TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	43951-4506-04	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	JG	CHANGED DATE UNDER SPECIAL NOTES

Index Of Sheets

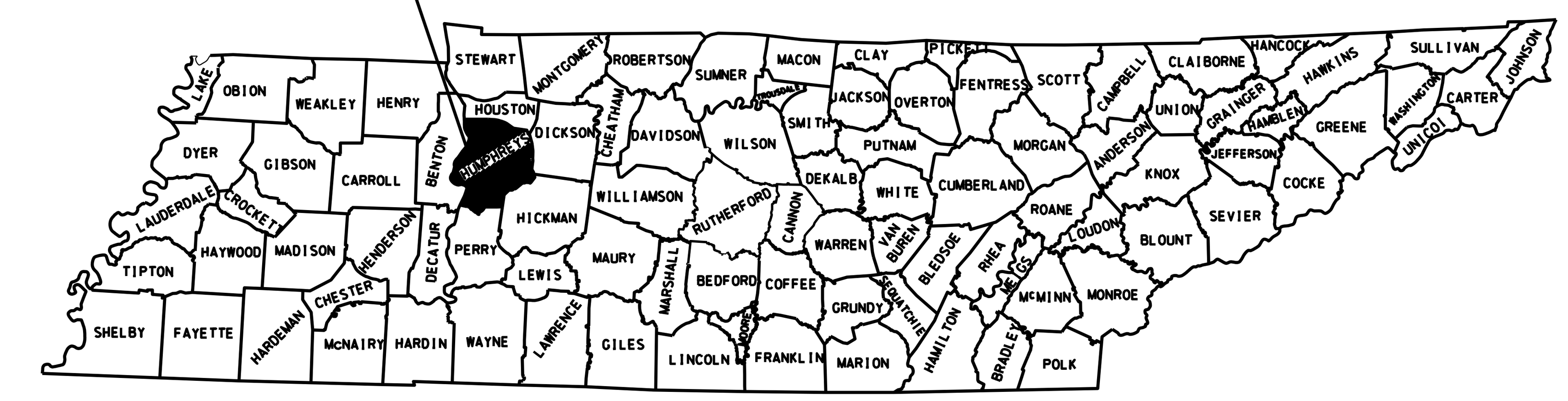
SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

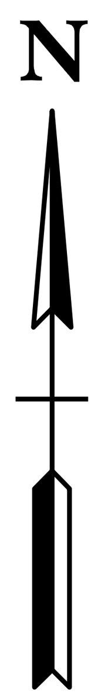
HUMPHREYS COUNTY

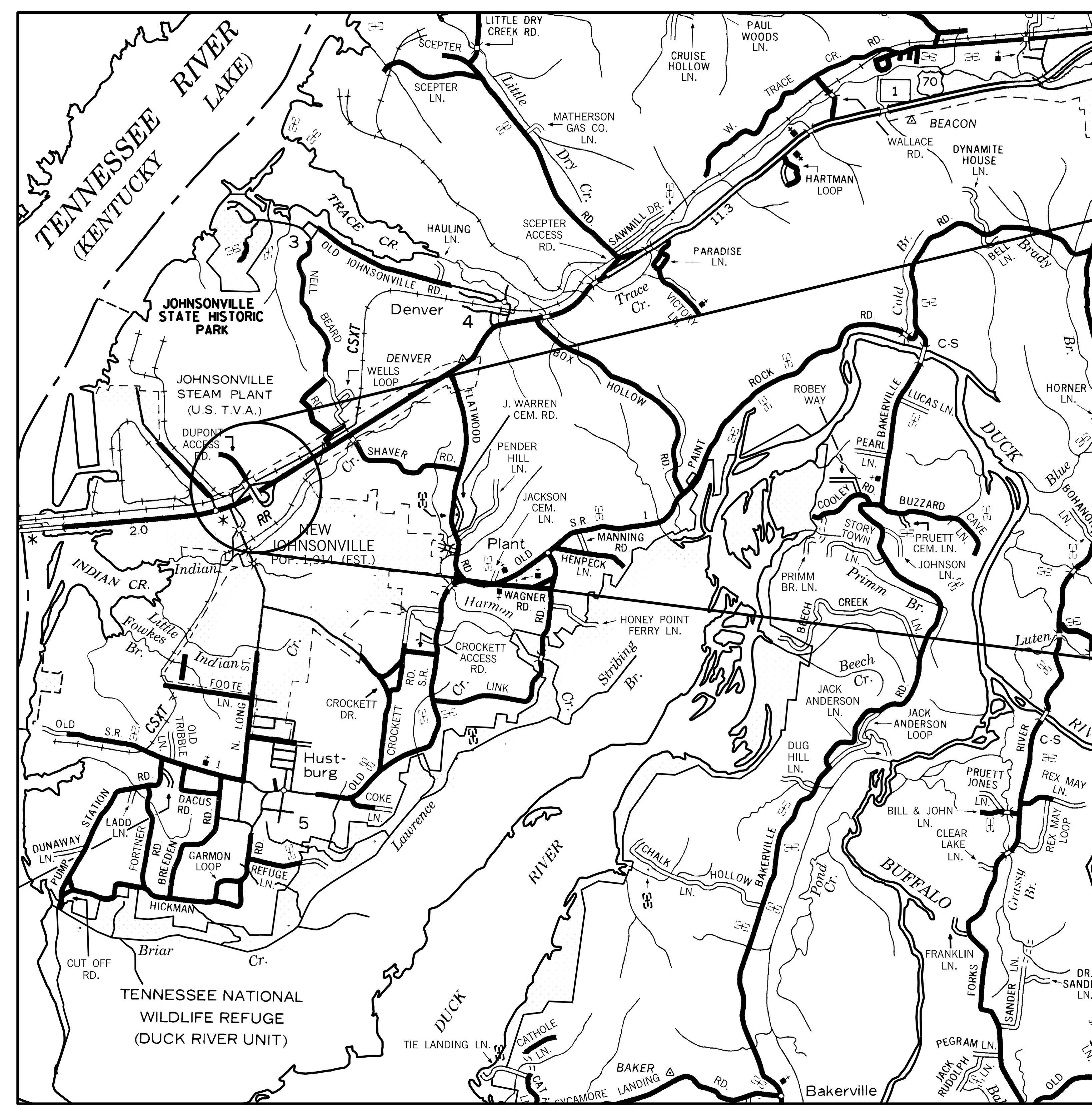
DUPONT ACCESS ROAD OVER CSX RAILROAD
BRIDGE NO. 43-A658-00.22

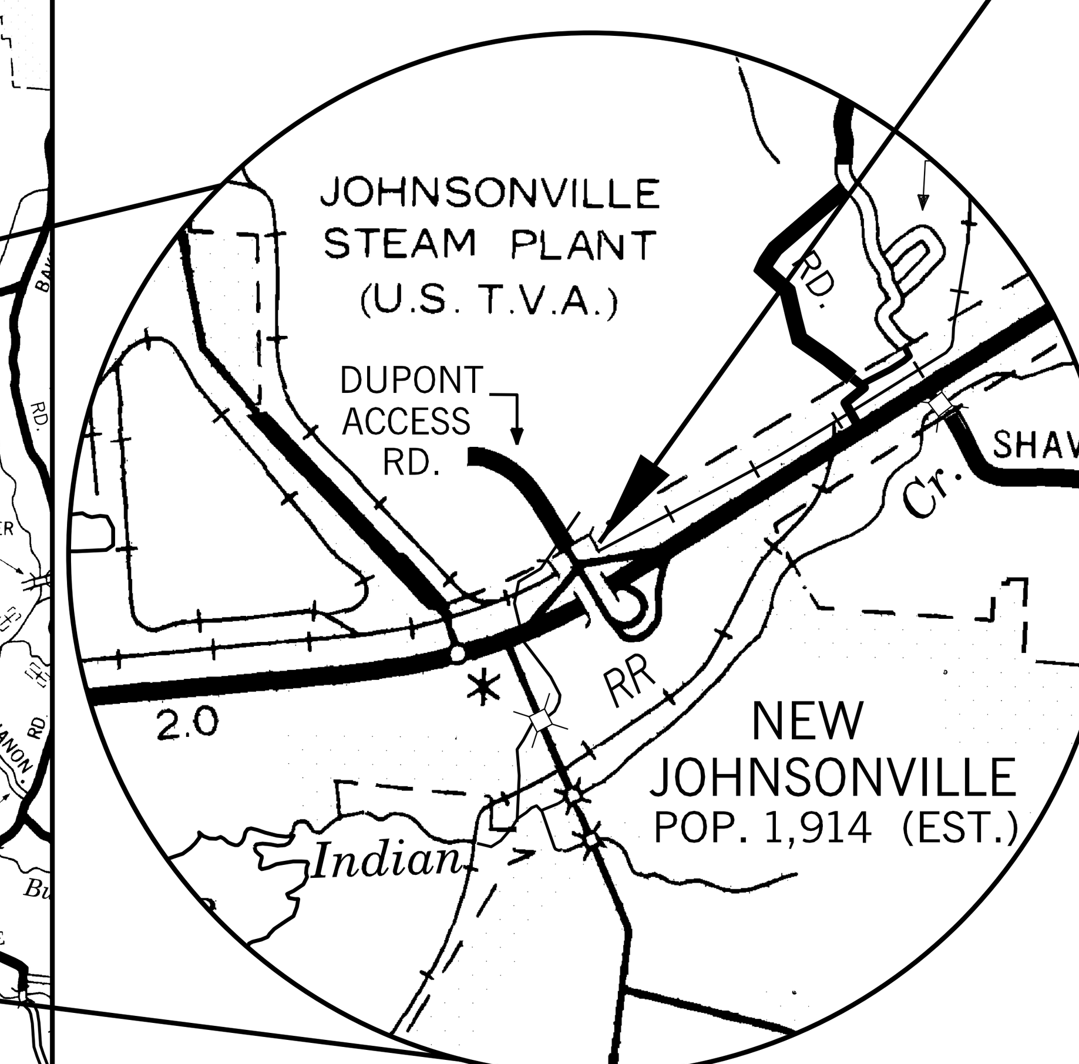
PROJECT NO. 43951-4506-04



BRIDGE REPAIR







BRIDGE NO. 43-A658-00.22
OVER
CSX RAILROAD

SCALE: 1"= 5,280'

UNOFFICIAL SET

NOT FOR BIDDING

APPROVED: PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED: JOHN SCHROER, 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, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 OR
TDOT DESIGN MANAGER 1 BRIAN EGLI

TDOT PROJECT MANAGER TERRY MACKIE

DESIGNED BY JAMES + ASSOCIATES, INC.

DESIGNER DAVID THOMPSON, P.E. CHECKED BY JAMIE GILLESPIE, P.E.

P.E. NO. 43951-4506-04

PIN NO. 084964.01

TRAFFIC DATA	
ADT (2015)	2,330
ADT (2035)	2,600
DHV (2035)	572
D	65 - 35
T (ADT)	10 %
T (DHV)	7 %
V	50 MPH

ROADWAY LENGTH	0.0284 MILES
BRIDGE LENGTH	0.0247 MILES
PROJECT LENGTH	0.0531 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	1A

(1) 04-10-15 JRG REVISED INDEX OF SHEETS, LIST OF DRAWINGS, ROADWAY DESIGN STANDARDS, DRAINAGE - CULVERTS AND ENDWALL, SAFETY DEVICES AND FENCES, EROSION PREVENTION AND SEDIMENT CONTROL, AND BRIDGE APPURTENANCES

(2) 05-19-15 JRG REVISED DRAINAGE - CULVERTS AND ENDWALL

Index Of Sheets (1)

LIST OF DRAWINGS

LIST OF REFERENCE DRAWINGS

	DWG. NO.
EXISTING BRIDGE PLANS	BR-33-9 THRU BR-33-14 F-15-109A THRU F-15-109D F-15-110, F-15-111, F-15-123

ROADWAY DESIGN STANDARDS (1)

DWG. NO.	REVISION DATE	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-SA-1	10-15-02	SAFETY APPROACH TO UNDERPASSES GRADING DESIGN AND SLOPE PROTECTION

DRAINAGE - CULVERTS AND ENDWALL (1) (2)

D-PB-2	01-29-14	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION

SAFETY DEVICES AND FENCES (1)

S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES
S-PL-3		SAFETY PLAN: MINIMUM INSTALLATION AT BRIDGE ENDS
S-GR31-1	12-01-14	W-BEAM GUARDRAIL
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRT-2	11-03-14	TYPE 38 GUARDRAIL TERMINAL

TRAFFIC CONTROL APPURTENANCES

T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM - STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-12	03-13-09	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-21	03-15-11	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

EROSION PREVENTION AND SEDIMENT CONTROL (1)

EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-11	08-01-12	CULVERT PROTECTION (TYPE I)
EC-STR-37	06-10-14	SEDIMENT TUBE

BRIDGE APPURTENANCES (1)

STD-1-1SS	05-01-14	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET - 2006
STD-1-5	03-26-14	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS - 1995
STD-1-6	04-28-97	BRIDGE END DRAIN W/PAVEMENT AT BRIDGE ENDS - 1993
STD-1-7	08-24-11	BRIDGE END DRAIN W/PAVEMENT AT BRIDGE ENDS - 1993
STD-1-8	05-01-95	BRIDGE END DRAIN 2' X 8'-7" W/PAVEMENT AT BRIDGE ENDS - 1993
STD-2-1	11-01-10	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL - 2005
STD-4-1	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS - 1992
STD-4-2	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA - 1992
STD-4-3	03-02-02	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS - 1992
STD-4-4	06-10-96	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS - 1992
STD-6-1	11-01-10	STANDARD SEISMIC DETAILS
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	04-08-05	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS - 1971
STD-14-3	10-15-08	STANDARD DETAILS FOR PRESTRESSED BOX BEAMS - 1995

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

INDEX AND STANDARD DRAWINGS

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	1B

(1) 04-10-15 JRG ADDED SHEET TO SET OF PLANS

PROJECT COMMITMENTS

COMMITMENT TO	SOURCE DIVISION	DESCRIPTION	STA./LOCATION
-------	ENVIRONMENTAL DIVISION, ENVIRONMENT	AN ASBESTOS-CONTAINING MATERIAL (ACM) SURVEY WAS CONDUCTED ON BRIDGE# 43S63270001, DUPONT ACCESS ROAD OVER CSX RAILROAD, LM 0.22 (43-A658-0.22). NO ACM WAS DETECTED. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THIS BRIDGE AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PLEASE NOTE THAT EVEN THOUGH THE SAMPLES WERE FOUND TO CONTAIN NO ASBESTOS, THE DEMOLITION CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TENNESSEE DIVISION OF AIR POLLUTION CONTROL.	LM 0.22

UNOFFICIAL SET

NOT FOR BIDDING

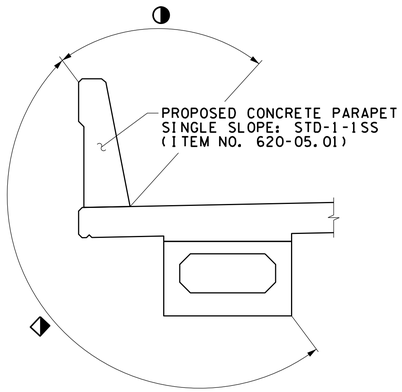
BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

ESTIMATED BRIDGE QUANTITIES (1)

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	201-07.01	REMOVAL AND DISPOSAL OF BRUSH AND TREES	LS	1
(2)	202-04.01	REMOVAL OF STRUCTURES (BR. NO. 43-A658-00.22)	LS	1
(3)	204-11	BRIDGE EXCAVATION (UNCLASSIFIED)	C.Y.	215
(5)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	175
(6)	602-10.05	BRACING REPAIRS	LS	1
(7)	604-02.03	EPOXY COATED REINFORCING STEEL	LB	54,320
(8)	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	270
(9)	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB	37,000
(25)(10)	604-03.04	PAVEMENT AT BRIDGE ENDS	S.Y.	200
(11)	604-03.09	CLASS D CONCRETE (BRIDGE DECK)	C.Y.	245
(12)	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	725
(13)	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	245
(14)	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	1,070
(4)(15)	604-10.05	CONCRETE	S.F.	50
(4)(16)	604-10.54	CONCRETE REPAIRS	S.F.	50
(17)	615-02.03	PRESTRESSED CONCRETE BOX BEAM (21"×36")	L.F.	870
(18)	617-02	BRIDGE DECK CRACK SEALING	L.F.	540
(19)	617-05	SEALANT (HMWM)	GAL.	3
(20)	620-05.01	CONC PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	307
	707-07.01	CHAIN LINK FENCE (BRIDGES)	S.F.	430
(24)	709-04	REINFORCED CONCRETE SLOPE PAVEMENT	C.Y.	90
(21)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	160
(4)(22)	710-09.02	6" PIPE UNDERDRAIN	L.F.	44
(23)	712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	132.5



TYPICAL ◐ PARAPETS

APPLIED TEXTURE FINISH SKETCH

N.T.S.

◑ DENOTES: APPLIED TEXTURE FINISH
ITEM NO. 604-04.01
WHITE NO. 37886

◑ DENOTES: APPLIED TEXTURE FINISH
ITEM NO. 604-04.01
MOUNTAIN GRAY NO. 36440

NOTE: COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NOS. 604-04.01 AND 604-04.02 AND INCLUDES CONCRETE BRIDGE PARAPETS, WINGWALLS, NEW EXTERIOR BOX BEAMS, ALL EXPOSED SURFACES OF ABUTMENTS AND PIERS.

NOTE: BEFORE APPLYING ANY TEXTURE FINISH, ALL SURFACES SHALL BE COMPLETELY CLEANED OF ALL DEBRIS AND FOREIGN MATERIALS.

NOTE: THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED IN ITEMS BID ON.

NOTE: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE TENNESSEE STANDARD SPECIFICATION. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. THE COLOR OF THE FINISH SHALL BE SIMILAR TO MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD NO. 595A, EXCEPT THAT THE INSIDE FACE AND TOP OF THE PARAPET 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 HAUL OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH TO EXISTING CONCRETE SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.02.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	REVISED QUANTITY FOR ITEM NOS. 604-02.03, 604-03.01, 604-03.02 AND 604-04.01, ADDED ITEM NOS. 707-07.01 AND 709-04, REVISED FOOTNOTES 8, 9 AND 20 THRU 24, ADDED FOOTNOTE 25, REMOVED ITEM NO. 709-02.01

FOOTNOTES: (1)

(1) INCLUDES ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO REMOVE VEGETATION FROM BRIDGE COMPONENTS IN ACCORDANCE WITH NOTE (32) ON BR-118-84.

(2) INCLUDES THE COST OF PHASED REMOVAL OF THE EXISTING BRIDGE DECK, GIRDERS, PARAPETS, ABUTMENTS, AND PORTIONS OF THE EXISTING BENT CAPS.

(3) INCLUDES EXCAVATION FOR THE NEW ABUTMENTS.

(4) ITEM MAY BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.

(5) GRANULAR BACKFILL SHALL BE CLASS "A", GRADING "D" MATERIAL. INCLUDES THE QUANTITY USED FOR THE CONSTRUCTION OF THE NEW ABUTMENTS. SEE STANDARD DRAWING STD-10-1.

(6) INCLUDES ALL NECESSARY SHEET PILING (INSTALLATION AND REMOVAL) AND TEMPORARY SUPPORT OF THE STRUCTURE FOR THE DURATION OF THE PROJECT. ALSO INCLUDES FORMWORK TO PREVENT DEBRIS FROM FALLING ONTO THE RAILROAD. BRACING PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

(7) INCLUDES QUANTITY OF STEEL REQUIRED FOR BRIDGE DECK, BACKWALLS, AND ABUTMENTS. REBAR QUANTITIES NOT INCLUDED IN THIS ITEM FOR PAVEMENT AT BRIDGE ENDS AND PARAPETS. ALSO INCLUDES THE COST OF 352 MECHANICAL COUPLERS (348 NO. 5 AND 4 NO. 6).

(8) INCLUDES THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE ABUTMENTS, MODIFICATIONS TO THE BENT CAPS AND THE ADDITION OF CRASH WALLS TO THE BENTS. COST SHALL INCLUDE ALL ANCHOR BOLT ASSEMBLIES AND ALL DRILLING AND GROUTING OF BARS. SEE CONCRETE STRENGTH AND CURE TIME NOTES ON SHEET 2A.

(9) INCLUDES THE QUANTITY FOR ABUTMENTS, DIAPHRAGMS, PORTIONS OF THE BENT CAPS AND THE ADDITION OF CRASH WALLS TO THE BENT COLUMNS. ALSO INCLUDES THE COST OF 72 MECHANICAL COUPLERS (2 NO. 4, 14 NO. 5, 16 NO. 6, 28 NO. 7 AND 12 NO. 8).

(10) PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL. 15'-0" PAVEMENT AT BRIDGE ENDS REQUIRED AT BOTH BRIDGE ENDS. COST OF CONCRETE, REINFORCING STEEL, 2'×8'-7" BRIDGE END DRAINS AT ABUTMENT NO. 1, JOINT MATERIALS, LABOR AND ALL OTHER MATERIALS REQUIRED TO CONSTRUCT THE PAVEMENT AT BRIDGE ENDS AND ASPHALT APPROACH BEAM SHALL BE INCLUDED IN THIS ITEM. SEE STD. DWG. STD-1-5 FOR QUANTITIES TO BE INCLUDED IN THIS ITEM. STD-1-5 SHALL BE MODIFIED AS NEEDED TO CHANGE THE 24'-0" LENGTH TO 15'-0".

(11) INCLUDES ALL LABOR AND MATERIALS (EXCEPT REINFORCING STEEL) NECESSARY TO POUR THE NEW CONCRETE DECK, ABUTMENT BACKWALLS, AND BENT DIAPHRAGMS.

(12) INCLUDES THE COST OF ALL LABOR AND MATERIALS TO APPLY TEXTURE FINISH TO THE NEW PARAPETS, OVERHANGS, NEW EXTERIOR BOX BEAMS, CRASHWALLS, AND ALL NEW SURFACES ON ABUTMENTS AND BENT CAPS.

(13) INCLUDES THE COST OF ALL LABOR AND MATERIALS TO APPLY TEXTURE FINISH TO THE EXPOSED SURFACES OF BENTS NOT COVERED BY ITEM NO. 604-04.01.

(14) INCLUDES ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MECHANICALLY GROOVE THE BRIDGE DECK AND PAVEMENT AT BRIDGE ENDS AND TO REMOVE GROOVING RESIDUE.

(15) INCLUDES THE COST OF ALL LABOR AND MATERIALS REQUIRED TO REPAIR SPALLED AREAS WITH HIGH EARLY STRENGTH CONCRETE.

(16) INCLUDES THE COST OF ALL LABOR AND MATERIALS REQUIRED TO REPAIR SPALLED AREAS WITH QUICK-SET PATCHING MATERIALS.

(17) COST OF ELASTOMERIC BEARING PADS, REINFORCING STEEL, AND RUBBER BONDING CEMENT TO BE INCLUDED IN ITEM NO. 615-02.03, PRESTRESSED CONCRETE BOX BEAM (21"×36").

(18) INCLUDES ALL COSTS FOR INSTALLING THE BRIDGE DECK CRACK SEALER (HMWM) INCLUDING CRACK PREPARATION, CLEANING, LABOR AND ALL MISCELLANEOUS MATERIALS REQUIRED TO SEAL THE LONGITUDINAL PHASE CONSTRUCTION JOINTS AT TOP OF THE BRIDGE DECK AND PAVEMENT AT BRIDGE ENDS. ALSO INCLUDES LONGITUDINAL JOINT AT THE TOE OF THE PARAPET AND THE TRANSVERSE CONSTRUCTION JOINT BETWEEN THE BRIDGE DECK AND THE PAVEMENT AT BRIDGE ENDS ACCORDING TO STANDARD SPECIFICATIONS AND MANUFACTURER SPECIFICATIONS. THIS ITEM DOES NOT INCLUDE THE COST OF FURNISHING THE BRIDGE SEALANT ITSELF.

(19) INCLUDES ALL COSTS FOR FURNISHING THE SEALANT (HMWM) FOR SEALING CRACKS. THE SEALANT (HMWM) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS.

(20) INCLUDES THE COST FOR ALL LABOR AND MATERIALS (EXCEPT TEXTURE FINISH) TO REPLACE THE EXISTING BRIDGERAIL. FOR DETAILS, SEE STD. DWG. STD-1-1SS, BR-118-82 AND BR-118-105A. CARE SHALL BE TAKEN TO ASSURE THE PROFILE OF THE PARAPET IS CORRECT FOR THE ENTIRE LENGTH OF THE BRIDGE.

(21) COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION ARE TO BE INCLUDED IN THE COST OF THE PERFORATED PIPE. SEE STANDARD DRAWING STD-10-1.

(22) SEE STANDARD DRAWING STD-10-1.

(23) INCLUDES 132.5 L.F. FOR PHASE I AND 132.5 L.F. FOR PHASE II.

(24) PAY ITEM SHALL INCLUDE ALL NECESSARY PREPARATION FOR SLOPE PAVING WHICH INCLUDES REMOVAL OF EXISTING GABION BASKETS AND LARGE STONE IN SLOPE PAVING LOCATION AND PLACEMENT OF STONE FILL TO REPAIR SCOUR AREAS PRIOR TO PLACEMENT OF CONCRETE SLOPE PAVING.

(25) INCLUDES THE COST OF 56 L.F. OF 18" REINFORCED CONCRETE PIPE BETWEEN BRIDGE END DRAINS.

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JA JAMES & ASSOCIATES, INC.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED BRIDGE QUANTITIES AND MISC. DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-83

GENERAL NOTES

(1) SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 2006 EDITION)

(2) DESIGN SPECIFICATIONS: AASHTO LRFD SEVENTH EDITION, 2014.

(3) LOADING: HS20-44 LIVE LOADING

(4) REINFORCING STEEL: SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE.

(5) BRIDGE DECK CONCRETE: CLASS "D" CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.

(6) BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH NOTE "A" IN SUBSECTION 604.22 OF THE STANDARD SPECIFICATIONS.

(7) 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 MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL.

(8) CLASS "A" CONCRETE: PAVEMENT AT BRIDGE ENDS, DESIGNATED SPALL AREAS, ABUTMENTS, BENTS AND BRIDGE RAIL.

(9) BRIDGE RAIL SYSTEM: BUILD BRIDGE RAILING ACCORDING TO STANDARD DRAWING STD-1-1SS.

(11) FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE TENNESSEE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE.

(12) GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMATER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT AND THE BAR ROTATED (NOT DRIVEN) INTO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ¼" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT AND BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIALS SHALL BE APPROVED BY TDOT MATERIALS AND TESTS.

(13) QUICK SET PATCHING MATERIAL: QUICK SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED CEMENTIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13, SUB LIST F, FOR ACCEPTABLE PATCHING MATERIAL.

(14) WELDING: SHALL BE IN ACCORDANCE WITH CURRENT AASHTO/AWS D1.5 BRIDGE WELDING CODE WITH ADDENDA'S AND THE STANDARD SPECIFICATIONS. ALL WELDING TO BE COMPLETED BY AWS CERTIFIED WELDERS.

(15) FORMS AND FALSEWORK: ALL CONCRETE FORM WORK, FALSEWORK, AND TEMPORARY SUPPORT SHALL BE REMOVED AFTER REPAIRS ARE COMPLETED. COST OF FORMS, FALSEWORK, AND TEMPORARY SUPPORT REMOVAL SHALL BE INCLUDED IN ITEMS BID ON. THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.

(16) DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILARLY HEAVY EQUIPMENT FOR CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. FOR FULL DEPTH OF CONCRETE SLAB REMOVAL EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTAL DEPTH OF CONCRETE SLAB REMOVAL AND ANY WORK OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE SO LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

(17) ANY DAMAGE TO EXISTING STRUCTURES TO BE LEFT IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

(18) SHOP DRAWINGS: SHALL BE SUBMITTED ACCORDING TO THE STANDARD SPECIFICATIONS. SHOP DRAWINGS SHALL BE SUBMITTED TO THE BRIDGE REPAIR OFFICE OF THE DIVISION OF STRUCTURES.

(19) NOTE: THE CONTRACTOR SHALL PROVIDE 100% CONVENTIONAL FALL PROTECTION FOR WORKERS INSTALLING DECK ABOVE 15 FEET.

(20) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION. DESIGN CALCULATIONS AND DETAILS OF TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE ANY DEMOLITION IS BEGUN. COST OF STABILIZING THE STRUCTURE SHALL BE INCLUDED IN ITEM NO. 602-10.05, BRACING REPAIRS, L.S.

(22) CRACK SEALING WITH METHACRYLATE: APPLY HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) CRACK SEAL IN TRANSVERSE AND LONGITUDINAL CONSTRUCTION JOINTS. SEALER SHALL BE APPLIED AFTER ALL CONCRETE HAS BEEN IN PLACE A MINIMUM OF FIVE (5) DAYS.

CONCRETE STRENGTH AND CURE TIMES NOTES

(23) NO PNEUMATIC CONCRETE ALLOWED.

(24) CONCRETE: TO BE CLASS "A" f'c = 3,000 PSI EXCEPT AS NOTED OTHERWISE.

(25) CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

UTILITY NOTES

(26) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

(27) 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.

(28) 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.

(29) 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.

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JAMES & ASSOCIATES, INC.

UTILITY NOTES (CONTINUED)

(30) 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.

SPECIAL NOTES

(31) SPECIAL NOTE FOR UTILITIES: IT IS INTENDED THAT THE COST OF MATERIALS AND LABOR NECESSARY FOR THE COMPLETE INSTALLATION OF UTILITIES SHOULD BE BORNE BY OTHERS AND SHALL NOT BE PAID FOR AS PART OF THIS CONTRACT. UTILITIES SHALL TAKE CATHODIC PROTECTION MEASURES IN THE METHODS AND MATERIALS USED FOR INSTALLATION ON THE BRIDGE STRUCTURE. THE CONTRACTOR SHALL COOPERATE WITH OTHERS IN THE INSTALLATION OF UTILITIES WITH NO ADDITIONAL COMPENSATION ALLOWED THE CONTRACTOR AS A RESULT.

(32) SPECIAL NOTE CONCERNING VEGETATION REMOVAL - THE CONTRACTOR SHALL REMOVE ANY VEGETATION DIRECTLY ATTACHED TO THE SUBSTRUCTURE. THE CONTRACTOR SHALL ALSO CLEAR ANY VEGETATION NOT ATTACHED BUT AFFECTING THE SUBSTRUCTURE OR WHICH WILL AFFECT THE SUBSTRUCTURE IN THE FUTURE. ALL COST FOR VEGETATION REMOVAL WILL BE INCLUDED IN ITEM NO. 201-07.01, REMOVAL AND DISPOSAL OF BRUSH AND TREES. WORK RELATED TO THIS BRIDGE REPAIR PROJECT WILL NOT INVOLVE THE REMOVAL OF TREES THREE INCHES IN DIAMETER OR LARGER.

(33) MECHANICAL BAR SPLICERS MUST BE ON THE APPROVED LIST MAINTAINED BY THE DIVISION OF MATERIALS AND TESTS. THE BAR SPLICER SHALL MEET AASHTO STANDARD 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. 604-02.03 AND ITEM NO. 604-03.02.

RAILROAD NOTES (1) (3)

(34) THE CONTRACTOR SHALL CONDUCT WORK TO PROTECT THE RAILROAD RIGHT-OF-WAY AND PROPERTY FROM DAMAGE AND TAKE ALL MEASURES NECESSARY TO PREVENT CONSTRUCTION MATERIAL AND DEBRIS FROM FALLING ONTO TRACKS AND PROPERTY, RESTRICTING CLEARANCES, AND/OR INTERRUPTING TRAFFIC. CERTAIN WORK SHALL BE DONE IN ACCORDANCE WITH SPECIFICATIONS AND REGULATIONS STIPULATED BY CSXT OR THEIR ENGINEERING CONSULTANT.

(35) CONTRACTOR(S) SHALL BE REQUIRED TO SUBMIT DETAILED AND COMPREHENSIVE PLANS AND PROCEDURES FOR REVIEW AND ACCEPTANCE BY THE CSXT REGIONAL DIRECTOR OF CONSTRUCTION ENGINEERING OR HIS ENGINEERING DESIGNATE FOR:

(A) CONCRETE SUPERSTRUCTURE REPLACEMENT IN THE RAILROAD SPAN.

(B) OTHER SUPERSTRUCTURE REPAIRS IN THE RAILROAD SPAN WITH THE POTENTIAL TO FOUL TRACK OR OBSTRUCT TRAIN OPERATIONS.

