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

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
STANDARD STRUCTURE DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS	3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A
PRESENT LAYOUT(S)	4
RIGHT OF WAY DETAILS	4A
PROPOSED LAYOUT(S)	4B
PROPOSED PROFILE(S)	4C
SIDE ROADS PROFILE(S)	5
DRAINAGE MAP(S)	6 – 7
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	8 – 12
ROADWAY CROSS SECTIONS	13 – 20
SIDE ROAD CROSS SECTIONS	21 – 31
TRAFFIC CONTROL PLANS	T1 – T3

YEAR	PROJECT NO.	SHEET NO.
2025	85007-4222-04	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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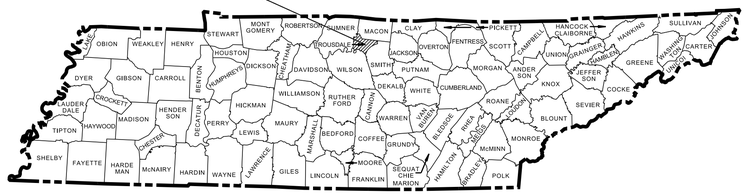
Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	85007-4222-04	

PROJECT LOCATION
BRIDGE ID. # 85SR1410003



NO EXCLUSIONS

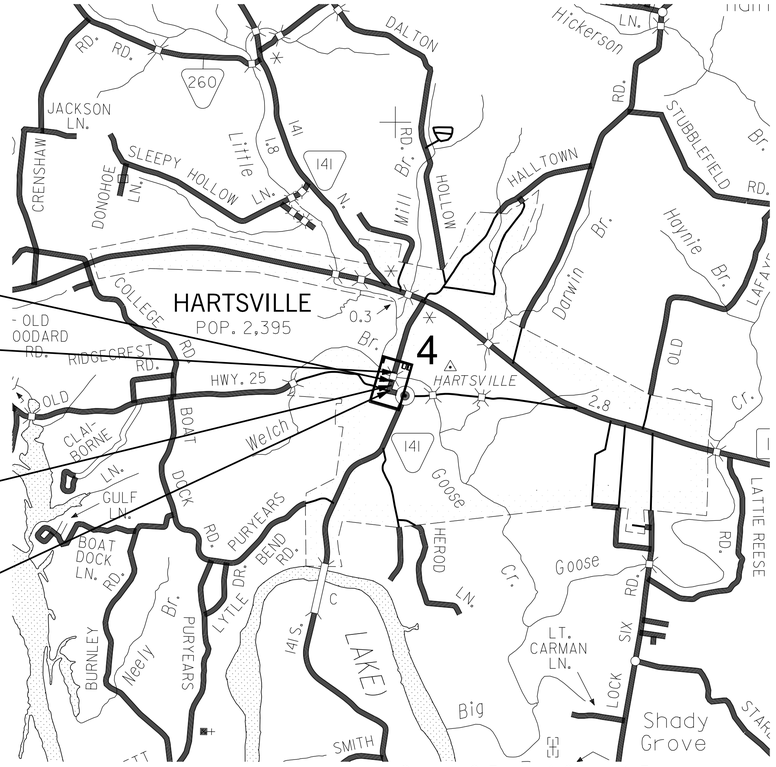
END PROJECT NO. 85007-4222-04 R.O.W.
STA. 11+57.66 S.R. 141
N 749371.3940 E 1919373.2845

END PROJECT NO. 85007-4222-04 CONSTRUCTION
STA. 14+81.25 S.R. 141
N 749682.1885 E 1919463.3957

PROJECT OF LIMITED SCOPE

BEGIN PROJECT NO. 85007-4222-04 R.O.W.
STA. 10+16.01 S.R. 141
N 749235.3510 E 1919333.8405

BEGIN PROJECT NO. 85007-4222-04 CONSTRUCTION
STA. 8+31.85 S.R. 141
N 749058.4755 E 1919282.5575



SCALE: 1"= 1/2 MILE

R.O.W. LENGTH	0.026 MILES
ROADWAY LENGTH	0.104 MILES
BRIDGE LENGTH	0.018 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.122 MILES

▲ Not included in the project length (Non Riding Surface).

SEALED BY
ANTHONY L. WASHINGTON
REGISTERED ENGINEER
No. 118788
STATE OF TENNESSEE
7/16/2025

APPROVED:
WILL REID, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: BRIAN EGLI, P.E.
DESIGN FIRM : HDR ENGINEERING, INC.
DESIGNER : GREG CLUCKER, CPESC CHECKED BY ANTHONY L. WASHINGTON, III, P.E.
P.E. NO. 85007-4222-04 (DESIGN)
PIN NO. 081869.01

S.R. 141

SURVEY 11-04-19	TRAFFIC DATA	
07-18-23 UPDATED	ADT (2025)	4783
01-25-24 UPDATED	ADT (2045)	5069
	DHV (2045)	440
	D	65 - 35
	T (ADT)	5 %
	T (DHV)	4 %
	V	30 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	1A

PS&E INDEX OF SHEETS

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BRIDGE PLANS	B-1

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

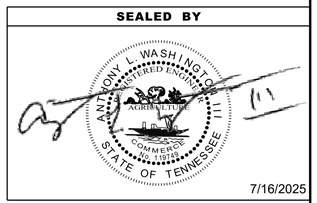
STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
STANDARDS ROADWAY DRAWINGS		
RD11-TS-1	06-28-19	DESIGN STANDARDS FOR LOW-VOLUME ROADS
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS
RP-VC-11	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6” & 7” GUTTER DEPTH)
S-F-1	03-01-23	HIGH VISIBILITY FENCE
MULTIMODAL		
CR-DWS-1		DETECTABLE WARNING SURFACE DETAIL
CR-40		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
MM-BPR-1	04-01-25	BIKE AND PEDESTRIAN SAFETY RAIL
SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-41		CATCH BASIN FILTER ASSEMBLY (TYPE 1)
EC-STR-41A		CATCH BASIN FILTER ASSEMBLY (TYPE 1) SLIPCOVER DETAILS
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-30		INSTREAM DIVERSION (WITHOUT TRAFFIC)
EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGN		
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-21	04-10-19	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	03-26-25	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES

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DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	1A1

STANDARD STRUCTURE DRAWINGS

NEW STRUCTURES

STD-4-1	04-08-05	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	04-08-05	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-02	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-96	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-6-1	12-08-23	STANDARD SEISMIC DETAILS
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISC. ABUTMENT & PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS
STD-11-1	04-15-20	BRIDGE RAILING W/ STRUCTURAL TUBING
STD-14-3	03-06-24	STD. DETAILS FOR PRESTRESSED BOX BEAMS

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ANTONY L. WASHINGTON II REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 119126 STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
STRUCTURE
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) WAS COMPLETED ON BRIDGE NO. 85SR1410003, SR 141 OVER LITTLE GOOSE CREEK L.M. 4.82 (85-SR141-04.82). NO ACM WAS DETECTED. PLEASE SEE THIS REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTION 107.08 AND 202.03).	BRIDGE NO. 85SR141003 L.M. 4.82 (85-SR141-04.82)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 85007-4222-04
	105-01	Construction Stakes, Lines And Grades	LS	1
	201-01	Clearing And Grubbing	LS	1
	202-03	Removal Of Rigid Pavement, Sidewalk, Etc.	S.Y.	50
(1)	203-01	Road & Drainage Excavation (Unclassified)	C.Y.	7
	203-02.01	Borrow Excavation (Graded Solid Rock)	TON	1199
(2)	203-06	Water	M.G.	20
(3)	209-05	Sediment Removal	C.Y.	8
(3)	209-08.02	Temporary Silt Fence (With Backing)	L.F.	682
(3)	209-08.08	Enhanced Rock Check Dam	EACH	2
(3)	209-09.04	Sediment Filter Bag(15' X 10')	EACH	1
(3)	209-40.41	Catch Basin Filter Assembly(Type 1)	EACH	2
(3)	209-65.04	Temporary In Stream Diversion	L.F.	150
	303-01	Mineral Aggregate, Type A Base, Grading D	TON	31
(3)	303-10.01	Mineral Aggregate (Size 57)	TON	9
	307-01.01	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading A	TON	10
	307-01.08	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading B-M2	TON	7
	402-01	Bituminous Material For Prime Coat (Pc)	TON	1
(4)	402-02	Aggregate For Cover Material (Pc)	TON	1
	403-01	Bituminous Material For Tack Coat (Tc)	TON	2
(5)	407-20.05	Saw Cutting Asphalt Pavement	L.F.	203
	411-01.10	Acs Mix(Pg64-22) Grading D	TON	205
	415-01.02	Cold Planing Bituminous Pavement	S.Y.	3024
(6)	611-09.01	Adjustment Of Existing Catchbasin	EACH	1
	701-01.01	Concrete Sidewalk (4 ")	S.F.	347
	701-02.01	Concrete Curb Ramp (Retrofit)	S.F.	66
	701-02.03	Concrete Curb Ramp	S.F.	66
	702-03	Concrete Combined Curb & Gutter	C.Y.	20
(3)	707-08.11	High-Visibility Construction Fence	L.F.	150
(3)	709-05.05	Machined Rip-Rap (Class A-3)	TON	50
	712-01	Traffic Control	LS	1
	712-02.02	Interconnected Portable Barrier Rail	L.F.	300
	712-02.60	Temporary Work Zone Crash Cushion (Mash Tl-3)	EACH	2
	712-04.01	Flexible Drums (Channelizing)	EACH	32
	712-04.50	Barrier Rail Delineator	EACH	8
	712-05.01	Warning Lights (Type A)	EACH	44
	712-06	Signs (Construction)	S.F.	419
	712-07.03	Temporary Barricades (Type III)	L.F.	108
	712-09.04	Removable Pavement Marking (Stop Line)	L.F.	48
	712-09.08	Removable Pavement Marking (6" Line)	L.F.	1264
	713-16.01	Changeable Message Sign Unit	EACH	2
	713-16.20	Signs (OM3-L)	EACH	1
	713-16.21	Signs (W3-1)	EACH	1
	713-30.09	Barrier Mounted Sign Support (Mounted On Bridge Parapet)	EACH	2
	716-01.21	Snowplowable Raised Pavement Markers (Bi-Dir) (1 Color)	EACH	9
	716-01.30	Removal Of Snowplowable Reflective Marker	EACH	9
	716-02.05	Plastic Pavement Marking (Stop Line)	L.F.	24
	716-02.09	Plastic Pavement Marking (Longitudinal Cross-Walk)	L.F.	64
	716-12.02	Enhanced Flatline Thermo Pvmt Mrkng (6In Line)	L.M.	0.6
	717-01	Mobilization	LS	1
	730-40	Temporary Traffic Signal System	EACH	1
(3)(7)	740-10.03	Geotextile (Type III)(Erosion Control)	S.Y.	1060

FOOTNOTES

(1) INCLUDES 7 CY FOR EPSC MEASURES.

(2) INCLUDES 2 M.G FOR ROADWAY AND 7 M.G. FOR BRIDGES BASE MATERIAL AND BACKFILL. INCLUDES 11 M.G FOR BACKFILL MATERIAL ALONG FRONT STREET.

(3) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(4) ITEM TO BE USED AS DIRECTED BY THE ENGINEER.

(5) INCLUDES 144 L.F. ALONG FRONT STREET AND 59 L.F. ALONG S.R. 141. TO BE USED AS NEEDED AND DIRECTED BY THE ENGINEER.

(6) EXISTING CATCH BASIN LOCATED AT STA. 10+24.48 S.R. 141 LEFT OFFSET 17.64 L.F. TO BE ADJUSTED FOR NEW CURB & GUTTER WITH SIDEWALK TYPICAL SECTION.

(7) INCLUDES 86 SY FOR TCE, 79 SY FOR SEDIMENT FILTER BAG, AND 895 SY PLACED BETWEEN BORROW EXCAVATION (GRADED SOLID ROCK), AND EXISTING GROUND ALONG FRONT STREET. SEE TYPICAL AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

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PS&E	2025	85007-4222-04	2

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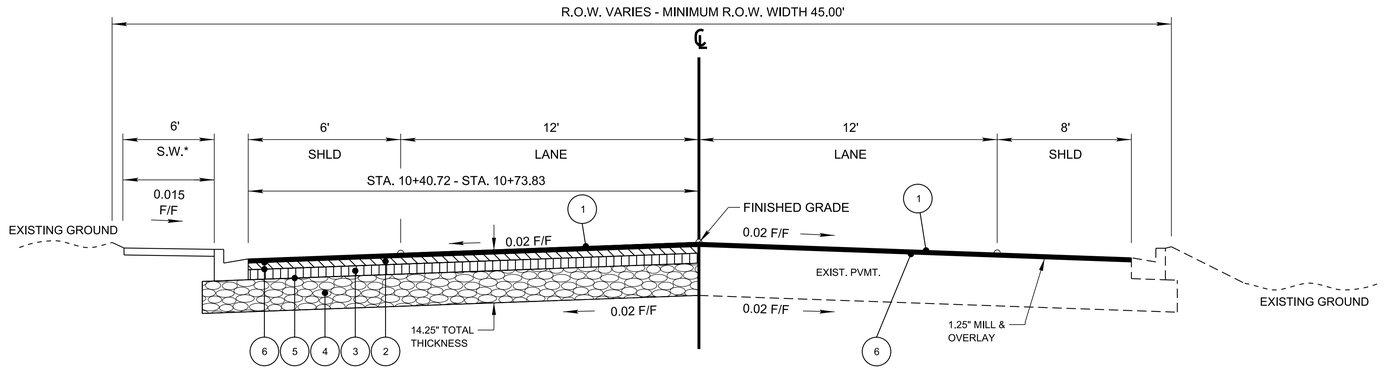
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

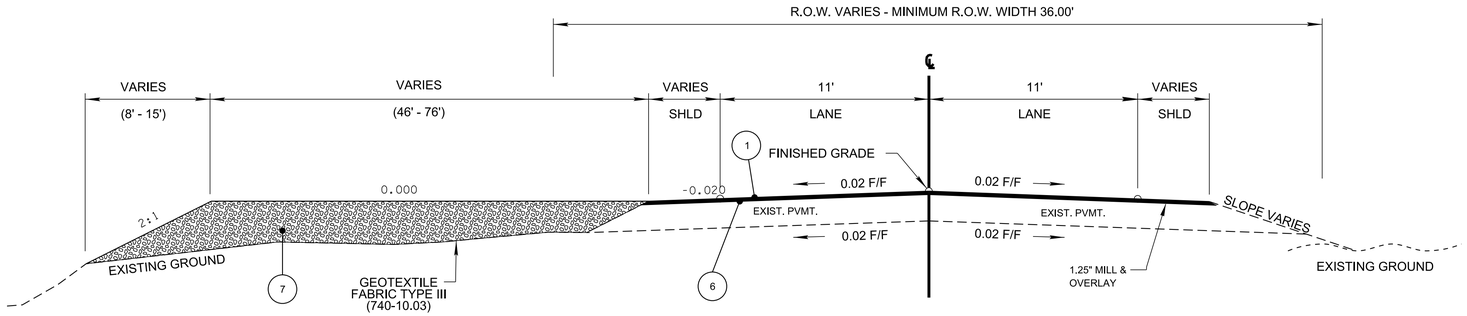
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	2B



TANGENT SECTION
S.R. 141 (BROADWAY)

(BASED ON STD. DWG. RD11-TS-2)
FROM STA. 8+31.85 TO STA. 14+81.25
* SIDEWALK C & G FROM STA. 10+15.47 TO STA. 10+73.22



TANGENT SECTION
FRONT STREET

(BASED ON STD. DWG. RD11-TS-1)
FROM STA. 20+43.52 TO STA. 22+00.00

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22
GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)

411-01.10 ACS MIX (PG64-22) GRADING "D"

(2) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22
GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)

307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"

(3) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22
GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)

307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"

(4) MINERAL AGGREGATE 8" THICK

303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

(5) PRIME COAT

402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.35 GALLONS/S.Y.
402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 12 LB./S.Y.

(6) TACK COAT

403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC).
SEE 403.05 FOR DETERMINING APPLICATION RATE IN FIELD

(7) GRADED SOLID ROCK

203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK)

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7/16/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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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

FINAL PAVEMENT MARKING

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(17) BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.08, REMOVABLE PAVEMENT MARKING (6" LINE), PER L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

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

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

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

RESURFACING

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

(7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(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.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3'-0". AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1'-0" AND 3'-0" IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

SIGNING

(11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

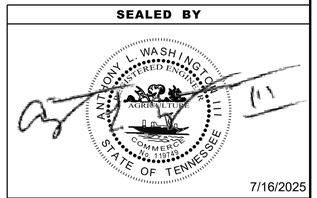
(6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS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

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

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

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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	2D

SPECIAL NOTES

GRADING

(1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

(2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

(3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.

(4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

(5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

(1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).

(2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

MULTIMODAL

(1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

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DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

(3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.

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

(5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.

(6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

(7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.

(8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.

(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

(10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.

(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

(13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).

(14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

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

(16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

(17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

(18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

ENVIRONMENTAL

(20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

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

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) THE S.R. 141 (BROADWAY) BRIDGE OVER LITTLE GOOSE CREEK AT L.M. 4.82 PROJECT CONSISTS OF ABUTMENT REPAIR AND WINGWALL INSTALLATION ALONG THE SOUTHWEST CORNER OF THE EXISTING BRIDGE #85SR1410003. THE BRIDGE REPAIR PROJECT WILL ALSO INCLUDE SOME MINOR ROADWAY REPAIR INCLUDING FULL DEPTH AND OVERLAY PAVING, STRIPING, SIDEWALK INSTALLATION, CURB & GUTTER INSTALLATION AND STABILIZATION OF TRACT 1 WITH BORROW EXCAVATION (GRADED SOLID ROCK).

SEALED BY

ANTONY L. WASHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

7/16/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	2F

CURB RAMP TABULATION

ROADWAY		LOCATION								SIGNALIZED	STANDARD	CURB RAMP (RETROFIT)	CURB RAMP (NEW)	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	MEDIAN	RIGHT	QUADRANT N.	QUADRANT S.	QUADRANT E.	QUADRANT W.	YES / NO	DRAWING NO.	ITEM NO. 701-02.01 S.F.	ITEM NO. 701-02.03 S.F.	
SR 141 (BROADWAY)	FRONT STREET	10+15.47	X			X			X	NO	CR-40		66.0	
SR 141 (BROADWAY)	FRONT STREET	9+79.42	X				X		X	NO	CR-40	66.0		
											TOTAL	66	66	

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)							COLD PLANING BITUMINOUS PLANT MIX
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)		PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	
	D	A	B-M2				D	S.Y.
	303-01	307-01.01	307-01.08	402-01	402-02	403-01	411-01.10	415-01.02
SR 141 (BROADWAY)	31.0	9.8	6.4	0.1	0.3	1.2	181.7	2685.3
FRONT STREET						0.2	22.4	338.5
TOTALS	31.0	9.8	6.4	0.1	0.3	1.4	204.1	3023.8

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY) EXC.	UNADJUSTED VOLUMES (CY) EMB.	ADJUSTED VOLUMES (CY) EXC.
MAINLINE	0	0	
SIDE ROADS	0	680	
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0	
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	7	0	7
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	0		
TOPSOIL (EXC.)	0		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = % SWELL = %

	EXC.		EMB.
	7	VS.	0
AVAILABLE		=	7
WASTE MATERIAL		=	7
BORROW ROCK		=	680

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	680	7	0	7	7	7

NOTE: SEE B1 SERIES SHEETS FOR ESTIMATED BRIDGE QUANTITIES RELATED TO EXCAVATION AND EMBANKMENT PAY ITEMS FOR MAINLINE FULL DEPTH RECONSTRUCTION FROM STA. 10+40.72 TO STA. 10+73.83 (204-02.01, 303-01.02, 303-10.04).

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	3

RIGHT-OF-WAY

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, ROADWAY DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

(3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.

(4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

(5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

(6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

(8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

(9) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(10) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(11) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITY

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

(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:
COMCAST
600 MAINSTREAM DRIVE
NASHVILLE, TN 37228
CONTACT: MICHAEL LEE
OFFICE PHONE: ___ ___ ____
CELL PHONE: 615 504 0528
Email: NAS-NASHVILLECONSTRUCTIONBETTERMENTS@COMCAST.COM

CABLE:
CHARTER COMMUNICATION
1757 NORTH POINTE DRIVE
COLUMBIA, TN 38401
CONTACT: JAMES C INMAN
OFFICE PHONE: 931 982 4188
CELL PHONE: 931 981 3269
Email: JAMES.INMAN@CHARTER.COM

ELECTRIC:
TRI-COUNTY ELECTRIC MEMBER CORP.
405 COLLEGE STREET
LAFAYETTE, TN 37083
CONTACT: STEVEN LINVILLE
OFFICE PHONE: 615 688 2119
CELL PHONE: ___ ___ ____
Email: SLINVILLE@TCEMC.ORG

FIBER:
GOOGLE NETWORK
1101 MCGAVOCK STREET STE 200
NASHVILLE, TN 37203
CONTACT: NICHOLAS FISHER
OFFICE PHONE: 312 533 7966
CELL PHONE: ___ ___ ____
Email: NFISHER@GOOGLE.COM

GAS:
PIEDMONT GAS
83 CENTURY BLVD.
NASHVILLE, TN 37214
CONTACT: BENJAMIN DAVIS
OFFICE PHONE: 615 872 2450
CELL PHONE: 704 941 7888
Email: BENJAMIN.DAVIS2@DUKE-ENERGY.COM

FIBER:
AT&T FIBER
360 GEES MILL BUSINESS PARKWAY
CONYERS, GA 30013
CONTACT: TRINA IVEY
OFFICE PHONE: ___ ___ ____
CELL PHONE: 678 641 5522
Email: KI2863@ATT.COM

TELEPHONE:
AT&T
116 S CANNON AVE
MURFREESBORO, TN 37129
CONTACT: KIM BEAN
OFFICE PHONE: 615 848 9459
CELL PHONE: ___ ___ ____
Email: KB1078@ATT.COM

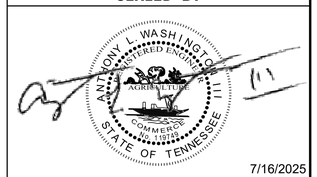
TELEPHONE:
NORTH CENTRAL TELEPHONE
872 HIGHWAY 52 BYPASS EAST
LAFAYETTE, TN 37083
CONTACT: TROY DAVIS
OFFICE PHONE: 615 888 6058
CELL PHONE: ___ ___ ____
Email: TRDAVIS@NCTC.COM

WATER:
CASTALIAN SPRINGS-BETHPAGE WATER
1010 HINTON ROAD
BETHPAGE, TN 37022
CONTACT: BONNYE BEELER
OFFICE PHONE: 615 841 3724
CELL PHONE: ___ ___ ____
Email: CSBWUD@NCTC.COM

WATER/SEWER/GAS:
TOWN OF HARTSVILLE
210 BROADWAY STREET
HARTSVILLE, TN 37074
CONTACT: JERRY HELM
OFFICE PHONE: 615 374 3484
CELL PHONE: ___ ___ ____
Email: JHELMH20@BELLSOUTH.NET

FIBER:
CENTURY LINK (FORMER LEVEL 3 COMMUNICATIONS, INC)
105A WILHOIT STREET
CRAWFORDSVILLE, IN 47933
CONTACT: TIM HILL
OFFICE PHONE: 704 733 3204
CELL PHONE: 765 230 7284
Email: NFISHER@GOOGLE.COM

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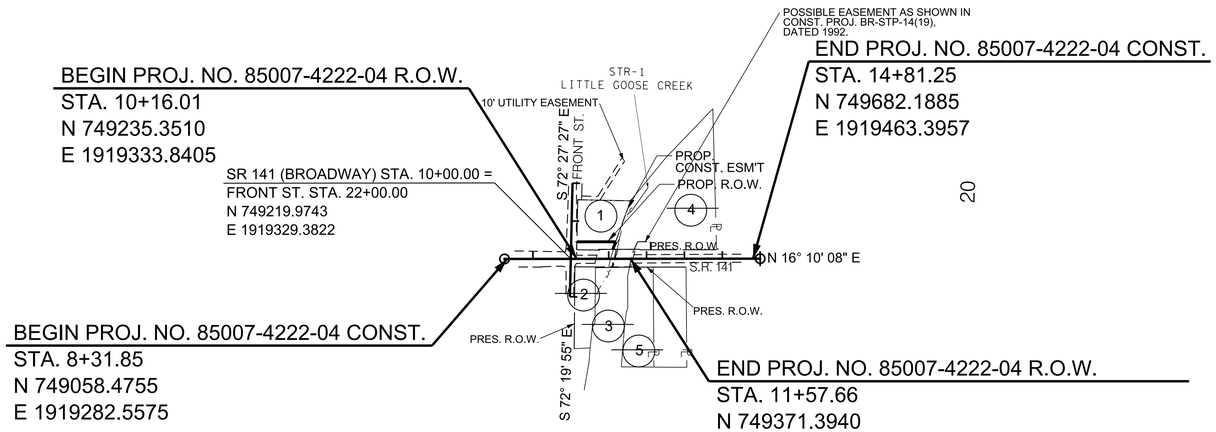
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
NOTES,
UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	3A

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R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
1	HARTSVILLE/TROUSDALE COUNTY	019K	22.00	RB141	817	0.352		0.352	2070 S.F.		2070 S.F.	0.304				0.304	
				64	61												
~~2~~	~~TOM COMPTON~~	~~027C~~	~~17.00~~	~~RB1~~	~~151~~		~~0.255~~	~~0.255~~					~~0.255~~				
				26	315												
~~3~~	~~TROUSDALE COUNTY FOOTBALL AND BASEBALL FIELD~~	~~027C~~	~~7.00~~	~~61~~	~~228~~		~~16.000~~	~~16.000~~					~~16.000~~				
	TROUSDALE COUNTY JAIL, TROUSDALE COUNTY OWNERS	027C	7.00	Y	24												
~~4~~	~~ROBERT F. ATWOOD, ET AL~~	~~019K~~	~~21.00~~	~~RB22~~	~~653~~	~~1.386~~		~~1.386~~				~~1.386~~					
~~5~~	~~MARK ABBOTOY AND JESSE WALDMAN~~	~~027C~~	~~18.01~~	~~RB109~~	~~7~~		~~0.448~~	~~0.448~~					~~0.448~~				
ACQUISITION TOTALS (ACRES)									**2070 S.F.**							**0.304**	

(1) For working room.

(1)

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.202	(AC)
WITHIN CONSTRUCTION EASEMENT (OUT SIDE SLOPE LINES)	0.150	(AC)
TOTAL DISTURBED AREA	0.352	(AC)
TOTAL PROJECT AREA	1.142	(AC)

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ANTHONY L. WASHINGTON II
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

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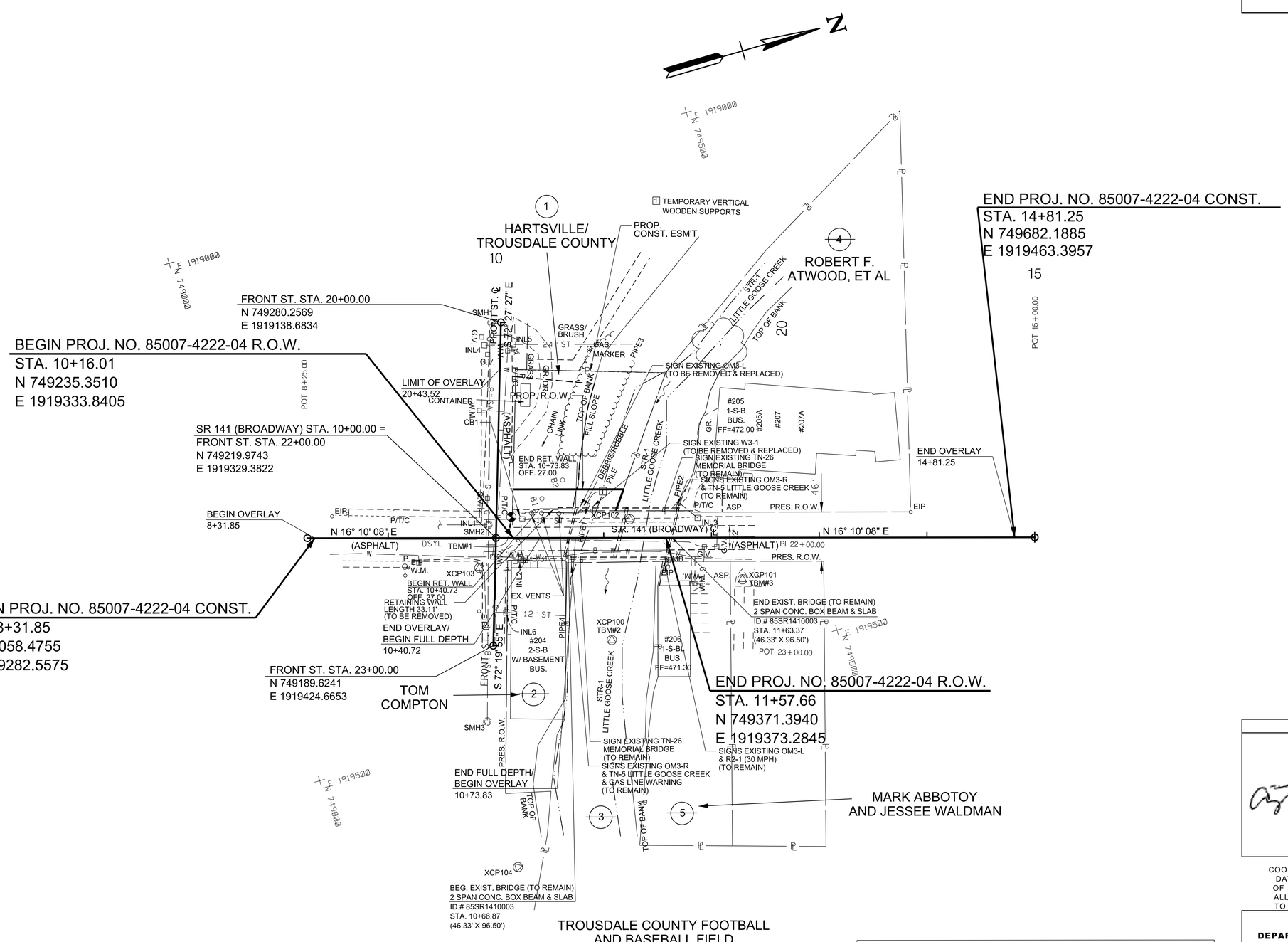
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP AND RIGHT-OF-WAY ACQUISITION TABLE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	4



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
XCP100	749296.7777	1919450.4312	455.34	11+07.47	94.87' (RT)
XCP101	749428.9116	1919430.2127	471.65	12+28.75	38.66' (RT)
XCP102	749344.1395	1919347.4541	471.29	11+24.29	17.22' (LT)
XCP103	749197.3770	1919351.8927	470.09	-	-
XCP104	749154.2631	1919628.2874	464.34	-	-

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ANTHONY L. WASHINGTON III
REGISTERED ENGINEER
AGENT OF RECORD
COMMERCE
No. 119748
STATE OF TENNESSEE

7/16/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

BEGIN PROJ. TO END PROJ.
SCALE: 1"=50'

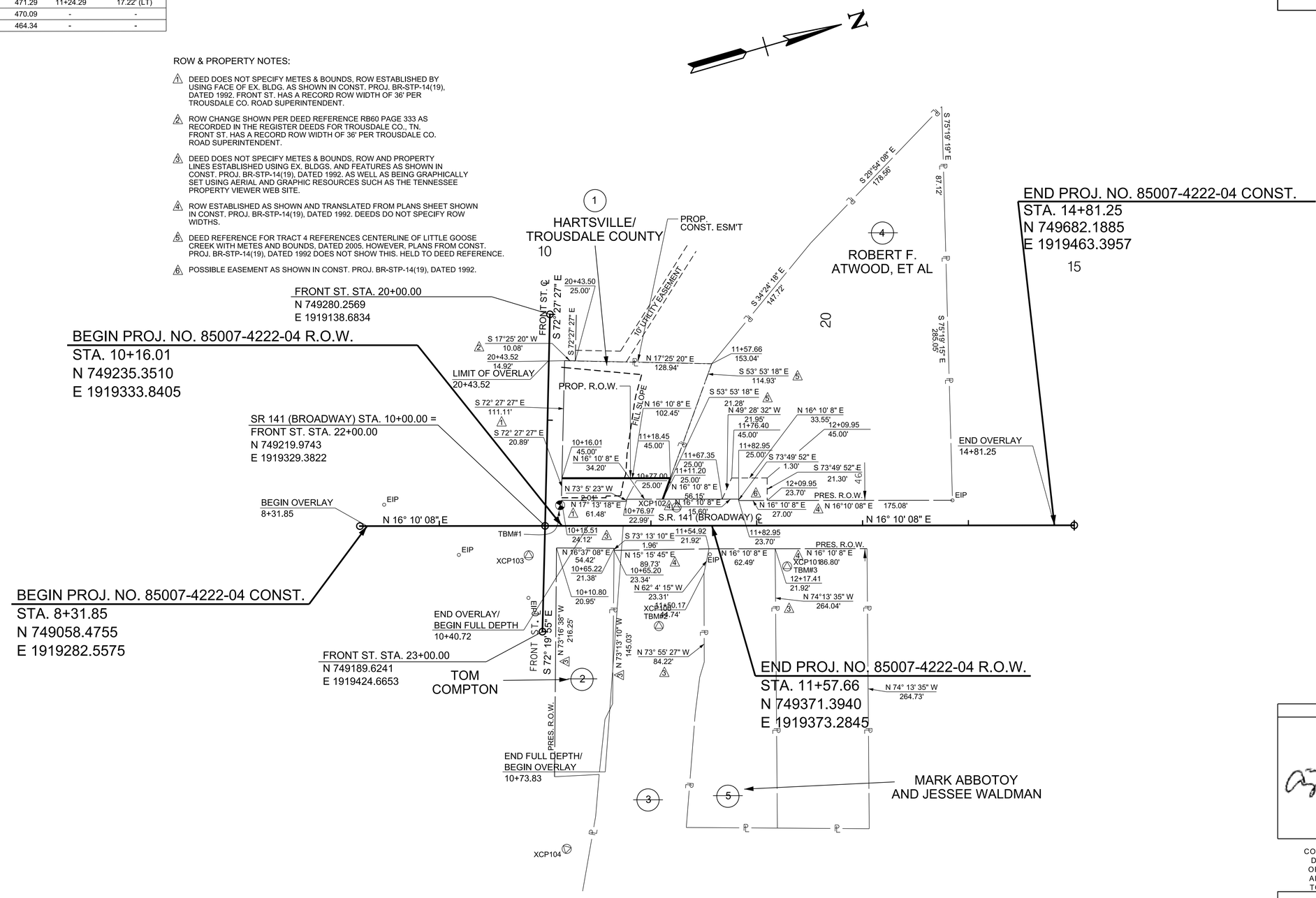
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CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
XCP100	749296.7777	1919450.4312	455.34	11+07.47	94.87' (RT)
XCP101	749428.9116	1919430.2127	471.65	12+28.75	38.66' (RT)
XCP102	749344.1395	1919347.4541	471.29	11+24.29	17.22' (LT)
XCP103	749197.3770	1919351.8927	470.09	-	-
XCP104	749154.2631	1919628.2874	464.34	-	-

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	4A

ROW & PROPERTY NOTES:

1. DEED DOES NOT SPECIFY METES & BOUNDS, ROW ESTABLISHED BY USING FACE OF EX. BLDG. AS SHOWN IN CONST. PROJ. BR-STP-14(19), DATED 1992. FRONT ST. HAS A RECORD ROW WIDTH OF 36' PER TROUSDALE CO. ROAD SUPERINTENDENT.
2. ROW CHANGE SHOWN PER DEED REFERENCE RB60 PAGE 333 AS RECORDED IN THE REGISTER DEEDS FOR TROUSDALE CO., TN. FRONT ST. HAS A RECORD ROW WIDTH OF 36' PER TROUSDALE CO. ROAD SUPERINTENDENT.
3. DEED DOES NOT SPECIFY METES & BOUNDS, ROW AND PROPERTY LINES ESTABLISHED USING EX. BLDGS. AND FEATURES AS SHOWN IN CONST. PROJ. BR-STP-14(19), DATED 1992. AS WELL AS BEING GRAPHICALLY SET USING AERIAL AND GRAPHIC RESOURCES SUCH AS THE TENNESSEE PROPERTY VIEWER WEB SITE.
4. ROW ESTABLISHED AS SHOWN AND TRANSLATED FROM PLANS SHEET SHOWN IN CONST. PROJ. BR-STP-14(19), DATED 1992. DEEDS DO NOT SPECIFY ROW WIDTHS.
5. DEED REFERENCE FOR TRACT 4 REFERENCES CENTERLINE OF LITTLE GOOSE CREEK WITH METES AND BOUNDS, DATED 2005. HOWEVER, PLANS FROM CONST. PROJ. BR-STP-14(19), DATED 1992 DOES NOT SHOW THIS. HELD TO DEED REFERENCE.
6. POSSIBLE EASEMENT AS SHOWN IN CONST. PROJ. BR-STP-14(19), DATED 1992.



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ANTONY L. WASHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

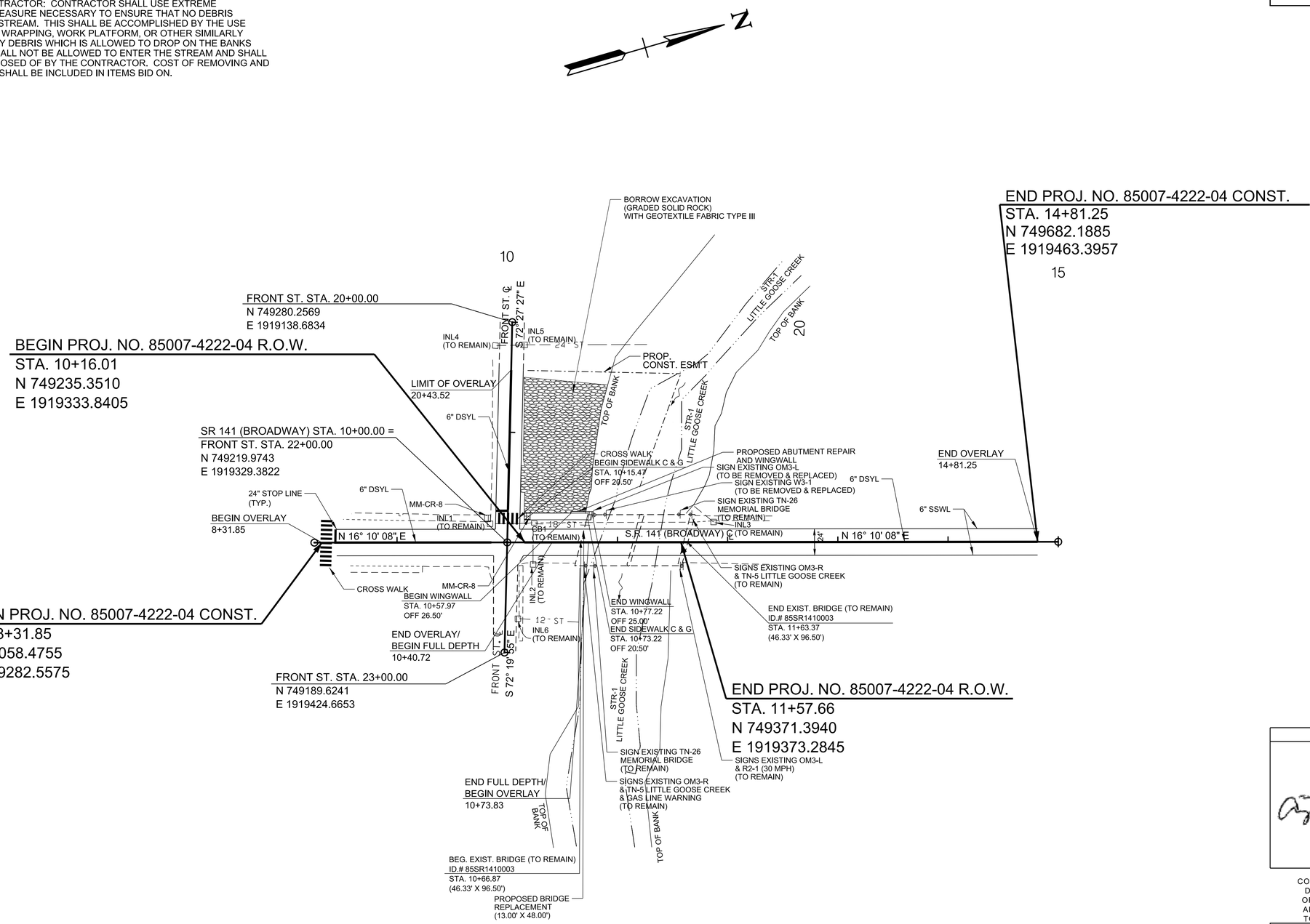
RIGHT OF WAY DETAILS

BEGIN PROJ. TO END PROJ.
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	4B

SPECIAL NOTE TO CONTRACTOR: CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. THIS SHALL BE ACCOMPLISHED BY THE USE OF BASKETS, NETTING, WRAPPING, WORK PLATFORM, OR OTHER SIMILARLY EFFECTIVE MEANS. ANY DEBRIS WHICH IS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVING AND DISPOSING OF DEBRIS SHALL BE INCLUDED IN ITEMS BID ON.



SEE SHEET 5 FOR FRONT ST. PROFILE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

BEGIN PROJ. TO END PROJ.
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	4C

DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 10+91.00 STREAM NAME LITTLE GOOSE CREEK

STREAM BED LINING: ROCK

DIRECTION OF FLOW SOUTHEASTWARDLY

DRAINAGE AREA 25.5 SQ. MI. FLAT, ROLLING, HILLY, MTNS.

PRESENT STRUCTURE: SPAN 97' +/- HEIGHT 15.4' +/- STRUCTURE CONCRETE SUPERSTRUCTURE CONCRETE

BEGIN STATION-OFFSET 10+66.90, 0.0 END STATION-OFFSET 11+63.86, 0.0'

LOW BEAM ELEV. 468.7' LOCATION. OVER CREEK FLOW

INLET INVERT ELEV. OUTLET INVERT

NORMAL WATER ELEV. 455.3 +/- EXTREME HIGH WATER ELEV. 467.5 +/- DATE.

HOW OBTAINED. PROPERTY OWNER OBSERVATION

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

EXISTING STRUCTURE CONDITION:

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER, SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.

SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.

REMARKS: SEE BRIDGE PLANS BR-STP-14(9) FOR ADDITIONAL BRIDGE HYDAULIC DATA

TBM#1
STA. 10+14.27, 19.43'(LT)
N 749239.0882
E 1919314.6950
ELEV 472.06
EXIST. NAIL (HEAD) LOCATED ON THE SOUTH SIDE OF A UTILIY POLE, BEING ON THE WEST SIDE OF SR-141 (BROADWAY) AND NORTH SIDE OF FRONT ST.

TBM#2
STA. 11+07.47, 94.87'(RT)
N 749296.7777
E 1919450.4312
ELEV 455.34
PK NAIL LOCATED IN THE ROCK CREEK BED OF LITTLE GOOSE CREEK, BEING ON THE EAST SIDE OF SR-141 (BROADWAY).

TBM#3
STA. 12+28.75, 38.66'(RT)
N 749428.9116
E 1919430.2127
ELEV 471.65
PK NAIL LOCATED IN AN ASPH. PARKING LOT ON THE EAST SIDE OF SR-141 (BROADWAY) AND NORTH SIDE OF LITTLE GOOSE CREEK.

