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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

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

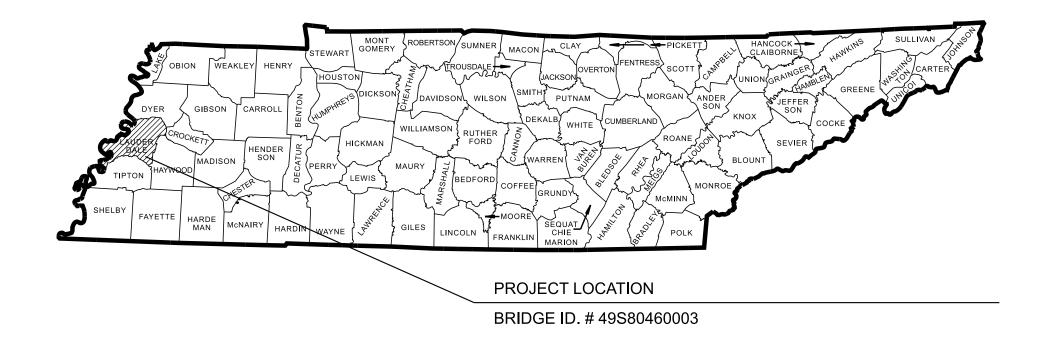
TENN.	YEAR	SHEET NO.
I CININ.	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		

LAUDERDALE COUNTY

STATE ROUTE 87 **BRIDGE OVER** DRAINAGE DITCH L.M. 20.76

LINE AND GRADE **BRIDGE REPLACEMENT**

STATE HIGHWAY NO. 87 F.A.H.S. NO.



PIN 136185.08 BEGIN PROJECT NO. PRELIMINARY SR87

STA. 100+95.74

N 506833.9530 E 907529.9042

PIN 136185.08 END PROJECT NO. PRELIMINARY STA. 103+21.32 N 506698.8410 E 907710.5436

SPECIAL NOTES

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

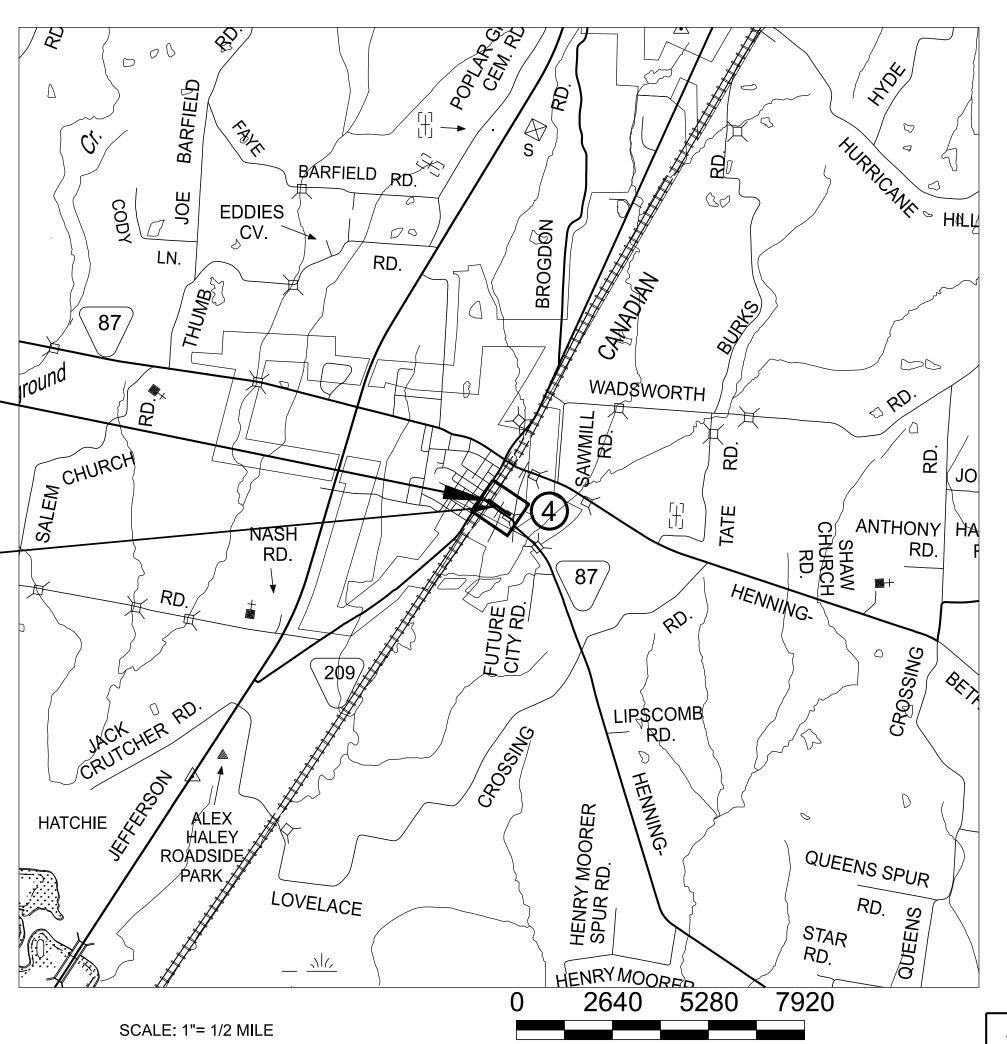
THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: STEVE SELLERS

DESIGN FIRM: GRESHAM SMITH

DESIGNER: J. ALEX STANLEY, P.E.

PIN NO.



T.B.D. MILES

0.043 MILES

0.009 MILES

0.043 MILES ▲

ADT (2049) DHV (2049) T (ADT) T (DHV)

COORDINATES ARE NAD/83(1995) (_____ ADJUSTMENT) ADJUSTED BY THE FACTOR OF _. ___ AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID ____

DESIGN EXCEPTION APPROVED - -1) DESIGN SPEED EXCEPTION FOR VERTICAL CURVES.

DESIGN SPEED OF 20 MPH USED. (PENDING)

NO EXCLUSIONS

SEALED BY

CAUTION!

PRELIMINARY

PLANS

SUBJECT TO

CHANGE

DATE:

TRAFFIC DATA SURVEY - -ADT (2029)

136185.08

CHECKED BY BEN COLES, P.E.

Not included in the project length (Non Riding Surface)

