



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

YEAR	PROJECT NO.	SHEET NO.
2026	82I081-M3-004	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SULLIVAN COUNTY

BRIDGES OVER DOUBLE SPRING ROAD, LM 0.65

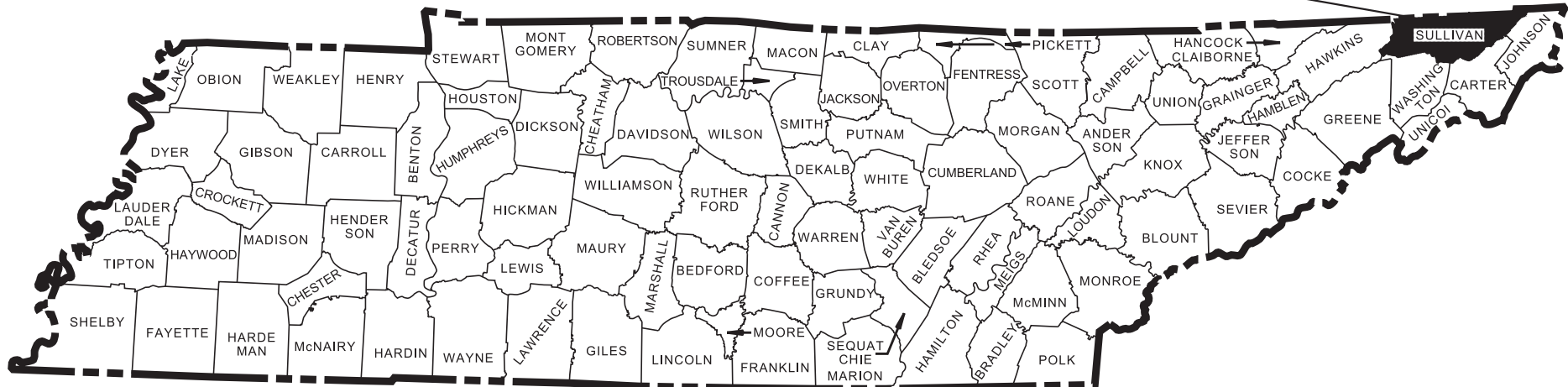
PS&E
BRIDGE REPAIR
INTERSTATE 81

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	82I081-M3-004	
FED. BRIDGE ID NO.	82I00810001 & 82I00810002	

PROJECT LOCATION

BRIDGE ID. # 82I00810001 & 82I00810002



BRIDGE NO: 82-10081-0.65 L&R



PROJECT TO BE BUNDLED WITH:
SULLIVAN COUNTY I-26
PIN: 135264.00

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT REPAIR OFFICE PROJECT MANAGER : STEPHEN WILSON

DESIGNED BY : PALMER ENGINEERING COMPANY

DESIGNER : LOGAN COLBERT, P.E. CHECKED BY : SCOTT WILSON, P.E.

P.E. NO. 82I081-M3-004

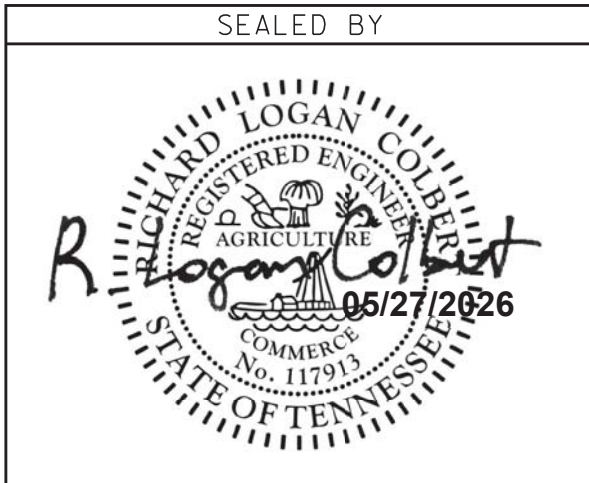
PIN NO. 135265.00

ROADWAY LENGTH 00.021 MILES
BRIDGE LENGTH 00.021 MILES
PROJECT LENGTH 00.021 MILES

I-81

AADT (2023)	36,627
POSTED SPEED	65 MPH

TOTAL DISTURBED AREA < 0.95 ACRE



APPROVED: SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED: WILL REID, COMMISSIONER

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ROADWAY INDEX

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STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-F-1	03-01-23	HIGH VISIBILITY FENCE
SAFETY DESIGN AND GUARDRAILS		
S-CC-1	10-01-24	CRASH CUSHION
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING

STANDARD TRAFFIC DESIGN DRAWINGS

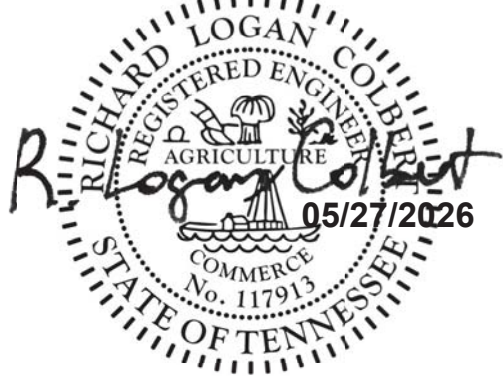
DWG.	REV.	DESCRIPTION
SIGNS		
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	03-26-25	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-62	08-20-25	CONSTRUCTION ACCESS/EMERGENCY PULL-OFF ON FREEWAYS
T-WZ-65	03-26-25	LANE CLOSURE WITH LATE MERGE
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

STANDARD STRUCTURE DRAWING

DWG.	REV.	DESCRIPTION
STD-1-1SS	07-09-25	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	1A
PS&E	2026	82I081-M3-004	1A

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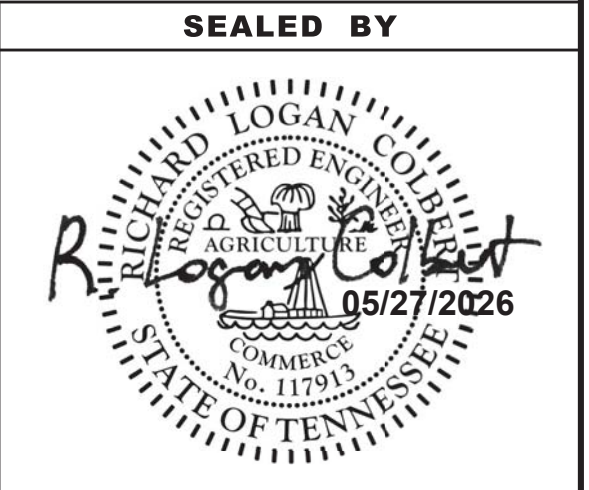
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND
STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	1B
PS&E	2026	82I081-M3-004	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. BRIDGE NO. 82I00810001 I-81 NB OVER DOUBLE SPRING ROAD LM 0.65 (82-I0081-00.65R) HAS GREY TEXTURE COATINGS ON PARAPET, ENDWALL, ABUTMENT, BEAM PAD, SLOPE PAD, BENT, AND BENT PAD AT 3% CHRYSOTILE. BRIDGE NO. 82I00810002 I-81 SB OVER DOUBLE SPRING ROAD LM 0.65 (82-I0081-00.65L) HAS GREY TEXTURE COATINGS ON PARAPET, ENDWALL, ABUTMENT, BEAM PAD, AND BENT AT 3% CHRYSOTILE.	AT LOCATIONS ON BRIDGE NOTED
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	THE STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TDEC RULES CHAPTER 1200-01-20) MANDATES THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS. ABATEMENT OF THIS MATERIAL SHALL BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. ACM ABATEMENT SHOULD BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES IF POSSIBLE. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026) SECTIONS 107.08.D AND 202.03).	AT LOCATIONS ON BRIDGE NOTED



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

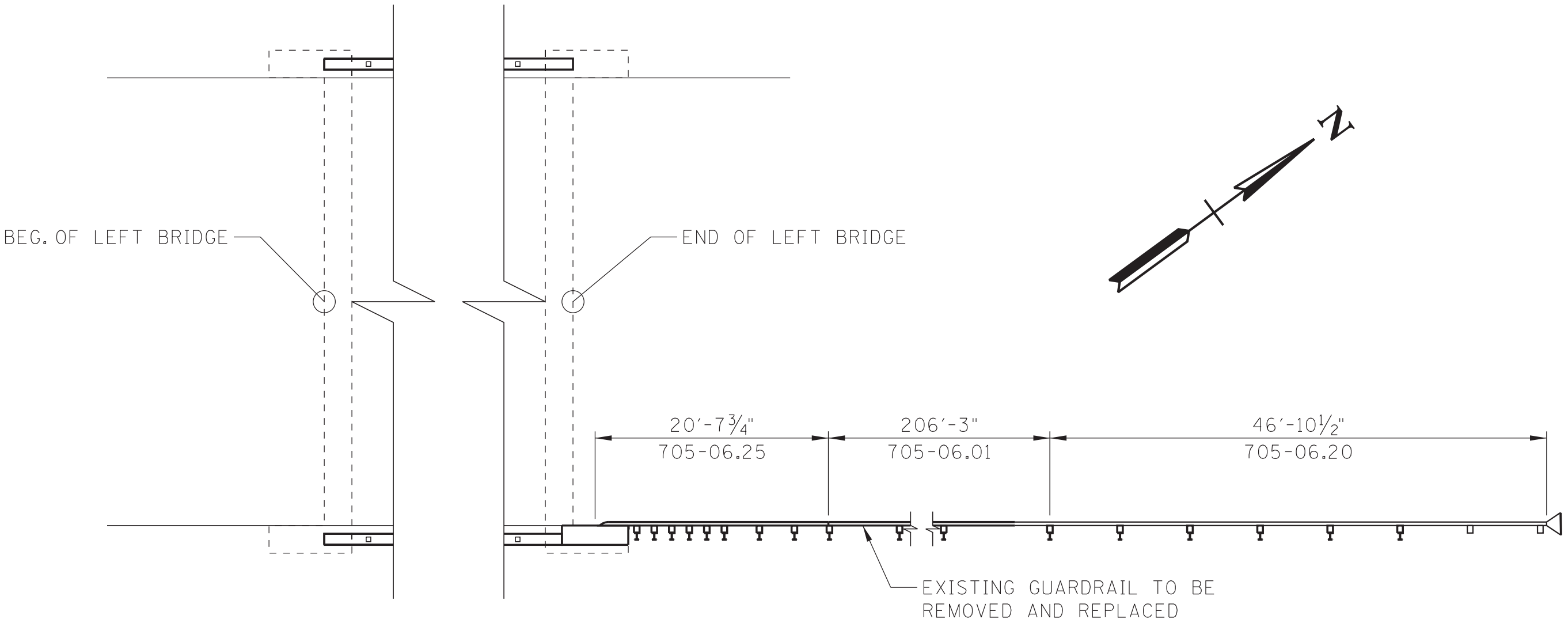
PROJECT
COMMITMENTS

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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	250
403-01	BITUMINOUS MATERIAL FOR TACKCOAT (TC)	TON	1.9
411-03.10	ACS MIX(PG-76-22) GRADING D	TON	288
411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	1.9
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	4336
705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	1
705-06.01	W BEAM GR (TYPE 2) MASH TI-3	L.F.	207
705-06.20	TANGENT ENERGY ABSORBING TERM MASH TI-3	EACH	1
705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TI-3	EACH	1
706-01	GUARDRAIL REMOVAL	L.F.	273
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	250
(1) 712-01	TRAFFIC CONTROL	LS	0.5
(2) 712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	360
(2) 712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	340
(3) 712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	300
	712-04.50 BARRIER RAIL DELINEATOR	EACH	18
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	2
(4) 712-06	SIGNS (CONSTRUCTION)	S.F.	1272
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	24
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
(5) 712-08.12	QUEUE PROTECTION TRUCK	DAY	80
(6) 712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	12
(7) 712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	52544
	712-09.04 REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	36
(7) 712-09.31	REMOVABLE BLACK-OUT TAPE (8IN)	L.F.	19600
(8) 713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	5
(9) 717-01	MOBILIZATION	LS	0.5
(10) 730-40.02	TEMPORARY TRAFFIC SIGNAL SYSTEM	LS	0.5

FOOTNOTES	
(1)	ALL COSTS ASSOCIATED WITH INSTALLING, STORING, AND RE-INSTALLING ALL TRAFFIC CONTROL DEVICES DURING AND BETWEEN THE DIFFERENT TRAFFIC CONTROL PHASES SHALL BE INCLUDED IN THE PRICE BID FOR EACH ITEM. DURING THE TIME BETWEEN DIFFERENT TRAFFIC CONTROL PHASES, THE CONTRACTOR SHALL STORE ALL TRAFFIC CONTROL DEVICES IN A PROPER LOCATION THAT WILL NOT INTERFERE WITH THE TRAFFIC FLOW. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER. QUANTITY SHARED WITH BUNDLED PROJECT NO. 82I026-M3-005.
(2)	ITEM INCLUDES COST OF INSTALLING AND RELOCATING PORTABLE BARRIER RAIL FOR ALL TRAFFIC CONTROL PHASES.
(3)	THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE UNIT BID ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWINGS.
(4)	ANY LOSS OR DAMAGE TO THE SIGNS SHALL BE PAID FOR BY THE CONTRACTOR.
(5)	SEE SPECIAL PROVISION SP712PTQ. QUANTITY ASSUMES 2 TRUCKS (1 PRIMARY + 1 RESERVE) IN EACH DIRECTION, WITH CONSTRUCTION OCCURING IN BOTH DIRECTIONS ON I-81 AT THE SAME TIME.
(6)	SEE SPECIAL NOTES ON SHEET T2. QUANTITY ASSUMES CONSTRUCTION WILL BE COMPLETED IN 2 PHASES, WITH WORK OCCURING IN BOTH DIRECTIONS ON I-81 AT THE SAME TIME.
(7)	QUANTITY ASSUMES TAPE TO BE APPLIED AND REMOVED 2 TIMES FOR EACH PHASE IN EACH DIRECTION.
(8)	CHANGEABLE MESSAGE SIGN UNITS TO BE USED AT ENGINEERS DISCRETION. THESE ARE SEPARATE FROM THOSE REQUIRED FOR THE PORTABLE QUEUE WARNING SYSTEM.
(9)	QUANTITY SHARED WITH BUNDLED PROJECT NO. 82I026-M3-005.
(10)	ITEM INCLUDES TEMPORARY SIGNALS AND ONE (1) RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL AT LOCATION SHOW ALONG DOUBLE SPRINGS ROAD. COORDINATION BETWEEN TEMPORARY TRAFFIC SIGNALS IS REQUIRED TO ENSURE PROPER TRAFFIC FLOW. QUANTITY SHARED WITH BUNDLED PROJECT NO. 82I026-M3-005.

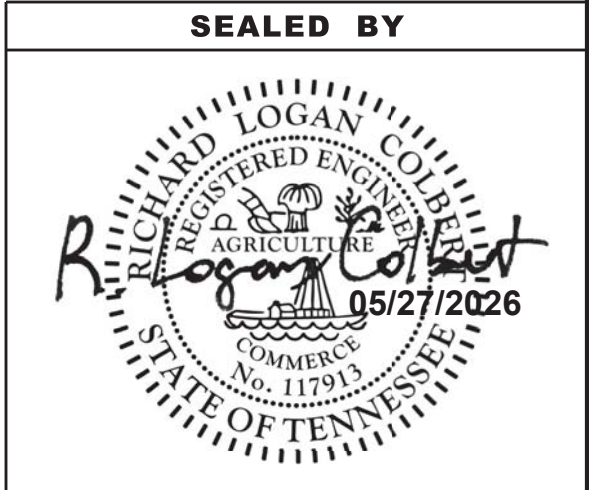
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	2
PS&E	2026	82I081-M3-004	2



GUARDRAIL PLAN
I-81 LEFT BRIDGE (SBL)

THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR REMOVING THE EXISTING GUARDRAIL FOR THE LIMITS SHOWN TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 706-01, GUARDRAIL REMOVED, L.F.

THE REMOVED GUARDRAIL SHALL BECOME THE PROPERTY OF THE CONTRACTOR.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

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GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

GUARDRAIL

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

MISCELLANEOUS

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

ROAD CLOSURE

- (1) 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.

PAVEMENT MARKINGS

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (17) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.02 REMOVABLE PAVEMENT MARKING (8" BARRIER LINE) PER L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

PAVEMENT

PAVING

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

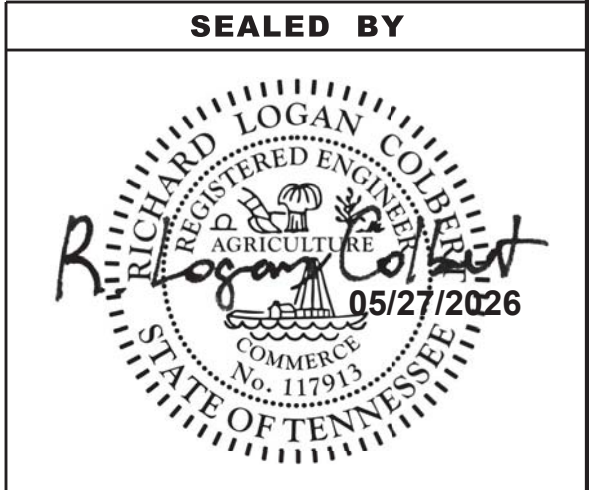
SPECIAL NOTES

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- (1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- (2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- (3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	2C
PS&E	2026	82I081-M3-004	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL AND
SPECIAL NOTES

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ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1)

SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2)

NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3)

INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (4)

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (5)

THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (6)

STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7)

HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8)

WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

- (10)

NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11)

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

- (12)

IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

- (13)

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (14)

ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15)

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16)

THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17)

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

SUPPORT ACTIVITIES

- (18)

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

- (1)

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

ECOLOGY

- (2)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3)

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

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

PROJECT COMMITMENTS

- (5)

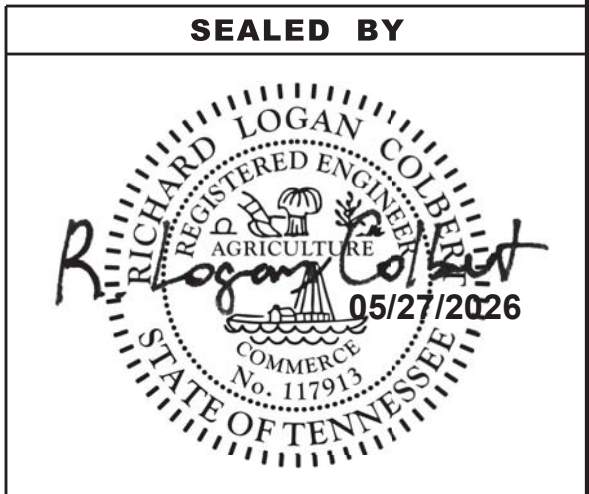
SEE PROJECT COMMITMENTS, SHEET 1B FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

- (6)

SEE SHEET BR133-357 FOR PROJECT SCOPE OF WORK.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	821081-M3-004	2E
PS&E	2026	821081-M3-004	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1)

IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.
- (2)

AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- (3)

UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.
- (4)

PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.
- (5)

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

SEDIMENT CONTROL

- (6)

EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7)

TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8)

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9)

OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (10)

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

INSPECTION, MAINTENANCE & REPAIR

- (12)

THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13)

TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14)

EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (15)

DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (16)

UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17)

INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
- (18)

THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19)

SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-08.02, TEMPORARY SILT FENCE (WITH BACKING), L.F.

EROSION PREVENTION

- (20)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21)

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

- (22)

NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.
- (23)

TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.
- (24)

STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25)

PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26)

TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27)

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

PERMITS, PLANS & RECORDS

- (28)

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29)

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

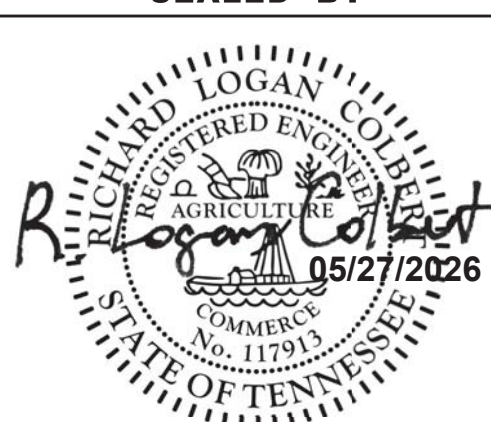
THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES,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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	2E1
PS&E	2026	82I081-M3-004	2E1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC PLAN
AND NOTES

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EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL (CONT.)

- (33)

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

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

WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36)

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

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

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

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

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

SUPPORT ACTIVITIES

- (41)

IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42)

MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43)

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

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44)

ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45)

FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

- (46)

APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47)

ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48)

THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49)

IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50)

FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51)

IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53)

CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS & BUFFER ZONES

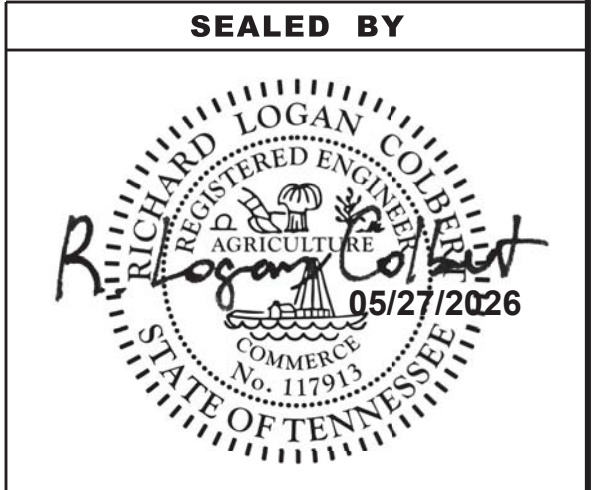
- (1)

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.
- (2)

A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (3)

BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

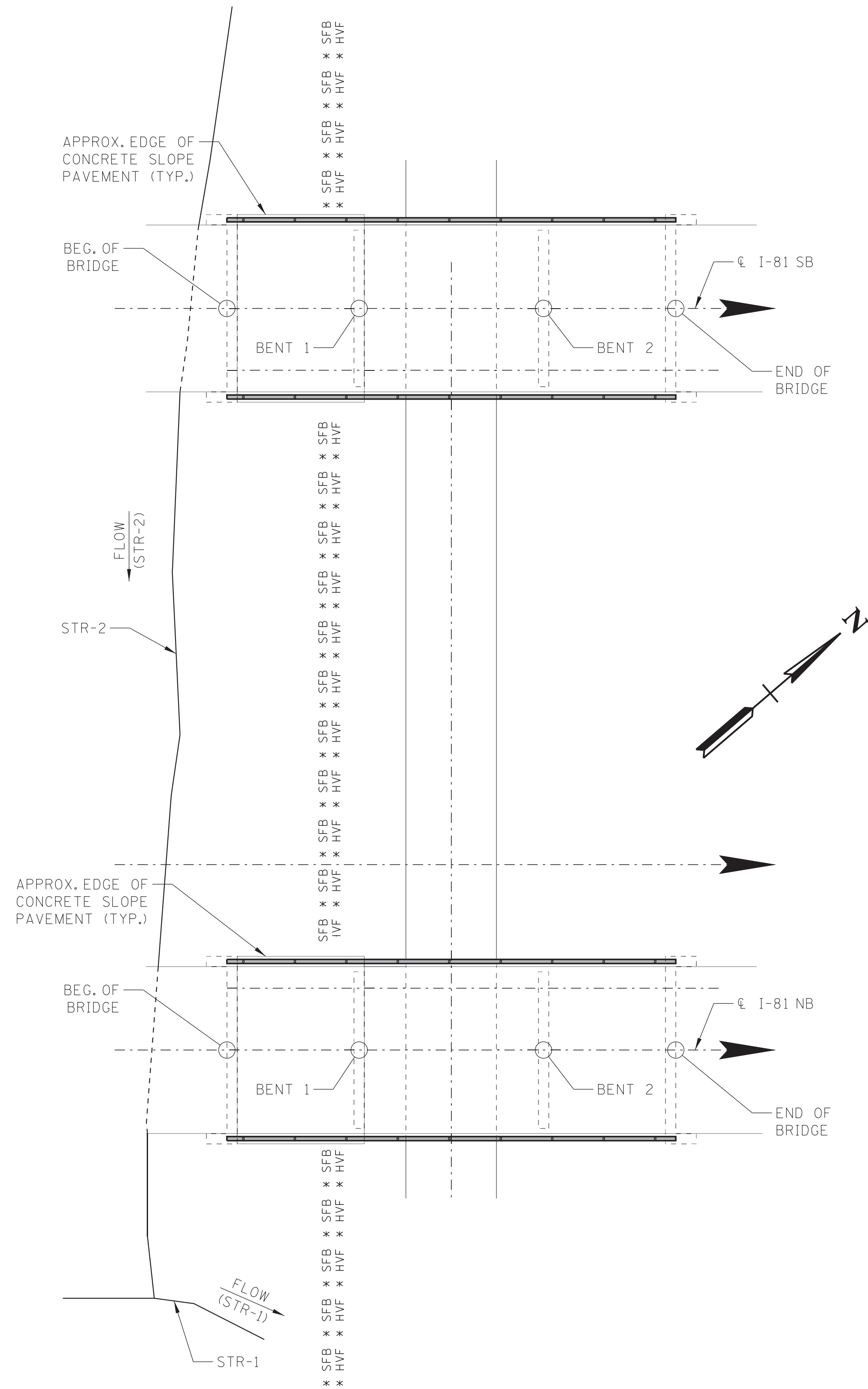
TYPE	YEAR	PROJECT NO.	SHEET NO.
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PS&E	2026	82I081-M3-004	2E2



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC PLAN
AND NOTES

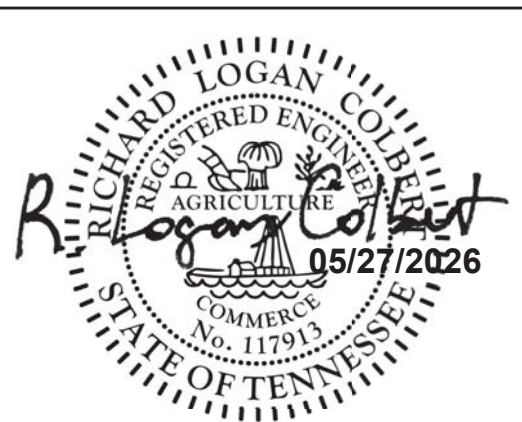
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EPSC PLAN

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.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SFB * SFB * SFB	SILT FENCE WITH WIRE BACKING	EC-STR-3C
* HVF * HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

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EPSC PLAN AND NOTES

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UTILITY NOTES

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

ELECTRIC: APPALACHIAN ELECTRIC
420 RIVERPORT ROAD
KINGSPORT, TN 37660
CONTACT: TOM HENSLEY
OFFICE PHONE: 423 578 2249
CELL PHONE: 423 360 7497
Email: TDHENSLEY@AEP.COM

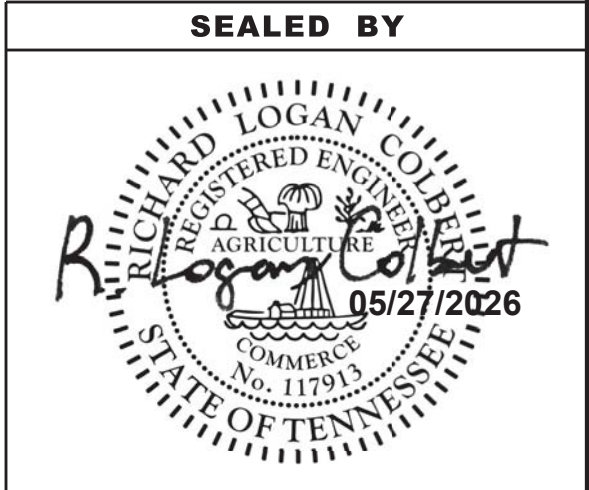
WATER/SEWER: KINGSPORT WATER AND SEWER
1213 KONNAROCK ROAD
KINGSPORT, TN 37664
CONTACT: CHAD AUSTIN
OFFICE PHONE: 423 224 2546
CELL PHONE: 423 224 2509
Email: CHADAUSTIN@KINGSPORTTN.GOV

GAS: ATMOS ENERGY
2833 WEST MARKET STREET
JOHNSON CITY, TN 37604
CONTACT: SETH BRADBURN
OFFICE PHONE: 423 440 4521
Email: SETH.BRADBURN@ATMOSENERGY.COM

GAS: ENBRIDGE
555 MARIOTT DRIVE
STE 600
NASHVILLE, TN 37214
1277 FORDTOWN ROAD, KINGSPORT, TN 37663
CONTACT:
Email: CROSSINGSUS@ENBRIDGE.COM

FIBER/PHONE: BRIGHTSPEED
101 NORTH ROAN STREET
JOHNSON CITY, TN 37601
CONTACT: ANDREW ICE
OFFICE PHONE: 423 461 7724
CELL PHONE: 423 470 5636
Email: ANDREW.F.ICE@BRIGHTSPEED.COM

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
- a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
- a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

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

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

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

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

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

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

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

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

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

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

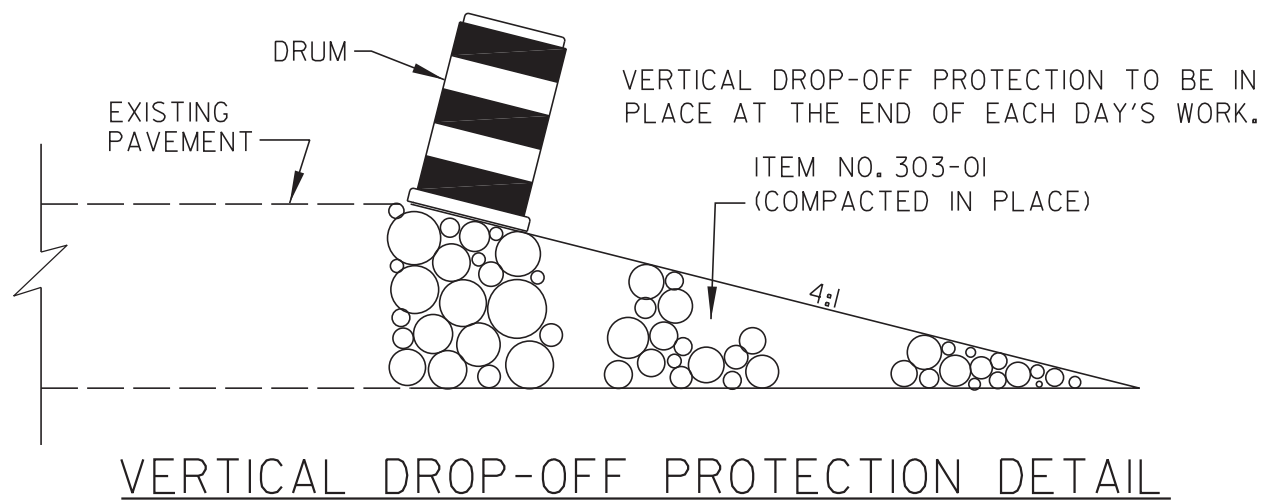
- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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



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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
- a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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L & G	2026	82I081-M3-004	T1
PS&E	2026	82I081-M3-004	T1

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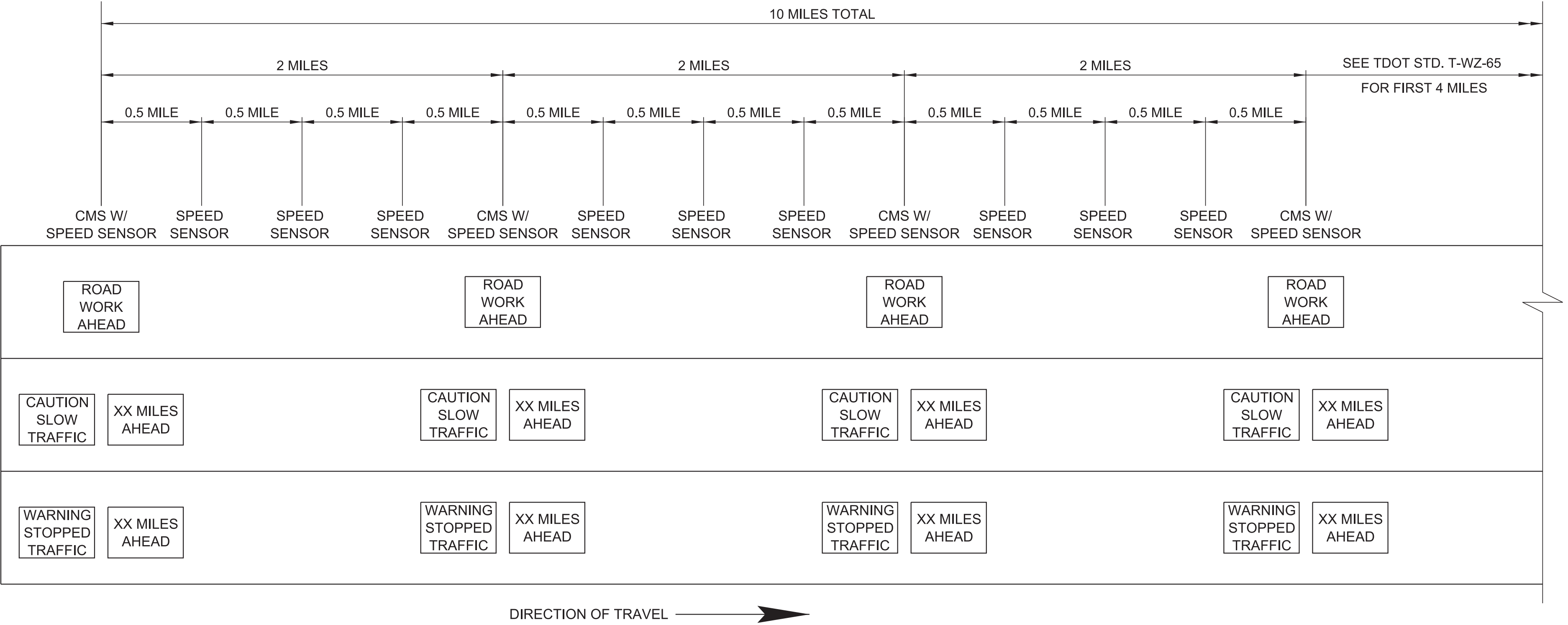
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	T2
PS&E	2026	82I081-M3-004	T2



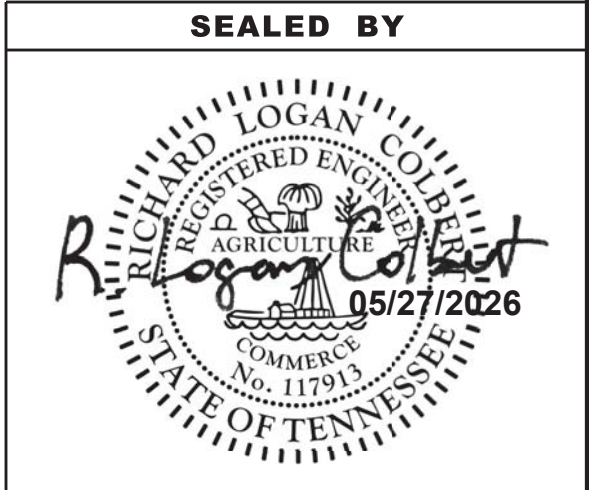
PORTABLE QUEUE WARNING SYSTEM LAYOUT
NTS

SEE TDOT SPECIAL PROVISION SP712PQWS FOR ADDITIONAL INFORMATION.

