

Index Of Sheets
SEE SHEET IA

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

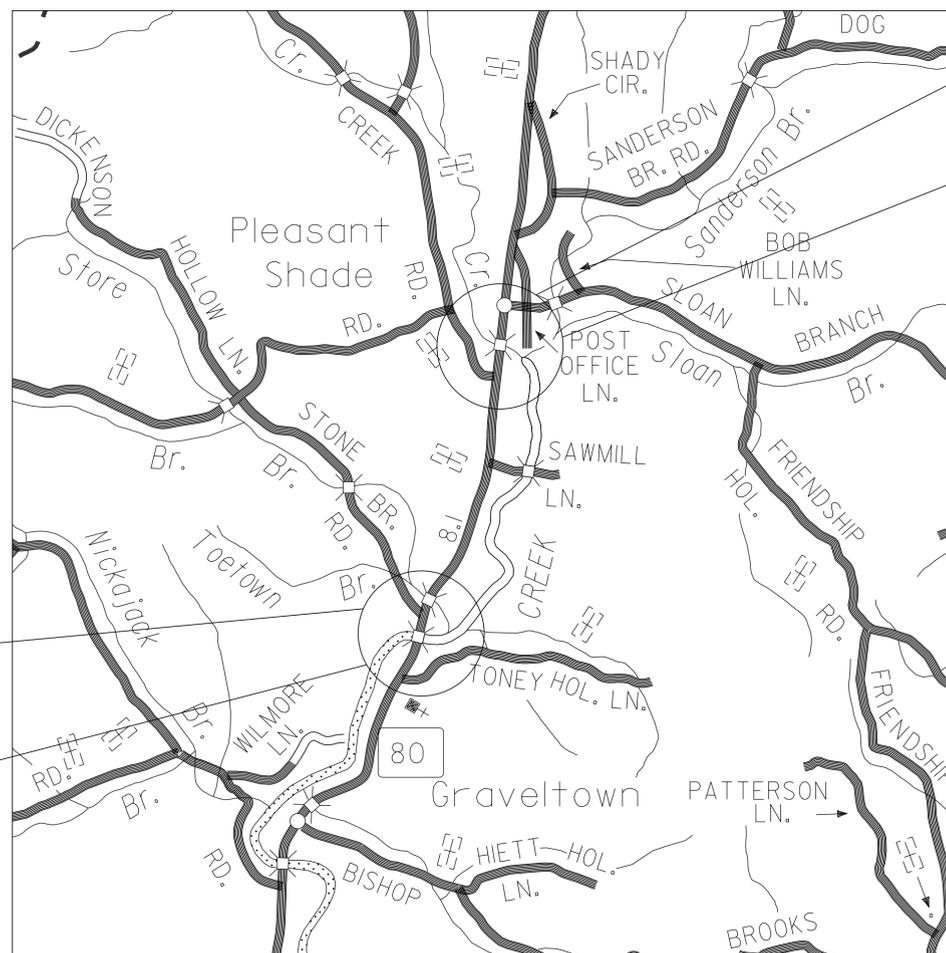
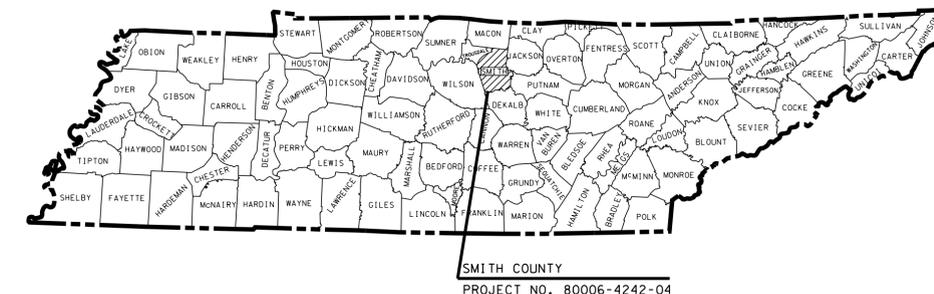
TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		80006-4242-04

SMITH COUNTY

SR-80 OVER PEYTON'S CREEK

BRIDGE REPAIR

STATE HIGHWAY NO. 80 F.A.H.S. NO.



END CONST. PROJECT NO. 80006-4242-04
SR-80 STA. 371+92.39

SR-80 OVER PEYTON'S CREEK
BRIDGE NO. 80-SR080-07.00
CONST. PROJECT NO. 80006-4242-04

SR-80 OVER PEYTON'S CREEK
BRIDGE NO. 80-SR080-05.75
CONST. PROJECT NO. 80006-4242-04

BEGIN CONST. PROJECT NO. 80006-4242-04
SR-80 STA. 301+29.25

NO EQUATIONS

UNOFFICIAL SET

NOT FOR BIDDING

EXCLUSIONS	
STATION TO STATION	LENGTH (FT.)
305+90.75-367+27.60	6136.85
-	-
-	-
-	-
-	-
TOTAL =	6136.85

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT DESIGN MANAGER 1 TERRY MACKIE
DESIGNED BY GRESHAM, SMITH AND PARTNERS
DESIGNER TED KNIAZEWCZ, P.E. CHECKED BY LARRY RIDLEN, P.E.

P.E. NO. 80006-4242-04

PIN NO. 120025.00

ROADWAY LENGTH	0.113 MILES
BRIDGE LENGTH	0.062 MILES
PROJECT LENGTH	0.175 MILES

TRAFFIC DATA	
ADT (2014)	2010
V	55 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR

DATE: _____

3/13/2015 3:32:57 PM F:\28071201\1\SMR80001.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2015	80006-4242-04	1A

INDEX OF SHEETS (CONSTRUCTION)

SHEET	DESCRIPTION
1-----	TITLE SHEET
1A-----	INDEX AND STANDARD DRAWINGS
1B-----	PROJECT COMMITMENT SHEET
2-----	ESTIMATED BRIDGE QUANTITIES
2A-2B-----	BRIDGE GENERAL NOTES
2C-----	ESTIMATED ROADWAY QUANTITIES AND TABULATED QUANTITIES
2D-----	TYPICAL SECTION AND PAVING SCHEDULE
2E-2F-----	ROADWAY GENERAL NOTES
3-----	PRESENT AND PROPOSED LAYOUT
4-4A-----	TRAFFIC CONTROL PLAN
5-----	EXISTING UTILITIES
6-----	EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN
6A-----	EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) NOTES

REFERENCE BRIDGE DRAWINGS

SHEET	DESCRIPTION
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AN "AS-BUILT" SKETCH MAY BE AVAILABLE FROM TDOT BRIDGE INSPECTION OFFICE

INDEX OF SHEETS (BRIDGE)

SHEET	DESCRIPTION
BR-118-61	ESTIMATED BRIDGE QUANTITIES
BR-118-61A	ESTIMATED BRIDGE QUANTITIES FOOTNOTES
BR-118-62	BRIDGE GENERAL NOTES
BR-118-63	LAYOUT OF BRIDGE NO. 1 TO BE REPAIRED
BR-118-64	CONSTRUCTION SEQUENCE - SHEET 1 OF 2
BR-118-65	CONSTRUCTION SEQUENCE - SHEET 2 OF 2
BR-118-66	SUPERSTRUCTURE DETAILS - TYPICAL SECTION
BR-118-67	SUPERSTRUCTURE DETAILS - SLAB PLAN
BR-118-68	SUPERSTRUCTURE DETAILS - FRAMING PLAN
BR-118-69	BOX BEAM DETAILS - SHEET 1 OF 3
BR-118-70	BOX BEAM DETAILS - SHEET 2 OF 3
BR-118-71	BOX BEAM DETAILS - SHEET 3 OF 3
BR-118-72	ABUTMENT NO. 1 & NO. 2
BR-118-73	ABUTMENT NO. 1 & NO. 2 DETAILS
BR-118-74	PIERS NO.1 THRU 4 DETAILS
BR-118-75	BILL OF STEEL
BR-118-76	LAYOUT OF BRIDGE NO. 2 TO BE REPAIRED
BR-118-77	CONSTRUCTION SEQUENCE - SHEET 1 OF 2
BR-118-78	CONSTRUCTION SEQUENCE - SHEET 2 OF 2
BR-118-79	SUPERSTRUCTURE DETAILS - TYPICAL SECTION
BR-118-80	SUPERSTRUCTURE DETAILS - SLAB PLAN
BR-118-81	SUPERSTRUCTURE DETAILS - FRAMING PLAN
BR-118-82	BOX BEAM DETAILS - SHEET 1 OF 2
BR-118-83	BOX BEAM DETAILS - SHEET 2 OF 2
BR-118-84	ABUTMENT NO. 1
BR-118-85	ABUTMENT NO. 1 DETAILS
BR-118-86	ABUTMENT NO. 2
BR-118-87	ABUTMENT NO. 2 DETAILS
BR-118-88	PIERS NO.1 THRU 4 DETAILS
BR-118-89	BILL OF STEEL

INDEX OF SHEETS (UTILITIES)

SHEET	DESCRIPTION
U1-1	UTILITIES INDEX, UTILITY OWNERS AND UTILITY SHEETS

STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	9-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	5-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	3-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	5-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-S-11	4-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-30		INSTREAM DIVERSION (WITHOUT TRAFFIC)
EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)

TRAFFIC CONTROL APPURTENANCES

T-FAB-1	5-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	7-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	7-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	7-24-14	MARKINGS STANDARDS FOR TRAFFIC ISLANDS, MEDIANS, PAVED SHOULDERS ON CONVENTIONAL ROADS
T-PBR-1	6-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-32	10-29-13	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	5-27-98	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	9-01-05	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	4-02-12	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE

SAFETY APPURTENANCES

S-GR31-1	12-01-14	W-BEAM GAURDRAIL
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 21, 13 AND IN-LINE TERMINALS
S-GRS-2		SPECIAL CASE: GUARDRAIL ATTACHMENT TO CONCRETE DECKS
S-GRS-3		SPECIAL CASE: GUARDRAIL FOOTING
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRT-3		TYPE 21 GUARDRAIL TERMINAL
S-GRT-3D		TYPE 21 GUARDRAIL TERMINAL (DETAILS)
S-GRT-3P		EARTH PAD FOR TYPE 21 TERMINAL

STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION
STD-1-1	07-31-00	BRIDGE RAILING CONCRETE PARAPET
STD-1-2	3-28-08	SLIDER PLATES AND DECK DRAINS
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS

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BIDDING

BY

MAZEWICZ

STATE OF TENNESSEE

2015

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX
AND
STANDARD
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION HAZARDOUS MATERIALS	An Asbestos Containing Material (ACM) Survey was conducted on Br # 80SR0800009, SR-80 over Peyton's Creek at LM 5.75 (80-80-5.75) and Br # 80SR0800013, SR-80 over Peyton's Creek at LM 7.00 (80-80-7.00). 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.	

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BIDDING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**PROJECT
COMMITMENTS**

ESTIMATED BRIDGE QUANTITIES

			BRIDGE 1 SR-80 OVER PEYTONS CREEK @ LM 5.75 BR. NO 80-SR080-5.75							BRIDGE 1 AND BRIDGE 2 PROJECT TOTALS	
ITEM NO.	DESCRIPTION	UNIT	BRIDGE 1 QUANTITIES	SUPERSTRUCTURE	ABUT. NO. 1	PIER NO. 1	PIER NO. 2	PIER NO. 3	PIER NO. 4		ABUT. NO. 2
(2)	202-04.01	REMOVAL OF STRUCTURES (PARTIAL, BR. NO. 80-SR080-5.75)	LS	1							1
(4)	204-04.01	ROCK EXCAVATION (BRIDGES)	C.Y.	0							(SEE BELOW)
(4)	204-04.10	STRUCTURE EXCAVATION UNCLASSIFIED	C.Y.	0							(SEE BELOW)
	204-05	ROCK DRILLING (BRIDGES)	L.F.	0							(SEE BELOW)
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	0							(SEE BELOW)
(5)	204-10.01	FOUNDATION PREPARATION(BRIDGE 1, PIER NO. 1)	LS	1		1					1
(5)	204-10.02	FOUNDATION PREPARATION(BRIDGE 1, PIER NO. 2)	LS	1			1				1
(5)	204-10.03	FOUNDATION PREPARATION(BRIDGE 1, PIER NO. 3)	LS	1				1			1
(5)	204-10.04	FOUNDATION PREPARATION(BRIDGE 1, PIER NO. 4)	LS	1					1		1
(6)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	0							(SEE BELOW)
(7)	602-10.05	BRACING REPAIRS	LS	0.5							(SEE BELOW)
(12) (8)	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	98179	96,497	841				841	(SEE BELOW)
(10) (9)	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	194		59	19	19	19	59	(SEE BELOW)
(12) (11)	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	42323	1,437	13,689	3,377	3,377	3,377	13,689	(SEE BELOW)
(13)	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	0							(SEE BELOW)
(14)	604-03.09	CLASS D CONCRETE (BRIDGE DECK)	C.Y.	174	174						(SEE BELOW)
(15)	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	0							(SEE BELOW)
(16)	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	0							(SEE BELOW)
(17)	604-10.05	CONCRETE	S.F.	12		2	2	2	2	2	(SEE BELOW)
	604-10.14	REMOVE EXISTING WEARING SURFACE	LS	0							(SEE BELOW)
(17)	604-10.54	CONCRETE REPAIRS	S.F.	5						5	(SEE BELOW)
	615-02.02	PRESTRESSED CONCRETE BOX BEAM (17" X 36")	L.F.	0							(SEE BELOW)
(19)	617-02	BRIDGE DECK CRACK SEALING	L.F.	0							(SEE BELOW)
(20)	617-05	SEALANT (HMWM)	GAL.	0							(SEE BELOW)
	620-05.01	CONC PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	0							(SEE BELOW)
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	100		50				50	(SEE BELOW)
(21)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	0							(SEE BELOW)
	710-09.02	6" PIPE UNDERDRAIN	L.F.	0							(SEE BELOW)
	712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	0							(SEE BELOW)

ESTIMATED BRIDGE QUANTITIES

			BRIDGE 2 SR-80 OVER PEYTONS CREEK @ LM 7.00 BR. NO 80-SR080-7.00							BRIDGE 1 AND BRIDGE 2 PROJECT TOTALS	
ITEM NO.	DESCRIPTION	UNIT	BRIDGE 2 QUANTITIES	SUPERSTRUCTURE	ABUT. NO. 1	PIER NO. 1	PIER NO. 2	PIER NO. 3	PIER NO. 4		ABUT. NO. 2
(3)	202-04.02	REMOVAL OF STRUCTURES (PARTIAL, BR. NO. 80-SR080-7.00)	LS	1							1
(4)	204-04.01	ROCK EXCAVATION (BRIDGES)	C.Y.	28		6	4	4	4	6	28
(4)	204-04.10	STRUCTURE EXCAVATION UNCLASSIFIED	C.Y.	312		156				156	312
	204-05	ROCK DRILLING (BRIDGES)	L.F.	72		12	12	12	12	12	72
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	1			1				1
(5)	204-10.05	FOUNDATION PREPARATION(BRIDGE 2, PIER NO. 1)	LS	1			1				1
(5)	204-10.06	FOUNDATION PREPARATION(BRIDGE 2, PIER NO. 2)	LS	1				1			1
(5)	204-10.07	FOUNDATION PREPARATION(BRIDGE 2, PIER NO. 3)	LS	1					1		1
(5)	204-10.08	FOUNDATION PREPARATION(BRIDGE 2, PIER NO. 4)	LS	1						1	1
(6)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	150		75				75	150
(7)	602-10.05	BRACING REPAIRS	LS	0.5							1
(12) (8)	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	46022	42,554	1,607	63	63	63	1,609	144201
(10) (9)	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	174		31	21	21	21	59	368
(12) (11)	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	34855	1,752	5,939	4,128	4,128	4,128	10,652	77178
(13)	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	120							120
(14)	604-03.09	CLASS D CONCRETE (BRIDGE DECK)	C.Y.	187	189						361
(15)	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	1251	499	72	152	152	152	72	1251
(16)	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	763							763
(17)	604-10.05	CONCRETE	S.F.	30		10	5	5	5	5	42
(18)	604-10.14	REMOVE EXISTING WEARING SURFACE	LS	1							1
(17)	604-10.54	CONCRETE REPAIRS	S.F.	5		5					10
	615-02.02	PRESTRESSED CONCRETE BOX BEAM (17" X 36")	L.F.	638							638
(19)	617-02	BRIDGE DECK CRACK SEALING	L.F.	495							495
(20)	617-05	SEALANT (HMWM)	GAL.	7							7
	620-05.01	CONC PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	384							384
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	100		50				50	200
(21)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	96		48				48	96
	710-09.02	6" PIPE UNDERDRAIN	L.F.	66		33				33	66
	712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	195							195

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

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 3/4/2015
 \$PRF \$

PIN NO. 120025.00

SEE SHEET BR-118-61A FOR BID ITEM FOOTNOTES.

DESIGNED BY GRESHAM SMITH & PARTNERS
 DRAWN BY G. YOUNG
 SUPERVISED BY T. KNAZEWCZYCZ
 CHECKED BY T. KNAZEWCZYCZ

DATE 04/2014
 DATE 04/2014
 DATE 04/2014
 DATE 07/2014



GRESHAM
 SMITH AND
 PARTNERS

**UNOFFICIAL
SET**

 NOT FOR
BIDDING



BRIDGE NO. 1 & NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
ESTIMATED BRIDGE QUANTITIES
 SHEET 1 OF 2
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 AT LM 05.75 & 07.00
 SMITH COUNTY
 2015

BR-118-61

GENERAL NOTES

- (1) SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (JANUARY 2015 EDITION)
- (2) DESIGN SPECIFICATIONS: 7TH EDITION AASHTO 2014 LRFD BRIDGE DESIGN SPECIFICATIONS WITH ADDENDA.
- (3) LOADING: HL-93 (DEAD LOADS INCLUDES 35 PSF FOR FUTURE OVERLAY)
- (4) FOUNDATION PREPARATION: SEE SECTION 204 OF THE STANDARD SPECIFICATIONS. IF COFFERDAMS ARE REQUIRED, THEY SHALL BE IN ACCORDANCE WITH SECTION 204.09 OF THE STANDARD SPECIFICATIONS.
- (5) CONCRETE: TO BE CLASS "A" CONCRETE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT AS NOTED BELOW.
- (6) BRIDGE DECK CONCRETE: CLASS "D" CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.
- (7) BRIDGE DECK SURFACE FINISH: SHALL BE IN ACCORDANCE WITH METHOD (C) IN SUBSECTION 604.23 OF THE STANDARD SPECIFICATIONS.
- (8) DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. 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 ABUTMENT CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. FOR SUPERSTRUCTURE SLAB AND BEAM REMOVAL, THE MAXIMUM HAMMER SIZE IS 90 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.
- (9) FORMS AND FALSEWORK: ALL CONCRETE FORM WORK AND FALSEWORK SHALL BE REMOVED AFTER REPAIRS ARE COMPLETED. COST OF FORMS, FALSEWORK, AND THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.
- (10) FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE 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.
- (11) QUICK SET PATCHING MATERIAL: QUICK SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED
- (12) CEMENTIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13, SECTION B.6, FOR ACCEPTABLE PATCHING MATERIAL.
- (13) 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.
- (14) REINFORCING STEEL: SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE.
- (15) 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 SPECIAL PROVISION 907A. THE COST OF FURNISHING THE BAR SPLICERS, (AND EPOXY COATING WHEN REQUIRED) INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATIONS, SHALL BE INCLUDED IN THE UNIT PRICE BID.
- (16) ANY DAMAGE TO EXISTING STRUCTURES TO BE LEFT IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

GENERAL NOTES (CONT'D)

- (17) 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, LS.
- (18) GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED 1/2" IN DIAMETER 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 1/4" 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.
- (19) NOTE: THE CONTRACTOR SHALL SAW CUT 1 INCH DEEP INTO THE EXISTING CONCRETE BEFORE REMOVING CONCRETE.
- (20) BRIDGE RAIL SYSTEM: BUILD BRIDGE RAILINGS ACCORDING TO STANDARD DRAWING STD-1-1SS.

CONCRETE STRENGTH AND CURE TIME NOTES

- (21) HIGH EARLY STRENGTH CONCRETE – TRAFFIC SHALL NOT BE PERMITTED ON ANY REPAIR AREA UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF EIGHTEEN (18) HOURS.
- (22) SPECIAL NOTE TO CONTRACTOR CONCERNING CONCRETE: CONCRETE FOR INDICATED REPAIRS SHALL BE HIGH EARLY STRENGTH CONCRETE WITH COMPRESSIVE STRENGTH OF F_c = 3,000 PSI AT EIGHTEEN (18) HOURS. THE CONTRACTOR SHALL PROVIDE PROOF PRIOR TO BEGINNING WORK THAT THE PROPOSED CONCRETE MIX WILL OBTAIN THE REQUIRED PROPERTIES. PROOF SHALL BE PROVIDED BY AN INDEPENDENT TESTING COMPANY AND SUBMITTED TO THE MATERIALS AND TEST DIVISION OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR APPROVAL.

UTILITY NOTES

- (23) THE CONTRACTOR SHALL NOTIFY EACH 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

- (24) MATERIALS, CONSTRUCTION, AND WORKMANSHIP WILL BE IN ACCORDANCE WITH STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF HIGHWAYS (CURRENT EDITION).
- (25) 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.
- (26) CRACK SEALING WITH METHACRYLATE: APPLY HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) CRACK SEAL IN LONGITUDINAL CONSTRUCTION JOINTS. SEALER SHALL BE APPLIED AFTER ALL CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.
- (27) PARAPET STRENGTH AND CURE TIME: THE NEW CONCRETE FOR THE PARAPET SHALL OBTAIN A COMPRESSIVE STRENGTH OF 3000 PSI AND A TIME OF THREE DAYS MUST EXPIRE AFTER CONCRETE PLACEMENT BEFORE TRAFFIC IS ALLOWED ADJACENT TO THESE PROTECTIVE WALLS.

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

kniazet
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 3/4/2015
 \$PRF \$

PIN NO. 120025.00

DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNAZEWCZ DATE 04/2014
 CHECKED BY T. KNAZEWCZ DATE 07/2014



UNOFFICIAL SET

 NOT FOR BIDDING

BRIDGE NO. 1 & NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

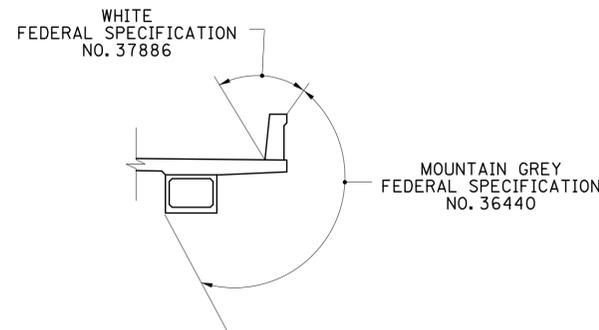
STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 AT LM 05.75 & 07.00
 SMITH COUNTY
 2015

FOOTNOTES:

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

- (1) SEE ROADWAY SHEET 1A FOR REPORTING INFORMATION RELATED TO ASBESTOS ENCOUNTERED DURING BRIDGE DEMOLITION.
- (2) ITEM INCLUDES PHASED REMOVAL OF EXISTING BRIDGE (BR. NO. 80-SR080-05.75) SUPERSTRUCTURE, PARTIAL REMOVAL OF BENTS, PARTIAL REMOVAL OF ABUTMENT AND WINGWALLS, AND OTHER AREAS DESIGNATED IN THE PLANS.
- (3) ITEM INCLUDES PHASED REMOVAL OF EXISTING BRIDGE (BR. NO. 80-SR080-07.00) SUPERSTRUCTURE, PARTIAL REMOVAL OF BENTS, PARTIAL REMOVAL OF ABUTMENT AND WINGWALLS, AND OTHER AREAS DESIGNATED IN THE PLANS.
- (4) EXCAVATION BASED ON EXISTING GROUND LINE (AFTER SILT REMOVAL).
- (5) SEE SECTION 204 OF THE STANDARD SPECIFICATIONS. IF COFFERDAMS ARE REQUIRED, THEY SHALL BE IN ACCORDANCE WITH SECTION 204.09 OF THE STANDARD SPECIFICATIONS.
- (6) NOTE: GRANULAR BACKFILL SHALL BE CLASS "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.
- (7) BRACING MAY BE REQUIRED TO SUPPORT PORTIONS OF THE SUPERSTRUCTURE AND SUBSTRUCTURE DURING REPAIRS. BRACING ALSO INCLUDES ALL FORMWORK REQUIRED SO THAT NO DEBRIS IS ALLOWED TO ENTER THE STREAM.
- (8) COST OF ANY REQUIRED COUPLERS (EPOXY COATED) SHALL BE INCLUDED IN COST OF EPOXY COATED REINFORCING STEEL.
- (9) NOTE: CLASS "A" CONCRETE IS FOR CONSTRUCTION OF THE BENTS AND ABUTMENTS. F'c = 3,000 PSI (10 DAY) IS REQUIRED. SEE NOTES ON DRAWING 2A.
- (10) NOTE: COST OF RUBBER BONDING CEMENT AND ELASTOMERIC BEARING PADS TO BE INCLUDED IN UNIT PRICE BID FOR CLASS "A" CONCRETE.
- (11) COST OF ANY REQUIRED COUPLERS SHALL BE INCLUDED IN COST OF STEEL BAR REINFORCEMENT.
- (12) MECHANICAL BAR SPLICERS: MUST BE ON THE APPROVED LIST MAINTAINED BY THE DIVISION OF MATERIALS AND TESTS. THE BAR SPLICER SHALL MEET AASHTO LRFD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO THE STANDARD SPECIFICATIONS, SECTION 907. THE COST OF FURNISHING THE BAR SPLICERS, EPOXY COATING INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID.
- (13) NOTE: PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.
- (14) NOTE: COST LABOR AND MATERIALS FOR INSTALLATION OF 20 DECK DRAINS TO BE INCLUDED IN UNIT PRICE BID FOR CLASS "D" CONCRETE.
- (15) NOTE: SEE APPLIED TEXTURE NOTES AND DETAIL THIS SHEET.
- (16) NOTE: COST INCLUDES ALL LABOR AND MATERIALS TO MECHANICALLY GROVE BRIDGE DECK AND PAVEMENT AT BRIDGE ENDS, INCLUDING THE REMOVAL OF THE GROOVING RESIDUE.
- (17) THIS ITEM IMAY BE INCREASED, DECREASED OR ELIMINATED FROM THE PROJECT AS DIRECTED BY THE ENGINEER.
- (18) ESTIMATED AVERAGE THICKNESS OF PAVEMENT TO BE REMOVED IS 7".
- (19) NOTE: 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 AND TRANSVERSE CONSTRUCTION JOINTS ACCORDING TO SPECIAL PROVISION 604CR AND MANUFACTURER'S SPECIFICATIONS. THIS ITEM DOES NOT INCLUDE THE COST OF FURNISHING THE SEALANT ITSELF.
- (20) NOTE: INCLUDES ALL COSTS FOR FURNISHING THE SEALER (HMWM) FOR SEALING CRACKS. THE SEALER (HMWM) SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION 604CR.
- (21) NOTE: GRANULAR BACKFILL SHALL BE CLASS "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1. COST OF POLYETHYLENE SHEETING AND OTHER MATERIALS NEEDED FOR INSTALLATION SHALL BE INCLUDED IN BID ITEM.
- (22) NOTE: COST OF BITUMENOUS FIBERBOARD, AND ALL MISCELLANEOUS JOINT MATERIALS TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

DETAIL SHOWING LIMITS OF TEXTURE FINISH



- NOTE: IN ADDITION TO PORTIONS SHOWN IN THE TEXTURE FINISH SKETCH, THE FOLLOWING EXPOSED CONCRETE IS TO RECEIVE AN APPLIED TEXTURE FINISH: ABUTMENT AND WINGS TO GROUND LINE.
- NOTE: COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.02. ALSO INCLUDES EXPOSED SURFACES OF WING WALLS AND ABUTMENTS.
- 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 NO.
- 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 SHALL BE MEASURED AND PAID FOR UNDER ITEM 604-04.02.



BRIDGE NO. 1 & NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ESTIMATED BRIDGE QUANTITIES
SHEET 2 OF 2
STATE ROUTE 80
OVER
PEYTON'S CREEK
AT LM 05.75 & 07.00
SMITH COUNTY
2015

knlazet
 P:\2807120\B\8071B20B02.SHT
 3/4/2015
 \$PRF \$

PIN NO. 120025.00

DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNIAZEWYCZ DATE 04/2014
 CHECKED BY T. KNIAZEWYCZ DATE 07/2014



TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	2C

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS 1
(2)	203-30.01	ROADWAY APPROACHES	LS 1
(3)	209-05	SEDIMENT REMOVAL	C.Y. 300
(4)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F. 1934
	209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH 4
	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F. 420
(5)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON 132
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON 480
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON 396
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 2
	411-01.10	ACS MIX(PG64-22) GRADING D	TON 203
(6)	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y. 1750
	705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F. 189
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F. 50
	705-04.05	GUARDRAIL TERMINAL (TYPE-IN-LINE)	EACH 1
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH 7
	705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH 24
	705-08.11	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH 4
(5)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON 332
	712-01	TRAFFIC CONTROL	LS 1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F. 740
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 40
	712-05.01	WARNING LIGHTS (TYPE A)	EACH 20
	712-06	SIGNS (CONSTRUCTION)	S.F. 785
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F. 7200
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F. 60
(7)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH 2
(8)	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M. 2
	717-01	MOBILIZATION	LS 1
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH 2
(5)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y. 320
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M. 1

ALL COSTS OF THESE ESTIMATED QUANTITIES TO BE INCLUDED IN PRICE BID FOR ROADWAY APPROACHES ITEM NO. 203-30.01					
ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED) (CY)	BORROW EXCAVATION (GRADED SOLID ROCK) (TON)	WATER (M.G.)	FURNISHING AND SPREADING TOPSOIL (CY)	SEEDING WITH MULCH (UNIT)	SODDING (NEW SOD) (SY)
750	2350	10	150	250	150

P R O P O S E D G U A R D R A I L Q U A N T I T I E S							
LOCATION	SHEET NO.	705-01.01 GUARDRAIL AT BRIDGE ENDS (L.F.)	705-02.02 SINGLE GUARDRAIL (TYPE 2) (L.F.)	706-10.26 ROUNDED END ELEMENT (EACH)	705-04.05 GUARDRAIL TERM. ANCHOR (TYPE IN-LINE) (EACH)	705-04.07 TAN ENERGY ABSORB. TERM (NCHRP 350, TL3) (EACH)	REMARKS
301+93.76 TO 302+70.66 (L)	3	26'-10 1/4"				1	
302+10.71 TO 302+87.61 (R)	3	26'-10 1/4"				1	
304+32.81 TO 305+09.71 (L)	3	26'-10 1/4"				1	
304+48.69 TO 305+25.59 (R)	3	26'-10 1/4"				1	
367+92.19 TO 368+69.09 (R)	3	26'-10 1/4"				1	
370+33.08 TO 371+10.78 (R)	3	26'-10 1/4"				1	
370+51.04 TO 371+27.94 (L)	3	26'-10 1/4"				1	
00+88.63 LITTLE CREEK RD TO 368+85.69 SR 80 (L)	3		50'-0" *		1		
TOTALS		188'-3 1/4"	50'-0"	X	1	7	

* 18'-9" OF 50'-0" IS CURVED GUARDRAIL, SEE STD. DWG. S-GR-46

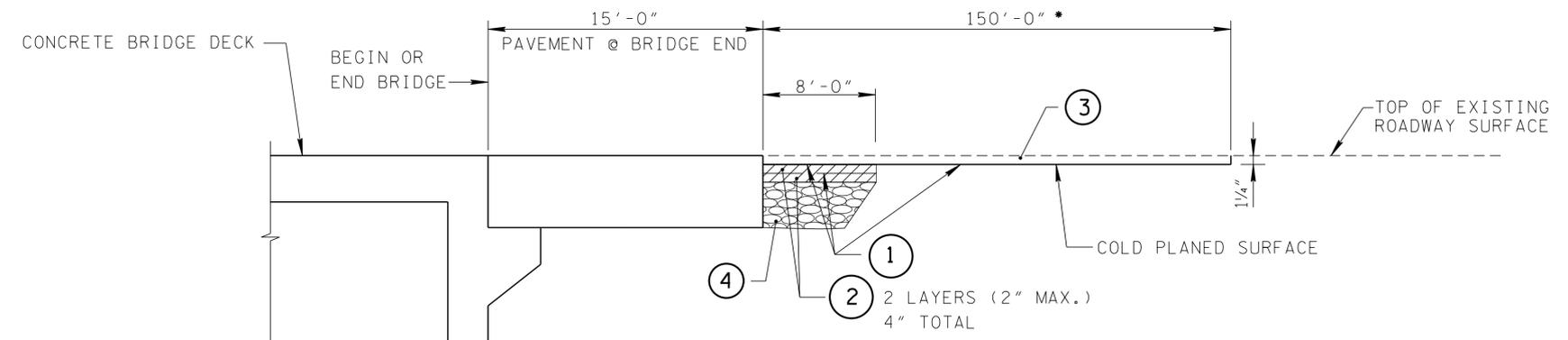
- FOOTNOTES:**
- ALL DIMENSIONAL DETAILS SHOWN ON PLANS, INCLUDING ELEVATIONS, SHALL BE CHECKED BY THE CONTRACTOR TO ASSURE ACCURACY OF THE LAYOUT PRIOR TO CONSTRUCTION. ALL BRIDGE SUBSTRUCTURES SHALL BE CHECKED AS TO LOCATION, DIMENSIONAL LAYOUTS AND ELEVATIONS BY MEANS OF TWO INDEPENDENT LAYOUT METHODS. 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.
 - NO CHANGE IN COMPENSATION WILL BE MADE FOR NOMINAL VARIATIONS IN ESTIMATED QUANTITIES.
 - INCLUDES 275 C.Y. FOR REMOVAL OF SILT FROM BRIDGE OPENINGS REQUIRED FOR WORK AROUND EXISTING BRIDGE SUBSTRUCTURE UNITS.
 - CONTRACTOR MAY ELECT TO SUBSTITUTE TEMPORARY SEDIMENT TUBES (12 INCH). TEMPORARY SEDIMENT TUBES (12 INCH) SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR TEMPORARY SILT FENCE (WITH BACKING).
 - INCLUDES QUANTITIES FOR TEMPORARY FILTER BAGS.
 - DEPTH - 1 1/4" IN ALL AREAS EXCEPT AREAS OF PROPOSED PAVEMENT AT BRIDGE ENDS AND BRIDGE WHERE ASPHALT WILL BE REMOVED FULL DEPTH.
 - COORDINATE WITH T.D.O.T. CONSTRUCTION DIVISION FOR LOCATION AND MESSAGE FOR CHANGEABLE MESSAGE SIGN.
 - CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

E S T I M A T E D P A V I N G Q U A N T I T I E S					
LOCATION	SHEET NO.	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2 (TONS) 307-01.08	ACS MIX (PG64-22) GRADING D (TONS) 411-01.10	BITUMINOUS MATERIAL FOR TACK COAT (TC) (TONS) 403-01	MINERAL AGGREGATE TYPE A BASE GRADING D (TONS) 303-01
STA. 301+29.25 TO STA. 305+90.75 STA. 367+27.60 TO STA. 371+92.39	3	396	203	1.5	480
TOTALS		396	203	1.5	480

UNOFFICIAL SET
NOT FOR BIDDING

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	20

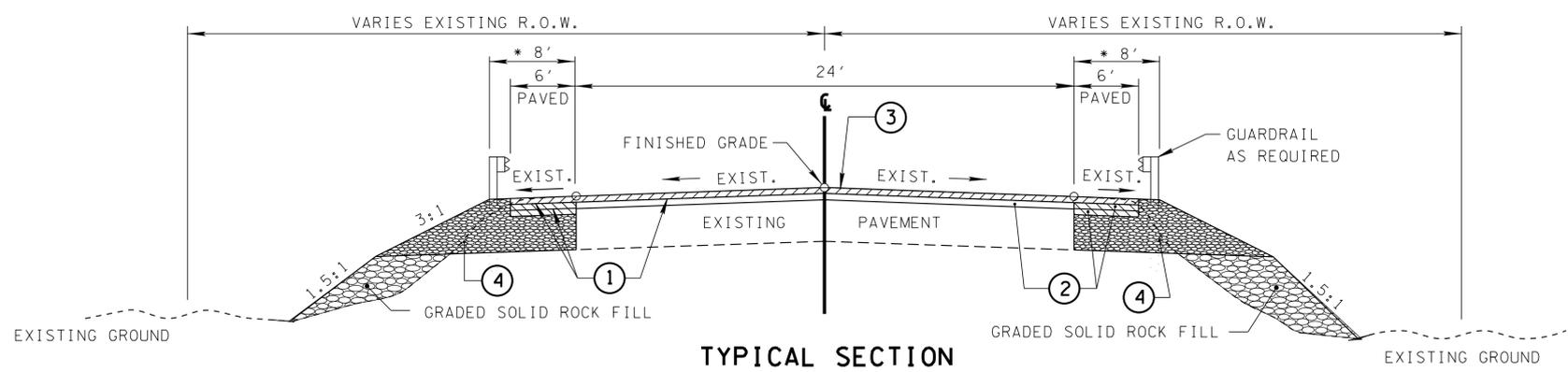
PROPOSED PAVEMENT SCHEDULE	
① TACK COAT @ 0.02 GAL./S.Y. 403-01 BITUMINOUS MATERIAL FOR TACK COAT	② GRADING "B-M2" MIXTURE 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2 2" THICK (APPROX. 226 LB./S.Y.) - 2 LAYERS - SHOULDER AND FULL DEPTH VARIABLE WITH OVERLAY
③ GRADING "D" SURFACE (PERFORMANCE GRADE PG64-22) @ 1 1/4" THICK (APPROX. 132.5 LB./S.Y.) 411-01.10 ACS MIX (PG64-22) GRADING D	④ MINERAL AGGREGATE BASE 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D



PAVEMENT DETAIL

NOTE: SEE SECTIONS 617 AND 906.04 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

* NOTE: MAY BE INCREASED, DECREASED OR ELIMINATED BY THE ENGINEER
INCLUDES TRAVEL LANE AND SHOULDERS



TYPICAL SECTION

STA. 301+29.25 TO STA. 305+90.75
STA. 367+27.60 TO STA. 371+92.39

NOTE: BRIDGE LIMITS INCLUDED IN PAVING QUANTITIES FOR DECK SEAL.