XLW2
STA. 10+31.32
EL. 501.62
1 TELEPHONE

XLW1
STA. 10+15.02
EL. 491.82
5 POWER
5 TELEPHONE

XLW3
STA. 11+79.65
EL. 489.10
2 TELEPHONE

SR141 (BROADWAY) 10+00.00 = FRONT ST. 22+00.00
ELEV. 471.25
N 749219.9743
E 1919329.3822

STA. 10+91.00 ℄ SR-141 (BROADWAY) = STA. 51+00.00 LITTLE GOOSE CREEK ℄

VPI 8+50.00 EL. 473.26
VPI 9+00.00 EL. 472.03
VPI 9+50.00 EL. 471.37
VPI 10+00.00 EL. 471.28
VPI 11+00.00 EL. 471.42
VPI 11+50.00 EL. 471.62
VPI 12+00.00 EL. 471.84
VPI 12+50.00 EL. 471.96
VPI 13+00.00 EL. 472.07
VPI 13+50.00 EL. 472.17
VPI 14+00.00 EL. 472.28
VPI 14+50.00 EL. 472.38

BEGIN PROJ. NO. 85007-4222-04 R.O.W.
STA. 10+16.01

BEGIN PROJ. NO. 85007-4222-04 CONST.
STA. 8+31.85
EL. 473.68

END PROJ. NO. 85007-4222-04 R.O.W.
STA. 11+57.66

END PROJ. NO. 85007-4222-04 CONST.
STA. 14+81.25
EL. 472.45

BEG. EXIST. BRIDGE (TO REMAIN)
ID.# 85SR1410003
STA. 10+66.87
(46.33' X 96.50')
TOP OF WINGWALL

END WINGWALL
STA. 10+77.22
EL. 571.24

END EXIST. BRIDGE (TO REMAIN)
ID.# 85SR1410003
STA. 11+63.37
(46.33' X 96.50')

EXIST. GROUND

EX. INLET (INL2)
(TO REMAIN)
STA. 10+23.46
20.03 RT
TOP 470.53
INV. 468.34

BEGIN WINGWALL
STA. 10+57.97
EL. 571.22

EXIST. 18"RCP
(TO REMAIN)
SKEW 90°
INV. 466.80

EX. CURB INLET (CB1)
(TO REMAIN)
STA. 10+24.48
17.84 LT
TOP 470.70
INV. 465.36

INV. 462.60

LOW BEAM EL. = 468.7'

12"CLAY

18"RCP

EX. INLET (INL3)
(TO REMAIN)
STA. 11+87.26
18.32 LT
TOP 470.30
INV. 467.48
INV. 464.09

APPROX. OPENING AREA = 1120 S.F.
@ WEST SIDE (UPSTREAM) FACE OF BRIDGE

LOCATED HIGH WATER ELEV. 467.5 AS PER MR. JERRY THIGPEN

POSS. ABANDONED WATER LINE (PER BRIDGE PLANS BR-STP-14(9))

APPROX. NORMAL WATER ELEV. 455.3

6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00

SEALED BY

ANTHONY L. WASHINGTON
REGISTERED ENGINEER
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INDUSTRY
STATE OF TENNESSEE

7/16/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

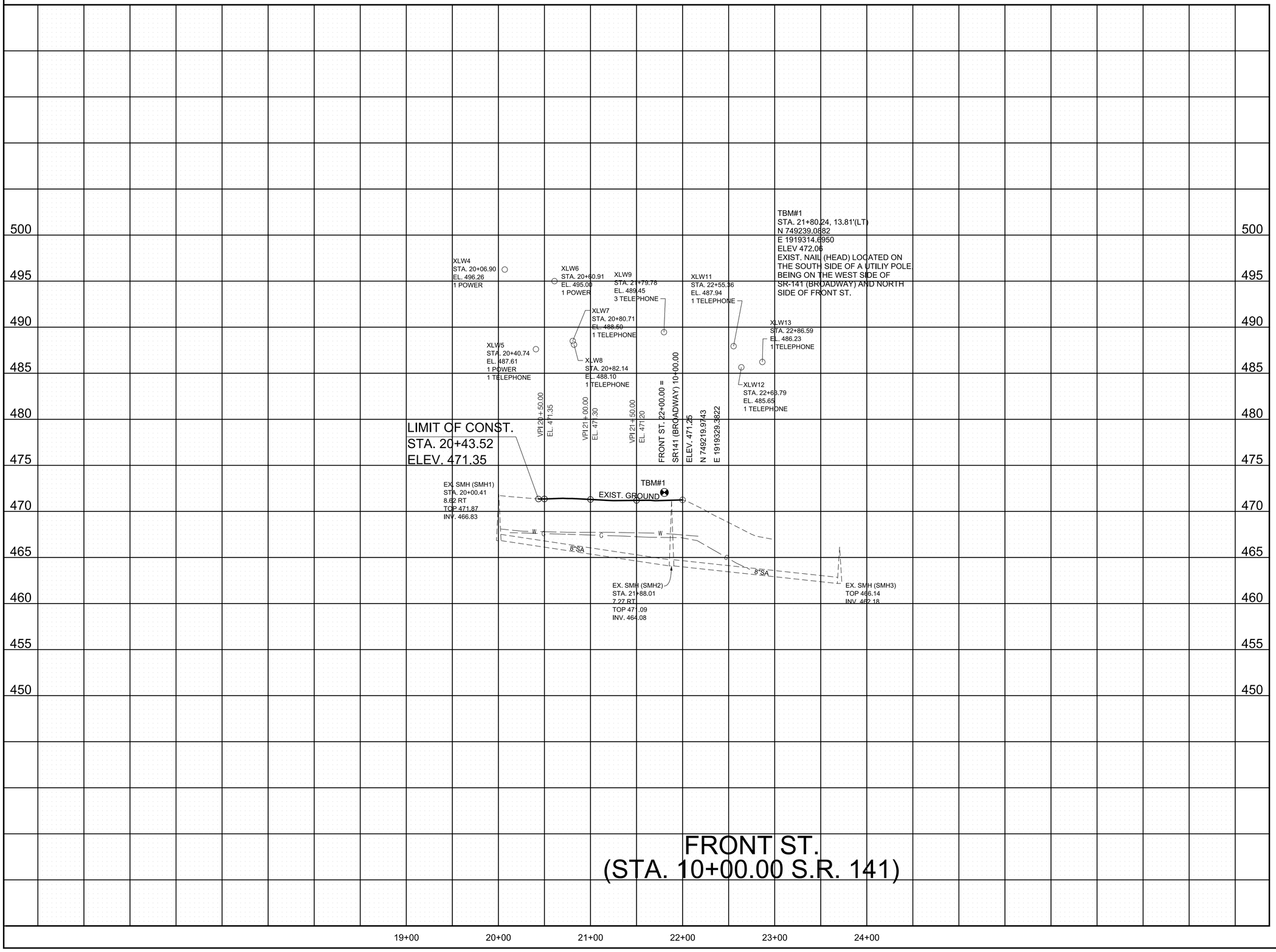
PROPOSED PROFILE

BEGIN PROJ. TO END PROJ.
S.R. 141

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	5



FRONT ST.
(STA. 10+00.00 S.R. 141)

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STATE OF TENNESSEE
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SIDE ROAD PROFILE

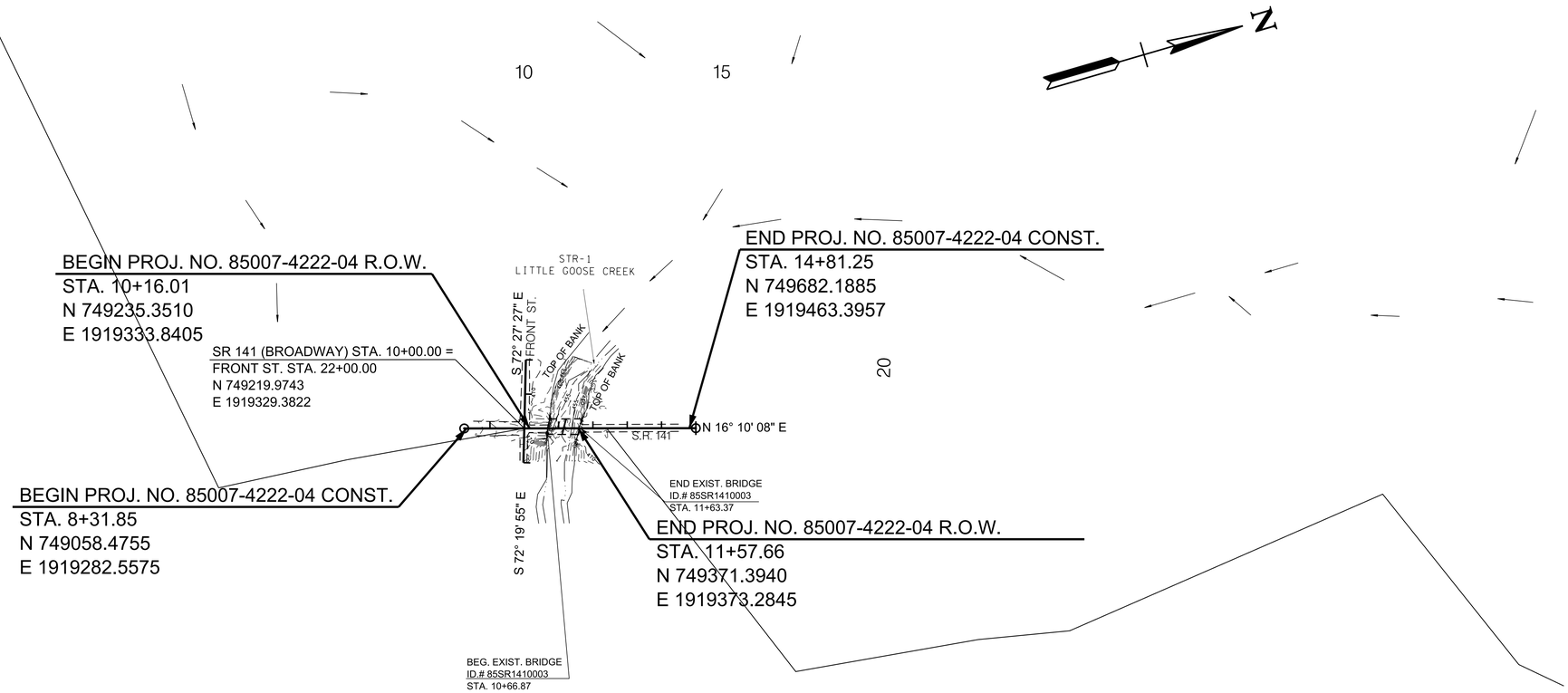
FRONT ST.

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	6

NOTE: SEE SHEET 8 FOR COMPLETE DRAINAGE AREA.



DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 10+91.00 STREAM NAME LITTLE GOOSE CREEK

STREAM BED LINING: ROCK

DIRECTION OF FLOW SOUTHEASTWARDLY

DRAINAGE AREA 25.5 SQ. MI. FLAT, ROLLING, HILLY, MTNS.

PRESENT STRUCTURE: SPAN 97' +/- HEIGHT 15.4' +/- STRUCTURE CONCRETE SUPERSTRUCTURE CONCRETE

BEGIN STATION-OFFSET 10+66.90 0.0' END STATION-OFFSET 11+63.86 0.0'

LOW BEAM ELEV. 468.7' LOCATION. OVER CREEK FLOW

INLET INVERT ELEV. _____ OUTLET INVERT. _____

NORMAL WATER ELEV. 455.3 +/- EXTREME HIGHWATER ELEV. 467.5' +/- DATE. _____

HOW OBTAINED. PROPERTY OWNER OBSERVATION

BACKWATER FROM WHAT STREAM (IF APPLICABLE): _____

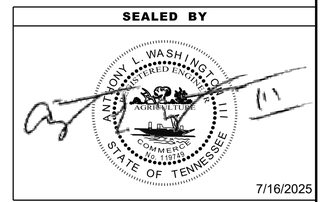
EXISTING STRUCTURE CONDITION: _____

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER, SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.

SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.

REMARKS: SEE BRIDGE PLANS BR-STP-14(9) FOR ADDITIONAL BRIDGE HYDAULIC DATA

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

BEGIN PROJ. TO END PROJ.

SCALE: 1"=200'

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DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 10+91.00 STREAM NAME LITTLE GOOSE CREEK

STREAM BED LINING: ROCK

DIRECTION OF FLOW SOUTHEASTWARDLY

DRAINAGE AREA 25.5 SQ. MI. FLAT, ROLLING, HILLY, MTNS.

PRESENT STRUCTURE: SPAN 97' +/- HEIGHT 15.4' +/- STRUCTURE CONCRETE SUPERSTRUCTURE CONCRETE

BEGIN STATION-OFFSET 10+66.90 0.0' END STATION-OFFSET 11+63.86 0.0'

LOW BEAM ELEV. 468.7' LOCATION. OVER CREEK FLOW

INLET INVERT ELEV. OUTLET INVERT.

NORMAL WATER ELEV. 455.3 +/- EXTREME HIGHWATER ELEV, 467.5' +/- DATE,

HOW OBTAINED. PROPERTY OWNER OBSERVATION

BACKWATER FROM WHAT STREAM (IF APPLICABLE):

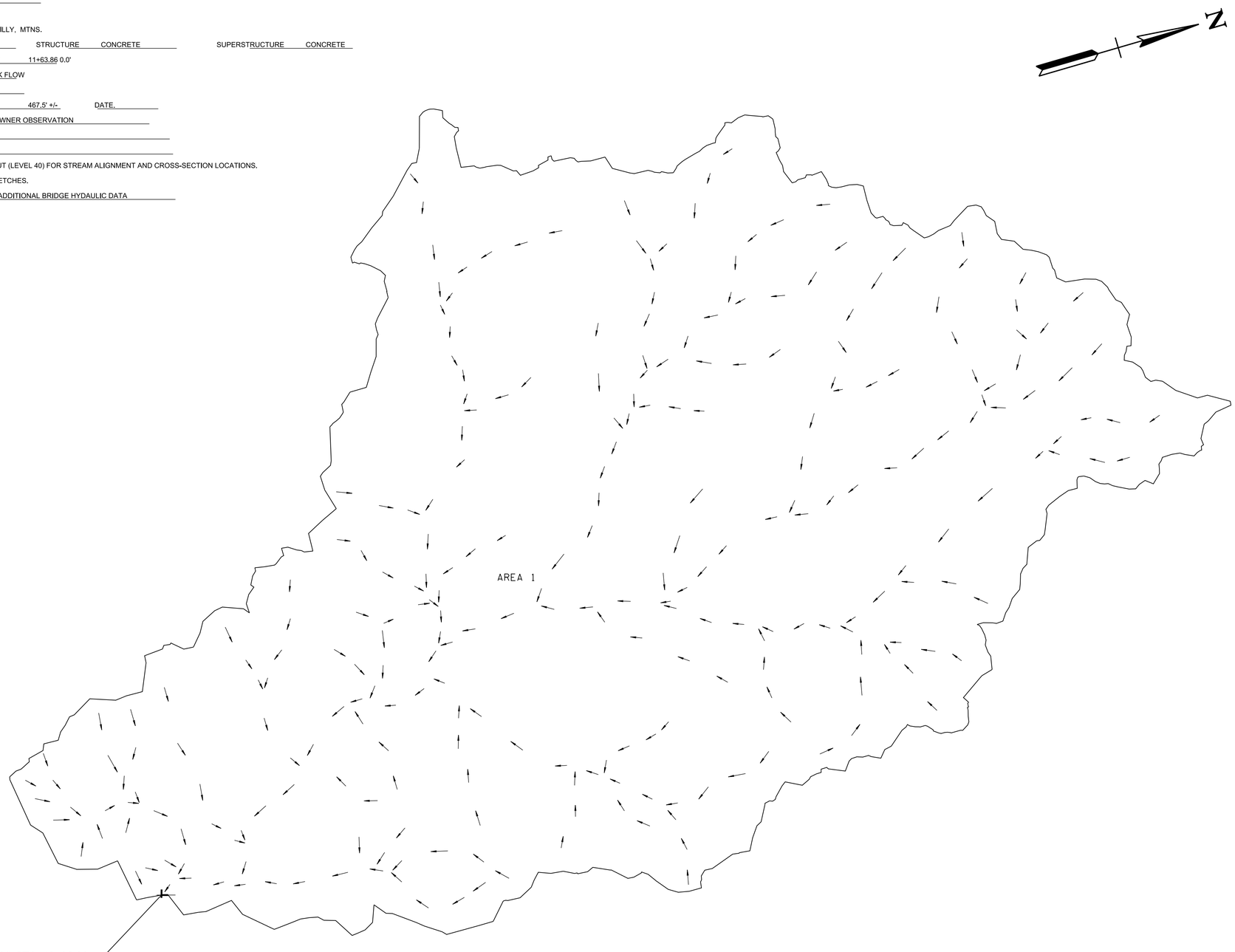
EXISTING STRUCTURE CONDITION:

SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER, SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.

SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.

REMARKS: SEE BRIDGE PLANS BR-STP-14(9) FOR ADDITIONAL BRIDGE HYDAULIC DATA

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	7



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7/16/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

BEGIN PROJ. TO END PROJ.
SCALE: 1"=2000'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	8

EPSC 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.

(2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

(3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.

(4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.

(5) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

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.

(7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.

(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.

(9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

(10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

INSPECTION, MAINTENANCE & REPAIR

(12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

(13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.

(14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.

(15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.

(16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

(17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

(18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

(19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

(20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

(21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.

(23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.

(24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.

(25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

(26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.

(27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

PERMITS, PLANS & RECORDS

(28) THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR; THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

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

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7/16/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	9

EPSC NOTES (CONT'D)

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.

SUPPORT ACTIVITIES

(41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.

(42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.

(43) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

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. TNR 100000 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.

STREAMS, WETLANDS & BUFFER ZONES

(54) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., PIER FOOTING, RIP-RAP PLACEMENT, CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS (EC-STR-31) AND TEMPORARY DIVERSION CULVERTS (EC STR-32) FOR SINGLE BARREL CULVERT CONSTRUCTION.

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS & BUFFER ZONES

(1) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.

(2) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.

(3) BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE EPSC PLANS BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

UTILITY RELOCATION

(5) STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.

(6) SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

(7) UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.

(8) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFFSITE AND ENTERING WATERS OF THE STATE/U.S.

(9) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.

(10) IN REGARD TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

(11) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT RESPONSIBLE PARTY.

(12) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.

(13) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

(14) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT RESPONSIBLE PARTY BEFORE COMMENCING WORK.

SEALED BY

ANTONY L. WASHINGTON REGISTERED ENGINEER AGRICULTURE COMMERCE INFRASTRUCTURE STATE OF TENNESSEE

7/16/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

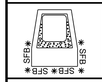
ITEM NO.	DESCRIPTION	TOTAL	UNIT
203-01	ROAD AND DRAINAGE EXCVATION (UNCLASSIFIED)	7	C.Y.
209-05	SEDIMENT REMOVAL	8	C.Y.
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	682	L.F.
209-08.08	ENHANCED ROCK CHECK DAM	2	EACH
209-09.04	SEDIMENT FILTER BAG (15' X 10')	1	EACH
209-40.41	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	2	EACH
209-65.04	TEMPORARY IN STREAM DIVERSION	150	L.F.
303-10.01	MINERAL AGGREGATE (SIZE 57)	9	TON
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	150	L.F.
709-05.05	MACHINED RIP-RAP (CLASS A-3)	50	TON
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	1060	S.Y.

NOTE: ALL ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
ALL TEMPORARY CONSTRUCTION EXIT LOCATIONS TO BE DETERMINED BY THE ENGINEER.

STAGE 1 - CLEARING & GRUBBING		
OUTFALL	**AREA**	**SLOPE**
OUT-1	.206 AC	14.30%
OUT-2	.107 AC	5.21%

STAGE 2 - FINAL STABILIZATION		
OUTFALL	**AREA**	**SLOPE**
OUT-1	.288 AC	5.00%
OUT-2	.107 AC	5.21%

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* HVF * HVF *	HIGH VISIBILITY FENCE	S-F-1
	SEDIMENT FILTER BAG	EC-STR-2
* SFB* SFB* SFB*	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
IN DIV	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	10

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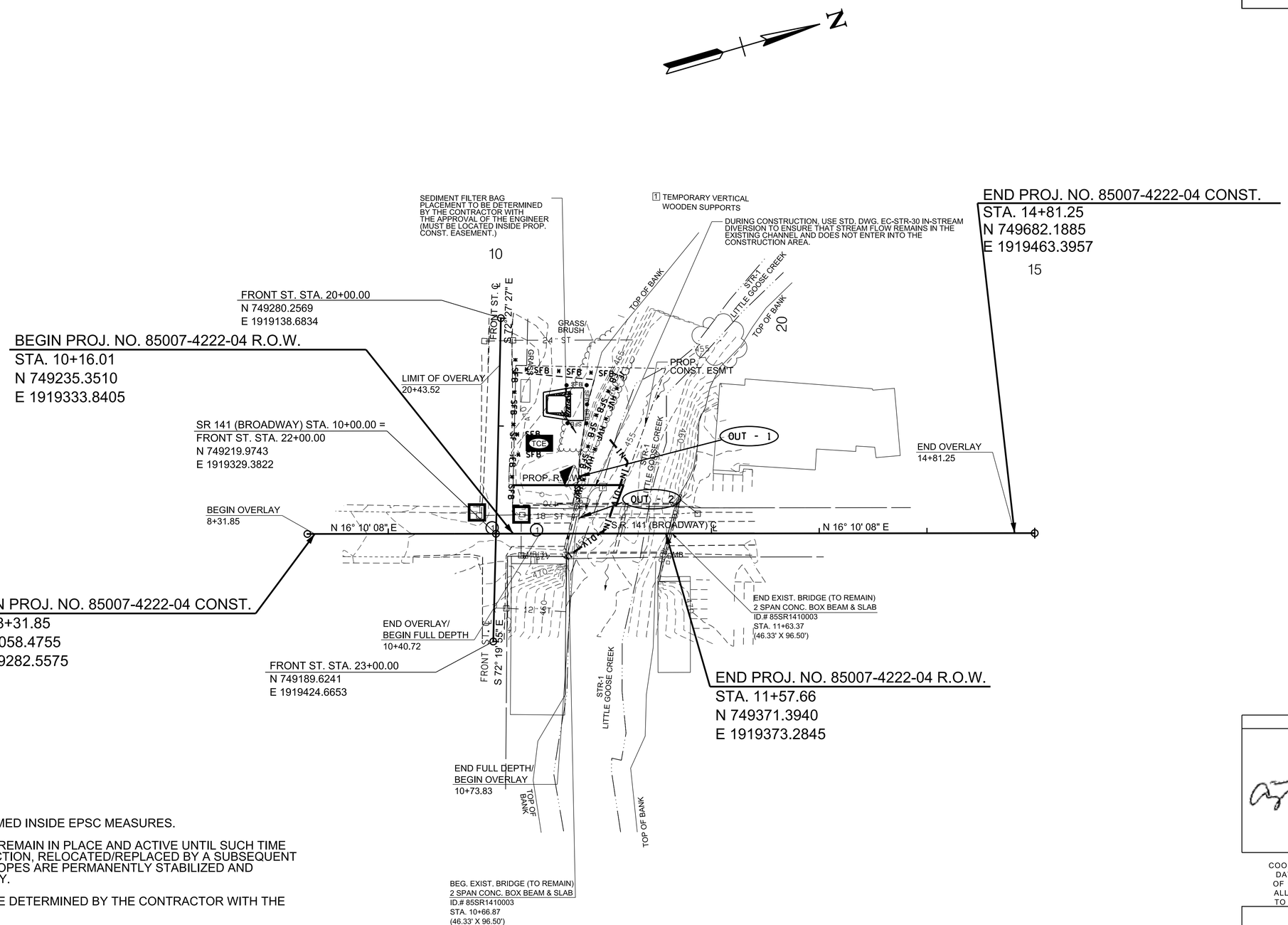
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	11



NOTES:

ALL WORK IS REQUIRED TO BE PERFORMED INSIDE EPSC MEASURES.

MEASURES SHOWN IN ANY STAGE WILL REMAIN IN PLACE AND ACTIVE UNTIL SUCH TIME AS THEY ARE REMOVED FOR CONSTRUCTION, RELOCATED/REPLACED BY A SUBSEQUENT STAGE OF CONSTRUCTION OR UNTIL SLOPES ARE PERMANENTLY STABILIZED AND MEASURES ARE NO LONGER NECESSARY.

CONSTRUCTION EXIT LOCATION(S) TO BE DETERMINED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER.

MEASURES SHOWN ARE TO BE INSTALLED AS SOON AS PRACTICAL AND MAINTAINED IN DEPICTED LOCATIONS UNTIL SUCH TIME AS REMOVAL IS REQUIRED FOR CONSTRUCTION.

CLEARING & GRUBBING SHALL NOT BE PERFORMED UNTIL SUCH TIME AS CONSTRUCTION IN THAT AREA IS IMMINENT.

EXISTING CONTOURS SHOWN.

HIGH VISIBILTY FENCE (S-F-1) SHALL BE PLACED AROUND ALL NON-IMPACTED SECTIONS OF WATER QUALITY FEATURES WITHIN THE R.O.W. AT THE APPROPRIATE BUFFER WIDTH.

STAGE 1 - CLEARING & GRUBBING

SEALED BY

ANTHONY L. WASHINGTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

7/16/2025

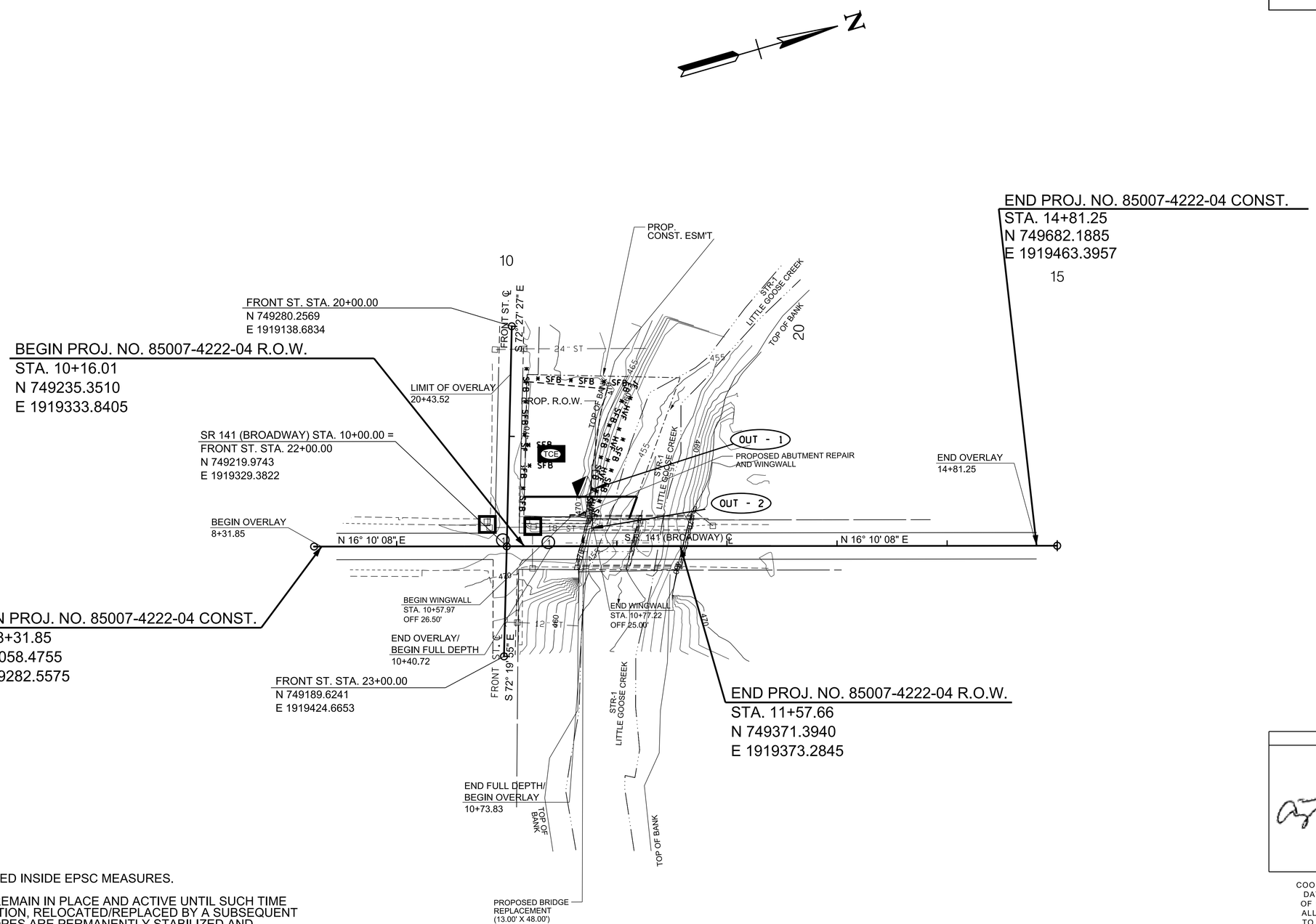
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
BEGIN PROJ. TO END PROJ.
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	12



NOTES:

ALL WORK IS REQUIRED TO BE PERFORMED INSIDE EPSC MEASURES.

MEASURES SHOWN IN ANY STAGE WILL REMAIN IN PLACE AND ACTIVE UNTIL SUCH TIME AS THEY ARE REMOVED FOR CONSTRUCTION, RELOCATED/REPLACED BY A SUBSEQUENT STAGE OF CONSTRUCTION OR UNTIL SLOPES ARE PERMANENTLY STABILIZED AND MEASURES ARE NO LONGER NECESSARY.

CONSTRUCTION EXIT LOCATION(S) TO BE DETERMINED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER.

PROPOSED CONTOURS SHOWN.

HIGH VISIBILTY FENCE (S-F-1) SHALL BE PLACED AROUND ALL NON-IMPACTED SECTIONS OF WATER QUALITY FEATURES WITHIN THE R.O.W. AT THE APPROPRIATE BUFFER WIDTH.

PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF CONSTRUCTION.

STAGE 2 - FINAL STABILIZATION

SEALED BY

ANTONY L. WASHINGTON III
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

7/16/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

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SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	13

PROP. R.O.W.
OFFSET -45.00

PRES. R.O.W.
OFFSET -24.04

PRES. R.O.W.
OFFSET 21.02

SEE FRONT ST. CROSS SECTIONS

-0.040

EX. EOP
EL. 471.24

-0.020

471.26
@ FG EL. 471.26

-0.020

EX. EOP
EL. 471.05

-0.040

CUT 6
FILL 0

10+20.00

PRES. R.O.W.
OFFSET 103.86

471.25

10+10.00

471.25

10+00.00

S.R. 141 (BROADWAY)

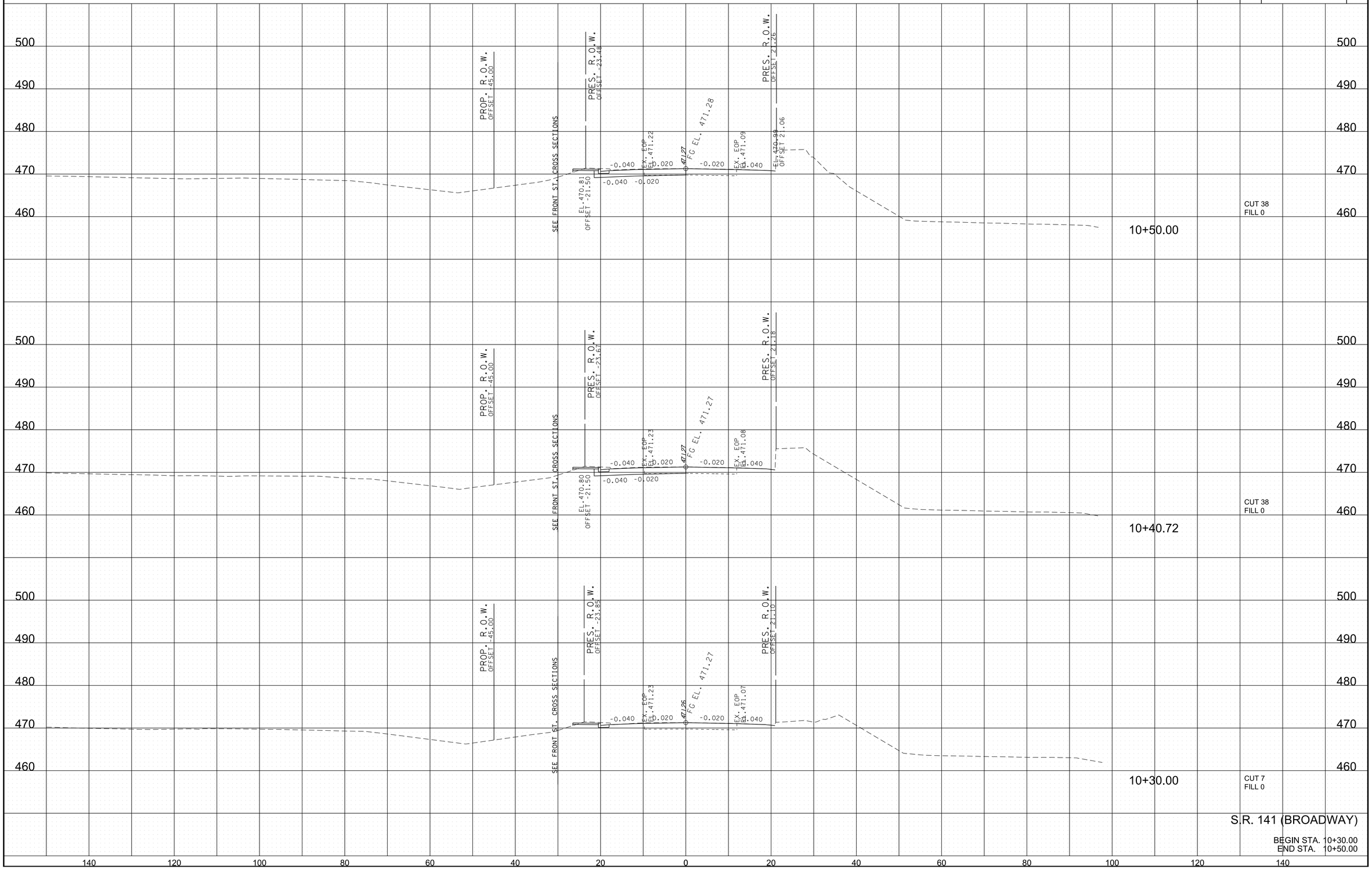
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490
480
470
460
500
490
480
470
470

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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S.R. 141 (BROADWAY)

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END STA. 10+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	15

PROP. R.O.W.
OFFSET -45.00

PRES. R.O.W.
OFFSET -25.00

FG EL. 471.34

-0.020 -0.020

PRES. R.O.W.
OFFSET 23.10

455.56

10+80.00

PROP. R.O.W.
OFFSET -45.00

PRES. R.O.W.
OFFSET -23.12

FG EL. 471.30

-0.020 -0.020

PRES. R.O.W.
OFFSET 23.26

462.60

BEGIN BRIDGE

10+70.00

PROP. R.O.W.
OFFSET -45.00

PRES. R.O.W.
OFFSET -23.30

EX. EOP
EL. 471.21

FG EL. 471.28

EX. EOP
EL. 471.11

-0.040 -0.020 -0.020 -0.040

-0.040 -0.020

PRES. R.O.W.
OFFSET 21.34

SEE FRONT ST. CROSS SECTIONS

EL. 470.81
OFFSET -21.50

PROP. WINGWALL

CUT 59
FILL 0

10+60.00

S.R. 141 (BROADWAY)

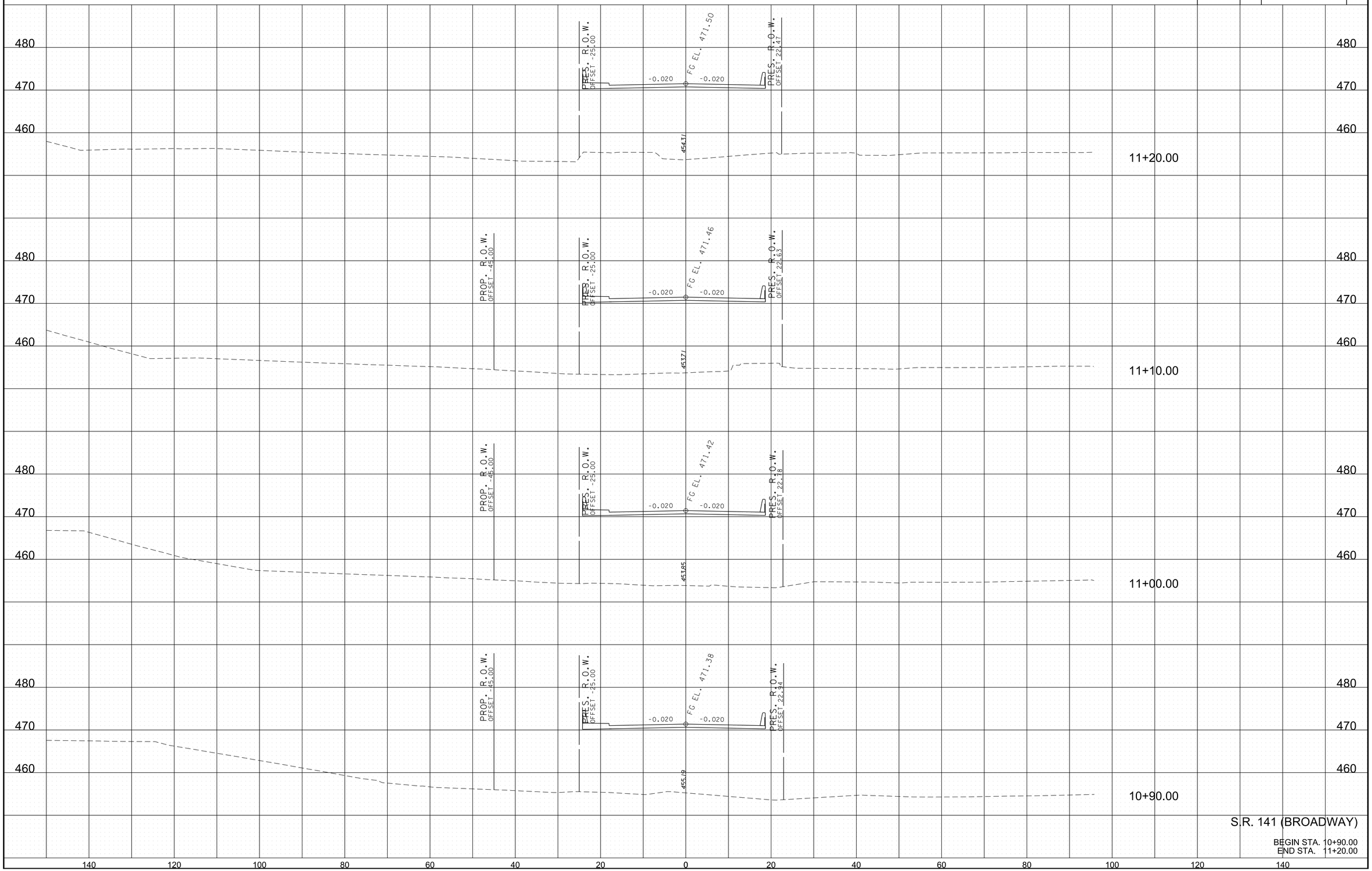
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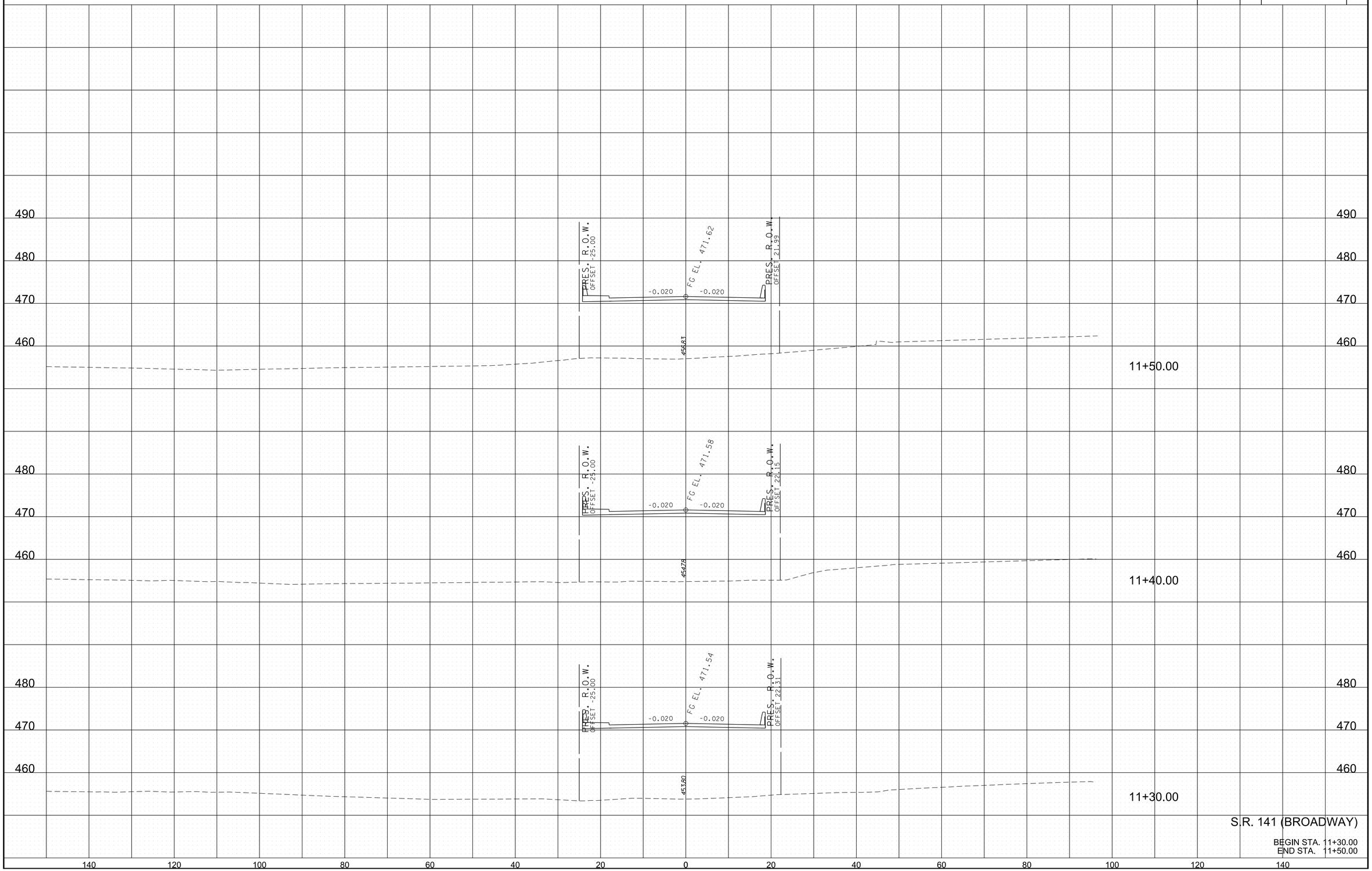


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TYPE	YEAR	PROJECT NO.	SHEET NO.
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500
490
480
470
460