IF TRAFFIC BACKS UP BEYOND THE LAST CHANGEABLE MESSAGE SIGN UNIT, TDOT PERSONNEL SHOULD BE NOTIFIED SO ADJUSTMENTS CAN BE MADE TO RELOCATE THE LAST CMS WITH SPEED SENSOR TO THE NEW END OF THE QUEUE AND ADJUST SPACING OF THE INTERMITTENT SPEED SENSORS.

PQWS CHANGEABLE MESSAGE SIGN UNITS ARE TO BE PROGRAMED WITH "ZIPPER" MERGE SYSTEM MESSAGES. MESSAGES AND LOCATIONS ARE TO BE DETEREMINED BY THE ENGINEER. ANY COSTS ASSOCIATED WITH INTEGRATING ADDITIONAL "ZIPPER" MERGE MESSAGES OR DEVICES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-08.14, PORTABLE QUEUE WARNING SYSTEM, DAY.

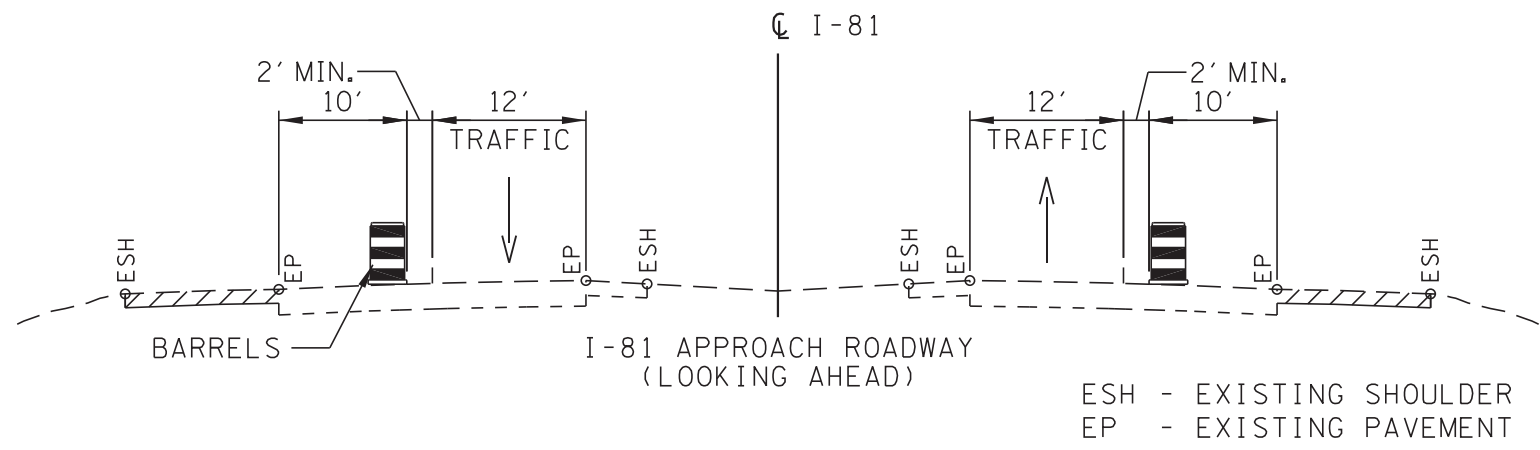
IF THE PQWS IS AT ANY POINT INOPERABLE WHILE A LANE CLOSURE IS IN EFFECT, THE CONTRACTOR SHALL IMMEDIATELY ALERT THE DISTRICT ENGINEER. ADDITIONALLY, THE CONTRACTOR SHALL DISPATCH PTQ TRUCKS IN ACCORDANCE WITH TDOT SPECIAL PROVISION SP712PTQ WITHIN 4 HOURS OF THE SYSTEM BEING INOPERABLE AND SHALL REMAIN ON-SITE UNTIL THE SYSTEM IS AGAIN FULLY FUNCTIONING. THE COST OF THESE VEHICLES WILL BE INCIDENTAL TO THE PQWS PAY ITEM.



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DEPARTMENT OF TRANSPORTATION

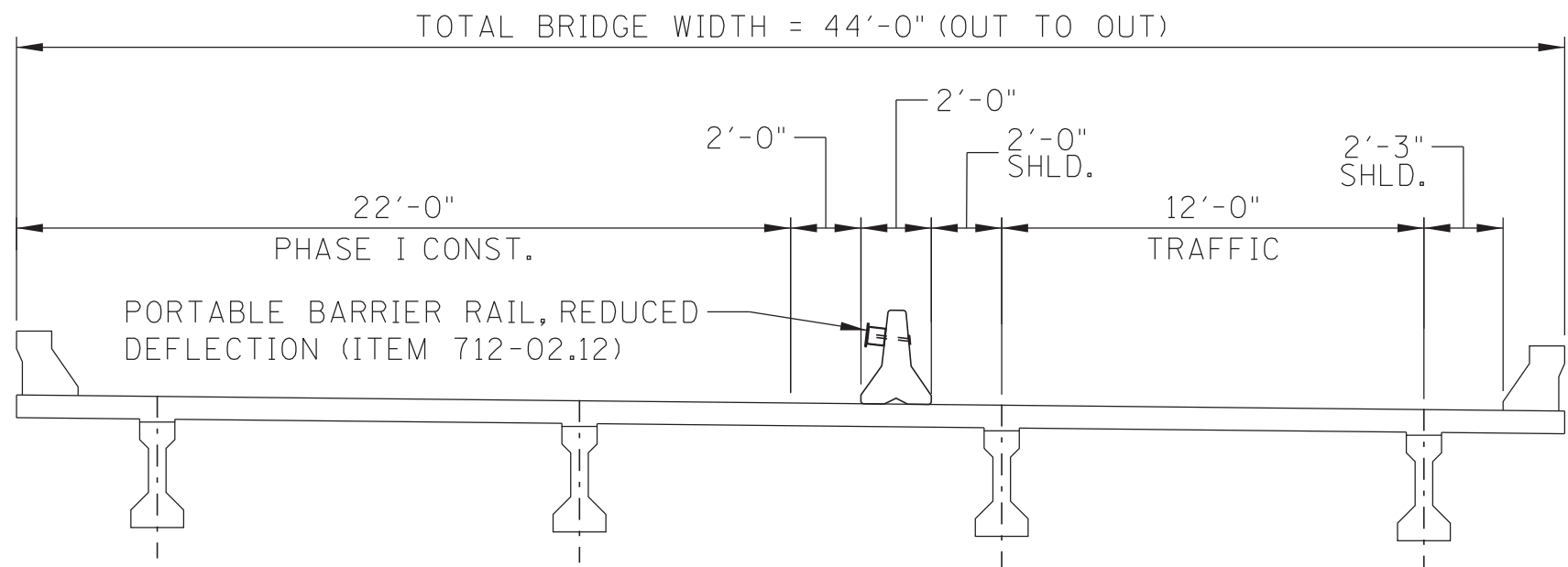
PORTABLE QUEUE
WARNING SYSTEM
LAYOUT

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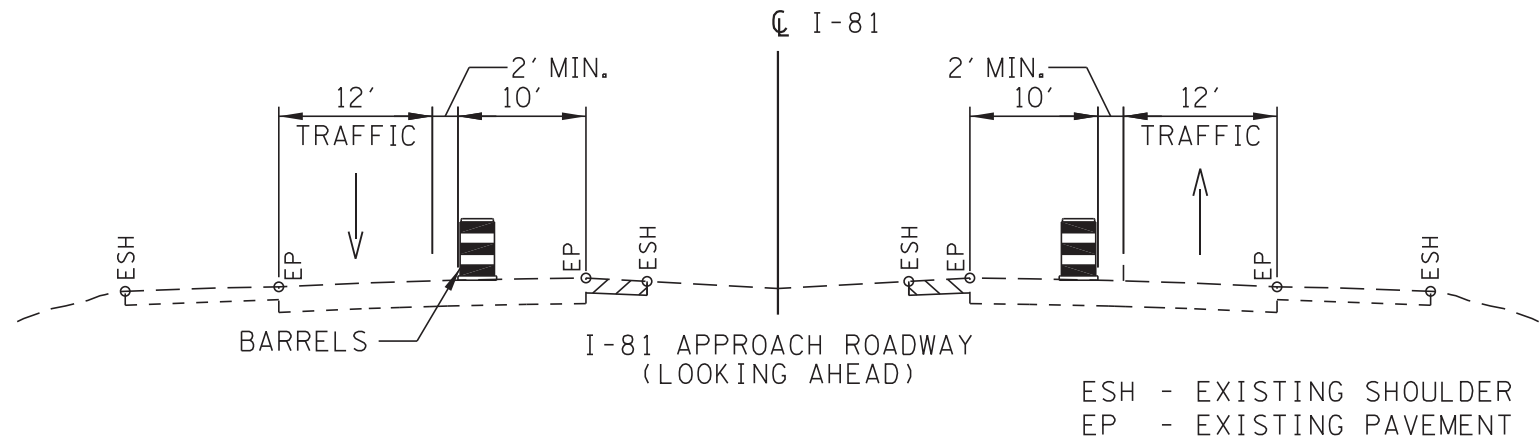


PHASE I-A (RUMBLE STRIP / SHOULDER WORK)

1. INSTALL APPROPRIATE MEASURES TO CLOSE OUTSIDE SHOULDERS TO ALLOW FOR MOBILE MILLING OPERATION TO REMOVE EXISTING RUMBLE STRIPS.
2. MILL 1.5" TO REMOVE RUMBLE STRIPS AND PLACE BACK 1.5" OF "D" MIX TO BRING MILLED AREA ON OUTSIDE SHOULDERS BACK UP TO EXISTING GRADE. MILLING OF RUMBLE STRIPS SHALL BE LIMITED TO 4'-0" WIDE MAXIMUM.
3. REMOVE TEMPORARY PAVEMENT MARKINGS AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR PHASE I TRAFFIC.

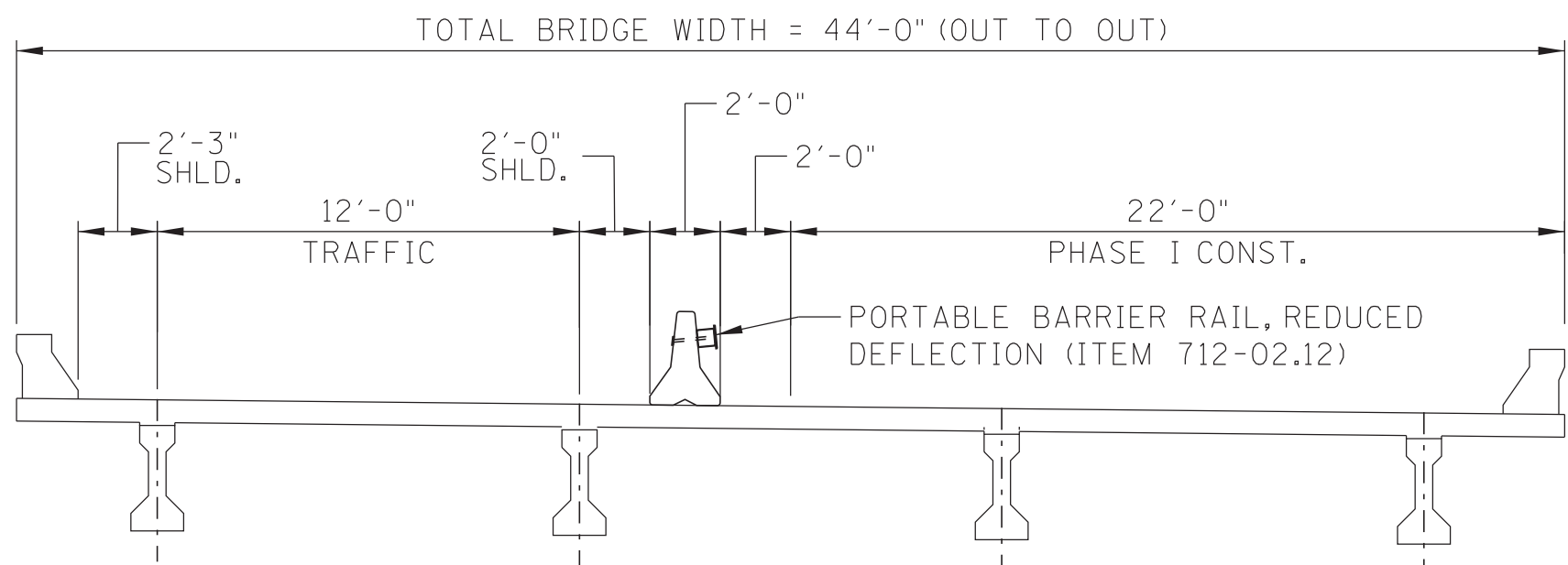


PHASE I CONSTRUCTION (I-81 NBL SHOWN, SBL SIMILAR)



PHASE II-A (RUMBLE STRIP / SHOULDER WORK)

1. INSTALL APPROPRIATE MEASURES TO CLOSE INSIDE SHOULDERS TO ALLOW FOR MOBILE MILLING OPERATION TO REMOVE EXISTING RUMBLE STRIPS.
2. MILL 1.5" TO REMOVE RUMBLE STRIPS AND PLACE BACK 1.5" OF "D" MIX TO BRING MILLED AREA ON INSIDE SHOULDERS BACK UP TO EXISTING GRADE. MILLING OF RUMBLE STRIPS SHALL BE LIMITED TO 4'-0" WIDE MAXIMUM.
3. REMOVE TEMPORARY PAVEMENT MARKINGS AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR PHASE II TRAFFIC.



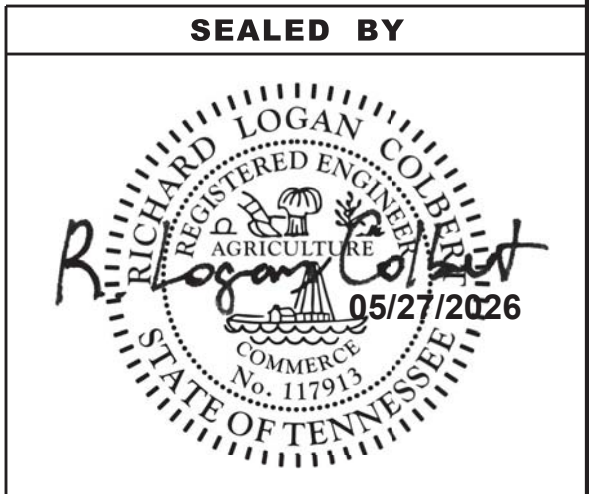
PHASE II CONSTRUCTION (I-81 NBL SHOWN, SBL SIMILAR)

TRAFFIC CONTROL SIGN QUANTITIES						
TYPE	DESCRIPTION	SIZE (INCHES)	S.F.	I-81	DOUBLE SPRINGS RD.	SIGNS (CONST.) 712-06, S.F.
		L x W				
G20-2	END ROAD WORK	48 x 24	8	4		32
SPECIAL	TRUCKS ENTERING/EXITING	48 x 48	16	8		128
SPECIAL	TRUCKS ENTERING HIGHWAY	48 x 48	16	4		64
TN-44	WORKERS PRESENT WHEN FLASHING - REDUCE SPEED \$500 FINE MAX	78 x 60	32.5	4		130
W1-4L	REVERSE CURVE (LEFT)	48 x 48	16	4		64
W1-4R	REVERSE CURVE (RIGHT)	48 x 48	16	4		64
W4-2L	LEFT LANE ENDS	48 x 48	16	4		64
W4-2R	RIGHT LANE ENDS	48 x 48	16	4		64
W16-2P	500 FEET PLAQUE	30 x 24	5	4		20
W16-3P	1/2 MILE PLAQUE	30 x 24	5	4		20
W20-5L	LEFT LANE CLOSED 1 MILE	48 x 48	16	4		64
W20-5L	LEFT LANE CLOSED 1/2 MILE	48 x 48	16	4		64
W20-5L	LEFT LANE CLOSED 1500 FT	48 x 48	16	4		64
W20-5R	RIGHT LANE CLOSED 1 MILE	48 x 48	16	4		64
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48 x 48	16	4		64
W20-5R	RIGHT LANE CLOSED 1500 FT	48 x 48	16	4		64
G20-2	END ROAD WORK	36 x 18	4.5		3	13.5
R10-6	STOP HERE ON RED	24 x 36	6		4	24
R10-6(MOD)	STAY IN LANE TO EXTEND GREEN	30 x 42	8.75		3	26.25
R10-11A	NO TURN ON RED	24 x 30	5		1	5
SPECIAL	MAXIMUM XX MINUTE RED	30 x 30	6.25		4	25
SPECIAL	MAINTAIN XX MPH SPEED	42 x 36	10.5		2	21
SPECIAL	WAIT TURN ONLY IN DIRECTION OF ARROW	24 x 36	6		1	6
W1-4R	REVERSE CURVE (RIGHT)	36 x 36	9		1	9
W3-3	SIGNAL AHEAD (STOP)	36 x 36	9		3	27
W3-4	BE PREPARED TO STOP	36 x 36	9		3	27
W20-1	ROAD WORK 1/2 MILE	36 x 36	9		3	27
W20-1	ROAD WORK 1500FT	36 x 36	9		3	27
TOTAL						1271.75

TRAFFIC CONTROL SPECIAL NOTES

1. THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."
2. CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.
3. THE CONTRACTOR IS REQUIRED TO PROVIDE LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.
4. NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
5. ADVANCE WARNING SIGNS ARE TO BE PLACED PRIOR TO BEGINNING OF CONSTRUCTION AND REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT.
6. PERMANENT SIGNS AND PERMANENT MARKINGS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPEN TO TRAFFIC.
7. SEE THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" FOR TRAFFIC DETAILS NOT SHOWN, GENERAL TRAFFIC CONTROL NOTES, AND SIGN DETAILS.
8. CONTRACTOR TO COVER ALL CONFLICTING SIGNS DURING CONSTRUCTION. COVERINGS SHALL BE REMOVED AT COMPLETION OF CONSTRUCTION. COST ASSOCIATED WITH COVERING AND UNCOVERING SIGNS TO BE INCLUDED IN ITEM 712-06, SIGNS (CONSTRUCTION).
9. THE CONTRACTOR IS TO COORDINATE ALL LANE CLOSURES WITH THE TDOT REGIONAL OFFICE AND THE COUNTY ENGINEER.
10. MINIMUM TRAVEL LANE WIDTH TO BE 12 FEET (STRIPED).
11. CONFLICTING RUMBLE STRIPS SHALL BE REMOVED IN PHASE I-A AND II-A, AND REPLACED BACK IN-KIND DURING CONSTRUCTION PHASES I AND II. ALL COSTS ASSOCIATED WITH SCORING NEW RUMBLE STRIPS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 411-12.01.
12. ALL PORTABLE CONCRETE BARRIERS (PCB) DEFLECT DURING AN IMPACT. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IMMEDIATELY BEHIND THE PCB.
13. REDUCED DEFLECTION PORTABLE CONCRETE BARRIER RAIL (ITEM 712-02.10) TO BE USED THROUGH THE WORK ZONE. FREE STANDING PCB (ITEM 712-02.10) TO BE USED IN TAPERS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	821081-M3-004	T3
PS&E	2026	821081-M3-004	T3

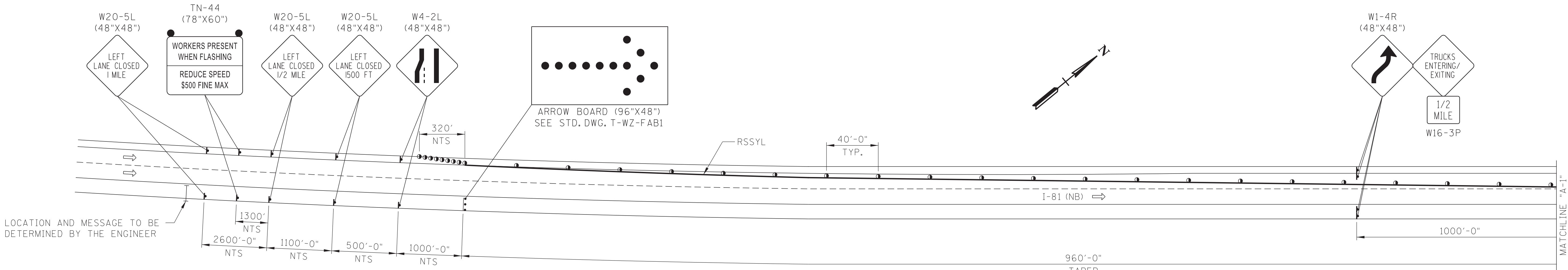


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

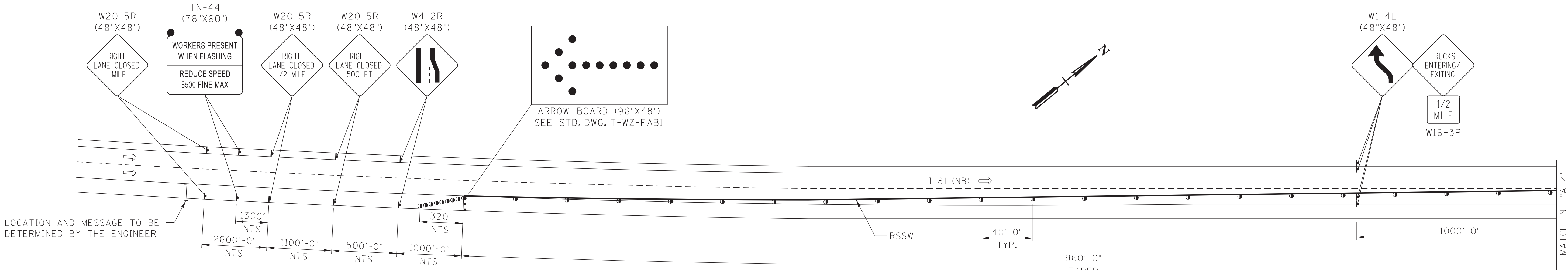
TRAFFIC CONTROL
PLANS AND NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	821081-M3-004	T4
PS&E	2026	821081-M3-004	T4

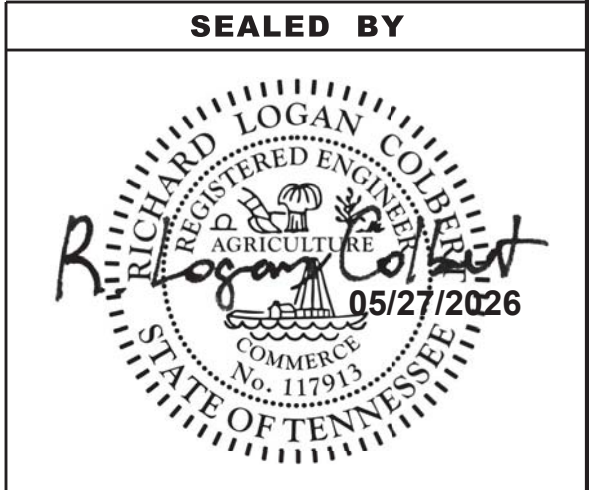


PHASE I CONSTRUCTION
NORTHBOUND I-81 SHOWN
SOUTHBOUND I-81 SIMILAR



PHASE II CONSTRUCTION
NORTHBOUND I-81 SHOWN
SOUTHBOUND I-81 SIMILAR

TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLASHING YELLOW ARROW BOARD
	WORK ZONE		FLOW OF TRAFFIC
	PORTABLE BARRIER RAIL (WITH DELINEATORS)		SIGN
	ATTENUATOR		CHANGEABLE MESSAGE SIGN UNIT
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE (8" LINE)	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE (8" LINE)
NTS	NOT TO SCALE		



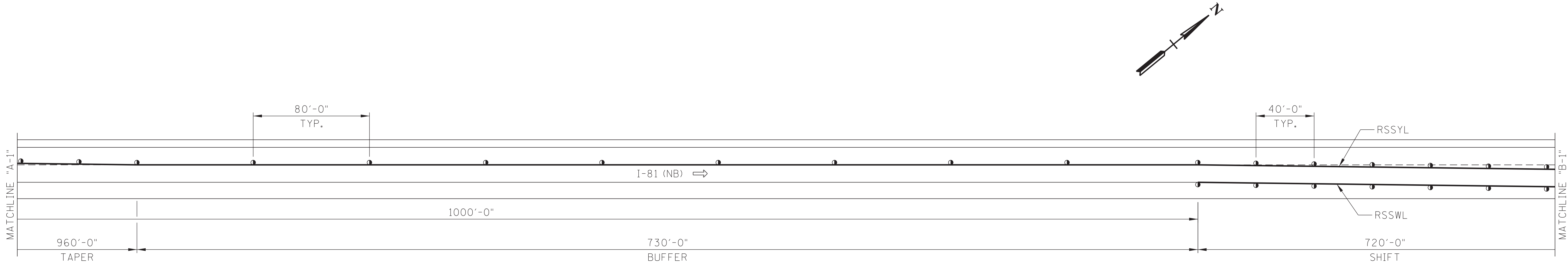
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

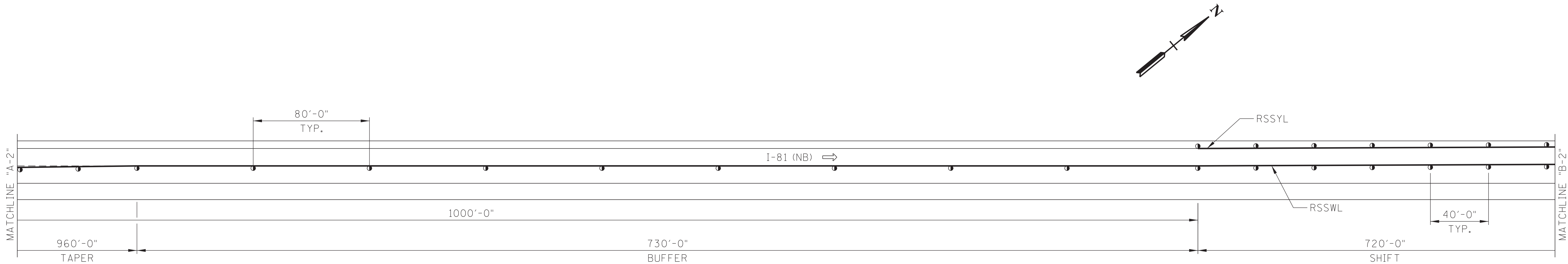
INTERSTATE - 81

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	T5
PS&E	2026	82I081-M3-004	T5

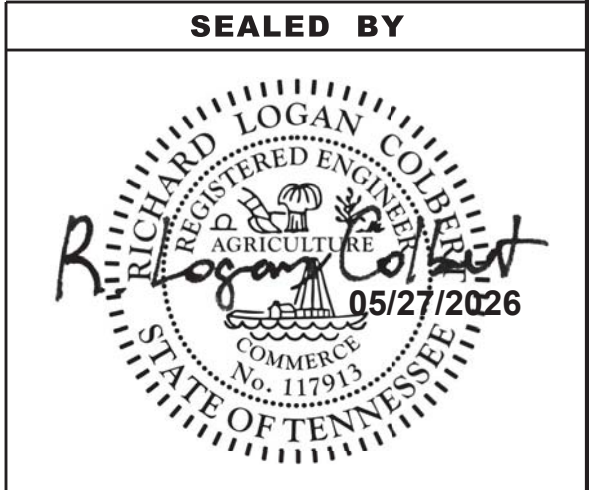


PHASE I CONSTRUCTION
NORTHBOUND I-81 SHOWN
SOUTHBOUND I-81 SIMILAR



PHASE II CONSTRUCTION
NORTHBOUND I-81 SHOWN
SOUTHBOUND I-81 SIMILAR

TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLASHING YELLOW ARROW BOARD
	WORK ZONE		FLOW OF TRAFFIC
	PORTABLE BARRIER RAIL (WITH DELINEATORS)		SIGN
	ATTENUATOR		CHANGEABLE MESSAGE SIGN UNIT
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE (8" LINE)	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE (8" LINE)
NTS	NOT TO SCALE		



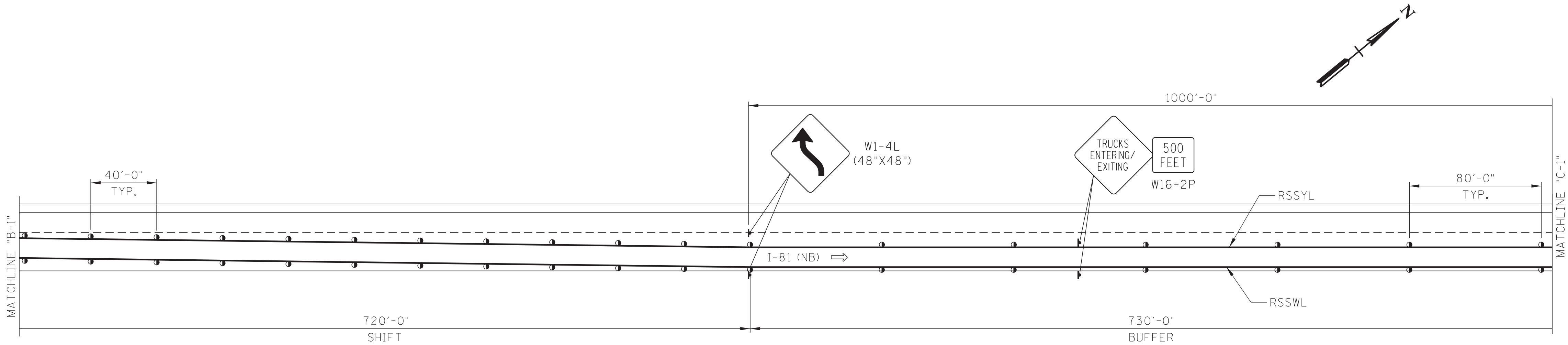
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