* TRANSITION FROM EXISTING WIDTH TO PROPOSED WIDTH WITHIN 100' OF BRIDGE LIMITS
OVERLAY EXISTING ROADWAY FOR LIMITS SHOWN ON SHEET 3 OR AS DIRECTED BY THE ENGINEER.

UNOFFICIAL SET
NOT FOR BIDDING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	2E

GENERAL NOTES

GRADING

- ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY 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.

GUARDRAIL

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

MISCELLANEOUS

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

ROAD CLOSURE

- NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, 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) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

- TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

FINAL PAVEMENT MARKING IF 4" SPRAY THERMOPLASTIC (40 mil) IS USED

- PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (40 mil) 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. 716-13.06, SPRAY THERMO PVMT MRKNG (40 mil) (4IN 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.

PAVING

- THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

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

GRADED SOLID ROCK

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

RIPRAP

- MACHINED RIPRAP SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS AND SHALL VARY IN SIZE FROM 3" TO 1'-3". THE STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN 6". THE THICKNESS OF THE STONE LAYER SHALL BE 1'-6" (+/-3") AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

- IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- 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.
- TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERRECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- 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.
- 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 LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL DISTURBED AREA

- AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.
- 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.
- 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.

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SET
NOT FOR
BIDDING



TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	2F

SEDIMENT CONTROL

- (28) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
- (29) 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.
- (30) 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 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.
- (31) 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.
- (32) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

STREAM/WETLAND

- (33) 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.
- (34) 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.
- (35) 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.
- (36) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING.
- (37) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CROSSINGS 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.

- (38) 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.
- (39) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

SPECIES

- (40) 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

- (41) EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.
- (42) 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.
- (43) 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.
- (44) INSPECTION OF EPSC MEASURES SHALL BE DONE AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE/QUALITY CONTROL SITE ASSESSMENT OF EPSC SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION'S COMPREHENSIVE INSPECTION OFFICE GUIDELINES.
- (45) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (46) 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. THE TDOT PROJECT SUPERVISOR OR THEIR DESIGNEE WILL COMPLETE THE INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

MATERIALS

- (47) 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.

SWPPP, PERMITS, PLANS, RECORDS

- (48) 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.

- (49) 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.

LITTER, DEBRIS, WASTE, PETROLEUM

- (50) 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.
- (51) 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.

UTILITIES

- (52) 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.
- (53) 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.
- (54) 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.
- (55) 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.
- (56) 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.

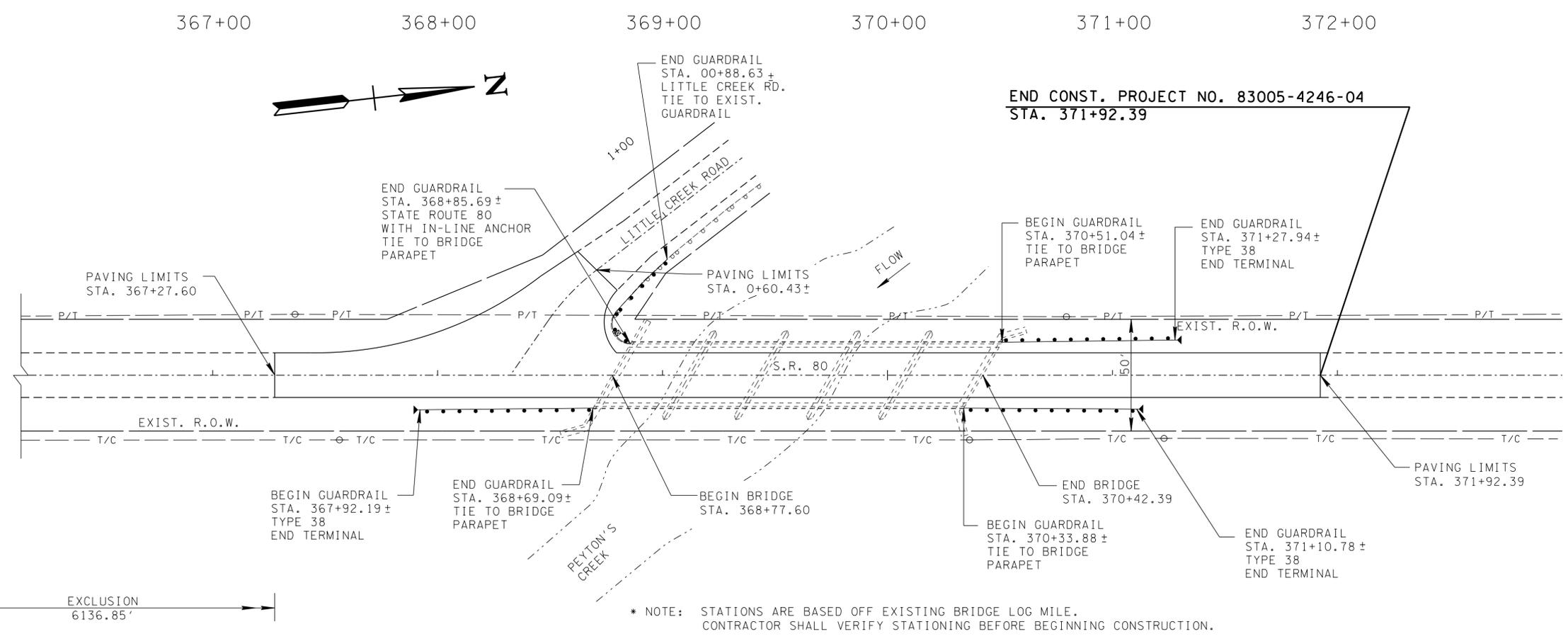
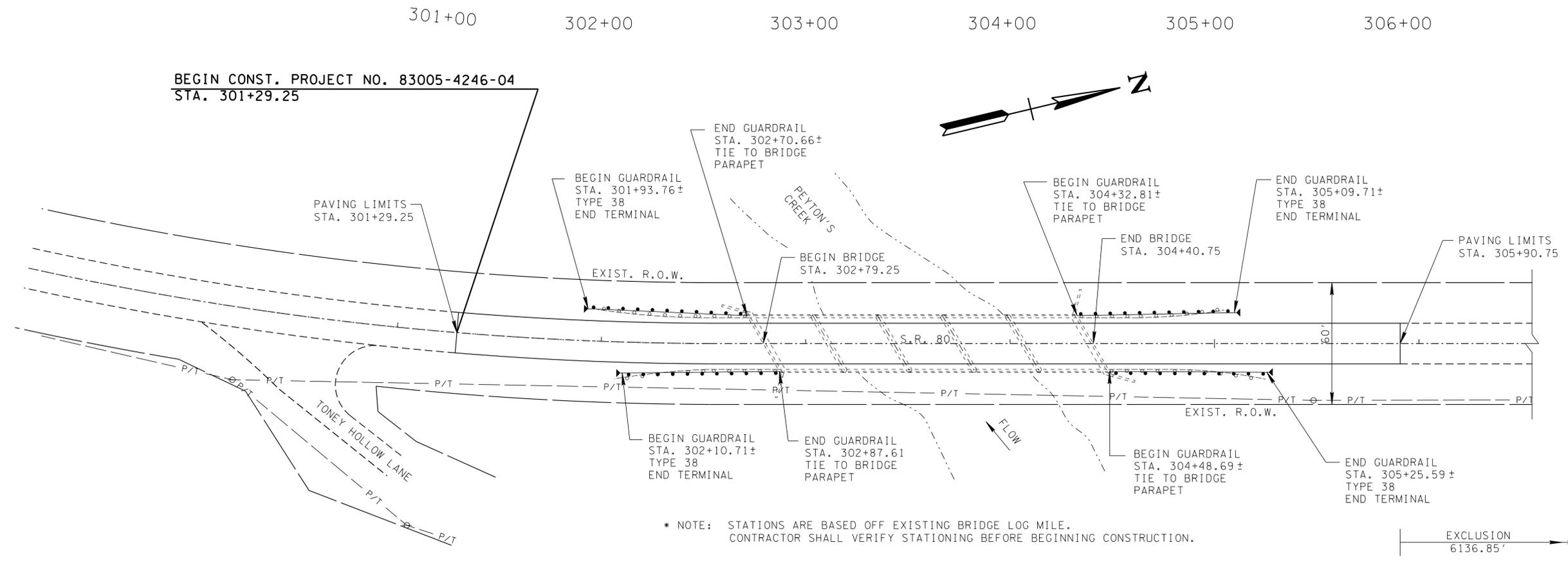
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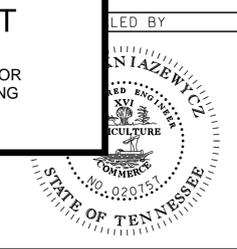
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	3



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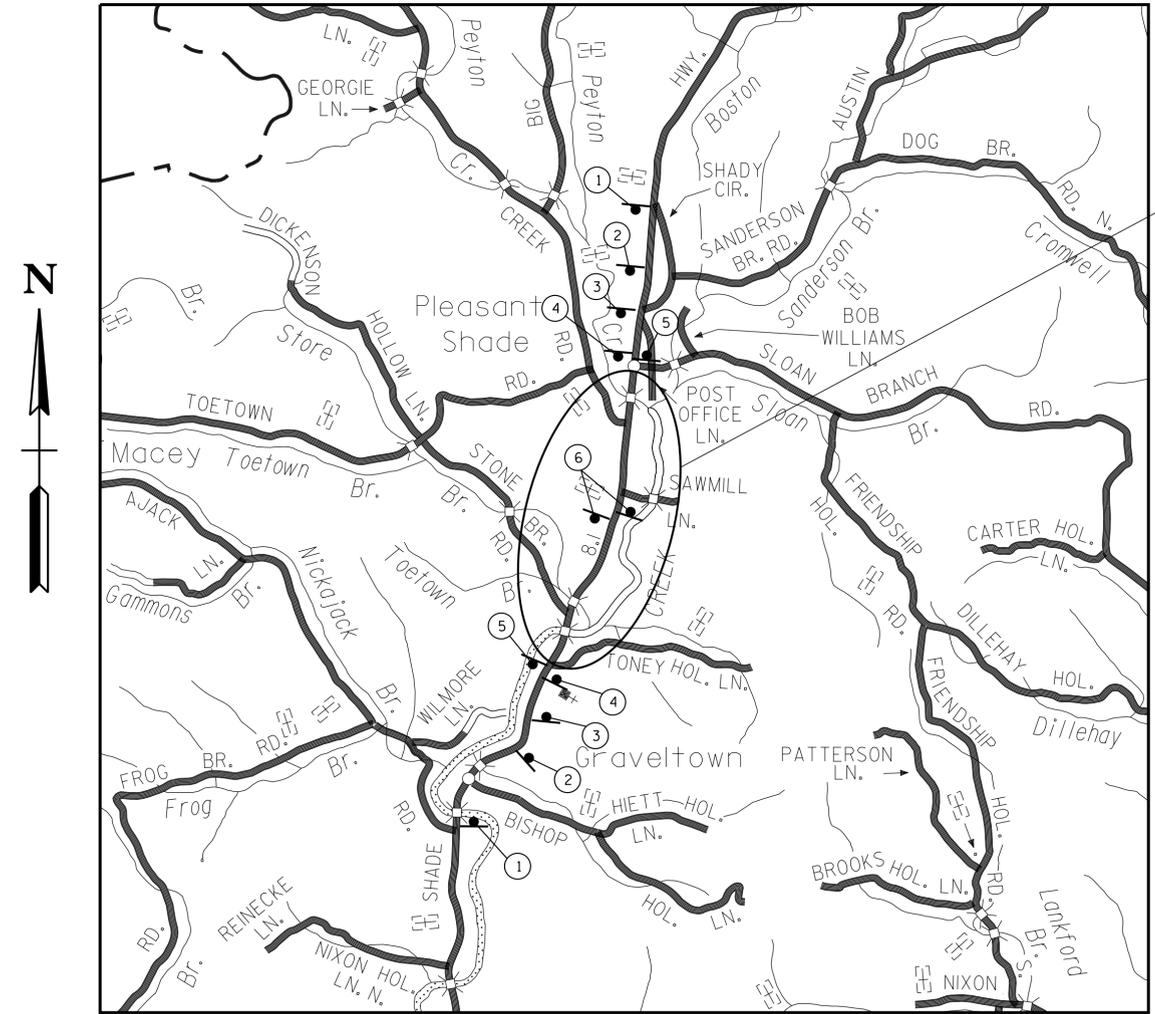


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

PRESENT AND PROPOSED LAYOUT
 STA. 301+29 TO STA. 371+93
 SCALE: 1" = 20'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	4

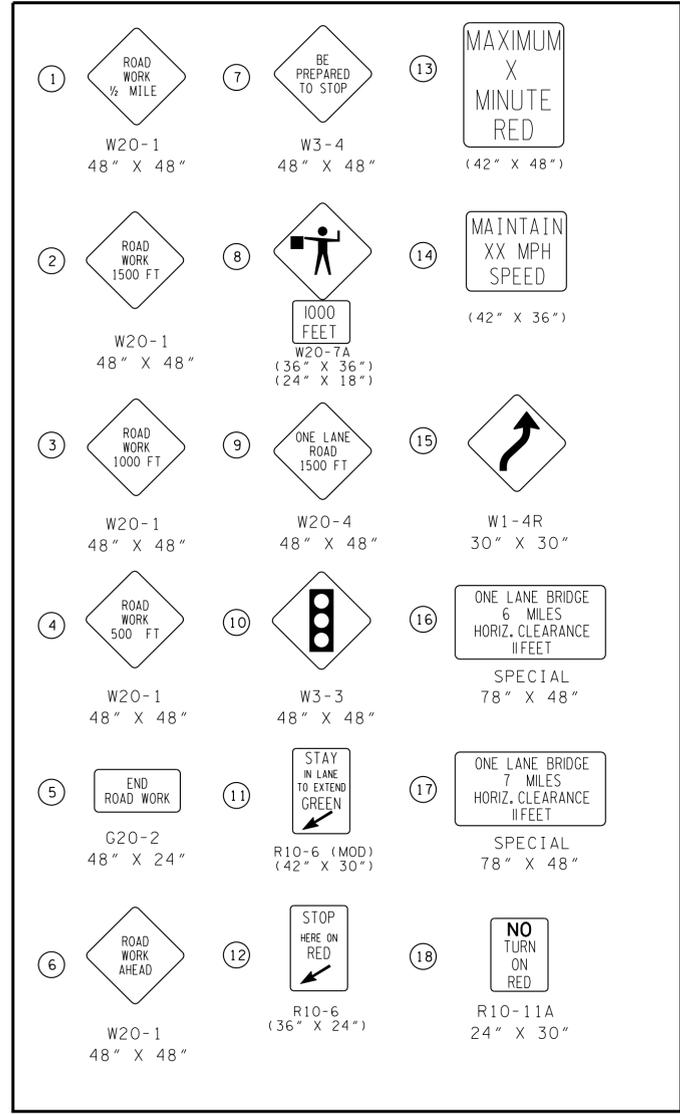


MAINTAIN ONE LANE OF TRAFFIC
INSTALL TRAFFIC SIGNAL AT EACH
END OF EACH BRIDGE. SEE
STD. DWG. T-WZ-32 AND T-WZ-33.

**LAYOUT AND ADVANCE SIGNING
FOR SIGNAL CONSTRUCTION**

NOT TO SCALE

** FOR TRAFFIC CONTROL LAYOUTS AND
DETAILS DURING BRIDGE REPAIRS
SEE STANDARD DRAWINGS T-WZ-32,
T-WZ-33, T-WZ-34 AND T-WZ-35



NOTE: SIGN NO. 16 IS LOCATED AT THE INTERSECTION OF S.R. 80 AND S.R. 25
SIGN NO. 17 IS LOCATED AT THE INTERSECTION OF S.R. 80 AND S.R. 56

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TRAFFIC
CONTROL
PLAN**

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	4A

712-06 SIGNS (CONSTRUCTION)				
MUTCD DESIGNATION	DESCRIPTION	QUANTITY	SIGN FACE DIMENSIONS	TOTAL SQ. FT.
G20-2	END ROAD WORK	3	48"x24"	24
R10-6	STOP HERE ON RED	4	24"x36"	24
R10-6(MOD)	STAY IN LANE TO EXTEND GREEN	4	30"x42"	35
W1-4R	LANE SHIFT (SYMBOL)	2	30"x30"	12.5
W20-1	ROAD WORK ½ MILE	4	48"x48"	64
W20-1	ROAD WORK 1500 FT	4	48"x48"	64
W20-1	ROAD WORK 1000 FT	4	48"x48"	64
W20-1	ROAD WORK 500 FT	4	48"x48"	64
W20-1	ROAD WORK AHEAD	3	48"x48"	48
W20-4	ONE LANE ROAD 1500 FT	4	48"x48"	64
W20-7A	FLAGGER AHEAD (SYMBOL)	4	36"x36"	36
W3-3	SIGNAL AHEAD (SYMBOL)	5	36"x36"	45
W3-4	BE PREPARED TO STOP	4	48"x48"	64
②	1000 FEET (SUPP. PLATE)	4	24"x18"	12
①	MAXIMUM X MINUTE RED	5	42"x48"	70
①	MAINTAIN XX MPH SPEED	4	42"x36"	42
①	ONE LANE BRIDGE 6 MILES HORIZ. CLEARANCE 11 FEET	1	78"x48"	26
①	ONE LANE BRIDGE 7 MILES HORIZ. CLEARANCE 11 FEET	1	78"x48"	26
			TOTAL	785

TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	24
705-08.11	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	4
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	740
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40
712-05.01	WARNING LIGHTS (TYPE A)	EACH	20
712-06	SIGNS (CONSTRUCTION)	S.F.	785
712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	7200
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	60
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	2

- ① SEE STD. DWG. T-WZ-35
- ② SEE STD. DWG. T-WZ-32

TRAFFIC CONTROL - SPECIAL NOTES

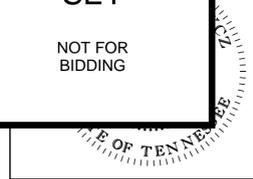
1. THE TRAFFIC CONTROL PLAN IS TO SERVE AS A GUIDE ONLY. THIS PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. IF ADDITIONAL SIGNS ARE DEEMED NECESSARY BY THE ENGINEER, THEY SHALL BE FURNISHED AND INSTALLED AT THE BID PRICE FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION) S.F.
3. ALL LOCAL EMERGENCY AGENCIES AND RESIDENCES WITHIN THE IMMEDIATE AREA OF STATE ROUTE 80 OVER PEYTON'S CREEK SHALL BE NOTIFIED NOT LESS THAN 48 HOURS IN ADVANCE OF BRIDGE CONSTRUCTION WHICH MAY AFFECT ACCESS TO THESE AREAS.
4. NO LESS THAN SEVEN (7) DAYS PRIOR TO ESTABLISHING ONE LANE CLOSURE OF STATE ROUTE 80 OVER PEYTON'S CREEK, 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) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE.

CONSTRUCTION WORK ZONE AND TRAFFIC CONTROL NOTES

1. ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY- EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
2. IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
3. A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
4. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
5. USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. 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 THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
6. THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO BE PARKED WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
7. ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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NOT FOR
BIDDING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLAN

TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	3

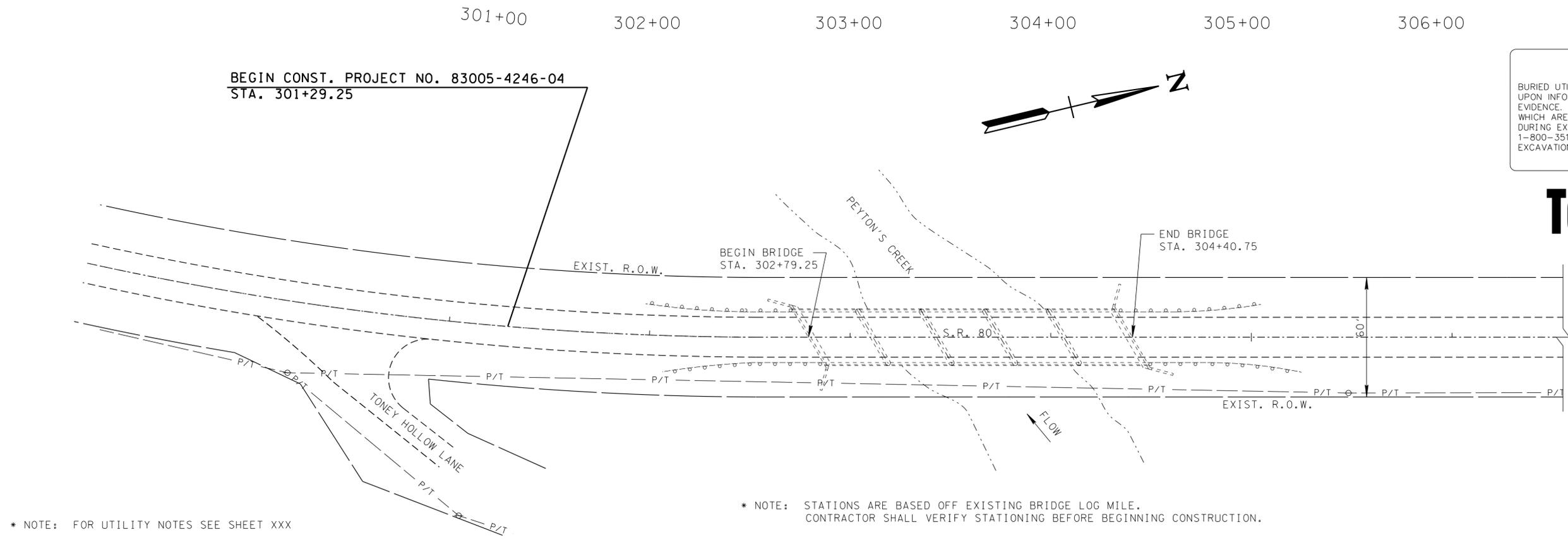
BURIED UTILITIES NOTE

BURIED UTILITIES ARE SHOWN AT THEIR APPROXIMATE LOCATION BASED UPON INFORMATION OBTAINED FROM UTILITY COMPANIES AND FIELD EVIDENCE. OTHER BURIED UTILITIES MIGHT EXIST ON THE SUBJECT SITE WHICH ARE NOT SHOWN ON THIS DRAWING. USE EXTREME CAUTION DURING EXCAVATION PROCEDURES AND CONTACT TENNESSEE 811 @ 811 OR 1-800-351-1111 FOR EXACT LOCATION OF BURIED FACILITIES PRIOR TO EXCAVATION OPERATIONS.

Tennessee 811

Know what's below.
Call before you dig.

Call 811 or 800-351-1111
www.tnonecall.com
Two Business Days Before You Dig
IT'S THE LAW



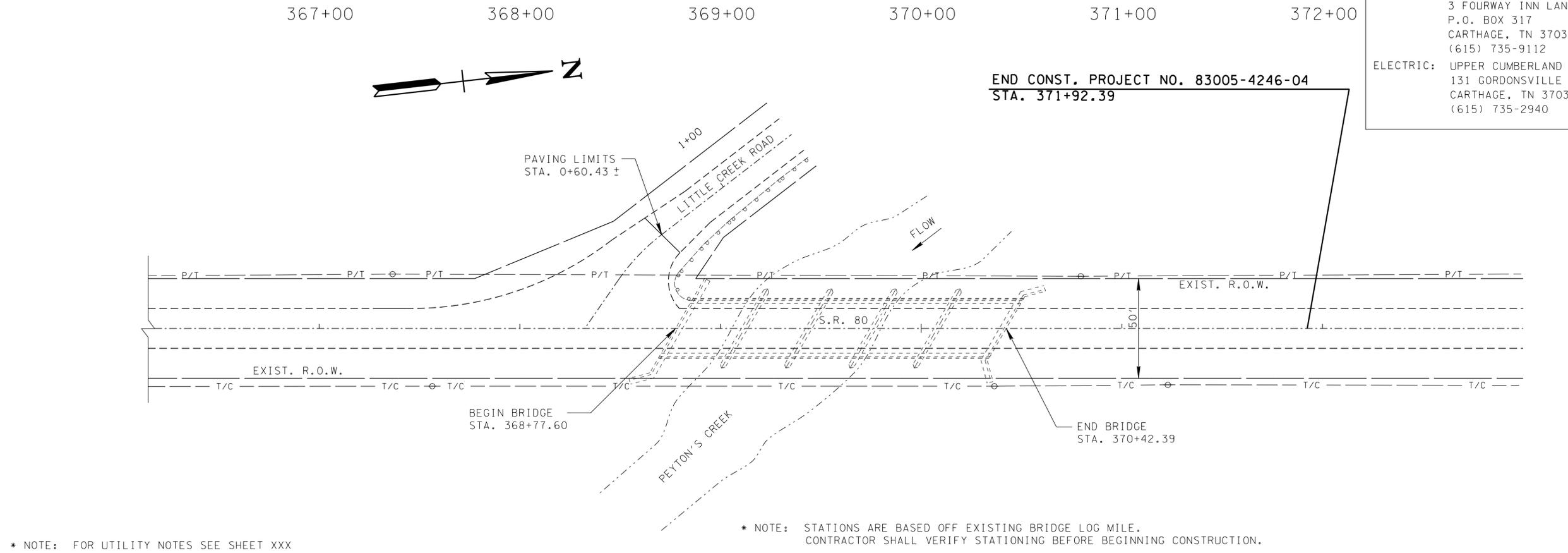
* NOTE: FOR UTILITY NOTES SEE SHEET XXX

* NOTE: STATIONS ARE BASED OFF EXISTING BRIDGE LOG MILE. CONTRACTOR SHALL VERIFY STATIONING BEFORE BEGINNING CONSTRUCTION.

UTILITY OWNERS

WATER: CORDELL HULL UTILITY DIST. TELEPHONE: BELL SOUTH
3 FOURWAY INN LANE P.O. BOX 317 1-800-351-1111
CARTHAGE, TN 37030
(615) 735-9112

ELECTRIC: UPPER CUMBERLAND ELECTRIC
131 GORDONSVILLE HWY
CARTHAGE, TN 37030
(615) 735-2940



* NOTE: FOR UTILITY NOTES SEE SHEET XXX

* NOTE: STATIONS ARE BASED OFF EXISTING BRIDGE LOG MILE. CONTRACTOR SHALL VERIFY STATIONING BEFORE BEGINNING CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITIES

STA. 301+29 TO STA. 371+93

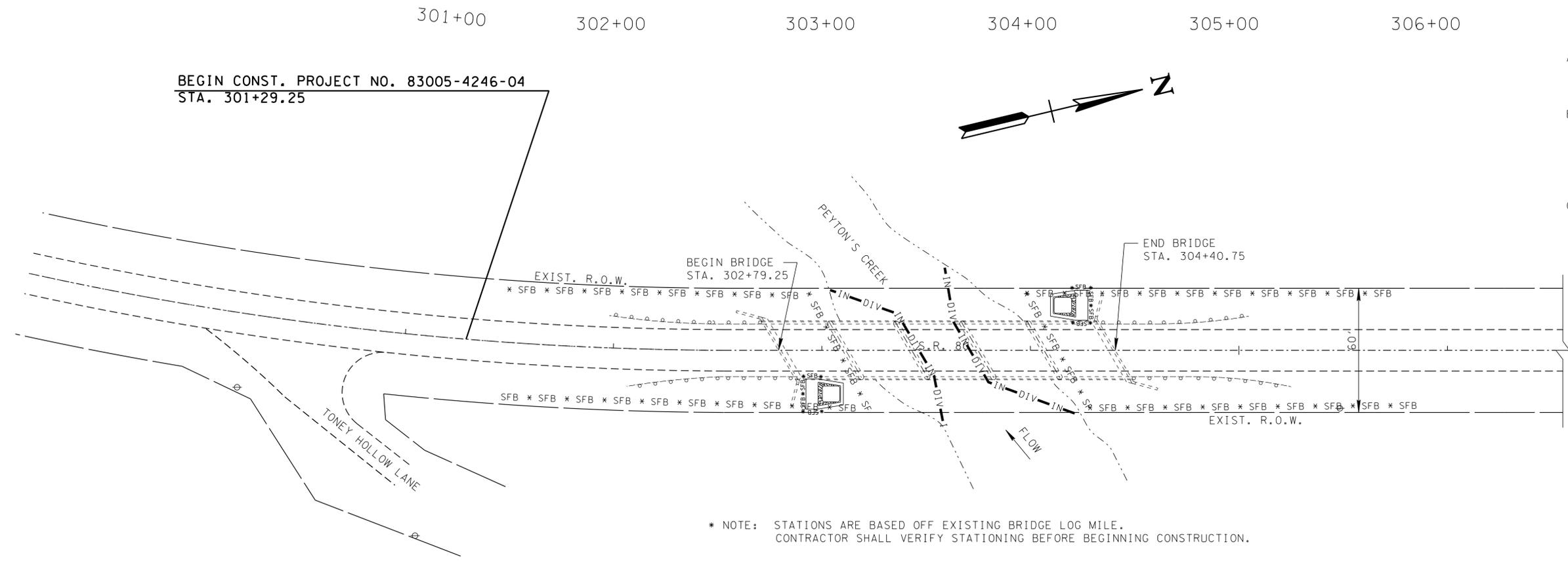
SCALE: 1" = 20'

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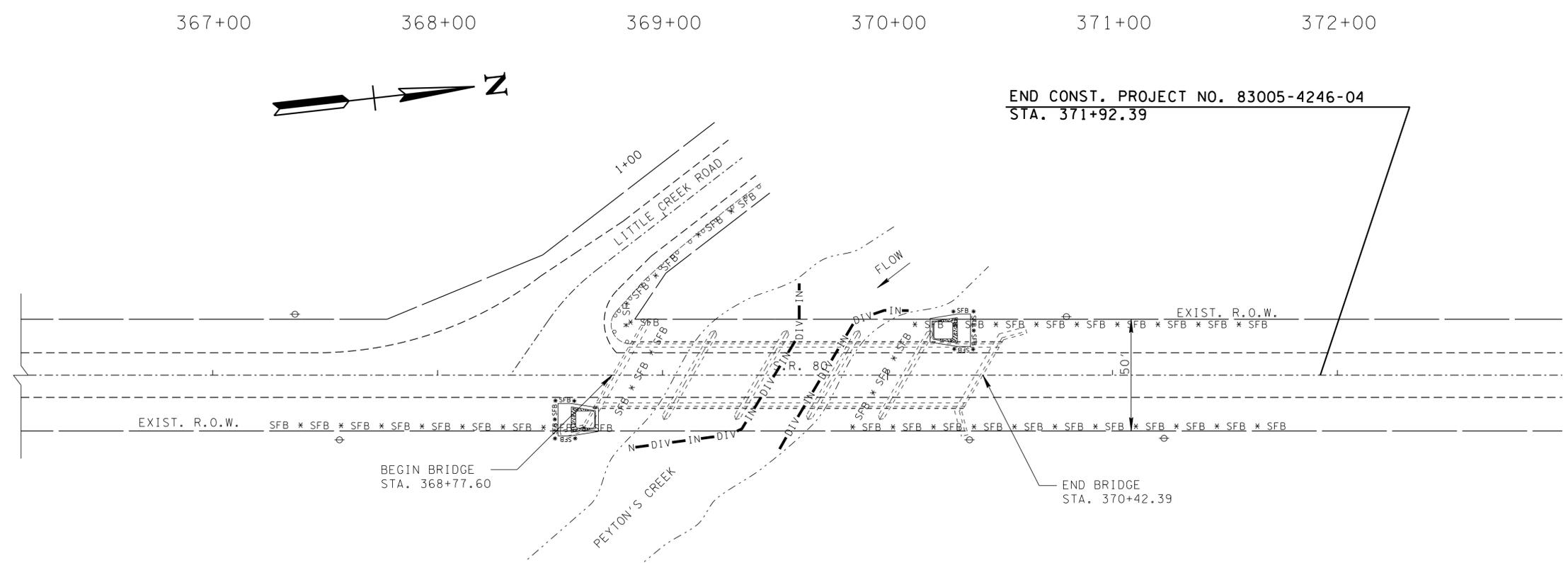
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	3

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
— IN — DIV —	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-30
TCB	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
SFB	SEDIMENT FILTER BAG	EC-STR-2

- NOTES:
- A) ALL QUANTITIES TO BE USED AT THE DISCRETION OF THE ENGINEER.
 - B) INSTALLATION SHALL BE COMPLETED IN PHASES.
 - C) TO BE LOCATED AS DIRECTED BY THE ENGINEER.



* NOTE: STATIONS ARE BASED OFF EXISTING BRIDGE LOG MILE. CONTRACTOR SHALL VERIFY STATIONING BEFORE BEGINNING CONSTRUCTION.



* NOTE: STATIONS ARE BASED OFF EXISTING BRIDGE LOG MILE. CONTRACTOR SHALL VERIFY STATIONING BEFORE BEGINNING CONSTRUCTION.

UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	80006-4242-04	6A

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

NPDES

- (1) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.
- (2) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER RUNS WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

EXCAVATION- CLEARING

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

UTILITY RELOCATION

- (4) RAIN WATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A TEMPORARY DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED.
- (5) SILT FENCE SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.
- (6) UTILITY CROSSINGS FOR PERENNIAL STREAMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO UTILITIES IN THIS PROJECT IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC). THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS (SWPPP).
- (7) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR INSTALLER TO PROTECT FROM EROSION EXPOSED EARTH RESULTING FROM THEIR OPERATIONS AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.
- (8) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), **TRENCHES SHALL BE BACKFILLED DAILY** AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOIL OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.

- (9) IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC), TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS IN THIS PROJECT, THEREFORE, THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTIONS PREVENTION PLANS (SWPPP). THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT WORK.
- (10) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORM WATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.
- (11) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- (12) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS APPROVED BY THE TDOT PROJECT ENGINEER).
- (13) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO REPLACE IN-PLACE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT PROJECT ENGINEER BEFORE COMMENCING WORK.
- (14) 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
- (15) ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES AND GRADES ARE A CONTRACT ITEM, 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.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-05	SEDIMENT REMOVAL	C.Y.	300
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1934
209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH	4
209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	420
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	132
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	332
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	320

- (1) INCLUDES 400 L.F. FOR TEMPORARY SEDIMENT FILTER BAG
- (2) INCLUDES 132 TONS FOR TEMPORARY SEDIMENT FILTER BAG
- (3) INCLUDES 320 S.Y. FOR TEMPORARY SEDIMENT FILTER BAG

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	SEDIMENT FILTER BAG	EC-STR-2

- NOTES:
- 1) TO BE LOCATED AS DIRECTED BY THE ENGINEER.
 - 2) ALL QUANTITIES TO BE USED AT THE DISCRETION OF THE ENGINEER.