(C) SUBSTRUCTURE CONCRETE WORK WHICH INCLUDES CONSTRUCTION OF CRASH WALLS AND REPAIRS AT BENT NO. 1 AND BENT NO. 2.

(D) TEXTURE COAT SEALING OF CONCRETE SUPERSTRUCTURE IN THE RAILROAD SPAN.

(E) SUBMITTALS SHALL BE PREPARED IN ACCORDANCE WITH CSXT CONSTRUCTION SUBMISSION CRITERIA - ISSUED APRIL 3, 2009 OR NEWER, AND CAN BE FOUND ON CSXT'S WEBSITE WWW.CSX.COM.

(36) ANY TEMPORARY CONSTRUCTION CLEARANCES PROPOSED SHALL BE SUBJECT TO THE APPROVAL OF CSXT. TYPICALLY, REDUCTIONS IN CLEARANCE FOR CONSTRUCTION ARE NOT PERMITTED.

(37) CONSTRUCTION MATERIAL OR DEMOLITION DEBRIS SHALL NOT BE PLACED, STAGED, OR STORED ON CSXT PROPERTY. CSXT RIGHT-OF-WAY AND SAFE WALKWAYS WILL BE MAINTAINED THROUGHOUT THE PROJECT TO THE SATISFACTION OF THE CSXT FLAGGER AND ENGINEERING DESIGNATE.

(38) ANY DAMAGE TO CSXT RIGHT-OF-WAY DRAINAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE CSXT ENGINEERING DESIGNATE.

(39) CONTRACTOR SHALL SUBMIT TO TDOT AND CSXT AS-BUILT DRAWINGS SHOWING ACTUAL CLEARANCES AS CONSTRUCTED. COST SHALL BE INCLUDED IN OTHER ITEMS BID.

FOR CSX RAILROAD:

MR. BILL STEWART, DIRECTOR - CONSTRUCTION ENGINEERING
CSX TRANSPORTATION, INC.
351 THORNTON ROAD, SUITE 125
LITHIA SPRINGS, GA 30122
PHONE: (770) 819-2841
FAX: (770) 819-2850
EMAIL: bill_r_stewart@csx.com

MR. JOHN FORTUNE, DIVISION ENGINEER
CSX TRANSPORTATION, INC. - NASHVILLE DIVISION
624 GRASSMERE PARK ROAD
NASHVILLE, TN 37211
PHONE: (615) 835-6004
FAX: (904) 245-3350
EMAIL: john_w_fortune@csx.com

GENERAL ENGINEERING CONSULTANT DESIGNATE
CHRISTOPHER M. JOHNSON, PE
AECOM
1360 PEACHTREE STREET, SUITE 500
ATLANTA, GA 30309
PHONE: (404) 965-9600
FAX: (404) 965-9605
DIRECT: (404) 965-7049
EMAIL: christopher.johnson@aecom.com

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	2A

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	REVISED NOTE (35), ADDED NOTE (39)
3	06-01-15	DWT	REVISED "GENERAL ENGINEERING
			CONSULTANT DESIGNATE"

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE GENERAL AND SPECIAL NOTES

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-84

TENNESSEE D.O.T. DESIGN DIVISION

FILE NO.

ESTIMATED ROADWAY QUANTITIES (1) (2)

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
(2)	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	247
	203-01	ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	107
(4)(3)	209-05	SEDIMENT REMOVAL	C.Y.	6
(4)(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	188
(4)(3)	209-09.04	SEDIMENT FILTER BAG (15'X10')	EACH	1
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	152
(3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	10
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	30
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	85
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	1
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
	411-01.10	ACS MIX (PG64-22) GRADING D	TON	58
(5)	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	673
(6)	610-07.03	18" PIPE DRAIN (BRIDGE DRAIN)	L.F.	232
	705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	108
(7)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
	706-01	GUARDRAIL REMOVED	L.F.	108
(6)	709-01.01	RUBBLE STONE RIP-RAP	C.Y.	3
(3)(14)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	54
(8)	712-01	TRAFFIC CONTROL	LS	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	328
(9)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	46
	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	8
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	2
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	46
(10)	712-06	SIGNS (CONSTRUCTION)	S.F.	177
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	24
	712-08.03	ARROW BOARD (TYPE C)	EACH	1
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	5,536
	712-09.05	REMOVABLE PAVEMENT MARKING (ARROW)	EACH	19
(11)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
	713-16.20	SIGNS (OM3-L)	EACH	2
	713-16.21	SIGNS (OM3-R)	EACH	2
	716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR) (1 COLOR)	EACH	5
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.11
	716-13.02	SPRAY THERMO PVMT MRKNG (60 MIL) (6IN LINE)	L.M.	0.11
	717-01	MOBILIZATION	LS	1
(3)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	128
(4)(3)	740-11.01	TEMPORARY SEDIMENT TUBE (8 INCH) (STRAW WATTLES)	L.F.	86
(3)	801-01	SEEDING (WITH MULCH)	UNIT	1
(3)(12)	801-01.02	CROWN VETCH MIXTURE (WITH MULCH)	UNIT	1
(3)(13)	801-03	WATER (SEEDING AND SODDING)	M.G.	1

FOOTNOTES (1) (2)

(1) ALL DIMENSIONAL DETAILS SHOWN ON PLANS, INCLUDING ELEVATIONS, SHALL BE CHECKED BY THE CONTRACTOR TO ASSURE ACCURACY OF THE LAYOUT PRIOR TO CONSTRUCTION. ALL BRIDGE SUBSTRUCTURES SHALL BE CHECKED AS TO LOCATION, DIMENSIONAL LAYOUTS AND ELEVATIONS, BY MEANS OF TWO INDEPENDENT LAYOUT METHODS. ANY ERRORS AND APPARENT DISCREPANCIES FOUND IN PREVIOUS SURVEYS, OR IN EITHER THE SPECIFICATIONS OR SPECIAL PROVISIONS, SHALL BE CALLED TO THE ENGINEER'S ATTENTION BY THE CONTRACTOR IMMEDIATELY AND PRIOR TO PROCEEDING WITH WORK.

(2) UNIT PRICE INCLUDES REMOVAL OF ALL MATERIALS NECCESSARY TO INSTALL PAVEMENT AT BRIDGE ENDS.

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

(4) SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WITH WIRE BACKING, CULVERT PROTECTION (TYPE I) OR SEDIMENT TUBE WHEN IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE STRUCTURE AND PAID FOR UNDER ITEM NO. 209-05, SEDIMENT REMOVAL, C.Y.

(5) DEPTH VARIES FROM 0" TO 1¼" IN ALL AREAS NECESSARY FOR CONSTRUCTION OF ASPHALT TRANSITIONS AND ANY PRIVATE DRIVE OR FIELD ENTRANCE TRANSITIONS WITHIN THE TAPER EXCEPT AREA OF PROPOSED PAVEMENT AT BRIDGE ENDS. REMOVE ASPHALT FULL DEPTH AT PROPOSED LOCATION OF PAVEMENT AT BRIDGE ENDS, FULL DEPTH REMOVAL SHALL BE PAID FOR UNDER ITEM NO. 202-03, REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC., S.Y.

(6) STANDARD DRAWING STD-1-7 IS TO BE USED FOR BURIAL OF THE OUTLET PIPE AND FOR END TREATMENT DETAILS. INCLUDES 3 C.Y. OF RUBBLE STONE RIP-RAP AT END OF BRIDGE DRAIN PIPE.

(7) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS LISTED ON THE MANUFACTURERS BILL OF MATERIALS.

(8) INCLUDES COST FOR REMOVAL OF EXISTING OR CONFLICTING MARKINGS.

(9) INCLUDES RELOCATION AND INSTALLATION FOR EACH PHASE OF THE CONSTRUCTION SEQUENCE: PHASE I = 44 AND PHASE II = 46 ON DUPONT ACCESS ROAD.

(10) BASED ON SECTION 712.10 OF STANDARD SPECIFICATIONS.

(11) COORDINATE WITH T.D.O.T. CONSTRUCTION DIVISION FOR LOCATION AND MESSAGE FOR CHANGEABLE MESSAGE SIGN.

(12) ITEM MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

(13) INCLUDES 1 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

(14) INCLUDES 23 TONS FOR TEMPORARY CULVERT INLET PROTECTION AND INCLUDES 31 TONS TO PERMANENTLY FILL EROSION AREAS ON SLOPE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2B

(1) 04-10-15 JRG REMOVED ITEM NOS. 707-08.11 AND 740-11.02, ADDED ITEM NOS. 203-10.15, 209-09.04, 303-10.01, 611-07.01, 611-07.02, 703-02, 740-10.03 AND 740-11.01, QUANTITIES REVISED FOR ITEM NOS. 209-05, 209-08.02, 402-01, 403-01, 709-01.01, 709-05.06, 740-10.03, 801-01 AND 801-01.02, REVISED FOOTNOTES

(2) 05-19-15 JRG QUANTITIES REVISED FOR ITEM NOS. 209-08.02, 709-05.06 AND 740-11.01, REMOVED ITEM NOS. 203-10.15, 611-07.01, 611-07.02, AND 703-02, REVISED NOTES 6 AND 14

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

ESTIMATED ROADWAY QUANTITIES

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

ROADWAY 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.

(2) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOODWAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. 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.

SEEDING AND SODDING

(3) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED AND SLOPE IS LESS THAN 3:1.

(4) ITEM NO. 801-01.02, CROWN VETCH MIXTURE (WITH MULCH), AND DESCRIPTION SHALL BE USED ON SLOPES 3H:1V OR STEEPER AND OTHER AREAS, AS INDICATED IN THE PLANS, THAT ARE INACCESSIBLE FOR MOWING.

GUARDRAIL

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

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

DRAINAGE 3

(7) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(8) EXCAVATION FOR ITEM 610-07.03 WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

(9) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

(10) DURING AND UPON COMPLETION OF THE CONSTRUCTION, CONTRACTOR WILL CLEAR AND GRADE TO DRAIN THE CSXT DITCHES OF EROSION, DEBRIS FROM PREVIOUS DECK FAILURE, AND CONSTRUCTION DEBRIS TO THE SATISFACTION OF THE CSXT ENGINEER OR HIS DESIGNATE.

UTILITIES

(11) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

(12) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S 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.

(13) 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.

(14) 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.

MISCELLANEOUS

(15) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(16) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

(17) 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

(18) 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

(19) 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 712-09.01 REMOVABLE PAVEMENT MARKING LINE, LIN. FT. 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.

PAVING

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

RESURFACING

(21) 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.

(22) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(23) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(24) 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.

CONSTRUCTION WORK ZONE AND TRAFFIC CONTROL

(25) 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.

(26) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OR 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.

(27) 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.

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

(29) 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 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.

(30) 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 A 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 LOCTIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

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

EROSION PREVENTION AND SEDIMENT CONTROL 1 2

DISTURBED AREA

(32) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN. THE TOTAL AREA TO BE DISTURBED NOT INCLUDING EXCLUSIVE BORROW/WASTE AREAS AND STAGING AREAS IS 0.012 ACRES. IF THE TOTAL DISTURBED AREA FOR THE PROJECT SITE (INCLUDING STAGING AND EXCLUSIVE WASTE/BORROW AREAS) INCREASES TO MORE THAN 1 ACRE, THEN THE NATURAL RESOURCES OFFICE OF THE ENVIRONMENTAL DIVISION MUST BE NOTIFIED SO THAT A SWPPP CAN BE PREPARED.

(33) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS (10 CALENDAR DAYS FOR SITES WITH AN ACTIVE ARAP) PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.

(34) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN 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.

(35) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

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

(37) 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2C

(1) 04-10-15 JRG UPDATED ROADWAY GENERAL NOTES - EROSION PREVENTION AND SEDIMENT CONTROL NOTES

(2) 05-19-15 JRG REVISED ROADWAY GENERAL NOTES - EROSION PREVENTION AND SEDIMENT CONTROL NOTES

(3) 06-01-15 JRG REVISED ROADWAY GENERAL NOTES - ADDED NOTE TO DRAINAGE NOTES AS PER AECOM

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

ROADWAY GENERAL NOTES

TENNESSEE D.O.T. DESIGN DIVISION FILE NO.

ROADWAY GENERAL NOTES (CONT'D) 3

EROSION PREVENTION AND SEDIMENT CONTROL 1

SEDIMENT CONTROL

(38) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

(39) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE 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 SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

(40) WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL IT 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.

(41) CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.

(42) DELAYING PLANTING OF PERMANENT COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

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

(44) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

(45) ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND DESCRIBED ON THE EPSC PLANS FOR ALL PROJECTS REQUIRING ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF.

STREAM/WETLAND

(46) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT WATER QUALITY MUST 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 STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS IN ACCORDANCE WITH TDOT STANDARDS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(47) INSTREAM EPSC DEVICES REQUIRE THE ENVIRONMENTAL DIVISION'S PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN TDEC, USACE, AND TVA PERMITS.

(48) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS, SHALL BE ONLY AS SHOWN ON THE PROJECT PLANS AND/OR AS SO SPECIFIED IN THE ARAP/401, SECTION 404 PERMIT(S) AND/OR TVA26(A), IF APPLICABLE. ANY ADDITIONAL PERMITS REQUIRED BY THE CONTRACTOR'S METHOD OF OPERATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN, AFTER RECEIVING THE APPROVAL OF TDOT ENVIRONMENTAL DIVISION.

(49) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CROSSING MUST BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES MUST BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK MUST 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 MUST BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO THEIR PREEXISTING ELEVATION. ALL TEMPORARY CROSSINGS MUST BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (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.

(50) HEAVY EQUIPMENT WORKING IN WETLANDS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT MUST BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED.

(51) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

SPECIES

(52) 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. THE SWPPP SHALL BE MODIFIED TO INCLUDE EPSC MEASURES TO PREVENT NEGATIVE IMPACTS TO LEGALLY PROTECTED STATE OR FEDERAL FAUNA OR FLORA OR AS INDICATED IN THE ECOLOGICAL STUDIES OR ON THE PERMIT(S).

INSPECTION, MAINTENANCE, REPAIR

(53) EPSC CONTROLS WILL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.

(54) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES/STRUCTURES IS TO 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 CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.

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

(56) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

(57) THE TDOT PROJECT SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

(58) EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE.

MATERIALS AND STAGING

(59) WASTE AND BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

(60) THE CONTRACTOR SHALLL 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 STAGING AREAS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREAS.

PERMITS, PLANS, RECORDS

(61) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.

(62) ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, ROADWAY 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.

(63) ALL PROJECT RELATED ENVIRONMENTAL PERMITS SHALL BE MAINTAINED AT OR NEAR THE PROJECT SITE.

(64) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION 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.

(65) 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.

(66) THE TDOT PROJECT RESPONSIBLE PARTY (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EPSC PLANS 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. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

(67) 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 PHASES 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 STAGES 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.

LITTER, DEBRIS, WASTE, PETROLEUM

(68) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

(69) 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 (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. 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.

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

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

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

SPILL PREVENTION, MANAGEMENT AND NOTIFICATION

(73) ONLY NEEDED PRODUCTS WILL BE STORED ON-SITE BY THE CONTRACTOR. THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERAIL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(74) WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED.

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

(76) ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIV
MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE.

(1) 04-10-15 JRG UPDATED ROADWAY GENERAL NOTES - EROSION PREVENTION AND SEDIMENT CONTROL NOTES

(3) 06-01-15 JRG RENUMBERED ROADWAY GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2D

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

ROADWAY GENERAL NOTES

ROADWAY GENERAL AND SPECIAL NOTES (CONT'D) (3)

EROSION PREVENTION AND SEDIMENT CONTROL (1)

SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (CONT'D)

(77) FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

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

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

(80) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT WILL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

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

(82) THE CONTRACTOR'S SITE SUPERINTENDENT WILL 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.

(83) IF OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL 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.

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

SPECIAL NOTES

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

(85) 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).

(86) 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.

(87) 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.

ENVIRONMENTAL

(88) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPREHENSIVE INSPECTION OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

(89) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON-SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.

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

(91) ALL BRIDGE PROJECTS WITH THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT IDENTIFIED MUST HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER THE STREAM.

PROJECT COMMITMENTS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2E

(1) 04-10-15 JRG UPDATED ROADWAY GENERAL NOTES - EROSION PREVENTION AND SEDIMENT CONTROL NOTES

(3) 06-01-15 JRG RENUMBERED ROADWAY GENERAL NOTES

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE

NO. 1026

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY GENERAL AND SPECIAL NOTES

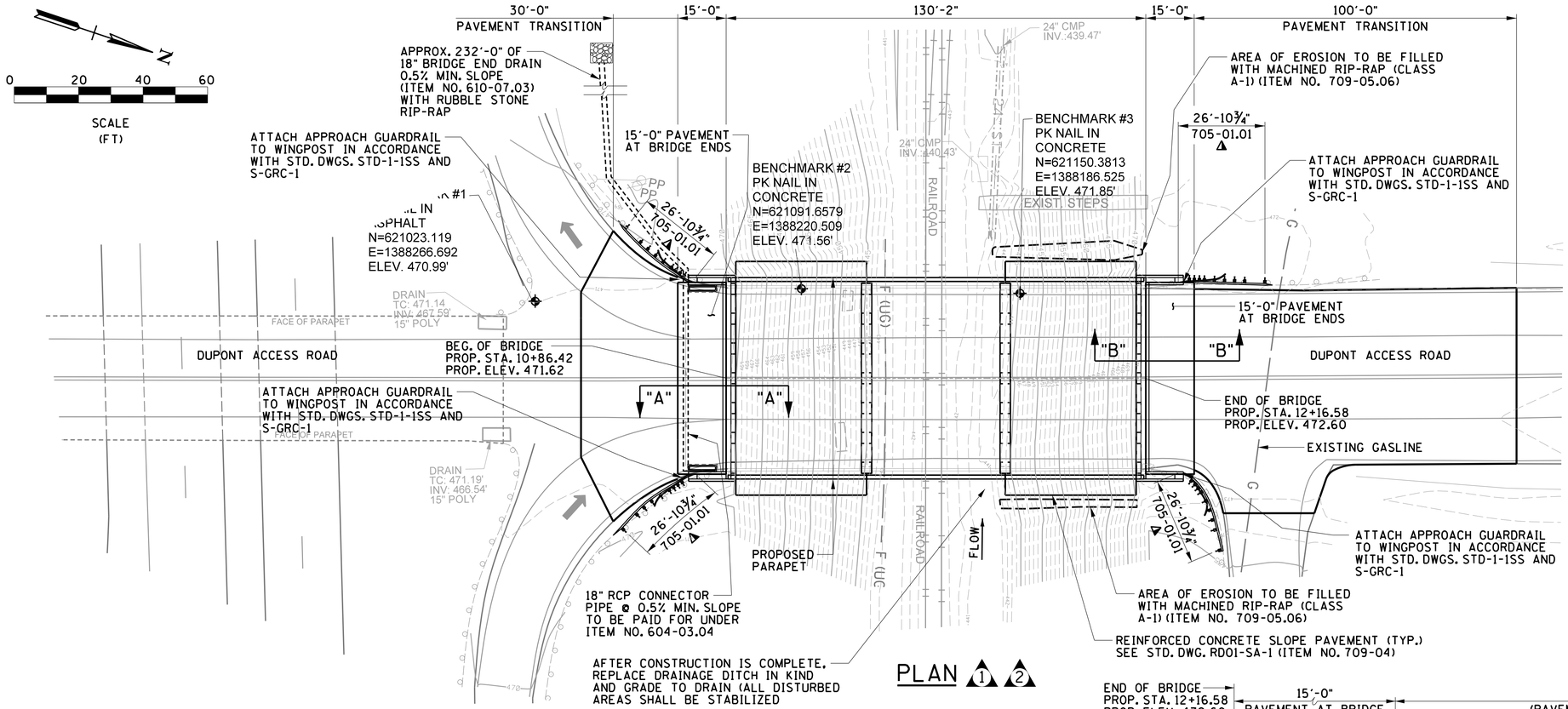
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2F

(1) 04-10-15 JRG REVISED PLAN VIEW AND ADDED TYPICAL SECTION CEMENT CONCRETE SPECIAL DITCH DETAIL REVISED INTEGRL TO INTEGRAL,

(2) 05-19-15 JRG REVISED PLAN VIEW AND REMOVED TYPICAL SECTION CEMENT CONCRETE SPECIAL DITCH DETAIL



PLAN ▲1 ▲2

▭ DENOTES: BRIDGE END DRAIN (2' X 8'-7")

▲ DENOTES: GUARDRAIL SHALL BE IN ACCORDANCE WITH STD. DWGS. S-PL-3. AND S-GRC-1.

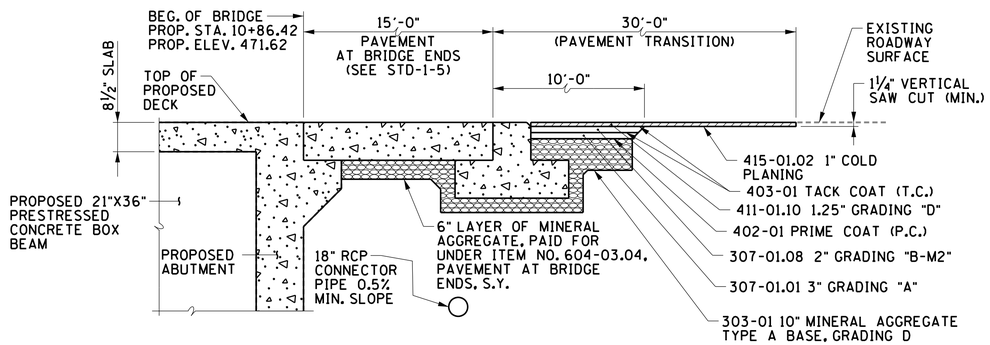
NOTE: SEE STD. DWGS. S-PL-2, S-PL-3, S-GR31-1, AND S-GRC-1 FOR INSTALLATION DETAILS.

NOTE: DURING AND UPON COMPLETION OF THE CONSTRUCTION, CONTRACTOR WILL CLEAR AND GRADE TO DRAIN THE CSXT DITCHES OF EROSION, DEBRIS FROM PREVIOUS DECK FAILURE, AND CONSTRUCTION DEBRIS TO THE SATISFACTION OF THE CSXT ENGINEER OR HIS DESIGNATE.

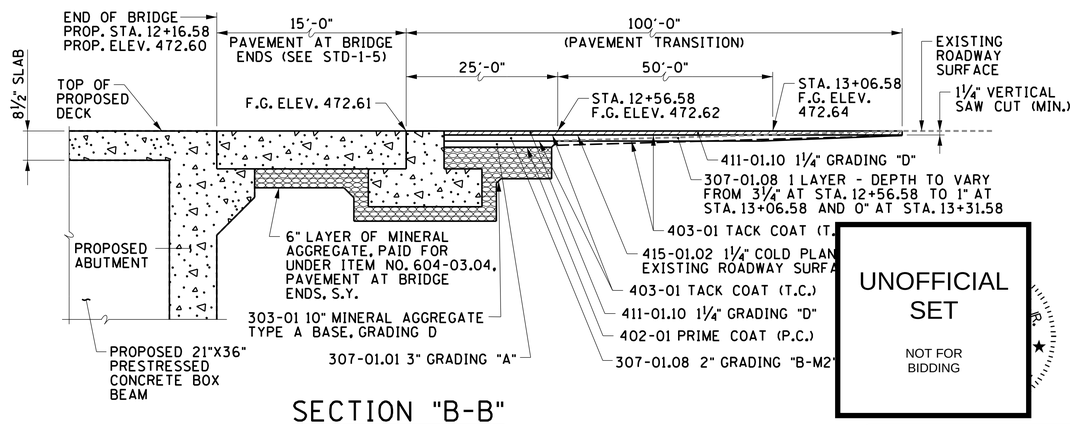
NOTE: EXISTING GUARDRAIL THAT IS NOT TO BE RESET SHALL BE REMOVED AND RETURNED TO TDOT'S MAINTENANCE DEPARTMENT. COST FOR REMOVING EXISTING GUARDRAIL SHALL BE PAID FOR UNDER ITEM NO. 706-01, GUARDRAIL REMOVED, L.F.

NOTE: OUTLET FOR RIGHT BRIDGE END DRAIN AT ABUTMENT NO. 1 DRAINS TO LEFT BRIDGE END DRAIN.

NOTE: SEE STD. DWG. STD-1-7 FOR INSTALLATION OF BRIDGE END DRAIN AND RUBBLE STONE RIP-RAP (ITEM NO. 709-01.01).



SECTION "A-A"
(P.A.B.E AND PAVEMENT TRANSITION)
(AT ABUTMENT NO. 1)
N.T.S.



SECTION "B-B"
(P.A.B.E AND PAVEMENT TRANSITION)
(AT ABUTMENT NO. 2)
N.T.S.

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

ROADWAY DETAILS

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

NOTE: SILT FENCE SHALL BE INSTALLED ON EXISTING GROUND CONTOURS WITH A 3' MINIMUM UPHILL TURN ON EACH END.

NOTE: SEEDING (WITH MULCH) SHALL BE PLACED WITH A 4' MINIMUM WIDTH AFTER REMOVAL OF THE SILT FENCE.

NOTE: SEE SHEET NO. 2B (ESTIMATED ROADWAY QUANTITIES) FOR FOOTNOTES TO EACH ITEM.

NOTE: ITEM NO. 801-01.02, CROWN VETCH MIXTURE (WITH MULCH) SHALL BE USED ON ALL AREAS OF DISTURBED SOIL

NOTE: THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES BELOW THE BRIDGE DURING THE REMOVAL OF CONCRETE FROM SUBSTRUCTURES AND DECK TO PREVENT ANY DEBRIS FROM FALLING ONTO THE CSX RAILROAD TRACKS. COST FOR CONTAINMENT WILL NOT BE PAID DIRECTLY BUT SHALL BE INCLUDED IN ITEMS BID ON.

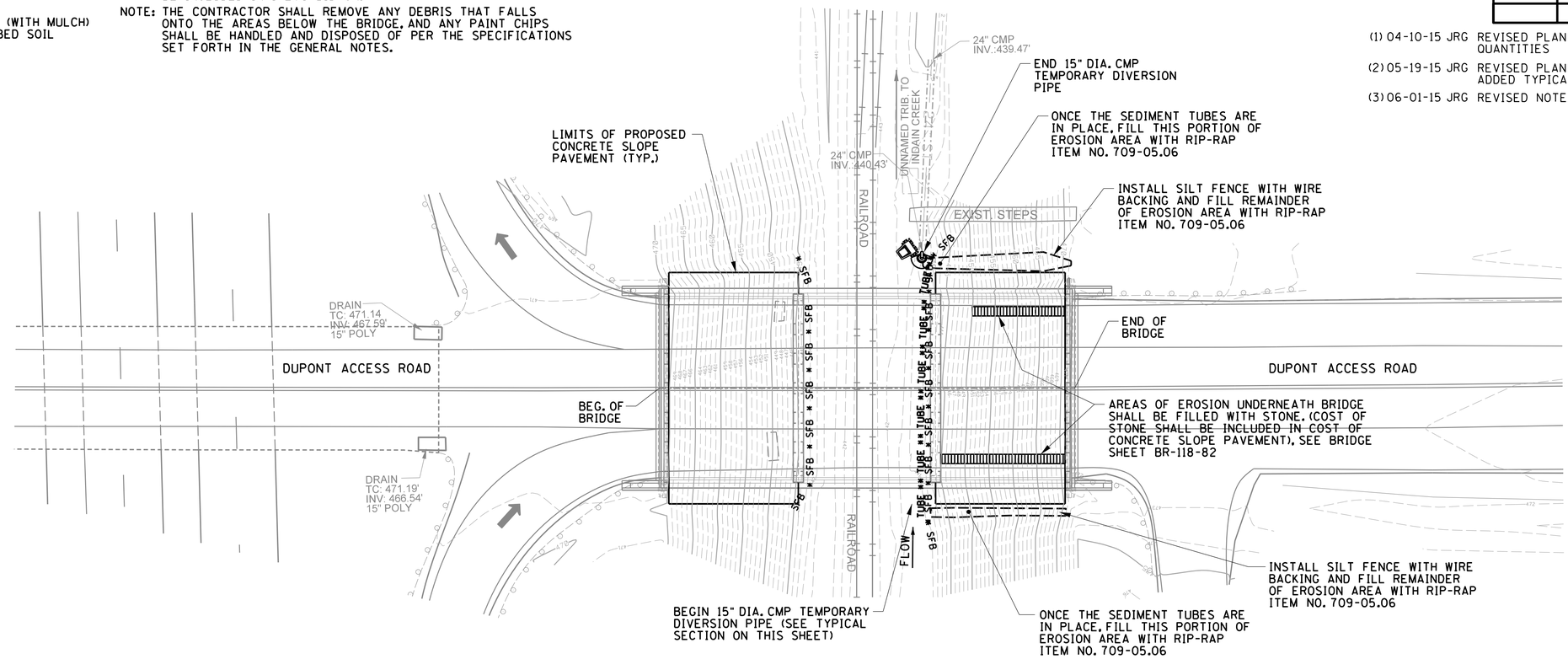
NOTE: THE CONTRACTOR SHALL REMOVE ANY DEBRIS THAT FALLS ONTO THE AREAS BELOW THE BRIDGE, AND ANY PAINT CHIPS SHALL BE HANDLED AND DISPOSED OF PER THE SPECIFICATIONS SET FORTH IN THE GENERAL NOTES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2G

(1) 04-10-15 JRG REVISED PLAN VIEW, LEGEND AND QUANTITIES

(2) 05-19-15 JRG REVISED PLAN VIEW AND QUANTITIES ADDED TYPICAL SECTION

(3) 06-01-15 JRG REVISED NOTE IN TYPICAL SECTION

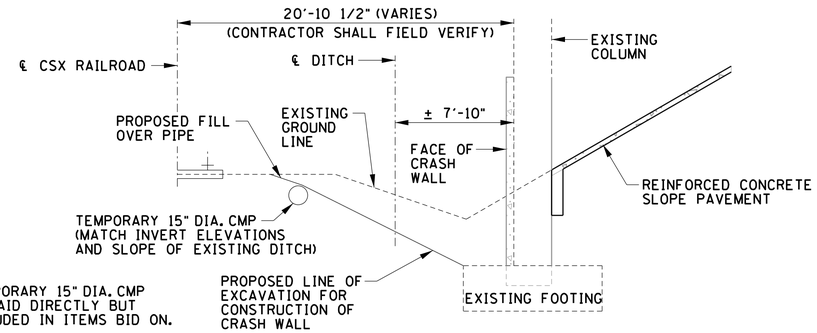


PLAN (1) (2)

AREA OF DISTURBANCE = 535 S.F. (0.012 ACRES)

EPSC LEGEND (1)		
	SEDIMENT FILTER BAG	EC-STR-2
•SFB•SFB•	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	CULVERT PROTECTION (TYPE I)	EC-STR-11
•TUBE••TUBE•	SEDIMENT TUBE	EC-STR-37

EROSION CONTROL QUANTITIES (1) (2)			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-05	SEDIMENT REMOVAL	C.Y.	6
209-08.02	TEMPORARY SILT FENCE (WITH WIRE BACKING)	L.F.	188
209-09.04	SEDIMENT FILTER BAG (15'X10')	EACH	1
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	10
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	54
740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	128
740-11.01	TEMPORARY SEDIMENT TUBE (8 INCH) (STRAW WATTLES)	L.F.	86
801-01	SEEDING (WITH MULCH)	UNIT	1
801-01.02	CROWN VETCH MIXTURE (WITH MULCH)	UNIT	1
801-03	WATER (SEEDING AND SODDING)	M.G.	1

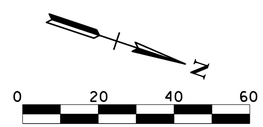


NOTE: COST FOR TEMPORARY 15" DIA. CMP WILL NOT BE PAID DIRECTLY BUT SHALL BE INCLUDED IN ITEMS BID ON.

NOTE: UPON COMPLETION OF CRASH WALL CONSTRUCTION, CONTRACTOR SHALL REMOVE PIPE AND ALL FILL MATERIAL AND RESHAPE AREA TO PRE-CONSTRUCTION CONDITIONS AND STABILIZE ALL DISTURBED AREAS.

TYPICAL SECTION (2) (3)

(TEMPORARY DIVERSION PIPE)
N.T.S.



