THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:



07/15/2026

John Pankey
Digitally signed by John Pankey
Date: 2026.07.15 15:01:06-05'00'

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FISHER & ARNOLD, INC.
9180 CRESTWYN HILLS DR.

MEMPHIS, TENNESSEE 38125
JOHN T. PANKEY, P.E. NO. 102351

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

SHEET NAME **SHEET NO.**

SIGNATURE SHEET ROADWAY-SIGN2
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS 1A
ESTIMATED ROADWAY QUANTITIES 2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE 2B3
TABULATED QUANTITIES 2F, 2F1

YEAR	PROJECT NO.	SHEET NO.
2026	BR-HIP-205(34)	ROADWAY-SIGN2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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06/04/2026

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jill Claudine Stanko Digitally signed by Jill Claudine Stanko
Date: 2026.06.05 07:49:48-05'00'

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FISHER & ARNOLD, INC.
9180 CRESTWYN HILLS DR.

MEMPHIS, TENNESSEE 38125
JILL CLAUDINE STANKO, P.E. NO. 121754

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1- 2B4
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEETS	2G, 2G1
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A – 3B
PRESENT LAYOUT(S)	4 – 7
RIGHT-OF-WAY DETAILS	4A – 7A
PROPOSED LAYOUT(S)	4B – 7B
PROPOSED PROFILE(S)	4C – 7C
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE(S)	8
DRAINAGE MAP(S)	9
EROSION PREVENTION AND SEDIMENT CONTROL NOTES	10
EROSION PREVENTION AND SEDIMENT CONTROL LEGEND AND TABULATION	11
EROSION PREVENTION AND SEDIMENT CONTROL PLANS (STAGE 1)	12, 12A-12C
EROSION PREVENTION AND SEDIMENT CONTROL PLANS (STAGE 2)	13, 13A-13C
EROSION PREVENTION AND SEDIMENT CONTROL PLANS (STAGE 3)	14, 14A-14C
SIGNING AND PAVEMENT MARKING PLAN(S)	15 – 18
TRAFFIC CONTROL PLANS	T1 – T3

YEAR	PROJECT NO.	SHEET NO.
2026	BR-HIP-205(34)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	BR-HIP-205(34)	
STATE PROJ. NO.	79S205-F3-003	

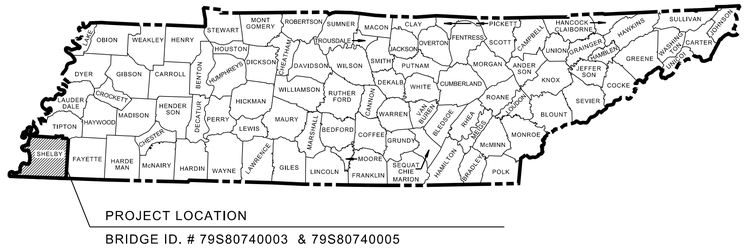
SHELBY COUNTY

SR 205 (COLLIERVILLE-ARLINGTON RD.)
BRIDGES OVER WOLF RIVER AND OVERFLOW

PS&E

GRADE, DRAIN, BASE, BRIDGE & SIGN

STATE HIGHWAY NO. 205 F.A.H.S. NO. 05757



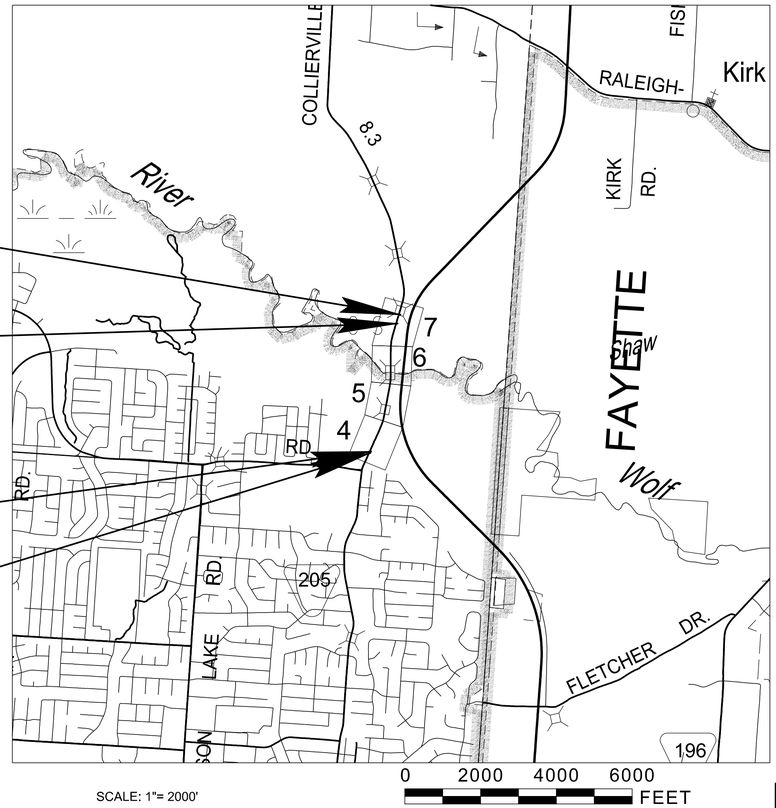
BRIDGE ID. # 79S80740003 & 79S80740005

79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

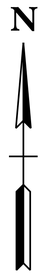
79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146

79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+37.28
N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335



SCALE: 1"= 2000'



NO EXCLUSIONS

ROAD TO BE CLOSED DURING CONSTRUCTION

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
STATE OF TENNESSEE
06/04/2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : ELI JONES

DESIGN FIRM : FISHER ARNOLD, INC.

DESIGNER : JOHN PANKEY, P.E. CHECKED BY JOHN REESE, P.E.

P.E. NO. 79S205-F3-003 (DESIGN)

PIN NO. 136241.00

R.O.W. LENGTH	0.666 MILES
ROADWAY LENGTH	0.563 MILES
BRIDGE LENGTH	0.142 MILES
PROJECT LENGTH	0.705 MILES

SURVEY 12-16-19	TRAFFIC DATA	
UPDATED 04/22/25	ADT (2022)	4,320
	ADT (2042)	3,700
	DHV (2042)	407
	D	65 - 35
	T (ADT)	2 %
	T (DHV)	1 %
	V	45 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
	ROADWAY-SIGN2
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ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1- 2B3
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SPECIAL NOTES	2D
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SIGNING AND PAVEMENT MARKING PLAN(S)	15 – 18
ROADWAY CROSS SECTIONS	X1 – X64
TRAFFIC CONTROL PLANS	T1 – T3
SIGNATURE SHEET	BRIDGE-SIGN1
BRIDGE PLANS	B-1
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL PLANS	G-1 THRU G-20
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1
UTILITIES PLANS	U1-1, U2–1 - U2-8

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

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 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-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
10-101.00 STANDARDS ROADWAY DRAWINGS		
RD18-TS-2A	01-30-26	RURAL LOCAL ROADS AND STREETS
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
10-102.00 AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS		
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-SEW-1A	01-30-26	TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE
10-106.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
10-107.00 MULTIMODAL		
MM-BPR-1	06-12-25	BIKE AND PEDESTRIAN SAFETY RAIL
MM-TS-3	06-30-25	SEPARATED SHARED USE PATH TYPICAL SECTIONS
10-108.00 SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-7	04-30-26	SAFETY PLAN HARDWARE PLACEMENT AT INTERSECTIONS
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-AGT-1		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-2		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-3		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-4		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-5		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-6		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-7		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	10-31-25	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
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
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR
S-GRA-4	03-01-23	IN-LINE GUARDRAIL ANCHOR TO PRIVATE DRIVE
S-GR28-1M	06-15-21	W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL DETAILS
S-GR28-2M	06-28-19	GUARDRAIL HARDWARE DETAILS
S-GR28-7M	06-28-19	GUARDRAIL ATTACHMENT TO BRIDGE END DETAILS MAINTENANCE ONLY
S-GRC-1M		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
10-109.00 EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	1A
PS&E	2026	BR-HIP-205(34)	1A

REVISIONS:
DATE: 7/15/2026
UPDATED TYPICAL SECTION AND PAVEMENT SCHEDULE SHEET NUMBERS, ADDED SHEET U1-1 TO THE UTILITY SHEET NUMBERS, AND ADDED ROADWAY-SIGN2

SEALED BY

JOHN T. PANKEY
REGISTERED ENGINEER
102520
STATE OF TENNESSEE

07/15/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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STANDARD TRAFFIC DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	1A1
PS&E	2026	BR-HIP-205(34)	1A1

DWG.	REV.	DESCRIPTION
10-200.00		**SIGN**
T-S-9	07-30-25	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-12	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-30-25	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
T-S-21	07-30-25	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
T-S-23A	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
10-204.00		**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-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-M-18A	01-24-25	DELINEATOR MOUNTING DETAILS
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE AND TRAFFIC OPERATION DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	1B
PIH	2026	BR-HIP-205(34)	1B
PS&E	2026	BR-HIP-205(34)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDEC001	ENVIRONMENTAL DIVISION, ECOLOGY	DUE TO THE PRESENCE OF RARE SPECIES, IN-STREAM WORK IS PROHIBITED FROM MAY 15 - JUNE 15.	BRIDGES OVER WOLF RIVER AND OVERFLOW
EDEC002	ENVIRONMENTAL DIVISION, ECOLOGY	DUE TO THE PRESENCE OF RARE SPECIES, SWEEPS MUST BE CONDUCTED AROUND PIERS AND FOOTERS IMMEDIATELY PRIOR TO IN-STREAM WORK. THE TDOT REGION 4 ENVIRONMENTAL TECH OFFICE MUST BE CONTACTED 14 DAYS PRIOR TO IN-STREAM WORK.	BRIDGES OVER WOLF RIVER AND OVERFLOW
EDPO001	ENVIRONMENTAL DIVISION, PLANNING	1) ACCESS TO THE RIVERWALK TRAIL, PARKING AREA, AND BOAT RAMP WOULD BE CLOSED DURING CONSTRUCTION. ALTERNATIVE ACCESS TO THE RIVERWALK TRAILHEAD IS AVAILABLE AT THE COLLIERVILLE GREENBELT TRAILHEAD AND WOLF RIVER KAYAK ACCESS POINT. SIGNAGE WILL BE POSTED TO THIS EFFECT. 2) THE RIVERWALK TRAILHEAD FEATURES INCLUDING THE TRAIL MAP, KEY POST, AND WOOD BOLLARD FENCE WILL BE REMOVED AND STORED PRIOR TO CONSTRUCTION OF THE PROPOSED PROJECT, AND SUBSEQUENTLY REPLACED TO PRE-CONSTRUCTION CONDITIONS FOLLOWING COMPLETION OF THE PROPOSED PROJECT. 3) IF DURING SUBSEQUENT PROJECT DEVELOPMENT PHASES, THE DESIGN FEATURES ASSOCIATED WITH THE SR-205 BRIDGES OVER WOLF RIVER (LM 2.51) AND OVERFLOW (LM 2.34) ARE MODIFIED FROM WHAT IS STATED IN THE APPROVED AUGUST 2023 DETERMINATION OF SECTION 4(F) DE MINIMIS USE, THE TDOT ENVIRONMENTAL DIVISION (TDOT.ENV.NEPA@TN.GOV) IS TO BE NOTIFIED IMMEDIATELY IN WRITING.	
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL SURVEY WAS PERFORMED ON BRIDGE NO. 79S80740003, SR-205 OVER OVERFLOW, LM 2.34 (79-SR205-02.34). THE BRIDGE HAS ASBESTOS IN THE VIBRATION DAMPENER BEARING PAD MATERIAL. THE STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 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 SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. ACM ABATEMENT SHOULD BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES. 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 (STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08 D AND 202.03).	
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS CONDUCTED ON BRIDGE NO. 79S80740005, SR-205 BRIDGE OVER WOLF RIVER, LM 2.51. NO ACM WAS DETECTED. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION OR WASTE DISPOSAL ARE ANTICIPATED FOR THIS STRUCTURE AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION 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 TENNESSEE DIVISION OF AIR POLLUTION CONTROL (TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08D AND 202.03).	

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
COMMERCE
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS
S.R. 205
(SHELBY COUNTY)
NOT TO SCALE

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79S205-F3-003
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)	202-01.50	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	EACH	2
(3)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	334
(5)(21)(22)	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	26398
(12)	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1365
(5)(22)	203-05	UNDERCUTTING	C.Y.	14968
(1)(5)(23)	203-10	EMBANKMENT (COMPACTED IN PLACE)	C.Y.	32214
(4)	209-03.99	PROTECTED AREA MARKER (WHITE WITH DECAL)	EACH	38
(6)(9)	209-05	SEDIMENT REMOVAL	C.Y.	157
(6)(9)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	10040
(6)(9)	209-08.07	ROCK CHECK DAM	EACH	4
(6)(9)	209-08.08	ENHANCED ROCK CHECK DAM (V-DITCH)	EACH	1
(1)(9)(16)	303-01.09	MINERAL AGGREGATE, TYPE A BASE,GRADING D LIMESTONE	TON	7989
(6)(9)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	174
(1)	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	1170
(1)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	1343
(1)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (PC)	TON	5.9
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	60
(1)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	914
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	1
(2)	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1596
(10)(19)	607-39.04	30" PIPE CULVERT (SIDE DRAIN)	L.F.	50
(10)	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	2
(10)	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	93
(10)	611-07.33	30IN ENDWALL (SIDE DRAIN)	EACH	1
(10)	705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.	86
(10)	705-06.11	GR TERMINAL (IN-INLINE) MASH TL-3	EACH	2
(10)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	10
(10)	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH	8
(10)	706-01	GUARDRAIL REMOVED	L.F.	754
(10)	706-06.03	RADIUS RAIL	L.F.	50
(10)	706-10.26	ROUNDED END ELEMENT	EACH	2
(1)	707-06.01	REMOVAL OF FENCE (BARBED WIRE FENCE)	L.F.	1044
(8)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	12933
(10)	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	13
(7)(20)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	400
(13)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	1068
(18)	709-05.08	MACHINE RIP-RAP (CLASS B)	TON	1522
	712-01	TRAFFIC CONTROL	LS	1
(24)	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	480
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	10
(11)	712-06	SIGNS (CONSTRUCTION)	S.F.	633
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	56

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79S205-F3-003
	712-01	TRAFFIC CONTROL	LS	1
(24)	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	480
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	10
(11)	712-06	SIGNS (CONSTRUCTION)	S.F.	633
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	56
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	37
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	399
	713-11.21	P POST SLIP BASE	EACH	13
	713-13.02	FLAT SHEET ALUMINMUM SIGNS (0.080" THICK)	S.F.	52
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	10
(25)	713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	3
(1)	713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	20
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	47
	716-09.83	CONTRAST PAVEMENT MARKING 6"	L.F.	3408
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2.2
	717-01	MOBILIZATION	LS	1
(6)(9)(14)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	2220
(22)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	14968
(6)(9)	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	1840
(15)	801-01	SEEDING (WITH MULCH)	UNIT	13
(26)	801-01.36	SPECIAL WETLAND SEED MIXTURE	UNIT	211
(27)	801-03	WATER (SEEDING & SODDING)	M.G.	142
(26)	802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH SEEDLNG B.R.)	EACH	338
(26)	802-12.20	NYSSA AQUATICA (SWAMP TUPELO SEEDLNG B.R.)	EACH	338
(26)	802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	337
(26)	802-12.38	QUERCUS PHELLOS (WILLOW OAK SEEDLNG B.R.)	EACH	337
(26)	802-12.42	TAXODIUM DISTICHUM (BALD CYPRESS SEEDLNG B.R.)	EACH	337
	803-01	SODDING (NEW SOD)	S.Y.	14091

FOOTNOTES

(1) SEE TABULATED QUANTITIES SHEET 2F.
(2) THIS QUANTITY IS FOR MILLING THE EXISTING ROADWAY AND SHOULDERS 25' BEYOND THE BEGINNING AND AND OF THE PROJECT AT A DEPTH OF +/- 1.25".
(3) THIS ITEM IS ONLY TO BE USED OF EPSC RELATED ITEMS (I.E., INSTALLATION OF TEMP. SLOPE DRAINS, TEMP. CONST. EXITS, TYPE 2 CULVERT PROTECTION). ROAD AND DRAINAGE EXCAVATION RELATED TO ROADWAY IS NOT TO BE MEASURED FOR PAYMENT, BUT IS CONSIDERED INCIDENTAL TO PAY ITEM 203-10, EMBANKMENT COMPACTED IN PLACE.
(4) POSTS CAN BE ORDERED THROUGH CARSONITE, A VALMONT COMPANY. ITEM NUMBERS ARTE 72" BY 3.9" DUAL-SIDED FIBERGLASS MARKER (CIB307201), CUSTOM PROTECTED AREA DECAL PRE-APPLIED ON BOTH SIDES (21374NM-A).
(5) SEE GRADING SPECIAL NOTES ON SHEET 2D.
(6) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT
(7) INCLUDES 400 TONS FOR TEMPORARY CONSTRUCTION EXITS.
(8) 3640 L.F. PROVIDED FOR WETLAND PROTECTION AS SHOWN IN THE MITIGATION DETAIL ON SHEET 2G. 9293 L.F. USED IN EPSC PLANS.
(9) ITEM TO BE USED AS DIRECTED BY THE ENGINEER.
(10) SEE TABULATED QUANTITIES SHEET 2F1.
(11) SEE SHEET T1C FOR SCHEDULE, ADDITIONAL SIGNS INSTALLED AS DIRECTED BY THE ENGINEER SHALL BE PAID FOR AT THE UNIT COST FOR THIS ITEM.
(12) INCLUDES 190 C.Y. FOR PLACING IN SCARIFIED AREAS.
(13) INCLUDES 579 TONS FOR CULVERT PROTECTION TYPE 1, 443 TONS FOR BRIDGE ABUTMENT PROTECTION AND 46 TONS FOR SLOPE PROTECTION.
(14) INCLUDES 668 S.Y. FOR TEMPORARY CONSTRUCTION EXITS AND 1532 S.Y. FOR CULVERT PROTECTION TYPE 1.
(15) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(16) INCLUDES 437 TONS FOR DRIVEWAYS.
(17) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(18) INCLUDES 1522 TONS FOR BRIDGE ABUTMENT PROTECTION.
(19) SEE STANDARD DRAWING NO. D-PB-1 AND D-PB-2 FOR ADDITIONAL DETAILS.
(20) TO BE USED FOR EPSC.
(21) TO BE USED FOR UNDERCUTTING.
(22) SEE GEOTECHNICAL PLANS FOR UNDERCUTTING DETAILS.
(23) UNSUITABLE MATERIAL SHALL BE PAID FOR UNDER ITEM NO. 203-05
(24) THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE UTILITY POLES WITH 30 FEET OF PORTABLE BARRIER RAIL AT EACH LOCATION.
(25) SEE SIGNING AND PAVEMENT MARKING PLANS.
(26) SEE DETAIL SHEET 2G FOR MITIGATION DETAILS.
(27) INCLUDES 142 M.G. FOR SEEDING (WITH MULCH) & SODDING (NEW SOD) AND 17 M.G. FOR SPECIAL WETLAND SEED MIXTURE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	2-1
PS&E	2026	BR-HIP-205(34)	2-1

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06/04/2026

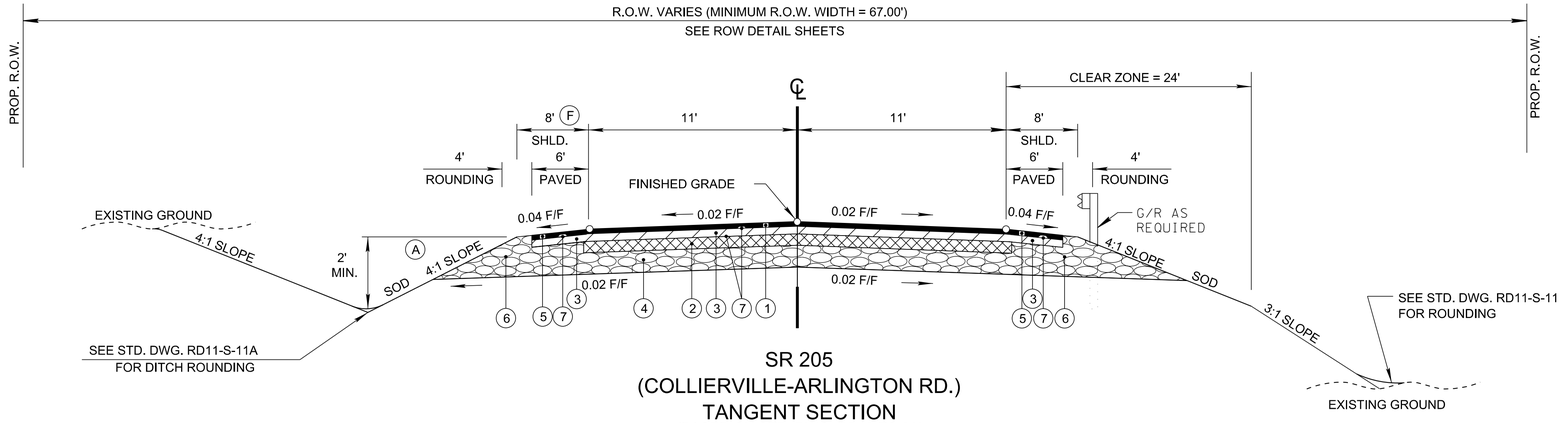
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ESTIMATED ROADWAY QUANTITIES

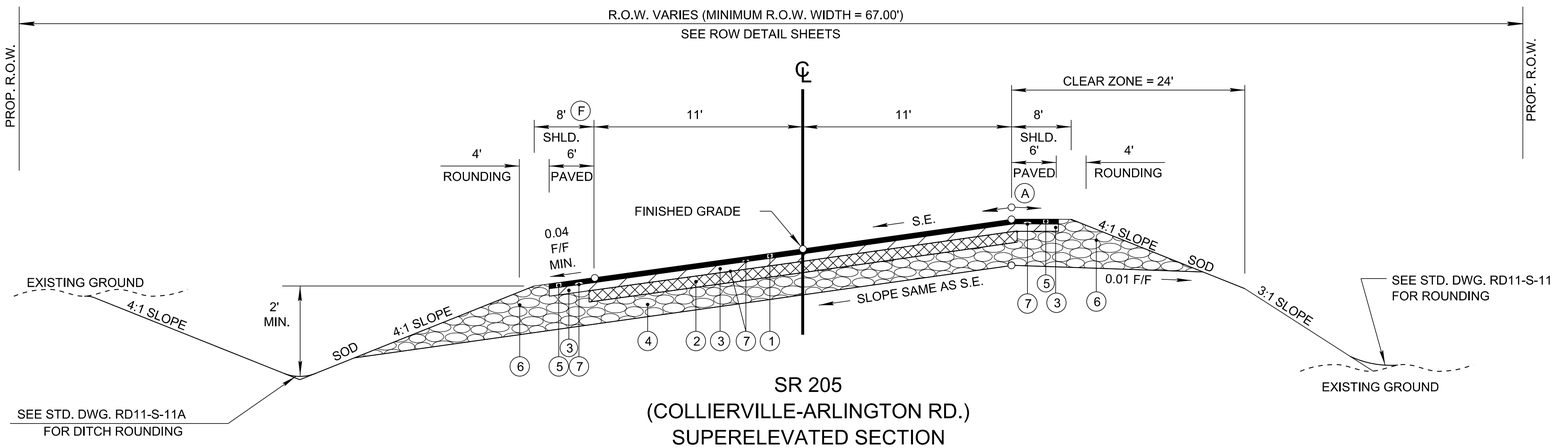
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2B
PIH	2026	BR-HIP-205(34)	2B
PS&E	2026	BR-HIP-205(34)	2B



SR 205
(COLLIERVILLE-ARLINGTON RD.)
TANGENT SECTION
(BASED ON STD. DWG. RD18-TS-2A)
STA. 100+40.00 TO STA. 100+43.68
STA. 103+42.51 TO STA. 103+55.32
STA. 106+54.16 TO STA. 106+68.38
STA. 111+76.02 TO STA. 112+06.45
STA. 133+89.32 TO STA. 133+91.97
STA. 137+37.20 TO STA. 137+61.67



SR 205
(COLLIERVILLE-ARLINGTON RD.)
SUPERELEVATED SECTION
(BASED ON STD. DWG. RD18-TS-2A)
STA. 100+43.68 TO STA. 103+42.51
STA. 106+68.38 TO STA. 111+76.02
STA. 133+91.97 TO STA. 137+37.20

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(F) FULL DEPTH PAVED LEFT SHOULDER NEEDED FOR TRAFFIC CONTROL. WIDTH VARIES FROM 0 TO 6 FEET. SEE TRAFFIC CONTROL PLAN SHEETS T3 - T3C FOR DETAILS.

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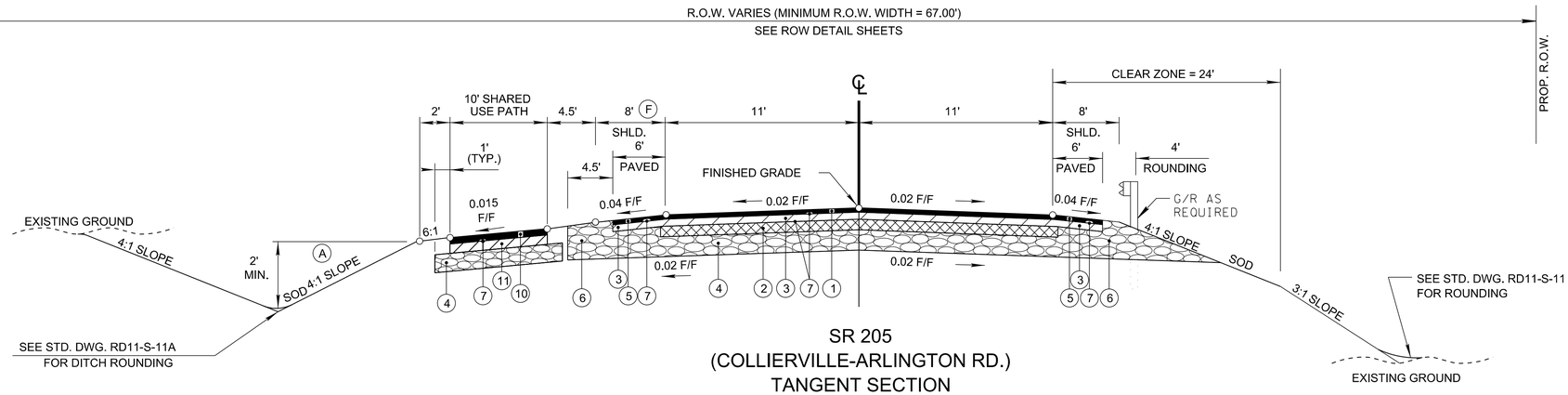
JILL CLAUDINE STANKO
REGISTERED ENGINEER
COMMERCE
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

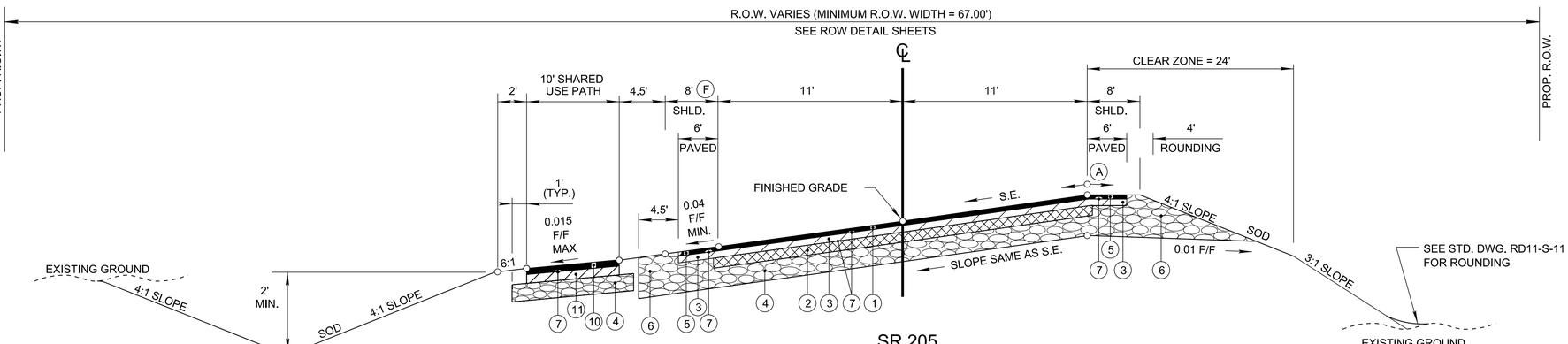
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2B1
PIH	2026	BR-HIP-205(34)	2B1
PS&E	2026	BR-HIP-205(34)	2B1



SR 205
(COLLIERVILLE-ARLINGTON RD.)
TANGENT SECTION

(BASED ON STD. DWG. RD18-TS-2A)
STA. 113+11.45 TO STA. 117+08.85
STA. 120+83.29 TO STA. 120+86.79
STA. 128+36.79 TO STA. 128+45.94



SR 205
(COLLIERVILLE-ARLINGTON RD.)
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD18-TS-2A)
STA. 117+08.85 TO STA. 120+83.29

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(F) FULL DEPTH PAVED LEFT SHOULDER NEEDED FOR TRAFFIC CONTROL. WIDTH VARIES FROM 0 TO 6 FEET. SEE TRAFFIC CONTROL PLAN SHEETS T3 - T3C FOR DETAILS.

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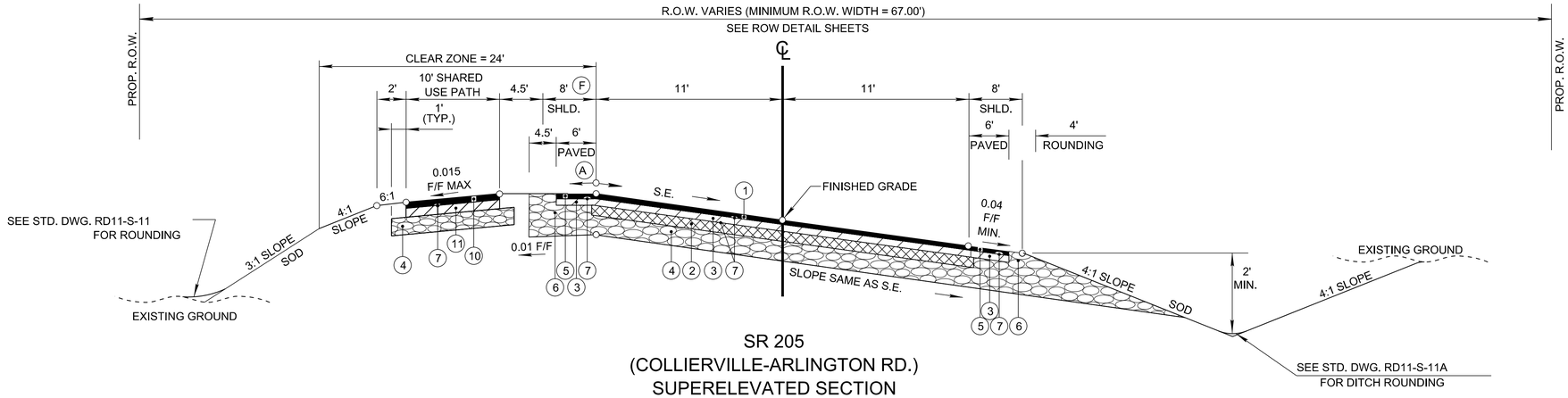
JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

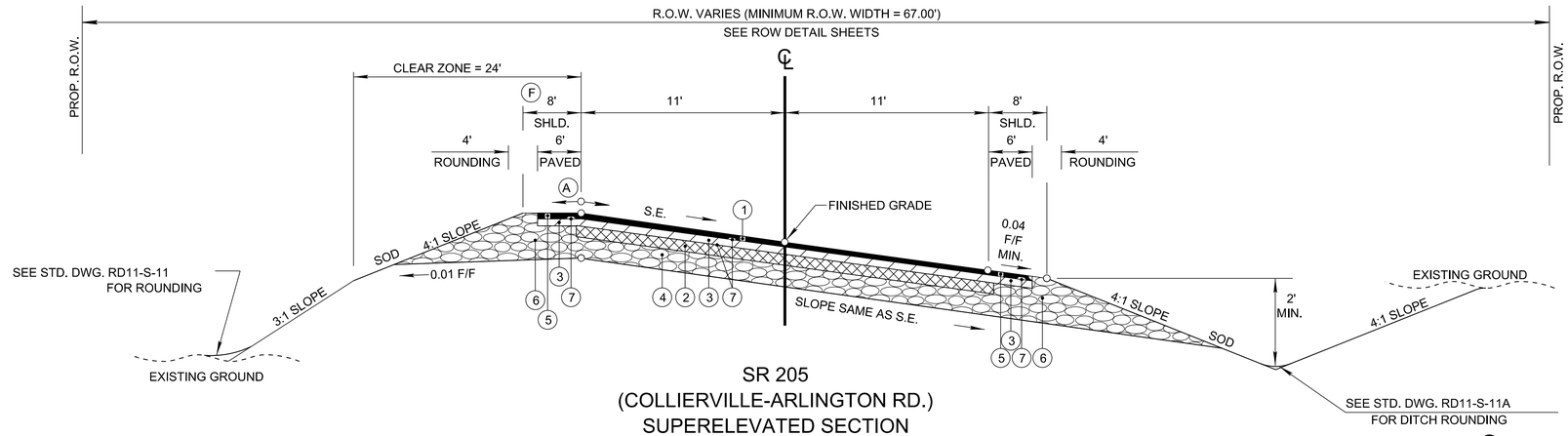
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2B2
PIH	2026	BR-HIP-205(34)	2B2
PS&E	2026	BR-HIP-205(34)	2B2



SR 205
(COLLIERVILLE-ARLINGTON RD.)
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD18-TS-2A)
STA. 128+45.94 TO STA. 129+81.08



SR 205
(COLLIERVILLE-ARLINGTON RD.)
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD18-TS-2A)
STA. 103+55.32 TO STA. 106+54.16
STA. 129+81.08 TO STA. 133+89.32

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(F) FULL DEPTH PAVED LEFT SHOULDER NEEDED FOR TRAFFIC CONTROL. WIDTH VARIES FROM 0 TO 6 FEET. SEE TRAFFIC CONTROL PLAN SHEETS T3 - T3C FOR DETAILS.

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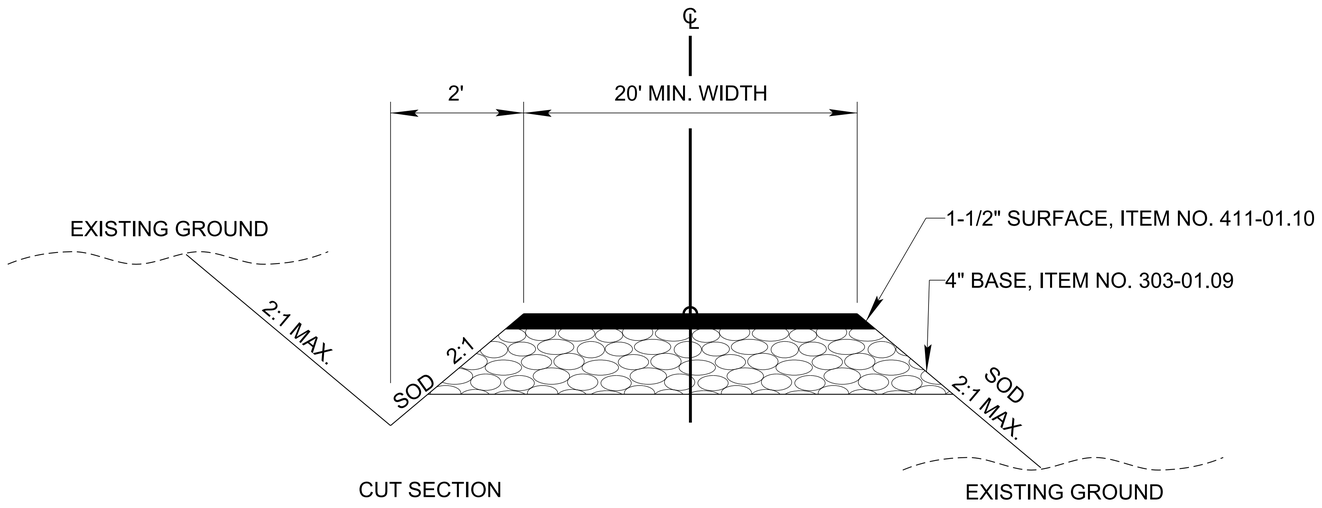
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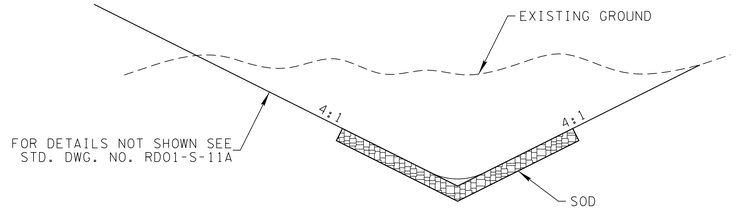
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2B4
PIH	2026	BR-HIP-205(34)	2B4
PS&E	2026	BR-HIP-205(34)	2B3

REVISIONS:
DATE: 7/15/2026
REVISED MINERAL AGGREGATE THICKNESS AND ITEM NUMBER IN PAVEMENT SCHEDULE. REVISED BASE ITEM NUMBER IN DRIVEWAY TYPICAL SECTION.





SPECIAL DITCHES

STA. 101+00.00 TO STA. 102+50.00

NOTE: *DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

*411-01.10 - 1.50" THICK (APPROX. 159 LB./S.Y.)

TYPICAL SECTION
FIELD
DRIVEWAY

PROPOSED PAVEMENT SCHEDULE

① **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)** 411-01.10 ACS MIX (PG64-22) GRADING "D"	⑦ **TACK COAT** 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD)
② **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)** 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"	⑧ **NOT USED**
③ **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)** 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	⑨ **COLD PLANING @ 1.25" THICK (APPROX. 131.25 LB./S.Y.)** 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
④ **MINERAL AGGREGATE 8" THICK** 303-01.09 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" LIMESTONE	⑩ **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.50" THICK (APPROX. 159 LB./S.Y.)** 411-01.10 ACS MIX (PG64-22) GRADING "D"
⑤ **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)** 411-01.10 ACS MIX (PG64-22) GRADING "D"	⑪ **BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 3.00" THICK (APPROX. 339 LB./S.Y.)** 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"
⑥ **MINERAL AGGREGATE 11" THICK** 303-01.09 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" LIMESTONE	

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No. 102351
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07/15/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

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

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.

(2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

(3) ITEM NO. 709-05.06 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

(4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

GUARDRAIL

(4) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DRAINAGE

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

(2) EXCAVATION FOR 607-39.04 WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (CHOOSE THE APPLICABLE ITEM(S) FROM THE FOLLOWING: PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

(3) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

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

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

FINAL PAVEMENT MARKING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

(19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

PAVEMENT

PAVING

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

GRADED SOLID ROCK

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

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

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE. ALL EXTRUDED PANEL SIGNS SHALL BE ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

(2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.

(3) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC DESIGN DIVISION, SIGNING SECTION (TDOT.TrafficDesign.SignsandMarking@tn.gov) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE REGIONAL SIGN DESIGNER FOR REVIEW.

(4) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL OR ERECTION. IF THE SUPPORT LENGTHS DIFFER BY MORE THAN 2 FEET FROM THOSE SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC DESIGN DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802.

(5) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY THE SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON SIGNS WITH GREEN OR BROWN BACKGROUNDS.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

(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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2C
PIH	2026	BR-HIP-205(34)	2C
PS&E	2026	BR-HIP-205(34)	2C

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06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	2C1
PS&E	2026	BR-HIP-205(34)	2C1

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2D
PIH	2026	BR-HIP-205(34)	2D
PS&E	2026	BR-HIP-205(34)	2D

SPECIAL NOTES

GRADING

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

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

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

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

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

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

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

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

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

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DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	2E
PS&E	2026	BR-HIP-205(34)	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

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

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

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

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

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

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

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

SPECIES

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

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

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

PERMITS, PLANS & RECORDS

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

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

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

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

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) THIS PROJECT CONSISTS OF THE REALIGNMENT OF SR-205 AND REPLACEMENT OF THE WOLF RIVER AND WOLF RIVER OVERFLOW BRIDGES.TOTAL PROJECT LENGTH IS APPROXIMATELY 0.704 MILES. THE PROJECT ALSO INCLUDES DRAINAGE, TRAFFIC CONTROL, SIGNING, PAVEMENT MARKINGS, GUARDRAIL, SPRM, AND UTLITIES.

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06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

S.R. 205
(SHELBY COUNTY)
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2F
PIH	2026	BR-HIP-205(34)	2F
PS&E	2026	BR-HIP-205(34)	2F

REVISIONS:
DATE: 7/15/2026
REVISED ESTIMATED GRADING QUANTITIES TABLE TO REFLECT PAVEMENT SECTION CHANGE. REVISED PAVEMENT QUANTITIES TABLE TO REFLECT PAVEMENT SECTION CHANGE. REMOVED BRIDGES FROM THE REMOVAL OF STRUCTURES TABLE.

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	1565	29664	
SIDE ROADS			
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES			
INDEPENDENT DITCHES			
TEMPORARY CONSTRUCTION EXITS	334		
PAVEMENT	1988		
TOPSOIL (EMB.)	3394		
TOPSOIL (EXC.)	944		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	8225	29664	1899	1652	1652

BALANCE SUMMARY

SHRINK = 15 % SWELL = 15 %

EMB.		EXC.
29664	VS.	-1652
AVAILABLE	=	28012
BORROW MATERIAL	=	32214

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)				
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)
	D	A	B-M2		D
	303-01.09	307-01.01	307-01.08	403-01	411-01.10
S.R. 205	7044	1170	1184	5.6	696.4
DRIVEWAYS	437				142.7
10' MULTI-USE PATH	508		159	0.3	74.7
TOTALS	7989	1170	1343	5.9	914

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION			REMARKS
			713-15.36	707-06.01	202-01.50	
4	100+73.27	S.R. 205 - LT.	SIGN AND POST			W1-2L
4	104+40.00	S.R. 205 - LT.		684 L.F. BARBED WIRE FENCE		
4	102+29.24	S.R. 205 - LT.	SIGN AND POST			W3-3
4	104+87.89	S.R. 205 - RT.	SIGN AND POST			W1-2L
5	110+21.75	S.R. 205 - RT.	SIGN AND POST			R2-1
5	111+91.68	S.R. 205 - RT.	SIGN AND POST			R12-5
5	112+04.62	S.R. 205 - RT.	SIGN AND POST			OM3-R
5	112+04.71	S.R. 205 - RT.	SIGN AND POST			OM3-L
5	112+92.03	S.R. 205 - RT.	SIGN AND POST			OM3-R
5	112+93.34	S.R. 205 - RT.	SIGN AND POST			OM3-L
5	113+02.50	S.R. 205 - RT.	SIGN AND POST			R12-5
5	118+79.61	S.R. 205 - RT.	SIGN AND POST			W1-8
6	119+38.62	S.R. 205 - RT.	SIGN AND POST			W1-8
6	119+45.00	S.R. 205 - RT.			52 L.F. CONCRETE BARRIER	
6	120+81.02	S.R. 205 - RT.			28 L.F. CONCRETE BARRIER	
6	120+87.55	S.R. 205 - RT.	SIGN AND POST			R12-5
6	120+97.49	S.R. 205 - RT.	SIGN AND POST			OM3-L
6	120+98.31	S.R. 205 - RT.	SIGN AND POST			OM3-R
6	128+03.95	S.R. 205 - RT.	SIGN AND POST			OM3-R
6	128+10.02	S.R. 205 - RT.	SIGN AND POST			R12-5
7	129+86.65	S.R. 205 - RT.	SIGN AND POST			W3-5
7	129+87.03	S.R. 205 - RT.	SIGN AND POST			R2-1
7	132+28.50	S.R. 205 - LT.		360 L.F. BARBED WIRE FENCE		
7	134+07.44	S.R. 205 - LT.	SIGN AND POST			W1-2L

SEALED BY

JOHN T. PANKEY
REGISTERED ENGINEER
STATE OF TENNESSEE
07/15/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

S.R. 205
(SHELBY COUNTY)
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	2F1
PS&E	2026	BR-HIP-205(34)	2F1

REVISIONS:
DATE: 7/15/2026
REVISED PIPE SIZE ON SIDE DRAIN TABULATION TABLE.

SIDE DRAIN TABULATION

STATION	LOCATION		DESCRIPTION	SURFACE WIDTH FT.	SKEW	RCP CLASS III OR CMP 16 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT ≤ 10 FT.	END TREATMENT				REMARKS
							INLET		OUTLET		
	LT.	RT.				30"	TYPE	DRAWING NO	TYPE	DRAWING NO	
102+01.22	X		SR 205	30	65º	50	SAFETY	D-SEW-1A	U	D-PE-18A	
TOTALS						50					

Pipe Tabulation For Private Drives, Business & Field Entrances

SIDE DRAIN ENDWALLS

LOCATION	DRIVE OR ENTRANCE STATION	OFFSET (FT.)	TYPE	STANDARD DRAWING NO.	SKEW	CLASS A CONC. 611-07.01 (C.Y.)	STEEL BAR REINF. 611-07.02 (LB.)	ENDWALLS 30 IN. 6:1 611-07.33 (EACH)
SR 205	102+01.22	33.82	SAFETY	D-SEW-1A	90º			1
SR 205	102+01.22	54.89	STRAIGHT	D-PE-4	65º	2.0	93	
TOTALS						2.0	93	1

RIGHT OF WAY MARKERS

SHEET NO.	Item #: 708-02.01 QUANTITIES			
	"A"	"B"	"C"	TOTALS
4	4	1	1	6
5	5			5
6	2			2
TOTALS	11	1	1	13

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL					TERMINAL ANCHORS		REMARKS
						THRIE BEAM BRIDGE TRAN. MASH TL-3 (20.65') 705-06.25 EACH	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	RADIUS RAIL 706-06.03 (L.F.)	ROUND END ELEMENT 706-10.26 (EACH)	GUARDRAIL REOMOVED 706-01 (L.F.)	IN-LINE MASH TL3 705-06.11 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	
		LT	RT	FROM	TO								
4B	S.R. 205		X	100+72.56	101+19.44							1	
4B	S.R. 205		X	101+19.44				25	1		1		
4B	S.R. 205		X	101+63.64				25	1		1		
4B	S.R. 205		X	101+63.64	102+50.00		86						
4B	S.R. 205		X	102+50.00	102+96.87							1	
5B	S.R. 205	X		111+17.43	111+84.95	1						1	
5B	S.R. 205		X	111+17.43	111+84.95	1						1	
5	S.R. 205	X		111+19.09	113+65.26					246			
5	S.R. 205		X	111+17.91	113+77.73					260			
5B	S.R. 205	X		113+32.95	114+00.47	1						1	
5B	S.R. 205		X	113+32.95	114+00.47	1						1	
6B	S.R. 205	X		119+98.85	120+65.29	1						1	
6B	S.R. 205		X	119+98.85	120+65.29	1						1	
6	S.R. 205	X		120+12.46	120+99.84					88			
6	S.R. 205		X	120+12.67	121+00.06					88			
6B	S.R. 205	X		128+58.29	129+25.81	1						1	
6B	S.R. 205		X	128+58.29	129+25.81	1						1	
6			X	128+03.40	128+75.52					72			
TOTALS						8	86	50	2	754	2	10	

SEALED BY

JOHN T. PANKEY
REGISTERED ENGINEER
STATE OF TENNESSEE

07/15/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

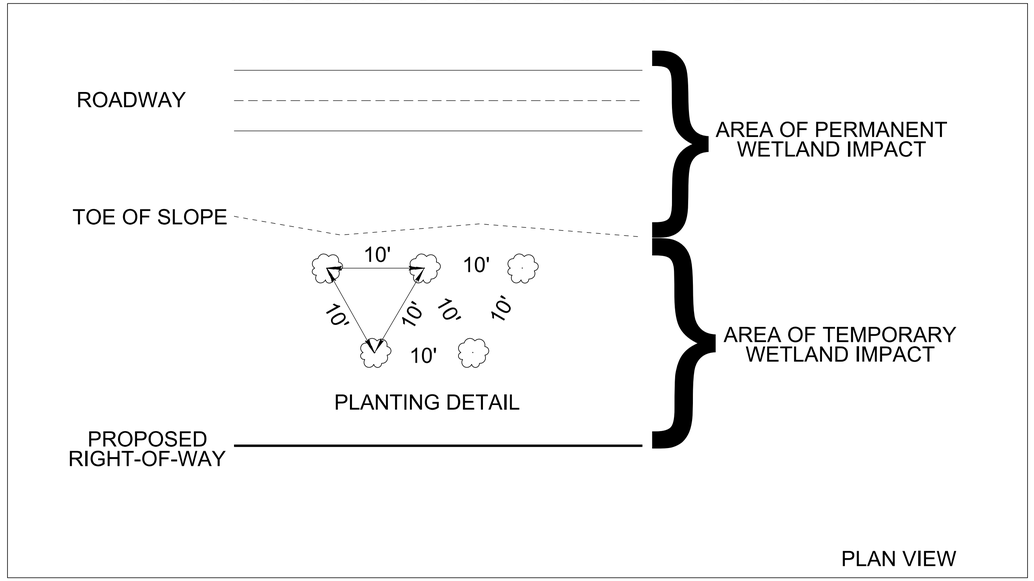
TABULATED QUANTITIES

S.R. 205
(SHELBY COUNTY)
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	2G
PIH	2026	BR-HIP-205(34)	2G
PS&E	2026	BR-HIP-205(34)	2G

TREE PLANTING SCHEME FOR TEMPORARY WETLAND IMPACT AREAS



NOTES:
1. 801-01.36 SPECIAL WETLAND SEED MIXTURE SHALL INCLUDE:
   - SEDGES (CAREX SP.)
   - SMARTWEED (POLYGONUM SP. OR PERSICARIA SP.)
   - RUSHES (JUNCUS SP.)
   - AT LEAST ONE OF THE FOLLOWING: SPIKERUSHER (ELEOCHARIS SP.), SEDGES (CYPERUS SP.), GREEN BULRUSH (SCIRPUS ATROVIRENS), AND LAKE BONESET (EUPATORIUM SEROTINUM)
2. 34 LB./ACRE OF SEED MIX SHALL BE USED.
3. SEED SPECIES LISTED ABOVE SHOULD BE EQUALLY DISTRIBUTED IN THE SEED MIXTURE.
4. THERE SHALL BE A 10' NO PLANTING BUFFER ALONG THE ALIGNMENT OF THE PROPOSED FORCE MAIN.

SPECIES LIST

ITEM NO.	DESCRIPTION	QTY (EACH)
802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH SEEDLING B.R.)	338
802-12.20	NYSSA AQUATICA (SWAMP TUPELO SEEDING B.R.)	338
802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDING B.R.)	337
802-12.38	QUERCUS PHELLOS (WILLOW OAK SEEDING B.R.)	337
802-12.42	TAXODIUM DISTICHUM (BALD CYPRESS SEEDING B.R.)	337

QUANTITIES

	ITEM NO.	DESCRIPTION	QTY	UNIT
(1)	209-03.99	PROTECTED AREA MARKER (WHITE WITH DECAL)	38	EACH
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	3640	L.F.

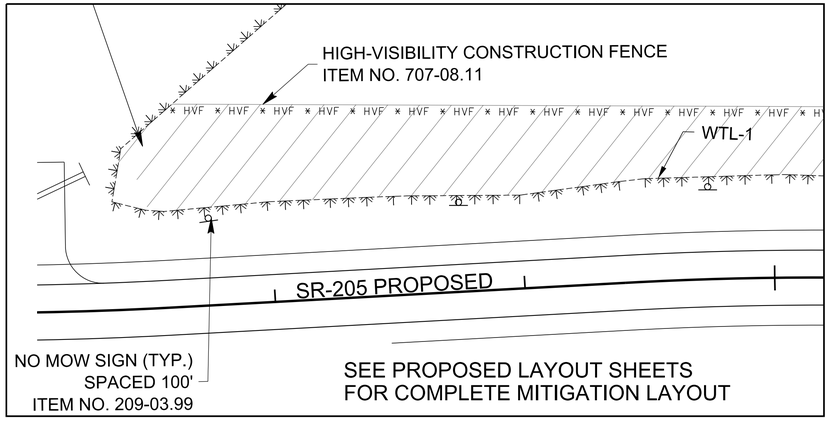
FOOTNOTE

(1) POSTS CAN BE ORDERED THROUGH CARSONITE, A VALMONT COMPANY. ITEM NUMBERS ARE 72" BY 3.9" DUAL-SIDED FIBERGLASS MARKER (CIB307201), CUSTOM PROTECTED AREA DECAL PRE-APPLIED ON BOTH SIDES (21374NM-A).



NOTES:
1. THE PROTECTED AREA SIGN SHALL BE WHITE WITH BLACK LETTERING
2. PROTECTED AREA SIGN SHALL BE PAID FOR UNDER ITEM NO. 209-03.99, PROTECTED AREA SIGN PER EACH, AS SHOWN IN DETAIL ON THIS SHEET PAYMENT SHOULD INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO CONSTRUCT AS SHOWN IN DETAIL.
3. LOCATION AND NUMBER OF SIGNS TO BE PLACED AT LEAST EVERY 100 FT AND AT EVERY INFLECTION POINT.
4. PROTECTED AREA SIGN TO BE 72" WHITE DUAL SIDED MARKERS AND CUSTOM PROTECTED AREA DECAL TO BE PRE-APPLIED TO BOTH SIDES.

MITIGATION TYPICAL DETAIL (N.T.S)



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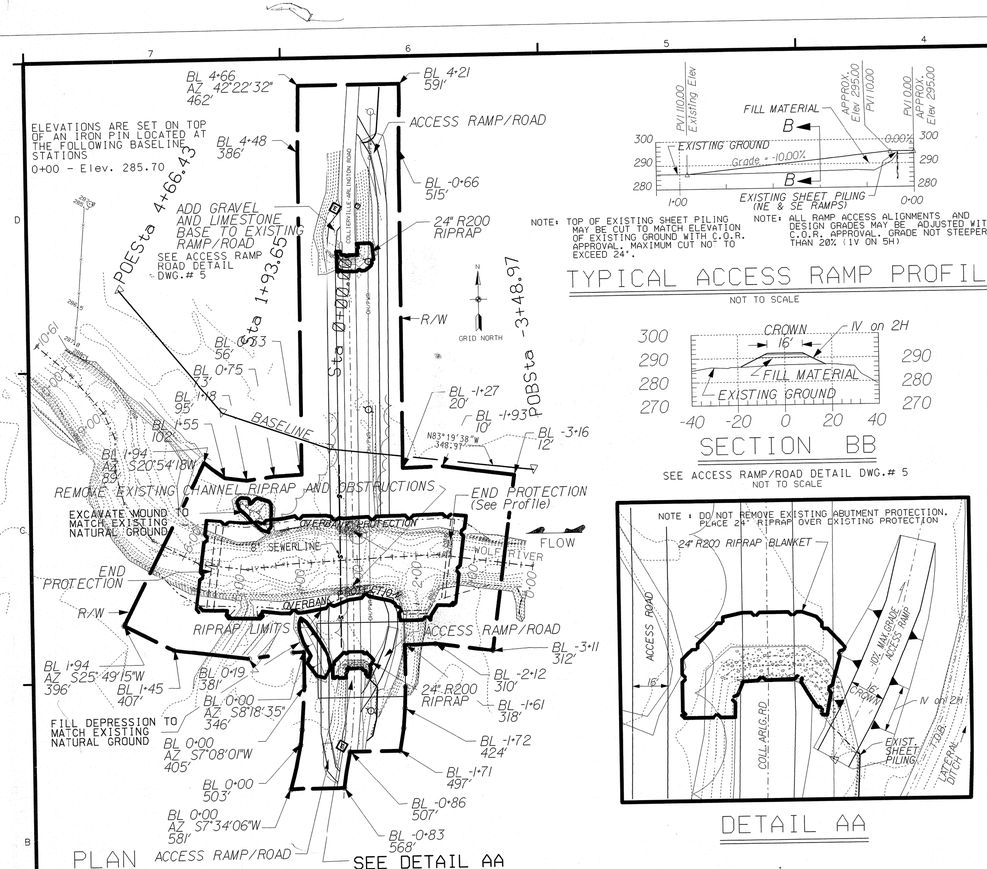
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SHEET 1 OF 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	BR-HIP-205(34)	2G1



PLAN

SCALE: 1" = 100'

NOTE: TOP OF EXISTING SHEET PILING MAY BE CUT TO MATCH ELEVATION OF EXISTING GROUND WITH C.O.R. APPROVAL. MAXIMUM CUT NO° TO EXCEED 24".

NOTE: ALL RAMP ACCESS ALIGNMENTS AND DESIGN GRADES MAY BE ADJUSTED WITH C.O.R. APPROVAL. GRADE NOT STEEPER THAN 20% (1V ON 5H)

TYPICAL ACCESS RAMP PROFILE

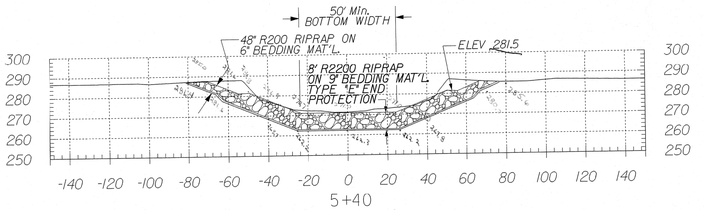
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SECTION BB

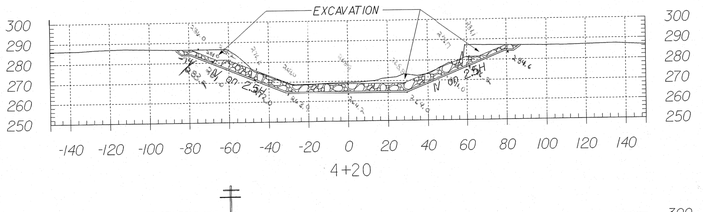
SEE ACCESS RAMP/ROAD DETAIL DWG.# 5

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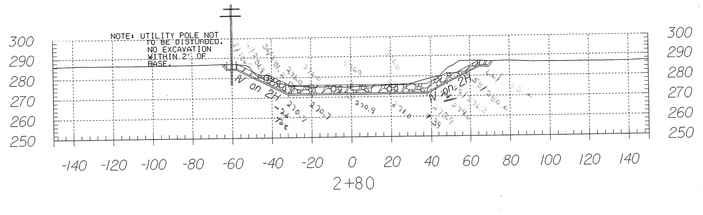
DETAIL AA



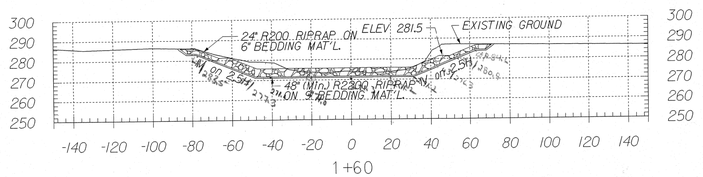
5+40



4+20



2+80



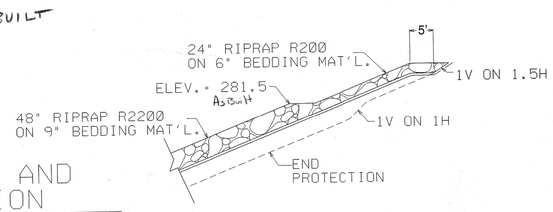
1+60

NOTE : 50' MINIMUM CHANNEL BOTTOM WIDTH

AS-BUILT

END PROTECTION

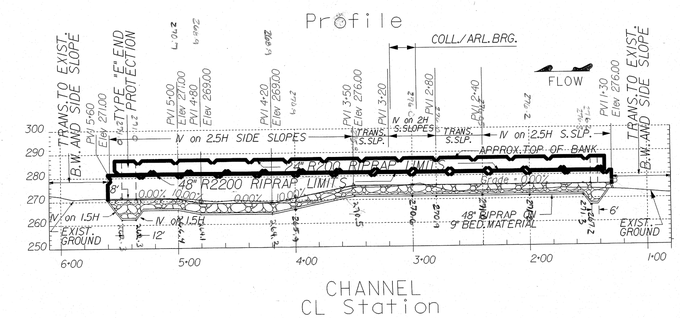
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BANK (SIDE SLOPE) AND OVERBANK PROTECTION

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COLLIERVILLE ARLINGTON BRIDGE



CHANNEL
CL Station

AS-BUILT DRAWINGS AS-BUILT

US Army Corps of Engineers Memphis District

No.	Date	By	Description

Plot Date: 6/4/2026
Plot Scale: 1:1
Plot Time: 3:44:41 PM
Plotted by: JMEEP1 in LOGIN.PC
Drawing Name: Z:\TDOT\DOT\10035TR\Transportation\WEIR.sht
Checked by: JOHN
Designed by: Nichols Engineering & Surveying, Inc.
Checked by: John C. Barry
Drawn by: Nichols Engineering & Surveying, Inc.
Checked by: John C. Barry
No. 36 6/4/2026

ECOSYSTEM RESTORATION PROJECT

WOLF RIVER MEMPHIS, TENNESSEE
FLOOD RISK MANAGEMENT AND ENVIRONMENTAL RESTORATION
ITEM 2 CHANNEL STABILIZATION WEIR AND BRIDGE PROTECTION
CHICKASAW BASIN AUTHORITY AND SHELBY COUNTY
PLAN AND SECTIONS, COLLIERVILLE, PROTECTION, TENNESSEE

DISTRICT ENGINEER
LTC JOHN W. MORRIS III

US ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
MEMPHIS, TENNESSEE

DRAWING
4 OF 9

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

S.R. 205
(SHELBY COUNTY)
NOT TO SCALE

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RIGHT-OF-WAY

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

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

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

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

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

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

UTILITY

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

(2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

CABLE & FIBER:
COMCAST
5450 WINCHESTER ROAD
MEMPHIS, TN 38115
CONTACT: REGINALD KINNEY
OFFICE PHONE:
CELL PHONE:
Email: Reginald_kinney@comcast.com

FIBER:
ZAYO
2030 POWERS FERRY RD STE 360
ATLANTA, GA 30339
CONTACT: JAKE SANSOM
OFFICE PHONE:
CELL PHONE:
Email: Jake.sansom@zayo.com

TELEPHONE:
AT&T
315 E COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL POTTS
OFFICE PHONE: 901 488 -2359
CELL PHONE:
Email: Dp7607@att.com

POWER:
MLG&W
220 SOUTH MAIN STREET
MEMPHIS, TN 38103
CONTACT: DARRYL MCLEMORE
OFFICE PHONE: 901 528- 4186
CELL PHONE: 901 502- 6207
Email: dmclemore@mlgw.org

WATER & SEWER:
TOWN OF COLLIERVILLE
500 KEOUGH STREET
COLLIERVILLE, TN 38017
CONTACT: JOHN FOX
OFFICE PHONE: 901 457- 2810
CELL PHONE:
Email: jfox@colliervilletn.gov

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	3
PIH	2026	BR-HIP-205(34)	3
PS&E	2026	BR-HIP-205(34)	3

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	3A
PIH	2026	BR-HIP-205(34)	3A
PS&E	2026	BR-HIP-205(34)	3A

REVISIONS:

DATE:05/05/2026
REMOVED TRACT 1 R.O.W. ACQUISITION AREA.
REVISED OWNERS FOR TRACTS 2, 3, 4, 6, AND 7.

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
1	MEMPHIS LIGHT GAS AND WATER	175E	C0234 00069	FB3884		6.360		6.360				6.360					
2	MICHAEL E. HEWGLEY, TRUSTEE OF THE REVOCABLE TRUST OF JOHN R. DUKE DATED APRIL 9, 2015, AS RESTATED MARCH 18, 2026	175D	C0234 00499	INST. # 26021797		13.345	562 S.F.	13.358	0.897	562 S.F.	0.910	12.448	0 S.F.			585 S.F.	
3	TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY	172	D0234 00089	INST. # 10068699		197.182	0.309	197.491	4.953	0.309	5.262	192.229	0 S.F.			0.324	
		175D	C0234 00090	INST. # 10068699													
4	CITY OF MEMPHIS AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY	175D	D0234 00030	INST. # 05100838		5.265	0.155	5.420	1.393	0.155	1.548	3.872				2794 S.F.	
5	SHELBY COUNTY	172	D0234 00497	INST. # 10068699		53.174		53.174				53.174					
6	CITY OF MEMPHIS AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY	172	D0234 00098	INST. # 05191023			2.829	2.829					2.829			0.115	
7	CITY OF MEMPHIS AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY	175D	D0234 00490	INST. # 05191024			2.005	2.005					2.005			110 S.F.	
8	CITY OF MEMPHIS AND SHELBY COUNTY	174H	C0234 00493	INST. # 05191025			0.910	0.910					0.910				
9	STATE OF TENNESSEE	174H	C0234 00492	INST. # 16041488			16.908	16.908					16.908			0.193	
10	SGI PIPERTON LLC	175E	C0234 00074	INST. # 15003632			9.289	9.289					9.289				
11	DEVJI AMANULLAH	175E	C0234 00075	INST. # 20012304			2.575	2.575					2.575			1221 S.F.	
ACQUISITION TOTALS (ACRES)										7.720						0.740	

DISTURBED AREA

IN BETWEEN SLOPE LINES	6.642	(AC)
10 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	2.597	(AC)
TOTAL DISTURBED AREA	9.239	(AC)
TOTAL PROJECT AREA	13.950	(AC)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

S.R. 205
(SHELBY COUNTY)
NOT TO SCALE

6/4/2026 3:45:58 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	3B
PIH	2026	BR-HIP-205(34)	3B
PS&E	2026	BR-HIP-205(34)	3B

REVISIONS:

DATE:12/01/2025
REVISED A PORTION OF THE WEST LINE OF TRACT 2.

DATE:05/05/2026
REMOVED TRACT 1 R.O.W. ACQUISITION AREA.

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION

STA. 100+37.28

N 290537.5617 E 875598.0764

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION

STA. 137+61.67

N 294143.7440 E 876371.6615

100 105 110 115 120 125 130 135

01 02 03 04 05 06 07 08 09 10 11

PROPOSED R.O.W.
PROPOSED C.L.
PRESENT R.O.W.
WOODS
POND
FIELD
WOLF RIVER OVERFLOW
WOLF RIVER

LEGEND:

TEMPORARY CONSTRUCTION EASEMENT

NOTE: TRACTS 3, 4, AND 5 ARE PART OF THE CHICKASAW BASIN AUTHORITY'S WOLF RIVER ENVIRONMENTAL RESTORATION GREENWAY TRAILS AND WILDLIFE AREA.

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.

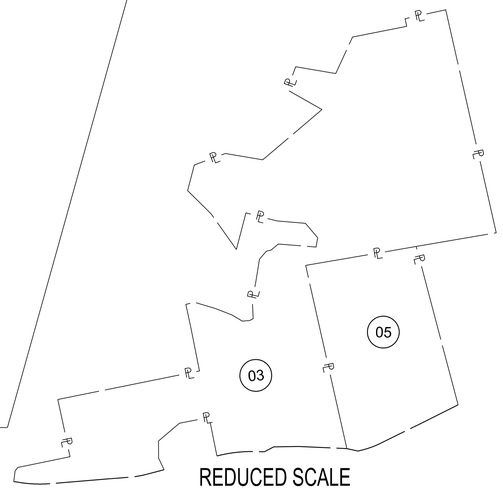
STA. 100+00.00

N 290503.5410 E 875582.8335

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.

STA. 135+20.00

N 293913.4039 E 876298.7146



REDUCED SCALE BOUNDARY SHAPES (NTS)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

BEGIN PROJECT TO END PROJECT

1"=200'

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LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC.
	VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC.
	VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
S15	102+34.09	21.70 RT	290711.2760	875695.3730	291.2200
S16	108+13.40	53.18 RT	291237.1020	875937.6630	291.7300

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	4
PIH	2026	BR-HIP-205(34)	4
PS&E	2026	BR-HIP-205(34)	4

REVISIONS:

DATE:12/01/2025
REVISED A PORTION OF THE WEST LINE OF TRACT 2.

DATE:05/05/2026
REMOVED TRACT 1 R.O.W. ACQUISITION AREA.
REVISED OWNERS FOR TRACTS 2 AND 3.

01
MEMPHIS LIGHT GAS AND WATER

02
MICHAEL E. HEWGLEY, TRUSTEE OF THE REVOCABLE TRUST OF JOHN R. DUKE DATED APRIL 9, 2015, AS RESTATED MARCH 18, 2026

03
TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

09
STATE OF TENNESSEE

10
SGI PIPERTON LLC

11
DEVJI AMANULLAH

100
105

POT 100+00.00
PC 101+28.68
PT 102+57.51
PC 107+53.38

30" XMHSAS
STA. 54+18.26
70.41' (LT)
TOP 290.07
INVERT IN = 276.23
INVERT OUT = 276.00

30" SASXMH
STA. 54+29.32
67.24' (RT)
TOP 290.43
INVERT IN = 276.66
INVERT OUT = 276.36

43"X68" RCP (ELIPTICAL) TO REMAIN

ROAD CURVES LEFT WITH INTERSECTING ROAD W1-2L

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

CONST. ESMT.

PROP. R.O.W.

PRESENT R.O.W.

SR-205 (PROPOSED)

MATCH LINE STA. 109+00 SEE SHT. NO. 5

UTILITY EASEMENT INSTR # GE7150

BARBED WIRE FENCE

ASPHALT

GRAVEL

TOP BANK

WOODS

FIELD

CURVE DC110
PI 101+93.14
N 290,679.7979
E 875,661.8053
Δ 5° 09' 12" (LT)
D 4° 00' 00"
R 1,432.39
L 128.83
T 64.46
SE 0.056 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 170

CURVE DC111
PI 105+04.78
N 290,974.5787
E 875,763.1997
Δ 5° 09' 12" (RT)
D 4° 00' 00"
R 1,432.39
L 128.83
T 64.46
SE 0.056 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 170

79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+37.28
N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+40 TO STA. 109+00
SCALE: 1"= 50'

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LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
S15	102+34.09	21.70 RT	290711.2760	875695.3730	291.2200
S16	108+13.40	53.18 RT	291237.1020	875937.6630	291.7300

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	4A
PIH	2026	BR-HIP-205(34)	4A
PS&E	2026	BR-HIP-205(34)	4A

REVISIONS:

DATE:12/01/2025
REVISED A PORTION OF THE WEST LINE OF TRACT 2.

DATE:05/05/2026
REMOVED TRACT 1 R.O.W. ACQUISITION AREA.
REVISED OWNERS FOR TRACTS 2 AND 3.

50 (01)

MEMPHIS LIGHT GAS AND WATER

100

55

105

60

MICHAEL E. HEWGLEY, TRUSTEE OF THE REVOCABLE TRUST OF JOHN R. DUKE DATED APRIL 9, 2015, AS RESTATED MARCH 18, 2026

(02)

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

(03)

S 3° 35' 13" W 562.06'

S 35° 33' 59" E EIP 45.60'

106+92.81 87.36'

S 66° 58' 48" E 14.35'

24.09'

CONST. ESMT.

N 12° 21' 23" E 344.92'

106+11.63 70.43'

N 12° 21' 23" E 82.93'

S 22° 19' 17" W 81.50'

N 22° 19' 17" E 247.11'

PROP. R.O.W.

S 66° 58' 48" E 76.03'

106+93.09 73.01'

N 24° 08' 05" E 67.27'

107+61.82 3.02'

PRESENT R.O.W.

EIP

CP-S16

R=1,363.99' L=321.51'

R=1,413.99' L=252.63'

MATCH LINE STA. 109+00 SEE SHT. NO. 5A

100+86.26 80.08'

102+25.00 83.00'

159.77'

S 85° 21' 56" E 528.14'

E 875500 N 290500

N 21° 33' 54" E 133.22'

PROP. R.O.W.

N 22° 19' 17" E 391.39'

N 24° 08' 05" E 587.72'

FILL

CUT

WTL-1

A

B

C

S 85° 21' 56" E 58.43'

101+05.77 25.00' CUT

TRAV-S4016

PRESENT R.O.W.

N 24° 08' 05" E 453.87'

N 24° 08' 05" E

N 18° 58' 59" E

SR-205 (PROPOSED)

N 24° 08' 05" E

EIP

SR-205 (EXISTING)

TRAV-S4015

TRAV-S4017

106+94.57 3.00'

PRESENT R.O.W.

N 24° 08' 05" E 423.88'

FILL CP-S15

BM1-S42868 WEST BOLT

123.82'

N 24° 08' 05" E 130.20'

103+80.96 42.05'

N 65° 51' 55" W 17.00'

CUT

UTILITY EASEMENT INSTR # GE7150

101+30.00 42.00'

N 65° 55' 5" W 11.00'

101+30.00 53.00'

S 23° 3' 39" W 124.57'

102+50.00 55.00'

102+50.00 47.30'

N 70° 43' 5" W 8.70'

CONST. ESMT.

103+79.43 58.98'

N 24° 08' 05" E 376.69'

UTILITY EASEMENT INSTR # GE7150

107+61.54 53.02'

(11)

DEVJI AMANULLAH

N 2° 43' 27" W 662.83'

S 87° 33' 30" E 99.14'

N 0° 39' 31" E 60.18'

N 0° 39' 31" E 22.11'

E 876000 N 291000

(10)

SGI PIPERTON LLC

E 876000 N 290500

(09)

STATE OF TENNESSEE

R=3,566.44' L=1,246.02'

PRESENT R.O.W.

79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+37.28
N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko CERTIFICATE NUMBER No. 121754 STATE OF TENNESSEE

06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 100+40 TO STA. 109+00
SCALE: 1"= 50'

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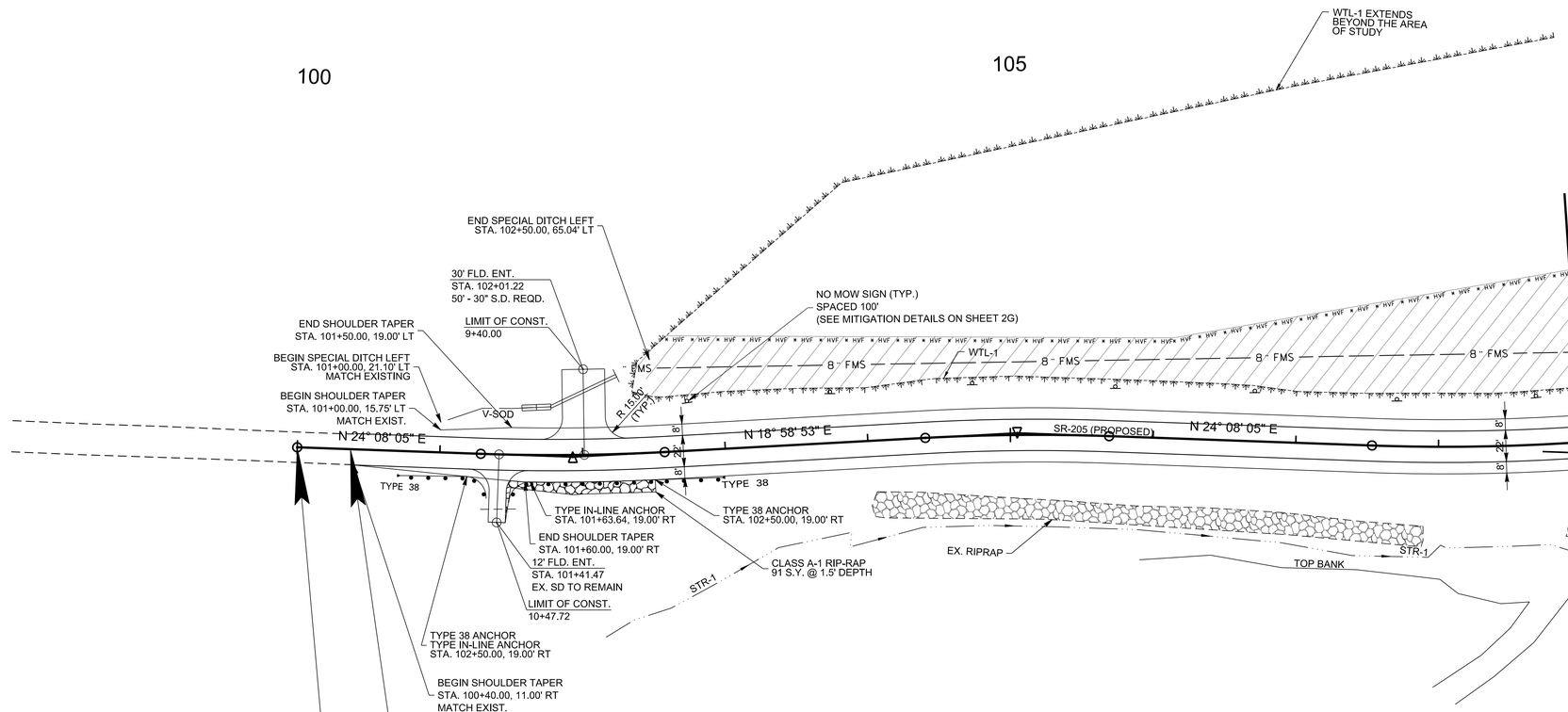
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT .	2025	BR-HIP-205(34)	4B
PIH	2026	BR-HIP-205(34)	4B
PS&E	2026	BR-HIP-205(34)	4B

GENERAL WETLAND NOTES:

1. REMOVE THE TOP 12 INCHES OF TOPSOIL AND STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE.
2. ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY WETLAND IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROADS (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION, AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE.
3. THE AREA OF TEMPORARY IMPACTS WILL BE STABILIZED WITH WETLAND SEED MIXTURE 801-01.36 ONLY.
4. WETLAND AREA LOCATED OUTSIDE OF PROPOSED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS ARE TO BE CLEARLY MARKED AND NOT TO BE DISTURBED."

TREES:

1. THE AREA OF TEMPORARY IMPACTS SHOULD BE STABILIZED AS SOON AS PRACTICABLE. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT MITIGATION OFFICE. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE TIME TO LOCATE.
3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION

STA. 100+37.28

N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.

STA. 100+00.00

N 290503.5410 E 875582.8335

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2 OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.
SEE SHEET 2G FOR ENVIRONMENTAL MITIGATION DETAILS.

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER AGRICULTURE No. 121754 STATE OF TENNESSEE

06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

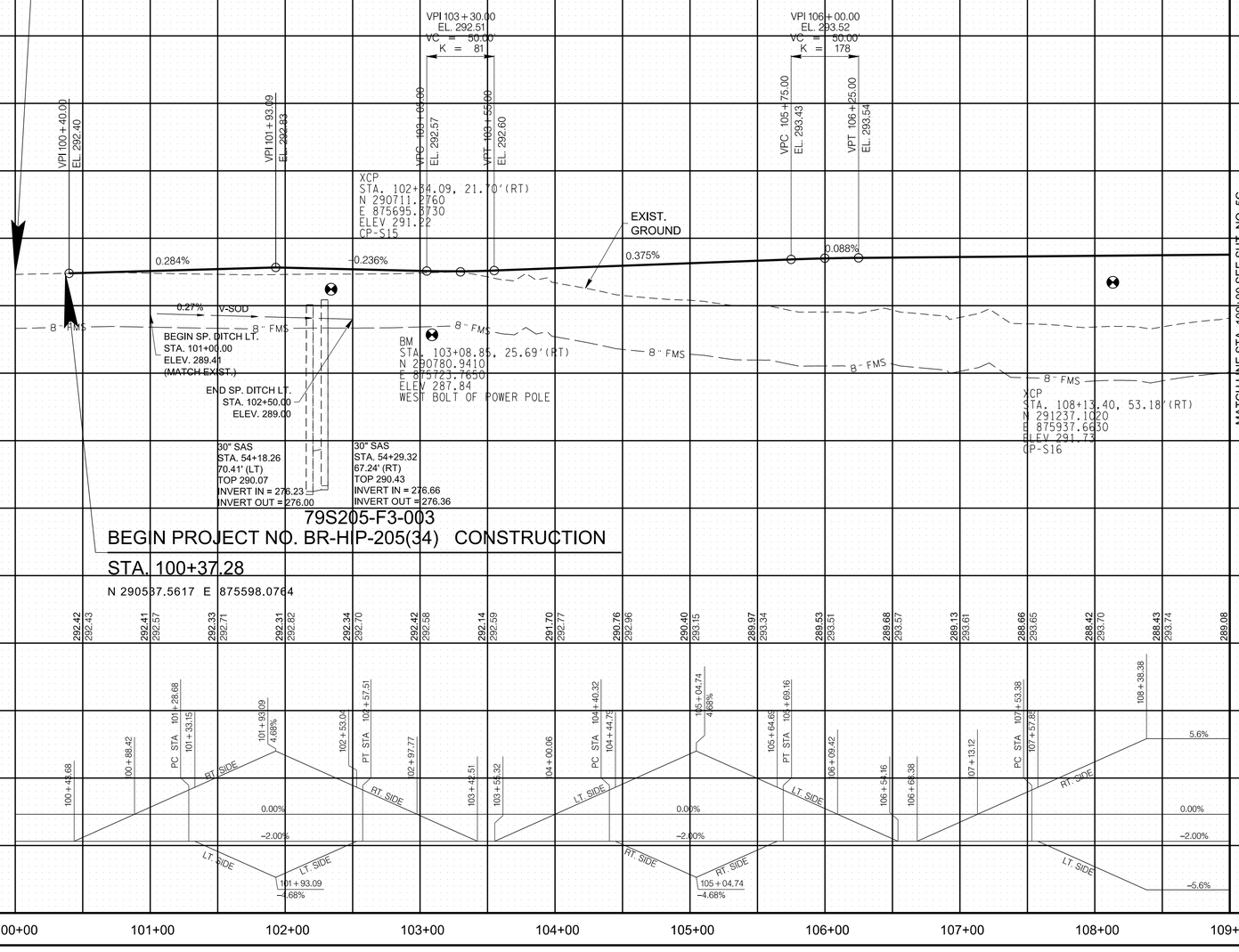
STA. 100+40 TO STA. 109+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	4C
PIH	2026	BR-HIP-205(34)	4C
PS&E	2026	BR-HIP-205(34)	4C

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335

79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+37.28
N 290537.5617 E 875598.0764



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
PROJECT No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 100+40 TO STA. 109+00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	5
PIH	2026	BR-HIP-205(34)	5
PS&E	2026	BR-HIP-205(34)	5

REVISIONS:

DATE:05/05/2026
REVISED OWNERS FOR TRACTS 2 AND 3.

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

02

MICHAEL E. HEWGLEY, TRUSTEE OF THE REVOCABLE TRUST OF JOHN R. DUKE DATED APRIL 9, 2015, AS RESTATED MARCH 18, 2026

LEGEND:

T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
BM2	111+37.13	55.97 RT	291557.9970	876029.0360	296.4200
S17	114+91.25	43.55 RT	291908.3280	876082.1470	293.7900

E 875500 N 291500

E 876000

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

110

115

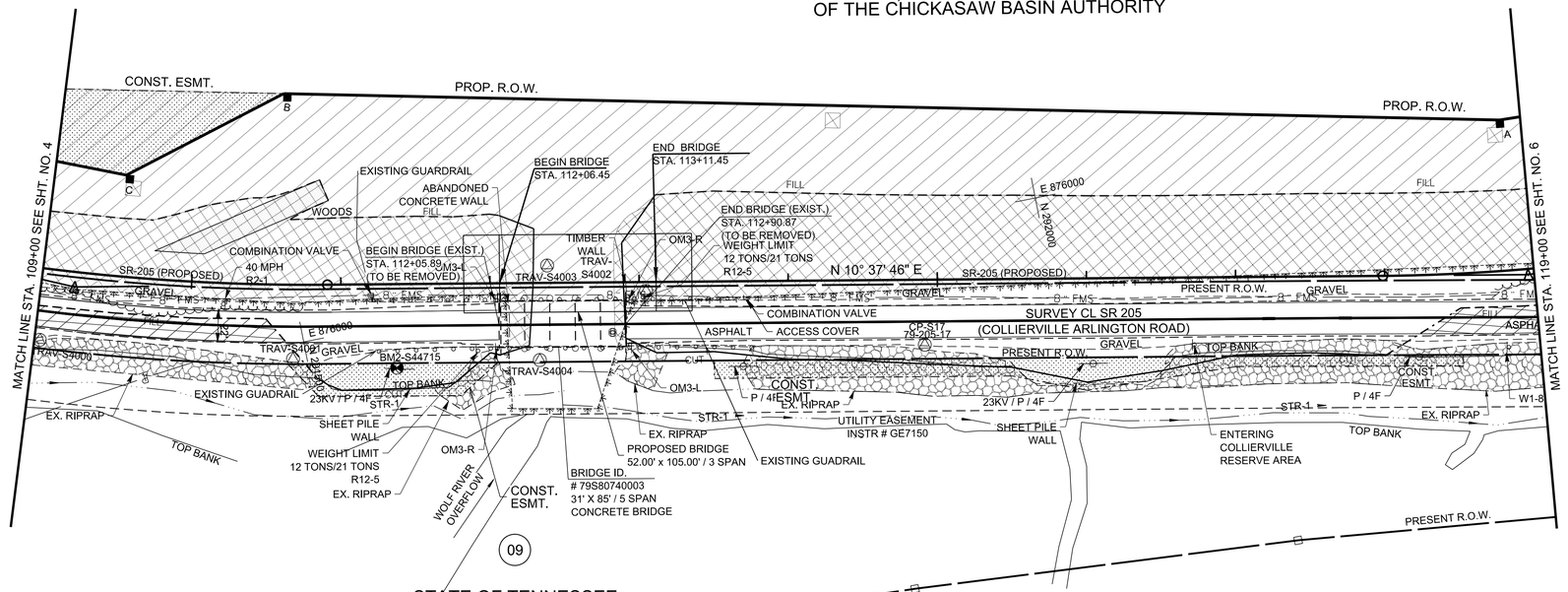
PT 110+91.02

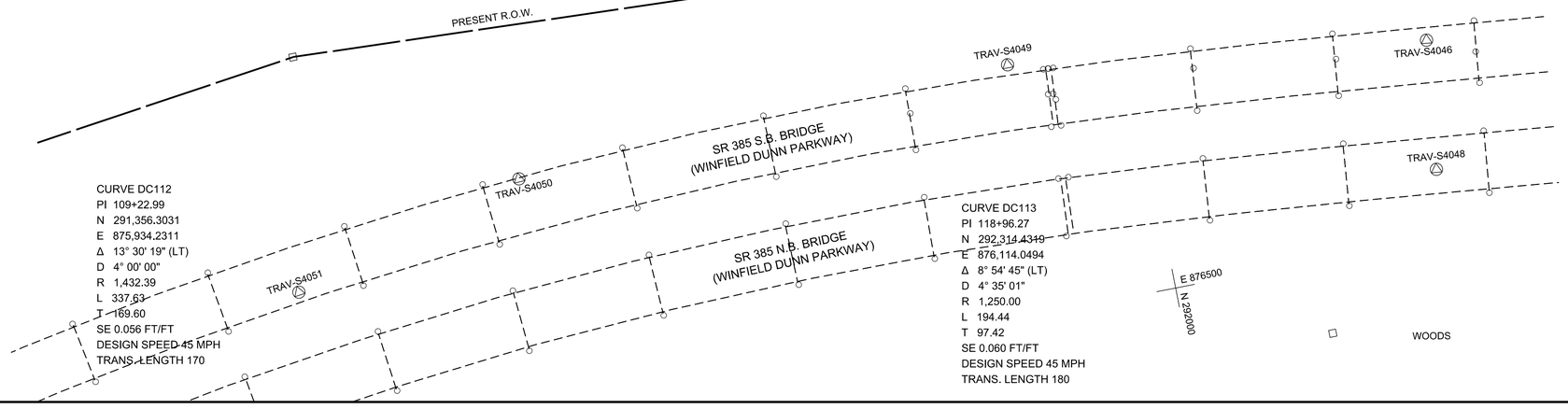
PC 117+98.85

CHICKASAW BASIN AUTHORITY'S WOLF RIVER ENVIRONMENTAL RESTORATION GREENWAY TRAILS & WILDLIFE AREA

03

TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY





SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER AGRICULTURE No. 121754 STATE OF TENNESSEE

06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.109+00 TO STA.119+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	5A
PIH	2026	BR-HIP-205(34)	5A
PS&E	2026	BR-HIP-205(34)	5A

REVISIONS:

DATE:05/05/2026
REVISED OWNERS FOR TRACTS 2 AND 3.

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
BM2	111+37.13	55.97 RT	291557.9970	876029.0360	296.4200
S17	114+91.25	43.55 RT	291908.3280	876082.1470	293.7900

02

MICHAEL E. HEWGLEY, TRUSTEE OF THE REVOCABLE TRUST OF JOHN R. DUKE DATED APRIL 9, 2015, AS RESTATED MARCH 18, 2026

E 875500
N 291500

E 876000

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

110

115

65

70

S 3° 35' 13" W
562.06'

EIP

03

TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

110+60.00
128.00'

CONST. ESMT.
N 12° 21' 23" E
344.92'

N 16° 16' 2" W
118.70'

N 22° 19' 17" E
247.11'

109+50.00
68.00'

PROP. R.O.W.

N 12° 21' 23" E
815.57'

118+85.00
101.00'

PROP. R.O.W.

MATCH LINE STA. 109+00 SEE SHT. NO. 4A

MATCH LINE STA. 119+00 SEE SHT. NO. 6A

FILL

R=1,363.99'
L=321.51'

110+82.58
3.02'

SR-205 (PROPOSED)

TRAV-S4003

TRAV-S4002

PRESENT R.O.W.

N 10° 37' 46" E
635.08'

N 10° 37' 46" E

SR-205 (PROPOSED)

E 876000

N 292000

117+26.51
3.01'

117+17.64
3.00'

117+69.15
3.08'

117+77.86
3.11'

PRESENT R.O.W.

N 10° 43' 50" E
42.64'

R=5,025.00'
L=8.86'

N 10° 43' 50" E

R=5,025.00'
L=8.71'

N 10° 49' 47" E
143.68'

N 10° 49' 47" E

SR-205(EXISTING)

CP-S17
79-205-17

FILL

TRAV-S4000

TRAV-S4001

N10°37'46"E
122.49'

BM2-S44715

N 10° 37' 46" E

CUT

N 10° 37' 46" E
367.64'

PRESENT R.O.W.

R=4,975.00'
L=8.77'

N 10° 43' 50" E
42.64'

N 10° 49' 47" E
74.53'

N 10° 49' 47" E
69.15'

R=1,413.99'
L=80.66'

110+65.00
53.12'

110+05.09
53.37'

TRAV-S4004

112+05.00
53.00'

113+50.00
53.00'

N 10° 37' 46" E
200.00'

CONST. ESMT.

115+50.00
65.00'

N 2° 5' 55" E
101.12'

117+26.42
53.01'

CONST. ESMT.

S 10° 58' 6" W
152.52'

118+50.00
54.46'

S81°42'54"
7.54'

R=1,413.99'
L=18.53'

110+85.00
75.00'

111+80.00
75.00'

N 30° 43' 6" W
33.30'

N 79° 22' 14" W
12.00'

113+50.00
65.00'

UTILITY EASEMENT
INSTR # GE7150

N 21° 56' 22" E
50.99'

116+00.00
75.00'

117+00.00
60.00'

117+17.64
53.00'

117+77.69
53.11'

R=4,975.00'
L=8.63'

118+50.00
62.00'

N 57° 35' 5" E
30.25'

110+82.86
53.02'

S 10° 38' 15" W
95.32'

CONST. ESMT.

117+69.06
53.08'

PRESENT R.O.W.

N 5° 56' 00" E
230.57'

09

STATE OF TENNESSEE

N 3° 55' 01" E
258.76'

PRESENT R.O.W.

N 2° 45' 52" E
451.81'

PRESENT R.O.W.

7° 23' 36" W
346.03'

TRAV-S4049

TRAV-S4046

TRAV-S4048

TRAV-S4050

TRAV-S4051

E 876500
N 292000

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA.109+00 TO STA.119+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	5B
PIH	2026	BR-HIP-205(34)	5B
PS&E	2026	BR-HIP-205(34)	5B

GENERAL WETLAND NOTES:

1. REMOVE THE TOP 12 INCHES OF TOPSOIL AND STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE.
2. ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY WETLAND IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROADS (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION, AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE.
3. THE AREA OF TEMPORARY IMPACTS WILL BE STABILIZED WITH WETLAND SEED MIXTURE 801-01,36 ONLY.
4. WETLAND AREA LOCATED OUTSIDE OF PROPOSED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS ARE TO BE CLEARLY MARKED AND NOT TO BE DISTURBED."

TREES:

1. THE AREA OF TEMPORARY IMPACTS SHOULD BE STABILIZED AS SOON AS PRACTICABLE. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT MITIGATION OFFICE. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE TIME TO LOCATE.
3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.

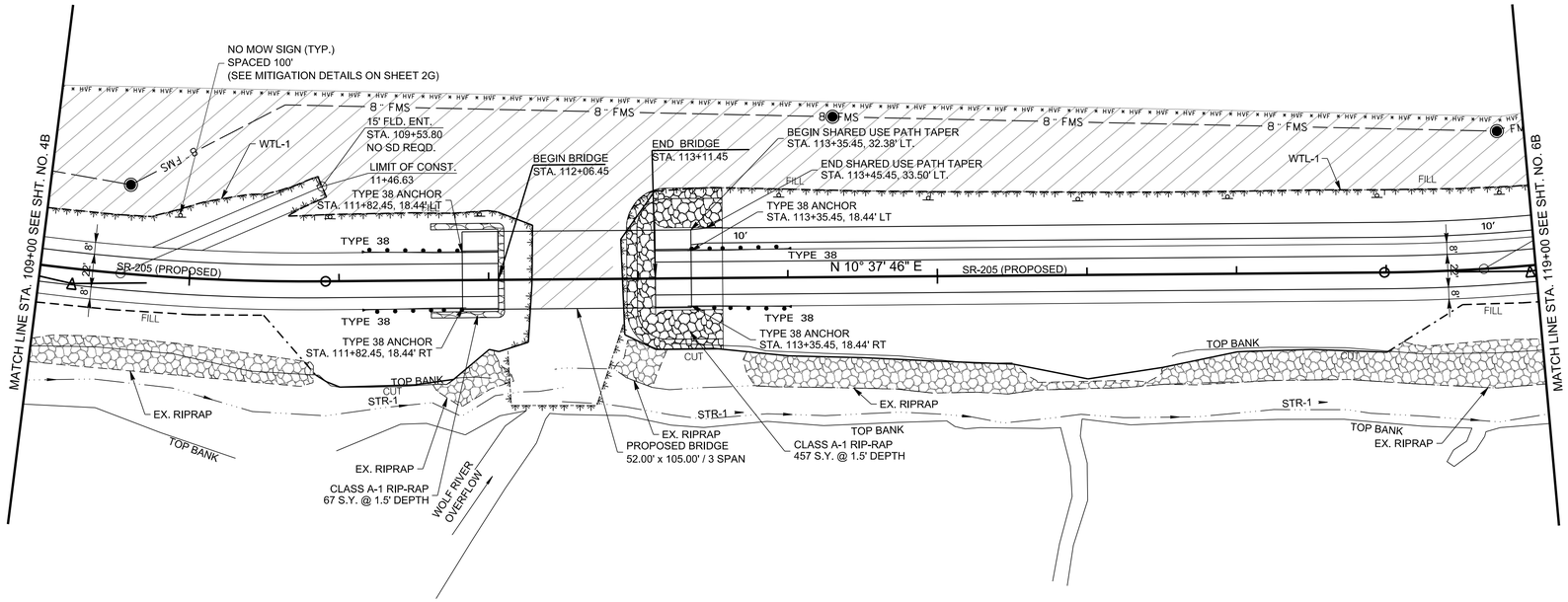
N

110

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

115

CHICKASAW BASIN AUTHORITY'S
WOLF RIVER ENVIRONMENTAL RESTORATION
GREENWAY TRAILS & WILDLIFE AREA



LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2 OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.
SEE SHEET 2G FOR ENVIRONMENTAL MITIGATION DETAILS.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
COMMERCE
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 109+00 TO STA. 119+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	5C
PIH	2026	BR-HIP-205(34)	5C
PS&E	2026	BR-HIP-205(34)	5C

DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 64+54.12 STREAM NAME WOLF RIVER OVERFLOW

STREAM BED LINING: SAND, CLAY, SILT

DIRECTION OF FLOW WEST

DRAINAGE AREA 2.02 SQ.MI. (X) FLAT, ( ) ROLLING, ( ) HILLY, ( ) MTNS.

PRESENT STRUCTURE: SPAN APPROX. 85' ,HEIGHT APPROX. 12.3 AT FLOWLINE,

STRUCTURE: CONCRETE PILES SUPERSTRUCTURE: CONCRETE CHANNEL

BEGIN STATION-OFFSET 64+11.49 END STATION-OFFSET 64+96.46

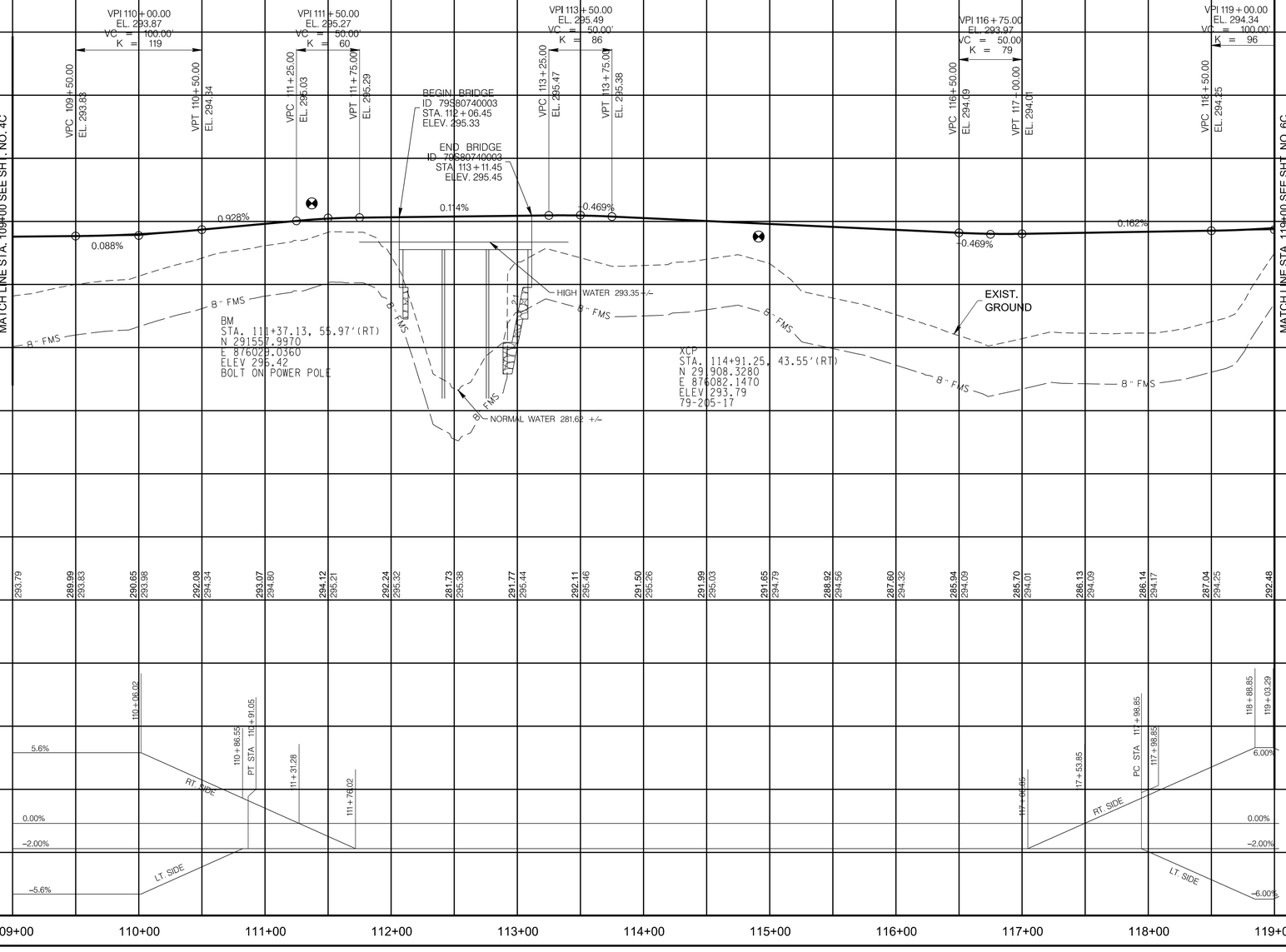
LOW BEAM ELEV. 293.40/293.42 LOCATION. 64+12.73/64+95.49

INLET INVERT ELEV. N/A OUTLET INVERT. N/A

NORMAL WATER ELEV. 281.62± HIGH WATER ELEV. 288.68±

BACKWATER FROM WHAT STREAM (IF APPLICABLE): N/A

EXISTING STRUCTURE CONDITION: SUFFICIENCY RATING 31.2



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SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
COURTESY
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 109+00 TO STA. 119+00

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

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

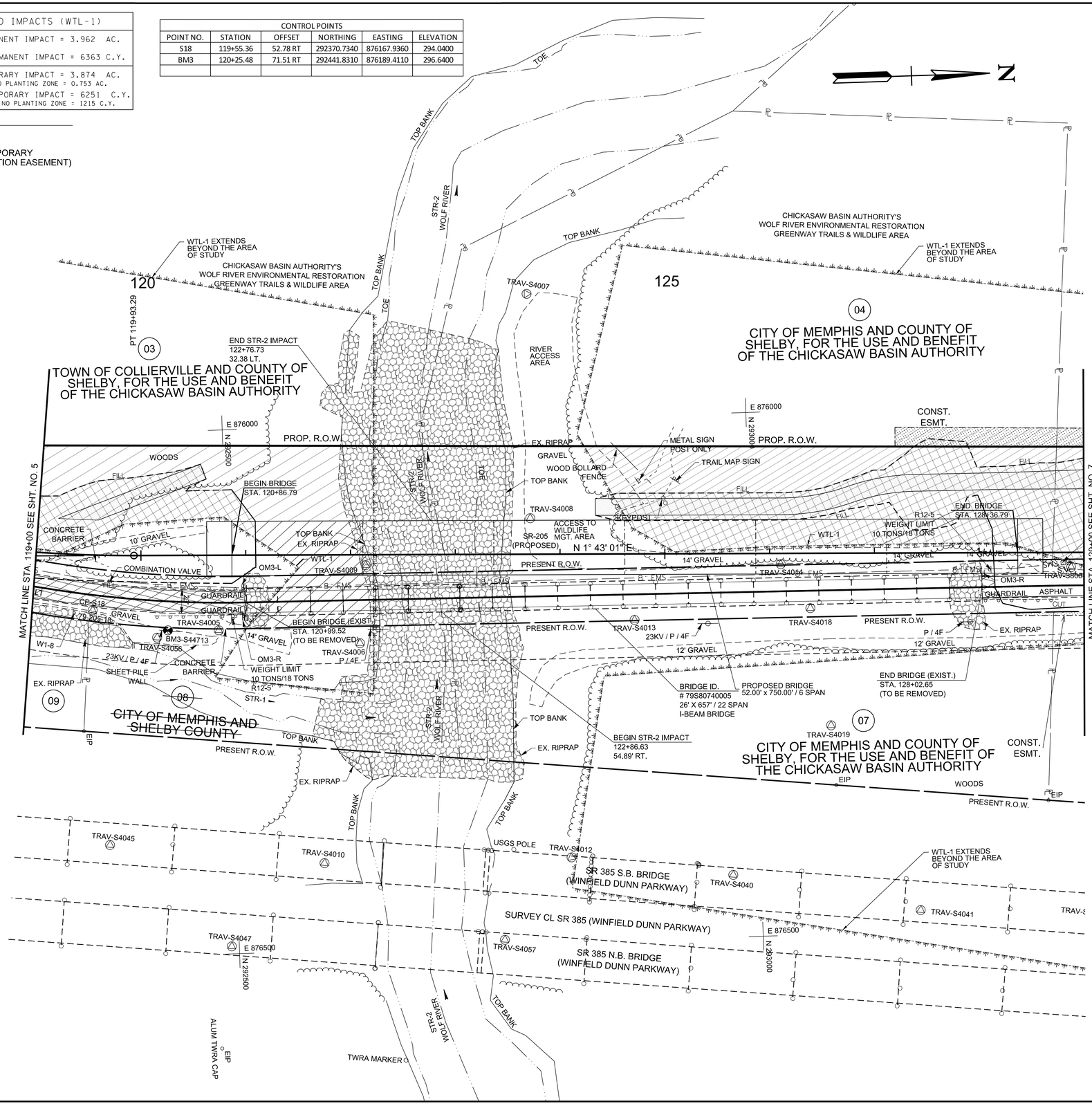
T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
S18	119+55.36	52.78 RT	292370.7340	876167.9360	294.0400
BM3	120+25.48	71.51 RT	292441.8310	876189.4110	296.6400

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	6
PIH	2026	BR-HIP-205(34)	6
PS&E	2026	BR-HIP-205(34)	6

REVISIONS:

DATE:05/05/2026
REVISED OWNERS FOR TRACTS 3, 4, AND 7.



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.119+00 TO STA. 129+00
SCALE: 1"= 50'

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LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

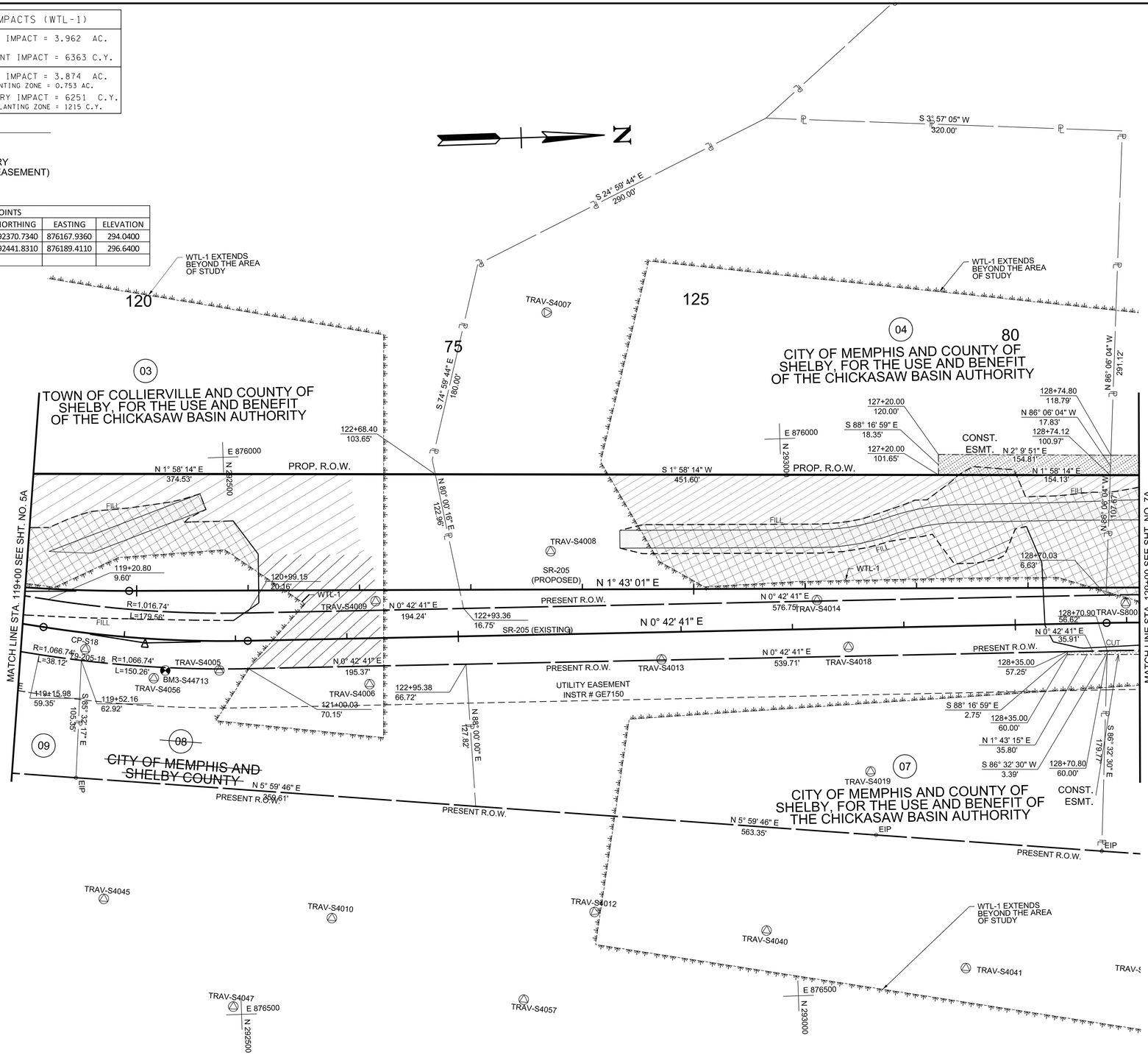
T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
S18	119+55.36	52.78 RT	292370.7340	876167.9360	294.0400
BM3	120+25.48	71.51 RT	292441.8310	876189.4110	296.6400

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	6A
PIH	2026	BR-HIP-205(34)	6A
PS&E	2026	BR-HIP-205(34)	6A

REVISIONS:

DATE:05/05/2026
REVISED OWNERS FOR TRACTS 3, 4 AND 7.



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA.119+00 TO STA. 129+00
SCALE: 1"= 50'

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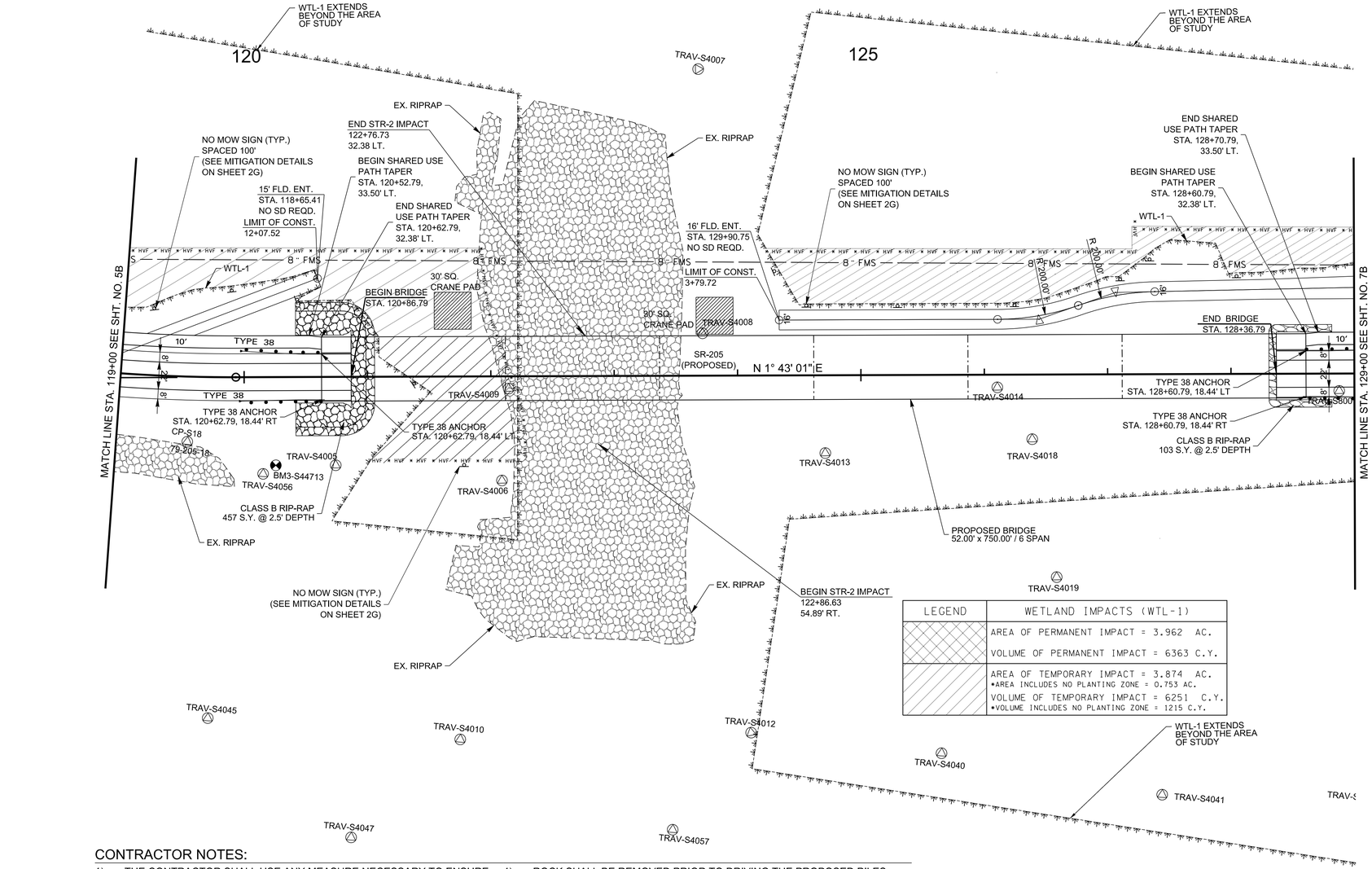
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	6B
PIH	2026	BR-HIP-205(34)	6B
PS&E	2026	BR-HIP-205(34)	6B

GENERAL WETLAND NOTES:

1. REMOVE THE TOP 12 INCHES OF TOPSOIL AND STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE.
2. ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY WETLAND IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROADS (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION, AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE.
3. THE AREA OF TEMPORARY IMPACTS WILL BE STABILIZED WITH WETLAND SEED MIXTURE 801-01.36 ONLY.
4. WETLAND AREA LOCATED OUTSIDE OF PROPOSED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS ARE TO BE CLEARLY MARKED AND NOT TO BE DISTURBED."

TREES:

1. THE AREA OF TEMPORARY IMPACTS SHOULD BE STABILIZED AS SOON AS PRACTICABLE. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT MITIGATION OFFICE. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE TIME TO LOCATE.
3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

CONTRACTOR NOTES:

1) THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2 OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.
2) SEE SHEET 2G FOR ENVIRONMENTAL MITIGATION DETAILS.
3) DISTURBANCE TO THE EXISTING ROCK WEIR SHALL BE MINIMIZED DURING REMOVAL OF THE EXISTING BRIDGE PIERS. PIERS SHALL BE REMOVED DOWN TO THE TOP OF THE R2200 ROCK LAYER AT ELEV. 281.5. IF ANY ROCK WITHIN THE WEIR IS DISPLACED OR DISTURBED DURING PIER REMOVAL, ROCK OF EQUAL SIZE AND QUALITY SHALL BE REPLACED IN THE DISTURBED AREA.
4) ROCK SHALL BE REMOVED PRIOR TO DRIVING THE PROPOSED PILES. AFTER PILE INSTALLATION, THE ROCK SHALL BE REPLACED TO A THICKNESS EQUAL TO THAT OF THE MATERIAL REMOVED AROUND THE PIERS.
5) IT IS RECOMMENDED THAT TEMPORARY CONCRETE BARRIERS BE PLACED AT THE BASE OF THE CHANNEL SLOPE AS A PRECAUTIONARY MEASURE TO PREVENT RIP -RAP MOVEMENT ON THE SLOPES OF THE WEIR. IF RIP -RAP ON THE SLOPE WERE TO MOVE DURING THE CONSTRUCTION PROCESS, THE MATERIAL SHOULD BE REPLACED TO THE ORIGINAL THICKNESS ON THE SLOPE.

SEALED BY

JILL CLAUDINE STANCO
REGISTERED ENGINEER
AGRICULTURE
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 119+00 TO STA. 129+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	6C
PIH	2026	BR-HIP-205(34)	6C
PS&E	2026	BR-HIP-205(34)	6C

DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 74+96.60 STREAM NAME WOLF RIVER

STREAM BED LINING: SAND, CLAY, SILT

DIRECTION OF FLOW WEST

DRAINAGE AREA 596.92 SQ.MI. (X) FLAT, ( ) ROLLING, ( ) HILLY, ( ) MTNS.

