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FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JOHN M. REESE, P.E. 118371

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

| SHEET NAME | SHEET NO. |
|---|---------------|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS | 1A |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B |
| GENERAL NOTES..... | 2C |
| SPECIAL NOTES..... | 2D, 2D1 |
| ENVIRONMENTAL NOTES..... | 2E, 2E1 |
| TABULATED QUANTITIES | 2F |
| UTILITY NOTES AND UTILITY OWNERS..... | 3 |
| PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL..... | T1 |

| YEAR | PROJECT NO. | SHEET NO. |
|------|----------------|---------------|
| 2026 | STP/HSP-57(98) | ROADWAY-SIGN1 |
| | | |
| | | |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

HARDEMAN COUNTY

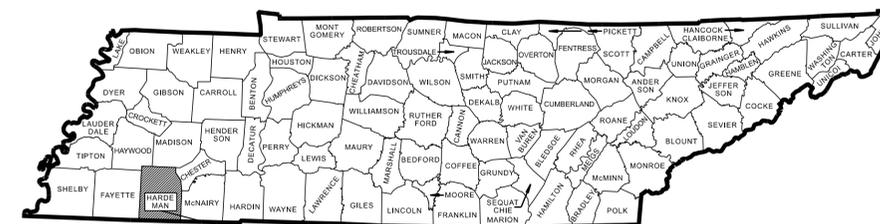
STATE ROUTE 57
FROM FAYETTE COUNTY LINE (L.M. 0.00)
TO SAULSBURY ROAD (L.M. 6.85)

RESURFACE, SAFETY, & BRIDGE REPAIR
MICRO-SURFACING, PAVEMENT MARKINGS AND GUARDRAIL

STATE HIGHWAY NO. 57 F.A.H.S. NO. N/A

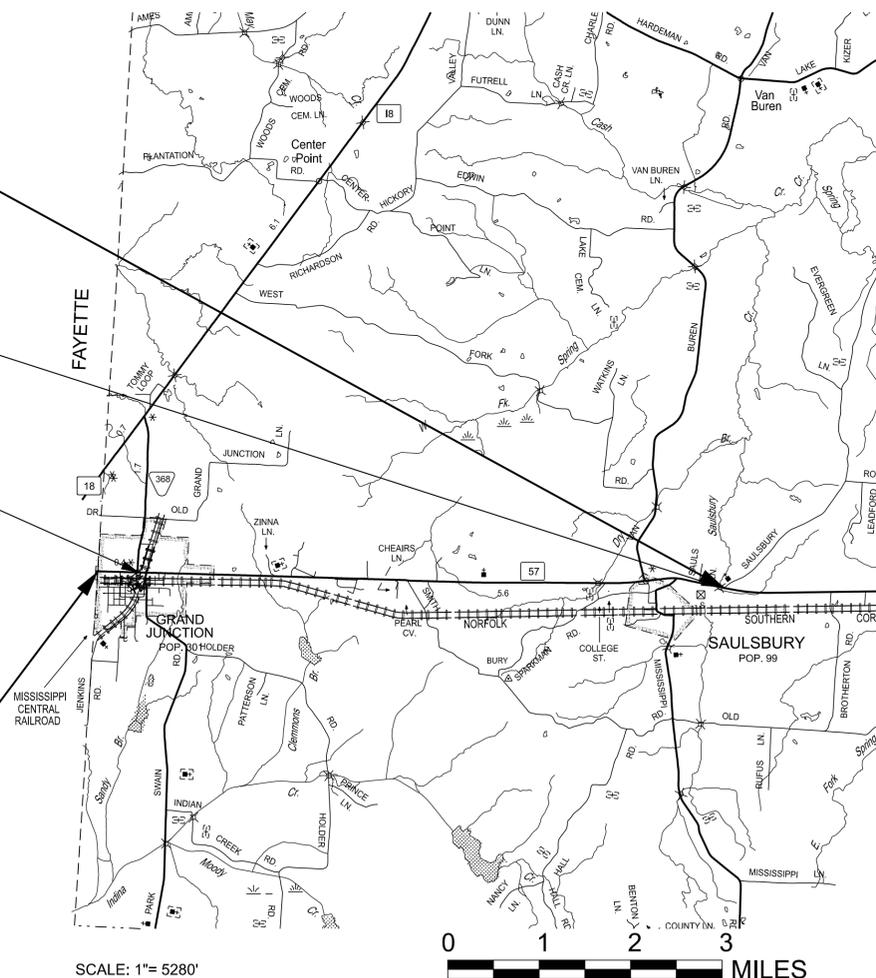
| | | |
|--|-----|------|
| DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86 | YES | NO X |
| WORK ZONE SIGNIFICANCE DETERMINATION | | |
| SIGNIFICANT | YES | NO X |

| | | |
|--------------------|-----------------|-----------|
| TENN. | YEAR | SHEET NO. |
| | 2026 | 1 |
| FED. AID PROJ. NO. | STP/HSIP-57(98) | |
| STATE PROJ. NO. | 35S057-F3-004 | |
| STATE PROJ. NO. | 35S057-F8-004 | |
| BRIDGE PROJ. NO. | 35S057-M3-004 | |



PROJECT LOCATION
BRIDGE ID. # 35SR0570001 , 35SR0570003

NO EXCLUSIONS



SCALE: 1"= 5280'

PROJECT LENGTH 6.85 MILES
TOTAL LANE MILES RESURFACED 13.70 MILES

| TRAFFIC COUNTER & WEATHER STATIONS | |
|------------------------------------|----------|
| STATION LOCATION | LOG MILE |
| TC STATION 42 | 1.070 |

| TRAFFIC DATA | |
|---------------------------------|--------|
| ADT (2026) | 1895 |
| POSTED SPEED L.M. 0.000 - 1.320 | 40 MPH |
| POSTED SPEED L.M. 1.320 - 5.755 | 55 MPH |
| POSTED SPEED L.M. 5.755 - 6.200 | 50 MPH |
| POSTED SPEED L.M. 6.200 - 6.850 | 55 MPH |

STP/HSIP-57(98)
35S057-F3-004
END PROJECT NO. 35S057-F8-004 RESURFACE, SAFETY, & BRIDGE REPAIR
L.M. 6.85 TO SAULSBURY ROAD

BRIDGE REPAIR PROJECT NO. 35S057-M3-004
BRIDGE ID. #35SR0570003
L.M. 6.80

MSCI AT-GRADE CROSSING #299523H
MSCI M.P. 0517.730
L.M. 0.480 ; LAT. 35.050523 , LONG. -89.187579

STP/HSIP-57(98)
35S057-F3-004
BEGIN PROJECT NO. 35S057-F8-004 RESURFACE, SAFETY, & BRIDGE REPAIR
L.M. 0.00 FROM FAYETTE COUNTY LINE

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.

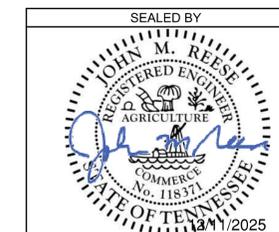
TDOT PROJECT MANAGER: LYNN EVANS, P.E., REGION 4

DESIGN FIRM : FISHER ARNOLD, INC.

DESIGNER : JAMES HUTCHESON DUNAVANT CHECKED BY JOHN REESE, P.E.