SCALE (FT)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

EROSION CONTROL PLAN AND SPECIAL NOTES

TENNESSEE D.O.T. DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2H

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	SIZE	M.U.T.C.D. NO.	REMARKS
705-08.51	PORTABLE IMPACT ATTENUATOR (NCHRP 350, TL-3)	EACH	2			
712-01	TRAFFIC CONTROL	LS	1			
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	328			
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	46			
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	8			
712-05.01	WARNING LIGHTS (TYPE A)	EACH	2			
712-05.03	WARNING LIGHTS (TYPE C)	EACH	46			
712-06	SIGNS (CONSTRUCTION)	S.F.	177			
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	24			
712-08.03	ARROW BOARD (TYPE C)	EACH	1			
712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	5,536			
712-09.05	REMOVABLE PAVEMENT MARKING (ARROW)	EACH	19			
713-16.01	CHANGEABLE MESSAGE SIGN	EACH	1			
716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR) (1 COLOR)	EACH	5			
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.11			
716-13.02	SPRAY THERMO PVMT MRKNG (60 MIL) (6IN LINE)	L.M.	0.11			
717-01	MOBILIZATION	LS	1			

ITEM NO. 712-06 SIGNS (CONSTRUCTION)

	DESCRIPTION	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
	EXIT OPEN	1	12	48" x 36"	E5-2	
	END ROAD WORK	3	24	48" x 24"	G20-2A	
	DIRECTION ARROW 45 RT	1	3	21" x 15"	M6-2R	
	STOP	1	7	30" x 30"	R1-1	
	YIELD	1	4	36" x 36" x 36"	R1-2	
	ROAD CLOSED	1	10	48" x 30"	R11-2	
	LANE SHIFT LEFT	2	18	36" x 36"	W1-4AL	
	LANE SHIFT RIGHT	2	18	36" x 36"	W1-4AR	
	LANE SHIFT AHEAD	2	18	36" x 36"	W1-4BM	
	YIELD AHEAD	1	9	36" x 36"	W3-2A	
	ROAD WORK AHEAD	2	18	36" x 36"	W20-1	
	ROAD WORK 500 FT	1	9	36" x 36"	W20-1	
	ROAD WORK 1500 FT	1	9	36" x 36"	W20-1	
	ROAD WORK 1/2 MILE	1	9	36" x 36"	W20-1	
	ROAD WORK 1 MILE	1	9	36" x 36"	W20-1	
SHT 2J AND						
SHT 2K-TOTAL			**177**			

NOTE: SEE SHEET NO. 2B (ESTIMATED ROADWAY QUANTITIES) FOR FOOTNOTES TO EACH ITEM.

TRAFFIC CONTROL SPECIAL NOTES

(1) THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

(2) EACH PHASE OF THE SUGGESTED SEQUENCE OF CONSTRUCTION FOR WHICH THESE TRAFFIC CONTROL PLANS WERE DESIGNED, REQUIRES THE TIMELY COMPLETION OF THE PRECEEDING PHASE. ANY VARIATIONS IN THE PROPOSED PHASING SHALL REQUIRE A REVIEW AND APPROVAL OF THE SIGNING AND TRAFFIC CONTROL DEVICES BY THE ENGINEER.

(3) THE CONTRACTOR IS REQUIRED TO PROVIDE LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.

(4) NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

(5) CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

(6) PERMANENT SIGNS AND PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPEN TO TRAFFIC.

(7) TYPE "C" WARNING LIGHTS SHALL BE USED ON ALL CHANNELIZING DRUMS IN TAPERS ON DUPONT ACCESS ROAD.

(8) THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL DEVICES IN PROPER CONDITION THROUGHOUT THE DURATION OF THE PROJECT.

(9) EXISTING SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNING SHALL BE COVERED OR REMOVED AND STOCKPILED AS DIRECTED BY THE ENGINEER.

(10) THE CONTRACTOR WILL BE REQUIRED TO HAVE A RESPONSIBLE PERSON ON CALL (WITHIN ONE HOUR), AT ALL TIMES, FOR TRAFFIC CONTROL DURING THE CONSTRUCTION OF THIS PROJECT.

(11) AT ALL TIMES THE ROADWAY MUST BE MAINTAINED IN A CONDITION TO ALLOW THE PASSAGE OF EMERGENCY VEHICLES.

(12) FOR TRAFFIC CONTROL DETAILS, REFER TO STD. DWG. NOS. T-WZ-10, T-WZ-12, AND T-WZ-21 THROUGHOUT THE DURATION OF THE PROJECT.

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

(14) ALL LOCAL EMERGENCY AGENCIES AND RESIDENCES WITHIN THE IMMEDIATE AREA PROJECT AREA SHALL BE NOTIFIED NOT LESS THAN 48 HOURS IN ADVANCE OF BRIDGE CONSTRUCTION WHICH MAY AFFECT ACCESS TO THESE AREAS.

(15) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF LANES, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) HUMPHREYS COUNTY SHERIFF'S DEPARTMENT, (2) HUMPHREYS COUNTY FIRE DEPARTMENT, (3) LOCAL AMBULANCE SERVICE, (4) HUMPHREYS COUNTY SCHOOL SUPERINTENDENT, (5) LOCAL POST OFFICE, (6) TDOT REGION 3 TRAFFIC ENGINEERING OFFICE.

(16) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM 712-09.01 REMOVABLE PAVEMENT MARKING LINE, LIN. FT. 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

(17) DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 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.

UNOFFICIAL SET

NOT FOR BIDDING

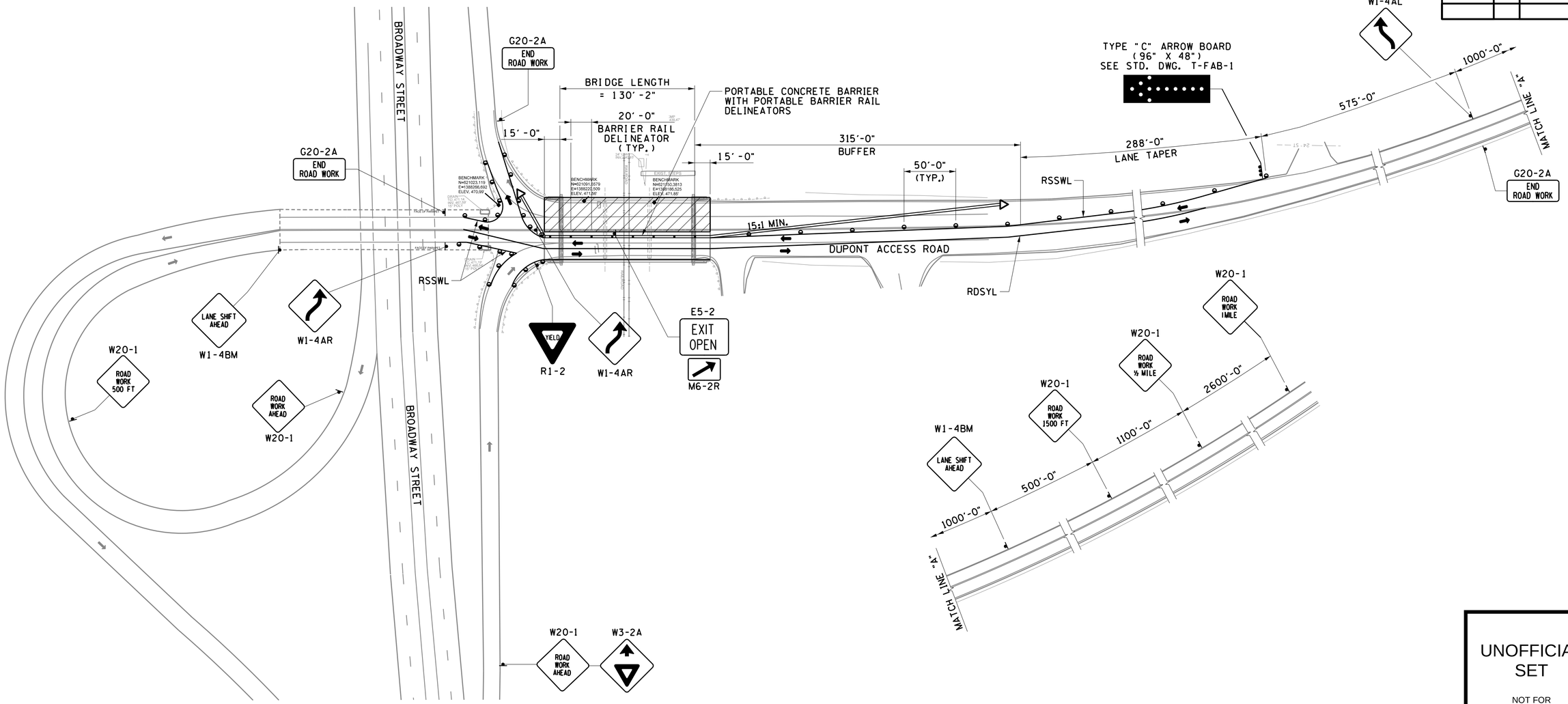
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

TRAFFIC CONTROL SPECIAL NOTES AND QUANTITIES

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2J



TRAFFIC CONTROL LEGEND

	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
RSSWL	REMOVABLE SINGLE SOLID WHITE LINE
RDSYL	REMOVABLE DOUBLE SOLID YELLOW LINE
	PORTABLE BARRIER RAIL DELINEATOR
	PORTABLE CONCRETE BARRIER
	ATTENUATOR (SEE STANDARD DRAWINGS)
	FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. T-FAB-1, FOR DETAILS AND SPECIFICATIONS)
	WORK ZONE

PHASE I TRAFFIC CONTROL PLAN

SPECIAL NOTES

1. CONTRACTOR SHALL REMOVE OR COVER ANY EXISTING STRIPING THAT CONFLICTS WITH TEMPORARY TRAFFIC CONTROL STRIPING. CONTRACTOR TO REPLACE STRIPING TO PRECONSTRUCTION DISPOSITION PRIOR TO OPENING ROAD TO NORMAL TRAFFIC.
2. COORDINATE WITH T.D.O.T. CONSTRUCTION DIVISION FOR LOCATION AND MESSAGE FOR CHANGEABLE MESSAGE SIGN.

N

0 50 100 150

SCALE
(FT)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN - PHASE I (DUPONT ACCESS ROAD)

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2K

TYPE III BARRICADE ROAD CLOSURE
W/TYPE "A" WARNING LIGHTS
DETAIL

TRAFFIC CONTROL LEGEND

	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
RSSWL	REMOVABLE SINGLE SOLID WHITE LINE
RDSYL	REMOVABLE DOUBLE SOLID YELLOW LINE
	PORTABLE BARRIER RAIL DELINEATOR
	PORTABLE CONCRETE BARRIER
	ATTENUATOR (SEE STANDARD DRAWINGS)
	FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. T-FAB-1, FOR DETAILS AND SPECIFICATIONS)
	WORK ZONE

PHASE II TRAFFIC CONTROL PLAN

SPECIAL NOTES

1. CONTRACTOR SHALL REMOVE OR COVER ANY EXISTING STRIPING THAT CONFLICTS WITH TEMPORARY TRAFFIC CONTROL STRIPING. CONTRACTOR TO REPLACE STRIPING TO PRECONSTRUCTION DISPOSITION PRIOR TO OPENING ROAD TO NORMAL TRAFFIC.
2. COORDINATE WITH T.D.O.T. CONSTRUCTION DIVISION FOR LOCATION AND MESSAGE FOR CHANGEABLE MESSAGE SIGN.

N

0 50 100 150

SCALE (FT)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN - PHASE II (DUPONT ACCESS ROAD)

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

UTILITY CONTACTS

AT&T
116 SOUTH CANON AVENUE
MURFREESBORO, TN 37129
KENNETH KORNEGAY
KK4096@ATT.COM
615-848-2082

CHARTER COMMUNICATION
1850 BUSINESS PARK DR. S-101
CLARKSVILLE, TN 37040-0022
CURT BALLANCE
CURT.BALLANCE@CHARTER.COM
O: 931-241-8441

CITY OF NEW JOHNSONVILLE
323 LONG STREET
NEW JOHNSONVILLE, TN 37134
CHARLES KENT
CITYOFNJ@TDS.NET
O: 931-535-2720

CITY OF WAVERLY
101 E. MAIN STREET
WAVERLY, TN 37185
W.B. FRAZIER
BFRAZIER@WAVERLYTN.ORG
O: 931-535-2720

DICKSON ELECTRIC SYSTEM
236 COWAN ROAD
DICKSON, TN 37056
MIKE BILLINGSBY
MBILLINGSBY@DICKSONELECTRIC.COM
O: 615-441-6301
C: 615-210-9137

HUMPHREYS COUNTY UTILITY DISTRICT
304 NORTH CHURCH STREET
WAVERLY, TN 37185
DAVID WISER
DWISER@HCUD.NET
O: 931-256-3204
C: 931-622-1877

MERIWETHER LEWIS ELECTRIC
1625 HIGHWAY 100
CENTERVILLE, TN 37033
DWIGHT BATES
DWIGHT.BATES@MLEC.COM
O:931-729-3558

MID-VALLEY PIPELINE COMPANY
1001 COLLEGE HILL ROAD
OXFORD, MS 38655
PAUL REYNOLDS
PCREYNOLDS@SUNOCOLOGISTICS.COM
662-234-4114 EXT. 12

SPRINT COMMUNICATION
411 HUGER STREET
COLUMBIA, SC 29201
STEVE R. THOMPSON
STEVE.R.THOMPSON@SPRINT.COM
404-649-2355

TDS TELECOM
11646 LEBANON ROAD
MOUNT JULIET, TN 37122
JOHN FERRELL
JOHN.FERRELL@TDSTELECOM.COM
615-758-5689

WINDSTREAM COMMUNICATIONS
102 HILLVIEW DRIVE
LINDEN, TN 37096
TOMMY RAYFIELD
TOMMY.RAYFIELD@WINDSTREAM.COM
O: 812-253-1587
C: 931-994-1249

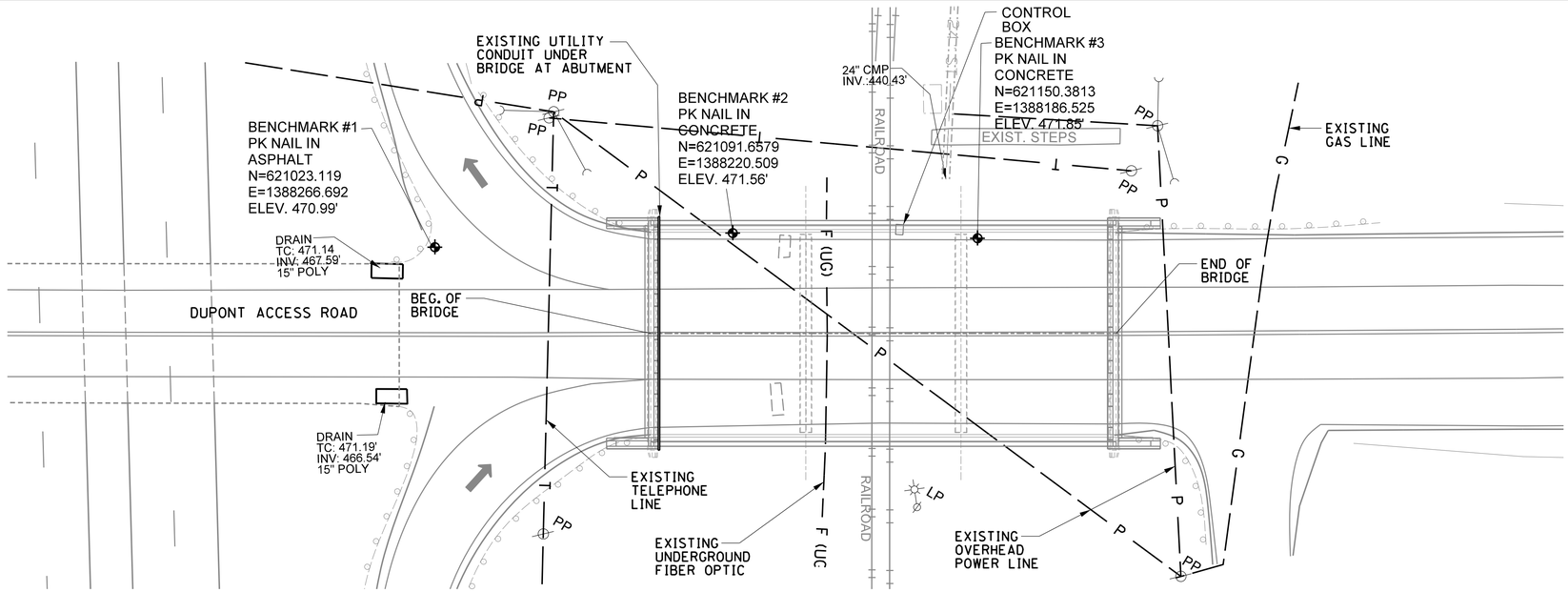
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	43951-4506-04	2L

PORTIONS OF THIS DRAWING DEPICTS EXISTING CONDITIONS. LIMITS OF PROPOSED BRIDGE CONSTRUCTION MAY VARY FROM EXISTING CONDITIONS.

REQUIRED LOCATION REQUEST INFORMATION

NAME OF CALLER
TELEPHONE NUMBER
BEST TIME TO CALL
COUNTY
TOWN
STREET ADDRESS
START DATE START TIME
TYPE OF WOORK
BLASTING ?
WORK BEING DONE BY
WORK BEING DONE FOR

CALL THREE WORKING DAYS BEFORE YOU DIG
1-800-351-1111
IN NASHVILLE : 366-1987
TENNESSEE
SYSTEM INCORPORATED



PLAN

LEGEND

MAPPING SYMBOLS AND CODES

- CATCH BASIN (CB)
- CATCH BASIN DOUBLE (DCB)
- CATCH BASIN TRIPLE (TCB)
- ELECTRIC JUNCTION BOX (EJB)
- ELECTRIC METER (EM)
- ELECTRIC TRANSFORMER (ETF)
- FIBER OPTIC MARKER (FOM)
- FIRE HYDRANT (FH)
- FLOOD LIGHT (FLT)
- FLAG POLE (FP)
- GAS METER (GM)
- GUY POLE (GP)
- GAS VALVE (GV)
- GUY WIRE (GW)
- IRON PIN NEW (IR(N))
- IRON PIN OLD (IR(O))
- IRON PIPE OLD (IP(O))
- IRON SPIKE OLD (IS(O))
- LIGHT STANDARD METAL/WOOD (LS/LP)
- MAIL BOX (MB)
- MAN HOLE (MH)
- MONUMENT CONCRETE OLD (MON(O))
- MONUMENT CONCRETE NEW (MON(N))
- P.K. NAIL OLD (PK(O))
- P.K. NAIL NEW (PK(N))
- LIGHT POLE WITH POWER (PP)
- LIGHT POLE WITH TELEPHONE (T)
- POWER MAN HOLE (PMH)
- POWER POLE (P)
- POWER AND TELEPHONE POLE (P/T)
- RIGHT-OF-WAY MONUMENT (RWM)
- SPRINKLER HEAD/VALVE (SPH, SPV)
- SANITARY MAN HOLE (SSMH)
- SIGN (SN)
- STEAM MAN HOLE (STMH)
- STORM WATER MAN HOLE (SWMH)
- TELEPHONE POLE (T)
- TREE
- WATER METER (WM)
- WATER VALVE (WV)

LINE STYLES

- CABLE LINE — C —
- CENTER LINE — ℄ —
- CONCRETE AREA
- EDGE OF WOODS LINE
- FENCE LINE — X — X — X —
- GAS LINE — X* — G —
- OVERHEAD POWER LINE — P —
- OVERHEAD TELEPHONE LINE — T —
- OVERHEAD POWER AND TELEPHONE LINE — P — T —
- PROPERTY LINE — ℙ —
- SANITARY SEWER — X* — SA —
- STORM WATER — X* — ST —
- FIBER OPTIC CABLE — F —
- UNDERGROUND FIBER OPTIC CABLE — F(UG) —
- UNDERGROUND POWER LINE — P(UG) —
- UNDERGROUND POWER AND TELEPHONE LINE — UG — P — T —
- UNDERGROUND TELEPHONE LINE — T(UG) —
- WATER LINE — X* — W —

NOTE: UTILITY INFORMATION SHOWN WAS DERIVED FROM FIELD MEASUREMENT AND OBSERVATION. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS AND SERVICES PRIOR TO ROADWAY AND BRIDGE CONSTRUCTION.

NOTE: CONTRACTOR SHALL USE EXTREME CAUTION WHEN OPERATING IN ANY AREA WHERE UTILITIES ARE PRESENT AND AVOID WORKING IN THESE AREAS AS MUCH AS PRACTICALLY POSSIBLE. DAMAGES TO ANY UTILITIES ARE TO BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

NOTE: THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING POLES, GUY WIRES AND ROADWAY SIGNS PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE THE MOVEMENT OF SUCH SIGNS, POLES AND GUY WIRES WITH THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL RE-SET EXISTING SIGNAGE IN ITS ORIGINAL LOCATION. THE COST OF RE-SETTING SIGNAGE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

N

0 20 40 60

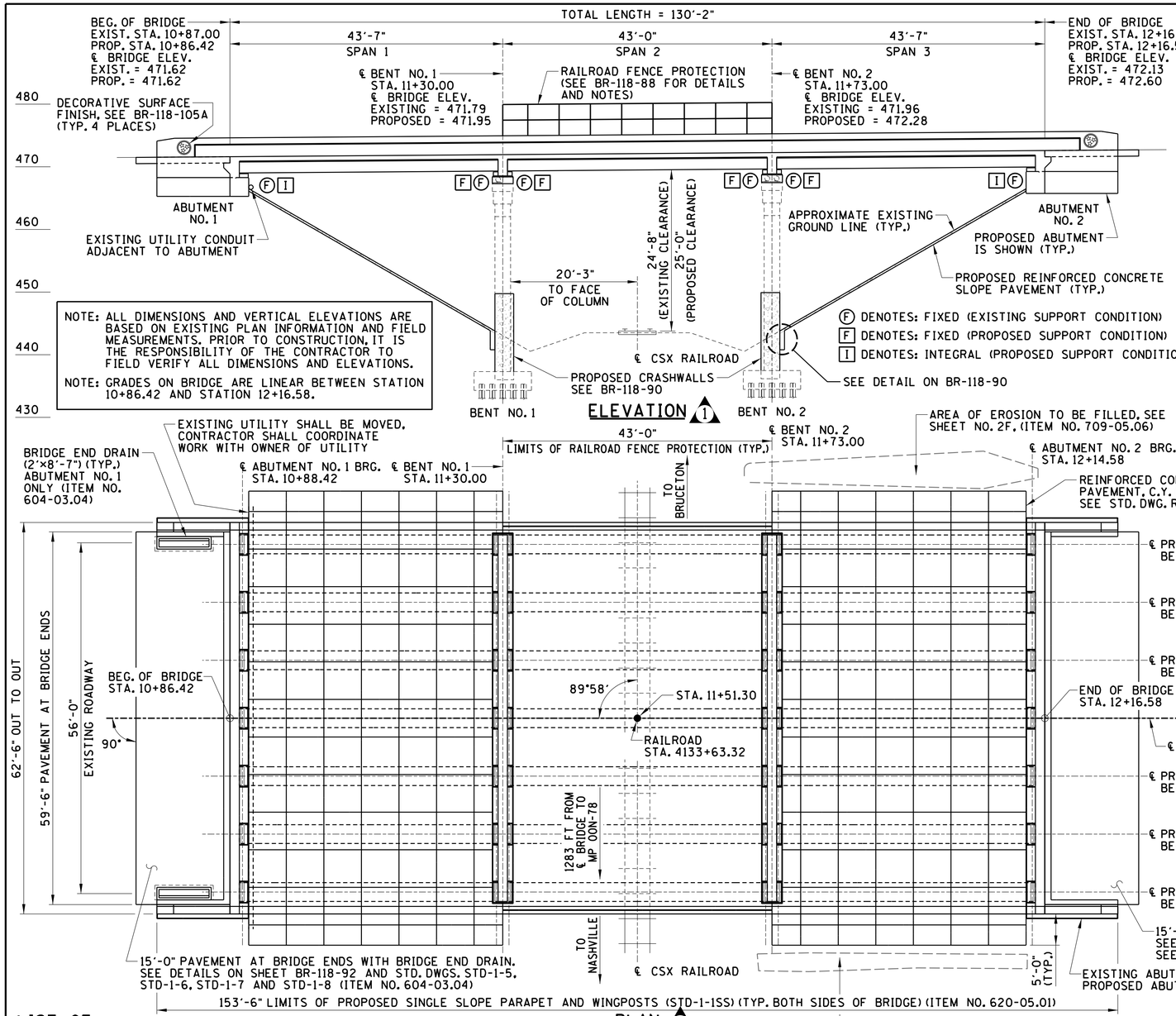
SCALE (FT)

UNOFFICIAL SET
NOT FOR BIDDING
No. 102580
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

UTILITIES



PLAN 1

SCOPE OF WORK 1

1. CONSTRUCT TEMPORARY ENVIRONMENTAL PROTECTION.
2. INSTALL TRAFFIC CONTROL TO PROVIDE ONE LANE OF TRAFFIC IN EACH DIRECTION ON DUPONT ACCESS ROAD DURING CONSTRUCTION PHASES.
3. PHASED REMOVAL OF EXISTING BRIDGE SUPERSTRUCTURE AND ABUTMENTS. BENTS WILL REMAIN AND RECEIVE CRASH WALLS AND MODIFICATIONS FOR USE IN NEW CONSTRUCTION.
4. PHASED CONSTRUCTION OF NEW ABUTMENTS.
5. PHASED CONSTRUCTION OF NEW PRECAST CONCRETE BOX BEAMS AND CAST IN PLACE CONCRETE BRIDGE DECK AS SHOWN IN PLANS.
6. CONSTRUCT NEW CONCRETE PARAPET AND WINGPOSTS.
7. CONSTRUCT NEW GUARDRAIL AT BRIDGE ENDS.
8. CONSTRUCT PHASED MODIFIED PAVEMENT AT BRIDGE ENDS AT ABUTMENT NO. 1 AND ABUTMENT NO. 2 WITH BRIDGE END DRAINS AT ABUTMENT NO. 1.
9. TRANSITION APPROACH ASPHALT ROADWAY INTO THE NEW PAVEMENT AT BRIDGE ENDS.
10. REPAIR AREAS OF CONCRETE SPALLING AND CRACKS AS SHOWN IN PLANS.
11. CONSTRUCT CONCRETE SLOPE PAVING.
12. MECHANICALLY GROOVE BRIDGE DECK AND PAVEMENT AT BRIDGE END SLABS.
13. TEXTURE COAT EXPOSED CONCRETE SURFACES.
14. CONSTRUCT RAILROAD FENCE PROTECTION.
15. COORDINATE ALL WORK WITH CSX RAILROAD (SEE SHEET 2A AND SPECIAL PROVISION 105C (SL) FOR ADDITIONAL INFORMATION).

NOTE: PAVE SLOPES AND EXPOSED EARTH UNDER BRIDGES WITH 4" THICK CEMENT CONCRETE SLAB REINFORCED WITH NO. 4 GAGE WIRE FABRIC AT 6" CENTERS AND 58 LBS. PER 100 S.F. THE WIRE FABRIC REINFORCEMENT SHALL BE PLACED AT ONE-HALF THE DEPTH OF THE SLAB AND EXTEND TO WITHIN 3" OF ITS EDGE WITH A 12" LAP REQUIRED ON ALL SHEETS. THE COST OF THE WIRE FABRIC REINFORCEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 709-04, REINFORCED CONCRETE SLOPE PAVEMENT. ONE-HALF INCH PREMOULDED EXPANSION JOINTS WITHOUT LOAD TRANSFERS SHALL BE FORMED ABOUT ALL STRUCTURES AND FEATURES PROJECTING THROUGH, IN OR AGAINST THE SLAB. THE SLAB SHALL BE GROOVED PARALLEL WITH AND AT RIGHT ANGLES TO THE UNDER ROADWAY CENTER LINE AT 6' CENTERS. DEPTH OF GROOVE TO BE NOT LESS THAN 1". (SEE STD. DWG. RD-SA-1 FOR LIMITS OF SLOPE PROTECTION.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	ADDED REVISION DATES, PROPOSED CRASH WALL AND CONCRETE SLOPE PAVEMENT, PROTECTIVE FENCING, RD-SA-1 TO BRIDGE APPURTENANCES AND SHEET BR-118-105A
3	06-01-15	DWT	ADDED REVISION DATES

LIST OF BRIDGE DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE TO BE REPAIRED	BR-118-82	06-01-15
ESTIMATED BRIDGE QUANTITIES AND MISC. DETAILS	BR-118-83	04-10-15
BRIDGE GENERAL AND SPECIAL NOTES	BR-118-84	06-01-15
PHASING (PHASE I)	BR-118-85	
PHASING (PHASE II)	BR-118-86	
DEMOLITION DETAILS	BR-118-87	
SUPERSTRUCTURE	BR-118-88	04-10-15
SUPERSTRUCTURE DETAILS	BR-118-89	
SUPERSTRUCTURE DETAILS	BR-118-90	04-10-15
ABUTMENT NO. 1	BR-118-91	
ABUTMENT NO. 1 DETAILS	BR-118-92	
ABUTMENT NO. 2	BR-118-93	
ABUTMENT NO. 2 DETAILS	BR-118-94	
BENT NO. 1	BR-118-95	
BENT NO. 2	BR-118-96	
BENT NOS. 1 AND 2 DETAILS	BR-118-97	
FRAMING PLAN	BR-118-98	
PRESTRESSED CONCRETE BOX BEAM DETAILS (SPANS 1 AND 3)	BR-118-99	
PRESTRESSED CONCRETE BOX BEAM DETAILS (SPAN 2)	BR-118-100	
CONCRETE REPAIRS (BENT NO. 1)	BR-118-101	
CONCRETE REPAIRS (BENT NO. 2)	BR-118-102	
CONCRETE REPAIR DETAILS	BR-118-103	
BILL OF STEEL (PHASE I)	BR-118-104	04-10-15
BILL OF STEEL (PHASE II)	BR-118-105	04-10-15
DECORATIVE SURFACE FINISH	BR-118-105A	04-10-15

LIST OF SPECIAL PROVISIONS

DWG. NO.	LAST REV. DATE	DESCRIPTION
105C(SL)	09-29-2014	PROTECTION OF RAILWAY IN[illegible]
107CS	02-13-2012	NESTING SITES OF CLIFF SW[illegible]OWS

LIST OF REFERENCE DRAWINGS

	DWG. NO.
EXISTING BRIDGE PLANS	BR-33-9 THRU BR-33-14 F-15-109A THRU F-15-109D F-15-110, F-15-111, F-15-123

BRIDGE APPURTENANCES

STD-1-1SS	05-01-14	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET - 2006
STD-1-5	03-26-14	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS - 1995
STD-1-6	04-28-97	BRIDGE END DRAIN WITH PABE
STD-1-7	08-24-11	BRIDGE END DRAIN WITH PABE
STD-1-8	05-01-95	BRIDGE END DRAIN 2'×8'-7" WITH PABE
STD-2-1	11-01-10	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL - 2005
STD-4-1	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS - 1992
STD-4-2	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA - 1992

BRIDGE APPURTENANCES (CONTINUED) 1

STD-4-3	03-02-02	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS - 1992
STD-4-4	06-10-96	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS - 1992
STD-6-1	11-01-10	STANDARD SEISMIC DETAILS - 1990
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	04-08-05	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS - 1971
STD-14-3	10-15-08	STANDARD DETAILS FOR PRESTRESSED BOX BEAMS - 1995

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JACOBS ASSOCIATES, INC.

