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Anthony Lee Washington III
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HDR ENGINEERING, INC.
 120 BRENTWOOD COMMONS WAY, SUITE 525
 BRENTWOOD, TN
 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	2B
GENERAL NOTES.....	2C
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ENVIRONMENTAL NOTES.....	2E, 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	4

YEAR	PROJECT NO.	SHEET NO.
2024	STP/HSIP-152(26)	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	NO X

TENN.	YEAR	SHEET NO.
	2024	1
FED. AID PROJ. NO.	STP/HSIP-152(26)	
STATE PROJ. NO.	27S152-F3-003	
	27S152-F8-003	

PROJECT TO BE LET WITH:

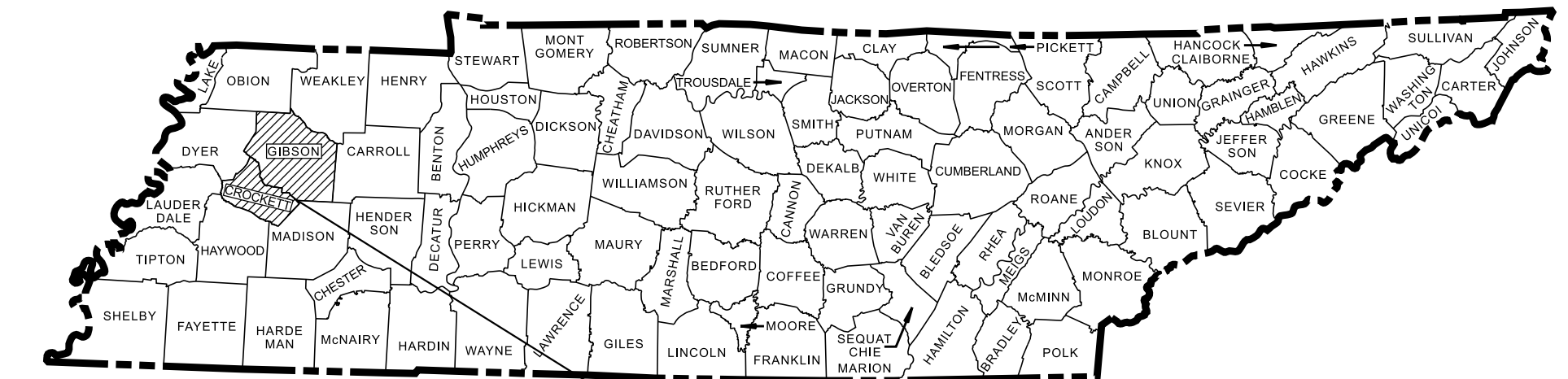
CROCKETT CO. SR-152
PIN 132541.00

CROCKETT/GIBSON COUNTY

S.R. 152
FROM: L.M. 0.00 GIBSON CO. SEQ. 1 (CROCKETT CO. LINE)
TO: L.M. 1.95 GIBSON CO. SEQ. 3 (S.R. 366)

RESURFACE & SAFETY
MILL, B-M2 & 411D, GUARDRAIL, MARKING, RUMBLE STRIPES & PAVEMENT MARKERS

STATE HIGHWAY NO. 152 / F.A.H.S. NO. N/A



PROJECT LOCATION

BRIDGE ID. # 27SR1520001 17SR1520007 27SR1520005
27SR1520007 27SR1520009 27SR1520011
27SR1520013

27S152-F8-003
27S152-F3-003
BEGIN PROJECT NO. STP/HSIP-152(26) RESURFACE & SAFETY
L.M. 0.00 GIBSON CO. SEQ. 1 (CROCKETT COUNTY LINE)

BRIDGE-DECK-REPAIR PROJECT NO. R4S152-M3-002
SR-152 @ L.M. 0.17 (CROCKETT CO. SEQ. 3)
SR-152 @ L.M. 0.02 (GIBSON CO. SEQ. 3)
SR-152 @ L.M. 0.17 (GIBSON CO. SEQ. 3)
SR-152 @ L.M. 0.42 (GIBSON CO. SEQ. 3)

27S152-F8-003
27S152-F3-003
END PROJECT NO. STP/HSIP-152(26) RESURFACE & SAFETY
L.M. 1.95 GIBSON CO. SEQ. 3 (S.R. 366)

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.

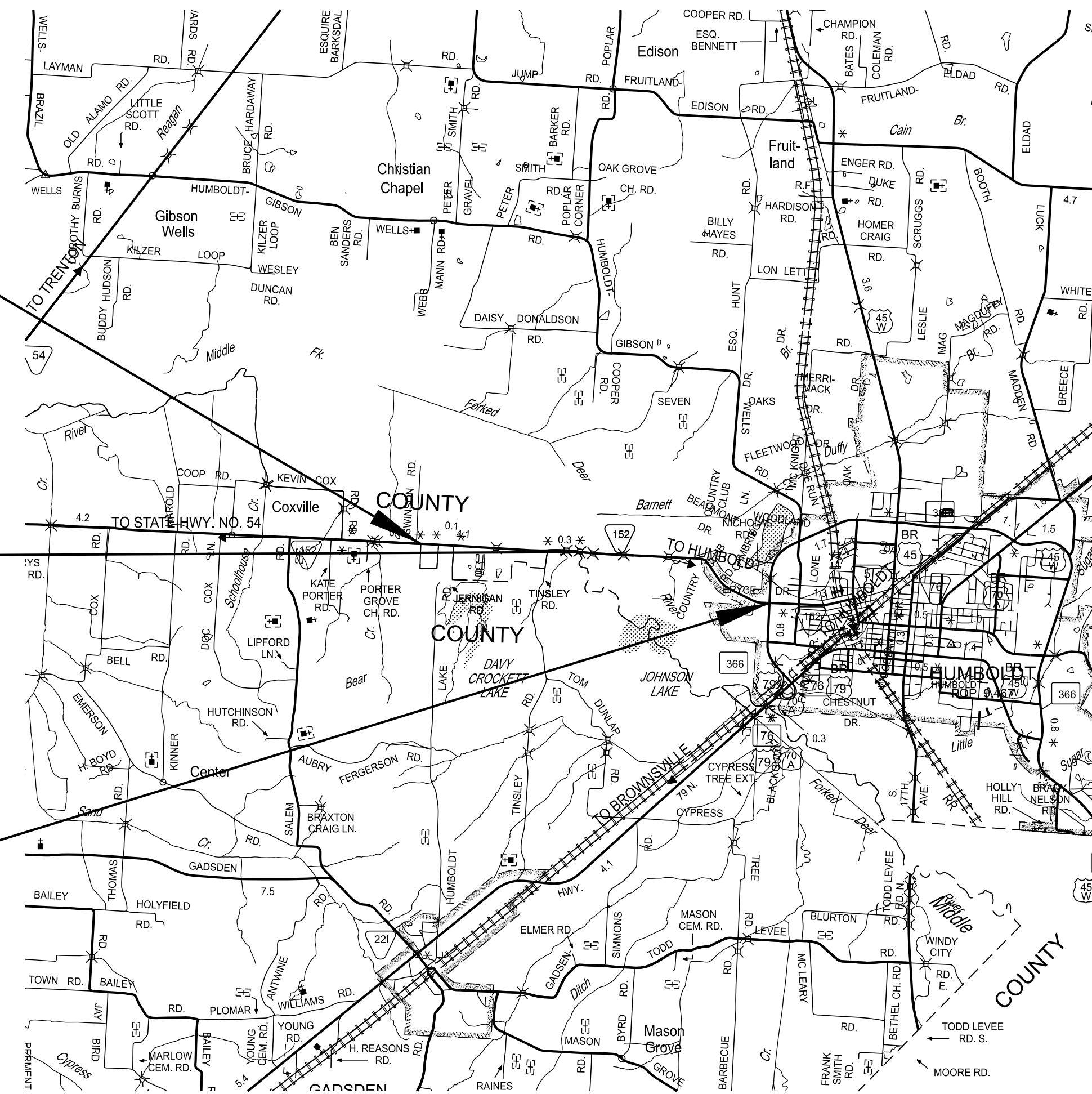
TDOT ROAD SP, SV. 2 : RYAN PHILPOTT, P.E., REG. 4

DESIGNED BY : HDR ENGINEERING, INC.

DESIGNER : ANTHONY L. WASHINGTON, III, P.E. CHECKED BY DAVID HORNE, P.E.

P.E. NO. 98043-4283-04 (DESIGN)

PIN NO. 132542.00



SCALE: 1"= 5280' (1 MILE)

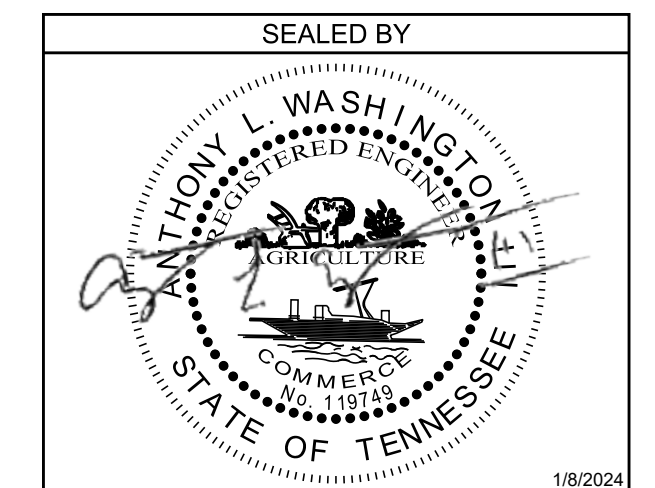
ROADWAY LENGTH 3.39 MILES
TOTAL LANE MILES RESURFACED 6.78 MILES

NO EXCLUSIONS

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
ATR #60 WB	GIBSON CO. SEQ. 2 - 0.405
TC STATION 168	GIBSON CO. SEQ. 3 - 1.785

TRAFFIC DATA	
ADT (2024)	2784

TRAFFIC DATA	
POSTED SPEED	
GB SEQ. 1 - L.M. 0.00 TO L.M. 0.16	55 MPH
CT SEQ. 2 - L.M. 0.00 TO L.M. 0.14	55 MPH
GB SEQ. 2 - L.M. 0.00 TO L.M. 0.86	55 MPH
CT SEQ. 3 - L.M. 0.00 TO L.M. 0.28	55 MPH
GB SEQ. 3 - L.M. 0.00 TO L.M. 1.20	55 MPH
GB SEQ. 3 - L.M. 1.20 TO L.M. 1.95	45 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.
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PROJECT COMMITMENTS	1B
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BRIDGE PLANS	B-1

THERE ARE NO UTILITY ADJUSTMENTS INCLUDED IN THIS PLAN SET

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
SAFETY DESIGN AND GUARDRAILS		
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 12 TERMINALS (RETROFIT)
DESIGN – TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
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-16	03-04-21	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	02-03-20	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	1A

SEALED BY

1/8/2024

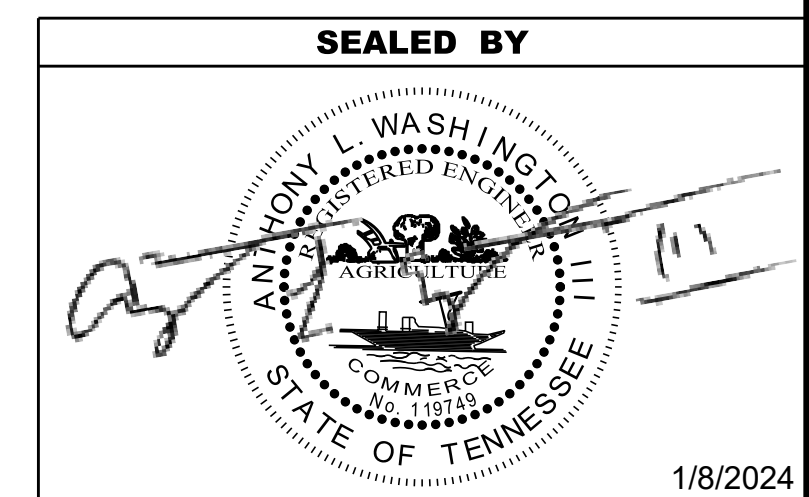
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	Environmental Division, Hazardous Materials	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 17SR1520003 SR-152 over Cypress Creek LM 7.32 (17-SR152-07.32). No asbestos was detected. Please see the report for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08.D and 202.03).	Bridge No. 17SR1520007, Bridge No. 27SR1520005, Bridge No. 17SR1520007, & Bridge No. 27SR1520009
EDHZ002	Environmental Division, Hazardous Materials	Bridge No. 17SR1520007 SR-152 over Overflow LM 0.17 (17-SR152-00.17) Bridge No. 27SR1520005 SR-152 over Overflow LM 0.00 (27-SR152-00.00) Bridge No. 27SR1520007 SR-152 over Overflow LM 0.15 (27-SR152-00.15) Bridge No. 27SR1520009 SR-152 over Middle Fork Forked Deer River LM 0.39 (27-SR152-00.39)	Bridge No. 17SR1520007, Bridge No. 27SR1520005, Bridge No. 17SR1520007, & Bridge No. 27SR1520009



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	TOTAL QUANTITY
			27S152-F8-003	27S152-F3-003	
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	5950		5950
203-06	WATER	M.G.	36		36
(1) 208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	7		7
(1)(2) 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	4788		4788
(3) 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	2736		2736
(4) 307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	8156		8156
(5) 403-02.01	TRACKLESS TACK COAT	TON	75		75
(6)(7) 411-01.10	ACS MIX(PG64-22) GRADING D	TON	6409		6409
(8)(9) 411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	7		7
411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	3.3		3.3
(10) 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	72135		72135
(11) 705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		16	16
(11) 705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		22	22
(11) 706-01	GUARDRAIL REMOVED	L.F.		1100	1100
712-01	TRAFFIC CONTROL	LS	0.24		0.24
(12) 712-06	SIGNS (CONSTRUCTION)	S.F.	1068		1068
(1) 716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	85	235	320
716-01.22	SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR)	EACH		21	21
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	85		85
(13)(14) 716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	60		60
(13)(14) 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	45	83	128
(13)(14) 716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	10		10
(14) 716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		125	125
(13)(14) 716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2		2
(15) 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	28		28
(14) 716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		14	14
(14) 716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	1303		1303
717-01	MOBILIZATION	LS	0.24		0.24

THERE ARE NO UTILITY ADJUSTMENTS
WITHIN THE PROJECT LIMITS

FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER
- (2) INCLUDES 3890 TONS FOR BREAKOUT AREAS
- (3) FOR REPLACEMENT QUANTITY UNDER ITEM 202-03.01.
- (4) INCLUDES 1688 TONS FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES AND EXTRA WIDTH PAVEMENT.
- (5) INCLUDES 11 TONS FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES, BUSINESS ENTRANCES AND EXTRA WIDTH PAVING.
- (6) INCLUDES 1034 TONS FOR EXTRA WIDTH PAVEMENT, 895 TON FOR PRIVATE DRIVES, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
- (7) INCLUDES 1230 TONS TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING
- (8) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524, PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
- (9) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
- (10) INCLUDES 1140 S.Y. FOR PRIVATE DRIVES, FIELD ENTRANCES AND BUSINESS ENTRANCES, 6254 S.Y. FOR SIDE ROADS, COUNTY ROADS AND HWY 70/79 INTERSECTION, AND 15695 S.Y. FOR EXTRA WIDTH PAVEMENT.
- (11) SEE TABULATED PROPOSED GUARDRAIL TABULATIONS ON SHEET 2F
- (12) SEE TABULATED TRAFFIC CONTROL SIGN TABULATIONS ON SHEET 2F
- (13) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (14) FOR FINAL PAVEMENT MARKING ONLY.
- (15) TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	2

