

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

KNOX COUNTY

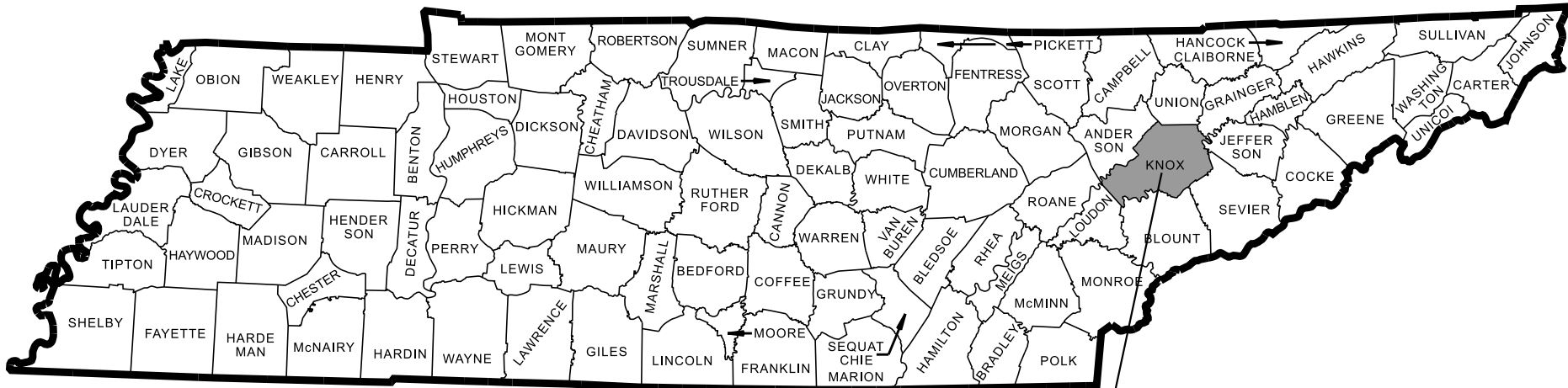
I-75:
BEGINNING OF THE I-40 EASTBOUND EXIT RAMP
TO BRIDGE OVER PAPERMILL DRIVE

RESURFACING
CONCRETE RAMP REHABILITATION, COLD PLANIING, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-75

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

TENN.	YEAR 2026	SHEET NO. 1
FED. AID PROJ. NO.	-	
STATE PROJ. NO.	471075-S3-003	



KNOX COUNTY I-75
NO BRIDGES WITHIN PROJECT LIMITS

NO EXCLUSIONS

END PROJECT NO. 471075-S3-003 RESURFACING
L.M. 0.30

BEGIN PROJECT NO. 471075-S3-003 RESURFACING
L.M. 0.00



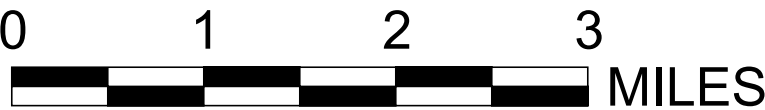
SPECIAL NOTES

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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

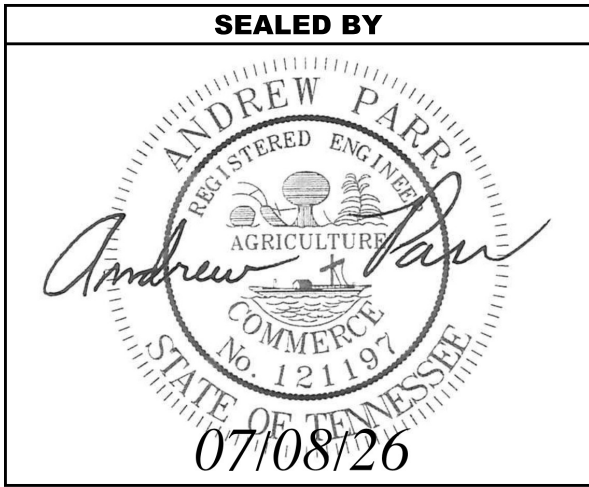
TDOT PROJECT MANAGER: ERIC WILSON, P.E.
DESIGN FIRM : ARCADIS US, INC.
DESIGNER : NOAH DAVIS, EIT CHECKED BY JOHN REHM, P.E.
P.E. NO. 98012-4199-04 (DESIGN)
PIN NO. 137370.00

SCALE: 1"= 5280'



PROJECT LENGTH 0.30 MILES
TOTAL LANE MILES RESURFACED 0.60 MILES

TRAFFIC DATA	
ADT (2026)	77248
POSTED SPEED	65 MPH



APPROVED: SHANE HESTER, P.E. CHIEF ENGINEER

DATE:

APPROVED: WILL REID, P.E. COMMISSIONER

RESURFACING INDEX OF SHEETS

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
EROSION PREVENTION AND SEDIMENT CONTROL NOTES	2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS.....	3
TRAFFIC CONTROL PLANS	T1 – T6G

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.
NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS PLAN SET.

STANDARD ROADWAY DRAWINGS

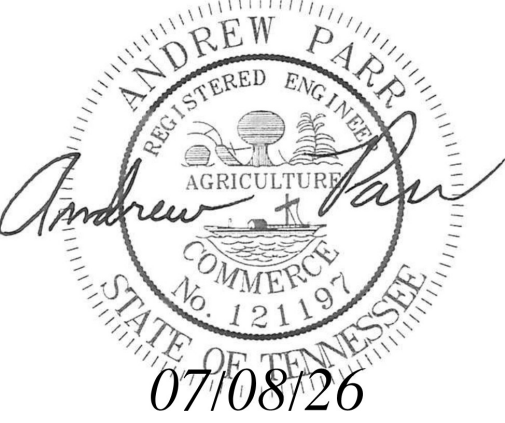
DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-J-1	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-9	05-01-20	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
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	DOWELL ASSEMBLY DEVICES
RP-J-23	01-28-22	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR DETAILS
SAFETY DESIGN AND GUARDRAILS		
S-CC-1	10-01-24	CRASH CUSHION

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	1A

SEALED BY



07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

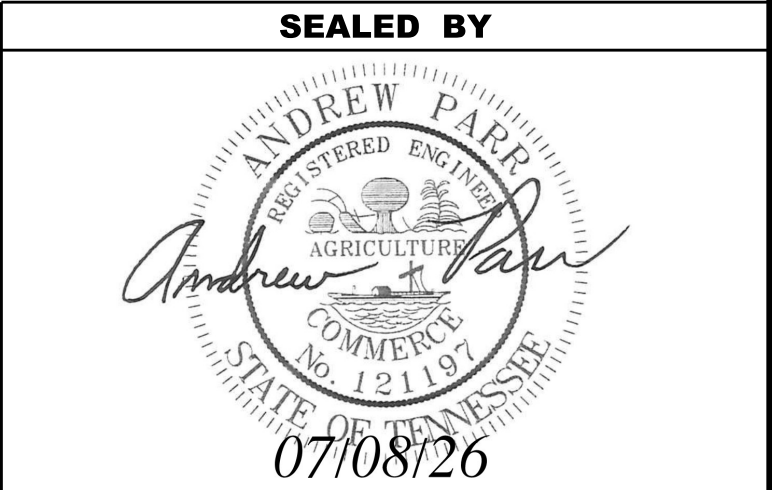
ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS, AND
STANDARD TRAFFIC
DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 471075-S3-003
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	1
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	411-03.10 ACS MIX(PG76-22) GRADING D	TON	164
	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	162
(2)(3)(4)(5)	502-03.25 FULL DEPTH PCC PAVEMENT REPAIR HIGH EARLY	C.Y.	130
(4)	502-04.01 SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	1114
(4)	502-04.02 LOAD TRANSFER DOWELS	EACH	402
(4)	502-04.03 TRANSVERSE TIE-BARS	EACH	242
(6)(7)	502-08.02 RESEALING JOINTS (SILICONE SEALANT)	L.F.	875
(6)(7)	502-08.03 SEALING SHOULDER JOINTS	L.F.	285
(6)	502-25 SAWING CONCRETE JOINTS	L.F.	120
(8)(9)	503-01 GRINDING CONCRETE PAVEMENT	S.Y.	4224
	712-01 TRAFFIC CONTROL	LS	1
(10)(11)	712-02.02 INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	3488
(10)(11)	712-02.36 REMOVE AND RELOCATE PORTABLE BARRIER RAIL	L.F.	3488
(11)(12)	712-02.60 TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
(10)	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	488
(10)(11)	712-04.50 Barrier Rail Delineator	EACH	31
(10)	712-05.01 WARNING LIGHTS (TYPE A)	EACH	244
(13)	712-06 SIGNS (CONSTRUCTION)	S.F.	1465
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(14)	716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	6281
(14)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2
(15)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
	717-01 MOBILIZATION	LS	1