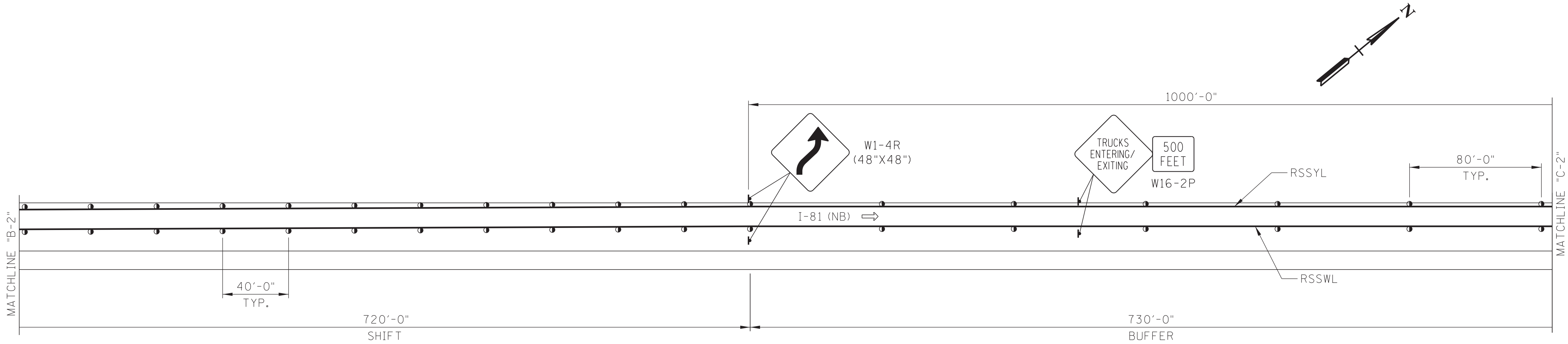
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	T6
PS&E	2026	82I081-M3-004	T6

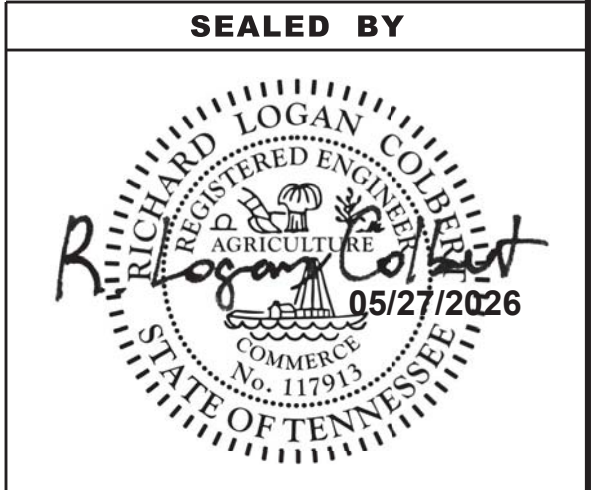


PHASE I CONSTRUCTION
NORTHBOUND I-81 SHOWN
SOUTHBOUND I-81 SIMILAR



PHASE II CONSTRUCTION
NORTHBOUND I-81 SHOWN
SOUTHBOUND I-81 SIMILAR

TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLASHING YELLOW ARROW BOARD
	WORK ZONE		FLOW OF TRAFFIC
	PORTABLE BARRIER RAIL (WITH DELINEATORS)		SIGN
	ATTENUATOR		CHANGEABLE MESSAGE SIGN UNIT
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE (8" LINE)	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE (8" LINE)
NTS	NOT TO SCALE		

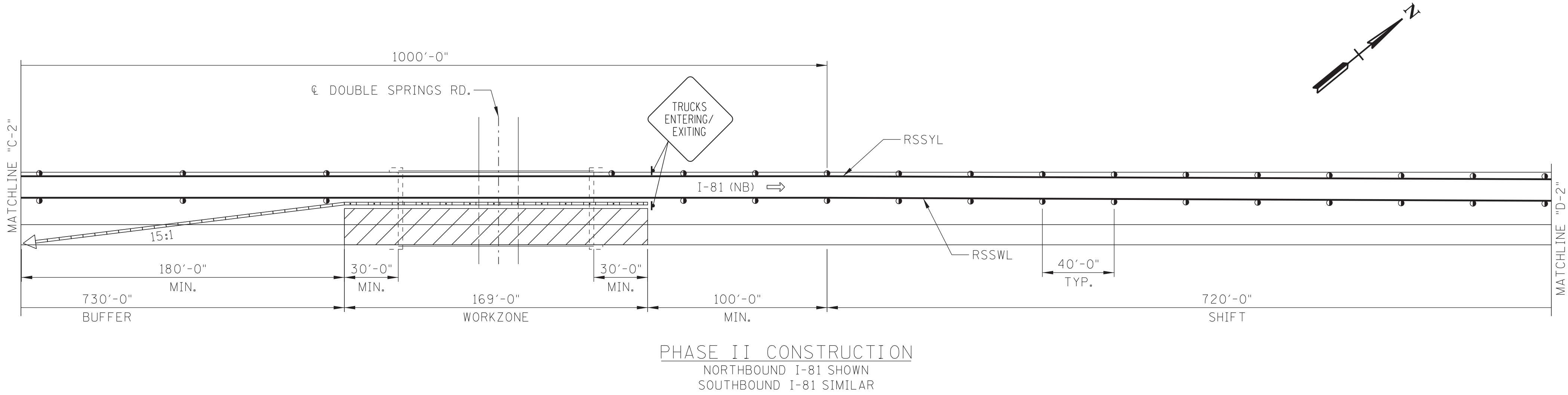
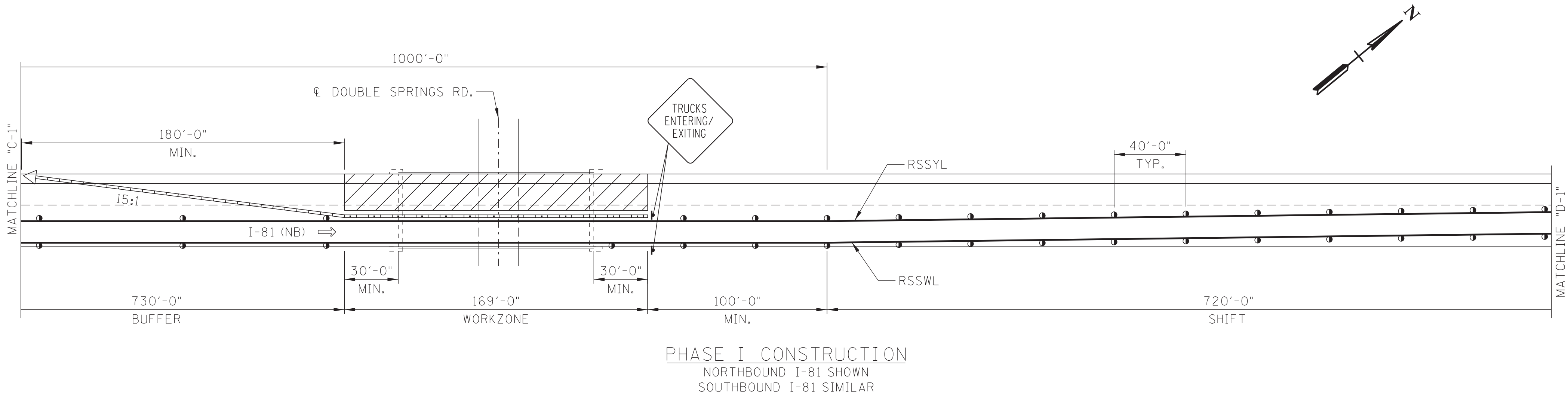


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

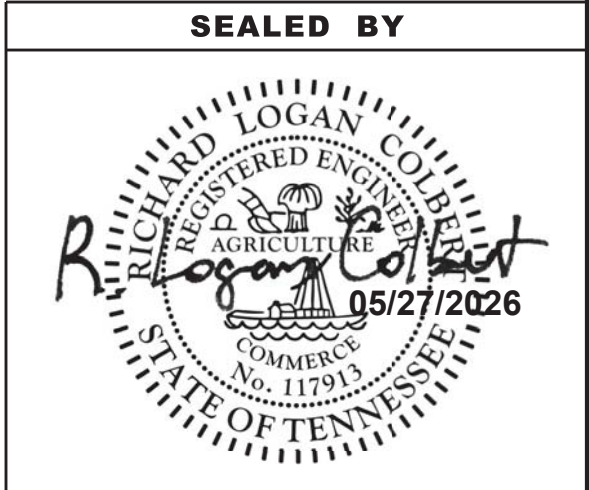
TRAFFIC CONTROL
PLANS AND NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	T7
PS&E	2026	82I081-M3-004	T7



TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
•	FLEXIBLE DRUMS	...	FLASHING YELLOW ARROW BOARD
	WORK ZONE	⇒	FLOW OF TRAFFIC
	PORTABLE BARRIER RAIL (WITH DELINEATORS)	⌋	SIGN
◁	ATTENUATOR	— —	CHANGEABLE MESSAGE SIGN UNIT
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE (8" LINE)	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE (8" LINE)
NTS	NOT TO SCALE		

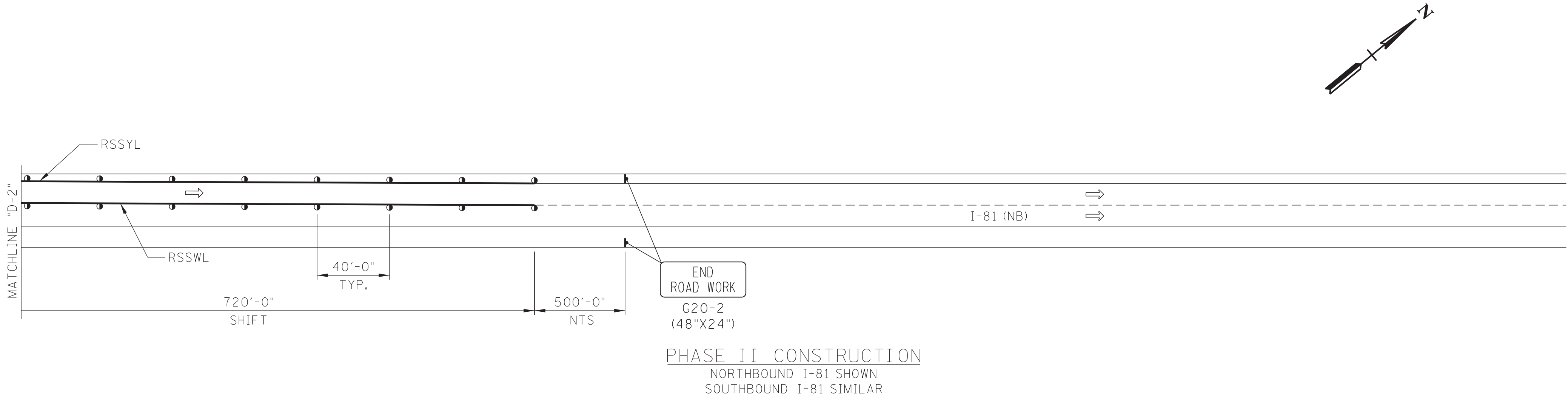
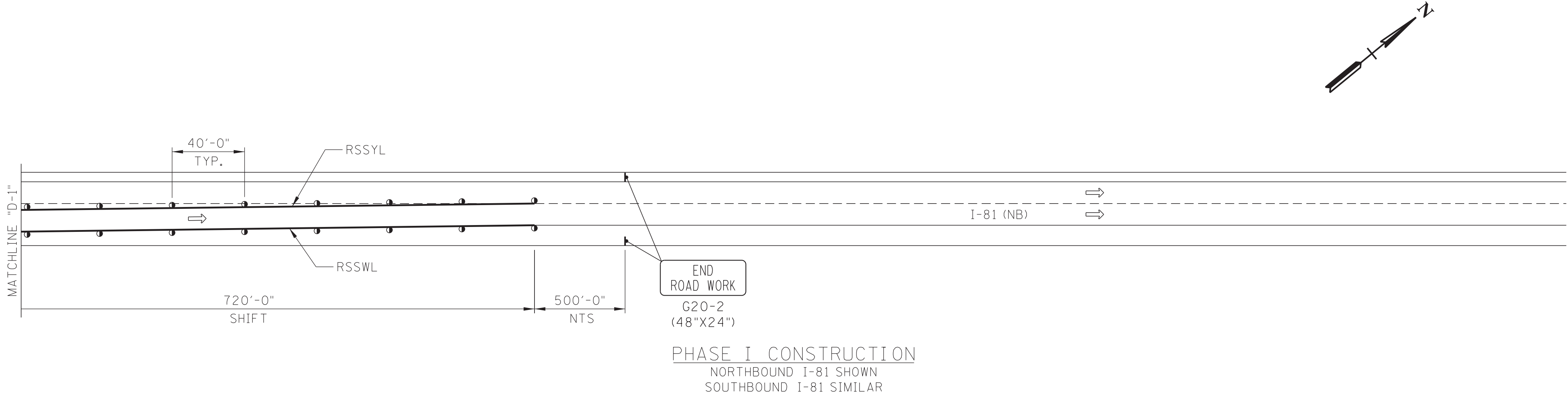


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

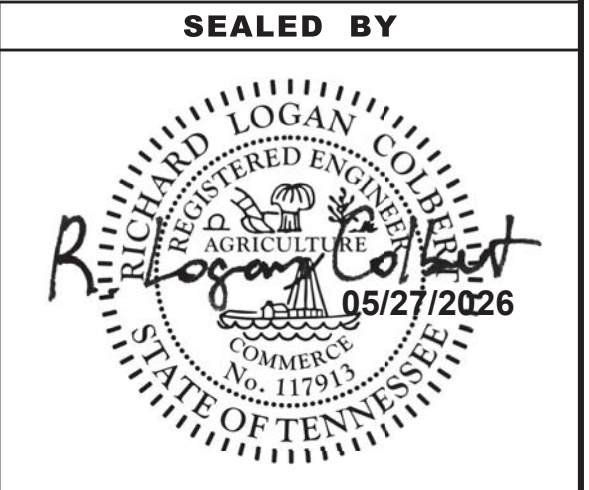
TRAFFIC CONTROL
PLANS AND NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2026	82I081-M3-004	T8
PS&E	2026	82I081-M3-004	T8



TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
●	FLEXIBLE DRUMS	...	FLASHING YELLOW ARROW BOARD
▨	WORK ZONE	⇒	FLOW OF TRAFFIC
▬▬▬	PORTABLE BARRIER RAIL (WITH DELINEATORS)	⌋	SIGN
◁	ATTENUATOR	⌈	CHANGEABLE MESSAGE SIGN UNIT
RSSYL	REMOVABLE SINGLE SOLID YELLOW LINE (8" LINE)	RSSWL	REMOVABLE SINGLE SOLID WHITE LINE (8" LINE)
NTS	NOT TO SCALE		



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS AND NOTES

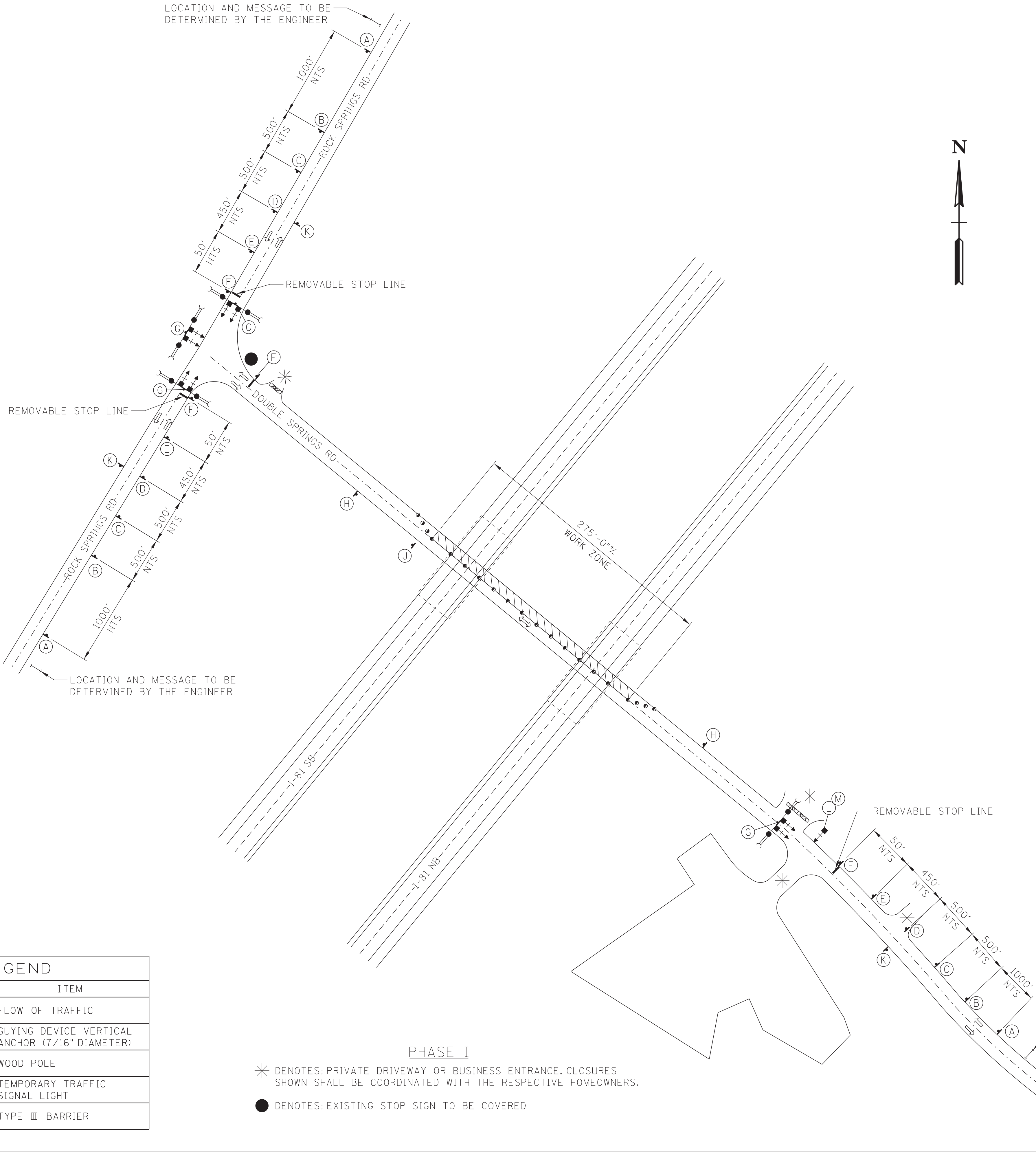
INTERSTATE - 81

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TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLOW OF TRAFFIC
	WORK ZONE		GUYING DEVICE VERTICAL ANCHOR (7/16" DIAMETER)
	SIGN		WOOD POLE
NTS	NOT TO SCALE		TEMPORARY TRAFFIC SIGNAL LIGHT
	CHANGEABLE MESSAGE SIGN UNIT		TYPE III BARRIER

- * DENOTES: PRIVATE DRIVEWAY OR BUSINESS ENTRANCE. CLOSURES SHOWN SHALL BE COORDINATED WITH THE RESPECTIVE HOMEOWNERS.
- DENOTES: EXISTING STOP SIGN TO BE COVERED

PHASE I



W20-1 (A)	W20-1 (B)	W3-3 (C)	W3-4 (D)
R10-6 (MOD) (E)	R10-6 (F)	SPECIAL (G)	SPECIAL (H)
W1-4R (J)	G20-2 (K)	R10-11A (L)	SPECIAL (M)

TYPE III BARRICADE
TYPE "A"
WARNING LIGHTS

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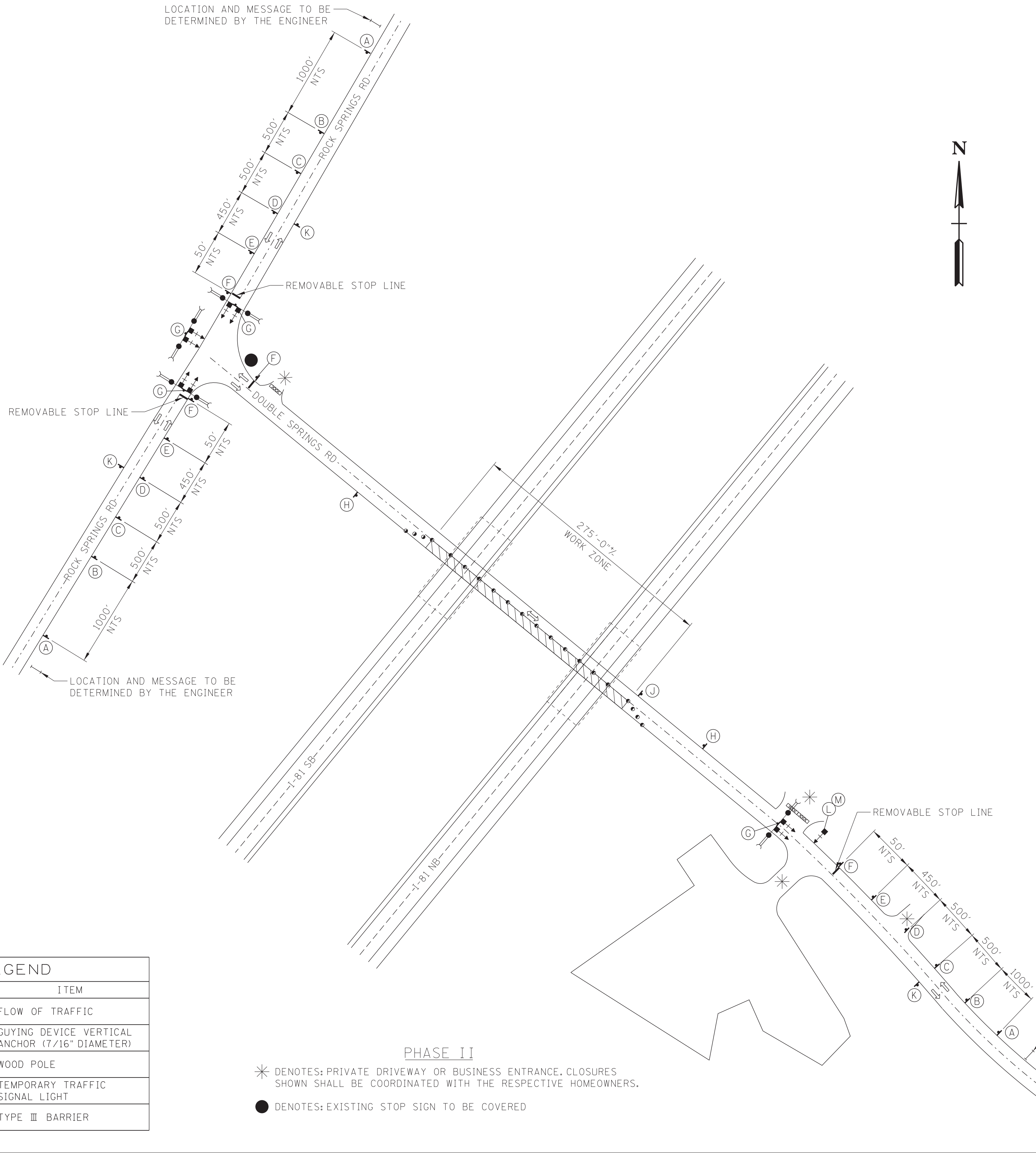
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TRAFFIC CONTROL
PLANS AND NOTES

DOUBLE SPRINGS RD

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TRAFFIC CONTROL LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	FLEXIBLE DRUMS		FLOW OF TRAFFIC
	WORK ZONE		GUYING DEVICE VERTICAL ANCHOR (7/16" DIAMETER)
	SIGN		WOOD POLE
NTS	NOT TO SCALE		TEMPORARY TRAFFIC SIGNAL LIGHT
	CHANGEABLE MESSAGE SIGN UNIT		TYPE III BARRIER



- * DENOTES: PRIVATE DRIVEWAY OR BUSINESS ENTRANCE. CLOSURES SHOWN SHALL BE COORDINATED WITH THE RESPECTIVE HOMEOWNERS.
- DENOTES: EXISTING STOP SIGN TO BE COVERED



W20-1
(A)

W20-1
(B)

W3-3
(C)

W3-4
(D)

R10-6 (MOD)
(E)

R10-6
(F)

SPECIAL
(G)

SPECIAL
(H)

W1-4R
(J)

G20-2
(K)

R10-11A
(L)

SPECIAL
(M)

TYPE III BARRICADE
W/TYPE "A"
WARNING LIGHTS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

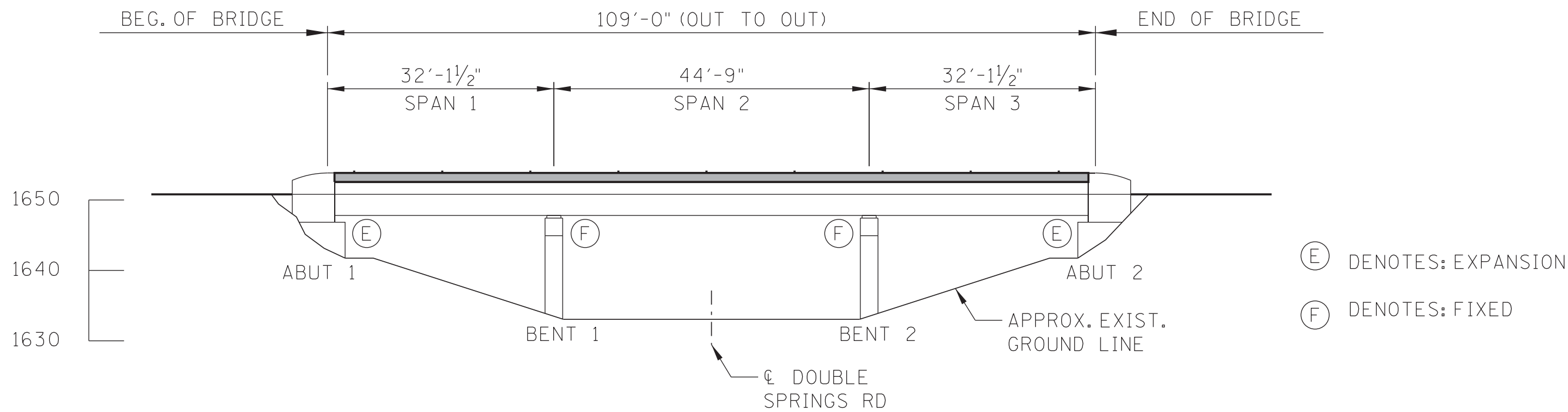
TRAFFIC CONTROL
PLANS AND NOTES

DOUBLE SPRINGS RD

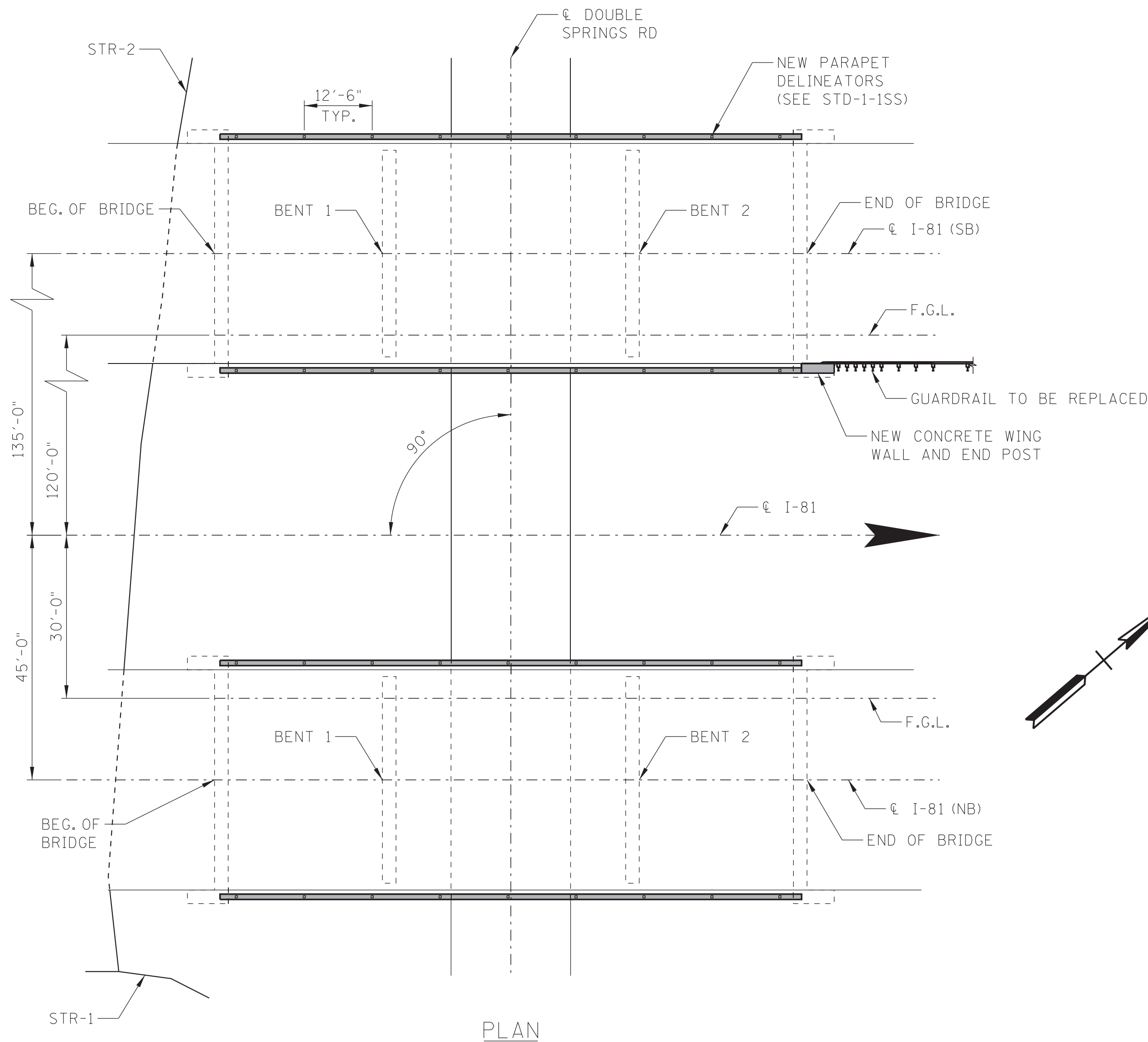
ALL DIMENSIONS, ELEVATIONS, AND VERTICAL CURVE DATA OBTAINED FROM EXISTING PLANS DATED 1968 AND TDOT INSPECTION REPORTS.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
821081-M3-004		2026	B-1
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION
(ALONG ℓ OF INTERSTATE-81)



PLAN

SCOPE OF WORK:

1. PROVIDE TRAFFIC CONTROL AND PHASED CONSTRUCTION, MAINTAINING ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES ON I-81.
2. PROVIDE TRAFFIC CONTROL FOR DOUBLE SPRINGS ROAD (BELOW).
3. REMOVE EXISTING METAL RAILING ON PARAPETS AND PLACE NEW CONCRETE TO THE HEIGHT OF THE EXISTING END POSTS. RAILING TO BE STOCK PILED BY CONTRACTOR AND PICKED UP BY TDOT.
4. ADD DELINEATORS TO TOP OF PARAPETS.
5. REPLACE RIGHT WING WALL AND PARAPET END POST AT ABUTMENT 2, LEFT BRIDGE.
6. REMOVE AND REPLACE GUARDRAIL CONNECTION AT BRIDGE END (RIGHT WING, ABUTMENT 2, LEFT BRIDGE).
7. PLACE NEW GUARDRAIL AND TYPE 38 TERMINAL AT END OF LEFT BRIDGE ON RIGHT SIDE.
8. ENCASE EXPOSED PILES AT ABUTMENT 1, LEFT BRIDGE.
9. REPAIR DAMAGED PRESTRESSED CONCRETE BEAM (BEAM "A", SPAN 2, LEFT BRIDGE).
10. HIGH PRESSURE WATER WASH AND TEXTURE COAT PARAPETS, DECK, OVERHANGS, BOTTOM AND OUTSIDE FACE OF FASCIA BEAMS, AND EXPOSED AREAS OF SUBSTRUCTURES. EXISTING TEXTURE COATING CONTAINS ASBESTOS. SEE PROJECT COMMITMENTS FOR ABATEMENT REQUIREMENTS.
11. REPAIR DAMAGED/DETERIORATED AREAS OF CONCRETE ON OVERHANGS, DIAPHRAGMS, AND SUBSTRUCTURE UNITS.
12. REPAIR CRACKS IN DIAPHRAGMS AND SUBSTRUCTURE UNITS.
13. REMOVE ALL TRASH AND DEBRIS FROM SUBSTRUCTURES AND BELOW BRIDGES.
14. REMOVE VEGETATION (INCLUDING TREES) FOR DISTANCE OF TEN FEET ALONG EACH SIDE OF THE BRIDGES AS DIRECTED BY THE ENGINEER.