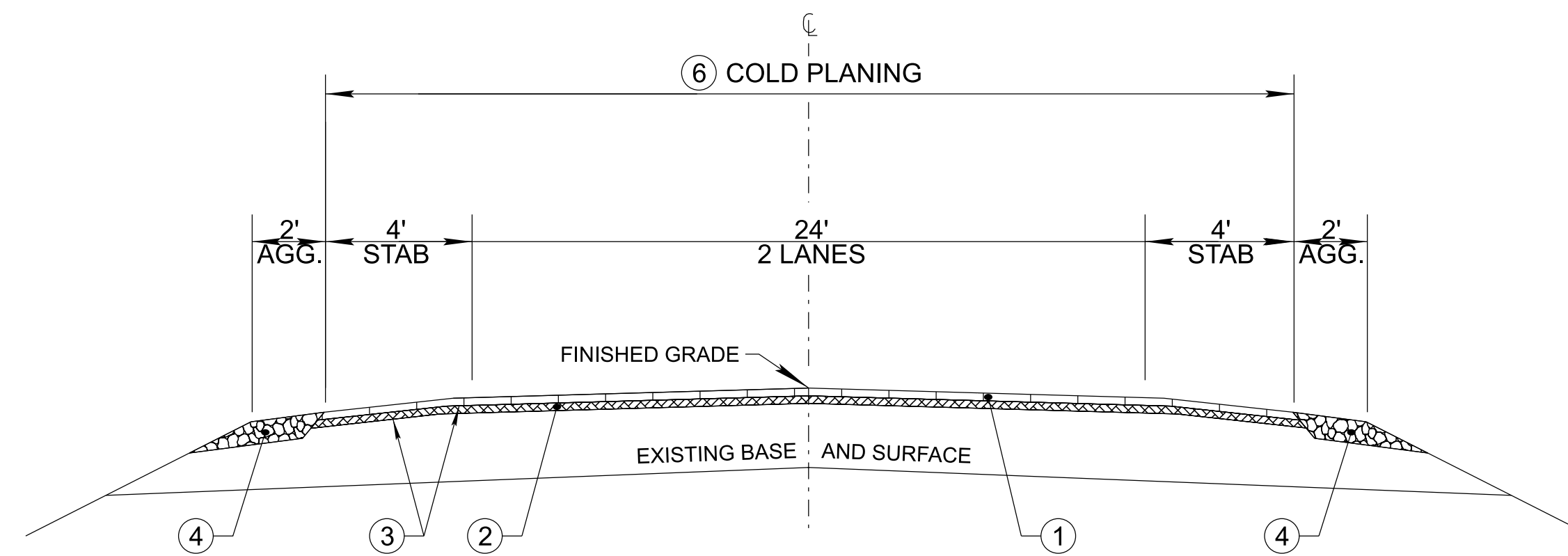
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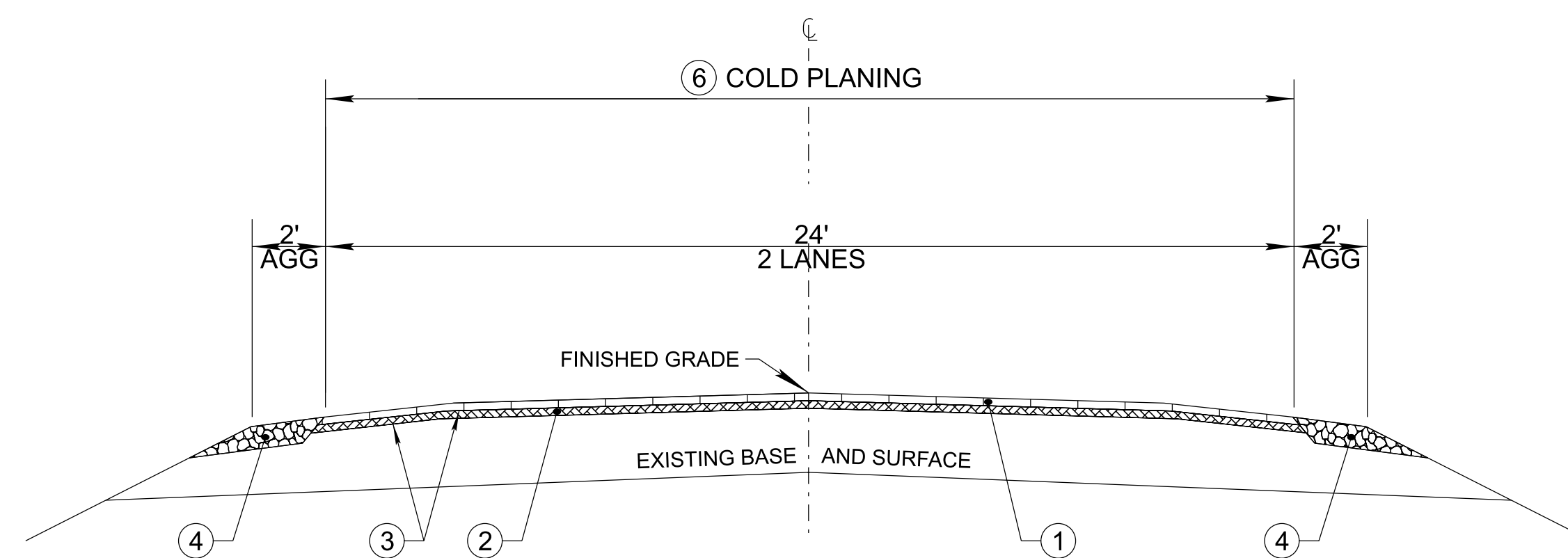
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ESTIMATED
ROADWAY
QUANTITIES

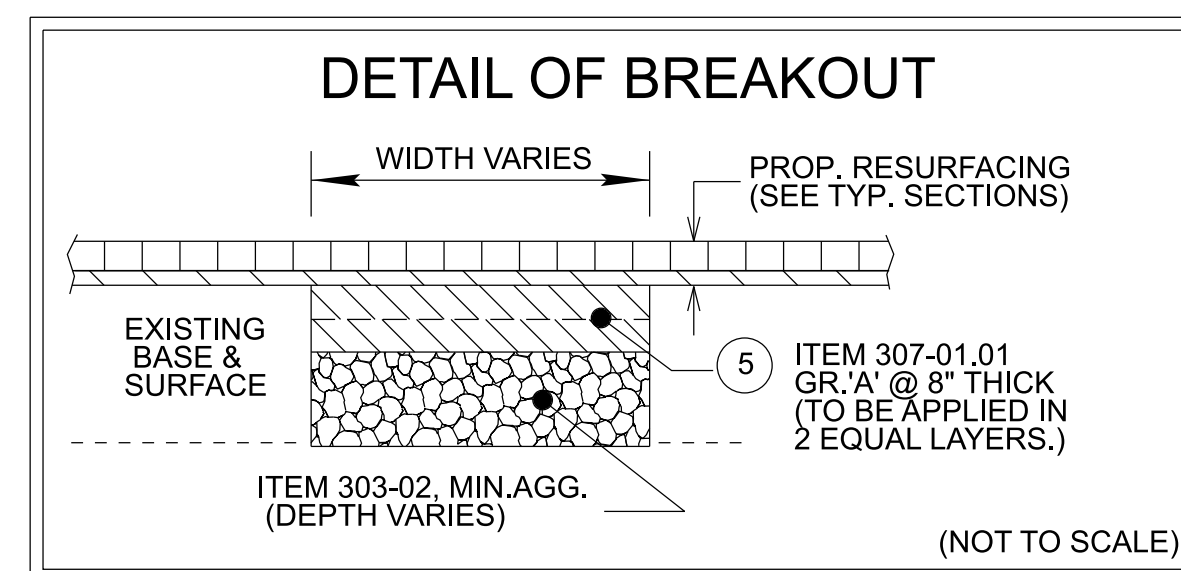
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	2B



FROM L.M. 0.00 TO L.M. 0.28 (CROCKETT CO. SEQ. 3)



FROM L.M. 0.00 TO L.M. 0.16 (GIBSON CO. SEQ. 1)
 FROM L.M. 0.00 TO L.M. 0.14 (CROCKETT CO. SEQ. 2)
 FROM L.M. 0.00 TO L.M. 0.86 (GIBSON CO. SEQ. 2)
 FROM L.M. 0.00 TO L.M. 1.95 (GIBSON CO. SEQ. 3)



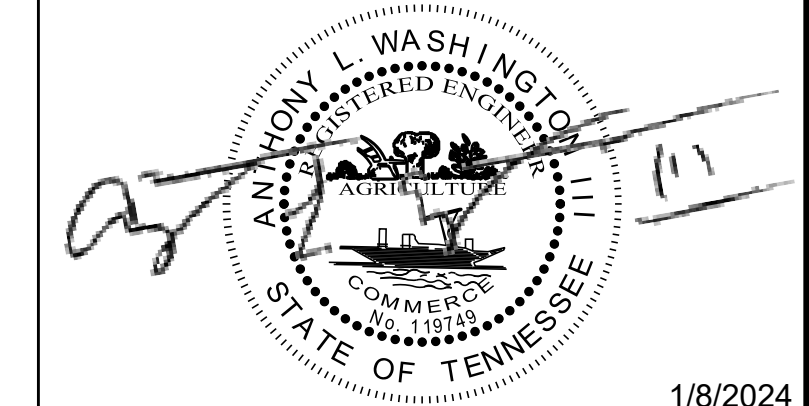
PROPOSED PAVEMENT SCHEDULE

①	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LB./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"
②	BITUMINOUS COURSE (BINDER) @ 2.00"± THICK (APPROX. 226.0 LBS./S.Y.) ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "B-M2"
③	TACK COAT (TC) ITEM 403-02.01 TRACKLESS TACK COAT SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
④	MINERAL AGGREGATE BASE @ 2.00"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"
⑤	BITUMINOUS COURSE (BLACK BASE) @ 8.00"± THICK (APPROX. 920.0 LBS./S.Y.) ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)
⑥	COLD PLANING @ 3.25"± THICK (APPROX. 341.25 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT S.Y.

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
27SR1520001	0.390	OVERFLOW	27'-0"	LEAVE AS IS
17SR1520007	0.170	BRANCH	112'-3"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
27SR1520005	0.020	OVERFLOW	84'-5.25"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
27SR1520007	0.170	OVERFLOW	112'-3"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
27SR1520009	0.420	MIDDLE FORK FORKED DEER RIVER DRAINAGE DITCH	181'-3"	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED)
27SR1520011	0.640	OVERFLOW	49'-0"	LEAVE AS IS
27SR1520013	0.690	OVERFLOW	49'-0"	LEAVE AS IS

SEALED BY



1/8/2024

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	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.

GUARDRAIL

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

- (5) 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.

- (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.

PAVEMENT

PAVING

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

RESURFACING

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

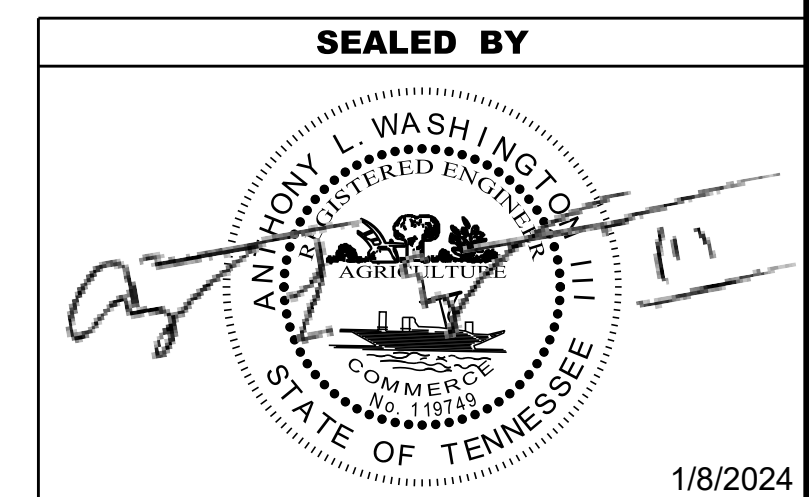
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT 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 WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (4) THE OUTSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE TRAFFIC LANE.
- (6) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

PAVEMENT MARKING

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

SIGNS

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

MISCELLANEOUS

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

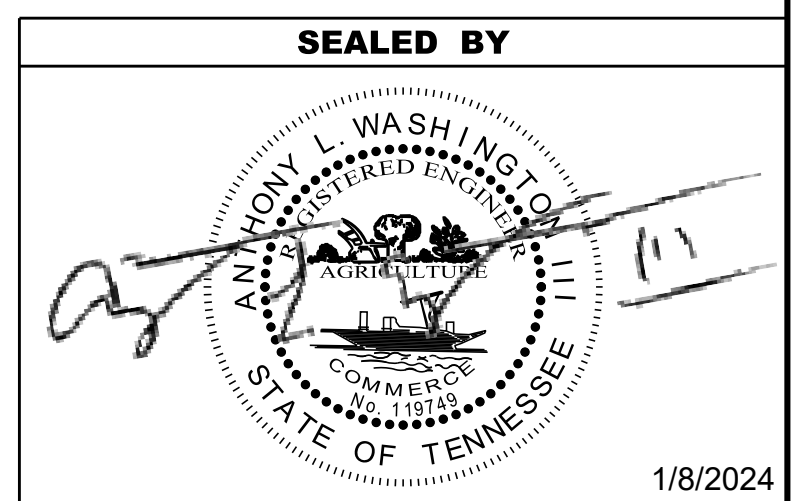
JOINT SEALANTS

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL COORDINATE WORK ZONE AND TRAFFIC CONTROL ACTIVITIES WITH THE CONTRACTOR OF CROCKET CO. PIN 132541.00 (SR-152, FROM L.M. 0.00 (S.R. 20) TO L.M. 10.76 (GIBSON COUNTY LINE)).

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	2D



**STATE OF TENNESSEE
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SPECIAL
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ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	2E

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE 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.

PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6) PROJECT INCLUDES THE FOLLOWING: COLD PLANING EXISTING PAVEMENT; RESURFACING WITH B-M2 & D MIX, SHOULDER REPAIR, PAVEMENT MARKINGS; RUMBLE STRIPES, SNOWPLOWABLE MARKERS; REPLACE GUARDRAIL TERMINALS; BRIDGE REPAIR; 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.

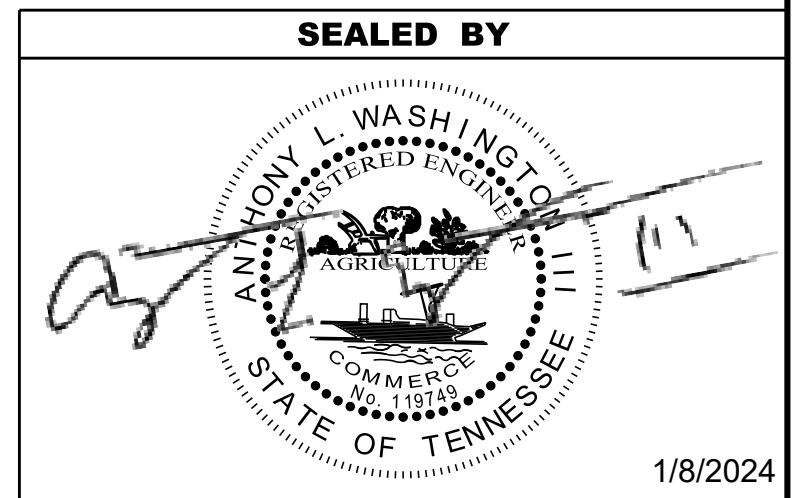
SEDIMENT CONTROL

- (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.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

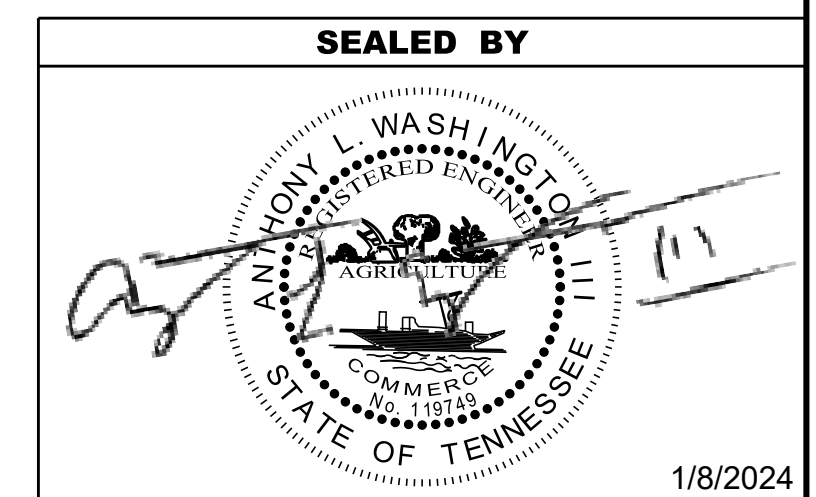
ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES (CONT.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
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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.



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL
NOTES

**TRAFFIC CONTROL SIGN TABULATION (RESURFACING)
(GIBSON CO. SEQ. 1, 2, & 3 / CROCKETT CO. SEQ. 2 &3)**

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	W			
G20-1	ROADWORK NEXT 14 MILES	48"	24"	8	1	8
G20-2	END ROAD WORK	48"	24"	8	8	64
W8-11	UNEVEN LANES	48"	48"	16	20	320
W8-15	GROOVED PAVEMENT	48"	48"	16	20	320
W8-15P	MOTORCYCLE PLAQUE	30"	24"	5	20	100
W20-1	ROAD WORK 1 MILE	48"	48"	16	1	16
W20-1	ROAD WORK 1/2 MILE	48"	48"	16	1	16
W20-1	ROAD WORK 1000 FEET	48"	48"	16	1	16
W20-1	ROAD WORK AHEAD	48"	48"	16	8	128
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	48"	16	1	16
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	48"	16	1	16
W21-2	FRESH OIL - PORTABLE	48"	48"	16	1	16
W21-5	SHOULDER WORK -PORTABLE	48"	48"	16	2	32
TOTAL					1068	

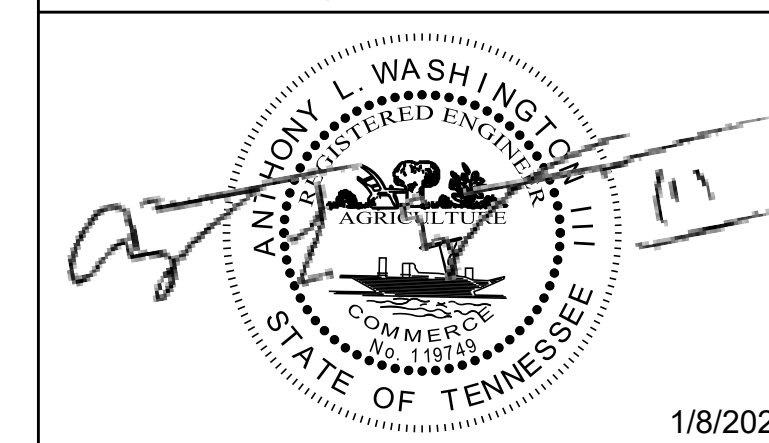
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

PROPOSED GUARDRAIL (RESURFACING)

SIDE	LOCATION	LOG MILE	GUARDRAIL		TERMINAL ANCHORS	
			TRANSITION 27 IN TO 31 IN	GUARDRAIL REMOVED	TYPE 38	
					705-02.10 (EACH)	706-01 (L.F.)
LT	RT					
X		GIBSON CO. SEQ. 2	0.357	1	50	1
X		GIBSON CO. SEQ. 2	0.359	1	50	1
	X	GIBSON CO. SEQ. 2	0.391		50	1
X		GIBSON CO. SEQ. 2	0.392		50	1
	X	CROCKETT CO. SEQ. 3	0.167	1	50	1
X		CROCKETT CO. SEQ. 3	0.167	1	50	1
	X	CROCKETT CO. SEQ. 3	0.237	1	50	1
X		CROCKETT CO. SEQ. 3	0.237	1	50	1
X		GIBSON CO. SEQ. 3	0.042	1	50	1
	X	GIBSON CO. SEQ. 3	0.042	1	50	1
X		GIBSON CO. SEQ. 3	0.092		50	1
	X	GIBSON CO. SEQ. 3	0.092		50	1
X		GIBSON CO. SEQ. 3	0.188	1	50	1
	X	GIBSON CO. SEQ. 3	0.188	1	50	1
X		GIBSON CO. SEQ. 3	0.237	1	50	1
	X	GIBSON CO. SEQ. 3	0.237	1	50	1
X		GIBSON CO. SEQ. 3	0.435		50	1
	X	GIBSON CO. SEQ. 3	0.436		50	1
	X	GIBSON CO. SEQ. 3	0.503	1	50	1
	X	GIBSON CO. SEQ. 3	0.661	1	50	1
X		GIBSON CO. SEQ. 3	0.748	1	50	1
	X	GIBSON CO. SEQ. 3	0.775	1	50	1
TOTALS				16	1100	22

