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**Steven Lamm** Digitally signed by Steven Lamm  
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STEVEN C. LAMM, P.E. NO. 111623

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 SHEETS.....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS .....	
TRAFFIC DESIGN DRAWINGS .....	1A
PROJECT COMMITMENTS .....	1B
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
EROSION PREVENTION AND SEDIMENT CONTROL NOTES.....	2E1
TABULATED QUANTITIES .....	2F
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL .....	T1

YEAR	PROJECT NO.	SHEET NO.
2026	65S052-S8-002	ROADWAY-SIGN1

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE  
SHEETS**



# ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
PROJECT COMMITMENTS .....	1B
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
EROSION PREVENTION AND SEDIMENT CONTROL NOTES.....	2E1
TABULATED QUANTITIES .....	2F
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	T1
*BRIDGE PLANS .....	B-1

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

NO UTILITY SHEETS ARE INCLUDED IN THIS PLAN SET

\*PROVIDED BY TDOT STRUCTURES OFFICE.

# STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
<b>STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS</b>		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

# STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
<b>DESIGN - TRAFFIC CONTROL</b>		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	1A

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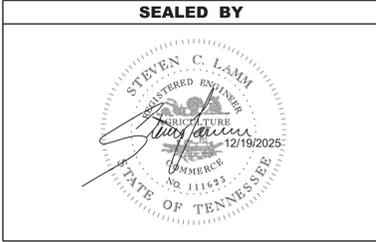


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON BRIDGE NO. 65SR0520003 SR-52 OVER LITTLE CREEK LM 1.49 (65-SR052-01.49) AND BRIDGE NO. 65SR0520005 SR-52 OVER WHITE OAK CREEK LM 2.18 (65-SR052-02.18). NO ASBESTOS WAS DETECTED. PLEASE SEE THE RECONS 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).	BRIDGE NO. 65SR0520003 & BRIDGE NO. 65SR0520005



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**PROJECT  
COMMITMENTS**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	2

## ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			<b>65S052-S8-002</b>
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	6
(2)	307-01.15 ASC MIX (PG64-22) (BPMLC-HM) GRADING CS	TON	524
(3)(4)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	44
(4)(5)	411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT	TON	2803
(6)	411-12.02 SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	4
(7)	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	1
(8)	411-12.04 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	1
(9)	415-01.02 COLD PLANING BITUMINOUS PAVEMENT	S.Y.	817
(10)	712-01 TRAFFIC CONTROL	LS	0.35
(11)	712-06 SIGNS (CONSTRUCTION)	S.F.	928
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	189
(12)	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	189
(13)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	100
(14)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	5
(15)	716-09.03 WET REFLECTIVE PAVEMENT MARKING (6" LINE)	L.M.	2
	716-13.02 SPRAY THERMO PVMT MRKNG (60 MIL) (6IN LINE)	L.M.	11
(10)	717-01 MOBILIZATION	LS	0.35

## FOOTNOTES

- (1) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.
- (2) TO BE USED FOR SPOT LEVELING. SPOT LEVELING TO BE USED ONLY TO CORRECT DEFICIENCIES ON EXISTING PAVEMENT AND IS NOT TO BE COMBINED WITH OTHER COURSES.
- (3) INCLUDES 3.9 TONS FOR SPOT LEVELING AND 0.2 TONS FOR COUNTY ROADS.
- (4) PAVING NOT REQUIRED FOR BRIDGE SECTIONS: L.M. 0.00 TO L.M. 0.10, L.M. 1.49 TO L.M. 1.59, AND L.M. 2.18 TO L.M. 2.28.
- (5) INCLUDES 7.5 TONS FOR COUNTY ROADS. BUSINESS ENTRANCES AND PRIVATE DRIVES ARE TO BE TIED-IN AS NEEDED OR AS DIRECTED BY TDOT MANAGER.
- (6) QUANTITY BASED ON ACTUAL LENGTH OF PAVEMENT SCORED.
- (7) A CONTINUOUS INSIDE SHOULDER APPLICATION IS REQUIRED FOR 0.12 L.M.
- (8) A CONTINUOUS INSIDE SHOULDER APPLICATION IS REQUIRED FOR 0.42 L.M.
- (9) NCLUDES 638.9 SY FOR BRIDGE SEGMENTS LOCATED WITHIN THE PROJECT LIMITS AND 177.8 SY FOR SIDE ROADS LOCATED WITHIN THE PROJECT LIMITS.
- (10) TO BE BUNDLED WITH SCOTT COUNTY SR-52, PIN 131629.00.
- (11) SEE SHEET 2F FOR TRAFFIC CONTROL SIGNS TABULATION.
- (12) REMOVED SRPM TO BECOME PROPERTY OF THE CONTRACTOR. INCLUDES ALL COST ASSOCIATED WITH REMOVAL AND PROPER DISPOSAL.
- (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 THERMO.
- (14) TO BE USED FOR TEMPORARY STRIPING DURING PLACEMENT OF SPOT LEVELING ONLY. NO PAYMENT WILL BE MADE FOR TEMPORARY STRIPING DURING PLACEMENT OF THE FINAL SURFACE (ON EITHER EXISTING OR FINAL SURFACE) COURSE DUE TO THE CONTRACTOR'S METHODS OF CONSTRUCTION.
- (15) TO BE USED ON BRIDGE SECTIONS: L.M. 0.00 TO L.M. 0.10, L.M. 1.49 TO L.M. 1.59, AND L.M. 2.18 TO L.M. 2.28.

THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.

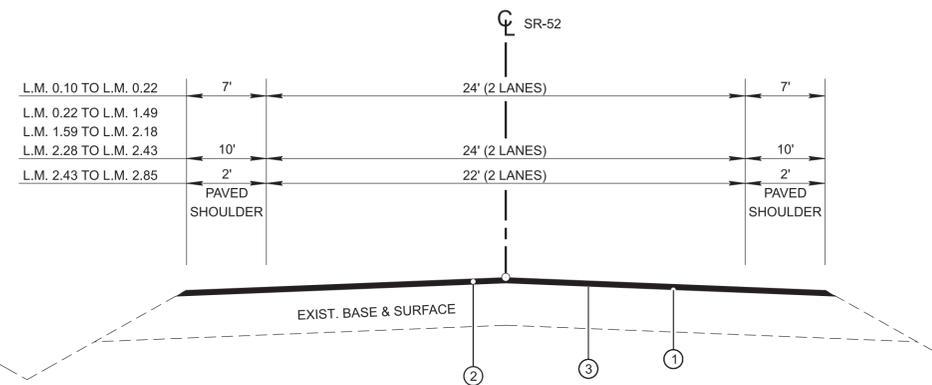
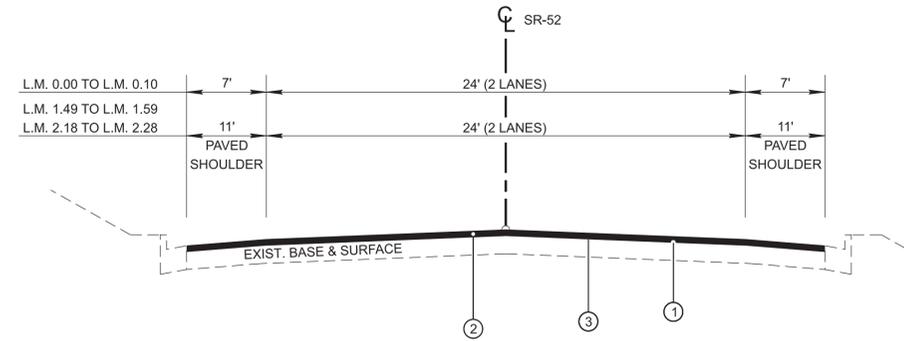
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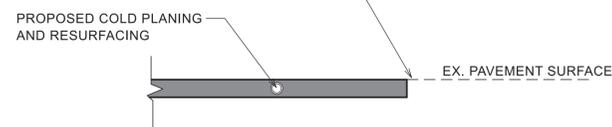
**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ESTIMATED  
ROADWAY  
QUANTITIES

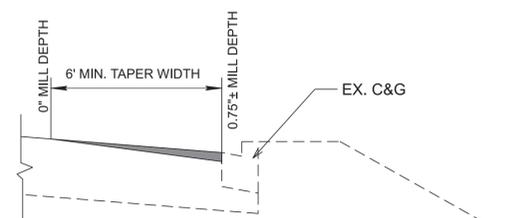
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	2B



ALL PROPOSED RESURFACING TIE-INS WITH EXISTING PAVEMENT SHALL HAVE A FLUSH TRANSITION.



RESURFACING PAVEMENT TIE-IN DETAIL (PROFILE VIEW)



TAPER MILLING AT CURB AND GUTTER DETAIL

**PROPOSED PAVEMENT SCHEDULE**

- ① TACK COAT  
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)  
SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD.
  - ② ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22  
THIN LIFT D ASPHALT @ 0.75"± THICK (APPROX. 85 LB./S.Y.)  
411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT
  - ③ BITUMINOUS COURSE (SPOT LEVELING)  
307-01.15 ACS MIX (PG64-22) (BPMLC-HM) GRADING CS
- COLD PLANING  
THICKNESS VARIES 0"-0.75" THICK (APPROX. 80 LBS/SY)  
ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT, S.Y.  
AS REQ'D FOR TIE-INS, BRIDGE APPROACHES, ETC.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS  
AND PAVEMENT SCHEDULE  
N.T.S.

