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TENNESSEE DEPARTMENT OF TRANSPORTATION
ADMINISTRATION BUILDING, FIRST FLOOR
300 BENCHMARK PLACE
JACKSON, TN 38301
ERIC S. BROWN, P.E. NO. 120440

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, 2B1, 2B2
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F, 2F1
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-269(42)	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

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH-I-269(42)	
STATE PROJ. NO.	24I269-F8-006	
STATE PROJ. NO.	24I269-M3-008	

PROJECT TO BE LET WITH:
FAYETTE CO. I-269
PIN 132483.00

FAYETTE COUNTY

INTERSTATE 269
FROM SR-385 (MM 2.2)
TO SHELBY COUNTY LINE

RESURFACE & BRIDGE REPAIR
MILL, CM, OGFC, PAVEMENT MARKINGS, GUARDRAIL & BRIDGE REPAIR

STATE HIGHWAY NO. N/A F.A.H.S. NO. I269



PROJECT LOCATION

BRIDGE ID. # 24SR3850003 24SR3850007 24SR3850008
24SR0570027 24SR3850031 24SR3850011 24SR3850012
24SR0570029 24SR0570030 24I02690007 24I02690008
24I02690009 24I02690010

24I269-F8-006
END PROJECT NO. NH-I-269(42) RESURFACE
L.M. 3.023 (SHELBY COUNTY LINE)

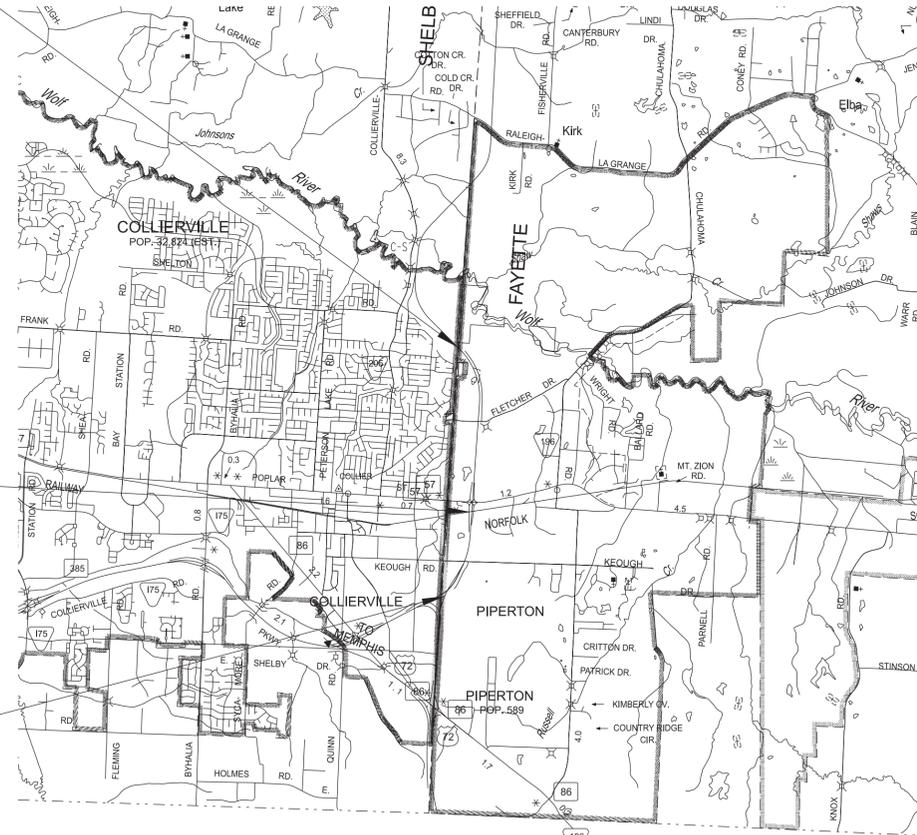
BRIDGE REPAIR PROJECT # 24I269-M3-008

- BRIDGE #24SR3850007 L.M. 0.60
- BRIDGE #24SR3850008 L.M. 0.60
- BRIDGE #24SR0570027 L.M. 1.15
- BRIDGE #24SR3850031 L.M. 1.15
- BRIDGE #24SR3850011 L.M. 1.15
- BRIDGE #24SR3850012 L.M. 1.15
- BRIDGE #24I02690007 L.M. 2.04
- BRIDGE #24I02690008 L.M. 2.04
- BRIDGE #24I02690009 L.M. 2.13
- BRIDGE #24I02690010 L.M. 2.13

NORFOLK SOUTHERN RAILWAY COMPANY

R/R O/P X-ING#	BRIDGE I.D.	M.P.	LAT.	LON.
948368Y	24SR3850031	526.320	35.043191	-89.638389
948367S	24SR3850012	526.310	35.043216	-89.638141
929923T	24SR3850011	526.290	35.043254	-89.637901
948365D	24SR0570027	526.280	35.043302	-89.637607

24I269-F8-006
BEGIN PROJECT NO. NH-I-269(42) RESURFACE
L.M. 0.00 (SR-385 (MM 2.2))

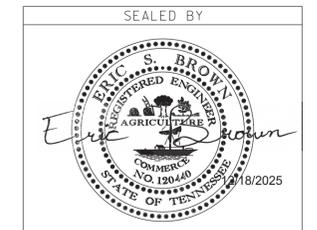


SCALE: 1"= 5280'



PROJECT LENGTH 3.023 MILES
TOTAL LANE MILES RESURFACED 13.340 MILES

NO EXCLUSIONS



APPROVED: *Shane Hester*
SHANE HESTER, CHIEF ENGINEER

DATE: _____

APPROVED: *Will Reid*
WILL REID, COMMISSIONER

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TCS #112	LM 0.890

TRAFFIC DATA	
ADT (2026)	29,546
POSTED SPEED	
L.M. 0.00 TO L.M. 0.57	70 MPH
L.M. 0.57 TO L.M. 3.023	65 MPH

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., TDOT REGION 4
DESIGNER : EVAN BOULANGER, P.E., TDOT REGION 4 CHECKED BY : ERIC S. BROWN, P.E., TDOT REGION 4
P.E. NO. 98043-4175-04
PIN NO. 132482.00

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1, 2B2
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E, 2E1
TABULATED QUANTITIES	2F, 2F1
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

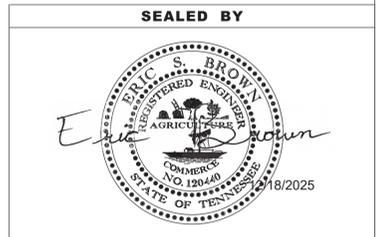
DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
10-106.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-J-23	01-28-22	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-01-20	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR DETAILS
10-107.00 MULTIMODAL		
CR-GN-1		GENERAL NOTES CURB RAMP
CR-DWS-1		DETECTABLE WARNING SURFACE DETAIL
CR-PLL-1		PUSH BUTTON LOCATION LAYOUT
CR-GTL-1		GUTTER TRANSITION LAYOUT
CR-GTL-2		GUTTER TRANSITION LAYOUT
CR-PL-1		PERPENDICULAR CURB RAMP PLACEMENT LAYOUT
CR-10		PERPENDICULAR CURB RAMP
CR-PL-2		PARALLEL CURB RAMP PLACEMENT LAYOUT
CR-20	07-01-25	PARALLEL CURB RAMP 5 – FT SIDEWALK
10-108.00 SAFETY DESIGN AND GUARDRAILS		
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-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-4A2		STANDARD RRFB COMMERCIAL AND STREET ENTRANCES
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-21	03-26-25	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-65	03-26-25	LANE CLOSURE WITH LATE MERGE
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	1A

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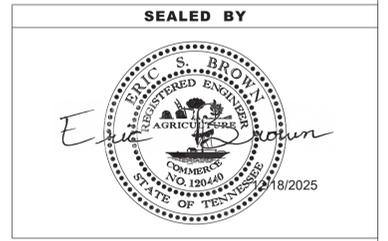
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	TDEC	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. 24SR3850007 I-269 NB over Keough Dr LM 0.60 (24-I0269-00.60R) Bridge No. 24SR3850008 I-269 SB over Keough Dr LM 0.60 (24-I0269-00.60L) Bridge No. 24SR3850011 I-269 NB over NSRR LM 1.15 (24-I0269-01.15R) Bridge No. 24SR3850012 I-269 SB over NSRR LM 1.15 (24-I0269-01.15L) Bridge No. 24SR3850031 I-269 NB Ramp over NSRR to SR-57 LM 1.15 (24-I0269-01.15RPR) Bridge No. 24SR0570027 I-269 SB over NSRR Ramp from SR-57 LM 1.15 (24-I0269-01.15LRP) Bridge No. 24I02690007 I-269 NB over Fletcher Creek LM 2.04 (24-I0269-02.04R) Bridge No. 24I02690008 I-269 SB over Fletcher Creek LM 2.04 (24-I0269-02.04L) Bridge No. 24I02690009 I-269 NB over Fletcher Dr LM 2.14 (24-I0269-02.14R) Bridge No. 24I02690010 I-269 SB over Fletcher Dr LM 2.14 (24-I0269-02.14L)	BRIDGES
EDHZ002	TDEC	No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08.D and 202.03).	BRIDGES



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 24I269-F8-006
(1)	202-03 REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	90
	202-03.01 REMOVAL OF ASPHALT PAVEMENT	S.Y.	867
	203-06 WATER	M.G.	9.11
(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	10.6
	303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	1233
(3)	307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	200
(4)	307-01.18 ASPHALT CONCRETE MIX (PG64-22) GRADING CM	TON	2691
(5)	307-03.12 ASPHALT CONCRETE MIX (PG76-22) GRADING CM	TON	8048
(6)	403-02.01 TRACKLESS TACK COAT	TON	64
(7) (8)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	13.69
(9)	411-03.10 ACS MIX(PG76-22) GRADING D	TON	1287
(10) (11)	411-03.23 ACS MIX(PG76-22) OGFC	TON	6900
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	10.6
(12)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	12020
(13)	502-08.07 SEALING RANDOM CRACKS (SILICONE SEALANT)	L.F.	260
(1)	701-01.01 CONCRETE SIDEWALK (4 ")	S.F.	800
(1)	701-02.01 CONCRETE CURB RAMP (RETROFIT)	S.F.	1824
(14)	705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN	EACH	3
(14)	705-06.30 GR TERMINAL (ENERGY ABSORBING) MASH TL-2	EACH	3
(14)	706-01 GUARDRAIL REMOVED	L.F.	150
	712-01 TRAFFIC CONTROL	LS	0.3
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	560
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	112
	712-05.03 WARNING LIGHTS (TYPE C)	EACH	448
(15)	712-06 SIGNS (CONSTRUCTION)	S.F.	1815
	712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	6
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	20
	712-08.03 ARROW BOARD (TYPE C)	EACH	8
	712-08.08 SPEED FEEDBACK SIGN ASSEMBLY	EACH	3
	712-08.09 DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	14
	712-08.12 QUEUE PROTECTION TRUCK	DAY	53
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	3
	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	1055
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1055
(16) (17)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	39
(16) (17)	716-02.07 PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	3755
(16) (17)	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	96
(16) (17)	716-04.07 PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	4
(16) (17)	716-04.08 PLASTIC PAVEMENT MARKING (OPTION LANE ARROW)	EACH	2
(16) (17)	716-04.14 PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2
(18)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	30.04
(16)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	15.01
(16)	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	5685
(16)	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	647
(16)	716-12.08 ENHANCED FLAT LINE THERMO (12IN BARRIER LINE)	L.F.	827
(16)	716-12.09 ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	2405
(16)	716-12.10 ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	2950
	717-01 MOBILIZATION	LS	0.3
	ALTERNATE AA1		
(19) (20)	403-02.02 HOT APPLIED TACK COAT	TON	81
	ALTERNATE AA2		
(21) (22)	403-02.01 TRACKLESS TACK COAT	TON	107

FOOTNOTES

- (1) SEE CURB RAMP TABULATION BLOCK ON SHEET 2F1 FOR DETAILS.
- (2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET 2C, FINAL PAVEMENT MARKINGS, NOTE 6 FOR MORE INFORMATION
- (3) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- (4) INCLUDES 193 TONS FOR PAVING OF SR-385 EB AND WB RAMPS.
- (5) INCLUDES 541 TONS FOR PAVING OF SR-385 EB AND WB RAMPS.
- (6) INCLUDES 3.85 TONS FOR PAVING OF SR-385 EB AND WB RAMPS.
- (7) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
- (8) TO BE USED FOR SEALING OF TRANSVERSE AND LONGITUDINAL JOINTS IN ALL PAVEMENT LAYERS, EXCEPT OGFC, ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
- (9) ITEM IS TO BE USED FOR RESURFACING AT BRIDGE ENDS AND GORE AREAS AT ENTRANCE/EXIT RAMPS.
- (10) 105 TONS TO BE USED FOR PLANT STARTUP AND HEATING UP EQUIPMENT AT BEGINNING OF EACH SHIFT, 15 TONS WASTE MATERIAL PER DAY.
- (11) INCLUDES 476 TONS FOR PAVING OF SR-385 EB AND WB RAMPS.
- (12) INCLUDES 700 TONS FOR COLD PLANING OF SR-385 EB AND WB RAMPS, 1240 TONS FOR COLD PLANING OF BRIDGE TRANSITIONS, AND 600 TONS GORE AREAS AT ENTRANCE/EXIT RAMPS.
- (13) ITEM TO BE USED ON ENTRANCE AND EXIT RAMPS AT SR-57 INTERCHANGE.
- (14) SEE PROPOSED GUARDRAIL (RESURFACING) BLOCK ON SHEET 2F FOR DETAILS.
- (15) SEE TRAFFIC CONTROL SIGN TABULATION (RESURFACING) BLOCK ON SHEET 2F FOR DETAILS.
- (16) FOR FINAL PAVEMENT MARKING ONLY.
- (17) 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.
- (18) FOR TEMPORARY LINE MARKINGS ONLY.
- (19) INCLUDES 5.78 TONS FOR PAVING OF OGFC MIX ON SR-385 EB AND WB RAMPS.
- (20) TO BE USED FOR TACK COAT UNDERNEATH OGFC. HOT APPLIED TRACKLESS TACK MAY BE EITHER HOT APPLIED ASPHALT BINDER OR AN APPROVED HOT APPLIED TRACKLESS COAT FROM QPL 40, SECTION F. IF USING ASPHALT BINDER THE MINIMUM GRADE SHALL BE PG64-22 BUT A HIGHER GRADE MAYBE USED AT THE CONTRACTOR'S DISCRETION.
- (21) INCLUDES 7.70 TONS FOR PAVING OF OGFC MIX ON SR-385 EB AND WB RAMPS.
- (22) USE AN APPROVED TRACKLESS TACK FROM QPL 40-F APPLIED WITH A DISTRIBUTOR AT A MINIMUM RATE OF 0.20 GAL/SY (APPROXIMATE RESIDUAL RATE OF 0.10 GAL/SY). PAVING OF THE OGFC SHALL NOT BEGIN UNTIL THE DEPARTMENT IS SATISFIED THE APPLICATION RATE IS ACHIEVED AND THE EMULSION HAS FULLY BROKEN. MULTIPLE PASSES MAY BE REQUIRED OR EMULSION TPE CQS-1HP MAY BE APPLIED WITH A SPRAY PAVER AT AN APPLICATION RATE BETWEEN 0.18 TO 0.23 GAL/SY. THE SPRAY PAVER SHALL BE A SINGLE PIECE OF EQUIPMENT THAT APPLIES THE TACK COAT AND SPREADS THE BITUMINOUS PAVEMENT. AT A MINIMUM THE SPRAY PAVER SHALL MEET THE PAVER REQUIREMENTS OF 407.06 AND THE DISTRIBUTOR REQUIREMENTS IN 402.03.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2

SEALED BY

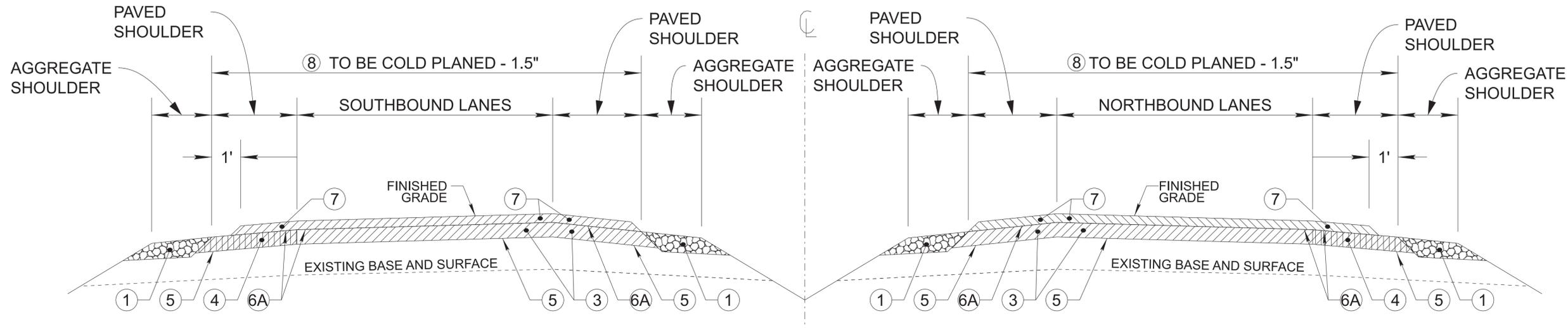


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

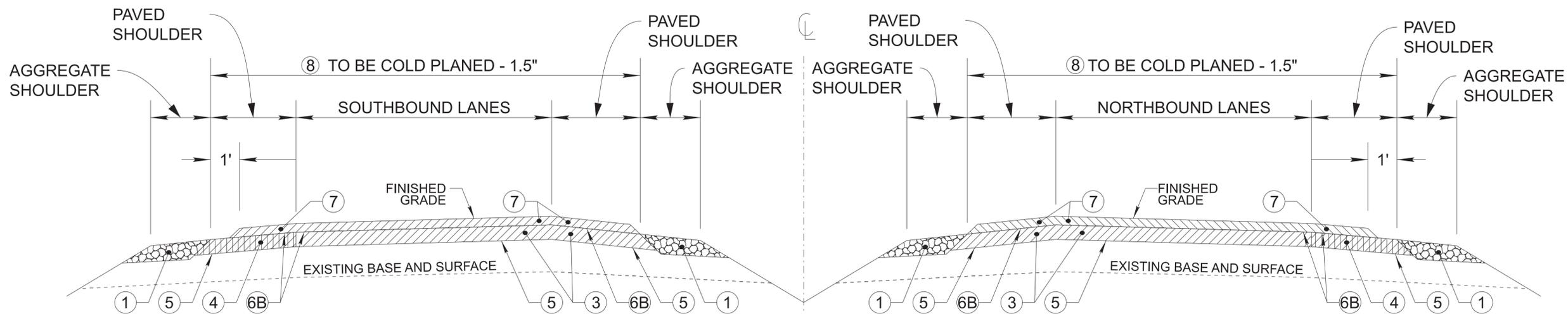
ESTIMATED
ROADWAY
QUANTITIES

SEGMENT	BEGINNING L.M.	ENDING L.M.	LENGTH (MILES)	LANE WIDTH (FEET)	# OF LANES (SOUTHBOUND)	INSIDE PAVED SHOULDER WIDTH (SOUTHBOUND) (FT)	OUTSIDE PAVED SHOULDER WIDTH (SOUTHBOUND) (FT)	TOTAL AGGREGATE SHOULDER WIDTH (SOUTHBOUND) (FT)	# OF LANES (NORTHBOUND)	INSIDE PAVED SHOULDER WIDTH (NORTHBOUND) (FT)	OUTSIDE PAVED SHOULDER WIDTH (NORTHBOUND) (FT)	TOTAL AGGREGATE SHOULDER WIDTH (NORTHBOUND) (FT)
1	0.00	0.43	0.43	12	2	4	10	4	2	4	10	4
2	0.43	0.55	0.12	12	3	4	10	4	2	4	10	4
3	0.55	0.66	0.11	12	3	4	10	4	4	4	10	4
4	0.66	1.00	0.34	12	3	4	10	4	3	4	10	4
5	1.00	1.23	0.23	12	2	4	12	4	2	4	12	4
6	1.23	1.40	0.17	12	2	4	10	4	2	4	10	4
7	1.40	1.54	0.14	12	2	4	10	4	2	4	12	4
8	1.54	1.66	0.12	12	2	4	12	4	3	4	11	4
9	1.66	3.02	1.36	12	2	4	10	4	2	4	10	4

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2B

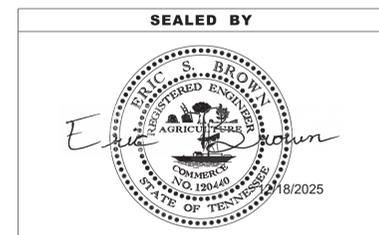


I-269
ALTERNATE AA1



I-269
ALTERNATE AA2

SEE SHEET 2B1 FOR PROPOSED PAVEMENT SCHEDULE



NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

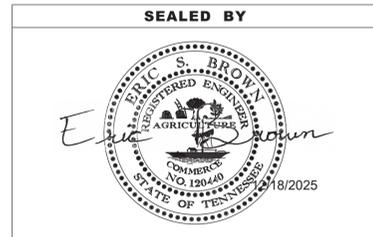
TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2B1

