



Jill Claudine Stanko	2026.07.29 17:41:02-05'00'
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FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JILL STANKO, P.E. 121754

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C
SPECIAL NOTES	2D, 2D1
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

SIGNATURE SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

HENRY AND STEWART COUNTIES

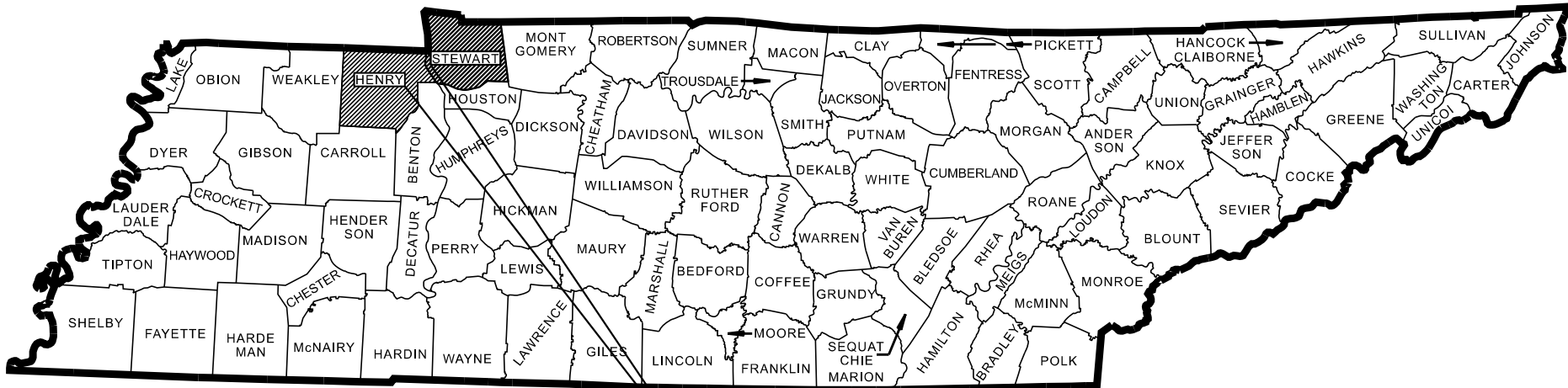
STATE ROUTE 76
FROM WEST ANTIOCH ROAD
TO THE EAST END OF THE TENNESSEE RIVER BRIDGE

RESURFACE & BRIDGE REPAIR
SCRUB SEAL , 411TLD, PAVEMENT MARKINGS, AND GUARDRAIL

STATE HIGHWAY NO. 76 F.A.H.S. NO. 79

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

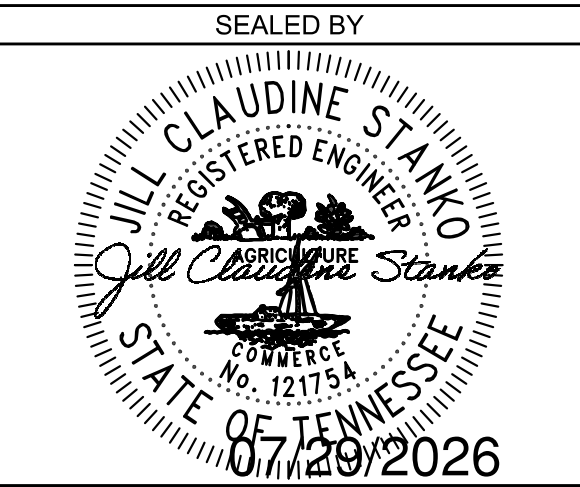
TENN.	YEAR	SHEET NO.
	2026	1
STATE PROJ. NO.	40S076-M8-003	
STATE PROJ. NO.	40S076-M3-003	



PROJECT LOCATION
BRIDGE ID. # 40SR0760017 , 40SR0760018 , 40SR0760019 ,
40SR0760021 , 40SR0760025

NO EXCLUSIONS

BRIDGE AT L.M. 31.41 TO BE RESURFACED
FROM HENRY COUNTY SR-76 L.M. 31.41
TO STEWART COUNTY L.M. 0.37.
BRIDGE ID: 40SR0760021



APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TC STATION 128	27.219
TC STATION 25	29.427
WEATHER STATION 25	31.410

TRAFFIC DATA	
ADT (2026)	7643
POSTED SPEED L.M. 25.45 - 27.89	65 MPH
POSTED SPEED L.M. 27.89 - 29.68	55 MPH
POSTED SPEED L.M. 29.68 - 30.66	45 MPH
POSTED SPEED L.M. 30.66 - 0.37	55 MPH

END PROJECT NO. 40S076-M8-003 RESURFACE & BRIDGE REPAIR
THE EAST END OF THE TENNESSEE RIVER BRIDGE (L.M. 0.37)

BRIDGE REPAIR PROJECT NO. 40S076-M3-003
BRIDGE ID. #40SR0760019
L.M. 29.12 LITTLE EAGLE CREEK
BRIDGE ID. #40SR0760017, #40SR0760018
L.M. 27.30 EAGLE CREEK

BEGIN PROJECT NO. 40S076-M8-003 RESURFACE & BRIDGE REPAIR
WEST ANTIOCH ROAD (L.M. 25.45)

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.

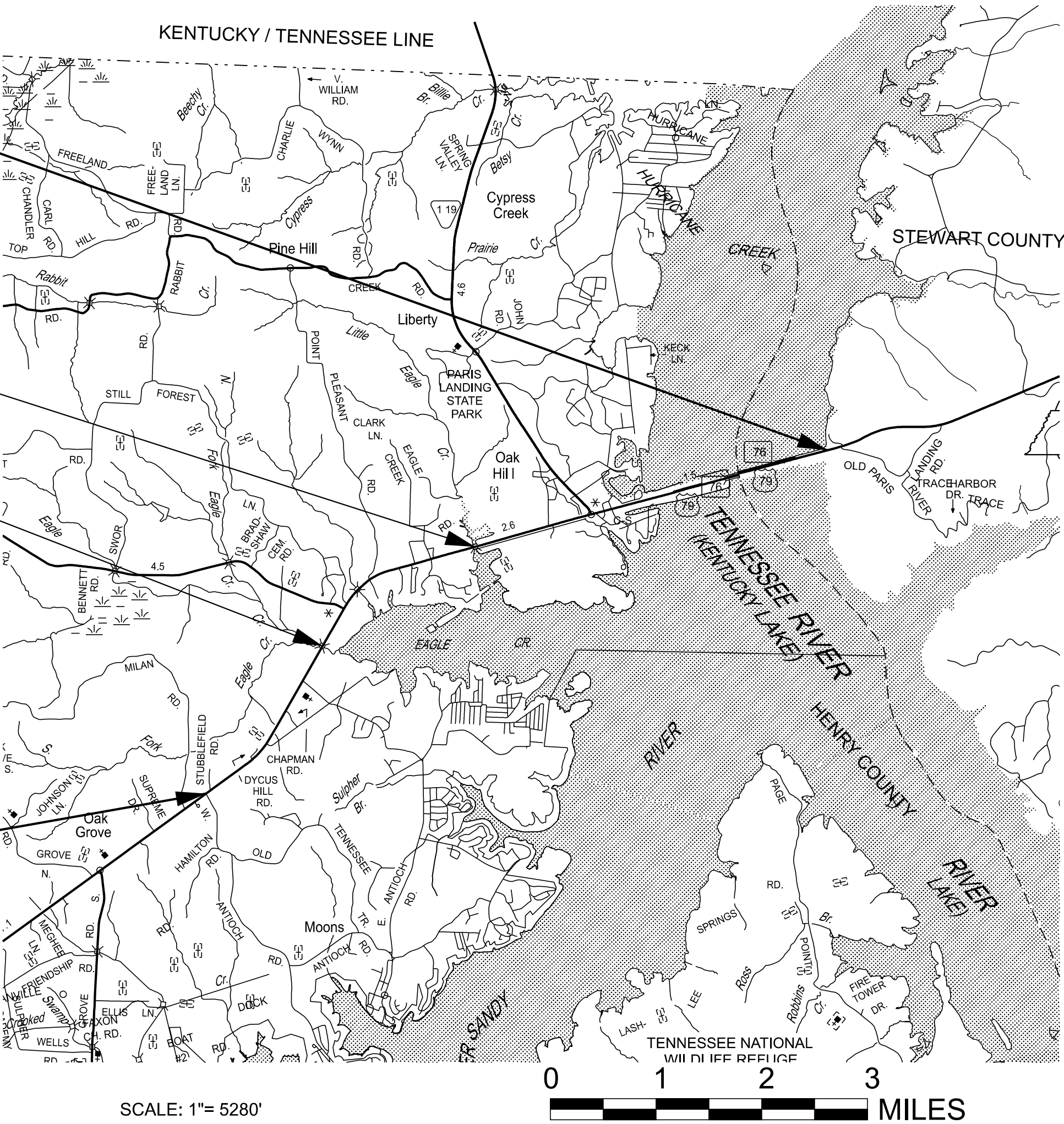
TDOT PROJECT MANAGER: ELI JONES, REGION 4

DESIGN FIRM : FISHER ARNOLD, INC.

DESIGNER : JAMES HUTCHESON DUNAVANT CHECKED BY JILL STANKO, P.E.

P.E. NO. 98043-4283-04

PIN NO. 133166.00



PROJECT LENGTH 6.64 MILES
TOTAL LANE MILES RESURFACED 29.03 MILES

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C
SPECIAL NOTES	2D, 2D1
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
DETAIL SHEETS	2G, 2G1, 2G2
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTOL	T1
BRIDGE REPAIR PLANS	B-1
NO UTILITY SHEETS INCLUDED IN THIS PLAN SET.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	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	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
10-108.00 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
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
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-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-22		ONE LANE CLOSURE DETAIL FOR UNDIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-26-25	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	1A

SEALED BY



07/29/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

The seal is circular with a double-lined border. The outer ring contains the text "JILL CLAUDINE STANKO" at the top and "STATE OF TENNESSEE" at the bottom. Inside the ring, the words "REGISTERED ENGINEER" are at the top and "COMMERCIAL" is at the bottom. The center features the Tennessee state emblem, which includes a plow, a sheaf of wheat, and a cotton plant, with the words "AGRICULTURE" and "COMMERCE" on either side. Below the emblem is the license number "No. 121754". A handwritten signature "Jill Claudine Stanko" is written across the middle of the seal. At the bottom, the expiration date "07/29/2026" is stamped.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

ITEM NO.		DESCRIPTION	UNIT	QUANTITY
				40S076-M8-003
	203-06	WATER	M.G.	15
(1)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	15
	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	1921
(2)	403-01.10	HIGH PERFORMANCE FOG SEALS	S.Y.	60124
(3)	403-02.01	TRACKLESS TACK COAT	TON	62
(4)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	2062
(3)	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	9156
(2)(5)(6)(7)	411-04	CRACK SEALANT	LB.	8530
(8)(9)	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	4.4
(8)(9)	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	5
(3)(10)	414-04.03	ASPHALT EMULSION (SCRUB SEAL)	TON	244
(3)(10)	414-04.04	MINERAL AGGREGATE (SCRUB SEAL)	TON	2012
(11)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	3197
(12)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH	1
(12)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	1
(12)	706-01	GUARDRAIL REMOVED	L.F.	50
(13)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	94
(14)	712-06	SIGNS (CONSTRUCTION)	S.F.	1275
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
(15)	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	600
(15)	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	310
(15)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	540
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1439
(16)(17)(18)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	210
(16)(17)(19)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	400
(16)(17)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	12
(16)(17)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	620
(16)(17)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.22
(16)(17)	716-04.02	PLASTIC PAVEMENT MARKING(DOUBLE TURNING ARROW)	EACH	9
(16)(17)(20)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	145
(19)(21)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	400
(21)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	34
	716-08.04	REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	190
	716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	75
	716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	12
	716-08.08	REMOVAL OF PAVEMENT MARKING (DOUBLE TURNING ARROW)	EACH	9
	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	19
(16)(22)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	34
(16)(22)(23)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	490
	717-01	MOBILIZATION	LS	1
(24)	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	2
(24)	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	20
(24)	730-14.02	SAW SLOT	L.F.	300
(24)	730-14.03	LOOP WIRE	L.F.	600

NOTE: THERE ARE NO UTILITY ADJUSTMENTS IN THIS PROJECT.

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(16)(17)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.22
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	716-08.04	REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	190
	716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	75
	716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	12
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(24)	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	20
(24)	730-14.02	SAW SLOT	L.F.	300
(24)	730-14.03	LOOP WIRE	L.F.	600

- (1) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, SECTION "FINAL PAVEMENT MARKING," NOTE (6) FOR MORE INFORMATION.
- (2) ITEM TO BE USED FOR TREATMENT OF 8 FEET OF OUTSIDE SHOULDERS AND MEDIAN CROSSEOVERS ONLY.
- (3) THE TREATMENT OF SIDE ROADS, BUSINESS ENTRANCES, FIELD ENTRANCES, AND DRIVEWAYS WILL NOT BE INCLUDED IN THIS PROJECT.
- (4) ITEM TO BE USED FOR REPAIR OF BRIDGE #40SR076021.
- (5) THE CONTRACTOR SHALL BE REQUIRED TO CLEAN THE AREA TO RECEIVE TREATMENT PRIOR TO THE APPLICATION OF THE PRODUCT. THIS SHALL BE ACCOMPLISHED BY A METHOD APPROVED BY THE TDOT PROJECT ENGINEER. THE COST OF CLEANING THE TREAMTNET AREA SHALL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF OTHER ITEMS BID.
- (6) QUANTITIES SHOWN ARE FOR BID PURPOSES ONLY AND ACTUAL FIELD QUANTITIES SHALL BE USED FOR BASIS OF PAYMENT.
- (7) DOES NOT APPLY TO FATIGUE CRACKING OF ANY SEGMENT.
- (8) GRIND AT A DEPTH OF 3/8" ± 1/16". LONGITUDINAL SPACING MAY BE AFFECTED BY SHALLOWER GRINDS. RUMBLE GRINDING SHOULD NOT PENETRATE COMPLETELY THROUGH THE NEWLY PAVED LAYER OR CAUSE PREMATURE DAMAGE.
- (9) RUMBLE STRIPING SHALL NOT BE CUT INTO MICROSURFACE UNTIL IT HAS CURED AT LEAST TWO WEEKS.
- (10) CONTRACTOR SHALL KEEP THE SCRUB SEAL INSIDE OF SHOULDER SCORING.
- (11) INCLUDES 2043 TONS FOR REPAIR OF BRIDGE #40SR076021 AND 1154 TONS TO BE USED AT A DEPTH OF 1.18" +/- FOR 225' TAPERS AT PROJECT ENDS AND PORTLAND CEMENT CONCRETE BRIDGES.
- (12) SEE PROPOSED GUARDRAIL (RESURFACING) TABULATION ON SHEET 2F.
- (13) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (14) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION). SEE TABULATED QUANTITIES ON SHEET 2F.
- (15) SNOWPLOWABLE MARKERS SHALL NOT BE INSTALLED OVER MICROSURFACING UNTIL IT HAS CURED AT LEAST TWO WEEKS.
- (16) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
- (17) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (18) INCLUDES 20 S.Y. FOR PAVEMENT MARKINGS AT L.M. 10.48. SEE DETAIL SHEET 2G2.
- (19) ALL STOP BARS ON SIDE STREETS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
- (20) TO BE USED FOR PAVEMENT MARKINGS AT L.M. 10.48. SEE DETAIL SHEET 2G2.
- (21) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
- (22) THERMOPLASTIC SHALL NOT BE INSTALLED OVER MICROSURFACING UNTIL IT HAS CURED AT LEAST TWO WEEKS.
- (23) TO BE USED FOR CROSSEOVERS.
- (24) TO BE USED FOR TRAFFIC DETECTION LOOPS LOCATED AT L.M. EB 0.408 AND L.M. WB 0.418. SEE DETAIL SHEETS 2G AND 2G1.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2

