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Anthony Lee Washington III
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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, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F – 2F5
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	4

YEAR	PROJECT NO.	SHEET NO.
2025	STP-REG4(239)	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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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

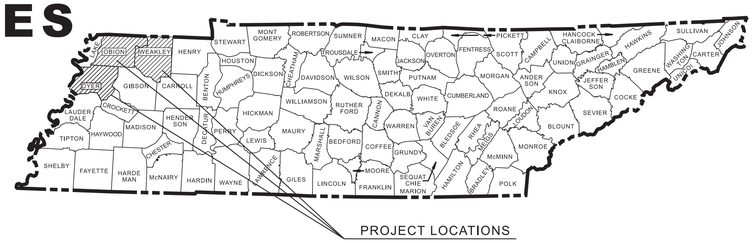
TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	STP-REG4(239)	
STATE PROJ. NO.	99BVAR-F3-021	

DYER/WEAKLEY/OBION COUNTIES

VARIOUS ROUTES IN DISTRICT 47
INTERSECTIONS AT I-155 AND SR-181, I-155 AND SR-182, I-155 AND SR-78,
I-155 AND SR-3, I-155 AND SR-20, SR-20 AND SR-211,
SR-3 AND SR-105, SR-3 AND SR-183, SR-20 AND SR-104

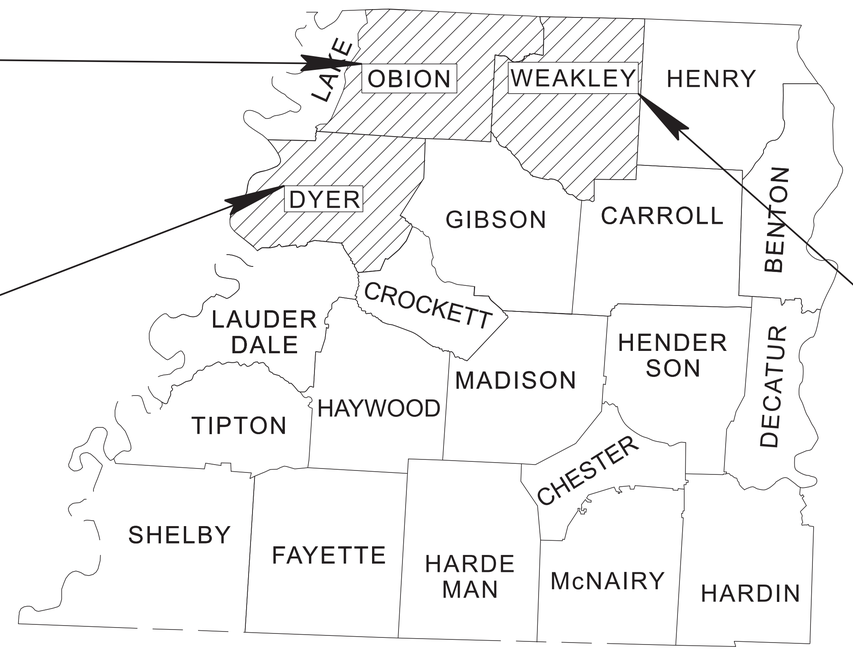
RESURFACE
FULL DEPTH PCC REPAIR, SAW CUT, JOINT SEAL,
CRACK SEAL, GUARDRAIL, & PAVEMENT MARKINGS

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



OBION COUNTY
ROUTE
SR3 TO SR183
SR22 TO SR431
SR22 TO SR3
SR22 TO SR214
SR3 TO SR214
SR22 TO TYSON DR
SR22 TO SHAFFNER RD

DYER COUNTY
ROUTE
I155 TO SR181 &182 (EXIT 2 & EXIT 7)
I155 TO SR78 (EXIT 13)
I155 / SR3 TO SR20
SR3/SR20 TO SR211
SR3 TO SR 105
SR20 TO SR104
SR20 TO SR210



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NO EXCLUSIONS

WEAKLEY COUNTY
ROUTE
SR22 TO SR431
SR22 TO INDUSTRIAL ACCESS RD
SR22 TO SR372
SR43 TO SR372
SR43 TO PAIR RD
SR22 TO SR43

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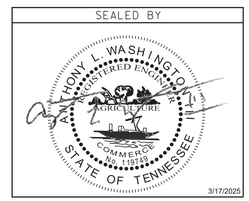

APPROVED: _____
WILL REID, CHIEF ENGINEER

DATE: _____

APPROVED: _____
HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____ _____
DIVISION ADMINISTRATOR DATE

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.

NOTE:
THE CONCRETE RAMP SPOT IMPROVEMENT WORK INCLUDES FULL DEPTH PPC PAVEMENT REPAIR, SEALING CRACKS, AND INSTALLING PAVEMENT MARKINGS. ALL REPAIR WORK SHALL BE COMPLETED WITHIN THE EXISTING ROW LIMITS.

TDOT PROJECT MANAGER : LYNN EVANS, 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. 98043-4175-04
PIN NO. 135928.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	1A

ROADWAY INDEX

NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.

THERE ARE NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS PLAN SET

THERE ARE NO UTILITY PLANS INCLUDED IN THIS PLAN SET

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-J-1	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-5	05-01-20	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	05-01-20	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-9	05-01-20	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	05-01-20	3/4" AND 1 3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	05-01-20	3/4" AND 1 3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	05-01-20	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	05-01-20	DOWEL ASSEMBLY DEVICES
RP-J-18	01-28-22	DOWEL ASSEMBLY DEVICES
RP-J-19	05-01-20	DOWEL ASSEMBLY DEVICES
RP-J-23	01-28-22	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-01-20	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR
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

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
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-60		FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-63	01-09-24	WORK ZONE IN THE VICINTIY OF AN ENTRANCE RAMP
T-WZ-64		WORK ZONE IN THE VICINITY OF AN EXIT RAMP
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD

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DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 99BVAR-F3-021
(1)	502-03.25	Full Depth Pcc Pavement Repair High Early	C.Y.	5828
(1)	502-04.01	Sawing Concrete Pavement (Full Depth)	L.F.	12835
(1)	502-04.02	Load Transfer Dowels	EACH	19894
(1)	502-04.03	Transverse Tie-Bars	EACH	560
(1)	502-08.07	Sealing Random Cracks (Silicone Sealant)	L.F.	6620
(1)	502-08.10	Sawing & Resealing Joints (Silicone Sealant)	L.F.	21315
(1)(2)	503-01	Grinding Concrete Pavement	S.Y.	25282
(3)	705-02.10	Guardrail Transition 27In To 31In	EACH	6
(3)	705-06.20	Tangent Energy Absorbing Term Mash TI-3	EACH	16
(3)	706-01	Guardrail Removed	L.F.	800
(4)	712-01	Traffic Control	LS	1
	716-01.23	Snowplowable Raised Pavement Markers (Bi-Dir)(2 Color)	EACH	12
(5)	716-01.30	Removal Of Snowplowable Reflective Marker	EACH	12
(6)(7)	716-02.05	Plastic Pavement Marking (Stop Line)	L.F.	1143
(6)(7)	716-04.06	Plastic Pavement Marking (Wrong Way Arrow)	EACH	36
(6)(7)	716-04.12	Plastic Pavement Marking (Yield Line)	S.F.	205
(7)(8)	716-12.02	Enhanced FlatlineThermoPvmt Mrkng (6In Line)	L.M.	48.3
	717-01	Mobilization	LS	1

FOOTNOTES

(1) SEE CONCRETE REPAIR TABULATION BLOCK ON SHEET 2F4.

(2) DO NOT REPLACE OR GRIND TRAFFIC SIGNAL LOOPS IN CONCRETE ON SR-22 TO SR-214 RAMP IN OBION COUNTY

(3) SEE GUARDRAIL TABULATION BLOCK ON SHEET 2F5.

(4) THIS ITEM NUMBER TO INCLUDE ALL TRAFFIC CONTROL MEASURES NECESSARY TO COMPLETE THE WORK, INCLUDING RAMP REPAIR WORK. THIS ITEM NUMBER WILL INCLUDE WARNING LIGHTS TYPE A, WARNING LIGHTS TYPE C, DRUMS, TYPE III BARRI-CADES WITH ROAD CLOSURE SIGNS, MESSAGE BOARDS, CONSTRUCTION SIGNS, ETC. ALL WORK ZONES SHALL COMPLY WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

(5) THE CONTRACTOR SHOULD REMOVE SPM BY A METHOD THAT DOES NOT DAMAGE THE EXISTING PORTLAND CEMENT CONCRETE. IF DAMAGE TO THE EXISTING CONCRETE OCCURS DURING REMOVAL, THE CONTRACTORSHALL PATCH THE DAMAGE, AT THEIR OWN EXPENSE.

(6) 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.

(7) ITEM TO BE USED AS PERMANENT MARKING ONLY.