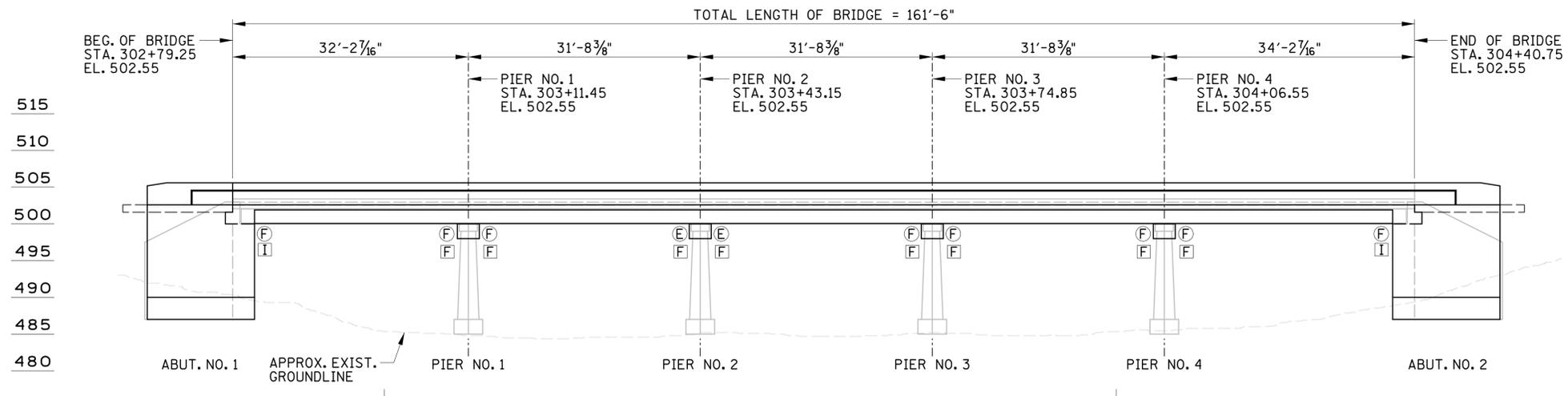
UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



SCOPE OF WORK

- 1) MAINTAIN ONE LANE OF TRAFFIC WITH SIGNAL SYSTEM. COORDINATE CONSTRUCTION SIGNAGE WITH BRIDGE NO. 2
- 2) INSTALL EROSION CONTROL MEASURES AS WORK PROGRESSES.
- 3) MAINTAIN STRUCTURAL STABILITY WITH FALSEWORK OR BRACING AS REQUIRED.
- 4) REMOVE DETERIORATED CONCRETE FROM ABUTMENTS AND BENTS AND PATCH WITH NEW CEMENTITIOUS MATERIAL.
- 5) INSTALL IN-STREAM DIVERSION MEASURES AS REQUIRED.
- 6) WIDEN EXISTING BENTS AND ABUTMENTS AND CONSTRUCT NEW WINGWALLS.
- 7) REPLACE EXISTING SUPERSTRUCTURE WITH NEW PRESTRESSED BOX BEAMS AND CONCRETE DECK IN PHASES.
- 8) WIDEN ROADWAY APPROACH FILL TO ACCOMMODATE NEW BRIDGE WIDTH.
- 9) INSTALL NEW 15' APPROACH SLABS.
- 10) INSTALL NEW GUARDRAILS AS SHOWN IN ROADWAY PLANS.
- 11) TEXTURE COAT ALL EXPOSED CONCRETE SURFACES.

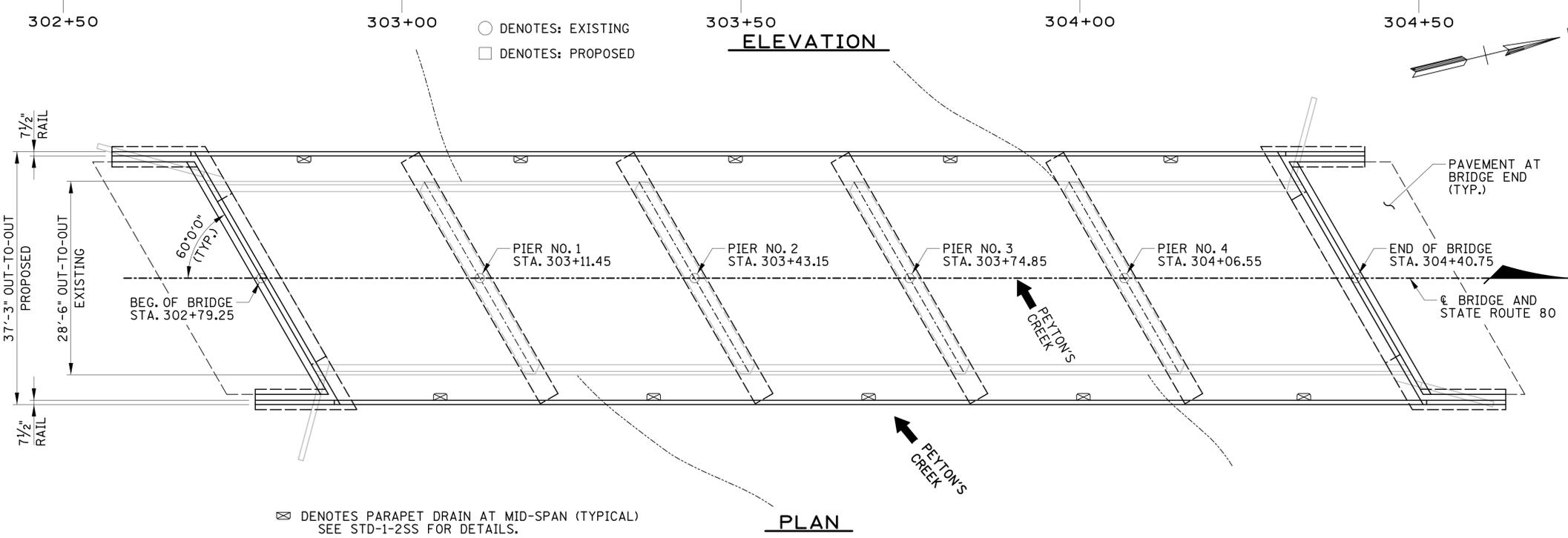
LIST OF SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
108B	**	PROJECT COMPLETION & INCENTIVE/DISINCENTIVE
202ACM	**	REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM)

** DENOTES: CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS.

LIST OF REFERENCE DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
C-13-64		LAYOUT OF BRIDGE
C-10-45		DECK GIRDERS
E-2-17		SKEWED SLAB PLANS
E-2-18		ABUTMENTS



LIST OF STANDARD DRAWINGS

DRAWING NO.	LAST REV. DATE	DRAWING
STD-1-1SS	06-01-11	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET
STD-1-2SS		STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE AND BRIDGE DECK DRAIN DETAILS - 2007
STD-1-5	06-01-11	PAVEMENT AT BRIDGE ENDS
STD-2-1	11-01-10	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL
STD-4-1	04-08-05	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	11-01-10	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-02	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-96	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	04-08-05	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-14-3	10-15-08	STD. DETAILS FOR PRESTRESSED BOX BEAMS

LIST OF BRIDGE DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
BR-118-61	---	ESTIMATED BRIDGE QUANTITIES
BR-118-61A	---	ESTIMATED BRIDGE QUANTITIES FOOTNOTES
BR-118-62	---	GENERAL NOTES
BR-118-63	---	LAYOUT OF BRIDGE NO.1 TO BE REPAIRED
BR-118-64	---	CONSTRUCTION SEQUENCE SHEET 1 OF 2
BR-118-65	---	CONSTRUCTION SEQUENCE SHEET 2 OF 2
BR-118-66	---	SUPERSTRUCTURE DETAILS TYPICAL SECTION
BR-118-67	---	SUPERSTRUCTURE DETAILS SLAB PLAN
BR-118-68	---	SUPERSTRUCTURE DETAILS FRAMING PLAN
BR-118-69	---	BOX BEAM DETAILS SHEET 1 OF 3
BR-118-70	---	BOX BEAM DETAILS SHEET 2 OF 3
BR-118-71	---	BOX BEAM DETAILS SHEET 3 OF 3
BR-118-72	---	ABUTMENT NO.1 & NO.2
BR-118-73	---	ABUTMENT NO.1 & NO.2 DETAILS
BR-118-74	---	PIERS NO.1 THRU 4 DETAILS
BR-118-75	---	BILL OF STEEL

UNOFFICIAL SET
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BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE NO. 1
TO BE REPAIRED
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

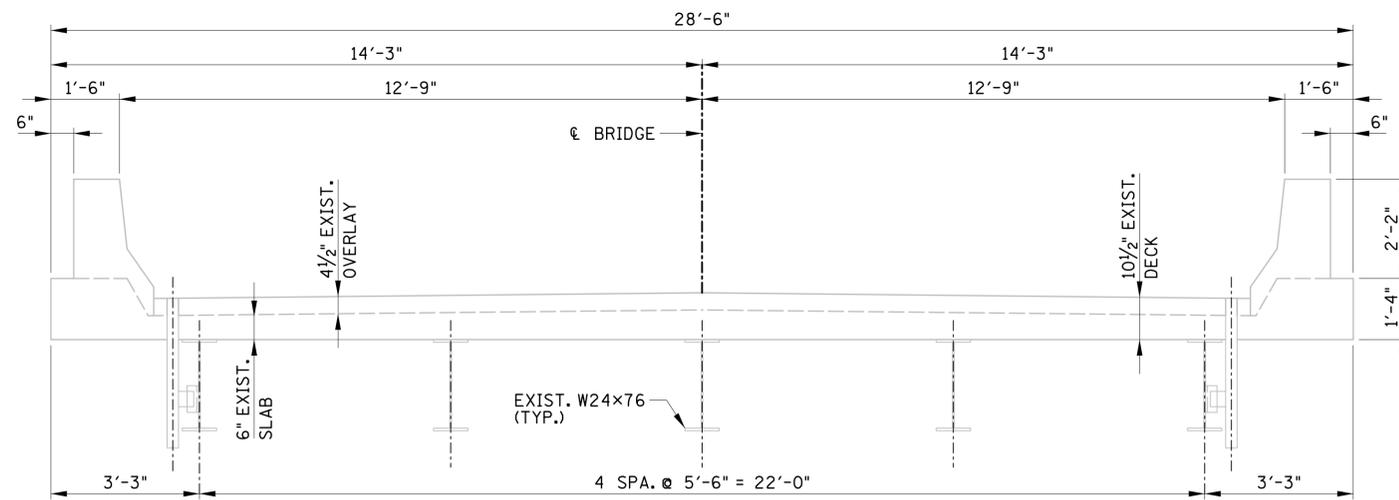
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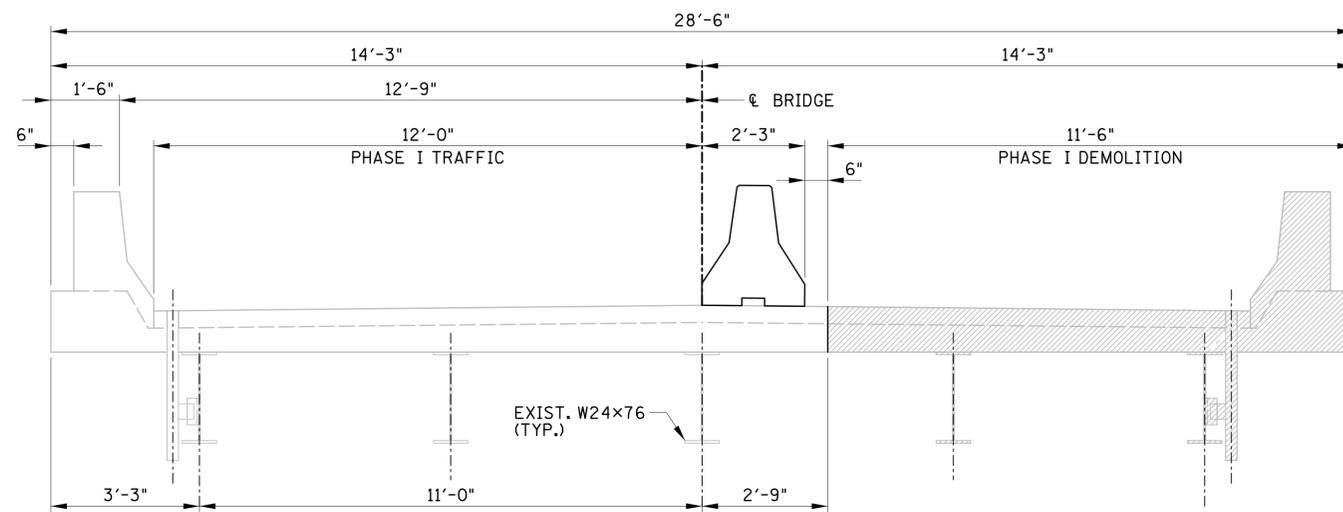
DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNIAZEWCZYCZ DATE 04/2014
 CHECKED BY T. KNIAZEWCZYCZ DATE 07/2014



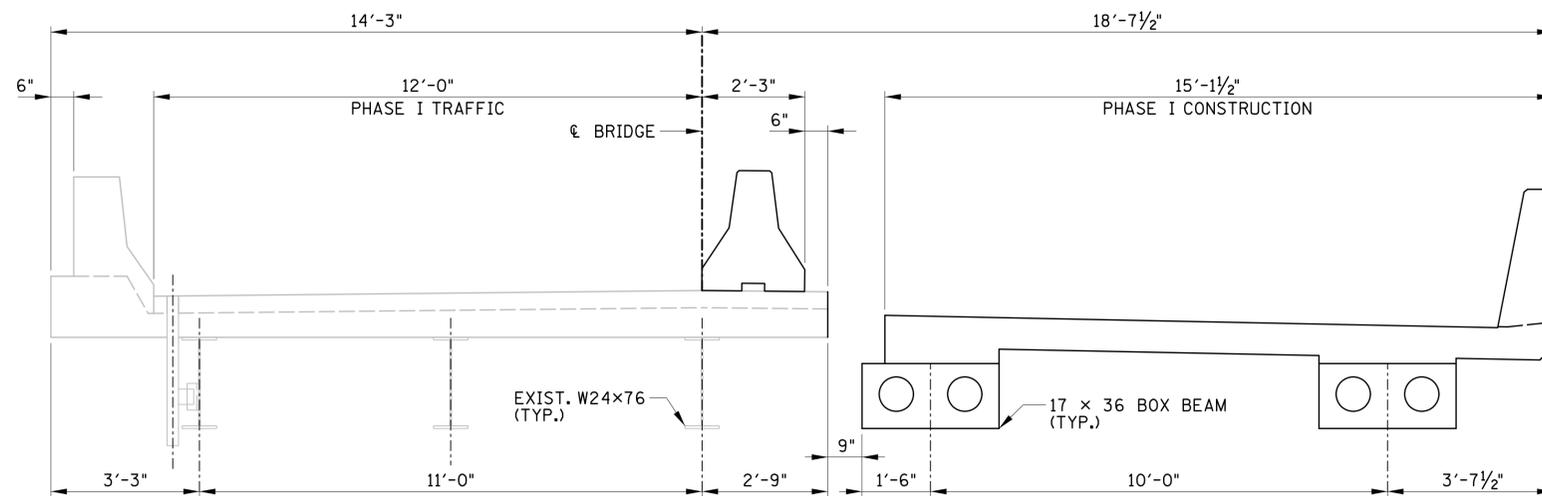
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



EXISTING TYPICAL CROSS-SECTION



PHASE I DEMOLITION



PHASE I CONSTRUCTION

UNOFFICIAL
SET

NOT FOR
BIDDING

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION SEQUENCE
SHEET 1 OF 2
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

BR-118-64

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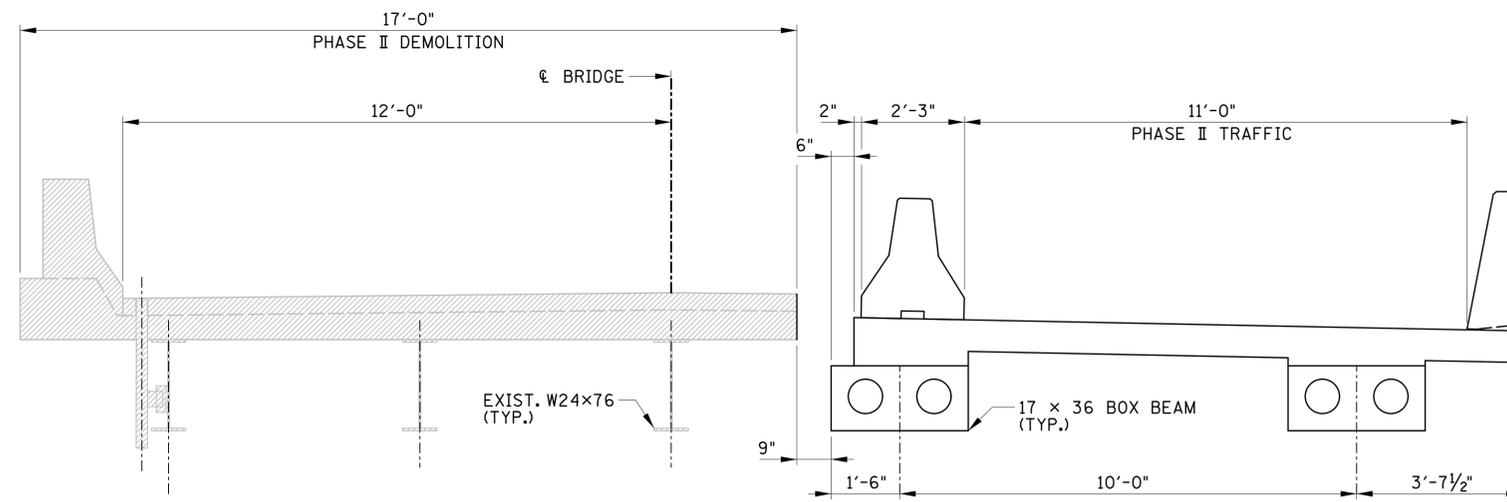
DESIGNED BY GRESHAM SMITH & PARTNERS
DRAWN BY G. YOUNG
SUPERVISED BY T. KNIAZEWYCZ
CHECKED BY T. KNIAZEWYCZ

DATE 04/2014
DATE 04/2014
DATE 04/2014
DATE 07/2014

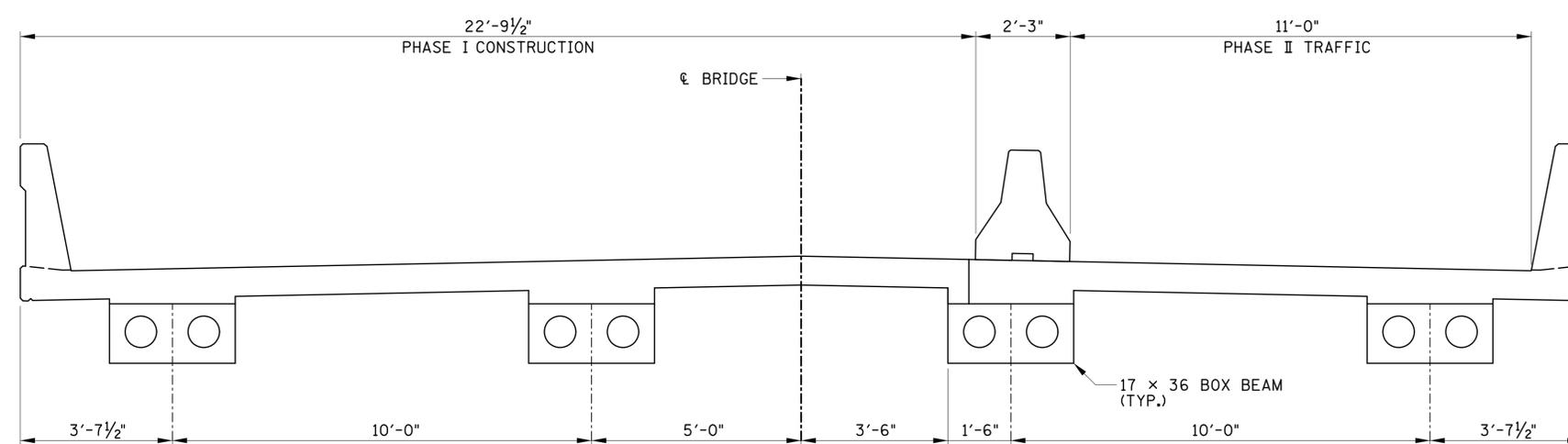


GRESHAM SMITH AND PARTNERS

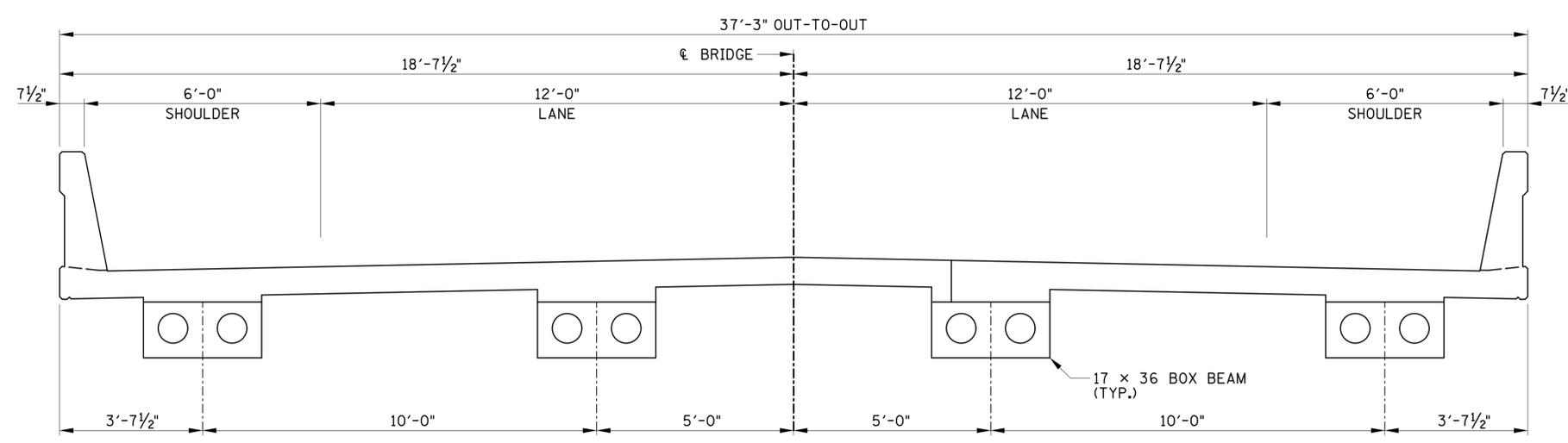
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PHASE II DEMOLITION



PHASE II CONSTRUCTION



FINAL TYPICAL CROSS-SECTION

UNOFFICIAL SET
 NOT FOR BIDDING

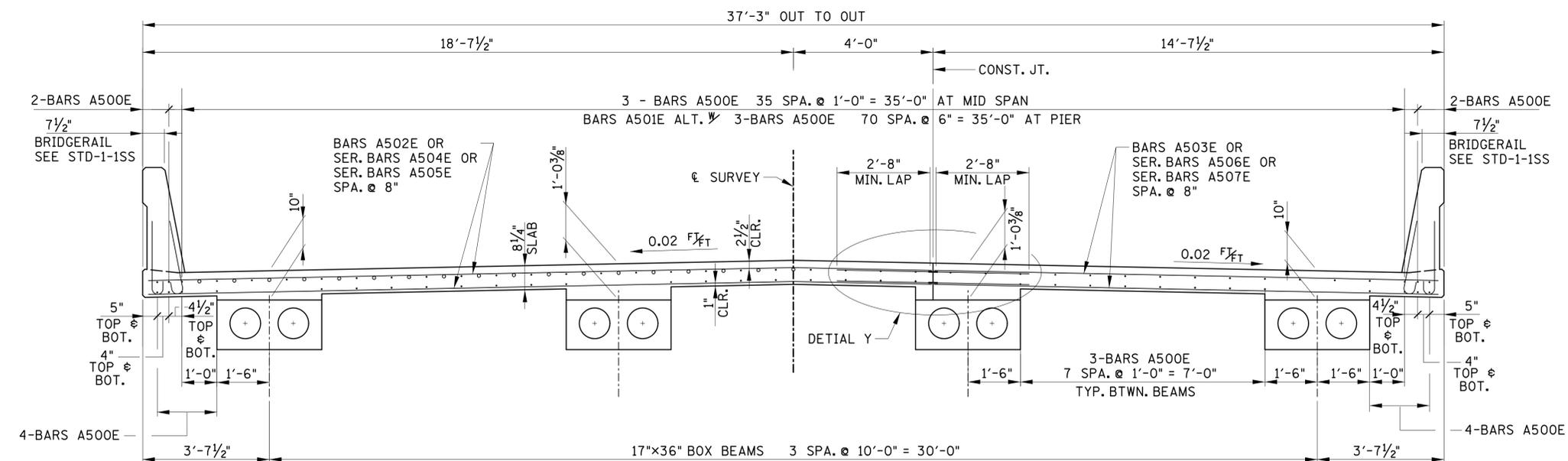
BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION SEQUENCE
SHEET 2 OF 2
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

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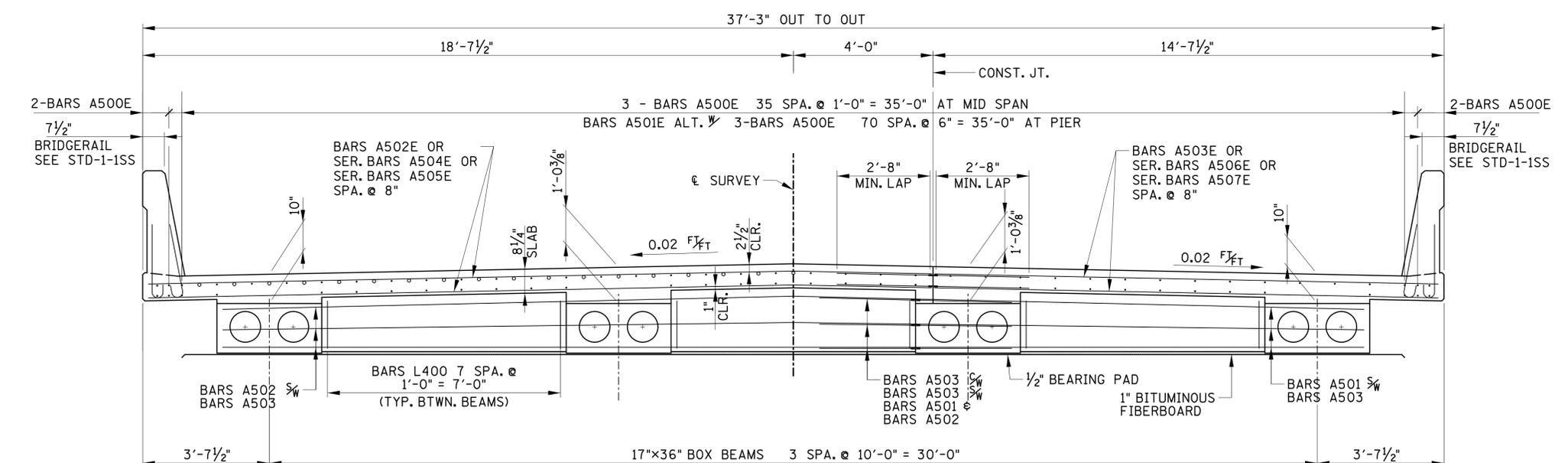
PIN NO. 120025.00
 DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNAZEWYCZ DATE 04/2014
 CHECKED BY T. KNAZEWYCZ DATE 07/2014



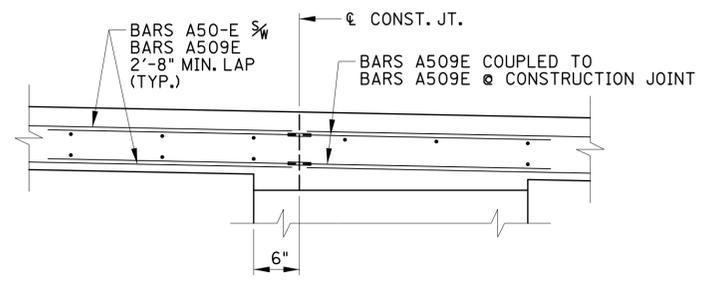
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PROPOSED TYPICAL CROSS-SECTION
(LOOKING FORWARD ON SURVEY)
○ DENOTES: BARS A50-E



PROPOSED TYPICAL CROSS-SECTION
(LOOKING FORWARD ON SURVEY)
(SHOWING REINFORCEMENT IN DIAPHRAGMS OVER BENTS)



DETAIL Y

GENERAL NOTES

- NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE. (PER PHASE)
- SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1 WITH HOOK OMITTED.
- NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED.
- NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. 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.
- NOTE: BEAMS SHALL OBTAIN AN AGE OF AT LEAST 90 DAYS BEFORE SLAB IS POURED.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE	STEEL BAR REINFORCEMENT	EPOXY COATED REINFORCING STEEL
C.Y.	LB.	LB.
174	1,437	96,497

UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
TYPICAL SECTIONS
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

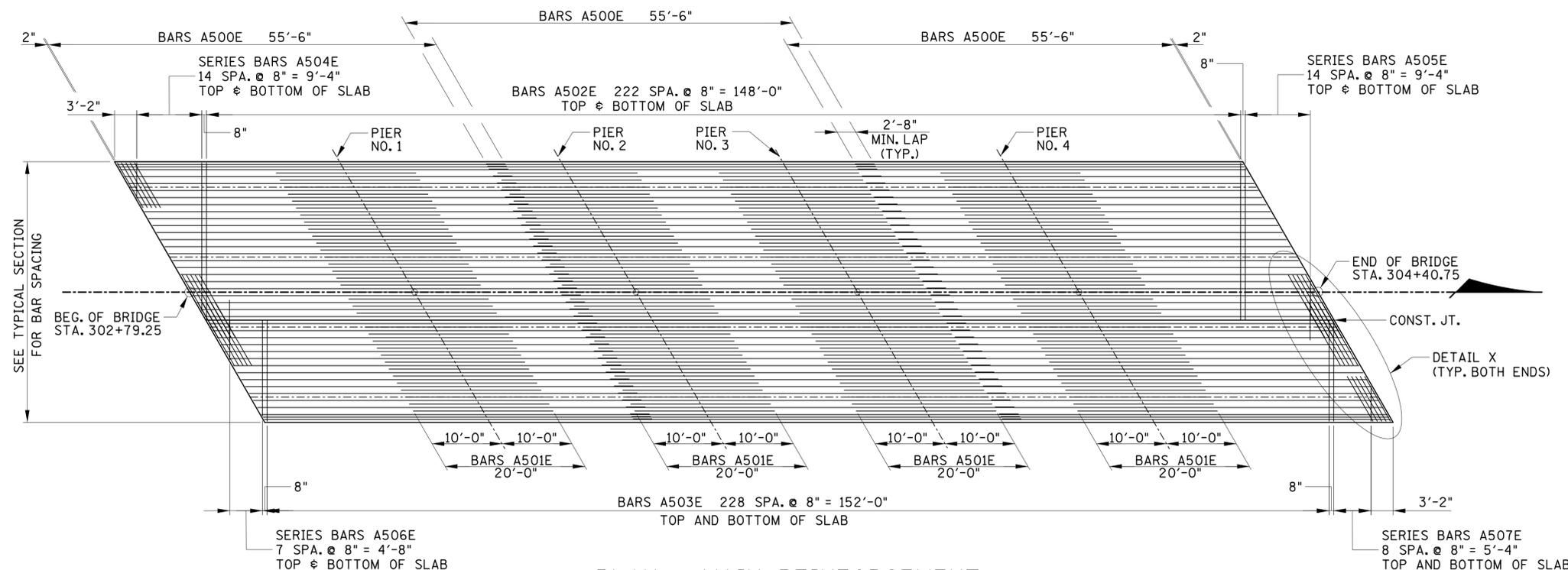
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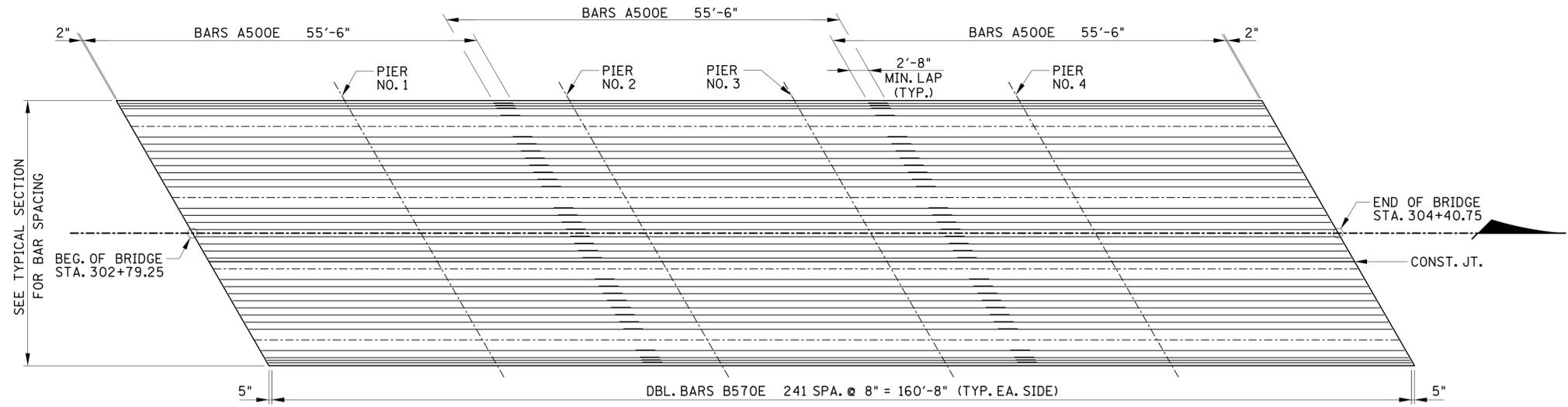
DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
DRAWN BY G. YOUNG DATE 04/2014
SUPERVISED BY T. KNIAZEWCZYCZ DATE 04/2014
CHECKED BY T. KNIAZEWCZYCZ DATE 07/2014



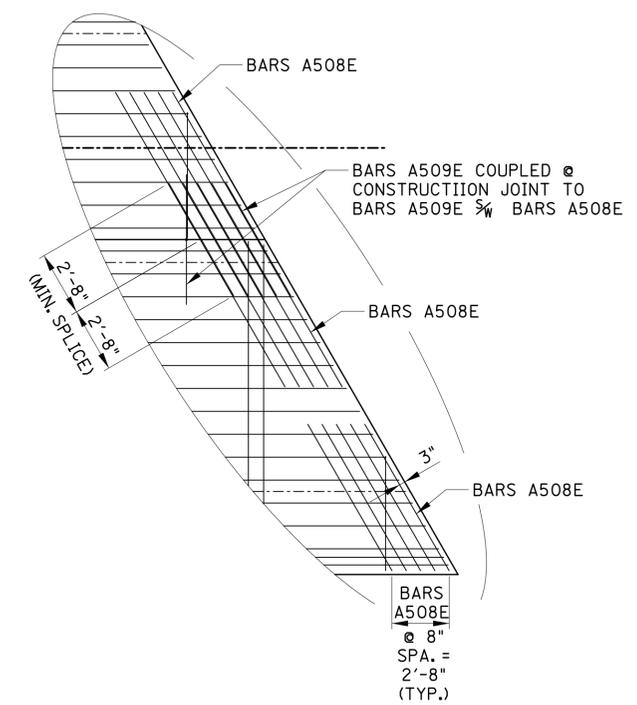
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN - MAIN REINFORCEMENT



