



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Anthony Lee Washington III
2025.01.03 16:40:06-06'00'

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

HDR ENGINEERING, INC.
120 BRENTWOOD COMMONS WAY
SUITE 525
BRENTWOOD, TN 37027
ANTHONY L. WASHINGTON, III, P.E. 119749

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 AND STANDARD ROADWAY DRAWINGS | 1A |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2A |
| GENERAL NOTES | 2B |
| SPECIAL NOTES | 2C |
| ENVIRONMENTAL NOTES | 2D, 2D1 |
| TABULATED QUANTITIES | 2E |

| | | |
|------|-------------|----------------|
| YEAR | PROJECT NO. | SHEET NO. |
| 2025 | NH-15(230) | ROADWAY-SIGN 1 |
| | | |
| | | |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Anthony Lee Washington III
2025.01.24 14:57:48-06'00'

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

HDR ENGINEERING, INC.
120 BRENTWOOD COMMONS WAY
SUITE 525
BRENTWOOD, TN 37027
ANTHONY L. WASHINGTON, III, P.E. 119749

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-SIGN2 |
| ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS | 1A |
| ESTIMATED ROADWAY QUANTITIES | 2 |

| | | |
|------|-------------|----------------|
| YEAR | PROJECT NO. | SHEET NO. |
| 2025 | NH-15(230) | ROADWAY-SIGN 2 |
| | | |
| | | |

REV. 01-24-25: ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

LINCOLN COUNTY

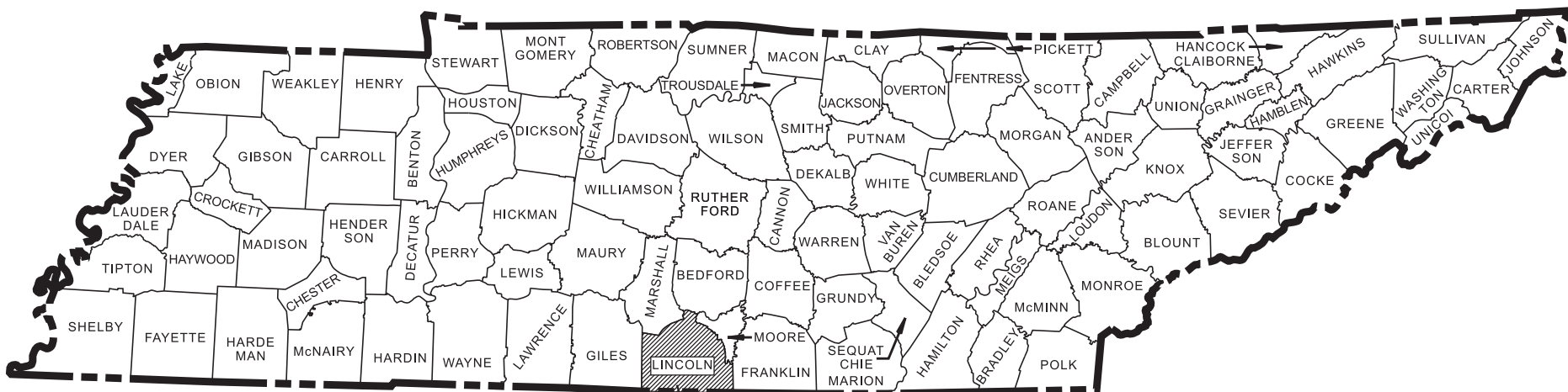
STATE ROUTE 15
FROM: NEAR SMITHLAND ROAD (L.M. 23.60)
TO: NEAR MYRICK ROAD (L.M. 28.52)

RESURFACE
HOT RECYCLE IN PLACE AND PAVEMENT MARKING

STATE HIGHWAY NO. 15 F.A.H.S. NO. 64

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

| | | |
|--------------------|---------------|-----------|
| TENN. | YEAR | SHEET NO. |
| | 2025 | 1 |
| FED. AID PROJ. NO. | NH-15(230) | |
| STATE PROJ. NO. | 52S015-F8-004 | |
| STATE PROJ. NO. | 52S015-M3-005 | |



PROJECT LOCATION
BRIDGE ID. # 52SR0150023 52SR0150025 52SR0150026
52SR0150027 52SR0150028 52SR0150029
52SR0150030

NO EXCLUSIONS



52S015-F8-004
BEGIN PROJECT NO. NH/HSIP-15(230) RESURFACE
L.M. 23.60

BRIDGE DECK REPAIR PROJECT NO. 52S015-M3-005
SR-15@ L.M. 23.75, 23.93, & 24.02

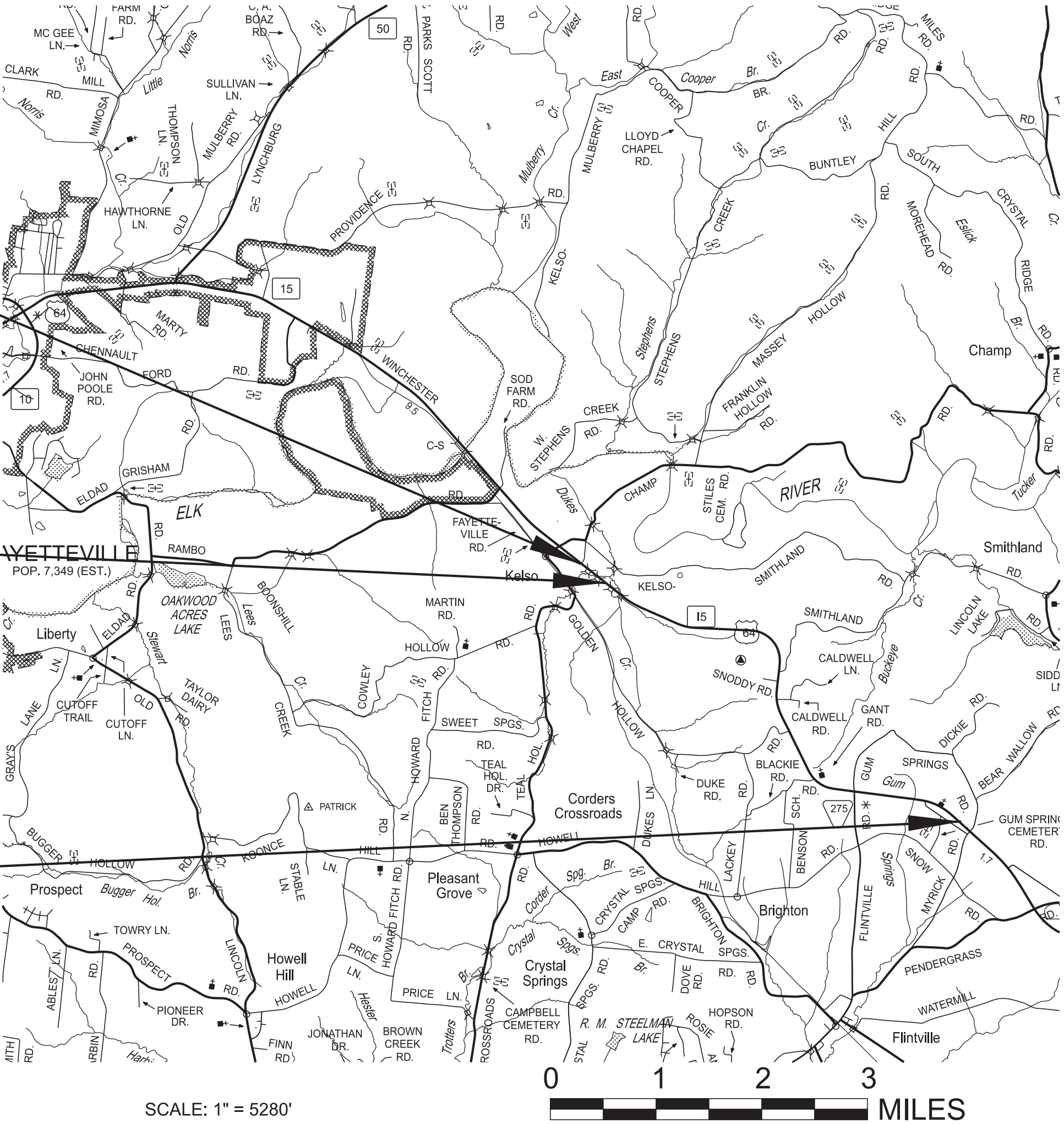
52S015-F8-004
END PROJECT NO. NH/HSIP-15(230) RESURFACE
L.M. 28.52

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.

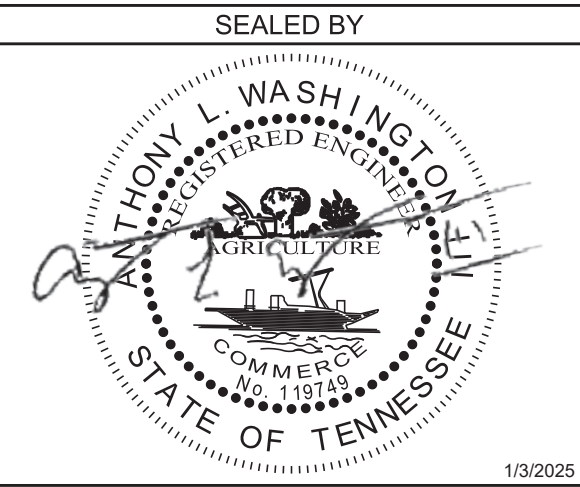
TDOT PROJECT MANAGER : KONNER SPRADLIN, P.E.
DESIGNED BY : HDR ENGINEERING, INC.
DESIGNER : ANTHONY L. WASHINGTON, III, P.E. CHECKED BY DAVID HORNE, P.E.
P.E. NO. 98034-4299-04
PIN NO. 135019.00



PROJECT LENGTH 4.92 MILES
TOTAL LANE MILES RESURFACED 19.88 MILES

| TRAFFIC COUNTER & WEATHER STATIONS | |
|------------------------------------|----------|
| STATION LOCATION | LOG MILE |
| TC STATION 103 | 28.303 |

| TRAFFIC DATA | |
|--------------------------|--------|
| ADT (2025) | 7191 |
| POSTED SPEED LIMITS | |
| L.M. 23.60 TO L.M. 28.52 | 65 MPH |



APPROVED: WILL REID, CHIEF ENGINEER

DATE:

APPROVED: HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: DIVISION ADMINISTRATOR DATE

ROADWAY INDEX

| SHEET NAME | SHEET NO. |
|--|---------------|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| | ROADWAY-SIGN2 |
| TITLE SHEET | 1 |
| ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS | 1A |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2A |
| GENERAL NOTES | 2B |
| SPECIAL NOTES | 2C |
| ENVIRONMENTAL NOTES | 2D, 2D1 |
| TABULATED QUANTITIES | 2E |
| BRIDGE PLANS | B-1 |
| NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS. | |
| NO UTILITY SHEETS INCLUDED IN THIS SET OF PLANS | |
| NO PROJECT COMMITMENTS SHEETS INCLUDED IN THIS SET OF PLANS | |


STANDARD ROADWAY DRAWINGS

| DWG. | REV. | DESCRIPTION |
|--|----------|---|
| STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS | | |
| RD-A-1 | 02-20-20 | STANDARD ABBREVIATIONS A THROUGH L |
| RD-A-2 | | STANDARD ABBREVIATIONS M THROUGH Z |
| RD-L-1 | 02-20-20 | STANDARD LEGEND |
| RD-L-1A | | STANDARD LEGEND |
| DESIGN - TRAFFIC CONTROL | | |
| T-M-1 | 06-28-19 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS |
| T-M-2 | 01-09-24 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS |
| T-M-3 | 07-07-23 | MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS |
| T-M-4 | 07-17-20 | STANDARD INTERSECTION PAVEMENT MARKINGS |
| T-M-15 | 06-28-19 | ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATES AND ACCESS CONTROLLED ROUTES |
| T-M-15A | 06-28-19 | ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES |
| T-M-18 | 10-29-21 | FLEXIBLE DELINEATOR DETAILS |
| T-WZ-10 | 04-02-12 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |
| T-WZ-11 | 03-04-21 | ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS |
| T-WZ-12 | 03-04-21 | ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS |
| T-WZ-FAB1 | | FLASHING YELLOW ARROW BOARD |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------|-----------|
| RESURF | 2025 | NH-15(230) | 1A |
| | | | |
| | | | |

REV. 01-24-25: ADDED ROADWAY-SIGN 2 TO INDEX AND REVISED ROADWAY INDEX.