(8) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION

THERE ARE NO PROJECT COMMITMENTS ON THIS PROJECT

THERE IS NO BRIDGE WORK WITHIN THE PROJECT LIMITS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

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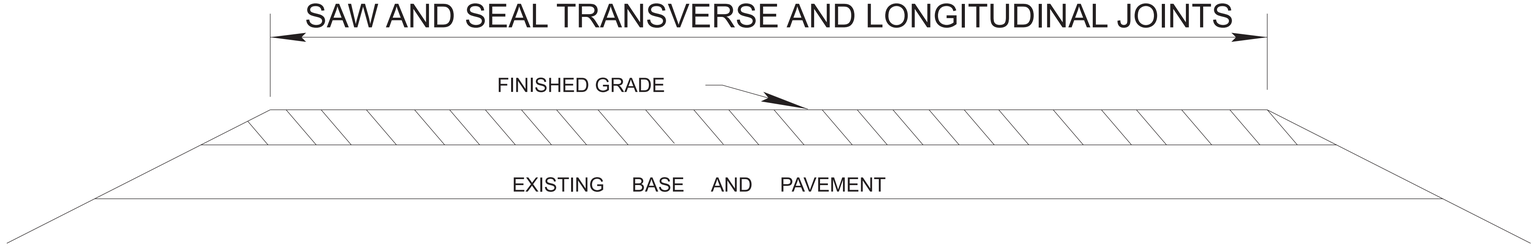
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2B

SAW AND SEAL TRANSVERSE AND LONGITUDINAL JOINTS



SEE SHEETS 2F, 2F1, 2F2, AND 2F3 FOR LOCATIONS AND WIDTHS

PROPOSED PAVEMENT SCHEDULE	
502-03.25	FULL DEPTH PCC PAVEMENT REPAIR HIGH EARLY
502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)
502-04.02	LOAD TRANSFER DOWELS
502-04.03	TRANSVERSE TIE-BARS
502-08.07	SEALING RANDOM CRACKS (SILICONE SEALANT)
502-08.10	SAWING & RESEALING JOINTS (SILICONE SEALANT)
503-01	GRINDING CONCRETE PAVEMENT

USE AS DIRECTED BY THE TDOT CONSTRUCTION ENGINEER

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	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

(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

FINAL PAVEMENT MARKING

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

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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2D

SPECIAL NOTES

PAVEMENT MARKING

(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.

MISCELLANEOUS

(1) 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.

SIGNS

(2) IIF THE CONTRACTOR ELECTS TO UTIIZE SIGNPOST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

PROJECT NOTES

THIS IS A SAW AND SEAL JOINTS PROJECT WHICH INCLUDES FULL DEPTH CONCRETE REPAIR, PAVEMENT MARKINGS, GUARDRAIL INSTALLATION, AND TEMPORARY TRAFFIC CONTROL, THERE IS NO UTILITY WORK WITHIN THE LIMITS OF THE PROJECT. WORK ZONE CONFIGURATION FOR RAMP REPAIR WORK TO BE DETERMINED BY THE TDOT DISTRICT RESIDENT ENGINEER.

1) RAMP REPAIR WORK MAY OCCUR WITH DRUMS USING HALF LANE CLOSURE IF APPLICABLE TRAVEL LANE WIDTHS CAN BE MAINTAINED. APPLICABLE MINIMUM RAMP LANE WIDTH SHALL BE VERIFIED BY THE TDOT DISTRICT RESIDENT ENGINEER.

2) DUE TO THE NATURE OF THE WORK, SOME RAMP CLOSURES MAY BE NECESSARY.
   a) IF A RAMP CLOSURE IS NECESSARY, ONLY ONE OFF-RAMP AND ONE ON-RAMP PER INTERCHANGE MAY BE CLOSED AT THE SAME TIME.

   b) TO DIMINISH OVERALL TRAFFIC IMPACT, IF A RAMP CLOSURE IS NECESSARY, THEN ANY NEIGHBORING INTERCHANGE RAMPS ALONG THE FREEWAY SHALL NOT BE CLOSED AT THE SAME TIME. SUCH THAT A DRIVER MAY USE THESE NEIGHBORING INTERCHANGES TO FIND AN EXPEDIENT ALTERNATIVE ROUTE.

   c) IF A CLOSURE IS BEING USED ON A RAMP THAT EXCEEDS A 24-HOUR PERIOD, A DETOUR ROUTE SHALL BE SET UP WITH APPROPRIATE SIGNAGE/MESSAGE BOARDS. THE CONTRACTOR SHALL WORK WITH THE TDOT DISTRICT RESIDENT ENGINEER TO DETERMINE THE DETOUR ROUTE.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.

(2) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.

(3) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISIOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

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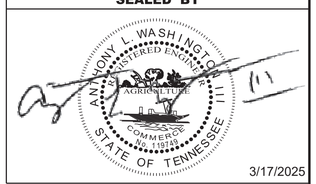

3/17/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

(9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

(12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

(15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE 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 SAW AND SEAL JOINTS, FULL DEPTH CONCRETE REPAIR, PAVEMENT MARKINGS, GUARDRAIL, 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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2E1

ENVIRONMENTAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

(44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.

(45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

(46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

(50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

(52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2F

WEAKLEY COUNTY RAMP REPAIR

WEAKLEY COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (L.M. 19.141) TO SR-431 (OLD SR-22)(L.M. 0.136) / MAIN ST. (L.M.0.17)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 EB OFF RAMP TO SR-431	36.32972	-88.80444	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-431	36.32750	-88.80417	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO SR-431	36.32278	-88.80444	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO SR-431	36.32306	-88.80417	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO SR-431	36.32389	-88.80361	15	24	0.75	1	10.00
SR-22 EB OVERPASS TO SR-22 EB	36.32500	-88.80333	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-431	36.32556	-88.80472	15	24	0.75	1	10.00
SR-431 TO SR-43 SB ON RAMP	36.32528	-88.80444	15	24	0.75	1	10.00
SR-431 TO SR-43 SB ON RAMP	36.32500	-88.80472	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-431	36.32556	-88.80444	15	24	0.75	2	20.00
SUBTOTAL							**110.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY CRACK SEAL
SR-22 (L.M. 19.141) TO SR-431 (OLD SR-22)(L.M. 0.136) / MAIN ST. (L.M.0.17)

SR22 SB OFF RAMP TO SR431	36.33028	-88.80444	240
SR22 SB OFF RAMP TO SR431	36.32556	-88.80472	144
SR22 SB OFF RAMP TO SR431	36.32750	-88.80417	144
SUBTOTAL			**528.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY FULL-DEPTH CONCRETE REPAIR
SR-43 (US 45E) (L.M. 14.60) TO SR 216 (SKYHAWK PKWY) (L.M. 6.397) / ELM ST. (L.M. 0.004)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84222	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84278	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84306	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84333	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84361	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84417	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31583	-88.84444	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31611	-88.84500	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31611	-88.84528	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31694	-88.84667	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31722	-88.84694	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31736	-88.84694	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31722	-88.84722	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31722	-88.84750	15	12	0.75	1	5.00
SR-43 WB OFF RAMP TO ELM ST	36.31722	-88.84778	15	12	0.75	1	5.00
SR-43 WB OFF RAMP TO ELM ST	36.31722	-88.84806	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO ELM ST	36.31722	-88.84833	15	24	0.75	1	10.00
SR-372 TO SR-216 WB ON RAMP	36.31694	-88.84944	15	24	0.75	1	10.00
SR-372 TO SR-216 WB ON RAMP	36.31528	-88.85139	15	24	0.75	1	10.00
SR-372 TO SR-216 WB ON RAMP	36.31528	-88.85167	15	24	0.75	1	10.00
SR-372 TO SR-216 WB ON RAMP	36.31528	-88.85194	15	24	0.75	1	10.00
SR-372 TO SR-216 WB ON RAMP	36.31528	-88.85222	15	24	0.75	1	10.00
SR-372 TO SR-216 WB ON RAMP	36.31528	-88.85333	10	12	0.75	2	6.67
SR-216 EB OFF RAMP TO SR-43 SB	36.31500	-88.85389	5	12	0.75	4	6.67
SR-216 EB OFF RAMP TO SR-43 SB	36.31500	-88.85306	15	12	0.75	1	5.00
SR-216 EB OFF RAMP TO SR-43 SB	36.31472	-88.85278	15	24	0.75	1	10.00
SR-216 EB OFF RAMP TO SR-43 SB	36.31472	-88.85111	15	24	0.75	1	10.00
SR-216 EB OFF RAMP TO SR-43 SB	36.31444	-88.85083	15	24	0.75	1	10.00
SR-216 EB OFF RAMP TO SR-43 SB	36.31444	-88.85056	15	24	0.75	1	10.00
SR-216 EB OFF RAMP TO SR-43 SB	36.31361	-88.84972	15	24	0.75	1	10.00
SR-216 EB OFF RAMP TO SR-43 SB	36.31361	-88.84944	15	24	0.75	1	10.00
SR43 SB ON RAMP TO SR-216 EB	36.31333	-88.84861	15	24	0.75	1	10.00
SR43 SB ON RAMP TO SR-216 EB	36.31361	-88.84833	15	24	0.75	1	10.00
SR43 SB ON RAMP TO SR-216 EB	36.31333	-88.84722	15	24	0.75	1	10.00
SR43 SB ON RAMP TO SR-216 EB	36.31347	-88.84722	15	24	0.75	1	10.00
SR43 SB ON RAMP TO SR-216 EB	36.31528	-88.84472	15	24	0.75	1	10.00
SR-43 NB ON RAMP TO SR-43 EB	36.31556	-88.84278	15	24	0.75	1	10.00
SR-43 NB ON RAMP TO SR-43 EB	36.31583	-88.84000	15	24	0.75	1	10.00
SUBTOTAL							**358.33**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (US 45E) (L.M. 23.402) TO SR-372 (US 45E BUS.) (L.M. 3.935) / NORTH LINDELL ST (L.M. 3.885)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-372 NB TO SR-22 EB	36.37028	-88.84889	15	24	0.75	1	10.00
SR-372 NB TO SR-22 EB	36.37000	-88.84444	15	24	0.75	1	10.00
SUBTOTAL							**20.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY CRACK SEAL
SR-22 (US 45E) (L.M. 23.402) TO SR-372 (US 45E BUS.) (L.M. 3.935) / NORTH LINDELL ST (L.M. 3.885)