PRES. R.O.W.
OFFSET -25.00

PRES. R.O.W.
OFFSET 21.92

EX. EOP
EL. 471.48

47.75

EX. EOP
EL. 471.63

11+80.00

500
490
480
470
460

PRES. R.O.W.
OFFSET -25.00

PRES. R.O.W.
OFFSET 21.92

EX. EOP
EL. 471.44

47.70

EX. EOP
EL. 471.53

END BRIDGE

11+70.00

500
490
480
470
460

PRES. R.O.W.
OFFSET -25.00

PRES. R.O.W.
OFFSET 21.92

-0.020

FG EL. 471.66

-0.020

465.22

11+60.00

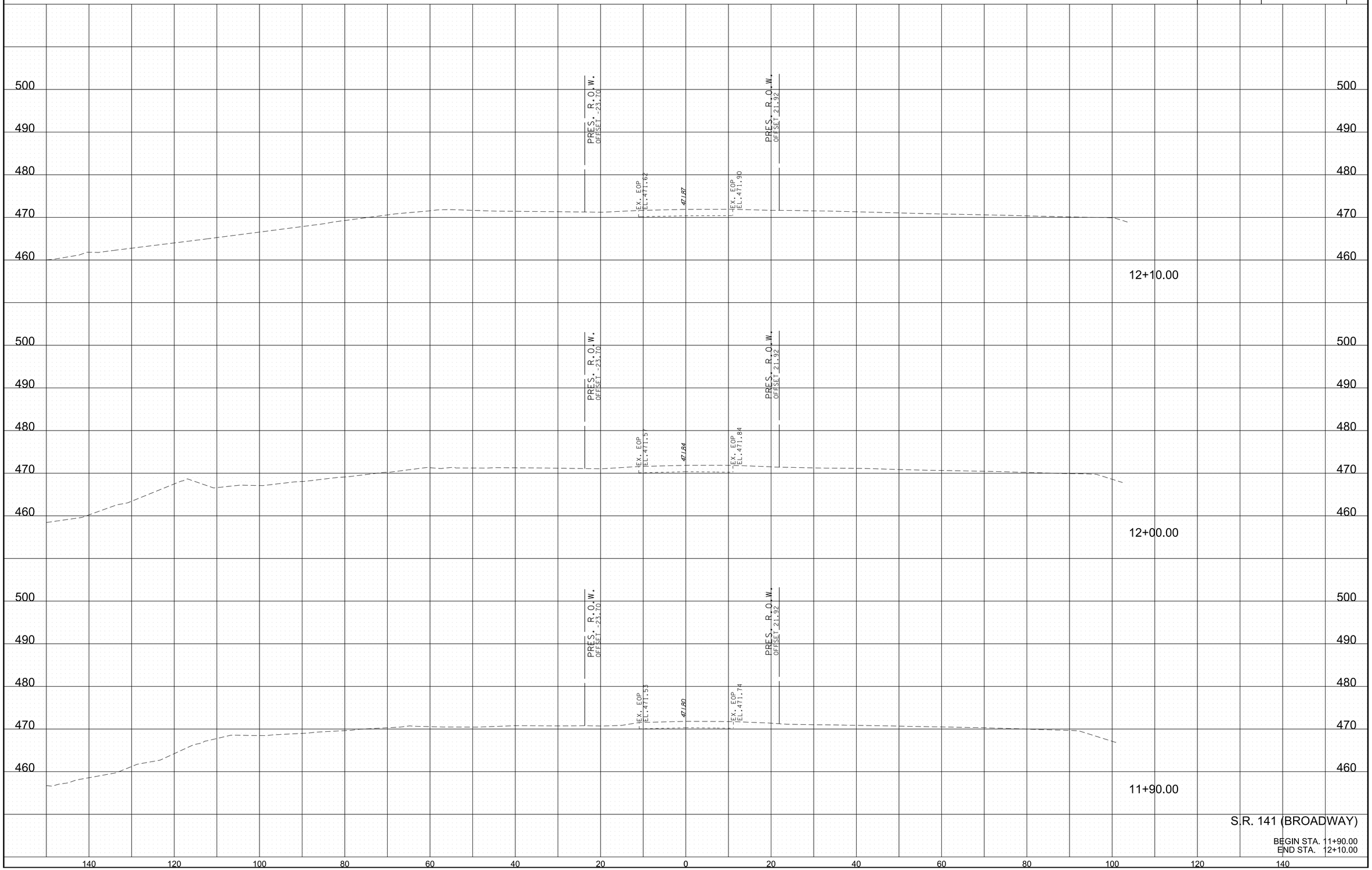
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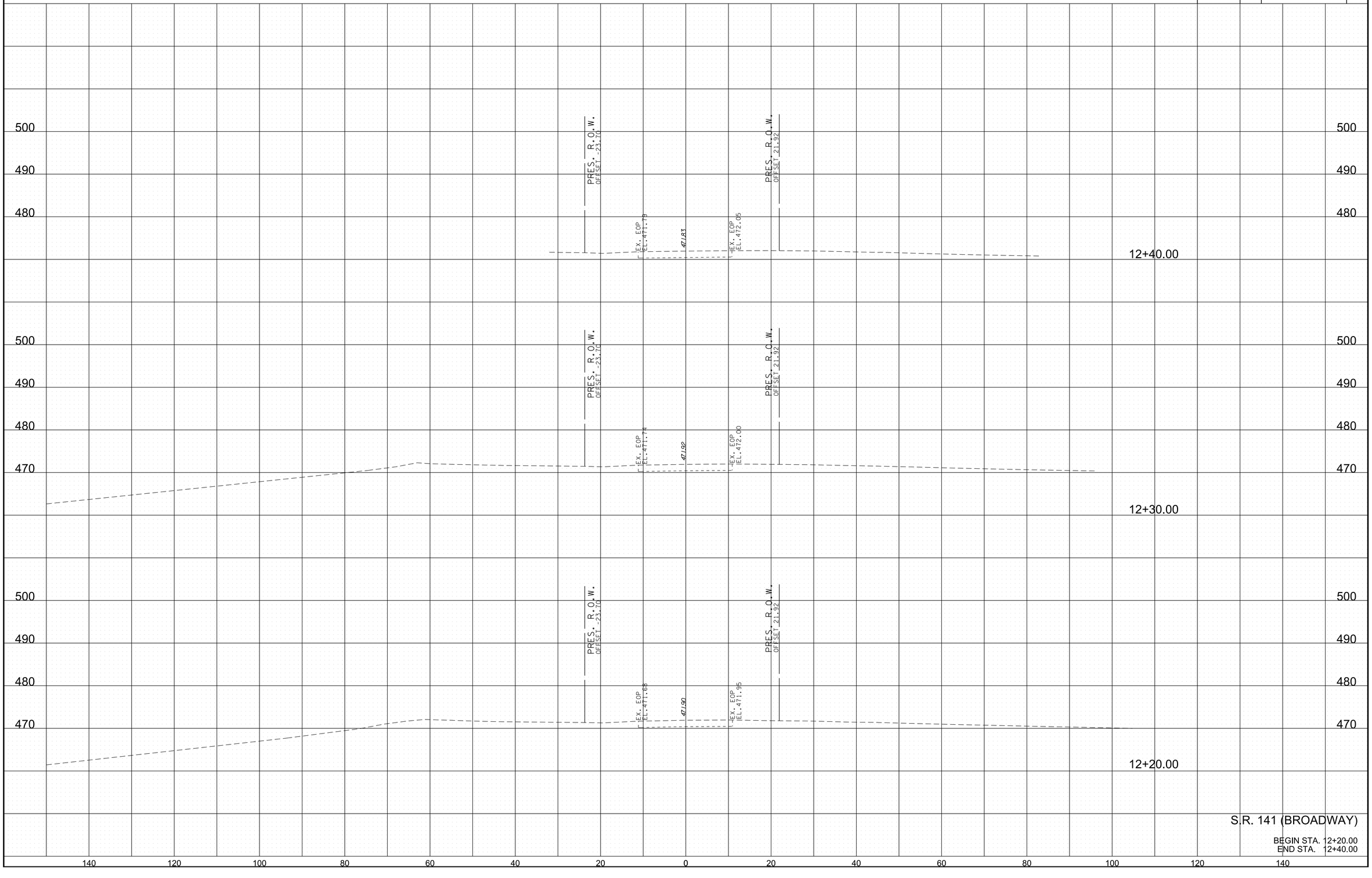


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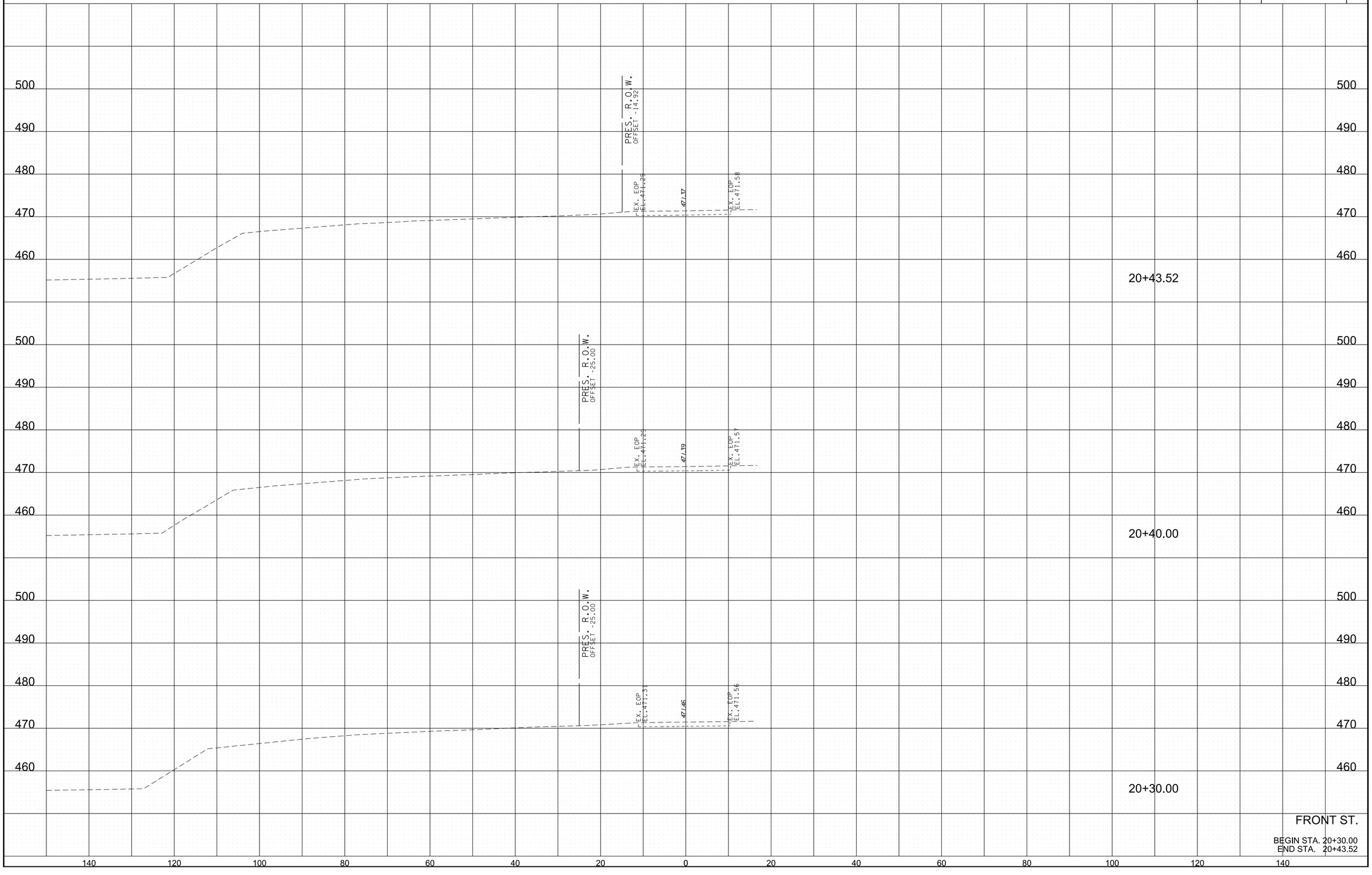


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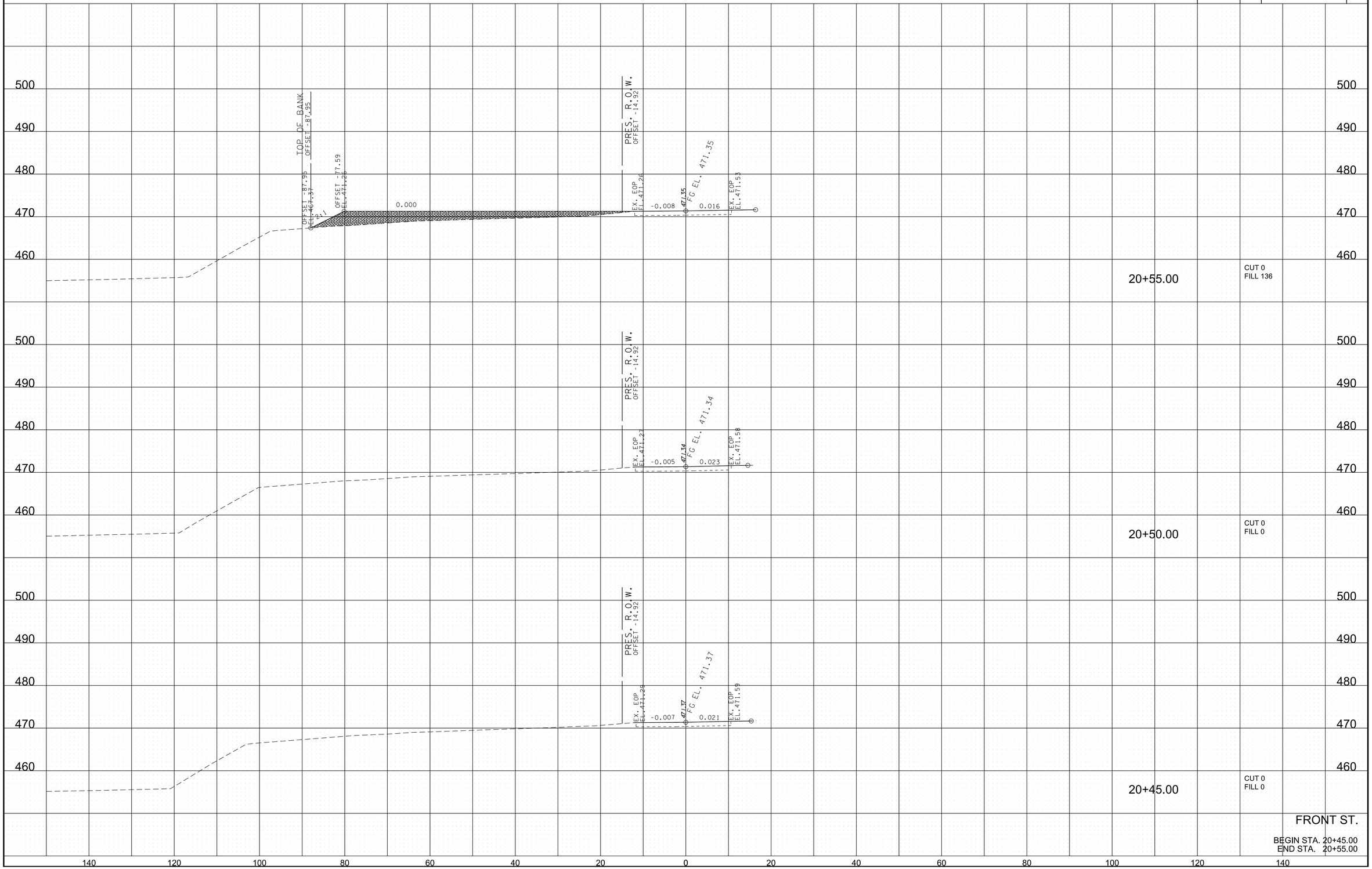


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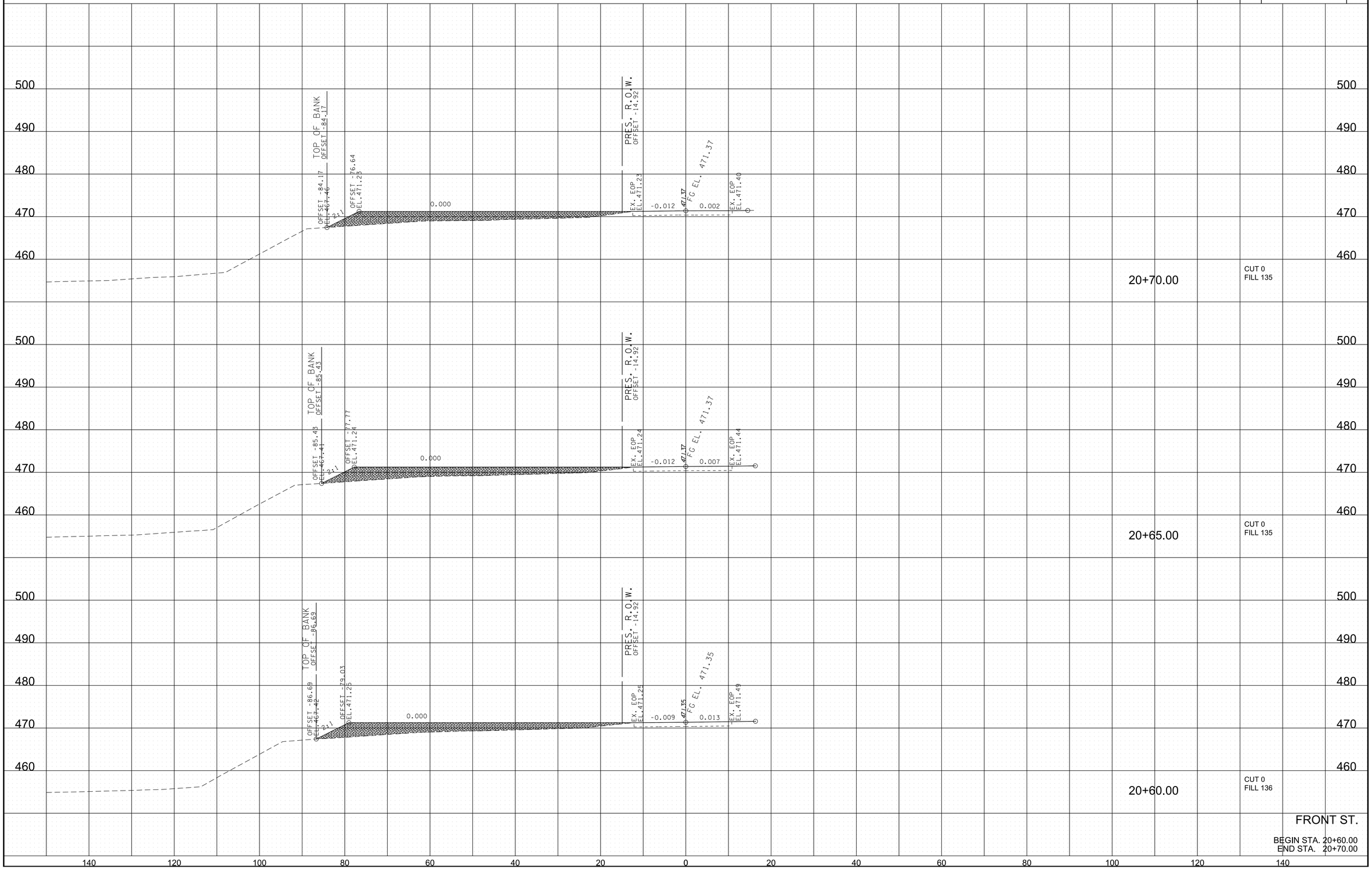


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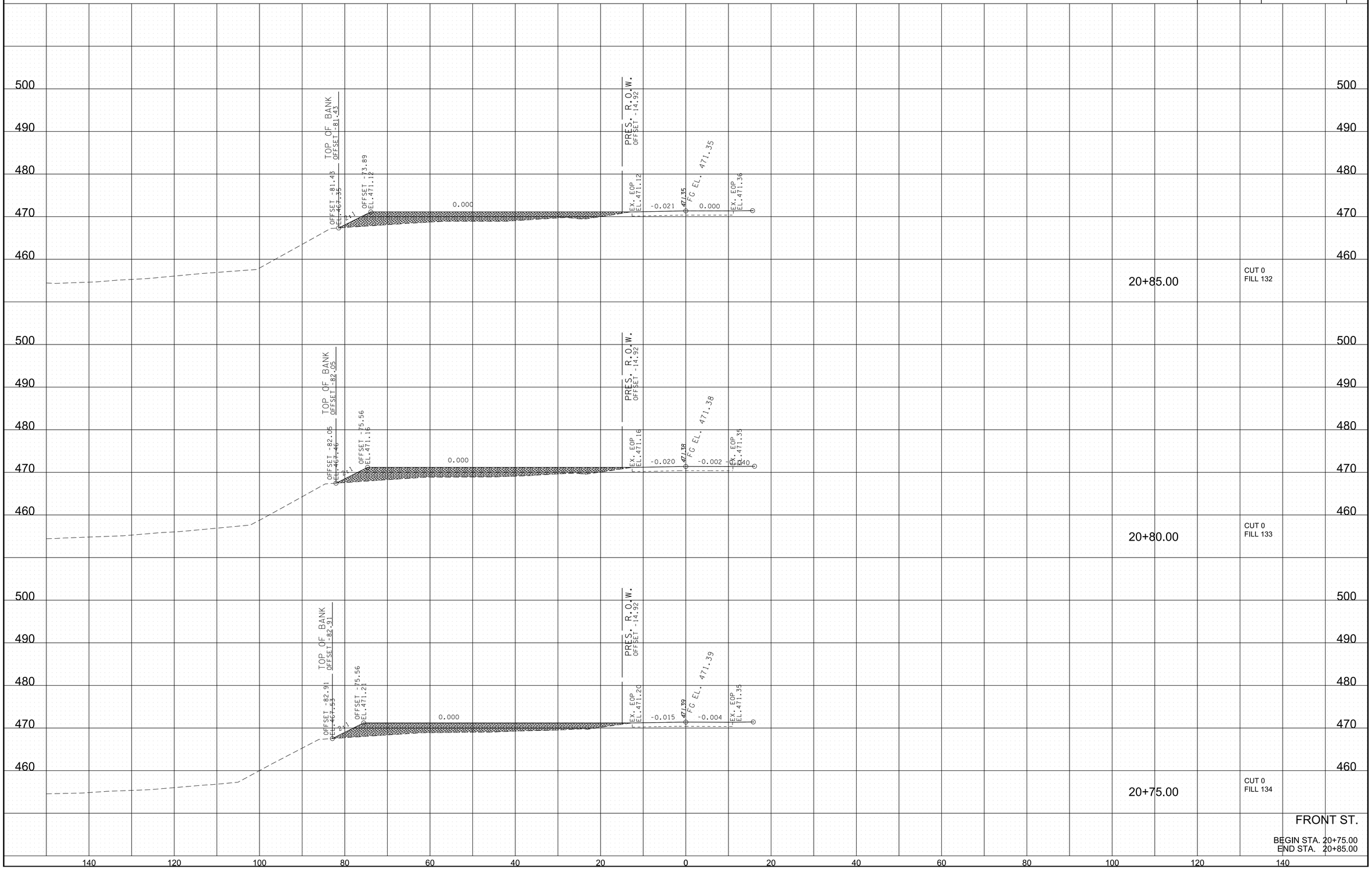
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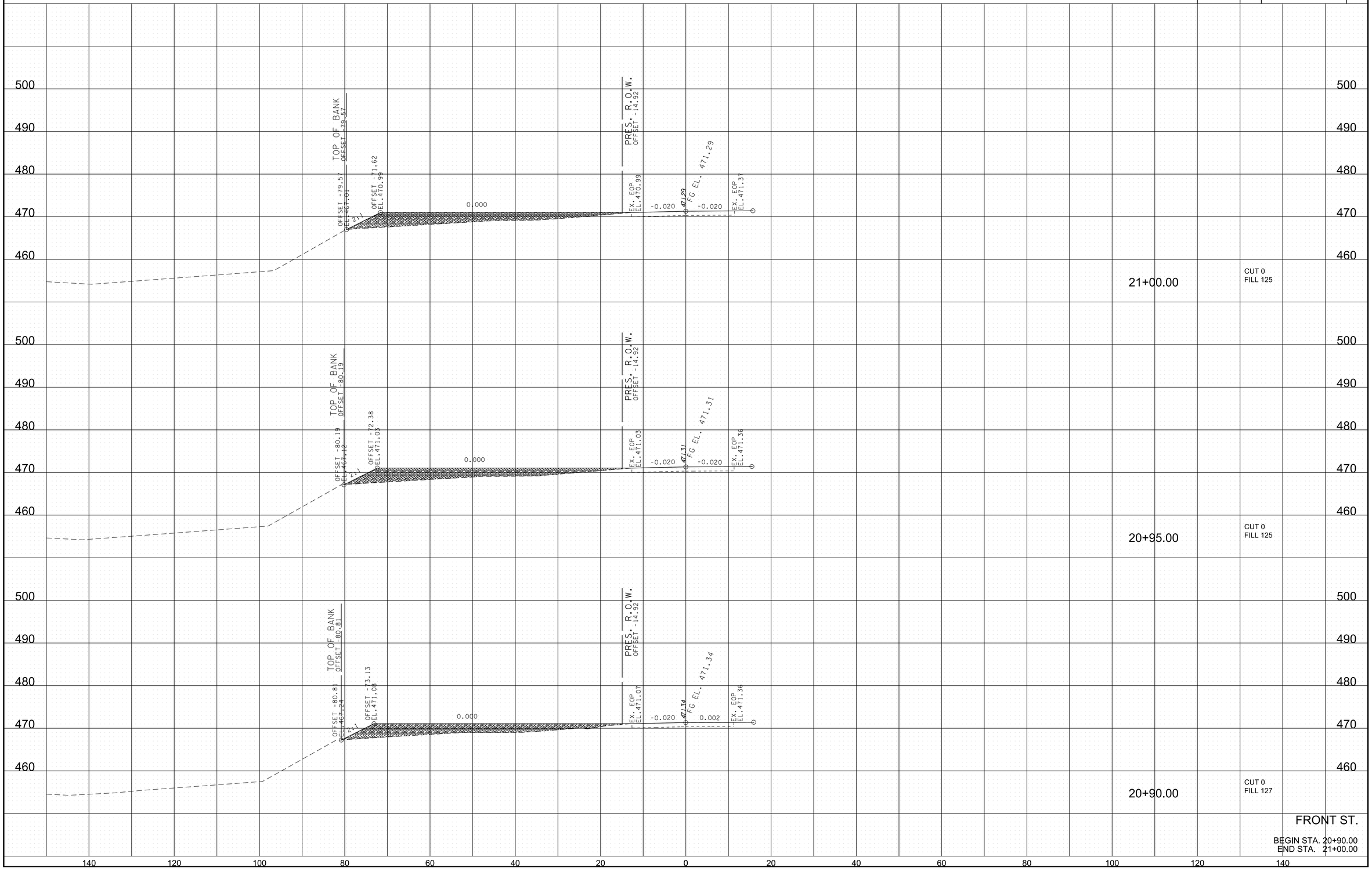


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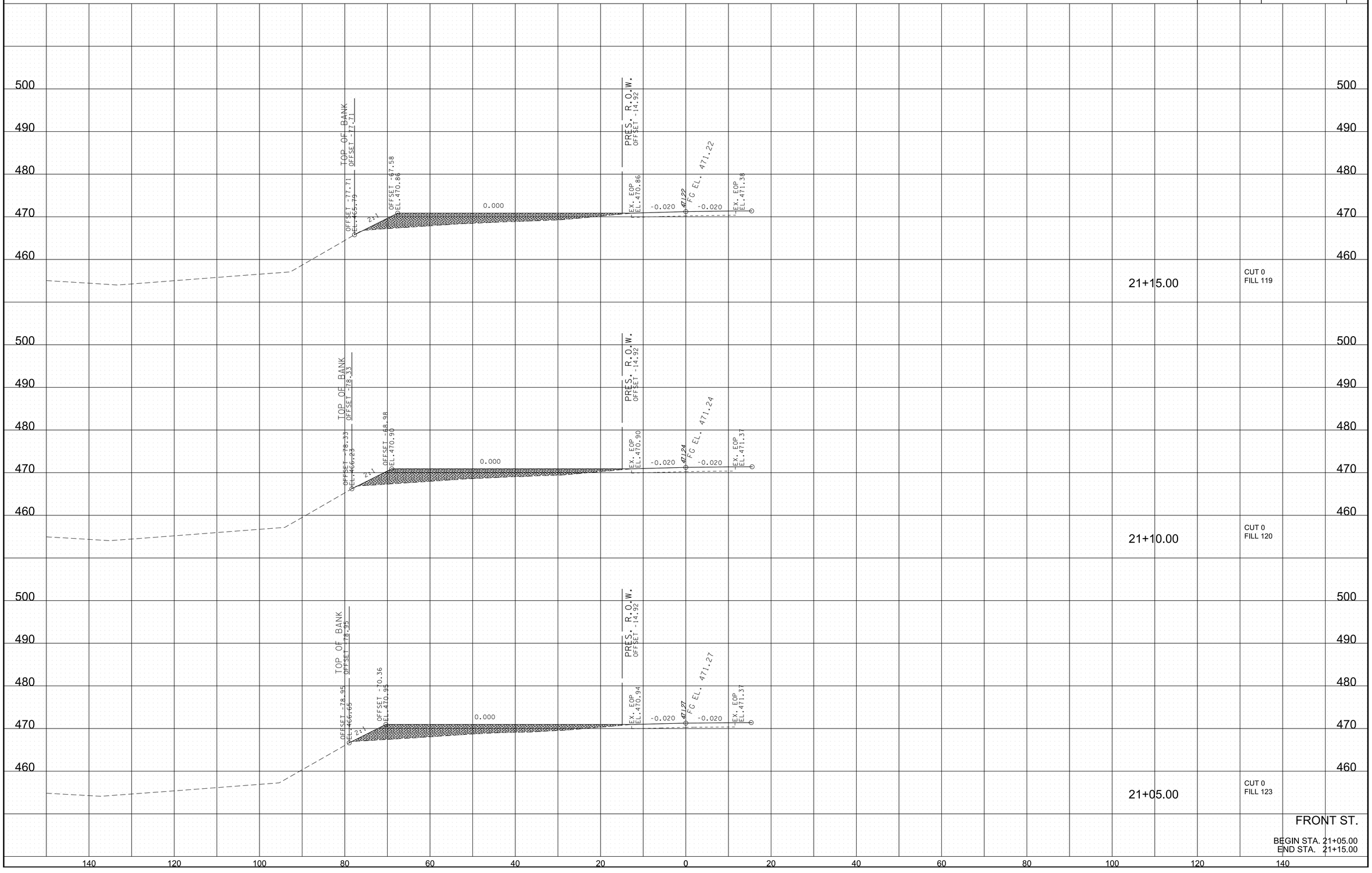


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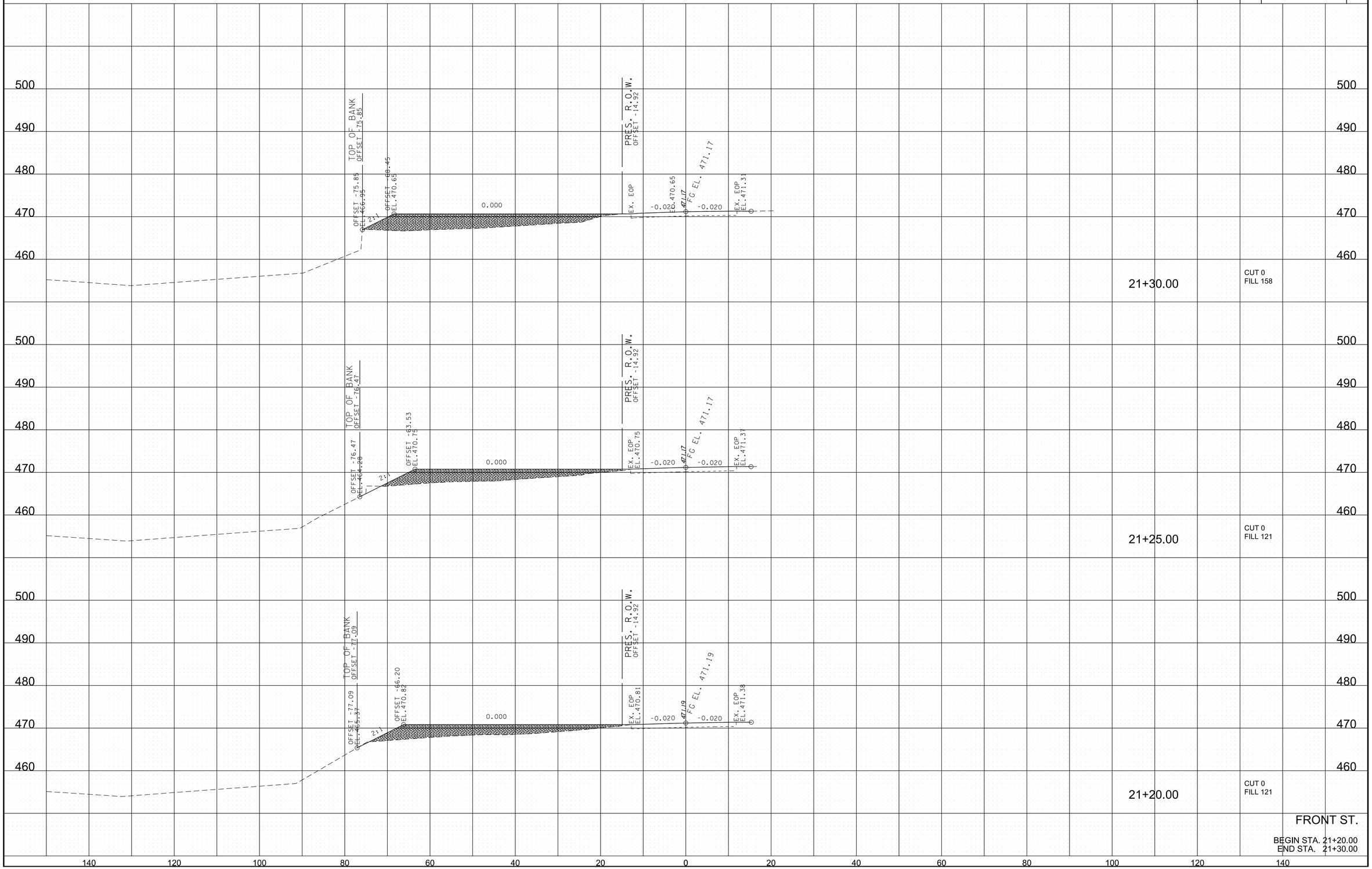


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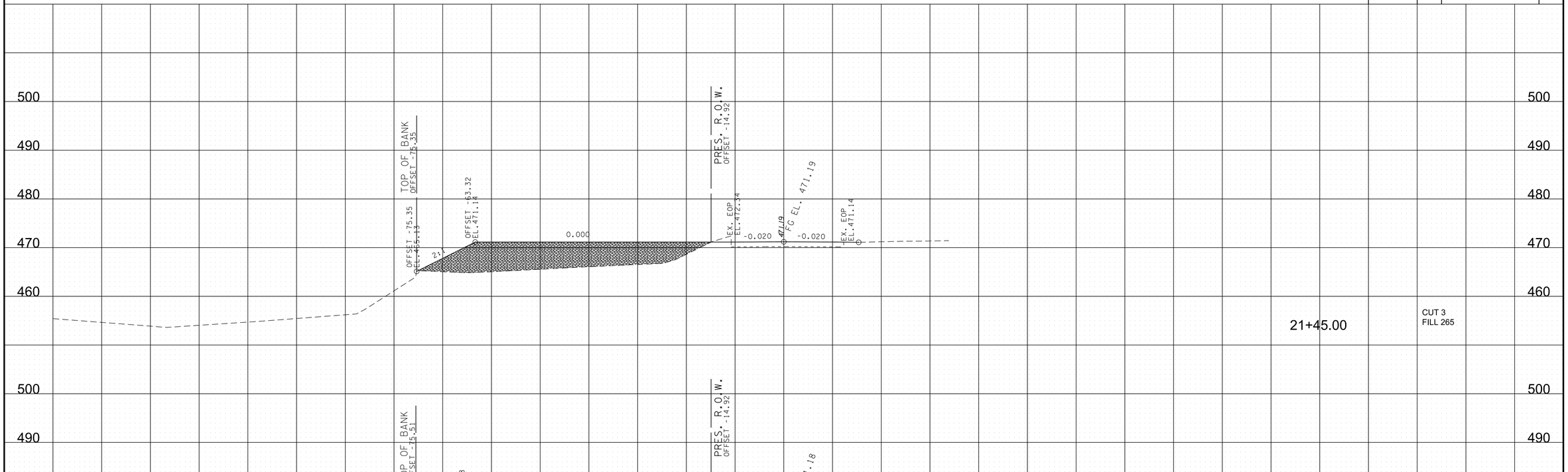


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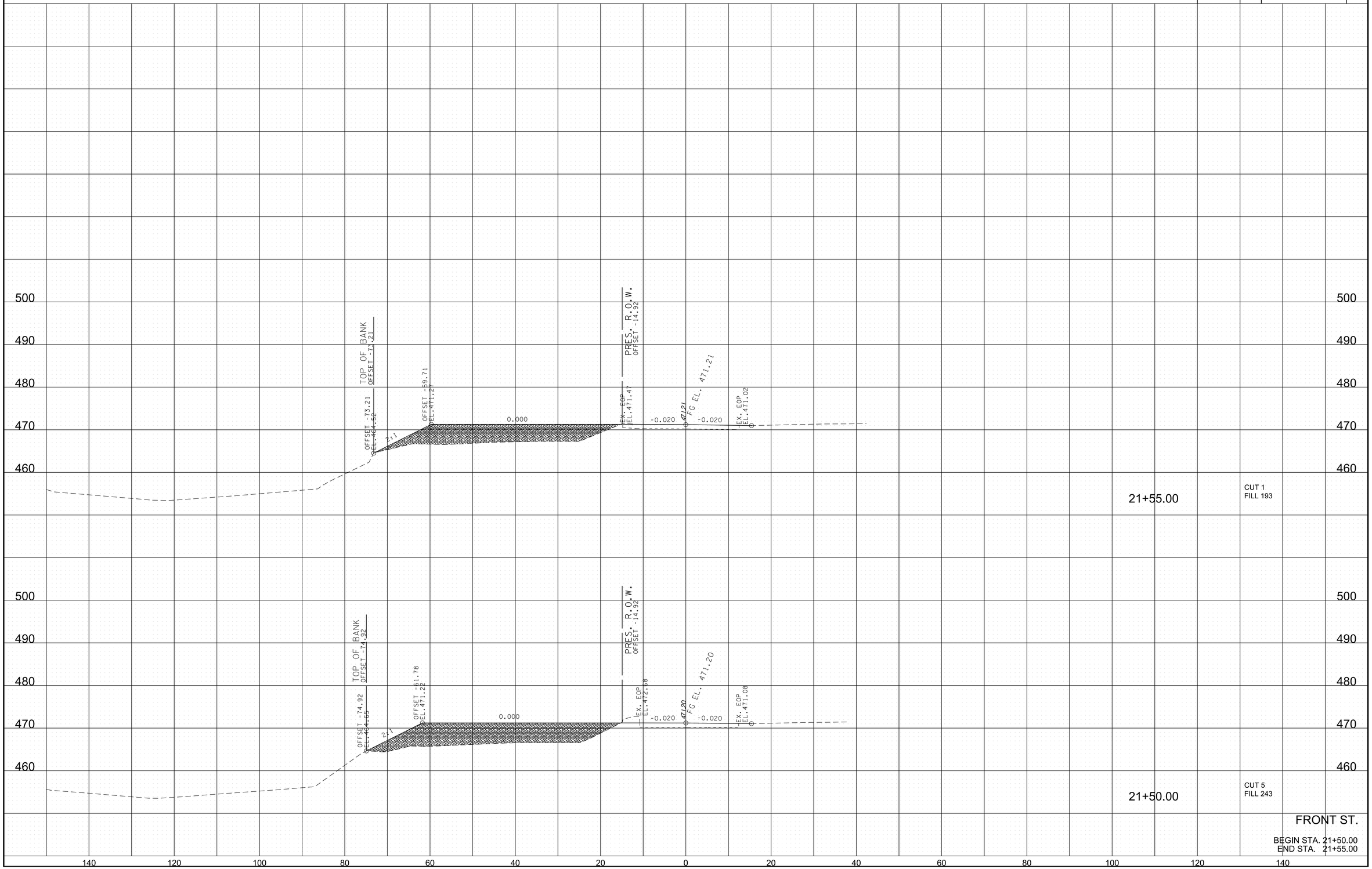
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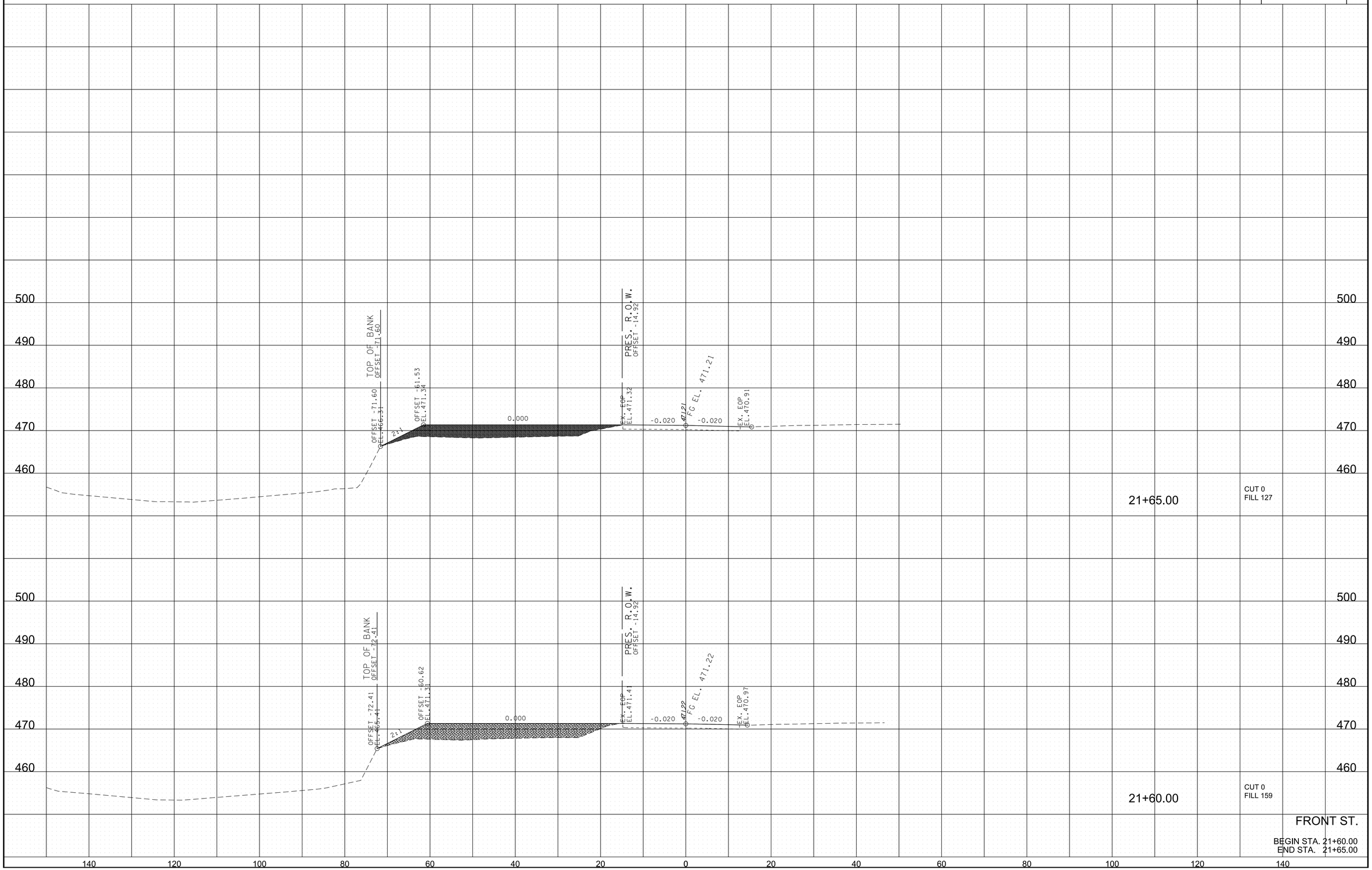
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PS&E	2025	85007-4222-04	29



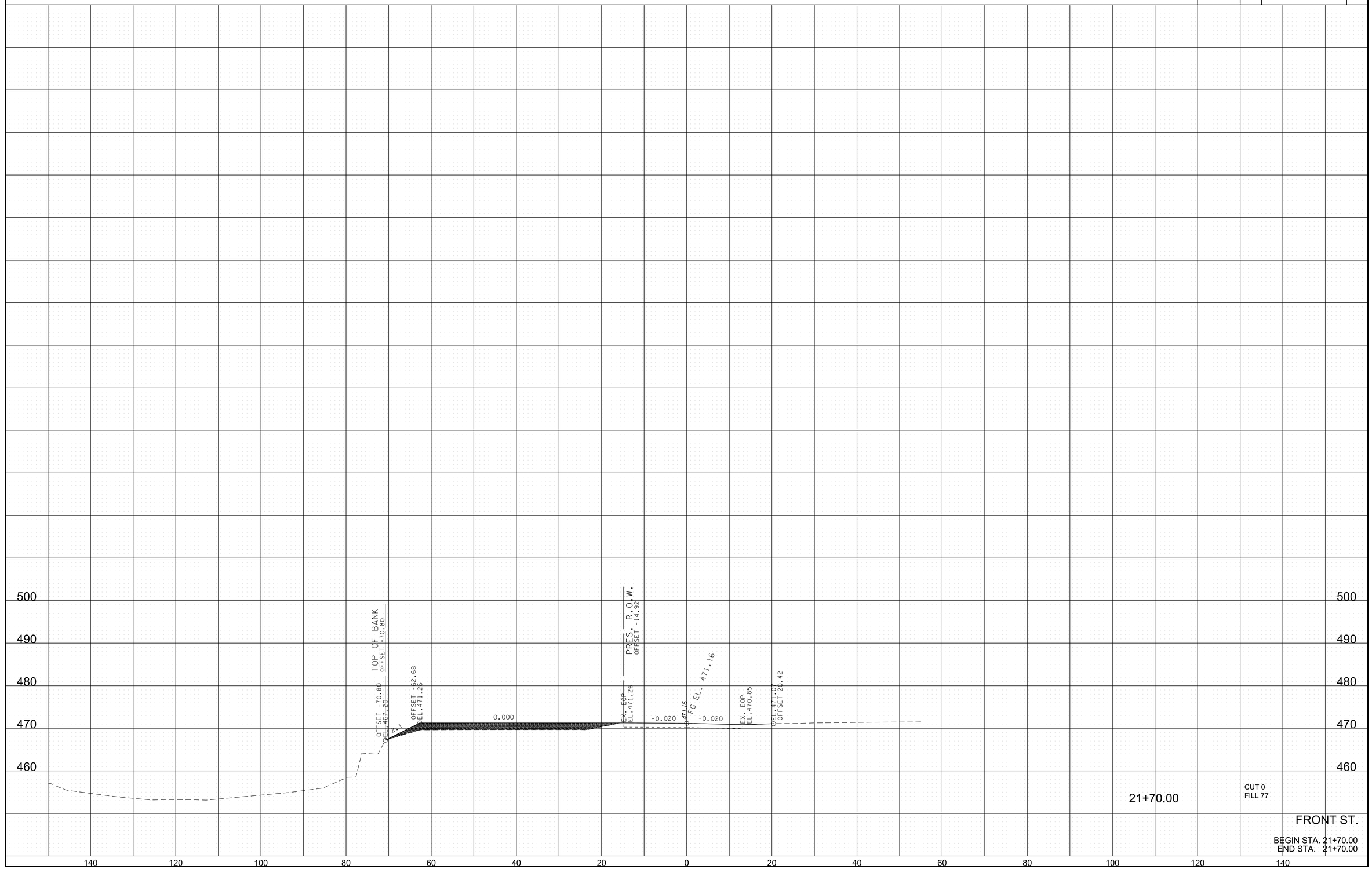
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PS&E	2025	85007-4222-04	30



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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	31



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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

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

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

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

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

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

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

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

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

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

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

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

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

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

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

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

SEALED BY

ANTHONY L. WASHINGTON REGISTERED ENGINEER AGRICULTURE COMMERCE AND TRADE STATE OF TENNESSEE

7/16/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	T2

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

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, VERTICAL PANELS, 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 ADTS LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADTS 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 ENGINEERS 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 ADTS LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADTS OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADTS LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADTS 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 ENGINEERS APPROVAL TO USE THEM.
7. ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE CHANNELIZING DEVICES ARE TO BE IN PLACE BEFORE BEING OPENED TO TRAFFIC.
8. T.D.O.T. CONSTRUCTION OFFICE SHALL NOTIFY THE OVERWEIGHT AND PERMITS OFFICE OF LANE WIDTH RESTRICTIONS DURING CONSTRUCTION PRIOR TO ALLOWING THE CONTRACTOR TO INSTALL TRAFFIC CONTROL. PERMIT VEHICLES WILL NOT BE ALLOWED UNTIL CONSTRUCTION IS COMPLETE AND FULL LANE WIDTHS HAVE BEEN RESTORED.