P.E. NO. 98034-4283-04

PIN NO. 133161.00



APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

ROADWAY INDEX

| SHEET NAME | SHEET NO. |
|---|---------------|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS | 1A |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B |
| GENERAL NOTES | 2C |
| SPECIAL NOTES | 2D, 2D1 |
| ENVIRONMENTAL NOTES | 2E, 2E1 |
| TABULATED QUANTITIES | 2F |
| DETAIL SHEETS | 2G, 2G1, 2G2 |
| UTILITY NOTES AND UTILITY OWNERS | 3 |
| PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL | T1 |
| BRIDGE REPAIR PLANS | B-1 |
| NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS. | |

STANDARD ROADWAY DRAWINGS

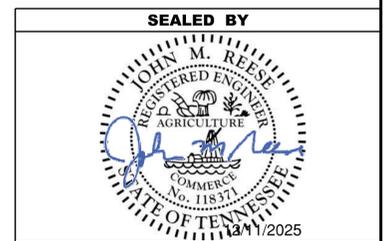
| DWG. | REV. | DESCRIPTION |
|---|----------|---|
| 10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS | | |
| RD-A-1 | 02-20-20 | STANDARD ABBREVIATIONS A THROUGH L |
| RD-A-2 | | STANDARD ABBREVIATIONS M THROUGH Z |
| RD-L-1 | 02-20-20 | STANDARD LEGEND |
| RD-L-1A | | STANDARD LEGEND |
| 10-108.00 SAFETY DESIGN AND GUARDRAILS | | |
| S-GRS-4 | 05-04-22 | SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL |
| S-GRT-2 | 06-28-19 | TYPE 38 GUARDRAIL END TERMINAL |
| S-GRA-4 | 03-01-23 | IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE |

STANDARD TRAFFIC DESIGN DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|----------|---|
| 10-200.00 SIGN | | |
| T-S-16 | 07-30-25 | GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS |
| T-S-16A | 07-02-15 | GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS |
| T-S-20 | 07-30-25 | SIGN DETAILS |
| 10-203.00 RAILROAD CROSSING | | |
| T-RR-1 | 12-5-25 | CROSSBUCK ASSEMBLY FOR PASSIVE RAILROAD CROSSINGS |
| T-RR-2 | 12-5-25 | GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS |
| T-RR-2A | 12-5-25 | GRADE CROSSING ADVANCE WARNING SIGN AND RR PAVEMENT MARKINGS |
| 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-4A | 01-24-25 | STANDARD UNSIGNALIZED MID-BLOCK CROSSING |
| T-M-15A | 01-24-25 | ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES |
| T-WZ-10 | 03-26-25 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-----------------|-----------|
| RESURF | 2026 | STP/HSIP-57(98) | 1A |
| | | | |
| | | | |

12/11/2025 4:40:19 PM \\EGNYT\DRIVE\PROJECTS\HDR\INCOR\0009\TR\TRANSPORTATION\MARCH 2026\133161.00 - SR57 - HARDEMAN CO\1A_INDEX AND STANDARD DRAWINGS.DGN



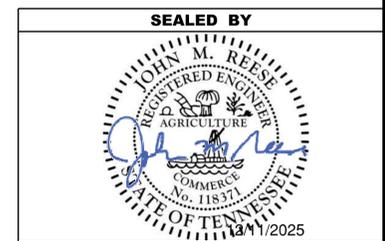
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

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

| | | | |
|--------|------|-----------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF | 2026 | STP/HSIP-57(98) | 1B |
| | | | |
| | | | |

| PROJECT COMMITMENTS | | | |
|---------------------|--|--|-----------------|
| COMMITMENT ID | SOURCE DIVISON | DESCRIPTION | STA. / LOCATION |
| EDHZ001 | ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS | AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 35SR0570003 SR-57 OVER SAULSBURY CREEK LM 6.80 (35-SR057-06.80). NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO 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 |
| | | | |
| | | | |
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PROJECT
COMMITMENTS**

ESTIMATED ROADWAY QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY 35S057-F8-004 | QUANTITY 35S057-F3-004 | TOTAL QUANTITY |
|------------------|---|------|---------------------------|---------------------------|-------------------|
| (1) | 203-06 WATER | M.G. | 14 | | 14 |
| | 303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D) | TON | 1873 | | 1873 |
| (2) | 403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING) | TON | 48 | | 48 |
| (3)(4)(5)(6) | 411-04 CRACK SEALANT | LB. | 12233 | | 12233 |
| | 411-12.04 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH) | L.M. | 14 | | 14 |
| (7) | 414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING | TON | 117 | | 117 |
| (7) | 414-03.02 AGGREGATE FOR MICRO SURFACING | TON | 971 | | 971 |
| (8) | 705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN | EACH | | 25 | 25 |
| (8) | 705-06.11 GR TERMINAL (IN-INLINE) MASH TL-3 | EACH | | 2 | 2 |
| (8) | 705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3 | EACH | | 23 | 23 |
| (8) | 706-01 GUARDRAIL REMOVED | L.F. | | 1200 | 1200 |
| (8) | 706-10.26 ROUNDED END ELEMENT | EACH | | 2 | 2 |
| (9) | 712-01 TRAFFIC CONTROL | LS | 1 | | 1 |
| (10) | 712-06 SIGNS (CONSTRUCTION) | S.F. | 1606 | | 1606 |
| (11) | 713-02.21 SIGN POST DELINEATION ENHANCEMENT | L.F. | 78 | | 78 |
| (11)(12) | 713-13.02 FLAT SHEET ALUMINUM SIGNS (0.080" THICK) | S.F. | 648 | | 648 |
| (11) | 713-15 REMOVAL OF SIGNS, POSTS AND FOOTINGS | LS | 1 | | 1 |
| (11)(13) | 713-16.05 RAILROAD CROSS-BUCK SIGN & SUPPORT | EACH | 4 | | 4 |
| (11) | 713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT | EACH | 3 | | 3 |
| (11) | 713-16.20 SIGNS (STOP SIGN) | EACH | 3 | | 3 |
| (14) | 716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR) | EACH | 37 | 416 | 453 |
| (11)(15)(16)(17) | 716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER | EACH | 37 | | 37 |
| (11)(15)(16) | 716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE) | L.F. | 90 | | 90 |
| (11)(15)(16) | 716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR) | EACH | 2 | | 2 |
| (18) | 716-05.20 PAINTED PAVEMENT MARKING (6" LINE) | L.M. | 22 | | 21.70 |
| | 716-08.05 REMOVAL OF PAVEMENT MARKING (STOP LINE) | L.F. | 48 | | 48 |
| | 716-08.11 REMOVAL OF WORD PAVEMENT MARKING (RXR) | EACH | 2 | | 2 |
| (19) | 716-08.20 REMOVAL OF PAVEMENT MARKING (LINE) | L.M. | 9 | | 9 |
| (15)(20) | 716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 22 | | 21.70 |
| | 717-01 MOBILIZATION | LS | 1 | | 1 |

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.

FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) NO PAYMENT WILL BE MADE DIRECTLY FOR THE WATER REQUIRED TO DILUTE THE TACK COAT.
- (3) CRACK SEAL TRANSVERSE CRACKS ON SHOULDER GREATER THAN 1/8" WIDE.
- (4) THE CONTRACTOR SHALL BE REQUIRED TO CLEAN THE AREA TO RECEIVE TREATMENT PRIOR TO THE APPLICATION OF THE PRODUCT. THIS SHALL BE ACCOMPLISHED BY A METHOD APPROVED BY THE TDOT PROJECT ENGINEER. THE COST OF CLEANING THE TREATMENT AREA SHALL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF OTHER ITEMS BID.
- (5) QUANTITIES SHOWN ARE FOR BID PURPOSES ONLY AND ACTUAL FIELD QUANTITIES SHALL BE USED FOR BASIS OF PAYMENT.
- (6) DOES NOT APPLY TO FATIGUE CRACKING OF ANY SEGMENT.
- (7) THE TREATMENT OF SIDE ROADS, BUSINESS ENTRANCES, FIELD ENTRANCES AND DRIVEWAYS WILL NOT BE INCLUDED IN THIS PROJECT.
- (8) SEE PROPOSED GUARDRAIL (RESURFACING) ON SHEET 2F.
- (9) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (10) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION). SEE TRAFFIC CONTROL SIGN TABULATION ON SHEET 2F.
- (11) SEE DETAIL SHEETS 2G-2G2 FOR RAILROAD DETAILS.
- (12) TO BE USED FOR REPLACEMENT OF YIELD SIGNS (R1-2). SIGNS ARE TO BE MOUNTED TO CROSS-BUCK ASSEMBLY.
- (13) INCLUDES 8 TOTAL CROSS-BUCK SIGNS TO BE INSTALLED BACK-TO-BACK.
- (14) SNOWPLOWABLE MARKERS SHALL NOT BE CUT INTO MICROSURFACE UNTIL AT LEAST TWO WEEKS OF DRYING.
- (15) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
- (16) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (17) ALL STOP BARS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
- (18) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
- (19) ITEM TO BE USED FOR THE EXISTING CENTERLINE YELLOW PAVEMENT MARKING.
- (20) THERMOPLASTIC SHALL NOT BE APPLIED TO MICROSURFACE UNTIL AT LEAST TWO WEEKS OF DRYING.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|----------------|-----------|
| RESURF | 2026 | STP/HSP-57(98) | 2 |
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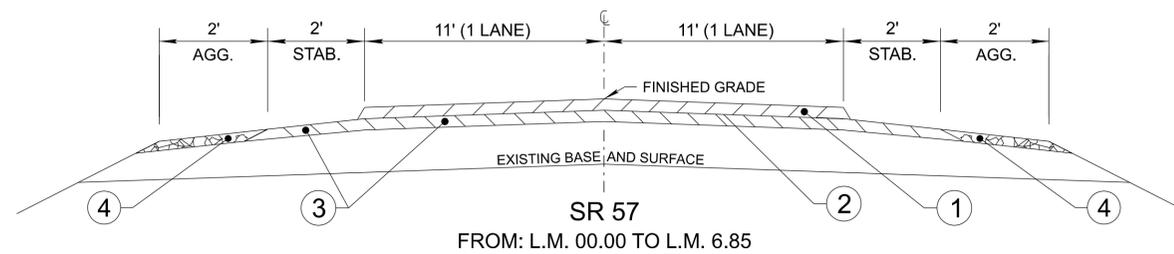
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|------------------|-----------|
| RESURF | 2026 | STP/HISIP-57(98) | 2B |
| | | | |
| | | | |



| PROPOSED PAVEMENT SCHEDULE | |
|----------------------------|--|
| ① | MICRO-SURFACING ITEM 414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING EMULSIFIED ASPHALT (AT 12% OF THE DRY WEIGHT OF AGGREGATE) ITEM 414-03.02 AGGREGATE FOR MICRO-SURFACING AGGREGATE (AT 22 LBS./S.Y.) NOTE: TO BE USED ON MAINLINE LANES BETWEEN RUMBLE STRIPES ONLY |
| ② | TACK COAT (TC) FOR MICRO-SURFACING ITEM 403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD |
| ③ | CRACK SEALANT ITEM 411-04 BITUMINOUS MATERIAL FOR CRACK SEALANT BITUMINOUS MATERIAL 1000 LBS / MILE |
| ④ | MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D" |

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| SEALED BY |
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| NOT TO SCALE |
| 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.

GUARDRAIL

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

RESURFACING

- (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

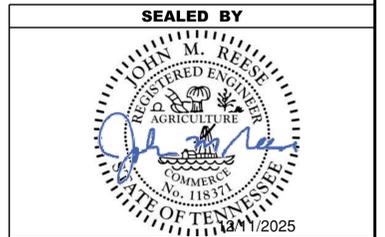
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

GENERAL
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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SPECIAL NOTES

RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

PAVEMENT MARKING

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

SIGNS

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

MISCELLANEOUS

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

JOINT SEALANTS

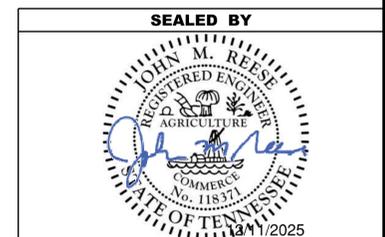
- (1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED,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

RAILROAD NOTES

- (1) SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY THE ENGINEER.
- (2) THE CONTRACTOR SHALL COLD PLANE AND RESURFACE THE ROADWAY NEAR AND UNDER THE RAILROAD'S UNDERPASS/BRIDGE STRUCTURE SO AS NOT TO DIMINISH THE EXISTING VERTICAL CLEARANCE BETWEEN THE HIGHEST POINT OF THE ROADWAY PAVEMENT AND THE LOWEST POINT OF THE RAILROAD BRIDGE SUPERSTRUCTURE.
- (3) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE MISSISSIPPI CENTRAL RAILROAD TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY MISSISSIPPI CENTRAL RAILROAD SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- (5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

MSCI

MISSISSIPPI CENTRAL RAILROAD (MSCI)
 BRAD ALLEN, TRAINMASTER
 542 W. VAN DORN AVENUE
 HOLLY SPRINGS, MS 38635
 PHONE: (662) 816-8427
 E-MAIL: BRAD.ALLEN@PATRIOTRAIL.COM
 PATRIOT RAIL – MSCI CUSTOMER SERVICE
 PHONE: (855) 955-7245
 CUSTOMER.SERVICE@PATRIOTRAIL.COM



**STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION**

**SPECIAL
 NOTES**

STANDARD SPECIFICATIONS FOR APPLICATION OF CRACK SEALANT

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | STP/HSP-57(98) | 2D1 |
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ASPHALT PAVEMENT – CRACK SEALING

I. SCOPE:

- (1) THIS WORK SHALL CONSIST OF FURNISHING ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM ALL OPERATIONS FOR THE APPLICATION OF AN IN-DEPTH JOINT SEALING SYSTEM TO PROVIDE CRACK SEALING ON ASPHALTIC CONCRETE PAVEMENT.
- (2) THE CRACK-SEAL MATERIAL SHALL BE APPROVED HOT-POUR MATERIAL LISTED ON THE TDOT QPL (QUALIFIED PRODUCTS LIST) AND THE PRICE SHALL INCLUDE ALL ASPECTS OF INSTALLATION WITHIN REGION 4 WHERE THE CONTRACT IS ACTIVATED.