SR22 EB OFF RAMP TO SR372	36.36972	-88.85139	225
SR372 TO SR22 EB ON RAMP	36.37028	-88.84528	180
SR372 TO SR22 EB ON RAMP	36.36944	-88.84361	150
SR372 TO SR22 WB ON RAMP	36.36944	-88.85778	336
SUBTOTAL			**891.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (US 45E) (L.M. 20.657) TO INDUSTRIAL PARK ROAD (L.M. 0.843)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34694	-88.82000	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34667	-88.82000	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34639	-88.81972	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34639	-88.81944	15	24	0.75	1	10.00
INDUSTRIAL PARK ROAD TO SR-22 EB ON RAMP	36.33972	-88.81250	15	24	0.75	1	10.00
SR-22 WB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34167	-88.81417	15	24	0.75	1	10.00
INDUSTRIAL PARK ROAD TO SR-22 WB ON RAMP	36.34528	-88.81611	15	24	0.75	1	10.00
INDUSTRIAL PARK ROAD TO SR-22 WB ON RAMP	36.34694	-88.81944	15	24	0.75	1	10.00
INDUSTRIAL PARK ROAD TO SR-22 WB ON RAMP	36.34778	-88.82028	15	24	0.75	1	10.00
INDUSTRIAL PARK ROAD TO SR-22 WB ON RAMP	36.34806	-88.82056	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34611	-88.81944	15	24	0.75	2	20.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34361	-88.81806	15	24	0.75	2	20.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34694	-88.82014	15	24	0.75	3	30.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34667	-88.81972	15	24	0.75	3	30.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34361	-88.81806	15	24	0.75	3	30.00
INDUSTRIAL PARK ROAD TO SR-22 EB ON RAMP	36.34306	-88.81750	15	24	0.75	3	30.00
INDUSTRIAL PARK ROAD TO SR-22 EB ON RAMP	36.34278	-88.81750	15	24	0.75	3	30.00
INDUSTRIAL PARK ROAD TO SR-22 EB ON RAMP	36.34139	-88.81417	15	24	0.75	3	30.00
SR-22 EB OFF RAMP TO INDUSTRIAL PARK ROAD	36.34306	-88.81806	15	24	0.75	8	80.00
SUBTOTAL							**400.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY CRACK SEAL
SR-22 (US 45E) (L.M. 20.657) TO INDUSTRIAL PARK ROAD (L.M. 0.843)

SR22 EB OFF RAMP TO INDUSTRIAL PARK RD.	36.34694	-88.82028	70
SR22 EB OFF RAMP TO INDUSTRIAL PARK RD.	36.34278	-88.81806	336
SR22 WB OFF RAMP TO INDUSTRIAL PARK RD.	36.34500	-88.81556	480
SUBTOTAL			**886.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY FULL-DEPTH CONCRETE REPAIR
SR-43 (US 45E) (L.M. 15.962) TO PAIR RD (L.M. 2.154)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-43 EB OFF RAMP AT PAIR RD	36.31639	-88.82556	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31639	-88.82533	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31639	-88.82528	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31639	-88.82472	15	24	0.75	3	30.00
SR-43 EB OFF RAMP AT PAIR RD	36.31639	-88.82422	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31639	-88.82417	15	24	0.75	5	50.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.84528	15	24	0.75	4	40.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82972	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82894	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82889	15	24	0.75	3	30.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82861	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82806	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82792	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82778	15	24	0.75	2	20.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82764	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82750	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82722	15	24	0.75	1	10.00
SR-43 EB OFF RAMP AT PAIR RD	36.31667	-88.82667	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31667	-88.83056	15	24	0.75	4	40.00
SR-43 WB ON RAMP AT PAIR RD	36.31667	-88.83056	15	24	0.75	8	80.00
SR-43 WB ON RAMP AT PAIR RD	36.31694	-88.83028	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31694	-88.82833	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31722	-88.82750	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31722	-88.82667	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31722	-88.82611	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31722	-88.82083	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31722	-88.81889	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31750	-88.82556	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31750	-88.81861	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31750	-88.81806	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31750	-88.81778	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31750	-88.81722	15	24	0.75	1	10.00
SR-43 EB ON RAMP AT PAIR RD	36.31750	-88.81694	15	24	0.75	1	10.00
SR-43 WB ON RAMP AT PAIR RD	36.31778	-88.82500	15	24	0.75	1	10.00
SR-43 WB OFF RAMP AT PAIR RD	36.31778	-88.82333	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO PAIR RD	36.31778	-88.82111	15	24	0.75	1	10.00
SR-43 WB OFF RAMP TO PAIR RD	36.31778	-88.82056	15	6	0.75	1	2.50
SR-43 WB OFF RAMP TO PAIR RD	36.31778	-88.81833	12	6	0.75	1	2.00
SR-43 WB ON RAMP AT PAIR RD	36.31806	-88.82389	15	24	0.75	1	10.00
SUBTOTAL							**594.50**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY CO. FULL-DEPTH CONCRETE REPAIR
SR-22 (L.M. 24.419) TO SR-43 (L.M. 17.74) / SKYHAWK PKWY (L.M. 2.856)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 EB OFF RAMP TO SR-43	36.36472	-88.87194	15	12	0.75	1	5.00
SR-22 EB OFF RAMP TO SR-43	36.36472	-88.87278	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36472	-88.87299	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36472	-88.87250	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36472	-88.87250	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36500	-88.87194	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36500	-88.87167	15	24	0.75	2	20.00
SR-22 EB OFF RAMP TO SR-43	36.36500	-88.87083	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36542	-88.87056	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36542	-88.87000	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-43	36.36528	-88.86972	15	24	0.75	1	10.00
SR-43 ON RAMP TO SR-22 EB	36.36500	-88.86944	15	24	0.75	1	10.00
SR-43 ON RAMP TO SR-22 EB	36.36500	-88.86917	15	24	0.75	1	10.00
SR-43 ON RAMP TO SR-22 EB	36.36500	-88.86806	15	24	0.75	2	20.00
SR-22 WB OFF RAMP TO SR-43	36.36722	-88.86694	15	24	0.75	1	10.00
SR-22 WB OFF RAMP TO SR-43	36.36736	-88.86694	15	24	0.75	2	20.00
SR-22 WB OFF RAMP TO SR-43	36.36722	-88.86722	15	24	0.75	2	20.00
SR-22 WB OFF RAMP TO SR-43	36.36750	-88.86806	15	24	0.75	4	40.00
SR-22 WB OFF RAMP TO SR-43	36.36750	-88.86861	15	24	0.75	1	10.00
SR-43 ON RAMP TO SR-22 WB	36.36472	-88.87361	15	24	0.75	1	10.00
SUBTOTAL							**265.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY CO. CRACK SEAL
SR-22 (L.M. 24.419) TO SR-43 (L.M. 17.74) / SKYHAWK PKWY (L.M. 2.856)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36472	-88.87278	15
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36472	-88.87299	70
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36472	-88.87222	15
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36486	-88.87222	22
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36528	-88.87056	140
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36528	-88.87000	54
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36528	-88.86944	216
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36500	-88.86917	15
SR-22 EB OFF RAMP TO SR-43	36.36472	-88.87250	5
SR22 EB OFF RAMP TO SKYHAWK PKWY.	36.36500	-88.86917	25
SKYHAWK PKWY. TO SR22 EB ON RAMP	36.36500	-88.86833	60
SKYHAWK PKWY. TO SR22 EB ON RAMP	36.36500	-88.86806	90
SKYHAWK PKWY. TO SR22 EB ON RAMP	36.36694	-88.86528	540
SKYHAWK PKWY. TO SR22 EB ON RAMP	36.36750	-88.86389	168
SKYHAWK PKWY. TO SR22 EB ON RAMP	36.36778	-88.86278	60
SR22 WB OFF RAMP TO SR43	36.36736	-88.86722	480
SR22 WB OFF RAMP TO SR43	36.36472	-88.87389	624
SUBTOTAL			**2599.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