PLAN - BOTTOM MAT REINFORCEMENT



DETAIL X

UNOFFICIAL SET
 NOT FOR BIDDING

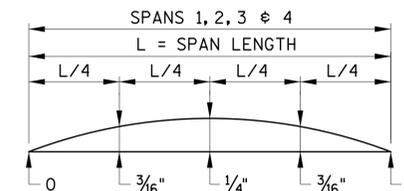
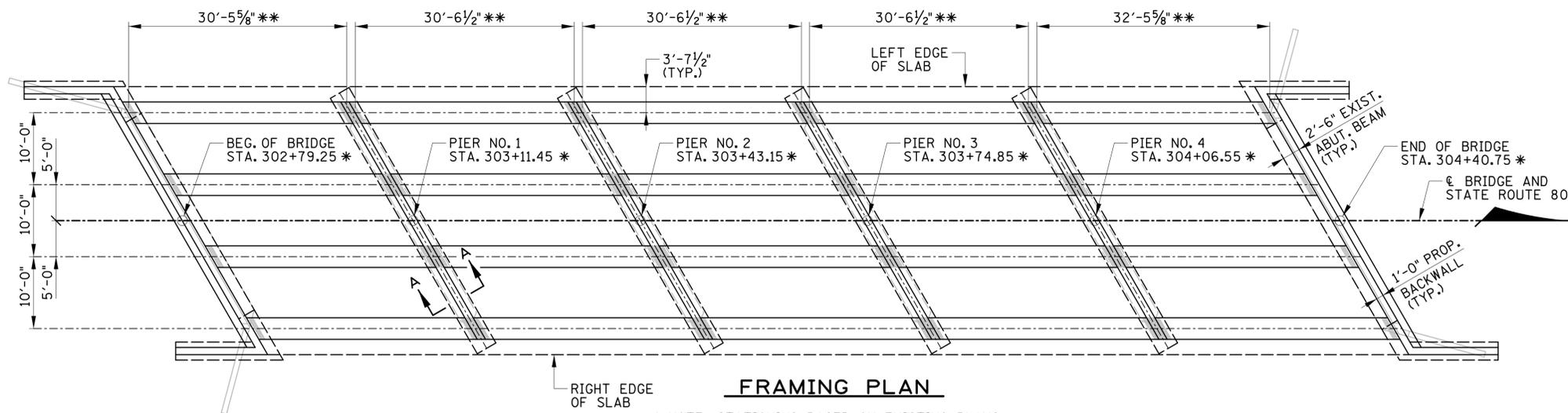
BRIDGE NO. 1
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 SUPERSTRUCTURE DETAILS
 SLAB PLAN
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-5.75
 SMITH COUNTY
 2015

3/4/2015 \$PRF \$
 P:\2807120\Bridg A\8071b20as2.sht

PIN NO. 120025.00
 DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNAZEWYCZ DATE 04/2014
 CHECKED BY T. KNAZEWYCZ DATE 07/2014



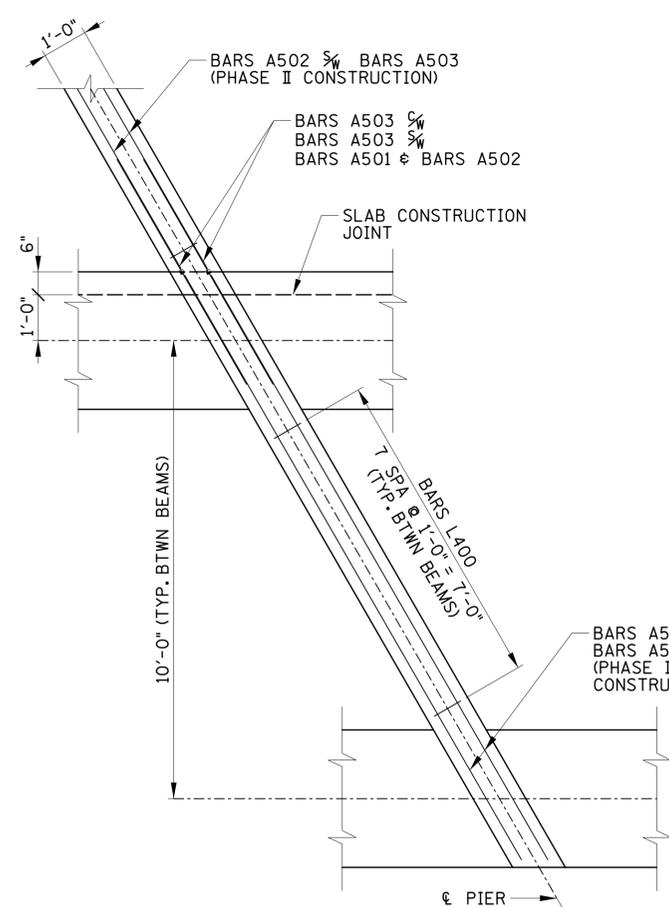
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



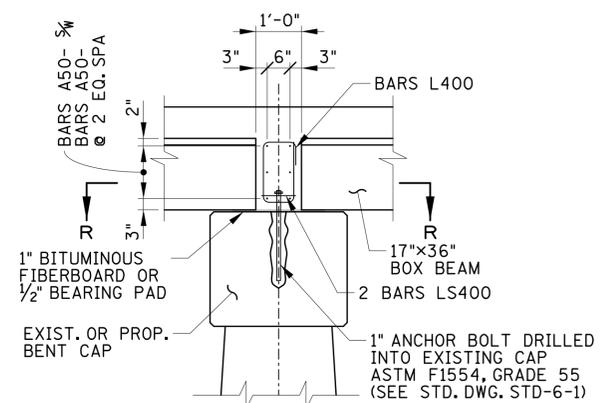
DEAD LOAD CORRECTION CURVE

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

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

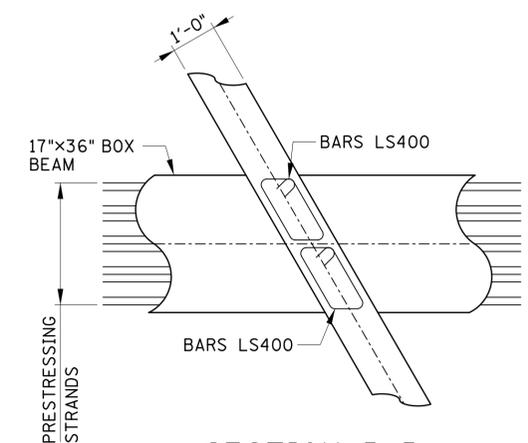


PLAN OF DIAPHRAGM



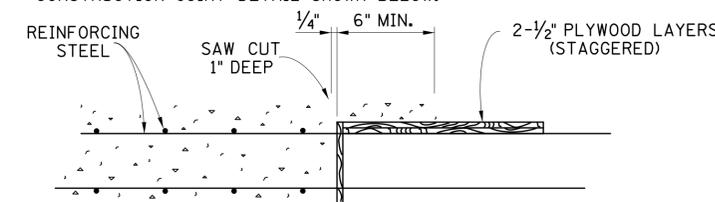
SECTION A-A

SPECIAL NOTE: FOR ANCHOR BOLTS AT BENT EXCEPT AS OTHERWISE NOTED, ANCHOR BOLTS ASSEMBLIES AT BENT SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1 WITH HOOK OMITTED.



SECTION R-R

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW.



SLAB CONSTRUCTION JOINT DETAIL

(N.T.S.)

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

- 1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
- 2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
FRAMING PLAN
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

3/4/2015 \$PRF \$ P:\2807120\Bridg A\8071b20qs3.sht

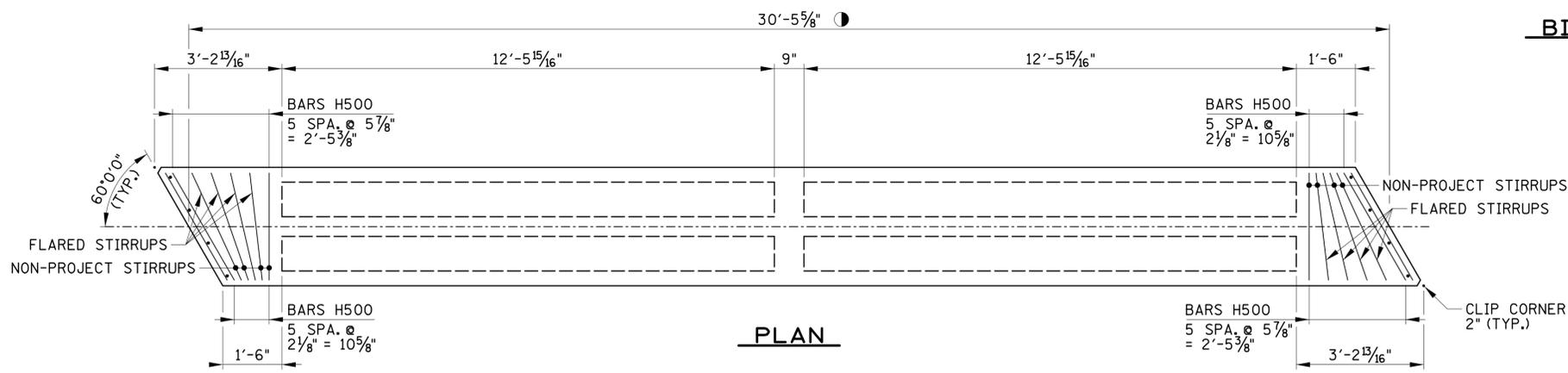
PIN NO. 120025.00
DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
DRAWN BY G. YOUNG DATE 04/2014
SUPERVISED BY T. KNIAZEWYCZ DATE 04/2014
CHECKED BY T. KNIAZEWYCZ DATE 07/2014



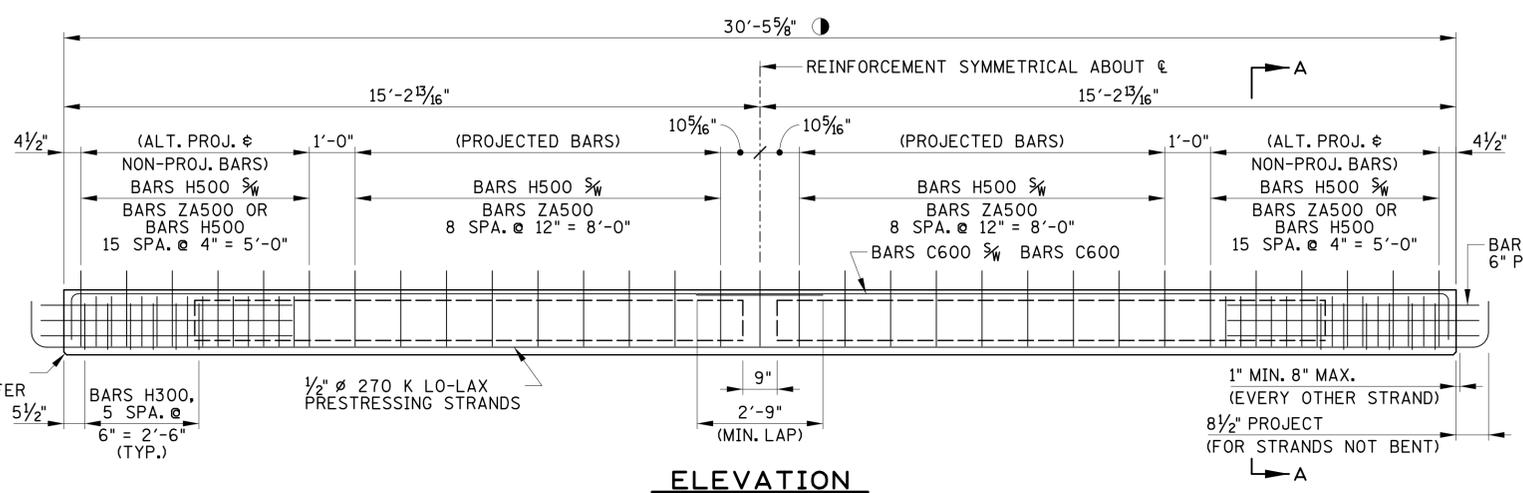
BILL OF STEEL- PER BEAM

BAR	NO. REQ'D.	LENGTH
A500	12	5'-6"
A501	6	2'-8"
A502	8	1'-1"
C600	8	17'-5 1/2"
H300	12	4'-9 1/2"
H500	71	4'-9 1/2"
ZA500	62	3'-9 1/2"

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



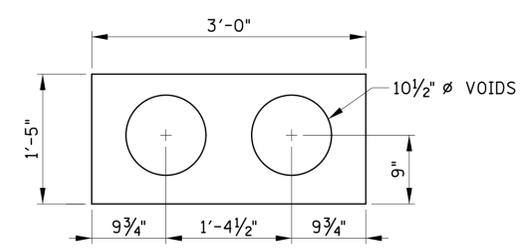
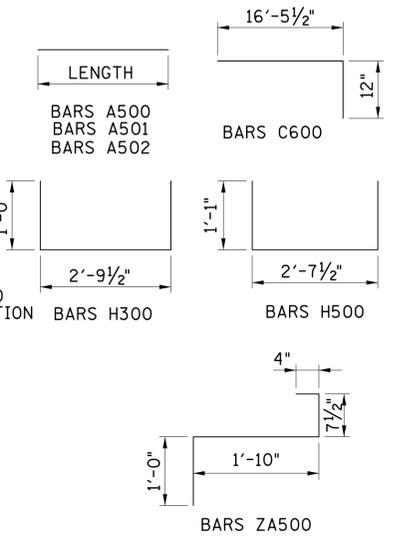
PLAN



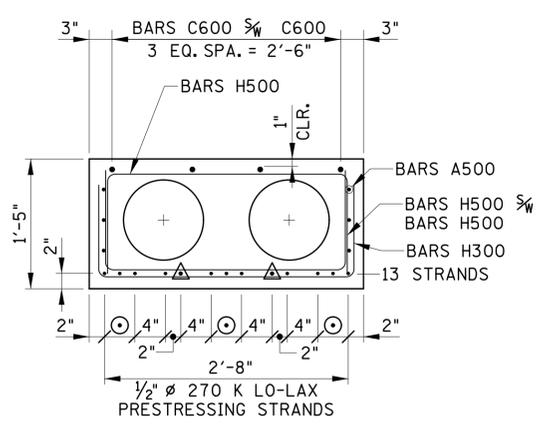
ELEVATION

(SHOWING STIRRUP BAR SPACING ALONG ϵ OF BEAM)

NOTE: CONTRACTOR TO VERIFY BEAM LENGTHS PRIOR TO SHOP DRAWING SUBMISSION. DESIGN IS ADEQUATE FOR BEAMS UP TO 1'-0" LONGER OR SHORTER THAN LENGTHS SHOWN ON THIS DRAWING. EQUALLY ADJUST SPACING OF CENTER GROUPING OF STIRRUPS AS NEEDED.

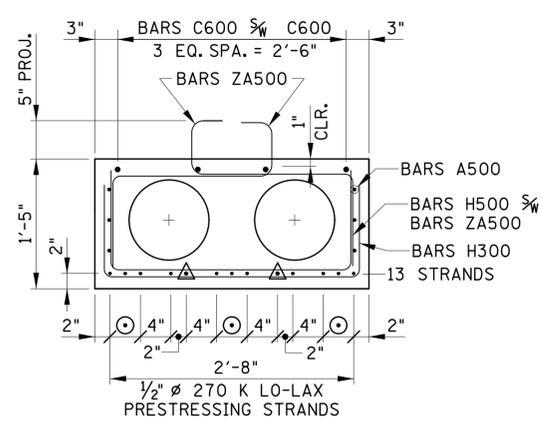


SECTION A-A SHOWING PROPERTIES



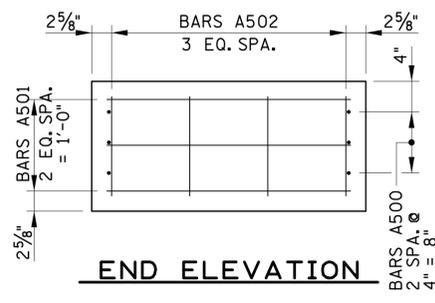
SECTION A-A SHOWING REINFORCEMENT

(NON-PROJECTING STIRRUPS)
 ○ DENOTES: 2 SPA. @ 2"
 △ DENOTES: DEBOND 2'-0" FROM END OF BEAM

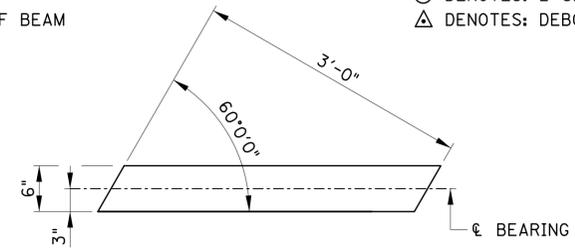


SECTION A-A SHOWING REINFORCEMENT

(PROJECTING STIRRUPS)
 ○ DENOTES: 2 SPA. @ 2"
 △ DENOTES: DEBOND 2'-0" FROM END OF BEAM



END ELEVATION



ELASTOMERIC BEARING PAD

ABUTMENT NO. 1
(4 REQUIRED)

UNOFFICIAL SET
NOT FOR BIDDING

GENERAL NOTES

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

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 6,000 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 4,500 psi. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

STRANDS: 7 WIRE, UNCOATED, STRESS RELIEVED LOW RELAXATION PRESTRESSING CONCRETE STRAND, 1/2" DIA. ASTM GRADE 270K, THE INITIAL TENSION APPLIED SHALL BE 31,003 lbs. PER STRAND. $A_s = 0.153 \text{ in}^2$

UNLESS OTHERWISE NOTED, MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO ANY REINFORCING BAR IS (1) ONE INCH. BAR SPACING DIMENSIONS ARE CENTER TO CENTER.

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. MINIMUM LAP SPLICE FOR #6 BARS IS 2'-9".

IF BEAMS ARE NOT INSTALLED DIRECTLY FROM DELIVERY TRUCKS, THEY SHALL BE STORED AND HANDLED IN SUCH MANNER AS TO AVOID EXCESSIVE BENDING STRESSES, CRACKING, SPALLING, OR OTHER INJURY. THE BEAMS SHALL BE MAINTAINED IN AN UPRIGHT POSITION, AND KEPT CLEAN OF MUD AND DIRT.

THE TOP OF ALL BEAMS TO BE ROUGH FLOATED, AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAM WILL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST DECK PANELS ARE TO BE USED AND SET ON PADS, THE OUTER (2) TWO INCHES OF THE TOP FLANGE MAY BE TROWELED.

SEE STD. DWG. STD-14-3 FOR ADDITIONAL DETAILS.

PRESTRESSED BEAM DESIGN DATA (PER BEAM):
 LLDF_m = 0.890 LANES / BEAM
 LLDF_v = 1.048 LANES / BEAM
 COMPOSITE DEAD LOAD: 502.5 LB/FT
 COMPOSITE SLAB DESIGN STRENGTH: $f'_c = 3000 \text{ psi}$

ESTIMATED QUANTITIES PER BEAM

NO. BEAMS REQ'D.	CLASS "A" CONCRETE C.Y.	REINFORCING STEEL LB.	PRESTRESSING STRANDS (LOW RELAXATION) LB.
4	3.7	1023	213

BRIDGE NO. 1
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BOX BEAM DETAILS
 17" x 36"
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-5.75
 SMITH COUNTY
 2015

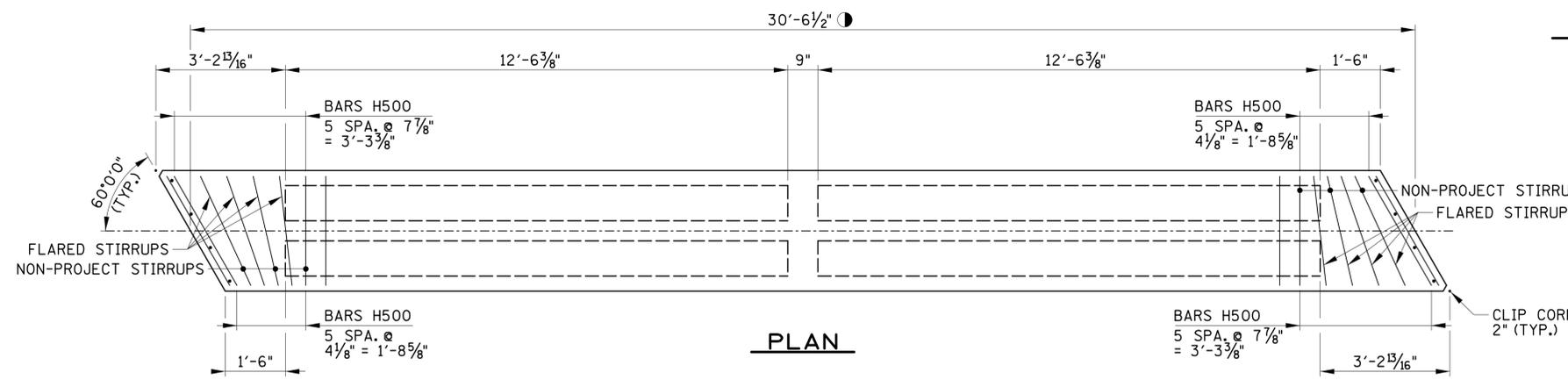
3/4/2015 \$PRF \$
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 GRESHAM SMITH & PARTNERS

PIN NO. 120025.00

DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNIAZEWYCZ DATE 04/2014
 CHECKED BY T. KNIAZEWYCZ DATE 07/2014



3/4/2015 \$PRF \$
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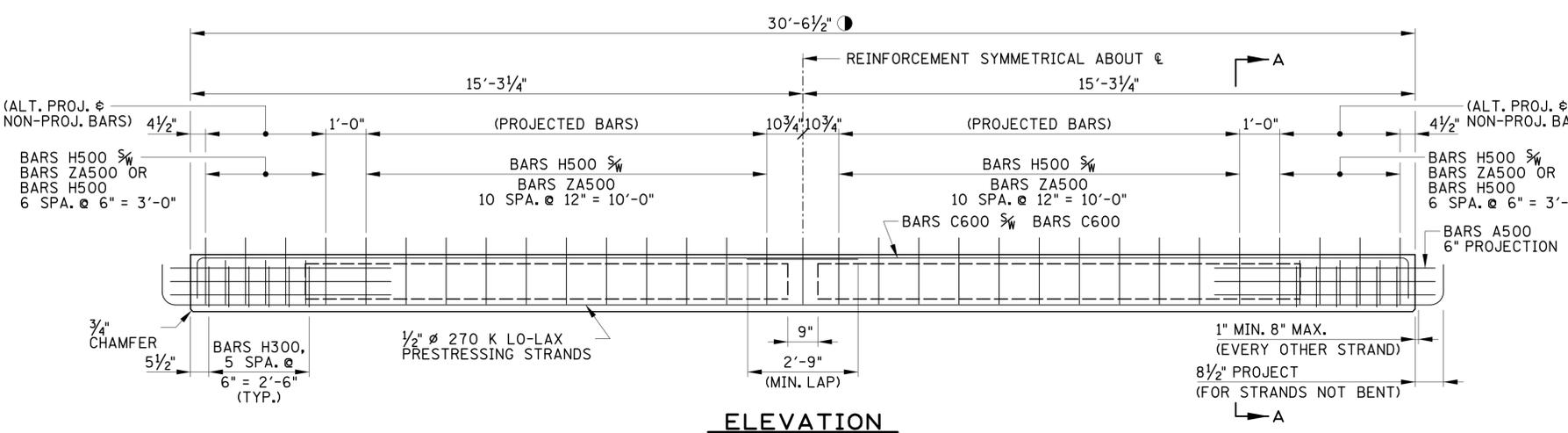


BILL OF STEEL- PER BEAM

BAR	NO. REQ'D.	LENGTH
A500	12	5'-6"
A501	6	2'-8"
A502	8	1'-1"
C600	8	17'-6"
H300	12	4'-9 1/2"
H500	43	4'-9 1/2"
ZA500	62	3'-9 1/2"

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

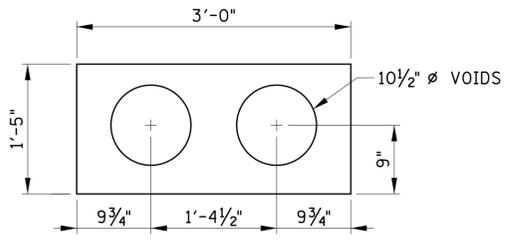
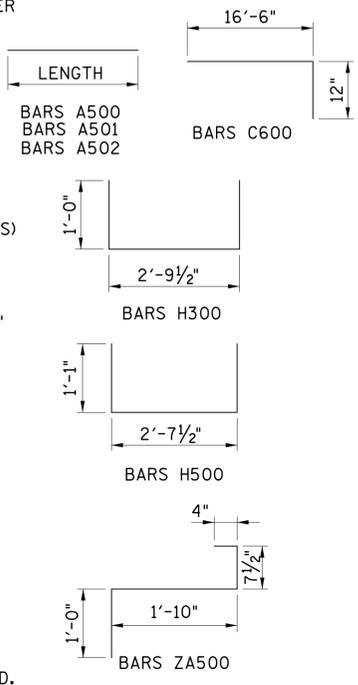
PLAN



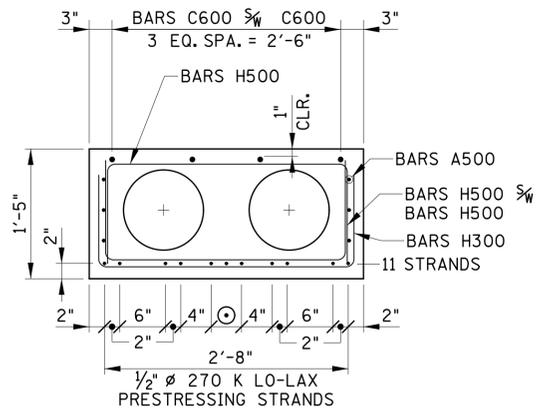
ELEVATION

(SHOWING STIRRUP BAR SPACING ALONG ϵ OF BEAM)

NOTE: CONTRACTOR TO VERIFY BEAM LENGTHS PRIOR TO SHOP DRAWING SUBMISSION. DESIGN IS ADEQUATE FOR BEAMS UP TO 1'-0" LONGER OR SHORTER THAN LENGTHS SHOWN ON THIS DRAWING. EQUALLY ADJUST SPACING OF CENTER GROUPING OF STIRRUPS AS NEEDED.

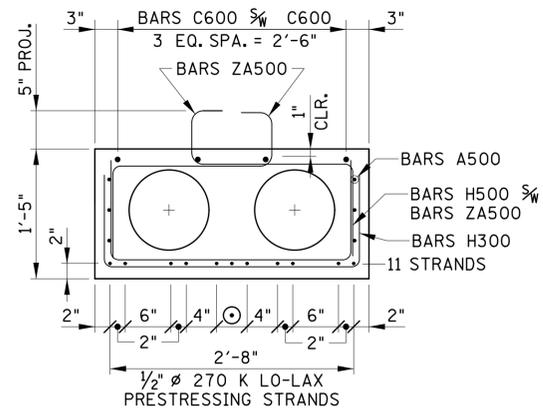


SECTION A-A SHOWING PROPERTIES



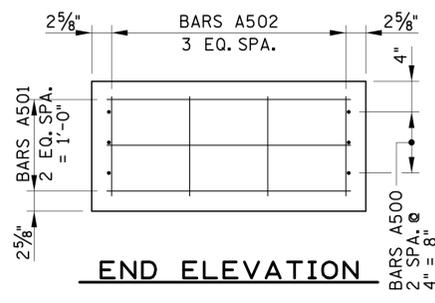
SECTION A-A SHOWING REINFORCEMENT

(NON-PROJECTING STIRRUPS)
 (C) DENOTES: 2 SPA. @ 2"

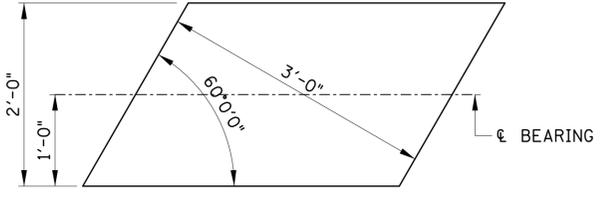


SECTION A-A SHOWING REINFORCEMENT

(PROJECTING STIRRUPS)
 (C) DENOTES: 2 SPA. @ 2"



END ELEVATION



ELASTOMERIC BEARING PAD

BENTS (16 REQUIRED)

UNOFFICIAL SET
 NOT FOR BIDDING

GENERAL NOTES

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

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UNLESS OTHERWISE NOTED, MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO ANY REINFORCING BAR IS (1) ONE INCH. BAR SPACING DIMENSIONS ARE CENTER TO CENTER.

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SEE STD. DWG. STD-14-3 FOR ADDITIONAL DETAILS.

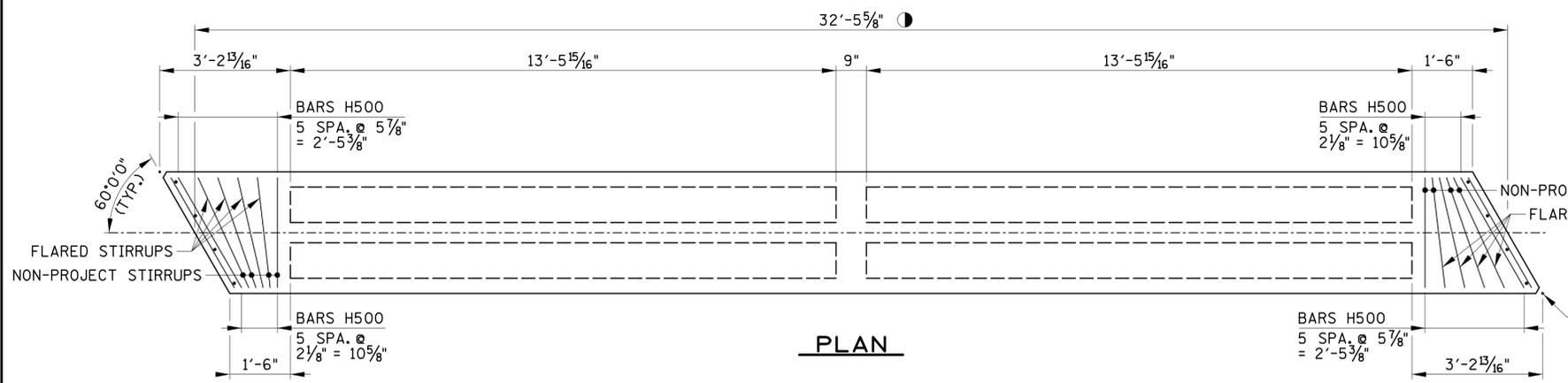
PRESTRESSED BEAM DESIGN DATA (PER BEAM):
 LLDF_m = 0.890 LANES / BEAM
 LLDF_v = 1.048 LANES / BEAM
 COMPOSITE DEAD LOAD: 502.5 LB/FT
 COMPOSITE SLAB DESIGN STRENGTH: $f'_c = 3000 \text{ psi}$

ESTIMATED QUANTITIES PER BEAM

NO. BEAMS REQ'D.	CLASS "A" CONCRETE C.Y.	REINFORCING STEEL LB.	PRESTRESSING STRANDS (LOW RELAXATION) LB.
12	3.7	858	183

BRIDGE NO. 1
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
BOX BEAM DETAILS
 17" x 36"
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-5.75
 SMITH COUNTY
 2015

3/4/2015 \$PRF \$
 gyouu P:\2807120\Bridg A\8071b20ag3.sht



PLAN

BILL OF STEEL- PER BEAM

BAR	NO. REQ'D.	LENGTH
A500	12	5'-6"
A501	6	2'-8"
A502	8	1'-1"
C600	8	18'-5 1/2"
H300	12	4'-9 1/2"
H500	81	4'-9 1/2"
ZA500	66	3'-9 1/2"

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

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UNLESS OTHERWISE NOTED, MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO ANY REINFORCING BAR IS (1) ONE INCH. BAR SPACING DIMENSIONS ARE CENTER TO CENTER.

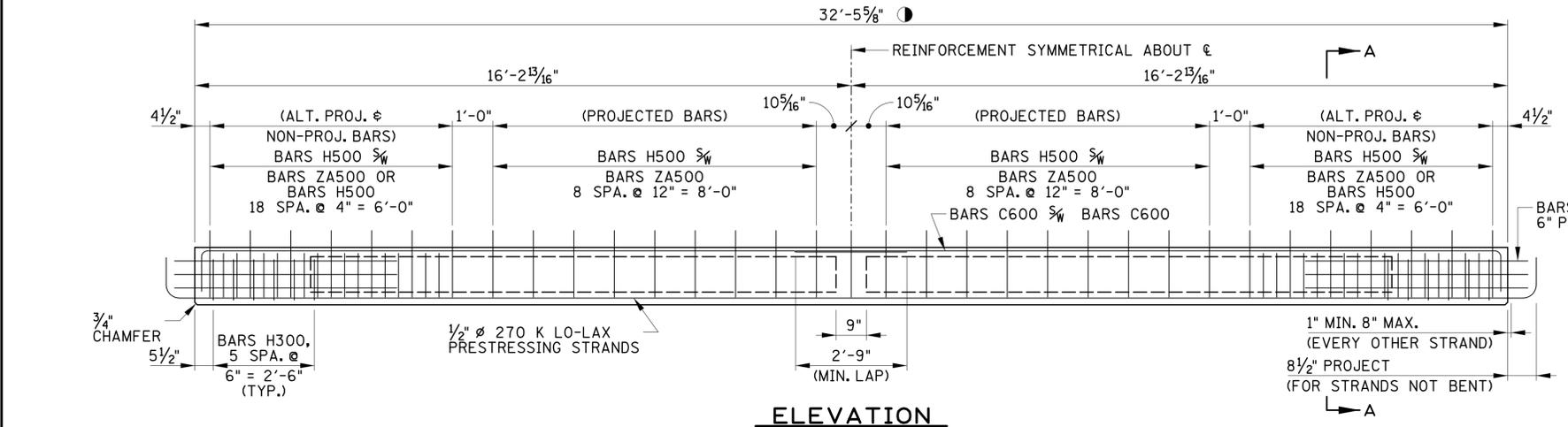
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SEE STD. DWG. STD-14-3 FOR ADDITIONAL DETAILS.

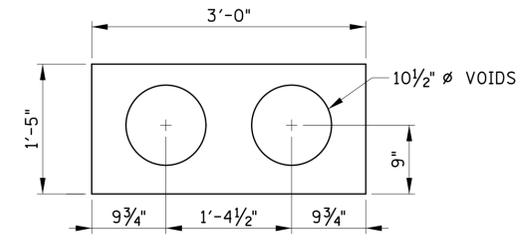
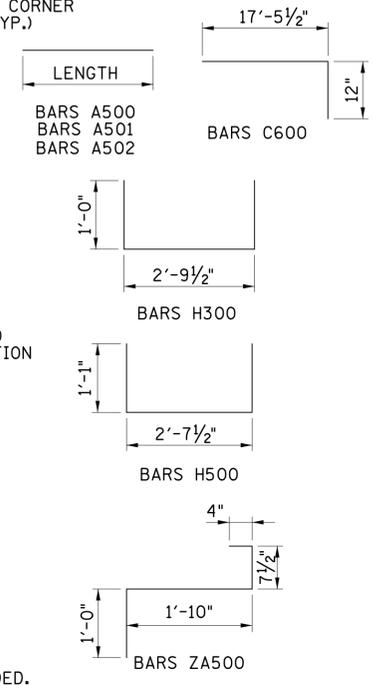
PRESTRESSED BEAM DESIGN DATA (PER BEAM):
 LLDFm = 0.890 LANES / BEAM
 LLDFv = 1.048 LANES / BEAM
 COMPOSITE DEAD LOAD: 502.5 LB/FT
 COMPOSITE SLAB DESIGN STRENGTH: $f'_c = 3000 \text{ psi}$



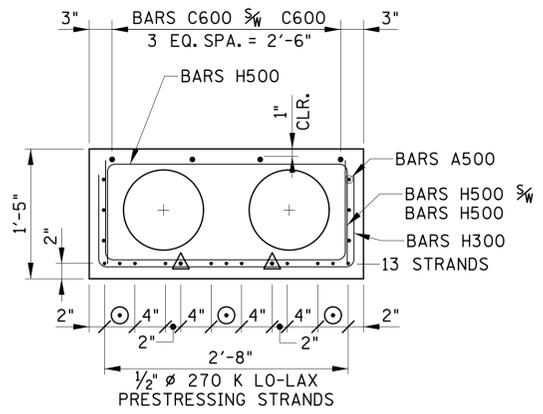
ELEVATION

(SHOWING STIRRUP BAR SPACING ALONG ϵ OF BEAM)

NOTE: CONTRACTOR TO VERIFY BEAM LENGTHS PRIOR TO SHOP DRAWING SUBMISSION. DESIGN IS ADEQUATE FOR BEAMS UP TO 1'-0" LONGER OR SHORTER THAN LENGTHS SHOWN ON THIS DRAWING. EQUALLY ADJUST SPACING OF CENTER GROUPING OF STIRRUPS AS NEEDED.

