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Tiffany Reid
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RAGANSMITH
315 WOODLAND STREET
NASHVILLE, TN
TIFFANY REID, PE # 120979

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.....	
PROJECT COMMITMENTS.....	1A
ESTIMATED ROADWAY QUANTITIES	1B
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
ENVIRONMENTAL NOTES.....	2D
TABULATED QUANTITIES	2E, 2E1
UTILITY NOTES AND UTILITY OWNERS.....	2F
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	3
	T1

YEAR	PROJECT NO.	SHEET NO.
2026	06S074-S8-005	ROADWAY-SIGN-1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

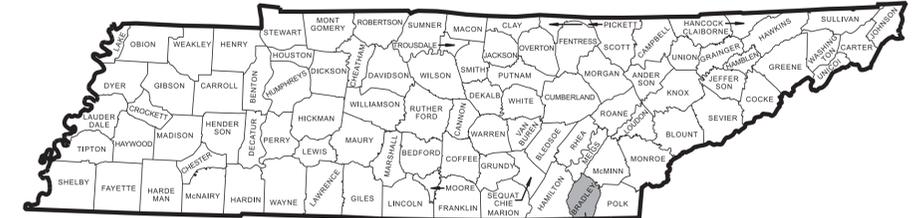
BRADLEY COUNTY

STATE ROUTE 74
FROM GEORGIA STATE LINE
TO SOUTH OF STATE ROUTE 313 (GFT-26)

RESURFACE
MILL & 411D, INTELLIGENT COMPACTION, AND PAVEMENT MARKINGS
STATE HIGHWAY NO. 74 F.A.H.S. NO. N/A

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	06S074-S8-005	
BRIDGE	06S074-M3-005	



PROJECT LOCATION
BRIDGE ID. # 06SR0740001, 06SR0740003,
06SR0740005, 06SR0740007

END PROJECT NO. 06S074-S8-005 RESURFACE

L.M. 9.11

CONASAUGA BRIDGE REPAIR PROJECT NO. 06S074-M3-005

L.M. 0.14

OVERFLOW BRIDGE REPAIR PROJECT NO. 06S074-M3-005

L.M. 0.01

BEGIN PROJECT NO. 06S074-S8-005 RESURFACE

L.M. 0.00

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: ALLEN PETERFREUND, PE

DESIGN FIRM : RAGANSMITH

DESIGNER : KADE BOENEKE

CHECKED BY TIFFANY REID, PE

P.E. NO. 98023-4217-04 (DESIGN)

PIN NO. 122567.00



SCALE: 1"= 5280'

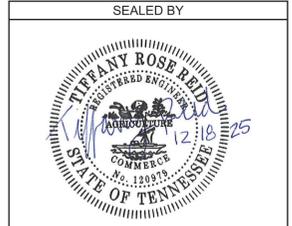
PROJECT LENGTH 9.11 MILES
TOTAL LANE MILES RESURFACED 18.22 MILES



NO EXCLUSIONS

PLAN
IN
HAND
PLANS

SEALED BY



APPROVED:

SHANE HESTER, PE CHIEF ENGINEER

DATE:

APPROVED:

WILL REID, PE COMMISSIONER

TRAFFIC DATA

ADT (2025)	5430
POSTED SPEED	55 MPH

ROADWAY INDEX

SHEET NAME	SHEET NO.
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TITLE SHEET	1
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BRIDGE PLANS.....	B-1
NOTES:	
THE ALPHABETICAL LETTERS "I", "O" AND "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.	
NO SHEET 2A SERIES INCLUDED IN THIS PLAN SET.	
NO UTILITY SHEETS ARE INCLUDED IN THIS PLAN SET.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
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
10-204.00 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-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-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-M-16B		MUMBLE STRIP/STRIPE DETAILS FOR EDGE OF PAVEMENT
T-M-18A	01-24-25	DELINEATOR MOUNTING DETAILS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	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	06S074-S8-005	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STATION / 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. Bridge No. 06SR0740001 SR-74 over Overflow Conasauga River LM 0.01 (06-SR074-00.01) Bridge No. 06SR0740003 SR-74 over Conasauga River LM 0.14 (06-SR074-00.14) 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. 06SR0740001 CROSSING OVERFLOW L, 0.01, BRIDGE NO. 06SR0740003 LM 0.14

SEALED BY



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

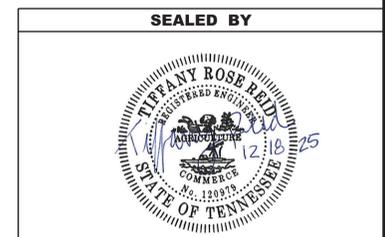
PROJECT
COMMITMENTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2

ESTIMATED ROADWAY QUANTITIES (SR 74 M 0.00- LM 9.11)			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			06S074-S8-005
	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M. 19
(1)	403-02.01	TRACKLESS TACK COAT	TON 62
(2)	411-01.10	ACS MIX(PG64-22) GRADING D	TON 9440
(3)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M. 9.1
	411-12.05	SCORING FOR CENTERLINE RUMBLE (4IN WIDTH-24IN SPACING)	L.M. 18.2
(4)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON 9351
(5)	705-04.21	GUARDRAIL DELINEATION ENHANCEMENT	L.F. 5835
	712-01	TRAFFIC CONTROL	LS 1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 16
(6)	712-06	SIGNS (CONSTRUCTION)	S.F. 1034
(7)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH 2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH 620
(8)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH 620
(9)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y. 110
(9)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 458
(9)	716-03.04	PLASTIC WORD PAVEMENT MARKING (SCHOOL)	EACH 2
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M. 36.4
(10)	716-12.02	ENHANCED FLATLINE THERMO PAVT MRKNG (6IN LINE)	L.M. 36.4
	717-01	MOBILIZATION	LS 1

THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.

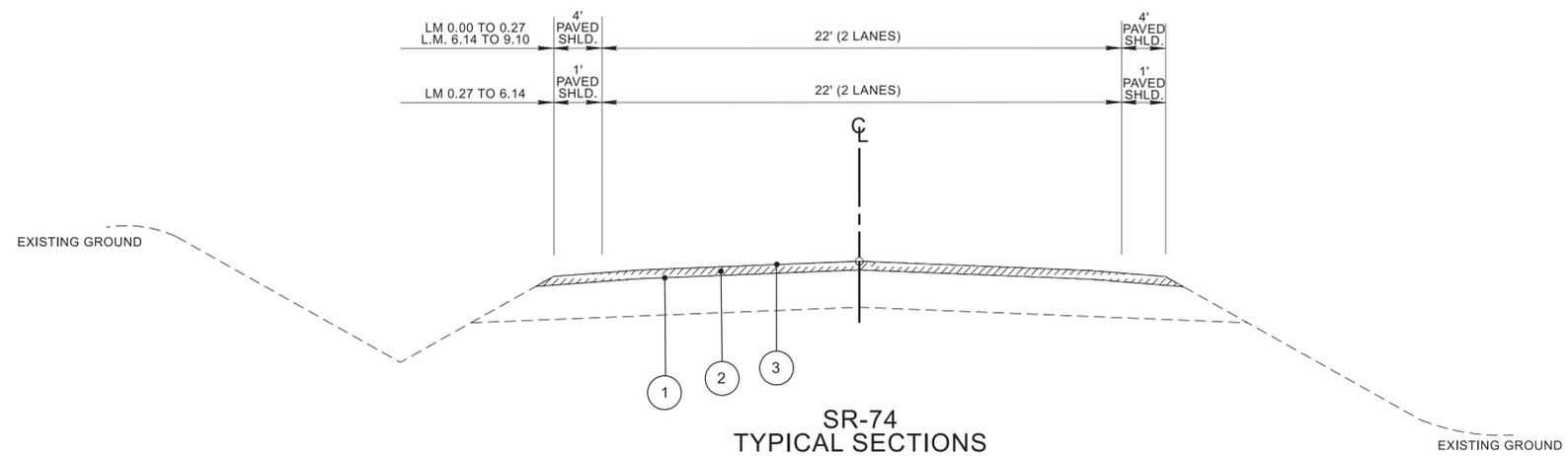
FOOTNOTES	
(1)	ITEM TO INCLUDE 51 TONS FOR THE MAINLINE, 10 TONS FOR SHOULDERS, 1.08 TONS FOR SIDE ROADS, AND 0.2 TONS FOR DRIVEWAYS AND ENTRANCES.
(2)	ITEM TO INCLUDE 7782 TONS FOR THE MAINLINE, 1460 TONS FOR SHOULDERS, 165 TONS FOR SIDE ROADS, AND 33 TONS FOR DRIVEWAYS AND ENTRANCES.
(3)	USE CRAFCO PAVEMENT JOINT ADHESIVE #34524 OR PAVON JOINT ADHESIVE BY PAVON CORPORATION.
(4)	ITEM TO INCLUDE 7708 TONS FOR THE MAINLINE, 1447 TONS FOR SHOULDERS, 163 TONS FOR SIDE ROADS, AND 33 TONS FOR DRIVEWAYS AND ENTRANCES.
(5)	DELINEATORS SHALL BE: WHITE "HINGED-TYPE" DELINEATORS FROM TDOT'S CURRENT QPL., MOUNTED TO ALL GUARDRAIL POSTS EXCEPT END TERMINAL SECTIONS, AND ATTACHED TO GUARDRAIL POST AS PER MANUFACTURER'S SPECIFICATION AND ATTACHMENT METHOD.
(6)	SEE SHEET 2F FOR TABULATED QUANTITIES.
(7)	TO BE USED AS DIRECTED BY TDOT PROJECT ENGINEER.
(8)	REMOVED SNOWPLOWABLE PAVEMENT MARKERS TO BECOME PROPERTY OF THE CONTRACTOR INCLUDES ALL COSTS ASSOCIATED WITH REMOVAL AND PROPER DISPOSAL.
(9)	CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(10)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.