FOOTNOTES	
(1)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, NOTE (6) FOR MORE INFORMATION.
(2)	INCLUDES ALL COST ASSOCIATED WITH REMOVAL AND PROPER DISPOSAL OF EXISTING CONCRETE PAVEMENT, PLACEMENT OF NEW PAVEMENT, AND SAWING NEW JOINTS. QUANTITY CALCULATED USING A 10" CONCRETE SLAB THICKNESS.
(4)	SEE SHEET 2F FOR CONCRETE SLAB REPAIR TABULATION.
(5)	NO ADDITIONAL BASE MATERIAL SHALL BE ADDED AND ALL LOOSE BASE MATERIAL NOT RECOMPACTABLE SHALL BE REMOVED PRIOR TO PLACEMENT OF THE NEW CONCRETE SLAB. THE CONCRETE SLAB SHALL BE PLACED TO THE FULL DEPTH OF THE MATERIAL REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ADDITIONAL CONCRETE REQUIRED TO BRING PROPOSED CONCRETE SLAB UP TO PROPOSED GRADE.
(6)	SEE SHEET 2F FOR TABULATION.
(7)	INCLUDES THE COST OF ALL CLEANING AND PREPARATION OF JOINTS PRIOR TO SEALANT APPLICATION
(8)	DEBRIS RESULTING FROM GRINDING SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY REMOVED FROM PROJECT SITE. ITEM INCLUDES ALL COST ASSOCIATED WITH REMOVAL AND PROPER DISPOSAL OF DEBRIS.
(9)	INCLUDES THE COST OF REMOVAL OF EXISTING AND TEMPORARY PAVEMENT MARKINGS WITHIN THE LIMITS OF APPLICATION.
(10)	QUANTITIES MAY BE INCREASED OR DECREASED BY THE TDOT OPERATIONS DISTRICT ENGINEER.
(11)	TO BE USED AT LANE CLOSURES FOR FULL DEPTH PCC REPAIR. SEE TRAFFIC CONTROL PLANS, T-SERIES SHEETS, FOR MORE INFORMATION.
(12)	THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(13)	SEE SHEET 2F FOR SIGN TABULATED QUANTITIES. THE CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER
(14)	TO BE USED FOR CONCRETE REPAIR AREAS ONLY. NO PAYMENT WILL BE MADE FOR TEMPORARY STRIPING ON FINAL GRIDED SURFACE DUE THE CONTRACTOR'S METHODS OF CONSTRUCTION.
(15)	THE CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

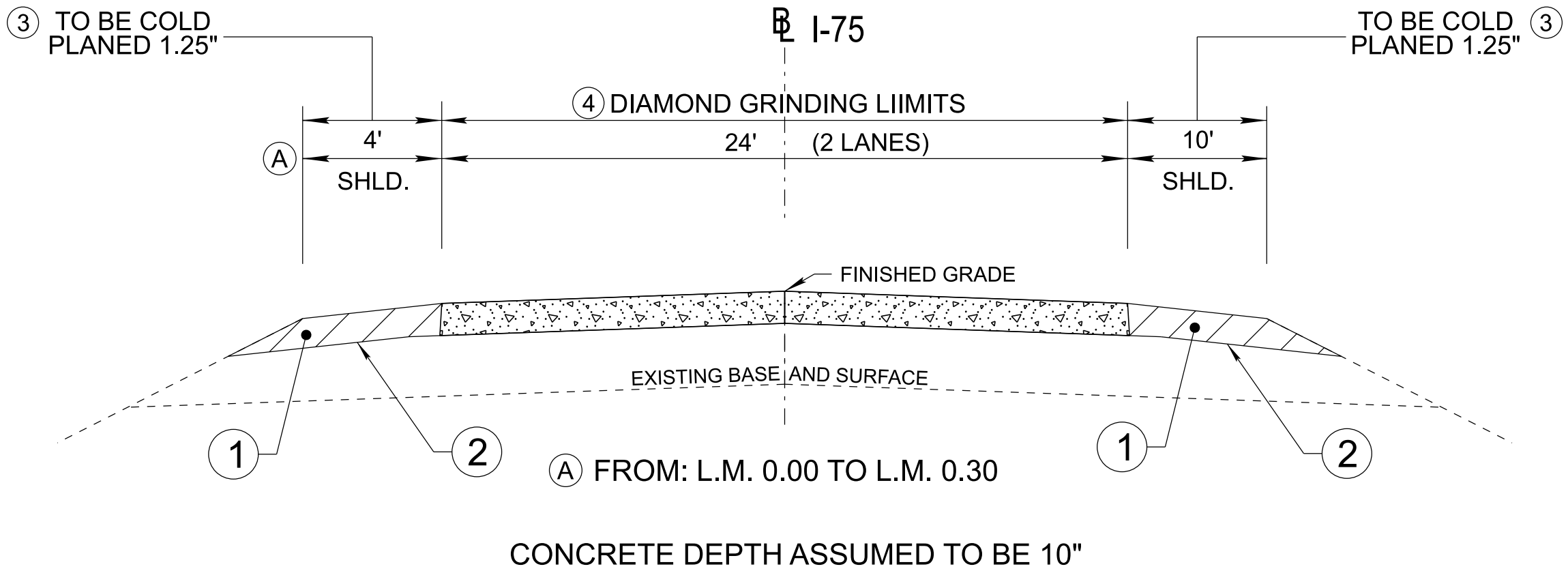
THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.
THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2B



PROPOSED PAVEMENT SCHEDULE	
① ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)	ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
② TACK COAT	ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING THE APPLICATION RATE IN THE FIELD
③ COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)	ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
④ CONCRETE GRINDING	ITEM 503-01 GRINDING CONCRETE PAVEMENT, S.Y.

SEALED BY

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

GENERAL NOTES

GRADING

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.

c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

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

SIGNING

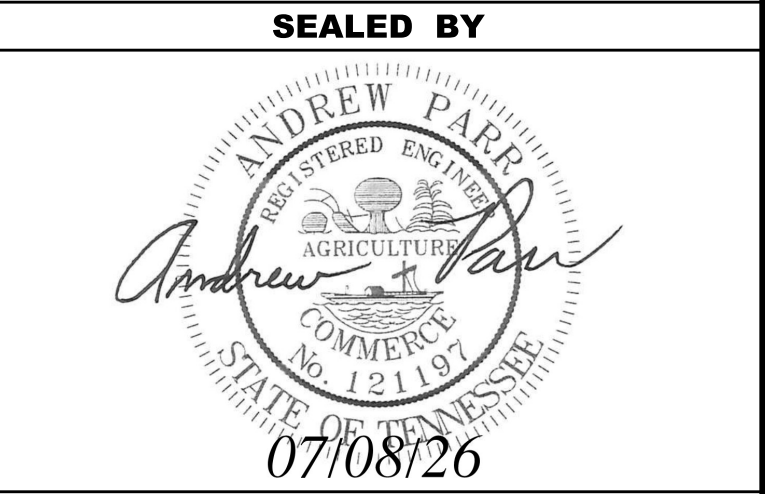
- (10) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

PAVEMENT

RESURFACING

- (1)

TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A.

THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B.

THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.

C.

THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

D.

RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

E.

ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (W8-15 AND W8-15P) PLACED IN ADVANCE OF ANY MILLED AREAS

F.

IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

G.

ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.
- (2)

THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A.

BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B.

ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C.

ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
- (3)

SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (11)

TEMPORARY RAMP CLOSURES FOR MAINLINE RESURFACING SHALL BE AS FOLLOW:

A.

RAMP CLOSURES SHOULD BE LIMITED TO NO MORE THAN 3 HOURS.

B.

ALL RAMP CLOSURE REQUESTS SHALL BE MADE AT LEAST 7 WORKING DAYS PRIOR TO THE ANTICIPATED DATE OF CLOSURE.

C.

RAMPS IN THE OPPOSITE DIRECTION OF THE CLOSURES CANNOT BE CLOSED AT SAME TIME AND NO SUBSEQUENT EXIT RAMPS SHALL BE CLOSED UNLESS IT IS LESS THAN 1 MILE FROM RAMP TO RAMP.

D.

RAMPS WITH HOSPITALS OR OTHER EMERGENCY/FIRE/POLICE FACILITIES SHALL BE PASSABLE FOR EMERGENCY VEHICLES WHEN CLOSED TO REGULAR VEHICLE TRAFFIC.

PAVEMENT MARKING

- (1)

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

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

SIGNS

- (1)

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (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 INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

JOINT SEALANTS

- (1)

THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.

LANE CLOSURE NOTES

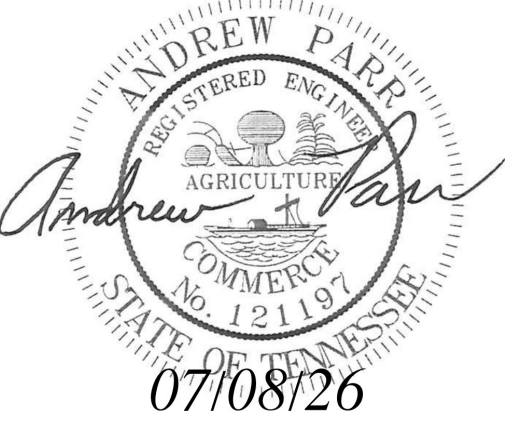
- (2)

ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NIGHT BETWEEN THE HOURS OF 7:00 P.M. AND 6:00 A.M. SUNDAY THROUGH THURSDAY AND 10:00 PM AND 8 AM FRIDAY THROUGH SATURDAY UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.
- (5)

NO LANE CLOSURES WILL BE ALLOWED ON SATURDAYS WHEN THE UNIVERSITY OF TENNESSEE PLAYS FOOTBALL IN KNOXVILLE UNLESS OTHERWISE APPROVED BY THE TDOT MANAGER AND THE REGIONAL TRAFFIC INCIDENT MANAGEMENT COORDINATOR.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2D

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

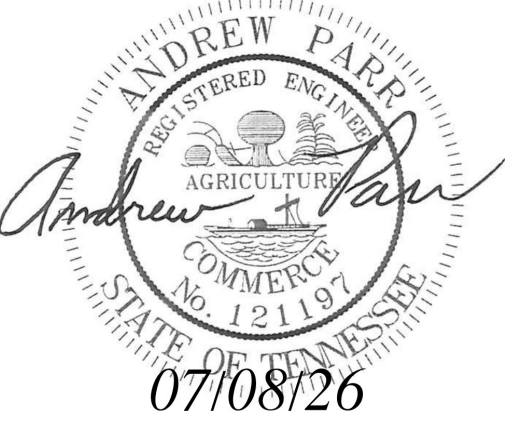
- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRECONSTRUCTION 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) CONCRETE RAMP REHABILITATION, COLD PLANING, AND PAVEMENT MARKINGS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2E

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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.

