	5



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RAILROAD
AERIAL

SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-26(89)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

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

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

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

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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 6 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 0.75 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.

SEALED BY

ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE

01/05/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

12/4/2025 5:52:47 PM
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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2025.12.19 11:48:59 -06'00'

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

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE

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.

YEAR	PROJECT NO.	SHEET NO.
2026	86I026-M3-010	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-1

REVISIONS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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86-I26-2.50 RT. & LT. OVER
BUCKEYE ROAD,
86-I26-3.15 RT. & LT. OVER
LAUGHREN ROAD,
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NORTH INDIAN CREEK,
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PIPPIN HOLLOW ROAD
FED. BRIDGE ID NOS.
86I00260001, 86I00260002 ,
86I00260003, 86I00260004,
86I00260005, 86I00260006,
86I00260007, 86I00260008,
86I00260009, 86I00260010,
86I00260011, 86I00260012,
86I00260013, 86I00260015,
86I00260016, 86I00260019 &
86I00260020
UNICOI COUNTY
2026

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
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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 REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
86-I26-0.46 RT. & LT. OVER MARBLETON ROAD (86I00260001 & 86I00260002)	M-104-105 M-104-108 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	10	5	1680
86-I26-1.25 RT. & LT. OVER GARLAND ROAD (86I00260003 & 86I00260004)	M-104-92 M-104-95 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	10	5	1836
86-I26-2.19 RT. & LT. OVER CSXT RAILROAD (86I00260005 & 86I00260006)	BR-69-69 BR-69-71 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	25	5	3581
86-I26-2.50 RT. & LT. OVER BUCKEYE ROAD (86I00260007 & 86I00260008)	M-104-51 M-104-54 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	20	20	1792
86-I26-3.15 RT. & LT. OVER LAUGHREN ROAD (86I00260009 & 86I00260010)	M-104-41 M-104-44 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	10	5	1688
86-I26-4.09 RT. & LT. OVER SR-173 (86I00260011 & 86I00260012)	M-104-24 M-104-27 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	20	5	1432
86-I26-5.48 RT. OVER NORTH INDIAN CREEK (86I00260013)	BR-130-479 BR-130-481	BRIDGE DECK REPAIRS	10		
86-I26-5.95 RT. & LT. OVER TINKER ROAD (86I00260015 & 86I00260016)	M-104-1 M-104-4 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	10	5	1670
86-I26-7.57 RT. & LT. OVER PIPPIN HOLLOW ROAD (86I00260019 & 86I00260020)	M-78-40 M-78-43 K-86-144	BRIDGE DECK REPAIRS CONCRETE REPAIRS TYPE 1 THIN EPOXY OVERLAY	10	30	1726
TOTAL			125	80	15405

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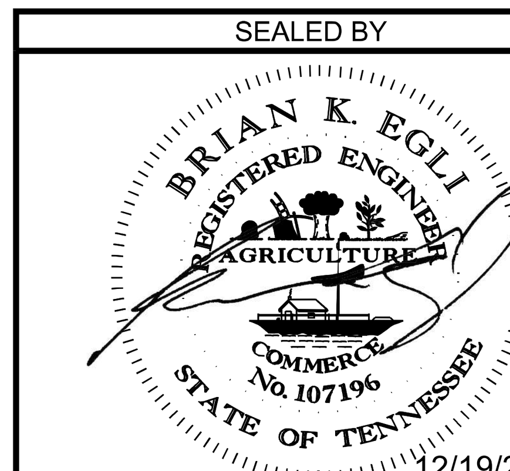

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND
ESTIMATED QUANTITIES
86-I26-0.46 RT. & LT. OVER
MARBLETON ROAD,
86-I26-1.25 RT. & LT. OVER
GARLAND ROAD,
86-I26-2.19 RT. & LT. OVER
CSXT RAILROAD,
86-I26-2.50 RT. & LT. OVER
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86-I26-4.09 RT. & LT. OVER
SR-173,
86-I26-5.48 RT. OVER
NORTH INDIAN CREEK,
86-I26-5.95 RT. & LT. OVER
TINKER ROAD AND
86-I26-7.57 RT. & LT. OVER
PIPPIN HOLLOW ROAD
FED. BRIDGE ID. NOS.
86I00260001, 86I00260002 ,
86I00260003, 86I00260004,
86I00260005, 86I00260006,
86I00260007, 86I00260008,
86I00260009, 86I00260010,
86I00260011, 86I00260012,
86I00260013, 86I00260015,
86I00260016, 86I00260019 &
86I00260020
UNICOI COUNTY
2026

PIN NO.: 134020.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 10/25
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25
CHECKED BY: DATE: / /

$$$$SYTIME$$$$$$
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PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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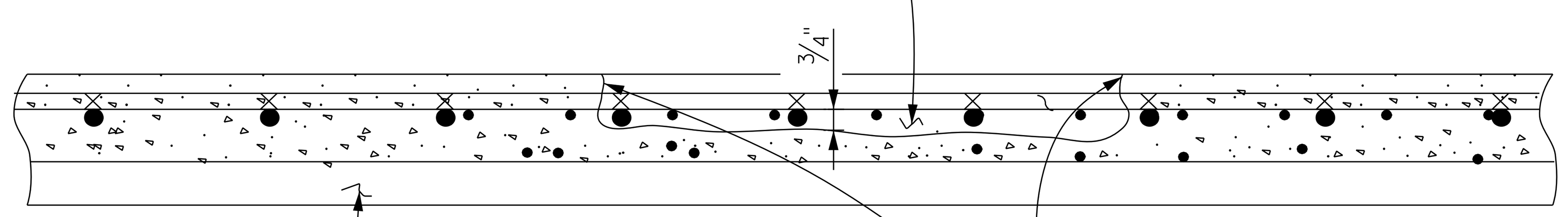
RAPID SET CEMENTITIOUS PATCHING MATERIALS
(FOR PATCHING MATERIAL REFER TDOT QUALIFIED
PRODUCT LIST NO. 13.004)



PRECAST
PRESTRESSED
PANELS

EDGES TO BE SAW CUT
TO A DEPTH OF 1"

SKETCH SHOWING DECK REPAIR

NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 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.

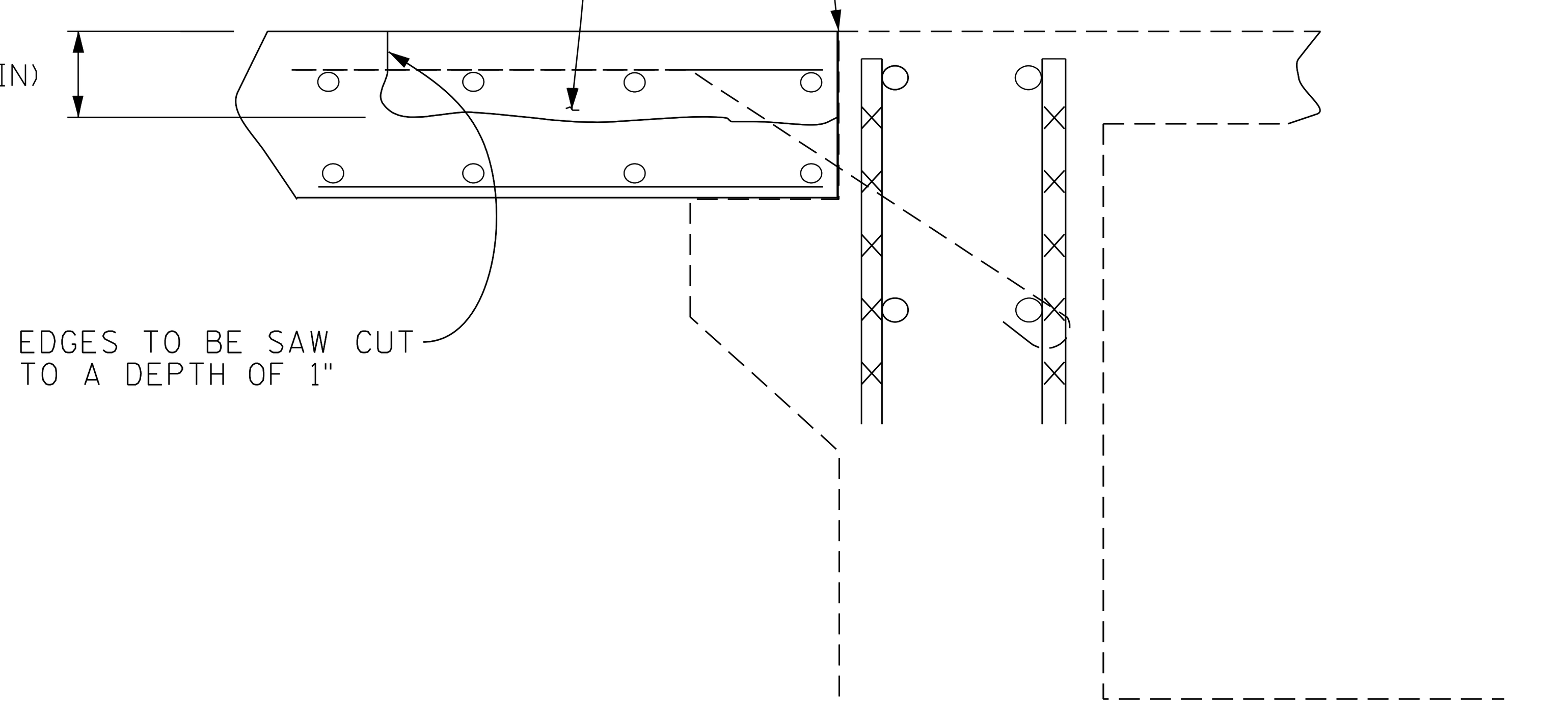
NOTE: ITEM NO. 604-10.50, BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN REMOVING THE CONCRETE FOR PARTIAL DEPTH OF DECK REPAIR, SO AS NOT DAMAGE THE EXISTING PRECAST PRESTRESSED PANELS. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMGED PANNELS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

NOTE: AREAS OF PARTIAL DEPTH REPAIR SURFACE OF AGGREGATE OR CONCRETE MUST BE SATURATED WITH CLEAN WATER, GIVE IT TIME TO BECOME DAMP (NOT WET) BLAST ANY EXCESSIVE WATER. PATCHED AREA TO BE SATURATED SURFACE DRY UNLESS OTHERWISE NOTES IN MANUFACTURER'S SPECIFICATIONS.

SEE BRIDGE DECK REPAIR MATERIAL NOTE BELOW

INSTALL BOND BREAKER BEFORE PLACING CONCRETE FOR APPROACH SLAB REPAIR.



EDGES TO BE SAW CUT
TO A DEPTH OF 1"

CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

NOTE: REMOVE CONCRETE TO A DEPTH OF 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.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE AN EXTENDED NON-MAGNESIUM
PHOSPHET QUICK SET PATCHING MATERIAL
FROM THE TDOT QUALIFIED PRODUCTS LIST:
13.004-RAPID SET CEMENTITIUOS PATCHING MATERIALS.
PATCHING MATERIAL SHALL BE APPLIED ACCORDING TO
MANUFACTURER'S SPECIFICATIONS.
MIX MUST MEET 3000 P.S.I. BEFORE OPENING TO TRAFFIC.

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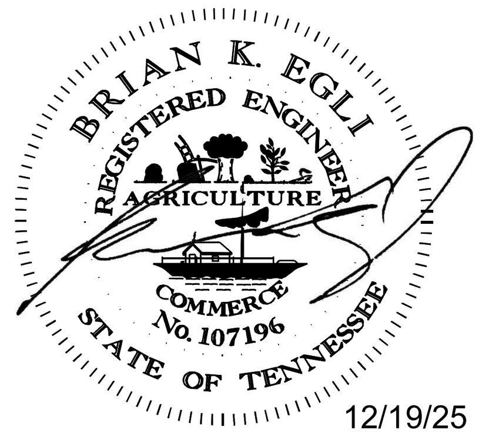

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REPAIRS NOTES
AND DETAILS
86-I26-0.46 RT. & LT. OVER
MARBLETON ROAD,
86-I26-1.25 RT. & LT. OVER
GARLAND ROAD,
86-I26-2.19 RT. & LT. OVER
CSXT RAILROAD,
86-I26-2.50 RT. & LT. OVER
BUCKEYE ROAD,
86-I26-3.15 RT. & LT. OVER
LAUGHREN ROAD,
86-I26-4.09 RT. & LT. OVER
SR-173,
86-I26-5.48 RT. OVER
NORTH INDIAN CREEK,
86-I26-5.95 RT. & LT. OVER
TINKER ROAD AND
86-I26-7.57 RT. & LT. OVER
PIPPIN HOLLOW ROAD
FED. BRIDGE ID. NOS.
86I00260001, 86I00260002 ,
86I00260003, 86I00260004,
86I00260005, 86I00260006,
86I00260007, 86I00260008,
86I00260009, 86I00260010,
86I00260011, 86I00260012,
86I00260013, 86I00260015,
86I00260016, 86I00260019 &
86I00260020
UNICOI COUNTY
2026

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

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PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-4

REVISIONS

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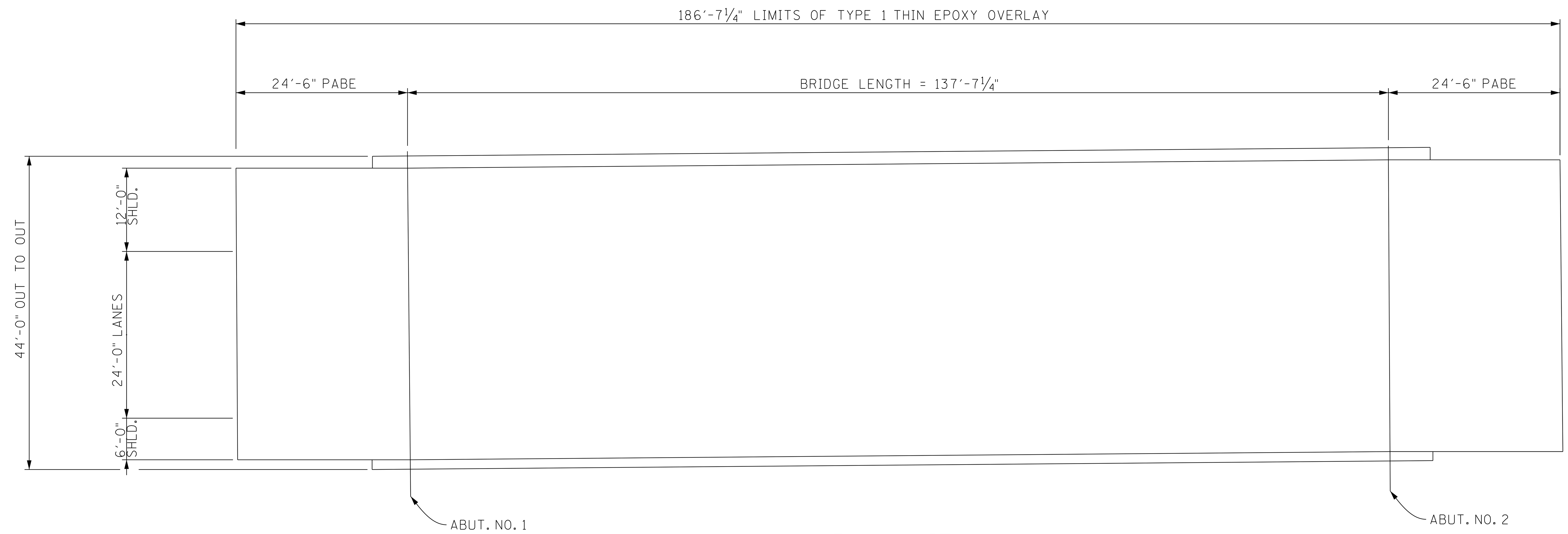
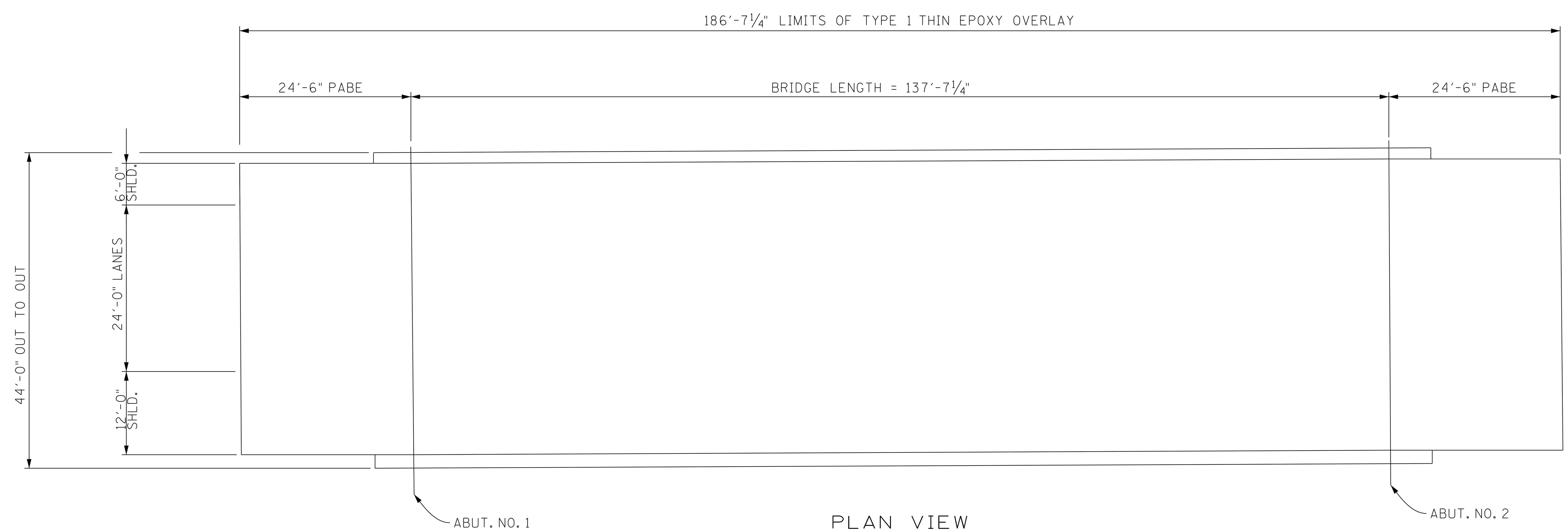


PLAN VIEW

86-I26-0.46 LT.



PLAN VIEW

86-I26-0.46 RT.

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BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-0.46 RT. & LT. OVER
MARBLETON ROAD
FED. BRIDGE ID NOS.
86I00260001 & 86I00260002
UNICOI COUNTY
2026

PIN NO.: 134020.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 10/25
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25
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PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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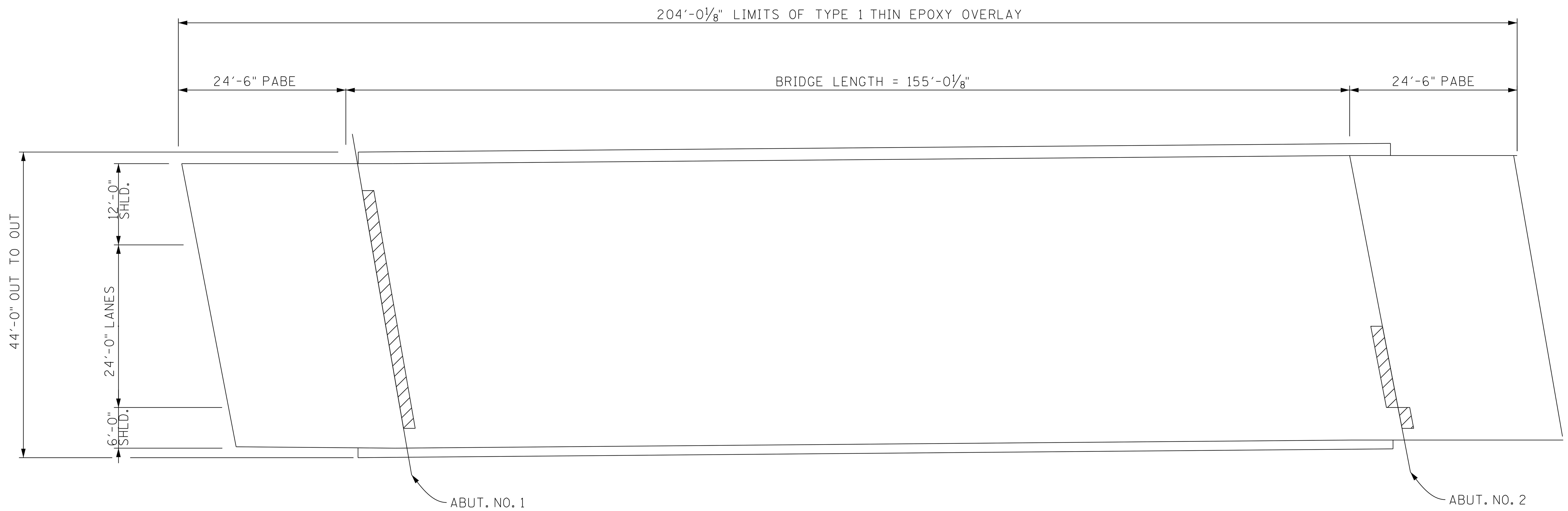
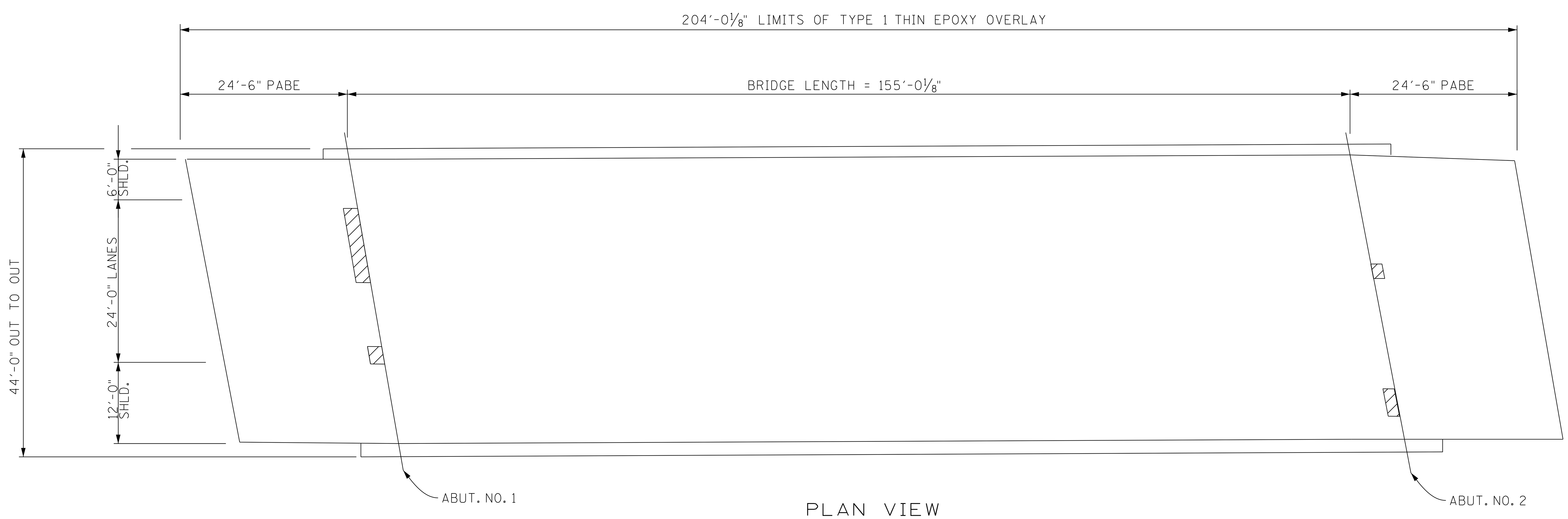


PLAN VIEW
86-I26-1.25 LT.



PLAN VIEW
86-I26-1.25 RT.

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

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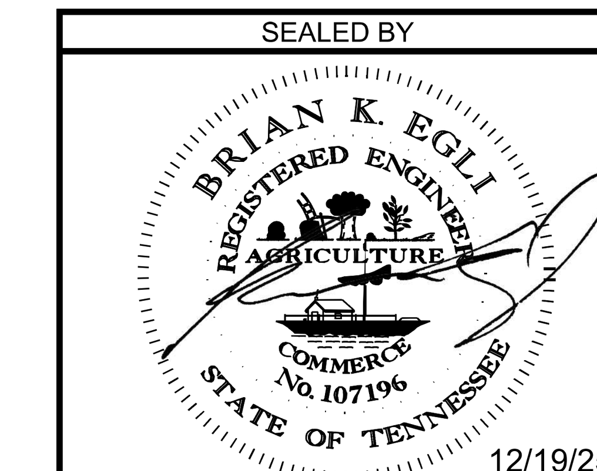

PIN NO.:	134020.00		
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SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-1.25 RT. & LT. OVER
GARLAND ROAD
FED. BRIDGE ID NOS.
86I00260003 & 86I00260004
UNICOI COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-6

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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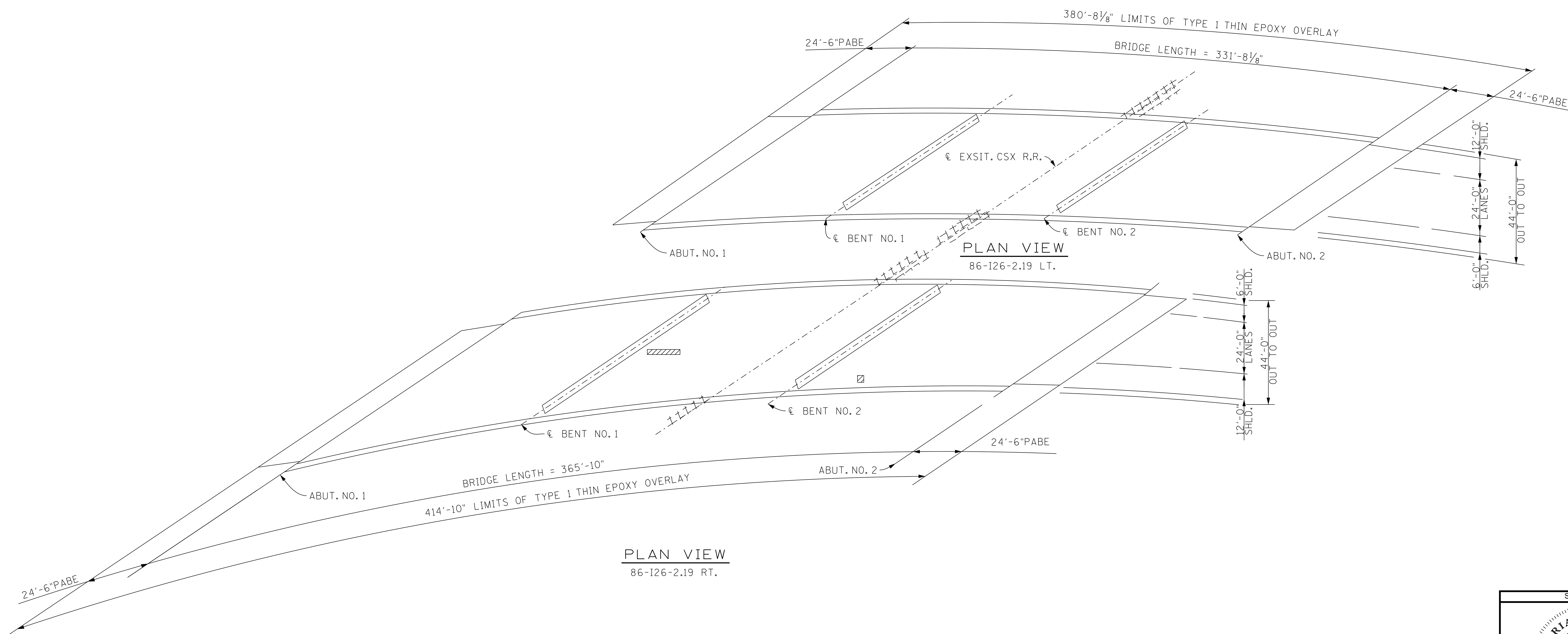

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BRIAN K. EGLI REGISTERED ENGINEER AGRICULTURE COMMERCE No. 107196 STATE OF TENNESSEE

12/19/25

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

PIN NO.: 134020.00

DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-2.19 RT. & LT. OVER
CSXT RAILROAD
FED. BRIDGE ID NOS.
86I00260005 & 86I00260006
UNICOI COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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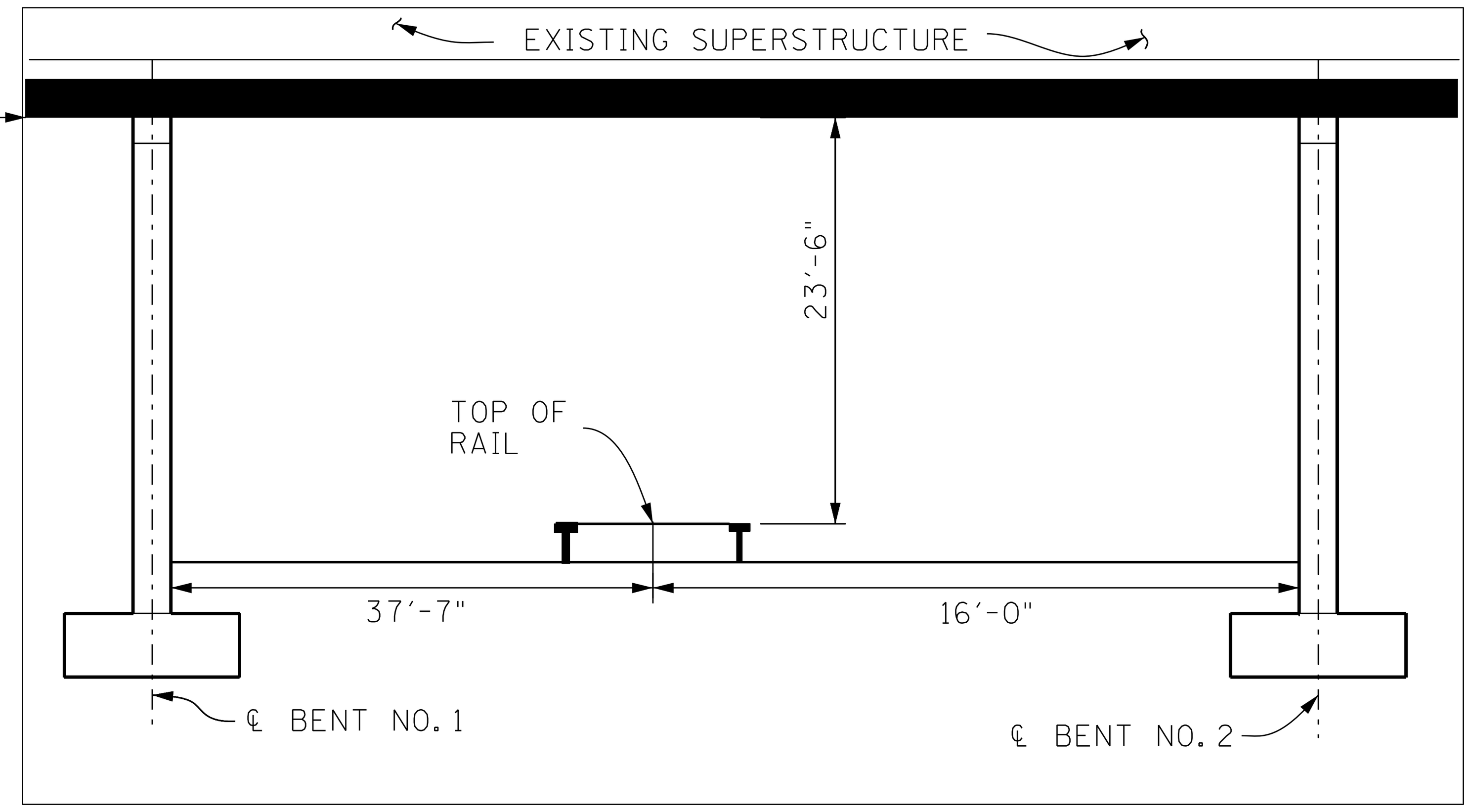
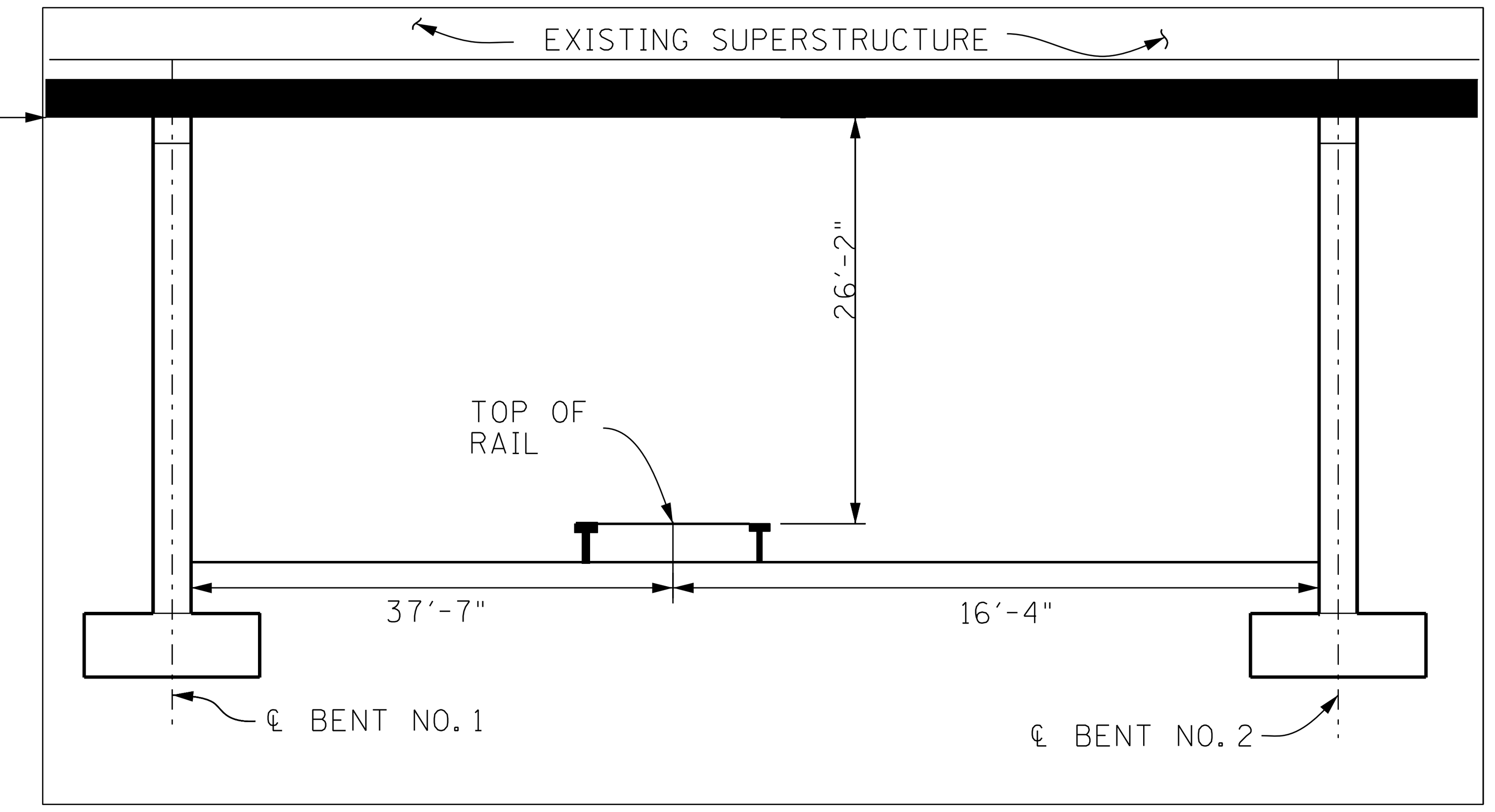


CSXT RAILROAD
EXISTING CLEARANCES
LEFT LANE BRIDGE.

ANY CLEARANCE REDUCTION WILL HAVE TO BE APPROVED BY CSXT BEFORE PUT IN PLACE.



CSXT RAILROAD
EXISTING CLEARANCES
RIGHT LANE BRIDGE.

ANY CLEARANCE REDUCTION WILL HAVE TO BE APPROVED BY CSXT BEFORE PUT IN PLACE.