MISCELLANEOUS NOTES

1. 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 BUSINESSES ALONG THE PROPOSED CONSTRUCTION AREA.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR LOSS OF EXISTING SIGNS DURING CONSTRUCTION. EXISTING SIGNS SHALL BE REMOVED AND REPLACED AS NECESSARY.

SPECIAL NOTES

1. TRAFFIC CONTROL PLAN - SEE SHEET T3 AND STD. DWG. NOS. T-WZ-32, T-WZ-33, T-WZ-34 AND T-WZ-35.

ADDITIONAL TRAFFIC CONTROL NOTES

ADVANCED WARNING SIGNS TO BE PLACED PRIOR TO CONSTRUCTION AND REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT.

THE TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

IF ADDITIONAL SIGNS ARE DEEMED NECESSARY BY THE ENGINEER, THEY SHALL BE FURNISHED AND INSTALLED AT THE UNIT PRICE BID, ITEM NO. 712-06 SIGNS (CONSTRUCTION) S.F.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY BARRICADE (TYPE III)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L		W	S.F.	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.
W20-1M	ROAD WORK 1/2 MILE	48"	X	48"	16	2	2	32.00	
W20-4F	ONE LANE ROAD 1500 FT	48"	X	48"	16	2	2	32.00	
SPEC_4F	ONE LANE BRIDGE 1500 FEET HORIZ. CLEARANCE 15 FEET	78"	X	48"	26	2	2	52.00	
W3-3	SIGNAL AHEAD	36"	X	36"	9	4	4	36.00	
W3-4	BE PREPARED TO STOP	48"	X	48"	16	2	2	32.00	
R10-6M	STAY IN LANE TO EXTEND GREEN	30"	X	42"	9	2	2	17.50	
R10-6	STOP HERE ON RED	24"	X	36"	6	4	4	24.00	
SPEC_1	MAXIMUM X MINUTES RED	42"	X	48"	14	4	4	56.00	
SPEC_2	MAINTAIN XX MPH SPEED	42"	X	36"	11	2	2	21.00	
W1-4R	REVERSE CURVE	30"	X	30"	6	1	1	6.25	
G20-2	END ROAD WORK	36"	X	18"	5	4	4	18.00	
R10-11A	NO TURN ON RED	24"	X	30"	5	1	1	5.00	
W20-1	ROAD WORK AHEAD	48"	X	48"	16	2	2	32.00	
R11-2	ROAD CLOSED	48"	X	30"	10	4	4	40.00	
R9-9	SIDEWALK CLOSED	24"	X	12"	2	2	2	4.00	
M4-9L	DETOUR W/ARROW, LEFT	30"	X	24"	5	1	1	5.00	
M4-10R	DETOUR ARROW, RIGHT	48"	X	18"	6	1	1	6.00	
							TOTAL	419	S.F.

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 85007-4222-04
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	300
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	32
712-04.50	BARRIER RAIL DELINEATOR	EACH	8
712-05.01	WARNING LIGHTS (TYPE A)	EACH	44
712-06	SIGNS (CONSTRUCTION)	S.F.	419
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	108
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	48
712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	1264
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1

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ANTONY L. WASHINGTON REGISTERED ENGINEER AGRICULTURE COMMERCE & INSURANCE STATE OF TENNESSEE

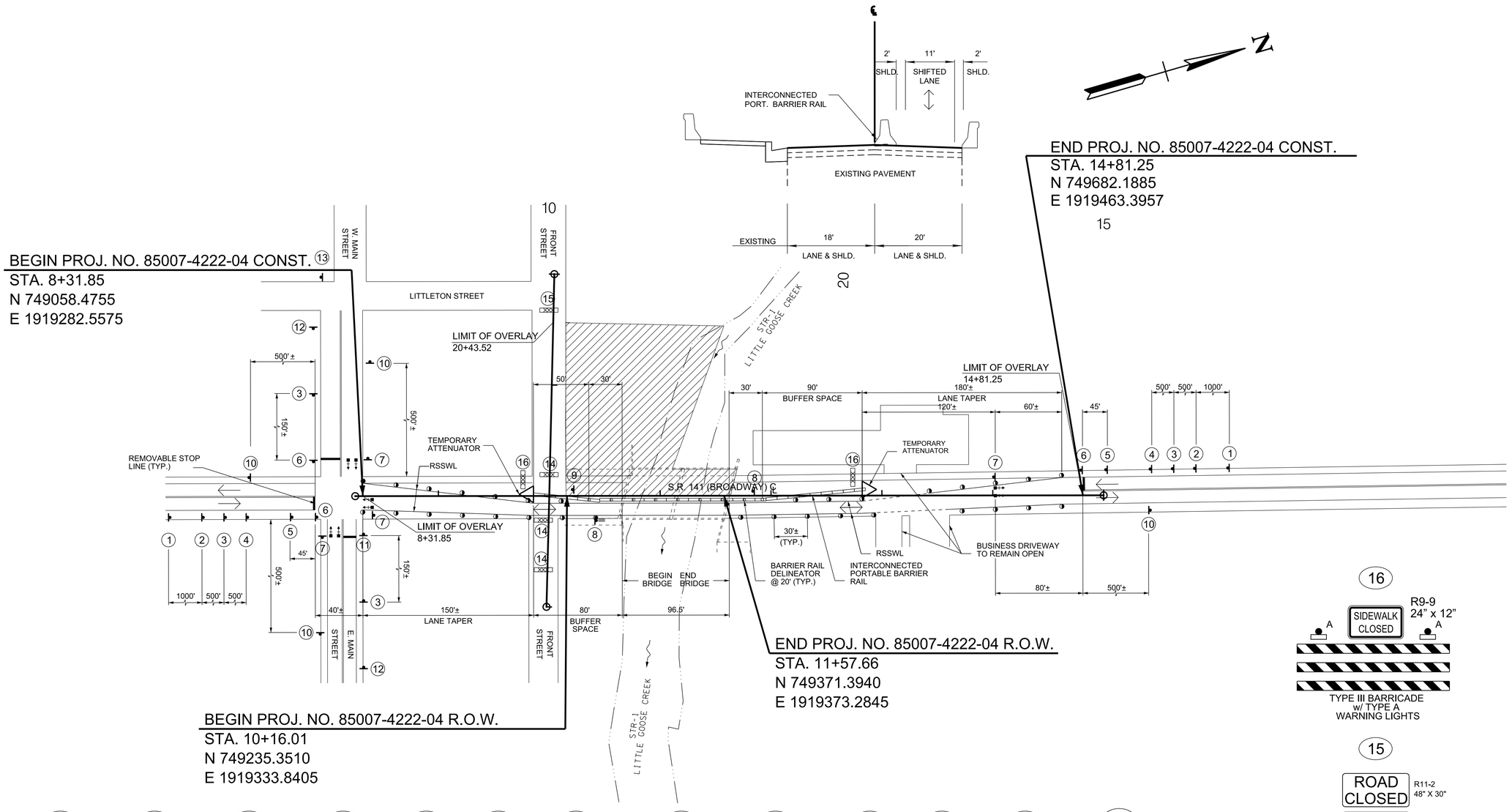
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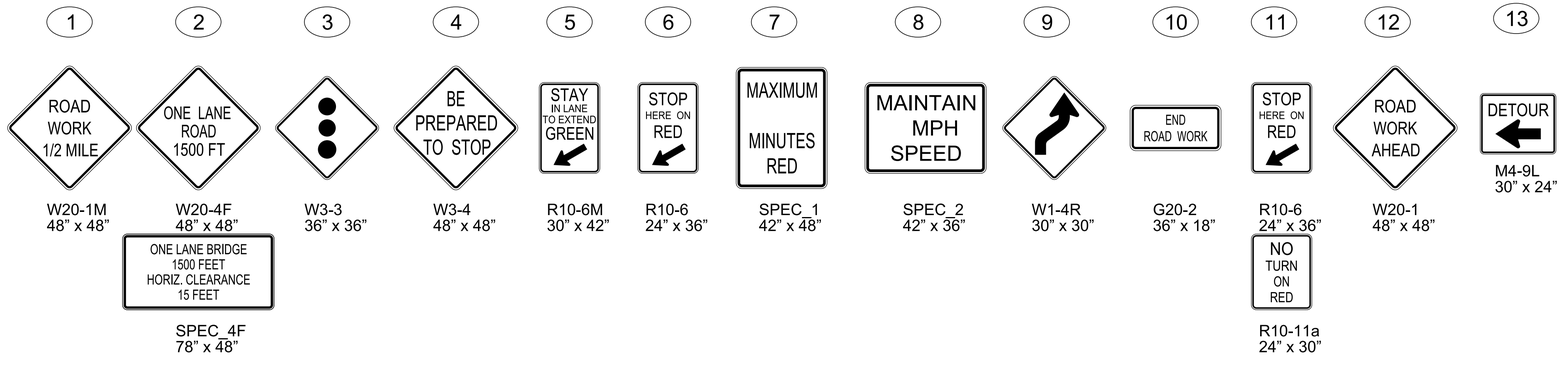
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

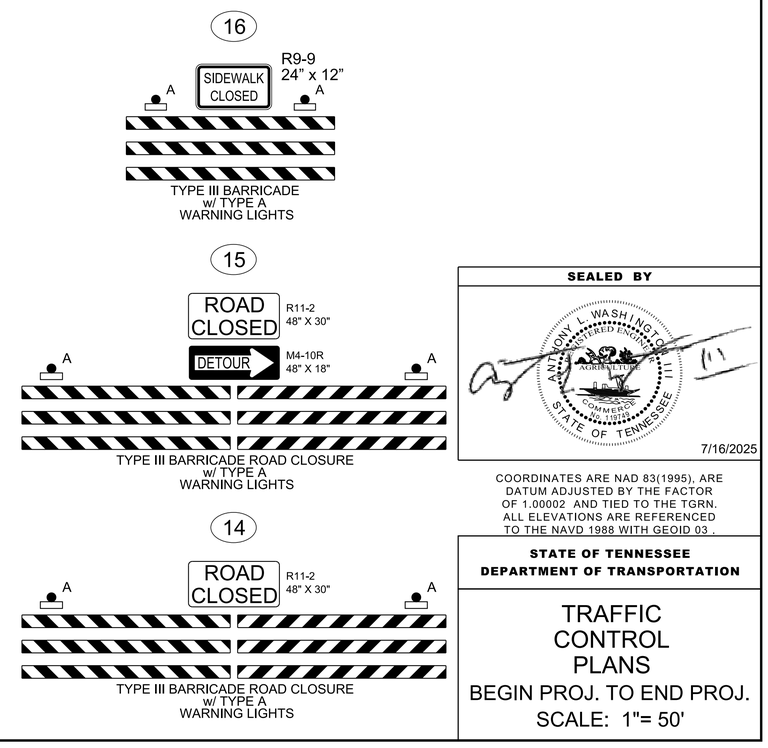
TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	85007-4222-04	T3







SEALED BY

ANTHONY WASHINGTON REGISTERED ENGINEER 111 AGRICULTURE BRIDGES COMMERCE STATE OF TENNESSEE

7/16/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

BEGIN PROJ. TO END PROJ.

SCALE: 1"= 50'

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06/27/2025

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Benjamin E. Graves
2025.07.17 09:35:29-05'00'

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

COMPANY NAME	HDR ENGINEERING, INC.
ADDRESS	120 BRENTWOOD COMMONS WAY SUITE 525
CITY, STATE	BRENTWOOD, TN 37027
PE NAME, P.E. NO.	BENJAMIN EVAN GRAVES, 117107

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

SHEET NAME **SHEET NO.**

SIGNATURE SHEET STRUCTURE-SIGN1
TITLE SHEET 1
ESTIMATED QUANTITIES 2
GENERAL NOTES 3
BRIDGE PLANS ..... BR-132-893 THRU 906

YEAR	PROJECT NO.	SHEET NO.
2025	85007-4222-04	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$

Index Of Sheets

SHEET NO.	DESCRIPTION
STRUCTURE-SIGN1	SIGNATURE SHEET
1	TITLE SHEET
2	ESTIMATED QUANTITIES
3	GENERAL NOTES
R-1	ROADWAY PLANS
T1	TRAFFIC CONTROL PLANS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TROUSDALE COUNTY

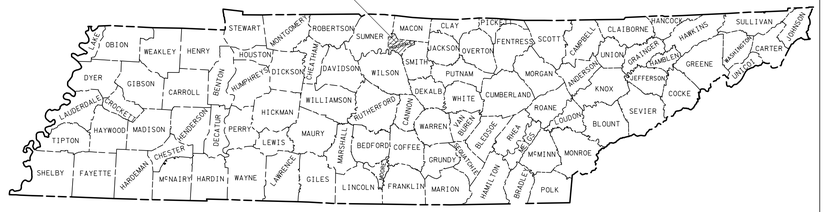
BRIDGE NO. 85-SR141-04.82 OVER LITTLE GOOSE CREEK
(FEDERAL ID: 85SR141O003)
PS&E
BRIDGE REPAIR

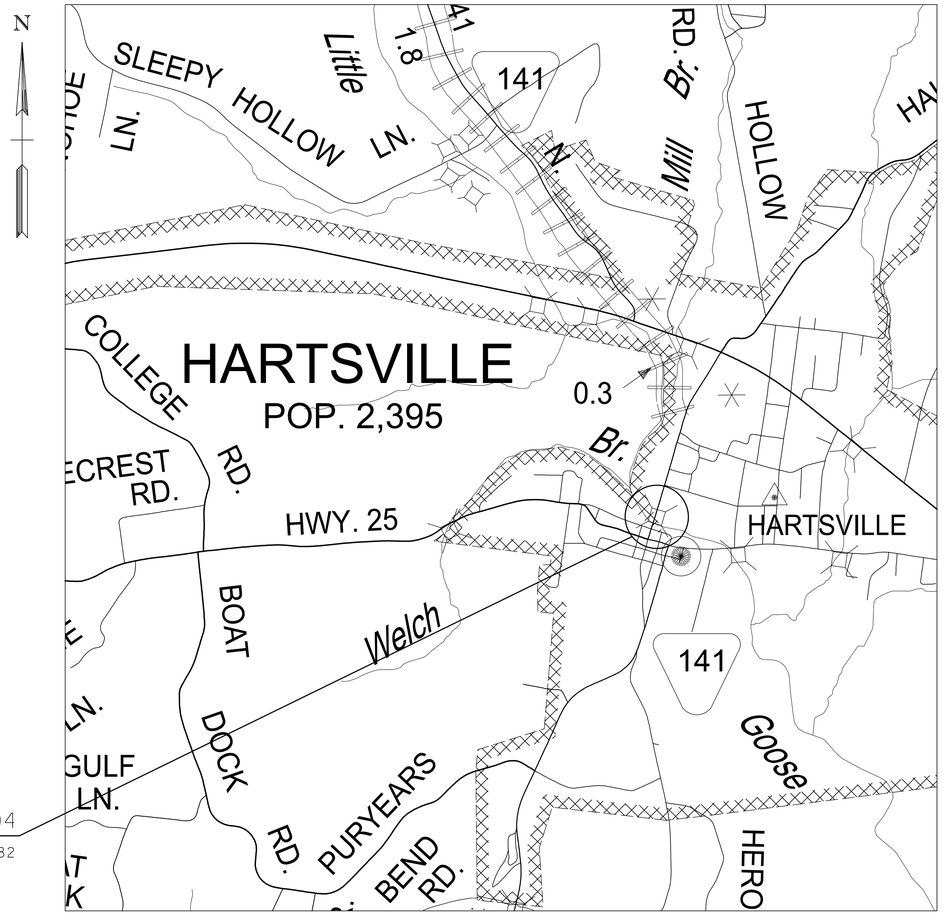
STATE ROUTE 141 F.A.H.S. NO.

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	NO
WORK ZONE SIGNIFICANCE DETERMINATION	
SIGNIFICANT	NO

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	85007-4222-04	

PROJECT LOCATION





SCALE: 1"= ¼ MILE

BRIDGE DRAWINGS

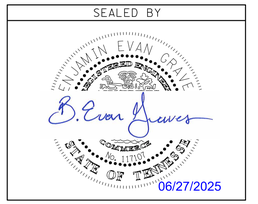
DWG. NO.	DRAWING
BR-132-893	LAYOUT OF BRIDGE TO BE REPAIRED
BR-132-894	ESTIMATED QUANTITES
BR-132-895	GENERAL NOTES
BR-132-896	PHASED CONSTRUCTION DETAILS
BR-132-897	PHASED CONSTRUCTION DETAILS
BR-132-898	SLAB DETAILS
BR-132-899	SLAB DETAILS
BR-132-900	FRAMING PLAN
BR-132-901	BEAM DETAILS
BR-132-902	ABUTMENT DETAILS
BR-132-903	WINGWALL DETAILS
BR-132-904	ABUTMENT BILL OF STEEL
BR-132-905	GENERAL REPAIR DETAILS
BR-132-906	GENERAL REPAIR DETAILS

LIST OF STANDARD DRAWINGS

DWG NO.	REVISION	DESCRIPTION
STD-4-1	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-02	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-96	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-6-1	12-08-23	STANDARD SEISMIC DETAILS
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISC. ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS
STD-11-1	04-15-20	BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING
STD-14-3	03-06-24	STANDARD DETAILS FOR PRESTRESSED BOX BEAMS

STATE ROUTE 385
ADT (2018) 4980
POSTED SPEED 30 MPH

SEALED BY



APPROVED: _____
WILL REID, CHIEF ENGINEER

DATE _____

APPROVED: _____
WILL REID, COMMISSIONER

PROJECT NO. 85007-4222-04

BRIDGE NO. 85-SR141-04.82

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT REPAIR OFFICE
DESIGN MANAGER JOSEPH BENDER DESIGNER HDR
DESIGNER EVAN GRAVES CHECKED BY CARTER BEARDEN
P.E. NO. 85007-4222-04 PIN 081869.01

LAND DISTURBANCE: ~0.35 ACRE
TOTAL PROJECT AREA: ~1.04 ACRE

REFERENCE DRAWINGS
(TO BE PRINTED WITH PLANS)

DRAWING NO.	DESCRIPTION
M-270-8 THRU M-270-17	EXISTING BRIDGE PLANS (BRIDGE NO. 85-SR141-04.82)

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

(1) 202-04.01 INCLUDES ALL COSTS OF LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO REMOVE AND DISPOSE OF THE EXISTING SPAN 1 LEFT EXTERIOR BOX BEAMS AND PORTIONS OF THE DECK SLAB, DECK PANELS, PARAPET, AND ABUTMENT AT BRIDGE NO. 85-SR141-04.82. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-132-893 AND BR-132-896.

(2) 303-01.02 INCLUDES COST OF ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR PLACEMENT OF CLASS "A" GRADING "D" BEHIND NEW ABUTMENT AND WINGWALLS AT ABUTMENT 1 IN AREAS OF BACKFILL. FOR NOTES AND DETAILS, SEE STD. DWG. NOS. STD-10-1 & STD-10-2 AND DWG. NO. BR-132-905.

(3) 303-10.04 INCLUDES COST OF ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED FOR PLACEMENT OF OPEN GRADED STONE BEHIND NEW ABUTMENT AND WINGWALL AT ABUTMENT 1. FOR NOTES AND DETAILS, SEE STD. DWG. NOS. STD-10-1 & STD-10-2 AND DWG. NO. BR-132-905.

(4) 707-16.01, INCLUDES ALL COST ASSOCIATED WITH THE SAFETY RAIL, FURNISHING, INSTALLING, AND PAINTING ALONG WITH THE OBJECT MARKERS. FOR NOTES AND DETAILS, SEE STD. DWG. MM-BPR-1 AND DWG. NO. BR-132-903.

(5) 604-04.02 INCLUDES ALL COSTS TO APPLY TEXTURE FINISH AS SHOWN IN DETAIL ON DWG. NO. BR-132-906 AND EXPOSED PORTIONS OF NEW ABUTMENT AND WINGWALL.

(6) 604-10.05 INCLUDES ALL COSTS ASSOCIATED WITH SPALL REPAIRS USING HIGH EARLY STRENGTH CONCRETE AT FIELD DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-132-906.

(7) 604-10.18 INCLUDES COST OF REINFORCING STEEL REQUIRED FOR THE DECK, ABUTMENT, AND WINGWALL ON BRIDGE NO. 85-SR141-04.82. FOR DETAILS, SEE DWG. NOS. BR-132-898 THRU BR-132-900, AND BR-132-902 THRU BR-132-904.

(8) 604-10.42 INCLUDES COST OF ALL LABOR, EQUIPMENT AND MATERIALS, EXCLUDING REINFORCING STEEL, REQUIRED TO POUR HIGH EARLY STRENGTH CONCRETE AT THE ABUTMENT, WINGWALL, AND DECK ON BRIDGE NO. 85-SR141-04.82. THIS ITEM SHALL INCLUDE CLEANING AND STRAIGHTENING PORTIONS OF EXISTING REINFORCING TO BE INCORPORATED INTO NEW WORK. ALL WORK FOR THIS PAY ITEM SHALL BE DONE USING HIGH EARLY STRENGTH CONCRETE. CONCRETE USED SHALL REACH 3,000 PSI COMPRESSIVE STRENGTH FOR ABUTMENTS AND WINGWALLS AND 4,000 PSI COMPRESSIVE STRENGTH FOR DECK BEFORE LOADING. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-132-898 THRU BR-132-900, BR-132-902, AND BR-132-903.

(9) 604-10.54 INCLUDES ALL COSTS ASSOCIATED WITH SPALL REPAIRS USING POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL AT FIELD DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-132-906.

(10) 604-12.15 INCLUDES ALL COST OF LABOR AND MATERIALS, EXCLUDING REINFORCING STEEL, REQUIRED FOR THE DRILLING AND GROUTING OF REINFORCING BARS ON BRIDGE NO. 85-SR141-04.82. NON-SHRINK, FLOWABLE GROUT TO BE USED FOR THE DRILLING AND GROUTING BARS. SEE NOTES AND DETAILS ON DWG. NO. BR-132-902.

(11) 615-02.22 INCLUDES COST OF FORMING, FABRICATION, AND INSTALLING ONE (1) NEW 18"X36" PRESTRESSED CONCRETE BOX BEAM. INCLUDING REINFORCING STEEL, STRANDS, PLAIN ELASTOMERIC BEARING PADS, LIFTING STRANDS, INSERTS, AND THREADED BARS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-132-900 AND BR-132-901.

(12) 620-05 INCLUDES COSTS OF ALL LABOR AND MATERIALS FOR CONSTRUCTING NEW STANDARD CONCRETE PARAPET WITH STRUCTURAL TUBING AND DECK DRAINS. ALSO INCLUDES ALL COSTS TO MAINTAIN AND STORE EXISTING RAIL TUBING FOR INSTALLATION ON NEW PARAPET. FOR NOTES AND DETAILS, SEE STD. DWG. STD-11-1 AND DWG. NOS. BR-132-897, BR-132-898, AND BR-132-900.

(13) 709-05.08 INCLUDES COSTS OF ALL LABOR AND MATERIALS NECESSARY TO HAUL AND PLACE CLASS B RIP-RAP AT FIELD DESIGNATED LOCATIONS AT THE NORTHWEST CORNER OF THE BRIDGE. ALSO INCLUDES ALL COSTS OF LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO REPAIR AND RECONNECT THE 10" DRAIN PIPE AT THE NORTHWEST CORNER OF THE BRIDGE.

(14) THE ENGINEER MAY INCREASE OR DECREASE THE QUANTITY FOR THIS ITEM.

(15) TO BE PLACED AT THE ENGINEERS DISCRETION.

(16) 615-04.05 INCLUDES ALL COST ASSOCIATED WITH NEW PARTIAL DEPTH PRECAST DECK PANELS. FOR NOTES AND DETAILS, SEE STD. DWG. NOS. STD-4-1, STD-4-2, STD-4-3, AND STD-4-4 & DWG. NOS. BR-132-898 AND BR-132-899.

ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY
(1)	202-04.01	REMOVAL OF STRUCTURES (BRIDGE NO. 85-SR141-04.82)	L.S.	1
	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	379
(2)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	732
(3)	303-10.04	MINERAL AGGREGATE (SIZE 57)	TON	32
(5)	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	94
(14)(6)	604-10.05	CONCRETE	S.F.	10
(7)	604-10.18	REINFORCING STEEL (REPAIRS)	LB.	9404
(8)	604-10.42	CONCRETE REPAIRS	C.F.	1319
(14)(9)	604-10.54	CONCRETE REPAIRS	S.F.	10
(10)	604-12.15	DRILL & GROUT STEEL BARS	EACH	42
	615-02.22	PRESTRESSED CONCRETE BOX BEAM (18" X 36")	L.F.	47
(16)	615-04.05	PARTIAL DEPTH PRECAST DECK PANEL	S.Y.	38
(12)	620-05	CONCRETE PARAPET WITH STRUCTURAL TUBING	L.F.	47
(4)	707-16.01	BIKE/PEDESTRIAN BOX TUBE SAFETY RAIL	L.F.	18
(13)(14)(15)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	15
	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	20
	710-09.02	6" PIPE UNDERDRAIN	L.F.	26

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

HDR

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
B. Evan Graves
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-894

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

1. SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (JANUARY 1, 2021 EDITION), AND THE 4TH EDITION (2017) AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS WITH INTERIMS.
2. DESIGN SPECIFICATIONS: 9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH INTERIMS, AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.
3. REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
4. NOTE: MECHANICAL BAR SPLICERS MUST BE ON THE TDOT QUALIFIED PRODUCTS LIST 27. THE BAR SPLICERS SHALL MEET AASHTO LRFD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO SECTION 907 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING THE BAR SPLICERS, (AND EPOXY COATING WHEN REQUIRED) INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 604-10.18.
5. CONCRETE: TO BE CLASS "A" (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.
6. HIGH EARLY STRENGTH CONCRETE: THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS "X". THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH ±2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE 3±1 INCHES. IF USING A TYPE A, F, OR G WATER REDUCER, THE SLUMP SHALL BE MAXIMUM OF 8 INCHES. NO FLY ASH REPLACEMENT WILL BE PERMITTED. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI. MIX SHALL BE DESIGNED TO ATTAIN MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.
7. CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.
8. DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. EXPANSION JOINT REMOVAL SHALL FOLLOW THE SAME RESTRICTIONS AS FULL DEPTH SLAB REMOVAL. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.
9. GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT, AND THE BAR ROTATED (NOT DRIVEN) TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ¼" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT, AND THE BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TDOT MATERIALS AND TESTS.
10. ROADSIDE BANKS/SLOPES, USED BY THE CONTRACTOR FOR WORK ACCESS, PARKING, SHOULDER WIDENING, AND ANY OTHER PURPOSES, THAT ARE DISTURBED BY HIS OPERATIONS SHALL BE REPAIRED BY REMOVING ADDED FILL AND ASPHALT, REGRADING, RESEEDING, MULCHING OR WHATEVER OTHER MEANS ARE NECESSARY TO RESTORE THE BANKS/SLOPES TO THE ORIGINAL CONDITION. ALL RESTORATION WORK SHALL MEET THE FULL SATISFACTION OF THE ENGINEER. COST OF ALL RESTORATION WORK SHALL BE INCLUDED IN ITEMS BID ON.
11. BRIDGE DECKS: CLASS D CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.
12. BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD 1 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.
13. QUICK-SET PATCHING MATERIAL: QUICK-SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED CEMENTITUOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13.009 POLY MOD CEMENT STRUCT PATCH VERT & OVER FOR ACCEPTABLE PATCHING MATERIALS.
14. BOLTS: SHALL BE HIGH TENSILE STRENGTH BOLTS (ASTM-F3125, GRADE A325 OR A490), TYPE 1, UNLESS OTHERWISE NOTED. BOLT SIZE TO BE AS NOTED ON PLANS. SEE SECTION 602 OF THE STANDARD SPECIFICATIONS. EXISTING CONTACT SURFACES SHALL BE CLEANED OF ALL EXISTING PAINT AND RUST TO BARE METAL PRIOR TO ATTACHMENT OF NEW MEMBERS. UNCOATED (BLACK) BOLTS MAY BE USED INSTEAD OF GALVANIZED BOLTS.
15. SHOP DRAWINGS: REFER TO SECTION 105.02 OF THE STANDARD SPECIFICATIONS. IF USING PAPER COPIES, SHOP DRAWINGS ARE TO BE SENT TO THE BRIDGE REPAIR OFFICE IN THE DIVISION OF STRUCTURES, FOR ELECTRONIC SUBMITTALS, SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS. EACH SHOP DRAWING SHALL CONTAIN IN THE TITLE BLOCK THE FOLLOWING: THE STATE PROJECT NUMBER, COUNTY, BRIDGE NAME, BRIDGE NUMBER (OR STRUCTURE TYPE AND NUMBER), STATION, AND CONTRACT NUMBER. SHOP DRAWINGS WITH TITLE BLOCKS NOT INCLUDING THE FOREGOING IDENTIFICATION WILL BE RETURNED FOR CORRECTION BEFORE ANY REVIEWS FOR APPROVAL ARE CONDUCTED.
16. SPECIAL NOTE TO CONTRACTOR: CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURES NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. ANY DEBRIS WHICH IS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVAL AND DISPOSAL OF DEBRIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

MISCELLANEOUS

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

DISTURBED AREA

CLEARING, GRUBBING, AND OTHER DISTURBANCE TO VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICAL. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES.

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

SPECIAL ENVIRONMENTAL NOTES

CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM AT BRIDGE NOS. 41-1846-2.65 AND 41-1846-5.73. THIS SHALL BE ACCOMPLISHED BY THE USE OF BASKETS, NETTING, WRAPPING, WORK PLATFORM, OR OTHER SIMILARLY EFFECTIVE MEANS. ANY DEBRIS WHICH IS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVING AND DISPOSING OF DEBRIS SHALL BE INCLUDED IN ITEMS BID ON.

SPECIAL NOTE TO CONTRACTOR

CONTRACTOR IS TO CONTACT RONNIE WHITE AT 615-306-2549 WHEN THEY PLAN TO REPLACE THE BEAM ON THE BRIDGE OR WHEN WORKING WITHIN 2 FT OF THE GAS LINE

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

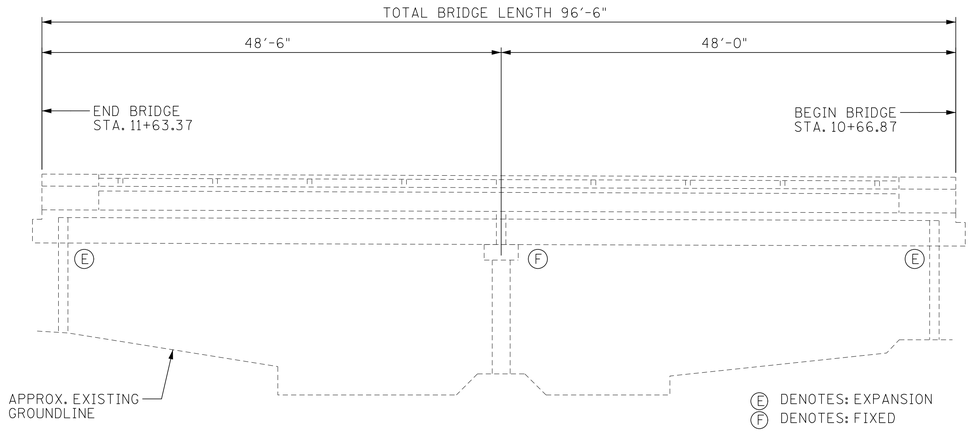
BR-132-895

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

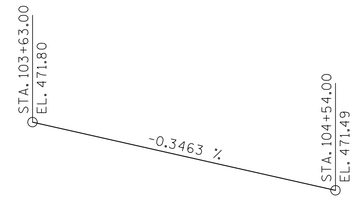
NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION
NOT TO SCALE

HYDRAULIC DATA

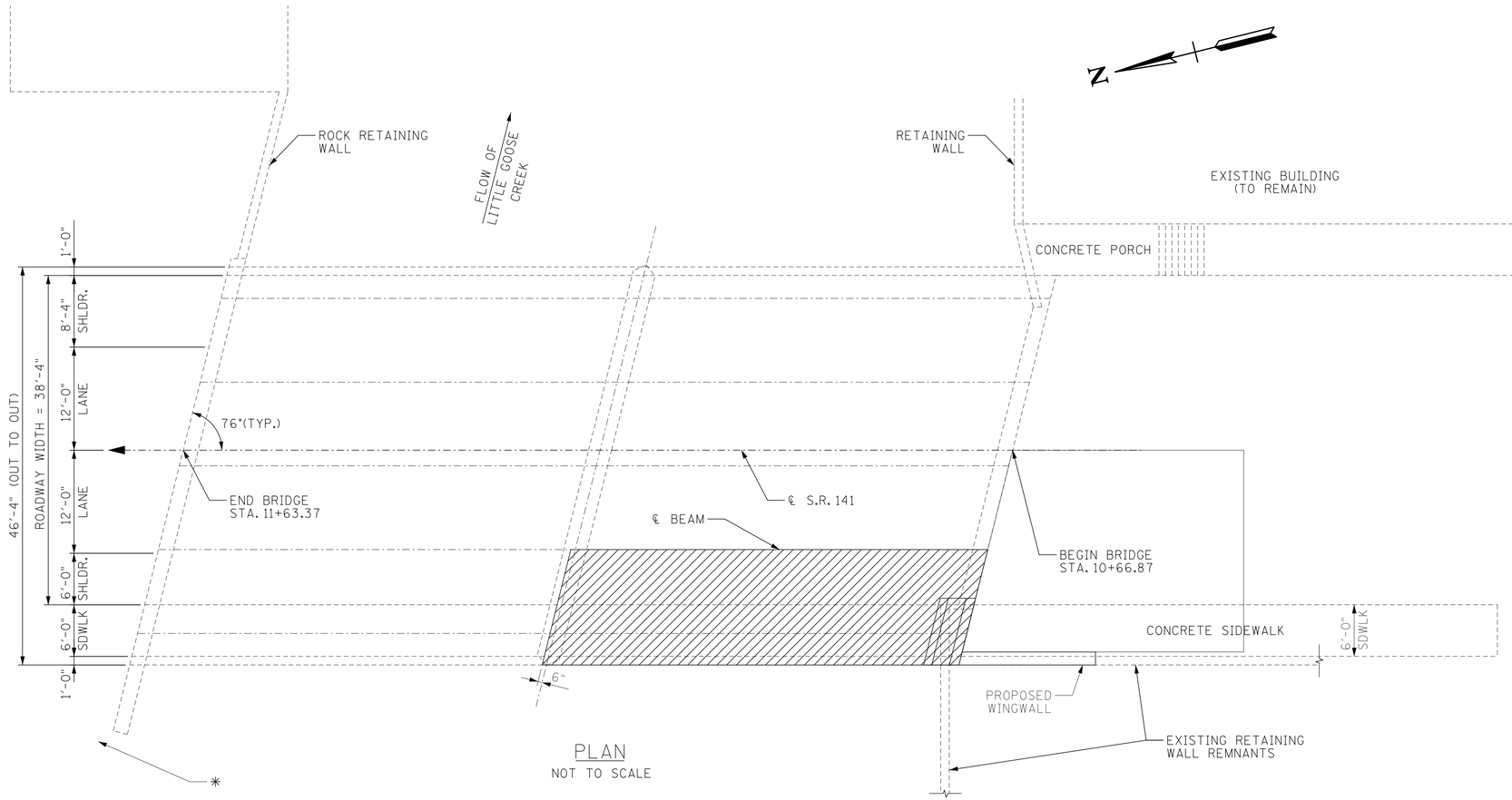
DRAINAGE AREA .....25.5 SQ. MI.
DESIGN DISCHARGE (100 YEAR).....11,530 CFS
AREA BELOW ELEVATION 467.9.....1,122 SQ FT
DESIGN VELOCITY.....10.3 FPS
BRIDGE BACKWATER.....0.8 FT
ROADWAY OVERTOPPING ELEVATION.....471.15



GRADE SKETCH

DENOTES PORTIONS OF EXISTING STRUCTURE TO BE REMOVED

DENOTES EXISTING BUILDING AND FOUNDATION TO BE REMOVED



PLAN
NOT TO SCALE

SCOPE OF WORK

1. REMOVE EXISTING RETAINING WALL REMNANTS AS NEEDED FOR BRIDGE REPAIR AT SOUTHWEST CORNER OF BRIDGE.
2. PROVIDE TRAFFIC CONTROL UTILIZING TEMPORARY TRAFFIC SIGNALS. SEE DETAILS ON SHEETS 5 AND 6.
3. REMOVE EXISTING ASPHALT OVERLAY, BRIDGE RAIL, SIDEWALK, DECK PANELS, AND EXTERIOR BEAM ON LEFT SIDE OF BRIDGE IN SPAN 1. FOR NOTES AND DETAILS, SEE DWG. NO. BR-132-896
4. CONSTRUCT NEW DECK PANELS IN SPAN 1 ON LEFT SIDE OF BRIDGE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-132-898 AND SEE STD. DWG. NOS. STD-4-1, STD-4-2, STD-4-3, AND STD-4-4.
5. PROVIDE NEW 18"X36" PRESTRESSED CONCRETE BOX BEAM. FOR NOTES AND DETAILS, SEE DWG. NO. BR-132-901.
6. CONSTRUCT REPLACEMENT OF LEFT CONCRETE PARAPET IN SPAN 1. FOR NOTES AND DETAILS, SEE STD. DWG. NO. STD-11-1 AND DWG. NO. BR-132-896 THRU BR-132-898.
7. REMOVE AND REPLACE DAMAGED PORTION OF ABUTMENT 1. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-132-896, BR-132-897, BR-132-902, AND BR-132-903.
8. CONSTRUCT NEW WINGWALL AT ABUTMENT 1. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-132-897, BR-132-902, AND BR-132-903.
9. PERFORM SPALL REPAIR AT DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-132-894 & BR-132-906.

* 10. REPAIR 10" PIPE DRAIN AND SLOPE AT NORTHWEST CORNER OF BRIDGE. FOR NOTES, SEE DWG. NO. BR-132-894.