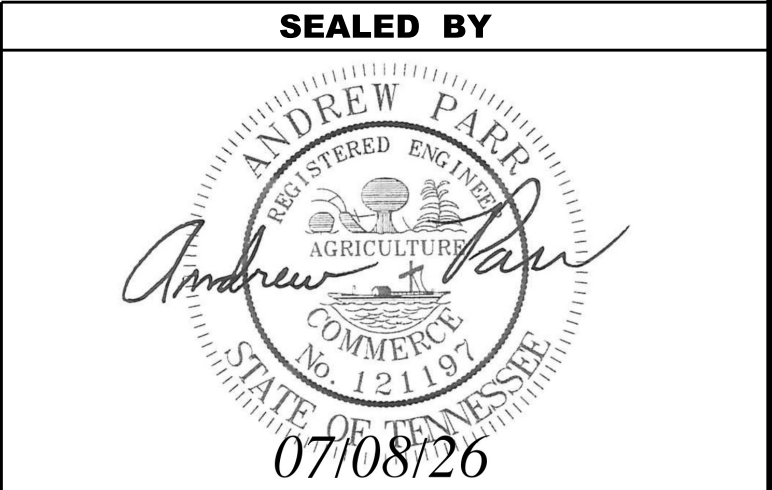
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT 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.

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 SUPERINTENDING HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2E1



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	2F

TRAFFIC CONTROL SIGN TABULATION												
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	NO. REQUIRED PHASE IV	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.
		L	X	W								
E5-1	EXIT	48"	X	24"	8	1	1			2	16.00	T-WZ-64
E5-2	EXIT OPEN	48"	X	24"	8	1	1			2	16.00	T-WZ-64
G20-1	ROAD WORK NEXT 1 MILE	48"	X	24"	8	2	2	2	2	8	64.00	T-WZ-10
G20-2	END ROAD WORK	48"	X	24"	8	2	2	2	2	8	64.00	T-WZ-10
TN-44	WORKER PRESENT WHEN FLASHING	48"	X	48"	16	2	2	2	2	8	128.00	T-WZ-11
W4-2L	LEFT LANE ENDS	48"	X	48"	16	2	2			4	64.00	T-WZ-11
W4-2R	RIGHT LANE ENDS	48"	X	48"	16	2	2			4	64.00	T-WZ-11
W13-1P	ADVISORY SPEED	30"	X	30"	6	2	2			4	25.00	
W20-1	ROAD WORK	48"	X	48"	16	6	6	6	6	24	384.00	T-WZ-10
W20-5L	LEFT LANE CLOSED 1/2 MILE	48"	X	48"	16	2	2			4	64.00	T-WZ-11
W20-5L	LEFT LANE CLOSED 1500 FT	48"	X	48"	16	2	2			4	64.00	T-WZ-11
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	X	48"	16	2	2			4	64.00	T-WZ-11
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	X	48"	16	2	2			4	64.00	T-WZ-11
W21-5aR	RIGHT SHOULDER CLOSED	48"	X	48"	16	1	1	2	2	6	96.00	T-WZ-18
W21-5aL	LEFT SHOULDER CLOSED	48"	X	48"	16	1	1	2	2	6	96.00	T-WZ-18
W21-5bR	RIGHT SHOULDER CLOSED 1500 FT	48"	X	48"	16	1	1	2	2	6	96.00	T-WZ-18
W21-5bL	LEFT SHOULDER CLOSED 1500 FT	48"	X	48"	16	1	1	2	2	6	96.00	T-WZ-18
TOTAL										1465	S.F.	

SAWING AND RE-SEALING JOINTS							
BEGIN LOG MILE	LANE NO.	PAVEMENT LENGTH (FT)	PAVEMENT WIDTH (FT)	RESEALING JOINTS, SILICONE 502-08.02 (LF)	RESEALING SHOULDER JOINTS 502-08.03 (LF)	SAWING CONC. JOINTS 502-25 (LF)	COMMENTS
0.0	2	18	12	42	18	-	Full Slab (See Note B)
0.0	1	-	12	12	-	12	Transverse Joint
0.01	1	-	12	12	-	12	Transverse Joint
0.01	1	-	12	12	-	12	Transverse Joint
0.03	1	6	12	30	6	-	Partial Slab (See Notes A & B)
0.03	2	65	12	89	65	-	Full Slab (See Note B)
0.8	1	35	12	59	35	-	Full Slab (See Note B)
0.8	2	35	-	35	-	35	Longitudinal Joint
0.16	2	6	12	30	-	-	Partial Slab (See Notes A & B)
0.17	2	35	12	59	35	-	Full Slab (See Note B)
0.18	2	6	12	30	-	-	Partial Slab (See Notes A & B)
0.2	2	35	12	59	35	-	Full Slab (See Note B)
0.24	2	6	12	40	-	-	Partial Slab (See Notes A & B)
0.25	2	6	12	30	-	-	Partial Slab (See Notes A & B)
0.25	2	35	12	59	35	-	Full Slab (See Note B)
0.26	2	6	12	30	-	-	Partial Slab (See Notes A & B)
0.26	1 & 2	6	24	60	-	-	Partial Slab (See Notes A & B)
0.26	2	-	12	12	-	12	Transverse Joint
0.28	2	6	12	30	-	-	Partial Slab (See Notes A & B)
0.28	1	6	12	30	-	-	Partial Slab (See Notes A & B)
0.29	1 & 2	28	24	48	56	-	Full Slab (See Note B)
0.29	1	6	12	30	-	-	Partial Slab (See Notes A & B)
0.3	1	-	12	12	-	12	Transverse Joint
0.3	1	25	-	25	-	25	Longitudinal Joint
TOTAL				875	285	120	

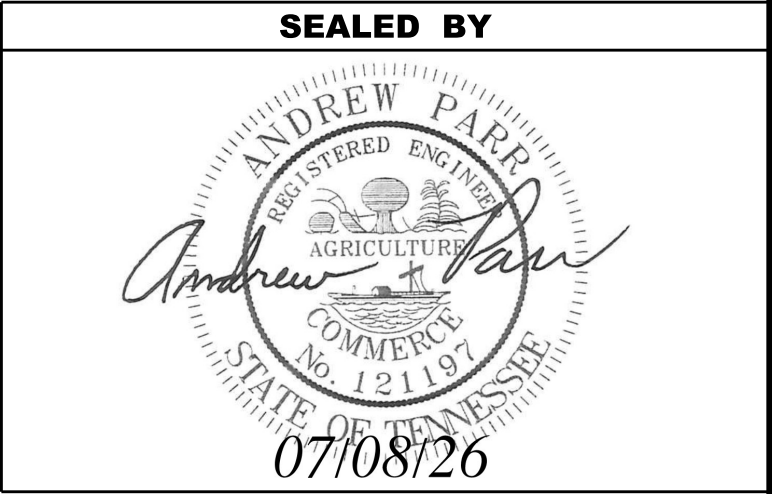
NOTE(S):
(A) FOR PARTIAL SLAB REPAIR SECTIONS ONLY: IT WAS ASSUMED HALF OF ALL REPAIRED AREAS IMPACTED AN EXISTING TRANSVERSE JOINT. QUANTITY FOR ITEM NUMBER(S), 502-08.02, WERE CALCULATED BASED ON THIS ASSUMPTION.

(B) THE CONTRACTOR SHALL SAW CONCRETE TO FORM NEW JOINTS AFTER PLACEMENT OF NEW CONCRETE PAVEMENT. THIS WORK SHALL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF ITEM NO. 502-03.25.