II. DESCRIPTION:

- (1) THIS WORK SHALL CONSIST OF CLEANING AND FILLING EXISTING LONGITUDINAL AND TRANSVERSE CRACKS HAVING A WIDTH OF 3/16 INCH OR GREATER IN FLEXIBLE PAVEMENTS.

III. METHOD OF APPLICATION:

- (1) ALL CRACKS SHALL BE THOROUGHLY CLEANED WITH HIGH PRESSURE, DRY COMPRESSED AIR REMOVING ALL VEGETATION, DEBRIS, MOISTURE AND FOREIGN MATERIALS, AS DIRECTED BY THE ENGINEER.
- (2) THE SEALANT SHALL BE APPLIED TO THE CRACK WITH A PRESSURE FEED WAND SYSTEM IMMEDIATELY AFTER CLEANING AT A TEMPERATURE WITHIN THE RANGE RECOMMENDED BY THE MANUFACTURER OF THE SEALANT.
- (3) THE SEALANT SHALL BE APPLIED USING THE FLUSH FILL METHOD.
- (4) THE CRACK SHALL BE FILLED LEVEL WITH THE ASPHALT SURFACE. IMMEDIATELY AFTER PLACEMENT OF SEALANT, A V-SHAPED RUBBER SQUEEGEE SHALL BE USED 100% OF THE TIME. THE USE OF SEALING DISCS IS NOT ACCEPTABLE.
- (5) ANY SEALANT ABOVE THE ASPHALT SURFACE MUST BE FEATHERED OUT AS DIRECTED BY THE ENGINEER.
- (6) THE CRACK FILLING WILL ONLY BE ALLOWED WHEN BOTH THE AIR AND PAVEMENT TEMPERATURES ARE WITHIN THE TOLLERANCES RECOMMENDED BY THE MANUFACTURER OF THE MATERIAL.

IV. MATERIALS:

- (1) THE SEALANT SHALL BE AN ASTM D6690 TYPE I PRODUCT LISTED ON THE DEPARTMENT'S QUALIFIED PRODUCT LIST 5 "JOINT SEALERS AND FILLERS", SECTION C- "HOT POUR JOINT SEALERS," MATERIAL "905.05.011."
- (2) STORAGE, HEATING, APPLICATION INSTRUCTIONS AND CAUTIONS SHALL BE SUPPLIED WITH EACH SHIPMENT.
- (3) THE MATERIAL WILL BE KEPT WITHIN THE TEMPERATURE RANGE RECOMMENDED BY THE MANUFACTURER.
- (4) THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH A CERTIFIED STATEMENT FROM THE MANUFACTURER OF THE SEALANT SHOWING COMPLIANCE WITH THIS SPECIFICATION TOGETHER WITH A CERTIFIED COPY OF THE TEST REPORT.

V. EQUIPMENT:

- (1) THE MELTER-APPLICATOR SHALL BE AN OIL JACKETED DOUBLE BOILER TYPE, EQUIPPED WITH AN AGITATOR AND SEPARATE THERMOMETERS FOR BOTH THE OIL BATH AND THE MELTING VAT.
- (2) ALL EQUIPMENT NECESSARY FOR THE SATISFACTORY PERFORMANCE OF THIS OPERATION SHALL BE ON THE JOB AND APPROVED BY THE ENGINEER BEFORE WORK WILL BE PERMITTED TO BEGIN.

VI. METHOD OF MEASUREMENT FOR PAYMENT:

- (1) SEALANT FOR RANDOM CRACKS WILL BE MEASURED BY THE POUND.
- (2) AT THE BEGINNING OF EACH WORK-DAY, THE ENGINEER, OR HIS APPOINTED REPRESENTATIVE, SHALL DOCUMENT THE AMOUNT OF MATERIAL IN THE HEATER-MELTER UNIT AND LOG ALL ADDITIONAL MATERIAL ADDED DURING THE DAY AND MEASURE THE AMOUNT OF MATERIAL REMAINING IN THE HEATER-MELTER AT THE END OF EACH DAY TO DETERMINE THE TOTAL POUNDAGE USED.
- (3) PAYMENT WILL BE MADE BY THE POUND FOR RANDOM CRACKS ANYWHERE BETWEEN THE CENTERLINE AND THE PAVING JOINT BETWEEN THE TRAVEL LANE AND SHOULDER.

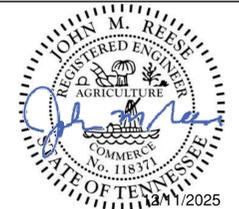
VII. TRAFFIC CONTROL:

- (1) ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TDOT STANDARD DRAWINGS.
- (2) ALL TRAFFIC CONTROL DEVICES FOR LANE CLOSURES (CONSTRUCTION SIGNS, PORTABLE ARROW BOARDS, CONES, ETC.) LANE CLOSURES SHALL BE OF SUFFICIENT LENGTH TO ACCOMPLISH SIGNIFICANT WORK.
- (3) WHERE RAISED PAVEMENT MARKERS EXIST, THE CONTRACTOR SHALL PROTECT THE MARKERS DURING THE CLEANING AND SEALING PROCESS.
- (4) THE CONTRACTOR WILL BE REQUIRED TO PLACE TEMPORARY PAINTED PAVEMENT MARKINGS WHERE CRACK FILLING MATERIALS OBLITERATE THE EXISTING MARKINGS, COSTS OF TEMPORARY MARKINGS ARE TO BE INCLUDED IN OTHER ITEMS.

SPECIAL CRACK SEALANT NOTES:

- A. OVER APPLICATION WILL NOT BE ACCEPTED, AND WILL RESULT IN NON-PAYMENT OF SERVICES ON AREAS OF IMPROPER APPLICATION.
- B. THIS CONTRACT IS FOR LONGITUDINAL AND TRANSVERSE CRACKS, JOINTS, AND BLOCK CRACKING ONLY.
- C. THIS CONTRACT IS NOT DESIGNED FOR ALLIGATOR CRACKS THAT APPLY EXCESSIVE AMOUNTS TO THE ROADWAY.

SEALED BY



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES MICRO-SURFACING, CRACK SEAL, PAVEMENT MARKINGS AND GUARDRAIL.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

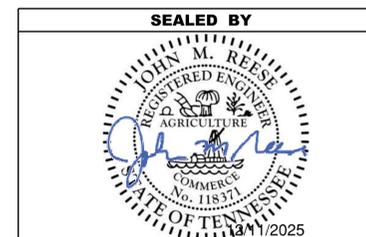
- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
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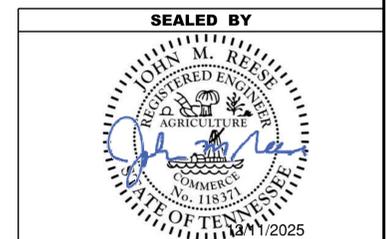
ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-----------------|-----------|
| RESURF | 2026 | STP/HSIP-57(98) | 2E1 |
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL
NOTES