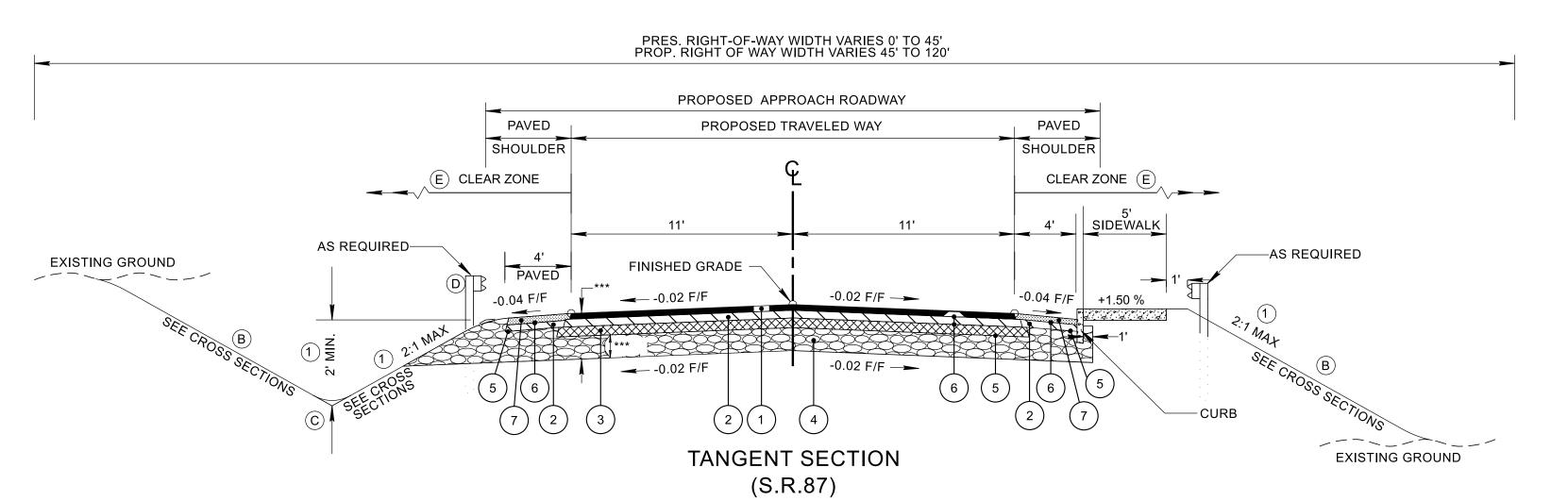
R.O.W. LENGTH

ROADWAY LENGTH

PROJECT LENGTH

BRIDGE LENGTH

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		2B



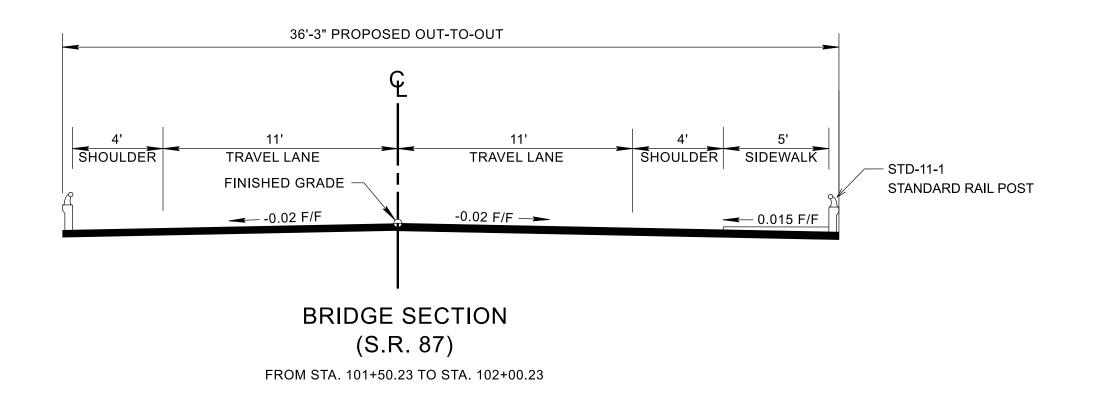
(BASED ON STD. DWG. RD11-TS-2) FROM STA. 100+95.74 TO STA. 101+50.23 FROM STA. 102+00.23 TO STA. 102+92.81

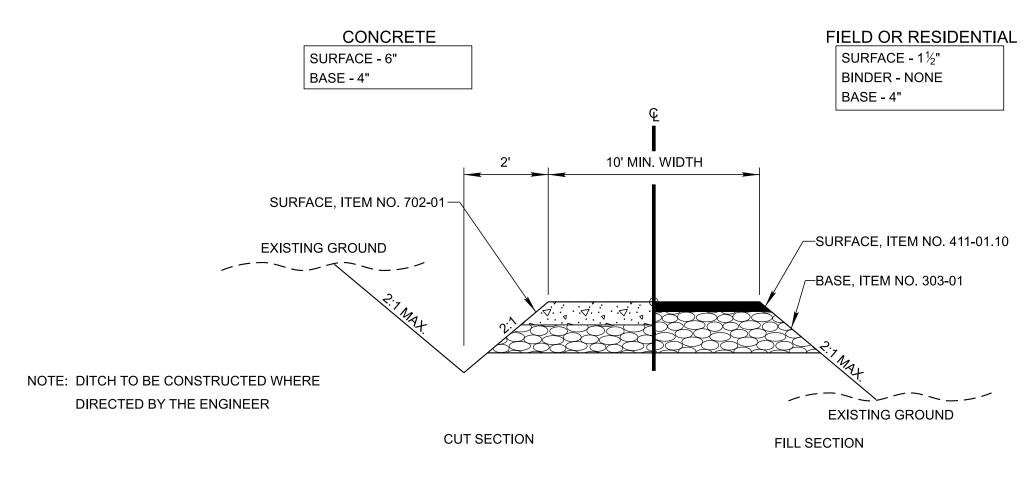
- A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.
- B SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.
- © SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.
- D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.
- E SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS





TYPICAL SECTION
PRIVATE DRIVE TO FIELD
OR RESIDENTIAL PROPERTY

PROPOSED PAVEMENT SCHEDULE (PENDING PAVEMENT DESIGN)					
ASPHALTIC CONCRETE SURFACE (HOT MIX) PGXX-XX GRADING "D" SURFACE @ X.XX" THICK (APPROX. 132.5 LB./S.Y.) 411-XX.XX ACS MIX (PGXX-XX) GRADING "D"	PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30-0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8-12 LB./S.Y.				
BITUMINOUS PLANT MIX BASE (HOT MIX) PGXX-XX GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-XX.XX ASPHALT CONCRETE MIX (PGXX-XX) (BPMB-HM) GRADING "B-M2"	6 TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) AT 0.07 GALLONS/S.Y. SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD				
BITUMINOUS PLANT MIX BASE (HOT MIX) PGXX-XX GRADING "A" @ X.XX" THICK (APPROX. 345 LB./S.Y.) 307-XX.XX XXXXASPHALT CONCRETE MIX (PGXX-XX) (BPMB-HM) GRADING "A	ASPHALTIC CONCRETE SURFACE (HOT MIX) PGXX-XX GRADING "E" SHOULDERS @ X.XX" THICK (APPROX. LB./S.Y.) 411-XX.XX ACS MIX (PGXX-XX) GRADING "E" SHOULDER				
MINERAL AGGREGATE XX" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"					

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

GHT-OF-WAY	UTILITY	UTILITY OWNERS

- (1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, __(A)__ TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
- (8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (9) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (10) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (11) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES
 OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF
 THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.
- (12) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

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

- UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.
- (6) NO WORK SHALL OCCUR IN THE AREA MARKED ON THE PLANS AS STREAM/WETLAND MITIGATION RIGHT-OF-WAY OR MITIGATION AREA. NO UTILITY RELOCATION OR OTHER LAND DISTURBANCE IS AUTHORIZED. ONLY ACTIVITIES PERTAINING TO THE CONSTRUCTION OR MANAGEMENT OF THE STREAM/WETLAND MITIGATION SITE MAY OCCUR, WHICH WILL BE INDICATED ON THE STREAM MITIGATION PLANS (ADD PLAN SHEET NUMBERS HERE). ANY VIOLATIONS OF THE ABOVE MENTIONED WILL RESULT IN NON-COMPLIANCE WITH THE ENVIRONMENTAL PERMIT REQUIREMENTS.