PRESENT STRUCTURE: SPAN APPROX. 657' ,HEIGHT APPROX. 18.1'AT FLOWLINE, STRUCTURE: CONCRETE PILES SUPERSTRUCTURE: CONC. DECK GIRDER & STEEL I-BEAM BRIDGE

BEGIN STATION-OFFSET 73+10.94 END STATION-OFFSET 80+14.18

LOW BEAM ELEV. 292.93 / 292.9 LOCATION. 74+67.85 / 75+15.58

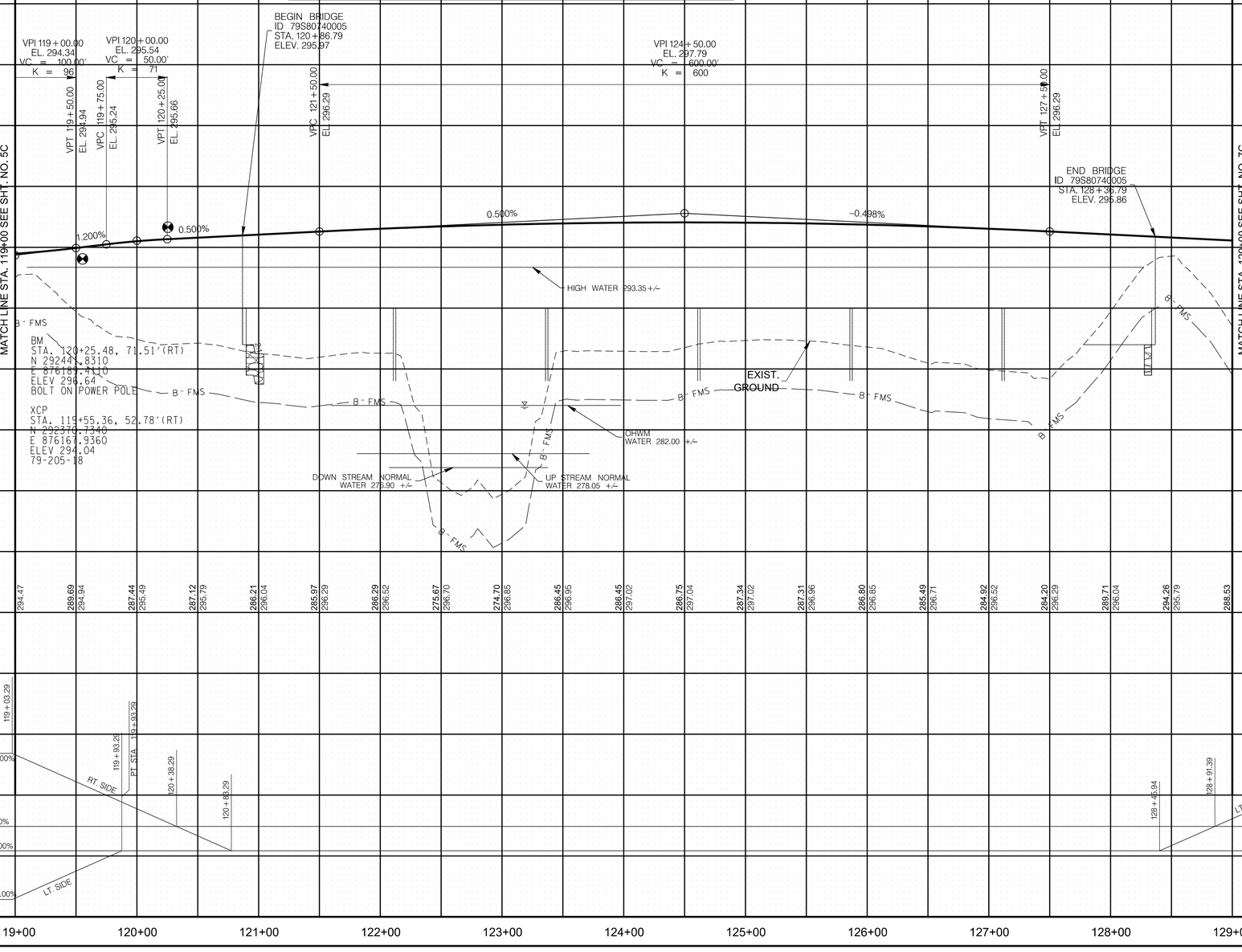
INLET INVERT ELEV. N/A OUTLET INVERT. N/A

NORMAL WATER ELEV. 278.05± UPSTREAM / 276.90± DOWNSTREAM; EXTREME HIGHWATER: 16.09' DATE. 02/24/2019

HOW OBTAINED. HTTP://WATERWATCH.USGS.GOV

BACKWATER FROM WHAT STREAM (IF APPLICABLE): N/A

EXISTING STRUCTURE CONDITION: SUFFICIENCY RATING 14.8



SEALED BY

JILL CLAUDINE STANTON
REGISTERED ENGINEER
Jill Claudine Stanton
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 119+00 TO STA. 129+00

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

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LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

CONTROL POINTS					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
BM4	130+47.69	62.35 RT	293457.1410	876215.5790	296.7900
BM 5	92+30.35	29.65 RT	294391.0470	876475.6080	298.2800

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	7
PIH	2026	BR-HIP-205(34)	7
PS&E	2026	BR-HIP-205(34)	7

REVISIONS:

DATE:05/05/2026
REVISED OWNERS FOR TRACTS 3, AND 6.

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146

130 03 135

TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

CHICKASAW BASIN AUTHORITY'S WOLF RIVER ENVIRONMENTAL RESTORATION GREENWAY TRAILS & WILDLIFE AREA

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

E 876000 N 294000

E 876000 N 294500

PC 134+61.67 PT 136+67.20 POT 137+81.67

E 876000 N 293500

WOODS

CONST. ESMT.

BARBED WIRE FENCE

PROP. R.O.W.

FILL

TRAV-S4025

REDUCED SPEED LIMIT AHEAD 40 MPH W3-5

COMBINATION VALVE

L SR-205 (PROPOSED)

TRAV-S4024

PRESENT R.O.W.

TRAV-S4033

PRESENT R.O.W.

EX. RIPRAP

END BRIDGE (EXIST.) STA. 91+99.44

ROAD CURVES LEFT W1-2L

CUT

COMBINATION VALVE

OM3-L

BEGIN BRIDGE (EXIST.) STA. 89+97.07

TRAV-S4039

OM3-R

TRAV-S801

ASPHALT

GUARDRAIL

COMBINATION VALVE

N 16° 27' 07" E

SURVEY CL BR 205

(COLLIERVILLE ARLINGTON ROAD)

N 29° 25' E

TRAV-S4026 TRAV-S4027 TRAV-S4028 TRAV-S4029 TRAV-S4030 TRAV-S4031 TRAV-S4032

BM4-S44716

BM5-S44714

CONST. ESMT.

P / 4F

ROAD CURVES LEFT W1-2L

TRAV-S4037

23KV / P / 4F

SHEET PILE WALL

EX. RIPRAP

PRESENT R.O.W.

MATCH LINE STA. 129+00 SEE SHT. NO. 9

CONST. ESMT.

45 MPH R2-1

12' GRAVEL ESMT.

EX. RIPRAP

23KV / P / 4F

SHEET PILE WALL

WOLF RIVER CONSERVANCY AGENCY RLS 923

06

CITY OF MEMPHIS AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

TRAV-S4034

EIP

TRAV-S4035

TRAV-S4036

TRAV-S4038

E 876500 N 294000

6' CHAIN LINK FENCE

PC 129+45.94 PT 132+89.32

SR 385 S.B. BRIDGE (WINFIELD DUNN PARKWAY)

SR 385 N.B. BRIDGE (WINFIELD DUNN PARKWAY)

TRAV-S4042 TRAV-S4043 TRAV-S4044

E 876500

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

WOODS

CURVE DC114
PI 131+19.37
N 293,537.3772
E 876,150.7074
Δ 19° 52' 24" (RT)
D 5° 47' 15"
R 990.00
L 343.39
T 173.44
SE 0.068 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 200

CURVE DC115
PI 135+64.50
N 293,954.5157
E 876,315.7821
Δ 5° 08' 18" (LT)
D 2° 30' 00"
R 2,291.83
L 205.53
T 102.84
SE 0.040 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 140

WOODS

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko 121754 STATE OF TENNESSEE

06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 129+00 TO STA. 137+61.67
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	7A
PIH	2026	BR-HIP-205(34)	7A
PS&E	2026	BR-HIP-205(34)	7A

REVISIONS:

DATE:05/05/2026
REVISED OWNERS FOR TRACTS 3, AND 6.

N

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146

E 876000
N 294000

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

130 | 03 | 85 | 135 | 90

TOWN OF COLLIERVILLE AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

E 876000
N 293500

S 84° 34' 32" E
17.37'

130+10.00
120.00'

130+10.00
102.63'

130+65.00
108.00'

CONST. ESMT.
S 2° 9' 51" W
142.92'

S 1° 58' 14" W
142.47'

S 1° 58' 14" W
61.08'

B

PROP. R.O.W.
N 21° 57' 30" E
475.41'

FILL

TRAV-S4025

135+20.00
76.16'

134+69.74
70.74'

TRAV-S4033

N14° 24' 15" E
48.95'

A

137+38.55
88.37'

N 14° 24' 15" E
213.70'

PRESENT R.O.W.

N 17° 51' 59" E
508.99'

FILL

CUT

TRAV-S801

TRAV-S4039

132+72.50
1.01'

133+75.45
8.10'

N 16° 27' 07" E
103.34'

N 12° 05' 00" W
115.00'

SR-205 (PROPOSED)

R=1,457.39'
L=400.38'

TRAV-S4024

PRESENT R.O.W.

SR-205 (EXISTING)

N 21° 35' 25" E

N 16° 27' 07" E

N 16° 27' 07" E

MATCH LINE STA. 129+00 SEE SHT. NO 6A

TRAV-S4026

N 16° 27' 07" E
104.49'

TRAV-S4027

TRAV-S4028

133+81.07
41.60'

N 47° 21' 31" E
4.37'

TRAV-S4029

TRAV-S4030

TRAV-S4031

TRAV-S4032

CUT

BM5-S44714

TRAV-S4037

R=1,407.39'
L=386.64'

TRAV-S4023

BM4-S44716

PRESENT R.O.W.

S 1° 43' 15" W
78.95'

CONST. ESMT.

S 7° 44' 22" W
91.88'

S 5° 51' 12" E
46.70'

CONST. ESMT.
S 13° 50' 50" W
227.50'

131+50.00
65.00'

132+76.33
50.87'

UTILITY EASEMENT
INSTR # GE7152

133+85.00
43.49'

N 47° 21' 31" E
166.75'

129+50.00
60.00'

S 26° 40' 60" W
50.58'

130+00.00
80.00'

131+00.00
80.00'

WOLF RIVER CONSERVANCY AGENCY RLS 923

06

CITY OF MEMPHIS AND COUNTY OF SHELBY, FOR THE USE AND BENEFIT OF THE CHICKASAW BASIN AUTHORITY

134+80.40
89.98'

N 18° 40' 26" E
266.96'

PRESENT R.O.W.

137+40.04
92.43'

N 17° 10' 38" E
314.57'

N 11° 43' 5
51.04'

TRAV-S4034

EIP

TRAV-S4035

EIP

TRAV-S4036

N 1° 45' 27" E
199.54'

140+54.59
96.41'

TRAV-S4038

EIP

N 11° 24' 11" E
264.18'

E 876500
N 294000

PRESENT R.O.W.
N 20° 23' 49" E
117.30'

N 9° 00' 49" E
307.94'

PRESENT R.O.W.

N 5° 52' 15" E
299.94'

E 876500
N 293500

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

34042

TRAV-S4043

TRAV-S4044

79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

CONTROL POINTS

POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
BM4	130+47.69	62.35 RT	293457.1410	876215.5790	296.7900
BM 5	92+30.35	29.65 RT	294391.0470	876475.6080	298.2800

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC.
	VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC.
	VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

LEGEND:

T.C.E. (TEMPORARY CONSTRUCTION EASEMENT)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COMMISSION No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 129+00 TO STA. 137+61.67
SCALE: 1"= 50'

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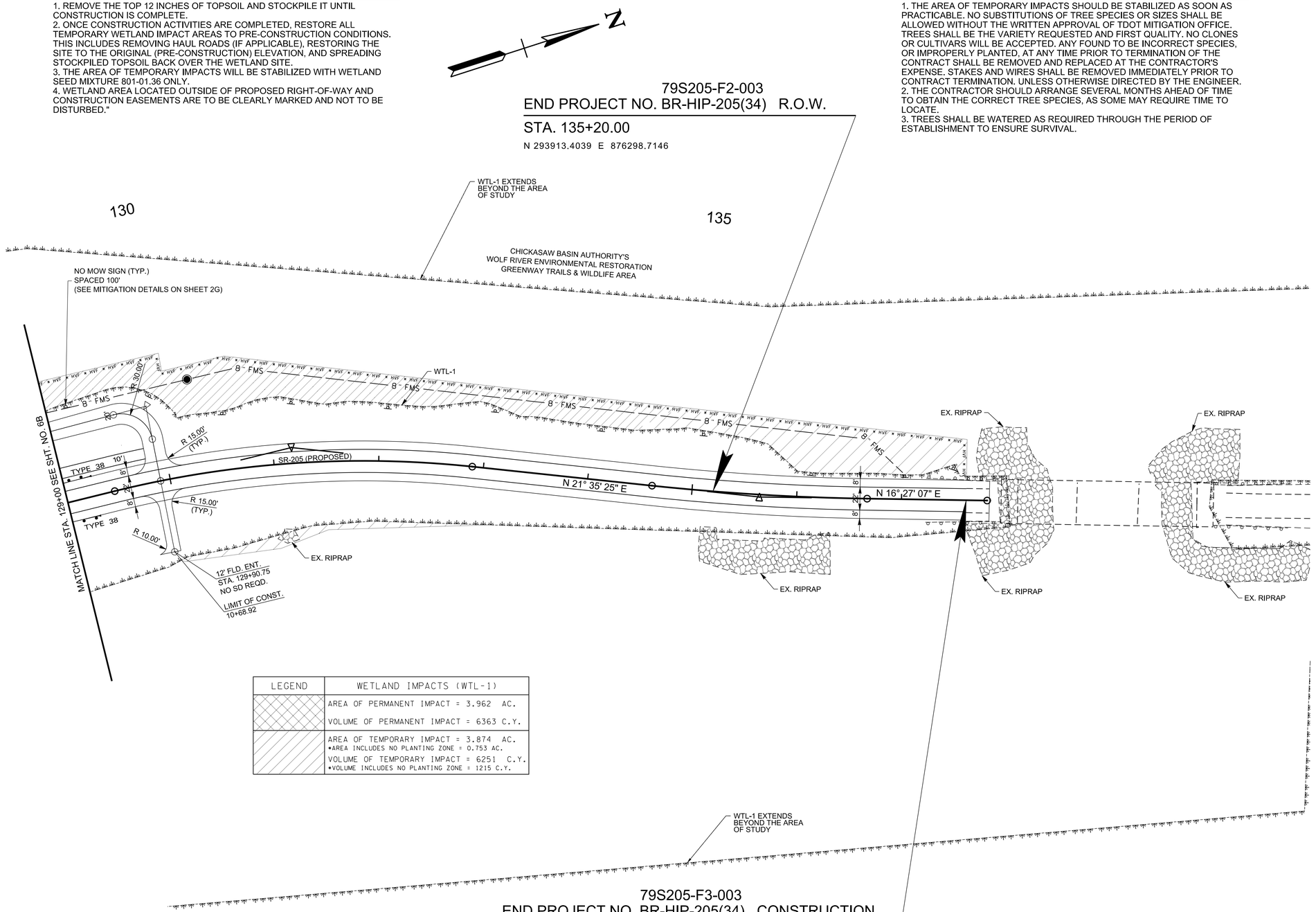
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	7B
PIH	2026	BR-HIP-205(34)	7B
PS&E	2026	BR-HIP-205(34)	7B

GENERAL WETLAND NOTES:

1. REMOVE THE TOP 12 INCHES OF TOPSOIL AND STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE.
2. ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY WETLAND IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROADS (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION, AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE.
3. THE AREA OF TEMPORARY IMPACTS WILL BE STABILIZED WITH WETLAND SEED MIXTURE 801-01.36 ONLY.
4. WETLAND AREA LOCATED OUTSIDE OF PROPOSED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS ARE TO BE CLEARLY MARKED AND NOT TO BE DISTURBED."

TREES:

1. THE AREA OF TEMPORARY IMPACTS SHOULD BE STABILIZED AS SOON AS PRACTICABLE. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT MITIGATION OFFICE. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE TIME TO LOCATE.
3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

CONTRACTOR NOTE:

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF STR-1, STR-2 OR WTL-1 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.
SEE SHEET 2G FOR ENVIRONMENTAL MITIGATION DETAILS.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
LICENSE No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

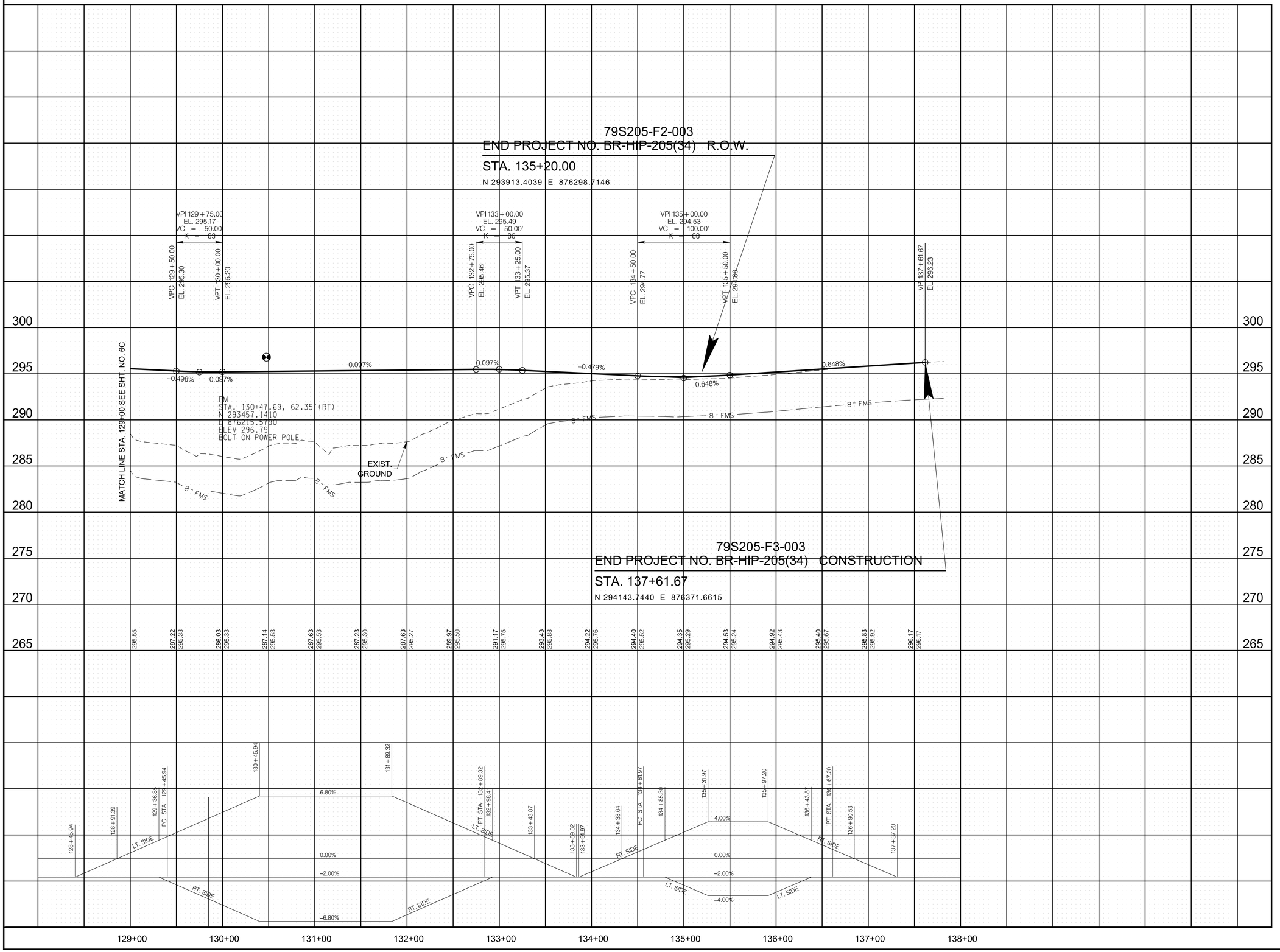
PROPOSED LAYOUT

STA. 129+00 TO STA. 137+61.67
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	7C
PIH	2026	BR-HIP-205(34)	7C
PS&E	2026	BR-HIP-205(34)	7C

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146



79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

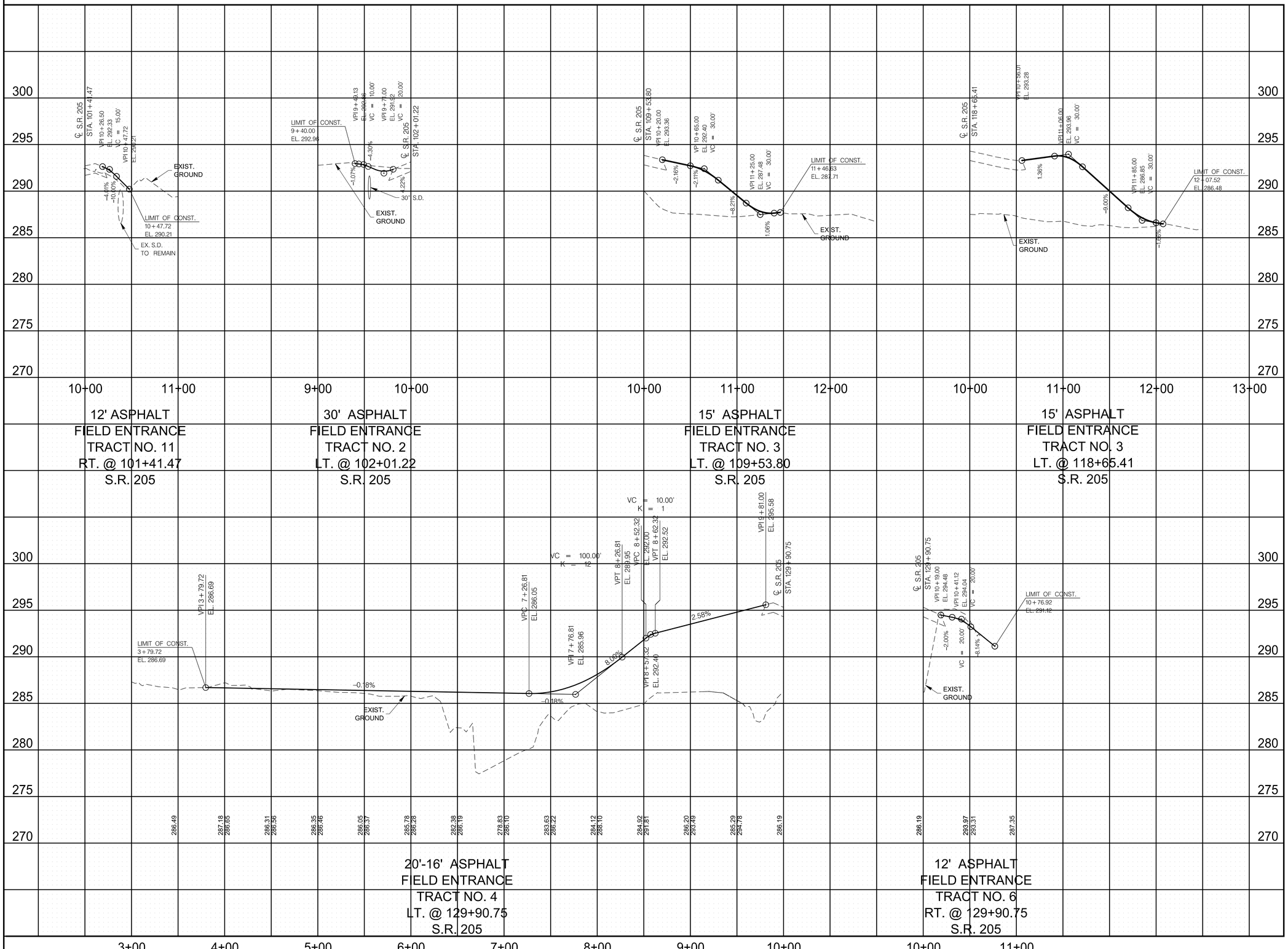
PROPOSED PROFILE

STA. 129+00 TO STA. 137+61.67

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	8
PIH	2026	BR-HIP-205(34)	8
PS&E	2026	BR-HIP-205(34)	8



12' ASPHALT FIELD ENTRANCE TRACT NO. 11 RT. @ 101+41.47 S.R. 205

30' ASPHALT FIELD ENTRANCE TRACT NO. 2 LT. @ 102+01.22 S.R. 205

15' ASPHALT FIELD ENTRANCE TRACT NO. 3 LT. @ 109+53.80 S.R. 205

15' ASPHALT FIELD ENTRANCE TRACT NO. 3 LT. @ 118+65.41 S.R. 205

20'-16' ASPHALT FIELD ENTRANCE TRACT NO. 4 LT. @ 129+90.75 S.R. 205

12' ASPHALT FIELD ENTRANCE TRACT NO. 6 RT. @ 129+90.75 S.R. 205

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
ADVANCE
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE

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

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DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 64+54.12 STREAM NAME WOLF RIVER OVERFLOW

STREAM BED LINING: SAND, CLAY, SILT

DIRECTION OF FLOW WEST

DRAINAGE AREA 2.02 SQ.MI. (X) FLAT, ( ) ROLLING, ( ) HILLY, ( ) MTNS.

PRESENT STRUCTURE: SPAN APPROX. 85' ,HEIGHT APPROX.12.3'AT FLOWLINE, STRUCTURE: CONCRETE PILES SUPERSTRUCTURE: CONCRETE CHANNEL

BEGIN STATION-OFFSET 64+11.49 END STATION-OFFSET 64+96.46

LOW BEAM ELEV. 293.40/293.42 LOCATION. 64+12.73/64+95.49

INLET INVERT ELEV. N/A OUTLET INVERT. N/A

NORMAL WATER ELEV. 281.62± HIGH WATER ELEV. 288.68±

BACKWATER FROM WHAT STREAM (IF APPLICABLE): N/A

EXISTING STRUCTURE CONDITION: SUFFICIENCY RATING 31.2

DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 74+96.60 STREAM NAME WOLF RIVER

STREAM BED LINING: SAND, CLAY, SILT

DIRECTION OF FLOW WEST

DRAINAGE AREA 596.92 SQ.MI. (X) FLAT, ( ) ROLLING, ( ) HILLY, ( ) MTNS.

PRESENT STRUCTURE: SPAN APPROX. 657' ,HEIGHT APPROX.18.1'AT FLOWLINE, STRUCTURE: CONCRETE PILES SUPERSTRUCTURE: CONC. DECK GIRDER & STEEL I-BEAM BRIDGE

BEGIN STATION-OFFSET 73+10.94 END STATION-OFFSET 80+14.18

LOW BEAM ELEV. 292.93 / 292.9 LOCATION. 74+67.85 / 75+15.58

INLET INVERT ELEV. N/A OUTLET INVERT. N/A

NORMAL WATER ELEV.278.05± UPSTREAM / 276.90± DOWNSTREAM; EXTREME HIGHWATER: 16.09' DATE. 02/24/2019

HOW OBTAINED. HTTP://WATERWATCH.USGS.GOV

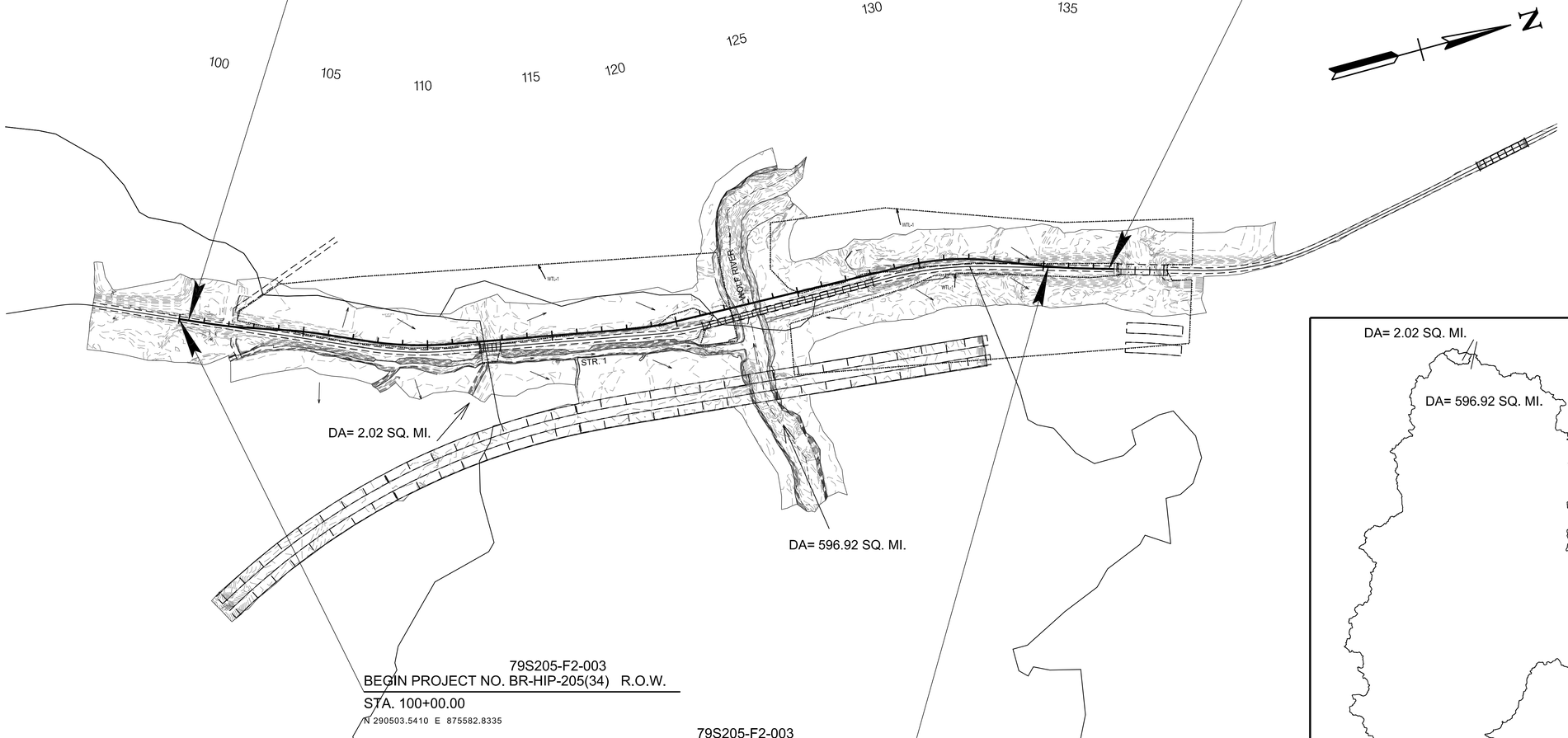
BACKWATER FROM WHAT STREAM (IF APPLICABLE): N/A

EXISTING STRUCTURE CONDITION: SUFFICIENCY RATING 14.8

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	9
PIH	2026	BR-HIP-205(34)	9
PS&E	2026	BR-HIP-205(34)	9

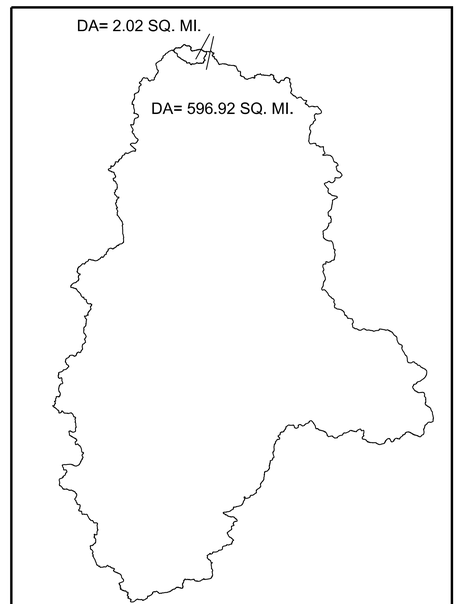
79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+37.28
N 290537.5617 E 875598.0764

79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615



79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146



REDUCED SCALE
DRAINAGE AREAS
(NTS)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	10
PIH	2026	BR-HIP-205(34)	10
PS&E	2026	BR-HOP-205(34)	10

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

(11) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEET SERIES (S-1) FOR SWPPP, PERMITS, AND RECORDS NOTES.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

(33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR 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.

STREAMS, WETLANDS & BUFFER ZONES

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

SEALED BY



06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	11
PIH	2026	BR-HIP-205(34)	11
PS&E	2026	BR-HIP-205(34)	11

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79S205-F3-003
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	334
	209-05	SEDIMENT REMOVAL	C.Y.	157
	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	10040
	209-08.07	ROCK CHECK DAM	EACH	4
	209-08.08	ENHANCED ROCK CHECK DAM (V-DITCH)	EACH	1
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	174
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	9293
(2)	709-05.05	MACHINED RIPRAP (CLASS A-3)	TON	400
(3)	709-05.06	MACHINED RIPRAP (CLASS A-1)	TON	579
(4)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	2220
	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	1840
	801-01	SEEDING (WITH MULCH)	UNIT	13
	801-03	WATER (SEEDING & SODDING)	M.G.	142
	803-01	SODDING (NEW SOD)	S.Y.	14091

FOOTNOTES:

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

(2) INCLUDES 400 TONS FOR TEMPORARY CONSTRUCTION EXITS.

(3) INCLUDES 579 TONS FOR CULVERT PROTECTION TYPE 1

(4) INCLUDES 668 S.Y. FOR TEMPORARY CONSTRUCTION EXITS AND 1532 S.Y. FOR CULVERT PROTECTION TYPE 1

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
⁎ HVF ⁎ HVF ⁎	HIGH VISIBILITY FENCE	S-F-1
⁎ SFB⁎ SFB⁎ SFB⁎	SILT FENCE WITH WIRE BACKING	EC-STR-3C
⁎⁎TUBE 20"⁎⁎TUBE 20"⁎⁎	20 INCH SEDIMENT TUBE	EC-STR-37
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

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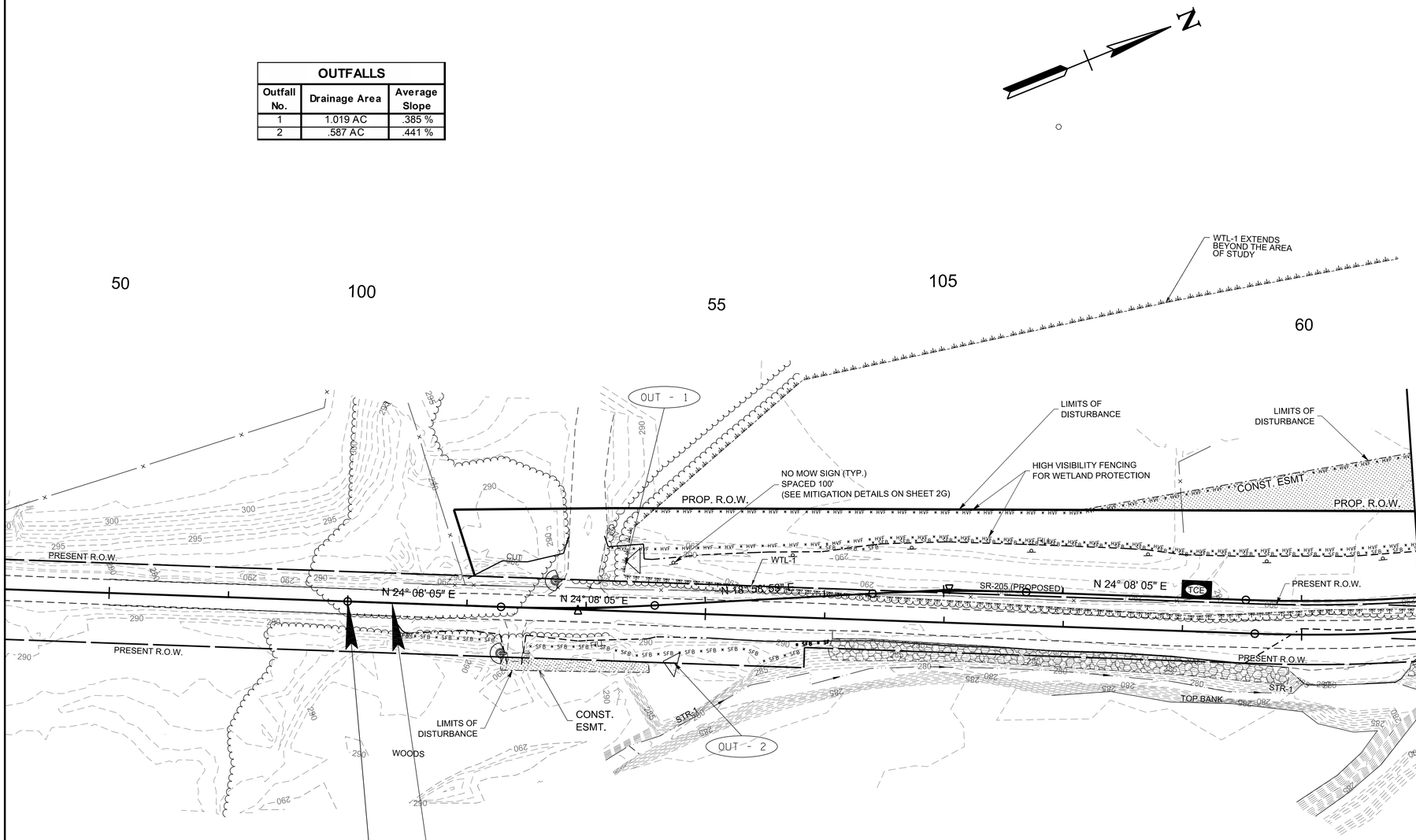
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC
LEGEND AND
TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	12
PIH	2026	BR-HIP-205(34)	12
PS&E	2026	BR-HIP-205(34)	12

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
1	1.019 AC	.385 %
2	.587 AC	.441 %



79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+37.28
N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335

CLEARING & GRUBBING
EXISTING CONTOURS
STAGE I

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
SIGNATURE
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

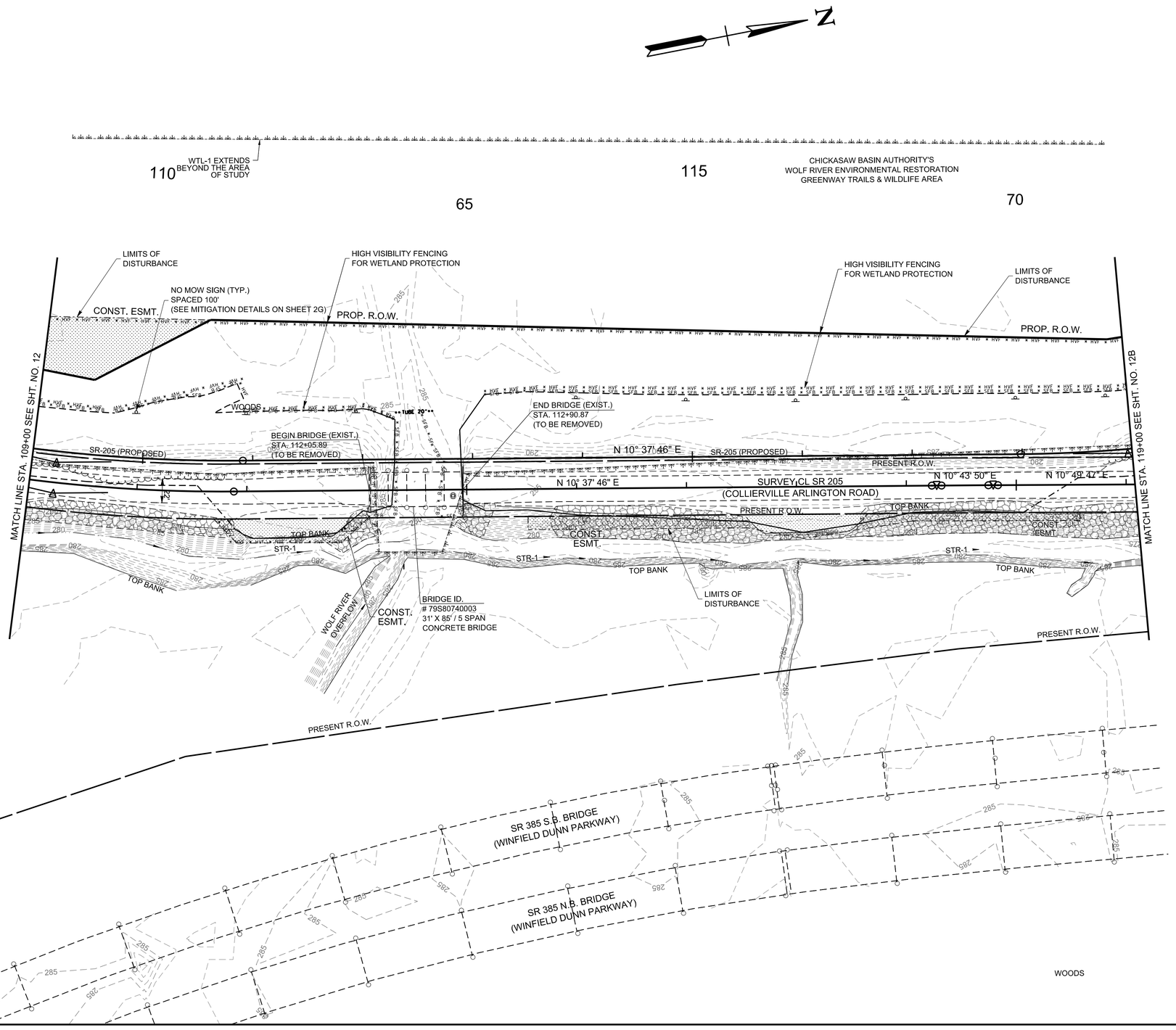
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+40 TO STA. 109+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	12A
PIH	2026	BR-HIP-205(34)	12A
PS&E	2026	BR-HIP-205(34)	12A



CLEARING & GRUBBING
EXISTING CONTOURS
STAGE I

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

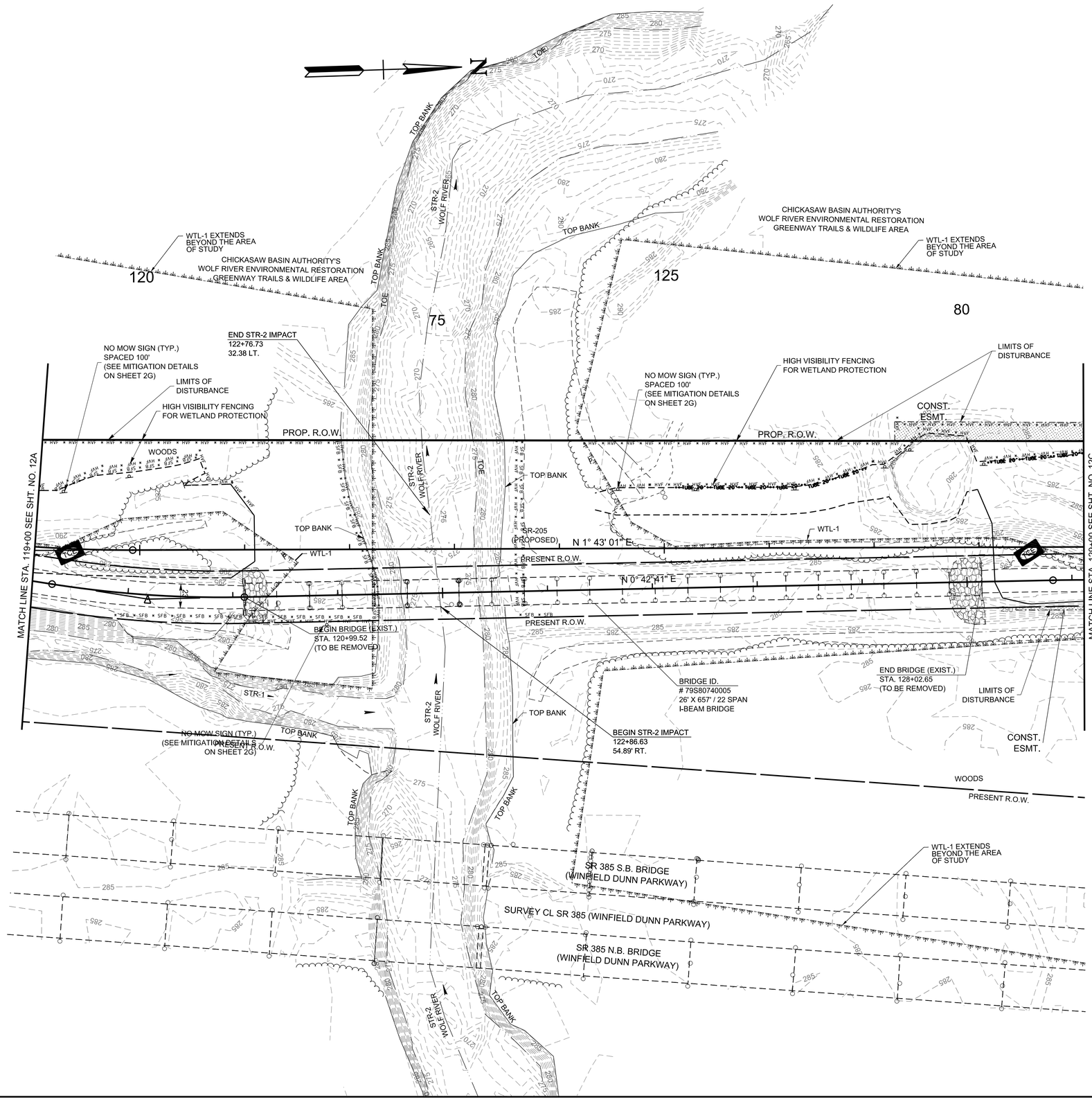
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 109+00 TO STA. 119+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	12B
PIH	2026	BR-HIP-205(34)	12B
PS&E	2026	BR-HIP-205(34)	12B



CLEARING & GRUBBING
EXISTING CONTOURS
STAGE I

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 119+00 TO STA. 129+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	12C
PIH	2026	BR-HIP-205(34)	12C
PS&E	2026	BR-HIP-205(34)	12C

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146

130 85 135 90

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

CHICKASAW BASIN AUTHORITY'S WOLF RIVER ENVIRONMENTAL RESTORATION GREENWAY TRAILS & WILDLIFE AREA

NO MOW SIGN (TYP.) SPACED 100' (SEE MITIGATION DETAILS ON SHEET 2G)

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

HIGH VISIBILITY FENCING FOR WETLAND PROTECTION

CONST. ESMT.

PROP. R.O.W.

WOODS

PRESENT R.O.W.

SR-205 (PROPOSED)

PRESENT R.O.W.

N21° 35' 25"E

SURVEY CL. SR 205 (COLLIERVILLE ARLINGTON ROAD)

N16° 27' 07"E

END BRIDGE (EXIST.) STA. 91+99.44

BEGIN BRIDGE (EXIST.) STA. 89+97.07

TCE

CONST. ESMT.

PRESENT R.O.W.

CONST. ESMT.

MATCH LINE STA. 129+00 SEE SHT. NO. 12B

LIMITS OF DISTURBANCE

PRESENT R.O.W.

PRESENT R.O.W.

SR 385 S.B. BRIDGE (WINFIELD DUNN PARKWAY)

SR 385 S.B. BRIDGE (WINFIELD DUNN PARKWAY)

SR 385 N.B. BRIDGE (WINFIELD DUNN PARKWAY)

SR 385 N.B. BRIDGE (WINFIELD DUNN PARKWAY)

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

WOODS

CLEARING & GRUBBING
EXISTING CONTOURS
STAGE I

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CONSERVE
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 129+00 TO STA. 137+61.67

SCALE: 1"= 50'

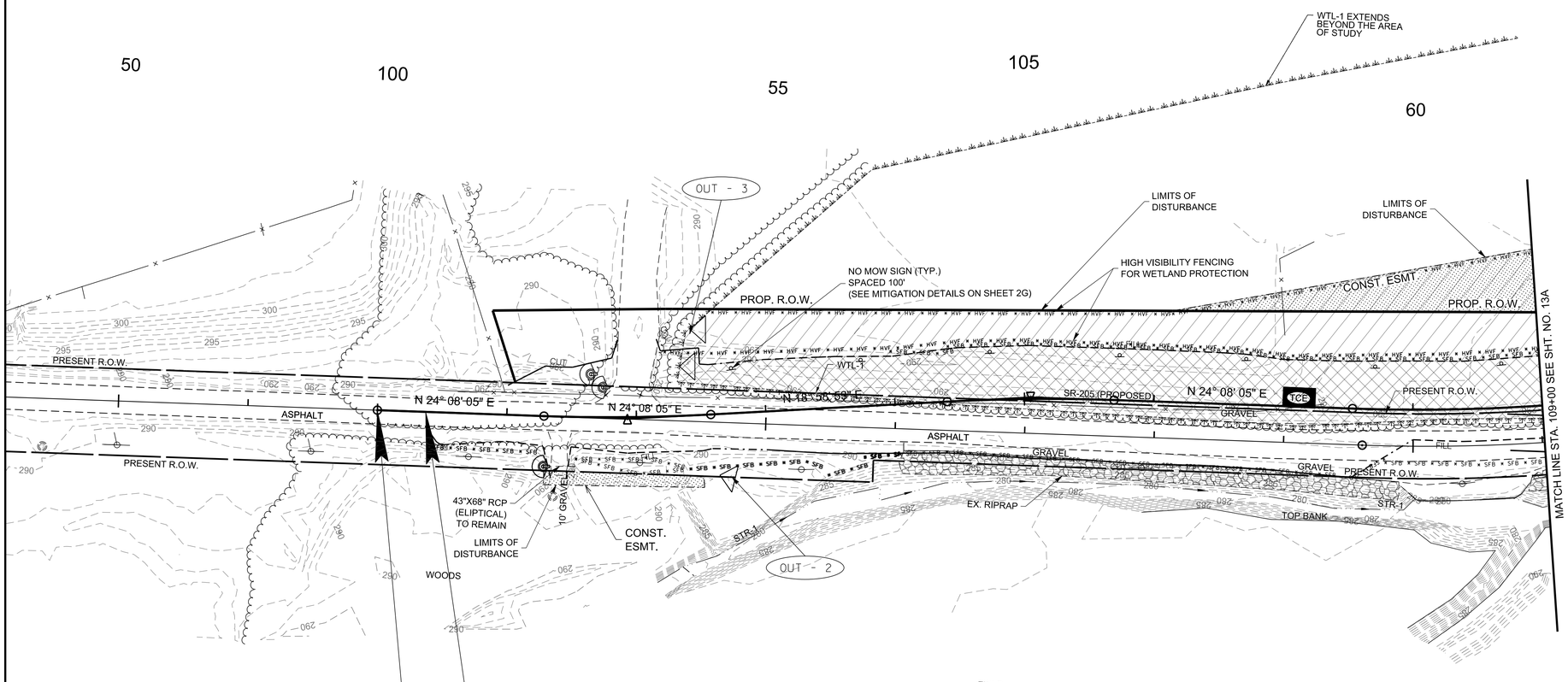
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LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	13
PIH	2026	BR-HIP-205(34)	13
PS&E	2026	BR-HIP-205(34)	13

OUTFALLS

Outfall No.	Drainage Area	Average Slope
2	.587 AC	.441 %
3	1.019 AC	.385 %



79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION

STA. 100+37.28

N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.

STA. 100+00.00

N 290503.5410 E 875582.8335

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
ENGINEER
No. 121754
STATE OF TENNESSEE

06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+40 TO STA. 109+00

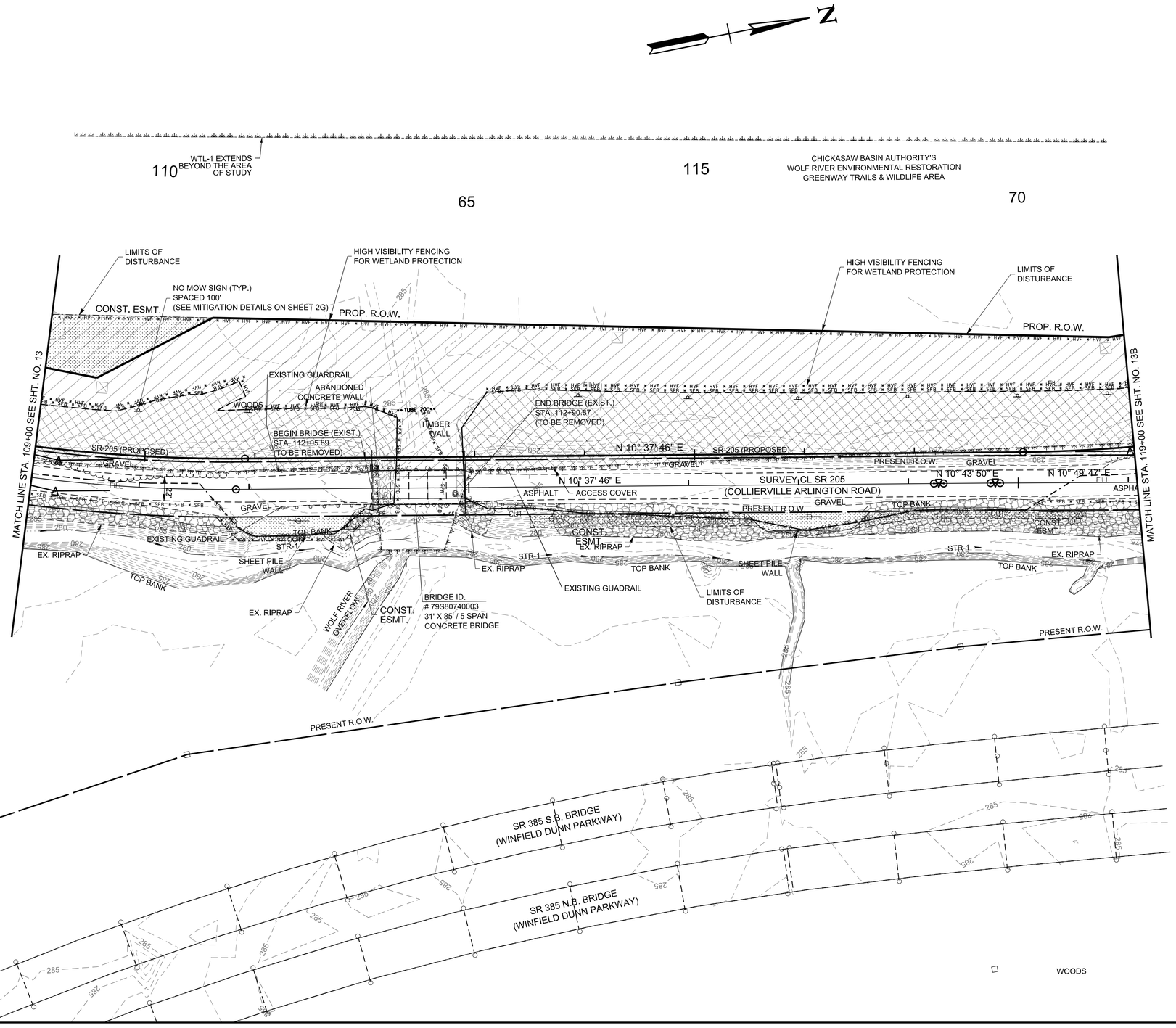
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STAGE II

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LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. *AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. *VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	13A
PIH	2026	BR-HIP-205(34)	13A
PS&E	2026	BR-HIP-205(34)	13A



STAGE II

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
PROJECT
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 109+00 TO STA. 119+00

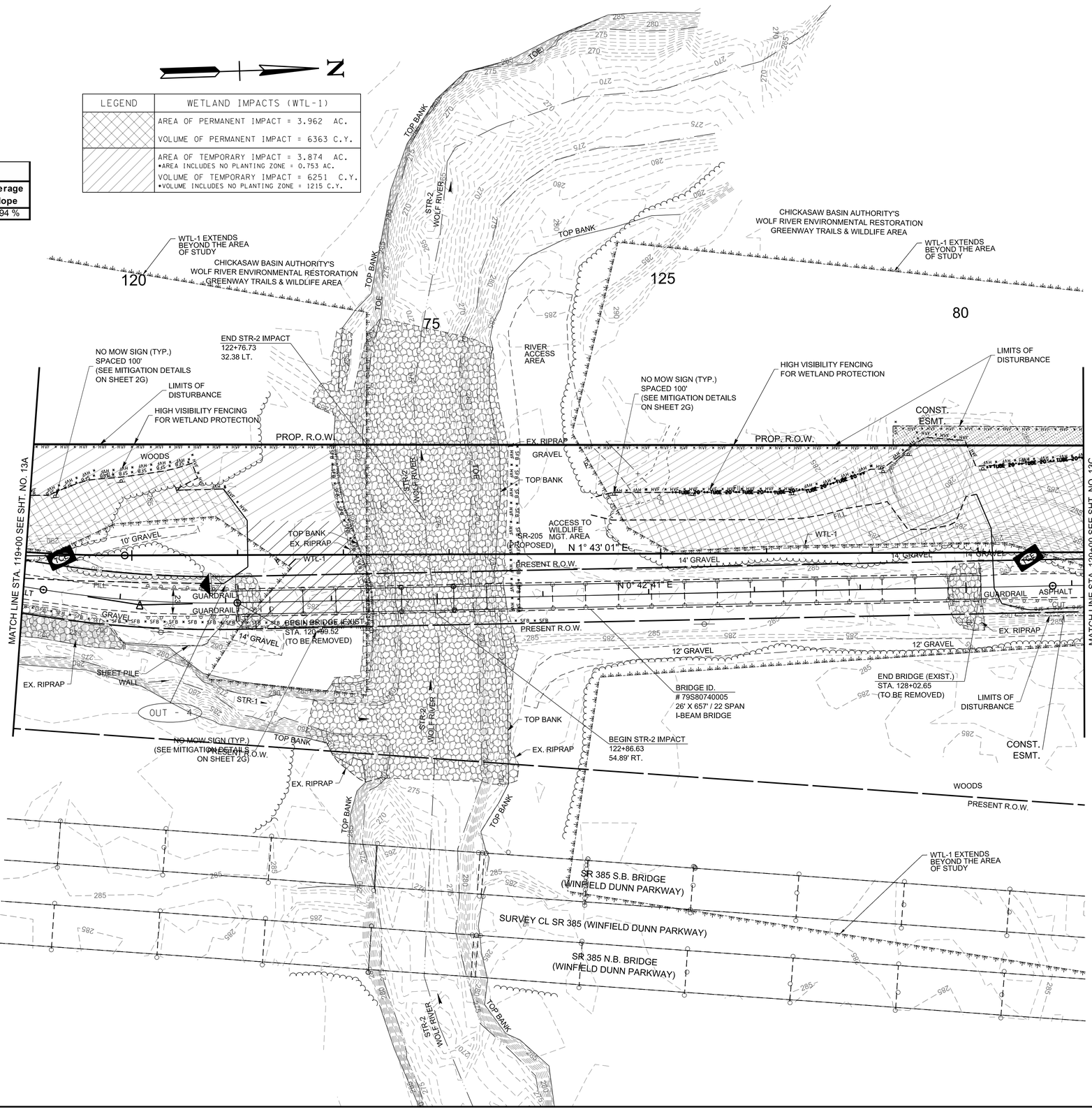
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	13B
PIH	2026	BR-HIP-205(34)	13B
PS&E	2026	BR-HIP-205(34)	13B

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
4	.131 AC	.394 %

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC.
	VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC.
	VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.



STAGE II

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
ENGINEERING
No. 121754
STATE OF TENNESSEE

06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

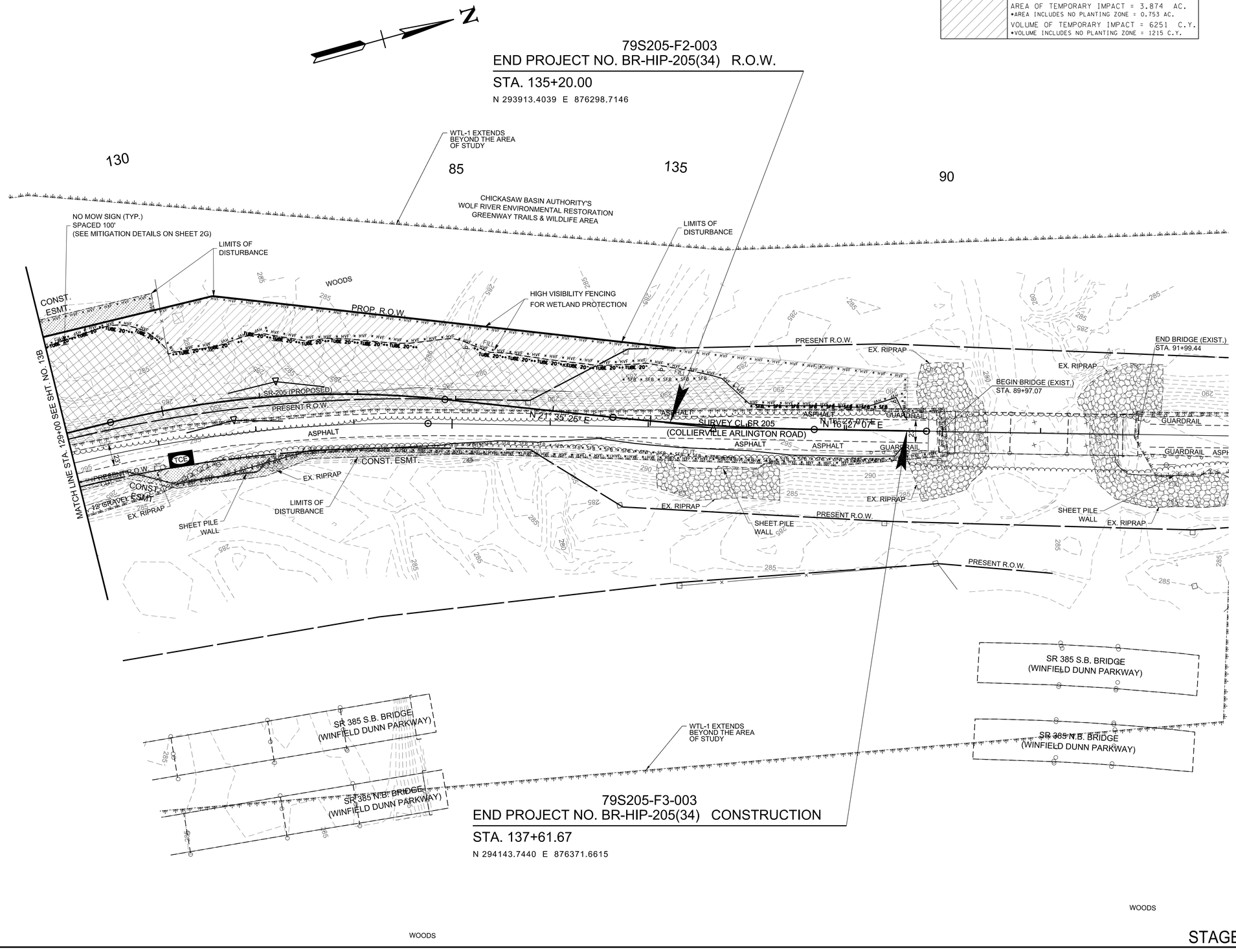
STA. 119+00 TO STA. 129+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	13C
PIH	2026	BR-HIP-205(34)	13C
PS&E	2026	BR-HIP-205(34)	13C

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 3.962 AC. VOLUME OF PERMANENT IMPACT = 6363 C.Y.
	AREA OF TEMPORARY IMPACT = 3.874 AC. •AREA INCLUDES NO PLANTING ZONE = 0.753 AC. VOLUME OF TEMPORARY IMPACT = 6251 C.Y. •VOLUME INCLUDES NO PLANTING ZONE = 1215 C.Y.



STAGE II

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 129+00 TO STA. 137+61.67

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	14
PIH	2026	BR-HIP-205(34)	14
PS&E	2026	BR-HIP-205(34)	14

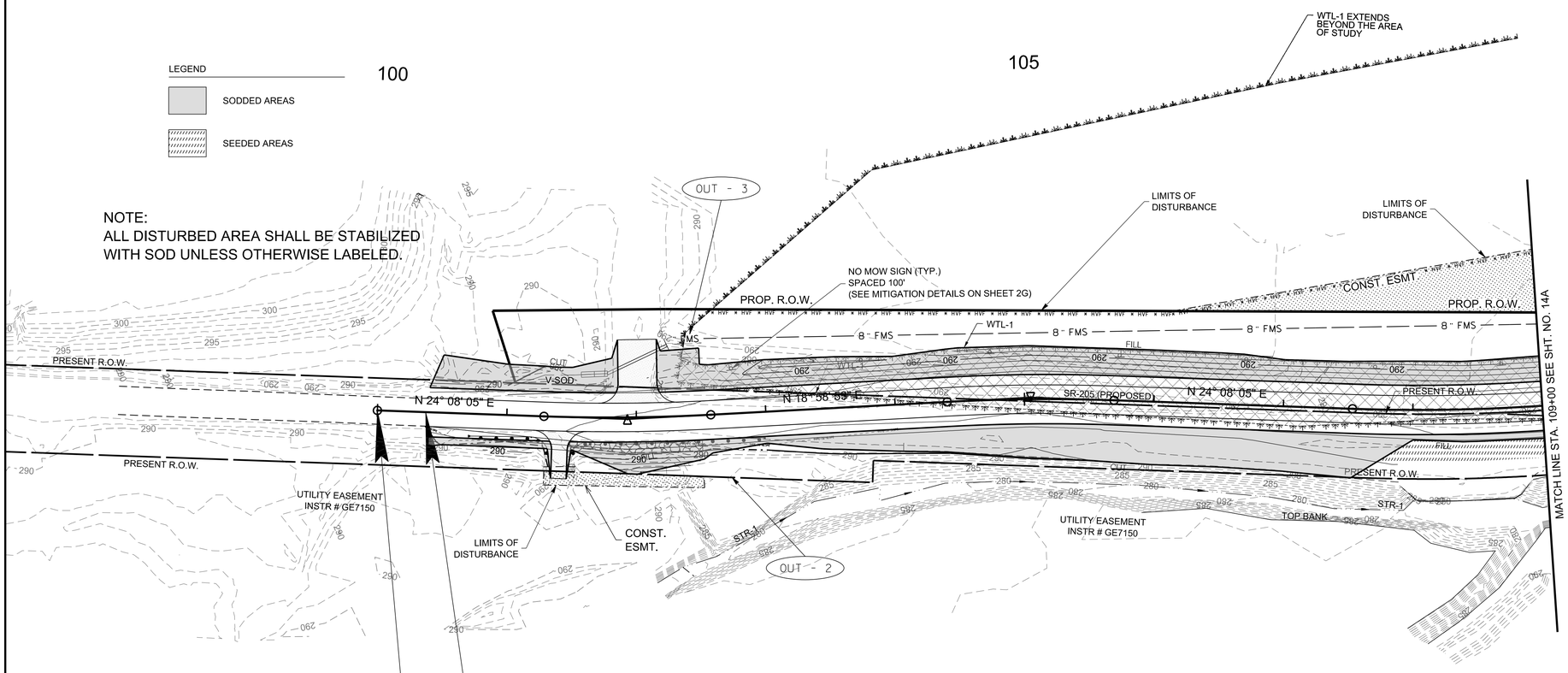
OUTFALLS		
Outfall No.	Drainage Area	Average Slope
2	.587 AC	.441 %
3	1.019 AC	.385 %

LEGEND

SODDED AREAS

SEEDED AREAS

NOTE:
ALL DISTURBED AREA SHALL BE STABILIZED WITH SOD UNLESS OTHERWISE LABELED.



79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION

STA. 100+37.28

N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.

STA. 100+00.00

N 290503.5410 E 875582.8335

PRESENT R.O.W.

FINAL STABILIZATION
PROPOSED CONTOURS
STAGE III

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
CERTIFICATE NUMBER No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STA. 100+40 TO STA. 109+00
SCALE: 1"= 50'

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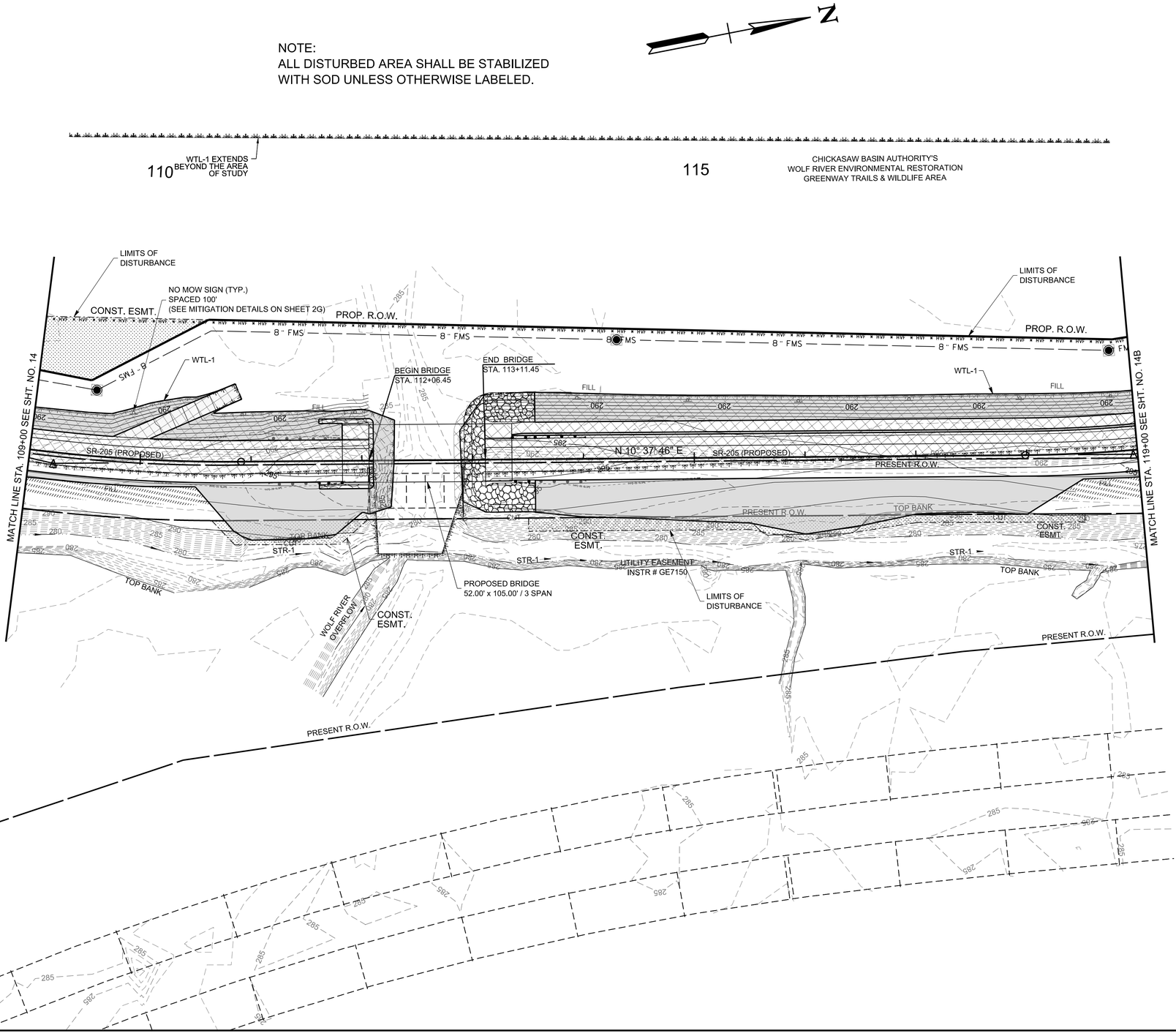
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	14A
PIH	2026	BR-HIP-205(34)	14A
PS&E	2026	BR-HIP-205(34)	14A

LEGEND

SODDED AREAS

SEEDED AREAS

NOTE:
ALL DISTURBED AREA SHALL BE STABILIZED
WITH SOD UNLESS OTHERWISE LABELED.



FINAL STABILIZATION
PROPOSED CONTOURS
STAGE III

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STA. 109+00 TO STA. 119+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	14B
PIH	2026	BR-HIP-205(34)	14B
PS&E	2026	BR-HIP-205(34)	14B

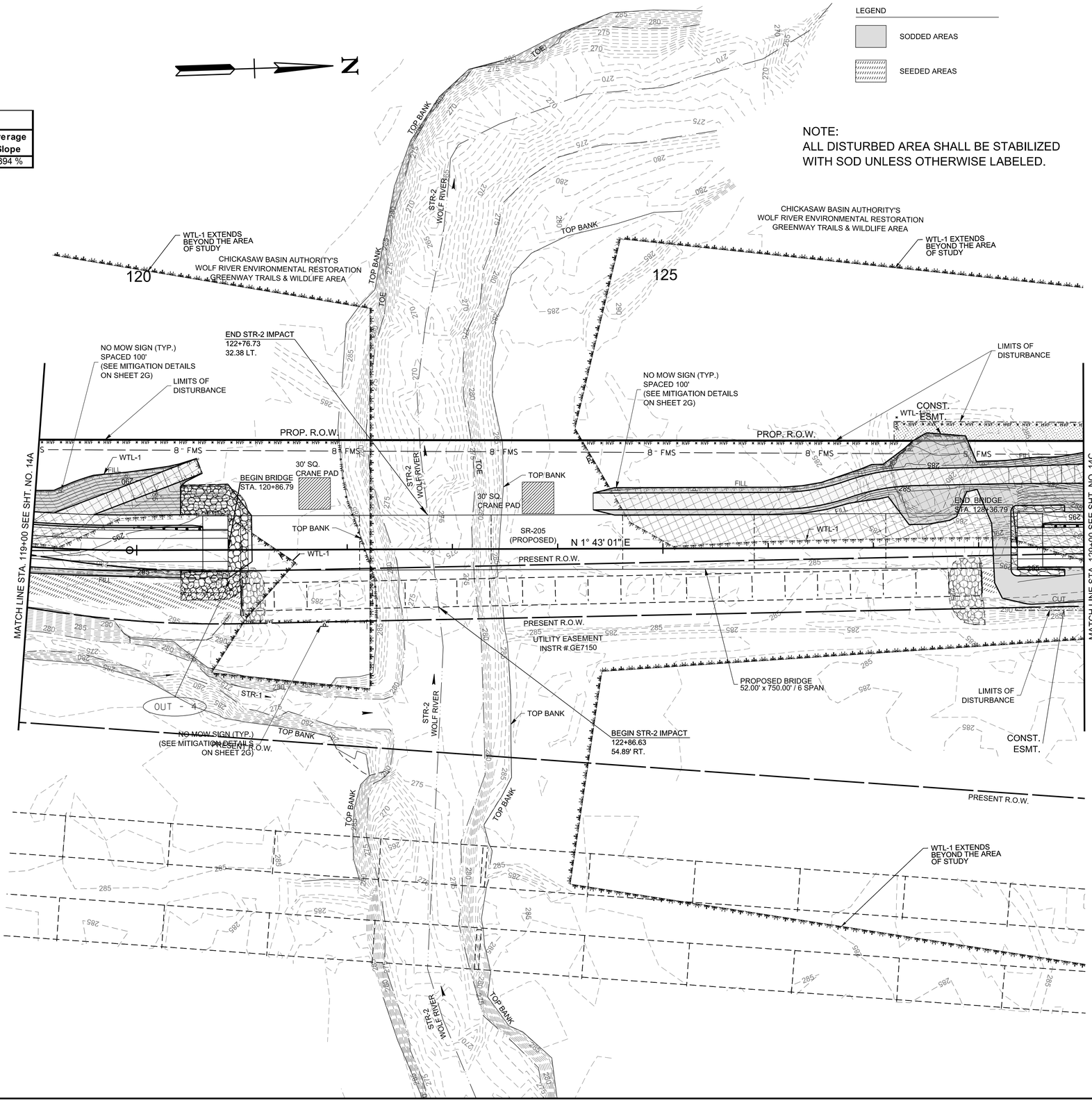
OUTFALLS		
Outfall No.	Drainage Area	Average Slope
4	.131 AC	.394 %

LEGEND

SODDED AREAS

SEEDED AREAS

NOTE:
ALL DISTURBED AREA SHALL BE STABILIZED WITH SOD UNLESS OTHERWISE LABELED.



FINAL STABILIZATION
PROPOSED CONTOURS
STAGE III

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STA. 119+00 TO STA. 129+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	14C
PIH	2026	BR-HIP-205(34)	14C
PS&E	2026	BR-HIP-205(34)	14C

LEGEND

SODDED AREAS

SEEDED AREAS

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146

NOTE:
ALL DISTURBED AREA SHALL BE STABILIZED WITH SOD UNLESS OTHERWISE LABELED.

130

135

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

CHICKASAW BASIN AUTHORITY'S
WOLF RIVER ENVIRONMENTAL RESTORATION
GREENWAY TRAILS & WILDLIFE AREA

NO MOW SIGN (TYP.)
SPACED 100'
(SEE MITIGATION DETAILS ON SHEET 2G)

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

CONST. ESMT.

PROP. R.O.W.

WTL-1

8" FMS

PRESENT R.O.W.

SR-205 (PROPOSED)

PRESENT R.O.W.

N 21° 35' 25" E

N 16° 27' 07" E

MATCH LINE STA. 129+00 SEE SHT. NO 14B

TYPE 38

R 15.00' (TYP.)

R 10.00' (TYP.)

CUT

FILL

CONST. ESMT.

UTILITY EASEMENT
INSTR # GE7152

12' FLD. ENT.
STA. 129+90.75
NO SD REQD.

LIMIT OF CONST.
10+68.92

LIMITS OF DISTURBANCE

CONST. ESMT.

PRESENT R.O.W.

PRESENT R.O.W.

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

FINAL STABILIZATION
PROPOSED CONTOURS
STAGE III

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121754
STATE OF TENNESSEE

Jill Claudine Stanko

06/04/2026

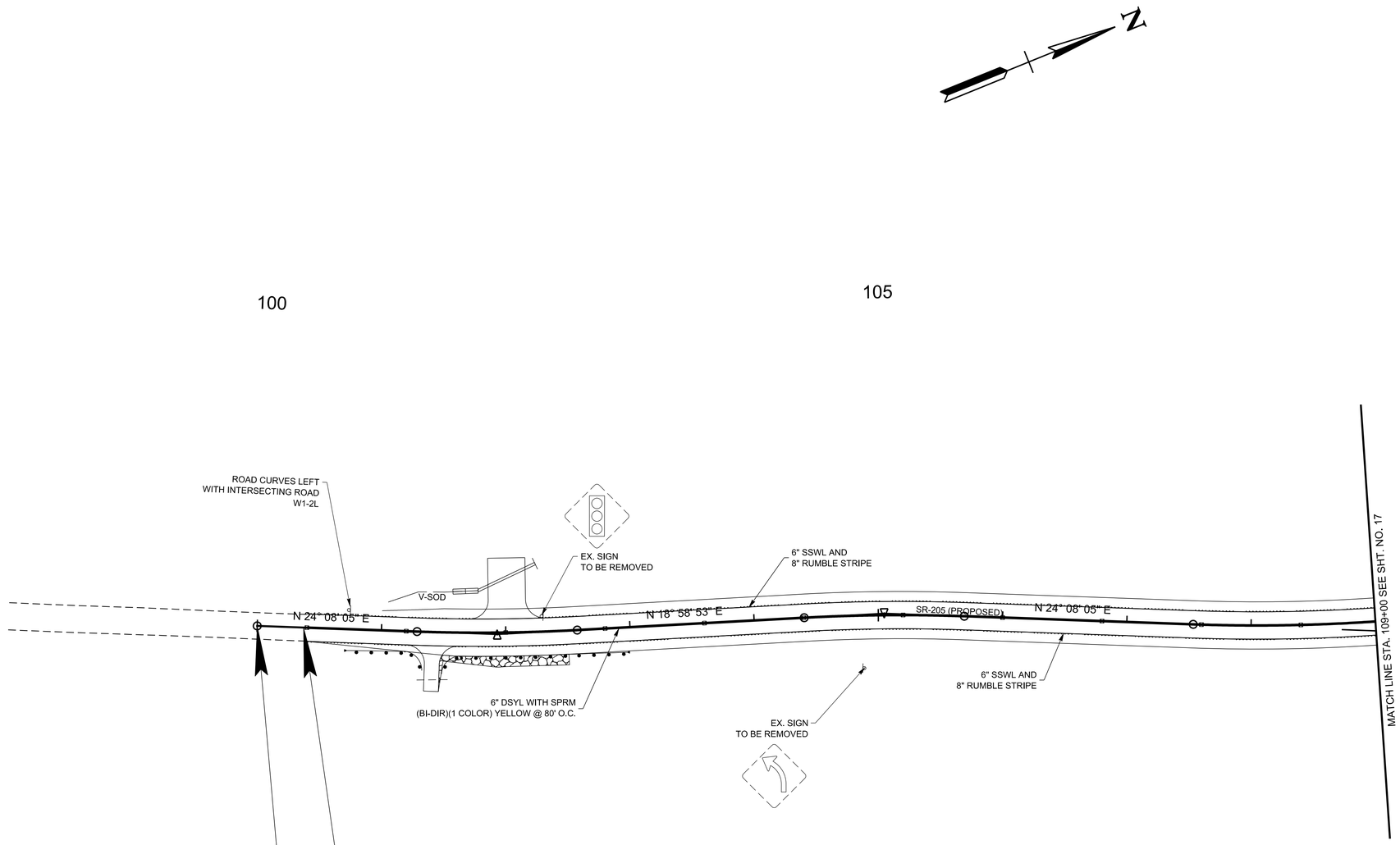
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STA. 129+00 TO STA. 137+61.67
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	16
PS&E	2026	BR-HIP-205(34)	15



79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION

STA. 100+37.28

N 290537.5617 E 875598.0764

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.

STA. 100+00.00

N 290503.5410 E 875582.8335

SIGN & PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
SSWL	SINGLE SOLID WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SPRM	SNOWPLOWABLE RAISED PAVEMENT MARKER
	SIGN (PROPOSED)
	SIGN (EXISTING)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

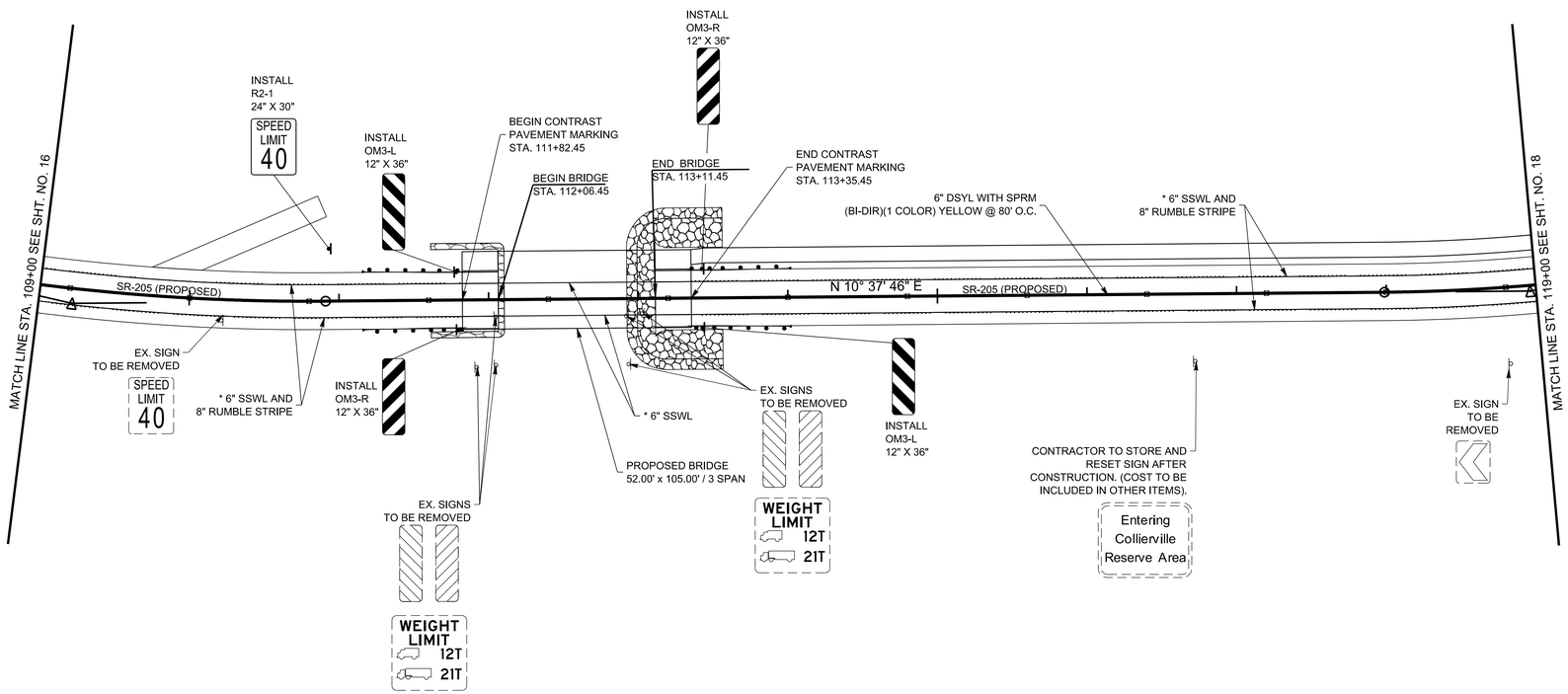
SIGNING AND PAVEMENT MARKING PLAN

STA. 100+40 TO STA. 109+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	17
PS&E	2026	BR-HIP-205(34)	16



* RUMBLE STRIPES SHALL NOT BE APPLIED TO THE BRIDGE DECK OR APPROACH SLABS.

SIGN & PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
SSWL	SINGLE SOLID WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SPRM	SNOWPLOWABLE RAISED PAVEMENT MARKER
	SIGN (PROPOSED)
	SIGN (EXISTING)

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko COMMISSION No. 121754 STATE OF TENNESSEE

06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 109+00 TO STA. 119+00

SCALE: 1"= 50'

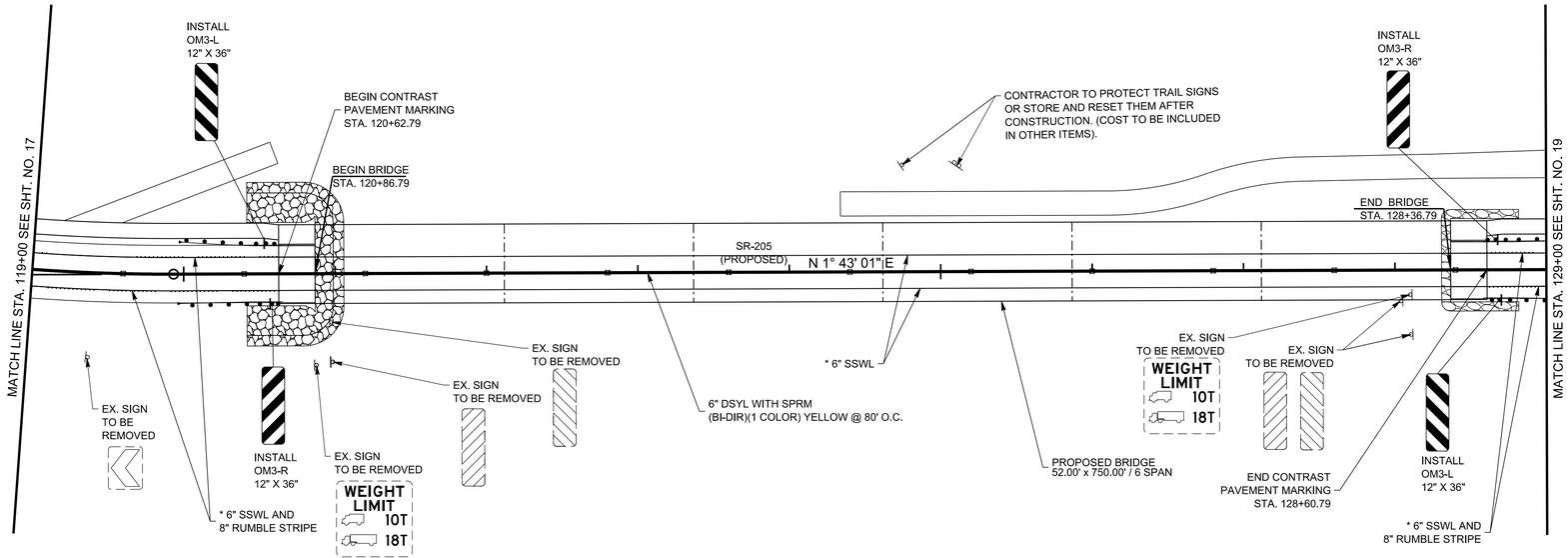
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	18
PS&E	2026	BR-HIP-205(34)	17

N

120

125



* RUMBLE STRIPES SHALL NOT BE APPLIED TO THE BRIDGE DECK OR APPROACH SLABS.

SIGN & PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
SSWL	SINGLE SOLID WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SPRM	SNOWPLOWABLE RAISED PAVEMENT MARKER
	SIGN (PROPOSED)
	SIGN (EXISTING)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

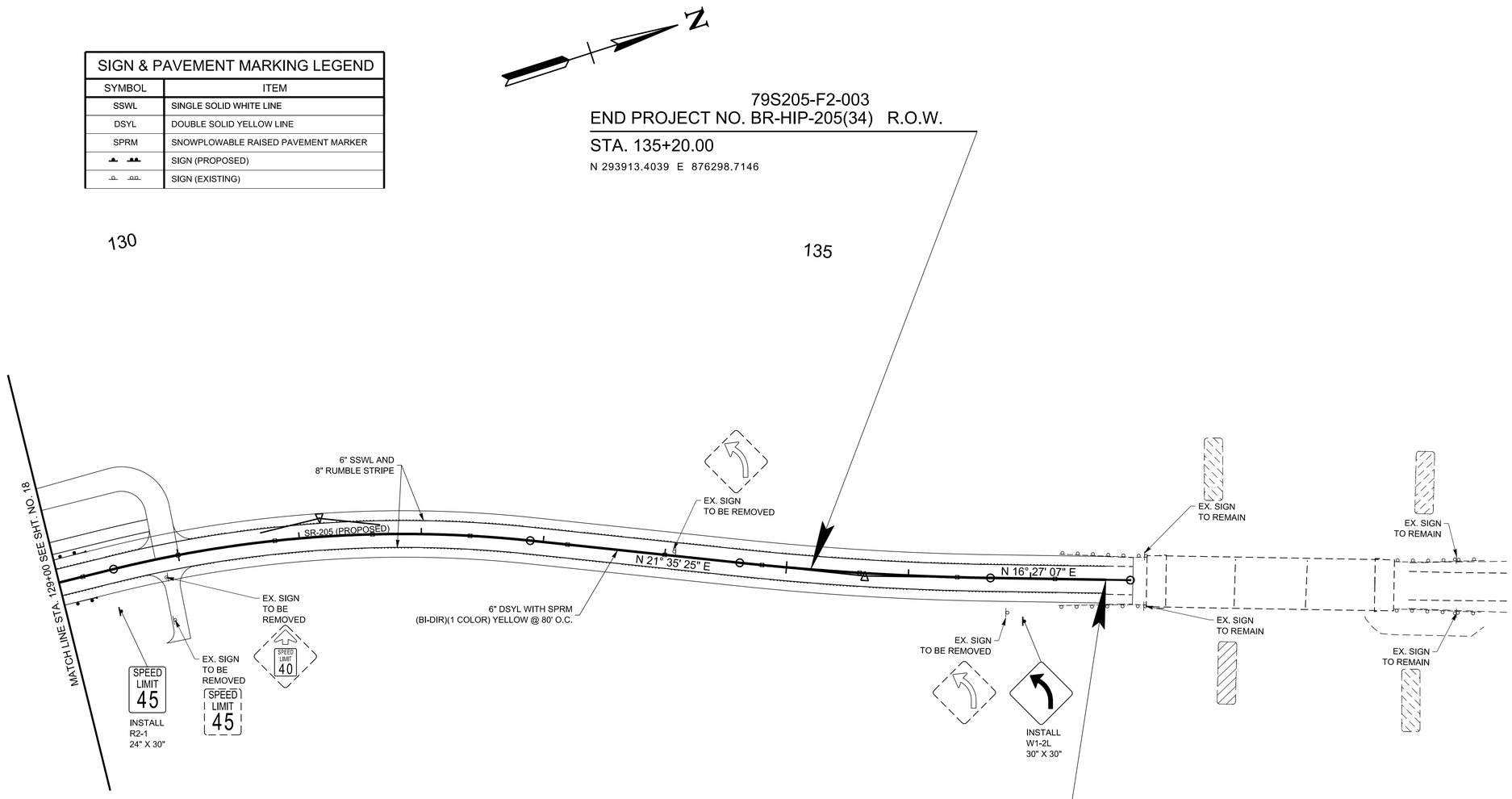
STA. 119+00 TO STA. 129+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	BR-HIP-205(34)	19
PS&E	2026	BR-HIP-205(34)	18

SIGN & PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
SSWL	SINGLE SOLID WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SPRM	SNOWPLOWABLE RAISED PAVEMENT MARKER
	SIGN (PROPOSED)
	SIGN (EXISTING)



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

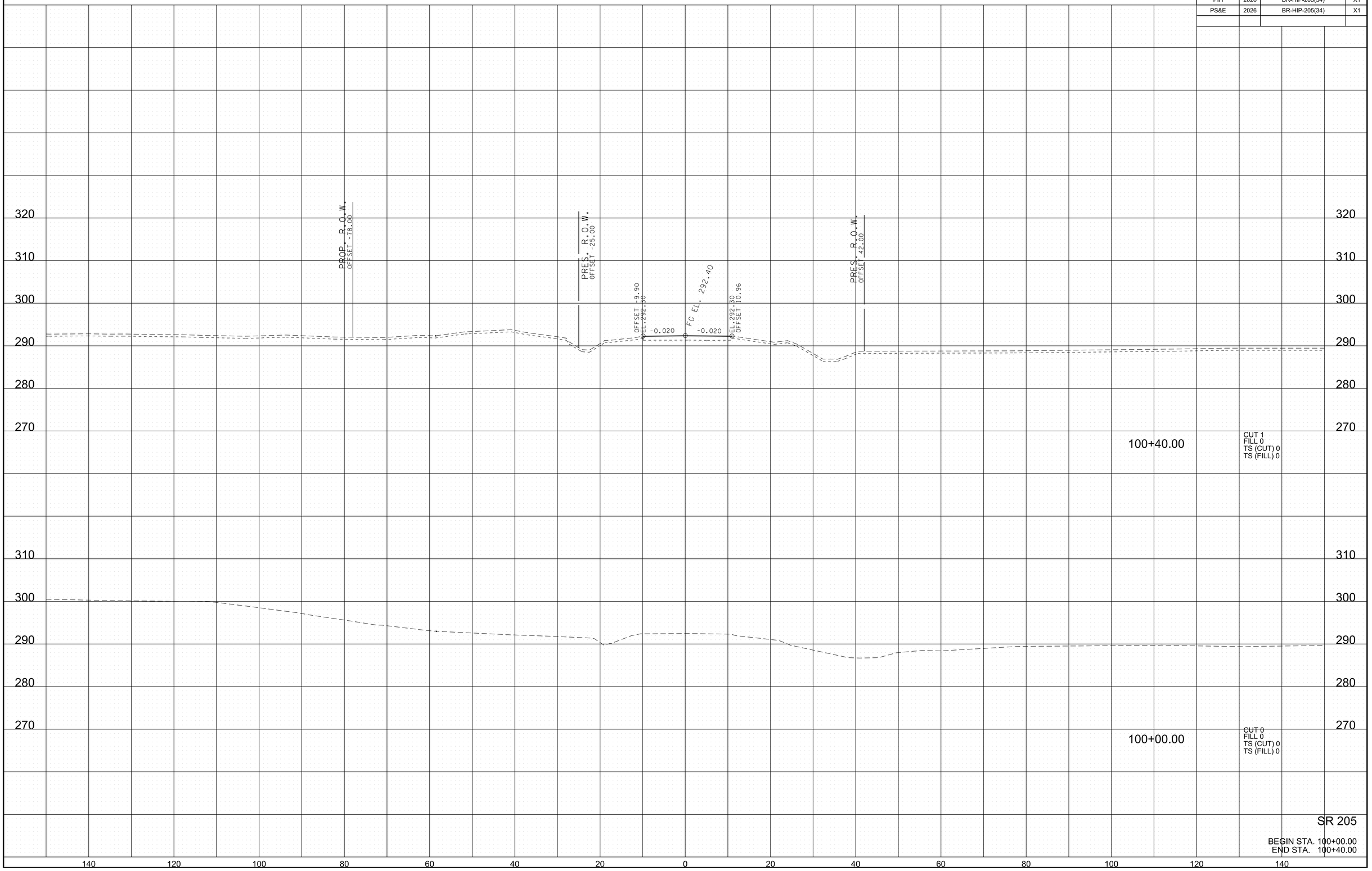
SIGNING AND PAVEMENT MARKING PLAN

STA. 129+00 TO STA. 137+61.67

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X1
PIH	2026	BR-HIP-205(34)	X1
PS&E	2026	BR-HIP-205(34)	X1

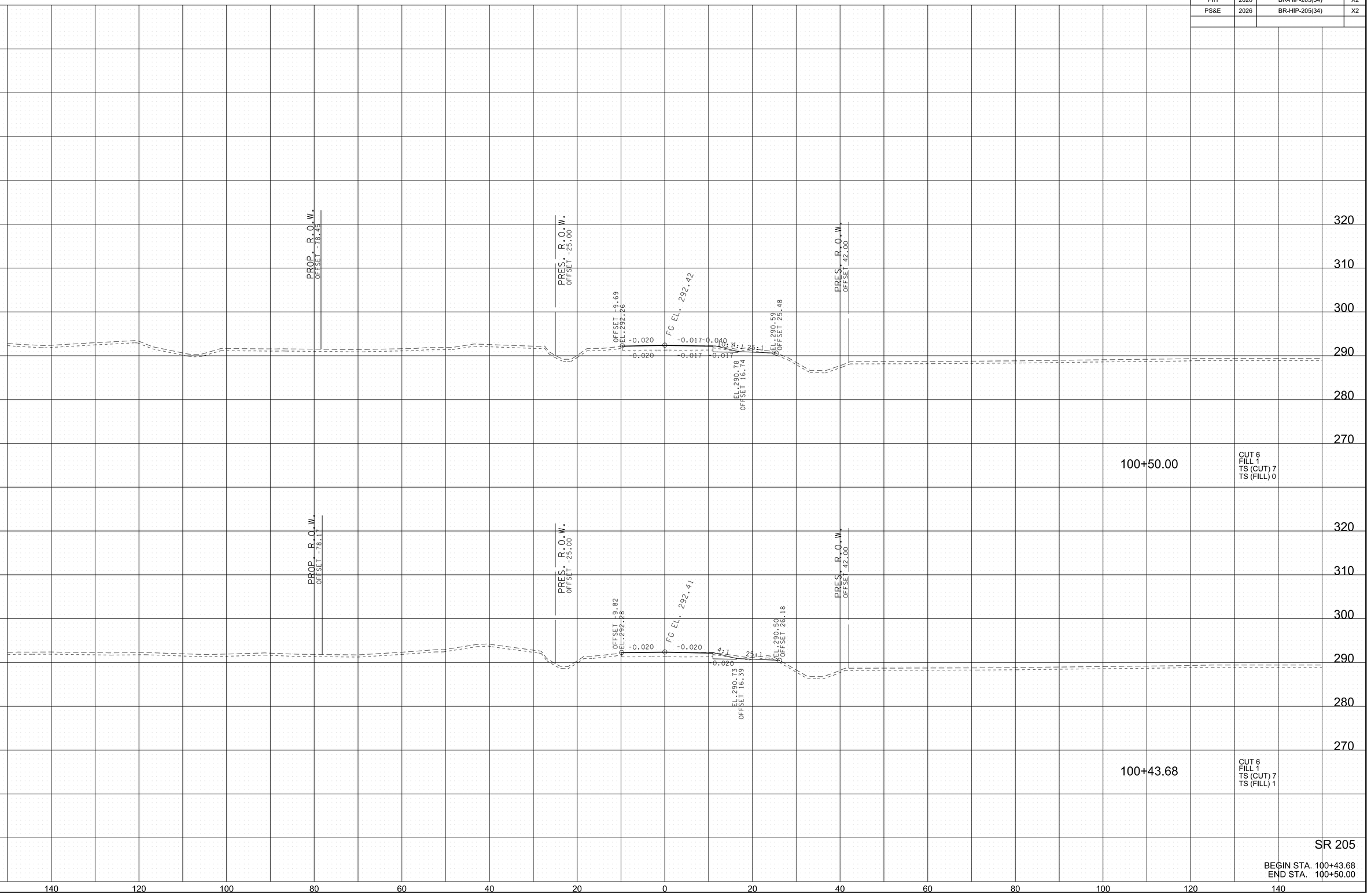


SR 205

BEGIN STA. 100+00.00
END STA. 100+40.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X2
PIH	2026	BR-HIP-205(34)	X2
PS&E	2026	BR-HIP-205(34)	X2

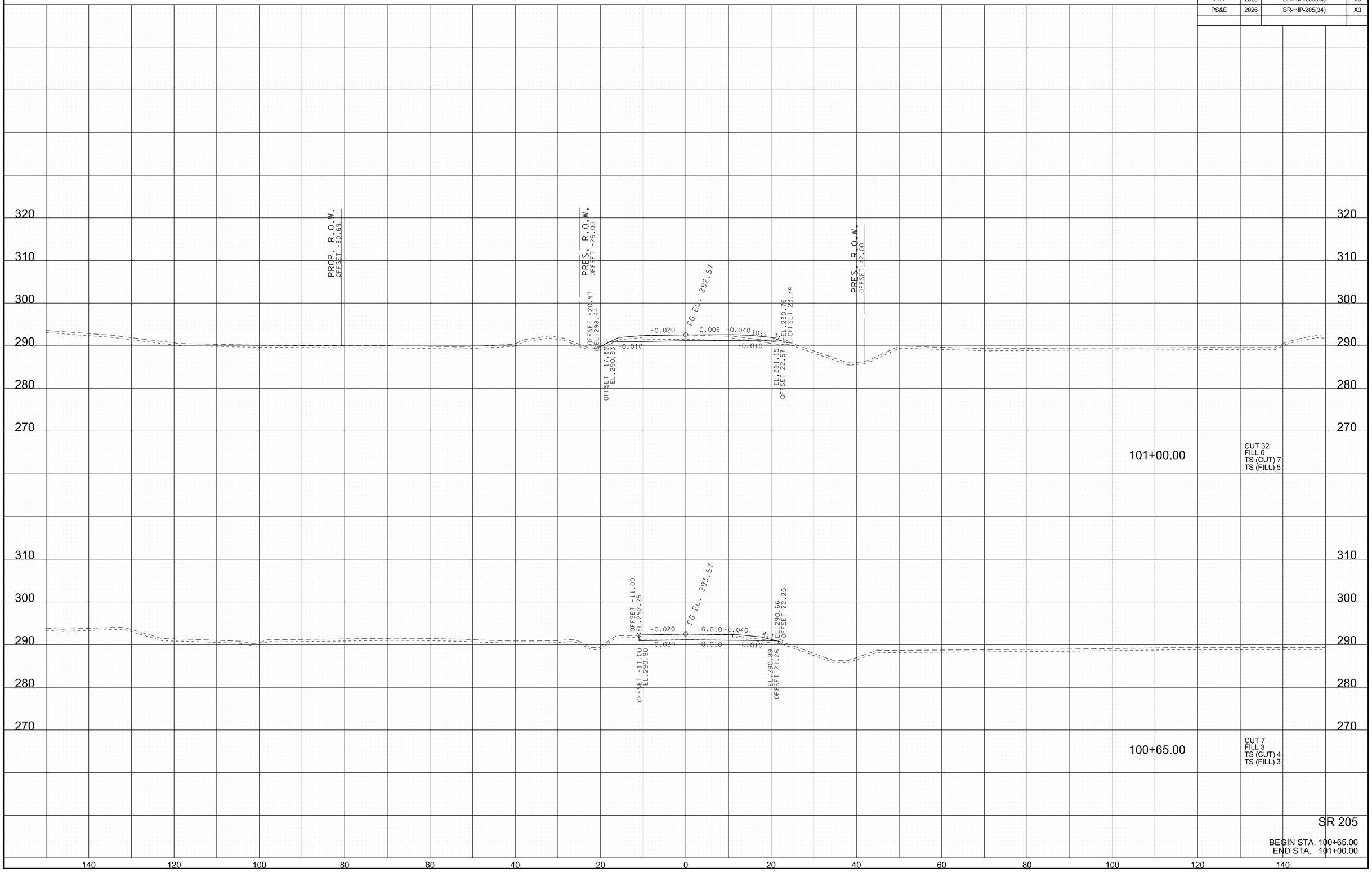


SR 205

BEGIN STA. 100+43.68
END STA. 100+50.00

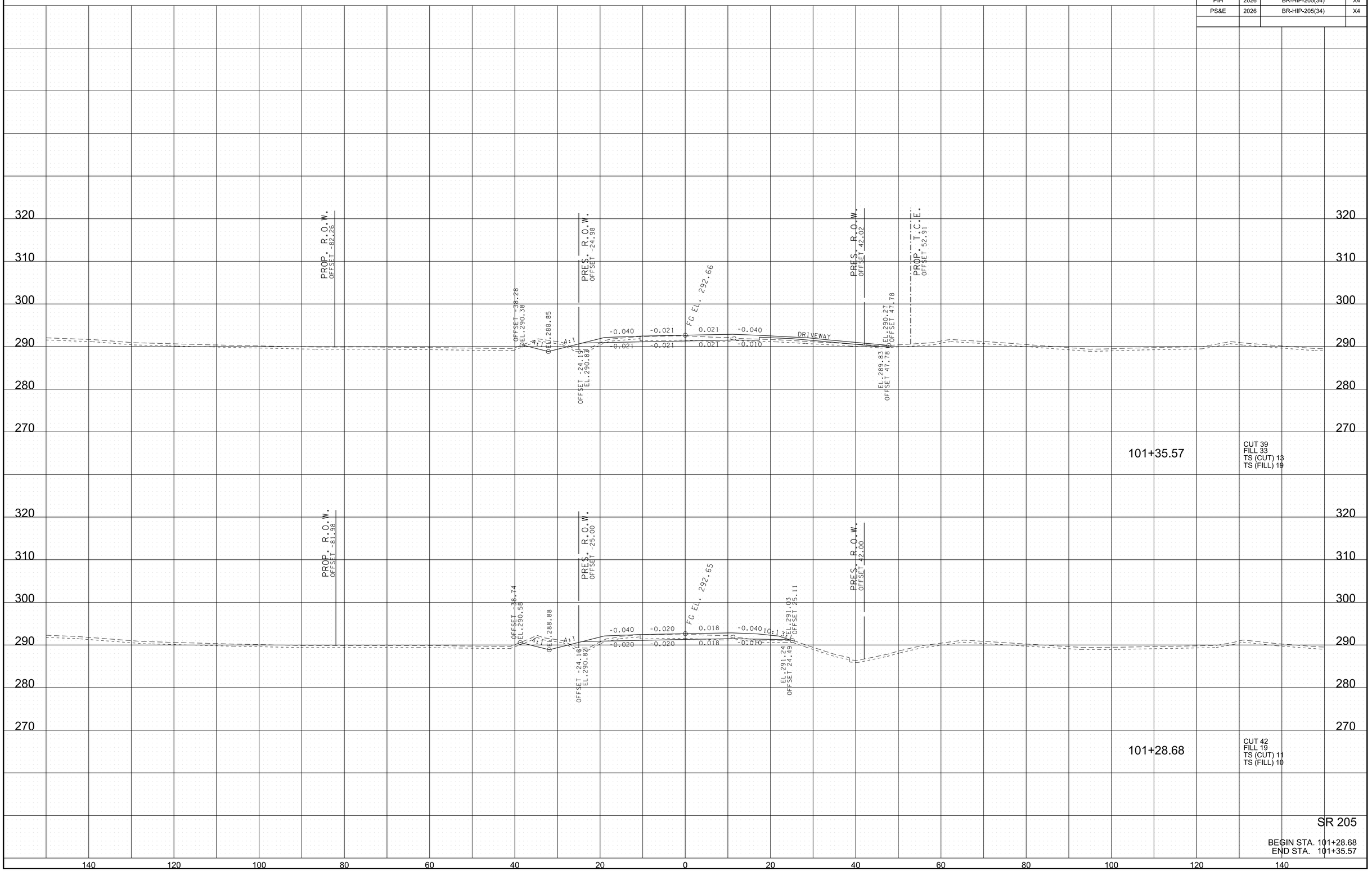
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X3
PIH	2026	BR-HIP-205(34)	X3
PS&E	2026	BR-HIP-205(34)	X3



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X4
PIH	2026	BR-HIP-205(34)	X4
PS&E	2026	BR-HIP-205(34)	X4



101+35.57

CUT 39
FILL 33
TS (CUT) 13
TS (FILL) 19

101+28.68

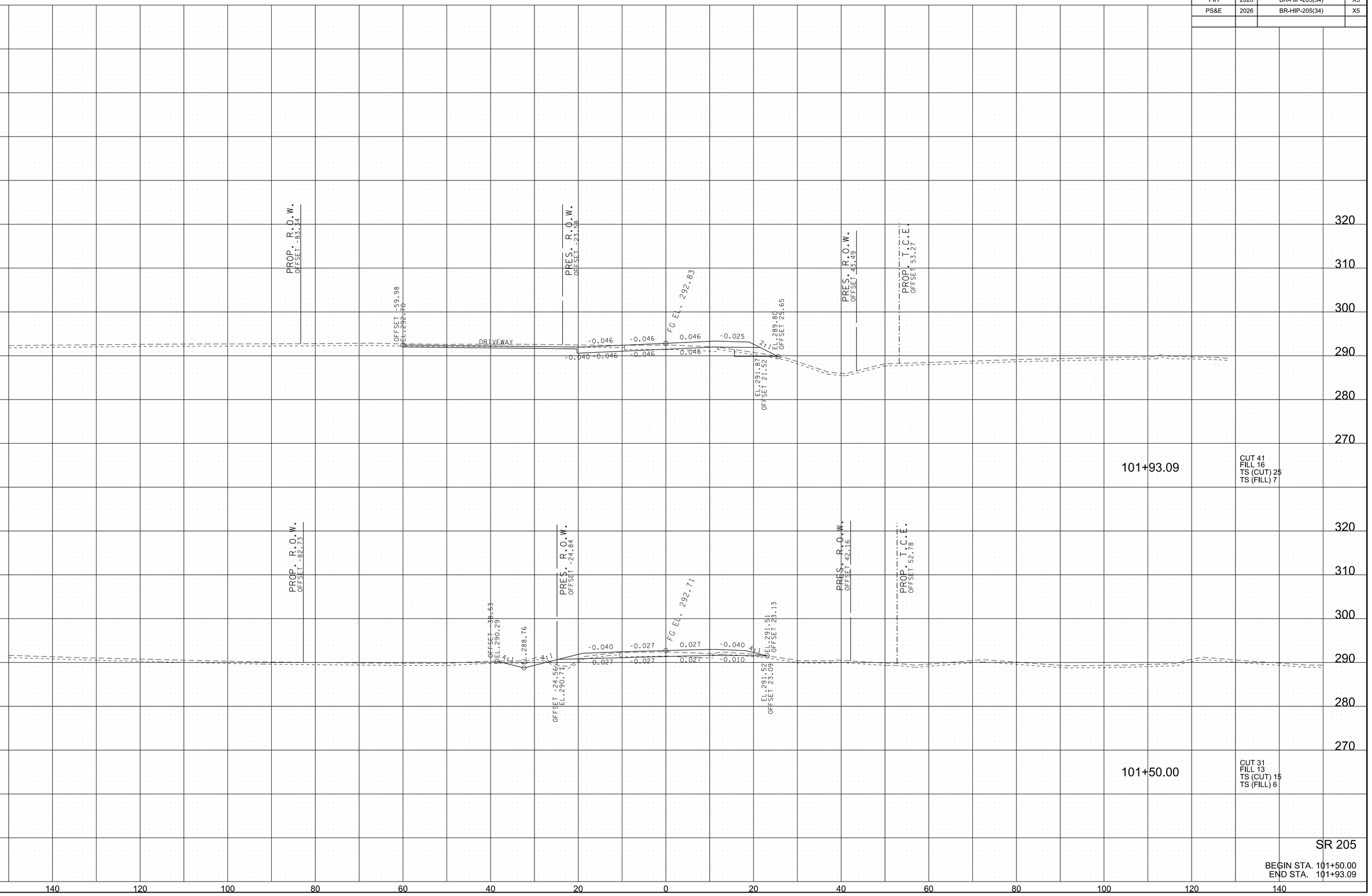
CUT 42
FILL 19
TS (CUT) 11
TS (FILL) 10

SR 205

BEGIN STA. 101+28.68
END STA. 101+35.57

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X5
PIH	2026	BR-HIP-205(34)	X5
PS&E	2026	BR-HIP-205(34)	X5

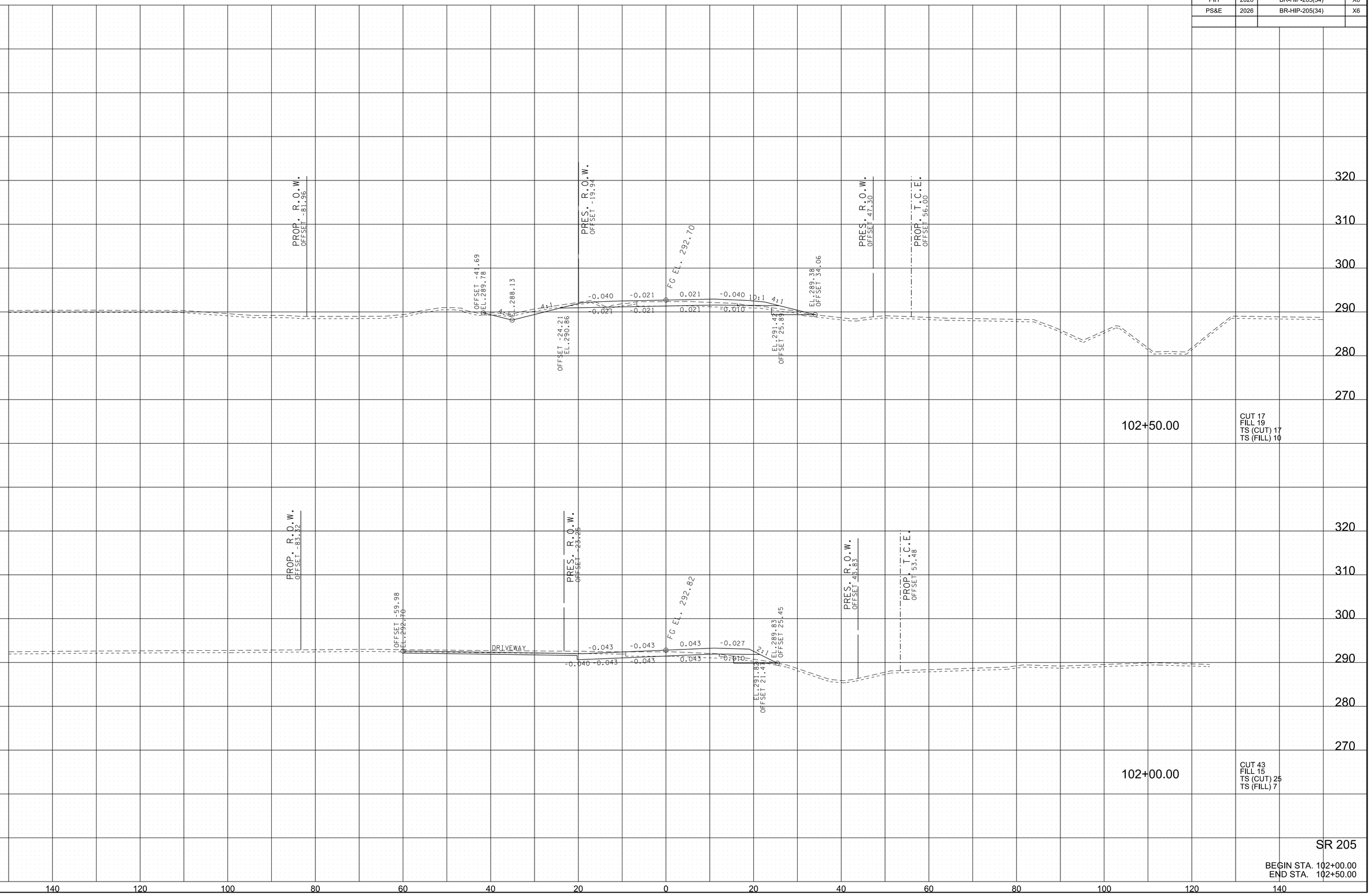


SR 205

BEGIN STA. 101+50.00
END STA. 101+93.09

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X6
PIH	2026	BR-HIP-205(34)	X6
PS&E	2026	BR-HIP-205(34)	X6