# 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.

## MISCELLANEOUS

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

## PAVEMENT MARKINGS

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

### FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
  - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.
  - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.
  - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
  - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (11) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.02, SPRAY THERMO PVMT MRKNG (60 MIL)(6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

### SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

## PAVEMENT

### PAVING

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

## RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (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.

## TRAFFIC CONTROL DIRECTIONAL SIGNING

- (7) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. (D) , AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

## SIGNING

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

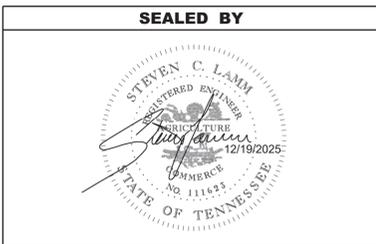
## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	2C



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL  
NOTES

# SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	2D

## DEMOLITION

### DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- (2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- (3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

## MISCELLANEOUS

- (1) ALL GUARDRAIL, GUARDRAIL POSTS AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY STATE FORCES.
- (2) ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

## PAVEMENT

### RESURFACING

- (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 TDOT MANAGER.
- (4) THE CONTRACTOR WILL PLACE THE SPOT LEVELING WHERE AND AS DIRECTED BY THE TDOT MANAGER.
- (5) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.
- (6) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.
- (7) COLD PLANING IS TO BE DONE IMMEDIATELY PRIOR TO THE COMMENCEMENT OF PAVING OPERATIONS. COLD PLANED SURFACES ARE NOT TO BE LEFT EXPOSED FOR MORE THAN FIVE (5) CALENDAR DAYS BEFORE BEING OVERLAYED BY THE FIRST COURSE OF ASPHALT. IF NECESSARY, COLD PLANING OPERATIONS ARE TO BE SUSPENDED TO ALLOW PAVING OPERATIONS TO CATCH UP. AFTER COLD PLANING AND PRIOR TO ALLOWING USE BY TRAFFIC, THE CONTRACTOR WILL RAMP ASPHALT AROUND EXISTING UTILITIES TO ELIMINATE HAZARD TO VEHICLES. ALL COLD PLANING REQUIRED ON CITY STREETS OR SIDE ROADS WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM NO. 415-01.02.
- (8) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANNING THE EXISTING ASPHALT OFF BRIDGE DECKS 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 ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE TDOT OPERATIONS DISTRICT ENGINEER AT NO ADDITIONAL COST.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SPECIAL  
NOTES

# ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	2E

## ENVIRONMENTAL GENERAL NOTES

### NATURAL RESOURCES

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

### SPECIES

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

### PERMITS, PLANS & RECORDS

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

## ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL

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

### ECOLOGY

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

### SCOPE OF WORK

- (6) 411TLD OVERLAY @ 85 LB/SY AND PAVEMENT MARKINGS

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL  
NOTES

# EROSION PREVENTION AND SEDIMENT CONTROL 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.

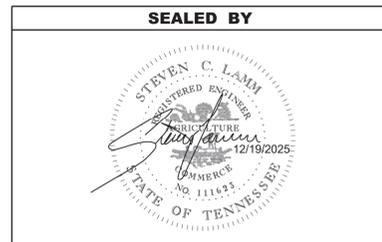
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT 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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**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**EROSION  
PREVENTION  
AND SEDIMENT  
CONTROL NOTES**

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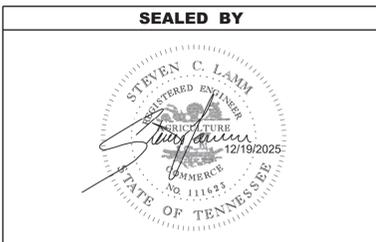
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	2F

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
65SR0520003	1.49	LITTLE CREEK	523'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
65SR0520005	2.18	WHITE OAK CREEK	480'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY.

NOTE: 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			S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x	W			
G-20-1	ROAD WORK NEXT 2 MILES	36"	x	18"	4.5	2	9
G20-2	END ROAD WORK	36"	x	18"	4.5	2	9
W3-4	BE PREPARED TO STOP	48"	x	48"	16	2	32
W8-11	UNEVEN LANES	48"	x	48"	16	10	160
W8-15	GROOVED PAVEMENT	48"	x	48"	16	10	160
W8-15P	MOTORCYCLE (PLAQUE)	24"	x	18"	3	10	30
W20-1	ROAD WORK AHEAD	48"	x	48"	16	21	336
W20-1	ROAD WORK 1 MILE	48"	x	48"	16	2	32
W20-1	ROADW WORK 1/2 MILE	48"	x	48"	16	2	32
W20-1	ROAD WORK 1500 FT	48"	x	48"	16	2	32
W20-4	ONE LANE ROAD AHEAD	48"	x	48"	16	2	32
W20-7	FLAGGER (SYMBOL)	48"	x	48"	16	2	32
W21-2	FRESH OIL	48"	x	48"	16	2	32
<b>TOTAL</b>							<b>928</b>

NOTE: THIS CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

TABULATED  
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
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**UTILITY**

- (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: MICHAEL BAILEY  
 OFFICE PHONE: 865 862 5061  
 CELL PHONE: 865 320 2675  
 Email: MICHAEL\_BAILEY@CABLE.COMCAST.COM

**ELECTRIC:**  
**PLATEAU ELECTRIC COOPERATIVE**  
**PO BOX 4669 16200 SCOTT HIGHWAY**  
 ONEIDA, TN 37841  
 CONTACT: JOEL MCCARTT  
 OFFICE PHONE: 423 567 8592  
 CELL PHONE: \_\_\_ \_\_\_ \_\_\_  
 Email: JMCCARTT@PLATEAUELECTRIC.COM

**GAS:**  
**CITIZENS GAS UTILITY DISTRICT**  
 PO BOX 320 12519 SCOTT HIGHWAY  
 HELENWOOD, TN 37755  
 CONTACT: EVERETT DANNER III  
 OFFICE PHONE: 423 569 4457  
 CELL PHONE: 423 319 6329  
 Email: TDANNER@CITIZENSGASTN.COM

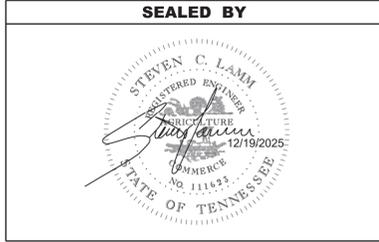
CONTACT: TERRY SHANNON  
 OFFICE PHONE: 423 569 4457  
 CELL PHONE: 423 539 0390  
 Email: TSHANNON@CITIZENSGASTN.COM

**TELEPHONE:**  
**HIGHLAND TELEPHONE COOPERATIVE**  
 PO BOX 119 MORGAN COUNTY HWY  
 SUNBRIGHT, TN 37872  
 CONTACT: STEVE GARRETT  
 OFFICE PHONE: 423 628 2750  
 CELL PHONE: 423 537 3158  
 Email: STEVEG@HIGHLANDTEL.NET

CONTACT: TANNER BURKE  
 OFFICE PHONE: 423 628 2750  
 CELL PHONE: 423 539 2994  
 Email: TANNER.BURKE@HIGHLANDTEL.NET

**WATER:**  
**HUNTSVILLE UTILITY DISTRICT**  
 PO BOX 208 300 LARRY CROWLEY WAY  
 HUNTSVILLE, TN 37756  
 CONTACT: JIMMY MOFFETTE  
 OFFICE PHONE: 423 663 3550  
 CELL PHONE: 423 319 7538  
 Email: BRIDGETH@HUNTSVILLE-UTILITY.COM

**WATER:**  
**CITY OF SUNBRIGHT**  
 PO BOX 188 120 MELTON DR  
 SUNBRIGHT, TN 37872  
 CONTACT:  
 OFFICE PHONE: 423 628 5260  
 CELL PHONE: \_\_\_ \_\_\_ \_\_\_  
 Email: CITYGOVSB@HIGHLAND.NET



**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**

UTILITY NOTES  
 AND  
 UTILITY OWNERS

# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	65S052-S8-002	T1

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

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

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

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

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

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



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

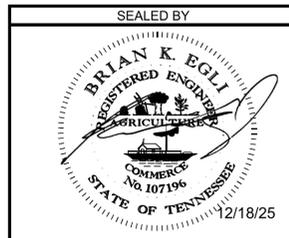
PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL





PROJECT NO.	YEAR	SHEET NO.	
65S052-M3-003	2026	B-2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES			
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
65-SR52-1.49 OVER LITTLE CREEK (65SR0520003)	U-030-094 U-030-097 STD-1-5	TYPE 1 THIN EPOXY OVERLAY	2974
65-SR52-2.18 OVER WHITE OAK CREEK (65SR0520005)	U-030-113 U-030-117 STD-1-5	TYPE 1 THIN EPOXY OVERLAY	2792
	TOTAL		5766

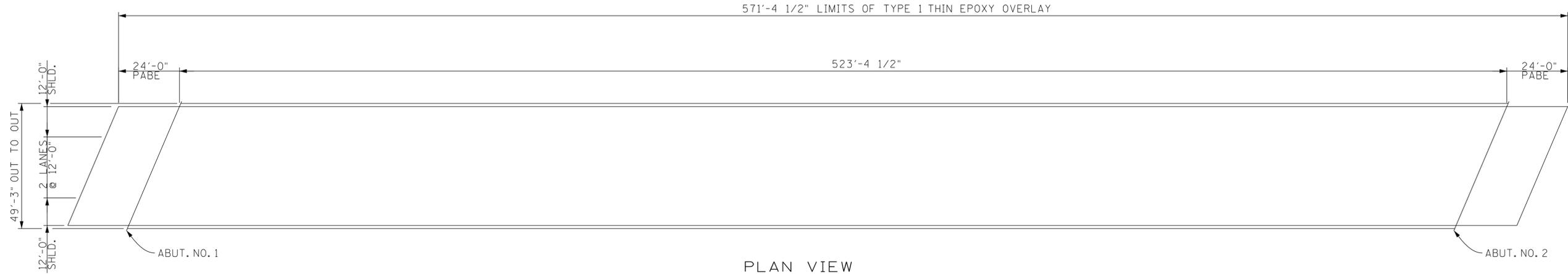


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BRIDGE TABULATION AND  
ESTIMATED QUANTITIES  
65-SR52-1.49 OVER  
LITTLE CREEK AND  
65-SR52-2.18 OVER  
WHITE OAK CREEK  
FED. BRIDGE ID. NOS.  
65SR0520003 & 65SR0520005  
MORGAN COUNTY  
2026

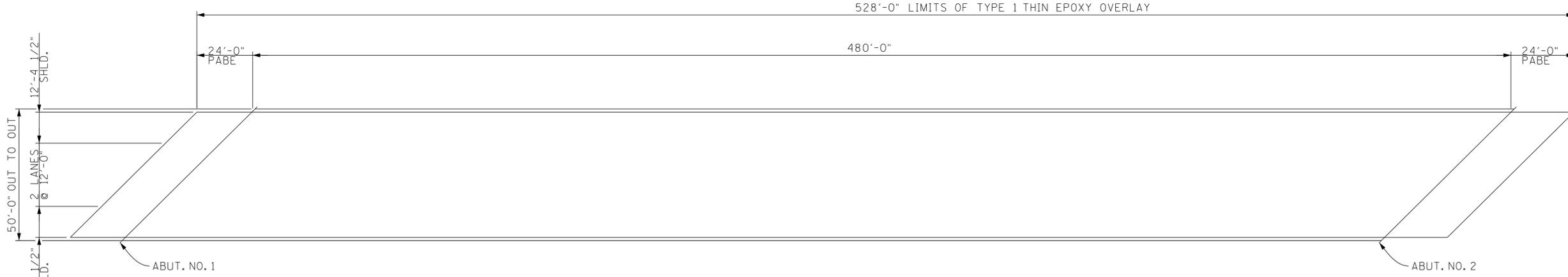
PIN NO.: 131630.00  
DESIGN BY: SILESHI ERGICHO DATE: 12/25  
DRAWN BY: KEVIN MARTINKO DATE: 12/25  
SUPERVISED BY: DATE: 12/25  
CHECKED BY: DATE:

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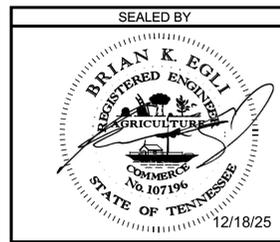
PROJECT NO.	YEAR	SHEET NO.	
65S052-M3-003	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN VIEW  
65-SR52-1.49



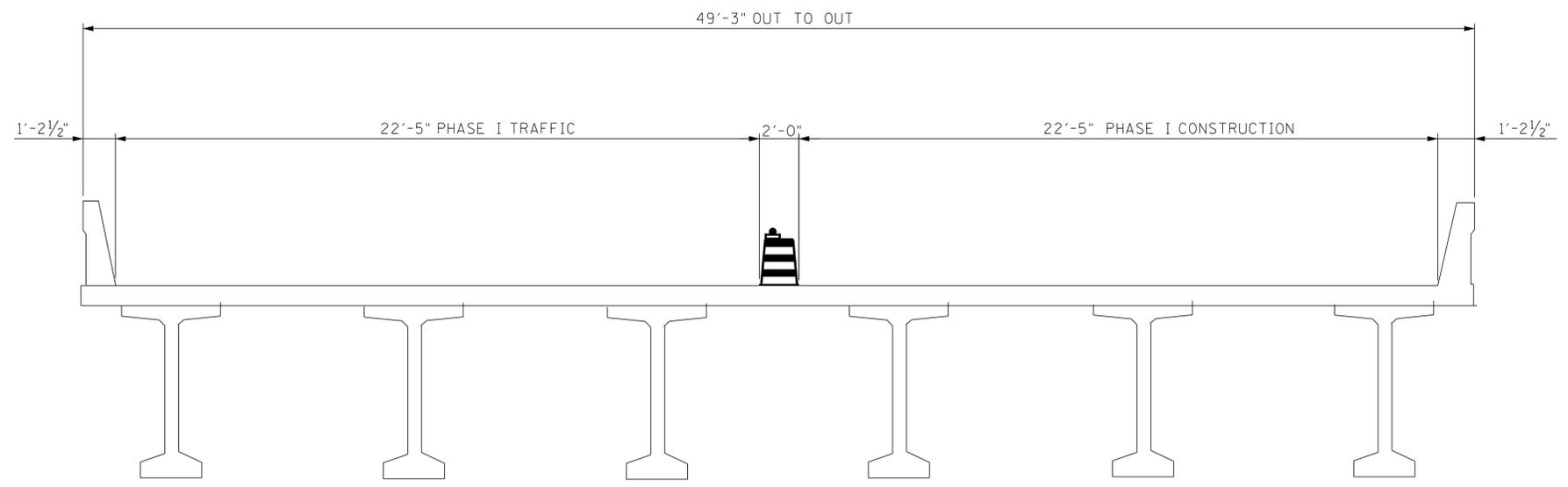
PLAN VIEW  
65-SR52-2.18



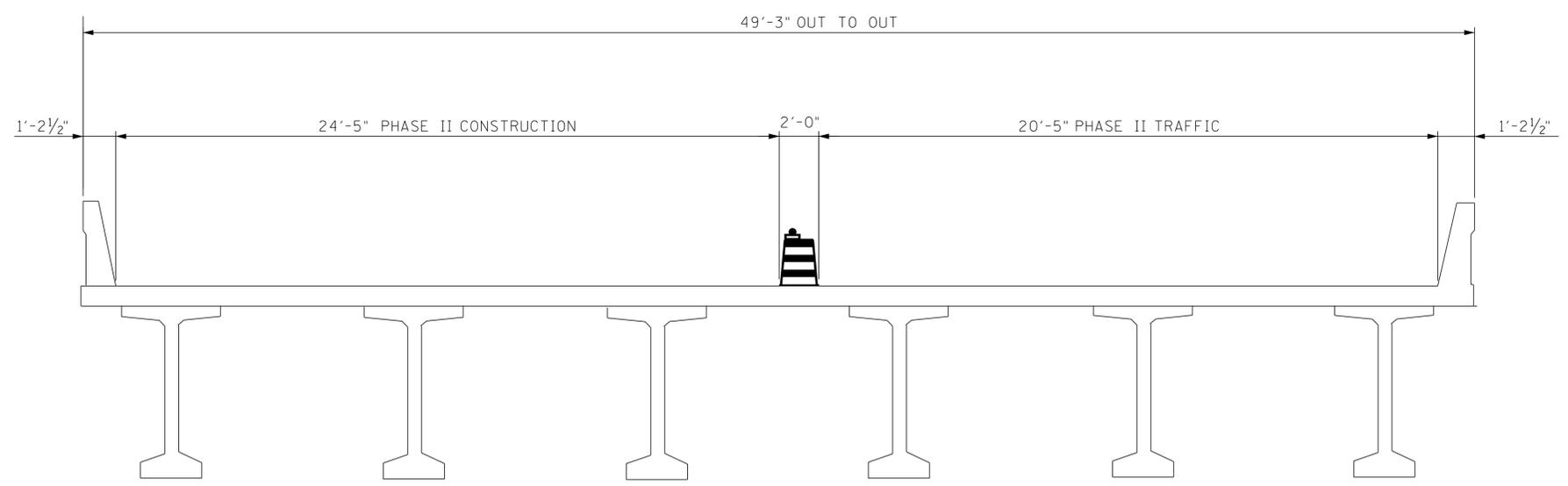
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW  
REPAIRS LOCATIONS  
65-SR52-1.49 OVER  
LITTLE CREEK AND  
65-SR52-2.18 OVER  
WHITE OAK CREEK  
FED. BRIDGE ID. NOS.  
65SR0520003 & 65SR0520005  
MORGAN COUNTY  
2026

PIN NO.: 131630.00  
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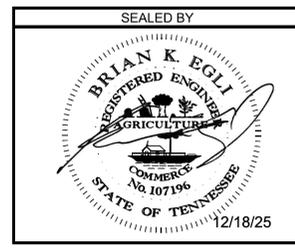
PROJECT NO.	YEAR	SHEET NO.	
65S052-M3-003	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PHASE I CONSTRUCTION  
(LOOKING AHEAD ON THE SURVEY)



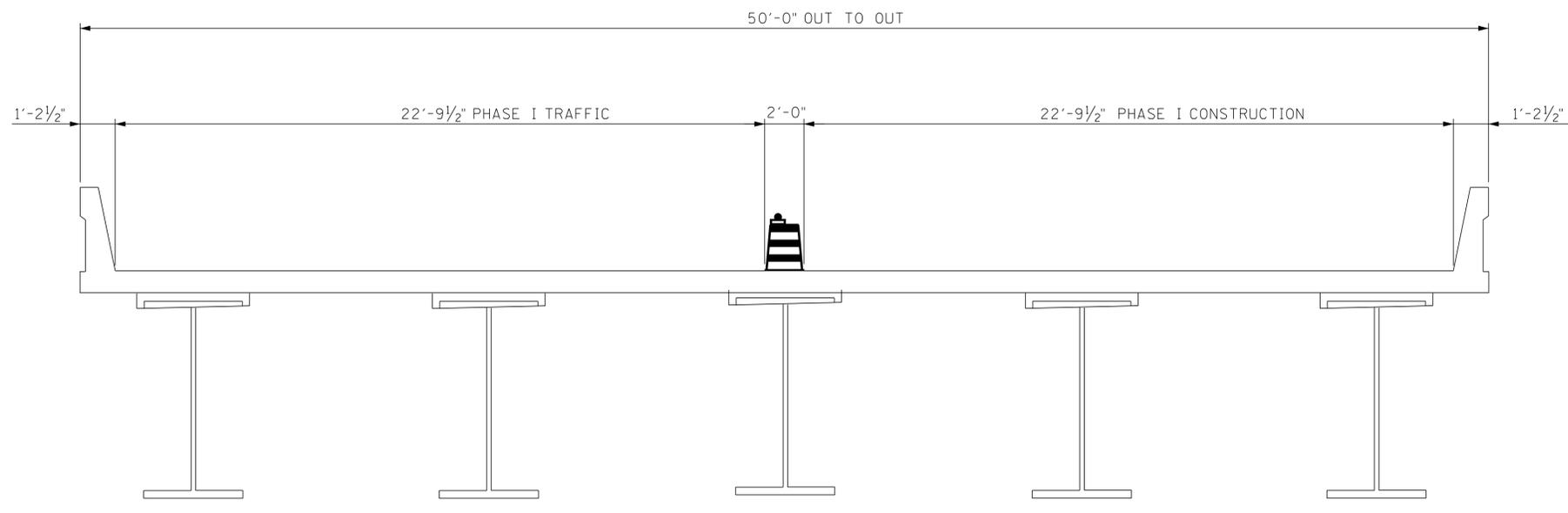
PHASE II CONSTRUCTION  
(LOOKING AHEAD ON THE SURVEY)