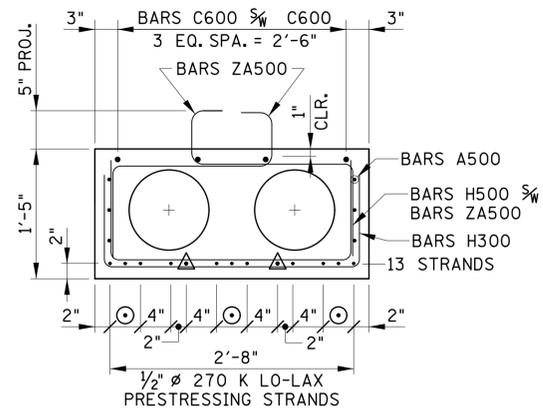


SECTION A-A SHOWING PROPERTIES



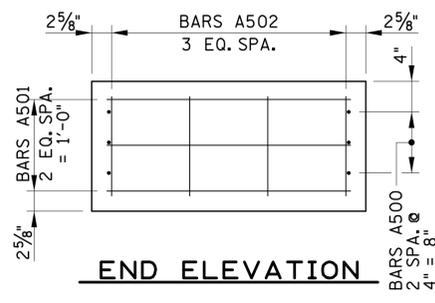
SECTION A-A SHOWING REINFORCEMENT

(NON-PROJECTING STIRRUPS)
 ○ DENOTES: 2 SPA. @ 2"
 △ DENOTES: DEBOND 2'-0" FROM END OF BEAM

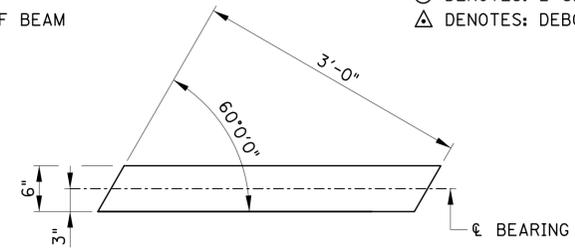


SECTION A-A SHOWING REINFORCEMENT

(PROJECTING STIRRUPS)
 ○ DENOTES: 2 SPA. @ 2"
 △ DENOTES: DEBOND 2'-0" FROM END OF BEAM



END ELEVATION



ELASTOMERIC BEARING PAD

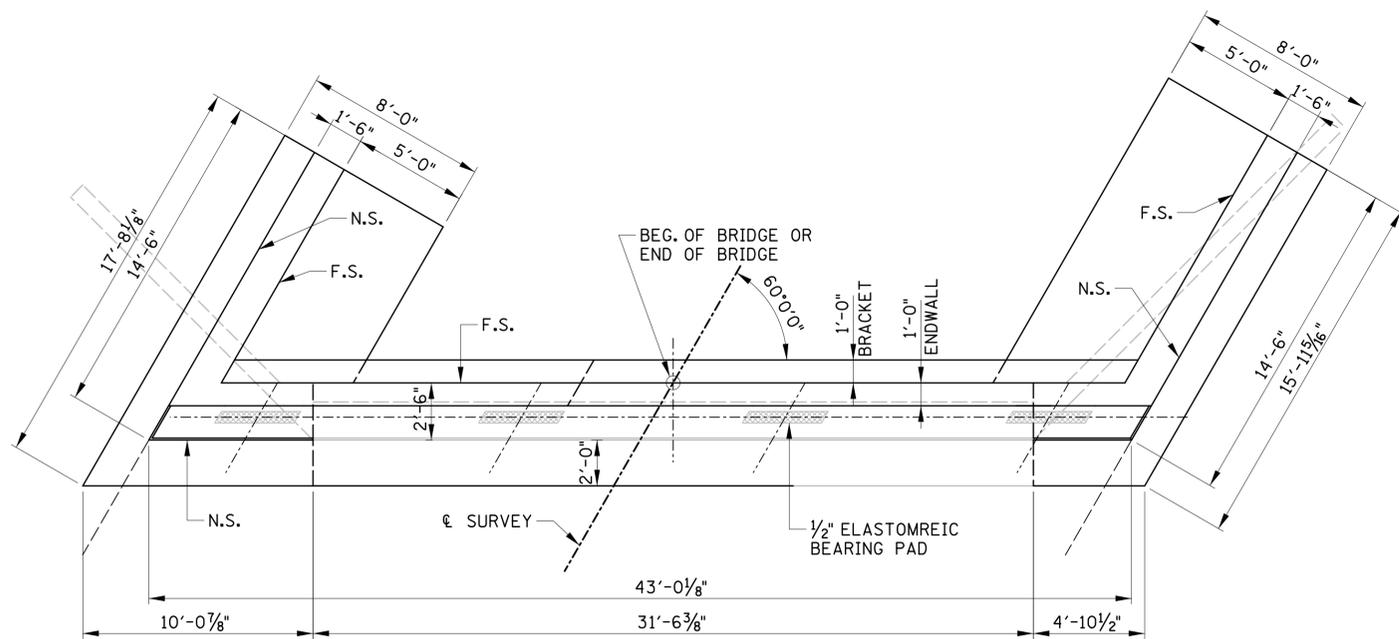
ABUTMENT NO. 2
(4 REQUIRED)

UNOFFICIAL SET
 NOT FOR BIDDING

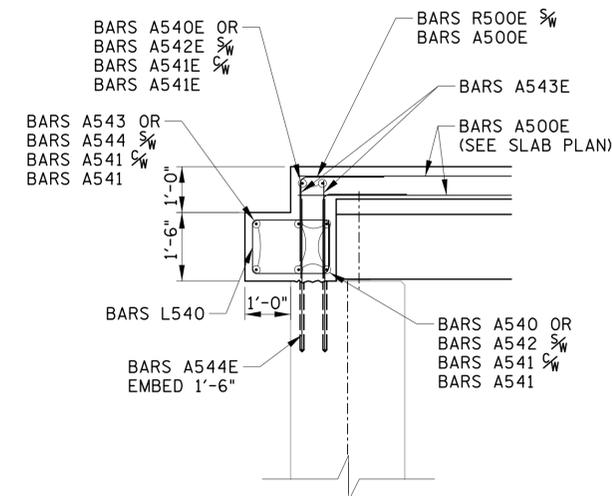
BRIDGE NO. 1
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
BOX BEAM DETAILS
 17" x 36"
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-5.75
 SMITH COUNTY
 2015



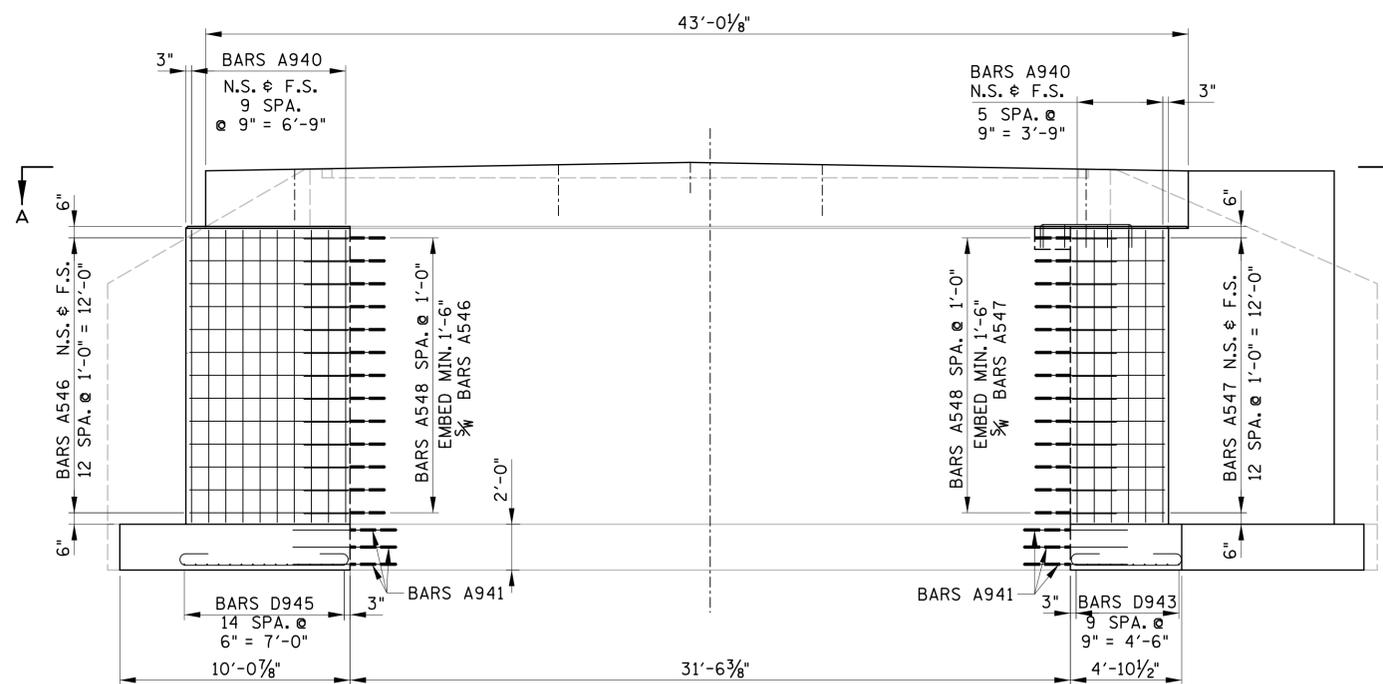
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



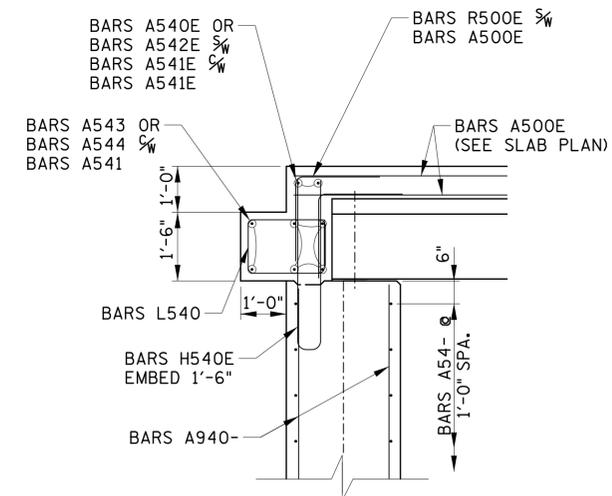
PLAN
 (ABUTMENT 1. LOOKING BACK ON SURVEY)
 (ABUTMENT 2. LOOKING FORWARD ON SURVEY)



TYPICAL ENDWALL SECTION
 (SHOWING SECTION AT EXISTING ABUTMENT AREA)



ELEVATION
 (ABUTMENT 1. LOOKING BACK ON SURVEY)
 (ABUTMENT 2. LOOKING FORWARD ON SURVEY)



TYPICAL ENDWALL SECTION
 (SHOWING SECTION AT NEW ABUTMENT AREA)

ESTIMATED QUANTITIES

LOCATION	604-02.03 EPOXY COATED REINFORCING STEEL	604-03.01 CLASS "A" CONCRETE (BRIDGES)	604-03.02 STEEL BAR REINFORCEMENT (BRIDGES)
ABUT. 1	841	59	13,689
ABUT. 2	841	59	13,689

UNOFFICIAL SET
 NOT FOR BIDDING

BRIDGE NO. 1
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 & NO. 2
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-5.75
 SMITH COUNTY
 2015

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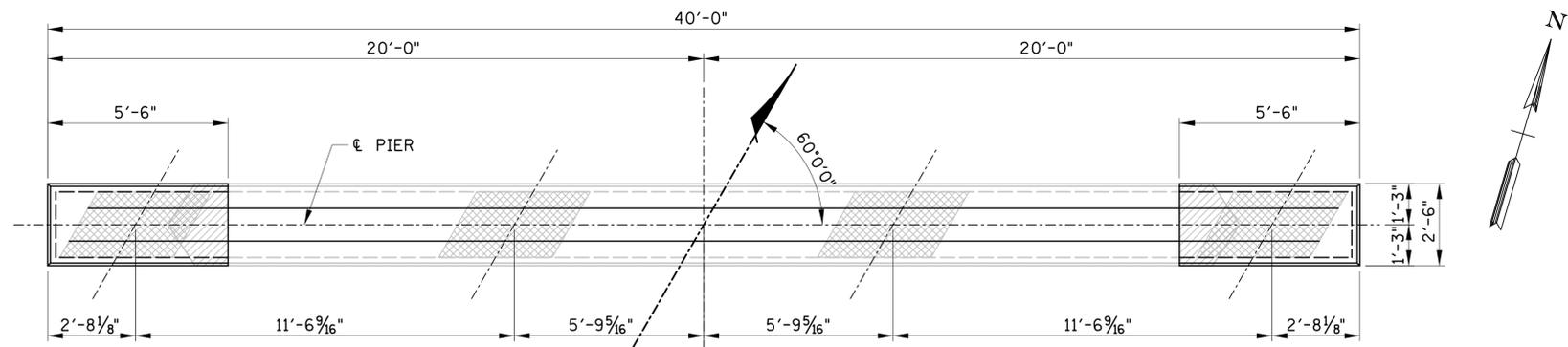
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PIN NO. 120025.00

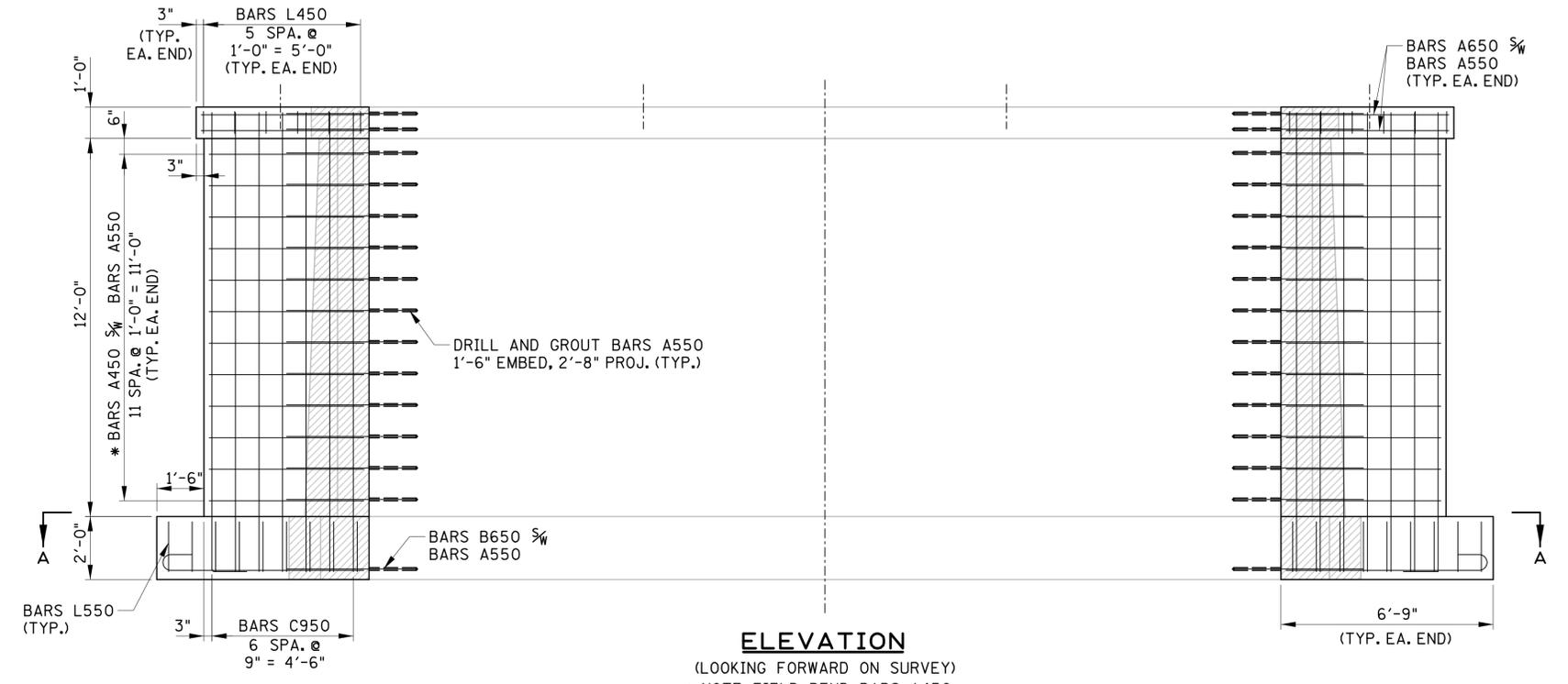
DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNAZEWYCZ DATE 04/2014
 CHECKED BY T. KNAZEWYCZ DATE 07/2014



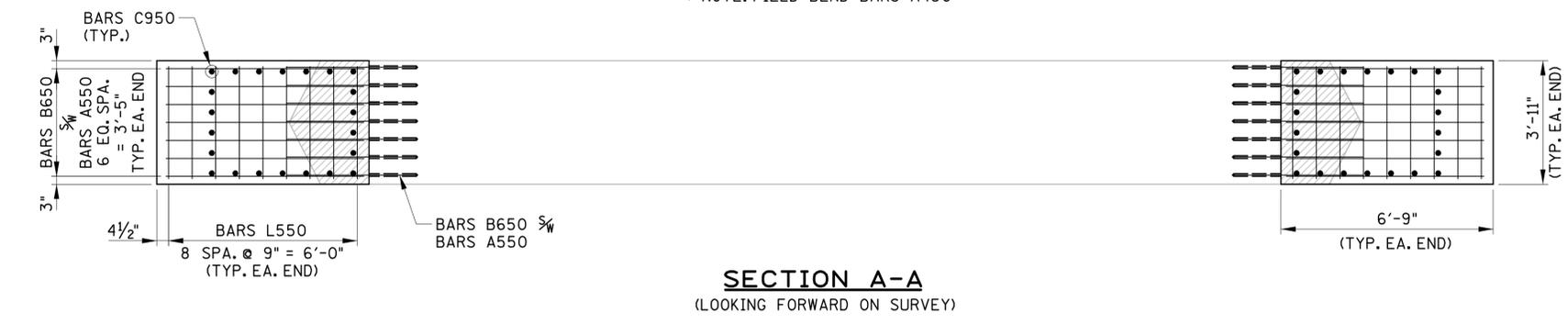
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



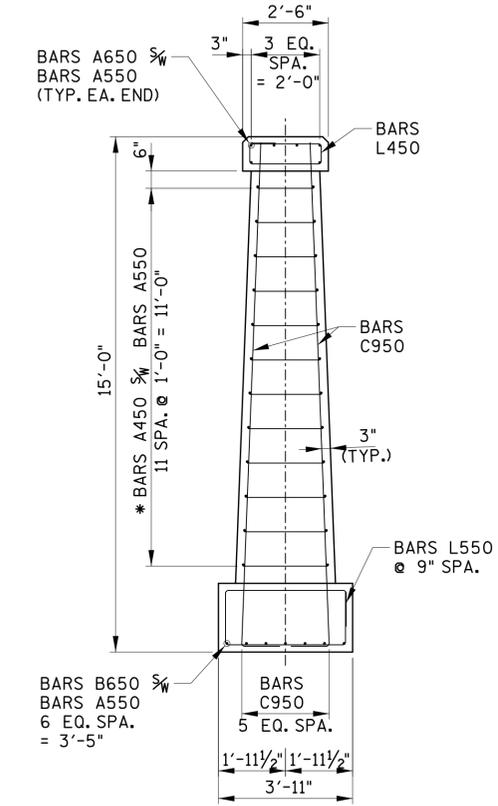
PLAN
(LOOKING FORWARD ON SURVEY)



ELEVATION
(LOOKING FORWARD ON SURVEY)
* NOTE: FIELD BEND BARS A450



SECTION A-A
(LOOKING FORWARD ON SURVEY)



END VIEW
* NOTE: FIELD BEND BARS A450

ESTIMATED QUANTITIES

LOCATION	604-03.01 CLASS "A" CONCRETE (BRIDGES)	604-03.02 STEEL BAR REINFORCEMENT (BRIDGES)
PIER 1	19	3377
PIER 2	19	3377
PIER 3	19	3377
PIER 4	19	3377

UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PIERS NO. 1 THRU 4
DETAILS
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

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PIN NO. 120025.00

DESIGNED BY: GRESHAM SMITH & PARTNERS DATE: 04/2014
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CHECKED BY: T. KNAZEWCZYCZ DATE: 07/2014



BILL OF STEEL SUPERSTRUCTURE (EPOXY)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A500E	SLAB	5	216					55'-6"
A501E	SLAB	5	140					20'-0"
A502E	SLAB	5	446					22'-4"
A503E	SLAB	5	458					14'-4"
SERIES								
A504E	SLAB	5	2					196'-4 7/8"
				DIM. A VARIES FROM 5'-0" TO 21'-2 1/4" IN INC. 1'-1 7/8" (15 BARS)				
SERIES								
A505E	SLAB	5	2					203'-3 3/8"
				DIM. A VARIES FROM 5'-5 1/2" TO 21'-7 3/4" IN INC. 1'-1 7/8" (15 BARS)				
SERIES								
A506E	SLAB	5	2					76'-8 1/2"
				DIM. A VARIES FROM 5'-6 1/2" TO 13'-7 5/8" IN INC. 1'-1 7/8" (8 BARS)				
SERIES								
A507E	SLAB	5	2					86'-7 1/2"
				DIM. A VARIES FROM 5'-0" TO 14'-3" IN INC. 1'-1 7/8" (9 BARS)				
SERIES								
A508E	SLAB	5	60					7'-4 1/2"
A509E	SLAB	5	976					2'-10"
B570E	BRIDGERAIL	5	968	2'-1"				2'-8"

BILL OF STEEL SUPERSTRUCTURE (REGULAR)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A501	DIAPHRAGM	5	24					14'-9"
A502	DIAPHRAGM	5	24					22'-10"
A503	DIAPHRAGM	5	24					2'-10"
L400	DIAPHRAGM	4	84	8"	6"	1'-4"		4'-6"
LS400	DIAPHRAGM	4	84	8"	1'-4"			4'-9"

BILL OF STEEL ABUT. NO. 1 & 2 (EPOXY) (EACH)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A540E	ENDWALL	5	2					16'-9"
A541E	ENDWALL	5	4					2'-10"
A542E	ENDWALL	5	2					26'-0"
A543E	ENDWALL	5	64					2'-2"
A544E	ENDWALL	5	64					3'-4"
H540E	ENDWALL	5	8	6"	3'-9"			8'-0"
R500E	ENDWALL/SLAB	5	80	1'-10"	1'-10"			3'-8"

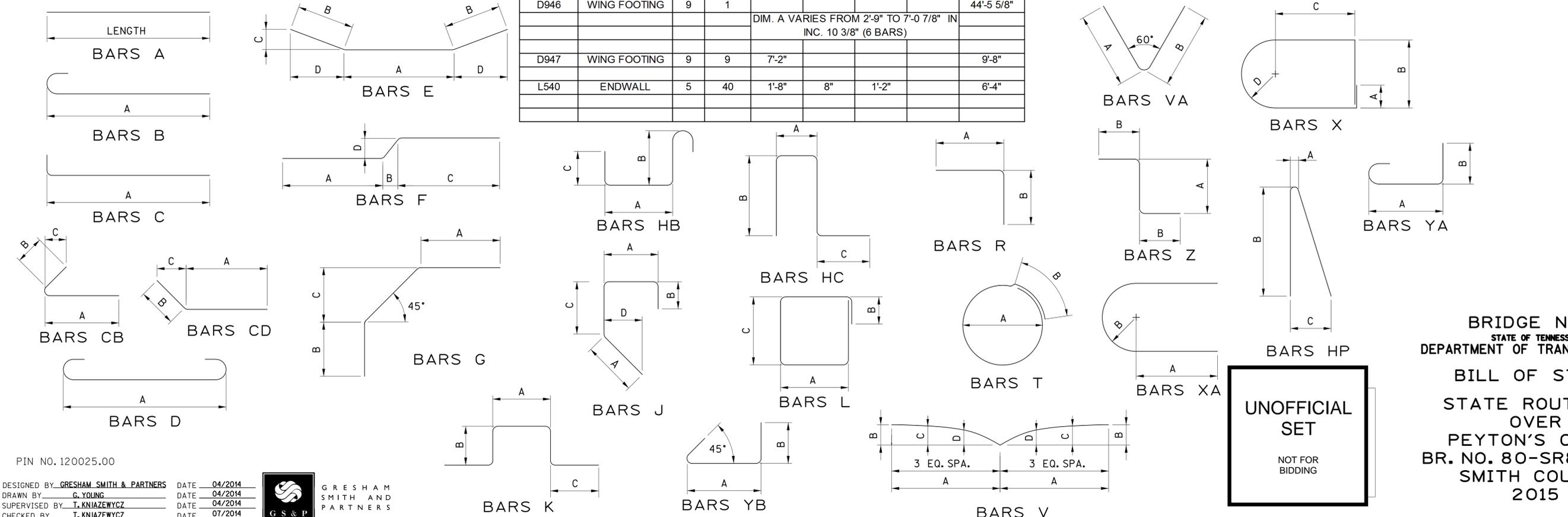
BILL OF STEEL ABUT. NO. 1 & 2 (REGULAR) (EACH)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A540	ENDWALL	5	4					16'-9"
A541	ENDWALL	5	12					2'-10"
A542	ENDWALL	5	4					26'-0"
A543	BRACKET	5	2					15'-8"
A544	BRACKET	5	2					23'-8"
A546	ABUT BM/WALL	5	26					6'-10"
A547	ABUT BM/WALL	5	26					3'-11 1/2"
A548	ABUT BM/WALL	5	52					3'-6"
A549	WINGWALL	5	16					12'-4"
A5410	WINGWALL	5	16					11'-9"
A5411	WINGWALL	5	16					12'-6 1/2"
A5412	WINGWALL	5	16					13'-1 1/2"
A940	ABUT BM/WALL	9	32					12'-8"
A941	FOOTING	9	54					4'-6"
C940	WINGWALL/FTG	9	70	17'-0 1/4"				18'-7 1/4"
D940	WING FOOTING	9	58	7'-7"				10'-1"
SERIES								
D941	WING FOOTING	9	1					279'-8"
				DIM. A VARIES FROM 12'-9 1/2" TO 17'-2" IN INC. 3 1/2" (16 BARS)				
D942	WING FOOTING	9	16	15'-9"				18'-3"
D943	WING FOOTING	9	10	4'-6"				7'-0"
D944	WING FOOTING	9	9	4'-8 1/2"				7'-2 1/2"
D945	WING FOOTING	9	15	4'-3 1/2"				6'-9 1/2"
SERIES								
D946	WING FOOTING	9	1					44'-5 5/8"
				DIM. A VARIES FROM 2'-9" TO 7'-0 7/8" IN INC. 10 3/8" (6 BARS)				
D947	WING FOOTING	9	9	7'-2"				9'-8"
L540	ENDWALL	5	40	1'-8"	8"	1'-2"		6'-4"

BILL OF STEEL PIER NO. 1, 2, 3 & 4 (EACH)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A450	WALL	4	24					11'-6"
A550	WALL/CAP/FTG	5	70					4'-2"
A650	CAP	6	12					5'-2"
B650	FOOTING	6	14	6'-4"				6'-10"
C950	WALL/FTG	9	44	14'-5"				16'-0"
L450	CAP	4	12	7"	9"	2'-1"		6'-1"
L550	FOOTING	5	18	3'-6"	1'-0"	1'-7"		11'-2"

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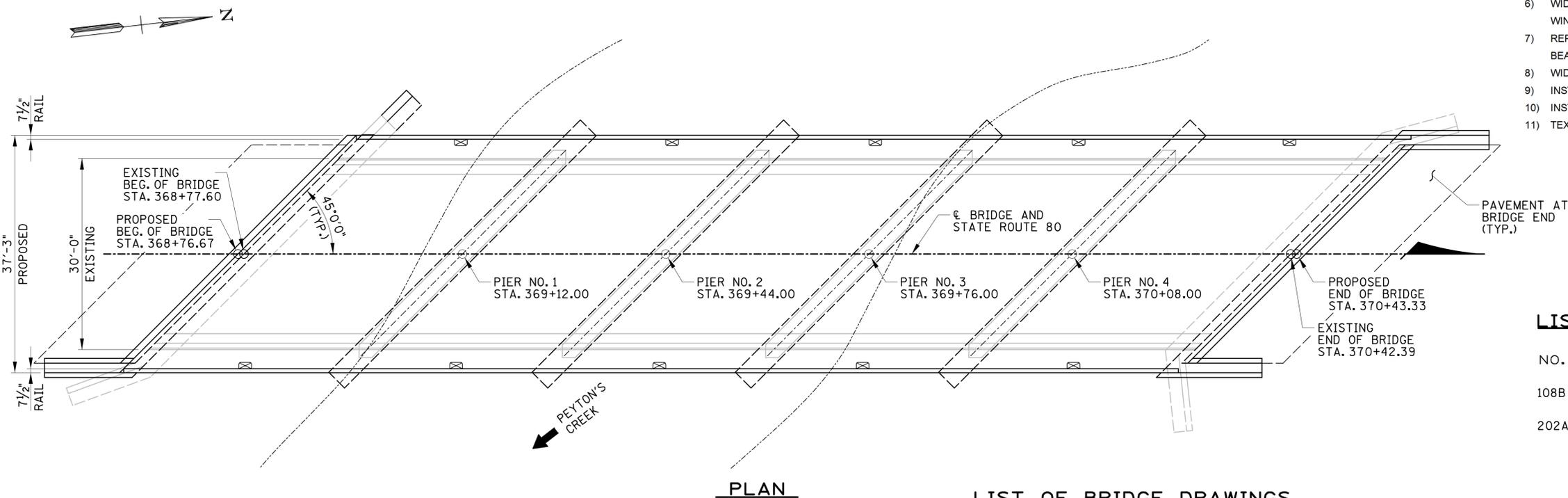
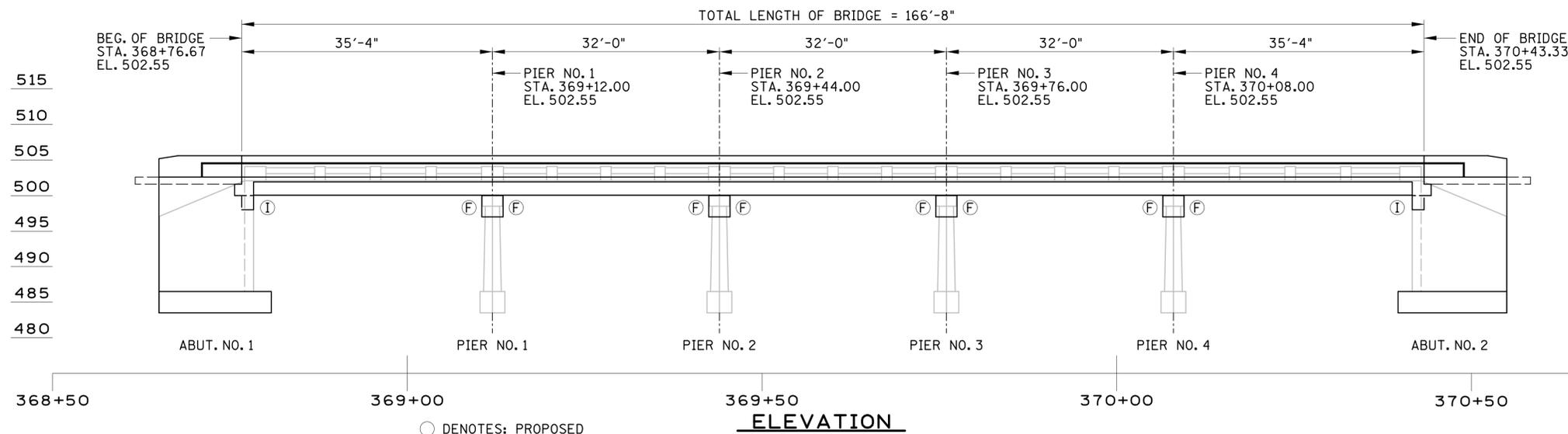
BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BILL OF STEEL
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-5.75
SMITH COUNTY
2015

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☒ DENOTES PARAPET DRAIN AT MID-SPAN (TYPICAL) SEE STD-1-2SS FOR DETAILS.

LIST OF STANDARD DRAWINGS

DRAWING NO.	LAST REV. DATE	DRAWING
STD-1-1SS	06-01-11	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET
STD-1-2SS		STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE AND BRIDGE DECK DRAIN DETAILS - 2007
STD-1-5	06-01-11	PAVEMENT AT BRIDGE ENDS
STD-2-1	11-01-10	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL
STD-4-1	04-08-05	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	11-01-10	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-02	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-96	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	04-08-05	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-14-3	10-15-08	STD. DETAILS FOR PRESTRESSED BOX BEAMS

LIST OF BRIDGE DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
BR-118-61	---	ESTIMATED BRIDGE QUANTITIES
BR-118-62	---	GENERAL NOTES
BR-118-76	---	LAYOUT OF BRIDGE NO.1 TO BE REPAIRED
BR-118-77	---	CONSTRUCTION SEQUENCE SHEET 1 OF 2
BR-118-78	---	CONSTRUCTION SEQUENCE SHEET 2 OF 2
BR-118-79	---	SUPERSTRUCTURE DETAILS TYPICAL SECTION
BR-118-80	---	SUPERSTRUCTURE DETAILS SLAB PLAN
BR-118-81	---	SUPERSTRUCTURE DETAILS FRAMING PLAN
BR-118-82	---	BOX BEAM DETAILS SHEET 1 OF 2
BR-118-83	---	BOX BEAM DETAILS SHEET 2 OF 2
BR-118-84	---	ABUTMENT NO.1
BR-118-85	---	ABUTMENT NO.1 DETAILS
BR-118-86	---	ABUTMENT NO.2
BR-118-87	---	ABUTMENT NO.2 DETAILS
BR-118-88	---	PIER NO.1 THRU 4 DETAILS
BR-118-89	---	BILL OF STEEL

SCOPE OF WORK

- 1) MAINTAIN ONE LANE OF TRAFFIC WITH SIGNAL SYSTEM. COORDINATE CONSTRUCTION SIGNAGE WITH BRIDGE NO. 1
- 2) INSTALL EROSION CONTROL MEASURES AS WORK PROGRESSES.
- 3) MAINTAIN STRUCTURAL STABILITY WITH FALSEWORK OR BRACING AS REQUIRED.
- 4) REMOVE DETERIORATED CONCRETE FROM ABUTMENTS AND BENTS AND PATCH WITH NEW CEMENTITIOUS MATERIAL.
- 5) INSTALL IN-STREAM DIVERSION MEASURES AS REQUIRED.
- 6) WIDEN EXISTING BENTS AND ABUTMENTS AND CONSTRUCT NEW WINGWALLS.
- 7) REPLACE EXISTING SUPERSTRUCTURE WITH NEW PRESTRESSED BOX BEAMS AND CONCRETE DECK IN PHASES.
- 8) WIDEN ROADWAY APPROACH FILL TO ACCOMMODATE NEW BRIDGE WIDTH.
- 9) INSTALL NEW 15' APPROACH SLABS.
- 10) INSTALL NEW GUARDRAILS AS SHOWN IN ROADWAY PLANS.
- 11) TEXTURE COAT ALL EXPOSED CONCRETE SURFACES.