SEALED BY

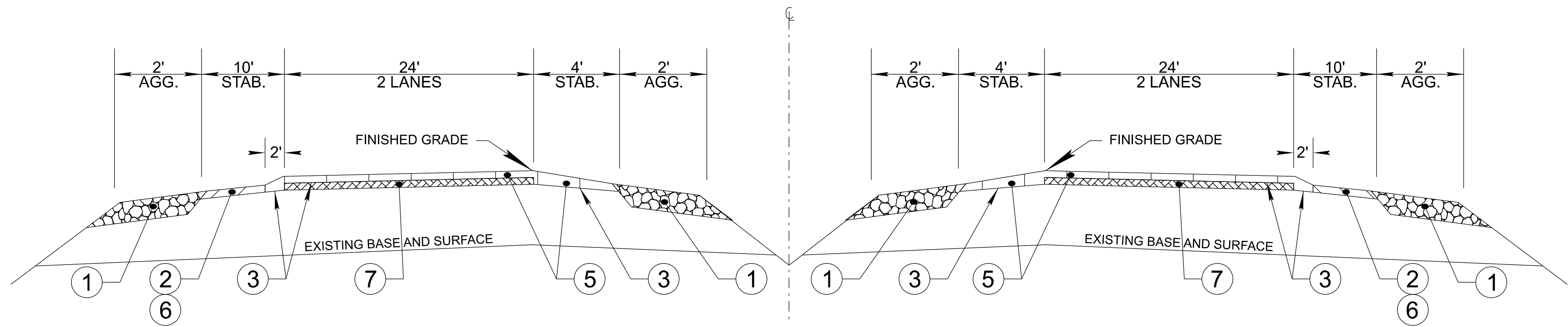


07/29/2026

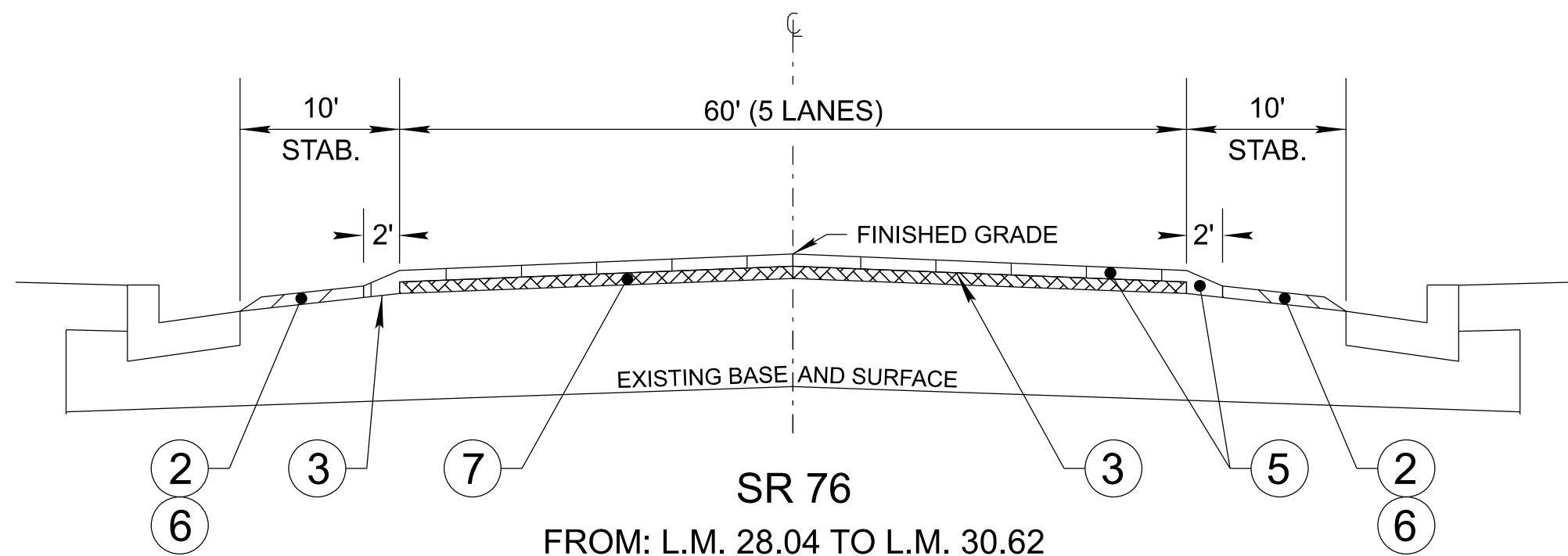
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

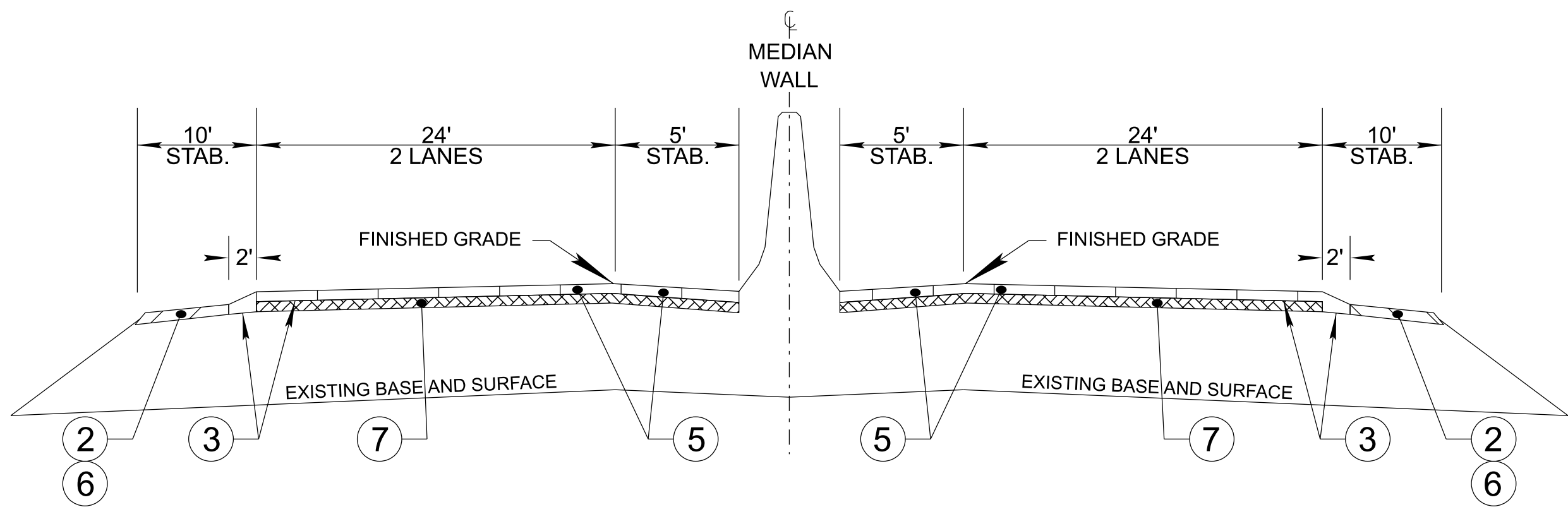
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40SR076-M8-003	2B



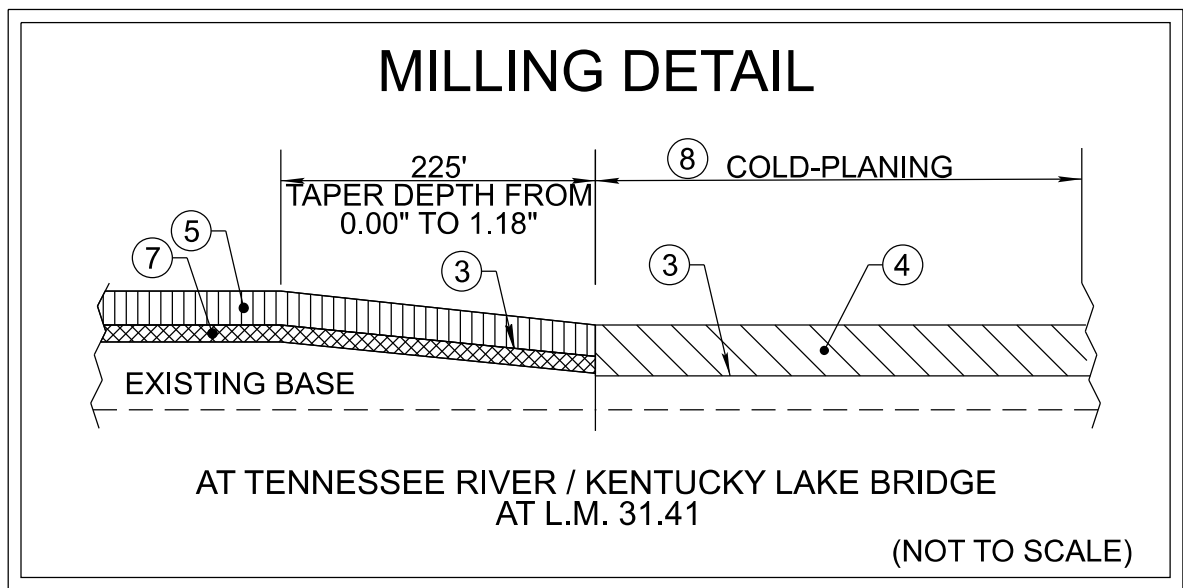
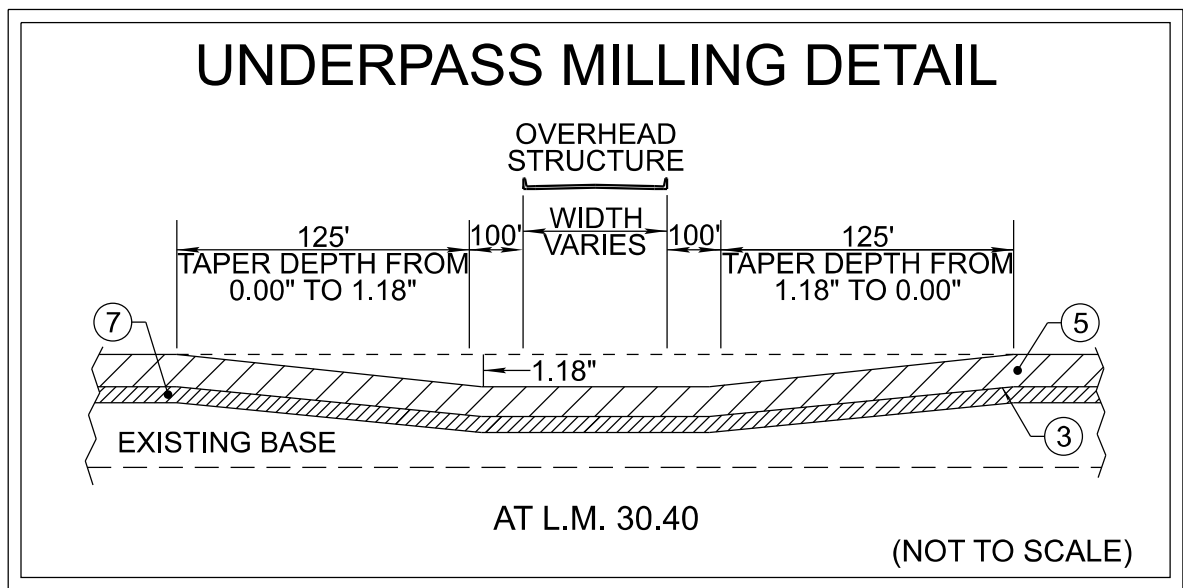
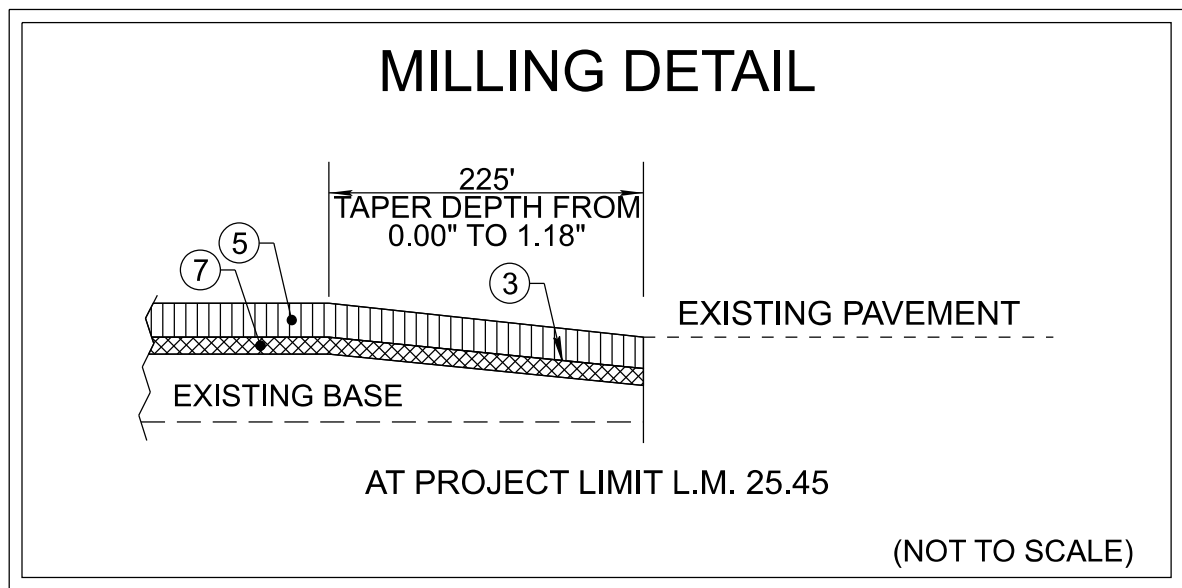
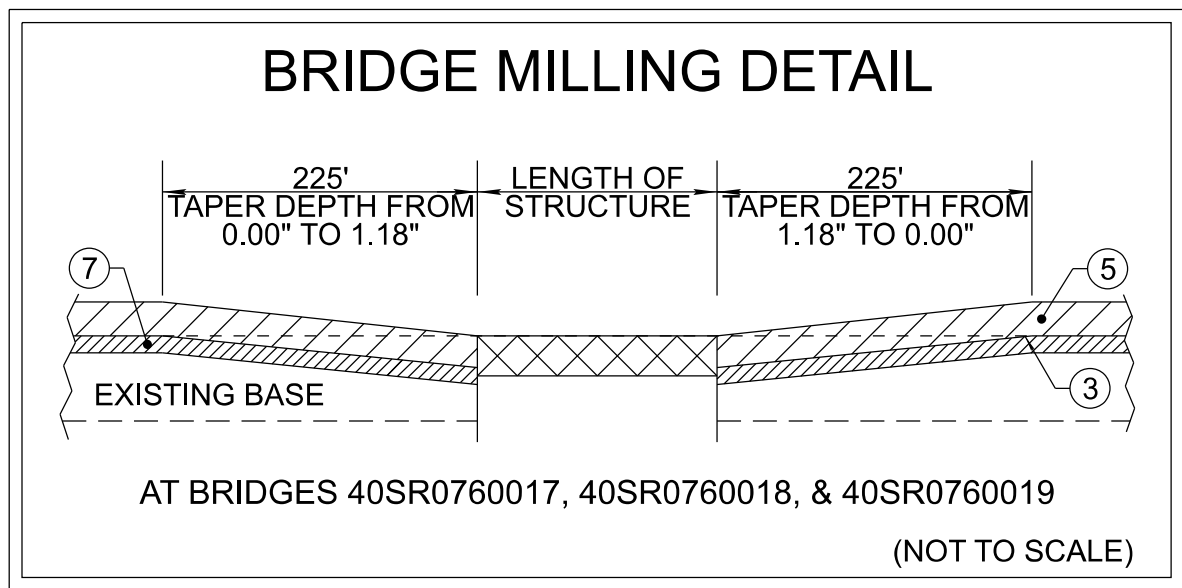
SR 76
FROM: L.M. 25.45 TO L.M. 28.04