SEALED BY



1/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

| ESTIMATED ROADWAY QUANTITIES | | | |
|------------------------------|--|------|---------------------------|
| ITEM NO. | DESCRIPTION | UNIT | QUANTITY 52S015-F8-004 |
| (1)(2) 208-01.05 | BROOMING & DEGRASSING SHOULDERS | L.M. | 19.7 |
| | | | |
| (1) 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 2550 |
| (3) 311-03.04 | HOT IN PLACE RECYCLING OF ASPHALT PAVEMENT (2.00IN) | S.Y. | 146160 |
| (3) 311-03.10 | ASPHALT REJUVINATING AGENT | GAL. | 73811 |
| | | | |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 75 |
| 411-02.10 | ACS MIX (PG70-22) GRADING D | TON | 1182 |
| (4) 411-03.13 | ACS MIX (PG70-22) THIN LIFT D ASPHALT | TON | 6374 |
| (5) 411-03.26 | ACS MIX (PG70-22) THIN LIFT E ASPHALT | TON | 2249 |
| 411-12.01 | SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH) | L.M. | 9.9 |
| 411-12.02 | SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH) | L.M. | 7.9 |
| 415-01.01 | COLD PLANING BITUMINOUS PAVEMENT | TON | 1171 |
| | | | |
| (6) 712-01 | TRAFFIC CONTROL | LS | 1 |
| 712-04.01 | FLEXIBLE DRUMS (CHANNELIZING) | EACH | 200 |
| (7) 712-06 | SIGNS (CONSTRUCTION) | S.F. | 1248 |
| 712-08.03 | ARROW BOARD (TYPE C) | EACH | 1 |
| 713-02.17 | REMOVE & REPLACE DELINEATOR (SINGLE WHITE) | EACH | 38 |
| (8) 713-02.26 | CONCRETE BARRIER/PARAPET DELINEATOR | EACH | 66 |
| 716-01.22 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR) | EACH | 116 |
| 716-01.23 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR) | EACH | 788 |
| (9) 716-01.30 | REMOVAL OF SNOWPLOWABLE PAVEMENT MARKER | EACH | 868 |
| (10)(11) 716-02.04 | PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING) | S.Y. | 41 |
| (10)(11) 716-02.06 | PLASTIC PAVEMENT MARKING (TURN LANE ARROW) | EACH | 18 |
| (10)(11) 716-02.08 | PLASTIC PAVEMENT MARKING (8" DOTTED LINE) | L.F. | 889 |
| (10)(11) 716-02.12 | PLASTIC PAVEMENT MARKING (8IN LINE) | L.M. | 0.5 |
| (12) 716-05.20 | PAINTED PAVEMENT MARKING (6" LINE) | L.M. | 21.8 |
| (11) 716-12.02 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 21.8 |
| (11)(13) 716-15.10 | PREFORMED PERMANENT TAPE (6IN LINE) | L.F. | 2640 |
| 717-01 | MOBILIZATION | LS | 1 |

| FOOTNOTES | |
|-----------|---|
| (1) | TO BE USED AS DIRECTED BY THE ENGINEER. |
| (2) | NO DIRT OR DEBRIS TO BE LEFT ON SHOULDER, THIS WORK TO BE PERFORMED BEFORE ALL OTHER OPERATIONS |
| (3) | FOR USE ON MAINLINE AND EXTENDED 0.5 FT INTO ADJACENT SHOULDERS. |
| (4) | INCLUDES 498 TONS FOR CROSS-OVERS AND TURN LANES. |
| (5) | FOR USE ON OUTSIDE SHOULDERS ONLY. |
| (6) | THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. |
| (7) | THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION) |
| (8) | ITEM TO BE INSTALLED ALONG PARAPETS OF BRIDGES AT 20 FOOT SPACING. |
| (9) | THE CONTRACTOR SHALL REMOVE SPM BY A METHOD THAT DOES NOT DAMAGE THE EXISTING ASPHALT. IF DAMAGE TO THE EXISTING ASPHALT OCCURS DURING REMOVAL, THE CONTRACTOR SHALL REPAIR THE DAMAGE, AT THEIR OWN EXPENSE, BEFORE PAVING OPERATIONS BEGIN. |
| (10) | 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. |
| (11) | ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY. |
| (12) | ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY. |
| (13) | ITEM TO BE USED FOR BRIDGES 52SR0150025, 52SR0150026, 52SR0150027, 52SR0150028, 52SR0150029, AND 52SR0150030. INCLUDES 2112 FEET FOR EDGE LINES AND 528 FEET FOR LANE LINES INCLUDING CONTRAST SHADOW MARKING. |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------|-----------|
| RESURF | 2025 | NH-15(230) | 2 |
| | | | |
| | | | |


REV. 01-24-25: REMOVED PAY ITEM 712-04.50, ADDED PAY ITEM 713-02.26 AND RENUMBERED FOOTNOTES.

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

THERE ARE IS NO GUARDRAIL WORK ON THIS PROJECT

THERE ARE NO PROJECT COMMITMENTS ON THIS PROJECT

SEALED BY

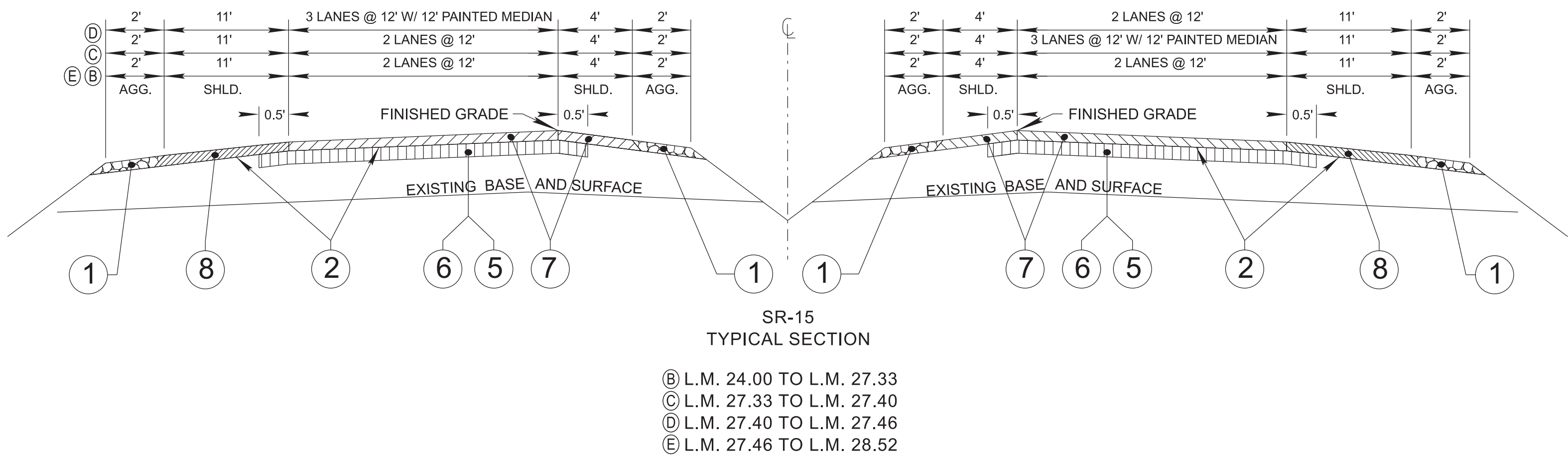
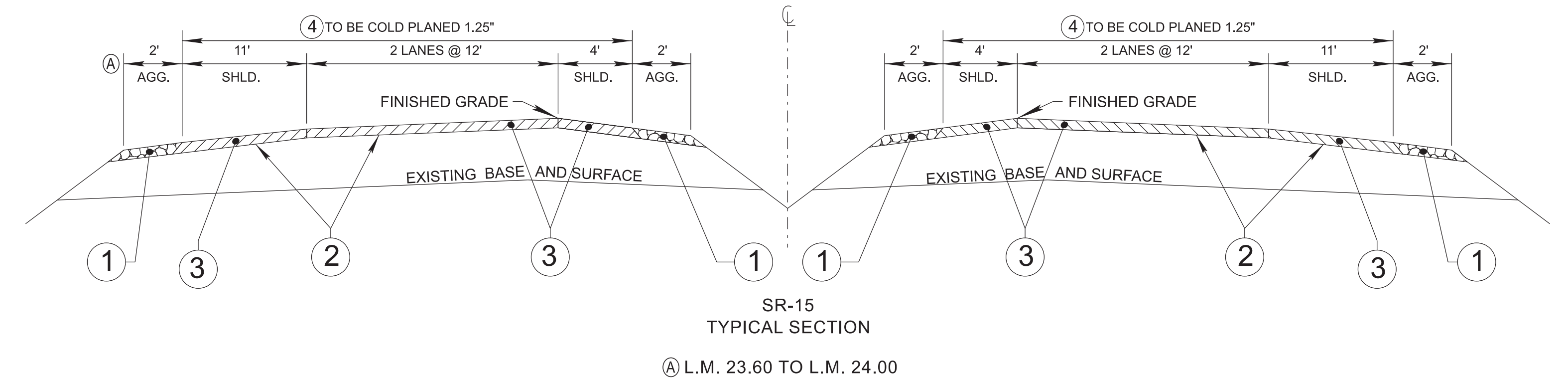


1/24/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

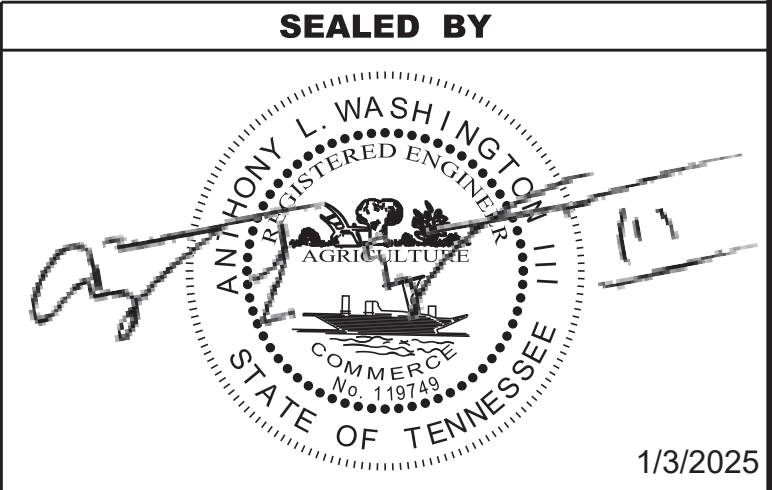
ESTIMATED
ROADWAY
QUANTITIES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------|-----------|
| RESURF | 2025 | NH-15(230) | 2A |
| | | | |
| | | | |



| PROPOSED PAVEMENT SCHEDULE | |
|--|--|
| ① MINERAL AGGREGATE BASE @ 2.00"± THICK FOR SHOULDERS ITEM 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D | ⑤ RECYCLE IN PLACE @ 2.00" THICK ITEM 311-03.04 HOT IN PLACE RECYCLING OF ASPHALT PAVEMENT (EXTEND 0.50' INTO SHOULDERS) |
| ② TACK COAT (TC) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD | ⑥ REJUVINATING AGENT FOR RECYCLE IN PLACE ITEM 311-03.10 ASPHALT REJUVINATING AGENT (AT 0.49 - 0.52 GAL./S.Y.) (EXTEND 0.50' INTO SHOULDERS) |
| ③ ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-02.10 ACS MIX (PG70-22) GRADING D | ⑦ ASPHALTIC CONCRETE SURFACE (ACS) @ 0.80"± THICK (APPROX. 85.00 LBS./S.Y.) ITEM 411-03.13 ACS MIX (PG70-22) THIN LIFT D ASPHALT |
| ④ COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT | ⑧ ASPHALTIC CONCRETE SURFACE (ACS) @ 0.80"± THICK (APPROX. 85.00 LBS./S.Y.) ITEM 411-03.26 ACS MIX (PG70-22) THIN LIFT E ASPHALT |

| BRIDGE DECK RECOMMENDATIONS (RESURFACING) | | | | |
|---|-------------------|-----------------------|---------------|-------------------------------------|
| BRIDGE NUMBER | LOCATION LOG MILE | CROSSES OVER/UNDER | BRIDGE LENGTH | BRIDGE DECK RECOMMENDATIONS |
| 52SR0150023 | 23.650 | HOLLOW BRANCH | 32' | PAVE WITH PLANS MIX/TREATMENT TYPE |
| 52SR0150025 | 23.75 R | HOLLOW CREEK | 125'-9" | SEAL WITH TYPE 1 THIN EPOXY OVERLAY |
| 52SR0150026 | 23.75 L | HOLLOW CREEK | 125'-9" | SEAL WITH TYPE 1 THIN EPOXY OVERLAY |
| 52SR0150027 | 23.93 R | HOLLOW CREEK OVERFLOW | 125'-9" | SEAL WITH TYPE 1 THIN EPOXY OVERLAY |
| 52SR0150028 | 23.93 L | HOLLOW CREEK OVERFLOW | 125'-9" | SEAL WITH TYPE 1 THIN EPOXY OVERLAY |
| 52SR0150029 | 24.02 R | DUKES CREEK | 125'-9" | SEAL WITH TYPE 1 THIN EPOXY OVERLAY |
| 52SR0150030 | 24.02 L | DUKES CREEK | 125'-9" | SEAL WITH TYPE 1 THIN EPOXY OVERLAY |



| STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION |
|--|
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE |

GENERAL NOTES

GRADING

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

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

| | | | |
|--------|------|-------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF | 2025 | NH-15(230) | 2B |
| | | | |
| | | | |

SEALED BY



1/3/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

MISCELLANEOUS

- (1)

THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WIL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.
- (2)

ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT

RESURFACING

- (1)

SURFACE IS TO BE CROWNED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NON-PEAK HOURS (9:00 A.M. TO 3:00 P.M. OR 7:00 P.M. TO 6:00 A.M.) UNLESS OTHERWISE DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.
- (2)

THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (3)

ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED IN ALL LOCAL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS' SUPERINTENDENT.