BRIDGE INDEX

DRAWING	DRAWING NO.	LAST REV. DATE
BRIDGE INDEX & LAYOUT OF BRIDGES TO BE REPAIRED	B-1 (BR-133-357)	
ESTIMATED BRIDGE QUANTITIES AND NOTES	B-2 (BR-133-358)	
SUPERSTRUCTURE REPAIRS	B-3 (BR-133-359)	
SUPERSTRUCTURE REPAIRS	B-4 (BR-133-360)	
WING WALL REPAIRS	B-5 (BR-133-361)	
SUBSTRUCTURE REPAIRS (SBL)	B-6 (BR-133-362)	
SUBSTRUCTURE REPAIRS (NBL)	B-7 (BR-133-363)	
CONCRETE REPAIR DETAILS	B-8 (BR-133-364)	

LIST OF BRIDGE REFERENCE DRAWINGS
(TO BE PRINTED WITH PLANS)

K-85-93 THRU K-85-99

POSTED SPEED LIMIT (I-81) = 65 M.P.H.
AADT (2023) = 36,627

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE INDEX &
LAYOUT OF BRIDGES TO BE REPAIRED
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-10081-0.65 L&R
FED. I.D. NO. 82100810001 & 82100810002
SULLIVAN COUNTY
2026

BR-133-357

Palmer ENGINEERING	PIN NO.: 135265.00	DATE: 05/2026
DESIGN BY: R.L. COLBERT	DRAWN BY: M.E. LOUCKS	DATE: 05/2026
SUPERVISED BY: G.S. WILSON	CHECKED BY: R.L. COLBERT	DATE: 05/2026

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ESTIMATED BRIDGE QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	82100810002 SB LANE	82100810001 NB LANE	TOTAL FOR BOTH BRIDGES
(1)	201-05.31 VEGETATION REMOVAL	LS	0.25	0.25	0.5
(2)	202-01.06 REMOVAL OF ASBESTOS (BR. NO. 82-10081-0.65)	LS	0.5	0.5	1
	202-04.01 REMOVAL OF STRUCTURES (BR. NO. 82-10081-0.65)	LS	1	-	1
	604-02.03 EPOXY COATED REINFORCING STEEL	LB	218	-	218
	604-03.01 CLASS A CONCRETE (BRIDGES)	C.Y.	3	-	3
(3)	604-04.02 APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	629	629	1258
(4)	604-10.05 CONCRETE	S.F.	26	17	43
	604-10.22 CONCRETE PARAPET REPAIR	L.F.	214	214	428
(5)	604-10.42 CONCRETE REPAIRS	C.F.	7	-	7
(6)	604-10.54 CONCRETE REPAIRS	S.F.	26	17	43
	604-10.55 CONCRETE (FOUNDATION REPAIRS)	C.Y.	4	-	4
	604-10.63 CONCRETE REPAIRS (CRACKS)	L.F.	17	10	27

FOOTNOTES	
(1)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR THE REMOVAL AND DISPOSAL OF VEGETATION WITHIN 10 FEET OF THE STRUCTURE, AND ANY OTHER LOCATIONS NECESSARY TO COMPLETE THE WORK, AS DIRECTED BY THE ENGINEER. WHERE POSSIBLE, STUMPS AND ROOTS ARE TO REMAIN TO PREVENT GROUND DISTURBANCE. ITEM ALSO INCLUDES ALL COSTS ASSOCIATED WITH REMOVING TRASH AND DEBRIS FROM THE SUBSTRUCTURES AND BELOW THE BRIDGES. QUANTITY SHARED WITH BUNDLED PROJECT NO. 821026-M3-005.
(2)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR COMPLETE ABATEMENT OF ASBESTOS CONTAINING MATERIALS, INCLUDING CONTAINMENT AND DISPOSAL, AS NOTED IN THE PROJECT COMMITMENTS. ALSO SEE SPECIAL PROVISION 202ACM.
(3)	INCLUDES ALL COSTS ASSOCIATED WITH APPLYING TEXTURE FINISH TO INDICATED AREAS. SEE DETAILS IN PLANS.
(4)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE HIGH EARLY STRENGTH CONCRETE FOR REPAIR AREAS AT LOCATIONS INDICATED IN PLANS.
(5)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR REPAIRING SPALLED OR DELAMINATED AREAS OF CONCRETE ON BEAMS AT LOCATIONS SHOWN IN THE PLANS.
(6)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL FOR REPAIR AREAS AT LOCATIONS INDICATED IN PLANS.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
82I081-M3-004		2026	B-2
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

SPECIFICATIONS & LOADING

- (1) **CONSTRUCTION SPECIFICATIONS:** STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (APRIL 1, 2026 EDITION), AND THE 4TH EDITION (2017) AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS WITH INTERIMS.
- (2) **DESIGN SPECIFICATIONS:** 10TH EDITION (2024) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH INTERIMS, AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

STEEL, CONCRETE, REINFORCING, AND FORMING

- (3) **REINFORCING STEEL:** SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
- (4) **CONCRETE:** TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.
- (5) **CONCRETE CURING:** ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

MISCELLANEOUS GENERAL NOTES

- (6) **SPECIAL NOTE TO CONTRACTOR:** CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURES NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. ANY DEBRIS WHICH IS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVAL AND DISPOSAL OF DEBRIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

- (7) **DEMOLITION:** THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. EXPANSION JOINT REMOVAL SHALL FOLLOW THE SAME RESTRICTIONS AS FULL DEPTH SLAB REMOVAL. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.
- (8) THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM), MINI EXCAVATOR, OR OTHER EQUIPMENT FOR ANY CONCRETE REMOVAL.
- (9) **GROUTED BARS IN DRILLED HOLES:** HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT, AND THE BAR ROTATED (NOT DRIVEN) TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ¼" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT, AND THE BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TDOT MATERIALS AND TESTS.
- (10) **QUICK-SET PATCHING MATERIAL:** QUICK-SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13.009 POLY MOD CEMENT STRUCT PATCH VERT & OVER FOR ACCEPTABLE PATCHING MATERIALS.
- (11) **FINISHING CONCRETE SURFACES:** CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 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. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.02.
- (12) **TEXTURE COAT CONTAINING ASBESTOS:** TEXTURE COAT REMOVAL WILL BE REQUIRED IN AREAS WHERE NEW CONCRETE WILL BE CAST AGAINST THE EXISTING CONCRETE SURFACE OR WHERE EPOXY INJECTION WILL BE PLACED. OTHER AREAS BEING TEXTURE-COATED ARE TO RECEIVE A WATER WASH AND BE OVERCOATED. TEXTURE-COAT DEBRIS IS TO BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH SPECIAL PROVISION 202ACM.

SPECIAL NOTES

- (1) **FORMS AND FALSEWORK:** ALL CONCRETE FORMS AND FALSEWORK SHALL BE REMOVED AFTER REPAIRS ARE COMPLETED. COST OF REMOVAL SHALL BE INCLUDED IN ITEMS BID ON. THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.
- (2) **HIGH EARLY STRENGTH CONCRETE:** THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS X. THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH ±2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE 3±1 INCHES. IF USING A TYPE A, F, OR G WATER REDUCER, THE SLUMP SHALL BE MAXIMUM OF 8 INCHES. NO FLY ASH REPLACEMENT WILL BE PERMITTED. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 5,000 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.
- (3) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS AND CONSTRUCTION
- (4) **BRIDGE DECK FORMS:** BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING REMOVABLE FORMS. FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. SEE ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.
- (5) FRESHLY POURED CONCRETE SHALL NOT BE ALLOWED TO COME IN CONTACT WITH THE STREAM WATER.
- (6) ANY DAMAGE TO VEGETATED AREAS NOT SPECIFICALLY MENTIONED WITHIN THE PROJECT SCOPE SHALL BE PREPARED AT THE CONTRACTOR'S EXPENSE. THESE AREAS ARE TO BE RETURNED TO THEIR PRE-CONSTRUCTION STATE AND SHALL BE DETERMINED BY THE ENGINEER. ALL COSTS (LABOR AND MATERIALS) ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN ITEMS BID ON.

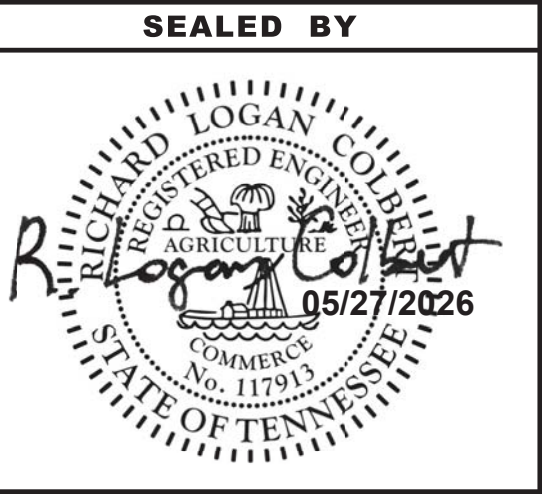
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED BRIDGE QUANTITIES AND NOTES
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-10081-0.65 L&R
FED. I.D. NO. 82100810001 & 82100810002
SULLIVAN COUNTY
2026

BR-133-358



PIN NO.:	135265.00	DATE:	05/2026
DESIGN BY:	R.L. COLBERT	DATE:	05/2026
DRAWN BY:	M.E. LOUCKS	DATE:	05/2026
SUPERVISED BY:	G.S. WILSON	DATE:	05/2026
CHECKED BY:	R.L. COLBERT	DATE:	05/2026



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PIN NO.: 135265.00

DESIGN BY: R.L. COLBERT

DRAWN BY: M.E. LOUCKS

SUPERVISED BY: G.S. WILSON

CHECKED BY: R.L. COLBERT

DATE: 05/2026

DATE: 05/2026

DATE: 05/2026

DATE: 05/2026

IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXPOSED SURFACES OF THE SUBSTRUCTURES SHALL RECEIVE AN APPLIED TEXTURE FINISH, MOUNTAIN GRAY, FED. SPEC. NO. 36440.

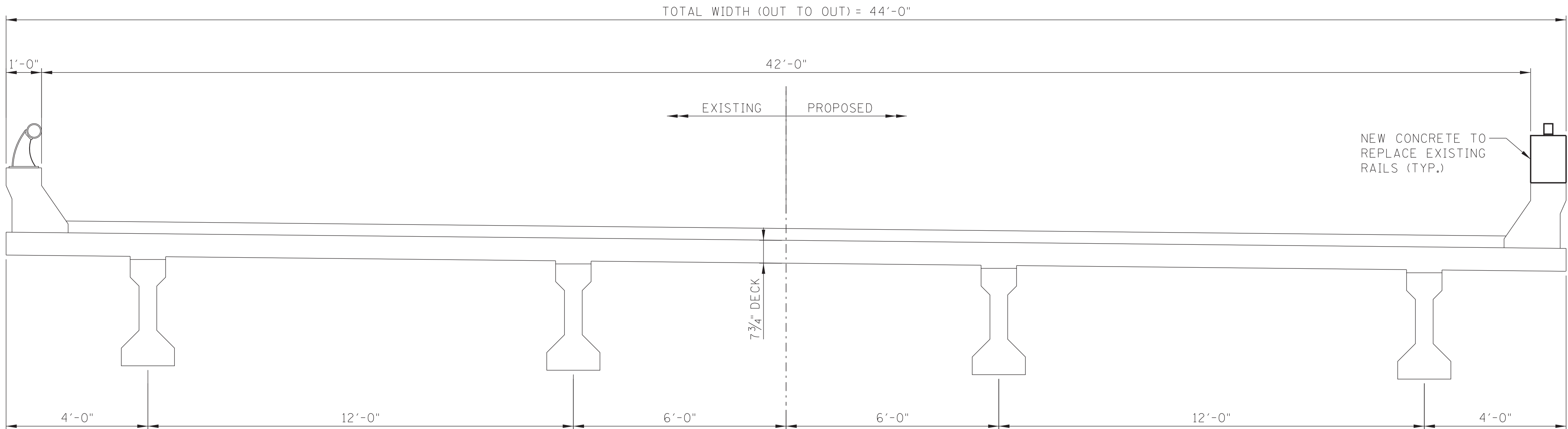
COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.02, APPLIED TEXTURE FINISH (EXISTING STRUCTURES), S.Y.

EXISTING TEXTURE COATING MAY CONTAIN ASBESTOS. SEE PROJECT COMMITMENTS AND SEE SPECIAL PROVISION 202ACM.

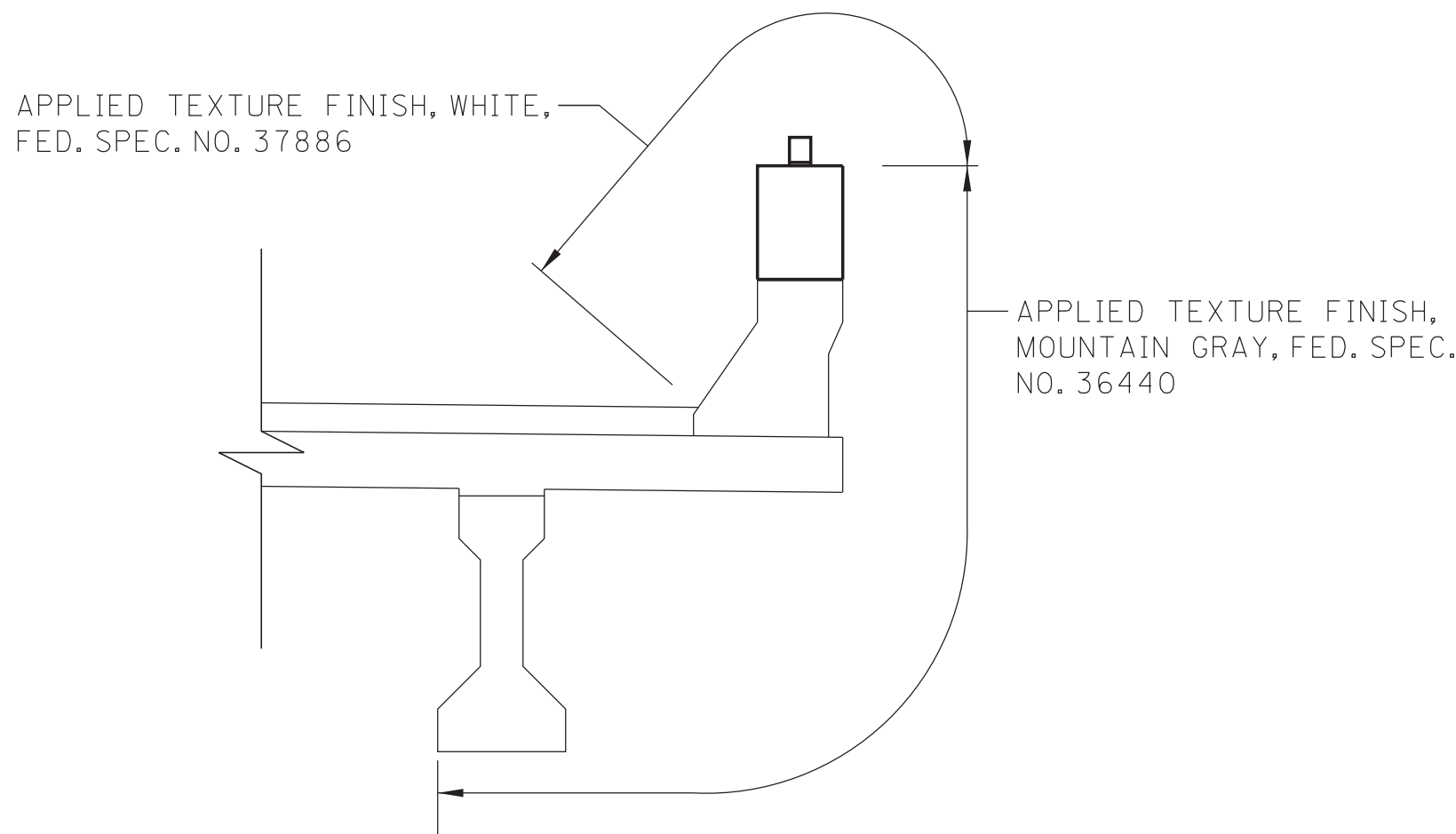
THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER, AND COST SHALL BE INCLUDED IN ITEM NO. 202-01.06.

ALL EXISTING TEXTURE COATING IS NOT REQUIRED TO BE REMOVED. THE EXISTING SURFACES THAT ARE TO RECEIVE A TEXTURE FINISH SHALL BE FREE OF ALL FLAKING TEXTURE COATING, RUST, DIRT, OIL, AND OTHER FOREIGN SUBSTANCES PRIOR TO THE APPLICATION OF THE TEXTURE FINISH. THE SURFACE SHALL BE CLEANED TO THE COMPLETE SATISFACTION OF THE ENGINEER USING A HIGH PRESSURE WATER WASH. COST TO BE INCLUDED IN ITEM NO. 202-01.06.

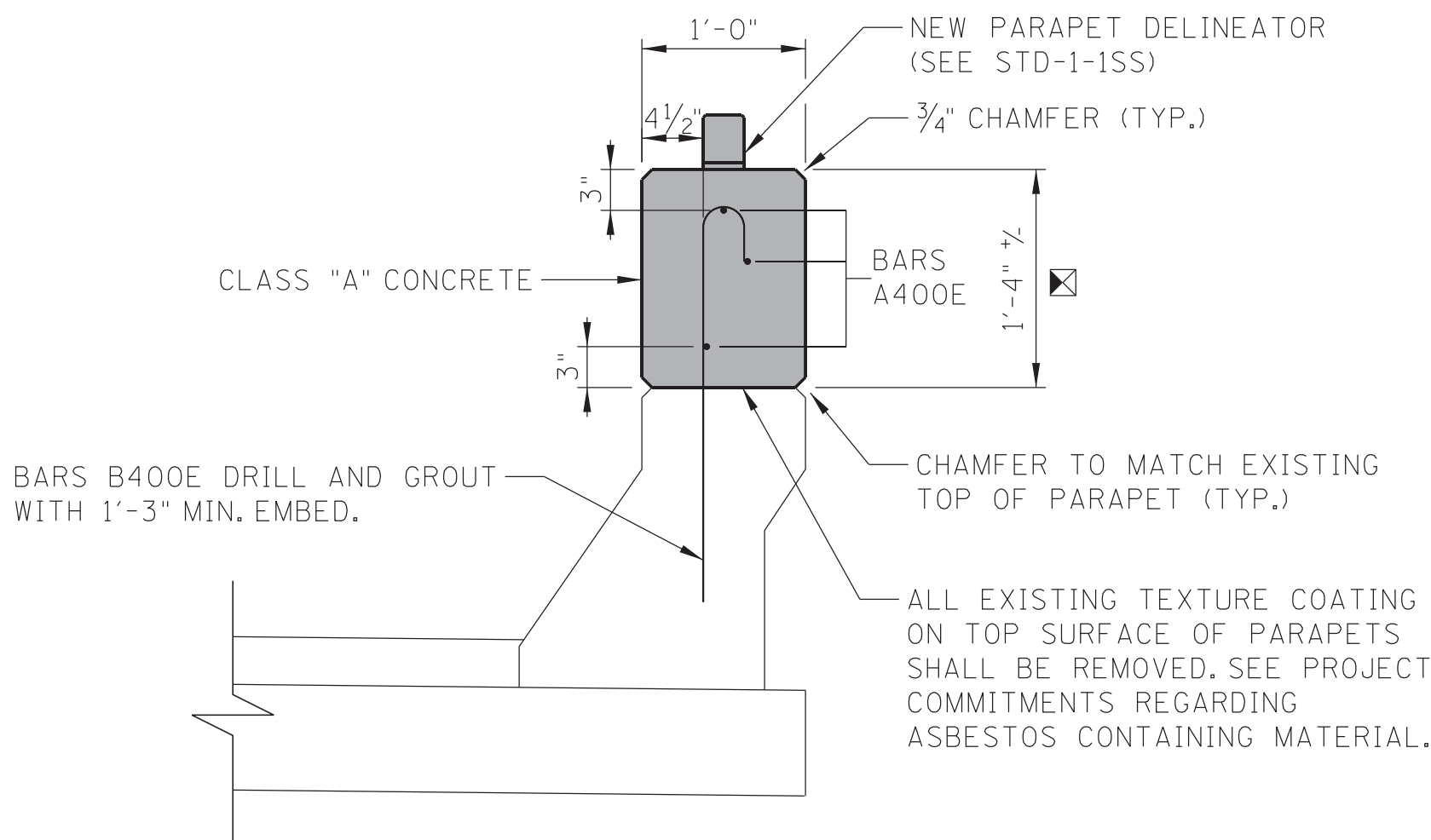
THE WASH WATER IS TO BE FILTERED, AND PAINT CHIPS AND DEBRIS SHALL BE COLLECTED PRIOR TO RELEASE OF WATER.



TYPICAL SECTION
NBL LOOKING AHEAD
SBL LOOKING BACK



APPLIED TEXTURE FINISH SKETCH
TYP. EACH SIDE, BOTH BRIDGES



PARAPET REPAIR DETAIL

☒ HEIGHT OF NEW CONCRETE TO MATCH HEIGHT OF EXISTING WING POSTS

CONTRACTOR SHALL FIELD MEASURE DIMENSIONS OF BRIDGE RAIL PRIOR TO BEGINNING WORK AND ORDERING MATERIALS.

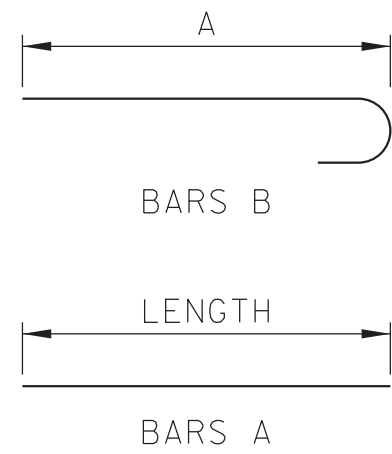
EXISTING STEEL RAILINGS SHALL BE REMOVED AND STOCKPILED FOR TDOT TO RETRIEVE. ONCE REMOVED, THE REMAINING TOP SURFACE OF THE PARAPETS SHALL BE CLEANED FREE OF ALL LAITANCES, TEXTURE COATING, AND DEBRIS.

NEW CONCRETE SHALL BE CLASS "A", AND REINFORCING STEEL SHALL BE EPOXY COATED.

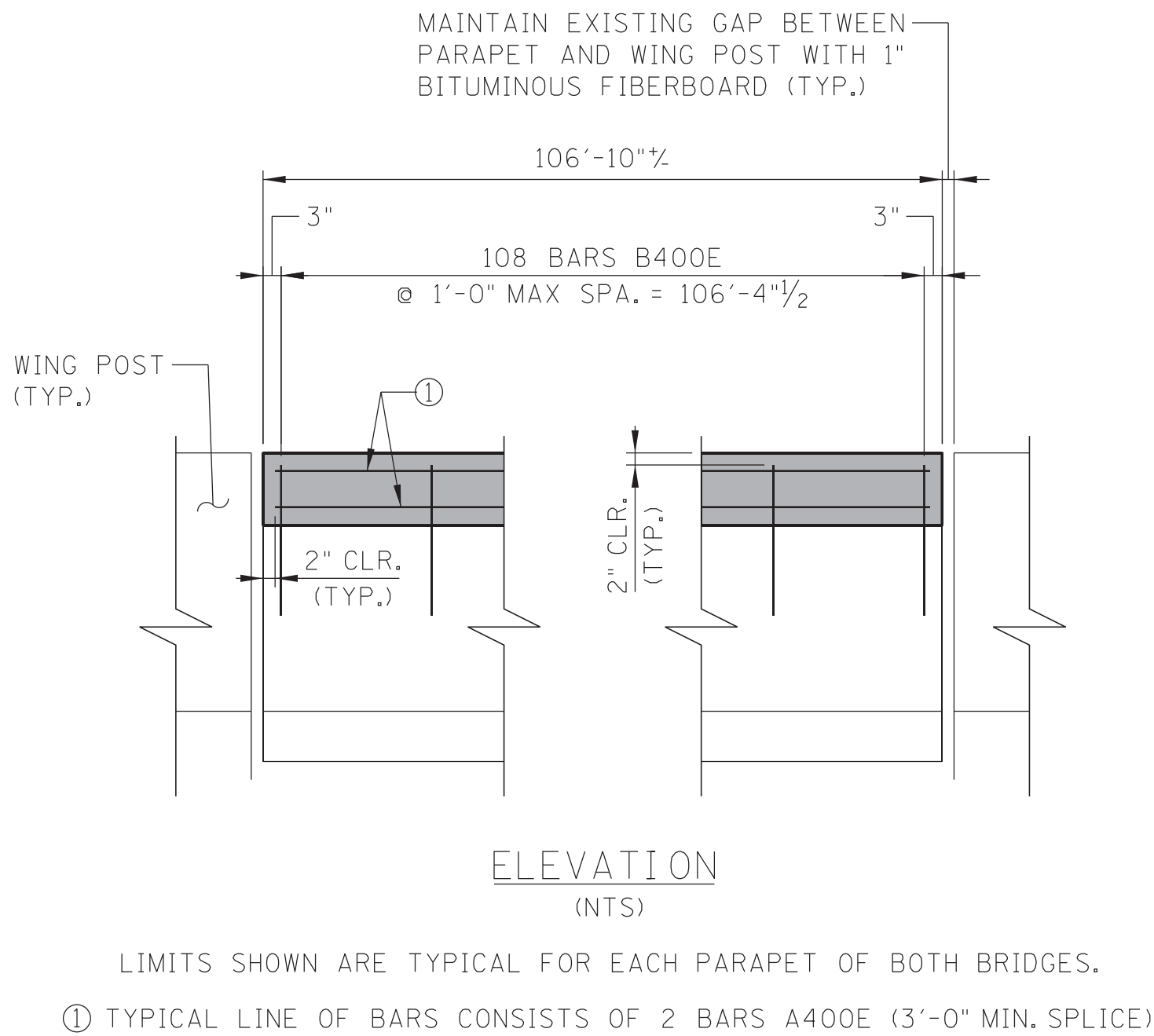
COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO BUILD UP THE EXISTING PARAPETS AS SHOWN, INCLUDING REMOVAL OF STEEL RAILINGS, CLASS A CONCRETE, EPOXY COATED REINFORCING STEEL, DRILLING AND GROUTING OF NEW BARS, FORMWORK, AND NEW DELINEATORS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 604-10.22, CONCRETE PARAPET REPAIR, L.F.

BAR	LOCATION	SIZE	NO. REQ.	BENDING DIMENSION				LENGTH
				A	B	C	D	
A400E	PARAPET	4	6					55'-0"
B400E	PARAPET	4	108	2'-5"				2'-11"

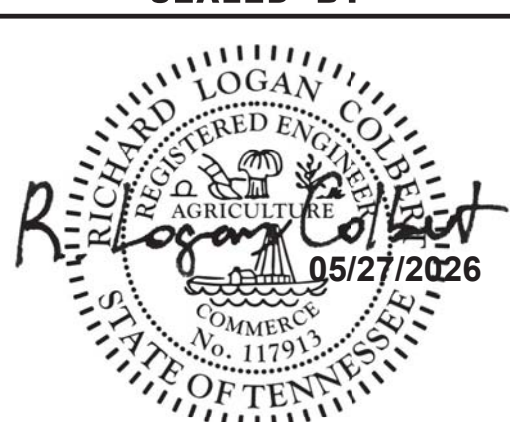
QUANTITIES SHOWN FOR ONE PARAPET OF ONE BRIDGE



CONST. NO.:			
PROJECT NO.		YEAR	SHEET NO.
82I081-M3-004		2026	B-3
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



SEALED BY



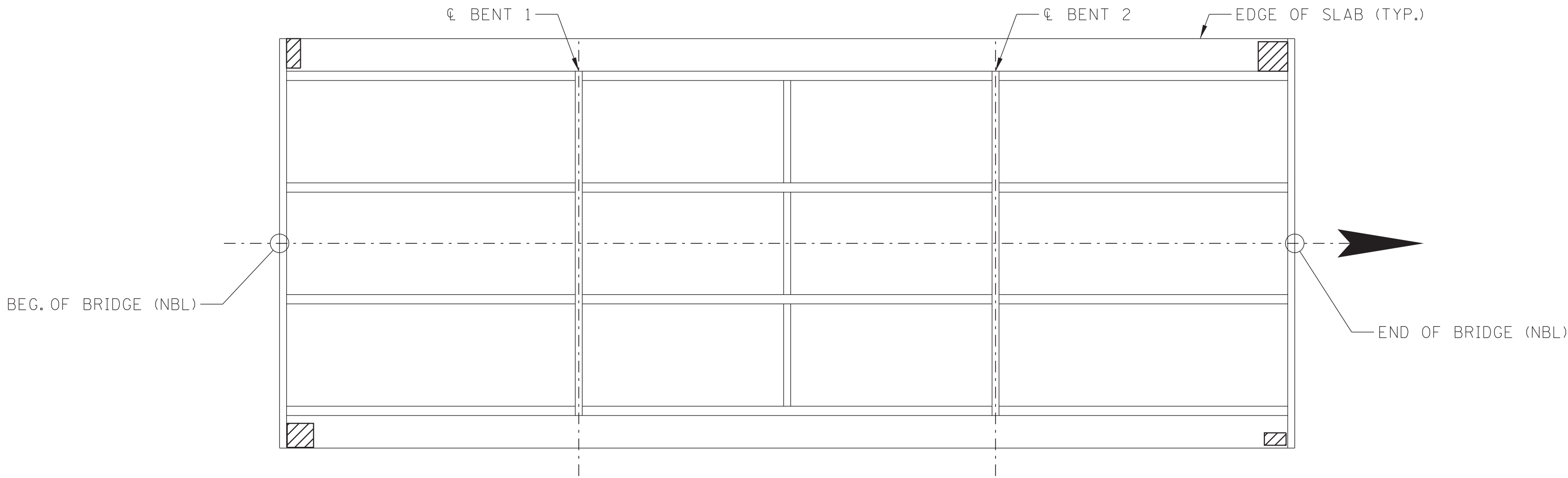
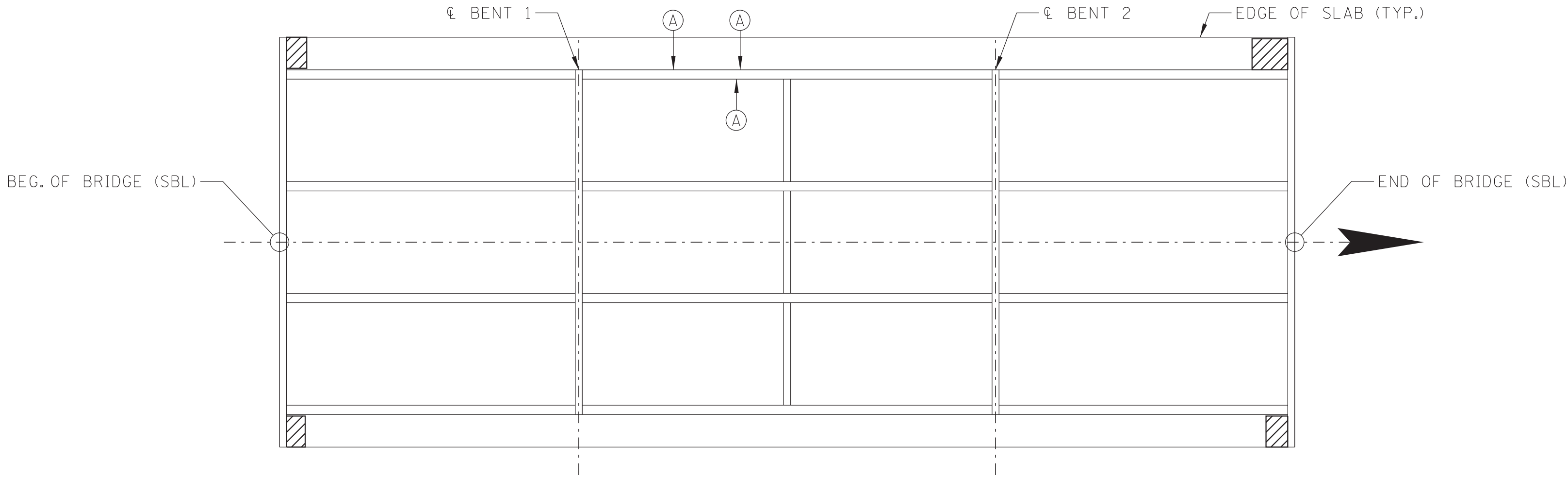
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE REPAIRS
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-I0081-0.65 L&R
FED. I.D. NO. 82I00810001 & 82I00810002
SULLIVAN COUNTY
2026

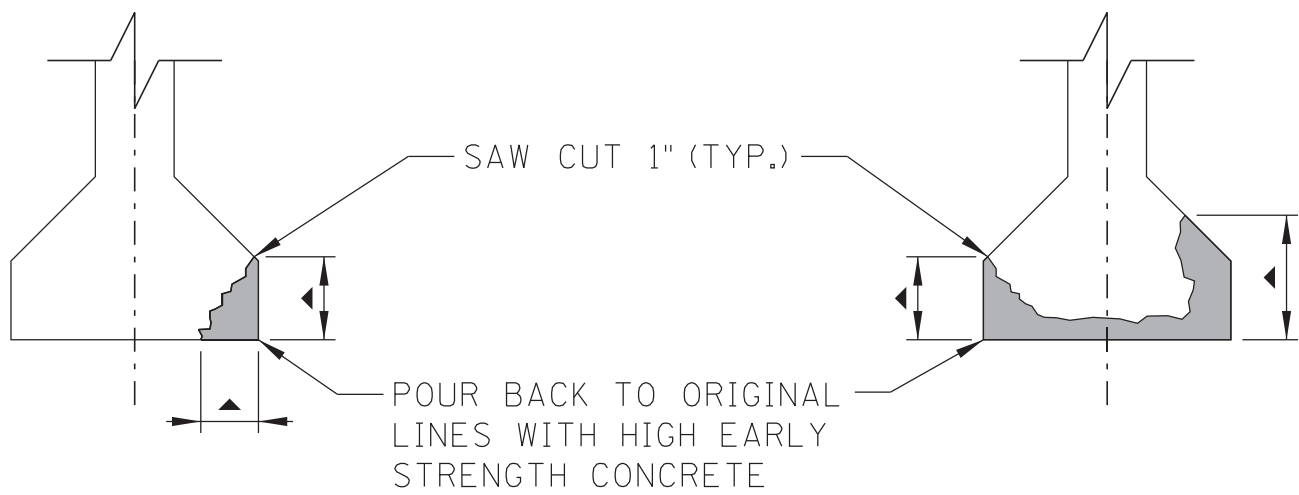
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CONST. NO.:

PROJECT NO.		YEAR		SHEET NO.	
82I081-M3-004		2026		B-4	
REVISIONS					
NO.	DATE	BY	BRIEF DESCRIPTION		



FRAMING PLANS



BEAM REPAIR DETAILS

▲ REMOVE CONCRETE TO A DEPTH OF $\frac{3}{4}$ " BEHIND ANY EXPOSED PRESTRESSING STRAND OR REINFORCING STEEL. SEE SKETCHES THIS SHEET FOR APPROX. LIMITS AND LOCATIONS. FINAL LIMITS AND LOCATIONS OF REPAIRS TO BE DESIGNATED BY THE ENGINEER.