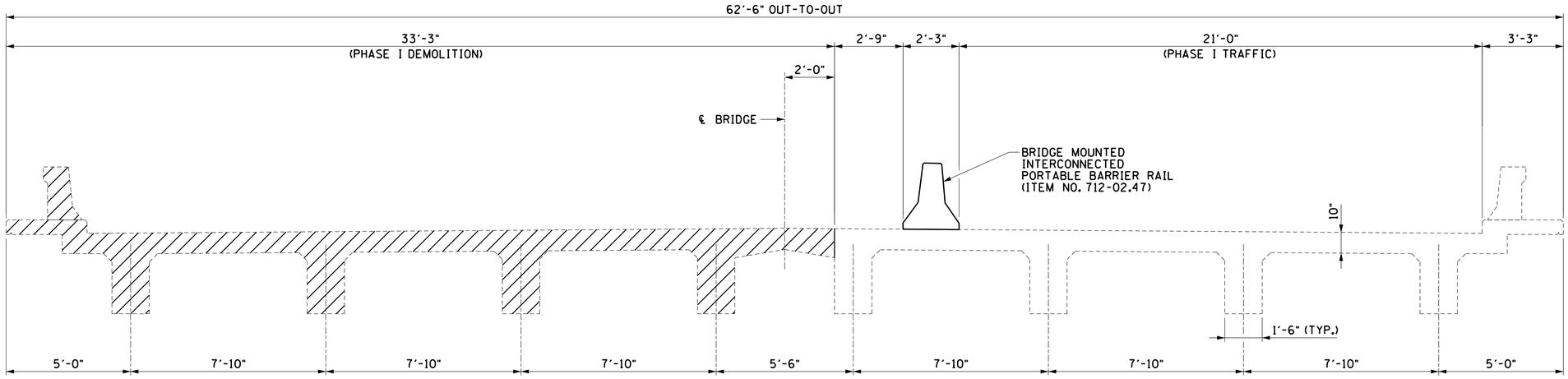
UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
TO BE REPAIRED

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-82

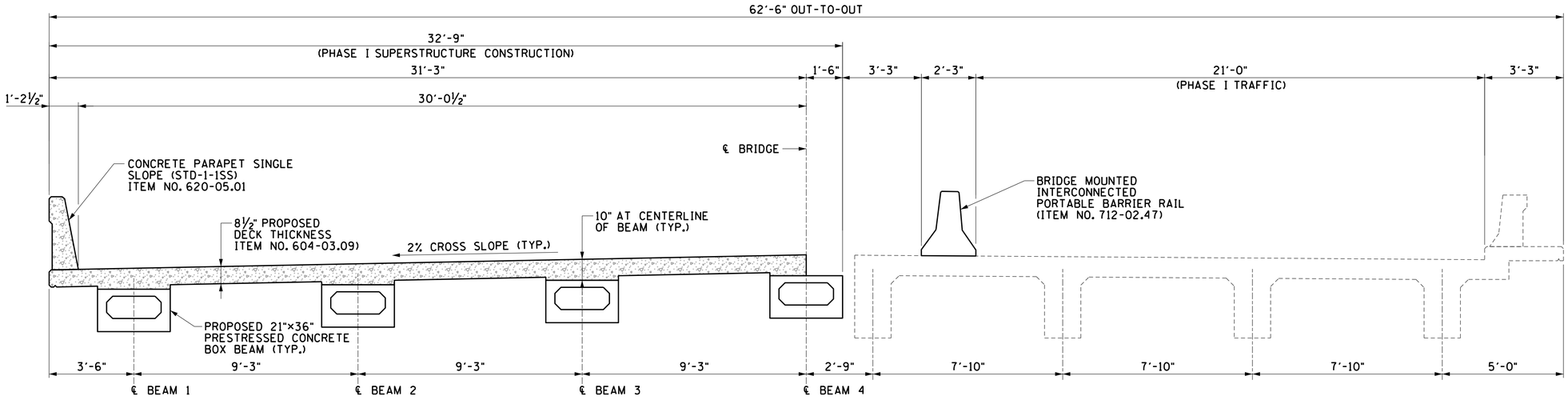


PHASE I DEMOLITION

(LOOKING FORWARD ON SURVEY)

DENOTES: EXISTING CONCRETE TO BE REMOVED
ITEM NO. 202-04.01 (TYP.)

NOTE: SEE ITEM NO. 602-10.05, BRACING REPAIRS.



NOTE: CONTRACTOR SHALL CONFIRM ALL DIMENSIONS IN THE FIELD.

NOTE: SEE SHEET F-10-123 DATED 1957 FOR ADDITIONAL INFORMATION REGARDING EXISTING SUPERSTRUCTURE.

PHASE I CONSTRUCTION

(LOOKING FORWARD ON SURVEY)

PHASE I CONSTRUCTION

1. MODIFY EXISTING BENTS.
2. CONSTRUCT NEW ABUTMENTS.
3. CONSTRUCT NEW REINFORCED CONCRETE BRIDGE DECK WITH 2% CROSS SLOPE.
4. CONSTRUCT NEW PAVEMENT AT BRIDGE ENDS AT BOTH ENDS OF BRIDGE.
5. CONSTRUCT BRIDGE END DRAIN AT ABUTMENT NO. 1.
6. CONSTRUCT NEW CONCRETE PARAPET AND WINGPOSTS.
7. MECHANICALLY GROOVE NEW BRIDGE DECK AND PAVEMENT AT BRIDGE ENDS.
8. TEXTURE COAT CONCRETE SURFACES.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

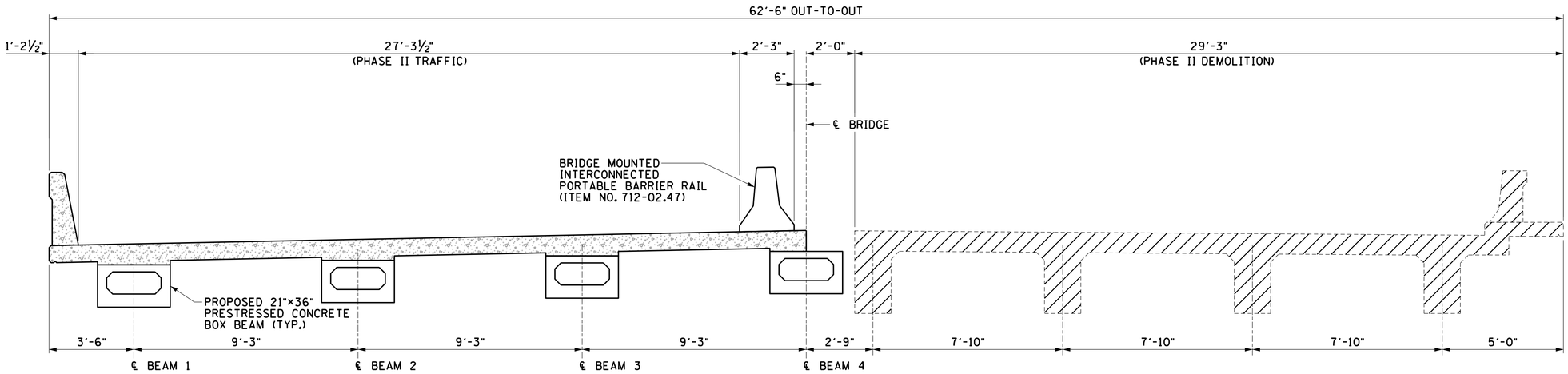
PHASING
(PHASE I)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-85

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

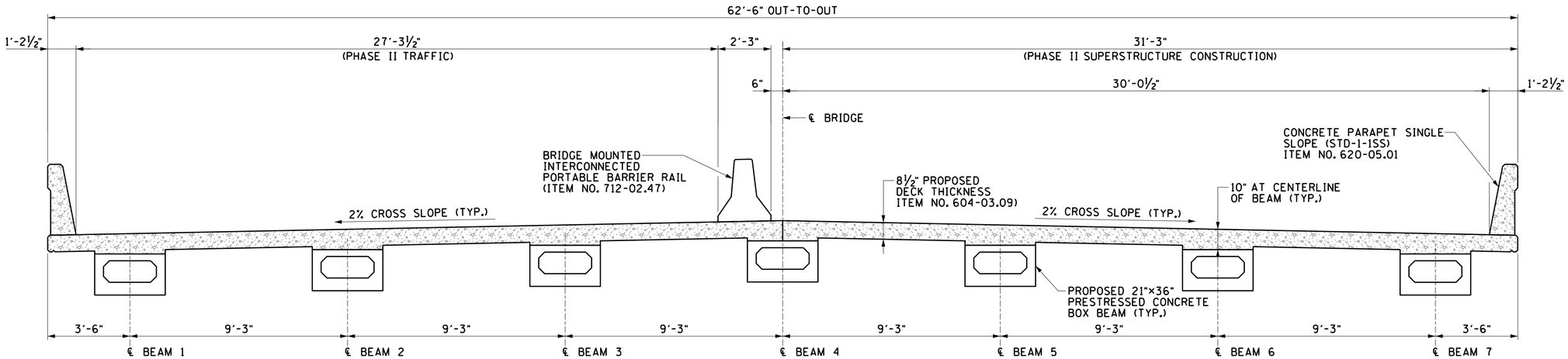
JAMES & ASSOCIATES, INC.



PHASE II DEMOLITION
(LOOKING FORWARD ON SURVEY)

DENOTES: EXISTING CONCRETE TO BE REMOVED
ITEM NO. 202-04.01 (TYP.)

NOTE: SEE ITEM NO. 602-10.05, BRACING REPAIRS.



NOTE: CONTRACTOR SHALL CONFIRM ALL DIMENSIONS IN THE FIELD.

PHASE II CONSTRUCTION
(LOOKING FORWARD ON SURVEY)

PHASE II CONSTRUCTION

1. MODIFY EXISTING BENTS.
2. CONSTRUCT NEW ABUTMENTS.
3. CONSTRUCT NEW REINFORCED CONCRETE BRIDGE DECK WITH 2% CROSS SLOPE.
4. CONSTRUCT NEW PAVEMENT AT BRIDGE ENDS AT BOTH ENDS OF BRIDGE.
5. CONSTRUCT BRIDGE END DRAIN AT ABUTMENT NO. 1.
6. CONSTRUCT NEW CONCRETE PARAPET AND WINGPOSTS.
7. MECHANICALLY GROOVE NEW BRIDGE DECK AND PAVEMENT AT BRIDGE ENDS.
8. TEXTURE COAT CONCRETE SURFACES.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

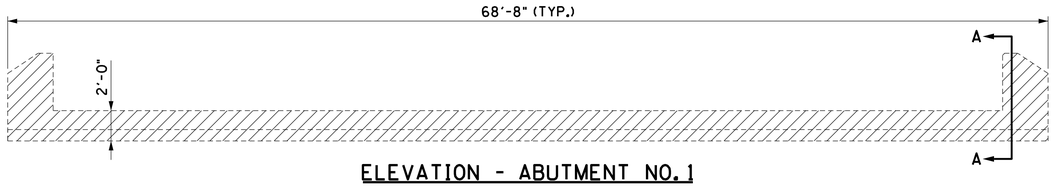
PHASING
(PHASE II)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

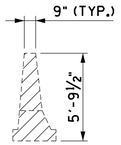
BR-118-86

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JA JAMES & ASSOCIATES, INC.

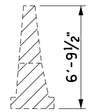


ELEVATION - ABUTMENT NO. 1

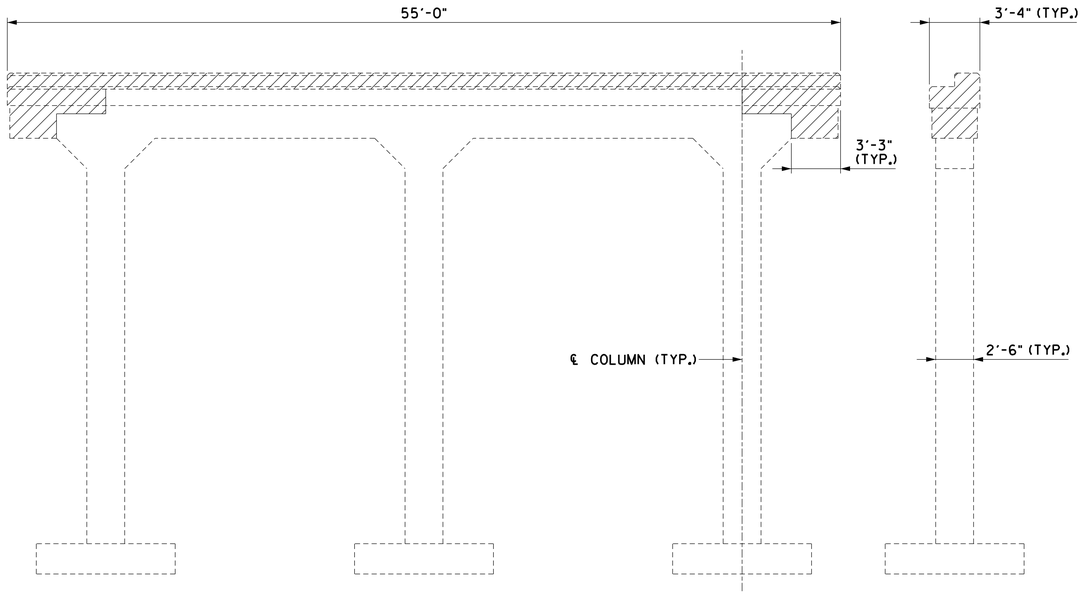


SECTION A-A

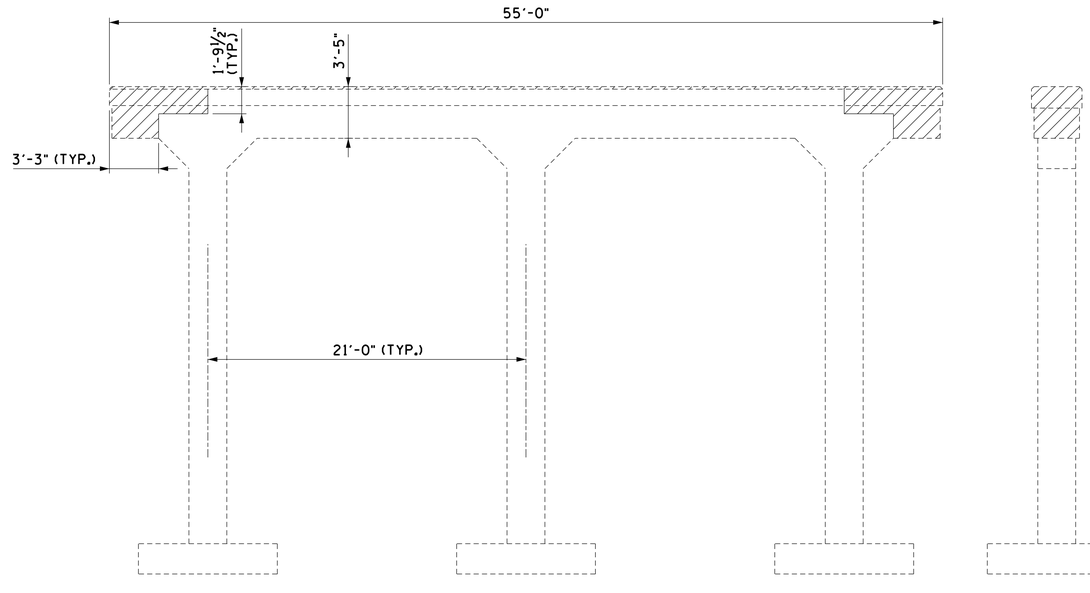
ELEVATION - ABUTMENT NO. 2



SECTION B-B



ELEVATION - BENT NO. 1



ELEVATION - BENT NO. 2

DENOTES: AREAS OF CONCRETE TO BE REMOVED IN PHASES AND TO BE INCLUDED IN ITEM NO. 202-04.01, REMOVAL OF STRUCTURE (SEE BR-118-85 AND BR-118-86 FOR ADDITIONAL INFORMATION ON PHASING).

NOTE: REINFORCING STEEL THAT DOES NOT IMPEDE OR PROTRUDE BEYOND NEW CONSTRUCTION IS TO REMAIN. CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE THIS REINFORCING STEEL DURING CONCRETE REMOVAL. EXISTING STEEL TO BE INCORPORATED INTO NEW CONSTRUCTION SHALL BE COMPLETELY CLEANED BEFORE POURING NEW ABUTMENTS OR BENTS.

NOTE: 1" DEEP SAW CUTS SHALL BE MADE ALONG THE LINE OF REMOVAL PRIOR TO REMOVING DEMOLITION AREA.

NOTE: PRIOR TO DEMOLITION, THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS AND ELEVATIONS OF ABUTMENTS AND BENTS.

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JACOBS ASSOCIATES INC.

CONST. NO.

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

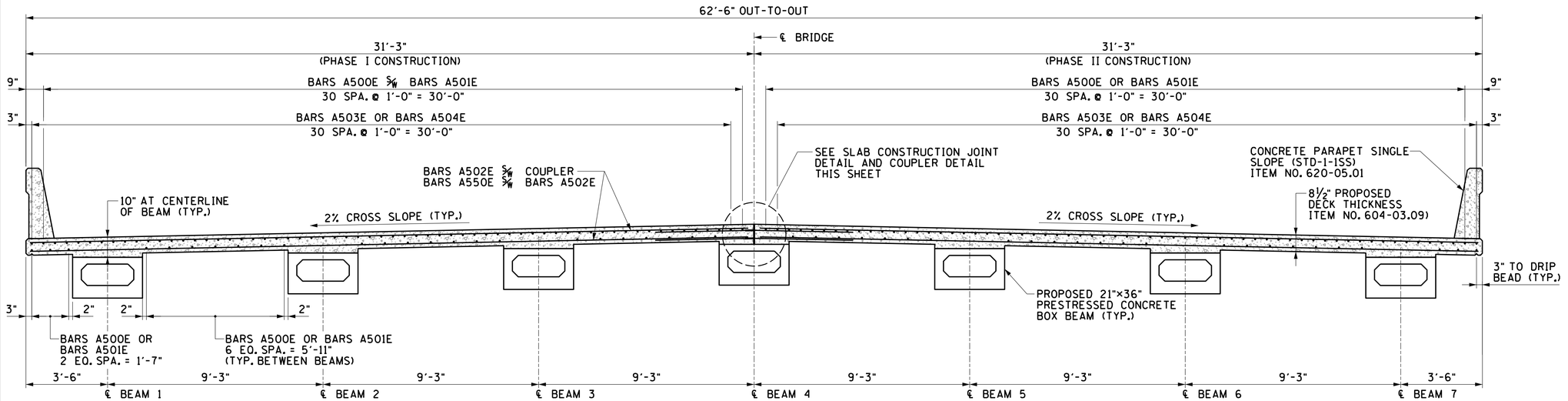
NOT FOR BIDDING

DEPARTMENT OF TRANSPORTATION

DEMOLITION DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-87



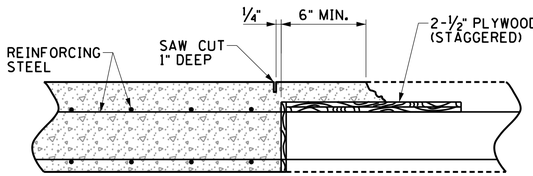
TYPICAL CROSS-SECTION

(LOOKING FORWARD ON SURVEY)

CONST. NO.		
PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

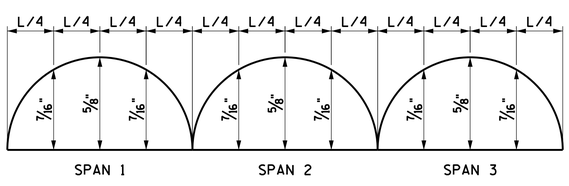
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	ADDED PROTECTIVE FENCING DETAIL
			REVISED EPOXY COATED REINFORCING
			STEEL (BRIDGES) QUANTITY



SLAB CONSTRUCTION JOINT DETAIL

(NOT TO SCALE)

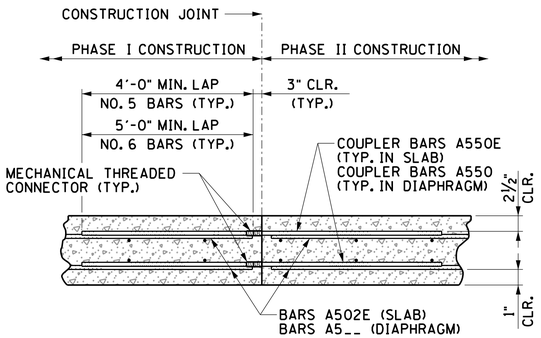


DEAD LOAD CORRECTION CURVE

NOTE: THIS CURVE IS FOR SLAB DEAD LOAD AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE.

NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING SLAB REPLACEMENT. DESIGN CALCULATION AND DETAILS OF TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE ANY DEMOLITION IS BEGUN. COST OF STABILIZING THE STRUCTURE SHALL BE INCLUDED IN ITEM NO. 602-10.05, BRACING REPAIRS, L.S.
2. FOR STANDARD REINFORCING DETAILS OF PARAPET, SEE STD-1-1SS.
3. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR THE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED.
4. THE COST OF CONCRETE REQUIRED FOR THE NEW BRIDGE DECK SLAB SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-03.09, CLASS D CONCRETE (BRIDGE DECK), C.Y.
5. ALL REINFORCING STEEL FOR THE NEW CONCRETE SLAB SHALL BE EPOXY COATED. REINFORCING STEEL TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, LBS.
6. THE COST OF REMOVING AND DISPOSING OF THE EXISTING CONCRETE AND REINFORCING STEEL, WITHIN THE LIMITS SHOWN, SHALL BE INCLUDED IN ITEM NO. 202-04.01, REMOVAL OF STRUCTURES, L.S.



COUPLER DETAIL

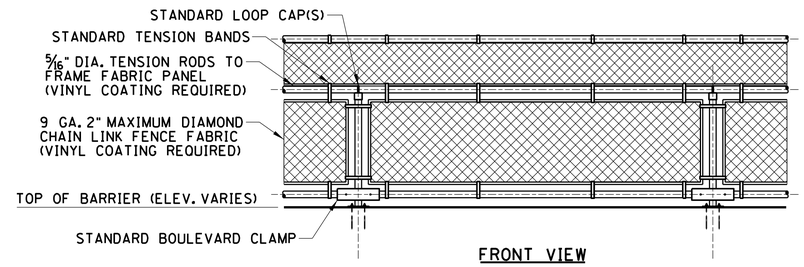
(NOT TO SCALE)

NOTE: THE COST OF MECHANICAL THREADED CONNECTORS AND THE COST OF THREADING THE COUPLER BARS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, L.B.

NOTE: DETAIL IS TYPICAL FOR CONSTRUCTION JOINT BETWEEN PHASES I AND II.

NOTE: SEAL CONSTRUCTION JOINT WITH CRACK SEALER (ITEM NOS. 617-02 AND 617-05). SEALER SHALL BE APPLIED AFTER ALL CONCRETE HAS BEEN IN PLACE AT LEAST 10 DAYS.

NOTE:
THE PROTECTIVE BARRIER FENCE SHALL EXTEND AT LEAST 8'-0" FROM THE TOP OF THE SIDEWALK OR DRIVING SURFACE ADJACENT TO THE BARRIER WALL. THE FENCE MAT SHALL BE PLACED ON TOP OF THE BARRIER WALL. THE FENCE SHALL BE CAPABLE OF PREVENTING TRAVELERS FROM DROPPING DEBRIS ONTO RAILROAD RIGHT-OF-WAY, AND IN PARTICULAR, PASSING TRAINS. OPENINGS IN THE FENCE SHALL NOT EXCEED 2" × 2". FENCING SHOULD ALSO INCLUDE ANTI-CLIMB SHIELDS OR BE OF A CONFIGURATION TO MINIMIZE THE LIKELIHOOD OF CLIMBING ON THE OUTSIDE OF THE PROTECTIVE FENCING. A CHAIN LINK FENCE OPTION IS SHOWN BELOW.



PROTECTIVE FENCING DETAIL ⚠1

(BRIDGE NO. 43-A658-00.22) (SPAN 2)

ESTIMATED QUANTITIES PHASE I CONSTRUCTION ⚠1		
CLASS "D" CONCRETE (BRIDGE DECK) (C.Y.)	EPOXY COATED REINFORCING STEEL (BRIDGES) (LBS.)	STEEL BAR REINFORCEMENT (BRIDGES) (LBS.)
122.5	25,140	275

ESTIMATED QUANTITIES PHASE II CONSTRUCTION ⚠1		
CLASS "D" CONCRETE (BRIDGE DECK) (C.Y.)	EPOXY COATED REINFORCING STEEL (BRIDGES) (LBS.)	STEEL BAR REINFORCEMENT (BRIDGES) (LBS.)
122.5	25,140	265

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

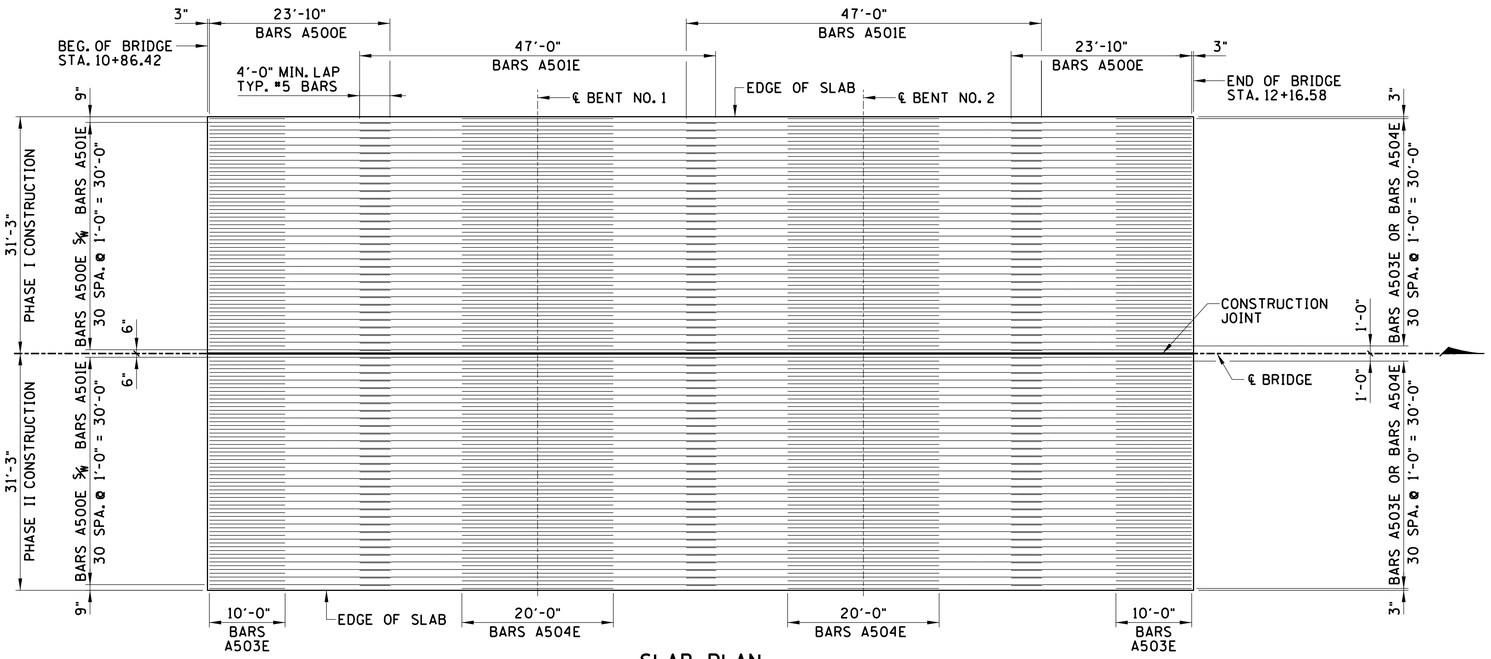
SUPERSTRUCTURE

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

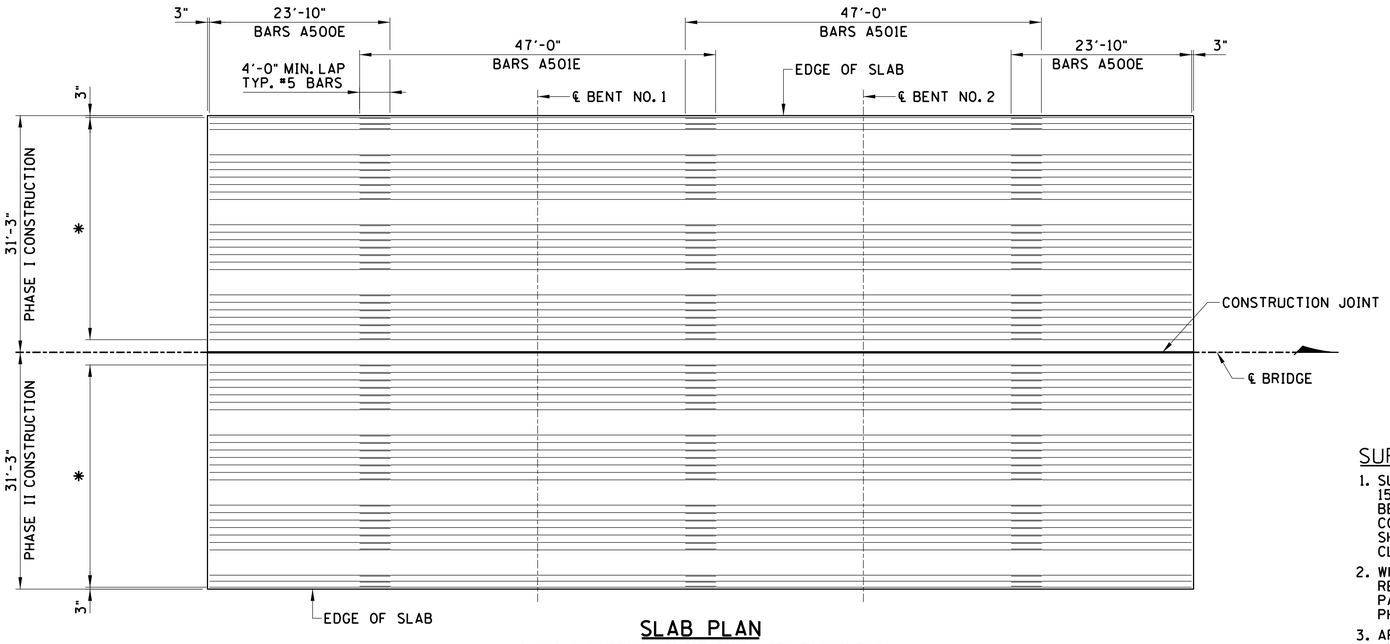
BR-118-88

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JA JAMES & ASSOCIATES, INC.



SLAB PLAN
(SHOWING TOP LONGITUDINAL REINFORCEMENT)



SLAB PLAN
(SHOWING BOTTOM LONGITUDINAL REINFORCEMENT)

* DENOTES: SEE SHEET BR-118-88 FOR BAR SPACING.

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JA

CONST. NO.