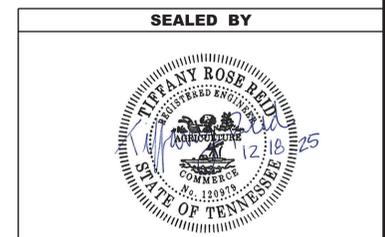
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2B



PROPOSED PAVEMENT SCHEDULE	
① TRACKLESS TACK COAT (TC) <small>ITEM 403-02.01 TRACKLESS TACK COAT (TC), TON</small>	② ASPHALTIC CONCRETE SURFACE (HM) 1.25" THICK (APPROX. 132.5 LB/SY) <small>ITEM NO. 411-01.10 ACS MX (PG64-22) GRADING D</small>
③ COLD PLANING 1.25" THICK (APPROX. 131.25 LB/SY) <small>ITEM 415-01.01 COLD PLANING BITUMINOUS MATERIAL, TON</small>	



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

GENERAL NOTES

GRADING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVING

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

RESURFACING

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

SIGNING

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

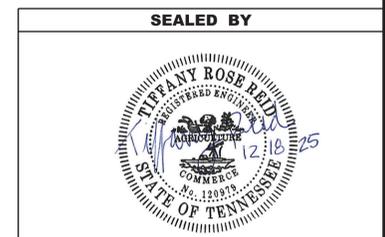
CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2C

11/26/2025 9:48:20 AM G:\25-0267\PLAN SHEETS\2026.03 LETTINGS\122567.00 SR-74\06S074-SHT-GENERAL NOTES.DGN



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**GENERAL
NOTES**

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2D

TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE TDOT PROJECT ENGINEER, ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (2) EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT ENGINEER. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- (3) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- (4) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.
- (5) THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION.
- (7) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.
- (8) MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- (9) PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- (10) INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATED TO REFLECT CURRENT CONSTRUCTION CONDITIONS ACTIVITIES AT ALL TIMES.

LANE CLOSURES

- (1) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED A TWO (2) MILE PAVING OPERATION OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (3) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (4) OVERNIGHT LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (7) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:
 - A. OFFICIAL STATE HOLIDAYS.
 - C. FRIDAY AT 6:00 PM UNTIL TUESDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
 - D. THURSDAY AT 6:00 PM UNTIL MONDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
 - J. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT ENGINEER.

PAVING

- (1) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION. INTELLIGENT COMPACTION SHALL BE USED.
- (9) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

JOINT SEALANTS

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

COLD PLANING

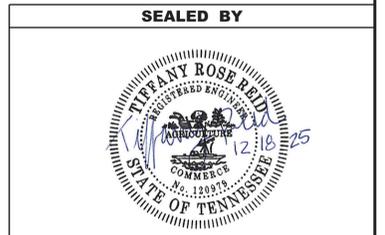
- (1) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 96 HOURS.
- (2) PROVIDED THAT THE CONTRACTOR USES A COLD PLANING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM.) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES), THE CONTRACTOR MAY GET PERMISSION FROM THE REGION 2 PROJECT ENGINEER TO MILL ALL SURFACES AS NEEDED BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (3) IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
- (4) ADDITIONAL MILLING DEPTH MAY BE REQUIRED AS DIRECTED BY THE TDOT PROJECT ENGINEER TO REDUCE SURFACE RAVELING. THE COST OF

PAVEMENT MARKING

- (1) THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL PAVEMENT MARKING. ANY CHANGE FROM THE EXISTING PAVEMENT MARKINGS MUST BE APPROVED BY THE REGION 2 TRAFFIC ENGINEER.
- (7) THE PROPOSED RUMBLE STRIPE SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWINGS T-M-16 AND T-M-16A WITHOUT REDUCING EXISTING LANE WIDTHS.
- (11) THE CONTRACTOR WILL BE REQUIRED TO INSTALL THE, SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS, AS SOON AS POSSIBLE AFTER THE COMPLETION OF THE SHOULDER TREATMENT.

MISCELLANEOUS

- (2) THE PROPOSED RUMBLE STRIPE SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWINGS T-M-16 AND T-M-16A WITHOUT REDUCING EXISTING LANE WIDTHS.



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6) MILL AND 411D, INTELLIGENT COMPACTION, AND PAVEMENT MARKINGS.

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

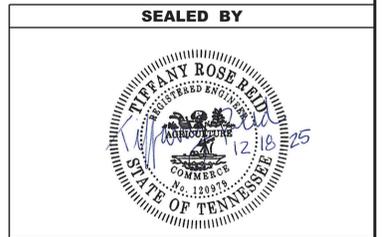
ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES (CONT.)

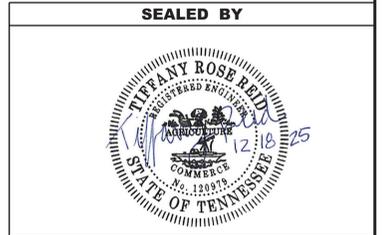
EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

SPILL PREVENTION, MANAGEMENT & NOTIFICATION (CONT.)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2E1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	2F

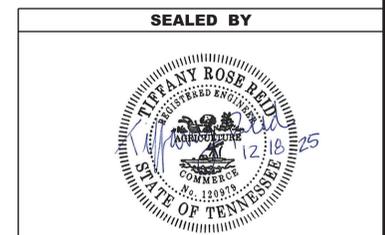
TRAFFIC CONTROL SIGN TABULATION							
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.
		L	X	W			
W8-11	UNEVEN LANES	48"	x	48"	16	10	160
W20-1	ROAD WORK AHEAD	48"	x	48"	16	24	384
W20-1	ROAD WORK 1 MILE	48"	x	48"	16	2	32
W20-1	ROAD WORK 1/2 MILE	48"	x	48"	16	2	32
W20-1	ROAD WORK 1000'	48"	x	48"	16	2	32
W20-1	ROAD WORK 1500'	48"	x	48"	16	2	32
W20-7	FLAGGER (SYMBOL)	48"	x	48"	16	2	32
W3-4	BE PREPARED TO STOP	48"	x	48"	16	2	32
W21-2	FRESH OIL	48"	x	48"	16	2	32
W8-15	GROOVED PAVEMENT	48"	x	48"	16	2	32
W8-15aP	MOTORCYCLE (PLAQUE)	30"	x	24"	5	2	10
G20-1	ROAD WORK NEXT 10 MILES	48"	x	24"	8	2	16
G20-2	END ROAD WORK	48"	x	24"	8	26	208
TOTAL					1034	S.F.	

THIS CONSTRUCTION SIGNING IS TO BE CONSTRUCTED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

PROPOSED CURB RAMP (RESURFACING)
THERE ARE NO CURB RAMP ADJUSTMENTS WITHIN PROJECT LIMITS
STORM DRAIN ADJUSTMENTS (RESURFACING)
THERE ARE NO STORM DRAIN ADJUSTMENTS WITHIN PROJECT LIMITS
GUARDRAIL ADJUSTMENTS (RESURFACING)
THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN PROJECT LIMITS

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
06SR0740001	0.01	OVERFLOW	180'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY
06SR0740003	0.14	CONASAUGA RIVER	440'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY
06SR0740005	0.98	MILL CREEK	142' 6"	COLD PLANE 1.25" OF EXISTING ASPHALT. REPLACE 1.25" OF NEW ASPHALT
06SR0740007	7.8	HICKS BRANCH	23.3'	PAVE WITH PLAN'S MIX/TREATMENT TYPE

UTILITY ADJUSTMENTS (BY OTHERS)		
TYPE	NUMBER	OWNERS
WATER VALVES	2	CLEVELAND UTILITIES / OCOEE UTILITY DISTRICT



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	06S074-S8-005	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

CATV/FIBER:
CHARTER COMMUNICATIONS
 851 S. WILLOW AVENUE, SUITE 206
 COOKEVILLE, TN, 38501
 CONTACT: MORGAN WILCHER
 OFFICE PHONE: N/A
 CELL PHONE: N/A
 Email: Morgan.wilcher@charter.com