PROPOSED PAVEMENT SCHEDULE

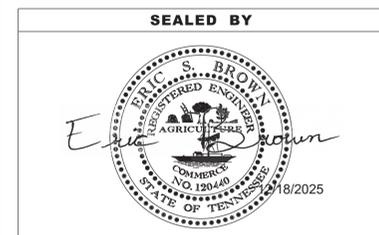
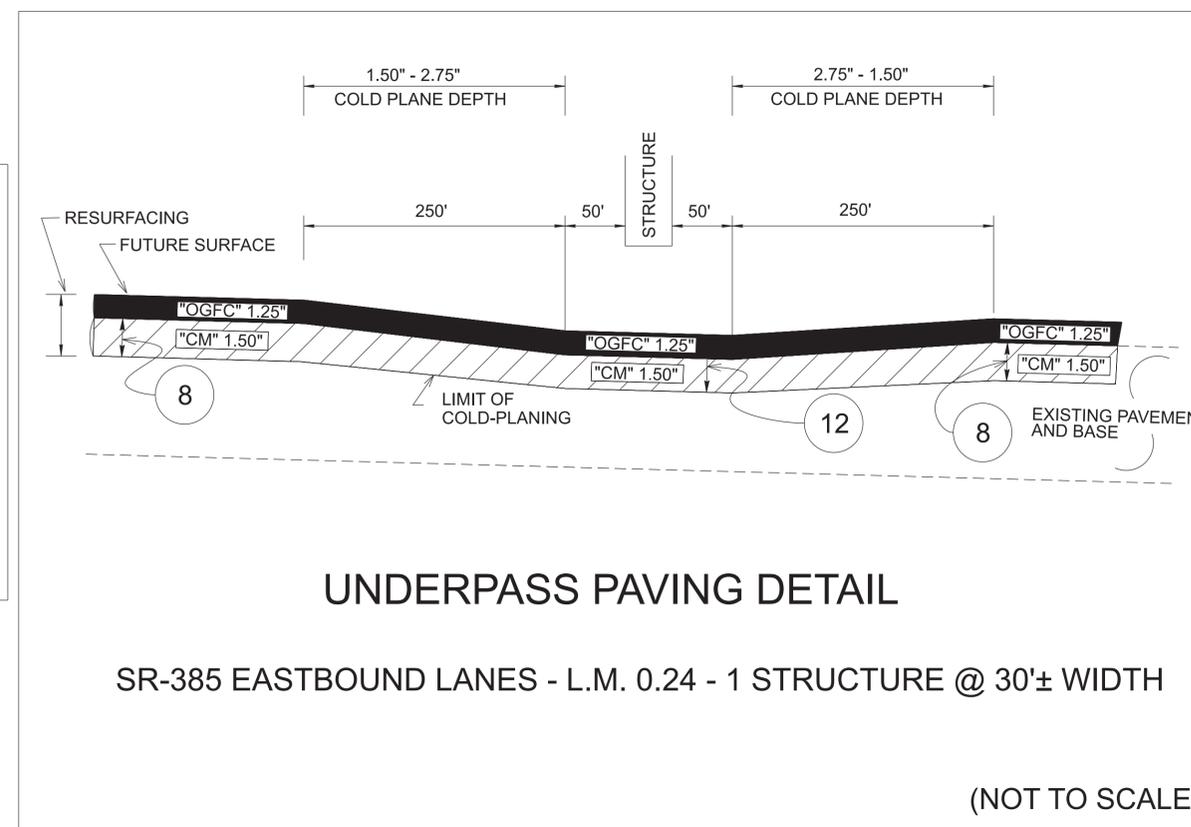
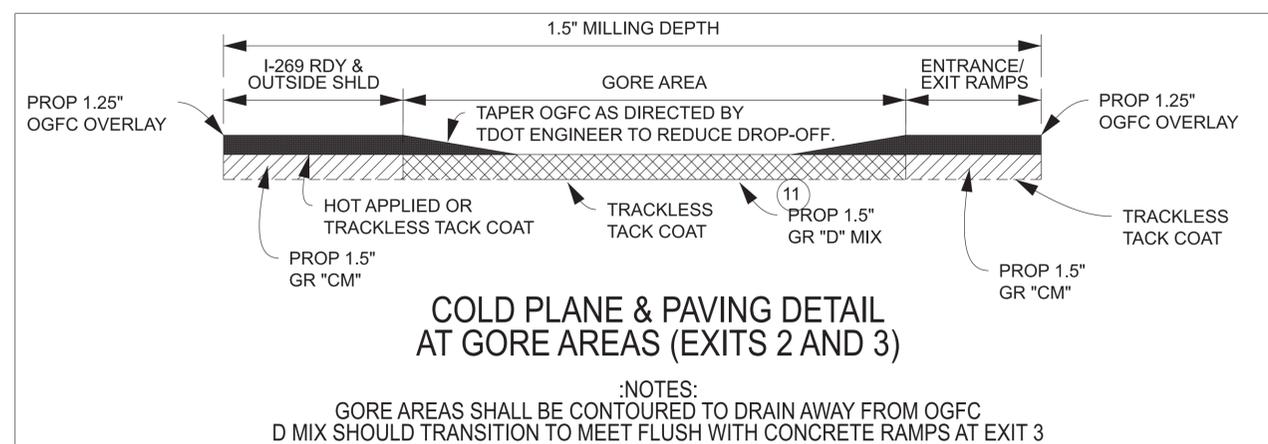
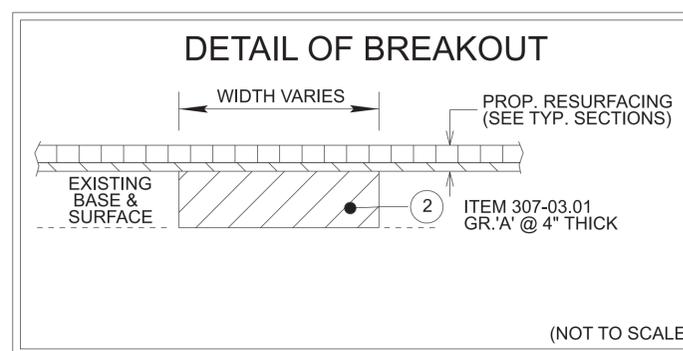
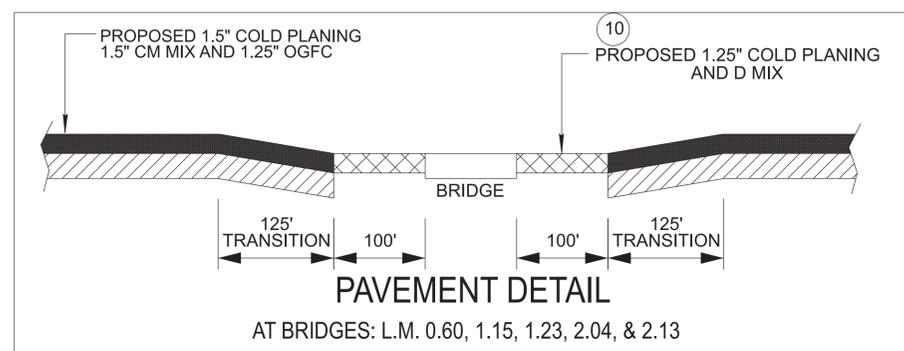
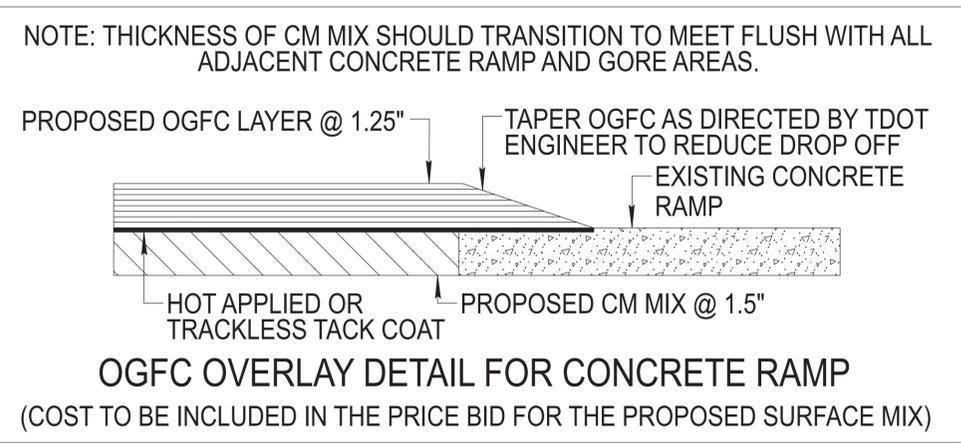
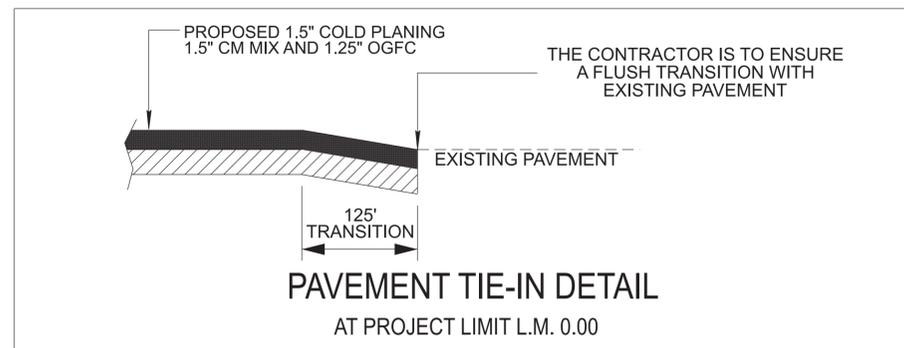
<p>① MINERAL AGGREGATE BASE @ 1.50"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"</p>	<p>⑥ BITUMINOUS MATERIAL FOR TRACKLESS TACK COAT 403-02.01 TRACKLESS TACK COAT APPLICATION RATE AS DETERMINED IN FOOTNOTE FOR ALTERNATE AA2 ON SHEET 2</p>
<p>② BITUMINOUS COURSE @ 4.00"± THICK (APPROX. 460.0 LBS./S.Y.) ITEM 307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)</p>	<p>⑦ ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 110.0 LBS./S.Y.) ITEM 411-03.23 ACS MIX (PG76-22) OGFC</p>
<p>③ BITUMINOUS COURSE @ 1.50"± THICK (APPROX. 165.0 LBS./S.Y.) ITEM 307-03.12 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING CM</p>	<p>⑧ COLD PLANING @ 1.50"± THICK (APPROX. 157.5 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT</p>
<p>④ BITUMINOUS COURSE @ 1.50"± THICK (APPROX. 165.0 LBS./S.Y.) ITEM 307-01.18 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING CM (THIS ITEM IS TO BE USED UNDER OUTSIDE SHOULDERS ONLY)</p>	<p>⑨ COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (THIS ITEM IS TO BE USED AT BRIDGE APPROACHES ONLY)</p>
<p>⑤ BITUMINOUS MATERIAL FOR TRACKLESS TACK COAT 403-02.01 TRACKLESS TACK COAT SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.</p>	<p>⑩ ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING D (THIS ITEM IS TO BE USED AT BRIDGE APPROACHES ONLY)</p>
<p>⑥A BITUMINOUS MATERIAL FOR HOT APPLIED TACK COAT 403-02.02 HOT APPLIED TACK COAT APPLICATION RATE OF 0.13-0.18 GAL./S.Y.</p>	<p>⑪ ASPHALTIC CONCRETE SURFACE (ACS) @ 1.50"± THICK (APPROX. 159 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING D (THIS ITEM IS TO BE USED IN GORE AREAS AT ENTRANCE/EXIT RAMPS ONLY)</p>
	<p>⑫ COLD PLANING @ 2.75"± THICK (APPROX. 291.50 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (THIS ITEM IS TO BE USED FOR TRANSITIONS AT BRIDGE UNDERPASSES ONLY)</p>



**STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL
 SECTIONS AND
 PAVEMENT
 SCHEDULE**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2B2



NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2C

GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

MISCELLANEOUS

- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.
- (3) 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. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.
- (4) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.
- (5) 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. 716-05.49, PAINTED PAVEMENT MARKING (8" LINE), LIN.FT.

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.

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.
- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

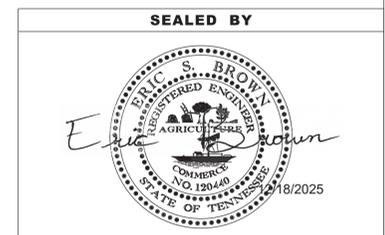
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

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.

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.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2D

SPECIAL NOTES

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

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

PAVEMENT

RESURFACING

- TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:
 - THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.
 - THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.
 - THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS \geq 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS $<$ 70,000.
 - RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.
 - ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS
 - IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
 - ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

MULTIMODAL

- DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

RESURFACING

- SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER
- THE INSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.
- AT THE START OF EACH NIGHT'S PAVING PRODUCE APPROXIMATELY 15 TONS OF THE BITUMINOUS PAVEMENT FOR THE PURPOSE OF PLANT START UP AND HEATING UP THE MATERIAL TRANSFER DEVICE (MTD). THIS MATERIAL SHALL BE UNLOADED INTO THE MTD AT A MINIMUM TEMPERATURE OF 280F AND THE ENTIRE LOAD DISCHARGED THROUGH THE MTD AND WASTED OFF THE PROJECT SITE IMMEDIATELY PRIOR TO THE COMMENCING PAVING OPERATIONS."
- FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

PAVEMENT MARKING

- 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.
- 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

- 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.
- MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

JOINT SEALANTS

- THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN ALL PAVEMENT LAYERS EXCEPT OGFC 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.
- 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.
- TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

RAILROAD NOTES

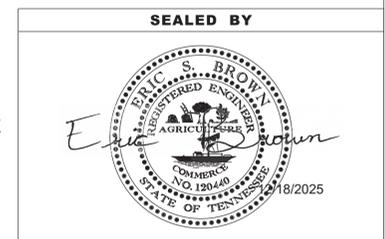
- THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE NORFOLK SOUTHERN TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY NORFOLK SOUTHERN SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

NORFOLK SOUTHERN

MR. PAUL ANDERSON DIVISION ENGINEER
 NORFOLK SOUTHERN RAILROAD CORPORATION
 1400 NORFOLK SOUTHERN DRIVE
 BIRMINGHAM, AL 35210
 PHONE: (304) 266-1558 or (205) 451-4724
 EMAIL: PAUL.ANDERSON@NSCORP.COM
 AND
 MR. DOUGLAS (SHAWN) STARLING, P.E.
 SENIOR ENGINEER PUBLIC IMPROVEMENTS - PA, NY, NJ, TN
 NORFOLK SOUTHERN RAILROAD CORPORATION
 650 WEST PEACHTREE ST NW BOX 45
 ATLANTA, GA 30308
 PHONE: (470) 463-6721
 EMAIL: DOUGLAS.STARLING@NSCORP.COM

NORFOLK SOUTHERN

- ANY PAVEMENT MARKING PREPARATION INSTALLATION, RAILROAD ADVANCE WARNING SIGN PREPARATION OR REPLACEMENT/NEW INSTALLATION OR PAVEMENT PREPARATION OR INSTALLATION WITHIN 25 FT. OF THE NORFOLK SOUTHERN TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES AND/OR WATCHMAN SERVICES AS PER THE DISCRETION OF THE NORFOLK SOUTHERN SUPERINTENDENT FOR THE RAIL LINE BEING IMPACTED.
- ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN SPECIAL PROVISIONS. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISIONS 105C REGARDING FLAGGING RULES AND COSTS THEREOF, INSURANCE REQUIREMENTS, AND NORFOLK SOUTHERN SPECIAL PROVISIONS.
- CONTRACTOR PROTECTIVE SERVICES SHALL BE ONSITE ANYTIME CONSTRUCTION ACTIVITIES ARE TAKING PLACE ON OR ADJACENT TO THE RAILROAD PROPERTY AND/OR HAVE THE POTENTIAL TO FOUL THE RAILROADS'S TRACK OR OPERATIONS. SEE SECTION 8 OF THE NORFOLK SOUTHERN SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS - DIRECT HIRE FOR ADDITIONAL CLARIFICATIONS AND REQUIREMENTS REGARDING CONTRACTOR PROTECTIVE SERVICES.



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

SPECIAL
 NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL

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

SCOPE OF WORK

- (6) PROJECT CONSISTS OF COLD PLANING, RESURFACING WITH OGFC/CM, STRIPING, GUARDRAIL, AND BRIDGE DECK REPAIR.

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.

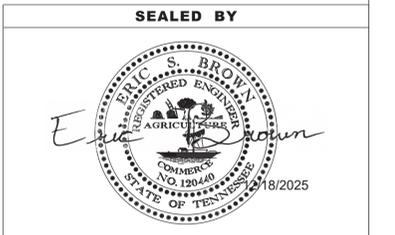
INSPECTION, MAINTENANCE & REPAIR

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.
- (23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.
- (24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL
NOTES**

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

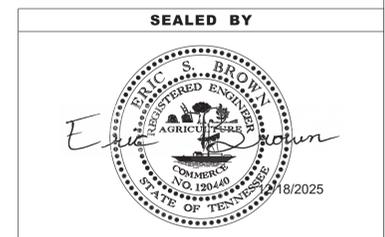
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT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

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2E1

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL
NOTES**

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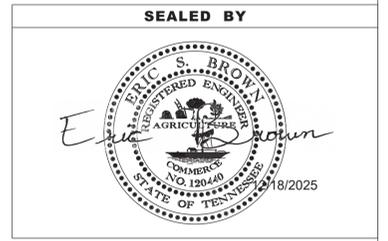
CURB RAMP TABULATION

ROADWAY		STATION or LOG MILE (L.M.)	LOCATION				QUADRANT N. S. E. W.	SIGNALIZED YES / NO	STANDARD DRAWING NO.	CURB RAMP (RETROFIT) ITEM NO. 701-02.01		CONCRETE SIDEWALK (4") ITEM NO. 701-01.01		REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC. ITEM NO. 202-03		REMARKS
MAINLINE	INTERSECTING		LEFT	MEDIAN	RIGHT	S.F.				S.F.	S.Y.					
I-269 SB	SR-57 WB	EXIT RAMP RT. TURN			X			NO	CR-20	114.0	50.0	6.0		1		
I-269 SB	SR-57 WB	EXIT RAMP RT. TURN	X					NO	CR-10	114.0	75.0	8.0		2		
I-269 SB	SR-57 EB	EXIT RAMP LF. TURN			X			YES	CR-10	114.0	75.0	8.0		3		
I-269 SB	SR-57 EB	EXIT RAMP LF. TURN	X					YES	CR-20	114.0	25.0	3.0		4		
I-269 NB	SR-57 WB	ENT. RAMP LF. TURN						YES	CR-20	114.0	25.0	3.0		5		
I-269 NB	SR-57 WB	ENT. RAMP LF. TURN	X					YES	CR-10	114.0	75.0	8.0		6		
I-269 NB	SR-57 EB	ENT. RAMP RT. TURN						NO	CR-10	114.0	50.0	6.0		7		
I-269 NB	SR-57 EB	ENT. RAMP RT. TURN	X					NO	CR-20	114.0	25.0	3.0		8		
I-269 NB	SR-57 EB	EXIT RAMP RT. TURN						NO	CR-20	114.0	25.0	3.0		9		
I-269 NB	SR-57 EB	EXIT RAMP RT. TURN	X					NO	CR-10	114.0	75.0	8.0		10		
I-269 NB	SR-57 WB	EXIT RAMP LF. TURN						YES	CR-10	114.0	75.0	8.0		11		
I-269 NB	SR-57 WB	EXIT RAMP LF. TURN	X					YES	CR-20	114.0	25.0	3.0		12		
I-269 SB	SR-57 WB	ENT. RAMP LF. TURN						YES	CR-20	114.0	75.0	8.0		13		
I-269 SB	SR-57 WB	ENT. RAMP LF. TURN	X					YES	CR-10	114.0	50.0	6.0		14		
I-269 SB	SR-57 EB	ENT. RAMP RT. TURN						NO	CR-10	114.0	50.0	6.0		15		
I-269 SB	SR-57 EB	ENT. RAMP RT. TURN	X					NO	CR-20	114.0	25.0	3.0		16		
TOTAL										1824	800	90				

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	2F1



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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

UTILITY NOTES

- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

CABLE:
Charter Communications
 24 Circle Drive
 McKenzie, TN 38201
 CONTACT: Keith Chesser
 OFFICE PHONE: 731 352 1146
 CELL PHONE: 731 621 9552
 Email: Keith.chesser@charter.com

ELECTRIC:
MLG&W
 220 South Main St.
 Memphis, TN. 38103
 CONTACT: Darryl Mclemore
 OFFICE PHONE: 901 528 4816
 CELL PHONE: 901 502 6207
 Email: dmclmore@mlgw.org

GAS:
MLG&W
 220 South Main St.
 Memphis, TN. 38103
 CONTACT: Darryl Mclemore
 OFFICE PHONE: 901 528 4816
 CELL PHONE: 901 502 6207
 Email: dmclmore@mlgw.org

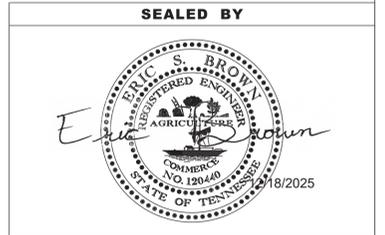
TELEPHONE:
AT&T
 315 E. College Street
 Jackson, TN. 38301
 CONTACT: Daniel R. Potts
 OFFICE PHONE: 901 488 2359
 CELL PHONE:
 Email: Dp7607@att.com

WATER:
MLG&W
 220 South Main St.
 Memphis, TN. 38103
 CONTACT: Darryl Mclemore
 OFFICE PHONE: 901 528 4816
 CELL PHONE: 901 502 6207
 Email: dmclmore@mlgw.org

WATER:
TOWN OF COLLIERVILLE
 500 Keough St.
 Collierville, TN 38017
 CONTACT: John Fox/John Russell
 OFFICE PHONE: 901 457 2810
 CELL PHONE:
 Email: jfox@collierville.tn.gov

SEWER
TOWN OF COLLIERVILLE
 500 Keough St.
 Collierville, TN 38017
 CONTACT: John Fox/John Russell
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 CELL PHONE:
 Email: jfox@collierville.tn.gov

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-269(42)	3



**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	NH-I-269(42)	T1

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

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

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

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

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

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
 - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA.

WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

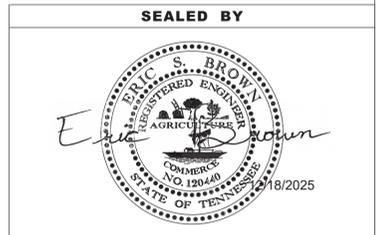
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE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

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

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

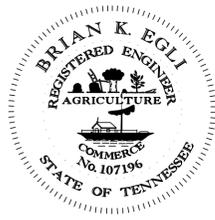
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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



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 08:47:10 -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, ESTIMATED QUANTITIES, AND EXPANSION JOINT REPAIR DETAILS	B-2
TYPE I THIN EPOXY OVERLAY NOTES	B-3
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT	
REPAIR DETAILS BR. NO. 24SR3850007	B-4
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT	
REPAIR DETAILS BR. NO. 24SR3850008	B-5
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT	
REPAIR DETAILS BR. NO. 24SRO570027	B-6
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT	
REPAIR DETAILS BR. NO. 24SR3850031	B-7
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT	
REPAIR DETAILS BR. NO. 24SR3850011	B-8
PLAN VIEW AND PHASE CONSTRUCTION	
BR. NO. 24SR3850012	B-9
PLAN VIEW AND PHASE CONSTRUCTION	
BR. NO. 24I02690007	B-10
PLAN VIEW AND PHASE CONSTRUCTION	
BR. NO. 24I02690008	B-11
PLAN VIEW AND PHASE CONSTRUCTION	
BR. NO. 24I02690009	B-12
PLAN VIEW AND PHASE CONSTRUCTION	
BR. NO. 24I02690010	B-13

YEAR	PROJECT NO.	SHEET NO.
2026	24I269-M3-008	STRUCTURE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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LAST
REV. DATE

INDEX OF DRAWINGS

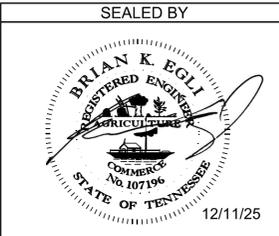
DWG. NO.

SIGNATURE SHEET -----	STRUCTURE-SIGN 1
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PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT REPAIR DETAILS BR. NO. 24SR3850008 -----	B-5
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT REPAIR DETAILS BR. NO. 24SR0570027 -----	B-6
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT REPAIR DETAILS BR. NO. 24SR3850031 -----	B-7
PLAN VIEW, PHASE CONSTRUCTION AND EXPANSION JOINT REPAIR DETAILS BR. NO. 24SR3850011 -----	B-8
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PLAN VIEW AND PHASE CONSTRUCTION BR. NO. 24I02690010 -----	B-13

DWG. NO.

INDEX OF REFERENCE DRAWINGS

LAYOUT OF BRIDGE -----	M-436-92
SUPERSTRUCTURE -----	M-436-96
LAYOUT OF BRIDGE -----	M-436-100
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SUPERSTRUCTURE -----	M-436-175
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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24-I269-0.6OR
OVER KEOUGH ROAD
24-I269-0.6OL
OVER KEOUGH ROAD
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RAMP OVER/NS RT
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RAMP OVER/NS LT
24-I269-1.15R
OVER NS RAILROAD
24-I269-1.15L
OVER NS RAILROAD
24-I269-2.04R
OVER FLETCHER CREEK
24-I269-2.04L
OVER FLETCHER CREEK
24-I269-2.13R
OVER FLETCHER DRIVE
24-I269-2.13L
OVER FLETCHER DRIVE
BR. NO. 24SR3850007
BR. NO. 24SR3850008
BR. NO. 24SR0570027
BR. NO. 24SR3850031
BR. NO. 24SR3850011
BR. NO. 24SR3850012
BR. NO. 24I02690007
BR. NO. 24I02690008
BR. NO. 24I02690009
BR. NO. 24I02690010
FAYETTE COUNTY
2026

PIN NO.: 132482.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 11-25
SUPERVISED BY: BRIAN EGLI DATE: 11-25
CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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EXPANSION JOINT REPAIR NOTES

THE JOINT HEADER SYSTEM SHALL BE FROM OPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM OPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING, AND AN ELASTOMERIC CONCRETE FROM OPL 9.001. THE SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SYSTEM MATERIALS. PRODUCTS FROM OPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE OPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

MANUFACTURERS SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE JOINT REPLACEMENT/REPAIR WORK. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP OF THE JOINT INSTALLATION.