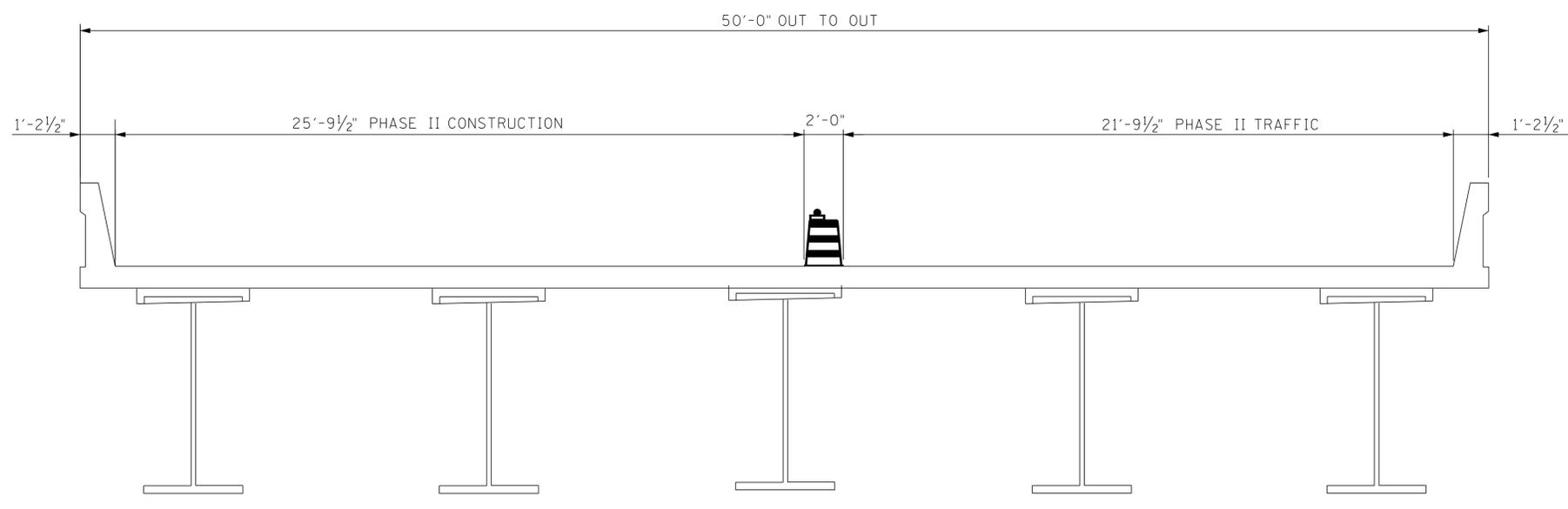
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PHASE CONSTRUCTION  
65-SR52-1.49 OVER  
LITTLE CREEK  
FED. BRIDGE ID. NO.  
65SR0520003  
MORGAN COUNTY  
2026

PIN NO.: 131630.00  
DESIGN BY: SILESHI ERGICHO DATE: 12/25  
DRAWN BY: SILESHI ERGICHO DATE: 12/25  
SUPERVISED BY: KEVIN MARTINKO DATE: 12/25  
CHECKED BY: DATE:

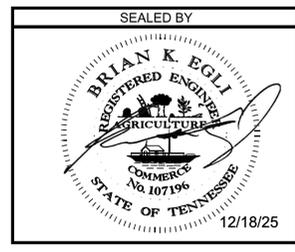
PROJECT NO.	YEAR	SHEET NO.	
65S052-M3-003	2026	B-5	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PHASE I CONSTRUCTION  
(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION  
(LOOKING AHEAD ON THE SURVEY)



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PHASE CONSTRUCTION  
65-SR52-2.18 OVER  
WHITE OAK CREEK  
FED. BRIDGE ID. NO.  
65SR0520005  
MORGAN COUNTY  
2026

PIN NO.: 131630.00  
DESIGN BY: SILESHI ERGICHO DATE: 12/25  
DRAWN BY: SILESHI ERGICHO DATE: 12/25  
SUPERVISED BY: KEVIN MARTINKO DATE: 12/25  
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
65S052-M3-003	2026	B-6	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

**TYPE 1 THIN EPOXY OVERLAY NOTES :**

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

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

APPLICATION EQUIPMENT SHOULD :

- A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.
- B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.
- C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.
- D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.
- E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.
- F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

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

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

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

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

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

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

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

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

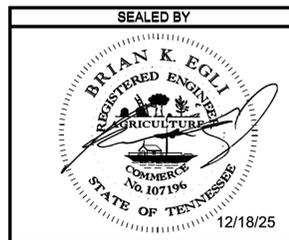
THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE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

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

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

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

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



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 TYPE 1 THIN EPOXY  
 OVERLAY NOTES  
 65-SR52-1.49 OVER  
 LITTLE CREEK AND  
 65-SR52-2.18 OVER  
 WHITE OAK CREEK  
 FED. BRIDGE ID. NOS.  
 65SR0520003 & 65SR0520005  
 MORGAN COUNTY  
 2026

PIN NO.: 131630.00  
 DESIGN BY: SILESHI ERGICHO DATE: 12/25  
 DRAWN BY: KEVIN MARTINKO DATE: 12/25  
 SUPERVISED BY: DATE: 12/25  
 CHECKED BY: DATE: 12/25

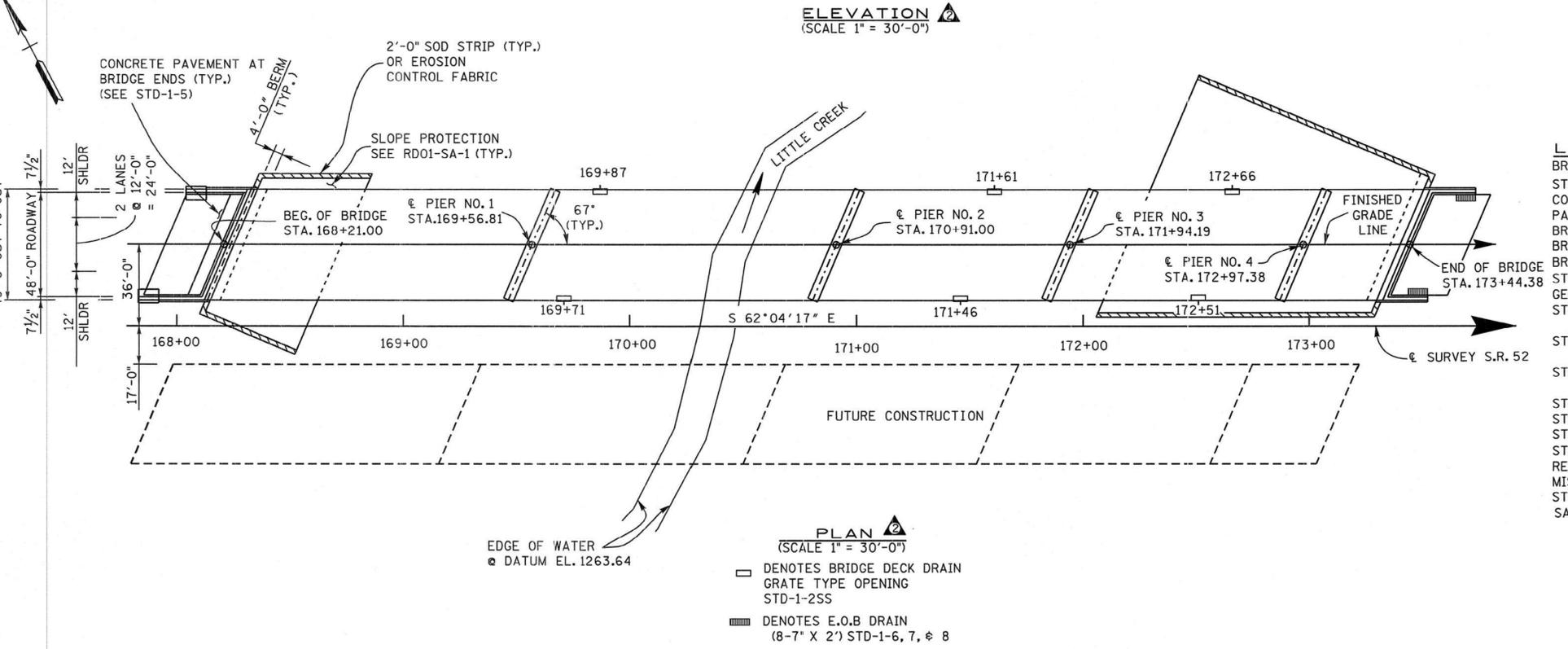
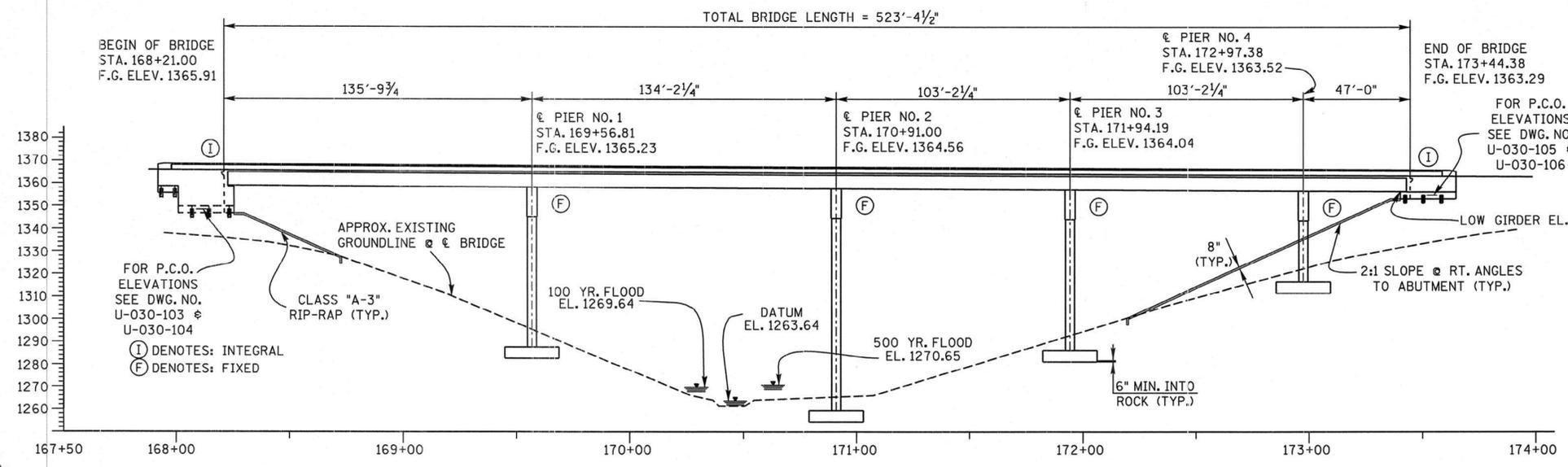
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CONST. NO. 65004-3220-14

PROJECT NO.	YEAR	SHEET NO.
STP-52(37)	2010	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	8/10/10	C.D.	LAST REVISION DATES
2	8/13/12	CMD	GENERAL REVISIONS DUE TO GRADE CHANGE



**HYDRAULIC DATA**  
 DRAINAGE AREA = 1.93MI<sup>2</sup>  
 DESIGN DISCHARGE (100 YR.) = 1477 CFS  
 100 YR. VELOCITY = 9.45 FPS  
 100 YR. BRIDGE BACKWATER = 0.00 FT @ EL. 1269.64  
 ROADWAY OVERTOPPING EL. = 1345.00  
 500 YR. DISCHARGE = 2007 CFS @ EL. 1270.65