TYPE	YEAR	PROJECT NO.	NO.
L&G	2025		3

LECTRIC:	CABLE:
IPLEY POWER & LIGHT COMPANY	AT&T
ddress	Address
ity, State Zip	City, State Zip
ONTACT: Name	CONTACT: Name
FFICE PHONE:	OFFICE PHONE:
ELL PHONE:	CELL PHONE:
mail: Address	Email: Address
ABLE:	

CHARTER

City, State Zip

CONTACT: Name

OFFICE PHONE:

CELL PHONE:

Email: Address

Address

,	SE	AL	Εľ	BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

	OUT SELUNISE/D0160760/49S087-SHT-BOW NOTES D0
8:55:22 PM	SE\D0160760\49S0
8/18/2025	NG/TMP/D/W

TYPE	YEAR	PROJECT NO.	SHEET NO.	
L&G	2025		3A	İ
				İ
				1

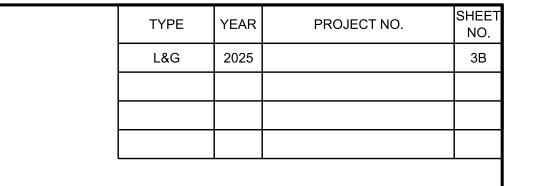
				R.O.V	V. ACQUISIT	ION TAI	BLE PIN	136185	.08									
TRACT NO.			COUNTY RECORDS			TOTAL AREA (ACRES)		AREA TO BE ACQUIRED (ACRES)		AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)						
	PROPERTY OWNERS	TAX MAP	PARCEL DEED DOCUME	NT REFERENCE									PERM				PERM	
		NO.	NO.	воок	PAGE	LEFT R	RIGHT	GHT TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	DRAINAGE	SLOPE	CONST AIR RIGHTS	RAILROAD	
1	BILLY BRANDON REVOCABLE LIVING TRUST	123H D	006.01	RB 776	299	0.170		0.170				0.170						
2	CITY OF HENNING	123H D	005.00				0.210	0.210					0.210					
3	EVERETT E. CULVER	123H D	015.01	RB 244	119	0.390		0.390				0.390						
4	ILLINOIS CENTRAL GULF RAILROAD COMPANY	123H D	004.02						0.258	0.145	0.403					812 S.F.		
5	JEFFERSON CARTER COUGHLAN AND JEFFERY SCOTT COUGHLAN	123H E	001.00	RB 715	655	5.490		5.490	1931 S.F.		1931 S.F.	5.446						
6	LAGENIA J. KNOX AND CHRISTAN LEE	123H E	008.01	RB 814	795		0.160	0.160		575 S.F.	575 S.F.		0.147			322 S.F.		
7	DANNY HUTCHERSON	123H E	009.00	RB 769	642		0.720	0.720		362 S.F.	362 S.F.		0.712					
8	B & B HOMES, LLC	123H E	010.00	RB 671	21		0.500	0.500					0.500					
9	RICHARD D. SANDERS	123H E	007.00	RB 693	339	0.370		0.370				0.370						
	ACQUISITION TOTALS (ACF	RES)							ı	0.469						1134 S.F.		1

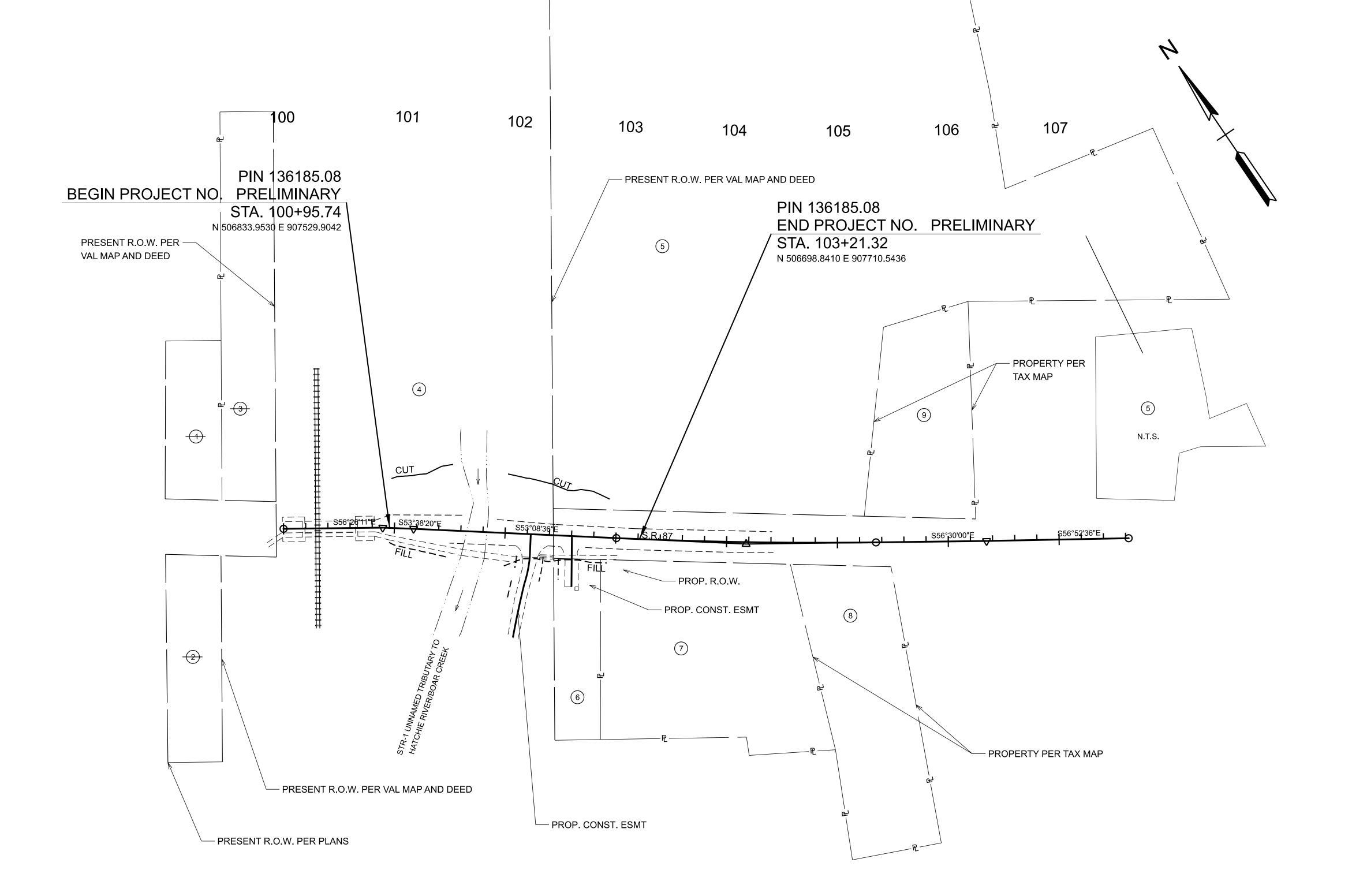
DISTURBED AREA		
IN BETWEEN SLOPE LINES	0.251	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.165	(AC)
TOTAL DISTURBED AREA	0.416	(AC)
TOTAL PROJECT AREA	2.090	(AC)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE





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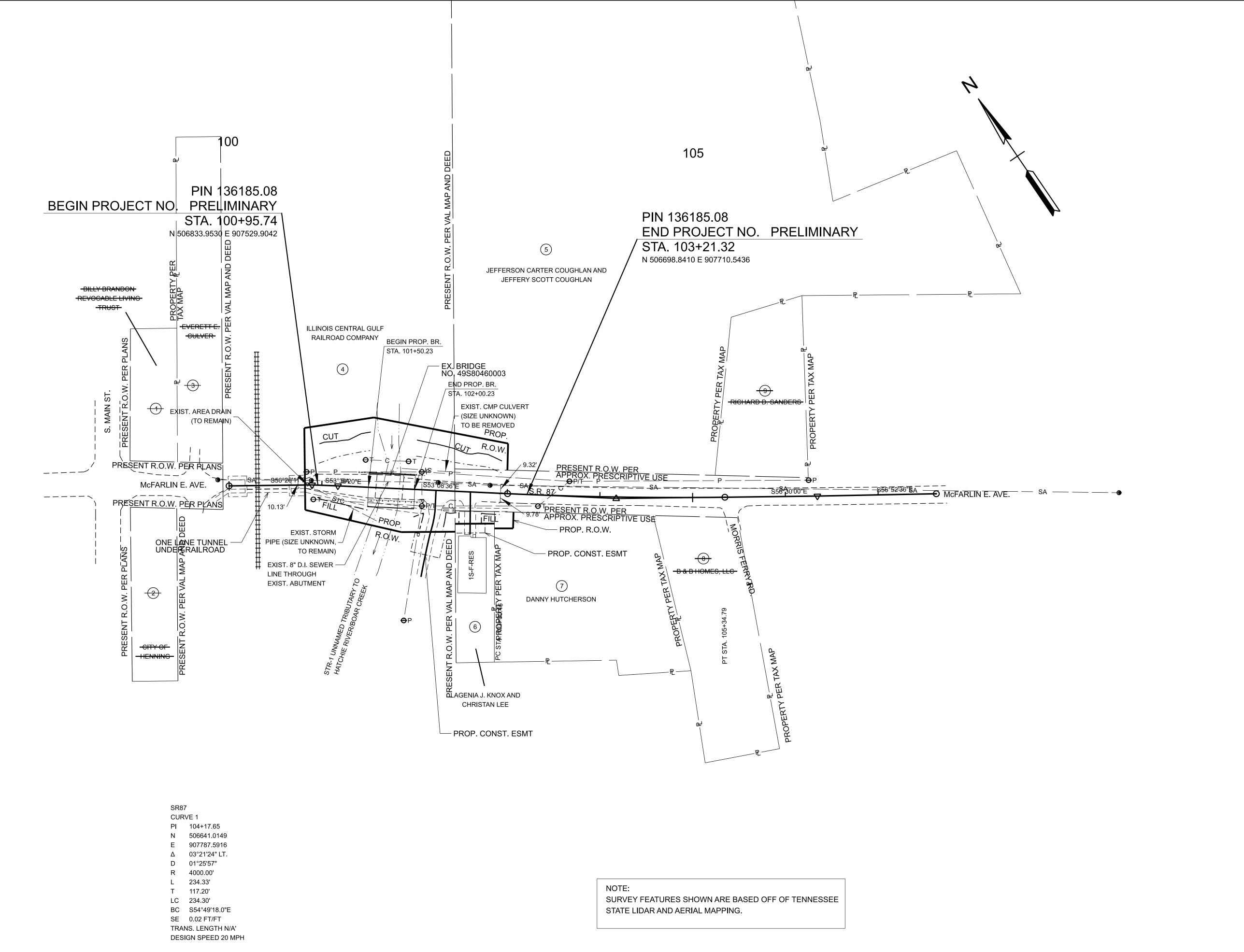
COORDINATES ARE NAD 83(), ARE DATUM ADJUSTED BY THE FACTOR OF AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TO THE NAVD 1988 WITH GEOID .

PROPERTY MAP

STA. 100+00.00 TO STA. 112+00.00 SCALE: 1" = 50'



TYPE YEAR PROJECT NO. SHEET NO.

L&G 2025 4

REV. ***DATE*** TEXT

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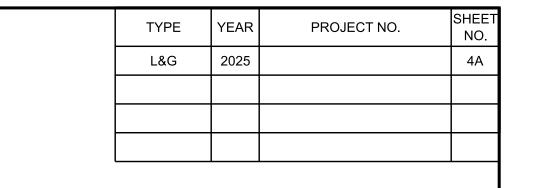
COORDINATES ARE NAD 83(), ARE
DATUM ADJUSTED BY THE FACTOR
OF AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED

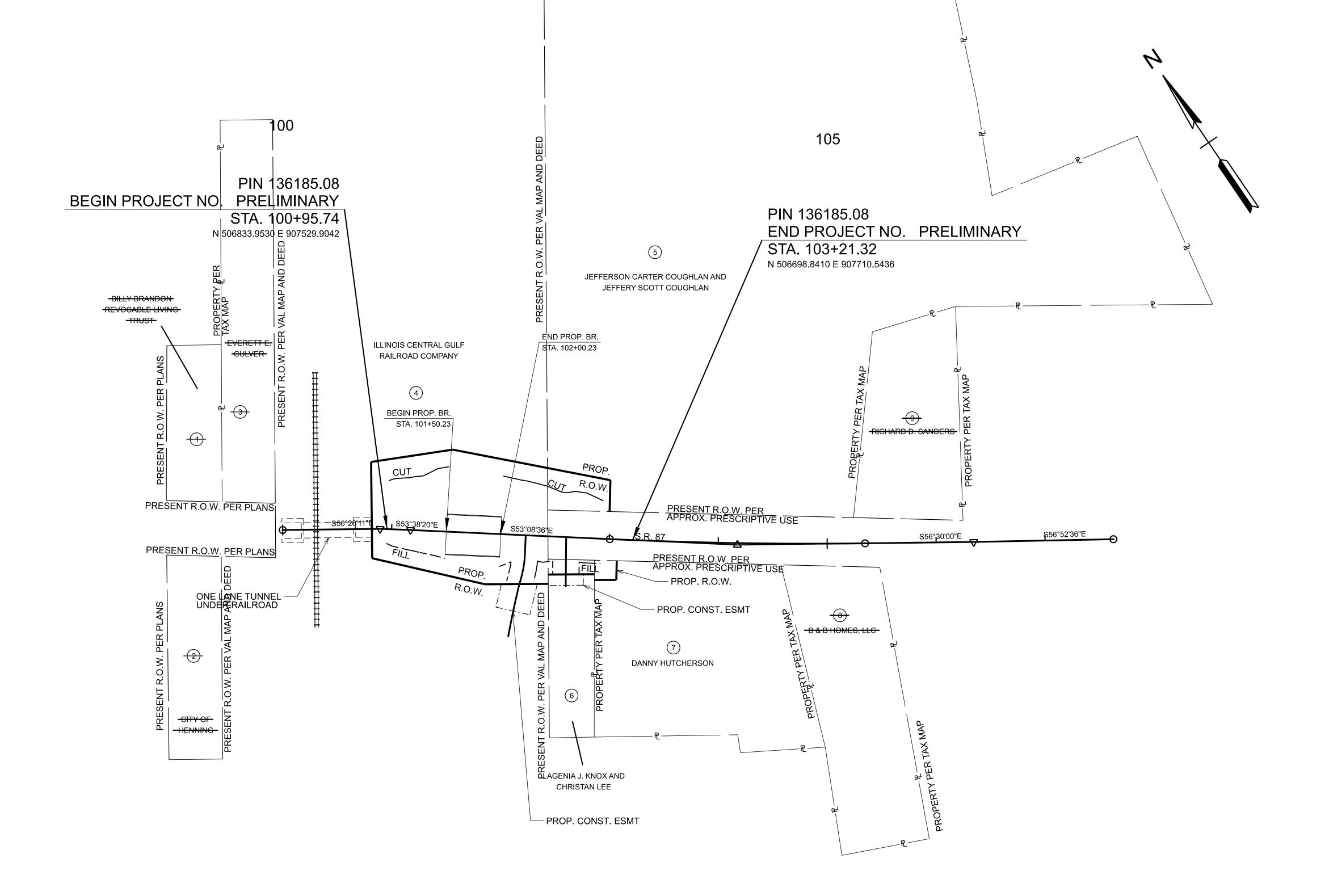
TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+00.00 TO STA. 107+62.76 SCALE: 1" = 50'





SEALED BY

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

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 100+00.00 TO STA. 112+00.00 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
2025	L&G		4B