PRIOR TO THE INSTALLATION OF THE NEW JOINT, THE EXISTING JOINT OPENING SHALL BE CLEANED OF ALL DIRT, DEBRIS, AND PRIOR CONSTRUCTION MATERIAL, ETC., THE FULL DEPTH OF THE OPENING. THE SURFACES WHERE THE NEW MATERIAL BONDS TO STAY IN PLACE, SHALL BE CLEANED PER MANUFACTURERS RECOMMENDATION, TO REMOVE ANY SUBSTANCES THAT WOULD INHIBIT BONDING.

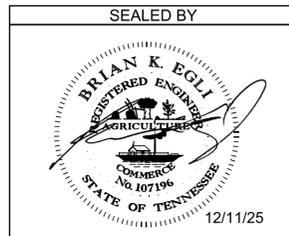
THE COST FOR REMOVING THE OLD JOINT SYSTEM, INSTALLING THE NEW JOINT SYSTEM, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.

AREAS OF PARTIAL DEPTH REPAIR SURFACE OF AGGREGATE OR CONCRETE MUST BE SATURATED WITH CLEAN WATER, GIVE IT TIME TO BECOME DAMP (NOT WET) BLAST ANY EXCESSIVE WATER.

PATCHED AREA TO BE SATURATED SURFACE DRY UNLESS OTHERWISE NOTED IN MANUFACTURE'S SPECIFICATIONS.

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.	604-10.44 EXPANSION JOINT REPAIRS L.F.	604-10.53 CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
24-I269-0.60R OVER KEOUGH ROAD BR. NO. 24SR3850007	M-436-92 M-436-100 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPLACE BRIDGE JOINTS	1649	140	1
24-I269-0.60L OVER KEOUGH ROAD BR. NO. 24SR3850008	M-436-96 M-436-100 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPLACE BRIDGE JOINTS	1440	127	
24-I269-1.15 OVER RAMP/NS RT BR. NO. 24SR0570027	M-436-172 M-436-175 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPLACE BRIDGE JOINTS	1208	96	
24-I269-1.15 OVER RAMP/NS LT BR. NO. 24SR3850031	U-26-39 U-26-42 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPLACE BRIDGE JOINTS	1190	85	31
24-I269-1.15R OVER NS RAILROAD BR. NO. 24SR3850011	U-001-001 U-001-005 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) REPLACE BRIDGE JOINTS	1064	84	
24-I269-1.15L OVER NS RAILROAD BR. NO. 24SR3850012	M-436-127 M-436-132	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1064		
24-I269-2.04R OVER FLETCHER CREEK BR. NO. 24I02690007	M-436-127 M-436-130	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1331		
24-I269-2.04L OVER FLETCHER ROAD BR. NO. 24I02690008	U-001-001 U-001-005	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1331		
24-I269-2.13R OVER FLETCHER ROAD BR. NO. 24I02690009	U-001-26 U-001-30 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1303		
24-I269-2.13L OVER FLETCHER ROAD BR. NO. 24I02690010	U-001-26 U-001-32 STD-1-5	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	1303		
TOTAL			12883	532	32



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION,
ESTIMATED QUANTITIES,
AND EXPANSION JOINT
REPAIR NOTES
24-I269-0.60R
OVER KEOUGH ROAD
24-I269-0.60L
OVER KEOUGH ROAD
24-I269-1.15
RAMP OVER/NS RT
24-I269-1.15
RAMP OVER/NS LT
24-I269-1.15R
OVER NS RAILROAD
24-I269-1.15L
OVER NS RAILROAD
24-I269-2.04R
OVER FLETCHER CREEK
24-I269-2.04L
OVER FLETCHER CREEK
24-I269-2.13R
OVER FLETCHER DRIVE
24-I269-2.13L
OVER FLETCHER DRIVE
BR. NO. 24SR3850007
BR. NO. 24SR3850008
BR. NO. 24SR0570027
BR. NO. 24SR3850031
BR. NO. 24SR3850011
BR. NO. 24SR3850012
BR. NO. 24I02690007
BR. NO. 24I02690008
BR. NO. 24I02690009
BR. NO. 24I02690010
FAYETTE COUNTY
2026

PIN NO.: 132482.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 11-25
SUPERVISED BY: BRIAN EGLI DATE: 11-25
CHECKED BY: _____ DATE: _____

TYPE 1 THIN EPOXY OVERLAY NOTES :

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

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

APPLICATION EQUIPMENT SHOULD :

A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.

B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.

C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.

D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.

E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.

F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

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

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

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

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

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

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

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

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

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

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

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

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

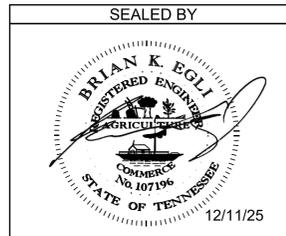
THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACKCOAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE THIN EPOXY OVERLAY.

MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACKCOAT OR DEBRIS REMOVAL.

REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

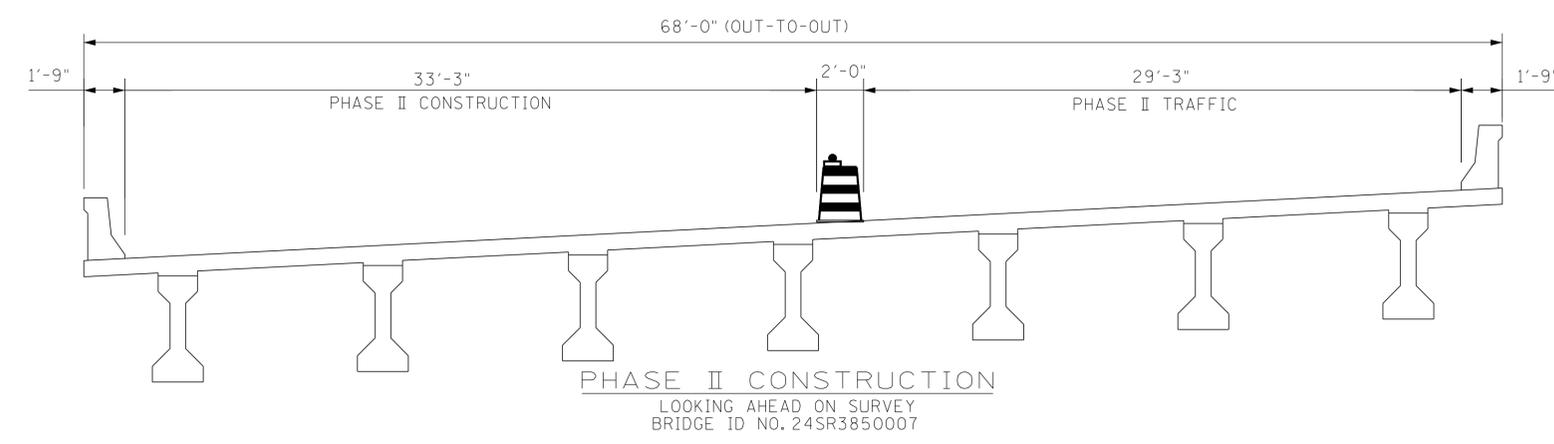
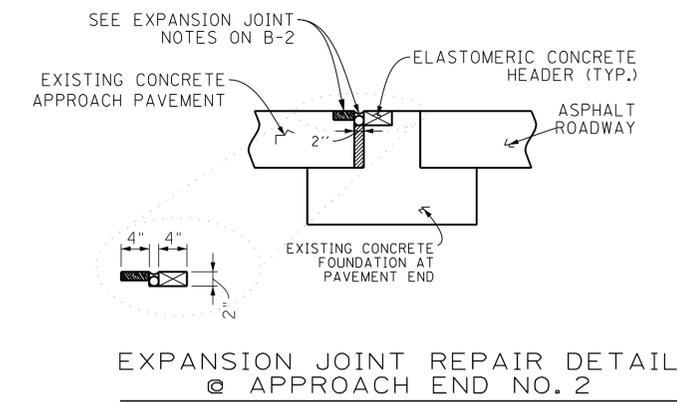
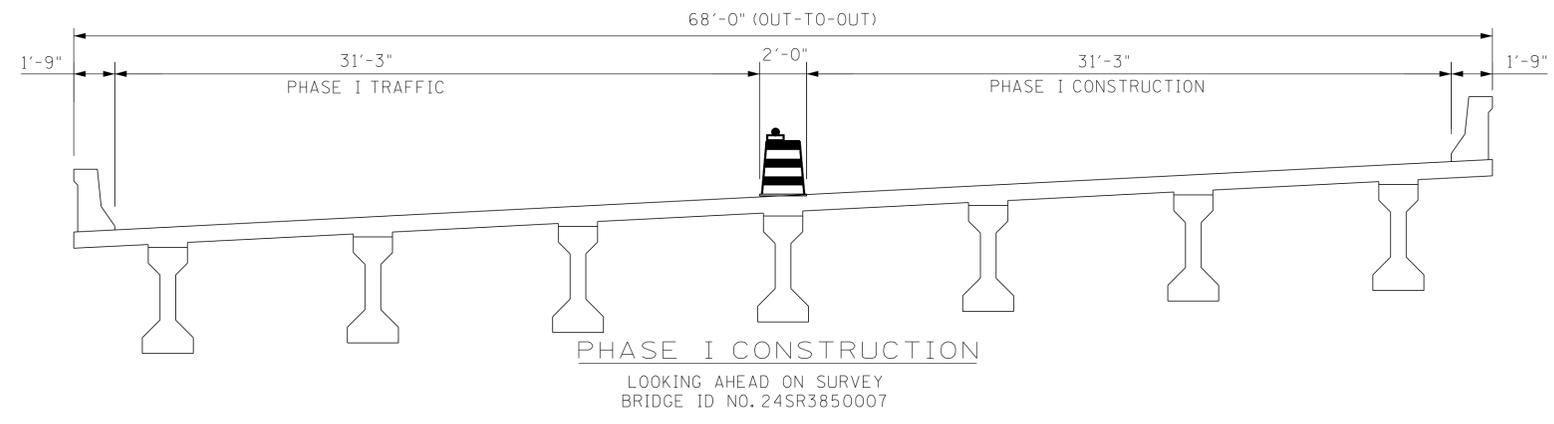
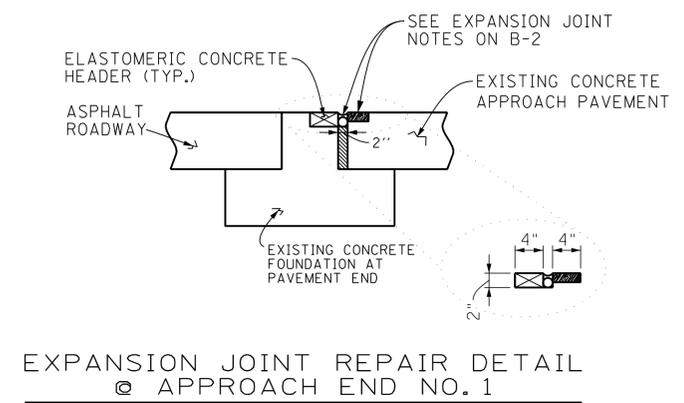
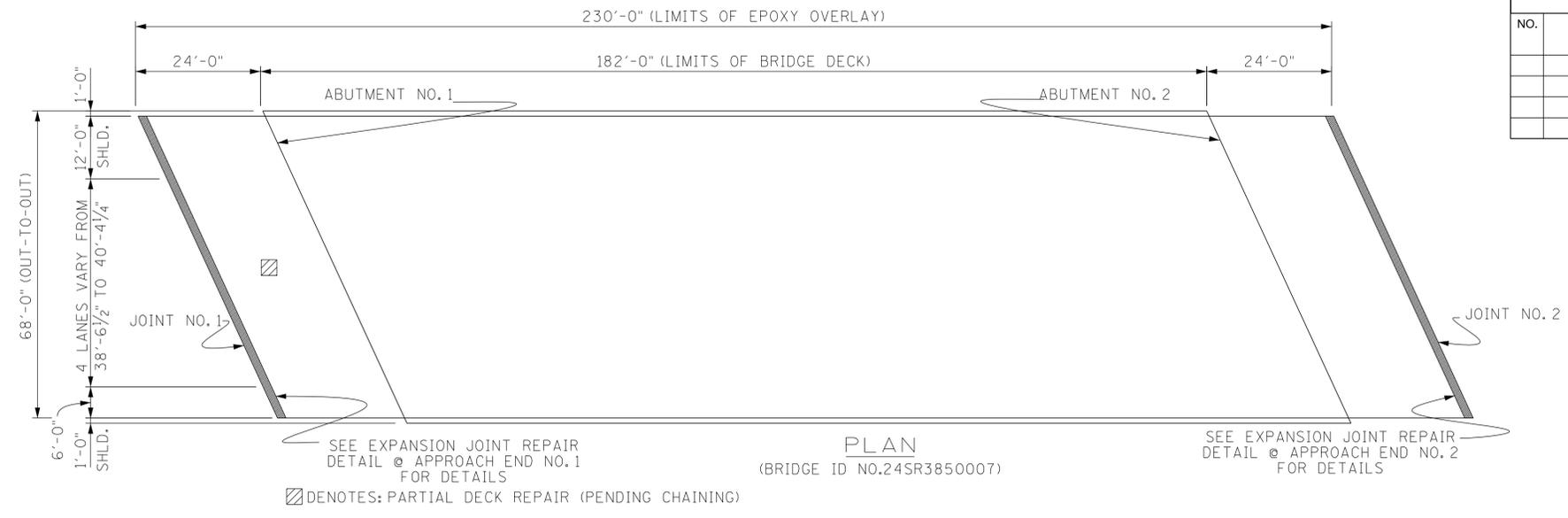
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 DRAWN BY: TRENT JOHNSTON DATE: 10-25
 SUPERVISED BY: BRIAN EGLI DATE: 10-25
 CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
- -			
- -			
- -			
- -			
- -			



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
TYPE 1 THIN EPOXY OVERLAY NOTES
 24-I269-0.60R
 OVER KEOUGH ROAD
 24-I269-0.60L
 OVER KEOUGH ROAD
 24-I269-1.15
 RAMP OVER/NS RT
 24-I269-1.15
 RAMP OVER/NS LT
 24-I269-1.15R
 OVER NS RAILROAD
 24-I269-1.15L
 OVER NS RAILROAD
 24-I269-2.04R
 OVER FLETCHER CREEK
 24-I269-2.04L
 OVER FLETCHER CREEK
 24-I269-2.13R
 OVER FLETCHER DRIVE
 24-I269-2.13L
 OVER FLETCHER DRIVE
 BR. NO. 24SR3850007
 BR. NO. 24SR3850008
 BR. NO. 24SR0570027
 BR. NO. 24SR3850031
 BR. NO. 24SR3850011
 BR. NO. 24SR3850012
 BR. NO. 24I02690007
 BR. NO. 24I02690008
 BR. NO. 24I02690009
 BR. NO. 24I02690010
 FAYETTE COUNTY
 2026

PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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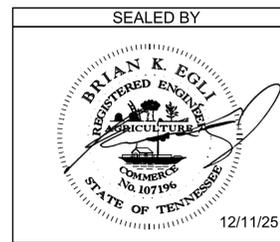
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SUPERVISED BY: BRIAN EGLI DATE: 11-25

CHECKED BY: _____ DATE: _____

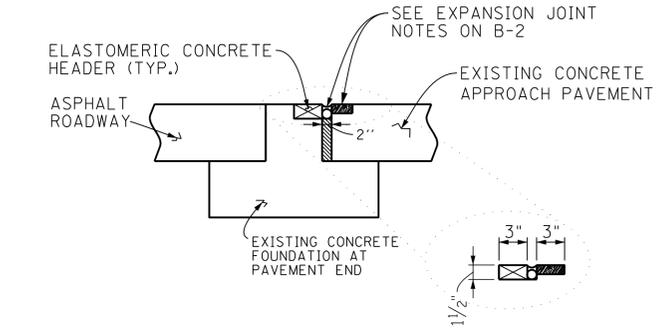
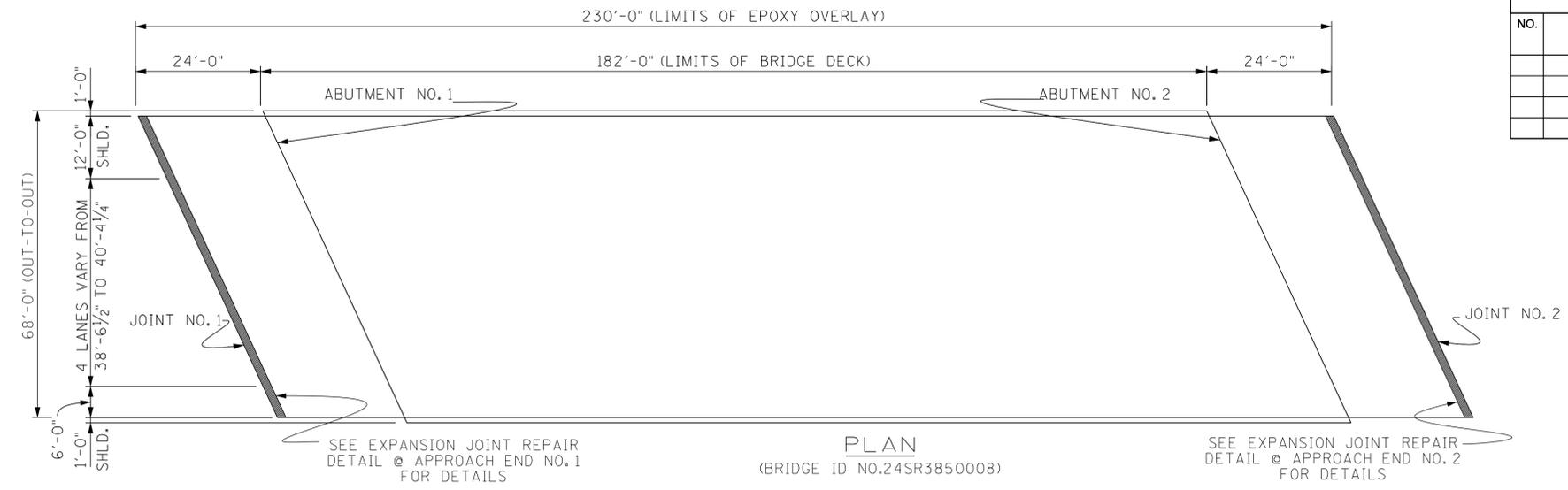


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

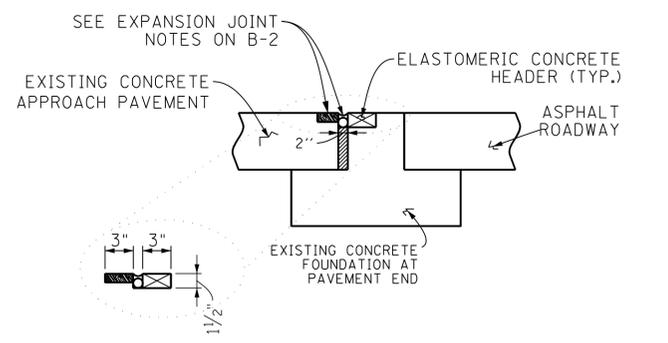
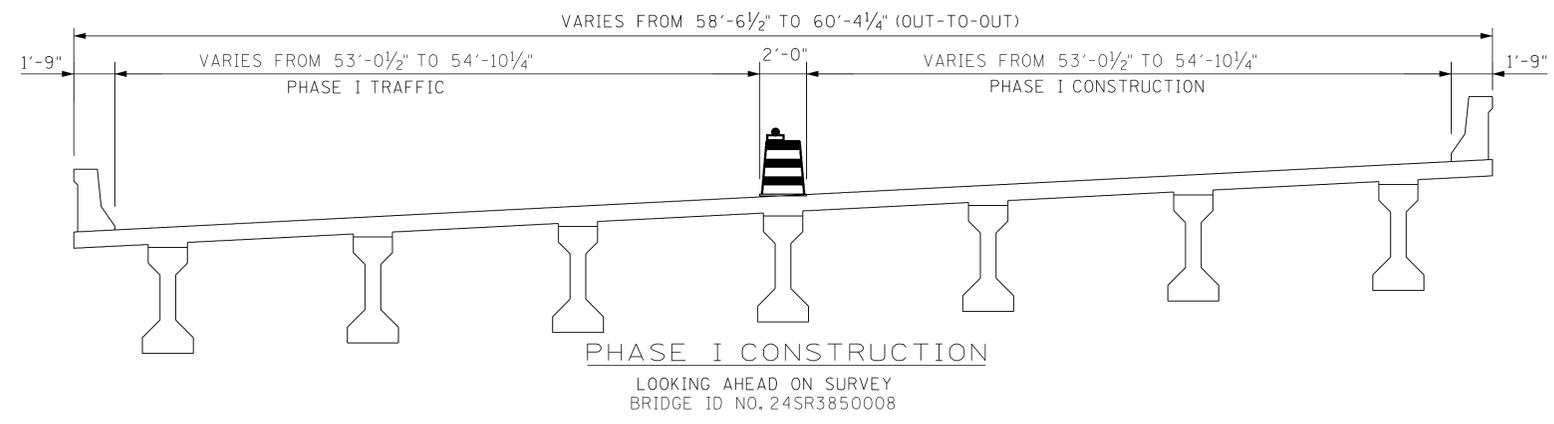
PLAN VIEW,
PHASE CONSTRUCTION,
AND EXPANSION JOINT
REPAIR DETAILS
24-I269-0.60R
OVER KEOUGH ROAD
BR. NO. 24SR3850007
FAYETTE COUNTY
2026

B-4

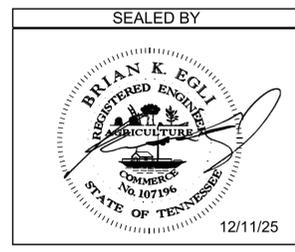
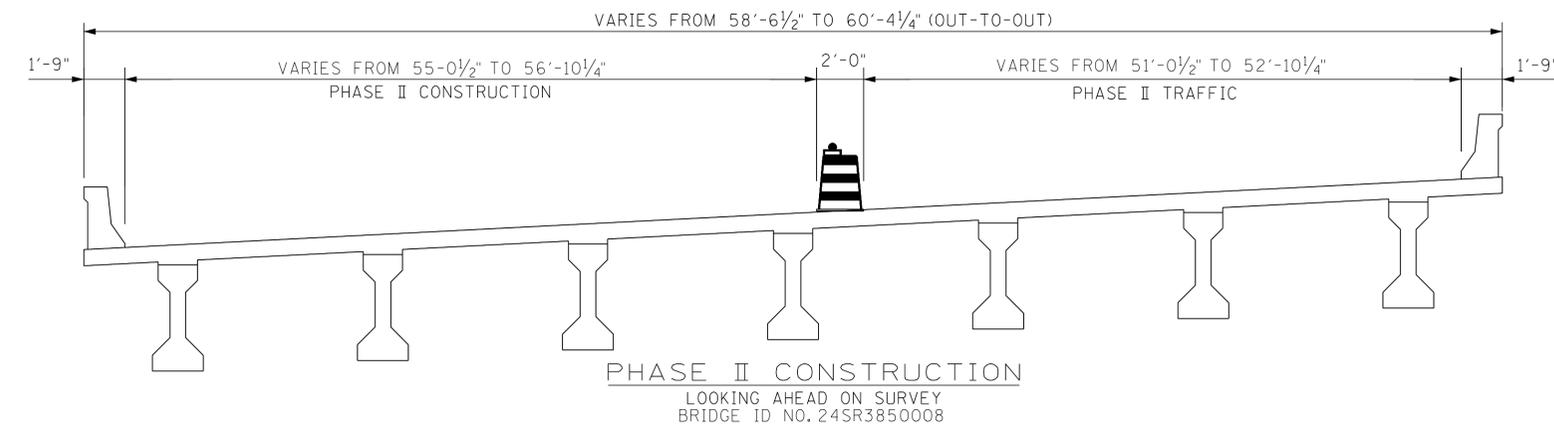
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24I269-M3-008	2026	B-5	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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EXPANSION JOINT REPAIR DETAIL @ APPROACH END NO. 1