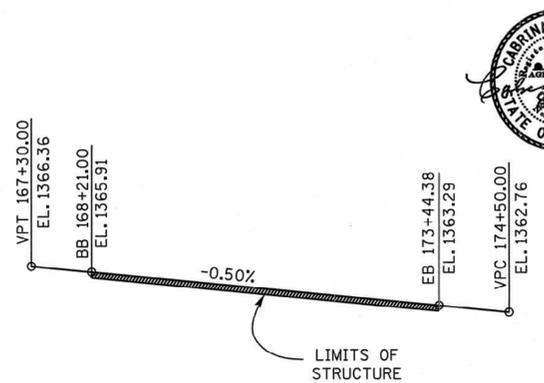
**NOTE:**  
 ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

**LIST OF DRAWINGS**

DWG. NO.	LAST REV. DATE
U-030-094	08-13-12
U-030-095	08-13-12
U-030-096	08-10-10
U-030-097	08-13-12
U-030-098	08-13-12
U-030-099	08-13-12
U-030-100	08-13-12
U-030-101	
U-030-102	
U-030-102A	08-13-12
U-030-103	08-13-12
U-030-104	08-13-12
U-030-104A	08-13-12
U-030-104B	08-13-12
U-030-105	08-13-12
U-030-106	08-13-12
U-030-107	08-13-12
U-030-108	08-13-12
U-030-109	08-13-12
U-030-110	
U-030-111	08-13-12
U-030-112	08-13-12
U-030-112A	08-13-12

**LIST OF STANDARD DRAWINGS**

DWG. NO.	LAST REV. DATE
STD-1-1SS	10-15-08
STD-1-2SS	
STD-1-5	08-08-08
STD-1-6	04-28-97
STD-1-7	07-31-00
STD-1-8	05-01-95
STD-4-1	04-08-05
STD-4-2	04-08-05
STD-4-3	03-02-02
STD-4-4	06-10-96
STD-5-1	10-25-93
STD-5-2	04-08-05
STD-6-1	05-21-99
STD-6-2	11-07-94
STD-9-1	10-07-08
STD-10-1	04-08-05
STD-14-1	10-15-08
RD01-SA-1	10-15-02



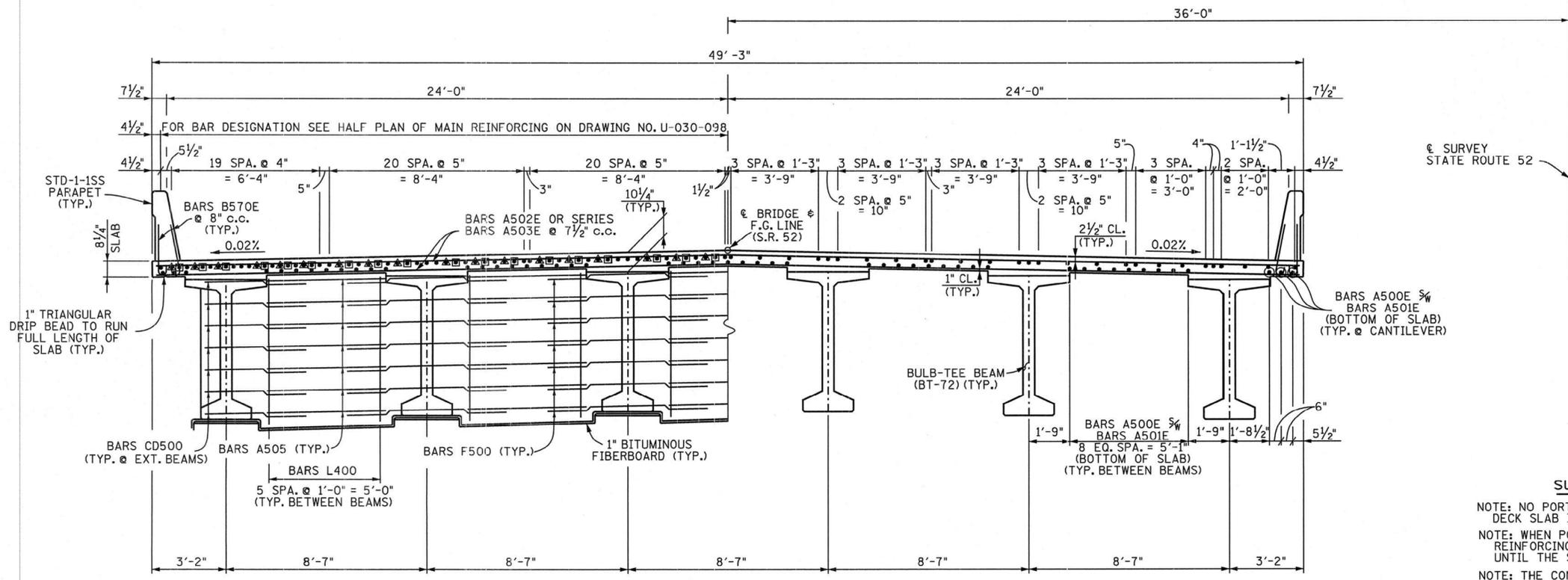
STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BRIDGE NO. 1  
 LAYOUT OF BRIDGE  
 STATE ROUTE 52  
 (RUGBY BYPASS)  
 OVER LITTLE CREEK  
 STATION 170+60.00  
 BRIDGE I.D. NO.  
 MORGAN COUNTY  
 2010

DESIGNED BY ABDISALAN DAHIR DATE 07-06  
 DRAWN BY CHRIS STAPLER DATE 02-08  
 SUPERVISED BY C.M.D./J.W.F. DATE 02-08  
 CHECKED BY CABRINA DIETERS DATE 08-10

CORRECT Edward P. Wasserman  
 ENGINEER OF STRUCTURES

U-030-094

CLASS A3 MACHINED RIP-RAP 634 TONS



CONST. NO. 65004-3220-14			
PROJECT NO.	YEAR	SHEET NO.	
STP-52(37)	2010		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-13-12	CMD	GENERAL REVISIONS DUE TO GRADE CHANGE

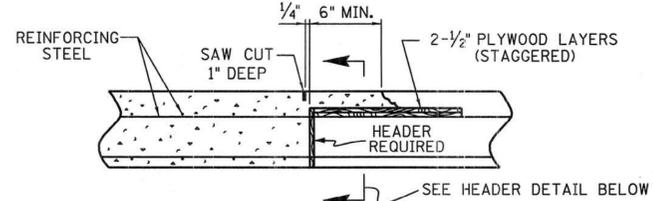
▲ DENOTES: CUT-OFF BARS (A805E) (ABOVE PIER 1 ONLY)  
 □ DENOTES: CUT-OFF BARS (A800E, A806E, ABOVE PIER 1 ONLY) (A807E, A808E, ABOVE PIER 2 ONLY) (A809E ABOVE PIER 3 ONLY) (A811E ABOVE PIER 4 ONLY) ▲

**SUPERSTRUCTURE GENERAL NOTES**  
 NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.  
 NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1SS.  
 NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE POURED AND CURED PRIOR TO PLACING ANY LOADS ON THE GIRDERS HOWEVER, TEMPORARY ERECTION DIAPHRAGMS AND PERMANENT INTERMEDIATE DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.  
 NOTE: FOR FRAMING PLAN, PARTIAL PLAN OF DIAPHRAGM, SEE DRAWING NO. U-030-099. FOR SLAB PLAN SEE DWG. NO. U-030-100.

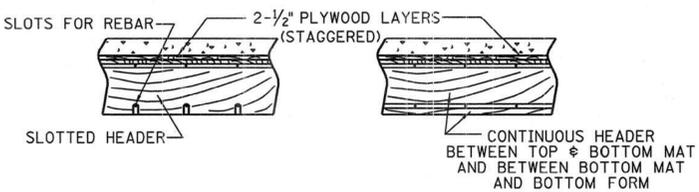
HALF-SECTION AT PIER

TYPICAL CROSS SECTION  
 (LOOKING FORWARD ON SURVEY)

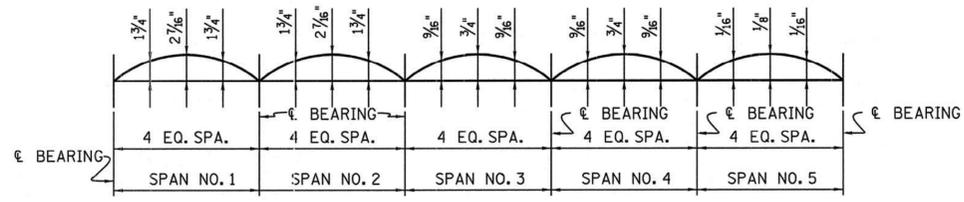
HALF-SECTION NEAR MIDSPAN



SLAB CONSTRUCTION JOINT DETAIL



ALTERNATE "A" ALTERNATE "B"  
 ALTERNATE HEADER DETAILS  
 (THE CONTRACTOR MAY SUBMIT AN ALTERNATE DETAIL FOR APPROVAL)



DEAD LOAD CORRECTION CURVE ▲

THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE.  
 IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:  
 1. NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.  
 2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.  
 3. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN AT LEFT.

ESTIMATED QUANTITIES		
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.	REINFORCING STEEL LB.
789	237,552	5,611

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BRIDGE NO. 1  
 SUPERSTRUCTURE  
 STATE ROUTE 52  
 (RUGBY BYPASS)  
 OVER  
 LITTLE CREEK  
 STATION 170+60.00  
 MORGAN COUNTY  
 2010



CORRECT *Edward P. Wasserman*  
 ENGINEER OF STRUCTURES

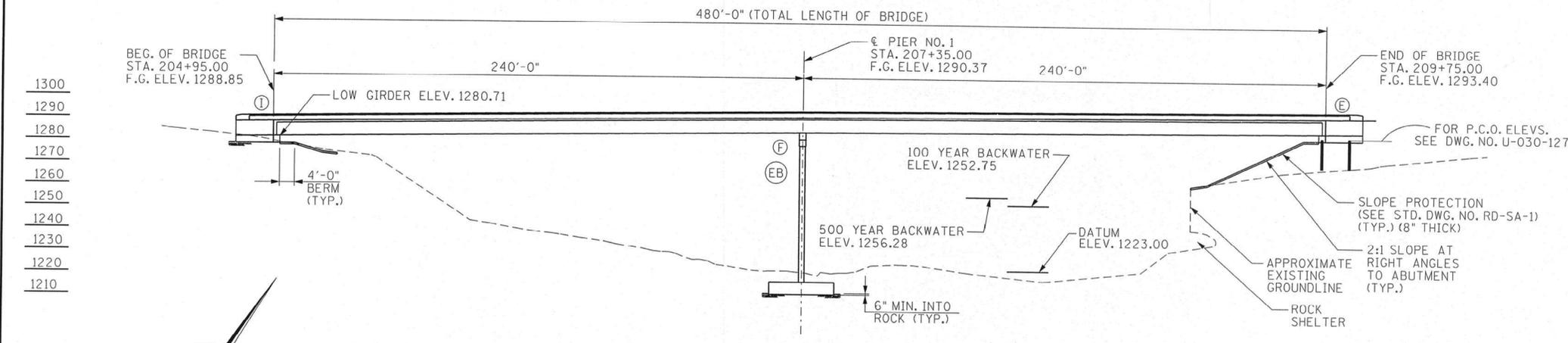
DESIGNED BY ABDISALAN DAHIR DATE 07-06  
 DRAWN BY CHRIS STAPLER DATE 01-08  
 SUPERVISED BY C.M.D. / J.W.F. DATE 01-08  
 CHECKED BY CABRINA DIETERS DATE 06-10