WEAKLEY COUNTY CRACK SEAL
SR-22 (L.M. 15.962) TO PAIR RD (L.M. 2.154)

PAIR RD. TO SR43 WB OFF RAMP	36.31667	-88.83056	288
SUBTOTAL			**288.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

SEALED BY

ANTHONY L WASHINGTON III
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3/17/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2F1

OBION COUNTY RAMP REPAIR

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (L.M. 5.47) TO SR-3 (US 51) (L.M. 22.795) / SECTION LINE RD. (0.550)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-3 EB OFF RAMP TO SR-22 EB	36.44389	-89.01667	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44361	-89.01611	15	24	0.75	4	40.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44306	-89.01528	15	24	0.75	4	40.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44278	-89.01492	15	24	0.75	2	20.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44278	-89.01469	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44222	-89.01389	15	24	0.75	2	20.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44194	-89.01361	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44194	-89.01306	15	24	0.75	3	30.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44167	-89.01278	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44139	-89.01222	15	24	0.75	3	30.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44167	-89.01250	15	24	0.75	3	30.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44167	-89.01236	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44167	-89.01229	15	24	0.75	4	40.00
SR-22 EB OFF RAMP TO SR-214	36.43833	-89.01333	15	24	0.75	3	30.00
SR-22 EB OFF RAMP TO SR-214	36.43861	-89.01361	15	24	0.75	3	30.00
SR-22 EB OFF RAMP TO SR-214	36.43861	-89.01353	15	24	0.75	3	30.00
SR-22 WB OFF RAMP TO SR-3 EB	36.44139	-89.01167	15	24	0.75	1	10.00
SR-22 OFF RAMP TO SR-3 WB	36.44500	-89.01444	15	24	0.75	1	10.00
SR-22 OFF RAMP TO SR-3 WB	36.44500	-89.01458	15	24	0.75	1	10.00
SR-22 OFF RAMP TO SR-3 WB	36.44500	-89.01472	15	24	0.75	1	10.00
SR-22 OFF RAMP TO SR-3 WB	36.44444	-89.01528	15	24	0.75	1	10.00
SR-22 OFF RAMP TO SR-3 WB	36.44417	-89.01611	15	24	0.75	1	10.00
SR-22 OFF RAMP TO SR-3 WB	36.44556	-89.01306	15	24	0.75	7	70.00
SR-22 OFF RAMP TO SR-3 WB	36.44528	-89.01361	15	24	0.75	2	20.00
SR-3 WB OFF RAMP TO SR-22 EB	36.44417	-89.01389	15	24	0.75	2	20.00
SR-3 WB OFF RAMP TO SR-22 EB	36.44417	-89.01410	15	24	0.75	1	10.00
SR-3 WB OFF RAMP TO SR-22 EB	36.44500	-89.01278	15	24	0.75	3	30.00
SR-3 WB OFF RAMP TO SR-22 EB	36.44472	-89.01250	15	24	0.75	2	20.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44222	-89.01333	15	36	0.75	1	15.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44333	-89.01583	15	24	0.75	5	50.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44306	-89.01525	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44306	-89.01492	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44278	-89.01486	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44361	-89.01639	15	24	0.75	2	20.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44306	-89.01500	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44278	-89.01472	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44250	-89.01417	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44361	-89.01639	15	24	0.75	2	20.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44306	-89.01500	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44278	-89.01472	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44250	-89.01417	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-22 EB	36.44167	-89.01243	15	24	0.75	1	10.00
SUBTOTAL							**775.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

OBION COUNTY CRACK SEAL
SR-22 (L.M. 5.47) TO SR-3 (US 51) (L.M. 22.795) / SECTION LINE RD. (0.550)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR3 EB OFF RAMP TO SR22	36.44306	-89.01497	72
SR3 EB OFF RAMP TO SR22	36.44278	-89.01464	39
SR3 EB OFF RAMP TO SR22	36.44222	-89.01361	48
SR3 EB OFF RAMP TO SR22	36.44194	-89.01333	72
SR3 EB OFF RAMP TO SR22	36.44139	-89.01250	96
SR22 TO SR3 WB ON RAMP	36.44556	-89.01333	60
SR22 WB OFF RAMP TO SR22 SB	36.44417	-89.01417	100
SUBTOTAL			**487.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (L.M. 1.754) TO SHAFFNER ROAD (L.M. 1.942)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 WB OFF RAMP TO SHAFFNER ROAD	36.40056	-88.97611	15	24	0.75	1	10.00
SUBTOTAL							**10.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 CONNECTOR (L.M. 0.413) to SR-431

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 EB OFF RAMP TO SR-431	36.40639	-88.99472	15	24	0.75	1	10.00
SUBTOTAL							**10.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

OBION COUNTY CRACK SEAL
SR-22 CONNECTOR (L.M. 0.413) to SR-431

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR22 WB OFF RAMP TO SR22 CONNECTOR	36.41028	-88.99250	30
SUBTOTAL			**30.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (L.M. 3.648) TO TYSON DRIVE (L.M. 0.792)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 OFF RAMP TO TYSON DRIVE	36.41944	-89.00306	15	24	0.75	1	10.00
SR-22 OFF RAMP TO TYSON DRIVE	36.42028	-89.00111	15	24	0.75	1	10.00
TYSON DRIVE ON RAMP TO SR-22	36.42167	-89.00250	15	24	0.75	1	10.00
TYSON DRIVE ON RAMP TO SR-22	36.42278	-89.00250	15	24	0.75	1	10.00
SUBTOTAL							**40.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

OBION COUNTY CRACK SEAL
SR-22 (L.M. 3.648) TO TYSON ROAD (L.M. 0792)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR22 NB OFF RAMP TO TYSON RD.	36.42000	-89.00139	45
TYSON RD. TO SR22 NB ON RAMP	36.42389	-89.00250	15
SUBTOTAL			**60.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-3 (US 51) (L.M. 3.96) TO SR-183 (W PALESTINE AVE) (L.M. 7.985)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-3 NB OFF RAMP TO SR-183	36.25972	-89.21639	15	24	0.75	1	10.00
SR-3 NB OFF RAMP TO SR-183	36.26194	-89.21472	15	24	0.75	1	10.00
SR-3 NB OFF RAMP TO SR-183	36.26201	-89.21472	15	24	0.75	1	10.00
SR-183 TO SR-3 SB ON RAMP	36.26201	-89.21750	15	24	0.75	1	10.00
SR-183 TO SR-3 SB ON RAMP	36.26167	-89.21750	15	12	0.75	1	5.00
SR-183 TO SR-3 SB ON RAMP	36.26174	-89.21750	15	12	0.75	1	5.00
SR-183 TO SR-3 SB ON RAMP	36.26000	-89.21722	15	12	0.75	6	30.00
SUBTOTAL							**80.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

OBION COUNTY SILICONE CRACK SEALING
SR-3 (US 51) (L.M. 3.96) TO SR-183 (W PALESTINE AVE) (L.M. 7.985)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR183 TO SR3 SB ON RAMP	36.26174	-89.21750	15
SUBTOTAL			**15.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated

OBION COUNTY CRACK SEAL
SR-3 (US 51) (L.M. 29.96) TO SR-214 (KEN-TENN HWY) (L.M. 7.896)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR3 WB OFF RAMP TO SR214	36.49556	-88.90611	200
SUBTOTAL			**200.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-3 (US 51) (L.M. 29.96) TO SR-214 (KEN-TENN HWY) (L.M. 7.896)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-3 WB OFF RAMP TO SR-214 WB	36.49583	-88.90667	15	24	0.75	1	10.00
SR-3 WB OFF RAMP TO SR-214 WB	36.49556	-88.90750	15	24	0.75	1	10.00
SR-3 WB OFF RAMP TO SR-214 WB	36.49556	-88.90778	15	24	0.75	3	30.00
SR-3 WB OFF RAMP TO SR-214 WB	36.44528	-89.01447	15	24	0.75	1	10.00
SR-3 WB OFF RAMP TO SR-214 WB	36.44500	-89.01458	15	24	0.75	3	30.00
SUBTOTAL							**90.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

OBION COUNTY FULL-DEPTH CONCRETE REPAIR
SR-22 (L.M. 5.188) to SR-214 (L.M. 0.81) / SR-184 (KEN-TENN HWY) (NAILING DR) (L.M. 11.554)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-22 EB OFF RAMP TO SR-214	36.43833	-89.01333	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-214	36.43861	-89.01361	15	24	0.75	1	10.00
SR-22 EB OFF RAMP TO SR-214	36.43861	-89.01353	15	24	0.75	1	10.00
SUBTOTAL							**30.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