THE COST OF REMOVING PORTIONS OF THE EXISTING CONCRETE WITHIN THE LIMITS SHOWN, SAW CUTTING, COMPLETELY CLEANING EXISTING REINFORCING STEEL, HIGH EARLY STRENGTH CONCRETE, FORMING, LABOR, AND ALL MISCELLANEOUS MATERIAL NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

CONTRACTOR TO TAKE EXTREME CARE WHEN REMOVING DELAMINATED CONCRETE SO AS NOT TO DAMAGE EXISTING REINFORCING STEEL OR PRESTRESSING STRANDS. ANY DAMAGE INCURRED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL EXISTING REINFORCING STEEL AND PRESTRESSING STRAND SHALL BE COMPLETELY CLEANED TO THE SATISFACTION OF THE ENGINEER BEFORE REPOURING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS TO THE BEAMS. DETAILS OF ANY 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 THE BEGINNING OF ANY BEAM REPAIR. COST TO BE INCLUDED IN ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

ESTIMATED QUANTITIES

LOCATION OF REPAIR	ITEM 604-10.42 APPROX. REPAIR AREAS (C.F.)	ITEM 604-10.05 AND/OR 604-10.54 APPROX. REPAIR AREAS (S.F.)
SPAN 1 (SBL)	-	14
SPAN 2 (SBL)	7	-
SPAN 3 (SBL)	-	21
SPAN 1 (NBL)	-	12
SPAN 2 (NBL)	-	-
SPAN 3 (NBL)	-	14
TOTAL	7	61

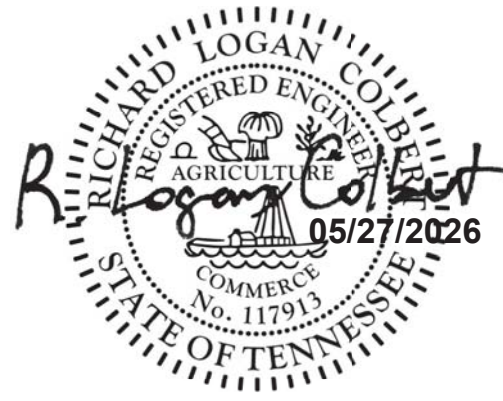
Ⓐ DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.42. SEE BEAM REPAIR DETAILS ON THIS SHEET.

▨ DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.54 OR 604-10.05. FOR DETAILS SHOWING AREAS OF EXISTING SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED, SEE SHEET BR-133-364.



PIN NO.:	135265.00	DATE:	05/2026
DESIGN BY:	R.L. COLBERT	DATE:	05/2026
DRAWN BY:	M.E. LOUCKS	DATE:	05/2026
SUPERVISED BY:	G.S. WILSON	DATE:	05/2026
CHECKED BY:	R.L. COLBERT	DATE:	05/2026

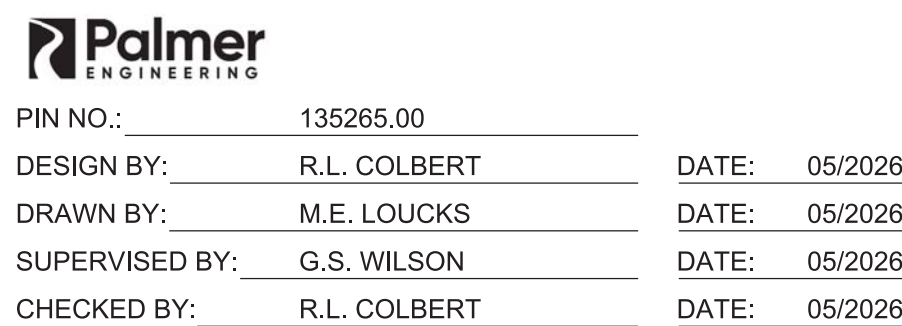
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

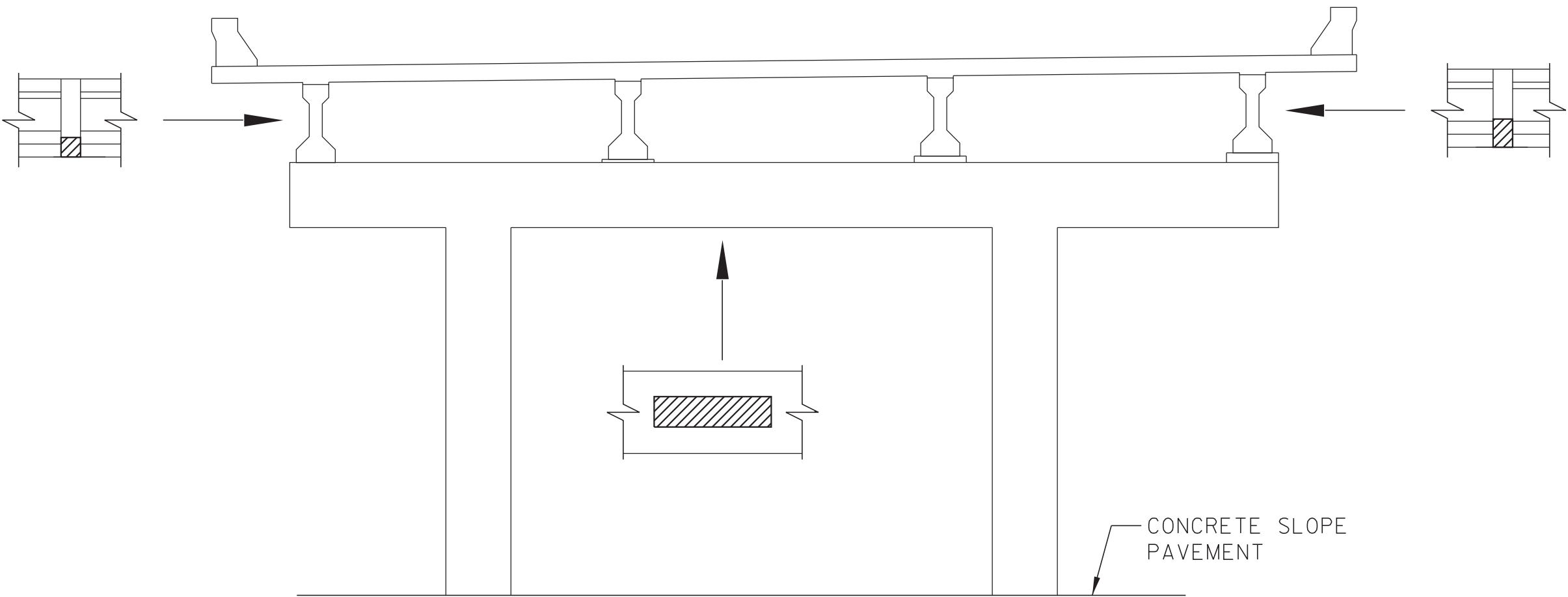
SUPERSTRUCTURE REPAIRS
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-10081-0.65 L&R
FED. I.D. NO. 82100810001 & 82100810002
SULLIVAN COUNTY
2026

BR-133-360

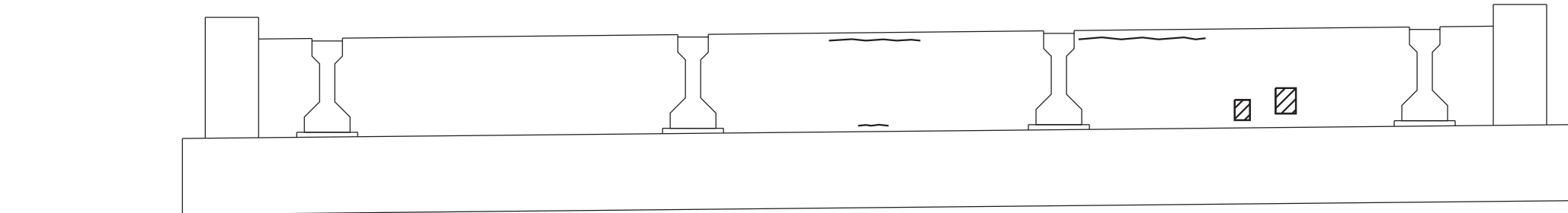


BR-133-361

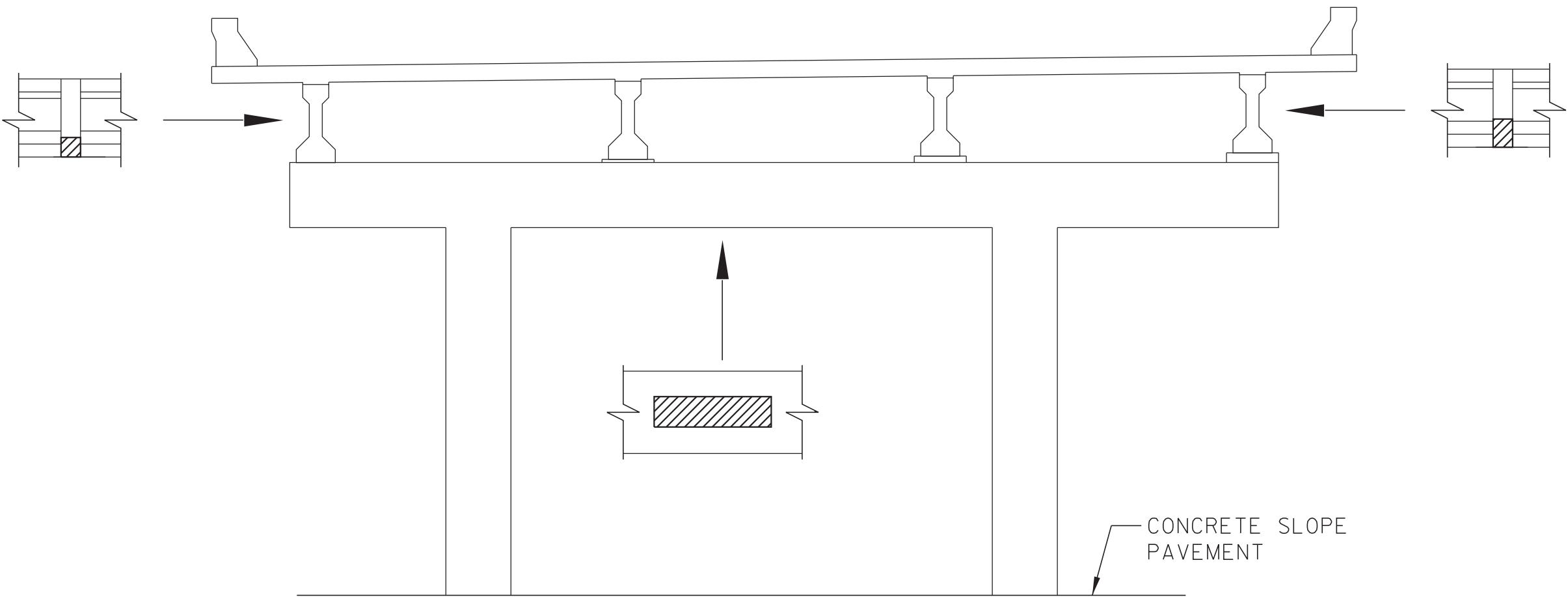
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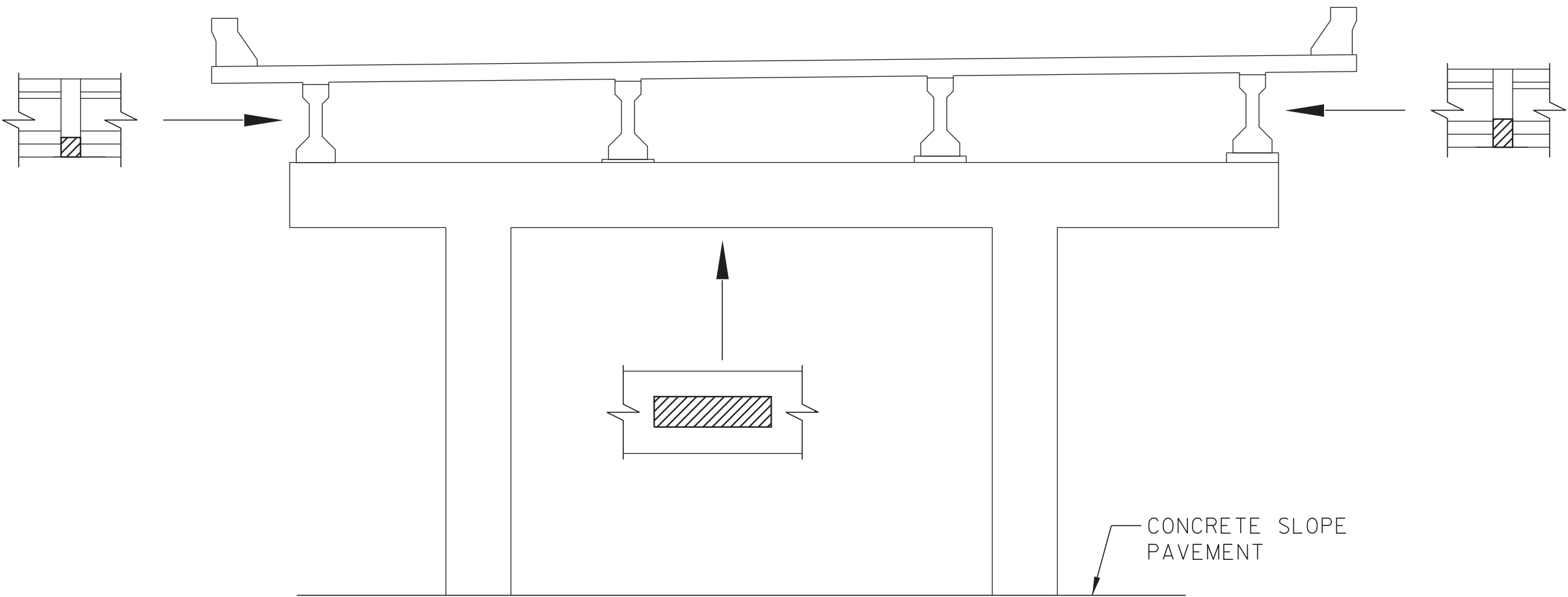
BENT 1
LOOKING BACK



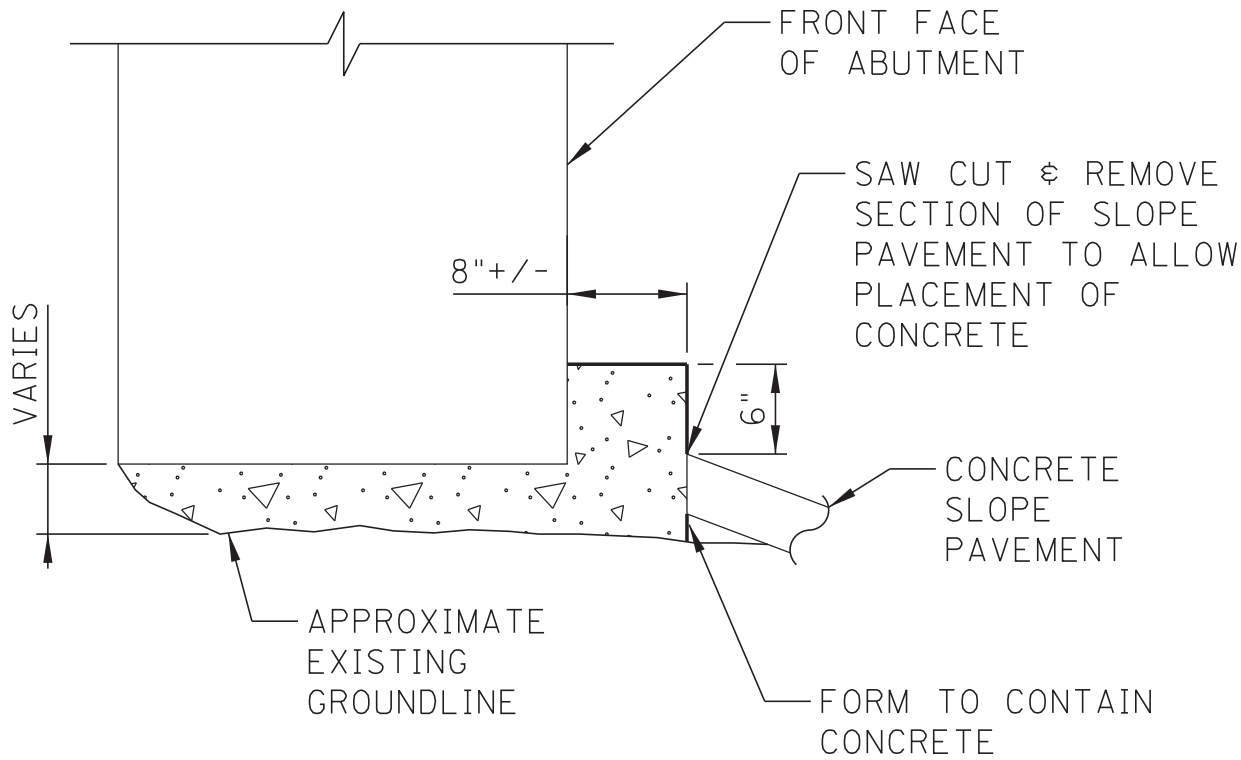
ABUTMENT 2
LOOKING AHEAD



BENT 2
LOOKING AHEAD



ABUTMENT 1
LOOKING BACK



ABUTMENT VOID REPAIR

VOID REPAIR TO BE MADE AT ABUTMENT 1 FOR THE FULL ABUTMENT WIDTH USING CLASS "A" CONCRETE.

ALL COSTS ASSOCIATED WITH REPAIR OF VOID AREA, INCLUDING ALL LABOR, EQUIPMENT, AND MISCELLANEOUS MATERIALS, SHALL BE INCLUDED IN ITEM NO. 604-10.55, CONCRETE (FOUNDATION REPAIRS), C.Y.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
821081-M3-004		2026	B-6
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

ESTIMATED QUANTITIES

LOCATION OF REPAIR	ITEM 604-10.05 AND/OR 604-10.54 APPROX. REPAIR AREAS (S.F.)	ITEM 604-10.63 APPROX. REPAIR AREAS (L.F.)	ITEM 604-10.55 APPROX. REPAIR AREAS (C.Y.)
ABUT. 1	8	-	4
BENT 1	7	-	-
BENT 2	-	8	-
ABUT. 2	1	9	-
TOTAL	16	17	4

DENOTES AREA TO BE REPAIRED UNDER ITEM 604-10.05 AND/OR 604-10.54. FOR DETAILS SHOWING AREAS OF EXISTING SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED, SEE SHEET BR-133-364.

DENOTES CRACK TO BE REPAIRED UNDER ITEM NO. 604-10.63. FOR CRACK REPAIR DETAILS, SEE SHEET BR-133-364.

DENOTES AREA TO BE REPAIRED UNDER ITEM NO. 604-10.55, CONCRETE (FOUNDATION REPAIRS), C.Y. SEE ABUTMENT VOID REPAIR DETAIL THIS SHEET.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIRS (SBL)
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-10081-0.65 L&R
FED. I.D. NO. 82100810001 & 82100810002
SULLIVAN COUNTY
2026

BR-133-362

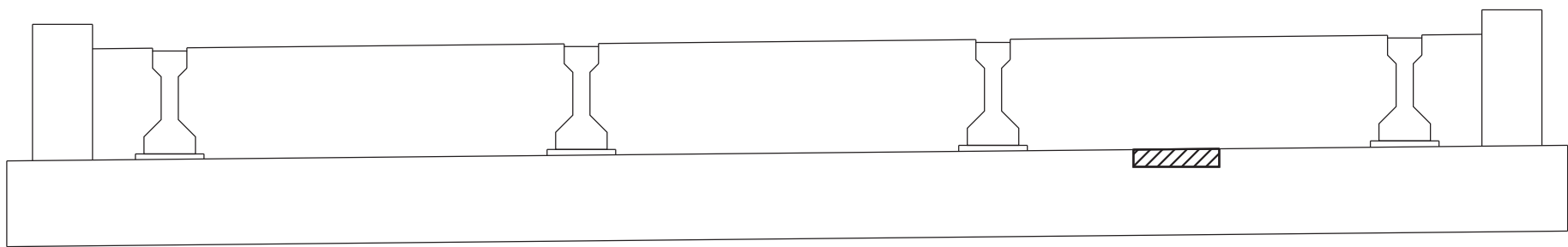


PIN NO.: 135265.00
DESIGN BY: R.L. COLBERT DATE: 05/2026
DRAWN BY: M.E. LOUCKS DATE: 05/2026
SUPERVISED BY: G.S. WILSON DATE: 05/2026
CHECKED BY: R.L. COLBERT DATE: 05/2026

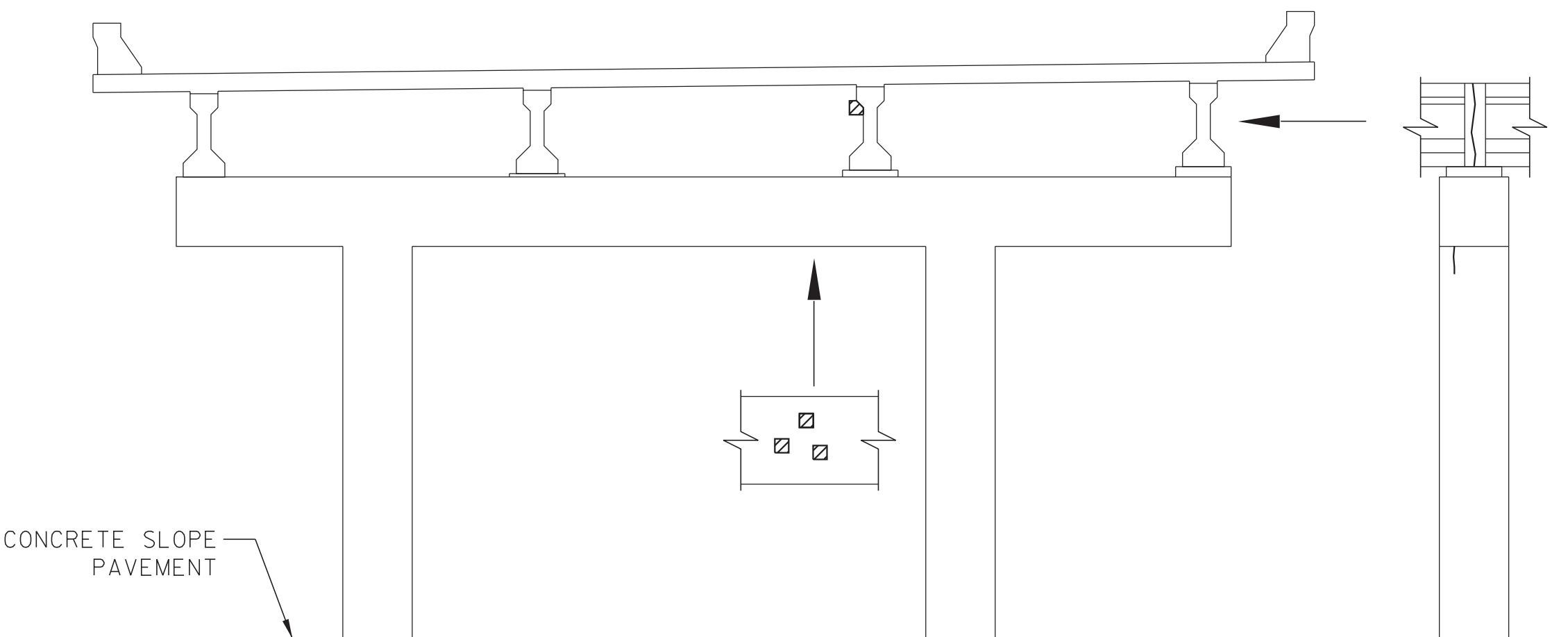
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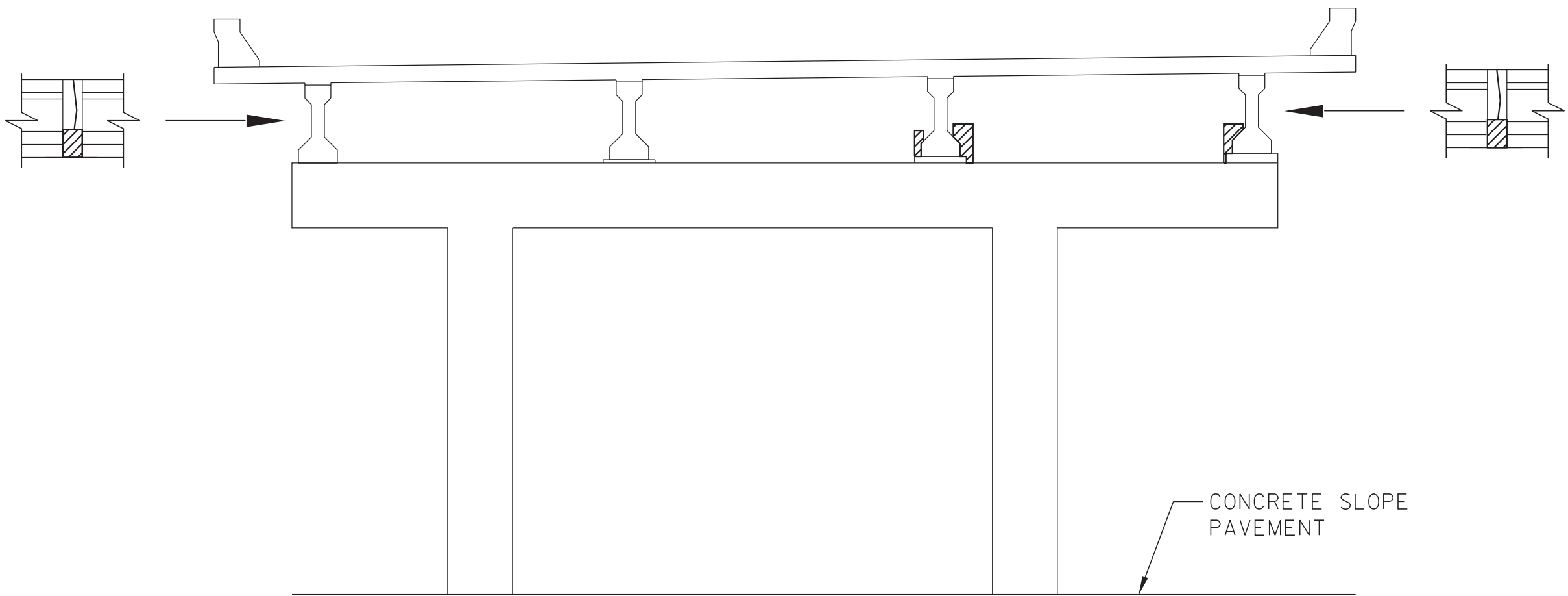
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DESIGN BY: R.L. COLBERT DATE: 05/2026
DRAWN BY: M.E. LOUCKS DATE: 05/2026
SUPERVISED BY: G.S. WILSON DATE: 05/2026
CHECKED BY: R.L. COLBERT DATE: 05/2026



ABUTMENT 1
LOOKING BACK



BENT 1
LOOKING BACK



BENT 2
LOOKING BACK

CONST. NO.:

PROJECT NO.	YEAR	SHEET NO.
82I081-M3-004	2026	B-7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

ESTIMATED QUANTITIES

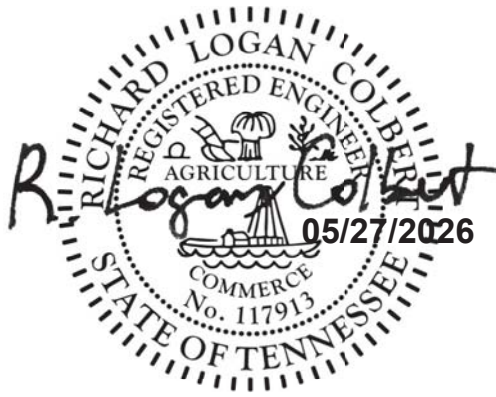
LOCATION OF REPAIR	ITEM 604-10.05 AND/OR 604-10.54 APPROX. REPAIR AREAS (S.F.)	ITEM 604-10.63 APPROX. REPAIR AREAS (L.F.)
ABUT. 1	2	-
BENT 1	1	4
BENT 2	5	6
ABUT. 2	-	-
TOTAL	8	10

DENOTES AREA TO BE REPAIRED UNDER ITEM 604-10.05 AND/OR 604-10.54. FOR DETAILS SHOWING AREAS OF EXISTING SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED, SEE SHEET BR-133-364.

DENOTES CRACK TO BE REPAIRED UNDER ITEM NO. 604-10.63. FOR CRACK REPAIR DETAILS, SEE SHEET BR-133-364.