ELECTRIC:
CLEVELAND UTILITIES
 PO BOX 2730

 CLEVELAND, TN 37320-2730
 CONTACT: JIMMY ISOM
 OFFICE PHONE: (423) 472-4521
 CELL PHONE: N/A
 Email: jisom@clevelandutilities.com

FIBER:
VOLUNTEER ENERGY COOPERATIVE
 PO BOX 277
 DECATUR, TN 37322
 CONTACT: MATTHEW TEAGUE
 OFFICE PHONE: (423) 334-7040
 CELL PHONE: N/A
 Email: mteague@vec.org

GAS:
CHATTANOOGA GAS COMPANY (SOUTHERN CO-ATLANTA GAS)
 PO BOX 4569
 ATLANTA, GA 30302-4569
 CONTACT: BRANDON STEPHENS
 OFFICE PHONE: (404) 584-3915
 CELL PHONE: N/A
 Email: bstephen@southernco.com

GAS:
CLEVELAND UTILITIES
 PO BOX 2730
 CLEVELAND, TN 37320-2730
 CONTACT: MATT BOLT
 OFFICE PHONE: (423) 472-4521
 CELL PHONE: N/A
 Email: mbolt@clevelandutilities.com

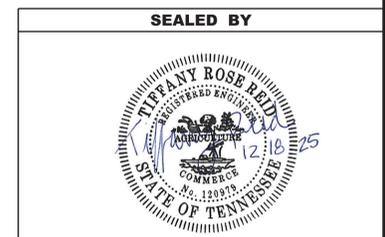
SEWER:
CLEVELAND UTILITIES
 PO BOX 2730
 CLEVELAND, TN 37320-2730
 CONTACT: BRIAN SELLS
 OFFICE PHONE: (423) 472-4521
 CELL PHONE: N/A
 Email: bsells@clevelandutilities.com

TELEPHONE:
BELLSOUTH DBA AT&T
 300 E MARTIN LUTHER KING BOULEVARD, 5TH FLOOR
 CHATTANOOGA, TN 37403
 CONTACT: JOE PERREL
 OFFICE PHONE: (423) 266-1566
 CELL PHONE: N/A
 Email: Jp1389@att.com

WATER:
CLEVELAND UTILITIES
 PO BOX 2730
 CLEVELAND, TN 37320-2730
 CONTACT: GREG CLARK
 OFFICE PHONE: (423) 472-4521
 CELL PHONE: N/A
 Email: gclark@clevelandutilities.com

WATER:
OCOEE UTILITY DISTRICT

 PO BOX 305
 OCOEE, TN 37361
 CONTACT: TIM LAWSON
 OFFICE PHONE: (423) 559-8505
 CELL PHONE: N/A
 Email: timoud@bellsouth.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	06S074-S8-005	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:

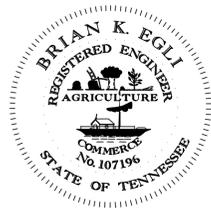
1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
 - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN 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.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI

2025.11.25 10:28:40 -06'00'

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

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

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

SHEET NAME

SHEET NO.

SIGNATURE SHEET	STRUCTURE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION AND ESTIMATED QUANTITIES	B-2
TYPE 1 THIN EPOXY OVERLAY NOTES	B-3
PLAN VIEW @ PHASE CONSTRUCTION (06SR0740001)	B-4
PLAN VIEW @ PHASE CONSTRUCTION (06SR0740003)	B-5

YEAR	PROJECT NO.	SHEET NO.
2026	06S074-M3-005	STRUCTURE-SIGN 1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

PROJECT NO.	YEAR	SHEET NO.	
06S074-M3-005	2026	B-1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
- -			
- -			
- -			
- -			

INDEX OF DRAWINGS

DWG. NO.

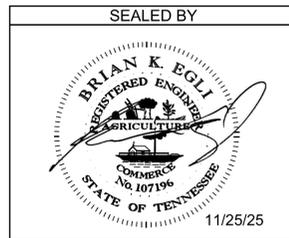
LAST
REV. DATE

SIGNATURE SHEET	-----	STRUCTURE-SIGN 1
INDEX OF DRAWINGS	-----	B-1
BRIDGE TABULATION AND ESTIMATED QUANTITIES	-----	B-2
TYPE I THIN EPOXY OVERLAY NOTES	-----	B-3
PLAN VIEW & PHASE CONSTRUCTION (06SR0740001)	-----	B-4
PLAN VIEW & PHASE CONSTRUCTION (06SR0740003)	-----	B-5

INDEX OF REFERENCE DRAWINGS

DWG. NO.

LAYOUT OF BRIDGE	-----	U-45-1
SUPERSTRUCTURE	-----	U-45-5
LAYOUT OF BRIDGE	-----	U-45-19
SUPERSTRUCTURE	-----	U-45-24
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	-----	STD-5-1

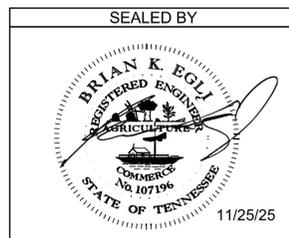


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
6-SR74-0.01 OVER
OVERFLOW
6-SR74-0.14 OVER
CONASAUGA RIVER
06SR0740001,
06SR0740003
BRADLEY COUNTY
2026

PIN NO.: 122567.00
DESIGN BY: TRENT JOHNSTON DATE: 10/25
DRAWN BY: K. MARTINKO DATE: 10/25
SUPERVISED BY: DATE: 10/25
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
06S074-M3-005	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 I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
6-SR74-0.01 OVER OVERFLOW (06SR0740001)	U-45-1 U-45-5 STD-5-1	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	987
6-SR74-0.14 OVER CONASAUGA RIVER (06SR0740003)	U-45-19 U-45-24 STD-5-1	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1672
TOTAL			2659



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION AND
ESTIMATED QUANTITIES
6-SR74-0.01 OVER
OVERFLOW
6-SR74-0.14 OVER
CONASAUGA RIVER
06SR0740001,
06SR0740003
BRADLEY COUNTY
2026

PIN NO.: 122567.00
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CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
06S074-M3-005	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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TYPE 1 THIN EPOXY OVERLAY NOTES :

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), SY.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN 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. SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

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.

**** 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



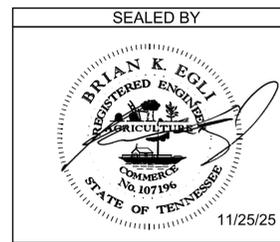
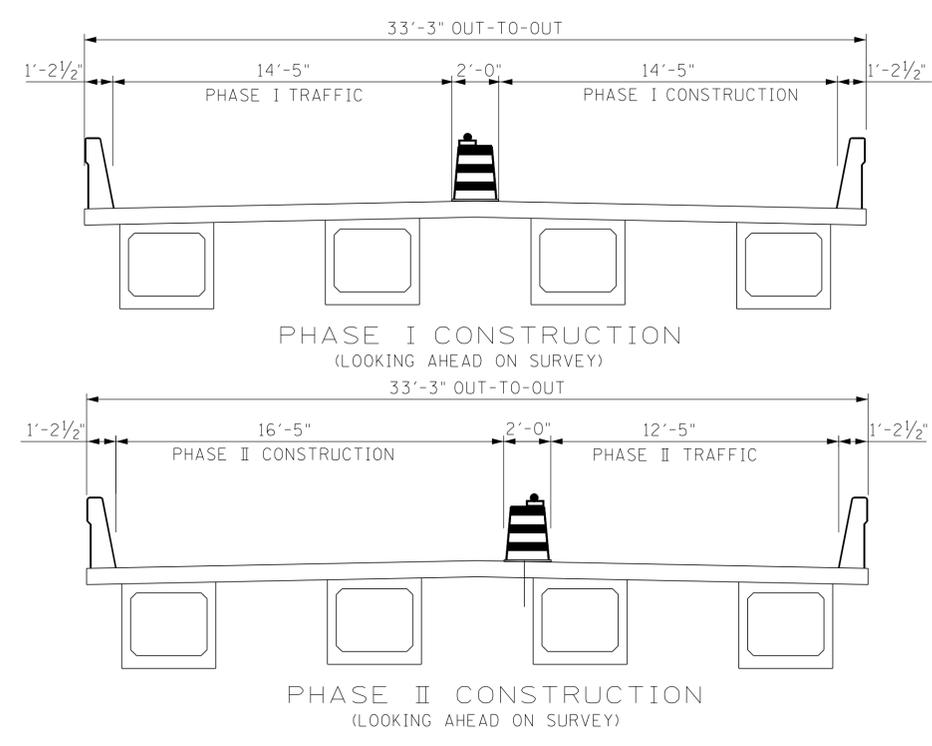
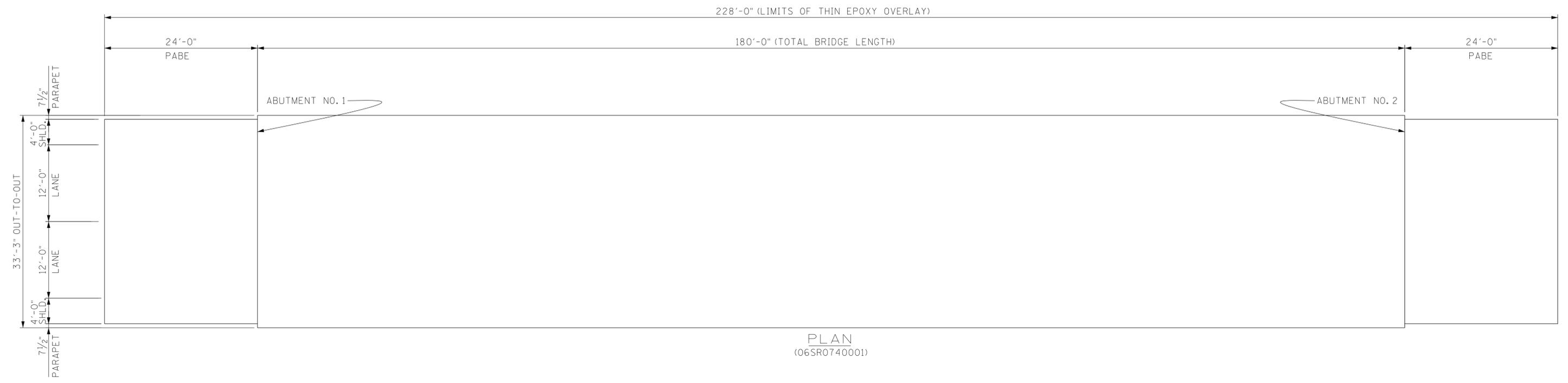
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE I THIN EPOXY
OVERLAY NOTES
6-SR74-0.01 OVER
OVERFLOW
6-SR74-0.14 OVER
CONASAUGA RIVER
06SR0740001,
06SR0740003
BRADLEY COUNTY
2026