LIST OF SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
108B	**	PROJECT COMPLETION & INCENTIVE/DISINCENTIVE
202ACM	**	REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM)

** DENOTES: CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS.

LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)
C-13-64 LAYOUT OF BRIDGE
C-10-45 DECK GIRDERS
E-2-17 SKEWED SLAB PLANS
E-2-18 ABUTMENTS

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE NO. 2
TO BE REPAIRED
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

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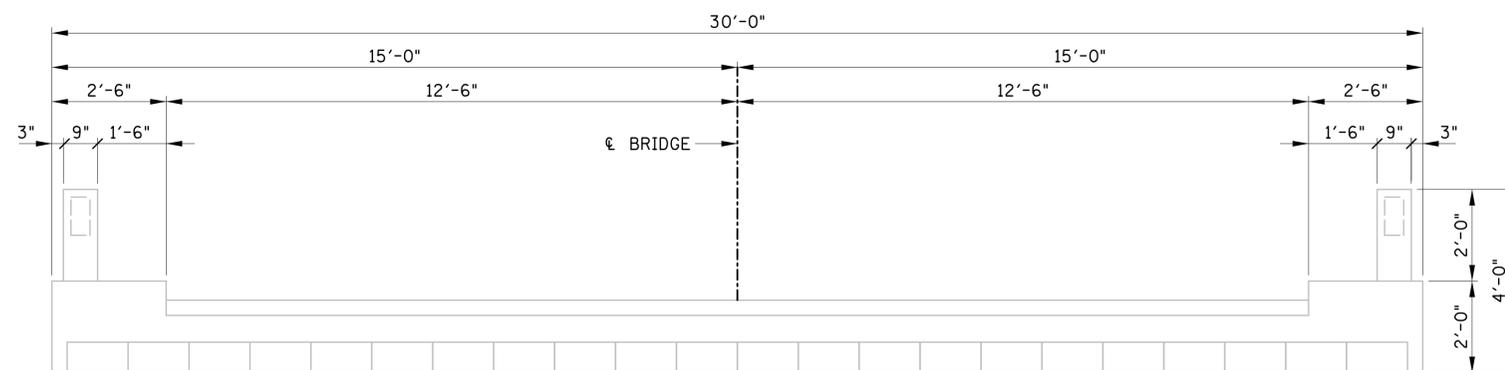
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PIN NO. 120025.00

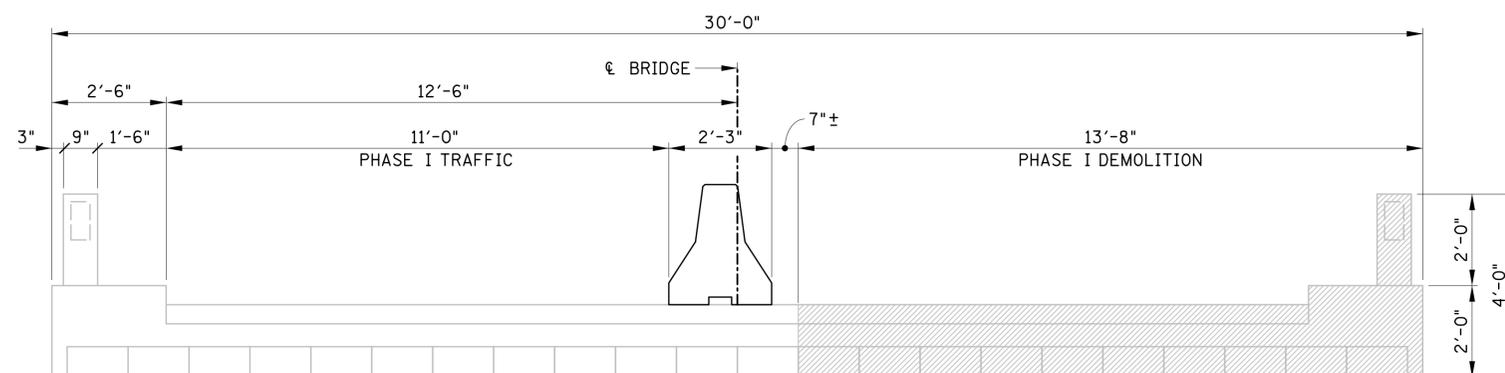
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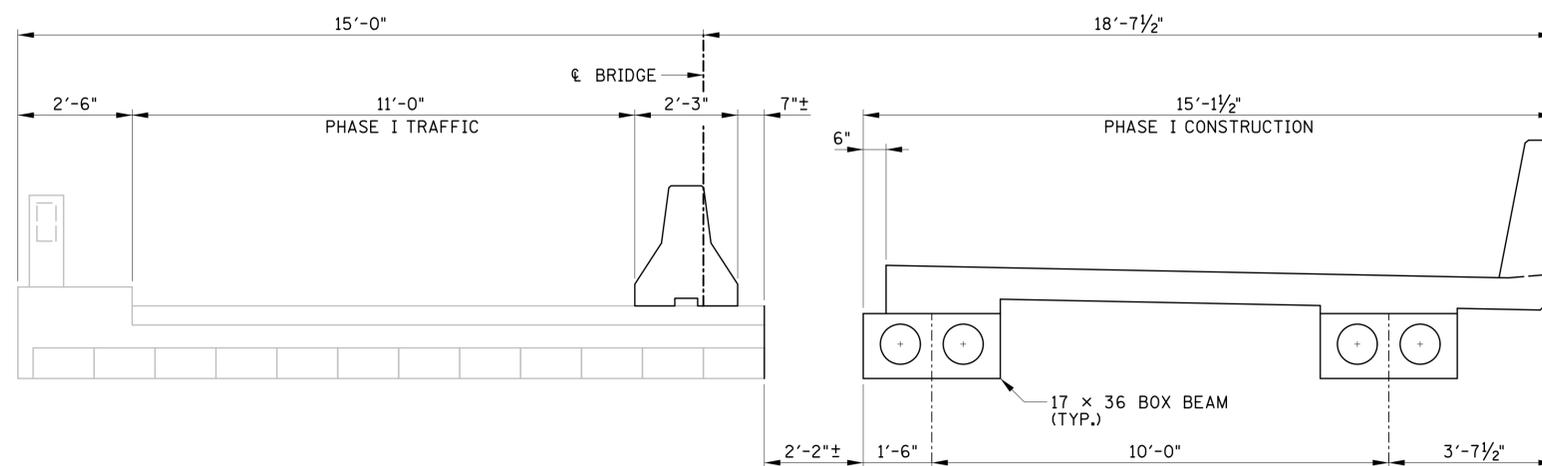
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PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



EXISTING TYPICAL CROSS-SECTION



PHASE I DEMOLITION



PHASE I CONSTRUCTION

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3/4/2015 \$PRF\$

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DATE 04/2014
 DATE 04/2014
 DATE 04/2014
 DATE 07/2014



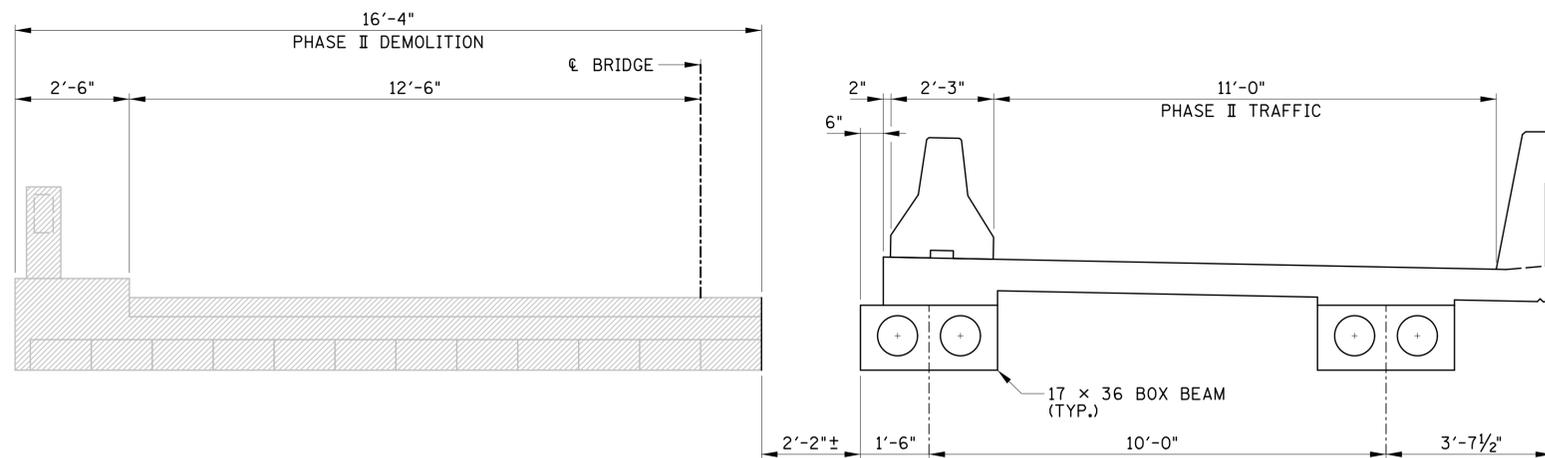
GRESHAM SMITH AND PARTNERS

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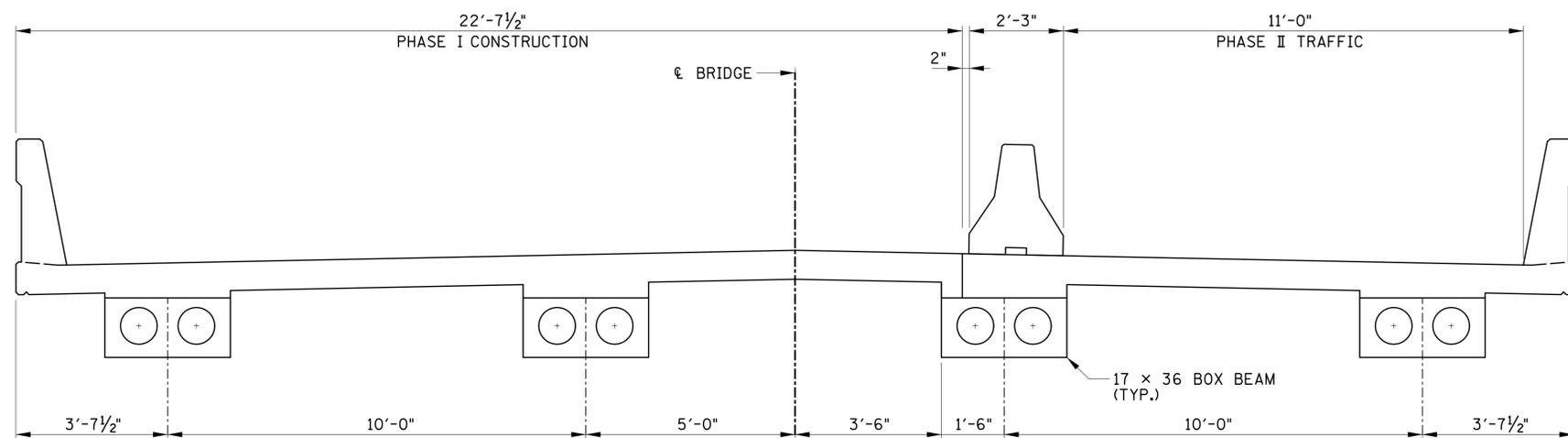
BRIDGE NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 CONSTRUCTION SEQUENCE
 SHEET 1 OF 2
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-07.00
 SMITH COUNTY
 2015

BR-118-77

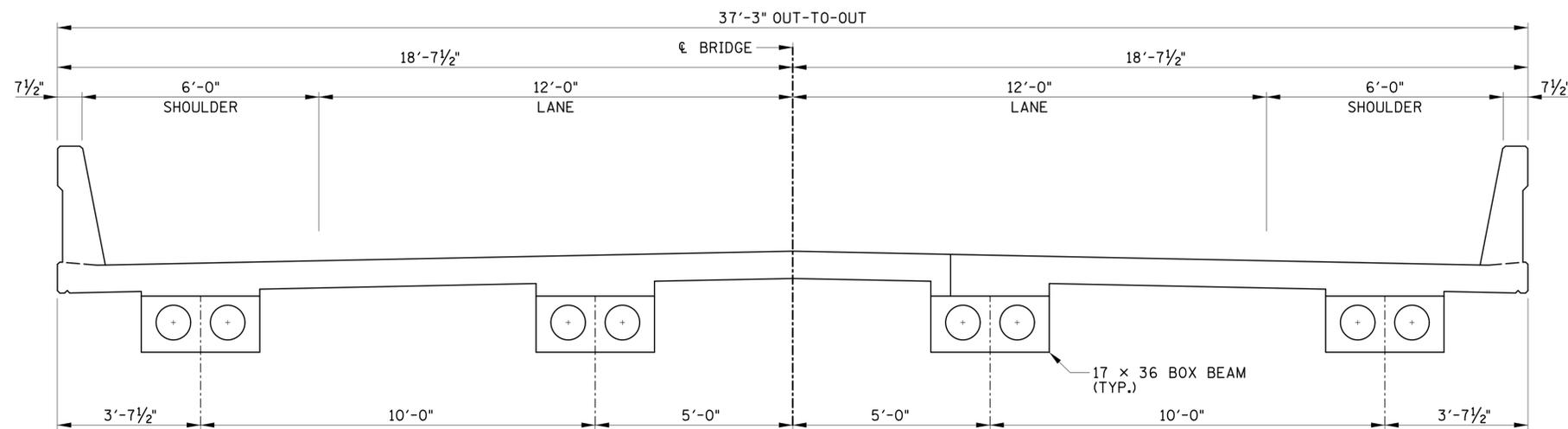
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
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PHASE II DEMOLITION



PHASE II CONSTRUCTION



FINAL TYPICAL CROSS-SECTION

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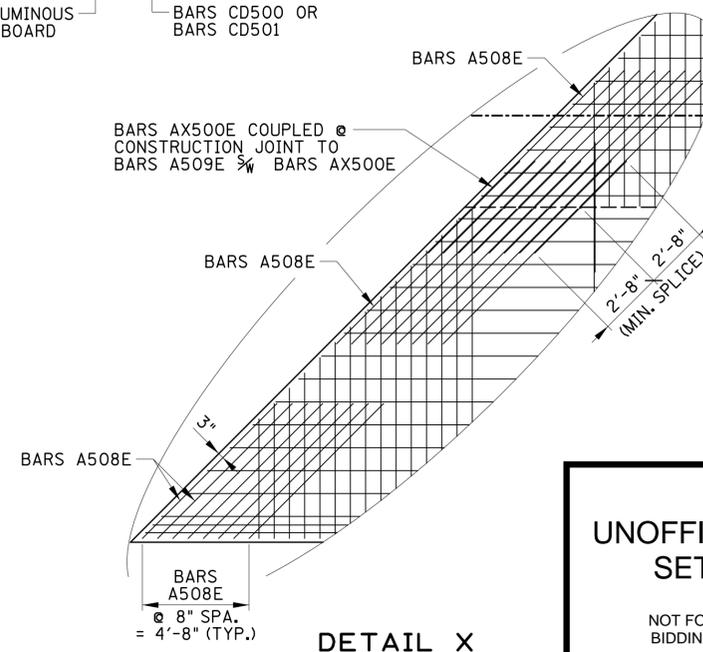
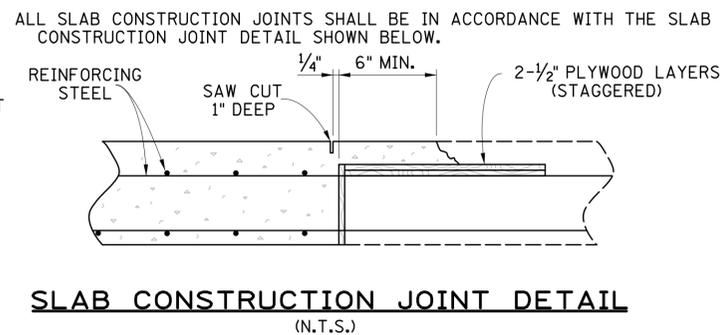
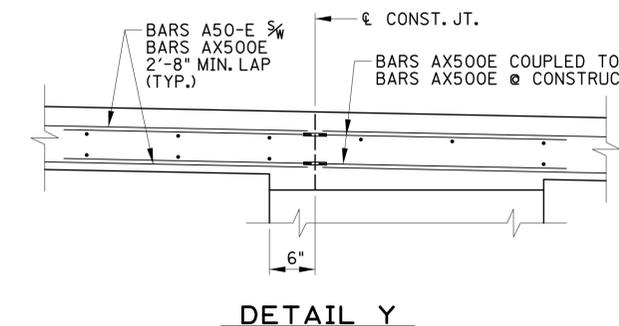
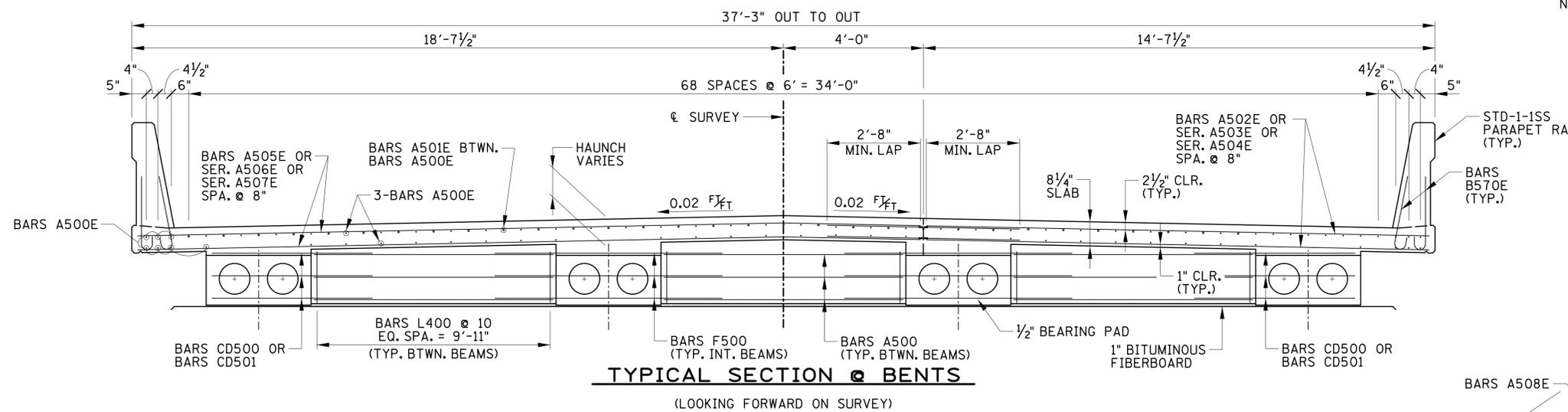
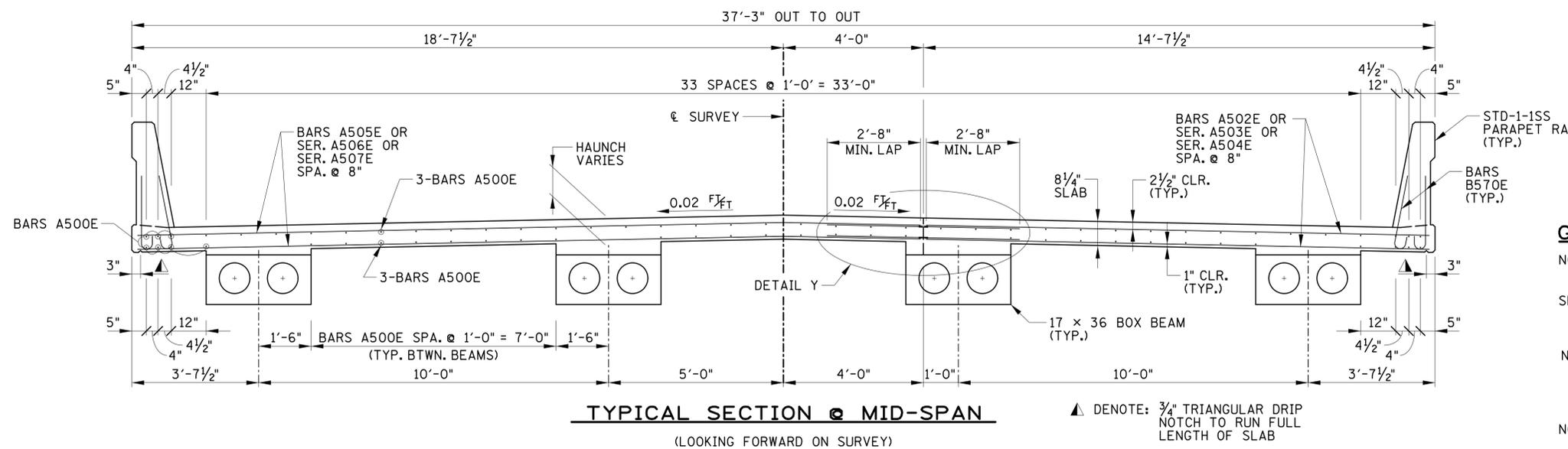
GRESHAM SMITH AND PARTNERS

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BRIDGE NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 CONSTRUCTION SEQUENCE
 SHEET 2 OF 2
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-07.00
 SMITH COUNTY
 2015

BR-118-78

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GENERAL NOTES

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE. (PER PHASE)

SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1 WITH HOOK OMITTED.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED.

NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. 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.

NOTE: BEAMS SHALL OBTAIN AN AGE OF AT LEAST 90 DAYS BEFORE SLAB IS POURED.

ESTIMATED QUANTITIES

CLASS "D" CONCRETE	STEEL BAR REINFORCEMENT	EPOXY COATED REINFORCING STEEL
C.Y.	LB.	LB.
189	1,752	42,554

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

- 1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
- 2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

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BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
STATE ROUTE 80
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SMITH COUNTY
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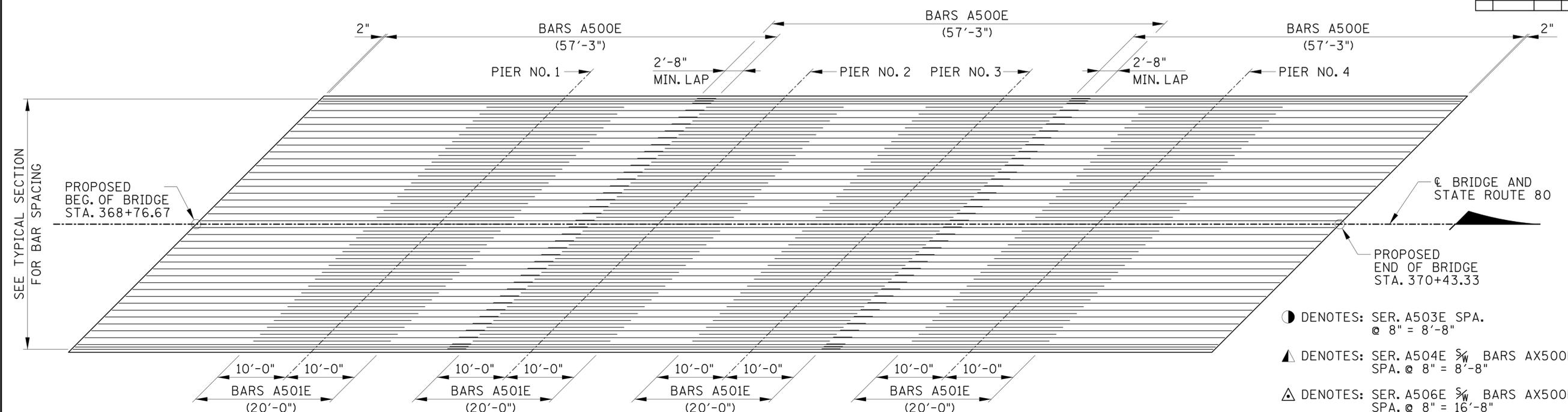
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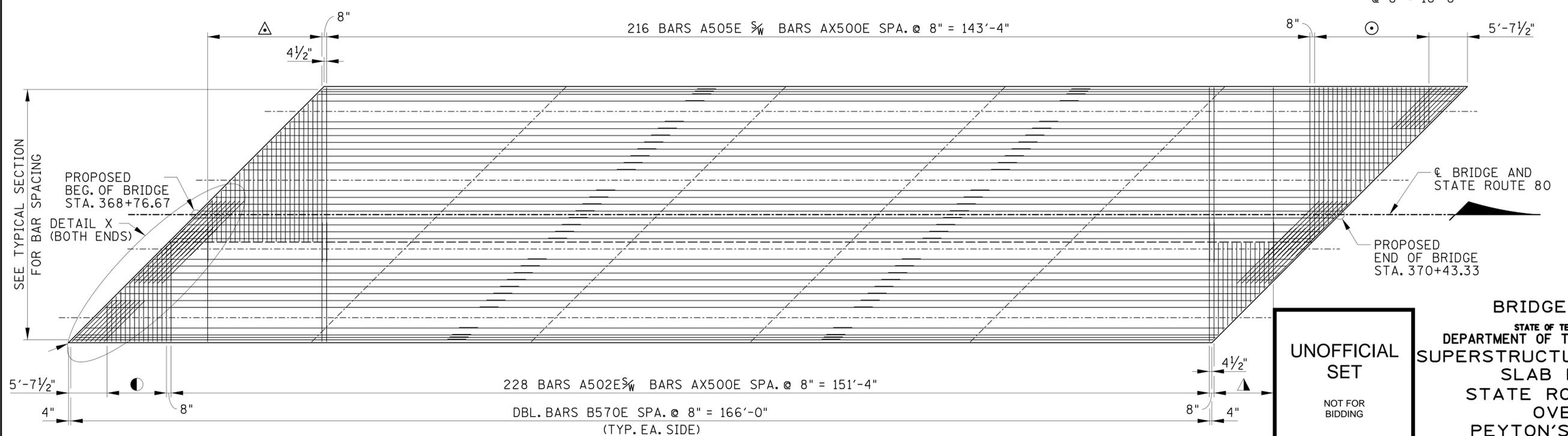


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PLAN - MAIN REINFORCEMENT

- DENOTES: SER. A503E SPA. @ 8" = 8'-8"
- ▲ DENOTES: SER. A504E $\frac{5}{8}$ " BARS AX500E SPA. @ 8" = 8'-8"
- △ DENOTES: SER. A506E $\frac{5}{8}$ " BARS AX500E SPA. @ 8" = 16'-8"
- DENOTES: SER. A507E SPA. @ 8" = 16'-8"



PLAN - BOTTOM MAT REINFORCEMENT

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 NOT FOR BIDDING

BRIDGE NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
SLAB PLAN
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

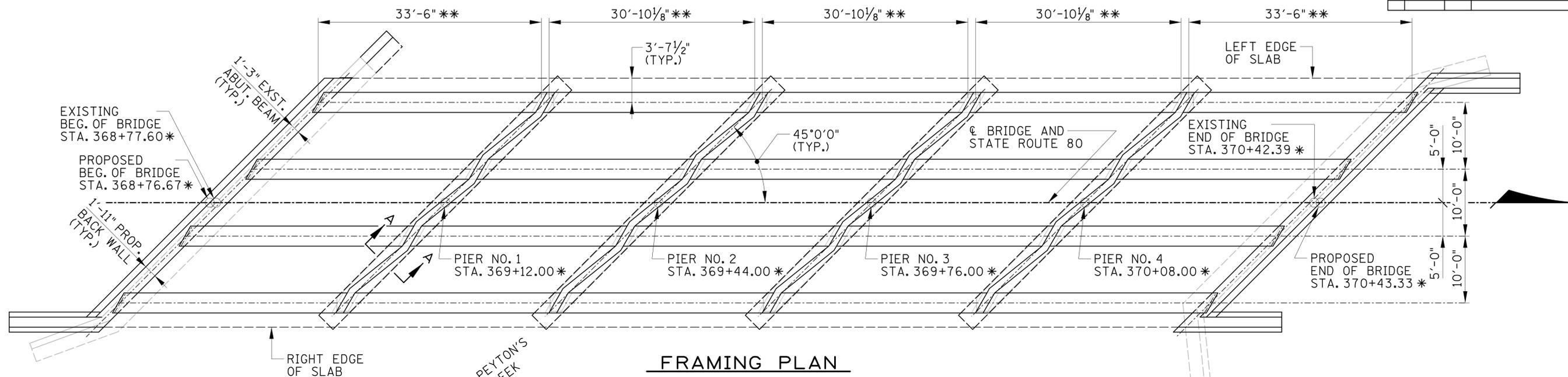


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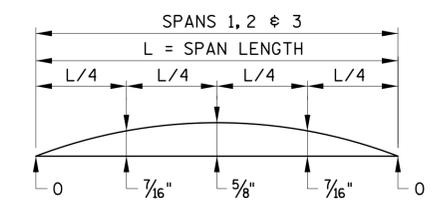


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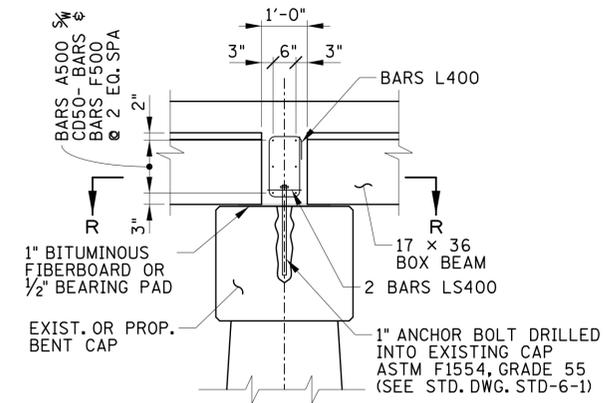
* NOTE: STATIONING BASED ON EXISTING PLANS

** DENOTES: THEORETICAL BEAM LENGTH BASED ON EXISTING PLANS CONTRACTOR SHALL VERIFY SPAN AND BEAM LENGTH PRIOR TO SHOP DRAWING SUBMISSION.

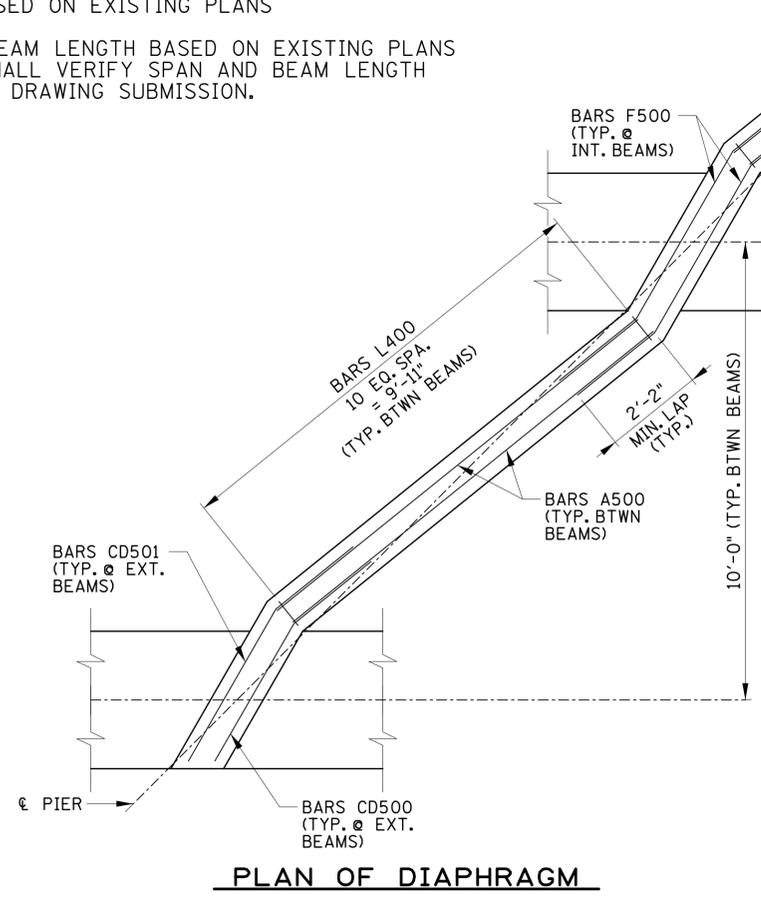
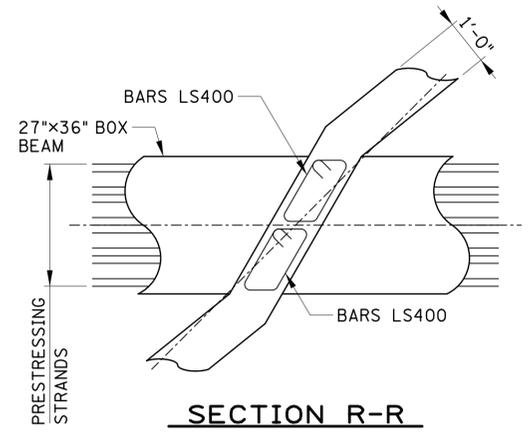


DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

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



SPECIAL NOTE: FOR ANCHOR BOLTS AT BENT EXCEPT AS OTHERWISE NOTED, ANCHOR BOLTS ASSEMBLIES AT BENT SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1 WITH HOOK OMITTED.



UNOFFICIAL SET

NOT FOR BIDDING

BRIDGE NO. 2

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

FRAMING PLAN

STATE ROUTE 80

OVER

PEYTON'S CREEK

BR. NO. 80-SR80-07.00

SMITH COUNTY

2015

3/4/2015 \$PRF \$

P:\2807120\Bridg B\8071b20bs3.sht

PIN NO. 120025.00

DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014

DRAWN BY G. YOUNG DATE 04/2014

SUPERVISED BY T. KNIAZEWCZ DATE 04/2014

CHECKED BY T. KNIAZEWCZ DATE 07/2014



CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

BILL OF STEEL- PER BEAM

BAR	NO. REQ'D.	LENGTH
A500	12	5'-6"
A501	6	2'-8"
A502	8	1'-1"
C600	8	19'-0"
H300	12	4'-9 1/2"
H500	58	4'-9 1/2"
ZA500	68	3'-9 1/2"

GENERAL NOTES

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

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 6,000 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 5,000 psi. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

STRANDS: 7 WIRE, UNCOATED, STRESS RELIEVED LOW RELAXATION PRESTRESSING CONCRETE STRAND. 1/2" DIA. ASTM GRADE 270K, THE INITIAL TENSION APPLIED SHALL BE 31,003 lbs. PER STRAND. $A_s = 0.153 \text{ in}^2$

UNLESS OTHERWISE NOTED, MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO ANY REINFORCING BAR IS (1) ONE INCH. BAR SPACING DIMENSIONS ARE CENTER TO CENTER.

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. MINIMUM LAP SPLICE FOR #6 BARS IS 2'-9".