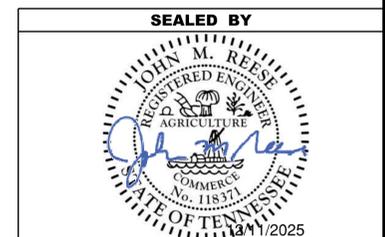
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|------------------|-----------|
| RESURF | 2026 | STP/HISIP-57(98) | 2F |
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| TRAFFIC CONTROL SIGN TABULATION (RESURFACING) | | | | | | | |
|---|----------------------------------|----------------|---|------|--------------|-----------------|-------------|
| M.U.T.C.D. SIGN NO. | LEGEND \ DESCRIPTION | SIZE IN INCHES | | S.F. | TOTAL | ITEM NO. | |
| | | L | x | | W | NUMBER REQUIRED | 712-06 S.F. |
| G20-1 | ROAD WORK NEXT 7 MILES | 48" | x | 24" | 8 | 2 | 16 |
| G20-2 | END ROAD WORK | 48" | x | 24" | 8 | 22 | 176 |
| W8-11 | UNEVEN LANES | 48" | x | 48" | 16 | 38 | 608 |
| W8-15 | GROOVED PAVEMENT | 48" | x | 48" | 16 | 14 | 224 |
| W8-15P | MOTORCYCLE PLAQUE | 30" | x | 24" | 5 | 14 | 70 |
| W20-1 | ROAD WORK 1 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 FT | 48" | x | 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK AHEAD | 48" | x | 48" | 16 | 20 | 320 |
| W20-4 | ONE LANE ROAD 1000 FT - PORTABLE | 48" | x | 48" | 16 | 2 | 32 |
| W20-7A | FLAGGER SYMBOL - PORTABLE | 48" | x | 48" | 16 | 2 | 32 |
| W21-2 | FRESH OIL - PORTABLE | 48" | x | 48" | 16 | 2 | 32 |
| * W21-5 | SHOULDER WORK | 48" | x | 48" | 16 | 4 | 64 |
| THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES. | | | | | TOTAL | 1606 | |

* TO BE USED AS DIRECTED BY THE ENGINEER.

| PROPOSED GUARDRAIL (RESURFACING) | | | | | | |
|----------------------------------|----------|-------------------------------------|-------------------|-------------------|----------------------------------|---|
| SIDE | LOG MILE | GUARDRAIL | | | TERMINAL ANCHORS | |
| | | GUARDRAIL TRANSITION 27 IN TO 31 IN | ROUND END ELEMENT | GUARDRAIL REMOVED | GR TERMINAL (IN-INLINE) MASH TL3 | TYPE 38 MASH TL3 (47.875') 705-06.20 (EACH) |
| LT | RT | 705-02.10 (EACH) | 706-10.26 (EACH) | 706-01 (L.F.) | 705-06.11 (EACH) | |
| | X | 0.831 | 1 | | 25 | 1 |
| | X | 0.899 | 1 | | 25 | 1 |
| X | | 3.144 | 1 | | 50 | 1 |
| X | | 3.540 | 1 | | 50 | 1 |
| X | | 3.654 | 1 | | 50 | 1 |
| X | | 3.777 | 1 | | 50 | 1 |
| X | | 3.882 | 1 | | 50 | 1 |
| X | | 3.926 | 1 | | 50 | 1 |
| X | | 4.021 | 1 | | 50 | 1 |
| X | | 4.102 | 1 | | 50 | 1 |
| X | | 4.304 | 1 | | 50 | 1 |
| X | | 4.384 | 1 | | 50 | 1 |
| X | | 4.624 | 1 | | 50 | 1 |
| X | | 4.873 | 1 | | 50 | 1 |
| | X | 5.487 | 1 | | 50 | 1 |
| X | | 5.495 | 1 | | 50 | 1 |
| | X | 5.526 | 1 | | 50 | 1 |
| X | | 5.534 | 1 | | 50 | 1 |
| X | | 5.623 | 1 | | 50 | 1 |
| X | | 5.737 | 1 | | 50 | 1 |
| X | | 6.135 | 1 | | 50 | 1 |
| X | | 6.183 | 1 | | 50 | 1 |
| | X | 6.778 | 1 | | 50 | 1 |
| X | | 6.784 | 1 | | 50 | 1 |
| | X | 6.828 | 1 | | 50 | 1 |
| TOTALS | | 25 | 2 | 1200 | 2 | 23 |

| BRIDGE NOTES | | | |
|---------------|-------------------|---------------|---|
| BRIDGE NUMBER | LOCATION LOG MILE | BRIDGE LENGTH | BRIDGE DECK NOTES |
| 35SR0570001 | 5.51 | 50.3' | PAVE WITH PLANS MIX/TREATMENT TYPE. |
| 35SR0570003 | 6.80 | 90'-0" | PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS. |



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

RAILROAD CROSSING #299523H STATE ROUTE 57 (SR057), LM 0.48, IN GRAND JUNCTION, LAT: 35.050521 LONG: -89.187191

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|----------------|-----------|
| RESURF | 2026 | STP/HSP-57(98) | 2G |
| | | | |
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1. Special Note: There are two (2) sets of tracks (western and eastern) which are approximately 150 feet apart, but are considered as one (1) crossing by the Federal Railroad Administration (FRA).
2. Recommendations were previously provided on May 3, 2023 for the same project with PIN 133161.00. Those recommendations have been updated to align with the new MUTCD edition, especially its revised guidance on the recommended distances for the placement of advance warning devices (MUTCD 11th Edition - Table 2C-3 - Guidelines for Advance Placement of Warning Signs).
3. Remove the existing advance warning sign (W10-1) on the eastbound approach on State Route 57 (SR057) located approximately 500 feet in advance of the crossing (western set of tracks). Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the eastbound approach on State Route 57 (SR057) located approximately 350 feet in advance of the crossing (western set of tracks) and adjacent to the new RxR pavement marking as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
4. Install one (1) new RxR pavement marking on the eastbound approach on State Route 57 (SR057) located approximately 350 feet in advance of the crossing (western set of tracks) and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-6 and in accordance with 11th Ed. MUTCD Section 8C.02 and Figures 8C-1 and 8C-2.
5. Remove the existing crossbuck (R15-1) on the eastbound approach on State Route 57 (SR057) at the crossing (western set of tracks). Install one (1) new Crossbuck Assembly on the eastbound approach to the crossing (western set of tracks) on State Route 57 (SR057). The new Crossbuck Assembly should be located no closer than 15 feet from the nearest rail and shall include a new square tube signpost, two (2) new Crossbuck signs (R15-1) installed back-to-back, one (1) new Yield sign (R1-2), and reinstall the existing Emergency Notification System sign (I-13) as specified by TDOT Standard Drawings T-RR-6 and T-S-16A and in accordance with 11th Ed. MUTCD Section 8B.03, 8B.04, and 8B.27; Table 8B-1; and Figures 8B-1, 8B-2, and 8B-3. Install a 2-inch wide RED retroreflective strip on the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway and a 2-inch wide WHITE retroreflective strip on the BACK of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Sections 2A.11, Section 8B.04 and Figure 8B-2.
6. Install a new 24" wide Stop Line on the eastbound approach on State Route 57 (SR057) located adjacent to the Crossbuck sign or as near to that point as practicable but no closer than 15 feet from the nearest rail (western set of tracks) and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-6 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
7. Remove the existing crossbuck (R15-1) on the westbound approach on State Route 57 (SR057) at the crossing (western set of tracks). Install one (1) new Crossbuck Assembly on the westbound approach to the crossing (western set of tracks) on State Route 57 (SR057). The new Crossbuck Assembly should be located no closer than 15 feet from the nearest rail and shall include a new square tube signpost, two (2) new Crossbuck signs (R15-1) installed back-to-back, one (1) new Yield sign (R1-2), and reinstall the existing Emergency Notification System sign (I-13) as specified by TDOT Standard Drawings T-RR-6 and T-S-16A and in accordance with 11th Ed. MUTCD Section 8B.03, 8B.04, and 8B.27; Table 8B-1; and Figures 8B-1, 8B-2, and 8B-3. Install a 2-inch wide RED retroreflective strip on the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway and a 2-inch wide WHITE retroreflective strip on the BACK of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Sections 2A.11, Section 8B.04 and Figure 8B-2.
8. Install a new 24" wide Stop Line on the westbound approach on State Route 57 (SR057) located adjacent to the Crossbuck sign or as near to that point as practicable but no closer than 15 feet from the nearest rail (western set of tracks) and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-6 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
9. Remove the existing crossbuck (R15-1) on the eastbound approach on State Route 57 (SR057) at the crossing (eastern set of tracks). Install one (1) new Crossbuck Assembly on the eastbound approach to the crossing (eastern set of tracks) on State Route 57 (SR057). The new Crossbuck Assembly should be located no closer than 15 feet from the nearest rail and shall include a new square tube signpost, two (2) new Crossbuck signs (R15-1) installed back-to-back, one (1) new Yield sign (R1-2), and reinstall the existing Emergency Notification System sign (I-13) as specified by TDOT Standard Drawings T-RR-6 and T-S-16A and in accordance with 11th Ed. MUTCD Section 8B.03, 8B.04, and 8B.27; Table 8B-1; and Figures 8B-1, 8B-2, and 8B-3. Install a 2-inch wide RED retroreflective strip on the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway and a 2-inch wide WHITE retroreflective strip on the BACK of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Sections 2A.11, Section 8B.04 and Figure 8B-2.