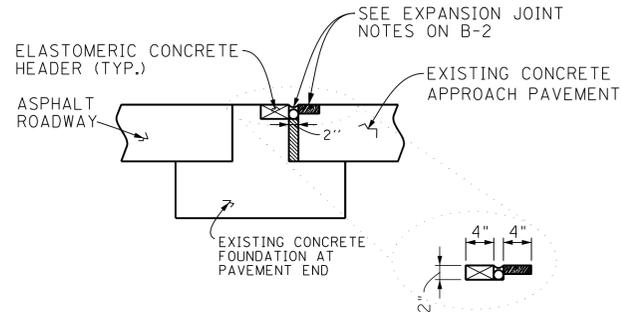
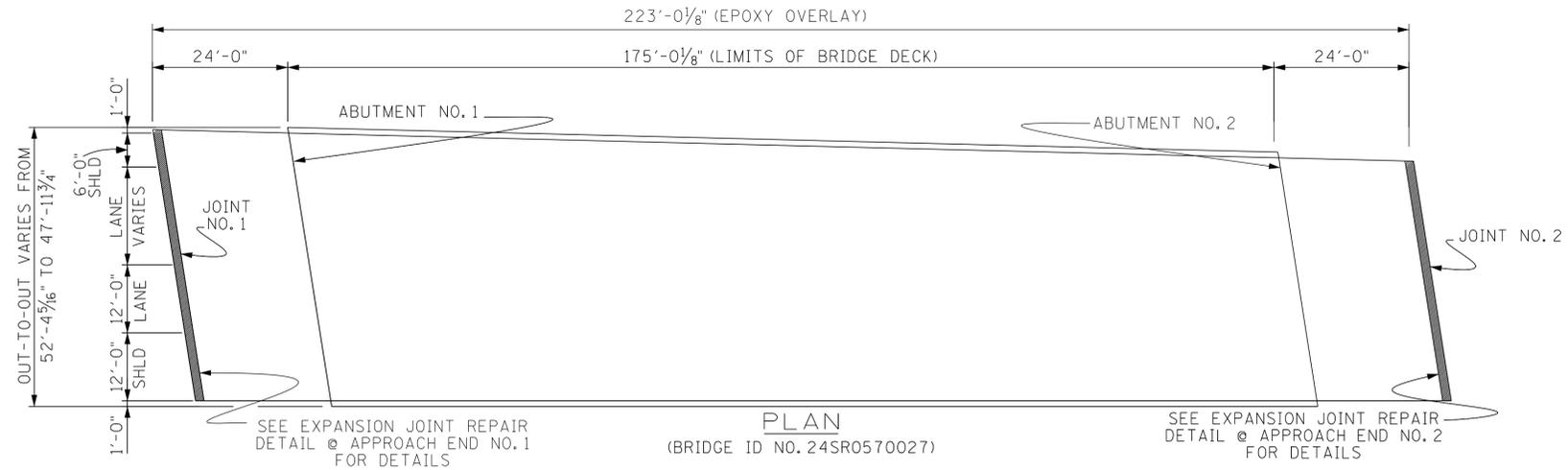
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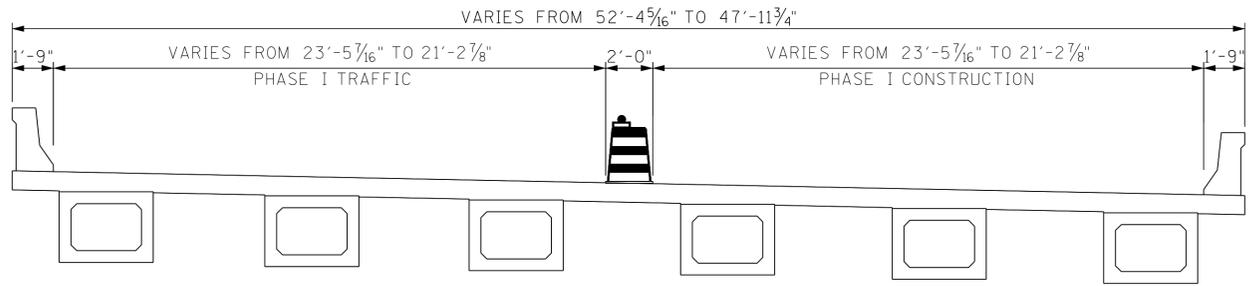
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
**PLAN VIEW,
 PHASE CONSTRUCTION,
 AND EXPANSION JOINT
 REPAIR DETAILS**
 24-I269-0.60L
 OVER KEOUGH ROAD
 BR. NO. 24SR3850008
 FAYETTE COUNTY
 2026

PIN NO.: 132482.00
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 DRAWN BY: TRENT JOHNSTON DATE: 11-25
 SUPERVISED BY: BRIAN EGLI DATE: 11-25
 CHECKED BY: _____ DATE: _____

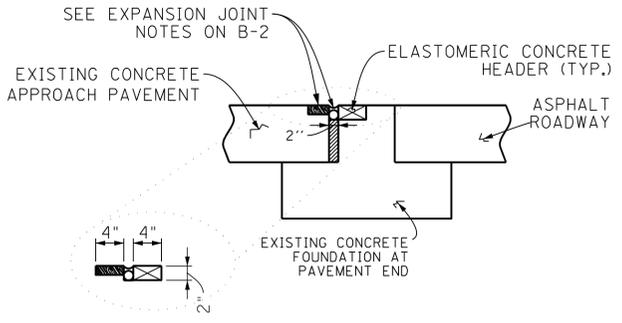
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24I269-M3-008	2026	B-6	
REVISIONS			
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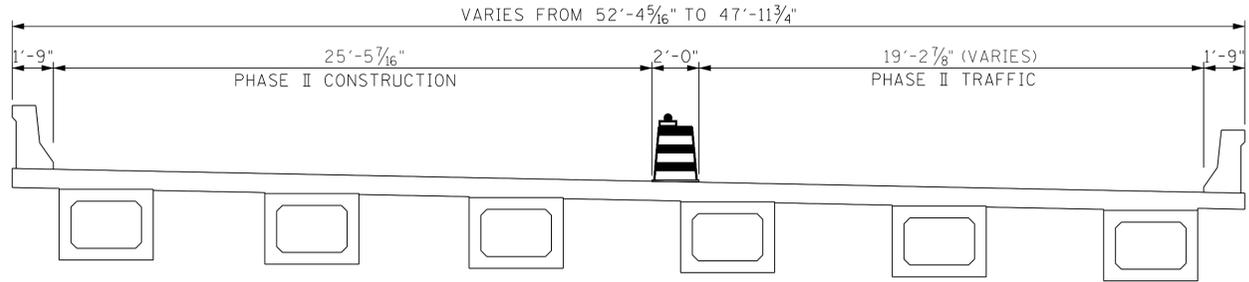
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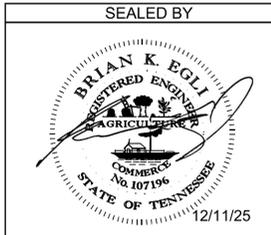
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 BRIDGE ID NO. 24SR0570027



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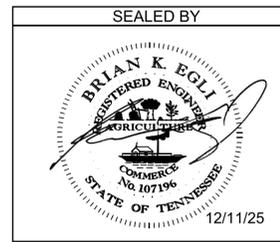
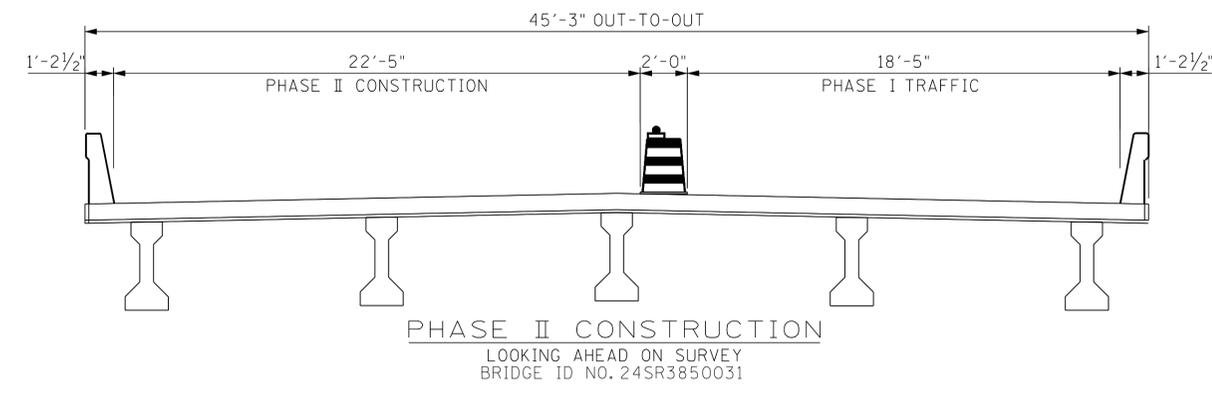
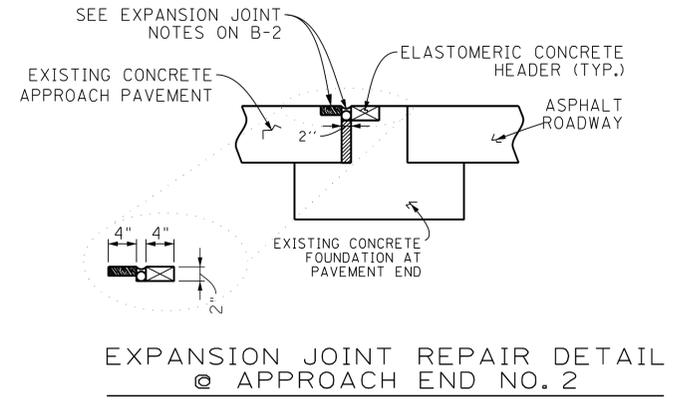
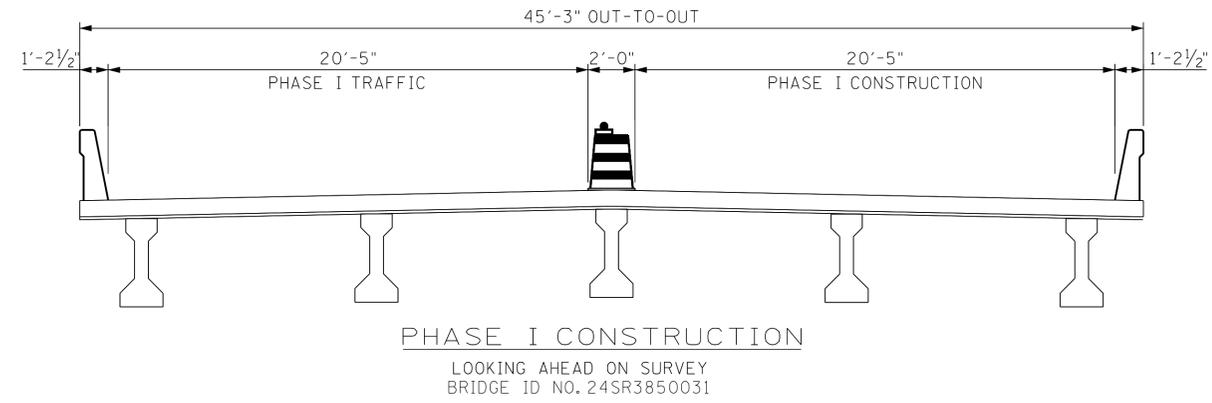
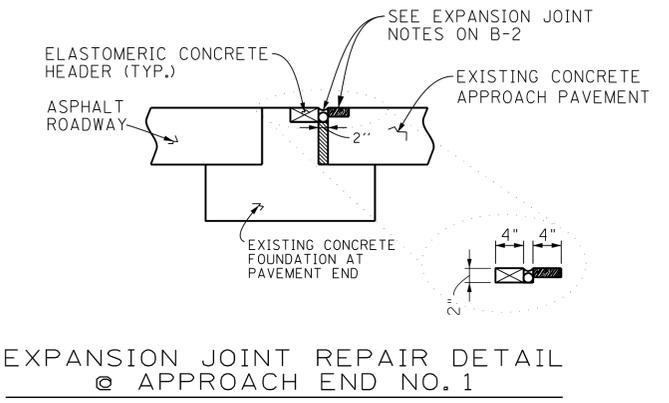
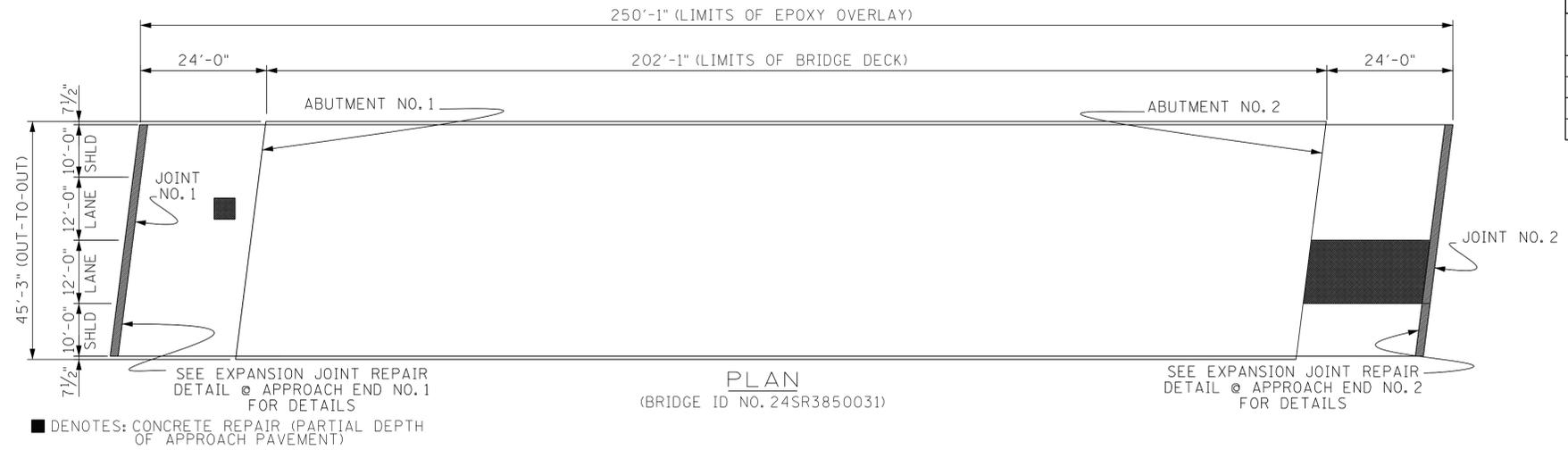
PHASE II CONSTRUCTION
 LOOKING AHEAD ON SURVEY
 BRIDGE ID NO. 24SR0570027



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PLAN VIEW,
 PHASE CONSTRUCTION,
 AND EXPANSION JOINT
 REPAIR DETAILS
 24-1269-1.15
 RAMP OVER/NS RT
 BR. NO. 24SR0570027
 FAYETTE COUNTY
 2026

PIN NO.: 132482.00
 DESIGN BY: _____ DATE: _____
 DRAWN BY: TRENT JOHNSTON DATE: 11-25
 SUPERVISED BY: BRIAN EGLI DATE: 11-25
 CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-7	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW,
PHASE CONSTRUCTION,
AND EXPANSION
JOINT DETAILS
24-I269-1.15R
RAMP OVER/NS LT
BR. NO. 24SR3850031
FAYETTE COUNTY
2026

PIN NO.: 132482.00

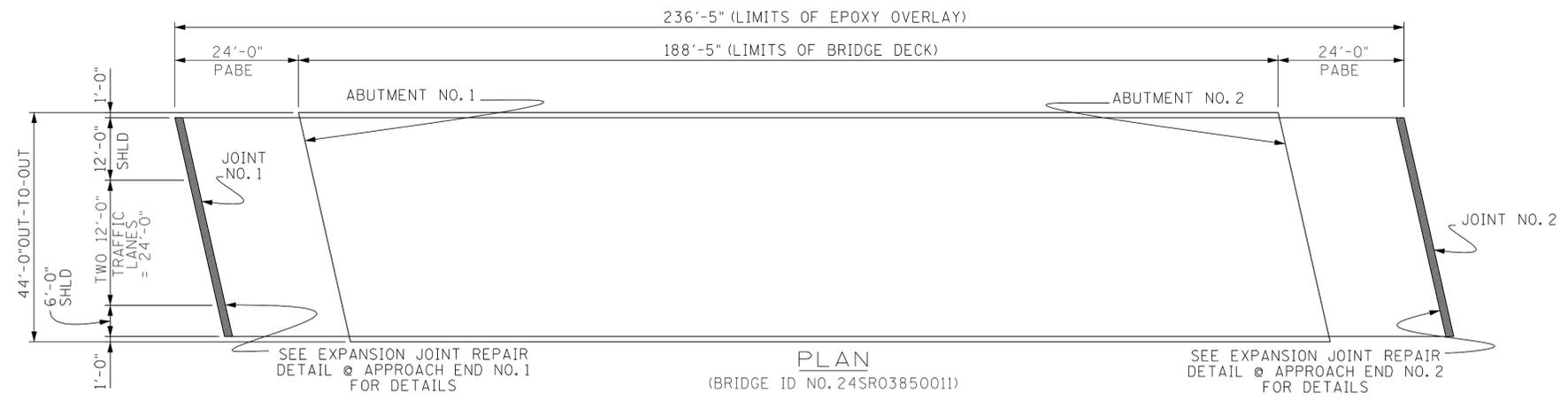
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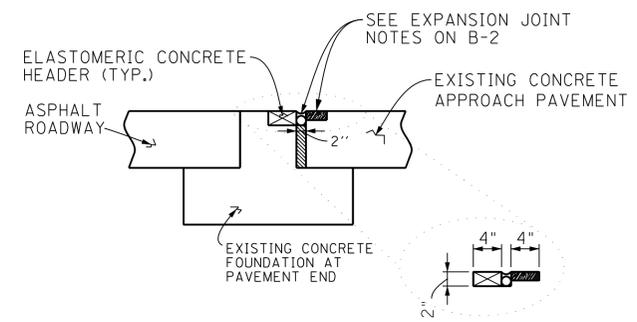
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PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-8	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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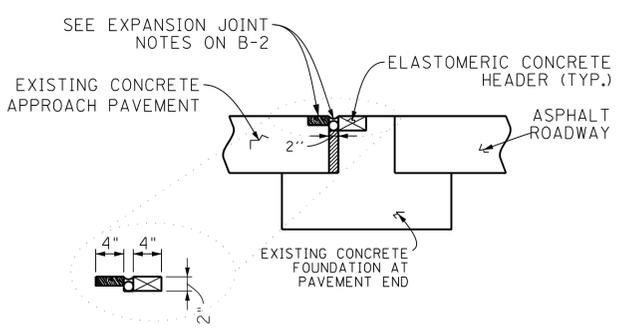
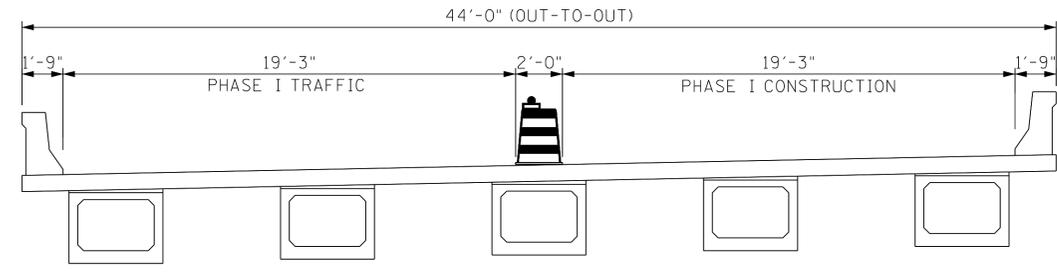


SEE EXPANSION JOINT REPAIR
DETAIL @ APPROACH END NO. 1
FOR DETAILS

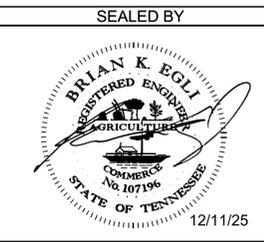
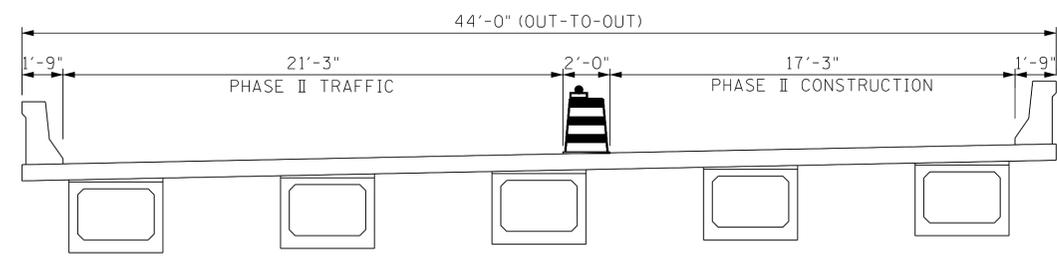
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EXPANSION JOINT REPAIR DETAIL
@ APPROACH END NO. 1