CONST. NO. 65004-3220-14

PROJECT NO.	YEAR	SHEET NO.
SIP-52(37)	2010	

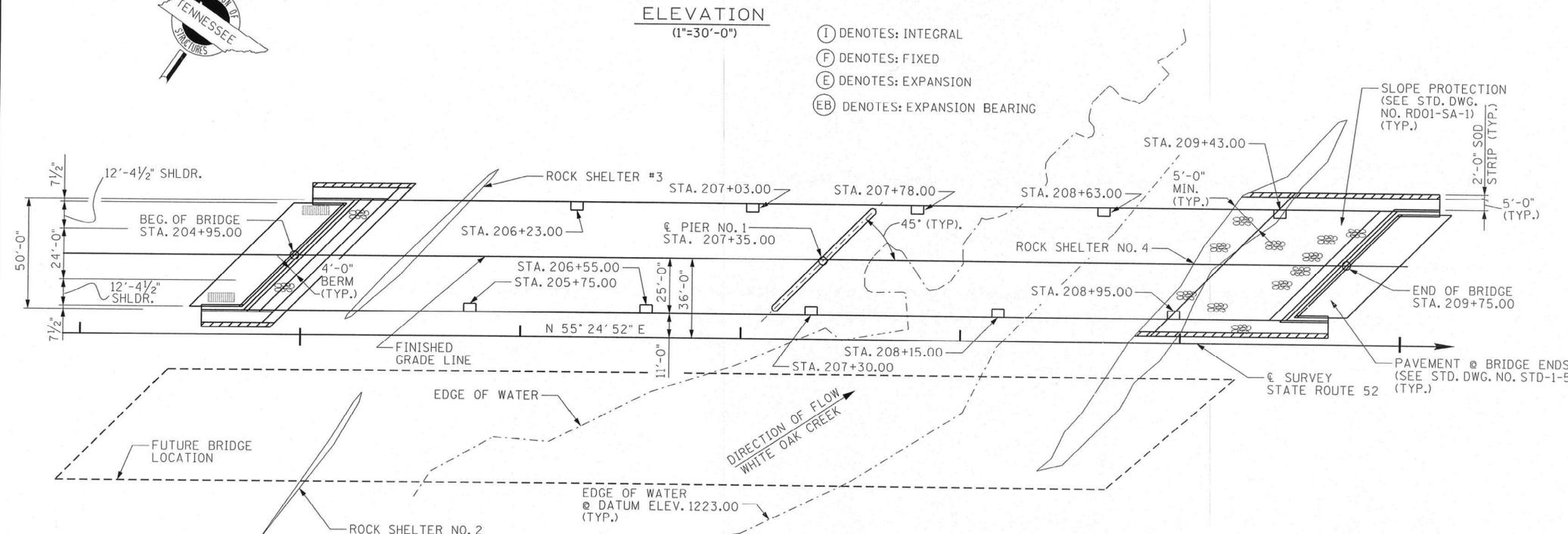
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	12-22-10	CMD	LAST REVISION DATES
2	2-01-11	CMD	LAST REVISION DATES



ELEVATION  
(1"=30'-0")

- (I) DENOTES: INTEGRAL
- (F) DENOTES: FIXED
- (E) DENOTES: EXPANSION
- (EB) DENOTES: EXPANSION BEARING



PLAN  
(1"=30'-0")

- ▨ DENOTES: END OF BRIDGE DRAIN STD-1-6, 7, & 8.
- DENOTES: PARAPET TYPE BRIDGE DECK DRAIN STD-1-2

LIST OF DRAWINGS

DWG. NO.	REV.	DATE
U-030-113		2-01-11
U-030-114		
U-030-115		
U-030-116		
U-030-116A		
U-030-117		
U-030-118		
U-030-119		2-01-11
U-030-120		2-01-11
U-030-121		12-22-10
U-030-122		
U-030-123		
U-030-124		12-22-10
U-030-125		12-22-10
U-030-126		12-22-10
U-030-127		
U-030-128		
U-030-129		
U-030-130		
U-030-131		
U-030-132		
U-030-133		
U-030-134		
U-030-135		
U-030-136		
U-030-137		

LIST OF STANDARD DRAWINGS

DWG. NO.	REV.	DATE
RD01-SA-1		10-15-02
STD-1-ISS		10-15-08
STD-1-2SS		
STD-1-5		08-08-08
STD-1-6		04-28-97
STD-1-7		07-31-00
STD-1-8		05-01-95
STD-4-1		04-08-05
STD-4-2		04-08-05
STD-4-3		03-02-02
STD-4-4		06-10-96
STD-5-1		10-25-93
STD-5-2		04-08-05
STD-6-1		05-21-99
STD-6-2		11-07-94
STD-9-1		10-07-08
STD-10-1		04-08-05

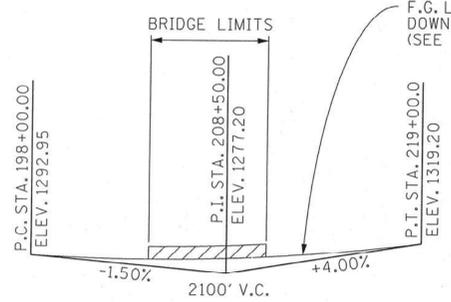
LIST OF SPECIAL PROVISIONS

PROV. NO.	REV.	DATE
602		03-01-06

HYDRAULIC DATA

DRAINAGE AREA = 98.0 MI.<sup>2</sup>  
 DESIGN DISCHARGE (100 YR.) = 22,190 CFS  
 WATER AREA PROVIDED BELOW EL. 1247.18 = 1689.79 FT<sup>2</sup>  
 100 YR. VELOCITY = 13.13 FPS  
 100 YR. BRIDGE BACKWATER = 0.0 FT, @ EL. 1252.75  
 ROADWAY OVERTOPPING EL. = 1289.47  
 500 YR. DISCHARGE 29,235 CFS @ EL. 1256.28

NOTE: ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNEL, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.



GRADE SKETCH  
STATE ROUTE 52

DESIGNED BY GARY HALL	DATE 5-01
DRAWN BY JON SLINKER	DATE 10-06
SUPERVISED BY J.W.F./C.M.D.	DATE 10-06
CHECKED BY CABRINA DIETERS	DATE 06-10

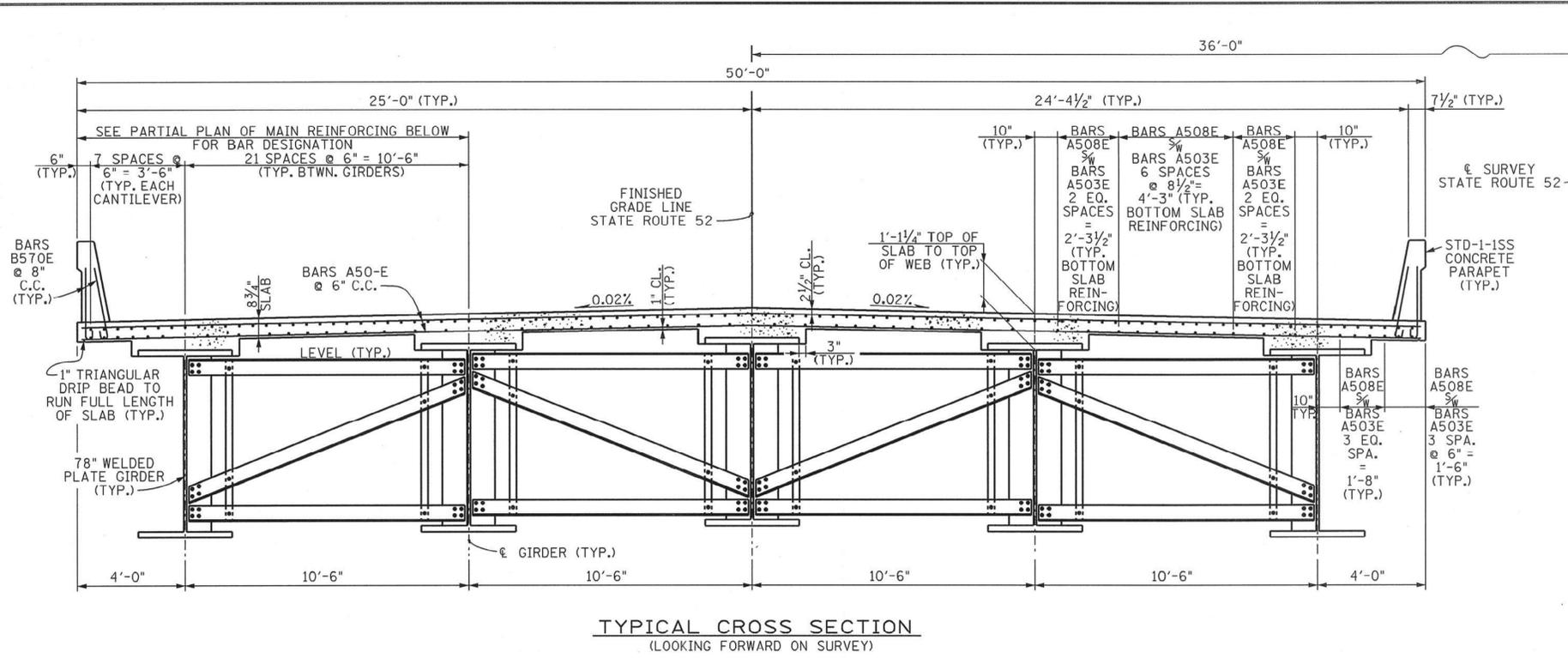


CORRECT Edward P. Wasserman  
ENGINEER OF STRUCTURES

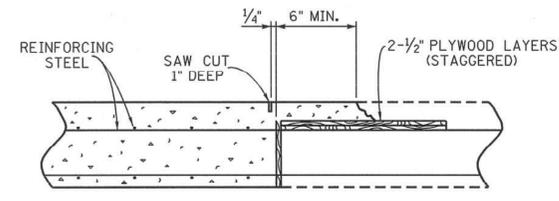
2026 ADT = 3200  
 48'-9" ROADWAY WITH STD-1-ISS PARAPET  
 DESIGN SPEED = 70 mph  
 STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BRIDGE NO. 2  
 LAYOUT OF BRIDGE  
 STATE ROUTE 52  
 OVER  
 WHITE OAK CREEK  
 STATION 207+35.00  
 BRIDGE I.D. NO.  
 MORGAN COUNTY  
 2010