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SUPERSTRUCTURE GENERAL NOTES:

1. SUPPORT DIAPHRAGMS AT BEAMS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN PLACED. THE REMAINDER OF THE DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM NO. 604-03.09, CLASS D CONCRETE (BRIDGE DECK).
2. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR THE PARAPET. NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB (PER PHASE) IS IN PLACE AND CURED.
3. APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

UNOFFICIAL SET

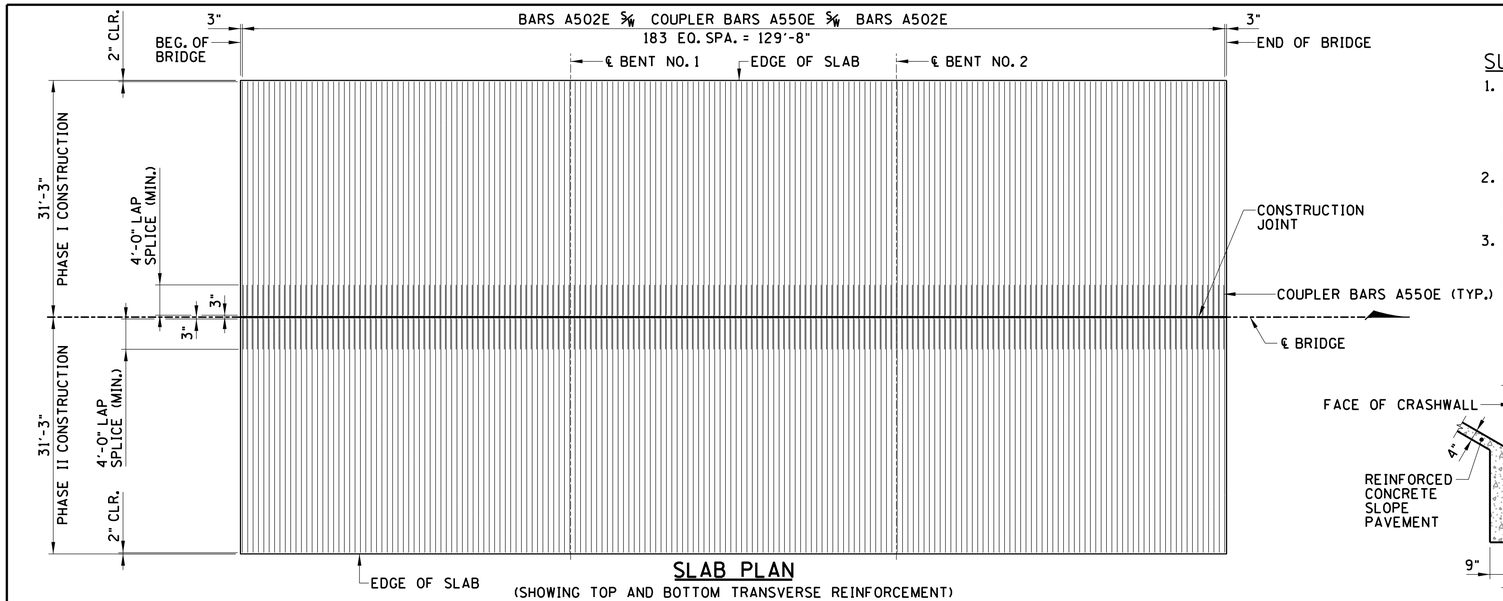
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

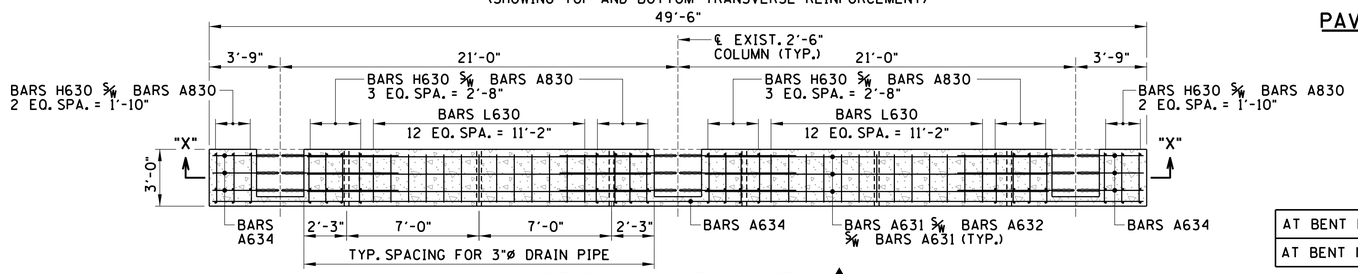
BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-89



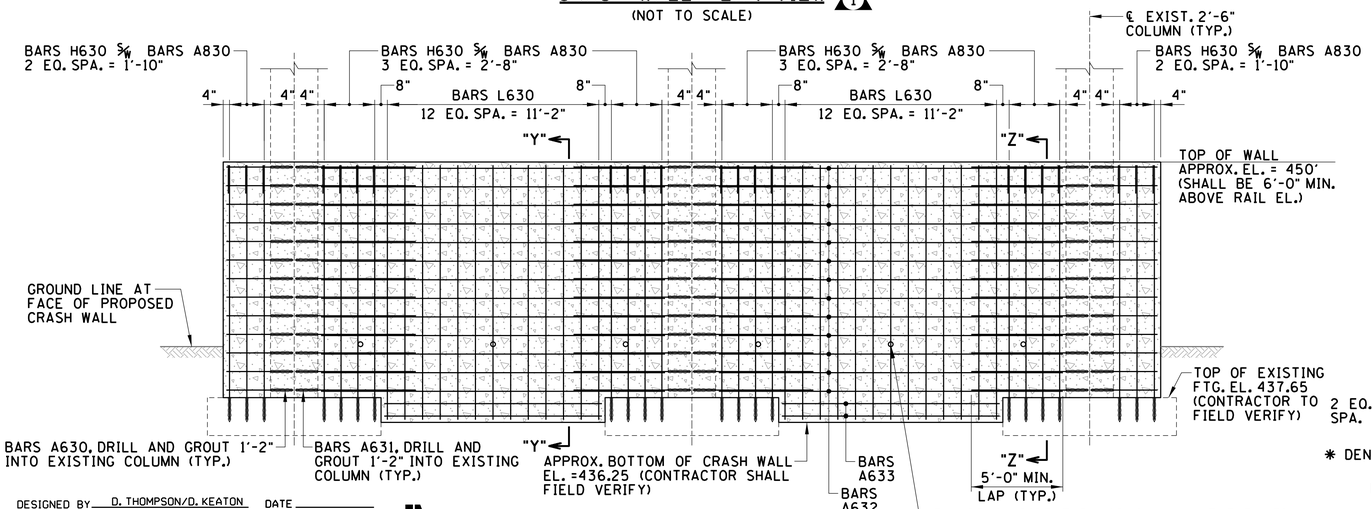
SLAB PLAN

(SHOWING TOP AND BOTTOM TRANSVERSE REINFORCEMENT)



CRASH WALL PLAN VIEW 1

(NOT TO SCALE)



SECTION "X-X" 1

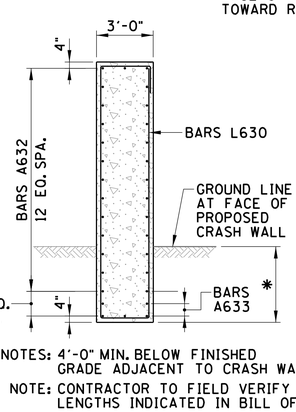
(NOT TO SCALE)

PAVEMENT DETAIL AT CRASHWALL

(NOT TO SCALE)

ESTIMATED QUANTITIES CRASH WALL

	CLASS "A" CONCRETE (BRIDGES) (C.Y.)	STEEL BAR REINFORCEMENT (BRIDGES) (LBS.)
AT BENT NO. 1	65	7,815
AT BENT NO. 2	65	7,815

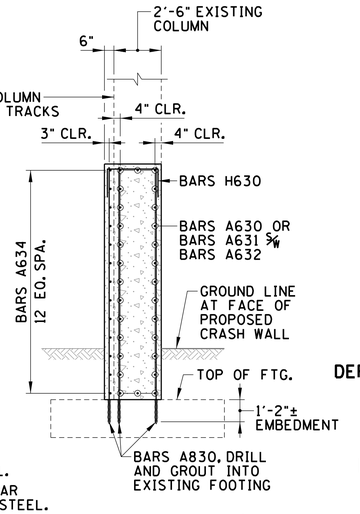


* DENOTES: 4'-0" MIN. BELOW FINISHED GRADE ADJACENT TO CRASH WALL.

NOTE: CONTRACTOR TO FIELD VERIFY BAR LENGTHS INDICATED IN BILL OF STEEL.

SECTION "Y-Y" 1

(NOT TO SCALE)



SECTION "Z-Z" 1

(NOT TO SCALE)

BILL OF STEEL

CRASH WALL - BENT NO. 1

BAR	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A630	6	56	3'-6"				3'-6"
A631	6	112	6'-4"				6'-4"
A632	6	54	18'-2"				18'-2"
A633	6	10	11'-6"				11'-6"
A634	6	13	49'-2"				49'-2"
A830	8	66	13'-5"				13'-5"
H630	6	22	2'-8"	1'-6"			5'-8"
L630	6	26	2'-8"	1'-0"	13'-5"		33'-2"

CRASH WALL - BENT NO. 2

BAR	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A630	6	56	3'-6"				3'-6"
A631	6	112	6'-4"				6'-4"
A632	6	54	18'-2"				18'-2"
A633	6	10	11'-6"				11'-6"
A634	6	13	49'-2"				49'-2"
A830	8	66	13'-5"				13'-5"
H630	6	22	2'-8"	1'-6"			5'-8"
L630	6	26	2'-8"	1'-0"	13'-5"		33'-2"

SUPERSTRUCTURE GENERAL NOTES:

1. SUPPORT DIAPHRAGMS AT BEAMS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN PLACED. THE REMAINDER OF THE DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM NO. 604-03.09, CLASS D CONCRETE (BRIDGE DECK).
2. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR THE PARAPET. NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB (PER PHASE) IS IN PLACE AND CURED.
3. APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	ADDED CRASH WALL DETAILS AND BILL OF STEEL

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-90

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

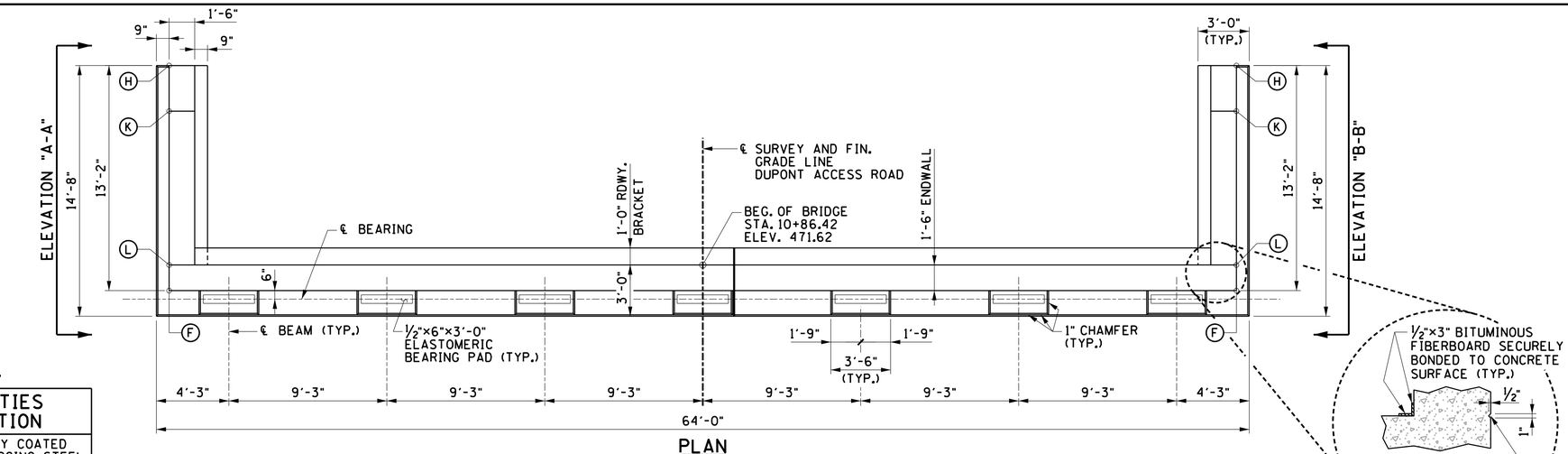
JAMES ASSOCIATES, INC.

ELEVATIONS	
LOCATION	ELEVATION
A	468.45
B	468.64
C	468.82
D	469.01
E	468.28
F	471.01
G	471.62
H	470.91
J	465.28
K	471.18
L	471.25

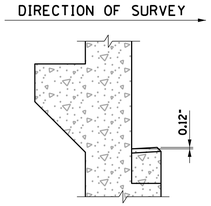
NOTE: ELEVATIONS REPRESENT CONCRETE BEAM SEAT ELEVATION BEFORE ½" BEARING PAD INSTALLATION.

ESTIMATED QUANTITIES PHASE I CONSTRUCTION		
CLASS "A" CONCRETE (BRIDGE) (C.Y.)	REINFORCING STEEL (LBS.)	EPOXY COATED REINFORCING STEEL (BRIDGES) (LB.)
26.5	3,720	1,050

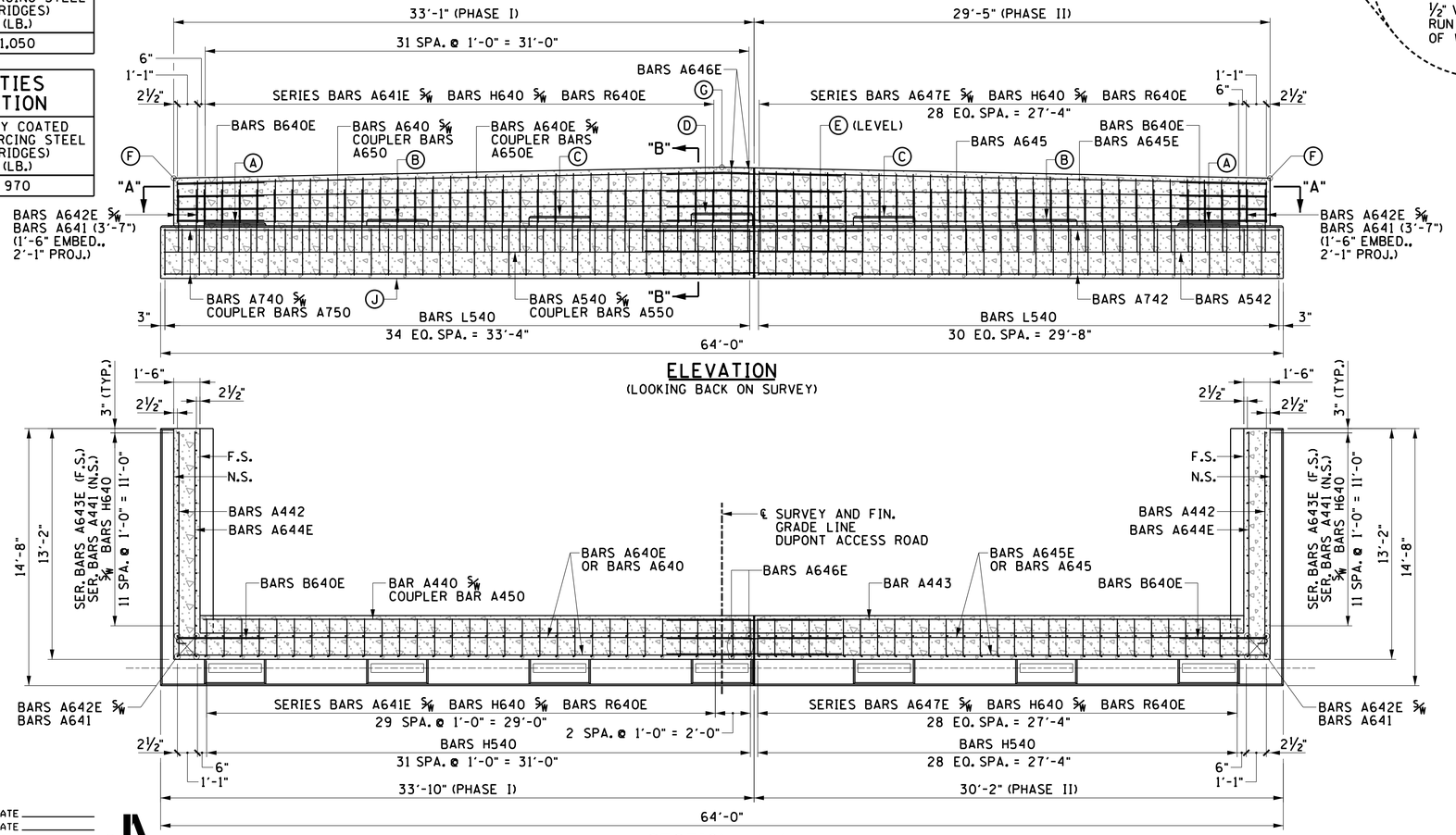
ESTIMATED QUANTITIES PHASE II CONSTRUCTION		
CLASS "A" CONCRETE (BRIDGE) (C.Y.)	REINFORCING STEEL (LBS.)	EPOXY COATED REINFORCING STEEL (BRIDGES) (LB.)
24.5	3,430	970



PLAN



RISER BLOCK SLOPE DETAIL



ELEVATION
(LOOKING BACK ON SURVEY)

SECTION "A-A"

NOTE: RISER BLOCK BEARING PAD SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

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

NOTE: NOT LESS THAN HALF OF THE SLAB IN THE END SPAN SHALL BE POURED PRIOR TO, OR CONCURRENTLY WITH, PLACEMENT OF ANY PART OF THE ABUTMENT BACKWALL. AT LEAST THE TOP 12 INCHES OF THE BACKWALL SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

NOTE: COST OF BRIDGE RAIL AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE BRIDGE RAIL SYSTEM.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: THE CONTRACTOR SHALL SUPPORT THE ABUTMENT UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED AND BACKFILLING HAS BEEN COMPLETED.

NOTE: SEE BR-118-92 FOR ELEVATION "A-A", ELEVATION "B-B", SECTION "B-B", SECTION "C-C" AND MISCELLANEOUS ABUTMENT DETAILS.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

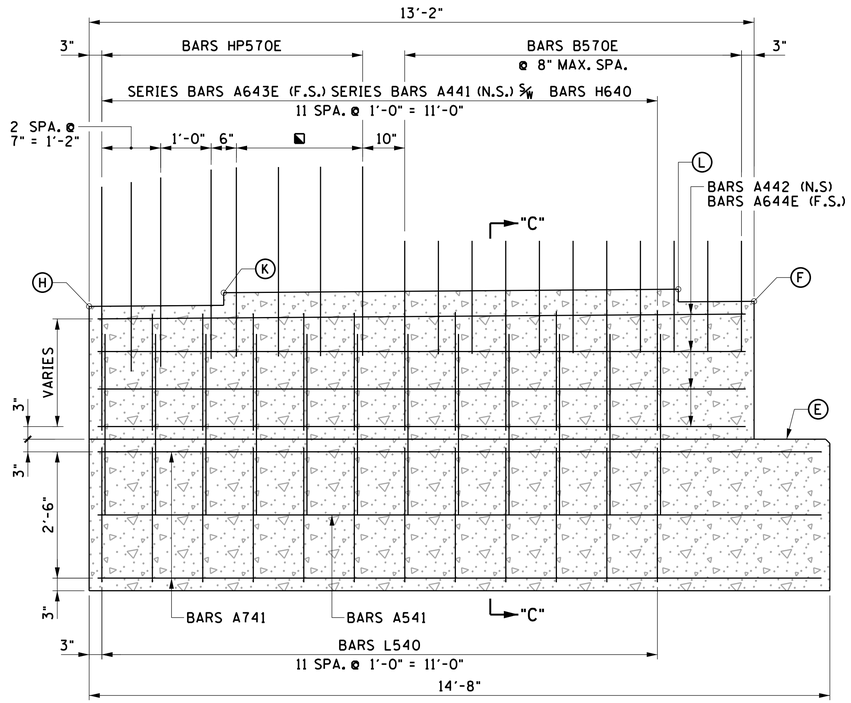
ABUTMENT NO. 1

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-91

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

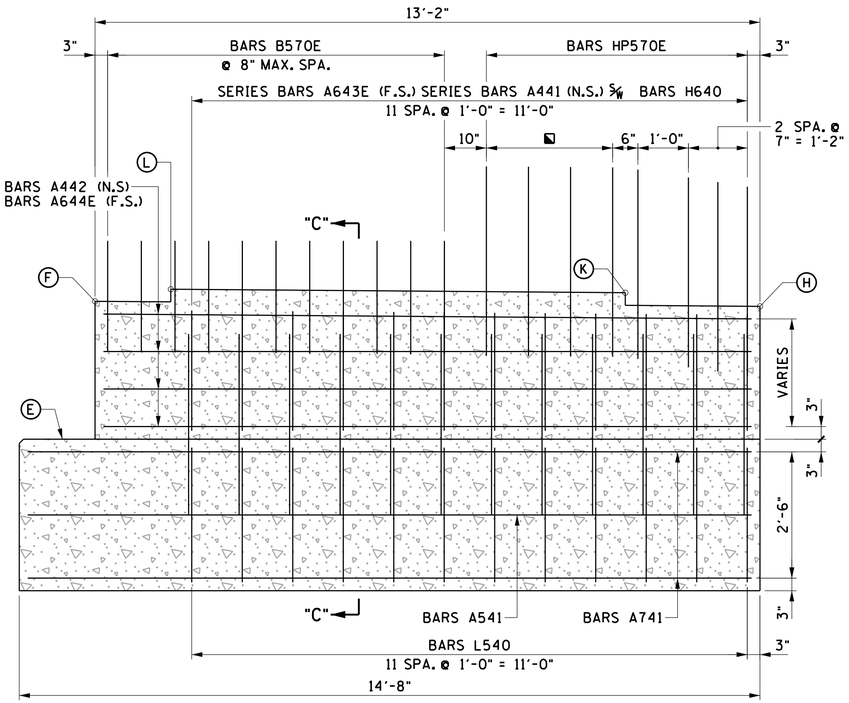
JAMES & ASSOCIATES, INC.



ELEVATION "A-A"

(NOT TO SCALE)

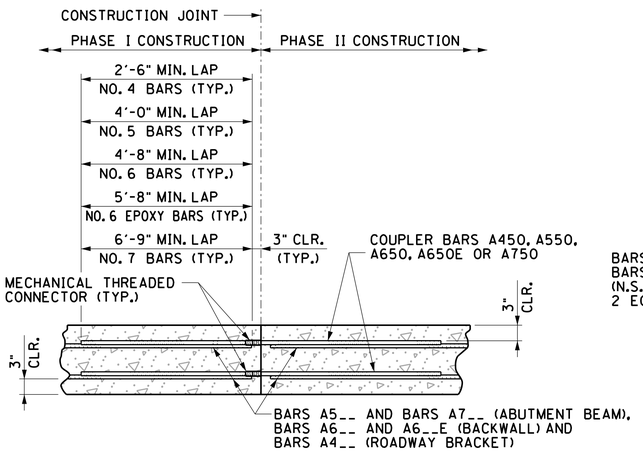
▨ DENOTES: BARS HP570E 3 SPA. @ 10" = 2'-6"



ELEVATION "B-B"

(NOT TO SCALE)

▨ DENOTES: BARS HP570E 3 SPA. @ 10" = 2'-6"



COUPLER DETAIL

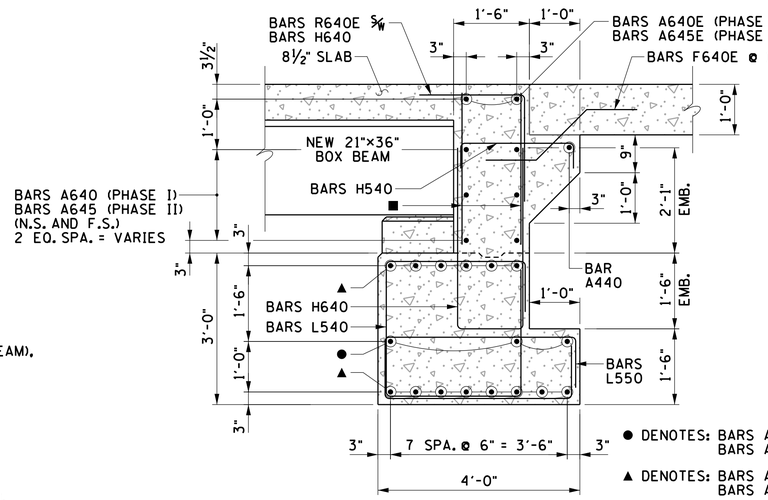
(NOT TO SCALE)

NOTE: THE COST OF MECHANICAL THREADED CONNECTORS AND THE COST OF THREADING THE COUPLER BARS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, L.B.

NOTE: DETAIL IS TYPICAL FOR CONSTRUCTION JOINT BETWEEN PHASES I AND II.

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JAMES & ASSOCIATES, INC.



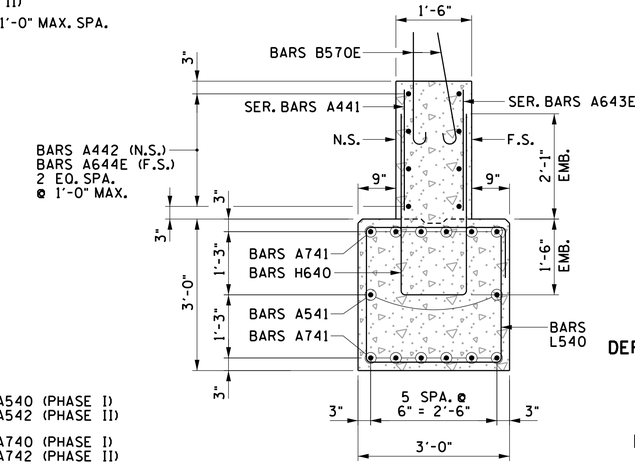
● DENOTES: BARS A540 (PHASE I)
BARS A542 (PHASE II)

▲ DENOTES: BARS A740 (PHASE I)
BARS A742 (PHASE II)

■ DENOTES: SERIES BARS A641E OR
BARS A646E (PHASE I)
SERIES BARS A647E (PHASE II)

SECTION "B-B"

(NOT TO SCALE)



SECTION "C-C"

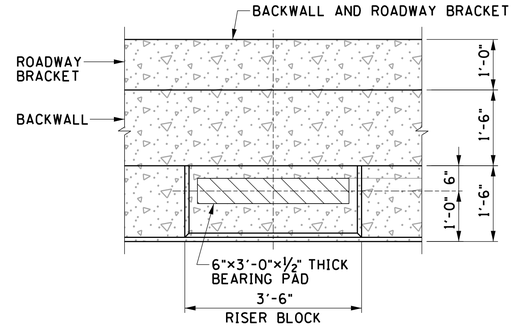
(NOT TO SCALE)

CONST. NO. _____

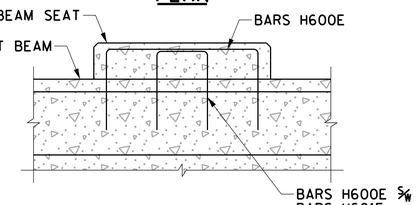
PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN



ELEVATION

RISER BLOCK DETAIL

(NOT TO SCALE)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

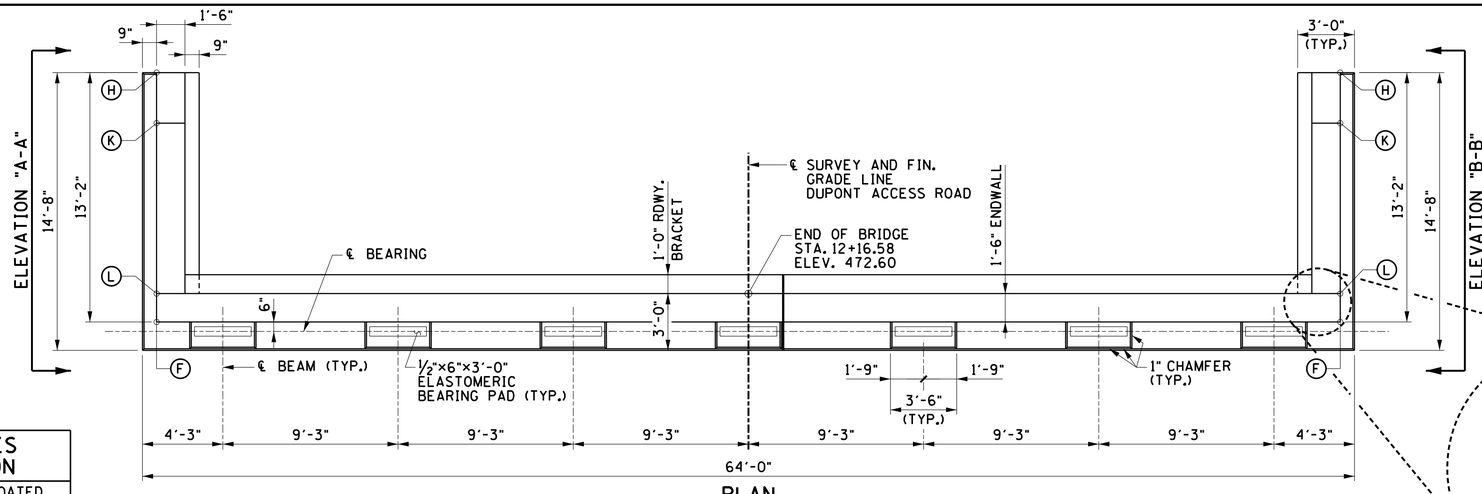
BR-118-92

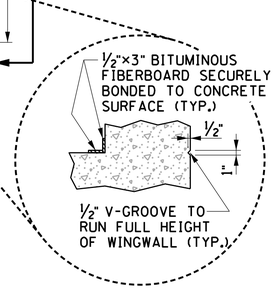
ELEVATIONS	
LOCATION	ELEVATION
A	469.40
B	469.59
C	469.77
D	469.96
E	469.23
F	471.96
G	472.60
H	472.06
J	465.73
K	472.29
L	472.22

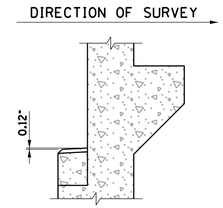
NOTE: ELEVATIONS REPRESENT CONCRETE BEAM SEAT ELEVATION BEFORE ½" BEARING PAD INSTALLATION.

ESTIMATED QUANTITIES PHASE I CONSTRUCTION		
CLASS "A" CONCRETE (BRIDGE) (C.Y.)	REINFORCING STEEL (LBS.)	EPOXY COATED REINFORCING STEEL (BRIDGES) (LB.)
28.5	3,880	1,050

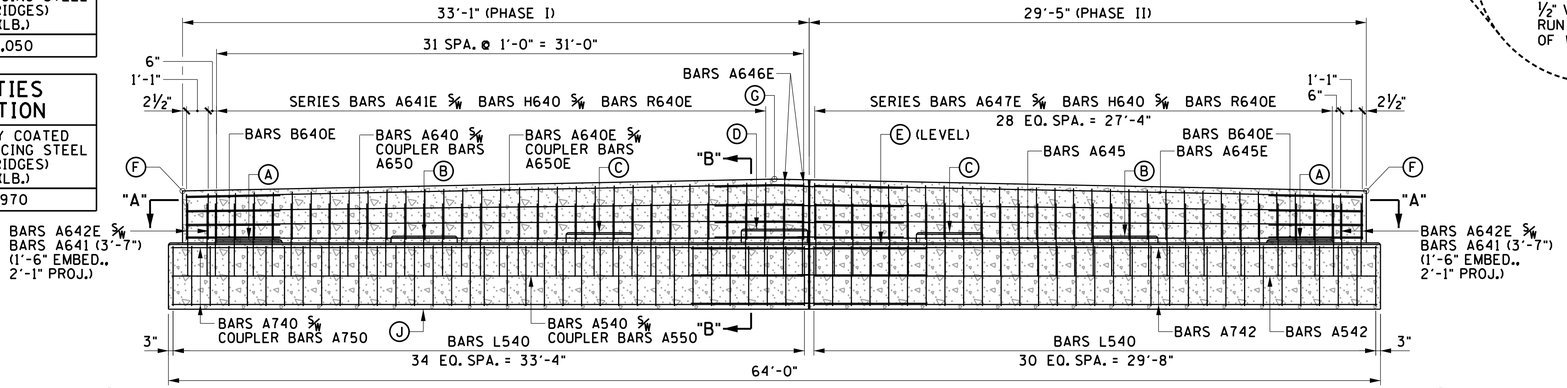
ESTIMATED QUANTITIES PHASE II CONSTRUCTION		
CLASS "A" CONCRETE (BRIDGE) (C.Y.)	REINFORCING STEEL (LBS.)	EPOXY COATED REINFORCING STEEL (BRIDGES) (LB.)
26.5	3,580	970

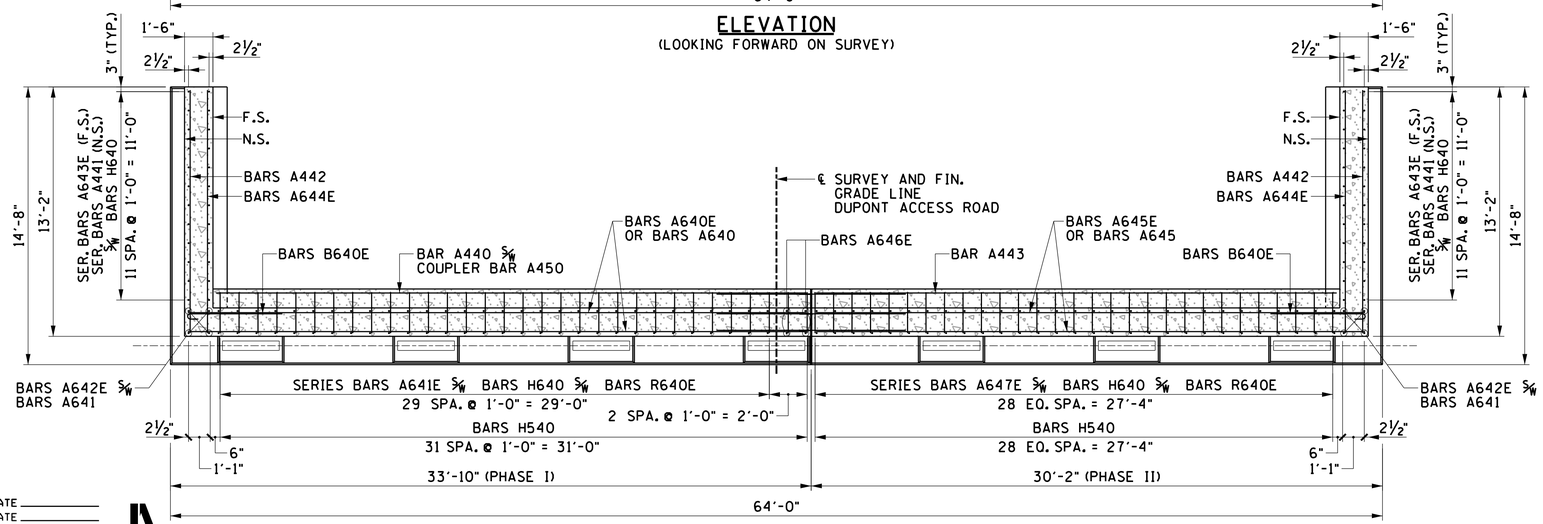






RISER BLOCK SLOPE DETAIL





NOTE: RISER BLOCK BEARING PAD SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

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

NOTE: NOT LESS THAN HALF OF THE SLAB IN THE END SPAN SHALL BE POURED PRIOR TO, OR CONCURRENTLY WITH, PLACEMENT OF ANY PART OF THE ABUTMENT BACKWALL. AT LEAST THE TOP 12 INCHES OF THE BACKWALL SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

NOTE: COST OF BRIDGE RAIL AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE BRIDGE RAIL SYSTEM.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: THE CONTRACTOR SHALL SUPPORT THE ABUTMENT UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED AND BACKFILLING HAS BEEN COMPLETED.