SEALED BY

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3/17/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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DYER COUNTY RAMP REPAIR (SHEET 1 OF 2)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2F2

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
I-155 (US 412) (L.M. 15.935) TO SR 3 (US 51/412) (L.M. 12.53)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-3 NB ON RAMP TO I-155 WB	36.07167	-89.34639	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07222	-89.34667	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07222	-89.34694	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07250	-89.34694	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07250	-89.34694	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-3 SB	36.07250	-89.34972	15	24	0.75	2	20.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34972	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34917	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07167	-89.34861	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34861	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34833	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34847	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34806	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34778	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34750	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07139	-89.34764	15	24	0.75	1	10.00
I-155 EB OFF RAMP TO SR-3 SB	36.07111	-89.34694	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07083	-89.34583	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07083	-89.34597	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07139	-89.34611	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07167	-89.34639	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07194	-89.34639	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07278	-89.34611	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07333	-89.34611	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07361	-89.34611	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07389	-89.34583	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 EB	36.07417	-89.34556	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07361	-89.34778	15	24	0.75	10	100.00
SR-3 NB ON RAMP TO I-155 WB	36.07444	-89.34889	15	24	0.75	7	70.00
SR-3 NB ON RAMP TO I-155 WB	36.07444	-89.34861	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07472	-89.34944	15	12	0.75	1	5.00
SR-3 NB ON RAMP TO I-155 WB	36.07444	-89.35000	15	36	0.75	1	15.00
SR-3 NB ON RAMP TO I-155 WB	36.07444	-89.35028	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-3 SB	36.07417	-89.35028	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07417	-89.35056	15	36	0.75	1	15.00
SR-3 NB ON RAMP TO I-155 WB	36.07417	-89.35069	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07389	-89.35083	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07361	-89.35083	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07361	-89.35097	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07333	-89.35104	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07333	-89.35104	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07333	-89.35104	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07278	-89.35083	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-3 SB	36.07278	-89.35056	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07222	-89.35083	15	36	0.75	1	15.00
SR-3 NB ON RAMP TO I-155 WB	36.07222	-89.35090	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07222	-89.35104	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07229	-89.35104	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07194	-89.35083	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07194	-89.35090	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07167	-89.35083	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07167	-89.35111	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07139	-89.35111	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07139	-89.35118	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07139	-89.35125	15	12	0.75	1	5.00
SR-3 NB ON RAMP TO I-155 WB	36.07111	-89.35111	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07083	-89.35139	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07083	-89.35146	15	24	0.75	1	10.00
SR-3 NB ON RAMP TO I-155 WB	36.07083	-89.35160	15	24	0.75	1	10.00
SUBTOTAL							**745.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
I-155 (US 412) (L.M. 13.042) TO SR-78 (LAKE RD) (L.M. 2.342)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
I-155 WB OFF RAMP TO SR-78	36.06889	-89.39194	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-78	36.06972	-89.39417	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-78	36.07028	-89.39500	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-78	36.07056	-89.39583	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-78	36.07056	-89.39611	15	24	0.75	1	10.00
I-155 WB OFF RAMP TO SR-78	36.07083	-89.39639	15	36	0.75	1	15.00
NB SR-78 ON RAMP TO I-155 EB	36.06750	-89.39556	15	24	0.75	1	10.00
NB SR-78 ON RAMP TO I-155 EB	36.06750	-89.39528	15	12	0.75	1	5.00
NB SR-78 ON RAMP TO I-155 EB	36.06778	-89.39444	15	12	0.75	1	5.00
NB SR-78 ON RAMP TO I-155 EB	36.06806	-89.39444	15	12	0.75	1	5.00
NB SR-78 ON RAMP TO I-155 EB	36.06806	-89.39417	15	12	0.75	1	5.00
NB SR-78 ON RAMP TO I-155 EB	36.06806	-89.39361	15	24	0.75	1	10.00
NB SR-78 ON RAMP TO I-155 EB	36.06833	-89.39250	15	24	0.75	1	10.00
NB SR-78 ON RAMP TO I-155 EB	36.06833	-89.39264	15	24	0.75	1	10.00
NB SR-78 ON RAMP TO I-155 EB	36.06944	-89.39917	15	24	0.75	1	10.00
NB SR-78 ON RAMP TO I-155 EB	36.06944	-89.39889	15	12	0.75	1	5.00
I-155 EB OFF RAMP TO SR-78	36.06778	-89.39861	15	12	0.75	1	5.00
I-155 EB OFF RAMP TO SR-78	36.06778	-89.39875	15	12	0.75	1	5.00
SUBTOTAL							**150.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
SR 3 (ST. JOHN AVE.) (US 51/412) (L.M. 11.99) / SR-20 (US 412) (L.M. 0.006) / SR 211 (ST. JOHN AVE.) (L.M. 3.99)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-20 SB OFF RAMP TO SR-211 EB	36.06528	-89.34333	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06417	-89.34361	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06431	-89.34389	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06438	-89.34417	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06456	-89.34419	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06500	-89.34444	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06521	-89.34444	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-211 EB	36.06528	-89.34450	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06458	-89.34528	10	80	0.75	1	22.22
SR-3 EB OFF RAMP TO SR-20 SB	36.06472	-89.34528	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06472	-89.34535	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06472	-89.34542	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06444	-89.34472	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06361	-89.34361	15	12	0.75	1	5.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06361	-89.34278	15	48	0.75	1	20.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06333	-89.34278	15	12	0.75	1	5.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06333	-89.34222	15	12	0.75	1	5.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06306	-89.34222	15	12	0.75	1	5.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06250	-89.34167	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06222	-89.34139	15	12	0.75	5	25.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06167	-89.34111	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06139	-89.34111	15	24	0.75	1	10.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06083	-89.34083	15	12	0.75	7	35.00
SR-3 EB OFF RAMP TO SR-20 SB	36.06056	-89.34028	15	12	0.75	7	35.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06167	-89.34056	4	12	0.75	8	10.67
SR-20 NB OFF RAMP TO SR-211 EB	36.06194	-89.34083	5	12	0.75	5	8.33
SR-20 NB OFF RAMP TO SR-211 EB	36.06250	-89.34111	15	36	0.75	1	15.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06278	-89.34111	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06278	-89.34125	15	12	0.75	5	25.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06306	-89.34111	15	12	0.75	6	30.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06361	-89.34139	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06389	-89.34167	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06389	-89.34139	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06417	-89.34139	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06528	-89.34111	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06556	-89.34111	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06569	-89.34111	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06583	-89.34111	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06625	-89.34111	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06639	-89.34139	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06667	-89.34139	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06694	-89.34167	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-211 EB	36.06694	-89.34167	15	24	0.75	1	10.00
SR-211 TO SR-3 NB ON RAMP	36.06667	-89.34194	15	24	0.75	1	10.00
SR-211 TO SR-3 NB ON RAMP	36.06667	-89.34167	15	12	0.75	1	5.00
SR-211 TO SR-3 NB ON RAMP	36.06639	-89.34167	15	36	0.75	1	15.00
SR-211 TO SR-3 NB ON RAMP	36.06583	-89.34139	20	24	0.75	1	13.33
SR-211 TO SR-3 NB ON RAMP	36.06597	-89.34139	15	12	0.75	1	5.00
SR-211 TO SR-3 NB ON RAMP	36.06556	-89.34278	6	40	0.75	1	6.67
SUBTOTAL							**761.22**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
I-155 (US 412) (L.M. 7.408) TO SR-182 (LENOX-NAUVOO RD.) (L.M. 2.816)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-182 ON RAMP TO I-155 EB	36.07417	-89.49722	15	12	0.75	1	5.00
SR-182 ON RAMP TO I-155 EB	36.07472	-89.49278	15	12	0.75	1	5.00
SUBTOTAL							**10.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
I-155 (US 412) (L.M. 2.286) TO SR-181 (GREAT RIVER RD.) (L.M. 15.008)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
I-155 WB OFF RAMP TO SR-181	36.09278	-89.58222	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09250	-89.58250	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09278	-89.58250	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09278	-89.58250	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09250	-89.58250	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09278	-89.58250	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09361	-89.58417	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09389	-89.58417	15	12	0.75	1	5.00
I-155 WB OFF RAMP TO SR-181	36.09389	-89.58444	15	12	0.75	1	5.00
I-155 EB OFF RAMP TO SR-181	36.09222	-89.58722	15	12	0.75	1	5.00
I-155 EB OFF RAMP TO SR-181	36.09222	-89.58694	15	12	0.75	1	5.00
SR-181 ON RAMP TO I-155 EB	36.09222	-89.58667	15	12	0.75	1	5.00
SR-181 ON RAMP TO I-155 EB	36.09222	-89.58639	15	12	0.75	1	5.00
SR-181 ON RAMP TO I-155 EB	36.09222	-89.58667	15	12	0.75	1	5.00
SUBTOTAL							**70.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY CRACK SEAL
SR 3 (ST. JOHN AVE.) (US 51/412) (L.M. 11.99) / SR-20 (US 412) (L.M. 0.006) / SR 211 (ST. JOHN AVE.) (L.M. 3.99)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR20 SB OFF RAMP TO SR211 EB	36.06417	-89.34361	15
SR-3 EB OFF RAMP TO SR-20 SB	36.06472	-89.34535	15
SR-3 EB OFF RAMP TO SR-20 SB	36.06333	-89.34278	15
SR-3 EB OFF RAMP TO SR-20 SB	36.06222	-89.34139	10
SR-20 NB OFF RAMP TO SR-211 EB	36.06250	-89.34111	10
SR-20 NB OFF RAMP TO SR-211 EB	36.06389	-89.34167	10
SR-20 NB OFF RAMP TO SR-211 EB	36.06639	-89.34139	10
SR-211 TO SR-3 NB ON RAMP	36.06639	-89.34167	10
SR-211 TO SR-3 NB ON RAMP	36.06597	-89.34139	10
SUBTOTAL			**105.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estmated locations are shown above in the table.