U-030-113

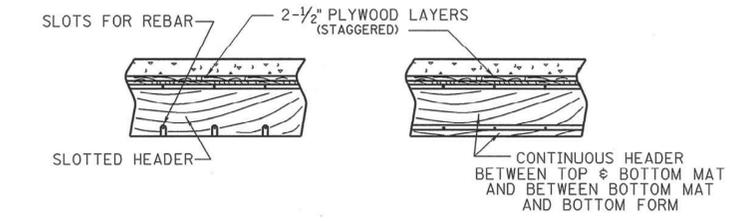
MACHINED RIP-RAP (CLASS "A-3") = 230 TONS



TYPICAL CROSS SECTION  
(LOOKING FORWARD ON SURVEY)



**SLAB CONSTRUCTION JOINT DETAIL**  
 PLAN NOTE: THE SLAB SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING OR BOLTING IS COMPLETE. THE CONTRACTOR MAY MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR GIRDER FROM TWISTING. NO PORTION OF THE CURB OR PARAPET SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE, UNLESS REQUIRED BY STAGE CONSTRUCTION.  
 DECK CONCRETE POURING SEQUENCE: ALL POURS SHALL BE MADE IN NUMERICAL SEQUENCE, AS SHOWN ON POURING SEQUENCE ON DWG. NO. U-030-118.



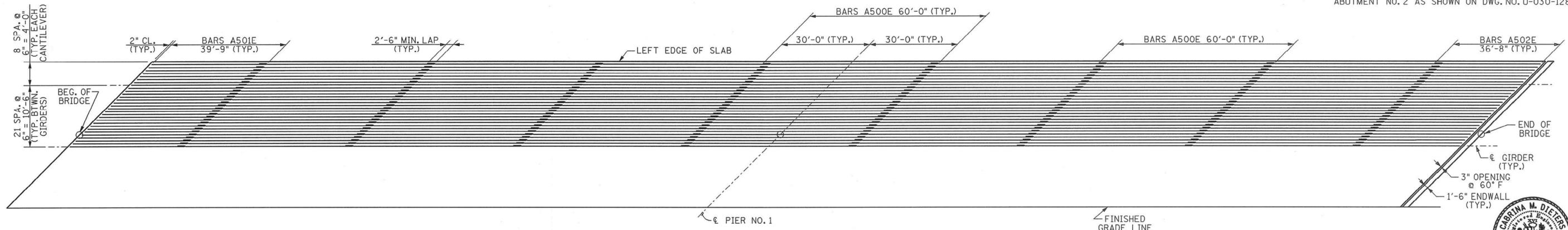
ALTERNATE "A" ALTERNATE "B"  
 ALTERNATE HEADER DETAILS

CONST. NO. 65004-3220-14		
PROJECT NO. STP-52(37)	YEAR 2010	SHEET NO.
REVISIONS		
NO.	DATE	BY
		BRIEF DESCRIPTION

STEEL BEAM DESIGN DATA (PER BEAM):  
 LIVE LOAD DISTRIBUTION FACTOR: 1.44 LANES  
 COMPOSITE DEAD LOAD: DW = 1,380 LB/FT  
 COMPOSITE DEAD LOAD: DC = 512 LB/FT  
 COMPOSITE SLAB DESIGN STRENGTH: F'C = 3000 PSI

ESTIMATED QUANTITIES	
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.
783 *	188,506

\* DENOTES: INCLUDES GIRDER ENCASEMENT CONCRETE AT ABUTMENT NO. 2 AS SHOWN ON DWG. NO. U-030-128



PARTIAL PLAN OF MAIN REINFORCING

NOTE: THE CONCRETE DECK SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING COMPLETE.  
 NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.  
 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 DRAWING NO. STD.-1-1SS.  
 IDENTITY OF MAIN MATERIALS: SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.  
 APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS WITH A COPY OF THE TEST REPORTS ALSO GOING TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS ART. 11.5.3.1.  
 STRUCTURAL STEEL: SHALL CONFORM TO ASTM A709 GRADE 50W UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN ASTM SPECIFICATIONS, ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.  
 WELDING: ANSI/AASHTO/AWS D1.5-2008 BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.  
 FIELD CONNECTIONS: SHALL BE 1/8" HIGH TENSILE STRENGTH BOLTS ASTM A325 TYPE 3 UNLESS OTHERWISE SHOWN. SEE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS ART. 11.3.2 AND SECTION 602 OF THE STANDARD SPECIFICATIONS.  
 NOTE: MATERIAL FOR BEARING PINS TO BE ASTM A668 GRADE 50 CLASS F.

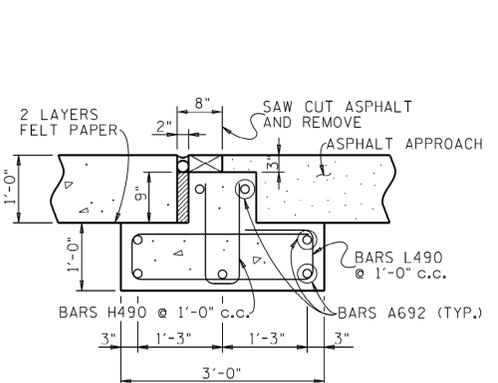
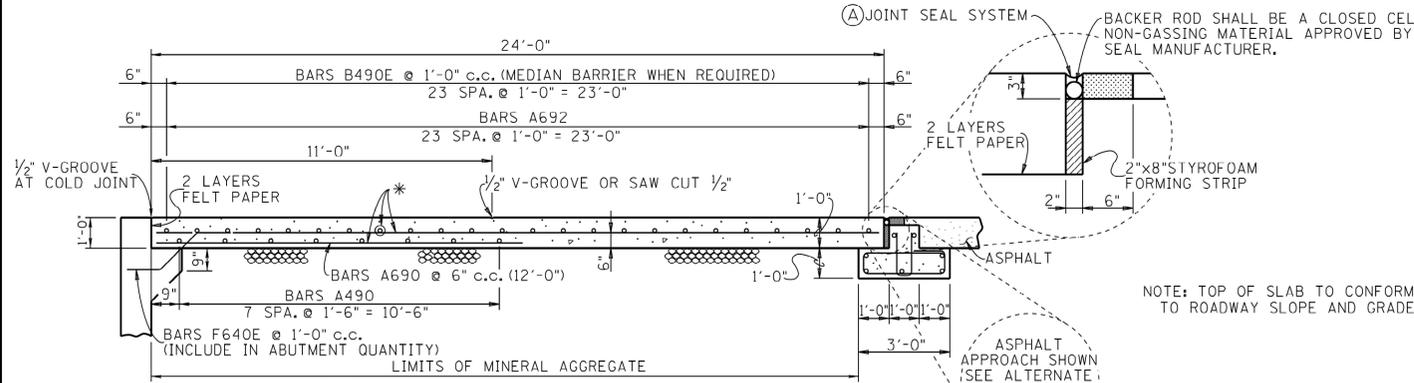
ADDITIONAL FIELD SPLICE NOTE: FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE ADDED BY THE FABRICATOR, SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.  
 FIELD SPLICE NOTE: FIELD SPLICES SHOWN ON THE PLANS MAY BE DELETED BY THE CONTRACTOR. ADJUSTMENT TO THE LUMP SUM PRICE FOR STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.  
 ADDITIONAL SHOP SPLICE NOTE: SHOP SPLICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.

DESIGNED BY GARY HALL DATE 8-01  
 DRAWN BY RANDY KIRK DATE 3-07  
 SUPERVISED BY J.F. / C.D. DATE 12-08  
 CHECKED BY CABRINA DIETERS DATE 8-10

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BRIDGE NO. 2  
 SUPERSTRUCTURE  
 STATE ROUTE 52  
 OVER WHITE OAK CREEK  
 STATION 207+35.00  
 MORGAN COUNTY  
 2010