B-3

PIN NO.: 122567.00
DESIGN BY: TRENT JOHNSTON DATE: 10/25
DRAWN BY: K. MARTINKO DATE: 10/25
SUPERVISED BY: DATE: 10/25
CHECKED BY: DATE:

11/25/2025 8:48:58 AM C:\USERS\JJ08109\IONEDRIVE - TENNESSEE\DESKTOP\COUNTIES DGN\BRADLEY\06SR0740001-06SR0740003.DGN

PROJECT NO.	YEAR	SHEET NO.	
06SR074-M3-005	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW &
PHASE CONSTRUCTION
6-SR74-0.01 OVER
OVERFLOW
06SR0740001
BRADLEY COUNTY
2026

PIN NO.: 122567.00

DESIGN BY: TRENT JOHNSTON DATE: 10/25

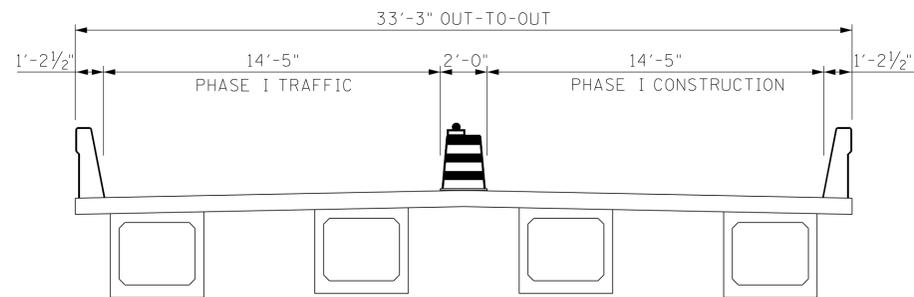
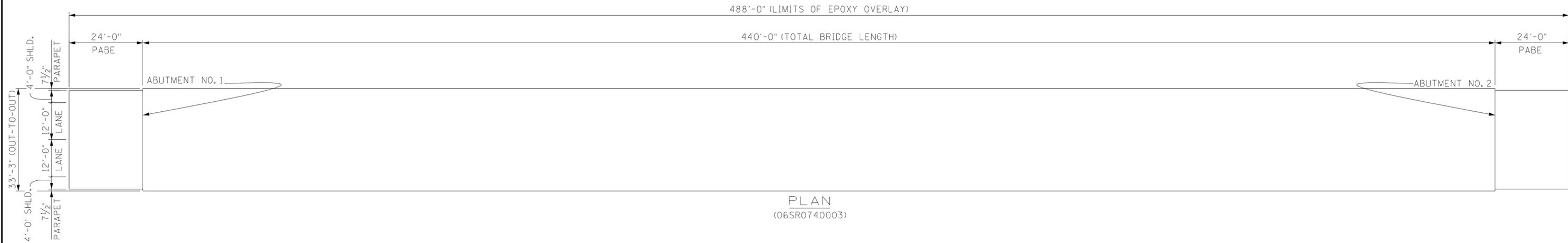
DRAWN BY: K. MARTINKO DATE: 10/25

SUPERVISED BY: DATE: 10/25

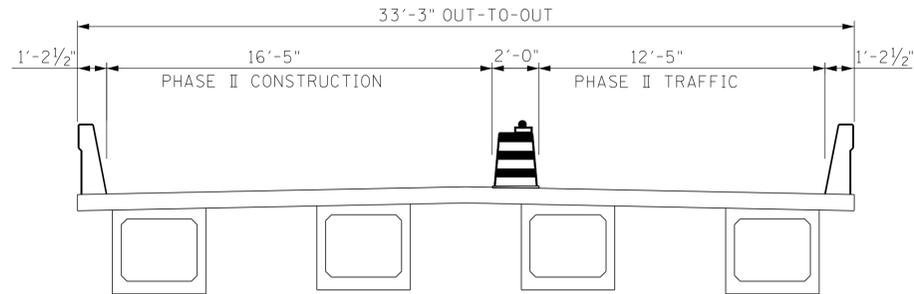
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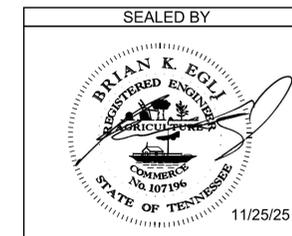
PROJECT NO.	YEAR	SHEET NO.	
06SR074-M3-005	2026	B-5	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



PHASE I CONSTRUCTION
(LOOKING AHEAD ON SURVEY)



PHASE II CONSTRUCTION
(LOOKING AHEAD ON SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW &
PHASE CONSTRUCTION
6-SR74-0.14 OVER
CONASAUGA RIVER
06SR0740003
BRADLEY COUNTY
2026

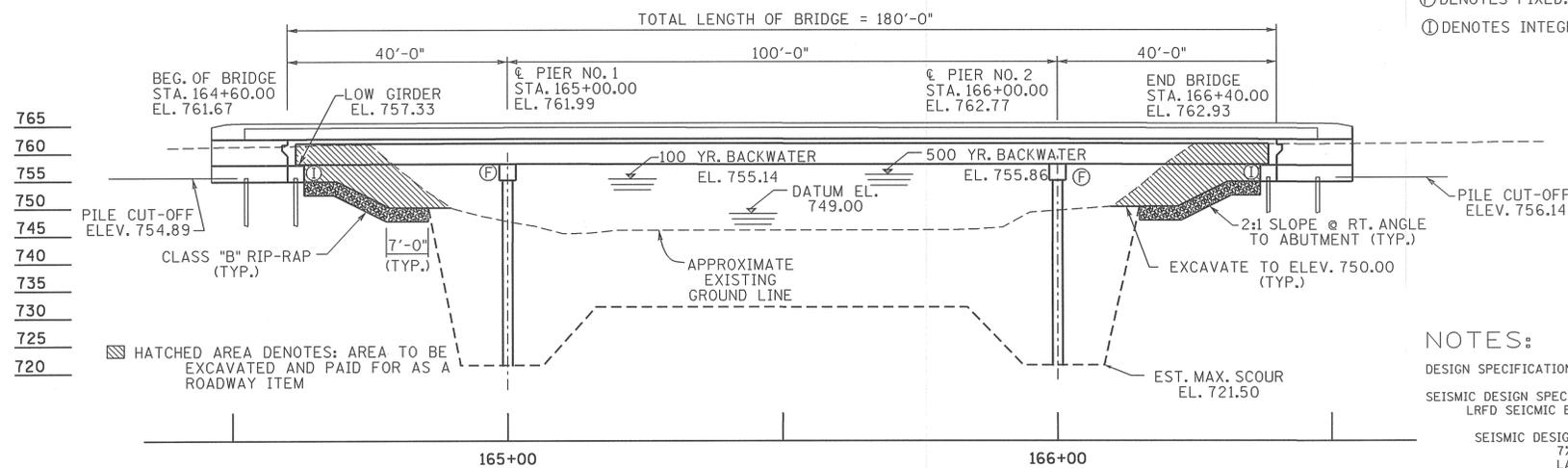
PIN NO.: 122567.00

DESIGN BY: TRENT JOHNSTON DATE: 10/25

DRAWN BY: K. MARTINKO DATE: 10/25

SUPERVISED BY: DATE: 10/25

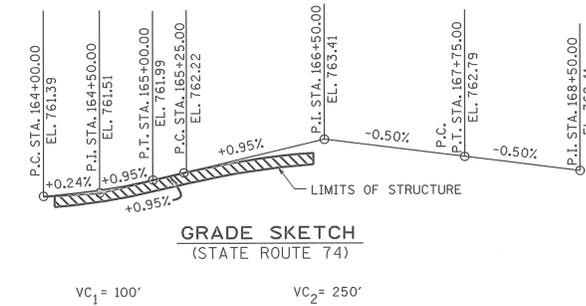
CHECKED BY: DATE:



765
760
755
750
745
740
735
730
725
720

-ELEVATION-
(SCALE: 1" = 15'-0")

Ⓢ DENOTES FIXED.
Ⓜ DENOTES INTEGRAL.