FULL / PARTIAL SLAB REPAIR								
BEGIN LOG MILE	LANE NO.	LENGTH (FT)	WIDTH (FT)	*HIGH EARLY PCC (FULL DEPTH) 502-03.25 (C.Y.)	SAWING CONC. PVMT. (FULL DEPTH) 502-04.01 (LF)	LOAD TRANSFER DOWELS 502-04.02 (EA)	TRANSVERSE TIE-BARS 502-04.03 (EA)	COMMENTS
0.0	2	18	12	6.7	60	22	-	Full Slab
0.03	1	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.03	2	65	12	24.1	154	78	-	Full Slab
0.03	1	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.08	1	35	12	13.0	94	42	-	Full Slab
0.16	2	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.17	2	35	12	13.0	94	42	-	Full Slab
0.18	2	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.2	2	35	12	13.0	94	42	-	Full Slab
0.24	2	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.25	2	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.25	2	35	12	13.0	94	42	-	Full Slab
0.26	2	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.26	1 & 2	6	24	4.4	60	6	22	Partial Slab (See Note A)
0.28	2	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.28	1	6	12	2.2	36	6	22	Partial Slab (See Note A)
0.29	1 & 2	28	24	20.7	104	68	-	Full Slab
0.29	1	6	12	2.2	36	6	22	Partial Slab (See Note A)
TOTAL				130	1114	402	242	

NOTE(S):
(A) FOR PARTIAL SLAB REPAIR SECTIONS ONLY: IT WAS ASSUMED HALF OF ALL REPAIRED AREAS IMPACTED AN EXISTING TRANSVERSE JOINT. QUANTITY FOR ITEM NUMBER(S), 502-08.02, WERE CALCULATED BASED ON THIS ASSUMPTION.

*CONCRETE DEPTH ASSUMED TO BE 10"



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

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

CABLE:
XFINITY
5720 ASHEVILLE HWY
KNOXVILLE, TN 37924
CONTACT: JASON KELLY
OFFICE PHONE: (865) 862-5061
CELL PHONE: (865) 437-0295
Email: JASON_KELLY@COMCAST.COM

ELECTRIC:
KNOXVILLE UTILITY BOARD
P.O. BOX 59017 (37950-9017)
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921-5599
CONTACT: DANIEL MCELYEA
OFFICE PHONE: (865) 558-2699
CELL PHONE: (865) 216-0752
Email: DANIEL.MCELYEA@KUB.ORG

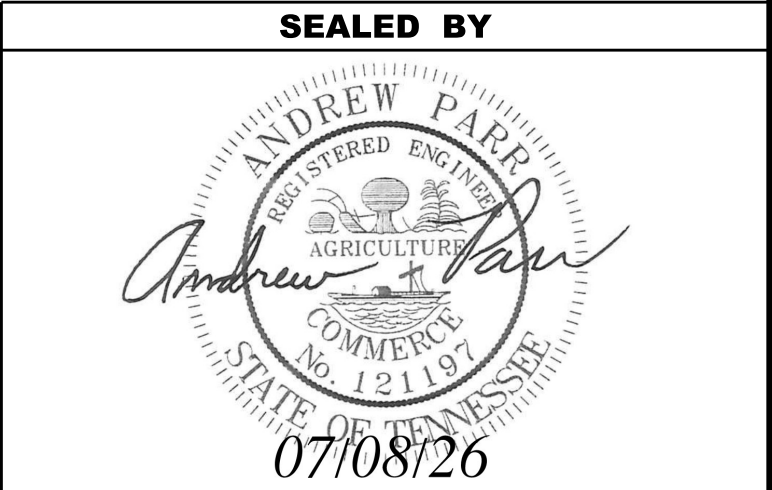
TELEPHONE:
AT&T
9733 PARKSIDE DR.
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
CELL PHONE: (865) 387-2685
Email: JF092@ATT.COM

FIBER:
KNOXVILLE UTILITY BOARD
P.O. BOX 59017 (37950-9017)
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921-5599
CONTACT: JAMES WAGNER
OFFICE PHONE: (865) 558-2407
CELL PHONE: (865) 789-3756
Email: JAMES.WAGNER@KUB.ORG

WATER:
KNOXVILLE UTILITY BOARD
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921-5599
CONTACT: NOAH NEWPORT
OFFICE PHONE: (865) 558-2747
CELL PHONE: (423) 494-0774
Email: NOAH.NEWPORT@KUB.ORG

SEWER:
KNOXVILLE UTILITY BOARD
P.O. BOX 59017 (37950-9017) 4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921-5599
CONTACT: NOAH NEWPORT
OFFICE PHONE: (865) 558-2747
CELL PHONE: (423) 494-0774
Email: NOAH.NEWPORT@KUB.ORG

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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. SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

b.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

c.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

d.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

a.

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

(1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2)

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

b.

IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

c.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

3.

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

a.

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

(1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2)

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

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

- b.

THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c.

THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d.

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

4.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1.

IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.

a.

WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

2.

IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

a.

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

(1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2)

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3.

IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

a.

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

(1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2)

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

b.

ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:
- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1.

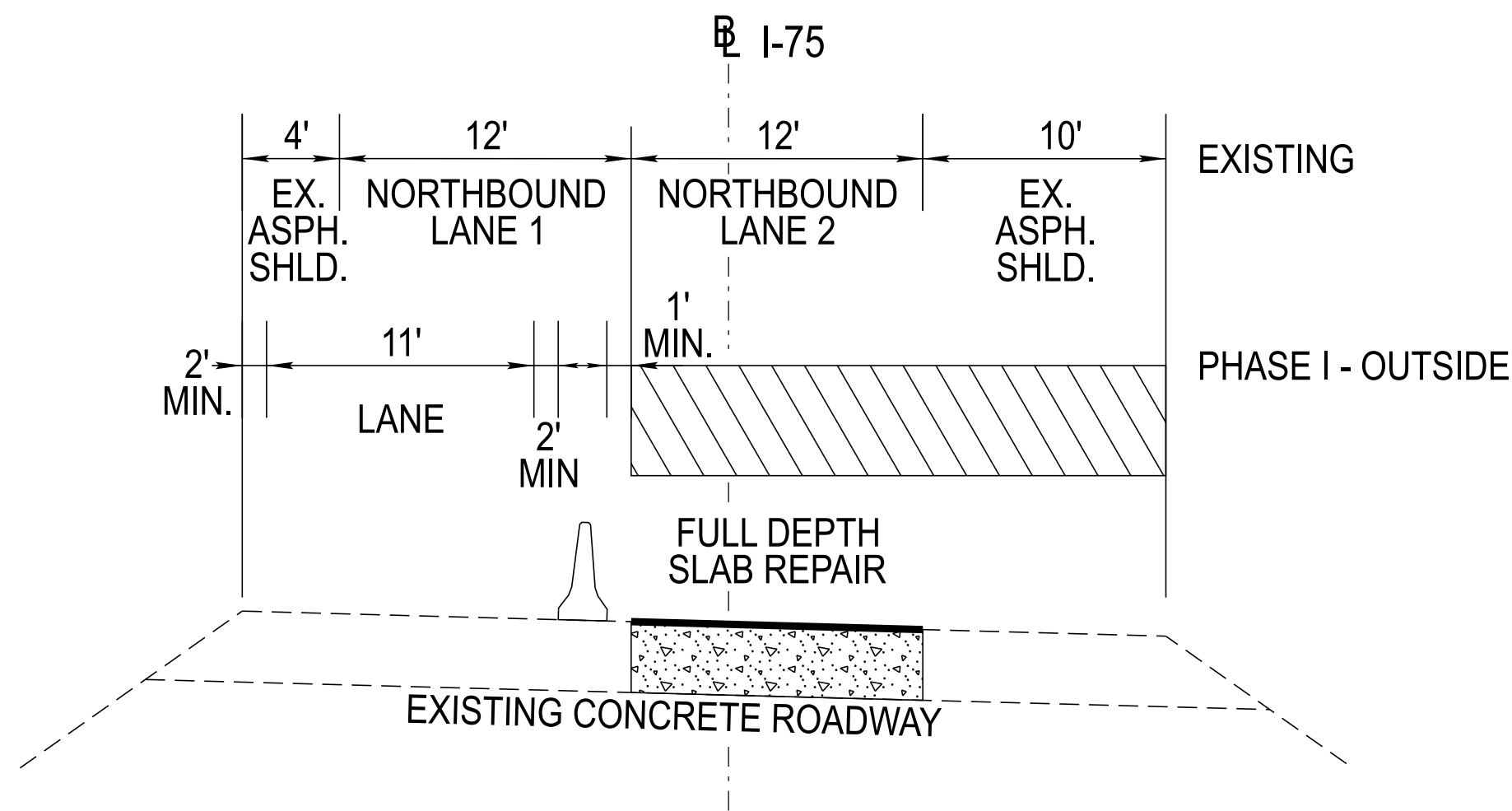
WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2.