NOTE: SEE BR-118-94 FOR ELEVATION "A-A", ELEVATION "B-B", SECTION "B-B", SECTION "C-C" AND MISCELLANEOUS ABUTMENT DETAILS.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

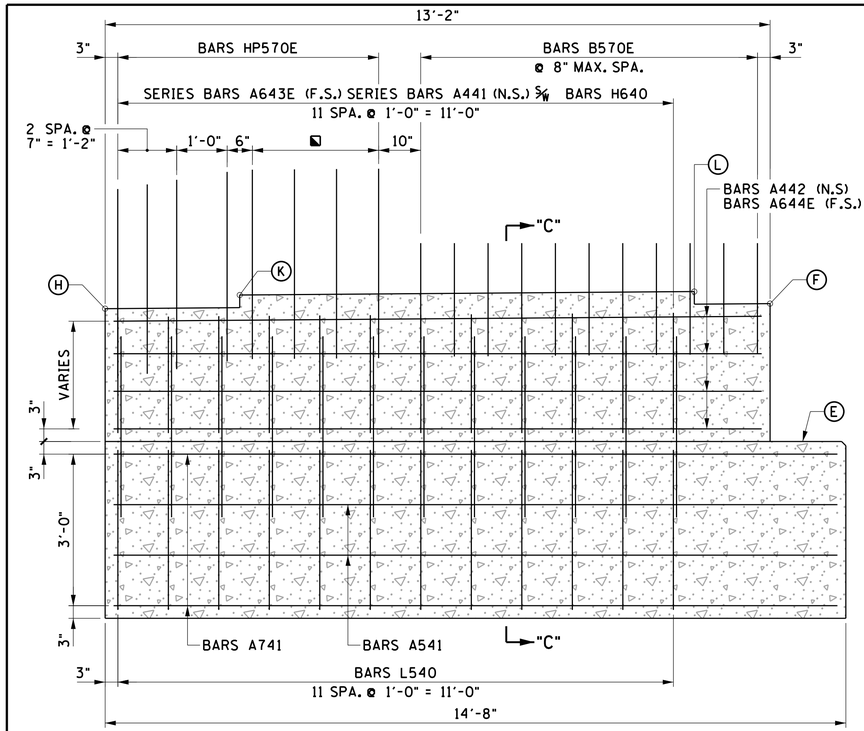
ABUTMENT NO. 2

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-93

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

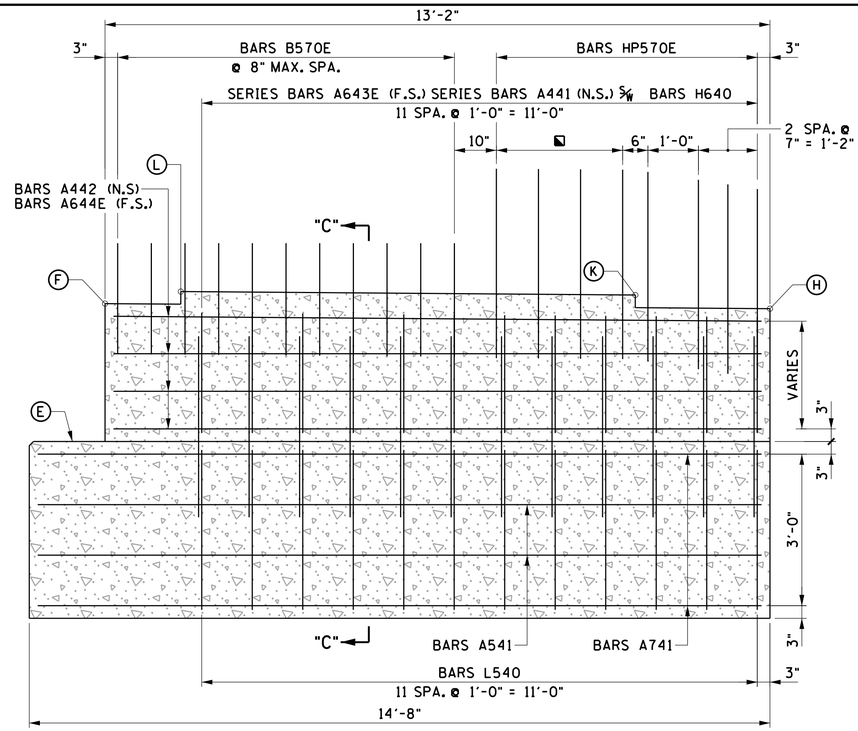
JA



ELEVATION "A-A"

(NOT TO SCALE)

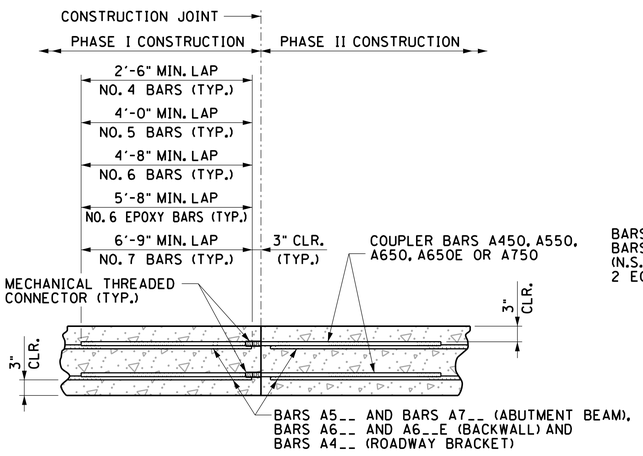
▩ DENOTES: BARS HP570E 3 SPA. @ 10" = 2'-6"



ELEVATION "B-B"

(NOT TO SCALE)

▩ DENOTES: BARS HP570E 3 SPA. @ 10" = 2'-6"



COUPLER DETAIL

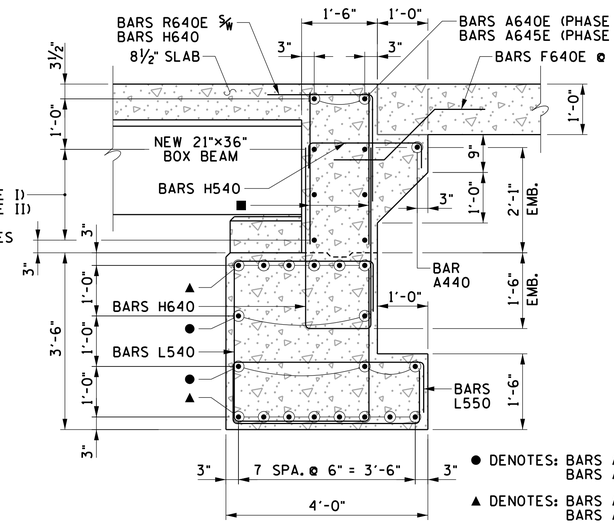
(NOT TO SCALE)

NOTE: THE COST OF MECHANICAL THREADED CONNECTORS AND THE COST OF THREADING THE COUPLER BARS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, L.B.

NOTE: DETAIL IS TYPICAL FOR CONSTRUCTION JOINT BETWEEN PHASES I AND II.

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JAMES + ASSOCIATES PLC



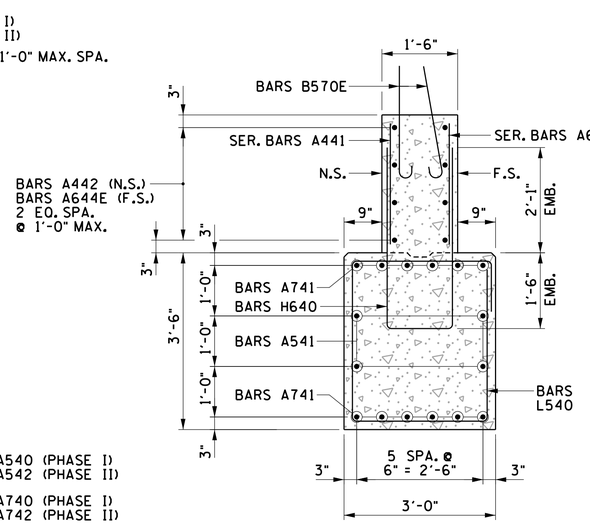
SECTION "B-B"

(NOT TO SCALE)

● DENOTES: BARS A540 (PHASE I)
BARS A542 (PHASE II)

▲ DENOTES: BARS A740 (PHASE I)
BARS A742 (PHASE II)

■ DENOTES: SERIES BARS A641E OR
BARS A646E (PHASE I)
SERIES BARS A647E (PHASE II)



SECTION "C-C"

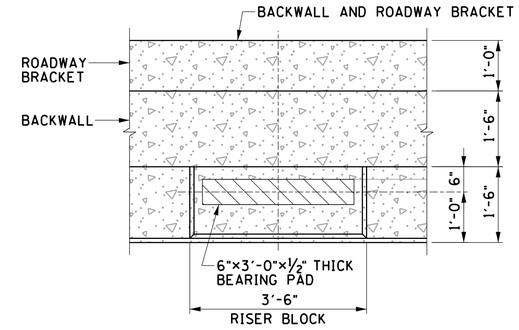
(NOT TO SCALE)

CONST. NO. _____

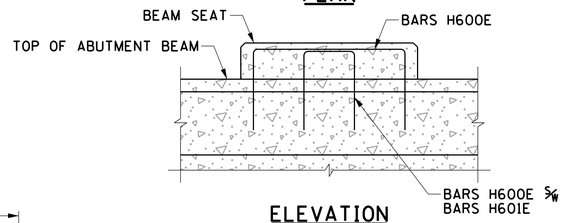
PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN



ELEVATION
RISER BLOCK DETAIL

(NOT TO SCALE)

UNOFFICIAL SET

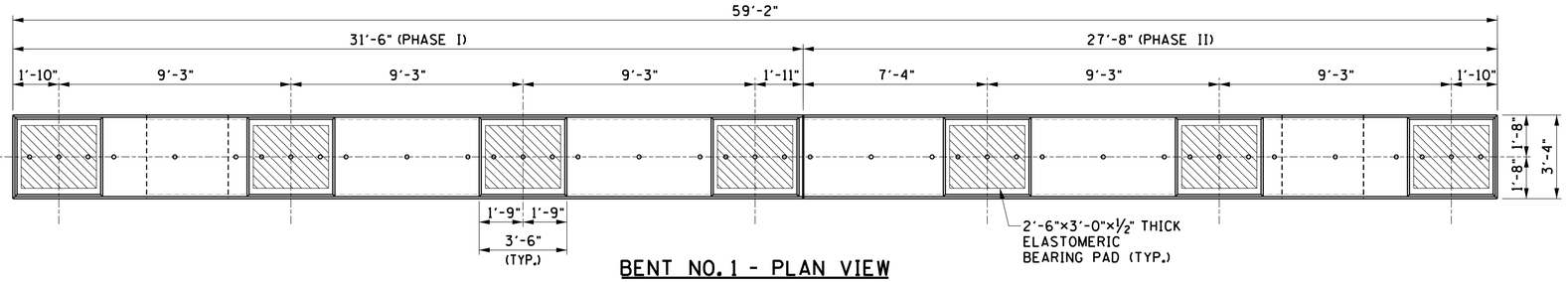
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

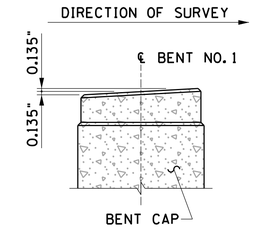
ABUTMENT NO. 2 DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-94



BENT NO. 1 - PLAN VIEW



RISER BLOCK SLOPE DETAIL

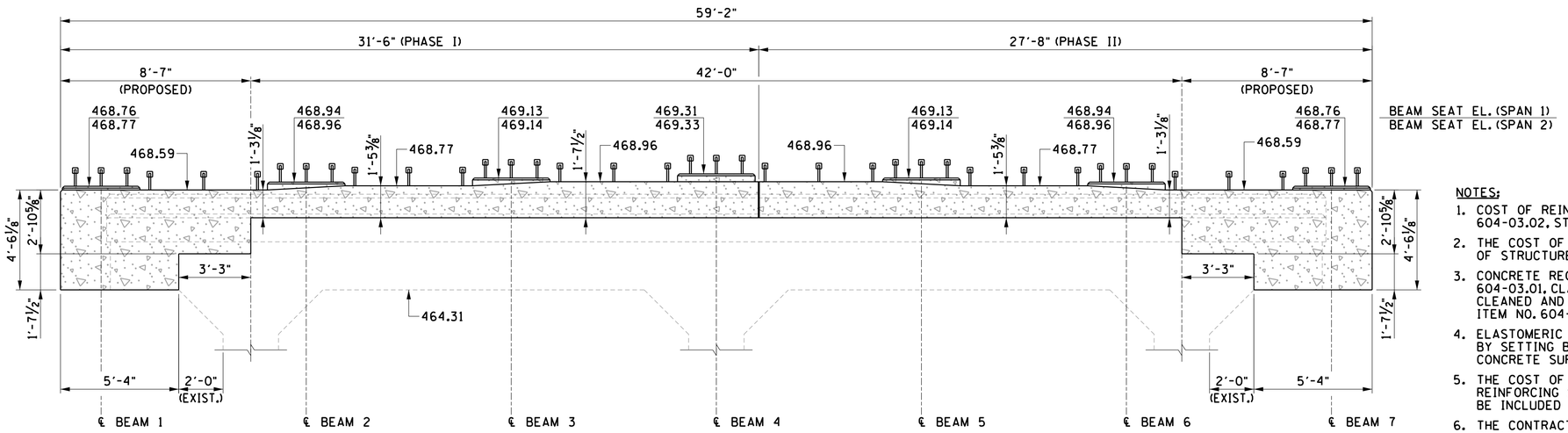
CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

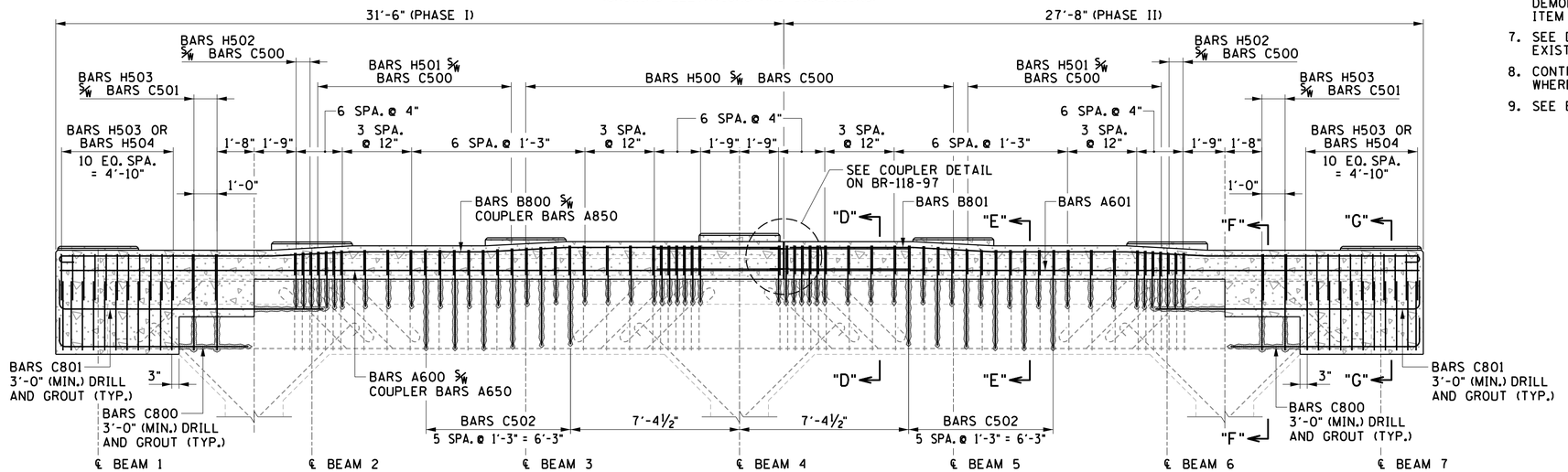
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTE: ALL DIMENSIONS AND VERTICAL ELEVATIONS ARE BASED ON EXISTING PLAN INFORMATION AND FIELD MEASUREMENTS. PROPOSED BRIDGE ELEVATIONS BASED ON BENCHMARK SHOWN ON ROADWAY DOCUMENTS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.



BENT NO. 1 - ELEVATION
(SHOWING ELEVATIONS AND DIMENSIONS)



BENT NO. 1 - ELEVATION
(SHOWING REINFORCING STEEL)

NOTES:

1. COST OF REINFORCING STEEL FOR NEW BENT CAPS SHALL BE INCLUDED IN ITEM NO. 604-03.02, STEEL BAR REINFORCEMENT (BRIDGES), LBS.
2. THE COST OF REMOVING CONCRETE SHALL BE INCLUDED IN ITEM NO. 202-04.01, REMOVAL OF STRUCTURES, L.S.
3. CONCRETE REQUIRED TO REBUILD DEMOLISHED AREAS SHALL BE INCLUDED IN ITEM NO. 604-03.01, CLASS "A" CONCRETE (BRIDGES). EXISTING REINFORCING STEEL SHALL BE CLEANED AND REUSED. MODIFICATION OF REINFORCING STEEL SHALL BE INCLUDED IN ITEM NO. 604-03.02, STEEL BAR REINFORCEMENT (BRIDGES), LBS.
4. ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.
5. THE COST OF FORMING, LABOR, CONCRETE, AND ALL MISCELLANEOUS MATERIAL (EXCEPT REINFORCING STEEL) NECESSARY TO REPAIR THE BENT AND POUR NEW BENT CAPS SHALL BE INCLUDED IN ITEM NO. 604-03.01, CLASS "A" CONCRETE (BRIDGES), C.Y.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING BEAM AND SLAB REPLACEMENT. DESIGN CALCULATION AND DETAILS OF TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE ANY DEMOLITION IS BEGUN. COST OF STABILIZING THE STRUCTURE SHALL BE INCLUDED IN ITEM NO. 602-10.05, BRACING REPAIRS, L.S.
7. SEE DEMOLITION DETAILS FOR AREAS TO BE REMOVED AND ADDITIONAL NOTES REGARDING EXISTING REINFORCING STEEL.
8. CONTRACTOR SHALL SPLICE NEW REINFORCING STEEL WITH EXISTING REINFORCING STEEL WHERE APPLICABLE.
9. SEE BR-118-97 FOR BENT SECTIONS AND DETAILS.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

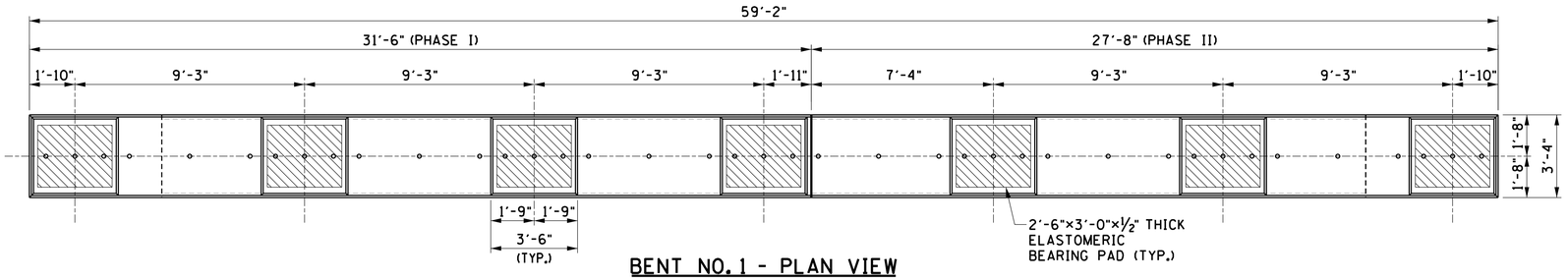
BENT NO. 1

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

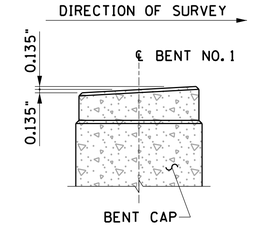
BR-118-95

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JAMES + ASSOCIATES, INC.



BENT NO. 1 - PLAN VIEW



RISER BLOCK SLOPE DETAIL

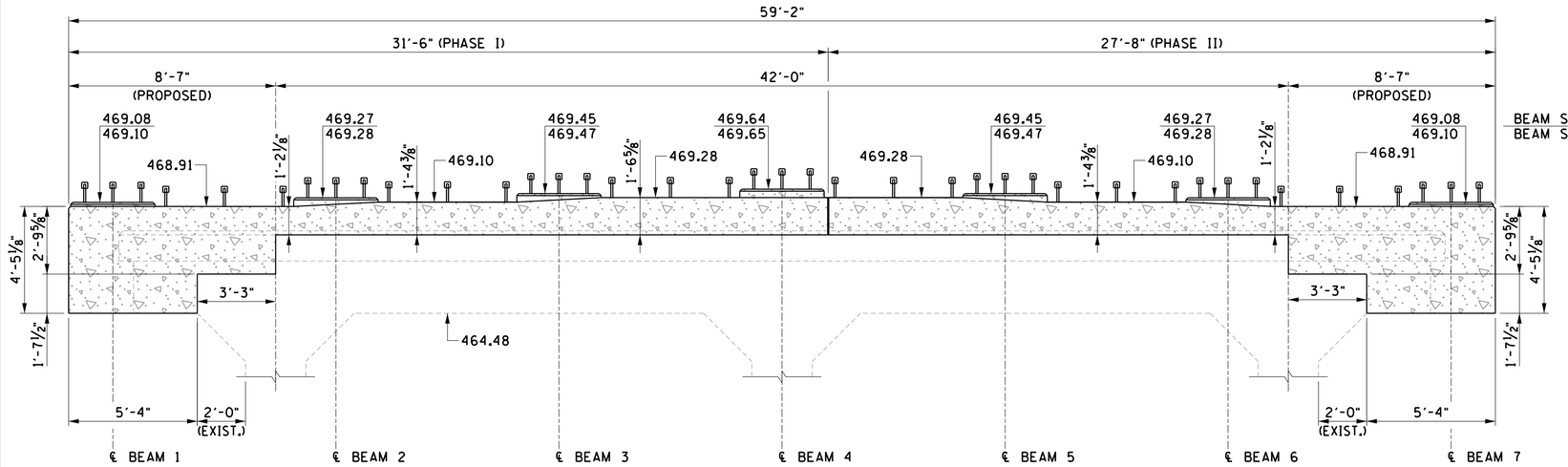
CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

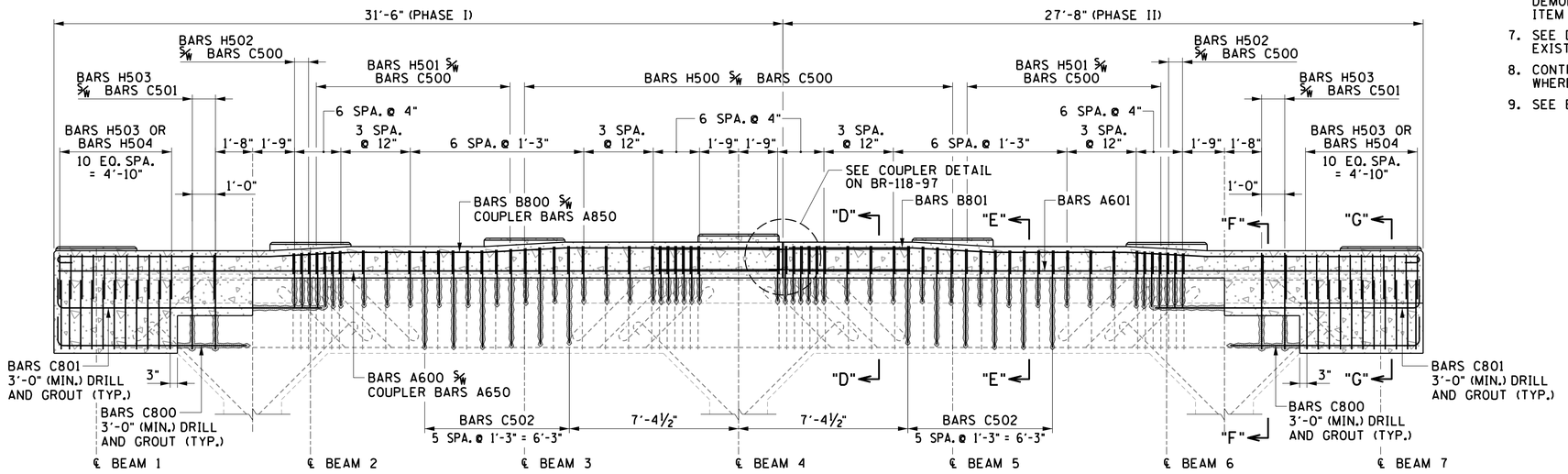
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTE: ALL DIMENSIONS AND VERTICAL ELEVATIONS ARE BASED ON EXISTING PLAN INFORMATION AND FIELD MEASUREMENTS. PROPOSED BRIDGE ELEVATIONS BASED ON BENCHMARK SHOWN ON ROADWAY DOCUMENTS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.



BENT NO. 2 - ELEVATION
(SHOWING ELEVATIONS AND DIMENSIONS)



BENT NO. 2 - ELEVATION
(SHOWING REINFORCING STEEL)

NOTES:

1. COST OF REINFORCING STEEL FOR NEW BENT CAPS SHALL BE INCLUDED IN ITEM NO. 604-03.02, STEEL BAR REINFORCEMENT (BRIDGES), LBS.
2. THE COST OF REMOVING CONCRETE SHALL BE INCLUDED IN ITEM NO. 202-04.01, REMOVAL OF STRUCTURES, L.S.
3. CONCRETE REQUIRED TO REBUILD DEMOLISHED AREAS SHALL BE INCLUDED IN ITEM NO. 604-03.01, CLASS "A" CONCRETE (BRIDGES). EXISTING REINFORCING STEEL SHALL BE CLEANED AND REUSED. MODIFICATION OF REINFORCING STEEL SHALL BE INCLUDED IN ITEM NO. 604-03.02, STEEL BAR REINFORCEMENT (BRIDGES), LBS.
4. ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.
5. THE COST OF FORMING, LABOR, CONCRETE, AND ALL MISCELLANEOUS MATERIAL (EXCEPT REINFORCING STEEL) NECESSARY TO REPAIR THE BENT AND POUR NEW BENT CAPS SHALL BE INCLUDED IN ITEM NO. 604-03.01, CLASS "A" CONCRETE (BRIDGES), C.Y.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING BEAM AND SLAB REPLACEMENT. DESIGN CALCULATION AND DETAILS OF TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE ANY DEMOLITION IS BEGUN. COST OF STABILIZING THE STRUCTURE SHALL BE INCLUDED IN ITEM NO. 602-10.05, BRACING REPAIRS, L.S.
7. SEE DEMOLITION DETAILS FOR AREAS TO BE REMOVED AND ADDITIONAL NOTES REGARDING EXISTING REINFORCING STEEL.
8. CONTRACTOR SHALL SPLICE NEW REINFORCING STEEL WITH EXISTING REINFORCING STEEL WHERE APPLICABLE.
9. SEE BR-118-97 FOR BENT SECTIONS AND DETAILS.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

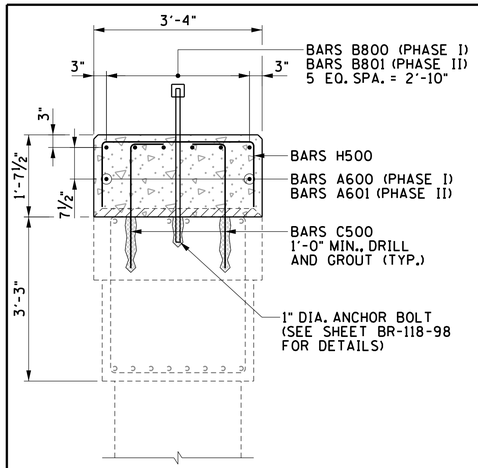
BENT NO. 2

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

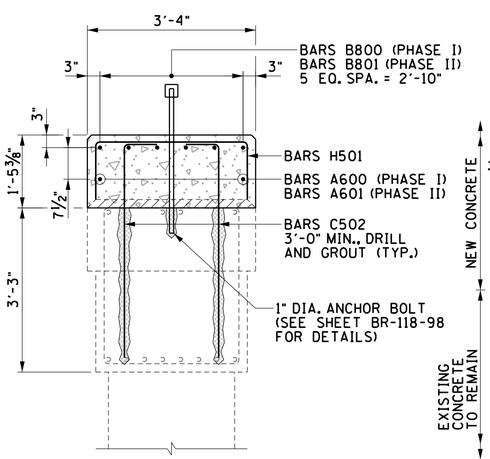
BR-118-96

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

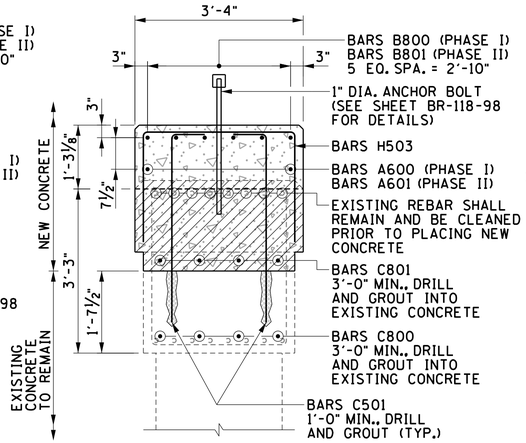
JAMES + ASSOCIATES, INC.



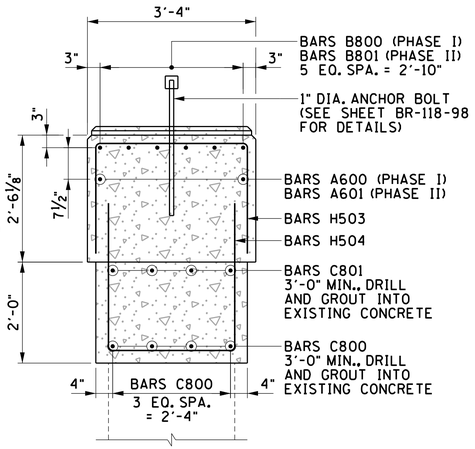
SECTION "D-D"
(BENT NO. 1)
(NOT TO SCALE)



SECTION "E-E"
(BENT NO. 1)
(NOT TO SCALE)



SECTION "F-F"
(BENT NO. 1)
(NOT TO SCALE)

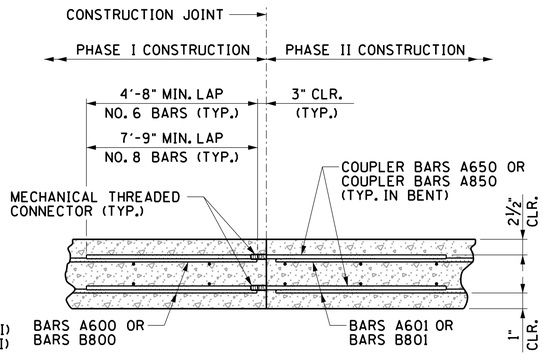


SECTION "G-G"
(BENT NO. 1)
(NOT TO SCALE)

CONST. NO.		
PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

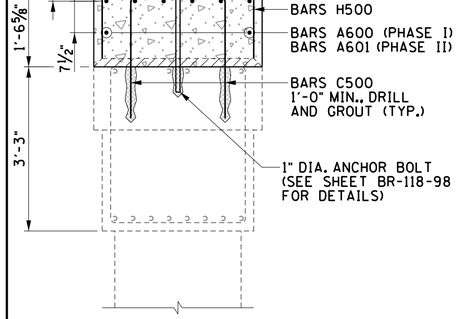
NO.	DATE	BY	BRIEF DESCRIPTION



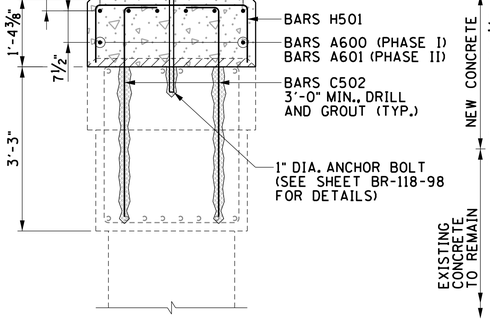
COUPLER DETAIL
(NOT TO SCALE)

NOTE: THE COST OF MECHANICAL THREADED CONNECTORS AND THE COST OF THREADING THE COUPLER BARS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-03.02, STEEL BAR REINFORCEMENT (BRIDGES), L.B.