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

DETAIL
SHEETS

RAILROAD CROSSING #299523H STATE ROUTE 57 (SR057), LM 0.48, IN GRAND JUNCTION, LAT: 35.050521 LONG: -89.187191, CONT.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|----------------|-----------|
| RESURF | 2026 | STP/HSP-57(98) | 2G1 |
| | | | |
| | | | |

10. Install a new 24" wide Stop Line on the eastbound approach on State Route 57 (SR057) located adjacent to the Crossbuck sign or as near to that point as practicable but no closer than 15 feet from the nearest rail (eastern set of tracks) and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-6 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
11. Remove the existing crossbuck (R15-1) on the westbound approach on State Route 57 (SR057) at the crossing (eastern set of tracks). Install one (1) new Crossbuck Assembly on the westbound approach to the crossing (eastern set of tracks) on State Route 57 (SR057). The new Crossbuck Assembly should be located no closer than 15 feet from the nearest rail and shall include a new square tube signpost, two (2) new Crossbuck signs (R15-1) installed back-to-back, one (1) new Yield sign (R1-2), and reinstall the existing Emergency Notification System sign (I-13) as specified by TDOT Standard Drawings T-RR-6 and T-S-16A and in accordance with 11th Ed. MUTCD Section 8B.03, 8B.04, and 8B.27; Table 8B-1; and Figures 8B-1, 8B-2, and 8B-3. Install a 2-inch wide RED retroreflective strip on the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway and a 2-inch wide WHITE retroreflective strip on the BACK of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Sections 2A.11, Section 8B.04 and Figure 8B-2.
12. Install a new 24" wide Stop Line on the westbound approach on State Route 57 (SR057) located adjacent to the Crossbuck sign or as near to that point as practicable but no closer than 15 feet from the nearest rail (eastern set of tracks) and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-6 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
13. Remove the existing advance warning sign (W10-1) on the westbound approach on State Route 57 (SR057) located approximately 650 feet in advance of the crossing (eastern set of tracks). Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the westbound approach on State Route 57 (SR057) located approximately 300 feet in advance of the crossing (eastern set of tracks) and adjacent to the new RxR pavement marking as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
14. Install one (1) new RxR pavement marking on the westbound approach on State Route 57 (SR057) located approximately 300 feet in advance of the crossing (eastern set of tracks) and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-6 and in accordance with 11th Ed. MUTCD Section 8C.02 and Figures 8C-1 and 8C-2.
15. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-4) on the southbound approach on State Route 368 (SR368) located approximately 350 feet in advance of the intersection with State Route 57 (SR057) as specified by TDOT Standard Drawing T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
16. Remove the existing STOP sign (R1-1) on the southbound approach on State Route 368 (SR368) at the intersection with State Route 57 (SR057). Install one (1) new STOP sign (R1-1) on the southbound approach on State Route 368 (SR368) at the intersection with State Route 57 (SR057) in accordance with 11th Ed. MUTCD Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2B.03, 2B.04, 2B.18; and Tables 2A-4 and 2B-1. Install a 2-inch wide RED retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
17. Install a Stop Line on the southbound approach on State Route 368 (SR368) at the intersection with State Route 57 (SR057) adjacent to the new STOP sign in accordance with 11th Ed. MUTCD Section 3B.19.
18. Remove the existing STOP sign (R1-1) on the northbound approach on Tippah St (01609) at the intersection with State Route 57 (SR057). Install one (1) new STOP sign (R1-1) on the northbound approach on Tippah St (01609) at the intersection with State Route 57 (SR057) in accordance with 11th Ed. MUTCD Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2B.03, 2B.04, 2B.18; and Tables 2A-4 and 2B-1. Install a 2-inch wide RED retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
19. Install a Stop Line on the northbound approach on Tippah St (01609) at the intersection with State Route 57 (SR057) adjacent to the new STOP sign in accordance with 11th Ed. MUTCD Section 3B.19.
20. Remove the existing STOP sign (R1-1) on the southbound approach on Tippah St (0A355) at the intersection with State Route 57 (SR057). Install one (1) new STOP sign (R1-1) on the southbound approach on Tippah St (0A355) at the intersection with State Route 57 (SR057) in accordance with 11th Ed. MUTCD Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2B.03, 2B.04, 2B.18; and Tables 2A-4 and 2B-1. Install a 2-inch wide RED retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
21. Install a Stop Line on the southbound approach on Tippah St (0A355) at the intersection with State Route 57 (SR057) adjacent to the new STOP sign in accordance with 11th Ed. MUTCD Section 3B.19.