GRADE SKETCH
(STATE ROUTE 74)

CONST. NO. 06010-3219-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-74(5)	2010	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:
DESIGN SPECIFICATIONS: AASHTO LRFD FOURTH EDITION, 2007 WITH 2008 ITERIMS.
SEISMIC DESIGN SPECIFICATIONS: AASHTO 1ST EDITION GUIDE SPECIFICATION FOR LRFD SEISMIC BRIDGE DESIGN.

SEISMIC DESIGN DATA:
7% PROBABILITY OF EXCEEDENCE IN 75 YEAR EVENT
LATITUDE: 34°59'18" N
LONGITUDE: 84°46'34" W
SITE CLASS "C"

ACCELERATIONS:
A_g = 0.180
S_{ps} = 0.324
S_{DI} = 0.118

SEISMIC ZONE: 1

LIST OF DRAWINGS

DWG. NO.	LAST REV. DATE
U-45-1	---
U-45-2	---
U-45-3	---
U-45-4	---
U-45-5	---
U-45-6	---
U-45-7	---
U-45-8	---
U-45-9	---
U-45-9A	---
U-45-10	---
U-45-11	---
U-45-12	---
U-45-13	---
U-45-14	---
U-45-15	---
U-45-16	---
U-45-17	---
U-45-18	---

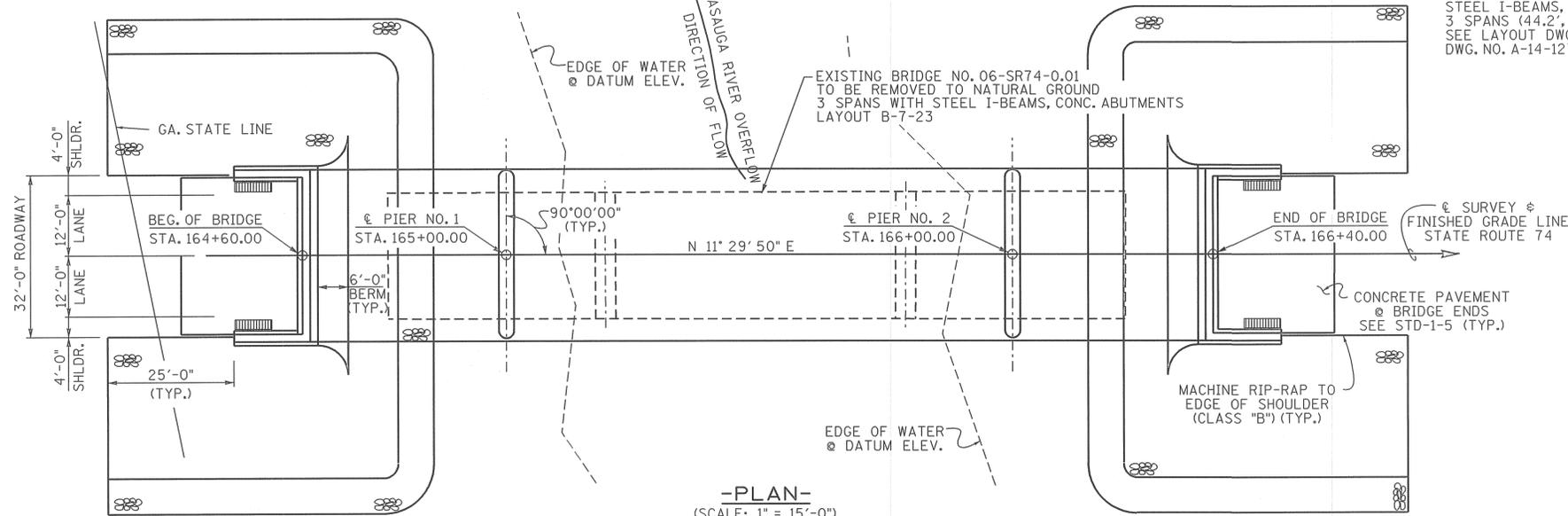
EXISTING BRIDGE DESCRIPTION: CONCRETE SLAB ON STEEL I-BEAMS, WITH CONCRETE SUBSTRUCTURES, 3 SPANS (44.2', 60', 44.2') = 148.4', 25' OUT-TO-OUT. SEE LAYOUT DWG. NO. B-7-23 & TYPICAL SECTION DWG. NO. A-14-127.

LIST OF STANDARD DRAWINGS

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

LIST OF SPECIAL PROVISIONS

PROV. NO.	LAST REV. DATE
625	03-01-06



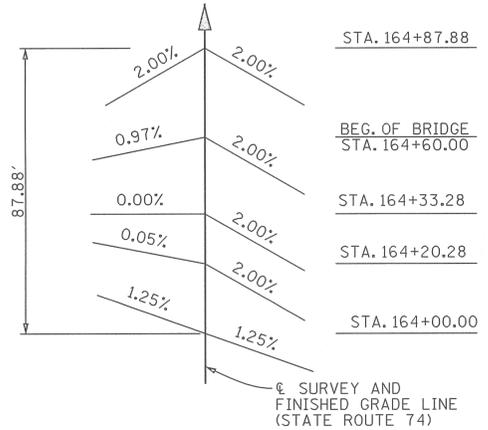
-PLAN-
(SCALE: 1" = 15'-0")

▨ END OF BRIDGE DRAINS ARE REQUIRED. SEE STANDARD DRAWINGS STD-1-6, STD-1-7 & STD-1-8 (2'-0" x 8'-0").

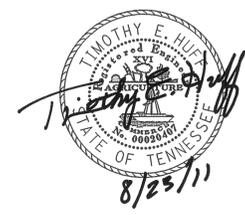
EXISTING BRIDGE PLANS

LAYOUT	DWG. NO.
LAYOUT	B-7-23
HANDRAIL	A-14-127
SUPERSTRUCTURE	A-14-127
SUPERSTRUCTURE	B-7-24
ABUTMENTS	B-7-24
ABUTMENTS	B-8-104
PIERS	D-7-45

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.



TRANSITION SKETCH



ADT 2029 = 2,450
32'-0" ROADWAY WITH STD-1-1SS PARAPET
DESIGN SPEED = 60 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 1
LAYOUT OF BRIDGE
STATE ROUTE 74 OVER
CONASAUGA RIVER OVERFLOW
BRIDGE I.D. NO. 06SRO740001
STATION 165+50.00
LOG MILE 0.01
BRADLEY-POLK COUNTIES
2011

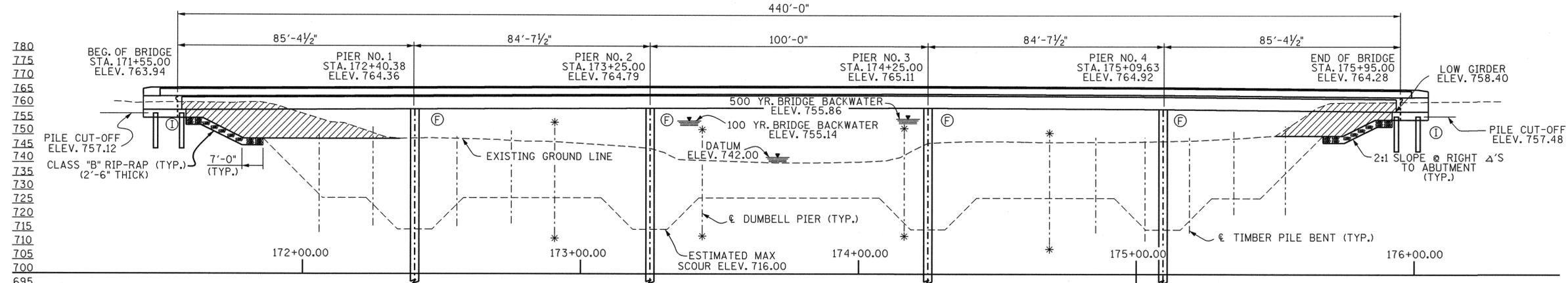
CORRECT *Daime J. Jeps*
ENGINEER OF STRUCTURES