WORK RESTRICTIONS

- (1)

CONSTRUCTION ACTIVITIES SHALL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER A.M. OR P.M. OR AS DIRECTED BY THE ENGINEER.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (1)

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.

UTILITY

- (2)

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3)

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4)

PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5)

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

TELEPHONE:

AT&T
116 South Cannon Ave
Murfreesboro, TN 37129
Kenneth Lee Kornegay
kk4096@att.com
O: 615-848-2082
C: 615-631-7221

WATER & SEWER:

Lincoln County Board of Public Utilities
2863 Huntsville Hwy
Fayetteville, TN 37334
Billy Joe Wiley
lcbou@fpunet.com
O: 931-433-2259

FIBER OPTIC:

Charter Communications
415 Industrial Blvd
Tullahoma, TN 37388
Bobby Bradley
Bobby.bradley@charter.com
O: 931-461-4302
C: 931-703-8383

Mediacom

1613 Nantahala Beach Rd
Gulf Breeze, FL 32563
Michael Brown
mbrown5@mediacomcc.com
O: 850-934-7700
C: 845-867-0938

POWER:


Fayetteville Electric
408 College St West
Fayetteville, TN 37334
Dana L. Pollock
dpollock@fpu-tn.com
O: 931-433-1522 EXT 123
C: 931-993-1559

Tennessee Valley Authority

1101 Market Street MR-4G
Chattanooga, TN 37402-2801
Stephen Williams
sewilliams@tva.gov
O: 662-255-6272

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------|-----------|
| RESURF | 2025 | NH-15(230) | 2C |
| | | | |
| | | | |

SEALED BY



1/3/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE 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) THIS PROJECT INCLUDES HOT RECYCLE-IN-PLACE, PAVEMENT MARKING, AND TEMPORARY TRAFFIC CONTROL.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL


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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

| | | | |
|--------|------|-------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF | 2025 | NH-15(230) | 2D |
| | | | |
| | | | |

SEALED BY



1/3/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES


ENVIRONMENTAL NOTES (CONT.)

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 MANUFACTURERS 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 | 2025 | NH-15(230) | 2D1 |
| | | | |
| | | | |

SEALED BY



1/3/2025


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

| TRAFFIC CONTROL SIGN TABULATION (RESURFACING) | | | | | | |
|---|----------------------------|-------------------|---|-----|------|-----------------------------|
| M.U.T.C.D. SIGN NO. | LEGEND \ DESCRIPTION | SIZE IN INCHES | | | S.F. | TOTAL NUMBER REQUIRED |
| | | L | x | W | | |
| G20-1 | ROAD WORK NEXT 5 MILES | 48" | x | 24" | 8 | 4 |
| G20-2 | END ROAD WORK | 48" | x | 24" | 8 | 12 |
| W4-2L | LEFT LANE ENDS SYMBOL | 48" | x | 48" | 16 | 4 |
| W4-2R | RIGHT LANE ENDS SYMBOL | 48" | x | 48" | 16 | 4 |
| W8-11 | UNEVEN LANES | 48" | x | 48" | 16 | 26 |
| W20-1 | ROAD WORK 1 MILE | 48" | x | 48" | 16 | 4 |
| W20-1 | ROAD WORK 1/2 MILE | 48" | x | 48" | 16 | 4 |
| W20-1 | ROAD WORK 1000 FT | 48" | x | 48" | 16 | 4 |
| W20-1 | ROAD WORK AHEAD | 48" | x | 48" | 16 | 8 |
| W20-5L | LEFT LANE CLOSED 1/2 MILE | 48" | x | 48" | 16 | 4 |
| W20-5L | LEFT LANE CLOSED 1500 FT | 48" | x | 48" | 16 | 4 |
| W20-5R | RIGHT LANE CLOSED 1/2 MILE | 48" | x | 48" | 16 | 4 |
| W20-5R | RIGHT LANE CLOSED 1500 FT | 48" | x | 48" | 16 | 4 |
| TOTAL | | | | | | 1248 |

| | | | |
|--------|------|-------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF | 2025 | NH-15(230) | 2E |
| | | | |
| | | | |

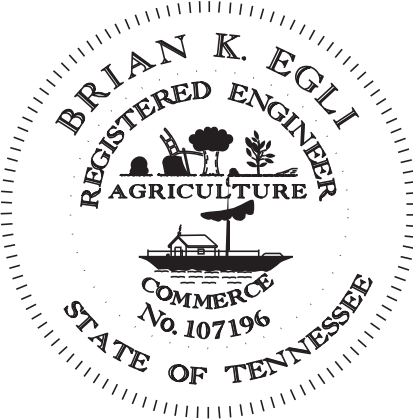
SEALED BY



1/3/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Brian Egli
2024.12.23 08:59:35 -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 |
| BRIDGE PLANS _____ | B1 THRU B6 |

| YEAR | PROJECT NO. | SHEET NO. |
|------|---------------|------------------|
| 2024 | 52S015-M3-005 | STRUCTURE-SIGN 1 |
| | | |
| | | |
| | | |



| |
|--|
| STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION |
| SIGNATURE SHEET |

\$\$\$\$\$SYTIME\$\$\$\$\$DGNSECC\$\$\$\$\$

\$\$\$\$\$TIME\$\$\$\$\$
\$\$\$\$\$GINSPEC\$\$\$\$\$
\$\$\$\$\$DINGSPEC\$\$\$\$\$

PIN NO: 135019.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: KEVIN MARTINKO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:

DATE: / /
DATE: 11/24
DATE: 11/24
DATE: / /

INDEX OF DRAWINGS

DWG. NO.

LAST
REV. DATE

INDEX OF DRAWINGS B1
BRIDGE TABULATION, ESTIMATED QUANTITIES B2
PLANS VIEW REPAIRS LOCATIONS B3
PLANS VIEW REPAIRS LOCATIONS B4
PHASE CONSTRUCTION B5
TYPE 1 THIN EPOXY OVERLAY NOTES B6

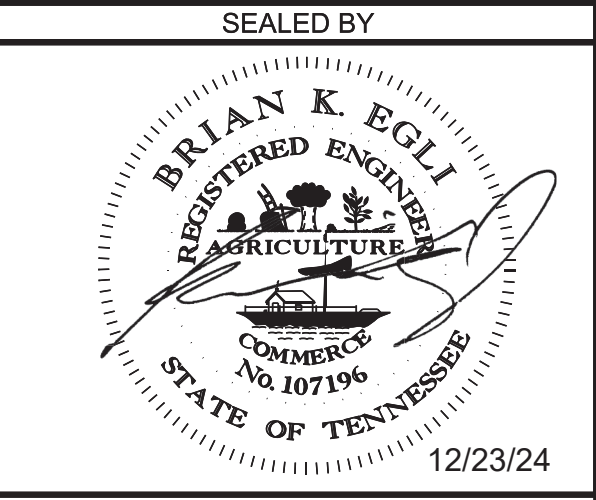
INDEX OF REFERENCE DRAWINGS

DWG. NO.

LAYOUT OF BRIDGE U-009-01
SUPERSTRUCTURE U-009-04
LAYOUT OF BRIDGE U-009-15
SUPERSTRUCTURE U-009-18
LAYOUT OF BRIDGE U-009-29
SUPERSTRUCTURE U-009-32
REINFORCED CONCRETE PAVEMENT
AT THE BRIDGE ENDS STD-1-5

FEDERAL PROJECT # NH/HSIP-15(230)

| PROJECT NO. | | YEAR | SHEET NO. |
|---------------|------|------|-------------------|
| 52S015-M3-005 | | 2025 | B-1 |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| - | - | | |
| - | - | | |
| - | - | | |
| - | - | | |
| - | - | | |



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
52-SR15-23.75 RT. & LT. OVER
HOLLW CREEK,
52-SR15-23.93 RT. & LT. OVER
HOLLOW CREEK OVERFLOW AND
52-SR15-24.02 RT. & LT. OVER
DUKES CREEK
LINCOLN COUNTY
2025

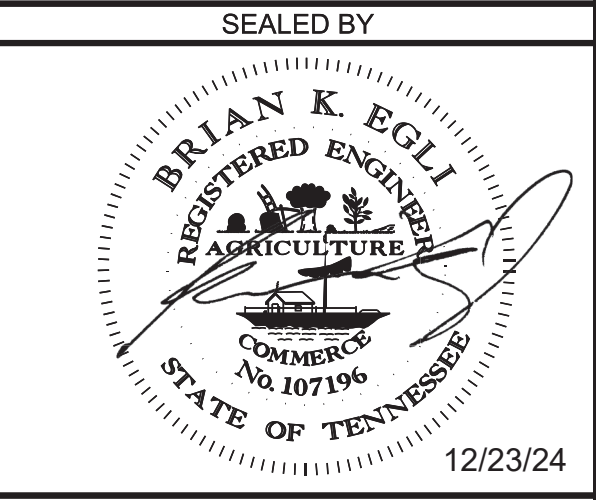
\$\$\$\$\$ TIMES\$\$\$\$\$
\$\$\$\$\$ D GNS PEC\$\$\$\$\$

PIN NO.: 135019.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: KEVIN MARTINKO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:

DATE: / /
DATE: 11/24
DATE: 11/24
DATE: / /

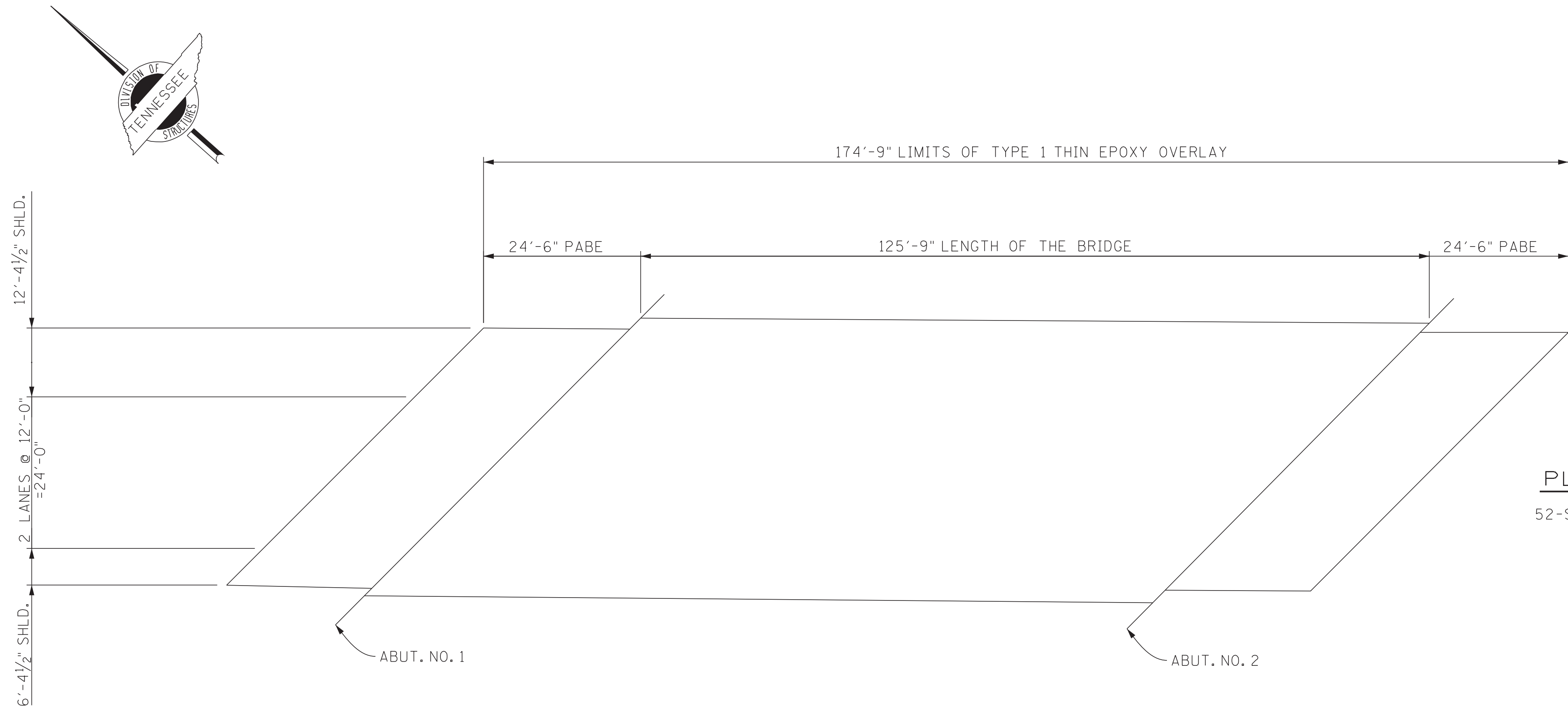
| TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES | | | |
|--|---|---------------------------|--|
| LOCATION OF BRIDGE AND BRIDGE NUMBER | REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS | TYPE OF WORK | 617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y. |
| 52-SR15-23.75 RT. & LT. OVER HOLLOW CREEK (52SR0150025 & 52SR0150026) | U-009-01 U-009-04 STD-1-5 | TYPE 1 THIN EPOXY OVERLAY | 1615 |
| 52-SR15-23.93 RT. & LT. OVER HOLLOW CREEK OVERFLOW (52SR0150027 & 52SR0150028) | U-009-15 U-009-18 STD-1-5 | TYPE 1 THIN EPOXY OVERLAY | 1615 |
| 52-SR15-24.02 RT. & LT. OVER DUKES CREEK (52SR0150029 & 52SR0150030) | U-009-29 U-009-32 STD-1-5 | TYPE 1 THIN EPOXY OVERLAY | 1615 |
| TOTAL | | | 4845 |

| PROJECT NO. | | YEAR | SHEET NO. |
|---------------|------|------|-------------------|
| 52S015-M3-005 | | 2025 | B-2 |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |



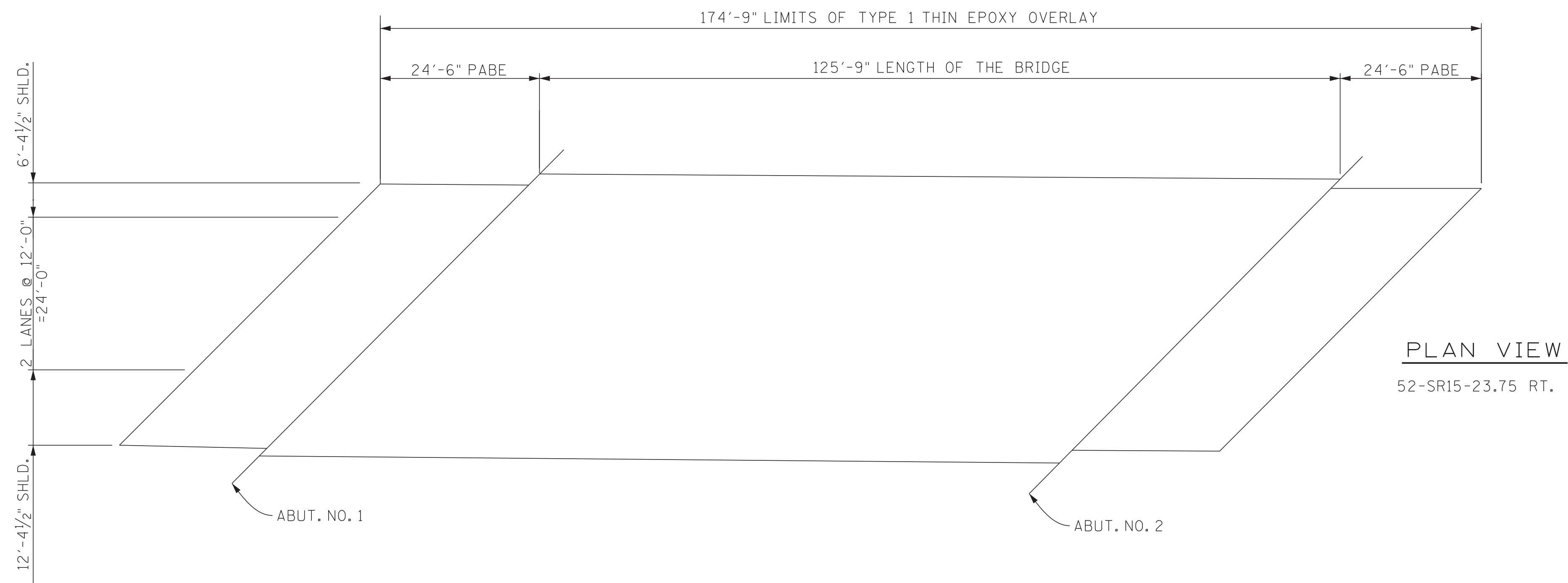
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION &
ESTIMATED QUANTITIES
52-SR15-23.75 RT. & LT. OVER
HOLLW CREEK,
52-SR15-23.93 RT. & LT. OVER
HOLLOW CREEK OVERFLOW AND
52-SR15-24.02 RT. & LT. OVER
DUKES CREEK
LINCOLN COUNTY
2025

| | | | | | |
|---------------|------|------|-------------------|-----------|--|
| PROJECT NO. | | YEAR | | SHEET NO. | |
| 52S015-M3-005 | | 2025 | | B-3 | |
| REVISIONS | | | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION | | |
| | - - | | | | |
| | - - | | | | |
| | - - | | | | |
| | - - | | | | |
| | | - - | | | |



PLAN VIEW

52-SR15-23.75 RT.



PLAN VIEW

52-SR15-23.75 RT.

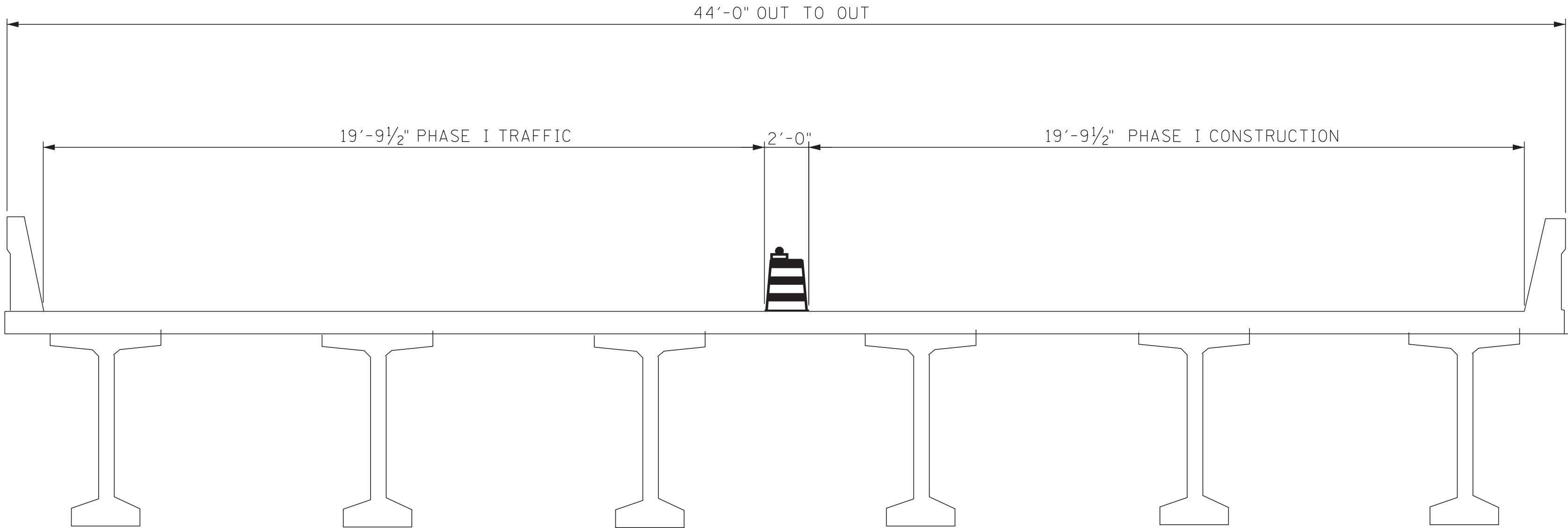
NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF EXISTING CONCRETE FOUNDATION AT PAVEMENTS ENDS, SO AS NOT TO DAMAGE THE EXISTING ELASTOMERIC JOINTS. IF DAMAGE OCCURS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

| | | |
|----------------|-----------------|-------------|
| PIN NO.: | 133993.00 | |
| DESIGN BY: | | DATE: / / |
| DRAWN BY: | SILESHI ERGICHO | DATE: 10/23 |
| SUPERVISED BY: | KEVIN MARTINKO | DATE: 10/23 |
| CHECKED BY: | | DATE: / / |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
REPAIRS LOCATIONS
52-SR15-23.75 RT. & LT. OVER
HOLLW CREEK
LINCOLN COUNTY
2025

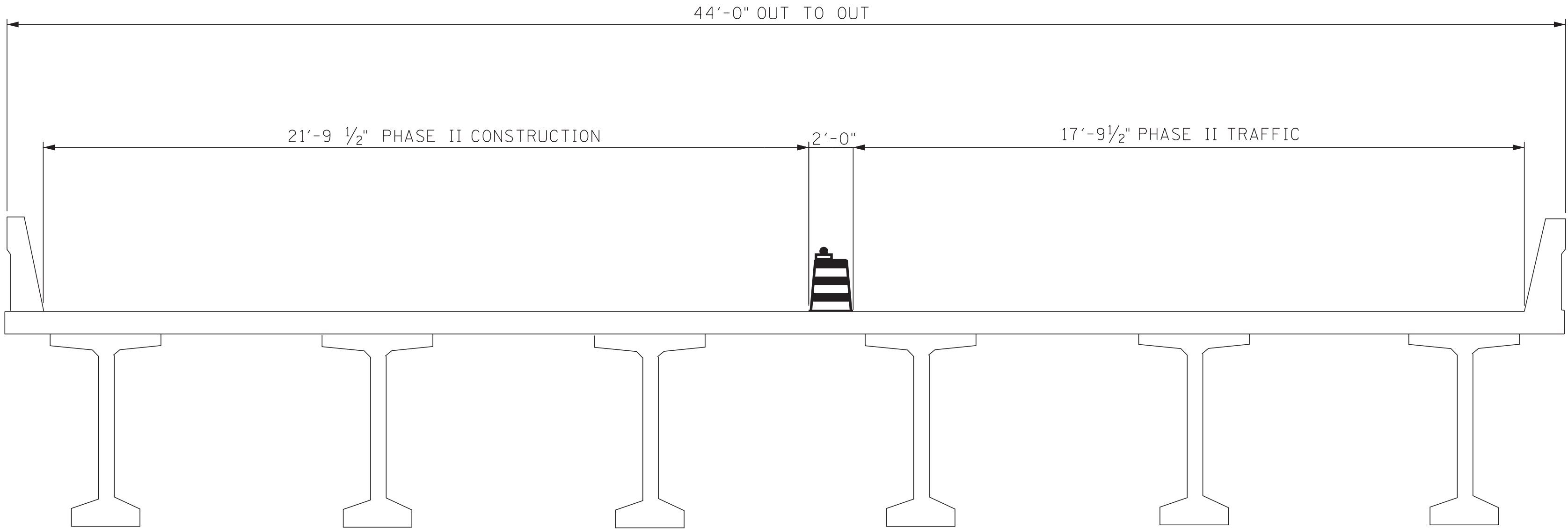
B-3

| PROJECT NO. | | YEAR | SHEET NO. |
|---------------|------|------|-------------------|
| 52S015-M3-005 | | 2025 | B-5 |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |



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

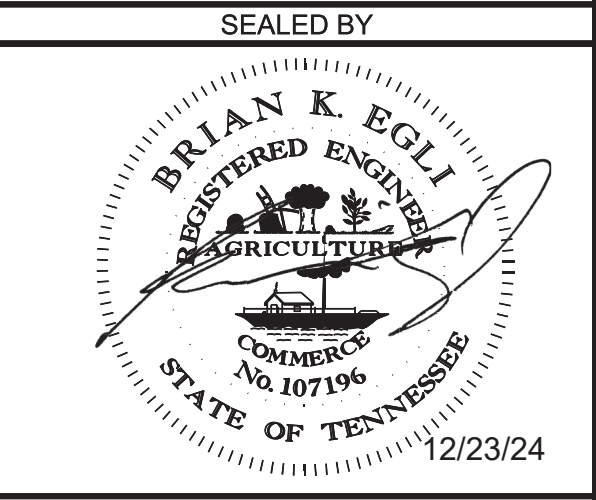
PHASE I CONSTRUCTION



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

PHASE II CONSTRUCTION

| | | | |
|----------------|-----------------|-------|-------|
| PIN NO: | 135019.00 | DATE: | / / |
| DESIGN BY: | | DATE: | 11/24 |
| DRAWN BY: | SILESHI ERGICHO | DATE: | 11/24 |
| SUPERVISED BY: | KEVIN MARTINKO | DATE: | 11/24 |
| CHECKED BY: | | DATE: | / / |



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
52-SR15-23.75 RT. & LT. OVER
HOLLW CREEK,
52-SR15-23.93 RT. & LT. OVER
HOLLOW CREEK OVERFLOW AND
52-SR15-24.02 RT. & LT. OVER
DUKES CREEK
LINCOLN COUNTY
2025