SPECIAL RAILROAD NOTES

1.) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROAD'S TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY TENNESSEE SOUTHERN RAILROADR ON THIS PROJECT SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

2.) THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DETAILED AND COMPREHENSIVE SCHEDULE, PLAN AND PROCEDURE FOR REVIEW AND APPROVAL BY TENNESSEE SOUTHERN RAILROADR FOR THE FOLLOWING TASKS IN THE RAILROAD'S RIGHT-OF-WAY:

PARTIAL DEPTH REPAIRS BRIDGE DECK
PARTIAL DEPTH OF APPROACH PAVEMENT
TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE)

3.) FOR CONCRETE DECK REPAIR OVER THE RAILROAD, DURING DEMOLITION OF THE DECK, A PROTECTION SHIELD SHALL BE ERECTED FROM THE UNDERSIDE OF THE BRIDGE OVER THE TRACK AREA TO CATCH FALLING DEBRIS. THE PROTECTION SHIELD SHALL BE SUPPORTED FROM GIRDERS OR BEAMS. THE PROTECTION SHIELD SHALL BE DESIGNED, WITH SUPPORTING CALCULATIONS, FOR A MINIMUM OF 50 POUNDS PER SQUARE FOOT PLUS THE WEIGHT OF THE EQUIPMENT, DEBRIS, PERSONNEL, AND OTHER LOADS TO BE CARRIED.

LARGE PIECES OF THE DECK SHALL NOT BE ALLOWED TO FALL ON THE PROTECTION SHIELD

A BALLAST PROTECTION SYSTEM CONSISTING OF GEOFABRIC OR CANVAS SHALL BE PLACED OVER THE TRACK STRUCTURE TO KEEP THE BALLAST CLEAN. THE SYSTEM SHALL EXTEND ALONG THE TRACK STRUCTURE FOR A MINIMUM OF 25'-0" BEYOND THE LIMITS OF THE DEMOLITION WORK, OR FARTHER IF REQUIRED BY TSRR'S CONSTRUCTION ENGINEERING AND INSPECTION REPRESENTATIVE.

THE CONTRACTOR SHALL SUBMIT DETAILED PLANS TO TENNESSEE SOUTHERN RAILROADRRAILROAD , WITH SUPPORTING CALCULATIONS, OF THE PROTECTION SHIELD AND BALLAST PROTECTION SYSTEMS FOR APPROVAL PRIOR TO THE START OF DEMOLITION.

COST OF REMOVING AND DISPOSING OF DEBRIS, COMPLETE AND FULL PROTECTION OF THE CONTRACTOR WORK AREA FOR DEMOLITION SHALL BE INCLUDED IN ITEMS BID ON.

4.) NO TEMPORARY FALSEWORK IF APPLICABLE WILL BE ALLOWED THAT INFRINGES ON EXISTING HORIZONTAL AND VERTICAL CLEARANCES (SEE THIS SHEET) WITHOUT PRIOR APPROVAL OF TENNESSEE SOUTHERN RAILROAD. IT IS ANTICIPATED THAT FULL TIME FLAGGING WILL ONLY BE REQUIRED FOR FULL DEPTH CONCRETE DECK REPAIRS, AND ANY OTHER FLAGGING SERVICES REQUIREMENTS FOR THE BRIDGE DECK SEAL REPAIR CONSTRUCTION WILL BE AT THE DISCRETION OF THE RAILROAD.

5.) SEE RAILROAD AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(R) [RAILROAD SPECIAL PROVISIONS] AND TENNESSEE SOUTHERN RAILROAD PUBLIC PROJECTS MANUAL CURRENT EDITION TO SET UP FLAGGING SERVICES, TO SUBMIT FOR INSURANCE REQUIRED FOR WORK ON HIGHWAY BRIDGE OVER THE RAILROAD, AND FOR INFORMATION ON ALL OTHER RAILROAD RULES AND SPECIFICATIONS THAT APPLY TO THIS PROJECT.

RAILROAD CONTACT ADDRESSES

MR. TODD ALLTON
PRINCIPAL ENGINEER-PUBLIC PROJECTS
CSX TRANSPORTATION, INC.
1590 MARIETTA BLVD. NW
ATLANTA, GA 30318
O_904-588-8861
E.TODD_ALLTON@CSX.COM

MR. WILL ROSEBOROUGH
DIRECTOR PROJECT DEVELOPMENT
CSX TRANSOERTATION, INC.
500 WATER STREET
HQ BLDG., 13TH FLOOR
JACKSONVILLE, FL 32202
O_904-359-1048
C_904-738-9667
E. WILL_ROSEBOROUGH@CSX.COM

DOT 244091H, 244090B, 644502R - MP Z 126.82, Z 126.19, Z 125.91

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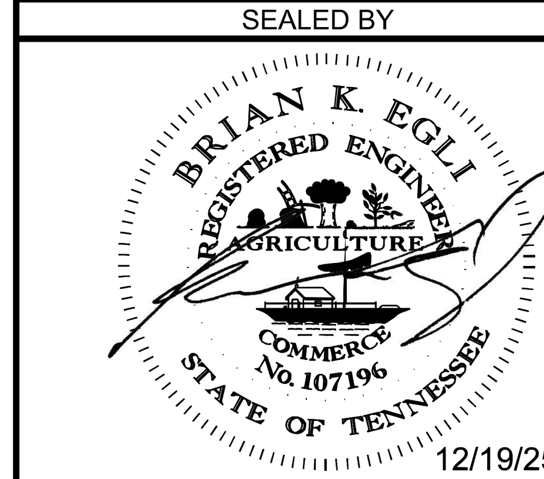

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

VERTICAL CLEARANCES AND RAILROAD NOTES
86-I26-2.19 RT. & LT. OVER CSXT RAILROAD
FED. BRIDGE ID NOS. 86I00260005 & 86I00260006
UNICOI COUNTY
2026

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

$$$$SYTIME$$$$$
$$$$DGNSPEC$$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-8

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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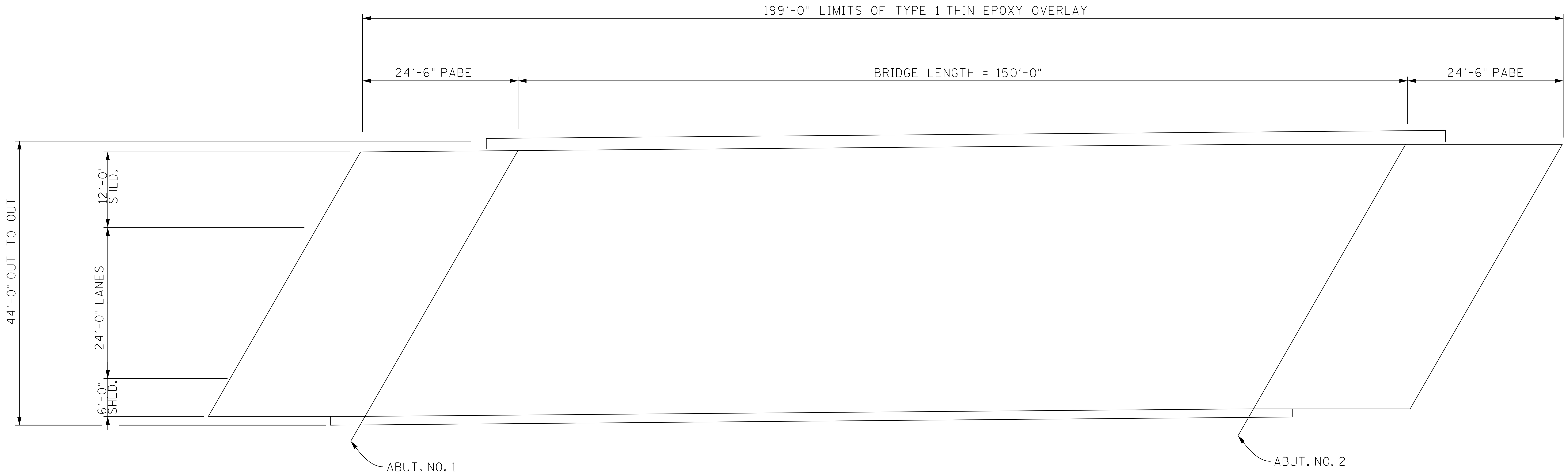
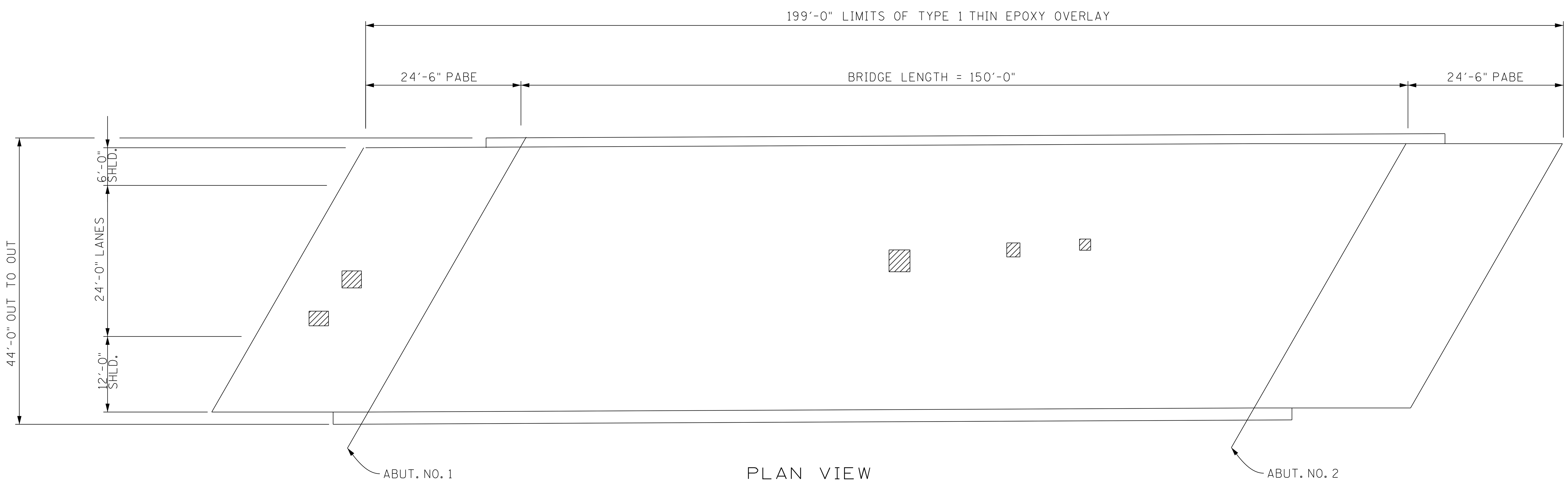


PLAN VIEW

86-I26-2.50 LT.



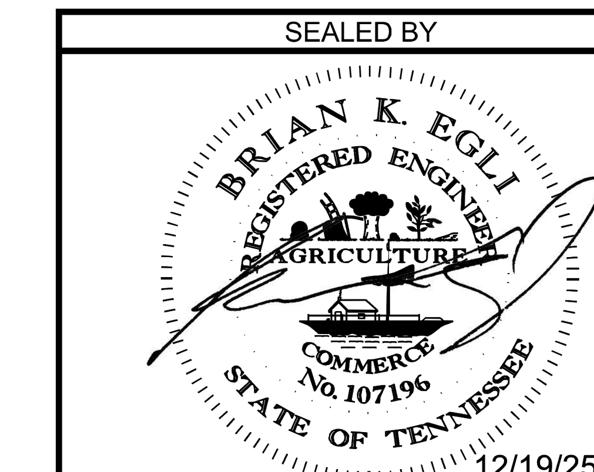
PLAN VIEW

86-I26-2.50 RT.

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-2.50 RT. & LT. OVER
BUCKEYE ROAD
FED. BRIDGE ID NOS.
86I00260007 & 86I00260008
UNICOI COUNTY
2026

$$$$SYTIME$$$$$$ $$$$DGNSPEC$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-9

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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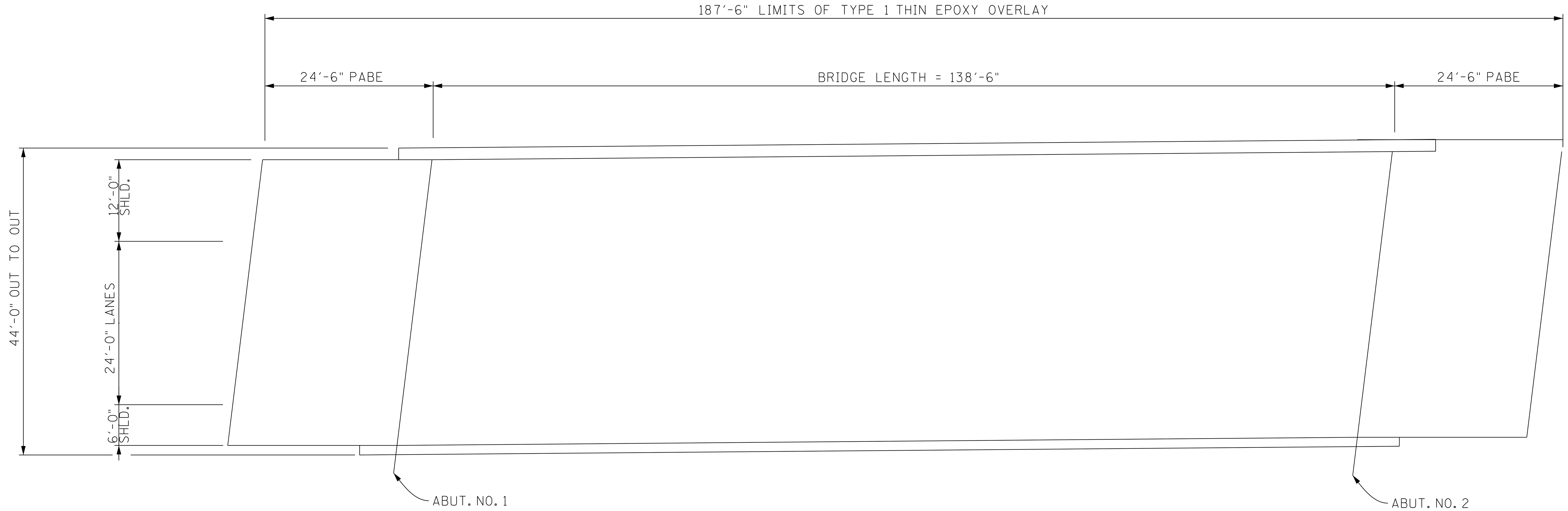
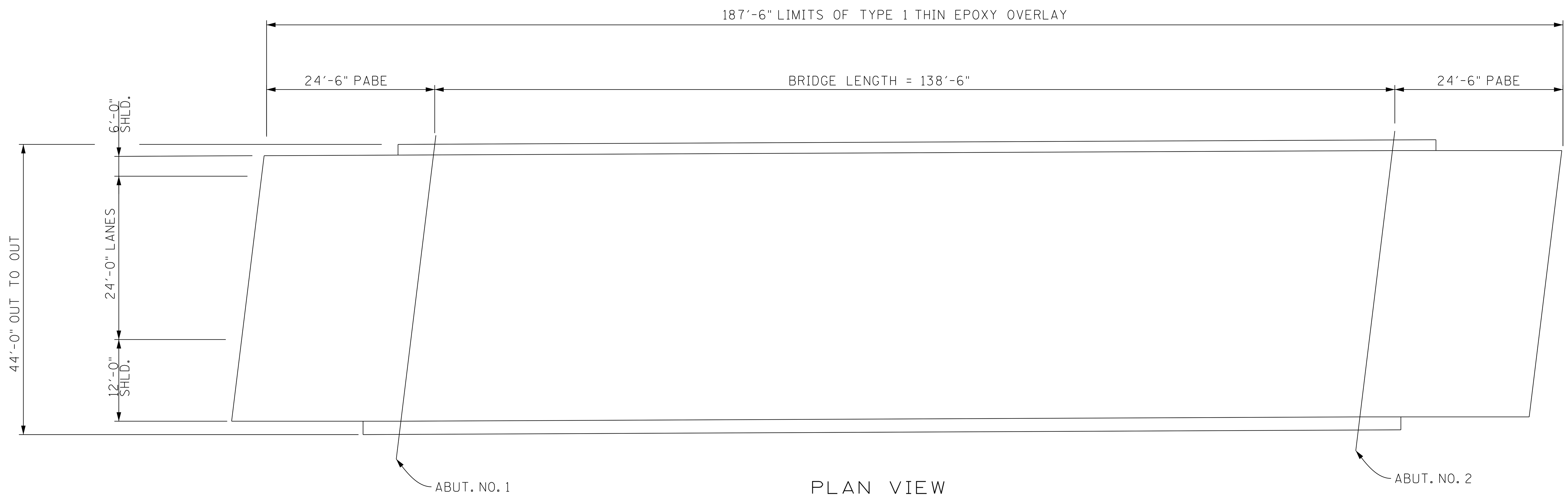


PLAN VIEW

86-I26-3.15 LT.



PLAN VIEW

86-I26-3.15 RT.

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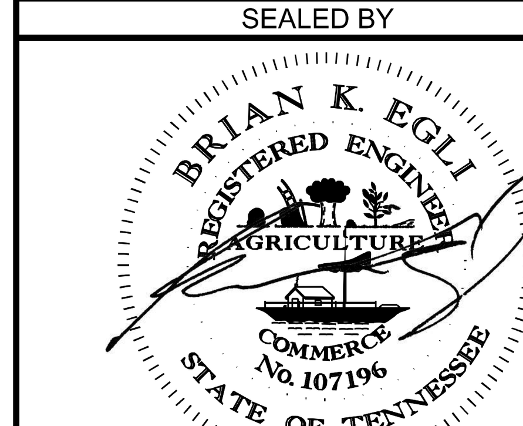

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-3.15 RT. & LT. OVER
LAUGHREN ROAD
FED. BRIDGE ID NOS.
86I00260009 & 86I00260010
UNICOI COUNTY
2026

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

$$$$SYTIME$$$$$$

$$$$DGNSPEC$$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-10

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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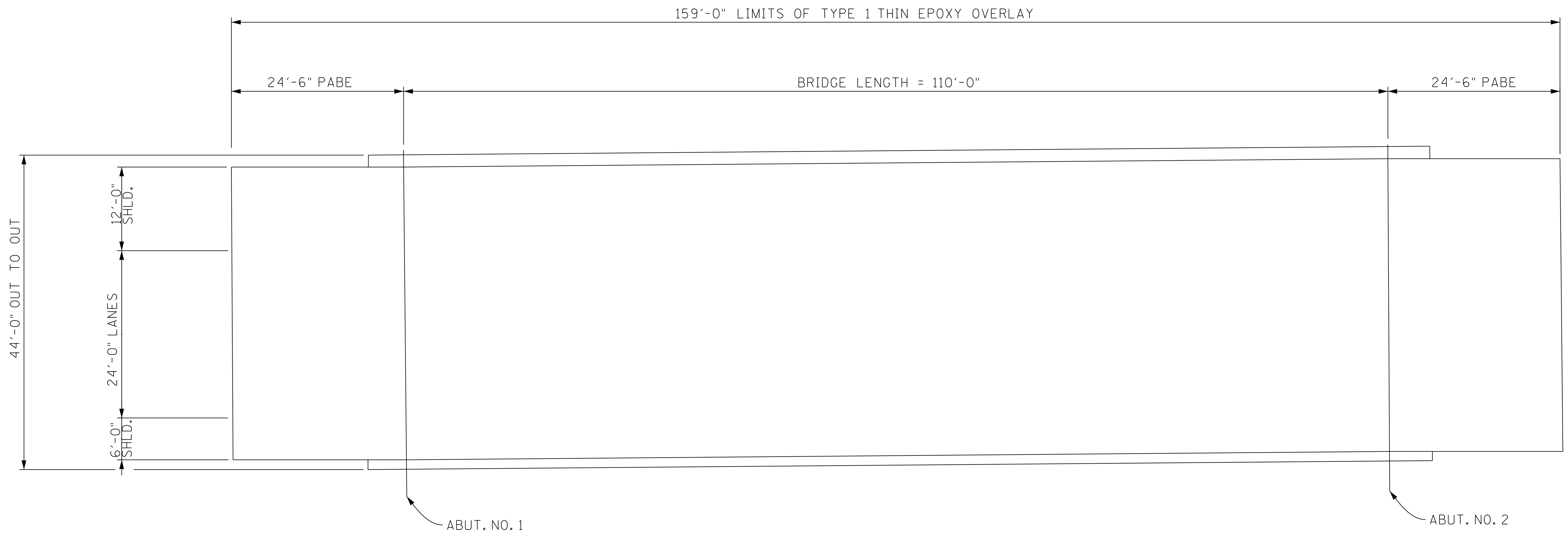
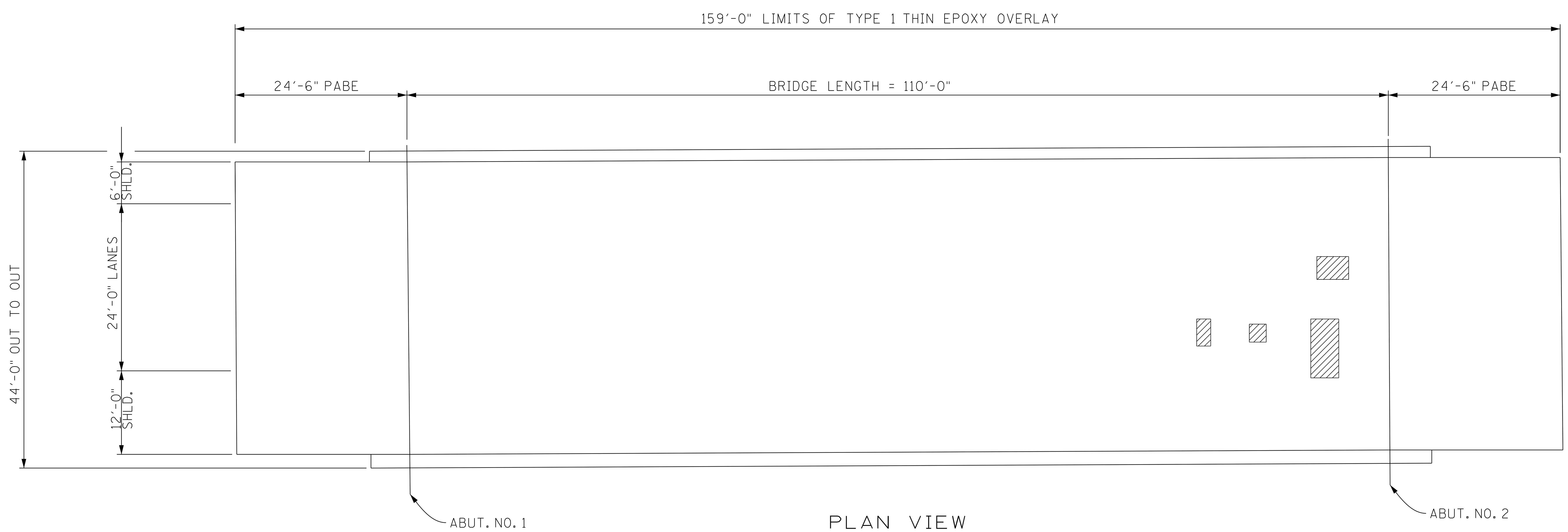


PLAN VIEW

86-I26-4.09 LT.



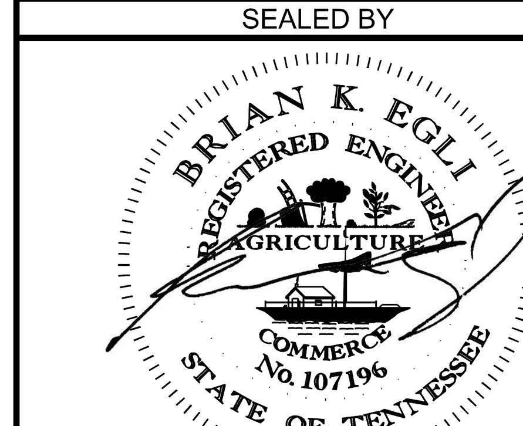
PLAN VIEW

86-I26-4.09 RT.

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

PIN NO.: 134020.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 10/25
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25
CHECKED BY: DATE: / /

SEALED BY



12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-4.09 RT. & LT. OVER
SR-173
FED. BRIDGE ID NOS.
86I00260011 & 86I00260012
UNICOI COUNTY
2026

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-11

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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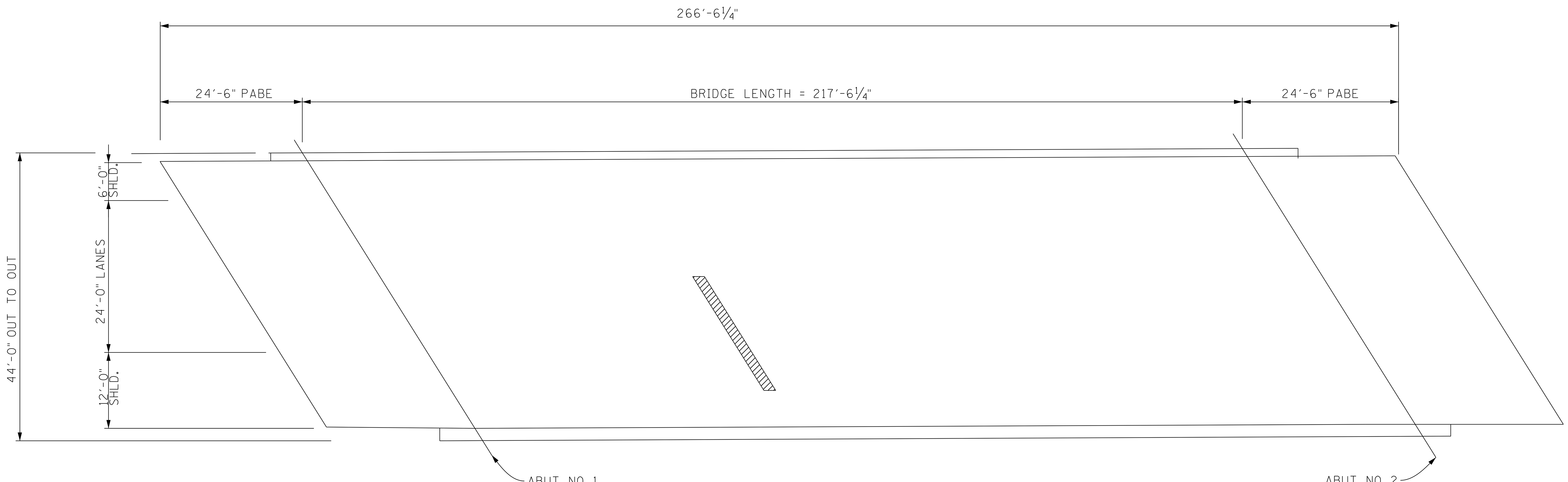
	- -		

PLAN VIEW

86-I26-5.48 LT.
NO REPAIR



PLAN VIEW

86-I26-5.48 RT.

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

NOTE: BRIDGES 86-I26-5.48 RIGHT AND LEFT, WERE SEALED WITH AN EPOXY OVERLAY DURING THE PREVIOUS REPAIR PROJECT.

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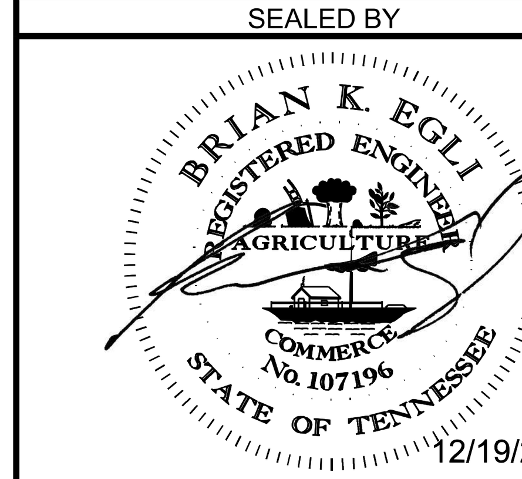

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-5.48 RT. & LT. OVER
NORTH INDIAN CREEK
FED. BRIDGE ID NO.
86I00260013
UNICOI COUNTY
2026

PIN NO.: 134020.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 10/25
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25
CHECKED BY: DATE: / /

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-12

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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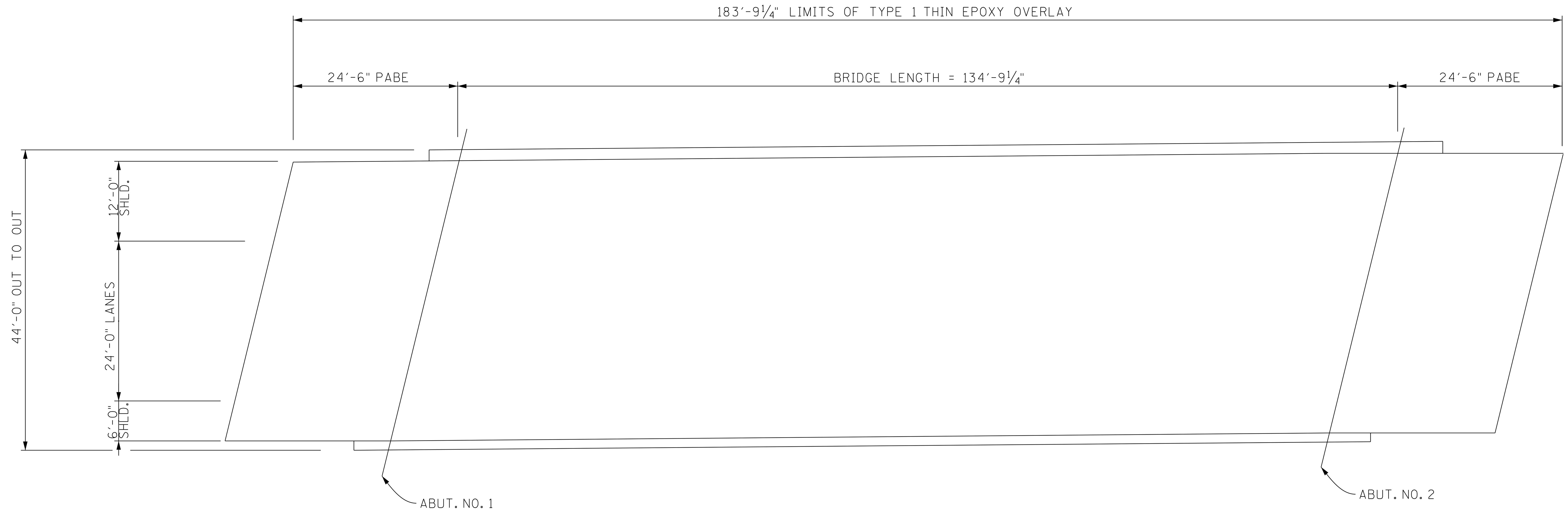
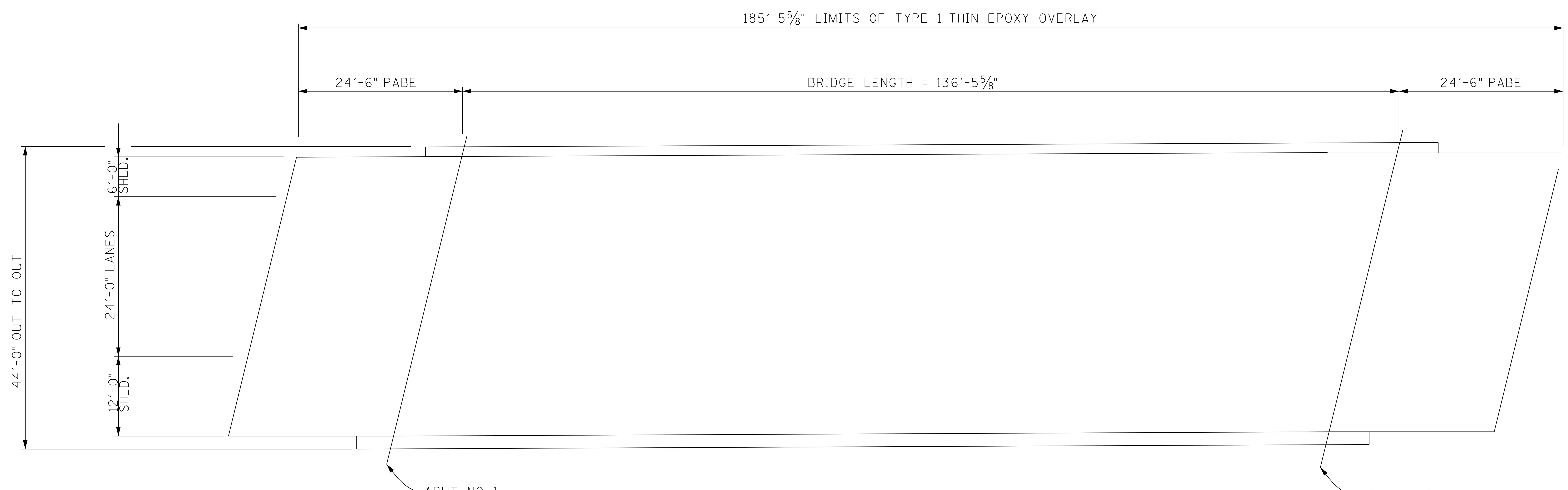


PLAN VIEW

86-I26-5.95 LT.



PLAN VIEW

86-I26-5.95 RT.

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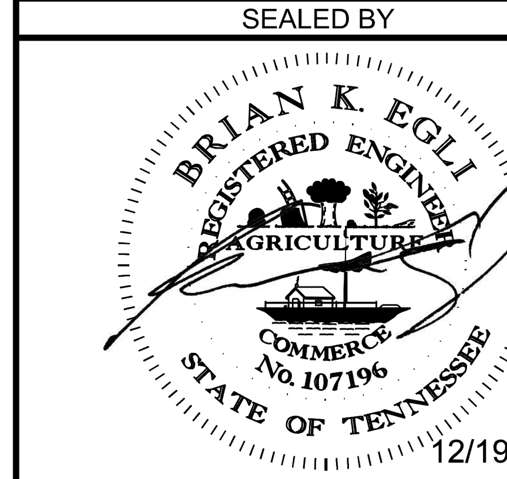

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-5.95 RT. & LT. OVER
TINKER ROAD
FED. BRIDGE ID NOS.
86I00260015 & 86I00260016
UNICOI COUNTY
2026

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-13

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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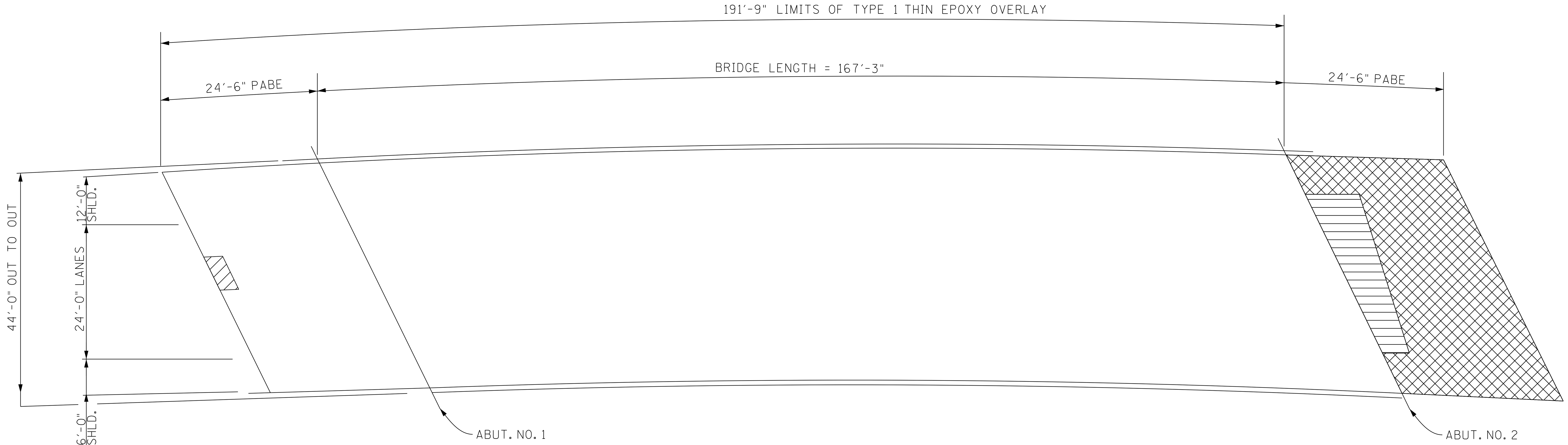
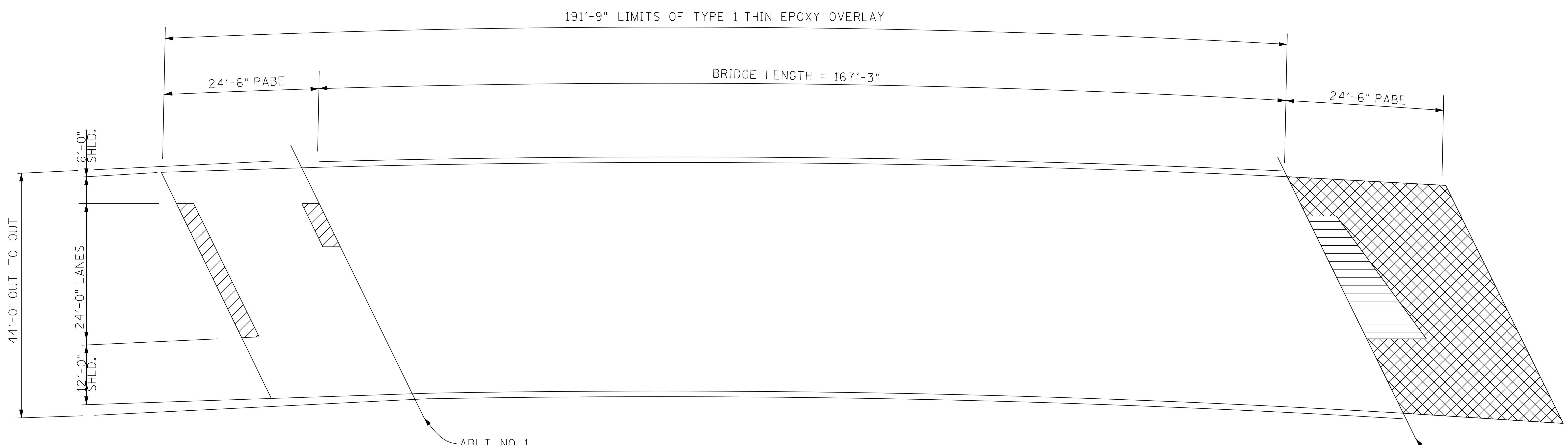


PLAN VIEW
86-I26-7.57 LT.