DYER COUNTY CRACK SEAL
I-155 (US 412) (15.935) TO SR 3 (US 51/412) (L.M. 12.53)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR3 NB ON RAMP TO I-155 WB	36.07250	-89.34694	10
I-155 EB OFF RAMP TO SR3 SB	36.07139	-89.34917	12
I-155 EB OFF RAMP TO SR3 SB	36.07139	-89.34833	24
I-155 EB OFF RAMP TO SR3 SB	36.07139	-89.34847	24
I-155 EB OFF RAMP TO SR3 SB	36.07139	-89.34806	24
SR-3 NB ON RAMP TO I-155 EB	36.07083	-89.34583	10
SR-3 NB ON RAMP TO I-155 EB	36.07139	-89.34611	10
SR3 NB ON RAMP TO I-155 WB	36.07361	-89.34778	10
I-155 WB OFF RAMP TO SR3 SB	36.07417	-89.35028	10
SR-3 NB ON RAMP TO I-155 WB	36.07167	-89.35111	15
SR-3 NB ON RAMP TO I-155 WB	36.07139	-89.35111	15
SUBTOTAL			**164.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY SILICONE CRACK SEALING
I-155 (US 412) (L.M. 13.042) TO SR-78 (LAKE RD) (L.M. 2.342)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
I-155 WB OFF RAMP TO SR78	36.07056	-89.39611	10
NB SR-78 ON RAMP TO I-155 EB	36.06833	-89.39250	4
NB SR-78 ON RAMP TO I-155 EB	36.06833	-89.39264	10
NB SR-78 ON RAMP TO I-155 EB	36.06944	-89.39917	10
SUBTOTAL			**34.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY CRACK SEAL
I-155 (US 412) (L.M. 2.286) TO SR-181 (GREAT RIVER RD.) (L.M. 15.008)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
I-155 WB OFF RAMP TO SR181	36.09278	-89.58222	15
I-155 WB OFF RAMP TO SR181	36.09250	-89.58250	20
I-155 WB OFF RAMP TO SR181	36.09389	-89.58417	10
I-155 EB OFF RAMP TO SR181	36.09222	-89.58694	15
SUBTOTAL			**60.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estmated locations are shown above in the table.

SEALED BY

3/17/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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DYER COUNTY RAMP REPAIR (SHEET 2 OF 2)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2F3

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
SR 20 (US 412) (L.M. 2.95) TO SR 104 (L.M. 19.397)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-20 SB OFF RAMP TO SR-104	36.02944	-89.34056	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-104	36.02917	-89.34056	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02931	-89.34056	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02896	-89.34056	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02889	-89.34056	15	24	0.75	3	30.00
SR-20 SB OFF RAMP TO SR-104	36.02861	-89.34056	15	24	0.75	1	10.00
SR-20 SB OFF RAMP TO SR-104	36.02861	-89.34056	15	24	0.75	2	20.00
SR-20 SB OFF RAMP TO SR-104	36.02833	-89.34056	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02861	-89.34083	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02805	-89.34056	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02778	-89.34083	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02750	-89.34083	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02757	-89.34083	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02639	-89.34139	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02611	-89.34139	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02583	-89.34139	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-104	36.02569	-89.34139	15	24	0.75	2	20.00
SR-20 SB OFF RAMP TO SR-104	36.02575	-89.34139	15	12	0.75	5	25.00
SR-20 SB OFF RAMP TO SR-104	36.02555	-89.34139	15	24	0.75	1	10.00
SR-104 TO SR-20 SB ON RAMP	36.02500	-89.34111	15	24	0.75	1	10.00
SR-104 TO SR-20 SB ON RAMP	36.02500	-89.34139	15	24	0.75	2	20.00
SR-104 TO SR-20 SB ON RAMP	36.02444	-89.34111	15	24	0.75	2	20.00
SR-104 TO SR-20 SB ON RAMP	36.02055	-89.34083	15	24	0.75	2	20.00
SR-20 NB OFF RAMP TO SR-104	36.02194	-89.34000	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-104	36.02222	-89.34000	15	24	0.75	1	10.00
SR-20 NB OFF RAMP TO SR-104	36.02250	-89.34000	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-104	36.02305	-89.33944	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-104	36.02313	-89.33944	15	12	0.75	1	5.00
SR-20 NB OFF RAMP TO SR-104	36.02472	-89.33889	15	24	0.75	2	20.00
SR-20 NB OFF RAMP TO SR-104	36.02528	-89.33889	15	12	0.75	3	15.00
SR-20 NB OFF RAMP TO SR-104	36.02535	-89.33889	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02556	-89.33917	15	24	0.75	4	40.00
SR-104 TO SR-20 NB ON RAMP	36.02583	-89.33889	15	24	0.75	1	10.00
SR-104 TO SR-20 NB ON RAMP	36.02590	-89.33889	15	24	0.75	1	10.00
SR-104 TO SR-20 NB ON RAMP	36.02597	-89.33889	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02611	-89.33917	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02667	-89.33917	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02694	-89.33917	15	24	0.75	1	10.00
SR-104 TO SR-20 NB ON RAMP	36.02722	-89.33944	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02729	-89.33944	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02778	-89.33972	15	12	0.75	1	5.00
SR-104 TO SR-20 NB ON RAMP	36.02889	-89.33972	15	24	0.75	2	20.00
SR-104 TO SR-20 NB ON RAMP	36.02944	-89.34000	15	24	0.75	1	10.00
SR-104 TO SR-20 NB ON RAMP	36.02951	-89.34000	15	24	0.75	2	20.00
SR-104 TO SR-20 NB ON RAMP	36.03000	-89.34000	15	24	0.75	4	40.00
SR-104 TO SR-20 NB ON RAMP	36.03083	-89.34000	15	12	0.75	3	15.00
SUBTOTAL							**545.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY CRACK SEAL
SR 20 (US 412) (L.M. 2.951) TO SR 104 (L.M. 19.397)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR20 SB OFF RAMP TO SR104	36.02889	-89.34056	10
SR20 SB OFF RAMP TO SR104	36.02583	-89.34139	15
SR104 TO SR20 NB ON RAMP	36.02667	-89.33917	15
SR104 TO SR20 NB ON RAMP	36.03000	-89.34000	10
SUBTOTAL			**50.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
SR 3 (US 51) (L.M. 24.678) / SR 105 / SR 3 (US 51) (L.M. 0.00) TO SHARPS FERRY RD. (L.M. 8.251)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-3 SB OFF RAMP TO SR-105	36.20861	-89.21222	15	12	0.75	1	5.00
SR-3 SB OFF RAMP TO SR-105	36.20778	-89.21306	15	12	0.75	1	5.00
SR-3 SB OFF RAMP TO SR-105	36.20750	-89.21306	15	12	0.75	1	5.00
SR-3 SB OFF RAMP TO SR-105	36.20694	-89.21333	15	12	0.75	1	5.00
SR-3 SB OFF RAMP TO SR-105	36.20688	-89.21333	15	12	0.75	1	5.00
SR-3 SB OFF RAMP TO SR-105	36.20667	-89.21333	15	12	0.75	1	5.00
SR-3 SB OFF RAMP TO SR-105	36.20639	-89.21333	15	12	0.75	1	5.00
SR-105 TO SR-3 SB ON RAMP	36.20611	-89.21361	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20611	-89.21364	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20611	-89.21365	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20611	-89.21339	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20583	-89.21333	15	12	0.75	5	25.00
SR-105 TO SR-3 SB ON RAMP	36.20583	-89.21333	15	12	0.75	4	20.00
SR-105 TO SR-3 SB ON RAMP	36.20556	-89.21329	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20528	-89.21333	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20500	-89.21306	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20472	-89.21306	15	24	0.75	1	10.00
SR-105 TO SR-3 SB ON RAMP	36.20444	-89.21313	15	12	0.75	1	5.00
SR-105 TO SR-3 SB ON RAMP	36.20361	-89.21278	15	12	0.75	1	5.00
SR-105 TO SR-3 SB ON RAMP	36.20333	-89.21250	15	12	0.75	1	5.00
SR-3 NB OFF RAMP TO SR-105	36.20528	-89.21028	15	24	0.75	1	10.00
SR-3 NB OFF RAMP TO SR-105	36.20583	-89.21000	15	24	0.75	1	10.00
SR-3 NB OFF RAMP TO SR-105	36.20611	-89.21028	15	24	0.75	1	10.00
SR-3 NB OFF RAMP TO SR-105	36.20611	-89.21042	15	24	0.75	1	10.00
SR-105 TO SR-3 NB ON RAMP	36.20694	-89.21014	15	24	0.75	1	10.00
SR-105 TO SR-3 NB ON RAMP	36.20694	-89.21000	15	24	0.75	1	10.00
SR-105 TO SR-3 NB ON RAMP	36.20889	-89.21083	15	12	0.75	3	15.00
SUBTOTAL							**250.00**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY CRACK SEAL
SR 3 (US 51) (L.M. 24.678) / SR 105 / SR 3 (US 51) (L.M. 0.00) TO SHARPS FERRY RD. (L.M. 8.251)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR-105 TO SR-3 SB ON RAMP	36.20583	-89.21333	10
SR-105 TO SR-3 SB ON RAMP	36.20500	-89.21306	10
SR-105 TO SR-3 SB ON RAMP	36.20472	-89.21306	20
SUBTOTAL			**40.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY FULL-DEPTH CONCRETE REPAIR
SR 20 (US 412) (L.M. 7.283) / SR 210 (OLD SR 20) (L.M. 6.71)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	NUMBER OF REPAIR SECTIONS	VOLUME (CY)
SR-20 SB OFF RAMP TO SR-210	35.96833	-89.33361	5	100	0.75	1	13.89
SR-20 SB OFF RAMP TO SR-210	35.96806	-89.33333	15	24	0.75	4	40.00
SR-20 SB OFF RAMP TO SR-210	35.96611	-89.33222	15	12	0.75	1	5.00
SR-20 SB OFF RAMP TO SR-210	35.96583	-89.33250	15	12	0.75	7	35.00
SR-20 SB OFF RAMP TO SR-210	35.96583	-89.33222	15	14	0.75	2	11.67
SR-20 SB OFF RAMP TO SR-210	35.96556	-89.33222	15	14	0.75	2	11.67
SR-210 ON RAMP TO SR-20 SB	35.96278	-89.32889	15	14	0.75	2	11.67
SR-210 ON RAMP TO SR-20 SB	35.96278	-89.32861	15	14	0.75	2	11.67
SR-210 ON RAMP TO SR-20 SB	35.96278	-89.32875	15	14	0.75	2	11.67
SR-210 ON RAMP TO SR-20 SB	35.96250	-89.32861	15	14	0.75	2	11.67
SR-210 ON RAMP TO SR-20 SB	35.96250	-89.32833	15	24	0.75	7	70.00
SR-210 ON RAMP TO SR-20 SB	35.96264	-89.32889	12	24	0.75	7	56.00
SR-210 ON RAMP TO SR-20 NB	35.96556	-89.32944	15	24	0.75	3	30.00
SR-210 ON RAMP TO SR-20 NB	35.96556	-89.32986	12	24	0.75	3	24.00
SR-210 ON RAMP TO SR-20 NB	35.96556	-89.32986	25	24	0.75	3	50.00
SR-210 ON RAMP TO SR-20 NB	35.96536	-89.32958	15	24	0.75	1	10.00
SR-210 ON RAMP TO SR-20 NB	35.96556	-89.32972	15	24	0.75	3	30.00
SR-210 ON RAMP TO SR-20 NB	35.96917	-89.33361	15	24	0.75	3	30.00
SR-210 ON RAMP TO SR-20 NB	35.96889	-89.33333	15	24	0.75	5	50.00
SUBTOTAL							**513.89**