NO DEFICIENCIES FOUND AT ABUTMENT 2 AT THE TIME OF INSPECTION.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

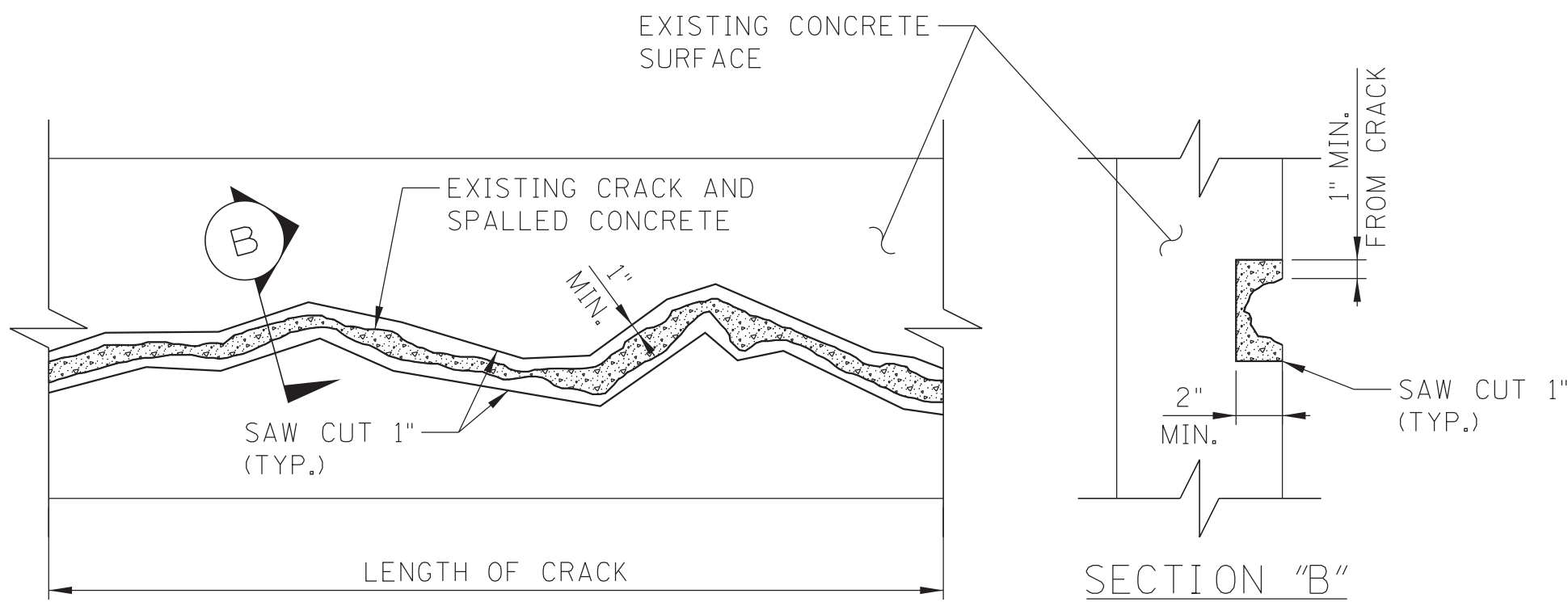
SUBSTRUCTURE REPAIRS (NBL)
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-I0081-0.65 L&R
FED. I.D. NO. 82I00810001 & 82I00810002
SULLIVAN COUNTY
2026

BR-133-363

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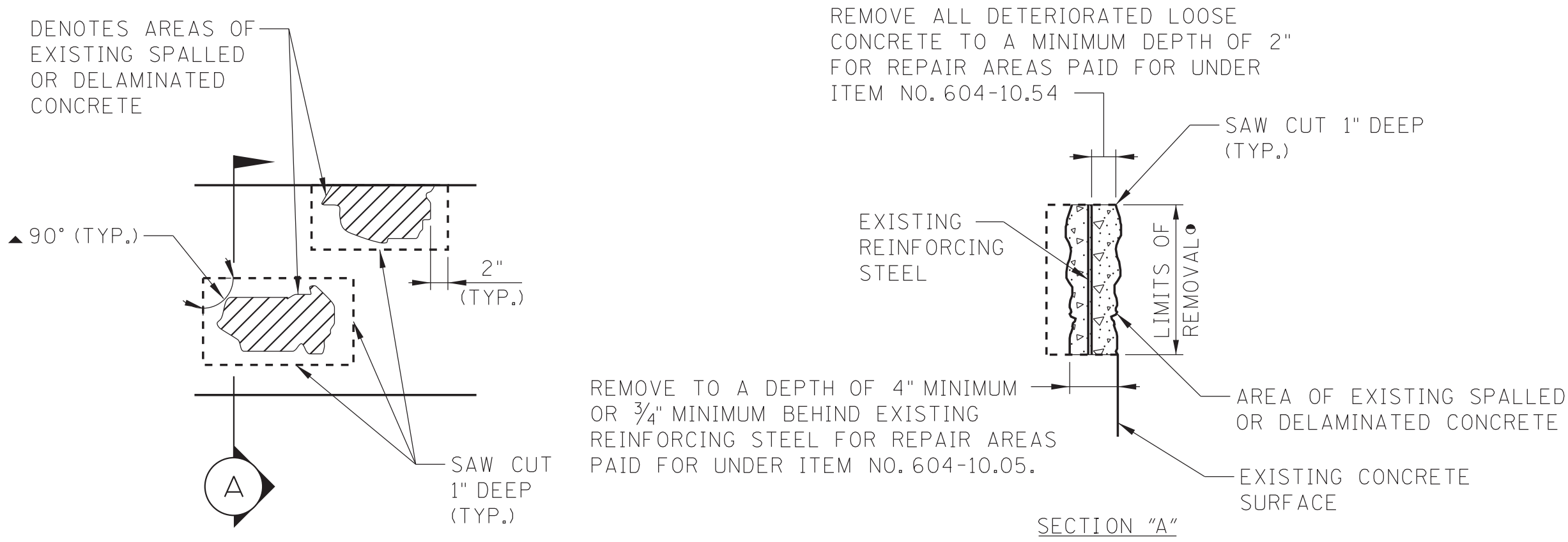
PIN NO.:	135265.00	
DESIGN BY:	R.L. COLBERT	DATE: 05/2026
DRAWN BY:	M.E. LOUCKS	DATE: 05/2026
SUPERVISED BY:	G.S. WILSON	DATE: 05/2026
CHECKED BY:	R.L. COLBERT	DATE: 05/2026



DETAIL SHOWING CRACKED CONCRETE SURFACE TO BE REPAIRED

THE CONTRACTOR MAY OBTAIN A LIST OF ACCEPTABLE BRANDS OF POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TEST.

COST OF SAW CUTTING, REMOVING SPALLED CONCRETE, NEW POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN TO BE INCLUDED IN ITEM NO. 604-10.63, CONCRETE REPAIRS (CRACKS), L.F.



DETAILS SHOWING AREAS OF EXIST. SPALLED OR DELAMINATED CONCRETE SURFACES TO BE REMOVED AND REPAIRED

- DENOTES: LIMITS AND LOCATION OF REPAIRS TO BE DESIGNATED BY THE ENGINEER.
- ▲ DENOTES: SAW CUT EXISTING CONCRETE SURFACES SO AS TO OBTAIN SQUARED CORNERS.

EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING SPALLED OR DELAMINATED CONCRETE SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXPOSED EXISTING REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL EXISTING REINFORCEMENT SHALL REMAIN IN PLACE. ALL WORK MUST MEET WITH THE FULL APPROVAL OF THE ENGINEER.

THE ENGINEER SHALL HAVE THE OPTION OF DESIGNATING A SPALLED OR DELAMINATED AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 OR 604-10.54. PATCHING MATERIAL FOR ITEM NO. 604-10.05 SHALL BE HIGH EARLY STRENGTH CONCRETE. PATCHING MATERIAL FOR ITEM NO. 604-10.54 SHALL BE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL. SEE QUALIFIED PRODUCTS LIST (SECTION B, QPL 13.009).

COST OF SAW CUTTING, REMOVING SPALLED OR DELAMINATED CONCRETE, CLEANING, PATCHING MATERIAL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN TO BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F. OR ITEM NO. 604-10.05, CONCRETE, S.F.

DURING SUBSTRUCTURE REPAIRS, ANY EXISTING REINFORCING STEEL EXHIBITING MORE THAN 20 PERCENT SECTION LOSS SHALL BE REPAIRED. EITHER NEW IN-KIND REINFORCING SHALL BE SPliced TO THE EXISTING BARS OR THE BARS SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. THE COST OF ANY NEW REINFORCING STEEL REQUIRED TO COMPLETE THESE REPAIRS SHALL BE INCLUDED IN ITEM NO. 604-10.05, CONCRETE, S.F. ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONCRETE REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE ENGINEER SHALL DESIGNATE ALL SPALLED OR DELAMINATED CONCRETE REPAIR AREAS IN THE FIELD. QUANTITIES GIVEN ARE APPROXIMATE.

POWER DRIVEN HAND TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

1. PNEUMATIC HAMMERS HEAVIER THAN THE 35 LB. CLASS SHALL NOT BE USED.
2. CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL.

PNEUMATICALLY PLACED CONCRETE IS NOT ALLOWED.

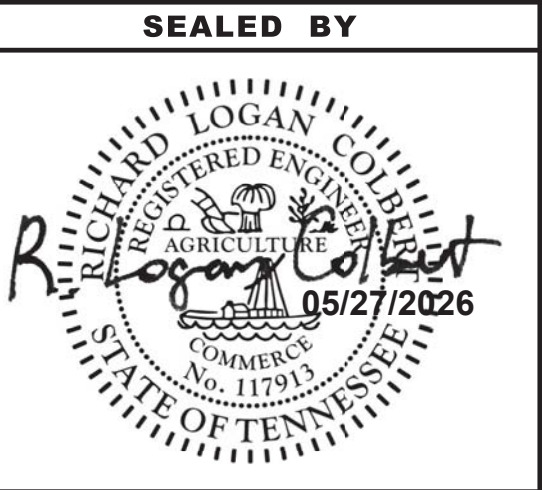
CONST. NO.:

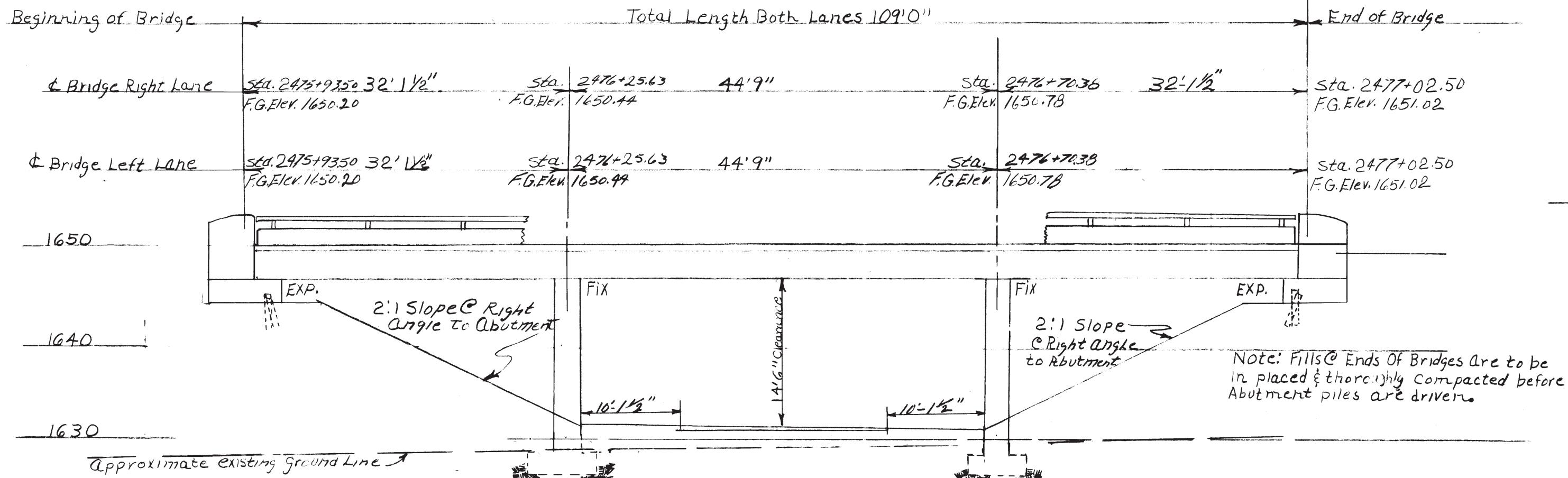
PROJECT NO.		YEAR	SHEET NO.
82I081-M3-004		2026	B-8
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

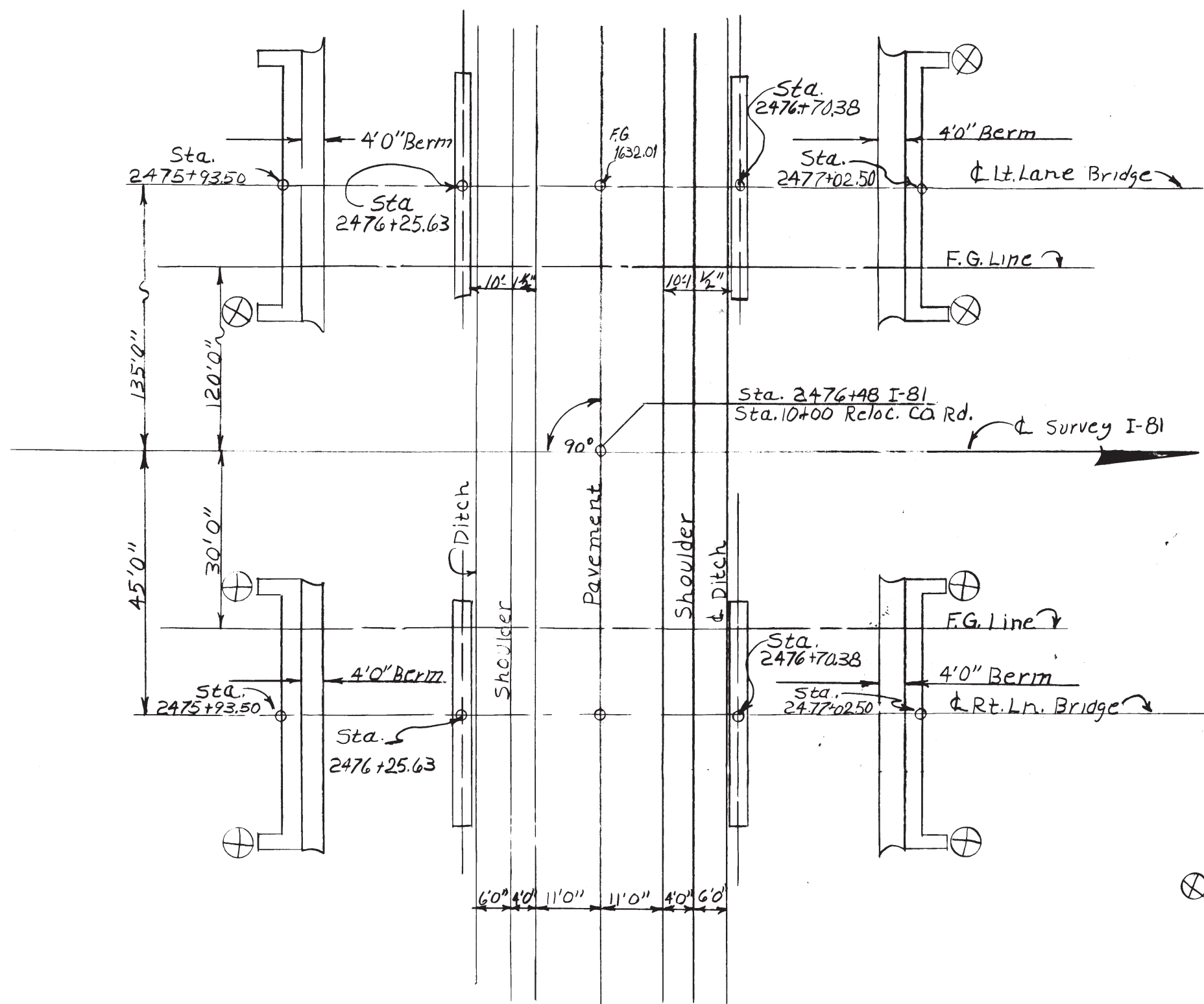
CONCRETE REPAIR DETAILS
I-81 OVER DOUBLE SPRINGS ROAD
BRIDGE NO. 82-10081-0.65 L&R
FED. I.D. NO. 82100810001 & 82100810002
SULLIVAN COUNTY
2026

BR-133-364

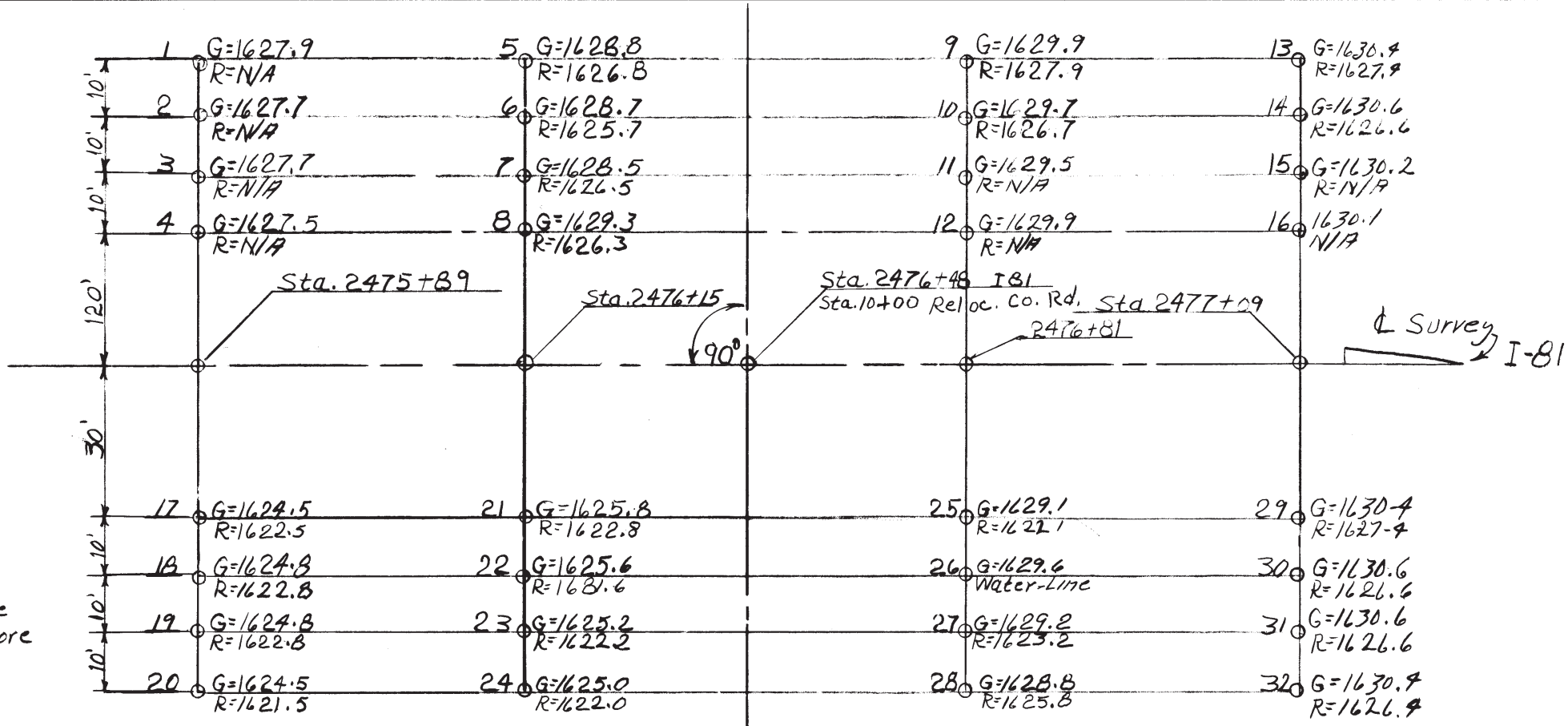




ELEVATION



PLAN



Sounding Sketch

G: Ground
R: Rock
N/A: Inaccessible

General Notes:
Specification: Standard road & bridge specification of the Tennessee Department of Highways (1963 Edition)
Loading: HS20-44 With alternate military.
Concrete: To be class "A" (Cast in place) for 1200 P.S.I.
Reinforcing Steel: To be ASTM A615. Standard C&SI hook details apply unless otherwise noted on bill of steel. Bending dimensions are based on grade 40.
Design Specification: AASHTO 1965 Edition with addenda.
Joint Sealer: See special provisions, Type II, Class "A" or "B".
Piles: To be driven to refusal on rock or a minimum bearing of 35 tons for the abutments.
Bridge Rail: Build bridge rail according to standard Dwg. No. K-3B-154-A
Dim. G: 10'6" x 10' Dim. L: 10' spaces @ 10'5" Dim. X: 1'4"
Foundation: After excavation to rock for footing has been completed, holes 6'0" deep shall be drilled at points designated by the Engineer. From the results obtained, the Engineer shall determine the final footing elevations.
No reinforcing steel for the bent columns shall be ordered until final footing elevations have been determined.

List of Drawings DWG. No.
Superstructure Details - - - - - K-85-94
Prestressed Beams Details - - - - - K-85-95
Abutments No. 1 & 2 - - - - - K-85-96 & K-85-97
Bents No. 1 & 2 - - - - - K-85-98
Bill of Steel - - - - - K-85-99
Standard Bridge Rail - - - - - K-3B-154-A
Pile Splice Details - - - - - K-56-34

ESTIMATED QUANTITIES

Item No.	204-02.01	204-04.01	604-03.01	604-03.02	615-01.02	616-06	604-03.03	604-02.03	204-05
	Excavation cu. yds.	Dry Rock	Class "A" Concrete cu. yds.	Reinforcing Steel LBS.	Prestressed Bms. LBS.	Concrete Parapet Br. Rail Lin. Ft.	Concrete Parapet Br. Rail Lin. Ft.	Linseed Oil Treatment 34 yds.	Rock Drilling Lin. Ft.
Superstructure			131.6	43,679	248	176			
Abutment No. 1			16.3	2,069				137'-0"	
Abutment No. 2			16.3	2,069				137'-0"	
Bent No. 1	19	4	23.8	9,098					12
Bent No. 2	18	4	23.6	9,000					12
Total	37	8	211.6	65,915	424	213'-8"	698	268'-0"	24
Superstructure			131.6	43,679	248	176			
Abutment No. 1			16.3	2,069				159'-0"	
Abutment No. 2			16.3	2,069				137'-0"	
Bent No. 1	24	4	25.8	9,872					12
Bent No. 2	41	4	25.8	9,830					12
Total	65	8	215.8	67,519	424	213'-8"	698	290'-0"	24
Total Both Lanes	102	16	427.4	133,434	848	427'-4"	1396	558'-0"	48

Note: The cost of 28 threaded steel inserts 28" x 4" hex head bolts (ASTM) to be included in bridge items bid on.
Note: The cost of 6" x 8" Perforated C.M.P. pipe (18ga.) underdrains and porous rock fill material to be included in price of items bid on.
Note: The cost of the pre-pne rods and anchor bolts to be included in the cost of Prestressed beams.
Note: Excavation based on existing ground line.
* Cast in place.

DESIGNED BY
DRAWN BY
TRACED BY
CHECKED BY

DATE
DATE
DATE
DATE

CORRECT
APPROVED

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

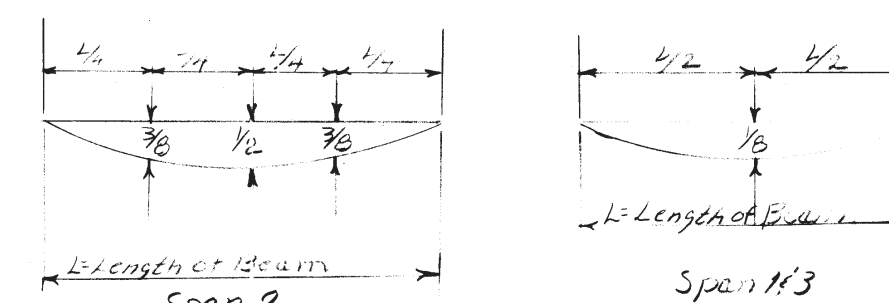
LAYOUT OF BRIDGE
Interstate 81 Over Relocated County Road
Station 2476+48.00
Sullivan County
1968

K-85-93

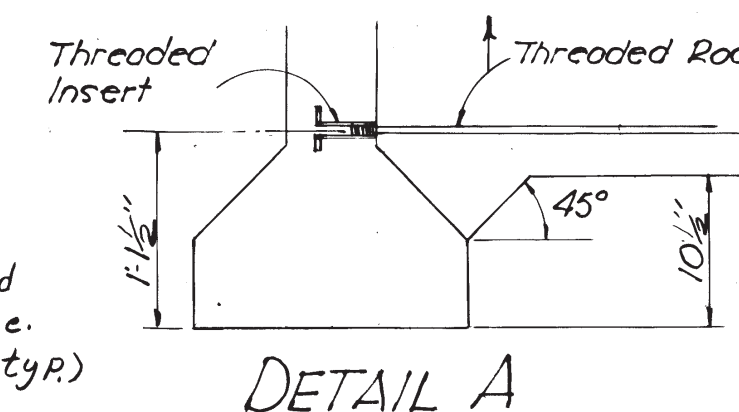
Paymaster @ Bridge and add, see dwg. K-97-53-A

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	181-123-53	19		
REVISIONS					
NO.	DATE	BY	DESCRIPTION		
1	7/2/62	K.S.	Sub. Thickness		
1	7/2/62	K.S.	Side Cut-out		
1	7/2/62	K.S.	Parapet		
1	7/2/62	K.S.	General Changes		

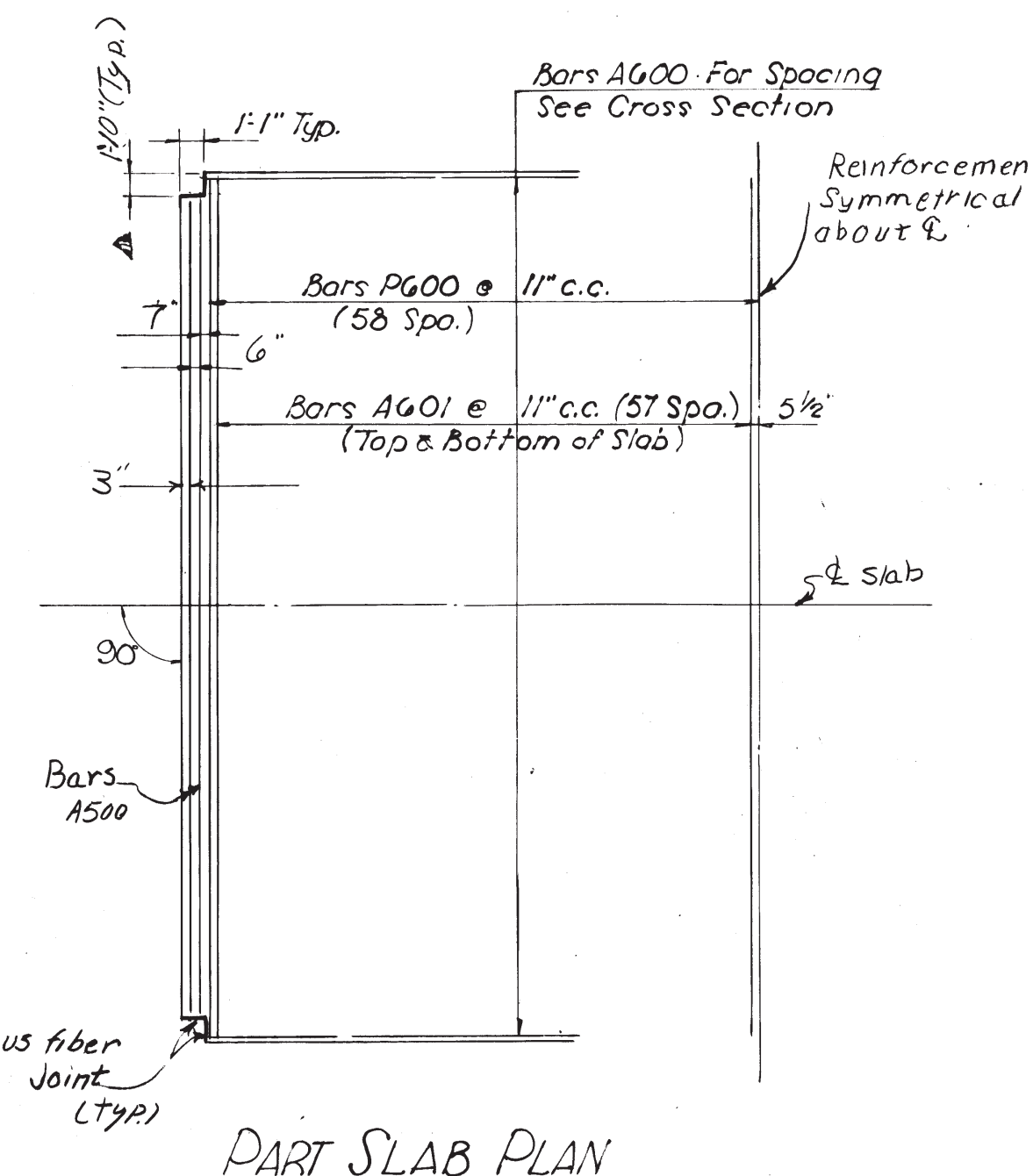
Note: When pouring slab, provisions shall be made for setting reinforcing steel for parapet. See DWG. K-38-154A