HYDRAULIC DATA
DRAINAGE AREA = 114.89 SQ. MI.
DESIGN DISCHARGE (100 YR.) = 5,984 CFS
TOTAL DISCHARGE (100 YR.) = 21,818 CFS
WATER AREA PROVIDED BELOW EL. 754.81 = 994.41 SQ. FT.
100 YR. VELOCITY = 5.98 FT/S
100 YR. BACKWATER = 2.08 FT @ EL. 755.30
ROADWAY OVERTOPPING EL. 760.60
500 YR. DISCHARGE = 7,057 CFS @ EL. 755.49

DESIGNED BY J. FALCE DATE 03-11
DRAWN BY KEVIN MARTINKO (F.B.) DATE 03-11
SUPERVISED BY FIELDS & HUFF DATE 03-11
CHECKED BY J. FALCE DATE 07-11

CLASS "B" RIP-RAP = 1,643 TONS

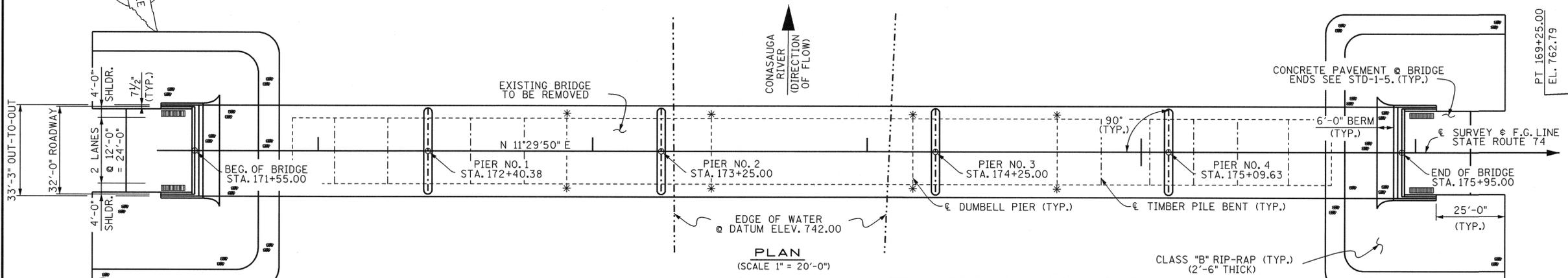
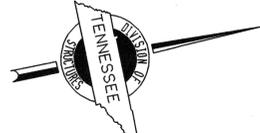
PROJECT NO.	YEAR	SHEET NO.	
BR-STP-74(5)	2011		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



① DENOTES: INTEGRAL
 ② DENOTES: FIXED
 ▨ DENOTES: AREA TO BE EXCAVATED AND PAID FOR AS ROADWAY ITEM 203-01.

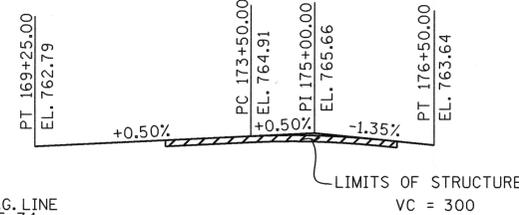
ELEVATION
 (SCALE 1" = 20'-0")
 (⊕ RIGHT Δ TO ⊕ SURVEY)

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.



PLAN
 (SCALE 1" = 20'-0")

▨ DENOTES: 2' X 8'-7" END OF BRIDGE DRAIN.
 (SEE STD. DWG. NO. STD-1-6, 7, & 8.)



GRADE SKETCH
 (STATE ROUTE 74)

HYDRAULIC DATA

DRAINAGE AREA	114.90 SQ. MI.
DESIGN DISCHARGE (100YR)	15,871 CFS
TOTAL DISCHARGE (100YR)	21,818 CFS
WATER AREA PROVIDED	
BELOW ELEV. 754.16	2091.75 FT ²
100 YR BACKWATER	2.08 FT @ ELEV. 755.14
100 YR VELOCITY	7.59 FPS
OVERTOPPING ELEVATION	760.60 FT
500 YR DISCHARGE	18,278 CFS @ ELEV. 755.49

2029 ADT = 2450
 32'-0" ROADWAY WITH STD-1-1SS PARAPET
 DESIGN SPEED = 60 mph

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 2
 LAYOUT OF BRIDGE
 STATE ROUTE 74 OVER
 CONASAUGA RIVER
 BRIDGE I.D. NO. 06SR0740003
 STATION 173+75.00
 LOG MILE 0.14
 BRADLEY-POLK COUNTIES
 2011



EXISTING BRIDGE PLANS

	DWG. NO.
LAYOUT	B-7-25
HANDRAIL	B-2-16
HANDRAIL	B-7-26
I-BEAM SPAN	B-2-83
R GIRDER	A-14-116
ABUTMENTS AND BENTS	B-7-26

LIST OF DRAWINGS

DWG. NO.	LAST REV. DATE
U-45-19	
U-45-20	
U-45-21	
U-45-22	
U-45-23	
U-45-24	
U-45-25	
U-45-26	
U-45-27	
U-45-27A	
U-45-27B	
U-45-28	
U-45-29	
U-45-30	
U-45-31	
U-45-32	
U-45-33	
U-45-34	
U-45-35	
U-45-36	
U-45-37	
U-45-38	

LIST OF STANDARD DRAWINGS

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

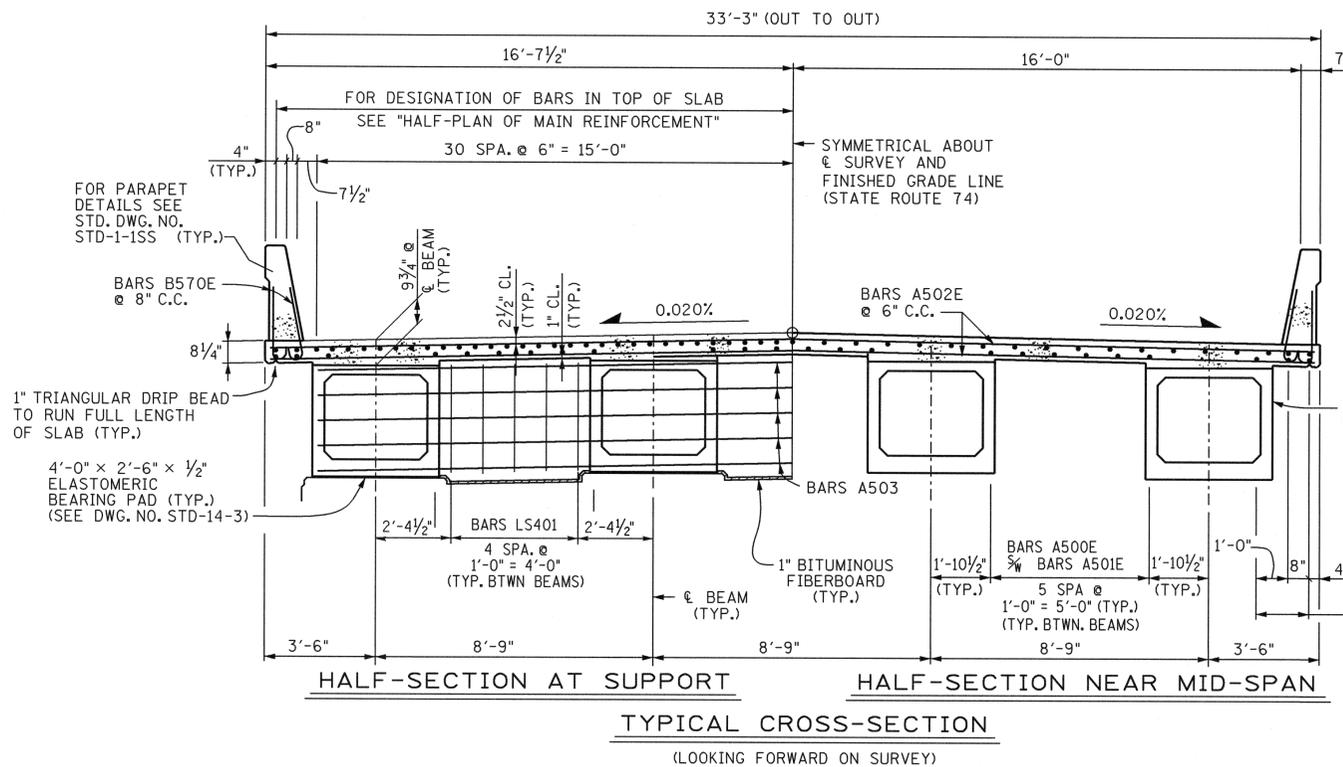
LIST OF SPECIAL PROVISIONS

PROV. NO.	LAST REV. DATE
625	03-01-06

DESIGNED BY	J. FALGE	DATE	03-11
DRAWN BY	KEVIN MARTINKO (CLS)	DATE	03-11
SUPERVISED BY	FIELDS/HUFF	DATE	03-11
CHECKED BY	J. FALGE	DATE	08-11