PLAN VIEW
86-I26-7.57 RT.

DENOTES: APPROXIMATE PARTIAL DEPTH REPAIRS LOCATIONS.

DENOTES: APPROXIMATE AREAS THAT HAVE EXISTING ASPHALT OVER APPROACH PAVEMENT SHALL BE PAVED AFTER CONCRETE REPAIRS, (PARTIAL DEPTH OF APPROACH PAVEMENT.)

DENOTES: AREAS THAT HAVE EXISTING ASPHALT OVER APPROACH PAVEMENT SHALL BE PAVED, SEE PAVING SCHEDULE.

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

SEALED BY

BRIAN K. EGLI REGISTERED ENGINEER AGRICULTURE COMMERCE No. 107196 STATE OF TENNESSEE

12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
86-I26-7.57 RT. & LT. OVER
PIPPIN HOLLOW ROAD
FED. BRIDGE ID NOS.
86I00260019 & 86I00260020
UNICOI COUNTY
2026

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-14

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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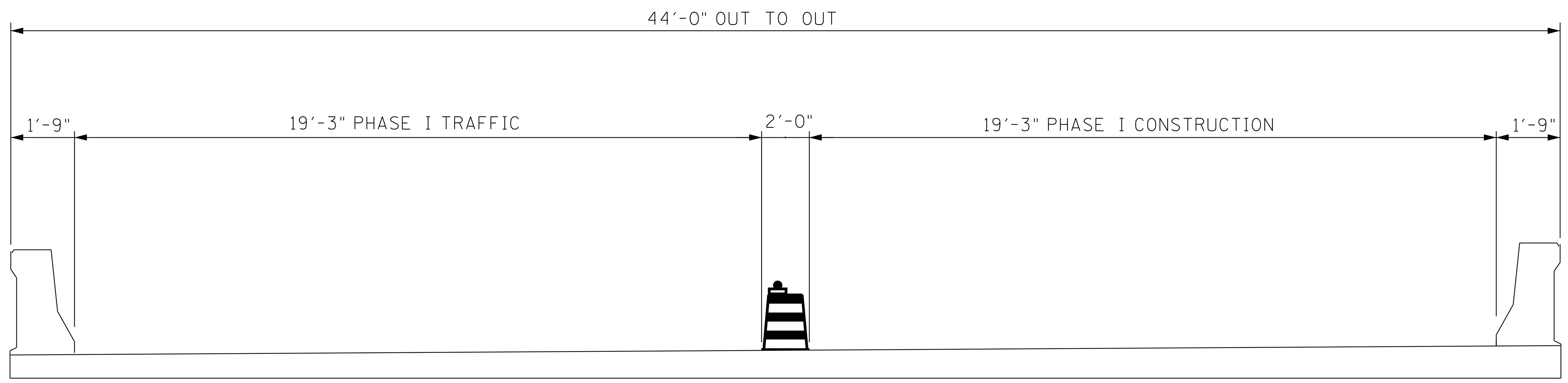
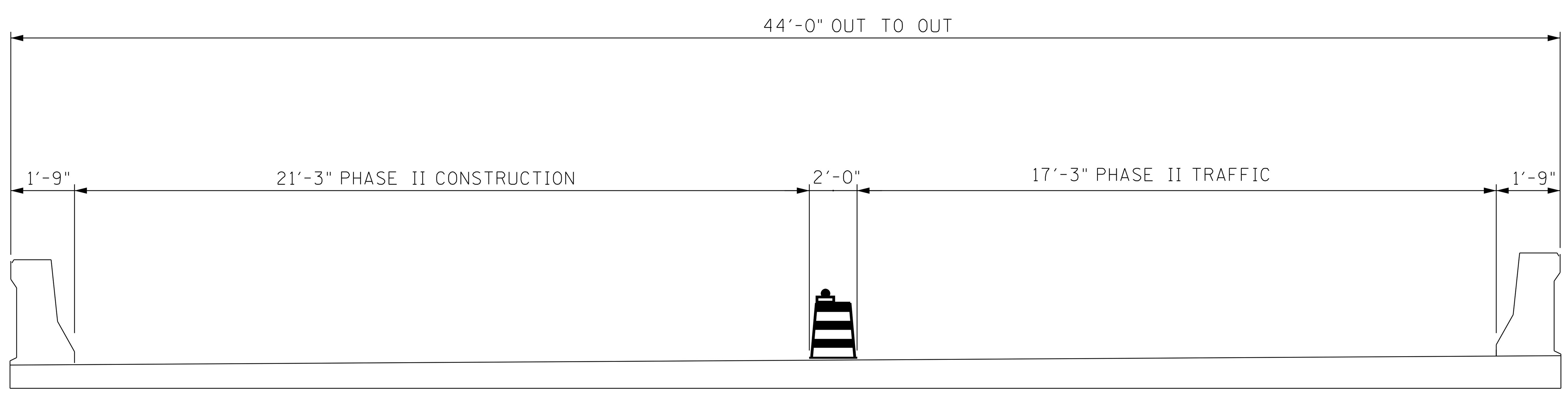


PHASE I CONSTRUCTION

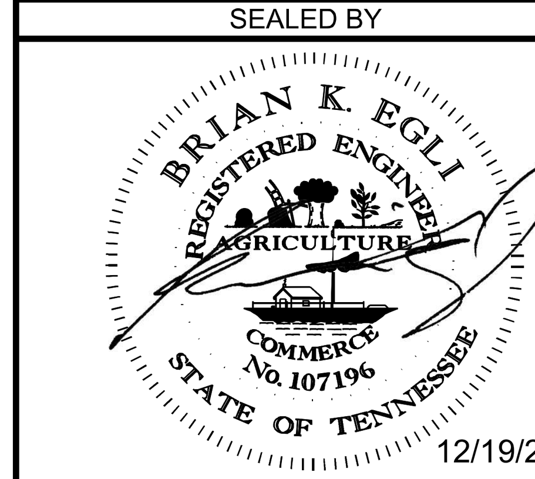
(LEFT LANE - LOOKING BACK ON THE SURVEY)
(RIGHT LANE - LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION

(LEFT LANE - LOOKING BACK ON THE SURVEY)
(RIGHT LANE - LOOKING AHEAD ON THE SURVEY)

SEALED BY



12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
86-I26-0.46 RT. & LT. OVER
MARBLETON ROAD,
86-I26-1.25 RT. & LT. OVER
GARLAND ROAD,
86-I26-2.19 RT. & LT. OVER
CSXT RAILROAD,
86-I26-2.50 RT. & LT. OVER
BUCKEYE ROAD,
86-I26-3.15 RT. & LT. OVER
LAUGHREN ROAD,
86-I26-4.09 RT. & LT. OVER
SR-173,
86-I26-5.48 RT. OVER
NORTH INDIAN CREEK,
86-I26-5.95 RT. & LT. OVER
TINKER ROAD AND
86-I26-7.57 RT. & LT. OVER
PIPPIN HOLLOW ROAD
FED. BRIDGE ID NOS.
86I00260001, 86I00260002 ,
86I00260003, 86I00260004,
86I00260005, 86I00260006,
86I00260007, 86I00260008,
86I00260009, 86I00260010,
86I00260011, 86I00260012,
86I00260013, 86I00260015,
86I00260016, 86I00260019 &
86I00260020
UNICOI COUNTY
2026

PIN NO.: 134020.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 10/25
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25
CHECKED BY: DATE: / /

PROJECT NO.	YEAR	SHEET NO.
86I026-M3-010	2026	B-15

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 1-½" 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.

** 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.

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
12/19/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPE 1 THIN EPOXY OVERLAY NOTES
86-I26-0.46 RT. & LT. OVER MARBLETON ROAD,
86-I26-1.25 RT. & LT. OVER GARLAND ROAD,
86-I26-2.19 RT. & LT. OVER CSXT RAILROAD,
86-I26-2.50 RT. & LT. OVER BUCKEYE ROAD,
86-I26-3.15 RT. & LT. OVER LAUGHREN ROAD,
86-I26-4.09 RT. & LT. OVER SR-173,
86-I26-5.95 RT. & LT. OVER TINKER ROAD AND
86-I26-7.57 RT. & LT. OVER PIPPIN HOLLOW ROAD
FED. BRIDGE ID NOS.
86I00260001, 86I00260002 ,
86I00260003, 86I00260004,
86I00260005, 86I00260006,
86I00260007, 86I00260008,
86I00260009, 86I00260010,
86I00260011, 86I00260012,
86I00260015, 86I00260016,
86I00260019 & 86I00260020
UNICOI COUNTY
2026

PIN NO.:	134020.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	10/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	10/25
CHECKED BY:		DATE:	/ /

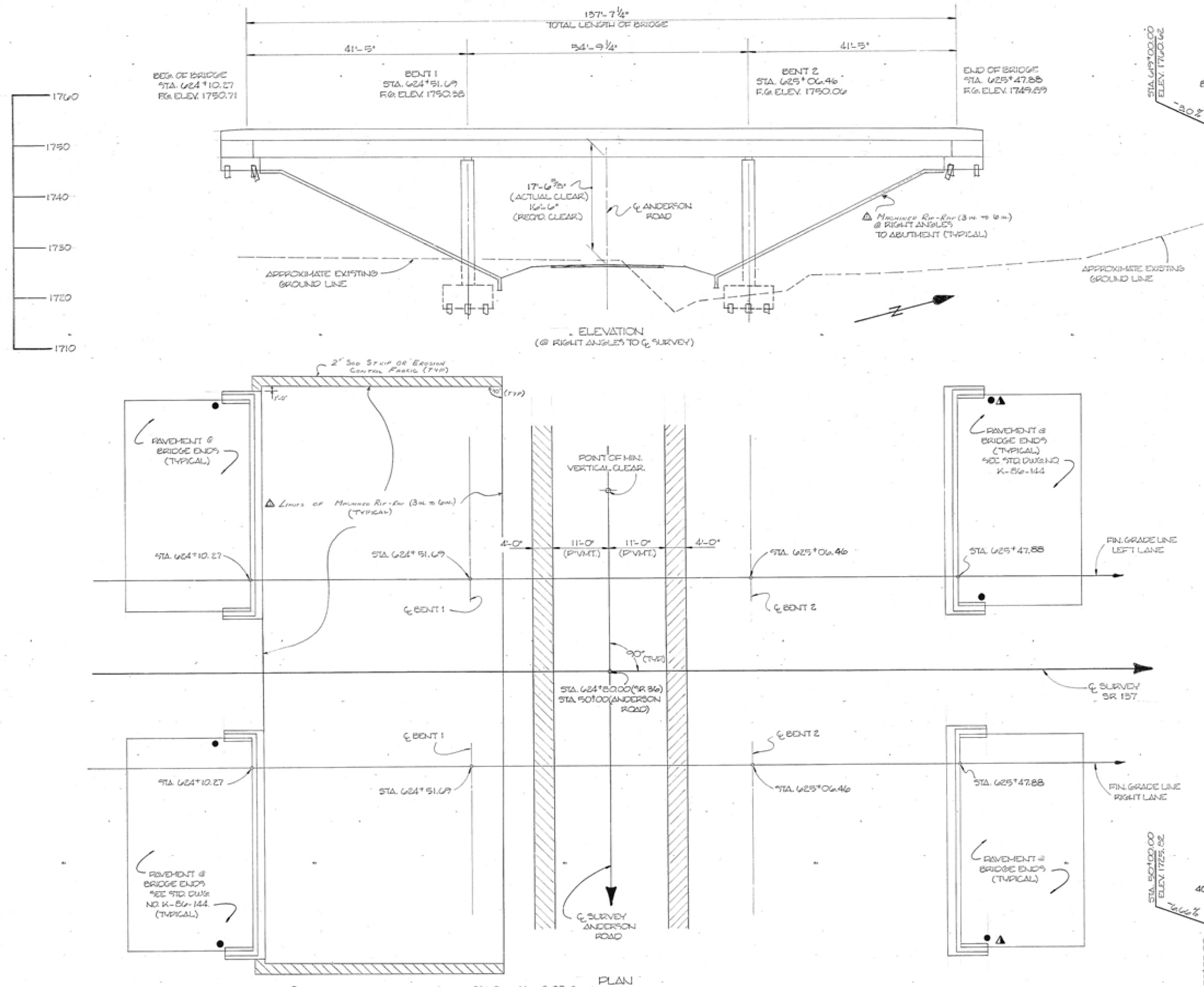
$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$

CONST. NO. 86003-3210-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(18)	1981	29N

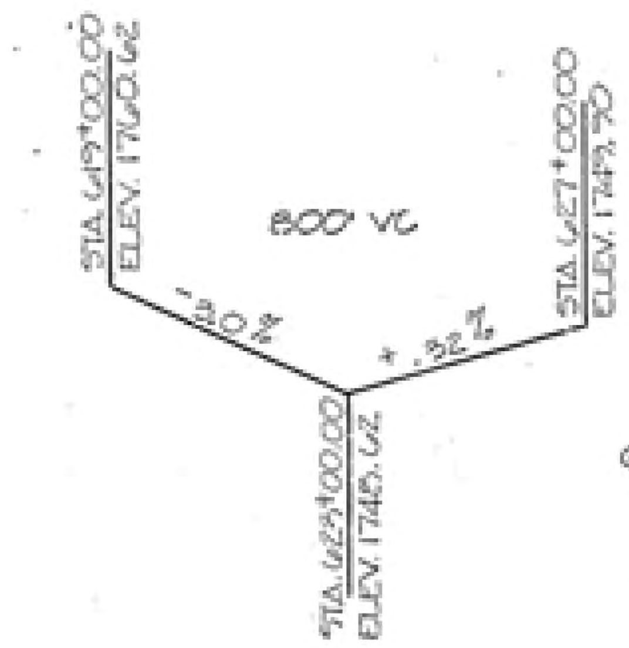
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-82	RAP	Add Machined Rip-Rap



● Denotes future guardrail, see Std. Dwg. No. S-GR-Series

▲ End of Bridge drain required, see Std. Dwg. No. K-86-144

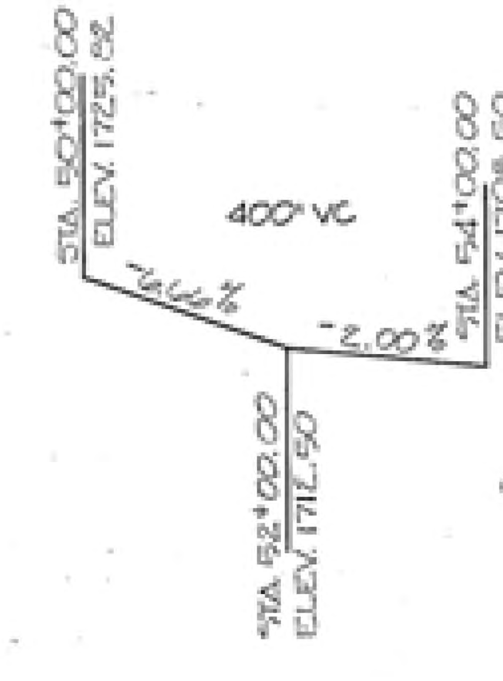


GRADE SKETCH
STATE ROUTE 137

LIST OF DRAWINGS	DWG. NO	REV. DATE
LAYOUT OF BRIDGE	M-104-105	—
GEN. NOTES & EST. QUANTITIES	M-104-106	—
FOUNDATION DATA	M-104-107	—
SUPERSTRUCTURE	M-104-108	—
SUPERSTRUCTURE DETAILS @ ABUTMENTS NO. 1 AND NO. 2	M-104-109	—
PRESTRESSED BOX BEAM SPANS NO. 1 AND NO. 3	M-104-110	—
PPESTRESSED BOX BEAM SPAN NO. 2	M-104-111	—
ABUTMENTS NO. 1 AND NO. 2	M-104-112	—
BENTS NO. 1 AND NO. 2	M-104-113	—
BILL OF STEEL	M-104-114	—

STANDARD DRAWINGS	DWG. NO.	REV. DATE
STANDARD PILE DETAILS	H-5-111	11-27-73
STANDARD REINFORCED BAR SUPPORT	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	11-8-79
BRIDGE RAILING-CONCRETE PARAPET	M-28-1	1-28-76
TENN. STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS	M-103-149 & 150	

SPECIAL PROVISIONS	PROV. NO.	REV. DATE
REGARDING EPOXY COATED REINFORCING STEEL	907	2-15-79
REGARDING APPROVAL OF SHOP DRAWINGS	105A	9-8-81



GRADE SKETCH
ANDERSON ROAD

TWO 42'-0" ROADWAYS WITH M-28-1 PARAPETS
2,000 ADT = 15,800

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BRIDGE NO. 8
LAYOUT OF BRIDGE
STATE ROUTE 137 OVER
ANDERSON ROAD
STATION 624+80.00
UNICOI COUNTY
1981

DESIGNED BY Stan Upchurch DATE 6-81
DRAWN BY Paula Bailey DATE 6-81
SUPERVISED BY J. Fields & Holloran DATE 6-81
CHECKED BY ______ DATE ______

CORRECT Clellon L. Loucell
ENGINEER OF STRUCTURES

APPROVED Louis Evans
DIRECTOR OF HIGHWAYS

M-104-105

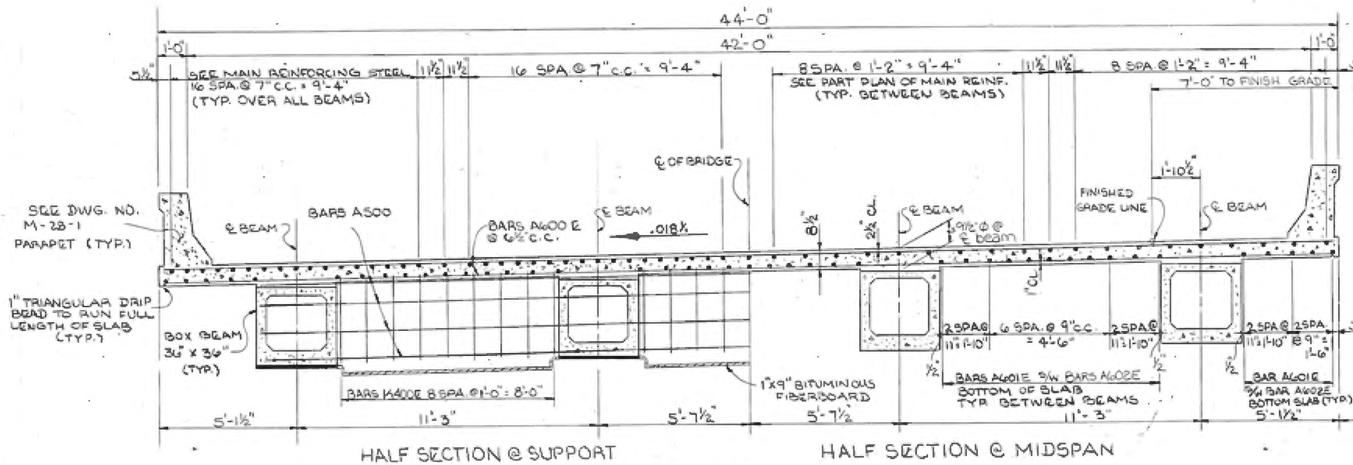
Class "A" Grading "D" 22.7 cy.

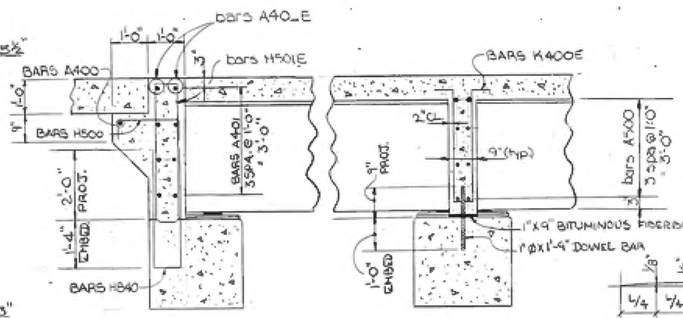
CONST. NO. 80003-3212-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(29)	1982	

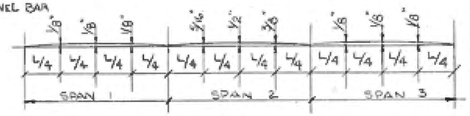
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	7-29-83	RAP	QUANTITY REVISION





SECTION A-A

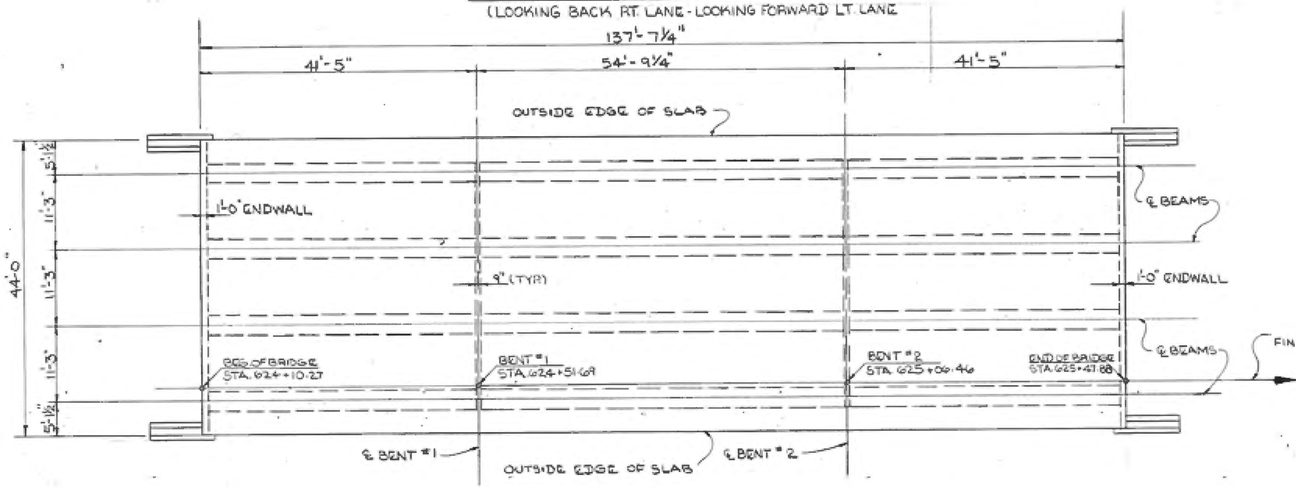


DEAD LOAD CURVE

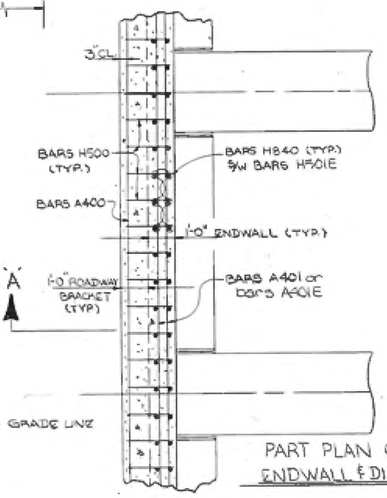
THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

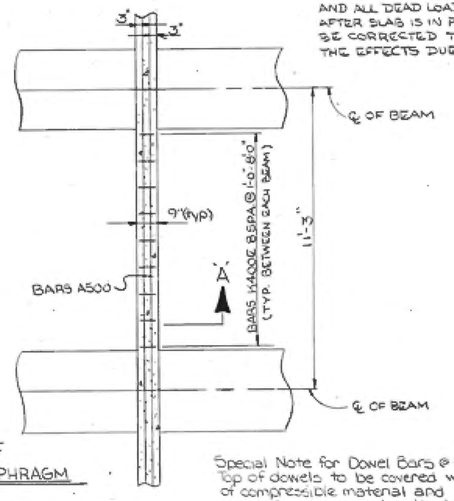
TYPICAL CROSS-SECTION

(LOOKING BACK RT. LANE - LOOKING FORWARD LT. LANE



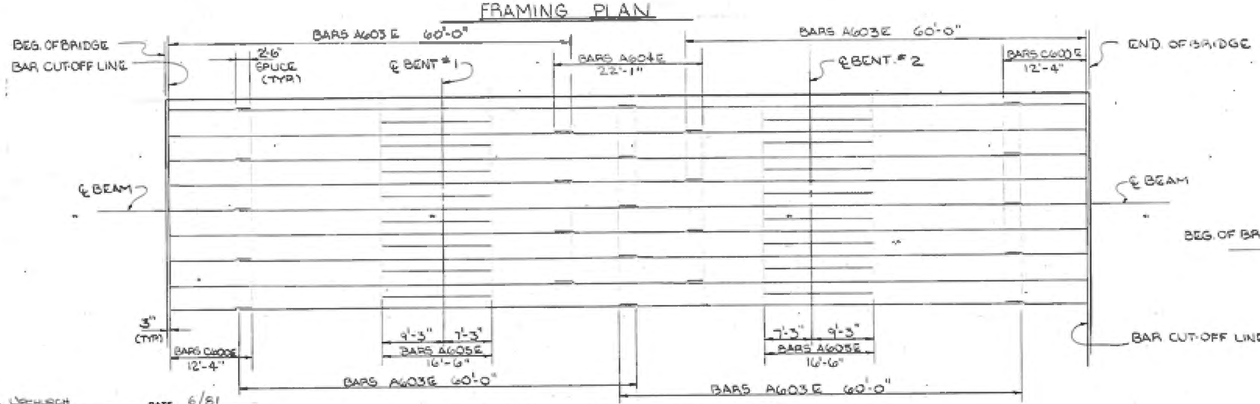
FRAMING PLAN





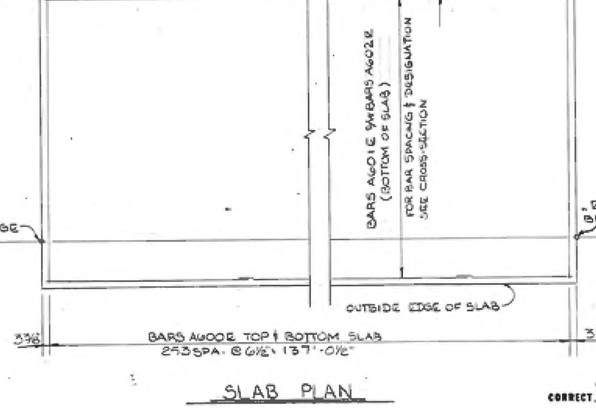
PART PLAN OF ENDWALL & DIAPHRAGM

Special Note for Dowel Bars @ Bents:
Top of dowels to be covered with ½" of compressible material and the 9" projection wrapped with two layers of waterproof paper.



PARTIAL PLAN OF MAIN REINFORCING

(TYP. OVER EACH BEAM)



SLAB PLAN

ESTIMATED QUANTITIES

	EPOXY-COATED REINFORCING STEEL LBS.	REINFORCING STEEL LBS.	CLASS "A" CONCRETE C.Y.
LEFT LANE	53886	1,971	191.4
RIGHT LANE	53886	1,971	191.4

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
LEFT LANE & RIGHT LANE
STATE ROUTE 137 OVER ANDERSON ROAD
STATION 624+80.00
UNICOI COUNTY
1981

DESIGNED BY S. URCHURCH DATE 6/81
DRAWN BY [illegible] DATE 6/81
SUPERVISED BY J. FIELDS DATE 6/81
CHECKED BY S. URCHURCH DATE 9/81

CORRECT Clellon L. Loveall
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

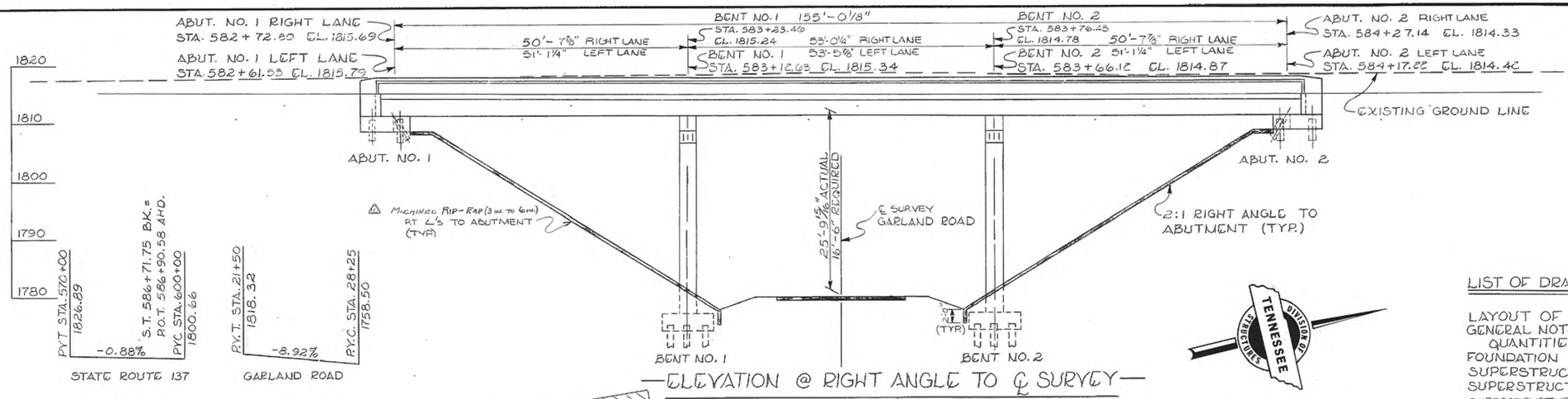
M-104-108

CONST. NO. 86003-3212-64

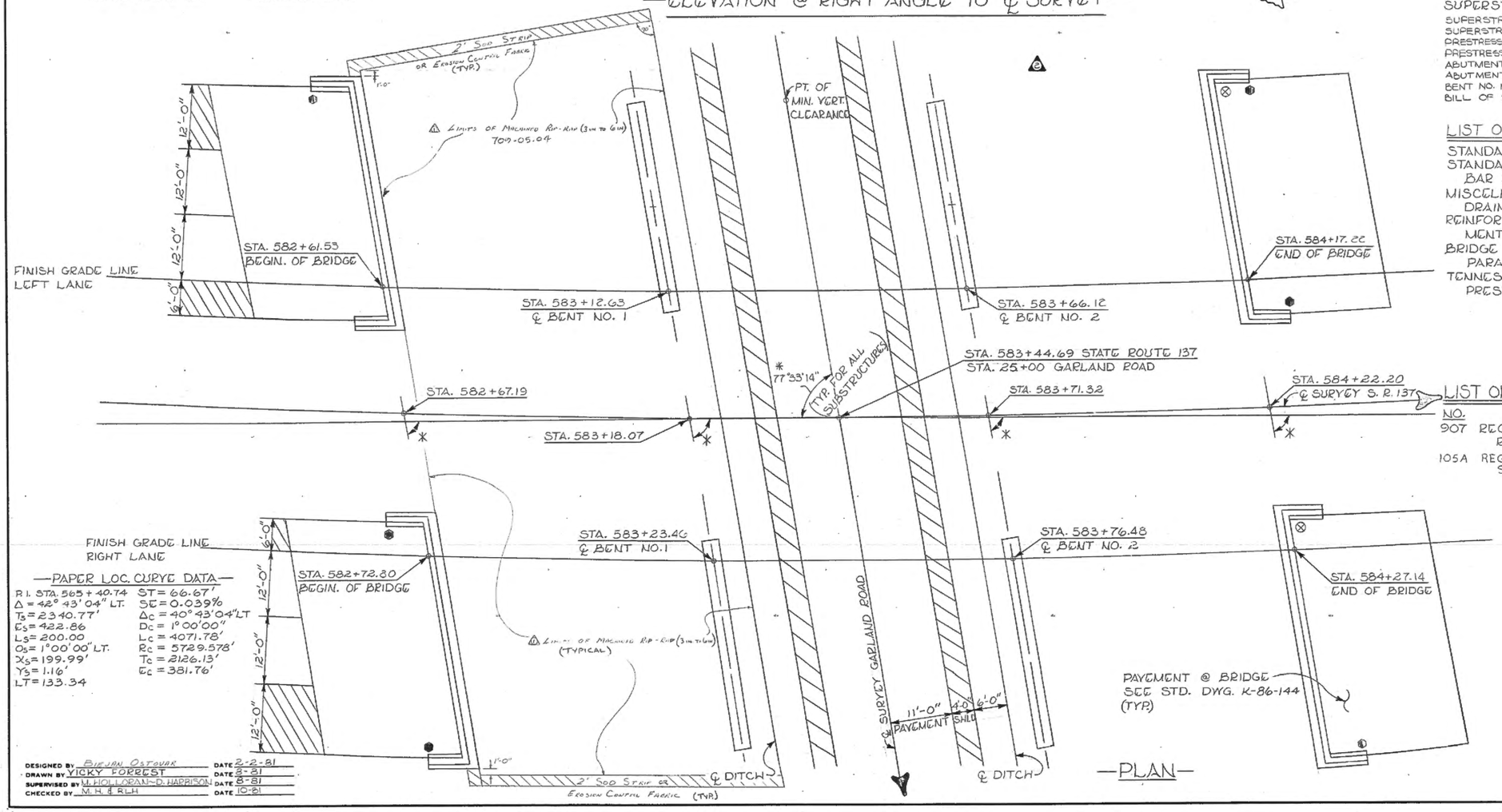
PROJECT NO.	YEAR	SHEET NO.
APD-27(29)	1982	29M

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-82	RAP	MACHINED RIP-RAP ADDED
2	7-23-83	PAP	GENERAL REVISIONS



—ELEVATION @ RIGHT ANGLE TO ℄ SURVEY—



—PLAN—

—PAPER LOC. CURVE DATA—

R.I. STA. 565+40.74	ST = 66.67'
Δ = 42° 43' 04" LT.	SE = 0.039%
T_S = 2340.77'	Δ_C = 40° 43' 04" LT
E_S = 422.86	D_C = 1° 00' 00"
L_S = 200.00	L_C = 4071.78'
θ_S = 1° 00' 00" LT.	R_C = 5729.578'
X_S = 199.99'	T_C = 2126.13'
Y_S = 1.16'	E_C = 381.76'
LT = 133.34	

DESIGNED BY Bijan Ostovar DATE 2-2-81
DRAWN BY VICKY FORREST DATE 8-81
SUPERVISED BY W. HOLLORAN-D. HARRISON DATE 8-81
CHECKED BY M. H. & RLH DATE 10-81

LIST OF DRAWINGS

	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-104-92	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-104-93	
FOUNDATION DATA	M-104-94	
SUPERSTRUCTURE	M-104-95	
SUPERSTRUCTURE DETAILS	M-104-96	
SUPERSTRUCTURE DETAILS	M-104-97	
SUPERSTRUCTURE DETAILS	M-104-98	
PRESTRESSED BEAM DETAILS	M-104-99	
PRESTRESSED BEAM DETAILS	M-104-100	
ABUTMENT NO. 1	M-104-101	
ABUTMENT NO. 2	M-104-102	
BENT NO. 1 & NO. 2	M-104-103	
BILL OF STEEL	M-104-104	

LIST OF STD. DWGS

	DWG. NO.	LATEST REV. DATE
STANDARD PILE DETAILS	H-5-111	11-23-73
STANDARD REINFORCEMENT BAR SUPPORT	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	11-8-79
BRIDGE RAILING~CONCRETE PARAPET	M-28-1	1-28-76
TENNESSEE STANDARD PRECAST PRESTRESSED DECK PANELS	M-103-149 & 150	

LIST OF SPECIAL PROVISIONS

NO.	TITLE	LATEST REV. DATE
907	REGARDING EPOXY COATED REINFORCING STEEL	
105A	REGARDING APPROVAL OF SHOP DRAWINGS	9-8-81

⊗ DENOTES: ROADWAY DRAINS REQUIRED. SEE STD. DWG. NO. K-86-144.