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|---------------|-----------|
| RESURF | 2026 | 471075-S3-003 | T1 |
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| | | | |
| | | | |
- SEALED BY
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T2



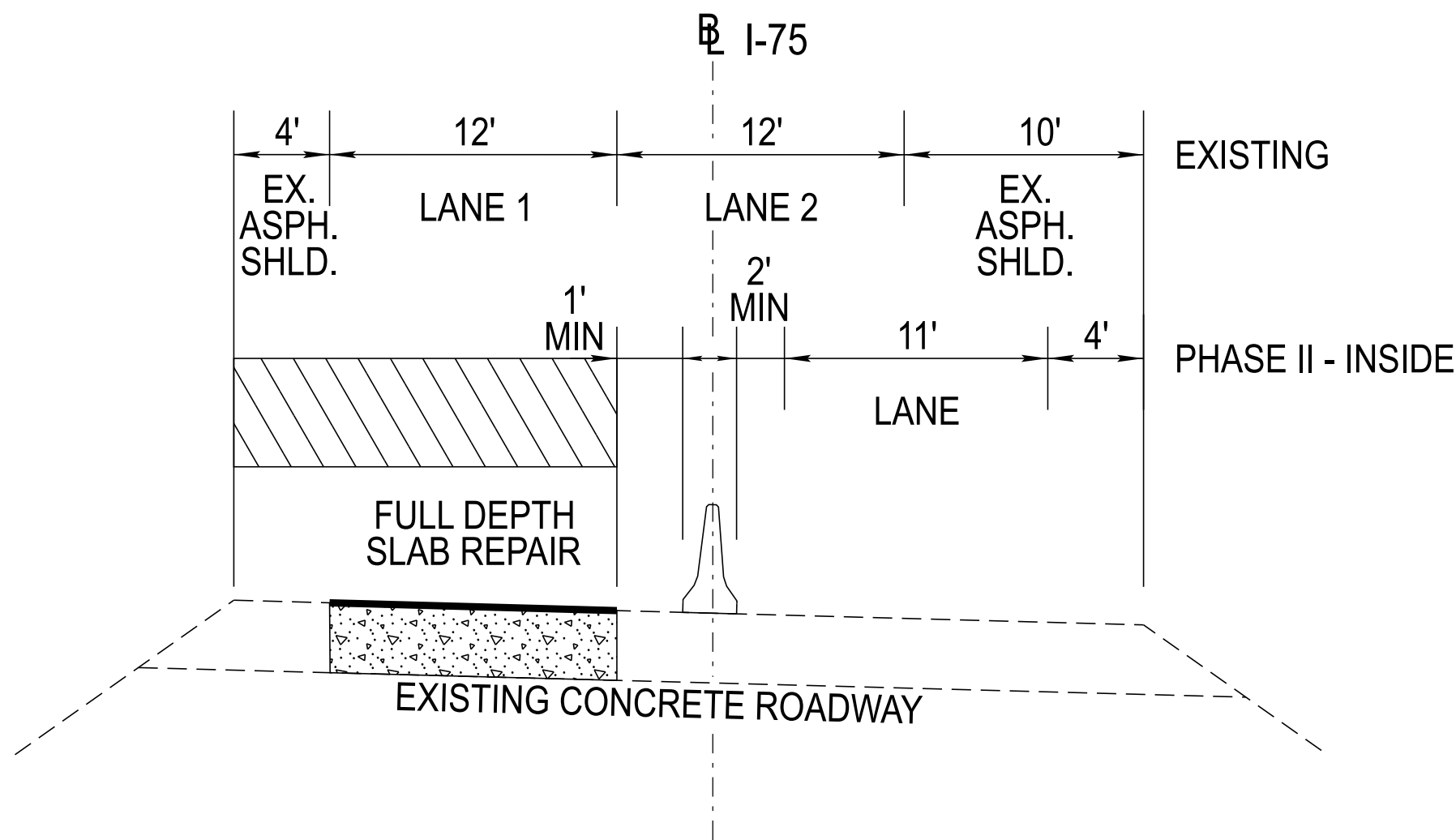
TRAFFIC CONTROL PHASING NOTES

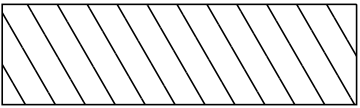
TRAFFIC PHASE I:

- 1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS RECOMMENDED FOR PHASE I.
- 2) PLACE WORK ZONE PORTABLE BARRIER RAIL, DELINEATORS, AND TEMPORARY CRASH CUSHIONS FOR FULL DEPTH SLAB REPAIR SECTIONS AS SHOWN ON SHEET T3E - T3G OR AS DIRECTED BY THE TDOT OPERATIONS ENGINEER.
- 3) SHIFT TRAFFIC TO NORTHBOUND INSIDE (LT.) LANE AND MAINTAIN TRAFFIC LANE AND OFFSET WIDTHS AS SHOWN ON TRAFFIC CONTROL TYPICAL SECTION.
- 4) CONSTRUCT FULL DEPTH SLAB REPAIRS ON THE NORTHBOUND OUTSIDE (RT.) LANE ALONG I-75.

TRAFFIC PHASE II:

- 1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS RECOMMENDED FOR PHASE II.
- 2) PLACE WORK ZONE PORTABLE BARRIER RAIL, DELINEATORS, AND TEMPORARY CRASH CUSHIONS FOR FULL DEPTH SLAB REPAIR SECTIONS AS SHOWN ON SHEET T4G - T4J OR AS DIRECTED BY THE TDOT OPERATIONS ENGINEER.
- 3) SHIFT TRAFFIC TO NORTHBOUND OUTSIDE (RT.) LANE AND MAINTAIN TRAFFIC LANE AND OFFSET WIDTHS AS SHOWN ON TRAFFIC CONTROL TYPICAL SECTION.
- 4) CONSTRUCT FULL DEPTH SLAB REPAIRS ON THE NORTHBOUND INSIDE (LT.) LANE ALONG I-75.