CORRECT Edward P. Wasserman  
 ENGINEER OF STRUCTURES





**BILL OF STEEL**

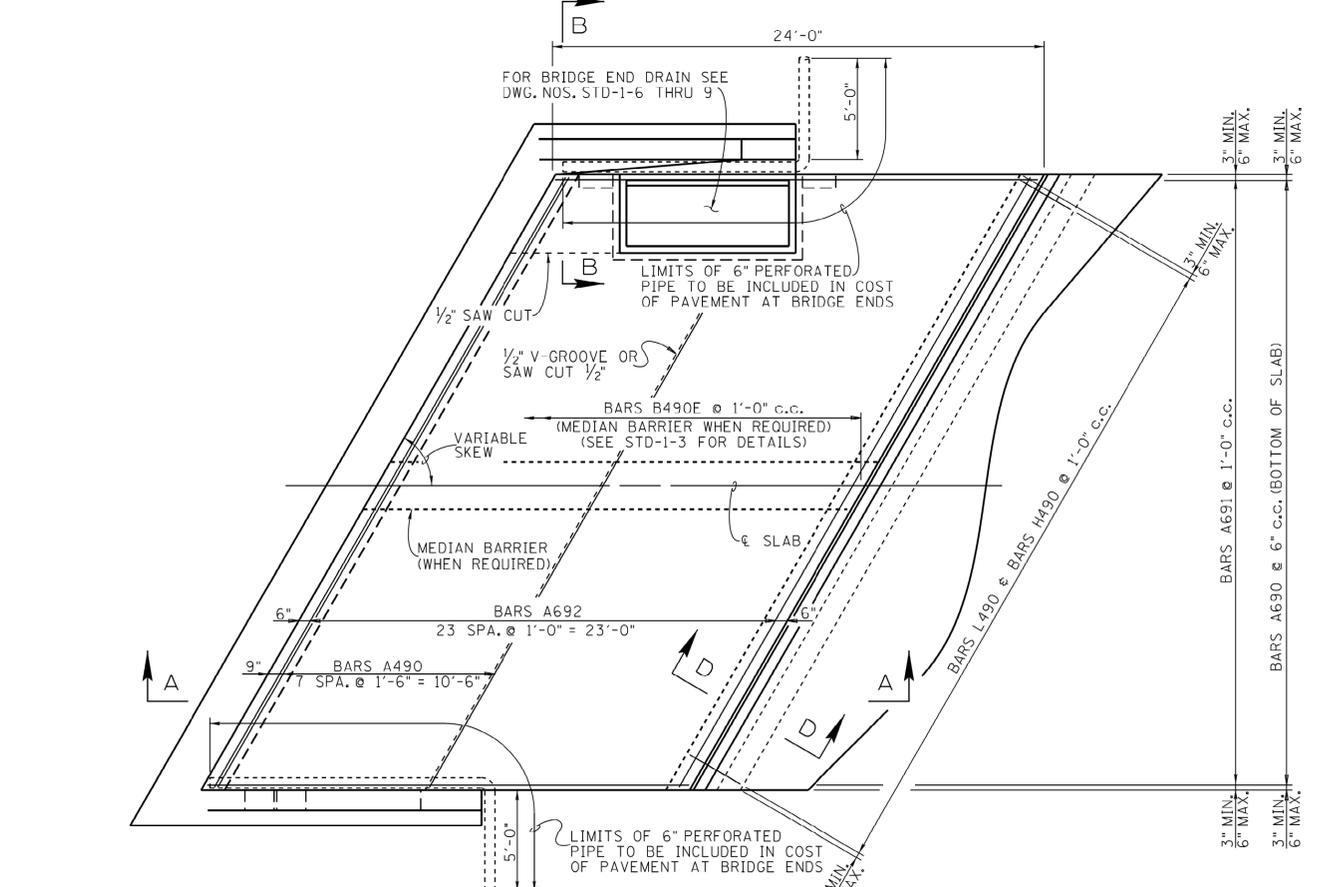
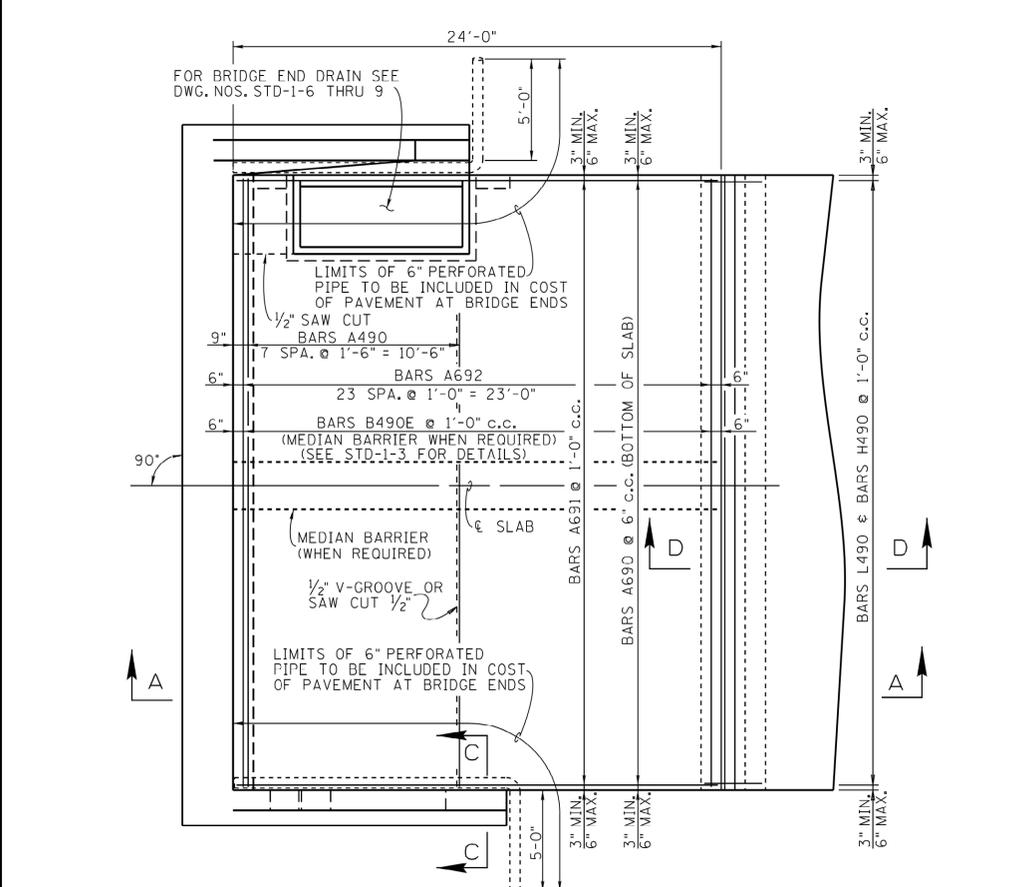
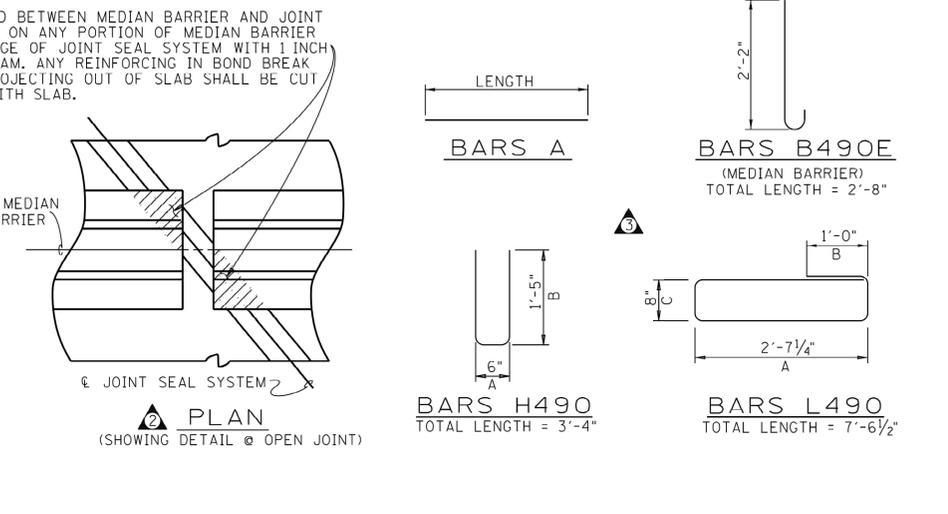
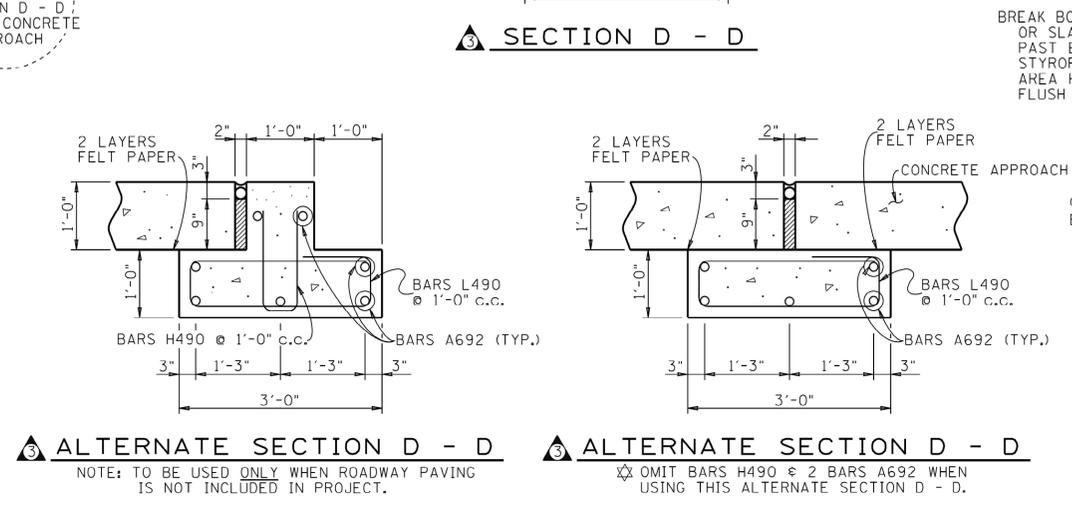
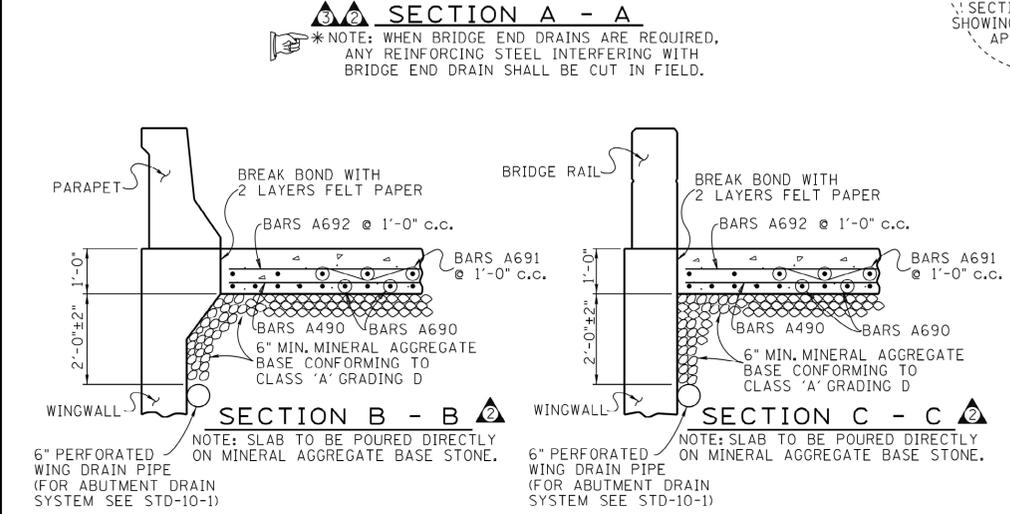
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					△
A690	SLAB	6	△					12'-0"
A691	SLAB	6	△					23'-8"
A692	SLAB	6	31					△
H490	FOOTING	4	△	6"	1'-4"			3'-4"
L490	FOOTING	4	△	2'-7 1/4"	1'-0"	8"		7'-6 1/2"

△ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

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



**NOTES**

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

**GENERAL NOTES**

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

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

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

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

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

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

MINOR REVISION - FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995**

DESIGNED BY C.M. HILES  
DRAWN BY KIM FRANKENFIELD  
SUPERVISED BY C.M. HILES  
CHECKED BY

DATE 4-95  
DATE 4-95  
DATE

**PLAN**  
(90° SKEW)

**PLAN**  
(VARIABLE SKEW)

CORRECT *Edward P. Wasserman*  
ENGINEER OF STRUCTURES