● DENOTES: GUARDRAIL ATTACHMENT REQUIRED SEE STD. DWG. NO. M-42-154.

42'-0" ROADWAY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NUMBER 7
STATE ROUTE 137 OVER
GARLAND ROAD
STATION 583+44.69
UNICOI COUNTY
1981

CORRECT Clellon L Loveday
ENGINEER OF STRUCTURES
APPROVED Lewis Donnon
DIRECTOR OF HIGHWAYS

M-104-92

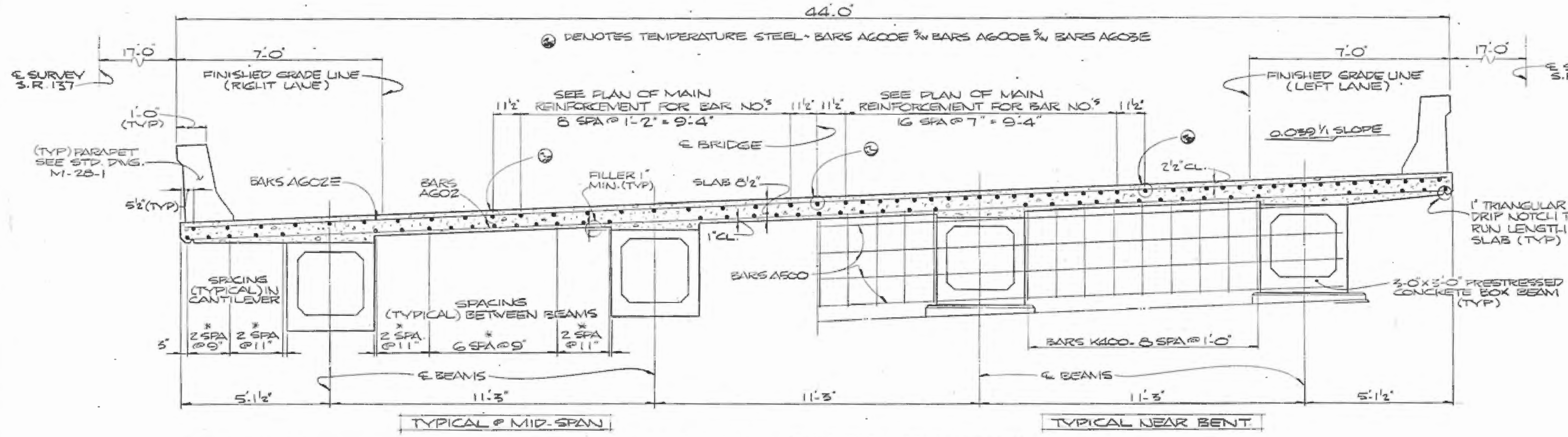
CLASS "A" GRADING "D" 18.4 CY

CONST. NO. 86003-3212-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(29)	1982	

REVISIONS

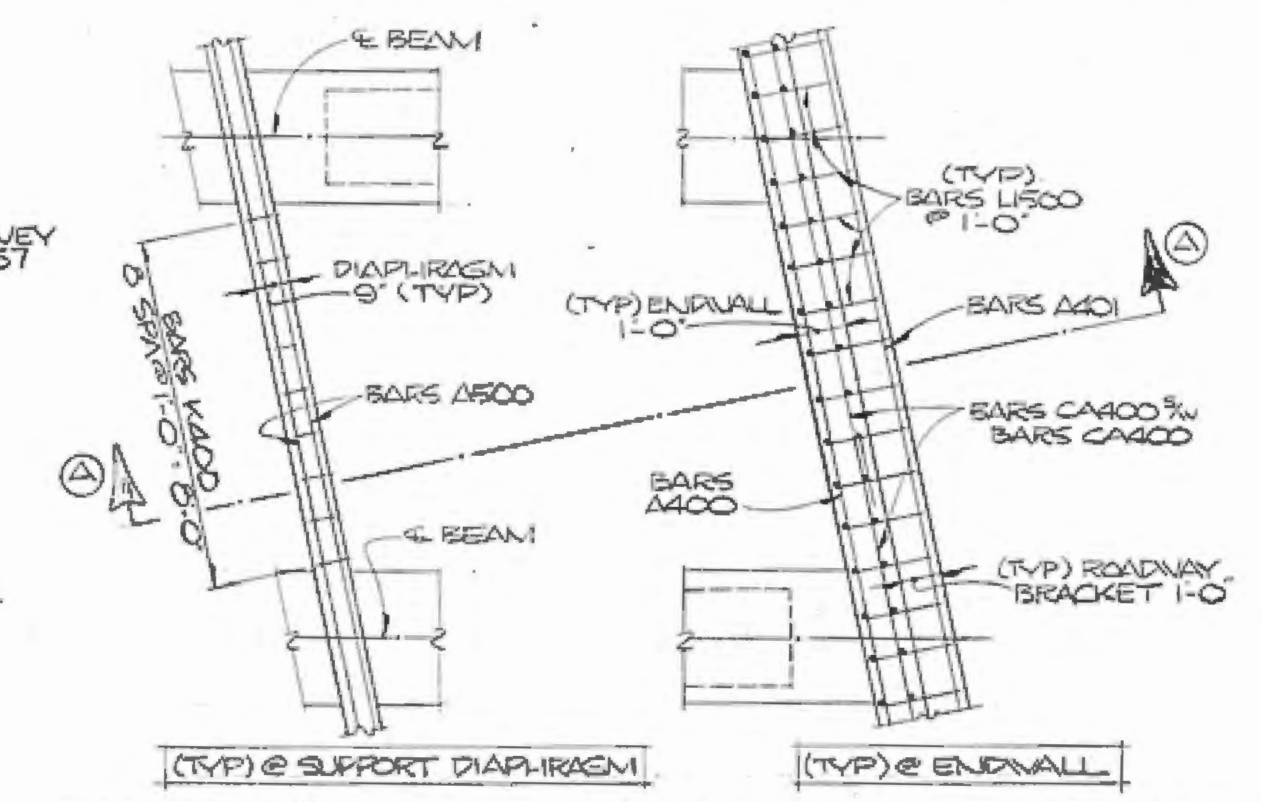
NO.	DATE	BY	BRIEF DESCRIPTION
1	7-29-83	RAP	GENERAL REVISIONS



TYPICAL CROSS-SECTION

LEFT AND RIGHT LANES - LOOKING FORWARD ON SURVEY

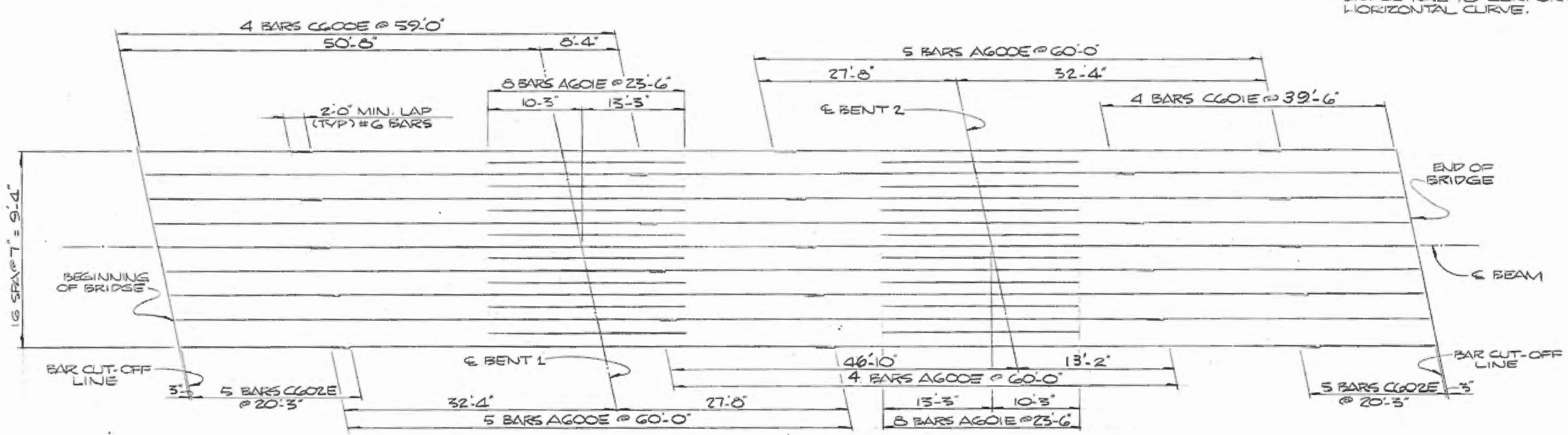
* DENOTES (TYP) SPACING DISTRIBUTION STEEL BARS AG00 ¾ BARS AG00 ¾ BARS AG03



PART PLAN OF ENDWALL AND DIAPHRAGM

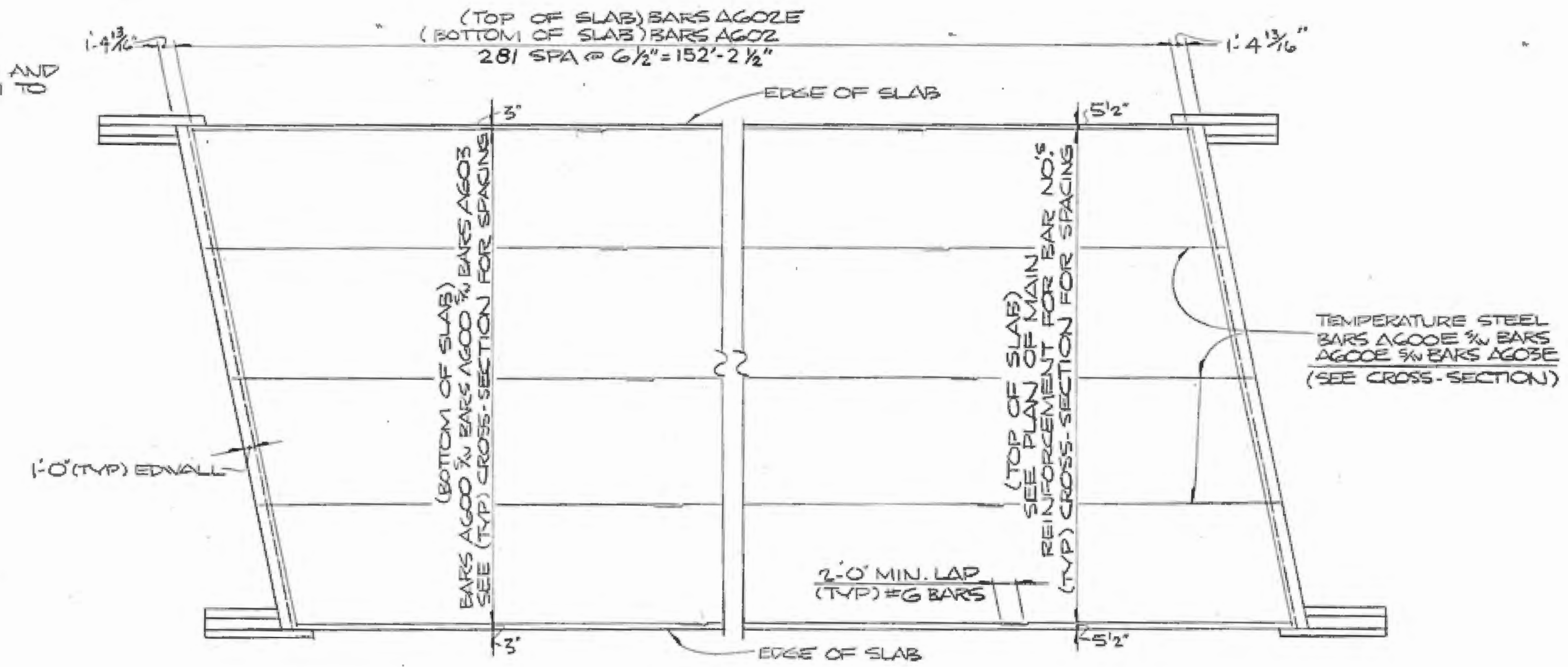
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED.

NOTE: OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.



PLAN OF MAIN REINFORCEMENT

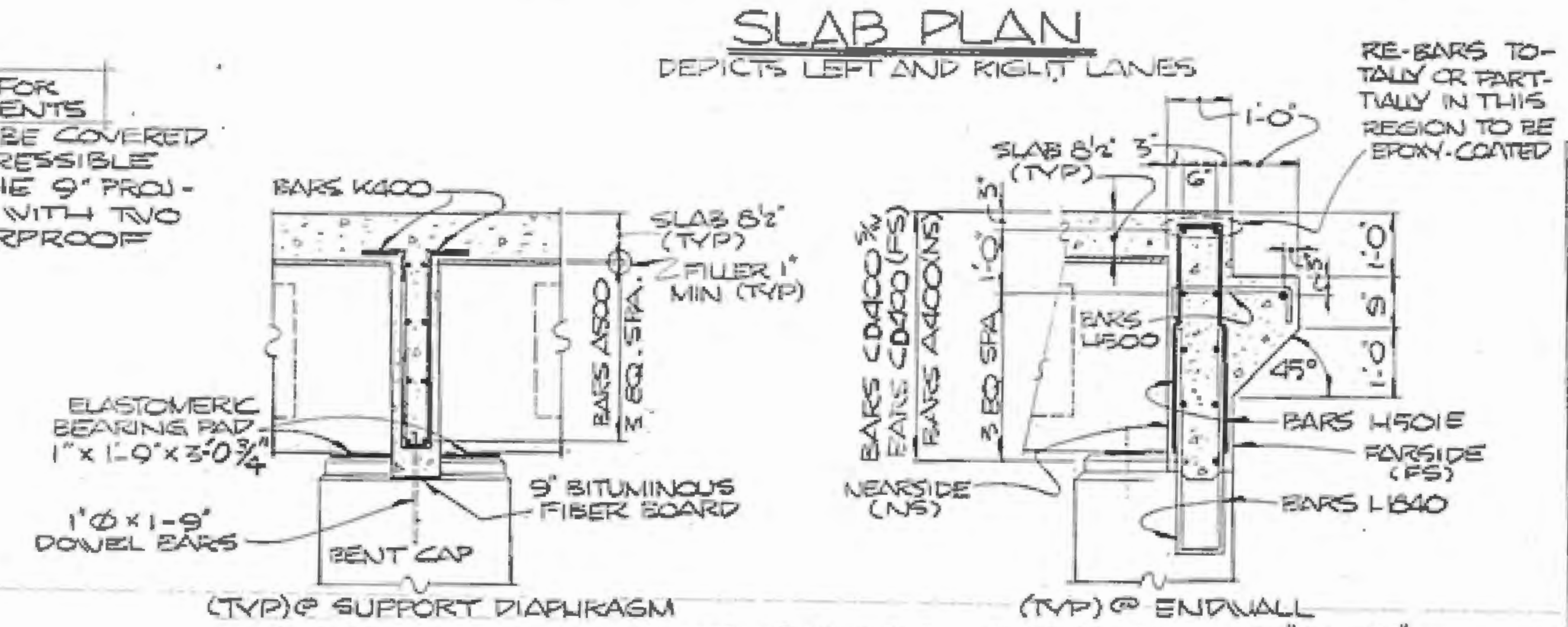
(TYP) ABOVE EACH BEAM



SLAB PLAN

DEPICTS LEFT AND RIGHT LANES

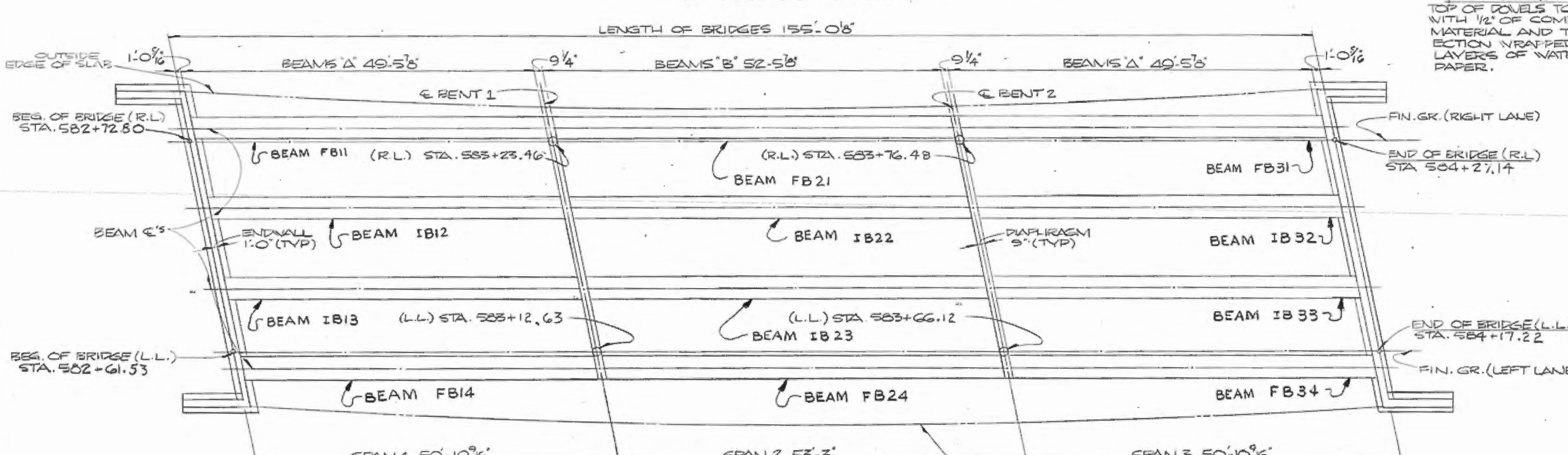
SPECIAL NOTE FOR DOWEL BARS @ BENTS
TOP OF DOWELS TO BE COVERED WITH ½" OF COMPRESSIBLE MATERIAL AND THE 9" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.



PART LONGITUDINAL SECTION "A-A"

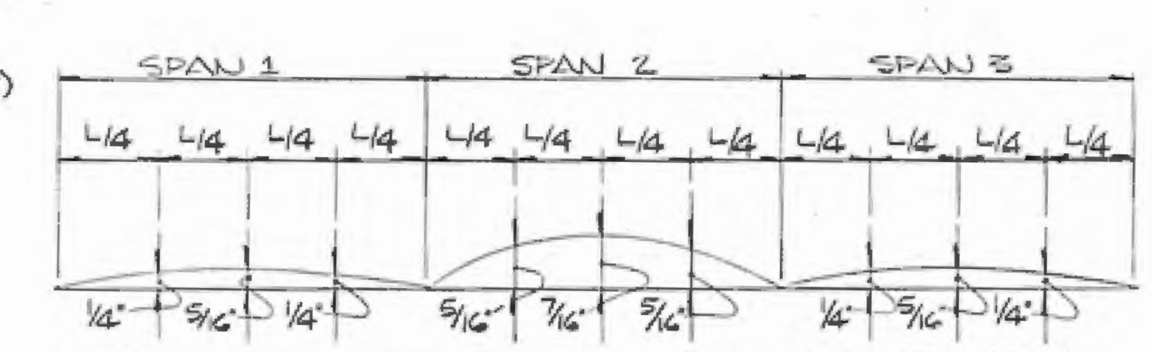
ESTIMATED QUANTITIES

ITEM	RIGHT LANE	LEFT LANE
CLASS 'A' CONCRETE C.Y.	295.0	295.0
REINFORCING STEEL LBS.	31,233	31,233
EPOXY-COATED REINFORCING STEEL LBS	31,365	31,365



FRAMING PLAN

DEPICTS LEFT AND RIGHT LANES
SEE SLAB OFFSETS DWG. NO. M-104-96



DEAD LOAD CORRECTION CURVE

THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

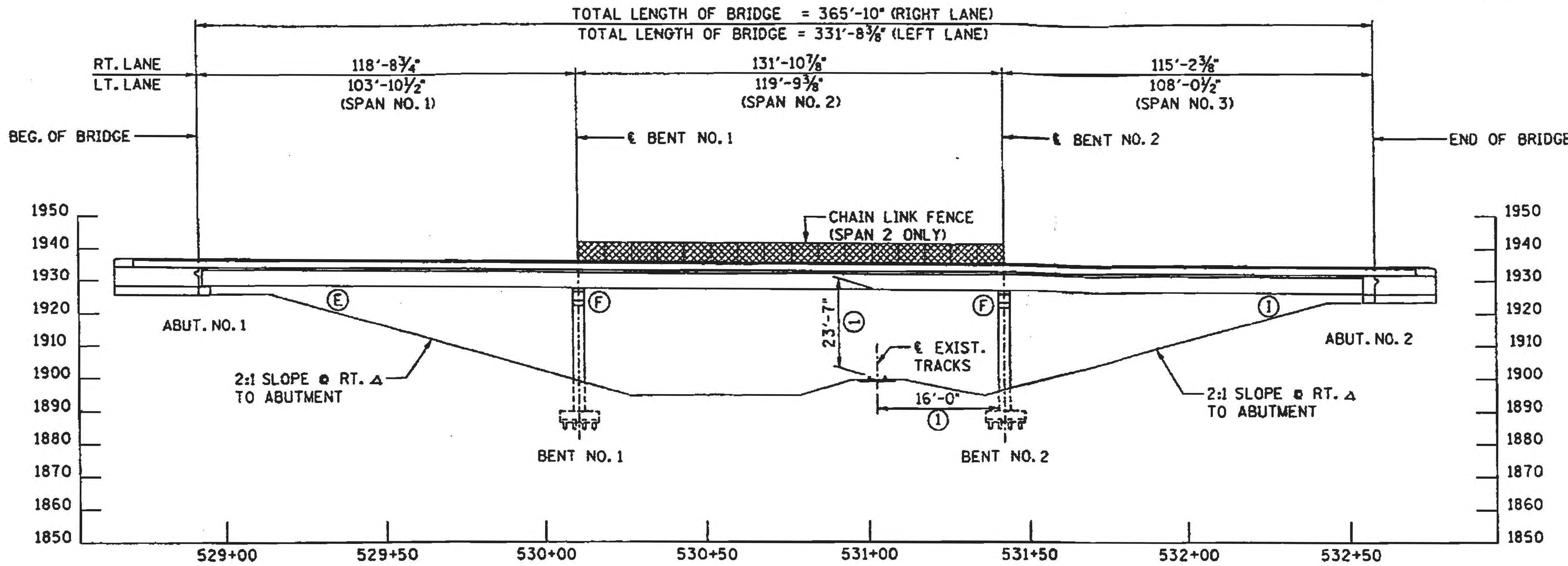
SUPERSTRUCTURE BRIDGE NO. 7
STATE ROUTE 137
OVER GARLAND ROAD
STATION 583+44.69
UNICOI COUNTY
1981

DESIGNED BY Bijan Ostovar DATE 2-81
DRAWN BY MIKE CHILDRESS DATE 5-81
SUPERVISED BY R.L. HARBISON DATE 8-81
CHECKED BY M.H. + R.L.H. DATE 10-81

CORRECT [signature] ENGINEER OF STRUCTURES
APPROVED [signature] DIRECTOR OF HIGHWAYS

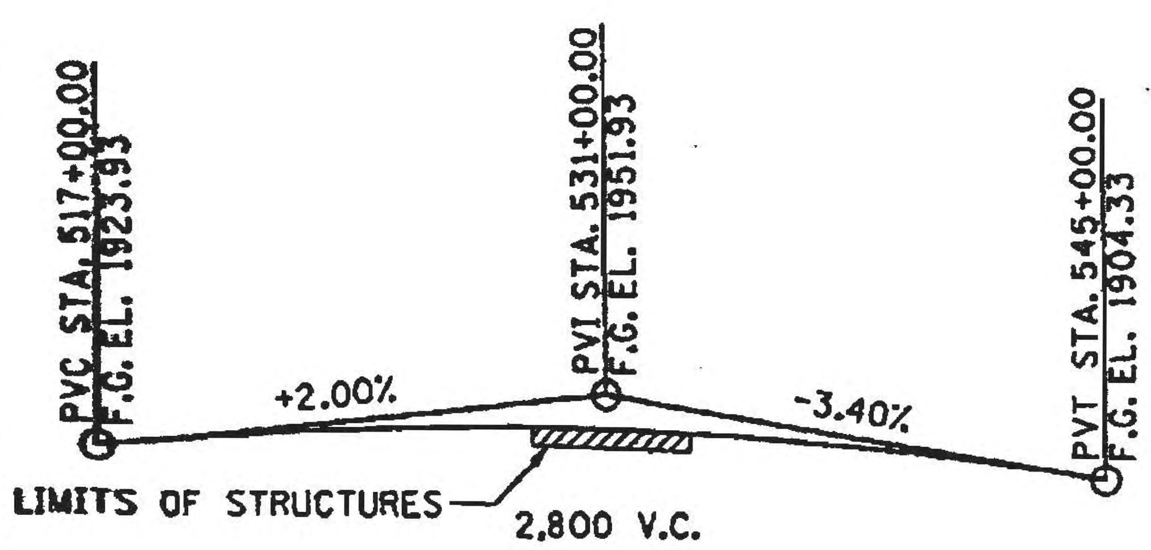
M-104-95

CONT. NO. CNC 325

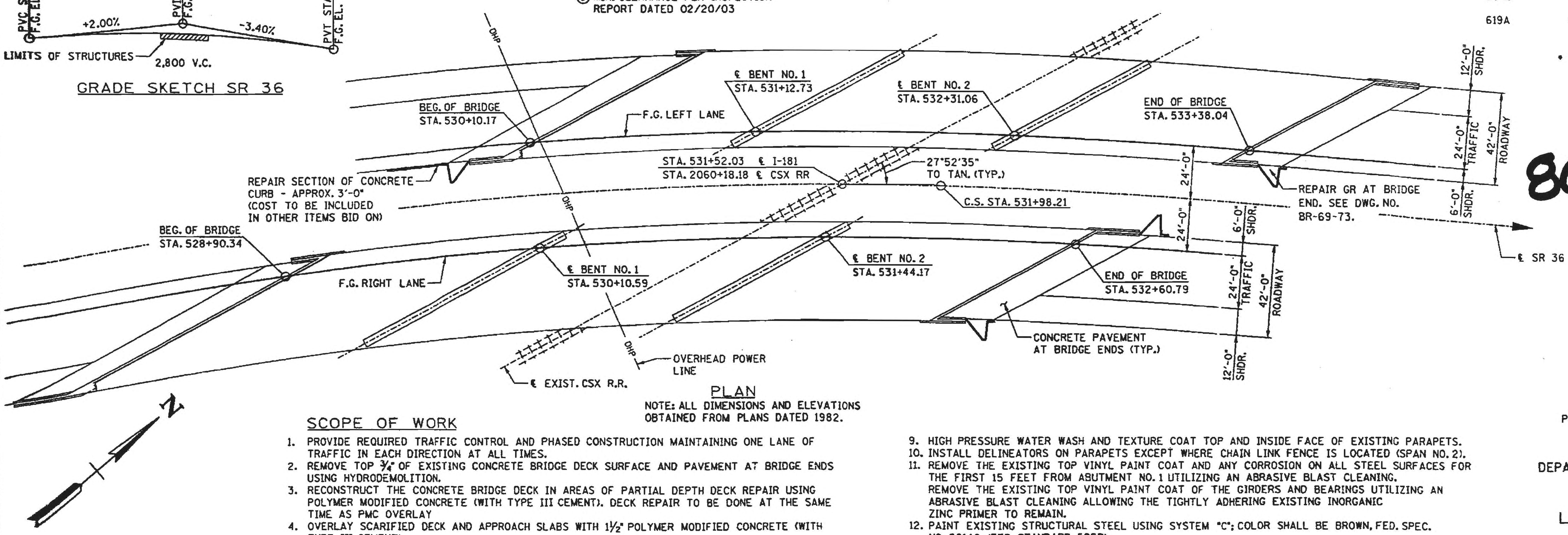


ELEVATION

(DIMENSIONS AT RT. △'S TO ℄ SR 36)
Ⓔ DENOTES EXPANSION
Ⓘ DENOTES INTEGRAL
Ⓕ DENOTES FIXED
① MIN. CLEARANCE PER INSPECTION REPORT DATED 02/20/03



GRADE SKETCH SR 36



PLAN

NOTE: ALL DIMENSIONS AND ELEVATIONS OBTAINED FROM PLANS DATED 1982.

86-I0026-2,19

LIST OF REFERENCE DRAWINGS

M-104-63 THRU M-104-90

LIST OF STANDARD DRAWINGS

DRAWING	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1	07-31-2000

PROJECT NO.	YEAR	SHEET NO.
86003-4222-04	2004	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

DRAWING	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	BR-69-69	
GENERAL NOTES & ESTIMATED QUANTITIES	BR-69-70	
SUPERSTRUCTURE	BR-69-71	
EXPANSION JOINT DETAILS	BR-69-72	
EXPANSION JOINT DETAILS	BR-69-72A	
MISCELLANEOUS REPAIR DETAILS	BR-69-73	
SUBSTRUCTURE REPAIR DETAILS	BR-69-74	

LIST OF SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
105A	• •	APPROVAL OF SHOP DRAWINGS
604CR	• •	REPAIR OF BRIDGE DECK CRACKS
604H	• •	BRIDGE DECK PREPARATION USING HYDRODEMOLITION
604S	• •	STRIP SEAL EXPANSION JOINTS
619A	• •	POLYMER MODIFIED CONCRETE (PMC) OVERLAY

• • DENOTES CURRENT REV. DATE AS PER CONTRACT DOCUMENTS

SCOPE OF WORK

1. PROVIDE REQUIRED TRAFFIC CONTROL AND PHASED CONSTRUCTION MAINTAINING ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.
2. REMOVE TOP ¾" OF EXISTING CONCRETE BRIDGE DECK SURFACE AND PAVEMENT AT BRIDGE ENDS USING HYDRODEMOLITION.
3. RECONSTRUCT THE CONCRETE BRIDGE DECK IN AREAS OF PARTIAL DEPTH DECK REPAIR USING POLYMER MODIFIED CONCRETE (WITH TYPE III CEMENT). DECK REPAIR TO BE DONE AT THE SAME TIME AS PMC OVERLAY
4. OVERLAY SCARIFIED DECK AND APPROACH SLABS WITH 1½" POLYMER MODIFIED CONCRETE (WITH TYPE III CEMENT).
5. MECHANICALLY GROOVE BRIDGE DECK AND PAVEMENT AT BRIDGE ENDS.
6. APPLY CRACK SEALANT (HIGH MOLECULAR WEIGHT METHACRYLATE) TO DECK AT BASE OF PARAPETS ON RIGHT (LOW) SIDE OF BRIDGES, AT LONGITUDINAL CONSTRUCTION JOINTS, AND ALONG NEW JOINT HEADERS.
7. COLD PLANE AND REPLACE ASPHALT TRANSITIONS AT BEGINNING AND END OF PAVEMENT AT BRIDGE ENDS.
8. REMOVE EXISTING EXPANSION JOINT AT ABUTMENT NO. 1 AND REPLACE WITH NEW STRIP SEAL EXPANSION JOINT.
9. HIGH PRESSURE WATER WASH AND TEXTURE COAT TOP AND INSIDE FACE OF EXISTING PARAPETS.
10. INSTALL DELINEATORS ON PARAPETS EXCEPT WHERE CHAIN LINK FENCE IS LOCATED (SPAN NO. 2).
11. REMOVE THE EXISTING TOP VINYL PAINT COAT AND ANY CORROSION ON ALL STEEL SURFACES FOR THE FIRST 15 FEET FROM ABUTMENT NO. 1 UTILIZING AN ABRASIVE BLAST CLEANING. REMOVE THE EXISTING TOP VINYL PAINT COAT OF THE GIRDERS AND BEARINGS UTILIZING AN ABRASIVE BLAST CLEANING ALLOWING THE TIGHTLY ADHERING EXISTING INORGANIC ZINC PRIMER TO REMAIN.
12. PAINT EXISTING STRUCTURAL STEEL USING SYSTEM "C"; COLOR SHALL BE BROWN, FED. SPEC. NO. 20140 (FED. STANDARD 595B).
13. REMOVE DETERIORATED AREAS OF CONCRETE FROM SUBSTRUCTURES AND REPAIR TO AS-BUILT LINES USING A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL FOR REPAIRS TO A MINIMUM DEPTH OF 2"; OR IF REPAIRS ARE AT A DEPTH GREATER THAN 2", USE HIGH EARLY STRENGTH CONCRETE TO A MINIMUM DEPTH OF 4" OR ¾" BEHIND EXISTING REINFORCING STEEL.
14. REPAIR VOID AREA UNDER ABUTMENT NO. 1 UTILIZING BACKFILL MATERIAL (FLOWABLE FILL).
15. CLEAN AND MAINTAIN BRIDGE END DRAINS (COST TO BE INCLUDED IN ITEMS BID ON).
16. REPAIR DAMAGED CHAIN LINK FENCE.
17. REPAIR PORTION OF GUARDRAIL AT END OF BRIDGE ON RIGHT SIDE OF LEFT LANE BRIDGE.

G. SCOTT WILSON — STATE OF TENNESSEE

2003 ADT = 17,560
POSTED SPEED LIMIT = 55 M.P.H.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
TO BE REPAIRED
BRIDGE ~~NO. 86-SR036-21.20~~
STATE ROUTE 36 OVER
C.S.X. RAILROAD
UNICOI COUNTY
2004

BR-69-69

Palmer

DESIGNED BY	G.S. WILSON	DATE	01/2004
DRAWN BY	M.B. STEVENS	DATE	01/2004
SUPERVISED BY	G.S. HENDERSON	DATE	01/2004
CHECKED BY	G.S. HENDERSON	DATE	01/2004

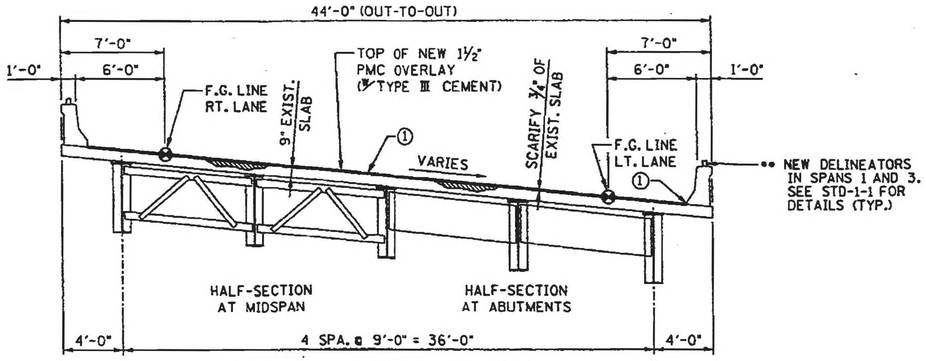
06/22/2004 09:16:06 AM

BR-69-69

PROJECT NO.	YEAR	SHEET NO.
86003-4222-04	2004	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL CROSS SECTION

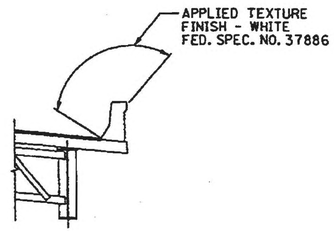
(LOOKING AHEAD)

▨ DENOTES LIMITS OF NEW 1½" PMC OVERLAY (WITH TYPE III CEMENT) TO BE PAID FOR UNDER ITEM NO. 619-01, BRIDGE DECK OVERLAY (PMC), S.Y. THE NEW POLYMER MODIFIED CONCRETE OVERLAY SHALL CONFORM TO THE EXISTING CROSS SLOPE AND GRADE.

▨ DENOTES AREAS OF PMC PLACED UP TO ¾" BELOW SCARIFIED DECK ELEVATION TO BE PAID FOR ACCORDING TO SPECIAL PROVISION 619A.

① ONCE THE POLYMER MODIFIED OVERLAY HAS REACHED AN APPROPRIATE CURE TIME, APPLY A HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) CRACK SEALER AT THE BASE OF THE RIGHT (LOW) SIDE PARAPETS AND ALONG CONSTRUCTION JOINT(S). APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ALSO, SEE SPECIAL PROVISION 604CR.

•• ALL COST ASSOCIATED WITH INSTALLING DELINEATORS ON EXISTING PARAPETS SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 604-04.02, APPLIED TEXTURE FINISH (EXISTING STRUCTURES), S.Y.



APPLIED TEXTURE FINISH SKETCH

NOTE: COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.02.

NOTE: THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED IN ITEMS BID ON.