NOTE: Final 502-03.25 full-depth repairs will be located by the TDOT Engineer. Estimated locations are shown above in the table.

DYER COUNTY CRACK SEAL
SR 20 (US 412) (L.M. 7.283) / SR 210 (OLD SR 20) (L.M. 6.71)

LOCATION	LATITUDE	LONGITUDE	LENGTH (FT)
SR20 SB OFF RAMP TO SR210	35.96583	-89.33222	15
SR210 TO SR20 NB ON RAMP	35.96889	-89.33333	168
SUBTOTAL			**183.00**

NOTE: Final 502-08.07 silicone crack seals will be located by the TDOT Engineer. Estimated locations are shown above in the table.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2F4

RAMP REPAIR TABULATION

COUNTY	LOCATION	CONCRETE REPAIR ITEMS							PAVEMENT MARKING		
		FULL DEPTH PCC PAVEMENT REPAIR	SAWING CONCRETE PAVEMENT	SEALING RANDOM CRACKS (SILICONE SEALANT)	SAWING & RESEALING JOINTS (SILICONE SEALANT)	LOAD TRANSFER DOWELS	TRANSVERSE TIE-BARS	GRINDING CONCRETE PAVEMENT	WRONG WAY ARROW	STOP LINE	YIELD LINE
	ORIGINAL	502-03.25	502-04.01	502-08.07	502-08.10	502-04.02	502-04.03	503-01	716-04.06	716-02.05	716-04.12
		(C.Y.)	(L.F.)			(EACH)		(S.Y.)	(EACH)	(L.F.)	(S.F.)
DYER	I-155 (US 412) (L.M. 2.286) TO SR-181 (GREAT RIVER RD.) (L.M. 15.008)	70.0	345.0	60.0	420.0	392.0	69.0	280.0	2	100.0	0.0
DYER	I-155 (US 412) (L.M. 7.408) TO SR-182 (LENOX-NAUVOO RD.) (L.M. 2.816)	10.0	30.0	0.0	60.0	56.0	0.0	40.0	0	0.0	0.0
DYER	I-155 (US 412) (L.M. 13.042) TO SR-78 (LAKE RD) (L.M. 2.342)	150.0	550.0	34.0	510.0	476.0	0.0	920.0	2	40.0	0.0
DYER	I-155 (US 412) (L.M. 15.935) TO SR 3 (US 51/412) (L.M. 12.53)	745.0	1740.0	164.0	2985.0	2786.0	0.0	3180.0	2	0.0	0.0
DYER	SR 3 (ST. JOHN AVE.) (US 51/412) (L.M. 11.99) / SR-20 (US 412) (L.M. 0.006) / SR 211 (ST. JOHN AVE.) (L.M. 3.99)	761.2	1428.0	105.0	2445.0	2282.0	270.0	3344.9	2	70.0	0.0
DYER	SR 3 (US 51) (L.M. 24.678) /SR 105/SR 3 (US 51) (L.M. 0.00) TO SHARPS FERRY RD. (L.M. 8.251)	250.0	810.0	40.0	840.0	784.0	0.0	1150.0	2	60.0	0.0
DYER	SR 20 (US 412) (L.M. 2.95) TO SR 104 (L.M. 19.397)	545.0	1380.0	50.0	2070.0	1932.0	0.0	2480.0	2	60.0	0.0
DYER	SR 20 (US 412) (L.M. 7.283) / SR 210 (OLD SR 20) (L.M. 6.71)	513.89	570.0	183.0	1575.0	1470.0	137.0	2355.6	2	60.0	0.0
DYER SUBTOTALS		**3045.1**	**6853.0**	**636.0**	**10905.0**	**10178.0**	**476.0**	**13750.4**	**14**	**390.0**	**0.0**
OBION	SR-3 (US 51) (L.M. 3.96) TO SR-183 (W PALESTINE AVE) (L.M. 7.985)	80.0	210.0	15.0	270.0	252.0	0.0	420.0	2	60.0	0.0
OBION	SR-22 CONNECTOR (L.M. 0.413) to SR-431	10.0	30.0	30.0	45.0	42.0	0.0	40.0	2	0.0	0.0
OBION	SR-22 (L.M. 5.47) to SR-3 (US 51) (L.M. 22.795) / SECTION LINE RD. (L.M. 0.550)	775.0	1155.0	487.0	2685.0	2506.0	15.0	3100.0	2	15.0	60.0
OBION	SR-22 (L.M. 5.188) to SR-214 (0.81)/SR-184 (KEN-TENN HWY) (NAILING DR) (L.M. 11.554)	30.0	90.0	0.0	135.0	126.0	69.0	120.0	0	103.0	0.0
OBION	SR-3 (US 51) (L.M. 29.96) TO SR-214 (KEN-TENN HWY) (L.M. 7.896)	90.0	150.0	200.0	315.0	294.0	0.0	360.0	2	85.0	15.0
OBION	SR-22 (L.M. 3.648) TO TYSON ROAD (L.M. 0.792)	40.0	120.0	60.0	180.0	168.0	0.0	160.0	2	90.0	0.0
OBION	SR-22 (L.M. 1.754) TO SHAFFNER ROAD (L.M. 1.942)	10.0	30.0	0.0	45.0	42.0	0.0	40.0	2	90.0	0.0
OBION SUBTOTALS		**1035.0**	**1785.0**	**792.0**	**3675.0**	**3430.0**	**84.0**	**4240.0**	**12**	**443.0**	**75.0**
WEAKLEY	SR-22 (L.M. 19.141) TO SR-431 (OLD SR-22)(L.M. 0.136) / MAIN ST. (L.M.0.17)	110.0	300.0	528.0	480.0	448.0	0.0	440.0	2	55.0	20.0
WEAKLEY	SR-22 (US 45E) (L.M. 20.657) TO INDUSTRIAL PARK ROAD (L.M. 0.843)	400.0	843.0	886.0	1350.0	1260.0	0.0	1600.0	2	30.0	40.0
WEAKLEY	SR-22 (US 45E) (L.M. 23.402) TO SR-372 (US 45E BUS.) (L.M. 3.935) / NORTH LINDELL ST (L.M. 3.885)	20.00	60.0	891.0	90.0	84.0	0.0	80.0	0	60.0	0.0
WEAKLEY	SR-43 (US 45E) (L.M. 14.60) TO SR 216 (SKYHAWK PKWY) (L.M. 6.397) / ELM ST. (L.M. 0.004)	358.33	1260.0	0.0	1485.0	1386.0	0.0	1433.3	2	15.0	70.0
WEAKLEY	SR-43 (US 45E) (L.M. 15.962) TO PAIR RD (L.M. 2.154)	594.50	1134.0	288.0	2250.0	2100.0	0.0	2678.0	2	90.0	0.0
WEAKLEY	SR-22 (L.M. 24.419) TO SR-43 (L.M. 17.74) / SKYHAWK PKWY (L.M. 2.856)	265.0	600.0	2599.0	1080.0	1008.0	0.0	1060.0	2	60.0	0.0
WEAKLEY SUBTOTALS		**1747.83**	**4197.00**	**5192.00**	**6735.00**	**6286.00**	**0.00**	**7291.33**	**10.00**	**310.00**	**130.00**
TOTALS		**5828**	**12835**	**6620**	**21315**	**19894**	**560**	**25282**	**36**	**1143**	**205**