100 105 PIN 136185.08

BEGIN PROJECT NO. PRELIMINARY PIN 136185.08 STA. 100+95.74 END PROJECT NO. PRELIMINARY N 506833.9530 E 907529.9042 STA. 103+21.32 N 506698.8410 E 907710.5436 BEGIN GUARDRAIL (S-GRC-6) END PROP. BR. STA. 101+97.73 STA. 102+00.23 OFF. 14.99' PROP. 5' SIDEWALK END GUARDRAIL (S-GRC-6) STA. 101+52.75 END GUARDRAIL (TYPE 21) OFF. 15.00 STA. 102+52.62 OFF. 15.62' BEGIN PROP. BR. STA. 101+50.23 BEGIN GUARDRAIL (TYPE 13) STA. 101+27.41 OFF. 15.52' PROP. 11' LANES McFARLIN E. AVE. _----BEGIN CURB STA. 100+95.74 OFF. 7.41' CB2 BEGIN GUARDRAIL (TYPE 21) END CURB #12RA / SIA 100+98.26 ₩ OFF. 16.23' OFF. 21.01' PROP. 5' SIDEWALK -\ 12' PVT. DR. END CURB STA. 102+60.34 STA. 101+50.23 EW1 EW NO SD REQD. 12' PVT. DR. OFF. 15.00' STA. 102+23.20 END GUARDRAIL (S-GRC-6) NO SD REQD. STA. 101+52.72 OFF. 20.13' BEGIN CURB BEGIN GUARDRAIL (S-GRC-6) STA. 102+00.23 STA. 101+97.73 OFF. 15.54' END GUARDRAIL (S-GRA-4) OFF. 20.13' STA. 102+15.14

OFF. 29.19'

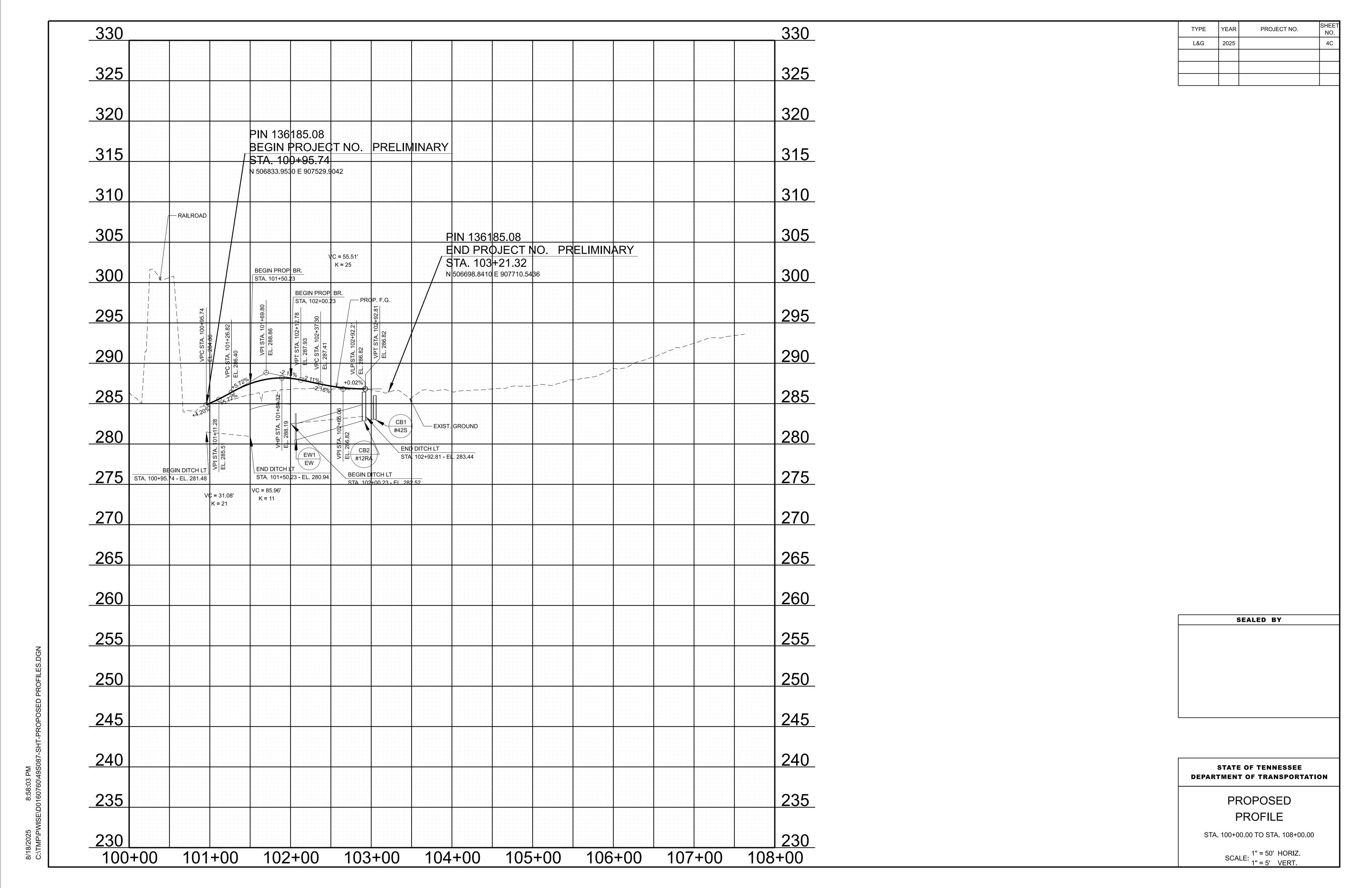
SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 100+00.00 TO STA. 107+62.76 SCALE: 1" = 50'



	VC = (
<u>300</u>				<u>300</u>
295	0+11.00 9 VPI STA. 0+15.00 EL. 287.41 VPI STA. 0+15.54	EL. 287.41 VPI STA. 0+20.04 EL. 287.48 VPI STA. 0+30.04 EL. 287.58	VPI STA. 0+60.71 EL. 287.04	295
290	PI STA.	EL. 287 VPI ST. VPI ST.	VPI S	290
-0.02% -2.00%		3.29%	LIMIT OF CO STA. 0+60.71	NSTRUCTION
285	+1.50%	-0.06%		285
280	VPI STA. 0+46.18	EL. 297.05		280
275				275
270	VC = 4.29' K = 1			270
0+	·00	1+	.00	
12' PR	RIVATI	E DRI	VE (A	ASPH.)

STA. 102+23.20

TRACT NO. 4

	VC = 2.17' K = 2	
300		300
295	0+15.01 0+15.01 0+15.55 72 0+20.06 0+39.63	295
290	VPI STA. 0+15.01 VPI STA. 0+15.01 EL. 286.72 VPI STA. 0+15.55 EL. 286.72 VPI STA. 0+20.06 EL. 286.78 VPI STA. 0+39.63 VPI STA. 0+39.63	290
-0.04% \ -2.04% \	LIMIT OF CONSTR	
285	+1.46% +1.60%	285
280	+2.71%	280
275	VPI STA. 0+38.	275
270		270
0+	-00 1+00	
40100		