SR 76
FROM: L.M. 28.04 TO L.M. 30.62



SR 76
FROM: L.M. 30.62 TO L.M. 31.41

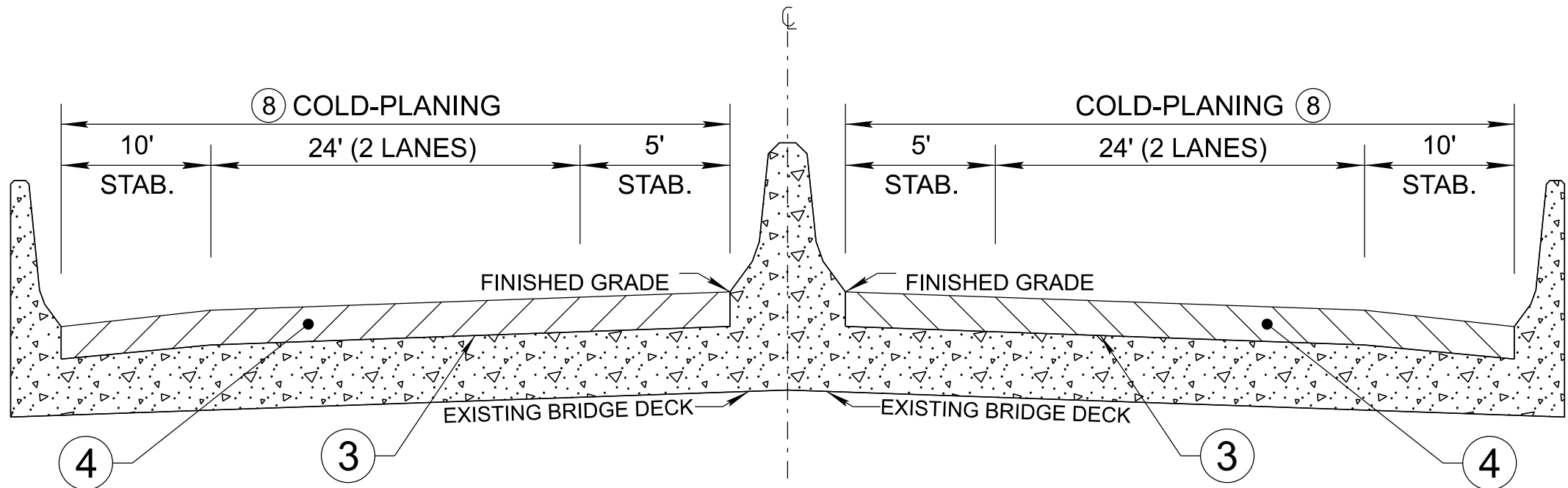


NOT TO SCALE

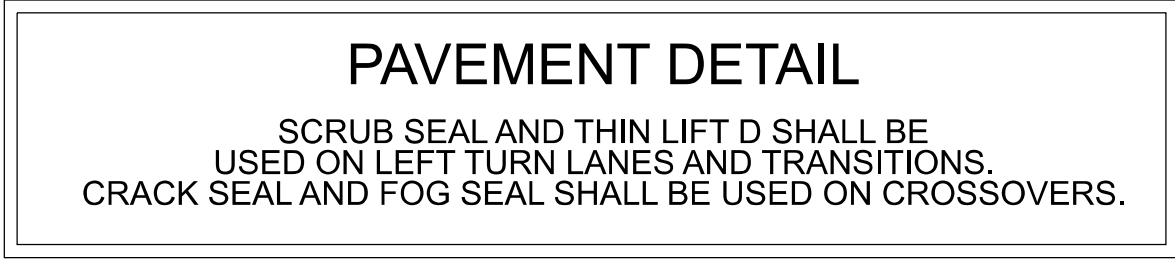
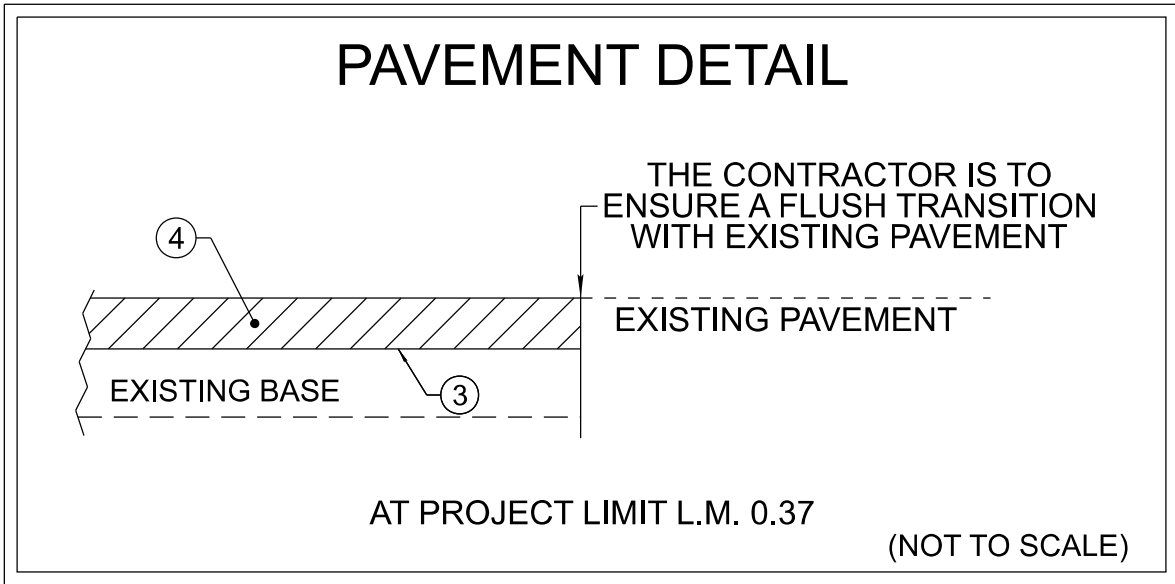
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2B1



SR 76
TENNESSEE RIVER / KENTUCKY LAKE BRIDGE
FROM: L.M. 31.41 TO L.M. 31.72
FROM: L.M. 0.00 TO L.M. 0.37



PROPOSED PAVEMENT SCHEDULE			
① MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	⑥ CRACK SEALANT ITEM 411-04 BITUMINOUS MATERIAL FOR CRACK SEALANT BITUMINOUS MATERIAL 1000 LBS / MILE TO BE USED FOR SEALING CROSSOVERS AND TRANSVERSE CRACKS ON SHOULDERS		
	⑦ SCRUB SEAL ITEM 414-04.03 ASPHALT EMULSION (SCRUB SEAL) ASPHALT EMULSION (AT 0.25 - 0.35 GAL./S.Y.) ITEM 414-04.04 MINERAL AGGREGATE (SCRUB SEAL) MINERAL AGGREGATE AT 0.38" THICK (APPROX. 18 - 25 LBS./S.Y.) (EXTEND SCRUB SEAL TO INSIDE EDGE OF RUMBLE STRIP)		
	⑧ COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT		
② HIGH PERFORMANCE FOG SEAL FOR SHOULDERS ITEM 403-01.10 HIGH PERFORMANCE FOG SEALS AT 0.10 - 0.15 GAL./S.Y.	COLD PLANING ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (THIS ITEM TO BE USED AT PROJECT ENDS, BRIDGES, AND UNDERPASSES)		
③ TRACKLESS TACK COAT ITEM 403-02.01 TRACKLESS TACK COAT (TC) TRACKLESS TACK COAT (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.)			
④ ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"			
⑤ ASPHALTIC CONCRETE SURFACE (HM) @ 0.80"± THICK (APPROX. 84.80 LBS./S.Y.) ITEM 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT			

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 12175
STATE OF TENNESSEE
07/29/2026

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.

GUARDRAIL

- (1)

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3)

IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

MISCELLANEOUS

- (2)

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3)

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2)

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

FINAL PAVEMENT MARKING

- (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.

SIGNALIZATION

- (7)

SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (14)

LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2)

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3)

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4)

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

- (5)

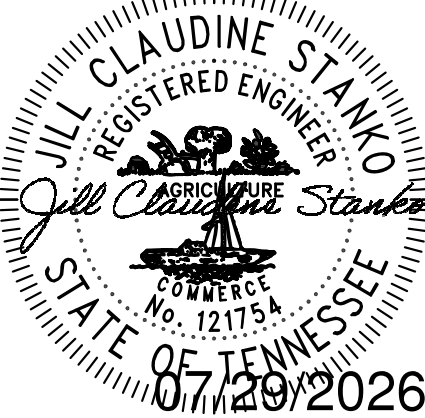
USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6)

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7)

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.
- (6) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

PAVEMENT MARKING

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

SIGNS

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

MISCELLANEOUS

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

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.

SCRUB SEAL

- (1) BEFORE APPLYING SCRUB SEAL, ITEM NO. 414-04.03 AND 414-04.04, THE CONTRACTOR IS REQUIRED TO REMOVE ANY EXISTING THERMOPLASTIC PAVEMENT MARKINGS THAT ARE TO BE COVERED BY SCRUB SEAL, INCLUDING ALL LANE LINES AND SPECIALTY MARKINGS THAT ARE TO BE COVERED DURING THAT DAYS CONSTRUCTION ACTIVIEIES. THE CONTRACTO IS TO TAKE EXTRA CARE TO ENSURE THAT THE EXISTING ASPHALT SURFACE IS NOT DAMANGED DURING THERMOPLASTIC REMOVAL. THE ROADWAY MUST BE FREE OF EXCESS DUST TO DEBRIS AS A RESULT OF THERMPLASTIC REMOVAL BEFORE SCRUB SEAL IS TO BE PLACED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2D

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

7/29/2026 4:01:14 PM Z:\HDR\INCOR\0009\TRIF\271\TRANSPORTATION\08_FY26 OCTOBER\133166.00 - SR76 - HENRY AND STEWART CO\2D1_SPECIAL NOTES (CRACK SEAL).DGN

STANDARD SPECIFICATIONS FOR APPLICATION OF CRACK SEALANT

ASPHALT PAVEMENT – CRACK SEALING

I. SCOPE:

- (1) THIS WORK SHALL CONSIST OF FURNISHING ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM ALL OPERATIONS FOR THE APPLICATION OF AN IN-DEPTH JOINT SEALING SYSTEM TO PROVIDE CRACK SEALING ON ASPHALTIC CONCRETE PAVEMENT.
- (2) THE CRACK-SEAL MATERIAL SHALL BE APPROVED HOT-POUR MATERIAL LISTED ON THE TDOT QPL (QUALIFIED PRODUCTS LIST) AND THE PRICE SHALL INCLUDE ALL ASPECTS OF INSTALLATION WITHIN REGION 4 WHERE THE CONTRACT IS ACTIVATED.

II. DESCRIPTION:

- (1) THIS WORK SHALL CONSIST OF CLEANING AND FILLING EXISTING LONGITUDINAL AND TRANSVERSE CRACKS HAVING A WIDTH OF 3/16 INCH OR GREATER IN FLEXIBLE PAVEMENTS.

III. METHOD OF APPLICATION:

- (1) ALL CRACKS SHALL BE THOROUGHLY CLEANED WITH HIGH PRESSURE, DRY COMPRESSED AIR REMOVING ALL VEGETATION, DEBRIS, MOISTURE AND FOREIGN MATERIALS, AS DIRECTED BY THE ENGINEER.
- (2) THE SEALANT SHALL BE APPLIED TO THE CRACK WITH A PRESSURE FEED WAND SYSTEM IMMEDIATELY AFTER CLEANING AT A TEMPERATURE WITHIN THE RANGE RECOMMENDED BY THE MANUFACTURER OF THE SEALANT.
- (3) THE SEALANT SHALL BE APPLIED USING THE FLUSH FILL METHOD.
- (4) THE CRACK SHALL BE FILLED LEVEL WITH THE ASPHALT SURFACE. IMMEDIATELY AFTER PLACEMENT OF SEALANT, A V-SHAPED RUBBER SQUEEGEE SHALL BE USED 100% OF THE TIME. THE USE OF SEALING DISCS IS NOT ACCEPTABLE.
- (5) ANY SEALANT ABOVE THE ASPHALT SURFACE MUST BE FEATHERED OUT AS DIRECTED BY THE ENGINEER.
- (6) THE CRACK FILLING WILL ONLY BE ALLOWED WHEN BOTH THE AIR AND PAVEMENT TEMPERATURES ARE WITHIN THE TOLLERANCES RECOMMENDED BY THE MANUFACTURER OF THE MATERIAL.

IV. MATERIALS:

- (1) THE SEALANT SHALL BE AN ASTM D6690 TYPE I PRODUCT LISTED ON THE DEPARTMENT'S QUALIFIED PRODUCT LIST 5 "JOINT SEALERS AND FILLERS", SECTION C- "HOT POUR JOINT SEALERS," MATERIAL "905.05.011."
- (2) STORAGE, HEATING, APPLICATION INSTRUCTIONS AND CAUTIONS SHALL BE SUPPLIED WITH EACH SHIPMENT.
- (3) THE MATERIAL WILL BE KEPT WITHIN THE TEMPERATURE RANGE RECOMMENDED BY THE MANUFACTURER.
- (4) THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH A CERTIFIED STATEMENT FROM THE MANUFACTURER OF THE SEALANT SHOWING COMPLIANCE WITH THIS SPECIFICATION TOGETHER WITH A CERTIFIED COPY OF THE TEST REPORT.

V. EQUIPMENT:

- (1) THE MELTER-APPLICATOR SHALL BE AN OIL JACKETED DOUBLE BOILER TYPE, EQUIPPED WITH AN AGITATOR AND SEPARATE THERMOMETERS FOR BOTH THE OIL BATH AND THE MELTING VAT.
- (2) ALL EQUIPMENT NECESSARY FOR THE SATISFACTORY PERFORMANCE OF THIS OPERATION SHALL BE ON THE JOB AND APPROVED BY THE ENGINEER BEFORE WORK WILL BE PERMITTED TO BEGIN.

VI. METHOD OF MEASUREMENT FOR PAYMENT:

- (1) SEALANT FOR RANDOM CRACKS WILL BE MEASURED BY THE POUND.
- (2) AT THE BEGINNING OF EACH WORK-DAY, THE ENGINEER, OR HIS APPOINTED REPRESENTATIVE, SHALL DOCUMENT THE AMOUNT OF MATERIAL IN THE HEATER-MELTER UNIT AND LOG ALL ADDITIONAL MATERIAL ADDED DURING THE DAY AND MEASURE THE AMOUNT OF MATERIAL REMAINING IN THE HEATER-MELTER AT THE END OF EACH DAY TO DETERMINE THE TOTAL POUNDAGE USED.
- (3) PAYMENT WILL BE MADE BY THE POUND FOR RANDOM CRACKS ANYWHERE BETWEEN THE CENTERLINE AND THE PAVING JOINT BETWEEN THE TRAVEL LANE AND SHOULDER.

VII. TRAFFIC CONTROL:

- (1) ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TDOT STANDARD DRAWINGS.
- (2) ALL TRAFFIC CONTROL DEVICES FOR LANE CLOSURES (CONSTRUCTION SIGNS, PORTABLE ARROW BOARDS, CONES, ETC.) LANE CLOSURES SHALL BE OF SUFFICIENT LENGTH TO ACCOMPLISH SIGNIFICANT WORK.
- (3) WHERE RAISED PAVEMENT MARKERS EXIST, THE CONTRACTOR SHALL PROTECT THE MARKERS DURING THE CLEANING AND SEALING PROCESS.
- (4) THE CONTRACTOR WILL BE REQUIRED TO PLACE TEMPORARY PAINTED PAVEMENT MARKINGS WHERE CRACK FILLING MATERIALS OBLITERATE THE EXISTING MARKINGS. COSTS OF TEMPORARY MARKINGS ARE TO BE INCLUDED IN OTHER ITEMS.