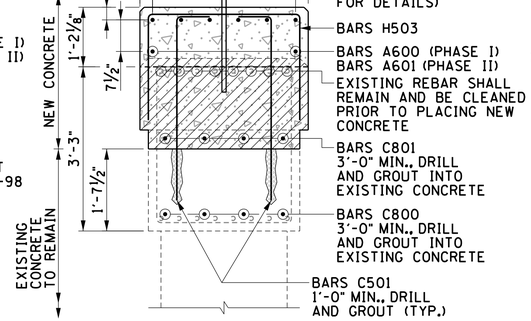
NOTE: DETAIL IS TYPICAL FOR CONSTRUCTION JOINT BETWEEN PHASES I AND II.



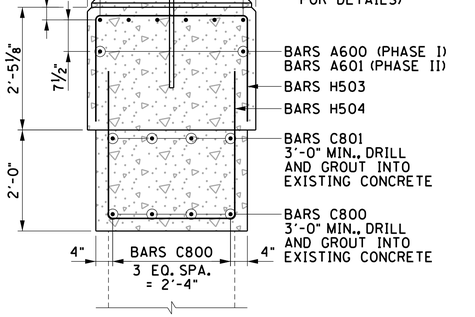
SECTION "D-D"
(BENT NO. 2)
(NOT TO SCALE)



SECTION "E-E"
(BENT NO. 2)
(NOT TO SCALE)



SECTION "F-F"
(BENT NO. 2)
(NOT TO SCALE)



SECTION "G-G"
(BENT NO. 2)
(NOT TO SCALE)

UNOFFICIAL SET

NOT FOR BIDDING

ESTIMATED QUANTITIES PHASE I CONSTRUCTION

	CLASS "A" CONCRETE (BRIDGE) (C.Y.)	REINFORCING STEEL (LBS.)
BENT NO. 1	9	1,605
BENT NO. 2	9	1,605

ESTIMATED QUANTITIES PHASE II CONSTRUCTION

	CLASS "A" CONCRETE (BRIDGE) (C.Y.)	REINFORCING STEEL (LBS.)
BENT NO. 1	8	1,505
BENT NO. 2	8	1,505

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

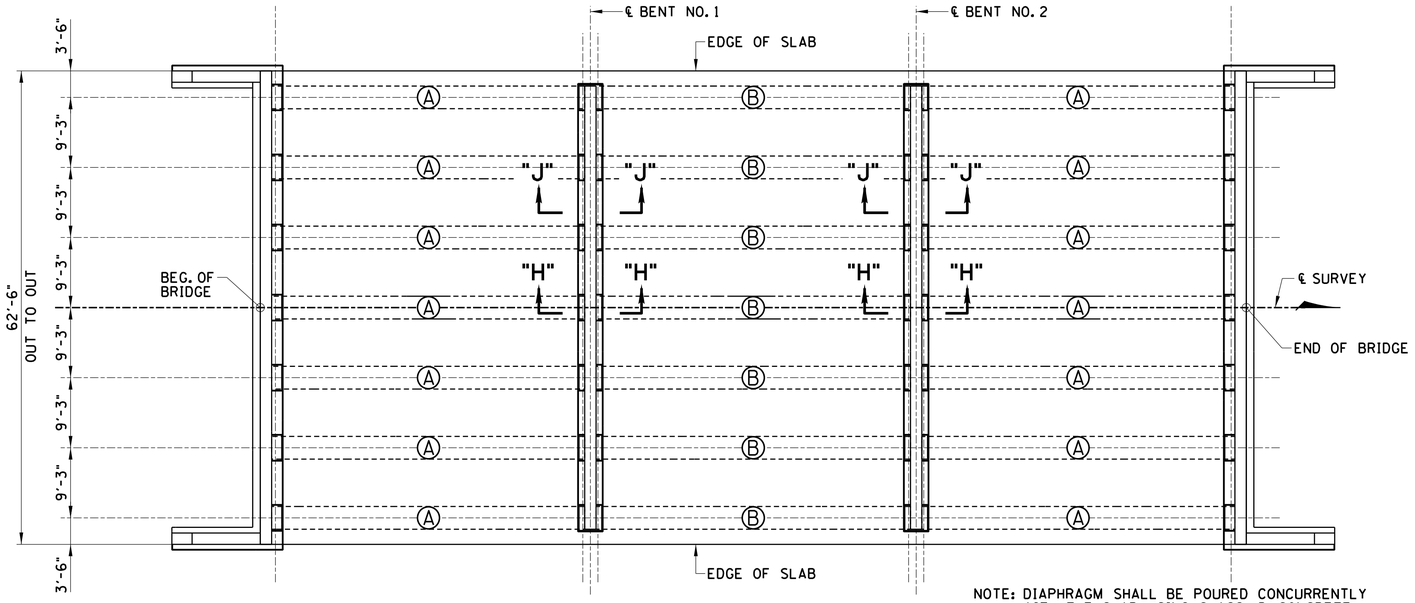
JACOBS ENGINEERING GROUP INC.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BENT NOS. 1 AND 2 DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-97

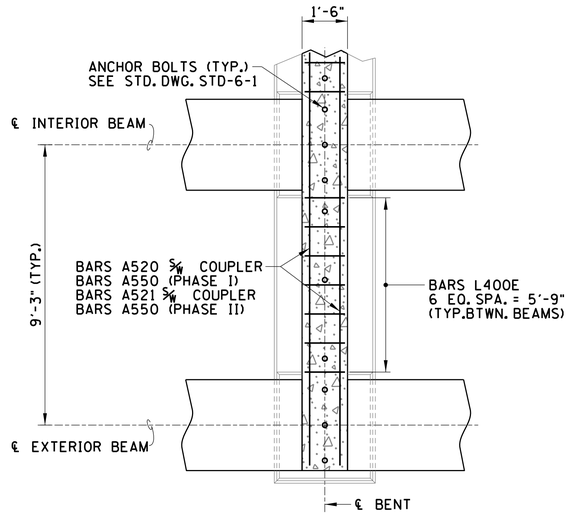


FRAMING PLAN
(NOT TO SCALE)

NOTE: DIAPHRAGM SHALL BE POURED CONCURRENTLY WITH THE SLAB USING CLASS "D" CONCRETE.

NOTE: SEE PRESTRESSED CONCRETE BOX BEAM DETAILS ON BR-118-99 AND BR-118-100.

◯ DENOTES: BEAM DESIGNATION, SEE PRESTRESSED CONCRETE BOX BEAM DWGS. NO. BR-118-99 AND BR-118-100.



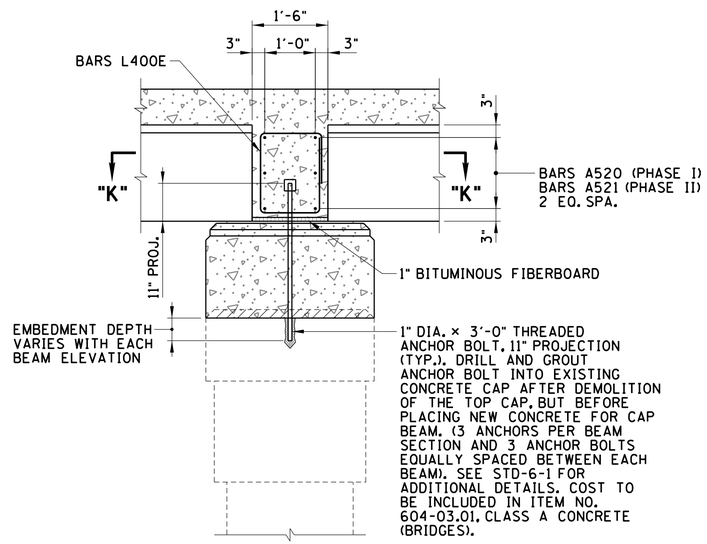
TYPICAL PART PLAN OF DIAPHRAGM
(NOT TO SCALE)

CONST. NO. _____

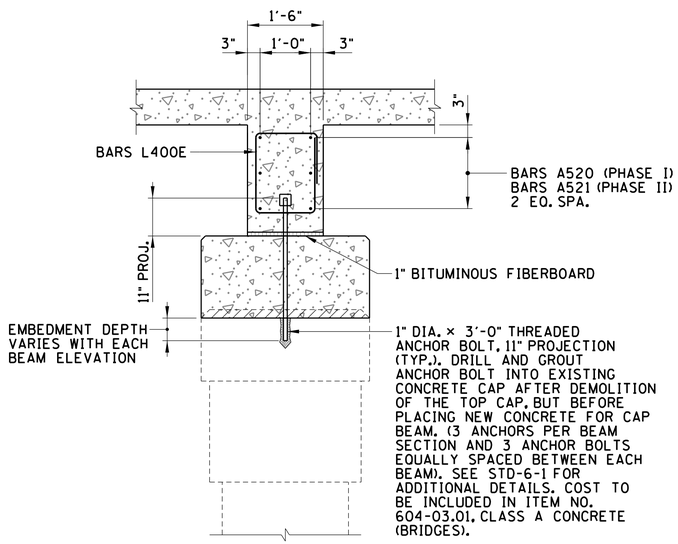
PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

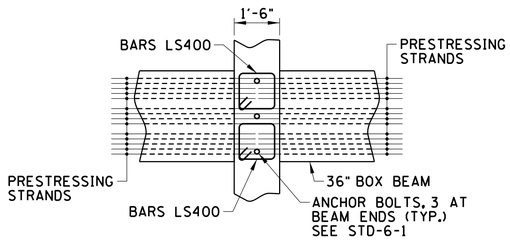
NO.	DATE	BY	BRIEF DESCRIPTION



SECTION "H-H"
(NOT TO SCALE)



SECTION "J-J"
(NOT TO SCALE)



SECTION "K-K"
(NOT TO SCALE)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE

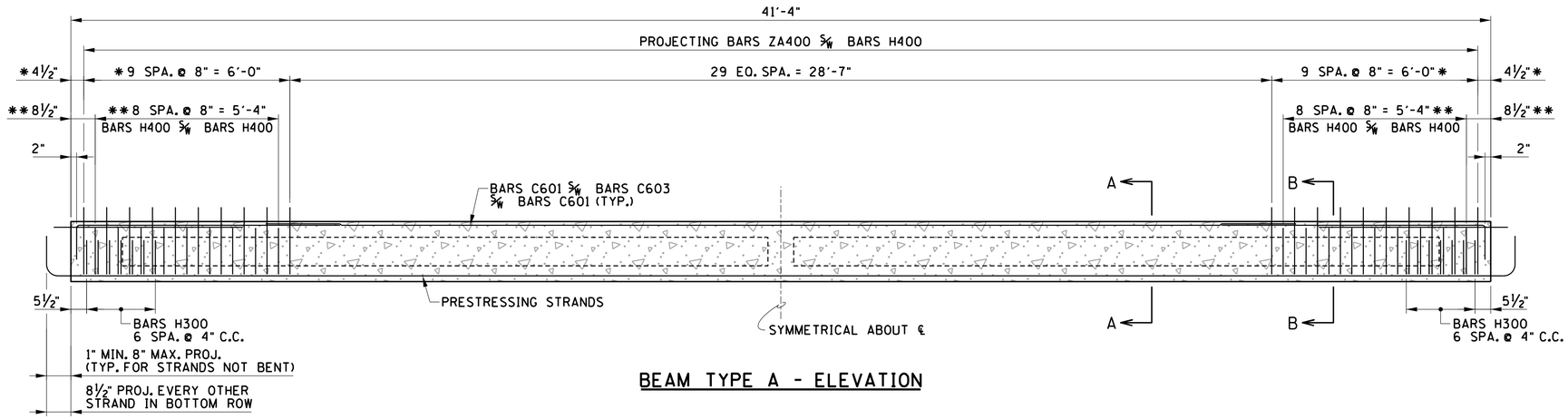
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN

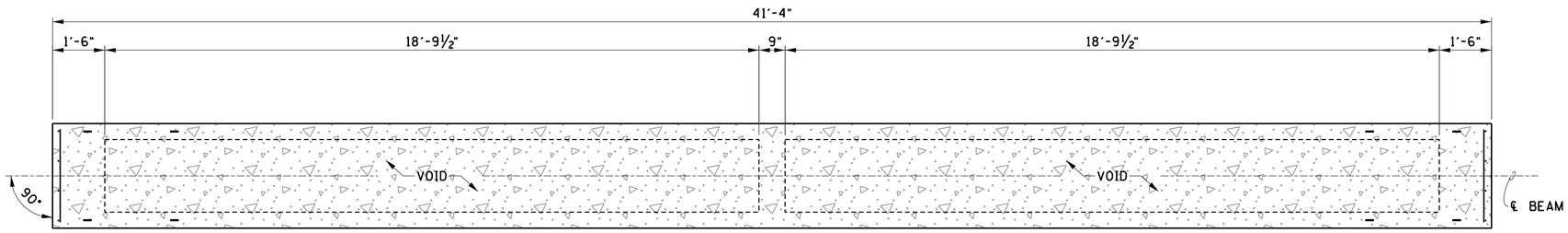
BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

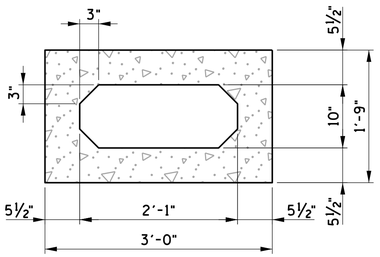
JACOBS ENGINEERING GROUP INC.



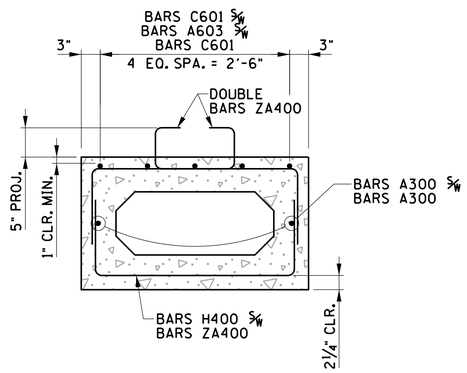
BEAM TYPE A - ELEVATION



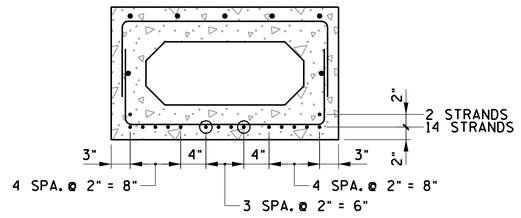
BEAM TYPE A - PLAN VIEW



SECTION SHOWING PROPERTIES



SECTION "A-A"



SECTION "B-B"

(SHOWING PRESTRESSING STRANDS @ 16 TOTAL STRANDS)

⊙ DENOTES: BOND BREAK 2'-0" FROM END OF BEAM.

BEAM NOTES:

* DENOTES: PROJECTING BARS

** DENOTES: NON-PROJECTING BARS

NOTE: 2'-0" MIN. SPLICE NO. 5 BARS (TYP.)

NOTE: SEE STD-14-3 FOR BOX BEAM STANDARD DETAILS, NOTES AND REINFORCING. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 4,000 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 6,000 PSI. SEE GENERAL NOTES (SHEET 2A) FOR CONCRETE FINISHING NOTE.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

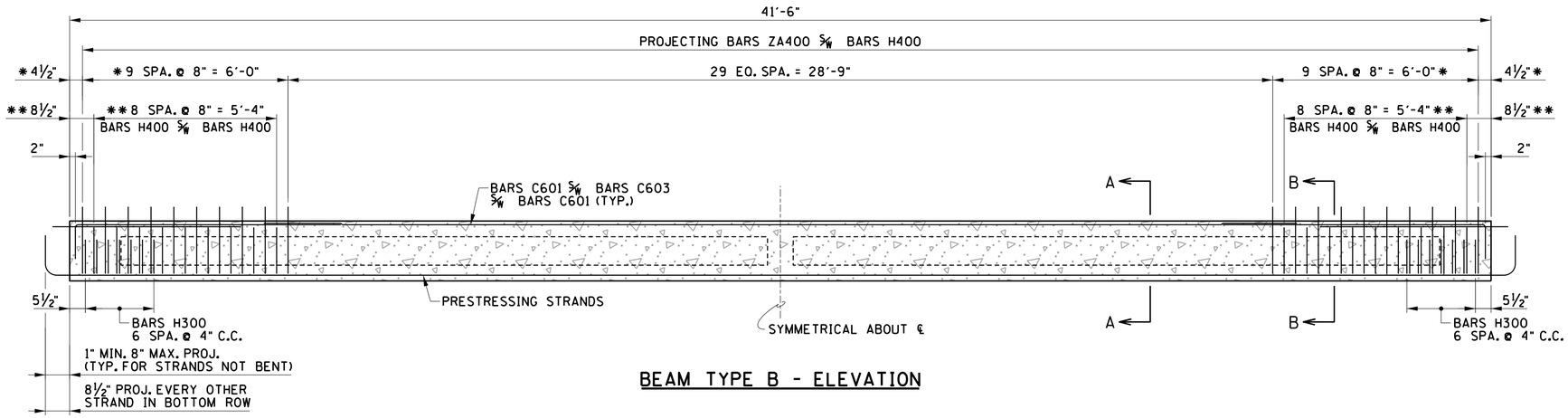
PRESTRESSED CONCRETE
BOX BEAM DETAILS
(SPANS 1 AND 3)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

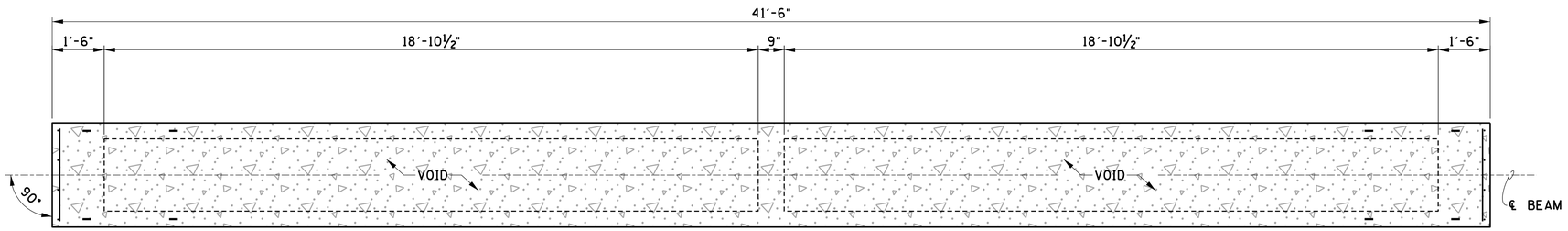
BR-118-99

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

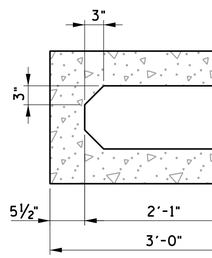
JA JONES & ASSOCIATES, INC.



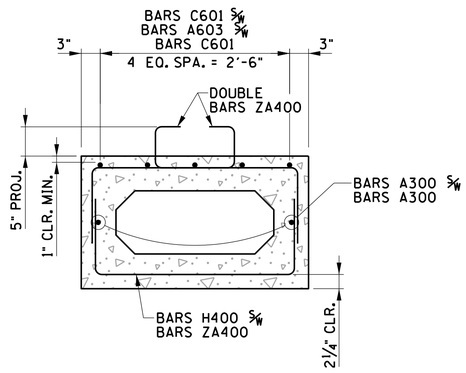
BEAM TYPE B - ELEVATION



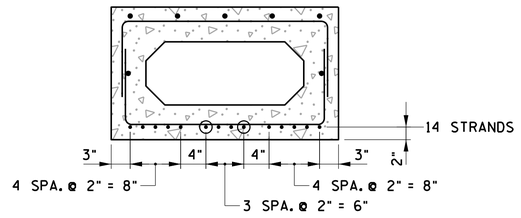
BEAM TYPE B - PLAN VIEW



SECTION SHOWING PROPERTIES



SECTION "A-A"



SECTION "B-B"

(SHOWING PRESTRESSING STRANDS @ 14 TOTAL STRANDS)

⊙ DENOTES: BOND BREAK 2'-0" FROM END OF BEAM.

BEAM NOTES:

* DENOTES: PROJECTING BARS

** DENOTES: NON-PROJECTING BARS

NOTE: 2'-0" MIN. SPLICE NO. 5 BARS (TYP.)

NOTE: SEE STD-14-3 FOR BOX BEAM STANDARD DETAILS, NOTES AND REINFORCING. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 4,000 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 6,000 PSI. SEE GENERAL NOTES (SHEET 2A) FOR CONCRETE FINISHING NOTE.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

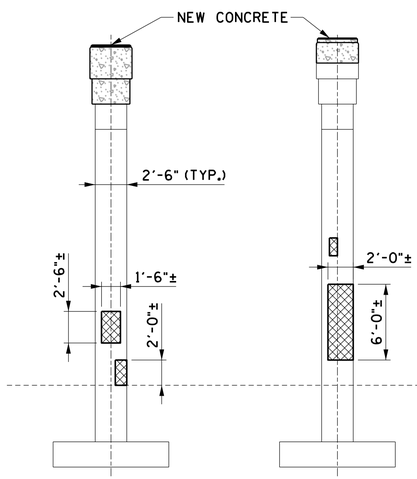
PRESTRESSED CONCRETE
BOX BEAM DETAILS
(SPAN 2)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-100

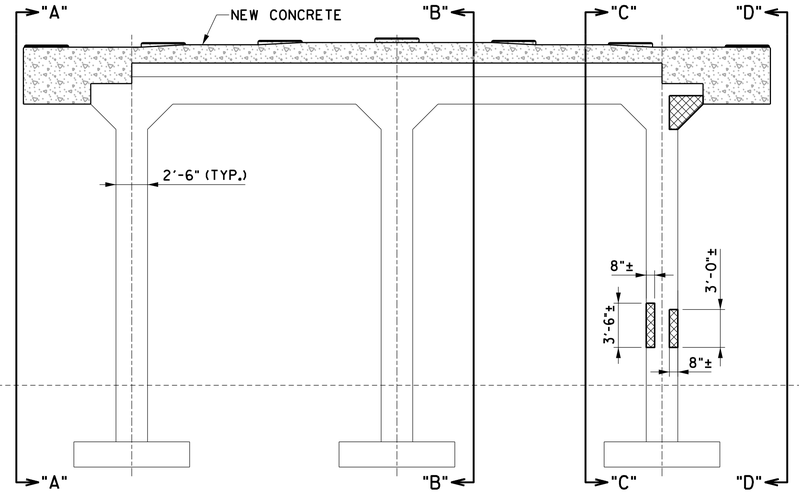
DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JA JONES & ASSOCIATES, INC.

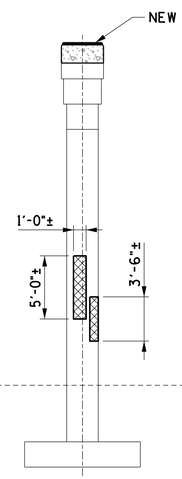


SECTION "A-A"

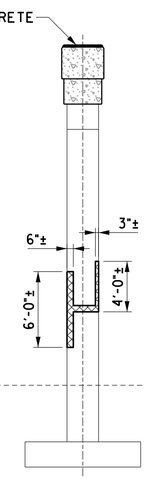
SECTION "B-B"



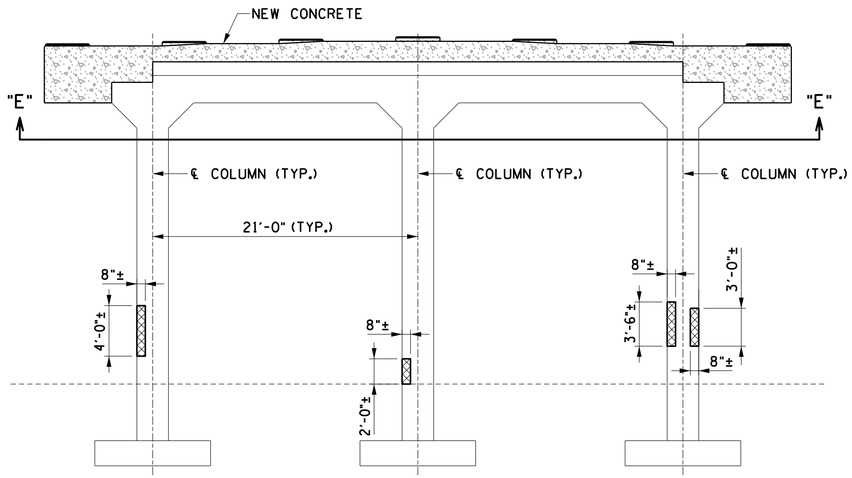
BENT NO. 1 - LOOKING FORWARD ON SURVEY



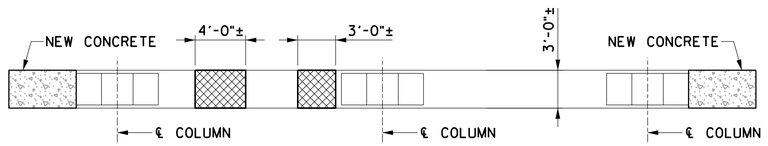
SECTION "C-C"



SECTION "D-D"

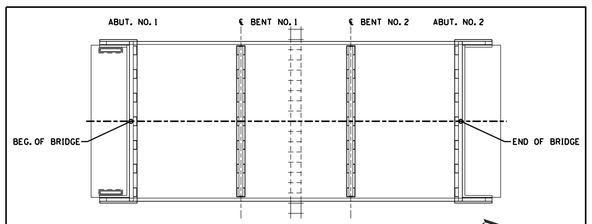


BENT NO. 1 - LOOKING BACK ON SURVEY



SECTION "E-E"

LEGEND	
SPALLED SURFACES	
APPROX. GROUND LINE	



BRIDGE SUPPORT LAYOUT

NOTES:

(1) REMOVE ALL DEBRIS AROUND ABUTMENTS. COST IS TO BE INCLUDED IN OTHER ITEMS.

(2) ALL AREAS THAT CONTAIN CALCIUM DEPOSITS SHALL BE REMOVED. ANY CONCRETE THAT HAS DETERIORATED BEHIND THE DEPOSITS SHALL BE REPAIRED.

(3) SEE BR-118-103, "CONCRETE REPAIR DETAILS" FOR REPAIR QUANTITIES FOR BENTS. ALL REPAIR QUANTITIES SHALL BE DESIGNATED BY THE BRIDGE REPAIR OFFICE AS STATED IN NOTE NO. 1 ON BR-118-103 AND SHALL BE INCLUDED IN ITEM NO. 604-10.05 OR ITEM NO. 604-10.54.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTE: INFORMATION AND DIMENSIONS FOR CONCRETE REPAIRS ARE PROVIDED FOR ESTIMATING ONLY. TDOT ENGINEER SHALL DELINEATE ACTUAL AREAS TO BE REPAIRED.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

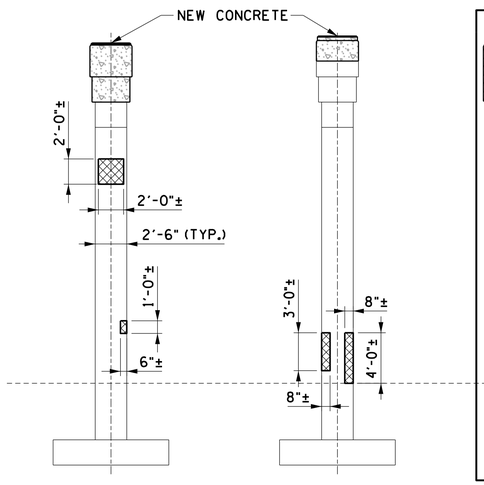
CONCRETE REPAIRS
(BENT NO. 1)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-101

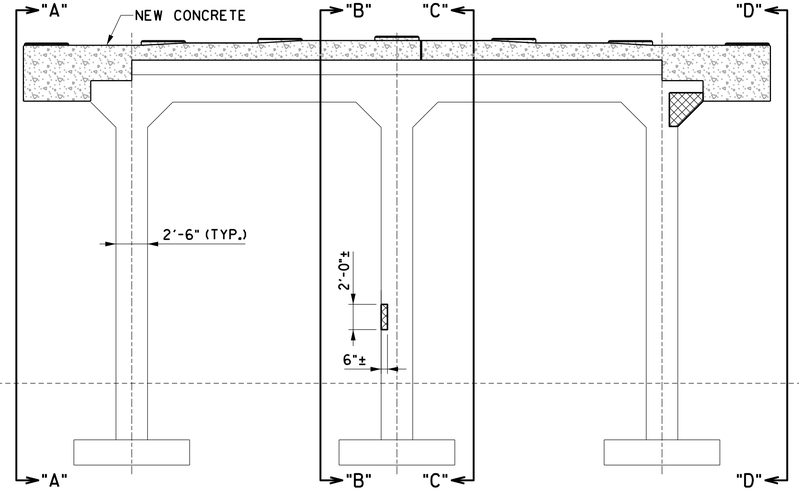
DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JA JAMES & ASSOCIATES, INC.

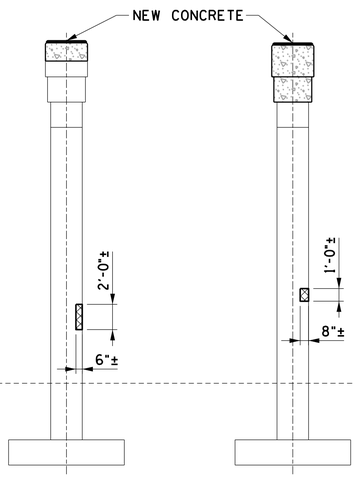


SECTION "A-A"

SECTION "B-B"

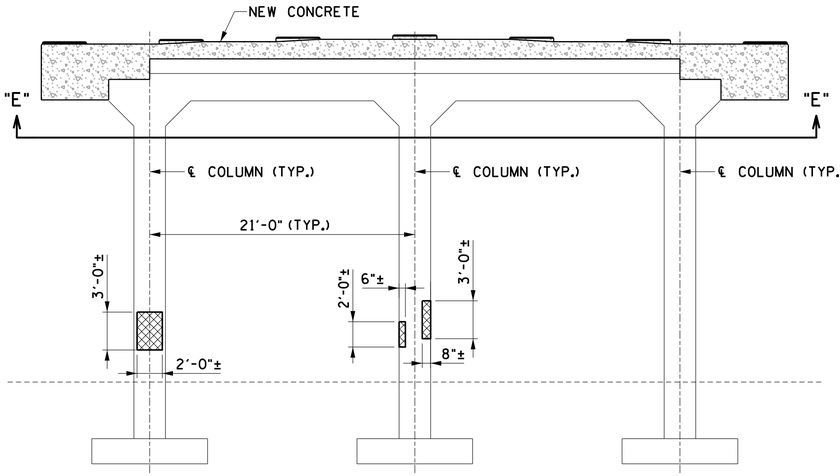


BENT NO. 2 - LOOKING FORWARD ON SURVEY

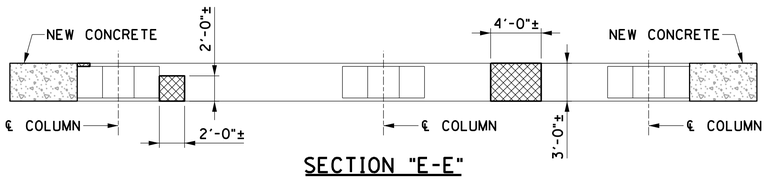


SECTION "C-C"

SECTION "D-D"

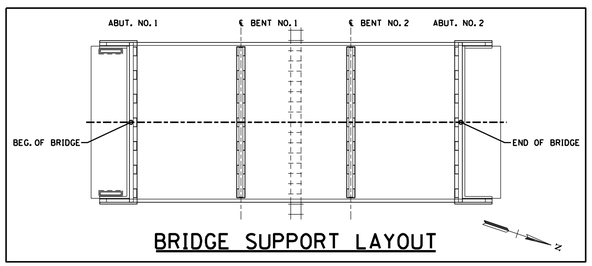


BENT NO. 2 - LOOKING BACK ON SURVEY



SECTION "E-E"

LEGEND	
SPALLED SURFACES	
APPROX. GROUND LINE	



BRIDGE SUPPORT LAYOUT

NOTES:

(1) REMOVE ALL DEBRIS AROUND ABUTMENTS. COST IS TO BE INCLUDED IN OTHER ITEMS.