12' PRIVATE DRIVE (CONC.)
STA. 102+60.34
TRACT NO. 6

TYPE	YEAR	PROJECT NO.	SHEET NO.	
			5	

SEALED BY

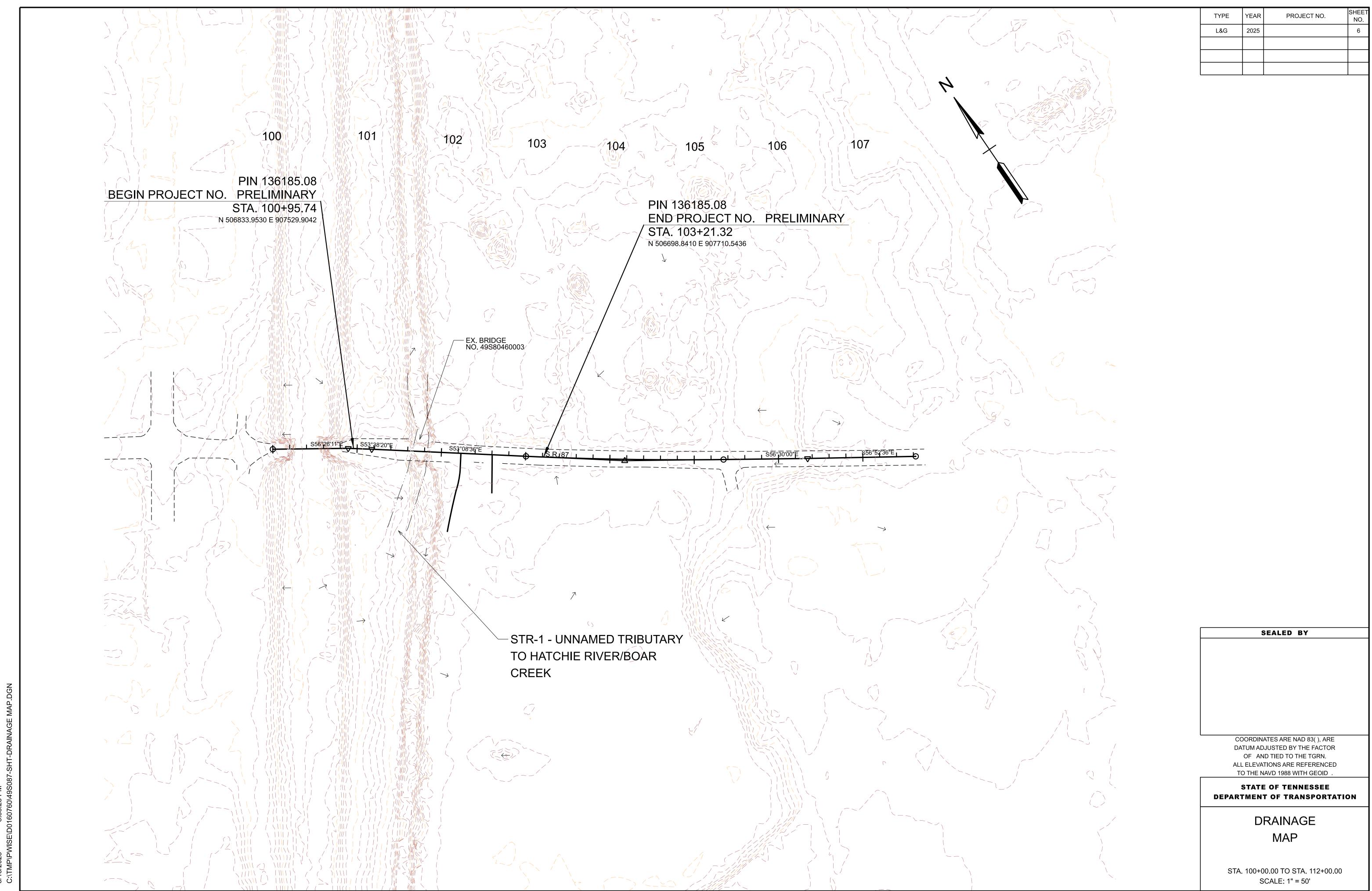
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