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

DETAIL
SHEETS

SHEET 2 OF 3

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-----------------|-----------|
| RESURF | 2026 | STP/HSIP-57(98) | 3 |
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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

WATER & SEWER:
CITY OF GRAND JUNCTION
 150 NORTH TIPPAH / P.O. BOX 129
 GRAND JUNCTION, TN 38039
 CONTACT: RANSOM CRENSHAW
 OFFICE PHONE: 731 764 2871

Email: GJWATER@ATT.NET

ELECTRIC:
BOLIVAR ENERGY AUTHORITY
 815 TENNESSEE STREET
 BOLIVAR, TN 38008
 CONTACT: RANDY PLUNK
 OFFICE PHONE: 731 658 5257

Email: RPLUNK@BEA-TN.COM

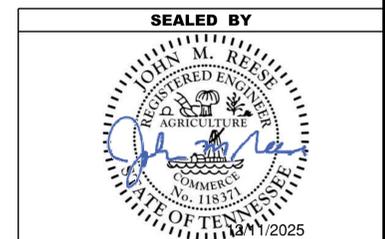
COMMUNICATIONS:
AT&T
 315 EAST COLLEGE STREET
 JACKSON, TN 38301
 CONTACT: DANIEL R. POTTS
 OFFICE PHONE: 901 488 2359

Email: DP7607@ATT.COM

COMMUNICATIONS:
COMCAST
 5450 WINCHESTER ROAD
 MEMPHIS, TN 38115
 CONTACT: ANDREW SMITH
 OFFICE PHONE: 901 623 7471
 CELL PHONE: 901 208 6380
 Email: ANDREW_SMITH6@COMCAST.COM

GAS:
HARDEMAN / FAYETTE
 15175 HIGHWAY 57 EAST / P.O. BOX 7
 MOSCOW, TN 38057
 CONTACT: CLAY JOYNER
 OFFICE PHONE: 901 877 6236

Email: CJOYNER@HFUTILITYDISTRICT.COM



**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 | STP/HSP-57(98) | T1 |
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| | | | |

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

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

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

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

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

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

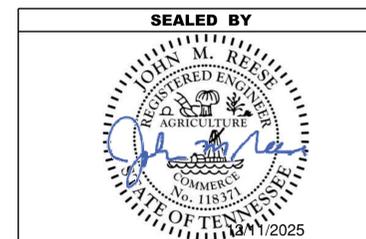
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE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

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

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

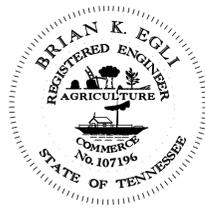
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI

2025.12.11 10:43:54 -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

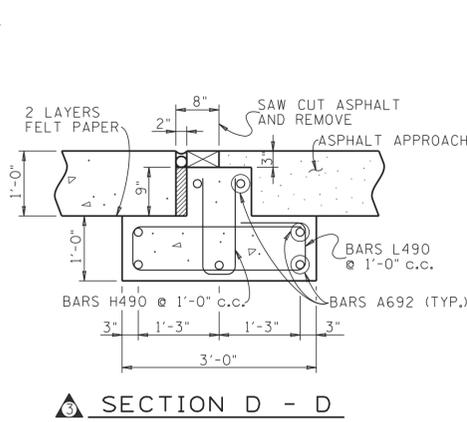
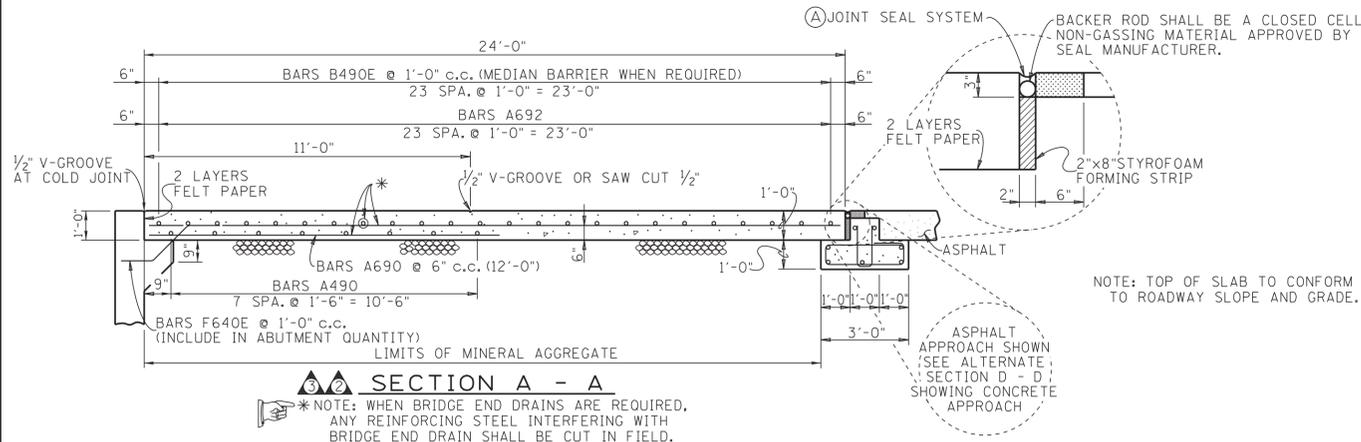
SHEET NO.

| | |
|---|---------------|
| SIGNATURE SHEET | BRIDGE-SIGN 1 |
| INDEX OF DRAWINGS | B1 |
| BRIDGE TABULATION, ESTIMATED QUANTITIES AND ESTIMATED JOINT REPAIR NOTES | B2 |
| PLAN VIEW REPAIRS LOCATION | B3 |
| PHASE CONSTRUCTION | B4 |

| YEAR | PROJECT NO. | SHEET NO. |
|------|---------------|---------------|
| 2026 | 35S057-M3-004 | BRIDGE-SIGN 1 |
| | | |
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**