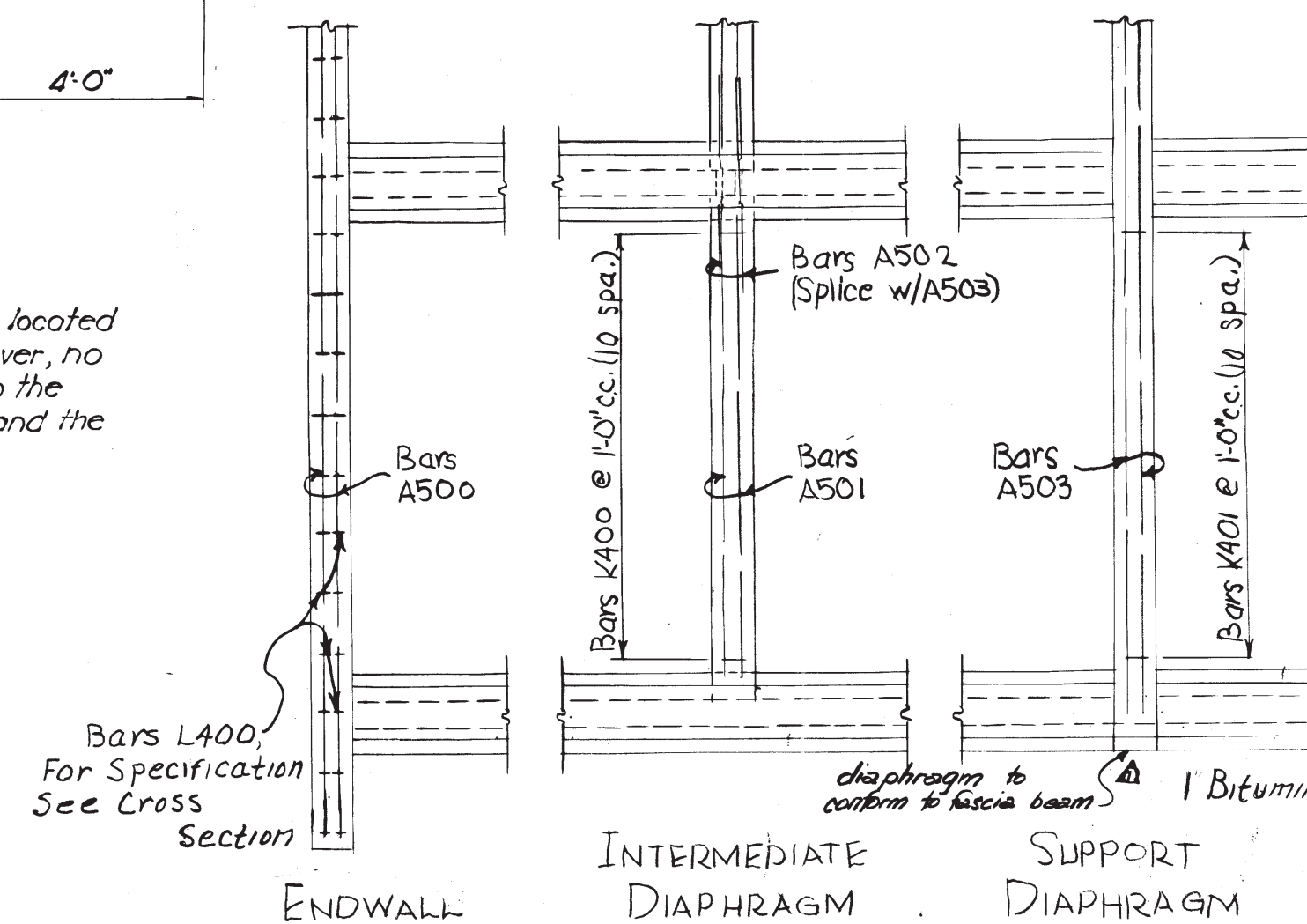
Δ DEAD LOAD CAMBER DUE TO SLAB



DETAIL A



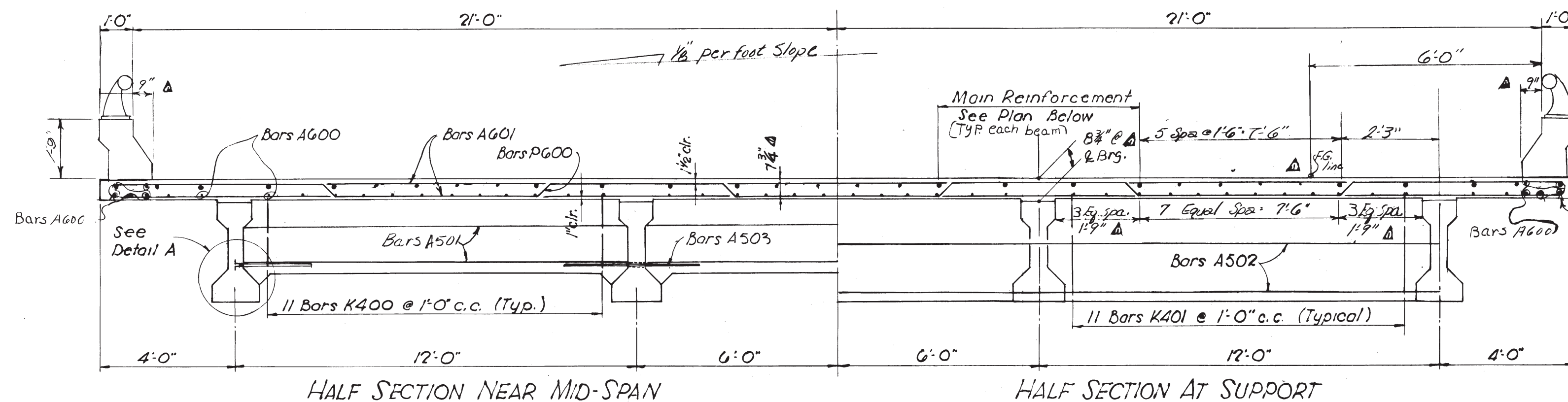
PART SLAB PLAN



ENDWALL

INTERMEDIATE DIAPHRAGM

SUPPORT DIAPHRAGM

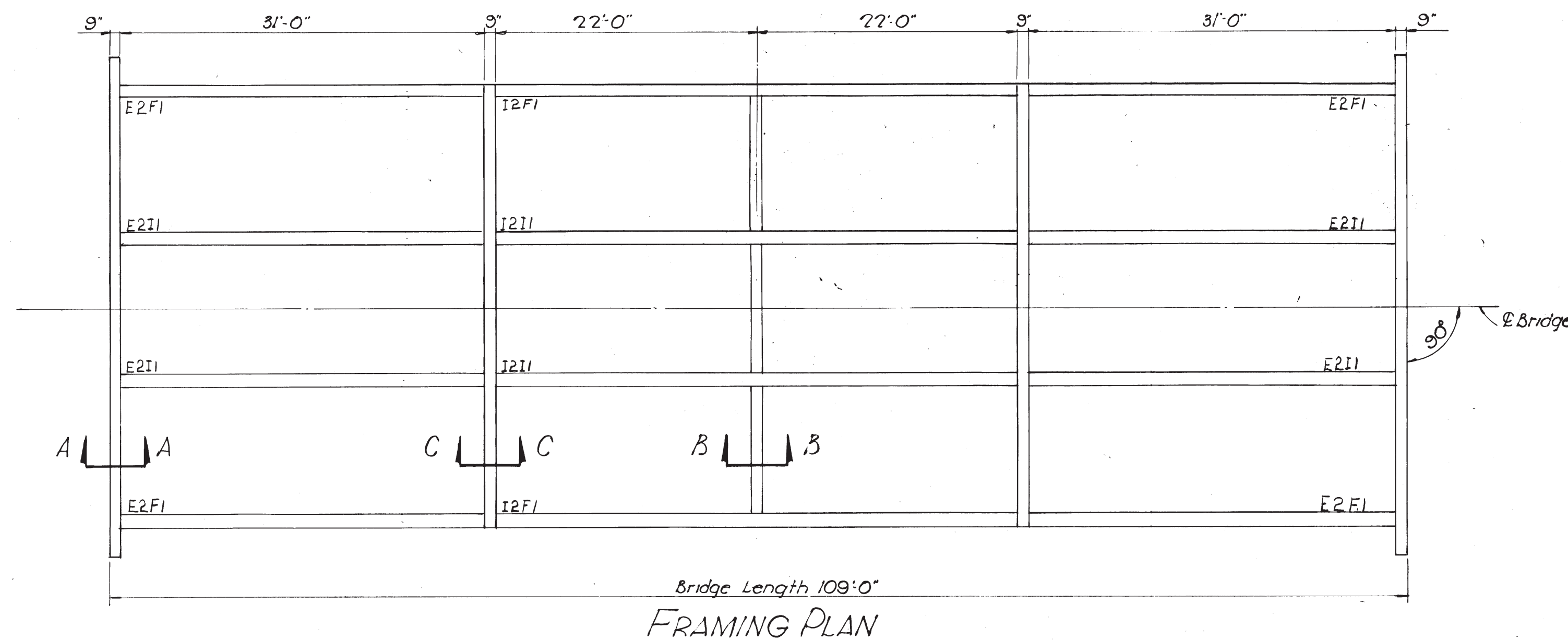


HALF SECTION NEAR MID-SPAN

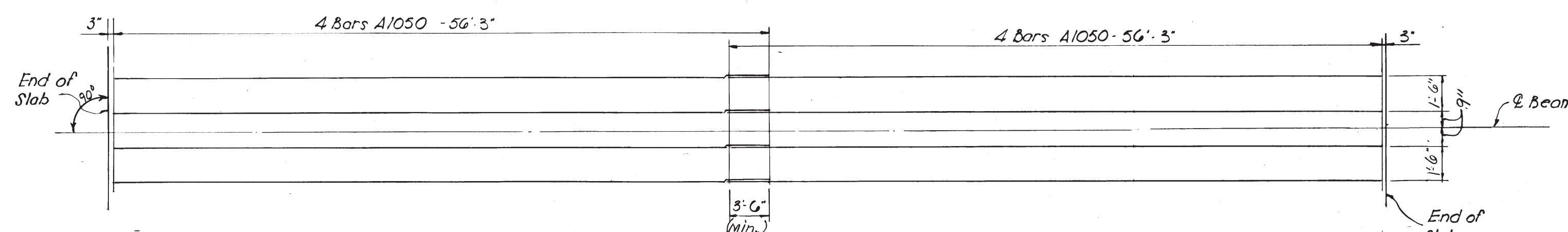
HALF SECTION AT SUPPORT

TYPICAL CROSS SECTION

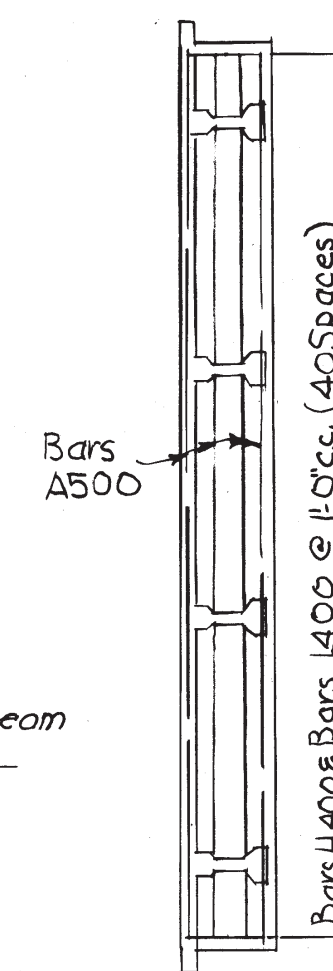
Looking forward on Survey Left Ln. - Looking Back on Survey Right Ln. Note: Slab construction joints may be located at the contractor's option. However, no equipment shall be permitted on the bridge until all pours are made and the concrete properly cured.



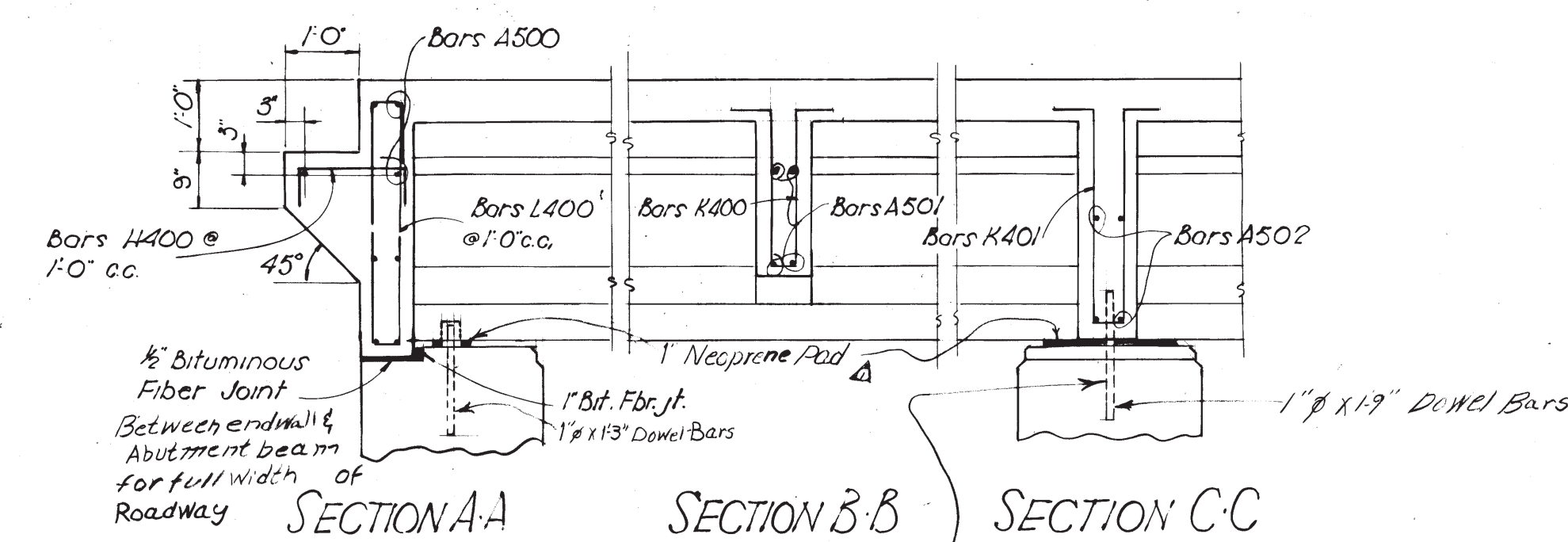
FRAMING PLAN



PLAN MAIN REINFORCEMENT
Typical for Each Beam



SECTION SHOWING
ENDWALL REINFORCEMENT



Note: Top of dowels to be covered with a 1/2" compressible material & projection wrapped with two layers of waterproof paper. Anchor bars shall be bent in a sufficient amount so as to clear diaphragm forming a minimum of 1" on all fascia beams.

ESTIMATED QUANTITIES*

Item	Concrete Class A Cu. Yds.	Reinforcing Steel Lbs.
Right Lane	131.6	43,679
Left Lane	131.6	43,679

+ 3.7

* Cast in place

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

SUPERSTRUCTURE DETAILS
Interstate 81 Over Relocated County Road
Station 2476+48.00
Sullivan County
1968

CORRECT: *S. J. Smith*
BRIDGE ENGINEER

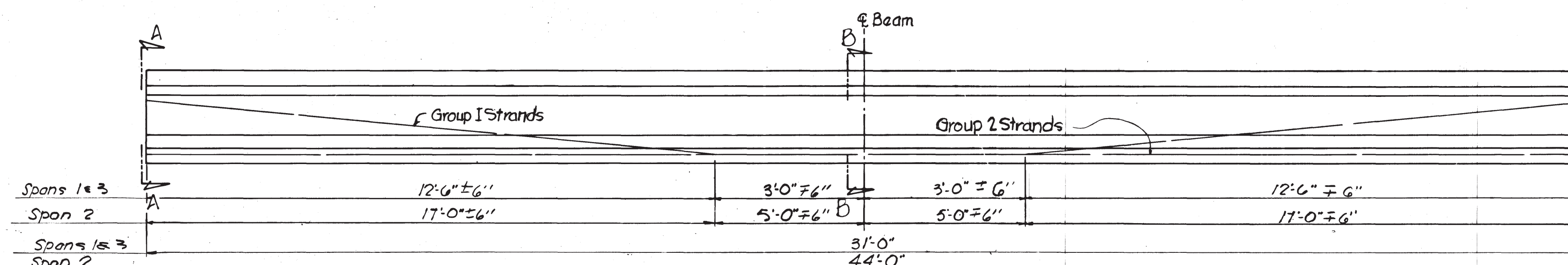
PROVED: *W. J. Smith*
STATE HIGHWAY ENGINEER

K-3-94

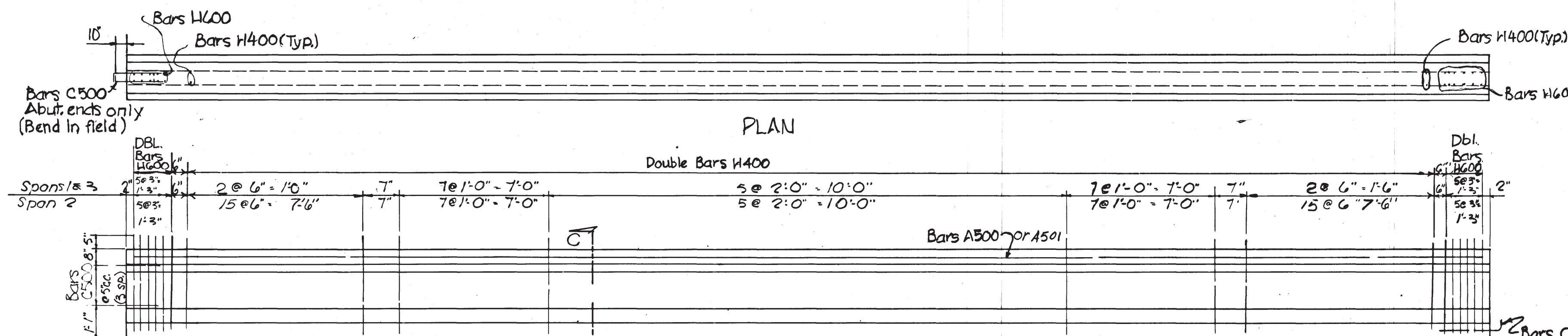
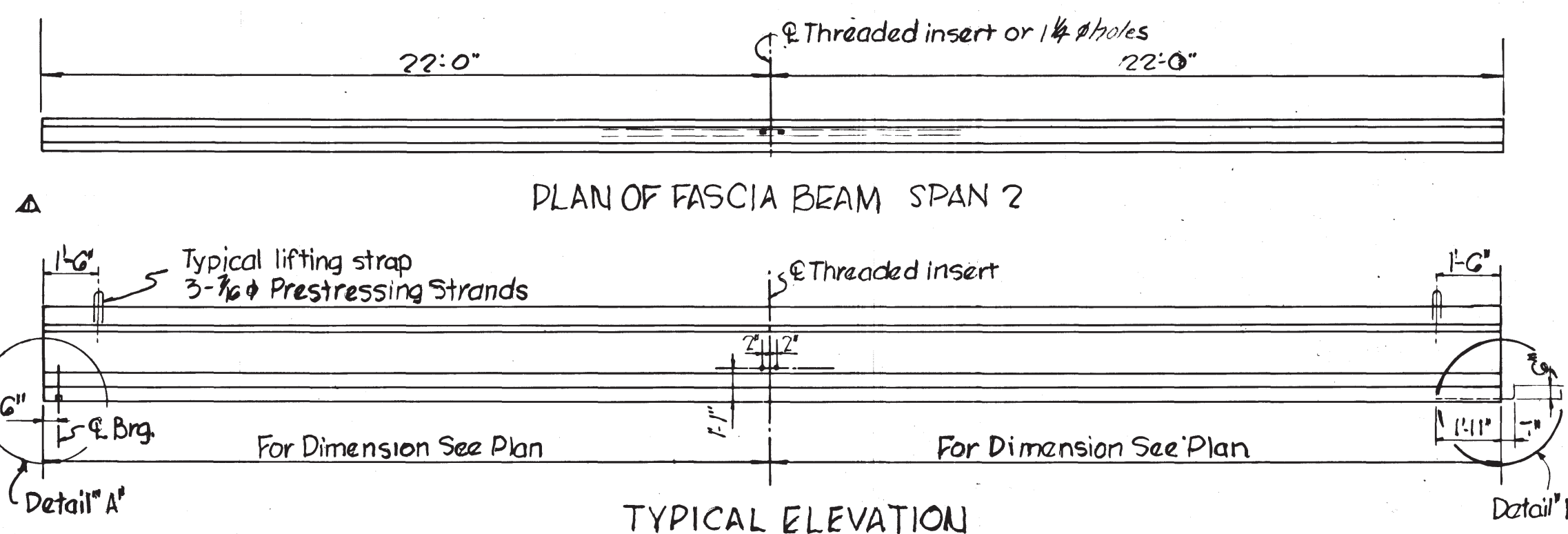
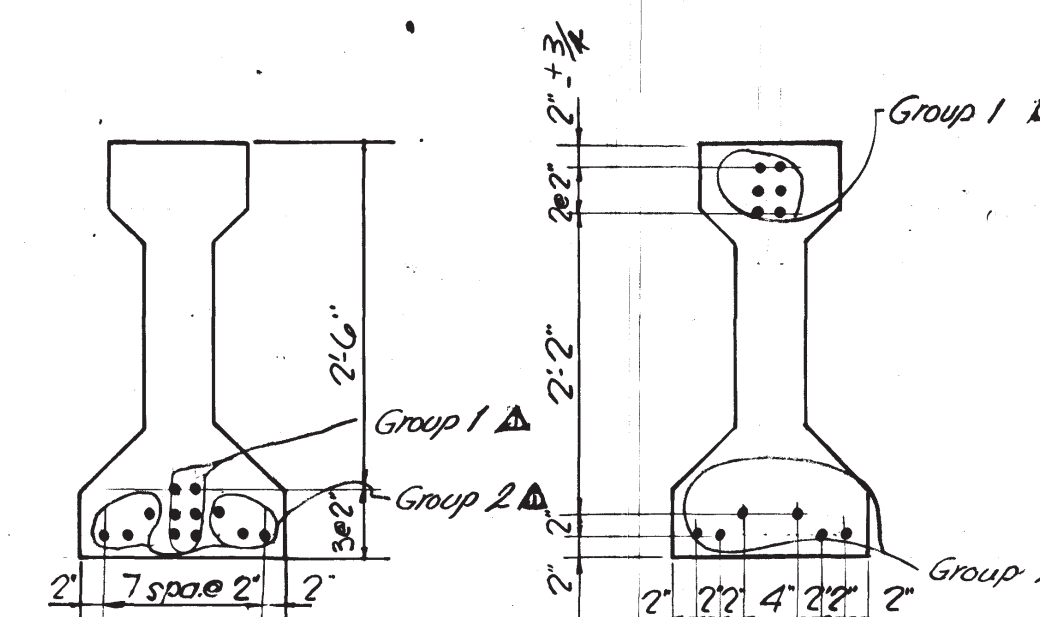
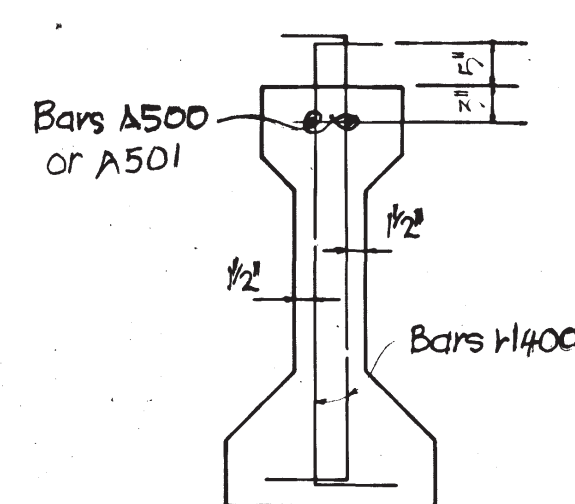
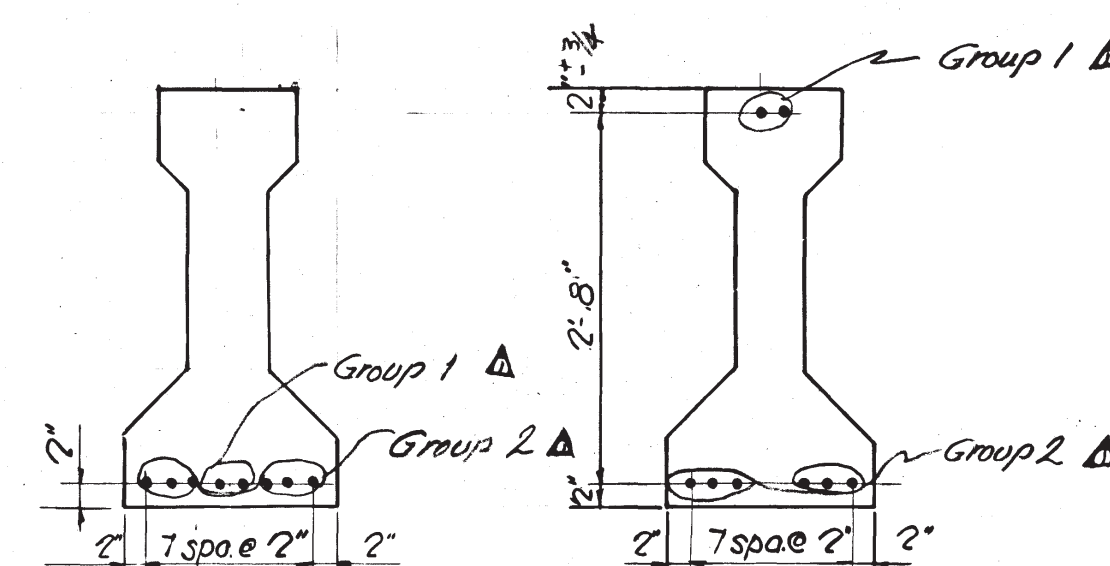
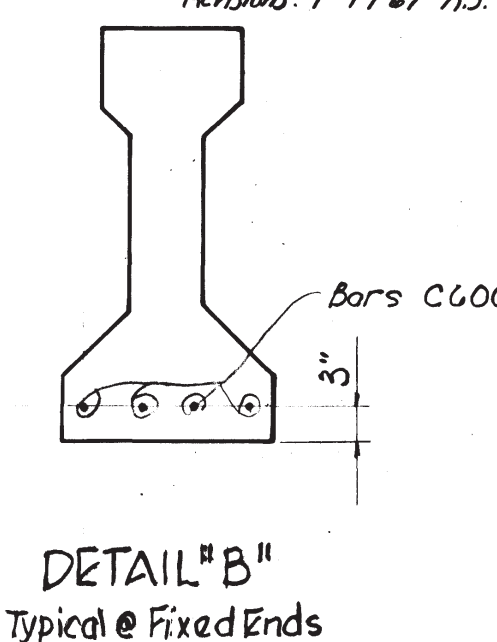
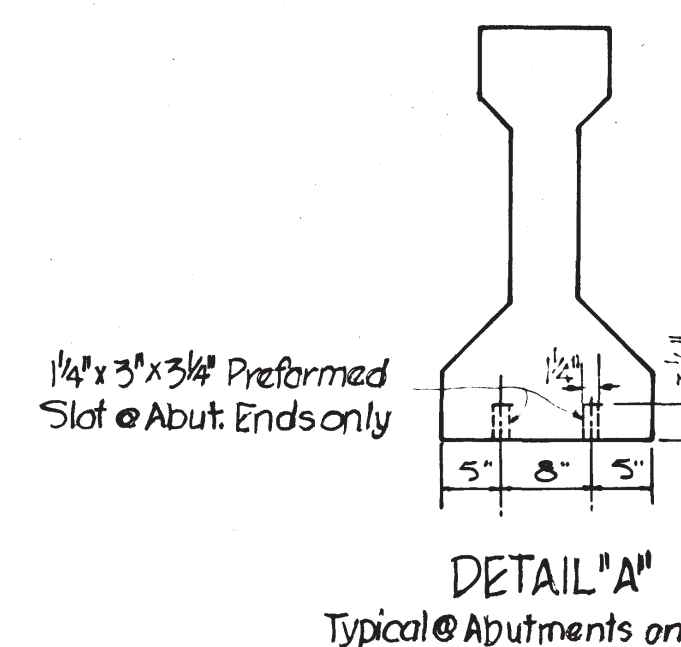
MICROFILMED

DESIGNED BY: *J. L. Smith* DATE: _____
DRAWN BY: *J. L. Smith* DATE: _____
TRACED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____

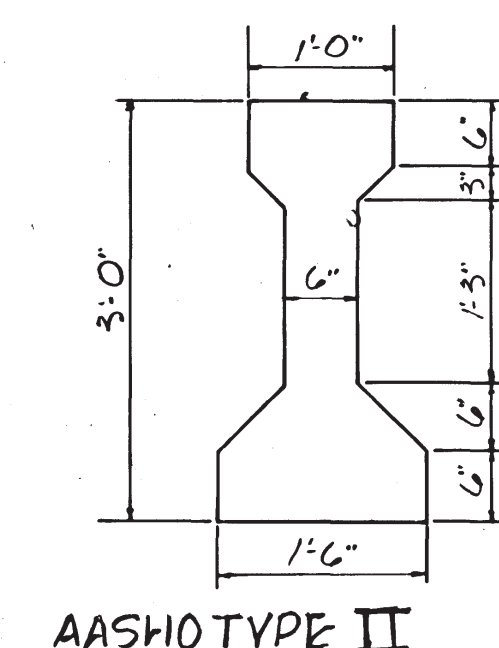
Revisions: 1- F767-KS General Changes



ELEVATION
Showing Strand Deflection Pattern



ELEVATION
Showing Mild Reinforcing Steel



BILL OF STEEL ~ PER BEAM

Bar	Size	No.	Length	Span 1 & 3	Span 2
A500	5	2	30'8"	2	43'8"
A501	5	2	30'8"	2	43'8"
C500	5	8	2'10"	8	3'11"
C600	6	4	3'11"	8	3'11"
H400	4	52	4'6"	104	4'6"
H600	6	24	4'6"	24	4'6"

ESTIMATED QUANTITIES ~ PER BEAM

Beam	Conc. Cu Yds	Reinf. Stl. lbs	Pres Stl. lbs	Thr. Inserts
E2F1	2.9	412	132	
E2I1	2.9	412	132	
I2F1	4.2	578	280	1
I2I1	4.2	578	280	

Required: 16 Neoprene pads 1'x1'6"x6"
16 Neoprene pads 1'x1'6"x1'9"
32 Dowels Bars 1"Ø x 1'3"
32 Dowels Bars 1"Ø x 1'9"
4 Threaded Inserts

- The top of all beams is to be rough floated. At approximately the time of initial set, the top of beams shall be scrubbed transversely with a coarse wire brush to remove all laitance and to produce a rough surface.
- Anchorage or expansion end of beam accomplished by Dowels 1"Ø x 1'3". Fixed end dowels, 1"Ø x 1'9".
- Mild reinforcing steel to be intermediate or hard grade (ASTM A615).
- All prestressing strands to be 1/2" Ø 270 K 7 Wire uncoated stress-relieved prestressing strands.
- An initial force of 28910 lbs. shall be applied to each strand in all beams.
- All beams are AASHTO - PCI Standard Type II.
- After the beam is removed from the prestress bed, Bars C600 shall be bent horizontally a sufficient amount so as to permit Bars C600 of adjoining beams to mesh when in an erected position.
- The strands shall be left projecting 3" ± from the ends of the beams. There shall not be any protective coating placed on the ends of beams or on projecting strands.
- Inserts for diaphragm connection are to be double threaded by the Contractor. Threaded rods are to provide a 2'-0" splice with diaphragm reinforcing.
- Neoprene pads at abutment ends 1'x1'6"x1" with 1/4" x 3" slotted holes and at bent ends 1'x1'6"x1" with 1/4" holes.
- Size 17 coarse aggregate will be permitted in the concrete.
- The concrete for this construction shall be of such proportions as to attain a compressive strength of not less than (5000 PSI) at the age of 28 days & stress transfer shall not be made to the bridge member until the tests specimens indicate that the concrete has reached a compressive strength of at least (4000 PSI).
- Preformed holes for diaphragm connection shall be 1/4" Ø.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

PRESTRESSED BEAM DETAILS
Interstate 81 Over Rebcated County Road
Station 2476+48.00
Sullivan County
1968

CORRECT: *[Signature]*
APPROVED: *[Signature]*
STATE HIGHWAY ENGINEER

K-85-95

DESIGNED BY: *[Signature]*
DRAWN BY: *[Signature]*
CHECKED BY: *[Signature]*
DATE: _____
DATE: _____
DATE: _____

Note: Bending dimensions shown on this sheet are outside to outside of bar.

MICROFILMED

[illegible]

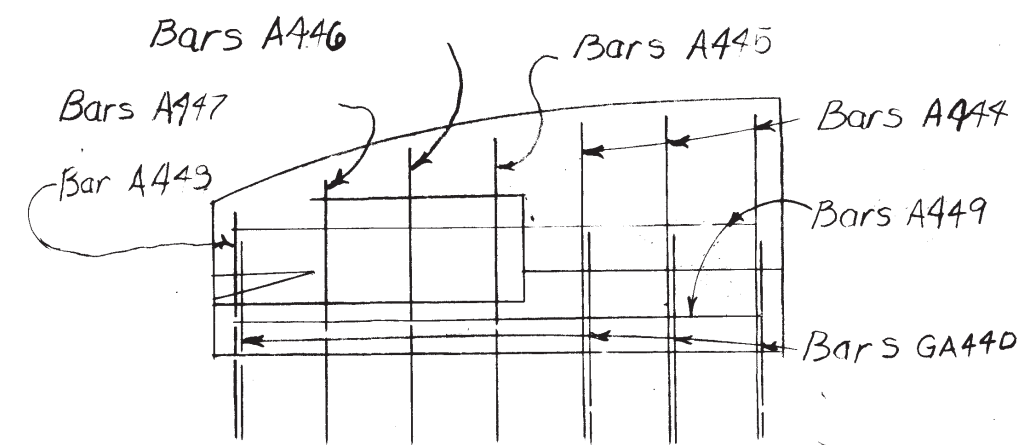
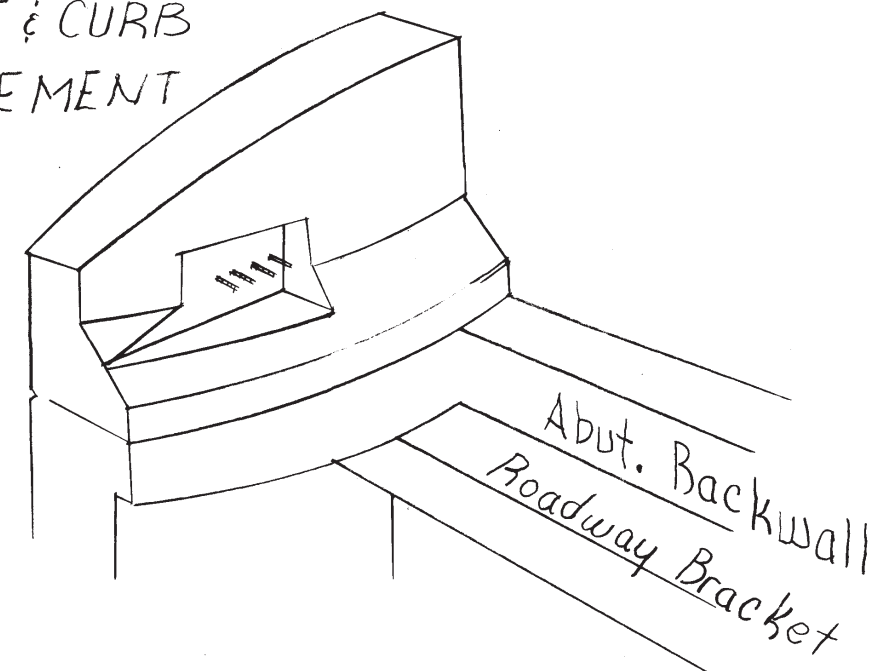
Hand-drawn cross-section diagram of a pile foundation system. The diagram shows a horizontal pile with various points labeled E.I.A through E.I.L. Above the pile, there are vertical dimensions of 2 inches and 4 feet 9 inches, and a horizontal dimension of 4 feet 5 inches. The pile is supported by a foundation, and the spacing between piles is indicated as 4 feet 9 inches. The diagram is labeled "Pile in Wing Elev. E." and "Pile in Wing Elev. V.".