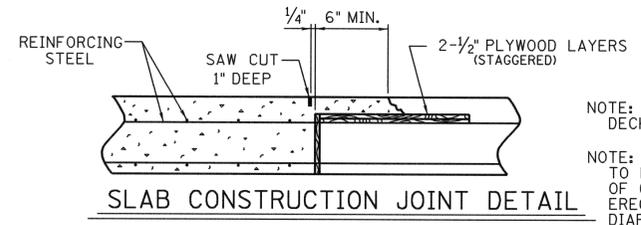
CORRECT *Daime J. Sejo*
 ENGINEER OF STRUCTURES

CONST. NO. 06010-3219-94			
PROJECT NO.	YEAR	SHEET NO.	
BR-STP-74(5)	2011		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



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

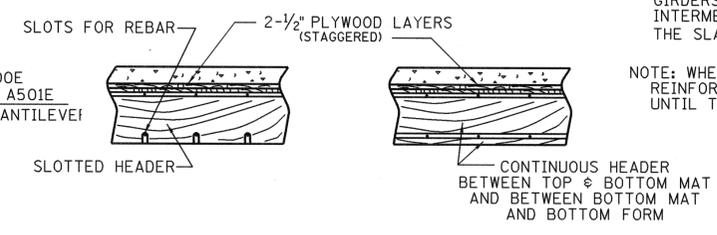
1. NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.
3. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW.



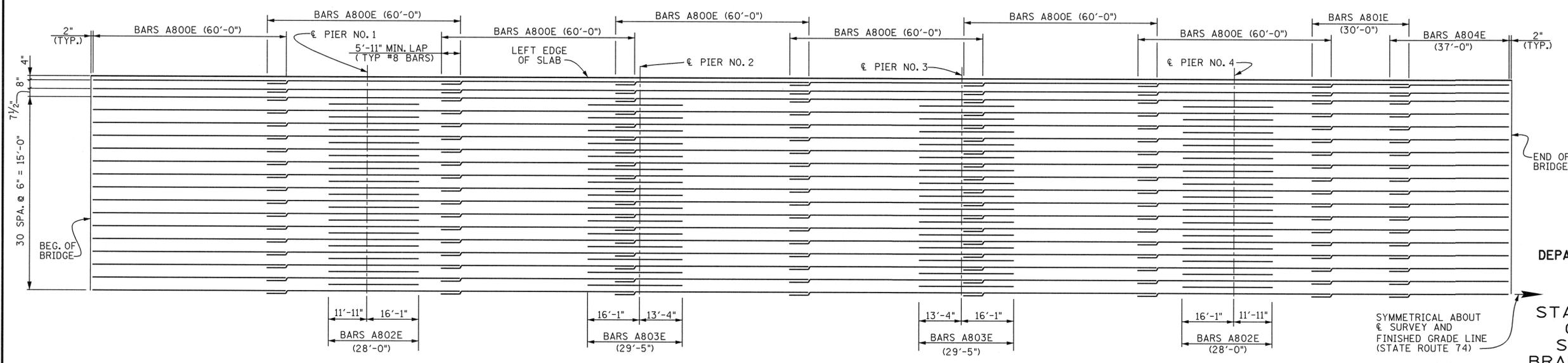
NOTE: NO PORTION OF THE BRIDGE RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

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



P:\BRIDGE\BRIDGE\DATA\KX\K\WORK\K\JMS\WORK\JERRY\jerry_simpson\1011-TY00057824-SR 74 OVER CONSAUGA RIVER-BRADLEY CO.SP1011F.DGN



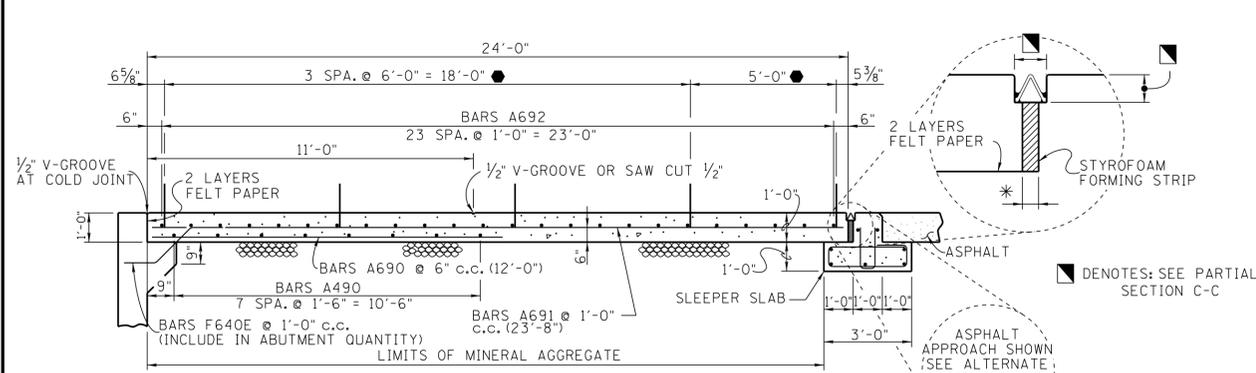
ESTIMATED QUANTITIES		
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.	REINFORCING STEEL LB.
428	134039	1819

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 2
SUPERSTRUCTURE
STATE ROUTE 74 OVER
CONSAUGA RIVER
STATION 173+75.00
BRADLEY-POLK COUNTIES
2011

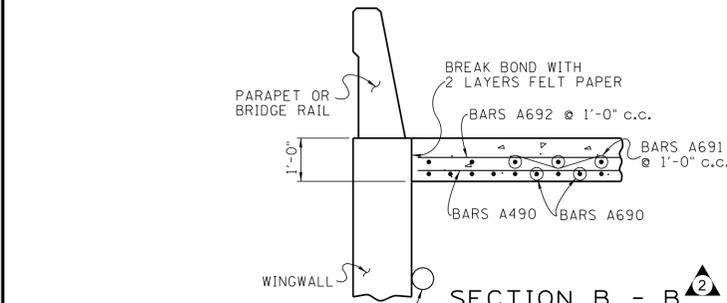
SYMMETRICAL ABOUT & SURVEY AND FINISHED GRADE LINE (STATE ROUTE 74)

DESIGNED BY	JASON FALCE	DATE	03-11
DRAWN BY	JERRY W. SIMPSON	DATE	03-11
SUPERVISED BY	FIELDS & HUFF	DATE	03-11
CHECKED BY	JASON FALCE	DATE	08-11

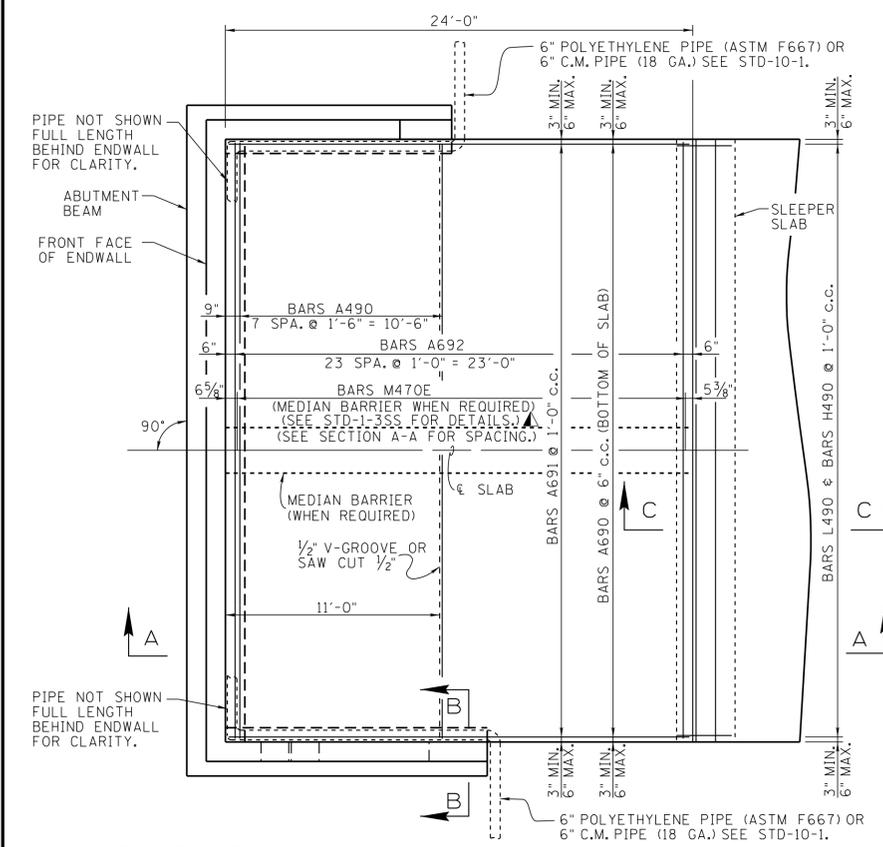
CORRECT *Daime J. Sege*
ENGINEER OF STRUCTURES



● DENOTES: BARS M470E (MEDIAN BARRIER WHEN REQUIRED)
 NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD TO PROVIDE 2" CLEARANCE.