11. REPLACE ASPHALT OVERLAY ON LEFT SIDE OF BRIDGE IN SPAN 1. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-132-894, BR-132-896, BR-132-897, AND BR-132-906.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED



06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-893

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

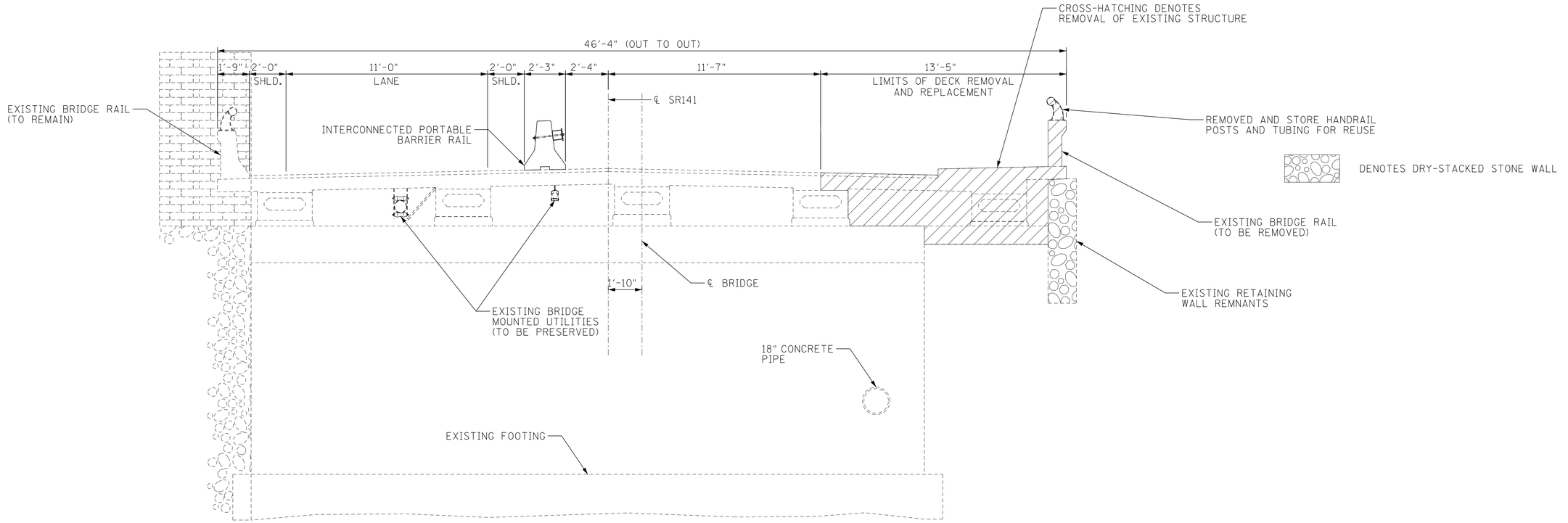
HDR

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



EXISTING TYPICAL SECTION

(LOOKING BACK ON SURVEY)
AT ABUTMENT 1
NO SCALE

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Groves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASED CONSTRUCTION DETAILS

BENJAMIN EVAN GROVES — LICENSED — STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

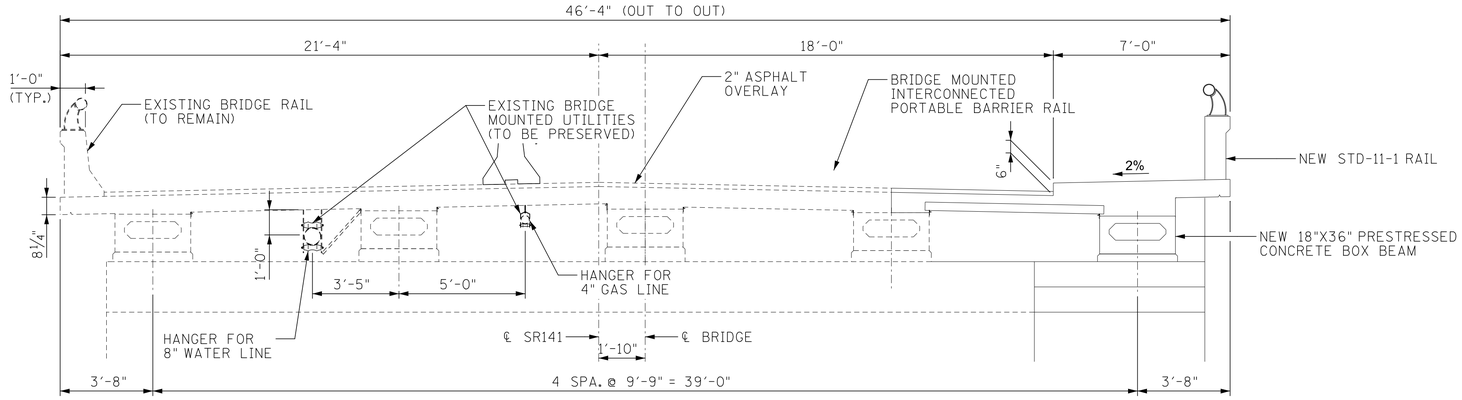
BR-132-896

CONST. NO. 85007-4222-04

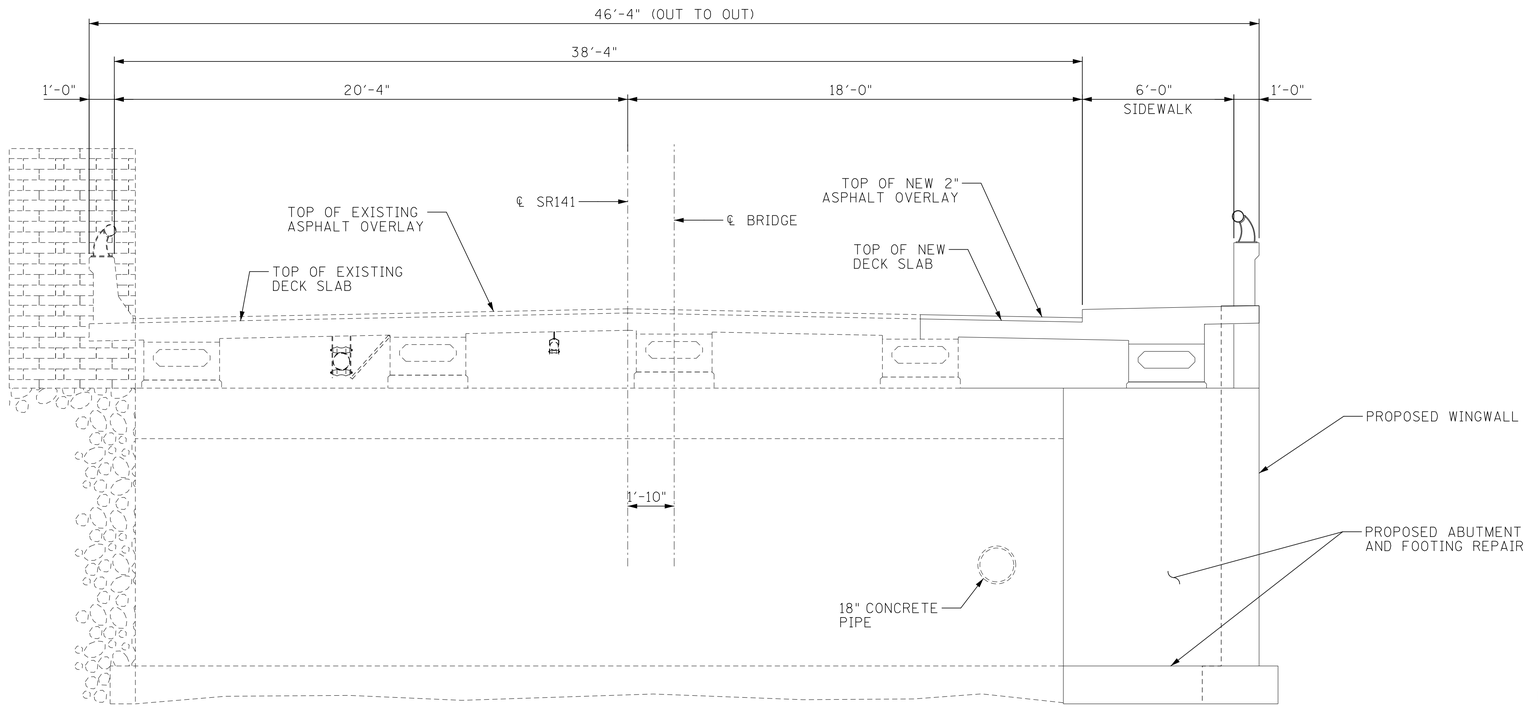
PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PROPOSED TYPICAL SECTION
(LOOKING BACK ON SURVEY)
NO SCALE



PROPOSED TYPICAL SECTION
(LOOKING BACK ON SURVEY)
AT ABUTMENT 1
NO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASED CONSTRUCTION DETAILS

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-897

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

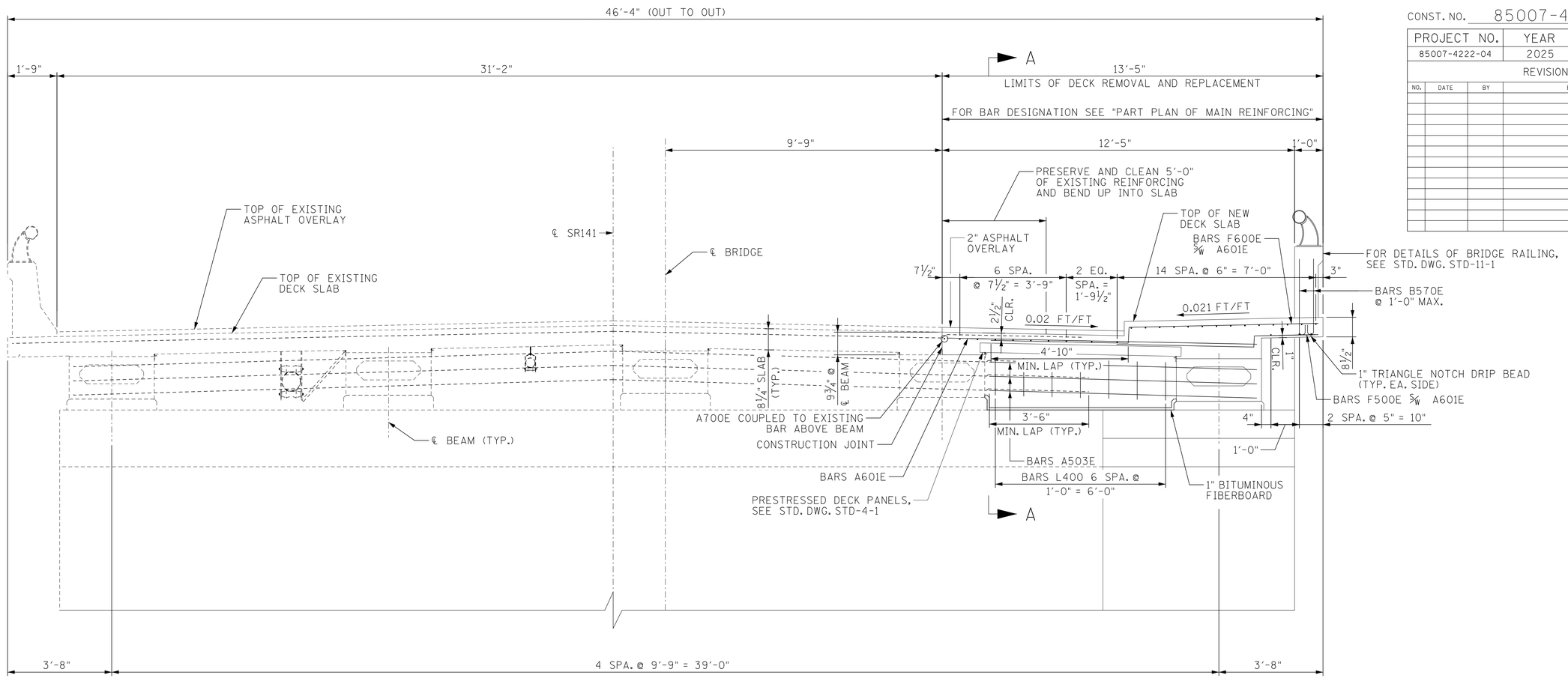
BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
STATE OF TENNESSEE
06/27/2025

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

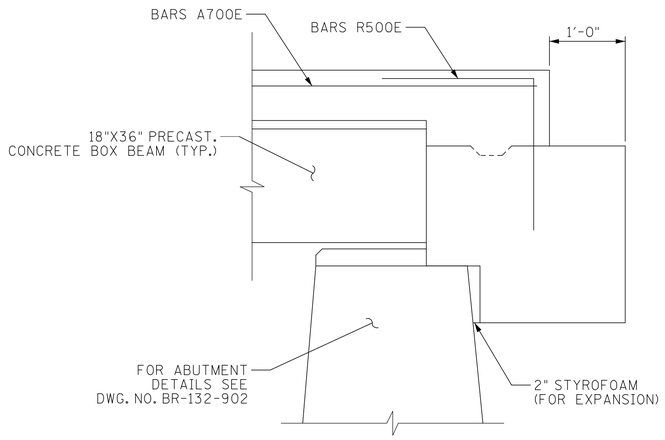
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PROPOSED TYPICAL SECTION

(LOOKING BACK ON SURVEY)
AT PIER
NO SCALE



SECTION A-A

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

HDR

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB DETAILS

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BENJAMIN EVAN GRAVES
REGISTERED
No. 131101
STATE OF TENNESSEE
B. Evan Graves
06/27/2025

BR-132-898

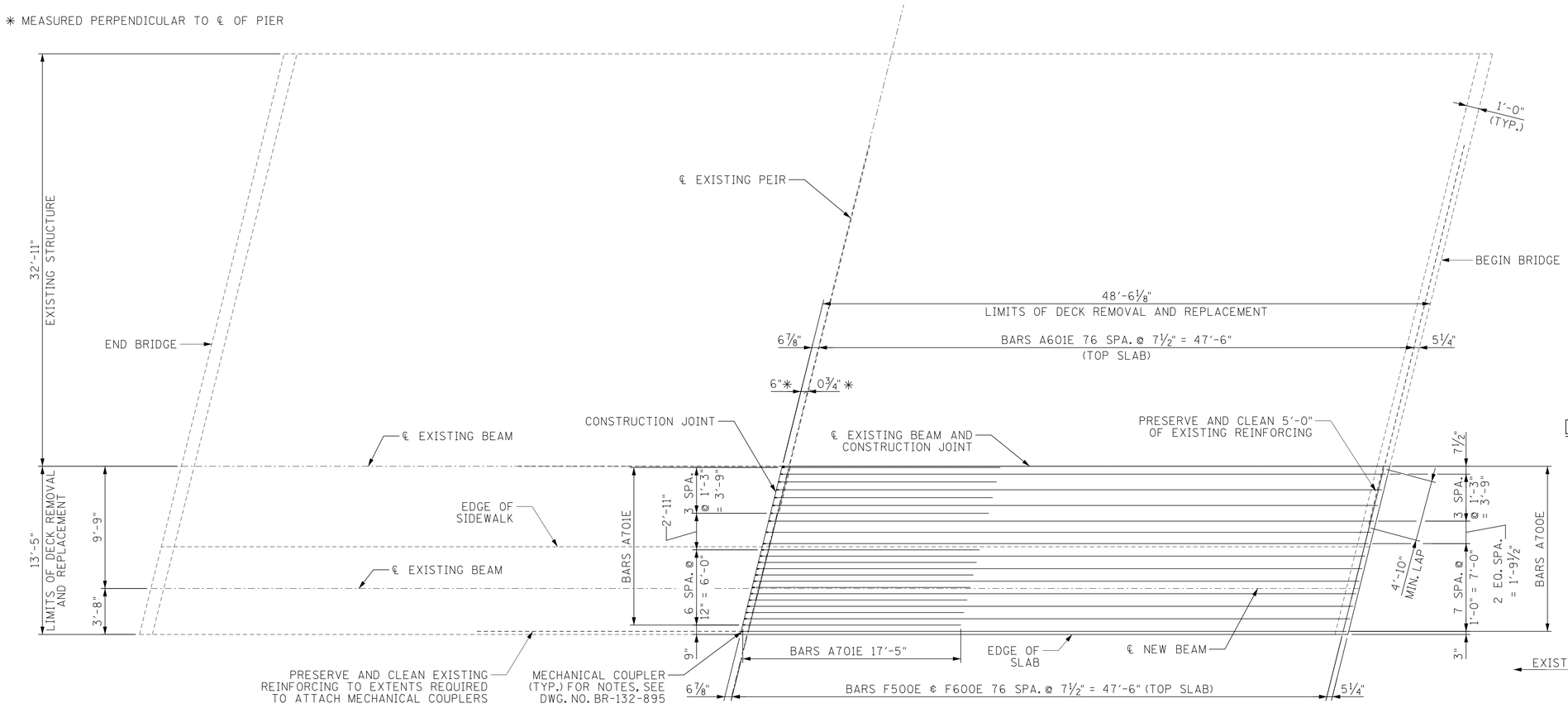
CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

* MEASURED PERPENDICULAR TO ℄ OF PIER

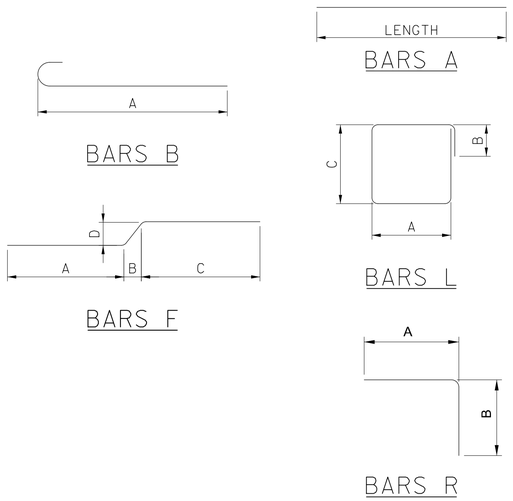


SLAB PLAN

BOTTOM BARS NOT SHOWN FOR CLARITY
FOR DETAILS SEE DWG. NO. BR-132-898

BILL OF STEEL							
SLAB REINFORCEMENT							
BARS	SIZE	NO. REQ'D.	BENDING DIMENSIONS				LENGTH
			A	B	C	D	
A601E	6	77					11'-2"
A503E	5	6					11'-2"
● A700E	7	14					48'-3"
● A701E	7	11					17'-5"
B570E	5	98					3'-4"
F500E	5	77	4'-10"	1/2"	2'-3"	4"	7'-5"
F600E	6	77	4'-10"	1/2"	6'-8"	6"	12'-0"
L400E	4	7	8"	1'-0"	1'-4"		5'-0"
R500E	5	14	2'-0"	2'-0"			4'-0"

● DENOTES: THREADED FOR MECHANICAL COUPLERS.
BARS ENDING IN "E" TO BE EPOXY COATED.



NOTE:

CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO BEGINNING CONSTRUCTION.

EXISTING BEAMS ARE TO REMAIN, MAINTAIN REINFORCING STEEL EXTENDING FROM BEAMS INTO DECK.

WHEN POURING THE SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. SEE STD-11-1 FOR DETAILS NOT SHOWN.

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

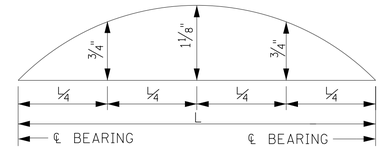
SEE DWG. NO. BR-132-898 FOR TYPICAL SECTION.

COSTS OF REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LB. FORMING AND PLACING HIGH EARLY STRENGTH CONCRETE IN THE DECK SHALL BE PAID FOR UNDER ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

SEE PRECAST PRESTRESSED BRIDGE DECK PANEL DETAILS ON STANDARD DRAWING. NOS. STD-4-1, STD-4-2, STD-4-3, & STD-4-4.

ALL COST ASSOCIATED WITH NEW PARTIAL DEPTH PRECAST DECK PANELS SHALL BE PAID FOR UNDER ITEM NO. 615-04.05, PARTIAL DEPTH PRECAST DECK PANEL, S.Y.

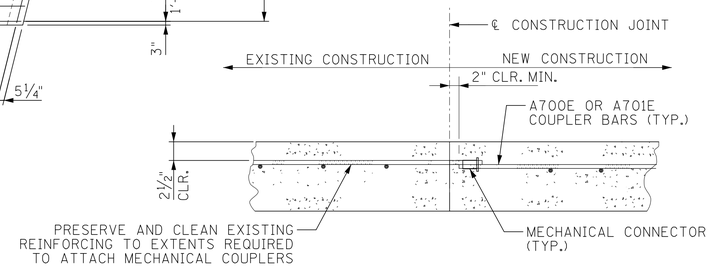
ALL COST ASSOCIATED WITH PLACING NEW STANDARD SINGLE SLOPE CONCRETE PARAPET SHALL BE PAID FOR UNDER ITEM NO. 620-05, CONCRETE PARAPET WITH STRUCTURAL TUBING, L.F.



DEAD LOAD CORRECTION CURVE

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

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



COUPLER DETAIL

NOTE: THE COST OF MECHANICAL CONNECTORS WITH COUPLER BARS TO BE INCLUDED UNDER ITEM NO. 604-10.18

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB DETAILS

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BENJAMIN EVAN GRAVES
B. Evan Graves
LICENSED
STATE OF TENNESSEE
06/27/2025

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

HDR

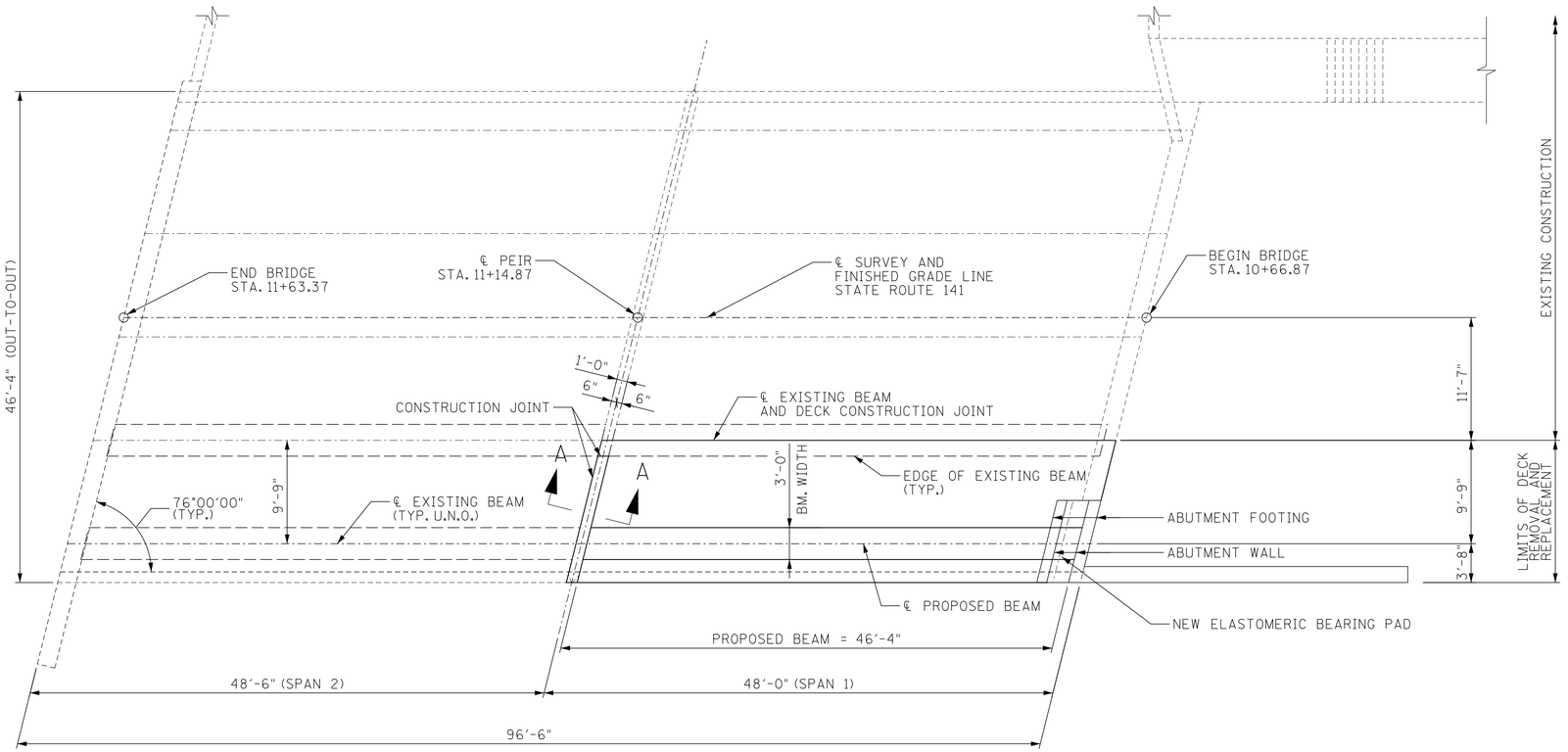
BR-132-899

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



FRAMING PLAN

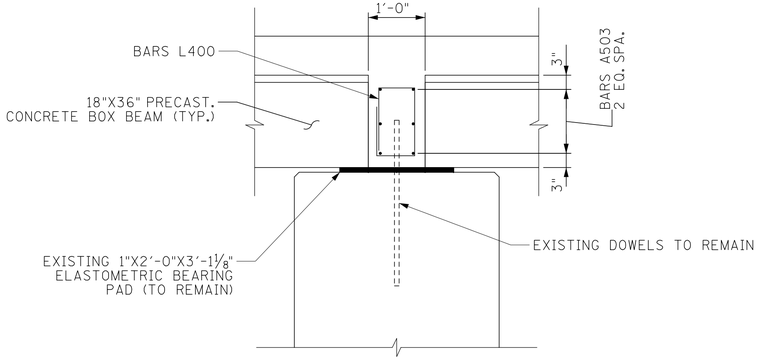
NOTES:

CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO BEGINNING CONSTRUCTION.

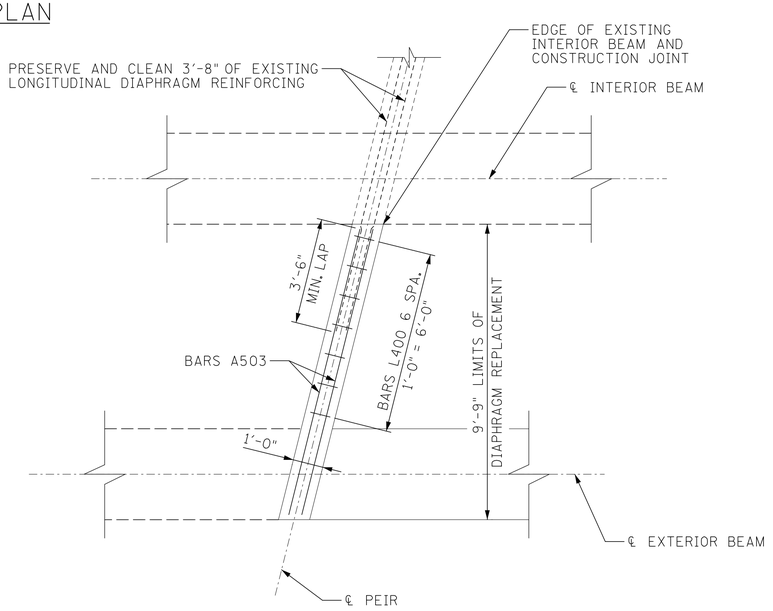
FOR PRESTRESSED BEAM DETAILS AND NOTES AND BEARING PAD DETAILS, SEE DWG. NO. BR-132-901.

NOTE:

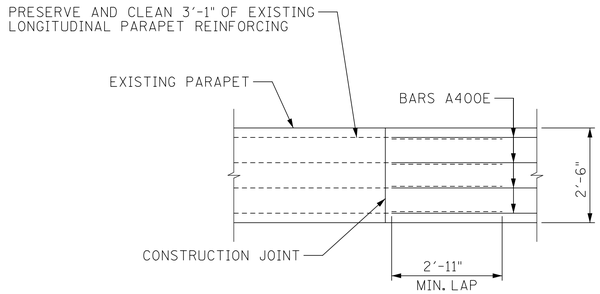
EXISTING BEARING PAD AND DOWELS TO REMAIN



SECTION A-A



PLAN OF DIAPHAGM ABOVE PIER



SECTION OF PARAPET

VERTICAL BARS NOT SHOWN FOR CLARITY
FOR MORE DETAILS SEE STD-11-1.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN

BENJAMIN EVAN GRAVES
B. Evan Graves
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-900

DESIGNED BY	Rawleigh S. Richardson Jr.	DATE	07/09/24
DRAWN BY	Rawleigh S. Richardson Jr.	DATE	07/09/24
SUPERVISED BY	Benjamin E. Graves	DATE	07/09/24
CHECKED BY	Lane M. Decker	DATE	07/09/24

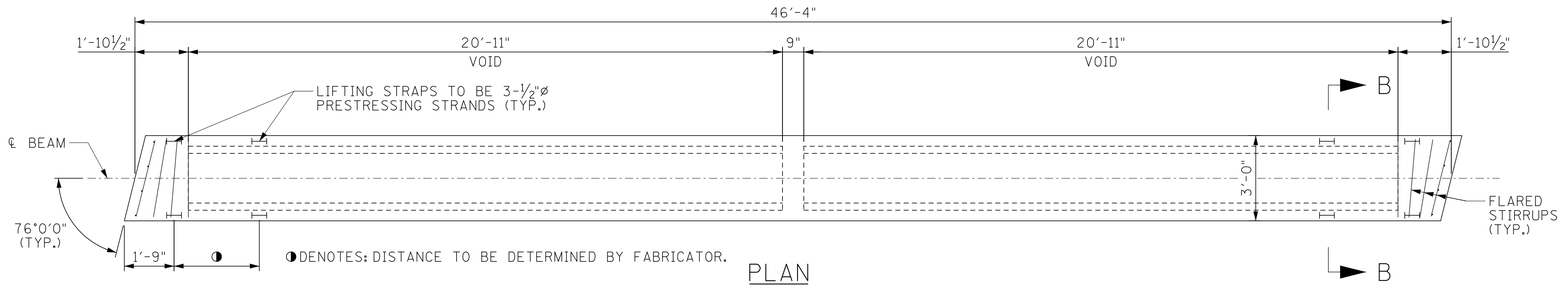
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CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

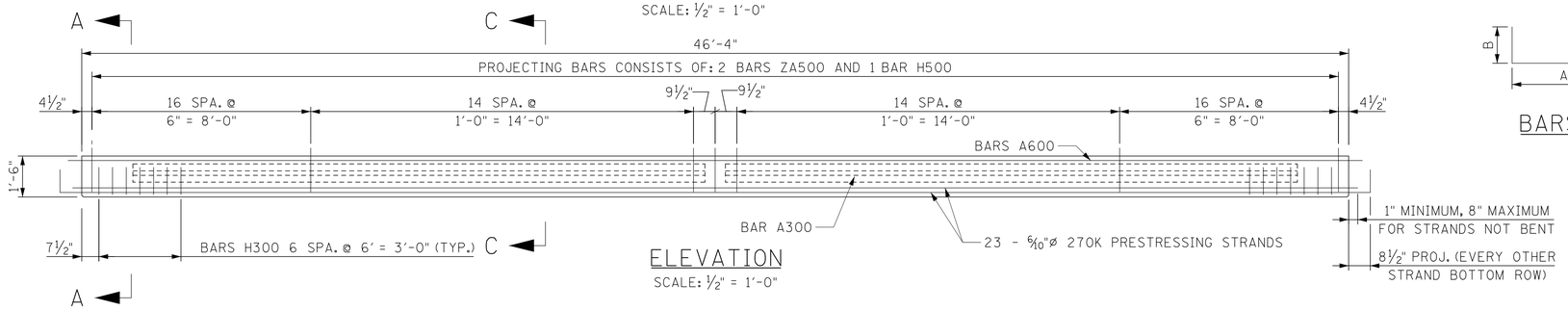
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



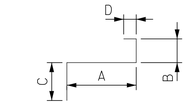
PLAN

SCALE: ½" = 1'-0"



ELEVATION

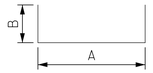
SCALE: ½" = 1'-0"



BARS ZA500



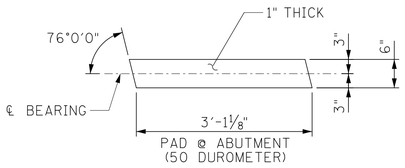
BARS A



BARS H

NOTE:

EXISTING BEARING PAD AND DOWELS AT PIER TO REMAIN.



ELASTOMERIC BEARING PAD DETAILS

BILL OF STEEL

BEAM REINFORCEMENT

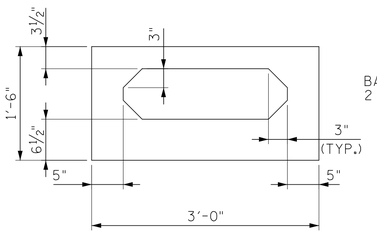
BARS	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A500	5	8					1'-2"
A501	5	6					2'-8"
A600	6	4					47'-4"
H300	3	14	2'-9½"	1'-0"			4'-10"
H500	5	63	2'-7½"	1'-2"			5'-0"
ZA500	5	126	1'-10"	7½"	1'-0"	4"	3'-10"

NOTES:

NO. REQ'D IS FOR ONE (1) BEAM.

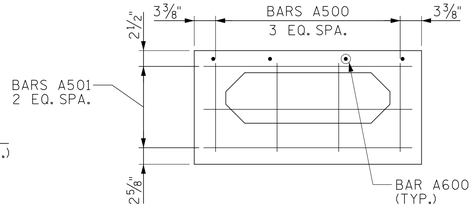
* ONE END TAPERED AND THREADED TO MATCH INSERT THREAD REQUIREMENTS

☞ ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION.



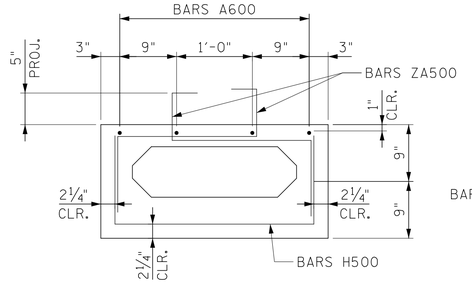
TYPICAL CROSS-SECTION

(SHOWING PROPERTIES)



SECTION B-B

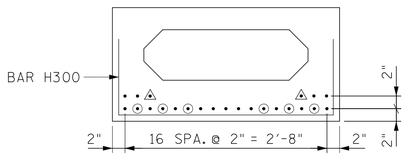
(SHOWING END REINFORCEMENT)



SECTION C-C

(SHOWING STIRRUPS)

△ DENOTES: BREAK BOND 9'-0" FROM END.
○ DENOTES: BREAK BOND 6'-0" FROM END.



SECTION A-A

(SHOWING 6/10"ø PRESTRESSING STRANDS)

NOTE:

THE TOP OF THE BEAM SHALL BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAM WILL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST SLAB PANELS ARE TO BE USED AND SET ON BITUMINOUS FIBERBOARD, THE OUTER TWO INCHES OF THE TOP FLANGE MAY BE TROWELED.

MILD STEEL REINFORCING SHALL BE ASTM A615 GRADE 60.

ALL PRESTRESSING STRANDS SHALL BE 6/10" DIA. ASTM GRADE 270K, 7 WIRE UNCOATED LOW RELAXATION PRESTRESSING STRANDS.

AFTER THE BEAM IS REMOVED FROM THE PRESTRESSING BED, BARS PROJECTING FROM THE ENDS OF THE BEAM SHALL BE COLD BENT (DO NOT HEAT). THE MINIMUM DIAMETER OF THE BEND SHALL BE IN ACCORDANCE WITH STANDARD CRSI HOOK DETAILS.

THE PRESTRESSING STRANDS SHALL BE LEFT PROJECTING AS SHOWN IN THE BENDING DETAILS FROM THE ENDS OF THE BEAMS. THE STRANDS SHALL BE CUT WITHOUT HEATING ADJACENT STRANDS. THERE SHALL NOT BE ANY PROTECTIVE COATING PLACED ON THE ENDS OF THE BEAM OR ON THE PROJECTING STRANDS.

THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF 8,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 7,000 PSI.

AN INITIAL FORCE OF 43,943 LB. SHALL BE APPLIED TO EACH STRAND.

1" DIAMETER WEEP HOLES SHALL BE PROVIDED AT THE LOW POINT OF EACH CELL. VENT HOLES SHALL BE PROVIDED IN THE TOP OF EACH CELL DURING FABRICATION TO RELIEVE GAS PRESSURES THAT OCCUR DURING CURING. THE VENT HOLES SHALL BE PLUGGED AFTER CURING IS COMPLETED.

COST OF FORMING ONE (1) NEW PRECAST BEAM, AND ALL THE LABOR AND MATERIAL NECESSARY TO FABRICATE THE NEW BEAM AS SHOWN ON THIS SHEET, SHALL BE PAID FOR UNDER ITEM NO. 615-02.22, PRESTRESSED CONCRETE BOX BEAM (18"×36"), L.F.

SHOP DRAWINGS SHALL BE SUBMITTED IN ACCORDANCE WITH SPECIAL PROVISION NO.105A, EXCEPT SHOP DRAWINGS SHALL BE SUBMITTED TO THE HEADQUARTERS BRIDGE INSPECTION AND REPAIR OFFICE IN LIEU OF DIVISION OF STRUCTURES.

THE SEQUENCE FOR TRANSFER OF STRESS OR CUTTING THE STRANDS SHALL BE IN ACCORDANCE WITH ARTICLE 615.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND SHALL BE SHOWN ON THE APPROVED SHOP DRAWINGS. AT NO TIME SHALL MORE THAN 1/6TH OF TOTAL PRESTRESSING FORCE BE ECCENTRIC ABOUT THE CENTERLINE OF THE BEAM.

SEE STD-14-3 FOR BOX BEAM STANDARD DETAILS, NOTES AND REINFORCING.

COST OF ELASTOMERIC PAD SHOWN ON THIS SHEET AND RUBBER BONDING CEMENT TO BE INCLUDED IN COST OF PRESTRESSED BEAM.

COST OF REINFORCING STEEL IN THE NEW BEAM WILL NOT BE MEASURED FOR SEPARATE PAYMENT, BUT WILL BE INCLUDED IN ITEM NO. 615-02.22, PRESTRESSED CONCRETE BOX BEAM (18"×36"), L.F.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
BEAM I



06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-901

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

HDR

CONST. NO. 85007-4222-04

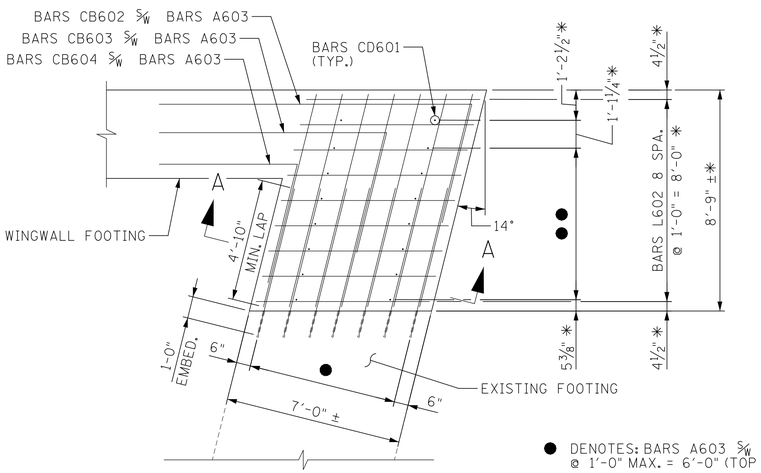
PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

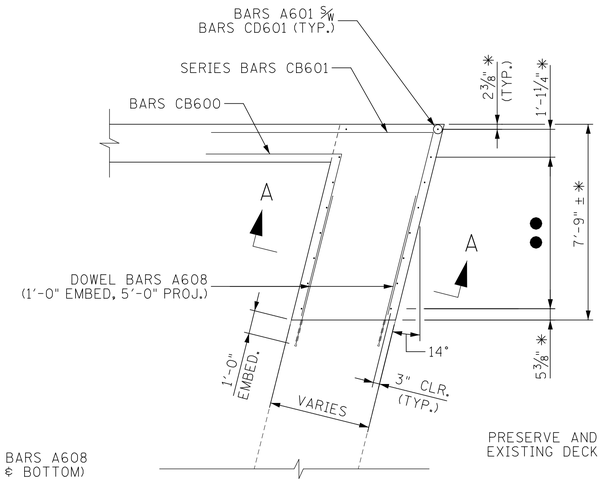
NO.	DATE	BY	BRIEF DESCRIPTION

✳ MEASURED PERPENDICULAR TO WINGWALL

N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE



FOOTING PLAN



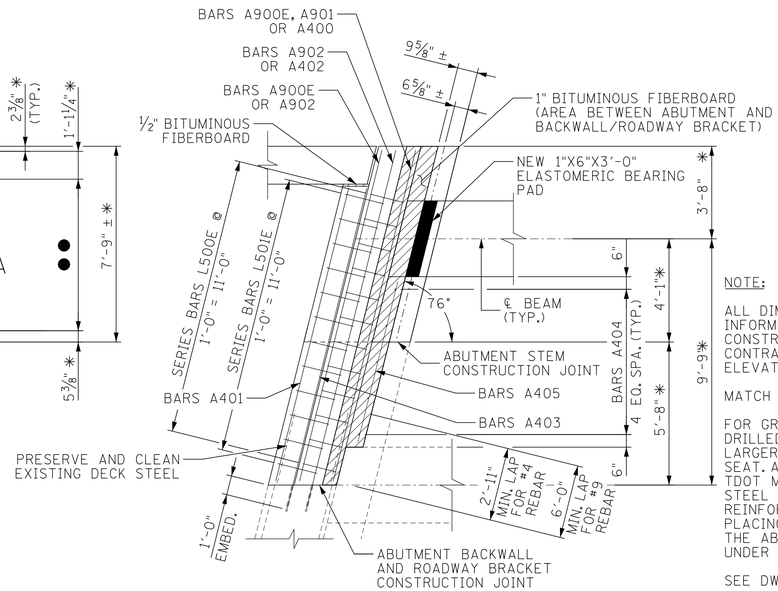
SECTION B-B

● DENOTES: BARS A603 ⅝W BARS A608 @ 1'-0" MAX. = 6'-0" (TOP & BOTTOM)

●● DENOTES: BARS A601 ⅝W BARS CD601 (N.S. & F.S.) 6 SPA. @ 1'-0" MAX. = 6'-0"✳

⊠ DENOTES: SERIES BARS CB601 (F.S.) OR CB600 (N.S.) ⅝W BARS A608 10 SPA. @ 1'-0" MAX. = 10'-0"

▲ DENOTES: SERIES BARS L500E ⅝W SERIES BARS L501E @ 1'-0" MAX. = 11'-0"✳



SECTION C-C

WALL REBAR NOT SHOWN FOR CLARITY
SEE BACKWALL/ROADWAY BRACKET SECTION FOR DETAILS

NOTE:

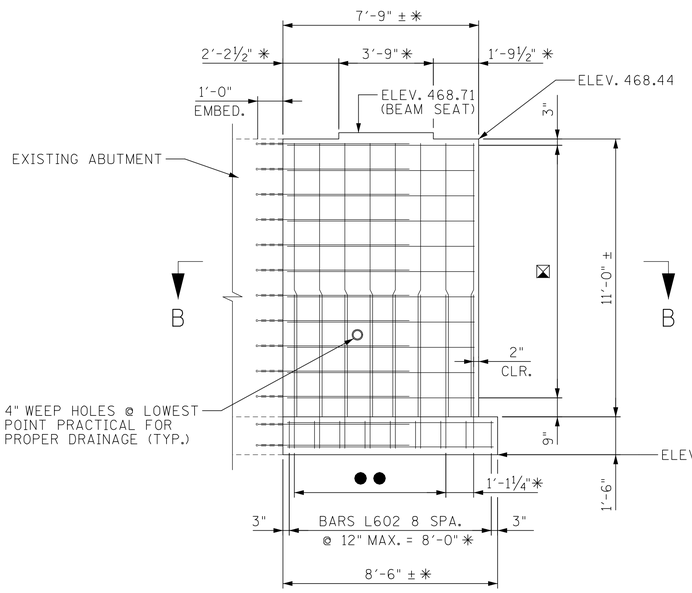
ALL DIMENSIONS SHOWN ARE BASED ON EXISTING PLAN INFORMATION AND FIELD MEASUREMENTS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS.