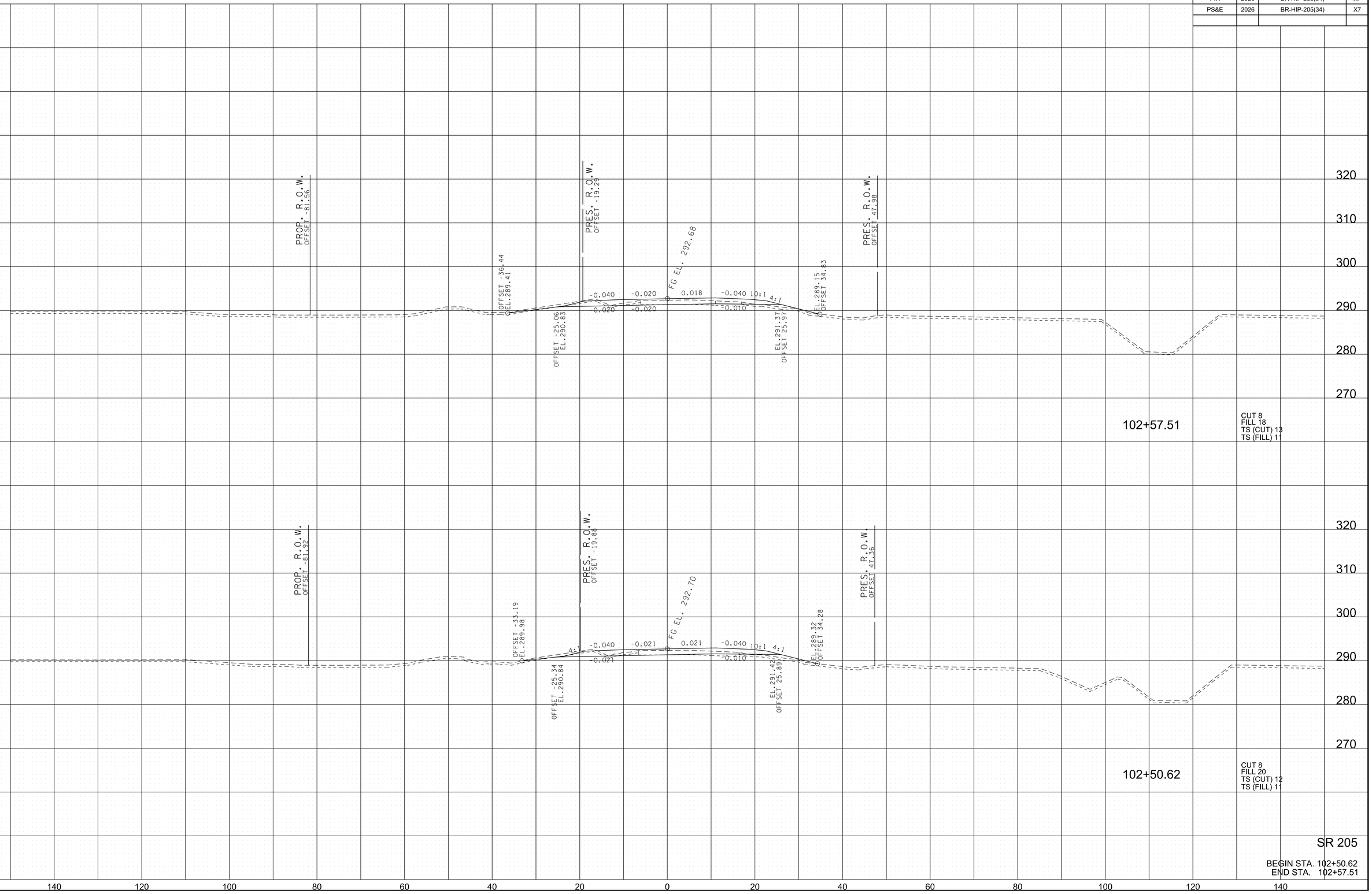


SR 205

BEGIN STA. 102+00.00
END STA. 102+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X7
PIH	2026	BR-HIP-205(34)	X7
PS&E	2026	BR-HIP-205(34)	X7



102+57.51

CUT 8
FILL 18
TS (CUT) 13
TS (FILL) 11

102+50.62

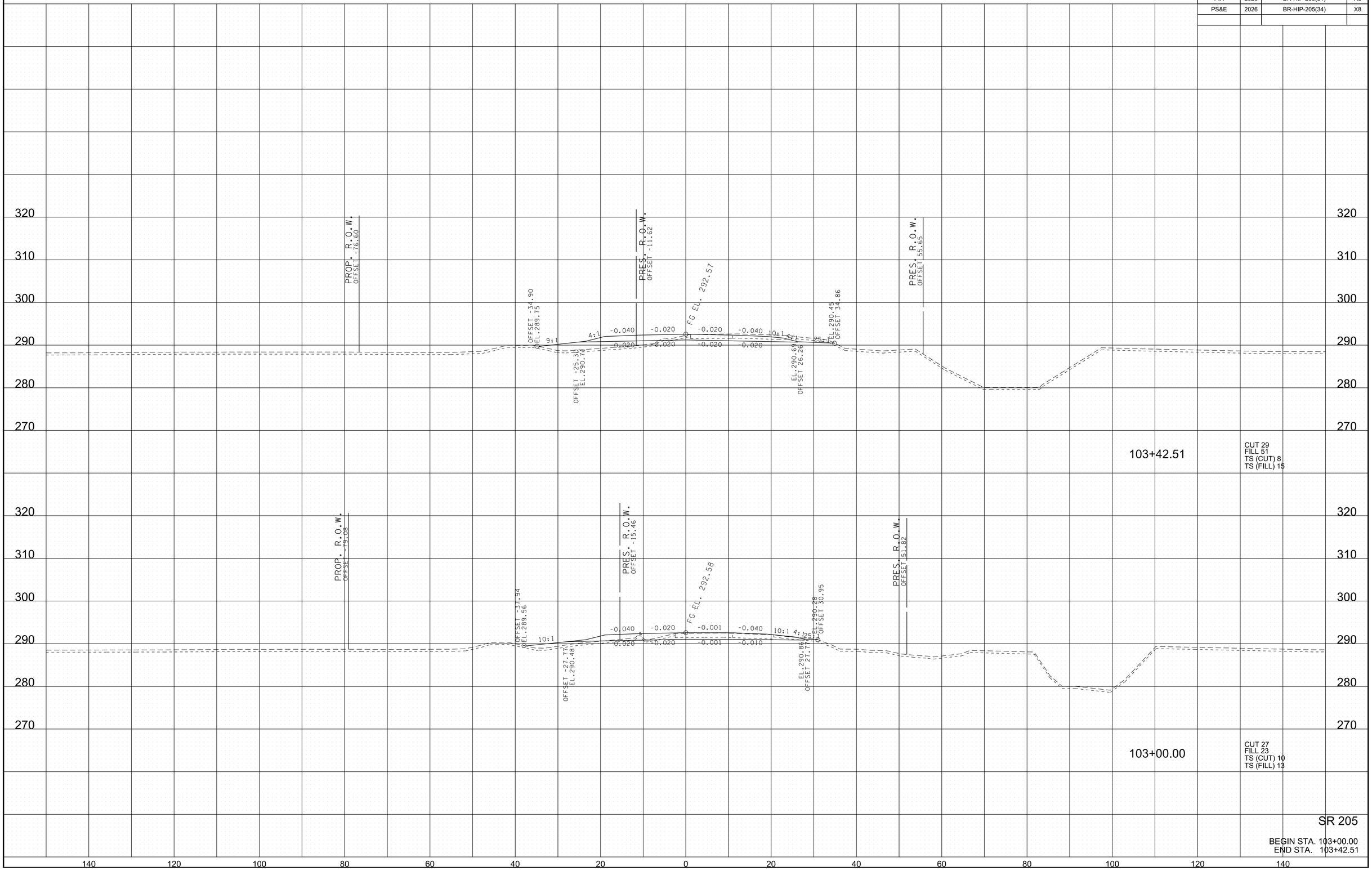
CUT 8
FILL 20
TS (CUT) 12
TS (FILL) 11

SR 205

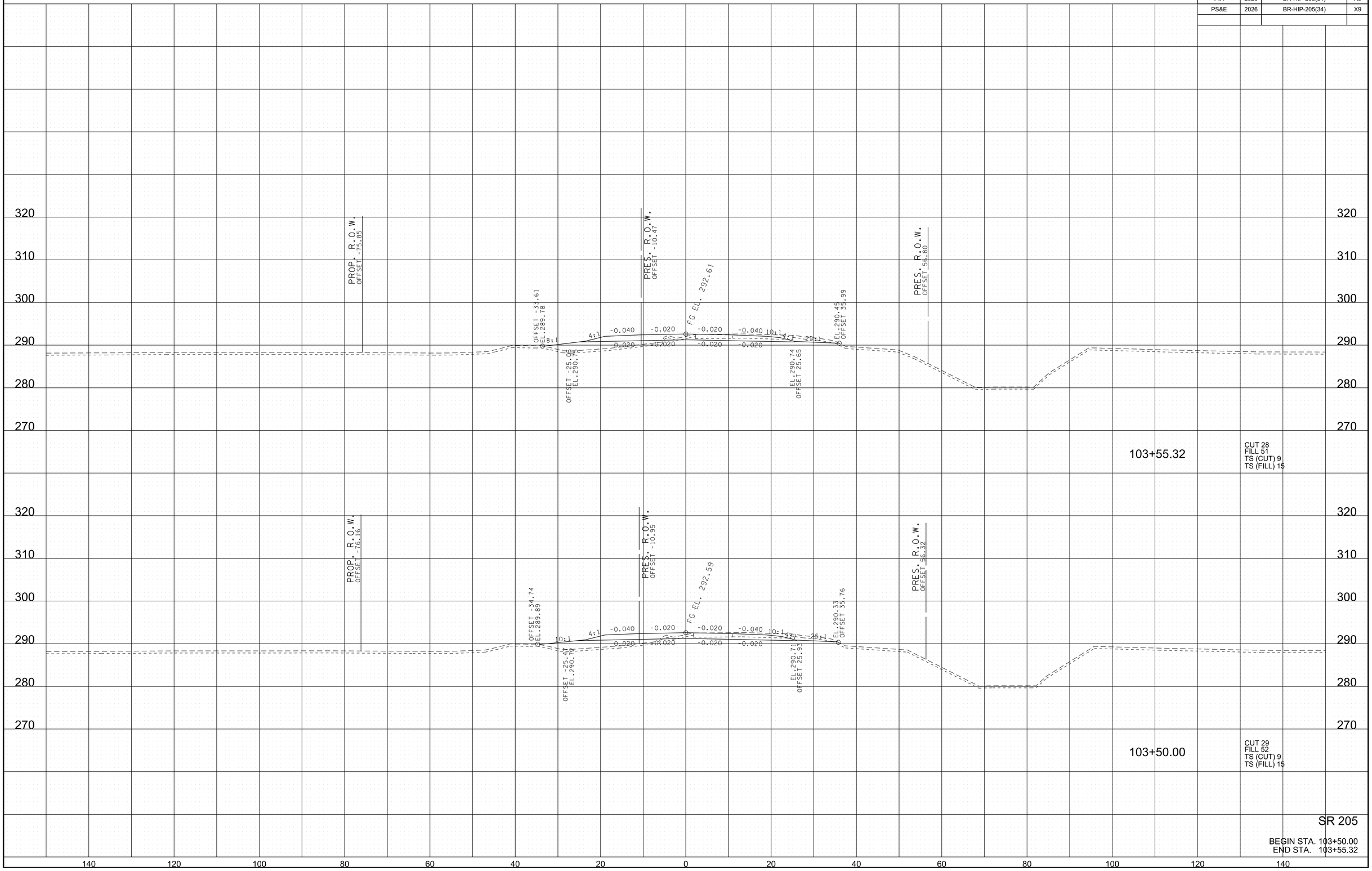
BEGIN STA. 102+50.62
END STA. 102+57.51

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X8
PIH	2026	BR-HIP-205(34)	X8
PS&E	2026	BR-HIP-205(34)	X8


PROP. R.O.W.
OFFSET -76.60
PRES. R.O.W.
OFFSET -11.62
PRES. R.O.W.
OFFSET 55.65
OFFSET -34.90
EL.289.75
OFFSET -25.30
EL.290.74
FG EL. 292.57
EL.290.45
OFFSET 34.86
EL.290.69
OFFSET 26.26
4:1
9:1
-0.040
-0.020
-0.020
-0.040
-0.020
-0.020
-0.020

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X9
PIH	2026	BR-HIP-205(34)	X9
PS&E	2026	BR-HIP-205(34)	X9



103+55.32

CUT 28
FILL 51
TS (CUT) 9
TS (FILL) 15

103+50.00

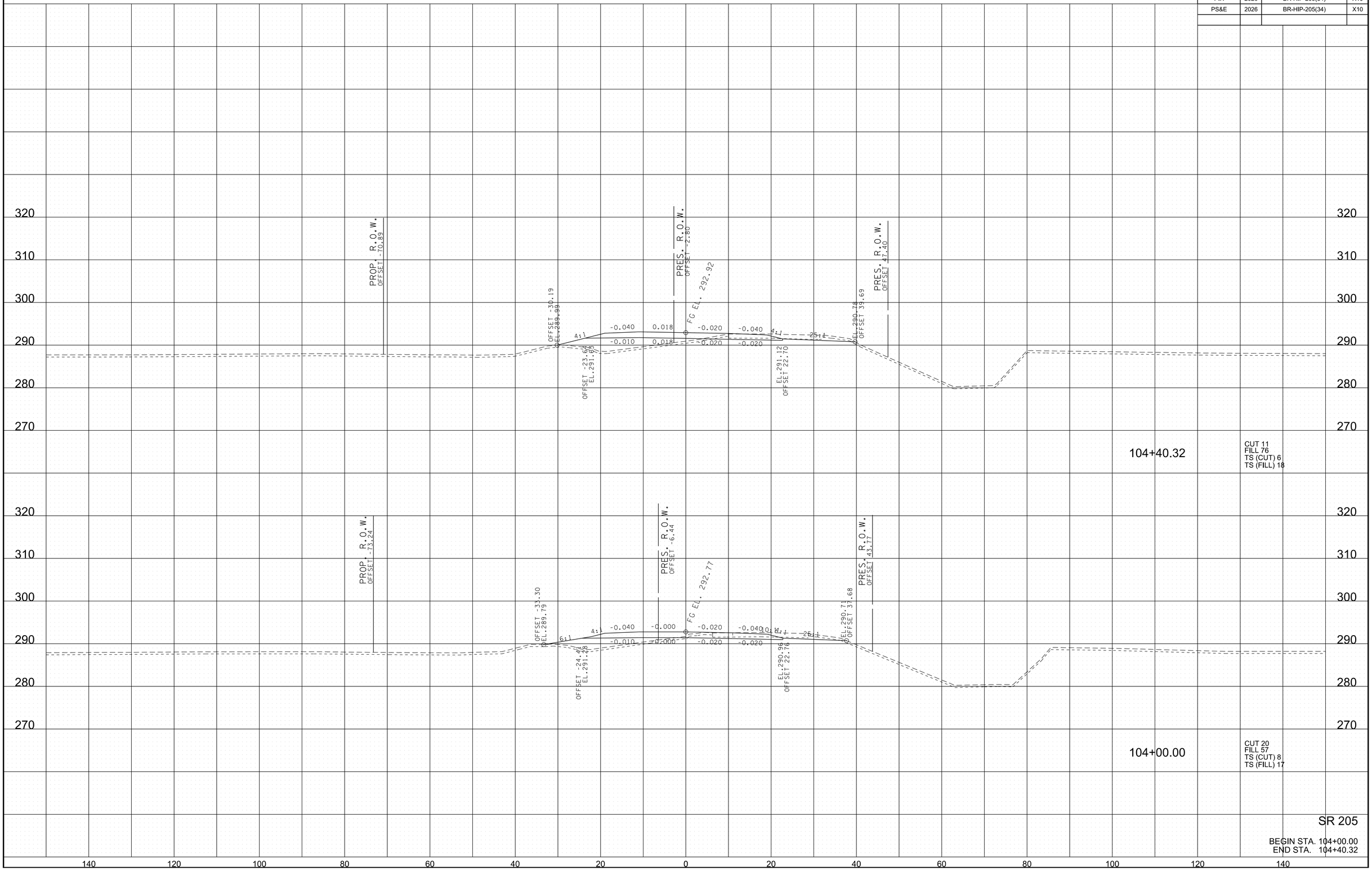
CUT 29
FILL 52
TS (CUT) 9
TS (FILL) 15

SR 205

BEGIN STA. 103+50.00
END STA. 103+55.32

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X10
PIH	2026	BR-HIP-205(34)	X10
PS&E	2026	BR-HIP-205(34)	X10



104+40.32

CUT 11
FILL 76
TS (CUT) 6
TS (FILL) 18

104+00.00

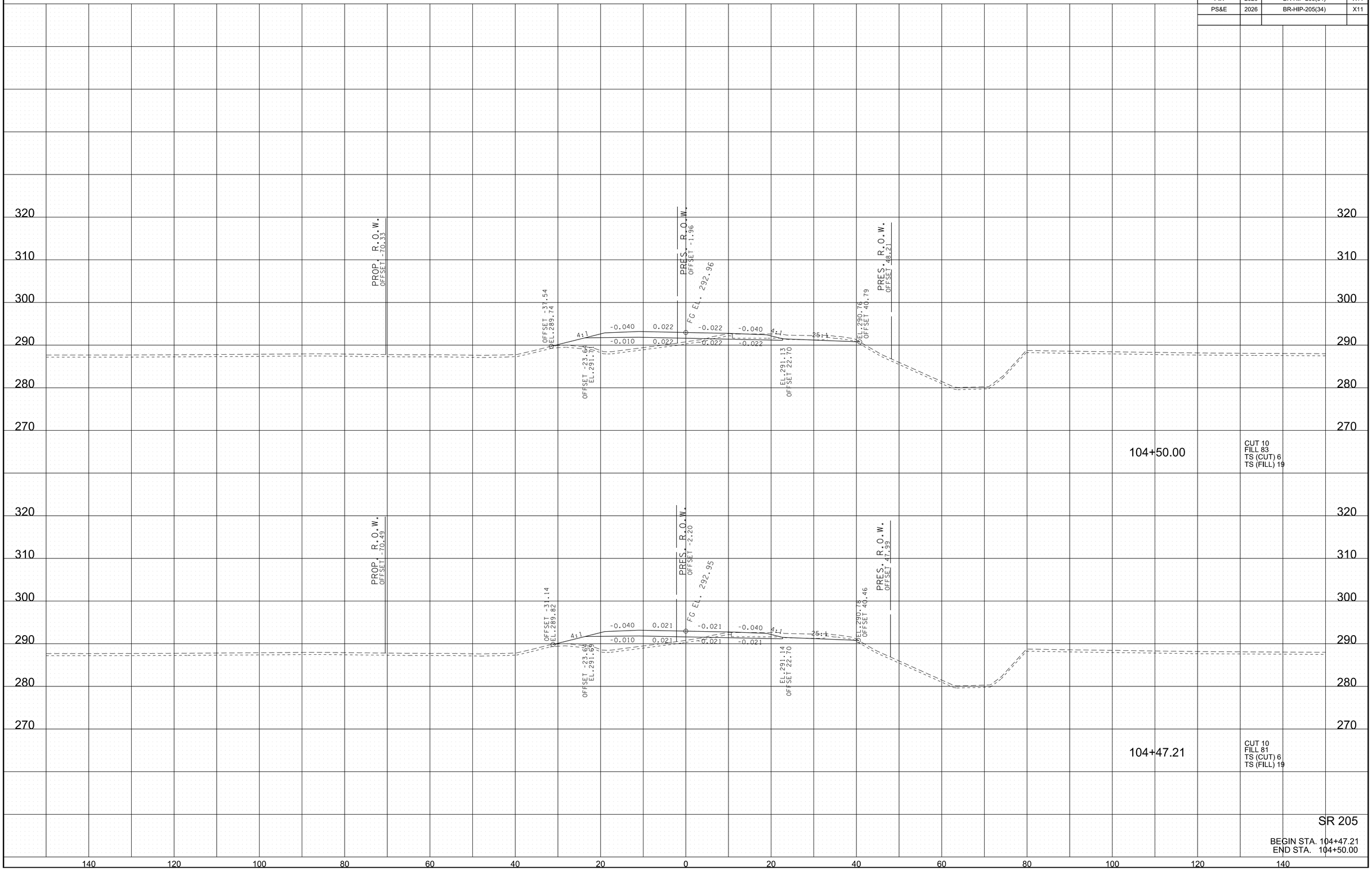
CUT 20
FILL 57
TS (CUT) 8
TS (FILL) 17

SR 205

BEGIN STA. 104+00.00
END STA. 104+40.32

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X11
PIH	2026	BR-HIP-205(34)	X11
PS&E	2026	BR-HIP-205(34)	X11



104+50.00

CUT 10
FILL 83
TS (CUT) 6
TS (FILL) 19

104+47.21

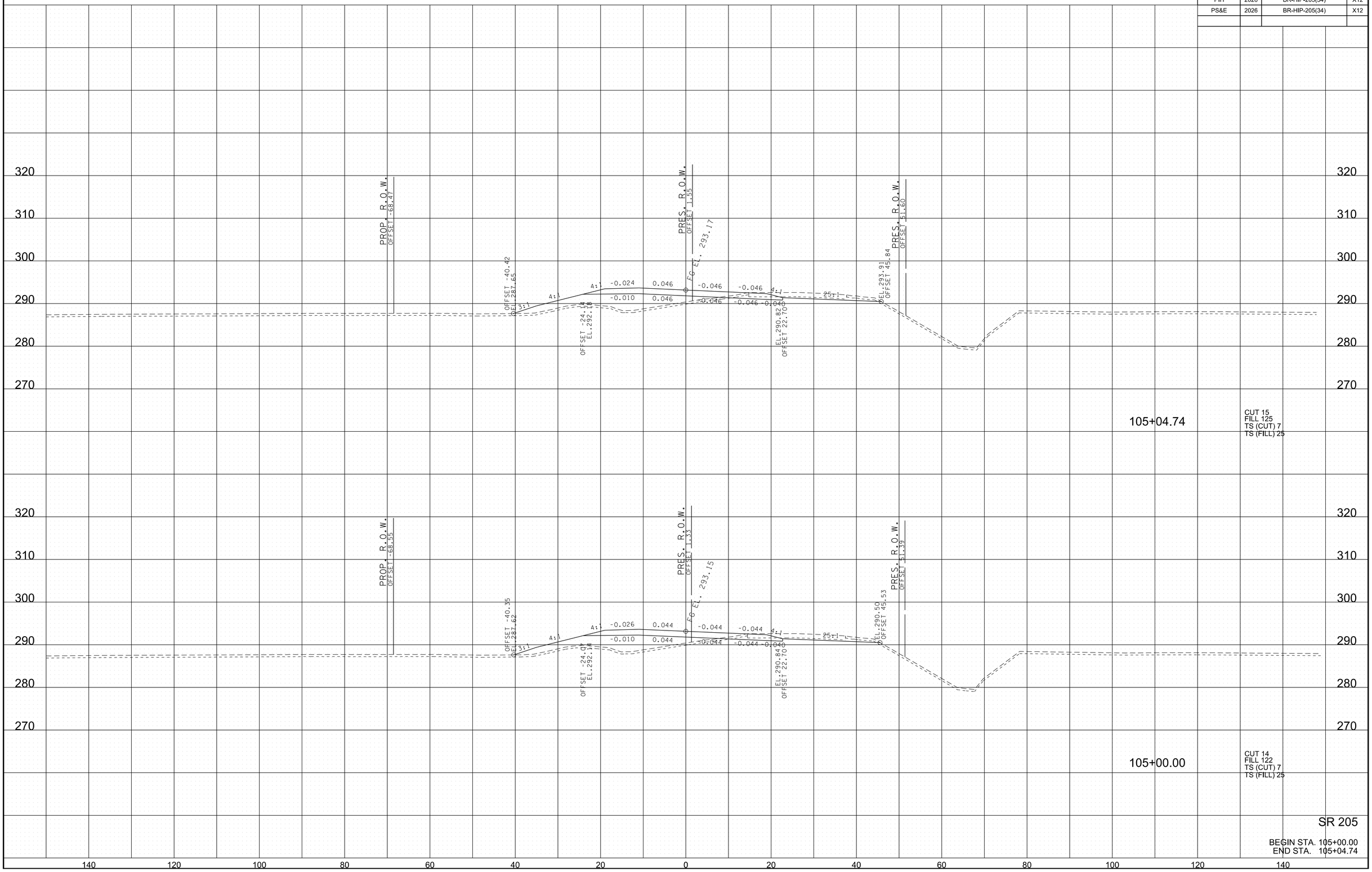
CUT 10
FILL 81
TS (CUT) 6
TS (FILL) 19

SR 205

BEGIN STA. 104+47.21
END STA. 104+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X12
PIH	2026	BR-HIP-205(34)	X12
PS&E	2026	BR-HIP-205(34)	X12

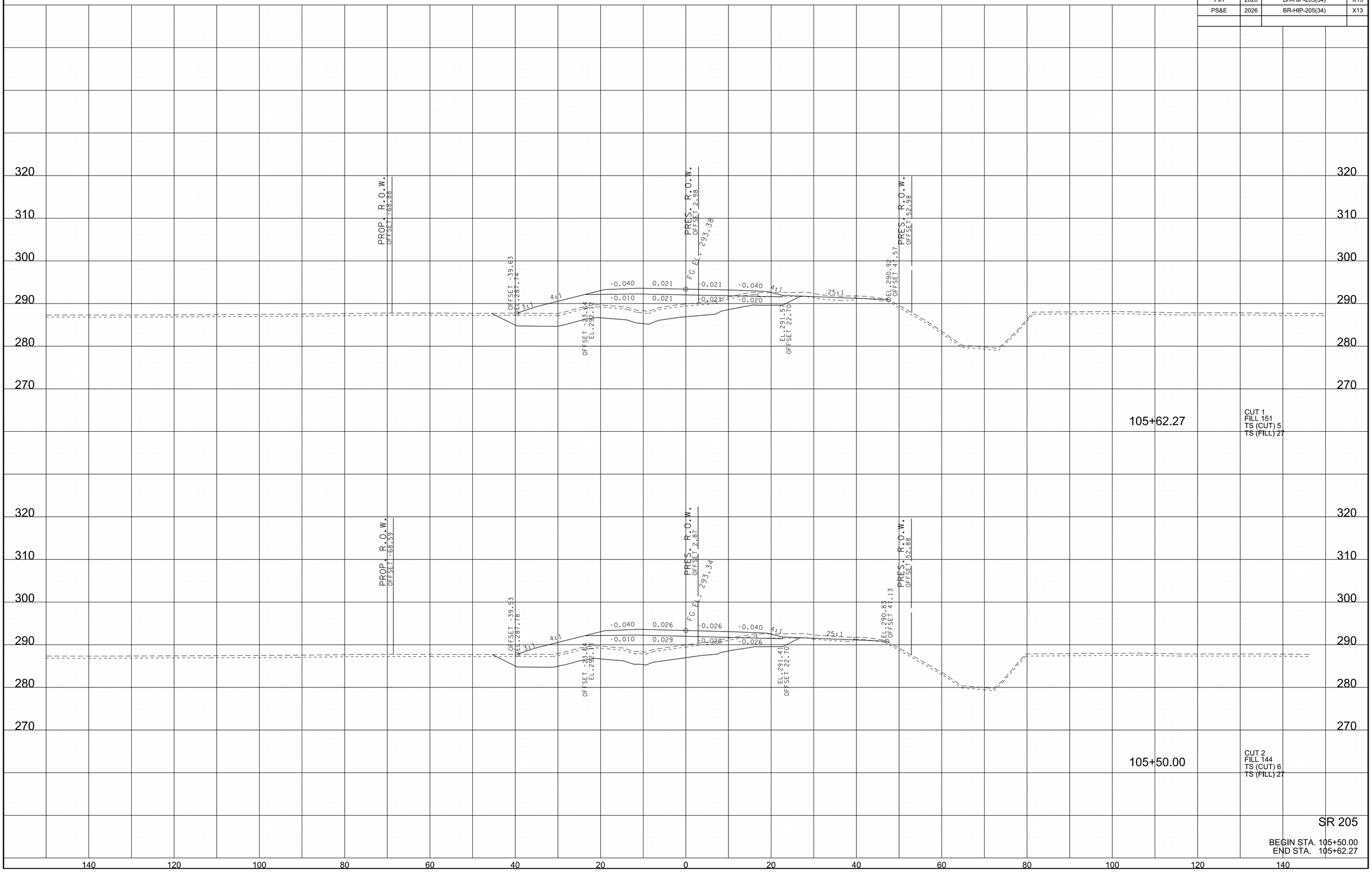


SR 205

BEGIN STA. 105+00.00
END STA. 105+04.74

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X13
PIH	2026	BR-HIP-205(34)	X13
PS&E	2026	BR-HIP-205(34)	X13

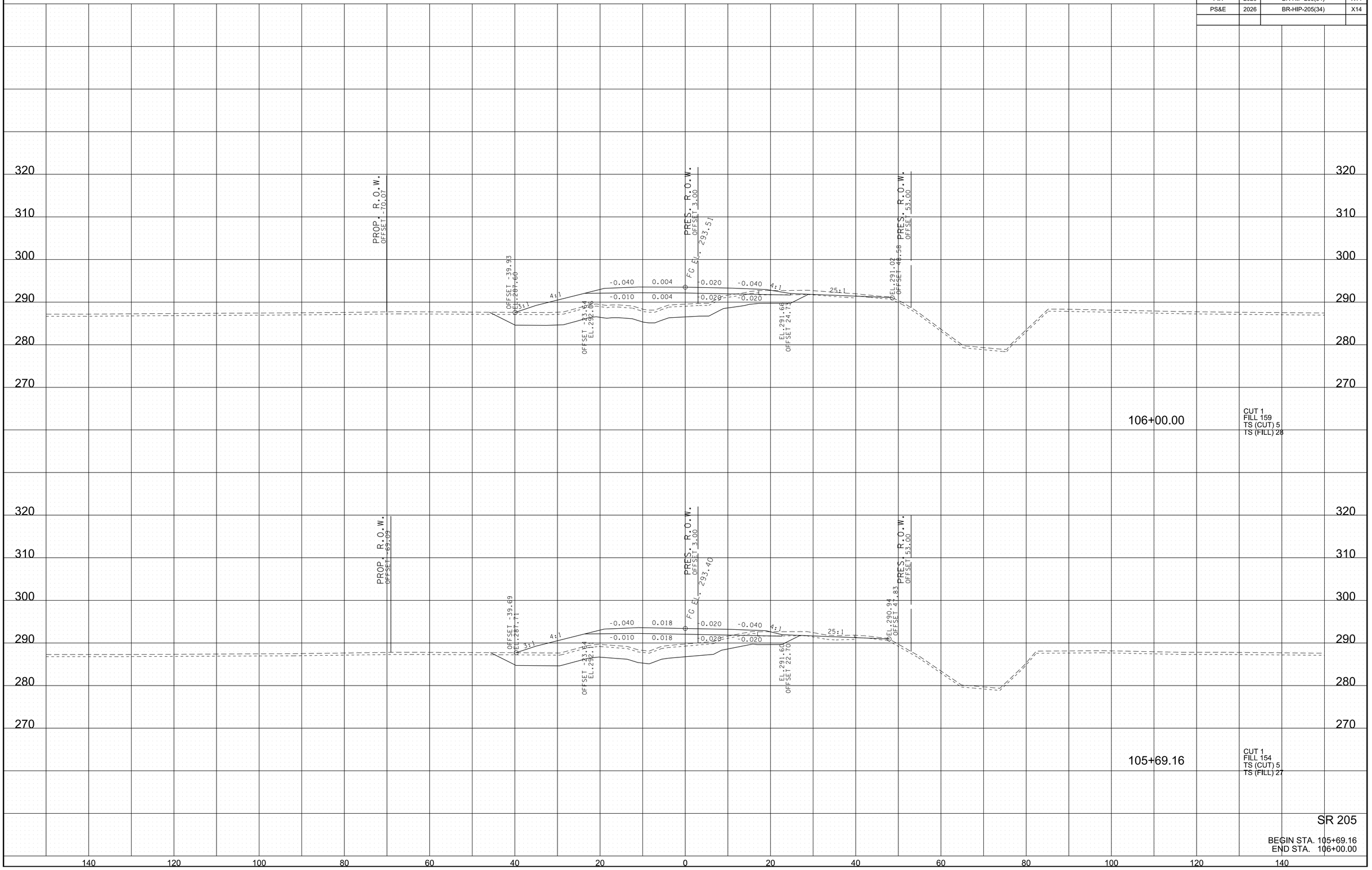


SR 205

BEGIN STA. 105+50.00
END STA. 105+62.27

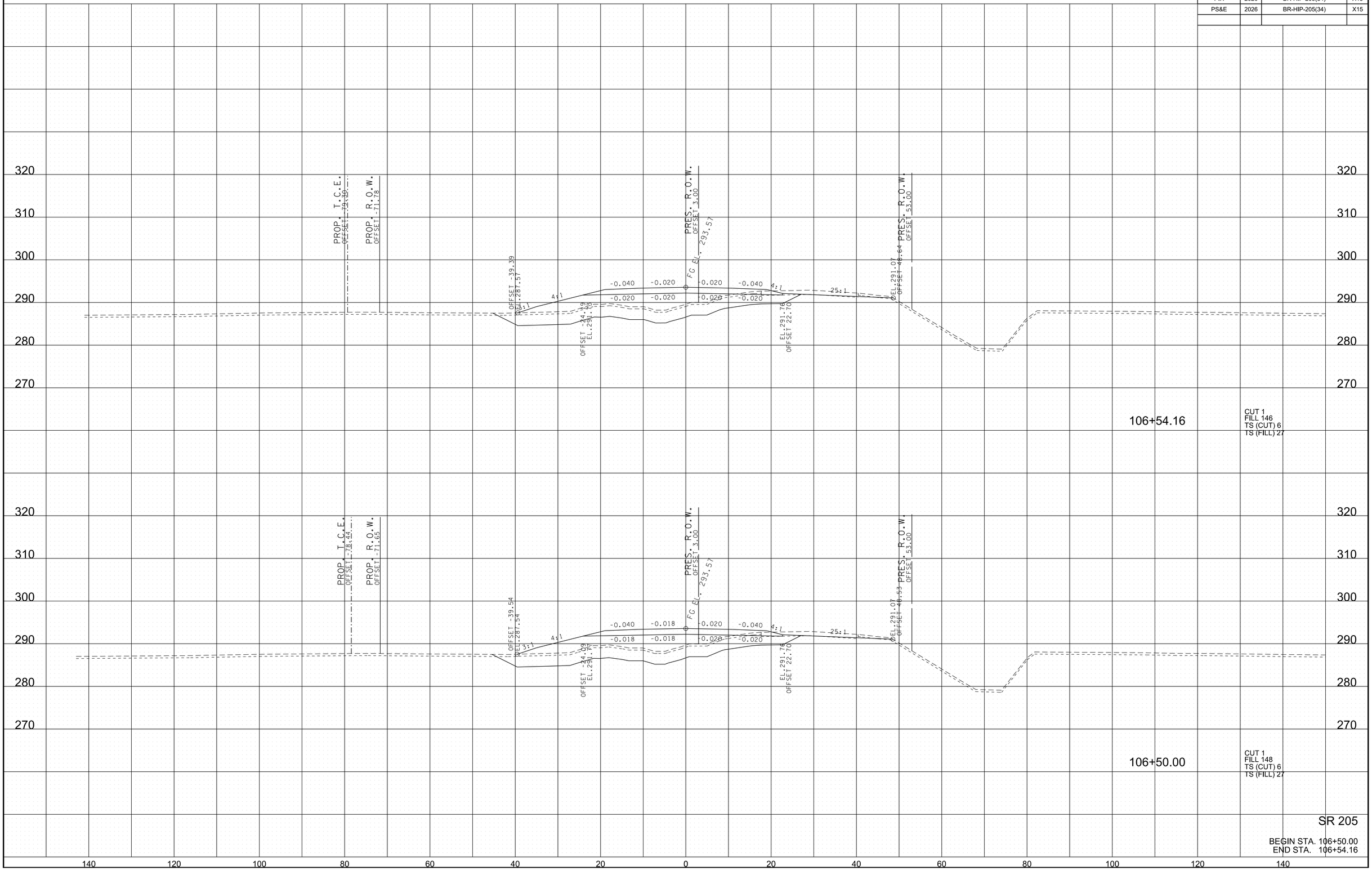
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X14
PIH	2026	BR-HIP-205(34)	X14
PS&E	2026	BR-HIP-205(34)	X14



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X15
PIH	2026	BR-HIP-205(34)	X15
PS&E	2026	BR-HIP-205(34)	X15



106+54.16

CUT 1
FILL 146
TS (CUT) 6
TS (FILL) 27

106+50.00

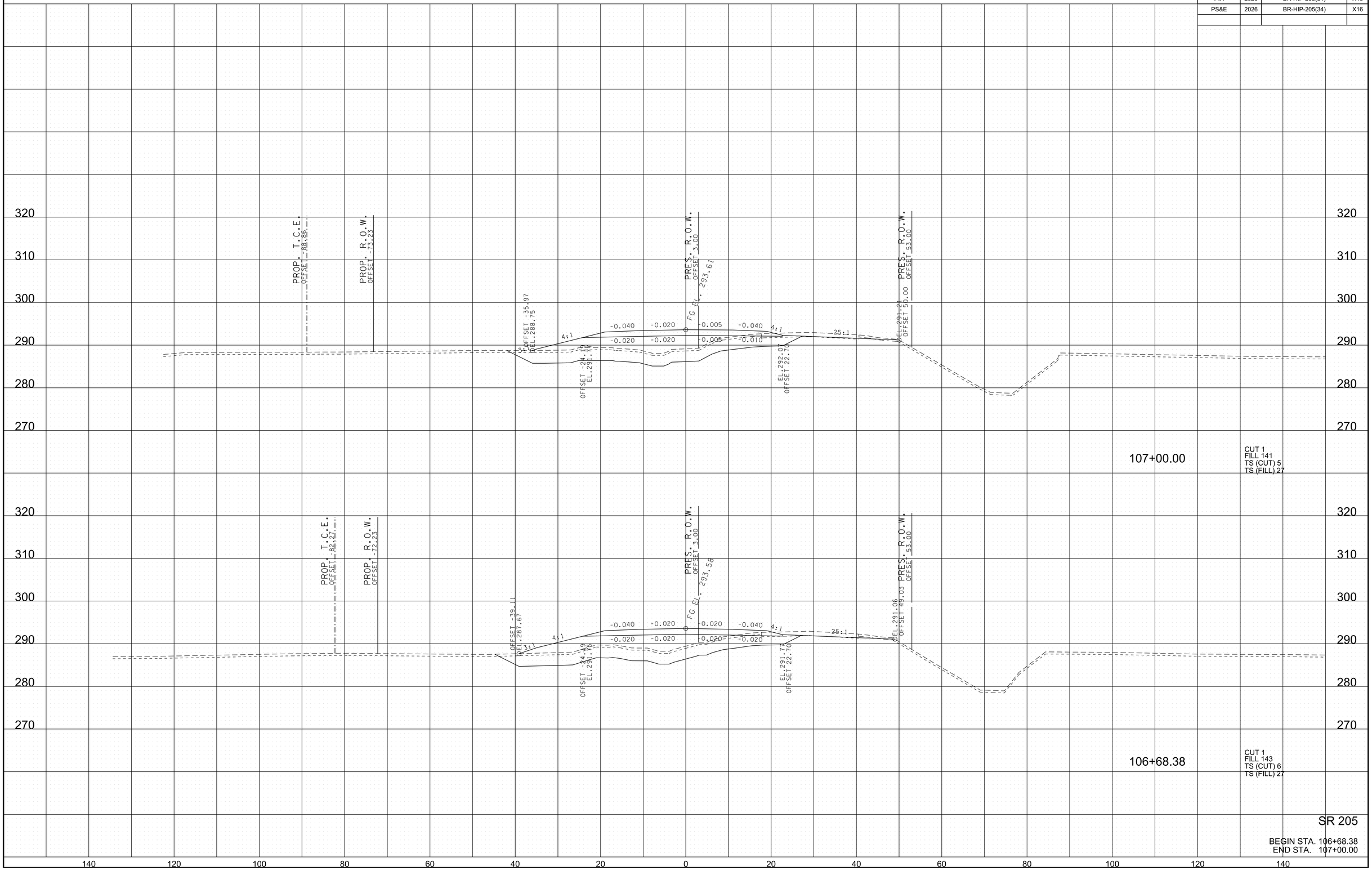
CUT 1
FILL 148
TS (CUT) 6
TS (FILL) 27

SR 205

BEGIN STA. 106+50.00
END STA. 106+54.16

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X16
PIH	2026	BR-HIP-205(34)	X16
PS&E	2026	BR-HIP-205(34)	X16



107+00.00

CUT 1
FILL 141
TS (CUT) 5
TS (FILL) 27

106+68.38

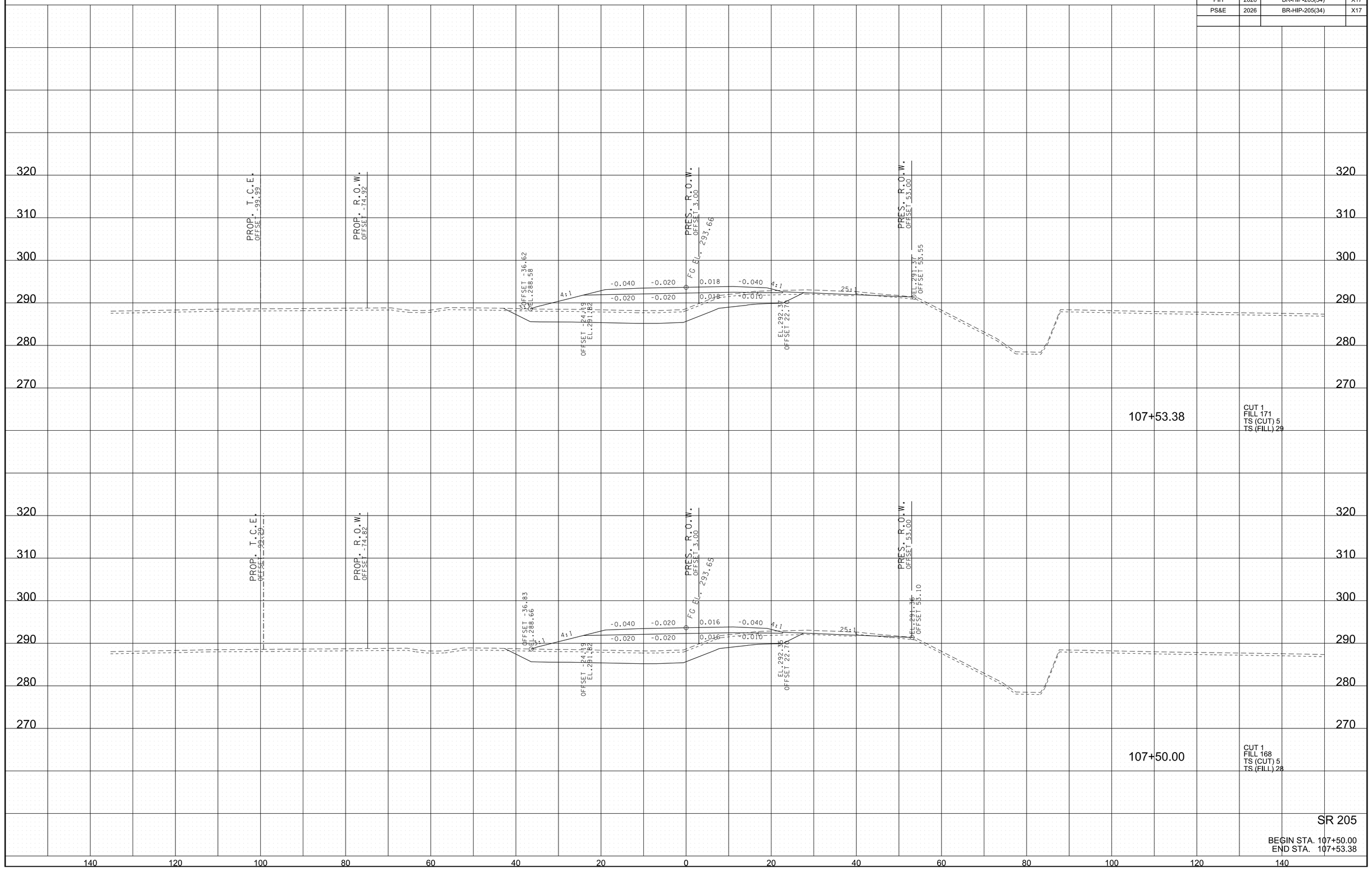
CUT 1
FILL 143
TS (CUT) 6
TS (FILL) 27

SR 205

BEGIN STA. 106+68.38
END STA. 107+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X17
PIH	2026	BR-HIP-205(34)	X17
PS&E	2026	BR-HIP-205(34)	X17



107+53.38

CUT 1
FILL 171
TS (CUT) 5
TS (FILL) 29

107+50.00

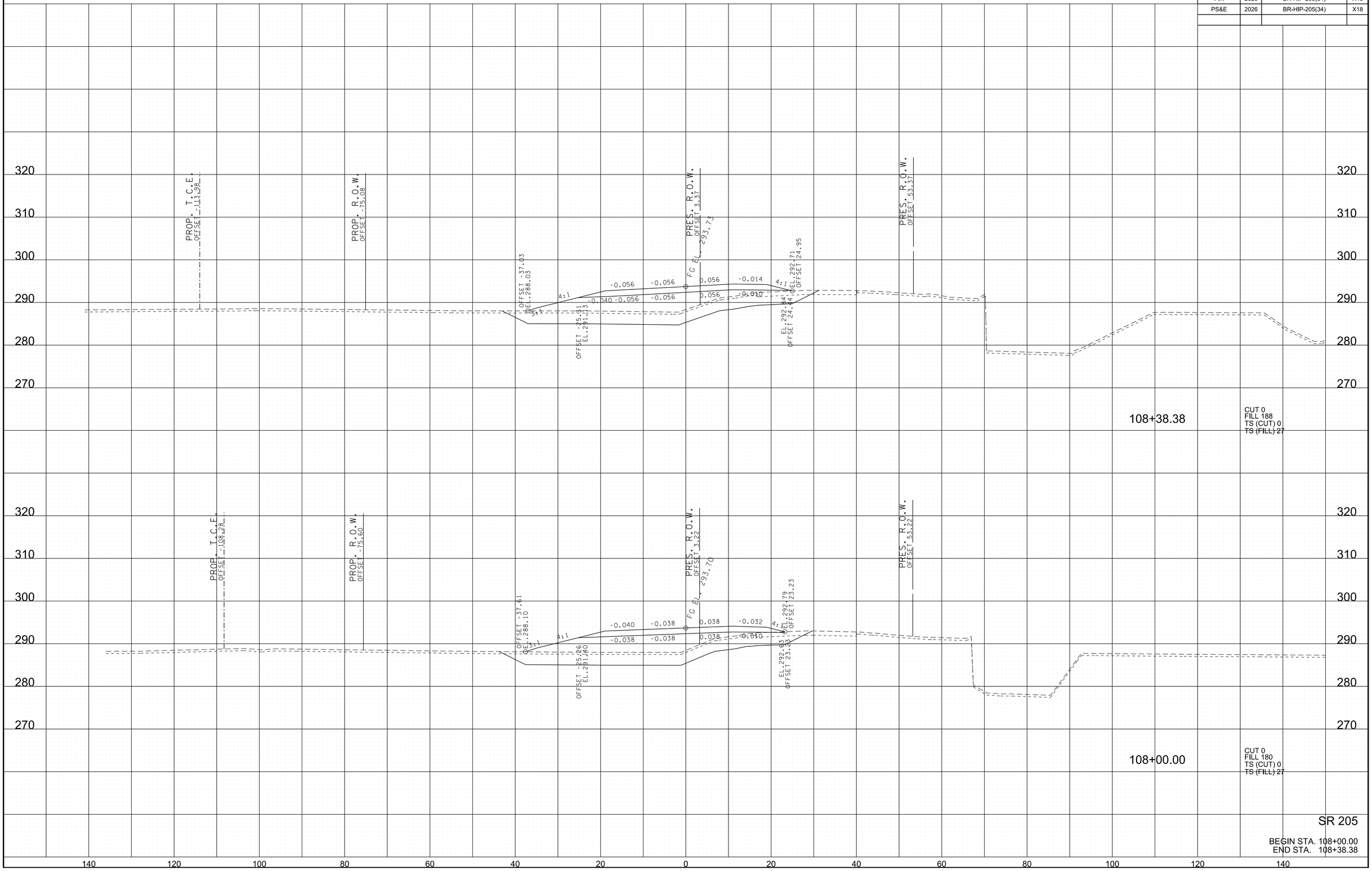
CUT 1
FILL 168
TS (CUT) 5
TS (FILL) 28

SR 205

BEGIN STA. 107+50.00
END STA. 107+53.38

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X18
PIH	2026	BR-HIP-205(34)	X18
PS&E	2026	BR-HIP-205(34)	X18

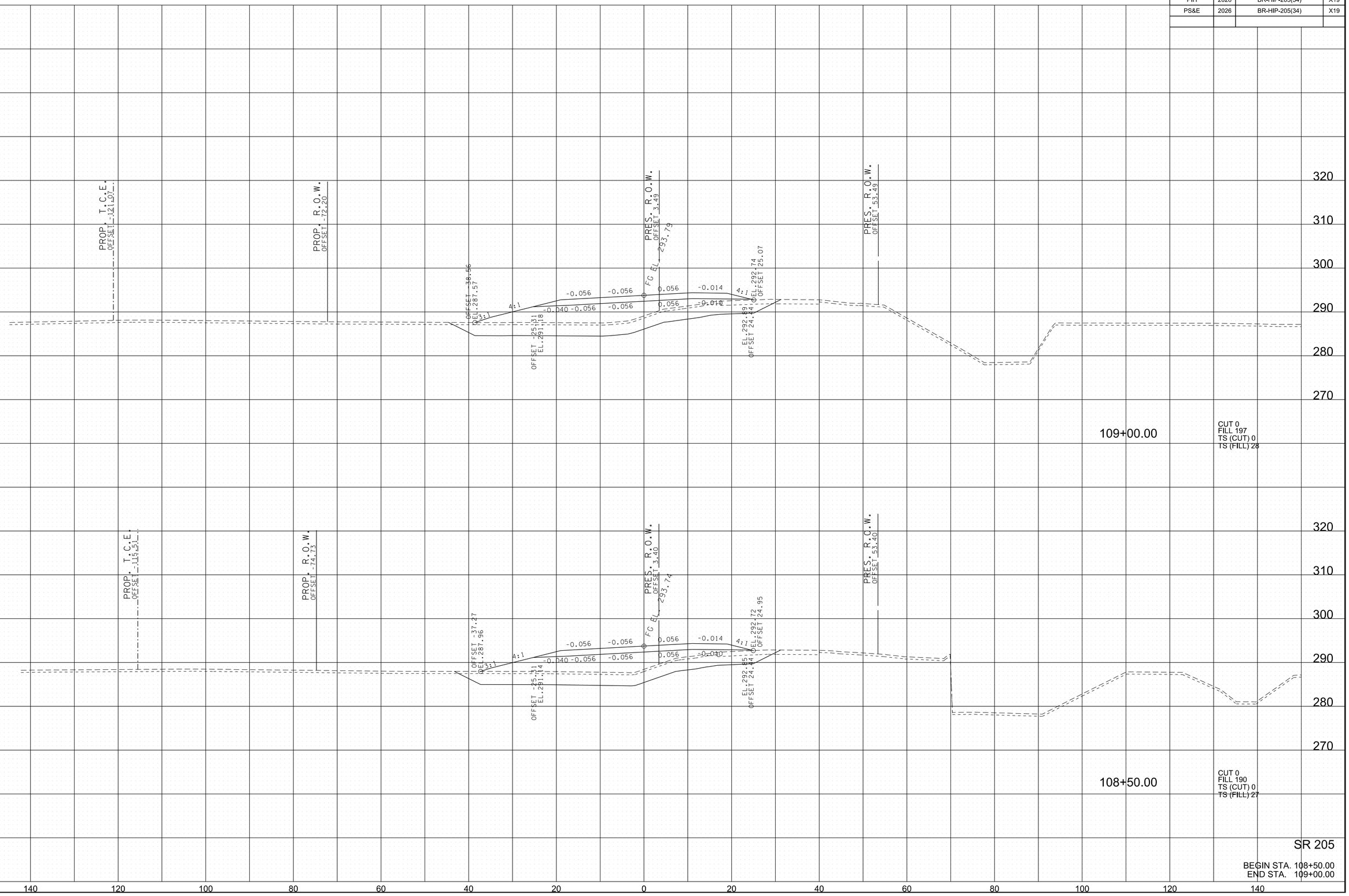


SR 205

BEGIN STA. 108+00.00
END STA. 108+38.38

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X19
PIH	2026	BR-HIP-205(34)	X19
PS&E	2026	BR-HIP-205(34)	X19

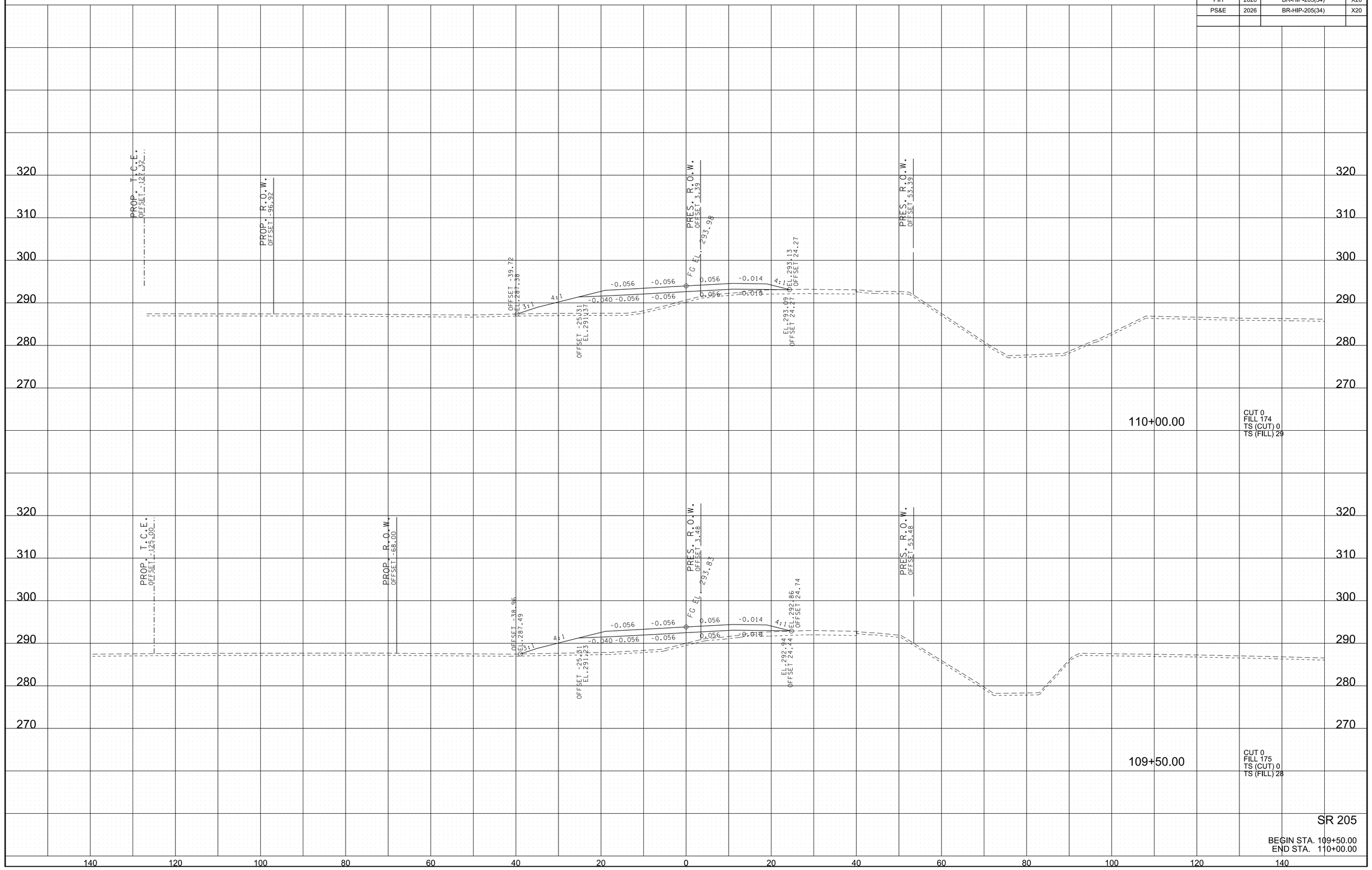


SR 205

BEGIN STA. 108+50.00
END STA. 109+00.00

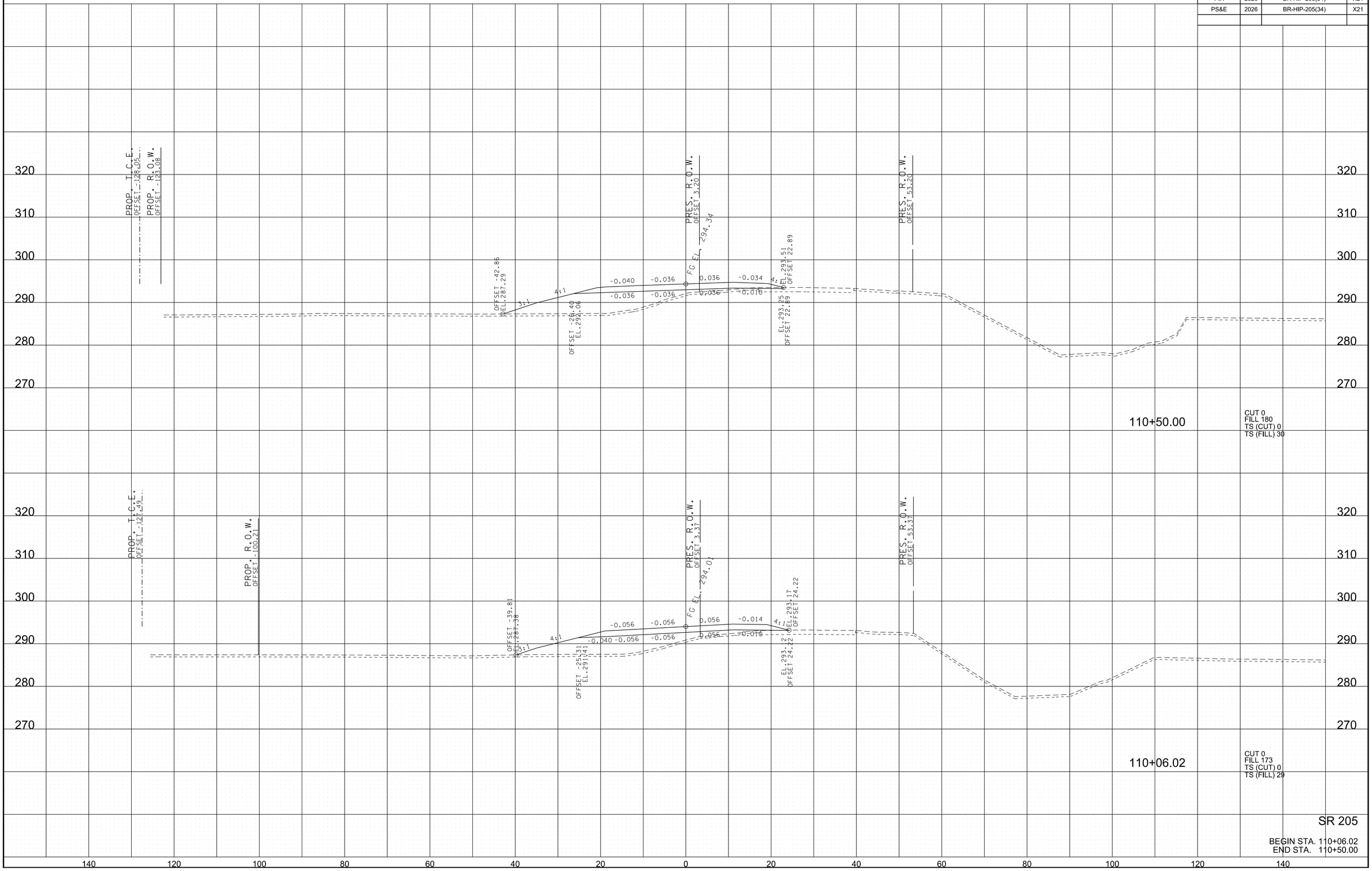
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Z:\TDOTTDOT\0035TR\Transportation\SH205-07_Cross Sections.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X20
PIH	2026	BR-HIP-205(34)	X20
PS&E	2026	BR-HIP-205(34)	X20



6/4/2026 3:48:58 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X21
PIH	2026	BR-HIP-205(34)	X21
PS&E	2026	BR-HIP-205(34)	X21

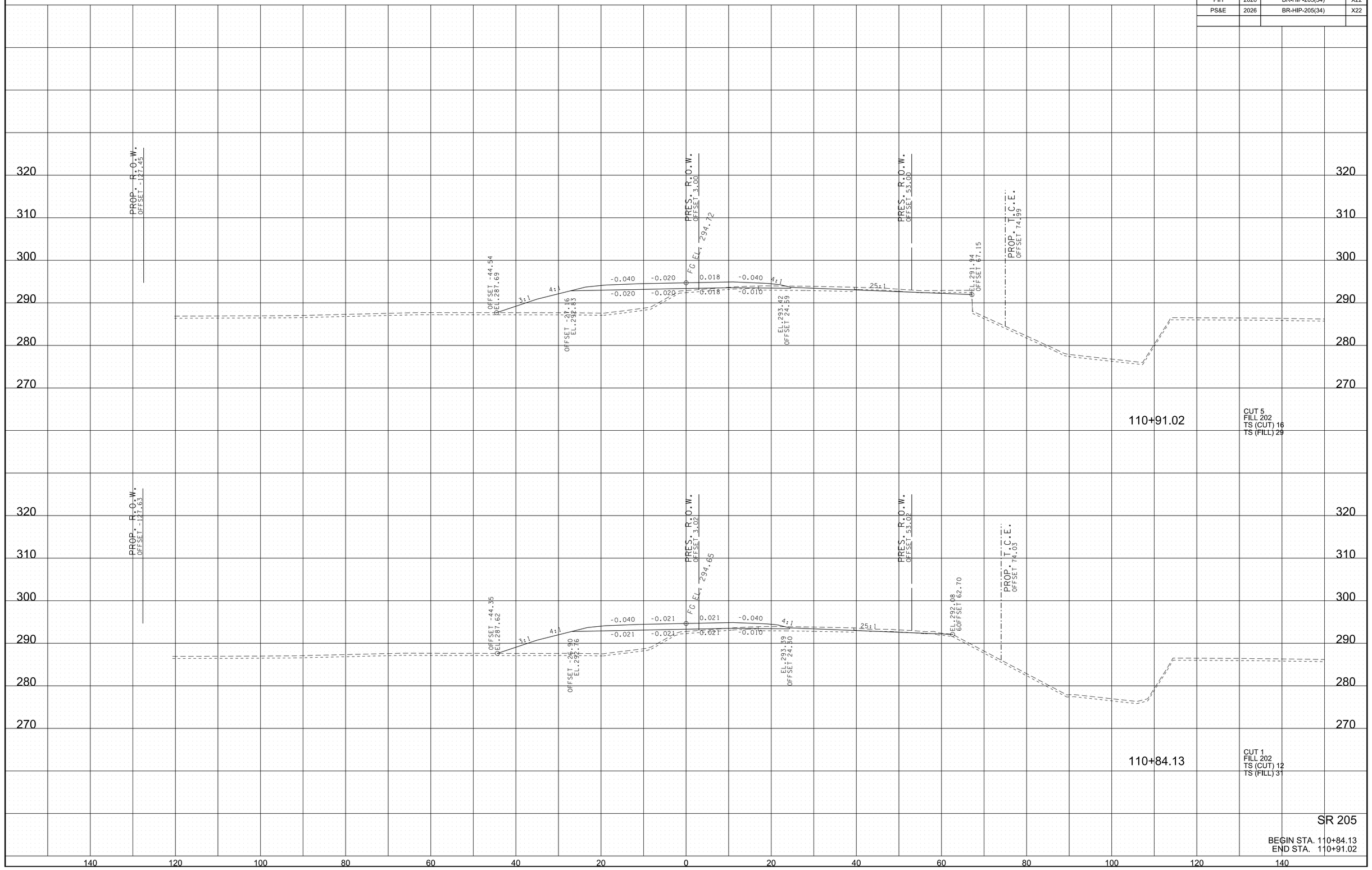


SR 205

BEGIN STA. 110+06.02
END STA. 110+50.00

6/4/2026 3:48:59 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X22
PIH	2026	BR-HIP-205(34)	X22
PS&E	2026	BR-HIP-205(34)	X22



110+91.02

CUT 5
FILL 202
TS (CUT) 16
TS (FILL) 29

110+84.13

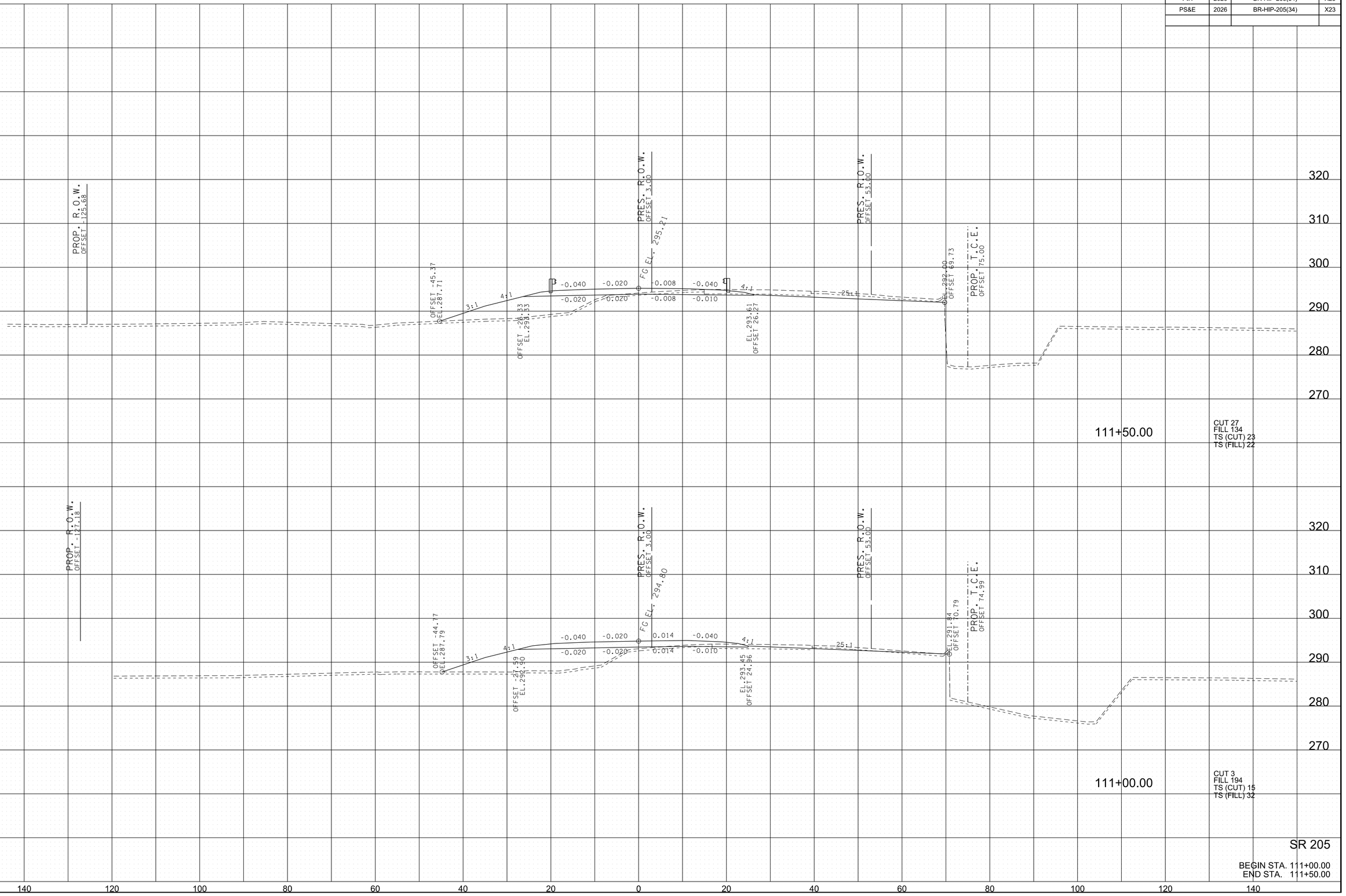
CUT 1
FILL 202
TS (CUT) 12
TS (FILL) 31

SR 205

BEGIN STA. 110+84.13
END STA. 110+91.02

6/4/2026 3:49:00 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X23
PIH	2026	BR-HIP-205(34)	X23
PS&E	2026	BR-HIP-205(34)	X23

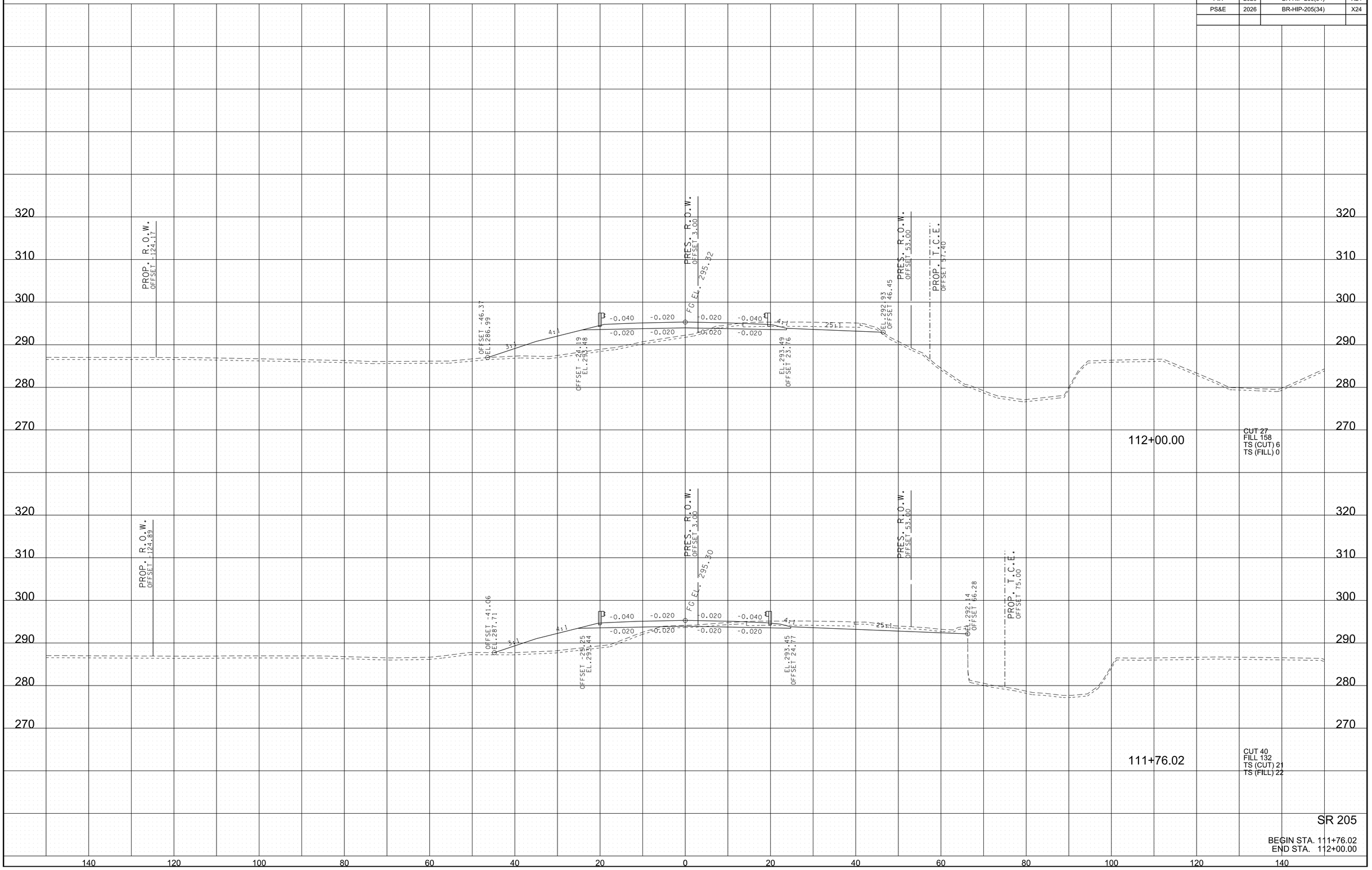


SR 205

BEGIN STA. 111+00.00
END STA. 111+50.00

6/4/2026 3:49:01 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X24
PIH	2026	BR-HIP-205(34)	X24
PS&E	2026	BR-HIP-205(34)	X24

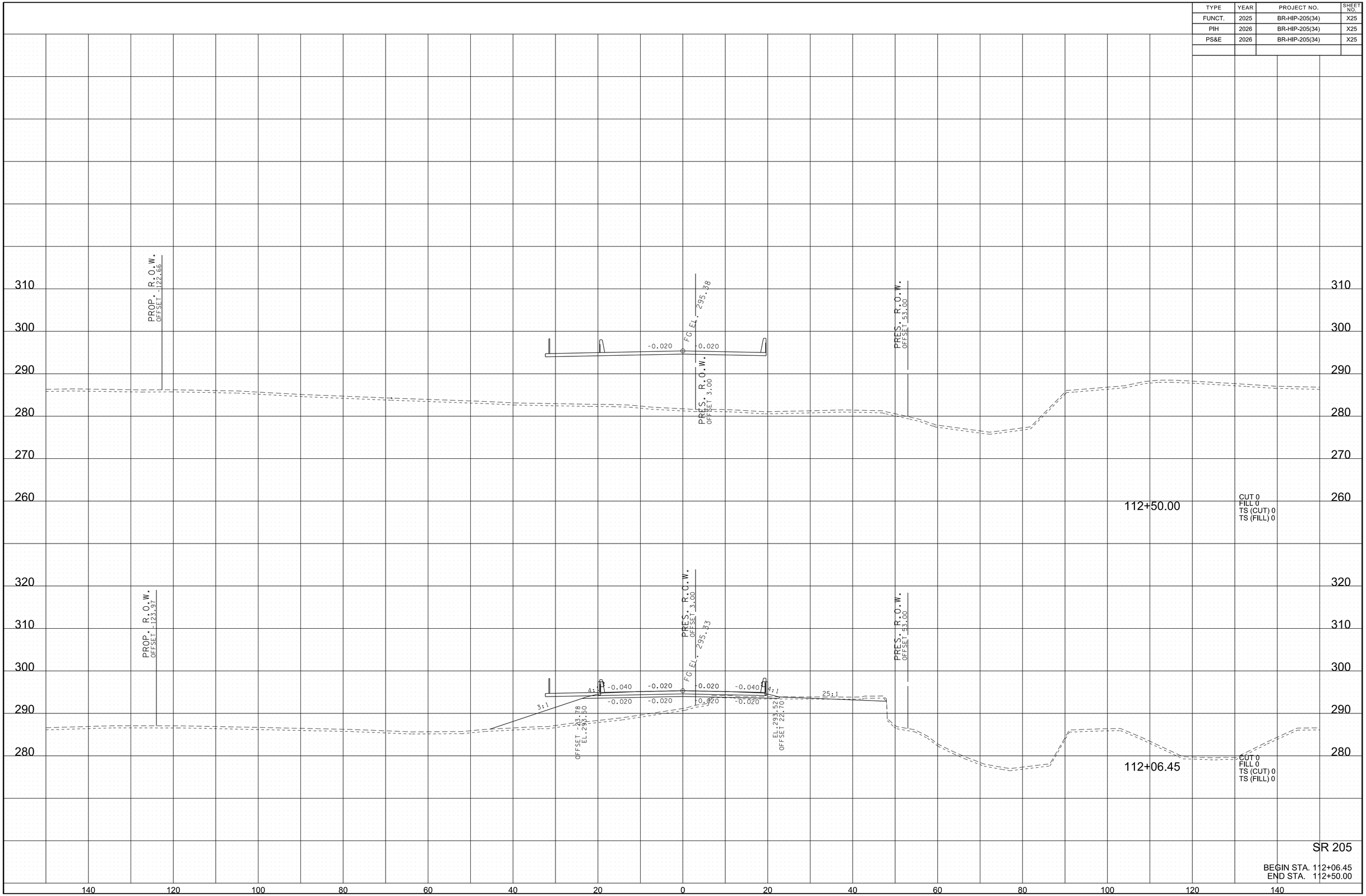


SR 205

BEGIN STA. 111+76.02
END STA. 112+00.00

6/4/2026 3:49:02 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X25
PIH	2026	BR-HIP-205(34)	X25
PS&E	2026	BR-HIP-205(34)	X25

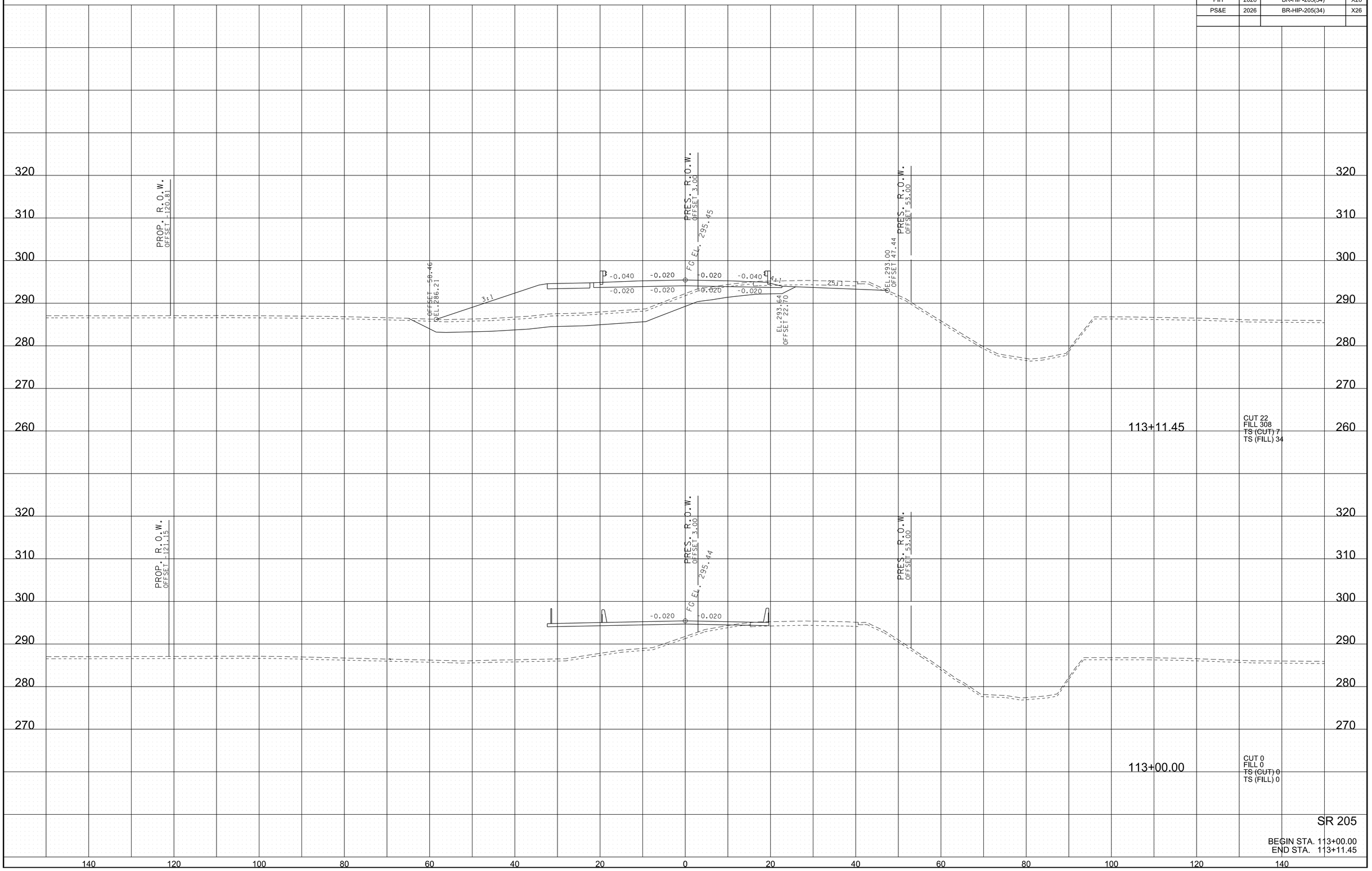


SR 205

BEGIN STA. 112+06.45
END STA. 112+50.00

6/4/2026 3:49:03 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X26
PIH	2026	BR-HIP-205(34)	X26
PS&E	2026	BR-HIP-205(34)	X26



113+11.45

CUT 22
FILL 308
TS (CUT) 7
TS (FILL) 34

113+00.00

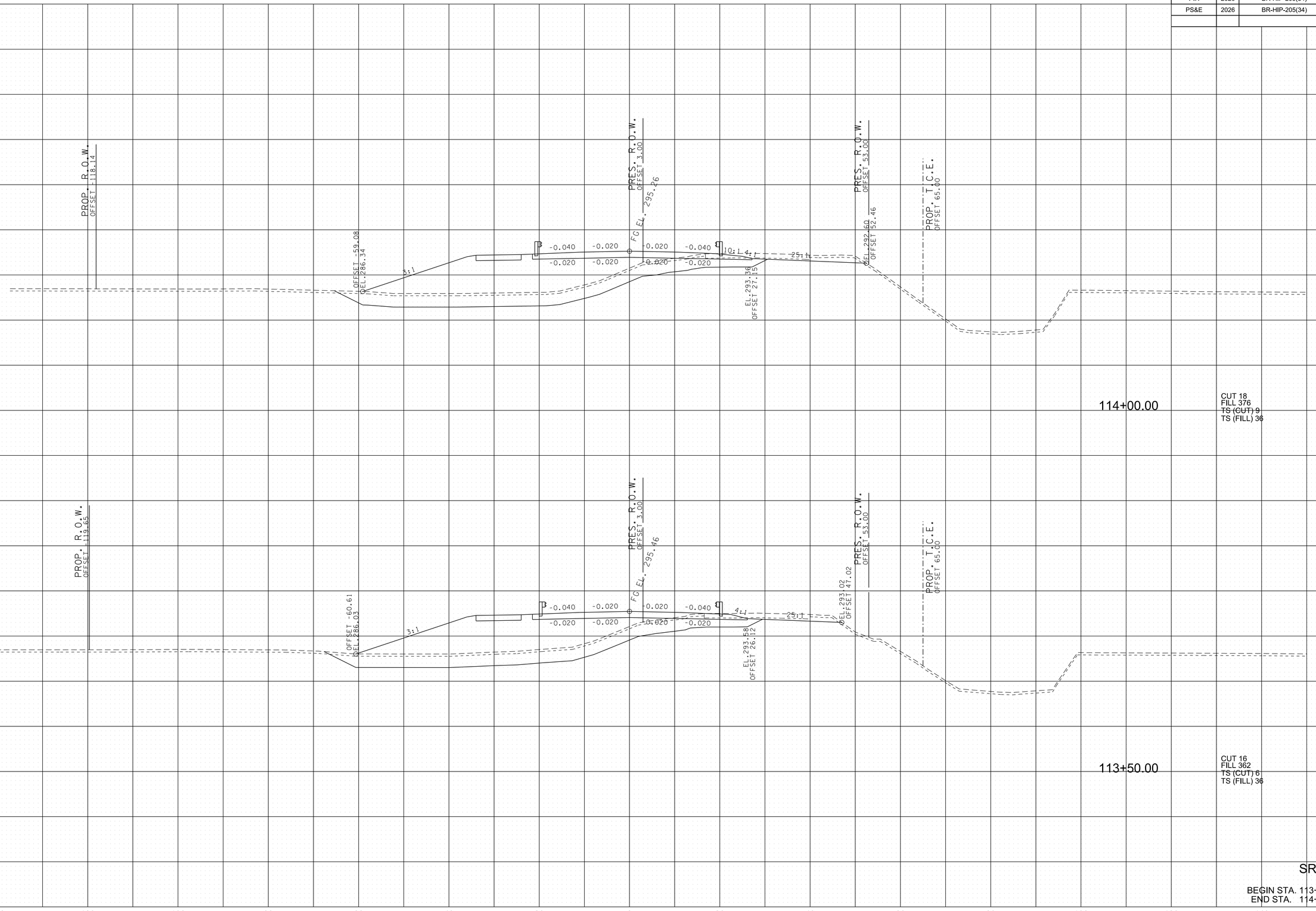
CUT 0
FILL 0
TS (CUT) 0
TS (FILL) 0

SR 205

BEGIN STA. 113+00.00
END STA. 113+11.45

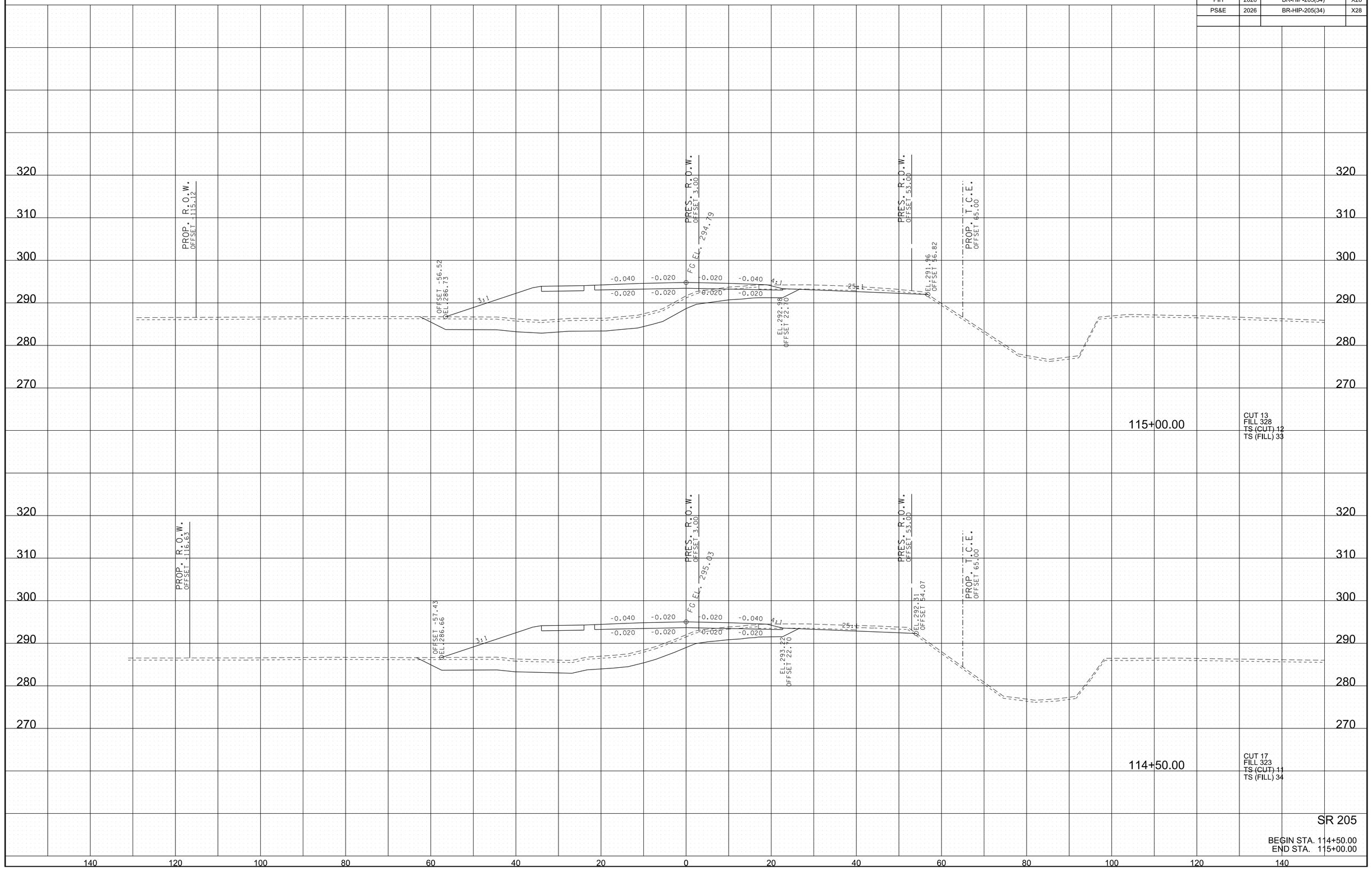
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X27
PIH	2026	BR-HIP-205(34)	X27
PS&E	2026	BR-HIP-205(34)	X27



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X28
PIH	2026	BR-HIP-205(34)	X28
PS&E	2026	BR-HIP-205(34)	X28

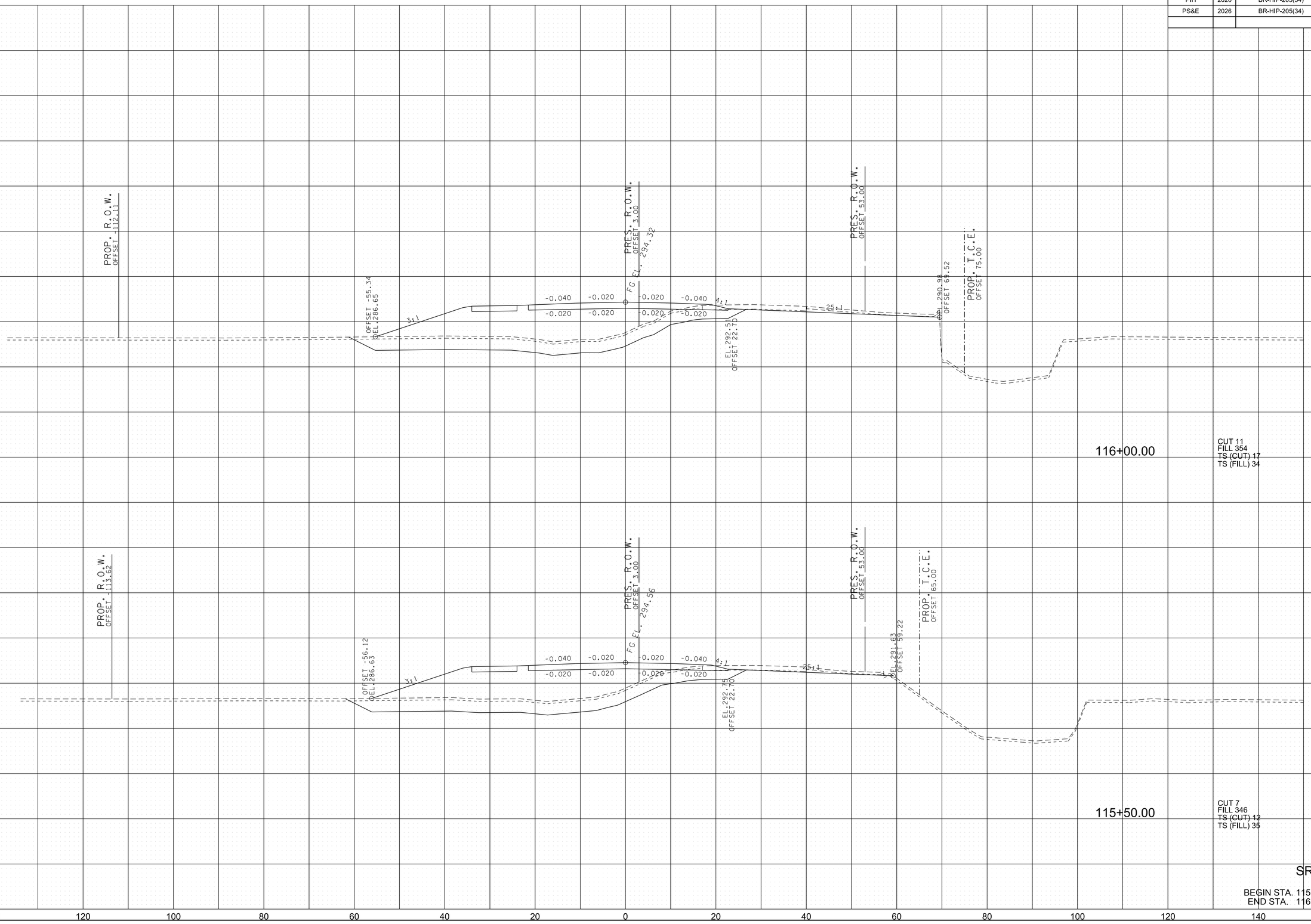


SR 205

BEGIN STA. 114+50.00
END STA. 115+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X29
PIH	2026	BR-HIP-205(34)	X29
PS&E	2026	BR-HIP-205(34)	X29

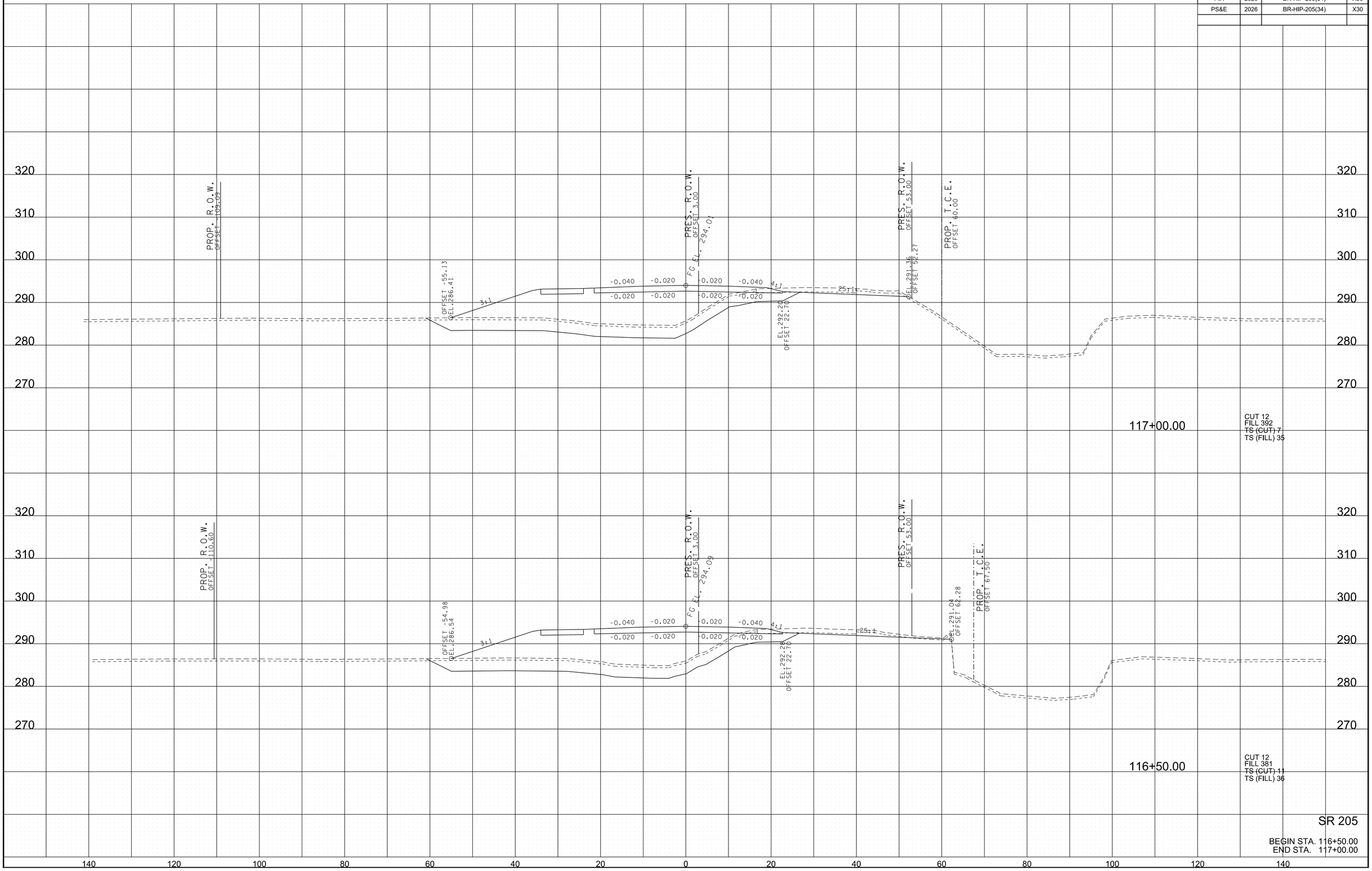


SR 205

BEGIN STA. 115+50.00
END STA. 116+00.00

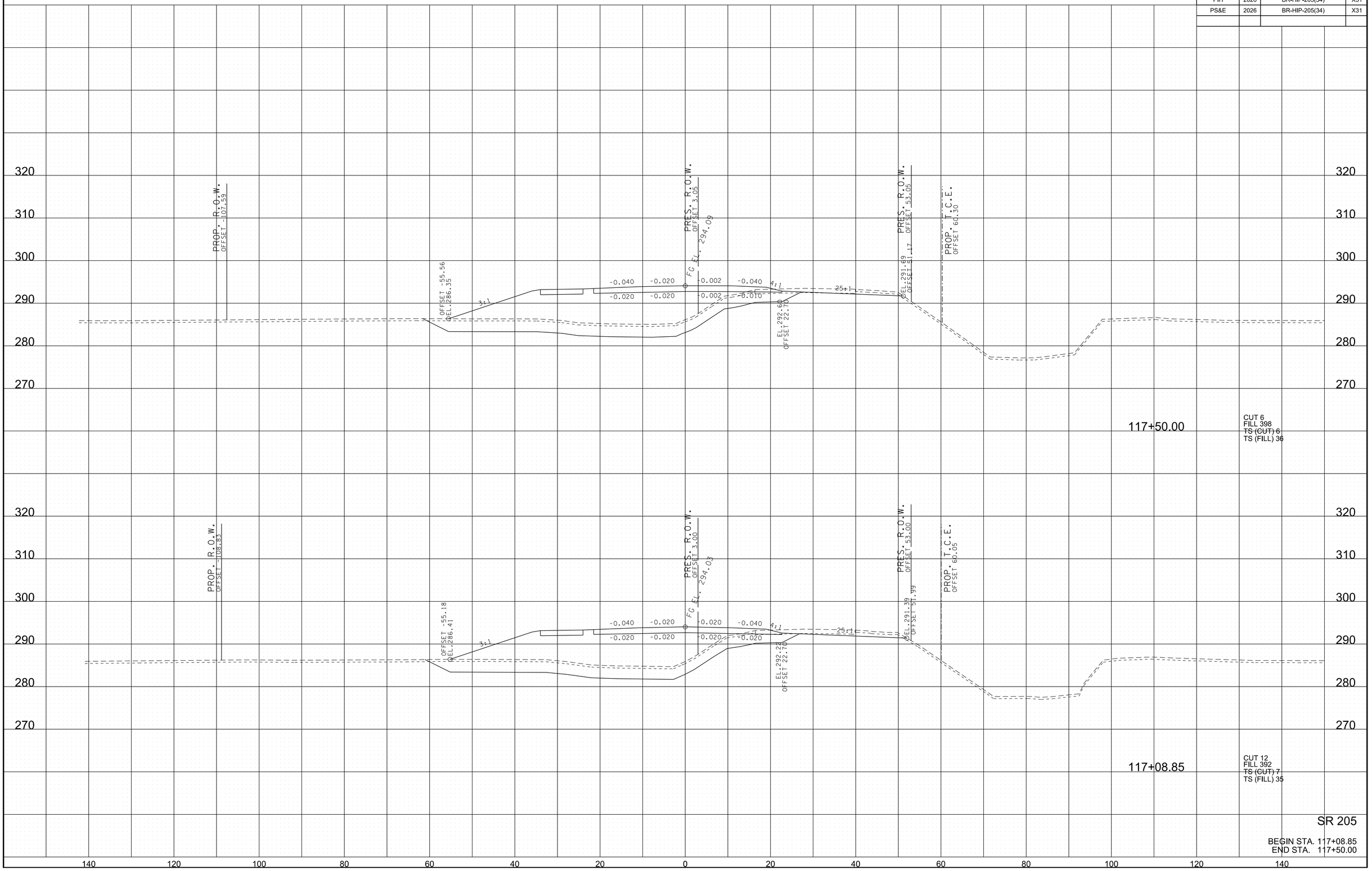
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X30
PIH	2026	BR-HIP-205(34)	X30
PS&E	2026	BR-HIP-205(34)	X30



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X31
PIH	2026	BR-HIP-205(34)	X31
PS&E	2026	BR-HIP-205(34)	X31

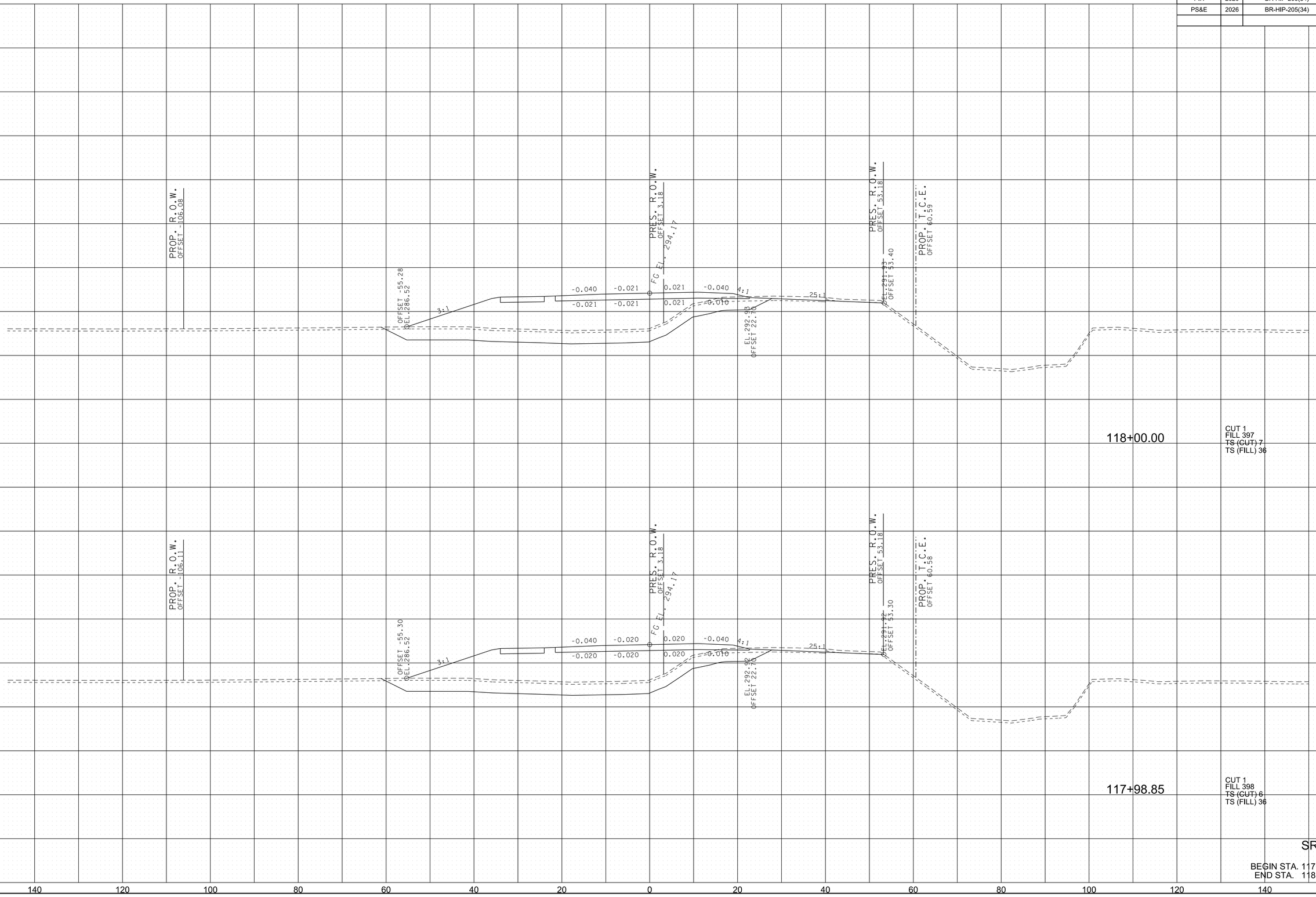


SR 205

BEGIN STA. 117+08.85
END STA. 117+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X32
PIH	2026	BR-HIP-205(34)	X32
PS&E	2026	BR-HIP-205(34)	X32



118+00.00

CUT 1
FILL 397
TS (CUT) 7
TS (FILL) 36

117+98.85

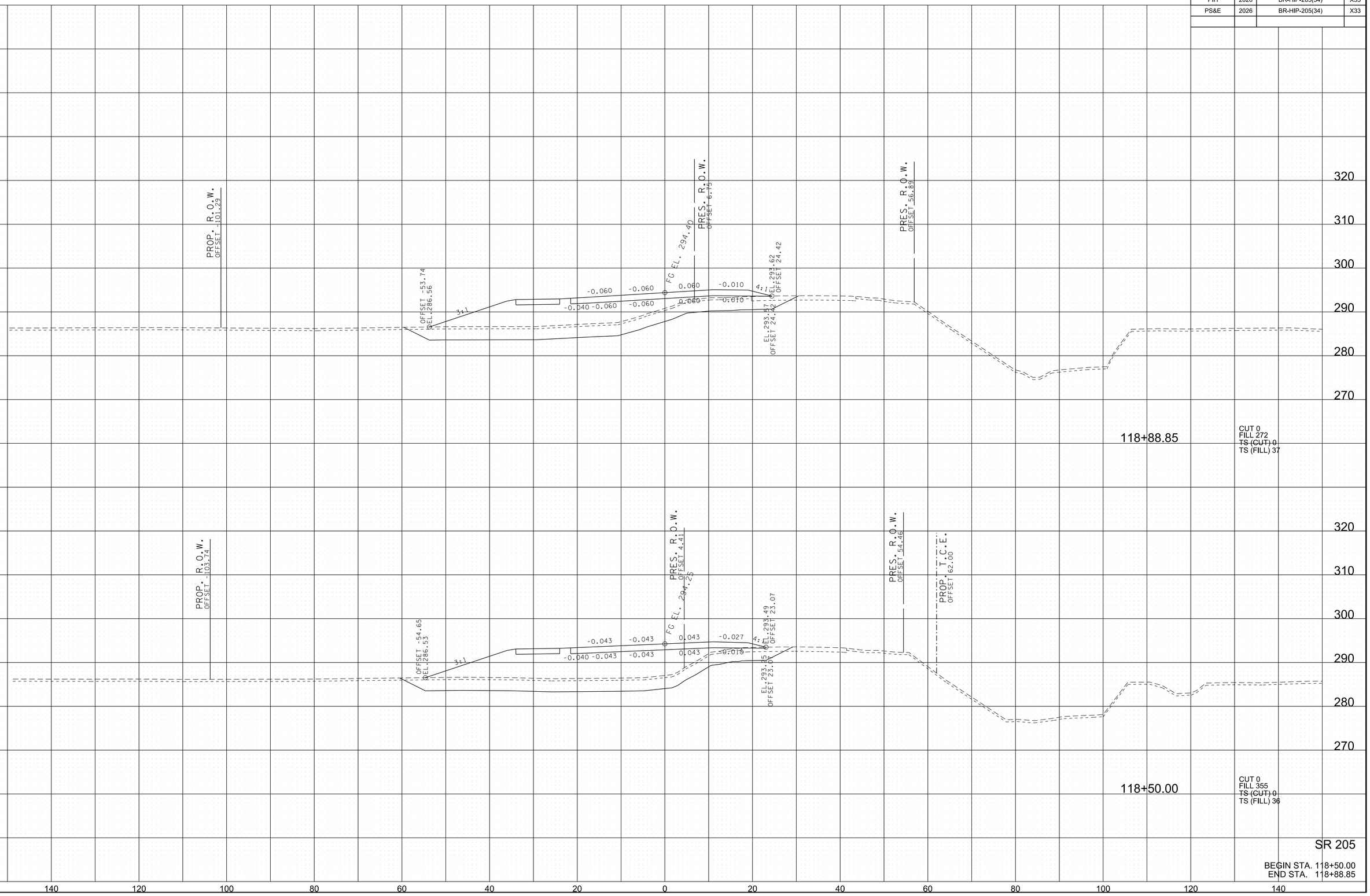
CUT 1
FILL 398
TS (CUT) 6
TS (FILL) 36

SR 205

BEGIN STA. 117+98.85
END STA. 118+00.00

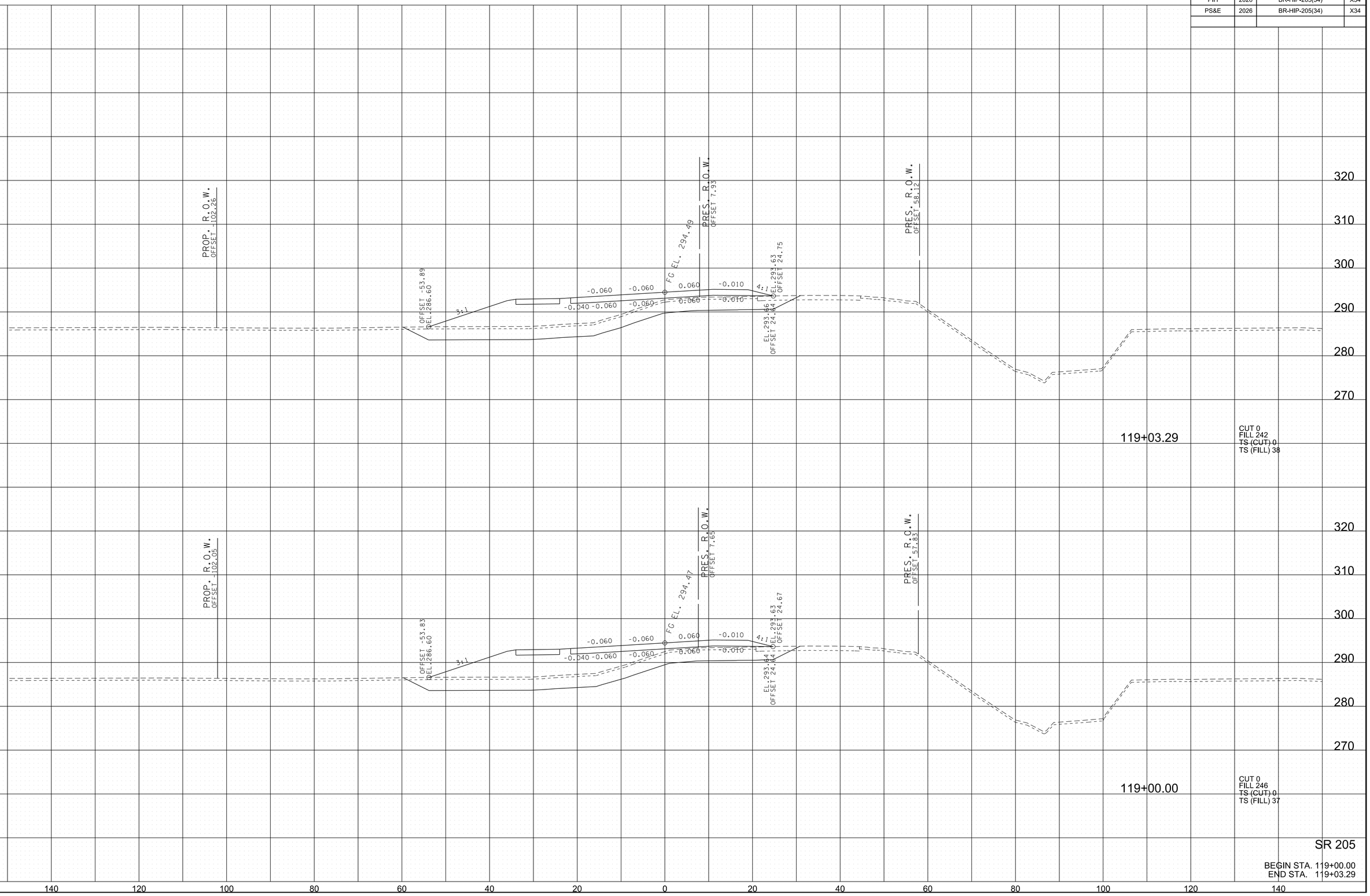
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X33
PIH	2026	BR-HIP-205(34)	X33
PS&E	2026	BR-HIP-205(34)	X33



6/4/2026 3:49:12 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X34
PIH	2026	BR-HIP-205(34)	X34
PS&E	2026	BR-HIP-205(34)	X34



119+03.29

CUT 0
FILL 242
TS (CUT) 0
TS (FILL) 38

119+00.00

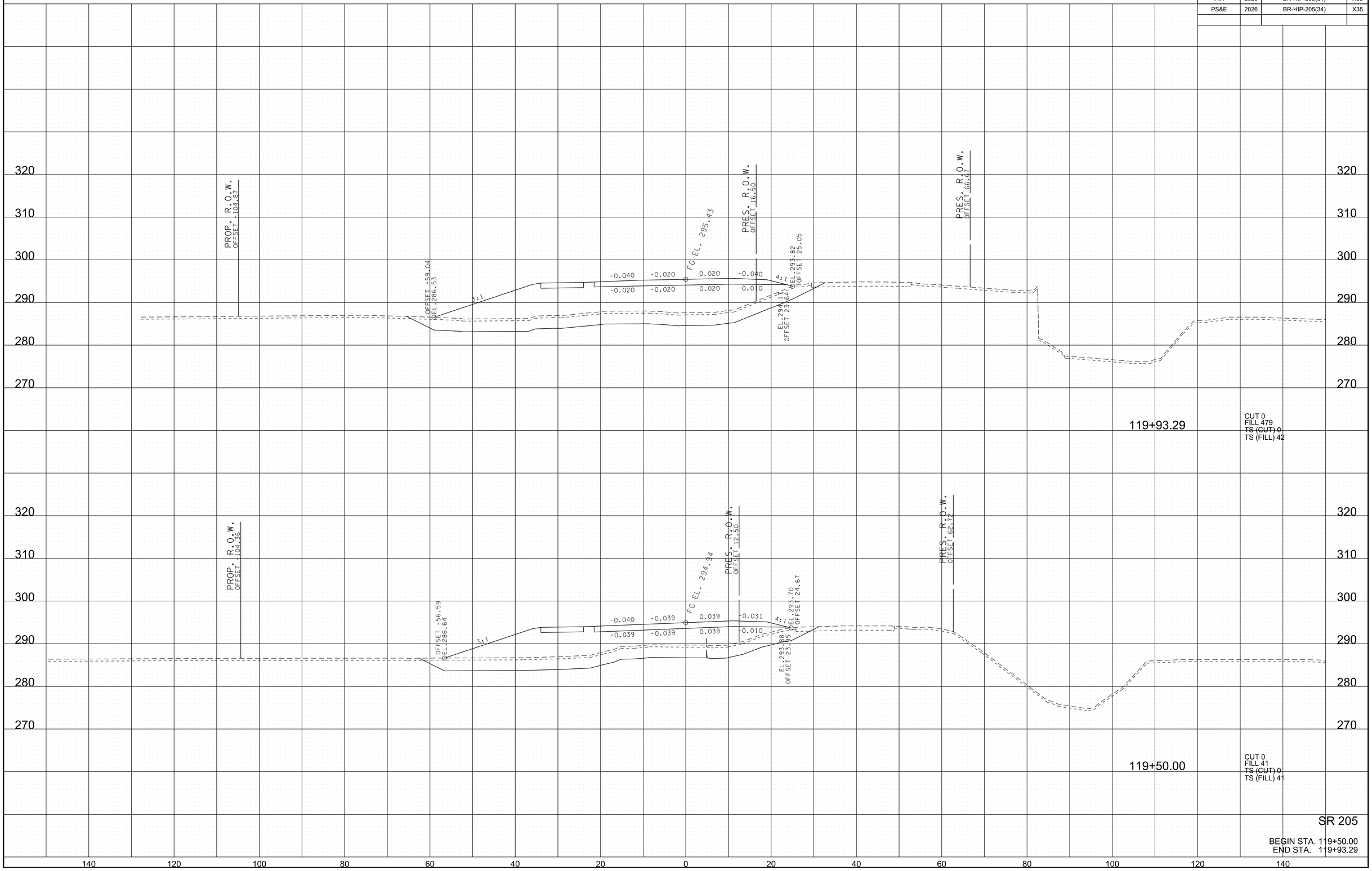
CUT 0
FILL 246
TS (CUT) 0
TS (FILL) 37

SR 205

BEGIN STA. 119+00.00
END STA. 119+03.29

6/4/2026 3:49:13 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X35
PIH	2026	BR-HIP-205(34)	X35
PS&E	2026	BR-HIP-205(34)	X35