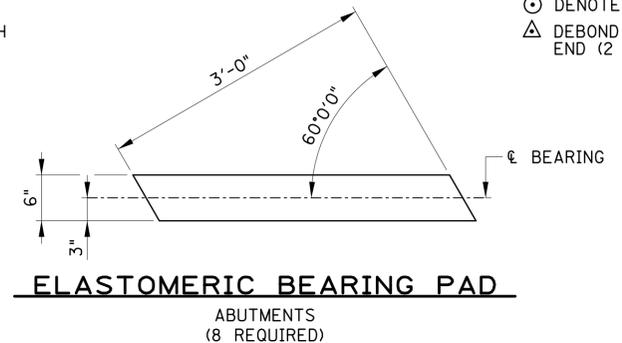
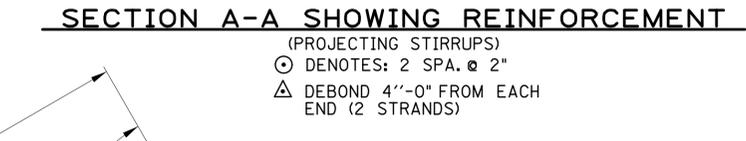
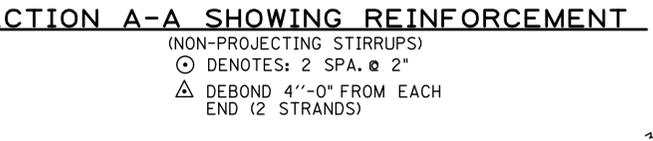
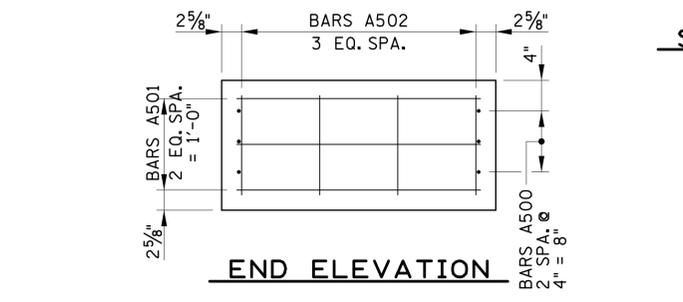
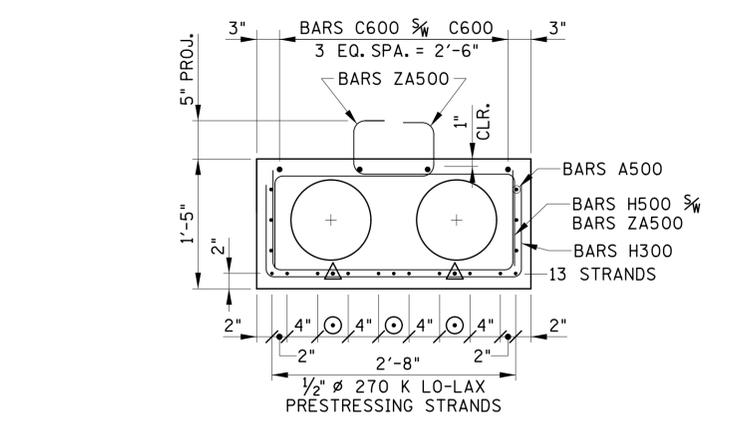
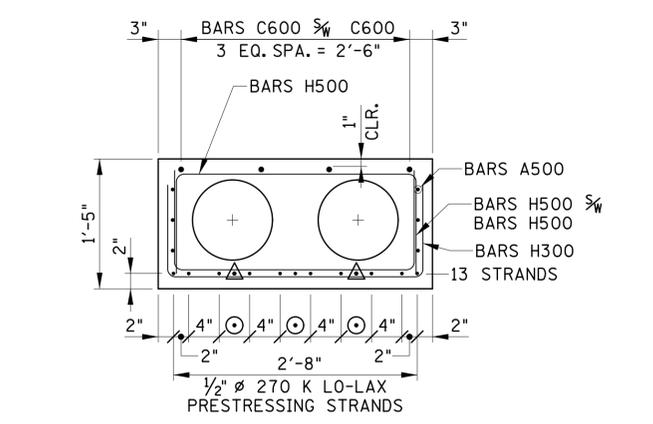
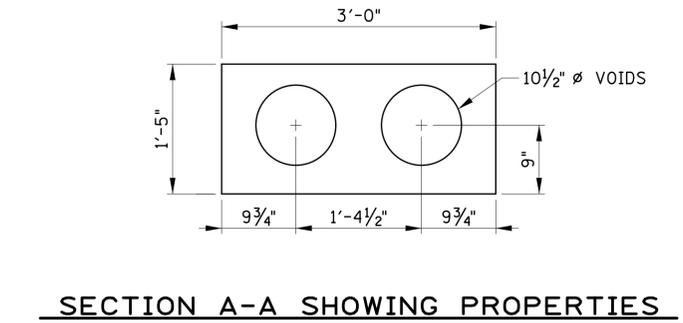
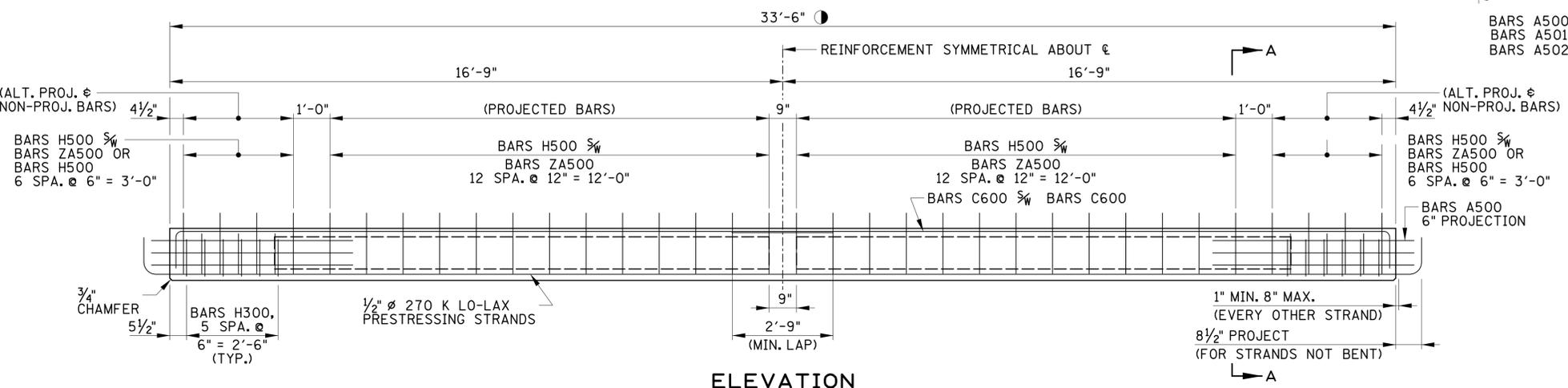
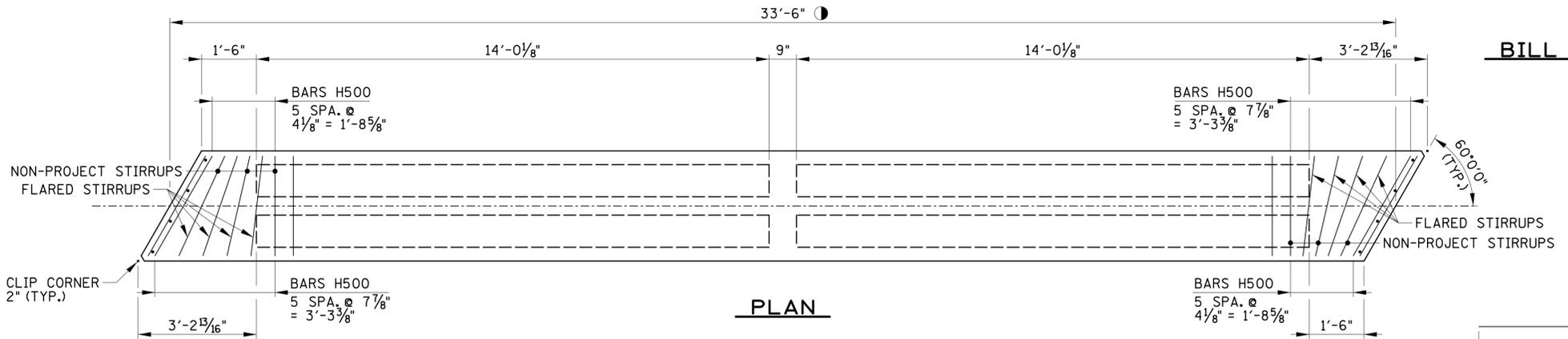
IF BEAMS ARE NOT INSTALLED DIRECTLY FROM DELIVERY TRUCKS, THEY SHALL BE STORED AND HANDLED IN SUCH MANNER AS TO AVOID EXCESSIVE BENDING STRESSES, CRACKING, SPALLING, OR OTHER INJURY. THE BEAMS SHALL BE MAINTAINED IN AN UPRIGHT POSITION, AND KEPT CLEAN OF MUD AND DIRT.

THE TOP OF ALL BEAMS TO BE ROUGH FLOATED, AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAM WILL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST DECK PANELS ARE TO BE USED AND SET ON PADS, THE OUTER (2) TWO INCHES OF THE TOP FLANGE MAY BE TROWELED.

SEE STD. DWG. STD-14-3 FOR ADDITIONAL DETAILS.

PRESTRESSED BEAM DESIGN DATA (PER BEAM):
 LLDFm = 0.890 LANES / BEAM
 LLDFv = 1.048 LANES / BEAM
 COMPOSITE DEAD LOAD: 502.5 LB/FT
 COMPOSITE SLAB DESIGN STRENGTH: $f'c = 3000 \text{ psi}$

ESTIMATED QUANTITIES PER BEAM			
NO. BEAMS REQ'D.	CLASS "A" CONCRETE C.Y.	REINFORCING STEEL LB.	PRESTRESSING STRANDS (LOW RELAXATION) LB.
8	4.1	988	240



UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SPAN 1 @ 5
17" X 36" BOX BEAMS
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

3/4/2015 \$PRF \$
 P:\2807120\Bridg B\8071b20bgl.sht
 PIN NO. 120025.00

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

BILL OF STEEL- PER BEAM

BAR	NO. REQ'D.	LENGTH
A500	12	5'-6"
A501	6	2'-8"
A502	8	1'-1"
C600	8	17'-8"
H300	12	4'-9 1/2"
H500	54	4'-9 1/2"
ZA500	60	3'-9 1/2"

GENERAL NOTES

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

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 6,000 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 5,000 psi. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

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UNLESS OTHERWISE NOTED, MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO ANY REINFORCING BAR IS (1) ONE INCH. BAR SPACING DIMENSIONS ARE CENTER TO CENTER.

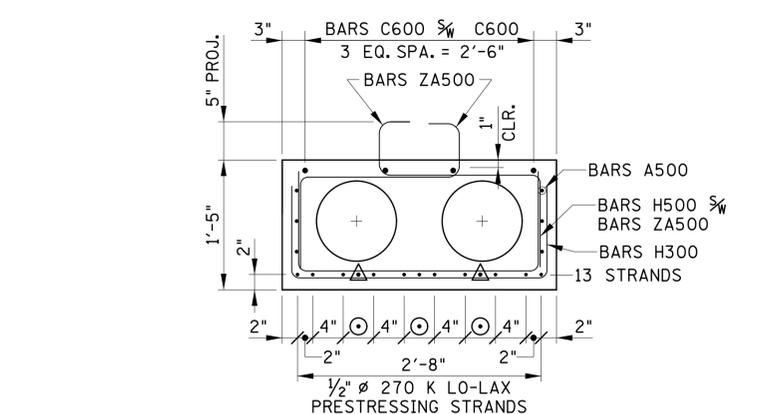
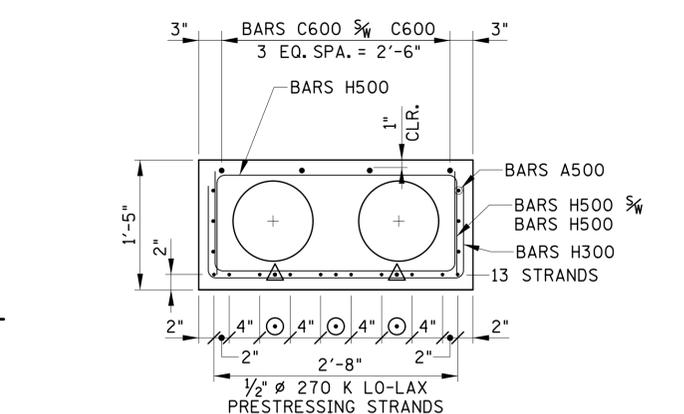
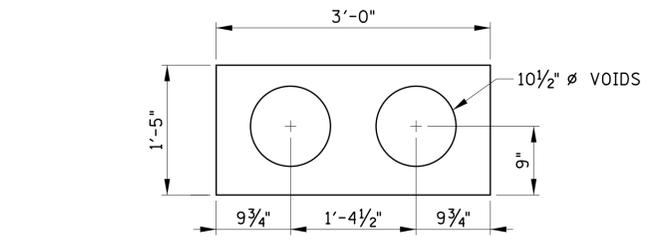
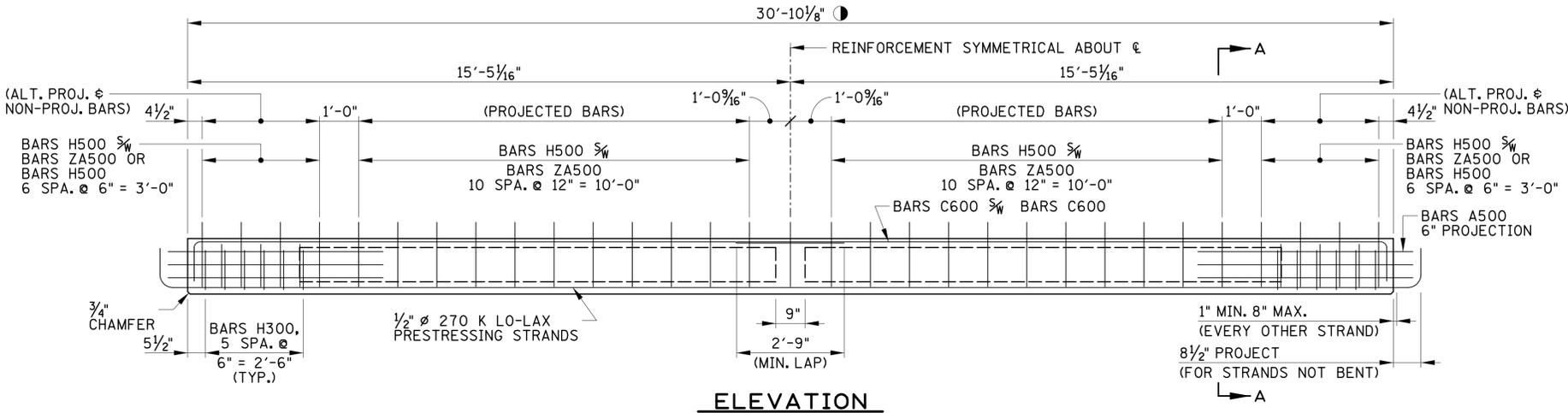
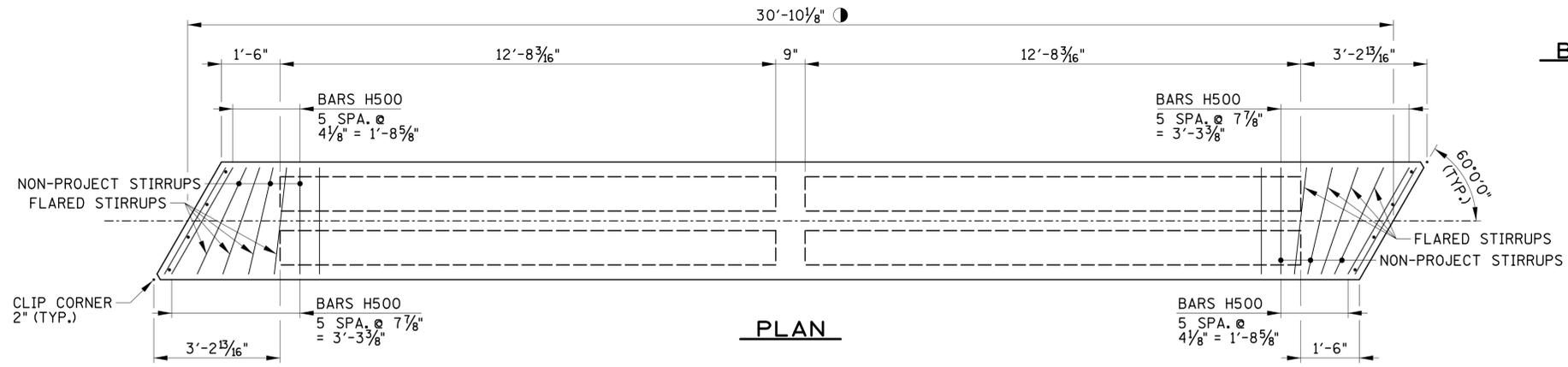
REINFORCING STEEL: TO BE ASTM A615 GRADE 60. MINIMUM LAP SPLICE FOR #6 BARS IS 2'-9".

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SEE STD. DWG. STD-14-3 FOR ADDITIONAL DETAILS.

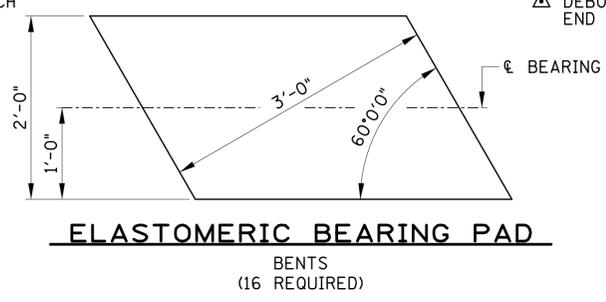
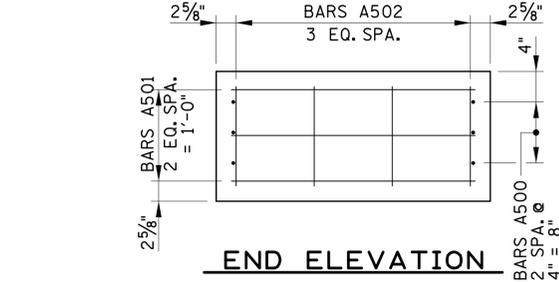
PRESTRESSED BEAM DESIGN DATA (PER BEAM):
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 COMPOSITE DEAD LOAD: 502.5 LB/FT
 COMPOSITE SLAB DESIGN STRENGTH: $f'_c = 3000 \text{ psi}$



SECTION A-A SHOWING PROPERTIES

SECTION A-A SHOWING REINFORCEMENT

SECTION A-A SHOWING REINFORCEMENT



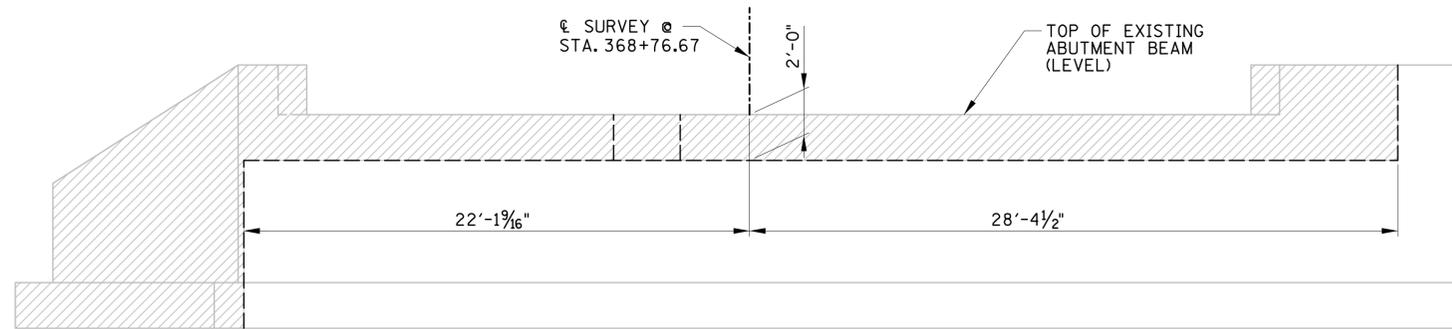
UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BOX BEAM DETAILS
 17" X 36"
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-07.00
 SMITH COUNTY
 2015

3/4/2015 \$PRF \$ P:\2807120\Bridg B\8071b20bq2.sht



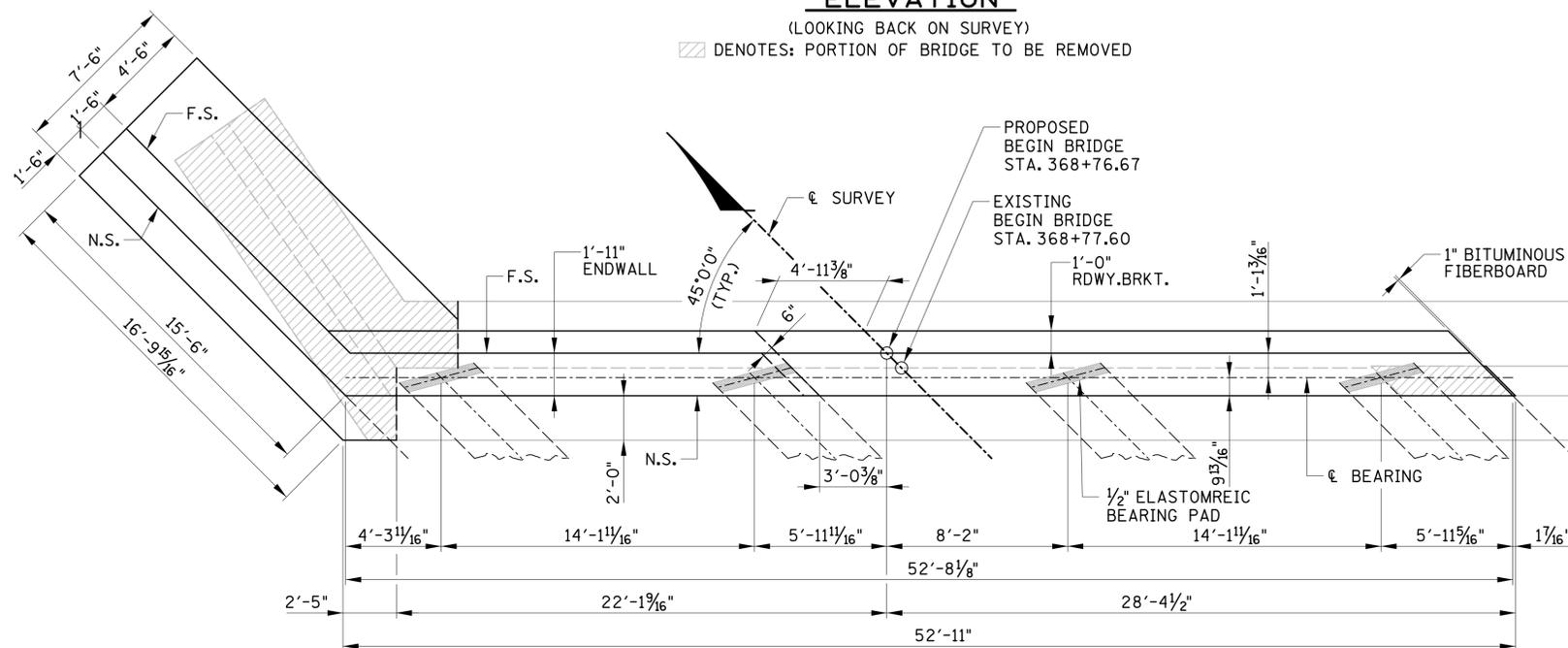
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



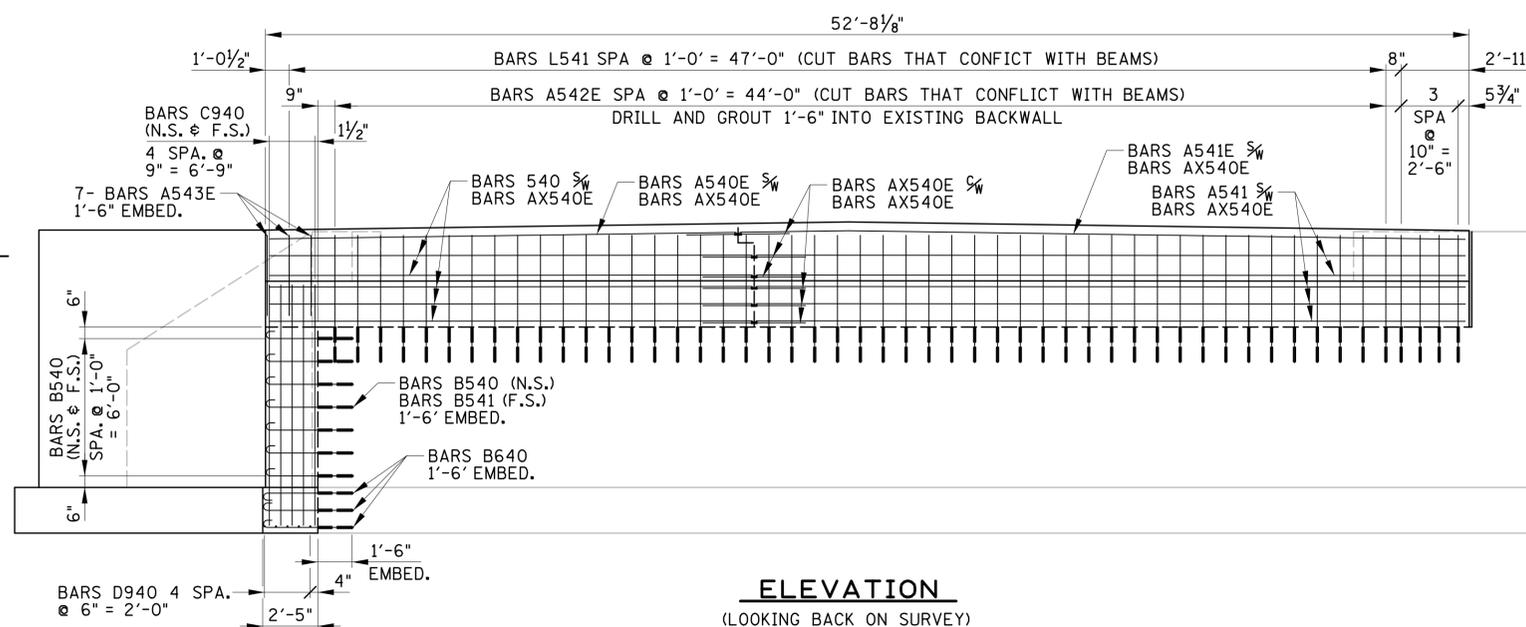
ELEVATION

(LOOKING BACK ON SURVEY)

∕ DENOTES: PORTION OF BRIDGE TO BE REMOVED



PLAN



ELEVATION

(LOOKING BACK ON SURVEY)

GENERAL NOTES

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: THE GIRDERS SHALL BE IN PLACE PRIOR TO POURING THE ABUTMENT BACKWALL. AT LEAST THE TOP 12 INCHES OF THE BACKWALL SHALL BE POURED CONCURRENTLY WITH THE DECK.

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

ESTIMATED QUANTITIES

LOCATION	604-02.03 EPOXY COATED REINFORCING STEEL	604-03.01 CLASS "A" CONCRETE (BRIDGES)	604-03.02 STEEL BAR REINFORCEMENT (BRIDGES)
ABUT. 1	1,607	31	5,939

UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

3/4/2015 \$PRF \$ P:\2807120\Bridg B\8071b20ba1.sht

PIN NO. 120025.00

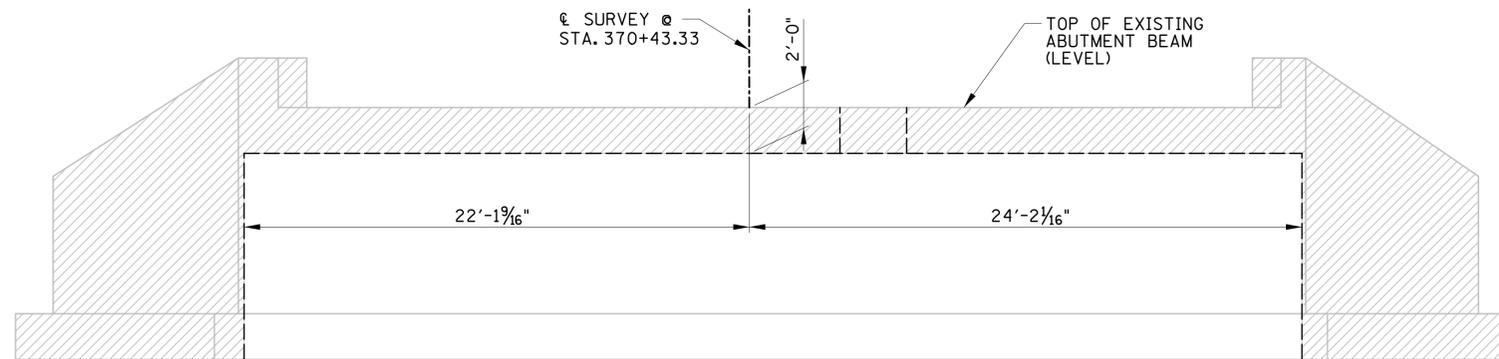
DESIGNED BY GRESHAM SMITH & PARTNERS
DRAWN BY G. YOUNG
SUPERVISED BY T. KNAZEWYCZ
CHECKED BY T. KNAZEWYCZ

DATE 04/2014
DATE 04/2014
DATE 04/2014
DATE 07/2014



GRESHAM SMITH AND PARTNERS

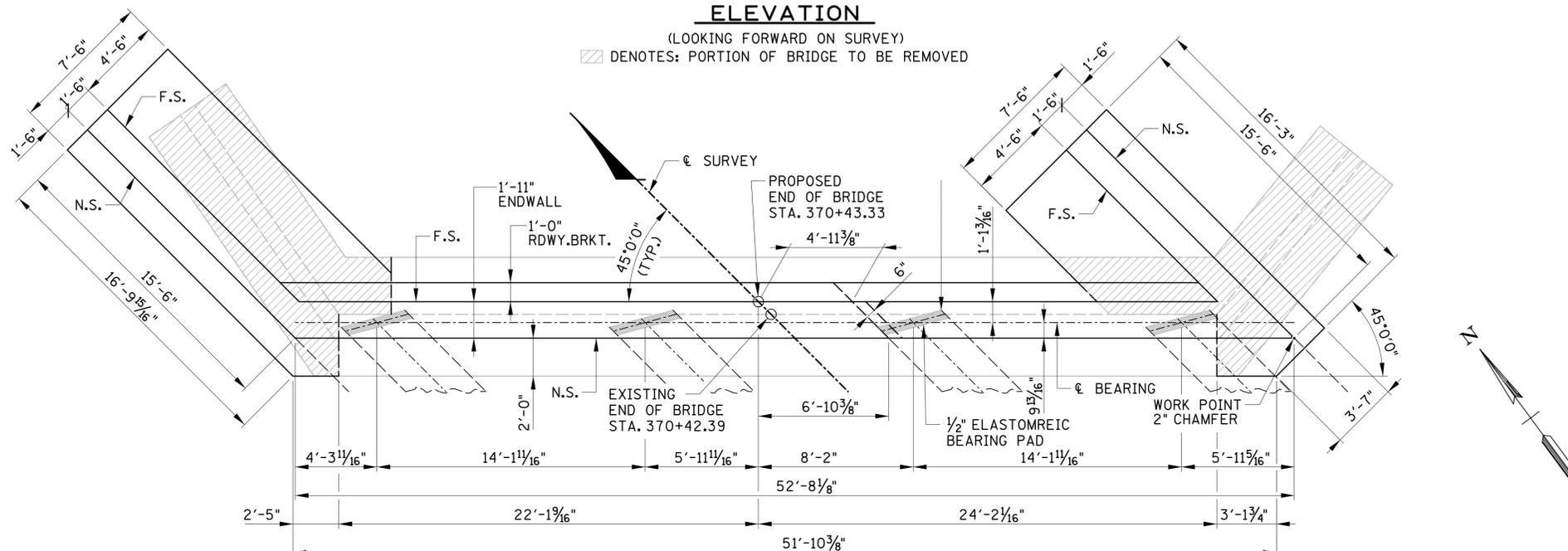
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



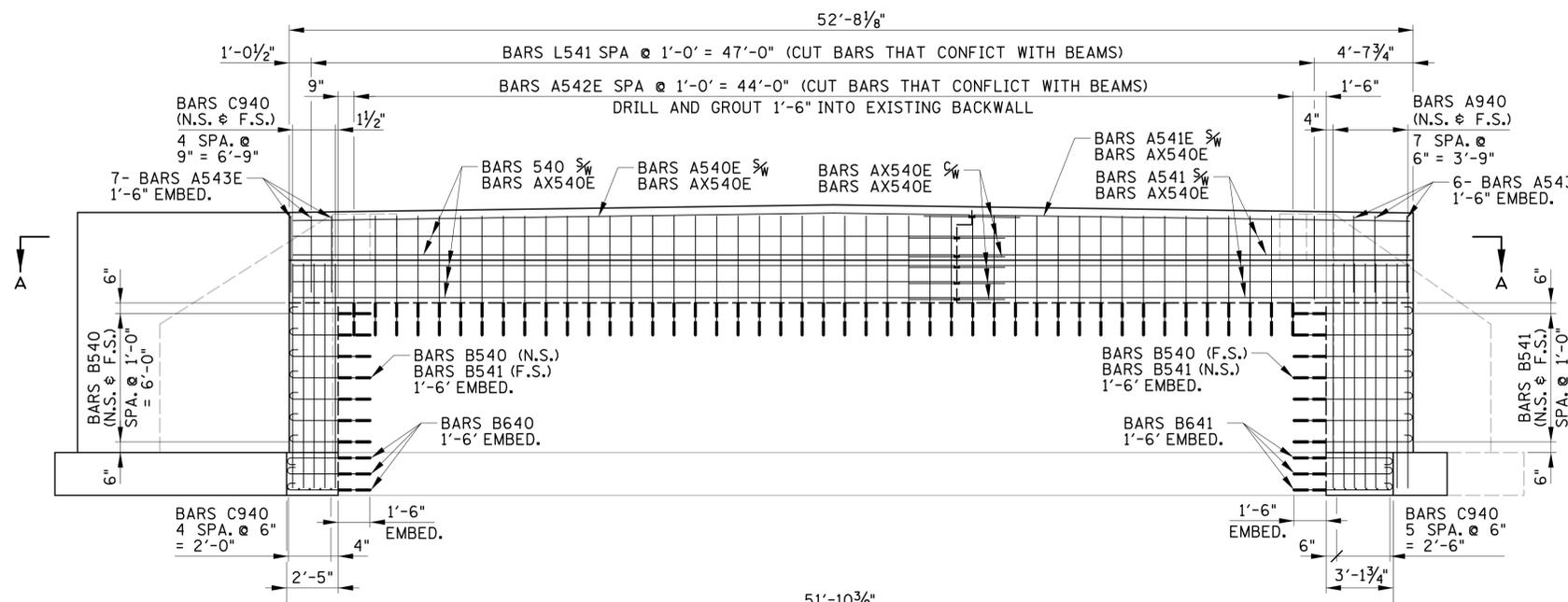
ELEVATION

(LOOKING FORWARD ON SURVEY)

▨ DENOTES: PORTION OF BRIDGE TO BE REMOVED



PLAN



ELEVATION

(LOOKING FORWARD ON SURVEY)

GENERAL NOTES

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.