\$\$\$SYTIME\$\$\$\$\$\$\$
\$\$\$\$DGN\$PEC\$\$\$\$\$

| | | | |
|----------------|-----------------|-------|-------|
| PIN NO.: | 135019.00 | DATE: | / / |
| DESIGN BY: | | DATE: | 11/24 |
| DRAWN BY: | SILESHE ERGICHO | DATE: | 11/24 |
| SUPERVISED BY: | KEVIN MARTINKO | DATE: | / / |
| 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 LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO THE APPLICATION OF THE THIN OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

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

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

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

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

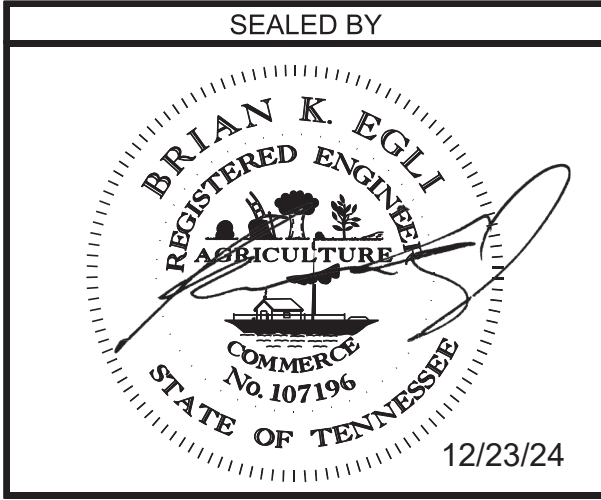
THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE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

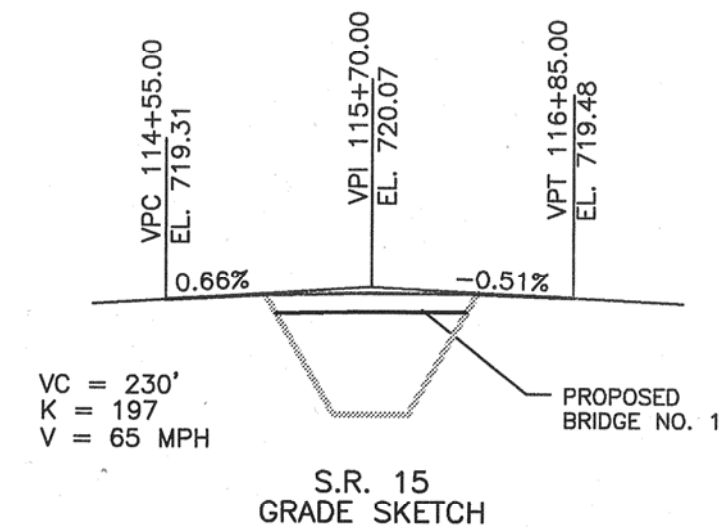
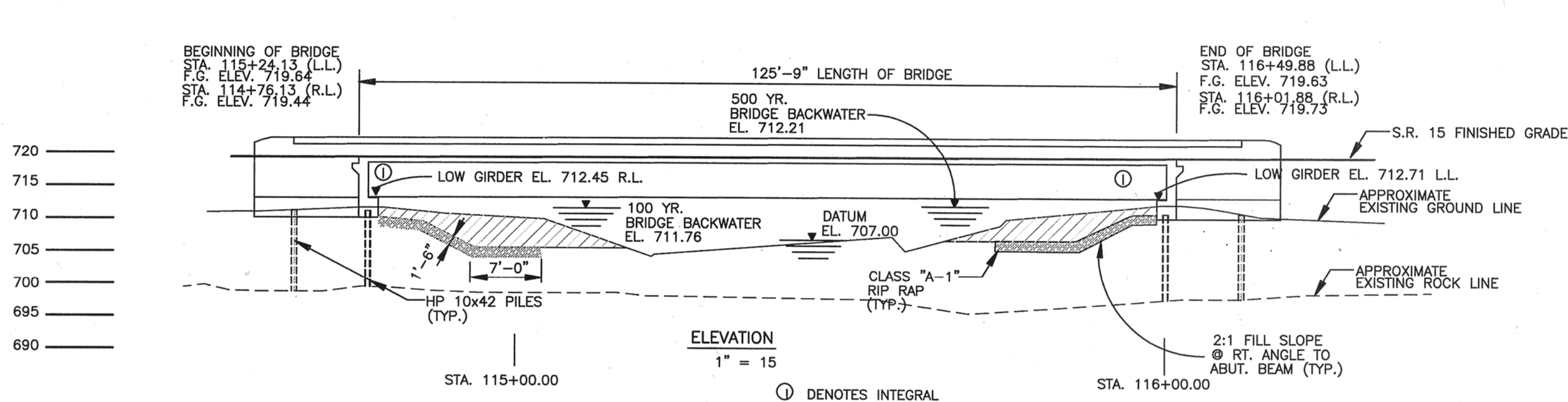
ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), S.Y.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1½" 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.

| PROJECT NO. | | YEAR | SHEET NO. |
|---------------|------|------|-------------------|
| 52S015-M3-005 | | 2025 | B-6 |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |
| | - - | | |



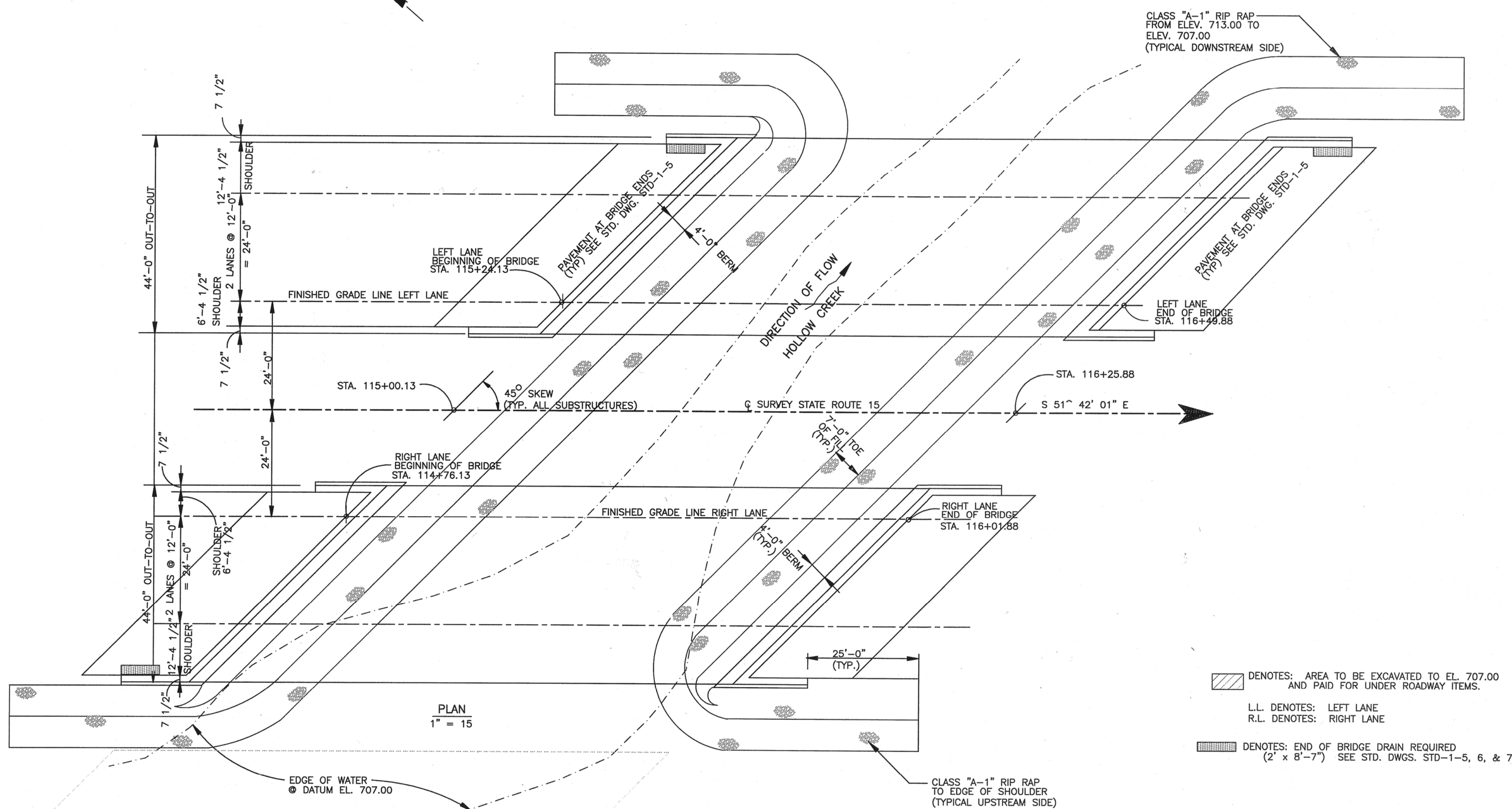


| | | | |
|--------------------------|------|-----------|-------------------|
| CONST. NO. 52005-3223-14 | | | |
| PROJECT NO. | YEAR | SHEET NO. | |
| NH-15 (103) | 2008 | | |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

| DRAWING | SHEET NO. | LAST REV. DATE |
|--|-----------|----------------|
| LAYOUT OF BRIDGE | U-009-01 | |
| GENERAL NOTES & ESTIMATED QUANTITIES LEFT AND RIGHT LANE | U-009-02 | |
| FOUNDATION DATA | U-009-03 | |
| SUPERSTRUCTURE | U-009-04 | |
| SUPERSTRUCTURE DETAILS | U-009-05 | |
| PRESTRESSED BEAM DETAILS | U-009-06 | |
| ABUTMENT NO. 1 LEFT LANE | U-009-07 | |
| ABUTMENT NO. 2 LEFT LANE | U-009-08 | |
| ABUTMENT NO. 1 RIGHT LANE | U-009-09 | |
| ABUTMENT NO. 2 RIGHT LANE | U-009-10 | |
| ABUTMENTS NO. 1 & 2 DETAILS LEFT LANE & RIGHT LANE | U-009-11 | |
| FINAL FOUNDATION DATA | U-009-12 | |
| BILL OF STEEL LEFT LANE | U-009-13 | |
| BILL OF STEEL RIGHT LANE | U-009-14 | |

| DRAWING | DRAWING NO. | LAST REV. DATE |
|--|-------------|----------------|
| BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET | STD-1-1SS | |
| SLIDER PLATES AND DECK DRAINS | STD-1-2 | 01-05-01 |
| PAVEMENT AT BRIDGE ENDS | STD-1-5 | 4-08-05 |
| BRIDGE END DRAIN w/ PABE | STD-1-6 | 4-28-97 |
| BRIDGE END DRAIN w/ PABE | STD-1-7 | 7-31-00 |
| BRIDGE END DRAIN 2' x 8'-7" w/ PABE | STD-1-8 | 5-01-95 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-1 | 4-08-05 |
| PANELS GENERAL DETAILS | STD-4-2 | 4-08-05 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-3 | 3-02-02 |
| PANELS DESIGN CRITERIA | STD-4-4 | 6-10-96 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-5-1 | 10-25-93 |
| PANELS CONSTRUCTION DETAILS | STD-5-2 | 4-08-05 |
| STANDARD PILE DETAILS | STD-6-1 | 5-21-99 |
| STANDARD SEISMIC DETAILS | STD-9-1 | 12-19-94 |
| STD. REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-10-1 | 4-08-05 |
| MISC. ABUTMENT AND DRAINAGE DETAILS | STD-14-1 | 3-28-05 |
| STANDARD DETAILS & INTERMEDIATE DIAPHRAGM DETAILS FOR BULB TEE BEAMS | | |

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.