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	2F

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

UTILITY NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2024	STP/HSIP-152(26)	3

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

COMMUNICATIONS:

AT&T
 315 E. COLLEGE ST.
 JACKSON, TN 38301
 CONTACT: DANIEL R. POTTS
 OFFICE PHONE: (901) 488-2359
 Email: DP7607@ATT.COM

ELECTRIC:

HUMBOLDT UTILITIES
 207 SOUTH 13TH ST.
 HUMBOLDT, TN 38343
 CONTACT: ALEX SMITH
 OFFICE PHONE: (731) 784-9212
 Email: ASMITH@HUMBOLDTUTILITIES.COM

GAS:

HUMBOLDT UTILITIES
 207 SOUTH 13TH ST.
 HUMBOLDT, TN 38343
 CONTACT: ALEX SMITH
 OFFICE PHONE: (731) 784-9212
 Email: ASMITH@HUMBOLDTUTILITIES.COM

SEWER:

HUMBOLDT UTILITIES
 207 SOUTH 13TH ST.
 HUMBOLDT, TN 38343
 CONTACT: ALEX SMITH
 OFFICE PHONE: (731) 784-9212
 Email: ASMITH@HUMBOLDTUTILITIES.COM

WATER:

HUMBOLDT UTILITIES
 207 SOUTH 13TH ST.
 HUMBOLDT, TN 38343
 CONTACT: ALEX SMITH
 OFFICE PHONE: (731) 784-9212
 Email: ASMITH@HUMBOLDTUTILITIES.COM

SEALED BY



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	2024	STP/HSIP-152(26)	4

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

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

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

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

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

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

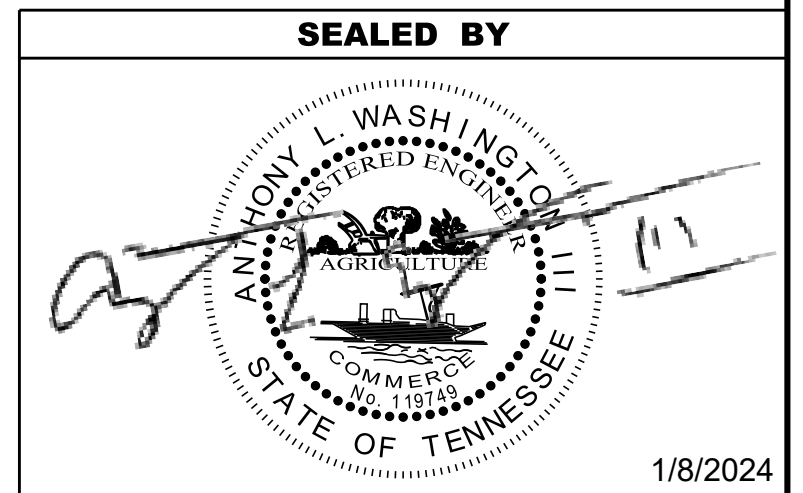
1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
 - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN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

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

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

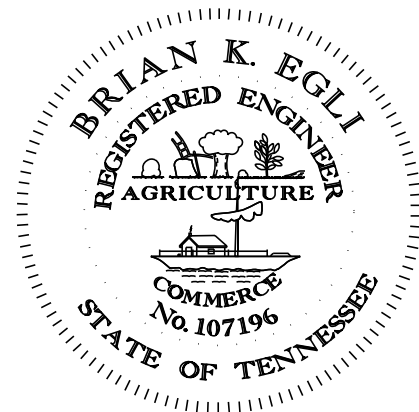
- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE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

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



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Brian Egli
2023.12.06 08:53:55 -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 B10

YEAR	PROJECT NO.	SHEET NO.
2024	R4S152-M3-002	STRUCTURE-SIGN 1

\$\$\$\$SYTIME\$\$\$\$
\$\$\$\$DGNPEC\$\$\$\$
\$\$\$\$GUSPE\$\$\$\$
\$\$\$\$COC\$\$\$\$

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.	
R4S152-M3-002	2024	B1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

INDEX OF DRAWINGS

DWG. NO.

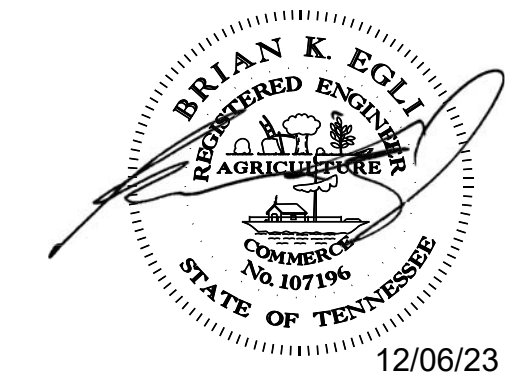
LAST REV. DATE

INDEX OF DRAWINGS	-----	B1
BRIDGE TABULATION AND ESTIMATED QUANTITIES	-----	B2
APPROACH SLAB REPAIR DETAIL NOTES	-----	B3
BRIDGE DECK REPAIR NOTES	-----	B4
TYPE 1 THIN EPOXY OVERLAY NOTES	-----	B5
PLAN VIEW (17SR1520007)	-----	B6
PLAN VIEWS (27SR1520005 & 27SR1520007)	-----	B7
PHASE CONSTRUCTION	-----	B8
PLAN VIEW (27SR1520009)	-----	B9
PHASE CONSTRUCTION	-----	B10

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DWG. NO.

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SUPERSTRUCTURE	-----	M-261-68
LAYOUT OF BRIDGE	-----	M-261-75
SUPERSTRUCTURE	-----	M-261-78
LAYOUT OF BRIDGE	-----	M-261-85
SUPERSTRUCTURE	-----	M-261-88
LAYOUT OF BRIDGE	-----	M-217-128
SUPERSTRUCTURE	-----	M-217-131



STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

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17-SR152-O.17
OVER

BRANCH
27-SR152-O.02
OVER

OVERFLOW
27-SR152-O.17
OVER

OVERFLOW
27-SR152-O.42
OVER

MIDDLE FORK FORKED DEER RIVER
BR. NOS. 17SR1520007
27SR1520005
27SR1520007
27SR1520009

GIBSON-CROCKETT COUNTY
2024

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/23
SUPERVISED BY K.MARTINKO DATE 9/23
CHECKED BY _____ DATE _____

8:37:56 AM

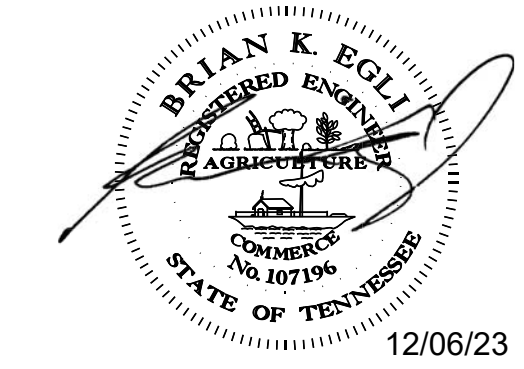
PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.	
R4S152-M3-002	2024	B2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES					
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF THE SLAB) S.Y.	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
17-SR152-0.17 OVER BRANCH (17SR1520007)	M-261-65 M-261-68	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)		16	565
27-SR152-0.02 OVER OVERFLOW (27SR1520005)	M-261-75 M-261-78	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)			471
27-SR152-0.17 OVER OVERFLOW (27SR1520007)	M-261-85 M-261-88	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)			565
27-SR152-0.42 OVER MIDDLE FORK FORKED DEER RIVER (27SR1520009)	M-217-128 M-217-131	BRIDGE DECK REPAIR (PARTIAL DEPTH OF THE SLAB) CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	5	5	857
TOTAL			5	21	2458

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40
712-05.01	WARNING LIGHTS (TYPE A)	EACH	30
712-05.03	WARNING LIGHTS (TYPE C)	EACH	10
712-06	SIGNS (CONSTRUCTION)	S.F.	64
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2

CONSTRUCTION SIGNS					
DESCRIPTION	NO. REQ'D.	SIZE	SIGN I.D. NO.	QUANTITY	UNIT
ROAD WORK 1500 FT	2	48 X 48	W20-1	32	S.F.
BE PREPARED TO STOP	2	48 X 48	W3-4	32	S.F.
ITEM 712-06 SIGNS (CONSTRUCTION)				64	S.F.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

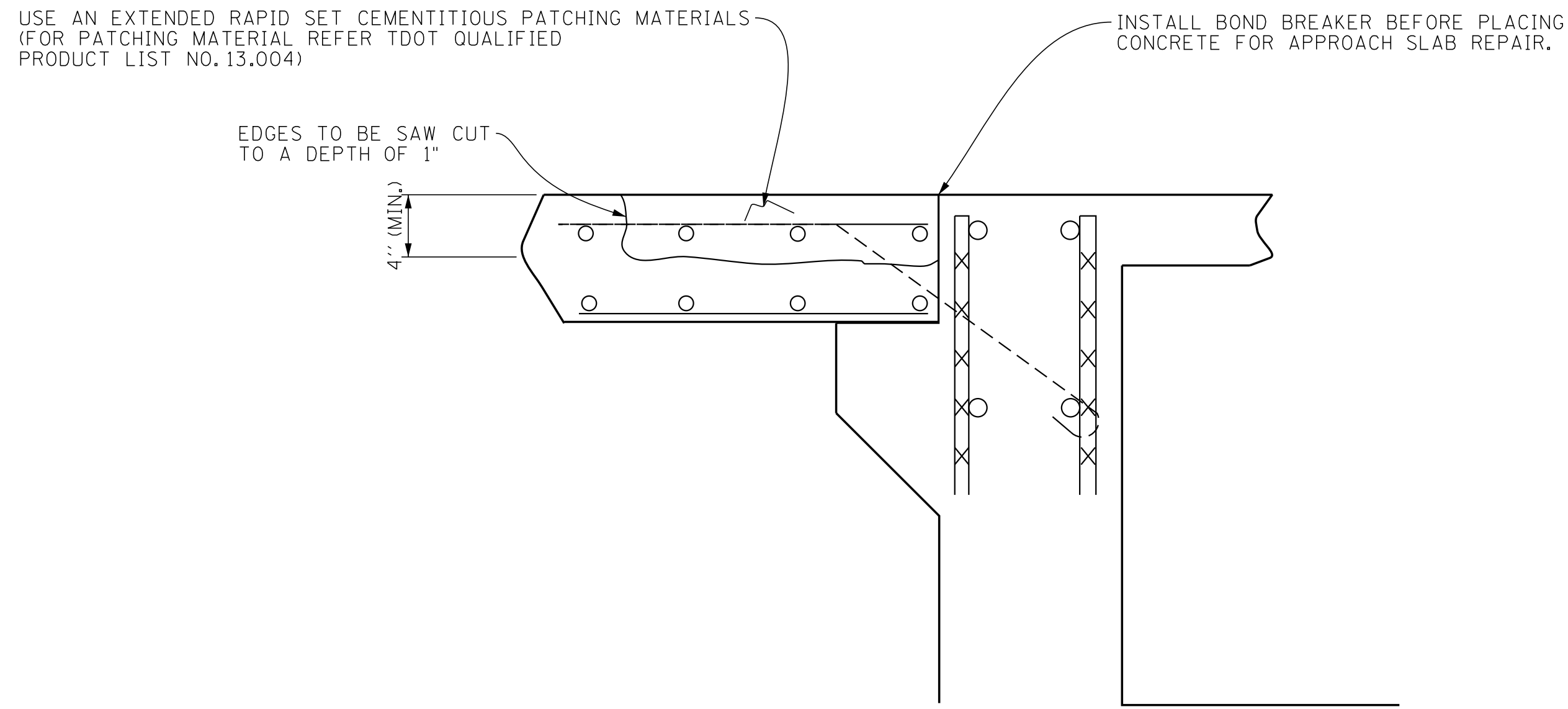
BRIDGE TABULATION AND ESTIMATED QUANTITIES
17-SR152-0.17 OVER BRANCH
27-SR152-0.02 OVER OVERFLOW
27-SR152-0.17 OVER OVERFLOW
27-SR152-0.42 OVER MIDDLE FORK FORKED DEER RIVER
BR. NOS. 17SR1520007
27SR1520005
27SR1520007
27SR1520009
GIBSON-CROCKETT COUNTY
2024

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 6/23
SUPERVISED BY K.MARTINKO DATE 6/23
CHECKED BY _____ DATE _____

PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.
R4S152-M3-002	2024	B3

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



CONCRETE APPROACH PAVEMENT REPAIR DETAILS (STRUCTURAL REPAIR)

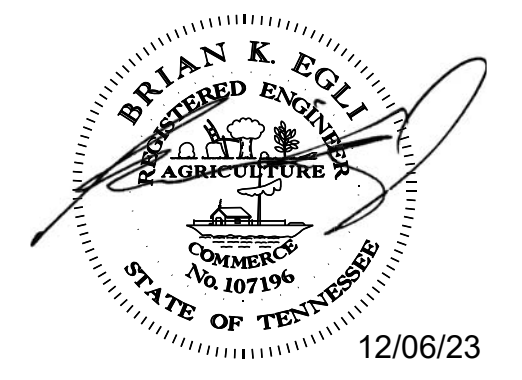
- NOTE: REMOVE CONCRETE TO A DEPTH OF $\frac{3}{4}$ " MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".
- NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR (S.Y.).
- NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT.) THIS MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

POWER DRIVEN HAND TOOLS:

- POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
- (1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LB. CLASS SHALL NOT BE USED. TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.
 - (2) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL:

- REPAIRS SHALL USE AN EXTENDED NON-MAGNESIUM PHOSPHATE PRODUCT FROM THE TDOT QUALIFIED PRODUCTS LIST: 13.004-RAPID SET CEMENTITIOUS PATCHING MATERIALS. MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
- MIX MUST MEET 3000 PSI BEFORE OPENING TO TRAFFIC.



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 APPROACH SLAB REPAIR
 DETAIL NOTES
 17-SR152-0.17
 OVER
 BRANCH
 27-SR152-0.02
 OVER
 OVERFLOW
 27-SR152-0.17
 OVER
 OVERFLOW
 27-SR152-0.42
 OVER
 MIDDLE FORK FORKED DEER RIVER
 BR. NOS. 17SR1520007
 27SR1520005
 27SR1520007
 27SR1520009
 GIBSON-CROCKETT COUNTY
 2024

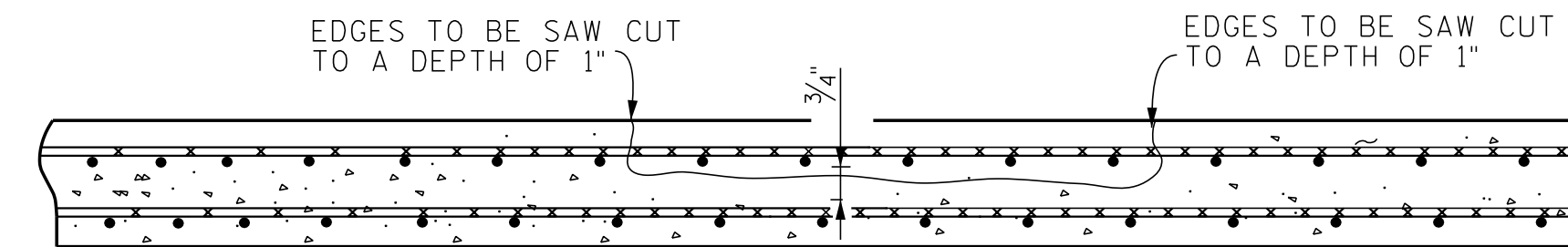
DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 9/23
 SUPERVISED BY K.MARTINKO DATE 9/23
 CHECKED BY _____ DATE _____

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PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.	
R4S152-M3-002	2024	B4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

USE AN EXTENDED RAPID SET CEMENTITIOUS PATCHING MATERIALS (FOR PATCHING MATERIAL REFER TOOT QUALIFIED PRODUCT LIST NO.13.004)



SKETCH SHOWING DECK REPAIR (STRUCTURAL REPAIR):

NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF $\frac{3}{4}$ " BELOW THE BOTTOM BAR OF THE TOP MAT OF REINFORCING STEEL.

NOTE: PARTIAL DEPTH DECK REPAIRS: ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST (3) DAYS IN ADVANCE.

THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBARS AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), S.Y.

NOTE: ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

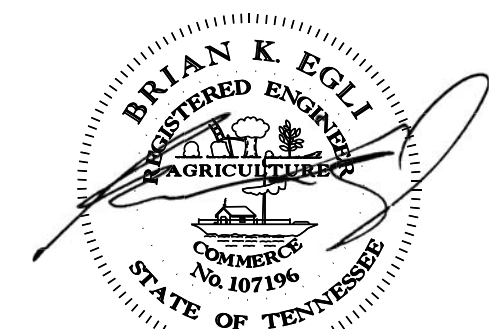
POWER DRIVEN HAND TOOLS:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

- (1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 lb. CLASS SHALL NOT BE USED. TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.
- (2) CHIPPING HAMMERS OF THE 15 lb. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL:

REPAIRS SHALL USE AN EXTENDED NON-MAGNESIUM PHOSPHATE PRODUCT FROM THE TDOT QUALIFIED PRODUCTS LIST: 13.004-RAPID SET CEMENTITIOUS PATCHING MATERIALS. MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS. MIX MUST MEET 3000 PSI BEFORE OPENING TO TRAFFIC.