(2) ALL AREAS THAT CONTAIN CALCIUM DEPOSITS SHALL BE REMOVED. ANY CONCRETE THAT HAS DETERIORATED BEHIND THE DEPOSITS SHALL BE REPAIRED.

(3) SEE BR-118-103, "CONCRETE REPAIR DETAILS" FOR REPAIR QUANTITIES FOR BENTS. ALL REPAIR QUANTITIES SHALL BE DESIGNATED BY THE BRIDGE REPAIR OFFICE AS STATED IN NOTE NO. 1 ON BR-118-103 AND SHALL BE INCLUDED IN ITEM NO. 604-10.05 OR ITEM NO. 604-10.54.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTE: INFORMATION AND DIMENSIONS FOR CONCRETE REPAIRS ARE PROVIDED FOR ESTIMATING ONLY. TDOT ENGINEER SHALL DELINEATE ACTUAL AREAS TO BE REPAIRED.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

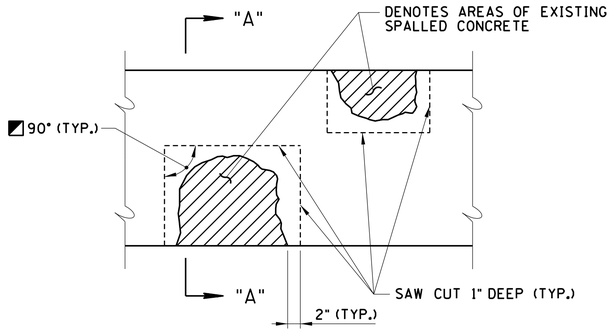
CONCRETE REPAIRS
(BENT NO. 2)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-102

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JA JAMES & ASSOCIATES, INC.



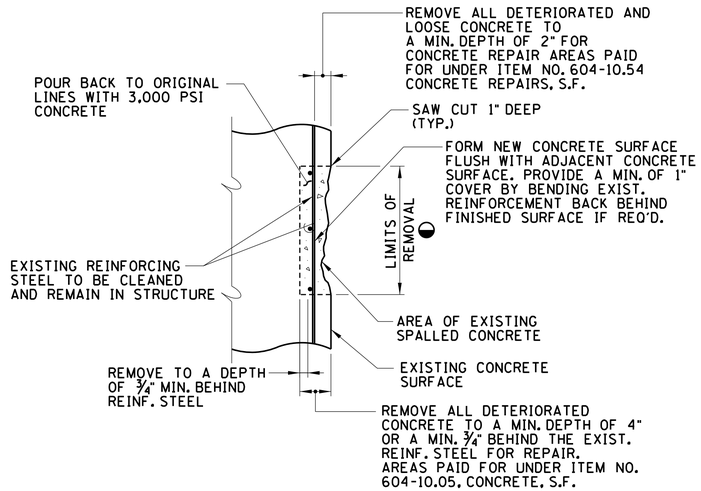
DETAIL SHOWING AREAS OF EXISTING SPALLED CONCRETE SURFACES TO BE REMOVED AND REPAIRED

◒ DENOTES: LIMITS AND LOCATION OF REPAIRS DESIGNATED ON THE CONCRETE REPAIR SHEETS.

◩ DENOTES: SAW CUT EXISTING CONCRETE SURFACES SO AS TO OBTAIN SQUARED CORNERS.

NOTE: THE COST OF REMOVING PORTIONS OF THE EXISTING CONCRETE WITHIN THE LIMITS SHOWN, SAW CUTTING, COMPLETELY CLEANING EXISTING REINFORCING STEEL, CONCRETE, FORMING, LABOR AND ALL MISCELLANEOUS MATERIAL, INCLUDING REINFORCING STEEL, NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 604-10.05, CONCRETE, S.F. OR ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F.

1. THE ENGINEER SHALL DESIGNATE ALL CONCRETE REPAIR AREAS IN THE FIELD. QUANTITIES GIVEN ARE APPROXIMATE. ITEM NO. 604-10.05 AND ITEM NO. 604-10.54 MAY BE INCREASED, DECREASED, OR ELIMINATED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION. DESIGN CALCULATION AND DETAILS OF TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE ANY DEMOLITION IS BEGUN. COST OF STABILIZING THE STRUCTURE SHALL BE INCLUDED IN ITEM NO. 602-10.05, BRACING REPAIRS, L.S.
3. THE ENGINEER SHALL HAVE THE OPTION OF DESIGNATING A SPALL AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 OR ITEM NO. 604-10.54. PATCHING MATERIAL FOR ITEM NO. 604-10.05 SHALL BE 3,000 PSI CONCRETE. PATCHING MATERIAL FOR ITEM NO. 604-10.54 SHALL BE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL. SEE QUALIFIED PRODUCTS LIST 13, SECTION B.6.
4. EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING SPALLED CONCRETE SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXPOSED REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL EXISTING REINFORCEMENT SHALL REMAIN IN PLACE. ALL WORK MUST MEET WITH THE FULL APPROVAL OF THE ENGINEER.
5. POWER DRIVEN HAND TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
   A. PNEUMATIC HAMMERS HEAVIER THAN 35 LB. CLASS SHALL NOT BE USED.
   B. CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL AND BEAM END REPAIRS.
6. EXTREME CARE SHALL BE TAKEN WHEN REMOVING EXISTING CONCRETE FROM OVER THE BENT CAPS SO AS NOT TO DAMAGE ANY REINFORCING STEEL TO REMAIN. ALL EXPOSED REINFORCING STEEL SHALL BE COMPLETELY CLEANED TO THE SATISFACTION OF THE ENGINEER.



SECTION "A-A"

BRIDGE NO. 43-A658-00.22	
ESTIMATED QUANTITIES	
BENT NO. 1	
ITEM NO. 604-10.05 CONCRETE S.F.	ITEM NO. 604-10.54 CONCRETE REPAIRS S.F.
30	30
BENT NO. 2	
ITEM NO. 604-10.05 CONCRETE S.F.	ITEM NO. 604-10.54 CONCRETE REPAIRS S.F.
20	20
TOTAL FOR ITEM NO. 604-10.05 CONCRETE S.F.	TOTAL FOR ITEM NO. 604-10.54 CONCRETE REPAIRS S.F.
50	50

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONCRETE REPAIR DETAILS

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-103

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JAMES & ASSOCIATES, INC.

PHASE I (1)

SUPERSTRUCTURE - EPOXY

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A500E	SLAB (TOP & BOTTOM)	5	110	23'-10"				23'-10"
A501E	SLAB (TOP & BOTTOM)	5	110	47'-0"				47'-0"
A502E	SLAB (TOP & BOTTOM)	5	368	30'-10"				30'-10"
A503E	SLAB (TOP)	5	62	10'-0"				10'-0"
A504E	SLAB (TOP)	5	62	20'-0"				20'-0"
A550E	COUPLER BAR	5	368	4'-6"				4'-6"
B570E	SLAB/PARAPET	5	392	2'-8"				3'-3"
L400E	DIAPHRAGM	4	42	1'-2"	1'-0"	1'-7"		6'-6"

SUPERSTRUCTURE - REGULAR

A520	DIAPHRAGM	5	6	30'-9"				30'-9"
A550	COUPLER BAR	5	6	4'-6"				4'-6"
LS400	DIAPHRAGM	4	14	1'-2"	1'-2"			5'-6"

ABUTMENT NO. 1 - EPOXY

A640E	BACKWALL	6	2	32'-8"				32'-8"
SERIES A641E	BACKWALL	6	2	DIMENSION "A" VARIES FROM 2'-5" TO 3'-0" IN INC. OF 1/4" (30 BARS)				81'-3"
A642E	BACKWALL	6	4	2'-5"				2'-5"
SERIES A643E	WINGWALL	6	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A644E	WINGWALL	6	4	12'-10"				12'-10"
A646E	WINGWALL	6	4	3'-0"				3'-0"
A650E	COUPLER BAR	6	2	6'-2"				6'-2"
B570E	WINGWALL/PARAPET	5	22	2'-8"				3'-3"
B640E	WINGWALL	6	4	5'-0"				5'-8"
F640E	P.A.B.E./ROADWAY BRACKET	6	32	1'-0"	1'-0"	1'-0"	1'-0"	3'-5"
HP570E	WINGWALL/PARAPET	5	8	3'-10"	3'-11"	9"		8'-1"
R640E	SLAB/BACKWALL	6	32	2'-0"	2'-0"			4'-0"

ABUTMENT NO. 1 - REGULAR

A440	ROADWAY BRACKET	4	1	31'-2"				31'-2"
SERIES A441	WINGWALL	4	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A442	WINGWALL	4	4	12'-10"				12'-10"
A450	COUPLER BAR	4	1	3'-0"				3'-0"
A540	ABUTMENT BEAM	5	3	33'-5"				33'-5"
A541	WINGWALL FOOTING	5	2	14'-4"				14'-4"
A550	COUPLER BAR	5	3	4'-6"				4'-6"
A640	BACKWALL	6	6	32'-8"				32'-8"
A641	BACKWALL	6	4	3'-7"				3'-7"
A650	COUPLER BAR	6	6	5'-2"				5'-2"
A740	ABUTMENT BEAM	7	14	33'-5"				33'-5"
A741	WINGWALL FOOTING	7	12	14'-4"				14'-4"
A750	COUPLER BAR	7	14	7'-3"				7'-3"
H540	BACKWALL/RDWY. BRACKET	5	32	2'-2"	6"			3'-2"
H640	BACKWALL/WINGWALL	6	44	1'-2"	3'-7"			8'-4"
L540	BACKWALL/RDWY. BRACKET	5	47	2'-8"	1'-0"	2'-8"		11'-8"
L550	ABUTMENT BEAM	5	35	3'-8"	1'-0"	1'-2"		10'-8"

ABUTMENT NO. 2 - EPOXY

A640E	BACKWALL	6	2	32'-8"				32'-8"
SERIES A641E	BACKWALL	6	2	DIMENSION "A" VARIES FROM 2'-5" TO 3'-0" IN INC. OF 1/4" (30 BARS)				81'-3"
A642E	BACKWALL	6	4	2'-5"				2'-5"
SERIES A643E	WINGWALL	6	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A644E	WINGWALL	6	4	12'-10"				12'-10"

DESIGNED BY D. THOMPSON/D. KEATON DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JAMES & ASSOCIATES, INC.

PHASE I (1)

ABUTMENT NO. 2 - EPOXY (CONT.)

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A646E	WINGWALL	6	4	3'-0"				3'-0"
A650E	COUPLER BAR	6	2	6'-2"				6'-2"
B570E	WINGWALL/PARAPET	5	22	2'-8"				3'-3"
B640E	WINGWALL	6	4	5'-0"				5'-8"
F640E	P.A.B.E./ROADWAY BRACKET	6	32	1'-0"	1'-0"	1'-0"	1'-0"	3'-5"
HP570E	WINGWALL/PARAPET	5	8	3'-10"	3'-11"	9"		8'-1"
R640E	SLAB/BACKWALL	6	32	2'-0"	2'-0"			4'-0"

ABUTMENT NO. 2 - REGULAR

A440	ROADWAY BRACKET	4	1	31'-2"				31'-2"
SERIES A441	WINGWALL	4	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A442	WINGWALL	4	4	12'-10"				12'-10"
A450	COUPLER BAR	4	1	3'-0"				3'-0"
A540	ABUTMENT BEAM	5	5	33'-5"				33'-5"
A541	WINGWALL FOOTING	5	4	14'-4"				14'-4"
A550	COUPLER BAR	5	5	4'-6"				4'-6"
A640	BACKWALL	6	6	32'-8"				32'-8"
A641	BACKWALL	6	4	3'-7"				3'-7"
A650	COUPLER BAR	6	6	5'-2"				5'-2"
A740	ABUTMENT BEAM	7	14	33'-5"				33'-5"
A741	WINGWALL FOOTING	7	12	14'-4"				14'-4"
A750	COUPLER BAR	7	14	7'-3"				7'-3"
H540	BACKWALL/RDWY. BRACKET	5	32	2'-2"	6"			3'-2"
H640	BACKWALL/ABUT. BEAM	6	44	1'-2"	3'-7"			8'-4"
L540	BACKWALL/RDWY. BRACKET	5	47	2'-8"	1'-0"	3'-2"		12'-8"
L550	ABUTMENT BEAM	5	35	3'-8"	1'-0"	1'-2"		10'-8"

BENT NO. 1 - REGULAR

A600	BENT CAP	6	2	31'-1"				31'-1"
A650	COUPLER BAR	6	2	5'-2"				5'-2"
A850	COUPLER BAR	8	6	8'-3"				8'-3"
B800	BENT CAP	8	6	31'-1"				32'-0"
C500	BENT CAP	5	52	2'-1"				2'-9"
C501	BENT CAP	5	4	3'-7"				4'-3"
C502	BENT CAP	5	12	4'-2"				4'-10"
C800	BENT CAP	8	4	8'-2"				9'-6"
C801	BENT CAP	8	4	11'-5"				12'-9"
H500	BENT CAP	5	13	3'-0"	1'-2"			5'-4"
H501	BENT CAP	5	14	3'-0"	1'-0"			5'-0"
H502	BENT CAP	5	3	3'-0"	10"			4'-8"
H503	BENT CAP	5	13	3'-0"	2'-1"			7'-2"
H504	BENT CAP	5	11	2'-6'	2'-11"			8'-4"

BENT NO. 2 - REGULAR

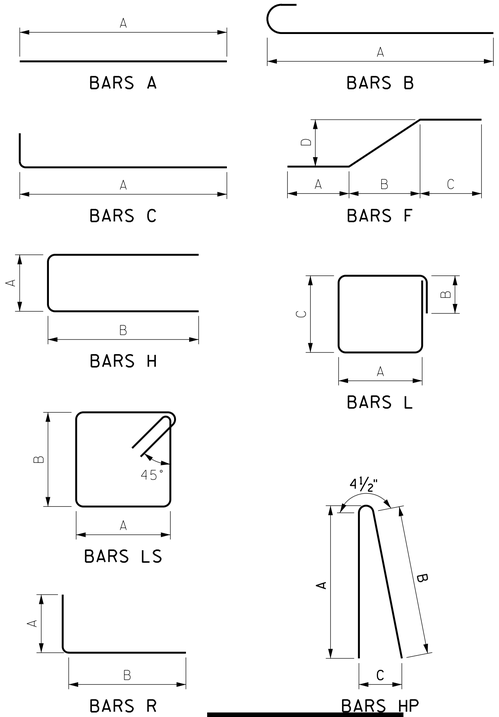
A600	BENT CAP	6	2	31'-1"				31'-1"
A650	COUPLER BAR	6	2	5'-2"				5'-2"
A850	COUPLER BAR	8	6	8'-3"				8'-3"
B800	BENT CAP	8	6	31'-1"				32'-0"
C500	BENT CAP	5	52	2'-1"				2'-9"
C501	BENT CAP	5	4	3'-7"				4'-3"
C502	BENT CAP	5	12	4'-2"				4'-10"
C800	BENT CAP	8	4	8'-2"				9'-6"
C801	BENT CAP	8	4	11'-5"				12'-9"
H500	BENT CAP	5	13	3'-0"	1'-2"			5'-4"
H501	BENT CAP	5	14	3'-0"	1'-0"			5'-0"
H502	BENT CAP	5	3	3'-0"	10"			4'-8"
H503	BENT CAP	5	13	3'-0"	2'-1"			7'-2"
H504	BENT CAP	5	11	2'-6"	2'-11"			8'-4"

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	REVISED NO. REQUIRED FOR BAR C500 IN BENT NO. 1 AND BENT NO. 2. ADDED BAR B570E TO SUPERSTRUCTURE



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
(PHASE I)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-104

PHASE II (1)

SUPERSTRUCTURE - EPOXY

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A500E	SLAB (TOP & BOTTOM)	5	110	23'-10"				23'-10"
A501E	SLAB (TOP & BOTTOM)	5	110	47'-0"				47'-0"
A502E	SLAB (TOP & BOTTOM)	5	368	30'-10"				30'-10"
A503E	SLAB (TOP)	5	62	10'-0"				10'-0"
A504E	SLAB (TOP)	5	62	20'-0"				20'-0"
A550E	COUPLER BAR	5	368	4'-6"				4'-6"
B570E	SLAB/PARAPET	5	392	2'-8"				3'-3"
L400E	DIAPHRAGM	4	42	1'-2"	1'-0"	1'-7"		6'-6"

SUPERSTRUCTURE - REGULAR

A521	DIAPHRAGM	5	6	28'-10"				28'-10"
A550	COUPLER BAR	5	6	4'-6"				4'-6"
LS400	DIAPHRAGM	4	14	1'-2"	1'-2"			5'-6"

ABUTMENT NO. 1 - EPOXY

A642E	BACKWALL	6	4	2'-5"				2'-5"
SERIES A643E	WINGWALL	6	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A644E	WINGWALL	6	4	12'-10"				12'-10"
A645E	BACKWALL	6	2	29'-0"				29'-0"
SERIES A647E	BACKWALL	6	2	DIMENSION "A" VARIES FROM 2'-5" TO 2'-11" IN INC. OF 1/4" (29 BARS)				77'-4"
A650E	COUPLER BAR	6	2	6'-2"				6'-2"
B570E	WINGWALL/PARAPET	5	22	2'-8"				3'-3"
B640E	WINGWALL	6	4	5'-0"				5'-8"
F640E	P.A.B.E./ROADWAY BRACKET	6	29	1'-0"	1'-0"	1'-0"	1'-0"	3'-5"
HP570E	WINGWALL/PARAPET	5	8	3'-10"	3'-11"	9"		8'-1"
R640E	SLAB/BACKWALL	6	29	2'-0"	2'-0"			4'-0"

ABUTMENT NO. 1 - REGULAR

SERIES A441	WINGWALL	4	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A442	WINGWALL	4	4	12'-10"				12'-10"
A443	ROADWAY BRACKET	4	1	27'-6"				27'-6"
A450	COUPLER BAR	4	1	3'-0"				3'-0"
A541	WINGWALL FOOTING	5	2	14'-4"				14'-4"
A542	ABUTMENT BEAM	5	3	29'-9"				29'-9"
A550	COUPLER BAR	5	3	4'-6"				4'-6"
A641	BACKWALL	6	4	3'-7"				3'-7"
A645	BACKWALL	6	6	29'-0"				29'-0"
A650	COUPLER BAR	6	6	5'-2"				5'-2"
A741	WINGWALL FOOTING	7	12	14'-4"				14'-4"
A742	ABUTMENT BEAM	7	14	29'-9"				29'-9"
A750	COUPLER BAR	7	14	7'-3"				7'-3"
H540	BACKWALL/RDWY. BRACKET	5	29	2'-2"	6"			3'-2"
H640	BACKWALL/WINGWALL	6	41	1'-2"	3'-7"			8'-4"
L540	BACKWALL/RDWY. BRACKET	5	43	2'-8"	1'-0"	2'-8"		11'-8"
L550	ABUTMENT BEAM	5	31	3'-8"	1'-0"	1'-2"		10'-8"

ABUTMENT NO. 2 - EPOXY

A642E	BACKWALL	6	4	2'-5"				2'-5"
SERIES A643E	WINGWALL	6	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A644E	WINGWALL	6	4	12'-10"				12'-10"
A645E	BACKWALL	6	2	29'-0"				29'-0"
SERIES A647E	BACKWALL	6	2	DIMENSION "A" VARIES FROM 2'-5" TO 3'-0" IN INC. OF 1/4" (29 BARS)				78'-7"
A650E	COUPLER BAR	6	2	6'-2"				6'-2"

PHASE II (1)

ABUTMENT NO. 2 - EPOXY (CONT.)

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
B570E	WINGWALL/PARAPET	5	22	2'-8"				3'-3"
B640E	WINGWALL	6	4	5'-0"				5'-8"
F640E	P.A.B.E./ROADWAY BRACKET	6	29	1'-0"	1'-0"	1'-0"	1'-0"	3'-5"
HP570E	WINGWALL/PARAPET	5	8	3'-10"	3'-11"	9"		8'-1"
R640E	SLAB/BACKWALL	6	29	2'-0"	2'-0"			4'-0"

ABUTMENT NO. 2 - REGULAR

SERIES A441	WINGWALL	4	1	DIMENSION "A" VARIES FROM 2'-3" TO 2'-5" IN INC. OF 1/4" (12 BARS)				28'-0"
A442	WINGWALL	4	4	12'-10"				12'-10"
A443	ROADWAY BRACKET	4	1	27'-6"				27'-6"
A450	COUPLER BAR	4	1	3'-0"				3'-0"
A541	WINGWALL FOOTING	5	4	14'-4"				14'-4"
A542	ABUTMENT BEAM	5	5	29'-9"				29'-9"
A550	COUPLER BAR	5	5	4'-6"				4'-6"
A641	BACKWALL	6	4	3'-7"				3'-7"
A645	BACKWALL	6	6	29'-0"				29'-0"
A650	COUPLER BAR	6	6	5'-2"				5'-2"
A741	WINGWALL FOOTING	7	12	14'-4"				14'-4"
A742	ABUTMENT BEAM	7	14	29'-9"				29'-9"
A750	COUPLER BAR	7	14	7'-3"				7'-3"
H540	BACKWALL/RDWY. BRACKET	5	29	2'-2"	6"			3'-2"
H640	BACKWALL/ABUT. BEAM	6	41	1'-2"	3'-7"			8'-4"
L540	BACKWALL/RDWY. BRACKET	5	43	2'-8"	1'-0"	3'-2"		12'-8"
L550	ABUTMENT BEAM	5	31	3'-8"	1'-0'	1'-2"		10'-8"

BENT NO. 1 - REGULAR

A601	BENT CAP	6	2	27'-3"				27'-3"
A650	COUPLER BAR	6	2	5'-8"				5'-2"
A850	COUPLER BAR	8	6	8'-3"				8'-3"
B801	BENT CAP	8	6	27'-3"				28'-2"
C500	BENT CAP	5	48	2'-1"				2'-9"
C501	BENT CAP	5	4	3'-7"				4'-3"
C502	BENT CAP	5	12	4'-2"				4'-10"
C800	BENT CAP	8	4	8'-2"				9'-6"
C801	BENT CAP	8	4	11'-5"				12'-9"
H500	BENT CAP	5	11	3'-0"	1'-2"			5'-4"
H501	BENT CAP	5	14	3'-0"	1'-0"			5'-0"
H502	BENT CAP	5	3	3'-0"	10"			4'-8"
H503	BENT CAP	5	13	3'-0"	2'-1"			7'-2"
H504	BENT CAP	5	11	2'-6'	2'-11"			8'-4"

BENT NO. 2 - REGULAR

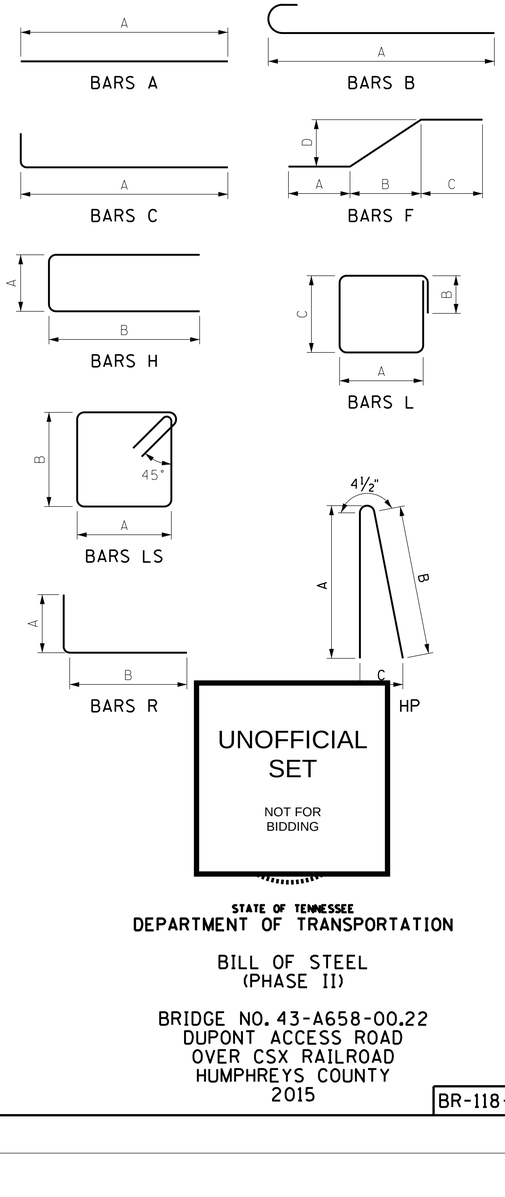
A601	BENT CAP	6	2	27'-3"				27'-3"
A650	COUPLER BAR	6	2	5'-2"				5'-2"
A850	COUPLER BAR	8	6	8'-3"				8'-3"
B801	BENT CAP	8	6	27'-3"				28'-2"
C500	BENT CAP	5	48	2'-1"				2'-9"
C501	BENT CAP	5	4	3'-7"				4'-3"
C502	BENT CAP	5	12	4'-2"				4'-10"
C800	BENT CAP	8	4	8'-2"				9'-6"
C801	BENT CAP	8	4	11'-5"				12'-9"
H500	BENT CAP	5	11	3'-0"	1'-2"			5'-4"
H501	BENT CAP	5	14	3'-0"	1'-0"			5'-0"
H502	BENT CAP	5	3	3'-0"	10"			4'-8"
H503	BENT CAP	5	13	3'-0"	2'-1"			7'-2"
H504	BENT CAP	5	11	2'-6"	2'-11"			8'-4"

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	REVISED NO. REQUIRED FOR BAR C500 IN BENT NO. 1 AND BENT NO. 2. ADDED BAR B570E TO SUPERSTRUCTURE



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

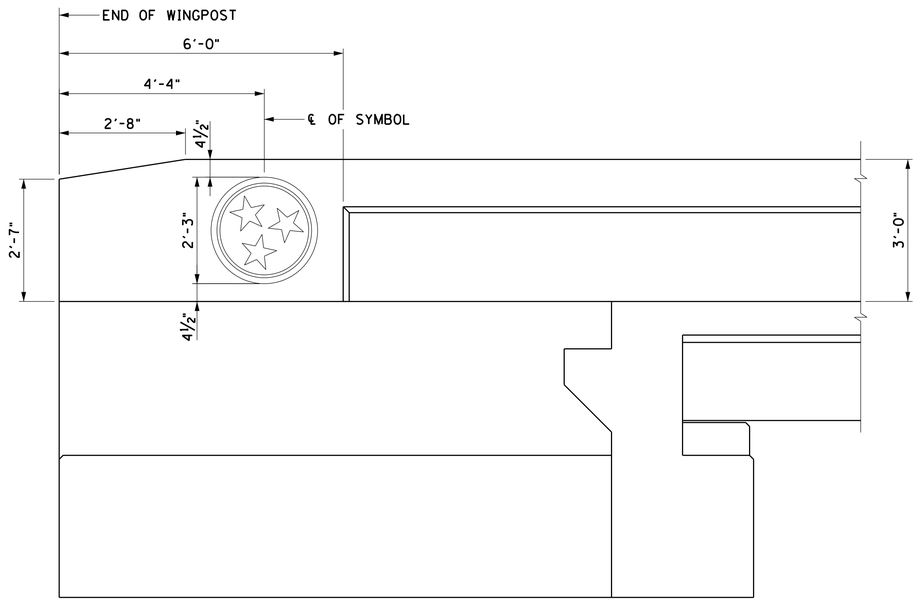
BILL OF STEEL
(PHASE II)

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

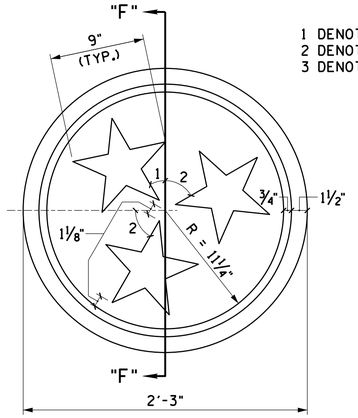
BR-118-105

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JAMES & ASSOCIATES, INC.

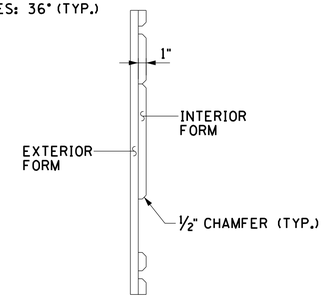


ABUTMENT TREATMENT



1 DENOTES: 30°
2 DENOTES: 60°
3 DENOTES: 36° (TYP.)

ARCHITECTURAL TREATMENT
3 STAR SYMBOL FORM DETAIL



SECTION "F-F"

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
43951-4506-04	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	04-10-15	DWT	ADDED SHEET BR-118-105A

NOTES:

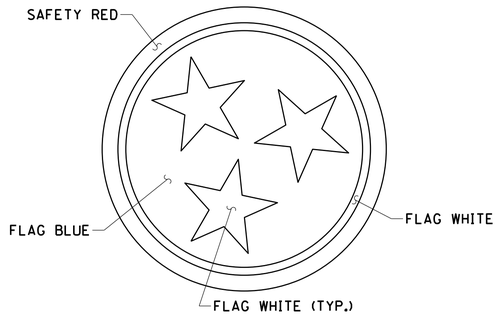
STATE SYMBOL TO BE "EMBOSSED" INTO THE CONCRETE.

STATE SYMBOL IS TO BE PAINTED.

PAINTING STATE SEAL:

THE STATE SEAL SHALL BE PAINTED WITH THE FOLLOWING PAINTS OR APPROVED EQUAL. IF THE CONTRACTOR ELECTS USE OF AN APPROVED EQUAL PAINT FROM A DIFFERENT COMPANY, IT SHALL BE A MARINE ACRYLIC GLOSS PAINT WITH A SIMILAR COLOR AND PAINT PROPERTIES. A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THE COST OF THE PREPARATION OF SURFACES, PAINT, SEALER, SEALING THE PAINTED SURFACES, AND ALL LABOR REQUIRED FOR PAINTING THE STATE SEAL SHALL BE INCLUDED IN OTHER ITEMS.

RED	SHERWIN WILLIAMS SHER-CRYL HPA HIGH PERFORMANCE ACRYLIC GLOSS "SAFETY RED" B66 R300 6403-31922
WHITE	SHERWIN WILLIAMS SHER-CRYL HPA HIGH PERFORMANCE ACRYLIC GLOSS "FLAG WHITE" B66 T304 6401-74215
BLUE	SHERWIN WILLIAMS SHER-CRYL HPA HIGH PERFORMANCE ACRYLIC GLOSS "FLAG BLUE" B66 T304 6401-74215
CLEAR COAT	WATERBORNE ACRYLIC CLEAR COAT CLEAR GLOSS B66 C375 6403-60111



PAINTING DETAIL
LOCATION OF COLORS

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DECORATIVE SURFACE FINISH

BRIDGE NO. 43-A658-00.22
DUPONT ACCESS ROAD
OVER CSX RAILROAD
HUMPHREYS COUNTY
2015

BR-118-105A

DESIGNED BY D. THOMPSON/D. KEATON DATE _____
DRAWN BY ANGELA MOORE DATE _____
SUPERVISED BY DARRELL JAMES DATE _____
CHECKED BY JAMIE GILLESPIE DATE _____

JACOBS ENGINEERING GROUP INC.