DENOTES: AREA TO BE EXCAVATED TO EL. 707.00 AND PAID FOR UNDER ROADWAY ITEMS.
 L.L. DENOTES: LEFT LANE
 R.L. DENOTES: RIGHT LANE
 DENOTES: END OF BRIDGE DRAIN REQUIRED (2' x 8'-7") SEE STD. DWGS. STD-1-5, 6, & 7

HYDRAULIC DATA
S. R. 15 OVER HOLLOW CREEK
BRIDGE NO. 1

DRAINAGE AREA: 7.90 SQ. MI.
 TOTAL DESIGN DISCHARGE (100 YR.) = 5,005 CFS
 DESIGN DISCHARGE (100 YR.) = 1,505.88 CFS
 WATER AREA PROVIDED BELOW ELEV. 709.10 = 287.48 SQ. FT.
 100 YEAR VELOCITY = 5.24 FT./SEC.
 100 YEAR BRIDGE BACKWATER = 0.05 FT. @ ELEV. 711.76
 ROADWAY TOPPING ELEVATION = 716.00
 500 YEAR DISCHARGE = 6,560 CFS @ ELEV. 712.21



06/19/08

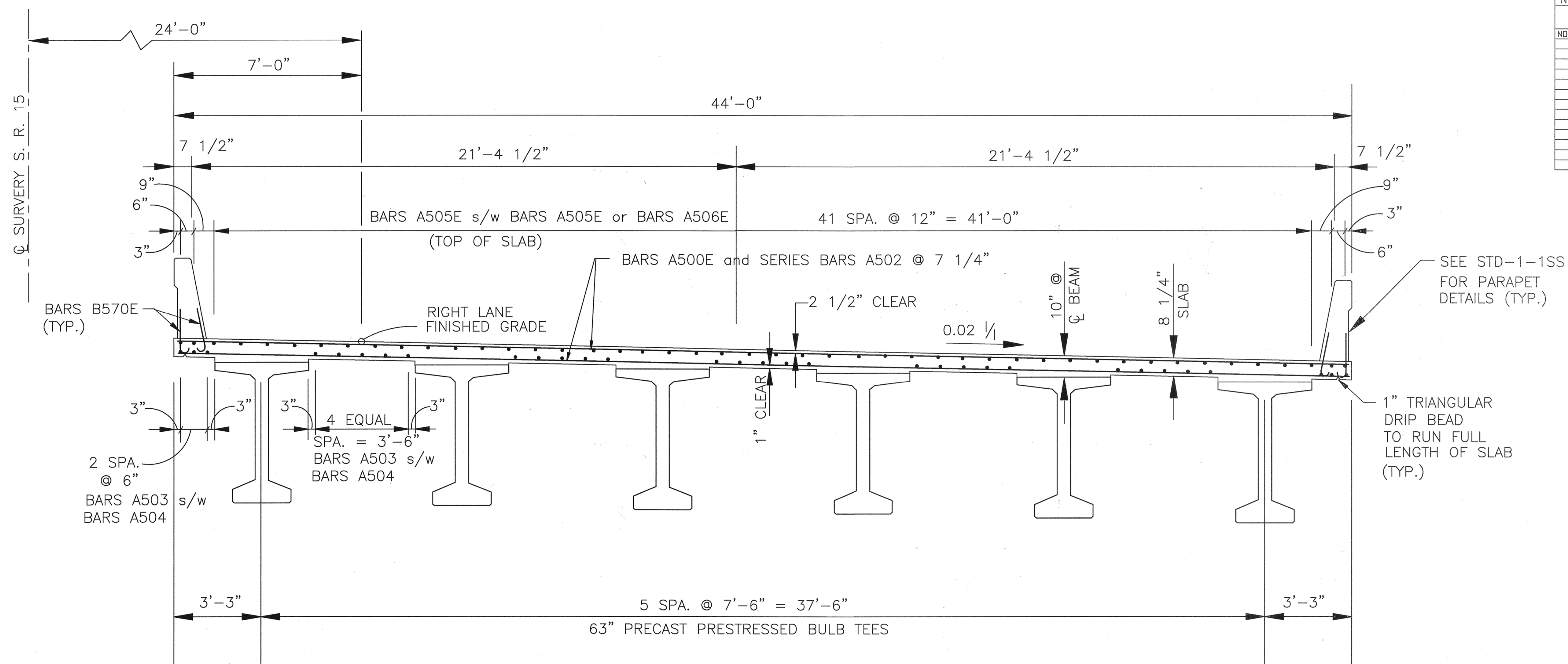
BRIDGE NO. 1
 2021 ADT = 7,010
 2 AT 42'-9" ROADWAY w/ STD-1-1SS BRIDGERAIL
 DESIGN SPEED = 65 MPH
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 LAYOUT OF BRIDGE
 STATE ROUTE 15
 OVER
 HOLLOW CREEK
 BRIDGE I.D. NO. 52SR0150025
 STATION 115+63.00
 LOG MILE 23.75
 LINCOLN COUNTY
 2008

CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

DESIGNED BY: WILLIAM DUDLEY DATE: 4/08
 DRAWN BY: WILLIAM DUDLEY DATE: 4/08
 SUPERVISED BY: DATE:
 CHECKED BY: DATE:

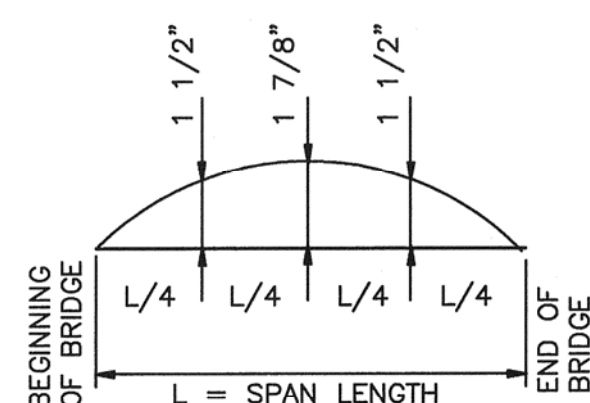
CLASS "A-1" RIP RAP: 854 TONS

U-009-01

[illegible]

TYPICAL SECTION

LOOKING FORWARD ON SURVEY



DEAD LOAD CORRECTION CURVE

N O T E :

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

IF PRE-STRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES BY 25%.

| | | | |
|---------------|-----------------------|------|-------------|
| DESIGNED BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |
| DRAWN BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |
| SUPERVISED BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |
| CHECKED BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |

NOTE: ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.

NOTE: THE TOP 12" OF THE ENDWALL SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND BE INCLUDED IN ITEM 604.03.09. THE ENDWALL SHALL NOT BE POURED UNTIL THE GIRDERS ARE IN PLACE.

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

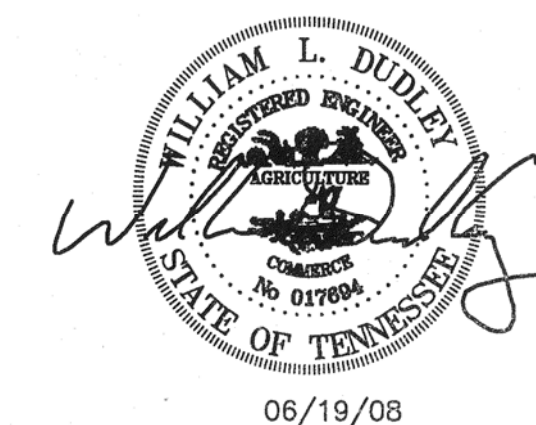
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPETS. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1SS.

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 LOAD ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

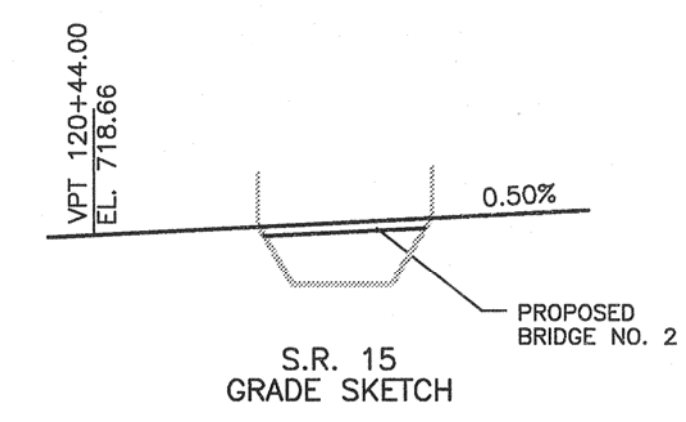
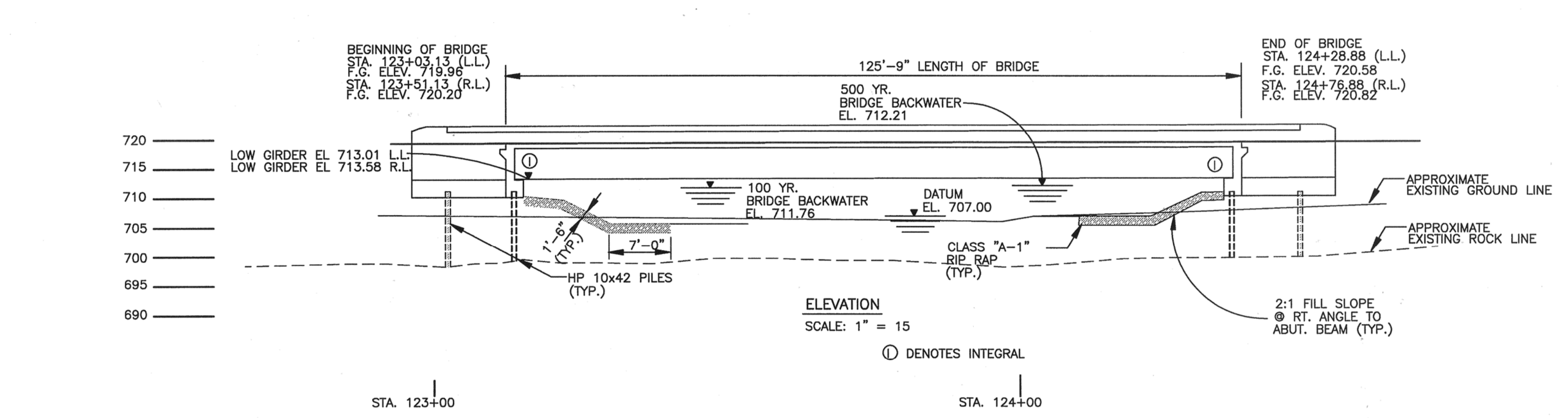
| ESTIMATED QUANTITIES | | | |
|----------------------|--|--|--|
| ITEM | CLASS "D" CONCRETE (BRIDGE DECK) C.Y. | EPOXY COATED REINFORCING STEEL LBS. | |
| LEFT LANE | 157 | 31,092 | |
| RIGHT LANE | 157 | 31,092 | |

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 15
OVER
HOLLOW CREEK
STATION 115+63.00
LOG MILE 23.75
LINCOLN COUNTY
2008



CORRECT Edward P Wasserman
ENGINEER OF STRUCTURES



| | | |
|--------------------------|------|-------------------|
| CONST. NO. 52005-3223-14 | | |
| PROJECT NO. | YEAR | SHEET NO. |
| NH-15 (103) | 2008 | |
| REVISIONS | | |
| NO. | DATE | BY |
| | | BRIEF DESCRIPTION |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| LIST OF DRAWINGS | | SHEET NO. | LAST REV. DATE |
|--|----------|-----------|----------------|
| DRAWING | | | |
| LAYOUT OF BRIDGE | U-009-15 | | |
| GENERAL NOTES & ESTIMATED QUANTITIES LEFT AND RIGHT LANE | U-009-16 | | |
| FOUNDATION DATA | U-009-17 | | |
| SUPERSTRUCTURE | U-009-18 | | |
| SUPERSTRUCTURE DETAILS | U-009-19 | | |
| PRESTRESSED BEAM DETAILS | U-009-20 | | |
| ABUTMENT NO. 1 LEFT LANE | U-009-21 | | |
| ABUTMENT NO. 2 LEFT LANE | U-009-22 | | |
| ABUTMENT NO. 1 RIGHT LANE | U-009-23 | | |
| ABUTMENT NO. 2 RIGHT LANE | U-009-24 | | |
| ABUTMENTS NO. 1 & 2 DETAILS LEFT LANE & RIGHT LANE | U-009-25 | | |
| FINAL FOUNDATION DATA | U-009-26 | | |
| BILL OF STEEL LEFT LANE | U-009-27 | | |
| BILL OF STEEL RIGHT LANE | U-009-28 | | |

| LIST OF T.D.O.T. STANDARD DRAWINGS | | DRAWING NO. | LAST REV. DATE |
|--|-----------|-------------|----------------|
| DRAWING | | | |
| BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET | STD-1-1SS | | |
| SLIDER PLATES AND DECK DRAINS | STD-1-2 | | 01-05-01 |
| PAVEMENT AT BRIDGE ENDS | STD-1-5 | | 4-08-05 |
| BRIDGE END DRAIN w/ PABE | STD-1-6 | | 4-28-97 |
| BRIDGE END DRAIN w/ PABE | STD-1-7 | | 7-31-00 |
| BRIDGE END DRAIN 2' x 8'-7" w/ PABE | STD-1-8 | | 5-01-95 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-1 | | 4-08-05 |
| PANELS GENERAL DETAILS | STD-4-2 | | 4-08-05 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-3 | | 3-02-02 |
| PANELS DESIGN CRITERIA | STD-4-4 | | 6-10-96 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-5-1 | | 10-25-93 |
| PANELS CONSTRUCTION DETAILS | STD-5-2 | | 4-08-05 |
| STANDARD PILE DETAILS | STD-6-1 | | 5-21-99 |
| STANDARD SEISMIC DETAILS | STD-9-1 | | 12-19-94 |
| STD. REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-10-1 | | 4-08-05 |
| MISC. ABUTMENT AND DRAINAGE DETAILS | STD-14-1 | | 3-28-05 |
| STANDARD DETAILS & INTERMEDIATE DIAPHRAGM DETAILS FOR BULB TEE BEAMS | | | |

HYDRAULIC DATA

S. R. 15 OVER OVERFLOW BRIDGE NO. 2

DRAINAGE AREA: 7.90 SQ. MI.