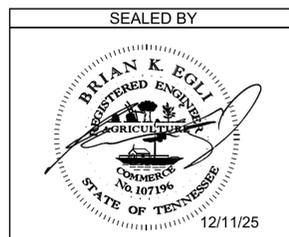
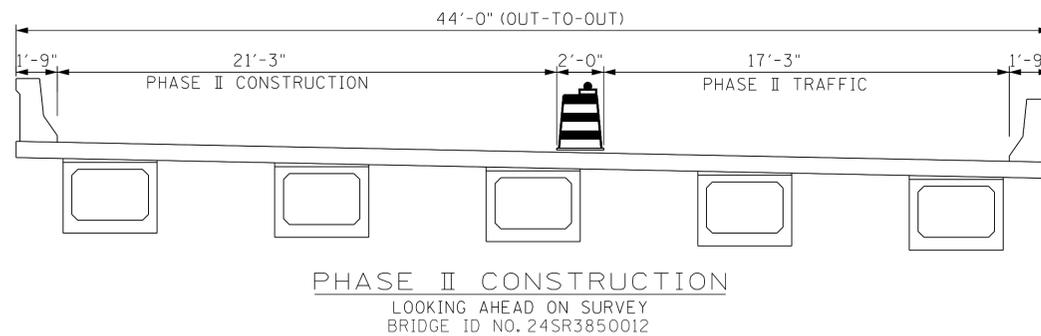
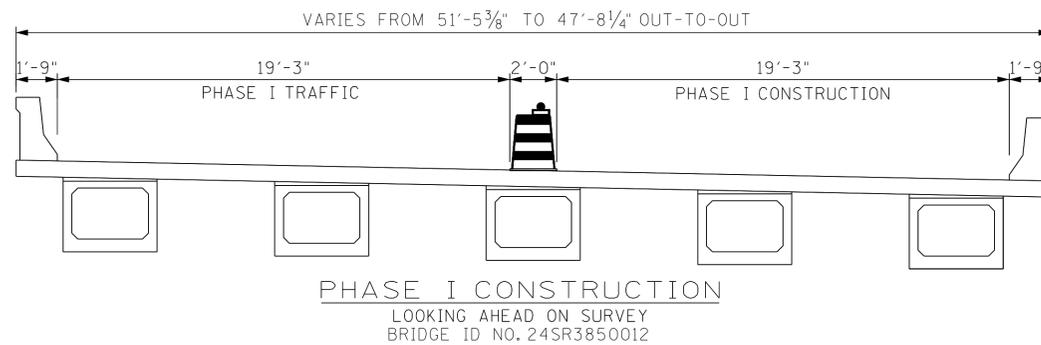
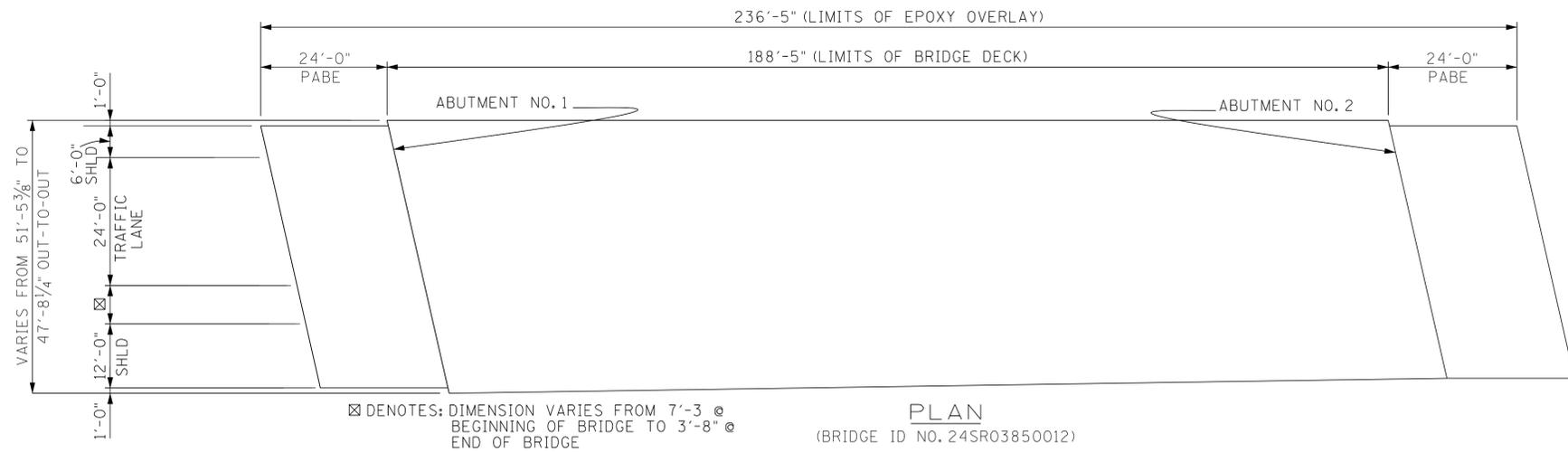
EXPANSION JOINT REPAIR DETAIL
@ APPROACH END NO. 2



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW,
PHASE CONSTRUCTION,
AND EXPANSION
JOINT DETAILS
24-I269-1.15L
OVER NS RAILROAD
BR. NO. 24SR3850011
FAYETTE COUNTY
2026

PIN NO.: 132482.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 11-25
SUPERVISED BY: BRIAN EGLI DATE: 11-25
CHECKED BY: _____ DATE: _____

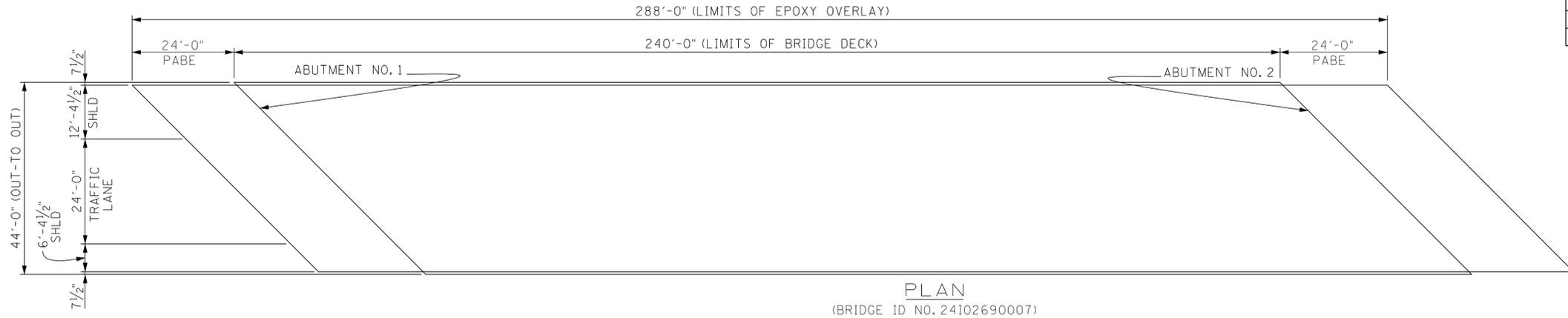
PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-9	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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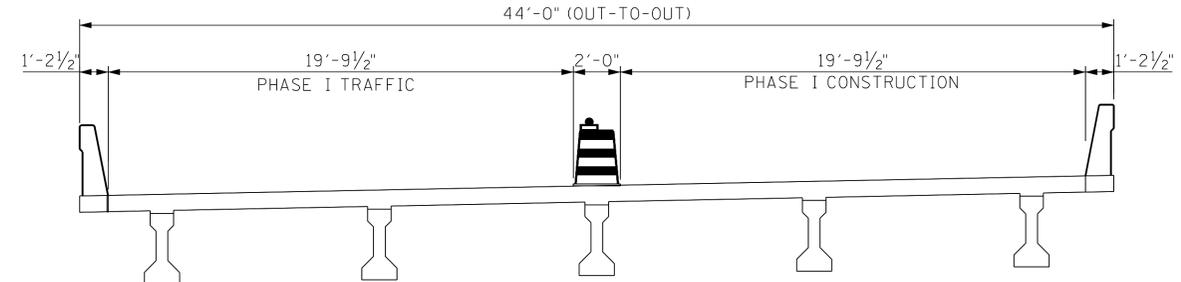
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PLAN VIEW AND
 PHASE CONSTRUCTION
 24-I269-01.15L
 OVER
 NS RAILROAD
 BR. NO. 24SR3850012
 FAYETTE COUNTY
 2026

PIN NO.: 132482.00
 DESIGN BY: _____ DATE: _____
 DRAWN BY: TRENT JOHNSTON DATE: 11-25
 SUPERVISED BY: BRIAN EGLI DATE: 11-25
 CHECKED BY: _____ DATE: _____

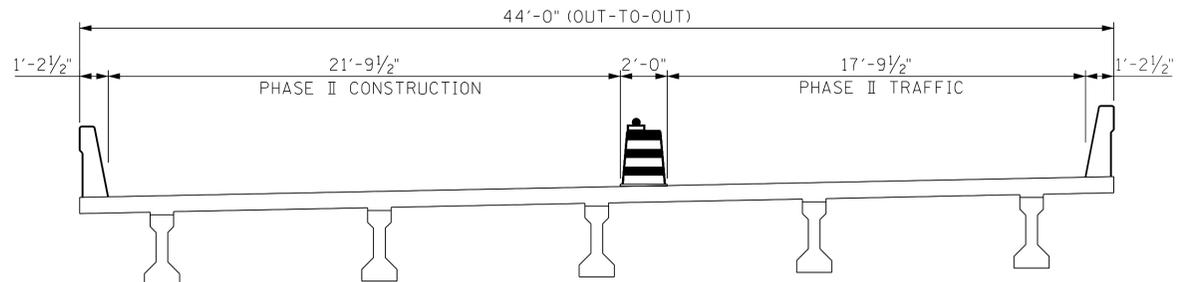
PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-10	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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-	-	-	-



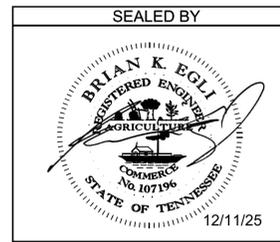
PLAN
 (BRIDGE ID NO. 24I02690007)



PHASE I CONSTRUCTION
 LOOKING AHEAD ON SURVEY
 BRIDGE ID NO. 240260007



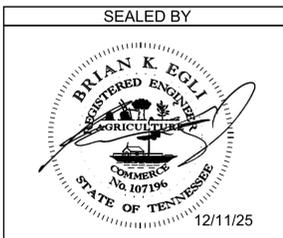
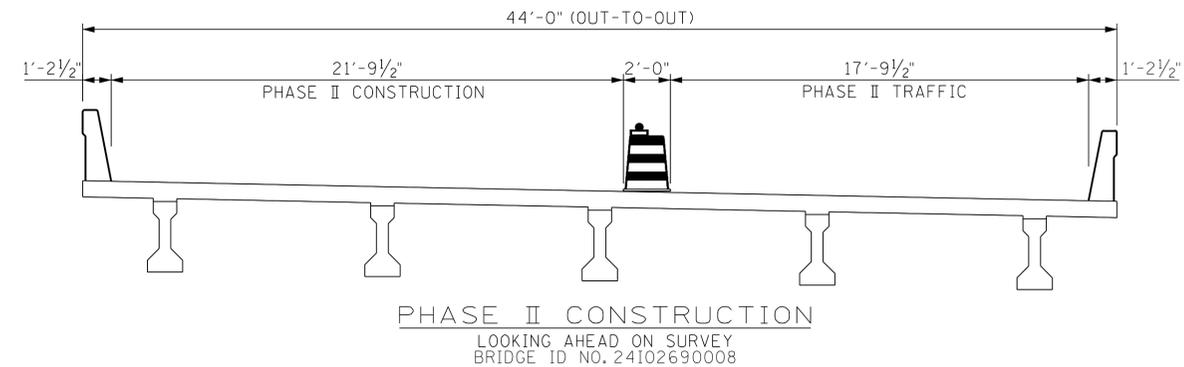
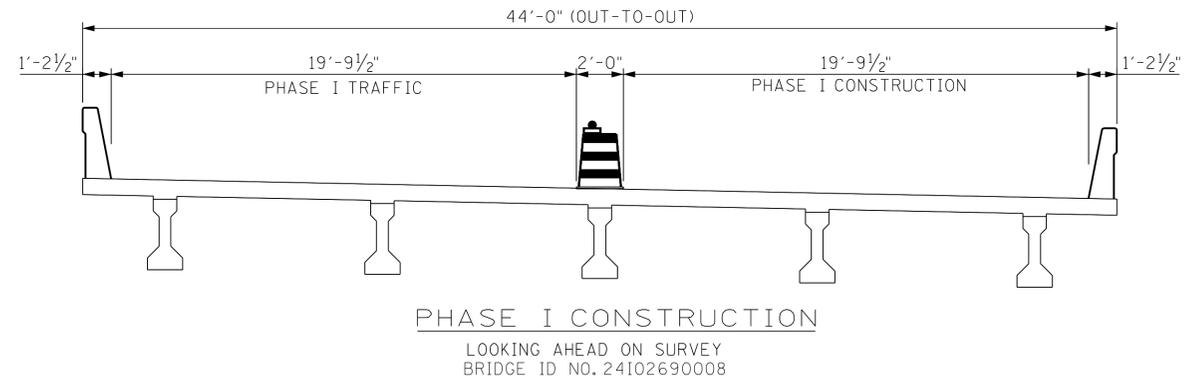
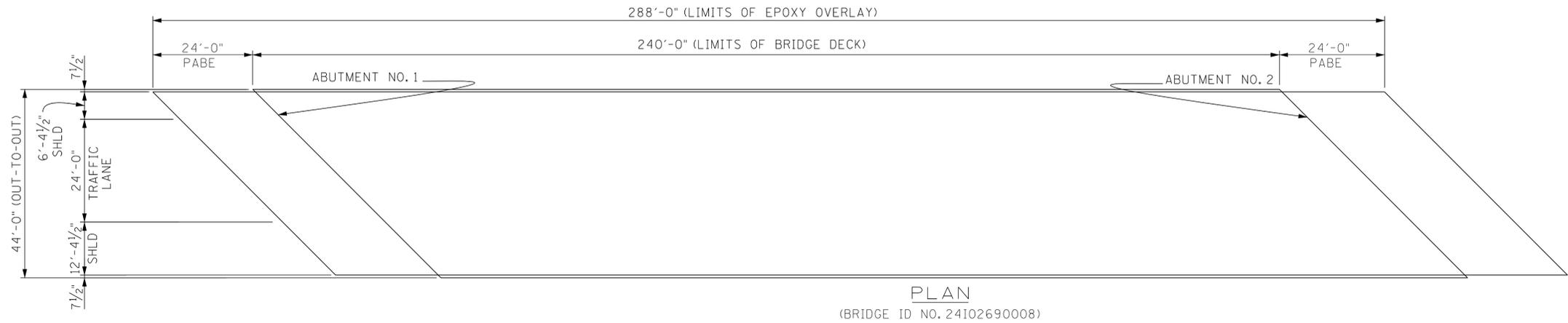
PHASE II CONSTRUCTION
 LOOKING AHEAD ON SURVEY
 BRIDGE ID NO. 24I02690007



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PLAN VIEW AND
 PHASE CONSTRUCTION
 24-I269-2.04R
 OVER
 FLETCHER CREEK
 BR. NO. 24I02690007
 FAYETTE COUNTY
 2026

PIN NO.: 132482.00
 DESIGN BY: _____ DATE: _____
 DRAWN BY: TRENT JOHNSTON DATE: 11-25
 SUPERVISED BY: BRIAN EGLI DATE: 11-25
 CHECKED BY: _____ DATE: _____

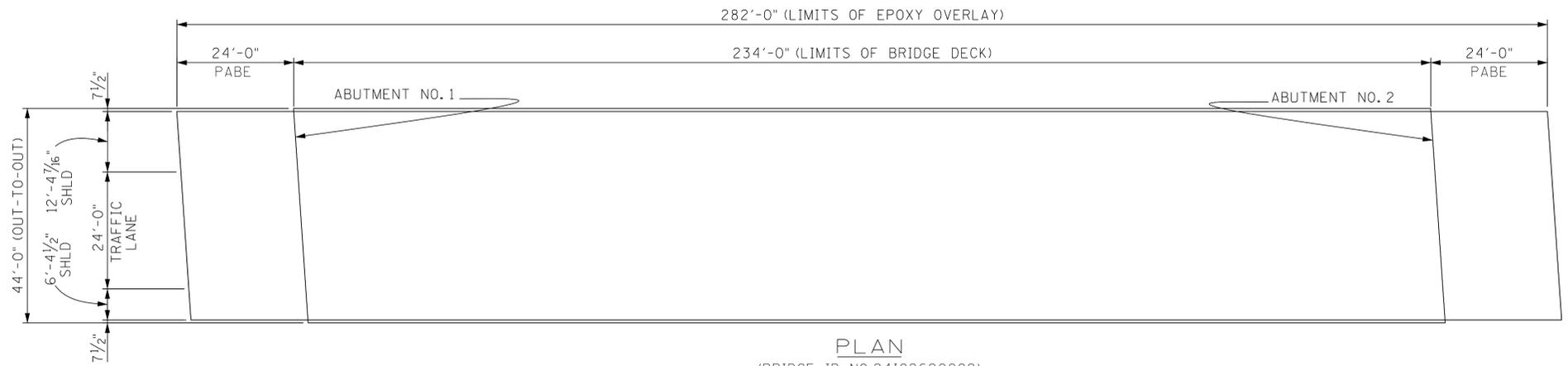
PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-11	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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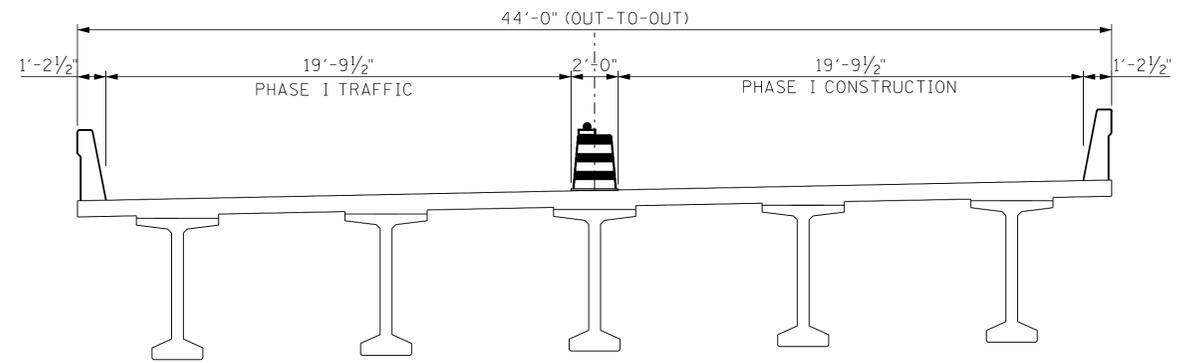
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
**PLAN VIEW AND
 PHASE CONSTRUCTION**
 24-I269-2.13L
 OVER
 FLETCHER DRIVE
 BR. NO. 24I0269008
 FAYETTE COUNTY
 2026

PIN NO.: 132482.00
 DESIGN BY: _____ DATE: _____
 DRAWN BY: TRENT JOHNSTON DATE: 11-25
 SUPERVISED BY: BRIAN EGLI DATE: 11-25
 CHECKED BY: _____ DATE: _____

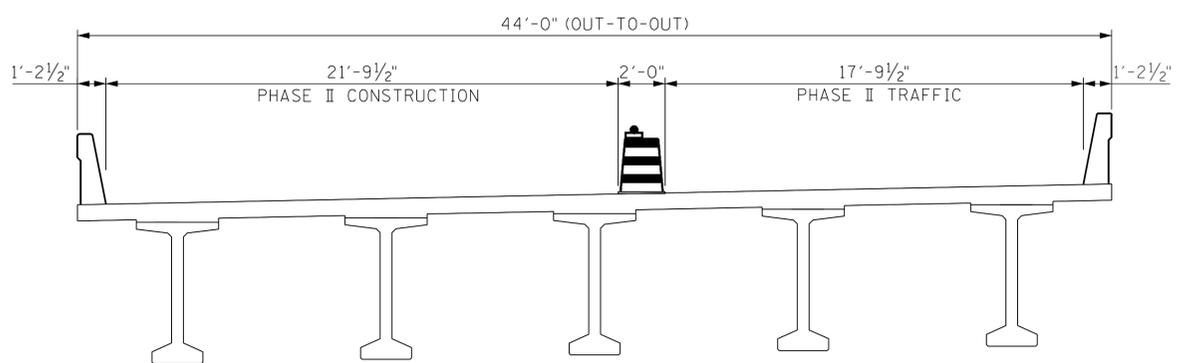
PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-12	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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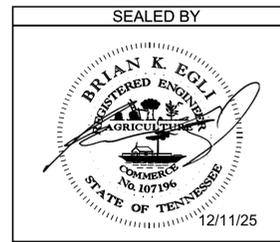
PLAN
(BRIDGE ID NO. 24102690009)



PHASE I CONSTRUCTION
LOOKING AHEAD ON SURVEY
BRIDGE ID NO. 24102690009



PHASE II CONSTRUCTION
LOOKING AHEAD ON SURVEY
BRIDGE ID NO. 24102690009



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW AND
PHASE CONSTRUCTION
24-I269-2.13R
OVER
FLETCHER DRIVE
24102690009
FAYETTECOUNTY
2026

PIN NO.: 132482.00

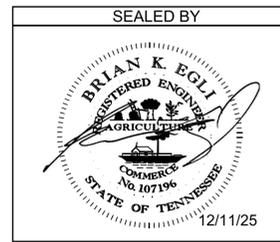
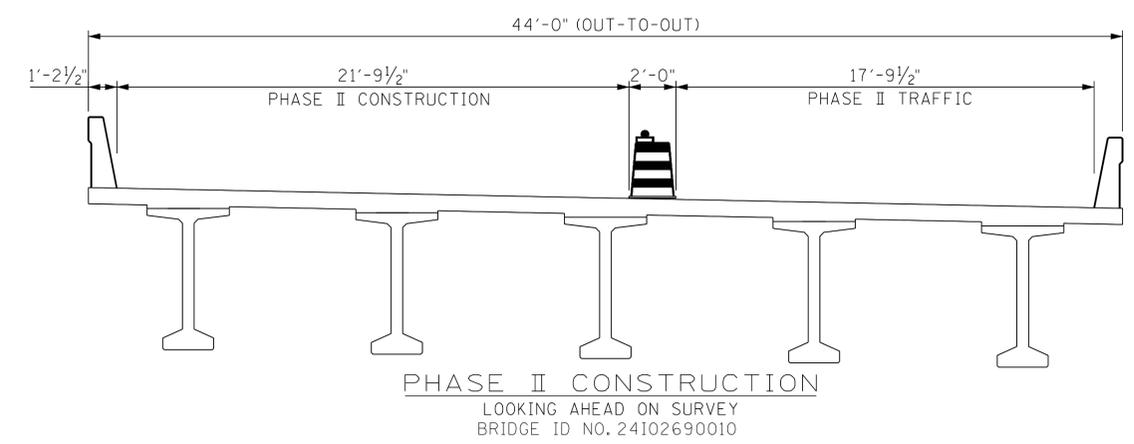
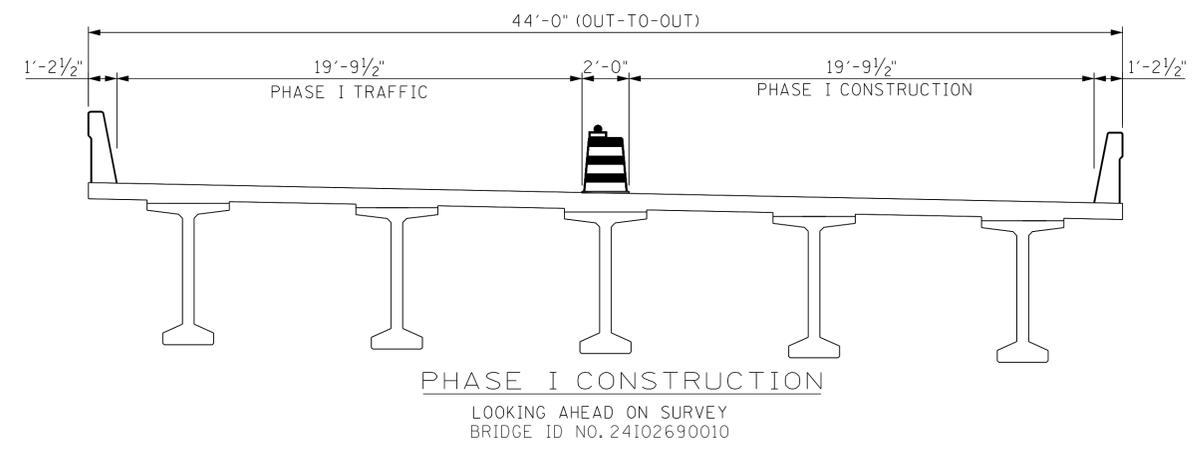
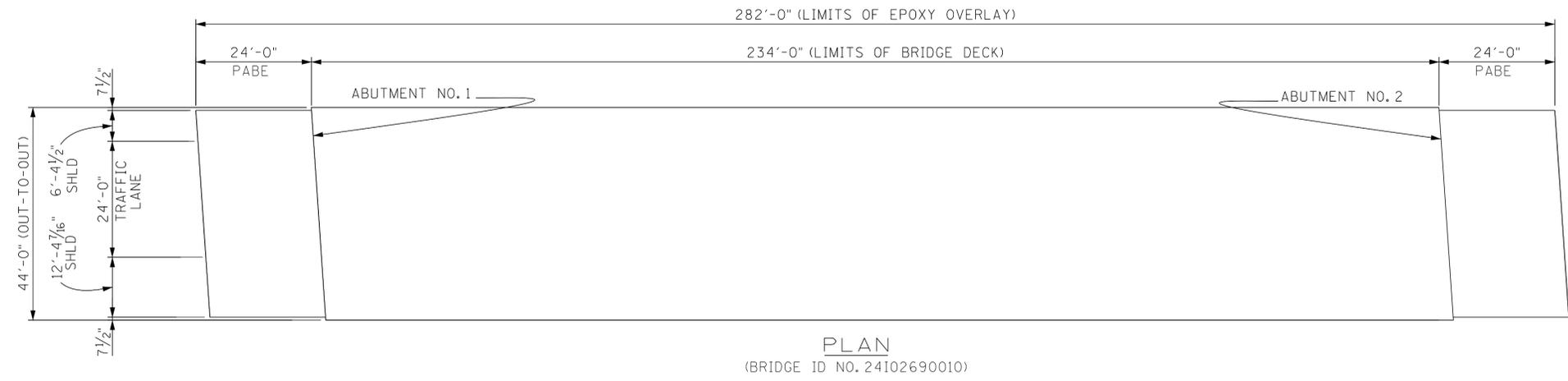
DESIGN BY: _____ DATE: _____