NOTE: THE EXISTING SURFACES THAT ARE TO RECEIVE A TEXTURE FINISH SHALL BE FREE OF ALL FLAKING TEXTURE COATING, RUST, DIRT, OIL, AND OTHER FOREIGN SUBSTANCES PRIOR TO THE APPLICATION OF THE TEXTURE FINISH. COST TO BE INCLUDED IN ITEM NO. 604-04.02.

NOTE: THE CONTRACTOR SHALL MASK CHAIN LINK FENCE AND TDOT ELEVATION MARKER ON TOP OF PARAPET PRIOR TO TEXTURE COATING.

SPECIAL NOTE CONCERNING USE OF HYDRODEMOLITION FOR SCARIFYING DECK ¾", PARTIAL DEPTH CONCRETE REMOVAL AND NEW CONCRETE:

(THIS IS A GENERAL DESCRIPTION OF WORK REQUIRED AND PAYMENT FOR THAT WORK. SEE SPECIAL PROVISION 604H FOR EXACT LIMITS OF WORK AND PAYMENT CONCERNING HYDRODEMOLITION AND NEW PMC OVERLAY.)

THE ENTIRE DECK AREA ON THE BRIDGE AND THE APPROACH SLABS SHALL RECEIVE HYDRODEMOLITION AS DESCRIBED BELOW. THE AREA OF THE DECK AND APPROACH SLABS SHALL BE SCARIFIED ¾" MINIMUM AND HAVE PARTIAL DEPTH DETERIORATED CONCRETE REMOVED USING HYDRODEMOLITION. PARTIAL DEPTH AREAS WILL NOT BE MARKED ON THE DECK BUT WILL BE REMOVED AS THE HYDRODEMOLITION COMES IN CONTACT WITH PARTIAL DEPTH DETERIORATED CONCRETE WHILE SCARIFYING. THESE AREAS SHALL BE PAID FOR UNDER ITEM NO. 604-10.20, HYDRODEMOLITION, S.Y.

ALL COSTS ASSOCIATED WITH HYDRODEMOLITION, INCLUDING ALL MATERIAL AND LABOR NECESSARY TO REMOVE AND DISPOSE OF ALL CONCRETE AND OTHER DEBRIS TO A ¾" MINIMUM DEPTH, ROTOMILLING, VACUUMING, SHIELDING, CONTAINMENT, FILTRATION OF WASTEWATER, ADDITIONAL JACKHAMMERING, PROTECTIVE BARRIER, AND ALL OTHER ASPECTS OF WORK NECESSARY TO REMOVE THE TOP ¾" MINIMUM OF THE BRIDGE DECK AND APPROACH SLAB CONCRETE BY HYDRODEMOLITION SHALL BE INCLUDED UNDER ITEM NUMBER 604-10.20, HYDRODEMOLITION, S.Y.

THE NEW POLYMER MODIFIED CONCRETE PLACED IN AREAS OF PARTIAL DEPTH REMOVAL UP TO ¾" BELOW THE ORIGINAL BRIDGE DECK ELEVATION SHALL BE PAID FOR ACCORDING TO SPECIAL PROVISION 619A AND WILL BE PLACED AT THE SAME TIME AS THE NEW 1½" PMC OVERLAY.

½" ROTOMILLING OF THE CONCRETE DECK WILL BE ALLOWED PRIOR TO HYDRODEMOLITION.

PRESSURE WASHING OF 5,000 P.S.I. AND VACUUMING OF THE HYDRO-DEMOLISHED SURFACES SHALL BE DONE PRIOR TO PLACEMENT OF THE NEW PMC OVERLAY TO ENSURE A DECK FREE OF ANY LOOSE MATERIAL. THE SURFACES SHALL MEET WITH THE APPROVAL OF THE ENGINEER BEFORE PLACEMENT OF THE PMC IS ALLOWED.

SUGGESTED CURING PROCEDURE FOR POLYMER MODIFIED CONCRETE OVERLAY

COVER THE OVERLAY PROMPTLY WITH A SINGLE LAYER OF WET BURLAP. NEW BURLAP, EVEN WHEN PRESOAKED, CAN DRY OUT QUICKLY AND SHOULD BE AVOIDED OR PRESOAKED FOR SEVERAL DAYS. IT MAY REQUIRE THE BURLAP TO BE WET, LET DRY OUT, AND THIS PROCEDURE REPEATED SEVERAL TIMES TO ALLOW TOTAL ABSORPTION. USE WHITE VISQUEEN (PLASTIC) TO COVER THE WET BURLAP DURING THE OVERLAY IN HOT WEATHER.

PLACE THE WET BURLAP ON THE OVERLAY AS SOON AS POSSIBLE. CONSISTENTLY SPRAY A MIST OF WATER OVER THE BURLAP BEFORE COVERING WITH WHITE VISQUEEN (PLASTIC). THE MIST OF WATER SHOULD NOT BE EXCESSIVE TO THE POINT THE WATER IS DAMAGING THE FRESH OVERLAY SURFACE.

THE WHITE VISQUEEN (PLASTIC) SHOULD BE PULLED, PLACED AND KEPT WITHIN TEN TO THIRTY FEET OF THE FRONT COVER OF BURLAP. THESE DISTANCES SHOULD BE ADJUSTED BASED ON THE WEATHER CONDITIONS AT THE TIME OF PLACEMENT. SECURE THE PLASTIC SO IT WILL NOT BLOW OFF THE BURLAP DURING THE WET CURE. THE FEWER NUMBER OF SEAMS IN THE PLASTIC IS BEST SUITED AND EASIER TO SECURE.

SECURE THE PLASTIC BY USING THE RAILS, ROLLING OVER THE EDGES OF WET BURLAP ONTO THE PLASTIC, LAYING FOLDED WET BURLAP TRANSVERSELY ACROSS THE DECK OR BY KEEPING WATER ON THE SURFACE OF THE PLASTIC. SEAL THE PLASTIC TO AVOID THE WIND FROM PUFFING UP THE PLASTIC DURING THE WET CURE. EXERCISE CAUTION WHEN WETTING DOWN THE SURFACE OF THE PLASTIC SO AS NOT TO ALLOW THE WATER TO RUN INTO THE OVERLAY BEING PLACED.

DURING HOT SUMMER OVERLAYS, SOAKER HOSES SHOULD BE PLACED UNDER THE PLASTIC. THIS SHOULD BE DONE WHEN THE OVERLAY HAS SET LONG ENOUGH TO SUPPORT THE WEIGHT OF THE SOAKER HOSES AND AFTER THE OVERLAY PLACEMENT IS COMPLETED. USING THE COOLEST WATER POSSIBLE WILL GREATLY ENHANCE ALL THESE PROCEDURES IN HOT WEATHER.

A RANDOM SAMPLE OF THE LATEX SHALL BE TAKEN OFF EACH CONCRETE MOBILE SUPPLIER AND TAKEN TO THE DEPARTMENT OF MATERIALS AND TEST OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR EVALUATION. THE RANDOM SAMPLE WILL BE APPROXIMATELY ONE (1) QUART.

SPECIAL NOTE CONCERNING PLACEMENT OF THE POLYMER MODIFIED CONCRETE (PMC) OVERLAY

THE POLYMER MODIFIED CONCRETE (PMC) OVERLAY SHALL BE PLACED ONLY DURING NIGHT-TIME HOURS, EXCEPT WHEN SPECIFICALLY AUTHORIZED BY THE ENGINEER. NIGHT-TIME HOURS SHALL BE DEFINED AS THE TIME BETWEEN SUNSET AND SUNRISE. STRICT ADHERENCE TO CURING THE PMC OVERLAY AS PER TENNESSEE DOT STANDARD SPECIFICATIONS SHALL BE MAINTAINED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
BRIDGE NO. 86-SR036-21.20
STATE ROUTE 36 OVER
C.S.X. RAILROAD
UNICOI COUNTY
2004

BR-69-71

BR-69-71

Palmer

DESIGNED BY	G.S. WILSON	DATE 01/2004
DRAWN BY	G.S. WILSON	DATE 01/2004
SUPERVISED BY	G.S. HENDERSON	DATE 01/2004
CHECKED BY	G.S. HENDERSON	DATE 01/2004

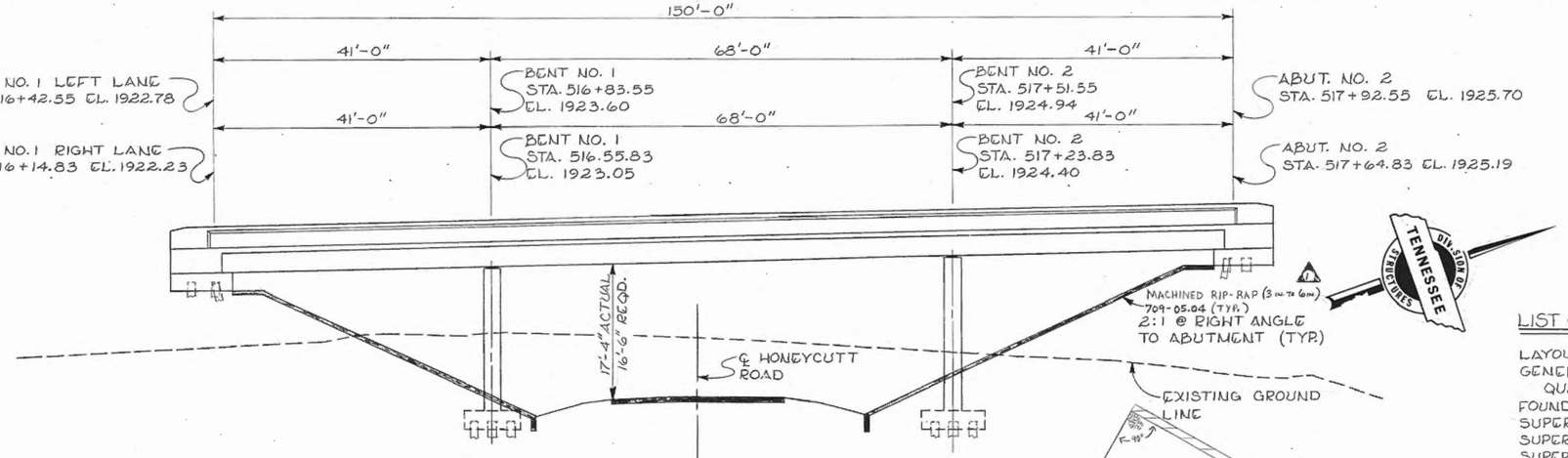
06/22/2004 09:16:06 AM

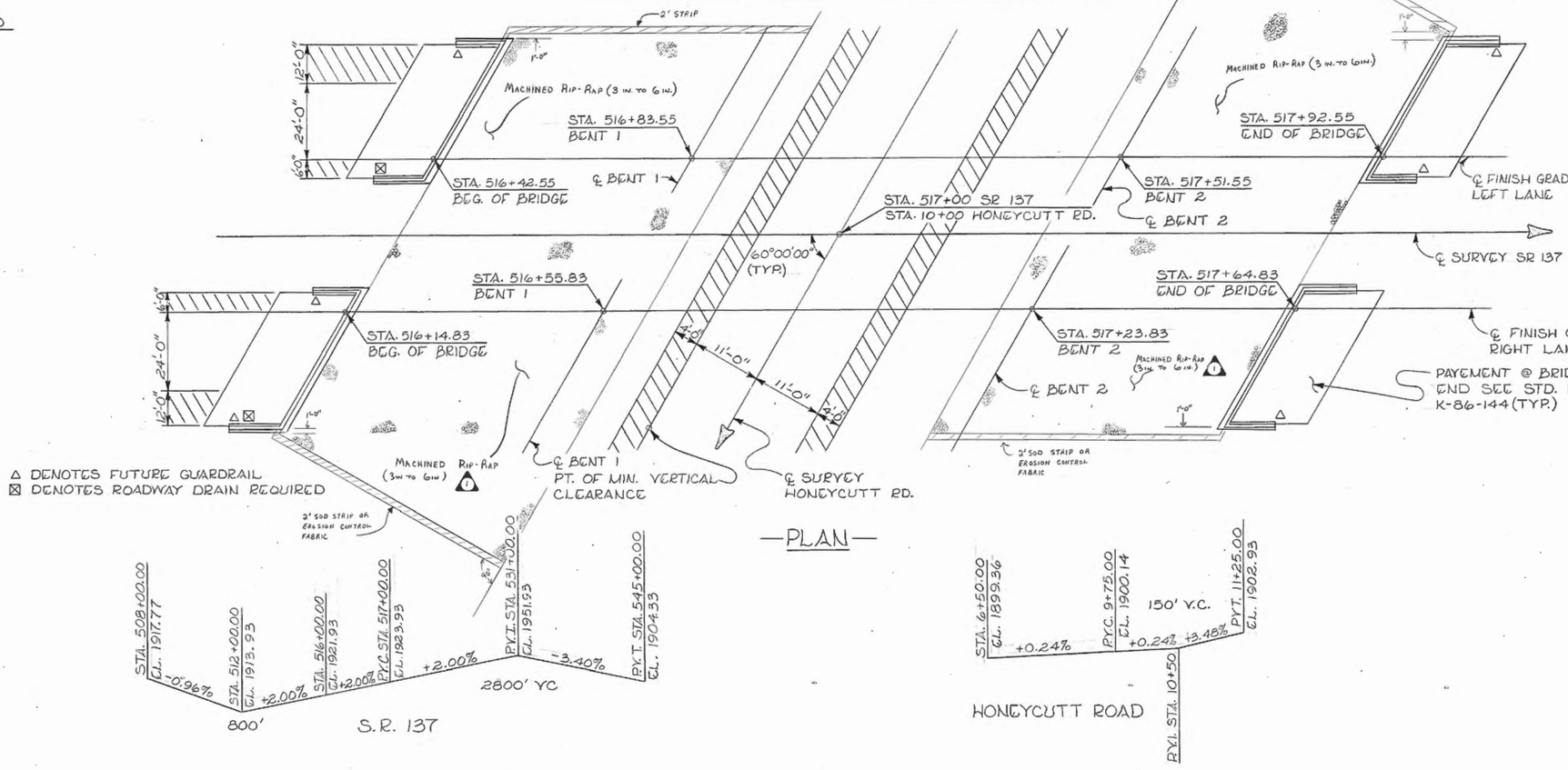
CONST. NO. 86003-3210-64

PROJECT NO.	YEAR	SHEET NO.
ADP-27(18)	1981	29K

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-82	RAP	Machined Rip-Rap Added





LIST OF DRAWINGS

	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-104-51	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-104-52	
FOUNDATION DATA	M-104-53	
SUPERSTRUCTURE	M-104-54	
SUPERSTRUCTURE DETAILS—RIGHT LANE	M-104-55	
SUPERSTRUCTURE DETAILS—LEFT LANE	M-104-56	
PRESTRESSED BOX BEAM, SPANS 1 & 3	M-104-57	
PRESTRESSED BOX BEAM, SPAN 2	M-104-58	
ABUTMENT 1 & 2 RIGHT LANE	M-104-59	
ABUTMENT 1 & 2 LEFT LANE	M-104-60	
BENTS 1 & 2 LEFT & RIGHT LANE	M-104-61	
BILL OF STEEL	M-104-62	

LIST OF STD. DWGS

	DWG. NO.	LATEST REV. DATE
STANDARD PILE DETAILS	H-5-111	11-23-73
STANDARD REINFORCEMENT BAR SUPPORT	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	7-17-81
BRIDGE RAILING—CONCRETE PARAPET	M-28-1	7-17-81
TENNESSEE STANDARD PRECAST PRESTRESSED DECK PANELS	M-103-149 & 150	

LIST OF SPECIAL PROVISIONS

NO.	TITLE	LATEST REV. DATE
907	REGARDING EPOXY COATED REINFORCING STEEL	
105A	REGARDING APPROVAL OF SHOP DRAWINGS	9-8-81

42'-0" ROADWAY
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NUMBER 5 STATE ROUTE 137 OVER HONEYCUTT ROAD STATION 517+00.00 UNICOI COUNTY 1981

CORRECT Clellan L Foxwell
ENGINEER OF STRUCTURES
APPROVED Louis Evans
DIRECTOR OF HIGHWAYS

M-104-51

DESIGNED BY LUISA HANNA DATE 11-80
DRAWN BY VICKY FORREST DATE 8-81
SUPERVISED BY M. HOLLORAN-D. HARRISON DATE 8-81
CHECKED BY _____ DATE _____

CLASS "A" GRADING D 33.0 C.Y.

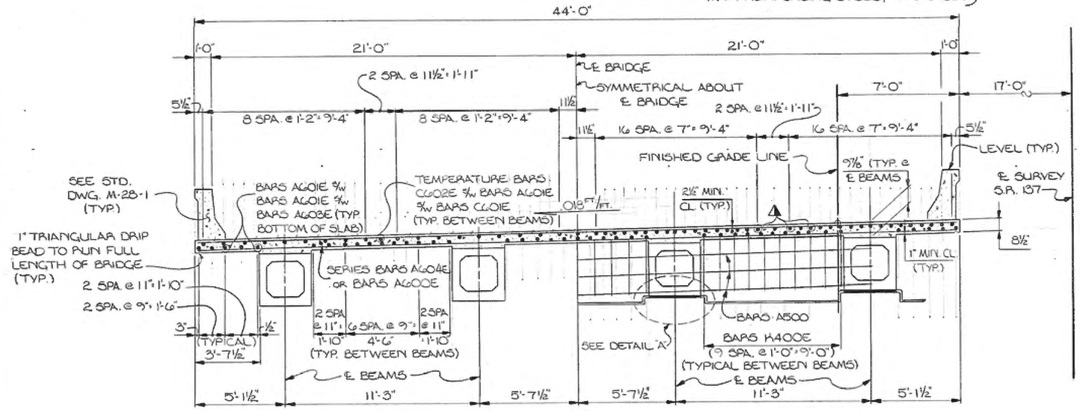
Const. No. 86003-3210-64

PROJECT NO.	YEAR	SHEET NO.
ADP-27(12)	1981	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

▲ FOR BAR DESIGNATION SEE PLAN OF MAIN REINFORCING STEEL, THIS SHEET.



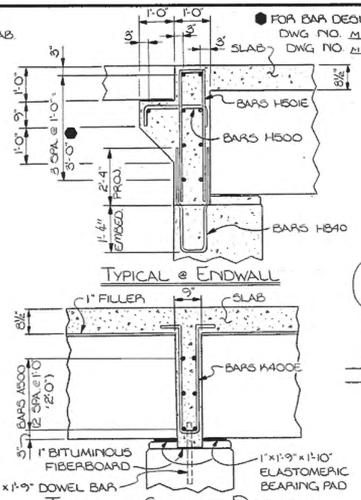
HALF-SECTION @ MID-SPAN

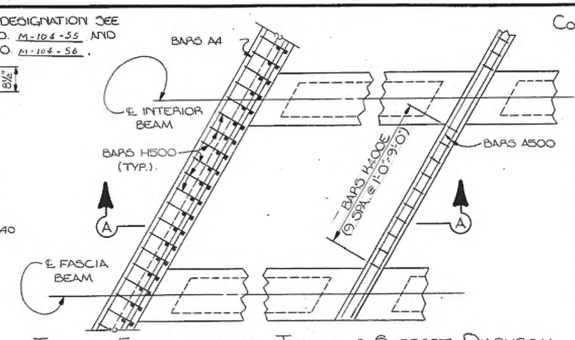
HALF-SECTION @ SUPPORT DIAPHRAGM

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. ——6——.

—CROSS SECTION—

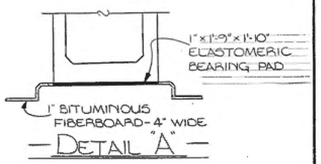
NOTE: CROSS SECTION DETAILS LEFT LANE LOOKING FORWARD ON SURVEY AND ALSO DETAILS RIGHT LANE LOOKING BACK ON SURVEY.





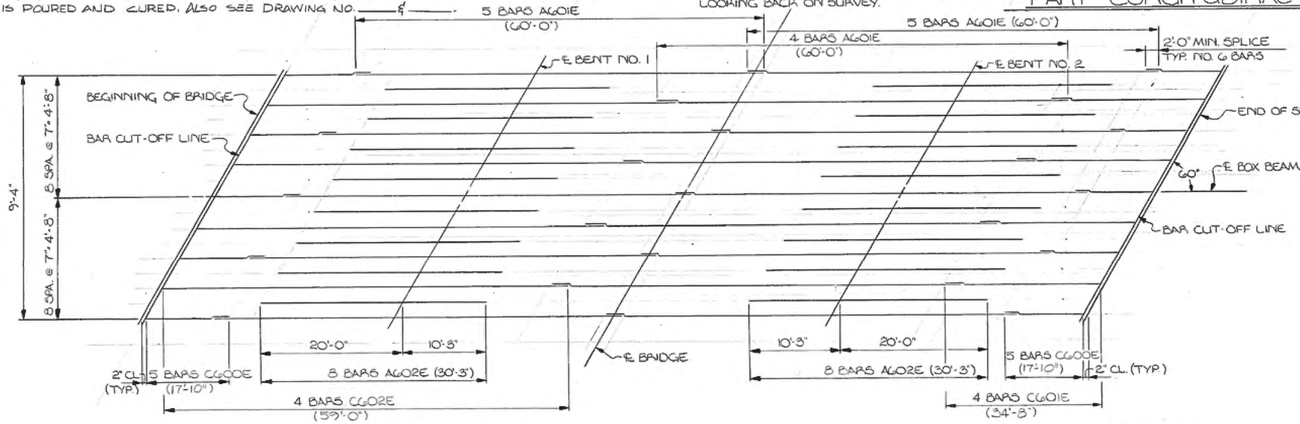
—PART PLAN OF ENDWALL AND DIAPHRAGM—

SPECIAL NOTE FOR DOWEL BARS AT BENT: TOP OF DOWELS TO BE COVERED WITH ½" OF COMPRESSIBLE MATERIAL AND THE 9" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.



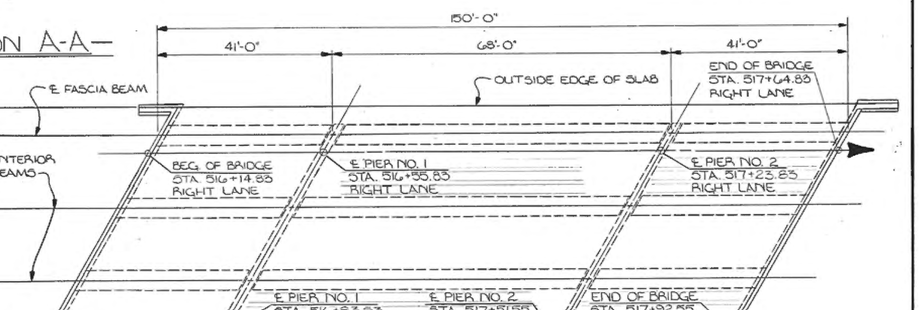
—DETAIL "A"—

—PART LONGITUDINAL SECTION A-A—

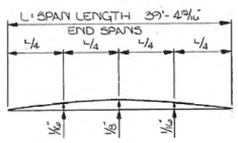


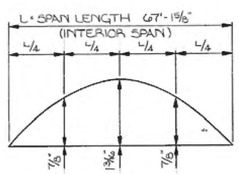
—PLAN OF MAIN REINFORCING STEEL—

(TYPICAL OVER EACH BEAM)



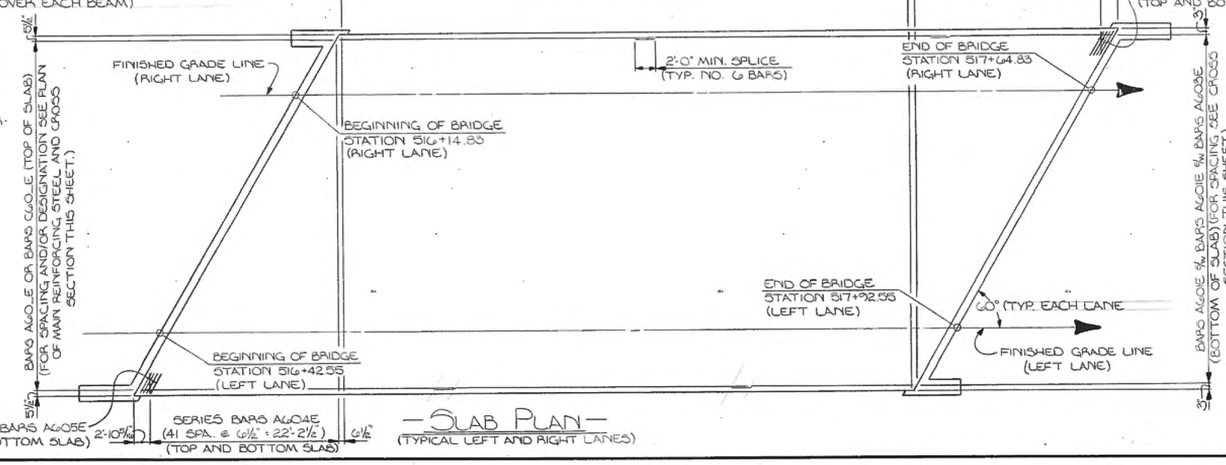
—FRAMING PLAN—





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

DEAD LOAD CORRECTION CURVE



—SLAB PLAN—

(TYPICAL LEFT AND RIGHT LANES)

ESTIMATED QUANTITIES

Item	CLASS 'A' CONCRETE C.Y.	REINFORCING STEEL LBS.	EPOXY COATED REINFORCING STEEL LBS.
SUPER. Rt. Ln.	206.0	1,828	59,093
SUPER. Lt. Ln.	206.0	1,828	59,093

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
STATE ROUTE 137 OVER "HONEYCUTT ROAD
STATION 517+00.00
UNICOI COUNTY
1981

DESIGNED BY L. HAMM — DATE 7-81
DRAWN BY MARK MICHAEL DYE — DATE 8-81
SUPERVISED BY ROGER HARRISON — DATE 8-81
CHECKED BY _____ — DATE _____

CORRECT Clellon L. Loveall
ENGINEER OF STRUCTURES

APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

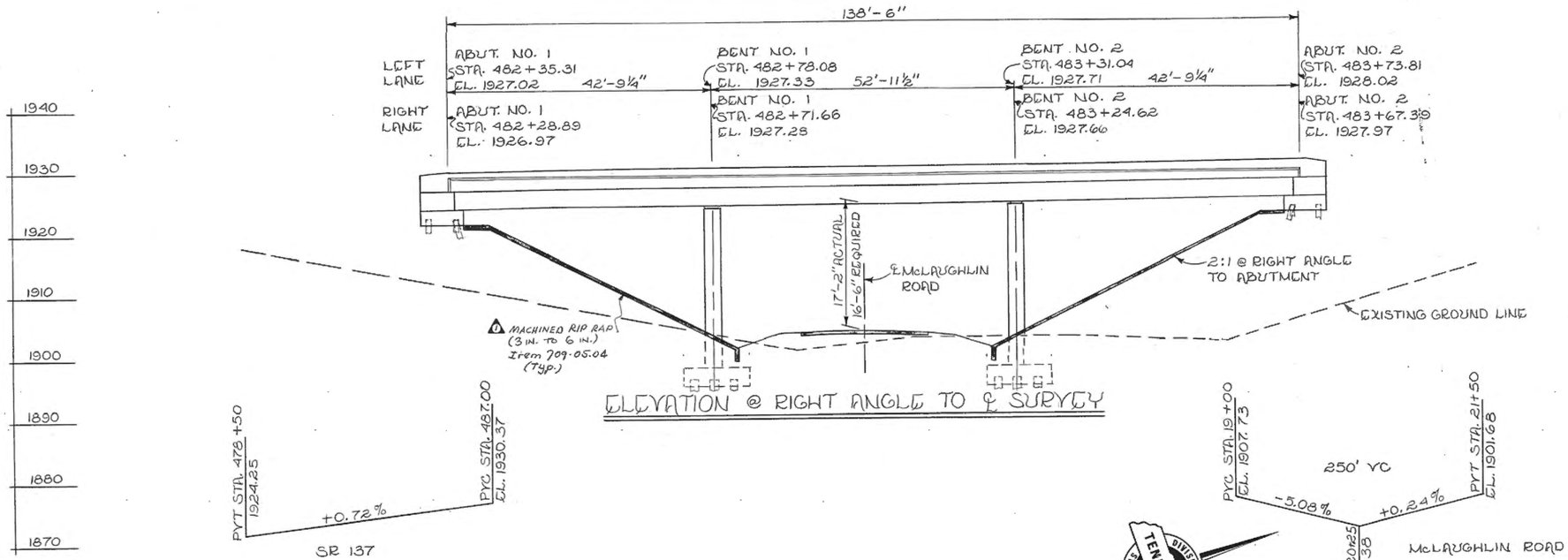
M-104-54

CONST. NO. 86002-3230-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(22)	1981	19L

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-82	RAP	MACHINED RIP RAP ADDED.



PLAN

LIST OF DRAWINGS

	DWG. NO.	LATEST REV. DATE
LAYOUT	M-104-41	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-104-42	
FOUNDATION DATA	M-104-43	
SUPERSTRUCTURE	M-104-44	
SUPERSTRUCTURE DETAILS	M-104-45	
PRESTRESSED BOX BEAM	M-104-46	
PRESTRESSED BOX BEAM	M-104-47	
ABUTMENTS NO. 1 AND NO. 2	M-104-48	
BENTS NO. 1 AND NO. 2	M-104-49	
BILL OF STEEL	M-104-50	

LIST OF STD. DWG'S

	DWG. NO.	LATEST REV. DATE
STANDARD PILE DETAILS	H-5-111	11-23-73
STANDARD REINFORCEMENT BAR SUPPORT	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	11-8-79
BRIDGE RAILING-CONCRETE PARAPET	M-28-1	1-28-76
TENNESSEE STANDARD PRECAST PRESTRESSED DECK PANELS	M-103-149 & 150	

LIST OF SPECIAL PROVISIONS

NO.	TITLE.	LATEST REV. DATE
907	REGARDING EPOXY COATED REINFORCING STEEL	3-1-81
105A	REGARDING APPROVAL OF SHOP DRAWINGS	9-8-81

2 42'-0" ROADWAYS WITH PARAPET RAILING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT BRIDGE NUMBER 4
STATE ROUTE 137 OVER McLAUGHLIN ROAD
STATION 483+01.35
UNICOI COUNTY
1981

DESIGNED BY STAN UPCHURCH DATE 10-80
DRAWN BY VICKY FORREST DATE 06-81
SUPERVISED BY HARRISON, HOLLORAN DATE 6-81
CHECKED BY _____ DATE _____

CORRECT Colleen L Forrester
ENGINEER OF STRUCTURES
APPROVED Lewis Bryant
DIRECTOR OF HIGHWAYS

M-104-41

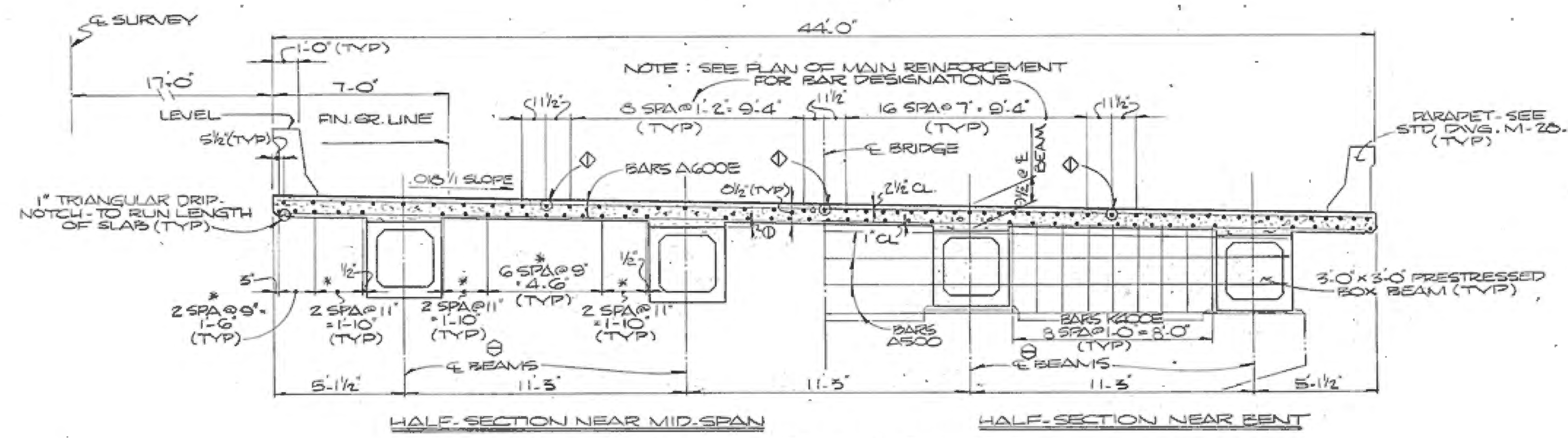
CLASS 'A' GRADING D 24.9 C.Y.

CONST NO. 86003-3212-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(29)	1982	

REVISIONS

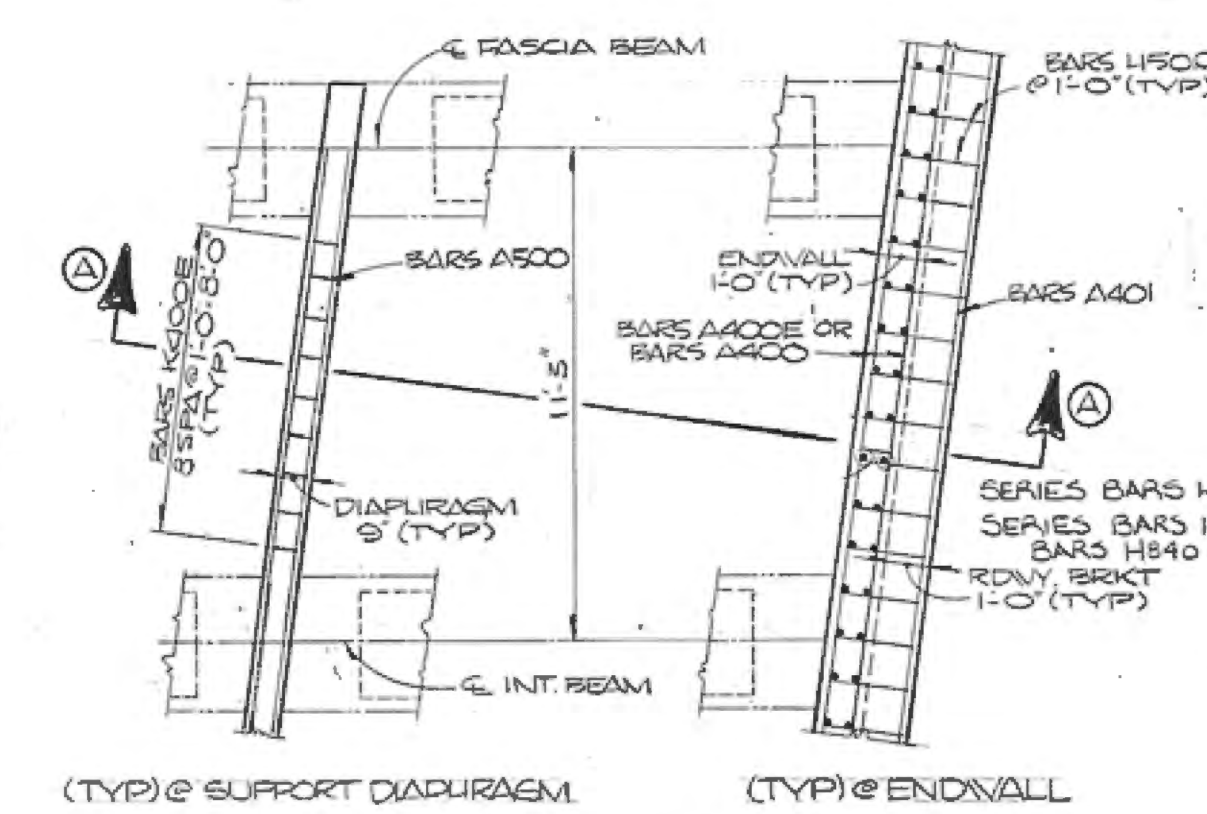
NO.	DATE	BY.	BRIEF DESCRIPTION
1	1-28-83	CNK	[illegible]
2	7-29-83	RAP	QUANTITY REVISION



TYPICAL CROSS-SECTION

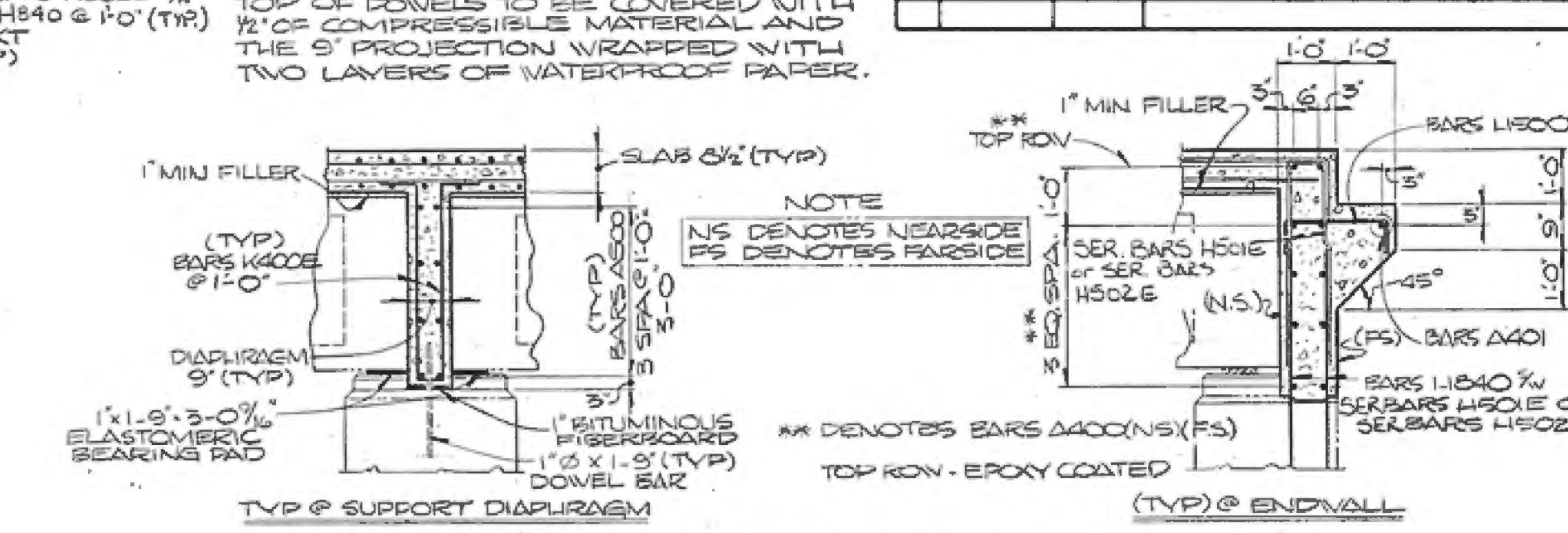
* DENOTES - BARS A601E ⅝ BARS A601E ⅝ BARS A602E
⊖ DENOTES - MAIN REINFORCEMENT SYMMETRICAL ABOUT ℄ BEAMS
Φ DENOTES - FILLER @ 1" MIN. (TYP)
◇ DENOTES - TEMPERATURE STEEL BARS C600E ⅝ BARS A601E ⅝ BARS C600E

NOTE: RIGHT LANE LOOKING FORWARD ON SURVEY.
LEFT LANE LOOKING BACK ON SURVEY.