MATCH EXISTING ABUTMENT SECTION DIMENSIONS.

FOR GROUTED BARS IN DRILLED HOLES, HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR ROTATED (NOT DRIVEN) TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TDOT MATERIALS AND TEST. COSTS OF REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LB. FORMING AND PLACING HIGH EARLY STRENGTH CONCRETE IN THE ABUTMENT AND WINGWALL SHALL BE PAID FOR UNDER ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

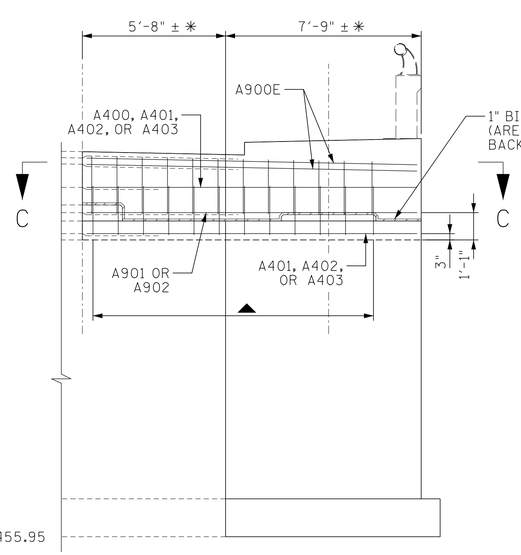
SEE DWG. NO. BR-132-904 FOR BILL OF STEEL.

ALL COSTS ASSOCIATED WITH THE FORMING OF THE WEEP HOLES IN THE ABUTMENT WILL BE PAID FOR UNDER ITEM NO. 303-10.04.



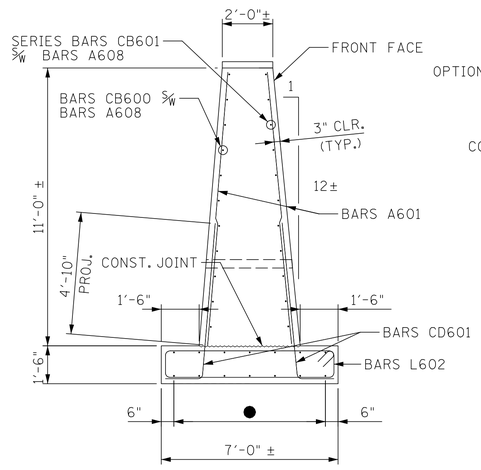
ABUTMENT ELEVATION

(LOOKING BACK ON SURVEY)
WINGWALL REBAR NOT SHOWN FOR CLARITY

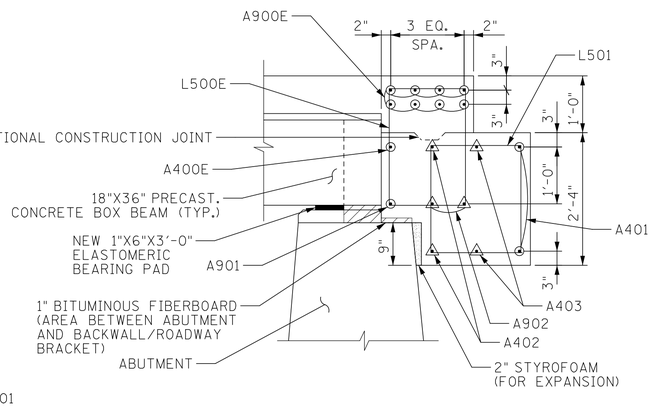


ABUTMENT ELEVATION

(LOOKING BACK ON SURVEY)
(SHOWING BACKWALL/ROADWAY BRACKET REINFORCING)



SECTION A-A



BACKWALL/ROADWAY BRACKET SECTION

(SHOWING PROPERTIES)
△ DRILL AND GROUTED BARS

○ LAP WITH EXISTING BARS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

BENJAMIN EVAN GRAVES
B. Evan Graves
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-902

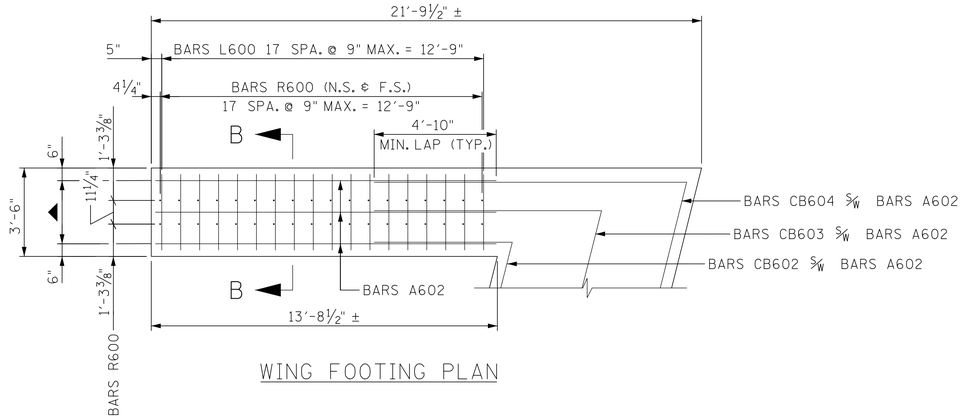
CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

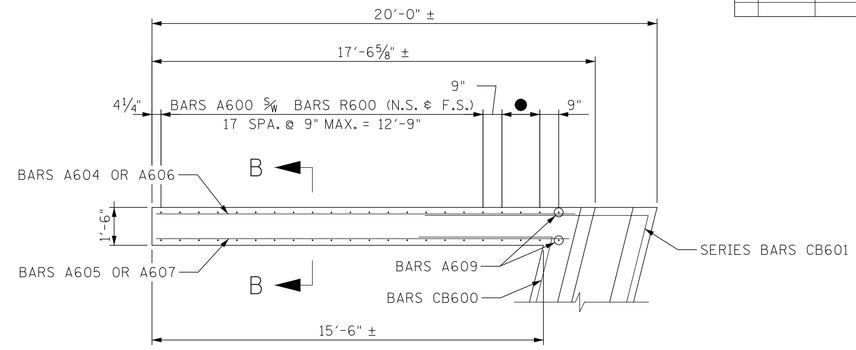
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

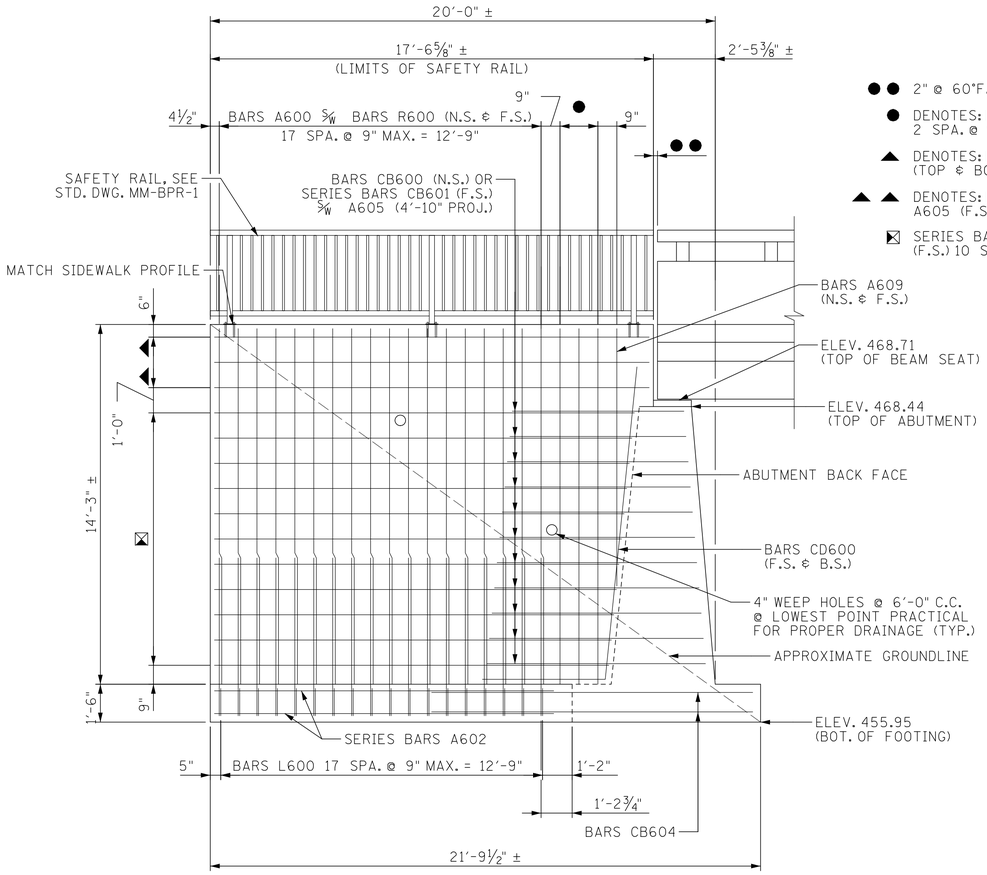
N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE



WING FOOTING PLAN



WINGWALL PLAN



WINGWALL ELEVATION

ABUTMENT REBAR NOT SHOWN FOR CLARITY

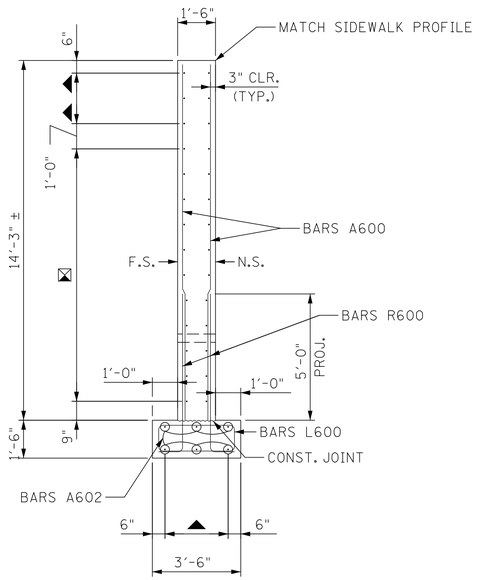
●● 2" @ 60°F.

● DENOTES: BARS A600 (N.S. & F.S.) 2 SPA. @ 9" MAX. = 1′-6"

▲ DENOTES: BARS A602 @ 1′-3" = 2′-6" (TOP & BOTTOM)

▲▲ DENOTES: BARS A604 (N.S.) OR A605 (F.S.) @ 1′-0" MAX. = 2′-0"

⊠ SERIES BARS A606 (N.S.) OR A607 (F.S.) 10 SPA. @ 1′-0" MAX. = 10′-0"



SECTION B-B

NOTE:

ALL DIMENSIONS AND VERTICAL ELEVATIONS ARE BASED ON EXISTING PLAN INFORMATION AND FIELD MEASUREMENTS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS.

COSTS OF REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LB. FORMING AND PLACING HIGH EARLY STRENGTH CONCRETE IN THE ABUTMENT AND WINGWALL SHALL BE PAID FOR UNDER ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

SEE DWG. NO. BR-132-904 FOR BILL OF STEEL.

ALL COST ASSOCIATED WITH THE FORMING OF THE WEEP HOLES IN THE WINGWALL WILL BE PAID FOR UNDER ITEM NO. 303-10.04.

ALL COST ASSOCIATED WITH THE SAFETY RAIL, FURNISHING, INSTALLING AND PAINTING ALONG WITH THE OBJECT MARKERS WILL BE INCLUDED IN ITEM NO. 707-16.01, BIKE/PEDESTRIAN BOX TUBE SAFETY RAIL, L.F.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WINGWALL DETAILS

BENJAMIN EVAN GRAVES
REGISTERED
ENGINEER
STATE OF TENNESSEE
B. Evan Graves
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-903

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

HDR

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

BILL OF STEEL

ABUTMENT REINFORCEMENT

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A400	ENDWALL	4	1					13'-5"
A401	ROADWAY BRACKET	4	2					11'-11"
A402	ENDWALL	4	2					14'-7"
A403	ROADWAY BRACKET	4	2					13'-1"
A404	END DIAPHRAGM VERTICAL	4	5					1'-2"
A405	END DIAPHRAGM HORIZONTAL	4	2					6'-7"
A600	VERTICAL WINGWALL	6	42					14'-1"
A601	VERTICAL ABUTMENT	6	16					10'-10"
A602	HORIZONTAL WINGWALL FOOTING	6	6					13'-6"
A603	HORIZONTAL ABUTMENT FOOTING	6	14					8'-8"
A604	HORIZONTAL WINGWALL	6	3					16'-7"
A605	HORIZONTAL WINGWALL	6	3					16'-4"
SERIES A606	HORIZONTAL WINGWALL	6	1	▲				172'-10"
SERIES A607	HORIZONTAL WINGWALL	6	1	▲ ▲				175'-1"
A608	HORIZONTAL ABUTMENT/FOOTING	6	36					6'-1"
A609	VERTICAL WINGWALL	6	2					10'-2"
A900E	ENDWALL	9	8					13'-5"
A901	ENDWALL	9	1					13'-5"
A902	ENDWALL	9	2					14'-7"
CB600	ABUTMENT/WINGWALL	6	11	6'-7½"	5'-5½"	1'-3⅝"		12'-1"
SERIES CB601	ABUTMENT/WINGWALL	6	1	●	7'-5½"	1'-9¾"		167'-1"
CB602	ABUTMENT/WINGWALL FOOTING	6	2	5'-6"	4'-10"	1'-2"		10'-4"
CB603	ABUTMENT/WINGWALL FOOTING	6	2	9'-0"	4'-10"	1'-2"		13'-10"
CB604	ABUTMENT/WINGWALL FOOTING	6	2	12'-5"	4'-10"	1'-2"		17'-3"
CD600	VERTICAL WINGWALL	6	2	12'-5¼"	4'-10"	1'-3"		17'-3"
CD601	VERTICAL ABUTMENT	6	16	1'-5"	6'-2"	6¾"		7'-7"
SERIES L500E	ENDWALL	5	1	1'-3"	1'-0"	☒		80'-9"
SERIES L501	ROADWAY BRACKET	5	1	1'-6"	1'-0"	☒ ☒		92'-9"
L600	WINGWALL FOOTING	6	18	1'-1"	6"	3'-0"		8'-8"
L602	ABUTMENT FOOTING	6	9	1'-1"	6"	6'-10"		16'-10"
R600	VERTICAL WINGWALL	6	36	6'-3"	9⅜"			7'-0"

NOTES:
ALL BAR DIMENSIONS ARE OUT-TO-OUT.

ALL DIMENSIONS SHALL BE FIELD VERIFIED BY CONTRACTOR PRIOR TO FABRICATION.

BARS ENDING IN "E" TO BE EPOXY COATED.

▲ LENGTHS VARY FROM 15'-3" TO 16'-2" IN INCREMENTS OF 1" (11 BARS)

▲ ▲ LENGTHS VARY FROM 15'-5½" TO 16'-4½" IN INCREMENTS OF 1" (11 BARS)

● LENGTHS VARY FROM 6'-9½" TO 8'-8" IN INCREMENTS OF 2¼" (11 BARS)

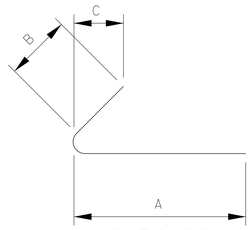
●● FIELD TRIM AS REQUIRED TO FIT ABUTMENT.

☒ LENGTHS VARY FROM 1'-6" TO 1'-8¾" IN INCREMENTS OF ¼" (12 BARS)

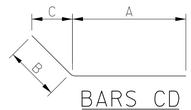
☒ ☒ LENGTHS VARY FROM 1'-9" TO 1'-11¾" IN INCREMENTS OF ¼" (12 BARS)



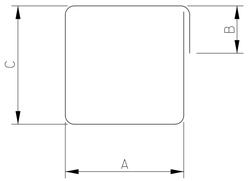
BARS A



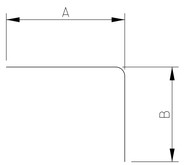
BARS CB



BARS CD



BARS L



BARS R

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Groves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

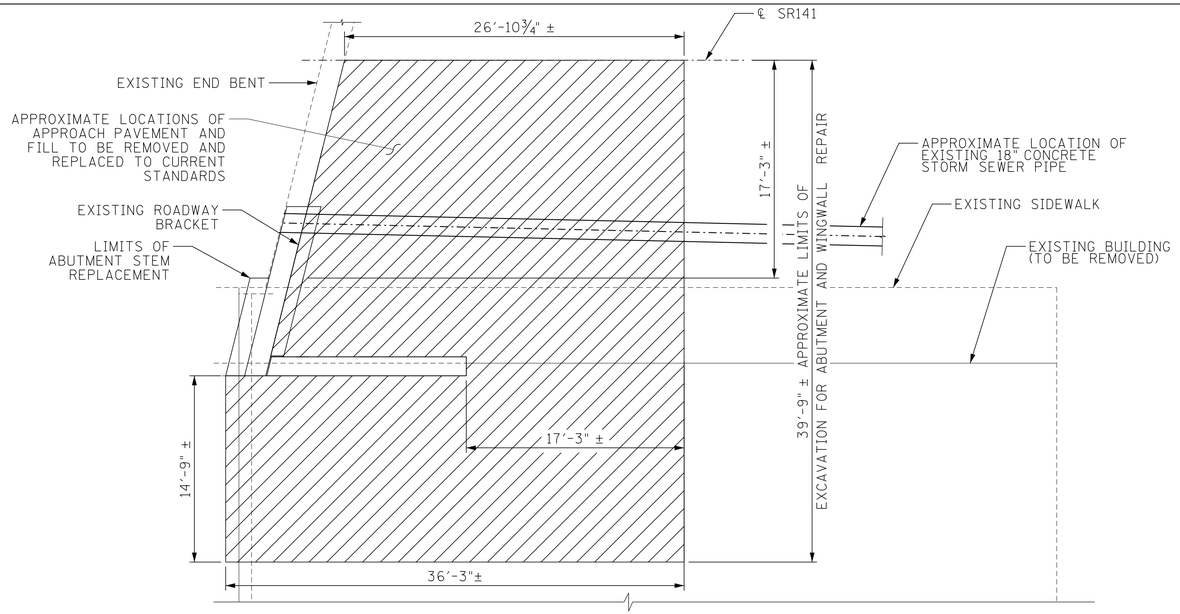
ABUTMENT BILL OF STEEL

BENJAMIN EVAN GROVES
LICENSED ENGINEER
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

BR-132-904

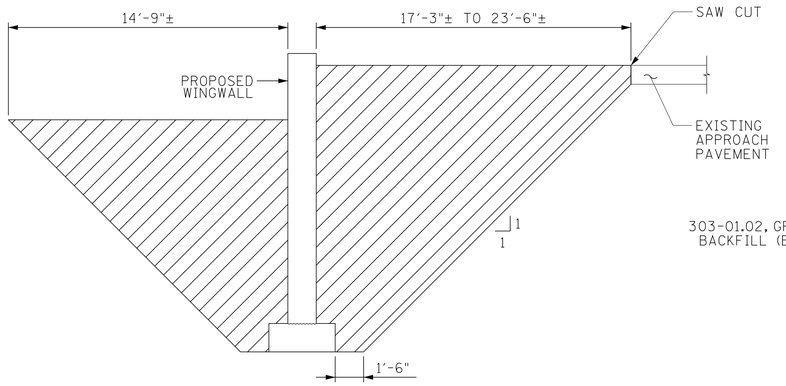


EXCAVATION PLAN AT ABUTMENT

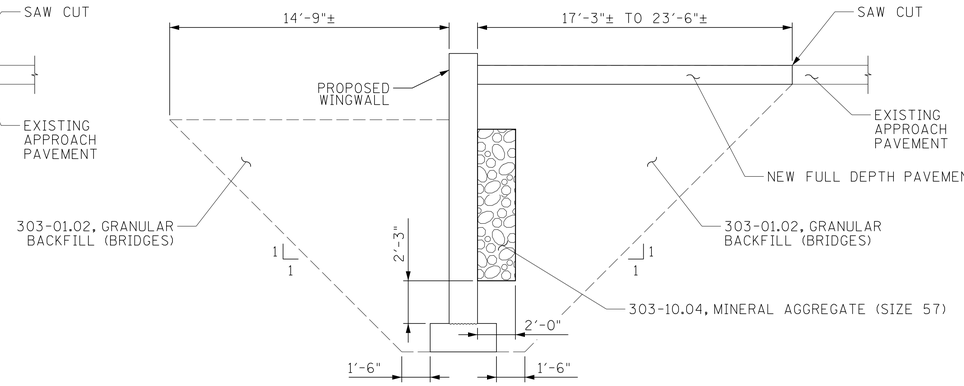
NOTES:

THE CONTRACTOR IS SOLEY RESPONSIBLE FOR THE STABILITY OF THE EXCAVATION AND SURROUNDING ROADWAY FILL. COST OF ALL LABOR AND EQUIPMENT REQUIRED FOR EXCAVATION SHALL BE INCLUDED UNDER ITEM NO. 204-02.01, DRY EXCAVATION (BRIDGES), CY.

THE CONTRACTOR HAS THE OPTION TO USE TEMPORARY SHORING AS AN ALTERNATIVE. IF THE CONTRACTOR ELECTS TO USE SHORING, THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS TO THE T.D.O.T. ENGINEER PRIOR TO THE INSTALLATION OF THE SHORING. BY REVIEWING THE DRAWINGS AND DESIGN CALCULATIONS THE ENGINEER SHALL ASSUME NO LIABILITY UPON HIMSELF OR THE STATE OF TENNESSEE, NOR SHALL THIS RELIEVE THE CONTRACTOR FOR THE SUFFICIENCY OF THE SYSTEM. EXTREME CARE SHALL BE TAKEN BY THE CONTRACTOR DURING SHORING INSTALLATION SO AS NOT TO INTERFERE WITH ADJACENT TRAFFIC.



EXCAVATION SECTION AT WINGWALL



PAVEMENT AT BRIDGE END SECTION AT WINGWALL

DESIGNED BY Rawleigh S. Richardson Jr. DATE 07/09/24
DRAWN BY Rawleigh S. Richardson Jr. DATE 07/09/24
SUPERVISED BY Benjamin E. Graves DATE 07/09/24
CHECKED BY Lane M. Decker DATE 07/09/24

HDR

AREA TO BE EXCAVATED

NOTES:

SEE MISC. ABUTMENT & PAVEMENT AT BRIDGE ENDS DETAILS ON STANDARD DRAWING NOS. STD-10-1 & STD-10-2.

CONTRACTOR SHALL USE CAUTION TO PROTECT THE EXISTING STORM SEWER PIPE IF ENCOUNTERED DURING EXCAVATION. THE PIPE SHALL REMAIN IN SERVICE DURING CONSTRUCTION. PROTECTION OF THE PIPE, AND REPAIR OR REPLACEMENT IF DAMAGED, SHALL BE INCLUDED IN THE PRICE FOR ITEM NO. 204-02.01, DRY EXCAVATION (BRIDGES), CY.

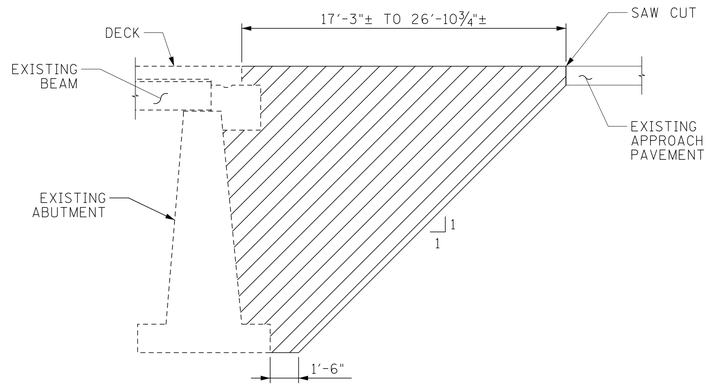
ALL COSTS OF LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO REMOVE AND DISPOSE OF THE EXISTING APPROACH SLABS AT BRIDGE NO. 85-SR141-04.82 SHALL BE INCLUDED UNDER ITEM NO. 204-02.01, DRY EXCAVATION (BRIDGES), CY.

CONST. NO. 85007-4222-04

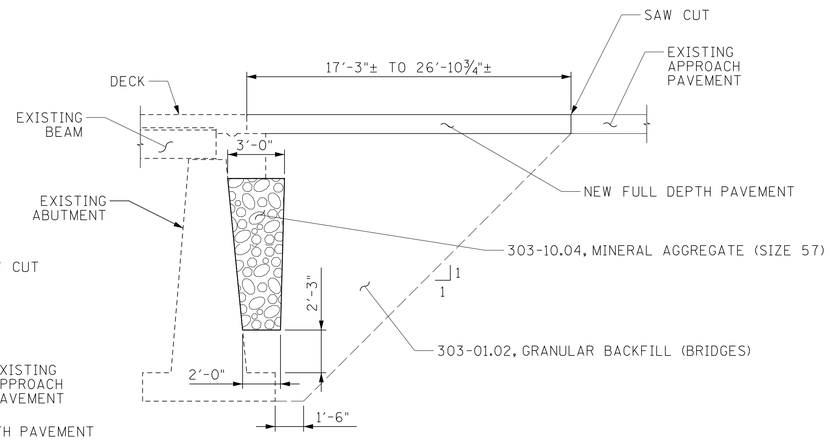
PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



EXCAVATION SECTION AT ABUTMENT



PAVEMENT AT BRIDGE END SECTION AT ABUTMENT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL REPAIR DETAILS

BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
B. Evan Graves
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

TROUSDALE COUNTY
2025

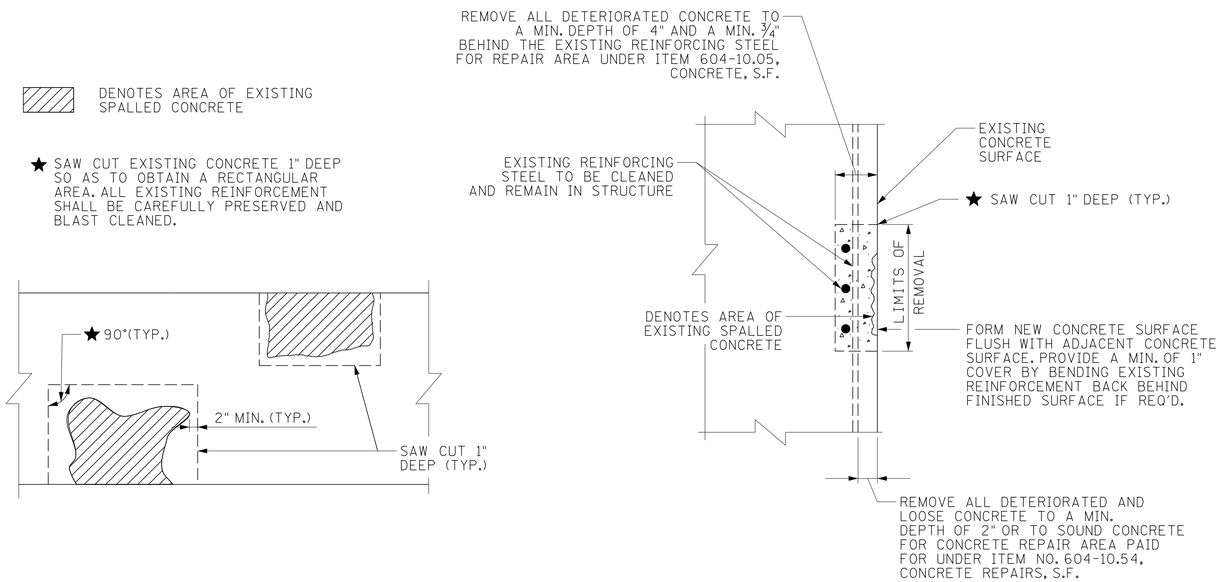
BR-132-905

CONST. NO. 85007-4222-04

PROJECT NO.	YEAR	SHEET NO.
85007-4222-04	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



SPALL SURFACE REPAIR DETAILS

NOTES FOR ITEM NO. 604-10.54:

THE COST OF SAW CUTTING, REMOVING SPALLED OR CRACKED CONCRETE CLEANING EXPOSED REINFORCING STEEL, PATCHING MATERIAL, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F.

PATCHING MATERIAL SHALL BE A POLYMER-MODIFIED CEMENTITIOUS STRUCTURAL PATCHING VERTICAL AND OVERHEAD MATERIAL. SEE T.D.O.T. QUALIFIED PRODUCTS LIST 13, SPEC. SECTION B.6. SUBLIST F FOR ACCEPTABLE PATCHING MATERIALS.

AFTER CONCRETE REMOVAL OF THE 2" DEPTH HAS TAKEN PLACE, THE ENGINEER SHALL HAVE THE OPTION TO REMOVE ADDITIONAL CONCRETE DEPTH AND SHALL DESIGNATE THIS AREA TO BE REPAIRED AND PAID FOR UNDER ITEM NO. 604-10.05 INSTEAD OF UNDER ITEM NO. 604-10.54.

ITEM NO. 604-10.54 SHALL BE BID SUCH THAT THIS ITEM MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.

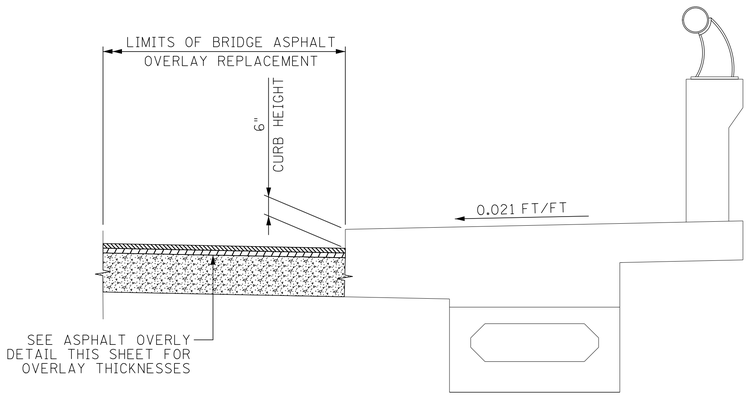
NOTES FOR ITEM NO. 604-10.05:

COST OF CUTTING, REMOVING SPALLED OR CRACKED CONCRETE, CLEANING EXPOSED REINFORCING STEEL, CONCRETE, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.05, CONCRETE S.F.

CONCRETE SHALL BE HIGH EARLY STRENGTH CONCRETE, F'C = 3500 PSI AT 28 DAY STRENGTH.

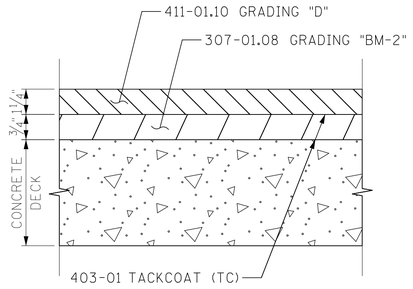
ITEM NO. 604-10.05 SHALL BE BID SUCH THAT THIS ITEM MAY BE INCREASED OR DECREASED AS DIRECTED BY ENGINEER.

ALL AREAS TO BE REPAIRED ARE TO BE MARKED BY THE ENGINEER FROM THE BRIDGE INSPECTION AND REPAIR OFFICE.

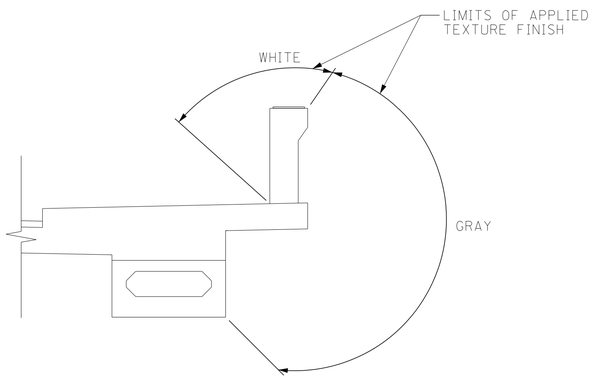


TYPICAL SECTION AT SIDEWALK

(LOOKING BACK ON SURVEY)



ASPHALT OVERLY DETAIL



APPLIED TEXTURE FINISH

NOTES:
THE CONTRACTOR SHALL CLEAN ALL SURFACES TO RECEIVE APPLIED TEXTURE COATING. ALL CLEANING SHALL BE SATISFACTORY TO THE ENGINEER PRIOR TO APPLYING THE TEXTURE COATING.

THE APPLIED TEXTURE FINISH SHALL BE EITHER MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD 595A, OR WHITE, FEDERAL SPECIFICATION NO. 37886. A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. A LIST OF APPROVED TEXTURE COATINGS MAY BE OBTAINED FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

COSTS ASSOCIATED WITH CLEANING, FURNISHING, AND APPLYING THE TEXTURE COATING AND ALL NECESSARY LABOR AND MATERIALS SHALL BE INCLUDED IN ITEM NO. 604-04.02, APPLIED TEXTURE FINISH (EXISTING STRUCTURES), S.Y.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL REPAIR DETAILS

BENJAMIN EVAN GRAVES
B. Evan Graves
LICENSED
No. 121701
STATE OF TENNESSEE
06/27/2025

BRIDGE NO. 85-SR141-04.82
STATE ROUTE 141
OVER LITTLE GOOSE CREEK

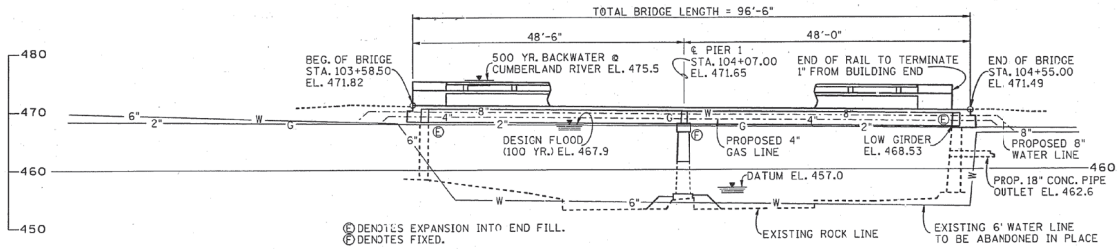
TROUSDALE COUNTY
2025

BR-132-906

DESIGNED BY	Rawleigh S. Richardson Jr.	DATE	07/09/24
DRAWN BY	Rawleigh S. Richardson Jr.	DATE	07/09/24
SUPERVISED BY	Benjamin E. Graves	DATE	07/09/24
CHECKED BY	Lane M. Decker	DATE	07/09/24

HDR

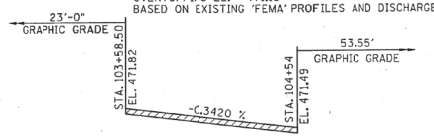
85S141ABL.DGN



⚠ ELEVATION

HYDRAULIC DATA:

DRAINAGE AREA = 25.5 SQ. MI.
DESIGN DISCHARGE (100 YR.) = 11,530 CFS
WATER AREA PROVIDED BELOW EL. 467.9 = 1,122 SQ. FT.
DESIGN VELOCITY =10.3 FT./SEC.
BACKWATER = 0.8 FT.
OVERTOPPING EL. = 471.15
BASED ON EXISTING 'FEMA' PROFILES AND DISCHARGES



GRADE SKETCH

CONST. NO. 85007-3218-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-26-92	PS	REV. PLAN AND ELEV. VIEW FOR UTILITY LINES
2	6-24-92	PS	REV. SPEC. PROV. AND REVISION DATE

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT	M-270-8	6-24-92
GENERAL NOTES & ESTIMATED QUANTITIES	M-270-9	
FOUNDATION DATA	M-270-10	
SUPERSTRUCTURE	M-270-11	5-26-92
SUPERSTRUCTURE DETAILS	M-270-12	
PRESTRESSED BOX BEAM	M-270-13	8-12-92
ABUTMENT NO. 1	M-270-14	8-12-92
ABUTMENT NO. 2	M-270-15	8-12-92
PIER NO. 1	M-270-16	8-12-92
BILL OF STEEL	M-270-17	

"NO EXISTING BRIDGE PLANS EXIST."

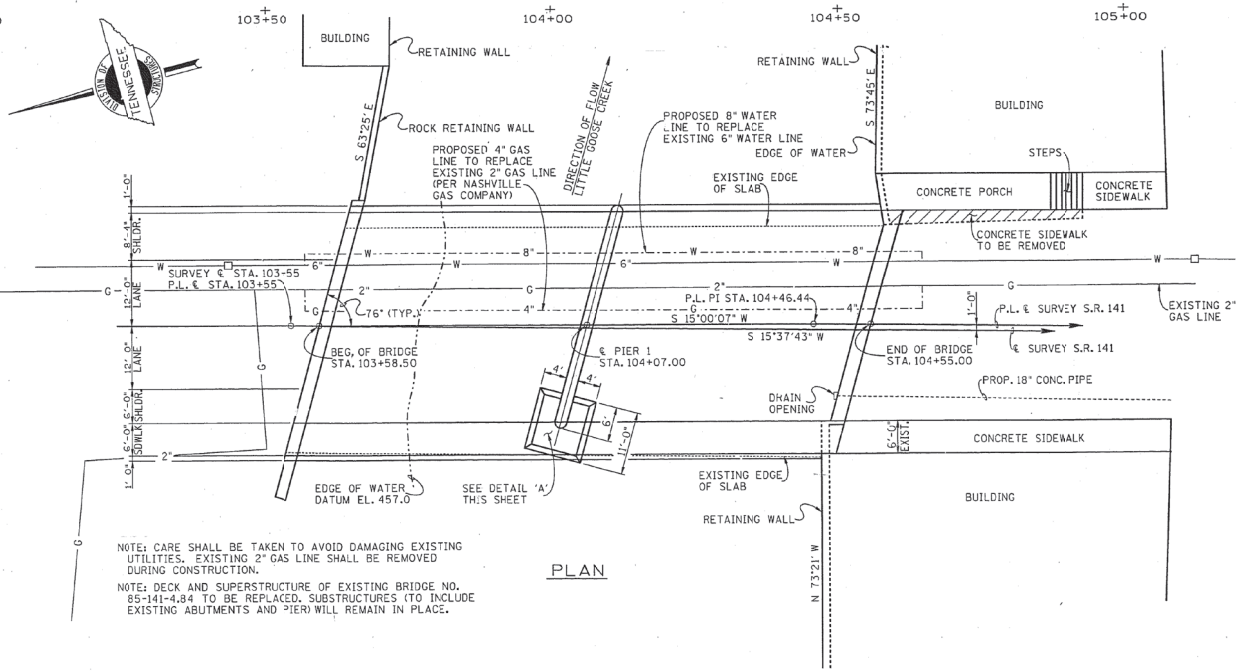
LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
* BRIDGE RAILING CONCRETE PARAPET	STD-2-1	3-30-92
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-1	9 1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-2	9-1-91
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-3	9-1-91
* STANDARD SEISMIC DETAILS	STD-6-1	3-30-92
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	9-1-91
* BRIDGE RAILING WITH STRUCTURAL TUBING	STD-11-1	3-30-92

* DENOTES: THESE DRAWINGS TO BE PRINTED WITH PLANS.

LIST OF SPECIAL PROVISIONS

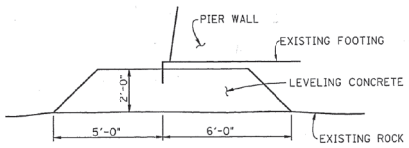
	PROV. NO.	LAST REV. DATE
REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION MARCH 1, 1981	100	5-11-92
APPROVAL OF SHOP DRAWINGS	105A	7-21-87
⚠2 SECTION 602-STEEL STRUCTURES	602	5-11-92
PAINTING	603A	8-5-91
CONCRETE STRUCTURES	604	12-16-91
CONTRACTOR - MIX DESIGN & TESTING STRUCTURAL CONCRETE	604CX	12-16-91
PRECAST PRESTRESSED BRIDGE DECK PANLES	604P	12-16-91
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-16 91
EPOXY COATED REINFORCING STEEL	907A	3-25-85



NOTE: CARE SHALL BE TAKEN TO AVOID DAMAGING EXISTING UTILITIES. EXISTING 2" GAS LINE SHALL BE REMOVED DURING CONSTRUCTION.

NOTE: DECK AND SUPERSTRUCTURE OF EXISTING BRIDGE NO. 85-141-4.84 TO BE REPLACED. SUBSTRUCTURES (TO INCLUDE EXISTING ABUTMENTS AND PIER) WILL REMAIN IN PLACE.

PLAN



DETAIL 'A'

NOTE: WORK TO BE PERFORMED UTILIZING SAND BAGS TO SEAL WATER OFF DURING LOW WATER CONDITIONS.

38'-4" ROADWAY WITH 6'-0" SIDEWALK
& STD-11-1 & STD-2-1 PARAPETS
2012 ADT = 11,400
DESIGN SPEED = 30 mph

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
BRIDGE I.D. NO. 85SR1410003
STATION 104+07
LOG MILE 4.84
TROUSDALE COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-270-8

DESIGNED BY PAUL SHARP DATE
DRAWN BY KIM FRANKENFIELD DATE 4-92
SUPERVISED BY G.E.H. DATE 4-92
CHECKED BY PAUL SHARP DATE 4-92

85S141AGN.DGN

CONST. NO. 85007-3218-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 1981 EDITION).

LOADING: HS20-44.

DESIGN SPECIFICATIONS: AASHTO 1989 EDITION WITH ADDENDA AND "GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES" 1983 EDITION WITH ADDENDA. (SEISMIC PERFORMANCE CATEGORY "A" WITH ACCELERATION COEFFICIENT 0.075).

CONCRETE: TO BE CLASS "A" (CAST IN PLACE). f'c = 3,000 PSI. CLASS "D" f'c = 4,500 PSI (BRIDGE DECK)

CLASS D CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY SPECIAL PROVISION 604-CX.

BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH NOTE A, SHEET 2, OF SPECIAL PROVISION 604.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS MAY BE EITHER REMAIN-IN-PLACE STEEL OR PRECAST, PRESTRESSED CONCRETE PANELS. IN EITHER CASE, FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO SUPPORT MEMBERS. THE CONTRACTOR SHALL TAKE STEPS TO ASSURE THE STABILITY OF THE EXTERIOR GIRDER AGAINST TWISTING OF OVERTURNING DURING SLAB POURING OPERATIONS. SEE STANDARD DRAWIN STD-4-1, 2, AND 3 AND SPECIAL PROVISION 604P.

WHEN THE WIDTH OF THE OVERHANG EXCEEDS THE DEPTH OF THE EXTERIOR GIRDER, DETAILS AND DESIGN CALCULATIONS FOR THE CANTILEVER SUPPORT SYSTEM SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. IF THE USE OF PERMANENT DECK FORMS REQUIRES ADDITIONAL SLAB THICKNESS, THE CONTRACTOR WILL BE REQUIRED TO REDESIGN THE GIRDERS WHEN THE SLAB THICKNESS IS INCREASED MORE THAN 1½ INCHES. ALL CHANGES TO THE GIRDERS SHALL BE AT THE CONTRACTOR'S EXPENSE.