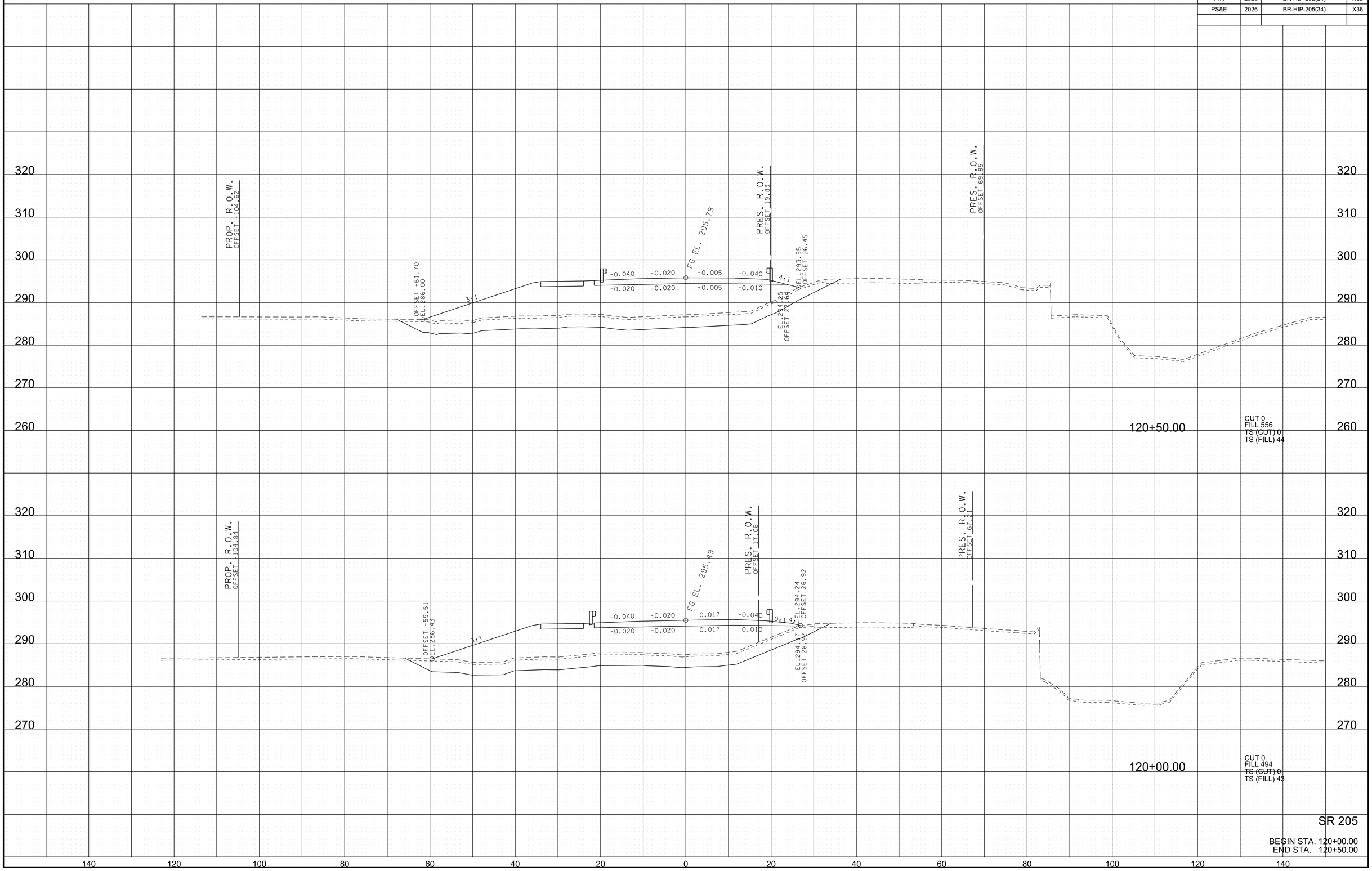


SR 205

BEGIN STA. 119+50.00
END STA. 119+93.29

6/4/2026 3:49:14 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X36
PIH	2026	BR-HIP-205(34)	X36
PS&E	2026	BR-HIP-205(34)	X36

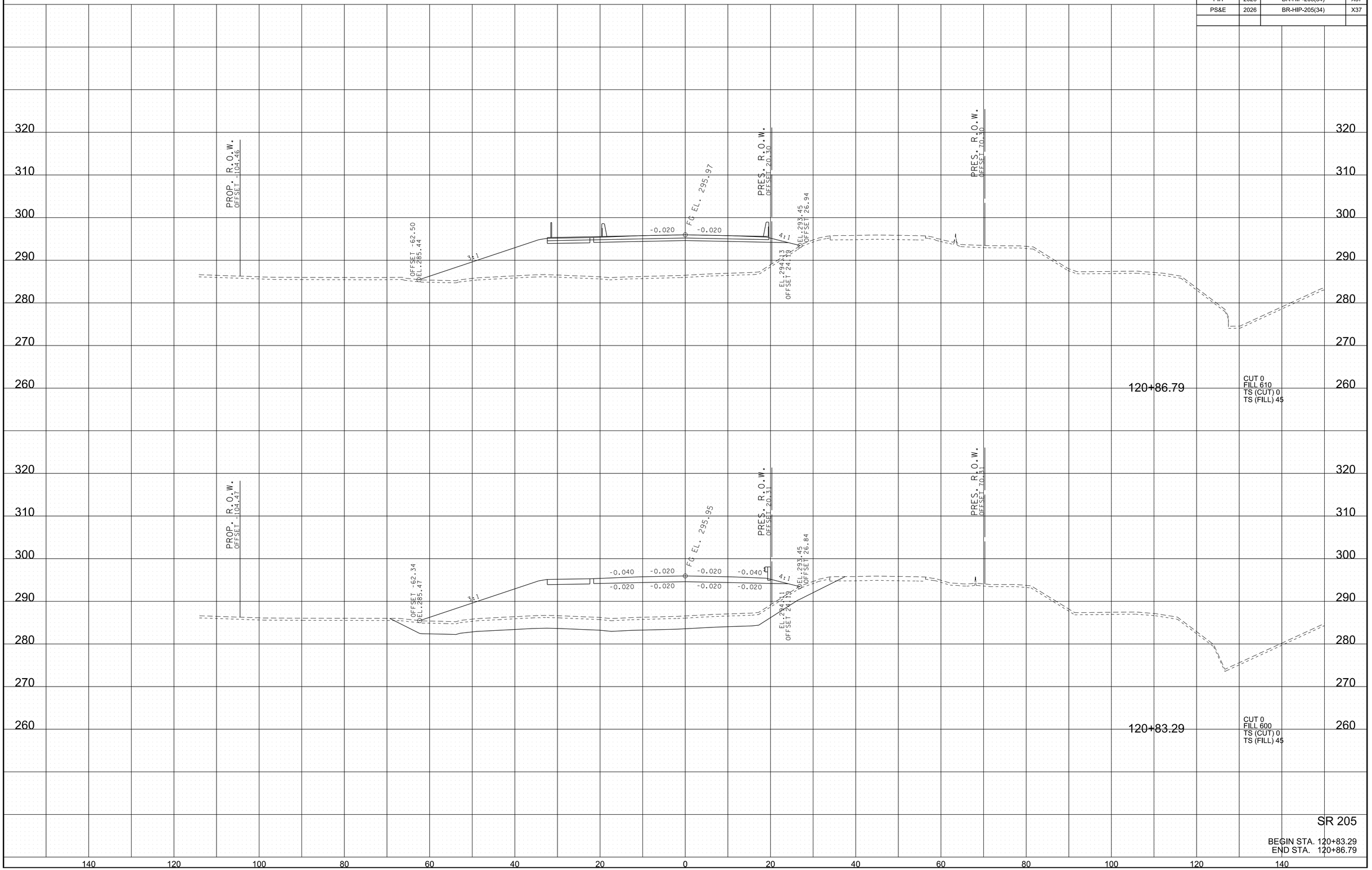


SR 205

BEGIN STA. 120+00.00
END STA. 120+50.00

6/4/2026 3:49:15 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X37
PIH	2026	BR-HIP-205(34)	X37
PS&E	2026	BR-HIP-205(34)	X37

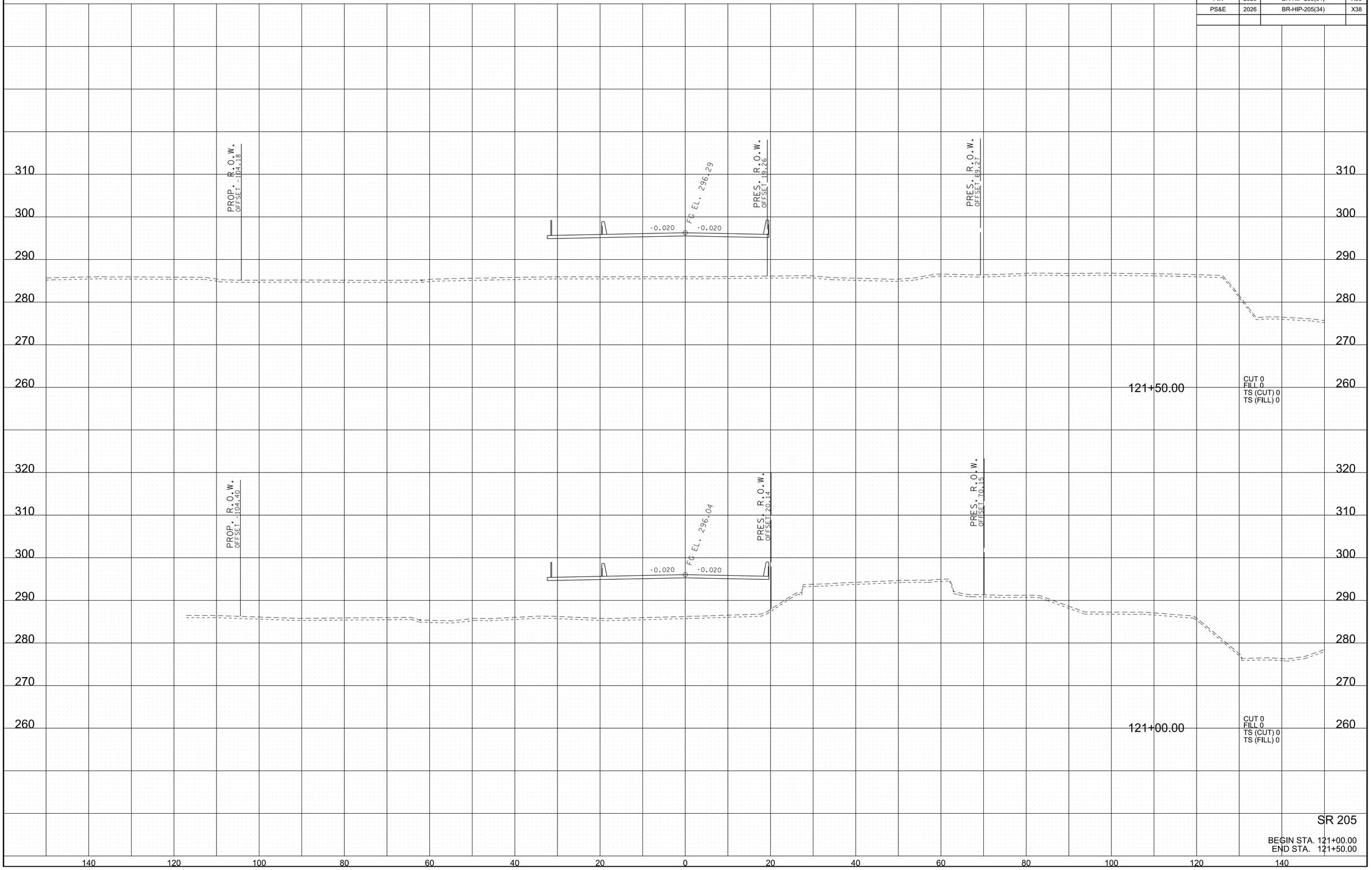


SR 205

BEGIN STA. 120+83.29
END STA. 120+86.79

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X38
PIH	2026	BR-HIP-205(34)	X38
PS&E	2026	BR-HIP-205(34)	X38

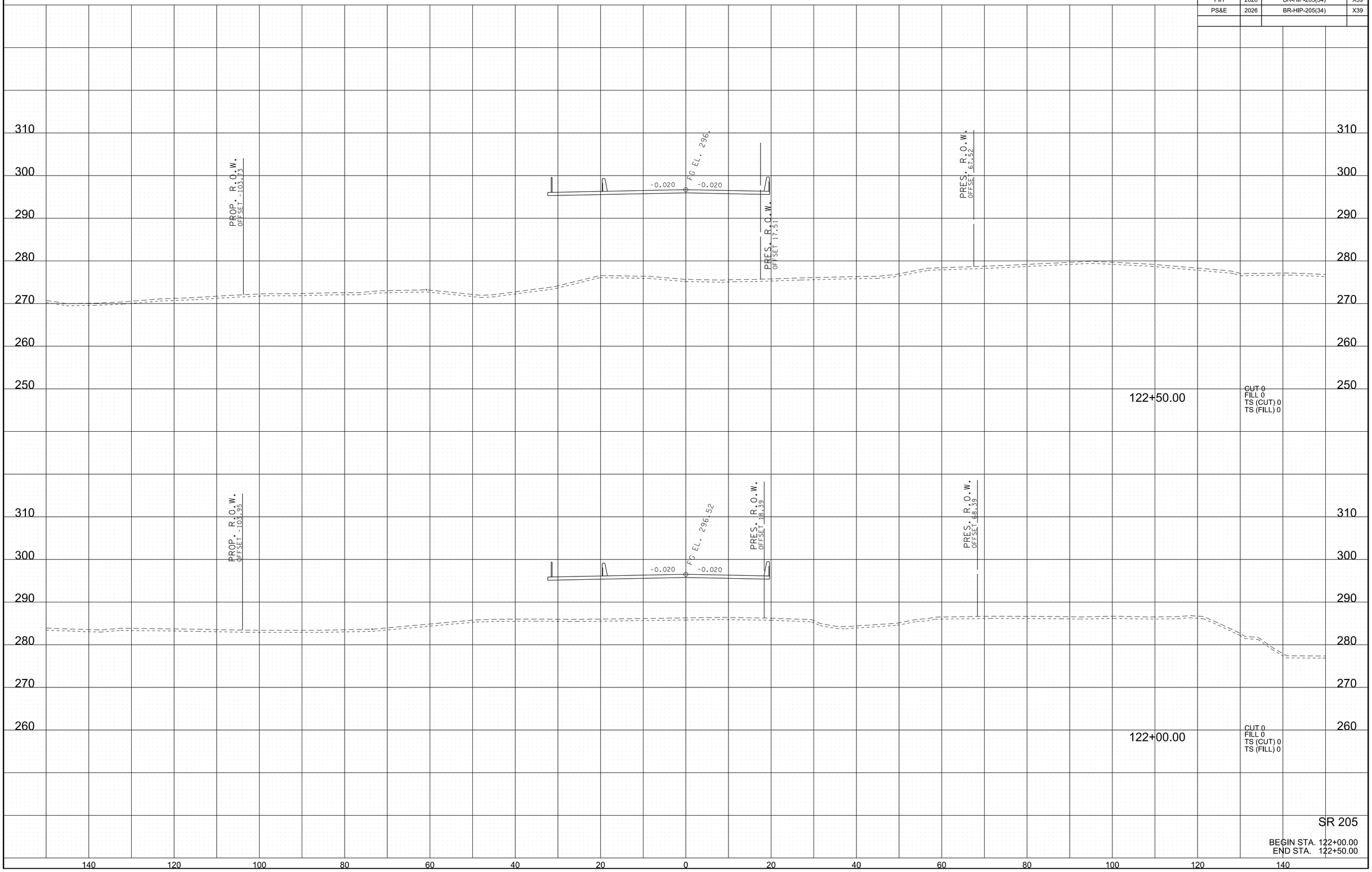


SR 205

BEGIN STA. 121+00.00
END STA. 121+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X39
PIH	2026	BR-HIP-205(34)	X39
PS&E	2026	BR-HIP-205(34)	X39

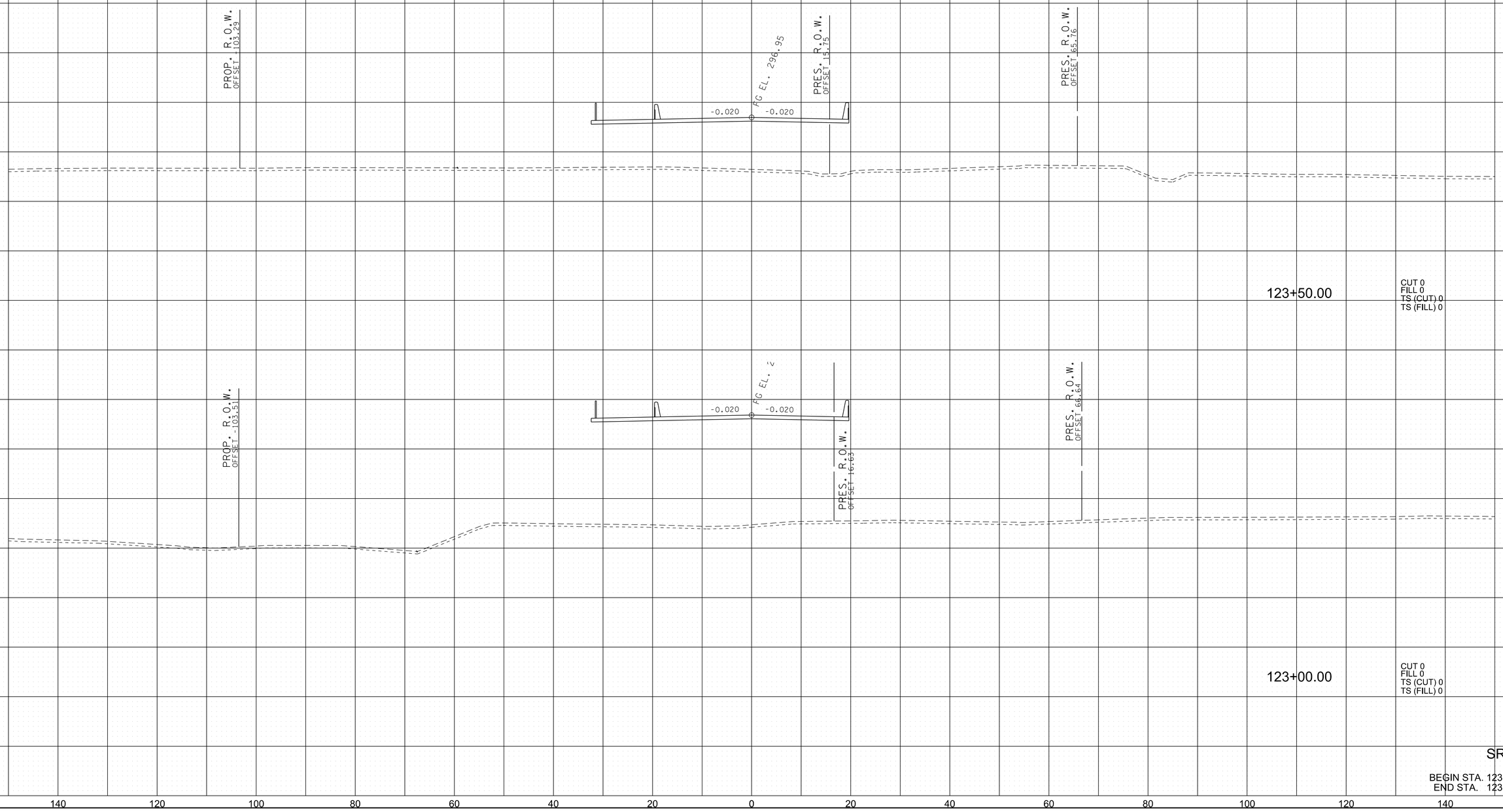


SR 205

BEGIN STA. 122+00.00
END STA. 122+50.00

6/4/2026 3:49:19 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X40
PIH	2026	BR-HIP-205(34)	X40
PS&E	2026	BR-HIP-205(34)	X40



123+50.00

CUT 0
FILL 0
TS (CUT) 0
TS (FILL) 0

123+00.00

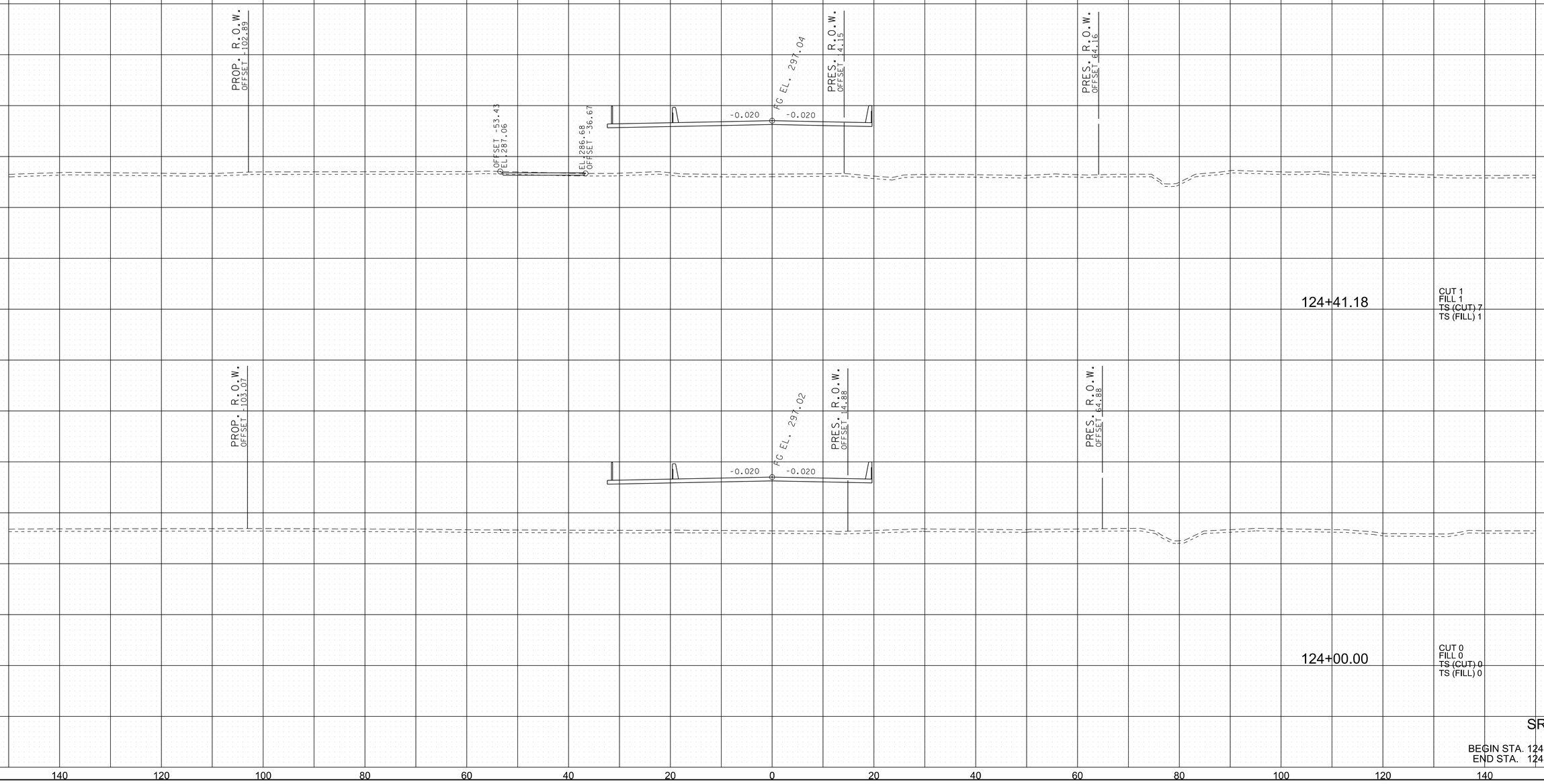
CUT 0
FILL 0
TS (CUT) 0
TS (FILL) 0

SR 205

BEGIN STA. 123+00.00
END STA. 123+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X41
PIH	2026	BR-HIP-205(34)	X41
PS&E	2026	BR-HIP-205(34)	X41

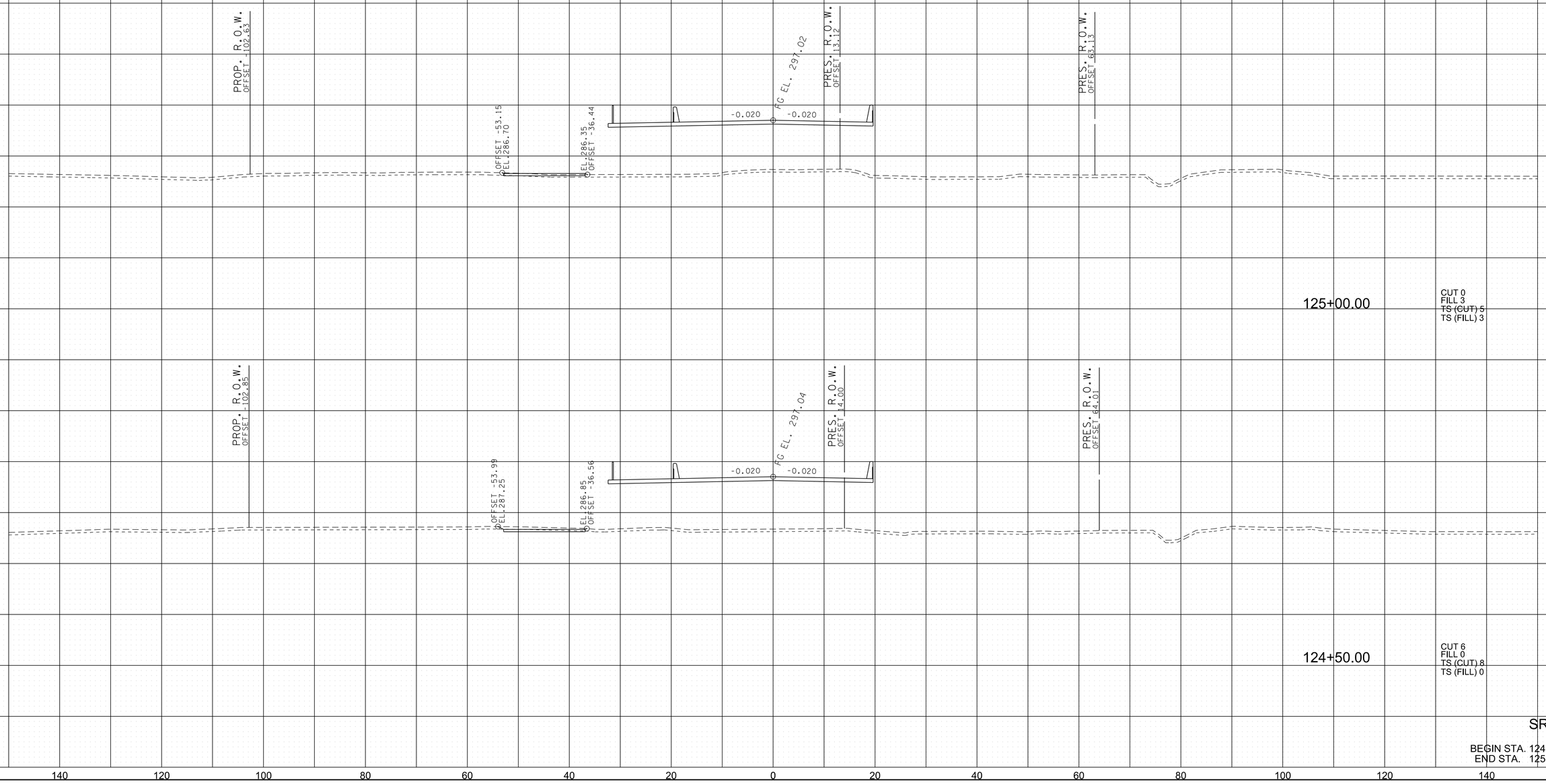


SR 205

BEGIN STA. 124+00.00
END STA. 124+41.18

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X42
PIH	2026	BR-HIP-205(34)	X42
PS&E	2026	BR-HIP-205(34)	X42

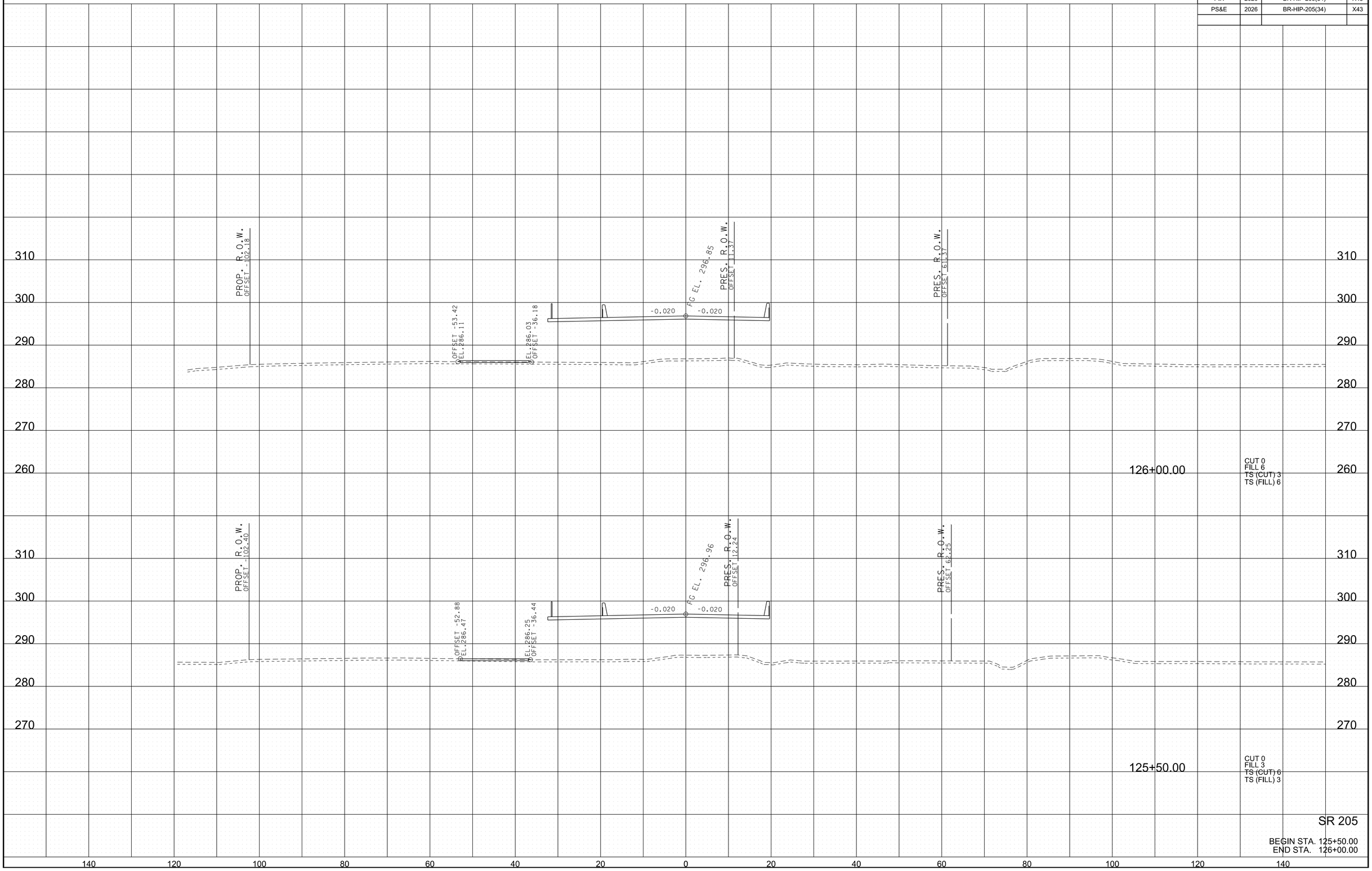


SR 205

BEGIN STA. 124+50.00
END STA. 125+00.00

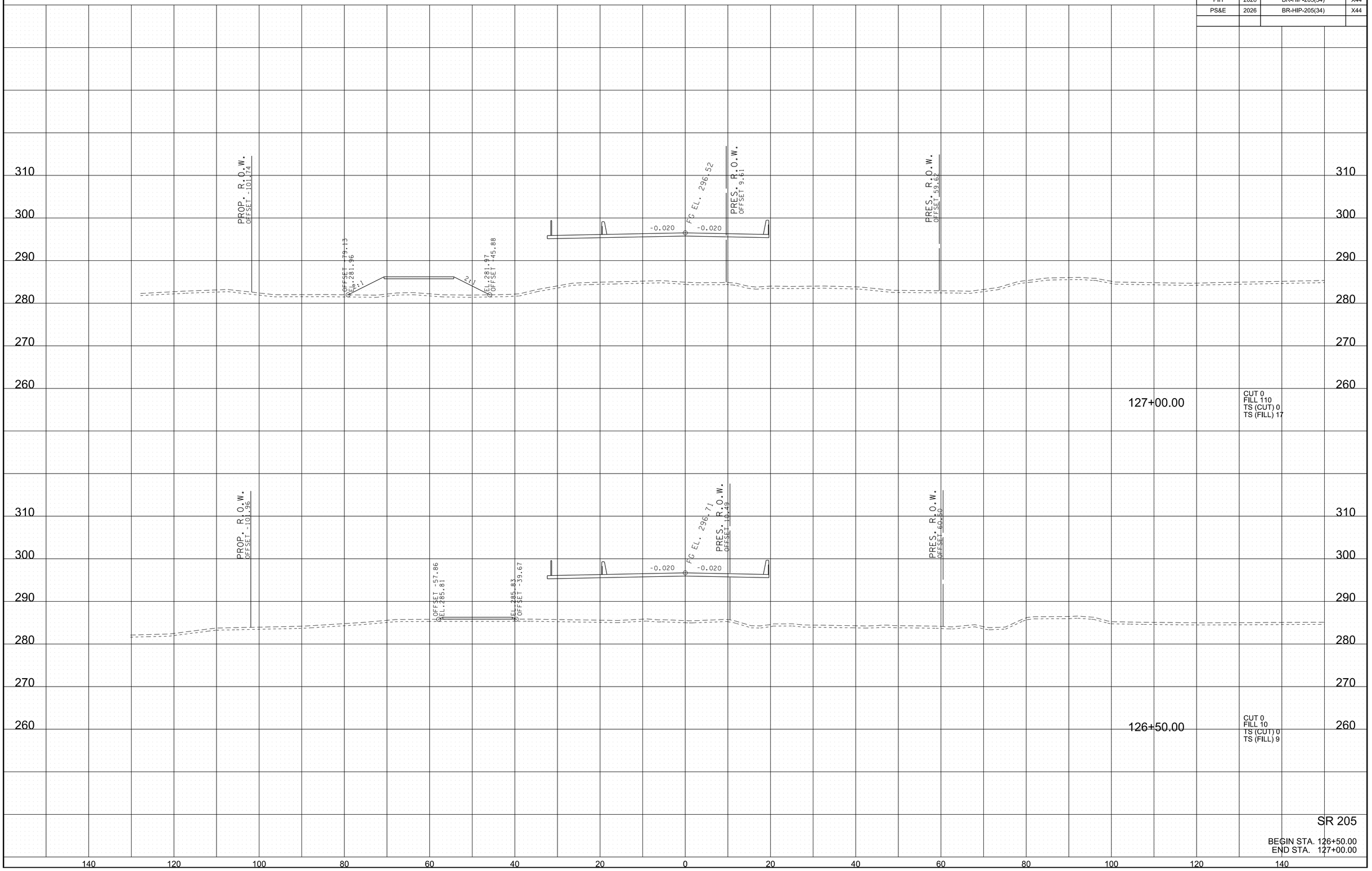
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X43
PIH	2026	BR-HIP-205(34)	X43
PS&E	2026	BR-HIP-205(34)	X43



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X44
PIH	2026	BR-HIP-205(34)	X44
PS&E	2026	BR-HIP-205(34)	X44

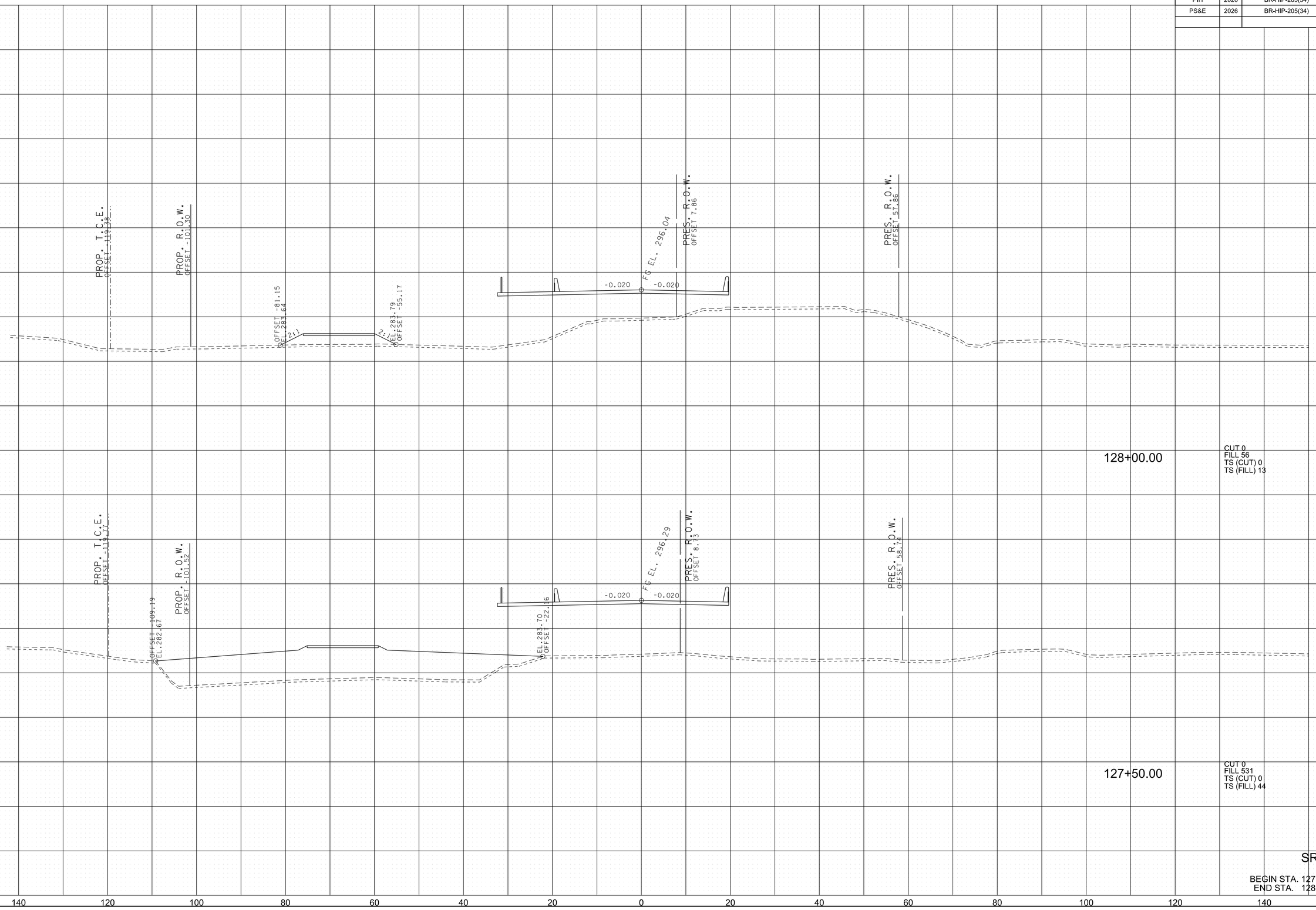


SR 205

BEGIN STA. 126+50.00
END STA. 127+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X45
PIH	2026	BR-HIP-205(34)	X45
PS&E	2026	BR-HIP-205(34)	X45



128+00.00

CUT 0
FILL 56
TS (CUT) 0
TS (FILL) 13

127+50.00

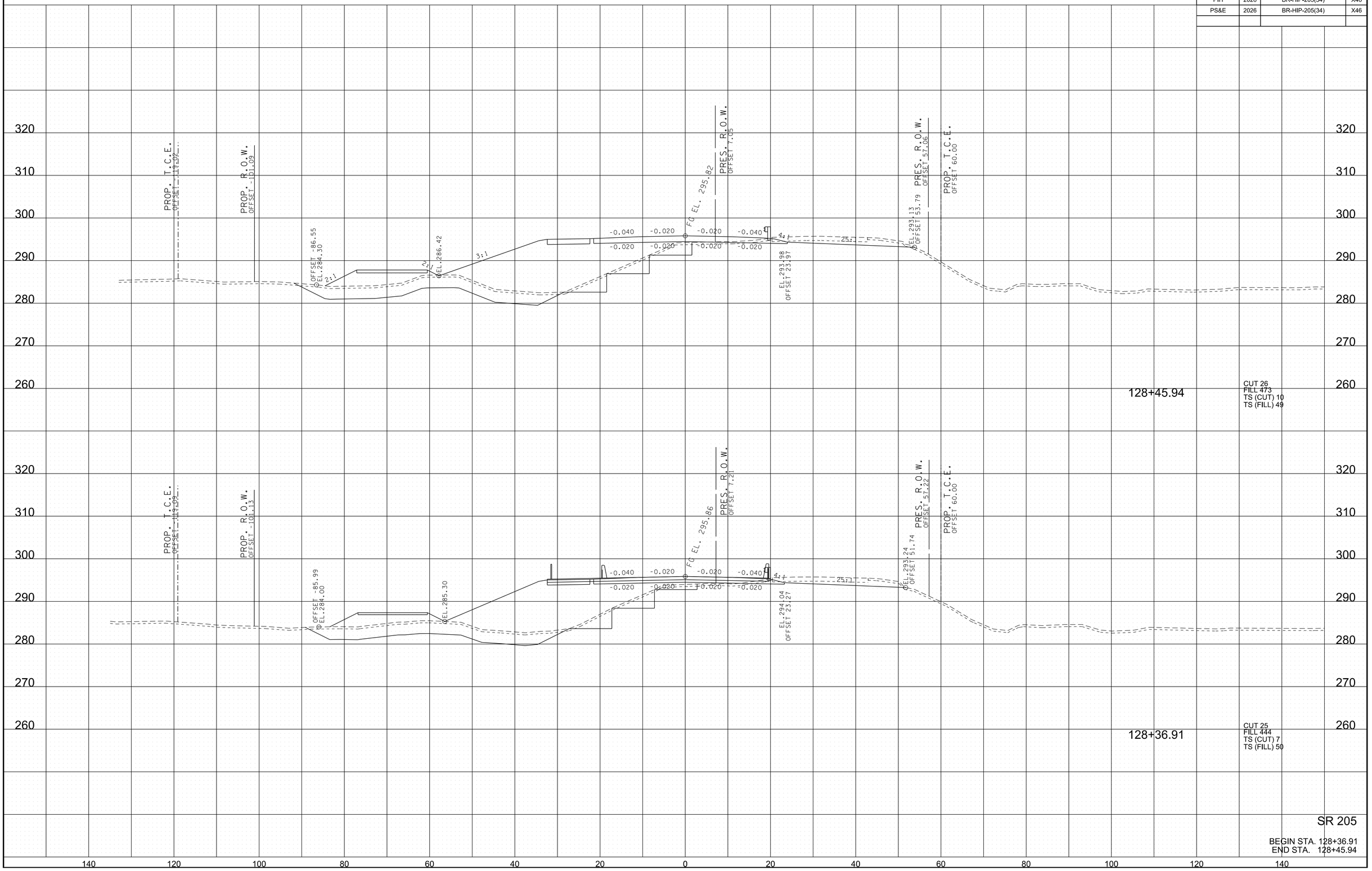
CUT 0
FILL 531
TS (CUT) 0
TS (FILL) 44

SR 205

BEGIN STA. 127+50.00
END STA. 128+00.00

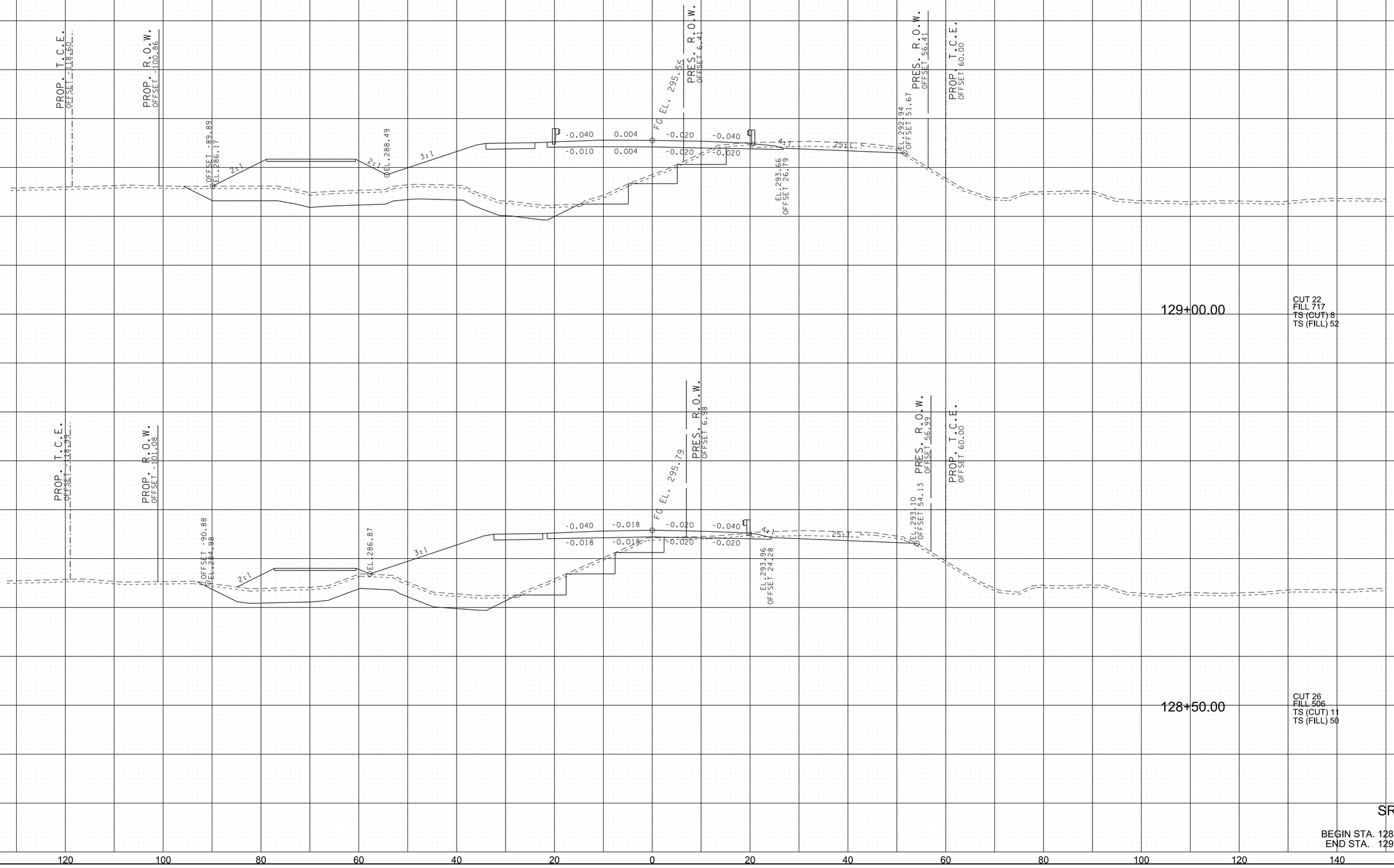
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X46
PIH	2026	BR-HIP-205(34)	X46
PS&E	2026	BR-HIP-205(34)	X46



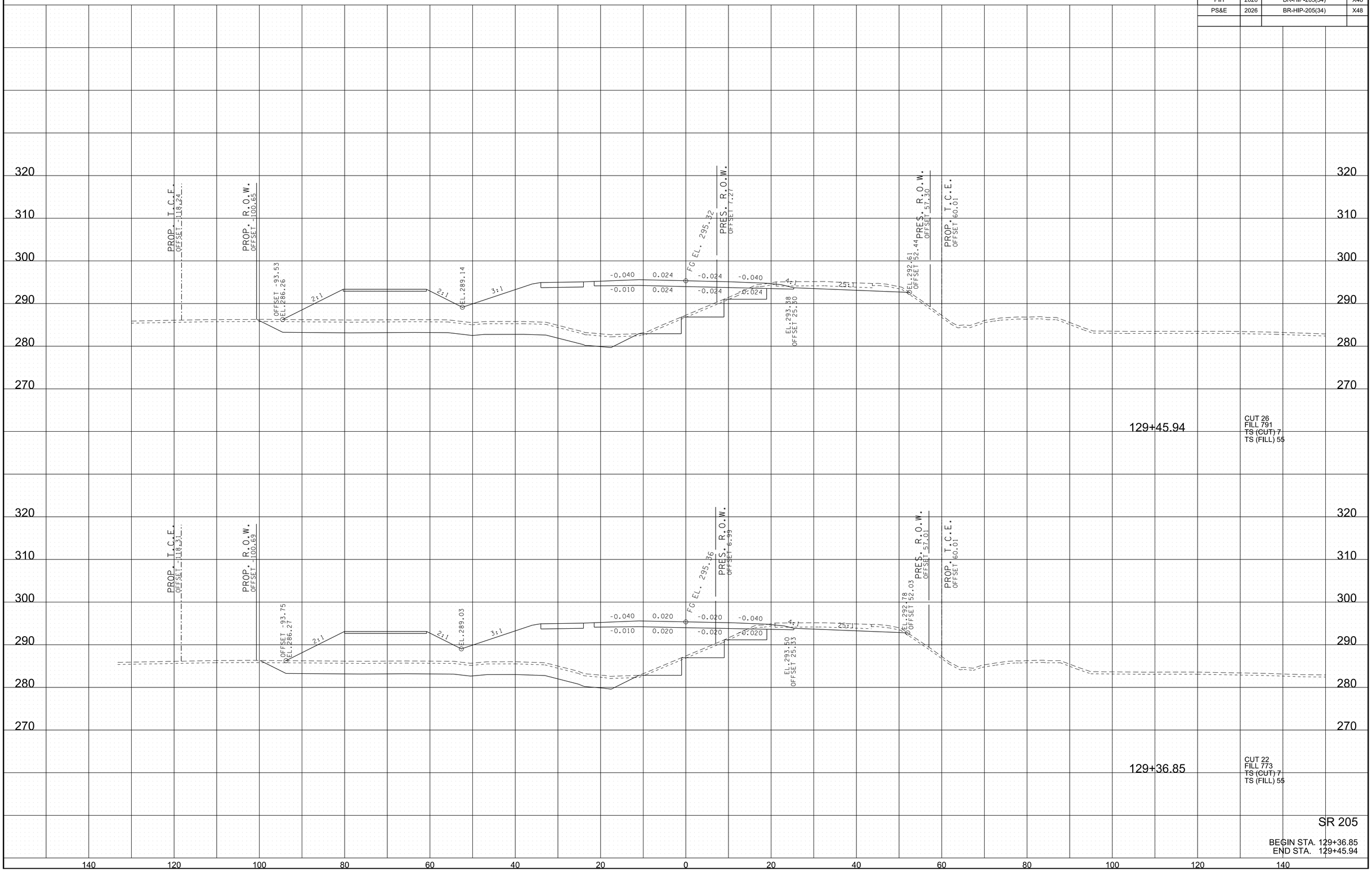
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X47
PIH	2026	BR-HIP-205(34)	X47
PS&E	2026	BR-HIP-205(34)	X47



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X48
PIH	2026	BR-HIP-205(34)	X48
PS&E	2026	BR-HIP-205(34)	X48



129+45.94

CUT 26
FILL 791
TS (CUT) 7
TS (FILL) 55

129+36.85

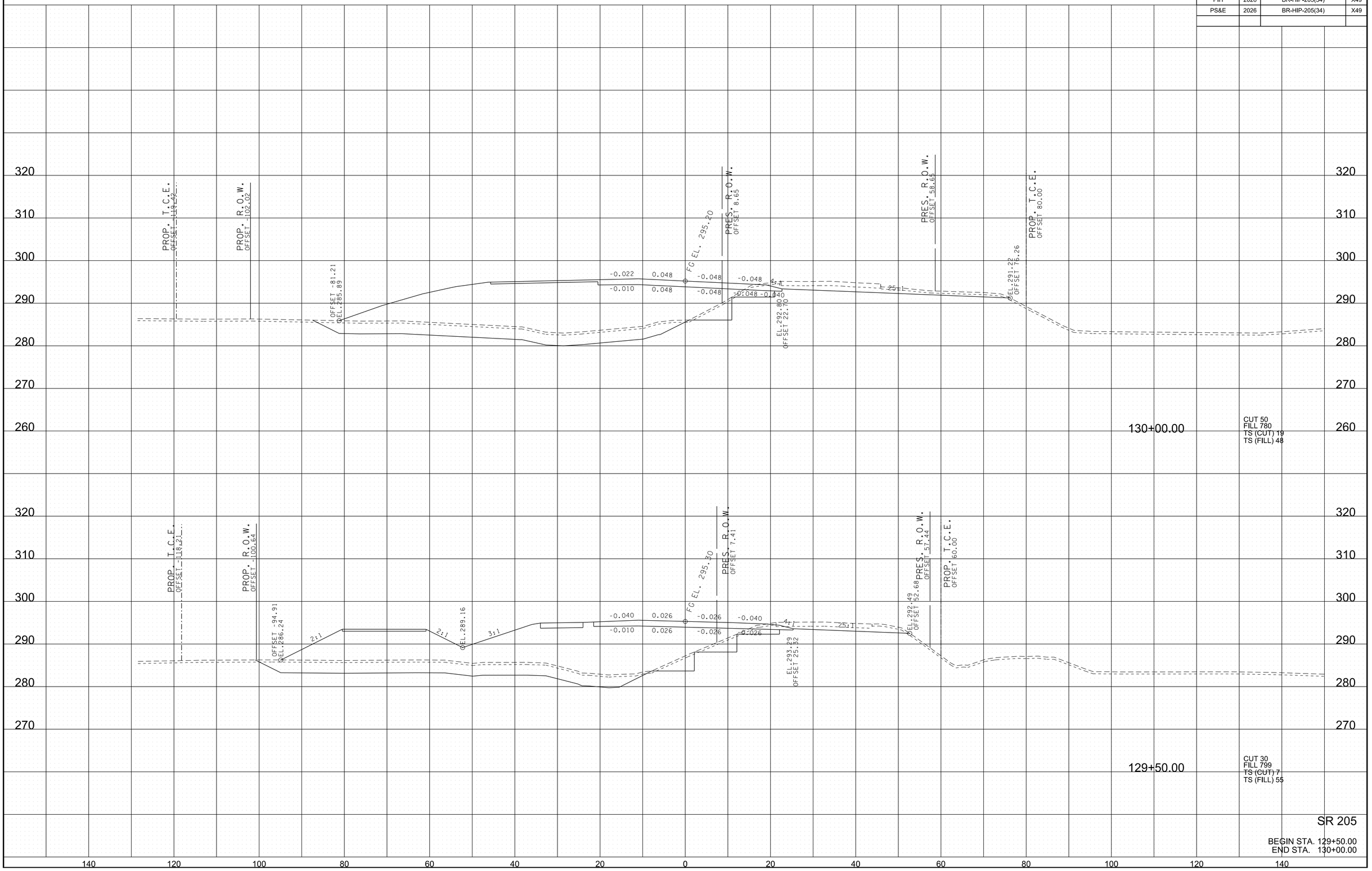
CUT 22
FILL 773
TS (CUT) 7
TS (FILL) 55

SR 205

BEGIN STA. 129+36.85
END STA. 129+45.94

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X49
PIH	2026	BR-HIP-205(34)	X49
PS&E	2026	BR-HIP-205(34)	X49

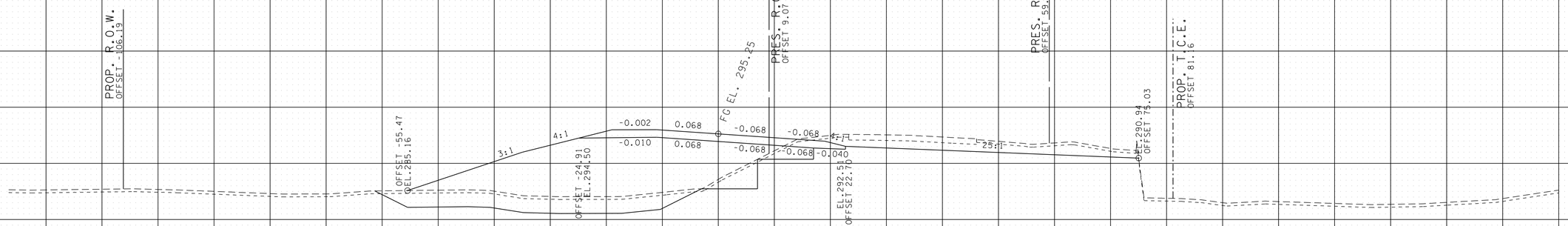


SR 205

BEGIN STA. 129+50.00
END STA. 130+00.00

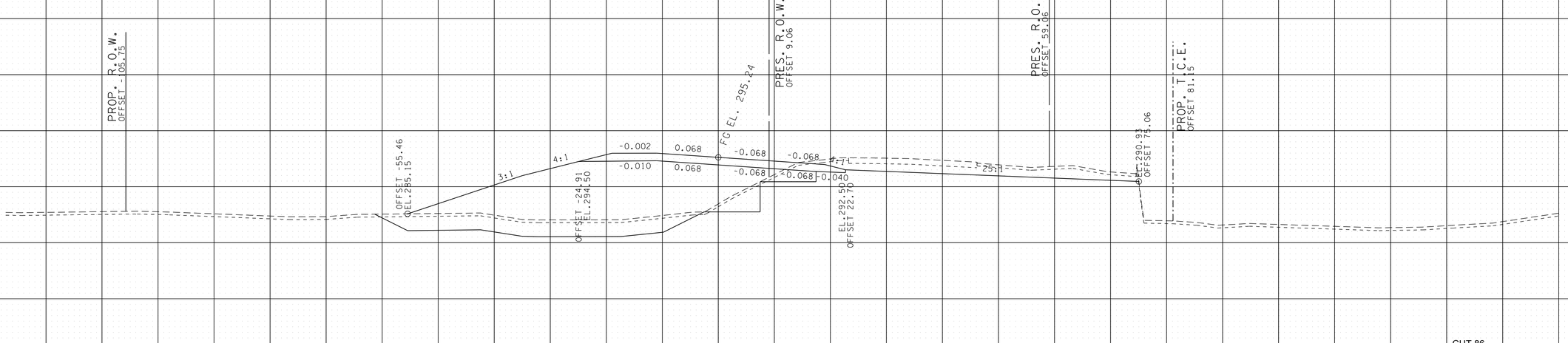
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X50
PIH	2026	BR-HIP-205(34)	X50
PS&E	2026	BR-HIP-205(34)	X50



130+50.00

CUT 86
FILL 477
TS (CUT) 20
TS (FILL) 34



130+45.94

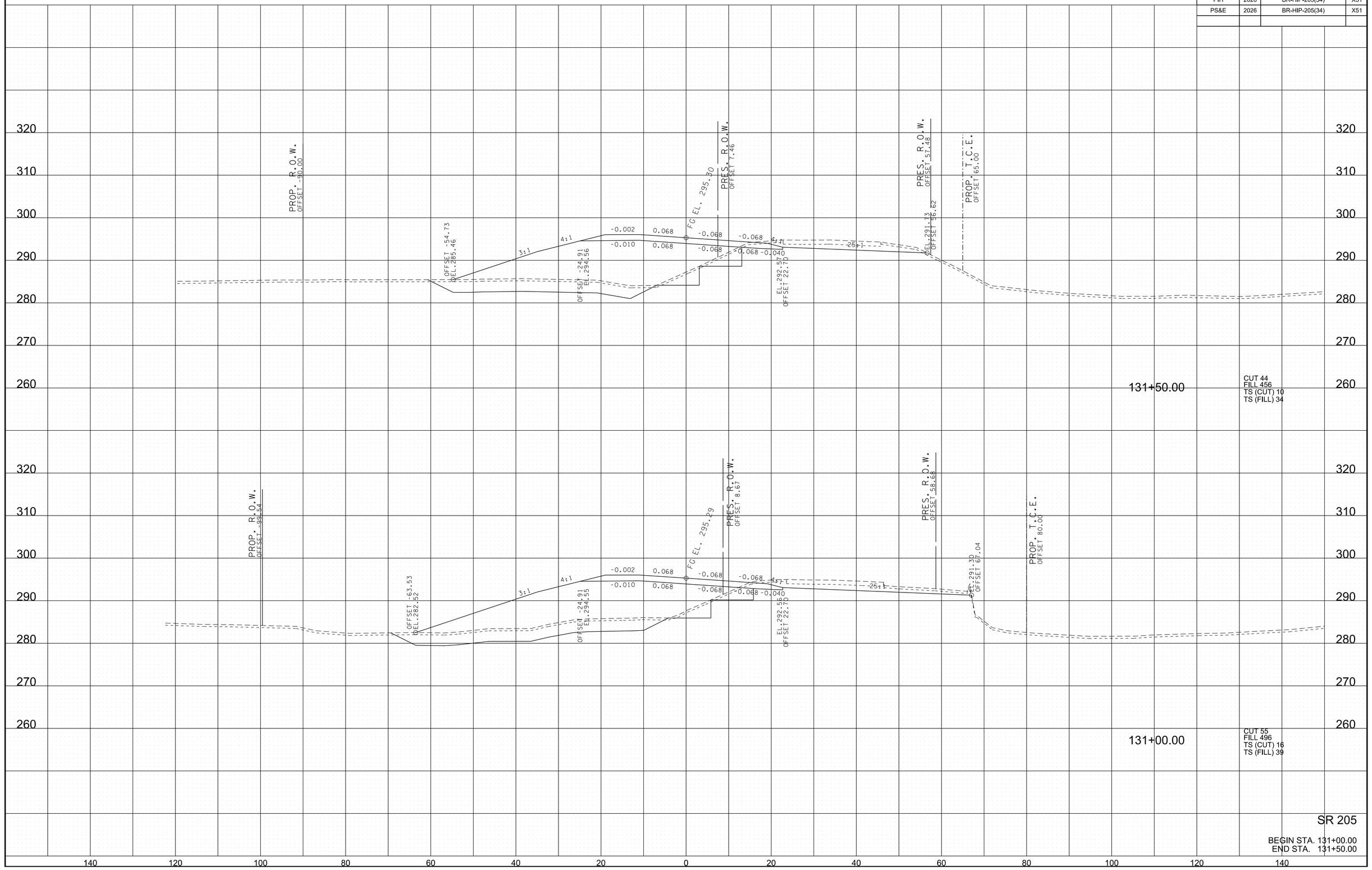
CUT 86
FILL 479
TS (CUT) 20
TS (FILL) 34

SR 205

BEGIN STA. 130+45.94
END STA. 130+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X51
PIH	2026	BR-HIP-205(34)	X51
PS&E	2026	BR-HIP-205(34)	X51

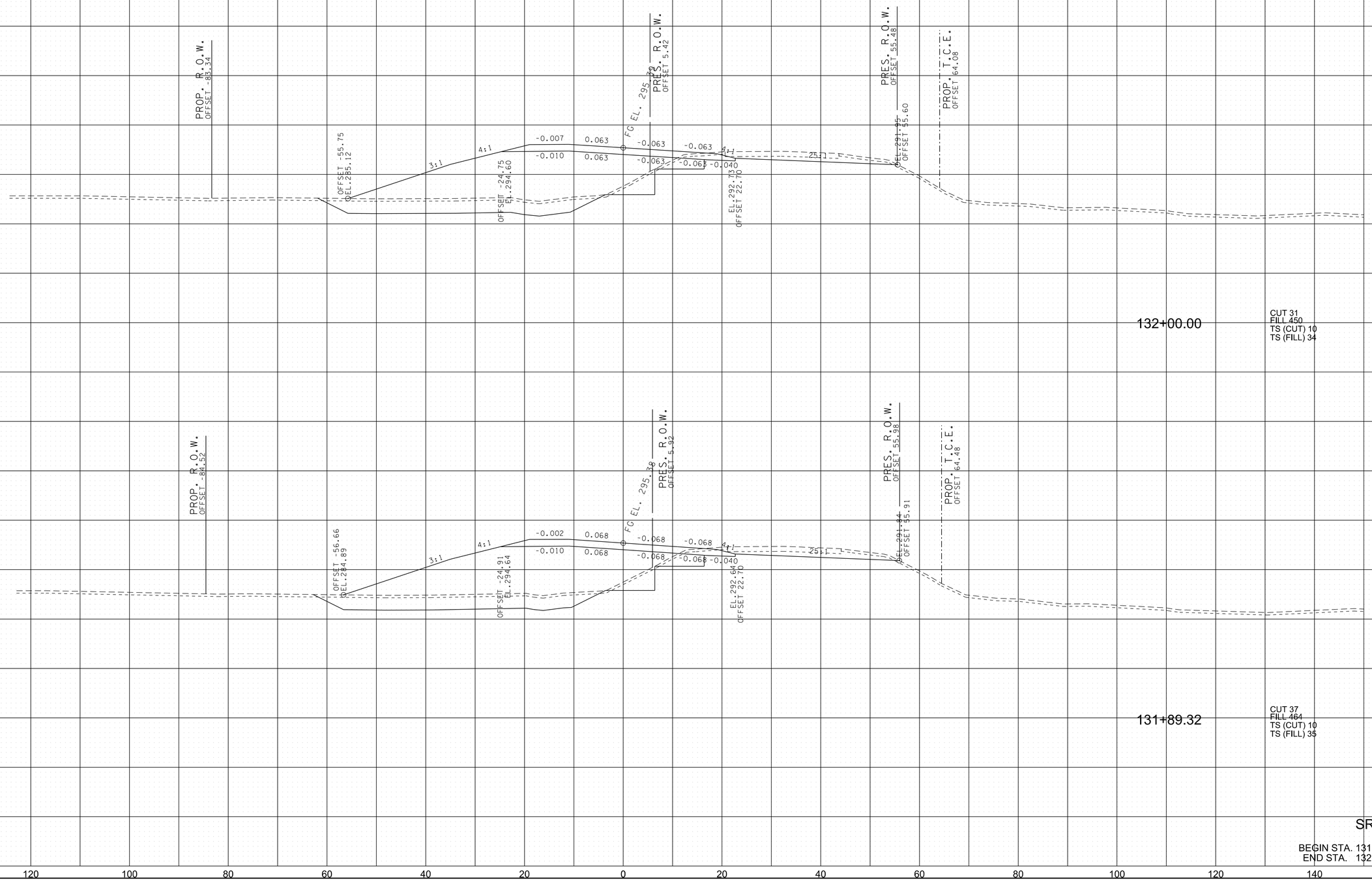


SR 205

BEGIN STA. 131+00.00
END STA. 131+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X52
PIH	2026	BR-HIP-205(34)	X52
PS&E	2026	BR-HIP-205(34)	X52



132+00.00

CUT 31
FILL 450
TS (CUT) 10
TS (FILL) 34

131+89.32

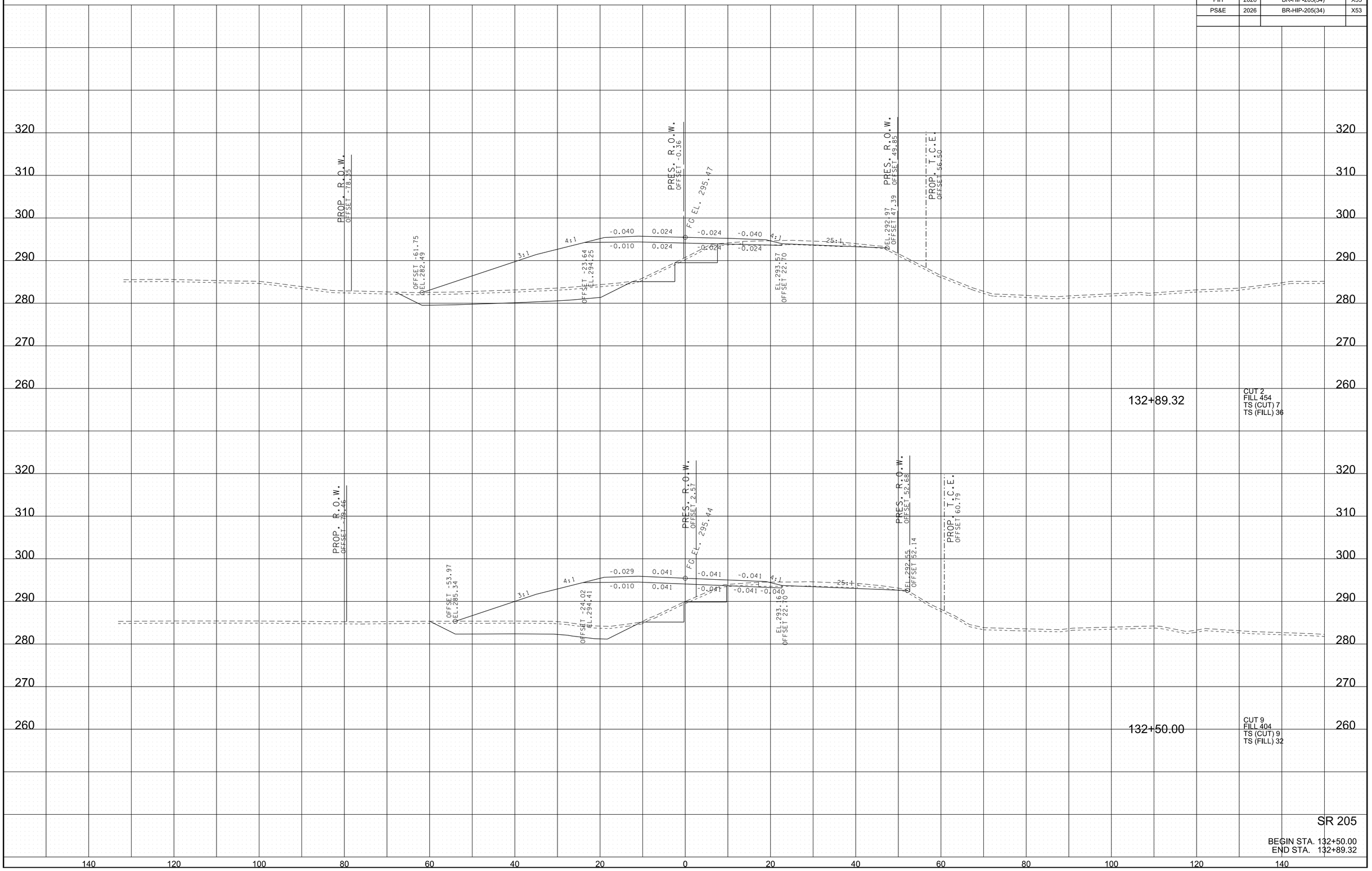
CUT 37
FILL 464
TS (CUT) 10
TS (FILL) 35

SR 205

BEGIN STA. 131+89.32
END STA. 132+00.00

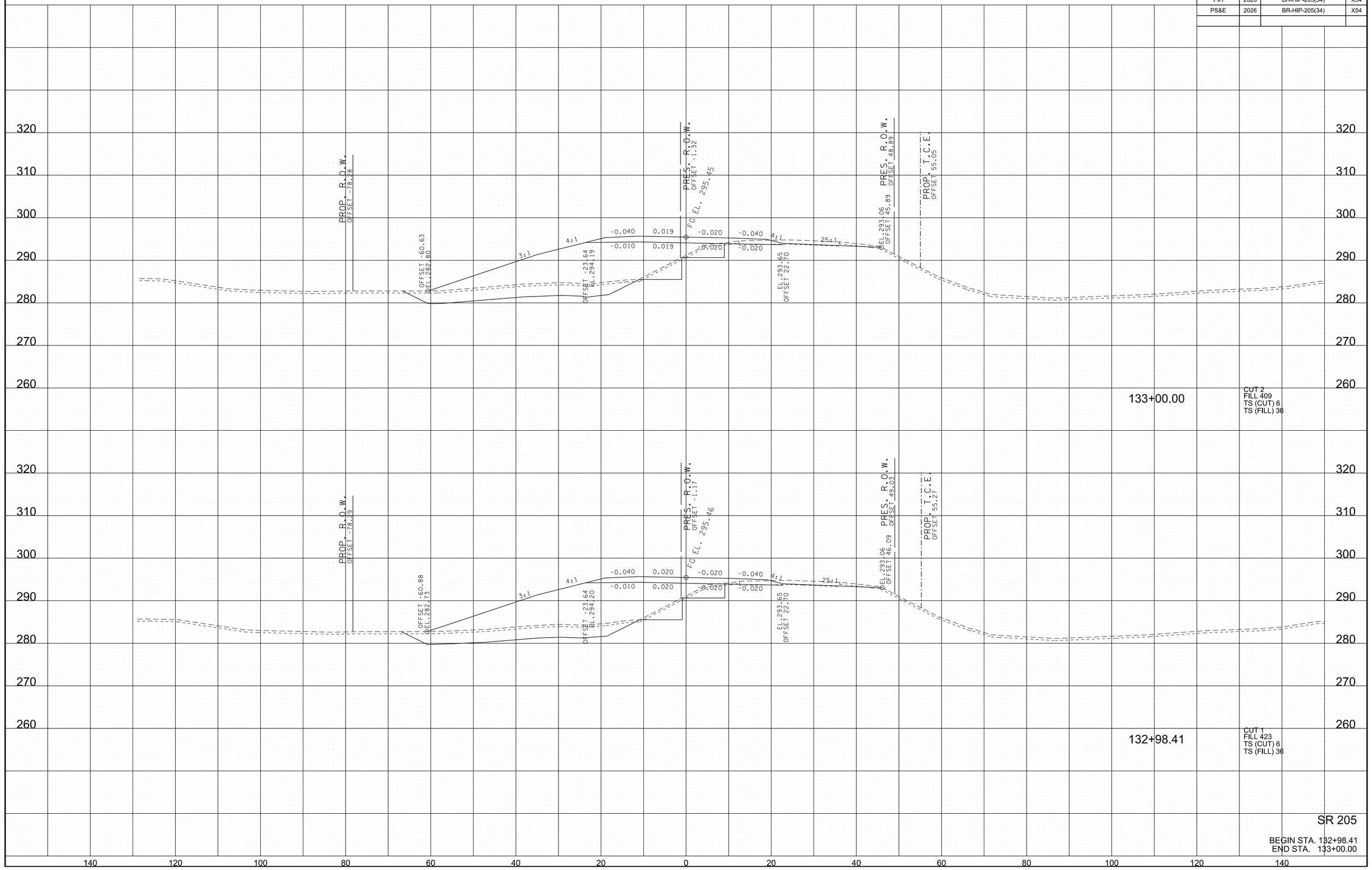
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X53
PIH	2026	BR-HIP-205(34)	X53
PS&E	2026	BR-HIP-205(34)	X53



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X54
PIH	2026	BR-HIP-205(34)	X54
PS&E	2026	BR-HIP-205(34)	X54

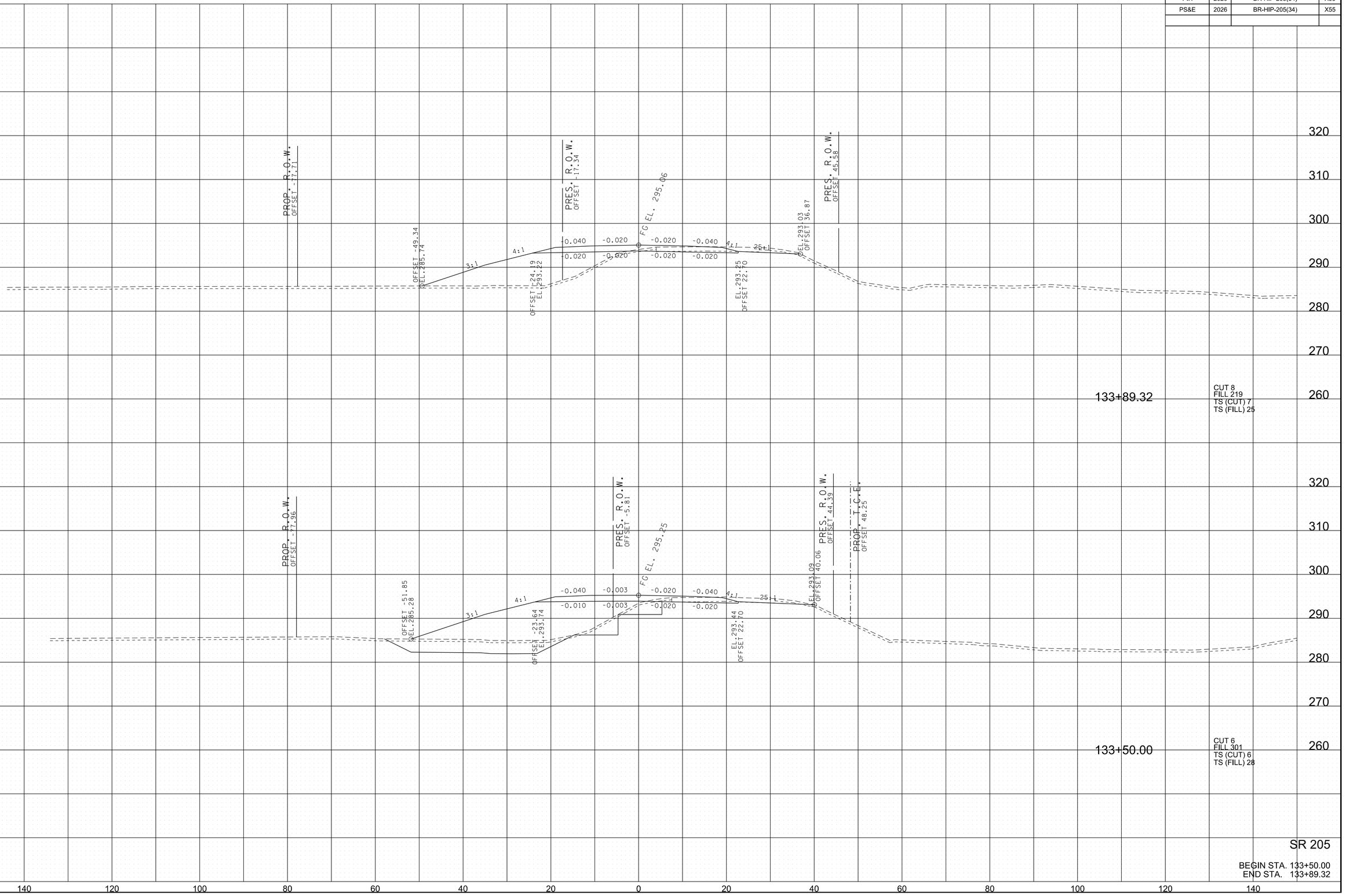


SR 205

BEGIN STA. 132+98.41
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X55
PIH	2026	BR-HIP-205(34)	X55
PS&E	2026	BR-HIP-205(34)	X55

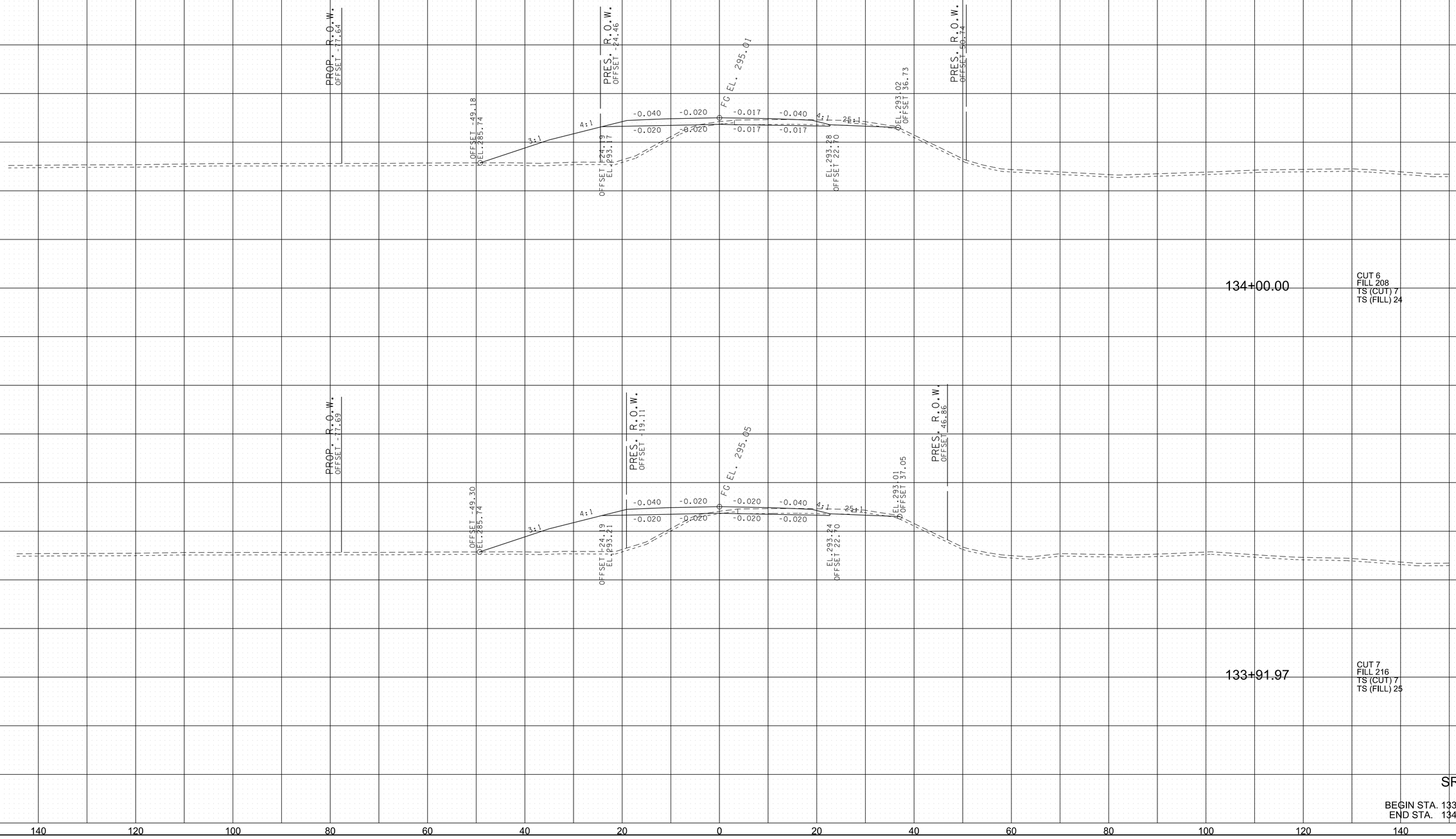


SR 205

BEGIN STA. 133+50.00
END STA. 133+89.32

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X56
PIH	2026	BR-HIP-205(34)	X56
PS&E	2026	BR-HIP-205(34)	X56

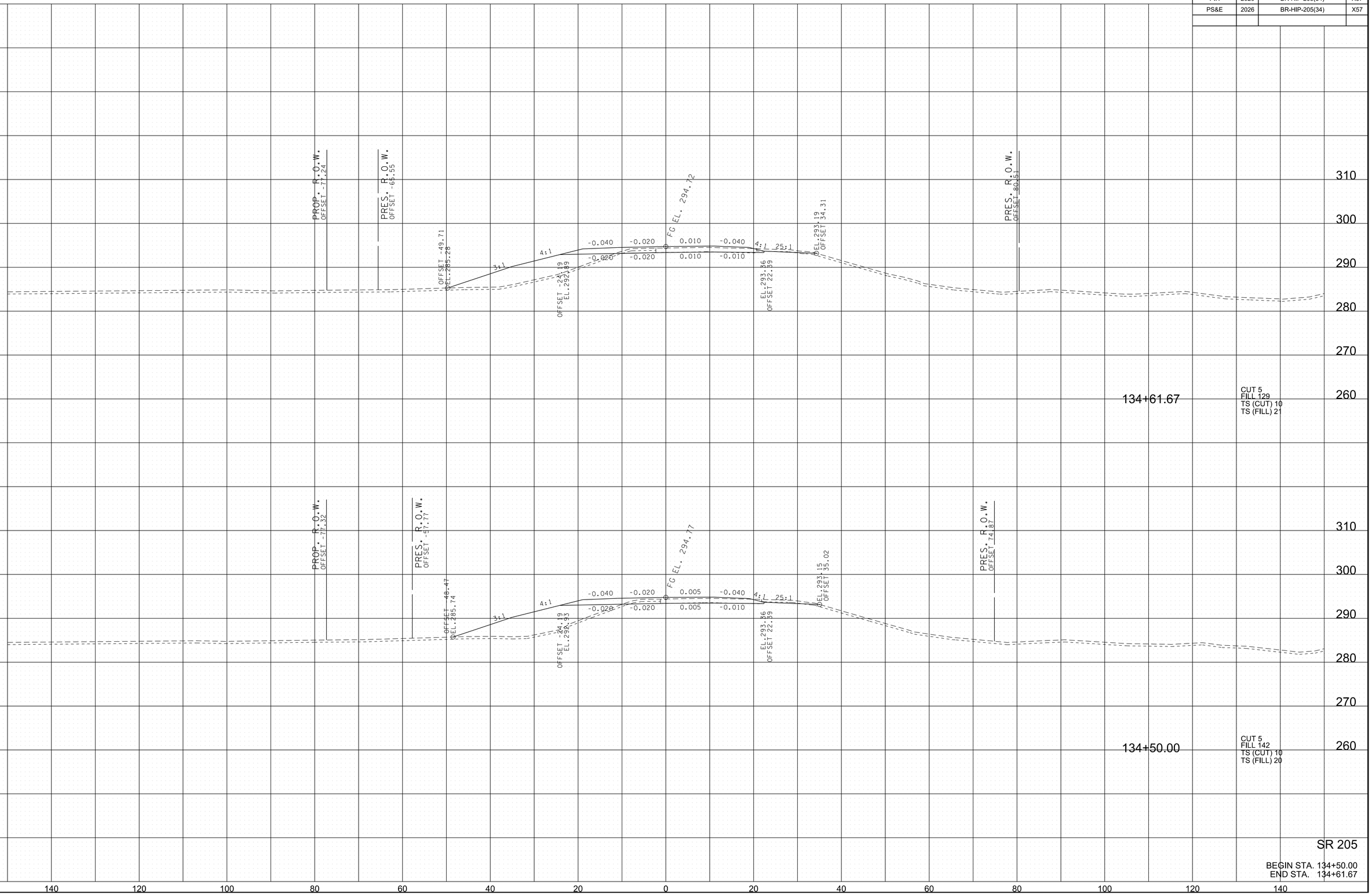


SR 205

BEGIN STA. 133+91.97
END STA. 134+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X57
PIH	2026	BR-HIP-205(34)	X57
PS&E	2026	BR-HIP-205(34)	X57

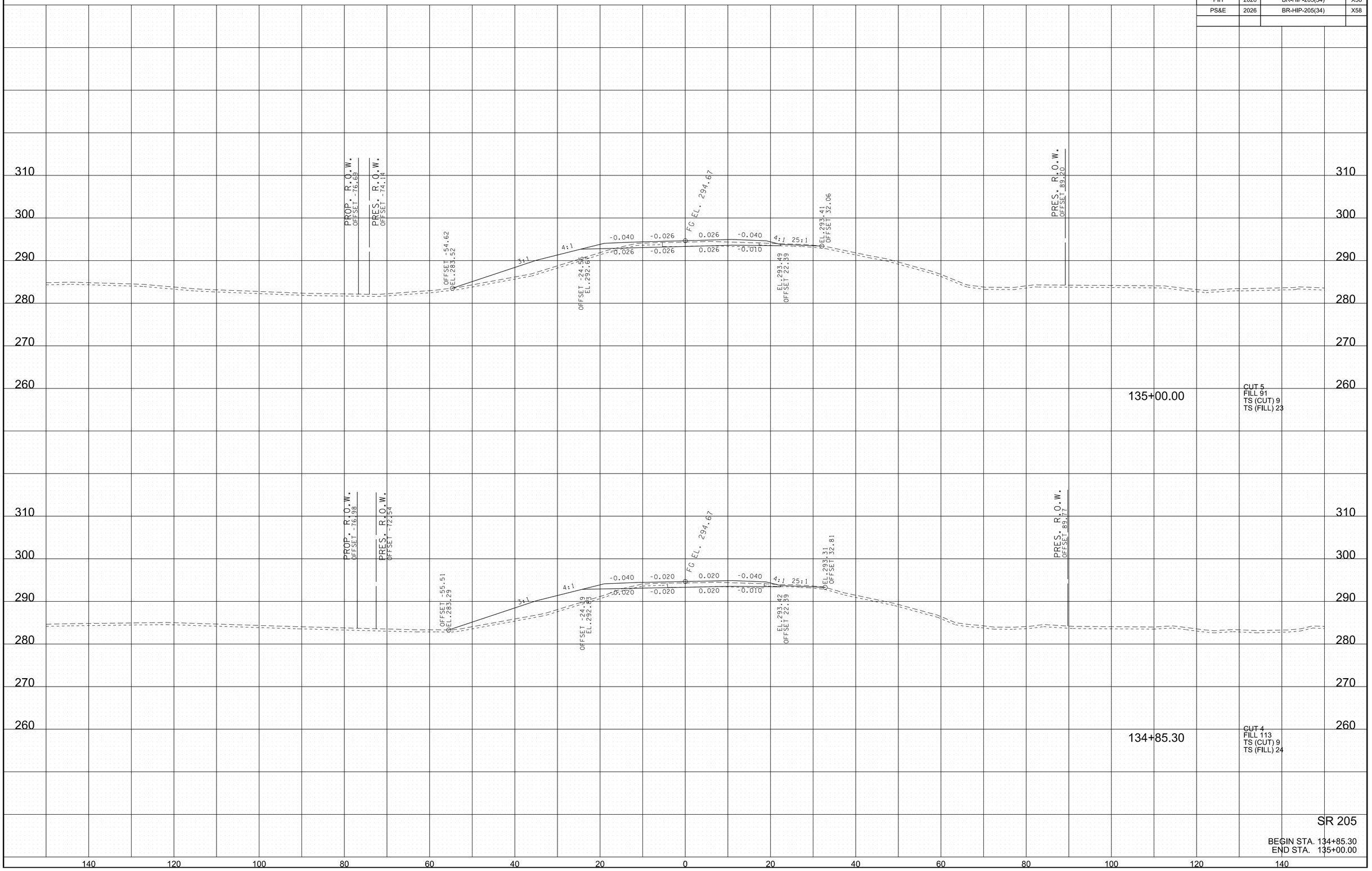


SR 205

BEGIN STA. 134+50.00
END STA. 134+61.67

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X58
PIH	2026	BR-HIP-205(34)	X58
PS&E	2026	BR-HIP-205(34)	X58

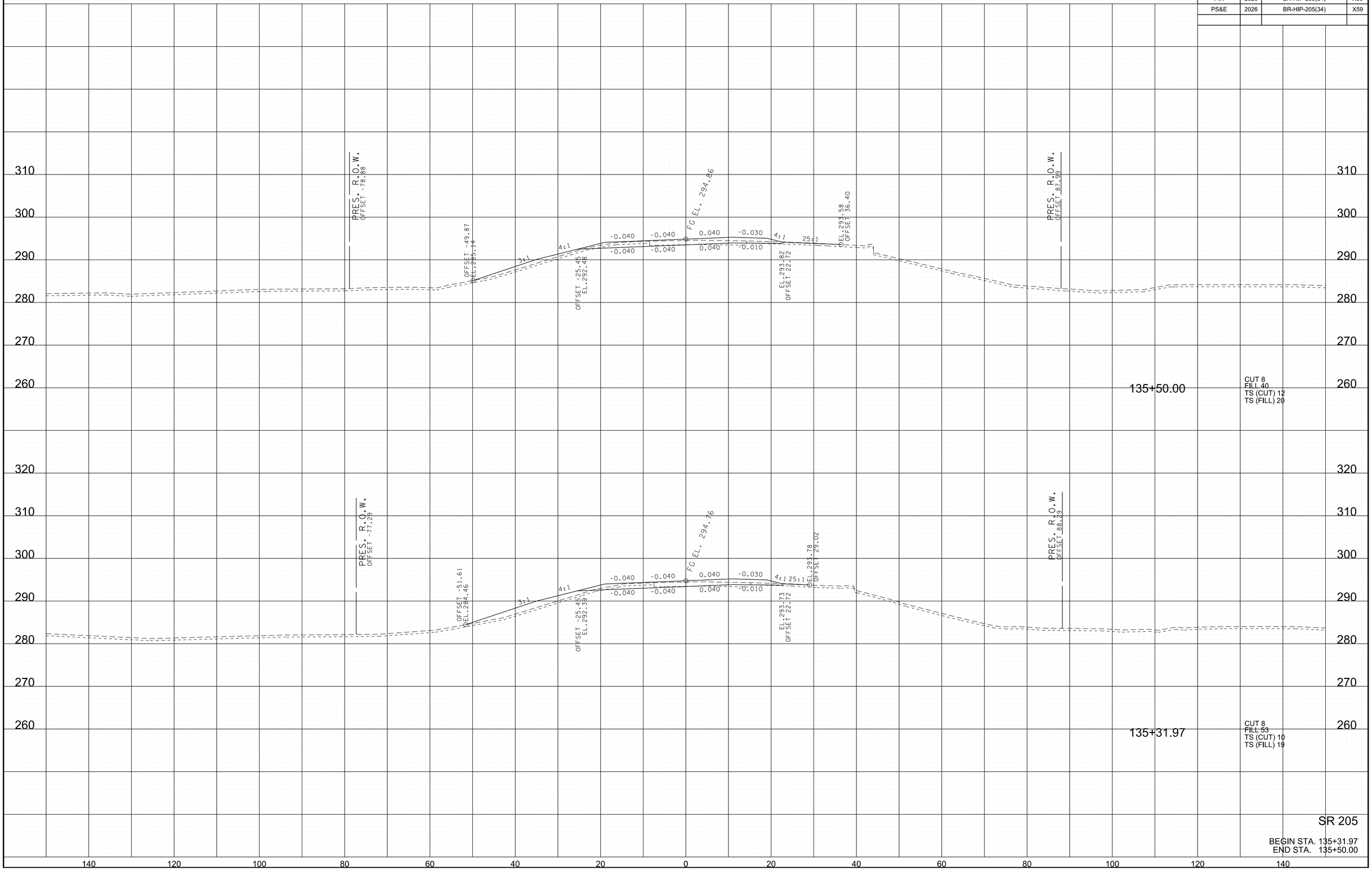


SR 205

BEGIN STA. 134+85.30
END STA. 135+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X59
PIH	2026	BR-HIP-205(34)	X59
PS&E	2026	BR-HIP-205(34)	X59

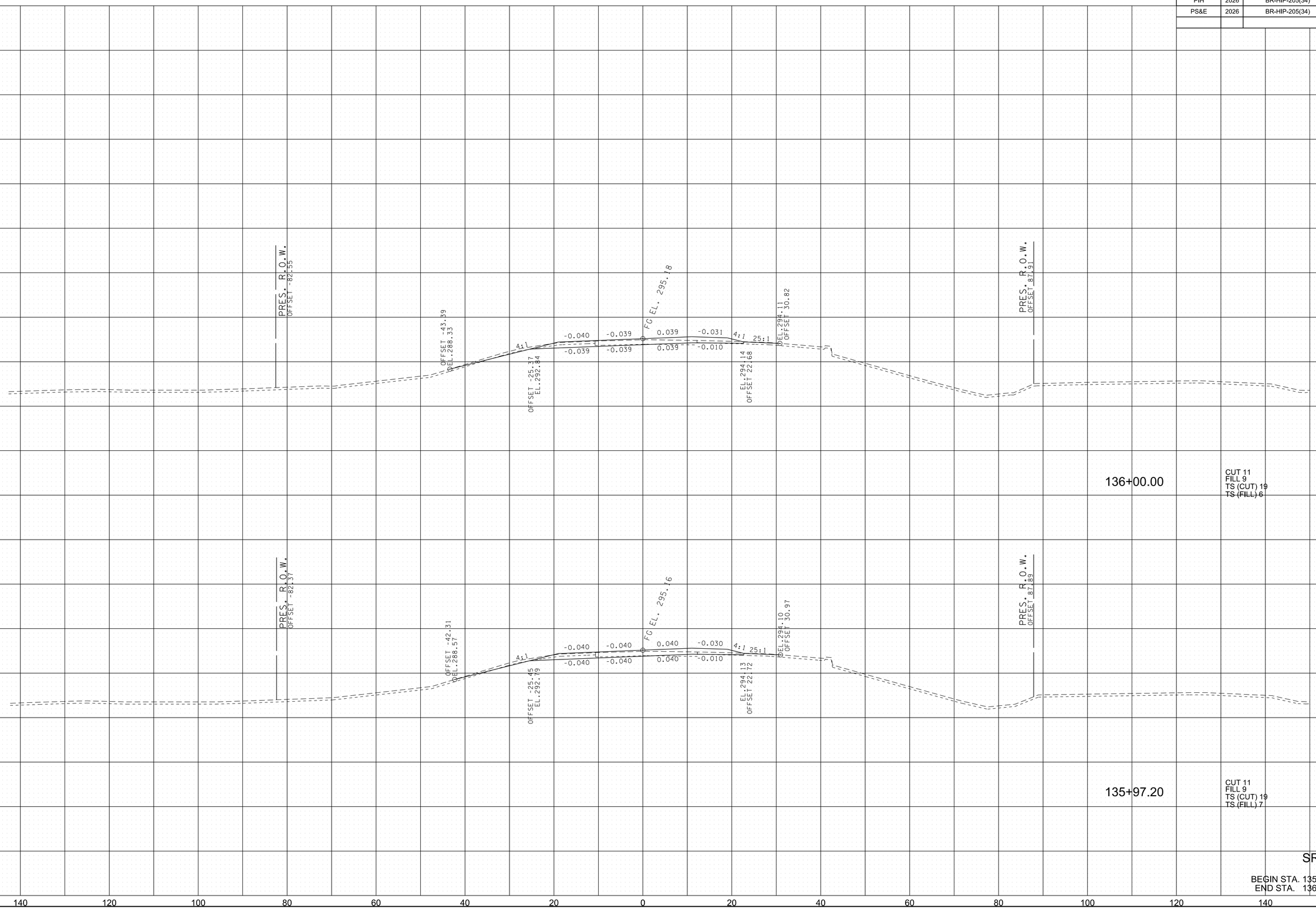


SR 205

BEGIN STA. 135+31.97
END STA. 135+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X60
PIH	2026	BR-HIP-205(34)	X60
PS&E	2026	BR-HIP-205(34)	X60



136+00.00

CUT 11
FILL 9
TS (CUT) 19
TS (FILL) 6

135+97.20

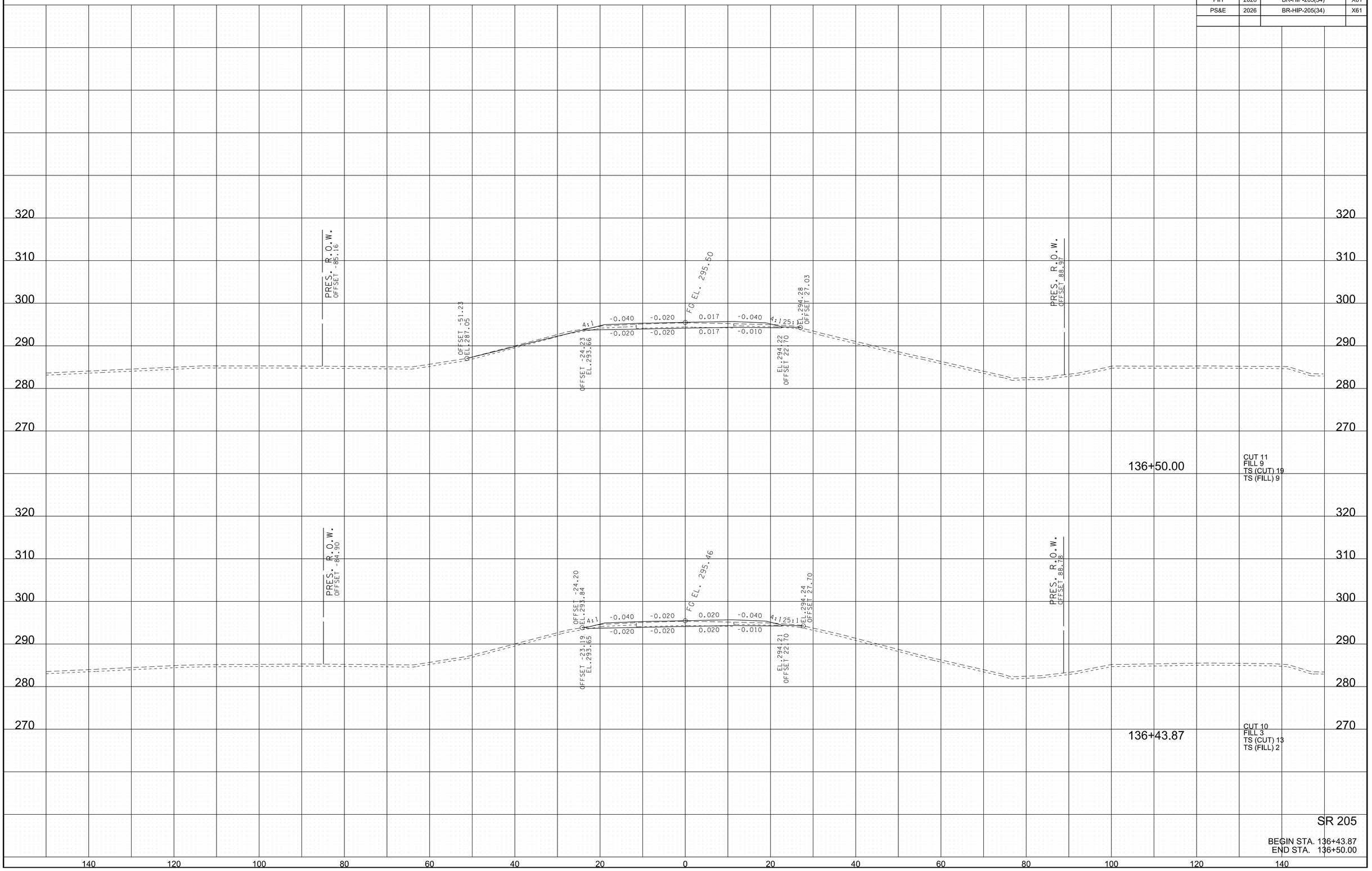
CUT 11
FILL 9
TS (CUT) 19
TS (FILL) 7

SR 205

BEGIN STA. 135+97.20
END STA. 136+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X61
PIH	2026	BR-HIP-205(34)	X61
PS&E	2026	BR-HIP-205(34)	X61



136+50.00

CUT 11
FILL 9
TS (CUT) 19
TS (FILL) 9

136+43.87

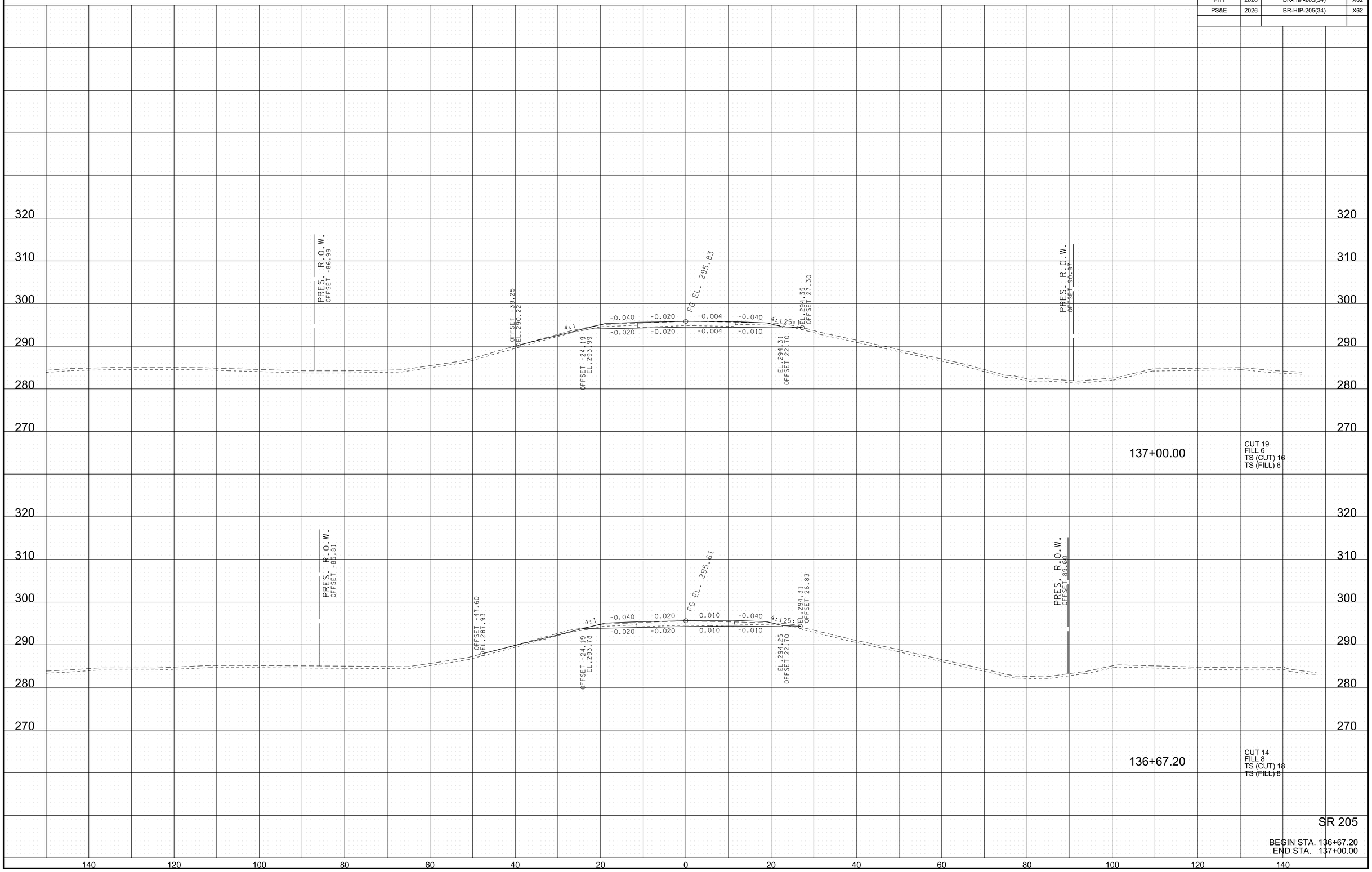
CUT 10
FILL 3
TS (CUT) 13
TS (FILL) 2

SR 205

BEGIN STA. 136+43.87
END STA. 136+50.00

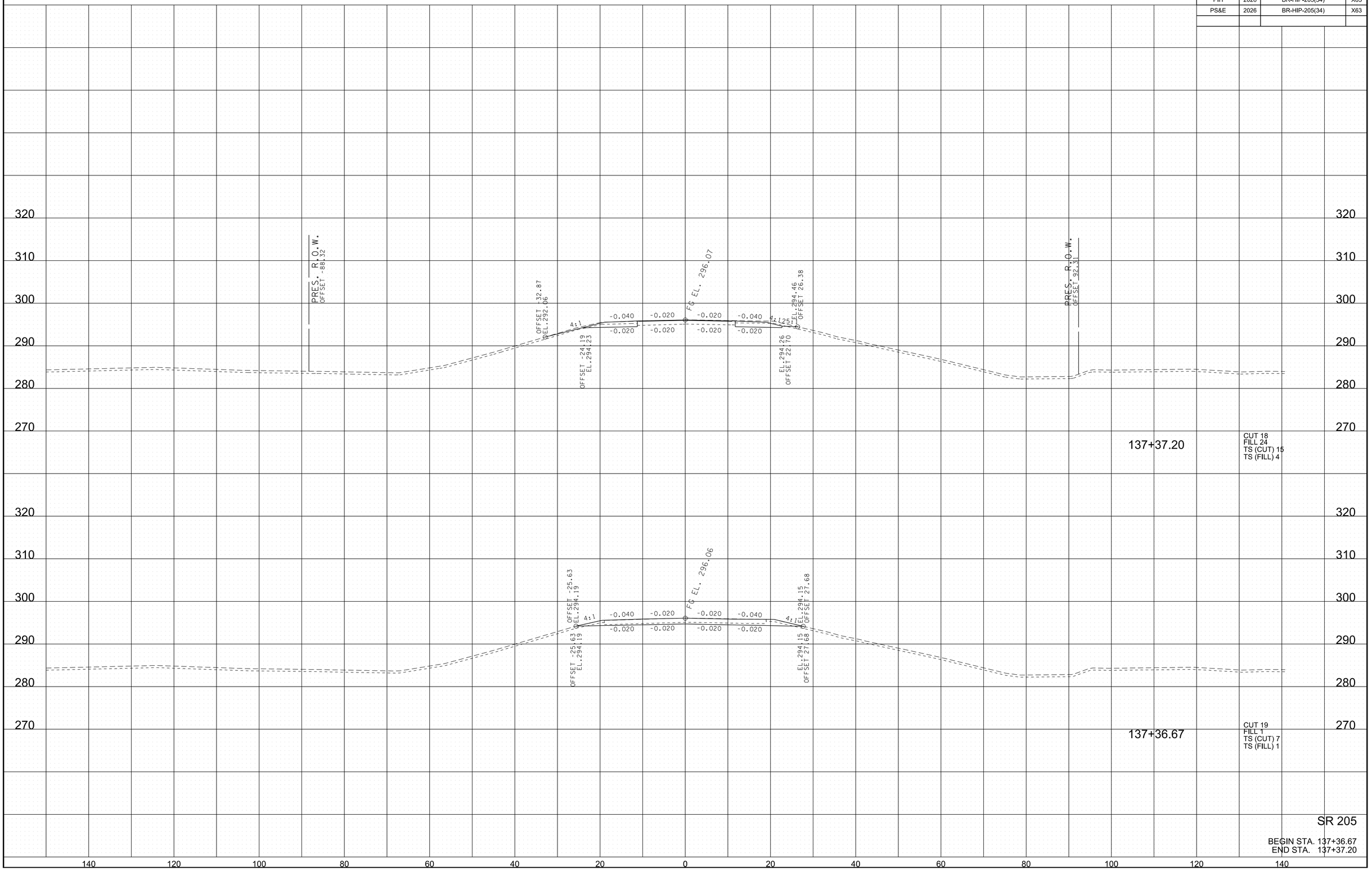
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X62
PIH	2026	BR-HIP-205(34)	X62
PS&E	2026	BR-HIP-205(34)	X62



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X63
PIH	2026	BR-HIP-205(34)	X63
PS&E	2026	BR-HIP-205(34)	X63

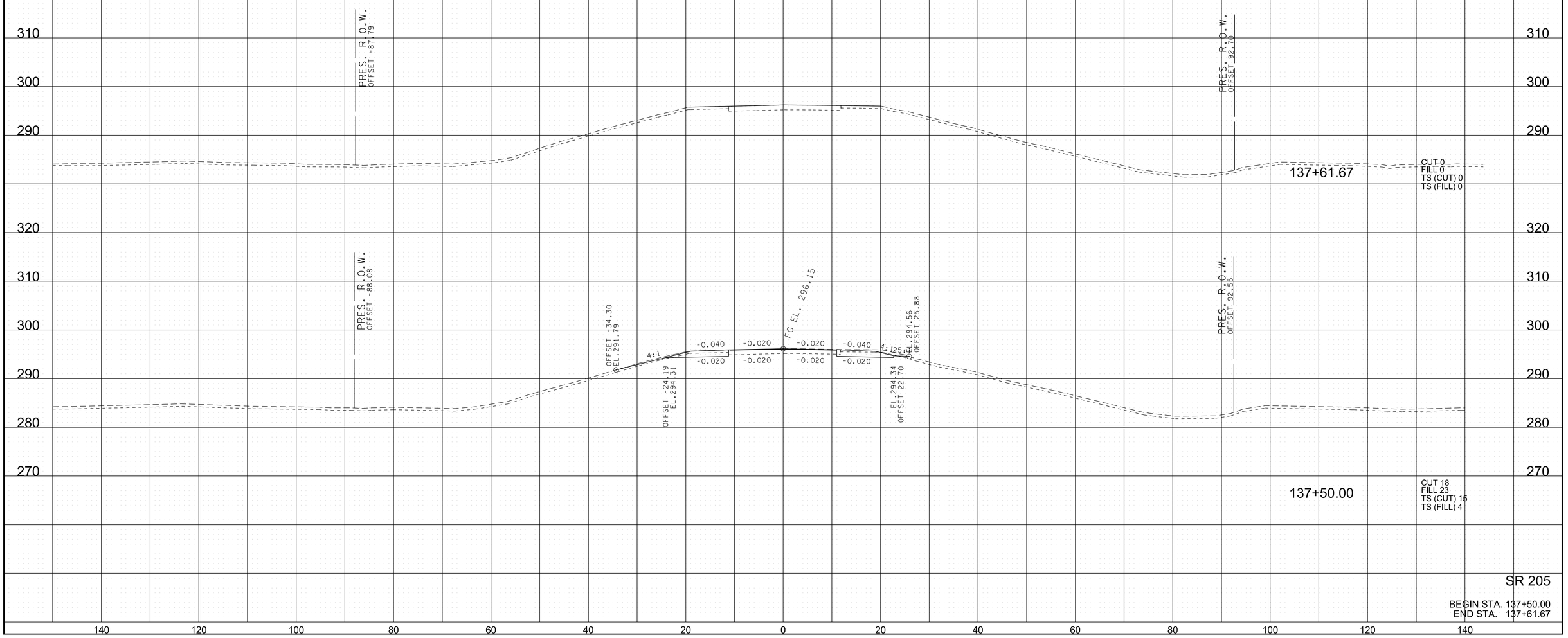


SR 205

BEGIN STA. 137+36.67
END STA. 137+37.20

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	X64
PIH	2026	BR-HIP-205(34)	X64
PS&E	2026	BR-HIP-205(34)	X64



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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	T1
PIH	2026	BR-HIP-205(34)	T1
PS&E	2026	BR-HIP-205(34)	T1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
STATE OF TENNESSEE
No. 121754
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	BR-HIP-205(34)	T2
PIH	2026	BR-HIP-205(34)	T2
PS&E	2026	BR-HIP-205(34)	T2

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	REMARKS
D3-1	Col-Arl	30"	x	12"	3	26	65.00	
M3-1	NORTH	24"	X	12"	2	5	10.00	
M3-1	NORTH	30"	X	15"	3	3	9.38	
M3-3	SOUTH	24"	X	12"	2	9	18.00	
M3-3	SOUTH	30"	X	15"	3	2	6.25	
M4-8	DETOUR	24"	X	12"	2	12	24.00	
M4-8	DETOUR	30"	x	15"	3	5	15.63	
M4-8A	END DETOUR	24"	X	18"	3	2	6.00	
M4-9R	DETOUR ARROW (RT)	30"	X	24"	5	6	30.00	
M4-9R	DETOUR ARROW (RT)	48"	X	36"	12	1	12.00	
M4-9L	DETOUR ARROW (LT)	30"	X	24"	5	6	30.00	
M4-9L	DETOUR ARROW (LT)	48"	X	36"	12	1	12.00	
M6-1L	ARROW (LEFT)	21"	X	15"	2	6	13.13	
M6-1L	ARROW (LEFT)	30"	X	21"	4	1	4.38	
M6-1R	ARROW (RIGHT)	21"	X	15"	2	6	13.13	
M6-1R	ARROW (RIGHT)	30"	X	21"	4	2	8.75	
R11-2	ROAD CLOSED	48"	X	30"	10	2	20.00	
R11-3A	ROAD CLOSED XX MILE AHEAD LOCAL TRAFFIC ONLY	60"	X	30"	13	3	37.50	
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"	X	30"	13	3	37.50	
TN-6B	STATE ROUTE (SECONDARY)	30"	X	24"	5	12	60.00	
TN-6B	STATE ROUTE (SECONDARY)	45"	X	36"	11	5	56.25	
W20-2	DETOUR AHEAD	36"	X	36"	9	10	90.00	
W20-2	DETOUR AHEAD	36"	X	36"	9	2	18.00	
W20-3	ROAD CLOSED XX FEET	36"	X	36"	9	4	36.00	
						TOTAL	633 S.F.	

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY
	712-01	TRAFFIC CONTROL	LS	1
(1)	712-02.10	PORTABLE BARRIER RAIL (MASH TI-3)	L.F.	480
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	10
	712-06	SIGNS (CONSTRUCTION)	S.F.	633
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	56

FOOTNOTES

(1) THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE UTILITY POLES WITH 30 FEET OF PORTABLE BARRIER RAIL AT EACH LOCATION.