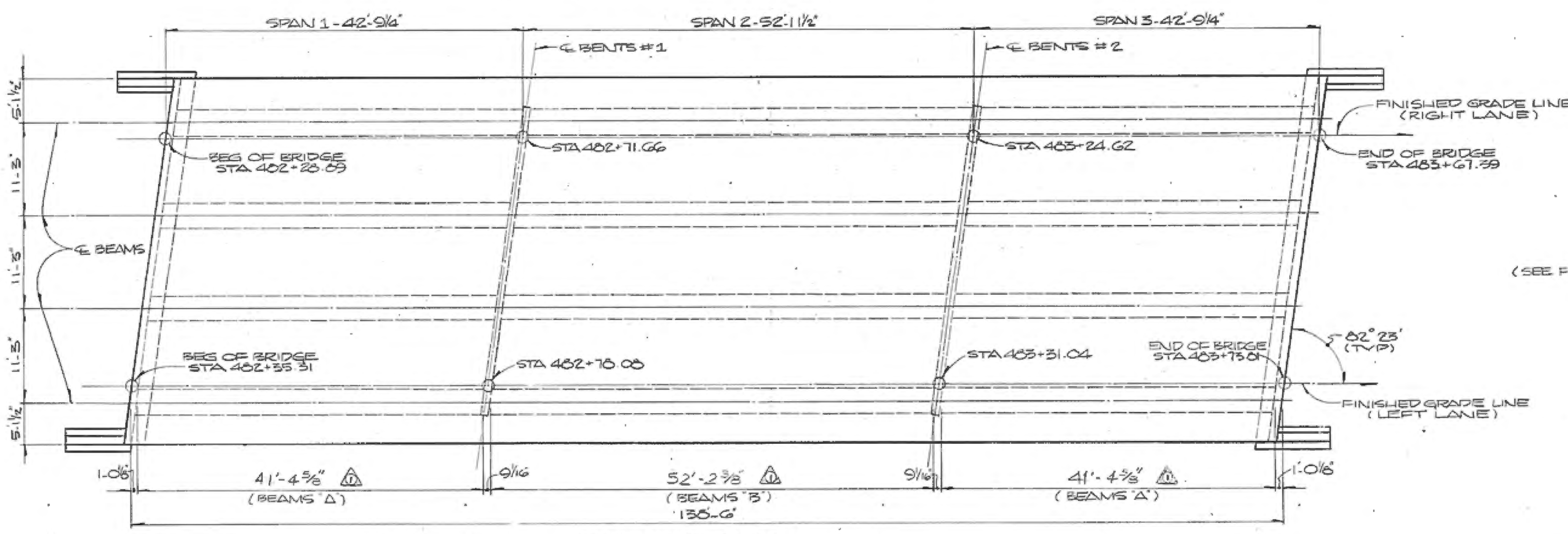


PARTIAL PLAN OF ENDWALL AND SUPPORT DIAPHRAGM

SPECIAL NOTE FOR DOWEL BARS @ BENTS: TOP OF DOWELS TO BE COVERED WITH ½" OF COMPRESSIBLE MATERIAL AND THE 9" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.

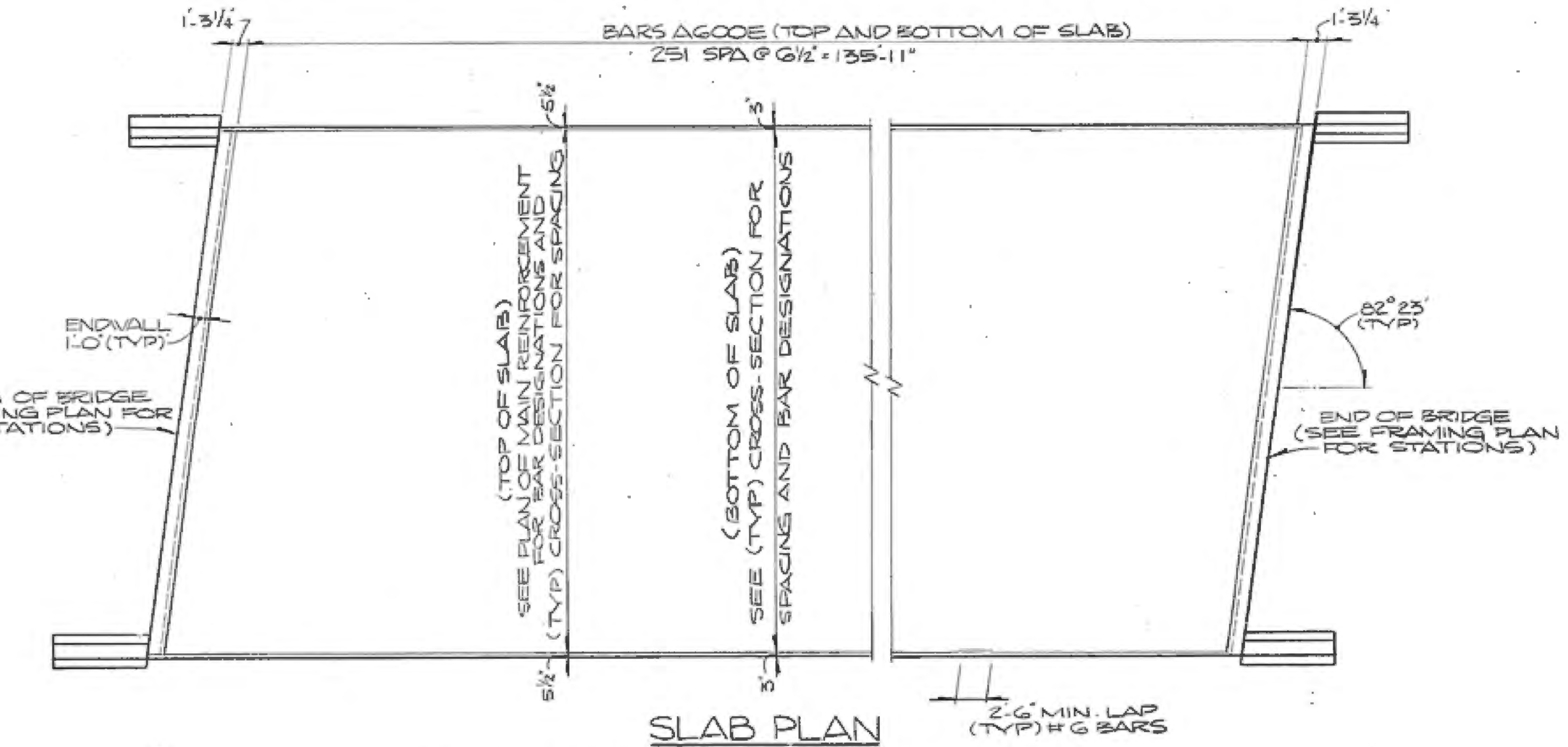


PARTIAL SECTION A-A



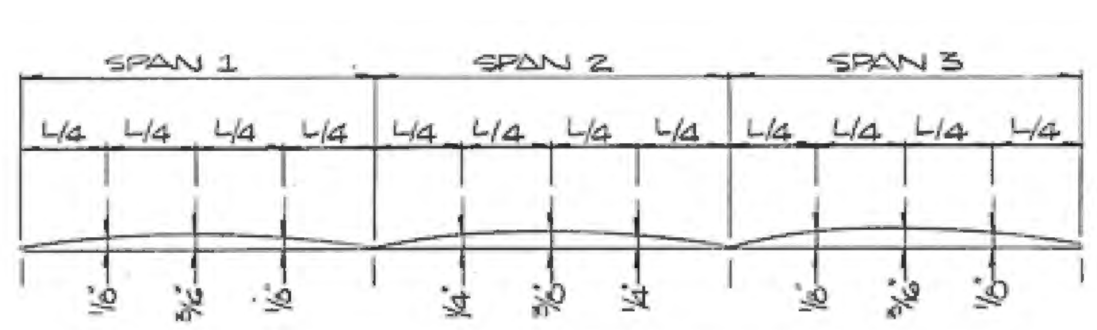
FRAMING PLAN

DEPICTS LEFT AND RIGHT LANES



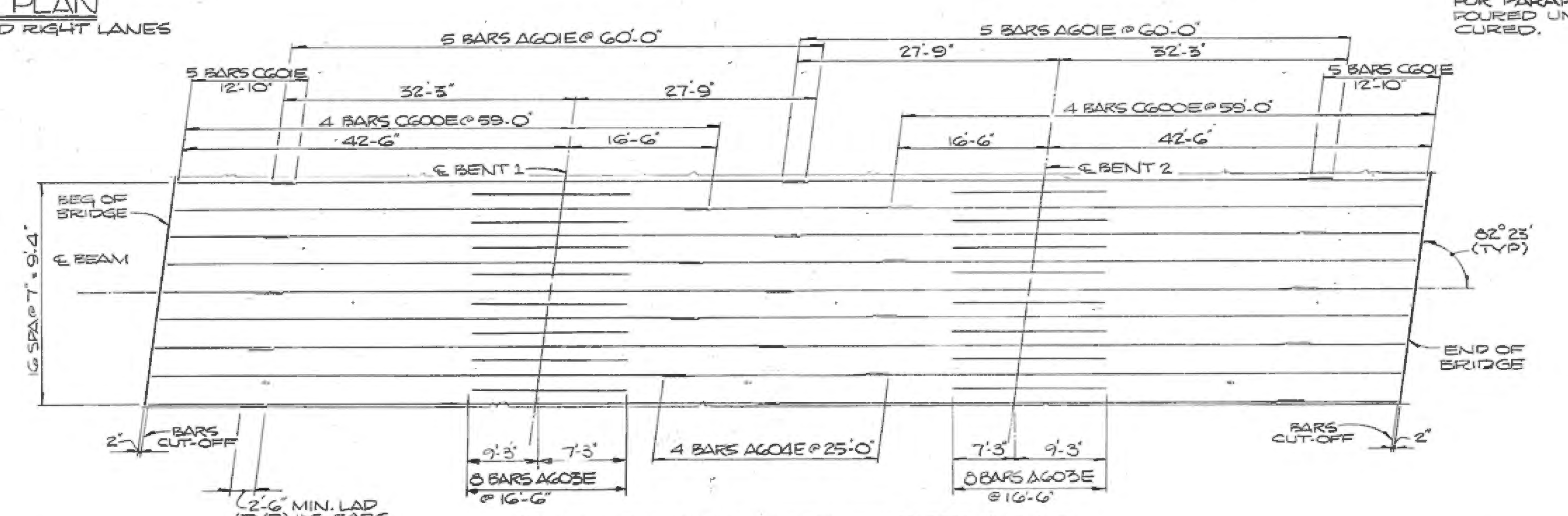
SLAB PLAN

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.



DEAD LOAD CORRECTION CURVE

NOTE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE.



PLAN OF MAIN REINFORCEMENT

(TYP) ABOVE ℄ BEAMS - BOTH LANES

SUPERSTRUCTURE-ESTIMATED QUANTITIES

ITEM	CLASS 'A' CONCRETE C.Y.	REINFORCING STEEL LBS.	EPOXY-COATED REINFORCING STEEL LBS.
RIGHT LANE	195.0	1879	54,001
LEFT LANE	194.9	1879	53,976

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
STATE ROUTE 137 OVER
McLAUGLIN ROAD
STATION 483+01.35
UNICOI COUNTY
1981

CORRECT ______ ENGINEER OF STRUCTURES
APPROVED ______ DIRECTOR OF HIGHWAYS

DESIGNED BY	STAN UPCHURCH	DATE	10-80
DRAWN BY	MIKE CHILDRESS	DATE	6-81
SUPERVISED BY	R.L. HARBISON, MAH.	DATE	6-81
CHECKED BY	CHARLES KING	DATE	10-81

M-104-44

CONSTRUCTION NO. 86002-3230-64

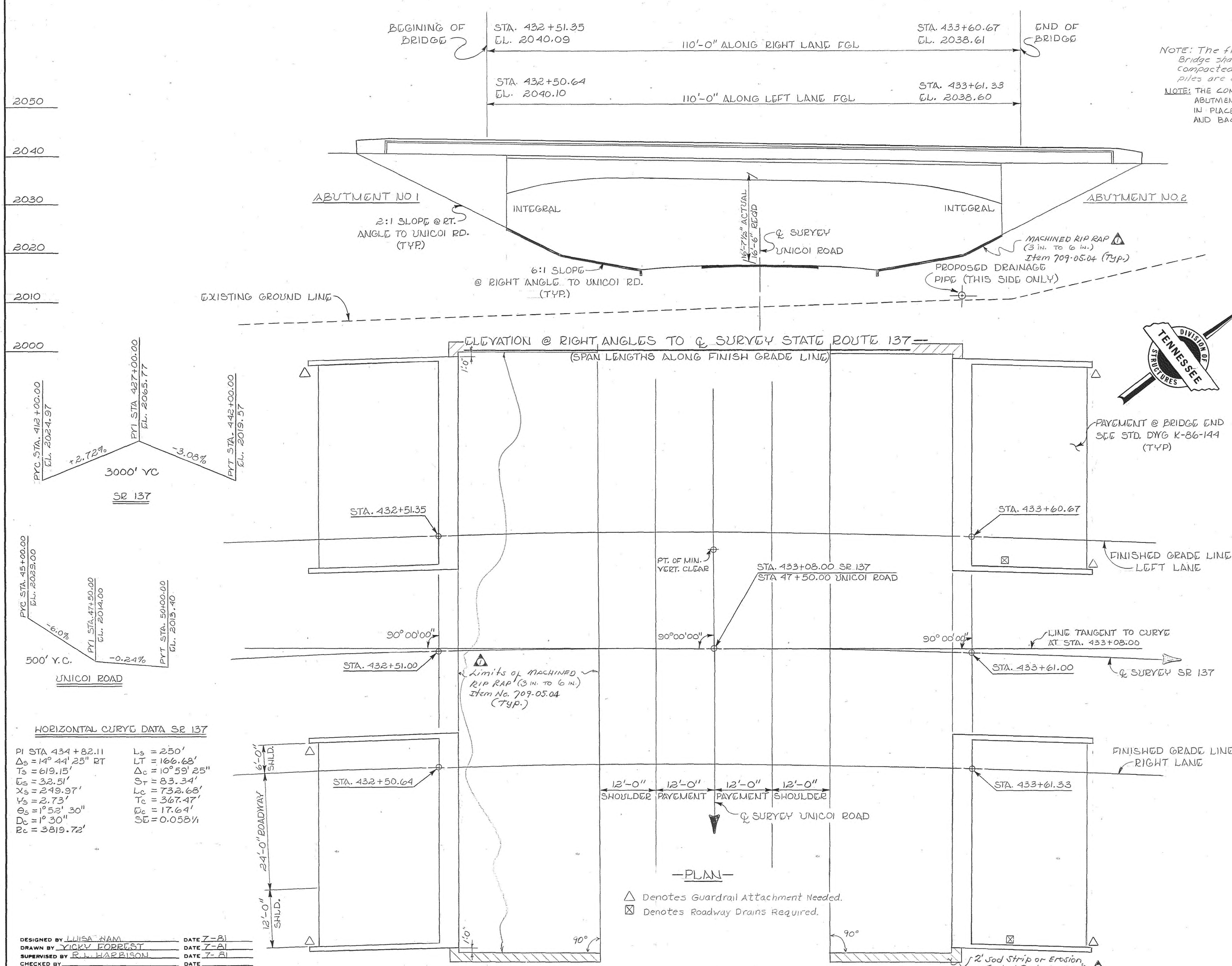
PROJECT NO.	YEAR	SHEET NO.
APD-27(22)	1981	19K

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-82	RAP	Machined Rip Rap added. CLASS A GRADING D ALTERED

NOTE: The fills at the ends of the Bridge shall be in place and thoroughly compacted before any Abutment piles are driven.

NOTE: THE CONTRACTOR SHALL SUPPORT THE ABUTMENTS UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED AND BACKFILLING HAS BEEN COMPLETED.



HORIZONTAL CURVE DATA SR 137

PI STA 434+82.11
Δ_s = 14° 44' 25" RT
T_s = 619.15'
E_s = 32.51'
X_s = 249.97'
Y_s = 2.73'
θ_s = 1° 52' 30"
D_c = 1° 30"
R_c = 3819.72'
L_s = 250'
LT = 166.68'
Δ_c = 10° 59' 25"
ST = 83.34'
L_c = 732.68'
T_c = 367.47'
E_c = 17.64'
SE = 0.058'/'

-PLAN-

△ Denotes Guardrail Attachment Needed.

☒ Denotes Roadway Drains Required.

LIST OF DRAWINGS	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-104-24	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-104-25	
FOUNDATION DATA	M-104-26	
SUPERSTRUCTURE	M-104-27	
SUPERSTRUCTURE DETAILS	M-104-28	
ABUTMENTS NO. 1 & 2	M-104-29	
ABUTMENTS NO. 1 & 2 DETAILS	M-104-30	
BILL OF STEEL	M-104-31	

LIST OF STD. DWG'S	DWG. NO.	LATEST REV. DATE
STANDARD PILE DETAILS	H-5-111	11-23-73
STANDARD REINFORCEMENT BAR SUPPORT	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	7-17-81
BRIDGE RAILING ~ CONCRETE PARAPET	M-28-1	7-17-81
TENNESSEE STANDARD PRECAST PRESTRESSED DECK PANELS	M-103-149 & 150	

LIST OF SPECIAL PROVISIONS

NO.	TITLE	LATEST REV. DATE
907	REGARDING EPOXY COATED REINFORCING STEEL	2-15-79
105A	REGARDING APPROVAL OF SHOP DRAWINGS	9-8-81

DIVISION OF STRUCTURES TENNESSEE

TWO 42'-0" ROADWAYS WITH M-28-1 PARAPET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NUMBER 3 STATE ROUTE 137 OVER UNICOI ROAD STATION 433 + 08.00 UNICOI COUNTY 1981

CORRECT Clellon L. Loveall — ENGINEER OF STRUCTURES

APPROVED Louis Evans — DIRECTOR OF HIGHWAYS

DESIGNED BY	LUISA NAM	DATE	7-81
DRAWN BY	VICKY FORREST	DATE	7-81
SUPERVISED BY	R. L. HARBISON	DATE	7-81
CHECKED BY		DATE	

M-104-24

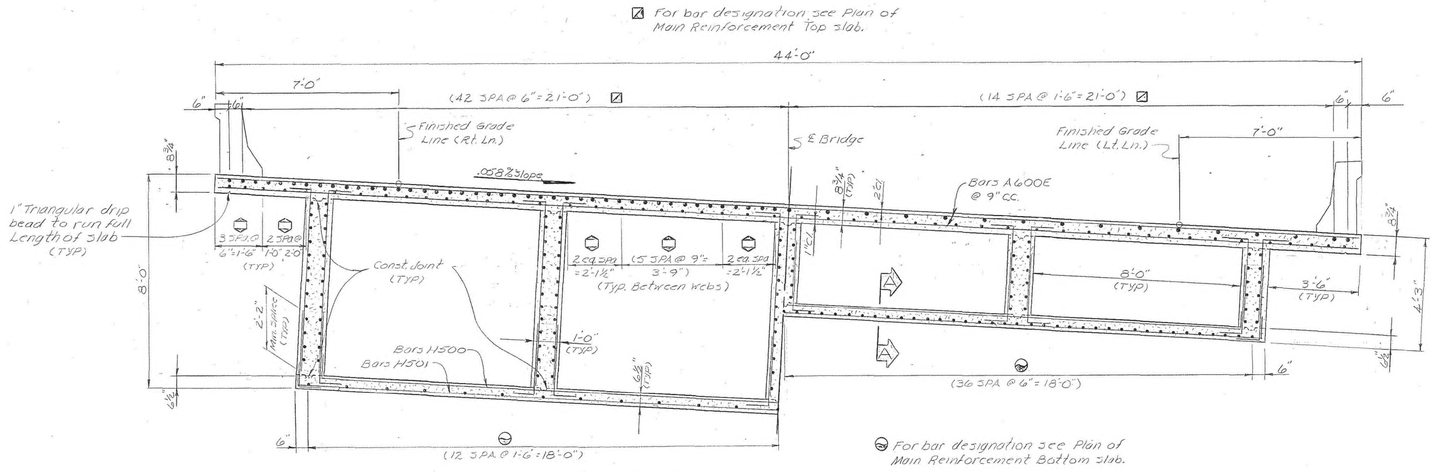
△1 CLASS "A" GRADING "D" 1850 CY.

Const. No. 86003-3212-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(29)	1982	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	7-29-83	RAP	ADD BARS A804, GENERAL QUANTITY REVISIONS
2	9-28-85	FGB	CORRECTED EPOXY QUANTITY IN TOP SLAB

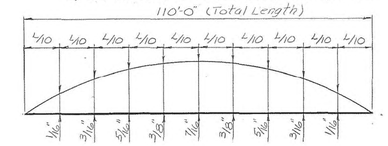


AT ABUTMENTS

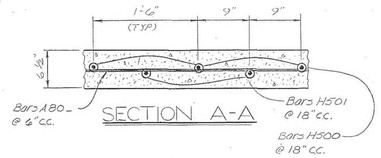
AT MID-SPAN

TYPICAL CROSS SECTION
(Typical Right and Left Lanes)

NOTE: This curve is for dead load camber only and should be increased by the amount of anticipated take up in the falsework.



DEAD LOAD DEFLECTION CURVE



SECTION A-A

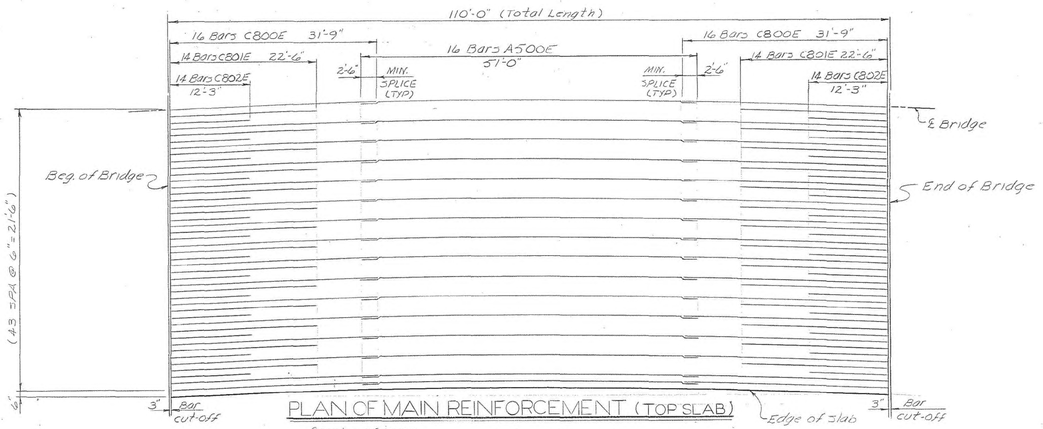
GENERAL NOTES

Pouring Sequence: Forms and supports for the entire bottom slab shall be in place prior to the placement of superstruture concrete. Concrete for the Top and Bottom slab and walls may be poured in any sequence, however, construction joints will be permitted at designated locations only. No Top slab concrete may be placed until all walls have been completed.

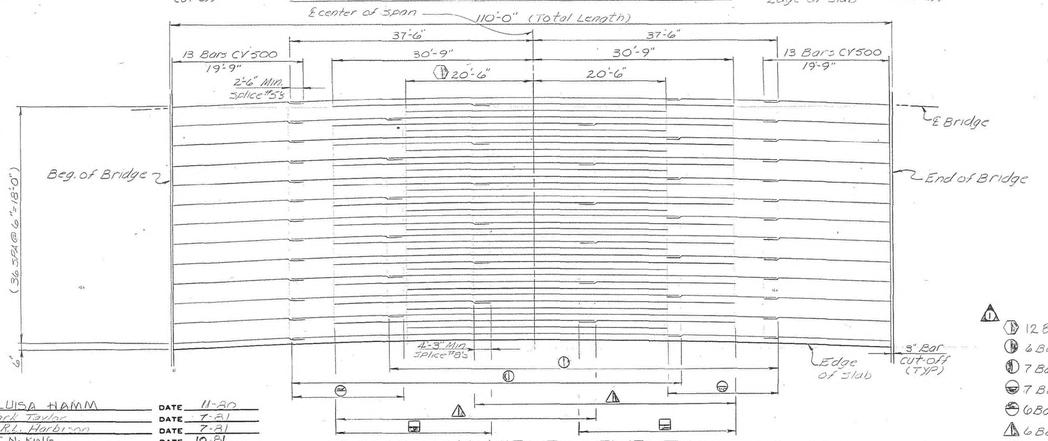
NOTE: When pouring slab, provisions shall be made for setting reinforcing steel for parapet. The parapet shall not be poured until the slab is poured and cured. See Standard Drawing No. M-28-1.

NOTE: If the contractor elects to use remain-in-place forms, details for providing access to all cells of the structure shall be submitted to the Engineer of Structures.

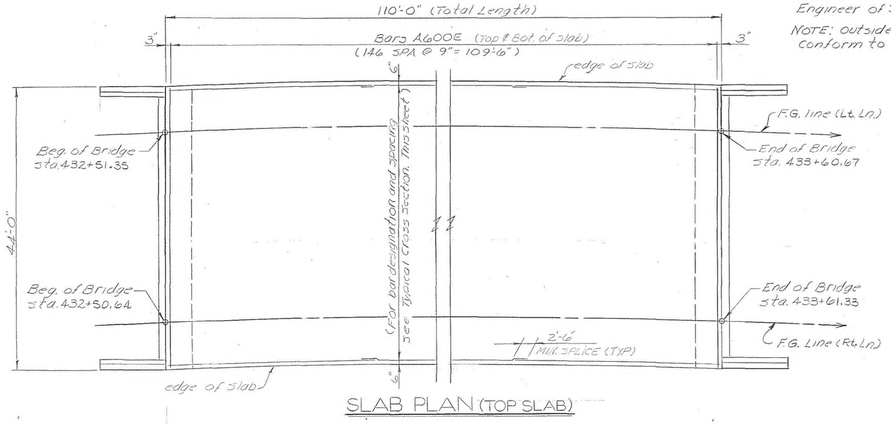
NOTE: outside edge of slab and bridge rail to conform to Horizontal Curve.



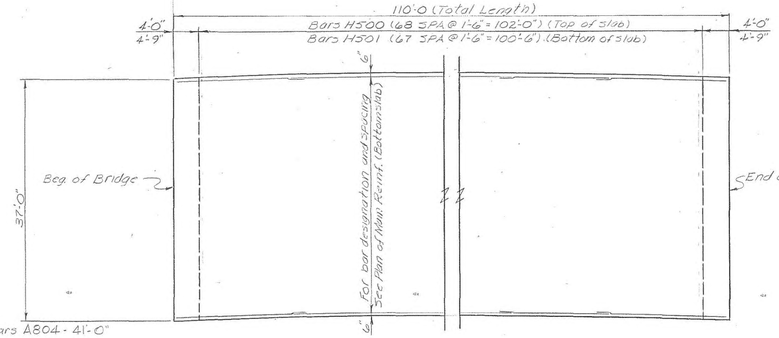
PLAN OF MAIN REINFORCEMENT (TOP SLAB)



PLAN OF MAIN REINFORCEMENT (BOTTOM SLAB)



SLAB PLAN (TOP SLAB)



SLAB PLAN (BOTTOM SLAB)

⚠1
- 12 Bars A804 - 41'-0"
- 6 Bars A800 - 60'-0"
- 7 Bars A800 - 40'-0"
- 7 Bars A801 - 19'-3"
- 6 Bars A801 - 19'-3"
- 6 Bars A802 - 40'-0"
- 6 Bars A803 - 25'-9"

ESTIMATED QUANTITIES

ITEM	Class "A" Concrete cy.	Reinforcing Steel lbs. ⚠1	Epoxy Coated Reinforcing Steel lbs. ⚠2
Superstructure(RL)	375.7	40,136	38,678
Superstructure(LL)	375.7	40,136	38,678

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
STATE ROUTE-137 OVER UNICOI ROAD
STATION 433+08.00
UNICOI COUNTY
1981

DESIGNED BY Luisa Hamm DATE 11-80
DRAWN BY Mark Taylor DATE 7-81
SUPERVISED BY R.L. Hardison DATE 7-81
CHECKED BY C.N. King DATE 10-81

CORRECT Clellon L. Loveall
ENGINEER OF STRUCTURES
APPROVED Harris Lewis
DIRECTOR OF HIGHWAYS

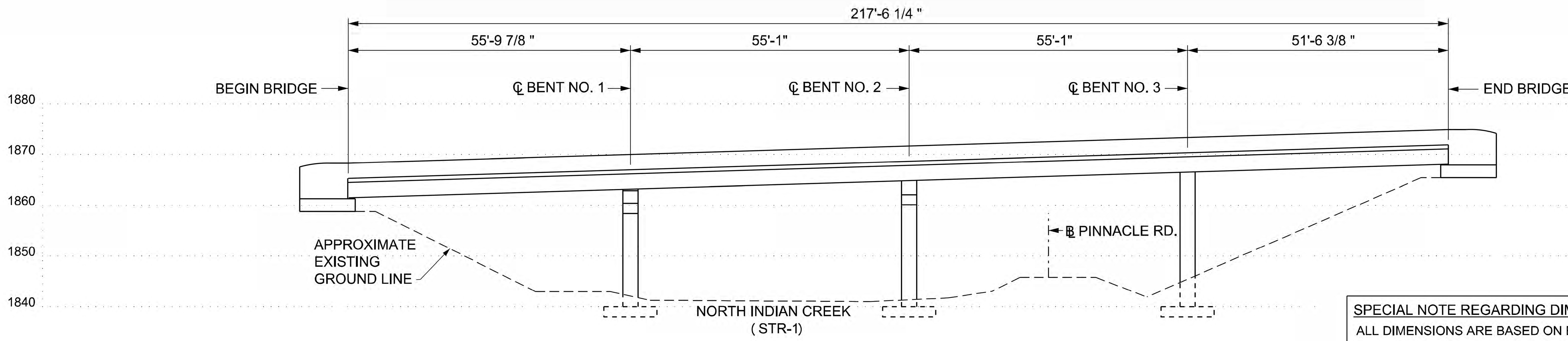
M-104-27

CONST. NO.: 86004-3159-04

PROJECT NO.	YEAR	SHEET NO.
86004-4158-04	2020	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	09-23-2020	DPP	REVISED INDEX & GUARDRAIL INFO.



TYPICAL ELEVATION

(SCALE: 1" = 15')

SPECIAL NOTE REGARDING DIMENSIONS AND ELEVATIONS

ALL DIMENSIONS ARE BASED ON EXISTING PLAN INFORMATION. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS. VERTICAL ELEVATIONS ARE BASED ON FIELD SURVEY. SEE ROADWAY SHEETS 3 AND 3A FOR PAVEMENT TRANSITION AND PROFILE DETAILS.

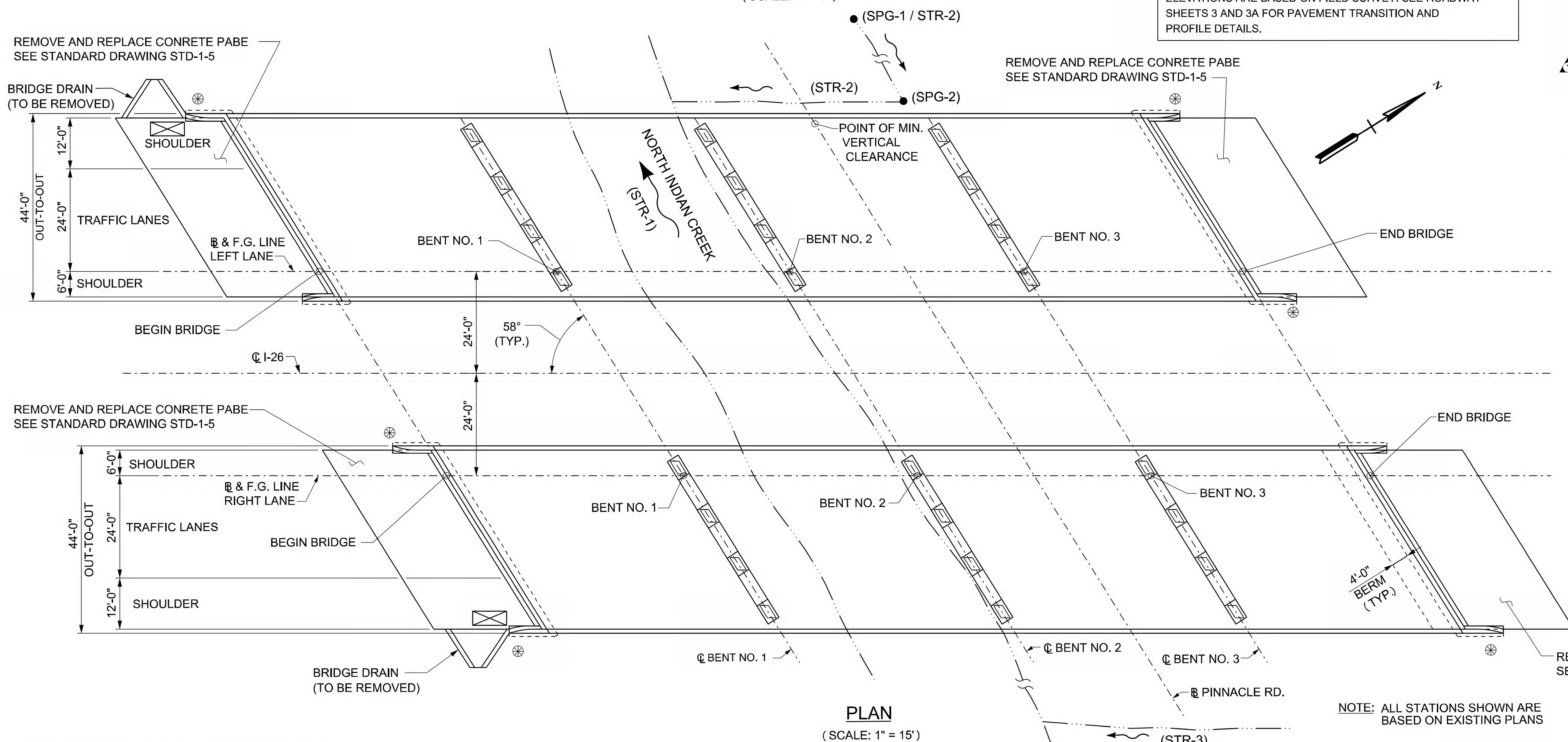
LIST OF BRIDGE DRAWINGS

DRAWING	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE TO BE REPAIRED	BR-130-479	09-23-2020
GENERAL NOTES & ESTIMATED BRIDGE QUANTITIES	BR-130-480	09-23-2020
PHASE CONSTRUCTION	BR-130-481	09-23-2020
REPAIR LOCATIONS	BR-130-482	03-13-2020
(1) WINGPOST AND PARAPET MODIFICATIONS	BR-130-482A	09-23-2020
REPAIR DETAILS	BR-130-483	
CONCRETE REPAIR DETAILS	BR-130-484	

LIST OF BRIDGE REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)
M-104-13, M-104-16 THRU M-104-23,
AND K-86-144

POSTED SPEED LIMIT = 65 M.P.H.
ADT (2018) = 21,650



PLAN

(SCALE: 1" = 15')

NOTE: ALL STATIONS SHOWN ARE BASED ON EXISTING PLANS

(1) ⊛ - INDICATES PROPOSED WINGPOST AND PARAPET MODIFICATIONS FOR PROPOSED GUARDRAIL ATTACHMENT

⊠ - INDICATES NEW END OF BRIDGE DRAIN (4' x 8'-7"), (ITEM NO. 604-03.04).