SPECIAL CRACK SEALANT NOTES:

- A. OVER APPLICATION WILL NOT BE ACCEPTED, AND WILL RESULT IN NON-PAYMENT OF SERVICES ON AREAS OF IMPROPER APPLICATION.
- B. THIS CONTRACT IS FOR LONGITUDINAL AND TRANSVERSE CRACKS, JOINTS, AND BLOCK CRACKING ONLY.
- C. THIS CONTRACT IS NOT DESIGNED FOR ALLIGATOR CRACKS THAT APPLY EXCESSIVE AMOUNTS TO THE ROADWAY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2D1

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07/29/2026

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 PRE-CONSTRUCTION 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 PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4)

ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

PROJECT COMMITMENTS

- (5)

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

SCOPE OF WORK

- (6)

THIS PROJECT INCLUDES BRIDGE REPAIR, SCRUB-SEAL, 411TLD, FOG SEAL, CRACK SEAL, BROOMING AND DEGRASSING, GUARDRAIL, RUMBLE STRIPES, SNOWPLOWABLE RAISED PAVEMENT MARKERS, PAVEMENT MARKINGS AND GUARDRAIL.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1)

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

SEDIMENT CONTROL

- (6)

EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8)

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29)

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31)

CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32)

WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33)

IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34)

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35)

WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE

MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

- (36)

ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37)

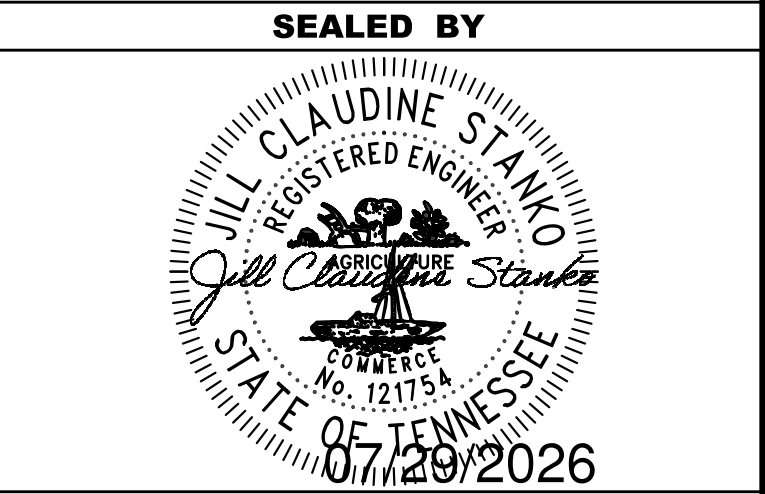
ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38)

OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39)

DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2E1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2F

BRIDGE NOTES				
BRIDGE NUMBER	LOCATION LOG MILE	BRIDGE LENGTH	VERTICAL CLEARANCE OF UNDERPASS	BRIDGE DECK NOTES
40SR0760017	27.30R	165'		PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
40SR0760018	27.30L	165'		PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
40SR0760019	29.12	165'		PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
40SR0760025	30.40	N/A	EBL 18'-5" WBL 18'10"	TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS. COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
40SR0760021	31.41	3590'-0"		COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT.

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)					
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 7 MILES	64" x 24"	11	4	43
G20-2	END ROAD WORK	48" x 24"	8	4	32
W8-11	UNEVEN LANES	48" x 48"	16	16	256
W8-15	GROOVED PAVEMENT	48" x 48"	16	16	256
W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	16	80
W20-1	ROAD WORK 1 MILE	48" x 48"	16	4	64
W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	4	64
W20-1	ROAD WORK 1000 FT	48" x 48"	16	4	64
W20-1	ROAD WORK AHEAD	48" x 48"	16	4	64
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48" x 48"	16	2	32
W20-7A	FLAGGER SYMBOL - PORTABLE	48" x 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48" x 48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48" x 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" x 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1500 FT	48" x 48"	16	2	32
W4-2R	RIGHT LANE ENDS SYMBOL	48" x 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1500 FT	48" x 48"	16	2	32
* W21-5	SHOULDER WORK	48" x 48"	16	4	64
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	1275

* TO BE USED AS DIRECTED BY THE ENGINEER.

PROPOSED GUARDRAIL (RESURFACING)					
SIDE		LOG MILE	GUARDRAIL		TERMINAL ANCHOR
			GUARDRAIL GR TRANSITION	GUARDRAIL REMOVED	TYPE 38
			27 IN TO 31 IN		MASH TL3 (46.875')
LT	RT		705-02.10	706-01	705-06.20
X		25.541	EACH	(L.F.)	(EACH)
TOTALS			1	50	1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

7/29/2026 4:03:44 PM \\EGNYT\DRIVE\PROJECTS\HDR\INCOR\0009\TR\TRANSPORTATION\FEBRUARY 2026\133166.00 - SR76 - HENRY AND STEWART CO\2G_TRAFFIC DETECTION LOOP DETAILS.DGN

SPECIAL TRAFFIC COUNTER SPECIFICATIONS

THE CONTRACTOR SHALL SUPPLY AND INSTALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE STATE'S LONG RANGE PLANNING DIVISION'S TRAFFIC COUNTER PERSONNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY OPERATIONAL.

ALL LOOPS SHALL BE 5 FOOT BY 7 FOOT AND TYPICAL IN SIZE WITH THREE (3) TURNS OF LOOP WIRE.

LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2 INCH CONDUIT FROM THE SHOULDER OF THE ROADWAY TO AN IN-GROUND PULL BOX. THE PULL BOX SHOULD BE LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LEAD-INS AND CONDUIT SHALL BE MARKED ON THE ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THIS UNDERGROUND WORK.

AN EXTRA 20 FEET OF LOOP WIRE FOR EACH LOOP SHALL BE STORED IN THE PULL BOX, IN ADDITION THERE WILL ANOTHER 2 INCH CONDUIT STUBBED UP FROM INSIDE THE PULL BOX TO OUTSIDE THE BOX EXTENDING APPROX. 3 FOOT ABOVE THE GROUND FOR THE INSTALLATION OF AN NEMA ELECTRICAL BOX INSTALLED BY TDOT PESONNEL. EACH LOOP DETECTOR LEAD-IN SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ETC.).

PLEASE CONTACT STANLEY DUNN AT 615-350-4571 WHEN THE LOOPS AND PULL BOXES ARE INSTALLED OR IF ANY QUESTIONS OCCUR DURING THE INSTALLATION OF LOOPS OR PULL BOXES.

THE CONTRACTOR SHALL SUPPLY STANLEY DUNN WITH THE X/Y COORDINATES (BASED ON WGS COORDINATES) OF EACH PULL BOX.

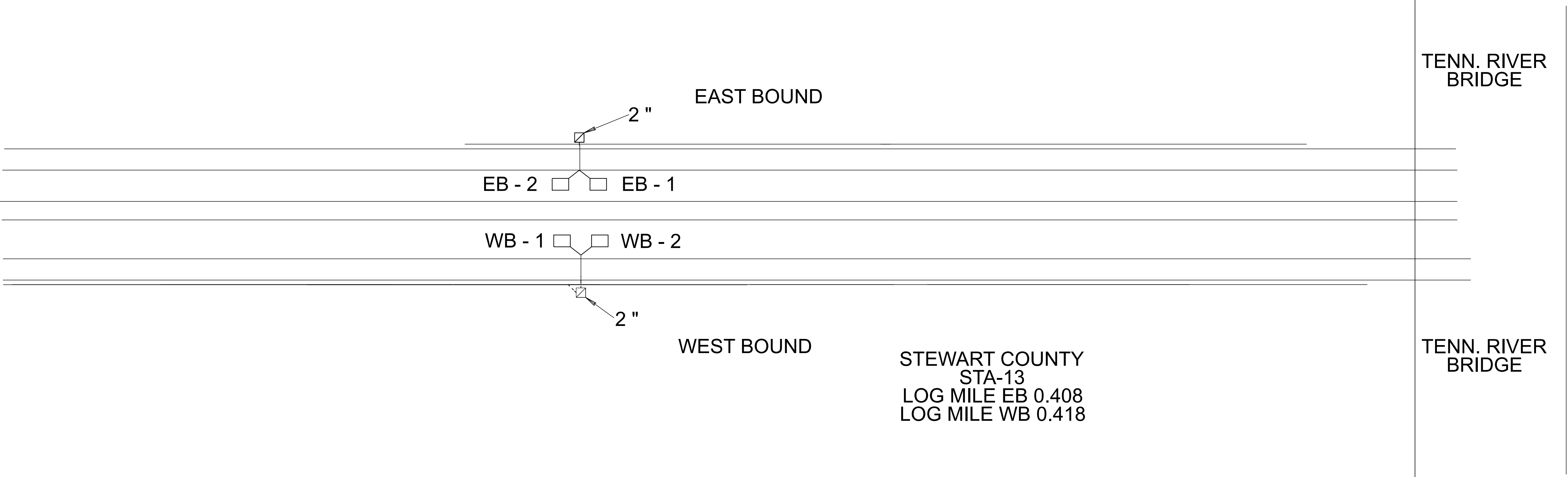
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2G

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEETS

SHEET 1 OF 3

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2G1

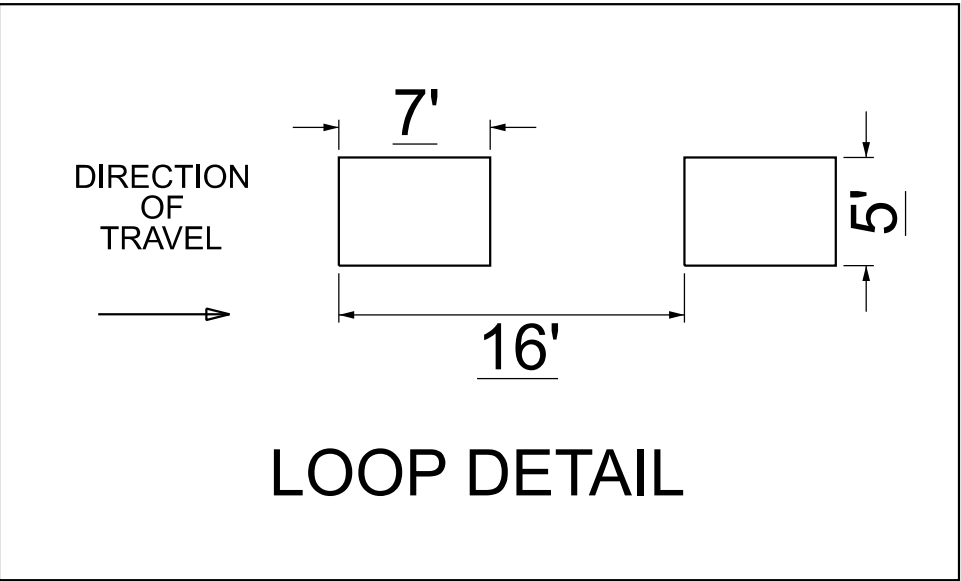
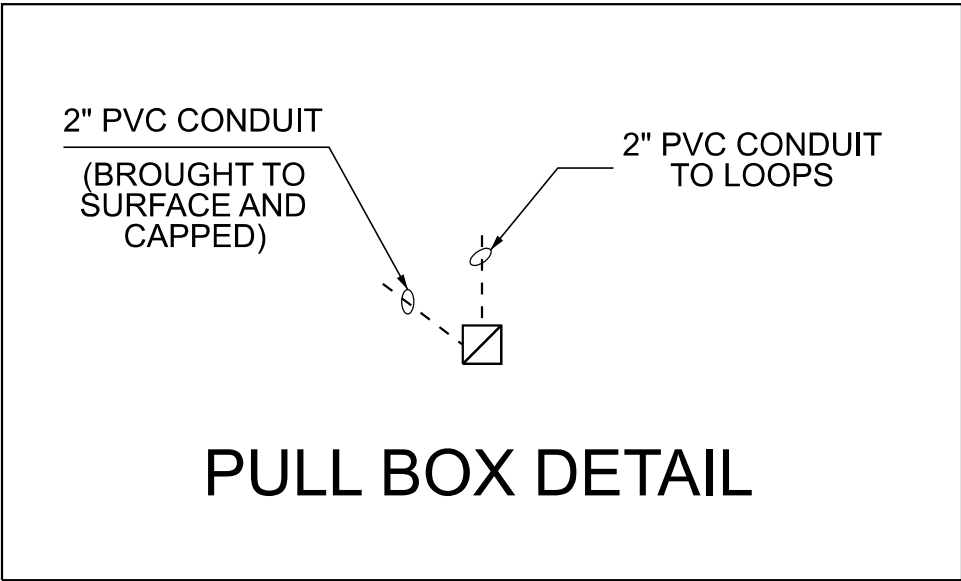


STEWART COUNTY
STA-13
LOG MILE EB 0.408
LOG MILE WB 0.418

TENN. RIVER
BRIDGE

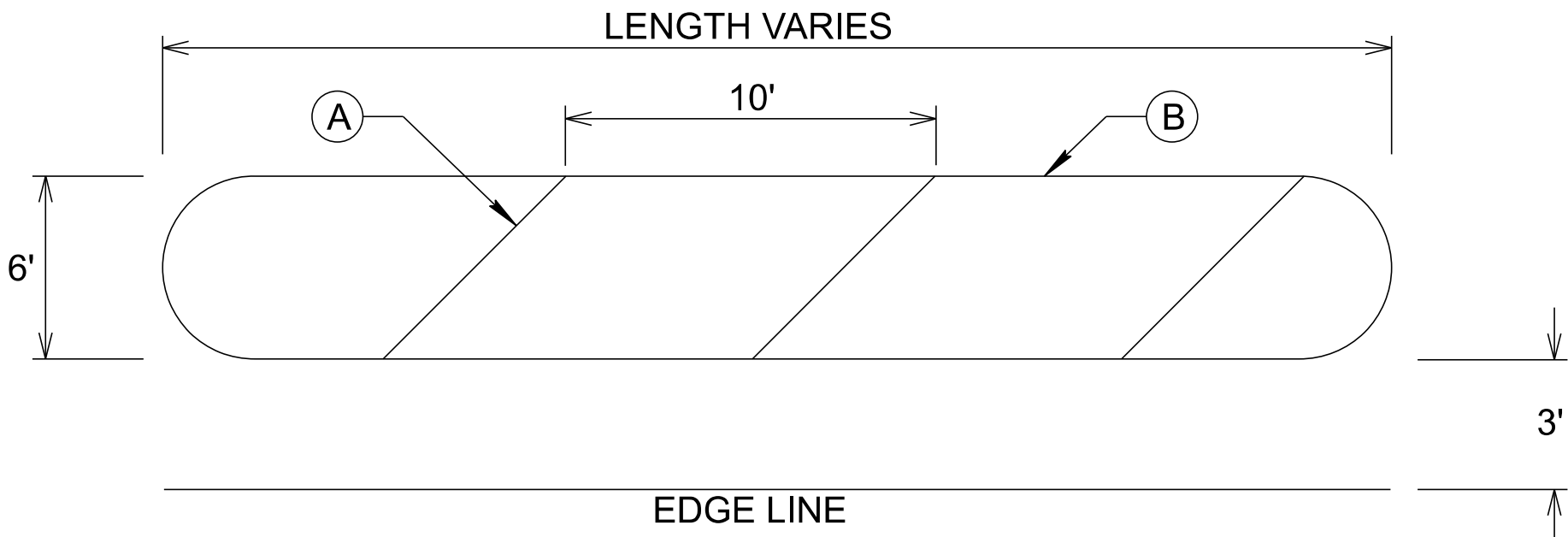
TENN. RIVER
BRIDGE

NOT TO SCALE



S.R. 3 @ L.M. 10.48 (RT.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	2G2



PAVEMENT MARKING DETAIL

- A** 12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS
[ITEM NO. 716-04.04]
- B** 8" SINGLE SOLID WHITE LINE BOUNDARY
[ITEM NO. 716-02.04]
- PAVEMENT MARKINGS DETAILED ON THIS SHEET SHALL BE WHITE

UTILITY NOTES

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

UTILITY OWNERS

COMMUNICATIONS:
AT&T
315 EAST COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL R. POTTS
OFFICE PHONE: 901 488 2359
Email: DP7607@ATT.COM

COMMUNICATIONS:
WK&T
237 NORTH 8TH STREET
MAYFIELD, KY 42066
CONTACT: TIM MERRICK
OFFICE PHONE: 270 674 1000
Email: TMERRICK.WK@WK.NET

COMMUNICATIONS:
ZAYO
2030 POWERS FRERRY ROAD SE, STE-360
ATLANTA, GA 30339
CONTACT: RUSTY PERDIEU
CELL PHONE: 706 889 6967
Email: RUSTY.PERDIEU@ZAYO.COM
CFZAYO.RELO@COBBFENDLEY.COM

COMMUNICATIONS:
COMCAST
5450 WINCHESTER ROAD
MEMPHIS, TN 38115
CONTACT: ANDREW SMITH
OFFICE PHONE: 901 623 7471
CELL PHONE: 901 208 6380
Email: ANDREW_SMITH6@COMCAST.COM

ELECTRIC:
TVA
1101 MARKET STREET MR. 4G
CHATTANOOGA, TN 37402
CONTACT: STEPHEN WILLIAMS
OFFICE PHONE: 662 255 6272
Email: ROWCUSTOMER@TVA.GOV

GAS:
PARIS HENRY COUNTY PUBLIC UTILITY DISTRICT
215 WEST WOOD STREET
PARIS TN 38242
CONTACT: JEFF HILL
OFFICE PHONE: 731 642 5636
CELL PHONE: 731 363 6314
Email: JEFF@PARISNATURALGAS.COM

WATER:
NORTHEAST HENRY COUNTY UTILITY DISTRICT
11 RICE LANE
SPRINGVILLE, TN 38256
CONTACT: BETTY DAY
OFFICE PHONE: 731 642 3391
Email: NEHCUD@BELLSOUTH.COM

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	40S076-M8-003	3

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07/29/2026

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.