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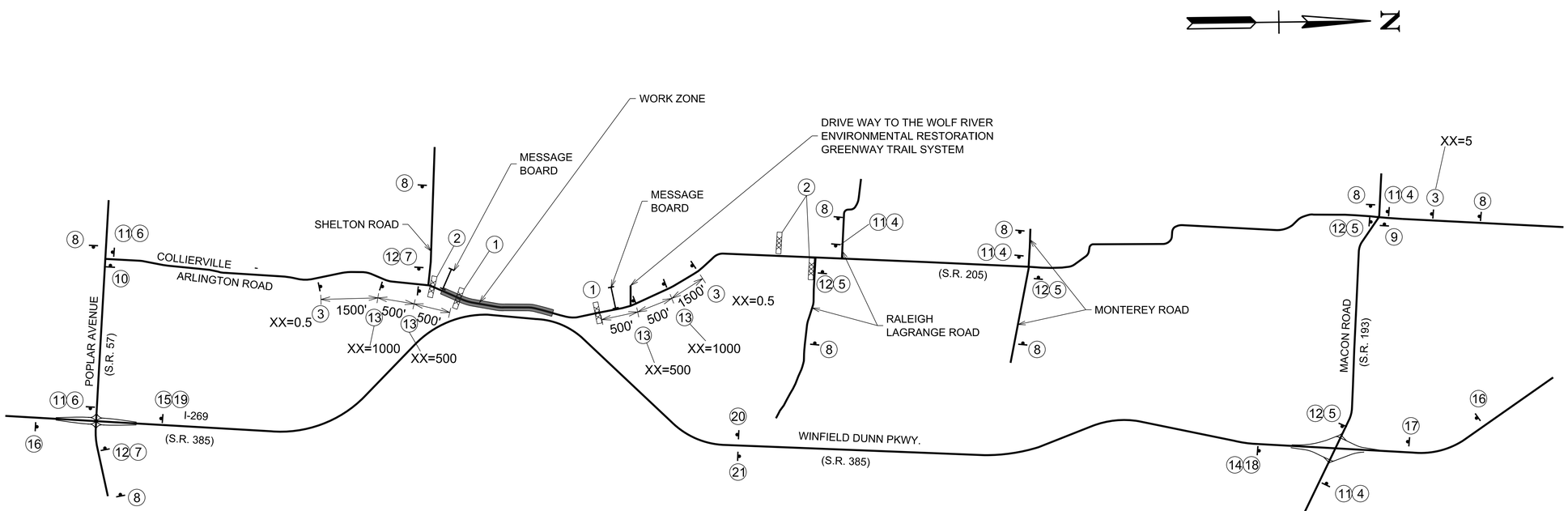
JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
06/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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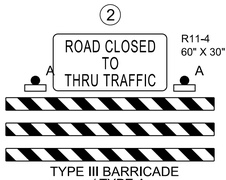
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	BR-HIP-205(34)	T3



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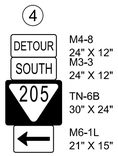


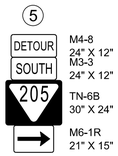
TYPE III BARRICADE ROAD CLOSURE w/ TYPE A WARNING LIGHTS

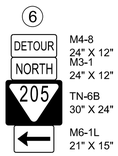


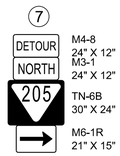
TYPE III BARRICADE w/ TYPE A WARNING LIGHTS

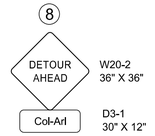


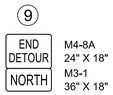


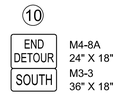


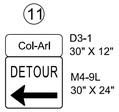


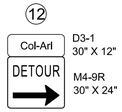


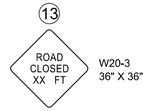




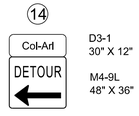


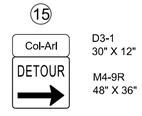


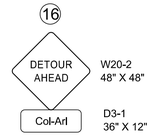


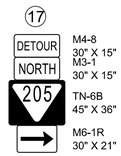


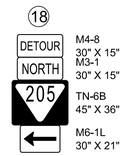
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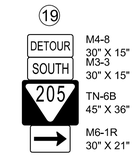


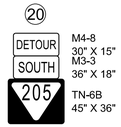


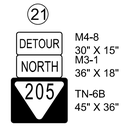












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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETOUR MAP

SCALE: N.T.S.

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

DANIEL JAMES SHIKE
2026.06.03 13:05:10 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
W.R.S. TENNESSEE TOWER
312 ROSA PARKS AVE.
NASHVILLE, TN 37243
DAN J. SHIKE, P.E. NO. 106952

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

SIGNATURE SHEET..... STRUCTURE-SIGN1
INDEX OF BRIDGES..... B-1
ESTIMATED QUANTITIES..... B-2

BRIDGE NO. 1

LIST OF DRAWINGS	DWG. NO.
INDEX OF DRAWINGS	U-102-295
LAYOUT OF BRIDGE	U-102-296
GENERAL NOTES	U-102-297
ESTIMATED QUANTITIES	U-102-298
SUPERSTRUCTURE	U-102-300
SUPERSTRUCTURE DETAILS	U-102-301
SUPERSTRUCTURE DETAILS	U-102-302
SUPERSTRUCTURE DETAILS	U-102-303
PRESTRESSED CONCRETE BOX BEAM - (SPAN NOS. 1 & 3)	U-102-304
PRESTRESSED CONCRETE BOX BEAM - (SPAN NO. 2)	U-102-305
ABUTMENT NO. 1	U-102-306
ABUTMENT NO. 1 DETAILS	U-102-307
ABUTMENT NO. 2	U-102-308
ABUTMENT NO. 2 DETAILS	U-102-309
BENT NO. 1	U-102-310
BENT NO. 2	U-102-311
BILL OF STEEL	U-102-313

BRIDGE NO. 2

LIST OF DRAWINGS	DWG. NO.
INDEX OF DRAWINGS	U-102-314
LAYOUT OF BRIDGE	U-102-315
GENERAL NOTES	U-102-316
ESTIMATED QUANTITIES	U-102-317
SUPERSTRUCTURE	U-102-319
SUPERSTRUCTURE DETAILS	U-102-320
SUPERSTRUCTURE DETAILS	U-102-321
SUPERSTRUCTURE DETAILS	U-102-322
PRESTRESSED BEAM DETAILS - SPAN NO. 1 AND NO. 6	U-102-323
PRESTRESSED BEAM DETAILS - SPAN NO. 2 THRU NO. 5	U-102-324
ABUTMENT NO. 1	U-102-325
ABUTMENT NO. 1 DETAILS	U-102-326
ABUTMENT NO. 1 DETAILS	U-102-327
ABUTMENT NO. 2	U-102-328
ABUTMENT NO. 2 DETAILS	U-102-329
ABUTMENT NO. 2 DETAILS	U-102-330
BENT NOS. 1 THRU 5	U-102-331
BENT NOS. 1 THRU 5 DETAILS	U-102-332
BILL OF STEEL	U-102-334

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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	BR-HIP-205(34)	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

SIGNATURE SHEET..... SIGNATURE-SIGN1 .....
INDEX OF BRIDGES..... B-1 .....
ESTIMATED QUANTITIES..... B-2 .....

BRIDGE NO. 1

LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
INDEX OF DRAWINGS	U-102-295	
LAYOUT OF BRIDGE	U-102-296	
GENERAL NOTES	U-102-297	
ESTIMATED QUANTITIES	U-102-298	
FOUNDATION DATA	U-102-299	
FOUNDATION DATA	U-102-299A	
SUPERSTRUCTURE	U-102-300	
SUPERSTRUCTURE DETAILS	U-102-301	
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ABUTMENT NO. 1	U-102-306	
ABUTMENT NO. 1 DETAILS	U-102-307	
ABUTMENT NO. 2	U-102-308	
ABUTMENT NO. 2 DETAILS	U-102-309	
BENT NO. 1	U-102-310	
BENT NO. 2	U-102-311	
FINAL FOUNDATION DATA	U-102-312	
BILL OF STEEL	U-102-313	

BRIDGE NO. 2

LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
INDEX OF DRAWINGS	U-102-314	
LAYOUT OF BRIDGE	U-102-315	
GENERAL NOTES	U-102-316	
ESTIMATED QUANTITIES	U-102-317	
FOUNDATION DATA	U-102-318	
FOUNDATION DATA	U-102-318A	
SUPERSTRUCTURE	U-102-319	
SUPERSTRUCTURE DETAILS	U-102-320	
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ABUTMENT NO. 1 DETAILS	U-102-326	
ABUTMENT NO. 1 DETAILS	U-102-327	
ABUTMENT NO. 2	U-102-328	
ABUTMENT NO. 2 DETAILS	U-102-329	
ABUTMENT NO. 2 DETAILS	U-102-330	
BENT NOS. 1 THRU 5	U-102-331	
BENT NOS. 1 THRU 5 DETAILS	U-102-332	
FINAL FOUNDATION DATA	U-102-333	
BILL OF STEEL	U-102-334	

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET	STD-1-1SS	07-09-2025
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05-31-2024
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	05-28-2026
STANDARD PILE DETAILS	STD-5-1	
STANDARD PIPE PILE BENT DETAILS	STD-5-2	
STANDARD SEISMIC DETAILS	STD-6-1	12-08-2023
STANDARD REINFORCEMENT BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-2008
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	06-05-2023
MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS	STD-10-2	06-05-2023
STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB-TEE AND WIDE BULB-TEE BEAMS	STD-14-1	06-05-2023
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	03-06-2024
BIKE AND PEDSTRIAN SAFETY RAIL	MM-BPR-1	06-12-2025

LIST OF SPECIAL PROVISIONS	PROV. NO.	LAST REV. DATE
REGARDING REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM)	202ACM	07-07-2014
DYNAMIC PILE TESTING	930PDA	04-11-2022

SEALED BY

DANIEL J. SHIKE — Registered Engineer — STATE OF TENNESSEE — DEPARTMENT OF AGRICULTURE — 106935

06-02-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF BRIDGES
STATE ROUTE 205
SHELBY COUNTY

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: P. MOSHER DATE: 03/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

6/1/2026 11:33:13 AM

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

SHELBY COUNTY

STATE ROUTE 205 OVER OVERFLOW BRIDGE ID NO. 79S8074003 STATION 112+58.95	STATE ROUTE 205 OVER WOLF RIVER BRIDGE ID NO. 79S8074005 STATION 124+61.79
CONTINUOUS PRECAST PRESTRESSED CONCRETE 17" X 36" BOX BEAM WITH COMPOSITE CONCRETE DECK SLAB	CONTINUOUS PRECAST PRESTRESSED CONCRETE WIDE BULB TEE BEAM (WBT-54) WITH COMPOSITE CONCRETE DECK SLAB
3 SPAN BRIDGE TOTAL LENGTH = 105'-0" SPAN NO. 1 = 35'-0" SPAN NO. 2 = 35'-0" SPAN NO. 3 = 35'-0"	6 SPAN BRIDGE TOTAL LENGTH = 750'-0" SPAN NO. 1 = 125'-0" SPAN NO. 2 = 125'-0" SPAN NO. 3 = 125'-0" SPAN NO. 4 = 125'-0" SPAN NO. 5 = 125'-0" SPAN NO. 6 = 125'-0"
38'-0" ROADWAY WITH 12'-0" MULTI-USE PATH (2) STD 1-1SS PARAPETS (1) MM-BPR-1 RAIL	38'-0" ROADWAY WITH 12'-0" MULTI-USE PATH (2) STD 1-1SS PARAPETS (1) MM-BPR-1 RAIL
90° 00' 00" SKEW LAYOUT DWG. NO. U-102-296	85° 00' 00" SKEW LAYOUT DWG. NO. U-102-315

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	TOTAL	TOTAL	GRAND TOTAL	UNIT
202-01.05	REMOVAL OF ASBESTOS (EXIST. BR. I.D. NO. 79-05757-2.34)	1		1	L.S.
202-04.01	REMOVAL OF STRUCTURES (EXIST. BR. I.D. NO. 79-05757-2.34)	1		1	L.S.
202-04.02	REMOVAL OF STRUCTURES (EXIST. BR. I.D. NO. 79-SR205-2.51)		1	1	L.S.
204-02.01	DRY EXCAVATION (BRIDGES)	120	252	372	C.Y.
303-01.02	GRANULAR BACKFILL (BRIDGES)	28	64	92	TONS
604-02.03	EPOXY COATED REINFORCING STEEL	43,204	384,339	427,543	LB.
604-03.01	CLASS A CONCRETE (BRIDGES)	146	731	877	C.Y.
604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	15,832	44,842	60,674	LB.
604-03.04	PAVEMENT @ BRIDGE ENDS	261	261	522	S.Y.
604-03.32	CLASS DS CONCRETE	159	1,220	1,379	C.Y.
604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	589	3,564	4,153	S.Y.
604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	593	3,089	3,682	S.Y.
606-09.01	TEST PILES (PRECAST CONCRETE, SIZE 1)	120		120	L.F.
606-09.02	LOADING TEST (PRECAST CONCRETE, SIZE 1)	1		1	EA.
606-09.03	PRECAST CONCRETE PILES (SIZE 1)	700		700	L.F.
606-12-01	PILE ANCHORAGE SYSTEM (SEISMIC)	12		12	EA.
606-18.01	TEST PILES (STEEL PIPE PILES, 14-INCH)	170	180	350	L.F.
606-18.02	LOADING TEST (STEEL PIPE PILES, 14-INCH)	1		1	EA.
606-18.03	STEEL PIPE PILES (14-INCH)	1,350	1,800	3,150	L.F.
606-22.13	STEEL PIPE PILES (24-INCH)		4,050	4,050	L.F.
606-22.15	TEST PILES (STEEL PIPE PILES, 24-INCH)		450	450	L.F.
610-10.45	DECK DRAINS (GRATE TYPE 2)	5	10	15	EA.
615-01.31	PRESTRESSED CONCRETE WIDE BULB TEE BEAM (WBT-54)		5,175	5,175	L.F.
615-02.02	PRESTRESSED CONCRETE BOX BEAM (17" X 36")	594		594	L.F.
620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	277	1,580	1,857	L.F.
707-16.01	BIKE AND PEDESTRIAN SAFETY RAIL (MM-BPR-1)	124	782	906	L.F.
710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	126	150	276	L.F.
710-09.02	6" PIPE UNDERDRAIN	22	68	90	L.F.
930-01.01	PDA TESTING		7	7	EA.
930-01.02	PDA RE-STRIKE		7	7	EA.

SEALED BY

DANIEL J. SHIKE
LICENSED PROFESSIONAL ENGINEER
REGISTERED
No. 120933
ARCHITECTURE
ENGINEERS
STATE OF TENNESSEE

06-02-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES
STATE ROUTE 205
SHELBY COUNTY

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: P. MOSHER DATE: 03/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
INDEX OF DRAWINGS	U-102-295	
LAYOUT OF BRIDGE	U-102-296	
GENERAL NOTES	U-102-297	
ESTIMATED QUANTITIES	U-102-298	
FOUNDATION DATA	U-102-299A	
FOUNDATION DATA	U-102-299	
SUPERSTRUCTURE	U-102-300	
SUPERSTRUCTURE DETAILS	U-102-301	
SUPERSTRUCTURE DETAILS	U-102-302	
SUPERSTRUCTURE DETAILS	U-102-303	
PRESTRESSED CONCRETE BOX BEAM - (SPAN NOS. 1 & 3)	U-102-304	
PRESTRESSED CONCRETE BOX BEAM - (SPAN NO. 2)	U-102-305	
ABUTMENT NO. 1	U-102-306	
ABUTMENT NO. 1 DETAILS	U-102-307	
ABUTMENT NO. 2	U-102-308	
ABUTMENT NO. 2 DETAILS	U-102-309	
BENT NO. 1	U-102-310	
BENT NO. 2	U-102-311	
FINAL FOUNDATION DATA	U-102-312	
BILL OF STEEL	U-102-313	

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET	STD-1-1SS	07-09-2025
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05-31-2024
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	05-28-2026
STANDARD PILE DETAILS	STD-5-1	
STANDARD PIPE PILE BENT DETAILS	STD-5-2	
STANDARD SEISMIC DETAILS	STD-6-1	12-08-2023
STANDARD REINFORCEMENT BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-2008
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	06-05-2023
MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS	STD-10-2	06-05-2023
STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB-TEE AND WIDE BULB-TEE BEAMS	STD-14-1	06-05-2023
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	03-06-2024
BIKE AND PEDSTRIAN SAFETY RAIL	MM-BPR-1	06-12-2025

LIST OF SPECIAL PROVISIONS	PROV. NO.	LAST REV. DATE
REGARDING REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM)	202ACM	07-07-2014

SEALED BY

DANIEL J. SHIKE — Registered Engineer — STATE OF TENNESSEE — DEPARTMENT OF AGRICULTURE — LICENSE NO. 106993

Daniel J. Shike

06-02-26

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-295

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: P. MOSHER DATE: 3/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

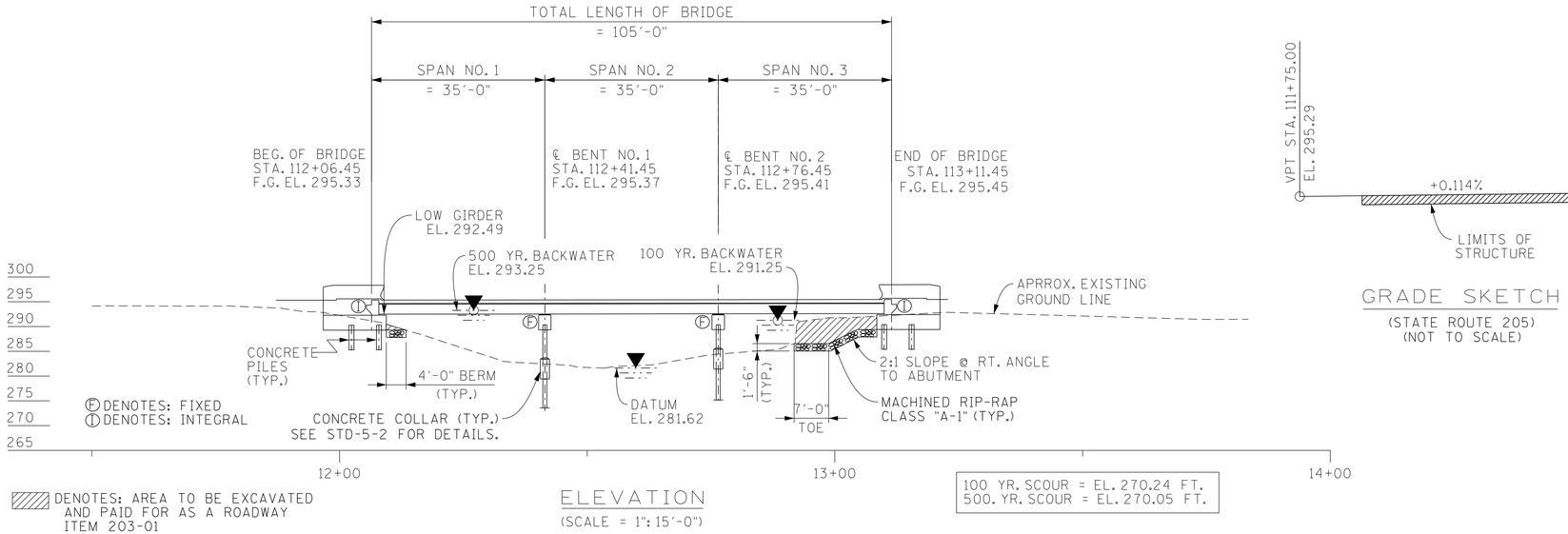
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

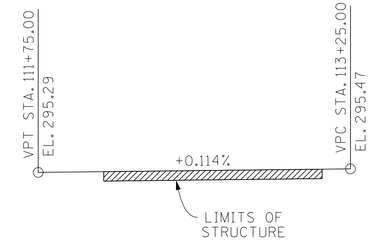
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ELEVATION

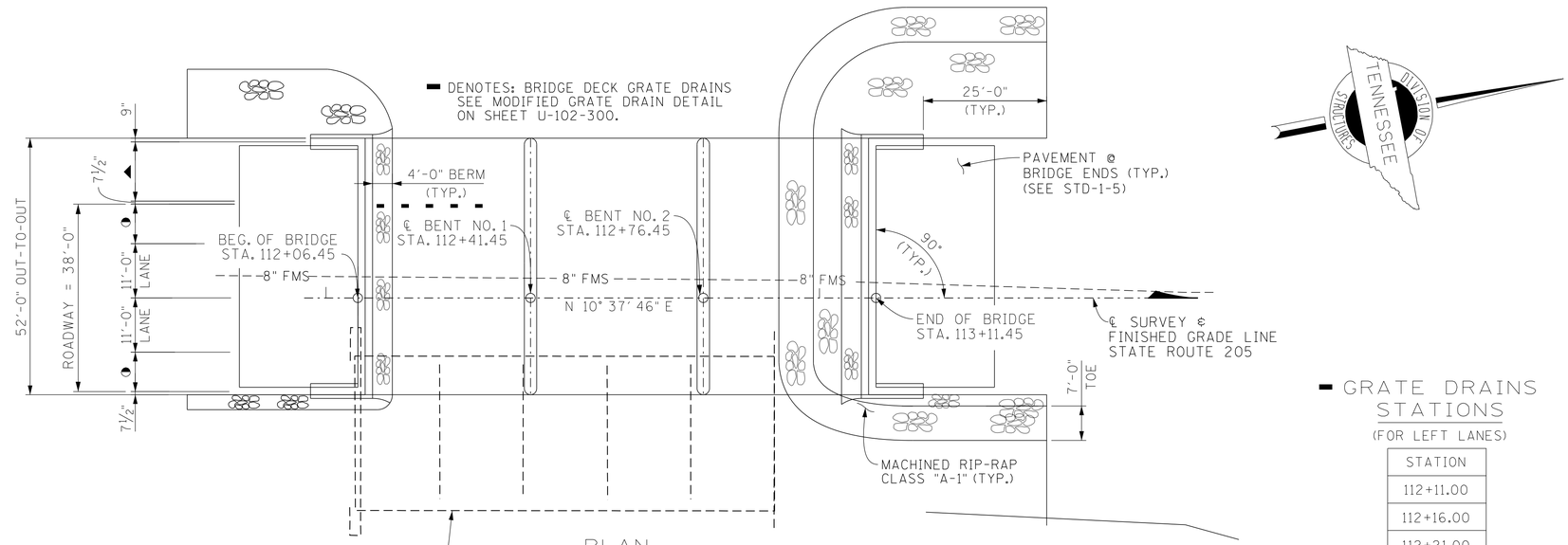
(SCALE = 1": 15'-0")

100 YR. SCOUR = EL. 270.24 FT.
500. YR. SCOUR = EL. 270.05 FT.



GRADE SKETCH

(STATE ROUTE 205)
(NOT TO SCALE)



PLAN

(SCALE = 1": 15'-0")

▬ GRATE DRAINS
STATIONS

(FOR LEFT LANES)

STATION
112+11.00
112+16.00
112+21.00
112+26.00
112+31.00

HYDRAULIC DATA

DRAINAGE AREA = 604.7 MI.²
DESIGN DISCHARGE (100 YR.) = 31,356 C.F.S.
BRIDGE DISCHARGE (100 YR.) = 1,462 C.F.S.
WATER AREA PROVIDED BELOW EL. 291.08 = 452.73 FT²
100 YEAR VELOCITY = 3.23 FPS
100 YEAR BRIDGE BACKWATER = 0.95 FT. @ EL. 291.25
ROADWAY OVERTOPPING = EL. 292.28 FT.
500 YEAR BRIDGE BACKWATER = 1.49 FT. @ EL. 293.25

SEALED BY

DANIEL J. SHIKE
REGISTERED
ENGINEER
AGRICULTURE
TENNESSEE
STATE OF TENNESSEE
06-02-26

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: F. BARTON DATE: 02/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

Ted A Kmiecwyz
ENGINEER OF STRUCTURES

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-296

6/2/2026 7:18:47 AM

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026 EDITION).

DESIGN SPECIFICATIONS: 10TH EDITION (2024) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

LOADING:

A. HL-93 LIVE LOAD INCREASED BY 10% (MULTIPLIED BY 1.1) IN ADDITION TO ALL LOAD FACTORS SPECIFIED BY AASHTO FOR ALL APPLICABLE LOAD COMBINATIONS

B. SEISMIC DESIGN CATEGORY "C" WITH A_S= 0.338, S_{DS}= 0.726, S_{D1}= 0.318, (1000 YEAR RETURN PERIOD).

C. DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.

CONCRETE: TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.

BRIDGE DECKS: CLASS DS CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.

BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD 3 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS SHALL BE REMAIN-IN-PLACE STEEL PANELS. FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. TEMPORARY ERECTION DIAPHRAGMS MUST BE USED AT THE ENDS OF PRECAST CONCRETE GIRDERS WHERE END DIAPHRAGMS, SUPPORT DIAPHRAGMS, OR ABUTMENT ENDWALLS ARE TO BE POURED CONCURRENTLY WITH THE DECK AND SHALL BE PROVIDED ELSEWHERE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO PREVENT GIRDER ROTATION. SEE STANDARD DRAWING STD-14-3, AND ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTIONS 604 AND 907 OF THE STANDARD SPECIFICATIONS.

FRICTION PILES AT ABUTMENTS: AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH SUBSTRUCTURE AT THE LOCATION DESIGNATED ON DRAWING NO. U-102-312. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE IN ABUTMENT NO. 1. FROM THE RESULTS OF THE LOAD TEST, THE ENGINEER OF STRUCTURES WILL DETERMINE THE REQUIRED LENGTH OF THE PRODUCTION PILES AND MINIMUM REQUIRED BEARING. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON THIS SHEET. THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. IN ADDITION, TEST PILES TO BE LOAD TESTED SHALL BE INSTALLED TO AT LEAST THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH. ALL OTHER TEST PILES SHALL BE INSTALLED TO AT LEAST 1.5 TIMES THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH. ALL PRODUCTION PILES SHALL BE INSTALLED FULL LENGTH UNLESS EXCESSIVELY HARD DRIVING WHICH MIGHT DAMAGE THE PILES IS ENCOUNTERED. IF THE PRODUCTION PILES DO NOT ACHIEVE THE MINIMUM REQUIRED BEARING, THE ENGINEER OF STRUCTURES WILL DETERMINE IF ADDITIONAL PILES ARE REQUIRED.

IN THE EVENT THAT DRIVING THE TEST PILE TO AT LEAST THE MINIMUM TIP ELEVATION EXCESSIVELY HARD DRIVING, THE CONTRACTOR SHALL USE OTHER METHODS APPROVED BY THE ENGINEER FOR INSTALLING THE PILES SUCH AS JETTING OR PRE-DRILLING HOLES. HOWEVER, ALL PILES MUST BE DRIVEN BY HAMMER FOR THE LAST FEW FEET OF PENETRATION. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR PREDRILLING HOLES OR FOR JETTING PILING TO OBTAIN THE REQUIRED PILE PENETRATION.

THE PILE LOAD TEST SHALL BE A QUICK LOAD TEST CONDUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE PILE LOAD TEST APPARATUS FOR APPLYING LOADS AND MEASURING MOVEMENT SHALL MEET THE REQUIREMENTS OF ASTM D1143, STANDARD TEST METHODS FOR DEEP FOUNDATION ELEMENTS UNDER STATIC AXIAL COMPRESSIVE LOAD.

WHEN INSUFFICIENT CLEARANCE IS AVAILABLE WITHIN AN EXCAVATION, THE CLEARANCE REQUIREMENTS IN ARTICLE 9.1.1 MAY BE REDUCED, BUT ONLY WITH PRIOR APPROVAL OF THE ENGINEER.

FRICTION PILES AT BENTS: TO BE PP 14" DIA. X 1/2", GRADE 3 MODIFIED WITH A MINIMUM YIELD STRESS OF 50 KSI. AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH SUBSTRUCTURE AT THE LOCATION DESIGNATED ON DRAWING NO. U-102-312. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE IN BENT NO. 2. FROM THE RESULTS OF THE LOAD TEST, THE ENGINEER OF STRUCTURES WILL DETERMINE THE REQUIRED LENGTH OF THE PRODUCTION PILES AND MINIMUM REQUIRED BEARING. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON THIS SHEET. THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. IN ADDITION, TEST PILES TO BE LOAD TESTED SHALL BE INSTALLED TO AT LEAST THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, WHICHEVER OCCURS FIRST.
ALL OTHER TEST PILES SHALL BE INSTALLED TO AT LEAST 1.5 TIMES THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, WHICHEVER OCCURS FIRST. ALL PRODUCTION PILES SHALL BE INSTALLED FULL LENGTH UNLESS EXCESSIVELY HARD DRIVING WHICH MIGHT DAMAGE THE PILES IS ENCOUNTERED. IF THE PRODUCTION PILES DO NOT ACHIEVE THE MINIMUM REQUIRED BEARING, THE ENGINEER OF STRUCTURES WILL DETERMINE IF ADDITIONAL PILES ARE REQUIRED.
IN THE EVENT THAT DRIVING THE TEST PILE TO AT LEAST THE MINIMUM TIP ELEVATION OR DRIVING THE PRODUCTION PILE FULL LENGTH MIGHT DAMAGE THE PILE BECAUSE OF EXCESSIVELY HARD DRIVING, THE CONTRACTOR SHALL USE OTHER METHODS APPROVED BY THE ENGINEER FOR INSTALLING THE PILES SUCH AS JETTING (WHERE ALLOWED) OR PRE-DRILLING HOLES. HOWEVER, ALL PILES MUST BE DRIVEN BY HAMMER FOR THE LAST FEW FEET OF PENETRATION. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR PRE-DRILLING HOLES OR FOR JETTING PILING TO OBTAIN THE REQUIRED PILE PENETRATION.
THE PILE LOAD TEST SHALL BE A QUICK LOAD TEST CONDUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE PILE LOAD TEST APPARATUS FOR APPLYING LOADS AND MEASURING MOVEMENT SHALL MEET THE REQUIREMENTS OF ASTM D1143, STANDARD TEST METHODS FOR DEEP FOUNDATION ELEMENTS UNDER STATIC AXIAL COMPRESSIVE LOAD. WHEN INSUFFICIENT CLEARANCE IS AVAILABLE WITHIN AN EXCAVATION, THE CLEARANCE REQUIREMENTS IN ARTICLE 9.1.1 MAY BE REDUCED, BUT ONLY WITH PROIR APPROVAL OF THE ENGINEER.

ALTERNATE FRICTION PILES: WITH THE EXCEPTION OF PILE BENTS, THE CONTRACTOR MAY USE AN ALTERNATE PILE TYPE OR SIZE FROM THAT SHOWN ON THE PLANS PROVIDED THE SUBSTITUTION MEETS MINIMUM DESIGN STANDARDS AND SPECIFICATIONS AND IS APPROVED BY THE ENGINEER. FOR PILE BENTS, ANY PROPOSAL OF THE CONTRACTOR TO USE AN ALTERNATE PILE TYPE OR SIZE SHALL BE CONSIDERED VALUE ENGINEERING.

PIPE PILES: SHALL BE PP 14"X1/2", GRADE 3 MODIFIED WITH A MINIMUM YIELD STRESS OF 50 KSI IN ACCORDANCE WITH ASTM A252. WEATHERING STEEL WILL NOT BE ALLOWED FOR PIPE PILES. ANY PIPE PILE HAVING BENDS, KINKS OR OTHER DEFORMATIONS DURING THE PROCESS OF DRIVING THAT WOULD IMPAIR THE STRENGTH (10% REDUCTION AS DETERMINED BY THE ENGINEER) EFFICIENCY OF THE COMPLETED PILE SHALL BE EITHER REMOVED AND REPLACED OR REPAIRED BY THE CONTRACTOR IN A MANNER SATISFACTORY TO THE ENGINEER. THE CONTRACTOR WILL NOT BE REIMBURSED FOR ANY SUCH PIPE PILE ORDERED REMOVED OR REPLACED BY THE ENGINEER.

PIPE PILE SPLICES: FULL LENGTH PILES SHALL BE USED WHERE PRACTICAL PILES MAY BE SPLICED WITH THE PRIOR APPROVAL OF THE ENGINEER. SPLICES SHALL USE FULL PENETRATION WELDS DESIGNED TO DEVELOP THE FULL STRENGTH OF THE PILE CROSS-SECTION IN TENSION AND COMPRESSION. ONLY ONE SPLICE PER 40 LINEAR FEET OF PILE WILL BE ALLOWED. DRIVE-ON SPLICES SHALL NOT BE USED AND ONLY COMMERCIALLY MANUFACTURED SPLICES WILL BE ALLOWED. SPLICING DETAILS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL. COST SHALL BE PAID IN ACCORDANCE WITH SECTION 606.21D OF THE STANDARD SPECIFICATIONS.

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

PILE PROTECTION SYSTEMS: AT THE BENT LOCATIONS SPECIFIED ON THE PLANS, AND AFTER THE STEEL PILES HAVE BEEN DRIVEN TO THEIR FINAL ELEVATION, A CONCRETE COLLAR AS DETAILED ON STANDARD DRAWING STD-5-2 SHALL BE CONSTRUCTED ONE (1) FOOT ABOVE AND THREE (3) FEET BELOW THE FINISHED GROUND ELEVATION INDICATED ON THE CONTRACT PLANS.

STEEL PILES THAT EXTEND ABOVE THE GROUND OR WATER SURFACE SHALL BE PAINTED AS SPECIFIED IN SUBSECTION 606.19 OF THE STANDARD SPECIFICATIONS. THE TOPCOAT COLOR SHALL BE GRAY, FEDERAL STANDARD AMS-STD-595A COLOR NO. 36440. INSTEAD OF FIELD PAINTING, STEEL PILES MAY BE SHOP PAINTED PROVIDED THE CONTRACTOR REPAIRS, TO THE SATISFACTION OF THE ENGINEER, ANY AREAS DAMAGED DUE TO HANDLING OR INSTALLATION.

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING STD-1-1SS. THE PARAPETS SHALL BE FORMED AND CAST PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE.

RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS "A-1" IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.06.

VALUE ENGINEERING ALTERNATE BRIDGE DESIGN CRITERIA: ALTERNATE BRIDGE DESIGN PROPOSALS MAY NOT DIMINISH THE FUNCTIONAL OR STRUCTURAL EQUIVALENCY OF THE BRIDGE AND MUST MEET OR EXCEED THE CAPACITIES OF THE CONTRACT PLANS STRUCTURE AT ALL LIMIT STATES IN AASHTO TABLE 3.4.1-1. ADDITIONALLY, THE WATERWAY OPENING AND FLOOD CLEARANCES MAY NOT BE REDUCED. FOR GRADE SEPARATIONS, THE HORIZONTAL CLEARANCES MAY NOT BE REDUCED, NOR MAY THE VERTICAL CLEARANCES BE LESS THAN THE MINIMUM ACCEPTABLE FOR THE TYPE FACILITY CROSSED.

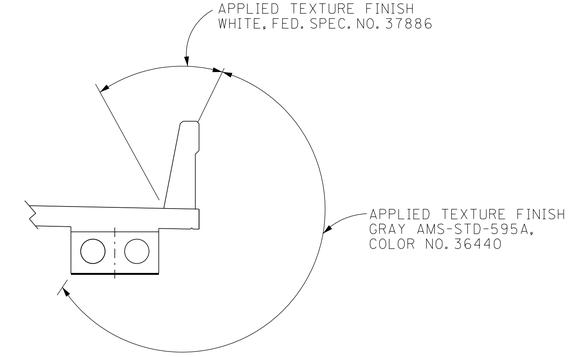
FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.01.

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		
	- -		
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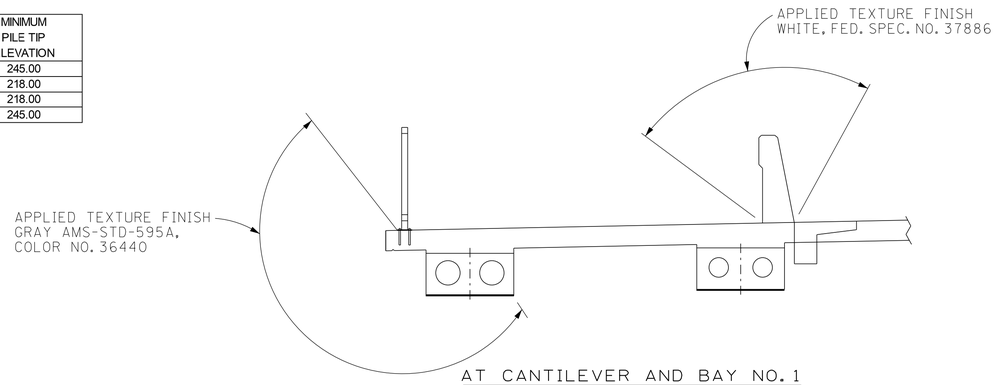
AT CANTILEVER

APPLIED TEXTURE FINISH SKETCHES

NOTE: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH ALL EXPOSED SURFACES OF THE WINGWALLS, ABUTMENTS BEAMS, BENTS AND EXTERIOR PORTIONS OF ENDWALLS SHALL RECEIVE AN APPLIED TEXTURE FINISH (GRAY, FEDERAL STANDARD AMS-STD-595A, COLOR NO. 36440).

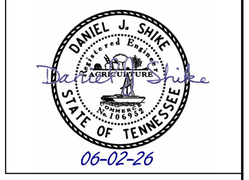
PILE DATA TABLE

LOCATION	DESIGN LOAD (TONS)	TEST PILE CUT-OFF ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	TEST PILE LENGTH (FT.)	MINIMUM PILE TIP ELEVATION
ABUTMENT NO. 1	90	290.29	50	60	245.00
BENT NO. 1	90	290.69	75	85	218.00
BENT NO. 2	90	290.73	75	85	218.00
ABUTMENT NO. 2	90	290.41	50	60	245.00



AT CANTILEVER AND BAY NO. 1

SEALED BY



06-02-26

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: A. HUNTER DATE: 02/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-297

6/2/2026 12:58:49 PM

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABUTMENT NO. 1	PIER NO. 1	PIER NO. 2	ABUTMENT NO. 2
(9)	202-01.05	REMOVAL OF ASBESTOS (EXIST. BR. I.D. NO. 79-05757-2.34)	L.S.	1					
(2)	202-04.01	REMOVAL OF STRUCTURES (EXIST. BR. I.D. NO. 79-05757-2.34)	L.S.	1					
(3)	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	120		60			60
(8)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TONS	28		14			14
	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	43,204	40,256	1,474			1,474
(7)	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	146		37	36	36	37
	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	15,832	988	4,315	3,107	3,107	4,315
(1)	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	261					
	604-03.32	CLASS DS CONCRETE	C.Y.	159	159				
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	589	435	22	55	55	22
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	593					
	606-09.01	TEST PILES (PRECAST CONCRETE, SIZE 1)	L.F.	120		60			60
	606-09.02	LOADING TEST (PRECAST CONCRETE, SIZE 1)	EA.	1		1			
	606-09.03	PRECAST CONCRETE PILES (SIZE 1)	L.F.	700		350			350
(10)	606-12-01	PILE ANCHORAGE SYSTEM (SEISMIC)	EA.	12		6			6
	606-18-01	TEST PILES (STEEL PIPE PILES, 14-INCH)	L.F.	170			85	85	
	606-18.02	LOADING TEST (STEEL PIPE PILES, 14-INCH)	EA.	1			1		
	606-18.03	STEEL PIPE PILES (14-INCH)	L.F.	1,350			675	675	
	610-10.45	DECK DRAINS (GRATE TYPE 2)	EA.	5					
(5)	615-02.02	PRESTRESSED CONCRETE BOX BEAM (17" X 36")	L.F.	594	594				
	620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	277	277				
	707-16.01	BIKE/PEDESTRIAN BOX TUBE SAFETY RAIL	L.F.	124	124				
(6)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	126		63			63
	710-09.02	6" PIPE UNDERDRAIN	L.F.	22		11			11

FOOTNOTES

(1) **NOTE:** PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.

(2) **NOTE:** LUMP SUM: EXISTING BRIDGE NO. 79-05757-2.34 AND APPROACHES TO BE REMOVED TO NATURAL GROUND BETWEEN STA. 112+05.00 AND 113+12.00. THE EXISTING BRIDGE IS 32'-6" WIDE AND 87'-0" LONG. THIS IS A 5 SPAN PRECAST CONCRETE CHANNEL SLAB SUPERSTRUCTURE SUPPORTED BY CONCRETE ABUTMENTS AND CONCRETE PILE BENTS. ALL SLAB UNITS FROM THE EXISTING BRIDGE SHALL REMAIN THE PROPERTY OF TDOT. THE CONTRACTOR SHALL NOTIFY REGION 4 BRIDGE REPAIR (731-935-0243) WHEN THE BRIDGE IS TO BE REMOVED. THE CONTRACTOR SHALL REMOVE AND STOCKPILE THE UNITS ON SITE UNTIL REGIONAL FORCES PICK THEM UP. COST TO LOAD THE UNITS ONTO THE TDOT TRUCK TO BE INCLUDED IN THE PRICE BID FOR REMOVAL OF STRUCTURE AT EACH BRIDGE SITE.

(3) **NOTE:** EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS.

(4) **NOTE:** THE COST OF BITUMINOUS FIBERBOARD AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

(5) **NOTE:** COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED BEAM.

(6) **NOTE:** COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.

(7) **NOTE:** THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 56 ANCHOR BOLT ASSEMBLIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CLASS A CONCRETE (BRIDGES), ITEM NO. 604-03.01.

(8) **NOTE:** GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.

(9) **NOTE:** SEE PROJECT COMMITMENTS AND SPECIAL PROVISION 202ACM.

(10) **NOTE:** COST OF PREPARATION OF THE TOP OF PILE FOR SEISMIC REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 606-12.01. SEE STANDARD DRAWING STD-6-1 FOR DETAILS. THE PILE AND TEST PILE LENGTHS SHOWN ON THE PLANS DO NOT INCLUDE THE 2 FEET REQUIRED FOR SEISMIC ATTACHMENT.

SEALED BY



BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-298

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: P. MOSHER DATE: 03/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

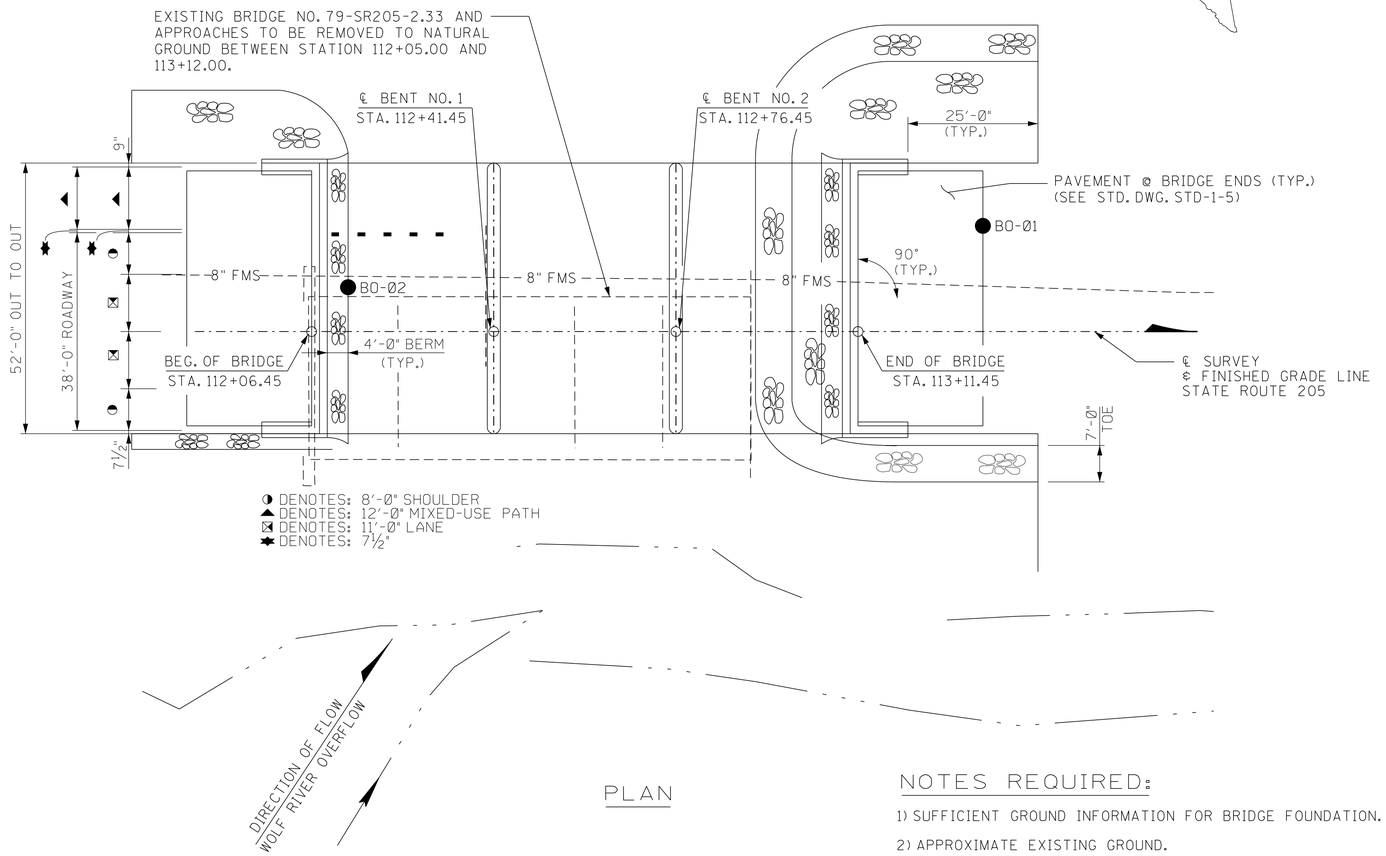
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
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PLAN

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

TABLE OF POINT LOCATIONS

GLOBAL COORDINATES					
POINTS	STATION	OFFSET	N	E	GROUND ELEV.
BO-01	113+27.71	19.04' LT	291767.130	875992.899	301.84
BO-02	112+09.45	2.45' LT	291638.818	875985.713	301.84

NOTES REQUIRED:

1) SUFFICIENT GROUND INFORMATION FOR BRIDGE FOUNDATION.

2) APPROXIMATE EXISTING GROUND.

3) DESIGN SPECIFICATIONS: AASHTO LRFD 9TH EDITION, 2020, AND THE 2011 AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, EDITION 2 (WITH INTERIMS). SEISMIC DESIGN CATEGORY ZONE "C" WITH AS=0.338, SDS=0.727, SD1=0.319.

4) DISTURBANCE OF THE EXISTING ROCK WEIR SHALL BE MINIMIZED DURING REMOVAL OF THE EXISTING BRIDGE PIERS. PIERS SHALL BE REMOVED DOWN TO THE TOP OF THE R2200 ROCK LAYER AT ELEV. 281.50. IF ANY ROCK WITHIN THE WEIL IS DISPLACED OR DISTURBED DURING PIER REMOVAL, ROCK OF EQUAL SIZE AND QUALITY SHALL BE PLACED IN THE DISTURBED AREA.

5) ROCK SHALL BE REMOVED PRIOR TO DRIVING THE PROPOSED PILES. AFTER PILE INSTALLATION, THE ROCK SHALL BE REPLACED TO A THICKNESS EQUAL TO THAT OF THE MATERIAL REMOVED AROUND THE PIERS.

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: RODNEY CHANDLER DATE: 03/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-299

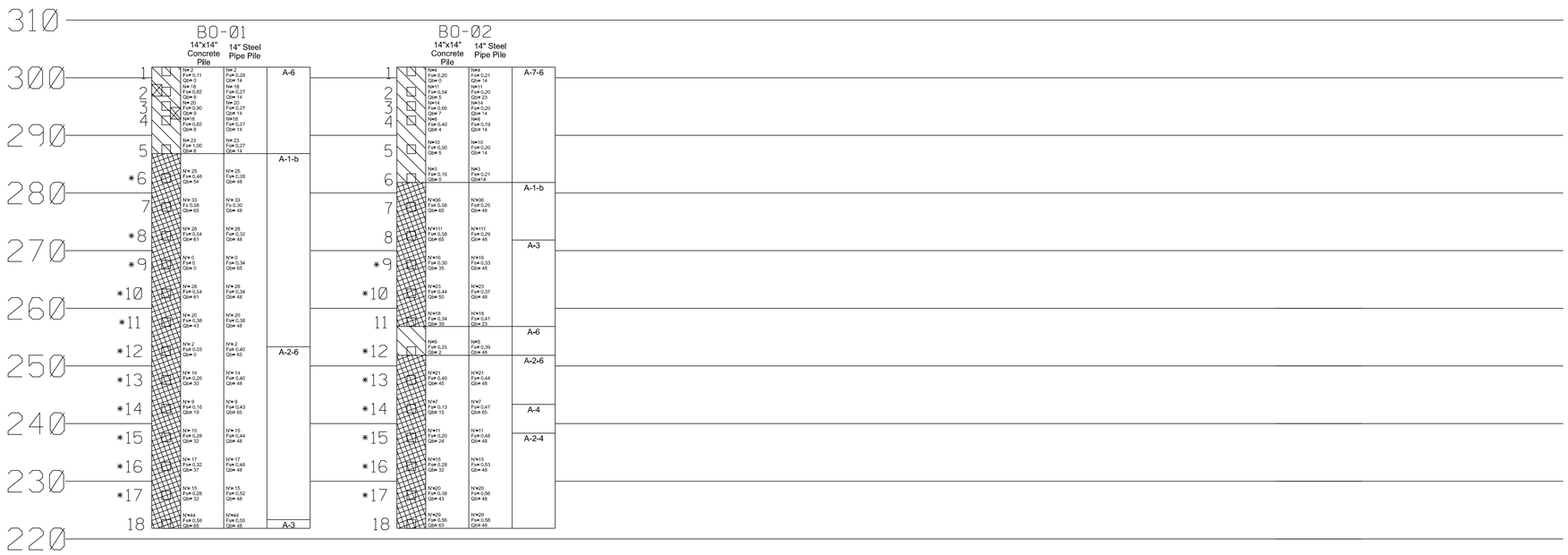
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
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	- -		
	- -		
	- -		



LEGEND

CLAY

SILT

SAND

* LIQUIFACTION IS PROBABLE AT THESE LOCATIONS

FS = SIDE FRICTION VALUE FOR INTERVAL TSF

QB = END BEARING FOR LAYER TSF

N = AVERAGE N VALUE FOR INTERVAL SHOWN

BO-Ø1— BROING NUMBER

SAMPLE NO. 1 — SPLIT SPOON

SAMPLE NO. 2 — SHELBY TUBE

FS AND QB VALUES SHOWN ARE FOR DRIVEN CONCRETE PILES ONLY

GROUND ELEVATIONS

BW-01 G 301.84

BW-02 G 301.84

PIN NO.: 136241.00

DESIGN BY: U. PATEL DATE: 10/2025

DRAWN BY: RODNEY CHANDLER DATE: 03/2026

SUPERVISED BY: D.E./D.S. DATE: 03/2026

CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BORING PROFILES
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-299A

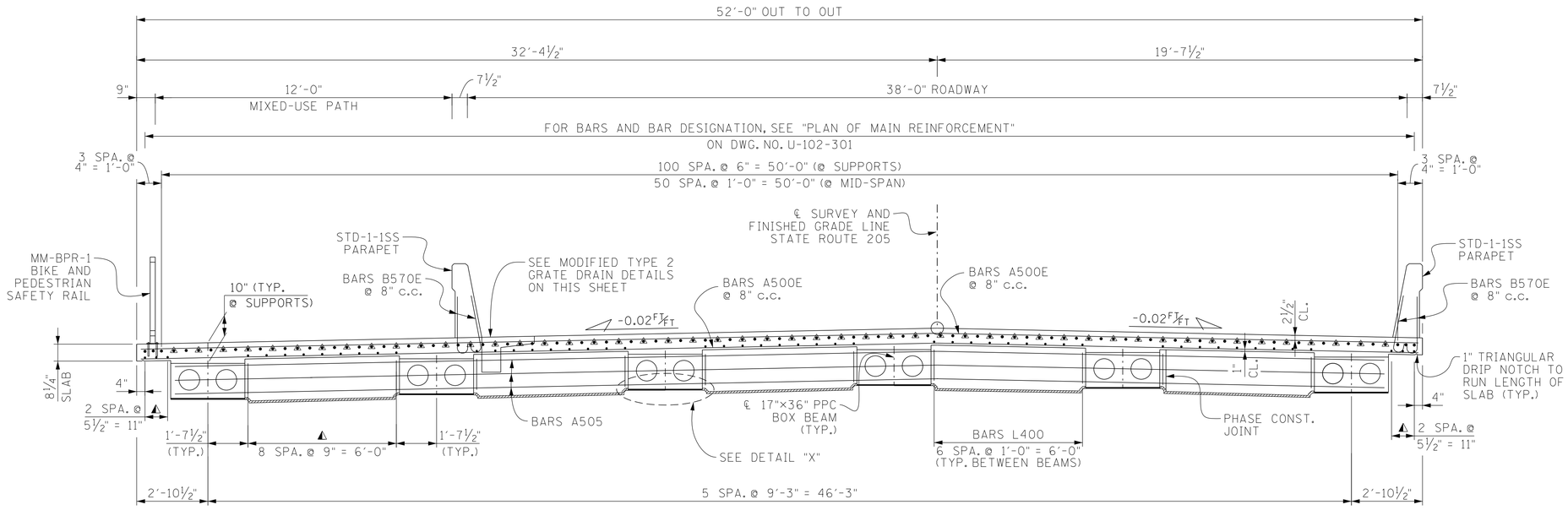
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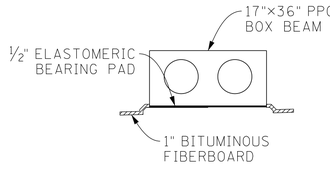
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PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

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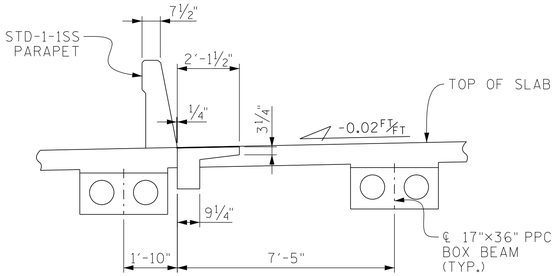


DETAIL "X"

▲ DENOTES: CUT-OFF BARS A701E (TYP. @ SUPPORTS)

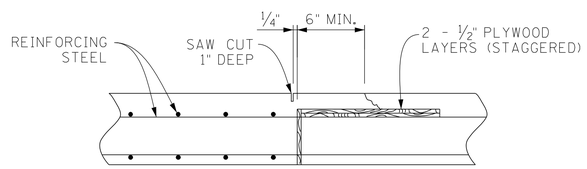
◭ DENOTES: BARS A502E ⅝" BARS A503E (TYP.)

TYPICAL CROSS-SECTION



MODIFIED TYPE 2 GRATE DRAIN DETAILS

NOTE: TYPE 2 GRATE DRAIN IN ACCORDANCE WITH STD-1-2SS MODIFIED AS SHOWN (TYP.) THE GRATE DRAIN SHALL HAVE AN EFFICIENCY GREATER THAN OR EQUAL TO THE STD-1-2SS GRATE INLET DRAIN. PROPOSED DECK DRAIN GRATE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

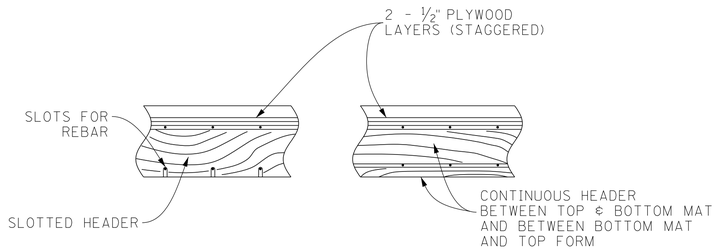


SLAB CONSTRUCTION JOINT DETAIL

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

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

NOTE: ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.



ALTERNATE "A" ALTERNATE "B"

ALTERNATE HEADER DETAILS

NOTES:

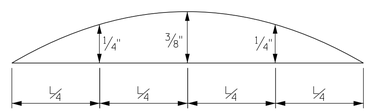
NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR BIKE AND PEDESTRIAN SAFETY RAIL AND REINFORCING STEEL PARAPETS. THE PARAPETS SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STD. DWG. NO. STD-1-1SS AND MM-BPR-1.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. WHILE IT IS STRONGLY RECOMMENDED THAT BOTH THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE BEAMS, IT IS REQUIRED THAT ALL TEMPORARY ERECTION DIAPHRAGMS IN A SPAN BE FULLY INSTALLED PRIOR TO POURING ANY PORTION OF THE SLAB IN THAT SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOCN AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. THE BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE REMAINDER OF THE SUPPORT DIAPHRAGMS AND DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR CLASS DS CONCRETE.

NOTE: THE MM-BPR-1 BIKE AND PEDESTRIAN SAFETY RAIL SHALL BE PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE CONSTANT, WITH VARIATION DUE TO CROSS-SOPE ACCOMMODATED AT THE REAR FACE. PROVIDE 6"X6"X1/8" THICK ELASTOMERIC OR NEOPRENE PAD WITH 5/8" DIA. HOLES FOR ANCHOR BOLTS UNDER THE ANCHOR PLATE FOR THE MM-BPR-1 SAFETY RAIL.



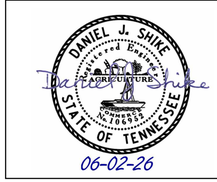
DEAD LOAD CORRECTION CURVE

(TYP. PER SPAN)

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

NOTE: PRESTRESSED DECK PANELS ARE NOT ALLOWED.

SEALED BY

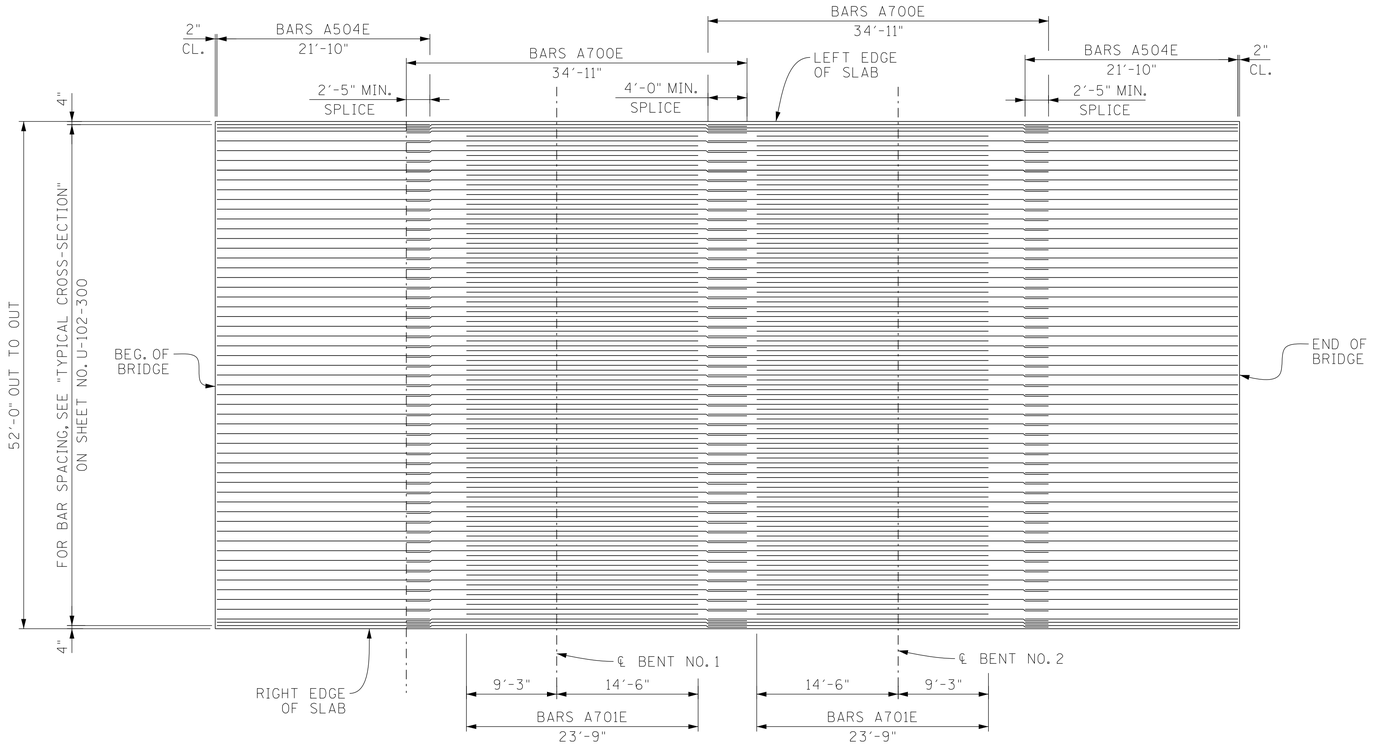


BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

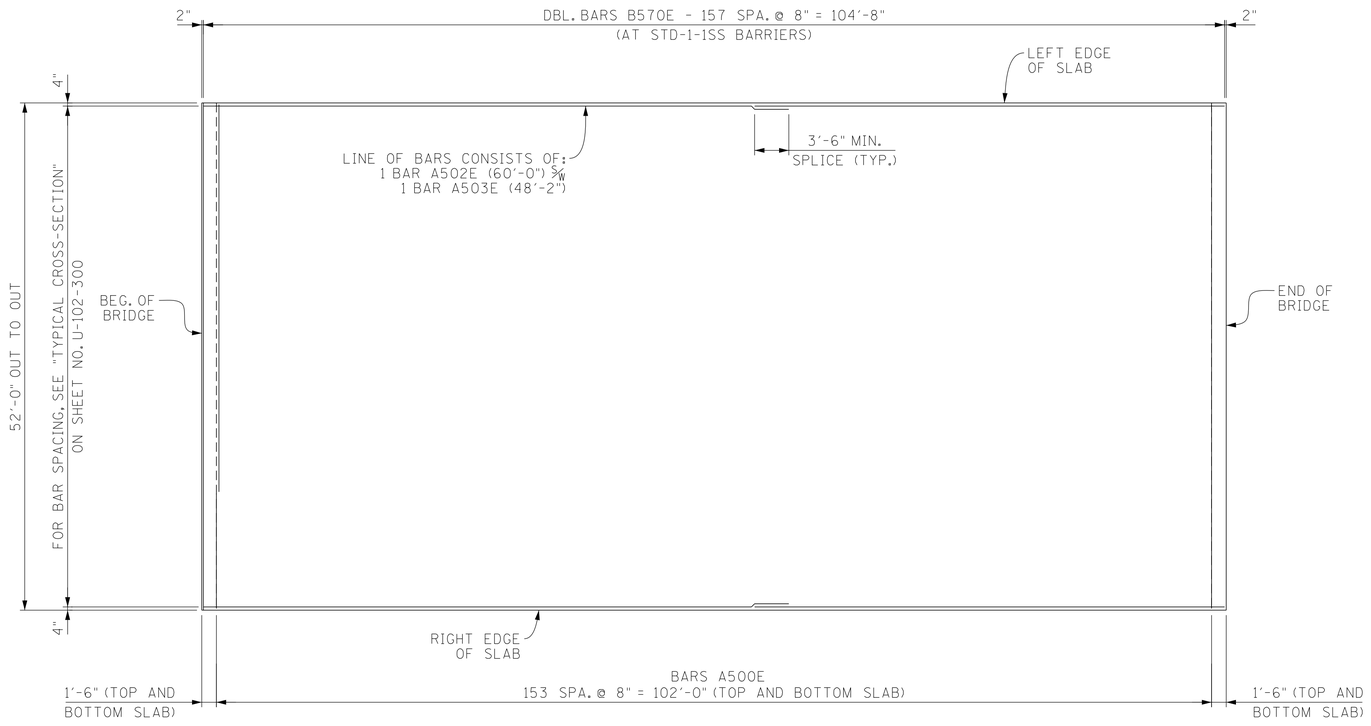
U-102-300

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: P. MOSHER DATE: 2/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

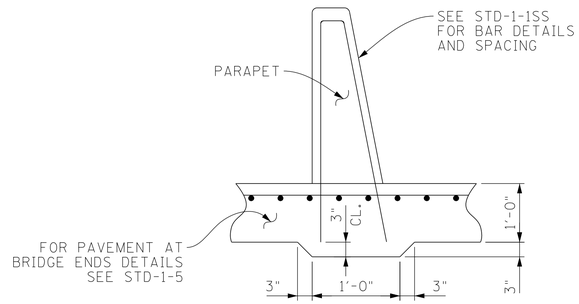
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PLAN OF MAIN REINFORCEMENT



SLAB PLAN



MODIFIED PAVEMENT AT BRIDGE ENDS

PARAPET SHALL EXTEND TO END OF APPROACH PAVEMENT.

BARS HD40-E, H40-E AND B570E, AS SHOWN ON STD-1-1SS OVER ABUTMENT WINGWALLS, SHALL BE EMBEDDED IN PAVEMENT AT BRIDGE ENDS (APPROACH SLAB). BARS ARE INCLUDED IN SUPERSTRUCTURE BRIDGE QUANTITIES FOR EPOXY COATED REINFORCEMENT.

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
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	- -		
	- -		

SEALED BY

DANIEL J. SHIKE — Registered Engineer — STATE OF TENNESSEE — DEPARTMENT OF AGRICULTURE — REGISTERED — No. 109955

06-02-26

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-301

PIN NO.:	136241.00	
DESIGN BY:	U. PATEL	DATE: 10/2025
DRAWN BY:	P. MOSHER	DATE: 2/2026
SUPERVISED BY:	D.E./D.S.	DATE: 03/2026
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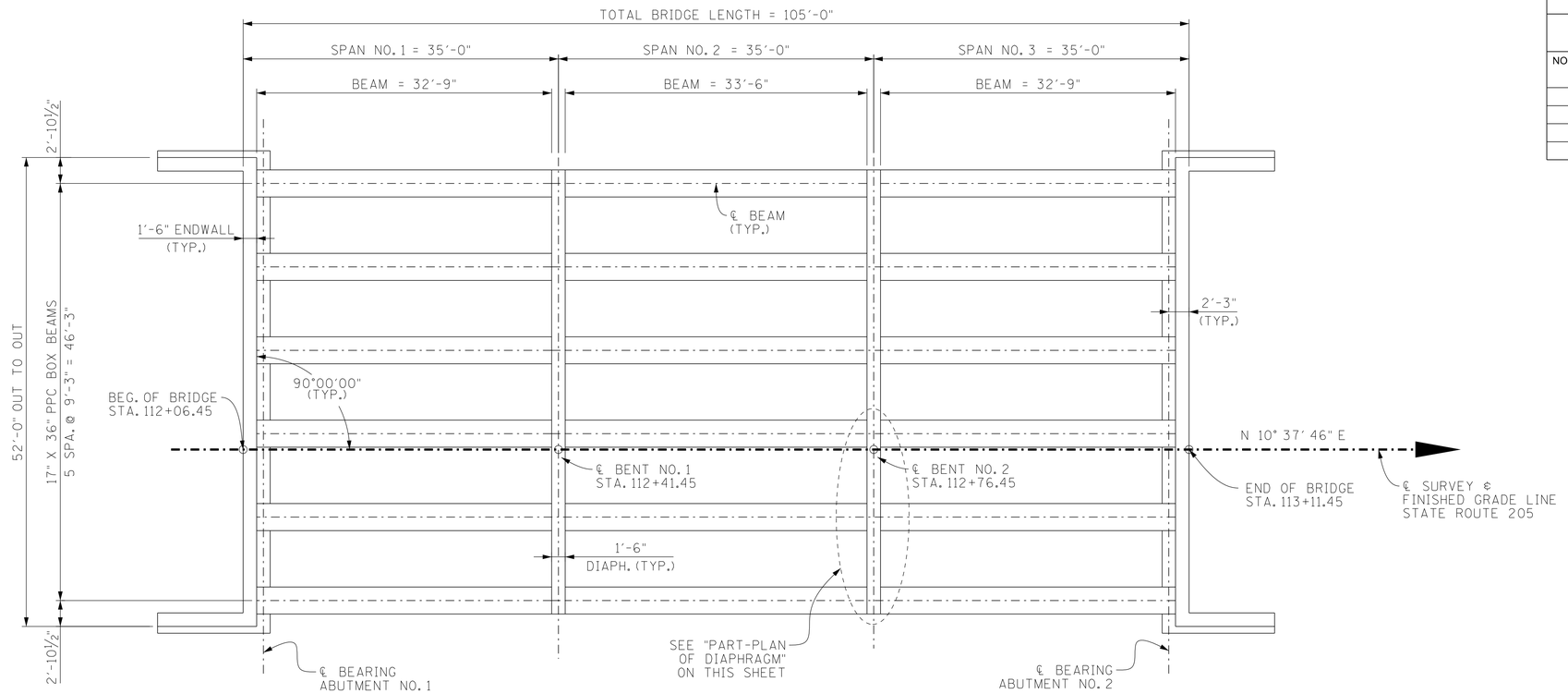
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CONST. NO.: 79S205-F3-003

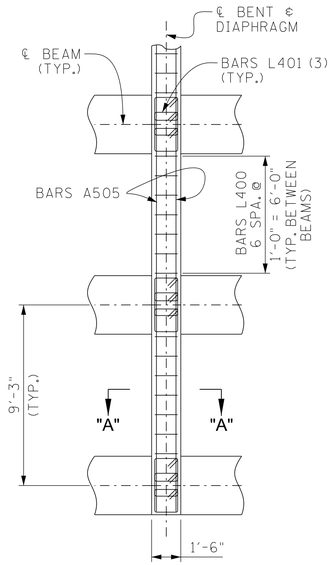
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

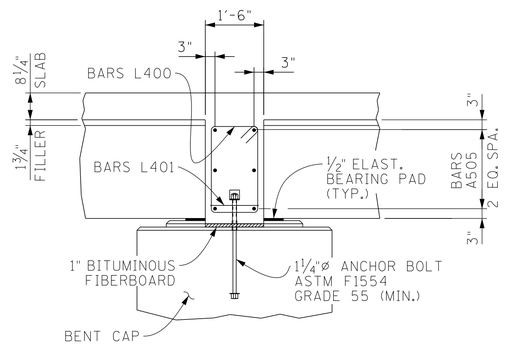
NO.	DATE	BY	BRIEF DESCRIPTION
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FRAMING PLAN



PART-PLAN OF DIAPHRAGM



SECTION "A"-"A"

ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.

SEALED BY

DANIEL J. SHIKE — Registered Engineer — STRUCTURE — KNOXVILLE, TENNESSEE — STATE OF TENNESSEE

Daniel Shike

06-02-26

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-302

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: P. MOSHER DATE: 2/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
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6/1/2026 8:49:59 AM

CONST. NO.: 79S205-F3-003

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BR-HIP-205(34)	2026	

REVISIONS

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DANIEL J. SHIKE
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
STATE OF TENNESSEE
06-02-26

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
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OVER
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U-102-303

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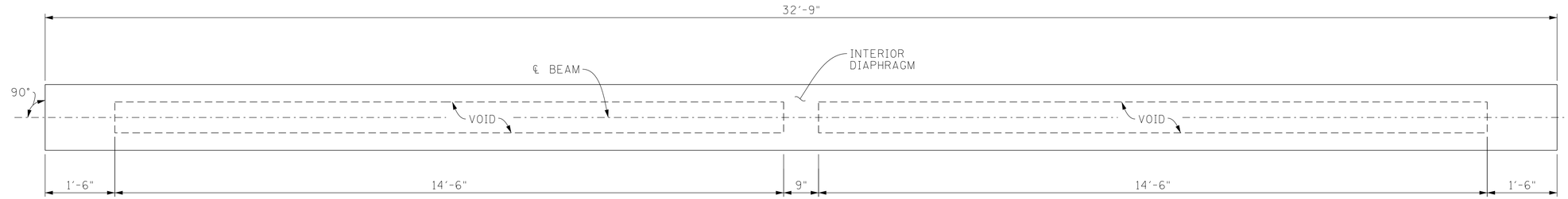
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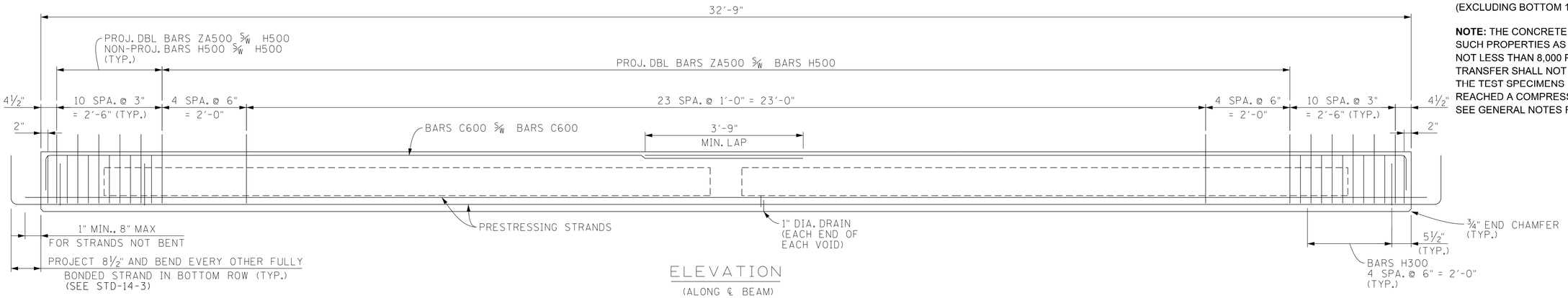
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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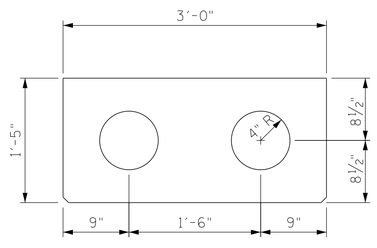


PLAN



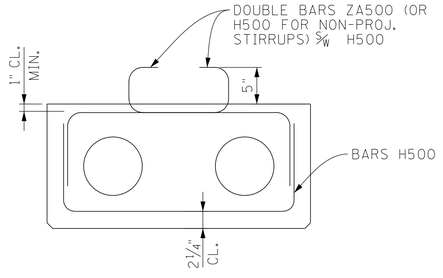
ELEVATION

(ALONG ℄ BEAM)



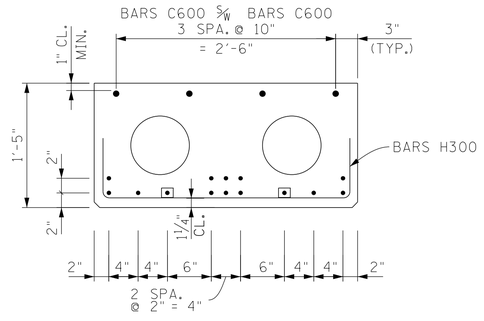
SECTION

(SHOWING BEAM DIMENSIONS)



SECTION

(SHOWING REINFORCEMENT)



SECTION @ END

(SHOWING STRANDS AND REBARS)
(TOTAL 14 STRANDS)

⊡ DENOTES: BREAK BOND @ 3'-0" FROM THE END

PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED 7- WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

PRESTRESSED BEAM DESIGN DATA (PER BEAM):

LIVE LOAD DISTRIBUTION FACTOR: MOMENT = 0.96 LANES
SHEAR = 0.96 LANES

COMPOSITE DEAD LOAD: DC = 130 LB/FT
DW = 285 LB/FT

COMPOSITE SLAB DESIGN STRENGTH: F 'C = 4000 PSI

ALL BEAMS SHALL HAVE UPWARD DEFLECTION OF AT LEAST 1/8" UNDER TOTAL DEAD LOAD.

BILL OF STEEL

(PER BEAM)

BAR	SIZE	NO REQ'D	LENGTH
A500	5	8	5'-6"
A501	5	6	2'-8"
A502	5	8	1'-1"
C600	6	8	19'-1"
H300	3	10	4'-10"
H500	5	66	4'-10"
ZA500	5	84	3'-10"

NOTES

NOTE: SEE STD-14-3 FOR BOX BEAM STANDARD DETAILS, NOTES AND REINFORCING. (ALL BEAMS ARE 17" H X 36" W)

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 15") AND DECK SLAB.

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 8,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 6,000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

ESTIMATED QUANTITIES

(PER BEAM)

NO. BEAMS REQUIRED (PER SPAN)	PRESTRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE C.Y.	REINFORCING STEEL LB.
6	362	4.4	988

SEALED BY

DANIEL J. SHIKE — REGISTERED ENGINEER — AGRICULTURE — No. 109993 — STATE OF TENNESSEE

06-02-26

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESTRESSED BOX BEAM
(SPAN NOS. 1 & 3)
STATE ROUTE 205 OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-304

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: F. BARTON DATE: 02/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: A. OMAR DATE: 03/2026

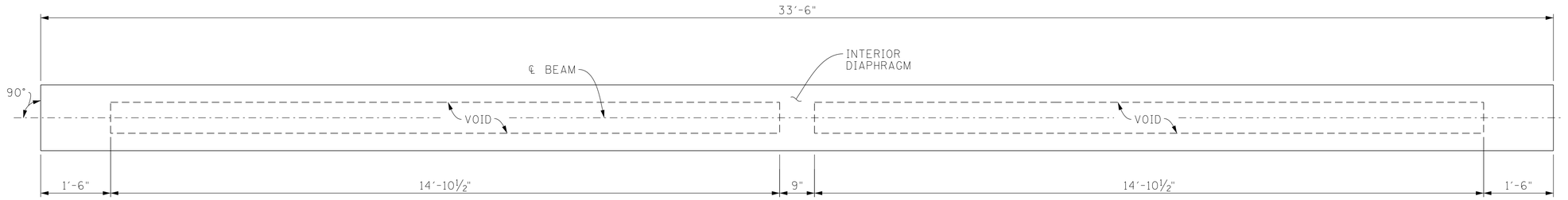
6/2/2026

CONST. NO.: 79S205-F3-003

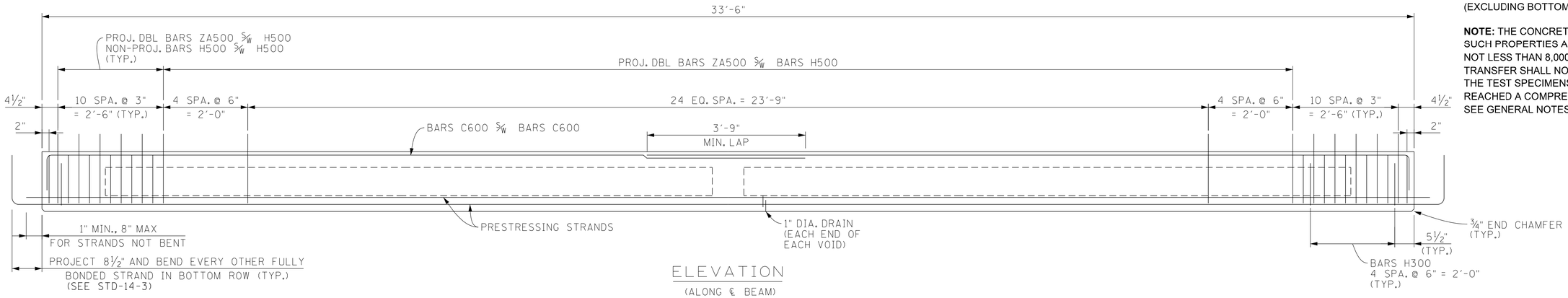
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		
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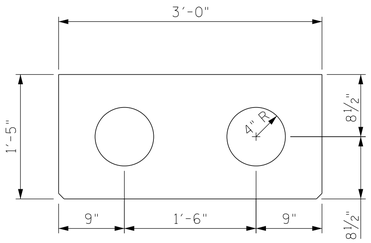


PLAN



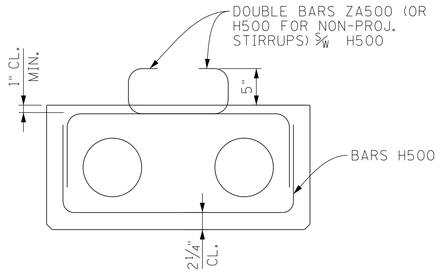
ELEVATION

(ALONG ℄ BEAM)



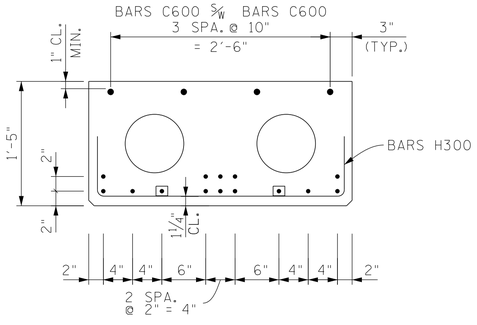
SECTION

(SHOWING BEAM DIMENSIONS)



SECTION

(SHOWING REINFORCEMENT)



SECTION @ END

(SHOWING STRANDS AND REBARS)
(TOTAL 14 STRANDS)

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PRESTRESSED BEAM DESIGN DATA (PER BEAM):

LIVE LOAD DISTRIBUTION FACTOR: MOMENT = 0.96 LANES
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COMPOSITE DEAD LOAD: DC = 130 LB/FT
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ALL BEAMS SHALL HAVE UPWARD DEFLECTION OF AT LEAST 1/8" UNDER TOTAL DEAD LOAD.

BILL OF STEEL

(PER BEAM)

BAR	SIZE	NO REQ'D	LENGTH
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C600	6	8	19'-6"
H300	3	10	4'-10"
H500	5	67	4'-10"
ZA500	5	86	3'-10"

NOTES

NOTE: SEE STD-14-3 FOR BOX BEAM STANDARD DETAILS, NOTES AND REINFORCING. (ALL BEAMS ARE 17" H X 36" W)

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 15") AND DECK SLAB.

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 8,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 6,000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

ESTIMATED QUANTITIES

(PER BEAM)

NO. BEAMS REQUIRED	PRESTRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE C.Y.	REINFORCING STEEL LB.
6	370	4.5	1,006

SEALED BY

DANIEL J. SHIKE — Registered Engineer — DEPARTMENT OF AGRICULTURE — REGISTERED — NUMBER 109953 — STATE OF TENNESSEE

06-02-26

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: F. BARTON DATE: 02/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: A. OMAR DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRESTRESSED BOX BEAM
(SPAN NO. 2)
STATE ROUTE 205 OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-305

6/2/2026

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

GENERAL NOTES

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

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

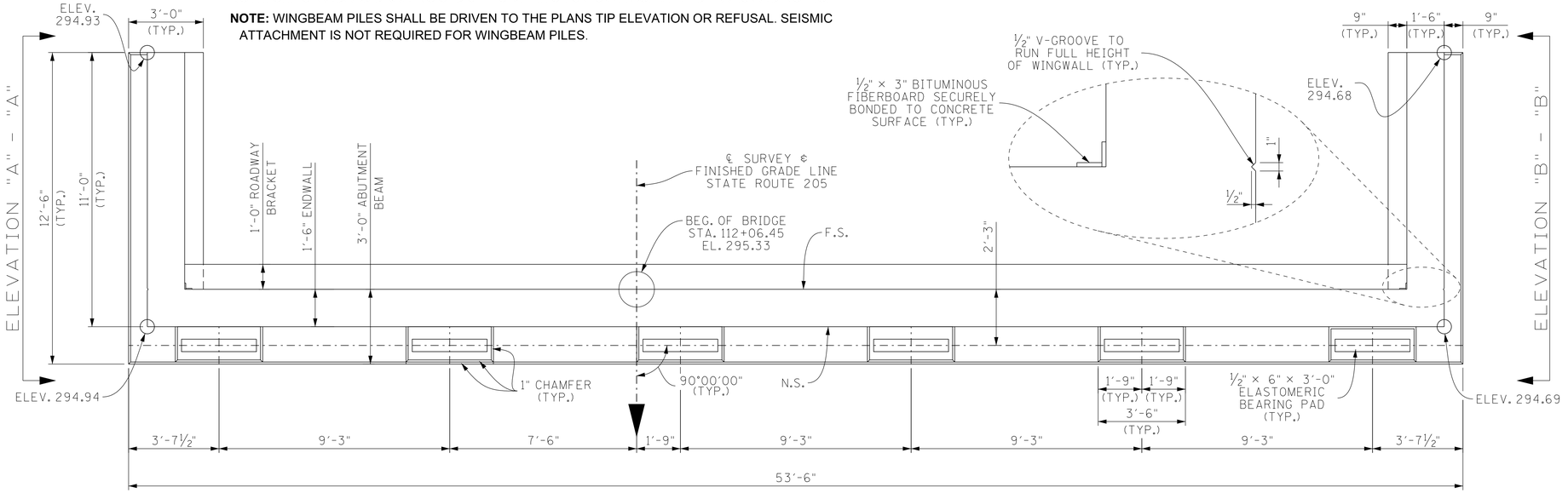
NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-1-1SS.

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

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

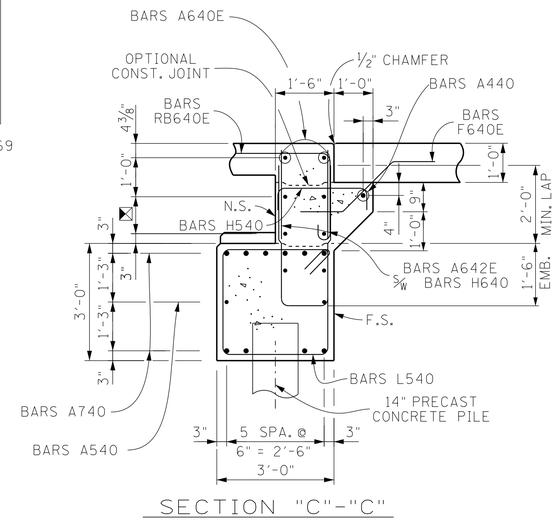
NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

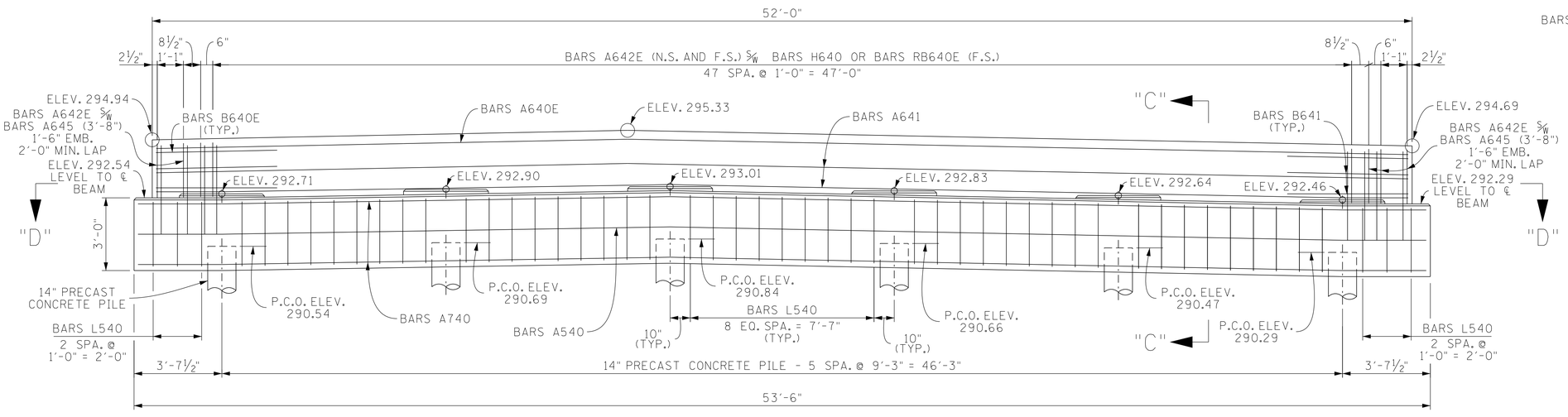


PLAN
(LOOKING BACK ON SURVEY)

N.S. - DENOTES NEAR SIDE
F.S. - DENOTES FAR SIDE
P.C.O. - DENOTES PILE CUT OFF
⊠ - DENOTES BARS A641



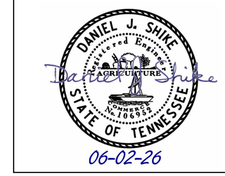
SECTION "C"-"C"



ELEVATION
(LOOKING BACK ON SURVEY)

FOR ELEVATIONS "A"-"A" AND "B"-"B" SEE DWG. NO. U-102-307.

SEALED BY



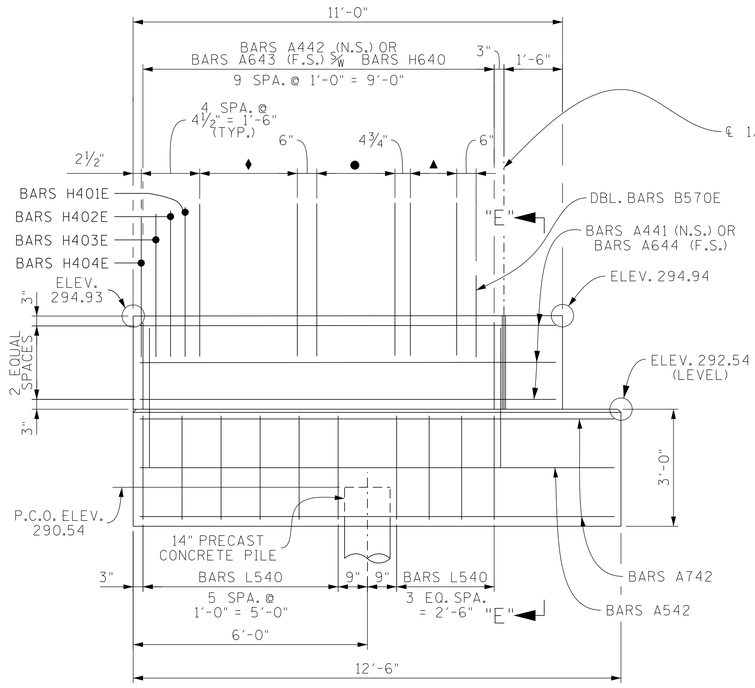
BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-306

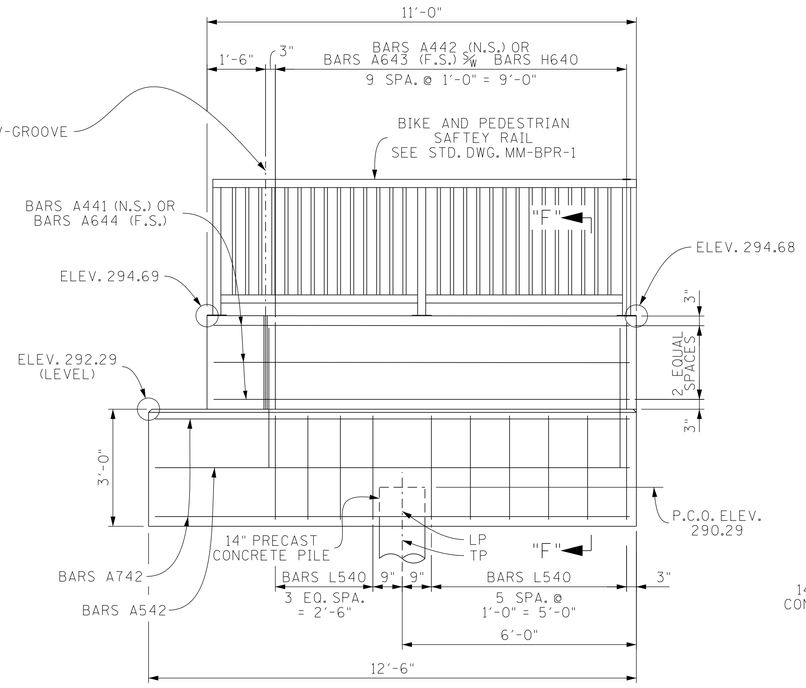
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DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: RODNEY CHANDLER DATE: 2/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

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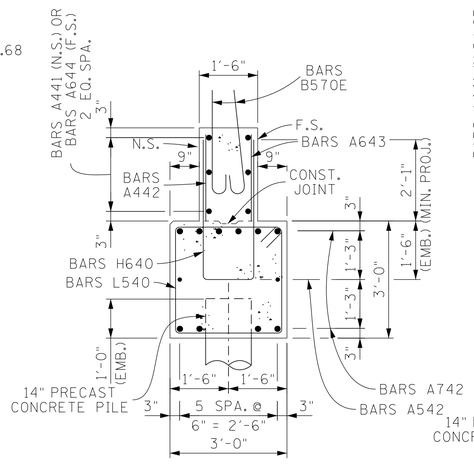
♦ DENOTES: BARS H40OE 5 SPA. @ 6" = 2'-6"
● DENOTES: SERIES BARS HD401E 4 SPA. @ 6" = 2'-0
▲ DENOTES: SERIES BARS HD40OE 3 SPA. @ 4¾" = 1'-2¼"



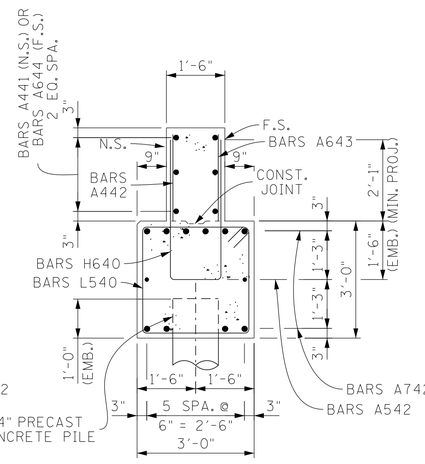
ELEVATION "A"-"A"



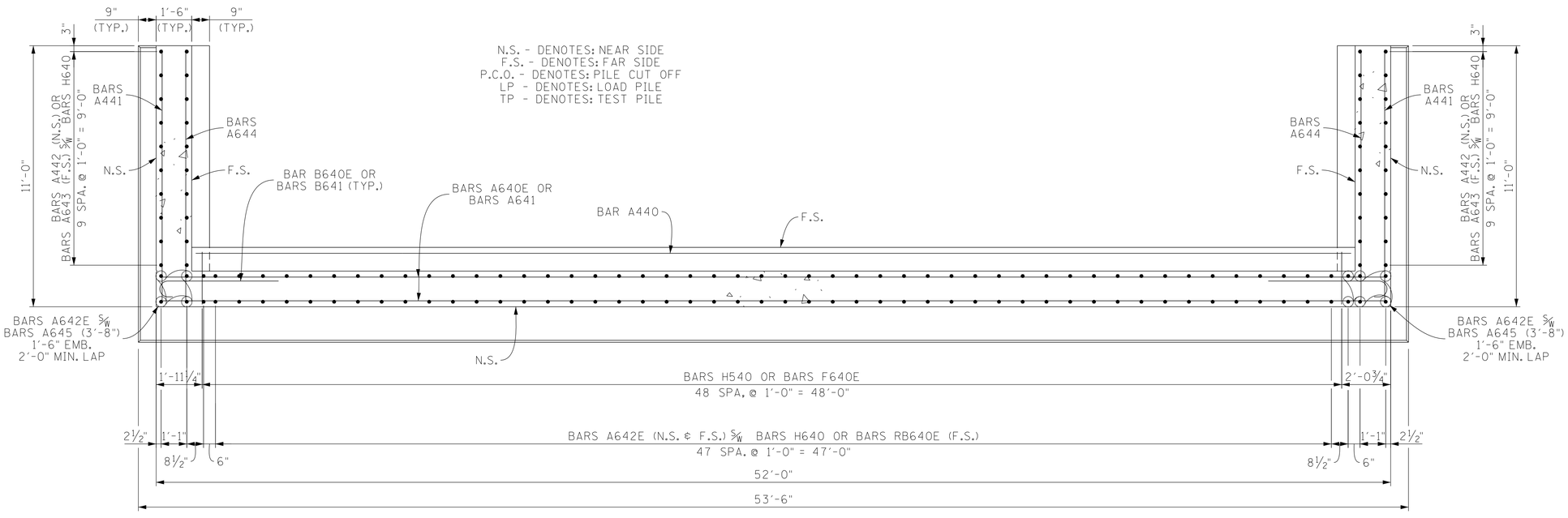
ELEVATION "B"-"B"



SECTION "E"-"E"



SECTION "F"-"F"



N.S. - DENOTES: NEAR SIDE
F.S. - DENOTES: FAR SIDE
P.C.O. - DENOTES: PILE CUT OFF
LP - DENOTES: LOAD PILE
TP - DENOTES: TEST PILE

SECTION "D"-"D"

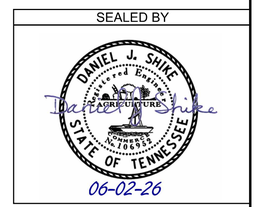
CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
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	- -		
	- -		
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SEALED BY



PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: RODNEY CHANDLER DATE: 2/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 - DETAILS
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-307

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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

GENERAL NOTES

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

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

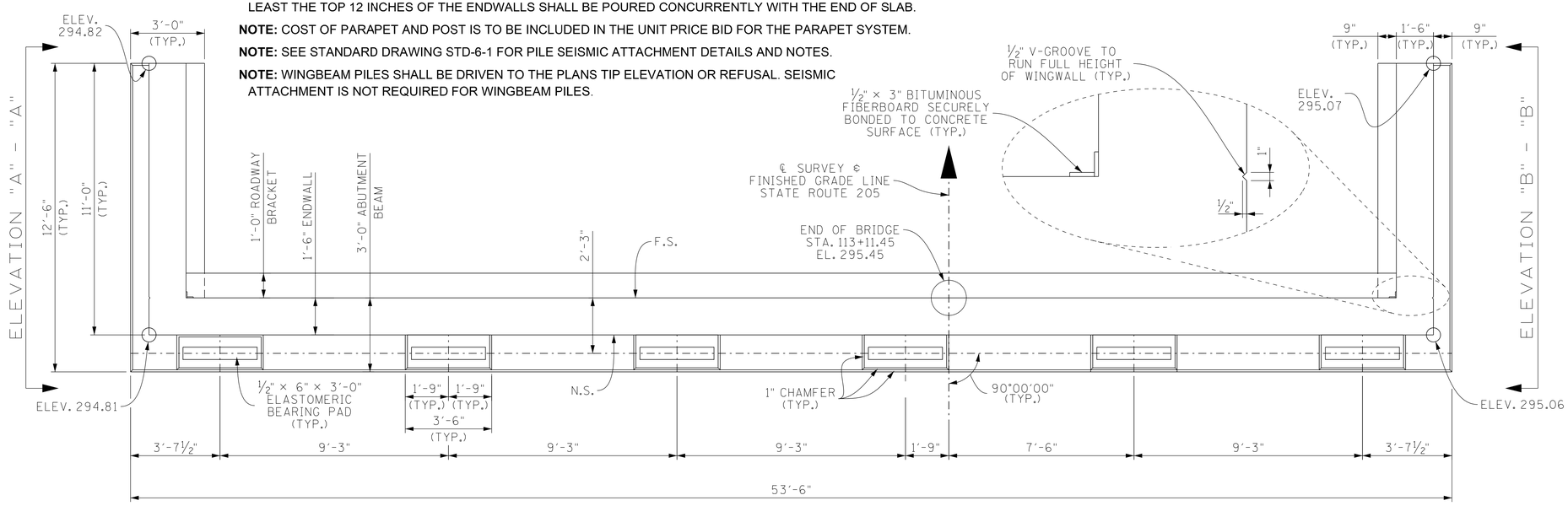
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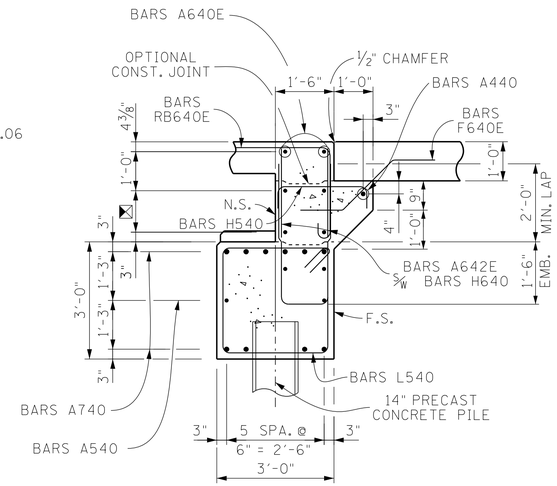
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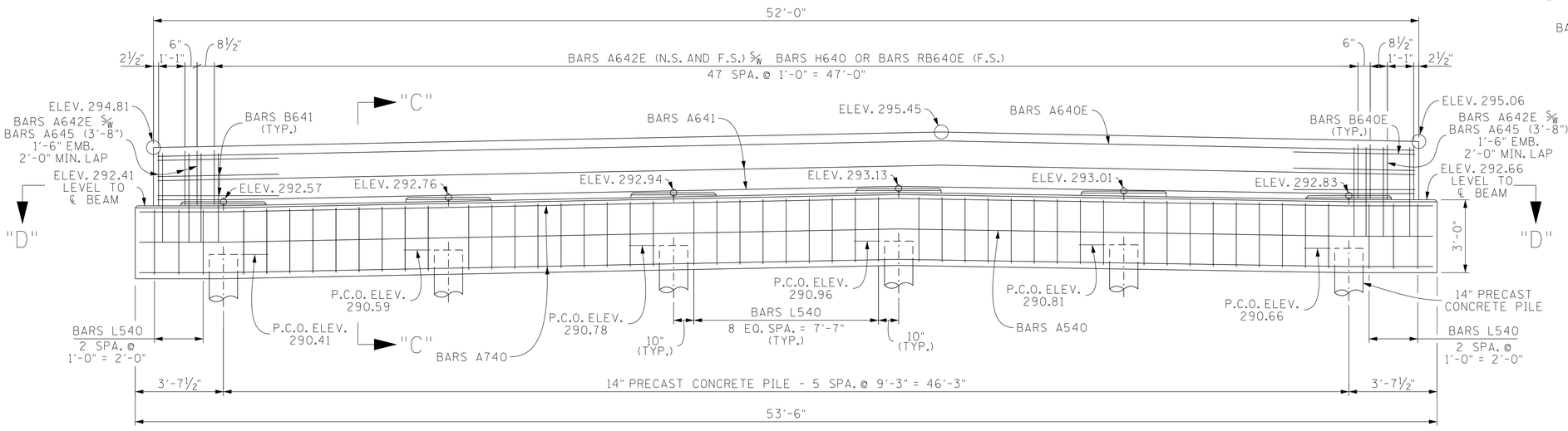


N.S. - DENOTES: NEAR SIDE
F.S. - DENOTES: FAR SIDE
P.C.O. - DENOTES: PILE CUT OFF
⊠ - DENOTES BARS A641

PLAN
(LOOKING FORWARD ON SURVEY)



SECTION "C"-"C"



ELEVATION
(LOOKING FORWARD ON SURVEY)

FOR ELEVATIONS "A"-"A" AND "B"-"B" SEE DWG. NO. U-102-309.

SEALED BY

DANIEL J. SHIKE — Registered Engineer — AGRICULTURE — NO. 109955 — STATE OF TENNESSEE

Daniel J. Shike

06-02-26

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: RODNEY CHANDLER DATE: 2/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-308

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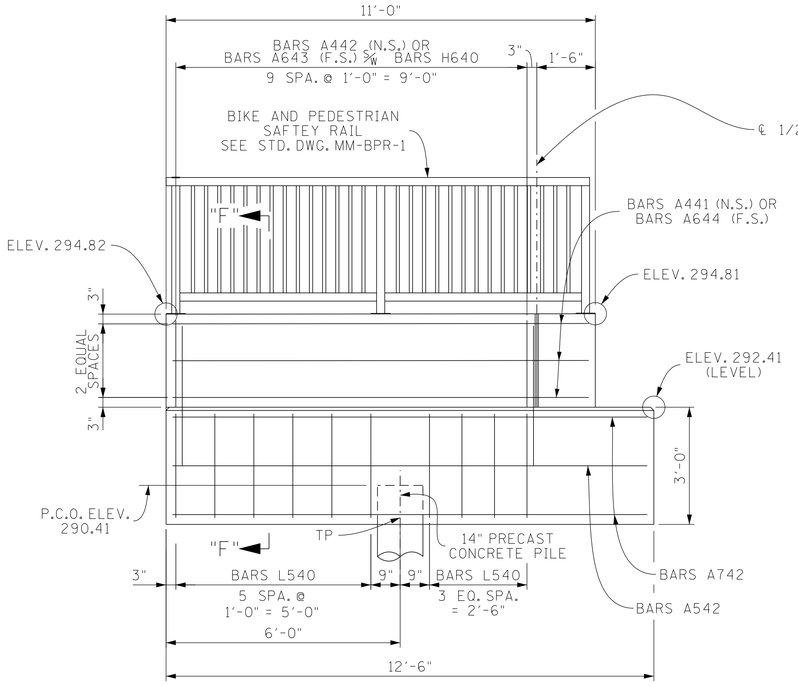
CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

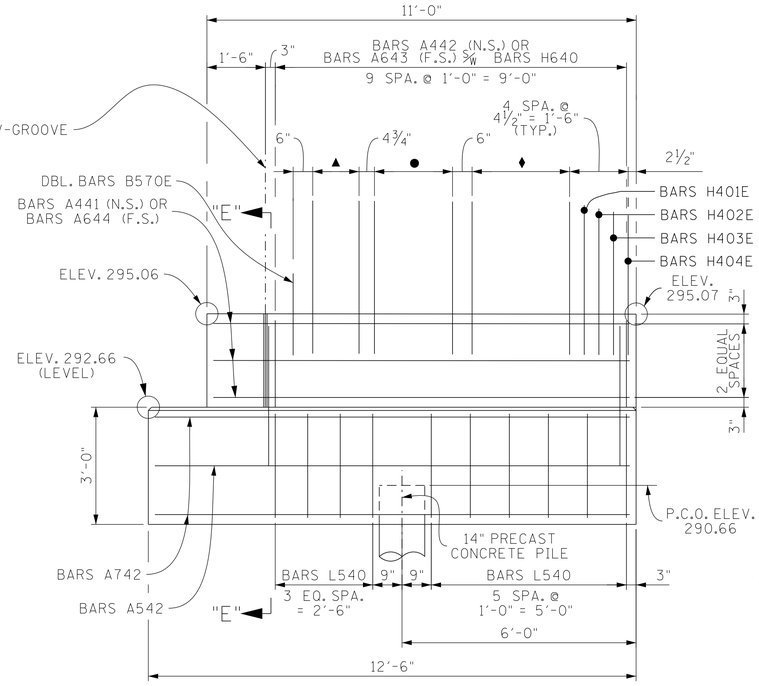
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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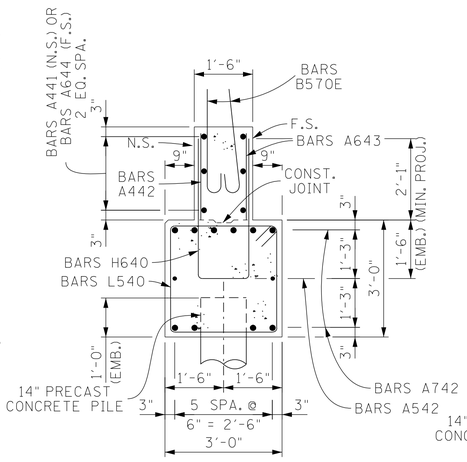
♦ DENOTES: BARS H400E 5 SPA. @ 6" = 2'-6"
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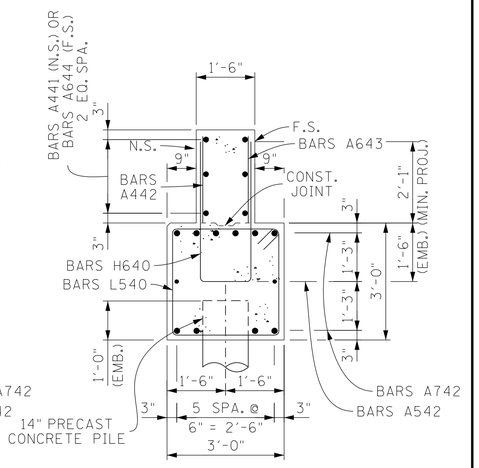
ELEVATION "A"-"A"



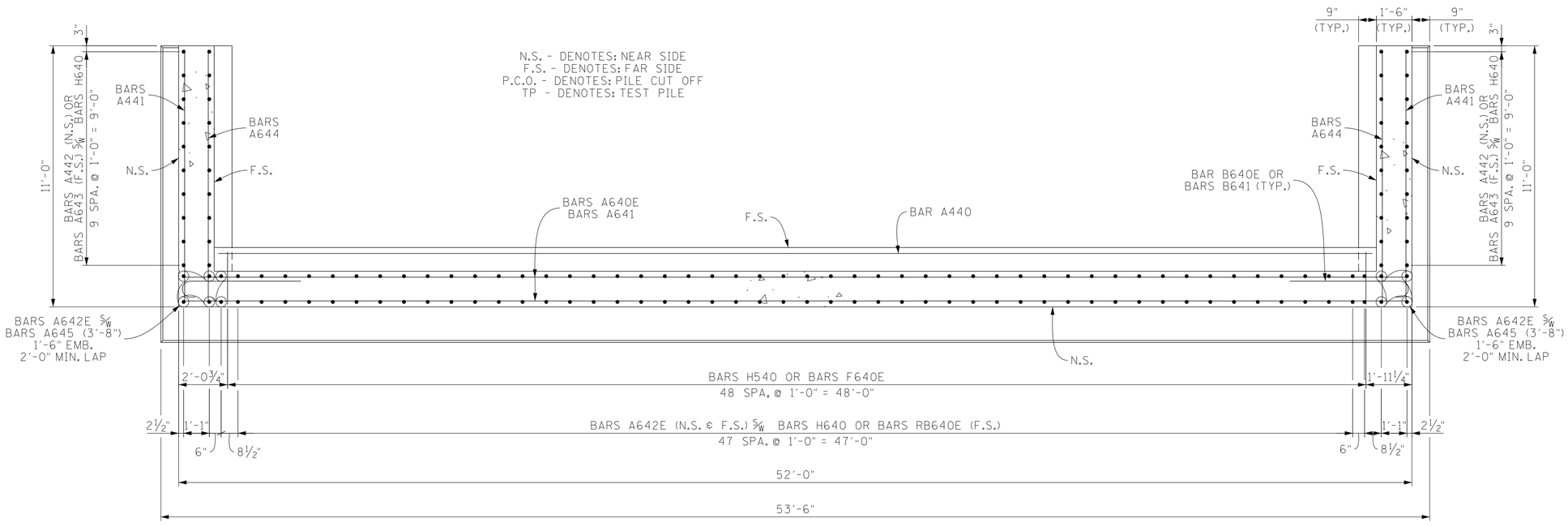
ELEVATION "B"-"B"



SECTION "E"-"E"

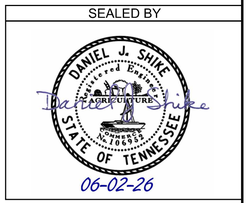


SECTION "F"-"F"



SECTION "D"-"D"

SEALED BY



06-02-26

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: RODNEY CHANDLER DATE: 2/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2 - DETAILS
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-309

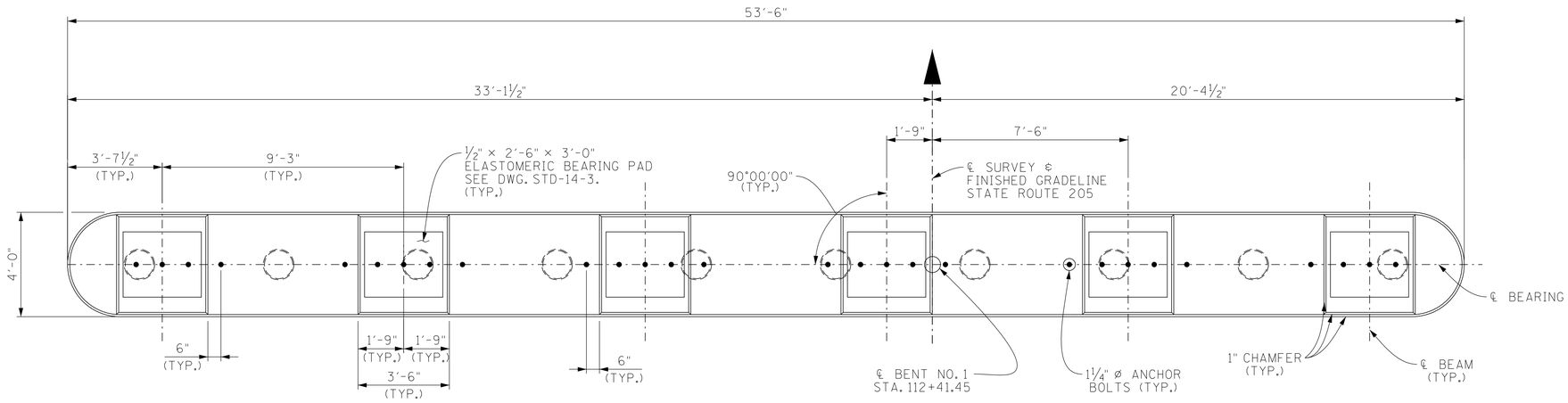
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CONST. NO.: 79S205-F3-003

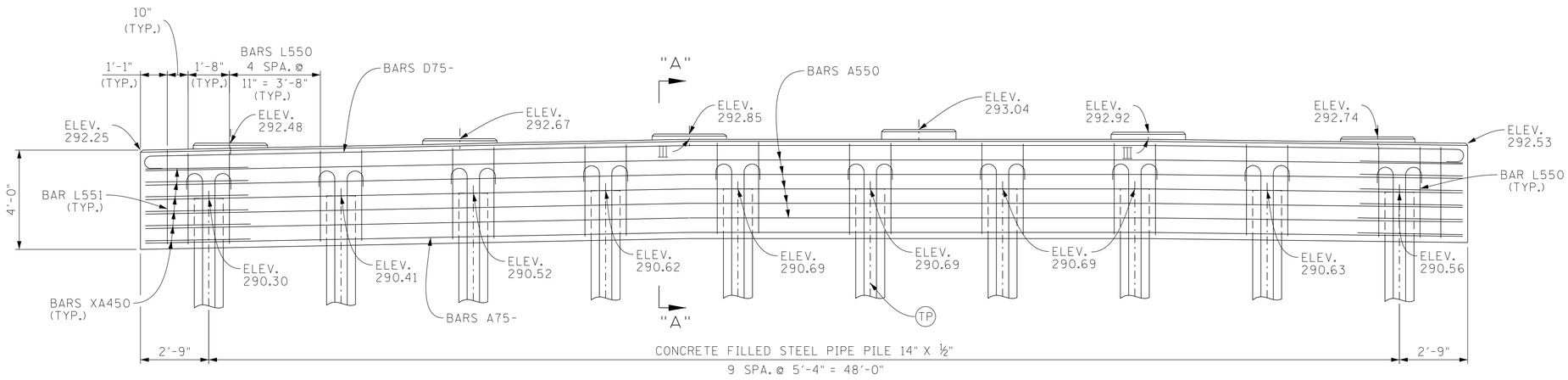
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



PLAN



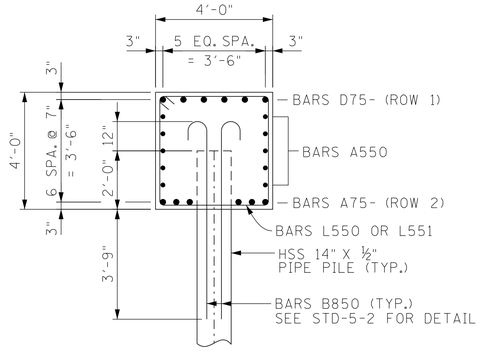
ELEVATION

(LOOKING FORWARD ON SURVEY)

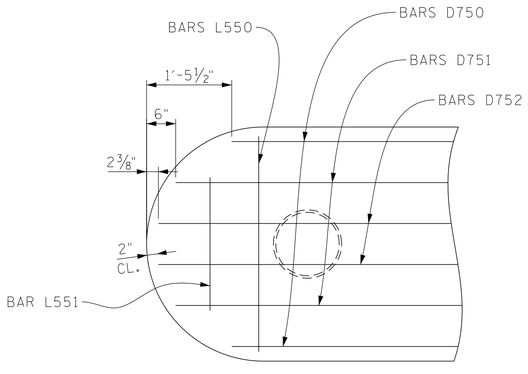
Ⅲ DENOTES: ELEV. 292.69 (LEVEL)

(TP) DENOTES: TEST PILE

END ELEVATION

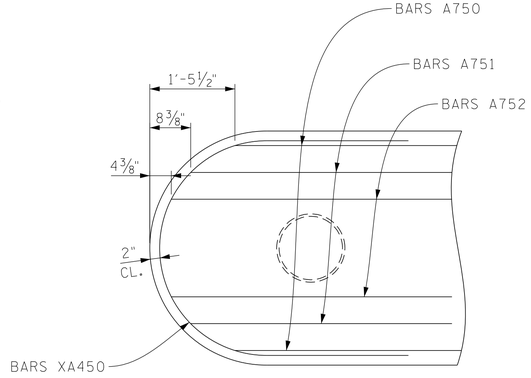


SECTION "A"-"A"



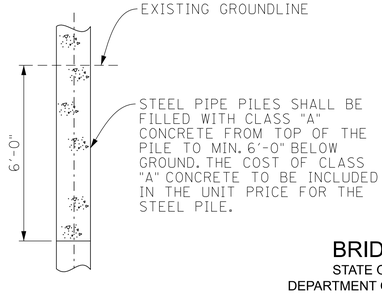
PART-PLAN OF MAIN REINFORCEMENT

(SHOWING ROW 1)



PART-PLAN OF MAIN REINFORCEMENT

(SHOWING ROW 2)



GENERAL NOTES

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH BENT CAP.

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

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: SEE STD. DWG. STD-5-2 FOR ADDITIONAL PILE INFORMATION.

NOTE: PILE STEEL TO EXTEND 1'-0" OUT OF THE TOP OF PILE.