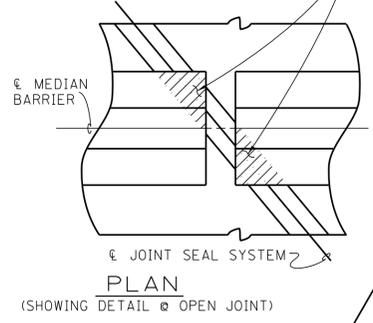


NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.
 6" PERFORATED WING DRAIN PIPE (FOR ABUTMENT DRAIN SYSTEM SEE STD-10-1.)

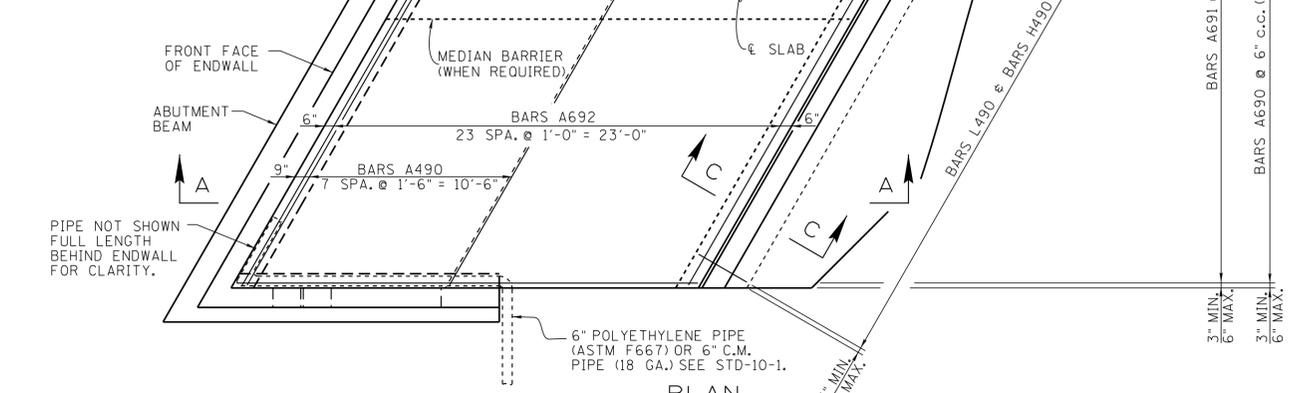


PLAN (90° SKEW)

BREAK BOND BETWEEN MEDIAN BARRIER AND JOINT OR SLAB ON ANY PORTION OF MEDIAN BARRIER PAST EDGE OF JOINT SEAL SYSTEM WITH 1 INCH STYROFOAM. ANY REINFORCING IN BOND BREAK AREA PROJECTING OUT OF SLAB SHALL BE CUT FLUSH WITH SLAB.

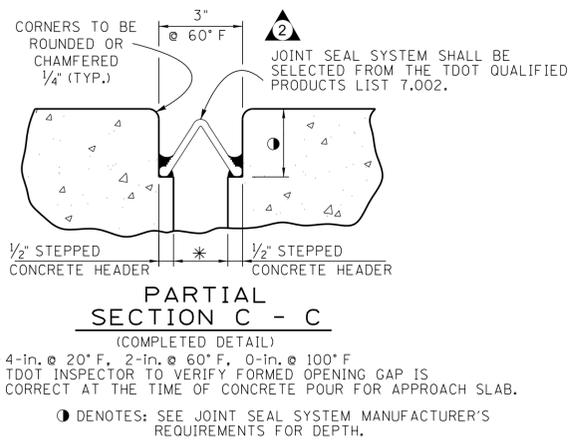


PLAN (SHOWING DETAIL @ OPEN JOINT)



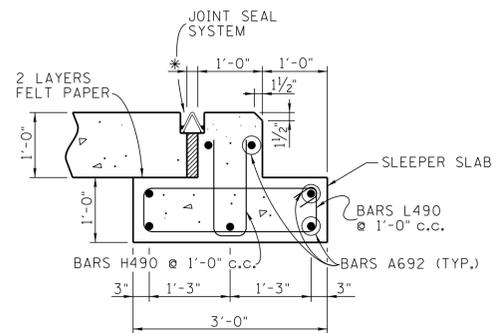
PLAN (VARIABLE SKEW)

▲ DENOTES: FOR STD-1-3 MEDIAN BARRIER, USE BARS B490E AT 1'-0" AND SEE STD-1-3 FOR DETAILS.

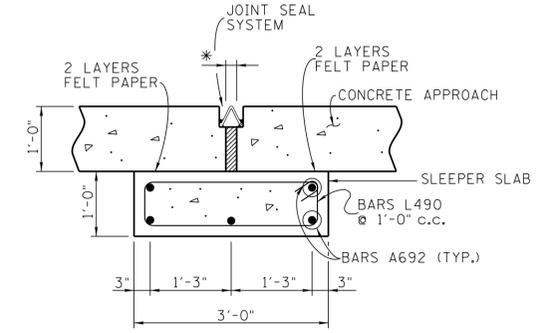


PARTIAL SECTION C - C (COMPLETED DETAIL)

* 4-in. @ 20" F, 2-in. @ 60" F, 0-in. @ 100" F TDOT INSPECTOR TO VERIFY FORMED OPENING GAP IS CORRECT AT THE TIME OF CONCRETE POUR FOR APPROACH SLAB.
 ○ DENOTES: SEE JOINT SEAL SYSTEM MANUFACTURER'S REQUIREMENTS FOR DEPTH.



ALTERNATE SECTION C - C (ASPHALT APPROACH)



ALTERNATE SECTION C - C (CONCRETE APPROACH)

★ OMIT BARS H490 & 2 BARS A692 WHEN USING THIS ALTERNATE SECTION C-C.

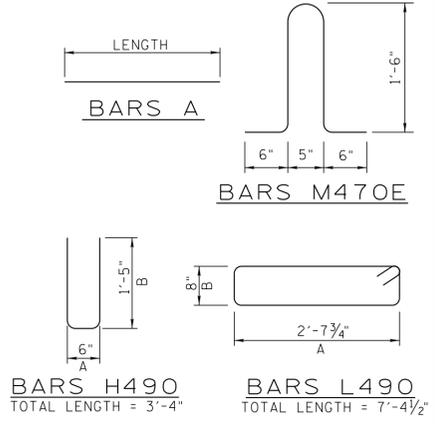
BILL OF STEEL

BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
M470E	STD-1-3SS MED. BARRIER	4	5					4'-2"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB	6	31					▲
H490	FOOTING	4	▲	6"	1'-5"			3'-4"
L490	FOOTING	4	▲	2'-7 3/4"	8"			7'-4 1/2"

▲ DENOTES: THESE NUMBERS VARY DEPENDING ON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	2021	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5/10/21	TAK	RE-ISSUED DRAWING
2	3/01/22	TAK	REVISED SECTIONS AND NOTES
3	6/05/23	ALP	GENERAL REVISIONS



GENERAL NOTES

- QUANTITIES FOR CLASS "A" CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), STYROFOAM, GRATE, AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN (WHEN REQUIRED) ARE TO BE INCLUDED IN THE UNIT PRICE BID FOR PAVEMENT AT BRIDGE ENDS.
- COST OF MINERAL AGGREGATE (TYPE "A" GRADING "D" OR TYPE "B" GRADING "C" OR "D") SHALL BE PAID IN ACCORDANCE WITH STD-10-1.
- TOP OF SLAB AND TOP OF SLEEPER SLAB TO CONFORM TO ROADWAY SLOPE AND GRADE.
- CONCRETE: TO BE THE SAME CLASS AS USED FOR THE BRIDGE DECK PER THE BRIDGE PLANS (CLASS "D", "DS" OR "L")
- REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTIONS 604 AND 907 OF THE STANDARD SPECIFICATIONS.
- CONSTRUCTIONS SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (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) TO MATCH THE IN-PLACE DECK SLAB IN BOTH THE TRANSVERSE AND LONGITUDINAL DIRECTIONS.
- JOINT SEAL SYSTEM: THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT QUALIFIED PRODUCTS LIST. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER, FOR ALL JOINTS ON ALL BRIDGES WITHIN THE PROJECT. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING, PRIOR TO ANY JOINT MATERIAL INSTALLATION.
- NOTE: COST OF EXPANSION JOINT SYSTEM, INCLUDING ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 604-03.04, PAVEMENT AT BRIDGE ENDS.
- NOTE: THE JOINT SEAL SYSTEM IS NOT REQUIRED WHEN THE BRIDGE HAS AN EXPANSION JOINT AT THE ADJACENT ABUTMENT.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 REINFORCED CONCRETE
 PAVEMENT AT BRIDGE ENDS
 (APPROACH SLAB)
 2021

CORRECT *Jed A. Kniazewicz*
 ENGINEER OF STRUCTURES