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 | 40S076-M8-003 | T1 |
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| | | | |

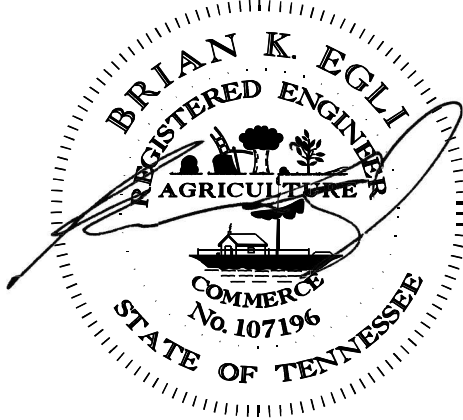
SEALED BY



JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
STATE OF TENNESSEE
No. 12175
Expires 07/29/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL
- 7/29/2026 4:05:00 PM Z:\HDR\INCOR\0009\TR\TRANSPORTATION\DECEMBER 2025\133806.00 MADISON\T1_PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
BRIAN KENNETH EGLI
2026.02.06 12:41:53 -06'00'
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
505 DEADERICK STREET, SUITE 1200
NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME

SHEET NO.

SIGNATURE SHEET	BRIDGE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION AND ESTIMATED QUANTITIES	B-2
TYPE 1 THIN EPOXY OVERLAY NOTES	B-3
PLAN VIEW (40SR0760018) & (40SR0760017)	B-4
PHASE CONSTRUCTION (40SR0760018) & (40SR0760017)	B-5
PLAN VIEW (40SR0760019)	B-6
PHASE CONSTRUCTION (40SR0760019)	B-7

YEAR	PROJECT NO.	SHEET NO.
2026	40S076-M3-003	BRIDGE-SIGN 1

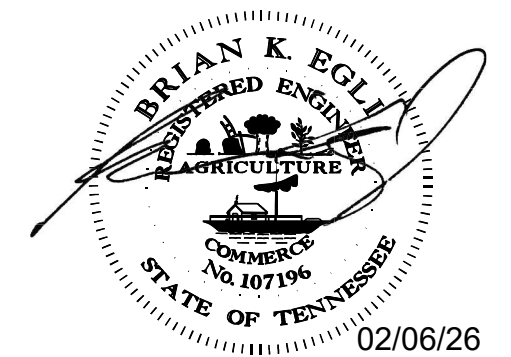
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

[illegible]

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES			
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
40-SR76-27.30R OVER EAGLE CREEK (40SR0760017L) (40SR0760018R)	M-220-33 M-220-36 M-233-02	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	3916
40-SR76-29.12 OVER LITTLE EAGLE CREEK (40SR0760019)	M-220-42 M-220-45 M-233-02	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	2000
TOTAL			5916

Henry & Stewart Co. S.R 76 Bridge Repair Traffic Control			
BRIDGE REPAIR TRAFFIC CONTROL QUANTITIES			
Item #	Description	Unit	Quantity
712-04.01	Flexible Drums (Channelizing)	Each	276
712-05.01	Warning Lights (Type A)	Each	213
712-05.03	Warning Lights (Type C)	Each	63
712-08.03	Arrow Board (Type C)	EACH	4



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND
ESTIMATED QUANTITIES
40-SR76-27.3OR
OVER
EAGLE CREEK
40-SR76-27.3OL
OVER EAGLE CREEK
40-SR76-29.12
OVER LITTLE
EAGLE CREEK
BR. NOS. 40SR0760017L.
40SR0760018R, 40SR0760019
HENRY COUNTY
2026

DESIGNED BY _____ DATE _____
 DRAWN BY TRENT JOHNSTON DATE 10/25
 SUPERVISED BY K. MARTINKO DATE 10/25
 CHECKED BY _____ DATE _____

[illegible]

TYPE 1 THIN EPOXY OVERLAY NOTES :

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

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

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

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

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

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

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RE-TEST SHALL BE PERFORMED IN ADJOINING AREAS. SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

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

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

APPLICATION EQUIPMENT SHOULD :

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

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

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

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

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

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

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

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

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

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

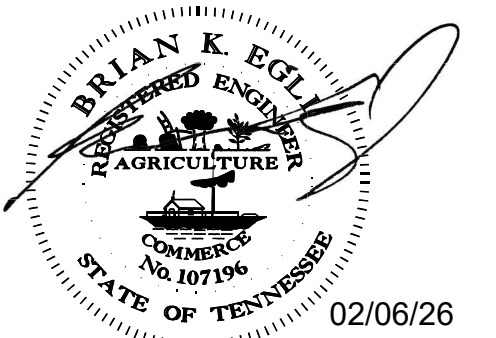
DESIGNED BY _____ DATE _____
 DRAWN BY TRENT JOHNSTON DATE 10/25
 SUPERVISED BY K. MARTINKO DATE 10/25
 CHECKED BY _____ DATE _____

** SPECIAL NOTE:

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

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

REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

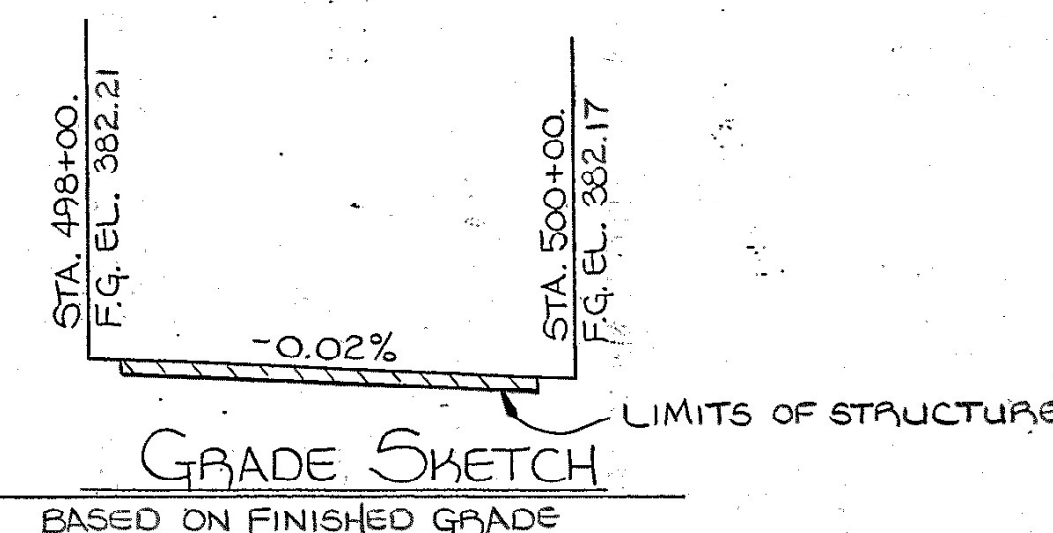


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE I THIN EPOXY
OVERLAY NOTES
40-SR76-27.3OR
OVER
EAGLE CREEK
40-SR76-27.3OL
OVER EAGLE CREEK
40-SR76-29.12
OVER LITTLE
EAGLE CREEK
BR. NOS. 40SR0760017L.
40SR0760018R, 40SR0760019
HENRY COUNTY
2026

CONST. No. 40011-3252-14.

PROJECT NO.	YEAR	SHEET NO.
F-76 (9)	1991	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	3-19-91	JHW	Changed S.P. 604C to 604CX, Dates for 604A & 604CX to 2-18-91
2	7-11-91	AEP	ADDED S.P. 100; REV. DATES FOR S.P. 604CX TO 4-8-91 & M-23-1B TO 5-1-91.

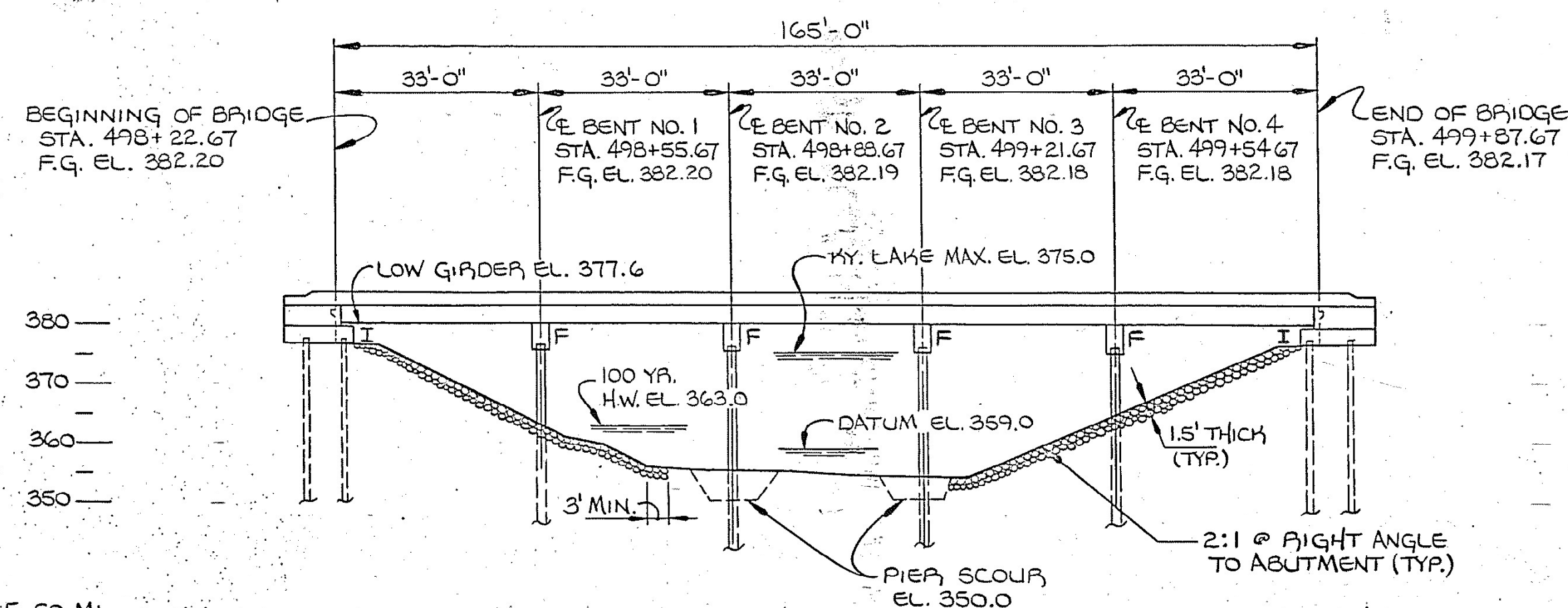


HYDRAULIC DATA

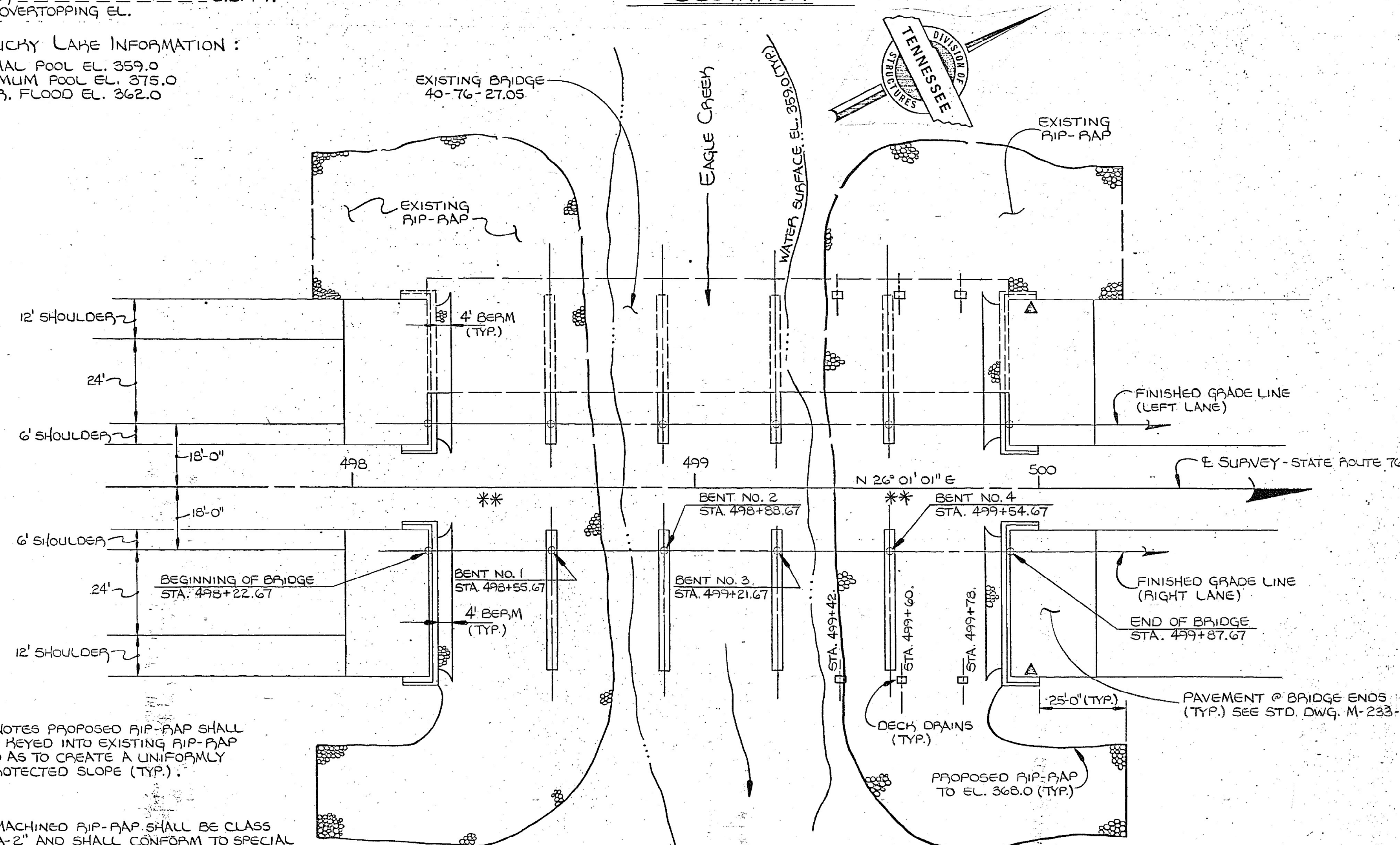
DRAINAGE AREA	12.5 SQ. MI.
DESIGN DISCHARGE (100 YR.)	4170 CFS.
AREA BELOW EL. 363.0	564 SQ. FT.
VELOCITY	7.4 F.P.S.
BACKWATER	0.21 FT.
ROADWAY OVERTOPPING EL.	