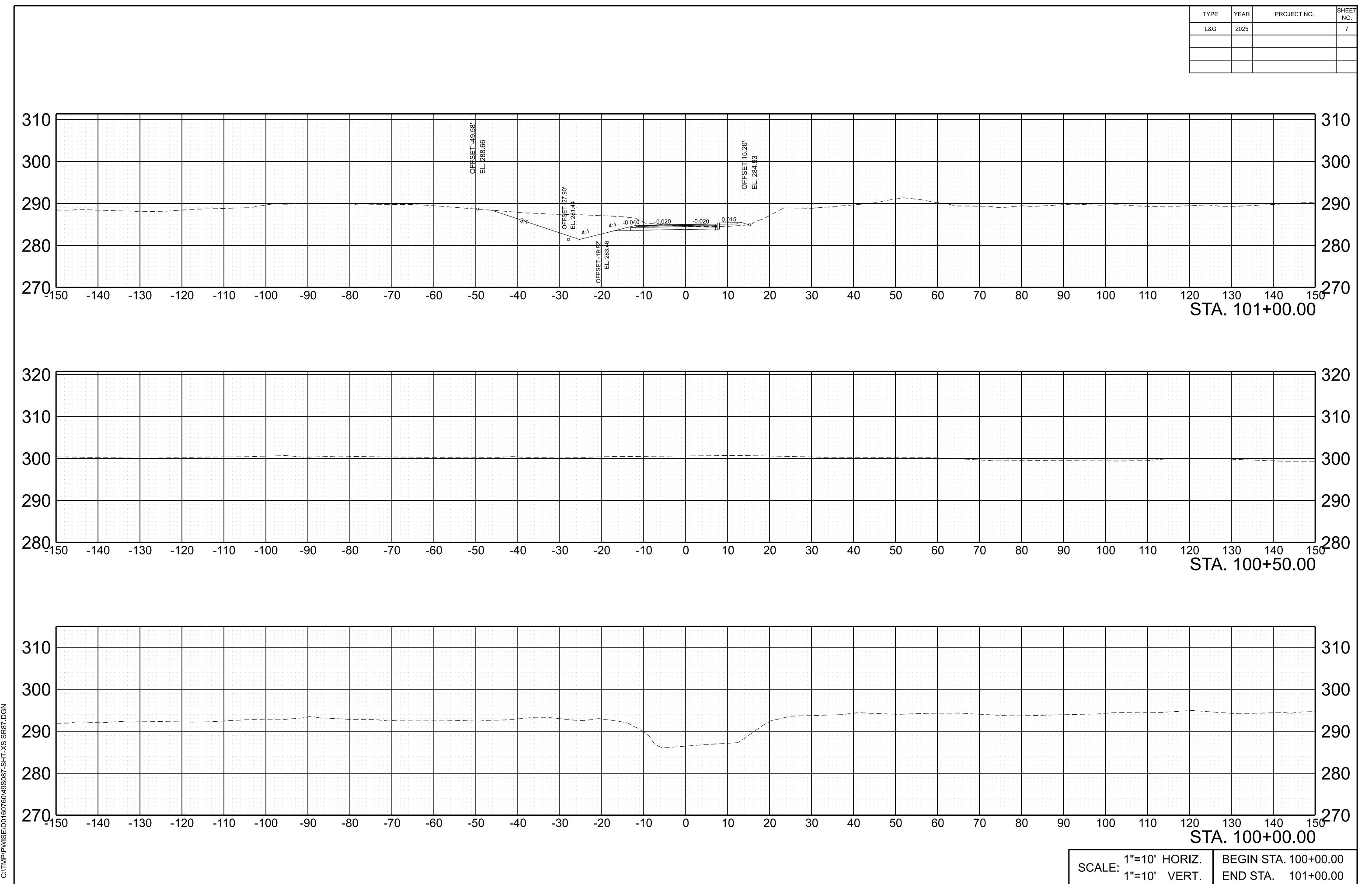
PRIVATE DRIVE, BUSINESS,

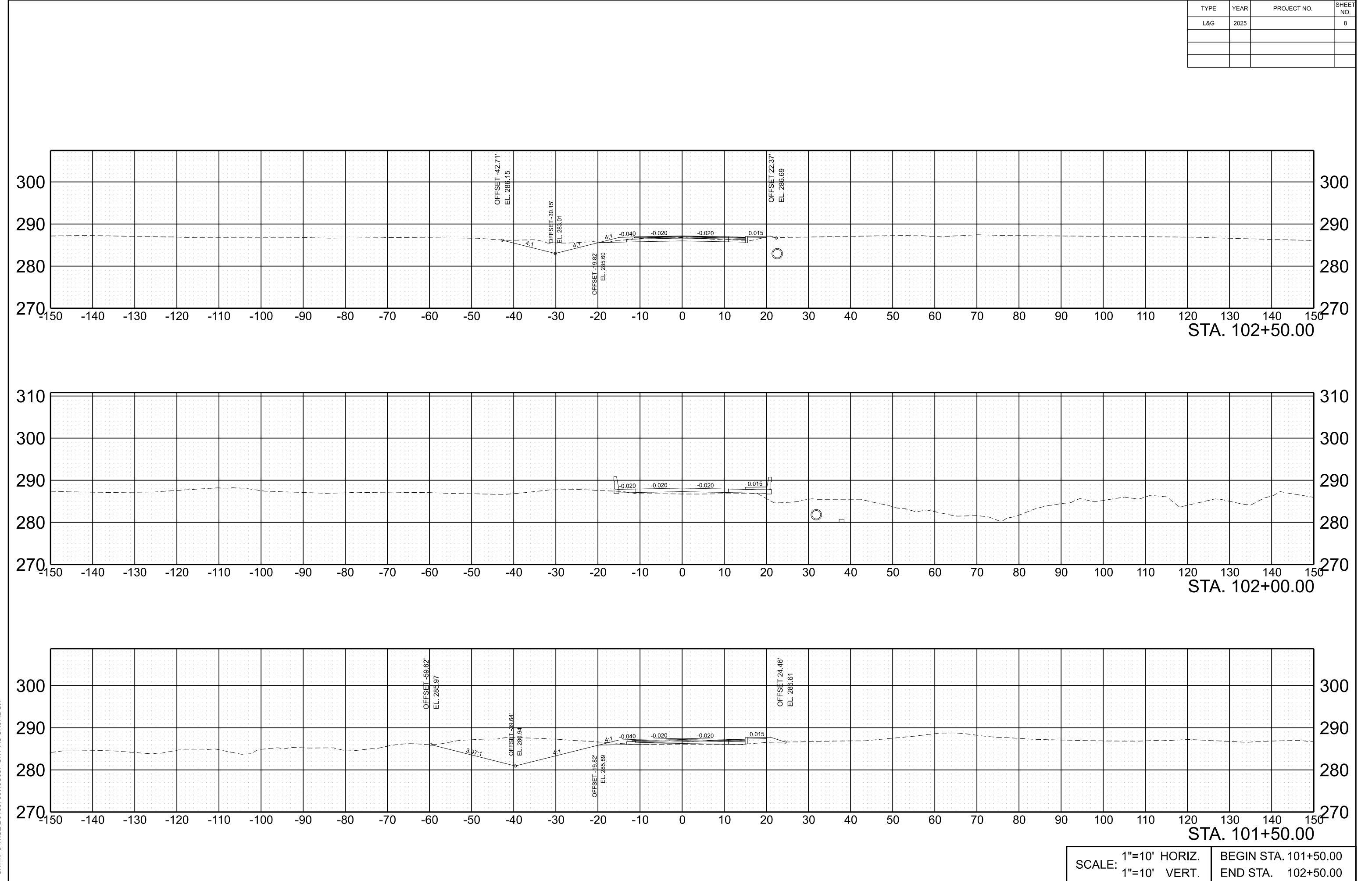
AND FIELD ENTRANCE

PROFILE(S)

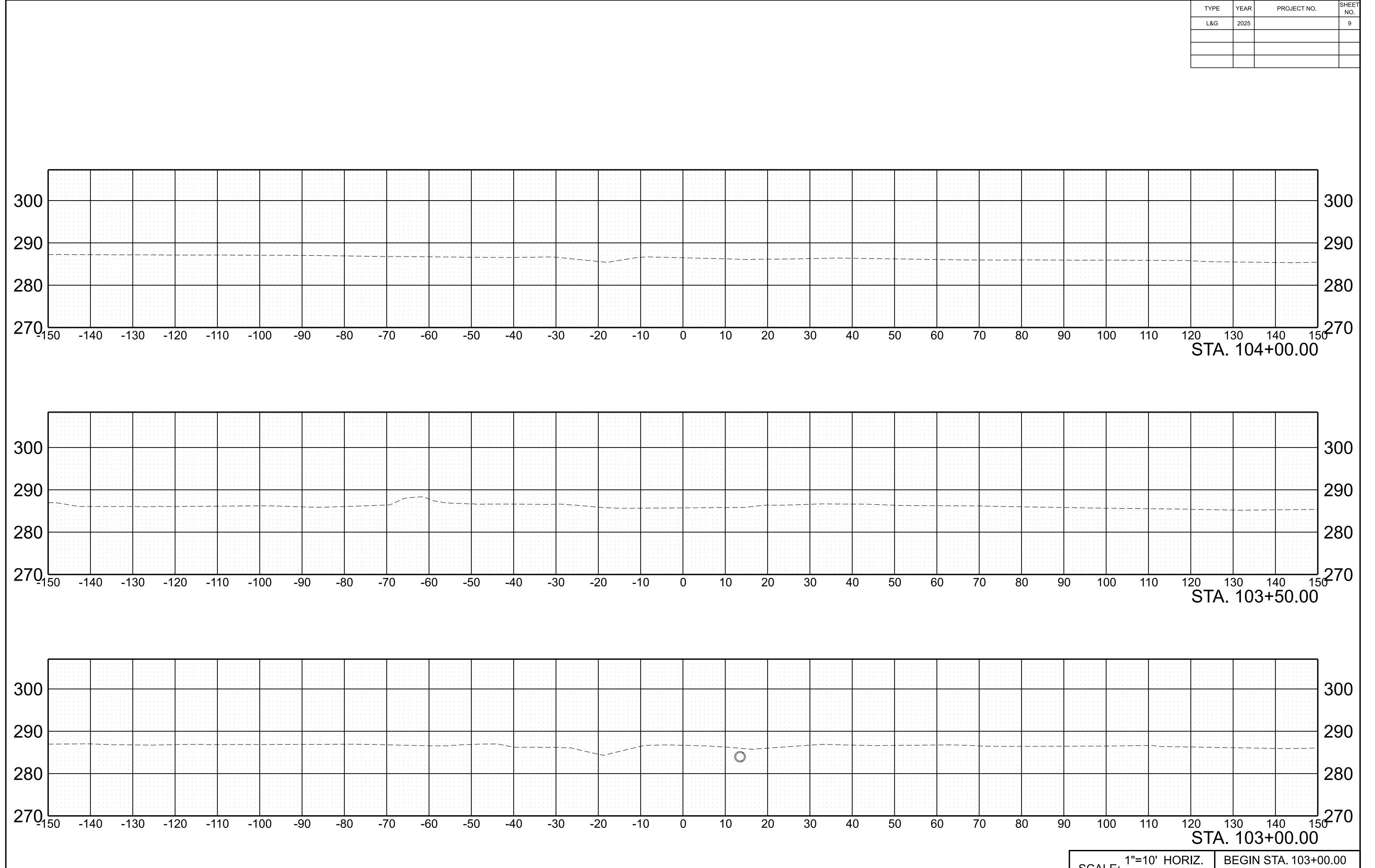
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.