12/06/23
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK REPAIR NOTES
17-SR152-0.17 OVER
BRANCH
27-SR152-0.02 OVER
OVERFLOW
27-SR152-0.17 OVER
OVERFLOW
27-SR152-0.42 OVER
MIDDLE FORK FORKED DEER RIVER
BR. NOS. 17SR1520007
27SR1520005
27SR1520007
27SR1520009
GIBSON-CROCKETT COUNTY
2024

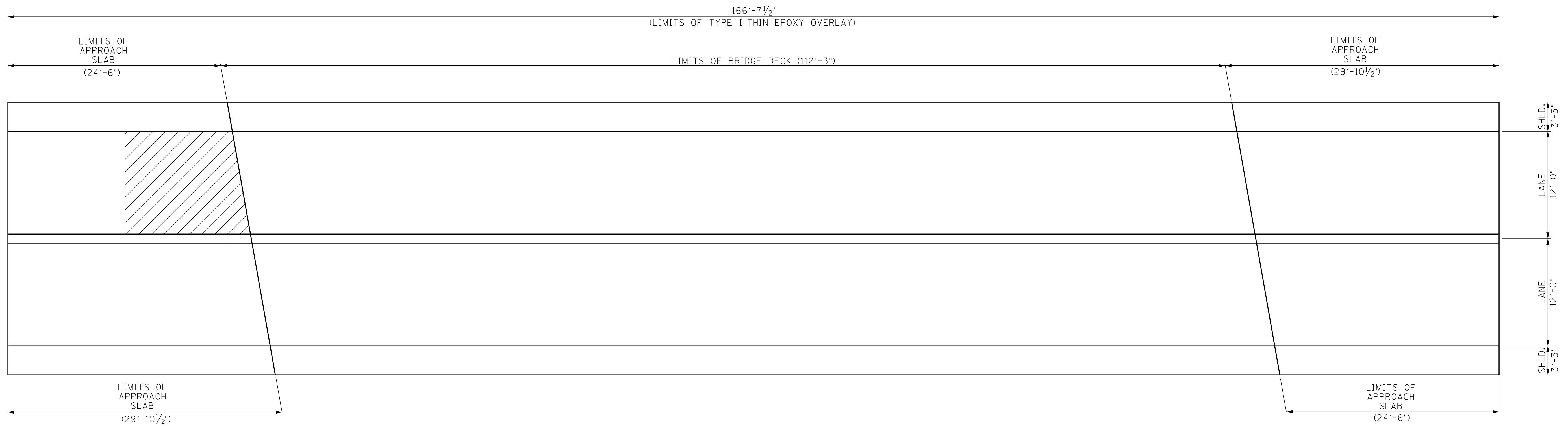
DESIGNED BY DATE
DRAWN BY Z.HAYNES DATE 9/23
SUPERVISED BY K. MARTINKO DATE 9/23
CHECKED BY DATE

EASY TIME *****
8:39:24 AM

PIN 132542.00

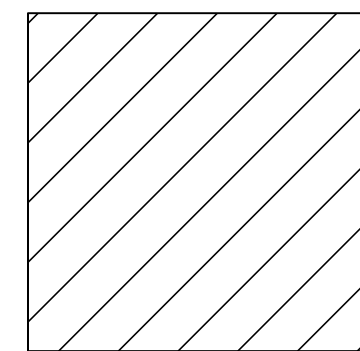
PROJECT NO.	YEAR	SHEET NO.
R4S152-M3-002	2024	B6

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



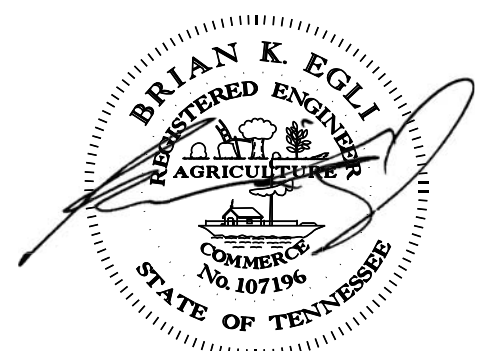
PLAN VIEW

BRIDGE ID. NO. 17SR1520007



AREAS OF APPROACH PARTIAL REPAIR
SEE PAGE B3 OR REPAIR DETAIL

DESIGNED BY _____ DATE _____
 DRAWN BY Z. HAYNES DATE 9/23
 SUPERVISED BY K. MARTINKO DATE 9/23
 CHECKED BY _____ DATE _____



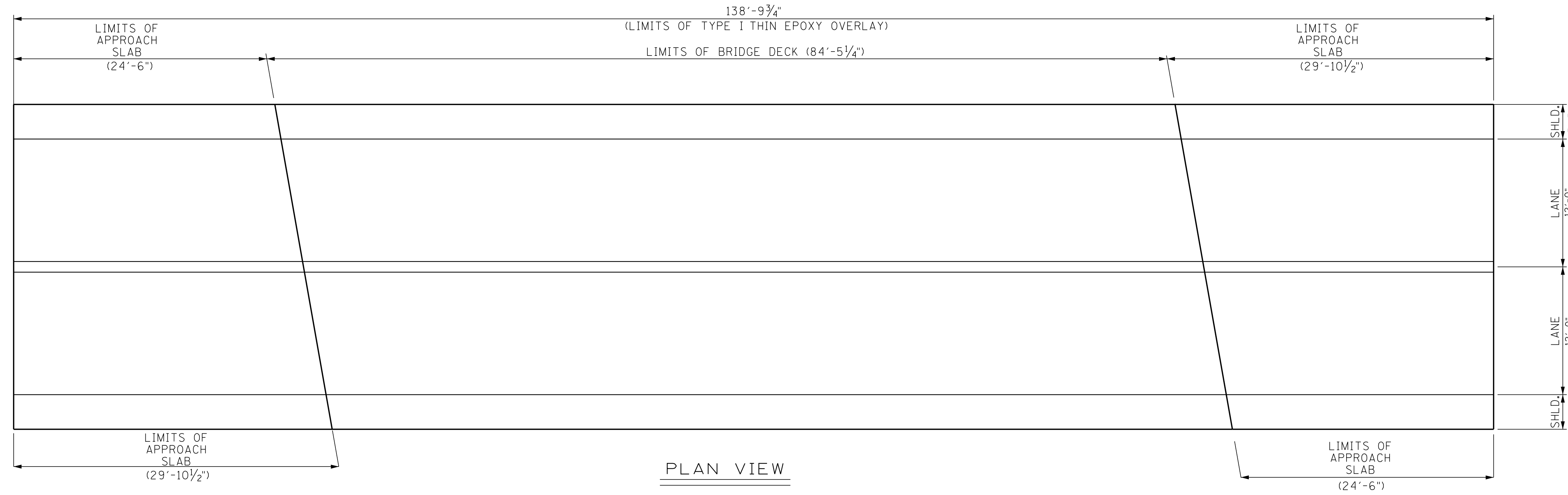
12/06/23
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PLAN VIEW
 17-SR152-O.17
 OVER
 BRANCH
 BR. NO. 17SR1520007
 GIBSON-CROCKETT COUNTY
 2024

 8:40:31 AM

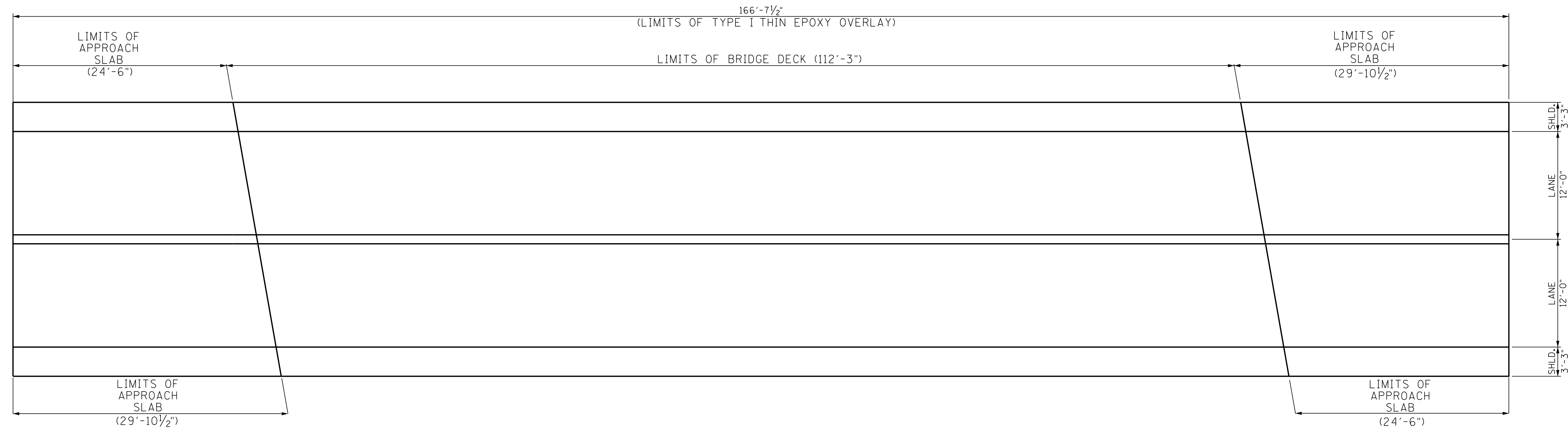
PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.
R4S152-M3-002	2024	B7

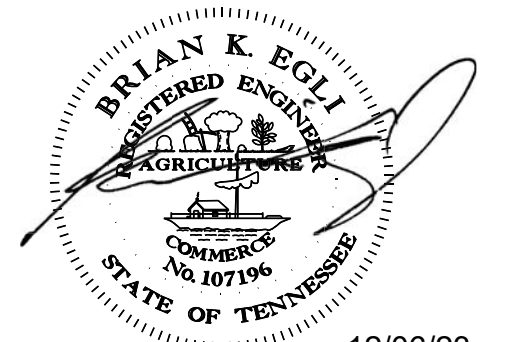
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



BRIDGE ID. NO. 27SR1520005



BRIDGE ID. NO. 27SR1520007



12/06/23

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

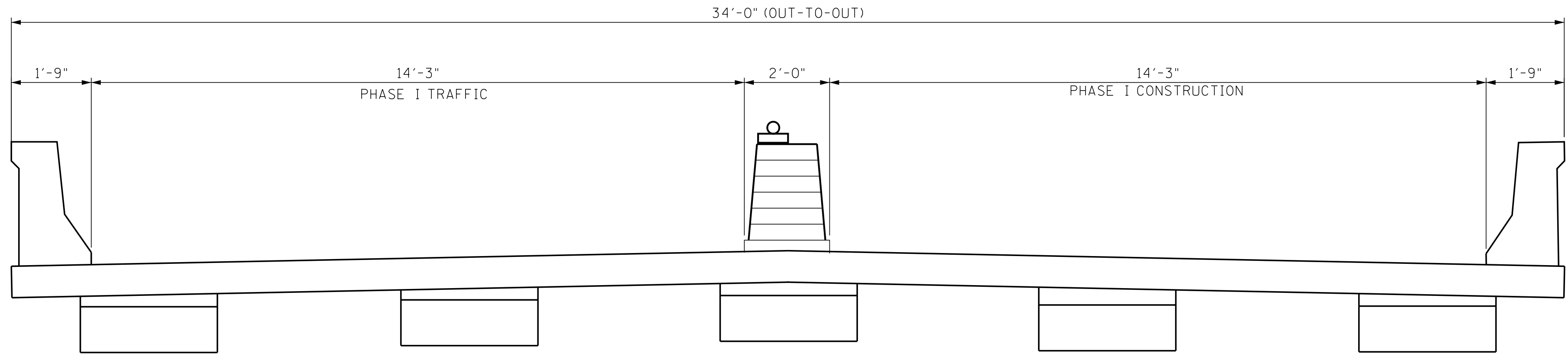
PLAN VIEWS
27-SR152-0.02
27-SR152-0.17
OVER
OVERFLOW
BR. NOS. 27SR1520005
27SR1520007
GIBSON-CROCKETT COUNTY
2024

8:41 AM

DESIGNED BY _____ DATE _____
DRAWN BY Z. HAYNES DATE 6/23
SUPERVISED BY K. MARTINKO DATE 6/23
CHECKED BY _____ DATE _____

PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.	
R4S152-M3-002	2024	B8	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

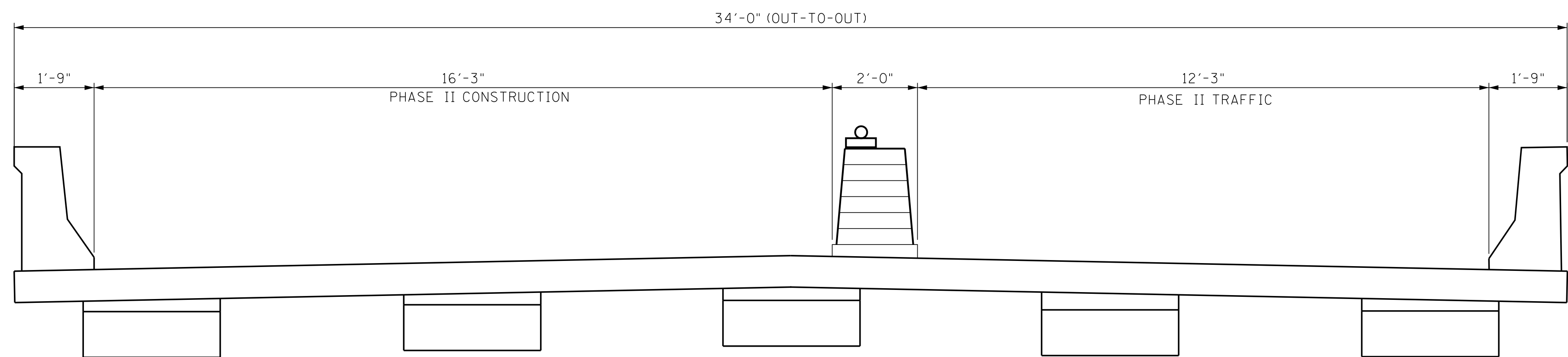


EASTBOUND BRIDGE

(17-SR152-0.17)
(27-SR152-0.02)
(27-SR152-0.17)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

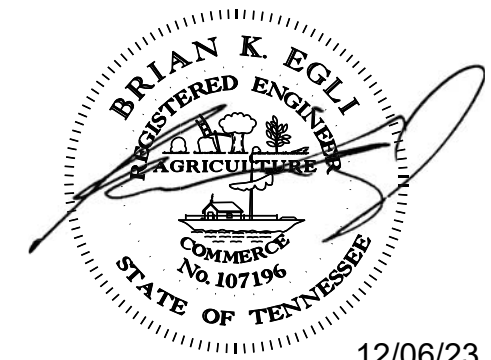


EASTBOUND BRIDGE

(17-SR152-0.17)
(27-SR152-0.02)
(27-SR152-0.17)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



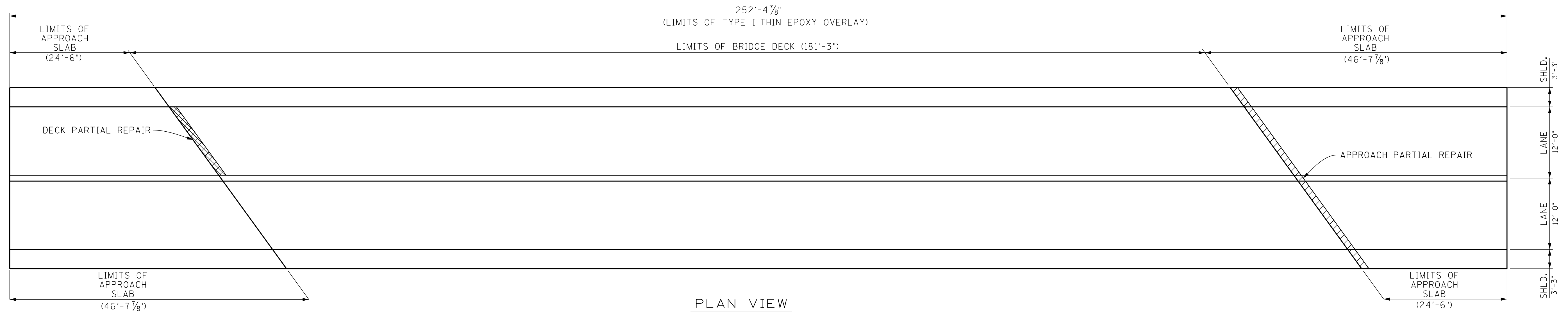
12/06/23

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
17-SR152-0.17
OVER
BRANCH
27-SR152-0.02
27-SR152-0.17
OVER
OVERFLOW
BR. NOS. 17SR1520007
27SR1520005
27SR1520007
GIBSON-CROCKETT COUNTY
2024

DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 9/23
SUPERVISED BY K.MARTINKO DATE 9/23
CHECKED BY _____ DATE _____

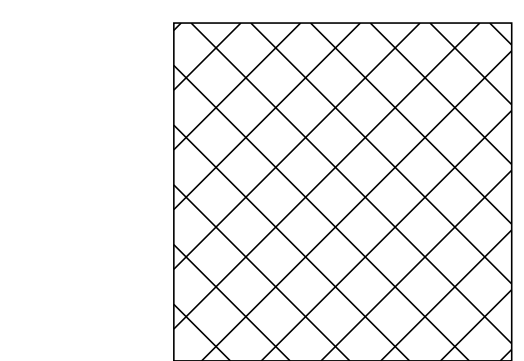
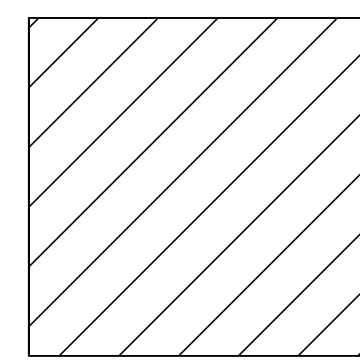
PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.	
R4S152-M3-002	2024	B9	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



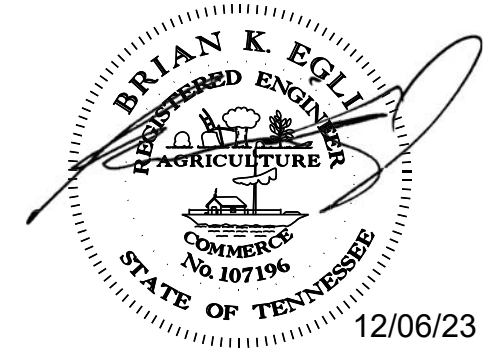
PLAN VIEW

BRIDGE ID. NO. 27SR1520009



AREAS OF APPROACH PARTIAL REPAIR
SEE PAGE B3 OR REPAIR DETAIL

AREAS OF DECK PARTIAL REPAIR
SEE PAGE B4 FOR REPAIR DETAIL



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
27-SR152-0.42
OVER
MIDDLE FORK FORKED DEER RIVER
BR. NO. 27SR1520009
GIBSON-CROCKETT COUNTY
2024