SEALED BY

DANIEL J. SHIKE — Registered Engineer — DEPARTMENT OF AGRICULTURE — REGISTERED — 120688 — STATE OF TENNESSEE

06-02-26

PIN NO.: 136241.00

DESIGN BY:	U. PATEL	DATE: 10/2025
DRAWN BY:	F. BARTON	DATE: 02/2026
SUPERVISED BY:	D.E./D.S.	DATE: 03/2026
CHECKED BY:	U. PATEL	DATE: 03/2026

BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BENT NO. 1
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-310

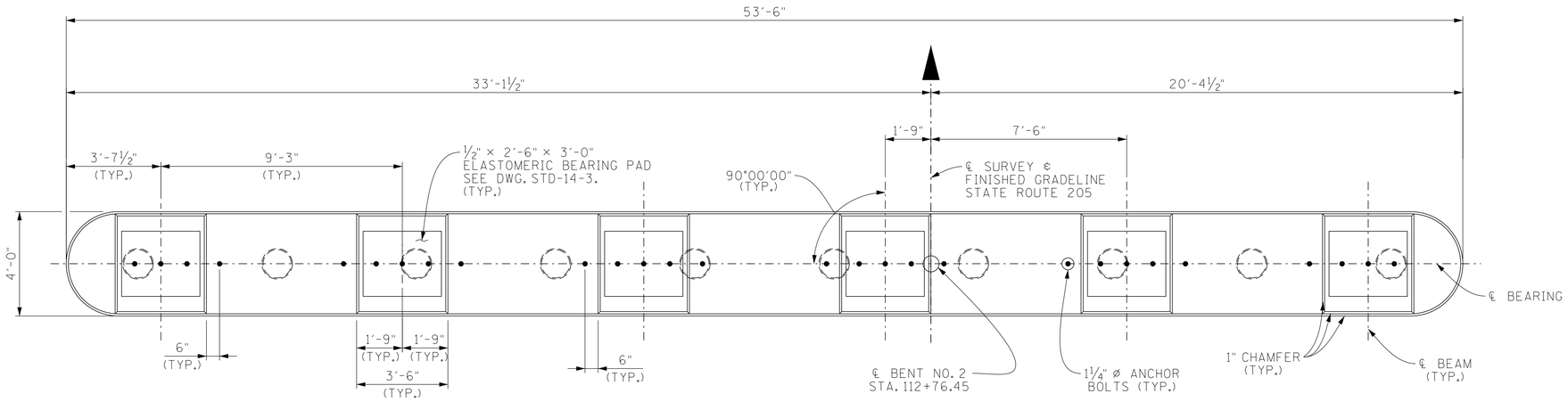
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CONST. NO.: 79S205-F3-003

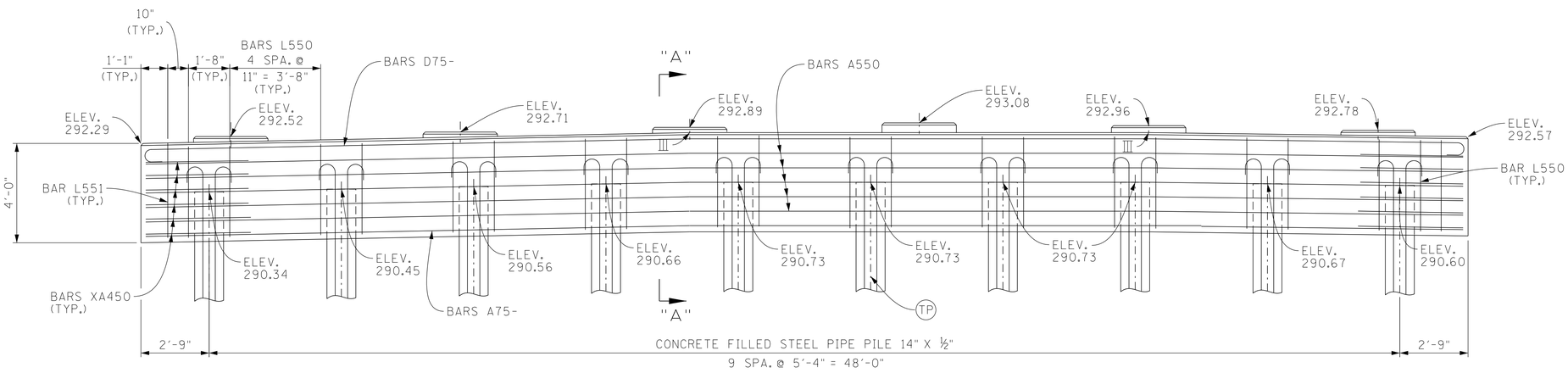
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



PLAN



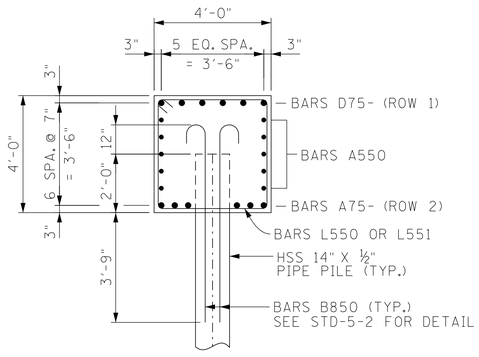
ELEVATION

(LOOKING FORWARD ON SURVEY)

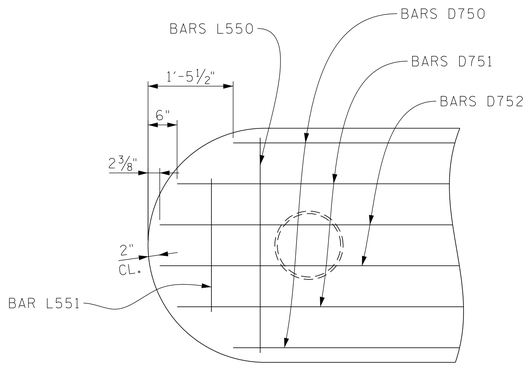
Ⅲ DENOTES: ELEV. 292.73 (LEVEL)

(TP) DENOTES: TEST PILE

END ELEVATION

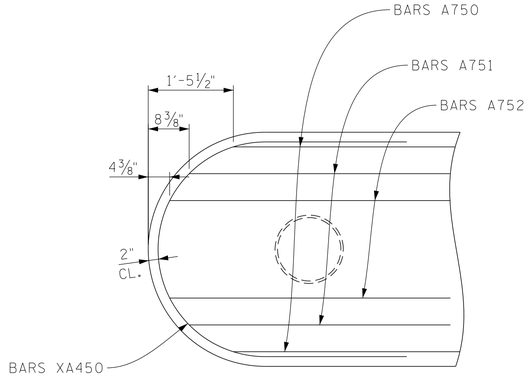


SECTION "A"-"A"



PART-PLAN OF MAIN REINFORCEMENT

(SHOWING ROW 1)



PART-PLAN OF MAIN REINFORCEMENT

(SHOWING ROW 2)

GENERAL NOTES

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

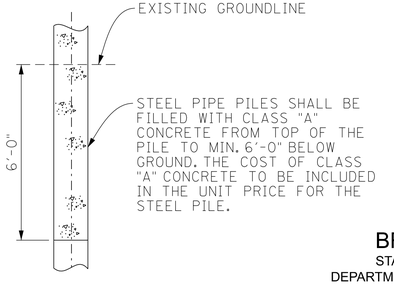
NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH BENT CAP.

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

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: SEE STD. DWG. STD-5-2 FOR ADDITIONAL PILE INFORMATION.

NOTE: PILE STEEL TO EXTEND 1'-0" OUT OF THE TOP OF PILE.



SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BENT NO. 2
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-311

PIN NO.:	136241.00		
DESIGN BY:	U. PATEL	DATE:	10/2025
DRAWN BY:	F. BARTON	DATE:	02/2026
SUPERVISED BY:	D.E./D.S.	DATE:	03/2026
CHECKED BY:	U. PATEL	DATE:	03/2026

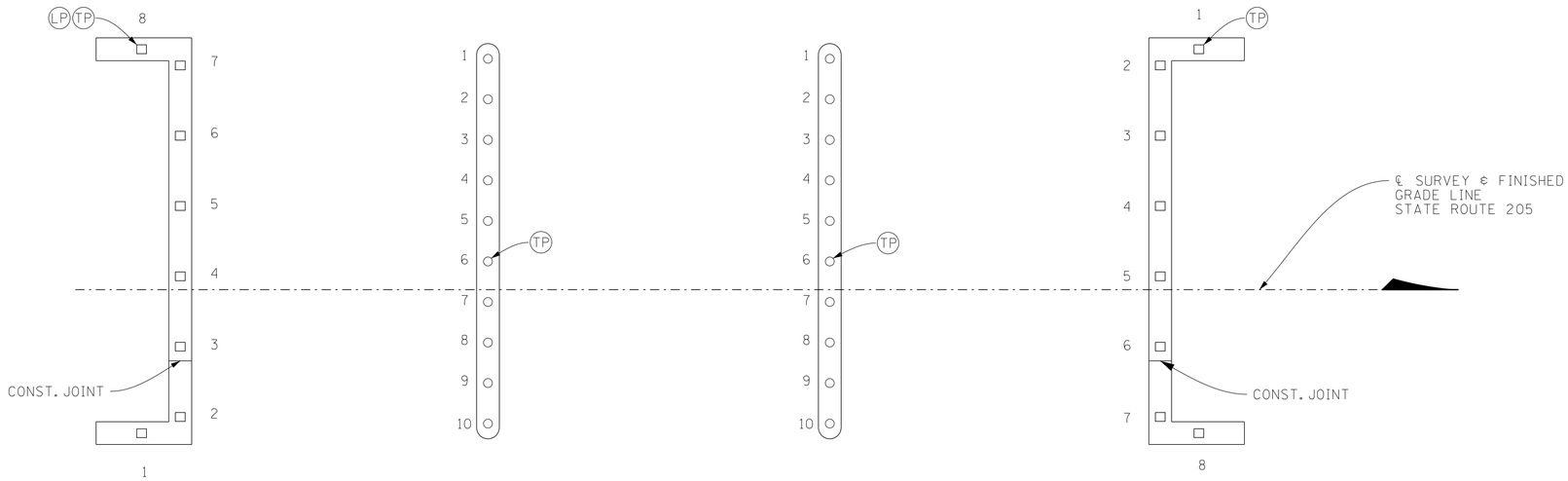
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



ABUTMENT NO. 1 BENT NO. 1 BENT NO. 2 ABUTMENT NO. 2

(LP) DENOTES: LOAD TEST PILE
(TP) DENOTES: TEST PILE

TABLE SHOWING PILE NUMBERS, PILE CUT-OFF ELEVATIONS AND LENGTH

		1	2	3	4	5	6	7	8	9	10
ABUTMENT NO. 1	PILE CUT-OFF ELEVATION										
	IN PLACE PILE LENGTH										
	PILE TIP ELEVATION										
BENT NO. 1	PILE CUT-OFF ELEVATION										
	IN PLACE PILE LENGTH										
	PILE TIP ELEVATION										
BENT NO. 2	PILE CUT-OFF ELEVATION										
	IN PLACE PILE LENGTH										
	PILE TIP ELEVATION										
ABUTMENT NO. 2	PILE CUT-OFF ELEVATION										
	IN PLACE PILE LENGTH										
	PILE TIP ELEVATION										

NOTE TO CONTRACTOR AND CONSTRUCTION OFFICE:
THE BLANKS ON THIS SHEET ARE TO BE FILLED IN BY THE CONSTRUCTION OFFICE AND/OR FIELD ENGINEER GIVING AS BUILT CONDITIONS. AFTER COMPLETION, IT IS TO BE SENT TO THE DIVISION OF STRUCTURES TO BECOME PART OF FINAL BRIDGE DOCUMENTS.

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: F. BARTON DATE: 02/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL FOUNDATION DATA
STATE ROUTE 205 OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-312

5/31/2026 9:37:21 PM

CONST. NO.: 79S205-F3-003

BILL OF STEEL

SUPERSTRUCTURE (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A500E	SLAB	5	308					51'-8"
A502E	SLAB	5	51					60'-0"
A503E	SLAB	5	51					48'-2"
A504E	SLAB	5	110					21'-10"
A700E	SLAB	7	110					34'-11"
A701E	SLAB	7	100					23'-9"
B570E	PARAPET/SLAB	5	728	2'-8"				3'-3"
H400E	PARAPET/APPR. SLAB	4	12	10 1/2"	3'-11"			8'-9"
H401E	PARAPET/APPR. SLAB	4	2	9 7/8"	3'-10"			8'-6"
H402E	PARAPET/APPR. SLAB	4	2	8 3/4"	3'-9"			8'-3"
H403E	PARAPET/APPR. SLAB	4	2	7 5/8"	3'-8"			8'-0"
H404E	PARAPET/APPR. SLAB	4	2	6 1/2"	3'-7"			7'-9"
H405E	BARRIER	4	10	6"	7"			1'-8"
SER. HD400E	PARAPET/APPR. SLAB	4	2	*	3'-11"	0'-9"		33'-4"
				* DIM. "A" VARIES FROM 5 7/8" TO 3 3/4" IN INC. OF 11/16" (4 BARS)				
SER. HD401E	PARAPET/APPR. SLAB	4	2	*	3'-11"	0'-9"		43'-0"
				* DIM. "A" VARIES FROM 10" TO 6 1/2" IN INC. OF 7/8" (5 BARS)				

SUPERSTRUCTURE (REGULAR)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A505	DIAPHRAGM	5	12					48'-11"
L400	DIAPHRAGM	4	70	1'-2"	1'-1"			5'-3"
L401	DIAPHRAGM	4	36	1'-2"	1'-2"			5'-5"

ABUTMENT NO. 1 (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A640E	ENDWALL	6	2					51'-8"
A642E	ENDWALL	6	108					2'-3"
B570E	W.W. / PARAPET	5	2	2'-8"				3'-3"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	RDWY. BRK.	6	49	1'-1"	1'-3"	1'-1"	1'-3"	3'-11"
H400E	W.W. / PARAPET	4	6	0'-10 1/2"	3'-11"			8'-9"
H401E	W.W. / PARAPET	4	1	0'-9 7/8"	3'-10"			8'-6"
H402E	W.W. / PARAPET	4	1	0'-8 3/4"	3'-9"			8'-3"
H403E	W.W. / PARAPET	4	1	0'-7 5/8"	3'-8"			8'-0"
H404E	W.W. / PARAPET	4	1	0'-6 1/2"	3'-7"			7'-9"
SER. HD400E	WINGWALLS	4	1	*	3'-11"	4'-0"	0'-9"	33'-4"
				* DIM. "A" VARIES FROM 5 7/8" TO 3 3/4" IN INC. OF 11/16" (4 BARS)				
SER. HD401E	WINGWALLS	4	1	*	3'-11"	4'-0"	0'-9"	43'-0"
				* DIM. "A" VARIES FROM 6 1/2" TO 10" IN INC. OF 7/8" (5 BARS)				
RB640E	ENDWALL	6	49	4'-7"	2'-0"			7'-3"

ABUTMENT NO. 1 (REGULAR)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A440	RDWY. BRK.	4	1					48'-8"
A441	WINGWALL	4	6					10'-8"
A442	WINGWALL	4	20					2'-3"
A540	ABUT BEAM	5	2					53'-2"
A542	WING BEAM	5	4					12'-2"
A641	ENDWALL	6	4					51'-8"
A643	WINGWALL	6	20					2'-3"
A644	WINGWALL	6	6					10'-8"
A645	ENDWALL	6	10					3'-8"
A740	ABUT. BEAM	7	10					53'-2"
A742	WING BEAM	7	20					12'-2"
B641	ENDWALL	6	4	5'-0"				5'-8"
H640	ENDWALL	6	69	1'-2"	3'-8"			8'-6"
H540	ENDWALL	5	49	2'-2"	0'-6"			3'-2"
L540	ABUT. BEAM	5	71	2'-8"	2'-8"			11'-7"

ABUTMENT NO. 2 (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A640E	ENDWALL	6	2					51'-8"
A642E	ENDWALL	6	108					2'-3"
B570E	W.W. / PARAPET	5	2	2'-8"				3'-3"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	RDWY. BRK.	6	49	1'-1"	1'-3"	1'-1"	1'-3"	3'-11"
H400E	W.W. / PARAPET	4	6	0'-10 1/2"	3'-11"			8'-9"
H401E	W.W. / PARAPET	4	1	0'-9 7/8"	3'-10"			8'-6"
H402E	W.W. / PARAPET	4	1	0'-8 3/4"	3'-9"			8'-3"
H403E	W.W. / PARAPET	4	1	0'-7 5/8"	3'-8"			8'-0"
H404E	W.W. / PARAPET	4	1	0'-6 1/2"	3'-7"			7'-9"
SER. HD400E	WINGWALLS	4	1	*	3'-11"	4'-0"	0'-9"	33'-4"
				* DIM. "A" VARIES FROM 5 7/8" TO 3 3/4" IN INC. OF 11/16" (4 BARS)				
SER. HD401E	WINGWALLS	4	1	*	3'-11"	4'-0"	0'-9"	43'-0"
				* DIM. "A" VARIES FROM 6 1/2" TO 10" IN INC. OF 7/8" (5 BARS)				
RB640E	ENDWALL	6	49	4'-7"	2'-0"			7'-3"

ABUTMENT NO. 2 (REGULAR)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A440	RDWY. BRK.	4	1					48'-8"
A441	WINGWALL	4	6					10'-8"
A442	WINGWALL	4	20					2'-3"
A540	ABUT BEAM	5	2					53'-2"
A542	WING BEAM	5	4					12'-2"
A641	ENDWALL	6	4					51'-8"
A643	WINGWALL	6	20					2'-3"
A644	WINGWALL	6	6					10'-8"
A645	ENDWALL	6	10					3'-8"
A740	ABUT. BEAM	7	10					53'-2"
A742	WING BEAM	7	20					12'-2"
B641	ENDWALL	6	4	5'-0"				5'-8"
H640	ENDWALL	6	69	1'-2"	3'-8"			8'-6"
H540	ENDWALL	5	49	2'-2"	0'-6"			3'-2"
L540	ABUT. BEAM	5	71	2'-8"	2'-8"			11'-7"

BENT NO. 1

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A550	CAP	5	10					50'-7"
A750	CAP	7	2					50'-7"
A751	CAP	7	2					52'-1"
A752	CAP	7	2					52'-9"
D750	CAP	7	2	50'-7"				52'-3"
D751	CAP	7	2	52'-6"				54'-2"
D752	CAP	7	2	53'-1"				54'-9"
B850	PILES	8	20	6'-9"				7'-8"
L550	CAP	5	47	3'-8"	3'-8"			15'-7"
L551	CAP	5	2	2'-4"	3'-8"			12'-11"
XA450	CAP ENDS	4	12	2'-5"	1'-10"			10'-7"

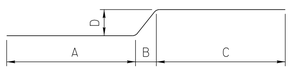
BENT NO. 2

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A550	CAP	5	10					50'-7"
A750	CAP	7	2					50'-7"
A751	CAP	7	2					52'-1"
A752	CAP	7	2					52'-9"
D750	CAP	7	2	50'-7"				52'-3"
D751	CAP	7	2	52'-6"				54'-2"
D752	CAP	7	2	53'-1"				54'-9"
B850	PILES	8	20	6'-9"				7'-8"
L550	CAP	5	47	3'-8"	3'-8"			15'-7"
L551	CAP	5	2	2'-4"	3'-8"			12'-11"
XA450	CAP ENDS	4	12	2'-5"	1'-10"			10'-7"

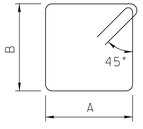
NOTE: BAR NUMBERS ARE REPEATED ON BILL OF STEEL FOR EACH SUBSTRUCTURE. THE SUPPLIER SHALL SHIP THE BARS TO THE JOB SITE WITH THE SUBSTRUCTURE DESIGNATION INCLUDED AS PART OF THE LABEL.



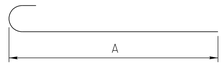
BARS A



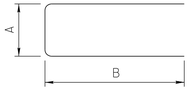
BARS F



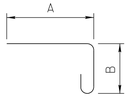
BARS L



BARS B



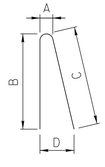
BARS H



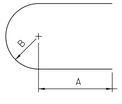
BARS RB



BARS C



BARS HD



BARS XA

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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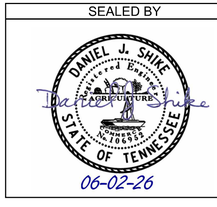
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	6

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

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

SEALED BY



06-02-26

PIN NO.: 136241.00
DESIGN BY: U. PATEL DATE: 10/2025
DRAWN BY: RODNEY CHANDLER DATE: 02/2026
SUPERVISED BY: D.E./D.S. DATE: 03/2026
CHECKED BY: U. PATEL DATE: 03/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BILL OF STEEL
STATE ROUTE 205
OVER
WOLF RIVER OVERFLOW
BRIDGE ID NO. 79S80740003
STATION 112+58.95
LOG MILE 2.34
SHELBY COUNTY

U-102-313

6/2/2026 11:30:21 AM

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
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LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
INDEX OF DRAWINGS	U-102-314	_ / __ / __
LAYOUT OF BRIDGE	U-102-315	__ / __ / __
BRIDGE GENERAL NOTES	U-102-316	__ / __ / __
BRIDGE QUANTITIES	U-102-317	_ / __ / __
FOUNDATION DATA	U-102-318	_ / __ / __
FOUNDATION DATA	U-102-318A	_ / __ / __
SUPERSTRUCTURE	U-102-319	_ / __ / __
SUPERSTRUCTURE DETAILS	U-102-320	_ / __ / __
SUPERSTRUCTURE DETAILS	U-102-321	_ / __ / __
SUPERSTRUCTURE DETAILS	U-102-322	_ / __ / __
PRESTRESSED WIDE BULB-TEE SPAN 1 & 6 DETAILS	U-102-323	_ / __ / __
PRESTRESSED WIDE BULB-TEE SPAN 2 TO 5 DETAILS	U-102-324	_ / __ / __
ABUTMENT NO. 1	U-102-325	_ / __ / __
ABUTMENT NO. 1 DETAILS	U-102-326	_ / __ / __
ABUTMENT NO. 1 DETAILS	U-102-327	_ / __ / __
ABUTMENT NO. 2	U-102-328	_ / __ / __
ABUTMENT NO. 2 DETAILS	U-102-329	_ / __ / __
ABUTMENT NO. 2 DETAILS	U-102-330	_ / __ / __
BENT NO. 1 THRU 5	U-102-331	_ / __ / __
BENT NO. 1 THRU 5 DETAILS	U-102-332	_ / __ / __
FINAL FOUNDATION DATA	U-102-333	_ / __ / __
BILL OF STEEL	U-102-334	_ / __ / __

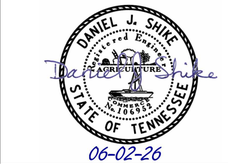
LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
BIKE AND PEDESTRIAN SAFETY RAIL	MM-BPR-1	06/12/2025
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET	STD-1-1SS	07/09/2025
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05/31/2024
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	05/28/2026
STANDARD PILE DETAILS	STD-5-1	
STANDARD PIPE PILE BENT DETAILS	STD-5-2	
STANDARD SEISMIC DETAILS	STD-6-1	12/08/2023
STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10/07/2008
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	06/05/2023
MISC. ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS	STD-10-2	06/05/2023
STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB -TEE AND WIDE BULB-TEE BEAMS	STD-14-1	06/05/2023

LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST REV. DATE
DYNAMIC PILE TESTING	930PDA	04/11/2022

SEALED BY



BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-314

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: J. STEVENS DATE: 03-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

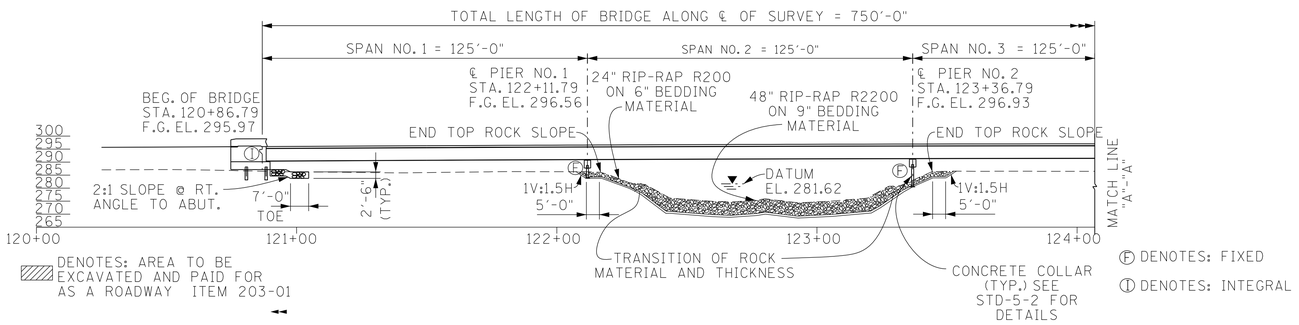
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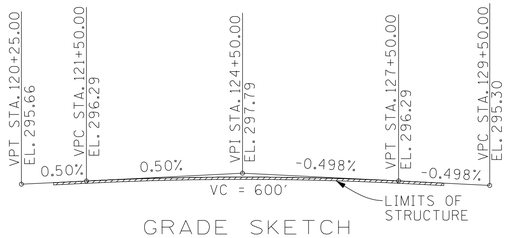
CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

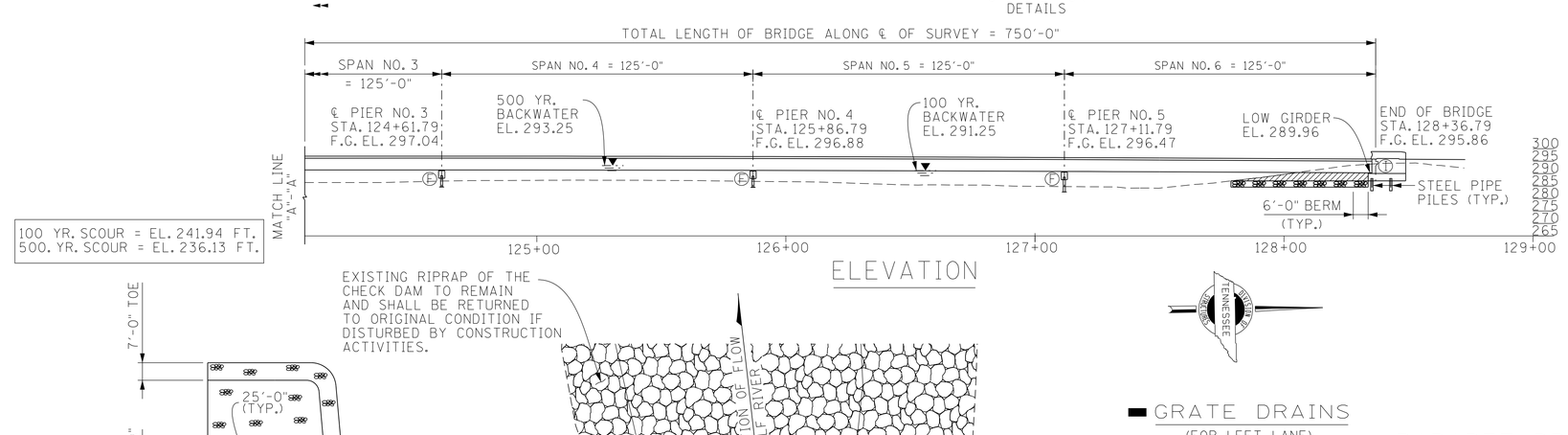
NO.	DATE	BY	BRIEF DESCRIPTION
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GRADE SKETCH

(STATE ROUTE 205)
(NOT TO SCALE)



ELEVATION

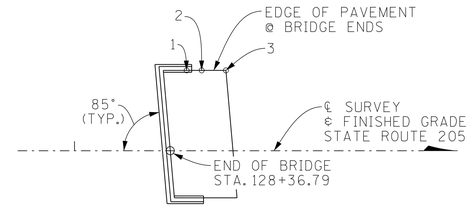
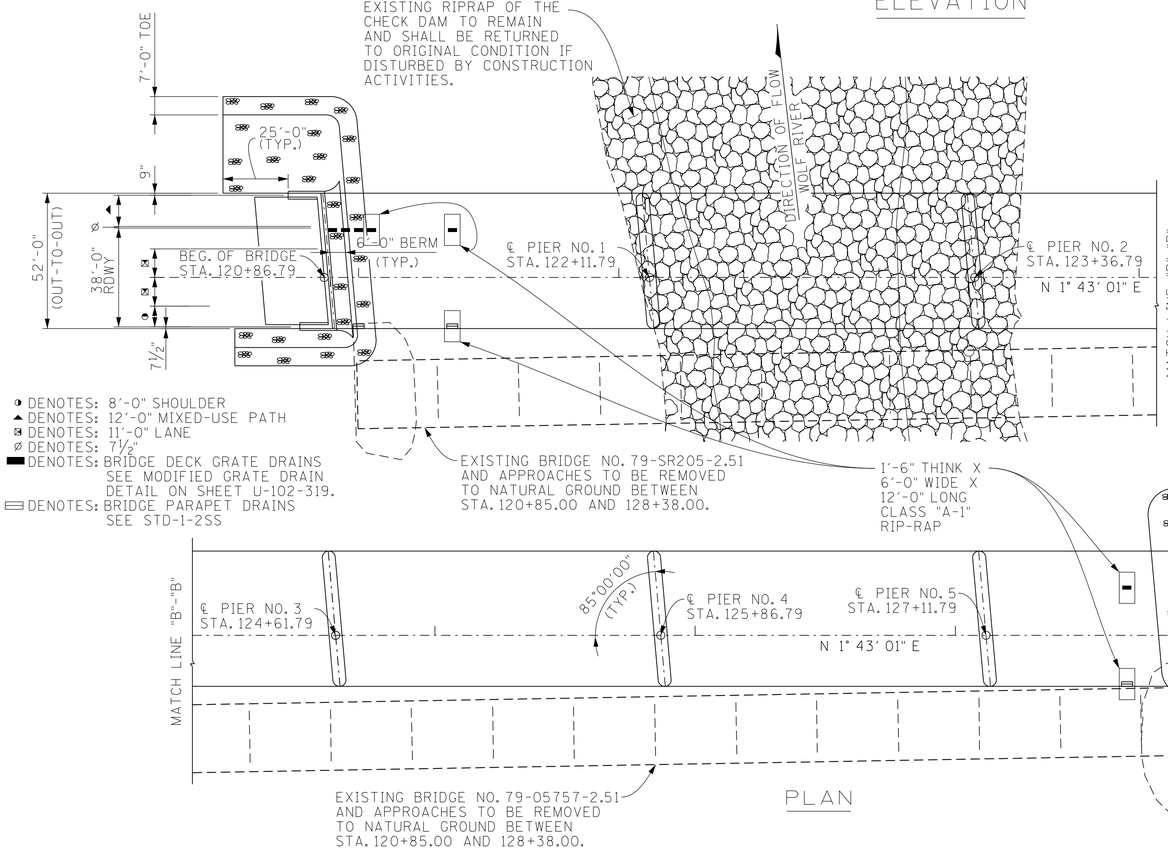


TABLE OF POINTS, STATIONS AND ELEVATIONS

PT.	STATIONS	ELEVATION
1	128+45.94	295.20
2	128+52.02	295.25
3	128+58.09	295.30



DENOTES: 8'-0" SHOULDER
DENOTES: 12'-0" MIXED-USE PATH
DENOTES: 11'-0" LANE
DENOTES: 7½"
DENOTES: BRIDGE DECK GRATE DRAINS SEE MODIFIED GRATE DRAIN DETAIL ON SHEET U-102-319.
DENOTES: BRIDGE PARAPET DRAINS SEE STD-1-2SS

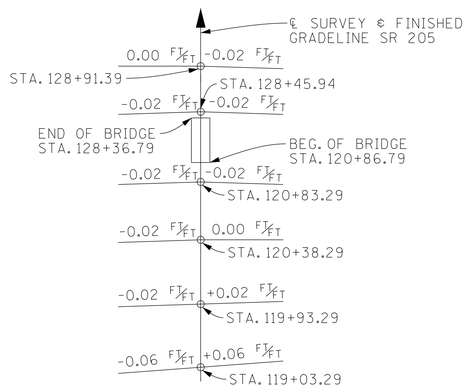
PLAN

GRATE DRAINS
(FOR LEFT LANE)

STATIONS
120+90.00
120+95.00
121+00.00
121+05.00
121+36.00
127+66.00
128+15.00
128+20.00
128+25.00
128+30.00

PARAPET DRAINS
(FOR RIGHT LANE)

STATIONS
121+00.00
121+36.00
127+66.00
128+25.00
128+30.00



TRANSITION SKETCH

SEALED BY



HYDRAULIC DATA

DRAINAGE AREA = 604.7 MI.²
DESIGN DISCHARGE (100 YR.) = 31,356 C.F.S.
BRIDGE DISCHARGE (100 YR.) = 19,530 C.F.S.
WATER AREA PROVIDED BELOW EL. 290.75 = 4,479.37 FT²
100 YEAR VELOCITY = 4.36 FPS
100 YEAR BRIDGE BACKWATER = 0.95 FT. @ EL. 291.25 FT.
ROADWAY OVERTOPPING = EL. 294.47
500 YR. BRIDGE BACKWATER = 1.49 FT. @ EL. 293.25 FT.

ENGINEER OF STRUCTURES

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-315

PIN NO.:	136241.00	
DESIGN BY:	URVA PATEL	DATE: 10-25
DRAWN BY:	J. STEVENS	DATE: 03-26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE: 02-26
CHECKED BY:	URVA PATEL	DATE: 03-26

6/1/2026 11:20:37 AM

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

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GENERAL NOTES

SPECIFICATIONS & LOADING

CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026 EDITION).

DESIGN SPECIFICATIONS: 10TH EDITION (2024) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

LOADING:

A. HL-93 LIVE LOAD INCREASED BY 10% (MULTIPLIED BY 1.1) IN ADDITION TO ALL LOAD FACTORS SPECIFIED BY AASHTO FOR ALL APPLICABLE LOAD COMBINATIONS
B. SEISMIC DESIGN CATEGORY "C" WITH A_S= 0.338, S_{DS}= 0.726, S_{D1}= 0.318, (1000 YEAR RETURN PERIOD).
C. DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.

CONCRETE, REINFORCING & FORMING

CONCRETE: TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.

BRIDGE DECKS: CLASS DS CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.

BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD 3 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS SHALL BE REMAIN-IN-PLACE STEEL. FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. TEMPORARY ERECTION DIAPHRAGMS MUST BE USED AT THE ENDS OF PRECAST CONCRETE GIRDERS WHERE END DIAPHRAGMS, SUPPORT DIAPHRAGMS, OR ABUTMENT ENDWALLS ARE TO BE POURED CONCURRENTLY WITH THE DECK AND SHALL BE PROVIDED ELSEWHERE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO PREVENT GIRDER ROTATION. SEE STANDARD DRAWING STD-14-1, AND ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTIONS 604 AND 907 OF THE STANDARD SPECIFICATIONS.

FOUNDATION ELEMENTS

FRICTION PILES: TO BE PP 24"X1/2" AT BENTS AND PP 14"X1/2" AT ABUTMENTS. DYNAMIC PILE TESTING SHALL BE PERFORMED ON THE PILES DESIGNATED ON DRAWING NO. U-102-333. IN ACCORDANCE WITH SPECIAL PROVISION SP930PDA. FROM THE RESULT OF THE ANALYSIS, THE REMAINING PRODUCTION PILE LENGTHS SHALL BE SET BY THE TESTING ENGINEER AND SHALL BE SUBMITTED WITH THE REPORTS FOR FINAL APPROVAL TO THE ENGINEER OF STRUCTURES. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON THIS SHEET.

THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. PILES SHALL BE INSTALLED TO THE LENGTH AND BEARING AS DETERMINED BY THE DYNAMIC PILE TESTING AND SP930PDA.

IF THE PRODUCTION PILES DO NOT ACHIEVE THE MINIMUM REQUIRED BEARING, THE ENGINEER OF STRUCTURES WILL DETERMINE IF ADDITIONAL PILES ARE REQUIRED.

ALTERNATE FRICTION PILES: WITH THE EXCEPTION OF PILE BENTS, THE CONTRACTOR MAY USE AN ALTERNATE PILE TYPE OR SIZE FROM THAT SHOWN ON THE PLANS PROVIDED THE SUBSTITUTION MEETS MINIMUM DESIGN STANDARDS AND SPECIFICATIONS AND IS APPROVED BY THE ENGINEER. FOR PILE BENTS, ANY PROPOSAL OF THE CONTRACTOR TO USE AN ALTERNATE PILE TYPE OR SIZE SHALL BE CONSIDERED VALUE ENGINEERING.

PIPE PILES: SHALL BE PP 24"X1/2" AT BENTS AND PP 14"X1/2" AT ABUTMENTS, GRADE 3 MODIFIED WITH A MINIMUM YIELD STRESS OF 50 KSI IN ACCORDANCE WITH ASTM A252. WEATHERING STEEL WILL NOT BE ALLOWED FOR PIPE PILES. ANY PIPE PILE HAVING BENDS, KINKS OR OTHER DEFORMATIONS DURING THE PROCESS OF DRIVING THAT WOULD IMPAIR THE STRENGTH (10% REDUCTION AS DETERMINED BY THE ENGINEER) EFFICIENCY OF THE COMPLETED PILE SHALL BE EITHER REMOVED AND REPLACED OR REPAIRED BY THE CONTRACTOR IN A MANNER SATISFACTORY TO THE ENGINEER. THE CONTRACTOR WILL NOT BE REIMBURSED FOR ANY SUCH PIPE PILE ORDERED REMOVED OR REPLACED BY THE ENGINEER.

PIPE PILE SPLICES: FULL LENGTH PILES SHALL BE USED WHERE PRACTICAL. PILES MAY BE SPLICED WITH THE PRIOR APPROVAL OF THE ENGINEER. SPLICES SHALL USE FULL PENETRATION WELDS DESIGNED TO DEVELOP THE FULL STRENGTH OF THE PILE CROSS-SECTION IN TENSION AND COMPRESSION. ONLY ONE SPLICE PER 40 LINEAR FEET OF PILE WILL BE ALLOWED. DRIVE-ON SPLICES SHALL NOT BE USED AND ONLY COMMERCIALLY MANUFACTURED SPLICES WILL BE ALLOWED. SPLICING DETAILS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL. COST SHALL BE PAID IN ACCORDANCE WITH SECTION 606.21D OF THE STANDARD SPECIFICATIONS.

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

PILE PROTECTION SYSTEMS: AT THE BENT LOCATIONS SPECIFIED ON THE PLANS, AND AFTER THE STEEL PILES HAVE BEEN DRIVEN TO THEIR FINAL ELEVATION, A CONCRETE COLLAR AS DETAILED ON DRAWING NO.U-102-332 SHALL BE CONSTRUCTED ONE (1) FOOT ABOVE AND THREE (3) FEET BELOW THE FINISHED GROUND ELEVATION INDICATED ON THE CONTRACT PLANS.

STEEL PILES THAT EXTEND ABOVE THE GROUND OR WATER SURFACE SHALL BE PAINTED AS SPECIFIED IN SUBSECTION 606.19 OF THE STANDARD SPECIFICATIONS. THE TOP COAT COLOR SHALL BE GRAY, COLOR NO. 36440, AMS-STD-595A. INSTEAD OF FIELD PAINTING, STEEL PILES MAY BE SHOP PAINTED PROVIDED THE CONTRACTOR REPAIRS, TO THE SATISFACTION OF THE ENGINEER, ANY AREAS DAMAGED DUE TO HANDLING OR INSTALLATION.

PRECAST SUPERSTRUCTURES

SLAB OVERHANGS: IT IS RECOMMENDED THAT SPACING OF OVERHANG BRACKETS FOR BEAMS NOT EXCEED 2'-0" CENTER-TO-CENTER.

MISCELLANEOUS GENERAL NOTES

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING STD-1-1SS. THE PARAPETS SHALL BE FORMED AND CAST PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE.

RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS "B" IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.05.

VALUE ENGINEERING ALTERNATE BRIDGE DESIGN CRITERIA: ALTERNATE BRIDGE DESIGN PROPOSALS MAY NOT DIMINISH THE FUNCTIONAL OR STRUCTURAL EQUIVALENCY OF THE BRIDGE AND MUST MEET OR EXCEED THE CAPACITIES OF THE CONTRACT PLANS STRUCTURE AT ALL LIMIT STATES IN AASHTO TABLE 3.4.1-1. ADDITIONALLY, THE WATERWAY OPENING AND FLOOD CLEARANCES MAY NOT BE REDUCED. FOR GRADE SEPARATIONS, THE HORIZONTAL CLEARANCES MAY NOT BE REDUCED, NOR MAY THE VERTICAL CLEARANCES BE LESS THAN THE MINIMUM ACCEPTABLE FOR THE TYPE FACILITY CROSSED.

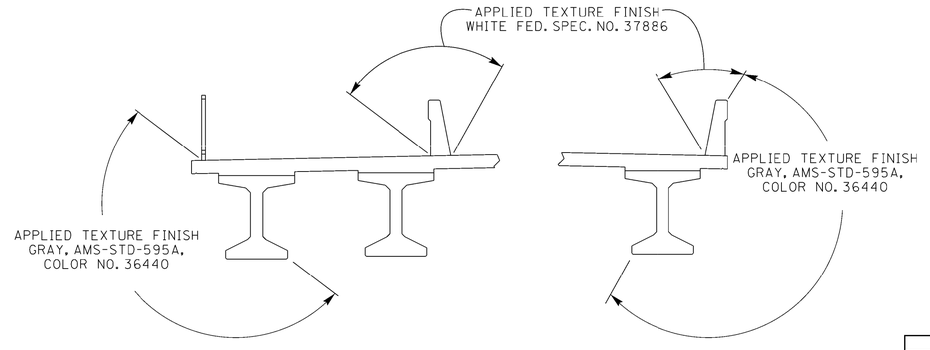
FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.01.

LEAD/CHROMATE PAINT: OUR MAINTENANCE RECORDS INDICATE THE BRIDGE WAS ORIGINALLY PAINTED WITH MATERIALS CONTAINING LEAD AND/OR CHROMATES. THE CONTRACTOR IS REQUIRED TO PROCEED ACCORDINGLY TO TAKE ALL MANDATORY SAFEGUARDS PRESCRIBED BY STATE AND FEDERAL LAW FOR BOTH WORKER PROTECTION AND HAZARDOUS MATERIALS DISPOSAL.

CUTTING STEEL WITH LEAD/CHROMATE PAINT: WHEN STRUCTURAL STEEL MEMBERS COATED WITH LEAD AND/OR CHROMATE-BASED PAINTS ARE TO BE SEVERED USING THERMAL CUTTING METHODS, THE AREAS TO BE CUT SHALL FIRST BE CLEANED TO BARE METAL BY ABRASION.

PILE DATA TABLE

LOCATION	DESIGN LOAD (TONS)	TEST PILE CUT-OFF ELEV. (FT)	ESTIMATED PILE LENGTH (FT.)	TEST PILE LENGTH (FT.)	MINIMUM PILE TIP ELEVATION
ABUTMENT NO. 1	215	288.08	90	90	226.00
BENT NO. 1	320	288.52	90	90	209.00
BENT NO. 2	320	288.89	90	90	209.00
BENT NO. 3	320	289.00	90	90	209.00
BENT NO. 4	320	288.85	90	90	209.00
BENT NO. 5	320	288.44	90	90	209.00
ABUTMENT NO. 2	215	287.72	90	90	226.00



APPLIED TEXTURE FINISH SKETCH

TEXTURE FINISH: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXPOSED SURFACES OF THE WINGWALLS, ABUTMENT BEAMS, EXTERIOR PORTIONS OF THE ENDWALLS AND THE PIERS SHALL RECEIVE AN APPLIED TEXTURE FINISH, (GRAY, AMS-STD-595A, COLOR NO. 36440).

SEALED BY



06-02-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-316

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: C. STAPLER DATE: 02-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

6/1/2026 10:52:51 AM

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNITS	TOTAL	SUPERSTRUCTURE	ABUT. NO. 1	BENT NO. 1	BENT NO. 2	BENT NO. 3	BENT NO. 4	BENT NO. 5	ABUT. NO. 2
(2)	202-04.02	REMOVAL OF STRUCTURES (EXIST. BR. NO.79-05757-2.51)	L.S.	1								
(3)	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	252		126						126
(10)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	64		32						32
	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	384,339	379,871	2,234						2,234
(9)	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	731		58	123	123	123	123	123	58
	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	44,842	5,435	6,481	5,289	5,289	5,289	5,289	5,289	6,481
(1)	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	261	261							
	604.03.32	CLASS DS CONCRETE	C.Y.	1,220	1,220							
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	3,564	3,183	33	63	63	63	63	63	33
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	3,089	3,089							
	606-18.01	TEST PILES (STEEL PIPE PILES, 14-INCH)	L.F.	180		90						90
	606-18.03	STEEL PIPE PILES (14-INCH)	L.F.	1,800		900						900
	606-22.13	STEEL PIPE PILES (24-INCH)	L.F.	4,050			810	810	810	810	810	
	606-22.15	TEST PILES (STEEL PIPE PILES, 24-INCH)	L.F.	450			90	90	90	90	90	
	610-10.45	DECK DRAINS (GRATE TYPE 2)	EACH	10								
(6)(7)	615-01.31	PRESTRESSED CONCRETE WIDE BULB TEE BEAM (WBT-54)	L.F.	5,175								
(4)	620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	1,580								
	707-16.01	BIKE/PEDESTRIAN BOX TUBE SAFETY RAIL	L.F.	782								
(8)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	150		75						75
	710-09.02	6" PIPE UNDERDRAIN	L.F.	68		34						34
	930-01.01	PDA TESTING	EA.	7		1	1	1	1	1	1	1
	930-01.02	PDA RE-STRIKE	EA.	7		1	1	1	1	1	1	1

FOOTNOTES

(1) **NOTE:** PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.

(2) **NOTE:** LUMP SUM: EXISTING BRIDGE NO. 79-05757-2.51 AND APPROACHES TO BE REMOVED TO NATURAL GROUND BETWEEN STA. 120+85.00 AND 128+38.00. THE EXISTING BRIDGE IS 22'-0" WIDE AND 705 FT LONG. THIS BRIDGE CONSISTS OF 22 SIMPLY SUPPORTED STEEL I-BEAM SPANS WITH A CONCRETE DECK SLAB. THE SUBSTRUCTURE CONSISTS OF CONCRETE ABUTMENTS AND CONCRETE PILE BENTS.

(3) **NOTE:** EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS.

(4) **NOTE**: COST OF 3 BRIDGE PARAPET DRAINS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET.

(5) **NOTE:** THE COST OF BITUMINOUS FIBERBOARD AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

(6) **NOTE:** COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED BEAM.

(7) **NOTE:** INTERMEDIATE DIAPHRAGMS SHALL BE PAID FOR IN ACCORDANCE WITH STANDARD DRAWING STD-14-1.

(8) **NOTE:** COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.

(9) **NOTE:** THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 195 ANCHOR BOLT ASSEMBLIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CLASS A CONCRETE (BRIDGES), ITEM NO. 604-03.01.

(10) **NOTE:** GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.

SEALED BY

DANIEL J. SHIKE — Licensed Engineer — AGRICULTURE — No. 109995 — STATE OF TENNESSEE

06-02-26

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: C. STAPLER DATE: 02-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE QUANTITIES
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-317

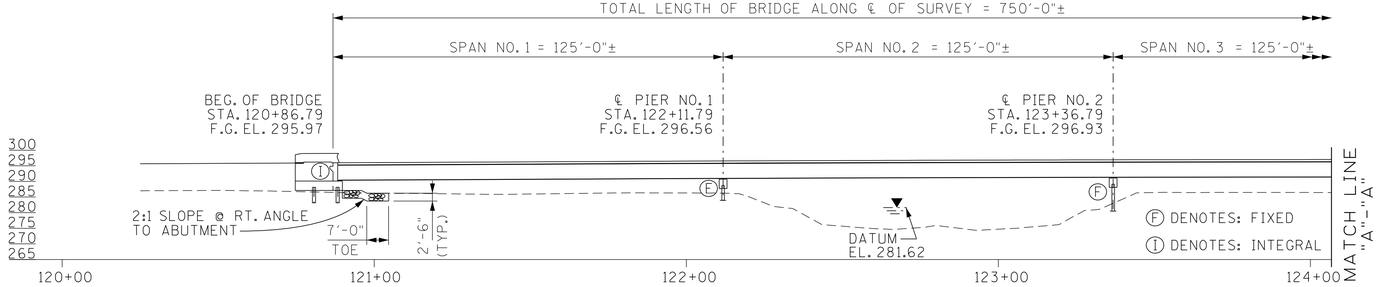
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CONST. NO.: 79S205-F3-003

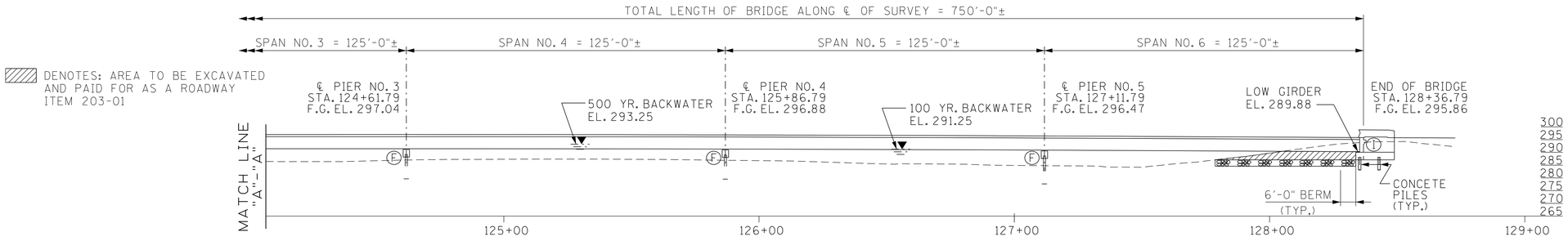
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

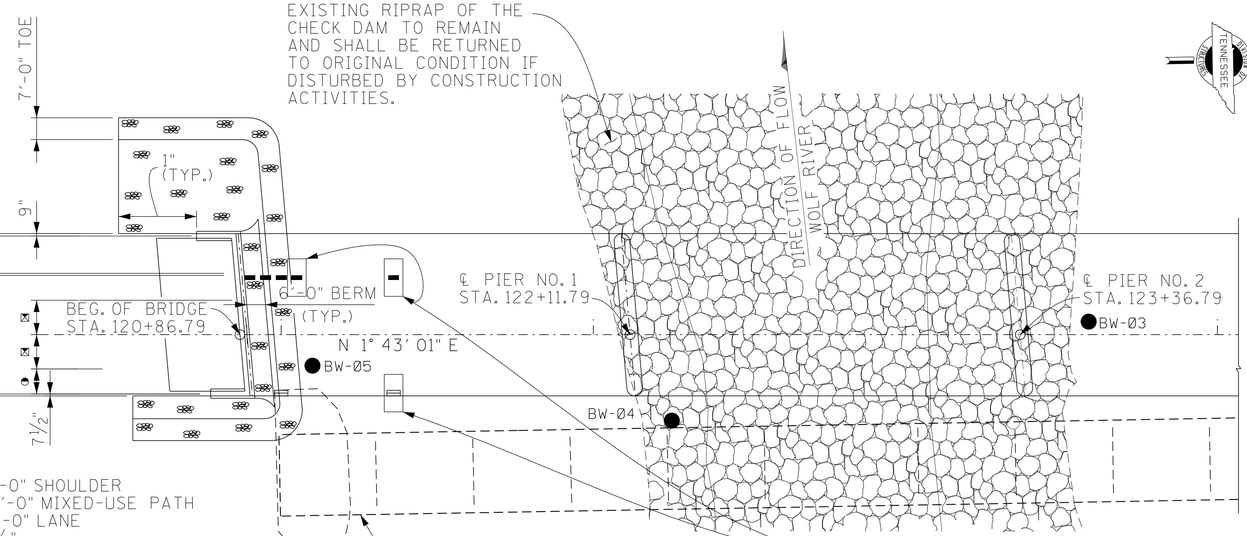
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NO.	DATE	BY	BRIEF DESCRIPTION
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100 YR. SCOUR = EL. 229.02 FT.
500 YR. SCOUR = EL. 222.77 FT.





PLAN

◑ DENOTES: 8'-0" SHOULDER
▲ DENOTES: 12'-0" MIXED-USE PATH
⊠ DENOTES: 11'-0" LANE
⌀ DENOTES: 7½"
■ DENOTES: BRIDGE DECK GRATE DRAINS SEE MODIFIED GRATE DRAIN DETAIL ON SHEET U-102-319.
▭ DENOTES: BRIDGE PARAPET DRAINS SEE STD-1-2SS

NOTES REQUIRED:

1) SUFFICIENT GROUND Information FOR BRIDGE FOUNDATION.

2) APPROXIMATE EXISTING GROUND.

3) DESIGN SPECIFICATIONS: AASHTO LRFD 9TH EDITION, 2020, AND THE 2011 AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, EDITION 2 (WITH INTERIMS).
SEISMIC DESIGN CATEGORY ZONE "C" WITH AS=0.338, SDS=0.727, SD1=0.319.

4) Disturbance o the existing rock weir shall be minimized during removal of the existing bridge piers. Piers shall be removed down to the top pf the R2200 rock layer at Elev. 281.5. If any rock within the weir is displaced or disturbed during pier removal, rock of equal size and quality shall be placed in the disturbed area.

5) rOCK sHALL BE REMOVED PRIOR TO DRIVING THE PROPOSED PILES. aFTER PILE INSTALLATION, THE ROCK SHALL BE REPLACED TO A THICKNESS EQUAL TO THAT OF THE MATERIAL REMOVED AROUND THE PIERS.

TABLE OF POINT LOCATIONS

GLOBAL COORDINATES					
POINTS	STATION	OFFSET	N	E	GROUND ELEV.
BW-01	127+43.67	21.45' RT	293211.251	876162.088	303.54
BW-02	125+07.48	10.95' LT	292978.162	876122.247	292.19
BW-03	123+64.73	4.97' LT	292784.736	876122.512	284.38
BW-04	122+28.67	34.79' RT	292643.178	876157.950	284.22
BW-05	121+16.10	12.54' RT	292527.551	876132.973	284.88

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

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: JERRY SIMPSON DATE: 05-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-318

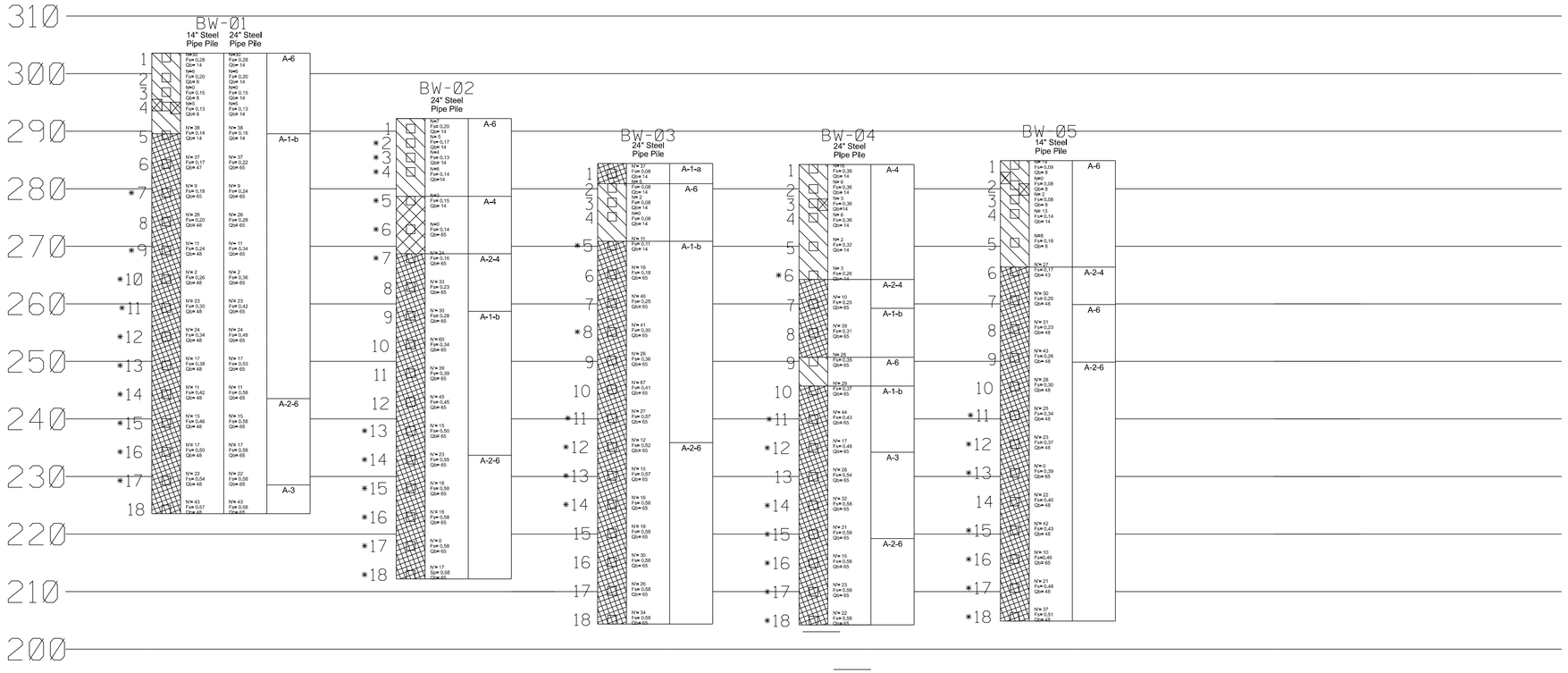
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		



LEGEND

CLAY

SILT

SAND

* LIQUIFACTION IS PROBABLE AT THESE LOCATIONS

FS= SIDE FRICTION VALUE FOR INTERVAL TSF

QB= END BEARINGFOR LAYER TSF

N= AVERAGE N VALUE FOR INTERVAL SHOWN

BW-01 — BORING NUMBER

SAMPLE NO. 1 — SPLIT SPOON

SAMPLE NO. 2 — SHELBY TUBE

FS AND QB VALUES SHOWN ARE FOR DRIVEN CONCRETE PILES ONLY

GROUNG ELEVATIONS

BW-01 g 303.54

BW-02 g 292.19

BW-03 g 284.38

BW-04 g 284.22

BW-05 g 284.88

PIN NO.: 136241.00

DESIGN BY: URVA PATEL DATE: 10-25

DRAWN BY: JERRY SIMPSON DATE: 05-26

SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26

CHECKED BY: URVA PATEL DATE: 03-26

BRIDGE NO. 2

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA

STATE ROUTE 205

OVER

WOLF RIVER

BRIDGE ID NO. 79S80740005

STATION 124+61.79

LOG MILE 2.51

SHELBY COUNTY

U-102-318A

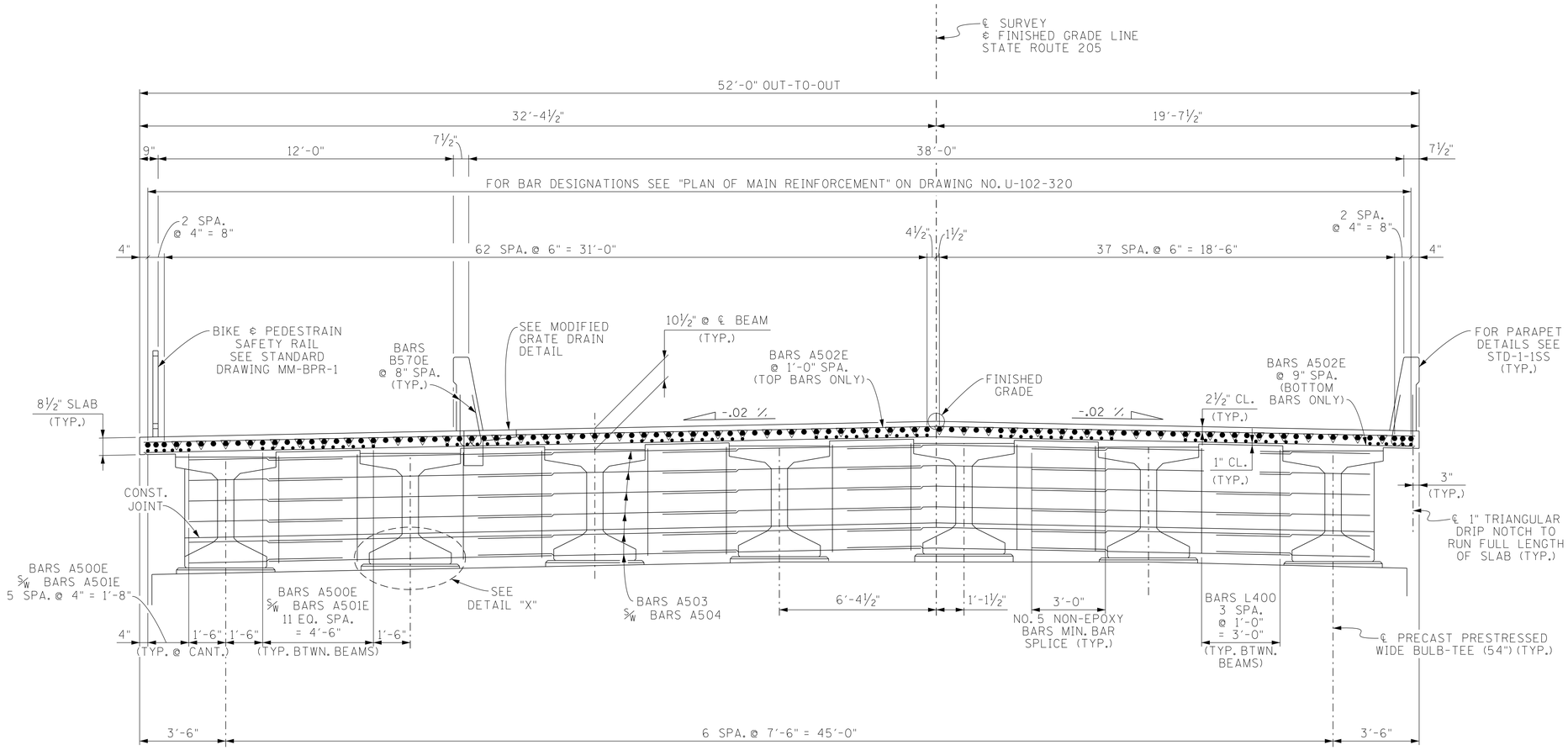
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

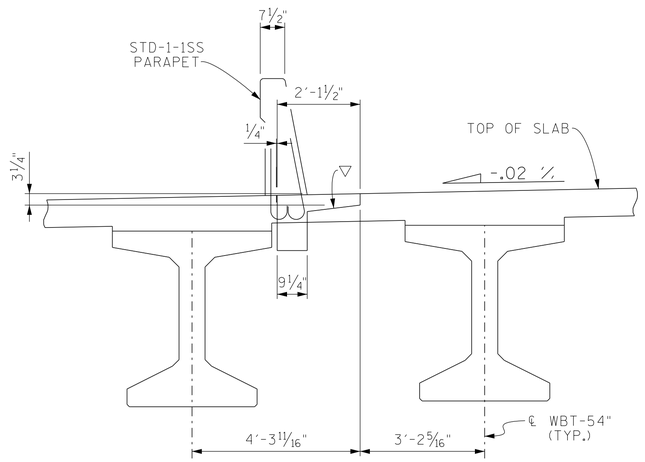
NO.	DATE	BY	BRIEF DESCRIPTION
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▼ DENOTES: CUT-OFF BARS

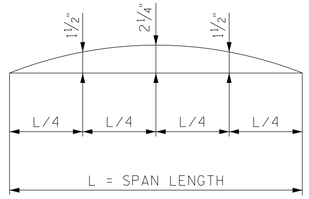
TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)



MODIFIED GRATE DRAIN DETAIL

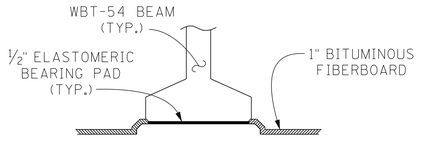
▽ DENOTES: TYPE 2 GRATE DRAIN IN ACCORDANCE WITH STD-1-2SS MODIFIED AS SHOWN (TYP.). THE GRATE SHALL HAVE AN EFFICIENCY GREATER THAN OR EQUAL TO THE STD-1-2SS GRATE INLET DRAIN. PROPOSED DECK DRAIN GRATE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.



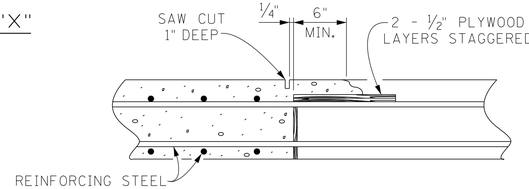
DEAD LOAD CORRECTION CURVE

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

NOTE: PRESTRESSED DECK PANELS ARE NOT ALLOWED.



DETAIL "X"



SLAB CONSTRUCTION JOINT DETAIL

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

1. NO CONSTRUCTION JOINT SHALL BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.
3. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAILS SHOWN ON THIS SHEET.

NOTES

NOTE: NO PORTION OF THE PARAPETS SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

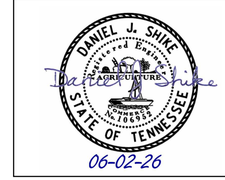
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR BIKE AND PEDESTRIAN SAFETY RAIL AND REINFORCING STEEL FOR PARAPETS. THE PARAPETS SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STANDARD DRAWING NOS. STD-1-1SS. AND MM-BPR-1.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. WHILE IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE BEAMS, IT IS REQUIRED THAT ALL TEMPORARY ERECTION DIAPHRAGMS AND ALL PERMANENT INTERMEDIATE DIAPHRAGMS IN A SPAN BE FULLY INSTALLED PRIOR TO POURING ANY PORTION OF THE SLAB IN THAT SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. THE BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE REMAINDER OF THE SUPPORT DIAPHRAGMS AND DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR CLASS DS CONCRETE

NOTE: THE MM-BPR-1 BIKE AND PEDESTRIAN SAFETY RAIL SHALL BE PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE. PROVIDE 6"X6"X1/8" THICK ELASTOMERIC OR NEOPRENE PAD WITH 5/8" DIA. HOLES FOR ANCHOR BOLTS UNDER THE ANCHOR PLATE FOR THE MM-BPR-1 SAFETY RAIL.

SEALED BY



BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-319

PIN NO.: 136241.00

DESIGN BY:	URVA PATEL	DATE:	10-25
DRAWN BY:	T. WISEMAN	DATE:	02-26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE:	02-26
CHECKED BY:	A. OMAR	DATE:	03-26

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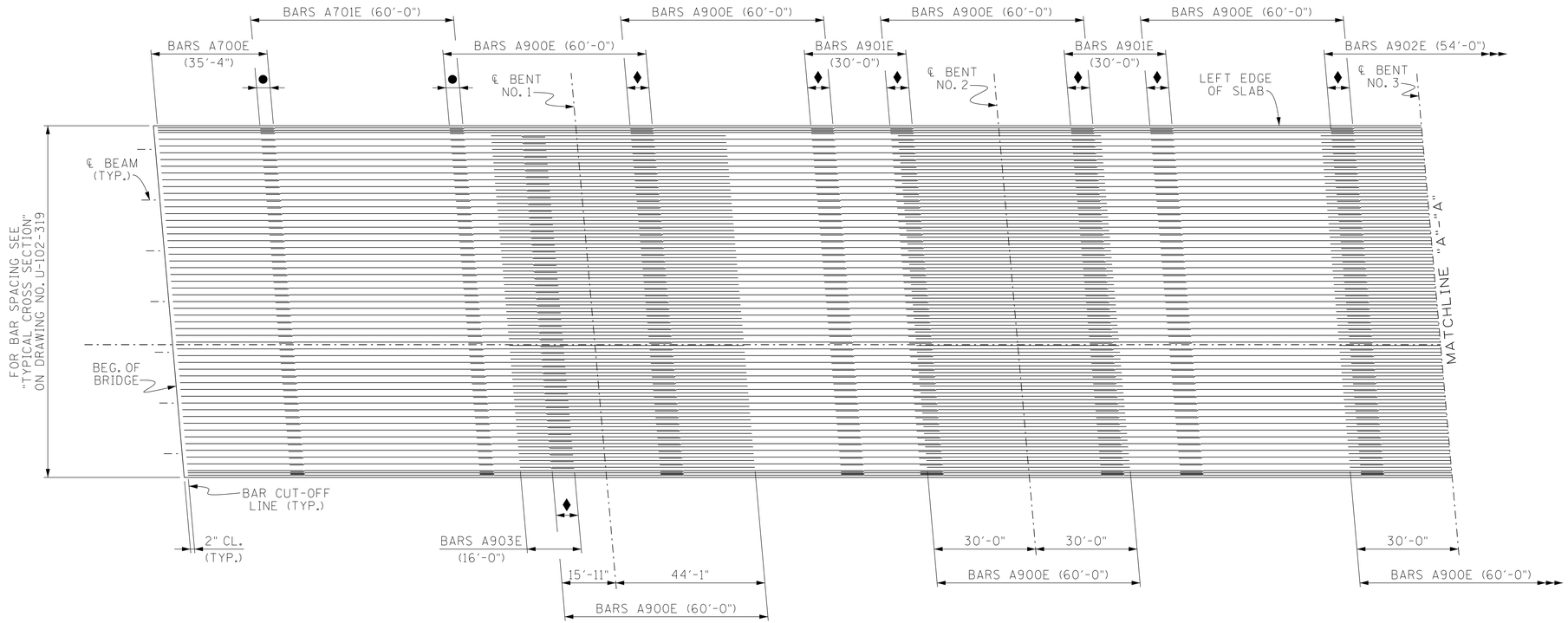
5/29/2026

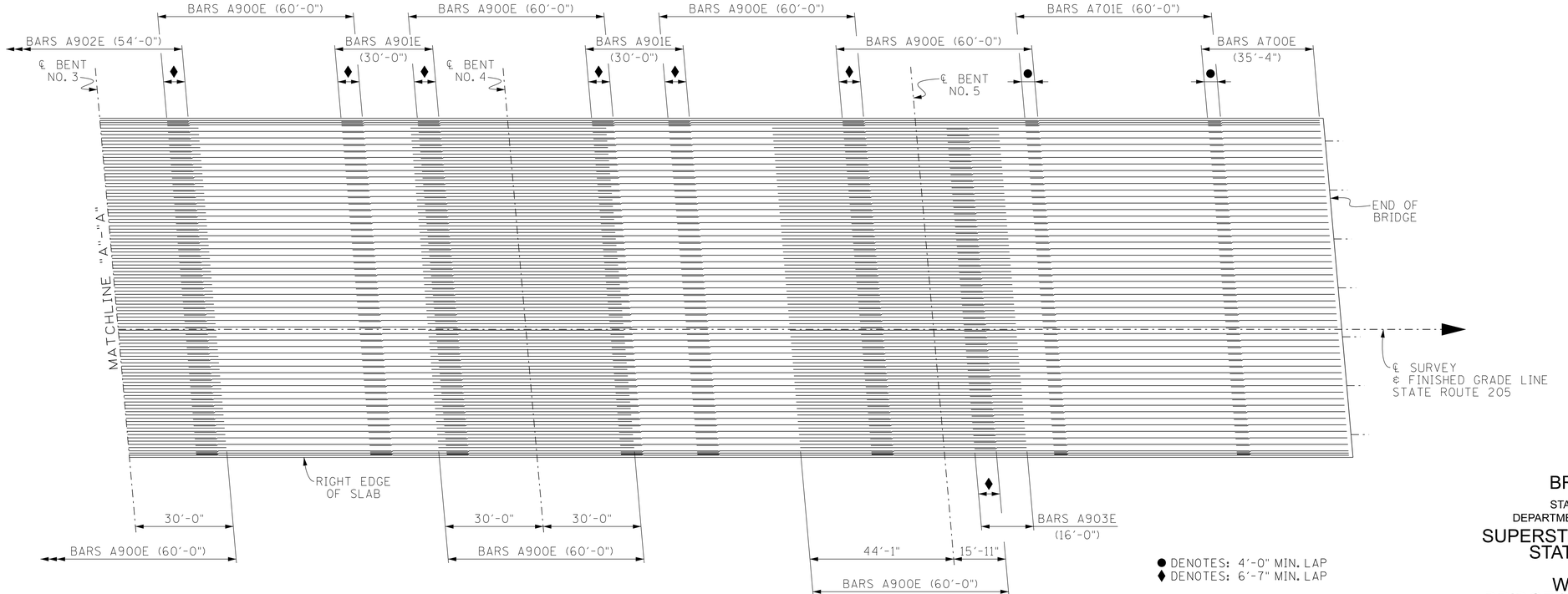
CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		





● DENOTES: 4'-0" MIN. LAP
♦ DENOTES: 6'-7" MIN. LAP

PLAN OF MAIN REINFORCEMENT

SEALED BY

DANIEL J. SHIKE — STATE OF TENNESSEE — REGISTERED — LICENSED PROFESSIONAL ENGINEER — ABREGUTURE — 129655 — 1865

06-02-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-320

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: T. WISEMAN DATE: 02-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: A. OMAR DATE: 03-26

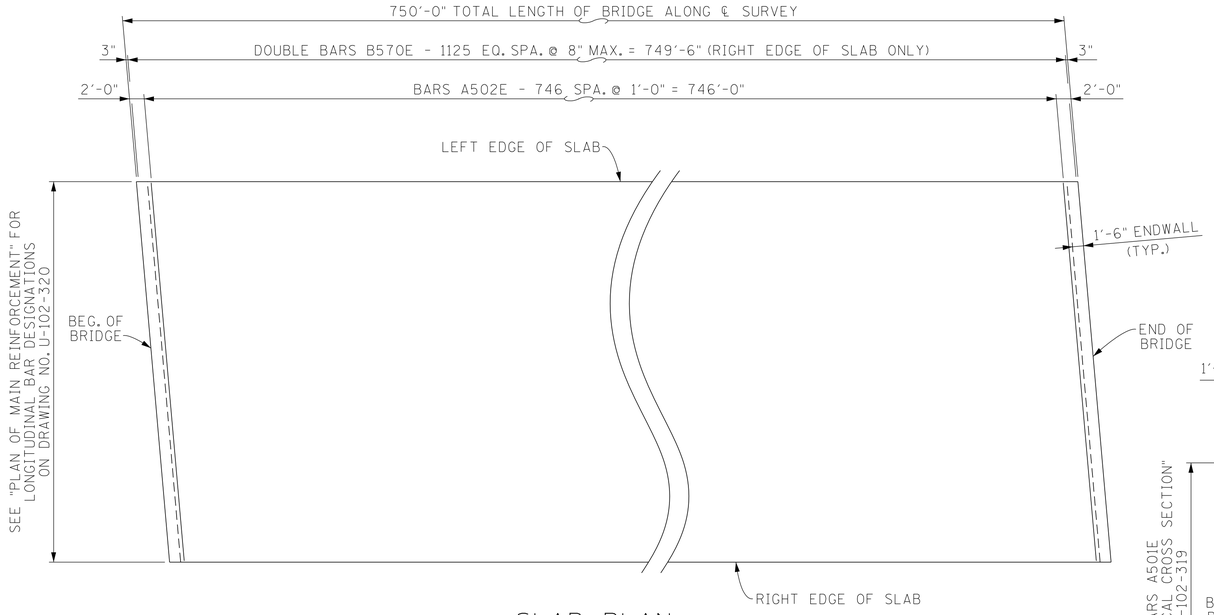
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

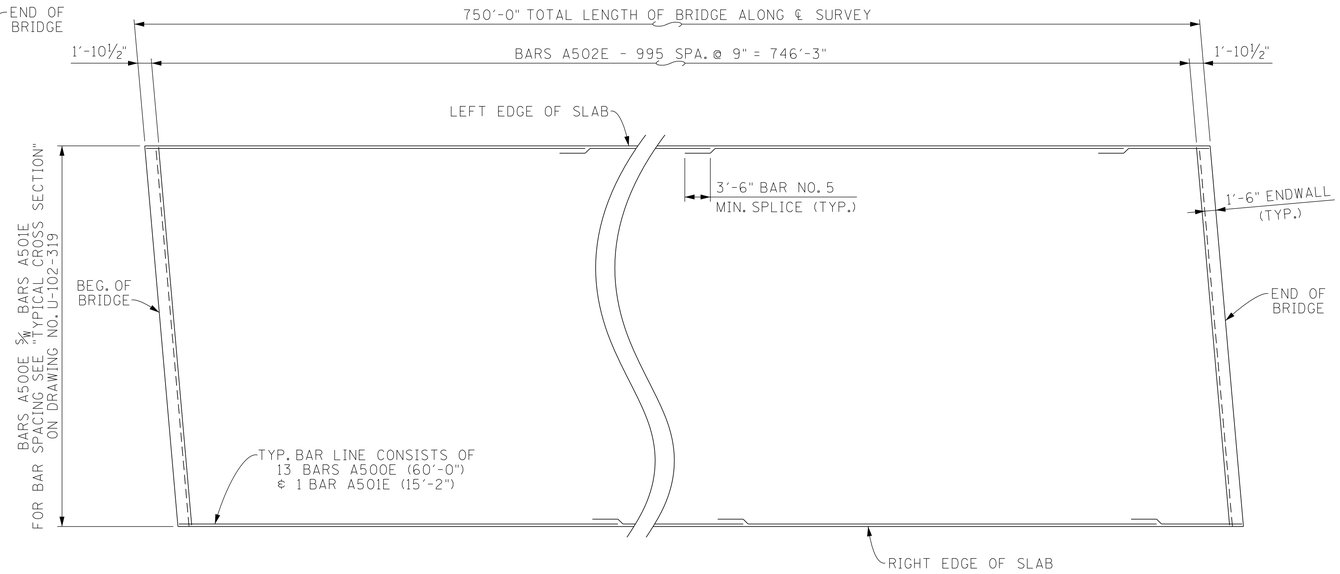
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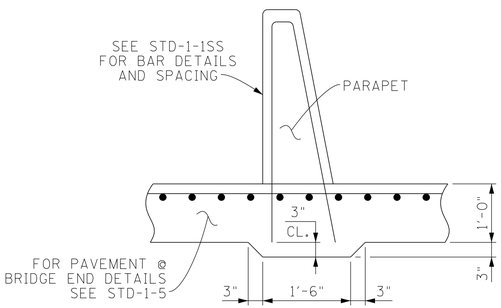
SLAB PLAN

(TOP OF SLAB ONLY)



SLAB PLAN

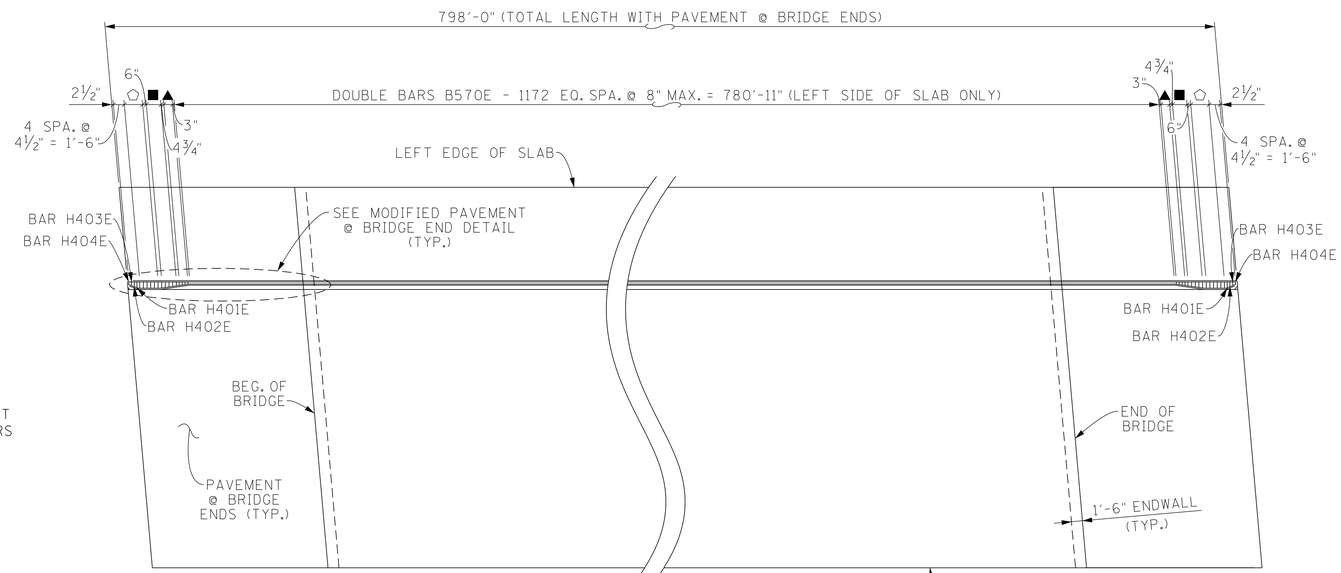
(BOTTOM OF SLAB ONLY)



MODIFIED PAVEMENT @ BRIDGE END DETAIL

PARAPET SHALL EXTEND TO END OF APPROACH PAVEMENT.

BARS HD40_E, BARS H40_E AND BARS B570E, AS SHOWN ON STD-1-1SS OVER ABUTMENT WINGWALLS, SHALL BE EMBEDDED IN PAVEMENT @ BRIDGE ENDS (APPROACH SLAB). BARS ARE INCLUDED IN SUPERSTRUCTURE BRIDGE QUANTITIES FOR EPOXY COATED REINFORCEMENT.

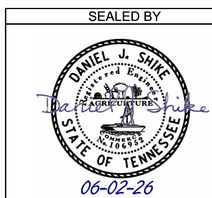


⬠ DENOTES: BARS H400E - 5 SPA. @ 6" = 2'-6"
▲ DENOTES: SERIES BARS HD400E - 3 SPA. @ 4¾" = 1'-2¼"
■ DENOTES: SERIES BARS HD401E - 4 SPA. @ 6" = 2'-0"

SLAB PLAN

(SHOWING STD-1-1SS RAIL)

SEALED BY



PIN NO.: 136241.00

DESIGN BY:	URVA PATEL	DATE:	10-25
DRAWN BY:	T. WISEMAN	DATE:	02-26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE:	02-26
CHECKED BY:	A. OMAR	DATE:	03-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-321

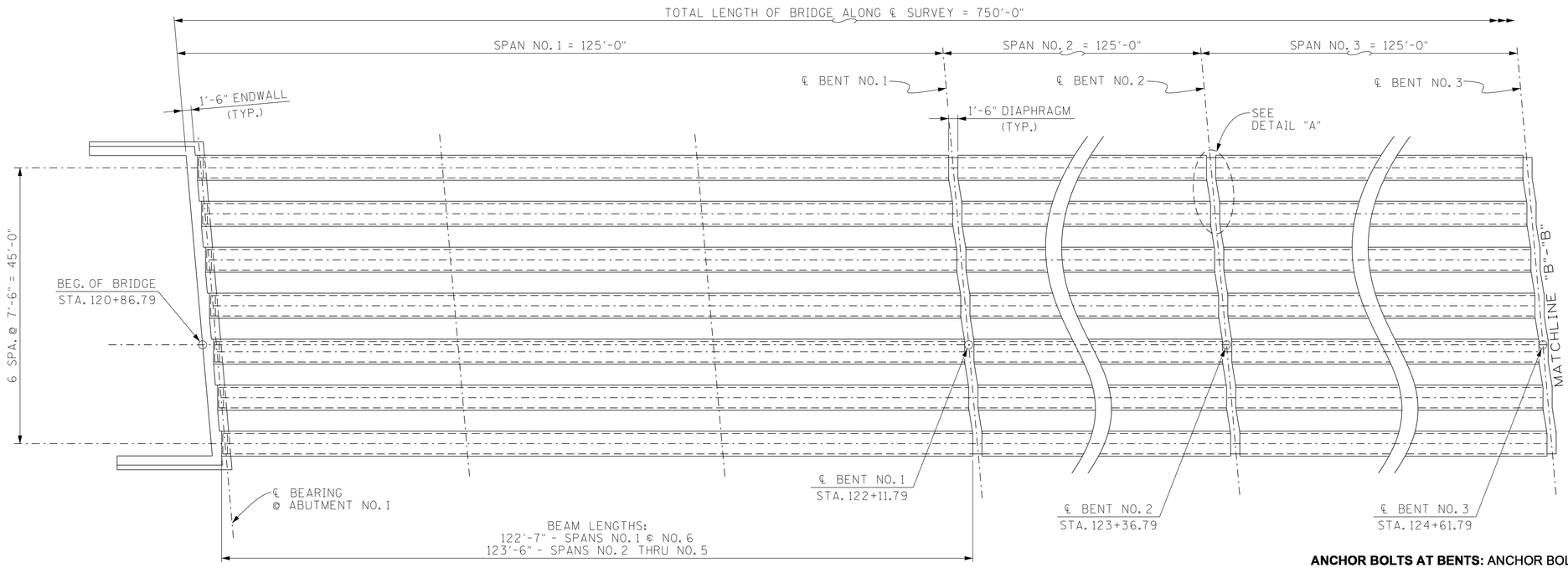
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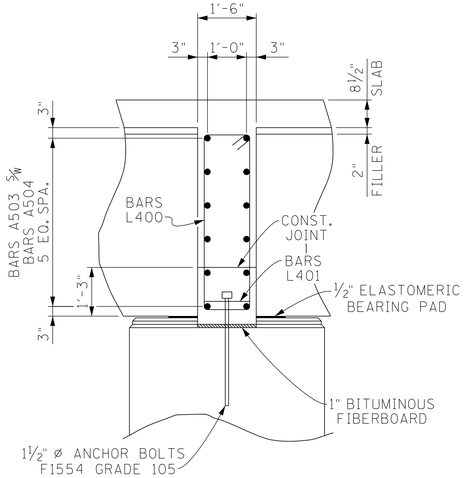
CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

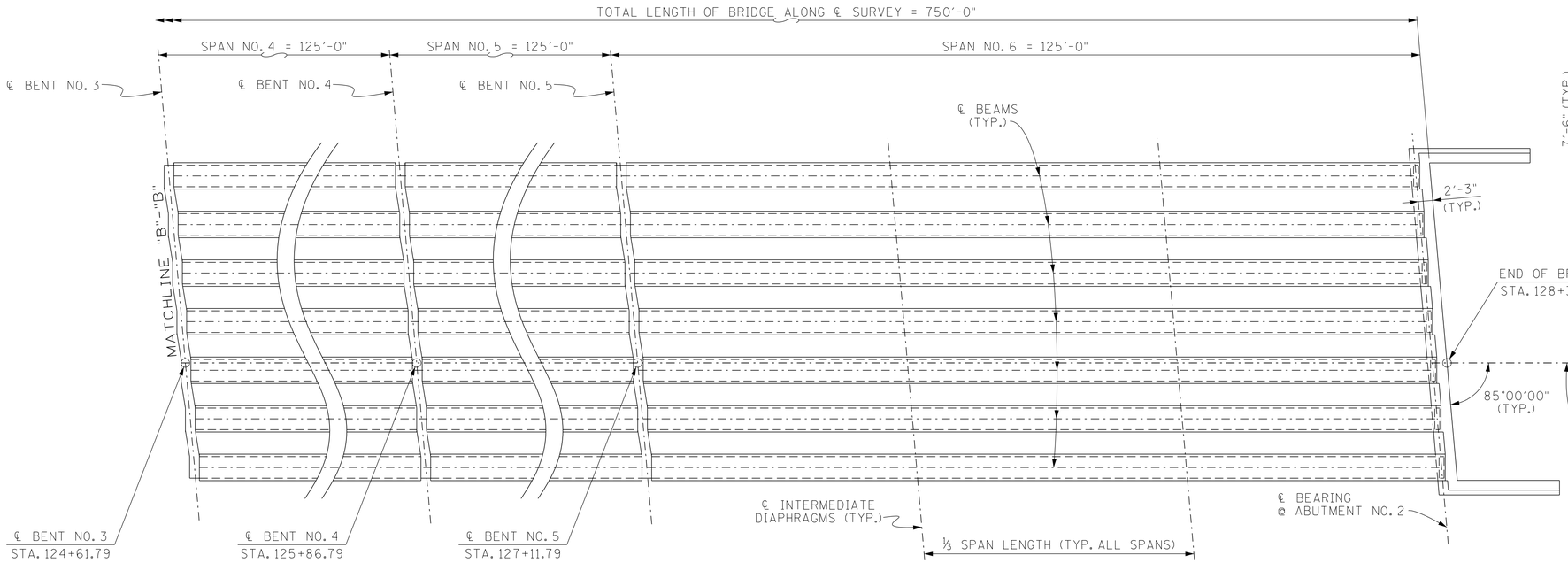
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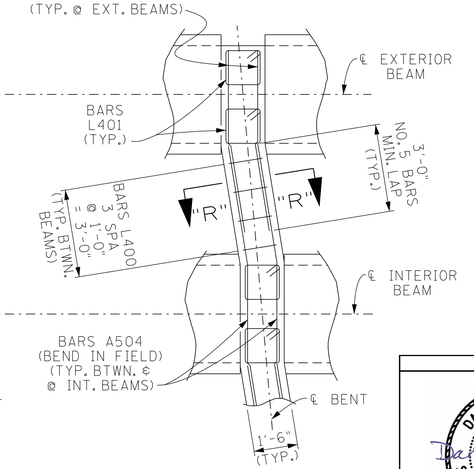


SECTION "R"-"R"

ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.

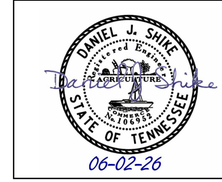


FRAMING PLAN



DETAIL "A"

SEALED BY



BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-322

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: T. WISEMAN DATE: 02-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: A. OMAR DATE: 03-26

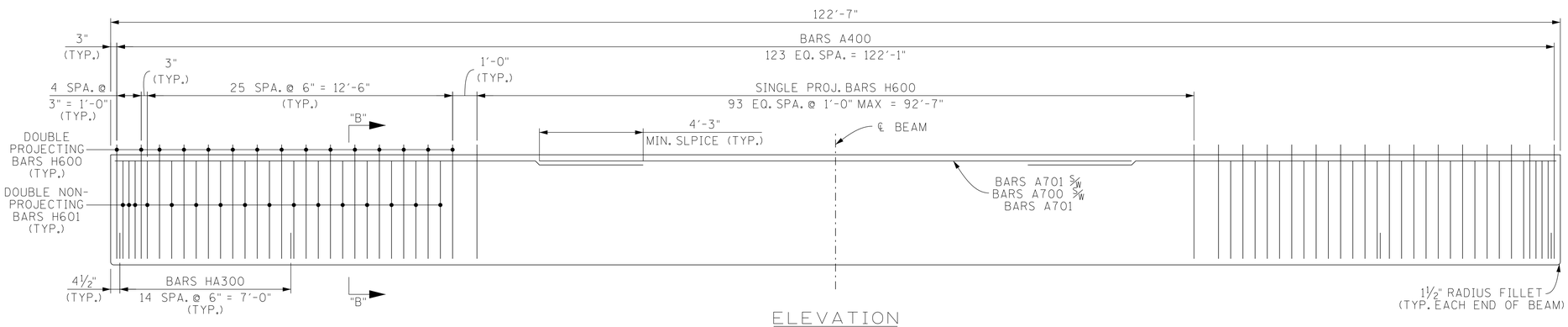
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CONST. NO.: 79S205-F3-003

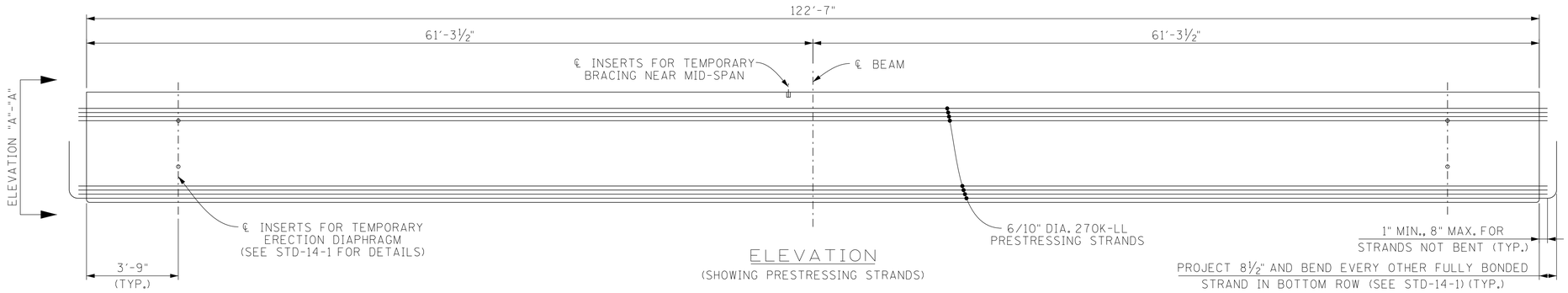
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		
	- -		
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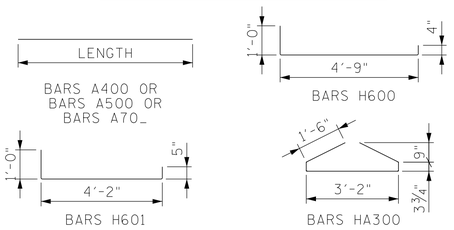


ELEVATION
(SHOWING STIRRUP BAR ARRANGEMENT)

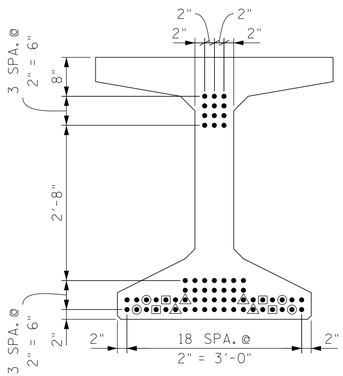


ELEVATION
(SHOWING PRESTRESSING STRANDS)

BILL OF STEEL (PER BEAM)			
BAR	SIZE	NO. REQ'D	LENGTH
A400	4	124	3'-9"
A500	5	6	5'-6"
A700	7	7	60'-0"
A701	7	14	35'-5"
H600	6	154	6'-1"
H601	6	64	5'-7"
HA300	3	30	6'-10"

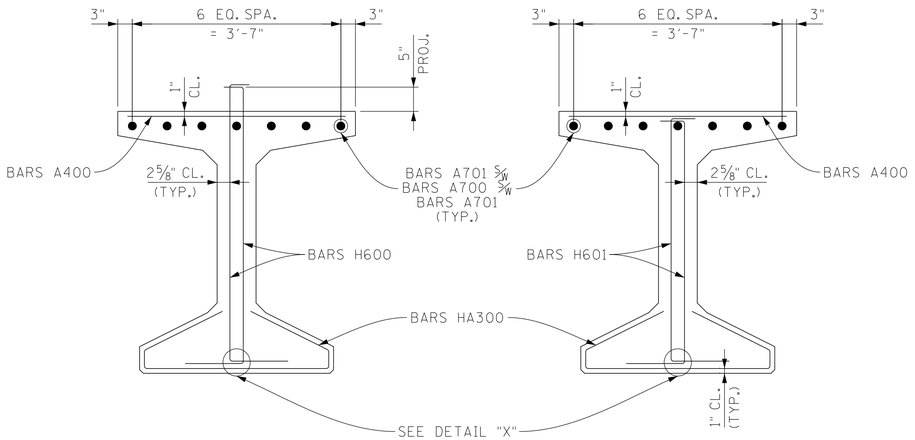


ESTIMATED QUANTITIES PER BEAM			
NO. REQ'D	CONCRETE CLASS "P" C.Y.	REINFORCING STEEL LB.	PRESTRESSING STRANDS (LOW RELAXATION) LB.
14	32.2	4,238	5,904

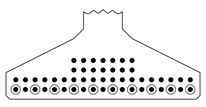


ELEVATION "A"-"A"
(64 STRANDS TOTAL)

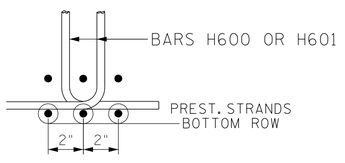
- ● DENOTES: BREAK BOND @ 12'-0" FROM THE END
- ▣ DENOTES: BREAK BOND @ 9" FROM THE END
- ◬ DENOTES: BREAK BOND @ 3" FROM THE END



SECTION "B"-"B"



BENT STRAND DETAIL
● DENOTES: STRANDS TO BE BENT



DETAIL "X"

GENERAL NOTES

NOTE: SEE STD-14-1 FOR WIDE-BULB TEE BEAM STANDARD DETAILS AND NOTES.

NOTE: ALL BEAMS ARE WBT-54.

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 15") AND DECK SLAB.

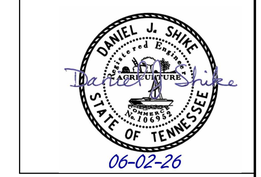
NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 10,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 8,000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED 7- WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

PRESTRESSED BEAM DESIGN DATA (PER BEAM):
LIVE LOAD DISTRIBUTION FACTOR: MOMENT = 0.77 LANES
SHEAR = 0.80 LANES
COMPOSITE DEAD LOAD: DC = 111 LB/FT
DW = 245 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F 'C = 4000 PSI

ALL BEAMS SHALL HAVE UPWARD DEFLECTION OF AT LEAST 1/8" UNDER TOTAL DEAD LOAD.

SEALED BY



PIN NO.: 136241.00

DESIGN BY:	URVA PATEL	DATE: 10-25
DRAWN BY:	J. STEVENS	DATE: 02-26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE: 02-26
CHECKED BY:	A. OMAR	DATE: 03-26

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRESTRESSED BEAM DETAILS
SPANS NO. 1 AND NO. 6
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-323

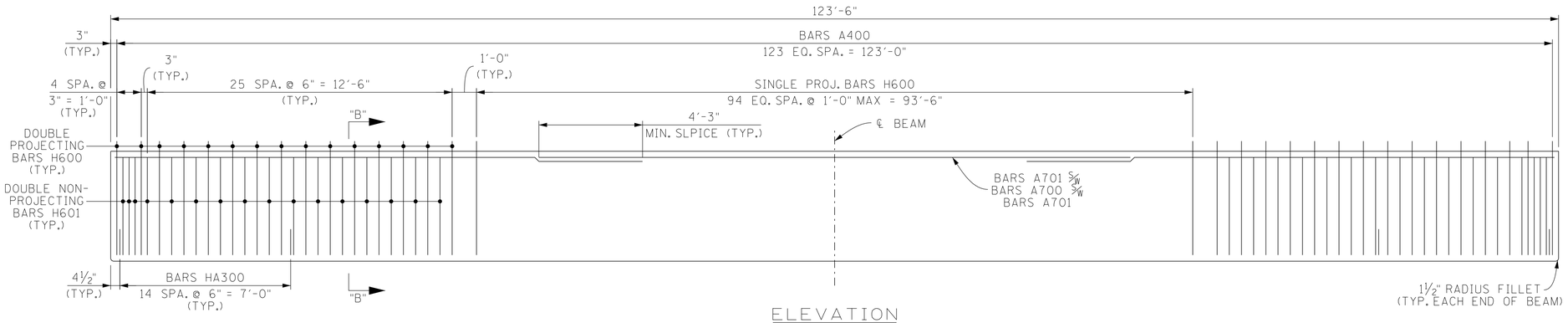
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5/29/2026

CONST. NO.: 79S205-F3-003

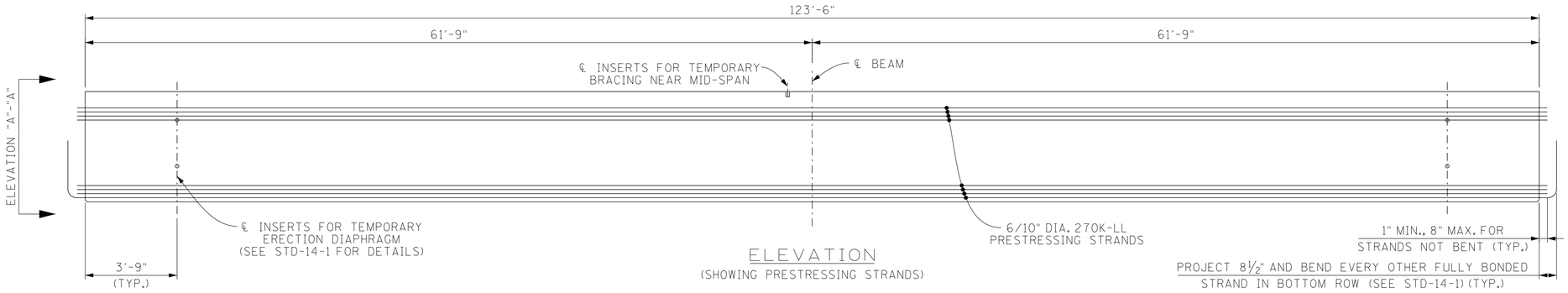
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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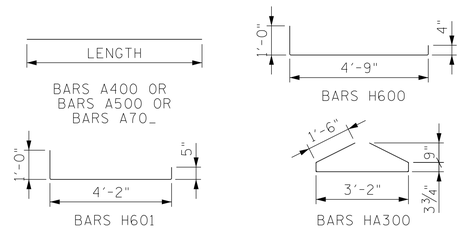
ELEVATION
(SHOWING STIRRUP BAR ARRANGEMENT)



ELEVATION
(SHOWING PRESTRESSING STRANDS)

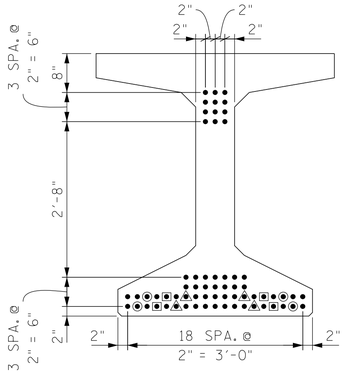
BILL OF STEEL
(PER BEAM)

BAR	SIZE	NO. REQ'D	LENGTH
A400	4	124	3'-9"
A500	5	6	5'-6"
A700	7	7	60'-3"
A701	7	14	35'-10"
H600	6	155	6'-1"
H601	6	64	5'-7"
HA300	3	30	6'-10"



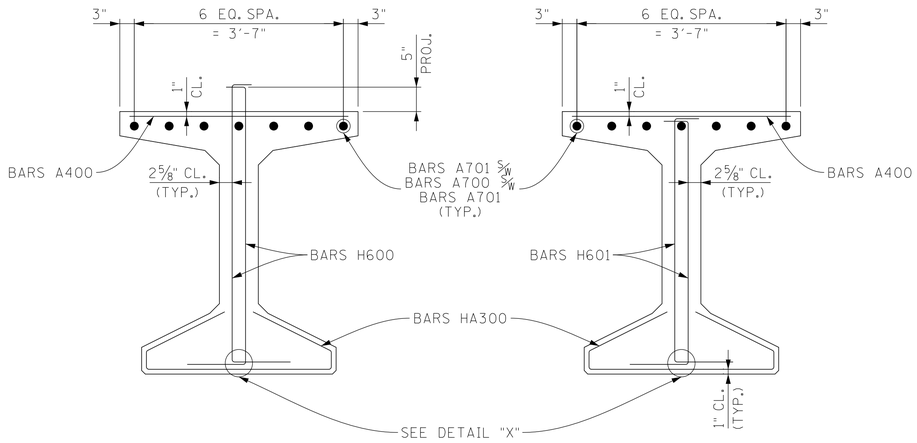
ESTIMATED QUANTITIES PER BEAM

NO. REQ'D	CONCRETE CLASS "P" C.Y.	REINFORCING STEEL LB.	PRESTRESSING STRANDS (LOW RELAXATION) LB.
28	32.5	4,259	5,947

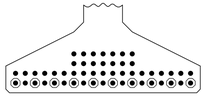


ELEVATION "A"-"A"
(64 STRANDS TOTAL)

● DENOTES: BREAK BOND @ 12'-0" FROM THE END
■ DENOTES: BREAK BOND @ 9" FROM THE END
▲ DENOTES: BREAK BOND @ 3" FROM THE END

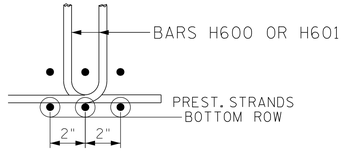


SECTION "B"-"B"



BENT STRAND DETAIL

● DENOTES: STRANDS TO BE BENT



DETAIL "X"

GENERAL NOTES

NOTE: SEE STD-14-1 FOR WIDE-BULB TEE BEAM STANDARD DETAILS AND NOTES.

NOTE: ALL BEAMS ARE WBT-54.

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PRESTRESSED BEAM DESIGN DATA (PER BEAM):
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SHEAR = 0.80 LANES
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DW = 245 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: F 'C = 4000 PSI

ALL BEAMS SHALL HAVE UPWARD DEFLECTION OF AT LEAST 1/8" UNDER TOTAL DEAD LOAD.

SEALED BY



PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: J. STEVENS DATE: 02-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: A. OMAR DATE: 03-26

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRESTRESSED BEAM DETAILS
SPANS NO. 2 THRU NO. 5
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-324

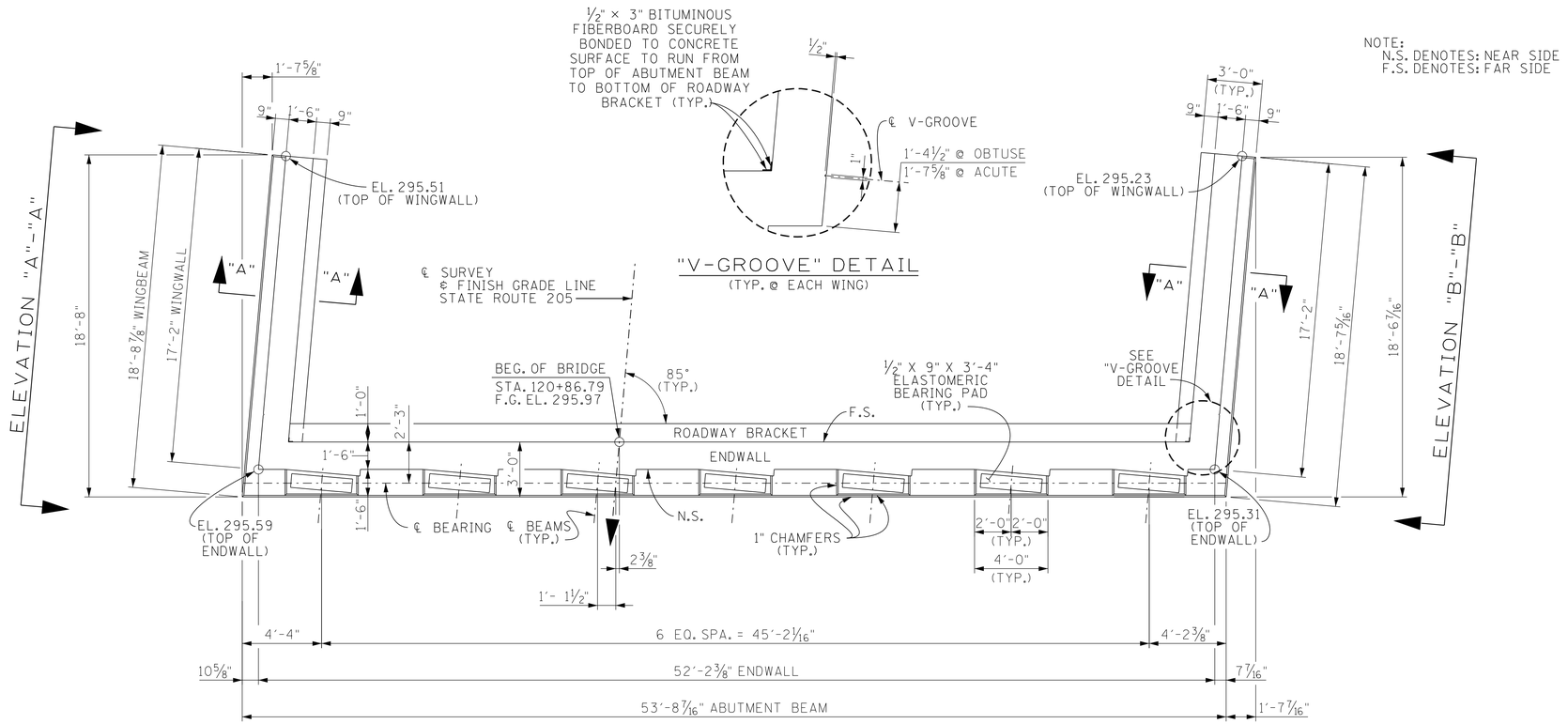
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5/29/2026

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		



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

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

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

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

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

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

RISER BLOCK TABLE OF ELEVATIONS

LOCATION	"R1"	"R2"	"R3"	"R4"	"R5"	"R6"	"R7"	"R8"
ELEVATION	290.25	290.39	290.54	290.43	290.28	290.13	289.97	290.26

PILE-CUT-OFF TABLE OF ELEVATIONS

LOCATION	"P1"	"P2"	"P3"	"P4"	"P5"	"P6"	"P7"
ELEVATION	288.08	288.17	288.26	288.26	288.11	287.95	287.80

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: B. ERVIN DATE: 02/26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

SEALED BY

DANIEL J. SHIKE — LICENSED PROFESSIONAL ENGINEER — STRUCTURE — No. 106652 — STATE OF TENNESSEE

06-02-26

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-325

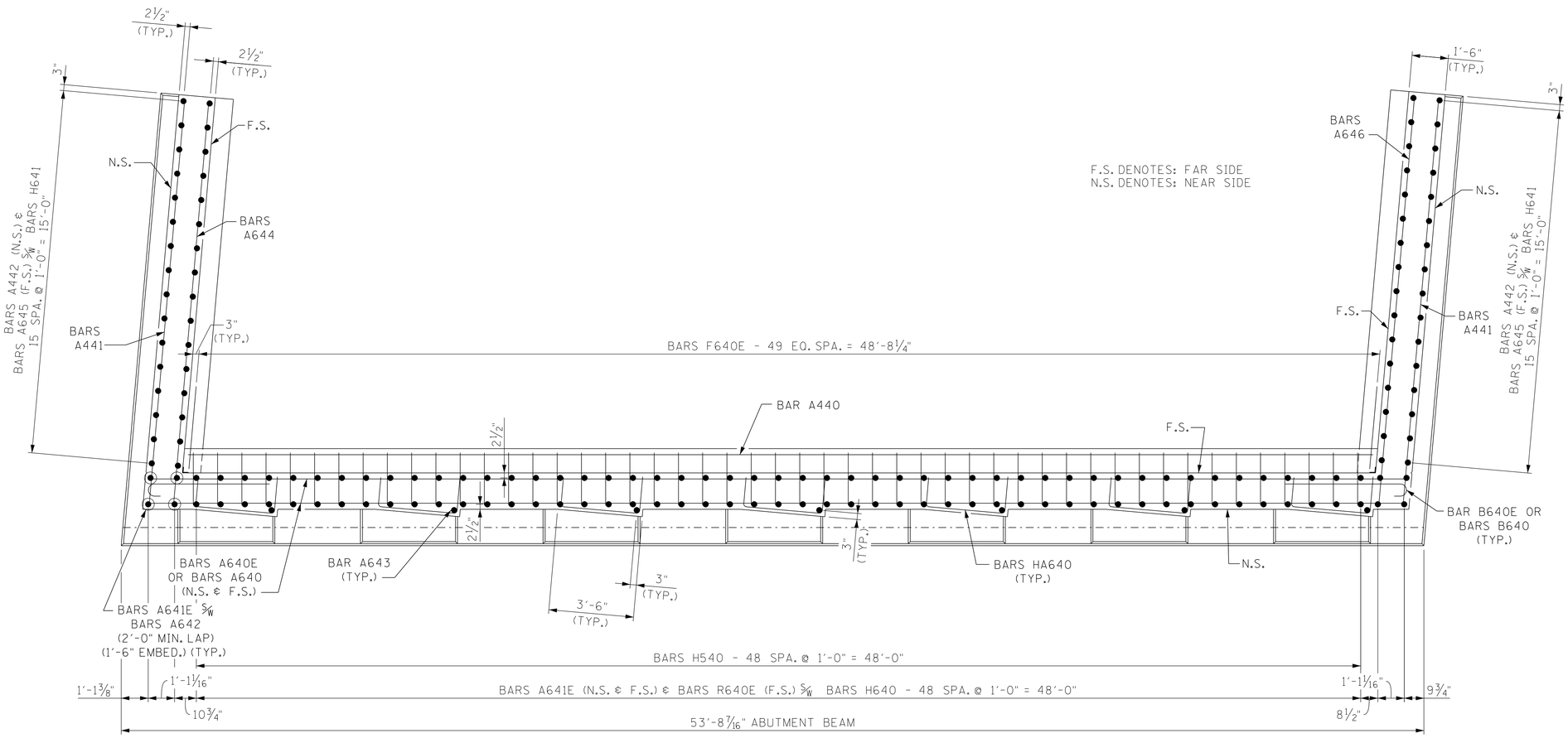
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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SECTION "C"-"C"

SEALED BY

DANIEL J. SHIKE — LICENSED PROFESSIONAL ENGINEER — STRUCTURE — TENNESSEE — NO. 106857 — STATE OF TENNESSEE

06-02-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-326

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: B. ERVIN DATE: 02/26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

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CONST. NO.: 79S205-F3-003

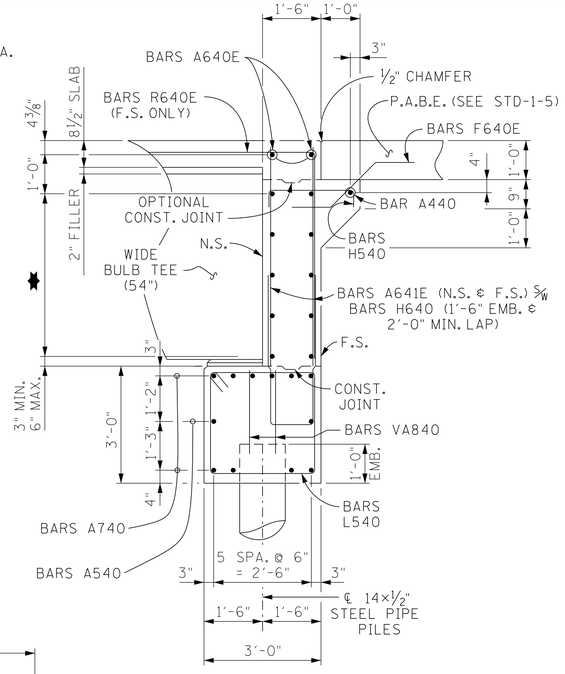
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

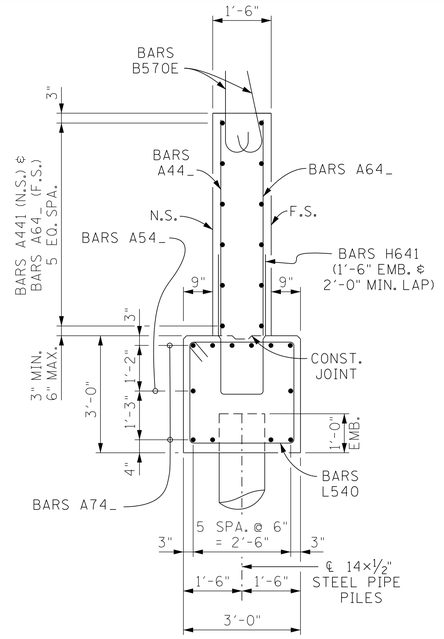
NO.	DATE	BY	BRIEF DESCRIPTION
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★DENOTES: BARS A640 - 4 EQ. SPA. (N.S. & F.S.)