KENTUCKY LAKE INFORMATION:

NORMAL POOL EL. 359.0
MAXIMUM POOL EL. 375.0
40 YR. FLOOD EL. 362.0



ELEVATION



**DENOTES PROPOSED RIP-RAP SHALL BE KEYED INTO EXISTING RIP-RAP SO AS TO CREATE A UNIFORMLY PROTECTED SLOPE (TYP.).

NOTE: MACHINED RIP-RAP SHALL BE CLASS A-2" AND SHALL CONFORM TO SPECIAL PROVISION 709 AND SHALL BE PAID FOR UNDER ITEM 709-05.07. RIP-RAP CAN BE OMITTED ONLY IF FILL MATERIAL IS SOLID ROCK FILL TO EL. 368.0.

PLAN

△ DENOTES END OF BRIDGE DRAIN, 8' x 3'. SEE STD. DWG. M-233-2 THRU 5.

LIST OF DRAWINGS

DWG. No.	LAST REV. DATE
LAYOUT OF BRIDGE NO. 2	M-220-33
GENERAL NOTES AND ESTIMATED QUANTITIES	M-220-34
FOUNDATION DATA	M-220-35
SUPERSTRUCTURE	M-220-36
PRESTRESSED I-BEAM DETAILS	
SPAN NO. 1 AND 5	M-220-37
PRESTRESSED I-BEAM DETAILS	
SPAN NO. 2, 3 AND 4	M-220-38
ABUTMENT NO. 1 AND 2	M-220-39
BENT NO. 1, 2, 3 AND 4	M-220-40
BILL OF STEEL	M-220-41

LIST OF STANDARD DWGS. △ DWG. No. LAST REV. DATE

REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	2-8-91
STD. CONCRETE PARAPET DRAINS	M-28-18	5-1-91
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	M-164-24	12-18-89
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	M-164-25	12-18-89
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	M-164-25A	12-18-89
STD. PILE DETAILS	M-174-150	11-27-90
STD. PILE DETAILS	M-174-150A	11-27-90
* BRIDGE RAILING CONCRETE PARAPET	M-233-1	8-22-90
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	M-233-2	8-22-90
* BRIDGE END DRAIN DETAIL	M-233-3	8-22-90
* BRIDGE END DRAIN DETAIL	M-233-4	8-22-90
* BRIDGE END DRAIN DETAIL	M-233-5	8-22-90
STANDARD SEISMIC DETAILS	M-246-70	12-12-90

*DENOTES THESE DRAWINGS TO BE PRINTED WITH PLANS.

LIST OF SPECIAL PROVISIONS △ No. LAST REV. DATE

REGARDING:		
APPROVAL OF SHOP DRAWINGS	105A	7-21-87
CONCRETE STRUCTURES	604	2-18-91
STRUCTURAL CONCRETE	604CX	4-8-91
PRECAST, PRESTRESSED BRIDGE DECK PANELS	604P	5-8-89
FEASIBILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604R	5-14-90
PRECAST, PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-11-89
MACHINED RIP-RAP	709	5-4-87
EPOXY COATED REINFORCING STEEL	907A	3-25-85
REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION-MARCH 1, 1981	109	6-17-91

V = 60 M.P.H.
2010 A.D.T. = 5907
42'-0" ROADWAY WITH M-233-1 PARAPET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

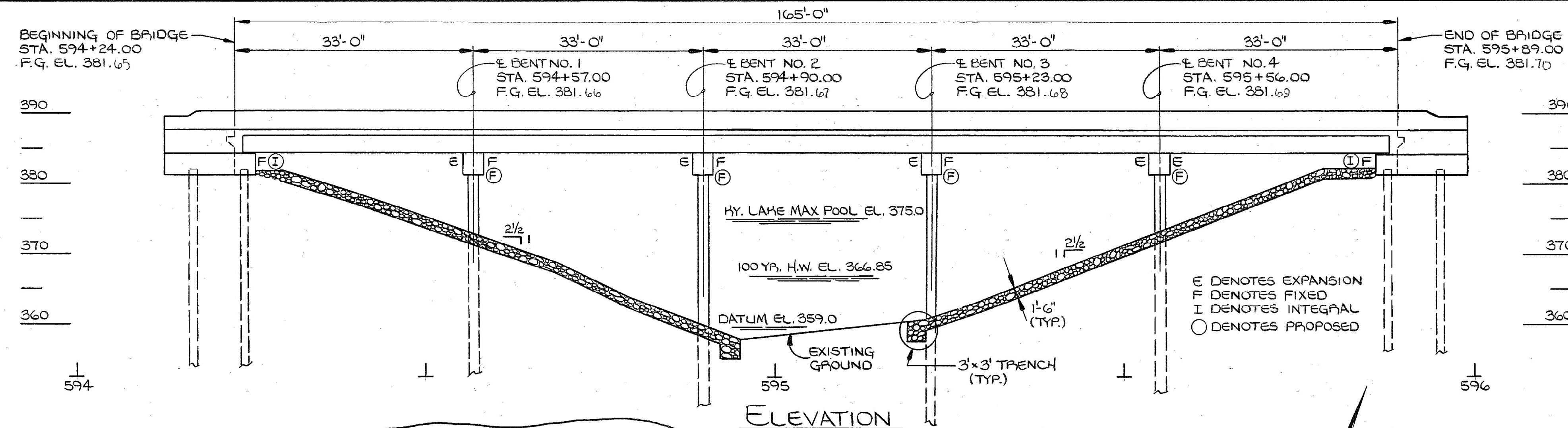
LAYOUT OF BRIDGE No. 2

STATE ROUTE 76
OVER EAGLE CREEK
BRIDGE I.D. No. 495R07600 (RIGHT LANE)
STATION 499+05.17
HENRY COUNTY
1991

DESIGNED BY HOUSTON WALKER DATE 12-90
DRAWN BY MARY OYE DATE 1-91
SUPERVISED BY R. P. P. R. L. H. DATE 1-91
CHECKED BY H. WALKER DATE 2-91

CORRECT Edward P. Walker
ENGINEER OF STRUCTURES

M-220-33



HYDRAULIC DATA

DRAINAGE AREA 4.2 SQ. MI.
DESIGN DISCHARGE (100 YR.) 2230 CFS.
AREA BELOW EL. 363.0 435 SQ. FT.
VELOCITY 5.1 FPS.
BACKWATER 0.16 FT.

KENTUCKY LAKE INFORMATION:

NORMAL POOL EL. 359.0
MAXIMUM POOL EL. 375.0
40 YR. FLOOD EL. 362.0

NOTE: MACHINED RIP-RAP SHALL BE CLASS "A-2" AND SHALL CONFORM TO SPECIAL PROVISION 709 AND SHALL BE PAID FOR UNDER ITEM 709-05.07. RIP-RAP CAN BE OMITTED ONLY IF FILL MATERIAL IS SOLID ROCK FILL TO EL. 368.0.

CONST. No. 40011-3252-14.

PROJECT NO.	YEAR	SHEET NO.
F-76(9)	1991	

REVISIONS		
NO.	DATE	BRIEF DESCRIPTION
1	3-19-91	JHW Changed S.P. 604C to 604CX; Rev. dates for S.P. 604A & 604CX to 2-18-91
2	7-11-91	AEP ADDED S.P. 100; REV. DATES FOR S.P. 604CX TO 4-08-91 & M-220-18 TO 5-1-91
3	10-29-91	TAK Relocated F.G. LINE & CHANGED ELEVATIONS

LIST OF DRAWINGS

DWG. No.	LAST REV. DATE
LAYOUT OF BRIDGE NO. 3	M-220-42
GENERAL NOTES AND ESTIMATED QUANTITIES	M-220-43
FOUNDATION DATA	M-220-44
SUPERSTRUCTURE	M-220-45
SUPERSTRUCTURE DETAILS	M-220-46
PRESTRESSED BOX BEAM DETAILS	
SPAN NO. 1 AND 5	M-220-47
PRESTRESSED BOX BEAM DETAILS	
SPAN NO. 2, 3 AND 4	M-220-48
ABUTMENT NO. 1 AND 2	M-220-49
ABUTMENT NO. 1 AND 2 DETAILS	M-220-50
BENTS NO. 1, 2, 3 AND 4	M-220-51
BILL OF STEEL	M-220-52

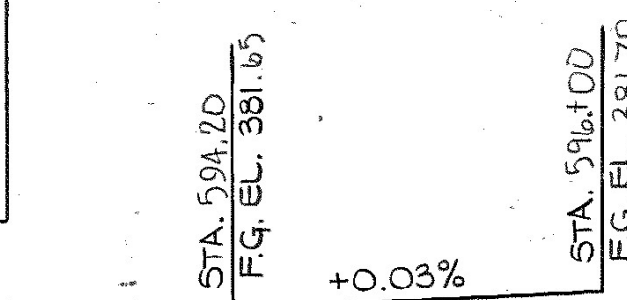
LIST OF STANDARD DWGS.

DWG. No.	LAST REV. DATE
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MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150
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STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	M-164-24
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	M-164-25
STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	M-164-25A
STD. PILE DETAILS	M-174-150
STD. PILE DETAILS	M-174-150A
* BRIDGE RAILING CONCRETE PARAPET	M-233-1
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	M-233-2
STANDARD SEISMIC DETAILS	M-246-70

* DENOTES THESE DRAWINGS TO BE PRINTED WITH PLANS.

LIST OF SPECIAL PROVISIONS

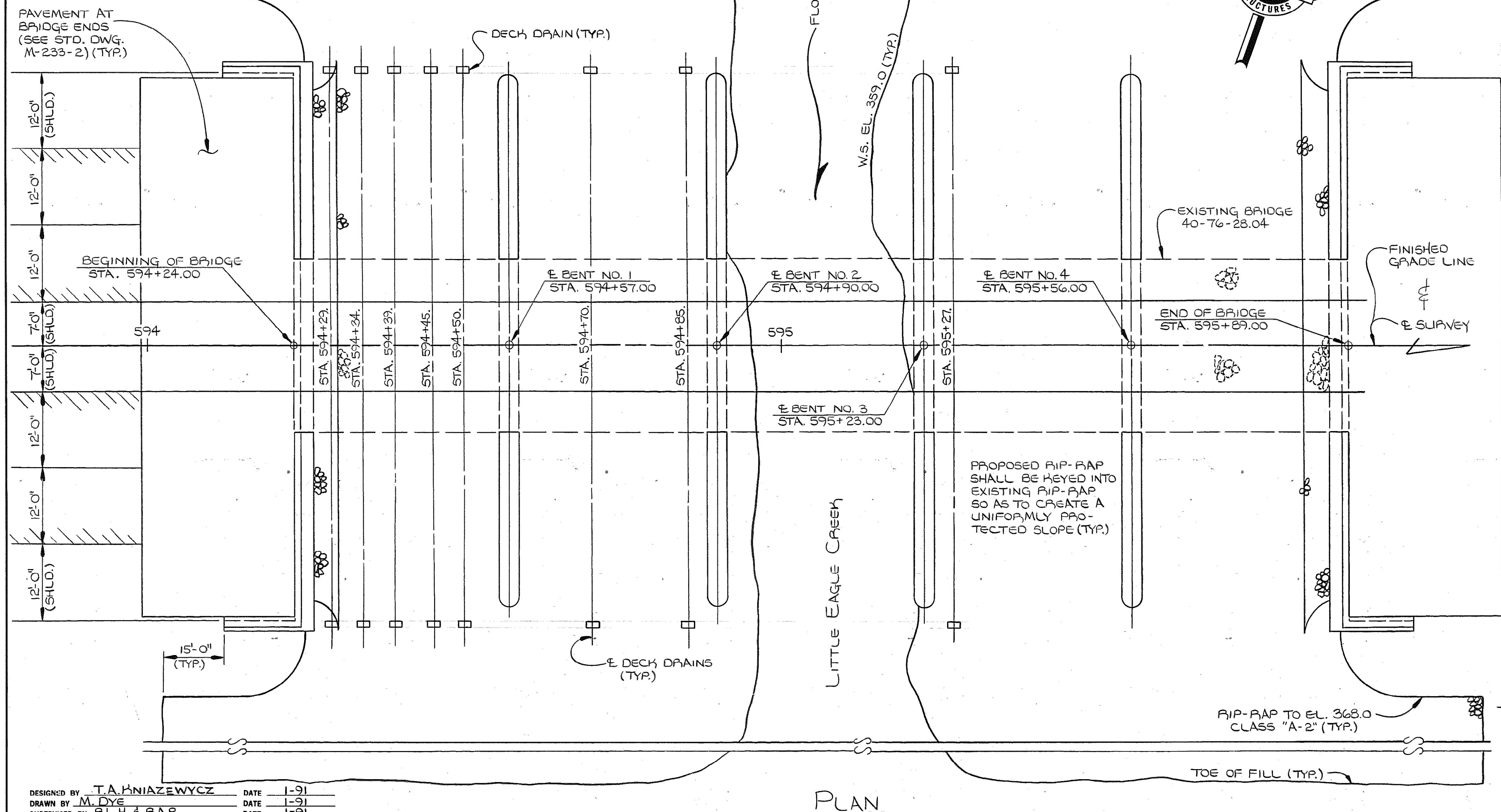
No.	LAST REV. DATE
REGARDING:	
APPROVAL OF SHOP DRAWINGS	105A
CONCRETE STRUCTURES	604
STRUCTURAL CONCRETE	604CX
PRECAST, PRESTRESSED BRIDGE DECK PANELS	604P
RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES	604P
PRECAST, PRESTRESSED CONCRETE BRIDGE MEMBERS	615
MACHINED RIP-RAP	709
EPOXY COATED REINFORCING STEEL	907A
REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION - MARCH 1, 1981	100



NOTE: GRADE SKETCH BASED ON SCARIFYING 1" MINIMUM 4 1/2" OVERLAY, AND LOCATION OF FINISHED GRADE LINE. EXISTING TOP OF CONCRETE ELEVATIONS BASED ON FIELD SURVEY MINUS 6" OF ASPHALT.