WORK AREA 

SEE SHEET 2B FOR PAVEMENT SCHEDULE

SEALED BY

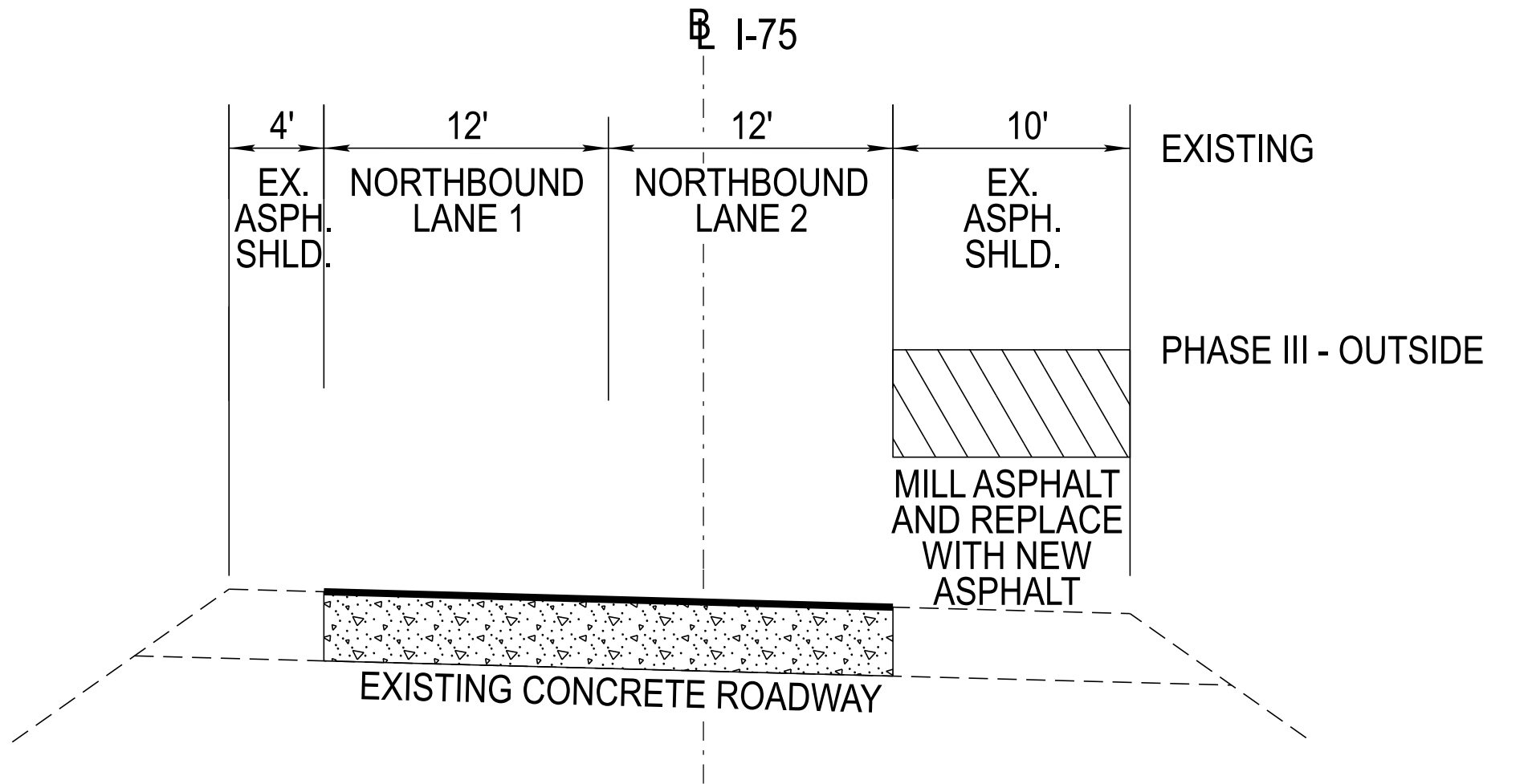


NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T2A



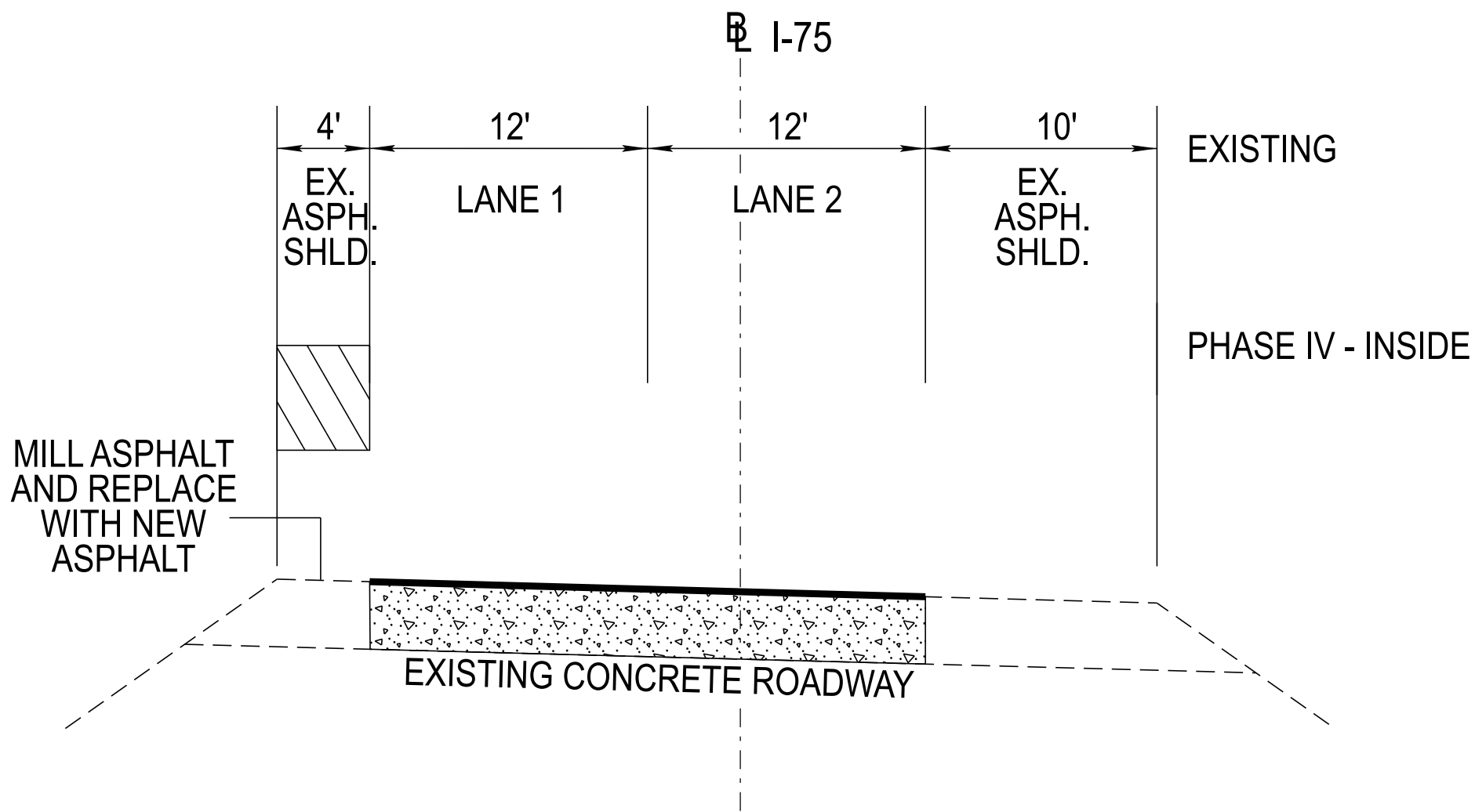
TRAFFIC CONTROL PHASING NOTES

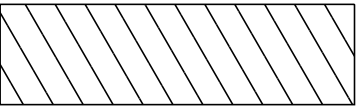
TRAFFIC PHASE III:

- 1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS RECOMMENDED FOR PHASE III.
- 2) PLACE WORK ZONE DRUMS FOR SHOULDER MILLING AND PAVING AS DIRECTED BY THE TDOT OPERATIONS ENGINEER.
- 3) CONSTRUCT MILLING ANDPAVING OPERATIONS ON THE NORTHBOUND OUTSIDE (RT.) SHOULDER ALONG I-75.

TRAFFIC PHASE IV:

- 1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS RECOMMENDED FOR PHASE IV.
- 2) PLACE WORK ZONE DRUMS FOR SHOULDER MILLING AND PAVING AS DIRECTED BY THE TDOT OPERATIONS ENGINEER.
- 3) CONSTRUCT MILLING ANDPAVING OPERATIONS ON THE NORTHBOUND INSIDE (LT.) SHOULDER ALONG I-75.



WORK AREA 

SEE SHEET 2B FOR PAVEMENT SCHEDULE

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07/08/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3

ROAD
WORK
1 MILE

W20-1
48" x 48"

LEGEND

WORK AREA

SIGN (CONSTRUCTION)

ARROW BOARD (TYPE C)
ITEM NO. 712-08.03

FLEXIBLE DRUMS (CHANNELIZING)
ITEM NO. 712-04.01

INTERCONNECTED PORTABLE
BARRIER RAIL ITEM NO. 712-02.02

TEMPORARY WORK ZONE CRASH
CUSHION (MASH TL-3)
ITEM NO. 712-02.60

PHASE I

MATCH LINE SEE SHEET NO. T3A

SEALED BY

ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
No. 121197
STATE OF TENNESSEE

07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3A



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ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
No. 121197
STATE OF TENNESSEE
07/08/26

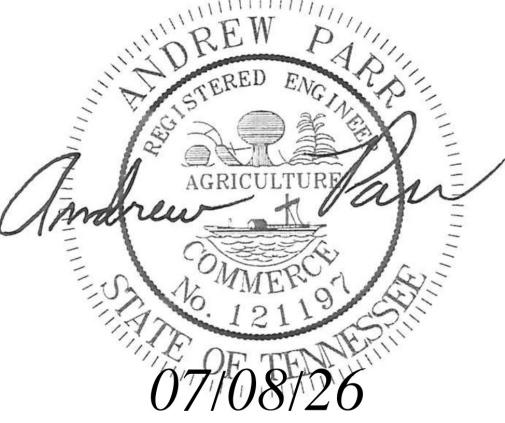
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3B

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3C



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ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE
07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

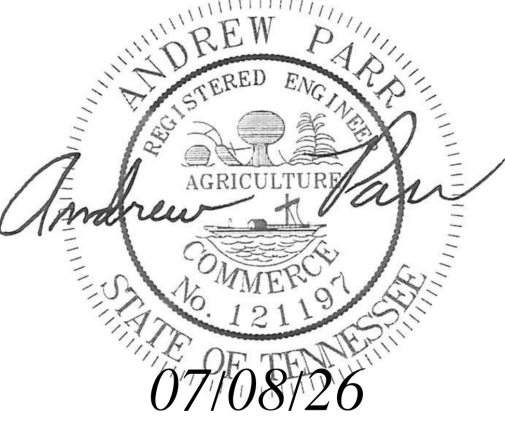
TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3D



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3E



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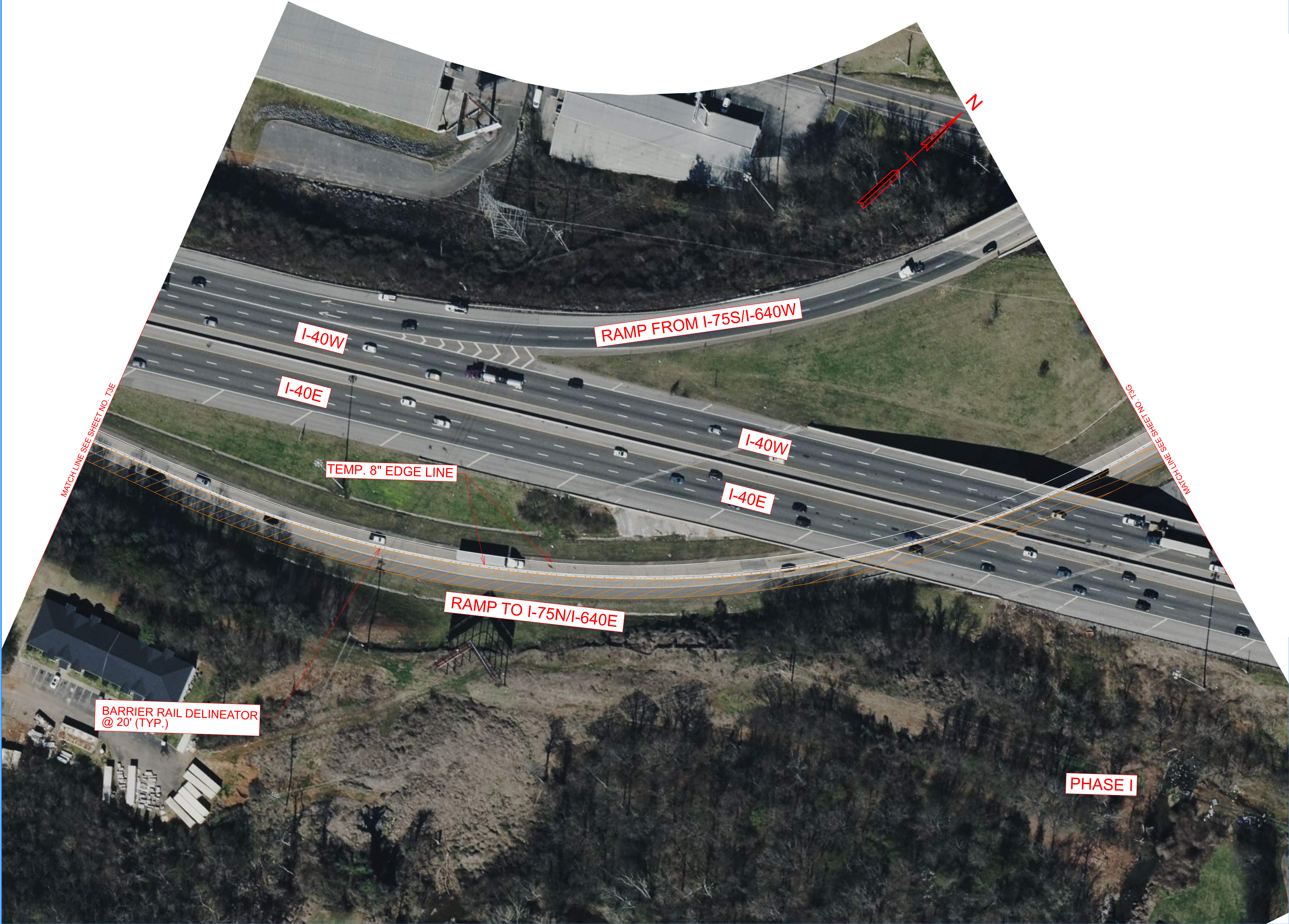
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