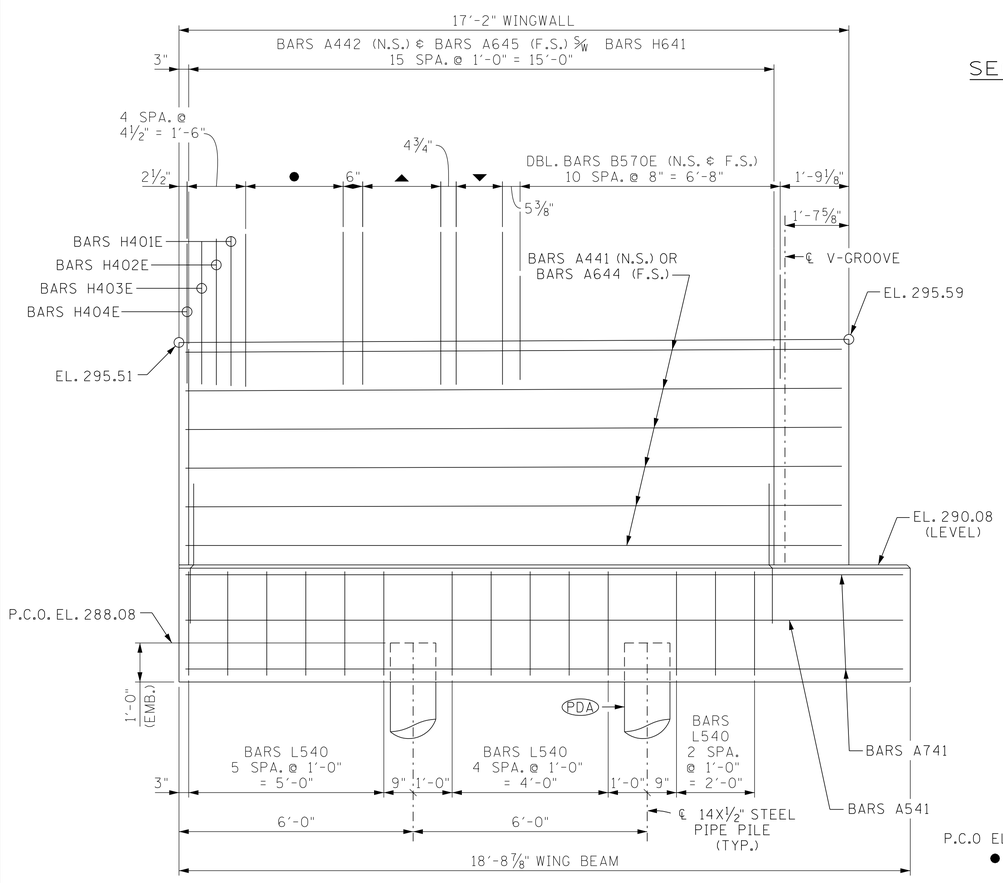
N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE



SECTION "B"-"B"

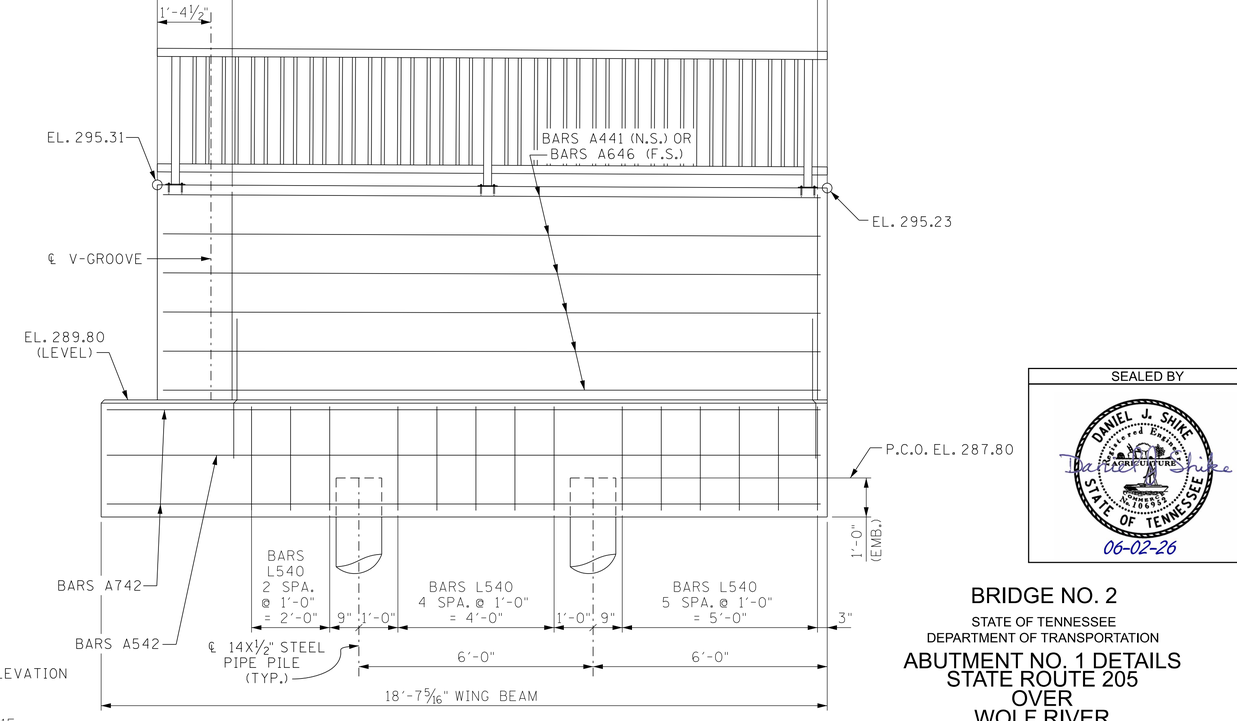


SECTION "A"-"A"



ELEVATION "A"-"A"

P.C.O EL. DENOTES: PILE CUT-OFF ELEVATION
● DENOTES: BARS H400E 5 SPA. @ 6" = 2'-6"
▲ DENOTES: SERIES BARS HD401E 4 SPA. @ 6" = 2'-0"
▼ DENOTES: SERIES BARS HD400E 3 SPA. @ 4¾" = 1'-2¼"
(PDA) DENOTES: PILE DYNAMIC TEST PILE



ELEVATION "B"-"B"

SEALED BY

06-02-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-327

PIN NO.:	136241.00	
DESIGN BY:	URVA PATEL	DATE: 10-25
DRAWN BY:	B. ERVIN	DATE: 02/26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE: 02-26
CHECKED BY:	URVA PATEL	DATE: 03-26

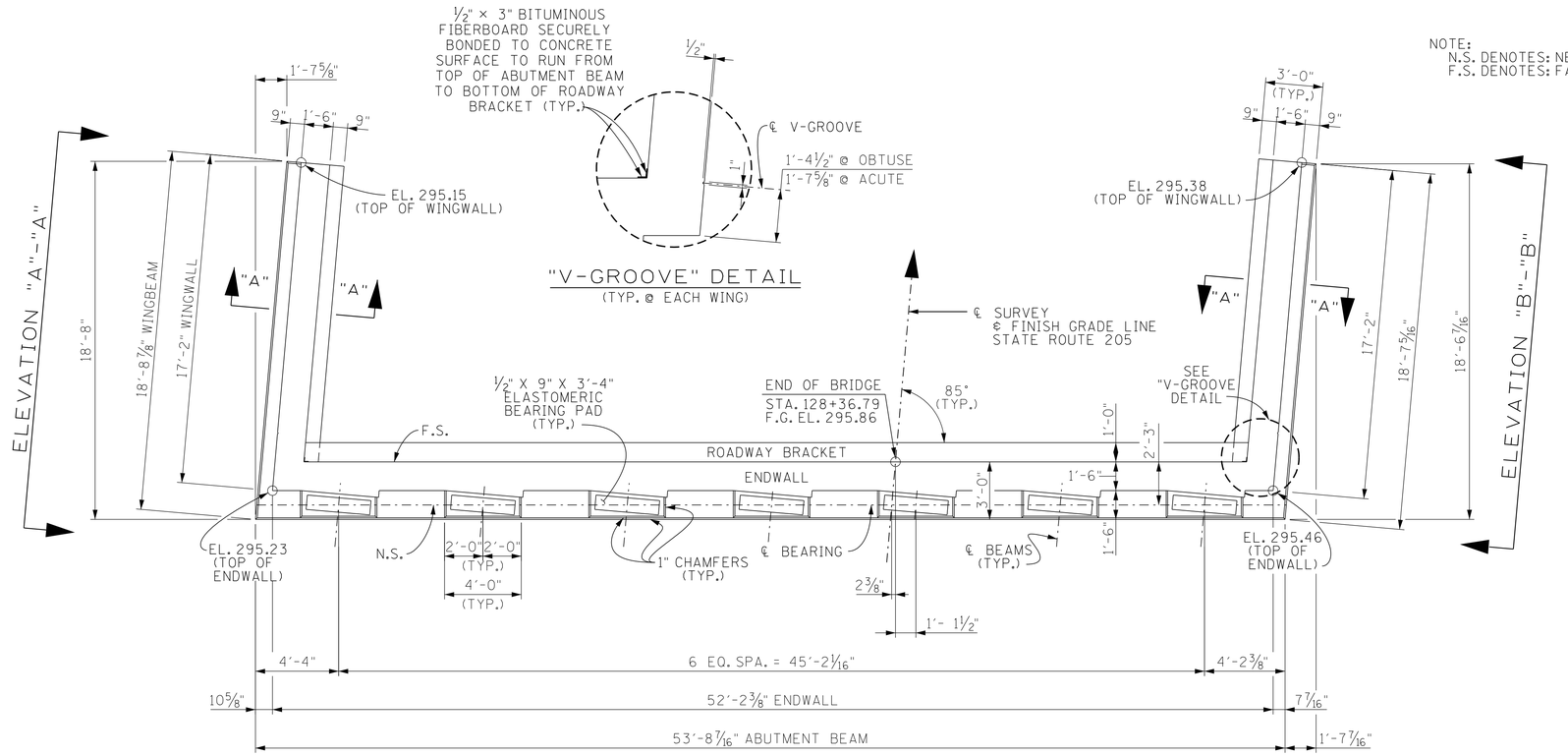
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



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

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

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

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

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

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

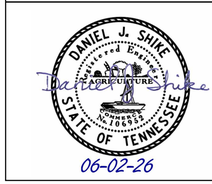
RISER BLOCK
TABLE OF ELEVATIONS

LOCATION	"R1"	"R2"	"R3"	"R4"	"R5"	"R6"	"R7"	"R8"
ELEVATION	289.89	290.03	290.18	290.33	290.43	290.28	290.12	290.16

PILE-CUT-OFF
TABLE OF ELEVATIONS

LOCATION	"P1"	"P2"	"P3"	"P4"	"P5"	"P6"	"P7"
ELEVATION	287.72	287.87	288.02	288.16	288.16	288.06	287.95

SEALED BY



BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-328

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: B. ERVIN DATE: 02/26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

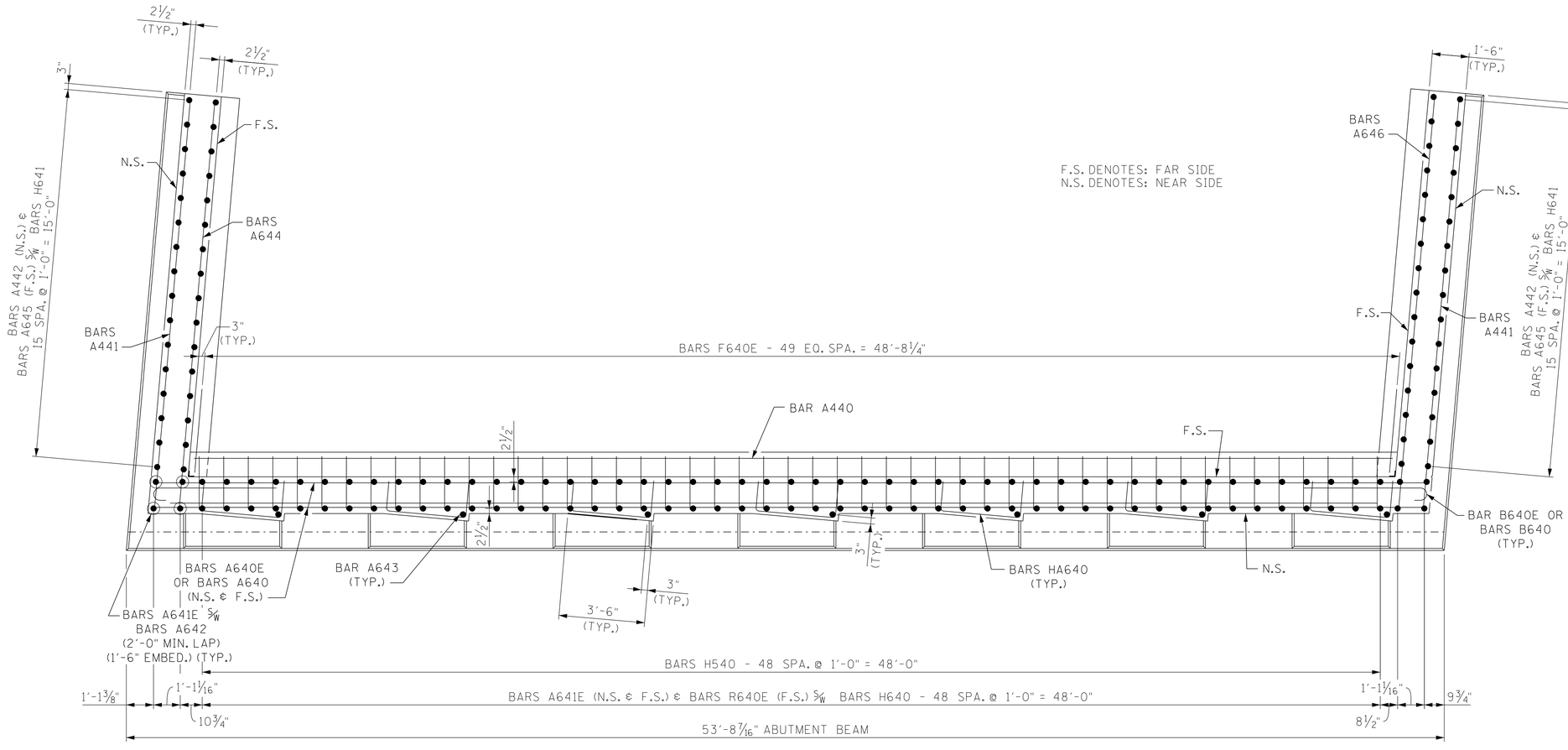
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



SECTION "C"-"C"

SEALED BY

DANIEL J. SHIKE — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE — NO. 109655 — STATE OF TENNESSEE

Daniel J. Shike

06-02-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-329

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: B. ERVIN DATE: 02/26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

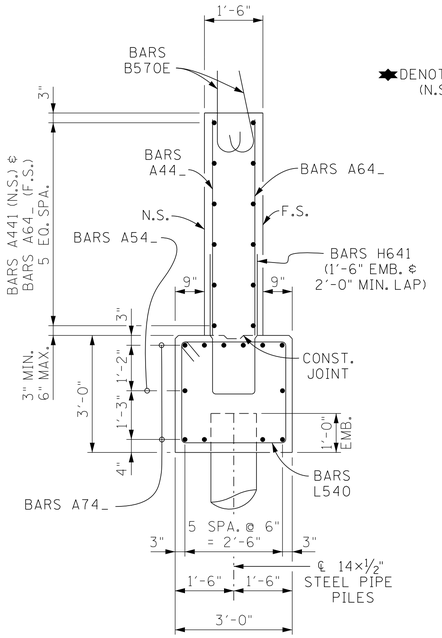
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CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

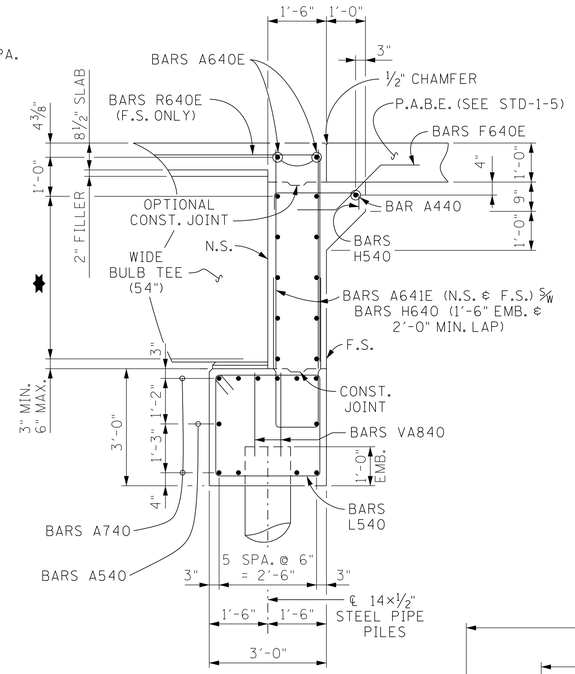
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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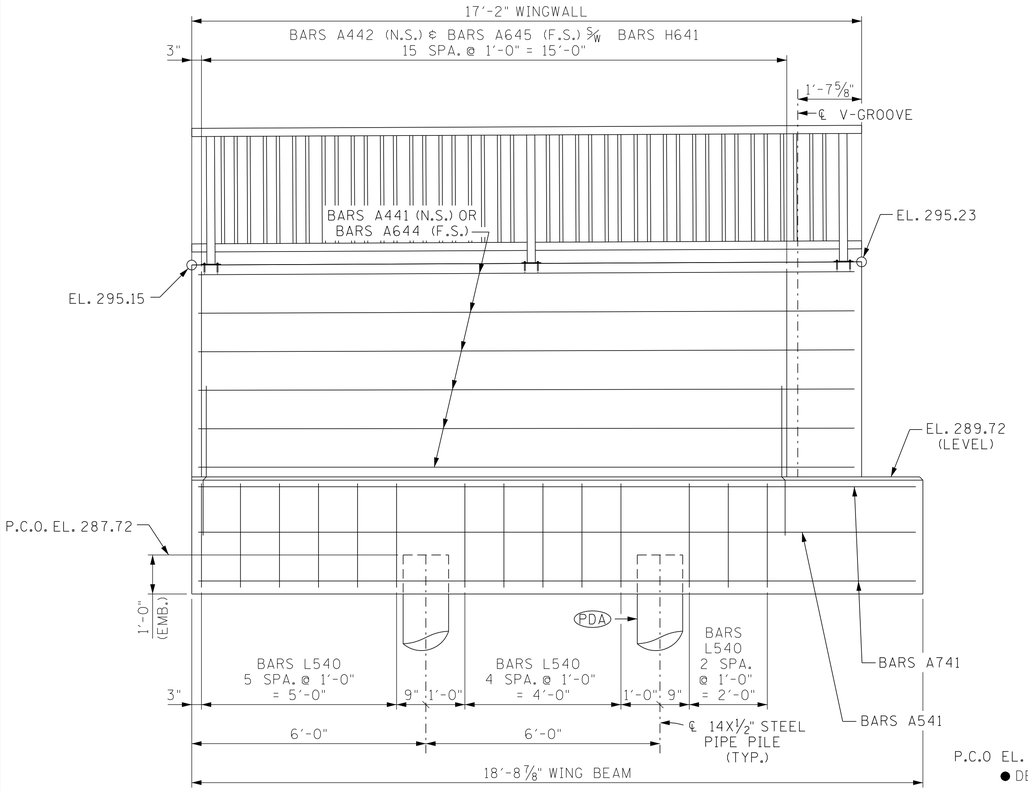
SECTION "A"-"A"

✱DENOTES: BARS A640 - 4 EQ. SPA. (N.S. & F.S.)



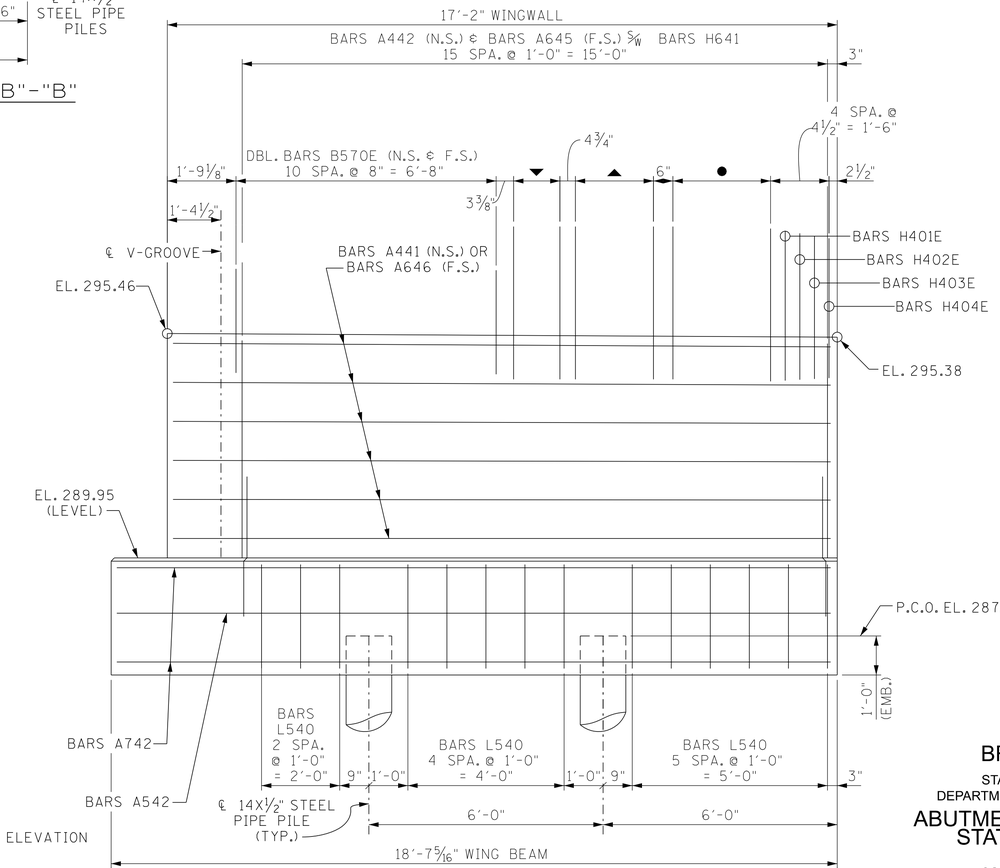
SECTION "B"-"B"

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



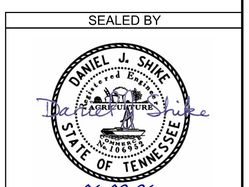
ELEVATION "A"-"A"

P.C.O EL. DENOTES: PILE CUT-OFF ELEVATION
● DENOTES: BARS H400E 5 SPA. @ 6" = 2'-6"
▲ DENOTES: SERIES BARS HD401E 4 SPA. @ 6" = 2'-0"
▼ DENOTES: SERIES BARS HD400E 3 SPA. @ 4¾" = 1'-2¼"
(PDA) DENOTES: PILE DYNAMIC TEST PILE



ELEVATION "B"-"B"

SEALED BY



06-02-26

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: B. ERVIN DATE: 02/26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-330

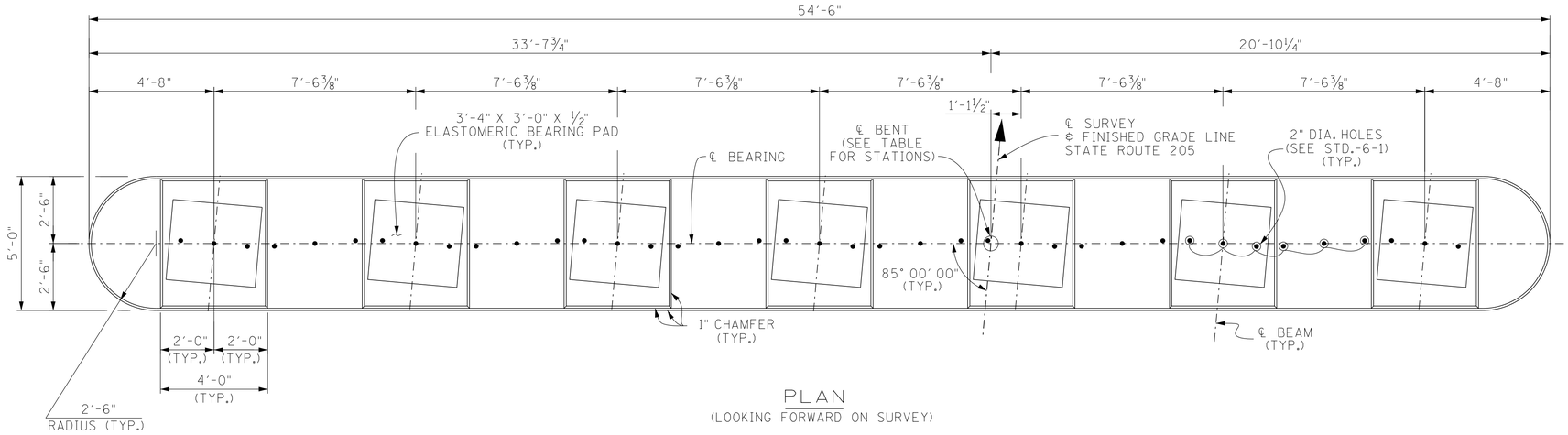
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CONST. NO.: 79S205-F3-003

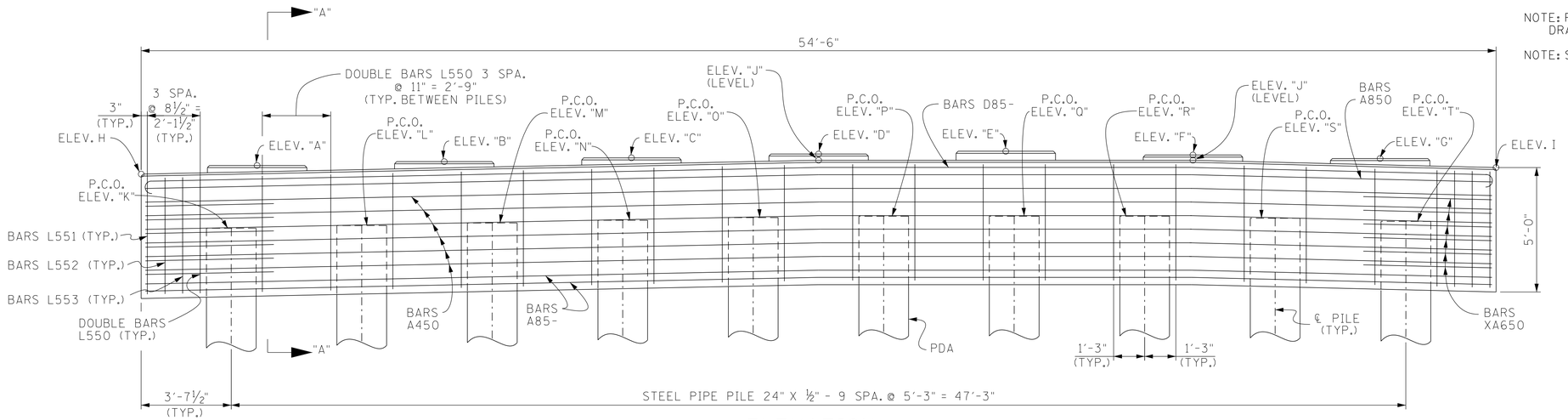
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



PLAN
(LOOKING FORWARD ON SURVEY)



PDA DENOTES: PILE DYNAMIC TEST PILE

ELEVATION
(LOOKING FORWARD ON SURVEY)
(ALL BARS ARE BEND IN FIELD AS NECESSARY)

BENT NO. 1 STA. 122+11.79	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	ELEV. "F"	ELEV. "G"	ELEV. "H"	ELEV. "I"	ELEV. "J"
	290.56	290.72	290.87	291.02	291.13	290.98	290.84	290.21	290.47	290.77
	P.C.O. ELEV. "K"	P.C.O. ELEV. "L"	P.C.O. ELEV. "M"	P.C.O. ELEV. "N"	P.C.O. ELEV. "O"	P.C.O. ELEV. "P"	P.C.O. ELEV. "Q"	P.C.O. ELEV. "R"	P.C.O. ELEV. "S"	P.C.O. ELEV. "T"
	288.04	288.14	288.25	288.36	288.47	288.52	288.52	288.52	288.44	288.31
BENT NO. 2 STA. 123+36.79	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	ELEV. "F"	ELEV. "G"	ELEV. "H"	ELEV. "I"	ELEV. "J"
	290.94	291.09	291.24	291.39	291.50	291.35	291.20	290.59	290.84	291.14
	P.C.O. ELEV. "K"	P.C.O. ELEV. "L"	P.C.O. ELEV. "M"	P.C.O. ELEV. "N"	P.C.O. ELEV. "O"	P.C.O. ELEV. "P"	P.C.O. ELEV. "Q"	P.C.O. ELEV. "R"	P.C.O. ELEV. "S"	P.C.O. ELEV. "T"
	288.42	288.52	288.63	288.74	288.85	288.89	288.89	288.89	288.82	288.68
BENT NO. 3 STA. 124+61.79	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	ELEV. "F"	ELEV. "G"	ELEV. "H"	ELEV. "I"	ELEV. "J"
	291.05	291.20	291.35	291.50	291.60	291.45	291.30	290.68	290.93	291.25
	P.C.O. ELEV. "K"	P.C.O. ELEV. "L"	P.C.O. ELEV. "M"	P.C.O. ELEV. "N"	P.C.O. ELEV. "O"	P.C.O. ELEV. "P"	P.C.O. ELEV. "Q"	P.C.O. ELEV. "R"	P.C.O. ELEV. "S"	P.C.O. ELEV. "T"
	288.51	288.61	288.72	288.83	288.93	288.99	288.99	288.99	288.90	288.77
BENT NO. 4 STA. 125+86.79	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	ELEV. "F"	ELEV. "G"	ELEV. "H"	ELEV. "I"	ELEV. "J"
	290.90	291.05	291.20	291.35	291.45	291.30	291.15	290.55	290.76	291.10
	P.C.O. ELEV. "K"	P.C.O. ELEV. "L"	P.C.O. ELEV. "M"	P.C.O. ELEV. "N"	P.C.O. ELEV. "O"	P.C.O. ELEV. "P"	P.C.O. ELEV. "Q"	P.C.O. ELEV. "R"	P.C.O. ELEV. "S"	P.C.O. ELEV. "T"
	288.38	288.48	288.59	288.70	288.81	288.85	288.85	288.85	288.77	288.62
BENT NO. 5 STA. 127+11.79	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"	ELEV. "F"	ELEV. "G"	ELEV. "H"	ELEV. "I"	ELEV. "J"
	290.49	290.64	290.79	290.93	291.04	290.88	290.73	290.14	290.37	290.68
	P.C.O. ELEV. "K"	P.C.O. ELEV. "L"	P.C.O. ELEV. "M"	P.C.O. ELEV. "N"	P.C.O. ELEV. "O"	P.C.O. ELEV. "P"	P.C.O. ELEV. "Q"	P.C.O. ELEV. "R"	P.C.O. ELEV. "S"	P.C.O. ELEV. "T"
	287.97	288.07	288.18	288.29	288.40	288.45	288.45	288.45	288.36	288.22

GENERAL NOTES:

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

NOTE: RISER BLOCKS TO BE POURED MONOLITHICALLY WITH BENT CAP.

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

NOTE: BARS B850 TO EXTEND 1'-0" OUT OF THE TOP OF PILE.

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: PILE SHALL BE ENCASED WITH CONCRETE AT GROUNDLINE. SEE DRAWING NO. U-102-332 FOR DETAILS.

NOTE: SEE STD. DWG. STD-5-2 FOR ADDITIONAL PILE INFORMATION.

END ELEVATION

SEALED BY

06-02-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BENT NOS. 1 THRU 5
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-331

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: C. STAPLER DATE: 2-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

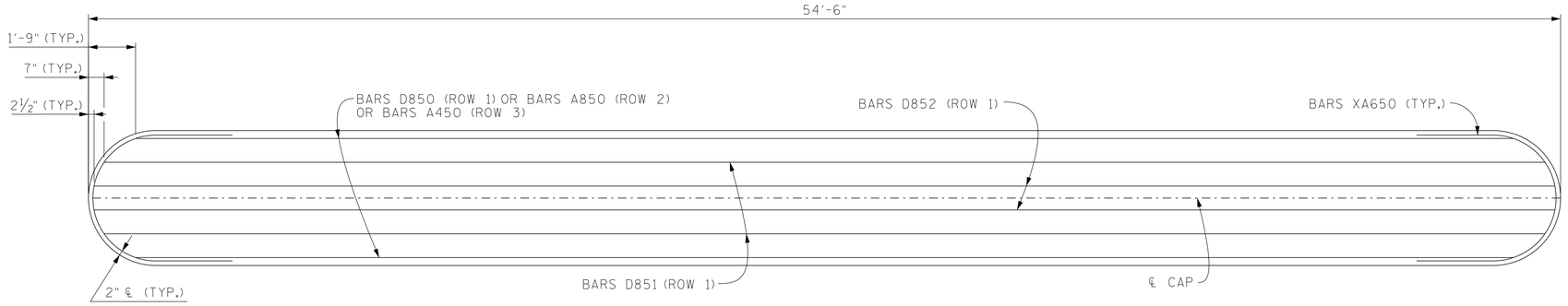
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CONST. NO.: 79S205-F3-003

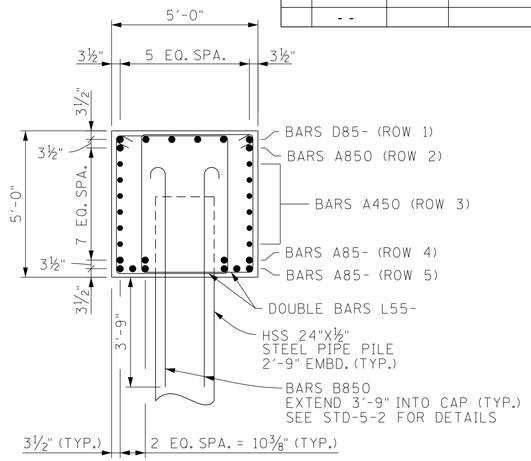
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

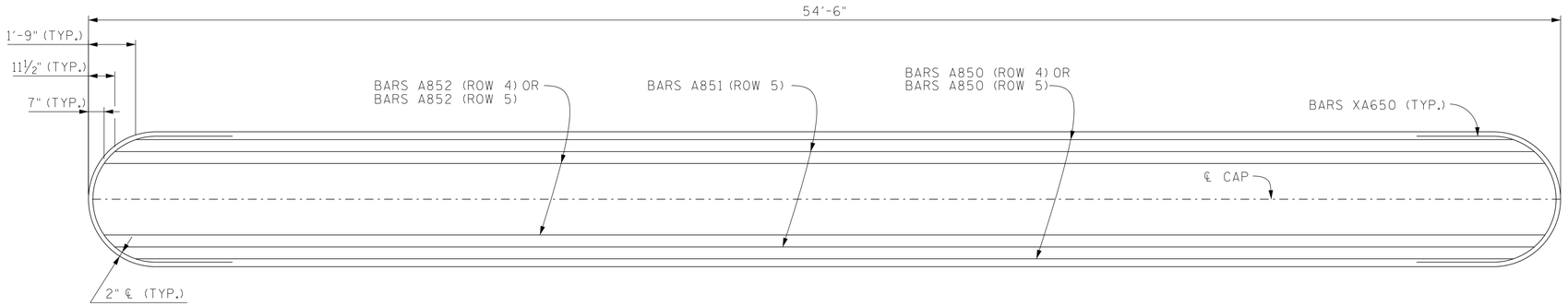
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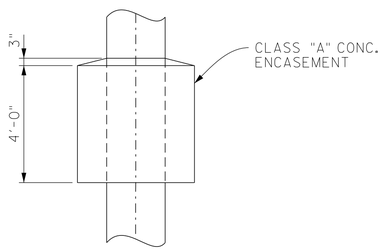
CAP SECTION
(SHOWING ROWS 1, 2 AND 3)



SECTION "A"-"A"



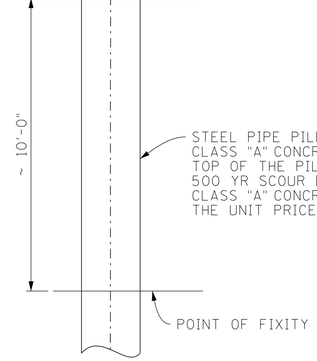
CAP SECTION
(SHOWING ROWS 4 AND 5)



CONCRETE COLLAR DETAIL
(TYP. EACH PILE)

NOTE: TOP OF CONCRETE COLLAR ENCASING BLOCKS SHALL BE SLOPED TO DRAIN AS SHOWN.

NOTE: COST OF CONCRETE FOR CONCRETE ENCASEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR BENT CLASS "A" CONCRETE.



PILE DETAIL
(TYP. EACH PILE)

NOTE: SEE STD-5-2 FOR ADDITIONAL INFORMATION ABOUT STEEL PIPE PILES.

SEALED BY



BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BENT NOS. 1 THRU 5 DETAILS
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-332

PIN NO.:	136241.00		
DESIGN BY:	URVA PATEL	DATE:	10-25
DRAWN BY:	C. STAPLER	DATE:	2-26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE:	02-26
CHECKED BY:	URVA PATEL	DATE:	03-26

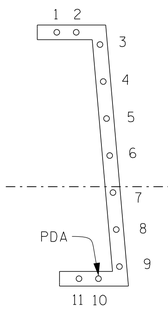
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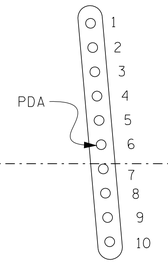
PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

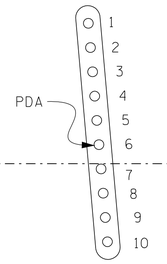
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ABUTMENT NO. 1

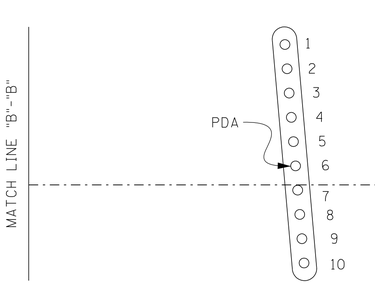


BENT NO. 1

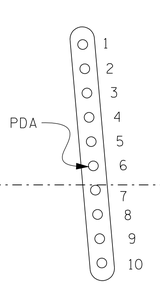


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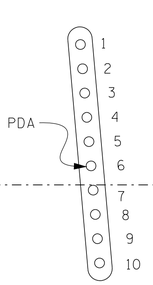
MATCH LINE "B"-"B"



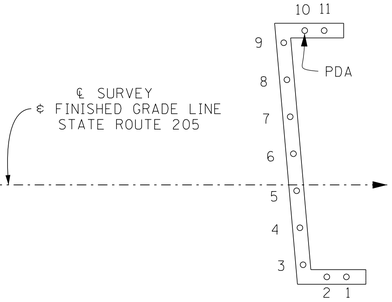
BENT NO. 3



BENT NO. 4

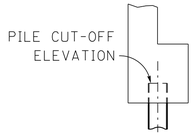


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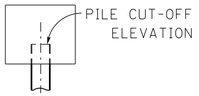


ABUTMENT NO. 2

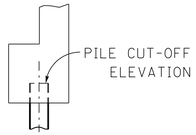
PDA DENOTES: PILE DYNAMIC TEST PILE



ABUTMENT NO. 1



BENT NOS. 1 THRU 5



ABUTMENT NO. 2

TABLE OF PILE DATA

		1	2	3	4	5	6	7	8	9	10	11
ABUTMENT NO. 1	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											
BENT NO. 1	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											
BENT NO. 2	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											
BENT NO. 3	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											
BENT NO. 4	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											
BENT NO. 5	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											
ABUTMENT NO. 2	PILE CUT-OFF ELEVATION											
	PILE TIP ELEVATION											
	IN PLACE PILE LENGTH											

☞ NOTE TO CONTRACTOR AND CONSTRUCTION OFFICE:
THE BLANKS ON THIS SHEET ARE TO BE FILLED IN BY THE CONSTRUCTION OFFICE AND/OR FIELD ENGINEER GIVING AS BUILT CONDITIONS. AFTER COMPLETION IT IS TO BE SENT TO THE DIVISION OF STRUCTURES TO BECOME PART OF FINAL BRIDGE DOCUMENTS.

SEALED BY

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL FOUNDATION DATA
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-333

PIN NO.: 136241.00
DESIGN BY: URVA PATEL DATE: 10-25
DRAWN BY: C. STAPLER DATE: 03-26
SUPERVISED BY: S. STEELE/D. SHIKE DATE: 02-26
CHECKED BY: URVA PATEL DATE: 03-26

5/29/2026 7:58:57 AM

CONST. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
	- -		
	- -		
	- -		

SUPERSTRUCTURE (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A500E	SLAB	5	1092					60'-0"
A501E	SLAB	5	84					15'-2"
A502E	SLAB	5	1743					51'-10"
A700E	SLAB	7	110					35'-4"
A701E	SLAB	7	110					60'-0"
A900E	SLAB	9	690					60'-0"
A901E	SLAB	9	220					30'-0"
A902E	SLAB	9	55					54'-0"
A903E	SLAB	9	100					16'-0"
B570E	PARAPET/SLAB	5	4598	2'-8"				3'-3"
H400E	P.A.B.E.	4	12	10 1/2"	3'-11"			8'-9"
H401E	P.A.B.E.	4	2	9 7/8"	3'-10"			8'-6"
H402E	P.A.B.E.	4	2	8 3/4"	3'-9"			8'-3"
H403E	P.A.B.E.	4	2	7 5/8"	3'-8"			8'-0"
H404E	P.A.B.E.	4	2	6 1/2"	3'-7"			7'-9"
SERIES								
HD400E	P.A.B.E./PARAPET	4	2	*	3'-11"	4'-0"	9"	33'-3"
				*DIM. A VARIES FROM 3 3/4" TO 5 7/8"				
				IN INC. OF 11/16" (4 BARS)				
SERIES								
HD401E	P.A.B.E./PARAPET	4	2	*	3'-11"	4'-0"	9"	43'-0"
				*DIM. A VARIES FROM 6 1/2" TO 10"				
				IN INC. OF 7/8" (5 BARS)				

SUPERSTRUCTURE

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A503	DIAPHRAGM	5	120					7'-5"
A504	DIAPHRAGM	5	300					10'-7"
L400	DIAPHRAGM	4	120	1'-2"	4'-4"			11'-9"
L401	DIAPHRAGM	4	70	1'-2"	1'-2"			5'-5"

ABUTMENT NO. 1

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A440	ROADWAY BRACKET	4	1					48'-10"
A441	WINGWALL	4	12					16'-10"
A442	WINGWALL	4	32					5'-3"
A540	ABUTMENT BEAM	5	2					53'-4"
A541	WING BEAM	5	2					18'-2"
A542	WING BEAM	5	2					18'-4"
A640	ENDWALL	6	10					51'-10"
A642	ABUTMENT BEAM/ENDWALL	6	8					3'-10"
A643	FILLET	6	7					4'-4"
A644	WINGWALL	6	6					16'-9"
A645	WINGWALL	6	32					5'-3"
A646	WINGWALL	6	6					16'-11"
A740	ABUTMENT BEAM	7	10					53'-4"
A741	WING BEAM	7	10					18'-2"
A742	WING BEAM	7	10					18'-4"
B640	ENDWALL	6	10	5'-0"				5'-8"
H540	ENDWALL/ROADWAY BRACKET	5	49	2'-2"	6"			3'-2"
H640	ENDWALL/ABUTMENT BEAM	6	49	1'-2"	3'-10"			8'-10"
H641	WINGWALL/WING BEAM	6	32	1'-2"	3'-7"			8'-4"
HA640	FILLETS	6	35	3'-7"	1'-5"	1'-4"		6'-4"
L540	ABUTMENT BEAM/WING BEAMS	5	77	2'-8"	2'-7"			11'-5"
VA840	PILES	8	14	2'-6"	2'-6"			5'-0"

ABUTMENT NO. 1 (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A640E	ENDWALL	6	2					51'-10"
A641E	ENDWALL	6	106					5'-4"
B570E	WINGWALL/PARAPET	5	22	2'-8"				3'-3"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	P.A.B.E.	6	50	1'-1"	1'-3"	1'-1"	1'-3"	4'-0"
H400E	PARAPET	4	6	10 1/2"	3'-11"			8'-9"
H401E	PARAPET	4	1	9 7/8"	3'-10"			8'-6"
H402E	PARAPET	4	1	8 3/4"	3'-9"			8'-3"
H403E	PARAPET	4	1	7 5/8"	3'-8"			8'-0"
H404E	PARAPET	4	1	6 1/2"	3'-7"			7'-9"
SERIES								
HD400E	WINGWALLS/PARAPET	4	1	*	3'-11"	4'-0"	9"	33'-3"
				DIM. "A" VARIES FROM 3 3/4" TO				
				5 7/8" IN INC. OF 11/16" (4 BARS)				
SERIES								
HD401E	WINGWALLS/PARAPET	4	1	*	3'-11"	4'-0"	9"	43'-0"
				DIM "A" VARIES FROM 6 1/2" TO				
				10" IN INC. OF 7/8" (5 BARS)				
R640E	SLAB/ENDWALL	6	49	4'-7"	5'-3 1/2"			9'-11"

ABUTMENT NO. 2

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A440	ROADWAY BRACKET	4	1					48'-10"
A441	WINGWALL	4	12					16'-10"
A442	WINGWALL	4	32					5'-3"
A540	ABUTMENT BEAM	5	2					53'-4"
A541	WING BEAM	5	2					18'-2"
A542	WING BEAM	5	2					18'-4"
A640	ENDWALL	6	10					51'-10"
A642	ABUTMENT BEAM/ENDWALL	6	8					3'-10"
A643	FILLET	6	7					4'-4"
A644	WINGWALL	6	6					16'-9"
A645	WINGWALL	6	32					5'-3"
A646	WINGWALL	6	6					16'-11"
A740	ABUTMENT BEAM	7	10					53'-4"
A741	WING BEAM	7	10					18'-2"
A742	WING BEAM	7	10					18'-4"
B640	ENDWALL	6	10	5'-0"				5'-8"
H540	ENDWALL/ROADWAY BRACKET	5	49	2'-2"	6"			3'-2"
H640	ENDWALL/ABUTMENT BEAM	6	49	1'-2"	3'-10"			8'-10"
H641	WINGWALLS/WING BEAMS	6	32	1'-2"	3'-7"			8'-4"
HA640	FILLETS	6	35	3'-7"	1'-5"	1'-4"		6'-4"
L540	ABUTMENT BEAM/WING BEAMS	5	77	2'-8"	2'-7"			11'-5"
VA840	PILES	8	14	2'-6"	2'-6"			5'-0"

ABUTMENT NO. 2 (EPOXY)

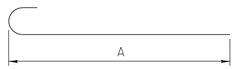
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A640E	ENDWALL	6	2					51'-10"
A641E	ENDWALL	6	106					5'-4"
B570E	WINGWALL/PARAPET	5	22	2'-8"				3'-3"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	P.A.B.E.	6	50	1'-1"	1'-3"	1'-1"	1'-3"	4'-0"
H400E	PARAPET	4	6	10 1/2"	3'-11"			8'-9"
H401E	PARAPET	4	1	9 7/8"	3'-10"			8'-6"
H402E	PARAPET	4	1	8 3/4"	3'-9"			8'-3"
H403E	PARAPET	4	1	7 5/8"	3'-8"			8'-0"
H404E	PARAPET	4	1	6 1/2"	3'-7"			7'-9"
SERIES								
HD400E	WINGWALL/PARAPET	4	1	*	3'-11"	4'-0"	9"	33'-3"
				DIM. "A" VARIES FROM 3 3/4" TO				
				5 7/8" IN INC. OF 11/16" (4 BARS)				
SERIES								
HD401E	WINGWALL/PARAPET	4	1	*	3'-11"	4'-0"	9"	43'-0"
				DIM "A" VARIES FROM 6 1/2" TO				
				10" IN INC. OF 7/8" (5 BARS)				
R640E	SLAB/ENDWALL	6	49	4'-7"	5'-3 1/2"			9'-11"

BENT NO. 1 THRU NO. 5

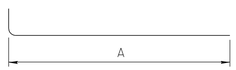
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A450	CAP	4	12					51'-6"
A850	CAP	8	6					51'-6"
A851	CAP	8	2					52'-7"
A852	CAP	8	4					53'-4"
B850	PILES	8	20	7'-6"				8'-5"
D850	CAP	8	2	51'-0"				52'-10"
D851	CAP	8	2	53'-4"				55'-2"
D852	CAP	8	2	54'-1"				55'-11"
L550	CAP	5	76	4'-8"	4'-8"			19'-7"
L551	CAP	5	2	1'-2"	4'-8"			12'-7"
L552	CAP	5	2	3'-6"	4'-8"			17'-3"
L553	CAP	5	2	4'-4"	4'-8"			18'-11"
XA650	CAP	6	12	2'-10"	2'-4"			13'-6"



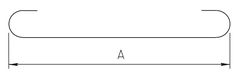
BARS A



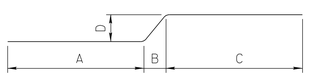
BARS B



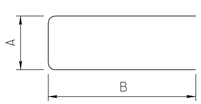
BARS C



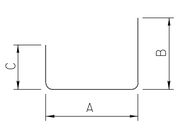
BARS D



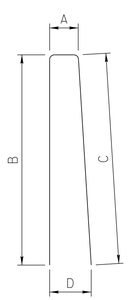
BARS F



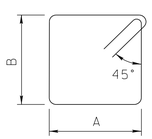
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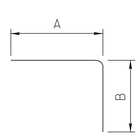
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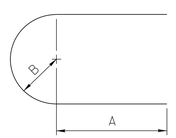
BARS HD



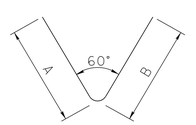
BARS L



BARS R



BARS XA



BARS VA

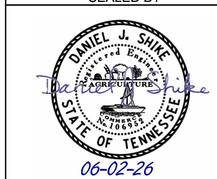
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK DETAILS (2015) SHALL APPLY, EXCEPT AS NOTED.

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

SEALED BY



06-02-26

PIN NO.: 136241.00

DESIGN BY:	URVA PATEL	DATE:	10-25
DRAWN BY:	T.WISEMAN	DATE:	02-26
SUPERVISED BY:	S. STEELE/D. SHIKE	DATE:	02-26
CHECKED BY:	URVA PATEL	DATE:	03-26

BRIDGE NO. 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
STATE ROUTE 205
OVER
WOLF RIVER
BRIDGE ID NO. 79S80740005
STATION 124+61.79
LOG MILE 2.51
SHELBY COUNTY

U-102-334

5/29/2026 10:12:23 AM



THIS DOCUMENT HAS BEN DIGITALLY SIGNED AND SEALED BY:

John D Godfrey, Jr_, PE

Digitally signed by John D Godfrey, Jr_, PE
Reason: I am the author of this document
Date: 2026-06-04 16:25:44

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

ECS SOUTHEAST, LLC
318 SEABOARD LANE, SUITE 208
FRANKLIN, TN 37064
JOHN D GODFREY JR., P.E. NO. 00100425

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES	G-2
ROADWAY SOILS SHEETS	G-3 – G-10
TYPICAL CROSS SECTION SHEETS	G-11 – G-21
PRIVATE DRIVE PROFILES	G-22

YEAR	PROJECT NO.	SHEET NO.
2026	BR-HIP-205(34)	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2026	BR-HIP-205(34)	G-1

GEOTECHNICAL INDEX

SHEET NAME **SHEET NO.**

SIGNATURE SHEET GEOTECH-SIGN1
GEOTECHNICAL INDEX G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES G-2
GEOTECHNICAL SOILS SHEETS ..... G-3 – G-10
TYPICAL CROSS SECTION SHEETS ..... G-11 – G-21
PRIVATE DRIVE PROFILES G-22

SEALED BY

JOHN T. GODFREY
REGISTERED ENGINEER
No. 001001.20
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL INDEX

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

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SITE PREPARATION

1. THE PROPOSED ALLIGNMENT SHALL BE CLEARED OF TREES, STUMPS, BRUSH, AND OTHER UNDESIRABLE MATERIALS. TREES, STUMPS, AND ROOTS SHOULD BE COMPLETELY GRUBBED EXCEPT SOUND UNDESTURBED STUMPS WHICH WILL BE AT LEAST 5 FEET BELOW SUBGRADE. CLEARING AND GRUBBING SHOULD EXTEND TO THE LIMITS OF THE PROPOSED RIGHT-OF-WAY OR 10 FEET OUTSIDE THE CONSTRUCTION LIMITS, WHICHEVER IS LESS.

2. TOPSOIL SHALL BE STRIPPED FROM THE CONSTRUCTION AREA. TOPSOIL MAY BE STOCKPILLED TO DRESS SLOPE AREAS.

3. MATERIALS SHALL NOT BE STOCKPILED WITHIN 10 FEET OF THE TOP OF CUT SLOPE OR EMBANKMENT SLOPES.

4. THE EXPOSED SUBGRADE IN BOTH ROADWAY AND EMBANKEMENT AREAS SHALL BE PROOFROLLED TO DELINIATE UNSTABLE AREAS. THE PROOFROLLING SHOULD BE DONE AFTER A SUITIBLE PERIOD OF DRY WEATHER TO AVOID DEGRADING THE SUBGRADE. THE PROOFROLLING SHOULD BE OBSERVED AND DOCUMENTED BY TDOT'S QUALIFIED REPRESENTATIVE. PROOFROLLING SHOULD BE PREFORMED USING A FULLY LOADED TANDEM AXEL DUMP TRUCK (MINIMUM) OR OTHER PNEUMATIC TIRED EQUIPMENT APPROVED BY TDOT'S QUALIFIED REPRESENTATIVE. THE PROOFROLLING EQUIPMENT SHALL MAKE SEVERAL PASSES OVER EACH SECTION OF THE SUBGRADE.

5. SOFT, ORGANIC, HIGHLY PLASTIC, AND UNSTABLE SOILSIDENTIFIED BY PROOFROLLING SHALL BE UNDERCUT AS RECOMENDED BY TDOT'S QUALIFIED REPRESENTATIVE. OTHER STABILIZATION METHODS, SUCH AS SCARAFYING AND RECOMPACTING, BRIDGING WITH DURABLE ROCK FILL, ADDITION OF LIME OR CEMENT , OR USE OF GEOGRIDS AND AGGREGATE, MAY BE APPROVED BY TDOT'S QUALIFIED REPRESENTATIVE DEPENDING UPON THE DEGREE OF INSTABILITY, VERTICAL CLEARANCE BETWEEN THE UNSTABLE SOILS AND FINISHED SUBGRADE, OR OTHER SPECIFIC FACTORS NOTED AT THE TIME OF CONSTRUCTION

6. SOFT AND WET MATERIALS WILL BE ENCOUNTERED BETWEEN THE FOLLOWING STATIONS.

APPROXIMATE STATION LIMITS	ESTIMATED AVERAGE UNDERCUT DEPTH (FT.)
105+25 TO 107+25	3
107+25 TO 109+25	3
113+11.45 TO 115+00	3
115+00 TO 117+00	3
117+00 TO 119+00	3
119+00 TO 120+86.79	3
128+36.79 TO 130+50	3
130+50 TO 132 +25	3
132+25 TO 133+75	3
WOLF RIVER PRIVATE DRIVE LT 124+34 TO 129+90.75; LT 44.70'	3
PRIVATE DRIVE RT 129+90.75 RT 11.00' TO RT 69.00'	3

THESE MATERIALS SHALL BE UNDERCUT TO A MINIMUM OF THREE FEET, AS INDICATED ABOVE AND TO EXTEND TO A MINIMUM OF FIVE FEET BEYOND THE TOE OF THE PROPOSED SLOPE. A LAYER OF GEOTEXTILE FABRIC (TYPE IV, HIGH SURVIVABILITY) SHALL BE PLACED WITHIN THE ENTIRE UNDERCUT AREA.

7. BACKFILL IN UNDERCUT AREAS SHALL BE A SELECT GRANULAR MATERIAL.

8. THE TOP 6 INCHES OF ROADWAY SUBGRADE IN CUT AREAS SHALL BE SCARIFIED AND RECOMPACTED ACCORDING TO THE CRITERIA IN TDOT SECTION 207.04. THESE AREAS SHALL BE REWORKED AFTER THE AREA IS EXCAVATED TO GRADE AND PROOFROLLED.

GENERAL GRADING NOTES

1. SOME SOILS MAY REQUIRE MOISTURE CONDITIONING (DRYING) PRIOR TO REUSE AS EMBANKMENT FILL.

2. POSITIVE SURFACE DRAINAGE SHALL BE MAINTAINED DURING GRADING OPERATIONS TO PREVENT WATER FROM PONDING ON THE SURFACE.

3. SURFACE WATER DRAINAGE FROM OFF-SITE AREAS SHALL BE DIVERTED AROUND THE CONSTRUCTION AREA USING DITCHES OR BERMS.

4. THE SURFACE SHALL BE ROLLED SMOOTH TO ENHANCE DRAINAGE IF PRECIPITATION IS EXPECTED.

5. TDOT'S QUALIFIED REPRESENTATIVE SHALL PROVIDE RECOMENDATIONS FOR TREATMENT IF THE SOILS BECOME EXCESSIVELY WET, EXCESSIVELY DRY, OR FROZEN.

COMPACTED FILL

1. MATERIALS GENERATED THROUGH PROJECT EXCAVATIONS WILL LIKELY CONSIST OF SAND, CLAY, AND SILT SOILS. THESE MATERIALS MAY BE USED AS EMBANKEMENT FILL ELSEWHERE ON THE PROJECT, PROVIDED THEY MEET THE CRITERIA PROVIDED IN THE TABLE "SUMMARY OF COMPACTED FILL CRITERIA".

2. ALL EMBANKEMENT FILL SHALL BE FREE OF ORGANICS AND ROOTS.

3. THE TABLE BELOW INCLUDES A SUMMARY OF THE SOIL GUIDELINES AND ADDITIONAL CRITERIA. THE TDOT STANDARD SPECIFICATIONS SHALL BE CONSULTED FOR OCCASIONAL PERMISSABLE EXCEPTIONS TO THE GUIDLINES PRESENTED HEREIN.

SUMMARY OF COMPACTED FILL CRITERIA

FILL MATERIAL TYPE	CHARACTERISTICS	COMPACTION PROCEDURES	COMPACTION CONTROL
SOIL	ORIGIN: ON-SITE OR OFF-SITE DEFINITION OF MATERIAL - AASHTO M 145, CLASSIFICATION A-6 OR BETTER, OR NO WORSE THAN THE PREDOMINANT SOIL TYPE IN THE ROADWAY EXCAVATION BASED ON AASHTO CLASSIFICATION (PER TDOT 203.02(B))	MAXIMUM LOOSE LIFT THICKNESS - 10 INCHES COMPACTION REQUIREMENTS - PER TDOT 205.04 MOISTURE CONTENT AT TIME OF COMPACTION - PER TDOT 205.04	AT LEAST ONE COMPACTION TEST EVERY 100 LF ALONG CENTERLINE OR PER TDOT GUIDELINES, WHICHEVER RESULTS IN THE GREATEST NUMBER OF TESTS.

TDOT EXCAVATION CLASSIFICATION (203.02)

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARETED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBELS, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/ LOADERS. THIS MATERIAL WOUD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

ESTIMATED GEOTECHNICAL QUANTITIES

MATERIAL TYPE	QUANTITY
CLASS A. UNDERCUT MATERIAL	14,988 CUBIC YARDS
GRADED SOLID ROCK	29,340 TONS
TYPE IV GEOTEXTILE FABRIC	134,892 SQUARE FEET

SEALED BY

JOHN D. GODFREY JR.
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
No. 001005.25
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

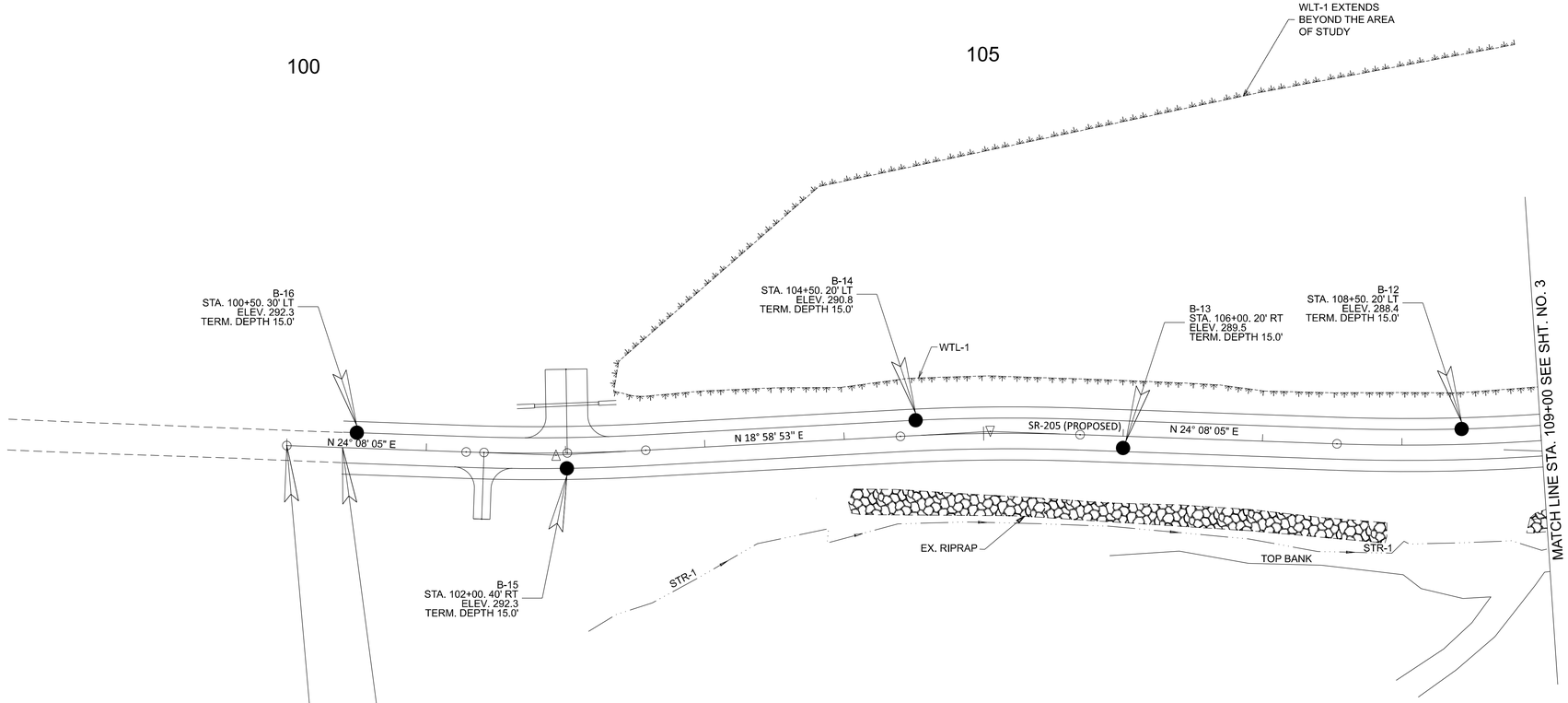
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



79S205-F3-003
BEGIN PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 100+40.00
N 290540.445 E 875599.1889

79S205-F2-003
BEGIN PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 100+00.00
N 290503.5410 E 875582.8335

SEALED BY

JOHN D. GODFREY JR.
REGISTERED ENGINEER
AGENCY NAME
NO. 0010047.25
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 100+00 TO STA. 109+00
SCALE 1" = 50'

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
SUPERVISED BY: DATE: __/__/__
CHECKED BY: DATE: __/__/__

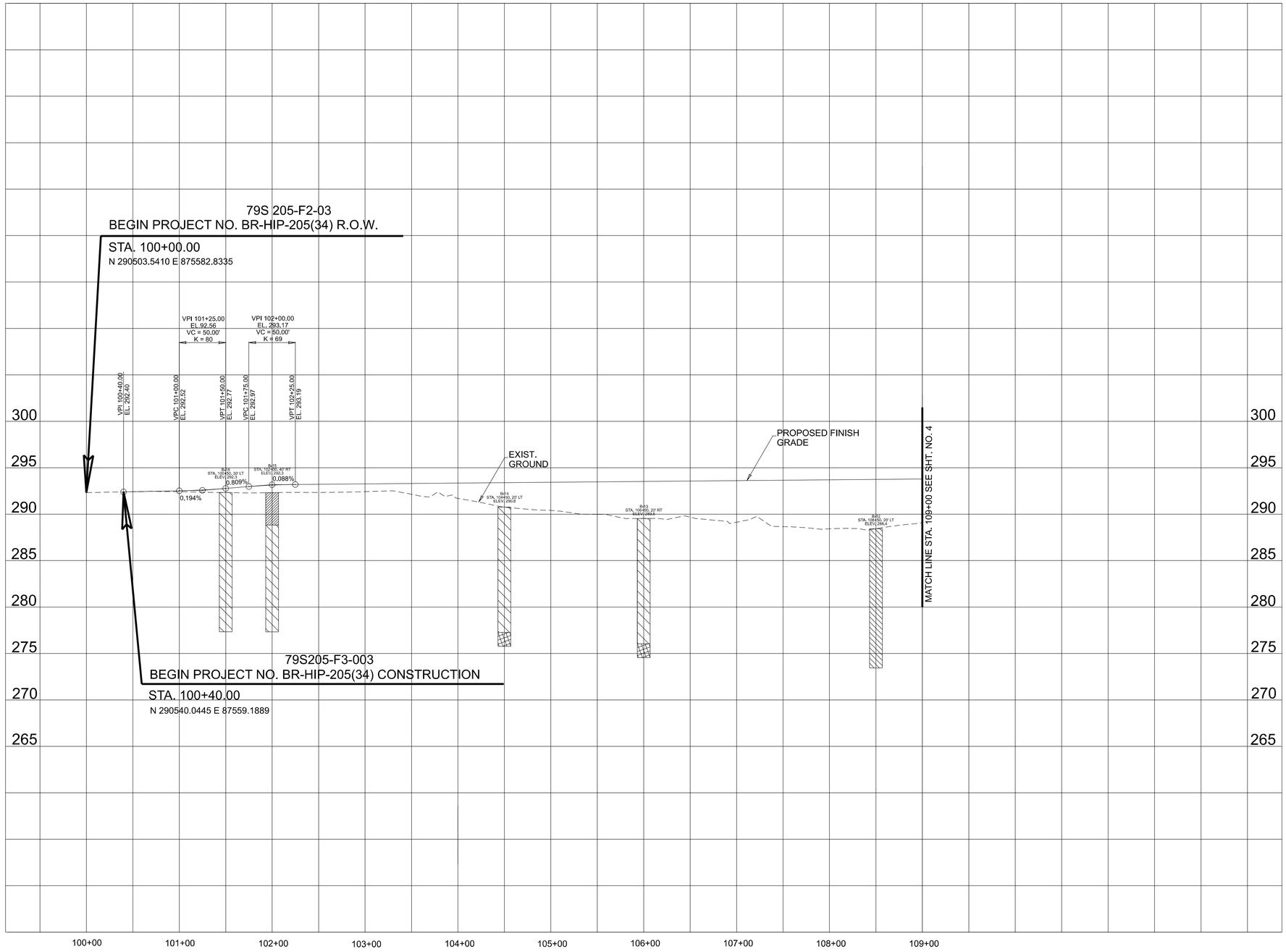
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-4

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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__	__-__-____	_____	_____
__	__-__-____	_____	_____



CLAY

GRAVEL

SAND

SEALED BY

JOHN D. GODFREY
REGISTERED
PROFESSIONAL ENGINEER
AGRICULTURE
No. 00100425
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 100+00 TO STA. 109+00

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

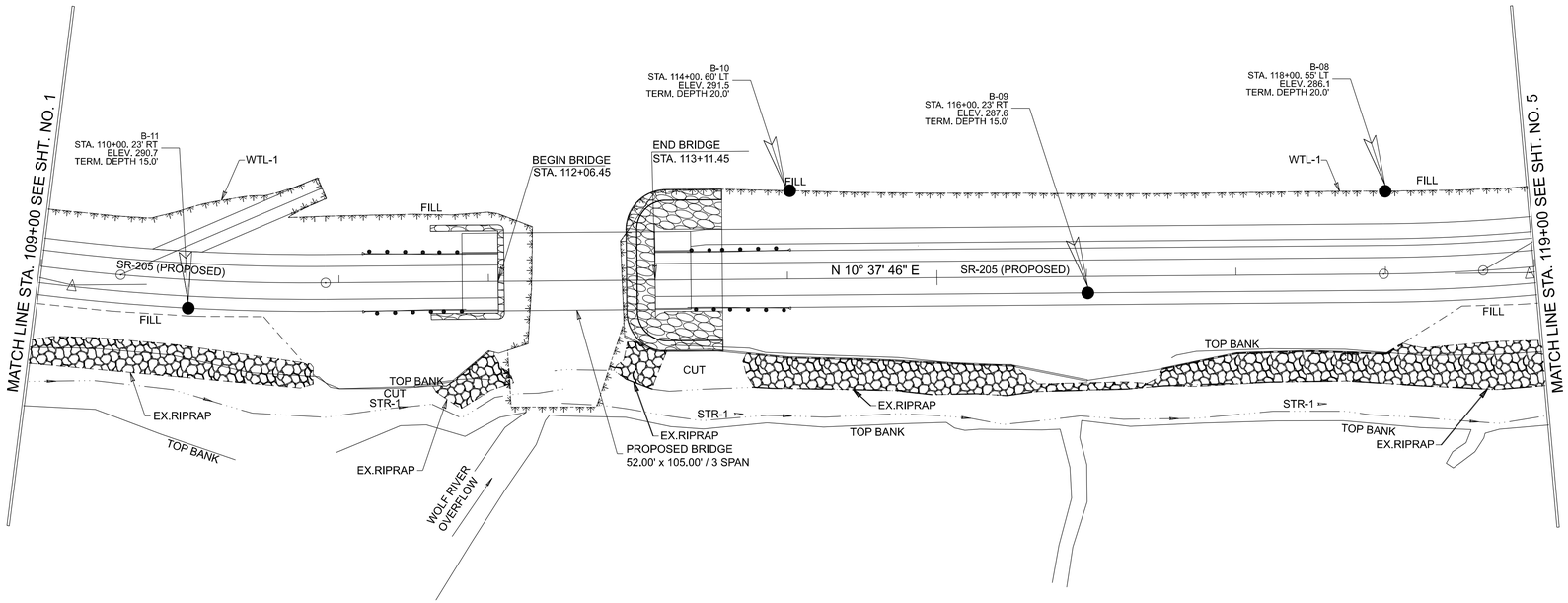
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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SEALED BY

JOHN D. GODFREY, JR.
REGISTERED ENGINEER
No. 0010042
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 109+00 TO STA. 119+00
SCALE 1" = 50'

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
SUPERVISED BY: DATE: __/__/__
CHECKED BY: DATE: __/__/__

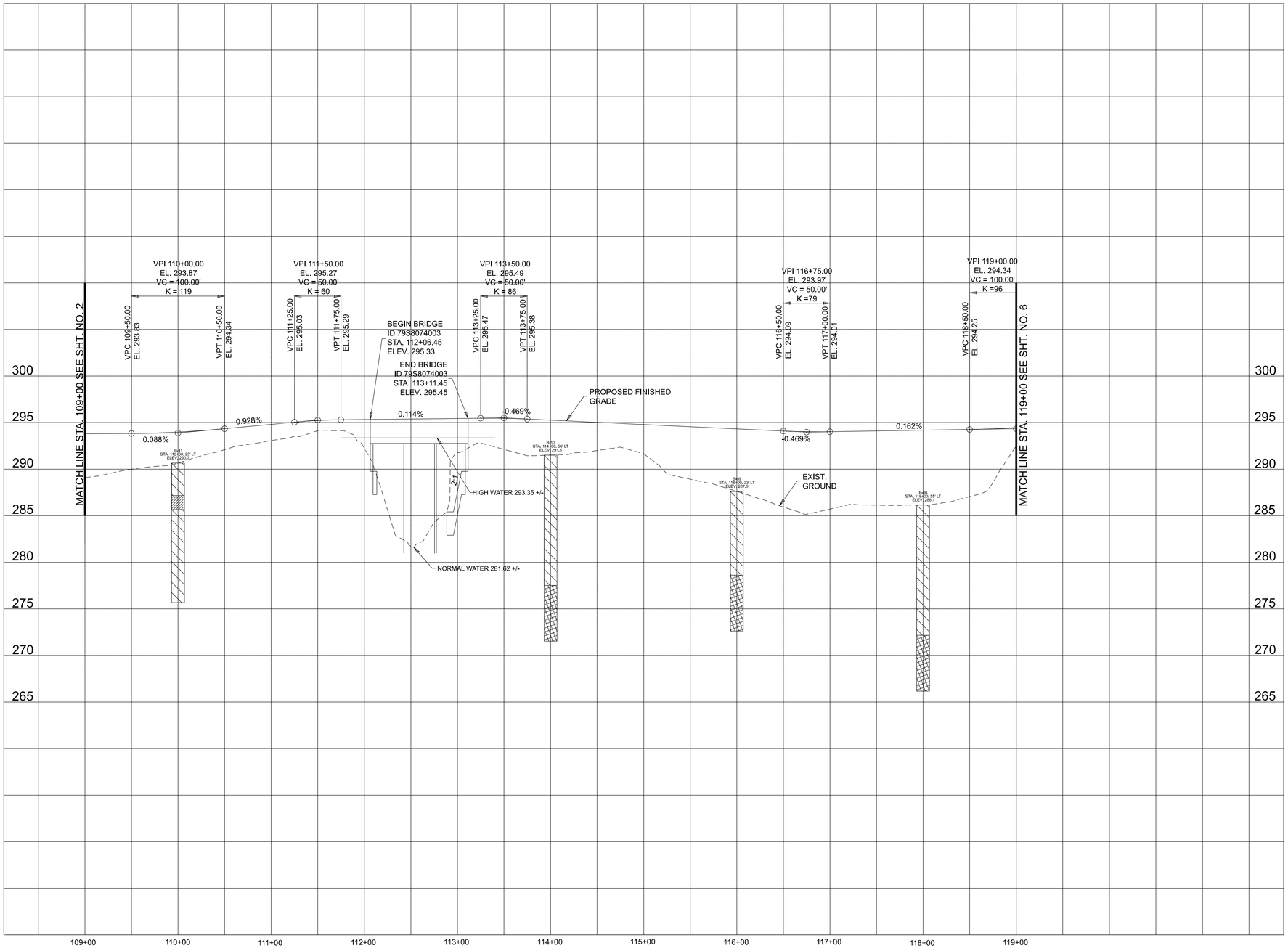
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-6

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



CLAY

GRAVEL

SAND

SEALED BY

JOSEPH D. GODFREY, P.E.
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
No. 001000125
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 109+00 TO STA. 119+00

PIN NO.: 136241.00

DESIGN BY: _____ DATE: __/__/__

DRAWN BY: _____ DATE: __/__/__

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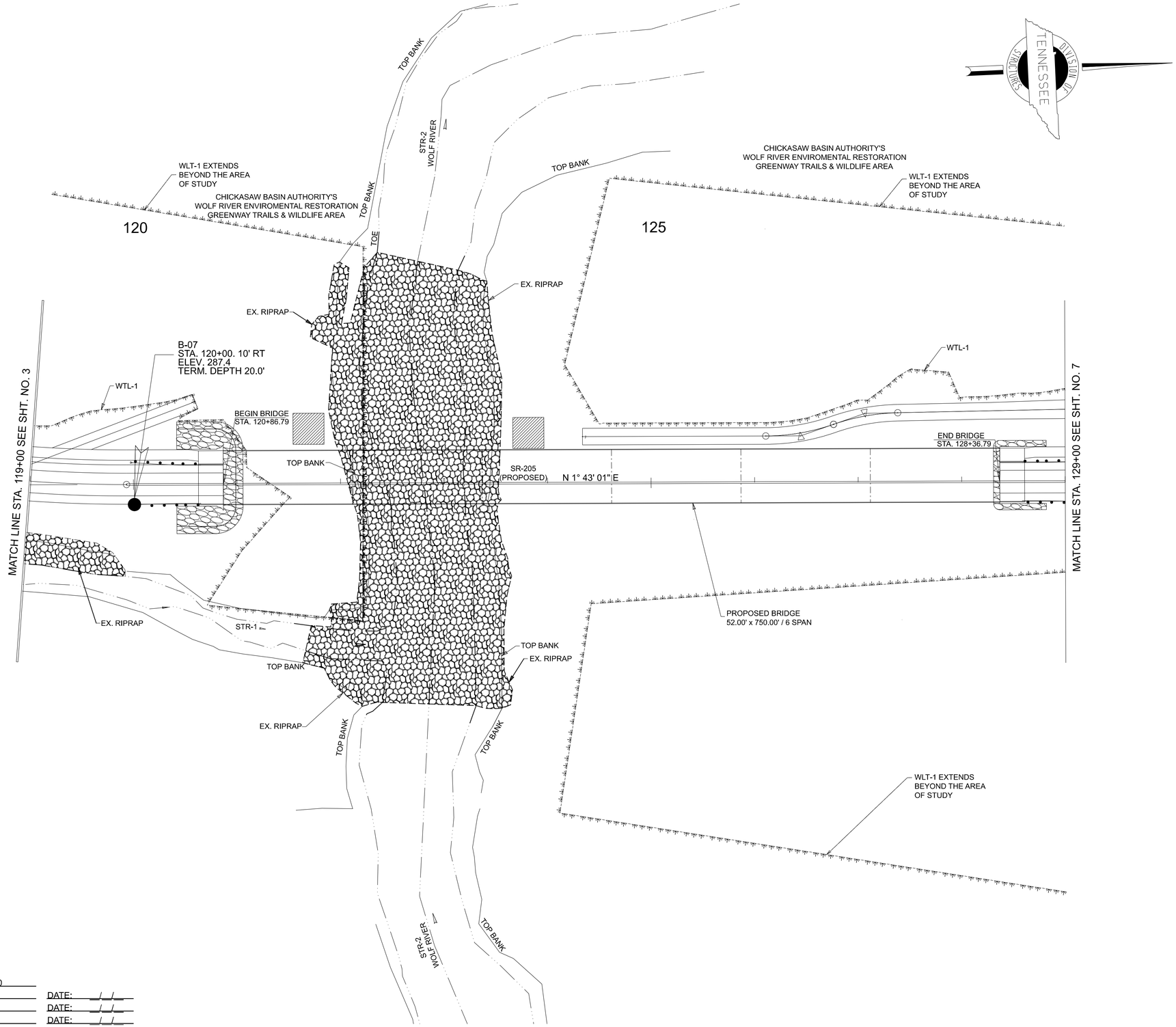
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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SEALED BY

JOHN P. GODFREY
REGISTERED ENGINEER
AGRICULTURE
NO. 0010042
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 119+00 TO STA. 129+00
SCALE 1" = 50'

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
SUPERVISED BY: DATE: __/__/__
CHECKED BY: DATE: __/__/__

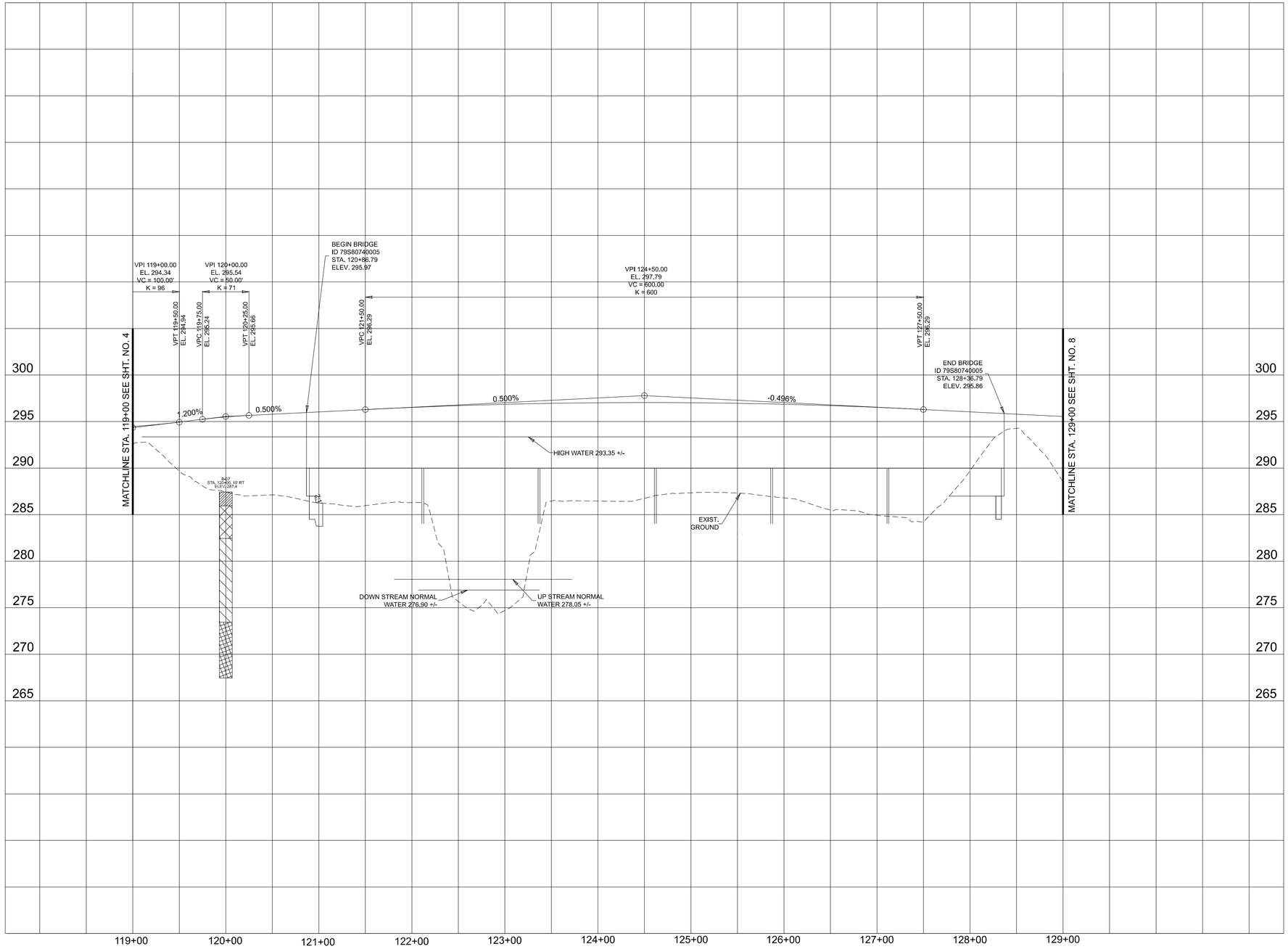
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-8

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



CLAY
GRAVEL
SAND
SILT

SEALED BY

JOHN P. GODFREY
REGISTERED ENGINEER
AGRICULTURE
NO. 001005.25
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 119+00 TO STA. 129+00

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
SUPERVISED BY: DATE: __/__/__
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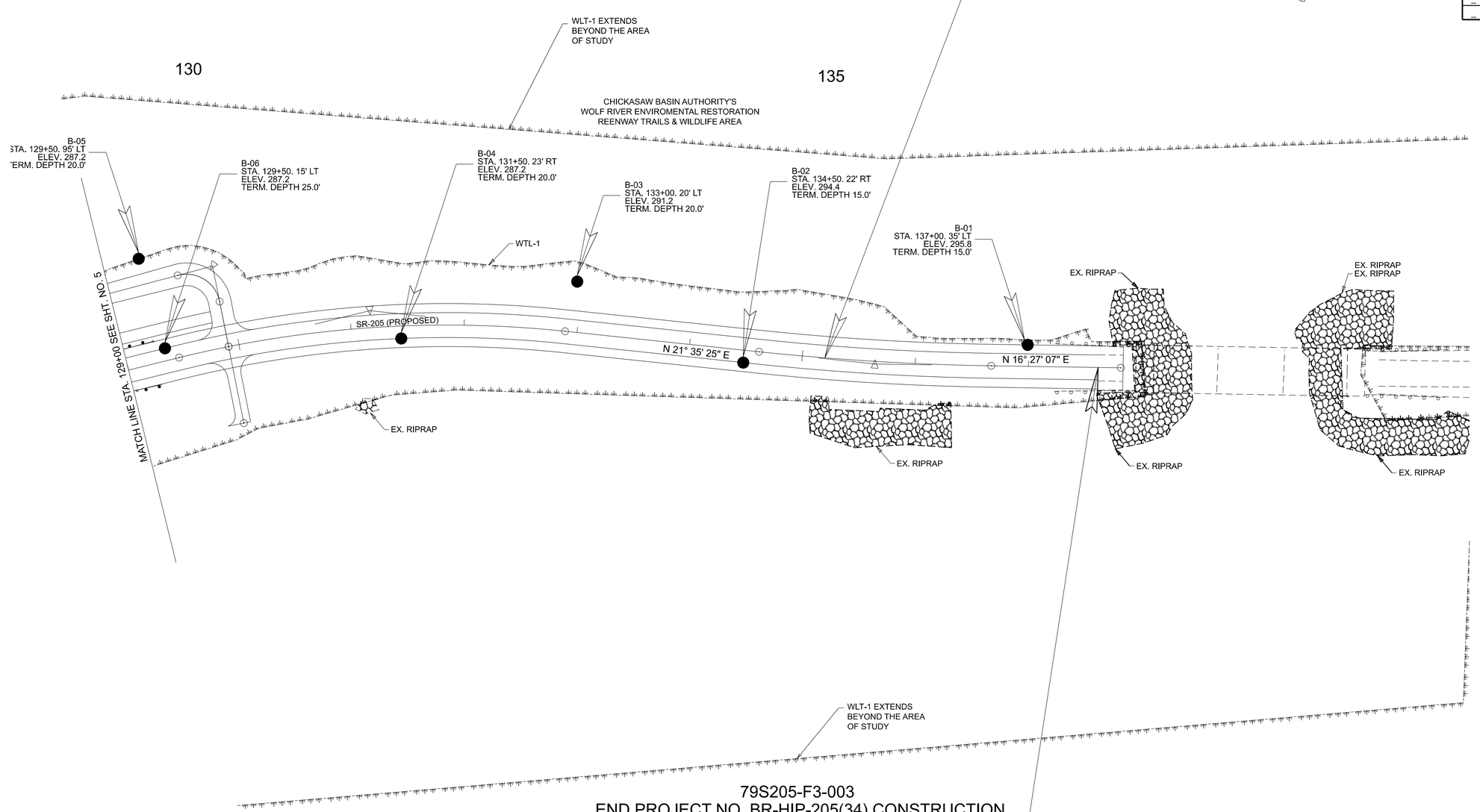
P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-9

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

79S205-F2-003
END PROJECT NO. BR-HIP-205(34) R.O.W.
STA. 135+20.00
N 293913.4039 E 876298.7146



79S205-F3-003
END PROJECT NO. BR-HIP-205(34) CONSTRUCTION
STA. 137+61.67
N 294143.7440 E 876371.6615

SEALED BY

JOHN D. GODFREY JR.
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
NO. 0010042
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 129+00 TO STA. 137+61.67
SCALE 1" = 50'

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
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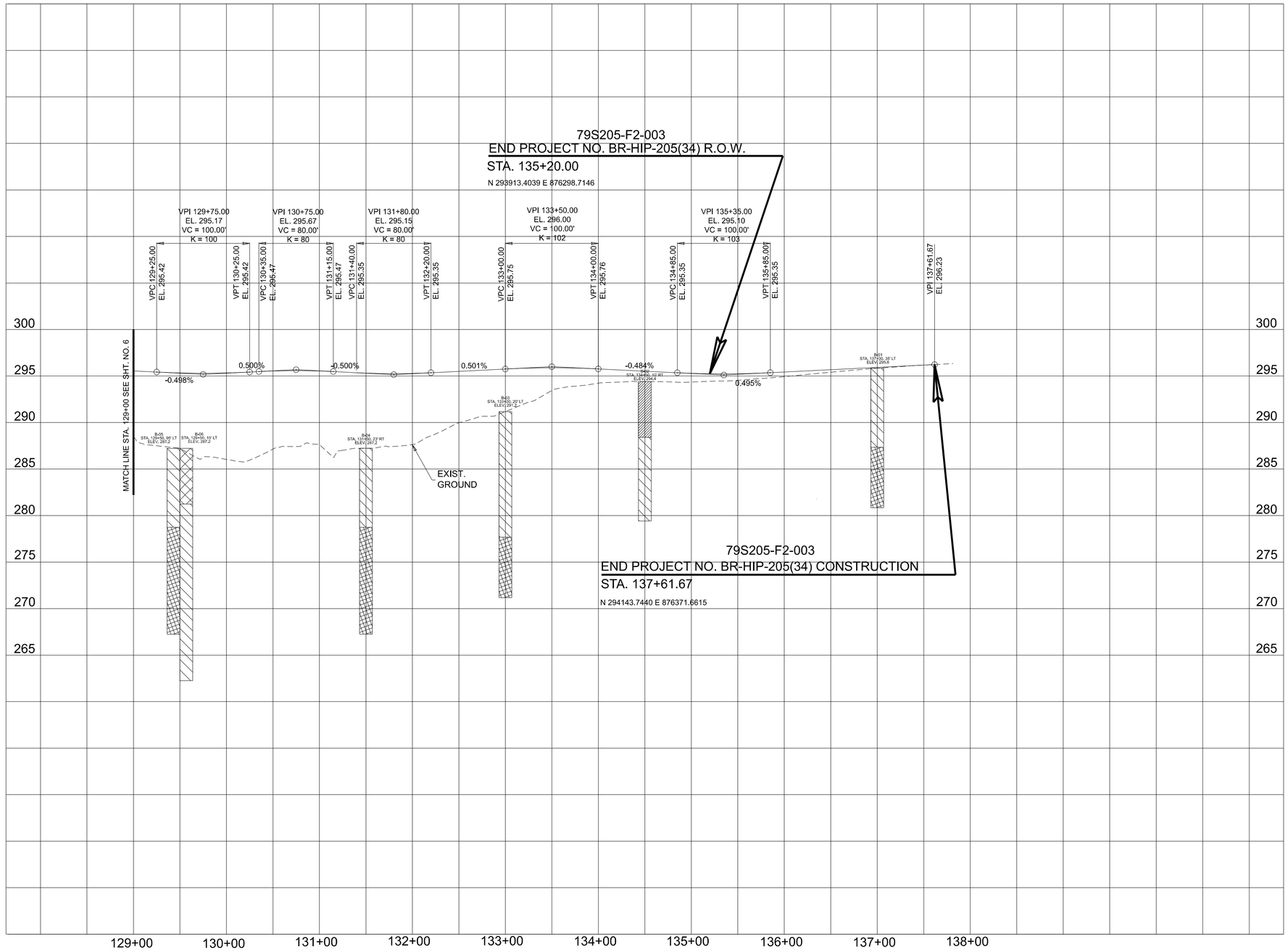
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-10

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



CLAY
GRAVEL
SAND
SILT

SEALED BY

JOHN D. GODFREY, JR.
TENNESSEE
AGRICULTURE
No. 0010045
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STA. 129+00 TO STA. 137+61.67

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
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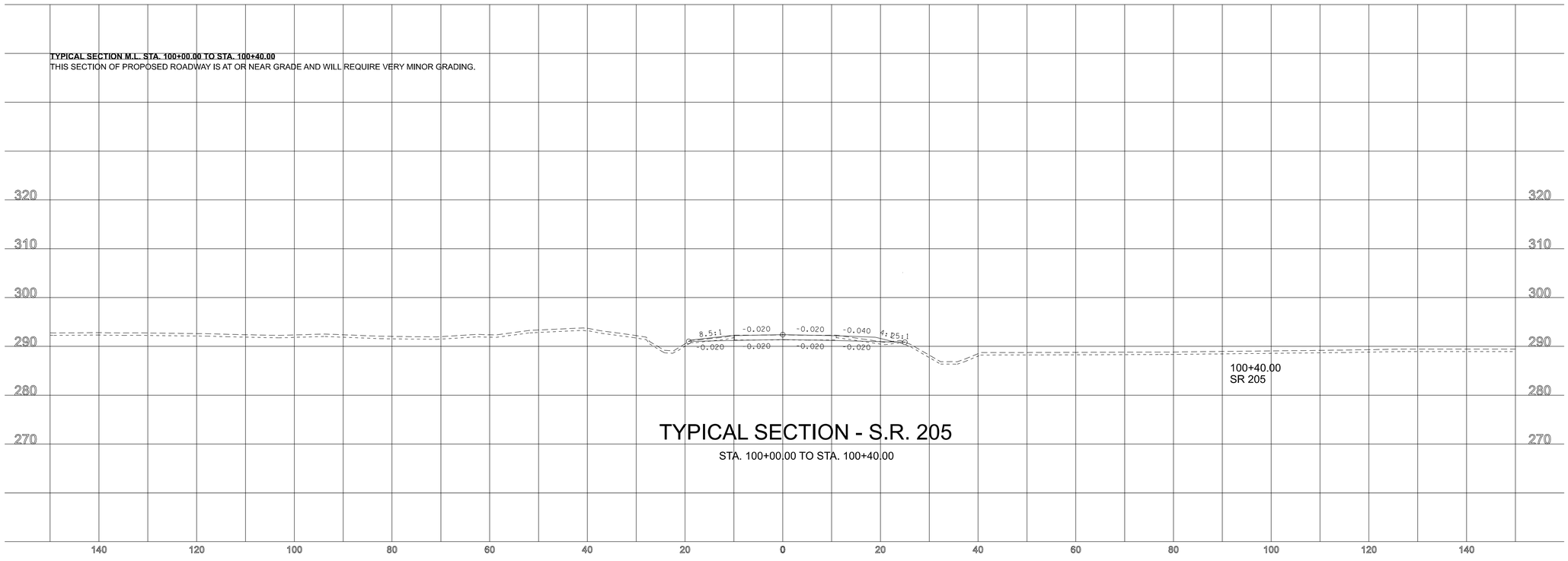
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PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-11

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 100+00.00 TO STA. 100+40.00
THIS SECTION OF PROPOSED ROADWAY IS AT OR NEAR GRADE AND WILL REQUIRE VERY MINOR GRADING.



TYPICAL SECTION - S.R. 205

STA. 100+00.00 TO STA. 100+40.00

SEALED BY

JOHN D. GODFREY JR.
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
NO. 001002.25
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-12

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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__	__-__-____	_____	_____

TYPICAL SECTION M.L. STA. 100+40.00 TO STA. 101+50.00

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

EMBANKEMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK, TDOT 205.04(B)).

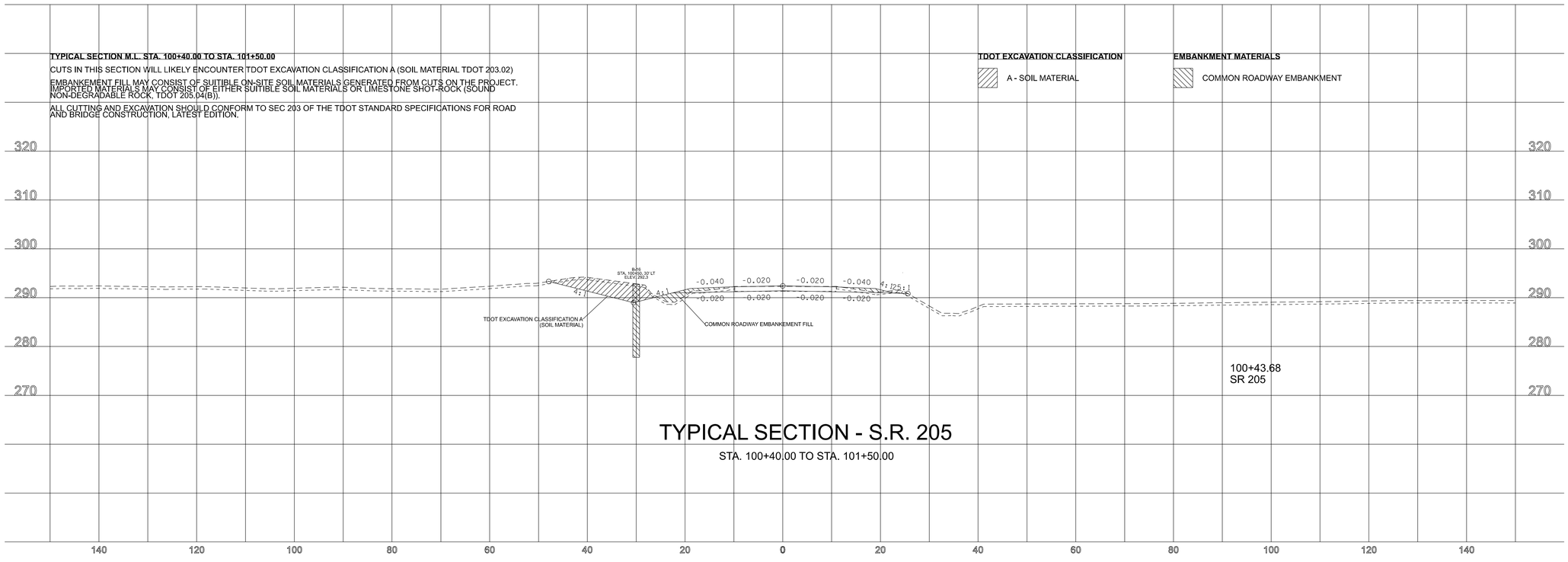
ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT



TYPICAL SECTION - S.R. 205

STA. 100+40.00 TO STA. 101+50.00

SEALED BY

JOHN D. GODFREY JR.
REGISTERED ENGINEER
AGRICULTURE
No. 0010045
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-13

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 101+50.00 TO STA. 102+50.00

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

EMBANKEMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK, TDOT 205.04(B)).

WHEN EXISTING FILL EMBANKEMENTS THAT ARE STEEPER THAN 4H:1V, THEN THE NEW FILL SHOULD BE BENCHED INTO THE EXISTING FILL EMBANKEMENT IN ACCORDANCE WITH TDOT SECTION 205.03.THE PRELIMINARY CROSS SECTIONS INDICATED EMBANKEMENT CONSTRUCTION IN THIS SECTION WILL INCLUDE SIDEHILL FILLS (I.E., FILLS THAT TIE DIRECTLY INTO EXISTING GRADE ON EXISTING EMBANKEMENT SLOPE) AT ONE OR MORE LOCATIONS. SIDEHILL FILLS SHOULD BE BENCHED INTO THE EXISTING FILL EMBANKEMENT IN ACCORDANCE WITH TDOT SEC 205. BENCHING CAN TYPICALLY BE ACCOMPLISHED BY CUTTING INTO THE EXISTING SLOPEING GROUND ART LEAST ONE BLADE WIDTH OF A BULLDOZER.

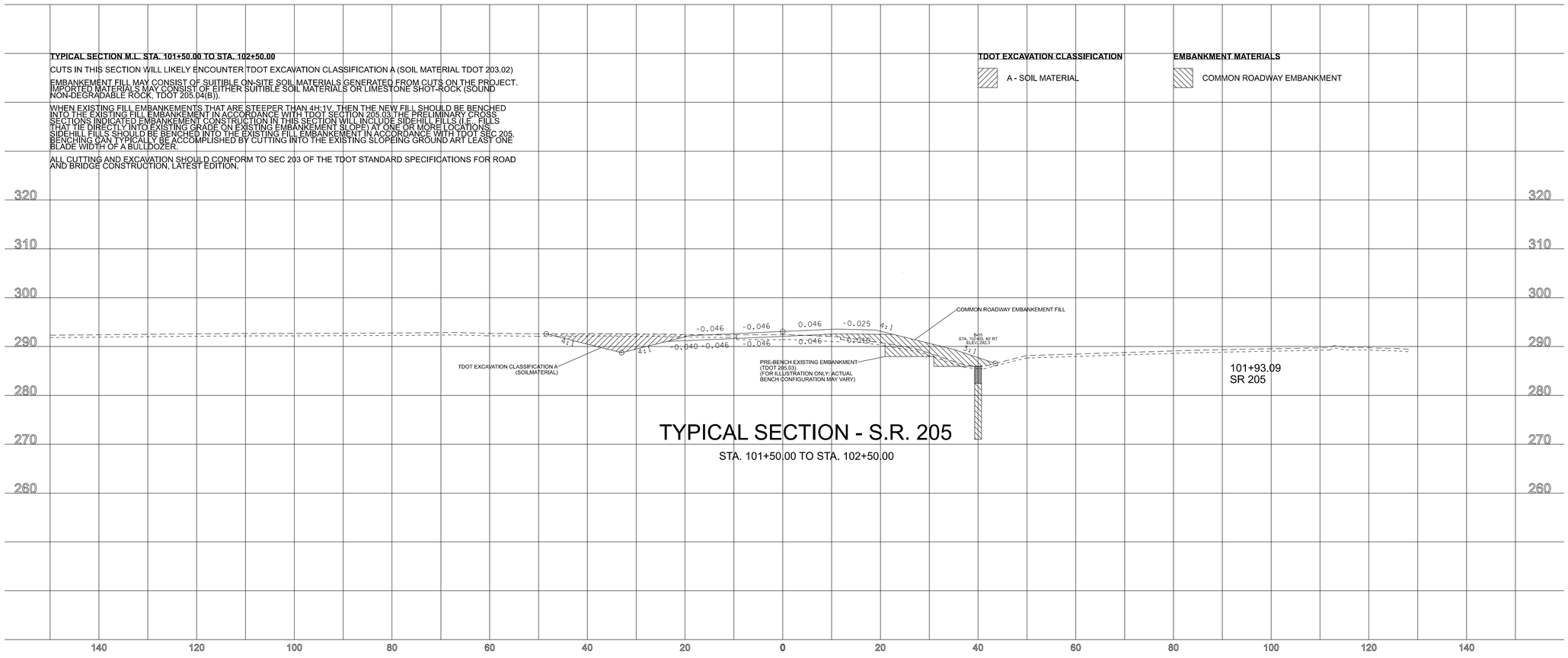
ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT



TYPICAL SECTION - S.R. 205

STA. 101+50.00 TO STA. 102+50.00

SEALED BY

JOHN D. GODFREY, JR.
REGISTERED
AGRICULTURE
NO. 001004-20
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-14

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 102+50.00 TO STA. 105+25.00

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

EMBANKEMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK, TDOT 205.04(B)).

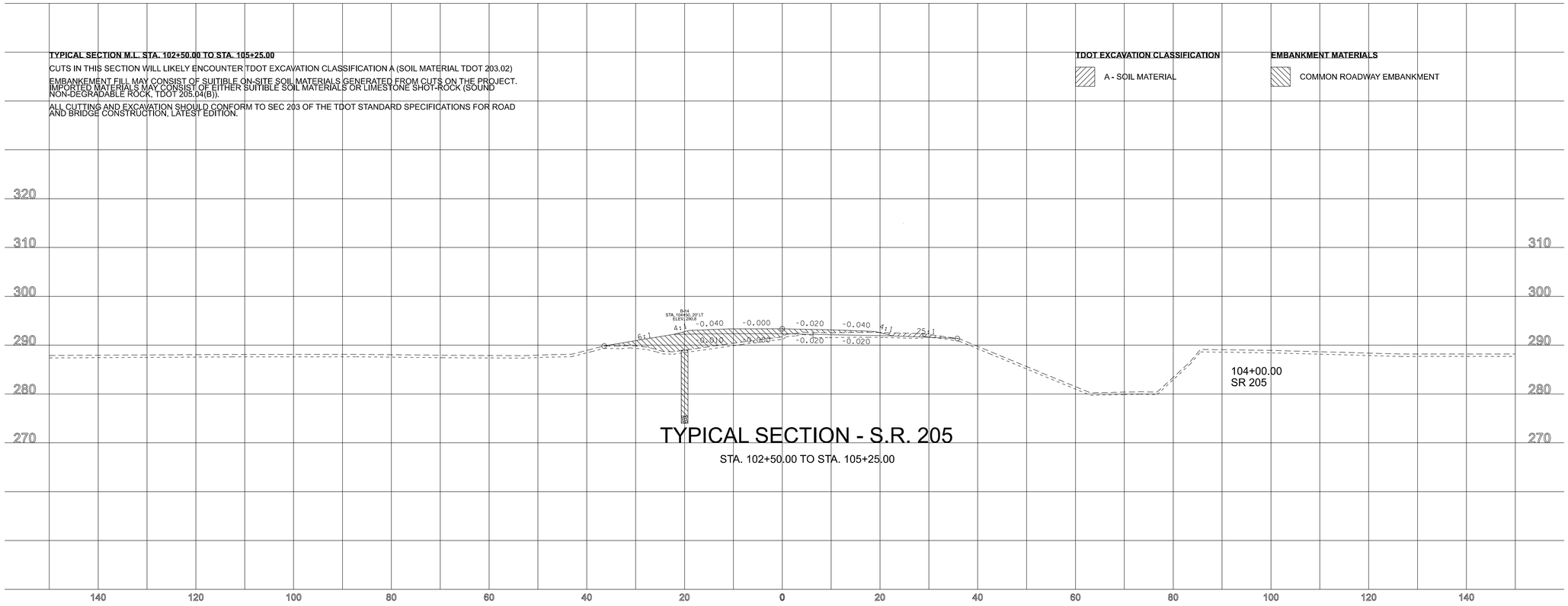
ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT



TYPICAL SECTION - S.R. 205

STA. 102+50.00 TO STA. 105+25.00

SEALED BY

JOHN D. GODFREY
REGISTERED ENGINEER
AGRICULTURE
NO. 0010045
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
SUPERVISED BY: DATE: __/__/__
CHECKED BY: DATE: __/__/__

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-15

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 105+25.00 TO STA. 109+25.00

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

UNSTABLE SOILS WERE IDENTIFIED BETWEEN STATIONS 105+25 TO 109+25 THESE UNSTABLE SOILS SHOULD BE UNDERCUT A MINIMUM OF 3 FEET. A LAYER OF TYPE IV GEOTEXTILE FABRIC (ITEM NO.740-10.04) SHOULD BE PLACED ACROSS THE ENTIRE UNDERCUT AREA. THE UNDERCUT AREA SHOULD BE BACK FILLED WITH GRADED SOLID ROCK (ITEM NO.203-02.01).

EMBANKMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK, TDOT 205.04(B)).

ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

IT IS ASSUMED THE 3 FOOT UNDERCUT AND REPLACEMENT AREA WILL BE 400 FEET LONG WITH A WIDTH OF 70 FT. (TOTAL VOLUME = 3111 CUBIC YARDS)

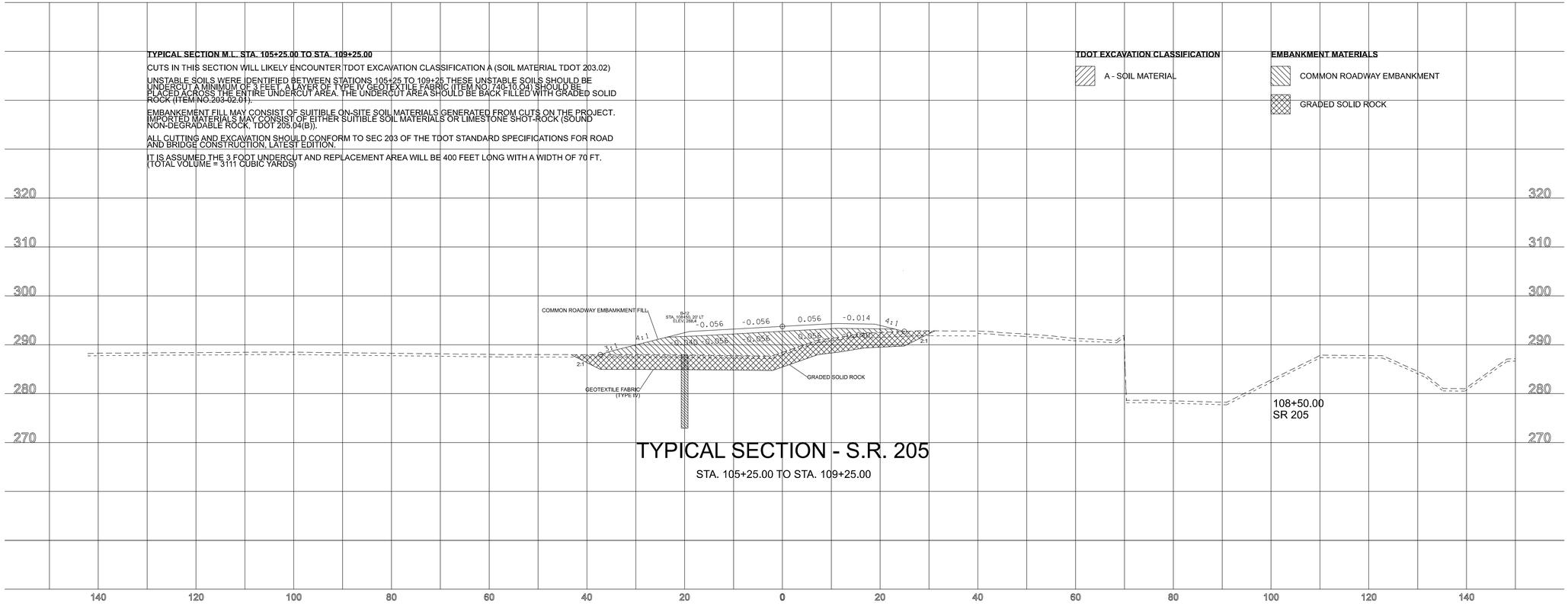
TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT

GRADED SOLID ROCK



TYPICAL SECTION - S.R. 205

STA. 105+25.00 TO STA. 109+25.00

SEALED BY

JOHN D. GODFREY, JR.
REGISTERED
AGRICULTURE
No. 00100429
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: DATE: __/__/__
DRAWN BY: DATE: __/__/__
SUPERVISED BY: DATE: __/__/__
CHECKED BY: DATE: __/__/__

$$$$DATE$$$$$$$$$$TIME$$$$$$$$
C:\USERS\JPORTER\ONEDRIVE - ECS CORPORATE SERVICES\26 NASHVILLE - 26 GEOTECHNICAL\D3 PROJECTS\7000-7099\26-7074-B SR255 OVER WOLF RIVER AND OVERFLOW\FOUNDATION DATA SHEET\ROADWAY\TYPICAL CROSS SECTIONS\TYPICAL CROSS SECTIONS

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-16

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
__	__-__-____	_____	_____
__	__-__-____	_____	_____
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__	__-__-____	_____	_____
__	__-__-____	_____	_____

TYPICAL SECTION M.L. STA. 109+25.00 TO STA. 112+06.45

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

EMBANKEMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK, TDOT 205.04(8)).

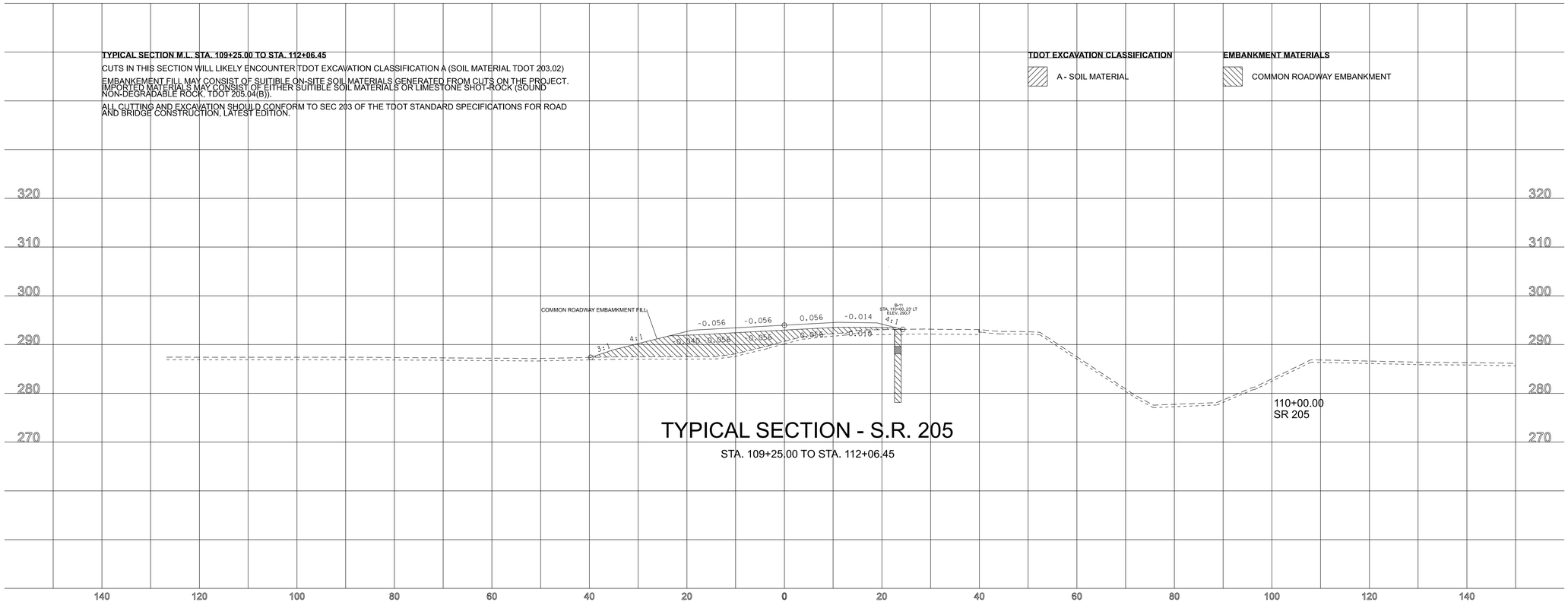
ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT



TYPICAL SECTION - S.R. 205

STA. 109+25.00 TO STA. 112+06.45

SEALED BY

JOHN D. GODFREY JR.
REGISTERED
AGRICULTURE
No. 0010422
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00

DESIGN BY: _____ DATE: __/__/__

DRAWN BY: _____ DATE: __/__/__

SUPERVISED BY: _____ DATE: __/__/__

CHECKED BY: _____ DATE: __/__/__

$$$$DATE$$$$$$$$$$TIME$$$$$$$

C:\USERS\JPORTER\ONEDRIVE - ECS CORPORATE SERVICES\26 NASHVILLE - 26 GEOTECHNICAL\D3 PROJECTS\7000-7099\26-7074-B SR255 OVER WOLF RIVER AND OVERFLOW\FOUNDATION DATA SHEET\ROADWAY\TYPICAL CROSS SECTIONS\TYPICAL CROSS SECTIONS.DWG

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-17

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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__	__-__-____	_____	_____

TYPICAL SECTION M.L. STA. 113+11.45 TO STA. 120+86.70

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

UNSTABLE SOILS WERE IDENTIFIED BETWEEN STATIONS 113+11.45 TO 120+86.70 THESE UNSTABLE SOILS SHOULD BE UNDERCUT A MINIMUM OF 3 FEET. A LAYER OF TYPE IV GEOTEXTILE FABRIC (ITEM NO.740-10.04) SHOULD BE PLACED ACROSS THE ENTIRE UNDERCUT AREA. THE UNDERCUT AREA SHOULD BE BACK FILLED WITH GRADED SOLID ROCK (ITEM NO.203-02.01).

EMBANKMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK, TDOT 205.04(B)).

ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

IT IS ASSUMED THE 3 FOOT UNDERCUT AND REPLACEMENT AREA WILL BE 775 FEET LONG WITH A WIDTH OF 90 FT. (TOTAL VOLUME = 7750 CUBIC YARDS)

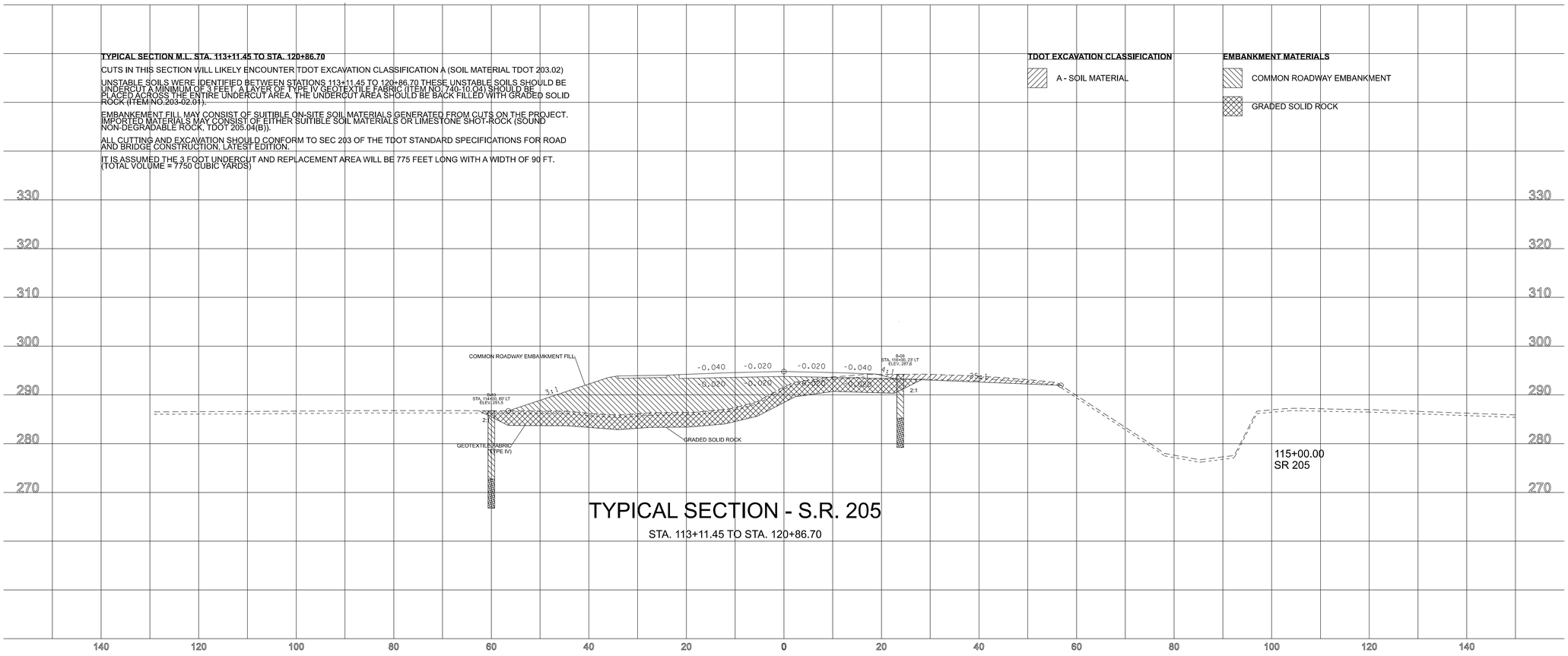
TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT

GRADED SOLID ROCK



TYPICAL SECTION - S.R. 205

STA. 113+11.45 TO STA. 120+86.70

SEALED BY

JOHN P. GODFREY, JR.
REGISTERED ENGINEER
AGRICULTURE
No. 00100435
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

$$$$DATE$$$$$$$$$$TIME$$$$$$$
C:\USERS\JPORTER\ONEDRIVE - ECS CORPORATE SERVICES\26 NASHVILLE - 26 GEOTECHNICAL\D3 PROJECTS\7000-7099\26-7074-B SR255 OVER WOLF RIVER AND OVERFLOW\FOUNDATION DATA SHEET\ROADWAY\TYPICAL CROSS SECTIONS\TYPICAL CROSS SECTIONS.DWG

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-18

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 128+36.79 TO STA. 129+90.75

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

UNSTABLE SOILS WERE IDENTIFIED BETWEEN STATIONS 128+36.79 TO 129+90.75 THESE UNSTABLE SOILS SHOULD BE UNDERCUT A MINIMUM OF 3 FEET. A LAYER OF TYPE IV GEOTEXTILE FABRIC (ITEM NO.) 740-10.04) SHOULD BE PLACED ACROSS THE ENTIRE UNDERCUT AREA. THE UNDERCUT AREA SHOULD BE BACK FILLED WITH GRADED SOLID ROCK (ITEM NO.203-02.01).

EMBANKEMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DEGRADABLE ROCK. TDOT 205.04(B)).

WHEN EXISTING FILL EMBANKEMENTS THAT ARE STEEPER THAN 4H:1V, THEN THE NEW FILL SHOULD BE BENCHED INTO THE EXISTING FILL EMBANKEMENT IN ACCORDANCE WITH TDOT SECTION 205.03.THE PRELIMINARY CROSS SECTIONS INDICATED EMBANKEMENT CONSTRUCTION IN THIS SECTION WILL INCLUDE SIDEHILL FILLS (I.E. FILLS THAT TIE DIRECTLY INTO EXISTING GRADE ON EXISTING EMBANKEMENT SLOPE) AT ONE OR MORE LOCATIONS. SIDEHILL FIILS SHOULD BE BENCHED INTO THE EXISTING FILL EMBANKEMENT IN ACCORDANCE WITH TDOT SEC 205. BENCHING CAN TYPICALLY BE ACCOMPLISHED BY CUTTING INTO THE EXISTING SLOPEING GROUND ART LEAST ONE BLADE WIDTH OF A BULLDOZER.

ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

IT IS ASSUMED THE 3 FOOT UNDERCUT AND REPLACEMENT AREA WILL BE 154 FEET LONG WITH A WIDTH OF 90 FEET. (TOTAL VOLUME = 1540 CUBIC YARDS)

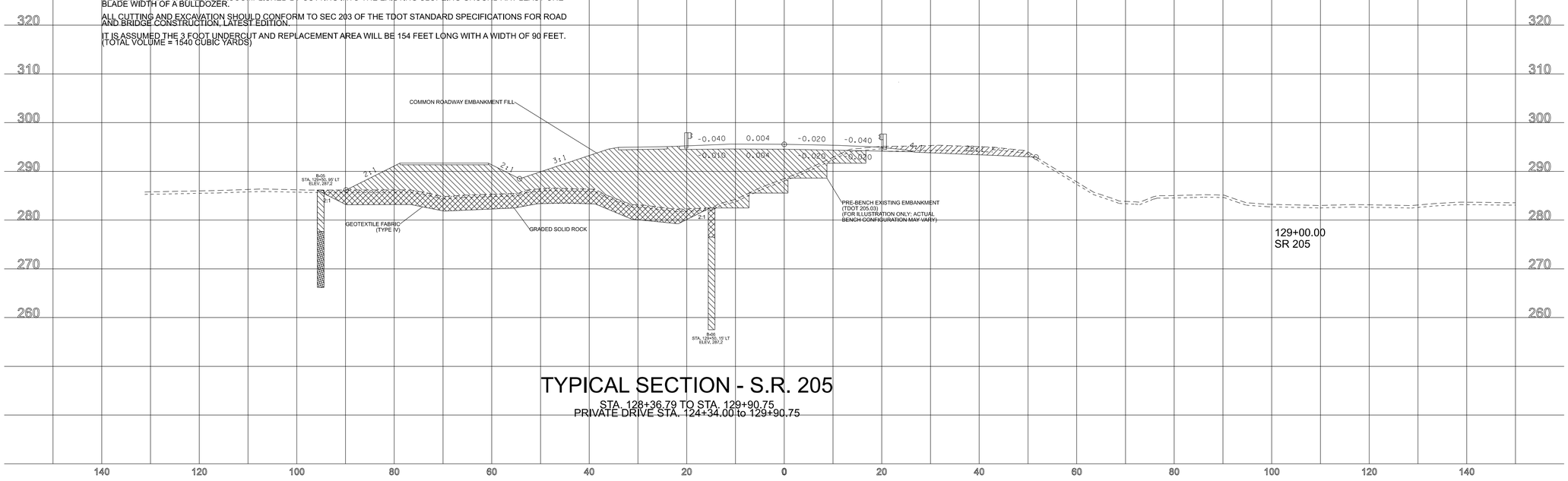
TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT

GRADED SOLID ROCK



TYPICAL SECTION - S.R. 205

STA. 128+36.79 TO STA. 129+90.75
PRIVATE DRIVE STA. 124+34.00 to 129+90.75

SEALED BY

JOHN D. GODFREY, JR.
REGISTERED ENGINEER
AGRICULTURE
No. 001004.25
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

$$$$$DATE$$$$$$$$$$$$TIME$$$$$$$
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P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-19

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 129+90.75 TO STA. 133+75.00

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

UNSTABLE SOILS WERE IDENTIFIED BETWEEN STATIONS 129+90.75 TO 133+75.00 THESE UNSTABLE SOILS SHOULD BE UNDERCUT A MINIMUM OF 3 FEET. A LAYER OF TYPE IV GEOTEXTILE FABRIC (ITEM NO 740-10.04) SHOULD BE PLACED ACROSS THE ENTIRE UNDERCUT AREA. THE UNDERCUT AREA SHOULD BE BACK FILLED WITH GRADED SOLID ROCK (ITEM NO.203-02.01).

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ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

IT IS ASSUMED THE 3 FOOT UNDERCUT AND REPLACEMENT AREA WILL BE 385 FEET LONG WITH A WIDTH OF 60 FEET. (TOTAL VOLUME = 2567 CUBIC YARDS)

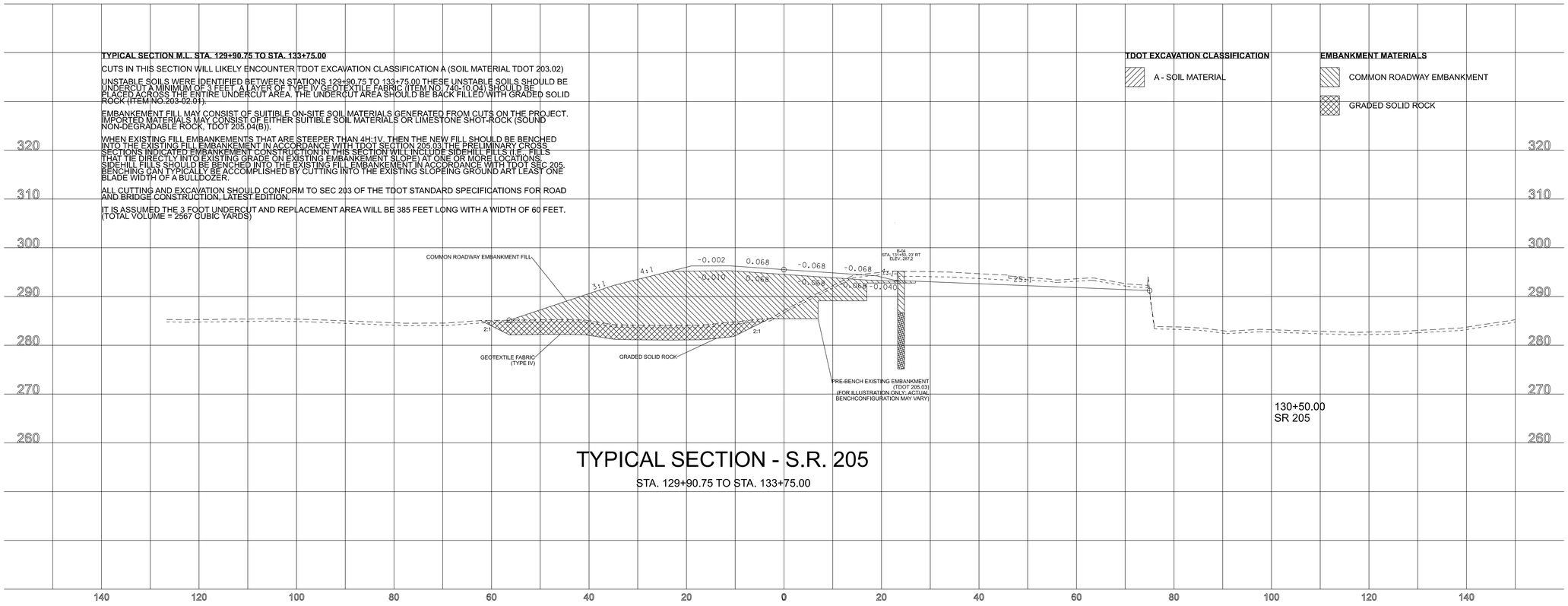
TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT

GRADED SOLID ROCK



TYPICAL SECTION - S.R. 205

STA. 129+90.75 TO STA. 133+75.00

SEALED BY

JOHN D. GODFREY JR.
REGISTERED
AGRICULTURE
No. 0010042
STATE OF TENNESSEE

6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00

DESIGN BY: _____ DATE: __/__/__

DRAWN BY: _____ DATE: __/__/__

SUPERVISED BY: _____ DATE: __/__/__

CHECKED BY: _____ DATE: __/__/__

$$$$DATE$$$$$$$$$$TIME$$$$$$$

C:\USERS\JPORTER\ONEDRIVE - ECS CORPORATE SERVICES\26 NASHVILLE - 26 GEOTECHNICAL\D3 PROJECTS\7000-7099\26-7074-B SR255 OVER WOLF RIVER AND OVERFLOW\FOUNDATION DATA SHEET\ROADWAY\TYPICAL CROSS SECTIONS\TYPICAL CROSS SECTIONS.DWG

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-20

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 133+75.00 TO STA. 135+50.00

CUTS IN THIS SECTION WILL LIKELY ENCOUNTER TDOT EXCAVATION CLASSIFICATION A (SOIL MATERIAL TDOT 203.02)

EMBANKMENT FILL MAY CONSIST OF SUITIBLE ON-SITE SOIL MATERIALS GENERATED FROM CUTS ON THE PROJECT. IMPORTED MATERIALS MAY CONSIST OF EITHER SUITIBLE SOIL MATERIALS OR LIMESTONE SHOT-ROCK (SOUND NON-DECRADABLE ROCK, TDOT 205.04(B)).

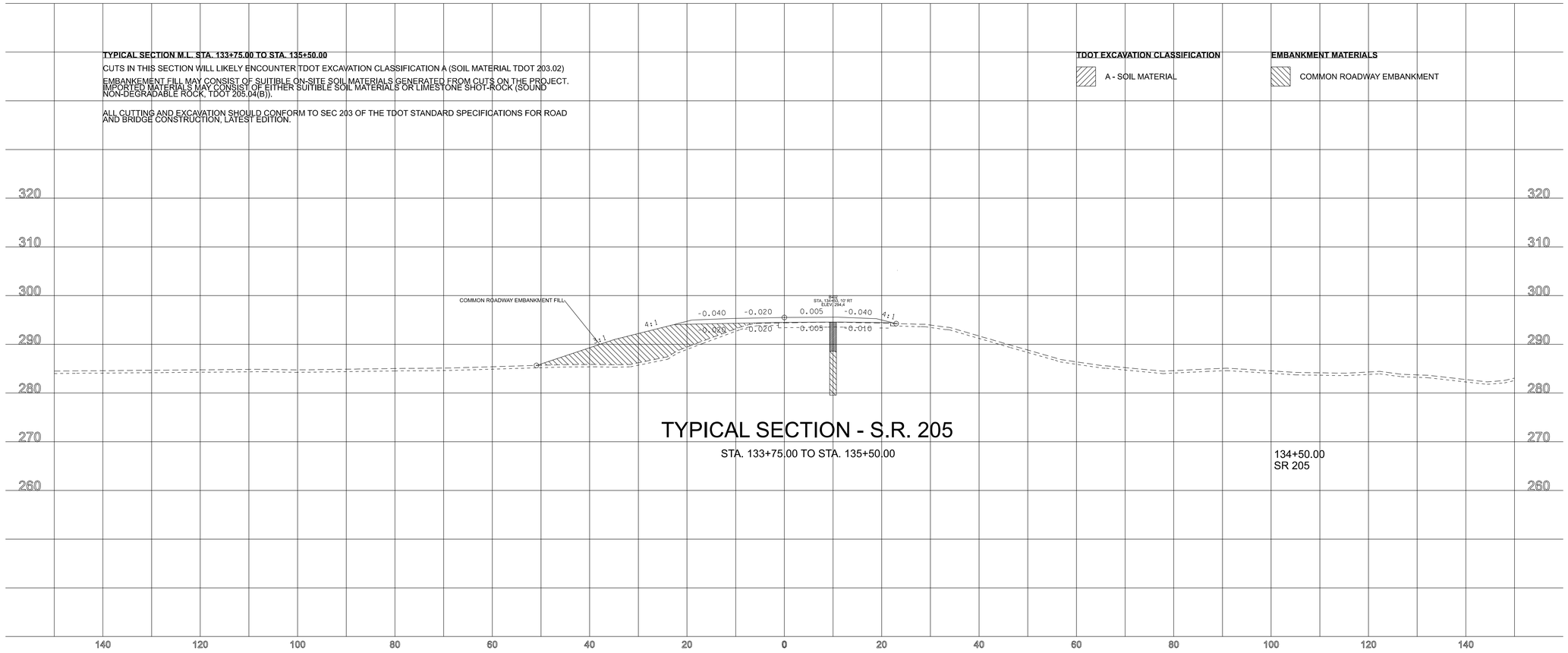
ALL CUTTING AND EXCAVATION SHOULD CONFORM TO SEC 203 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

TDOT EXCAVATION CLASSIFICATION

A - SOIL MATERIAL

EMBANKMENT MATERIALS

COMMON ROADWAY EMBANKMENT


320
310
300
290
280
270
260
COMMON ROADWAY EMBANKMENT FILL
4:1
4:1
-0.040
-0.020
-0.020
-0.020
0.005
-0.040
4:1
-0.005
-0.016
-0.020
-0.020
-0.020

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-21

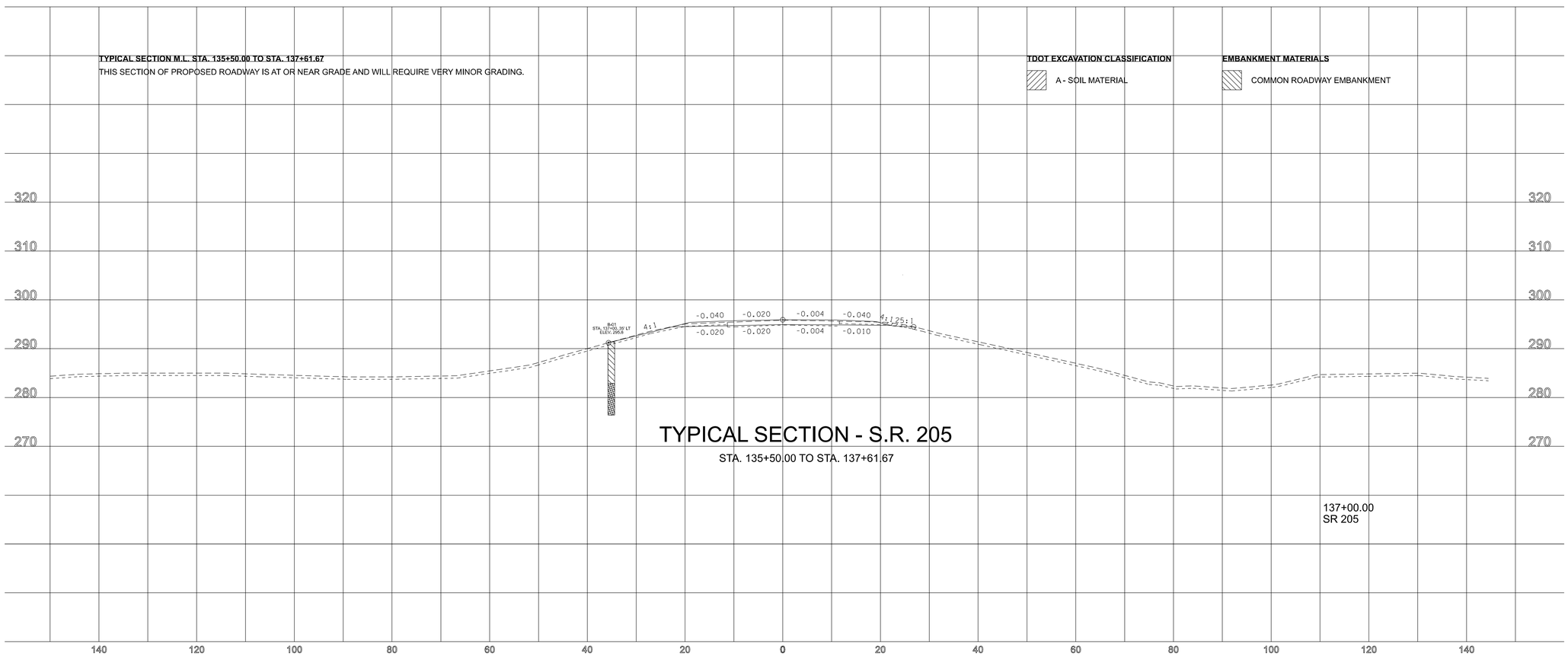
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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TYPICAL SECTION M.L. STA. 135+50.00 TO STA. 137+61.67
THIS SECTION OF PROPOSED ROADWAY IS AT OR NEAR GRADE AND WILL REQUIRE VERY MINOR GRADING.

TDOT EXCAVATION CLASSIFICATION
A- SOIL MATERIAL

EMBANKMENT MATERIALS
COMMON ROADWAY EMBANKMENT



TYPICAL SECTION - S.R. 205

STA. 135+50.00 TO STA. 137+61.67

SEALED BY

JOSEPH D. GODFREY, JR.
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
No. 0010025
STATE OF TENNESSEE
6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

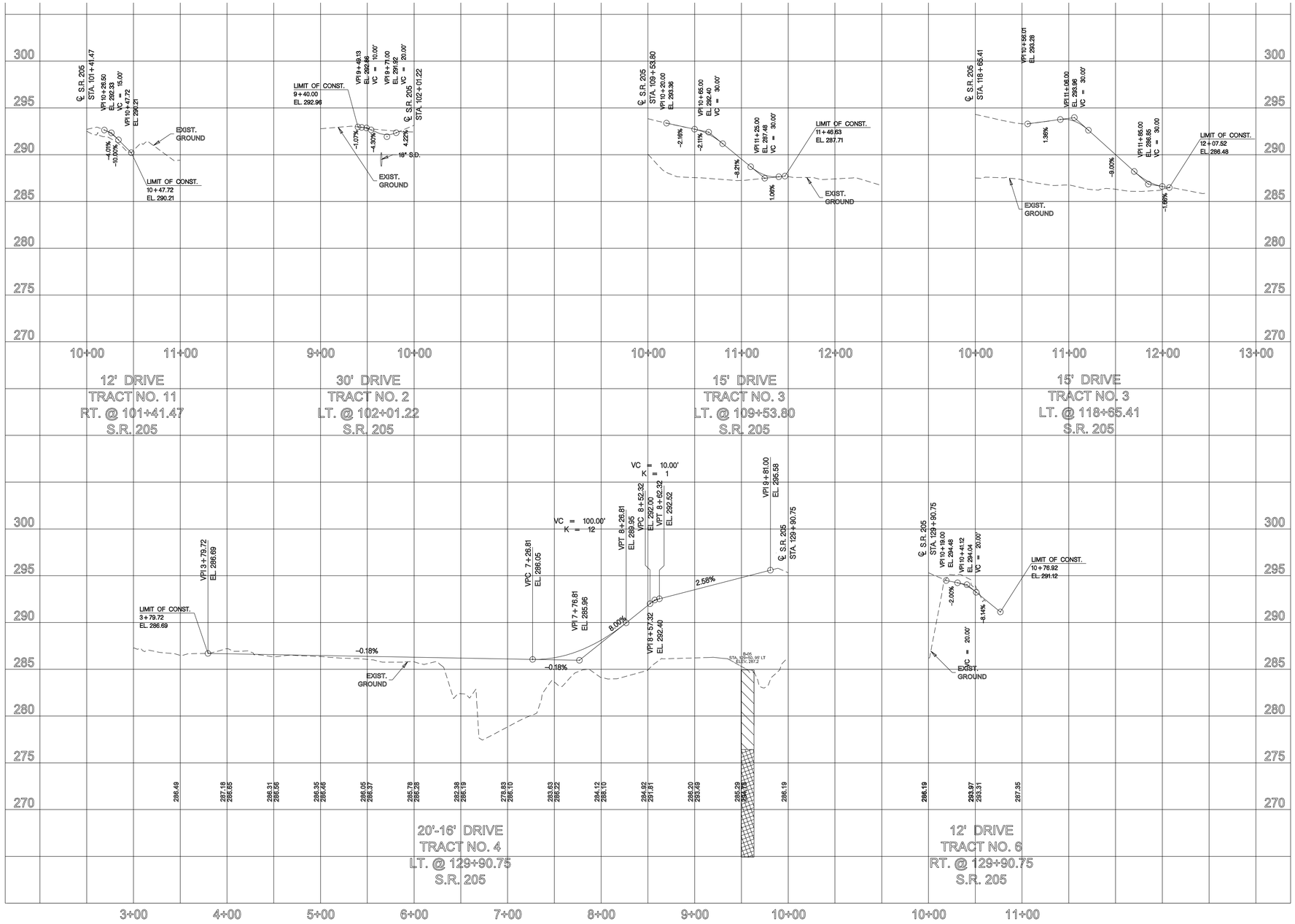
$$$$DATE$$$$$$$$$$$$TIME$$$$$$
C:\USERS\JPORTER\ONEDRIVE - ECS CORPORATE SERVICES\26 NASHVILLE - 26 GEOTECHNICAL\D3 PROJECTS\7000-7099\26-7074-B SR255 OVER WOLF RIVER AND OVERFLOW\FOUNDATION DATA SHEET\ROADWAY\TYPICAL CROSS SECTIONS\TYPICAL CROSS SECTIONS.DWG

P. E. NO.: 79S205-F3-003

PROJECT NO.	YEAR	SHEET NO.
BR-HIP-205(34)	2026	G-22

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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SEALED BY



6-4-2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUISNESS, AND FIELD ENTRANCE PROFILE

PIN NO.: 136241.00
DESIGN BY: _____ DATE: __/__/__
DRAWN BY: _____ DATE: __/__/__
SUPERVISED BY: _____ DATE: __/__/__
CHECKED BY: _____ DATE: __/__/__

$$$$DATE$$$$$$$$$$TIME$$$$$$$
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	BR-HIP-205(34)	S-1

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
1. SWPPP REQUIREMENTS (5.0.)	1
2. SITE DESCRIPTION (5.5.1.)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)	1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	1
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)	2
6. FLOCCULANTS (3.5.3.1.b)	3
7. UTILITY RELOCATION	3
8. MAINTENANCE AND INSPECTION	3
9. SITE ASSESSMENTS (5.5.3.8.)	4
10. STORMWATER MANAGEMENT (5.5.3.11.h)	4
11. NON-STORMWATER DISCHARGES (5.5.3.12.)	4
12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)	4
13. RECORD-KEEPING	5
14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)	6
15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)	6
16. ENVIRONMENTAL PERMITS (1.5.2.)	6
17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)	7

NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

1. SWPPP REQUIREMENTS (5.0.)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☒ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☐ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☐ YES (CHECK ALL THAT APPLY BELOW) ☒ NO

- ☐ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

2.1. PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET

2.2. TOTAL PROJECT AREA (5.5.1.b): 13.950 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 9.239 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR 205 (COLLIERVILLE-ARLINGTON RD BRIDGES OVER WOLF RIVER AND OVERFLOW
COUNTY: SHELBY
PIN: 136241.00

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 12 - 12C, DRAINAGE MAP SHEET(S) 9, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

2.7. MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☐ UTILITIES
- ☐ OTHER (DESCRIBE): _____

2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☒ YES ☐ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: 1B

2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES _____ (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)

2.11. SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
FM – FALAYA SILT LOAM, 0 TO 2 PERCENT SLOPES, FREQUENTLY FLOODED, VERY BRIEF	C	43.7%	0.43
W - WATER	--	4.6%	--
WV - WAVERLY SILT LOAM, 0 TO 2 PERCENT SLOPES, OCCASIONALLY FLOODED, LONG	B/D	51.7%	0.49

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	2.1	15%	98	
VEGETATION	11.8	85%	70	
WEIGHTED CURVE NUMBER OR C-FACTOR =			74	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	2.8	20%	98	
VEGETATION	11.1	80%	70	
WEIGHTED CURVE NUMBER OR C-FACTOR =			76	

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS N/A)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS AND HIGH-VISIBILITY FENCING.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

3.4. INSTALL INITIAL EPSC MEASURES 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.

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL BRIDGE STRUCTURES.

3.9. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.10. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.11. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

3.12. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)

3.13. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.

3.14. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☒ YES ☐ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

- ☐ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	MISC. TRIBS TO WOLF RIVER	NO	NO	YES	YES
STR-2	WOLF RIVER	NO	NO	YES	YES

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
N/A		

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4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 6.4.2.)

☐ YES ☒ NO

BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

☐ 60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE 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. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE 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. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☒ YES ☐ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☒ YES ☐ NO

IF YES, EXISTING CONDITIONS DESCRIPTION: EXISTING ROAD ALIGNMENT

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

4.1.9. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.10. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-7 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☐ YES ☐ NO ☒ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☐ YES ☐ NO ☒ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☒ YES ☐ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
WTL-1	102+31 LT	137+61.67 LT/RT	3.874	3.962

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?

☐YES ☒ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☐ YES ☐ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☐ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL.

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☒ YES ☐ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 1B.

5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 2-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

5.8. 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.

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

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5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☒ YES ☐ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-6. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 11 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE 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 PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

5.18. 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.

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 11 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. 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 CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.22. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.23. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.24. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.25. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.26. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.27. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.28. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC "LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL" COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC "LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 "INSPECTOR") (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED 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 FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER 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 OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 "INSPECTOR").

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE "DOCUMENTATION AND PERMITS" BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

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8.3.3. 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 PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. 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.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

10. STORMWATER MANAGEMENT (5.5.3.11.h)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): RIPRAP, VEGETATION.

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- ☒ LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
- ☒ CONCRETE WASHOUT
- ☐ PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
- ☒ MINERAL AGGREGATES, ASPHALT
- ☒ EARTH
- ☒ LIQUID TRAFFIC STRIPING MATERIALS, PAINT
- ☒ ROCK
- ☒ CURING COMPOUND
- ☐ EXPLOSIVES
- ☐ OTHER _____

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN 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.

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- ☒ FERTILIZERS AND LIME
- ☐ PESTICIDES AND/OR HERBICIDES
- ☒ DIESEL AND GASOLINE
- ☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

- ☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.
- ☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.
- ☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)
- ☐ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.
- ☐ UNCONTAMINATED GROUNDWATER OR SPRING WATER.
- ☐ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.
- ☐ OTHER: _____

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: _____

12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)

12.1. SPILL PREVENTION (5.5.3.7.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

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12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

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

12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE 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.

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

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

12.4.6. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

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

12.4.8. 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.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. 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 EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY 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 STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

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13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Robbie Stephens

PRINTED NAME

Statewide Transportation Engineer

TITLE

June 4, 2026

DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT **(TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE)**:

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP			
CORPS OF ENGINEERS (USACE)			
TVA 26A			
TDEC CGP			
OTHER:			

*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	BR-HIP-205(34)	S-7

17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
1		102+31 LT	0.385%	1.019			N/A	N/A	WTL-1	
2		102+76 RT	0.441%	0.587	0.587	0.587	N/A	N/A	STR-1	
3		102+40 LT	0.385%		1.019	1.019	N/A	N/A	WTL-1	
4		120+89 CL	0.394%		0.131	0.131	N/A	N/A	STR-2	

ALL UNUSED FIELDS WITHIN THE OUTFALL TABLE ARE TO BE SHADED, HATCHED, OR REMOVED TO INDICATE THEIR NON-USAGE.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	BR-HIP-205(34)	U1-1
		–	

Index Of Sheets	
SHEET NAME	SHEET NO.
UTILITIES INDEX, UTILITIES OWNERS, AND UTILITIES SHEETS;	U1-1
TOWN OF COLLIERVILLE	U2-1 - U2-8

PIN: 136241.00

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BUREAU OF ENGINEERING

SHELBY COUNTY

(COLLIERVILLE-ARLINGTON ROAD), BRIDGE OVER OVERFLOW, LM 2.34
AND WOLF RIVER, LM 2.51

STATE HIGHWAY NO. 205 F.A.H.S. NO. N/A

CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:	CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:
NO CONFLICT	TELEPHONE FIBER	AT&T DANIEL POTTS 315 E COLLEGE STREET JACKSON, TN. 38301 901-488-2359 dp7607@att.com	NO CONFLICT	FIBER OPTIC	ZAYO RUSTY PERDIEU 1805 29TH STREET, SUITE 2050 BOULDER, CO. 80301 706-889-6967 rusty.perdieu@zayo.com
MOVE IN STATE	SEWER	TOWN OF COLLIERVILLE TIM GWALTNEY 500 POPLAR VIEW PARKWAY COLLIERVILLE, TN. 38017 901-457-2358 tgwaltney@colliervilletn.gov			
NO CONFLICT	CATV	COMCAST COMMUNICATIONS ANDREW SMITH 5450 WINCHESTER ROAD MEMPHIS, TN. 38115 901-623-7471 / cell 901-208-6380 andrew_smith6@comcast.com			
NO CONFLICT	ELECTRIC DISTRIBUTION	MLG&W KEENAN WILBURN 220 SOUTH MAIN ST. MEMPHIS, TN. 38103 901-528-4186 kwilburn@mlgw.org			
NO CONFLICT	ELECTRIC TRANS.	MLG&W KEENAN WILBURN 220 SOUTH MAIN ST. MEMPHIS, TN. 38103 901-528-4186 kwilburn@mlgw.org			

SEALED BY

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DEPARTMENT OF TRANSPORTATION

UTILITY INDEX
AND
UTILITY OWNERS

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE SYSTEM, INC. AT 1-800-351-1111.

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C:\Users\JJ05763\Desktop\Final Project\Shelby\136241.00 SR-205 Wolf River\136241-00-Shelby-SR-BLANK.dgn

TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-1

UTILITY SHEET INDEX

Sheet Number	Sheet Title
U2–1	SHEET INDEX AND QUANTITIES
U2–2	NOTES
U2–3	NOTES AND DETAILS
U2–4	P&P 1
U2–5	P&P2
U2–6	P&P 3
U2–7	EXISTING STRUCTURE MODIFICATIONS
U2–8	ARV STRUCTURES

ESTIMATED SANITARY SEWER QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	NOTES
795-12.33	REMOVE AIR RELEASE VALVE	EA.	4	1
797-03.07	8IN PVC FORCE MAIN	L.F.	2305	2
797-07.17	60IN MANHOLE 12FT-14FT DEPTH	EA.	3	3
797-07.19	60IN MANHOLE 16FT-20FT DEPTH	EA.	1	4
797-08.01	DI FITTINGS	LBS	3490	5
797-09.20	2IN COMBO AIR RELEASE VALVE ASSEMBLY	EA.	4	6
797-09.47	CUT AND CAP 8IN FORCE MAIN	EA.	2	7
797-10.02	CONNECT TO 8IN SEWER TO EXIST. MANHOLE	EA.	1	8
797-10.18	CONNECT TO 8IN FORCE MAIN	EA.	1	9
797-10.51	LOCATOR WIRE	L.F.	3500	10
797-11.31	RETIRE IN PLACE EXISTING SEWER 8IN - 14IN	L.F.	3500	11
797-11.38	BY-PASS PUMPING	LS	1	12
797-15.03	HDD 10" HDPE CARRIER PIPIE-UNCON.	L.F.	1196	13

PAY ITEM NOTES

1. REMOVE EXISTING AIR RELEASE VALVE (795–12.33)

   MEASUREMENT FOR PAYMENT FOR REMOVAL OF EXISTING AIR RELEASE VALVE WILL BE MADE AT THE CONTRACT UNIT PRICE, PER EACH, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR REMOVING EXISTING AIR RELEASE VALVES, CONCRETE VAULTS, AND ASSOCIATED FITTINGS CONNECTED TO EXISTING 8 INCH FORCE MAIN TO BE RETIRED IN PLACE. PAYMENT FOR THIS REMOVAL OF EXISTING AIR RELEASE VALVE AND VAULT ASSEMBLIES SHALL INCLUDE ALL NECESSARY EXCAVATION, TEMPORARY SHEETING, SHORING AND BRACING REMOVAL OF EXISTING AIR RELEASE VALVE ASSEMBLIES AND DELIVERY TO OWNER, REMOVAL AND DISPOSAL OF CONCRETE VAULTS, SUPPLY AND PLACEMENT OF CONCRETE PLUG OVER ABANDONED AIR RELEASE VALVE CONNECTION POINT TO SEAL ANY OPENING TO RETIRED FORCE MAIN, BACKFILL AND COMPACTION OF RESULTING EXCAVATION WITH SUITABLE SOIL, COMPACTION TESTING, FINAL GRADING, RESTORATION, AND ALL OTHER APPURTENANT WORK AS REQUIRED TO COMPLETELY REMOVE EXISTING AIR RELEASE VALVES AND VAULTS. CONCRETE AND SOIL NECESSARY FOR THE PLUGGING AND BACKFILL OF THESE OPEN EXCAVATIONS AFTER AIR RELEASE VALVE AND VAULT ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE WORK AND NO SEPARATE PAYMENT WILL BE MADE.

2. 8IN PVC FORCE MAIN (797–3.07)

   MEASUREMENT FOR PAYMENT FOR 8IN PVC FORCE MAIN WILL BE BASED ON THE NUMBER OF LINEAR FEET OF SUCH PIPE ACTUALLY PLACED AS SPECIFIED AND AS SHOWN ON THE DRAWINGS AS DETERMINED BY MEASUREMENT ALONG THE CENTERLINE OF SUCH PIPE. PAYMENT FOR THE 8 IN PVC FORCE MAIN (797–3.07) WILL BE MADE AT THE UNIT PRICE PER LINEAR FOOT, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING AND PLACING ALL SUCH PIPE, LAYOUT, CLEARING AND GRUBBING, EXCAVATIONS, DEWATERING, TEMPORARY SHEETING, SHORING AND BRACING, BEDDING, BACKFILL, COMPACTION, COMPACTION TESTING, CAST CONCRETE THRUST BLOCKS, FINAL GRADING, DISPOSAL OF EXCESS MATERIAL, TESTING, LOCATION OF EXISTING UTILITIES PRIOR TO EXCAVATION, RESTORATION OF DISTURBED AREAS, AND ALL OTHER APPURTENANT WORK AS REQUIRED TO COMPLETELY INSTALL SAID PIPE.

3. 60IN MANHOLE 12FT–14FT DEPTH (797–07.17)

   MEASUREMENT FOR PAYMENT FOR 60IN MANHOLE 12FT–14FT DEPTH WILL BE BASED ON THE NUMBER EACH OF SUCH MANHOLES ACTUALLY PLACED AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT FOR THE 60IN MANHOLE 12FT–14FT DEPTH (797–07.17) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR INSTALLATION OF PRECAST MANHOLE WITH PREFORMED BASE (WITH DRAINAGE HOLES AS SHOWN), INCLUDING BUT NOT LIMITED TO CRUSHED STONE, FILTER FABRIC, PIPE TO MANHOLE CONNECTORS, EXCAVATION, BACKFILL, BUTYL RESIN GASKET, MANHOLE STEPS, ASPHALTIC WATERPROOFING, AND 60IN FLAT TOP WITH INTEGRALLY CAST ALUMINUM ACCESS HATCH.

4. 60IN MANHOLE 16FT–20FT DEPTH (797–07.19)

   MEASUREMENT FOR PAYMENT FOR 60IN MANHOLE 16FT–20FT DEPTH WILL BE BASED ON THE NUMBER EACH OF SUCH MANHOLES ACTUALLY PLACED AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT FOR THE 60IN MANHOLE 16FT–20FT DEPTH (797–07.19) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR INSTALLATION OF PRECAST MANHOLE WITH PREFORMED BASE (WITH DRAINAGE HOLES AS SHOWN), INCLUDING BUT NOT LIMITED TO CRUSHED STONE, FILTER FABRIC, PIPE TO MANHOLE CONNECTORS, EXCAVATION, BACKFILL, BUTYL RESIN GASKET, MANHOLE STEPS, ASPHALTIC WATERPROOFING, AND 60IN FLAT TOP WITH INTEGRALLY CAST ALUMINUM ACCESS HATCH.

5. DUCTILE IRON FITTINGS (797–08.01)

   MEASUREMENT FOR PAYMENT FOR DUCTILE IRON FITTINGS (ALL SIZES) WILL BE BASED ON THE NUMBER OF POUNDS OF SUCH MATERIAL PLACED AS NECESSARY FOR PIPE INSTALLATION AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT FOR THE DUCTILE IRON FITTINGS (ALL SIZES) WILL BE MADE AT THE UNIT PRICE PER POUND, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING AND PLACING DUCTILE IRON FITTINGS WITH PROTECTOR 401 INTERNAL LINING AND BITUMASTIC EXTERIOR COATING AS REQUIRED TO INSTALL SAID FITTINGS, MEG–A–LUG STYLE RESTRAINING GLANDS AND ALL APPURTENANT WORK AS REQUIRED TO COMPLETELY INSTALL SAID FITTINGS.

6. 2IN COMBO AIR RELEASE VALVE ASSEMBLY (797–09.20)

   MEASUREMENT FOR PAYMENT FOR 2IN COMBO AIR RELEASE VALVE ASSEMBLY WILL BE BASED ON THE NUMBER EACH OF SUCH ASSEMBLIES ACTUALLY PLACED AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT FOR 2IN COMBO AIR RELEASE VALVE ASSEMBLIES (797–09.20) INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT, INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS, 2IN COMBO AIR RELEASE VALVE, ISOLATION BALL VALVE, STAINLESS STEEL NIPPLE, AND ALL OTHER NECESSARY AND APPURTENANT WORK AS REQUIRED TO INSTALL AND MAKE FUNCTIONAL SAID ASSEMBLIES AS DETAILED IN THE PLANS AND SPECIFICATIONS.

7. CUT AND CAP 8IN FORCE MAIN (797–09.47)

   MEASUREMENT FOR PAYMENT FOR CUT AND CAP 8IN FORCE MAIN ABANDONMENT WILL BE MADE IN THE FORM OF A SINGLE, PER EACH, AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT WILL BE MADE AT THE PER EACH PRICE IN WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR EXPOSING EXISTING 8 INCH FORCE MAIN, CUTTING, REMOVING, AND DISPOSING OF REQUIRED LENGTH OF SAID PIPE TO FACILITATE CONNECTION OF NEW 8 INCH FORCE MAIN, INSTALLING REQUIRED DUCTILE DUCTILE IRON PLUGS/CAPS, CONCRETE BLOCKING, EXCAVATIONS, DEWATERING, TEMPORARY SHEETING, SHORING AND BRACING, BACKFILL, COMPACTION, COMPACTION TESTING, FINAL GRADING, RESTORATION, AND ALL APPURTENANT WORK AS REQUIRED TO COMPLETE THE CUT AND CAP OF EXISTING 8 INCH FORCE MAIN.

8. CONNECT 8IN SEWER TO EXIST. MANHOLE (797–10.02)

   MEASUREMENT FOR PAYMENT OF CONNECT 8IN SEWER TO EXIST. MANHOLE WILL BE BASED ON THE ACTUAL QUANTITY, EACH, INSTALLED AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT FOR CONNECT 8IN SEWER TO EXIST. MANHOLE WILL BE MADE AT THE CONTRACT UNIT PRICE, PER EACH, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR REMOVAL OF EXISTING 8 INCH FORCE MAIN FROM EXISTING MANHOLE, GROUTING OF ENTRY POINT INTO SAID MANHOLE FROM THE REMOVED CONNECTION, CORE DRILLING OF EXISTING MANHOLE FOR CONNECTION OF NEW 8 INCH FORCE MAIN INTO MANHOLE, NON–SHRINK GROUT, EXCAVATION, DEWATERING, TEMPORARY SHEETING, SHORING AND BRACING, BACKFILL, COMPACTION, COMPACTION TESTING, FINAL GRADING, RESTORATION, AND ALL APPURTENANT WORK NECESSARY TO CONNECT 8 INCH SEWER INTO EXISTING MANHOLE.

9. CONNECT TO 8IN FORCE MAIN (797–10.18)

   MEASUREMENT FOR PAYMENT OF CONNECT 8IN SEWER TO 8IN FORCE MAIN WILL BE BASED ON THE ACTUAL QUANTITY, EACH, INSTALLED AS SPECIFIED AND SHOWN ON THE DRAWINGS. PAYMENT FOR CONNECTION OF NEW 8 INCH FORCE MAIN TO EXISTING 8 INCH FORCE MAIN WILL BE MADE AT THE CONTRACT UNIT PRICE, PER EACH, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR CONNECTION TO THIS EXISTING FORCE MAIN INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR LOCATION OF EXISTING 8 INCH FORCE MAIN, EXCAVATION, DEWATERING, TEMPORARY SHEETING, SHORING AND BRACING, CUTTING EXISTING PIPE, INSTALLING NEW FITTINGS TO CONNECT NEW 8 INCH FORCE MAIN TO EXISTING 8 INCH FORCE MAIN, BACKFILL, COMPACTION, COMPACTION TESTING, FINAL GRADING, RESTORATION, TESTING, AND ALL OTHER NECESSARY AND APPURTENANT WORK AS REQUIRED TO COMPLETE SAID CONNECTION.

10. LOCATOR WIRE (797–10.51)

    MEASUREMENT FOR PAYMENT FOR LOCATOR WIRE WILL BE BASED ON THE NUMBER OF LINEAR FEET OF SUCH WIRE ACTUALLY PLACED AS SPECIFIED AND AS SHOWN ON THE DRAWINGS AS DETERMINED BY MEASUREMENT ALONG THE CENTERLINE OF SUCH PIPE. PAYMENT FOR THE LOCATOR WIRE (797–10.51) WILL BE MADE AT THE UNIT PRICE PER LINEAR FOOT, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING AND PLACING ALL SUCH 12 GAUGE WIRE, SPLICES, CONTINUITY TESTING OF WIRE, BRINGING LOCATOR WIRE INTO EACH PROPOSED AIR RELEASE VAULT TO AT LEAST THE TOP OF EACH AIR RELEASE VALVE BODY AND APPURTENANT WORK AS REQUIRED TO COMPLETE THE OTHER RESTORATION OF DISTURBED AREAS, AND APPURTENANT WORK AS REQUIRED TO COMPLETE THE INSTALLATION OF THIS LOCATOR WIRE.

11. RETIRE IN PLACE EXISTING SEWER 8IN – 14IN (797–11.31)

    MEASUREMENT FOR PAYMENT FOR RETIRE IN PLACE EXISTING SEWER 8IN – 14IN WILL BE BASED ON THE NUMBER OF LINEAR FEET OF SUCH PIPE ACTUALLY RETIRED IN PLACE AS SHOWN ON THE DRAWINGS. PAYMENT FOR THE RETIRE IN PLACE EXISTING 8" SEWER (797–11.31) WILL BE MADE AT THE UNIT PRICE PER LINEAR FOOT, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR RETIRING IN PLACE ALL SUCH PIPE, AND THE REMOVAL OF ONLY THAT PORTION OF THE ABANDONED EXISTING FORCE MAIN THAT IS DEEMED IN CONFLICT WITH ROADWAY AND/OR BRIDGE CONSTRUCTION ACTIVITIES AND THE SOLID GROUTING OF ALL LENGTHS OF 8" SEWER THAT REMAINS IN PLACE AND SHALL INCLUDE ALL CLEARING AND GRUBBING, EXCAVATIONS, DEWATERING, TEMPORARY SHEETING, SHORING AND BRACING, BACKFILL, COMPACTION, COMPACTION TESTING, FINAL GRADING, DISPOSAL OF ALL SEWER PIPE REMOVED, GROUT, PUMPING OF GROUT INTO PIPE, CAPTURE AND PROPER DISPOSAL OF SEWAGE DISPLACED DURING GROUTING, RESTORATION, AND ALL APPURTENANT WORK AS REQUIRED TO RETIRE IN PLACE SAID PIPE.

12. BY–PASS PUMPING (797–11.38)

    MEASUREMENT FOR PAYMENT OF BY–PASS PUMPING WILL BE BASED ON THE LUMP SUM FOR ALL BYPASS PUMPING REQUIRED TO MAINTAIN UNINTERRUPTED SEWAGE SERVICE FROM THE EXISTING UPSTREAM LIFT STATION TO THE DOWNSTREAM GRAVITY SEWER. PAYMENT FOR BYPASS PUMPING WILL BE MADE AT THE CONTRACT LUMP SUM PRICE, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR PROVIDING, INSTALLING, AND MAINTAINING BYPASS PUMPING AND TEMPORARY DISCHARGE LINES THE BYPASS PUMPS, SUCTION AND DISCHARGE LINES, FUEL OR POWER, AND ALL APPURTENANT WORK REQUIRED TO PROVIDE AND OPERATE THE BYPASS PUMPING OPERATION.

13. HDD 10" HDPE CARRIER PIPE– UNCON. (797–15.03)

    MEASUREMENT FOR PAYMENT OF HDD 10" HDPE CARRIER PIPE WILL BE BASED ON THE NUMBER OF LINEAR FEET OF SUCH PIPE AS MEASURED HORIZONTALLY FROM BEGINNING OF BORE TO END OF BORE AS SPECIFIED AND AS SHOWN ON THE DRAWINGS. PAYMENT FOR THE HDD 10" HDPE CARRIER PIPE– UNCON. (920–11) WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING AND INSTALLING THE 10" HDPE CARRIER PIPE VIA HDD, INCLUDING LABOR, EQUIPMENT, FLUID CONTAINMENT, TRANSITION FITTINGS TO CONNECT TO THE NEW 8 INCH PVC FORCE MAINS, EXCAVATIONS, BORE PITS, DEWATERING, TEMPORARY SHEETING, SHORING AND BRACING, BACKFILL, COMPACTION, COMPACTION TESTING, FINAL GRADING, TESTING, RESTORATION OF DISTURBED AREAS, AND ALL APPURTENANT WORK AS REQUIRED TO COMPLETE INSTALLATION OF SAID HDD 10" HDPE CARRIER PIPE–UNCON. ANY ADDITIONAL LENGTH OF PIPE INSTALLED BY HDD NECESSARY TO MAINTAIN THE VERTICAL GRADES AND CLEARANCES AS SHOWN ON THE HDD PROFILE WILL BE CONSIDERED INCIDENTAL TO THE WORK AND SHOULD BE INCLUDED IN THE UNIT COST PROVIDED FOR UNDER 920–11 AND WILL NO ADDITIONAL COMPENSATION WILL BE MADE FOR THIS ADDITIONAL PIPE INSTALLATION.

SEALED BY

JOHN T. VERNER
REGISTERED ENGINEER
XVI
DEC. 20, 2005
STATE OF TENNESSEE

6/5/2026

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY SHEET INDEX AND QUANTITIES

Tuesday, June 02, 2026 – 1:35 pm
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TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-2

GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE TOWN OF COLLIERVILLE PUBLIC WORKS AT 901-457-2800 A MINIMUM OF 72 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. HORIZONTAL CONTROL FOR THIS PROJECT ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM, 1983 (NAD 83). COORDINATES ON CONCRETE STRUCTURES OR SURFACES ARE LOCATED ON THE THE EXTERIOR FACE.
3. VERTICAL CONTROL FOR THIS PROJECT ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM 1988 (NAD88). BENCHMARKS AND/OR STRUCTURE ELEVATIONS FROM EXISTING MONUMENTS ON DRAWINGS MAY VARY WITH ELEVATIONS FROM THE ORIGINAL SURVEY. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ENSURE THERE IS ZERO VARIANCE. CONTACT FISHER ARNOLD IF THE CONTRACTOR DISCOVERS ANY VARIANCE WITH THE CONTROL.
4. THE LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE UTILITY COMPANY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES PRIOR TO THE INITIATION OF ANY CONSTRUCTION ON THE PROJECT OR IN THE STREETS BORDERING THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN AND ADJACENT TO THE CONSTRUCTION LIMITS, WHETHER SHOWN ON THE PLANS OR NOT, DURING THE WORK ON THE PROJECT.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND EXISTING EQUIPMENT (ONSITE) AT ALL TIMES.ALL WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.THE CONTRACTOR SHALL NOT ENTER UPON NOR CAUSE DAMAGE TO ANY ADJACENT PROPERTIES WITHOUT WRITTEN PERMISSION FROM SAID PROPERTY OWNERS.
6. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION PLANS AND TOWN OF COLLIERVILLE STANDARD SPECIFICATIONS, UNLESS NOTED OTHERWISE.
7. THE CONTRACTOR SHALL FIELD VERIFY ALL PROPERTY LINES PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
8. THE CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS PRIOR TO COMMENCEMENT OF WORK. ANY CONSTRUCTION WORK AFFECTED BY SAID DISCREPANCIES AND/OR VARIATIONS SHALL CEASE UNTIL ADDRESSED BY THE PROJECT ENGINEER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A SAFE WORK ENVIRONMENT, INCLUDING THE INSTALLATION OF TEMPORARY FENCING AND OTHER SAFETY BARRIERS AS NECESSARY DURING ALL PHASES OF CONSTRUCTION.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION RELATED SURVEYING, INCLUDING ALL LAYOUT AND GRADE STAKING.
11. THE LOCATION OF THE BORE HOLES AND PIEZOMETER HOLES ARE APPROXIMATE, IT IS THE RESPONSIBILITY OF THE CONTRACTOR THE REFER TO THE GEOTECHNICAL REPORT FOR THE ACTUAL LOCATION AND DATA.
12. THE CONTRACTOR IS RESPONSIBLE TO ADHERE TO THE FEDERAL & STATE SAFETY REGULATIONS FOR ALL OF THE GENERAL AND SUBCONTRACTOR CREWS ON SITE. THE INSPECTOR, ENGINEER AND/ OR OWNER HAVE THE RIGHT TO SHUT DOWN AND CONSTRUCTION PRACTICE THAT DOES NOT ALIGN WITH THOSE SAFETY REGULATIONS.
13. ALL FILL LIFTS SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE STANDARD PROCTOR DENSITY(ASTM D-698) WITH SUITABLE FILL MATERIAL ACCEPTABLE TO TESTING LABORATORY. MAXIMUM LOOSE LIFT TO BE 6". SUBMIT REPORTS TO TOWN ENGINEER FOR REVIEW AND ACCEPTANCE.
14. ALL TRENCHES ARE TO BE BACK-FILLED ACCORDING TO SECTION 02221 OF THE TOWN OF COLLIERVILLE STANDARD CONSTRUCTION SPECIFICATIONS.
15. ALL SEWER MANHOLE LIDS IN OPEN FIELDS SHALL BE CONSTRUCTED 3.0 FEET ABOVE FINAL GRADE UNLESS THEY ARE IN A FLOODPLAIN/FLOODWAY OR DETENTION AREA, THEN THE FINAL GRADE WILL BE DETERMINED ON CONSTRUCTION DRAWINGS.
16. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDE THE TOWN AND DESIGNER AS-BUILT PLANS AND/OR DRAWINGS AFTER COMPLETION OF THE PROJECT.

SANITARY SEWER NOTES:

1. CONTRACTOR SHALL ENSURE UNINTERRUPTED SEWER SERVICE ON EXISTING SEWER AND SERVICE CONNECTIONS BY PROVIDING AMPLE TEMPORARY WASTEWATER PUMPING AND/OR BYPASSING. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF COLLIERVILLE PUBLIC WORKS/ENGINEERING.
2. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILT INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.
3. ALL EXISTING AIR RELEASE VALVES (ARV) THAT ARE TO BE ABANDONED SHALL BE REMOVED, CLEANED AND DELIVERED TO THE TOWN OF COLLIERVILLE PUBLIC WORKS. NEW ARVS SHALL BE INSTALLED WHERE INDICATED.
4. PVC PIPE 6-15 INCHES IN DIAMETER SHALL BE SOLID WALL PVC; NO PROFILE WALL PVC PIPE IS ALLOWED FOR PIPES 15 INCHES OR LESS IN DIAMETER. PVC SOLID WALL PIPE AND FITTINGS FOR GRAVITY SEWER APPLICATIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM D 3034. THE DIMENSION RATIO (DR) SHALL BE DR 25 (TYPE PSM) OR AT LEAST 165 PSI. PVC RESIN SHALL CONFORM TO ASTM D 1784 CELL CLASS 12454C. A DIFFERENT CELL CLASS SHALL BE ALLOWED ONLY IF THE MATERIAL MEETS THE REQUIREMENTS OF A SUPERIOR CELL CLASS THAN 12454C. THE WALL THICKNESSES OF THE WATERWAY AND BELL OF FITTINGS SHALL BE NO LESS THAN THE RESPECTIVE MINIMUM THICKNESSES FOR THE EQUIVALENT PIPE. ALL FITTINGS SHALL BE COMPATIBLE WITH THE PIPE TO WHICH THEY ARE ATTACHED.

DUCTILE IRON PIPE AND FITTINGS.

1. ALL FITTINGS SHALL BE DUCTILE IRON UNLESS SPECIFIED. MANUFACTURED IN ACCORDANCE WITH ANSI A-21.50 (AWWA C- 151) AND ANSI A- 21.10 (AWWA C-110). AN INTERNAL LINING SYSTEM AS DESCRIBED ON THIS SHEET. A MINIMUM OF 1 MIL THICK BITUMINOUS COATING ON THE OUTSIDE SURFACE. CLEARLY MARK WITH MANUFACTURER'S NAME, D.I. OR DUCTILE, WEIGHT, CLASS OR NOMINAL THICKNESS, AND CASTING PERIOD. UNLESS OTHERWISE SPECIFIED OR SHOWN ON THE PLANS, DUCTILE IRON PIPE SHALL BE CLASS 250 FOR 200 PSI WORKING PRESSURE. DUCTILE IRON PIPE SHALL BE USED ONLY WHERE INDICATED IN PLANS. DUCTILE IRON FITTING JOINTS MEETING THE REQUIREMENTS OF ANSI A-21.11 (AWWA C-111).
2. HDPE 4710 PIPE SHALL CONFORM TO THE STANDARDS SET IN ASTM F714. SEWER PIPE SHALL BE MANUFACTURED WITH PREMIUM, HIGHLY ENGINEERED 4710 RESIN THAT PROVIDES MAXIMUM PERFORMANCE AND FORMULATED WITH A MINIMUM OF 2% CARBON BLACK FOR MAXIMUM PROTECTION AGAINST UV RAYS. PE 4710 HDPE MATERIAL SHALL CONFORM TO ASTM D3350 WITH THE CELL CLASSIFICATION OF 445574C AND IS LISTED WITH THE PLASTICS PIPE INSTITUTE (PPI). THE STANDARD LAYING LENGTH OF HDPE PRESSURE SEWER PIPE IS 40 FEET. PIPE SHALL BE A MINIMUM OF DR 17, DIPS SIZING, WITH A PRESSURE RATING OF 125 PSI. FOR DIRECTIONAL BORES, THE CONTRACTOR SHALL USE DR 11, DIPS SIZING, WITH A PRESSURE RATING OF 200 PSI.
3. ALL AIR RELEASE VALVES, COMBO VALVES, AND AIR/VACUUM RELEASE VALVES SHALL BE STAINLESS STEEL AND SIZED ACCORDING TO THE INFORMATION ON THE PLANS. THE VALVES SHALL BE AS MANUFACTURED BY 48AS WASTEWATER AIR RELEASE VALVE - ALL STAINLESS STEEL OR PREAPPROVED EQUAL.
4. NEW STAINLESS STEEL ISOLATION BALL VALVES SHALL BE PROVIDED AT EACH ARV LOCATION. BALL VALVES SHALL BE FULL PORT, CLASS 150, AS MANUFACTURED BY NIBCO, WATTS, OR PREAPPROVED EQUAL.

COORDINATE WITH THE TOWN OF COLLIERVILLE PRIOR TO CUTTING EXISTING FORCE MAIN. ALL SANITARY SEWER IN THE EXISTING PIPE SHALL BE REMOVED AND/OR PUMPED UNTIL THE PIPE STOPS FLOWING. THE CONTRACTOR SHALL SUBMIT A PLAN OF ACTION PRIOR TO CUTTING THE PIPE. AVERAGE DAILY TOTAL PUMP TIME: 0.6 HOURS; MAXIMUM DAILY TOTAL PUMP RUN TIME: 12.7 HOURS; PUMP CAPACITY: 80 GPM PER PUMP AT 49 FT TOTAL DYNAMIC HEAD.

TIE-INS

1. EXISTING LINES SHALL REMAIN IN PLACE AND IN WORKING ORDER UNTIL THE EXACT PLANNED TIME OF TINE-INS IS REQUIRED.
2. SHOULD EXISTING LINES BECOME DAMAGED DURING CONSTRUCTION AT ANY TIME PRIOR TO TIME OF TIE-IN, THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR REPAIRING AND RETURNING TO NORMAL OPERATION.
3. TIE-INS SHALL BE MADE IN FULL COORDINATION WITH THE ENGINEER AND THE OWNER UPON COMPLETION OF AND TESTING OF ALL NEW SEWER LINES.

TESTING

1. IT IS THE INTENT TO SPECIFY A "TEST AS YOU GO" PROCEDURE IN ORDER TO ESTABLISH CONFIDENCE IN THE INSTALLATION AND AVOID THE UNNECESSARY DELAY OF FINAL ACCEPTANCE.
2. BEFORE A REACH OF PIPELINE IS APPROVED FOR PAYMENT, SUCCESSFULLY PROOF TEST THAT REACH FOR GRADE, ALIGNMENT, CLEANLINESS, AND LEAKAGE.
3. IN THE EVENT THAT FOUR OR MORE REACHES FAIL TO SATISFACTORILY PASS PROOF TESTING PROCEDURES, CEASE PIPE LAYING UNTIL DEFICIENCIES ARE IDENTIFIED AND CORRECTED.
4. THE BASIS FOR GRADE, ALIGNMENT AND CLEANLINESS TESTING WILL BE A VISUAL INSPECTION. LEAKAGE TESTING WILL BE BY MEANS OF LOW PRESSURE AIR OR EXFILTRATION OR INFILTRATION AS DEEMED BY THE ENGINEER.
5. PROOF TEST FLEXIBLE PIPELINE INSTALLATION FOR DEFLECTION BY PULLING A "GO-NO GO" TEST MANDREL THROUGH THE LINE AFTER THE INITIAL BACKFILL IS COMPLETE TO AVOID UNNECESSARY DIG-UPS.

FINAL TESTING

1. BEFORE THE JOB IS ACCEPTED AND BEFORE ANY EXISTING SERVICES ARE CONNECTED, A FINAL TESTING PROCEDURE IS TO BE FOLLOWED.
2. PERFORM A VISUAL INSPECTION WHEN GROUNDWATER LEVELS ARE ABOVE THE PIPELINE IF POSSIBLE. ALL VISIBLE LEAKS SHALL BE REPAIRED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SHOW PROOF THAT THE GROUNDWATER IS ABOVE THE PIPE WITHOUT ADDITIONAL COMPENSATION.
3. IF THERE IS EVIDENCE OF INFILTRATION, MAKE MEASUREMENT WITH SUITABLE PIPE WEIRS:IF THE FLOW THROUGH THE LOWER MOST MANHOLE OF A CONTINUOUS SECTION OF SEWER DOES NOT EXCEED 25 GALLONS/DAY/INCH/MILE OF PIPELINE AND THE GROUNDWATER LEVEL IS REPRESENTATIVE OF THE HIGHEST ANNUAL LEVEL, THE ENTIRE CONTINUOUS SECTION SHALL BE APPROVED FOR LEAKAGE.
4. THE LEAKAGE TEST WILL BE CONDUCTED WITH ALL LINES CONNECTED (INCLUDING SERVICE LINES).
5. IF THE APPARENT INFILTRATION RATE EXCEEDS 25 GALLONS/DAY/INCH/MILE, THEN TAKE ADDITIONAL WEIR MEASUREMENTS TO ISOLATE THOSE SECTIONS LEAKING.
6. ANY SINGLE REACH OF PIPELINE WHICH EXHIBITS AN APPARENT INFILTRATION RATE IN EXCESS OF 25 GALLONS/DAY/INCH/MILE WILL NOT BE ACCEPTED AND ALL LEAKS WILL BE LOCATED AND CORRECTED.
7. IF IT IS NOT PRACTICAL TO WAIT FOR GROUNDWATER LEVELS THAT ARE REPRESENTATIVE OF THE HIGHEST ANNUAL LEVEL, THE CONTRACTOR MAY REQUEST APPROVAL ON THE BASIS OF A LOW-PRESSURE AIR EXFILTRATION (OR OTHER APPROVED EXFILTRATION) TEST.
8. SUCH TESTS, IF APPROVED BY THE ENGINEER, WILL BE CONDUCTED IN ACCORDANCE WITH ASTM C-828 OR LATEST REVISION.
9. WHEN AN EXFILTRATION TEST IS USED AS A SUBSTITUTE FOR INFILTRATION TESTING, CORRECT ALL CONDITIONS THAT ARE POTENTIAL SOURCES OF INFILTRATION.
10. IF FLEXIBLE PIPE IS USED, PULL AN APPROVED GO-NO GO DEFLECTION MANDREL OF 95/100 PIPE DIAMETER THROUGH ALL REACHES OF GRAVITY SEWER MAIN. THIS TEST SHALL BE CONDUCTED NO SOONER THAN 30 DAYS AFTER COMPLETION OF BACKFILLING OF THE TESTED REACH. NO SECTIONS WILL BE ACCEPTED THAT EXHIBIT A DEFLECTION OF MORE THAN 5%.
11. PRESSURE TESTS FOR FORCE MAINS

TEST ALL FORCE MAINS BEFORE BACKFILLING AT A MINIMUM PRESSURE OF AT LEAST 50 PERCENT ABOVE THE DESIGN OPERATING PRESSURE FOR AT LEAST 30 MINUTES. TEST IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARD C605-94, SECTION 7. LEAKAGE SHOULD NOT EXCEED THE AMOUNT GIVEN BY THE FOLLOWING FORMULA:

$$L = ND(P)^{.5} / 7{,}400$$

WHERE:

L IS ALLOWABLE LEAKAGE IN GALLONS PER HOUR
N IS THE NUMBER OF PIPE JOINTS
D IS THE PIPE DIAMETER IN INCHES
P IS THE TEST PRESSURE IN PSI

STRUCTURES

1. CONCRETE
   1.1. IN ALL CASES WITH A MINIMUM STRENGTH OF 4,000 PSI.
2. CASTINGS FOR FRAME AND COVERS
   2.1. GRAY IRON, CLASS 30 UNLESS OTHERWISE SPECIFIED, MEETING AASHTO M-108.
   2.2. CLEANED AND COATED WITH BITUMINOUS PAINT THAT WILL PRODUCE AN ACCEPTABLE FINISH THAT IS NOT AFFECTED BY EXPOSURE TO HOT OR COLD WEATHER.
   2.3. RINGS AND COVERS FOR USE ON WATERTIGHT MANHOLES SHALL BE MACHINED TO SMOOTH UNIFORM BEARING THAT WILL PROVIDE A WATERTIGHT SEAL.
3. PRE-CAST AND CAST-IN-PLACE CONCRETE STRUCTURES
   3.1. AASHTO M-199 SR, ASTM C-478, OR PER STRUCTURAL DETAILS.
   3.2. EXTERIOR OF PRECAST AND CAST-IN-PLACE STRUCTURES SHALL BE COATED WITH AN BITUMASTIC WATERPROOFING SEALANT.
   3.3. USE PRE-MOLDED RUBBER OR APPROVED BITUMASTIC GASKETS AT ALL JOINTS BETWEEN SECTIONS OF PRECAST STRUCTURES.
4. FILTER FABRIC
   4.1. THE FILTER FABRIC SHALL BE A NON-WOVEN FABRIC MADE FROM POLYPROPYLENE MONOFILAMENT YARNS. THE FABRIC IS TO BE NON-BIODEGRADABLE AND INERT TO MOST SOIL CHEMICALS, ACIDS, AND ALKALIES OVER A PH RANGE OF 3 TO 11.
   4.2. THE FILTER FABRIC SHALL HAVE AN EQUIVALENT OPENING SIZE OF U.S. STANDARD SIEVE. FILTER FABRIC SHALL BE POLY FILTER AS MANUFACTURED BY CARTHAGE MILLS, INC., CINCINNATI, OHIO, MIRAFI 140 N AS MANUFACTURED BY THE CALANESE CORP. OR EQUAL.

STRUCTURES (CONT.)

5. ALUMINUM ACCESS HATCHES
   5.1. THE ACCESS HATCH COVER SHALL BE ALUMINUM DIAMOND PLATE. PLATE THICKNESS SHALL BE DETERMINED BY THE MANUFACTURER BASED ON THE LOAD RATING OF 300 POUNDS PER SQUARE FOOT BUT AT A MINIMUM SHALL BE ¼" THICK. COVER SHALL BE FITTED WITH A FLUSH LIFTING HANDLE AND 316 STAINLESS STEEL HOLD-OPEN ARM WITH RED VINYL GRIP THAT AUTOMATICALLY LOCKS THE COVER IN THE 90 DEGREE OPEN POSITION.
   5.2. THE FRAME SHALL BE EXTRUDED ALUMINUM WITH AN INTEGRAL SEAT AND CONTINUOUS ANCHOR FLANGE ON ALL FOUR SIDES.
   5.3. THE CLEAR OPENING OF EACH HATCH WILL BE AS SHOWN ON THE CONSTRUCTION PLANS.
   5.4. HINGES, TAMPER-RESISTANT BOLTS, AND LOCKNUTS SHALL BE CONSTRUCTED OF 316 STAINLESS STEEL.
   5.5. THE HATCH SHALL INCLUDE A 316 STAINLESS STEEL SLAM LATCH WITH PLUG AND REMOVABLE KEY WRENCH. A MINIMUM OF ONE WRENCH SHALL BE SUPPLIED FOR EACH HATCH.
   5.6. COVER AND FRAME SHALL BE MILL FINISH ALUMINUM. HARDWARE SHALL BE 316 STAINLESS STEEL. AN ADHESIVE BACKED VINYL MATERIAL THAT PROTECTS THE PRODUCT DURING SHIPPING AND INSTALLATION SHALL COVER THE ENTIRE TOP OF THE FRAME AND COVER. ALL SURFACES OF THE FRAME THAT WILL COME IN CONTACT WITH CONCRETE SHALL HAVE A PROTECTIVE BITUMINOUS COATING.
   5.7. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
   5.8. ALL HATCHES SHALL INCLUDE A HINGED FALL PROTECTION GRATE, POWDER COAT FINISHED WITH SAFETY ORANGE, INTEGRATED WITH THE FRAME. THE SAFETY GRATE WILL BE EQUIPPED WITH A 316 STAINLESS STEEL POSITIVE LATCH WITH RELEASE HANDLE THAT SECURES THE GRATING PANEL IN THE OPEN POSITION.
   5.9. THE HATCH SHALL BE MANUFACTURED IN THE UNITED STATES. THE MANUFACTURER SHALL GUARANTEE AGAINST DEFECTS IN MATERIALS AND WORKMANSHIP FOR A PERIOD OF FIVE (5) YEARS.
   5.10. ACCEPTABLE MANUFACTURERS:
      5.10.1. U.S.F. FABRICATION, INC., HIALEAH, FLORIDA
      5.10.2. EAST JORDAN IRON WORKS, INC., EAST JORDAN, MICHIGAN
      5.10.3. HALLIDAY PRODUCTS, ORLANDO, FLORIDA

CERAMIC EPOXY LINING SYSTEM

1. ALL DUCTILE IRON PIPE AND FITTINGS USED IN THE CONSTRUCTION OF THIS PROJECT MAY BE LINED INTERNALLY WITH PROTECTO 401 OR EQUAL WHICH MEETS THE FOLLOWING SPECIFICATION.
2. CONDITION OF PIPE PRIOR TO SURFACE PREPARATION: ALL PIPE AND FITTINGS SHALL BE DELIVERED TO THE APPLICATION FACILITY WITHOUT ASPHALT, CEMENT LINING, OR ANY OTHER LINING ON THE INTERIOR SURFACE. BECAUSE REMOVAL OF OLD LININGS MAY NOT BE POSSIBLE, THE INTENT OF THIS SPECIFICATION IS THAT THE ENTIRE INTERIOR OF THE DUCTILE IRON PIPE AND FITTINGS SHALL NOT HAVE BEEN LINED WITH ANY SUBSTANCE PRIOR TO THE APPLICATION OF THE SPECIFIED LINING MATERIAL AND NO COATING SHALL HAVE BEEN APPLIED TO THE FIRST SIX INCHES OF THE EXTERIOR OF THE SPIGOT ENDS.
3. LINING MATERIAL: THE STANDARD OF QUALITY IS PROTECTO 401 CERAMIC EPOXY. THE MATERIAL SHALL BE AN AMINE CURED NOVALAC EPOXY CONTAINING AT LEAST 20% BY VOLUME OF CERAMIC QUARTZ PIGMENT. ANY REQUEST FOR SUBSTITUTION MUST BE ACCOMPANIED BY A SUCCESSFUL HISTORY OF LINING PIPE AND FITTINGS FOR SEWER SERVICE, A TEST REPORT VERIFYING THE FOLLOWING PROPERTIES, AND A CERTIFICATION OF THE TEST RESULTS.
   3.1. A PERMEABILITY RATING OF 0.00 WHEN TESTED ACCORDING TO METHOD A OF ASTM E-96-66, PROCEDURE A WITH A TEST DURATION OF 30 DAYS.
   3.2. THE FOLLOWING TEST MUST BE RUN ON COUPONS FROM FACTORY LINED PIPE:
4. ASTM B-117 SALT SPRAY (SCRIBED PANEL) – RESULTS TO EQUAL 0.0 UNDERCUTTING AFTER TWO YEARS.
5. ASTM G-95 CATHODIC DISBONDMENT 1.5 VOLTS @ 77EF. RESULTS TO EQUAL NO MORE THAN 0.5MM UNDERCUTTING AFTER 30 DAYS.
6. IMMERSION TESTING RATED USING ASTM D-714-87.
   6.1. 20% SULFURIC ACID-NO EFFECT AFTER TWO YEARS.
   6.2. 25% SODIUM HYDROXIDE-NO EFFECT AFTER TWO YEARS.
   6.3. 160EF DISTILLED WATER-NO EFFECT AFTER TWO YEARS.
   6.4. 120EF TAP WATER (SCRIBED PANEL)-0.0 UNDERCUTTING AFTER TWO YEARS WITH NO EFFECT
   6.5. AN ABRASION RESISTANCE OF NO MORE THAN 4 MILS (10MM) LOSS AFTER ONE MILLION CYCLES EUROPEAN STANDARD EN 598: 1994 SECTION 7.8 ABRASION RESISTANCE.
7. APPLICATION:
   7.1. APPLICATOR: THE LINING SHALL BE APPLIED BY A COMPETENT FIRM WITH A SUCCESSFUL HISTORY OF APPLYING LININGS TO THE INTERIOR OF DUCTILE IRON PIPE AND FITTINGS.
   7.2. SURFACE PREPARATION: PRIOR TO ABRASIVE BLASTING, THE ENTIRE AREA TO RECEIVE THE PROTECTIVE COMPOUND SHALL BE INSPECTED FOR OIL, GREASE, ETC. ANY AREAS WHERE OIL, GREASE, OR ANY SUBSTANCE WHICH CAN BE REMOVED BY SOLVENT IS PRESENT SHALL BE SOLVENT CLEANED USING THE GUIDELINES OUTLINED IN DIPRA-1 SOLVENT CLEANING. AFTER THE SURFACE HAS BEEN MADE FREE OF GREASE, OIL OR OTHER SUBSTANCES, ALL AREAS TO RECEIVE THE PROTECTIVE COMPOUNDS SHALL BE ABRASIVE BLASTED USING COMPRESSED AIR NOZZLES WITH SAND OR GRIT ABRASIVE MEDIA. THE ENTIRE SURFACE TO BE LINED SHALL BE STRUCK WITH THE BLAST MEDIA SO THAT ALL RUST, LOOSE OXIDES, ETC., ARE REMOVED FROM THE SURFACE. ONLY SLIGHT STAINS AND TIGHTLY ADHERING ANNEALING OXIDE MAY BE LEFT ON THE SURFACE. ANY AREA WHERE RUST REAPPEARS BEFORE LINING MUST BE REBLASTED.
   7.3. LINING: AFTER THE SURFACE PREPARATION AND WITHIN 8 HOURS OF SURFACE PREPARATION, THE INTERIOR OF THE PIPE SHALL RECEIVE 45 MILS NOMINAL DRY FILM THICKNESS OF PROTECTO 401. NO LINING SHALL TAKE PLACE WHEN THE SUBSTRATE OR AMBIENT TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT. THE SURFACE ALSO MUST BE DRY AND DUST FREE. IF FLANGE PIPE OR FITTINGS ARE INCLUDED IN THE PROJECT THE LINING SHALL NOT BE USED ON THE FACE OF THE FLANGE.
   7.4. COATING OF BELL SOCKETS AND SPIGOT ENDS: DUE TO THE TOLERANCES INVOLVED, THE GASKET AREA AND SPIGOT END UP TO 6 INCHES BACK FROM THE END OF THE SPIGOT END MUST BE COATED WITH 6 MILS NOMINAL, 10 MILS MAXIMUM PROTECTO JOINT COMPOUND. THE JOINT COMPOUND SHALL BE APPLIED BY BRUSH TO ENSURE COVERAGE. CARE SHOULD BE TAKEN THAT THE JOINT COMPOUND IS SMOOTH WITHOUT EXCESS BUILDUP IN THE GASKET SEAT OR ON THE SPIGOT ENDS. COATING OF THE GASKET SEAT AND SPIGOT ENDS SHALL BE DONE AFTER THE APPLICATION OF THE LINING.
   7.5. NUMBER OF COATS: THE NUMBER OF COATS OF LINING MATERIALS APPLIED SHALL BE AS RECOMMENDED BY THE LINING MANUFACTURER. HOWEVER, IN NO CASE SHALL THIS MATERIAL BE APPLIED ABOVE THE DRY THICKNESS PER COAT RECOMMENDED BY THE LINING MANUFACTURER IN PRINTED LITERATURE. THE MAXIMUM OR MINIMUM TIME BETWEEN COATS SHALL BE THAT TIME RECOMMENDED BY THE LINING MATERIALS MANUFACTURER. NO MATERIAL SHALL BE USED FOR LINING WHICH IS NOT INDEFINITELY RECOATABLE WITH ITSELF WITHOUT ROUGHENING OF THE SURFACE.
   7.6. 7.6. TOUCH-UP AND REPAIR: PROTECTO JOINT COMPOUND SHALL BE USED FOR TOUCH-UP OR REPAIR IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

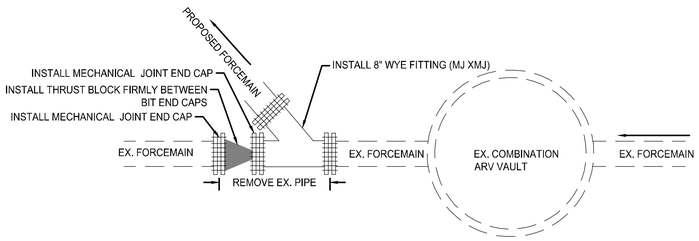
TRENCHLESS PRESSURE PIPELINE INSTALLATION BY HDD

1. REFERENCES
   1.1. AWWA M55 MANUAL OF WATER SUPPLY PRACTICES, PE PIPE-DESIGN AND INSTALLATION.
   1.2. ANSI/AWWA C906-07 POLYETHYLENE (PE) PRESSURE PIPE AND FITTINGS, 4 IN THRU 63 IN FOR WATER DISTRIBUTION AND TRANSMISSION.
   1.3. PLASTICS PIPE INSTITUTE, PPI WWW.PLASTICPIPE.ORG
      1.3.1. PPI HANDBOOK OF POLYETHYLENE PIPE -- LATEST EDITION.
      1.3.2. PPI TN-42 RECOMMENDED MINIMUM TRAINING GUIDELINES FOR PE PIPE BUTT FUSION JOINING OPERATORS FOR MUNICIPAL AND INDUSTRIAL PROJECTS.
   1.4. ASTM D 2239 STANDARD SPECIFICATION FOR POLYETHYLENE (PE) PLASTIC PIPE (SIDR-PR) BASED ON CONTROLLED INSIDE DIAMETER.
   1.5. ASTM D 2774 STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PRESSURE PIPING.
   1.6. ASTM D 3261 STANDARD SPECIFICATION FOR BUTT HEAT FUSION POLYETHYLENE (PE) PLASTIC FITTINGS FOR POLYETHYLENE (PE) PLASTIC PIPE AND TUBING.
   1.7. ASTM D 3350 STANDARD SPECIFICATION FOR POLYETHYLENE PLASTICS PIPE AND FITTINGS MATERIALS.
   1.8. ASTM F714 STANDARD SPECIFICATION FOR POLYETHYLENE (PE) PLASTIC PIPE (SDR-PR) BASED ON OUTSIDE DIAMETER.
   1.9. ASTM F 905 STANDARD PRACTICE FOR QUALIFICATION OF POLYETHYLENE SADDLE-FUSED JOINTS.
   1.10. ASTM F 1055 STANDARD SPECIFICATION FOR ELECTROFUSION TYPE POLYETHYLENE FITTINGS FOR OUTSIDE DIAMETER CONTROLLED POLYETHYLENE PIPE AND TUBING.
   1.11. ASTM F 1290 STANDARD PRACTICE FOR ELECTROFUSION JOINING POLYOLEFIN PIPE AND FITTINGS.
   1.12. ASTM F 2164 STANDARD PRACTICE FOR FIELD LEAK TESTING OF POLYETHYLENE (PE) PRESSURE PIPING SYSTEMS USING HYDROSTATIC PRESSURE.
   1.13. ASTM F 2206 STANDARD SPECIFICATION FOR FABRICATED FITTINGS OF BUTT-FUSED POLYETHYLENE (PE) PLASTIC PIPE, FITTINGS, SHEET STOCK, PLATE STOCK, OR BLOCK STOCK.
   1.14. ASTM F 2620 STANDARD PRACTICE FOR HEAT FUSION JOINING OF POLYETHYLENE PIPE AND FITTINGS.
2. SUBMITTALS
   2.1. EXPERIENCE RECORD: WHEN REQUESTED BY THE OWNER AND/OR ENGINEER, SUBMIT DOCUMENTATION SUPPORTING THE HDD CONTRACTOR'S QUALIFICATIONS AND EXPERIENCE, WHICH SHALL INCLUDE AS A MINIMUM:
      2.1.1. NUMBER OF HDD PROJECTS SUCCESSFULLY COMPLETED INCLUDING OWNER, LOCATION, DATE OF WORK, SIZE AND MATERIAL OF PIPE, TOTAL LENGTH OF PIPELINE, BID PRICE, OWNER'S CONTACT INFORMATION AND SIMILAR PROJECT INFORMATION.
      2.1.2. DESCRIPTION, CAPACITY AND AGE OF BORING MACHINE TO BE USED AND MECHANICAL CONDITION.
      2.1.3. DESCRIPTION, AGE AND CONDITION OF BORE HEAD GUIDANCE/TRACKING SYSTEM.
      2.1.4. DESCRIPTION OF DRILLING FLUID AND DRILLING FLUID SYSTEM TO PREPARE, FEED, RECYCLE AND DISPOSE OF DRILLING FLUID.
      2.1.5. LIST, DESCRIPTION, AGE AND ESTIMATED MECHANICAL CONDITION OF ALL OTHER EQUIPMENT TO BE ON SITE INCLUDING VACUUM TRUCK.
      2.1.6. LIST OF PERSONNEL TO BE ON SITE AND THEIR QUALIFICATIONS, EXPERIENCE AND TRAINING.
      2.1.7. EQUIPMENT AND PROCEDURE FOR JOINING PIPE, FITTINGS AND ACCESSORIES.
   2.2. WORK PLAN: THIS SHALL INCLUDE A SCHEDULE OF WORK ACTIVITY, A SAFETY PLAN (INCLUDING MSDS OF ALL POTENTIALLY HAZARDOUS SUBSTANCES TO BE USED), AN ENVIRONMENTAL PROTECTION PLAN, IDEAS FOR TRAFFIC CONTROL AND CONTINGENCY PLAN FOR POSSIBLE PROBLEMS.
   2.3. BORE PLAN: SUBMIT A BORE PLAN. BORE PLAN SHALL BE PREPARED BY THE DRILLING CONTRACTOR. THE PLAN SHALL SHOW THE FINISHED GRADE ALONG THE BORE PATH, THE DEFLECTION AND RADII OF THE PILOT BORE, THE LENGTH OF EACH BORE, AND THE VERTICAL AND HORIZONTAL CLEARANCES BETWEEN THE BORED PIPE AND ANY EXISTING/PROPOSED CONFLICTING PIPES, CONDUITS, OR OBSTRUCTIONS, THE GUIDANCE SYSTEM'S ACCURACY TOLERANCE AND NECESSARY MACHINE SET BACK FOR EACH DRILLED SECTION.
3. HIGH DENSITY POLYETHYLENE (HDPE) PIPE, FITTINGS AND JOINTS
   3.1. PIPE: HIGH DENSITY POLYETHYLENE (HDPE) PIPE AND FITTING SHALL MEET THE REQUIREMENTS OF AWWA C906, ASTM F714 AND ASTM D 3261 ; DUCTILE IRON PIPE SIZE (DIPS) SIZING SYSTEM; STANDARD DIMENSION RATIO (SDR) OF 11; MANUFACTURED FROM VIRGIN EXTRA HIGH MOLECULAR WEIGHT, HIGH DENSITY PE4710 POLYETHYLENE PIPE GRADE RESIN TO A MINIMUM CELL CLASSIFICATION OF PE445474C AS DETERMINED BY ASTM D3350; WITH SMOOTH WALLS ONLY; WITH FABRICATED OR MOULDED FITTINGS.
   3.2. PIPE MARKINGS: THESE SHALL MEET THE MINIMUM REQUIREMENTS OF AWWA C906. MINIMUM PIPE MARKINGS SHALL BE AS FOLLOWS:
      3.2.1. MANUFACTURER'S NAME OR TRADEMARK AND PRODUCTION RECORD.
      3.2.2. NOMINAL PIPE SIZE.
      3.2.3. DIPS
      3.2.4. DIMENSION RATIO
      3.2.5. AWWA C906
      3.2.6. SEAL OF TESTING AGENCY THAT VERIFIED THE SUITABILITY OF THE PIPE
      3.2.7.

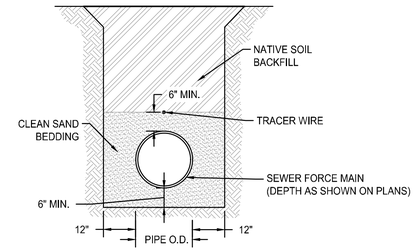
TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-3

NOTES (CONT.'D)

3. HIGH DENSITY POLYETHYLENE (HDPE) PIPE, FITTINGS AND JOINTS (CONT.)
   - 3.4. BUTT FUSION FITTINGS: THESE SHALL BE MADE OF HDPE MATERIAL WITH A MINIMUM MATERIAL DESIGNATION CODE OF PE4710 AND WITH A MINIMUM CELL CLASSIFICATION AS REQUIRED FOR HDPE PIPE AND SHALL MEET THE REQUIREMENTS OF ASTM D 3261 WITH AN STANDARD DIMENSION RATIO OF SDR11. FABRICATED BEND FITTINGS OVER 45 DEGREES THROUGH 90 DEGREES SHALL HAVE A MINIMUM OF FOUR SEGMENTS. FIELD FABRICATED FITTINGS ARE NOT ALLOWED. MARKING SHALL COMPLY WITH ASTM F 2206.
   - 3.5. ELECTROFUSION FITTINGS: THESE SHALL BE MADE OF HDPE MATERIAL WITH A MINIMUM MATERIAL DESIGNATION CODE OF PE 4710 AND WITH A MINIMUM CELL CLASSIFICATION AS NOTED FOR HDPE PIPE AND SHALL HAVE A MANUFACTURING STANDARD OF ASTM F1055 WITH A PRESSURE RATING AT LEAST EQUAL TO THE PIPE. ALL ELECTRO FUSION FITTINGS SHALL BE SUITABLE FOR USE AS PRESSURE CONDUITS, AND HAVE MARKINGS IN ACCORDANCE WITH ASTM F 1055.
   - 3.6. FLANGES AND MECHANICAL JOINT ADAPTERS (MF ADAPTERS): THESE SHALL HAVE A MATERIAL DESIGNATION CODE OF PE4710 OR HIGHER AND A MINIMUM CELL CLASSIFICATION AS NOTED FOR HDPE PIPE AND BE MADE TO ASTM D 3261 OR THE REQUIREMENTS OF ASTM F 2206 BASED ON DUCTILE IRON PIPE SIZE (DIPS).
   - 3.7. STIFFENING INSERT: PROVIDE INDUSTRY STANDARD STIFFENERS FOR EACH MECHANICAL JOINT ADAPTER, COUPLING AND AT OTHER LOCATIONS WHERE REQUIRED.
4. LOCATOR WIRE FOR PIPELINE
   - 4.1. TRACER WIRE: THIS SHALL BE PER CITY OF LAKELAND AND ENGINEERING DIVISION TRACER WIRE SEWER MAIN SPLICE STRANDARD DETAIL AND OTHER APPROPRIATE STANDARD DETAILS RELAED TO TRACER WIRE.
   - 4.2. DETECTABLE UNDERGROUND WARNING TAPE
     - 4.2.1. THIS SHALL BE A PIPELINE WARNING TAPE, EASILY FOUND USING A NON–FERROUS LOCATOR, WHEN BURIED UP TO 18 INCHES UNDERGROUND, PRINTED ON APWA APPROVED COLORS WITH MESSAGE "CAUTION BURIED NON– POTABLE WATER LINE BELOW" OR SIMILAR APPROVED MESSAGE, AS MANUFACTURED BY SETON, BUFFALO, NY, PRO–LINE SAFETY PRODUCTS, OR AS APPROVED DESIGNED FOR LONG TERM UNDERGROUND SERVICE WITH 3–INCH (5 MIL) TAPE WITH ALUMINUM BACKING. INSTALL TAPE OYER PIPELINE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
5. EXECUTION
   - 5.1. GENERAL
     - 5.1.1. THE CONTRACTOR SHALL PROVIDE ALL MATERIAL, EQUIPMENT, AND FACILITIES REQUIRED FOR DIRECTIONAL DRILLING. PROPER ALIGNMENT AND ELEVATION OF THE BOREHOLE SHALL BE CONSISTENTLY MAINTAINED THROUGHOUT THE DIRECTIONAL DRILLING OPERATION. THE METHOD USED TO COMPLETE THE DIRECTIONAL DRILL SHALL CONFORM TO THE REQUIREMENTS OF ALL APPLICABLE PERMITS.
     - 5.1.2. THE ENTIRE DRILL PATH SHALL BE ACCURATELY SURVEYED BY THE CONTRACTOR WITH ENTRY AND EXIT STAKES PLACED IN THE APPROPRIATE LOCATIONS WITHIN THE AREA INDICATED ON DRAWINGS.
   - 5.2. GUIDANCE SYSTEM
     - 5.2.1. CONTRACTOR SHALL PROVIDE AND MAINTAIN INSTRUMENTATION NECESSARY TO ACCURATELY LOCATE THE PILOT HOLE (BOTH HORIZONTAL AND VERTICAL DISPLACEMENTS), MEASURE PILOT STRING TORSIONAL AND AXIAL AND MEASURE DRILLING FLUID DISCHARGE RATE AND PRESSURE. THE OWNER AND ENGINEER SHALL HAVE ACCESS TO INSTRUMENTATION AND READINGS AT ALL TIME DURING OPERATION.
   - 5.3. PILOT HOLE
     - 5.3.1. THE PILOT HOLE SHALL BE DRILLED ALONG THE PATH INDICATED ON THE DRAWINGS. FOR ANY DEVIATION FROM THE PATH INDICATED, THE CONTRACTOR SHALL SUBMIT DRAWINGS SHOWING THE REVISED PILOT HOLE LOCATION FOR CONCURRENCE BY THE OWNER AND ENGINEER.
     - 5.3.2. HORIZONTAL AND VERTICAL READINGS SHALL BE RECORDED AFTER ADVANCEMENT OF EACH SUCCESSIVE DRILL PIPE (NO MORE THAN 10'). ACCESS TO ALL RECORDED READINGS AND PLAN AND PROFILE INFORMATION SHALL BE MADE AVAILABLE TO THE OWNER AND ENGINEER AT ALL TIME. AT NO TIME SHALL BE DEFLECTION RADIUS OF THE DRILL PIPE EXCEED THE DEFLECTION LIMITS OF THE CARRIER PIPE AS SPECIFIED HEREIN.
     - 5.3.3. THE PILOT HOLE SHALL BE DRILLED ON BORE PATH WITH NO DEVIATIONS GREATER THAN 5 PERCENT OF DEPTH OVER THE LENGTH OF THE BORE AND MAXIMUM DEPTH SHALL BE LESS THAN 12 FEET UNLESS PREVIOUSLY AGREED TO BY THE OWNER AND ENGINEER.
     - 5.3.4. SITE PREPARATION: PRIOR TO MOVING TO WORK–SITE, CALL 811 FOR OFFICIAL LOCATES OF ALL UNDERGROUND UTILITIES AND SUBMIT PHOTOGRAPHS AND A VIDEO OF THE ENTIRE PIPELINE ROUTE DOCUMENTING ALL ABOVE GROUND FEATURES AND DETAILS AND SPECIFICALLY PHOTOGRAPHS OF ALL UTILITY LOCATE MAKINGS ON PAVEMENTS AND GROUND SURFACES. COORDINATE WITH ALL UTILITY COMPANIES PRIOR TO COMMENCING WORK. VERIFY ALL UTILITIES INCLUDING, BUT NOT LIMITED TO GAS, ELECTRIC, TELEPHONE, FIBER OPTIC, CABLE TELEVISION, PIPELINES, STORM SEWER, SANITARY SEWER AND WATER MAIN AND ASSOCIATED LATERALS. LOCATE ALL EXISTING UTILITIES BOTH HORIZONTALLY AND VERTICALLY AND ADD TO THE DESIGN DRAWINGS FOR DOCUMENTATION.



CONNECTION TO EXISTING FORCEMAIN DETAIL
N.T.S.



PRESSURE PIPE BEDDING DETAIL FOR UNIMPROVED AREAS
NOT TO SCALE

SEALED BY



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99997 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES AND DETAILS

Thursday, May 28, 2026 – 11:28 am
Filename: Z:\TOWNCOLL\0014WR\Civil\CAD\Plans\NOTES.dwg

TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-4

DETAIL A
SCALE: 1"=10'

REMOVE EXISTING 45 ° FITTING, THRUST BLOCK, AND 20' OF PIPE. CONNECT NEW PIPE TO EXISTING MANHOLE.

8" D.I. 45° BEND (MJxMJ)

EXISTING FORCEMAIN

WTL-1 EXTENDS BEYOND THE AREA OF STUDY

EX. SMH
STA. 54+18.26
70.41' (LT)
TOP 290.07
INVERT IN = 276.23 30"
INVERT IN = 278.63 8"
INVERT OUT = 276.00 30"

8" D.I. 45° BEND (MJxMJ)
PROPOSED ROADWAY CL
STA:102+33.10
OFF:59.61'L

PROPOSED R.O.W.

8" C900 DR 18 PVC PIPE

EXISTING PROPERTY LINE

SHELBY COUNTY

03

8" D.I. 45° BEND (MJxMJ)
PROPOSED ROADWAY CL
STA:109+55.65
OFF:59.54'L

ARV NO. 1

8" D.I. 22.5° BEND (MJxMJ)
PROPOSED ROADWAY CL
STA:110+62.69
OFF:117.97'L

ARV NO. 2
PROPOSED ROADWAY CL
STA:114+30.77
OFF:107.21'L

WTL-1

BARBED WIRE FENCE

WOODS

FILL

EXISTING COMBINATION VALVE (TO BE REMOVED)

EXISTING COMBINATION VALVE (TO BE REMOVED)
ACCESS COVER

SR-205 (PROPOSED)

PRESENT R.O.W.

GRAVEL

ASPHALT

TOP BANK

BM1-S42868
WEST BOLT

BM2-S44715

CP-S15

CP-S16

CP-S17

TRAV-S4001

TRAV-S4002

TRAV-S4003

TRAV-S4004

TRAV-S4015

TRAV-S4017

TRAV-S4049

E 876060

E 876000

N 292000

MATCHLINE FORCEMAIN STATION 14+50

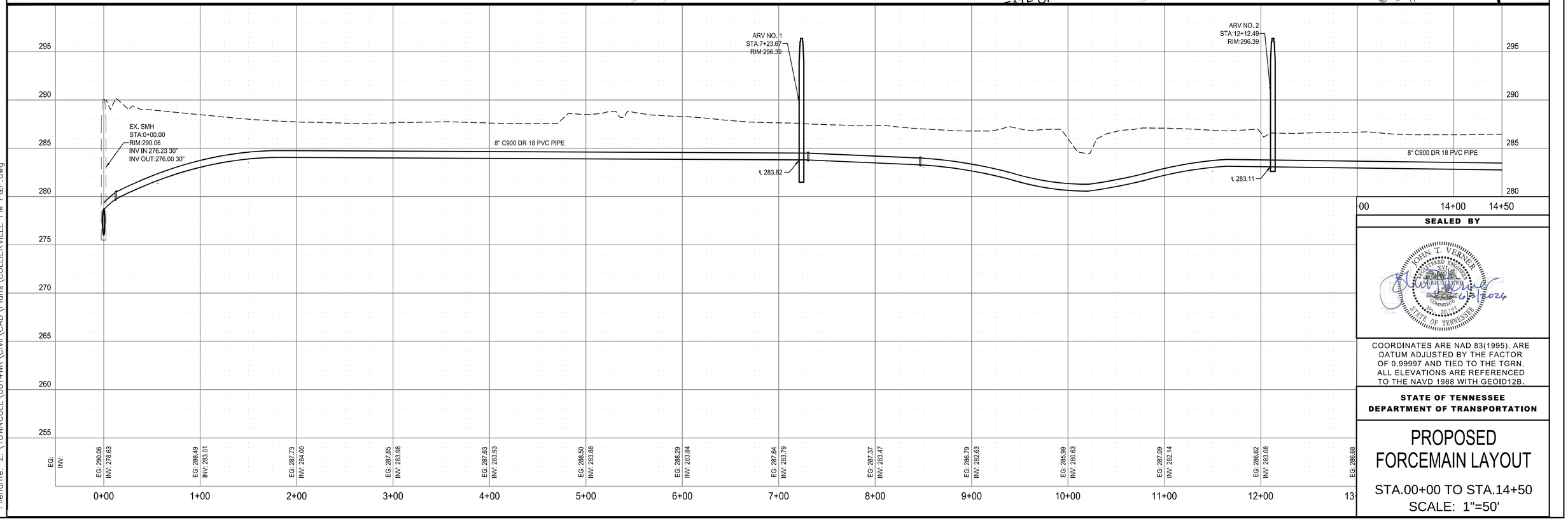
EX. SMH
STA. 54+29.32
67.24' (RT)
TOP 290.43
INVERT IN = 276.66 30"
INVERT OUT = 276.36 30"

SP1865

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100 200
1 inch = 50 ft.

09

STATE OF TENNESSEE



SEALED BY

JOHN T. VERNER
REGISTERED ENGINEER
No. 29737
STATE OF TENNESSEE
6/8/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED FORCEMAIN LAYOUT

STA.00+00 TO STA.14+50
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-5

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100 200
1 inch = 50 ft.

03

SHELBY COUNTY

04

CITY OF MEMPHIS AND SHELBY COUNTY

09

08

CITY OF MEMPHIS AND SHELBY COUNTY

07

MATCHLINE FORCEMAIN STATION 15+00

MATCHLINE FORCEMAIN STATION 31+50

ARV NO. 3 AND BEGIN OF DIRECTIONAL BORE
PROPOSED ROADWAY CL
STA:118+81.57
OFF:91.37'L

ARV NO. 4 AND END OF DIRECTIONAL BORE
PROPOSED ROADWAY CL
STA:130+73.62
OFF:95.45'L

PROPOSED R.O.W.

PRESENT R.O.W.

BEGIN BRIDGE
STA. 120+86.79

END BRIDGE
STA. 128+36.79

10" HDPE DIPS DR 11 VIA DIRECTIONAL BORE

1195.96' L.F. OF 10" HDPE DR 11 (DIPS) H.D.D.

PROPOSED BRIDGE
52.00' x 750.00' / 6 SPAN

30' SQ. CRANE PAD

WOOD BOLLARD FENCE

KEYPOST

ACCESS TO WILDLIFE MGT. AREA

SR-205 (PROPOSED)

SR-205 (PRO

EXISTING COMBINATION VALVE (TO BE REMOVED)

TOP BANK

EX. RIPRAP

RIVER ACCESS AREA

BARBED WIRE FENCE

WTL-1

FILL

GRAVEL

10' GRAVEL

14' GRAVEL

12' GRAVEL

ASPHALT

ASPHALT CUT

PRESENT R.O.W. CUT

CP-S18

BM3-S44713

BM4-S44716

TRAV-S4005

TRAV-S4006

TRAV-S4007

TRAV-S4008

TRAV-S4009

TRAV-S4013

TRAV-S4014

TRAV-S4016

TRAV-S4023

TRAV-S4024

TRAV-S4025

TRAV-S4056

TRAV-S800

E 876000

N 293000

N 293500

WOLF RIVER

WOLF RIVER CONSERVATION

ARV NO. 3
STA:16+57.31
RIM:296.39

ARV NO. 4
STA:28+53.27
RIM:296.39

EXISTING GRADE

FUTURE GRADE

℄ 282.49

℄ 279.01

8" C900 DR 18 PVC PIPE

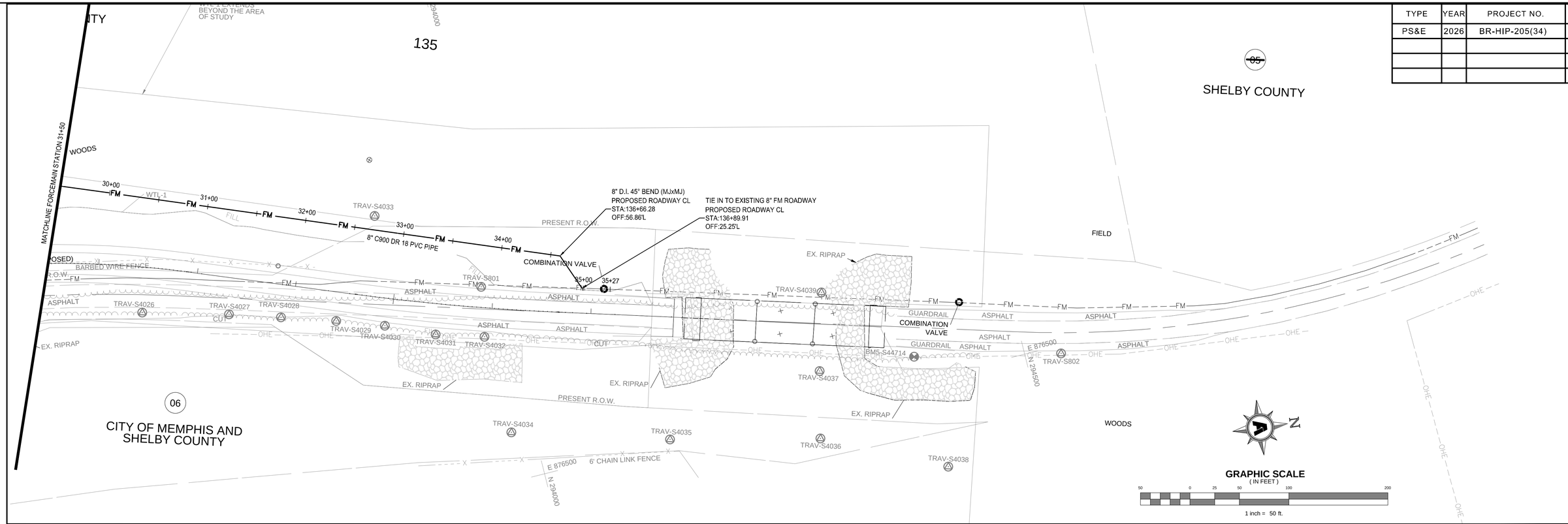
PER USACE RECORD DRAWING, EXISTING RIPRAP, APPROX. 8' BELOW EXISTING CHANNEL.

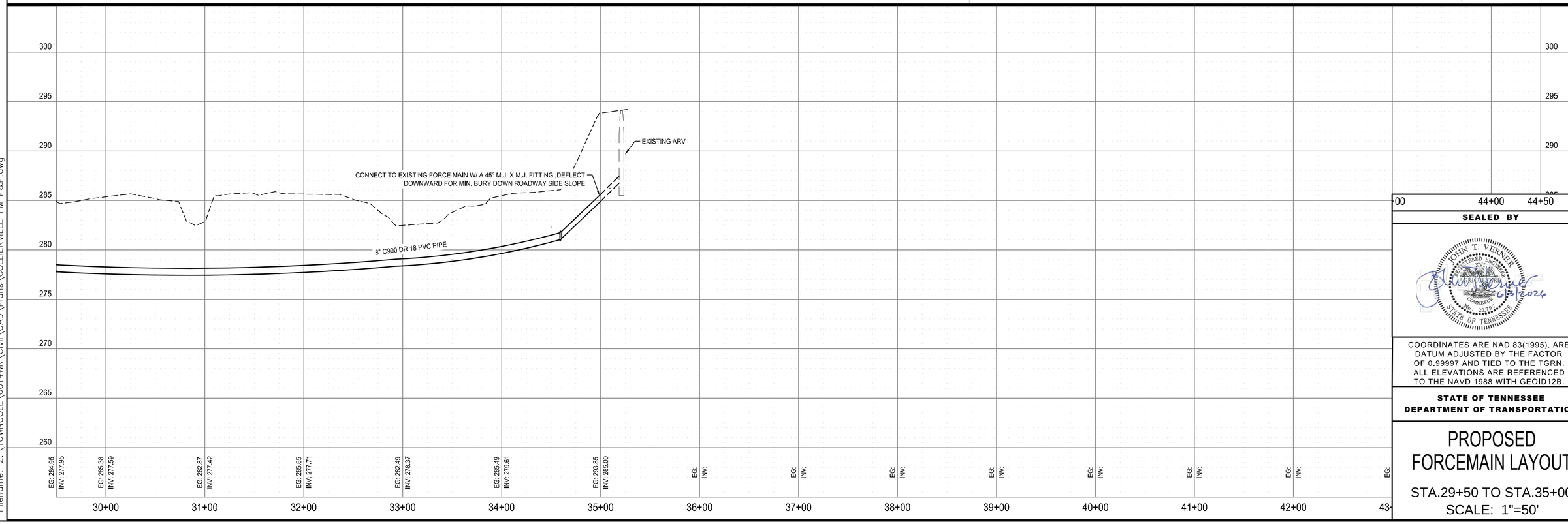
10' MIN. CLEARANCE REQ'D

295 290 285 280 275 270 265 260 255 250 245 240

| | | |

TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-6





SEALED BY

JOHN T. VERNIER
LICENSED PROFESSIONAL ENGINEER
No. 29127
STATE OF TENNESSEE
6/3/2026

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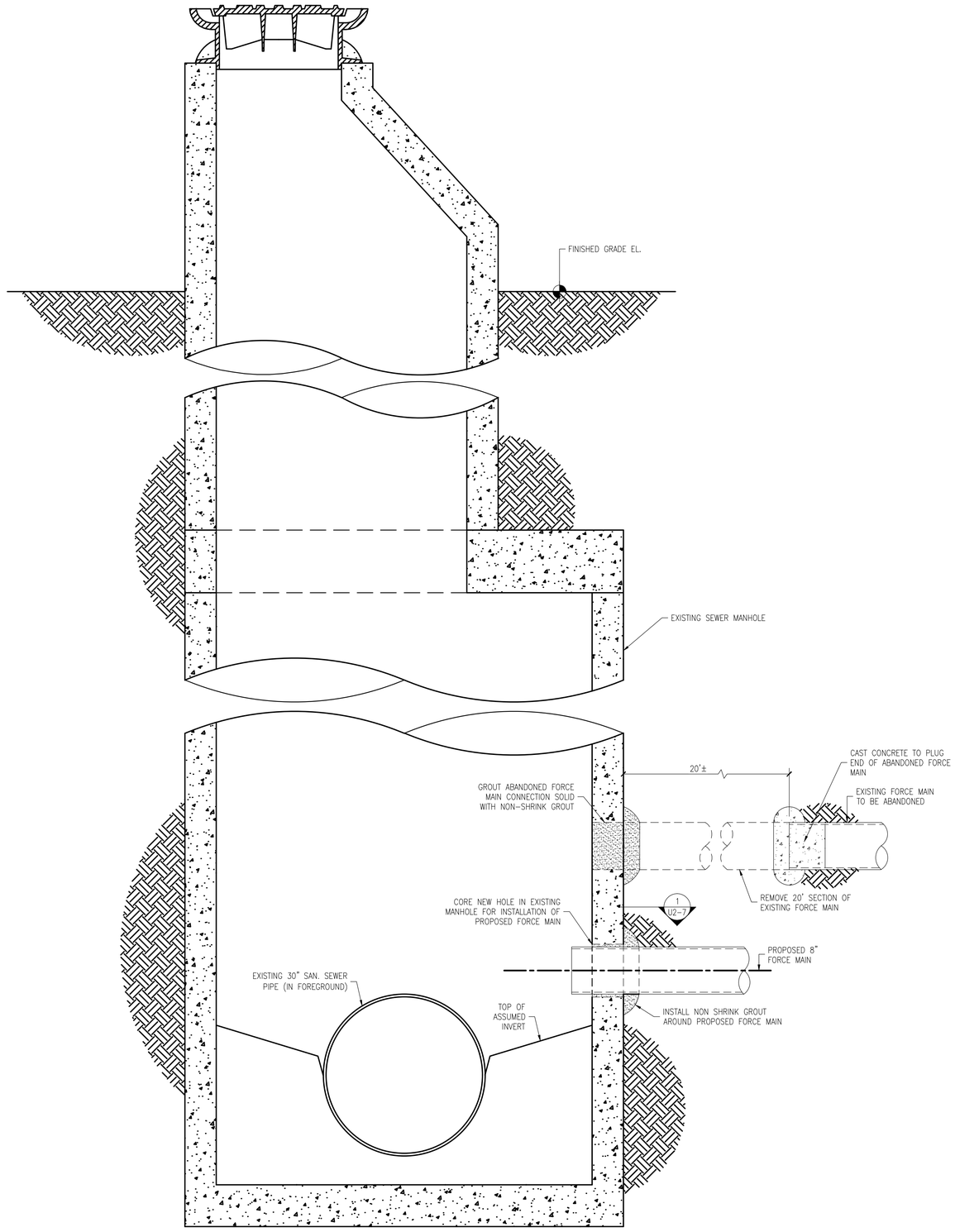
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED FORCEMAIN LAYOUT

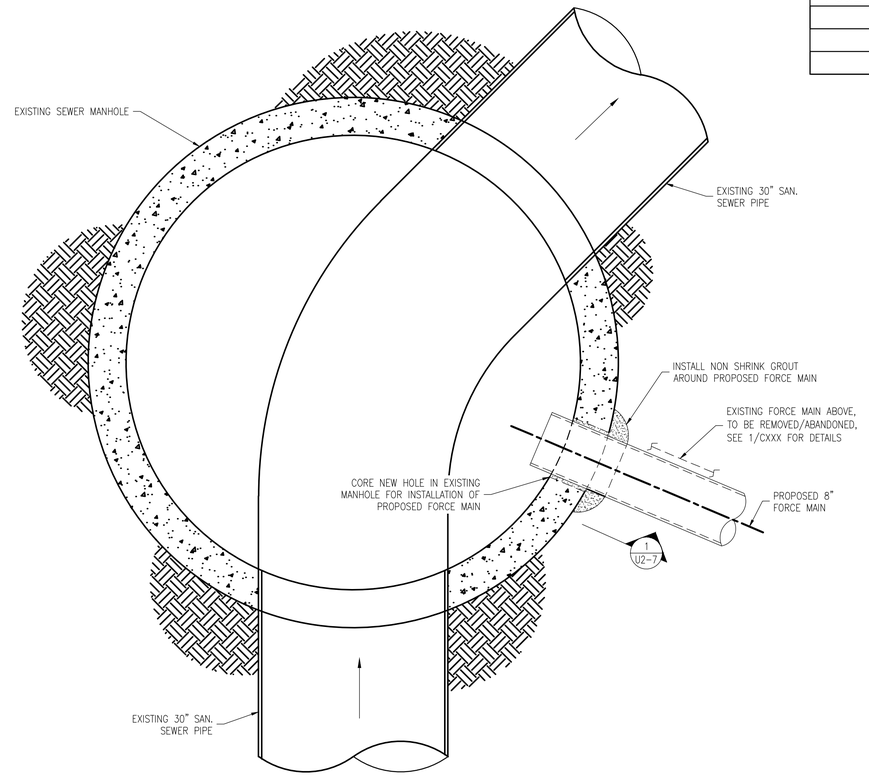
STA.29+50 TO STA.35+00
SCALE: 1"=50'

Thursday, May 28, 2026 – 11:29 am
Filename: Z:\TOWNCOLL\0014WR\Civil\CAD\Plans\COLLIERVILLE FM P&P.dwg

TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-7



1 FORCE MAIN CONNECTION DETAIL @ EXISTING SANITARY SEWER MANHOLE
NOT TO SCALE



2 PLAN DETAIL @ FORCE MAIN CONNECTION @ EXISTING SANITARY SEWER MANHOLE
NOT TO SCALE

SEALED BY

JOHN T. VERNER
REGISTERED ENGINEER
No. 120127
STATE OF TENNESSEE

6/3/2026

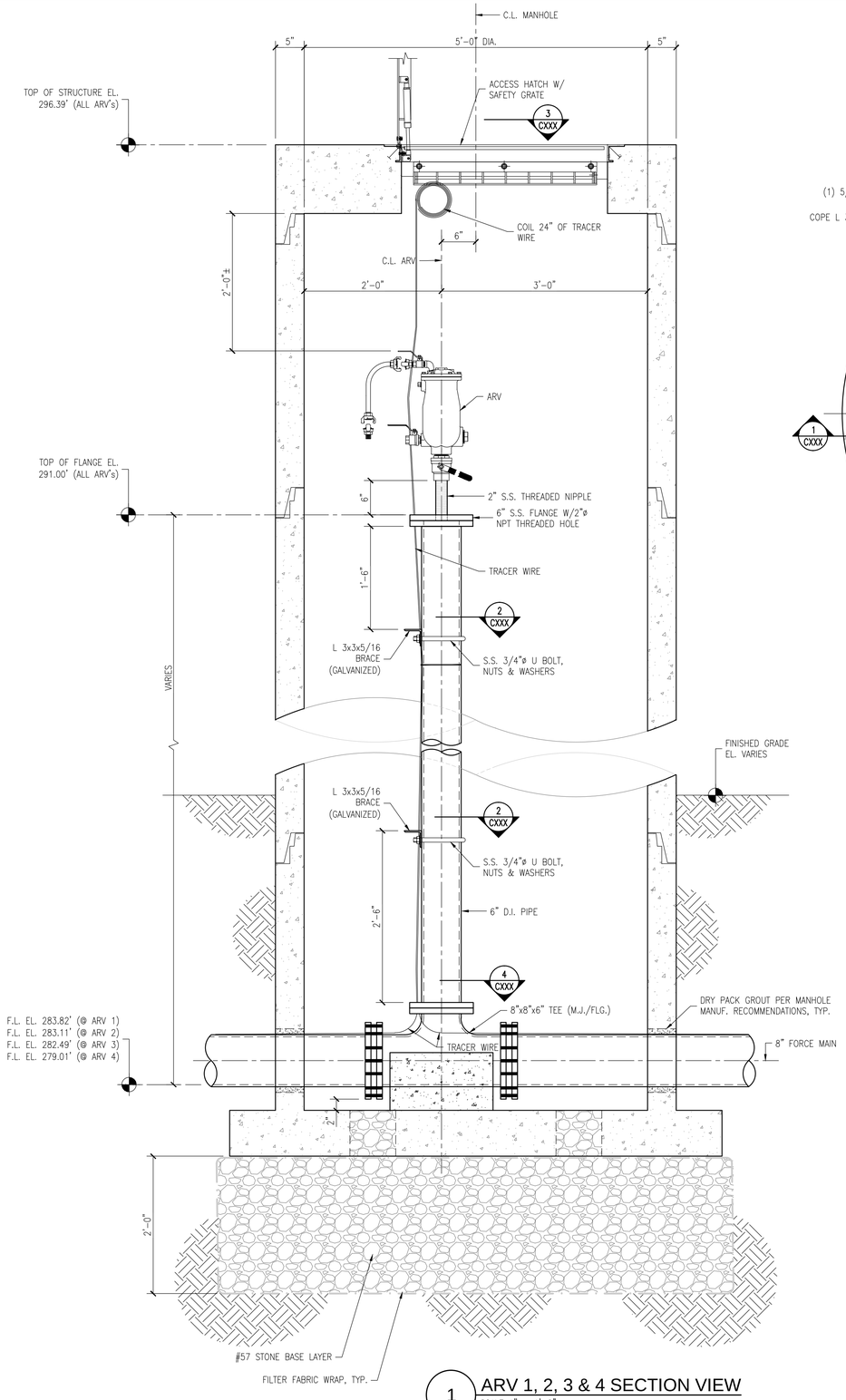
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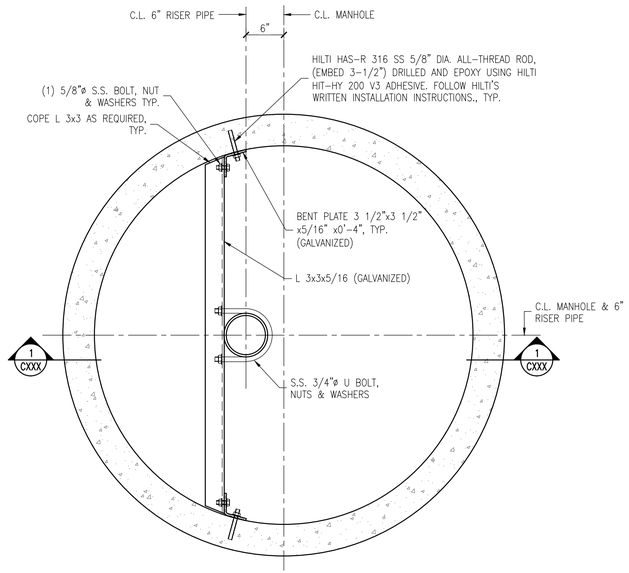
PROPOSED FORCEMAIN DETAILS

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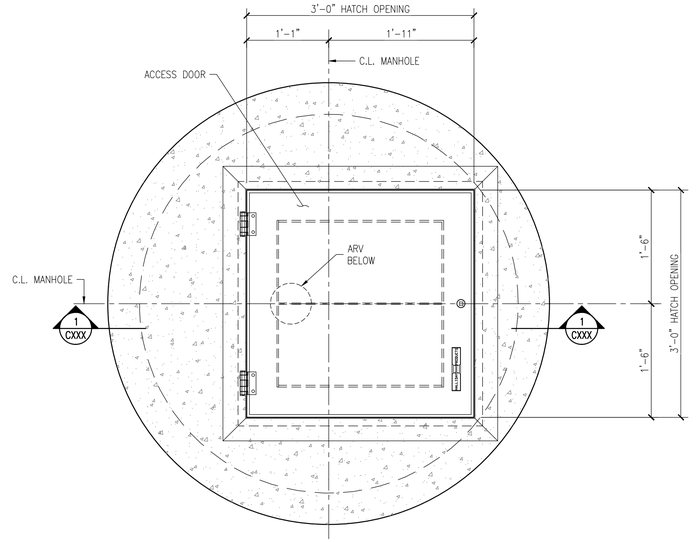
TYPE	YEAR	PROJECT NO.	
PS&E	2026	BR-HIP-205(34)	U2-8



1 ARV 1, 2, 3 & 4 SECTION VIEW
SCALE 1" = 1'-0"



NORTH 2 PLAN @ L 3x3 BRACE
SCALE 1" = 1'-0"



NORTH 3 PLAN @ TOP SLAB
SCALE 1" = 1'-0"

NORTH 4 PLAN @ BASE
SCALE 1" = 1'-0"

SEALED BY

JOHN T. WERNER — REGISTERED ENGINEER — No. 20727 — STATE OF TENNESSEE
6/5/2026

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