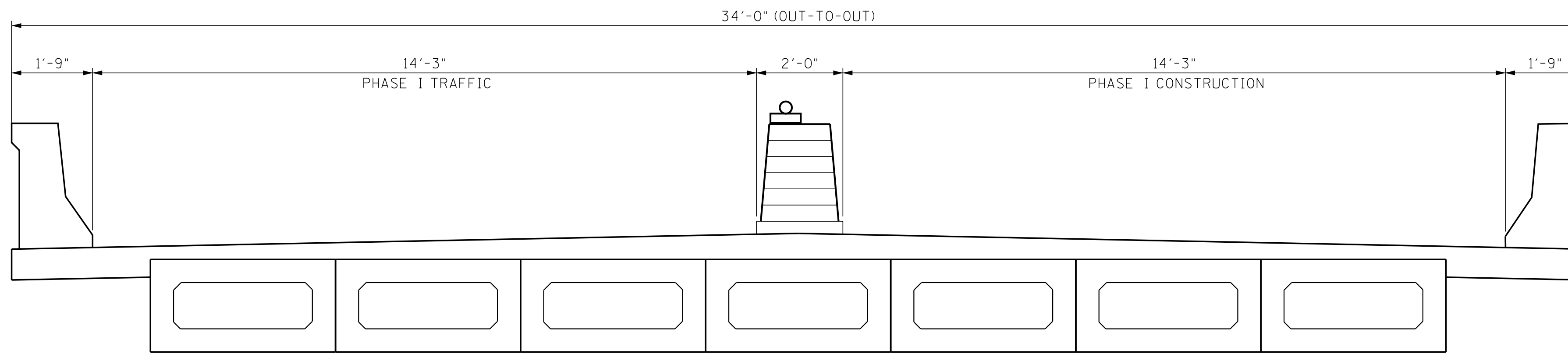
DESIGNED BY _____ DATE _____
DRAWN BY Z. HAYNES DATE 9/23
SUPERVISED BY K. MARTINKO DATE 9/23
CHECKED BY _____ DATE _____

8:43:14 AM

PIN 132542.00

PROJECT NO.	YEAR	SHEET NO.
R4S152-M3-002	2024	B10

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

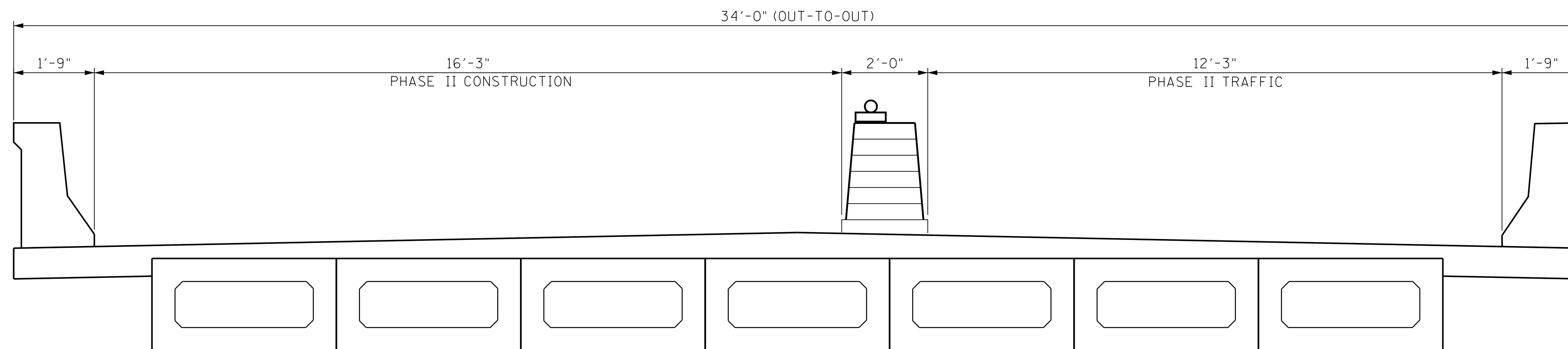


EASTBOUND BRIDGE

(27-SR152-0.42)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

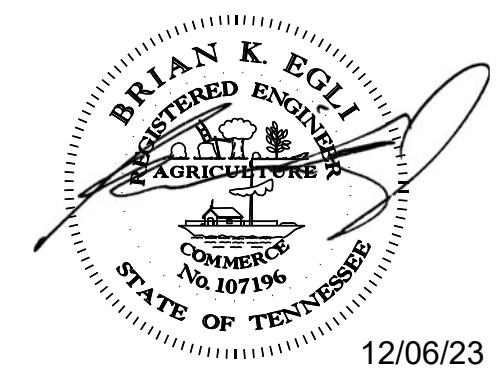


EASTBOUND BRIDGE

(27-SR152-0.42)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



12/06/23

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION

27-SR152-0.42

OVER

MIDDLE FORK FORKED DEER RIVER

BR. NO. 27SR1520009

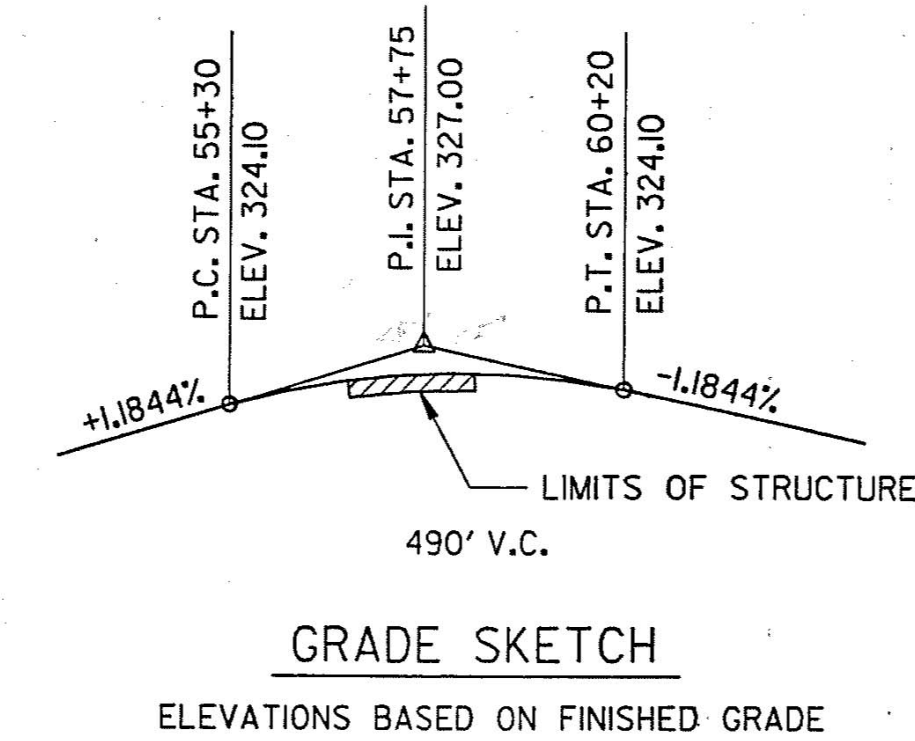
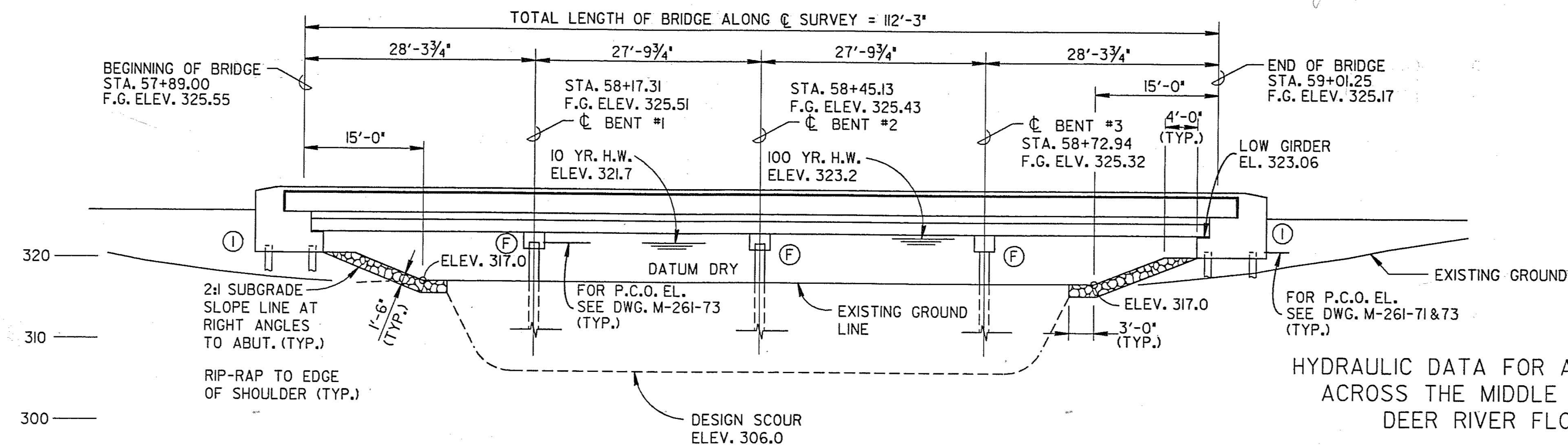
GIBSON-CROCKETT COUNTY

2024

8:43:37 AM

DESIGNED BY	Z. HAYNES	DATE	9/23
DRAWN BY	K. MARTINKO	DATE	9/23
SUPERVISED BY		DATE	
CHECKED BY		DATE	

CONST. NO. 17008-3206-94			
PROJECT NO.	YEAR	SHEET NO.	
BRS-152 (8)	1991		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



HYDRAULIC DATA FOR ALL STRUCTURES ACROSS THE MIDDLE FORK FORKED DEER RIVER FLOODPLAIN

DRAINAGE AREA	296.7 SQ. MI.		
DESIGN DISCHARGE (10 YR.)	14,030 C.F.S.		
WATER AREA PROVIDED BELOW EL. 321.4	DESIGN Q	VELOCITY	
LM. 0.17	470 SQ. FT.	2,930 C.F.S.	6.2 FT./SEC.
LM. 0.00	530 SQ. FT.	3,140 C.F.S.	5.9 FT./SEC.
LM. 0.15	440 SQ. FT.	1,990 C.F.S.	4.5 FT./SEC.
LM. 0.39	710 SQ. FT.	4,020 C.F.S.	5.7 FT./SEC.
LM. 0.61	140 SQ. FT.	770 C.F.S.	5.5 FT./SEC.
LM. 0.66	210 SQ. FT.	1,180 C.F.S.	5.6 FT./SEC.
TOTAL	2,500 SQ. FT.		
10 YEAR VELOCITY (AVG.)		5.6 FT./SEC.	
10 YEAR BRIDGE BACKWATER		1.0 FT.	
100 YEAR DISCHARGE		23,980 C.F.S.	
ROADWAY OVERTOPPING EL.		322.7	

LIST OF DRAWINGS	DWG. NO.	LAST REV.
LAYOUT OF BRIDGE	M-261-65	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-261-66	
FOUNDATION DATA	M-261-67	
SUPERSTRUCTURE	M-261-68	
SUPERSTRUCTURE DETAILS	M-261-69	
PRESTRESSED BOX BEAM DETAILS	M-261-70	
ABUTMENT NO. 1 & NO. 2	M-261-71	
ABUTMENT DETAILS	M-261-72	
BENT NO. 1, 2 & 3	M-261-73	
BILL OF STEEL	M-261-74	

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV.
STD. PILE DETAILS	STD-5-1 & 5-2	9-1-91
STD. REINF. BAR SUPPORT DETAILS FOR CONC. SLAB	STD-9-1	9-1-91
MISC. BUTMENT & DRAINAGE DETAILS	STD-10-1	9-1-91
BRIDGE RAILING - CONCRETE PARAPET	STD-1-1	9-1-91
REINF. CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-3	9-1-91
BRIDGE END DRAIN DETAILS	STD-1-4, 1-5 & 1-6	9-1-91
TN. STD. PRECAST PRESTR. BRIDGE DECK PANELS - DESIGN CRITERIA, GEN. & CONST. DETAILS	STD-4-1, 4-2 & 4-3	9-1-91
STANDARD SEISMIC DETAILS	STD-6-1	9-1-91
STANDARD PARAPET DRAINS	STD-2-3	9-1-91

LIST OF SPECIAL PROVISIONS	PROV. NO.	LAST REV.
APPROVAL OF SHOP DRAWINGS	105A	7-21-87
CONCRETE STRUCTURES	604	2-18-91
CONTRACTOR - MIX DESIGN AND TESTING		
STRUCTURAL CONCRETE	604CX	9-16-91
PRECAST PRESTRESSED DECK PANELS	604P	8-5-91
MACHINED RIP-RAP	709	5-4-87
EPOXY COATED REINFORCING STEEL	907A	3-25-85
RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604R	5-14-90
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-11-89
REVISIONS & ADDITIONS TO STD. SPECIFICATIONS FOR ROAD & BRIDGE CONST. MARCH 1, 1981	100	8-5-91

32'-0" ROADWAY WITH STD-1-1 PARAPET
2010 ADT = 2,240
DESIGN VELOCITY = 60 MPH



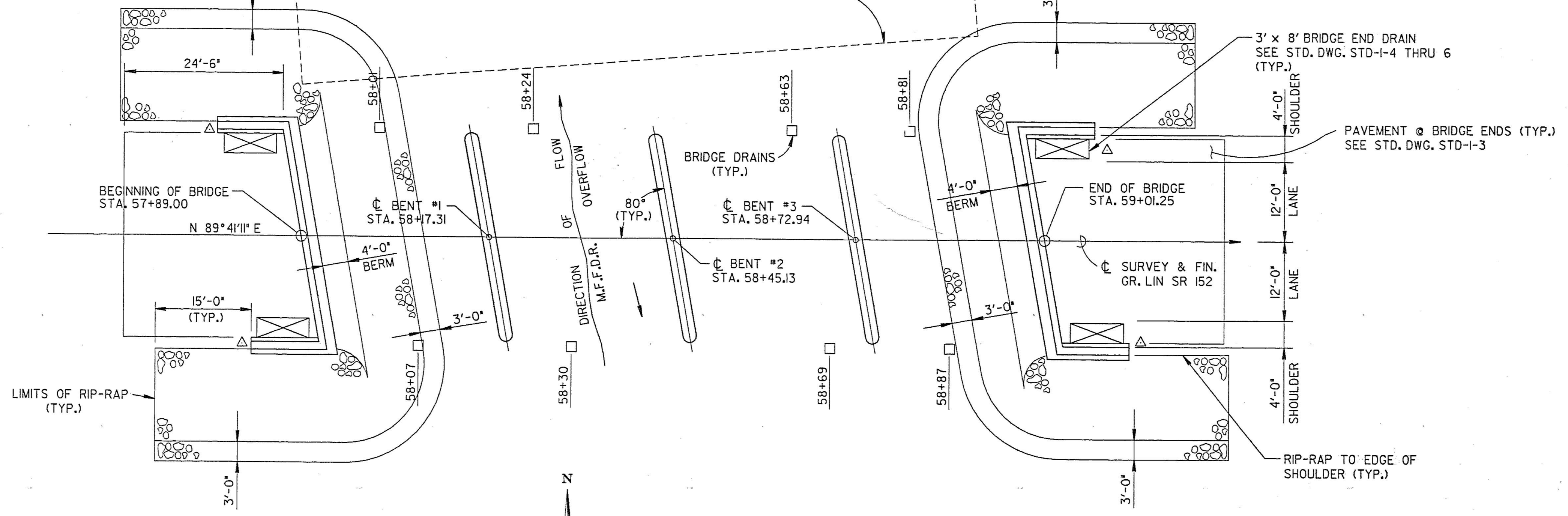
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BRIDGE NO. 1
LAYOUT OF BRIDGE
SR 152 / MIDDLE FORK FORKED DEER RIVER
BRIDGE ID. NO. 17SR152007
STATION 58+45.13 L.M. 0.17
CROCKETT COUNTY
1991

Ⓛ DENOTES INTEGRAL
Ⓧ DENOTES FIXED

ELEVATION
SCALE: 1" = 10'-0"
AT RIGHT ANGLES TO C SURVEY STATE ROUTE 152

Notes
The cost of any sheet piling, shoring or labor that may be required in order to maintain traffic on existing bridge and approaches while the new bridge is being constructed is to be included in item's bid on.