DRAWN BY: TRENT JOHNSTON DATE: 11-25

SUPERVISED BY: BRIAN EGLI DATE: 11-25

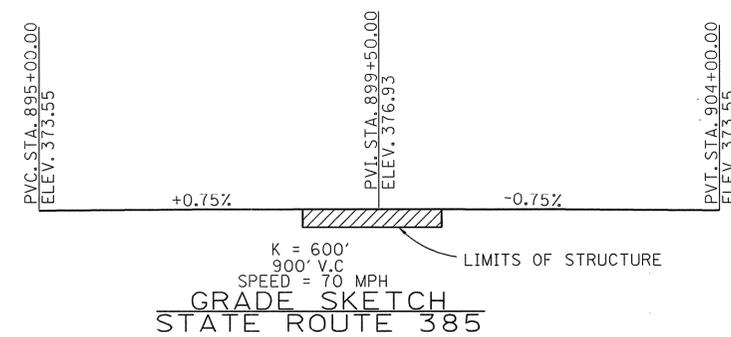
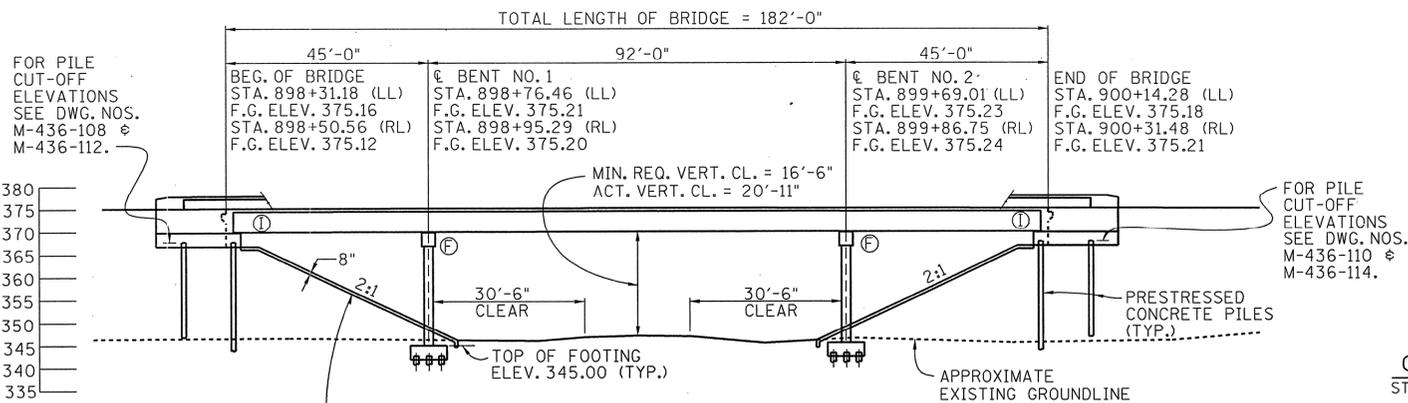
CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.	
24I269-M3-008	2026	B-13	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
**PLAN VIEW AND
 PHASE CONSTRUCTION**
 24-I269-2.13L
 OVER
 FLETCHER DRIVE
 24I02690010
 FAYETTE COUNTY
 2026

PIN NO.: 132000.00
 DESIGN BY: _____ DATE: _____
 DRAWN BY: TRENT JOHNSTON DATE: 10-25
 SUPERVISED BY: BRIAN EGLI DATE: 10-25
 CHECKED BY: _____ DATE: _____



CURVE DATA
STATE ROUTE 385 CURVE DATA

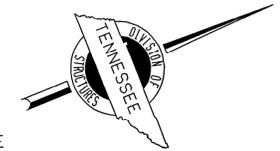
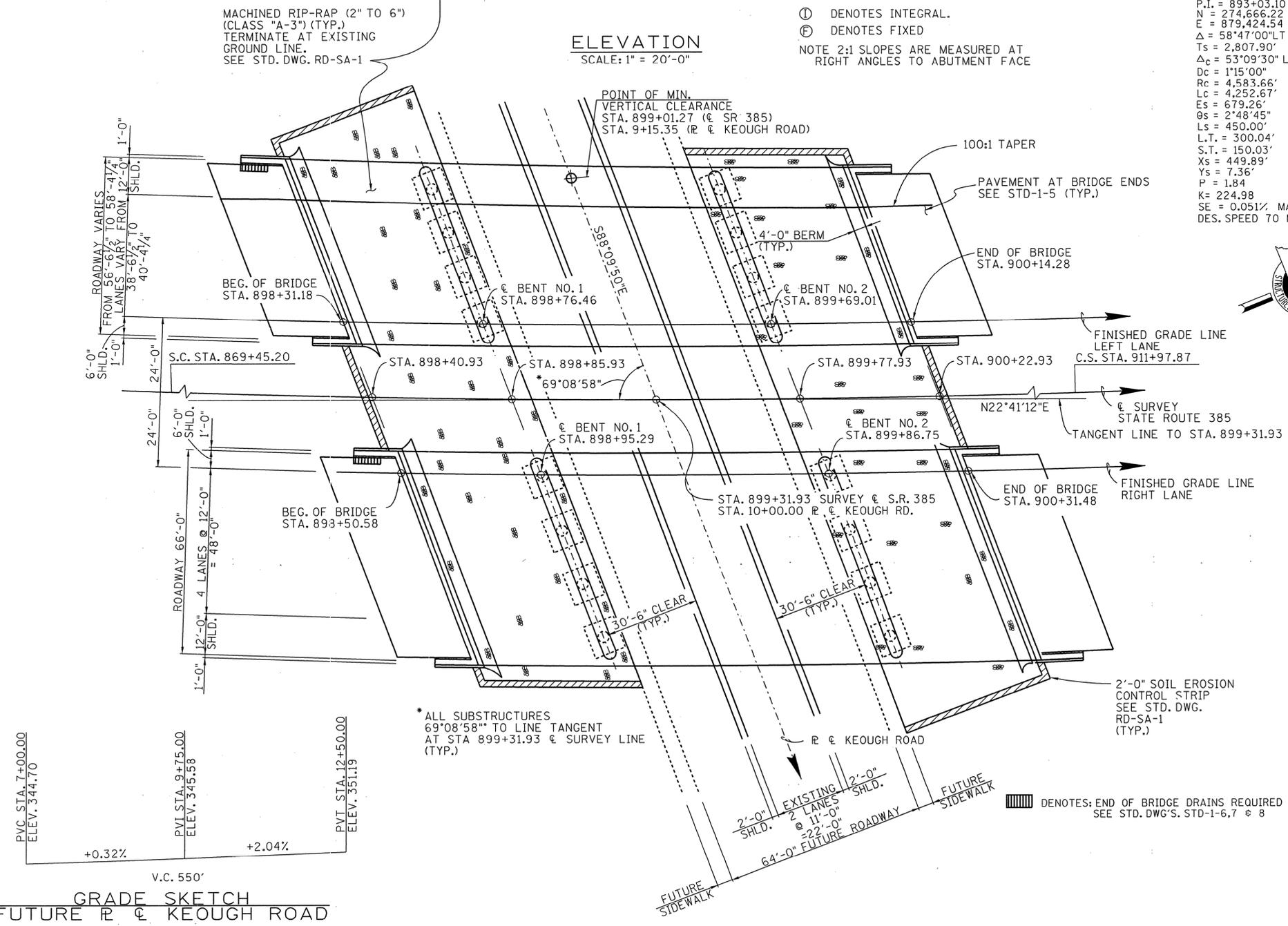
P.I. = 893+03.10
N = 274,666.22
E = 879,424.54
Δ = 58°47'00" LT
Ts = 2,807.90'
Δc = 53°09'30" LT.
Dc = 1°15'00"
Rc = 4,583.66'
Lc = 4,252.67'
Es = 679.26'
Os = 2°48'45"
Ls = 450.00'
L.T. = 300.04'
S.T. = 150.03'
Xs = 449.89'
Ys = 7.36'
P = 1.84
K = 224.98
SE = 0.051% MAX
DES. SPEED 70 MPH

LIST OF DRAWINGS

NO.	DATE	BY	BRIEF DESCRIPTION	DWG. NO.	REV. DATE
1	10-31-02	DJS	DWG. NO. AND REV. DATES		
REVISIONS					
CONST. NO. 24385-3205-14					
PROJECT NO. STP-385(20) YEAR 2002 SHEET NO.					
LAST REV. DATE					
LAYOUT				M-436-92	10-31-02
ESTIMATED QUANTITIES				M-436-93	10-31-02
GENERAL NOTES				M-436-94	10-31-02
FOUNDATION DATA				M-436-95	
SUPERSTRUCTURE (LEFT LANE)				M-436-96	10-31-02
SUPERSTRUCTURE DETAILS (LEFT LANE)				M-436-97	10-31-02
SUPERSTRUCTURE DETAILS (LEFT LANE)				M-436-98	10-31-02
SUPERSTRUCTURE DETAILS (LEFT LANE)				M-436-99	10-31-02
SUPERSTRUCTURE (RIGHT LANE)				M-436-100	10-31-02
SUPERSTRUCTURE DETAILS (RIGHT LANE)				M-436-101	10-31-02
SUPERSTRUCTURE DETAILS (RIGHT LANE)				M-436-102	10-31-02
SUPERSTRUCTURE DETAILS (RIGHT LANE)				M-436-103	10-31-02
PREST. I-BEAM DETAILS (LEFT LANE)(SPANS 1 & 3)				M-436-104	10-31-02
PREST. I-BEAM DETAILS (LEFT LANE)(SPAN 2)				M-436-105	10-31-02
PREST. I-BEAM DETAILS (RIGHT LANE)(SPANS 1 & 3)				M-436-106	10-31-02
PREST. I-BEAM DETAILS (RIGHT LANE)(SPAN 2)				M-436-107	10-31-02
ABUTMENT NO. 1 (LEFT LANE)				M-436-108	10-31-02
ABUTMENT NO. 1 DETAILS (LEFT LANE)				M-436-109	10-31-02
ABUTMENT NO. 2 (LEFT LANE)				M-436-110	10-31-02
ABUTMENT NO. 2 DETAILS (LEFT LANE)				M-436-111	10-31-02
ABUTMENT NO. 1 (RIGHT LANE)				M-436-112	10-31-02
ABUTMENT NO. 1 DETAILS (RIGHT LANE)				M-436-113	10-31-02
ABUTMENT NO. 2 (RIGHT LANE)				M-436-114	10-31-02
ABUTMENT NO. 2 DETAILS (RIGHT LANE)				M-436-115	10-31-02
BENT NO. 1 (LEFT LANE)				M-436-116	
BENT NO. 2 (LEFT LANE)				M-436-117	10-31-02
BENT DETAILS (LEFT & RIGHT LANES)				M-436-118	
BENT NO. 1 (RIGHT LANE)				M-436-119	
BENT NO. 2 (RIGHT LANE)				M-436-120	10-31-02
FINAL FOUNDATION DATA (LEFT LANE)				M-436-121	
FINAL FOUNDATION DATA (RIGHT LANE)				M-436-122	
BILL OF STEEL (LEFT LANE)				M-436-123	10-31-02
BILL OF STEEL (RIGHT LANE)				M-436-124	10-31-02
BILL OF STEEL (LEFT LANE)				M-436-125	10-31-02
BILL OF STEEL (RIGHT LANE)				M-436-126	10-31-02

LIST OF STANDARD DRAWINGS

DWG. NO.	REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1 7-31-00
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5 7-31-00
BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-6 4-28-97
BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-7 7-31-00
BRIDGE END DRAIN DETAILS 2'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-8 5-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1 5-21-99
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2 6-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3 3-02-02
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4 6-10-96
STANDARD PILE DETAILS	STD-5-1 10-25-93
STANDARD PILE DETAILS	STD-5-2 5-21-99
STANDARD SEISMIC DETAILS	STD-6-1 5-21-99
STANDARD SEISMIC DETAILS	STD-6-2 11-07-94
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1 12-19-94
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1 5-11-92
STD. DETAILS AND INT. DIA. DRAGMS DETAILS FOR I-BEAMS	STD-14-2 7-31-00

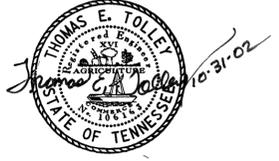


GRADE SKETCH
FUTURE R & KEOUGH ROAD

LIST OF SPECIAL PROVISIONS

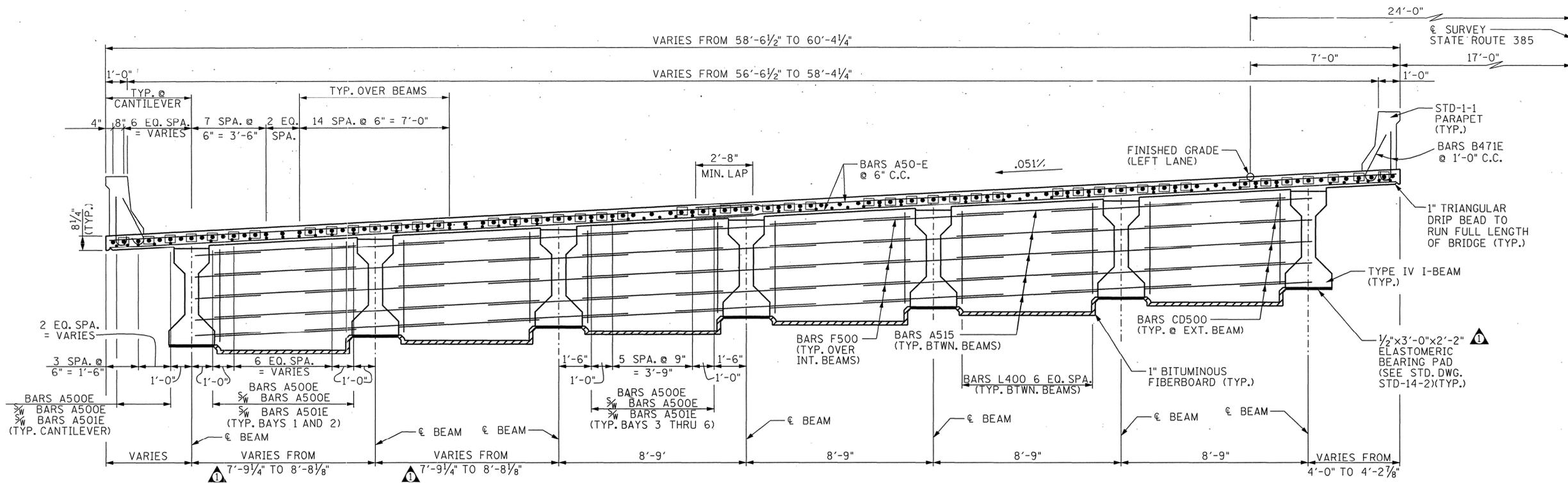
PROV. NO.	REV. DATE
105A	12-15-97

DESIGNED BY D. SHIKE DATE 01-01
DRAWN BY T. R. KIRK DATE 09-02
SUPERVISED BY J. FIELDS / T. TOLLEY DATE 09-02
CHECKED BY D. SHIKE DATE 09-02



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 6
LAYOUT OF BRIDGE
STATE ROUTE 385
OVER KEOUGH ROAD
BRIDGE ID NO. 24SR3850007(RL)
BRIDGE ID NO. 24SR3850008(LL)
STATION 899+31.93
FAYETTE COUNTY

CORRECT Edward P. Wasserman 2002
ENGINEER OF STRUCTURES

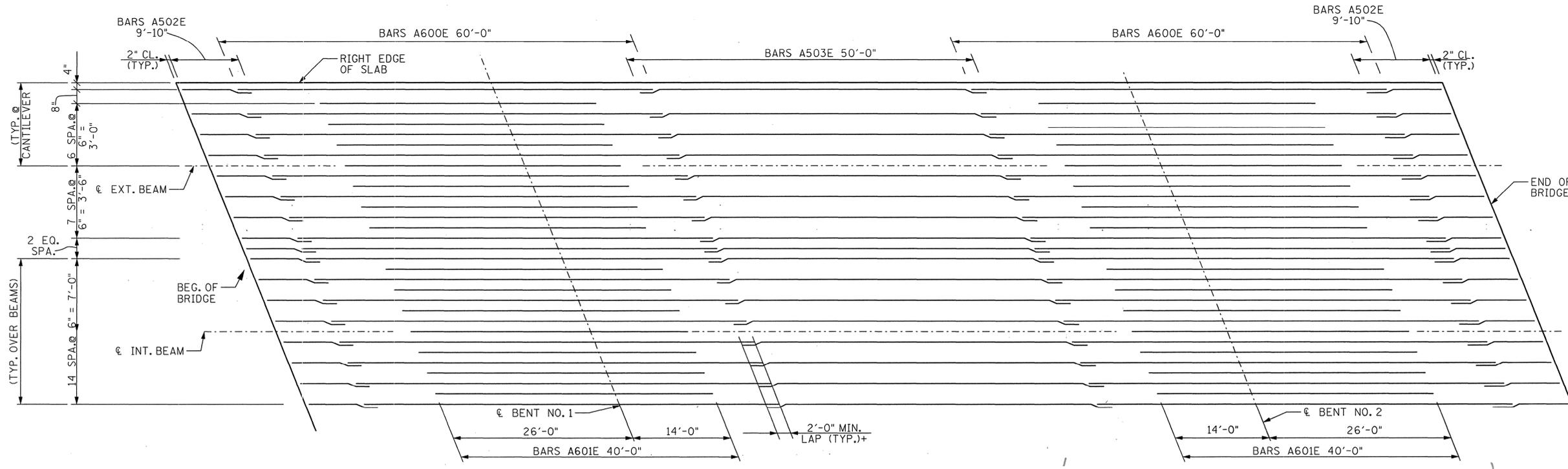


TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)

□ DENOTES CUT-OFF BAR SEE PART PLAN OF MAIN REINFORCING

CONST. NO. 24385-3205-14			
PROJECT NO.	YEAR	SHEET NO.	
STP-385(20)	2002		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	10-31-02	DJS	REVISED DIMENSIONS & QUANTITIES



PART PLAN OF MAIN REINFORCEMENT

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

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

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

ESTIMATED QUANTITIES

CLASS "D" CONCRETE	EPOXY COATED REINFORCING STEEL LB.	REINFORCING STEEL (REGULAR) LB.
C.Y.	LB.	LB.
317	82,787	2,735

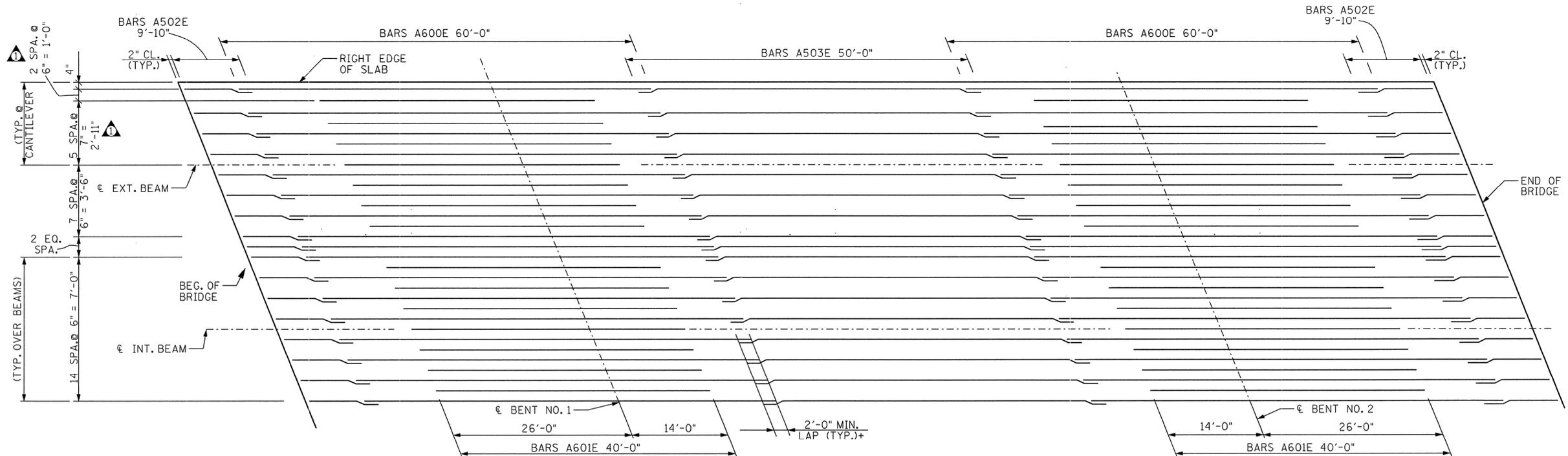
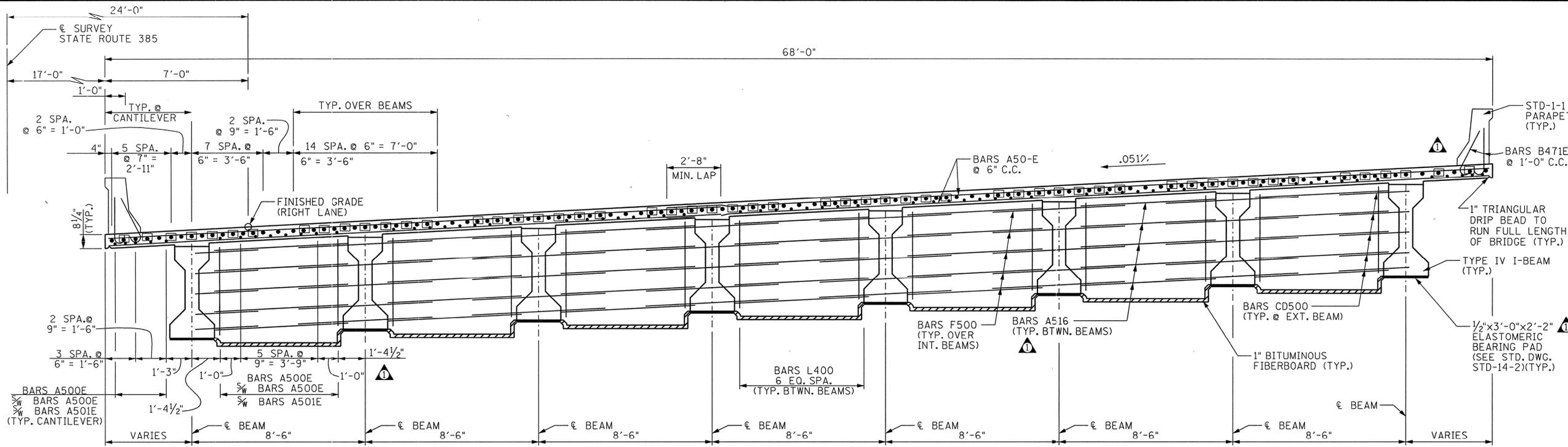
DESIGNED BY DAN SHIKE DATE 7-02
 DRAWN BY KEVIN MARTINKO DATE 7-02
 SUPERVISED BY FIELDS & MARTIN DATE 7-02
 CHECKED BY DAN SHIKE DATE 9-02