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. STANDARD CRSI HOOK DETAILS APPLY UNLESS OTHERWISE NOTED ON BILL OF STEEL. SPACING DIMENSIONS ARE CENTER TO CENTER AND COVER DIMENSIONS ARE CLEAR DISTANCE UNLESS OTHERWISE NOTED. PLACING TOLERANCES ARE ±1½" FOR SPACING AND -⅛" OR +⅜" FOR COVER. THE SUFFIX E, FOR BARS SO MARKED, DENOTES EPOXY COATED REINFORCEMENT. SEE SPECIAL PROVISION 907A.

BRIDGE RAIL SYSTEM: BUILD PARAPET ACCORDING TO STANDARD DRAWING STD-2-1 WITH PROVISIONS FOR METAL HANDRAIL ATTACHED AND BRIDGERAIL ACCORDING TO STANDARD DRAWING STD-11-1.

GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT AND DRIVEN TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED1¼" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT AND DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY T.D.O.T. MATERIALS AND TESTS.

SPECIAL NOTE FOR UTILITIES: IT IS INTENDED THAT THE COST OF MATERIALS AND LABOR NECESSARY FOR THE COMPLETE INSTALLATION OF UTILITIES SHALL BE BORNE BY OTHERS AND SHALL NOT BE PAID FOR AS A PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH OTHERS IN THE INSTALLATION OF UTILITIES WITH NO ADDITIONAL COMPENSATION ALLOWED THE CONTRACTOR AS A RESULT.

SHOP DRAWINGS: SEE SPECIAL PROVISION NO. 105A.

NON-PAY ITEMS: ONLY ITEMS SHOWN ON THE PROPOSAL AS PAY ITEMS WILL BE PAID FOR. COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND INCIDENTALS FOR THE ENTIRE CONTRACT SHALL BE INCLUDED IN THE PRICE BID FOR PAY ITEMS.

FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE TENNESSEE STANDARD SPECIFICATION. AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. THE COLOR OF THE FINISH SHALL BE SIMILAR TO MOUNTAIN GREY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD NO. 595a, EXCEPT THAT THE INSIDE FACE AND THE TOP OF THE PARAPET AND RAIL SHALL BE WHITE, FEDERAL SPECIFICATION NO. 37886. A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. PAYMENT FOR THE APPLIED TEXTURE FINISH SHALL BE UNDER ITEM 604-04.01 AND 604-04.02.

NOTE: THE CONTRACTOR SHALL CHECK THE LOCATION OF ALL EXISTING SUBSTRUCTURES AND VERIFY SPAN LENGTHS BEFORE FABRICATING GIRDERS.

WELDING: SEE SPECIAL PROVISION NO. 602 AND NOTES ON DRAWING NO. M-270-16.

RADIOGRAPHIC, ULTRASONIC, AND MAGNETIC INSPECTION: SEE SPECIAL PROVISION NO. 602. NOTES ON DRAWING NO. M-270-16.

STEEL STRUCTURES: SEE TENNESSEE STANDARD SPECIFICATIONS SECTION 602 AND NOTES ON DRAWING NO. M-270-16.

NOTE: PAINTING STRUCTURAL STEEL: ALL SURFACES OF STRUCTURAL STEEL MUST RECEIVE A 1 MIL THICKNESS OF SHOP COAT.

ALL WITH STRUCTURAL STEEL SURFACES SHALL BE PAINTED WITH SYSTEM "B" - INORGANIC ZINC PAINT SYSTEM. SHOP COAT ONLY REQUIRED. COLOR TO BE DETERMINED BY FABRICATOR. SEE TENNESSEE STANDARD SPECIFICATIONS AND SPECIAL PROVISION 603A. COST OF PAINTING TO BE INCLUDED IN THE UNIT PRICE BID FOR STRUCTURAL STEEL.

ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABUTMENT 1	PIER 1	ABUTMENT 2
(5)(1)	202-04.01	REMOVAL OF STRUCTURES (BRIDGE NO. 85-141-4.84)	L.S.	1				
(2)	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	46		23		23
(10)	602-02.01	STRUCTURAL STEEL (AT PIER EXTENSION)	LB.	900			900	
	604-01.08	CLASS 'A' CONCRETE (FOUNDATION LEVELING)	C.Y.	6			6	
	604-02.03	EPOXY COATED REINFORCING STEEL	LB	36,578	36,578			
(7)(6)	604-03.01	CLASS 'A' CONCRETE (BRIDGES)	C.Y.	25	17	2	4	2
	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	3,284	2,112	319	518	335
	604-03.09	CLASS 'D' CONCRETE (BRIDGE DECK)	C.Y.	135	135			
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	250				
	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	278				
(4)	615-02.22	PRESTRESSED CONCRETE BOX BEAM (18" x 36")	L.F.	464				
(11)(8)	620-03.10	CONCRETE PARAPET (STD-2-1)	L.F.	94				
(11)	620-05	CONCRETE PARAPET WITH STRUCTURAL TUBING (STD-11-1)	L.F.	94				
(9)	620-12	STRUCTURAL TUBING	L.F.	82				

(1) NOTE: LUMP SUM: EXISTING BRIDGE CONSISTS OF A ROLLED I-BEAM SUPERSTRUCTURE WITH TIMBER DECKING AND 4" ASPHALT OVERLAY. ABUTMENTS AND PIER ARE CONCRETE. WOOD RAILING EXISTS WITH A WOOD SIDEWALK ON THE WEST SIDE OF BRIDGE. THE TOTAL SUPERSTRUCTURE IS TO BE REMOVED. IN ADDITION, THE BACKWALLS AT THE ABUTMENTS ARE TO BE REMOVED. THE WALL IN THE VACINITY OF THE PROPOSED RISER BLOCK LOCATION IS TO BE REMOVED AS SHOWN ON PLANS. ALSO, THE ROCK WALL AT ABUTMENT NO.2 (WEST SIDE) IS TO BE PARTIALLY REMOVED AS PER DETAILS ON DRAWING NO. M-270-15.

(2) EXCAVATION BASED ON EXISTING GROUND AT THE ABUTMENTS.

(3) NOTE: THE COST OF BITUMINOUS-FIBERBOARD, STYROFOAM, ETC., AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN BRIDGE ITEMS BID ON.

(4) NOTE: COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE COST OF THE PRESTRESSED BEAM.

(5) NOTE: THE COST OF REMOVING THE ENTIRE SUPERSTRUCTURE, PORTIONS OF THE EXISTING ABUTMENT, WOODEN BRIDGERAIL AND SIDEWALK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202-04.01.

(6) NOTE: THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 15 ANCHOR BOLT ASSEMBLIES SHALL BE INCLUDED IN ITEM 604-03.01, CLASS "A" CONCRETE (BRIDGES).

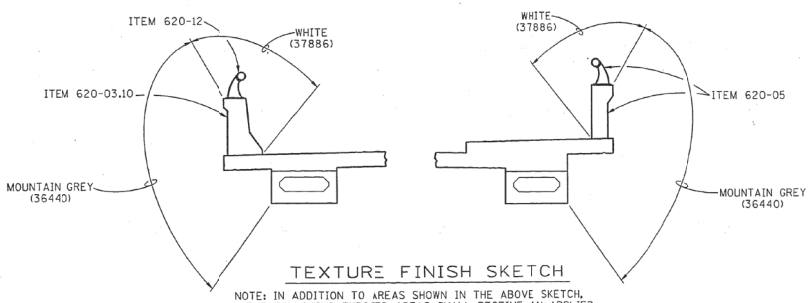
(7) NOTE: COST FOR ANCHOR BOLTS FOR EXISTING PIER EXTENSION TO BE INCLUDED IN THE COST FOR CLASS 'A' CONCRETE (BRIDGES).

(8) NOTE: THE COST FOR MODIFIED END POSTS AS SHOWN ON DRAWING M-270-12, TO BE INCLUDED IN ITEM 620-03.10, CONCRETE PARAPET (STD-2-1) OR ITEM 620-05, CONCRETE PARAPET WITH STRUCTURAL TUBING (STD-11-1).

(9) NOTE: COST FOR ALL MISCELLANEOUS MATERIAL NECESSARY TO MOUNT THE STRUCTURAL TUBING ON TOP OF THE CONCRETE PARAPET (STD-2-1), ANCHOR BOLTS, STRUCTURAL TUBING, ETC., TO BE INCLUDED IN ITEM 620-12, STRUCTURAL TUBING. SEE TEXTURE FINISH SKETCH THIS DRAWING FOR LOCATION.

(10) THE TOTAL ESTIMATED WEIGHT OF 900 lb. OF AASHTO M270 GRADE 36 INCLUDES ANGLES, GUSSET PLATES, SUPPORT PLATES AND ⅞ø BOLTS.

(11) NOTE: ALL REINFORCING STEEL IN PAY ITEM TO BE EPOXY COATED. COST TO BE INCLUDED IN THE PRICE BID FOR ITEM 620-03.10 AND 620-05.



TEXTURE FINISH SKETCH

NOTE: IN ADDITION TO AREAS SHOWN IN THE ABOVE SKETCH, THE FOLLOWING EXPOSED AREAS SHALL RECEIVE AN APPLIED TEXTURE FINISH: EXTERIOR PORTIONS OF ENDWALLS, ABUTMENT WALLS, AND PIER.

DESIGNED BY PAUL SHARP DATE 3-92
DRAWN BY KEITH DOUGLAS DATE 4-92
SUPERVISED BY K.L.F. & H.M.B. DATE 4-92
CHECKED BY PAUL SHARP DATE 4-92

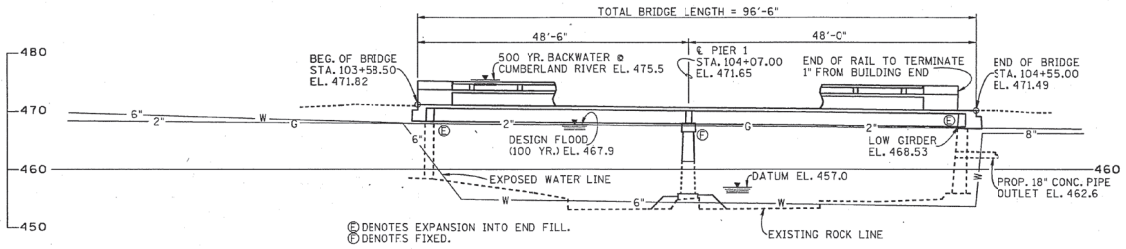
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GENERAL NOTES AND ESTIMATED QUANTITIES STATE ROUTE 141 OVER LITTLE GOOSE CREEK STATION 104+07.00 TROUSDALE COUNTY 1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-270-9

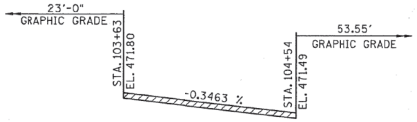
85S141ABL.DGN



ELEVATION

HYDRAULIC DATA:

DRAINAGE AREA = 25.5 SQ. MI.
DESIGN DISCHARGE (100 YR.) = 11,530 CFS
WATER AREA PROVIDED BELOW EL. 467.9 = 1,122 SQ. FT.
DESIGN VELOCITY =10.3 FT./SEC.
BACKWATER = 0.8 FT.
OVERTOPPING EL. = 471.15
BASED ON EXISTING 'FEMA' PROFILES AND DISCHARGES



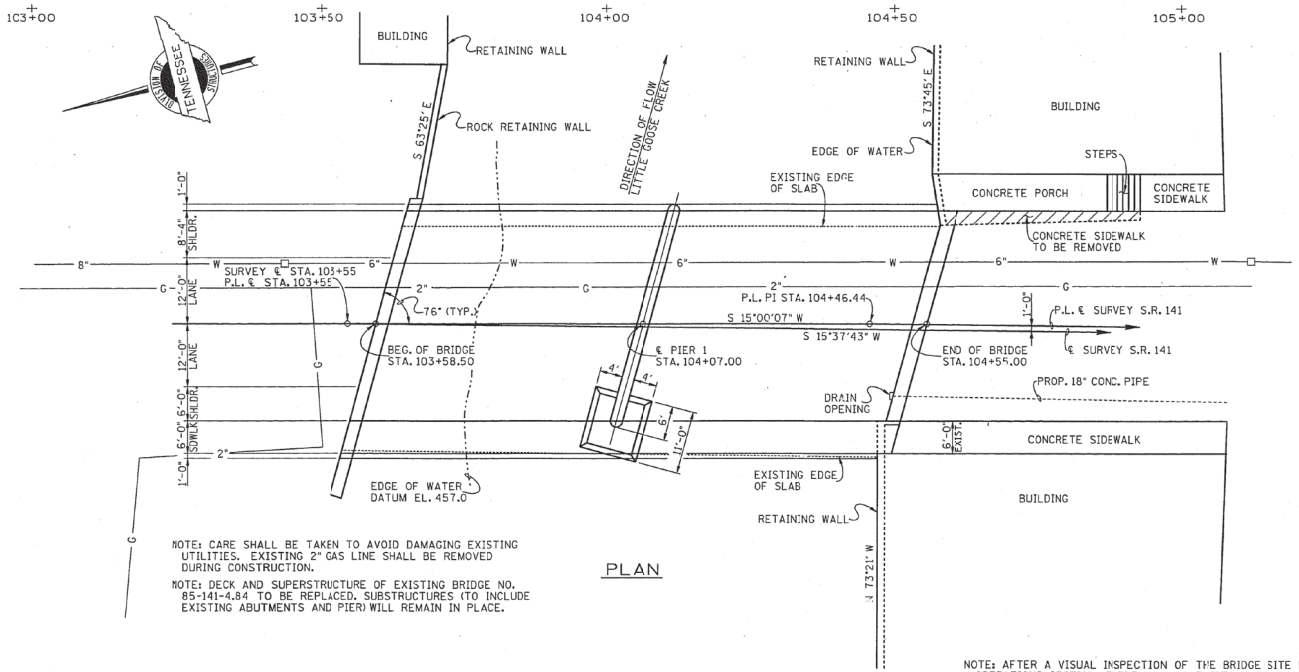
GRADE SKETCH

CONST. NO. 85007-3218-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN

NOTE: CARE SHALL BE TAKEN TO AVOID DAMAGING EXISTING UTILITIES. EXISTING 2" GAS LINE SHALL BE REMOVED DURING CONSTRUCTION.

NOTE: DECK AND SUPERSTRUCTURE OF EXISTING BRIDGE NO. 85-141-4.84 TO BE REPLACED. SUBSTRUCTURES (TO INCLUDE EXISTING ABUTMENTS AND PIER) WILL REMAIN IN PLACE.

NOTES:

REQUIRED:

1) SUFFICIENT GROUND, ROCK AND CORING INFORMATION FOR BRIDGE FOUNDATION.

2) APPROXIMATE EXISTING GROUND AND ROCK LINE.

BENCHMARKS:

1) EL. 472.42, R.R. SPIKE IN POWER POLE 20' RIGHT OF STA. 105+09.

NOTE: AFTER A VISUAL INSPECTION OF THE BRIDGE SITE BY THE GEOTECHNICAL OPERATIONS SECTION, THERE WAS NO EVIDENCE TO INDICATE A FOUNDATIONS PROBLEM THEREFORE NO CORINGS TAKEN.

NOTE: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

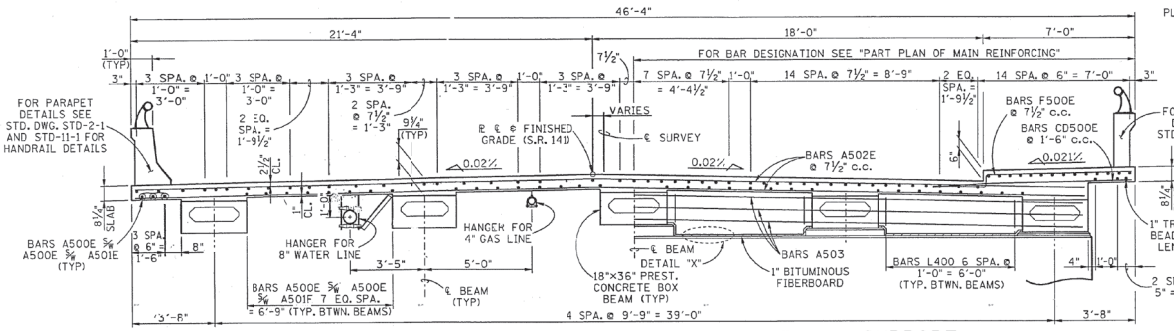
FOUNDATION DATA
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
BRIDGE I.D. NO. 85SR1410003
STATION 104+07
LOG MILE 4.84
TROUSDALE COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY PAUL SHARP	DATE	
DRAWN BY KIM FRANKENFIELD	DATE	4-92
SUPERVISED BY O.E.H.	DATE	4-92
CHECKED BY PAUL SHARP	DATE	4-92

M-270-10

85S141ASC.DGN



SECTION ℄ MID-SPAN SECTION ℄ SUPPORT

⚠ TYPICAL CROSS-SECTION

PLANS NOTE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION EXCEPT NO JOINT MAY BE LOCATED CLOSER THAN 1/5 SPAN LENGTH FROM AN INTERIOR SUPPORT. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED. SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ON THIS SHEET.

NOTE: NO PORTION OF THE PARAPET AND BRIDGERAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB AND SIDEWALK ARE IN PLACE.

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

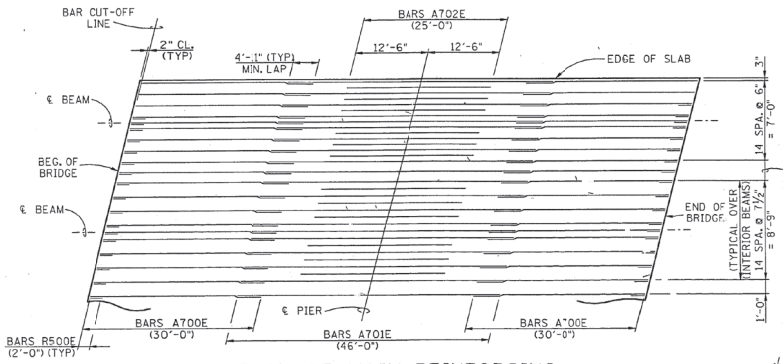
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET AND BRIDGERAIL. THE PARAPET AND BRIDGERAIL SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-2-1 AND STD-11-1. WHEN POURING PARAPET AND BRIDGERAIL, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR PARAPET RAILS.

CONST. NO. 85007-3218-94

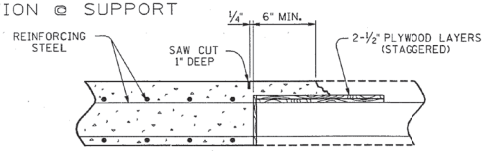
PROJECT NO.	YEAR	SHEET NO.
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REVISIONS

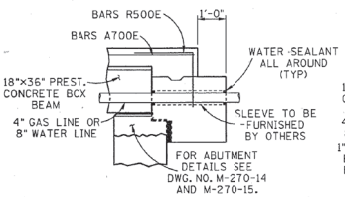
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-26-92	PS	REV. LOCATION OF GAS LINE AND ADDED WATER LINE



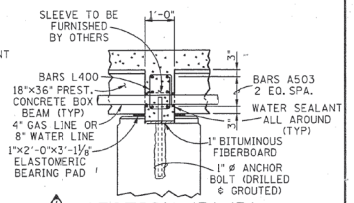
PART PLAN OF MAIN REINFORCING



SLAB CONSTRUCTION JOINT DETAIL

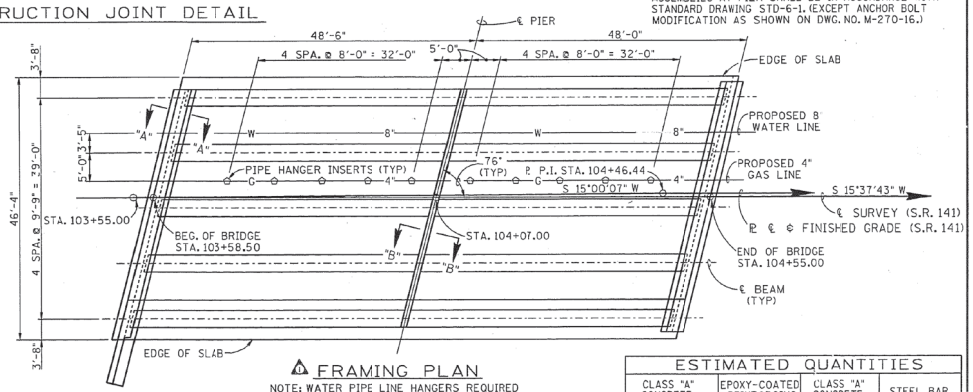


⚠ SECTION 'A'-'A'



⚠ SECTION 'B'-'B'

SPECIAL NOTE FOR ANCHOR BOLTS AT PIER: ANCHOR BOLT ASSEMBLIES AT PIER SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1, (EXCEPT ANCHOR BOLT MODIFICATION AS SHOWN ON DWG. NO. M-270-16.)

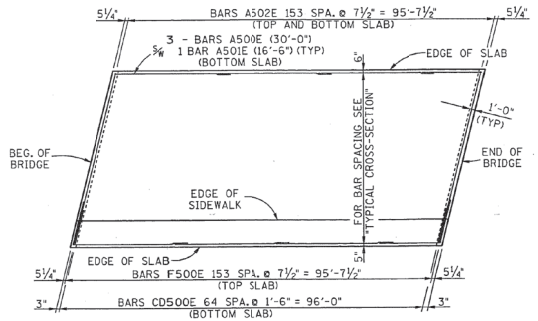


⚠ FRAMING PLAN

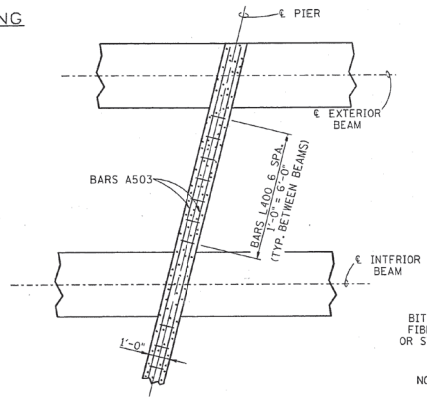
NOTE: WATER PIPE LINE HANGERS REQUIRED AT 10'-0" o.c. MAXIMUM AND ADJACENT TO PIPE JOINTS. (8' MAXIMUM DISTANCE FROM ℄ OF JOINT)

ESTIMATED QUANTITIES

CLASS "A" CONCRETE (BRIDGE DECK)	EPOXY-COATED REINFORCING STEEL	CLASS "A" CONCRETE (BRIDGES)	STEEL BAR REINFORCING
C.Y.	LB.	C.Y.	LB.
135	36,578	17	2,112

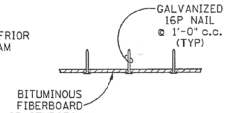


SLAB PLAN



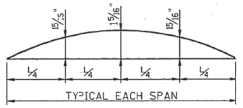
PART PLAN OF DIAPHRAGM

NOTE: SUPPORT DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN THE QUANTITY FOR ITEM 604-03.09.



DETAIL "X"

NOTE: THIS DETAIL TYPICAL AT ALL BACKWALLS, SUPPORT DIAPHRAGMS, AND END OF PARAPETS.



DEAD LOAD CORRECTION CURVE

DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE. IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
TROUSDALE COUNTY
1992

DESIGNED BY	PAUL SHARP	DATE	3-92
DRAWN BY	KEITH DOUGLAS	DATE	4-92
SUPERVISED BY	K.L.F. & H.M.B.	DATE	4-92
CHECKED BY	P. SHARP	DATE	4-92

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-270-11

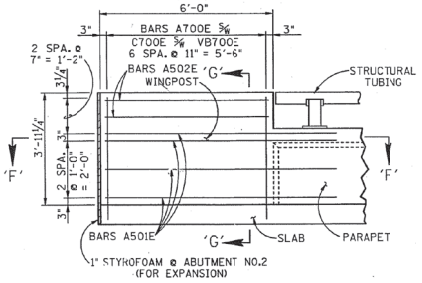
86S141ASC.DGN

CONST. NO. 85007-3218-94

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BR-STP-141(9)	1992	

REVISIONS

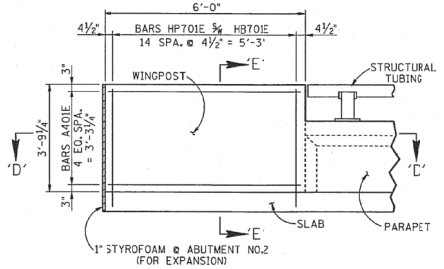
NO.	DATE	BY	BRIEF DESCRIPTION



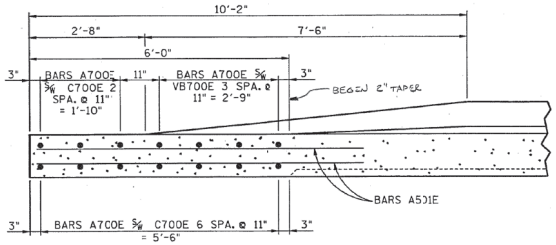
ELEVATION

NOTE: COST OF ALL MATERIALS NECESSARY FOR THE INSTALLATION OF ENDPOST TO BE INCLUDED IN COST OF BRIDGERAIL.

NOTE: PROVISIONS SHALL BE MADE FOR PLACEMENT OF ANCHOR BOLTS FOR THE HANDRAILS IN THE TOP OF BOTH PARAPETS.

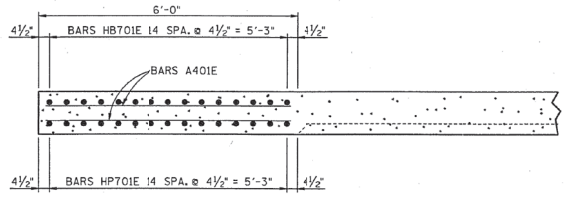


ELEVATION



SECTION 'F'-'F'

NOTE: SEE STD. DWG. STD-2-1 FOR DETAILS NOT SHOWN.

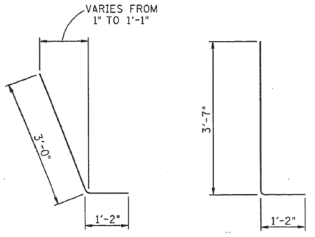


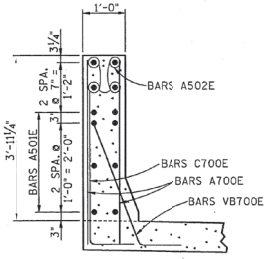
SECTION 'D'-'D'

NOTE: SEE STD. DWG. STD-11-1 FOR DETAILS NOT SHOWN.

BILL OF STEEL

BAR	# REQ'D	LENGTH
A501E	8	7'-1"
A502E	4	5'-8"
A700E	14	4'-3"
C700E	10	4'-9"
VB700E	4	4'-2"



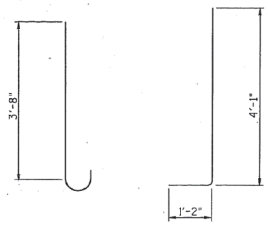


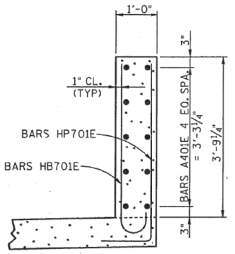
SECTION 'G'-'G'

ENDPOST DETAILS FOR STD-2-1

BILL OF STEEL

BAR	# REQ'D	LENGTH
A401E	10	5'-8"
HB701E	15	4'-6"
HP701E	15	5'-3"





SECTION 'E'-'E'

ENDPOST DETAILS FOR STD-11-1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

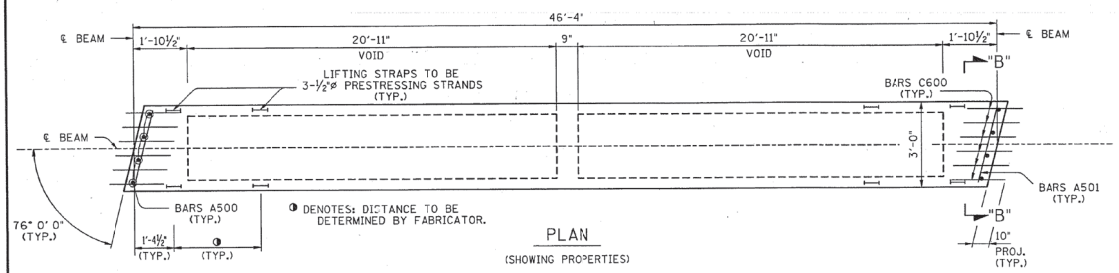
SUPERSTRUCTURE DETAILS
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
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1992

DESIGNED BY PAUL SHARP DATE 3-92
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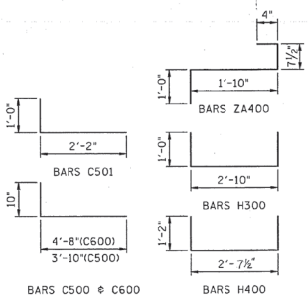
M-270-12

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PLAN

(SHOWING PROPERTIES)



BILL OF STEEL PER BEAM			
BAR	SIZE	NO. REQ'D	LENGTH
A300	3	2	46'-0"
A500	5	8	1'-2"
A501	5	6	2'-9"
A502	5	5	46'-0"
C500	5	4	4'-8"
C501	5	10	3'-2"
C600	6	12	5'-6"
H300	3	10	4'-10"
H400	4	66	5'-0"
ZA400	4	100	3'-10"

LENGTH

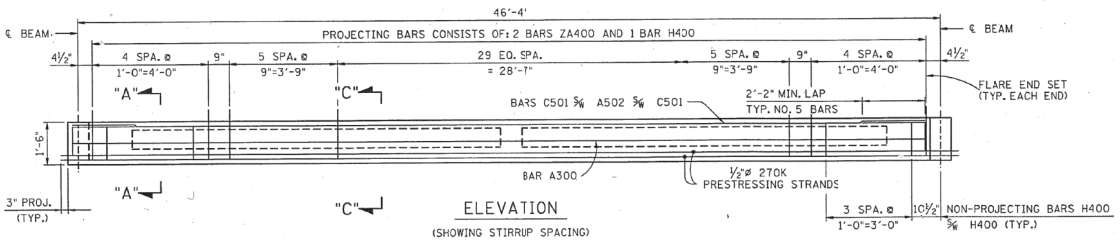
BARS A

CONST. NO. 85007-3218-94

PROJECT NO.	YEAR	SHEET NO.
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REVISIONS

NO.	DATE	BY	BREF DESCRIPTION
1	8-12-92	PS	REV. BEARING PAD DIMENSION



ELEVATION

(SHOWING STIRRUP SPACING)

PRESTRESSED BEAM DESIGN DATA - PER BEAM

LIVE LOAD DISTRIBUTION FACTOR: 1.196 WHEELS

COMPOSITE DEAD LOAD: 409 LB/FT

COMPOSITE DESIGN SLAB (f'c = 3000 PSI): 117 IN. x 8.250 IN.

COMPOSITE DL + LIVE LOAD	SPAN POINT					
MAXIMUM DESIGN VALUES	0.0	0.1	0.2	0.3	0.4	0.5
POSITIVE MOMENT (K-FT)(S.L.)	0	203	337	405	430	413
NEGATIVE MOMENT (K-FT)(S.L.)	-391	-263	-196	-139	-91	-52
SHEAR (K)(L.F.)	119	107	94	79	64	49

MAXIMUM STRESS (PSI)	@ MIDSPAN		@ END SPAN	
	TOP	BOTTOM	TOP	BOTTOM
INIT PRES + BM DL	-19	3151	-326	2023
FINAL PRES + TOTAL DL + LL	2005	-193	0	2324

(NO SIGN DENOTES COMPRESSION; '-' DENOTES TENSION)
(S.L.) DENOTES: SERVICE LOAD; (L.F.) DENOTES: LOAD FACTOR
ULTIMATE MOMENT CAPACITY REQUIRED = 1321 K-FT
ULTIMATE MOMENT CAPACITY PROVIDED = 1961 K-FT

NOTE: DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.

ESTIMATED QUANTITIES - PER BEAM

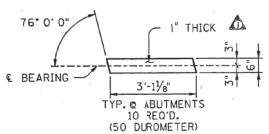
NO. BEAMS REQ'D	PRESTRESSING STRANDS (LOW RELAXATION) LB.	CLASS "A" CONCRETE C.Y.	REINFORCING STEEL LB.
10	664	6	948

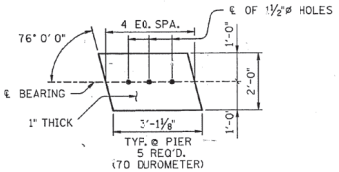
NOTE: COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE COST OF PRESTRESSED BEAM.



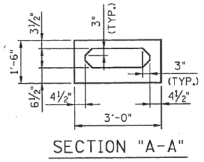
PART-ELEVATION

(PLACE BARS H300 PARALLEL TO BEAM ENDS)



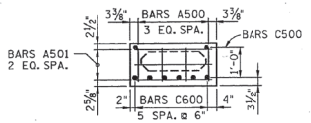


ELASTOMERIC BEARING PAD DETAILS



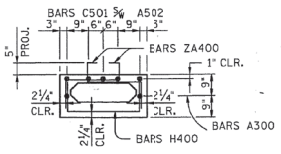
SECTION "A-A"

(SHOWING PROPERTIES)



SECTION "B-B"

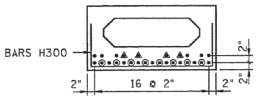
(SHOWING END REINFORCEMENT)



SECTION "C-C"

(SHOWING STIRRUPS)

○ DENOTES: BREAK BOND 9'-6" FROM END.
△ DENOTES: BREAK BOND 6'-6" FROM END.



SECTION "A-A"

(SHOWING ½"ø PRESTRESSING STRANDS)

NOTES:

1) THE TOP OF ALL BEAMS ARE TO BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAMS SHALL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST SLAB PANELS ARE TO BE USED AND SET ON BITUMINOUS FIBERBOARD, THE OUTER TWO INCHES OF THE TOP FLANGE MAY BE TROWELED.
2) MILD STEEL REINFORCING SHALL BE ASTM A615 GRADE 60.
3) ALL PRESTRESSING STRANDS TO BE ½"ø ASTM GRADE 270K, 7 WIRE UNCOATED STRESS RELIEVED LOW RELAXATION PRESTRESSING STRANDS.
4) AFTER THE BEAM IS REMOVED FROM THE PRESTRESSING BED, BARS C600 SHALL BE BENT A SUFFICIENT AMOUNT SO AS TO PERMIT THE "C" BARS OF ADJOINING BEAM TO MESH WHEN IN THE ERECTED POSITION.
5) THE PRESTRESSING STRANDS SHALL BE LEFT PROJECTING 3"± FROM THE ENDS OF THE BEAMS. THERE SHALL NOT BE ANY PROTECTIVE COATING PLACED ON THE ENDS OF THE BEAMS OR ON THE PROJECTING STRANDS.
6) THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 5600 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 5600 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.
7) AN INITIAL FORCE OF 31.0C3 LBS. SHALL BE APPLIED TO EACH STRAND IN ALL BEAMS.
8) 1"ø WEEP HOLES SHALL BE PROVIDED AT THE LOW POINT OF EACH CELL. VENT HOLES SHALL BE PROVIDED IN THE TOP OF EACH CELL DURING FABRICATION TO RELIEVE GAS PRESSURES THAT OCCUR DURING CURING. THE VENT HOLES SHALL BE PLUGGED AFTER CURING IS COMPLETED.
9) PRESTRESSING STRANDS SHALL NOT BE GREATER THAN NOMINAL ½" DIAMETER.
10) THE SEQUENCE FOR TRANSFER OF STRESS OR THE CUTTING STRANDS SHALL BE IN ACCORDANCE WITH ARTICLE 615.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND SHALL BE SHOWN ON THE APPROVED SHOP DRAWINGS. AT NO TIME SHALL MORE THAN 1/6TH OF THE TOTAL PRESTRESSING FORCE BE ECCENTRIC ABOUT THE CENTERLINE OF THE BEAM.
△ 11) ELASTOMERIC PADS TO BE 1"×6"×3'-1⅛" AT ABUTMENTS (50 DUROMETER) AND 1"×2'-0"×3'-1⅛" WITH 1½"ø HOLES AT PIER (70 DUROMETER).

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

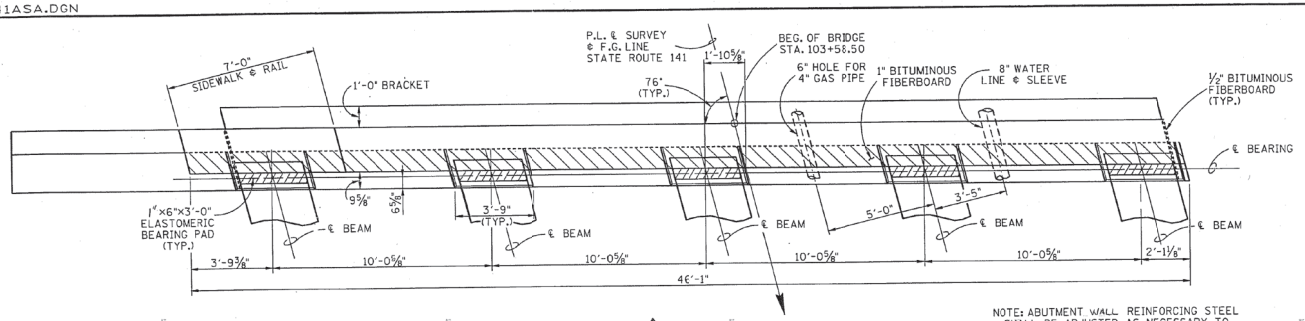
PRESTRESSED BOX BEAM DETAILS
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
TROUSDALE COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY PAUL SHARP DATE 04-92
DRAWN BY GEORGE KORNIKOSKI DATE 04-92
SUPERVISED BY KLF/HMB DATE 04-92
CHECKED BY PAUL SHARP DATE 04-92

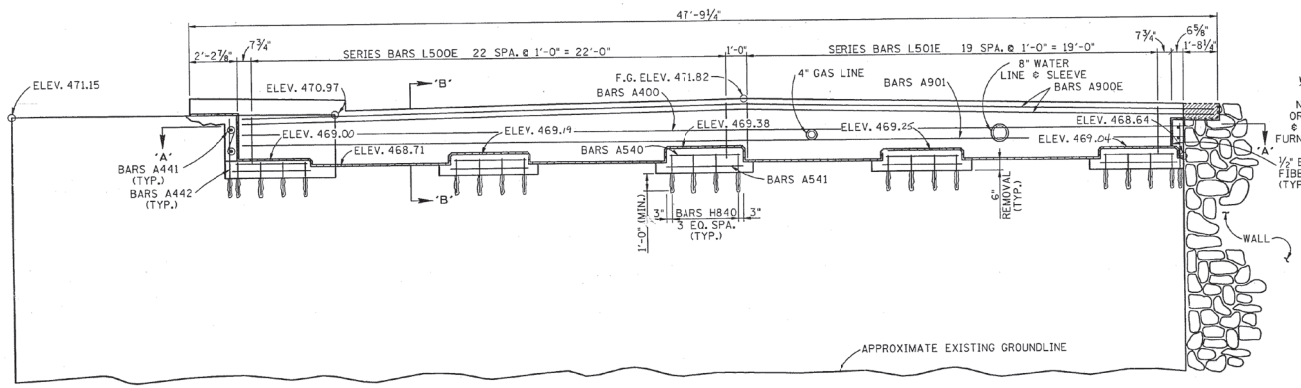
M-270-13

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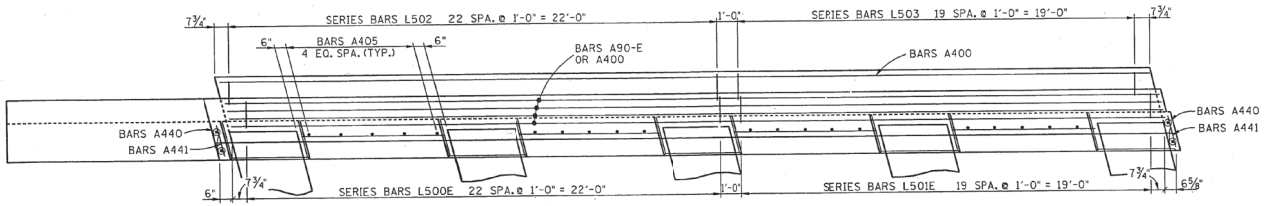


⚠ PLAN

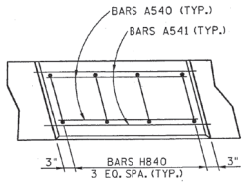
NOTE: ABUTMENT WALL REINFORCING STEEL SHALL BE ADJUSTED AS NECESSARY TO INSTALL NEW SLEEVE FOR RESPECTIVE UTILITY LINES.



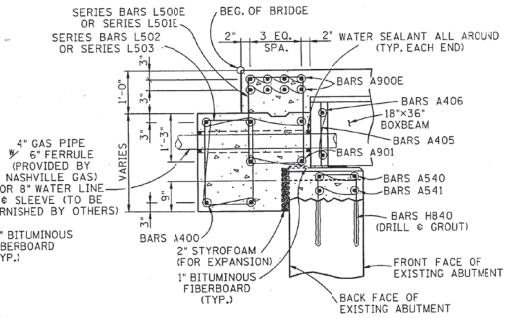
⚠⚠ ELEVATION
(LOOKING BACK ON SURVEY)



SECTION 'A'-'A'



RISER BLOCK DETAIL



⚠ SECTION 'B'-'B'

NOTE: THE BACKWALL SHALL NOT BE POURED UNTIL THE GIRDERS ARE IN PLACE. THE TOP 1'-0" OF BACKWALL SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.
NOTE: COST OF BRIDGE RAIL AND POST IS TO BE INCLUDED IN THE COST OF BRIDGE RAIL SYSTEM.
NOTE: SAW-CUT FRONT FACE OF EXISTING ABUTMENT WALL 1" DEEP PRIOR TO REMOVAL OF AREA AT PROPOSED RISER BLOCK LOCATIONS.