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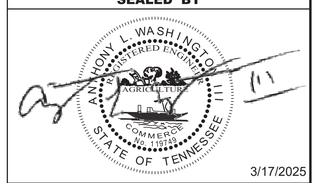

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	2F5

PROPOSED GUARDRAIL (RESURFACING)

COUNTY	LOCATION	SIDE		ROUTE	INTERCHANGE LOG MILE	GUARDRAIL		TERMINAL ANCHORS
						GUARDRAIL TRANSITION 27 IN TO 31 IN 705-02.10 (EACH)	GUARDRAIL REMOVED 706-01 (L.F.)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)
		LT	RT					
DYER	I-155 WB OFF RAMP TO SR3		x	I-155	I-55 (US 412) (L.M. 15.935) SR 3 (US 51/412) (L.M. 12.53)	1	50	1
DYER	SR3 SB OFF RAMP TO SHARPS FERRY RD.	x		SR-3	SR-3 (US 51) (L.M. 24.678) SHARPS FERRY RD. (L.M. 8.251)	1	50	1
OBION	SR22 SB OFF RAMP TO TYSON DRIVE		x	SR-22	SR-22 (L.M. 3.648) TYSON DRIVE (L.M. 0.792)	1	50	1
OBION	SR22 SB OFF RAMP TO TYSON DRIVE	x		SR-22	SR-22 (L.M. 3.648) TYSON DRIVE (L.M. 0.792)		50	1
OBION	SR214 EB TO SR22 NB ON RAMP		x	SR-214	SR-22 (L.M. 5.188) SR-214 (L.M. 0.81)		50	1
OBION	SR22 CONNECTOR EB TO SR22 NB ON RAMP	x		SR-22 Connector	SR-22 CONNECTOR (L.M. 0.413)	1	50	1
OBION	SR22 NB OFF RAMP TO SR22 CONNECTOR	x		SR-22 Connector	SR-22 CONNECTOR (L.M. 0.413)		50	1
OBION	SR3 NB OFF RAMP TO SR183		x	SR-3	SR-3 (US 51) (L.M. 3.96) SR-183 (W PALESTINE AVE) (L.M. 7.985)		50	1
OBION	SR3 SB OFF RAMP TO SR183	x		SR-3	SR-3 (US 51) (L.M. 3.96) SR-183 (W PALESTINE AVE) (L.M. 7.985)	1	50	1
OBION	SR22 EB OFF RAMP TO SHAFFNER RD.		x	SR-43	SR-22 (L.M. 1.754) SHAFFNER ROAD (L.M. 1.942)		50	1
WEAKLEY	SR372 TO SR22 EB ON RAMP		x	SR-22	SR-22 (US 45E) (L.M. 23.402) SR-372 (US 45E BUS.) (L.M.3.935)		50	1
WEAKLEY	SR22 SB OFF RAMP TO INDUSTRIAL PARK ROAD		x	SR-22	SR-22 (US45E) (L.M. 20.657) INDUSTRIAL PARK ROAD (L.M. 0.843)		50	1
WEAKLEY	INDUSTRIAL PARK DR. TO SR22 NB ON RAMP		x	SR-22	SR-22 (US45E) (L.M. 20.657) INDUSTRIAL PARK ROAD (L.M. 0.843)		50	1
WEAKLEY	SR43 WB OFF RAMP TO PAIR RD.	x		SR-43	SR-43 (US 45E) (L.M. 15.962) PAIR ROAD (L.M. 2.154)		50	1
WEAKLEY	SR43 NB OFF RAMP TO SR431		x	SR-43	SR-43 (L.M. 19.141) SR-431 (OLD SR-22) (L.M. 0.136)	1	50	1
WEAKLEY	SR43 WB OFF RAMP TO SR372		x	SR-43	SR-43 (US45E) (L.M. 14.60) SR 216 (SKYHAWK PKWY) (L.M. 6.397)		50	1
TOTALS						6	800	16

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TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	3

UTILITY NOTES

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

DYER COUNTY

COMMUNICATIONS

AT&T
315 E. COLLEGE STREET
JACKSON, TN 38301
901-488-2359
DANIEL R. POTTS
DP7607@ATT.COM

ELECTRIC

DYERSBURG ELECTRIC SYSTEM
211 EAST COURT ST.
DYERSBURG, TN 38024
731-287-4600
731-287-4625 (CELL)
JAKE WEATHERLY
JRWEATHERLY@DESPOWER.COM

WATER & SEWER

DYERSBURG WATER & SEWER
425 WEST COURT
DYERSBURG, TN 38024
731-288-2583
731-445-3921 (CELL)
MIKE MCCULLOCH
JMCCULLOCH@DYERSBURGTN.GOV

GAS

DYERSBURG GAS
425 WEST COURT
DYERSBURG, TN 38024
731-288-2591
MIKE HUNTER
MHUNTER@DYERSBURGTN.GOV

OBION COUNTY

COMMUNICATIONS

VERIZON / XO COMMUNICATIONS
5127 TRUSE ROAD
MEMPHIS, TN 38117
901-239-2912
ROBERT STAFFORD
ROBERT.STAFFORD@VERIZON.COM

ELECTIRC

GIBSON ELECTRIC MEMBERSHIP CORP.
1207 S. COLLEGE ST.
TERNTON, TN 38382
731-855-4740 EXT. 1315
MIKE DAVIS
MDAVIS@GIBSONEMC.COM

UNION CITY ELECTRIC SYSTEM
321 N DIVISION ST / P.P. BOX 369
UNION CITY, TN 38261
731-884-4940
731-592-1906
KYLE ROSS
KROSS@UNIONCITYENERGY.COM

GAS

ATMOS
3510 COLEMAN RD
PADUCAH, KY 42001
270-438-2873
TANNER WILKERSON
TANNER.WILKERSON@ATMOSENERGY.COM

WEAKLEY COUNTY

TELEPHONE

FRONTIER COMMUNICATIONS
2104 W EMORY
POWELL, TN 38849
865-947-8260
865-236-5083 (CELL)
JIM HEATHERLY
JAMES.HEATHERLY@FTR.COM

ELECTRIC

WEAKLEY COUNTY ELECTRIC
11181 HWY 22 / P.O. BOX 170
MARTIN, TN 38237
731-587-9521
HUNTER WOOD
HWOOD@WCMES.COM

FIBER OPTIC

WEST KENTUCKY & TEN TELECOM COOP
100 WK&T TECHNOLOGY DR
MAYFIELD, KY 42066
270-856-9994
270-970-0848 (CELL)
STACEY RILEY
SRILEY@MYWKT.COOP

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP-REG4(239)	4

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

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