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ESTIMATED QUANTITIES

LOCATION	604-02.03 EPOXY COATED REINFORCING STEEL	604-03.01 CLASS "A" CONCRETE (BRIDGES)	604-03.02 STEEL BAR REINFORCEMENT (BRIDGES)
ABUT. 2	1,609	59	10,652

UNOFFICIAL SET

NOT FOR BIDDING

BRIDGE NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 ABUTMENT NO. 2
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-07.00
 SMITH COUNTY
 2015

3/4/2015 \$PRF \$
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PIN NO. 120025.00

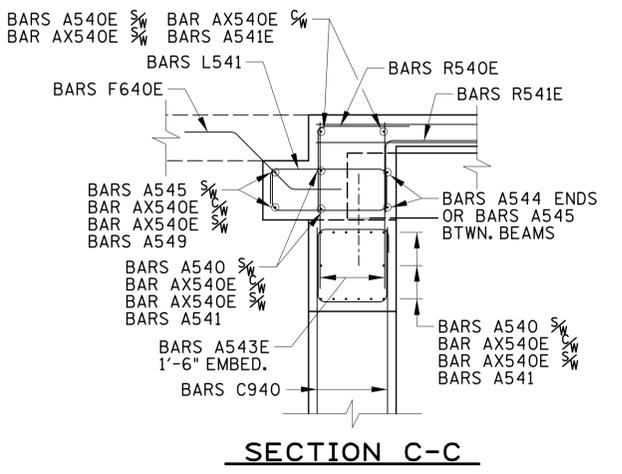
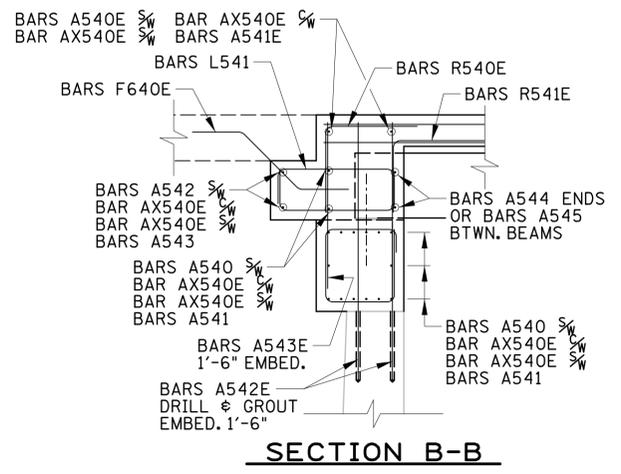
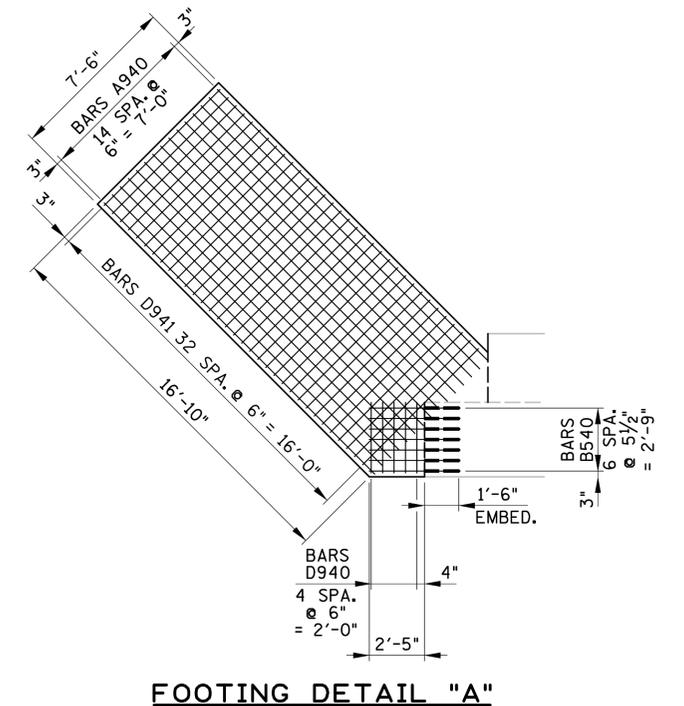
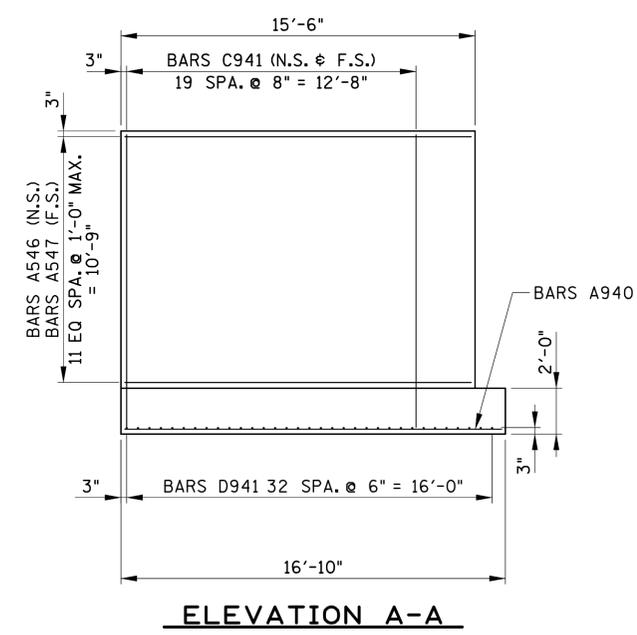
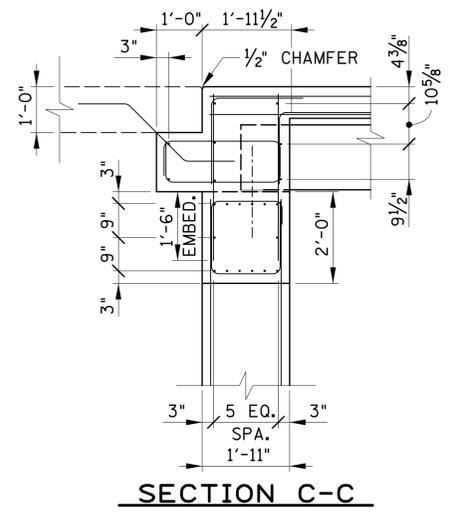
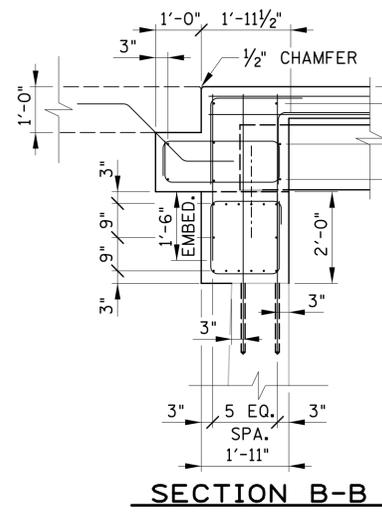
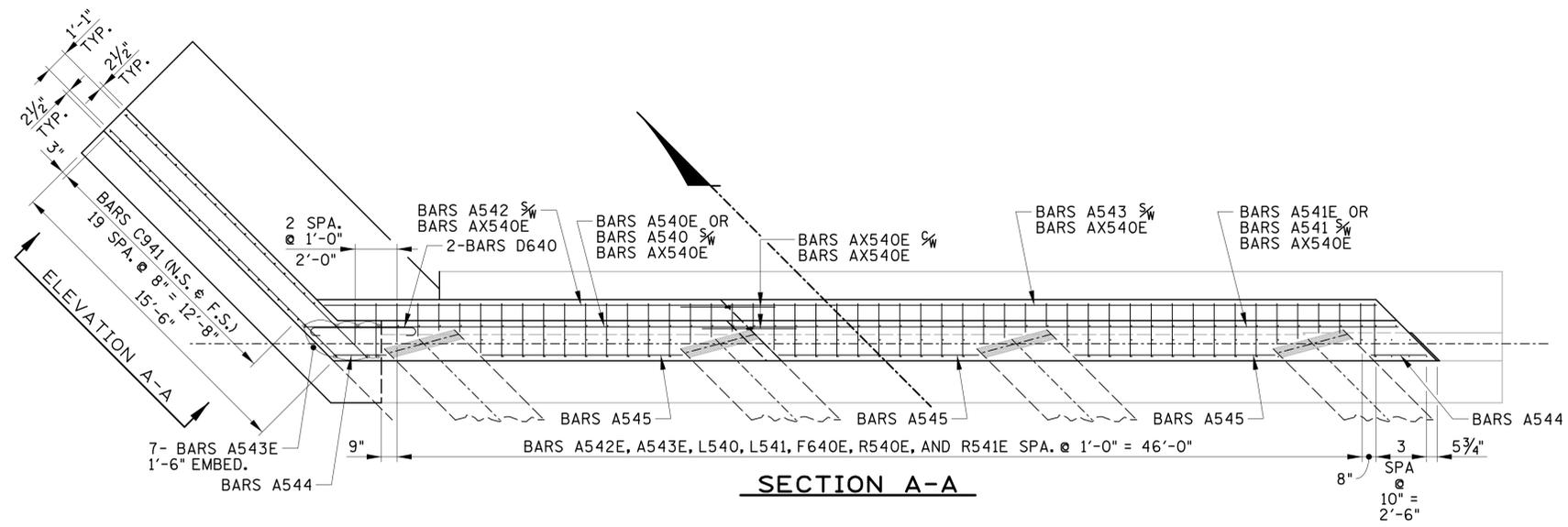
DESIGNED BY GRESHAM SMITH & PARTNERS
 DRAWN BY G. YOUNG
 SUPERVISED BY T. KNAZEWYCZ
 CHECKED BY T. KNAZEWYCZ

DATE 04/2014
 DATE 04/2014
 DATE 04/2014
 DATE 07/2014



GRESHAM SMITH AND PARTNERS

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



UNOFFICIAL
SET

NOT FOR
BIDDING

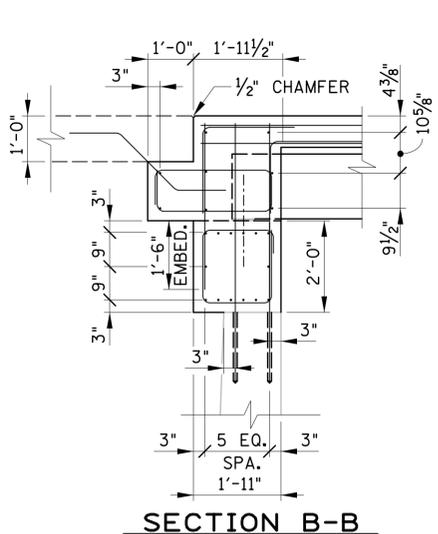
BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 DETAILS
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

3/4/2015 \$PRF \$ P:\2807120\Bridg B\8071b20ba3.sht

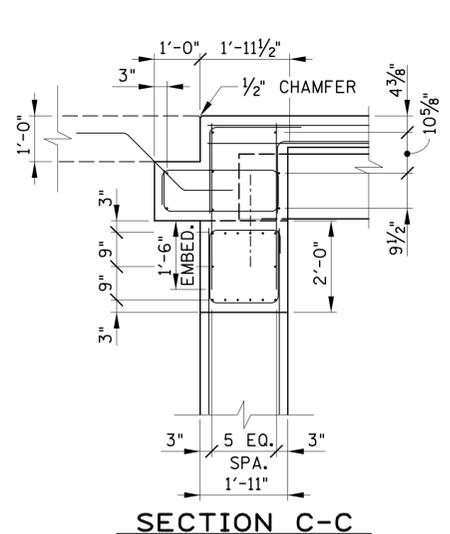
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DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
DRAWN BY G. YOUNG DATE 04/2014
SUPERVISED BY T. KNAZEWYCZ DATE 04/2014
CHECKED BY T. KNAZEWYCZ DATE 07/2014

GRESHAM SMITH AND PARTNERS

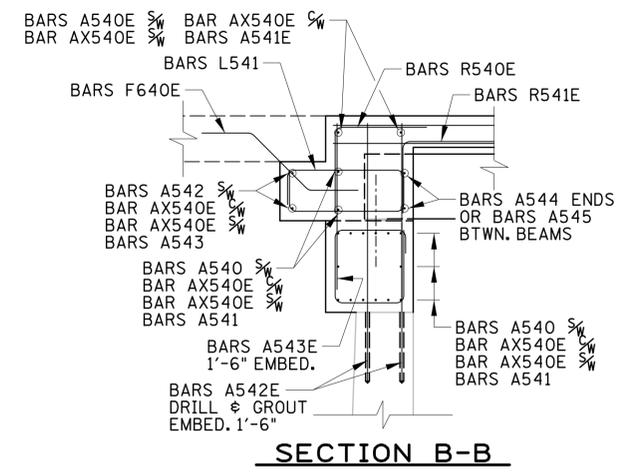
BR-118-86



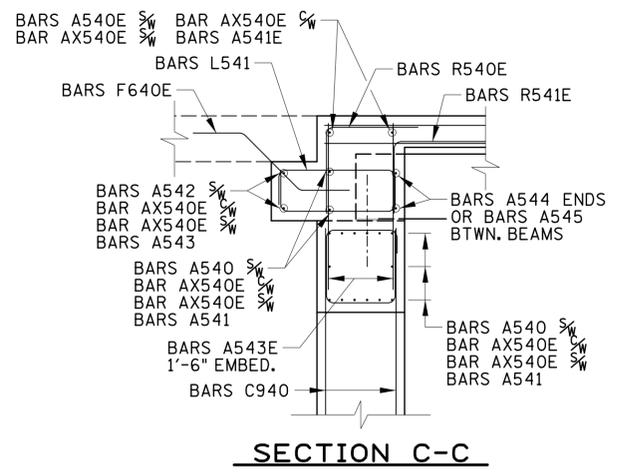
SECTION B-B



SECTION C-C

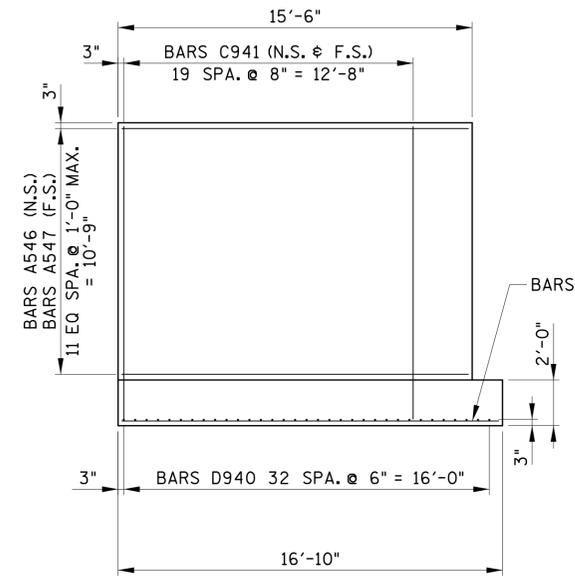


SECTION B-B

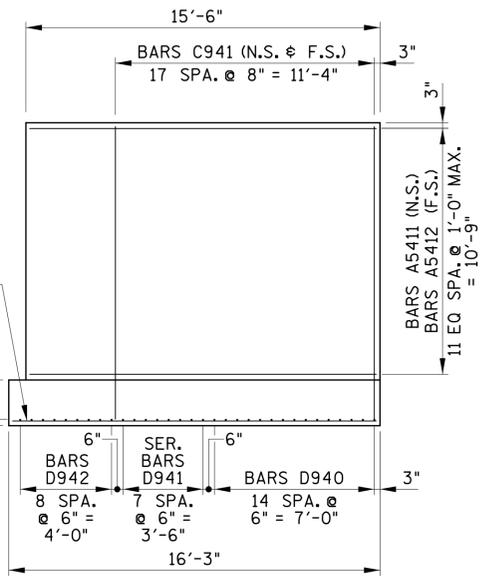


SECTION C-C

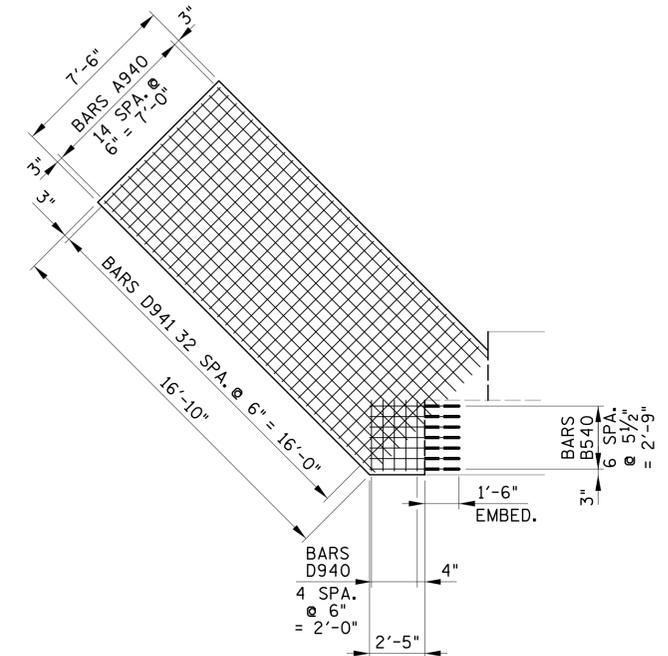
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PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



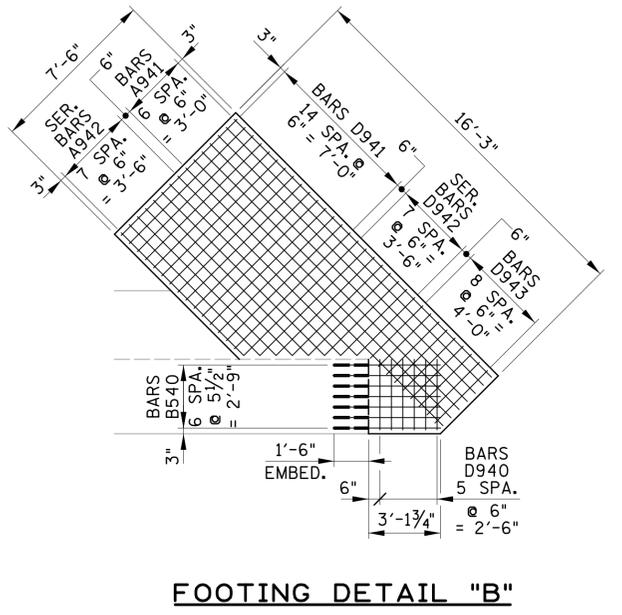
ELEVATION A-A



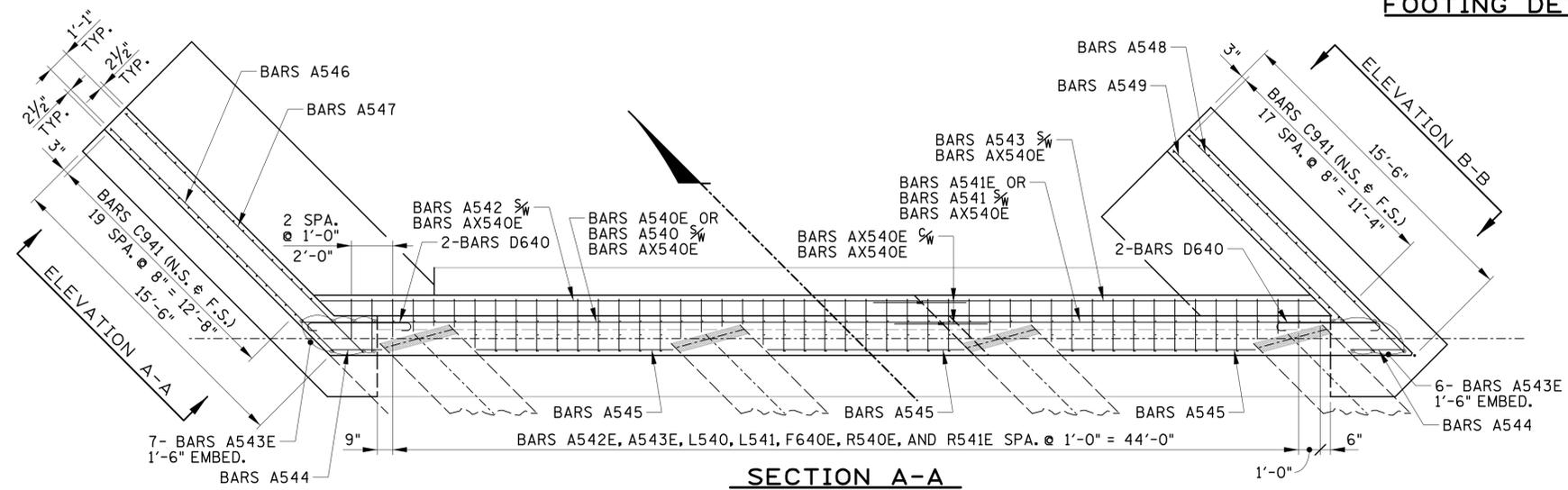
ELEVATION B-B



FOOTING DETAIL "A"



FOOTING DETAIL "B"



SECTION A-A

UNOFFICIAL SET
NOT FOR BIDDING

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2 DETAILS
STATE ROUTE 80
OVER
PEYTON'S CREEK
BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

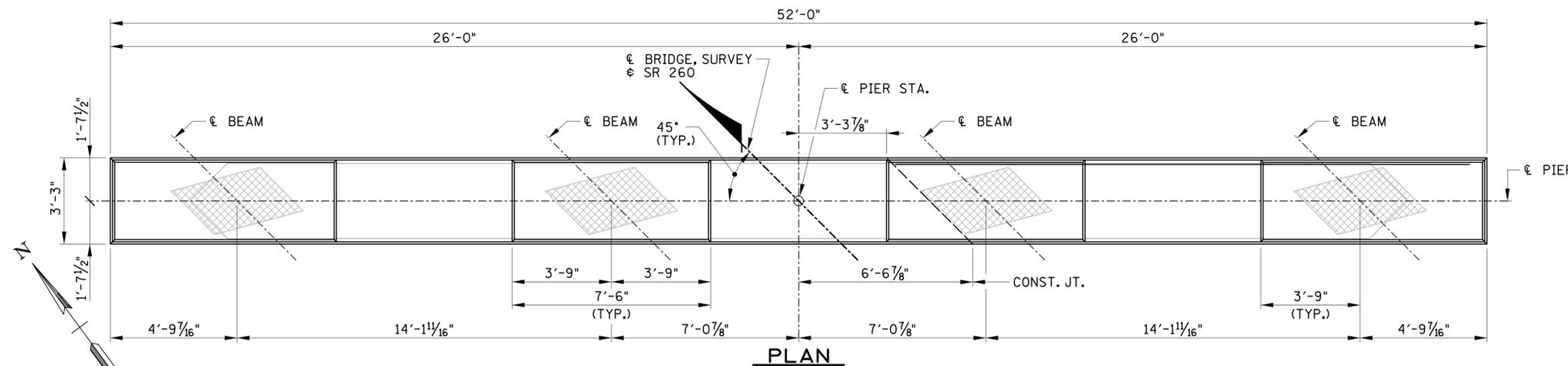
3/4/2015 \$PRF \$

PIN NO. 120025.00
DESIGNED BY GRESHAM SMITH & PARTNERS
DRAWN BY G. YOUNG
SUPERVISED BY T. KNAZEWYCZ
CHECKED BY T. KNAZEWYCZ
DATE 04/2014
DATE 04/2014
DATE 04/2014
DATE 07/2014



BR-118-87

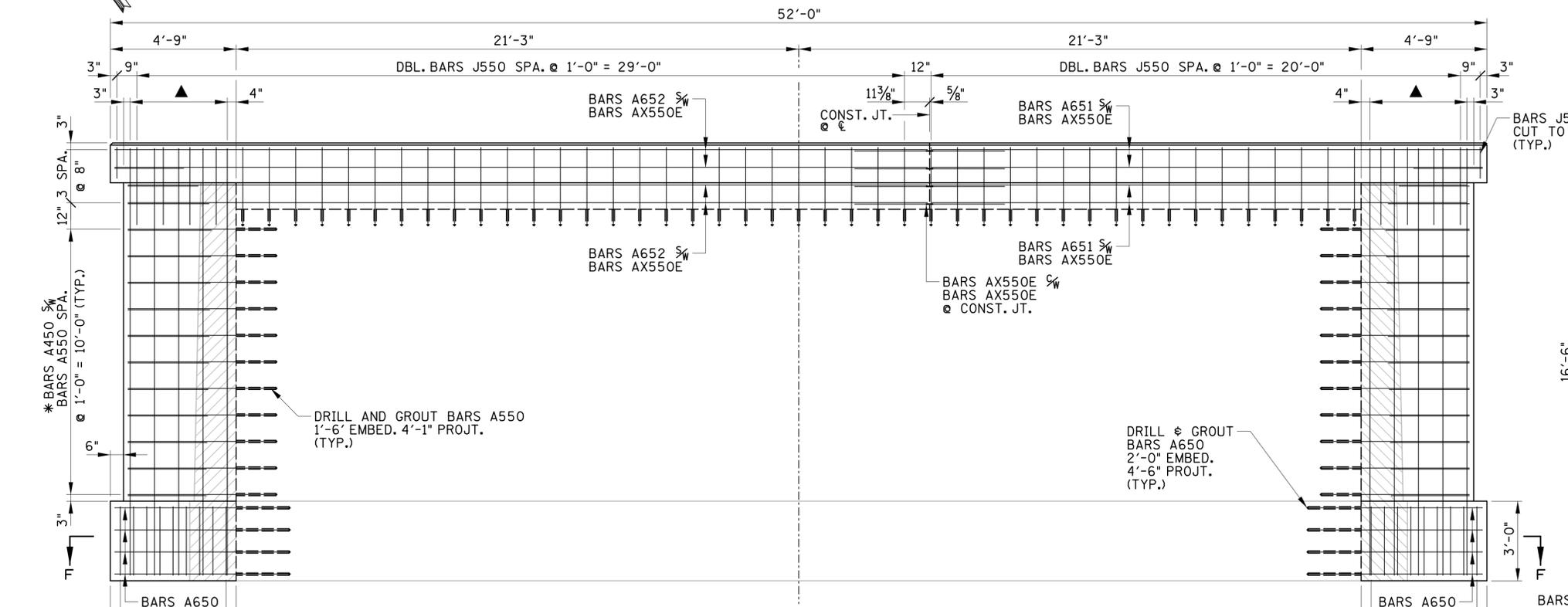
CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN

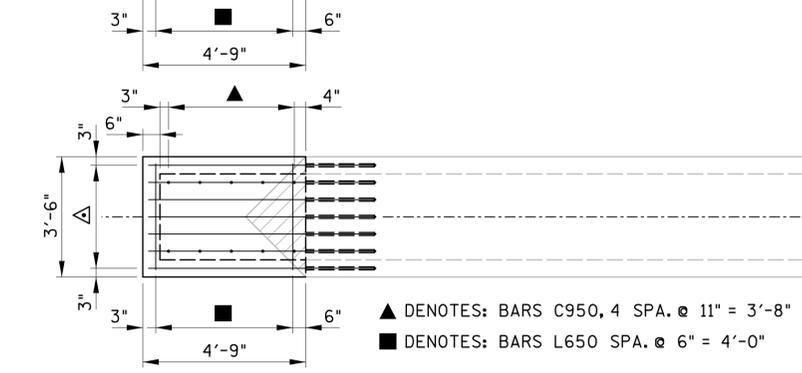
GENERAL NOTES

- NOTE:** WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS.
- NOTE:** MAIN COLUMN STEEL TO EXTEND WITHIN 4" FROM THE TOP OF CAP BEAM.
- NOTE:** EDGES OF REPAIR AREAS SHALL BE SAW CUT 1" DEEP PRIOR TO THE REMOVAL OF SPALLED CONCRETE.



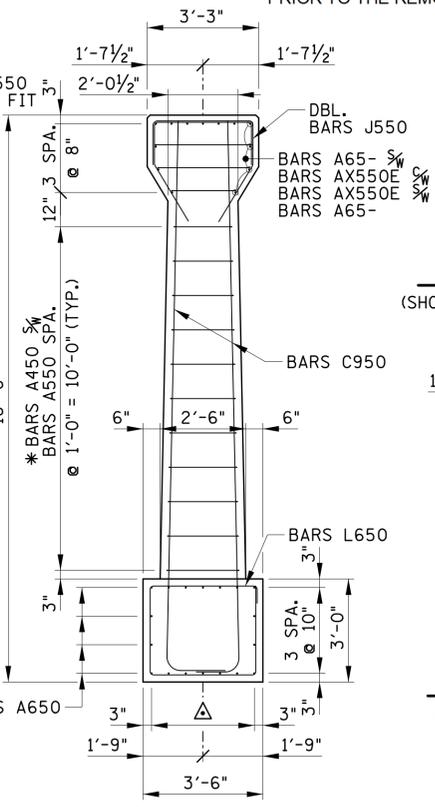
ELEVATION

▨ DENOTES: AREA TO BE REMOVED

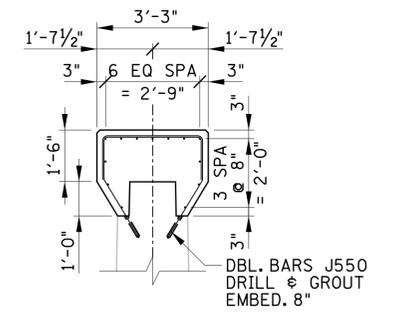


SECTION F-F

- ▲ DENOTES: BARS C950, 4 SPA. @ 11" = 3'-8"
- DENOTES: BARS L650 SPA. @ 6" = 4'-0"
- △ DENOTES: DRILL & GROUT BARS A650 6 SPA. @ 6" = 3'-0"



PARTIAL CAP
(SHOWING EXISTING CAP REMOVAL)



PARTIAL CAP
(SHOWING CAP REPLACEMENT)

ESTIMATED QUANTITIES

LOCATION	604-03.01 CLASS "A" CONCRETE (BRIDGES)	604-03.02 STEEL BAR REINFORCEMENT (BRIDGES)	604-02.03 EPOXY COATED REINFORCING STEEL
PER BENT	21	4,128	63

UNOFFICIAL SET
 NOT FOR BIDDING

BRIDGE NO. 2
 STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PIERS NO. 1 THRU 4
 DETAILS
 STATE ROUTE 80
 OVER
 PEYTON'S CREEK
 BR. NO. 80-SR80-07.00
 SMITH COUNTY
 2015

3/4/2015
 \$PRF \$
 P:\2807120\Bridg B\8071b20bb1.sht

PIN NO. 120025.00

DESIGNED BY GRESHAM SMITH & PARTNERS DATE 04/2014
 DRAWN BY G. YOUNG DATE 04/2014
 SUPERVISED BY T. KNIAZEWYCZ DATE 04/2014
 CHECKED BY T. KNIAZEWYCZ DATE 07/2014



CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
80006-4242-04	2015		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

SUPERSTRUCTURE (EPOXY)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A500E	SLAB	5	216					57'-3"
A501E	SLAB	5	140					20'-0"
A502E	SLAB	5	456					14'-4"
SERIES				VARIES FROM 5'-2 3/4" TO 13'-10 3/4"				
A503E	SLAB	5	2	IN INC. OF 8" (14 BARS)				133'-10 1/2"
SERIES				VARIES FROM 5'-4" TO 14'-0"				
A504E	SLAB	5	2	IN INC. OF 8" (14 BARS)				135'-4"
A505E	SLAB	5	432					22'-5"
SERIES				VARIES FROM 5'-4" TO 22'-0"				
A506E	SLAB	5	2	IN INC. OF 8" (26 BARS)				355'-4"
SERIES				VARIES FROM 5'-2 3/4" TO 21'-10 3/4"				
A507E	SLAB	5	2	IN INC. OF 8" (26 BARS)				352'-7 1/2"
A508E	SLAB	5	96					8'-4"
AX500E	SLAB	5	968					2'-3"
B571E	RAIL	5	1000	3'-4"				3'-11"

ABUTMENT NO. 1 CONT. (REGULAR)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
C940	WALL	9	10	10'-6"				12'-1"
C941	WINGWALL	9	38	12'-9"				14'-4"
D640	BACKWALL	6	2	5'-0"				6'-4"
D940	FOOTING	9	5	3'-1"				5'-7"
D941	FOOTING	9	33	7'-2"				9'-8"

SUPERSTRUCTURE (REGULAR)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A500	DIAPHRAGM	5	72					10'-0"
CD500	DIAPHRAGM	5	16	3'-5 1/2"	2'-3"	2'-1 1/8"		5'-8 1/2"
CD501	DIAPHRAGM	5	16	3'-10"	2'-3"	2'-1 1/8"		6'-1"
F500	DIAPHRAGM	5	32	2'-3"	3'-11 1/8"	2'-3"	1'-6 1/4"	8'-8 1/2"
L400	DIAPHRAGM	4	132	8"	6"	1'-3 3/4"		4'-5 1/2"
LS400	DIAPHRAGM	4	32	9 3/8"	1'-6 1/2"			5'-7 3/4"

ABUTMENT NO. 2 (EPOXY)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A540E	BACKWALL	5	2					31'-6"
A541E	BACKWALL	5	2					21'-7"
A542E	BACKWALL	5	90					5'-7"
A543E	BACKWALL	5	58					3'-7"
AX540E	WALL	5	40					2'-3"
F640E	RDWY. BRKT.	6	47	1'-1"	1'-3"	1'-1"	1'-3"	3'-11"
R540E	BACKWALL	5	48	2'-0"	2'-0"			4'-0"
R541E	BACKWALL	5	48	1'-8"	2'-0"			3'-8"

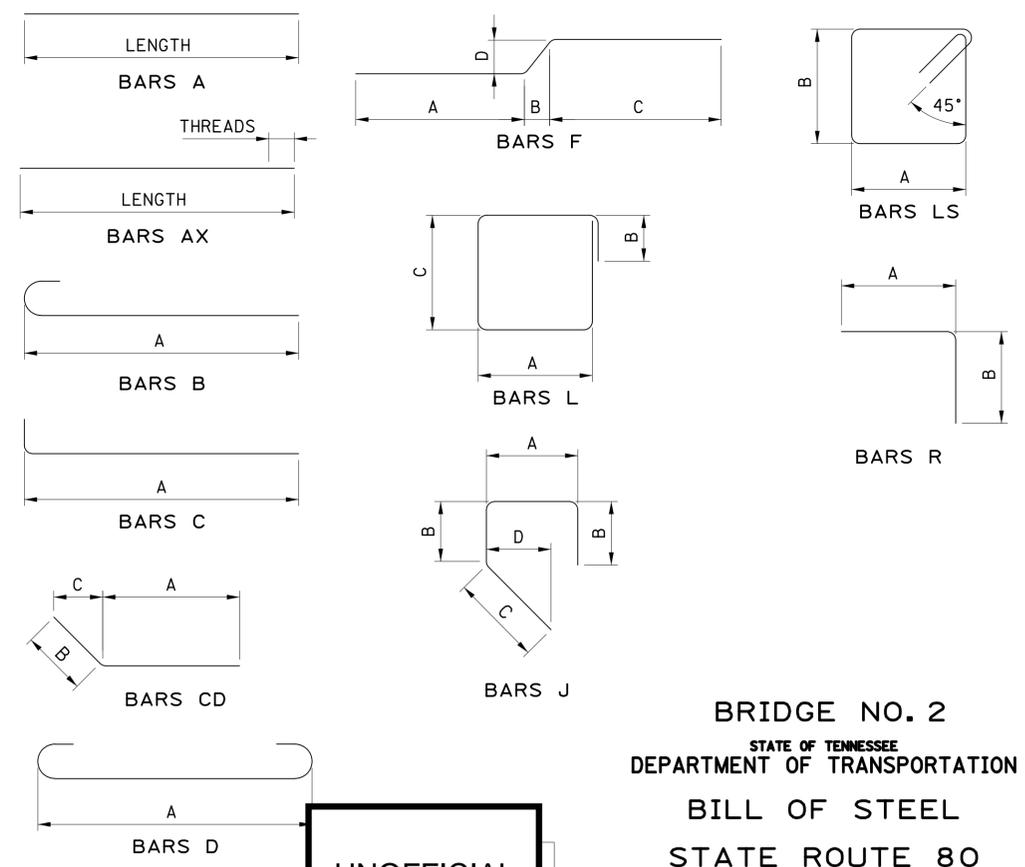
BENTS (REGULAR) PER BENT								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A450	WALL	4	28					8'-0"
A550	WALL	5	44					5'-7"
A650	FOOTING	6	36					6'-7"
A651	CAP	6	9					22'-2"
A652	CAP	6	9					32'-1"
A653	CAP	6	4					21'-8"
A654	CAP	6	4					31'-7"
C950	FOOTING/WALL	9	20	16'-0"				17'-7"
J550	CAP	5	106	2'-10"	1'-2 3/4"	1'-11"	1'-7 3/4"	7'-2 1/2"
L650	FOOTING	6	18	3'-1"	0'-6"	2'-7"		11'-10"

ABUTMENT NO. 2 (REGULAR)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A540	BACKWALL	5	16					31'-0"
A541	BACKWALL	5	16					21'-1"
A542	BACKWALL	5	2					29'-0"
A543	BACKWALL	5	2					19'-1"
A544	BACKWALL	5	4					2'-6"
A545	BACKWALL	5	6					9'-7"
A546	WINGWALL	5	12					15'-4"
A547	WINGWALL	5	12					16'-4"
A548	WINGWALL	5	12					14'-10"
A549	WINGWALL	5	12					13'-10"
A940	FOOTING	9	15					16'-9"
A941	FOOTING	9	7					15'-11"
SER.				VARIES FROM 7'-7" TO 11'-1"				
A942	FOOTING	9	1	IN INC. OF 6" (8 BARS)				74'-8"
B550	WALL	5	14	3'-9"				4'-4"
B501	WALL	5	14	5'-1"				5'-8"
B650	FOOTING	6	16	3'-11"				4'-7"
B601	FOOTING	6	16	4'-8"				5'-4"
C940	WALL	9	26	10'-6"				12'-1"
C941	WINGWALL	9	76	12'-9"				14'-4"
D640	BACKWALL	6	4	5'-0"				6'-4"
D940	FOOTING	9	11	3'-1"				5'-7"
D941	FOOTING	9	48	7'-2"				9'-8"
SER.				DIM. "A" VARIES FROM 3'-7" TO 7'-1"				
D942	FOOTING	9	1	IN INC. OF 6" (8 BARS)				62'-8"
D943	FOOTING	9	9	3'-3"				5'-9"

ABUTMENT NO. 1 (EPOXY)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A540E	BACKWALL	5	2					21'-1"
A541E	BACKWALL	5	2					31'-0"
A542E	BACKWALL	5	101					5'-7"
A543E	BACKWALL	5	36					3'-7"
AX540E	WALL	5	40					2'-3"
F640E	RDWY. BRKT.	6	50	1'-1"	1'-3"	1'-1"	1'-3"	3'-11"
R540E	BACKWALL	5	48	2'-0"	2'-0"			4'-0"
R541E	BACKWALL	5	48	1'-8"	2'-0"			3'-8"

ABUTMENT NO. 1 (REGULAR)								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
A540	BACKWALL	5	16					21'-1"
A541	BACKWALL	5	16					31'-0"
A542	BACKWALL	5	2					19'-1"
A543	BACKWALL	5	2					30'-11"
A544	BACKWALL	5	4					2'-6"
A545	BACKWALL	5	6					9'-7"
A546	WINGWALL	5	12					15'-4"
A547	WINGWALL	5	12					16'-4"
A940	FOOTING	9	15					16'-9"
B550	WALL	5	7	3'-9"				4'-4"
B501	WALL	5	7	5'-1"				5'-8"
B650	FOOTING	6	16	3'-11"				4'-7"

BENTS (EPOXY) PER BENT								
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
AX550E	WALL	5	26					2'-3"



UNOFFICIAL SET
NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION
BILL OF STEEL
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BR. NO. 80-SR80-07.00
SMITH COUNTY
2015

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