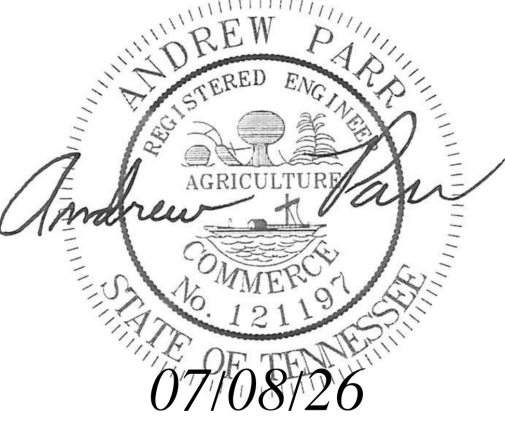
TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3F



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T3G



SEALD BY



07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4



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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE
07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4A

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ANDREW PARR
REGISTERED ENGINEER
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COMMERCIAL
No. 121197
STATE OF TENNESSEE
07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4B

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07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4C



SEALED BY

ANDREW PARR
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121197
STATE OF TENNESSEE
07/08/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

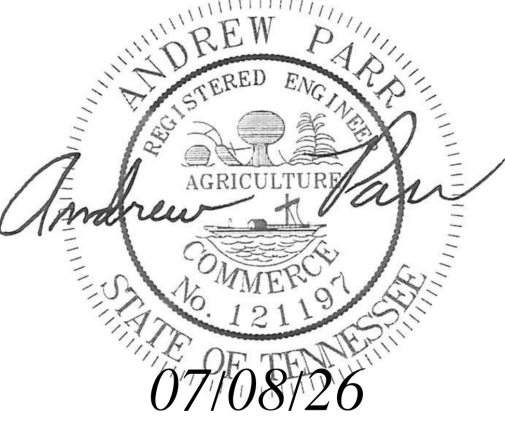
TRAFFIC CONTROL PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4D



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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4E



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CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4F



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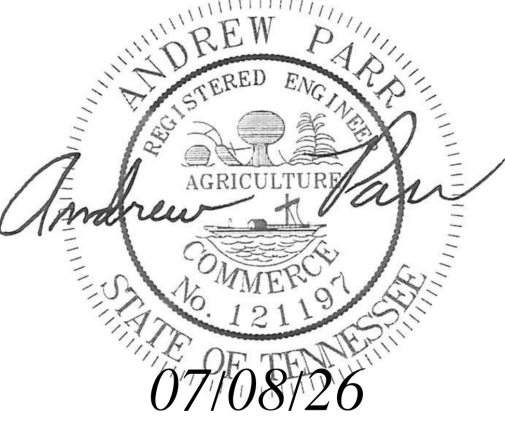
TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4G



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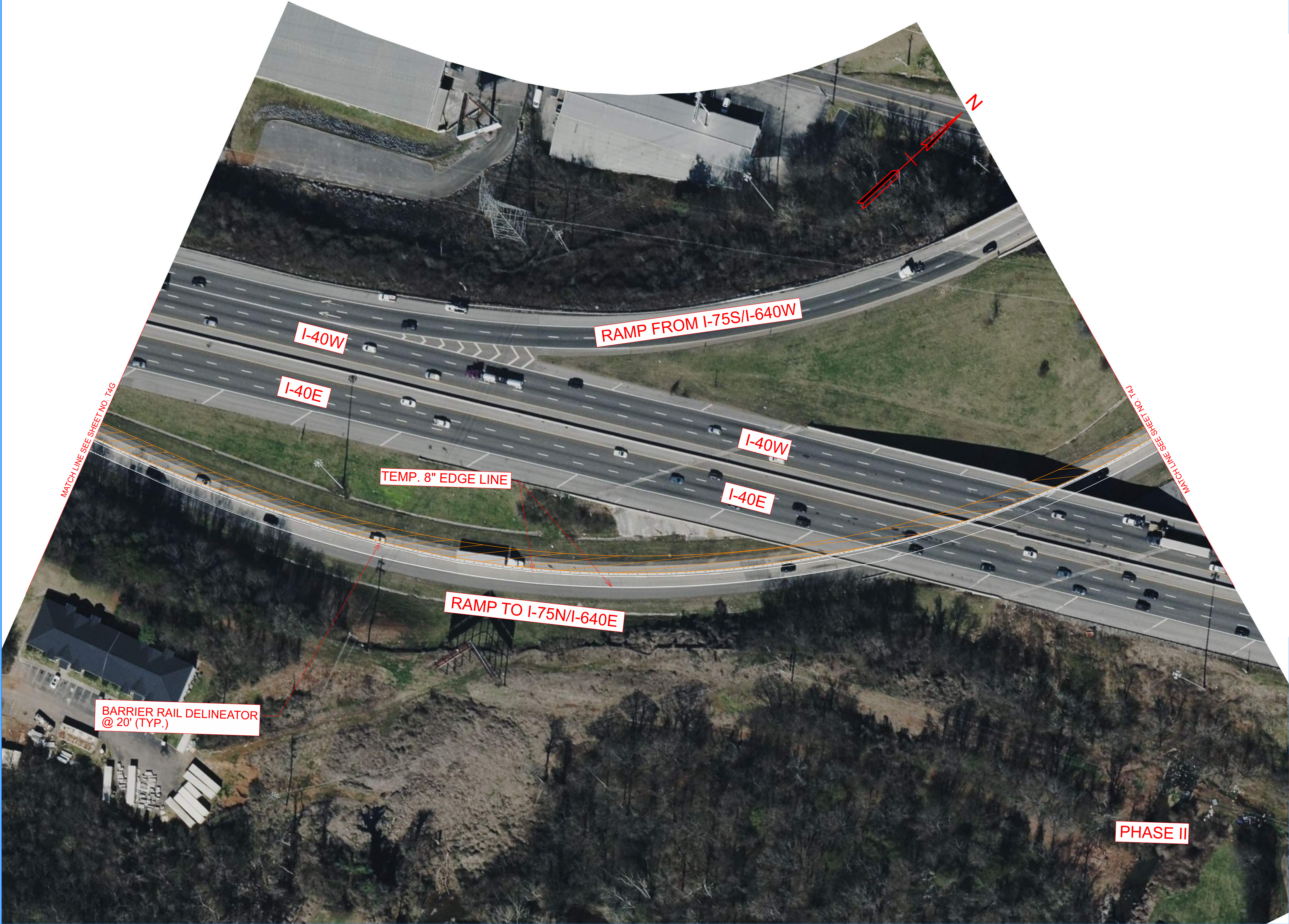


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DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4H



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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T4J



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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5

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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5A

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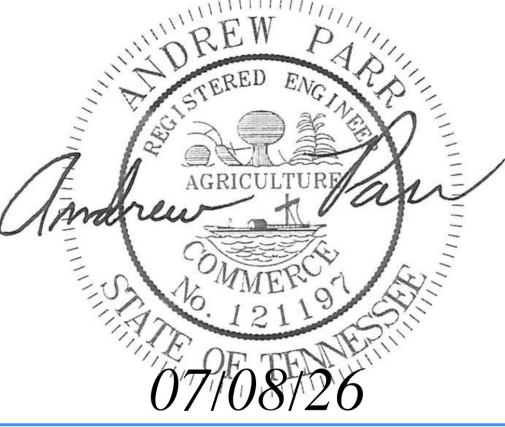
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DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5B

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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5C



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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5D



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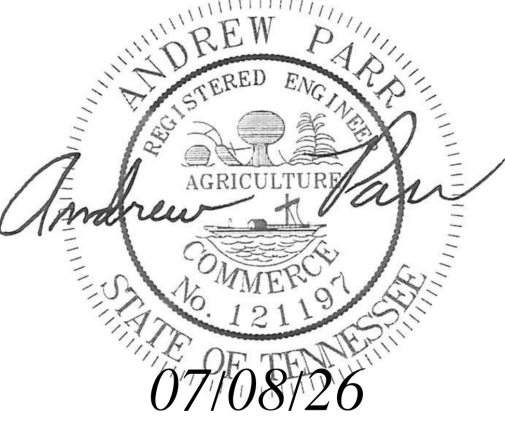
TRAFFIC CONTROL PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5E