CORRECT *Edward P. Wasserman*
 ENGINEER OF STRUCTURES



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BRIDGE NO. 6
 SUPERSTRUCTURE
 (LEFT LANE)
 STATE ROUTE 385 OVER
 KEOUGH ROAD
 STATION 899+31.93
 FAYETTE COUNTY
 2002

CONST. NO. 24385-3205-14			
PROJECT NO.	YEAR	SHEET NO.	
STP-385(20)	2002		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	10-31-02	DJS	GENERAL REVISIONS



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

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

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

▲ ESTIMATED QUANTITIES

CLASS "D" CONCRETE	EPOXY COATED REINFORCING STEEL LB.	REINFORCING STEEL (REGULAR) LB.
C.Y.		
362	92,747	3,162

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 6
SUPERSTRUCTURE
(RIGHT LANE)
STATE ROUTE 385 OVER
KEOUGH ROAD
STATION 899+31.93
FAYETTE COUNTY
2002

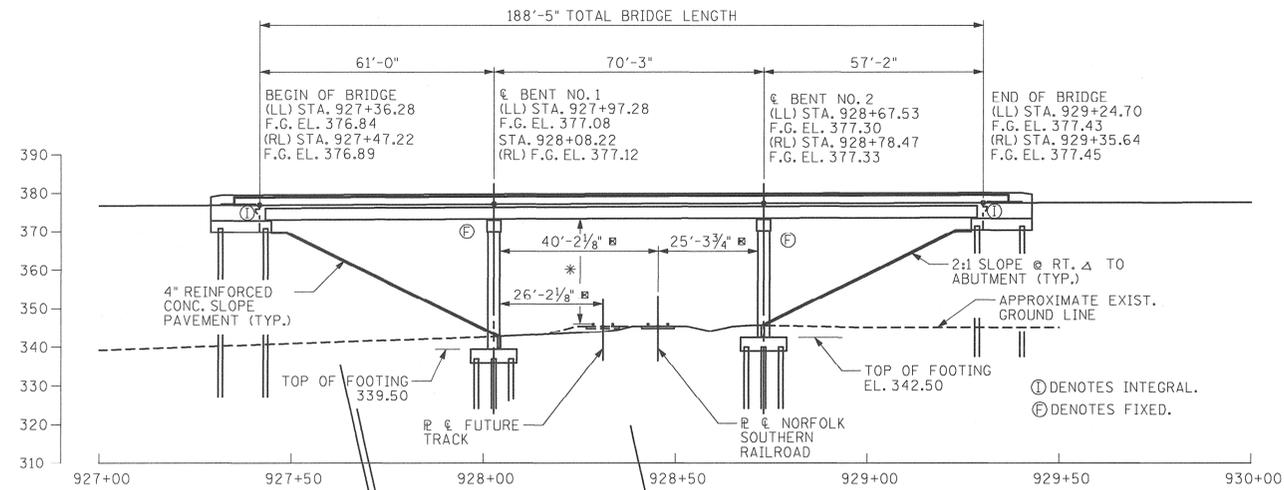


DESIGNED BY: DAN SHIKE DATE: 7-02
DRAWN BY: KEVIN MARTINKO DATE: 7-02
SUPERVISED BY: FIELDS & MARTIN DATE: 7-02
CHECKED BY: DAN SHIKE DATE: 9-02

CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

PROJECT NO.	YEAR	SHEET NO.
STP-385(20)	2002	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	10-31-02	KDM	LIST OF DRAWINGS, PLAN VIEW
2	8-06-03	KDM	LATEST REVISION DATE
3	10-15-03	DRN	ADDED SHEETS, PLAN VIEW
4	10-30-03	DRN	REV NEW COL. LOCATION & REV. DATES



LIST OF DRAWINGS

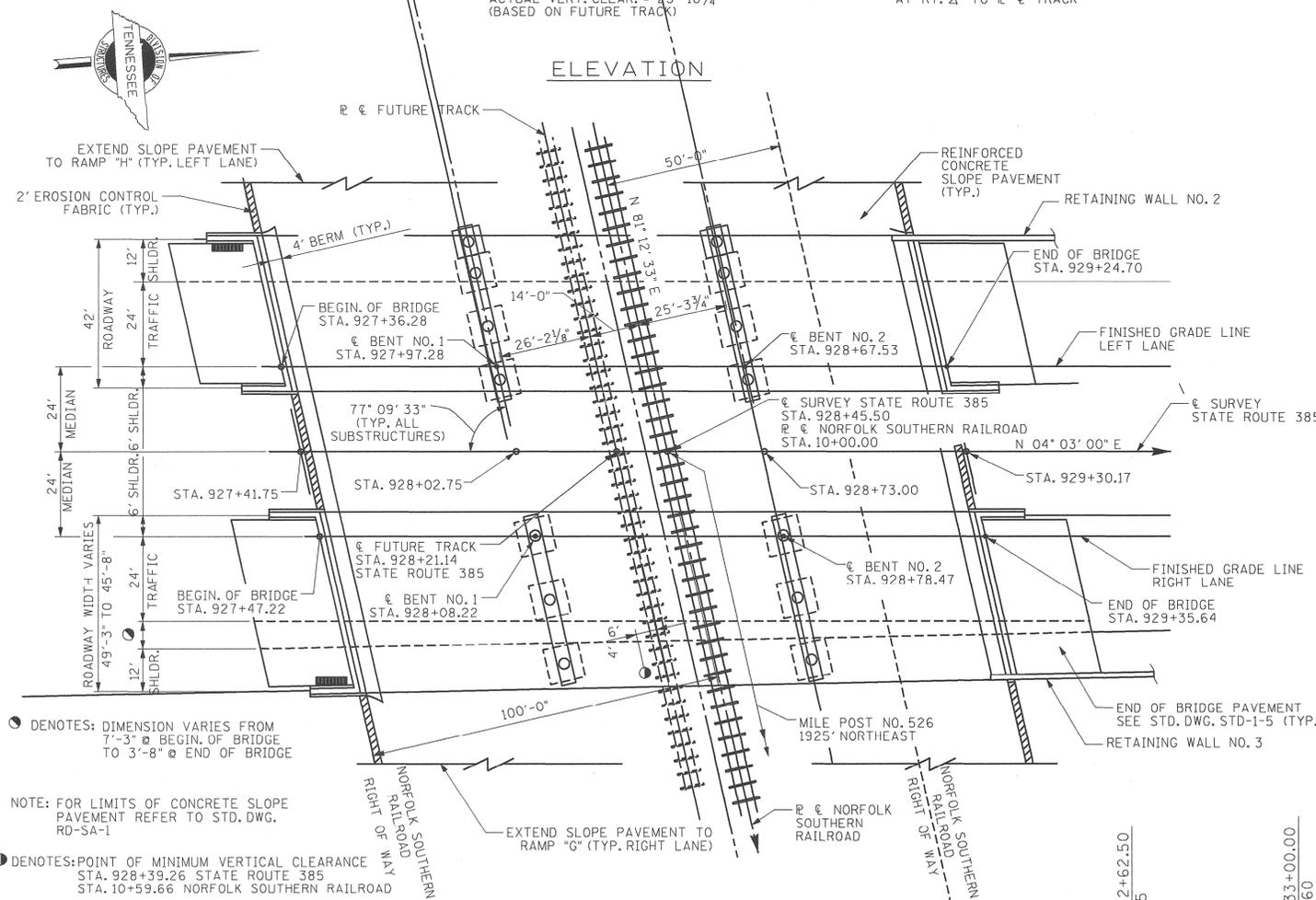
	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-436-127	10-30-03
GENERAL NOTES AND ESTIMATED QUANTITIES	M-436-128	10-15-03
FOUNDATION DATA	M-436-129	10-31-02
SUPERSTRUCTURE LEFT LANE	M-436-130	10-31-02
SUPERSTRUCTURE DETAILS LEFT LANE	M-436-131	10-31-02
SUPERSTRUCTURE RIGHT LANE	M-436-132	10-31-02
SUPERSTRUCTURE DETAILS RIGHT LANE	M-436-133	10-31-02
PRESTRESSED BOX-BEAM DETAILS (LEFT AND RIGHT LANES)	M-436-134	10-31-02
PRESTRESSED BOX-BEAM DETAILS (LEFT AND RIGHT LANES)	M-436-135	10-31-02
ABUTMENT NO. 1 LEFT LANE	M-436-136	10-31-02
ABUTMENT NO. 2 LEFT LANE	M-436-137	8-06-03
ABUTMENT NO. 1 AND 2 DETAILS LEFT LANE	M-436-138	10-31-02
ABUTMENT NO. 1 RIGHT LANE	M-436-139	10-31-02
ABUTMENT NO. 1 DETAILS RIGHT LANE	M-436-140	10-31-02
ABUTMENT NO. 2 RIGHT LANE	M-436-141	8-06-03
ABUTMENT NO. 2 DETAILS RIGHT LANE	M-436-142	10-31-02
BENT NO. 1 LEFT LANE	M-436-143	10-31-02
BENT NO. 1 LEFT LANE REVISED	M-436-143A	10-30-03
BENT NO. 2 LEFT LANE	M-436-144	10-31-02
BENT NO. 2 LEFT LANE REVISED	M-436-144A	10-30-03
BENTS NO. 1 & 2 DETAILS LEFT LANE	M-436-145	10-31-02
BENTS NO. 1 & 2 DETAILS LEFT LANE REVISED	M-436-145A	10-30-03
BENT NO. 1 RIGHT LANE	M-436-146	10-31-02
BENT NO. 1 DETAILS (RIGHT LANE)	M-436-147	10-31-02
BENT NO. 2 RIGHT LANE	M-436-148	10-31-02
BENT NO. 2 DETAILS (RIGHT LANE)	M-436-149	10-31-02
FINAL FOUNDATION DATA	M-436-150	10-31-02
FINAL FOUNDATION DATA REVISED	M-436-150A	10-30-03
BILL OF STEEL LEFT LANE	M-436-151	10-30-03
BILL OF STEEL RIGHT LANE	M-436-152	10-31-02

LIST OF STANDARD DRAWINGS

	DWG. NO.	LATEST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1	07-31-00
PAVEMENT AT BRIDGE ENDS	STD-1-5	07-31-00
BRIDGE END DRAIN W/ PABE	STD-1-6	04-28-97
BRIDGE END DRAIN W/ PABE	STD-1-7	07-31-00
BRIDGE END DRAIN 2' x 8'-7" W/PABE	STD-1-8	05-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	05-21-99
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	06-10-96
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD SEISMIC DETAILS	STD-6-1	05-21-99
STANDARD SEISMIC DETAILS	STD-6-2	11-07-94
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	05-11-92
STD. DETAILS AND INT. DIAPH. DETAILS FOR PRESTRESSED BOX-BEAMS	STD-14-3	07-31-00
SLOPE PROTECTION	RD-SA-1	05-27-98

LIST OF SPECIAL PROVISIONS

	DWG. NO.	LATEST REV. DATE
REGARDING APPROVAL OF SHOP DRAWINGS	105A	12-15-97

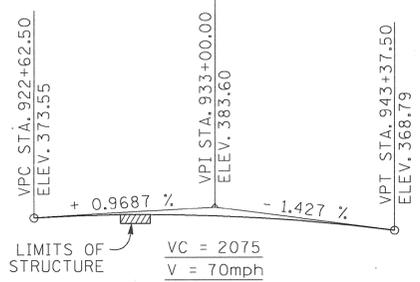


PLAN

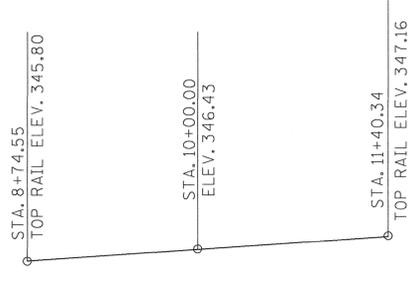
● DENOTES: DIMENSION VARIES FROM 7'-3" @ BEG. OF BRIDGE TO 3'-8" @ END OF BRIDGE

NOTE: FOR LIMITS OF CONCRETE SLOPE PAVEMENT REFER TO STD. DWG. RD-SA-1

● DENOTES: POINT OF MINIMUM VERTICAL CLEARANCE STA. 928+39.26 STATE ROUTE 385 STA. 10+59.66 NORFOLK SOUTHERN RAILROAD



FINISHED GRADE SKETCH
(STATE ROUTE 385)



FINISHED GRADE SKETCH
(NORFOLK SOUTHERN RAILROAD)

REVISIONS



30 Oct 03

2022 ADT = 14,764
LEFT LANE: 42'-0" ROADWAY WITH STD-1-1 PARAPET
RIGHT LANE: ROADWAY VARIES FROM 49'-0 5/8" TO 45'-8" WITH STD-1-1 PARAPET
DESIGN SPEED = 70 MPH

BRIDGE NO. 7

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT
STATE ROUTE 385
OVER
NORFOLK SOUTHERN RAILROAD
STATION 928+45.50
SHELBY/FAYETTE COUNTY
2002



CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

DESIGNED BY K. MC LAUGHLIN DATE 10-00
DRAWN BY MORGAN MANNCHEN DATE 04-01
SUPERVISED BY R.L.H./T.E.T. DATE 04-01
CHECKED BY _____ DATE _____

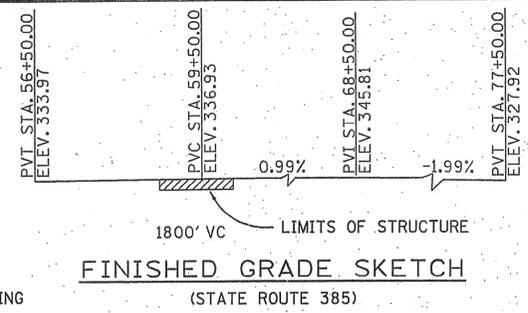
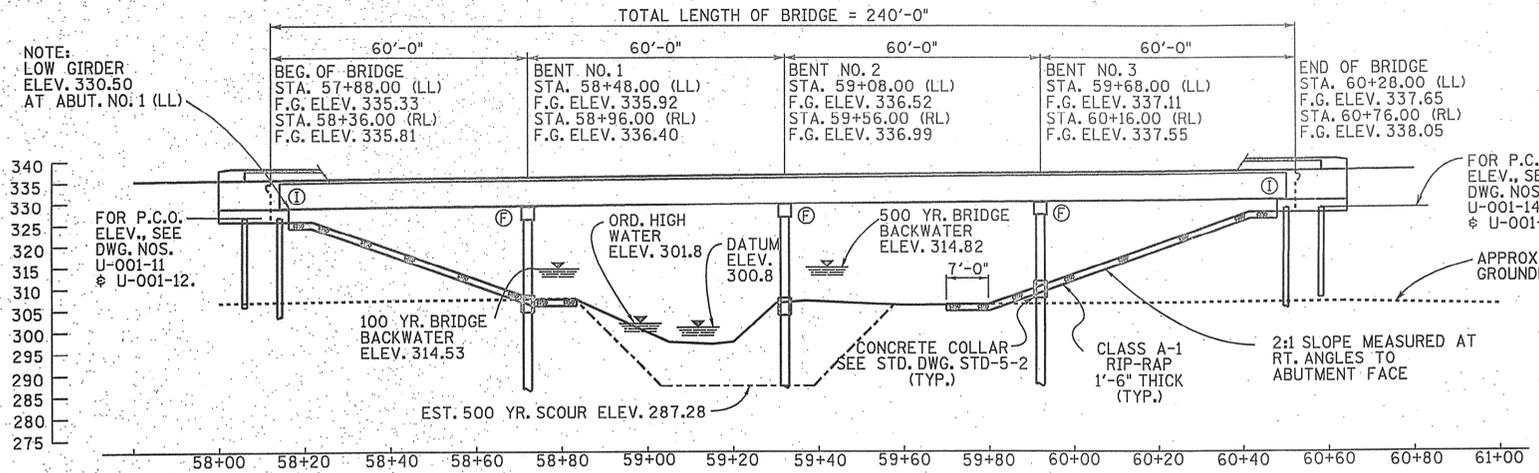
● DENOTES: DIMENSION VARIES FROM 7'-0 5/8" @ BEG. OF BRIDGE TO 3'-8" @ END OF BRIDGE.

■ DENOTES: END OF BRIDGE DRAIN (2'-0" x 8'-7"). SEE STD. DWG. NO. STD-1-6, 7 & 8.

CONST. NO. **24469-3104-44**
19469-3107-44

PROJECT NO.	YEAR	SHEET NO.
NH-I-269(20)	2008	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

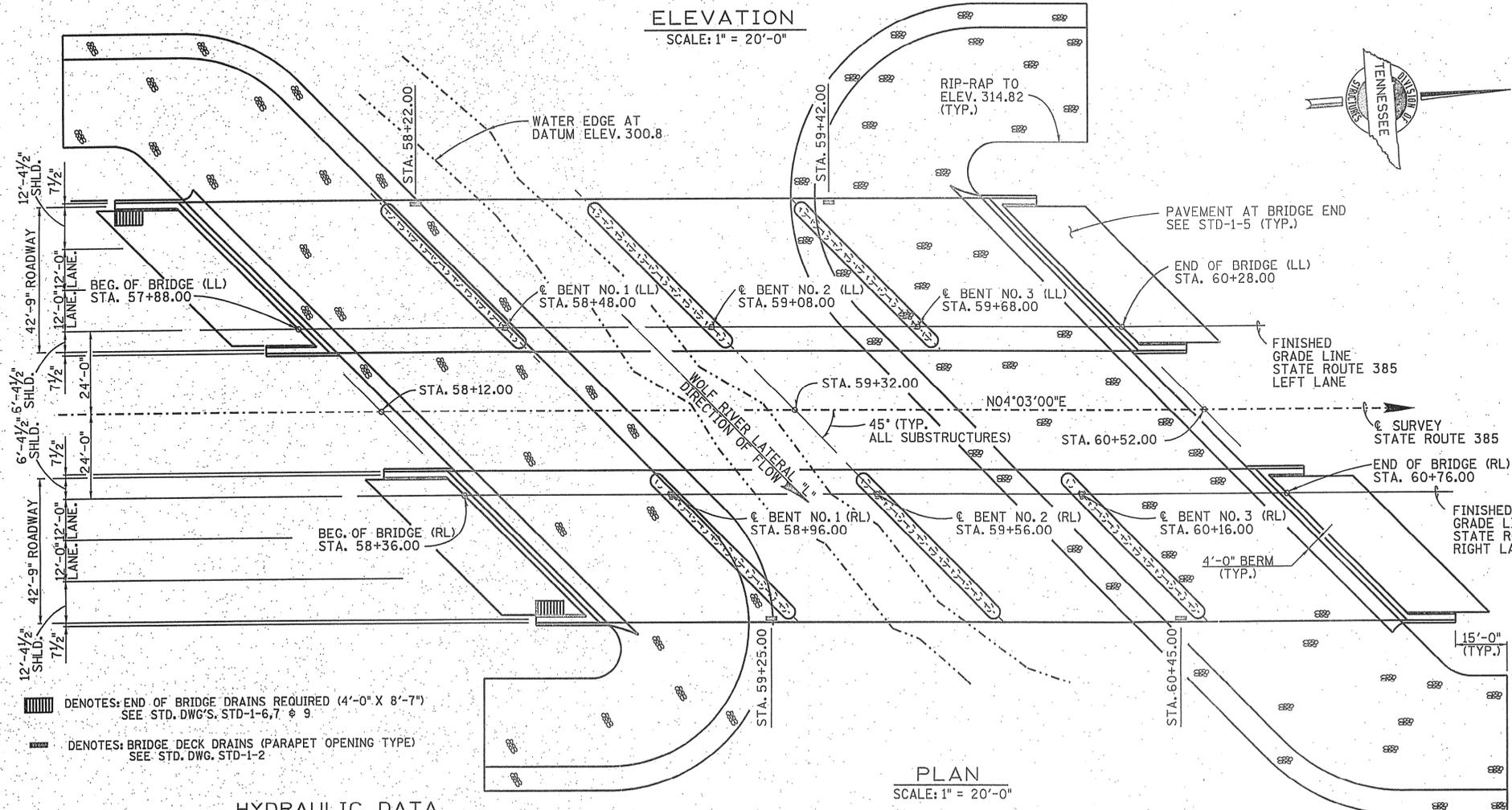


LIST OF DRAWINGS

DWG. NO.	REV. DATE
U-001-01	
U-001-02	
U-001-03	
U-001-04	
U-001-05	
U-001-06	
U-001-07	
U-001-08	
U-001-09	
U-001-10	
U-001-11	
U-001-12	
U-001-13	
U-001-14	
U-001-15	
U-001-16	
U-001-17	
U-001-18	
U-001-19	
U-001-20	
U-001-21	
U-001-22	
U-001-23	
U-001-24	
U-001-25	

LIST OF STANDARD DRAWINGS

DWG. NO.	REV. DATE
STD-1-1SS	10-15-08
STD-1-2	3-28-08
STD-1-5	4-08-05
STD-1-6	4-28-97
STD-1-7	7-31-00
STD-1-9	5-1-95
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	5-21-99
STD-6-2	11-07-94
STD-9-1	12-19-94
STD-10-1	4-08-05
STD-14-2	10-15-08



HYDRAULIC DATA

DRAINAGE AREA = 3.9 SQ. MILES.
 DESIGN DISCHARGE (100 YR.) = 2315 cfs.
 100 YEAR VELOCITY = 2.80 FT./SEC.
 100 YR. BRIDGE BACKWATER = 0.16 FT. @ ELEV. 314.53
 ROADWAY OVERTOPPING ELEV. = 330.0
 500 YEAR DISCHARGE = 2717 cfs AT ELEV. 314.82

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.