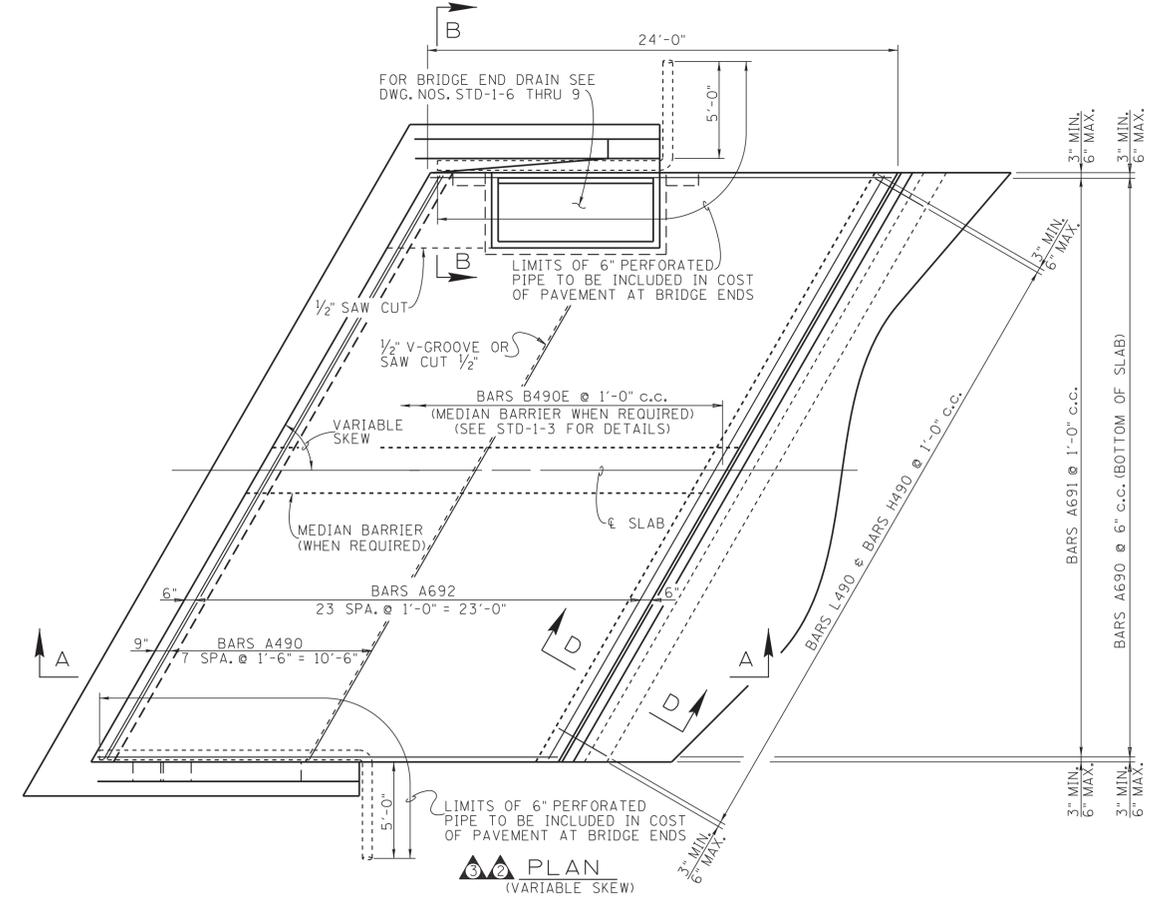
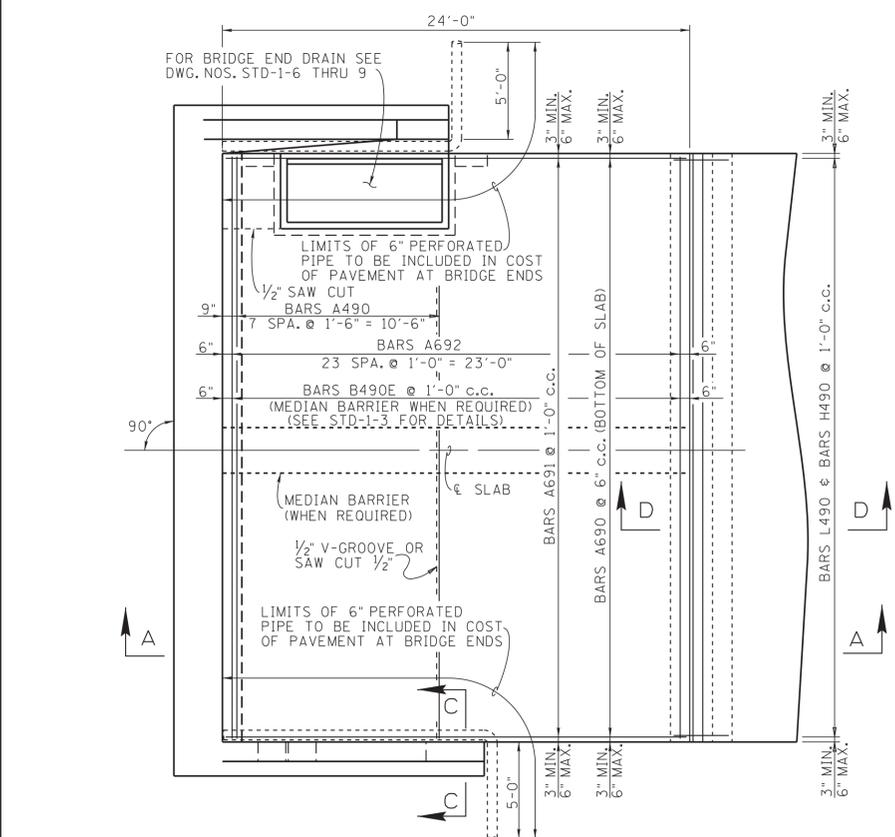
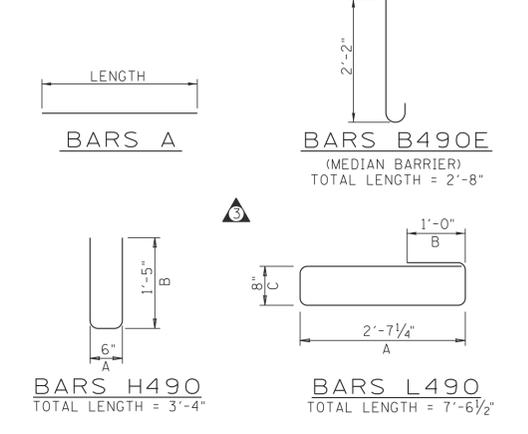
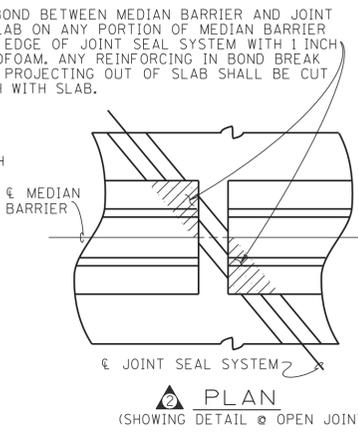
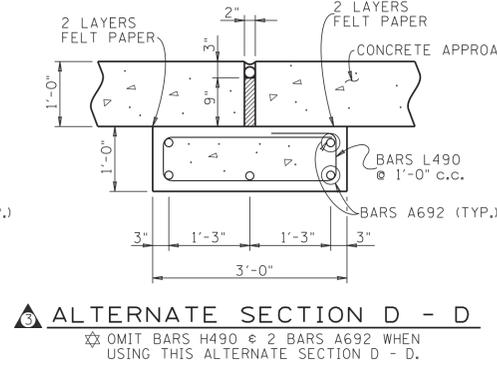
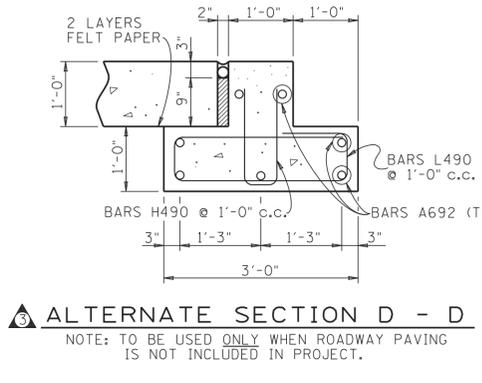
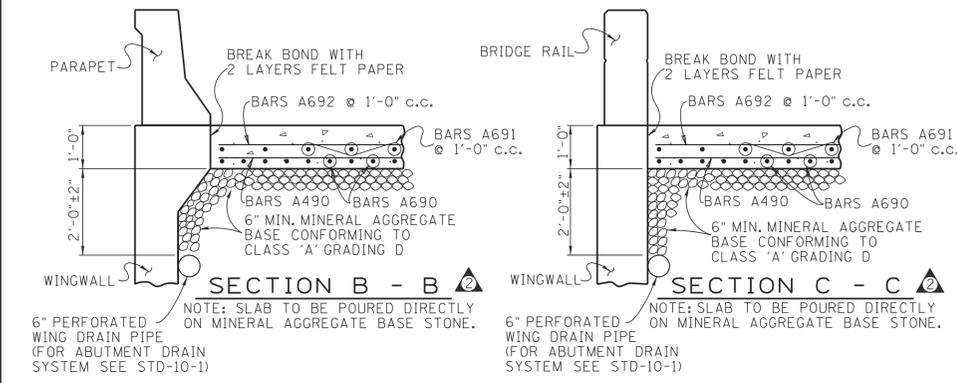
BILL OF STEEL

| 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: _____

CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

SHEET 5 OF 13
STD-1-5