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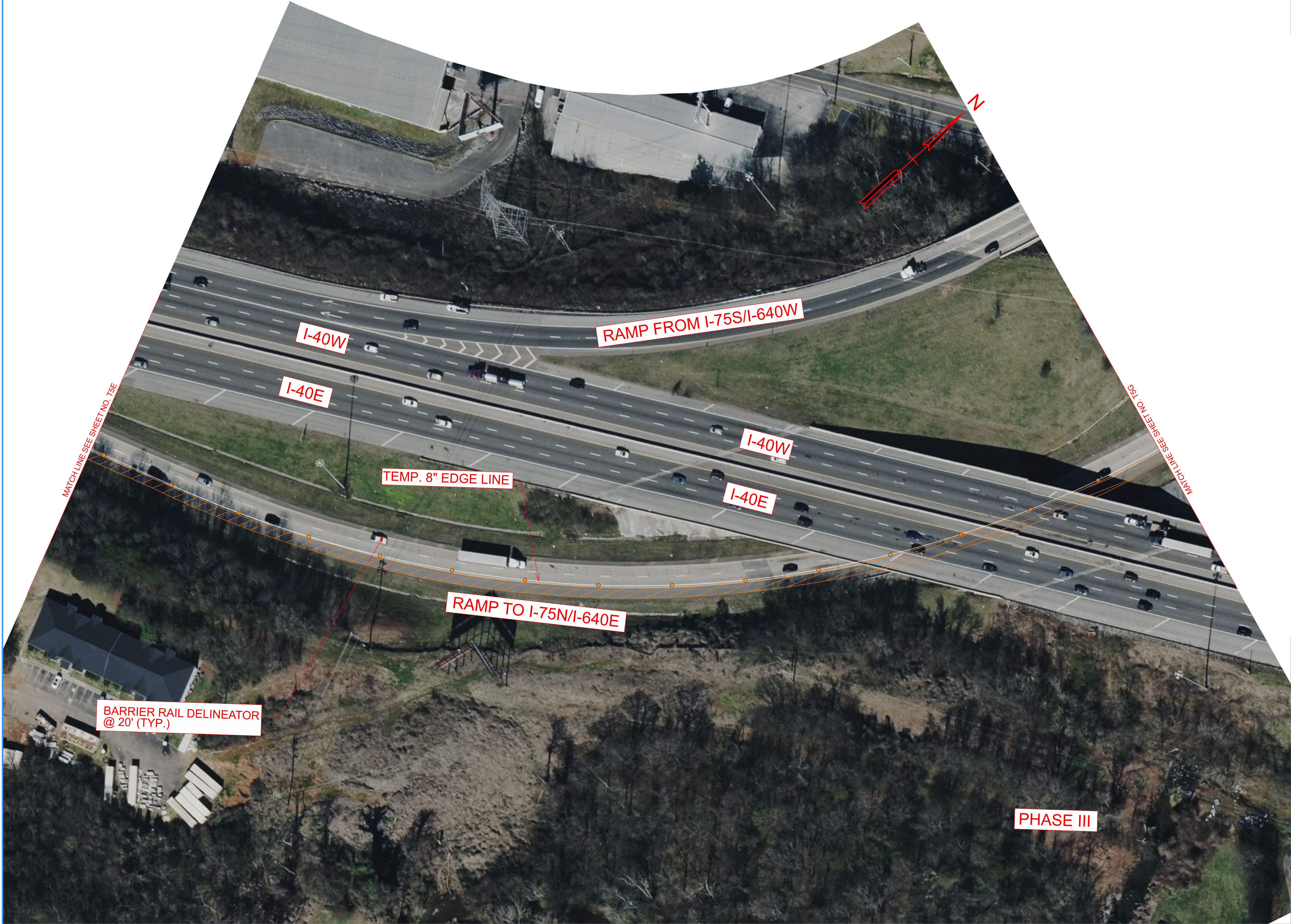


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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T5F



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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6

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TRAFFIC CONTROL PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6A



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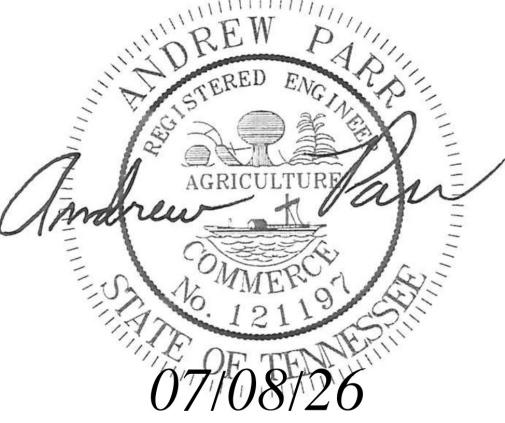
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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6B

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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'





TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6C

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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6D



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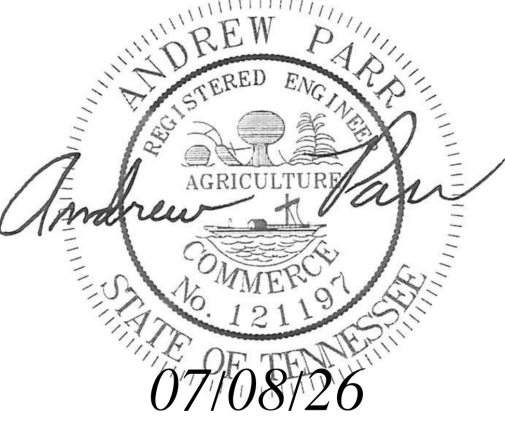
TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6E



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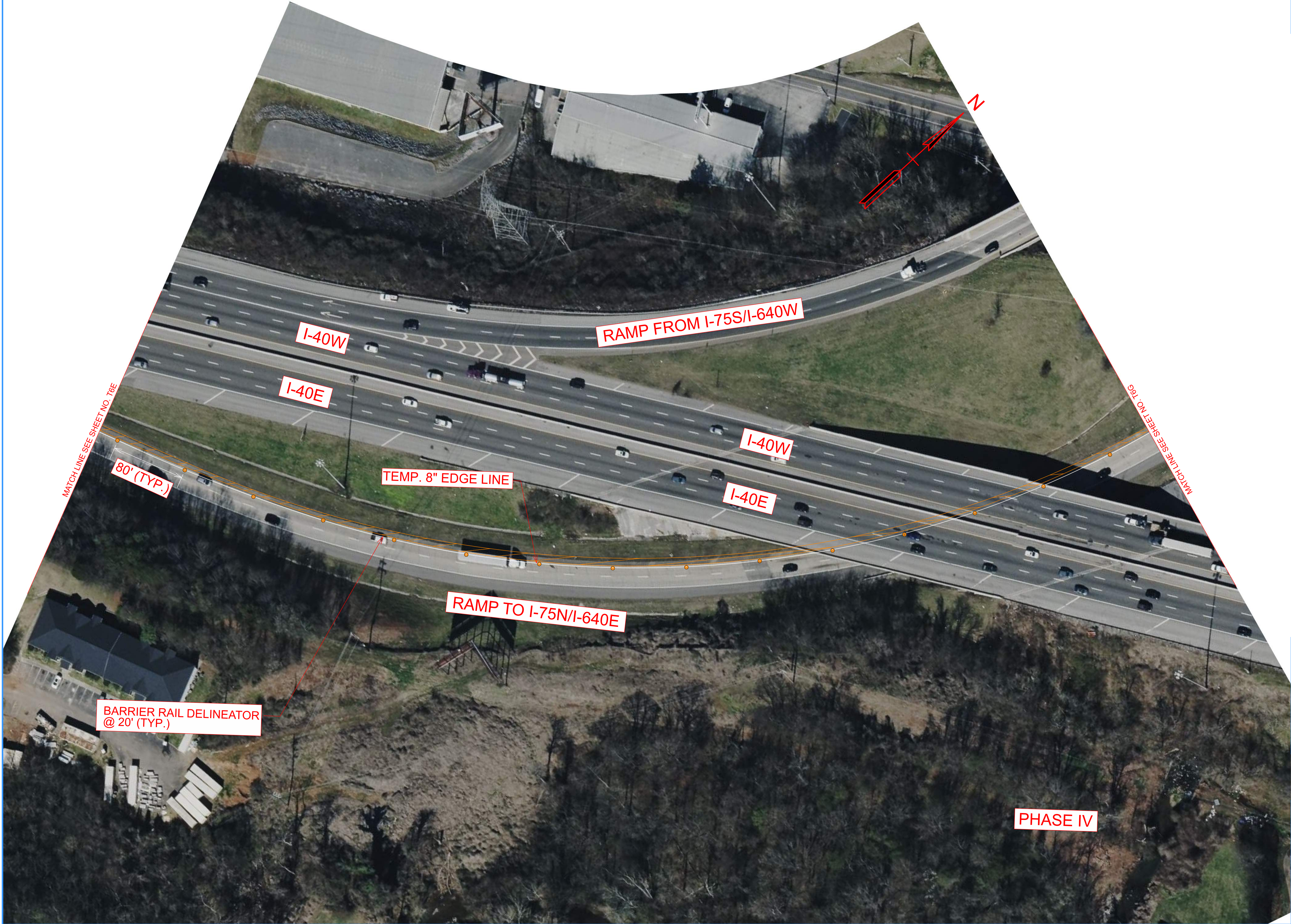


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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	471075-S3-003	T6F



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TRAFFIC
CONTROL
PLANS

SCALE: 1" = 50'