EXISTING BRIDGE NO. 17-152-0.17 TO BE REMOVED AFTER TRAFFIC HAS BEEN ROUTED ONTO NEW BRIDGE



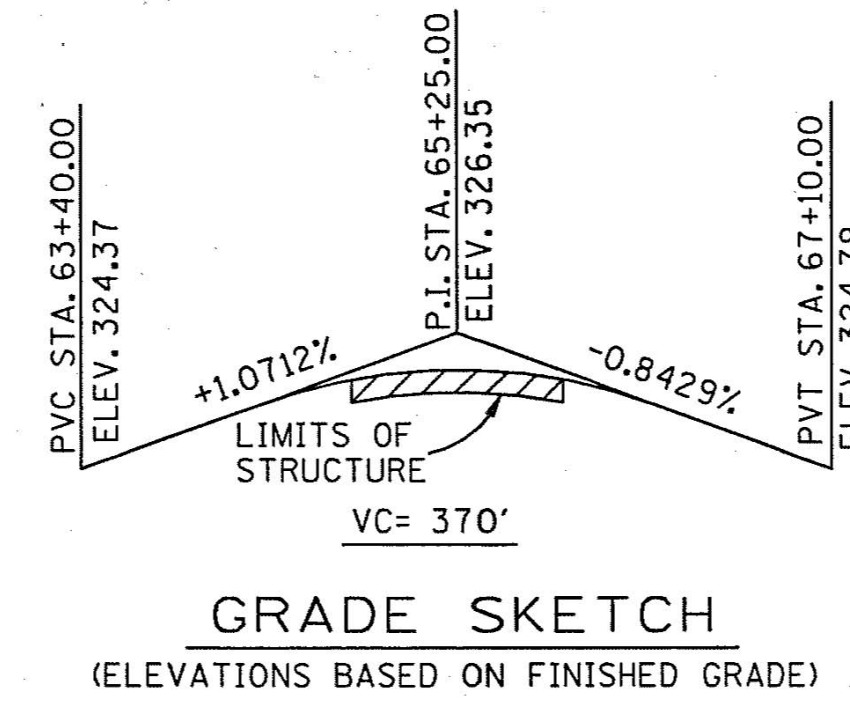
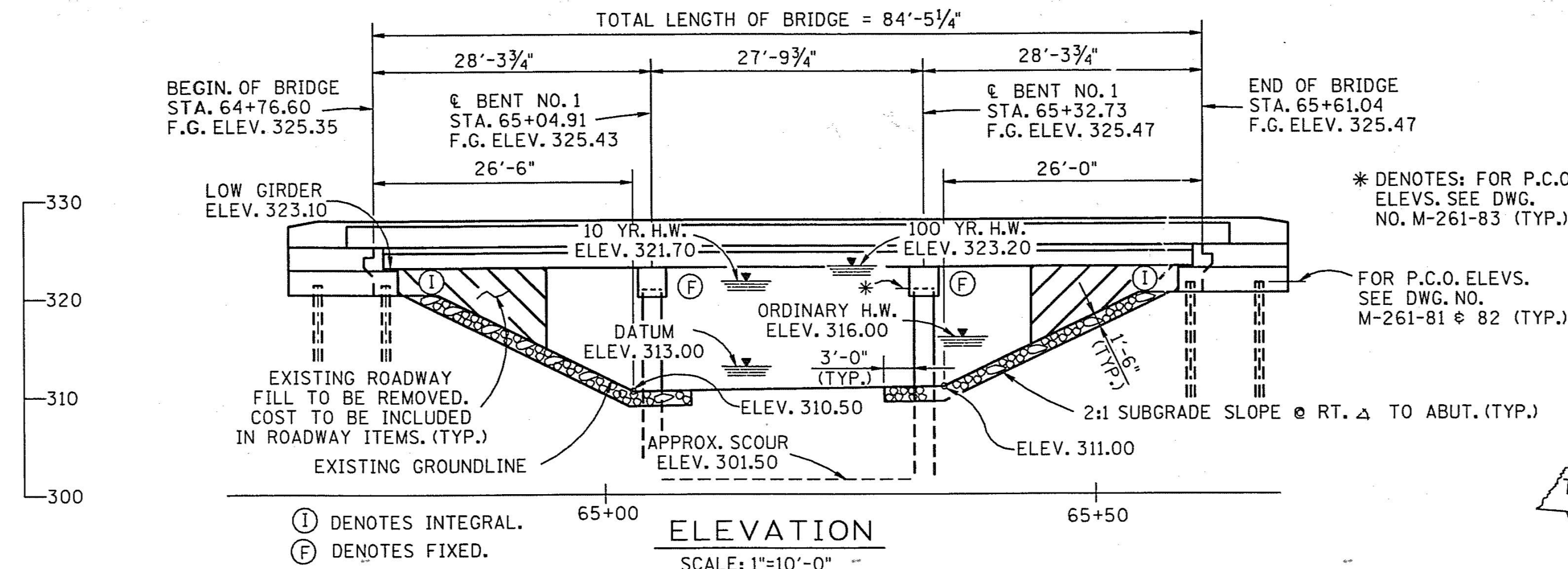
PLAN
SCALE: 1" = 10'-0"

△ DENOTES DOUBLE GUARDRAIL ATTACHMENTS REQUIRED
□ DENOTES BRIDGE DECK DRAIN REQUIRED. SEE STD. DWG. STD-2-3.

NOTE:
RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS A-1 IN ACCORDANCE WITH SPECIAL PROVISION 709 AND SHALL BE PAID FOR UNDER ITEM 709-05.06.

DESIGNED BY JCP-PUTNEY ENG. DATE 5-91
DRAWN BY CADDUM, INC. DATE 5-91
SUPERVISED BY SSP-PUTNEY ENG. DATE 5-91
CHECKED BY SSP-PUTNEY ENG. DATE 5-91

CORRECT _____
ENGINEER OF STRUCTURES
APPROVED _____
DIRECTOR OF HIGHWAYS
M-261-65

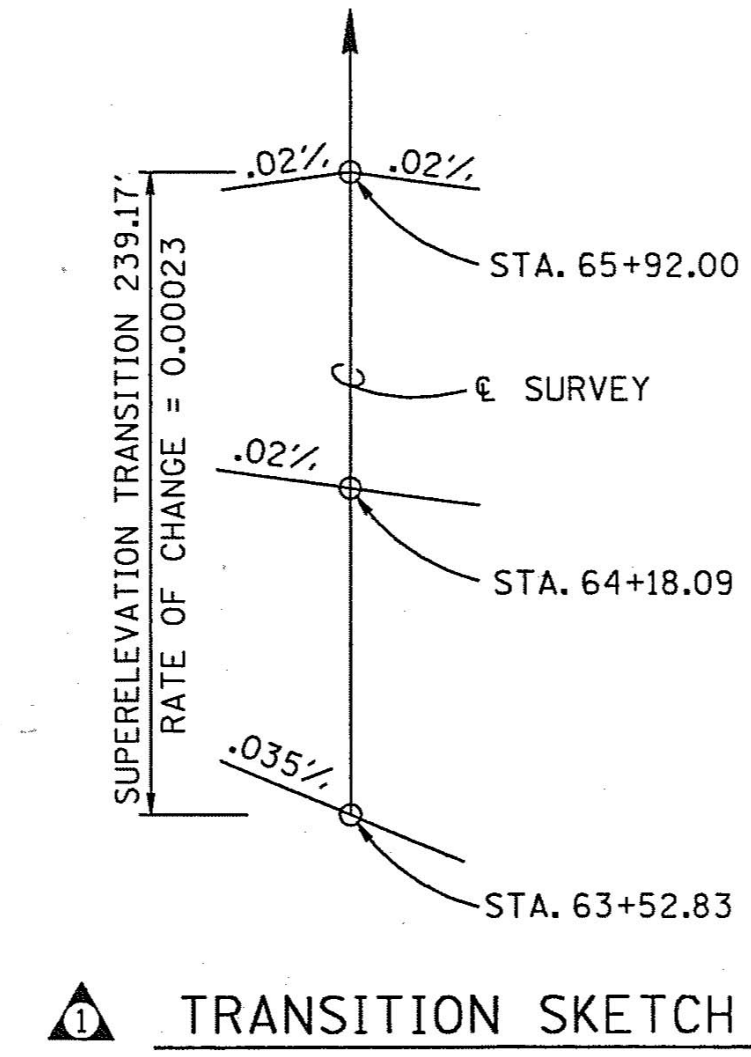
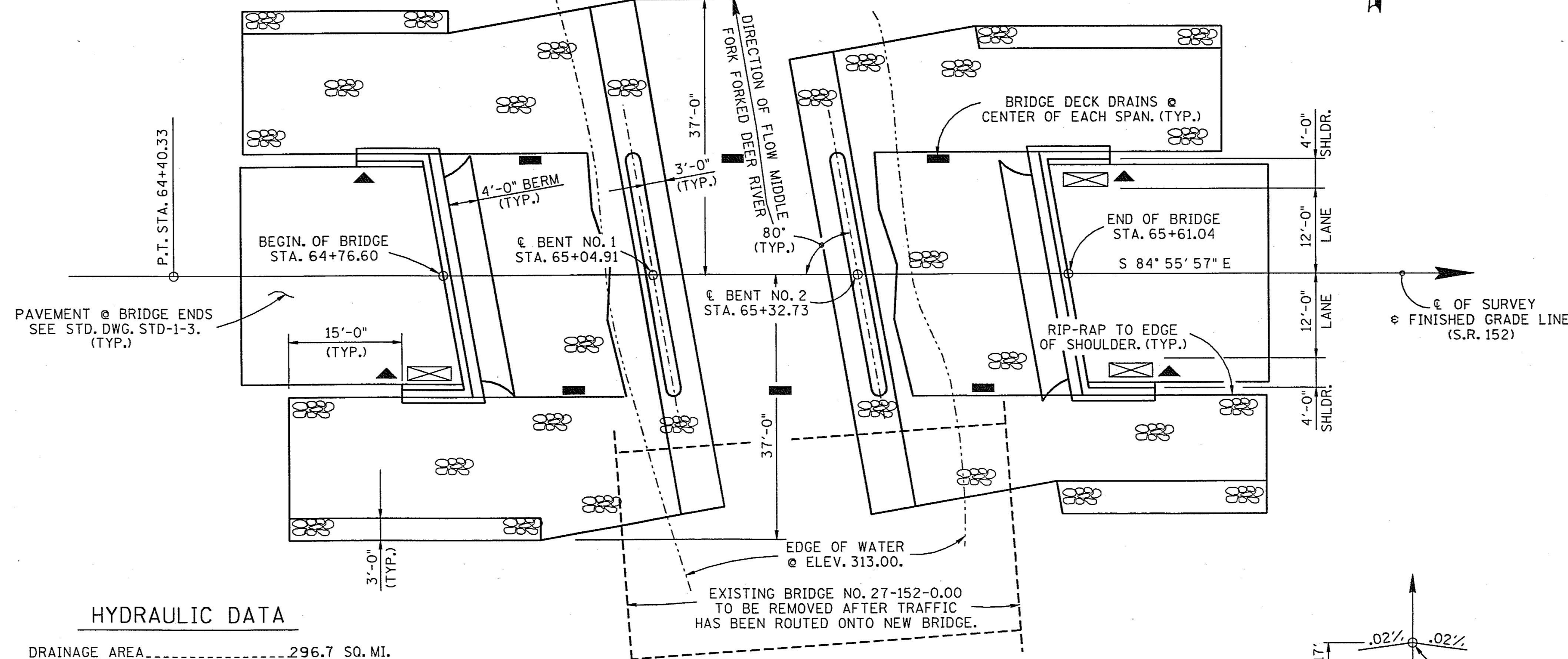


CONST. NO. 27018-3211-94			
PROJECT NO.	YEAR	SHEET NO.	
BRS-152(B)	1991		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	1-28-92	WHP	S.E. CHANGED

LIST OF DRAWINGS		DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	M-261-75		1-28-92
GENERAL NOTES AND ESTIMATED QUANTITIES	M-261-76		1-28-92
FOUNDATION DATA	M-261-77		
SUPERSTRUCTURE	M-261-78		
SUPERSTRUCTURE DETAILS	M-261-79		
PRESTRESSED BOX BEAM DETAILS	M-261-80		
ABUTMENT NO. 1 AND 2	M-261-81		1-28-92
ABUTMENT DETAILS	M-261-82		
BENTS NO. 1 AND 2	M-261-83		1-28-92
BILL OF STEEL	M-261-84		1-28-92

LIST OF STANDARD DRAWINGS		DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1		9-1-91
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-3		9-1-91
BRIDGE END DRAIN DETAILS	STD-1-4		9-1-91
BRIDGE END DRAIN DETAILS	STD-1-5		9-1-91
BRIDGE END DRAIN DETAILS	STD-1-6		9-1-91
STANDARD PARAPET DRAINS	STD-2-3		9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-1		9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-2		9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-3		9-1-91
STANDARD PILE DETAILS	STD-5-1		9-1-91
STANDARD PILE DETAILS	STD-5-2		9-1-91
STANDARD SEISMIC DETAILS	STD-6-1		9-1-91
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1		9-1-91
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1		9-1-91

LIST OF SPECIAL PROVISIONS		PROV. NO.	LAST REV. DATE
REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS			
FOR ROAD & BRIDGE CONSTRUCTION MARCH 1, 1981	100		8-5-91
APPROVAL OF SHOP DRAWINGS	105A		7-21-87
CONCRETE STRUCTURES	604		2-18-91
CONTRACTOR - MIX DESIGN & TESTING STRUCTURAL CONCRETE	604CX		9-16-91
PRECAST PRESTRESSED BRIDGE DECK PANELS	604P		8-5-91
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615		12-11-89
MACHINED RIP-RAP	709		5-4-87
EPOXY COATED REINFORCING STEEL	907A		3-25-85
RIDEABILITY OF BRIDGE DECKS & ROADWAY APPROACHES	604R		5-14-90



HYDRAULIC DATA

DRAINAGE AREA	296.7 SQ. MI.
DESIGN DISCHARGE (10 YR.)	14,030 C.F.S.
WATERWAY AREA PROVIDED BELOW EL. 321.4	DESIGN 'O'
VELOCITY	
② L.M. 0.17	.470 SQ. FT. 2,930 C.F.S. 6.2 FT./SEC.
L.M. 0.00	.530 SQ. FT. 3,140 C.F.S. 5.9 FT./SEC.
L.M. 0.15	.440 SQ. FT. 1,990 C.F.S. 4.5 FT./SEC.
L.M. 0.39	.710 SQ. FT. 4,020 C.F.S. 5.7 FT./SEC.
① L.M. 0.61	.140 SQ. FT. 770 C.F.S. 5.5 FT./SEC.
① L.M. 0.66	.210 SQ. FT. 1,180 C.F.S. 5.6 FT./SEC.
TOTAL	2,500 SQ. FT.
10 YEAR VELOCITY (AVER.)	5.6 FT./SEC.
10 YEAR BRIDGE BACKWATER	1.0 FT.
100 YEAR DISCHARGE	23,980 C.F.S.
ROADWAY OVERTOPPING EL.	322.7
① BOX BRIDGE	
② EXISTING BRIDGE IN CROCKETT COUNTY.	

PLAN
SCALE: 1"=10'-0"

⊠ DENOTES 3"x8" BRIDGE END DRAINS SEE STD. DWGS. STD-1-4 THRU 6.
 ■ DENOTES BRIDGE DECK DRAINS. SEE STD. DWG. STD-2-3.
 ▲ DENOTES DOUBLE GUARDRAIL ATTACHMENT REQUIRED.

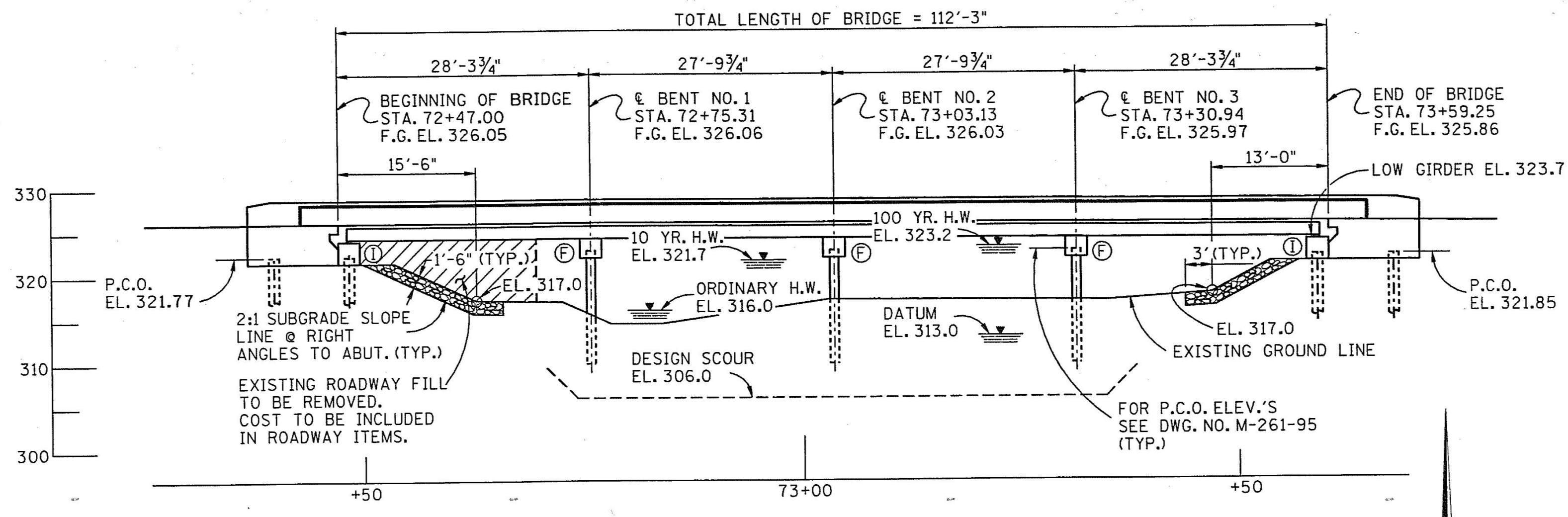
NOTE: THE COST OF ANY SHEET PILING, SHORING OR LABOR THAT MAY BE REQUIRED IN ORDER TO MAINTAIN TRAFFIC ON EXISTING BRIDGE AND APPROACHES WHILE THE NEW BRIDGE IS BEING CONSTRUCTED IS TO BE INCLUDED IN ITEMS BID ON.

① CURVE DATA

P.I. 62+25.24
 Δ 5°22'52" RT
 D 1°15'00"
 T 215.40'
 L 430.49'
 R 4583.66'
 E 5.06'
 S.E. 0.0350 %
 Design Speed = 60 m.p.h.