SEE SEE STANDARD DRAWINGS STD-1-5, STD-1-6, STD-1-7 AND STD-1-9

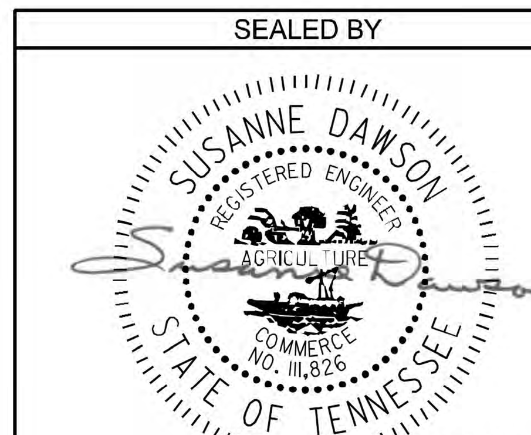
SCOPE OF WORK

1. PROVIDE REQUIRED TRAFFIC CONTROL AND PHASE CONSTRUCTION MAINTAINING AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES ON I-26. THE CONSTRUCTION PROJECT ENGINEER WILL DETERMINE THE TIMES FOR THE TRAFFIC CONTROL ON I-26.
2. REMOVE AND REPLACE APPROACH PAVEMENT UTILIZING 18-HOUR HIGH EARLY STRENGTH CONCRETE AT BEGIN AND END BRIDGES ON LEFT AND RIGHT LANES. END OF BRIDGE DRAIN ON LEFT LANE AND RIGHT LANE AT BEGIN OF BRIDGES ONLY.
3. RECONSTRUCT THE CONCRETE BRIDGE DECK IN AREAS OF PARTIAL DEPTH DECK REPAIR (UTILIZE 18-HOUR CONCRETE).
4. PLACE NEW DELINEATORS ON TOP OF PARAPETS WITHIN LIMITS OF BRIDGES.
5. REMOVE VEGETATION FOR A DISTANCE OF TEN FEET ALONG EACH SIDE OF THE BRIDGE.
6. HIGH PRESSURE WATER WASH ALL EXPOSED EXISTING CONCRETE SURFACES AND TEXTURE COAT ALL EXPOSED CONCRETE SURFACES OF BENTS, WINGWALLS, PARAPETS, AND DECK OVERHANGS. TOP AND INSIDES FACE OF PARAPETS SHALL BE WHITE. ALL OTHER SURFACES SHALL BE MOUNTAIN GREY.
7. EPOXY INJECT CRACKS ON CONCRETE GIRDERS, AND SUBSTRUCTURE UNITS
8. REPAIR SPALLS IN SUBSTRUCTURE UNITS
9. MILL ASPHALT 100 FEET PER INCH OF CHANGE TO TIE BACK INTO REPAIRED PABE AT BEGIN AND END OF BRIDGES.
10. ADD 3/8 INCH EPOXY OVERLAY ON BRIDGES AND PABES.
11. REMOVE AND REPLACE PORTIONS OF EXISTING GUARDRAIL TO FACILITATE CONSTRUCTION OF PABES.
12. REMOVE AND REPLACE 1 FOOT EITHER SIDE OF FULL LENGTH CONSTRUCTION JOINT IN DECK. (UTILIZE 18-HOUR CONCRETE)
13. PLACE NEW STRIPING AND SIGNING AS APPROPRIATE.

PIN NO.:	128428.00		
DESIGN BY:	SUSANNE DAWSON	DATE:	02/2019
DRAWN BY:	DONNIE PICKEL	DATE:	02/2019
SUPERVISED BY:	FRANK BALE	DATE:	02/2019
CHECKED BY:	FRANK BALE	DATE:	02/2019

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$

SEALED BY



09-23-2020

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
TO BE REPAIRED

BRIDGE NO. 86-I0026-05.48 (LT & RT)
FED. BRIDGE ID NOS. 86I00260013 & 86I00260014
I-26 OVER
PINNACLE ROAD & NORTH INDIAN CREEK
UNICOI COUNTY
2020

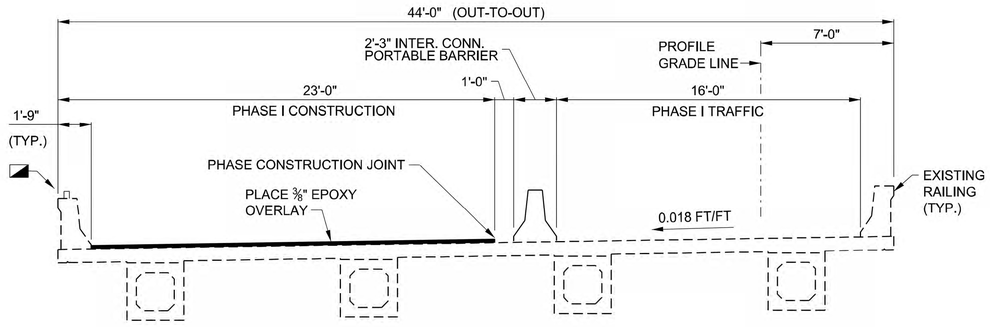
BR-130-479

CONST. NO.: 86004-3159-04

PROJECT NO.	YEAR	SHEET NO.
86004-4158-04	2020	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	09-23-2020	DPP	REVISED ALL PHASES

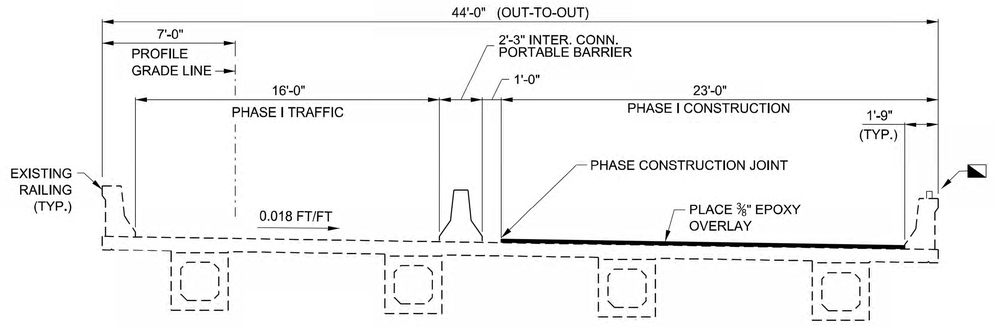


1

PHASE I CONSTRUCTION

LEFT LANE
(LOOKING AHEAD ON SURVEY)

PLACE NEW DELINEATORS ON TOP OF PARAPETS WITHIN LIMITS OF BRIDGES.

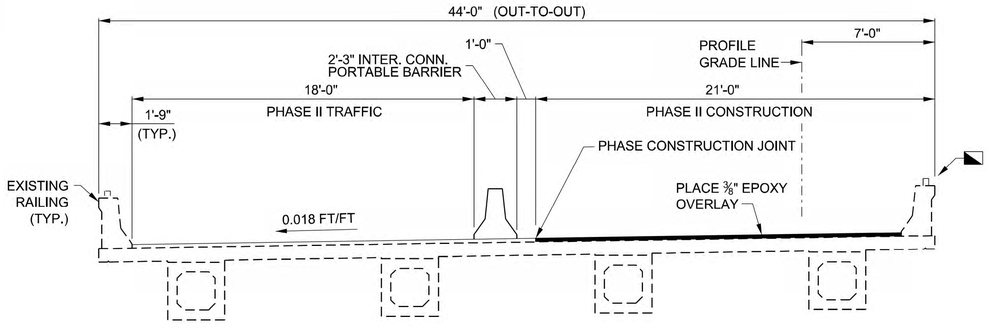


1

PHASE I CONSTRUCTION

RIGHT LANE
(LOOKING AHEAD ON SURVEY)

PLACE NEW DELINEATORS ON TOP OF PARAPETS WITHIN LIMITS OF BRIDGES.

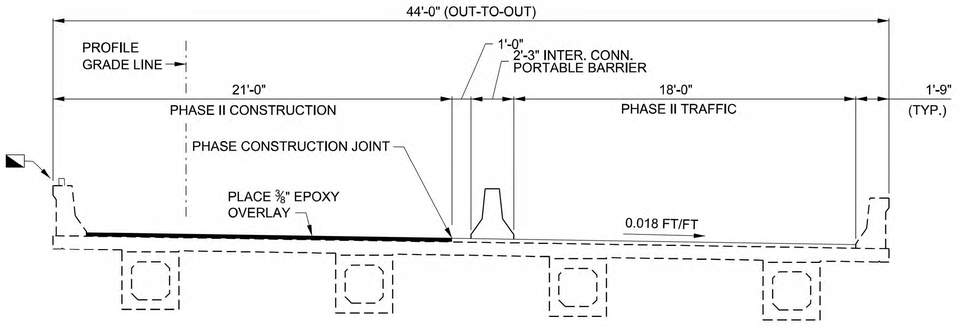


1

PHASE II CONSTRUCTION

LEFT LANE
(LOOKING AHEAD ON SURVEY)

PLACE NEW DELINEATORS ON TOP OF PARAPETS WITHIN LIMITS OF BRIDGES.



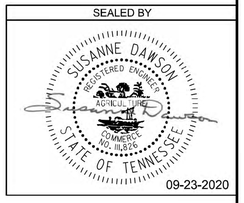
1

PHASE II CONSTRUCTION

RIGHT LANE
(LOOKING AHEAD ON SURVEY)

PLACE NEW DELINEATORS ON TOP OF PARAPETS WITHIN LIMITS OF BRIDGES.

SEALED BY



09-23-2020

PIN NO.: 128428.00

DESIGN BY: SUSANNE DAWSON DATE: 02/2019

DRAWN BY: DONNIE PICKEL DATE: 02/2019

SUPERVISED BY: FRANK BALE DATE: 02/2019

CHECKED BY: FRANK BALE DATE: 02/2019

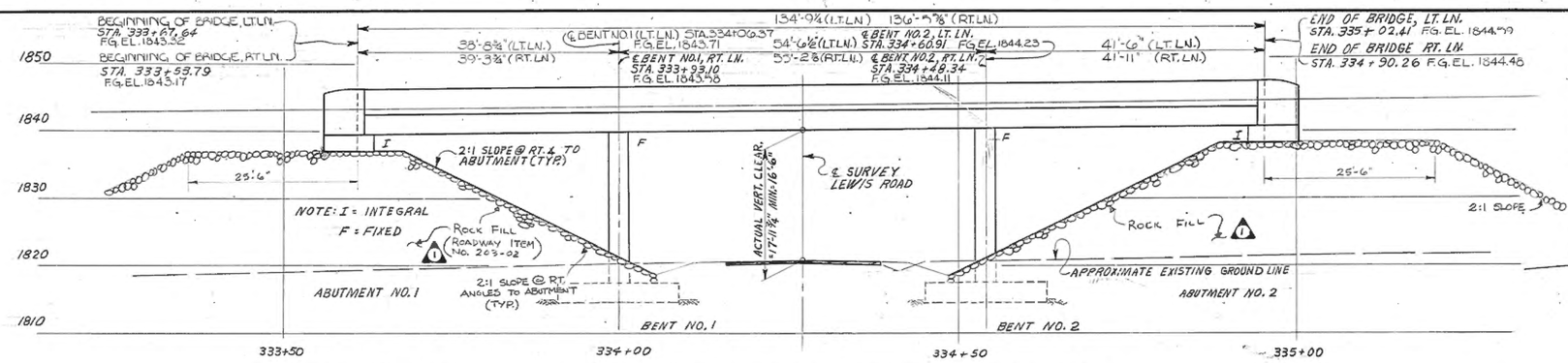
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION

BRIDGE NO. 86-I0026-05.48 (LT & RT)
FED. BRIDGE ID NOS. 86I00260013 & 86I00260014
I-26 OVER
PINNACLE ROAD & NORTH INDIAN CREEK
UNICOI COUNTY
2020

BR-130-481

9/23/2020 12:55:37 PM
M:\TDOT\2015 Bridge Repair-Rehab\Work Order Number 18 I-26 over Pinnacle Street and North Indian Creek Unicoi Co\Plans\BR-130-481_Phase_Const_WO18.dgn

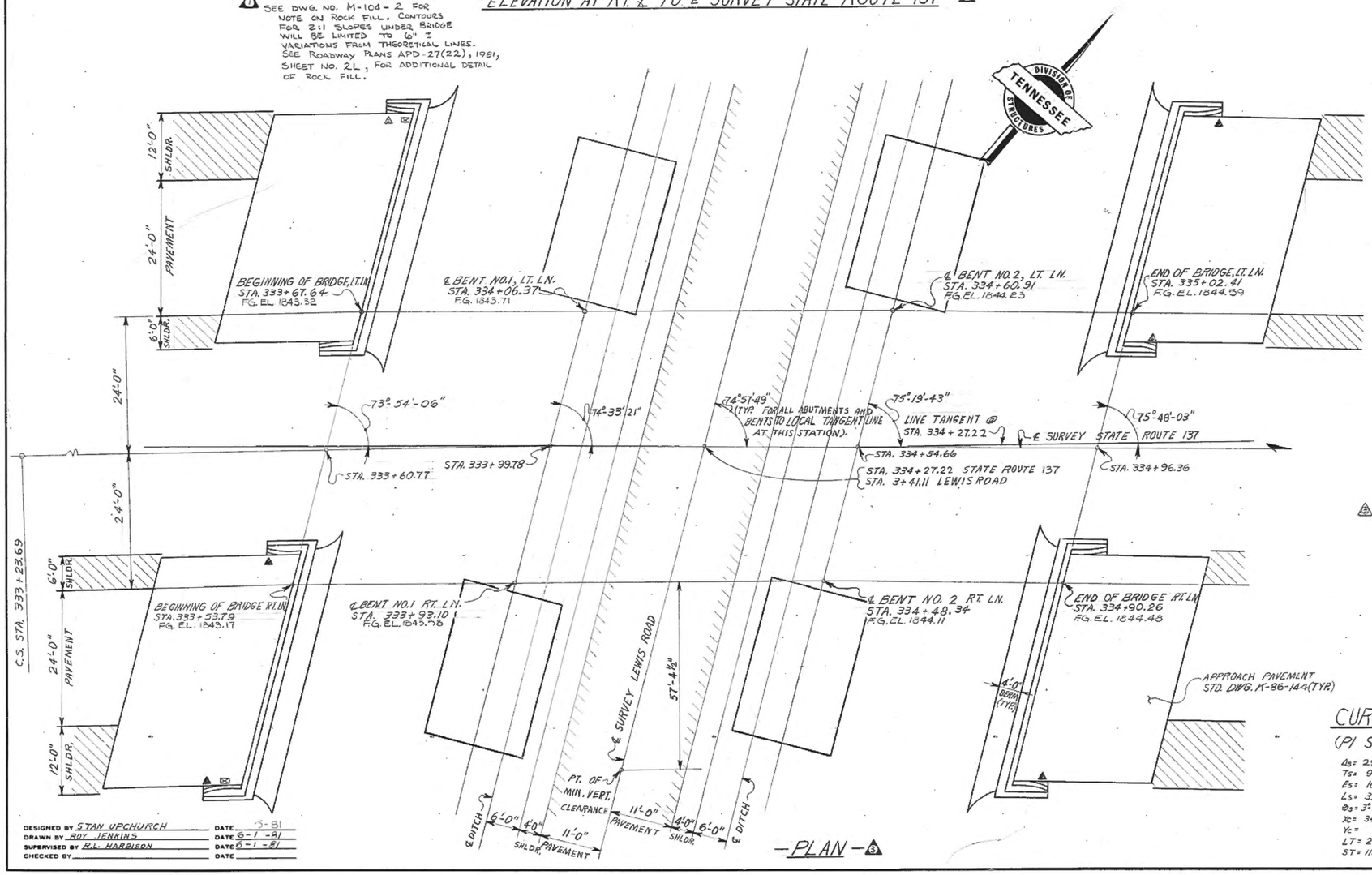


GRADE SKETCHES

ELEVATION AT RT. ∠ TO ℄ SURVEY- STATE ROUTE 137 — ⚠3

⚠1 ROCK FILL CONSTRUCTION

SEE DWG. NO. M-104-2 FOR NOTE ON ROCK FILL. CONTOURS FOR 2:1 SLOPES UNDER BRIDGE WILL BE LIMITED TO 6" ± VARIATIONS FROM THEORETICAL LINES. SEE ROADWAY PLANS APD-27(22), 1981, SHEET NO. 2L, FOR ADDITIONAL DETAIL OF ROCK FILL.



PLAN — ⚠3

▲ DENOTES GUARDRAIL ATTACHMENT NEEDED SEE STD. DWG. S-GR-SERIES

▭ DENOTES END OF BRIDGE DRAIN REQ'D SEE STD. DWG. K-56-144

2-42'-0" ROADWAYS WITH CONCRETE PARAPET

⚠1 CLASS "A" GRADING "D" 1067 C.Y.

DESIGNED BY STAN UPCHURCH DATE 5-81
DRAWN BY ROY JENKINS DATE 6-1-81
SUPERVISED BY R.L. HARBISON DATE 6-1-81
CHECKED BY ____ DATE ____

Const. No. 86002-3230-64

PROJECT NO.	YEAR	SHEET NO.
APD-27(22)	1981	19I

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-82	RAP	ROCK FILL @ ABUTMENTS DETAIL
			CLASS A GRADING 'D' ALTERED
2	1-28-83	CNK	ADDED GUARDRAIL ATTACHMENT ⚠2
			BRIDGE DRAINS
3	3-11-83	TW	FOOTING PLAN REV.

LIST OF DRAWINGS

	DWG. NO.	REV. DATE
LAYOUT OF BRIDGE	M-104-1	
GENERAL NOTES and ESTIMATED QUANTITIES	M-104-2	
FOUNDATION DATA	M-104-3	
SUPERSTRUCTURE	M-104-4	
SUPERSTRUCTURE DETAILS	M-104-5	
SUPERSTRUCTURE DETAILS	M-104-6	
PRESTRESSED BOX BEAM SPAN 1	M-104-7	
PRESTRESSED BOX BEAM SPAN 2	M-104-8	
PRESTRESSED BOX BEAM SPAN 3	M-104-9	
ABUTMENTS 1 and 2 LT. and RT. LANES	M-104-10	
PIERS 1 and 2 LT. and RT. LANES	M-104-11	
BILL OF STEEL	M-104-12	

LIST OF STD. DWGS.

	DWG. NO.	REV. DATE
STANDARD REINFORCEMENT BAR SUPPORT	K-80-14	27 AUG. 76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	9 JAN. 75
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	8 NOV. 79
BRIDGE RAILING-CONCRETE PARAPET	M-28-1	28 JAN. 76
TENNESSEE STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS	M-103-149 & 150	

SPECIAL PROVISIONS

	SPECIAL PROVISION NO.	REV. DATE
REGARDING EPOXY COATED REINFORCING STEEL	907	15 FEB. 79
REGARDING APPROVAL OF SHOP DRAWINGS	105A	9-8-81

CURVE DATA & SURVEY

(PI STATION 327+72.21)

Δ_s = 29°45'-55" RT	Δ_c = 22°45'-55" RT
Ts = 936.78'	Lc = 1138.26'
Es = 101.28'	Dc = 2°00'-00"
Ls = 350.00'	Rc = 2864.789'
θ_s = 3°30'-00" RT.	TC = 576.74'
Xc = 349.87'	Ec = 57.48'
Yc = 7.13'	SE = 0.074%
LT = 233.38'	
ST = 116.71'	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE NO. 1
STATE ROUTE 137 OVER LEWIS ROAD
STATION 334+27.22
UNICOI COUNTY

CORRECT Clellon L Loveall 1981
ENGINEER OF STRUCTURES

APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

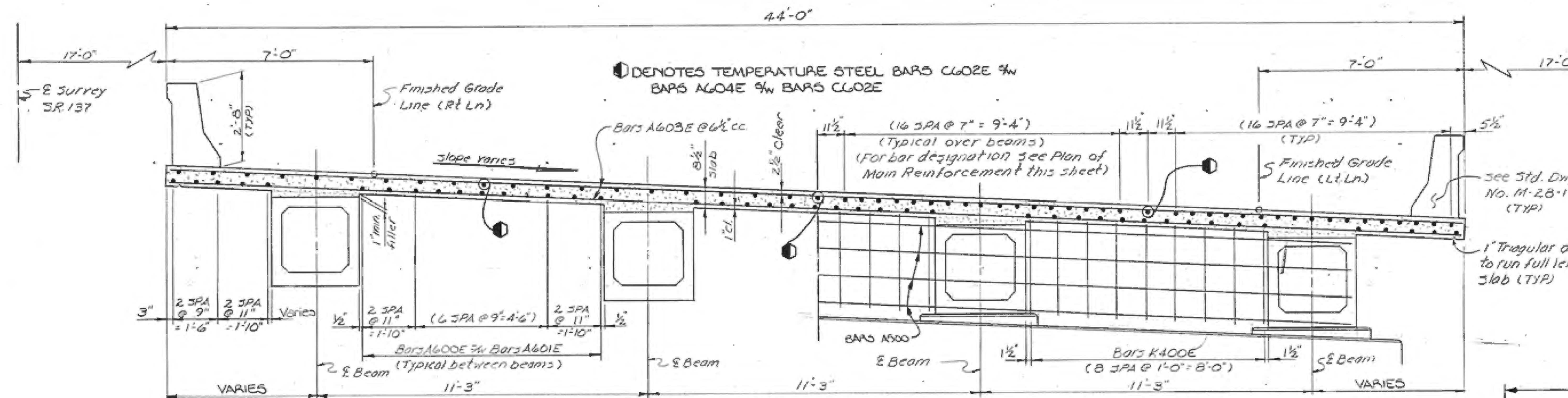
M-104-1

Const. No 86003 - 3212 - 64

PROJECT NO.	YEAR	SHEET NO.
APD - 27(29)	1982	

REVISIONS

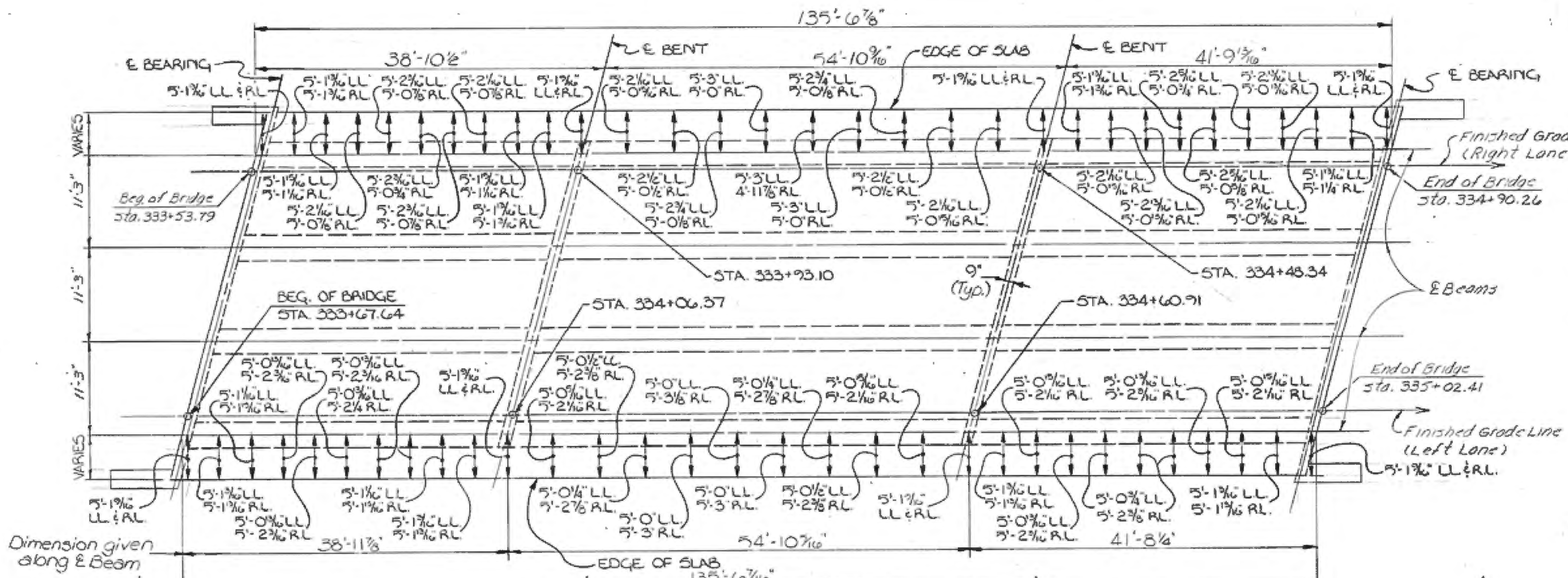
NO.	DATE	BY	BRIEF DESCRIPTION
1	1-28-83	[illegible]	Dim. & Sta. Corrected.
2	7-29-83	RAP	QUANTITY REVISION



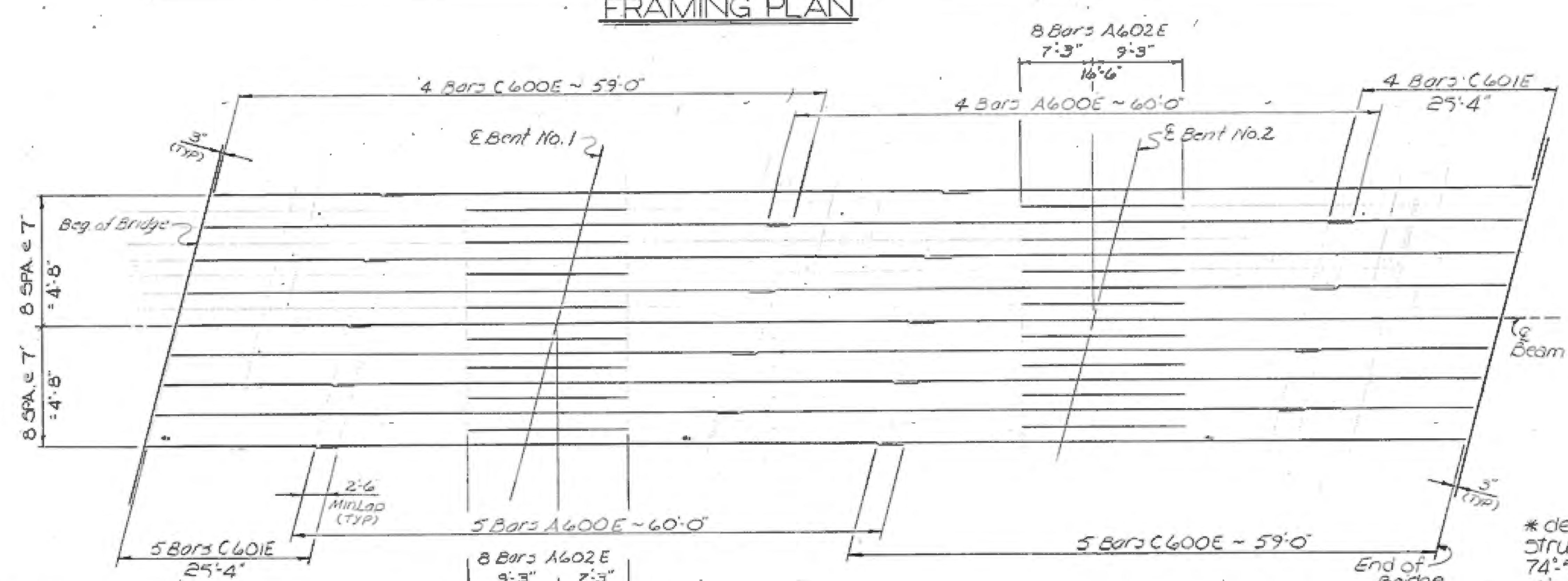
AT MID-SPAN

AT SUPPORT DIAPHRAGM

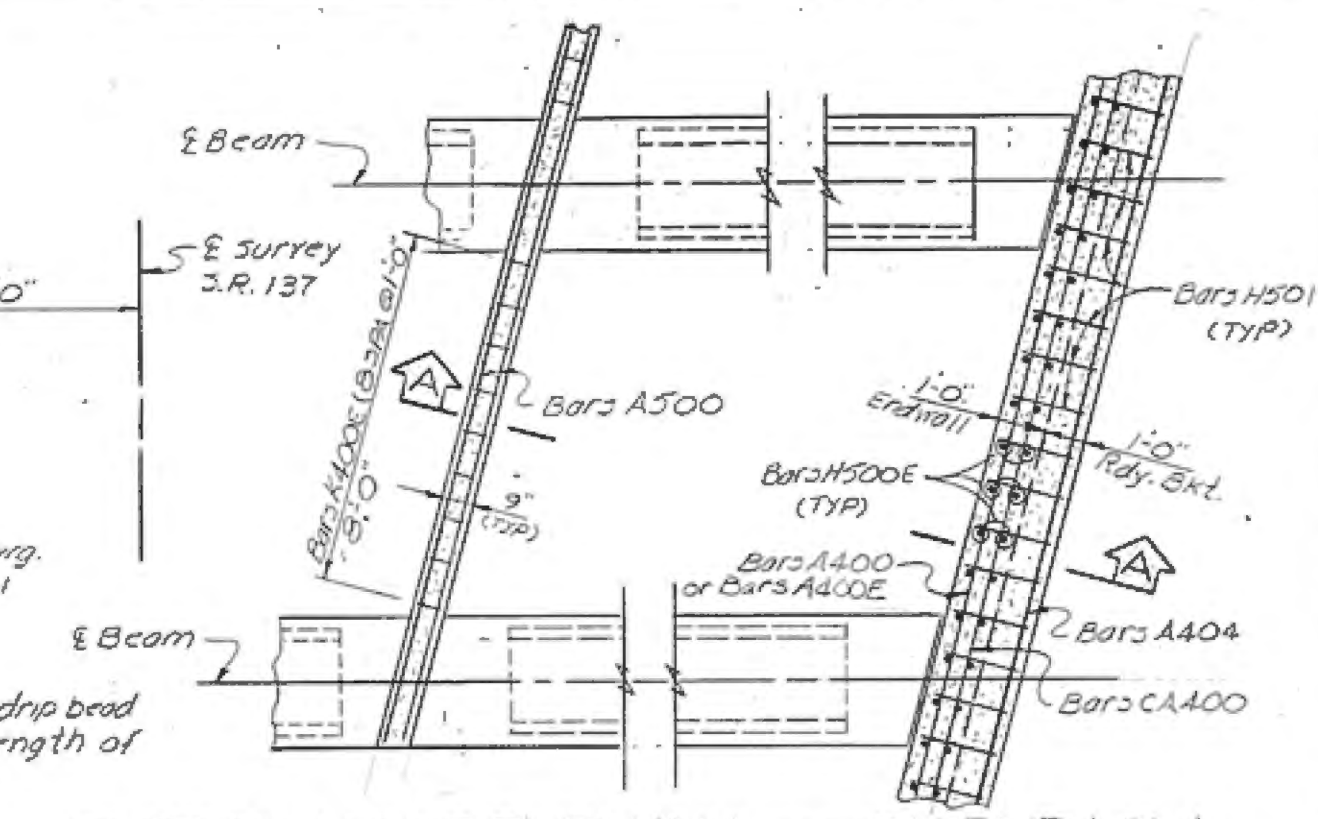
TYPICAL CROSS SECTION



FRAMING PLAN



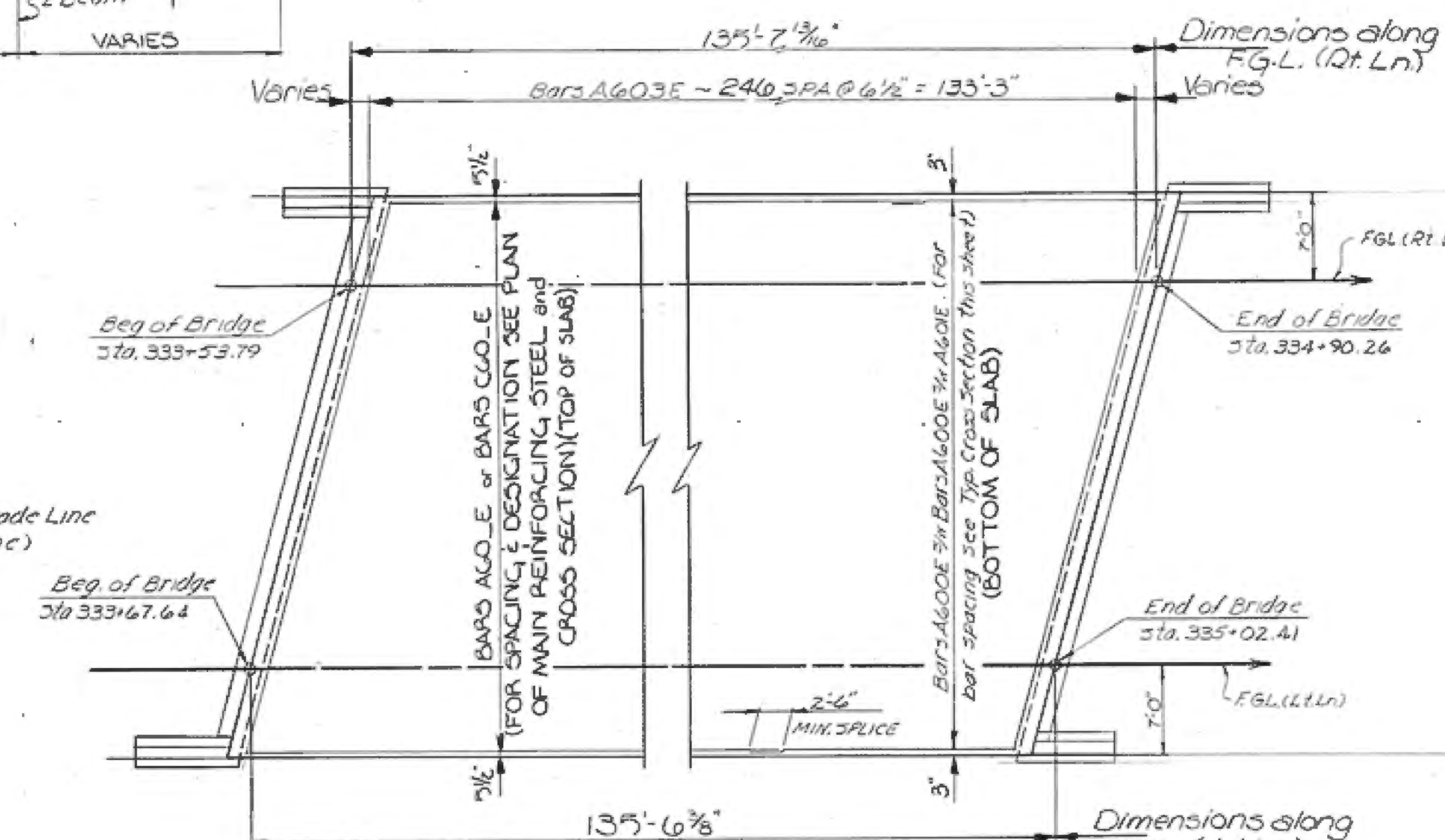
PLAN OF MAIN REINFORCEMENT



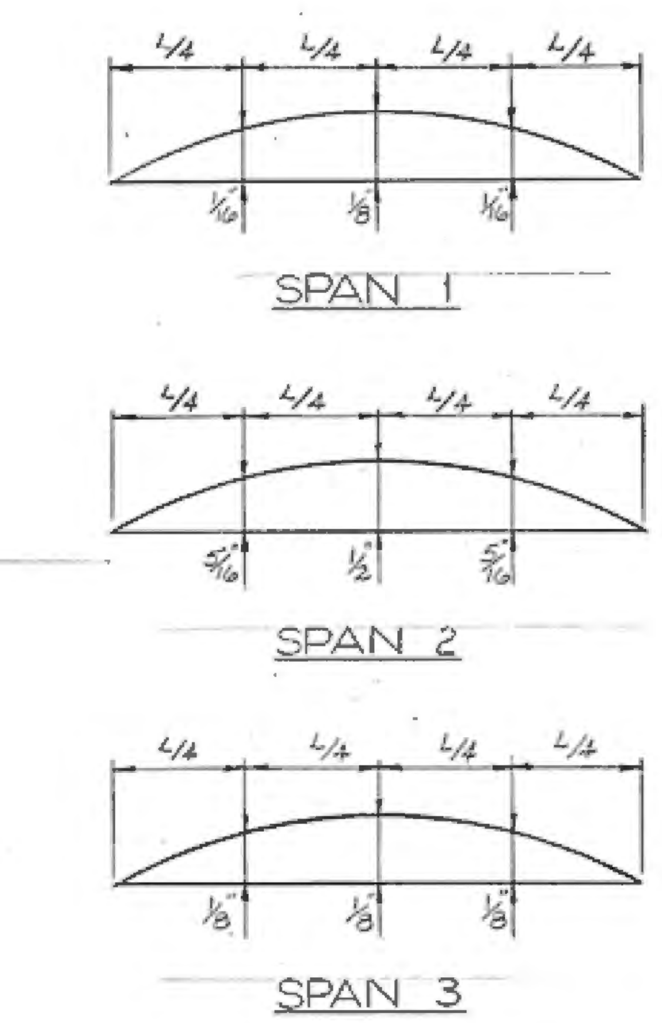
PART PLAN OF ENDWALL AND DIAPHRAGM

Special Note for Dowel Bars at Bents: Top of dowel bars to be covered with ½" of compressible material and the 9" projection wrapped with two layers of waterproof paper.