V = 60 M.P.H.
2010 A.D.T. = 5907
86'-0" ROADWAY WITH M-233-1 PARAPET
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

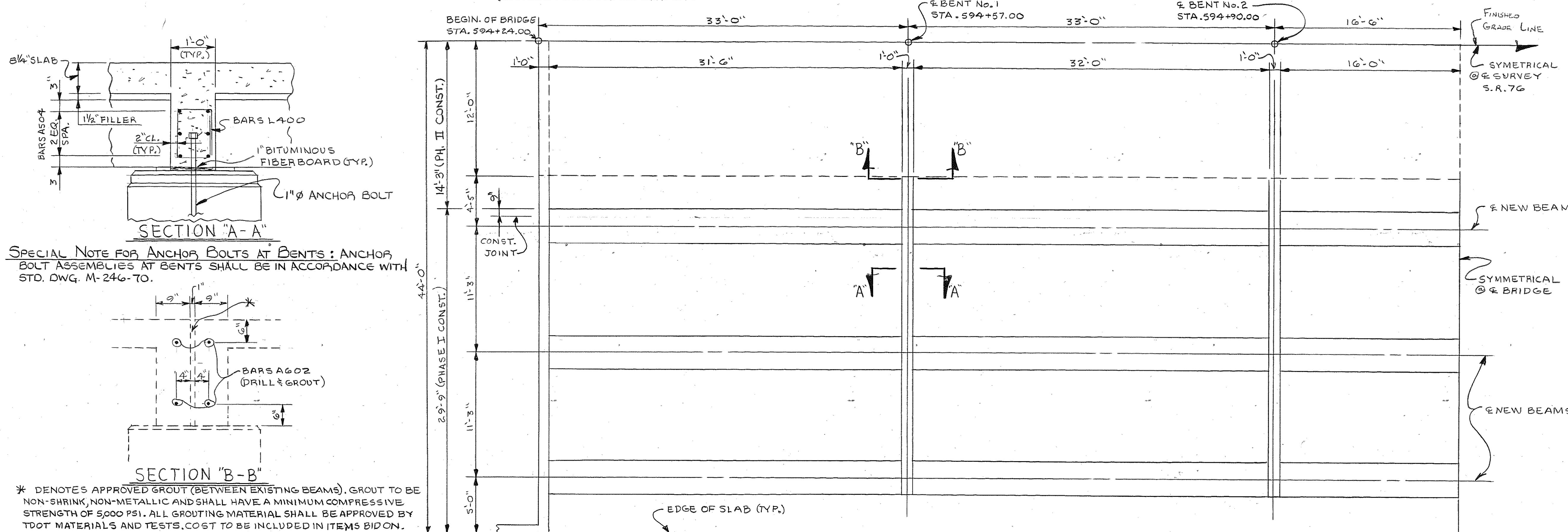
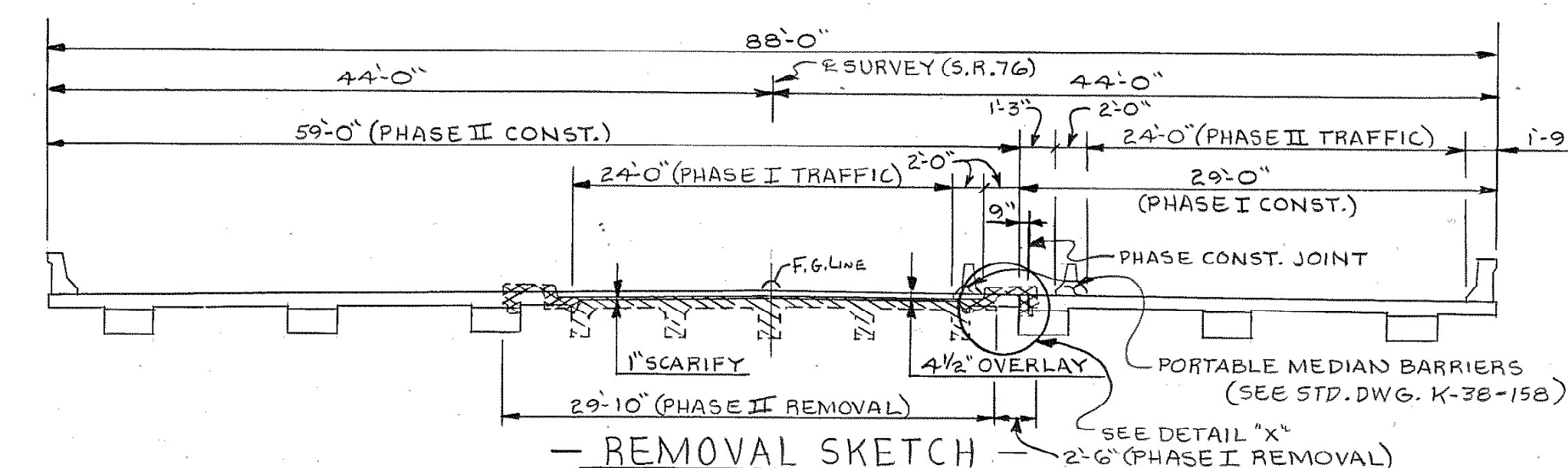
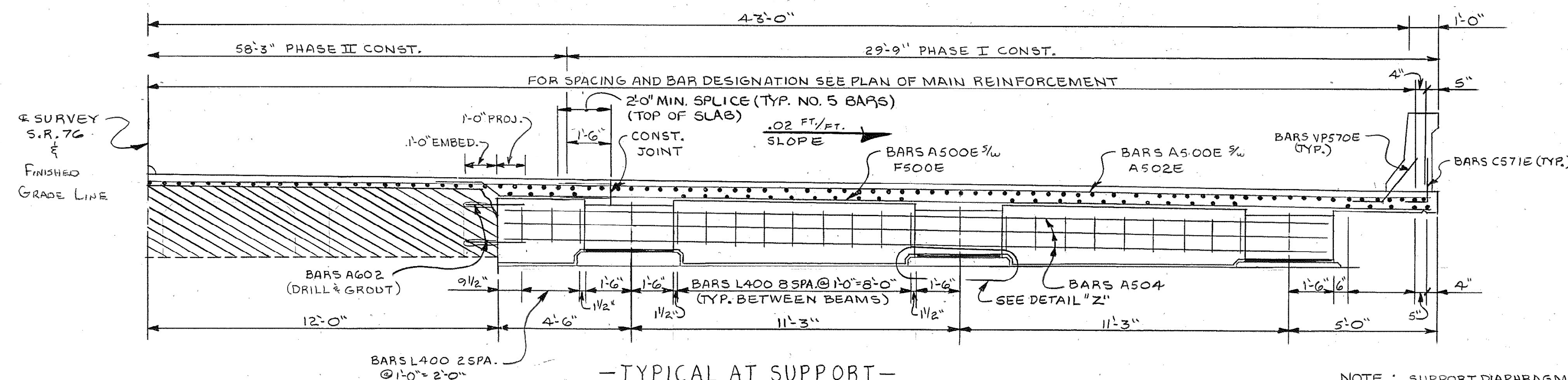
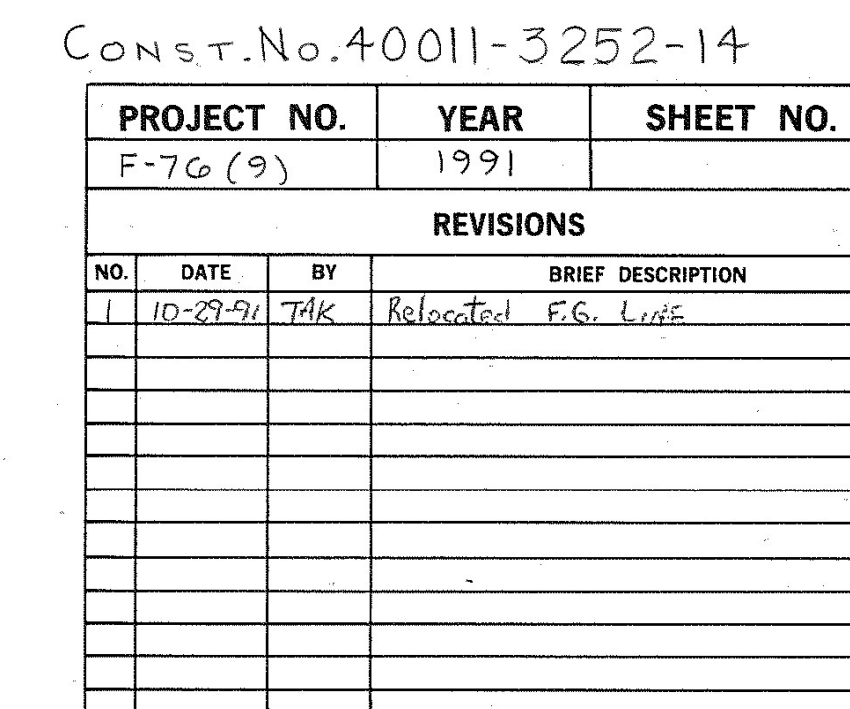
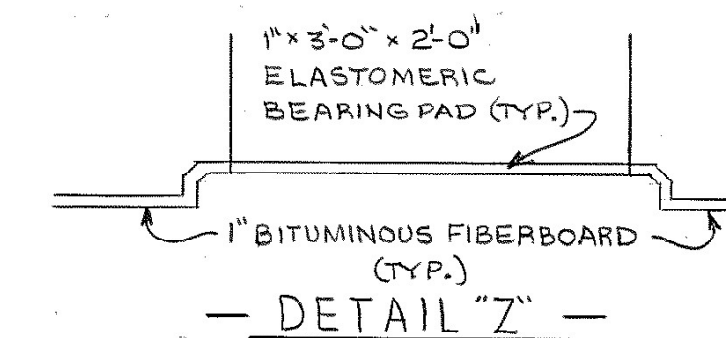
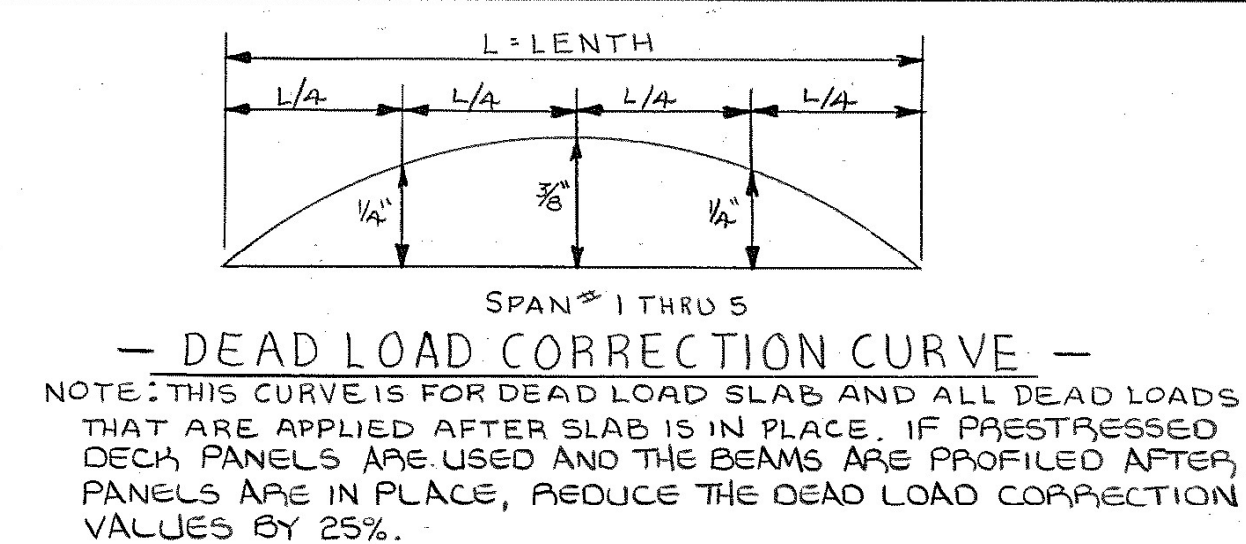
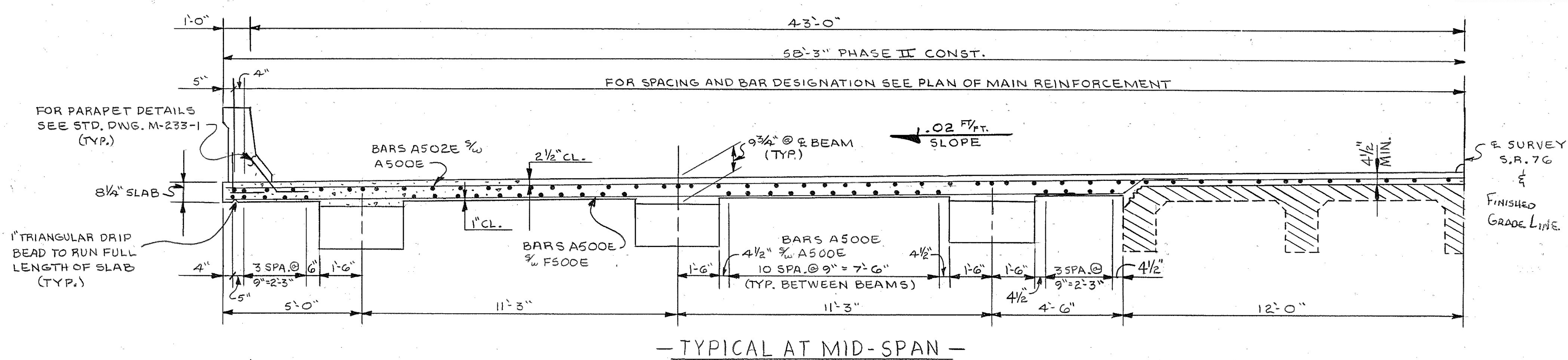
LAYOUT OF BRIDGE NO. 3
WIDENING OF STATE ROUTE 76
OVER LITTLE EAGLE CREEK
BRIDGE I.D. No. 405R0760019
STATION 595+06.50
HENRY COUNTY
1991



DESIGNED BY T.A. HIAZEWCZ DATE 1-91
DRAWN BY M. DYE DATE 1-91
SUPERVISED BY R.L.H. & R.P. DATE 1-91
CHECKED BY T.A.R. & M.M.D. DATE 3-91

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-220-42



 DENOTES: AREA OF EXISTING BRIDGE TO BE REMOVED
 DENOTES: EXISTING BRIDGE
 SEE SHEET M-220-46 FOR RELATED NOTES

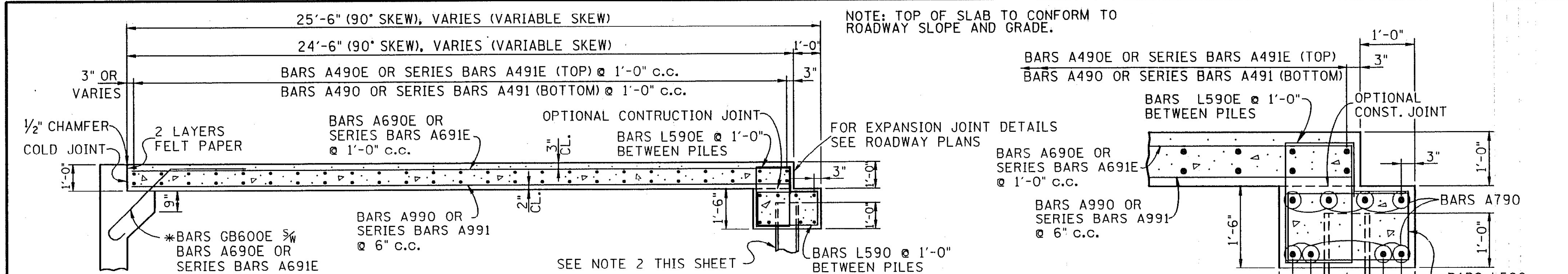
NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. FOR DETAILS OF PARAPET SEE STD. DWG. NO. M-233-1.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DWG. NO. M-233-1.