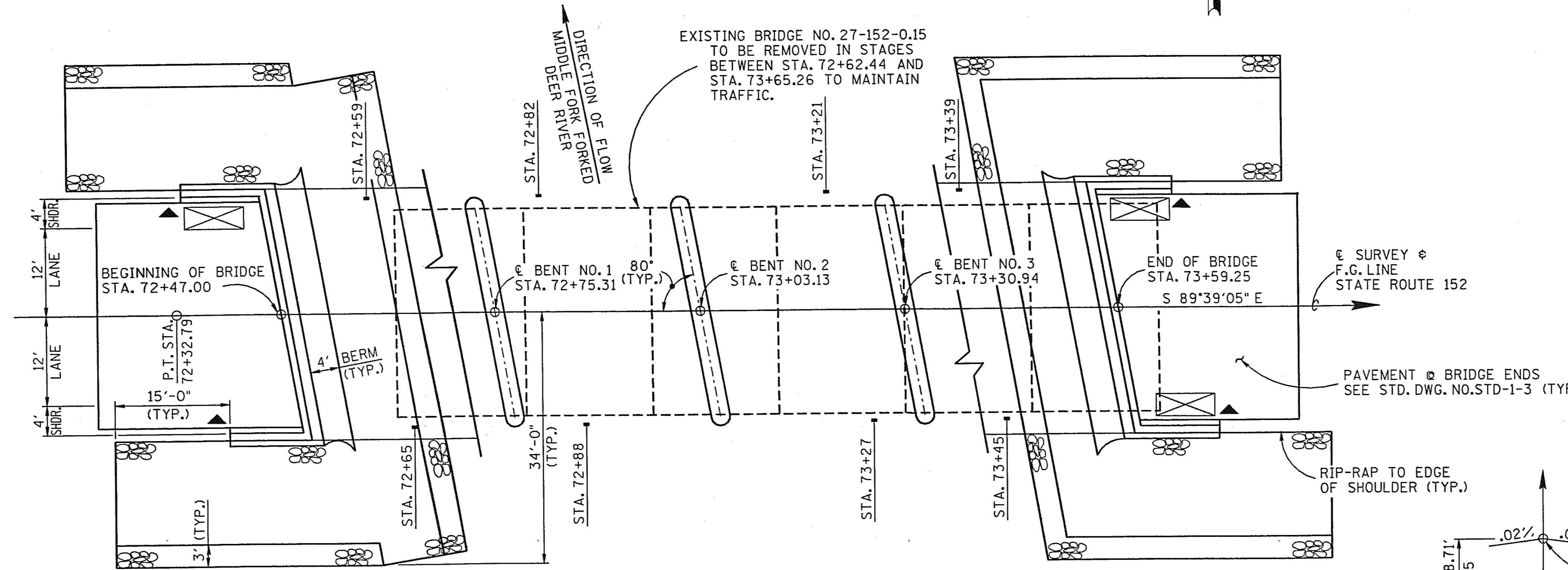
DESIGNED BY: DIETERS DATE 10-91
 DRAWN BY: GEORGE KORNIKOSKI DATE 10-91
 SUPERVISED BY: CD/WHP DATE 10-91
 CHECKED BY: CD/WHP DATE 10-91

2011 ADT= 2,240
 32'-0" ROADWAY STD-1-1 PARAPET
 DESIGN SPEED= 60 M.P.H.
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
BRIDGE NO. 2
 LAYOUT OF BRIDGE
 STATE ROUTE 152 OVER
 MIDDLE FORK FORKED DEER RIVER
 OVERFLOW
 BRIDGE I.D. NO. 27SR1520005
 STATION 65+18.82
 LOG MILE 0.00
 GIBSON COUNTY
 CORRECT *Edward P. Wasserman* 1991
ENGINEER OF STRUCTURES



ELEVATION
SCALE 1" = 10'
AT RIGHT ANGLES TO SURVEY STATE ROUTE 152

⊙ DENOTES: INTEGRAL
⊕ DENOTES: FIXED



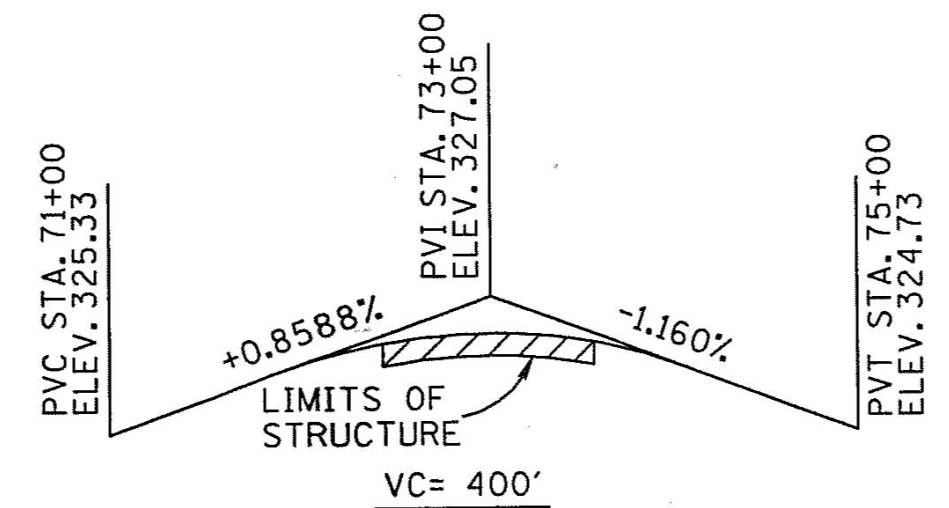
PLAN
SCALE 1" = 10'

▲ DENOTES: DOUBLE GUARDRAIL ATTACHMENT REQUIRED.
■ DENOTES: BRIDGE DECK DRAINS SEE STD. DWG. STD-2-3.
⊠ DENOTES: 3' x 8' BRIDGE END DRAINS SEE STD. DWG. STD-1-4 THRU 6.

NOTE: THE COST OF ANY SHEET PILING, SHORING OR LABOR THAT MAY BE REQUIRED IN ORDER TO MAINTAIN TRAFFIC ON EXISTING BRIDGE AND APPROACHES WHILE THE NEW BRIDGE IS BEING CONSTRUCTED IS TO BE INCLUDED IN ITEMS BID ON.

△ CURVE DATA

P.I. 70+00.25
Δ 4'39"12" LT
D 1'00"00"
T 232.79'
L 465.33'
R 5729.58'
E 4.73'
S.E. 0.029 %
Design Speed = 60 m.p.h.



GRADE SKETCH
(ELEVATIONS BASED ON FINISHED GRADE)

DESIGNED BY C. DIETERS DATE 10-91
DRAWN BY DONNA DOUGLAS DATE 10-91
SUPERVISED BY C. DIETERS & H. PATE DATE 10-91
CHECKED BY C. DIETERS & H. PATE DATE 10-91

HYDRAULIC DATA

DRAINAGE AREA 296.7 SQ. MI.
DESIGN DISCHARGE (10 YR.) 14,030 C.F.S.
WATERWAY AREA PROVIDED
BELOW EL. 321.4 - 440 SQ. FT. ... 1,990 C.F.S. ... 4.5 FT./SEC. VEL.
10 YEAR VELOCITY (AVG.) 5.6 FT./SEC.
10 YEAR BRIDGE BACKWATER 1.0 FT.
100 YEAR DISCHARGE 23,980 C.F.S.
ROADWAY OVERTOPPING EL. 322.7

CONST. NO. 27018-3211-94			
PROJECT NO.	YEAR	SHEET NO.	
BRS-152(8)	1991		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	1-28-92	WHP	S.E. CHANGED

LIST OF DRAWINGS

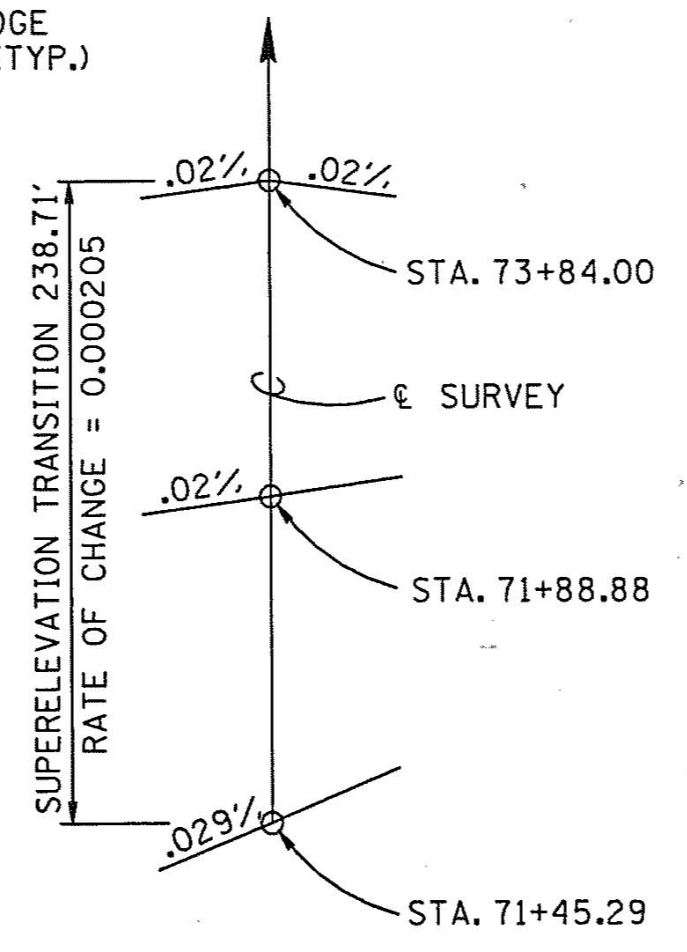
	DWG. NO.	REV.	DATE
LAYOUT OF BRIDGE	M-261-85		1-28-92
GENERAL NOTES AND ESTIMATED QUANTITIES	M-261-86		1-28-92
FOUNDATION DATA	M-261-87		
SUPERSTRUCTURE	M-261-88		
SUPERSTRUCTURE DETAILS	M-261-89		
CONSTRUCTION SEQUENCE	M-261-90		
PRESTRESSED BOX BEAM DETAILS	M-261-91		
ABUTMENT NO. 1	M-261-92		1-28-92
ABUTMENT NO. 2	M-261-93		1-28-92
ABUTMENT DETAILS	M-261-94		
BENTS NO. 1, 2, AND 3	M-261-95		1-28-92
BILL OF STEEL	M-261-96		1-28-92

LIST OF STANDARD DRAWINGS

	DWG. NO.	REV.	DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1		9-1-91
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-3		9-1-91
BRIDGE END DRAIN DETAILS	STD-1-4		9-1-91
BRIDGE END DRAIN DETAILS	STD-1-5		9-1-91
BRIDGE END DRAIN DETAILS	STD-1-6		9-1-91
STANDARD PARAPET DRAINS	STD-2-3		9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS			
DESIGN CRITERIA	STD-4-1		9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS			
GENERAL DETAILS	STD-4-2		9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS			
CONSTRUCTION DETAILS	STD-4-3		9-1-91
STANDARD PILE DETAILS	STD-5-1		9-1-91
STANDARD PILE DETAILS	STD-5-2		9-1-91
STANDARD SEISMIC DETAILS	STD-6-1		9-1-91
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1		9-1-91
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1		9-1-91

LIST OF SPECIAL PROVISIONS

	PROV. NO.	REV.	DATE
REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS			
FOR ROAD & BRIDGE CONSTRUCTION MARCH 1, 1981	100		8-5-91
APPROVAL OF SHOP DRAWINGS	105A		7-21-87
CONCRETE STRUCTURES	604		2-18-91
CONTRACTOR - MIX DESIGN & TESTING STRUCTURAL CONCRETE	604CX		9-16-91
PRECAST PRESTRESSED BRIDGE DECK PANELS	604P		8-5-91
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615		12-11-89
MACHINED RIP-RAP	709		5-4-87
EPOXY COATED REINFORCING STEEL	907A		3-25-85
RIDEABILITY OF BRIDGE DECKS & ROADWAY APPROACHES	604R		5-14-90



△ TRANSITION SKETCH

DESIGN SPEED = 60 M.P.H.
2011 ADT = 2,240
32'-0" ROADWAY STD-1-1 PARAPET
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BRIDGE NO. 3
LAYOUT OF BRIDGE
STATE ROUTE 152
OVER
MIDDLE FORK FORKED
DEER RIVER OVERFLOW
BRIDGE I.D. NO. 27SR1520007
STATION 73+03.13
LOG MILE 0.15
GIBSON COUNTY

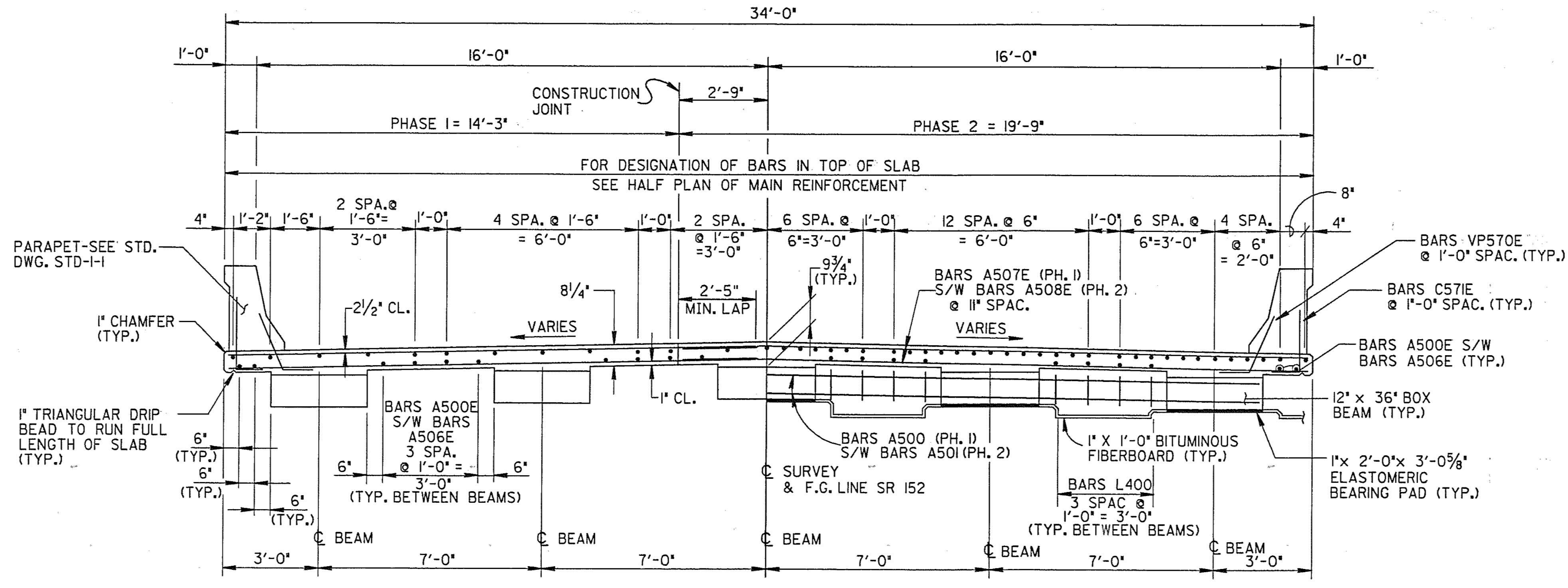
CORRECT *Edward P. Wasserman* 1991
ENGINEER OF STRUCTURES

M-261-85

TEMPORARY BARRIER = 167 L.F.

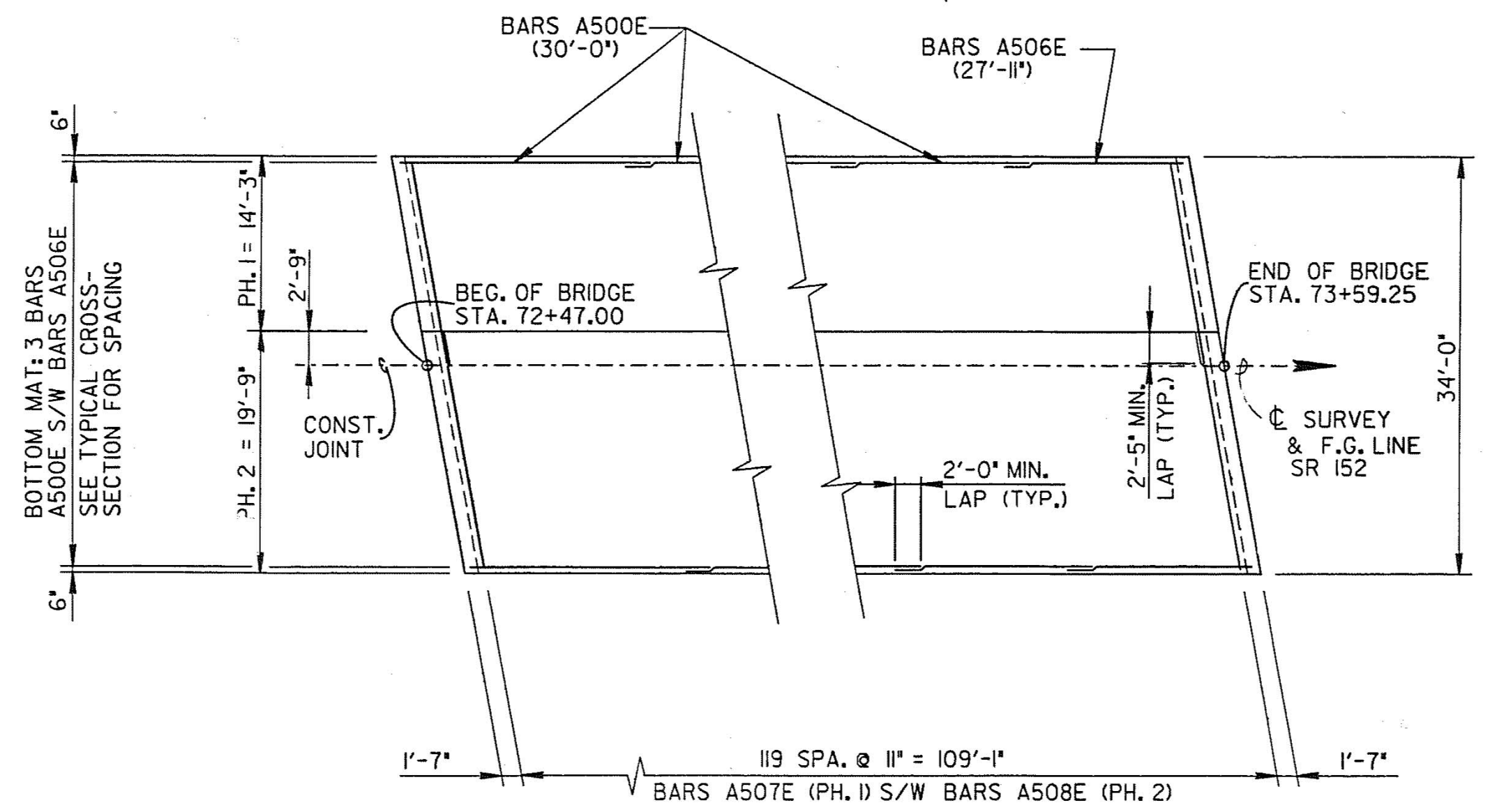
CONST. NO. 27018-3211-94			
PROJECT NO.	YEAR	SHEET NO.	
BRS-152 (8)	1991		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:
 NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.
 SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.
 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-1-1.
 WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST & PARAPET. FOR DETAILS OF WINGPOST AND PARAPET SEE STD. DWG. NO. STD-1-1.