TOTAL DESIGN DISCHARGE (100 YR.) = 5,005 CFS

DESIGN DISCHARGE (100 YR.) = 2,017.26 CFS

WATER AREA PROVIDED BELOW ELEV. 709.79 = 318.20 SQ. FT.

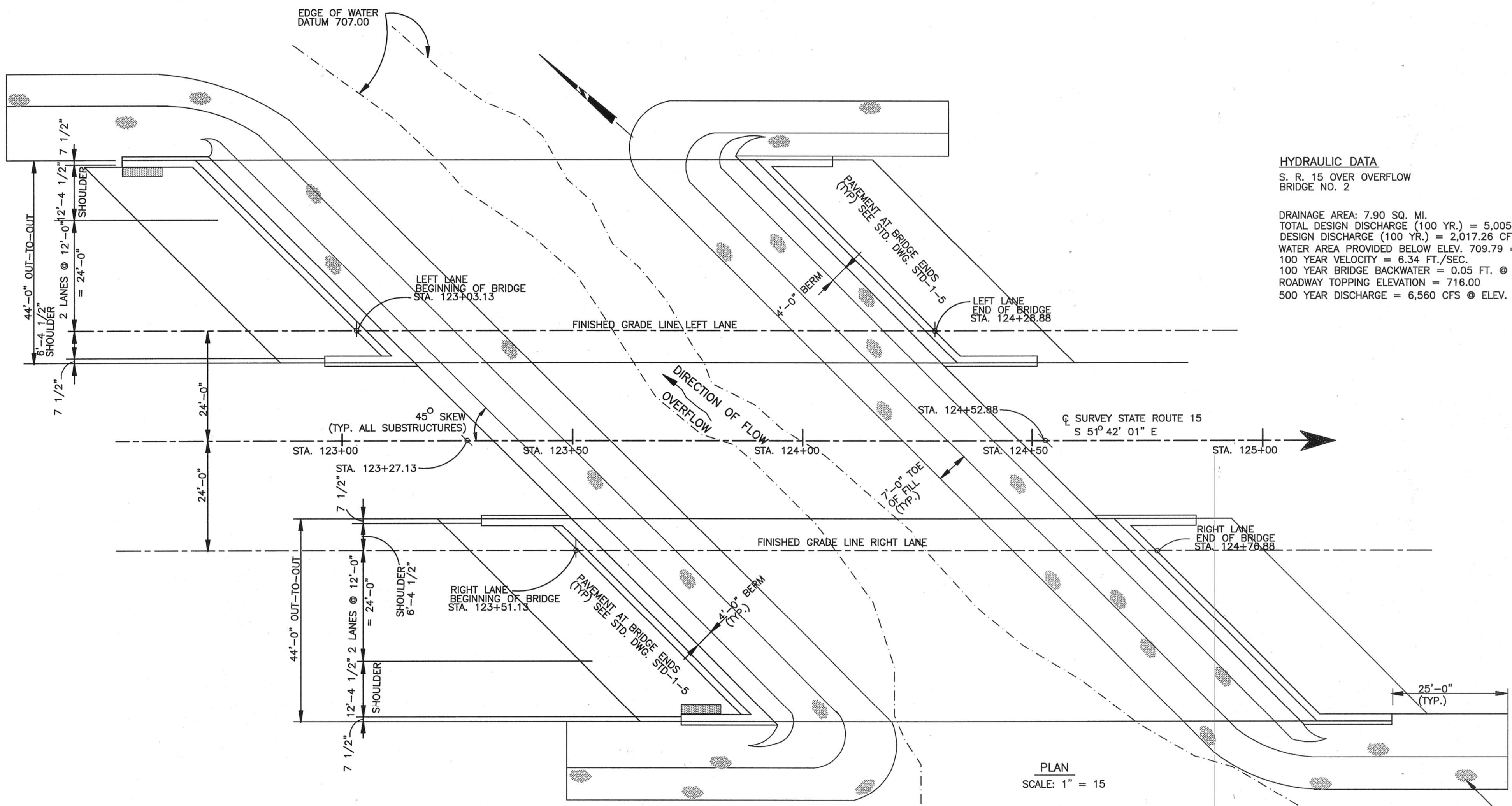
100 YEAR VELOCITY = 6.34 FT./SEC.

100 YEAR BRIDGE BACKWATER = 0.05 FT. @ ELEV. 711.76

ROADWAY TOPPING ELEVATION = 716.00

500 YEAR DISCHARGE = 6,560 CFS @ ELEV. 712.21

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.



BRIDGE NO. 2

2021 ADT = 7,010

2 AT 42'-9" ROADWAY w/ STD-1-1SS BRIDGERAIL

DESIGN SPEED = 65 MPH

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE

STATE ROUTE 15

OVER

OVERFLOW

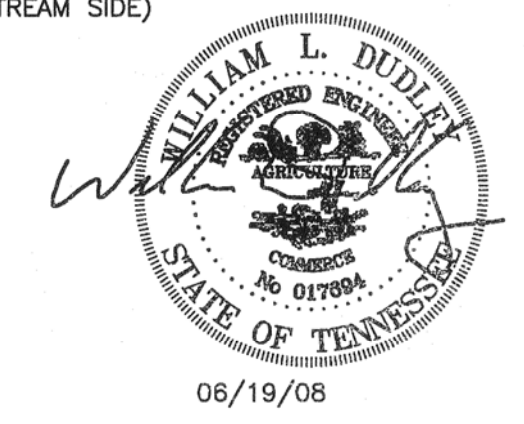
BRIDGE I.D. NO. 52SR0150027

STATION 123+90.00

LOG MILE 23.94

LINCOLN COUNTY

2008



DESIGNED BY: WILLIAM DUDLEY DATE: 4/08

DRAWN BY: WILLIAM DUDLEY DATE: 4/08

SUPERVISED BY: DATE:

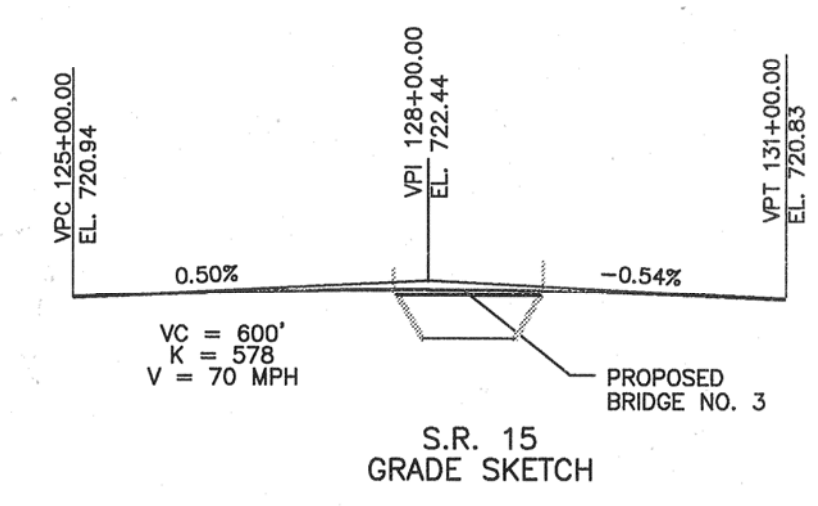
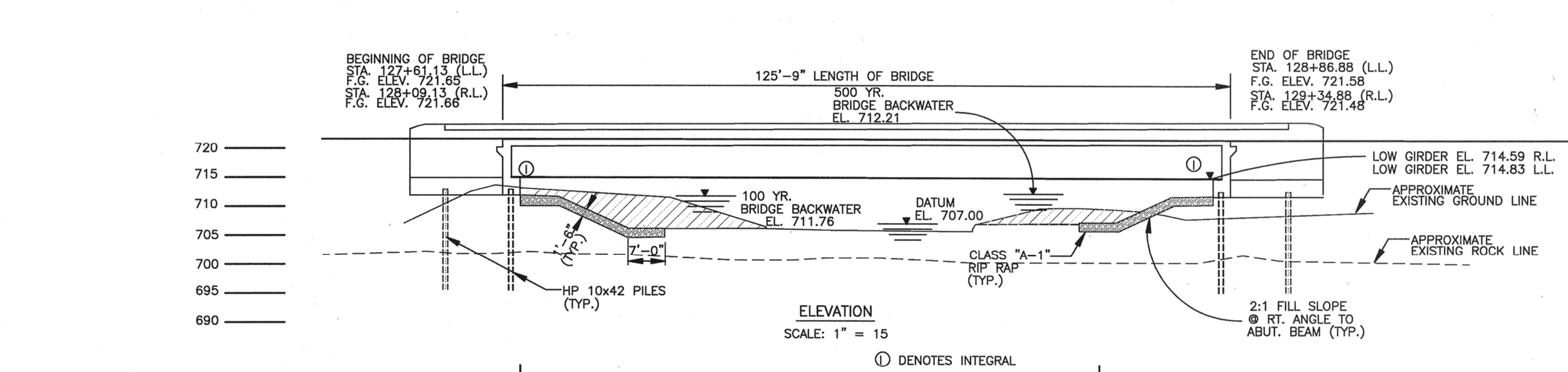
CHECKED BY: DATE:

CORRECT Edward P. Wasserman

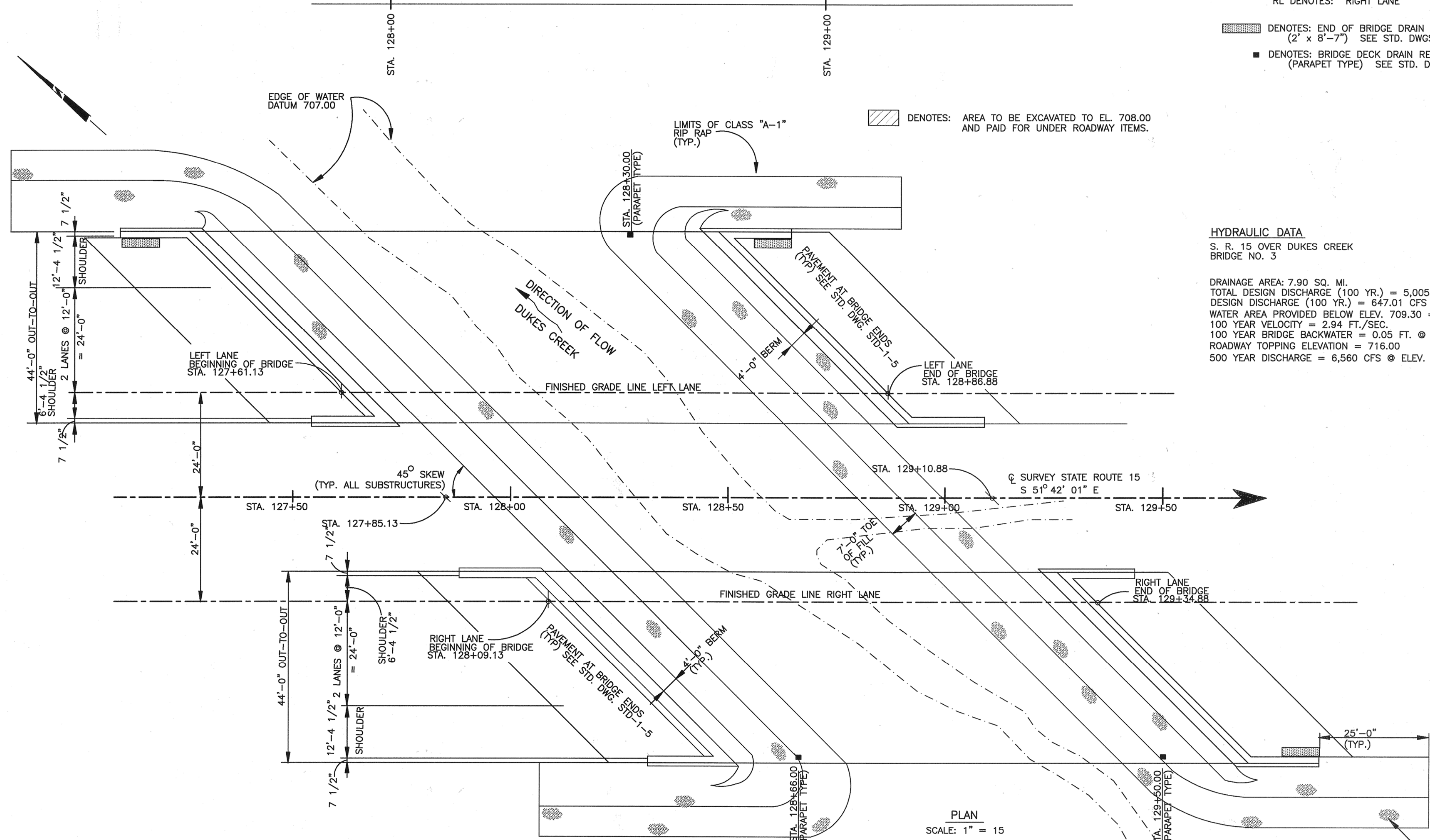
ENGINEER OF STRUCTURES

CLASS "A-1" RIP RAP: 1,030 TONS

U-009-15



| | | |
|--------------------------|------|-------------------|
| CONST. NO. 52005-3223-14 | | |
| PROJECT NO. | YEAR | SHEET NO. |
| NH-15 (103) | 2008 | |
| REVISIONS | | |
| NO. | DATE | BY |
| | | BRIEF DESCRIPTION |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |



- LL DENOTES: LEFT LANE
RL DENOTES: RIGHT LANE
- DENOTES: END OF BRIDGE DRAIN REQUIRED (2' x 8'-7") SEE STD. DWGS. STD-1-5, 6, & 7
- DENOTES: BRIDGE DECK DRAIN REQUIRED (PARAPET TYPE) SEE STD. DWG. STD-1-2
- DENOTES: AREA TO BE EXCAVATED TO EL. 708.00 AND PAID FOR UNDER ROADWAY ITEMS.