Note: All girders to be supported during construction of slab to prevent rotation.

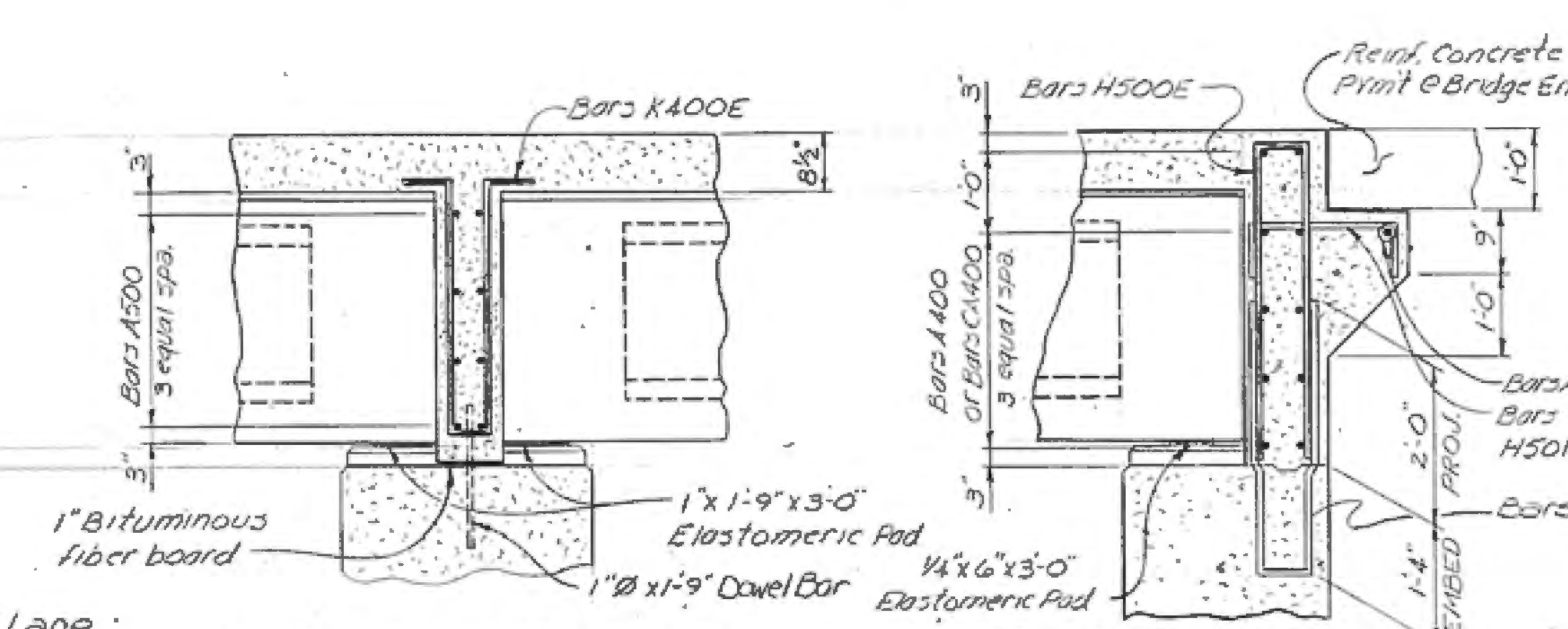


SLAB PLAN



DEAD LOAD CORRECTION CURVES

Note: These curves are for dead load slab and all dead loads that are applied after slab is in place and should be corrected to compensate for effects due to vertical curve.

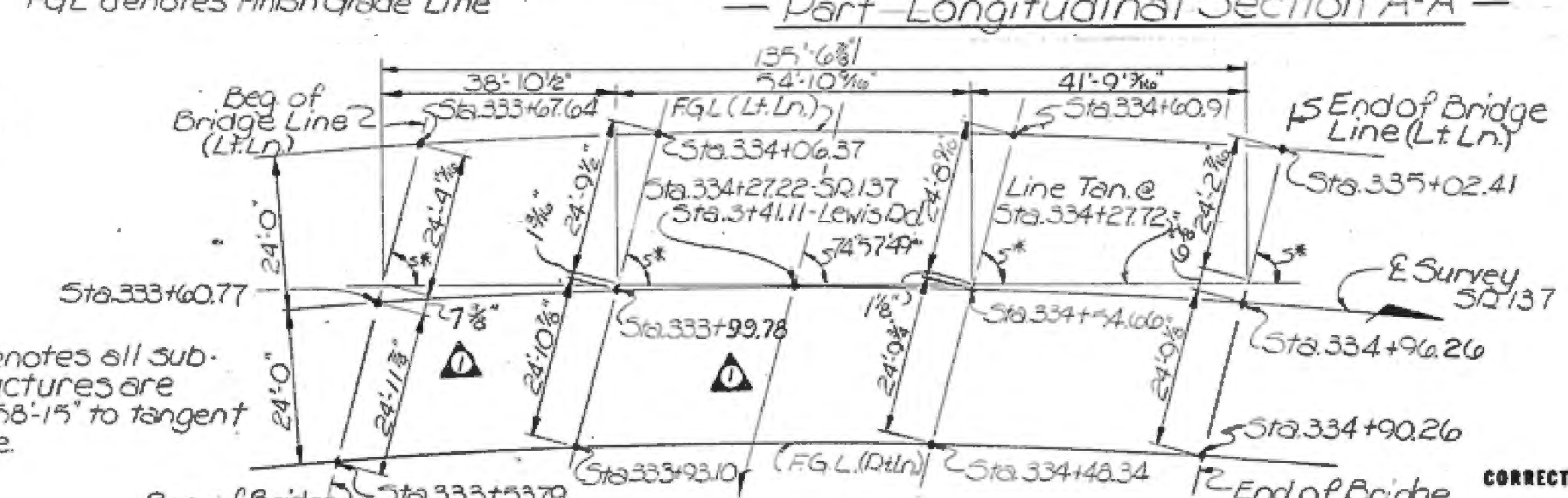


— Part Longitudinal Section A-A' —

Note:
Rt.Ln. denotes Right Lane
Lt.Ln. denotes Left Lane
FGL denotes Finish Grade Line

② Estimated Quantities

Item	Class "A" Concrete C.Y.	Reinforcing Steel lbs.	Epoxy Coated Reinforcing Steel lbs.
Superstructure (Rt.Ln.)	198.7	2,024	54,165
Superstructure (Lt.Ln.)	198.7	2,023	54,158



* denotes all substructures are 74°-58'-15" to tangent line.

Bridge Stake-Out Plan

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
STATE ROUTE-137 OVER
LEWIS ROAD
STATION 334+27.22
UNICOI COUNTY
1981

DESIGNED BY	Stan Upchurch	DATE	5-81
DRAWN BY	Mark Taylor	DATE	6-81
SUPERVISED BY	RL Harbison	DATE	6-81
CHECKED BY	Stan Upchurch	DATE	11-81

CORRECT Clellan L Lovell — ENGINEER OF STRUCTURES

APPROVED Lewis Evans — DIRECTOR OF HIGHWAYS

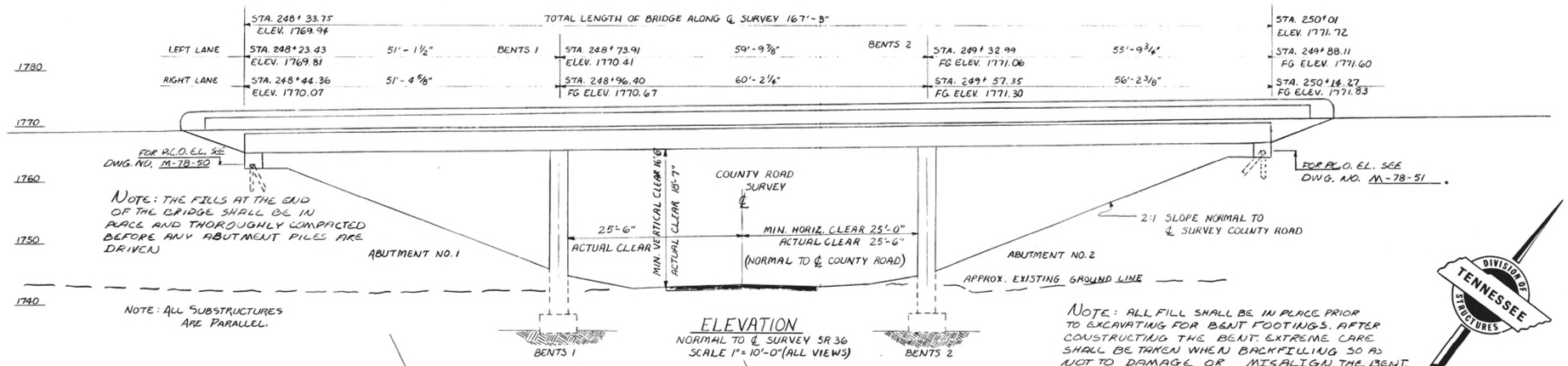
M-104-4

CONSTRUCT. NO - 86002-3224-64

PROJECT NO.	YEAR	SHEET NO.
	1979	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

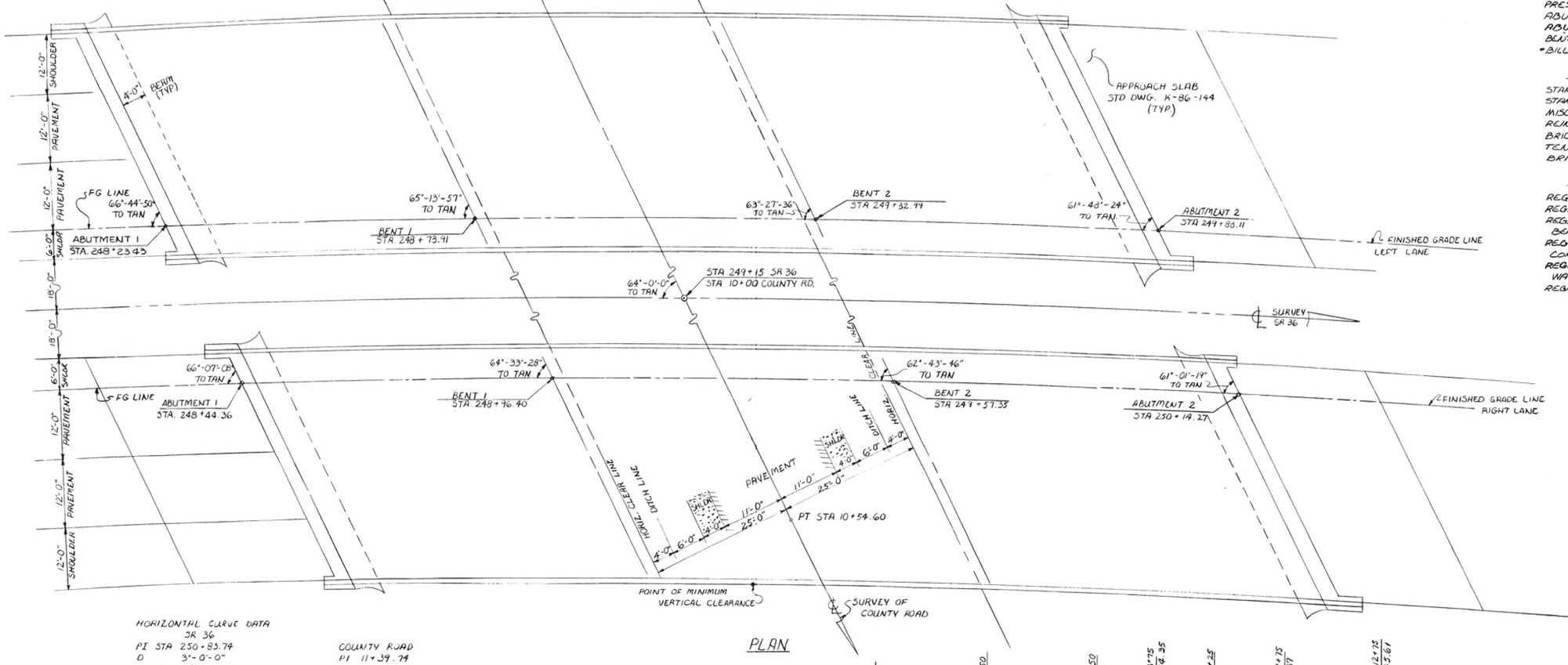


ELEVATION

NORMAL TO ℄ SURVEY SR 36
SCALE 1"= 10'-0" (ALL VIEWS)

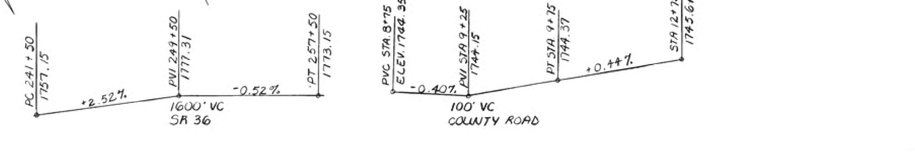
NOTE: ALL FILL SHALL BE IN PLACE PRIOR TO EXCAVATING FOR BENT FOOTINGS. AFTER CONSTRUCTING THE BENT EXTREME CARE SHALL BE TAKEN WHEN BACKFILLING SO AS NOT TO DAMAGE OR MISALIGN THE BENT.

DIVISION OF STRUCTURES TENNESSEE



PLAN

SKETCH OF GRADES
ALL ELEVATIONS SHOWN ARE FINISHED GRADE



HORIZONTAL CURVE DATA
SR 36

PI STA	250+83.74
D	3°-0'-0"
Δ TOTAL	44°-5'-7"
T	474.63'
L TOTAL	1864.51'
R	1909.86'
E	77.39'
L S	400.00'
L C	1064.51'

COUNTY ROAD

PI	11+39.74
D	10°-0'-0"
Δ	16°-54'-19"
T	85.19'
L	169.04'
R	572.96'
E	6.24

DESIGNED BY	T. Alford	DATE	1/79
DRAWN BY	Donna Briley	DATE	4/79
SUPERVISED BY	Holloran & Fields	DATE	4/79
CHECKED BY	Holloran	DATE	6/79

LIST OF DRAWINGS

	DWG. NO.
LAYOUT OF BRIDGE	M-78-40
GENERAL NOTES & ESTIMATED QUANTITIES	M-78-41
FOUNDATION DATA	M-78-42
SUPERSTRUCTURE	M-78-43
SUPERSTRUCTURE DETAILS	M-78-44
SUPERSTRUCTURE DETAILS	M-78-45
SUPERSTRUCTURE DETAILS	M-78-46
PRESTRESSED CONCRETE BOX BEAM DETAILS	M-78-47
PRESTRESSED CONCRETE BOX BEAM DETAILS	M-78-48
PRESTRESSED CONCRETE BOX BEAM DETAILS	M-78-49
ABUTMENTS 1A + 1B	M-78-50
ABUTMENTS 2A + 2B	M-78-51
BENTS 1A+1B + 2A + 2B	M-78-52
*BILL OF STEEL	M-78-53

LIST OF STANDARD DRAWING

	DWG. NOS.	LAST REV. DATE
STANDARD PILE DETAILS	HS-111	NOV. 27, 1973
STANDARD REINF. BAR SUPPORT	K-80-14	AUG 27, 1976
MISC. ABUT. & DRAINAGE DETAILS	K-85-150	JAN. 9, 1975
REINF. CONCRETE PVMT @ BRIDGE ENDS	K-86-149	DEC. 5, 1977
BRIDGE RAILING-CONCRETE PARAPET	M-28-1	JAN. 28, 1976
TENN. STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS	K-80-15A	

LIST OF SPECIAL PROVISIONS

	SPECIAL PROVISION NO.	LAST REV. DATE
REGARDING SEC. 604 CONCRETE STRUCTURES	130	OCT. 1, 1977
REGARDING PERM. STEEL BRIDGE DECK FORMS	450	SEPT. 1, 1977
REGARDING SUBSEC. 908.13 ELASTOMERIC BEARING PADS	210	DEC. 2, 1976
REGARDING SEC. 615 PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	555	JULY 1, 1977
REGARDING SEC. 906 DAMPPROOFING AND WATERPROOFING MATERIALS	205	NOV. 7, 1977
REGARDING SEC. 617 BRIDGE DECK SEALANT	435	NOV. 7, 1977

1998 ADT - 14,280
42'-0" ROADWAY WITH CONCRETE PARAPET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGES - LEFT & RIGHT LANES 5A&5B
STATE ROUTE 36 OVER COUNTY ROAD
STATION 249+15.00
UNICOI COUNTY
1979

CORRECT Clellon L. Foweall
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

M-78-40

CLASS "A" GRADING "D" 24 CY

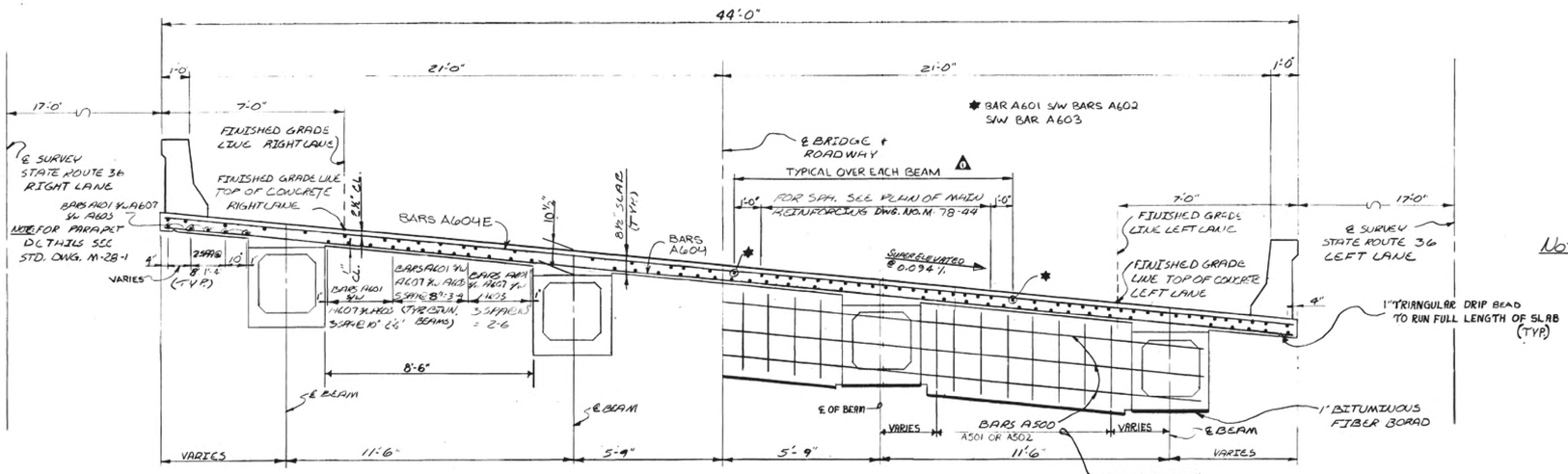
MICROFILMED

CONST NO. 86002-3224-64.

PROJECT NO.	YEAR	SHEET NO.
	1979	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3-9-81	LH	ADDED DETAIL TO TYPICAL CROSS SECTION

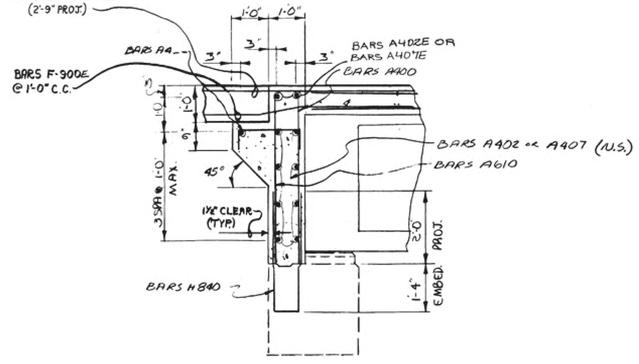


HALF SECTION NEAR MID SPAN

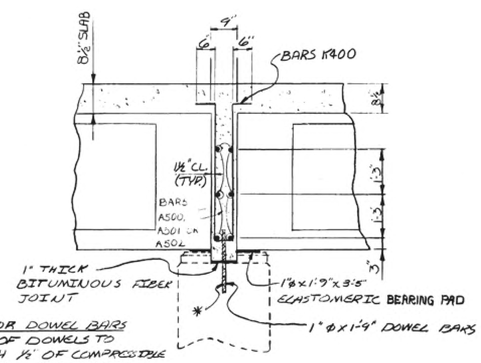
HALF SECTION NEAR BENT

TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY LEFT & RIGHT LANES)

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTILL THE SLAB IS REMOVED AND CURED



SECTION X-X'
(TYP. AT ENDWALL)



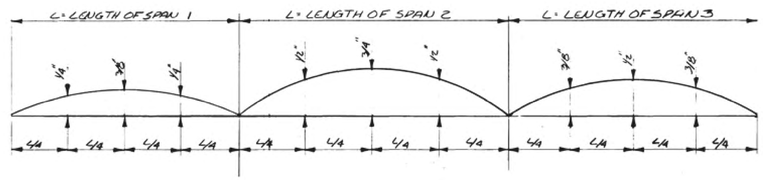
* SPECIAL NOTE FOR DOWEL BARS AT BENTS: TOP OF DOWELS TO BE COVERED WITH ½" OF COMPRESSIBLE MATERIAL AND THE 9" PROJECTION WRAPPED WITH 2 LAYERS OF WATERPROOF PAPER.

SECTION 4-4'
(TYP. AT BENT)

NOTE: OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.

ESTIMATED QUANTITIES

ITEM	CLASS 'A' CONCRETE LBS.	REINFORCING STEEL LBS.	EPOXY COATED REINF. LBS.
LEFT LANE	233.0	43,129	38,971
RIGHT LANE	240.0	43,323	39,201



DEAD LOAD CORRECTION CURVE

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

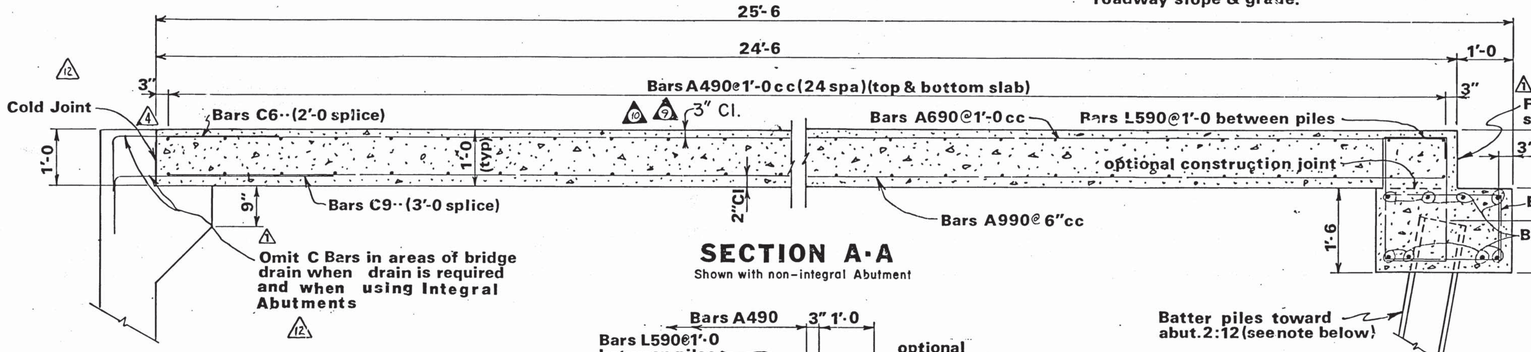
SUPERSTRUCTURE
LEFT AND RIGHT LANES
STATE ROUTE 36 OVER COUNTY ROAD
STATION 249+15.00
UNICOI COUNTY
1979

DESIGNED BY T. ALFORD DATE 1-79
DRAWN BY CHUCK CRANGE DATE 4-79
SUPERVISED BY HOLLORAN & FIELDS DATE 4-79
CHECKED BY M HOLLORAN DATE 6-79

CORRECT Cabellon L Lowell
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

M-79-43

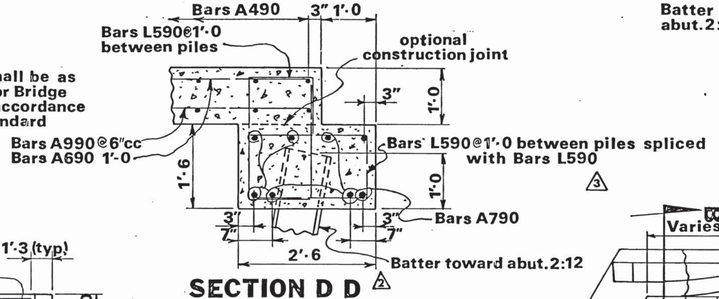
NOTE: Top of slab to conform to roadway slope & grade.



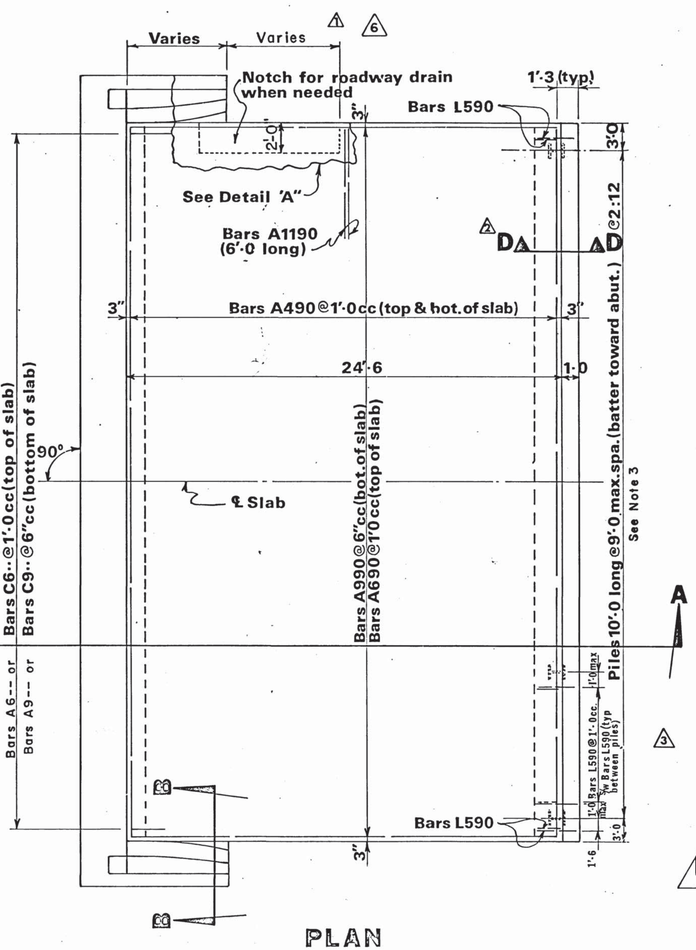
SECTION A-A

Shown with non-integral Abutment

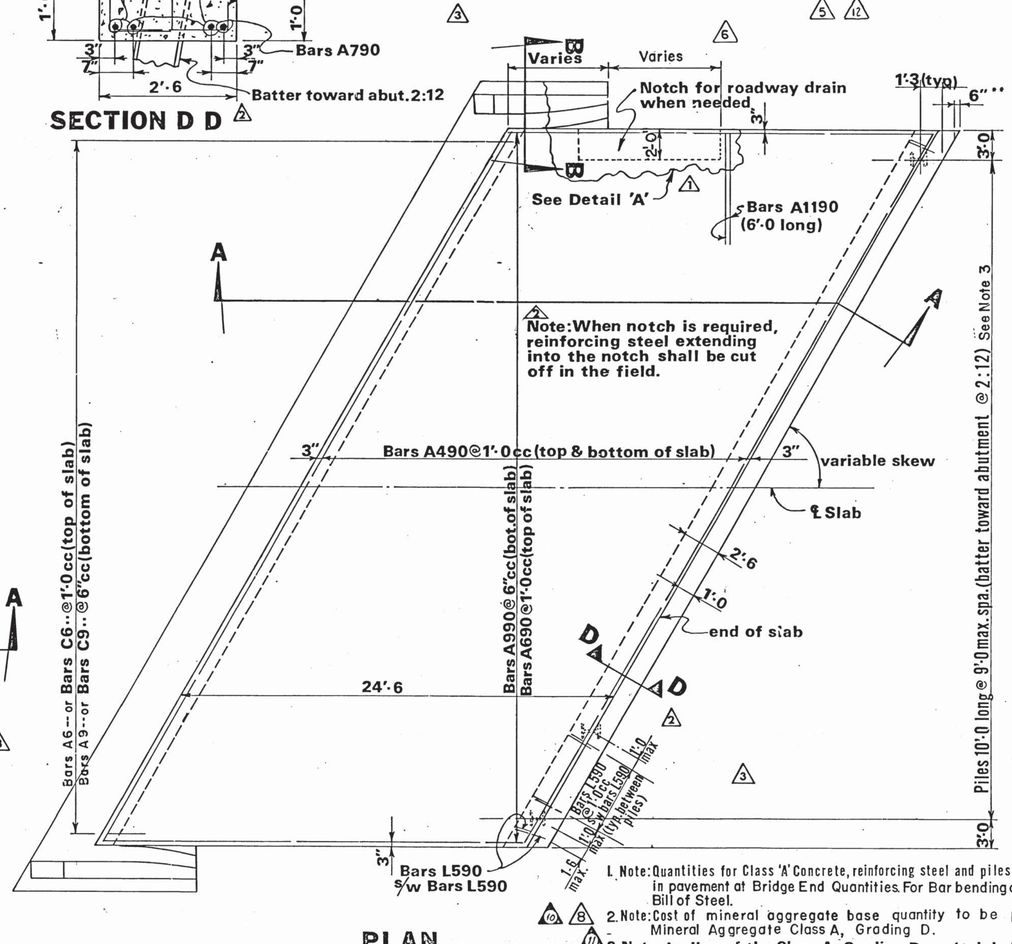
Note: Location of notch for bridge drain shall be as shown on the Roadway Plans and/or Bridge Plans and shall be constructed in accordance with the fit-up requirements of Standard Drawing D-CB-9 or as directed by the Engineer



SECTION D D

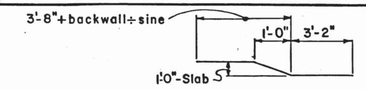


PLAN

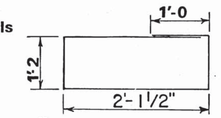


PLAN

1. Note: Quantities for Class 'A' Concrete, reinforcing steel and piles are included in pavement at Bridge End Quantities. For Bar bending dimensions, see Bill of Steel.
2. Note: Cost of mineral aggregate base quantity to be paid as Item 303-01 Mineral Aggregate Class A, Grading D.
3. Note: In lieu of the Class A, Grading D material shown, Class B, Grading C or D may be used.
4. Note: Piles shall be HP10@42# or Precast Concrete Size I as shown in Estimated Quantities. Piles shall have a maximum length of 10'-0 regardless of bearing and shall be spaced at 9'-0 maximum. Piles shall be omitted if beam is supported on rock or rock fill or if the Abutment is integral.



BARS F9 --

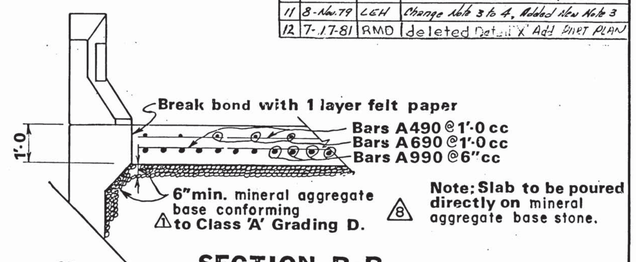


BARS L (3) (9)
Total Length: 7'-5"

PROJECT NO.	YEAR	SHEET NO.

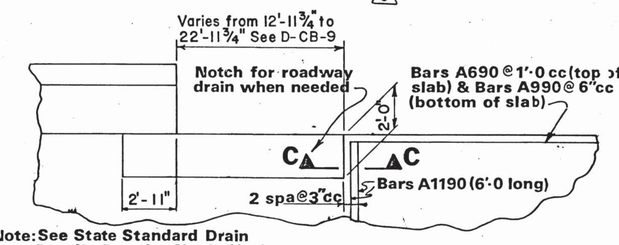
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-16-70	CMH	Compression seal added, aggregate size changed. General notes revised & bridge drain details.
2	12-18-70	CMH	Section D-D & notes added, compression seal note removed & Expansion joint note added
3	8-12-71	RMD	Clarified spacing & no. of L590 bars
4	3 12 74	RMD	Removed V Notch
5	7-18-75	RMD	Added Detail X & Revised Note 3
6	8-18-75	RMD	Revised Roadway Drain
7	3-2-76	CPR	Changed Dwg. No. on Detail "A"
8	6-17-76	CMH	Revised aggregate designation
9	8-30-76	RMD	Revised minimum clearances
10	5-Dec-77	EPW	Rev. Note 2 & Min. Cl. on top Re-bar
11	8-Nov-79	LGH	Change Note 3 to 4, Added New Note 3
12	7-17-81	RMD	deleted Detail 'X' Add SHEET PLAN



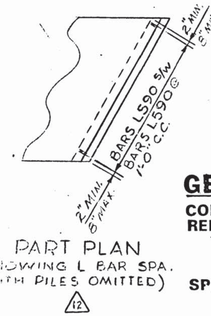
SECTION B-B

"Clip corners 6" for 60° or less

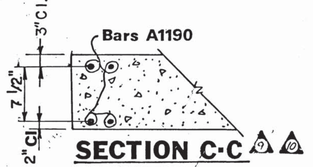


Note: See State Standard Drain Details Drawing No. D CB-9

DETAIL 'A'



PART PLAN
(SHOWING L BAR SPA. WITH PILES OMITTED)



SECTION C-C

GENERAL NOTES

CONCRETE: To be Class 'A' (F'c = 3,000 psi)
REINFORCING STEEL: To be ASTM A615. Bending dimensions shown are based on Grade 40. Spacing dimensions are center to center unless otherwise noted.
SPECIFICATIONS: Standard Road & Bridge Specifications of the Tennessee Department of Highways (Current Edition)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

STANDARD DRAWING
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS

DESIGNED BY C.M. Hiles DATE 8-70
DRAWN BY GPM DATE
SUPERVISED BY C.M. Hiles DATE
CHECKED BY D.W. Fortner DATE 10-8-70

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

K-86-144

Copy - 1 OF 4 2-5-82