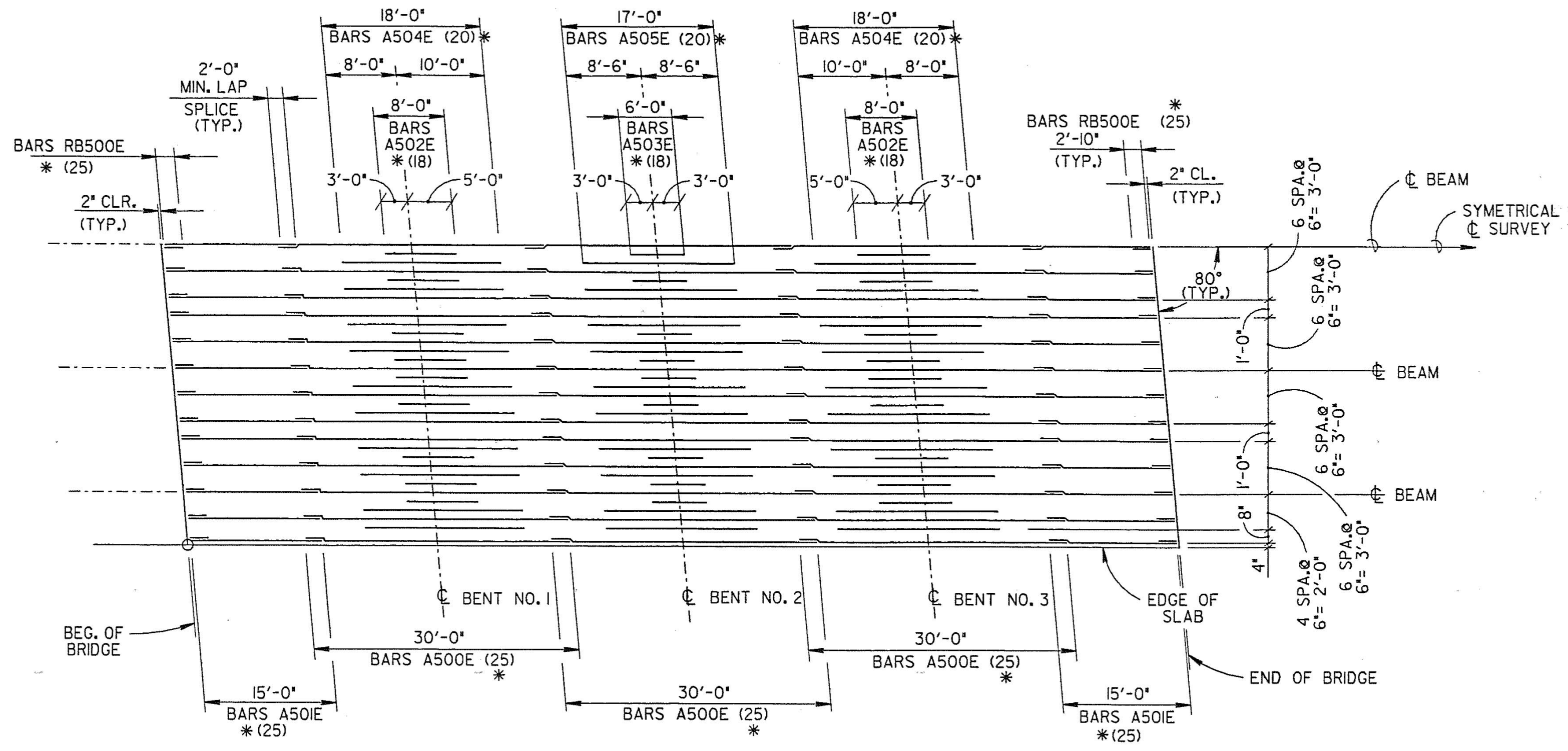


HALF SECTION @ MID-SPAN HALF SECTION @ SUPPORT
TYPICAL CROSS SECTION
 (LOOKING FORWARD ON SURVEY)

NOTE: FOR ADDITIONAL PHASE CONSTRUCTION SEQUENCE DETAILS SEE DRAWING NO. M-261-90
 NOTE: (PH. 1) DENOTES PHASE 1 (PH. 2) DENOTES PHASE 2



SLAB PLAN



HALF PLAN OF MAIN REINFORCEMENT
 * DENOTES TOTAL NO. OF BARS FOR FULL WIDTH OF SLAB

DESIGNED BY C. DIETERS DATE 10-91
 DRAWN BY CADD DATE 10-91
 SUPERVISED BY C. DIETERS & H. PATE DATE 10-91
 CHECKED BY C. DIETERS & H. PATE DATE 10-91

CORRECT *Edward P. Wasserman*
 ENGINEER OF STRUCTURES

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
 BRIDGE NO. 3
 SUPERSTRUCTURE
 STATE ROUTE 152 OVER
 MIDDLE FORK FORKED DEER RIVER OVERFLOW
 STA. 73+03.13 LM 0.15
 GIBSON COUNTY
 1991

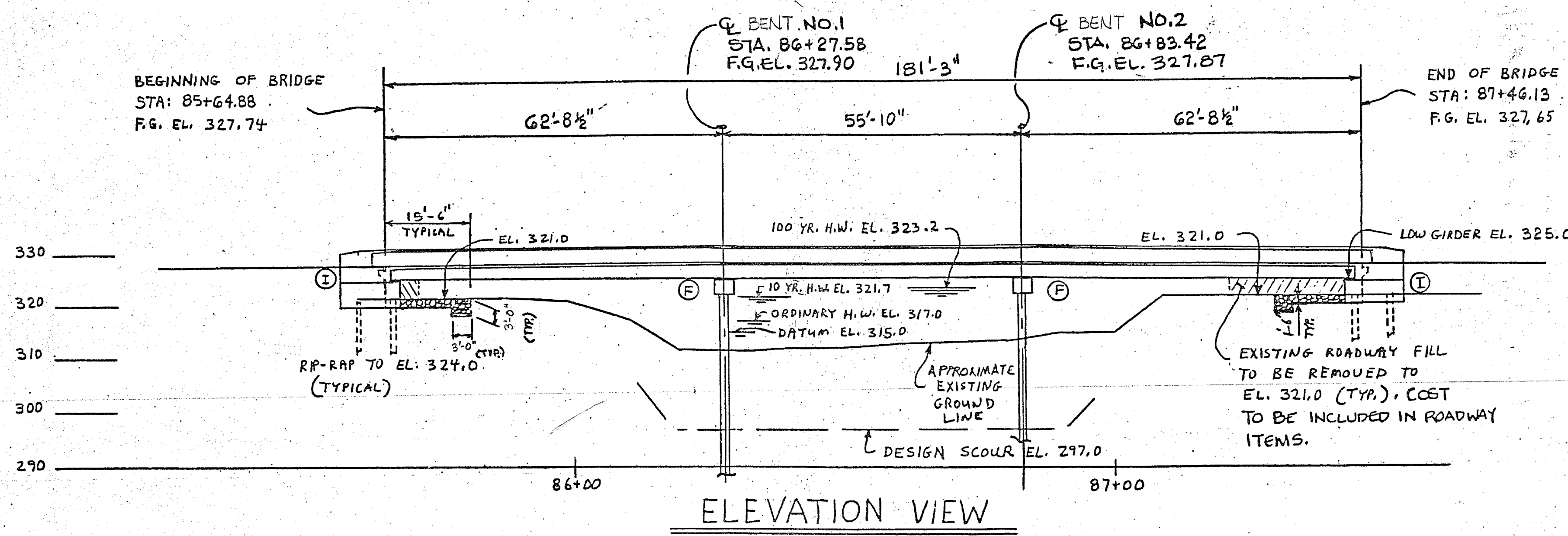
CONST. No. 2701B-3210-94

PROJECT NO.	YEAR	SHEET NO.
BRS-152 (6)	19 91	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-28-91	RAP	REVISE DATES
2	12-9-91	RAP	REVISE DATES

HYDRAULIC DATA

- ** DRAINAGE AREA ----- 216.7 SQ. MI.
 - ** DESIGN DISCHARGE (10 YR) ----- 14,030 C.F.S.
 - WATER AREA PROVIDED BELOW EL. 321.4 ----- 710 SQ. FT.
 - TOTAL WATER AREA PROVIDED WITH FLOODPLAIN STRUCTURES ----- 2,500 SQ. FT.
 - DESIGN Q ----- 4,020 CFS.
 - DESIGN VELOCITY ----- 5.7 FT/SEC.
 - ** 10 YEAR VELOCITY (AVG) ----- 5.6 FT./SEC.
 - ** 10 YEAR BRIDGE BACKWATER ----- 1.0 FT.
 - ** 100 YEAR DISCHARGE ----- 23,980 C.F.S.
 - ROADWAY OVERTOPPING EL. ----- 322.7
- ** DENOTES VALUES APPLY TO ENTIRE FLOODPLAIN



ELEVATION VIEW

Ⓢ DENOTES INTEGRAL
Ⓣ DENOTES FIXED

NOTE: MACHINED RIP-RAP SHALL BE CLASS "A-1" IN ACCORDANCE WITH SPECIAL PROVISION 709 AND SHALL BE PAID FOR UNDER ITEM NO. 709-05.06.

LIST OF DRAWINGS

DWG. No.	LAST REV. DATE
LAYOUT OF BRIDGE	M-217-128 12-9-91
GENERAL NOTES AND ESTIMATED QUANTITIES	M-217-129 12-9-91
FOUNDATION DATA	M-217-130 5-28-91
SUPERSTRUCTURE	M-217-131 12-9-91
SUPERSTRUCTURE DETAILS	M-217-132
PRESTRESSED BOX BEAMS - SPAN 1 & 3	M-217-133 5-28-91
PRESTRESSED BOX BEAMS - SPAN 2	M-217-134 5-28-91
ABUTMENT NO. 1	M-217-135 12-9-91
ABUTMENT NO. 2	M-217-136 12-9-91
ABUTMENT DETAILS	M-217-137
BENTS NO. 1 & 2	M-217-138 12-9-91
BILL OF STEEL	M-217-139 12-9-91

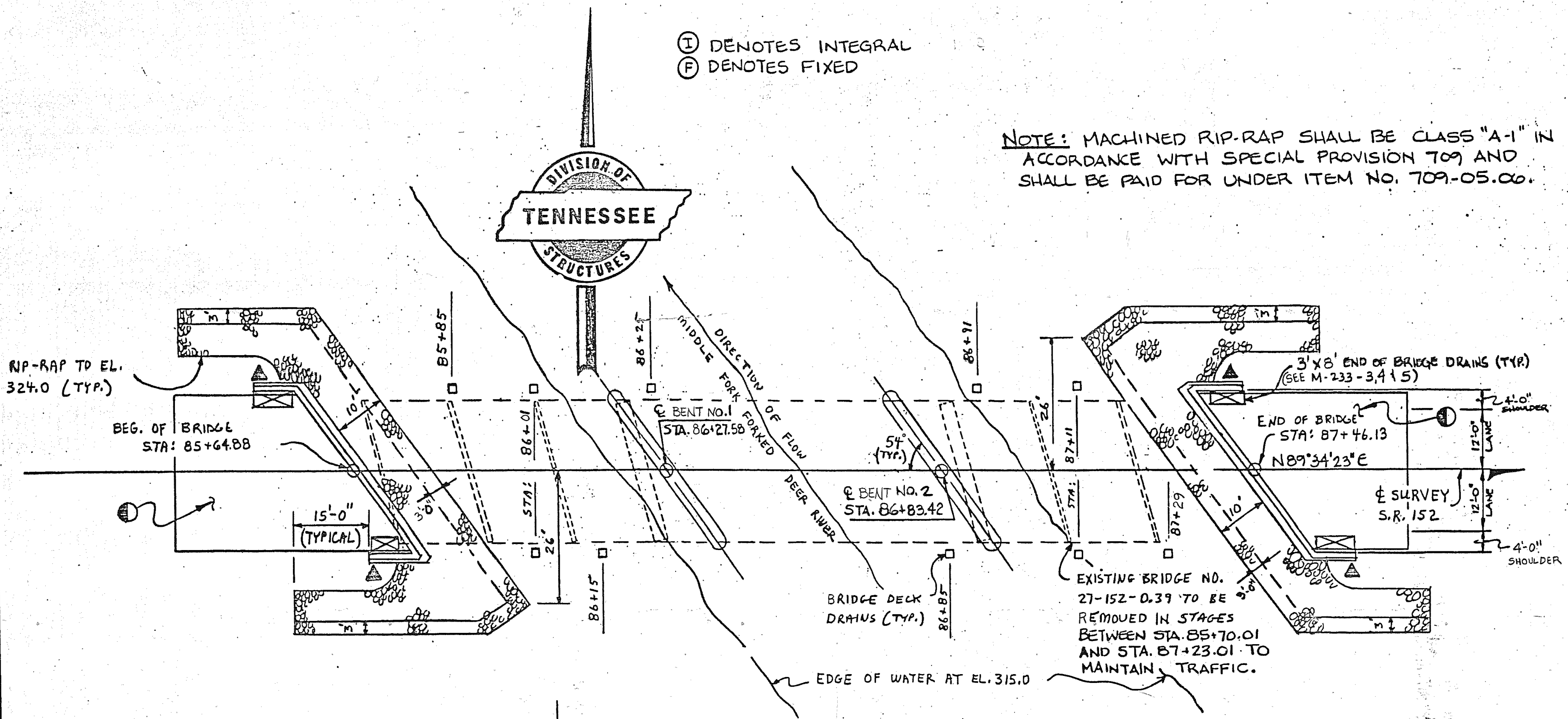
LIST OF STANDARD DWGS.

DWG. No.	LAST REV. DATE
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	H-80-14 8-27-90
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	H-85-150 2-8-91
STD. PILE DETAILS	M-174-150 11-27-90
STD. PILE DETAILS	M-174-150A 11-27-90
BRIDGE RAILING CONCRETE PARAPET	M-233-1 8-22-90
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	M-233-2 8-22-90
BRIDGE END DRAIN DETAILS	M-233-3 8-22-90
STANDARD SEISMIC DETAILS	M-246-70 12-12-90
STANDARD CONCRETE MEDIAN BARRIERS AND PARAPET DRAINS	M-28-1B 2-8-91

* DENOTES THESE DRAWINGS TO BE PRINTED WITH PLANS.

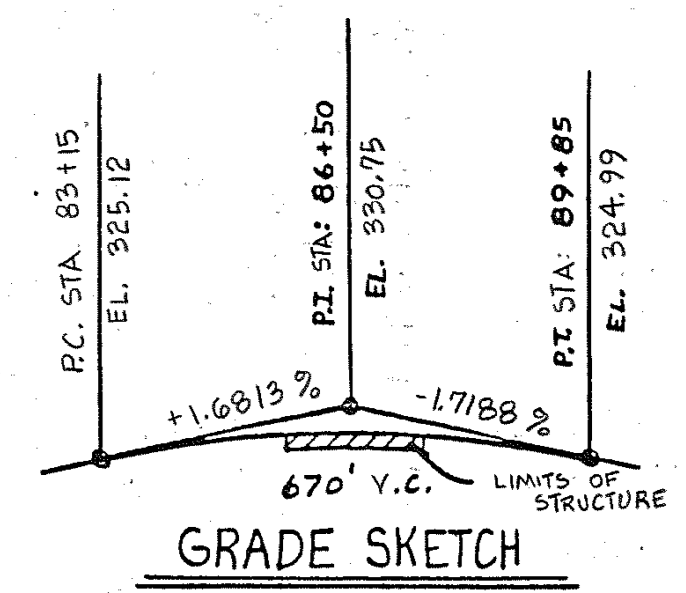
LIST OF SPECIAL PROVISIONS

No.	LAST REV. DATE
STRUCTURE EXCAVATION	204 2-18-91
APPROVAL OF SHOP DRAWINGS	105A 7-21-87
CONCRETE STRUCTURES	604 2-18-91
CONTRACTOR-MIX DESIGN AND TESTING STRUCTURAL CONCRETE	604CX 4-8-91
RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604P 5-14-90
PRECAST, PRESTRESSED CONCRETE BRIDGE MEMBERS	G15 12-11-89
MACHINED RIP-RAP	709 5-4-87
EPOXY COATED REINFORCING STEEL	907A 3-25-85



PLAN VIEW

⚠ DENOTES GUARDRAIL ATTACHMENT REQUIRED
Ⓢ DENOTES PAVEMENT AT BRIDGE ENDS. SEE STD. DWG. M-233-2 FOR DETAILS.



GRADE SKETCH

32'-0" ROADWAY WITH M-233-1 BRIDGE RAIL
DESIGN SPEED = 60 M.P.H.
ESTIMATED 2011 ADT = 2,300

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
LAYOUT OF BRIDGE
STATE ROUTE 152 OVER
MIDDLE FORK FORKED DEER RIVER
BRIDGE I.D. No. 27SR1520009
STATION 86+55.50
LOG MILE 0.39
GIBSON COUNTY
1991

CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

DESIGNED BY DAVID SELLERS 01-91
DRAWN BY JOHN PEARSE 02-91
SUPERVISED BY R. PARRISH / R. HARRISON 01-91 / 02-91
CHECKED BY D. SELLERS 03-91

M-217-128

PORTABLE MEDIAN BARRIER RAIL: 253 L.F. (INCLUDED IN ROADWAY ITEMS)