CONST. NO. 85007-3218-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-14-92	PS	REV. LOCATION OF GAS LINE AND ADDED WATER LINE
2	8-12-92	PS	REV. BEAM SEAT ELEVATIONS & BEARING PAD DIMENSION

ESTIMATED QUANTITIES

ITEM	CLASS 'A' CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.
ABUTMENT 1	2	319

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

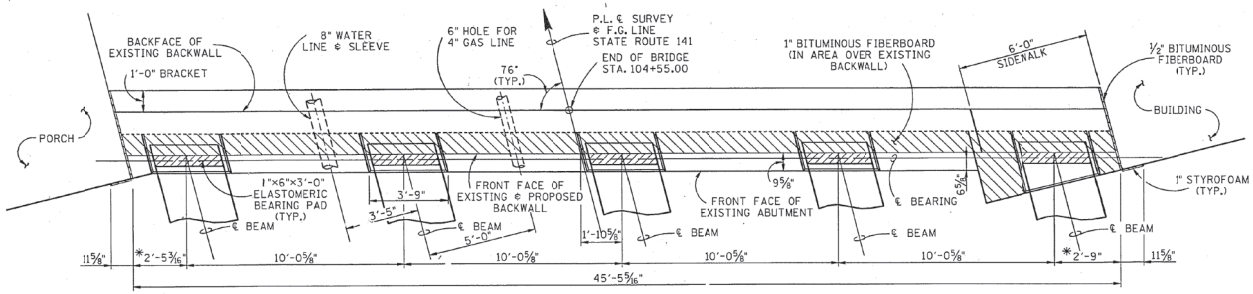
ABUTMENT NO. 1
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
TROUSDALE COUNTY
1992

DESIGNED BY PAUL SHARP DATE 4-92
DRAWN BY DONNA DOUGLAS DATE 4-92
SUPERVISED BY K.D.F./K.L.F. DATE 4-92
CHECKED BY PAUL SHARP DATE 4-92

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

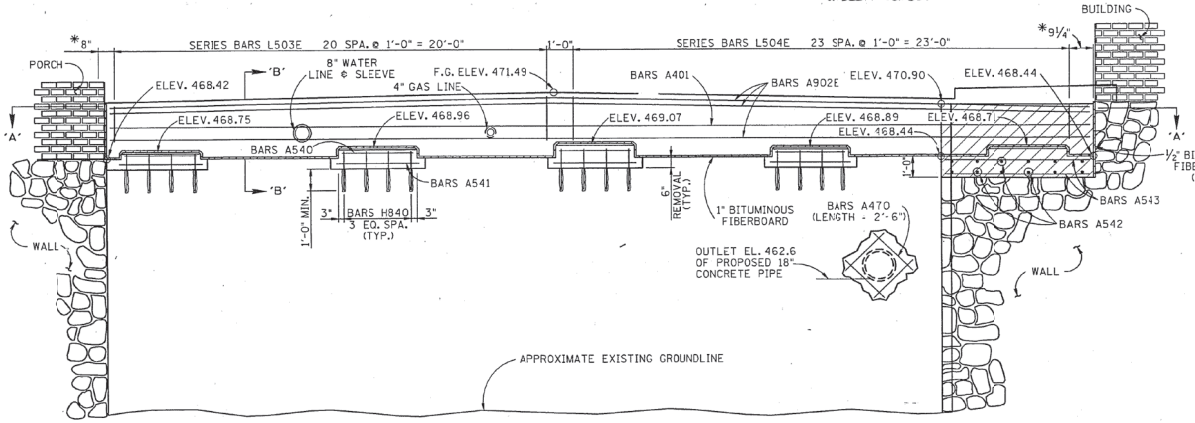
M-270-14

85S141AA2.DGN

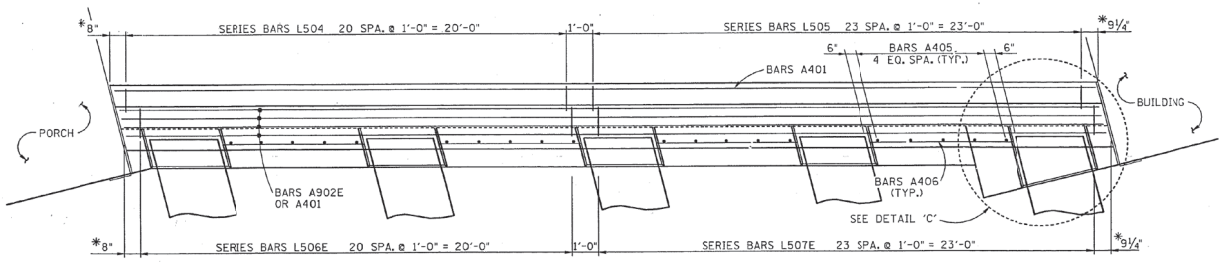


PLAN

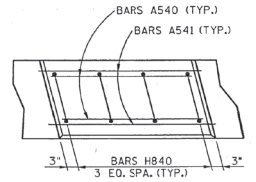
NOTE: ABUTMENT WALL REINFORCING STEEL SHALL BE ADJUSTED AS NECESSARY TO INSTALL NEW SLEEVE FOR RESPECTIVE UTILITY LINES.



ELEVATION
(LOOKING FORWARD ON SURVEY)



SECTION 'A'-'A'



RISER BLOCK DETAIL

CONST. NO. 85007-3218-94

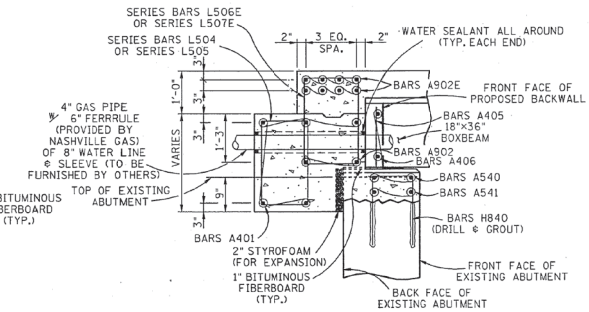
PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-26-92	PS	REV. LOCATION OF GAS LINE AND ADDED WATER LINE
2	8-12-92	PS	REV. BEARING PAD DIMENSION

* BASED ON FIELD MEASUREMENT.

▨ AREA OF BACKWALL AND ROCK WALL TO BE REMOVED

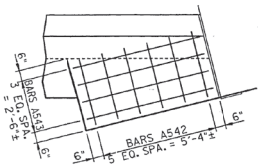


SECTION 'B'-'B'

NOTE: THE BACKWALL SHALL NOT BE POURED UNTIL THE GIRDERS ARE IN PLACE. THE TOP 1'-0" OF BACKWALL SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.
NOTE: COST OF BRIDGE RAIL AND POST IS TO BE INCLUDED IN THE COST OF BRIDGE RAIL SYSTEM.
NOTE: CONCRETE REPAIR WORK AT ABUTMENT NO. 2 REQUIRED TO ALLOW 18" CONCRETE PIPE PASSAGE THRU WALL TO BE INCLUDED IN ITEMS BID ON.
NOTE: SAW-CUT FRONT FACE OF EXISTING ABUTMENT WALL 1" DEEP PRIOR TO REMOVAL OF AREA AT PROPOSED RISER BLOCK LOCATIONS.

ESTIMATED QUANTITIES

ITEM	CLASS 'A' CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.
ABUTMENT 2	2	335



DETAIL 'C'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ABUTMENT NO. 2
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
TROUSDALE COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY	PAUL SHARP	DATE 4-92
DRAWN BY	DONNA DOUGLAS	DATE 4-92
SUPERVISED BY	K.D.F./K.L.F.	DATE 4-92
CHECKED BY	PAUL SHARP	DATE 4-92

M-270-15

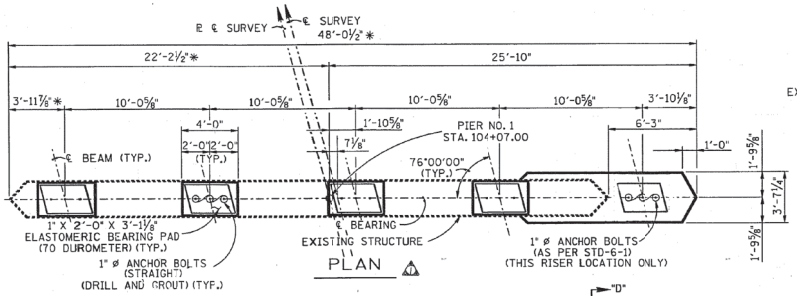
85S141APA.DGN

CONST. NO. 85007-3218-94

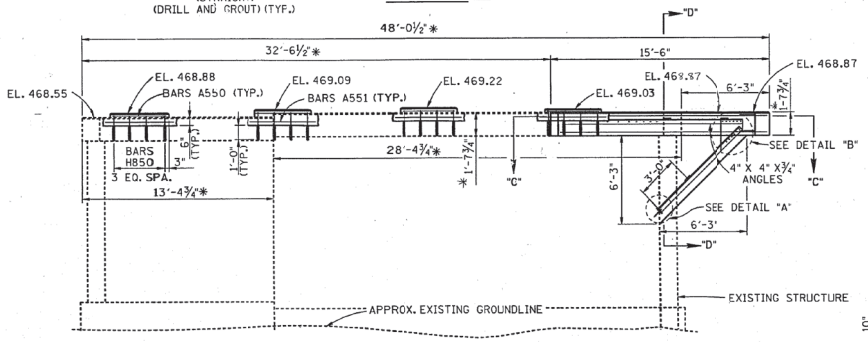
PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

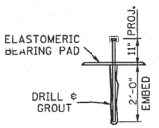
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-12-92	PS	REMOVED RISER BLOCK



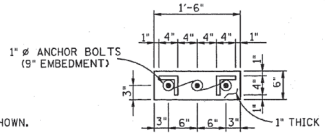
PLAN ⚠



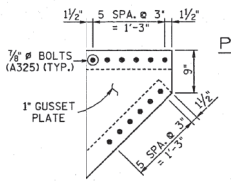
ELEVATION ⚠
(LOOKING FORWARD ON SURVEY)
*BASED ON FIELD MEASUREMENTS.



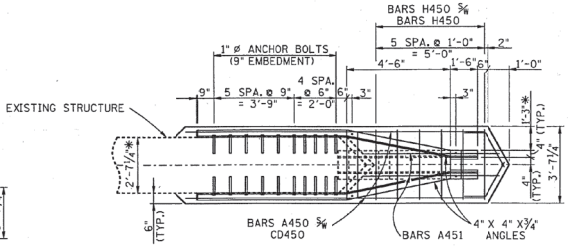
DETAIL "C"
1" ø ANCHOR BOLTS
(EXCEPT ø RIGHT-MOST RISER BLOCK)
NOTE: SEE STD-6-1 FOR OTHER DETAILS NOT SHOWN.



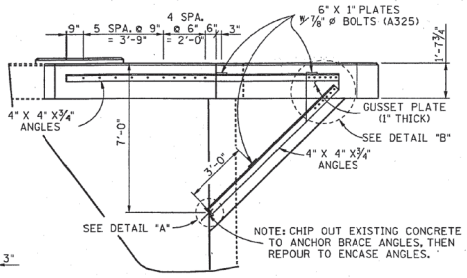
DETAIL "A"



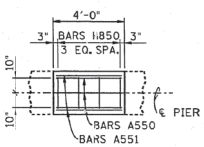
DETAIL "B"
(TWO PLATES REQ'D)



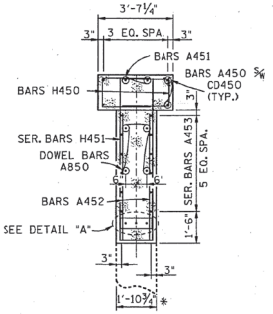
SECTION "C-C"



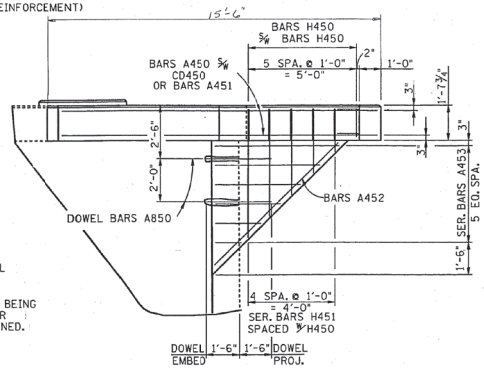
PARTIAL ELEVATION ⚠
(SHOWING STRUCTURAL STEEL)



PLAN OF RISER BLOCK
(SHOWING STEEL REINFORCEMENT)



SECTION "D-D"



PARTIAL ELEVATION ⚠
(SHOWING STEEL REINFORCEMENT)

ESTIMATED QUANTITIES	
CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL REINFORCEMENT (BRIDGES) LB.
4	518

GENERAL NOTES:

NOTE: PRIOR TO REPOURING RISER BLOCKS AT EXISTING CAP BEAM, PROVISIONS SHALL BE MADE FOR DRILLING ℄ GROUTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1, EXCEPT AS MODIFIED IN DETAIL "C" THIS SHEET. BOLT PROJECTION 11".

NOTE: PRIOR TO FULLY TIGHTENING NUTS TO ANGLES, ASSEMBLY MUST BE JACKED SUCH THAT ALL BOLTS FIT FLUSH AGAINST ANGLES.
NOTE: SAW-CUT BOTH FACES OF EXISTING CAP BEAM 1" DEEP PRIOR TO REMOVAL OF AREA AT PROPOSED RISER BLOCK LOCATIONS.

NOTE: STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270 (ASTM A709) GRADE 36 UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR FLANGES IN TENSION SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS, ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY PLACING SUPERSTRUCTURE FORMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT COLUMN SURFACES WILL NOT BE STAINED.

DESIGNED BY PAUL SHARP DATE 04-92
DRAWN BY GEORGE KORNIKOSKI DATE 04-92
SUPERVISED BY KLF/HMB DATE 04-92
CHECKED BY PAUL SHARP DATE 04-92

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
PIER NO. 1
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
TROUSDALE COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-270-16

85S141ABS.DGN

BILL OF STEEL

SUPERSTRUCTURE (EPOXY)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A500E	SLAB	5	114					30'-0"
A501E	SLAB	5	38					16'-6"
A502E	SLAB	5	308					45'-2"
A700E	SLAB	7	98					30'-0"
A701E	SLAB	7	49					46'-0"
A702E	SLAB	7	30					25'-0"
A900E	ENDWALL	9	8					43'-0"
A902E	ENDWALL	9	8					45'-1"
CD500E	SIDEWALK	5	65	7'-0"	2'-8"	1½"		9'-8"
F500E	SIDEWALK	5	154	3'-0"	½"	6'-8"	6"	10'-2"
SERIES L500E	ENDWALL	5	1	1'-3"	1'-0"	•		189'-9"
	DIM 'C' VARIES FROM 2'-2" TO 2'-7" IN INC. OF 3/16" (23 BARS)							
SERIES L501E	ENDWALL	5	1	1'-3"	1'-0"	•		166'-8"
	DIM 'C' VARIES FROM 2'-3" TO 2'-7" IN INC. OF 3/16" (20 BARS)							
SERIES L506E	ENDWALL	5	1	1'-3"	1'-0"	•		152'-3"
	DIM 'C' VARIES FROM 1'-8" TO 2'-1" IN INC. OF ¼" (21 BARS)							
SERIES L507E	ENDWALL	5	1	1'-3"	1'-0"	•		169'-3"
	DIM 'C' VARIES FROM 1'-6" TO 2'-0" IN INC. OF ¼" (24 BARS)							
R500E	SLAB & ENDWALL	5	84	2'-0"	1'-6"			3'-6"

SUPERSTRUCTURE (NON-EPOXY)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A400	ROADWAY BRACKET	4	5					43'-0"
A401	ROADWAY BRACKET	4	5					45'-1"
A405	ENDWALL	4	40					2'-6"
A406	ENDWALL	4	16					6'-9"
A503	DIAPHRAGM	5	6					42'-11"
A901	ENDWALL	9	2					43'-0"
A902	ENDWALL	9	2					45'-1"
L400	DIAPHRAGM	5	28	8"	1'-0"	1'-4"		5'-0"
SERIES L502	ENDWALL	5	1	1'-1"	1'-0"	•		146'-8"
	DIM 'C' VARIES FROM 2'-3" TO 1'-11" IN INC. OF ¼" (20 BARS)							
SERIES L503	ENDWALL	5	1	1'-1"	1'-0"	•		166'-9"
	DIM 'C' VARIES FROM 2'-3" TO 1'-10" IN INC. OF ¼" (23 BARS)							
SERIES L504	ENDWALL	5	1	1'-1"	1'-0"	•		152'-3"
	DIM 'C' VARIES FROM 1'-10" TO 2'-3" IN INC. OF ¼" (21 BARS)							
SERIES L505	ENDWALL	5	1	1'-1"	1'-0"	•		172'-0"
	DIM 'C' VARIES FROM 1'-9" TO 2'-3" IN INC. OF ¼" (24 BARS)							

ABUTMENT NO. 1

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A440	ABUTMENT BEAM	4	4					3'-1"
A441	ABUTMENT BEAM	4	4					1'-10"
A540	RISER BLOCK	5	10					3'-3"
A541	RISER BLOCK/ABUTMENT	5	10					3'-5"
H840	RISER BLOCK/ABUTMENT	8	20	1'-5"	1'-6"			4'-5"

ABUTMENT NO. 2

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A540	RISER BLOCK	5	8					3'-3"
A541	RISER BLOCK/ABUTMENT	5	8					3'-5"
A542	RISER BLOCK/ABUTMENT	5	12					3'-2"
A543	RISER BLOCK/ABUTMENT	5	8					6'-0"
H840	RISER BLOCK/ABUTMENT	8	16	1'-5"	1'-6"			4'-5"

PIER NO. 1

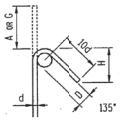
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A450	CAP	4	4					14'-0"
A451	CAP	4	2					6'-0"
A452	COLUMN	4	2					8'-6"
SERIES A453	COLUMN	4	2	BARS VARY FROM 1'-5" TO 5'-8" IN INC. OF 10¾" (6 BARS)				21'-0"
A550	RISER BLOCK	5	12					3'-8"
A551	RISER BLOCK	5	8					4'-8"
A850	COLUMN (DOWEL)	8	4					3'-0"
CD450	CAP	4	4					3'-4"
H450	CAP	4	12	1'-4"	2'-4"			6'-0"
SERIES H451	COLUMN	4	1	1'-7"	•			47'-2"
	DIM. 'B' VARIES FROM 5'-11" TO 1'-11" IN INC. OF 1'-0" (5 BARS)							
H850	RISER BLOCK	8	16	1'-8"	1'-10"			5'-4"

CONST. NO. 85007-3218-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-141(9)	1992	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



BAR SIZE	D (IN.)	135° HOOK HOOK A OR G	135° HOOK H APPROX.
#3	1½	5	3½
#4	2	6½	4½
#5	2½	8	5½
#6	4½	1'-1¼	6½
#7	5¼	1'-0¼	7¼
#8	6	1'-2¼	9

135° SEISMIC STIRRUP/TIE HOOK DIMENSIONS (ALL GRADES)

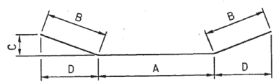
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

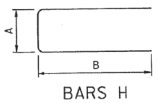
NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX E, FOR BARS SO MARKED, DENOTES EPOXY COATED REINFORCEMENT.

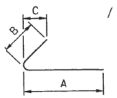
BARS A



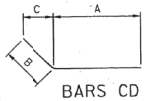
BARS E



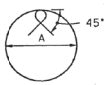
BARS H



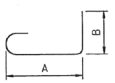
BARS CB



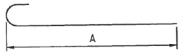
BARS CD



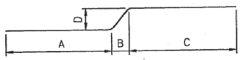
BARS T



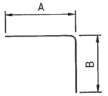
BARS YA



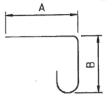
BARS B



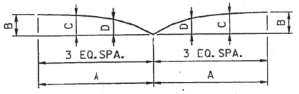
BARS F



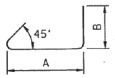
BARS R



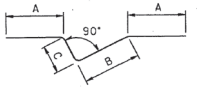
BARS RB



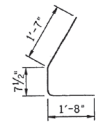
BARS V



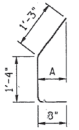
BARS YB



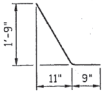
BARS JX



BARS PB500E



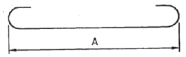
BARS GA570E OR BARS GA571E



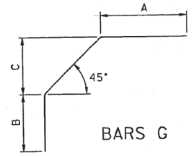
BARS VP570E



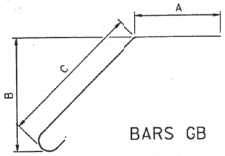
BARS C



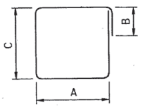
BARS D



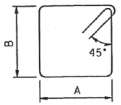
BARS G



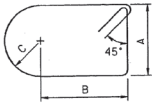
BARS GB



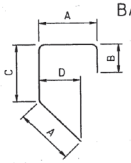
BARS L



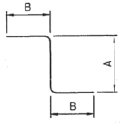
BARS LS



BARS X



BARS J



BARS Z

DESIGNED BY PAUL SHARP DATE 3-92
DRAWN BY KEITH DOUGLAS DATE 4-92
SUPERVISED BY K.L.F. & H.M.B. DATE 4-92
CHECKED BY PAUL SHARP DATE 4-92

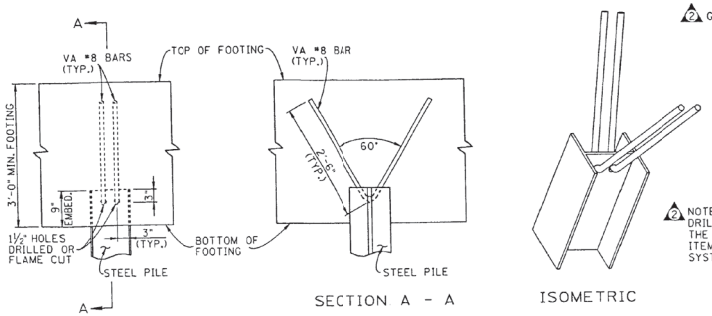
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BILL OF STEEL
STATE ROUTE 141
OVER
LITTLE GOOSE CREEK
STATION 104+07.00
TROUSDALE COUNTY
1992

CORRECT Edward P. Wasserman
ENGINEER W STRUCTURES

M-270-17

STD61.DGN



ELEVATION

SECTION A - A

ISOMETRIC

STEEL PILES IN STUB ABUTMENTS AND RETAINING WALLS: IN 2'-6" DEEP STUB ABUTMENTS OR RETAINING WALL FOOTINGS LESS THAN 3'-0", THE VA #8 BARS MAY BE TILTED FROM VERTICAL SUCH THAT THE BARS WILL BE FULLY ENCASED.

NOTE: APPLIES TO ALL STEEL PILE SIZES.

NOTE: VA #8 BAR SHALL BE SECURED IN THE VERTICAL POSITION TO PREVENT MOVEMENT DURING THE POURING OF THE FOOTING CONCRETE.

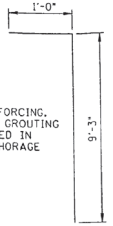
NOTE: THE COST OF DRILLING OR FLAME CUTTING THE HOLES IN THE TOP OF THE PILE TO BE INCLUDED IN THE COST OF THE PILE.

NOTE: VA #8 BAR WILL BE SHOWN IN THE BILL OF STEEL ON THE CONTRACT DRAWINGS AND PAID FOR UNDER ITEM 604-03.02.

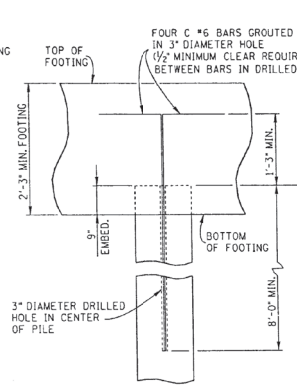
STEEL PILE DETAILS

(2) GROUTED BARS IN DRILLED HOLES: VERTICAL DRILLED HOLES SHALL BE CLEANED, PACKED WITH CEMENTITIOUS NON-SHRINK GROUT AND C BARS TURNED TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TENNESSEE DEPARTMENT OF TRANSPORTATION MATERIALS AND TESTS.

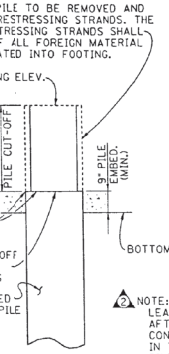
(2) NOTE: THE COST OF REINFORCING, DRILLING, PREPARING AND GROUTING THE HOLES TO BE INCLUDED IN ITEM 606-12.01, PILE ANCHORAGE SYSTEM (SEISMIC) (EA.).



BARS C #6



CONCRETE PILE DETAIL



(2) NOTE: IF FOR ANY REASON THERE IS NOT AT LEAST 2'-0" OF PILE ABOVE THE P.C.O. ELEVATION AFTER DRIVING TO THE REQUIRED BEARING, THE CONNECTION DETAIL OF FOUR C #6 BARS GROUTED IN TOP OF PILE MUST BE USED. SEE CONCRETE PILE DETAIL, THIS DRAWING.

ALTERNATE DETAIL FOR PRESTRESSED CONCRETE PILE

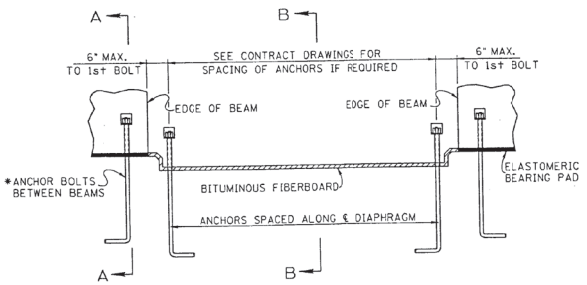
(2) NOTE: MEASUREMENT AND PAYMENT SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION EXCEPT THE COST OF PREPARATION OF THE TOP OF THE PILE FOR SEISMIC REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 606-12.01, PILE ANCHORAGE SYSTEM (SEISMIC) (EA.). THE CONTRACTOR SHALL BE PAID FOR PILING BASED ON THE FINAL LENGTH OF PILING IN PLACE BELOW THE PILE CUT-OFF ELEVATION. MEASUREMENT AND PAYMENT FOR PILE CUT-OFFS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT IT SHALL BE APPLICABLE ONLY FOR THE PORTION OF PILE ABOVE THE PILE DRIVING ELEVATION AND SHALL EXCLUDE THE REQUIRED 2'-0" OF PILE CUT-OFF FOR EXPOSING STRANDS.

PROJECT NO.	YEAR	SHEET NO.
	1990	

REVISIONS

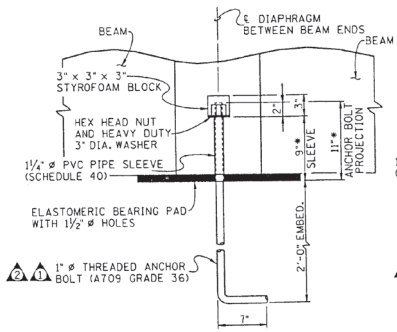
NO.	DATE	BY	BRIEF DESCRIPTION
1	12-12-90	MAH	ADDED PRESTRESSED CONC. PILE DETAIL & CHANGED TWO C #9 TO FOUR C #6 BARS
2	6-24-91	MAH	GENERAL REVISIONS
3	9-1-91	M.A.H.	CHANGED DWG. NO. FROM M-246-70
4	3-30-92	M.A.H.	CHANGED GRADE OF BOLTS

(2) PILE ATTACHMENT IS REQUIRED FOR SPC B, C AND D. ALSO, NO SPLICING OF CONCRETE PILES IS ALLOWED IN SPC B, C, AND D.



(2) SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLTS SHALL BE THREADED 1" DIAMETER GRADE 36 BOLTS. THE ANCHOR BOLT PROJECTION SHALL HAVE A 1¼" DIAMETER PVC SLEEVE (SCHEDULE 40) CAPPED BY A HEX HEAD NUT AND A HEAVY-DUTY 3" DIAMETER WASHER. THE NUT AND WASHER SHALL BE TORQUED SNUG AGAINST THE PVC PIPE WITH THE THREADS OF THE ANCHOR BOLT BURRED. THE PROJECTING ANCHOR BOLT, NUT AND WASHER SHALL BE PAINTED WITH EPOXY PAINT. THE TOP OF THE ANCHOT BOLT SHALL BE COVERED WITH A 3" x 3" x 3" STYROFOAM BLOCK GLUED SECURELY TO THE TOP OF THE ASSEMBLY. AS AN OPTION, THE TOP OF THE ASSEMBLY CAN BE COVERED WITH FOAM RUBBER WHICH MUST BE WRAPPED WITH A FLEXIBLE MEMBRANE CONFINING THE FOAM RUBBER TO THE TOP OF THE ASSEMBLY DURING CONCRETE PLACEMENT.

NOTE: WHEN THE NUT IS TIGHTENED AGAINST THE TOP OF THE PVC PIPE SLEEVE, THE BOTTOM OF THE SLEEVE SHALL BEAR UNIFORMLY WITH THE TOP OF THE BENT CAP OR RISER BLOCK.

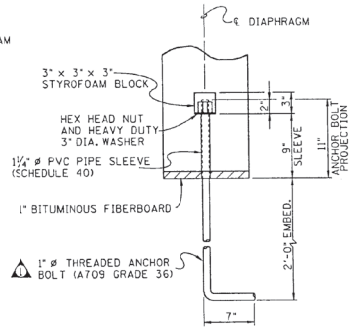


SECTION A - A

*NOTE: BETWEEN BEAMS USE 8" TOTAL ANCHOR BOLT PROJECTION WITH 6" OF PVC SLEEVE WHEN USING "TYPE I PRESTRESSED I-BEAMS".

NOTE: FOR REQUIRED NUMBER AND LOCATION OF ANCHOR BOLTS BETWEEN THE PRECAST PRESTRESSED BEAMS, SEE PRESTRESSED BEAM DETAIL DRAWINGS IN THE CONTRACT PLANS.

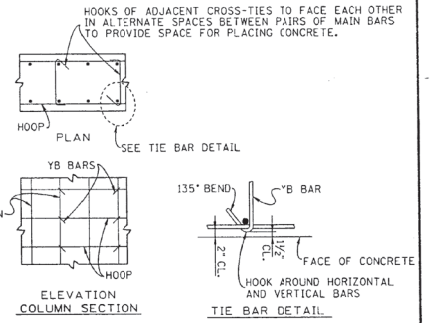
(2) NOTE: COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE COST OF PRESTRESSED BEAM. ALL ANCHOR BOLTS, HEX HEAD NUTS, WASHERS, SCHEDULE 40 PVC PIPE AND STYROFOAM BLOCK AND LABOR NECESSARY FOR INSTALLATION OF THE ANCHOR BOLT ASSEMBLY TO BE INCLUDED IN THE COST OF CLASS 'A' CONCRETE.



SECTION B - B

DESIGN SPECIFICATIONS:
AASHTO "GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES" CURRENT EDITION WITH ADDENDA.

SEISMIC PERFORMANCE CATEGORY (SPC)	ACCELERATION COEFFICIENT (A)
A	A ≤ 0.09
B	0.09 < A ≤ .19
C	0.19 < A ≤ .29
D	.29 < A



SUPPLEMENTARY TIES FOR COLUMN STEEL:
SUPPLEMENTARY TIES (YB BARS) MUST ENGAGE HOOP (OUTSIDE HORIZONTAL BAR) AND BE TIED SECURELY TO LONGITUDINAL REINFORCEMENT.

SUPPLEMENTARY TIES FOR COLUMNS

REQUIRED FOR SPC A, B, C AND D

¼ MINOR REVISION - FHWA APPROVAL NOT REQUIRED

LATERAL RESISTANCE AND HOLDDOWN FOR SEISMIC LOADS

REQUIRED FOR SPC A, B, C AND D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

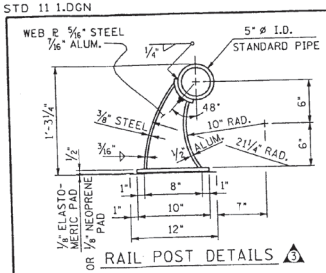
STANDARD SEISMIC DETAILS 1990

DESIGNED BY HENRY PATE DATE 10-90
DRAWN BY KIM FRANKENFIELD DATE 10-90
SUPERVISED BY HOLLORAN & PRINCE DATE 10-90
CHECKED BY _____ DATE _____

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

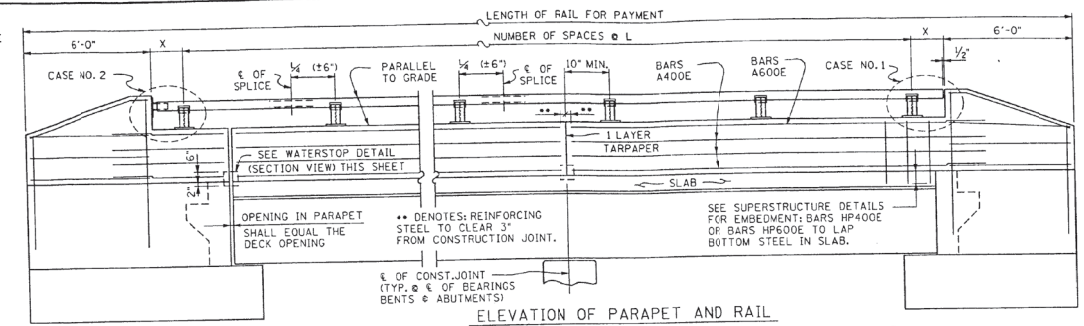
3 STD-6-1

STD 11 1.DGN



RAIL POST DETAILS (3)

CAST ALUMINUM POST CONFORMING TO THE DIMENSION SHOWN ABOVE FOR FABRICATED ALUMINUM MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.

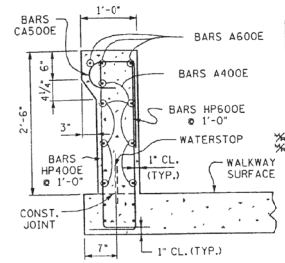


ELEVATION OF PARAPET AND RAIL

(TYPICAL EXTERIOR VIEW OF CONTINOUS BRIDGE)

NOTE: FOR STRUCTURES WITH DECK JOINTS THE PARAPET OPENING SHALL EQUAL THE DECK OPENING.

NOTE:
CASE NO. 1 - X: 9" MIN TO 1'-6" MAX. L: MAX = 10'-6"
CASE NO. 2 - X: 1'-6" TO 5'-3" MAX. L: MAX. = 10'-6"

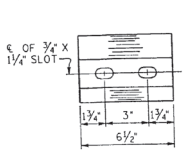


SECTION OF PARAPET

PROJECT NO.	YEAR	SHEET NO.
	1988	

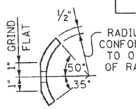
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION :
1	5-3-88	R.M.D.	REDRAWN & REVISED WINGPOST
2	5-1-91	R.M.D.	REVISED MATERIAL NOTE
3	6-24-91	M.A.H.	ADDED NEOPRENE PAD OPTION
4	9-1-91	M.A.H.	CHANGED DNG. NO. K-38-162
5	1-16-92	R.M.D.	REVISED ITEM NUMBER
6	3-30-92	R.M.D.	CHANGED LENGTH OF BOLTS



BENT PLATE DETAIL

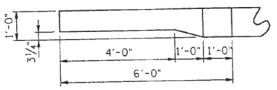
(TYPICAL AT EACH POST)



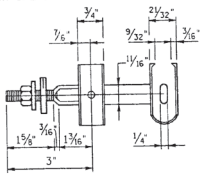
NOTE: CONTRACTOR MAY POUR THE PARAPET WITHOUT TARPAPER AND SAW A 1½" DEEP GROOVE ON ALL EXPOSED SIDES OF PARAPET IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 501.15 (C) 1. PARAGRAPH 2.



INSERT ASSEMBLY

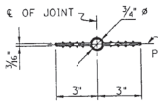


PLAN



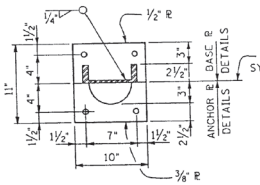
TOGGLE BOLT ASSEMBLY

NOTE: ALTERNATE DETAILS MAY BE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL. FASTENERS CONFORMING TO ASTM B211 SHALL HAVE AN ANODIC COATING OF .0002 INCH MINIMUM THICKNESS WITH DICHROMATE OR BOILING WATER SEAL.



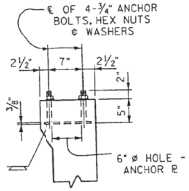
WATERSTOP DETAIL

DIMENSIONS SHOWN ARE FOR A 1" JOINT. ADJUST BULB DIMENSIONS FOR A LARGER JOINT. ALSO SEE DESIGN DRAWINGS AND SHOP DRAWINGS OF ROADWAY EXPANSION DEVICES.



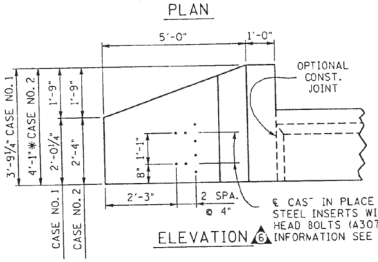
PLAN

(SHOWING BASE ℞ & ANCHOR ℞)



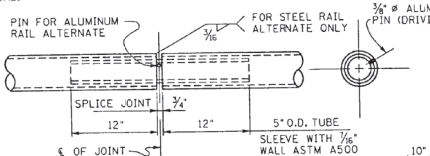
ANCHORAGE DETAIL

(SHOWING PART SECTION AT PARAPET)



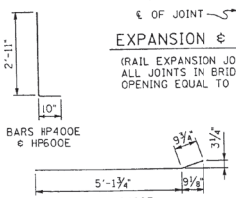
ELEVATION (6)

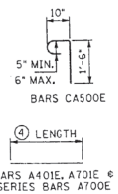
℄ CAS" IN PLACE THREADED STEEL INSERTS WITH 7/8" ø X 1½" HEX HEAD BOLTS (A307). FOR ADDITIONAL INFORMATION SEE S-GR-15 SERIES.



EXPANSION & SPLICE JOINTS

(RAIL EXPANSION JOINTS TO BE USED AT ALL JOINTS IN BRIDGE DECK WITH TUBE OPENING EQUAL TO SLAB OPENING)





GENERAL NOTES

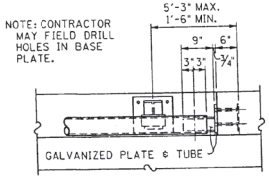
DESIGN: AASHTO SPECIFICATIONS CURRENT EDITION WITH ADDENDA.

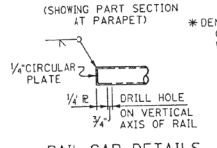
(2) MATERIAL: TUBING AND RAIL POSTS MAY BE EITHER ALUMINUM OR STEEL.
FOR ALUMINUM ALTERNATE:
RAIL AND SPLICE SLEEVE TO BE ALLOY 6061-T6, ASTM B429
FABRICATED POSTS - ALLOY 6061-T6, ASTM B209
CAST ALUMINUM POST - ALLOY A444.0-T4
RAIL FASTENERS - ALLOY 2024-T4 FOR BOLTS AND ALLOY 6262-T9 FOR HEX NUTS, ASTM B211
FOR STEEL ALTERNATE:
RAILING MEMBER - ASTM A53 GRADE B STEEL PIPE
SPLICE SLEEVE - ASTM A500 GRADE B CARBON STEEL TUBING
FABRICATED POST - ASTM A36
RAIL FASTENERS - ASTM A307

(3) MISCELLANEOUS RAIL ITEMS:
TERSTOPS - SEE TENNESSEE HIGHWAY DEPARTMENT SPECIFICATIONS.
ANCHOR PLATES - ASTM A36, ANCHOR A307, ELASTOMERIC PADS OR NEOPRENE PADS, SEE TENNESSEE HIGHWAY DEPARTMENT SPECIFICATIONS.

(5) RAIL ITEMS: BASIS OF PAYMENT TO BE PER LINEAR FOOT. THE ITEM INCLUDES ALL COMPONENTS OF THE RAIL, ITS ANCHORAGE, THE REINFORCED CONCRETE PARAPET AND ENDPOST. PAYMENT WILL BE MADE UNDER ITEM NO. 620-05.

FABRICATION AND ERECTION:
1. THE RAILING MEMBER SHALL BE CONTINUOUS FROM ENDPOST TO ENDPOST WITH EACH RAIL SEGMENT ATTACHED TO A MINIMUM OF THREE POSTS.
2. ALIGNMENT AND PROFILE OF RAIL SHALL CONFORM TO PLANS DETAILS. RAIL SHALL BE PARALLEL TO AND POST NORMAL TO ROADWAY GRADE UNLESS OTHERWISE NOTED ON PLANS.
3. OPEN JOINTS OR CONSTRUCTION JOINTS WILL BE REQUIRED AS SHOWN ON THIS SHEET OR AS MODIFIED ON CONTRACT DRAWINGS.
4. NO CONCRETE FOR THE PARAPETS SHALL BE CAST ON ANY STRUCTURE UNTIL THE FLASEWORK HAS BEEN STRUCK.
5. ALL METAL MATERIALS NOT SPECIFIED TO BE ALUMINUM ALLOY SHALL BE GALVANIZED TO THE APPLICABLE AS'M REQUIREMENTS. SEE NOTE 7 BELOW.
6. ALL WELDING SHALL CONFORM TO THE REQUIREMENTS OF EITHER THE "SPECIAL PROVISION FOR WELDED STRUCTURES" FOR STEEL RAIL ALTERNATE, OR "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS" FOR ALUMINUM RAIL ALTERNATE. AFTER WELDING, ALL EXPOSED JOINTS SHALL BE FINISHED BY GRINDING OR TO GIVE A NEAT APPEARANCE.
7. IF THE STEEL RAIL ALTERNATE IS SELECTED, ALL COMPONENTS SHALL BE HOT DIP GALVANIZED:
A) RAILING MEMBERS AND POSTS SHALL BE GALVANIZED TO ASTM REQUIREMENTS A123. ALL MISCELLANEOUS STEEL ITEMS SHALL BE GALVANIZED TO ASTM REQUIREMENTS A153.
B) ALL FABRICATION SHALL BE COMPLETE AND READY FOR ASSEMBLY BEFORE GALVANIZING EXCEPT THAT NUTS FOR ALL FASTENERS ARE TO BE RETAPPED AFTER GALVANIZING.
C) GALVANIZED MEMBERS SHALL BE FREE FROM DROSS, FLUX AND ROUGH-COATING CAUSED BY LOW VAT TEMPERATURES.

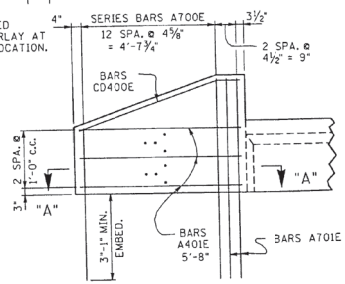




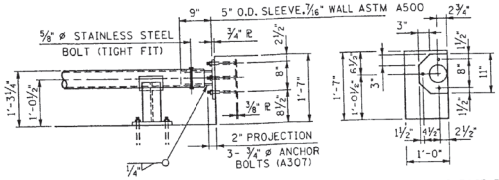
RAIL CAP DETAILS

(TYP. @ RAIL END) (CASE NO. 1)

* DENOTES: BASED ON NO OVERLAY AT WALKWAY LOCATION.



ELEVATION

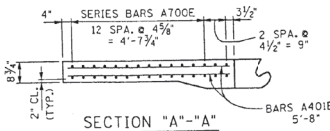


NOTE: USE WHEN RAIL IS ATTACHED TO LESS THAN 3 POSTS.

RAILING DETAILS

(CASE NO. 2)

NOTE: TUBING AND BASE PLATE MATERIAL SHALL BE OF WELDABLE CARBON STEEL WITH A MIN. YIELD POINT OF 36 KSI GALV. ACCORDING TO ASTM A123 SPECIFICATIONS AFTER FABRICATION.



SECTION "A"-"A"

BAR DETAILS (1) (3)

(1) -BAR DIMENSIONS ARE OUTSIDE TO OUTSIDE. FIRST DIGIT OF NUMBER INDICATES SIZE.
(2) -THESE BARS SHALL BE FULL LENGTH OF PARAPET AND ARE TO EXTEND 2'-0" INTO WINGPOST.
(3) -ALL REINFORCING STEEL TO BE ASTM A615 GRADE 60 EPOXY COATED.
(4) -SERIES BARS A700E: BARS VARY IN LENGTH FROM 5'-4" TO 7'-0" IN INC. OF 1 5/8" (13 BARS).

WINGPOST QUANTITIES (EACH)	
CLASS "A" CONCRETE C.Y.	EPOXY REINF STEEL LB.
.60	398.6

PARAPET QUANTITIES (PER FOOT)	
CLASS "A" CONCRETE C.Y.	EPOXY REINF STEEL LB.
.076	20.4

MINOR REVISION - FHWA ¼ APPROVAL NOT REQUIRED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING 1988

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY		DATE	
DRAWN BY	T. LEWIS	DATE	4-'88
SUPERVISED BY	J. FIELDS	DATE	4-'88
CHECKED BY	R. DISHNER	DATE	4-'88

(4) STD-11-1