DESIGNED BY A. PRICE DATE 07-01
 DRAWN BY J. DODSON/F. BARTON DATE 08-04
 SUPERVISED BY W. WOODS DATE 08-04
 CHECKED BY T. HUFF DATE 12-07

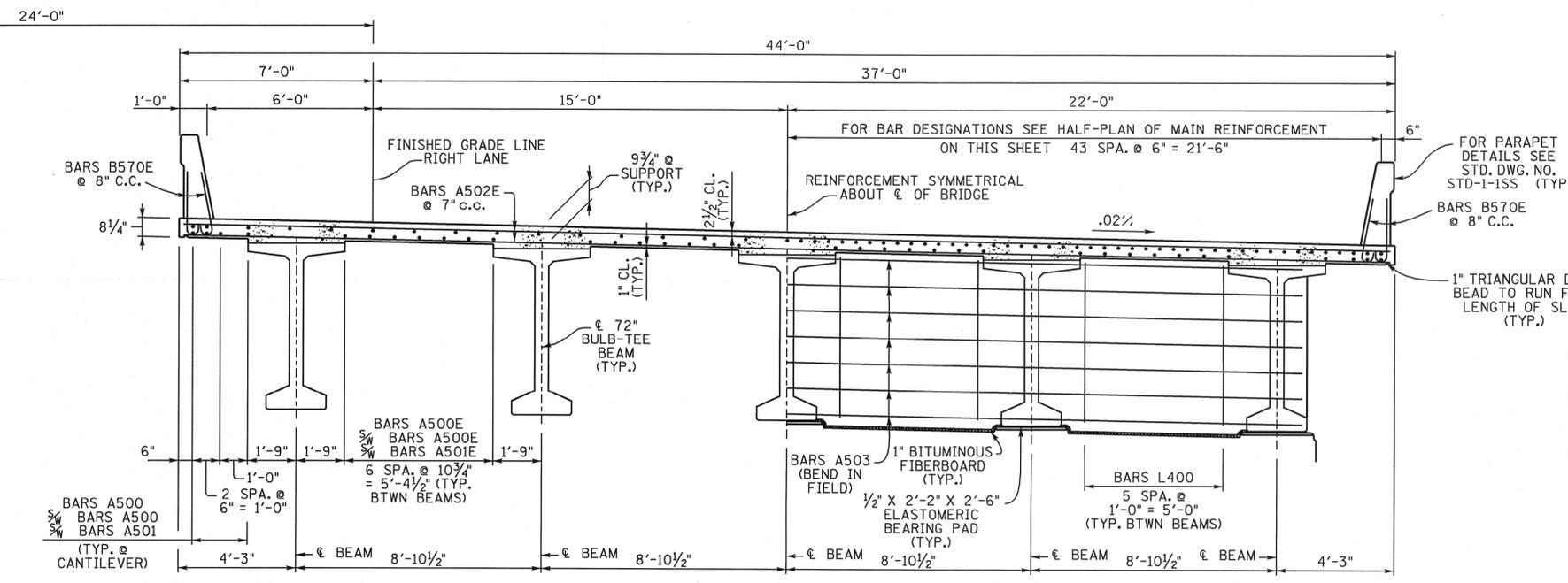


CORRECT Edward P. Wasserman
 ENGINEER OF STRUCTURES

2022 ADT = 30,670
 2 @ 42'-9" ROADWAY WITH STD-1-1SS PARAPET
 DESIGN SPEED = 60 MPH
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BRIDGE NO. 1
 LAYOUT OF BRIDGE
 STATE ROUTE 385
 (LEFT & RIGHT LANES)
 OVER
 WOLF RIVER LATERAL "L"
 BRIDGE I.D. NO. 24SR3850015 (LL)
 BRIDGE I.D. NO. 24SR3850016 (RL)
 STATION 59+32.00
 SHELBY/FAYETTE COUNTIES
 2008

U-001-01

MACHINED RIP-RAP CLASS 'A-1' = 930 TONS



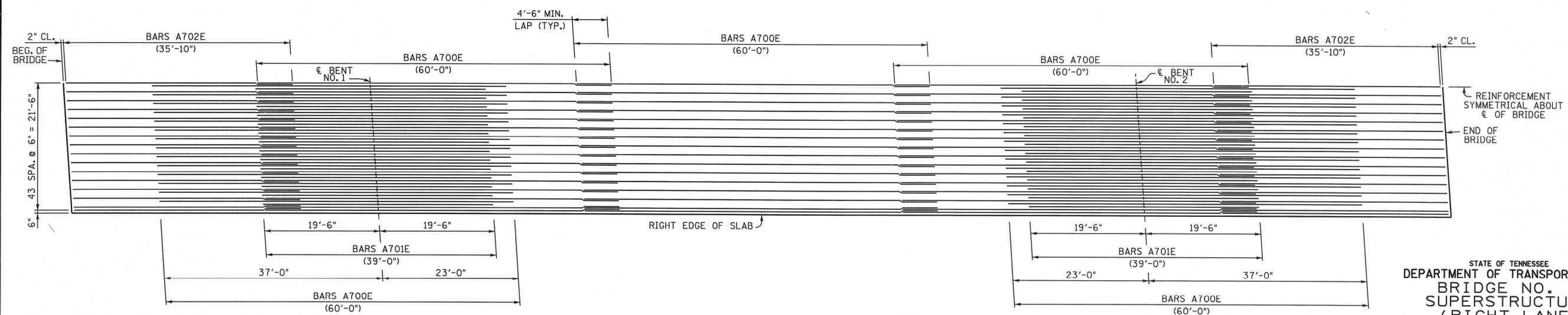
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
	2008		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

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

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

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

NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM 604-03.09.



ESTIMATED QUANTITIES		
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.	REINFORCING STEEL LB.
304	76,829	1,633



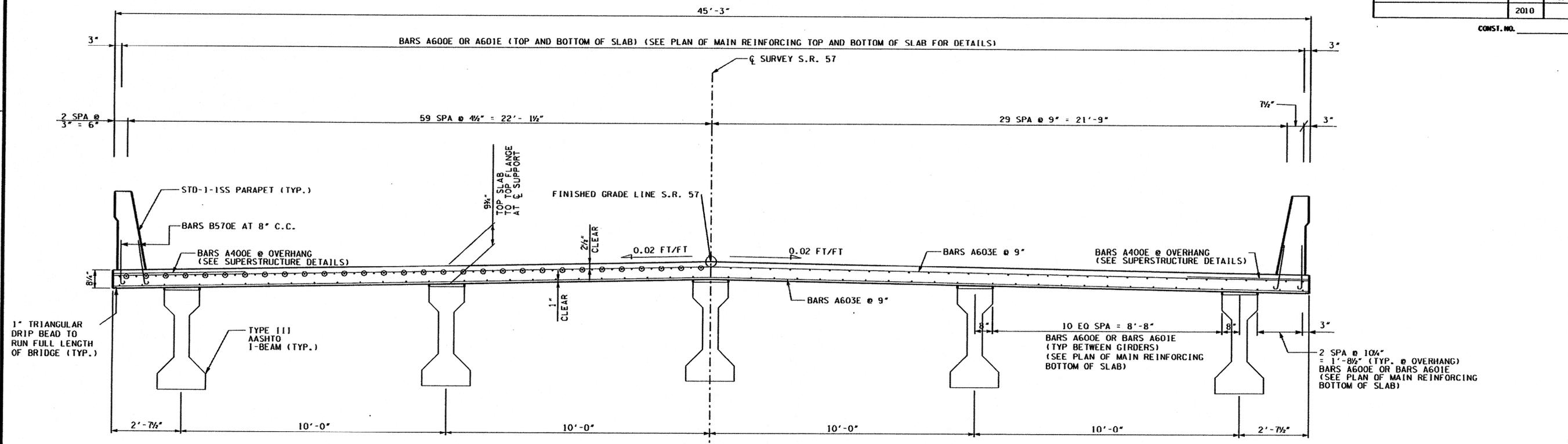
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BRIDGE NO. 2
 SUPERSTRUCTURE
 (RIGHT LANE)
 STATE ROUTE 385
 OVER FLETCHER ROAD
 STATION 64+69.97
 SHELBY-FAYETTE COUNTIES
 2008

CORRECT *Edward P. Wasserman*
 ENGINEER OF STRUCTURES

DESIGNED BY IHAB YOUSSEF DATE 06-02
 DRAWN BY ROGER FOSTER DATE 11-02
 SUPERVISED BY FIELDS/PRICE DATE 11-02
 CHECKED BY ANITA PRICE DATE 05-03

CONST. NO.

FILE NO.



HALF SECTION OVER PIERS
(DIAPHRAGM NOT SHOWN FOR CLARITY)

TYPICAL SECTION
⊙ DENOTES: BARS A602E (CUTOFF BARS)

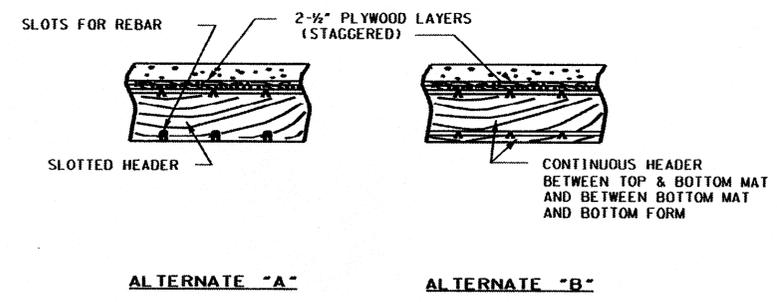
HALF SECTION NEAR MID SPAN

SUPERSTRUCTURE GENERAL NOTES

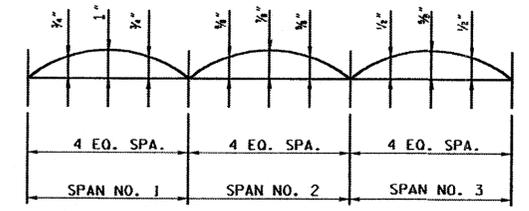
- NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM NO. 604-03.01
- NOTE: NO PORTION OF THE BRIDGE RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.
- NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE PARAPET. THE BRIDGE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED.
- 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 PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.
- SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.
- SEE STD-1-1SS FOR PLACEMENT OF BARS B570E.

DECK CONCRETE POURING SEQUENCE

- SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:
- NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10'-0" OR FURTHER THAN 15'-0" FROM AN INTERIOR SUPPORT.
 - THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15'-0" OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.
 - ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN.

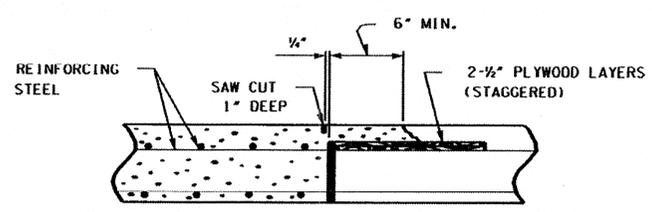


ALTERNATE HEADER DETAILS



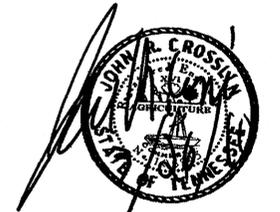
DEAD LOAD CORRECTION CURVE

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



SLAB CONSTRUCTION JOINT DETAIL

ESTIMATED QUANTITIES		
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL L.B.	REINFORCING STEEL L.B.
256	87805	1719



2010 ADT = 8700
2030 ADT = 9970
44'-0" ROADWAY
DESIGN SPEED = 50 MPH

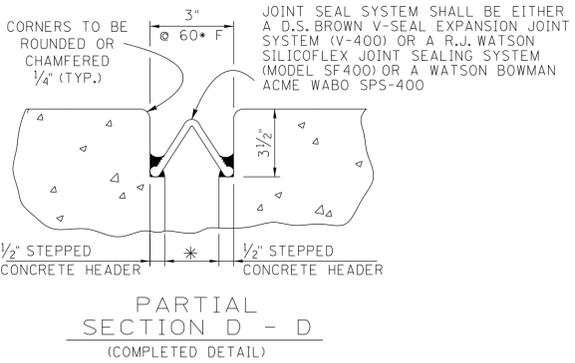
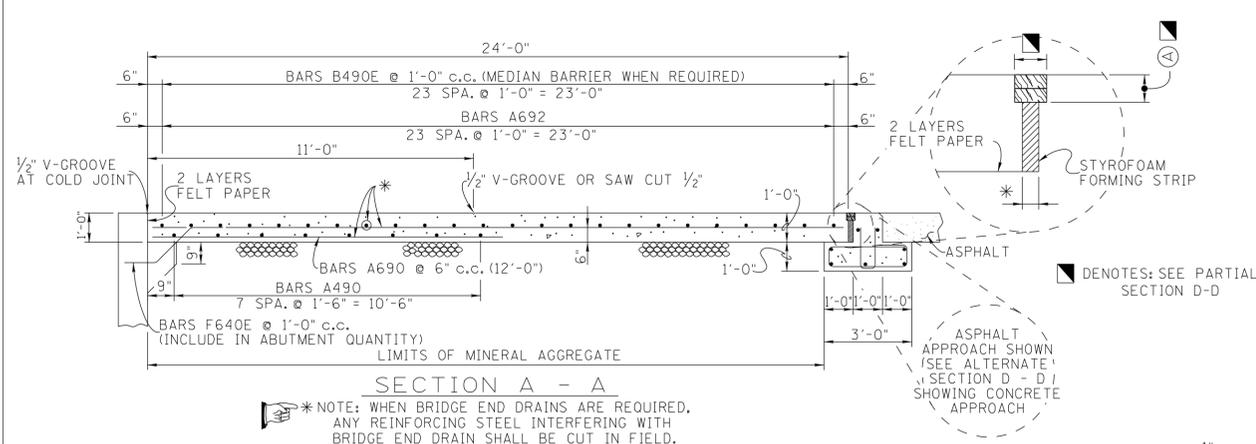
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
SR57 OVER SPUR-NS RAILROAD
BRIDGE I.D. NO. 24-SR057-0031
STA. 220+18.92
FAYETTE COUNTY, 2010

REV.	DESCRIPTION	DATE	APPROVED
1			
2			
3			
4			

DESIGNED BY: JOHN C.
DRAWN BY: CODY M.
CHECKED BY: ERIC N.
APPROVED BY: JOHN C.
DATE ISSUED:

2/15/2010 11:33:55 AM M:\60100688_Ross\intermodal\400_Technical\408_Structural\SR-57\details\05-SuperStructure.dwg



BILL OF STEEL

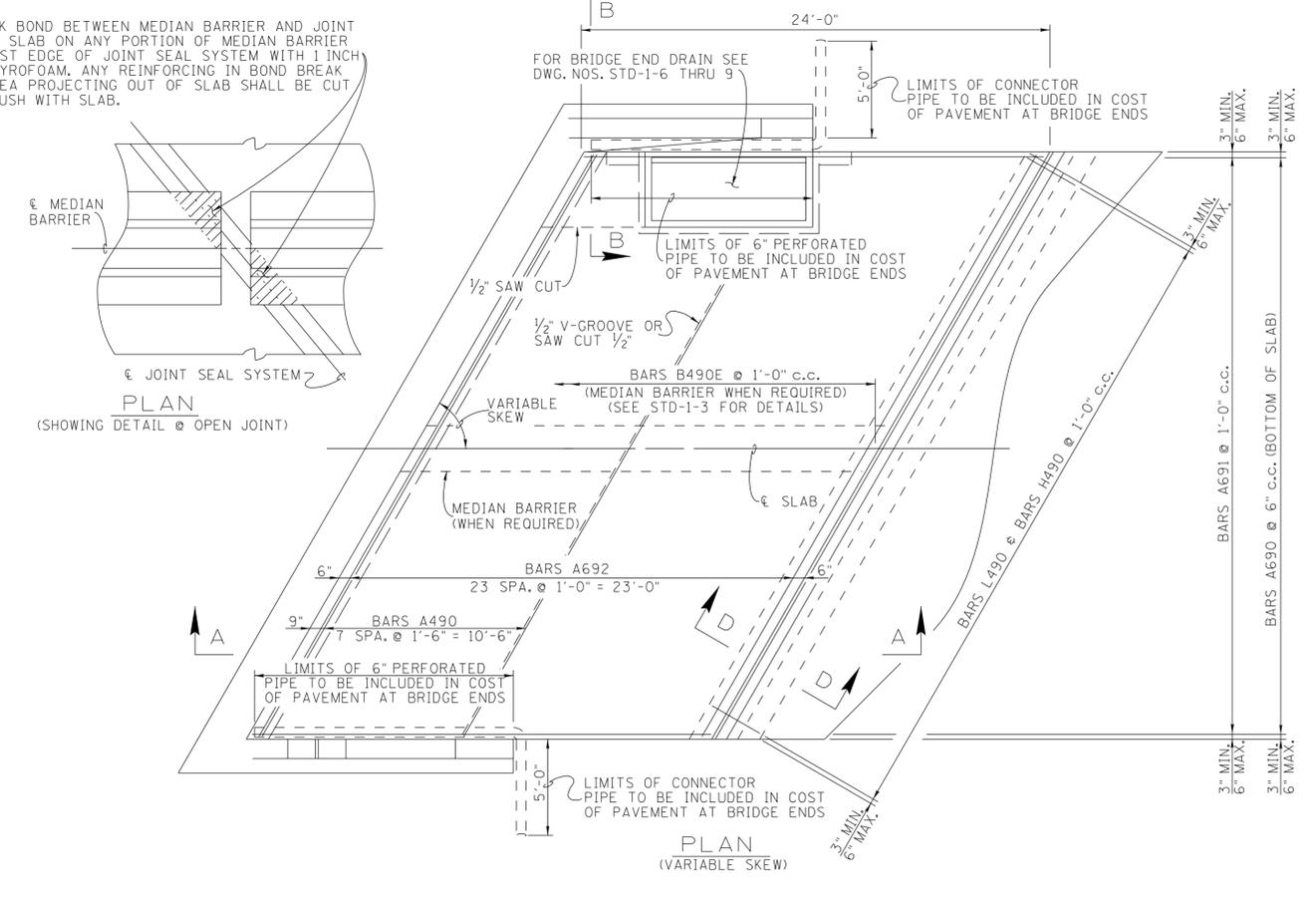
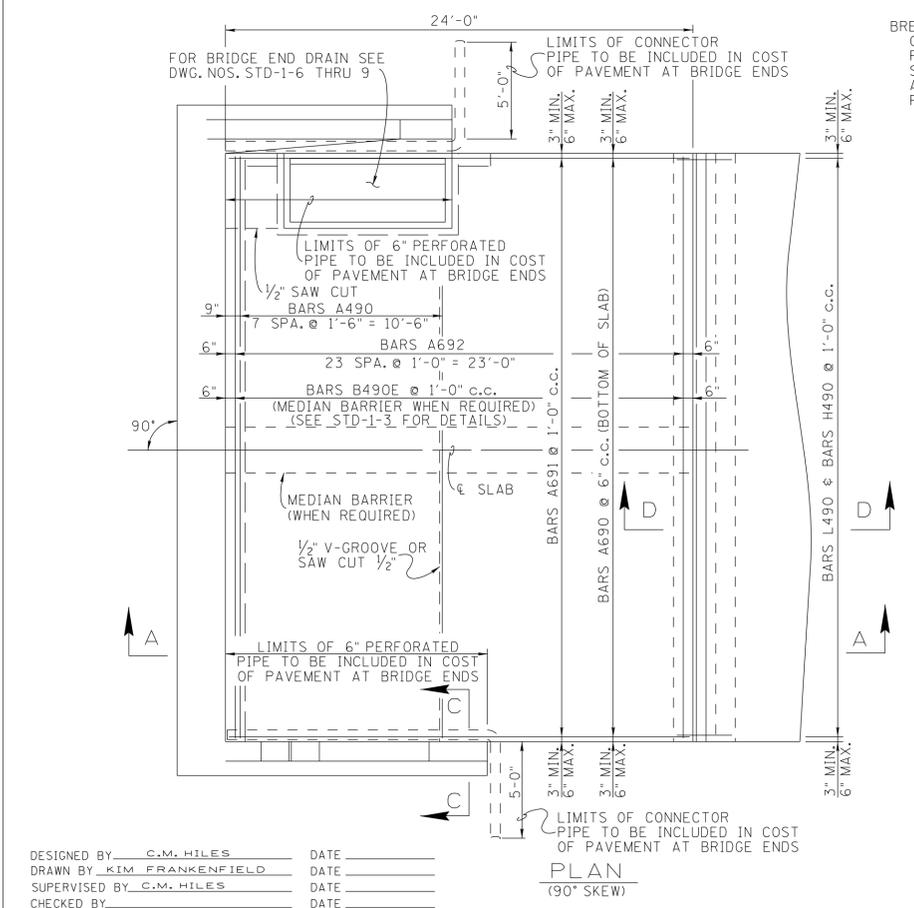
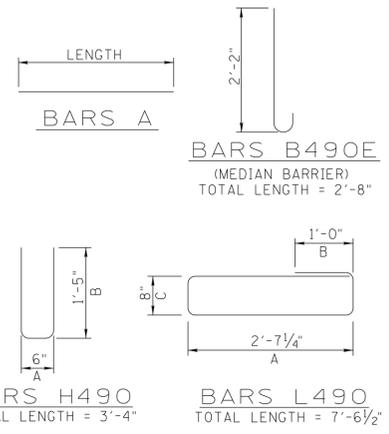
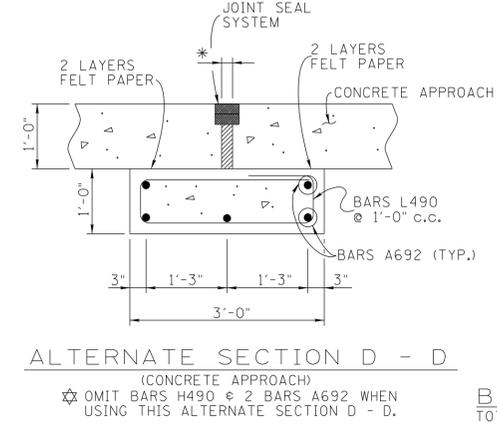
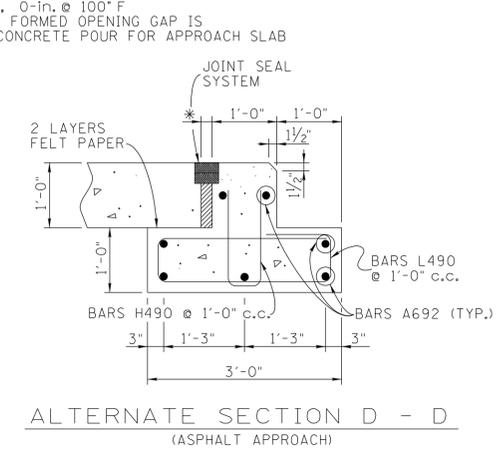
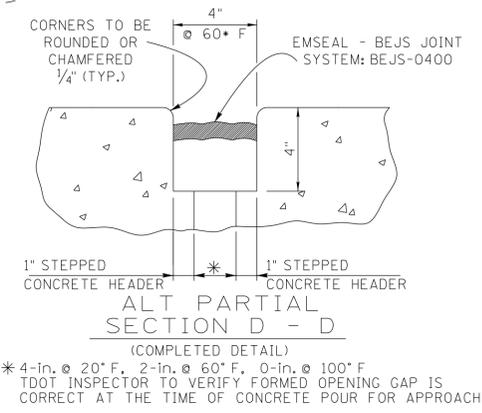
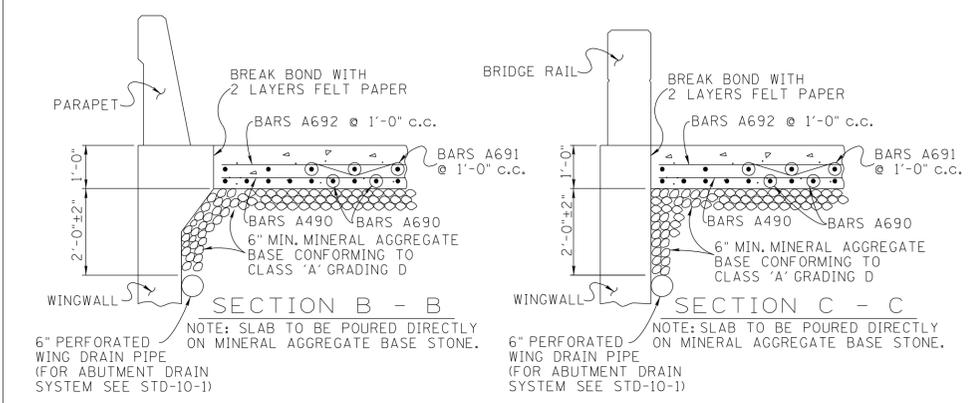
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB	6	31					▲
H490	FOOTING	4	▲	6"	1'-4"			3'-4"
L490	FOOTING	4	▲	2'-7 1/4"	1'-0"	8"		7'-6 1/2"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	2021	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5/10/21	TAK	RE-ISSUED DRAWING



- 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 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.
 - NOTE: TOP OF SLAB AND TOP OF END BEAM TO CONFORM TO ROADWAY SLOPE AND GRADE.

- 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), TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.
- (A) 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. FOR EACH JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION 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: 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
2021**

CORRECT *Jed A. Kravayev*
ENGINEER OF STRUCTURES

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

DATE: _____
DATE: _____
DATE: _____
DATE: _____

PLAN
(90° SKEW)