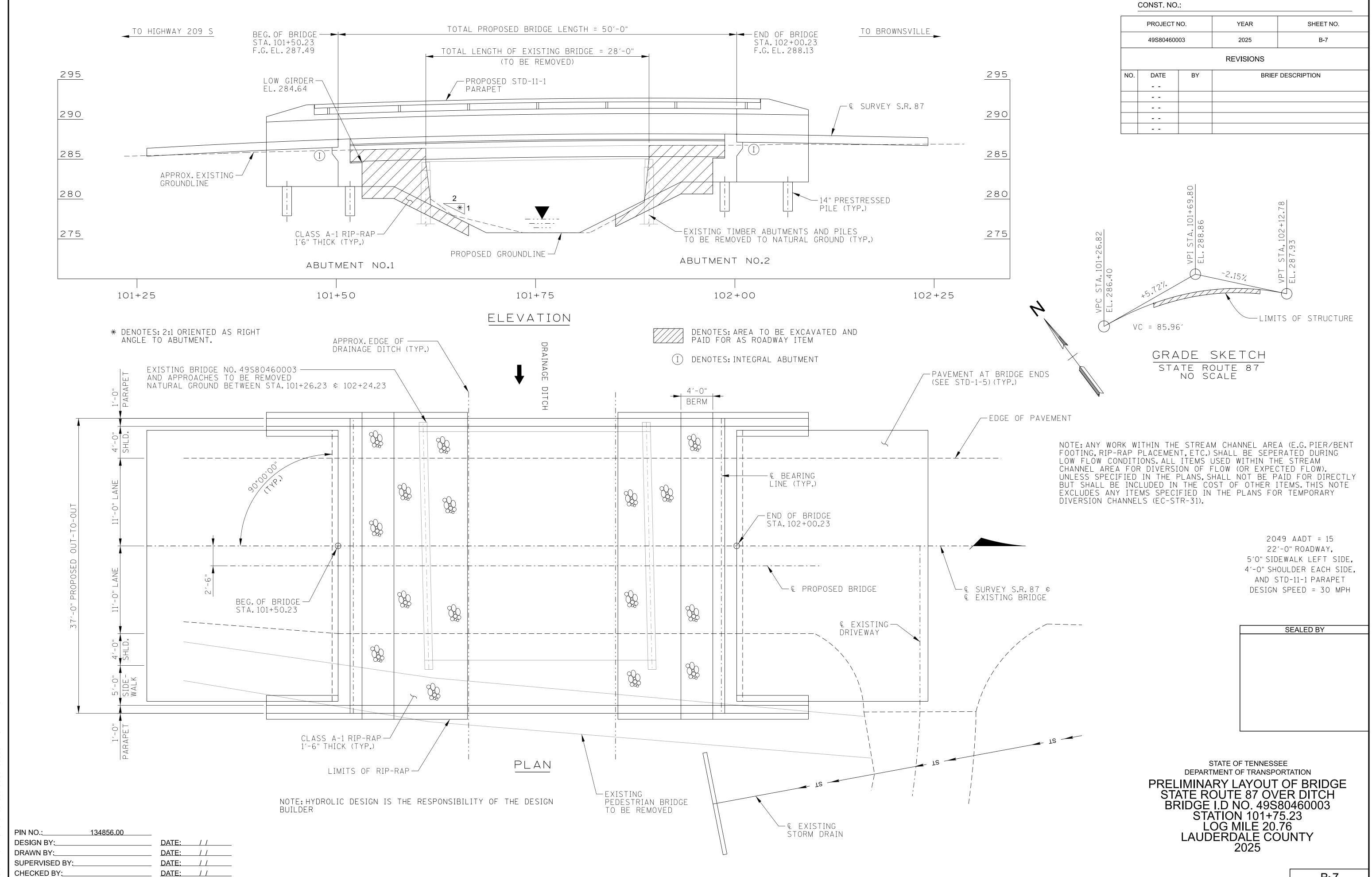
END STA. 102+50.00



3/18/2025 8:58:43 PM

SCALE: 1"=10' HORIZ. BEGIN

BEGIN STA. 103+00.00 END STA. 104+00.00

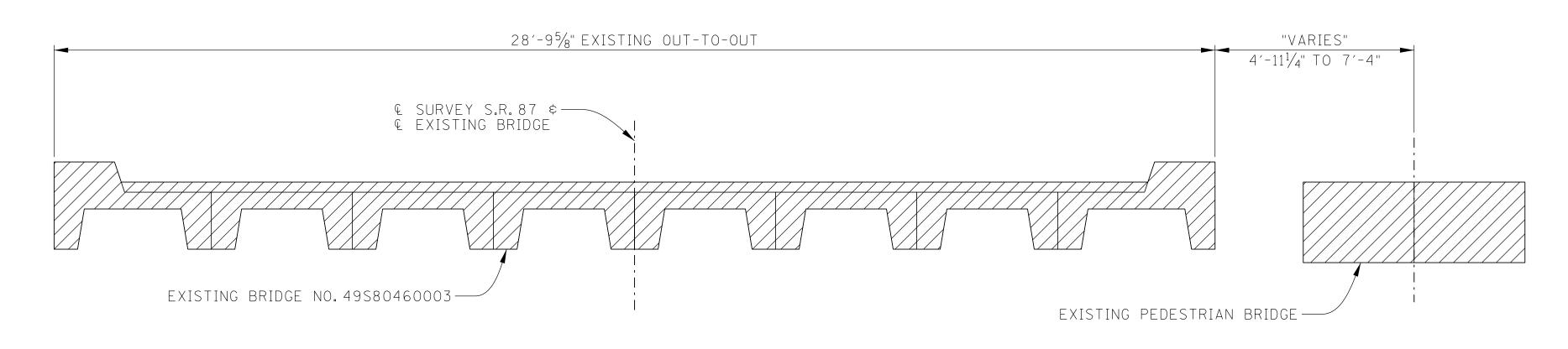


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B•7

37'-0" PROPOSED OUT-TO-OUT 4'-0" SHLD. 4'-0" SHLD. 1'-0" 11'-0" LANE 11'-0" LANE 5'-0" SIDEWALK 1'-0" PARAPET PARAPET 2'-6" --- PROPOSED - & PROPOSED BRIDGE 8½" DECK F.G. LINE — - PROPOSED S.R. 87 1.50% STD-11-1 PARAPET 2.00% 2.00% (TYP.) & PROPOSED 24"X36" BOX BEAM 3'-0" 3'-0" 4 SPACES @ 7'-9" = 31'-0"

TYPICAL SECTION - PROPOSED (LOOKING FORWARD ON SURVEY)



DENOTES: EXISTING STRUCTURE TO BE REMOVED

TYPICAL SECTION - EXISTING (LOOKING FORWARD ON SURVEY)

GENERAL NOTES

- . CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021 EDITION.)
- 2. DESIGN SPECIFICATIONS: 9H EDITION (2021) ASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.
- 3. LOADING: HL-93 LIVE LOAD INCREASED BY 10% IN ADDITION TO ALL LOAD FACTORS SPECIFIED BY AASHTO FOR ALL APPLICABLE LOAD COMBINATIONS; SEISMIC CATEGORY "__" WITH AS = ___, SDS = ___, SD1 = ___ (1000 YEAR RETURN PERIOD); DEAD LOADS SHALL INCLUDE 35 LB/SQ.FT.FOR FUTURE WEARING SURFACE.
- 4. SUPERSTRUCTURE: TO CONSIST OF ONE SINGLE SPAN OF SIMPLY SUPPORTED 24"X36" PRESTRESSED BOX BEAMS WITH COMPOSITE CONCRETE SLAB.
- 5. CONCRETE: CLASS A F'C=3000, CLASS D F'C=4000 PSI FOR BRIDGE DECK.
- 6. BEAM CONCRETE: CLASS A F'CI=7000 PSI, CLASS A F'C=8000 PSI FOR PROPOSED PRESTRESSED BOX BEAMS
- 7. REINFORCING STEEL: TO BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. EPOXY COAT ALL SLAB STEEL.
- 8. BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD 3 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.
- 9. USE STD-11-1 PARAPETS
- 10. TEXTURE COATING: TO BE GRAY (36440) EXCEPT ENTIRE PARAPET TO BE WHITE (37886).
- 11. EXCAVATION: TO BE BASED ON EXISTING GROUND AT ABUTMENTS.
- 12 FLUMES AT BRIDGE ENDS ARE NOT REQUIRED.
- 13 BRIDGE DECK DRAINS ARE NOT REQUIRED.
- 14 EXISTING BRIDGE DESCRIPTION: SINGLE SPAN AT 28'-0" SIMPLY SUPPORTED CONCRETE CHANNEL BRIDGE WITH A 28'-95%" OUT-TO-OUT WIDTH.

SEALED BY

PRELIMINARY TYPICAL CROSS-SECTION
STATE ROUTE 87 OVER DITCH
BRIDGE I.D NO. 49S80460003
STATION 101+75.23
LOG MILE 20.76
LAUDERDALE COUNTY
2025

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