HYDRAULIC DATA
S. R. 15 OVER DUKES CREEK
BRIDGE NO. 3

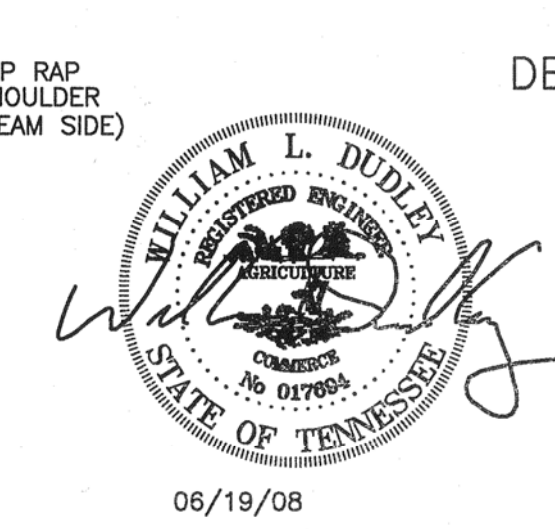
DRAINAGE AREA: 7.90 SQ. MI.
TOTAL DESIGN DISCHARGE (100 YR.) = 5,005 CFS
DESIGN DISCHARGE (100 YR.) = 647.01 CFS
WATER AREA PROVIDED BELOW ELEV. 709.30 = 219.92 SQ. FT.
100 YEAR VELOCITY = 2.94 FT./SEC.
100 YEAR BRIDGE BACKWATER = 0.05 FT. @ ELEV. 711.76
ROADWAY TOPPING ELEVATION = 716.00
500 YEAR DISCHARGE = 6,560 CFS @ ELEV. 712.21

| LIST OF DRAWINGS | | SHEET NO. | LAST REV. DATE |
|--|----------|-----------|----------------|
| DRAWING | | | |
| LAYOUT OF BRIDGE | U-009-29 | | |
| GENERAL NOTES & ESTIMATED QUANTITIES LEFT AND RIGHT LANE | U-009-30 | | |
| FOUNDATION DATA | U-009-31 | | |
| SUPERSTRUCTURE | U-009-32 | | |
| SUPERSTRUCTURE DETAILS | U-009-33 | | |
| PRESTRESSED BEAM DETAILS | U-009-34 | | |
| ABUTMENT NO. 1 LEFT LANE | U-009-35 | | |
| ABUTMENT NO. 2 LEFT LANE | U-009-36 | | |
| ABUTMENT NO. 1 RIGHT LANE | U-009-37 | | |
| ABUTMENT NO. 2 RIGHT LANE | U-009-38 | | |
| ABUTMENTS NO. 1 & 2 DETAILS LEFT LANE & RIGHT LANE | U-009-39 | | |
| FINAL FOUNDATION DATA | U-009-40 | | |
| BILL OF STEEL LEFT LANE | U-009-41 | | |
| BILL OF STEEL RIGHT LANE | U-009-42 | | |

| LIST OF T.D.O.T. STANDARD DRAWINGS | | DRAWING NO. | LAST REV. DATE |
|--|-----------|-------------|----------------|
| DRAWING | | | |
| BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET | STD-1-1SS | | |
| SLIDER PLATES AND DECK DRAINS | STD-1-2 | | 01-05-01 |
| PAVEMENT AT BRIDGE ENDS | STD-1-5 | | 4-08-05 |
| BRIDGE END DRAIN w/ PABE | STD-1-6 | | 4-28-97 |
| BRIDGE END DRAIN w/ PABE | STD-1-7 | | 7-31-00 |
| BRIDGE END DRAIN 2' x 8'-7" w/ PABE | STD-1-8 | | 5-01-95 |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-1 | | 4-08-05 |
| PANELS GENERAL DETAILS | | | |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-2 | | 4-08-05 |
| PANELS DESIGN CRITERIA | | | |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-3 | | 3-02-02 |
| PANELS GENERAL DETAILS | | | |
| STD. PRECAST PRESTRESSED BRIDGE DECK | STD-4-4 | | 6-10-96 |
| PANELS CONSTRUCTION DETAILS | | | |
| STANDARD PILE DETAILS | STD-5-1 | | 10-25-93 |
| STANDARD PILE DETAILS | STD-5-2 | | 4-08-05 |
| STANDARD SEISMIC DETAILS | STD-6-1 | | 5-21-99 |
| STD. REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-9-1 | | 12-19-94 |
| MISC. ABUTMENT AND DRAINAGE DETAILS | STD-10-1 | | 4-08-05 |
| STANDARD DETAILS & INTERMEDIATE DIAPHRAGM DETAILS FOR BULB TEE BEAMS | STD-14-1 | | 3-28-05 |

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.

BRIDGE NO. 3
2021 ADT = 7,010
2 AT 42'-9" ROADWAY w/ STD-1-1SS BRIDGERAIL
DESIGN SPEED = 65 MPH



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE
STATE ROUTE 15
OVER
DUKES CREEK
BRIDGE I.D. NO. 52SR0150029
STATION 128+48.00
LOG MILE 24.03
LINCOLN COUNTY
2008

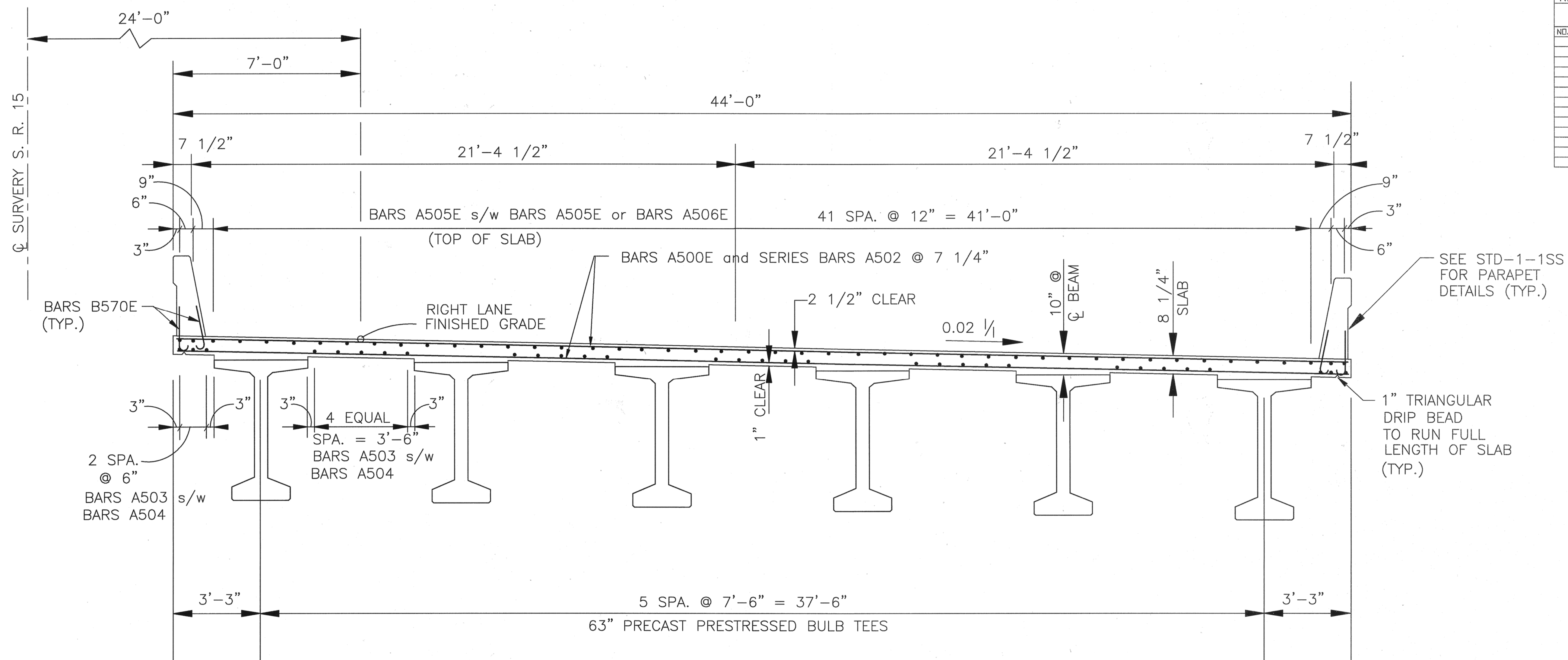
06/19/08
CORRECT Edward P Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY: WILLIAM DUDLEY DATE: 4/08
DRAWN BY: WILLIAM DUDLEY DATE: 4/08
SUPERVISED BY: DATE:
CHECKED BY: DATE:

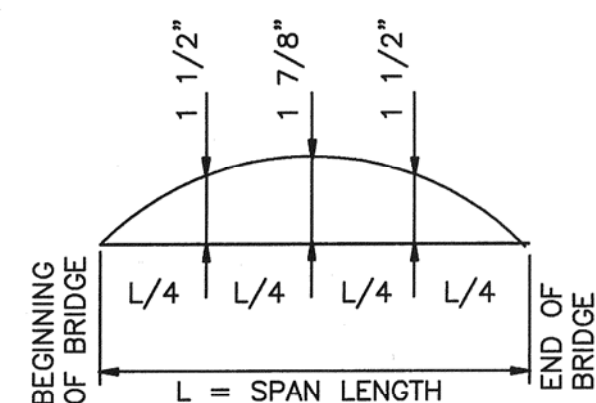
EXISTING BRIDGE NO. 52SR0150029 (52-SR15-24.03)
FOUR SPANS TO BE REMOVED TO
EXISTING GROUND BETWEEN STATIONS
128+50 AND 130+20.

CLASS "A-1" RIP RAP: 921 TONS

U-009-29

[illegible]

TYPICAL SECTION



DEAD LOAD CORRECTION CURVE

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

IF PRE-STRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES BY 25%.

| | | | |
|---------------|-----------------------|------|-------------|
| DESIGNED BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |
| DRAWN BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |
| SUPERVISED BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |
| CHECKED BY | <u>WILLIAM DUDLEY</u> | DATE | <u>4/08</u> |

NOTE: ALL GIRDERS TO BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.

NOTE: THE TOP 12" OF THE ENDWALL SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND BE INCLUDED IN ITEM 604.03.09. THE ENDWALL SHALL NOT BE POURED UNTIL THE GIRDERS ARE IN PLACE.

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 PARAPETS. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1SS.

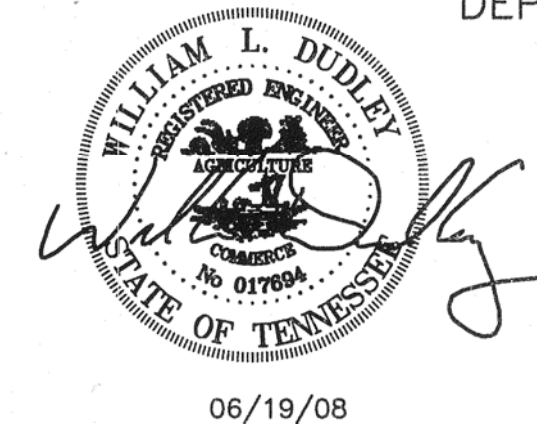
NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE POURED AND CURED PRIOR TO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

| ESTIMATED QUANTITIES | | | |
|----------------------|--|--|--|
| ITEM | CLASS "D" CONCRETE (BRIDGE DECK) C.Y. | EPOXY COATED REINFORCING STEEL LBS. | |
| LEFT LANE | 157 | 31,092 | |
| RIGHT LANE | 157 | 31,092 | |

BRIDGE NO. 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 15
OVER
DUKES CREEK
STATION 128+48.00
LOG MILE 24.03
LINCOLN COUNTY
2008



06/19/08

CORRECT Edward P Wasserman
ENGINEER OF STRUCTURES