Item		Concrete Class "A" Cu. Yds.	Reinforcing Steel lbs.
RF Lr.	Abut. 1	16.3	2,069
	Abut. 2	16.3	2,069
UL Lr.	Abut. 1	16.3	2,069
	Abut. 2	16.3	2,069

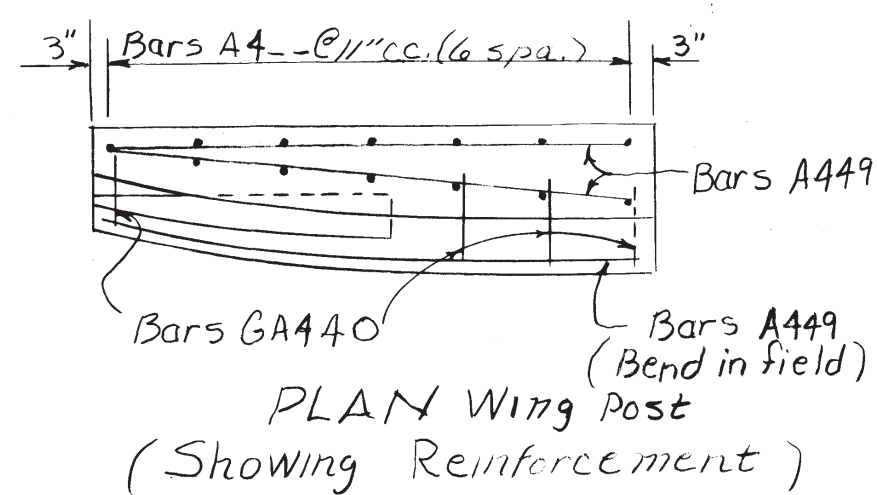
		Station	Elevation													
			A	B	C	D	E	F	G	H	I	J	K	L	M	N
REL	Abut. No.1	2475+93.50	1646.05	1646.13	1646.30	1646.43	1649.34	1649.43	1649.57	1649.67	1649.76	1649.38	1649.74	1650.22	1649.84	1650.60
	Abut. No.2	2477+02.50	1647.23	1647.10	1646.28	1646.86	1645.56	1645.47	1645.38	1645.29	1645.19	1644.56	1644.74	1651.12	1650.69	1651.07
ELEV	Abut. No.1	2475+93.50	1646.43	1646.30	1646.13	1646.05	1644.76	1644.67	1644.57	1644.48	1644.38	1643.76	1643.38	1650.22	1649.74	1649.84
	Abut. No.2	2477+02.50	1646.86	1646.98	1647.10	1647.23	1645.19	1645.29	1645.38	1645.47	1645.56	1649.19	1649.56	1650.69	1651.12	1650.64

K-85-96

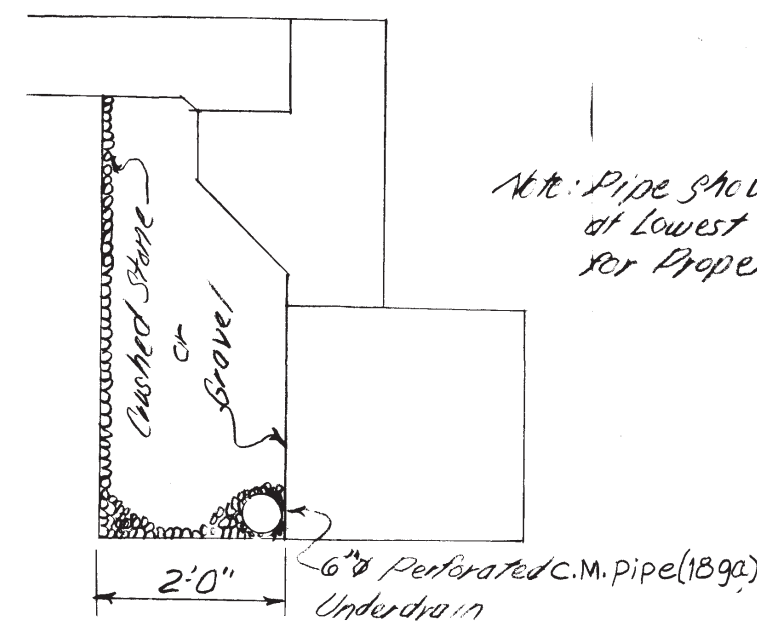
WING POST & CURB REINFORCEMENT DETAILS



Elevation Wing Post
(Showing Reinforcement)

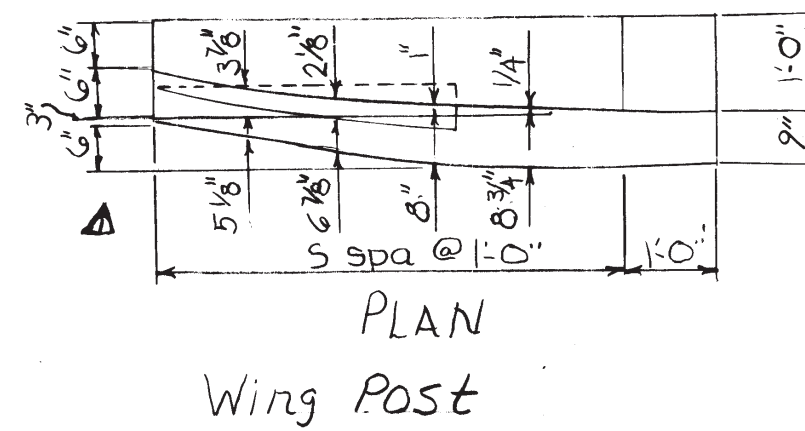
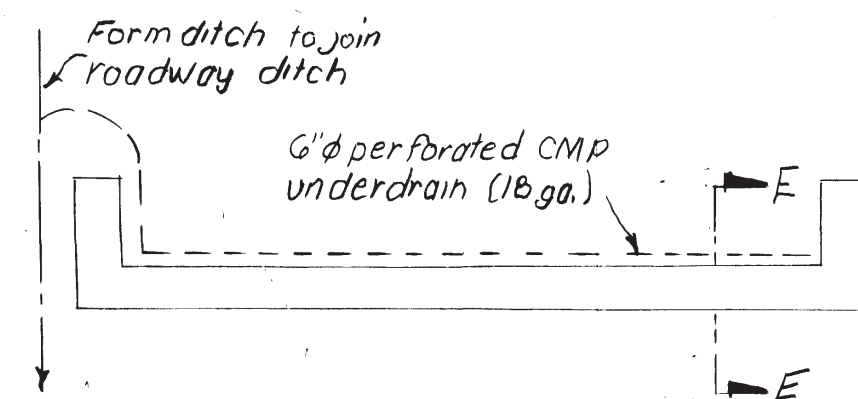


PLAN Wing Post
(Showing Reinforcement)

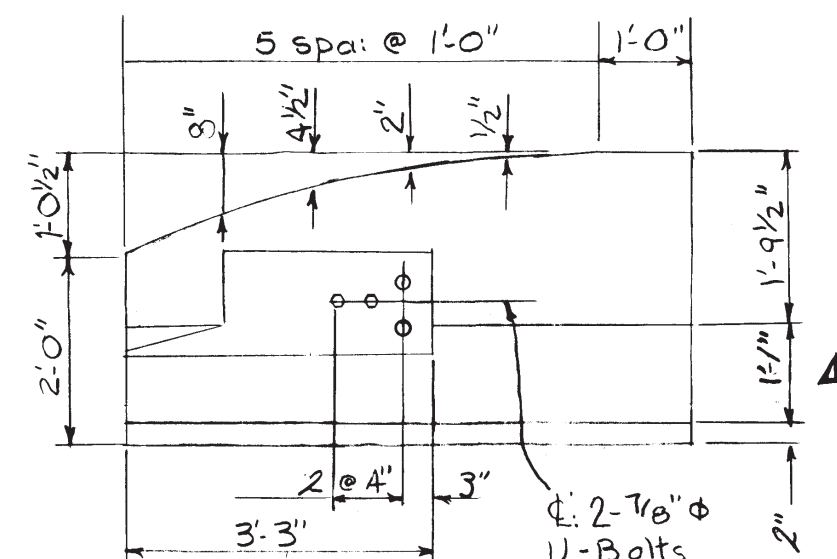


~SECTION E-E~

Note: Pipe should be placed
at lowest point practicable
for proper drainage.

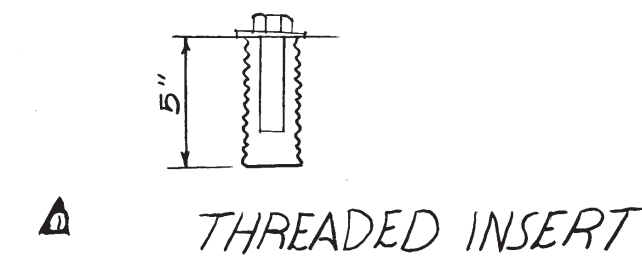


PLAN
Wing Post

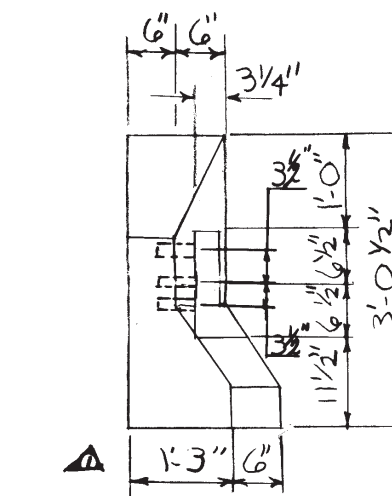


ELEVATION
Wing Post

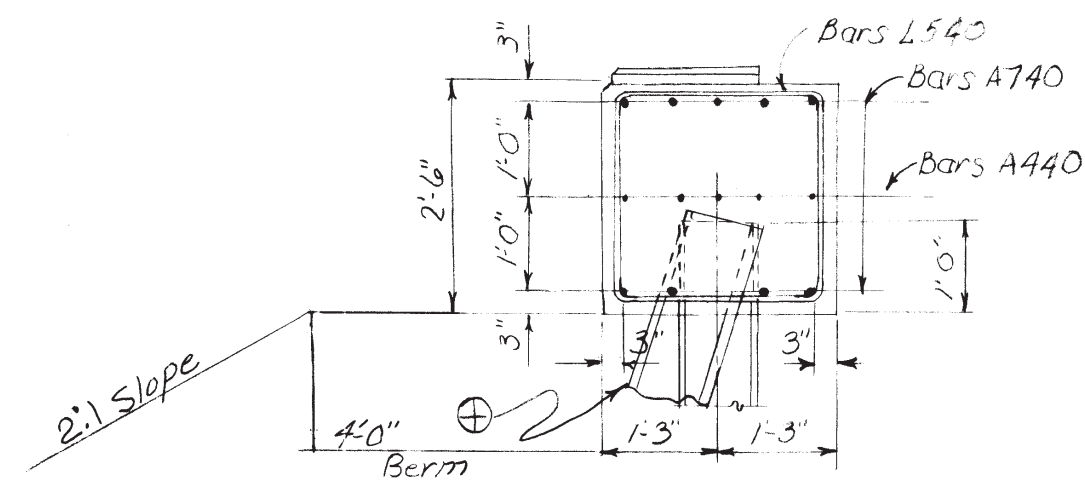
NOTE: See DWG. K-85-93 for wings requiring
guardrail attachment.



THREADED INSERT

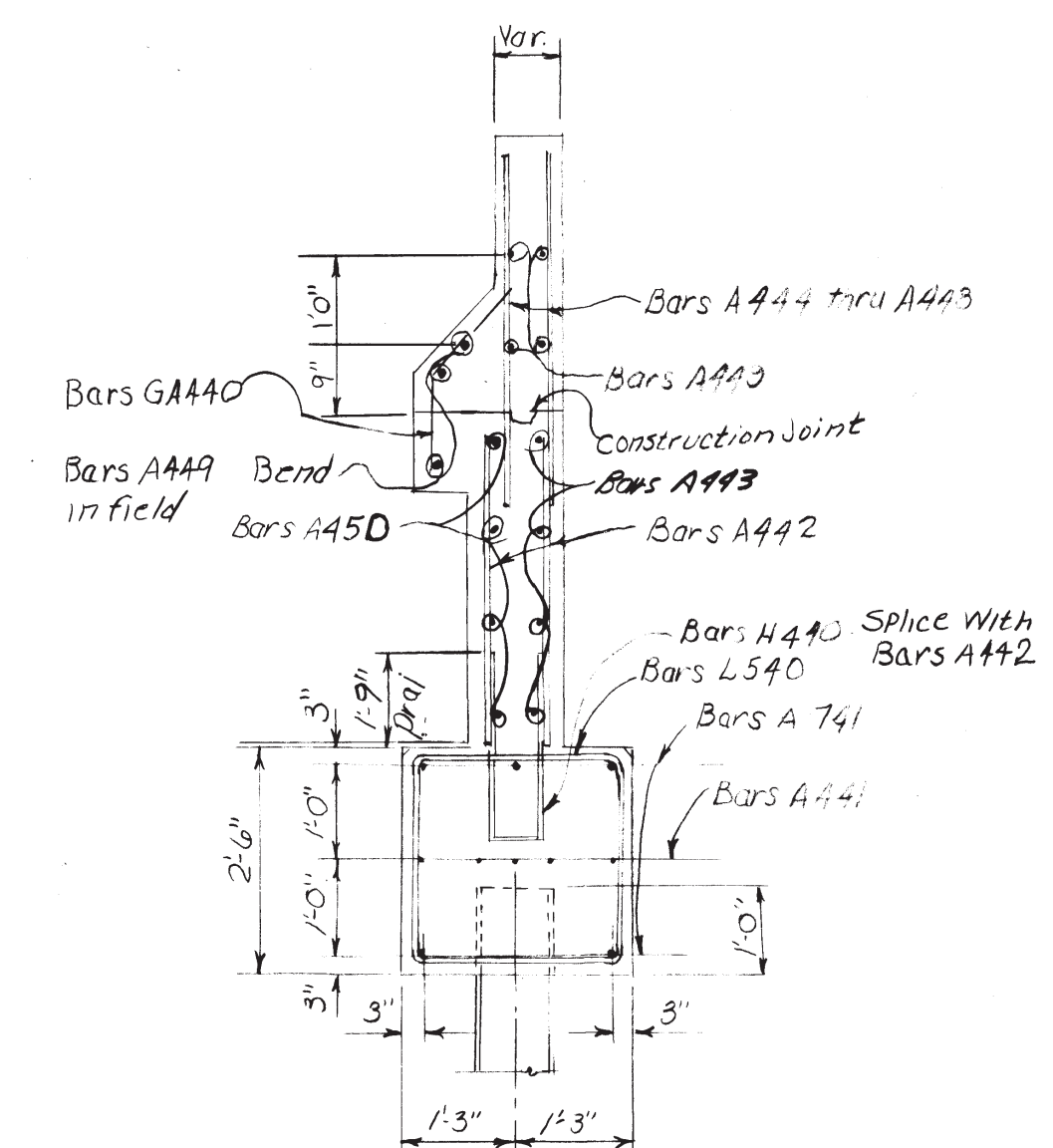


END ELEVATION
(Wing Post)

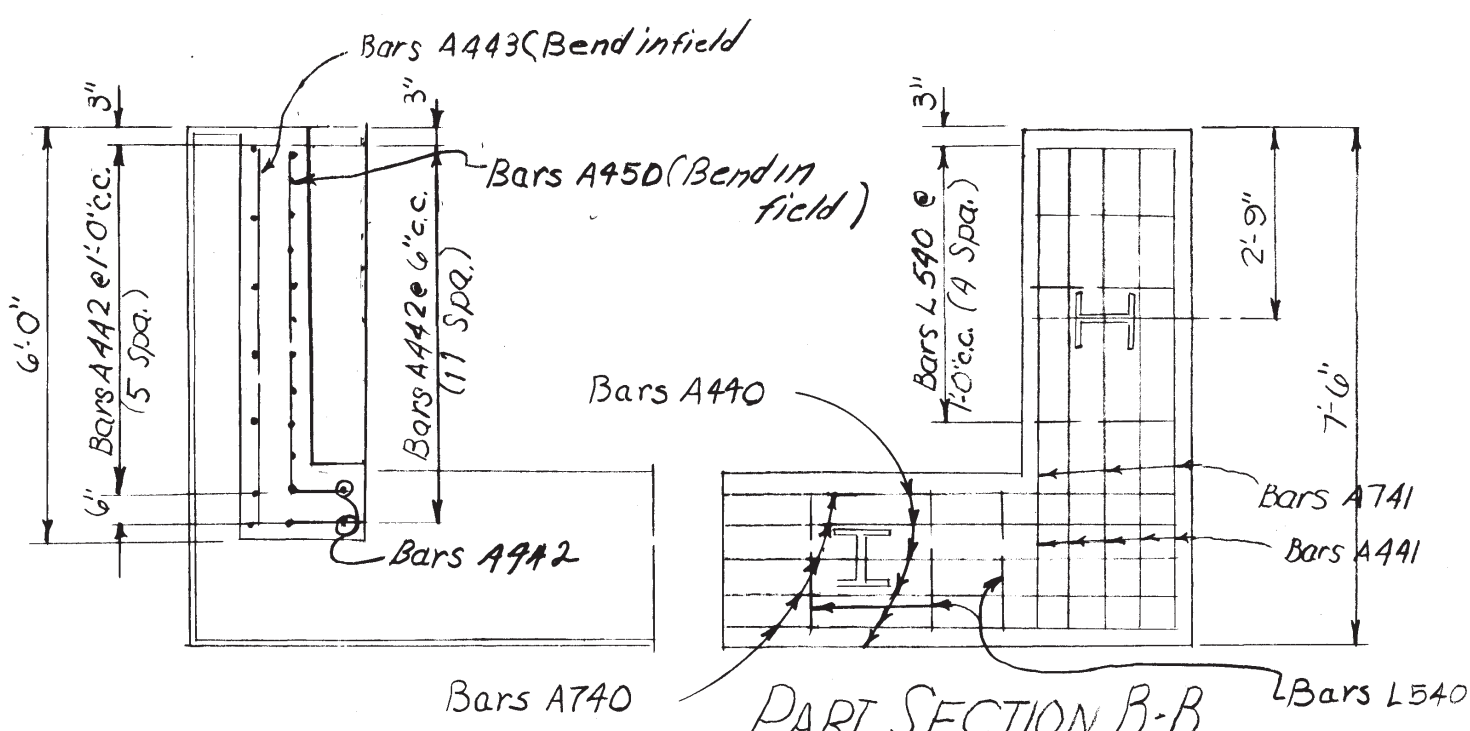


SECTION D-D

NOTE: Batter these piles forward 2:12.



SECTION C-C



PART SECTION B-B

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

ABUTMENT DETAILS

Interstate 81 Over Relocated County Road
Station 2476+48.00
Sullivan County
1968

CORRECT *W. B. R. Hick*
BRIDGE ENGINEER
APPROVED *W. B. R. Hick*
STATE HIGHWAY ENGINEER

K-85-97

DESIGNED BY *R. Stewart* DATE 11/2/69
DRAWN BY DATE
TRACED BY DATE
CHECKED BY DATE

LEFT LANE

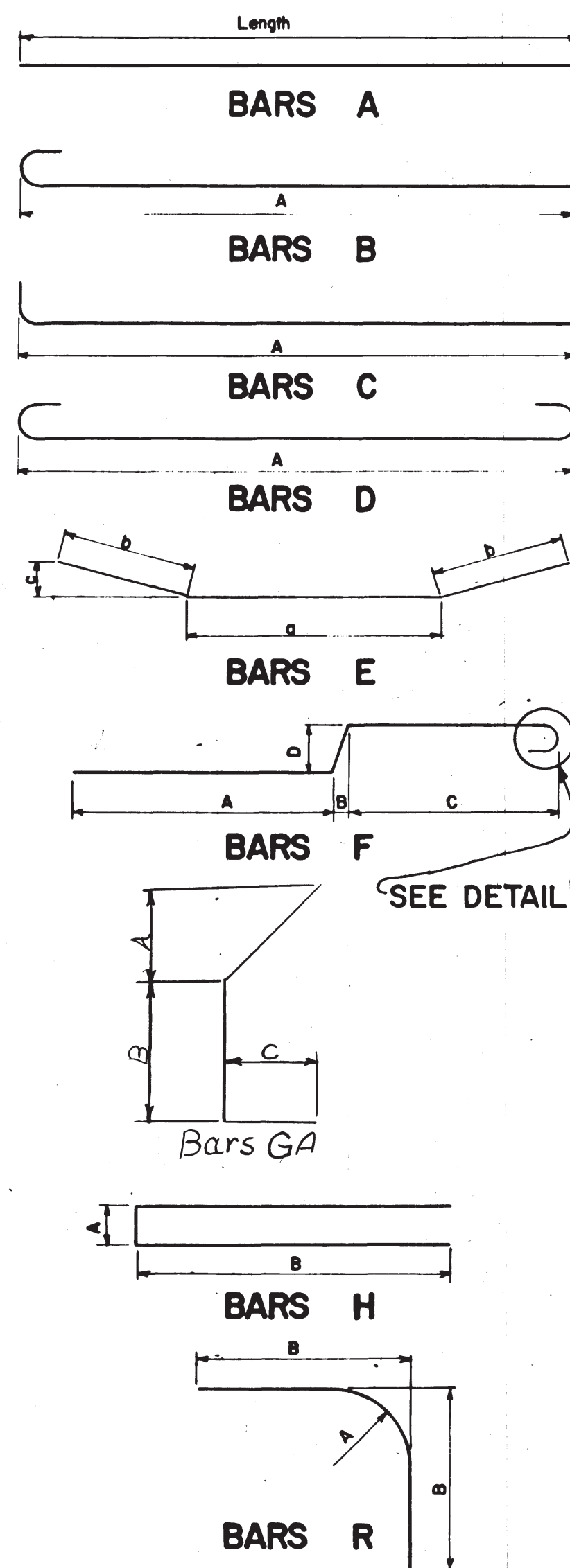
BILL OF STEEL

RIGHT LANE

For Revisions See Left Border

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	J81-12353	19		

SUPERSTRUCTURE						ABUTMENTS NO. 1 & 2						BENTS NO. 1 & 2					
Bar	Location	Size	No. Req'd	Bending Dimensions	Length	Bar	Location	Size	No. Req'd	Bending Dimensions	Length	Bar	Location	Size	No. Req'd	Bending Dimensions	Length
A500	Endwall	5	16		40'-0"	A440	Beam	4	10		45'-0"	A550	Capbeam	5	4		37'-6"
A501	Intermediate Diaph.	5	12		11'-2"	A441	"	4	20		7'-0"	A1050	Capbeam	10	8		37'-6"
A502	Support Diaph.	5	8		34'-0"	A442	Wing Wall	4	84		3'-9"	A1051	Capbeam	10	6		21'-0"
A503	Splice Rods	5	4		4'-10"	A443	"	4	16		6'-7"						
A600	Slab	6	186		37'-6"	A444	Wing Post	4	24		3'-9"	A1150	Capbeam	11	6		37'-6"
A601	Slab	6	232		43'-6"	A445	"	4	8		3'-8"	A1151	Capbeam	11	16		14'-0"
A1050	Slab	10	32		56'-3"	A446	"	4	8		3'-5"	A1154	Bent #1 Column	11	32		18'-6"
						A447	"	4	8		3'-2"	A1155	Bent #2 Column	11	32		18'-0"
H400	Rdwy. Bkt.	4	82	1'-5" 6"	2'-3"	A448	"	4	4		2'-10"	C1150	Footings/Column	11	64	5'-3"	7'-3"
K400	Int. Diaphragm	4	33	6" 5" 2'-3"	5'-9"	A449	"	4	28		5'-6"						
K401	Support Diaph.	4	66	6" 5" 3'-2"	7'-7"	A450	Wing Wall	4	16		5'-8"	D750	Footings	7	72	4'-6"	7'-11"
L400	Endwall	4	82	5" 6" 3'-7"	8'-4"	A740	Beam	7	18		7'-0"	D1150	Cap Beam	11	8	37'-4"	39'-9"
P600	Slab	6	117	43'-6" 6'-8" 5'-6" 5'-10" 46'-3"		A741	"	7	20		45'-0"	L450	Columns	4	74	22'-8" 1'-0" 22'-8"	9'-8"
												L550	Capbeam	5	184	1'-6" 1'-0" 22'-8"	8'-4"
												L551	Capbeam	5	12	22'-8" 1'-0" 22'-8"	9'-8"
						G440	Wing Post	4	16	1'-1" 1'-2" 9"	3'-2"						



SUPERSTRUCTURE						ABUTMENTS NO. 1 & 2						BENTS NO. 1 & 2					
Bar	Location	Size	No. Req'd	Bending Dimensions	Length	Bar	Location	Size	No. Req'd	Bending Dimensions	Length	Bar	Location	Size	No. Req'd	Bending Dimensions	Length
A500	Rdwy. Bkt. & Endwall	5	16		40'-0"							A550	Capbeam	5	4		37'-6"
A501	Int. Diaphragm	5	12		11'-2"							A1050	"	10	8		37'-6"
A502	Support Diaph.	5	8		34'-0"							A1051	"	10	6		21'-0"
A503	Splice Rods	5	4		4'-10"												
A600	Slab	6	186		37'-6"							A1150	Capbeam	11	6		37'-6"
A601	Slab	6	232		43'-6"							A1151	"	11	16		14'-0"
A1050	Slab	10	32		56'-3"							A1152	Bent #1 Columns	11	32		22'-9"
												A1153	Bent #2 Columns	11	32		22'-6"
H400	Roadway Bkt.	4	82	1'-3" 6"	2'-3"							C1150	Footings/Columns	11	64	5'-3"	7'-3"
K400	Int. Diaphragm	4	33	6" 5" 2'-3"	5'-9"							D750	Footings	7	72	4'-6"	7'-11"
K401	Support Dia.	4	66	6" 5" 3'-2"	7'-7"							D1150	Cap Beam	11	8	37'-4"	39'-9"
L400	Endwall	4	82	5" 6" 3'-7"	8'-4"							L450	Columns	4	92	22'-8" 1'-0" 22'-8"	9'-8"
P600	Slab	6	117	43'-6" 6'-8" 5'-6" 5'-10" 46'-3"								L550	Capbeam	5	184	1'-6" 1'-0" 22'-8"	8'-4"
												L551	Capbeam	5	12	22'-8" 1'-0" 22'-8"	9'-8"

REINFORCING STEEL CODE

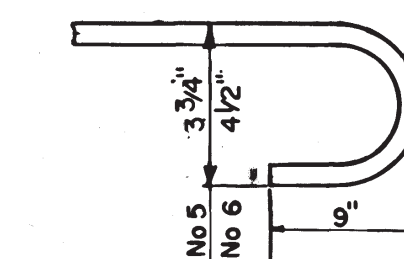
Type	Size	Series
A	5	06

NOTE: Dimensions shown on this sheet are outside to outside of Bar Standard C.R.S. Hook details shall apply, except as noted.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

BILL OF STEEL

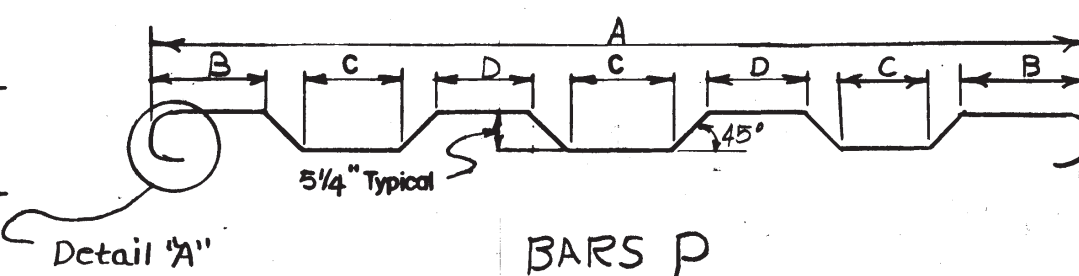
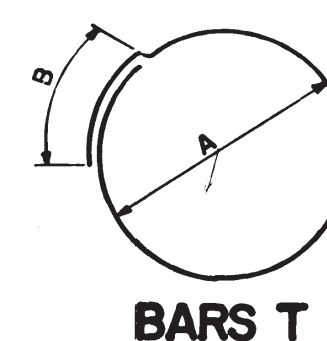
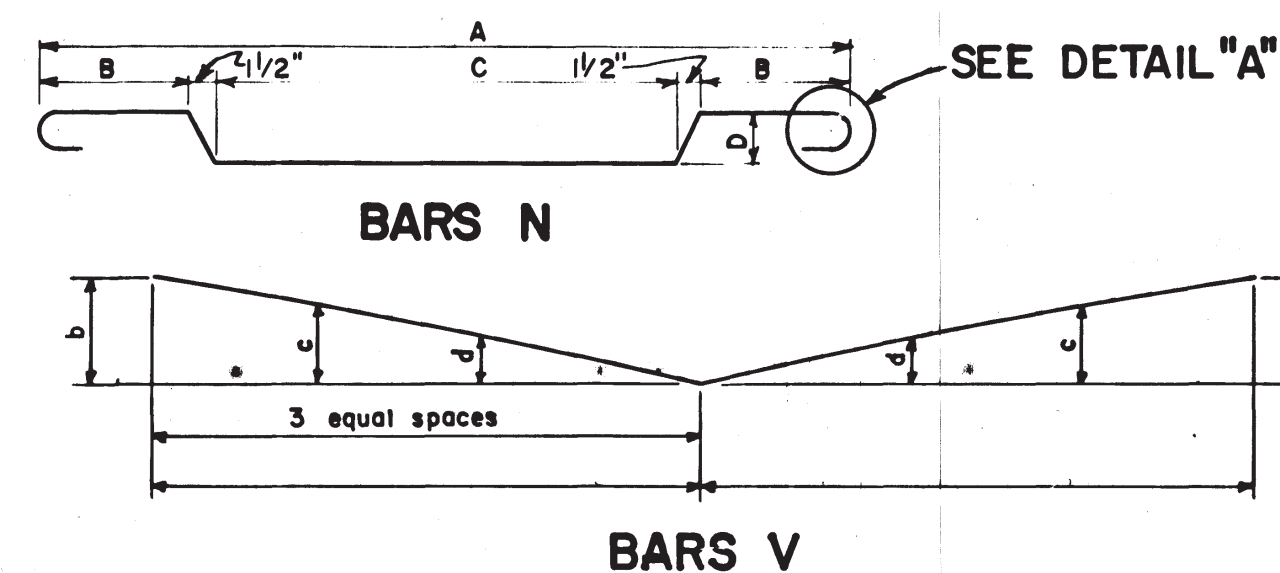
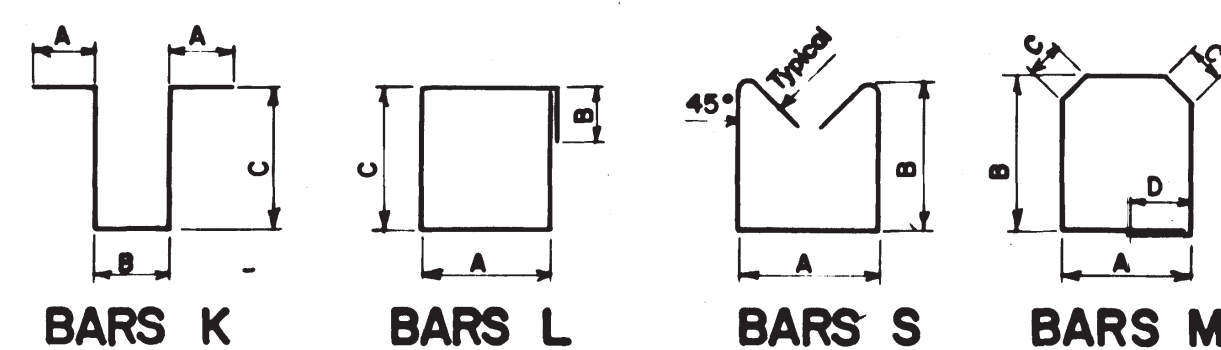
Interstate 81 Over Relocated County Road
Station 2476+48.00
Sullivan County
1968



CORRECT

APPROVED

K-85-99



DESIGNED BY: *[Signature]* DATE: *[Blank]*
 TRACED BY: *[Signature]* DATE: Nov. 14, 60
 CHECKED BY: *[Signature]* DATE: *[Blank]*

MICROFILMED