<u>ESTIMATED QUANTITIES</u>			
CLASS "A" CONCRETE (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LBS.	CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.
363	108,398	22	4,195

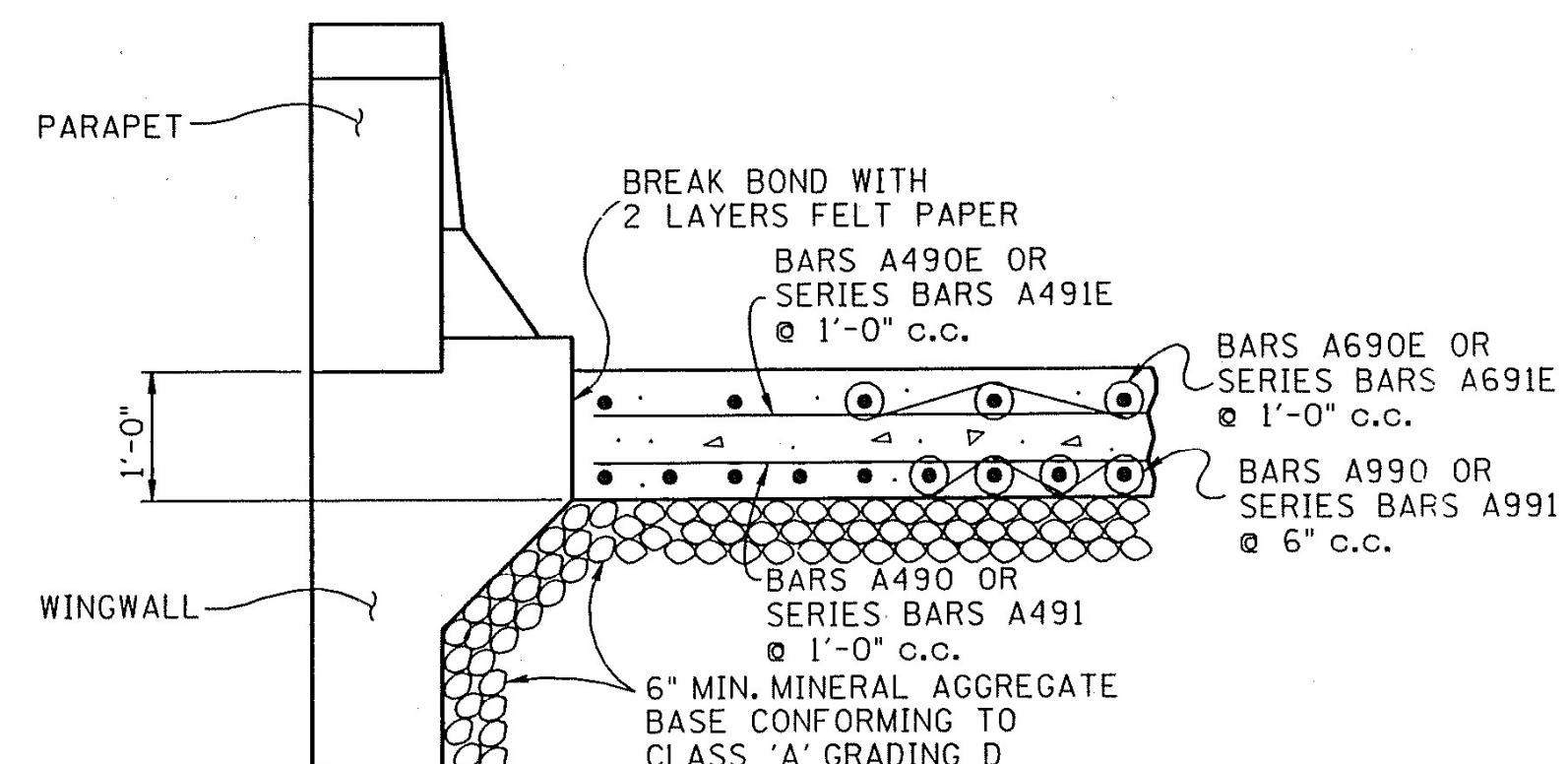
BRIDGE No. 3
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
SUPERSTRUCTURE
WIDENING OF STATE ROUTE 76
OVER LITTLE EAGLE CREEK
STATION 595+06.50
HENRY COUNTY
1991

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



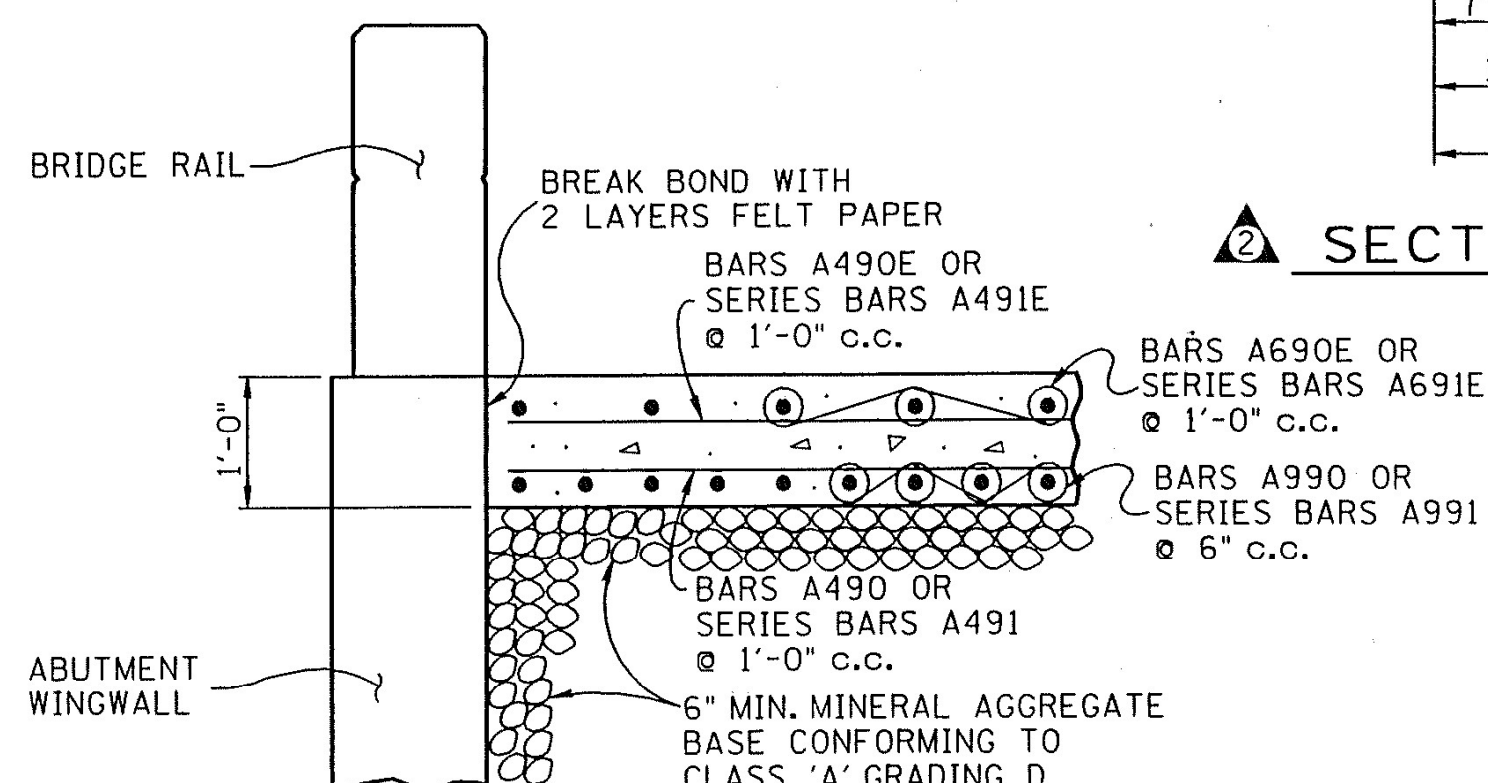
*DENOTES BARS GB600E TO BE INCLUDED IN BILL OF STEEL FOR ABUTMENT ENDWALL.

SECTION A - A



SECTION B - B

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



SECTION C - C

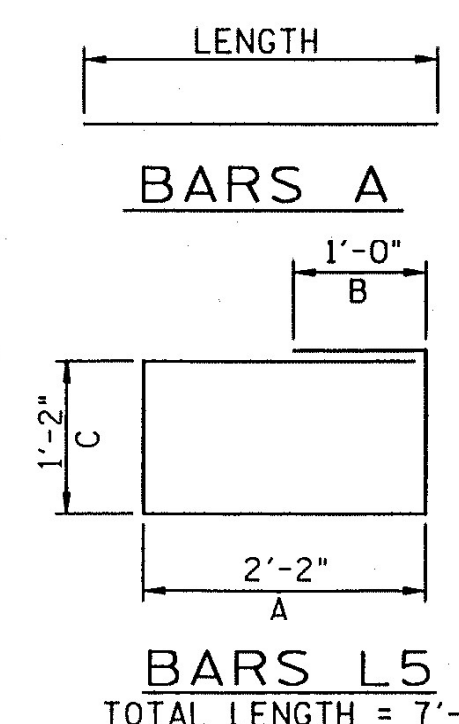
NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.

SECTION D - D

▲ DENOTES: THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A490E	SLAB, 90° SKEW, VARIABLE SKEW	4	25					▲
SERIES A491E	SLAB, VARIABLE SKEW	4	1	LENGTH VARIES FROM TO IN INC. OF (BARS)				
A492E	SLAB, VARIABLE SKEW	4	▲					7'-0"
A690E	SLAB, 90° SKEW	6	▲					24'-2"
SERIES A691E	SLAB, VARIABLE SKEW	6	1	LENGTH VARIES FROM TO IN INC. OF (BARS)				
L590E	SLAB/FOOTING 90° & VARIABLE SKEW	5	▲	2'-2"	1'-0"	1'-2"		7'-8"
A490	SLAB, 90° SKEW, VARIABLE SKEW	4	25					▲
SERIES A491	SLAB, VARIABLE SKEW	4	1	LENGTH VARIES FROM TO IN INC. OF (BARS)				
A492	SLAB, VARIABLE SKEW	4	▲					7'-0"
A990	SLAB, 90° SKEW	5	▲					24'-2"
SERIES A991	SLAB, VARIABLE SKEW	9	1	LENGTH VARIES FROM TO IN INC. OF (BARS)				
A790	FOOTING 90° & VARIABLE SKEW	7	8					▲
L590	FOOTING 90° & VARIABLE SKEW	5	▲	2'-2"	1'-0"	1'-2"		7'-8"

PROJECT NO.		YEAR	SHEET NO.
		1990	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-22-90	CMH	BAR DESIGNATION, REMOVED STATION ADDED PERPENDICULAR TO LOCAL TANGENT
2	6-24-91	CMH	CHANGED BATTERED PILES TO VERTICAL AND ADDED SAW CUT.



NOTES

- QUANTITIES FOR CLASS "A" CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL, PILES, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DWG. NO. M-233-5.
- PILES TO BE HP10x42 OR CONCRETE PILES AS SHOWN IN OTHER BRIDGE ITEMS. PILES SHALL HAVE A MAXIMUM LENGTH OF 10'-0" REGARDLESS OF BEARING AND SHALL BE SPACED AT 9'-0" MAXIMUM. PILES TO BE OMITTED IF SECTION 'D-D' IS (1) SUPPORTED ON ROCK, (2) SUPPORTED ON ROCK FILL OR (3) THE ABUTMENT IS INTEGRAL WITH THE SUPERSTRUCTURE.
- COST OF MINERAL AGGREGATE BASE QUANTITY TO BE PAID AS ITEM 303-01.02 MINERAL AGGREGATE CLASS A GRADING D.
- IN LIEU OF THE CLASS A GRADING D MATERIAL SHOWN, CLASS B GRADING C OR D MAY BE USED.

GENERAL NOTES

CONCRETE: TO BE CLASS "A" ($f'_c = 3,000$ psi)

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. SPACING DIMENSIONS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED. THE SUFFIX "E" FOR BARS SO MARKED, DENOTES EPOXY COATED REINFORCEMENT. SEE SPECIAL PROVISION 907A.

SPECIFICATIONS: STANDARD SPECIFICATIONS OF TENNESSEE DEPARTMENT OF TRANSPORTATION. (CURRENT EDITION)

NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.

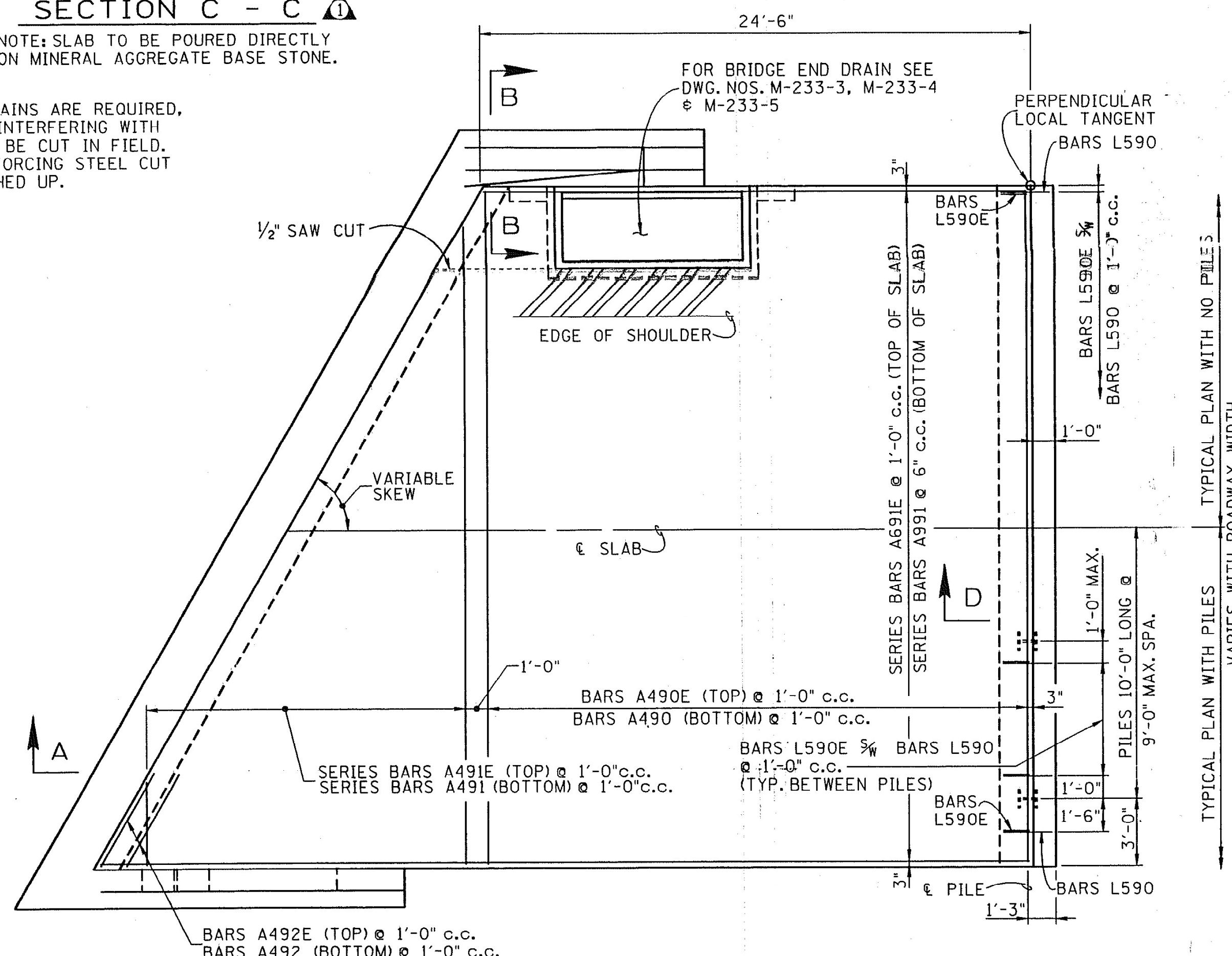
NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), SO AS TO MATCH THE INPLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE
PAVEMENT AT BRIDGE ENDS
1990

DESIGNED BY: C.M. HILES
DRAWN BY:
SUPERVISED BY:
CHECKED BY:

DATE: 7-89
DATE:
DATE:
DATE:

PLAN
(90° SKEW)PLAN
(VARIABLE SKEW)

CORRECT: Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 3 OF 6
M-233-2